

VLMPO Committee Meetings Common Agenda

Technical Advisory Committee; Thursday, January 24, 2019; 9:00 a.m.

- | | | |
|-------|---|--------------------|
| I. | Call to Order | Chair |
| II. | Introductions/Roll Call | Chair |
| | A. Review of Committee Attendance | |
| III. | Approval of Minutes- September 5, 2018 | Chair |
| IV. | New Business | |
| | A. TAC Elections | Chair |
| | Action: Elect Officers | |
| | B. Complete Streets Policy Discussion | Corey Hull |
| | Action: Discussion | |
| | C. FY20 Unified Planning Work Program (UPWP) | Corey Hull |
| | Action: Discussion | |
| | D. Parking Study Presentation | August Huckleberry |
| | Action: Presentation and Discussion | |
| | E. 2045 TVP Update Timeline, Definitions, SE Data, Plan Outline | Amy Martin |
| | Action: Discussion | |
| V. | Staff Update | Staff |
| | A. Calendar Year 2019 Meeting Dates | |
| | B. Crash Report Update | |
| | C. Participation Plan Update | |
| VI. | Privilege of the Floor/Public Comment | Chair |
| VII. | Next Meeting Date | Chair |
| | A. TAC; Wednesday, March 6, 2019; 9:00a; at SGRC Office | |
| VIII. | Adjournment | Chair |

**FY2019 VLMPO
Transportation Advisory Committee Membership**

Voting Members:

Mike Fletcher	Lowndes County, Engineer	Chairman
Patrick Collins	City of Valdosta, Engineer	Vice-Chairman
Ritchie Swindell	GDOT District 4, Engineer	Member
Matthew Risher	GDOT, Transportation Planner	Member

Non-Voting Members:

Jeff Hill	Lowndes County Schools
Ricky Thomas	Valdosta City Schools, Trans. Director
Mike Meeks	Bicycle/Pedestrian Advocate
Andrew Edwards	FHWA – GA Division
Danny Weeks	Lowndes County Emergency Mgmt. Dir.

* Tom McQueen or Vivian Delgadillo Canizares are alternates

The TAC is a technical committee of 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, bike and pedestrian advocates, and emergency response officials.

The Technical Committee meets on the 1st Wednesday of the month at 9:00am each quarter (March, June, September, and December).

For more information please contact Corey Hull, Transportation Director at 229-333-5277 or at chull@sgrc.us.

VLMPO Technical Advisory Committee Attendance Records, FY2019

		FY2019					
Name	Appointment	9/5/2018				Attendance	% Present
1	Patrick Collins	City of Valdosta	1			1	100%
2	Mike Fletcher	Lowndes County	1			1	100%
3	Rictchie Swindell	GDOT Tifton	1			1	100%
4	William Eastin	GDOT Atlanta	1			1	100%
5	<i>Jeff Hill</i>	<i>Lowndes Schools</i>	0			0	0%
6	<i>Ricky Thomas</i>	<i>Valdosta Schools</i>	0			0	0%
7	<i>Mike Meeks</i>	<i>Bicycle Advocate</i>	0			0	0%
8	<i>Andrew Edwards</i>	<i>FHWA- GA</i>	1			1	100%
9	<i>Danny Weeks</i>	<i>Lowndes County 911</i>	0			0	0%
Quorum - 3/4		# in Attendance	3				

Yellow shading means a past member

Blue shading means a representative

1= Present at meeting

0= Absent at meeting

NA = No Appointment

Italics Indicates Non-voting members

Minutes
Technical Advisory Committee, Policy Committee
(Joint Meeting)
September 5, 2018
8:00 AM

TAC and PC Members Present	Organization
J. Pritchard	Lowndes County
Tom McQueen	GDOT
Bill Slaughter	Lowndes County
Mark Barber	City of Valdosta
Tamara Christion	City of Valdosta
Pat Collins	City of Valdosta
Justin DeVane	Brooks County
John Gayle	City of Valdosta
Mike Fletcher	Lowndes County
Lisa Cribb	SGRC
Tim Warren	GDOT
Others Present	
Corey Hull	SGRC
Amy Martin	SGRC
JD Dillard	GDOT
Dennis Carter	GDOT
Gary Wisenbaker	VLCOC
Christi Lovett	GDOT

Agenda Item #1 – Call to Order

Mr. Slaughter called the meeting to order at 8:10 AM.

Agenda Item #2 – Introductions/Roll Call

Mr. Slaughter asked those present to introduce themselves and state their affiliation with the committee.

Agenda Item #3 – Approval of Regular Meeting Minutes

Mr. Slaughter asked the committee members to review the June 7, 2018 and February 22, 2018 meeting minutes. Mr. Collins made a motion to approve the minutes as written. Mr. DeVane seconded the motion. The vote was unanimous; the motion carried.

Agenda Item #4– New Business

A. PM2 and PM3 Performance Measures Amendment to the 2040 TVP and FY 18-21 TIP Resolution 2019-1

Action: Recommendation/Vote for Approval

Ms. Martin explained to the committees that federal legislated transportation performance management regulations were mandated last year and that States as well as MPO's are now responsible to set/adopt targets to address the national measures and goals that have been set. Ms. Martin informed the committees that the current set of goals/measures and targets that VLMPO that are up for adoption are the bridge/pavement condition, system reliability, and freight movement and that the state has already adopted its targets and that staff recommends that the VLMPO adopt the state targets as well. Ms. Martin directed the committees to the updated amendments located in the agenda packet. Mr. Gayle made a motion to approve Resolution 2019-1. Mr. DeVane seconded the motion. The vote was unanimous; the motion carried.

B. PC: Policy Committee Bylaws Amendment

Action: Vote for Approval (Requires 2/3 Vote)

Mr. Hull reminded the committee that due to Lanier County recently annexing a portion of Berrien County, Ray City is now a part of the designated MPO area. Mr. Hull explained that due to this recent change the Policy Committee Bylaws have been amended to include the Mayor of Ray City as part of the Policy committee and serve on an annual rotating bases. Mr. Hull stated that to approve the amendment to the Bylaws takes a 2/3 vote. Hr. Hull also notified the committee that this amendment will trigger an updated MOU as well. Ms. Cribb made a motion to approve the amended Bylaws. Mr. Gayle seconded the motion. The vote was unanimous; the motion carried.

C. FTA 5303 Resolution to Apply for FY 2020 Funds: Resolution 2019-2

Action: Recommendation/Vote for Approval

Mr. Dillard directed the committees to the last page in the agenda. He informed the committees that the resolution is an annual resolution that allows for federal funding that will help with UPWP projects and the 2045 LRTP to develop the plan in house. He informed the committees that the resolution is for FY 2020 funds. Mr. Slaughter asked if the grant had a match. Mr. Hull stated that he could look it up really quick. Mr. Hull stated that the total local match from Valdosta and Lowndes County is \$5,000 for fiscal year 2019 and FY2020 should be around the same amount. Mr. Gayle made a motion to approve Resolution 2019-2. Mr. DeVane seconded the motion. The vote was unanimous; the motion carried.

D. 2045 Socioeconomic Data Study Presentation

Mr. Hull introduced Ms. Whitney Shepard of Transport Studio to the committees and gave a brief description of the project that she was working on for the VLMPO. Ms. Shepard explained to the committees how the data for the 2045 Socioeconomic Study was created and analyzed. Ms. Shepard showed maps that represent the current and future projected demographic data, economic growth areas, and environmental justice areas and explained the data for each relevant graphic. Ms. Shepard made a recommendation that as planning efforts move forward, the committee should consider the low income and minority areas within the community that have been highlighted in her study. Ms. Shepard also notified the committees that the VLMPO will also have access to the database allowing for them to use the information to help in decision making.

E. Complete Streets Policy Update Presentation

Presentation was put off until next meeting.

F. TAC, PC: Valdosta Traffic Signal Study Update Presentation

Mr. Hull directed the committees to the Kimley Horn Executive Summary handout for the City of Valdosta's Traffic Signal Timing Study. Mr. Hull gave a brief overview of the findings from the study, stating that by changing the signal timings for over 45 signals in Valdosta, and completing improvements that are recommended by the study improved timing plans will pay for themselves every 7.2 workdays. This is a savings of \$3.3 million dollars. Mr. Collins explained to the committee that one of the intersection improvements in the report is St. Augustine, and now with TSPLOST, these improvements will be made. Mr. Collins continued giving updates concerning infrastructure improvements. Mr. Collins thanked DOT for providing the City of Valdosta with updated software. Mr. Collins also thanked the Valdosta City Council for approving the \$500,000 dollars needed to purchase the TIMS units, which will put our system to communicate through the cloud. Mr. Collins notified the committees that the City of Valdosta will also have an app, similar to the Waze app that will be released soon.

G. FY 2018 Crash Report Presentation

Ms. Martin directed the committees to the handouts that were pulled from the FY 2018 Crash Report. Ms. Martin explained to the committee that the crash report is an annual report that analyzes what types of crashes are taking place, the frequency, and other variables. Mr. Hull stated that a member of the CAC asked if the City of Valdosta and/or the Lowndes County have any planned improvements for some of the high crash locations. Mr. Hull also notified the committees that the VLMPO does have access to all the crash reports throughout the state. Mr. Fletcher notified the committees that Knights Academy intersection has warranted traffic signals and that intersection is on the list. Also, there will be signals at Forrest and Bemiss and Forrest and Mt. Zion.

Agenda Item #5– Staff Update

A. Regional Connectivity Study

Mr. Hull explained to the committees that the regional connectivity study is in contract negotiations and hope to have the contract ready to go by October 1. The regional connectivity study will be looking at future roadway improvements in Lowndes County and how the roads are impacted by traffic from neighboring counties.

B. Tools of the Trade Conference

Mr. Hull notified the committees that Andrew Smith and Amy Martin attended the Tools of the Trade Conference for Small Cities, where Andrew Smith presented his report on Complete Streets Suitability in the VLMPO area.

C. Parking Study

Mr. Hull notified the committees that August Huckleberry is the new transportation intern and will be working on a Parking Study report for the VLMPO area.

D. AMPO Conference in San Antonio

Mr. Hull notified the committees that he would be attending the annual AMPO conference in San Antonio during the month of September.

E. FY 2018 Annual Report

Mr. Hull notified the committees that the FY18 Annual Report will be going out next week.

Agenda Item #6 – Privilege of the Floor/Public Comment

Mr. Slaughter opened the floor for public comment. There were no additional comments.

Agenda Item #7 - Next Meeting Date and Time

The next meeting TAC meeting will be Wednesday, December 5, 2018 at 9:00 AM at the SGRC office. The next PC meeting will be Wednesday, December 5, 2018 at 10:30 AM at the SGRC office.

Agenda Item #8 – Adjournment

Mr. Gayle made a motion to adjourn the meeting. The meeting was adjourned by acclamation.

VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION

COMPLETE STREETS POLICY

Draft
January 10, 2019

BACKGROUND

The Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) supports the creation of a multimodal, safe, efficient transportation system that ensures accessibility to all roadway users in the Valdosta-Lowndes Metropolitan Planning Area (this area's boundary is shown in Exhibit A). The Georgia Department of Transportation (GDOT) and the local jurisdictions that comprise the VLMPO have already constructed numerous projects that provide this accessibility. Such projects range from low-cost striping and signage improvements associated with roadway resurfacing projects to more significant enhancements installed in and along roadways during reconstruction projects, as well as the construction of multi-use trails.

A statewide Complete Streets Design Policy (*Design Policy Manual*, Chapter 9) was adopted by GDOT on September 20, 2012, calling for the Department to “routinely incorporate bicycle, pedestrian, and transit accommodations into transportation infrastructure projects as a means for improving mobility, access, and safety for the traveling public.”¹

At the federal level, the FAST Act, signed into law on December 4, 2015, was the first federal transportation bill ever to include Complete Streets provisions.²

At the local level, the VLMPO's *2040 Transportation Vision Plan* (adopted September 2, 2015) includes a Complete Streets Strategy, requiring that all local projects receiving federal funding through the MPO shall be designed, constructed, operated, and maintained, to the greatest extent possible, so that all users and all modes, of all ages and abilities, can travel safely and independently.³

¹ Georgia Department of Transportation. 2018. *Design Policy Manual*. Revision 5.6, 9/6/2018. <http://www.dot.ga.gov/PartnerSmart/DesignManuals/DesignPolicy/GDOT-DPM.pdf> (accessed September 28, 2018).

² Smart Growth America. (No date.) “Fixing America’s Surface Transportation (FAST) Act.” <https://smartgrowthamerica.org/app/legacy/documents/Complete-Streets-FAST-Act-One-Pager.pdf> (accessed June 22, 2018).

³ Valdosta-Lowndes MPO. 2015. *2040 Transportation Vision Plan*, pp. 29-30.

Another important planning document, the *Common Community Vision for Greater Lowndes County* (adopted January 29, 2014), calls for “the integration and connectivity of the transportation system, across and between modes for people and freight” as well as for improvements in the safety of the transportation system.⁴

The 2016 Comprehensive Plan for Lowndes County and the Cities of Dasher, Hahira, Lake Park, Remerton, and Valdosta calls for a range of improvements in the transportation system in order to better accommodate pedestrians, bicyclists, and all other users and modes.⁵ The comprehensive plans of other counties that are partially within the VLMPO area (Berrien, Brooks, and Lanier Counties) also call for similar improvements.

There is a widely recognized need for better accommodation of non-motorized travel modes throughout the VLMPO area. An estimated 8.35 percent of households in Lowndes County have no vehicle available.⁶ Besides those residents of the region who use non-motorized travel modes out of necessity, there are also many residents who use non-motorized travel modes by choice, whether for reasons of health or simply for personal enjoyment. In addition, some corridors and areas are in need of improved accommodation for motorized travel modes, including freight. The safe, equitable accommodation of all users and all modes is a key element of the Complete Streets concept.

In addition, like many other communities in the United States, residents of the VLMPO area experience health problems related to a lack of exercise. As of 2013 (the most recent year for which data are available), the age-adjusted obesity rate among adults in Lowndes County is 31.5%, 12.3% of adults have type II diabetes, and 26.5% of adults do not engage in leisure-time physical activity.⁷ Studies in similar areas have shown that improvements in the transportation system tend to lead to more people using active transportation modes, with associated higher levels of exercise and improved health outcomes.⁸

By adopting, in the form of a policy, the Complete Streets principles that are already being called for and implemented through local, state, and federal plans, policies, and laws, the VLMPO will affirm its commitment to the safe and efficient accommodation of all users in the MPO area’s transportation system, and will continue to build a safe, efficient multimodal transportation system that accommodates all roadway users.

⁴ Southern Georgia Regional Commission. 2014. *A Common Community Vision for Greater Lowndes County*, p. 5.

⁵ Greater Lowndes County. 2016. *Greater Lowndes Comprehensive Plan Update for Lowndes County and the Cities of Dasher, Hahira, Lake Park, Remerton, and Valdosta*, p. 19 ff.

⁶ U.S. Census Bureau, American FactFinder 2016 five-year estimates (www.census.gov).

⁷ CDC, County Data Indicators. <https://www.cdc.gov/diabetes/data/countydata/countydataindicators.html>

⁸ For example: Mueller, Natalie, et al. 2015. “Health impact assessment of active transportation: A systematic review.” *Preventive Medicine* 76:103-114; and Giles-Corti, Billie. 2010. “The co-benefits for health of investing in active transportation.” *NSW Public Health Bulletin* 21(6):122-127.

VISION AND INTENT

The vision guiding this Complete Streets Policy is that the VLMPO will continue to create and improve an equitable, well-balanced, efficient, safe, interconnected transportation network where all roadway users of all ages and abilities (including but not limited to pedestrians, bicyclists, mobility aid users, seniors, children, automobile drivers, freight drivers, and public transit users) can travel safely and comfortably, and where sustainable transportation options are available to everyone.

Further, the intent of this policy is to continue improving connectivity and coverage for all transportation modes in the VLMPO area's transportation network, and to work towards creating a complete, connected network for all travel modes. Currently, automobile users experience gaps in connectivity, areas of recurrent traffic congestion, and corridors that lack signal synchronization. There are many gaps in the sidewalk network. The community has a few miles of bicycle facilities (lanes and trails) that are not well connected, as well as some roadways that are designated as state bicycle routes but that lack bicycle accommodations. Accommodations for freight traffic are sub-optimal on some major freight corridors.

COMPLETE STREETS POLICY

GENERAL REQUIREMENTS

In the development and operation of the transportation network, special attention shall be paid to the safe accommodation of vulnerable roadway users, including but not limited to pedestrians, bicyclists, mobility aid users, children, seniors, and freight users. Moreover, special attention shall be paid to improving conditions in areas of the community that are currently, or have been, underinvested and underserved.

Recognizing the importance of coordination between land use and transportation decisions, the surrounding community's current and expected transportation, land use, and utility needs (including broadband) shall be considered continually and comprehensively in the development and operation of the transportation network.

The various agencies and jurisdictions within the VLMPO area, and their partner agencies, shall coordinate and work together to implement the vision and intent of this policy and fulfill its requirements.

APPLICABILITY

The requirements of this Complete Streets Policy shall apply to all new construction, retrofit/reconstruction, resurfacing, maintenance (including pavement marking maintenance), and ongoing projects within the VLMPO area that will use Federal funds through the VLMPO, for any phase of project implementation, including planning, design, right-of-way acquisition, construction, and engineering.

PROJECT REQUIREMENTS

The following requirements shall apply to any roadway project within the VLMPO area that will use Federal funds programmed through the VLMPO Metropolitan Transportation Plan and/or Transportation Improvement Program, including Lump Sum projects.

1. Any roadway which is to be newly constructed or completely reconstructed must be designed and constructed to:
 - a. 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
 - b. Address the needs of all users both along roadway corridors and crossing the corridors.
2. Any project in which an existing roadway surface is to be restored or rehabilitated, and any remediation of deficient or non-existent sidewalks, shall be reviewed for the potential of making the roadway a complete street. Consideration shall particularly include an evaluation of whether the scope of work needed to make a complete street is reasonable in relation to the scope of the proposed roadway maintenance or improvement.
3. Every project shall provide the opportunity for utility/telecommunications infrastructure to be appropriately accommodated to allow for existing and future growth. Efficient use of right-of-way during construction and maintenance should be considered to improve access to utility systems, including but not limited to power poles, overhead and underground utilities, stormwater infrastructure, and future broadband networks. This policy is not intended to create new rights for utilities outside those provided by existing law and contract.

DESIGN STANDARDS

The latest and best design criteria and guidelines shall be used in the implementation of all projects to which this policy applies. The Complete Streets design solutions that are used should complement the context of the community. The resources listed below are examples of recommended design standards as of the adoption of this policy. The latest and best design standards are subject to change as materials are updated and new resources become available.

- American Association of State Highway and Transportation Officials (AASHTO), *Policy on Geometric Design of Highways and Streets* (7th edition, 2018).
- AASHTO, *Guide for the Development of Bicycle Facilities* (4th edition, 2012).
- Georgia Department of Transportation, *Design Policy Manual* (Revision 4.21, 6/1/2017), Ch. 9: Complete Streets Design Policy.
- Federal Highway Administration (FHWA) *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD). 2009 edition with Revisions 1 and 2 incorporated (May 2012).

- National Association of City Transportation Officials (NACTO), *Urban Street Design Guide* (2013).
- NACTO, *Urban Bikeway Design Guide* (2nd edition, 2014).

EXCEPTIONS

Any exception to applying this Complete Streets Policy to a specific roadway project must be approved by the VLMPO Policy Committee. Documentation of the reason for the exception, and supporting data, shall be made publicly available.

The VLMPO Policy Committee may allow an exception to this Complete Streets Policy under the following circumstances:

- a. Ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, or spot repair), but not involving resurfacing, pavement marking maintenance, or reconstruction.
- b. The project involves a roadway that bicyclists and pedestrians are prohibited by law from using. In such case, efforts should be made to accommodate bicyclists and pedestrians elsewhere.
- c. There are extreme right-of-way, topographic, or natural resource constraints.

The VLMPO staff may also suggest an alternative accommodation in lieu of an exception to this policy.

IMPLEMENTATION

Implementation of the VLMPO Complete Streets Policy will proceed as follows:

- VLMPO staff will make the Complete Streets policy a routine part of everyday operations and shall approach all transportation projects and plans as an opportunity to improve the transportation network for all users of all abilities while working in coordination with all jurisdictions.
- The VLMPO will develop a Metropolitan Transportation Plan and Transportation Improvement Program (TIP) that includes prioritization of projects that contain Complete Streets elements.
- VLMPO staff will document the Complete Streets elements to be implemented as part of each project.
- The VLMPO will continue to champion the construction of a comprehensive network of bike and pedestrian infrastructure and identify key projects that could help to eliminate any gaps within that network.
- The VLMPO will continue to train staff, elected officials, engineers, and other decision-makers on the latest and best Complete Streets principles and practices.
- The VLMPO will encourage local governments to incorporate Complete Streets elements into transportation projects and to adopt local Complete Streets policies.

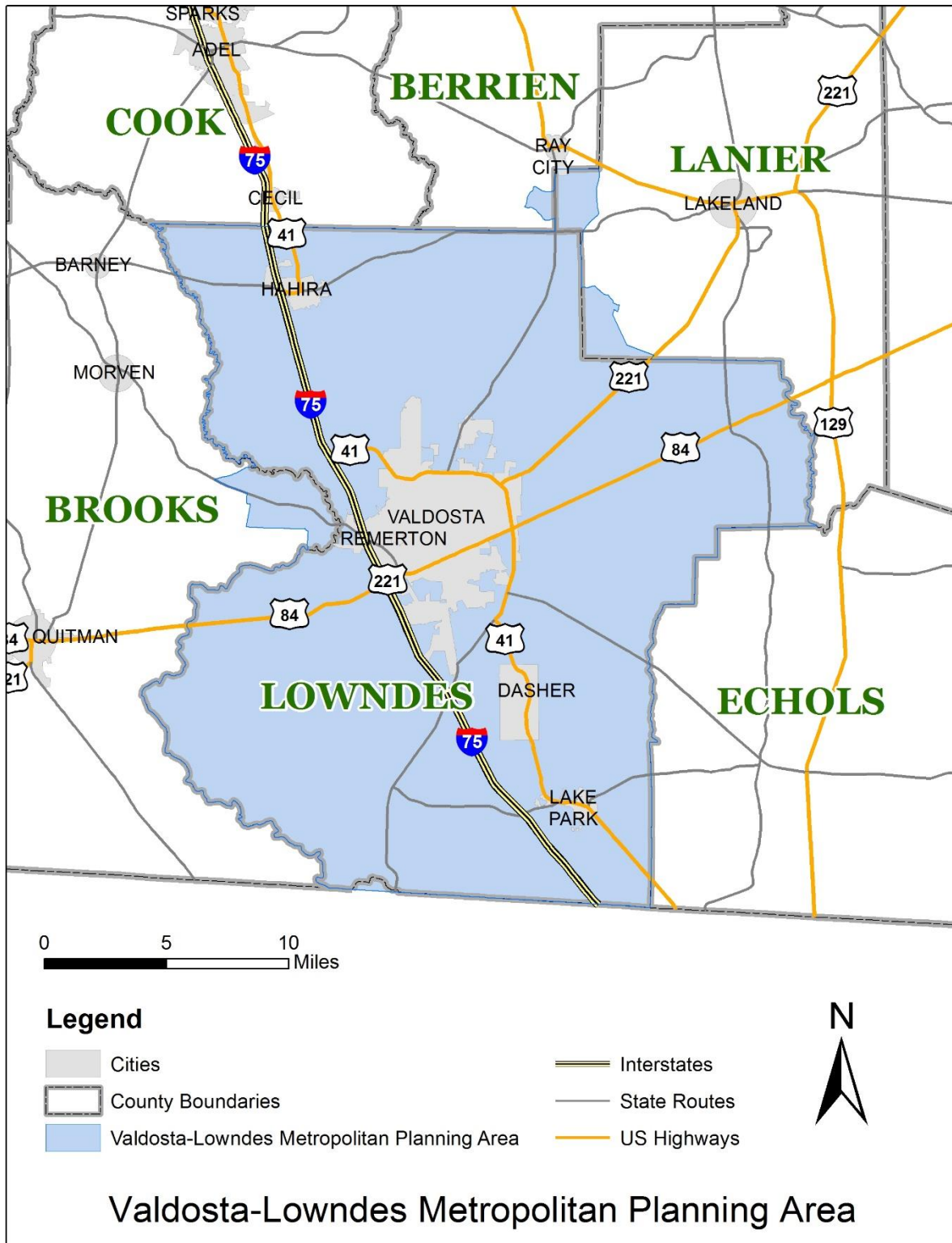
- The VLMPO will seek out appropriate funding sources for successful implementation of Complete Streets policies.

PERFORMANCE MEASURES

In order to assess and quantify the effectiveness and successful implementation of this Complete Streets Policy, a range of performance measures will be tracked and reported on annually by the VLMPO.

The performance measures used shall be those performance measures that are listed in the current VLMPO Metropolitan Transportation Plan. These performance measures are hereby incorporated by reference into this Complete Streets Policy.

Exhibit A. Valdosta-Lowndes MPO Area Boundary Map



RESOLUTION

VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

RESOLUTION TO adopt the Complete Streets Policy

WHEREAS, the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) supports the creation of a multimodal, safe, efficient transportation system that ensures accessibility to all roadway users in the Valdosta-Lowndes Metropolitan Planning Area;

WHEREAS, the Georgia Department of Transportation has adopted a Complete Streets Design Policy, and the Federal Government has passed the first federal transportation bill ever to include Complete Streets provisions;

WHEREAS, the VLMPO's *2040 Transportation Vision Plan* already includes a Complete Streets Strategy, requiring that all local projects receiving federal funding through the MPO shall be designed, constructed, operated, and maintained, to the greatest extent possible, so that all users and all modes, of all ages and abilities, can travel safely and independently;

WHEREAS, the Comprehensive Plans of jurisdictions that are within the Valdosta-Lowndes Metropolitan Planning Area call for a range of improvements in the transportation system in order to better accommodate pedestrians, bicyclists, and all other users and modes;

WHEREAS, there is a widely recognized need for better accommodation of non-motorized travel modes throughout the VLMPO area;

NOW, THEREFORE BE IT RESOLVED, that the Valdosta-Lowndes Metropolitan Planning Organization's Policy Committee does hereby adopt the Policy known as the "Valdosta-Lowndes Metropolitan Planning Organization Complete Streets Policy."

See attachments.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Valdosta-Lowndes Metropolitan Planning Organization Policy Committee at a meeting held on **[insert date here]**.

Chair, Valdosta-Lowndes Metropolitan Planning Organization Policy Committee

FY2020 Valdosta-Lowndes MPO UPWP Budget Summary Report

Work Element	Federal Highway Administration Funds						FHWA Total	Federal Transit Administration Funds				FTA Total	Grand Total
	Federal \$	%	State \$	SGRC \$	Local \$	Federal \$		State \$	SGRC \$	Local \$			
1.1 Administration	\$ 15,226.74	12%	\$ -	\$ 761.34	\$ 3,045.35	\$ 19,033.42	\$ 33,503.00	\$ 4,187.88	\$ 837.57	\$ 3,350.30	\$ 41,878.75	\$ 60,912.17	
1.2 UPWP	\$ 3,806.68	3%	\$ -	\$ 190.33	\$ 761.34	\$ 4,758.35	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,758.35	
1.3 Staff Education	\$ 16,495.63	13%	\$ -	\$ 824.78	\$ 3,299.13	\$ 20,619.55	\$ 2,000.00	\$ 250.00	\$ 50.00	\$ 200.00	\$ 2,500.00	\$ 23,119.55	
1.4 Computer Systems	\$ 5,075.58	4%	\$ -	\$ 253.78	\$ 1,015.11	\$ 6,344.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,344.47	
2.1 Public Participation	\$ 12,688.95	10%	\$ -	\$ 634.45	\$ 2,537.79	\$ 15,861.19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,861.19	
3.1 GIS/Travel Demand Model	\$ 8,882.26	7%	\$ -	\$ 444.11	\$ 1,776.45	\$ 11,102.83	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,102.83	
3.2 Land Use Planning	\$ 2,537.79	2%	\$ -	\$ 126.89	\$ 507.56	\$ 3,172.24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,172.24	
3.3 Inter-/Multi-Modal Planning	\$ 2,537.79	2%	\$ -	\$ 126.89	\$ 507.56	\$ 3,172.24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,172.24	
3.4 Systems Analysis	\$ 5,075.58	4%	\$ -	\$ 253.78	\$ 1,015.11	\$ 6,344.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,344.47	
4.1 TIP	\$ 1,268.89	1%	\$ -	\$ 63.44	\$ 253.78	\$ 1,586.11	\$ 6,400.00	\$ 800.00	\$ 160.00	\$ 640.00	\$ 8,000.00	\$ 9,586.11	
4.2 Long Range Planning	\$ 53,293.58	42%	\$ -	\$ 2,664.68	\$ 10,658.72	\$ 66,616.98	\$ 4,800.00	\$ 600.00	\$ 120.00	\$ 480.00	\$ 6,000.00	\$ 72,616.98	
4.3 Transit Planning	\$ -	0%	\$ -	\$ -	\$ -	\$ -	\$ 4,800.00	\$ 600.00	\$ 120.00	\$ 480.00	\$ 6,000.00	\$ 6,000.00	
Total	\$ 126,889.48	100%	\$ -	\$ 6,344.47	\$ 25,377.90	\$ 158,611.85	\$ 51,503.00	\$ 6,437.88	\$ 1,287.57	\$ 5,150.30	\$ 64,378.75	\$ 222,990.60	
FY20 Allocation (actual)	\$ 126,889.48		\$ -	\$ 6,344.47	\$ 25,377.90	\$ 158,611.85	\$ 51,503.00	\$ 6,437.88	\$ 1,287.57	\$ 5,150.30	\$ 64,378.75	\$ 222,990.60	
4.4 Special Studies (PI 0016088)						\$ -						\$ -	
Special Available	\$ -		\$ -	\$ -	\$ -	\$ -						\$ -	
Available	\$ 126,889.48		\$ -	\$ 6,344.47	\$ 25,377.90	\$ 158,611.85	\$ 51,503.00	\$ 6,437.88	\$ 1,287.57	\$ 5,150.30	\$ 64,378.75	\$ 222,990.60	
Programmed	\$ 126,889.48		\$ -	\$ 6,344.47	\$ 25,377.90	\$ 158,611.85	\$ 51,503.00	\$ 6,437.88	\$ 1,287.57	\$ 5,150.30	\$ 64,378.75	\$ 222,990.60	
Difference	\$ 0.00		\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	\$ 0.00	

PARKING STUDY

The Southern Georgia Regional Commission is looking at how to implement parking best practices and assess parking solutions and technology that would provide more efficient use of already existing land and creating new parking to accommodate for more employees, visitors, and residents. With this report, local officials and stakeholders will be aware of the variety of parking solutions and new technologies as they plan for parking that best serves Valdosta as it continues to grow and redevelop. . With Valdosta becoming more urbanized this is a suitable time to start looking at the Valdosta Urban Area and parking behaviors, regulations, and economic prosperity of the community.

Lack of available parking can put a strain economic development. VLMPO is striving to promote the general safety and welfare of the community, while promoting a safe and efficient route for vehicles and pedestrians within the Valdosta Lowndes area. Ultimately parking is not just about the cars but also the people getting to and from business destinations, and well-developed parking can enhance the person's overall experience.

Suggestions made were.

- Improved Enforcement
 - To improve parking enforcement parking regulations need to be enforced more frequently, effectively, and consistently. Enhancing enforcement in Valdosta could bring in higher revenues and encourage turnover of on-street parking
- Shared Spaces
 - Not all spaces are needed at any particular time, for example Hotels, apartments, and dormitories can share parking spaces among several units since the number of vehicles per unit vary over time Sharing can be
- Reversed On- street Angled Parking
 - Where there is enough street width, on-street parking can be altered from parallel parking to angle parking. Doing so will increase capacity by almost doubling the number of on-street spaces. Could also consider back-in angle parking this allows drivers to see oncoming traffic when exiting the parking spot.
- Transferable Parking Rights
 - A transfer program can allow establishments who do not need as much parking to transfer their additional spaces to another establishment that would like additional spaces then there allotted amount.
- Reducing Parking Requirements
 - Can consider eliminating parking requirements and making them more flexible. Reducing parking requirements allows the market to decide the parking demand, which allows developments the flexibility to dictate their own parking needs for each project rather than having to follow set guidelines from the land development code. This approach will help reduce the potential of parking supply being overproduced.

VLMPO 2045 LRTP TDM Update Schedule

ID	Task Name	Duration	Start	Finish	Assigned to	Text2	2019												2020											
							Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
1	VALDOSTA - 2045 TRANSPORTATION PLAN AND TRAVEL DEMAND MODEL UPDATE	196 days	Mon 12/3/18	Mon 9/2/19		Assumption	◆ 12/3																							
2	Kick-off meeting to start modeling process	1 day	Mon 12/3/18	Mon 12/3/18	MPO Staff /GDOT	Assumption																								
3	TCC forms Subcommittee	1 day	Mon 12/3/18	Mon 12/3/18	MPO Staff	At regular TCC																								
4	Prepare Base Year (2015) Socioeconomic Data.	135 days	Mon 12/3/18	Fri 6/7/19	MPO Staff /GDOT	6 months for 2015 SE development																								
5	- Develop base year socioeconomic data	105 days	Mon 12/3/18	Fri 4/26/19	MPO Staff																									
6	- MPO stakeholders/TCC Subcommittee review and endorse 2015 Socioeconomic Data	10 days	Mon 4/29/19	Fri 5/10/19	MPO Staff																									
7	- Review base year socioeconomic data provided by MPO staff.	10 days	Mon 5/13/19	Fri 5/24/19	GDOT/Consultant																									
8	- Supply adjusted base year data set, if necessary.	10 days	Mon 5/27/19	Fri 6/7/19	MPO Staff																									
9	Provide a list of projects implemented during 2010 to 2015	60 days	Mon 12/3/18	Fri 2/22/19	MPO Staff /GDOT Planner	Input for base year network																								
10	- MPO staff to reach out local governments for local projects during 2010 to 2015	60 days	Mon 12/3/18	Fri 2/22/19	MPO Staff																									
11	Prepare Future Year (2045) Socioeconomic Data.	140 days	Mon 2/25/19	Fri 9/6/19	MPO/GDOT	6 months for future SE development																								
12	- Develop future year socioeconomic data.	110 days	Mon 2/25/19	Fri 7/26/19	MPO Staff																									
13	- MPO stakeholders/TCC Subcommittee review and endorse 2045 Socioeconomic Data	10 days	Mon 7/29/19	Fri 8/9/19	MPO Staff																									
14	- Review future year socioeconomic data provided by MPO staff.	10 days	Mon 8/12/19	Fri 8/23/19	GDOT/Consultant																									
15	- Supply adjusted future year data set, if necessary.	10 days	Mon 8/26/19	Fri 9/6/19	MPO Staff																									
16	Provide 2045 Do-Nothing and E+C project lists	30 days	Mon 8/19/19	Fri 9/27/19	MPO Staff /GDOT Planner																									
17	- MPO staff to reach out local governments for local projects for 2045 Do-Nothing and E+C	10 days	Mon 8/19/19	Fri 8/30/19	MPO Staff /GDOT Planner																									
18	Develop Base Year model	188 days	Mon 12/3/18	Wed 8/21/19	GDOT/Consultant																									
19	Develop 2045 No Build and E+C Model	50 days	Thu 8/22/19	Wed 10/30/19	GDOT/Consultant																									
20	Review or Present Base/Plan Year Network.	25 days	Thu 10/31/19	Wed 12/4/19	MPO Staff /GDOT Planner																									
21	Obtain historical financial data and revenue projections	25 days	Thu 10/31/19	Wed 12/4/19	MPO Staff																									
22	- Present base/no-build model to TCC and TCC Subcommittee for endorsement	1 day	Wed 12/4/19	Wed 12/4/19	GDOT/Consultant	Regular TCC meeting																								
23	Develop project lists for the 4th network - Completion of STIP System Projects	22 days	Thu 12/5/19	Fri 1/3/20	MPO Staff /GDOT Planner																									
24	MPO staff to reach out local governments for local projects for 4th network	22 days	Thu 12/5/19	Fri 1/3/20	MPO Staff /GDOT Planner																									
25	Develop 4th Network - Completion of STIP System Projects	10 days	Mon 1/6/20	Fri 1/17/20	GDOT/Consultant																									
26	- Build 4th network and run the model	5 days	Mon 1/6/20	Fri 1/10/20	GDOT/Consultant																									
27	- Provide LOS map and list of projects included in the network	5 days	Mon 1/13/20	Fri 1/17/20	GDOT/Consultant																									
28	TCC reviews 4th network results	1 day	Wed 1/29/20	Wed 1/29/20	MPO Staff	Special TCC meeting																								
29	Develop project lists for the 5th network - LRTP System Projects	20 days	Mon 1/6/20	Fri 1/31/20	MPO Staff																									
30	- MPO staff to reach out local governments for local projects for 5th network	20 days	Mon 1/6/20	Fri 1/31/20	MPO Staff																									
31	Develop 5th Network - LRTP System Projects	10 days	Mon 2/3/20	Fri 2/14/20	GDOT/Consultant																									
32	- Build 5th network and run the model	5 days	Mon 2/3/20	Fri 2/7/20	GDOT/Consultant																									
33	- Provide LOS map and list of projects included in the network	5 days	Mon 2/10/20	Fri 2/14/20	GDOT/Consultant																									
34	TCC reviews 5th network results	1 day	Wed 2/26/20	Wed 2/26/20	MPO Staff	Special TCC meeting																								
35	Develop project lists for the 6th network - Financially Constraint Projects	30 days	Mon 2/3/20	Fri 3/13/20	MPO Staff																									
36	- MPO staff to reach out local governments for local projects for 6th network	30 days	Mon 2/3/20	Fri 3/13/20	MPO Staff																									
37	- TCC discusses 6th network project list	1 day	Mon 2/3/20	Mon 2/3/20	MPO Staff																									
38	- Update MPO Board regarding the 6th project list	1 day	Wed 3/4/20	Wed 3/4/20	MPO Staff	Regular TCC meeting																								
39	Develop 6th Network	10 days	Mon 3/16/20	Fri 3/27/20	GDOT/Consultant																									
40	- Build 6th network and run the model	5 days	Mon 3/16/20	Fri 3/20/20	GDOT/Consultant																									
41	- Provide LOS map and list of projects included in the network	5 days	Mon 3/23/20	Fri 3/27/20	GDOT/Consultant																									
42	TCC reviews 6th network results	1 day	Wed 4/1/20	Wed 4/1/20	MPO Staff	Special TCC meeting																								
43	Address performance measure requirements	66 days	Thu 4/2/20	Thu 7/2/20	GDOT/Consultant																									
44	Provide draft model scenarios to TCC Subcommittee for review and comments	15 days	Mon 3/30/20	Fri 4/17/20	GDOT/Consultant																									
45	Compile Draft Multimodal 2045 LRTP to FHWA/GDOT 30-day review	107 days	Thu 12/5/19	Fri 5/1/20	MPO Staff																									
46	30-day FHWA/GDOT review Draft 2045 LRTP	25 days	Mon 5/4/20	Fri 6/5/20	FHWA/GDOT																									
47	- MPO staff address comments from agencies	10 days	Mon 6/8/20	Fri 6/19/20	MPO Staff																									
48	Review Draft 2045 LRTP to Go Out for Public Comment	20 days	Mon 6/22/20	Fri 7/17/20	MPO Staff																									
49	- TCC recommends financially constrained plan to Board	1 day	Fri 7/17/20	Fri 7/17/20	MPO Staff																									
50	- Board approves draft financially constrained plan	1 day	Fri 7/17/20	Fri 7/17/20	MPO Staff																									
51	- Distribute draft 2045 LRTP to permanent reference sites per PIP.	1 day	Mon 6/29/20	Mon 6/29/20	MPO Staff																									
52	30 calendar days public comment period on financially constrained plan	29 days	Tue 6/30/20	Fri 8/7/20	MPO Staff																									
53	Review comments and document responses from public comment period	10 days	Mon 8/10/20	Fri 8/21/20	MPO Staff																									
54	TCC and TCC Subcommittee endorse 2045 Final LRTP	1 day	Mon 8/24/20	Mon 8/24/20	MPO																									
55	MPO Board Adopts 2045 Final LRTP	1 day	Wed 9/2/20	Wed 9/2/20	MPO																									

Participation Plan Performance Monitoring Matrix

Project:		2045 TVP		Partner Review Period:		4/15/2020	to	5/15/2020	Staff Completing Form:									
Policy Committee Adoption Date:		5-Aug-20		Public Review Period:		6/25/2020	to	7/26/2020	Corey and Amy									
Participation Plan Techniques	Method Used?	Deadline Date	Participation Plan Strategies						Target	Actual	%	Measure						
Public & Stakeholder Meetings																		
Speaking Engagements (requested)	Yes	7/23/2020	1	X	2	3	4	5	6	2		0%	# of staff speaking engagements					
MPO Public Meetings/Open Houses	Yes	7/23/2020	1	X	2	X	3	4	5	6	X	40		0%	# of attendees at public meetings			
MPO Committee Meetings	Yes	8/5/2020	1	X	2	X	3	X	4	5	6	X	6		0%	# of committee meetings held		
Other Community Meetings (non-MPO)			1	2	3	4	5	6				#DIV/0!	# of non-MPO community meetings					
Small/Focus Group Meetings	Yes	8/30/2019	1	X	2	X	3	4	X	5	6	X	15		0%	# of attendees at meetings		
Issue/Project Specific Committee	Yes	1/31/2019	1	2	3	X	4	5	6	X		50		0%	# of attendees at all meetings of project committee			
Stakeholder Interviews/Meetings	Yes	6/5/2019	1	2	3	4	5	6	X			35		0%	# of attendees at meetings			
Public Comment Period	Yes	7/26/2020	1	X	2	X	3	X	4	5	6	X	5		0%	# of comments addressed in final document		
Community & Media Relations																		
Legal Notice	Yes	6/11/2020	1	X	2	3	4	5	6	X		1		0%	# of legal notices published			
Paid Commercial Advertising	Yes	2/28/19	1	X	2	3	X	4	5	6		8		0%	# of ads paid for			
Press Release	Yes	1/31/2019	1	X	2	3	X	4	5	6		7		0%	# of press releases ran in local newspapers			
Staff Media Interviews	Yes	8/5/2020	1	X	2	3	X	4	5	6		10		0%	# of media (TV, radio, print) about project			
Newsletter Articles	Yes	1/31/2019	1	X	2	3	X	4	5	6		6		0%	# of newsletter articles about project			
Metro 17 Message Board	Yes	1/31/2019	1	X	2	3	X	4	5	X	6		4		0%	# of slides produced about project		
Websites and Social Media																		
SGRC Transportation Website Posting	Yes	2/28/2019	1	X	2	3	X	4	5	6	X		5		0%	# of website postings about project		
Project Specific Websites			1	2	3	4	5	6				#DIV/0!	# of websites created for project					
Social Media Posting	Yes	2/28/2019	1	X	2	X	3	X	4	5	X	6	X	70		0%	# of new posts about project	
Social Media Live/Recorded Video	Yes	7/26/2020	1	X	2	X	3	X	4	5	X	6	X	30		0%	# of viewers of video within 10 days after project completion	
Mailing Lists																		
MPO Newsletter List (800+)	Yes	6/20/2020	1	X	2	3	X	4	5	6	X	4800		0%	# of mailings			
Resource Agency Mailing List (110+)	Yes	6/20/2020	1	X	2	3	4	5	6	X		110		0%	# of mailings			
Agenda Notification List	Yes	7/15/2020	1	X	2	3	X	4	5	6	X	522		0%	# of mailings			
MPO Committee Mailing List (44)	Yes	7/15/2020	1	X	2	3	X	4	5	6	X	264		0%	# of mailings			
Targeted Direct Mailings	Yes	7/1/2019	1	X	2	3	X	4	X	5	6	X	1000		0%	# of targeted mailings to a geographic or demographic group		
Other Communication Methods																		
Comment Forms	Yes	7/1/2019	1	2	X	3	4	5	6	X		10		0%	# of comment forms completed during meetings			
Survey	Yes	2/28/2019	1	2	X	3	4	5	6	X		100		0%	# of surveys returned or %			
Presentations for Meetings	Yes	1/10/2019	1	2	3	X	4	5	X	6	X	6		0%	# of presentations given			
Posters/Flyers	Yes	6/15/2020	1	X	2	3	4	5	X	6		1		0%	posters/flyers created for specific project			
Interactive GIS Map	Yes	9/1/2019	1	2	X	3	4	X	5	X	6	X	50		0%	# of users of interactive map		
GIS Story Map	Yes	6/15/2020	1	X	2	3	4	X	5	X	6		1		0%	# of viewers of GIS Story Map		
Other Visualization Techniques			1	2	3	4	5	6				#DIV/0!	Varies depending on technique used					
Partner Organizations/Civic Clubs																		
Civic Club Presentations	Yes	7/25/2020	1	X	2	3	X	4	5	6	X	20		0%	# of attendees at Civic Club			
Partner Event Piggy-backing			1	2	3	4	5	6				#DIV/0!	# of attendees at event					
Affected Parties (EJ, LEP)																		
EJ - Qualitative Demographic Surveys	Yes	7/25/2020	1	2	X	3	4	X	5	6	X	10		0%	# of qualitative demographic surveys returned			
Targeted LEP Outreach	Yes	8/30/2019	1	X	2	X	3	X	4	X	5	6	X	1000		0%	# of persons targeted	
Disability Needs (other ADA)	Yes	7/25/2020	1	2	3	4	X	5	6	X		13		0%	# of meetings held at accessible locations			
Other EJ/LEP Outreach Techniques	Yes	7/25/2020	1	2	X	3	X	4	X	5	X	6	X	10		0%	Varies depending on technique used	
Non-Traditional Engagement																		
Football Games	Yes	10/31/2019	1	X	2	X	3	X	4	X	5	X	6	X	2		0%	# of meetings held in non-traditional venues
Churches/Religious Organizations			1	2	3	4	5	6				#DIV/0!	# of organizations targeted					
Community Fairs/Events	Yes	9/30/2019	1	X	2	X	3	X	4	5	6	X	10		0%	# of attendees spoken to at event		
Event Attendance Perks (swag)	Yes	7/30/2019	1	X	2	3	4	5	X	6	X	2500		0%	# of items handed out			
Pop-up Informational Tents			1	2	3	4	5	6				#DIV/0!	# of pop-up events held					

2 OH for final public comment period, 1 OH for project list presentation

this meeting would be in late summer 2019 to address gaps

TAC as the 2045 committee, 5 meetings

1 joint meeting of all comms, other stakeholders, review survey

at various times throughout process

3 different videos

maybe consider a targeted OH

can we get this data?

can we get this data?

anticipate 1 club event

available throughout process

10 social media posts in spanish

hand out flyers/magnet with web address for interactive map

Azalea Fest, etc.

Strategy 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.

Strategy 2: Provide the public and others with early, ongoing and meaningful opportunities for involvement in the transportation planning process.

Strategy 3: Maintain timely contact with key stakeholders and the public throughout the transportation planning process.

Strategy 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 transportation planning process.

Strategy 5: Employ visualization and outreach techniques to better describe and communicate metropolitan transportation plans and processes to the public.

Strategy 6: Implement goals of the Greater Lowndes County Common Community Vision that promote open, transparent and engaging public participation.

TAC Questions for the 2045 Metropolitan Transportation Plan for the Valdosta-Lowndes Metropolitan Planning Area.

1. Define region as it relates to transportation infrastructure facilities in the MPO planning area? Do we include intersection projects? (Consider land use patterns, growth forecasts, regional trends).
 - All NHS routes
 - All Arterial Roadways and above, Ped/Bike infrastructure on all arterial roadways
 - All Collector Roadways and above, Ped/Bike infrastructure on collector roadways
 - Other

2. Which 4 issues do you think are most important to address in the 2045 MTP?
 - Maintenance / repair of existing transportation infrastructure
 - New roads / added capacity on roads
 - Improved Safety
 - Improved road operations / network
 - Developing an urban public transit system
 - Additional bicycle / pedestrian facilities
 - Truck routing and access
 - Improved road signage, wayfinding and directions
 - Transportation resilience from natural disaster (existing infrastructure, new infrastructure)
 - Peak hour traffic congestion
 - Truck Traffic and Commercial Freight Service (truck/rail)
 - Traffic Operations (i.e., traffic signal timing/ coordination / access management)
 - Connected and Autonomous Vehicles (CAV)
 - CAV Roadside Infrastructure
 - Other

3. What can the MPO do to proactively manage the transportation system? (specific studies, i.e. traffic signal optimization)

4. Is there any other data resource not listed below that the MPO should consider using for project prioritization?
 - Crash data
 - Traffic counts
 - 2045 SE Data
 - Transit data
 - Historical financial data/revenue projections
 - Bridge Data
 - Travel Demand Model Data

- Growth Data
- Truck/Freight Data
- Employment Data
- Environmental, Historical, Cultural Data
- Other

5. Are there any other individuals that we should include in the TAC’s discussion as it relates to the 2045 MTP?

6. The MPO has received guidance to expand the discussion of freight in the 2045 MTP; what information do you think should be discussed in this section?

2045 Metropolitan Transportation Plan Milestones	
2019	Milestones
March	TAC Endorses Base year and SE Data
March – April	Staff Gathers/Analyzes public survey results
August	Project list from local governments for 2045 Do-nothing and E+C projects
September	Obtain historical financial data and revenue projections
December	TAC endorses Base year/no-build model
2020	Milestones
January - March	Project lists from local governments for the 4th, 5th, and 6 th network projects
April	Draft model scenarios to TAC for review
July	Draft 2045 LRTP goes out for public comment
August	MPO Policy Committee adopts 2045 Final LRTP

7. What does this committee envision for the 2045 LRTP?

Year	County	County-wide Population	Travel Demand Model (TDM) Area Variables - Actual Totals								
			TDM Population	TDM Employment	MTCUW Employment	Service Employment	Retail Employment	AMC Employment	TDM Households	University	Students
2045	Lowndes	154,885	152,487	74,644	8,675	48,657	12,383	4,929	58,340	23,223	28,410
2045	Berrien	16,271	56	47	0	15	0	32	30	0	0
2045	Brooks	12,927	2,514	185	21	114	28	22	1,231	0	0
2045	Lanier	15,032	2,438	28	0	28	0	0	934	0	0
2045	Total	199,115	157,495	74,904	8,696	48,814	12,411	4,983	60,535	23,223	28,410
2040	Lowndes	150,012	144,406	71,545	8,673	46,422	11,535	4,915	55,225	22,081	27,137
2040	Berrien	17,010	53	47	0	15	0	32	28	0	0
2040	Brooks	13,479	2,478	185	21	114	28	22	1,231	0	0
2040	Lanier	14,303	2,440	28	0	28	0	0	934	0	0
2040	Total	194,803	149,377	71,805	8,694	46,579	11,563	4,969	57,418	22,081	27,137
2035	Lowndes	145,139	136,240	68,317	8,669	44,083	10,668	4,894	52,091	20,941	25,864
2035	Berrien	17,748	49	47	0	15	0	32	26	0	0
2035	Brooks	14,031	2,439	185	21	114	28	22	1,230	0	0
2035	Lanier	13,573	2,442	28	0	28	0	0	934	0	0
2035	Total	190,491	141,170	68,577	8,690	44,240	10,696	4,948	54,281	20,941	25,864
2030	Lowndes	138,165	130,026	66,821	8,652	43,002	10,397	4,770	49,718	19,797	24,395
2030	Berrien	18,216	49	47	0	15	0	32	26	0	0
2030	Brooks	14,508	2,323	183	21	113	27	22	1,172	0	0
2030	Lanier	12,858	2,442	28	0	28	0	0	934	0	0
2030	Total	183,746	134,840	67,079	8,673	43,158	10,424	4,824	51,850	19,797	24,395
2025	Lowndes	131,190	123,730	65,285	8,631	41,896	10,117	4,641	47,288	18,652	23,523
2025	Berrien	18,683	49	47	0	15	0	32	26	0	0
2025	Brooks	14,985	2,205	177	21	110	24	22	1,112	0	0
2025	Lanier	12,142	2,442	28	0	28	0	0	934	0	0
2025	Total	177,000	128,426	65,537	8,652	42,049	10,141	4,695	49,360	18,652	23,523
2020	Lowndes	122,197	118,351	61,033	8,655	38,719	9,098	4,561	45,224	17,511	22,333
2020	Berrien	18,851	49	47	0	15	0	32	26	0	0
2020	Brooks	15,311	2,205	177	21	110	24	22	1,112	0	0
2020	Lanier	11,273	2,050	28	0	28	0	0	784	0	0
2020	Total	167,631	122,655	61,285	8,676	38,872	9,122	4,615	47,146	17,511	22,333
2015	Lowndes	113,203	112,963	56,678	8,676	35,472	8,054	4,476	43,150	16,370	20,479
2015	Berrien	19,019	49	47	0	15	0	32	26	0	0
2015	Brooks	15,637	2,205	177	21	110	24	22	1,112	0	0
2015	Lanier	10,403	1,658	28	0	28	0	0	634	0	0
2015	Total	158,262	116,875	56,930	8,697	35,625	8,078	4,530	44,922	16,370	20,479

Valdosta-Lowndes Metropolitan Planning Organization

2019 Calendar of Events

*February 27, 2019; 9:00 AM – Technical Advisory Committee

March 5, 2019; 3:00 PM – Citizen’s Advisory Committee

March 6, 2019; 9:00 AM – Technical Advisory Committee

March 6, 2019; 10:30 AM – Policy Committee

June 4, 2019; 3:00 PM – Citizen’s Advisory Committee

June 5, 2019; 9:00 AM – Technical Advisory Committee

June 5, 2019; 10:30 AM – Policy Committee

*July 29, 2019; 9:00 AM – Technical Advisory Committee

September 3, 2019; 3:00 PM – Citizen’s Advisory Committee

September 4, 2019; 9:00 AM – Technical Advisory Committee

September 4, 2019; 10:30 AM – Policy Committee

*November 19, 2019; 9:00 AM – Technical Advisory Committee

December 3, 2019; 3:00 PM – Citizen’s Advisory Committee

December 4, 2019; 9:00 AM – Technical Advisory Committee

December 4, 2019; 10:30 AM – Policy Committee

* Dates with an asterisk are tentative for the TAC to review 2045 Transportation Vision Plan elements from the staff.

Top 20 Locations in Valdosta 2013-2017							Top 20 Locations Based on Annual Crash Rate		
Rank	Intersection	# of Crashes	Location	Planned Improvements	Roadway AADT	Annual Crash Rate (per million vehicles)	Rank	Intersection	Annual Crash Rate (per million vehicles)
1	N ST AUGUSTINE RD @ NORMAN DR	120	Valdosta	Intersection improvements; intersection has been identified in the TSO study and is on the TIA list	70,200	1.87	1	INNER PERIMETER RD @ LAKE LAURIE DR	2.79
2	GORNTO RD @ N ST AUGUSTINE RD	107	Valdosta	Intersection improvements; has been identified in the TSO study and is on the TIA list	54,900	2.14	2	BAYTREE RD @ NORMAN DR	2.41
3	BAYTREE RD @ MELODY LN/JERRY JONES DR	106	Valdosta	Intersection Improvements	51,860	2.24	3	BAYTREE RD @ S SHERWOOD DR	2.28
4	INNER PERIMETER RD @ N OAK ST EXT	105	Valdosta	Interseciton is identified in the TSO study	61,300	1.88	4	BAYTREE RD @ MELODY LN/JERRY JONES DR	2.24
5	BEMISS RD @ INNER PERIMETER RD	104	Valdosta	Interseciton is identified in the TSO study	85,000	1.34	5	GORNTO RD @ N ST AUGUSTINE RD	2.14
6	N ASHLEY ST @ NORTHSIDE DR	100	Valdosta	planned for upgrades under GDOT PI 0010116	60,200	1.82	6	BAYTREE RD @ GORNTO RD	2.1
T7	N ASHLEY ST/N VALDOSTA RD @ N OAK ST EXT	98	Valdosta	GDOT PI# 0015445 Roundabout project	55,400	1.94	7	N ASHLEY ST/N VALDOSTA RD @ N OAK ST EXT	1.94
T7	COUNTRY CLUB DR @ N VALDOSTA RD	98	Valdosta	Added Travel Lanes; intersection identified in TSO study	76,800	1.4	8	INNER PERIMETER RD @ N OAK ST EXT	1.88
9	BAYTREE RD @ GORNTO RD	87	Valdosta	Intersection and signal Improvements, project is on TIA list	45,500	2.1	9	N ST AUGUSTINE RD @ NORMAN DR	1.87
10	BEMISS RD @ NORTHSIDE DR	84	Valdosta	Intersection is identified in the TSO study	63,370	1.45	10	N ASHLEY ST @ NORTHSIDE DR	1.82
11	BAYTREE RD @ NORMAN DR	74	Valdosta	Intersection Improvements	33,600	2.41	T11	E / W HILL AVE @ N / S PATTERSON ST	1.79
12	BAYTREE RD @ S SHERWOOD DR	73	Valdosta	Intersection identified in the TSO study	35,100	2.28	T11	EAGER RD/W NORTHSIDE DR @ N OAK ST	1.79
13	NORMAN DR @ W HILL AVE	71	Valdosta	Intersection is identified in the TSO study	48,700	1.6	13	NORMAN DR @ W HILL AVE	1.6
14	GORNTO RD @ JERRY JONES DR	69	Valdosta	Added Travel Lanes	55,230	1.37	14	COUNTRY CLUB DR @ JERRY JONES DR/EAGER RD	1.55
T15	E / W HILL AVE @ N / S PATTERSON ST	60	Valdosta		36,770	1.79	15	BEMISS RD @ NORTHSIDE DR	1.45
T15	COUNTRY CLUB DR @ JERRY JONES DR/EAGER RD	60	Valdosta	Added Travel Lanes	42,400	1.55	16	COUNTRY CLUB DR @ N VALDOSTA RD	1.4
17	EAGER RD/W NORTHSIDE DR @ N OAK ST	57	Valdosta	GDOT PI# 0014134 roadway improvements	34,940	1.79	17	GORNTO RD @ JERRY JONES DR	1.37
T18	INNER PERIMETER RD @ LAKE LAURIE DR	54	Valdosta	Intersection identified in the TSO study	21,200	2.79	18	BEMISS RD @ INNER PERIMETER RD	1.34
T18	COUNTRY CLUB RD @ N VALDOSTA RD	54	Valdosta	Intersection identified in the TSO study	64,400	0.92	19	W HILL AVE @ N ST AUGUSTINE RD	0.97
20	W HILL AVE @ N ST AUGUSTINE RD	53	Valdosta		59,700	0.97	20	COUNTRY CLUB RD @ N VALDOSTA RD	0.92

Top 20 Locations in Lowndes County Based on Number of Crashes 2013-2017

Top 20 Locations Based on Annual Crash Rate

Top 20 Locations in Lowndes County Based on Number of Crashes 2013-2017							Top 20 Locations Based on Annual Crash Rate		
Rank	Intersection	# of Crashes	Location	Planned Improvements	Roadway AADT	Annual Crash Rate (per million vehicles)	Rank	Intersection	Annual Crash Rate (per million vehicles)
1	VAL DEL RD @ N VALDOSTA RD	51	County	Intersection Improvements	51,410	1.09	1	KNIGHTS ACADEMY RD @ FORREST ST EX	4.01
2	N OAK ST EXT @ BEMISS RD	46	County	Intersection Improvements	60,250	0.84	2	VAL DEL RD @ BETHANY RD	2.87
3	N VALDOSTA RD @ COLEMAN RD N	44	County	Will be impacted by the current interchange project and further improvements listed on TIA list	21,650	2.23	3	N VALDOSTA RD @ COLEMAN RD N	2.23
4	MILL STORE RD @ LAKES BLVD	36	County	Will be impacted by GDOT PI# 0013987	18,260	2.16	4	MILL STORE RD @ LAKES BLVD	2.16
5	KNIGHTS ACADEMY RD @ FORREST ST EX	34	County		9,300	4.01	5	N VALDOSTA RD @ FLYTHE RD	1.52
T6	N VALDOSTA RD @ FLYTHE RD	30	County	Will be impacted by the current interchange project and further improvements listed on TIA list	21,650	1.52	6	I 75 NB RAMP EXIT 29 @ GA 122	1.49
T6	SHILOH RD @ I 75 OFF RAMP EXIT 22	30	County	Interchange Project and project listed on TIA list	31,880	1.03	7	N / S CHURCH ST @ E /W MAIN ST	1.44
8	OLD US 41 N @ FOXBOROUGH AVE	26	County	Old 41 project on TIA list	58,400	0.49	8	GA HWY 122 E @ BEMISS RD	1.24
9	N / S CHURCH ST @ E /W MAIN ST	23	County	Intersection Improvements	17,500	1.44	9	CLYATTVILLE LAKE PARK RD @ MADISON HWY	1.19
10	I 75 NB RAMP EXIT 29 @ GA 122	20	County	Planned Improvements in TIA list	14,750	1.49	10	VAL DEL RD @ N VALDOSTA RD	1.09
11	VAL DEL RD @ BETHANY RD	16	County	Intersection Improvements	6,100	2.87	11	SHILOH RD @ I 75 OFF RAMP EXIT 22	1.03
T12	GA HWY 122 E @ BEMISS RD	15	County	GDOT has proposed a roundabout	13,280	1.24	12	GA HWY 122 E @ VAL DEL RD	0.99
T12	INNER PERIMETER RD @ HOWELL RD	15	County		21,440	0.77	13	N OAK ST EXT @ BEMISS RD	0.84
T14	MADISON HWY @ I 75 SB RAMP EXIT 11	14	County	Interchange Project GDOT PI# 0010297	20,060	0.76	14	INNER PERIMETER RD @ HOWELL RD	0.77
T14	DAVIDSON RD @ BEMISS RD	14	County	Added Travel Lanes	21,820	0.70	15	MADISON HWY @ I 75 SB RAMP EXIT 11	0.76
T16	CLYATTVILLE LAKE PARK RD @ MADISON HWY	13	County	Project on TIA list for Clyattville Rd.	11,990	1.19	16	KINDERLOU FOREST @ US HWY 84 W	0.71
T16	KINDERLOU FOREST @ US HWY 84 W	13	County	Added Travel Lanes	19,960	0.71	17	DAVIDSON RD @ BEMISS RD	0.70
T16	PREWITTE ST @ BEMISS RD	13	County		21,820	0.65	18	PREWITTE ST @ BEMISS RD	0.65
T19	GA HWY 122 E @ VAL DEL RD	12	County		13,270	0.99	19	LAKES BLVD @ I 75 NB RAMP EXIT 5	0.57
T19	LAKES BLVD @ I 75 NB RAMP EXIT 5	12	County	Will be impacted by GDOT PI# 0013987	23,210	0.57	20	NEW BETHEL RD @ BEMISS RD	0.55
T19	NEW BETHEL RD @ BEMISS RD	12	County		23,760	0.55	T21	OLD US 41 N @ FOXBOROUGH AVE	0.49
T19	VAL TECH RD @ SHILOH RD	12	County	Will be impacted by the current interchange project	26,620	0.49	T21	VAL TECH RD @ SHILOH RD	0.49
T19	BEMISS RD @ HUNTLEY DR	12	County		43,800	0.30	23	BEMISS RD @ HUNTLEY DR	0.30