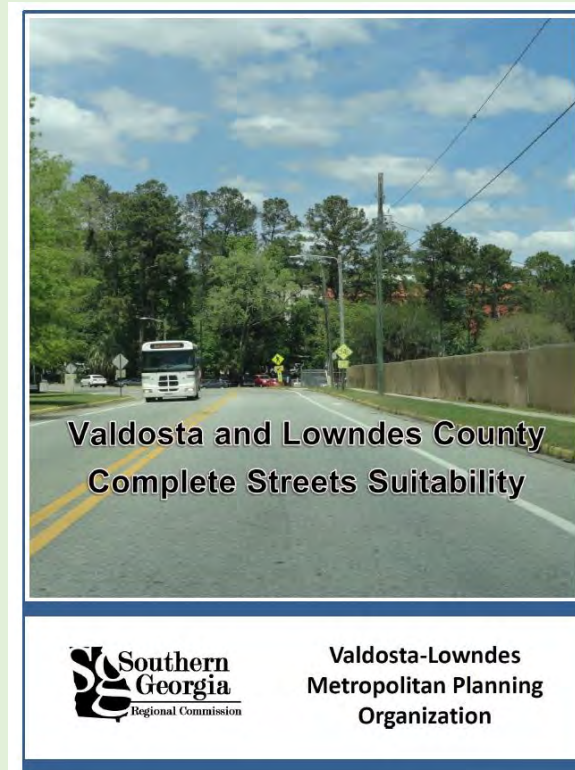


Valdosta and Lowndes County Complete Streets Suitability



Andrew Smith

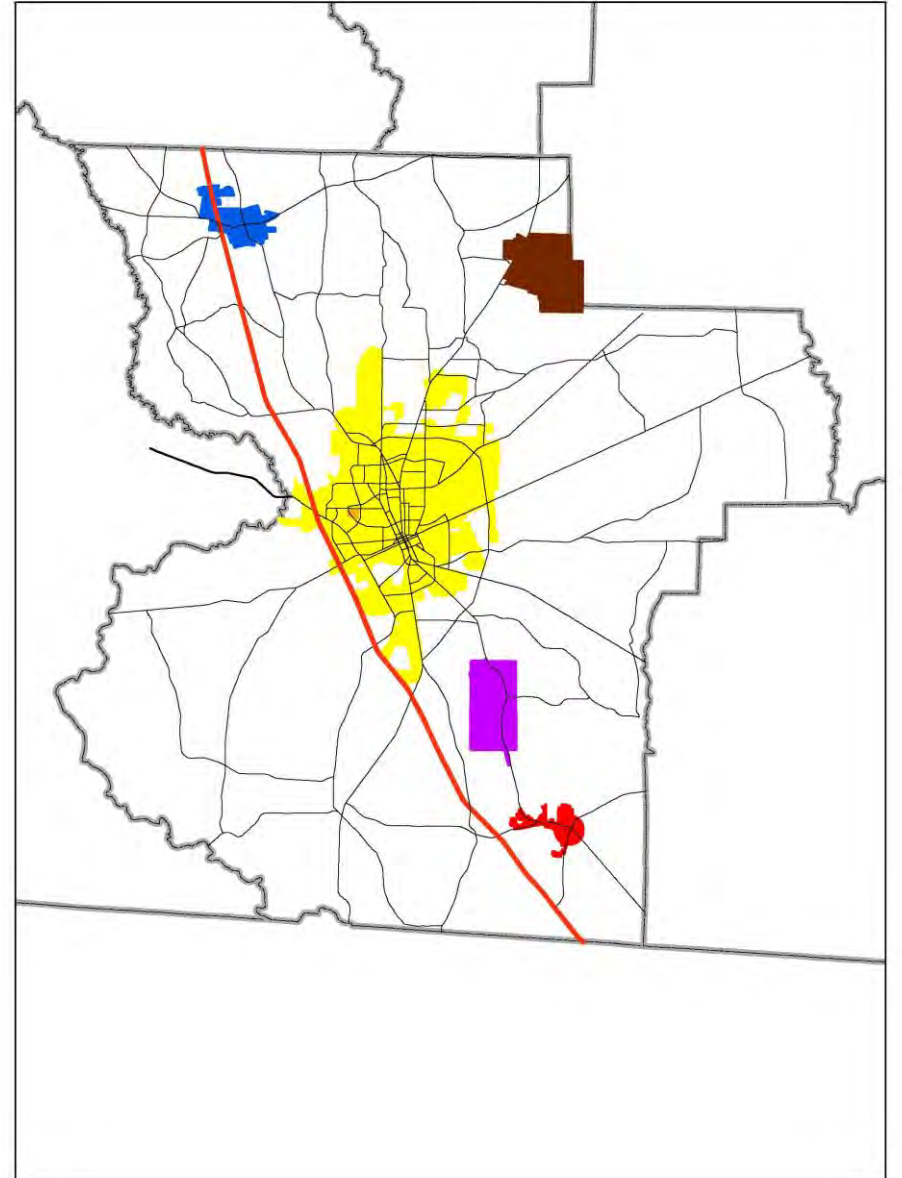
GPA Fall Conference, Columbus, GA

September 28, 2017

Geographic Primer

- City of Valdosta
 - 2016: 56,474
- Valdosta MSA – est. in 2003
 - 2010 Census: 139,588
- Southern Georgia Regional Commission
 - Valdosta-Lowndes Metropolitan Planning Organization (VLMPO)

Source: U.S. Census American Fact Finder



What Are Complete Streets?

- National Complete Streets Coalition:
 - “integrate people and place in the planning, design, construction, operation, and maintenance of transportation networks.”
- Includes:
 - Bicycle and pedestrian accommodations
 - Utilities and ROW
 - Users of all ages and abilities

Source: National Complete Streets Coalition

Why Was this Report Created

- 2040 Greater Lowndes Transportation Vision Plan (TVP)
- Common Community Vision
- VLMPO Complete Streets Strategy
- Valdosta/Lowndes and SGRC Bicycle and Pedestrian Master Plans
- GDOT Design Policy Manual

Overview of Report

- Examines arterial and collector streets
- Proposed projects in plans and project lists
- Scoring system developed by VLMPO for prioritization
- Top Ten Profiles



Street Name		Max Score	SCORE
Beginning Point		200	200
End Point			
Project List Appearance			
SCORING CRITERIA			
Street Classification (Arterials and Collectors Only)			
Is the road classified as an arterial or collector street by GDOT?			
Arterial - 10 points			
Collector - 5 points			10
Bicycle Infrastructure - Does the road exhibit bicycle-friendly qualities?			Comments
Yes, no needed improvements (i.e. bike lanes, side path, etc.)			0 points
Yes, but improvements recommended			5 points
No, this road is not bicycle-friendly			10 points
Pedestrian Infrastructure - Does the road exhibit pedestrian-friendly qualities?			Comments
Yes, no needed improvements (i.e. sidewalks, shared paths, etc.)			0 points
Yes, but improvements recommended			5 points
No, this road is not pedestrian-friendly			10 points
Mobility - Is the road in an area with high levels of multimodal transportation?			
High percentage of people who bike to work (based on 2015 U.S. Census ACS Estimates)			RAW VALUES
Block Groups			
0 - 4%			1 point
4 - 8%			5 points
8 - 12%			10 points
			Beg. Point 12
			End Point 12
			Average 12
			10
High percentage of people walking to work (based on 2015 U.S. Census ACS Estimates)			RAW VALUES
Block Groups			
0 - 4%			1 point
4 - 8%			5 points
8 - 12%			10 points
			Beg. Point 12
			End Point 12
			Average 12
			10
Percent of people who do not own a vehicle (based on 2015 U.S. Census ACS Estimates)			RAW VALUES
Block Groups			
0 - 10%			1 point
10 - 25%			5 points
>25%			10 points
			Beg. Point 26
			End Point 25
			Average 25.5
			10

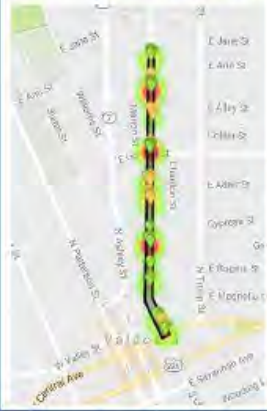





Desitnations and Networks				
Does the corridor connect to existing bike/pedestrian networks?	Yes - 10 points	Yes, but not both - 5 points	No - 0 points	10
Does adjacent land use require access for freight deliveries?	Yes - 10 points	No - 0 points		10
Does the road pass by or near (within 1/2 mile) a destination center, such as a school, college/university, industrial complex, retail/business, military installation, etc.?	Yes - 5 points	No - 0 points		5
Roadway Characteristics				
Does the road in question contain bikeable shoulders?	0 - 30 % of segment	10 points		10
	30 - 60% of segment	5 points		
	60 - 90 % of segment	2 points		
How much extra available right-of-way (ROW) width is there on each side of the road?	0 - 10 feet	2 points		10
	10 - 20 feet	5 points		
	20 feet or greater	10 points		
Does the road right-of-way contain open ditches for stormwater?	Yes -0 points	No - 5 points		5
Is there utility infrastructure (i.e. poles) that hinder the development of bike/ped infrastructure within existing ROW?	Yes -0 points	Yes, but in portions - 2 points	No - 5 points	5
How wide are the existing lanes along this road?	10 feet or less	2 points		10
	10 - 12 feet	5 points		
	12 - 14 feet	7 points		
	14 feet or greater	10 points		
Gaps & Connectivity				
Does aerial imagery show signs of a need for sidewalks (desire paths)?	Yes - 5 points	No - 0 points		5
Do sidewalk gaps exist on one-side, both, or neither side of the road?	Neither	0 points		10
	One Side	5 points		
	Both Sides	10 points		

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

ADDITIONAL NOTES:







City of Valdosta Results

- 29 projects and road segments
- Score Range
 - 174 on N. Lee St
 - 99 on W. Gordon St.
- Top ten profiles and information

1	<h2>North Lee Street</h2> <p>(From Ann St. to Central Ave.)</p>	<p>Score</p> <p>174</p> <hr/> <p>200</p>
<p>2012 – 2016 Crashes</p> <ul style="list-style-type: none"> • 86 collisions <ul style="list-style-type: none"> ○ 43 – Property Damage ○ 43 – Injury <ul style="list-style-type: none"> ▪ 1 Bicyclist/Pedestrian ○ 0 Fatalities <p><small>* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com</small></p> 	<p style="text-align: center;">ARTERIAL OR COLLECTOR</p> <p style="text-align: center;">Project List Appearance(s)</p> <ul style="list-style-type: none"> • 2017 City-Wide Street Condition Survey and Map <div style="display: flex; justify-content: space-around;">   </div> <p style="font-size: 0.8em;">Left: Desire path along Lee Street between Gordon and Ann Streets Right: No sidewalk or bike paths along 2 lane stretch of Lee Street</p>	
	<div style="display: flex; justify-content: space-around; text-align: center;"> <div>  <p>1.85%</p> <p>Bike to Work</p> </div> <div>  <p>10.61%</p> <p>Walk to Work</p> </div> <div>  <p>26.5%</p> <p>Have No Vehicle Access</p> </div> </div> <p style="font-size: 0.7em;">*Average of 2015 U.S. Census ACS Estimates for each Block Group which the corridor passes</p>	
<p>Points of Interest</p> <ul style="list-style-type: none"> • Valdosta City Hall • City Hall Annex • Lowndes County Social Services • Ora Lee West Public Housing Complex 	<p>Key Recommendations</p> <ul style="list-style-type: none"> • Fill in sidewalk gaps located between Gordon and Webster Streets and construct sidewalk between Gordon Street and Ora Lee West Public Housing • Install crosswalks and striping at the Gordon and Ann Street intersections • Consider adding bike lanes to reflect residential areas with high rate of no vehicle access 	

Lowndes County Results

- Covers unincorporated areas and smaller cities
- 30 projects and road segments
- Score range
 - 154 on Lakes Blvd.
 - 75 on Good Hope Rd.
- Top ten profiles

1	Lakes Blvd. (GA 376) (From Loch Laurel Rd. to US 41)	Score 154 <hr/> 200
<p>2012 – 2016 Crashes</p> <ul style="list-style-type: none"> • 172 collisions <ul style="list-style-type: none"> ○ 135 – Property Damage ○ 37 – Injury <ul style="list-style-type: none"> ▪ 1 Bicyclist/Pedestrian ○ 0 Fatalities <p><small>* Crash Data and Map retrieved from Georgia Electronic Accident Reporting System (GEARS) – www.gearsportal.com</small></p> 	<p>ARTERIAL OR COLLECTOR</p> <p>Project List Appearance(s)</p> <ul style="list-style-type: none"> • Lowndes County Thoroughfare Plan • FY2015-18 VLMPO Transportation Improvement Program (TIP) <div style="display: flex; justify-content: space-around;">   </div> <p><small>Left: Lakes Blvd. @ Mill Store Rd. Traffic Signal facing west towards I-75 Right: Sidewalk dead ends at Francis Lake Dr. near Lake Park city limit Image Source: Google Street View</small></p>	
	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>0%</p> <p>Bike to Work</p> </div> <div style="text-align: center;">  <p>0.39%</p> <p>Walk to Work</p> </div> <div style="text-align: center;">  <p>12.7%</p> <p>Have No Vehicle Access</p> </div> </div> <p><small>* Average of 2015 U.S. Census ACS Estimates for each Block Group which the corridor passes</small></p>	
<p>Points of Interest</p> <ul style="list-style-type: none"> • Interstate 75 – Exit 5 • Francis Lake • Hammock Lake • Lake Park Outlets • Multiple businesses, restaurants and retail • Residential areas 	<p>Key Recommendations</p> <ul style="list-style-type: none"> • Fill in sidewalk gaps between US 41 and Mill Store Road to ensure sidewalk continuity between businesses • Install crossing structures (i.e. hybrid beacon) between Mill Store Road and US 41 to ensure pedestrian access to residential neighborhoods • Consider bike lanes to increase bikeability in area through a road diet or similar strategy 	

Report Accomplishments

- Subject in a cover story in the Valdosta Daily Times
- Received a 2017 NADO Innovation Award
 - One of 80 projects in 21 states

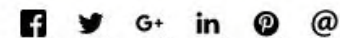
Walk On By

North Lee Street ranked least pedestrian friendly

By Thomas Lynn tom.lynn@gafnews.com Jun 20, 2017



Thomas Lynn | The Valdosta Daily Times North Lee Street is ranked the least accommodating to pedestrians by a study conducted by the Southern Georgia Regional Commission. People use the side of the road so often they create their own walking path.



VALDOSTA — Within a mile or less of North Lee Street, which connects Park Avenue to Central Avenue, there are nearly 1,000 people who have no access to a vehicle, 377 people who walk to work and 66 people who bike to work.

Source (s): The Valdosta Daily Times, June 20, 2017
National Association of Development Organizations

Conclusion

- Data-driven prioritization
- Better accessibility
- Design principles
- Careful consideration
- Implementation



Questions & Comments

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- View this report at <http://www.sgrc.us/transportation-plans.html>

