

RESOLUTION FY2018-6

VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

RESOLUTION TO Support State Safety Targets, Amend the 2040 Transportation Vision Plan, and Amend the FY2018-21 Transportation Improvement Program

WHEREAS, in accordance with the U.S. Bureau of the Census officially designated Urbanized Area Boundaries established May 1, 2002 and updated on November 1, 2012; and

WHEREAS, the Southern Georgia Regional Commission has been designated by the Governor of Georgia as the Metropolitan Planning Organization (MPO) for the Valdosta-Lowndes Urbanized Area in accordance with Federal requirements of Title 23, Section 134 of the United States Code to have a Cooperative, Comprehensive and Continuous transportation planning process; and

WHEREAS, the MPO conducts federally-required transportation planning activities that will improve the transportation system and help coordinate the area's future growth within the area bounded, at minimum, by the existing Urbanized Area plus the contiguous area expected to become urbanized within the next 20 years; and

WHEREAS, federal regulations require that the Metropolitan Transportation Plans and Transportation Improvement Programs include Safety Performance Management Targets for urbanized areas and,

WHEREAS, the Georgia Department of Transportation has set the below Safety Performance Management Targets as of August 31, 2017

- Number of Fatalities – To maintain the 5-year rolling average for traffic fatalities under the projected 1,593.3 (2014 – 2018) 5-year average by December 2018.
- Rate of Fatalities per 100 million vehicle miles traveled (VMT) – To maintain the 5-year rolling average for the rate of traffic fatalities per 100 million VMT under the projected 1.32 (2014 – 2018) 5-year average by December 2018.
- Number of Serious Injuries – To maintain the 5-year rolling average for serious injuries under the projected 19,642.8 (2014 – 2018) 5-year average by December 2018.
- Rate of Serious Injuries per 100 million VMT – To maintain the 5-year rolling average for the rate of serious injuries per 100 million VMT under the projected 16.318 (2014 – 2018) 5-year average by December 2018.
- Number of Non-motorized Fatalities and Serious Injuries – To maintain the 5-year rolling average for non-motorized fatalities and serious injuries under the projected 1,027.2 (2014 – 2018) 5-year average by December 2018.

NOW, THEREFORE, BE IT RESOLVED that the Valdosta-Lowndes Metropolitan Planning Organization's Policy Committee agrees to support the Safety Performance Management Targets as approved by the Georgia Department of Transportation and amends the 2040 Transportation Vision Plan and FY2018-21 Transportation Improvement Program to include these Safety Performance Management Targets.

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, Technical Advisory, and Citizens Advisory Committees at a called joint meeting held on February 22, 2018.



Bill Slaughter, Chairman, Lowndes County Board of Commissioners
Chair, Valdosta-Lowndes Metropolitan Planning Organization Policy Committee

National Transportation Performance Measures and State Targets

Transportation Performance Measurement allows for performance and outcome based programs that will help the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) make progress toward achieving national and local performance goals as well as improve project-decision making. The Moving Ahead for Progress in the 21st Century Act (MAP-21), which was replaced with the Fixing America's Surface Transportation Act (FAST Act) requires states and MPOs to develop performance measures for their long range transportation plans. While the law provides broad national goals for performance measures, the states and MPOs are required to coordinate to develop measures and targets for transportation plans based on regulations promulgated by the Federal Highway and Transit Administrations.

There is a total of seven national performance goal areas. These seven national performance goals were discussed in detail with our planning partners (Georgia Department of Transportation, the Federal Highway Administration and other MPOs). at the July 11, 2017 and September 25, 2017 Georgia Association of MPOs (GAMPO) meetings. The first national goal that MPO's and states are implementing is the national safety performance goal. The VLMPO has made a commitment to identify how transportation impacts the community and is continuing to gather pertinent data to address the safety performance goals. Also, MPO's and states are working together to develop safety targets that will help to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

The GDOT has created and adopted the following targets for the state and VLMPO staff recommends that the VLMPO support the state targets as well. The VLMPO's Policy Committee will meet in the first quarter of 2018 to decide on supporting the state's targets. By means of the national safety measures and state targets, the VLMPO will continue to gather data and annually report on the safety of the transportation system and any progress made towards achieving the state targets identified in the table below.

National Safety Performance Measures	State Safety Targets (2014-2018 moving avg.)
# of Fatalities	1,593
Rate of Fatalities per 100 million VMT	1.32
# of Serious Injuries	19,642
Rate of Serious Injuries per 100 Million VMT	16.318
Total # of Non-motorized Fatalities and Serious Injuries	1,027

The VLMPO is working with GDOT to develop targets for the remaining national performance measures as key implementation dates arrive. The list below provides more detail about the seven national performance measures and their implementation dates (as identified in 23 USC 150(b)):

- **Safety Performance** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads. (Due Date: no later than February 27, 2018);
 - # of fatalities
 - Rate of fatalities per 100 million VMT
 - # of serious injuries
 - Rate of serious injuries per 100 million VMT
 - Total # of non-motorized fatalities and serious injuries

VISION PLAN

- **Infrastructure (Pavement Condition)** - to maintain the highway infrastructure in a state of good repair (Due Date: no later than May 20, 2019);
 - Pavement Condition
 - Bridge Condition
- **Congestion Reduction** – to achieve a significant reduction in congestion on the National Highway System (Due Date: no later than May 20, 2019);
 - Excessive Delay
 - % Non-Single SOV Travel
- **System Reliability** - to improve the efficiency of the surface transportation system (Due Date: no later than May 20, 2019);
 - % person-miles traveled on the Interstate
 - % person-miles traveled on non-Interstate NHS
- **Freight Movement and Economic Vitality** - to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development (Due Date: no later than May 20, 2019);
 - Truck Travel Time Reliability
- **Environmental Sustainability** – to enhance the performance of the transportation system while protecting and enhancing the natural environment;
- **Reduced Project Delivery** – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process

CCV Aspirational Goals and Transportation Objectives		Planning Factors & Performance Themes	Performance Measure	Performance Target	Implementation Strategies
1	Support Regional Economic Engines and Public/Private Collaboration through Accessible, Multi-Modal* Transportation Systems^ for the Movement of People and Goods.	Freight Movement and Economic Vitality†	Truck Travel Time Reliability (TTTR) Index	To Be Determined	The VLMPO Shall Complete a Downtown Truck Traffic and Regional Truck Route Study
2	Coordinate Workforce Training Opportunities Through Public/Private Partnerships that are Available Through Affordable, Accessible, Multi-Modal Transportation Systems for the Movement of People.	Freight Movement and Economic Vitality†	% increase in transit ridership for jobs (TBD)	To Be Determined	The VLMPO Will Work with Private Transportation Providers to Improve Workforce Mobility
3	Develop Basic Transportation and Utility Infrastructure that Promotes Economic Investment through Accessible, Multi-Modal Transportation Projects for the Movement of People and Goods.	Infrastructure Condition‡, Congestion Reduction†, System Reliability†	% of projects completed on budget (TBD)	To Be Determined	The VLMPO Shall Support New Funding Sources for Funding a Multi-Modal Transportation System
4	Support Communitywide Partnerships that Encourage Entrepreneurship and Small Business Development and Educate the Public on How Transportation Investments Impact Economic Development.	Freight Movement and Economic Vitality†	% of projects completed on time (TBD)	To Be Determined	The VLMPO Will Provide Information and Bidding Opportunities for Local Businesses
5	Maintain a Fully Funded and Coordinated Regional Economic Development Strategy Promoting Public/Private Partnerships and Educate Elected Officials on How Transportation Investments Impact Economic Development.	Freight Movement and Economic Vitality†	% of the person-miles traveled on the Interstate that are reliable	To Be Determined	The VLMPO Will Analyze and Report on Transportation Investment Impacts on Economic Development
6	Support Education Programs that Ensure Students are Ready to Meet the Needs of a 21st Century Workforce through Affordable, Accessible, Multi-Modal Transportation Systems for the Movement of People.	Freight Movement and Economic Vitality†	# of miles of bicycle and/or pedestrian infrastructure	To Be Determined	The VLMPO Shall Prioritize Projects that Improve Access to Schools Students
7	Promote Healthy Eating and Active Lifestyles Throughout the Community by Implementing Transportation Strategies of Livable Communities that Promote an Active, Healthy Lifestyle	Community Quality of Life	Increase in County Health Ranking‡	To Be Determined	The VLMPO Will be a Community Leader in Supporting Infrastructure for Healthy, Active Lifestyles
8	Provide Affordable, Accessible Healthcare to a Growing Regional Population by Implementing Bicycle and Pedestrian Transportation Projects that Promote an Active, Healthy Lifestyle.	Community Quality of Life	% increase in road mileage identified as Complete Streets	To Be Determined	The VLMPO Shall Identify All Roadways According to Complete Street Standards
9	Coordinate Emergency Response to Disasters for a Resilient Community that has Well-Maintained Transportation Infrastructure.	Infrastructure Condition‡	% of Interstate System Pavements in Good/Poor Condition	To Be Determined	The VLMPO Shall Work with Local Governments to Develop an Asset Management Plan
			% of non-Interstate NHS pavements in Good/Poor Condition	To Be Determined	

* Multi-Modal Transportation System is defined to include all of the following (but is not limited to, and each are mutually exclusive of one another): roadways (and all right-of-way for utility infrastructure), airports, railroads, public transit, bicycle infrastructure, pedestrian infrastructure, etc.

† MAP-21 and FAST Act National Performance Goal

‡ www.countyhealthranking.com

			% of NHS Bridges in Good/Poor Condition	To Be Determined	
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CCV Aspirational Goals and Transportation Objectives		Planning Factors & Performance Themes	Performance Measure		Implementation Strategies
10	Implement Land Use Techniques that Promote Environmental Conservation and Mitigation through Transportation Projects that are Context-Sensitive to the Natural and Built Environments.	Environmental Sustainability†	To Be Determined (Improve Air Quality, Minimize Wetland Impacts, Limit Footprint)	To Be Determined	The VLMPO Shall Develop and Support Transportation Investments that Minimize and Mitigate Environmental Impacts
11	Provide Housing that is Safe, Affordable and Accessible to All Income Levels and has Multi-Modal Transportation Investments that are Context Sensitive to Existing and Future Land Uses.	Congestion Reduction†, Reduced Project Delivery Delays†	% of person-miles traveled on the non-Interstate that are reliable	To Be Determined	The VLMPO Will Work with Local Governments to Implement a Multi-modal Transportation System that is Affordable and Accessible
12	Develop Regional Leadership that Promotes Transparency, Citizen Engagement, and Coordinated Delivery of Government Services in Multi-Modal Transportation Planning to the Public and Stakeholders.	Public Participation	See Measures in Participation Plan	To Be Determined	The VLMPO Shall Implement Performance Measures in its UPWP, Participation Plan, TIP and LRTP (once available from state and feds)
13	Develop Land Use Policies that Promote Aesthetic Urban Design and Access to Community Infrastructure and Amenities via Multi-Modal Transportation Investments that are Context Sensitive to Existing and Future Land Uses.	Congestion Reduction†, Reduced Project Delivery Delays†	To Be Determined (Distance to Amenities, Changes in Land Use)	To Be Determined	The VLMPO Shall Actively Participate in Local Land Use Planning Discussions
14	Promote Conservation, Recycling and Renewable Energy Efforts that Support Programs for Alternative Fuel Technologies.	Environmental Sustainability†	# of Alternative Fuel Locations	To Be Determined	The VLMPO Shall Support a Model Ordinance to Require Alternative Fuel/Energy Infrastructure
15	Develop Recreational Facilities and Programs to Improve Quality of Life, the Conservation of Natural Resources by Fully Funding and Implementing the VLMPO Bicycle and Pedestrian Master Plan.	Environmental Sustainability†	#of non-motorized fatalities and non-motorized serious injuries (5 yr avg)	1,207	The VLMPO Shall Promote Active, Healthy Lifestyles and Encourage Investment in Bicycle and Pedestrian Infrastructure
16	Provide Maintained, Efficient Public Utility Infrastructure that Meets the Needs of a Growing Community through Transportation Projects that Support the Needs of a Growing Community.	Infrastructure Condition†	Average Work Commute Time	To Be Determined	The VLMPO Will Encourage Growth in Areas Currently Within the Urban Service Area
17	Develop Public/Private Partnerships to Preserve and Promote Historic and Cultural Resources through Developing Transportation Projects that are Context Sensitive to Historic Resources.	Environmental Sustainability†	# of Gateway and Beautification Projects Completed (TBD)	To Be Determined	The VLMPO Shall Prioritize Gateway Projects that are Sensitive to the Context of the Community
18	Provide Regional Connectivity through an Efficient, Safe, Accessible, and Affordable Multi-Modal Transportation System that is Developed through a Fully Funded Transportation Plan that Identifies Multi-Modal Transportation Options.	Safety†, System Reliability†	# of Fatalities (5 yr avg)	1,593	The VLMPO Shall Require the Analysis of Roundabouts for All Projects with Intersection Improvements
			Rate of Fatalities (/100M VMT)	1.32	
			# of Serious Injuries (5 yr avg)	19,642	
			Rate of Serious Injuries (/100M VMT)	16.318	

Comments and Responses to Public Comment Period for

2040 Transportation Vision Plan Amendment #5 and FY18-21 TIP Amendment #1

1. Jimmy Scruggs; CEO, Valdosta Mechanical Co., Inc.; via email, 1-19-18

I saw the Valdosta Today article where you were asking for citizen input on infrastructure. Our office has been located at 1810 East Park since 1987. We have seen a fair amount of growth in this area during this time. I have several concerns concerning this area that I addressed with James Wright and Larry Hanson a couple of years ago. Now that both are gone, I feel I need to reach out to you. Below is a list of issues I see in this area:

- 1) With the addition of VHS there will be 4 schools in a close proximity of each other, all using Park Avenue as a main thoroughfare. The traffic between 7:30 and 8:30 am is almost grid locked from Forrest Street to Perimeter. Add that to Greenleaf, LARC, Adult Day Care, several churches and us, the traffic can get quite bad at times. Making Park Avenue a five lane road from Forrest to Perimeter needs to be looked into.

Response: Wetlands and little anticipated future growth along this corridor limit the feasibility (both environmentally and economically) to widen this roadway at this time. The city has monitored traffic counts related to school and commuter traffic in this corridor and has noted that school times and typical commuter times are at different times of the day. School zones typically deter commuters from using these corridors which helps traffic in general. The City has also worked with VHS to identify the locations where VHS commuters will be entering/exiting the new HS. The commuter traffic will be directed to use the Perimeter Road entrance and not the Park Ave. entrance, so this should reduce some of the school related traffic in this corridor as well.

- 2) Jaycee Shack road is a major artery from Perimeter and Northside to Park Avenue. This road is also used by a lot of joggers and Bicycles especially during low light conditions. Getting off of Jaycee Shack onto Perimeter is near impossible at several different times during the day and especially 4:30 to 6:30 pm. As bad as I hate red lights, there needs to be one added there. Also a sidewalk needs to be added to keep the bicycles and joggers off the road.

Response: This idea will be shared with the Georgia Department of Transportation and the City of Valdosta for further consideration.

- 3) Perimeter road was built to divert traffic from Ashley and Patterson. Over the years several red lights were added at Forrest, Bemis road, Walmart and Oak Street. Due to these lights not being in sequence and not responding to heavy traffic backed up on Perimeter when none is on the other roads, it has become more convenient to use Ashley to head north. Early morning, 5:30 to 7:30, the lights stay red for extended periods of time when no cars are in site on the other streets. Thus making Patterson Street the better way to go.

Response: in July 2017 the City of Valdosta and the Southern Georgia Regional Commission completed a Traffic Signal Optimization Study that recommended new timing of the traffic signals along the Perimeter Road Corridor from North Valdosta Road to Forrest Street. This signal coordination has been implemented to provide an overall improvement to traffic flow in the study area. This study also recommended other improvements such as turn lanes that will be considered in the future.

2.