

# Valdosta - Lowndes



# Bicycle and Pedestrian Master Plan



October 5, 2007

Prepared by:









**Plan Sections**

1. Introduction	1-2
2. Existing Conditions	3-7
3. Walkability Areas and Context Zones	8-13
4. Public Information	14-16
5. Needs Plan Development	17-29
6. Financial Assessment	20-31
7. Project Priorities	32-38
8. Design Standards	39-44
9. Recommended Land Development Code Modifications	45-46
10. Other Recommendations	47-48

**Acronyms Used Within Plan**

AADT	Annual Average Daily Traffic
CAC	Citizens Advisory Committee (MPO)
GDOT	Georgia Department of Transportation
HUD	Housing and Urban Development
ITS	Intelligent Transportation System
LDC	Land Development Code
LOS	Level of Service
L RTP	Long Range Transportation Plan
PC	Policy Committee (MPO)
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users
SGRDC	South Georgia Regional Development Center
SPLOST	Special Purpose Local Option Sales Tax
TCC	Technical Coordinating Committee (MPO)
TIP	Transportation Improvement Plan
VSU	Valdosta State University



**Maps**

	Section	Page #
A. Lowndes County and Municipalities Area Map	2	4
B. Valdosta and Remerton Existing Walkability Conditions	2	5
C. Hahira Existing Walkability Conditions	2	6
D. Lake Park & Dasher Existing Walkability Conditions	2	7
E. Potential Walkable Areas Map	3	13
F. Schools and Parks (with 1/4 mile walking distance)	5	18
G. Traffic Data and AADTs, 2006	5	19
H. City of Valdosta Fiber Optic Traffic Distribution Network	5	20
I. Select Valdosta Zoning Categories	5	21
J. 2030 LRTP Improvements	5	22
K. Valdosta Proposed Bus Routes from Transit Feasibility Study	5	23
L. VSU Shuttle Routes	5	24
M. Bike-Ped Project Needs Plan	5	29
N. Valdosta & Remerton Proposed Projects by Type	7	35
O. Hahira, Dasher & Lake Park Proposed Projects by Type	7	36
P. Valdosta & Remerton Project Prioritization Map	7	37
Q. Hahira, Dasher & Lake Park Prioritization Map	7	38

**Tables**

	Section	Page #
1. GDOT or Other Source Transportation Costs for Valdosta-Lowndes Bicycle-Pedestrian Master Plan	7	33
2. Project Priority Ranking	7	34





Lowndes County is located in South Georgia, 226 miles south of Atlanta, Georgia and adjacent to the Florida border. There are five (5) municipalities in Lowndes County. Valdosta, the county seat, is known as the "Azalea City". The other (4) four municipalities are Hahira, Lake Park, Remerton, and Dasher. Valdosta and Lowndes County have a rich history of transportation from the early development (1860) of the Atlantic and Gulf Railroad. A century later Interstate 75 has provided the economic impetus for growth and prosperity.

Lowndes County topographic features provide abundant scenic, forest, agriculture, water, and wildlife resources which furnish unique recreational and tourism opportunities but can provide a constraint on transportation. Gentle slopes in the topography make the area more susceptible for walking and bicycling. However, the area within Lowndes County known as the Tifton Uplands, (the physiographic region which Lowndes County resides in) have elevations that range from 50-250 feet above sea level.

Lowndes County and, more specifically the City of Valdosta, have a large student population generated by Valdosta State University as well as Valdosta Technical College and Georgia Military College. This is also the location of Moody Air Force Base which adds to the socioeconomic characteristics of this community.

The 2000 population of Lowndes County was 92,115 and the City of Valdosta had a population of 43,724. Following the US Census 2000, the City of Valdosta crossed the standardized metropolitan statistical area threshold and as a result became an urbanized area. The Valdosta Urbanized Area consists of the Valdosta and Lowndes County as well as small portions of Berrien and Lanier Counties in the north-east fringes of the study area.

## First Bicycle and Pedestrian Master Plan

The 2030 Long Range Transportation Plan (LRTP) and Greater Lowndes 2030 Comprehensive Plan identified goals and policies to address the interconnectivity between, schools, parks and other activity centers. Community health and wellness is also addressed throughout the plan to encourage and enhance active lifestyles of the population. The plan also promotes land-use and transportation policies that encourage "clustered development", and "context sensitive design" of the infrastructure to enrich the quality of life in the metropolitan area.

Currently, the City of Valdosta and Lowndes County have Land Development Codes (LDC) which reference Walkable Areas and Thoroughfare Plans (for vehicular traffic as well as a Bicycle Plan component). A GDOT Bicycle Route also exists at this time, which is the planning tool used to plan locations of bicycle facilities. The South Georgia Regional Bicycle and Pedestrian Plan is primarily used to promote bicycle and pedestrian safety within the South Georgia Region.

The Georgia Guidebook for Pedestrian Planning is used to enhance pedestrian safety on Georgia's transportation system, provide for a more seamless integration of pedestrian facilities into Georgia's transportation system, and to integrate planning for pedestrians more fully into agency planning and design processes for Georgia's urban and rural areas.

Although various GDOT and local planning policies support bicycle and pedestrian facilities a more detailed plan to identify specific projects for implementation was desired. The South Georgia Regional Development Center (SGRDC), Metropolitan Planning Organization (MPO) for Valdosta and Lowndes County solicited proposals for a Bicycle and Pedestrian Master Plan for the Valdosta-Lowndes Urbanized Area in August 2006. The Genesis Group team was awarded this nine (9) month project, and issued the Notice-to-Proceed on January 29, 2007. The final Bicycle and Pedestrian Master Plan was approved by the MPO's Policy Committee on Sept. 21, 2007.

## Project Team Members

The Genesis Group Team also includes Hall Planning and Engineering (HPE) who assisted in plan development, public meetings and identification of walkable areas with specific bicycle and pedestrian friendly design features.

## Key Project Team Members

SGRDC: Dan McGee - Project Manager

Genesis Group:

- Debbie M. Dantin, P.E. - Project Manager
- Tim Smith - Planner / GIS Specialist
- Angie Bean - Graphic Designer
- Ben Chandler, AICP - Senior Planner
- Mike Munson, E.I. - Transportation Engineer

Hall Planning and Engineering (HPE):

- DeWayne Carver, AICP - Transportation Planner
- Rick Hall, P.E. - Transportation Engineer

## MPO Representatives:

The MPO Subcommittees included the Policy Committee (PC), Technical Coordinating Committee (TCC), and Citizen's Advisory Committee (CAC).

Policy Committee (PC):

- GDOT Office of Planning\*
- City of Valdosta Mayor\*
- City of Valdosta Manager\*
- SGRDC Executive Director\*
- Lowndes County Manager\*
- Mayor of Remerton\*
- GDOT District Engineer\*
- Chairman Board of County Commissioners\*
- CAC Chairman
- FHWA Regional Administrator
- GDOT Intermodal

\* MPO voting member

The MPO voting members will be the final decision makers for adapting the Bicycle and Pedestrian Master Plan.

Technical Coordinating Committee (TCC):

- GDOT Transportation Planner

- District 4 Planning & Programming Engineer
- Lowndes County Engineer
- Transportation Director
- Valdosta City Schools
- Bike and Pedestrian
- Emergency Dispatch
- GDOT Pre-Construction
- FHWA Transit Planner
- City of Valdosta Engineer

Citizen's Advisory Committee (CAC):

- Lowndes Board of Education
- Valdosta Board of Education
- President's Office Valdosta State University
- Vice-President of Valdosta Tech
- Chamber of Commerce Transportation Committee
- Valdosta Appointees: Industry, Emergency Services, Seniors, General;
- Lowndes Appointees: Agriculture, Industry, Seniors, Environmental Justice, Transit Provider
- Hahira Appointees – General
- Lake Park Appointees – General
- Dasher Appointees – General
- Remerton Appointees – General
- Pooled Organizations:
  - Convention and Visitor's Bureau, Downtown
  - Development Authority
  - Industrial Authority
  - Retired
  - Leadership Lowndes





## Scope of Services and Project Schedule

There is a Phase 1 and Phase 2 component to this project, with Phase 2 work beginning on July 1, 2007. The Genesis Group team received Notice-to-Proceed for Phase 1 on January 19, 2007. The project was originally anticipated to have a nine (9) month schedule to complete all tasks. However, following a 30 Day Public Review Period, the final plan was presented to MPO Subcommittee members and the MPO in mid September for final adoption. A general outline of the tasks for each phase is identified below:

### Phase 1 Tasks

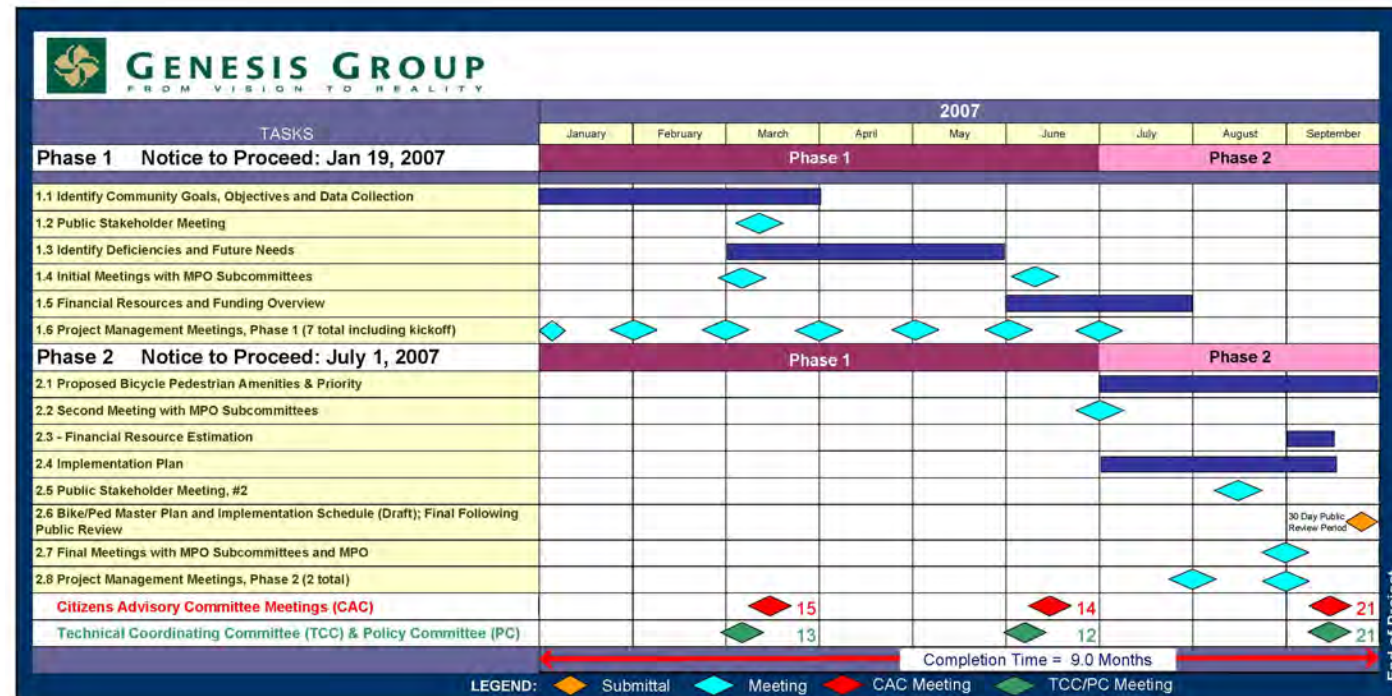
- 1.1 Community Goals, Objectives and Data Collection
- 1.2 Public Meeting # 1
- 1.3 Identify Deficiencies and Future Needs
- 1.4 Initial Meetings with MPO Subcommittees
- 1.5 Financial Resources Identification
- 1.6 Project Management Meetings, Phase 1

### Phase 2 Tasks

- 2.1 Proposed Bicycle and Pedestrian Facilities and priority Ranking
- 2.2 Second meeting with MPO Subcommittees
- 2.3 Financial Resources Estimation
- 2.4 Implementation Plan
- 2.5 Public Meeting # 2
- 2.6 Bike/Ped Master Plan and Implementation Schedule (Draft and Final)
- 2.7 Final Meetings with MPO Subcommittees and MPO
- 2.8 Project Management meetings, Phase 2

## Goals and Objectives

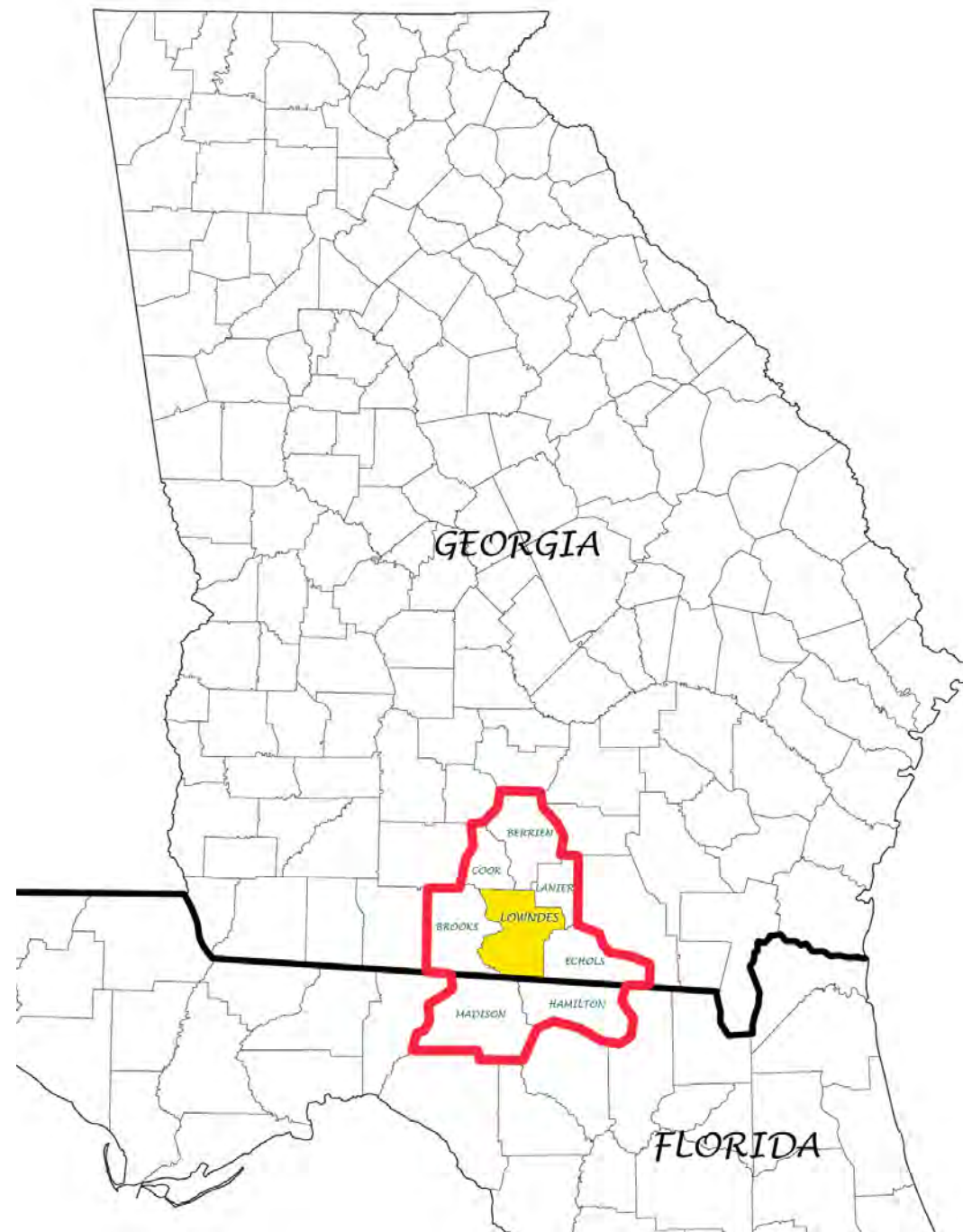
Goal	Objectives
A. Increase the visibility of walking and bicycling in Lowndes County and designated walkable areas.	<ol style="list-style-type: none"> <li>1. Create pedestrian and bicycle design within major activity areas countrywide.</li> <li>2. Increase accessibility to schools, parks, and other pedestrian generators.</li> <li>3. Provide additional signs, example: "Vehicles Must Stop to Pedestrians in Crosswalk" and Enforcement.</li> </ol>
B. Improve connections between logical destinations and walkable areas.	<ol style="list-style-type: none"> <li>1. Establish linkages between walkable areas.</li> <li>2. Link bicycle and pedestrian facility improvements with planned transit services.</li> <li>3. Plan the installation of bicycle facilities and sidewalks as part of all new roadway widening and major construction projects.</li> <li>4. Enable more people to walk or bike to work.</li> </ol>
C. Improve safety for walking and cycling within the entire community.	<ol style="list-style-type: none"> <li>1. Improve crossings at key intersections.</li> <li>2. Traffic calming and other speed-reduction projects on key streets.</li> <li>3. Provide special safety emphasis for children and the elderly.</li> </ol>
D. Encourage increased bicycle and walking options for students.	<ol style="list-style-type: none"> <li>1. Encourage VSU and Valdosta Technical College to provide maps and related information promoting bicycling, walking, and planned transit.</li> <li>2. Continue emphasis on Safe Routes to School programs.</li> </ol>
E. Revise local regulations to require pedestrian infrastructure and accessibility.	<ol style="list-style-type: none"> <li>1. Encourage the development of pedestrian-oriented environments with Lowndes County.</li> <li>2. Enhance requirements for sidewalks and bike routes to be installed with new or redeveloped land activities.</li> <li>3. Establish connectivity standards for new development and redevelopment.</li> </ol>
F. Adequately maintain a bicycle and pedestrian system designed to increase the mode share of non-auto travel choices.	<ol style="list-style-type: none"> <li>1. Budget for sidewalk, trail and bike lane maintenance.</li> <li>2. Budget to maintain additional pedestrian safety devices or special pavement treatment.</li> </ol>
G. Promote healthy lifestyles within Valdosta-Lowndes County.	<ol style="list-style-type: none"> <li>1. Encourage media campaign to raise awareness about cycling, walking and public health.</li> </ol>
H. Promote Valdosta-Lowndes County as a bicycle and pedestrian friendly destination, with the intent of attracting future residents and tourists.	<ol style="list-style-type: none"> <li>1. Encourage Valdosta Chamber of Commerce to update marketing packages to promote.</li> <li>2. Provide brochures and maps to identify transit routes when they become available.</li> </ol>







Project Location



The project study area includes all of Lowndes County, and it's bordered by Brooks, Cook, Berrien, Lanier, and Echols counties in Georgia and Madison and Hamilton counties in Florida.

Lowndes County includes the cities of Valdosta, Remerton, Hahira, Lake Park & Dasher. Existing conditions were analyzed for each of these incorporated areas as well as incorporated areas within Lowndes County, as shown in the following maps.

The existing sidewalk and bike route inventory was obtained from the VALOR - Geographical Information System (GIS) database, maintained by the SGRDC. Field review was conducted across Lowndes County with a focus on identifying high pedestrian travel areas, existing areas with a mix of land uses that could encourage walking and biking, and review of future commercial or high growth areas identified in the Long Range Transportation Plan.

Field review identified many locations where 'cow trails' or walking paths currently exist adjacent to existing roadways without sidewalks. In order to promote alternative modes of travel and reduce vehicle trips, a 1/4 mile desired walking distance is recommended. Using this 1/4 mile buffer, areas lacking bicycle and pedestrian facilities around all public and private schools, and public parks were identified.

Gaps in the existing sidewalk network were identified using the GIS database (showing existing sidewalks). In addition, several major pedestrian generators lacked sidewalks connecting to the buildings from the public roadway network. One example of these locations includes the Valdosta Colonial Mall and surrounding commercial area uses. In Section 9 of this report, recommended changes to Land Development Codes (LDC) have been included to support internal sidewalk connections between the public road and buildings.



Discontinuous Sidewalk into Remerton

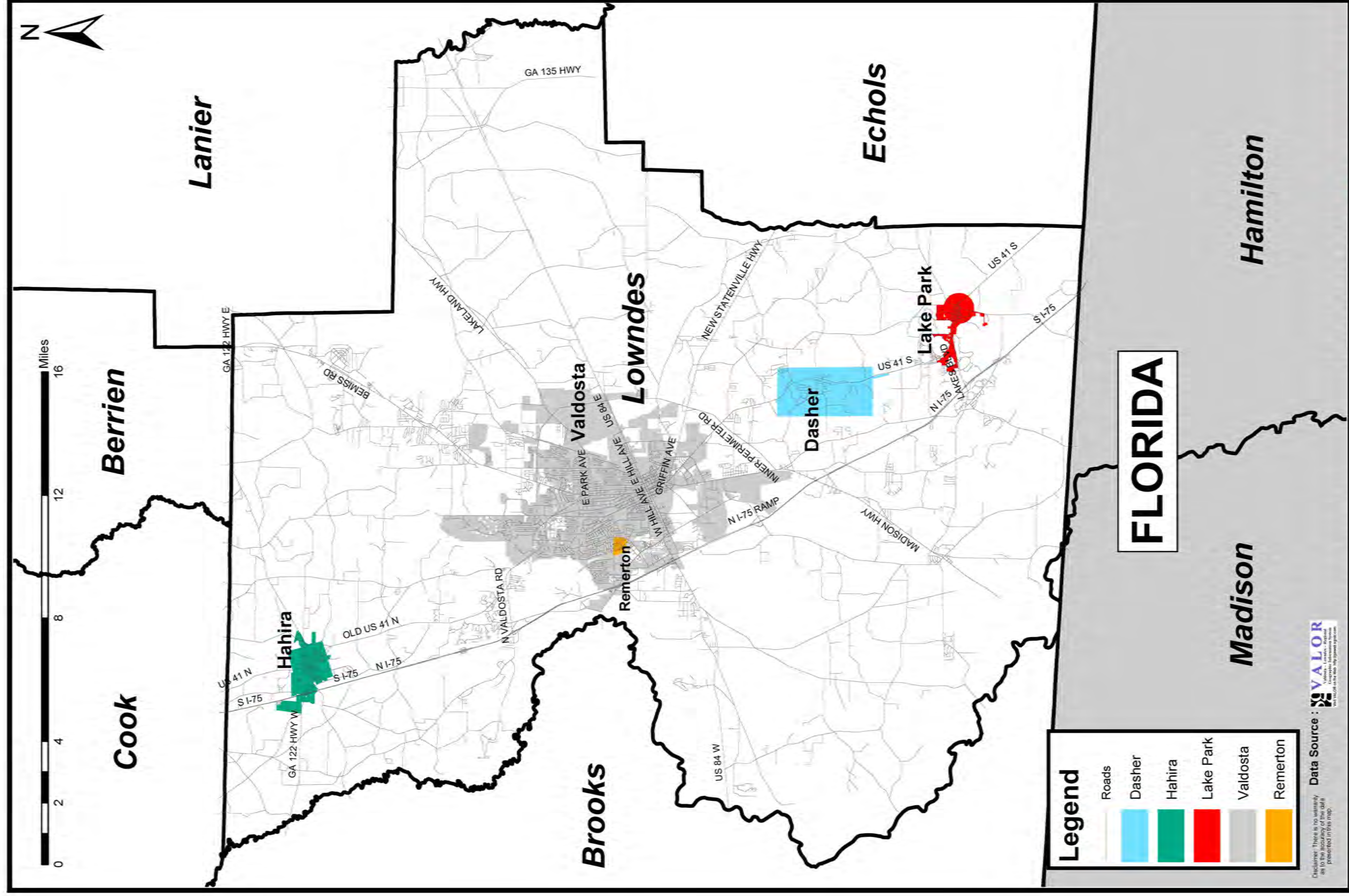


Bemiss Road - Bike Facilities Needed

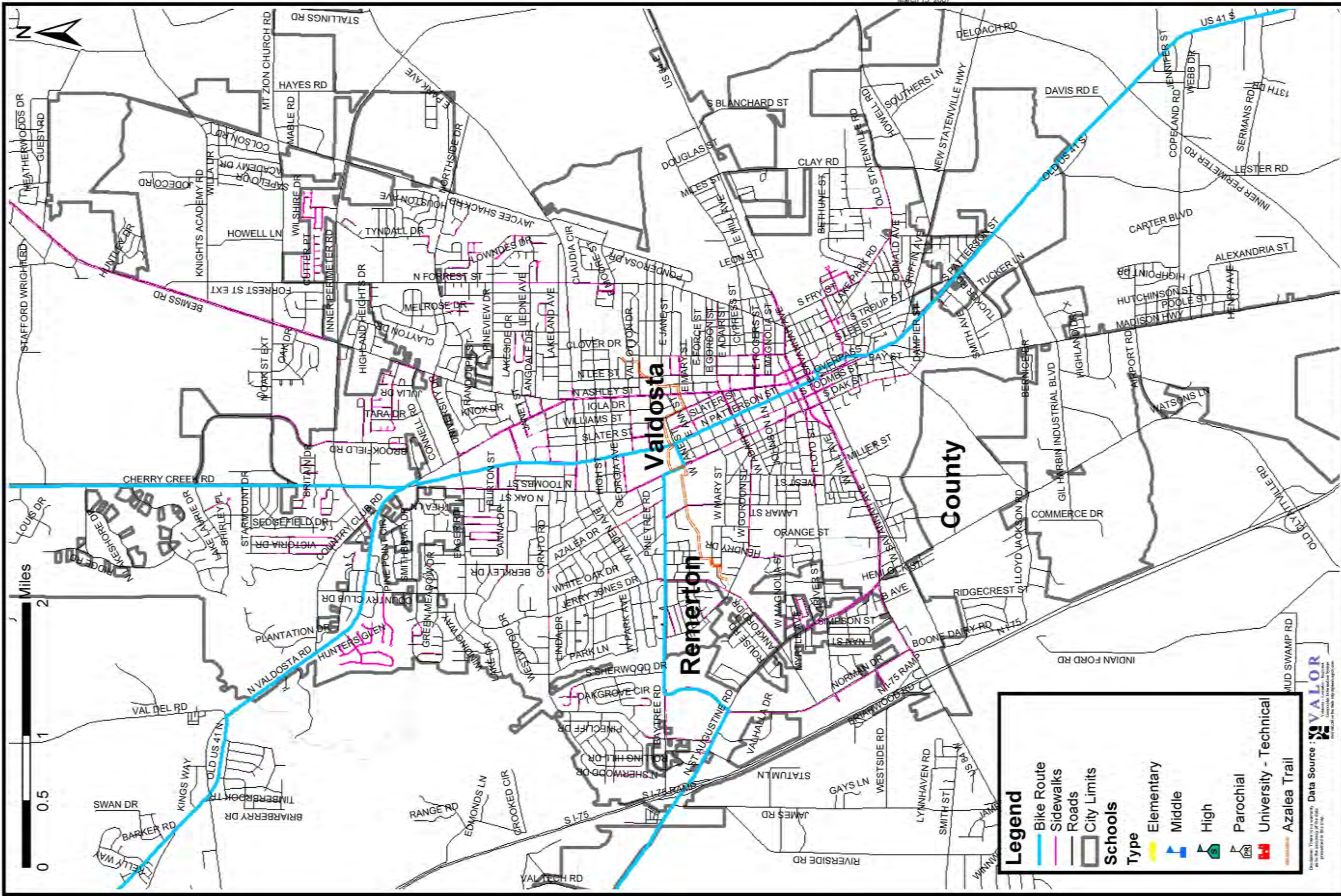


Dead End Sidewalks









**Legend**

- Bike Route
- Sidewalks
- Roads
- City Limits

**Schools**

**Type**

- Elementary
- Middle
- High
- Parochial
- University - Technical
- Azalea Trail

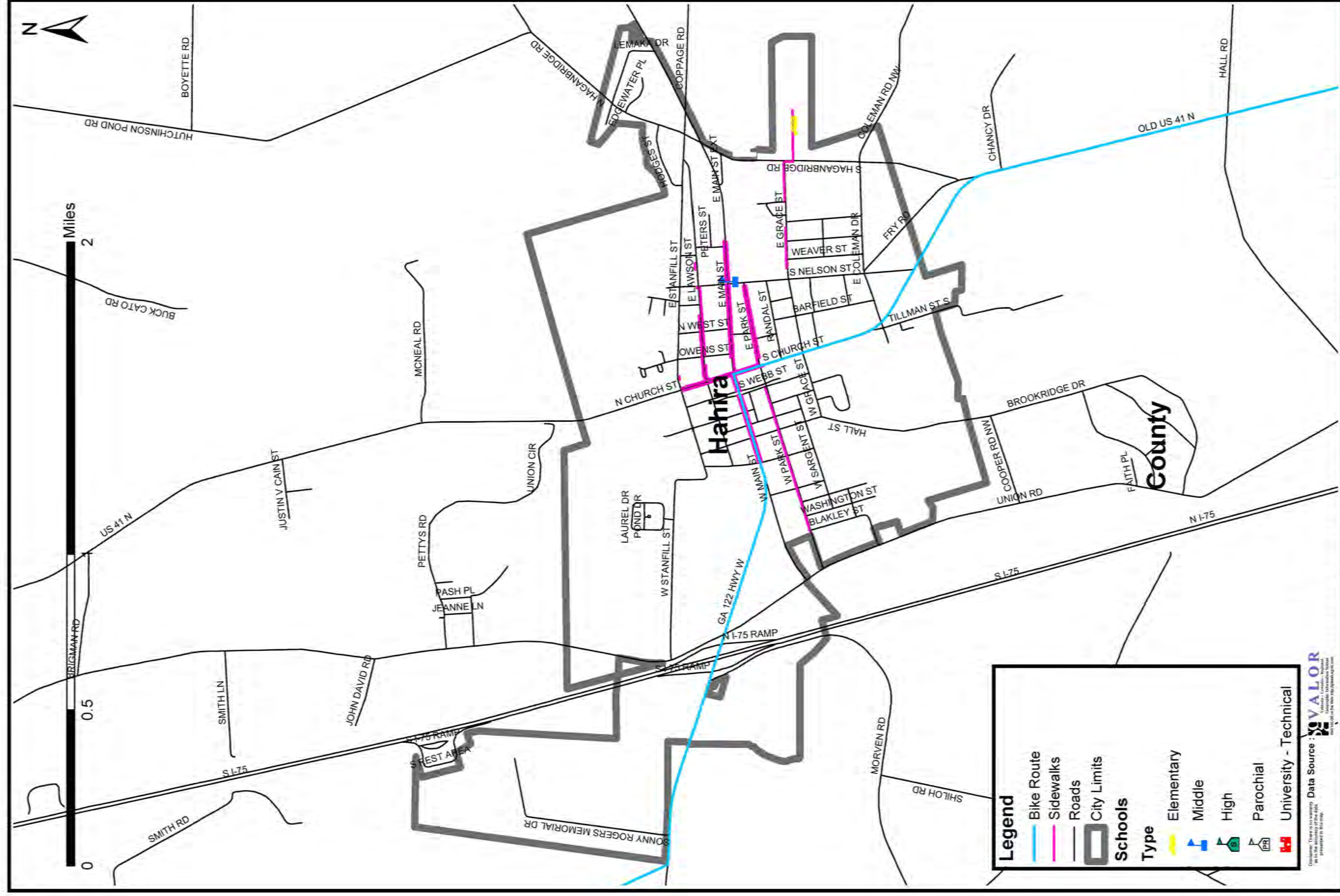
Source: Trane & Associates, Inc. Data Source: VALOR

**Valdosta and Remerton Existing Walkability Conditions**



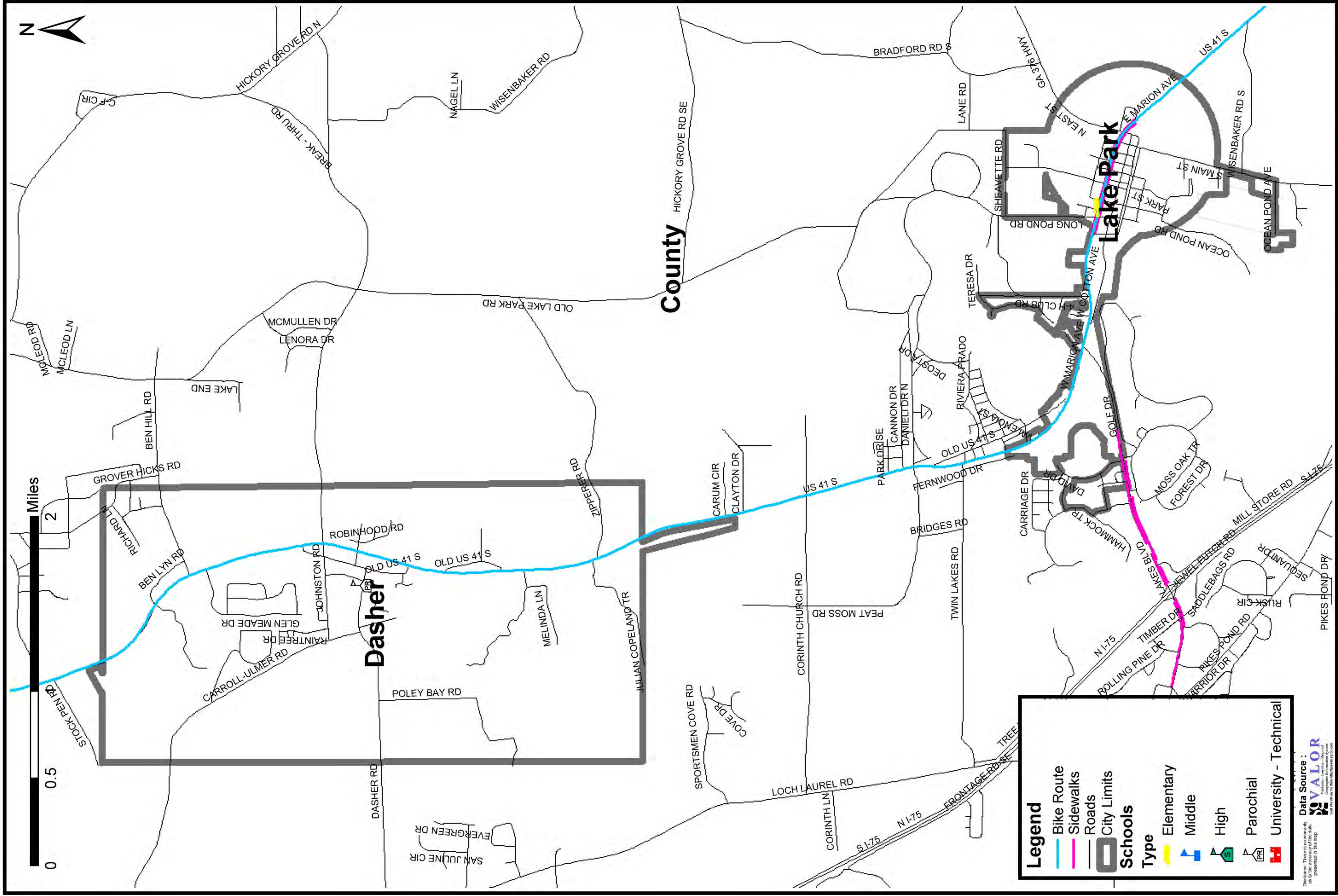
Map B





Hahira Existing Walkability Conditions





**Legend**

- Bike Route
- Sidewalks
- Roads
- City Limits

**Schools**

**Type**

- Elementary
- Middle
- High
- Parochial
- University - Technical

Disclaimer: There is no warranty or liability for the information presented in this map.

Data Source: VALOR



## Section 3 - Walkability Areas and Context Zones



Downtown Valdosta, the historical district and the surrounding area to the north were identified as the Core Walkable Area. These areas have many of the key elements for good Walkability, including small block sizes, a wealth of narrow streets, and some attractive locations for walking trips (such as parks, schools, and shopping). Specific design standards and typical roadway sections were developed to consider as land use patterns change and alternative transportation travel modes become more available, for this area. These design standards can be applied to future expansions of the Core Walkable area or any new walkable area. The area is located north of downtown Valdosta between Ashley and Patterson Streets and includes Valdosta State University.

goals for this plan are to identify the best possible alternative for bicycle-pedestrian mobility and safety. Thus, typical sections were not included as part of this plan showing a one - way pair option.

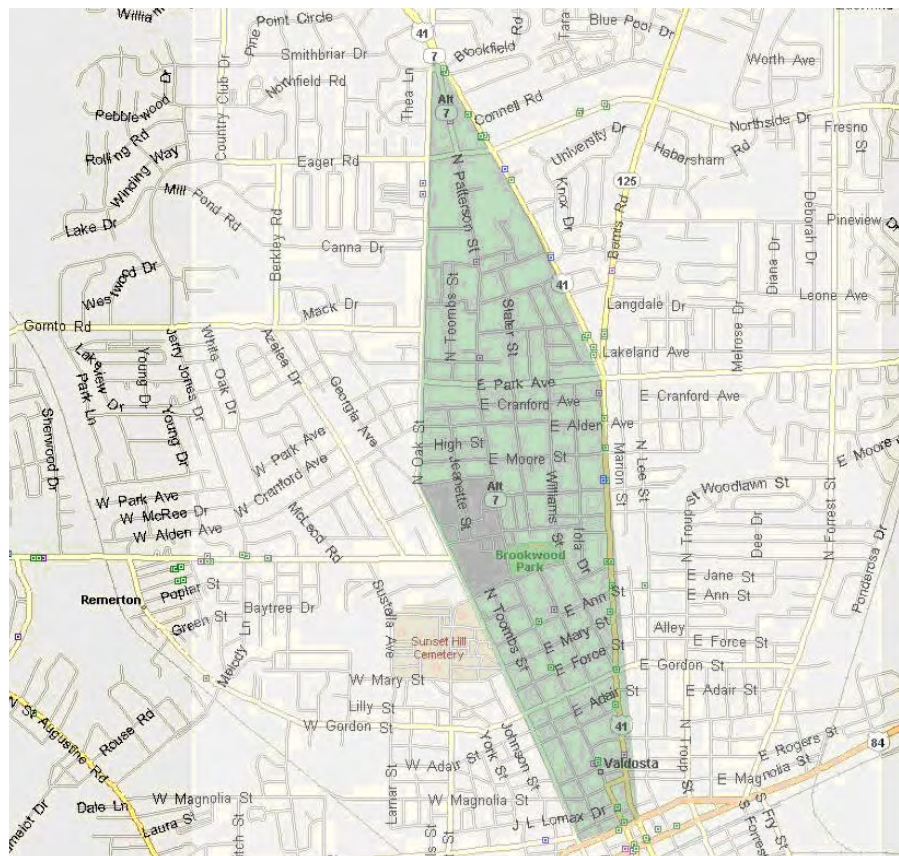
Regarding the safety of pedestrians, several professionals believe that less vehicle conflicts with one-way operations improves safety for pedestrians, whereas other professionals believe that an increase in vehicle conflicts with two-way roadways improve pedestrian safety by slowing vehicle speeds and increasing driver awareness for both vehicle and pedestrian conflicts.

There are conflicting impacts and benefits of one-way pair operations on automobile traffic, bicycles, and pedestrians. If an Ashley-Patterson one-way pair is installed, all efforts using signal timing should be made to control vehicle travel speeds, and alternative routes for cyclists should be identified.

### Concerns with Conflicting Plan Goals

Concerns were raised during the MPO Subcommittee meetings regarding conflicting goals to maintain a high Level of Service (LOS) for motor vehicles, versus compromising motor vehicle efficiency to achieve a higher LOS for bicycles and pedestrians. As a result of the development of future typical roadway sections within the Core Walkable Area of Valdosta for retrofit of existing roadways, it became apparent that alternative future typical roadway sections were needed.

One example of a conflict with the Bicycle and Pedestrian Master Plan goals is the MPO's 2030 Long Range Transportation Plan (LRTP) which identifies Ashley and Patterson Streets as one-way pairs between 5 Points and the downtown area. The limits of the Core Walkable area in the Bicycle and Pedestrian Master Plan for Valdosta is bordered by Ashley and Patterson Streets, where the one-way pairs have been identified. One-way pair operations are detrimental to bicycles. With one-way pairs, safe bicycle travel is directional with the flow of vehicular traffic, requiring opposing bicycle travel to use the sidewalks or alternative routes. It should also be noted that one-way pair operations typically encourage higher vehicle travel speeds (since conflicting vehicle turning movements are reduced). This reduction in conflicts does however improve vehicular safety. As a result, there is a strong argument that vehicle mobility and safety are improved using one-way pairs. However,

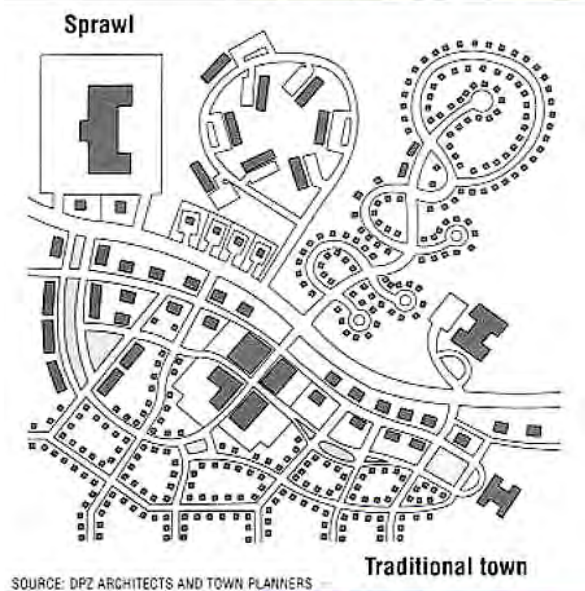


Core Walkable Study Area

### Key Walkability Factors

1. Small block size
2. Buildings Fronting Street
3. Mixed Land Use
4. Lower Traffic Speeds
5. On-Street Parking
6. Interconnected Streets
7. Sidewalks
8. Traffic Volumes
9. Street Trees
10. Narrow Streets

### Interconnected Streets vs. Sprawl



SOURCE: DPZ ARCHITECTS AND TOWN PLANNERS

### Buildings Fronting Streets



Downtown Valdosta, GA

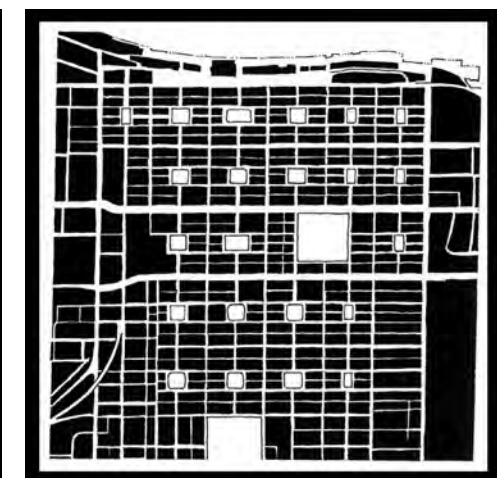


Downtown Valdosta, GA

### Small Block Sizes



Valdosta, GA



Savannah, GA





**Lower Traffic Speeds**

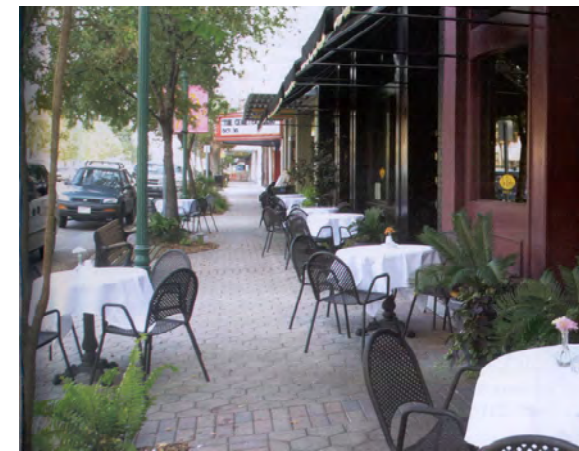
Primary aspects of a walkable area include small block sizes, narrow streets, multi-story buildings, wide sidewalks, and on street parking. Under peak hour conditions traffic congestion will keep speeds at a level safe and comfortable to pedestrians. However, during off-peak hours these aspects are necessary to regulate traffic speeds. In the Core Walkable area densities should be provided that will allow for taller buildings as well as smaller setbacks. This will not only serve to slow traffic but will also provide the commercial opportunities necessary to support the potential for on-street parking.



Remerton - Baytree Place



Valdosta State University Campus



Downtown Valdosta - Walkable Area



Historical Mill Village



Craig Community Center  
Gordon Street



**Street Trees**

Trees are a necessary and important aspect of encouraging pedestrians and cyclists in a walkable area. Trees provide necessary shade on hot summer days as well as serving as a buffer between pedestrians and traffic. Wide sidewalks that extend from the curb to the buildings provide an ideal location to place trees and other landscaping features. Wide sidewalks will also allow for the placement of shelters and other facilities if and when a transit system is implemented.



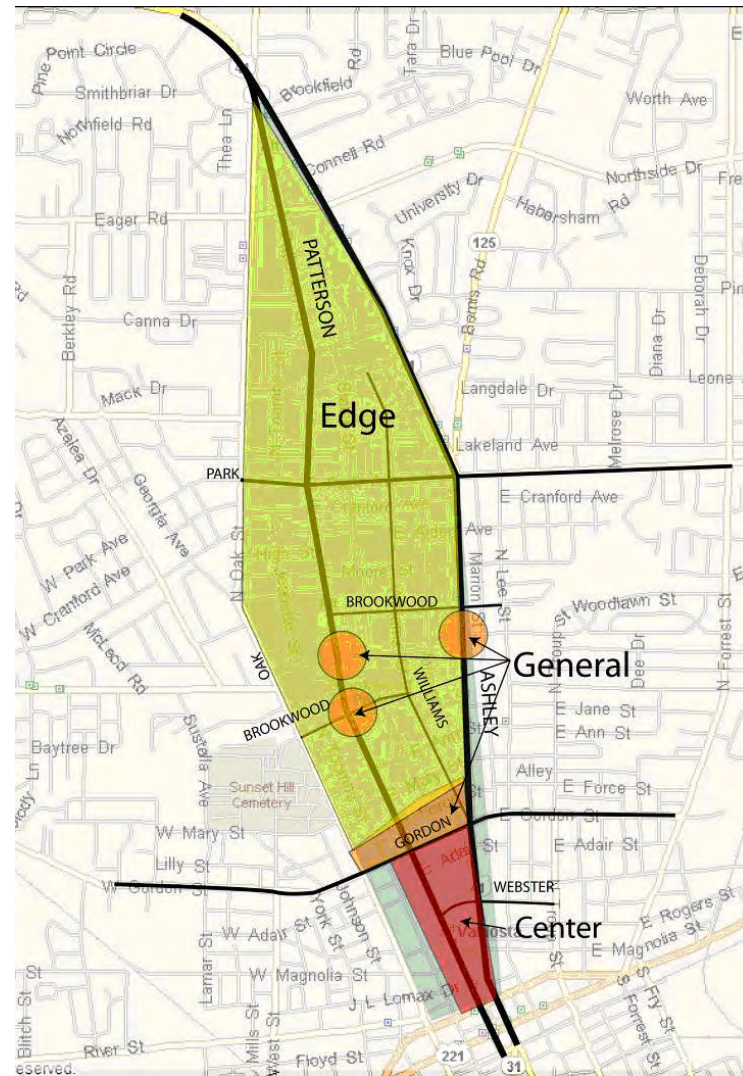
Shade Trees for Pedestrian Comfort





## Key Design for Walkability

1. Land Use Pattern: The walkable area is arranged in a land use pattern of Center, General, and Edge context types to classify the type of modification recommended and the extent to which automobile level of service (LOS) dominates design decisions.
2. Automobile and Pedestrian LOS: Automobile capacity may be reduced in some cases to allow greater Walkability. Capacity may be reduced through lane width reduction, additional signalization, shorter curb radii, or increase in traffic volumes.
3. Phased Street Design to Match Land Use Development: Walkable area typical sections recommended in this section should be phased to allow street design to match land use patterns.
4. Modifications to Vehicle Circulation: Vehicle circulation patterns may be modified, including lane additions and subtractions in some corridors, to balance vehicle flow and promote walkability.
5. Intersection Improvements: Key intersections in the corridor need to be modified to include tighter curb radii, high-visibility crosswalks, and in some cases lane-narrowing and inclusion of on-street parking.
6. Speed Management: On-street parking and sidewalks should be provided in the Walkable Core to manage traffic speeds and promote pedestrian circulation.
7. Street Section Modifications: Revised street typical sections are proposed as needed to provide walkable areas. In most cases, modifications are proposed within the existing curb faces.



Arrangement of Context Zones in Core Walkable Area

## Context Zones

The Center, General, and Edge land use patterns determine the type of design appropriate for a given area. The categories are described as follows:

### Center:

This is the most urban and most intensive type of development. The Center land-use design includes multi-story buildings, buildings located back of sidewalk, a mix of uses tending more toward commercial than residential and very high levels of walkability. While automobile circulation and capacity are provided, pedestrian comfort and safety are the primary design considerations. Whereas, automobile capacity may be reduced or placed in a secondary priority. Target vehicle design speed is 25 mph. On-street parking is standard, with additional off street parking provided on the interior of blocks using surface parking or structured parking. The Center land use type is typically visualized as a town core, such as downtown Valdosta.

### General:

This category of land use is often found adjacent to Center locations, but may stand alone. General urban land use design also includes emphasis on pedestrian comfort and safety. Building heights are shorter – one or two stories, and the mix of uses may be more equally weighted between residential and commercial. Design speed is 25 mph. On-street parking is standard, with additional parking typically found on the interior of blocks in surface lots.

### Edge:

Edge conditions occur where walkable areas meet conventional development. These areas have some mix of walkable elements, but typically display lower intensities of land use and are primarily residential versus commercial. Automobile movement and capacity begin to become more important and may supersede walkability in some instances. Traffic volumes in this type of condition are typically low enough that significant design modifications can be made to manage traffic speed without significantly affecting capacity; therefore, capacity is typically not a concern in this land use type. Design speed for these streets is 20 mph. The Edge land use type is visualized as development with small blocks, narrow streets, and mostly single-family homes set near the street.

## Circulation Pattern

This circulation pattern uses the existing network of streets to distribute traffic, allowing Ashley to take on a more walkable character for the portion of north of Magnolia Street. The blue streets are used to redistribute Ashley and Patterson Streets traffic load across the grid as consideration for lane changes are evaluated.



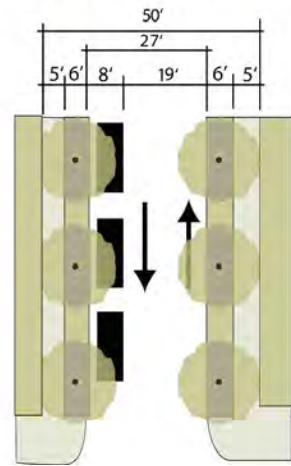
Revised Circulation Pattern

Yellow = 2 Lane Section of Ashley and Patterson Streets  
Blue = Streets Used to Redistribute Traffic

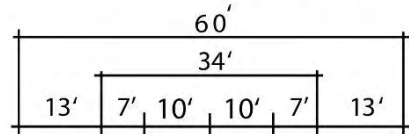
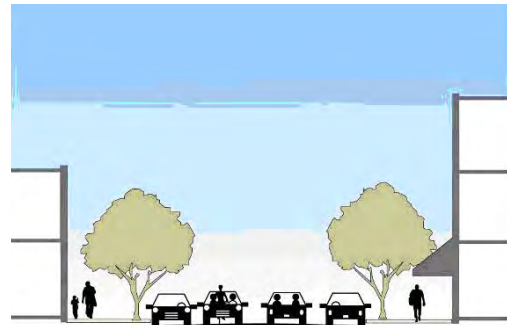


# Walkable Area Typical Sections

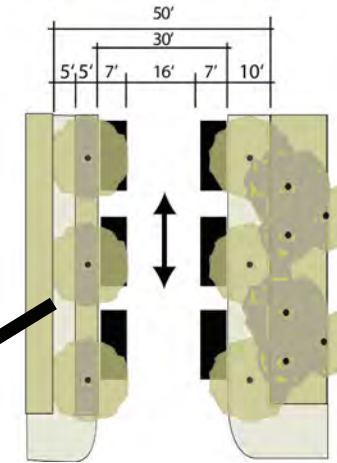
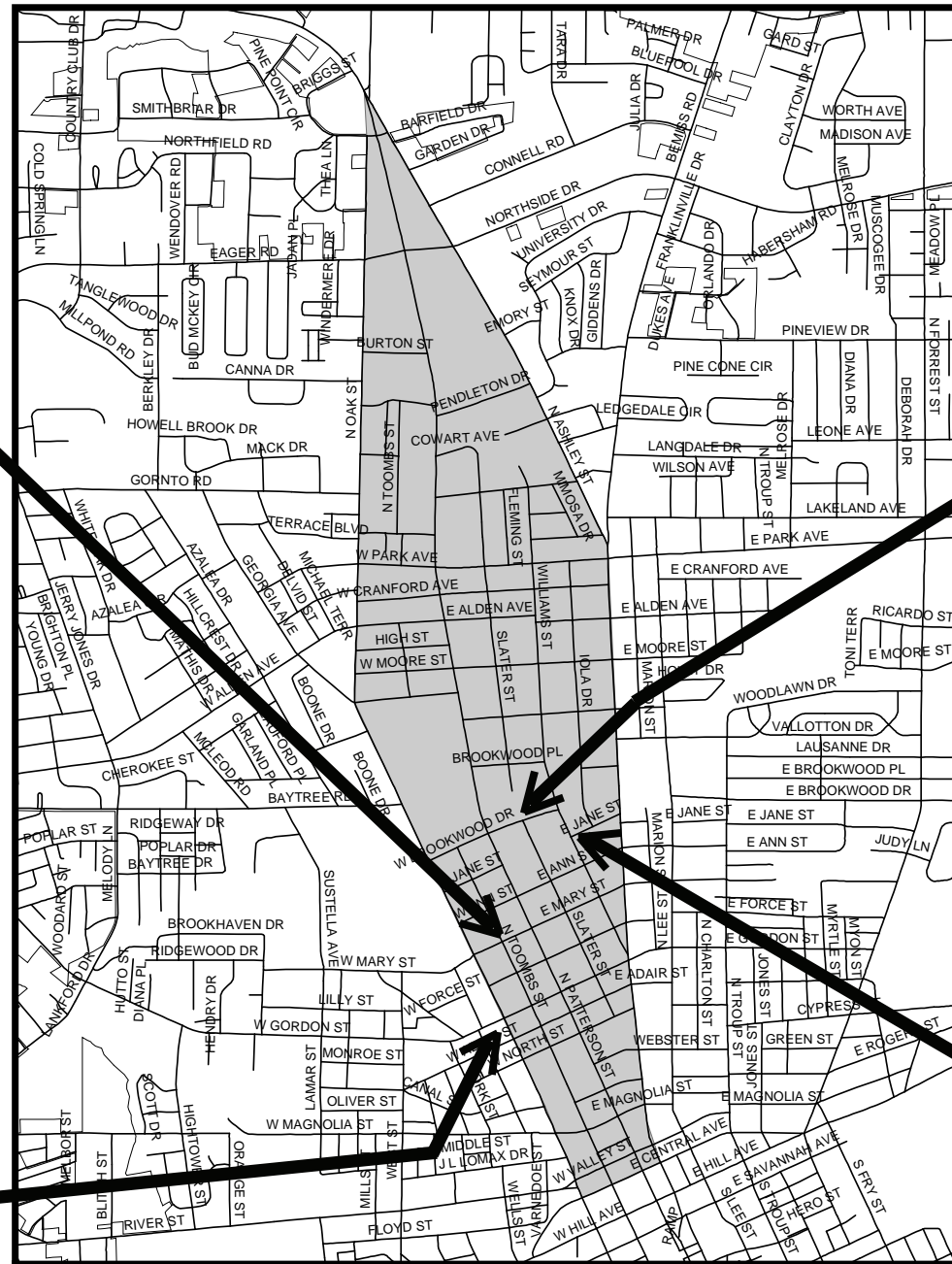
(Note: all typical sections are to the face of curbs)



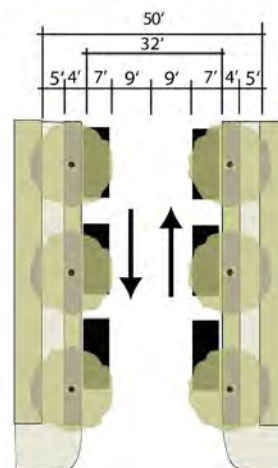
Typical Interior Edge Condition Street  
ST 50-27 8/19  
(Mary Street)



Gordon Street  
ST 60-34 7/10/10/7



Yield Street  
ST 50-30 7/16/7  
(Brookwood Dr)

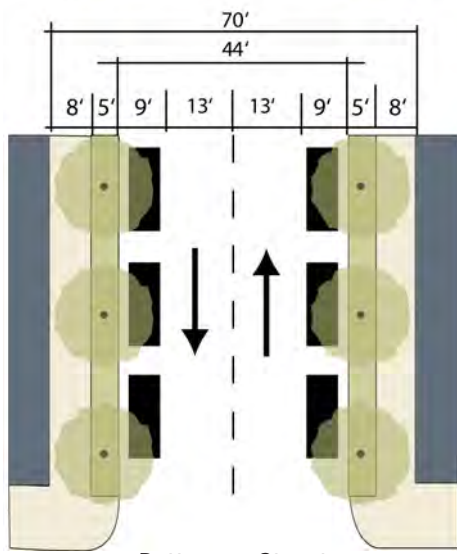
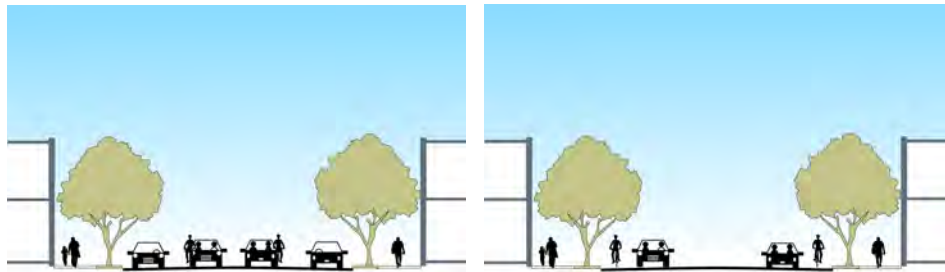


Williams Street Redesign  
ST 50-32 7/9/9/7

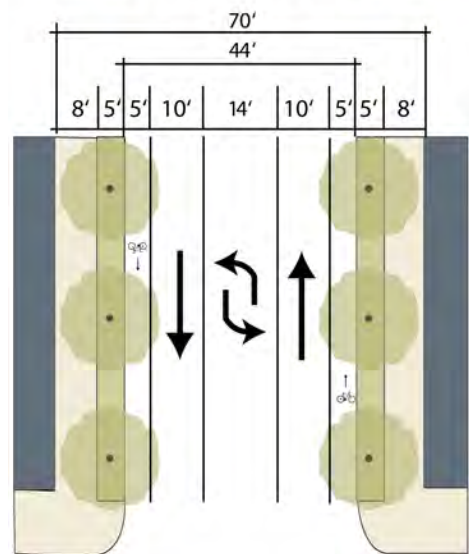
**Brookwood Drive**  
Brookwood Drive, adjacent to Drexel Park, has the potential to be a very walkable street and serves as a direct connection to the Valdosta State University campus. Currently parking is allowed on one side of the street, but the 30' street width allows wide lanes and fast travel speeds.



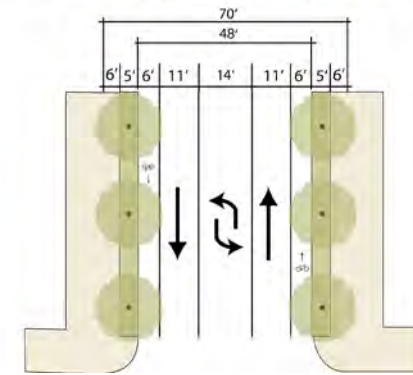
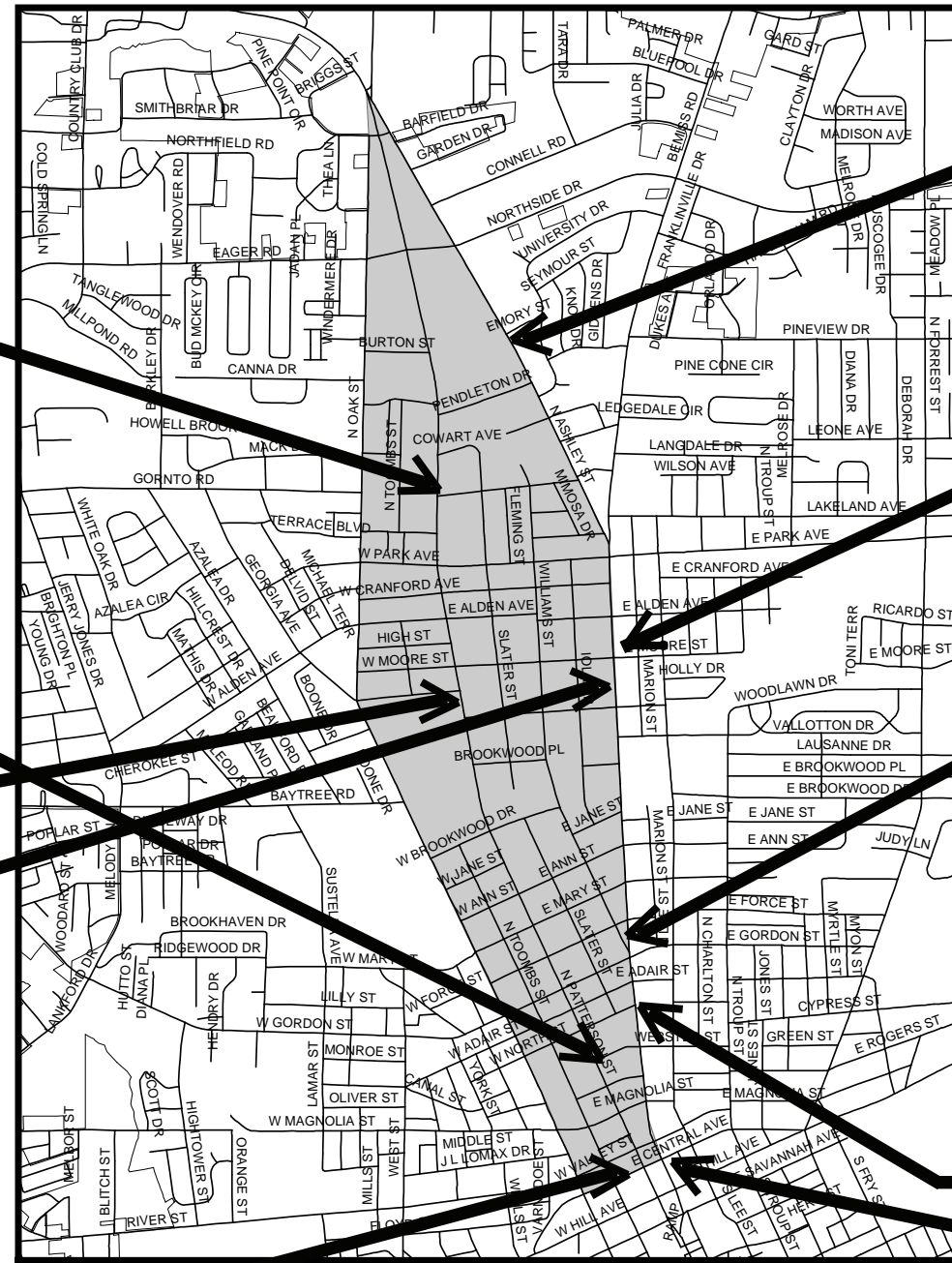
# Walkable Area Typical Sections



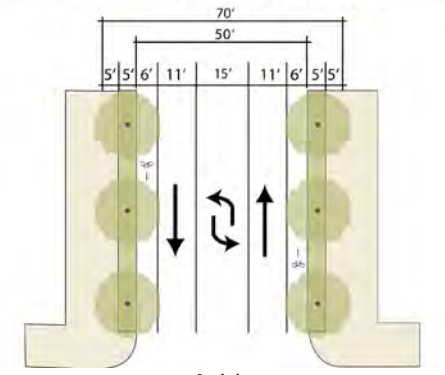
Patterson Street  
Gordon Street to Magnolia Street  
Parking on Both Sides  
ST 70-44 9/13/13/9



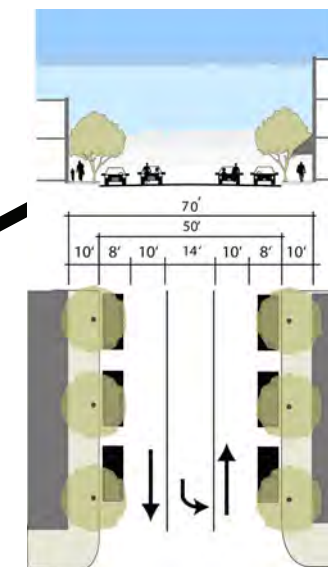
Patterson Street  
5 Points to Gordon Street  
with Bike Lanes  
ST 70-44 5/10/14/10/5



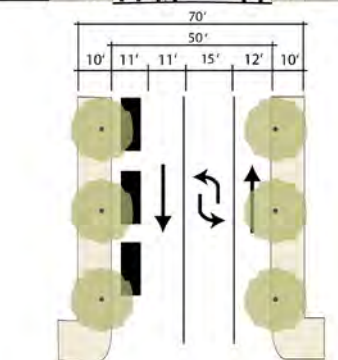
Ashley Street  
Woodrow Wilson Drive to 5 Points  
with Bike Lanes  
ST 70-48 6/11/14/11/6



Ashley  
Ann Street to Woodrow Wilson Drive  
with Bike Lanes  
ST 70-50 6/11/15/11/6

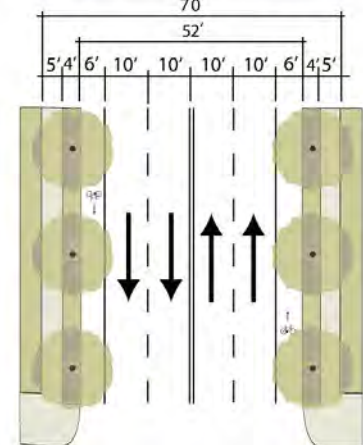


Commercial Street Section for  
Ashley Street  
Parking on Both Sides  
ST 70-50 8/10/14/10/8



Ashley  
Magnolia Street to Ann Street  
Parking on Either side  
St 70-50 11/11/15/12

These modifications to Ashley and Patterson for the Center urban and General urban conditions should slow traffic to the desired 25-30 mph level. However, slight widening of the roadway and curb location would be required in most areas.



General Street  
ST 70-52 6/10/10/10/6  
(Ashley and Patterson Streets)



Existing Conditions, One-Way Southbound



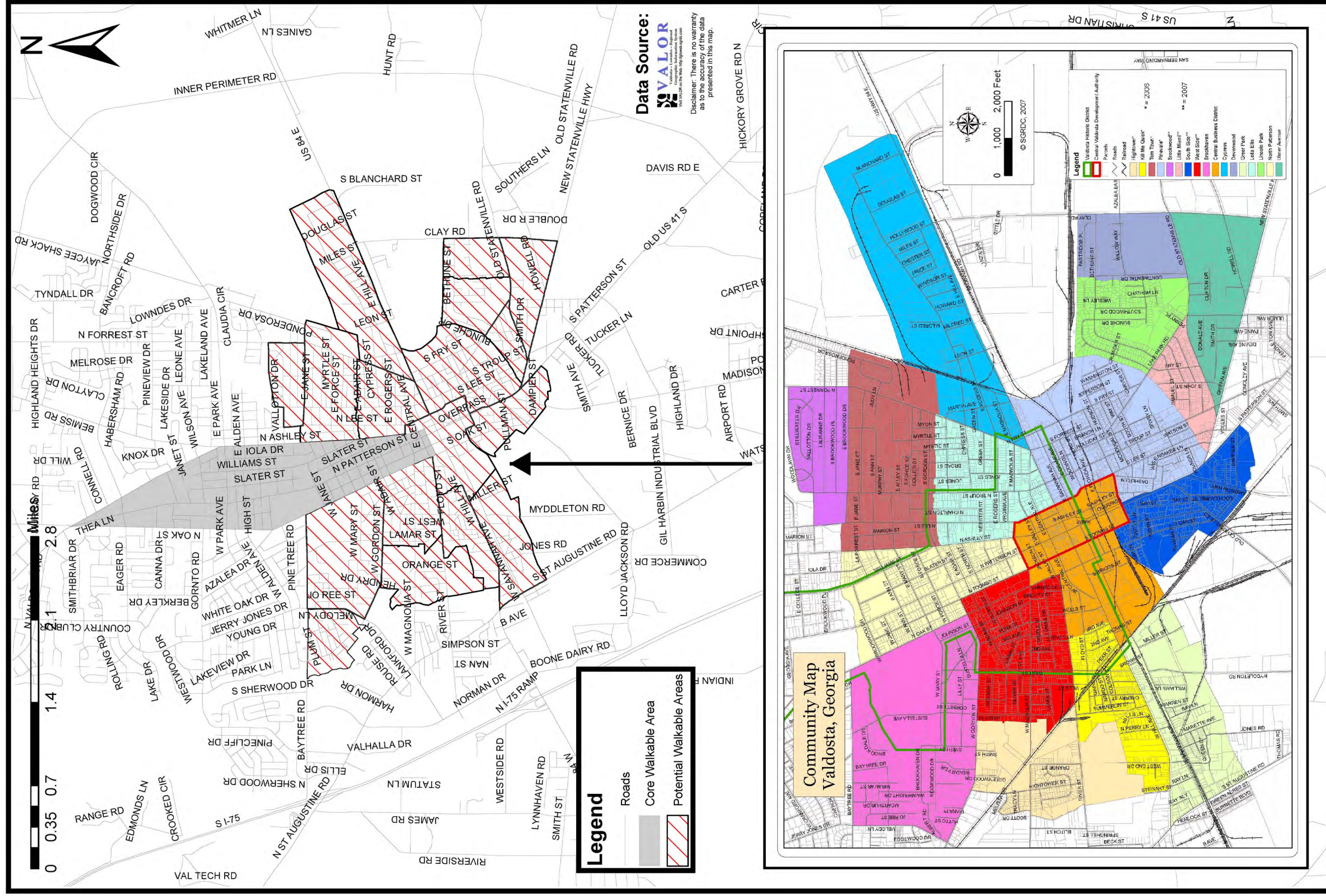
Existing Conditions, One-Way Northbound



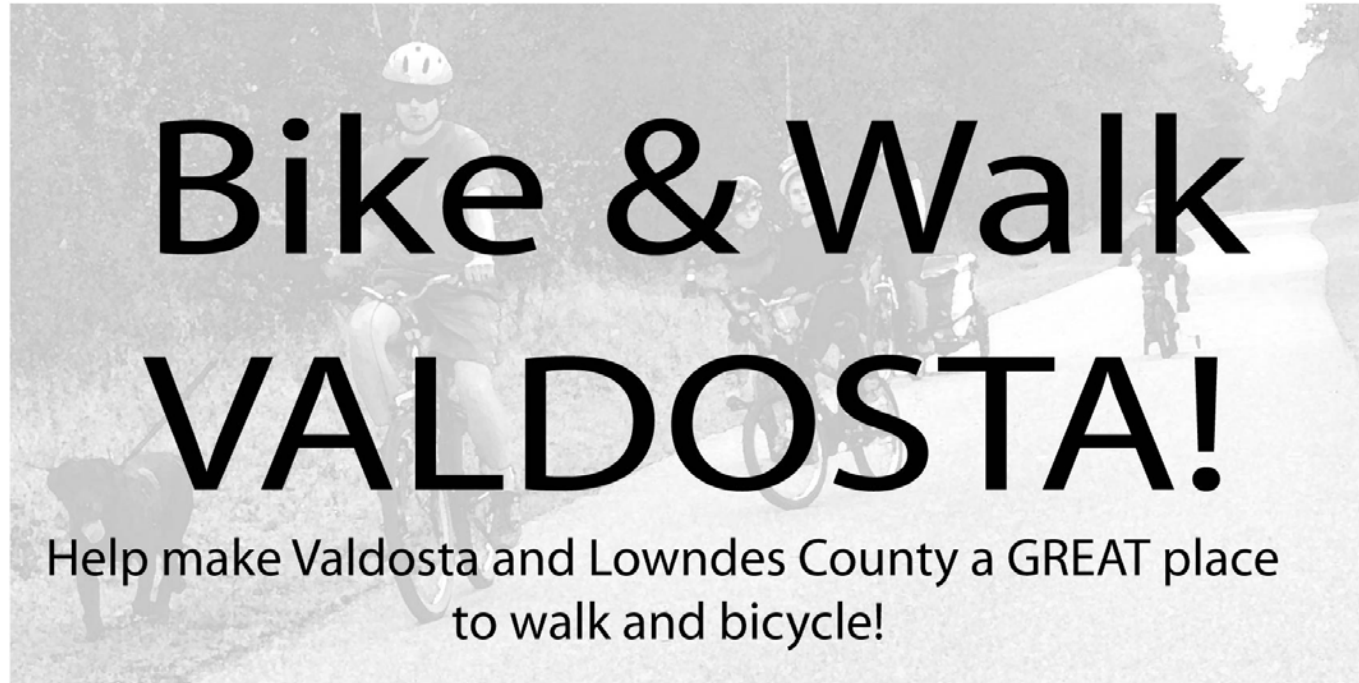
# Potential Walkable Areas

The following diagram shows the Core Walkable area and potential new walkable areas within Lowndes County. A large portion of the potential walkable area is comprised of neighborhoods currently within a Housing and Urban Development (HUD) designated revitalization area. These HUD areas are identified as "Community Map" provided by the SGRDC.

Although not shown on this map, downtown Hahira and the Lake Park Outlet Mall are potential Walkable Areas. These areas currently exhibit walkable features or should be considered for walkable design standards and features identified within this plan.







Attend the Public Listening Session  
and tell us your ideas, hopes, and concerns.

**WHAT: Public Workshop and Listening Session**

**WHERE: Valdosta City Annex Multi-Purpose Room  
300 N. Lee Street**

**WHEN: Thursday, March 15, 2007  
5:30-7:30 pm**

For more information call: **Daniel McGee, MPO Planner  
229.333.5277**

Sponsored by the Valdosta/Lowndes County Metropolitan Planning Organization and the Georgia Department of Transportation

**Public Comments**

Public comments were received prior to plan development and following collection of existing conditions. Over 60 citizens and meeting participants attended the first public meeting held on March 15, 2007. The SGRDC staff was responsible for notifying Key Stakeholders, the general public and special interest groups (i.e. Environmental Justice) as identified in the MPO's Public Participation Plan. All public comments were tabulated, reviewed and submitted to the SGRDC. The following comments were received more than once:

**Oak Street**

- I don't see plans for actual sidewalks on city streets that exists – i.e. Oak Street. Student at middle school and university are often walking/cycling in traffic – I want sidewalks IN town not in new developments only.
- I would like to see sidewalks on Oak Street. I would walk to Five Points if there were.
- Need sidewalk down Oak Street
- A sidewalk down Cherry Creek Road (and probably North Oak Street Extension)

**Williams Street**

- Create a bike lane on Williams Street.
- Need bike lanes on Williams and Alden.

**Bemiss Road**

- Bemiss Road - Add bike lane along road up to Moody AFB.
- Bemiss Road – Add bike lane all the way to Moody AFB.
- Bemiss Road – useless new sidewalks – too busy.
- Bemiss Rd – when widened was supposed to be off street trail (10-15 years ago).

**Patterson Street**

- Patterson Street - Need bike lanes N/S through town.

**Other Repeat Comments**


- Add bike lane along Old 41 to Hahira.
- Connell Road – Add sidewalks.
- Madison Hwy – need bike lane.
- US 41 between Lake Park and Dasher – cut-outs make biking hard.
- Inner Perimeter Road, Whitmer Lane, and US 84 – cut-outs in shoulder make biking impossible.
- Connect Remerton to YMCA Rail Road and add bike trail along tracks.
- Cherry Creek Road – no shoulder.










**COMMENT SHEET**



**Valdosta-Lowndes County  
Bicycle and Pedestrian Master Plan**

City Annex  
DATE: Thursday, March 15, 2007



Name: \_\_\_\_\_ Date: \_\_\_\_\_  
(Please Print Clearly)

Address: \_\_\_\_\_  
\_\_\_\_\_

Phone No: \_\_\_\_\_

E-mail: \_\_\_\_\_

Goals and Objectives Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Plan Comments: \_\_\_\_\_  
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- ❖ COMPLETE THE COMMENT SHEET DURING THE MEETING AND DROP OFF AT THE DOOR BEFORE YOU LEAVE; OR
- ❖ E-MAIL YOUR COMMENTS TO SHULI LEONARD @ [Sleonard@GenesisGroup.com](mailto:Sleonard@GenesisGroup.com), FAX (850)681-3600 OR;
- ❖ TAKE THE COMMENT SHEET WITH YOU TO COMPLETE. FOLD DOCUMENT AS A TRI-FOLD, TAPE THE LONG END (DO NOT STAPLE), ADD A POSTAGE STAMP AND DROP IN THE MAIL.

Stakeholder List

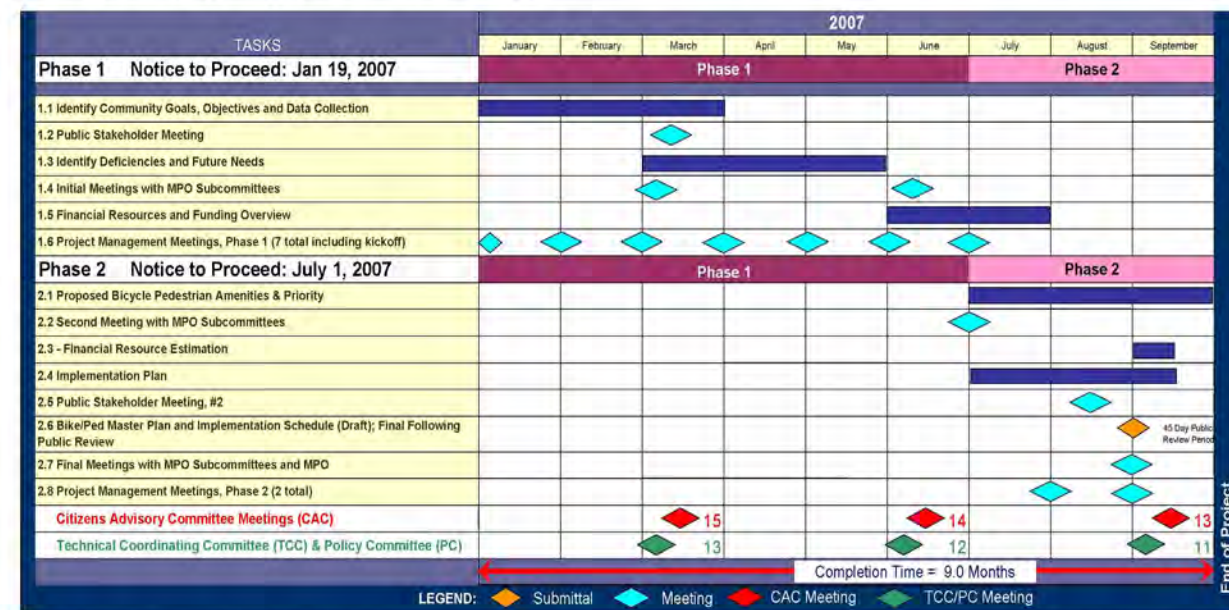
Representing	First Name	Last Name	Title	Phone
City of Hahira	Jonathan	Sumner	City Manager	229-794-2330
City of Hahira	Ann	Peterson	City Clerk	229-559-7470
Georgia DOT	Parris	Orr	GDOT Office of Planning	404-651-5321
Georgia DOT	Joe	Sheffield	GDOT Chief Engineer	229-386-3300
Georgia DOT	Shane	Pridgen	GDOT Planner	229-386-3300
Georgia DOT	Steve	Kish (or proxy)	GDOT-Intermodal	404-651-9214
Georgia DOT-Intermodal	Tony	Sack	GDOT Office of Intermodal	404-463-0272
Georgia DOT Pre-Construction	Brent	Thomas	GDOT District Engineer	229-386-3300
Georgia DOT	Amy	Goodwin	State Bike/Ped Coordinator	404-657-6692
		Callan (or proxy)		
Federal Hwy Association	Robert		FHWA-Regional Adm.	404-562-3639
US DOT / FHWA	Carlos	Gonzalez	FHWA	404-562-3639
Valdosta Main Street	Niki	Knox	Downtown Development Authority	229-259-3577
Valdosta Regional Airport	Bob	Hollaway		229-333-1833
V/L Chamber of Commerce	Myrna	Ballard	Chamber President	229-247-8100
V/L Visitor & Convention Center	Lacy	Dixon	Director	229-245-0513
V/L Industrial Authority	Brad	Lofton	Executive Director	229-259-9972
V/L Public School Board	Jason	Wisembaker	Chairman	
Valdosta Lowndes SGMG	George	Hardy		229-259-4805
Valdosta Lowndes Moody AFB	Robert	Jefferson		229-257-3628
Valdosta State University	Marsha	Krotseng	President's Office VSU	229-245-6517
Valdosta Tech	Garey	Wood	Vice President of Valdosta Tech	229-333-2100
City of Valdosta	John	Fretti	Mayor	229-247-7780
City of Valdosta	Larry	Hanson	City Manager	229-259-3501
City of Valdosta	Von	Shipman	City Engineer	229-245-2257
City of Valdosta	Fred	Davis	Valdosta City Schools	229-245-5640
City of Valdosta	Beth	Kirby	Valdosta City Schools	229-245-5640
Lowndes County	Mike	Fletcher	Lowndes County Engineering	229-671-2424
Lowndes County	Jason	Davenport	County Planner	229-671-2424
Lowndes County	Joe	Pritchard	County Manager	229-671-2435
Lowndes County	Rod	Casey	Board of Commissioners	229-671-2400
Lowndes County Schools	Jennifer	Hattaway	Lowndes County Schools	229-245-2250 x 105
Lowndes County Schools	Mike	Powers	Director of Operations Transportation	229/245-2250
City of Remerton	Peggi	Seifert	Mayor	229-247-2320
City of Remerton	Brian	McDougal	City Manager	229-247-2320
CAC Chairman	Earl	Wetherington	CAC Chairman	229-244-1464
South Georgia RDC	John	Leonard	SGRDC Executive Director	229-333-5277
South Georgia RDC	Dan	McGee	SGRDC	229-333-5277
Convergys	Patrick	Paige	Bike and Pedestrian	229-293-7500
911 Dispatch	Jim	Fielding	Emergency Dispatch	229-671-2730
MIDS, Inc.	Debbie	Hobdy	Transit Provider	247-1800 x 121
Lake Park GLPC	Ken	Sherrill	Member	229-559-8211
Dasher GLPC	WG	Walker	Member	229-242-5617





Genesis Group was hired by the South Georgia Regional Development Council (SGRDC) on January 19, 2007 to develop Lowndes County's first Bicycle and Pedestrian Master Plan. The project has a nine (9) month schedule to complete all work tasks, followed by adoption of the Final Bicycle and

Pedestrian Master Plan by the Metropolitan Planning Organization (MPO). The first of two (2) public workshops will be held on March 15, 2007. All primary work tasks, required to be conducted in two (2) phases, and the project schedule are shown below.



Goals and Objectives will be identified for the Master Plan with the input of local government and GDOT staff, local leaders and the community. In order to most comprehensively address bicycle, pedestrian and future transit mobility within the region, specific locations or "walkable areas" will be identified. Within these areas, a priority will be placed on enhancing facilities to increase mobility and safety for walkers and cyclists. An assessment of existing conditions using Geographic Information Systems (GIS) data,

field observations, crash data, vehicle volumes / travel speeds, and land use patterns will be conducted. In addition to evaluating bicycle and pedestrian facilities within the downtown areas of Valdosta and Remerton, Valdosta State University (VSU) campuses, parks, schools, South Georgia Regional Medical Center and other major destination areas will be assessed during this process.



South Georgia Regional Development Center [www.sgrdc.com](http://www.sgrdc.com)

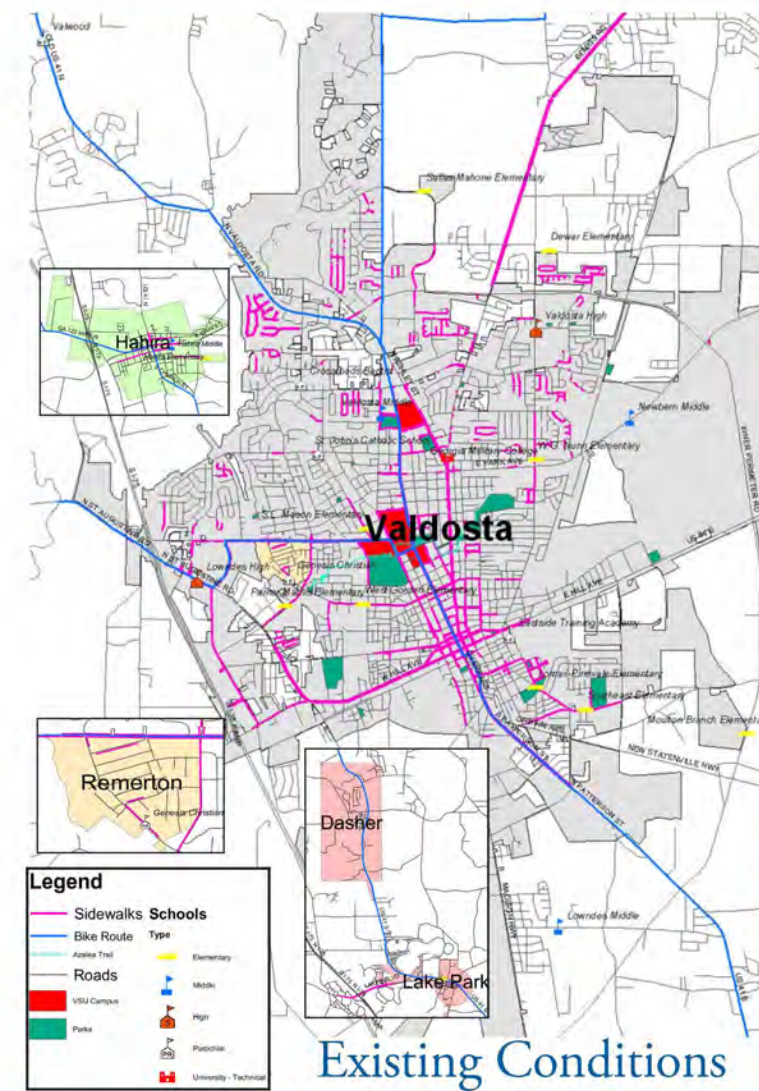
Growth is continuing to disperse out from the center of the region and the City of Valdosta, primarily into the North, Northeast and Northwest. Potential walkable areas within the outlying communities of Hahira, Lake Park, and Dasher will be evaluated. Connectivity between the targeted walkable areas will be established

through a network of sidewalks, multi-use trails, and / or in-road bicycle lanes. Although transit routes have not yet been identified, potential candidate routes (identified during the SGRDC's Transit Feasibility Study) will be considered.



Please send ideas or questions at any time during this process to:

Daniel McGee, MPA  
 Transportation Planning Coordinator  
 South Georgia Regional Development Center  
 327 West Savannah Avenue  
 Valdosta, GA 31603 ~ 229.333.5277 ext. 147 ~ [dmcgee@sgrdc.com](mailto:dmcgee@sgrdc.com)



Metropolitan Planning Organization (MPO) Committees:

- Policy Committee:** Responsible for reviewing and approving all transportation plans and programs. The committee is comprised of:
  - Elected Officials;
  - FHWA Representative;
  - GDOT Planning Administrator; and
  - SGRDC Director.
- Technical Coordinating Committee (TCC):** Provides technical expertise and recommends transportation plans and programs. This committee consists of representatives from the following public agencies:
  - City and County Engineers;
  - GDOT District 4 Engineers;
  - GDOT Transportation Planner;
  - Local School Boards;
  - Bus System Representatives;
  - Bike/Pedestrian Advocate; and
  - Emergency Response Director.

- Citizen's Advisory Committee (CAC):** Advises on matters of public opinion from individuals and groups regarding transportation plans and programs. The committee advises the Policy Committee.



CAC Meeting on FDOT Project

For Plan Updates and General Information: <http://www.sgrdc.com/Bike%20and%20Ped/>

Public Meeting March 15, 2007





Goals and Objectives (shown in Section 1, Introduction) were used during plan development and presented for comments to the public at the first public meeting. Efforts to identify specific projects for the Bicycle and Pedestrian Plan relied on various maps and overlays created from the VALOR-GIS database. The primary focus was on providing a plan for future connections between high pedestrian attractions such as, parks, schools and areas with a mix of land uses suitable for walking and bicycling. Key areas such as Valdosta State University (VSU), the South Georgia Medical Center, Valdosta Technical College (VTC), Moody Air Force Base and existing parks and schools were also identified.

The preliminary transit routes and hub locations identified during an earlier Transit Feasibility Study were considered for developing bicycle and pedestrian connectivity routes. A Transit Implementation Plan is proposed and upcoming, under separate contract. Further details of bus route locations, number of buses, bus frequency, and location of bus stops were not available during the Bicycle and Pedestrian Plan development. Input from representatives of the Valdosta and Lowndes County School Boards, as part of the MPO Subcommittees, provided information on the Safe Routes to School Program and concerns related to future planned school locations.

Various maps, field work, traffic and zoning/land use data were collected. Future data from the 2030 Long Range Transportation Plan was also compiled. The primary information used in the Master Plan to evaluate bicycle-pedestrian needs are shown in Sections 2-5. This data was prepared and presented at the first public meeting, held on March 15, 2007 in the Valdosta City Hall Annex, to obtain public comments of desired bicycle-pedestrian projects and amenities:

- Existing sidewalk locations, bike routes, multi-use trails shown in Section 2
- Schools and parks with 1/4 mile walking distance
- Number of reported crashes (2006), City of Valdosta
- Average daily traffic volumes (2006), City of Valdosta

- Existing traffic signal locations
- Valdosta zoning map
- 2030 Long Range Transportation Plan (LRTP) and future roadway improvements
- Potential transit routes and areas of attraction for transit
- VSU Master Plan – circulation plans, shuttle information and campus land uses, 2004
- Poverty levels and occupied housing units without vehicles, 2000
- Areas of Attraction from Transit Study, URS
- High growth areas from 2030 LRTP
- Preferred vehicle route

Overlaying the various existing information compiled from GIS and supplementing these existing conditions with limited field work, deficiencies in the network were identified. All public comments and MPO Subcommittee member comments were considered in the development of a Needs Plan. Needs were identified as either a location of missing sidewalks, locations of exiting walking paths or 'cow trails', documented safety needs, areas lacking bicycle-pedestrian connectivity within the network or connectivity to high pedestrian activity and future growth areas.

The Needs Plan is shown on Map M. Bicycle or pedestrian needs specific to the areas of Hahira, Lake Park, and Dasher were not mapped at this stage. Needed improvements along road segments to access these communities such as Bemiss Road, Old US 41N and Old US 41S were identified, however, and are included. The connectivity of facilities from the downtown area of Hahira to west of I-75 to connect to the North Lowndes Recreational Complex, and downtown Lake Park to the Lake Park Outlet Mall and the south Lowndes Recreation Complex were also identified as part of the plan refinement.

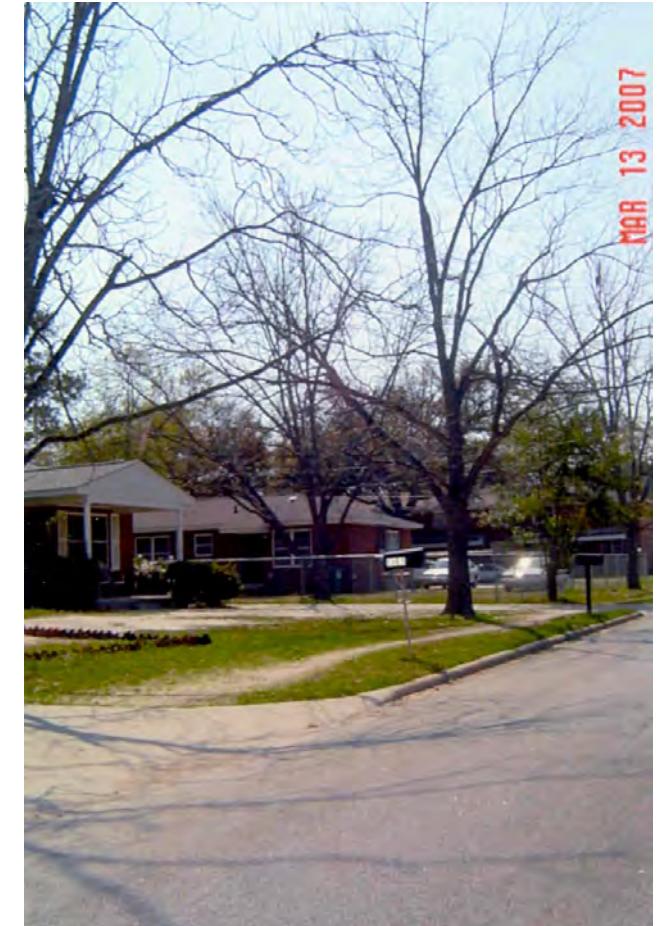
Less specific facility types were used for the Needs Plan. At this stage, the evaluation and consistency of the type facility was not conducted. The Needs Plan development placed high emphasis on comments received from the public and MPO Subcommittee members.



Bike-Pedestrian Facility Needed/Cow Trails

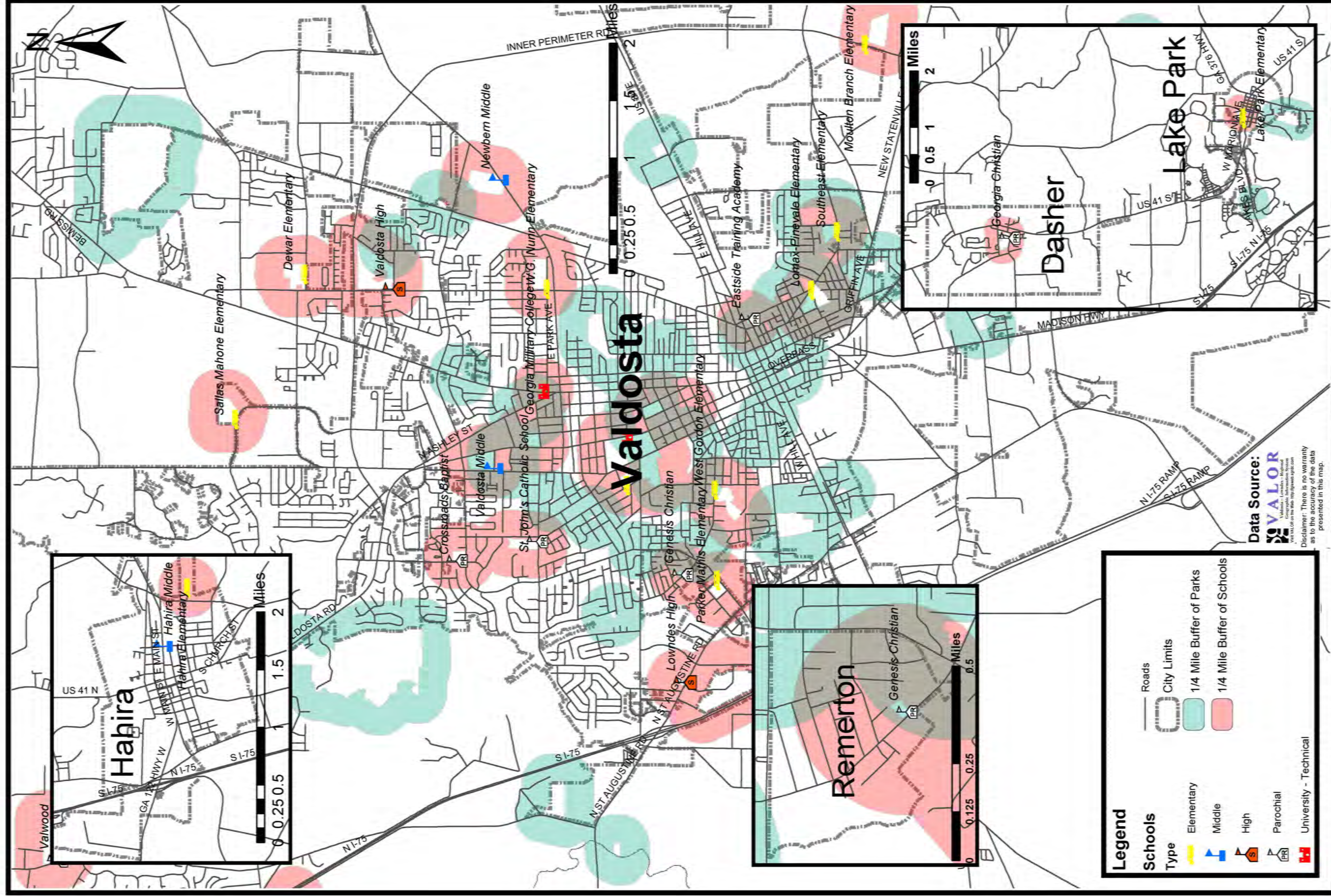


Safe Pedestrian Facility Needed



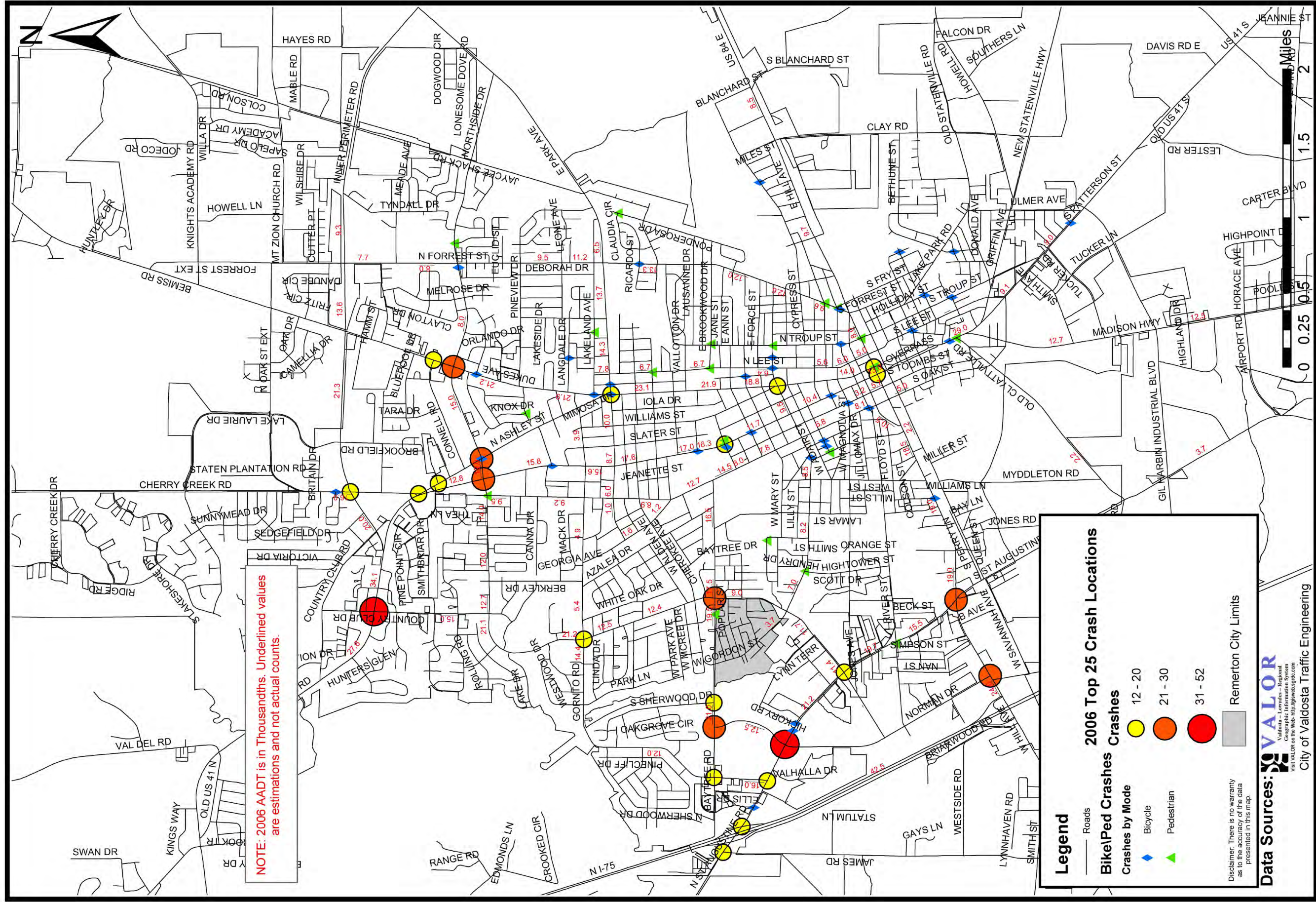
Existing Cow Trail (Lee Street)





**Schools and Parks (with 1/4 mile walking distance)**





**NOTE: 2006 AADT is in Thousands. Underlined values are estimations and not actual counts.**

**Legend**

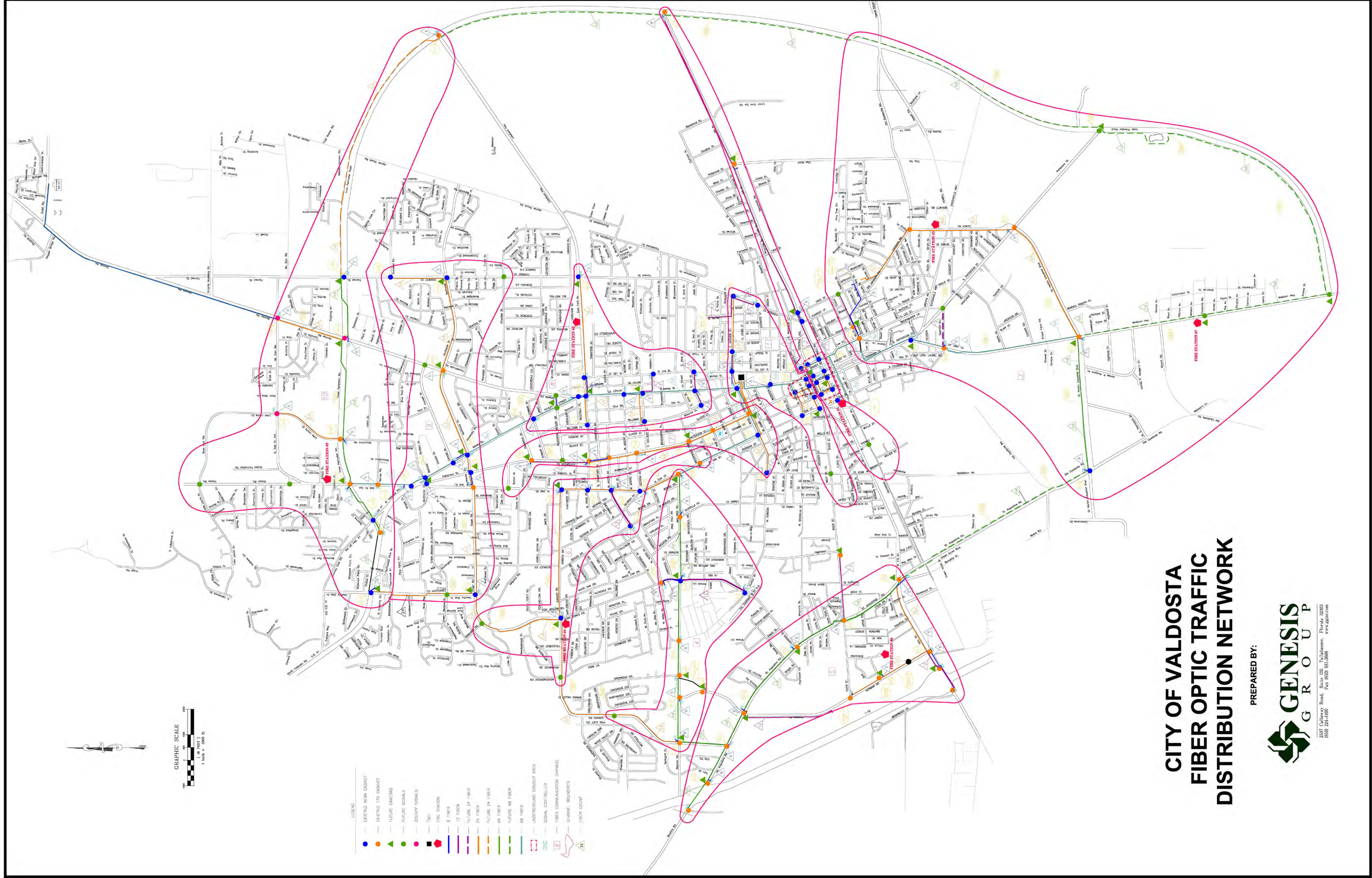
- Roads
- Bike\Ped Crashes**
  - Bicycle
  - Pedestrian
- Crashes by Mode**
  - 12 - 20
  - 21 - 30
  - 31 - 52
- Remerton City Limits

Disclaimer: There is no warranty as to the accuracy of the data presented in this map.

**Data Sources:** VALOR  
 Valdosta Traffic Engineering  
 City of Valdosta Traffic Engineering  
 Visit VALOR on the Web: <http://ajrweb.egrc.com>

**Traffic Crash Data and AADTs, 2006**



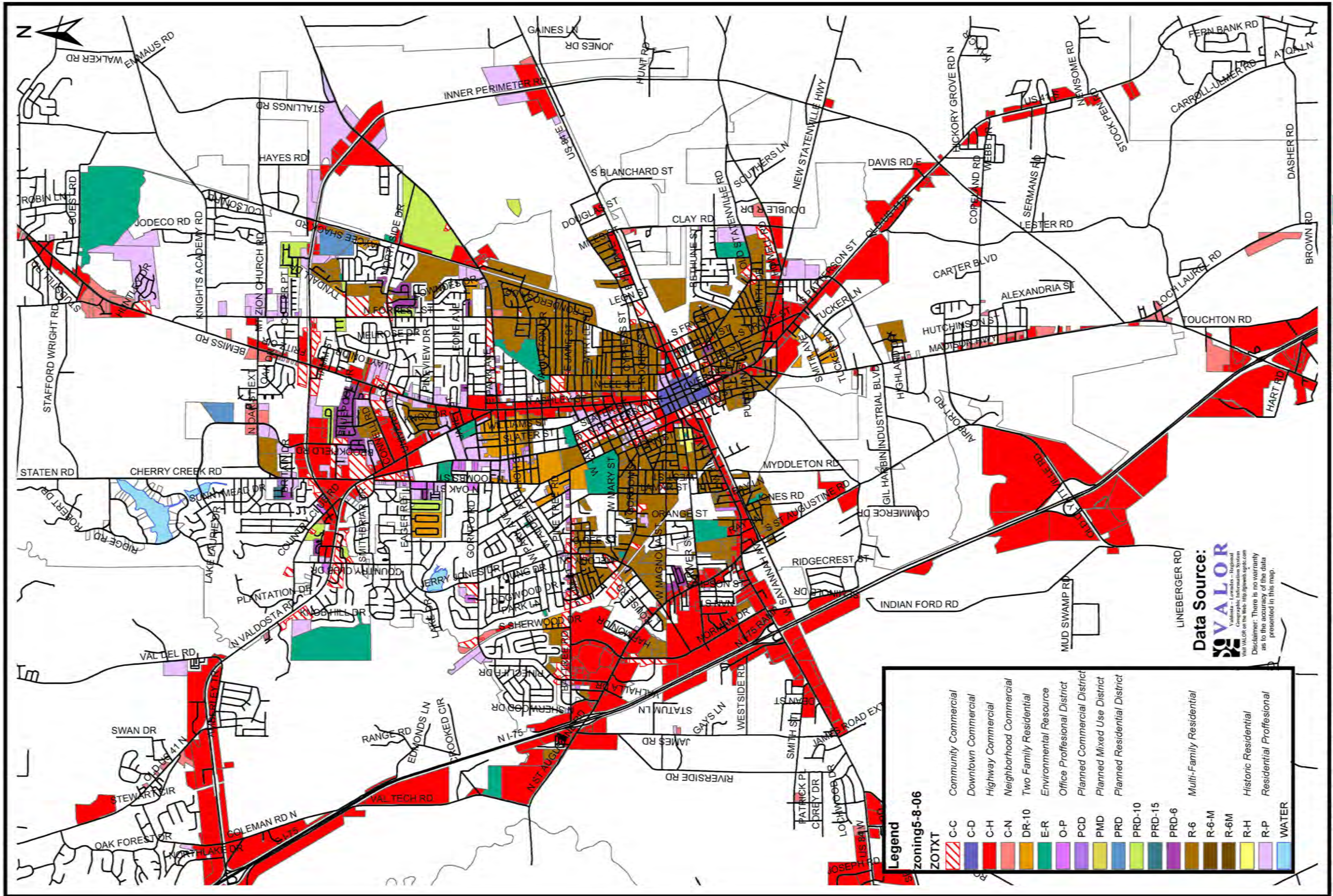


**CITY OF VALDOSTA  
FIBER OPTIC TRAFFIC  
DISTRIBUTION NETWORK**

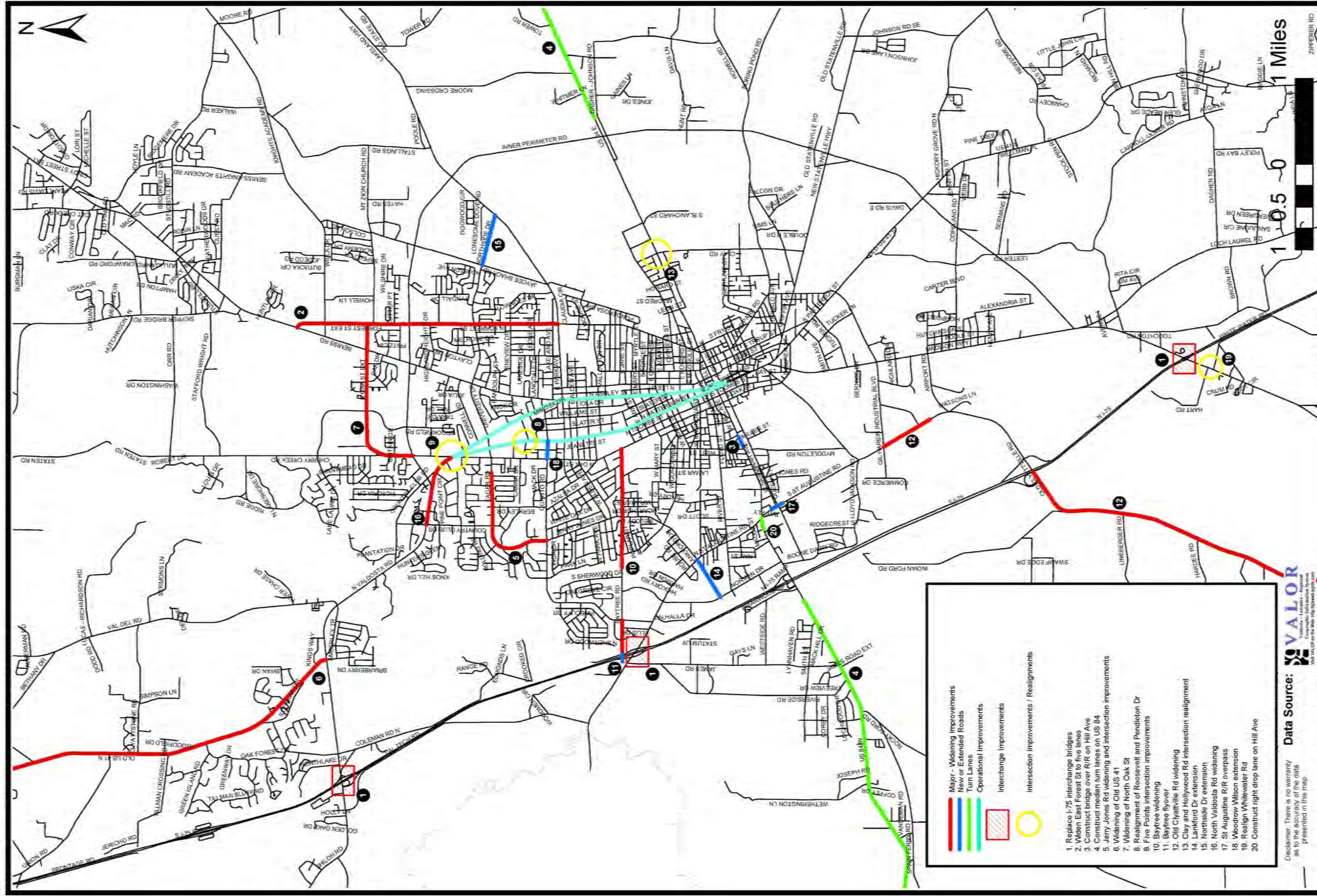
PREPARED BY:











**Legend**

- Major - Widening Improvements
- New or Extended Roads
- Turn Lanes
- Operational Improvements
- Interchange Improvements
- Intersection Improvements / Realignments

**2030 L RTP Improvements**

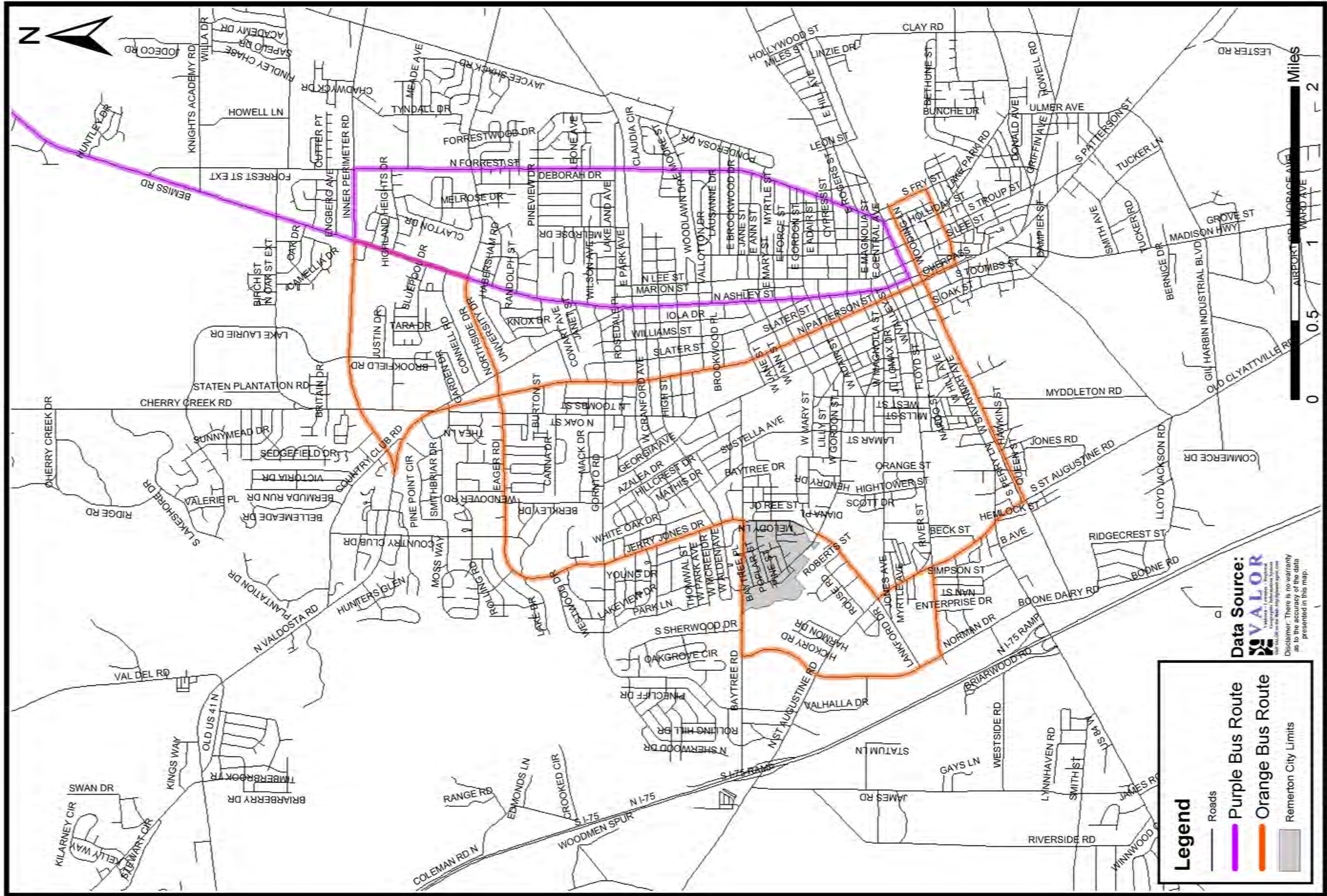
1. Replace I-75 interchange bridges
2. Widen East Forest St to five lanes
3. Construct bridge over R/R on Hill Ave
4. Construct median turn lanes on US 84
5. Jerry Jones Rd widening and intersection improvements
6. Widening of Old US 41
7. Widening of North Oak St
8. Realignment of Roosevelt and Pendleton Dr
9. Five Points intersection improvements
10. Baytree widening
11. Baytree flyover
12. Old Clavattville Rd widening
13. Clay and Hollywood Rd intersection realignment
14. Lanford Dr extension
15. Northside Dr extension
16. North Valdosta Rd widening
17. St Augustine R/R overpass
18. Woodrow Wilson extension
19. Realign Whitewater Rd
20. Construct light drop lane on Hill Ave

**Data Source:** VALOR  
Valdosta - Interstate - Regional  
 Comprehensive Information System  
 Data collected from the Web-Map-Server system

Disclaimer: There is no warranty as to the accuracy of the data presented in this map.

**2030 L RTP Improvements**





**Legend**

- Roads
- Purple Bus Route
- Orange Bus Route
- Remerton City Limits

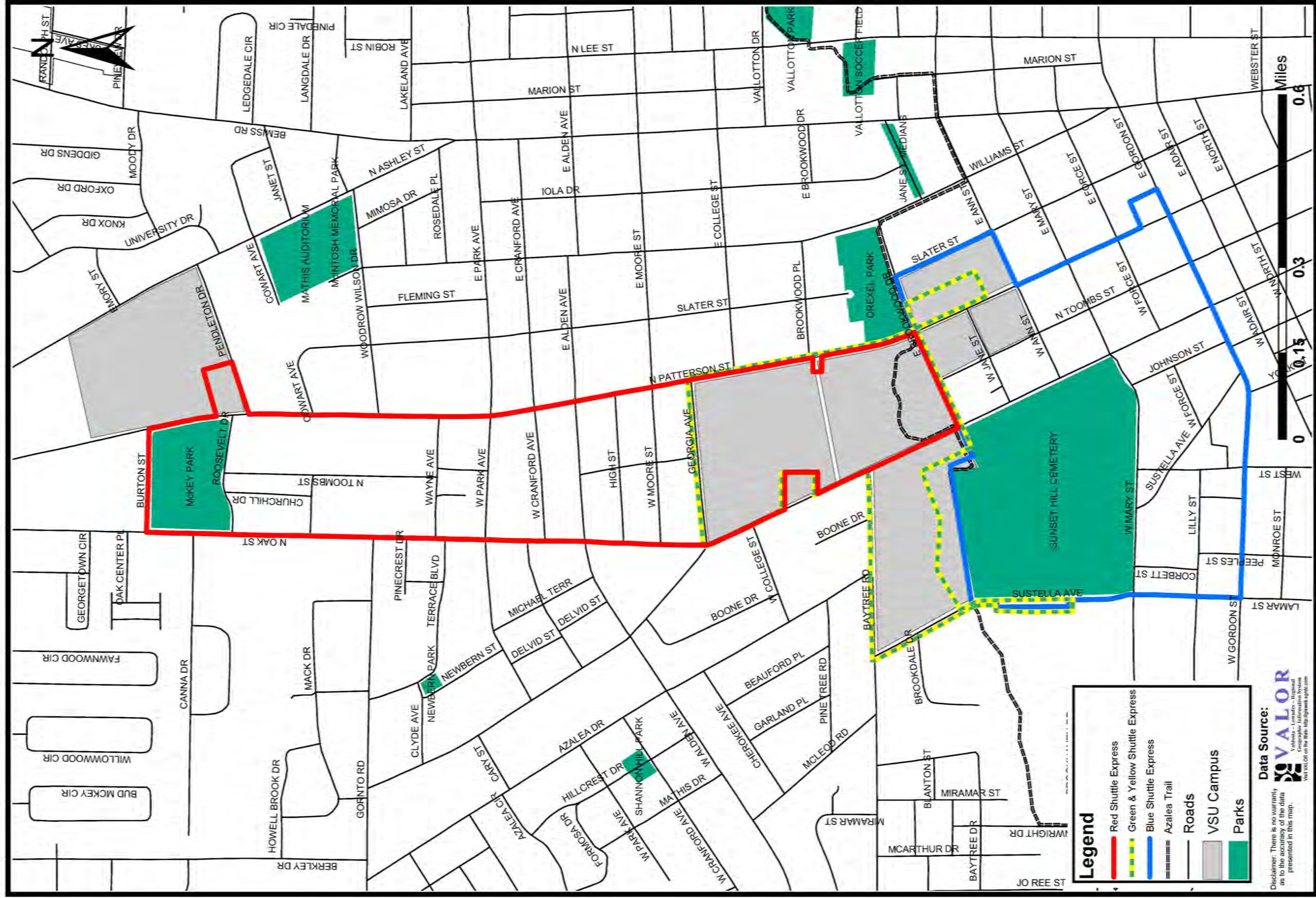
**Data Source:**  
  
 VALOR  
 Valuation & Analytics  
 Geographic Information Systems  
 www.valor.com  
 Disclaimer: There is no warranty as to the accuracy of the data presented in this map.

Valdosta Proposed Bus Routes from Transit Feasibility Study

Map K



Map L



**Data Source:**  
**VALOR**  
 Valoria - Juniper - Regional  
 Geographic Information System  
 Visit VALOR on the Web - <http://valor.gis.com>

Disclaimer: There is no warranty as to the accuracy of the data presented in this map.

## VSU Shuttle Routes



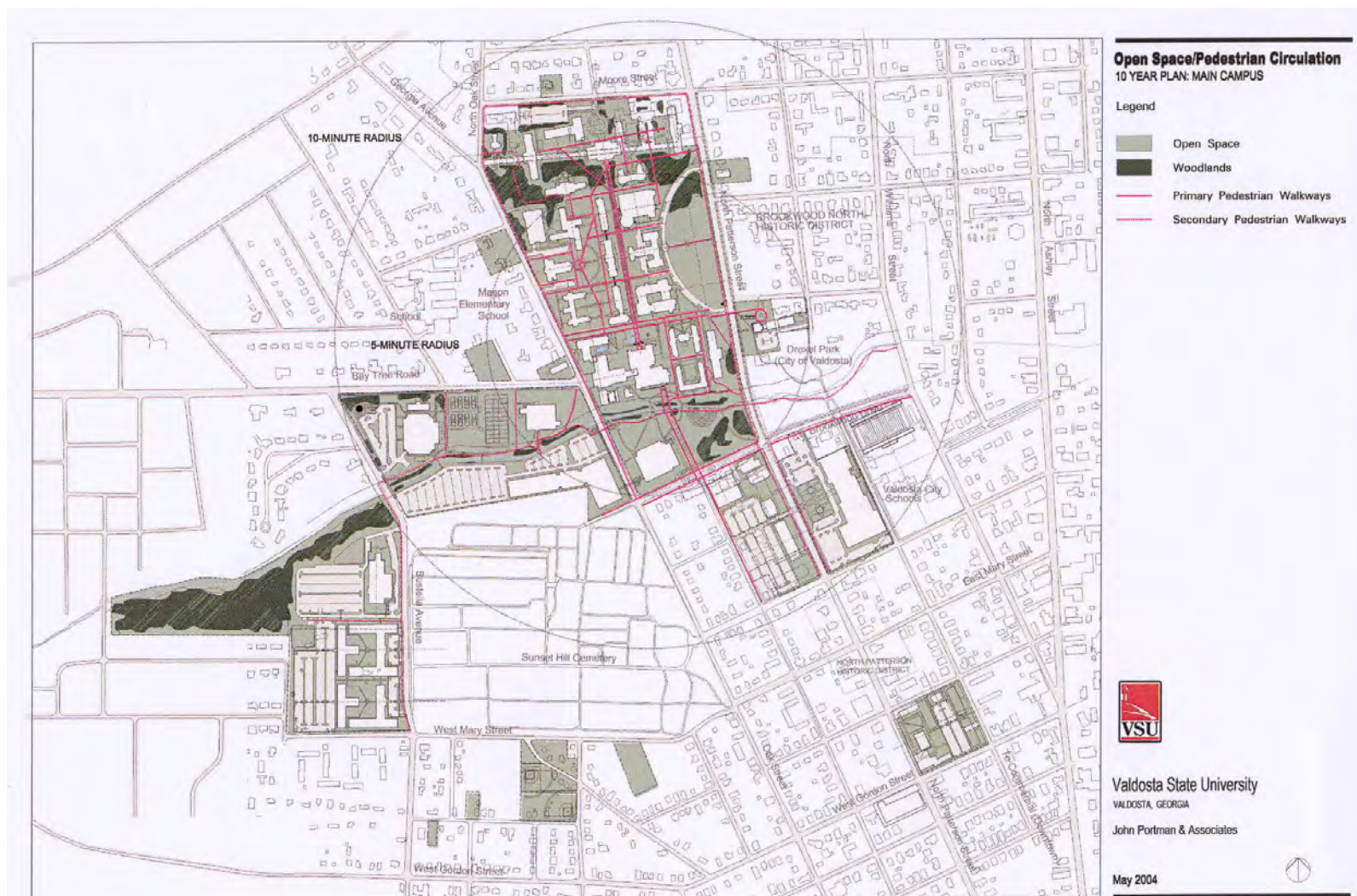
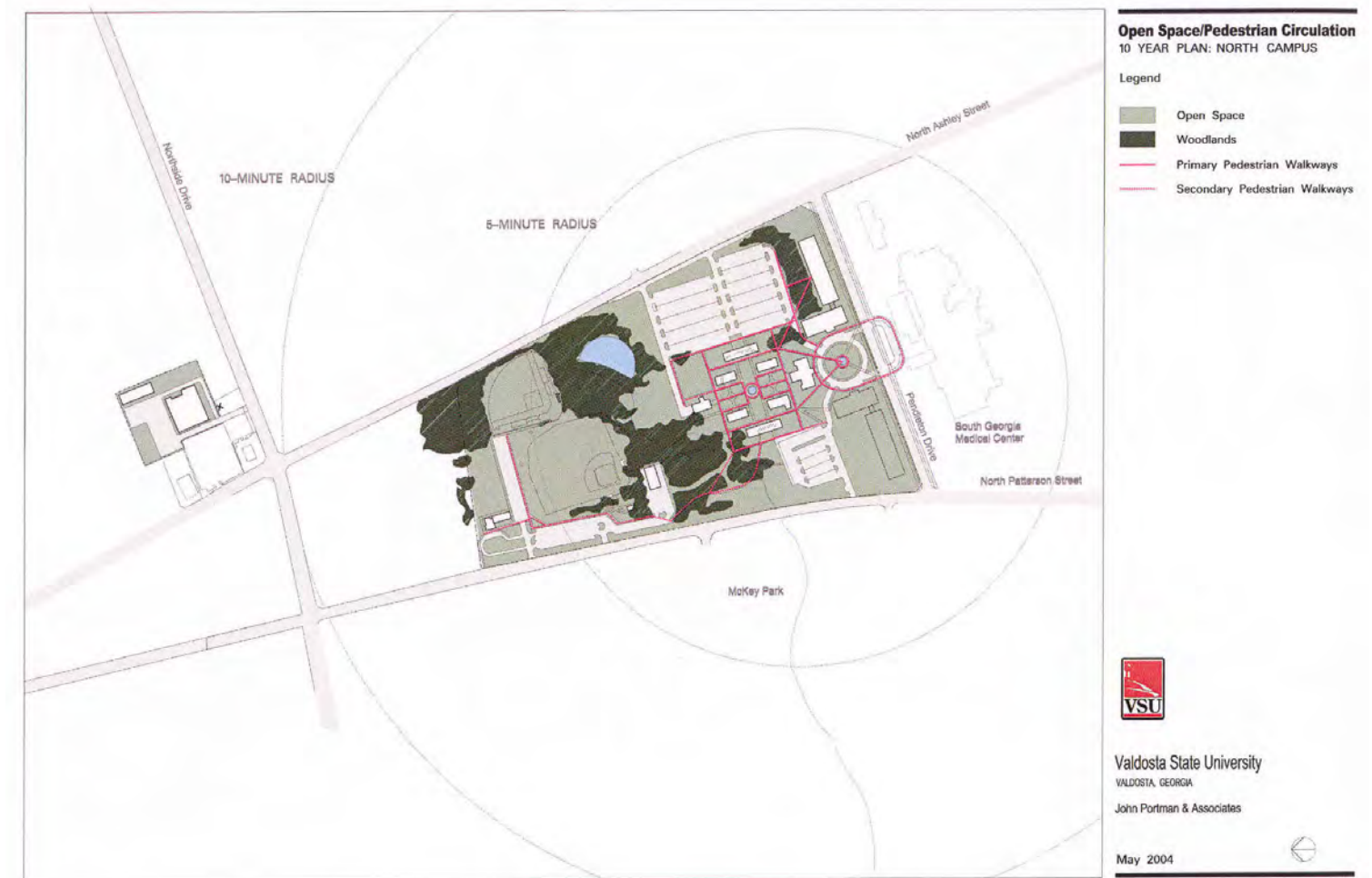




# Section 5 - Needs Plan Development (Cont'd)



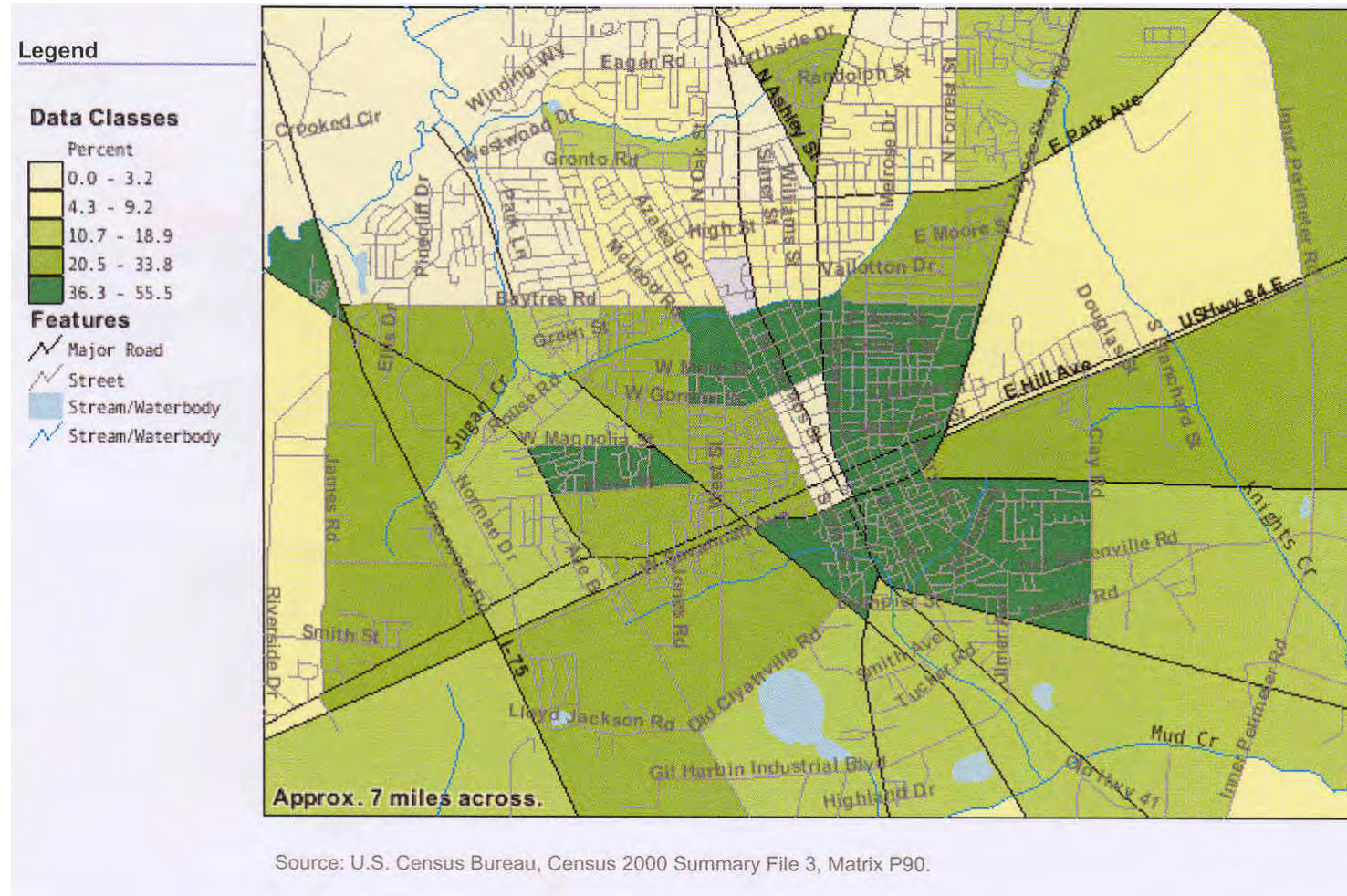
VSU Pedestrian Circulation Plan, 2004



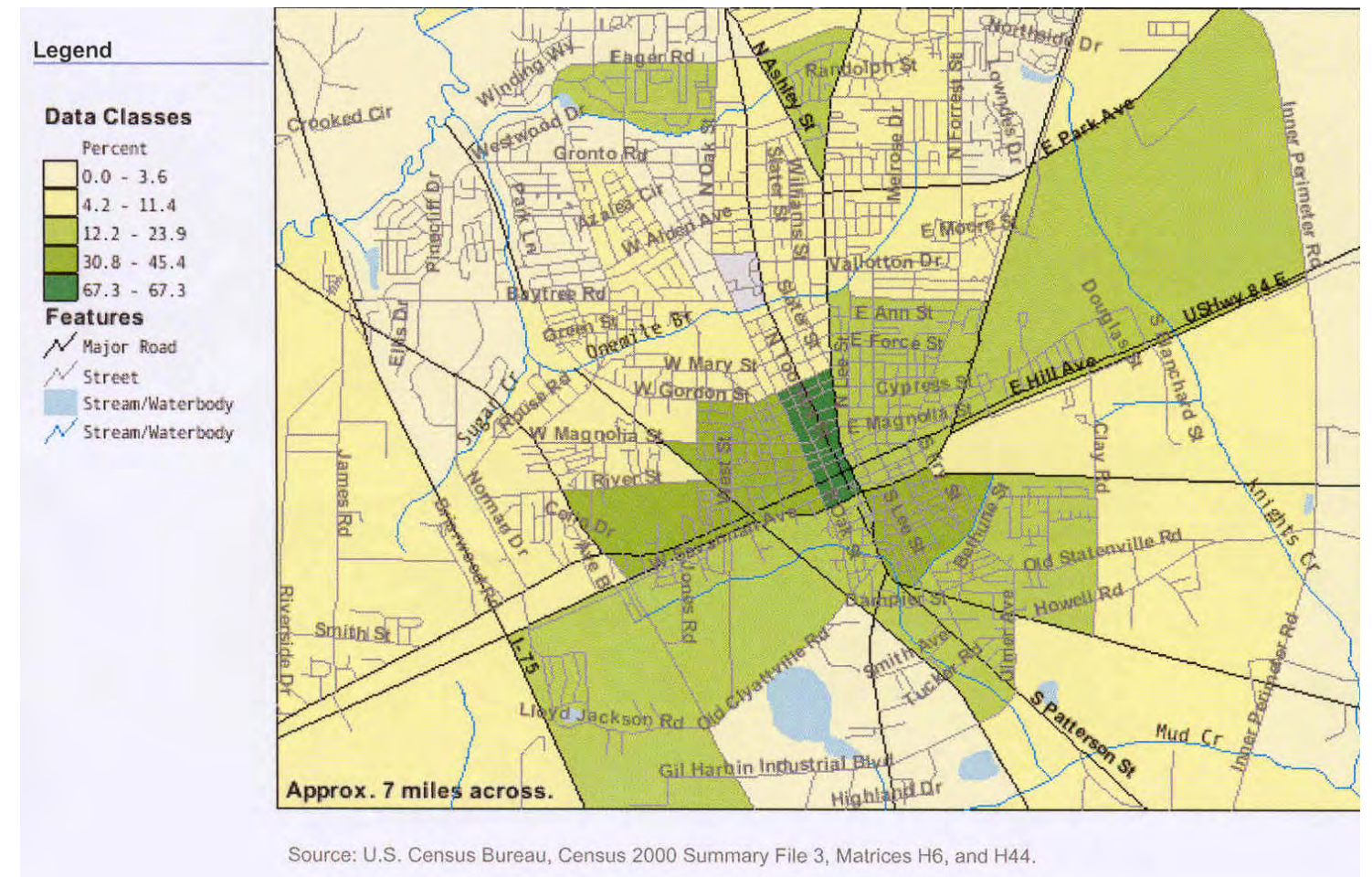




Poverty Level and No Vehicle Housing Data, 2000

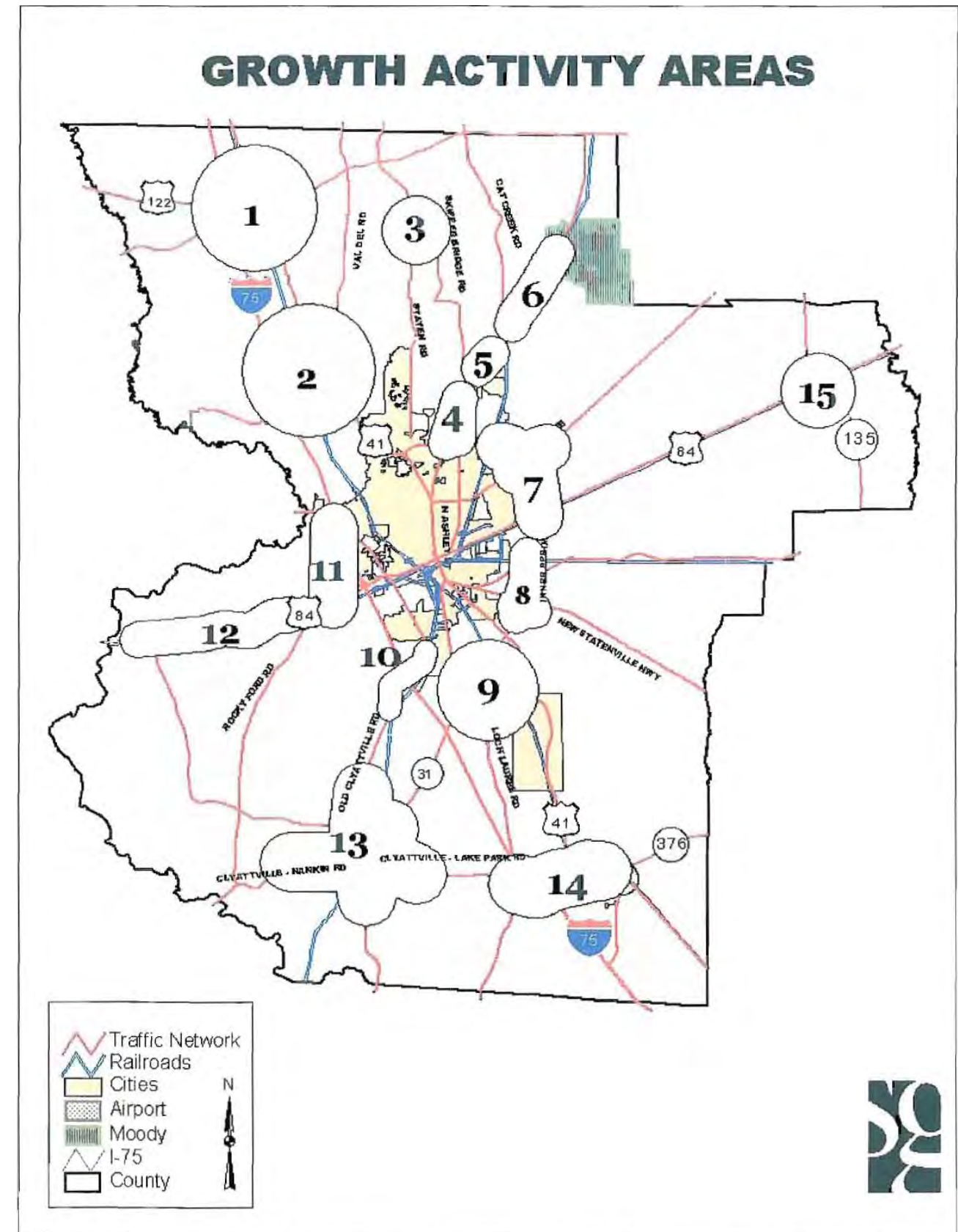
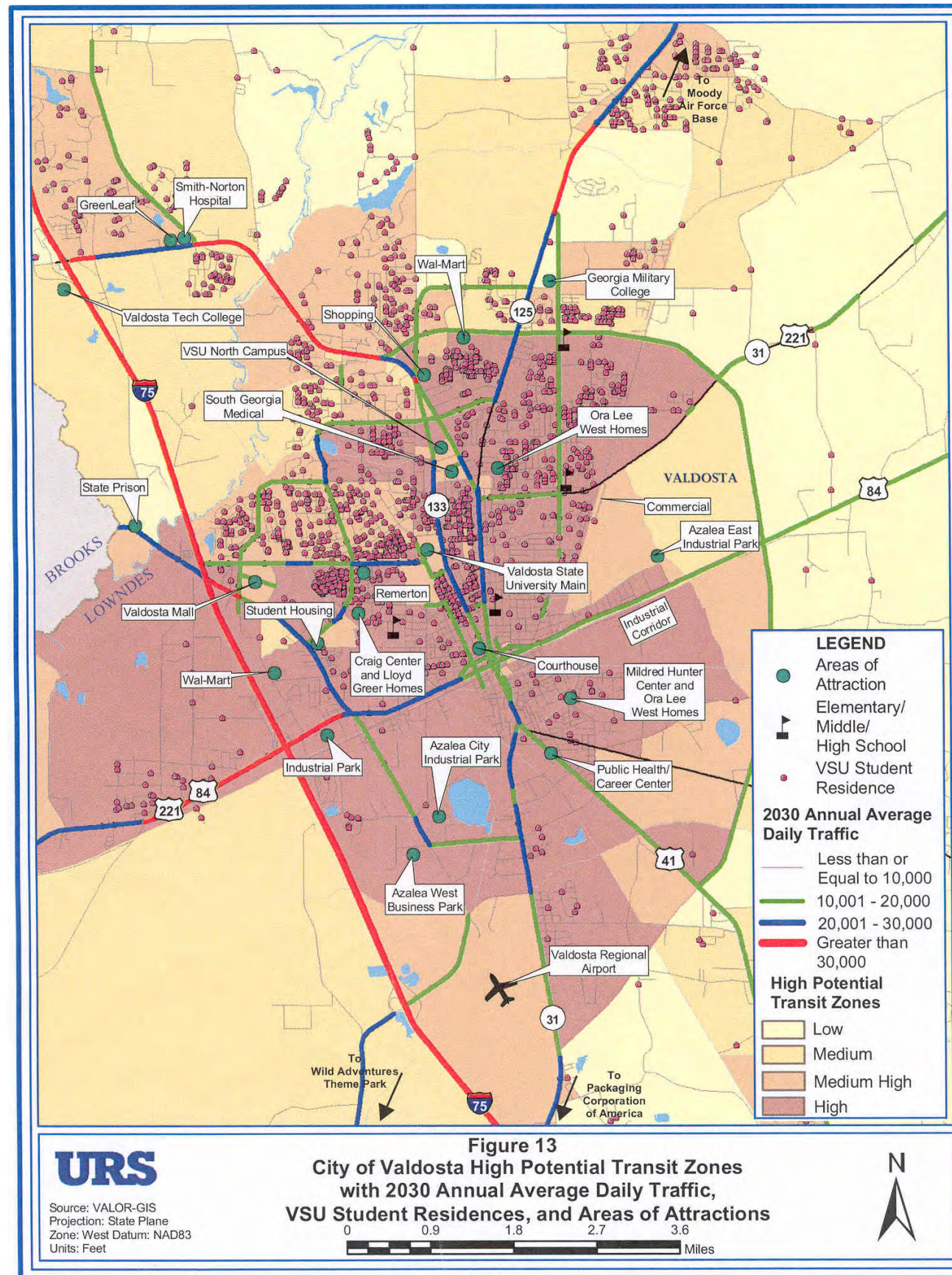


Percent of Families Below the Poverty Level in 1999: 2000  
Lowndes County, Georgia by Block Group



Percent of Occupied Housing Units With No Vehicles Available: 2000  
Lowndes County, Georgia by Block Group

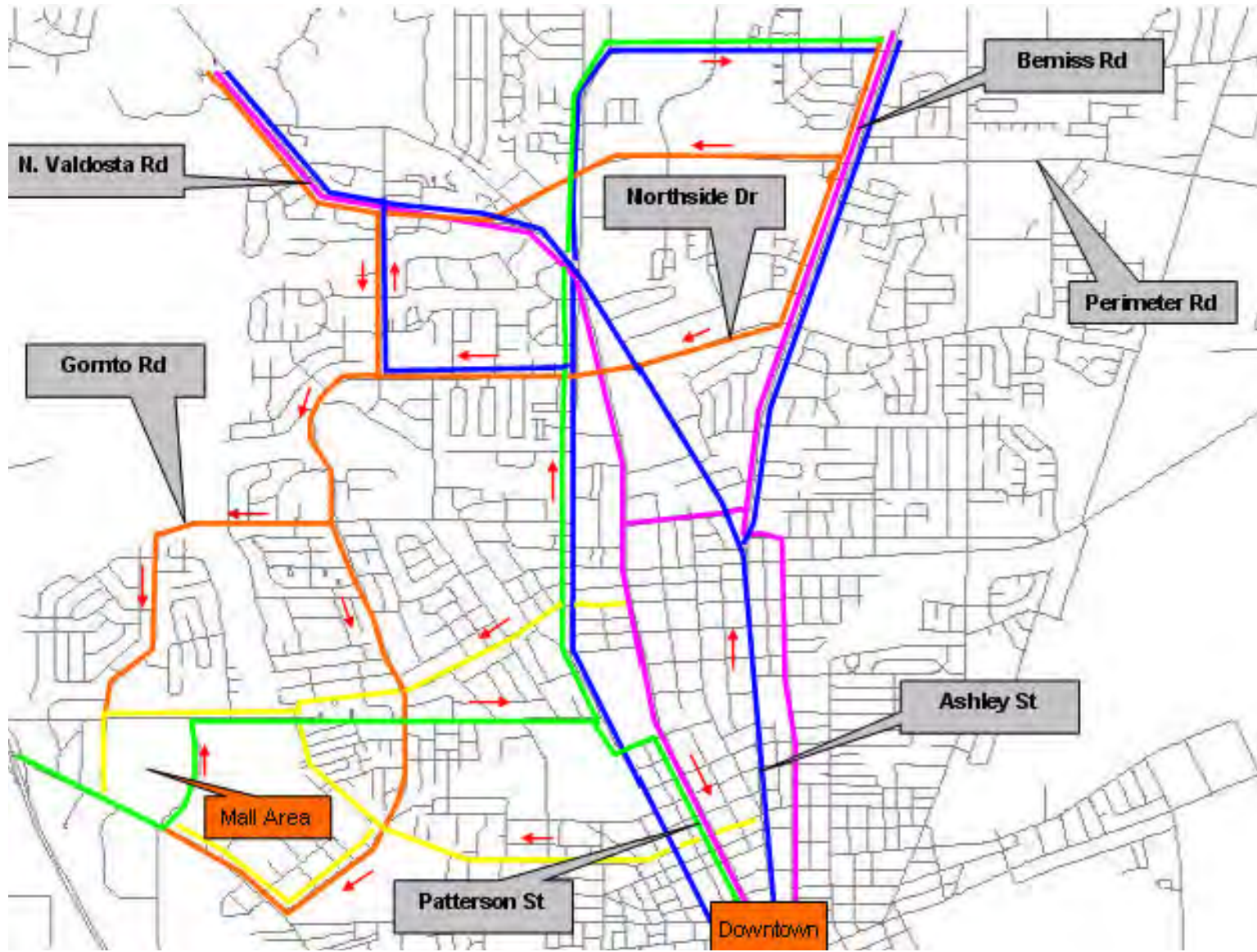








Preferred Vehicle Routes

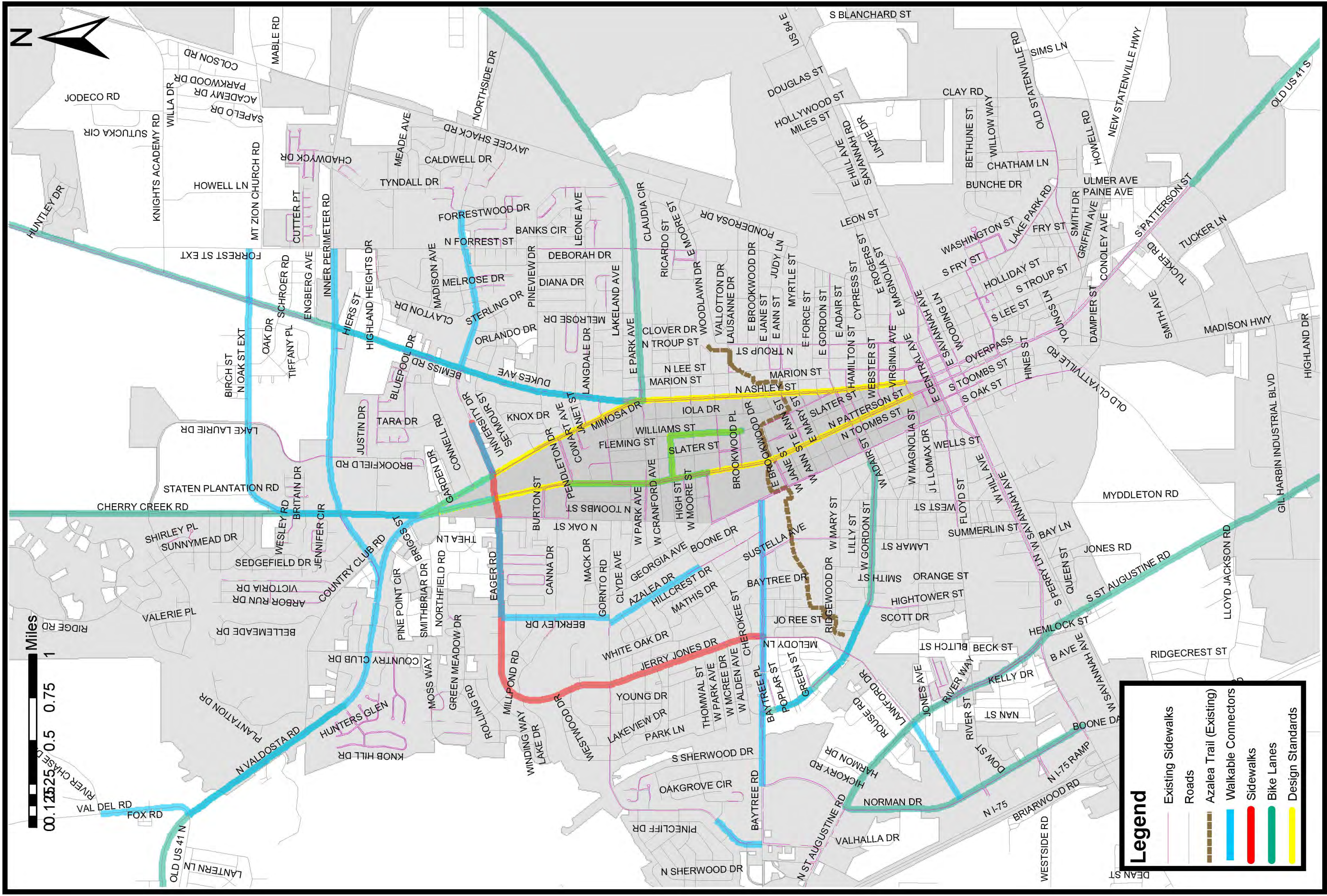


Source: City of Valdosta Engineering Department



Two Southbound Lanes Currently on Patterson Street





# Bike-Ped Project Needs Plan



Map M





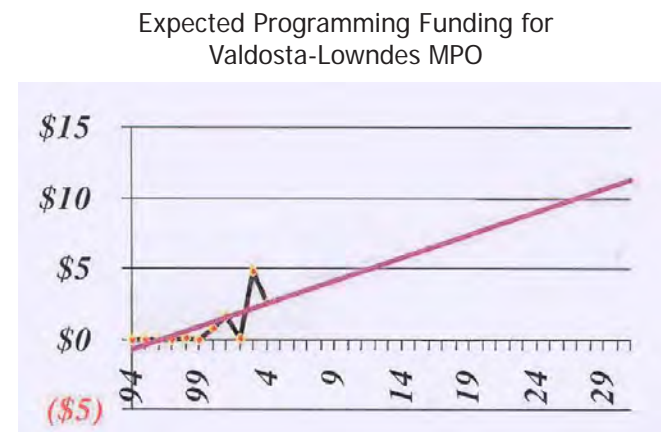
Funding Sources

The information obtained for the funding of the Metropolitan Planning Organization (MPO) was taken from the Metro 2030 – Long Range Transportation Plan. MPO funding is primarily comprised of federal transportation dollars distributed by the Georgia Department of Transportation (GDOT). The federal funds are financed through an appropriation bill that amends the federal highway act under Title 23 and 49 of the United States Code.

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA – LU) authorizes the expenditure of \$286.5 billion dollars over the next five years. This legislation is the result of a compromise bill that stalled in congress requiring a continual resolution of the previous spending bill (TEA – 21).

As a result, GDOT has distributed all transportation funds for FY 2006 in the amount of \$17,272,026.00. Presentations given to the joint study committee on transportation funding provide that “Funding levels are expected to decrease in the future.”

The expected program funding levels published by the MPO are primarily based on these federal funding sources. The funding estimates used by the MPO are based on extrapolating a “best fit line” from the first few years of funding. Based on that methodology the MPO is expected to receive approximately \$180 million by the year 2030.



Source: 2030 LRTP

Creative Funding Sources

There are many creative funding sources available to provide funding for bicycle and pedestrian facilities. Many of these methods require land use changes often the result of a companion land use plan. The changes in land use and redevelopment activities then become the impetus of providing funding for alternative mode transportation facilities.

Federal and State

**Lands, Scenic Byways, Safe Routes to School, Recreational Trails and NHS funds** – These funds can be used to provide pedestrian facilities constructed on land adjacent to NHS routes.

**Surface Transportation Program (STP)** – Used for improvements or construction at intersections with historically high pedestrian-vehicle crashes.

**STP Set-Aside for Transportation Enhancements (TE)** – projects or activities that add value to the community or environment. Projects must fall into one of the following categories to be eligible for funding:

1. Provisions for facilities for pedestrians or bicycles
2. Provisions of safety and educational activities for pedestrians and bicyclists
3. Landscaping and other scenic beautification
4. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)

**Highway Safety Improvement Program (HSIP)/Railway-Highway Crossings Program** – Money from this fund is used to identify and correct locations which may be dangerous to pedestrians, bicyclists and motorists.

**Safe Routes to School Program** – The purpose to this program is to enable children of primary and middle school ages, including children with disabilities, to walk or ride bicycles to school. The program facilitates the planning, development and implementation of projects to improve pedestrian

and bicycle safety while reducing traffic, fuel consumption and air pollution in the vicinity of school. Also included in this program are sidewalk improvements, traffic calming, speed reduction improvements, pedestrian crossing improvements, off-street pedestrian facilities and traffic diversion within 2 miles of schools.

**Federal Exchange Fund** – The exchange of local gas tax revenue for STP funds, which can then be used to construct pedestrian facilities. The use to this gas tax is otherwise restricted.

**Federal Land Highway Funds** – Provisions are available through this fund for pedestrians and bicyclists, however, projects must be transportation related and associated with a plan accepted by the State and MPO. Projects must provide access to or be within Indian reservations, public lands or national parks (i.e. Moody AFB). Pedestrian related projects typically receive funding for construction of walkways or mixed use paths in combination with the roadway projects.

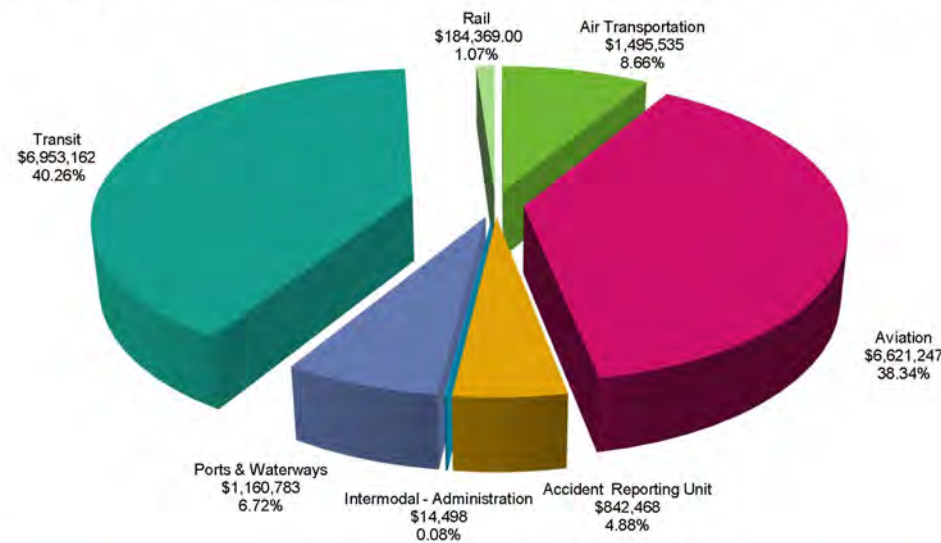
**Scenic Byways Program** – Road must be designated as a scenic byway and money is given to projects dealing with multi-use paths, trail heads and way-finding signage

**High Priority Projects (HPP)** – These types of projects must be added to the Transportation Bill and viewed by Congress as high priority. GA receives approximately \$349 million over 5 years for 232 projects. A number of exclusive pedestrian improvement projects are earmarked along with streetscape and beautification projects.

**Highway Safety Funds** – The Governor’s Office of Highway Safety administers funding for safety-related programs in GA, including pedestrian and bicycle projects that improve safety along or across roadways, as well as pedestrian education. Funds are prioritized based on crash data through a statewide ranking.

**Federal Transit Funding** – Funds may be used for pedestrian programs that provide access to transit facilities.

Budgeted State General Funds – FY 2007



Total State General Funds - \$17,272,062







**Highway Bridge Program** – Provides funding that is primarily used for replacing and fixing highway bridges along with systematic preventative maintenance. Sidewalks can be built as part of bridge rehabilitation as well as pathway undercrossings or bridges.

**Community Development Block Grants (CDBG)** – Administered by the Department of Housing and Urban Development to assist low to moderate-income neighborhoods. They money can be spent on sidewalk repair or instillation.

**Local Development Fund** – Administered by the Georgia Department of Community affairs for pedestrian improvements such as recreational pathways, sidewalk improvements in historical districts or ADA-related improvements.

**Georgia Heritage Grants** - Used to provide funding for pedestrian improvements in coordination with registered historic properties.

**The Governor’s Office of Highway Safety** – Offers funding through the State and Community Highway Safety Grant program. National Priority Program areas include the Pedestrian and Bicycle Safety Program and the Community Traffic Safety Program.

**Local Level Funding Sources**

**Corridor Tax Increment District** - Tax increment funding allows bonding based on a future increase in the tax base. Under tax increment financing property tax increases are reserved for a period of time in order to pay for infrastructure improvements. The difference in tax revenue of the new value of properties is available for providing debt service in bonding. The tax value on the current or previous value is still placed in the general fund. Any tax increment that is not used in a given year is also placed into the general fund and available for building streets or in this case bicycle pedestrian facilities.

**Community Improvement Districts (CIDs)** – Commercial property owners can decide to impose an additional ad valorem real estate tax. The owners decide how the additional money will be spent in their area. These funds usually get added to other state or federal funds already allocated to the projects.

**Special Improvement Districts** – Established by cities and counties to provide funding for specific projects. Property owners are assessed for the improvements and can pay the amount immediately or over 10 to 20 years.

**Special Purpose Local Option Sales Tax (SPLOST)** – In Georgia, a special-purpose local-option sales tax can be levied by any county, for the purpose of funding the building and maintenance of parks, schools, roads, and other public facilities including pedestrian and bicycle facilities. At this time, it is noted that infrastructure from bicycle, pedestrian, and transit is not specifically identified.

Lowndes County currently collects revenue from this option as indicated in *Valdosta Daily Times* July 9, 2007: “SPLOST VI will be on a special election ballot September 18, 2007, which if passed, will allow the one-cent sales tax to be collected uninterrupted beginning January 1, 2008, as the SPLOST V agreement expires December 31, 2007. SPLOST VI is proposed to be collected over a six-year period, with anticipated revenue of \$183 million to be shared among the five municipalities and Lowndes County.

A new agreement, of the SPLOST VI funds between Lowndes County officials, will provide approximately \$103 million to the County, \$72 million to Valdosta, and nearly \$8 million to be divided between Hahira, Remerton, Dasher and Lake Park.

The City's SPLOST VI list of capital outlay projects includes \$20 million for construction and improvements of roads; \$11 million for parks and recreation; \$5 million for administrative facilities; \$18 million for water and sewer facilities and improvements; \$2.5 million for computer hardware and software; \$1.5 million for a hospital parking facility and \$1 million for airport improvements.” The SPLOST VI was approved by 81% of the voters on Sept. 18, 2007.

**Agreement for Improvements** – During development, not all necessary streets and sidewalks are developed. In this case, it is mandatory for the developer or owner to share in paying the costs for future improvements.

**Private Developers** – When local streets and sidewalks are paid for by the developer the properties for sale will include the cost in the sale price. Also included in the sales price, where available, are transit facilities, bike paths and bicycle parking.





## Prioritization Criterion

Development of project prioritization criterion for bicycle and pedestrian facilities began with research of past prioritization ranking criterion used in the Valdosta-Lowndes area. Specifically, consideration was given to the GA Guideline for Pedestrian Planning, and LRTP Project Prioritization Criteria.

Since several bicycle and pedestrian facilities are either currently included in a programmed project or have been recommended to be included in programmed projects as part of this plan development, these projects were automatically included in the Master Plan but are categorized either as a short-term or long-term project depending on their construction schedule of the programmed improvement. Programmed improvements are identified in either the (latest available as of July 2007) Transportation Improvement Program (TIP), the 2030 Long Range Transportation Plan (LRTP), or as a local government project such as the City of Remerton's Azalea Trail Extension.

It was determined that reducing the subjectivity of ranking projects could be achieved by 1) simplifying the process by assigning an equal weight (of 25%) to each of the four criterion for a total of 100%, and 2) by assigning an all (1 point) or nothing (0 point) for each criteria.

## Criterion (Weighting)

1. Programmed Project Overlap - Overlaps with another scheduled/budgeted transportation or other capital project, identified as short-term or long-term according to the planned improvement construction schedule.
2. Safety Need (25%) – Existing bicycle and pedestrian crash data or unsafe areas identified by School Boards.
3. Fills in Gaps in Network (25%) – Connects isolated sidewalks to complete a roadway section and connects adjacent road sections with sidewalks to complete the network.

4. Connectivity to High Pedestrian Generators (25%) – Connects to high pedestrian activity areas or potential transit facilities.
5. Public Input (25%) – Documented local support from public meeting(s) or MPO Subcommittee member comments.
6. Estimates of Probable Cost - This estimate is the cost to construct the bicycle and/or pedestrian facilities. The total estimate of probable construction costs of Master Plan projects is \$45.0 million dollars or (45/180 = 25%) of the total expected MPO funding levels by 2030. **Table 1** includes the unit prices obtained from local, GDOT or other sources were applied to each project.



## Master Plan Projects (Short-Term and Long-Term)

Maps N and O provides the type of project proposed for the Bicycle and Pedestrian Master Plan. Each project is identified as short-term or long-term. Short-term projects are consistent with short and mid-term projects identified in the LRTP ranging from the current year to year 2011. Long-term projects are identified from 2012 to a buildout year of 2030, also consistent with the 2030 LRTP.

Since construction of projects are dependent on funding, there may be schedule adjustments made by the responsible agency and MPO. Discussions were held during the MPO Subcommittee meetings to notify the responsible agency of bicycle and/or pedestrian improvements identified in this plan that need to be incorporated in programmed improvements. At this time during discussions and review with MPO Technical Subcommittee members, there is no indication that these Category A projects cannot accommodate this Plan's recommendations.

Maps P and Q identifies each projects' ranking category. The A,B,C, and D categories correspond to an estimated short-term or long-term construction schedule. Category A projects were either included as a short-term (2007-2011) or long-term (2012-2030) improvement project. Category B are all short-term projects, and Categories C and D are long-term projects.



## Priority Ranking Categories





Table 1

GDOT or Other Source Transportation Costs for Valdosta Lowndes Bicycle-Pedestrian Master Plan

Facility Type	Unit	Source	Cost Per Unit		
1. Sidewalks (one side, 6' wide)					
One Side Concrete Sidewalk, 5' wide	LF	GDOT Unit Prices, calculated	\$ 68.04		
Two Sides 4" Concrete Sidewalk	SY	GDOT Unit Prices, calculated	\$ 75.60		
Two Sides Concrete Sidewalks, 5' wide	LF	GDOT Unit Prices, calculated	\$ 136.08		
				Sidewalks & Bike Lanes Per LF	\$ 269.28
2. Multi-Use Trail (10' wide)					
10' Trail, separated from roadway	LF	FDOT D-3, calculated for 10' from above	\$ 79.01		
3. Bike Lanes					
4' Bike Lanes Both Sides of Road (rural section, no cb/gt)	LF	FDOT 2004 Costs adjusted to 2006 (1.11 inflation factor)	\$ 133.20		
4. Restriping roadway / Design Standards					
Ashley and Patterson				Total Per Line Item	Total Per LF
Remove solid 5" lines (thermo) - Use 5 solid lines	LM	GDOT Unit Prices #656-2050	\$ 2,870.06		
Remove skip lines 5" (thermo) - Use 2 skip lines	LM	GDOT Unit Prices #656-3050	\$ 1,913.87		
Remove solid 5" lines (thermo) - Use 5 solid lines	LF	GDOT Unit Prices #656-2050, calculation to LF	\$ 0.54	\$ 2.72	
Remove skip lines 5" (thermo) - Use 2 skip lines	LF	GDOT Unit Prices #656-3050, calculation to LF	\$ 0.36	\$ 0.72	
Install 5" white solid line (thermo) - Use 6 solid lines	LF	GDOT Unit Prices #653-3501	\$ 0.63	\$ 3.78	
Install 5" white skip line (thermo) - Use 2 skip lines	LF	GDOT Unit Prices #653-1501	\$ 0.47	\$ 0.94	\$ 10.13
RPMs - Install RPMs Using 6 lines @ 40' space avg	LF	GDOT Unit Prices #654-1001	\$ 0.54	\$ 0.54	
Bike lane symbol & arrow - Use 2 sides @ 500' space avg	LF	GDOT Unit Prices #657-5017	\$ 1.43	\$ 1.43	
Other Internal Roadways				Total Per Line Item	Total Per LF
Remove solid 5" lines (paint) - Use 2 solid lines	LF	GDOT Unit Prices #656-0005	\$ 0.55	\$ 1.10	
Remove skip lines 5" (paint) - Use 1 skip line (W or Y)	LF	GDOT Unit Prices #656-1005	\$ 0.11	\$ 0.11	
Install 5" white solid line (paint) - Use 3 solid lines	LF	GDOT Unit Prices #652-5451	\$ 0.28	\$ 0.84	
Install 5" white skip line (paint) - None	LF	GDOT Unit Prices #652-6501	\$ 0.31		\$ 2.85
Install parking signs - Use 2 sides @ 250' space avg	Each	Private sign company with post	\$ 100.00		
Install parking signs - Use 2 sides @ 250' space avg	LF	Private sign company with post, calculated	\$ 0.80	\$ 0.80	
5. Signal Modifications					
With restriping/lane reconfigurations, intersection signal head and signal timing adjustments on main line & parallel road	Each	Signal Contractor and Genesis Costs, 2007	\$ 15,000.00		
6. Bulb-out construction					
Landscaping, drainage & design	Each	City of Tallahassee Traffic Calming	\$ 20,000.00		

Unit Prices Correspond to Estimates of Probable Costs in Priority Ranking

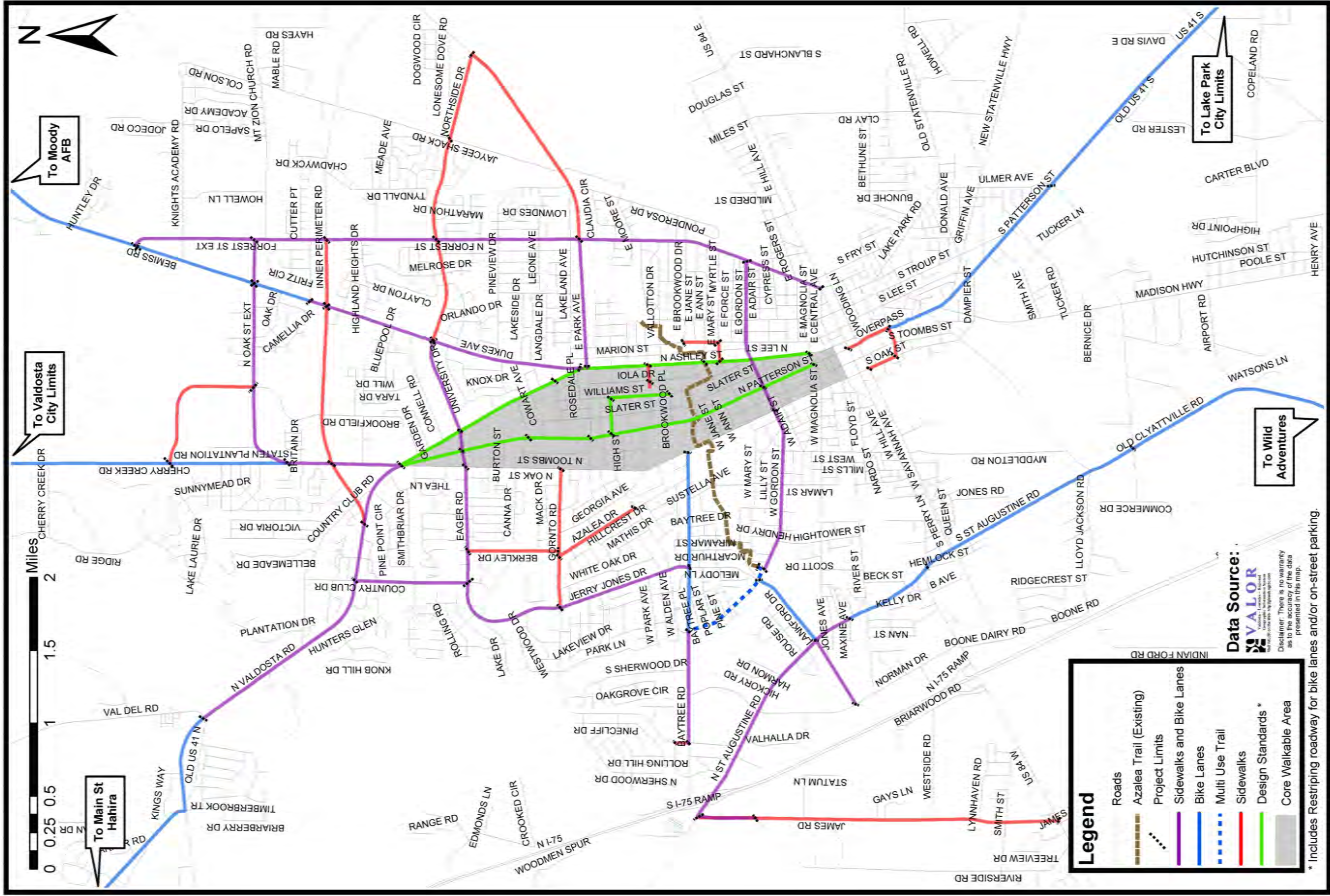




Project Criterion Evaluation for Priorities and Ranking Category

Incorporated Area?	Roadway Name	Project Limits	Type Project	On Other Plan ?	Project Length (ft.)	Project Length (mi.)	Estimated Unit Price	Criterion #						Preliminary Priority	Priority Ranking Category	General Notes	
								1	2	3	4	5	6				
								Programmed Project Overlap	Safety ?	Gap Filler ?	Connectivity of Ped Gen/Transit	Public Input	Estimates of Probable Cost				
Valdosta	Eager Road	Berkley Drive to North Oak Street	Bike Lanes / Sidewalks	TIP - ST (Tier I)	3,040	0.58	\$0.00	Yes	1				1	\$0.00	3	A	
Valdosta	Eager Road	Gomto Road to Berkley Drive	Bike Lanes / Sidewalks	TIP - ST (Tier I)	5,605	1.06	\$0.00	Yes					1	\$0.00	2	A	
Valdosta & Lowndes Co.	North Forrest Street	Northside Drive to Inner Perimeter Road	Bike Lanes / Sidewalks	TIP - ST (Tier I)	4,011	0.76	\$0.00	Yes	1					\$0.00	2	A	
Valdosta & Lowndes Co.	North Oak Street Extension	Cherry Creek Road to Bemiss Road	Bike Lanes / Sidewalks	LRTTP-ST	7,268	1.38	\$0.00	Yes					1	\$0.00	2	A	
Remerton / Valdosta	West Gordon Street	Baytree Place to Hightower Street	Trail	Remerton - ST	3,620	0.69	\$0.00	Yes	1					\$0.00	2	A	Room for Bike Lanes & trail? (re-stripe)
Valdosta	Jerry Jones Drive	Baytree Road to Gomto Road	Bike Lanes / Sidewalks	TIP - ST (Tier I)	4,912	0.93	\$0.00	Yes				1		\$0.00	1	A	City doing design
Lowndes Co.	Loch Laurel Road	Overpass across I-75	Bike Lanes	LRTTP-LT	1,236	0.23	\$0.00	Yes						\$0.00	1	A	
Hahira	SR 122	Overpass across I-75	Bike Lanes	TIP - ST	515	0.10	\$0.00	Yes						\$0.00	1	A	
Valdosta	North Forrest Street	East Park Avenue to Northside Drive	Bike Lanes / Sidewalks	TIP - ST (Tier I)	5,167	0.98	\$0.00	Yes						\$0.00	1	A	
Lowndes Co.	North Forrest Street Extension	Inner Perimeter Road to Bemiss Road	Bike Lanes / Sidewalks	TIP - ST (Tier I)	7,023	1.33	\$0.00	Yes						\$0.00	1	A	
Lowndes Co.	Old US 41 North	North Valdosta Road to Main Street Hahira	Bike Lanes	TIP - LT	38,258	7.25	\$0.00	Yes					1	\$0.00	2	A	
Lowndes Co.	Mount Zion Church Road	Bemiss Road to North Forrest Street	Bike Lanes / Sidewalks	TIP - ST	1,575	0.30	\$0.00	Yes						\$0.00	1	A	
Valdosta	North Valdosta Road	Country Club Drive to Inner Perimeter Road	Bike Lanes / Sidewalks	LRTTP-LT	2,213	0.42	\$0.00	Yes				1	1	\$0.00	3	A	
Valdosta	North Valdosta Road	Inner Perimeter Road to North Oak Street Ext	Bike Lanes / Sidewalks	LRTTP-LT	2,081	0.39	\$0.00	Yes				1	1	\$0.00	3	A	
Valdosta	Lankford Drive Extension	Norman Drive to North St Augustine Road	Bike Lanes / Sidewalks	LRTTP-LT	2,756	0.52	\$0.00	Yes						\$0.00	1	A	
Valdosta & Lowndes Co.	South St Augustine Road	Exit 13 to Gil Harbin Industrial Blvd	Bike Lanes	LRTTP-LT	11,356	2.15	\$0.00	Yes						\$0.00	1	A	
Lowndes Co.	Old Clyattville Road	Wild Adventures to Exit 13 @ I-75	Bike Lanes	LRTTP-LT	22,350	4.23	\$0.00	Yes						\$0.00	1	A	
Valdosta	James Road	Valdosta City Limits to North St Augustine Road	Bike Lanes / Sidewalks	Valdosta-ST	2,179	0.41	\$0.00	Yes					1	\$0.00	1	A	
Lowndes Co.	James Road	US 84 W to Valdosta City Limits	Sidewalks	Lowndes Co.-ST	11,006	2.08	\$0.00	Yes					1	\$0.00	1	A	
Valdosta	North Forrest Street	East Hill Avenue to East Park Avenue	Bike Lanes / Sidewalks	Valdosta-ST	9,039	1.71	\$0.00	Yes	1					\$0.00	2	A	
							\$0.00							\$0.00			
Valdosta	North Lee Street	East Mary Street to Brookwood Drive	Sidewalk (east side)		5,771	1.09	\$68.04		1	1	1			\$196,329.42	3	B	1/2 Sidewalk exists, connects to Azalea Trail on north
Valdosta	Mary Street	North Ashley Street to North Lee Street	Sidewalk (north side)		693	0.13	\$68.04		1	1	1			\$47,151.72	3	B	Cow trail, one side s/w
Valdosta	South Patterson Street	Savannah Avenue to West Martin Luther King Drive	Sidewalk (east side)		1,627	0.31	\$68.04			1	1			\$55,350.54	2	B	Exist s/w west side + 1/2 east side
Valdosta	South Patterson Street	West Martin Luther King Drive to Ulmer Avenue	Bike Lanes		7,921	1.50	\$133.20		1		1		1	\$1,055,077.20	3	B	
Valdosta	Ashley Street	Magnolia Street to Ann Street	Design Standards		3,798	0.72	\$10.13				1		1	\$83,473.74	2	B	Restriping roadway to include bike lanes or one side parking, elimination of one NB thru lane, and 3 signal adjustments
Valdosta	Ashley Street	Ann Street to Woodrow Wilson Drive	Design Standards		5,518	1.05	\$10.13		1				1	\$85,897.34	2	B	Restriping roadway to include bike lanes or one side parking, elimination of one NB thru lane, and 2 signal adjustments
Valdosta	Ashley Street	Woodrow Wilson Drive to Northside Drive	Design Standards		3,888	0.74	\$10.13				1		1	\$99,385.44	2	B	Restriping roadway to include bike lanes or one side parking, elimination of one NB thru lane, and 4 signal adjustments
Hahira	South Nelson Street	East Park Street to East Lawson Street	Sidewalks		754	0.14	\$136.08			1				\$102,604.32	2	B	
Valdosta	North Patterson Street	Magnolia Street to Gordon Street	Design Standards		2,027	0.38	\$10.13				1		1	\$20,533.51	2	B	
Valdosta	North Patterson Street	Gordon Street to Park Avenue	Design Standards		6,560	1.24	\$10.13		1		1		1	\$156,452.80	3	B	Restriping roadway to include bike lanes, elimination of one southbound thru lane, and 6 signal adjustments
Valdosta	North Patterson Street	Pendleton Drive to Eager Road	Design Standards & Sidewalk (west side)		2,457	0.47	\$78.17				1		1	\$165,224.43	2	B	Restriping roadway to include bike lanes, elimination of one southbound thru lane, and sidewalk on west side, and 2 signal adjustments. Exist s/w on east side 1/3 on west side
Valdosta	North Patterson Street	East Park Avenue to Pendleton Drive	Design Standards & Sidewalk (west side)		2,231	0.42	\$78.17				1		1	\$181,447.96	2	B	Restriping roadway to include bike lanes, elimination of one southbound thru lane, and sidewalk on west side, and 3 signal adjustments. Exist s/w on east side 1/4 on west side
Valdosta	Northside Drive	Patterson Street to Ashley Street	Bike Lanes / Sidewalks		716	0.14	\$269.28				1		1	\$182,804.48	1	B	Eliminate Bike Lanes as option
Valdosta	Northside Drive	North Oak Street to Patterson Street	Bike Lanes / Sidewalks		1,325	0.25	\$269.28				1		1	\$356,796.00	2	B	Eliminate Bike Lanes as option
Valdosta	Inner Perimeter Road	North Valdosta Road to Cherry Creek Road	Sidewalks		2,505	0.47	\$136.08			1				\$255,660.30	2	B	Exists N. side 1/2 of distance
Hahira	Ga HWY 122 W	Sonny Rogers Memorial Drive to I-75 Overpass	Bike Lanes		3,017	0.57	\$133.20			1				\$401,864.40	2	B	
Hahira	Ga HWY 122 W	I-75 Overpass to Newsome Street	Bike Lanes		3,301	0.63	\$133.20			1				\$439,693.20	2	B	
Lake Park	US 41 South (E Marion Ave)	Lakes Blvd to Clayton Street	Sidewalks		3,540	0.67	\$136.08			1				\$439,550.88	2	B	
Lake Park	Lakes Blvd	David Drive to US 41 South (E Marion Ave)	Sidewalks		3,835	0.69	\$136.08			1				\$445,185.72	2	B	Sidewalks exist on 1/5 of Northside
Hahira	Sonny Rogers Memorial Drive	Ga HWY 122 W to North Lowndes Rec Complex	Bike Lanes		3,398	0.64	\$133.20			1				\$452,613.60	2	B	
Valdosta	Baytree Road	Gomto Road to West Gordon Street	Bike Lanes/Sidewalk (north side)		3,998	0.76	\$201.24			1				\$804,557.52	3	B	s/w exists south side
Valdosta	Baytree Road	West Gordon Street to North Oak Street	Bike Lanes		6,529	1.24	\$133.20			1				\$889,662.80	2	B	
Valdosta	Cherry Creek Road	North Valdosta Road to North Oak Street Ext	Bike Lanes / Sidewalks		4,104	0.78	\$269.28		1		1			\$1,105,125.12	3	B	Or trail if possible
Valdosta	East Park Avenue	Ashley Street to North Forrest Street	Bike Lanes / Sidewalks		4,699	0.88	\$269.28		1	1				\$1,254,575.52	2	B	At minimum Sidewalks both sides, or s/w one side N. side if cost prohibitive
Valdosta	Bemiss Road	Ashley Street to Northside Drive	Bike Lanes / Sidewalks		5,500	1.04	\$269.28		1	1	1			\$1,481,040.00	4	B	Bike Lanes also if possible
Valdosta	St Augustine Road	Lankford Drive to I-75 Overpass (exit 18)	Bike Lanes / Sidewalks		6,871	1.30	\$269.28		1	1				\$1,850,222.88	3	B	
							\$12,592,280.84							\$12,592,280.84			
Valdosta	West Alden Avenue	North Patterson Street & Williams Street	Design Standards		1,331	0.25	\$2.85						1	\$3,793.35	1	C	Ultimate section requires restriping with narrow lanes and parking
Valdosta	Williams Street	Brookwood Place to West Alden Avenue	Design Standards		2,162	0.41	\$2.85						1	\$6,161.70	1	C	Ultimate section requires restriping with narrow lanes and parking
Hahira	East Lawson Street	South Nelson Street to North College Street	Sidewalks		519	0.10	\$136.08			1				\$61,797.33	1	C	Sidewalks exist on 1/4 of Northside
Valdosta	West Martin Luther King Drive	South Oak Street to South Patterson Street	Sidewalks		1,011	0.19	\$136.08			1				\$137,576.88	1	C	s/w exists both sides e/o Patterson
Valdosta	South Oak Street	East Martin Luther King Drive to Savannah Avenue	Sidewalks		1,089	0.20	\$136.08			1				\$145,469.52	1	C	
Valdosta	Bemiss Road	Northside Drive to Inner Perimeter Road	Bike Lanes / Sidewalks		4,041	0.77	\$269.28				1			\$994,677.60	2	C	Partial Sidewalk assume 1/3 of 1 side exists
Lowndes Co.	Bemiss Road	Inner Perimeter Road to Engberg Avenue	Bike Lanes / Sidewalks		646	0.12	\$269.28					1		\$173,954.88	1	C	
Lowndes Co.	Bemiss Road	Engberg Avenue to North Oak Street Ext	Bike Lanes		2,079	0.39	\$133.20			1				\$276,922.80	2	C	
Lowndes Co.	Bemiss Road	North Oak Street Ext to Forrest Street Ext	Bike Lanes		4,525	0.86	\$133.20			1				\$602,730.00	2	C	
Valdosta	Azalea Drive	West Alden Avenue to Gomto Road	Sidewalk		3,254	0.62	\$68.04				1			\$221,402.16	1	C	s/w west side exists, s/o Alden
Valdosta	Gomto Road	Jerry Jones Drive to Azalea Drive	Sidewalks		1,889	0.36	\$136.08				1			\$257,055.12	2	C	N. side s/w only if limited
Valdosta	Gomto Road	Azalea Drive to North Oak Street	Sidewalks		3,157	0.60	\$136.08				1			\$429,604.56	2	C	N. side s/w only if limited
Valdosta	St Augustine Road	Lankford Drive to Myrtle Avenue	Bike Lanes / Sidewalks		1,502	0.28	\$269.28			1				\$404,458.56	2	C	
Valdosta	St Augustine Road	Hemlock Street to Myrtle Avenue	Bike Lanes		3,436	0.65	\$133.20		1		1			\$457,675.20	2	C	
Valdosta	W Gordon Street	Azalea Trail Connection to North Forrest Street	Bike Lanes / Sidewalks		11,550	2.19	\$269.28		1		1			\$3,110,184.00	2	C	
							\$7,283,463.66							\$7,283,463.66			
Valdosta	East College Street	Iola Street to Ashley Street	Sidewalks (south side)		649	0.12	\$68.04						1	\$44,157.96	1	D	
Valdosta	Inner Perimeter Road	Bemiss Road to Forrest Street	Sidewalks		2,407	0.46	\$136.08			1				\$327,544.56	1	D	
Valdosta	North Patterson Street	Northside Drive to North Oak Street Ext	Design Standards & Sidewalks		2,230	0.42	\$146.21						1	\$356,048.30	1	D	Restriping roadway to include bike lanes, elimination of one southbound thru lane, and 2 signal adjustments, and sidewalks
Valdosta	Ashley Street	Northside Drive to 5-Points	Design Standards & Sidewalks		2,476	0.47	\$146.21						1	\$407,015.96	1	D	Restriping roadway to eliminate one northbound turn lane, to include bike lanes, sidewalks, and 3 signal adjustments
Valdosta	Lankford Drive	North St Augustine Road to Gordon Road	Bike Lanes		3,018	0.57	\$133.20				1			\$401,997.60	1	D	
Valdosta	Berkley Drive	Gomto Road to Eager Road	Sidewalks		3,329	0.63	\$136.08				1			\$453,010.32	1	D	
Valdosta	Northside Drive	Jaycee Shack Road to East Park Avenue	Sidewalks		3,192	0.60	\$136.08			1				\$434,367.36	1	D	Future planned roadway extension, should include sidewalks
Valdosta	Northside Drive	North Forrest Street to Jaycee Shack Road	Sidewalks		3,724	0.71	\$136.08		1					\$506,761.92	1	D	Possibly 1 side s/w
Valdosta	Northside Drive	Bemiss Road to North Forrest Street	Sidewalks		3,764	0.71	\$136.08		1					\$512,205.12	1	D	Possibly 1 side s/w
Valdosta	East Park Avenue	North Forrest Street to Northside Drive	Sidewalk (north side)		7,959	1.51	\$68.04					1		\$541,530.36	1	D	Likely N. side s/w
Valdosta	Lake Laurie Drive	Cherry Creek Road to North Oak Street Ext	Sidewalks		5,297	1.00	\$136.08				1			\$720,815.76	1	D	
Lake Park	South Main Street	South Lowndes Rec. Complex to Marion Ave	Bike Lanes		4,900	0.93	\$133.20				1			\$652,880.00	1	D	
Valdosta & Lowndes Co.	Inner Perimeter Road	Cherry Creek Road to Bemiss Road	Sidewalks		5,784	1.09	\$136.08				1			\$794,365.12	1	D	
Valdosta	Northside Drive	Ashley Street to Bemiss Road	Bike Lane / Sidewalks		3,467	0.66	\$269.28				1			\$933,593.76	1	D	
Lowndes Co.	South Patterson Street (US 41 S)	Lake Park City limits to Ulmer Road	Bike Lanes		53,313	10.10	\$133.20					1		\$7,101,291.60	1	D	Recreational use only
Lowndes Co.	St. Augustine Road - Old Clyattville Rd	Gil Harbin Industrial Blvd to US 84 W	Bike Lanes		8,605	1.63	\$133.20					1		\$1,146,188.00	1	D	
Valdosta	Cherry Creek Road	North Oak Street Ext to City Limits	Bike Lanes		14,824	2.77	\$133.20					1		\$1,947,916.80	1	D	
Valdosta & Lowndes Co.	North Valdosta Road	Old US 41 N to Country Club Drive	Bike Lanes / Sidewalks		7,666	1.45	\$269.28		1					\$2,064,300.48	1	D	
Lowndes Co.	Bemiss Road	Forrest Street Ext. to Moody AFB	Bike Lanes		37,531	7.11	\$133.20					1		\$4,999,129.20	1	D	
Valdosta	Country Club Drive	Eager Road to North Valdosta Road	Bike Lanes / Sidewalks		4,044	0.77	\$269.28					1		\$1,088,968.32	1	D	
							\$25,423,886.50							\$25,423,886.50			

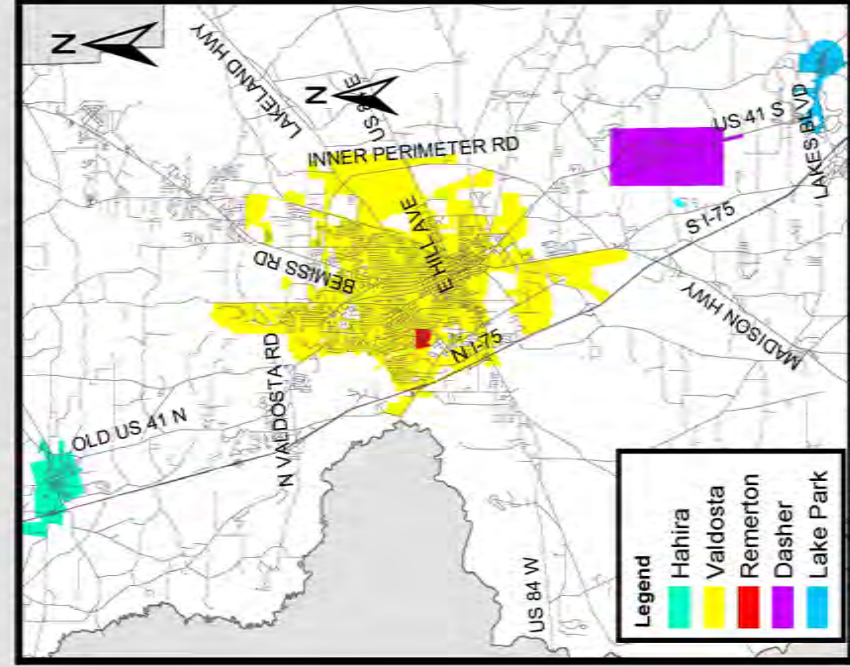
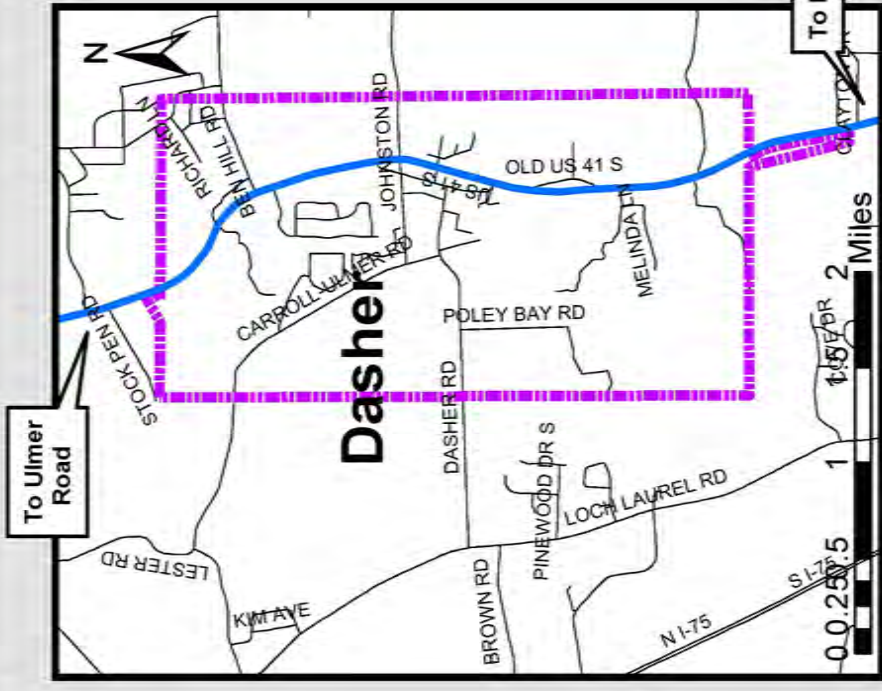
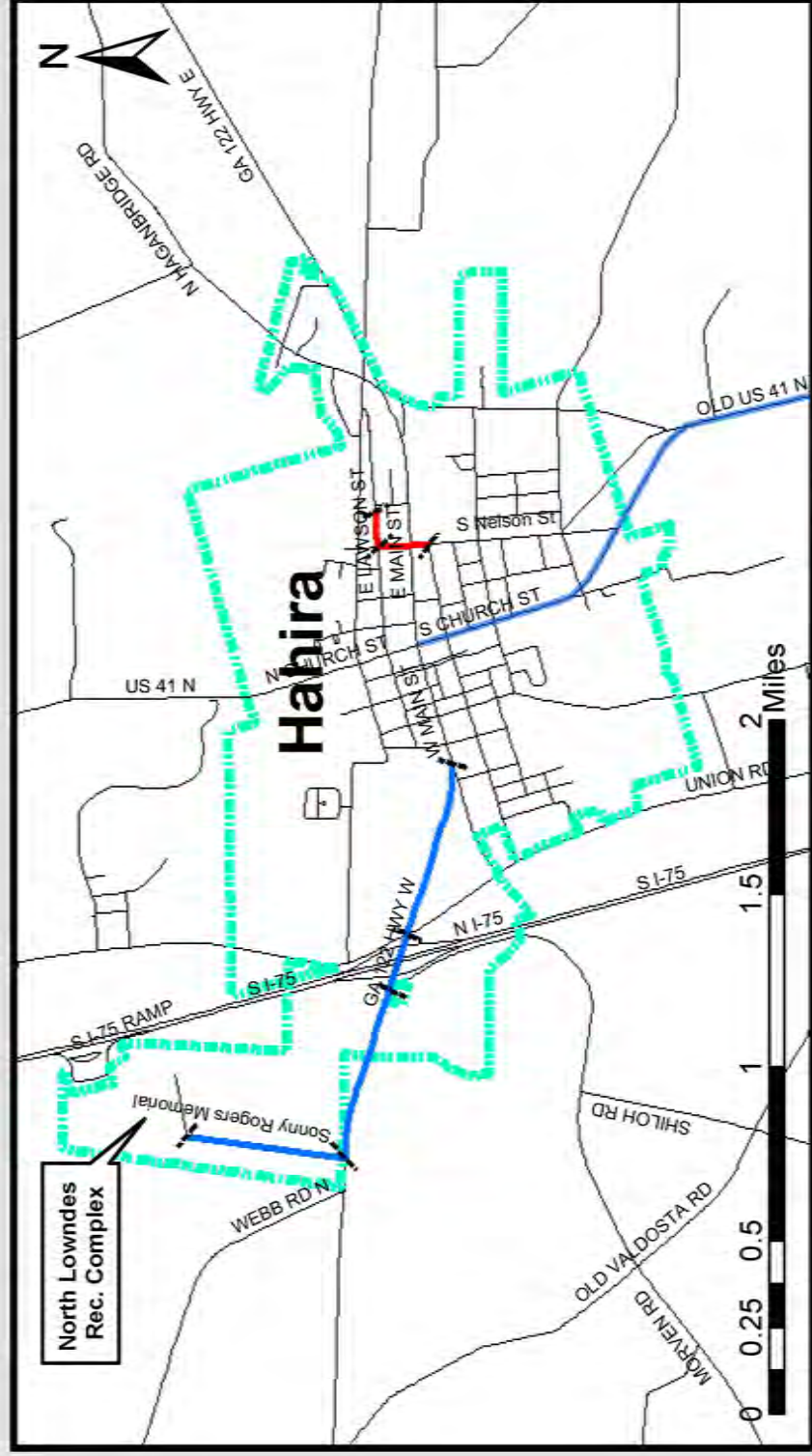




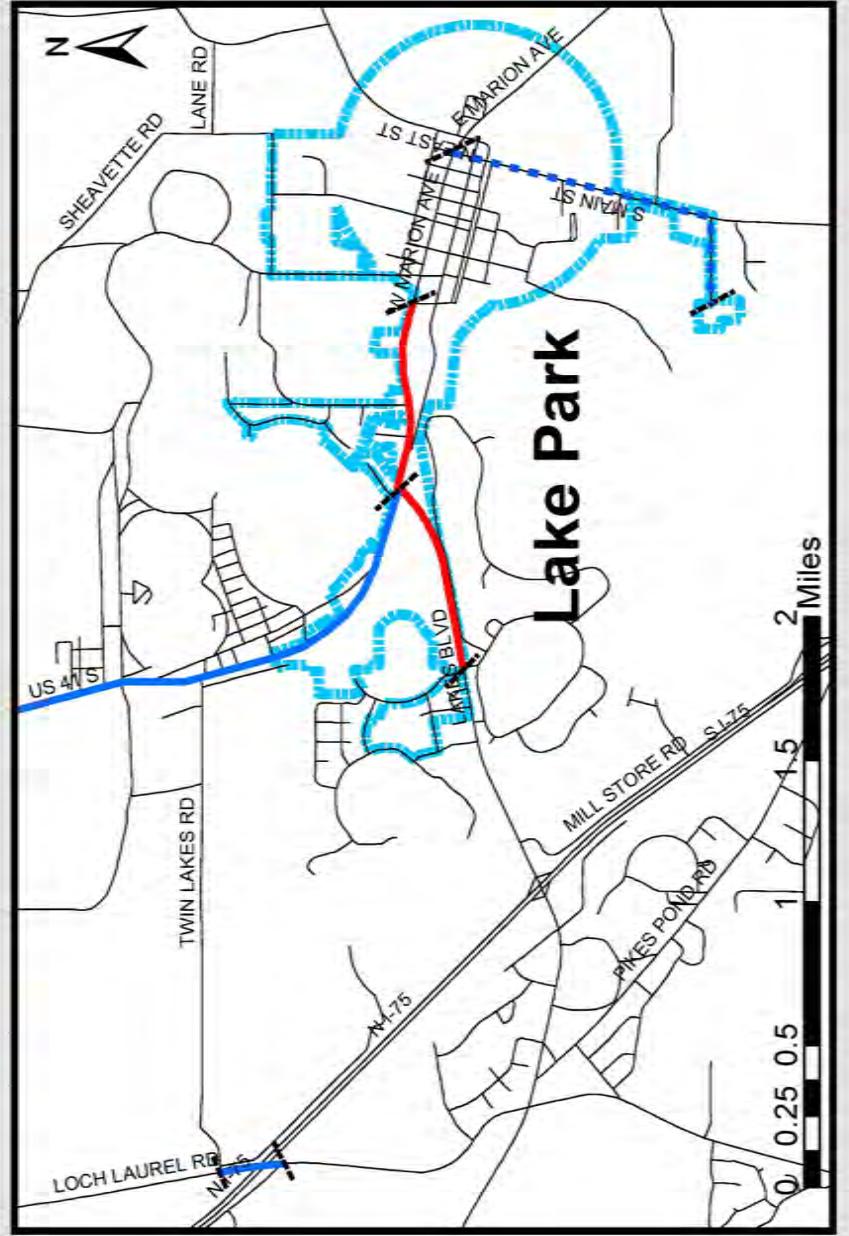
**Valdosta, Remerton & Lowndes Co. Proposed Projects by Type**

Map N





Regional Location Map



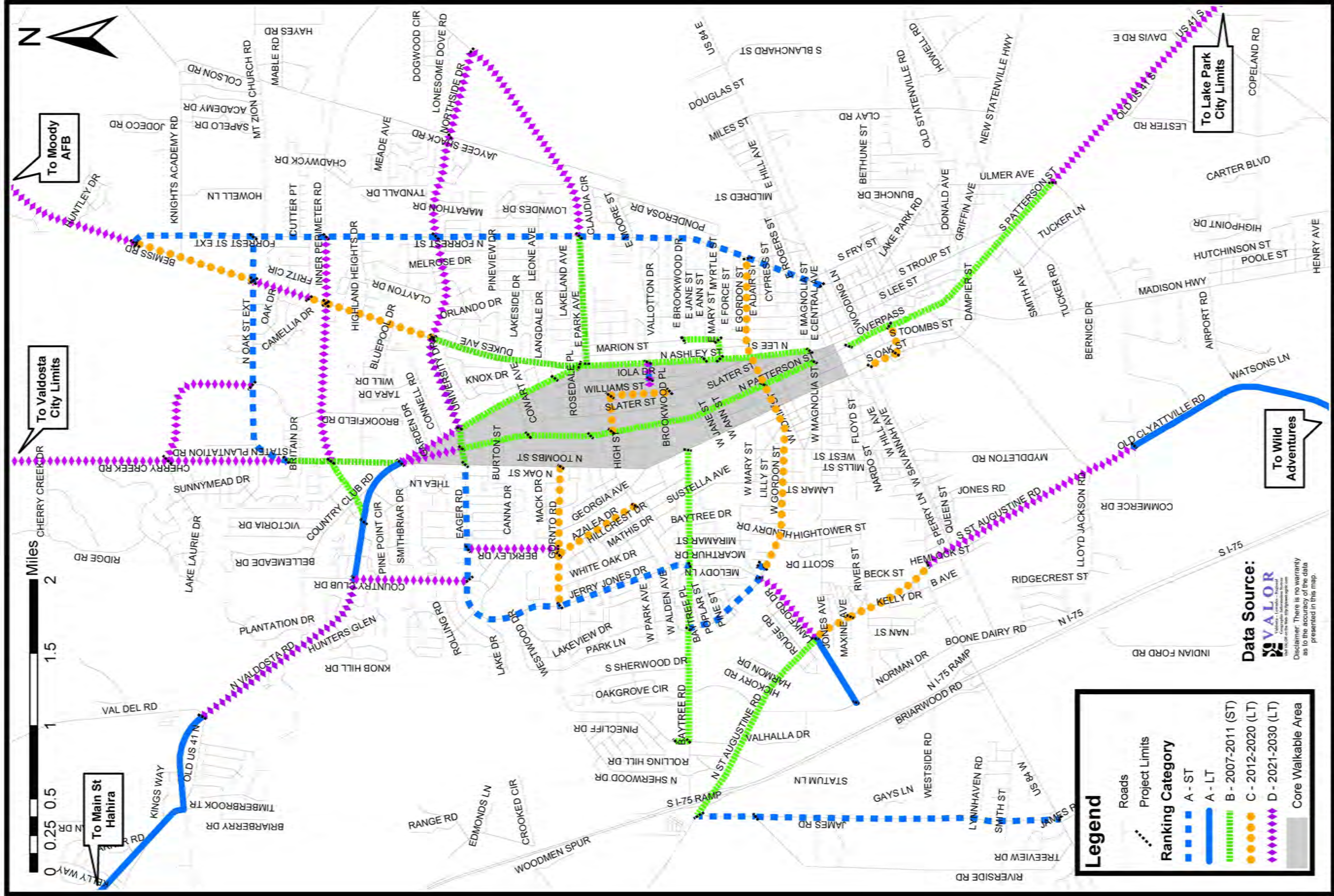
**Legend**

- Roads
- Project Limits
- Bike Lanes
- Sidewalks
- Hahira City Limits
- Dasher City Limits
- Lake Park City Limits

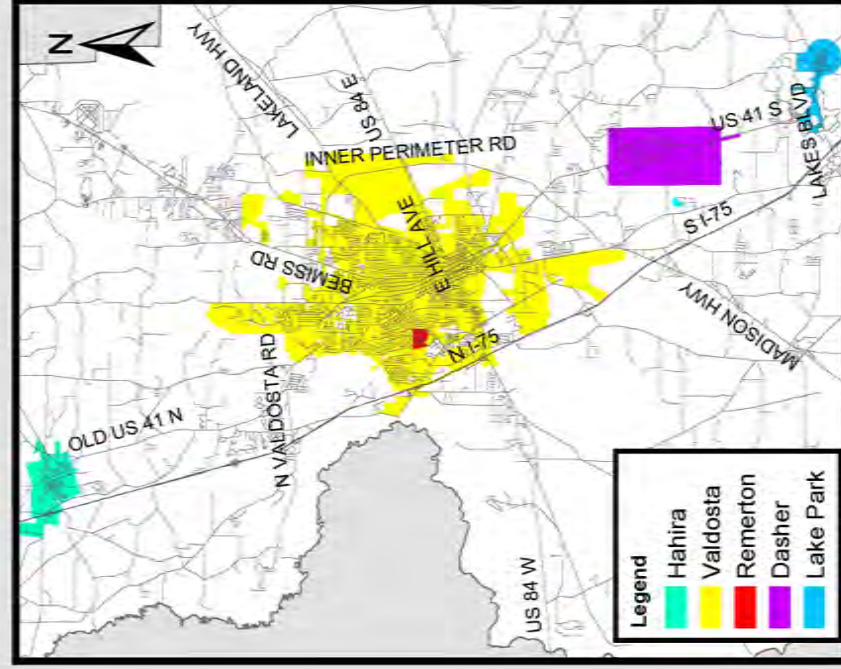
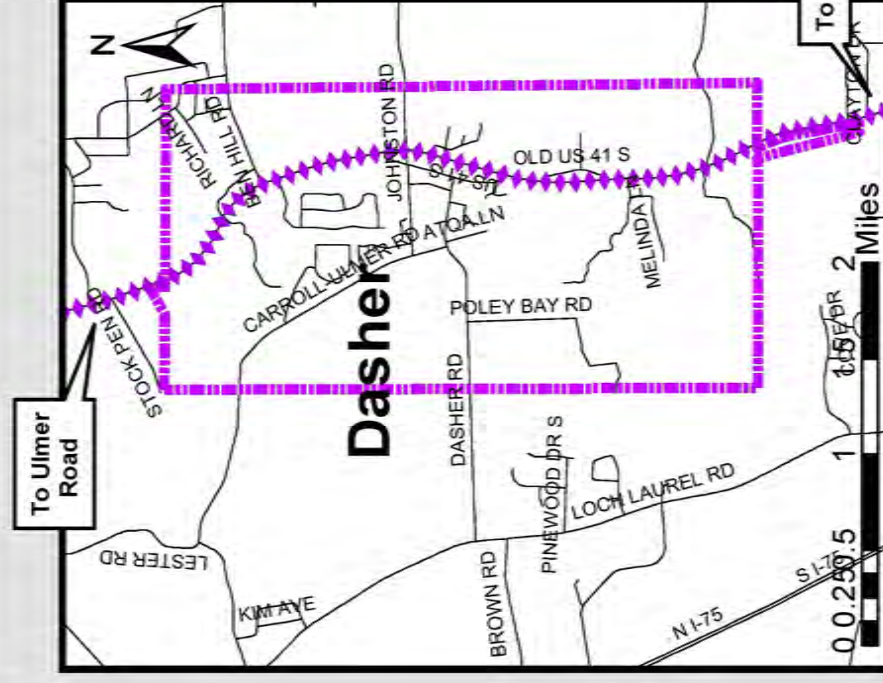
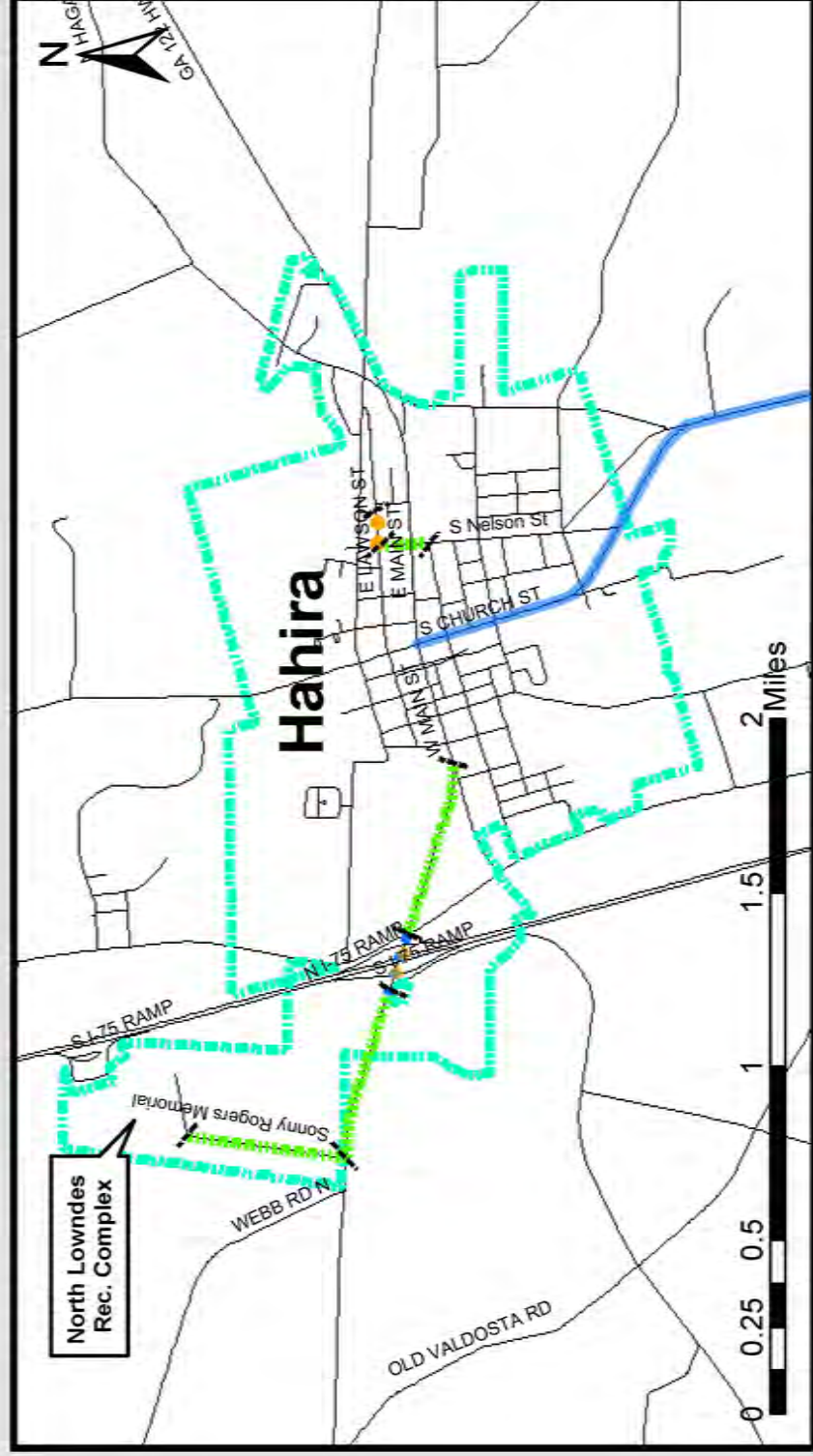
Disclaimer: There is no warranty as to the accuracy of the data presented in this map.

**Data Source:**  
**VALOR**  
 VALOR Geospatial Information Systems  
 10000 Old US 41 N, Suite 100, Valdosta, GA 31601

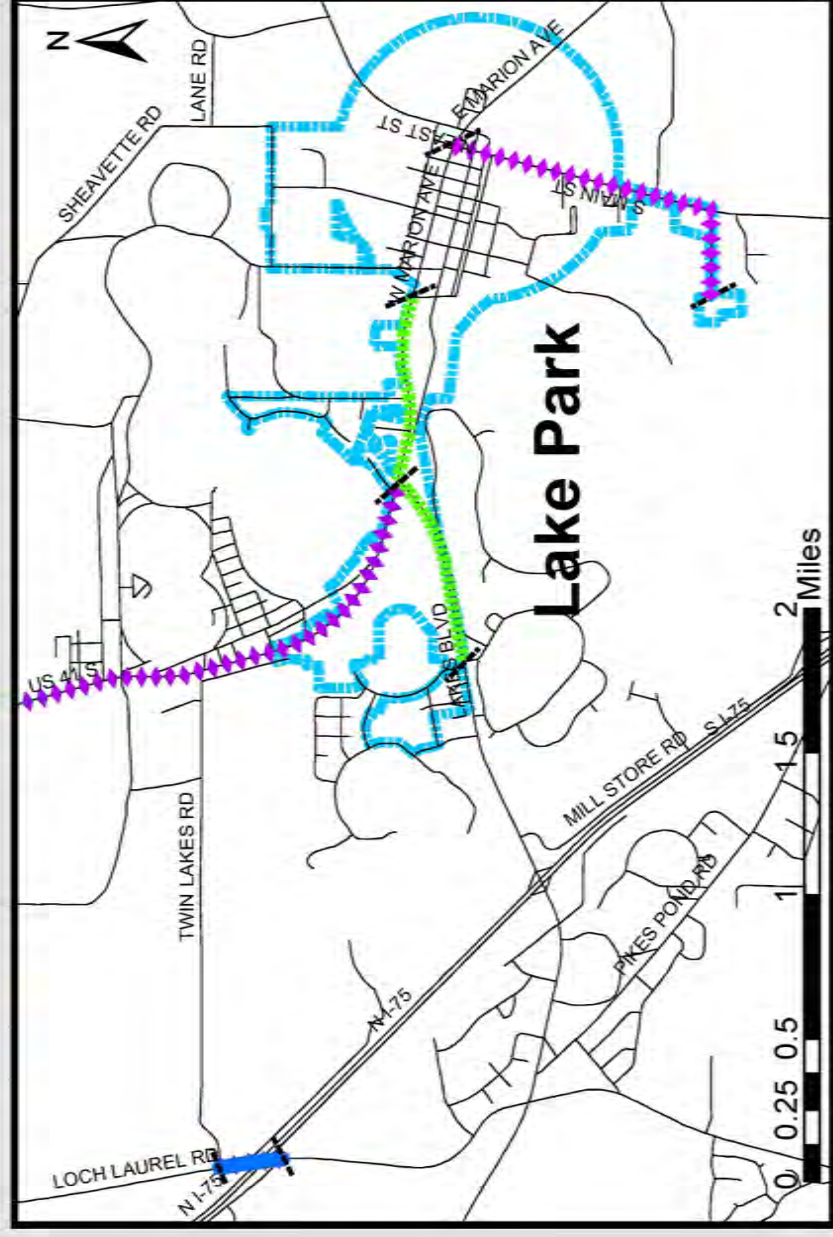








Regional Location Map



**Legend**

- Roads
- Project Limits

**Ranking Category**

- A - ST
- A - LT
- B - 2007-2011 (ST)
- C - 2012-2020 (LT)
- D - 2021-2030 (LT)

Hahira City Limits  
Lake Park City Limits  
Dasher City Limits

Disclaimer: There is no warranty as to the accuracy of the data presented in this map.

**Data Source:**  
VALOR  
Valdosta - Lowndes - Remerton  
Geographic Information System  
VALOR GIS 2024-03-28 10:00 AM





Design Standards

Design standards identified within this section support key walkability factors to improve bicycle and pedestrian safety and mobility. Standards include, but are not limited to, encouraging slower vehicle travel speeds, interconnectivity, aesthetics, and providing accessible facilities and amenities to help make bicycle and pedestrian travel more comfortable. Many of these standards already exist in GDOT's Pedestrian and Streetscape Guide, as indicated.

Although many of the typical sections included in Section C, Walkable Areas and Context Zones, are specific to roadways within Valdosta's Core Walkable area; the general concept, typical sections, and design standards can be applied to future walkable area roadways.

All bicycle and pedestrian amenities are required to meet the American with Disabilities Act (ADA). It requires that pedestrian facilities provide access for all users, including those with disabilities. Special design for the elderly or children need to be considered in appropriate areas such as increased signal timing at intersections, larger signage or lettering, and advanced warning devices for elderly motorists.

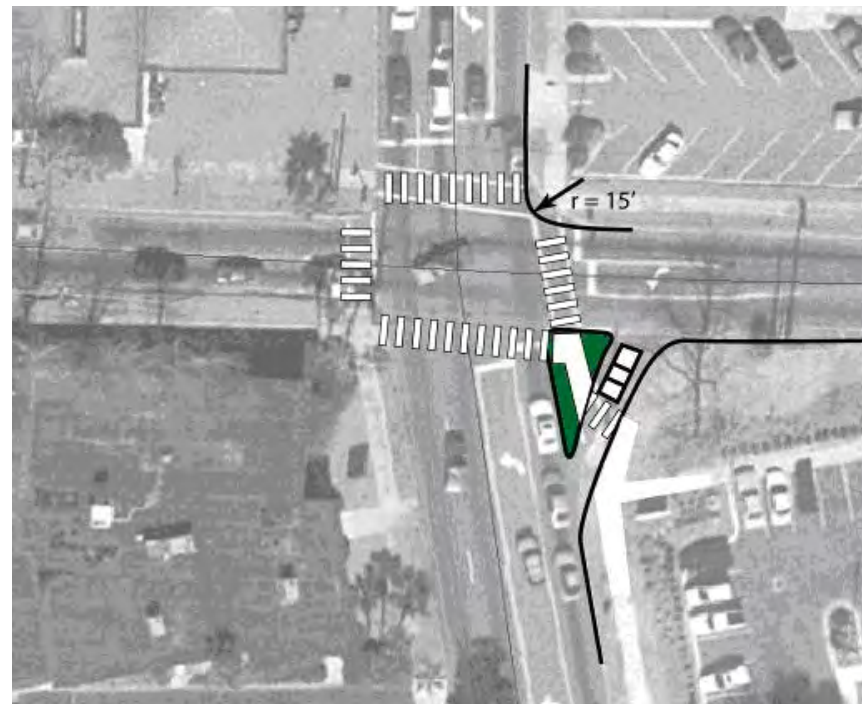
Aspects of good walkability include slower vehicle speeds, narrow lanes, reduced pedestrian crossing distances, short block lengths, and a variety of street-scape features including trees, lighting, signage, and on-street parking.



Good Handicap Ramp and ADA Design

Corner Intersection Geometry

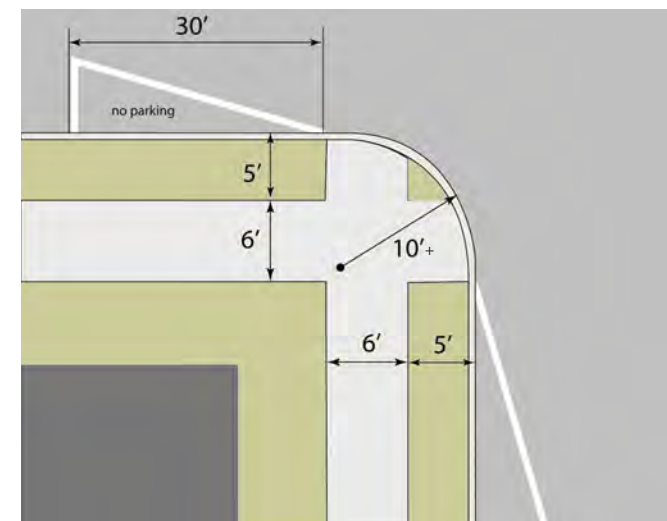
Using minimal turning radius for the Patterson/Park intersection is recommended to change the "pork chop" right turn channelization island on the northbound right turn lane to a slower, more pedestrian friendly design, as shown below. Reducing turning radii (as shown on the northeast quadrant) also allows for reduced pedestrian crossing distances. The current conventional design allows drivers to begin looking left at the entry to the intersection and ignore pedestrians waiting to cross; the current design also allows higher operating speeds due to the shallow approach angle and large curb radius.



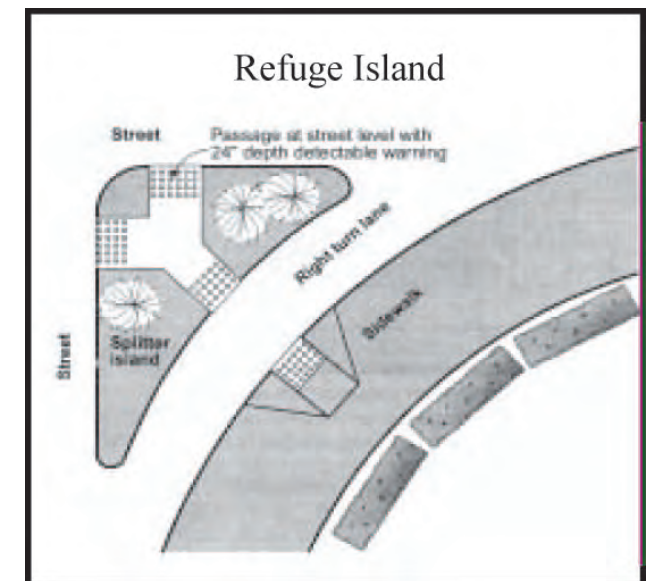
Patterson/Park Intersection Modifications



Bulb-outs to Reduce Pedestrian Crossing Distance



Corner Intersection Geometry



Source: GDOT's Pedestrian and Streetscape Guide  
Right Turn Slip Lanes



# Section 8 - Walkable Area Design Standards (Cont'd)



## Recommended Signage (Per Manual of Traffic Control Devices, MUTCD)



"Vehicles Must Stop for Pedestrians in Crosswalk"



W11-2



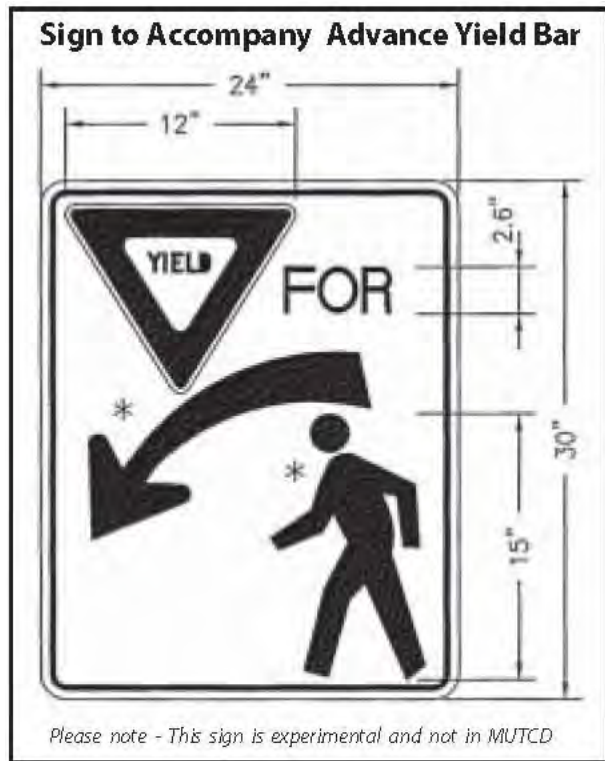
W16-7P



R1-6



Valdosta Middle School  
Patterson Street



W11-1

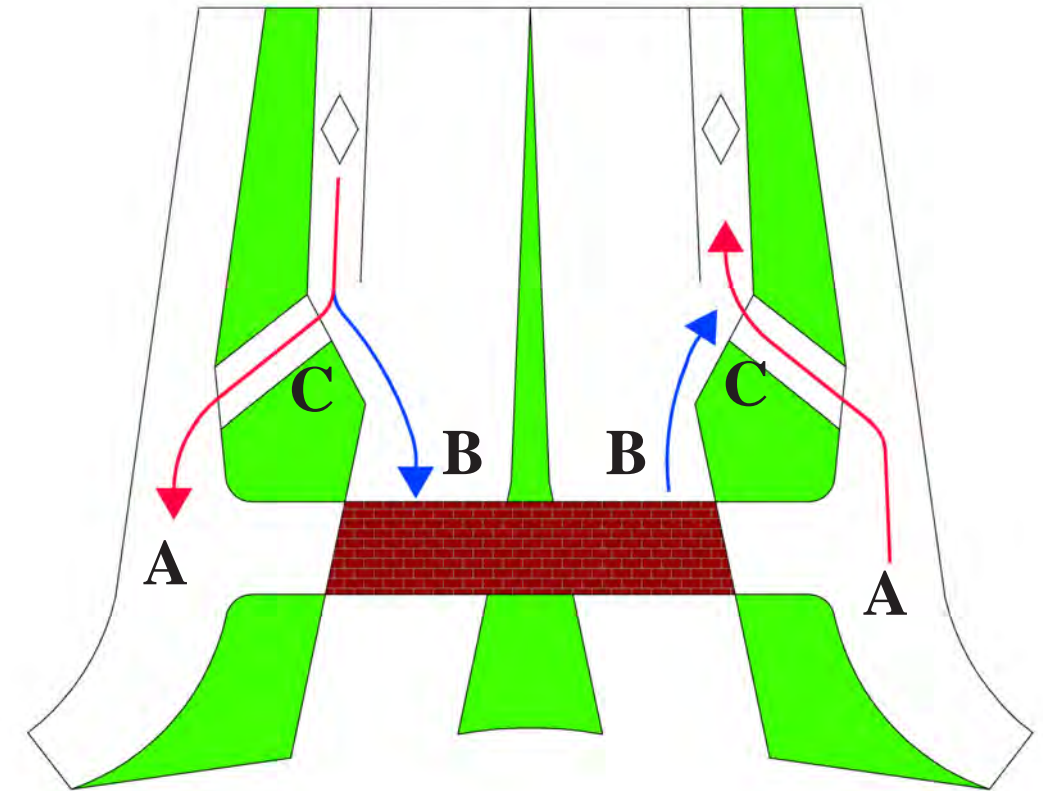


W16-1



'Sharrow' - Vehicles and Bicycles Share Lane

## Ramp Transitions (Less than 35 mph)

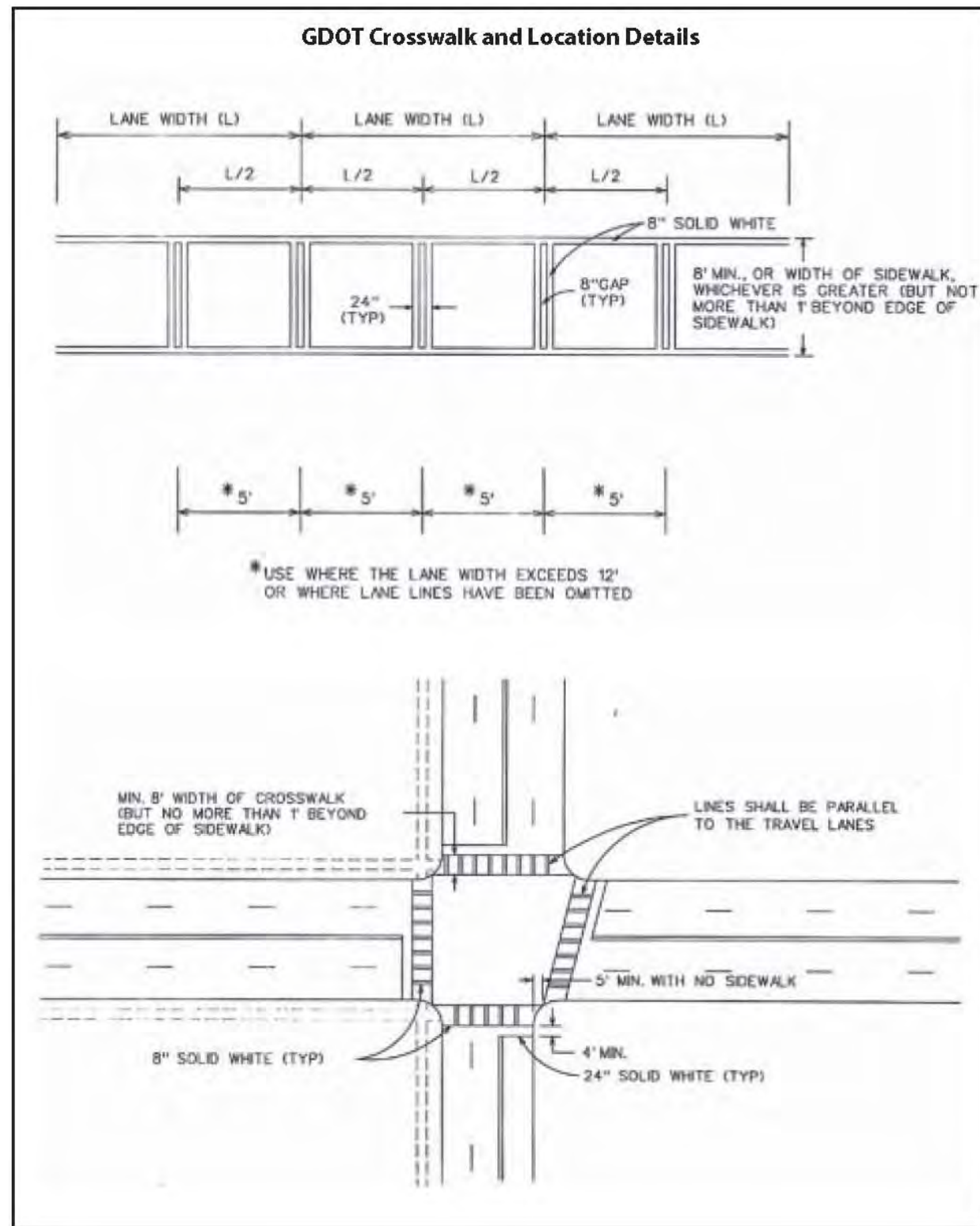


- A. Use the sidewalk
- B. Claim the lane
- C. Bicycle ramp

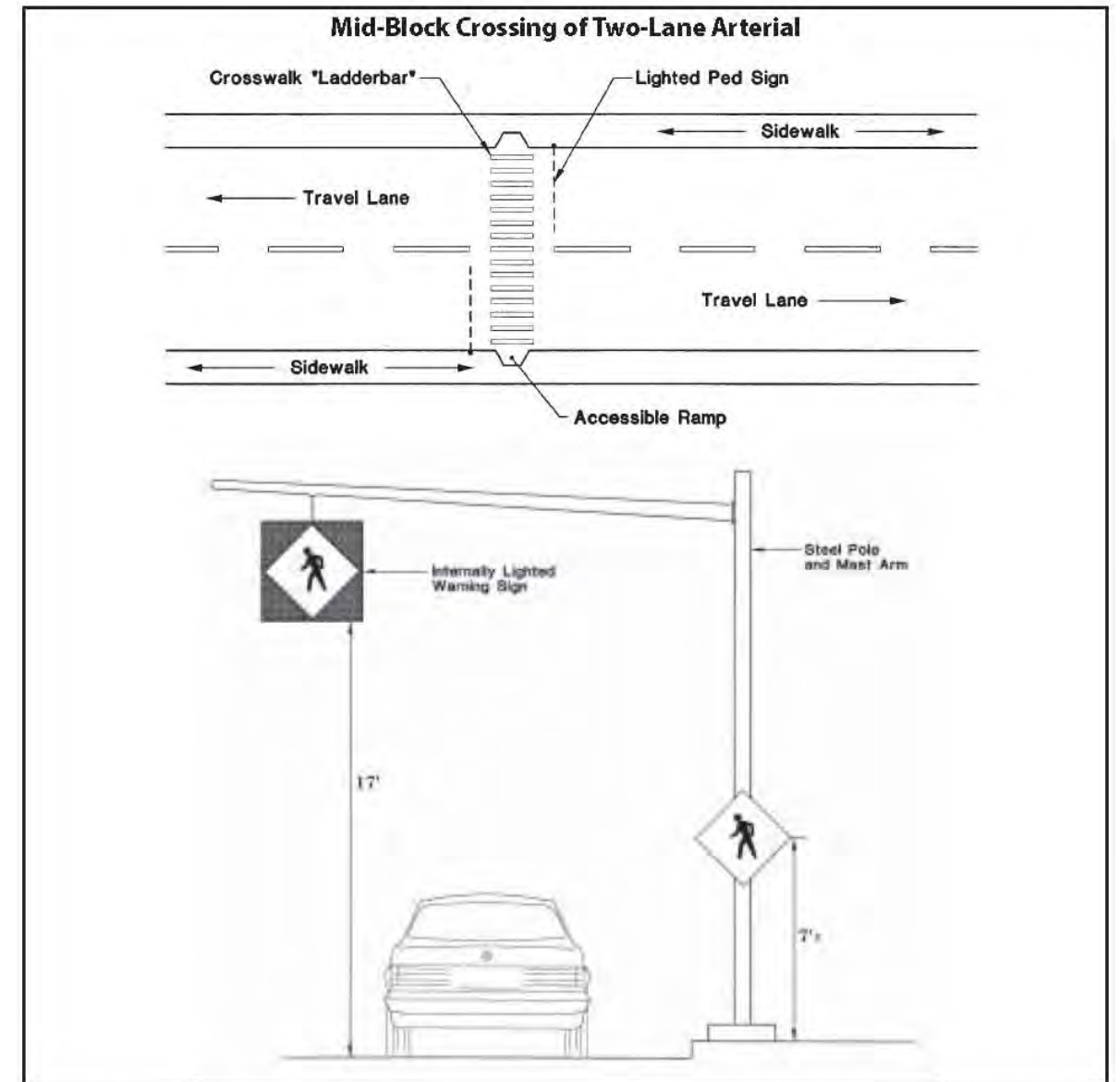


Bike Lane Transition at Ashley and Webster





Source: GDOT's Pedestrian and Streetscape Guide



Source: GDOT's Pedestrian and Streetscape Guide



High Intensity Pavement Markings



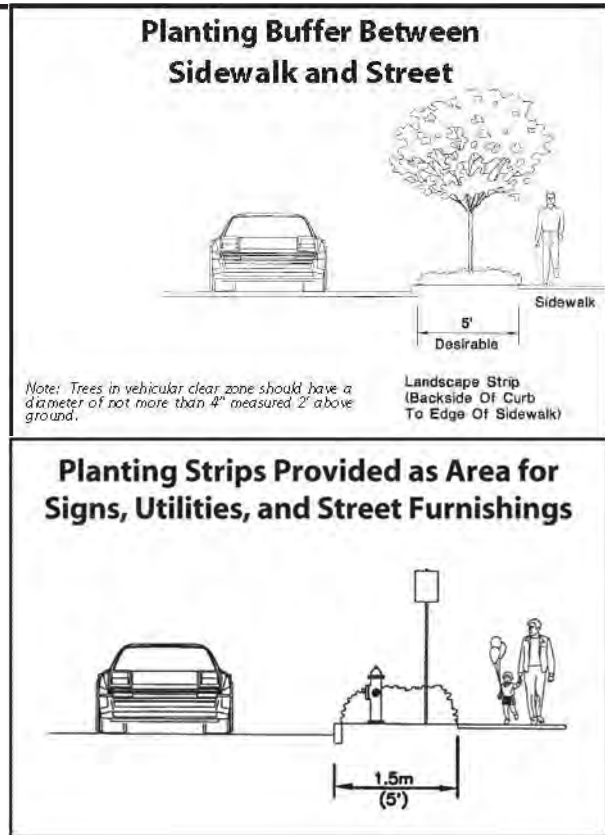


Recommended Dimensions for Sidewalks and Walkways						
Road Type	Principal Arterial	Minor Arterial	Collector Arterial	Neighb. Collector	Local Residential	Commercial Access
Right-of-Way	100 ft	84 ft	60 ft	60 ft	50-60 ft	60 ft
Width of Roadway	4 Lanes	4 Lanes	2 Lanes	2 Lanes	28 ft+	44 ft+
<b>Sidewalk Widths</b>						
No buffer						
Desirable	8 ft	8 ft	6 ft	6 ft	6 ft*	6 ft
Minimum	6 ft	6 ft	6 ft	6 ft	5 ft*	6 ft
With planting strip/buffer	6 ft	6 ft	6 ft	5 ft	5 ft*	5 ft
With street trees, no buffer	10 ft	10 ft	8 ft	8 ft	5 ft*	5 ft
Urban Center/Business District	10-15 ft+	10-15 ft+	Varies	5 ft	5 ft*	5 ft
<b>Planting Buffer Width When Used</b>						
Desirable	5 ft	5 ft	5 ft	5 ft	5 ft	5 ft
Minimum	4 ft	4 ft	4 ft	4 ft	4 ft	4 ft

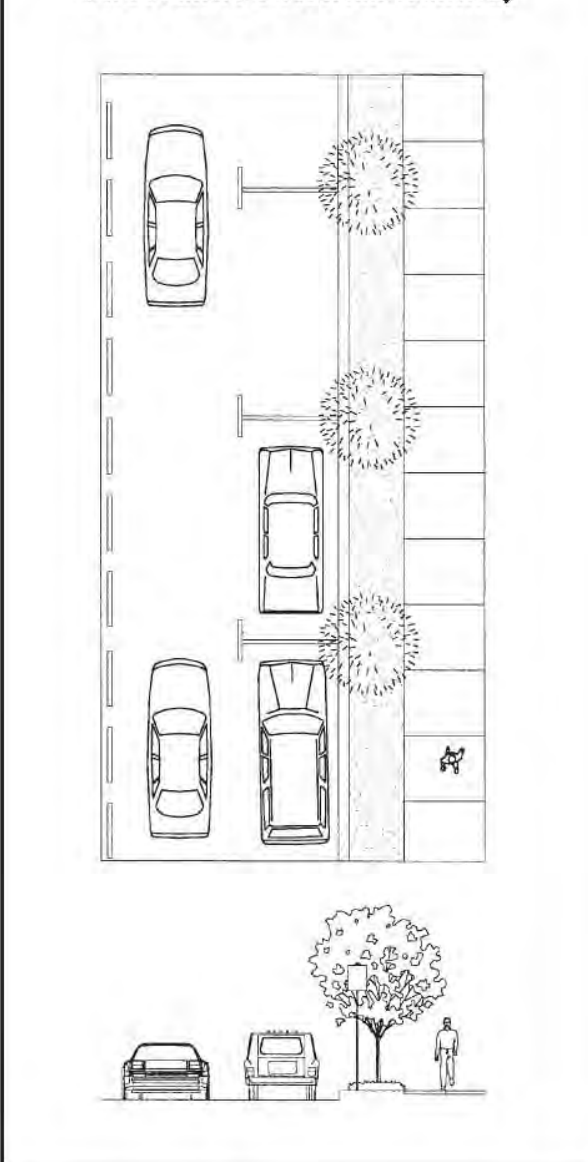
\* Provide 6.5 ft minimum if mailboxes or other obstructions are located within sidewalk, so that a minimum clear width of 5 ft is provided.

Refer to local agency for specific design standards and requirements.

Source: This table was compiled from information in several documents (see Resource Guide)



**On-Street Parking as a Buffer Between Street and Pedestrian Walkway**



Source: GDOT's Pedestrian and Streetscape Guide

Source: GDOT's Pedestrian and Streetscape Guide





Traffic Control, Signals, and Intelligent Transportation System (ITS)

Traffic Calming Techniques



Ornamental Mast Arm Signals



Speed Limit School Sign



Intersections / Reduced Pedestrian Crossings



Portable Dynamic Message Sign (DMS)



In-Pavement Flashers at Crosswalks



One-Lane Roundabout  
(Tallahassee, Florida)



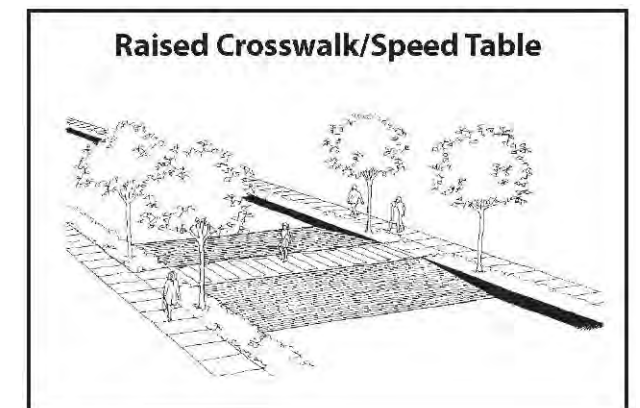
Electronic Speed Sign



Countdown Pedestrian Signals



Raised Intersection



Source: GDOT's Pedestrian and Streetscape Guide





## Trails and Bike Lanes



Azalea Trail at Drexel Park



'Clay' Colored Shoulder  
In-Road Bicycle Lanes



Wide Bike Lane Adjacent to Parking



Minimum 10' Wide Multi-Use Trail

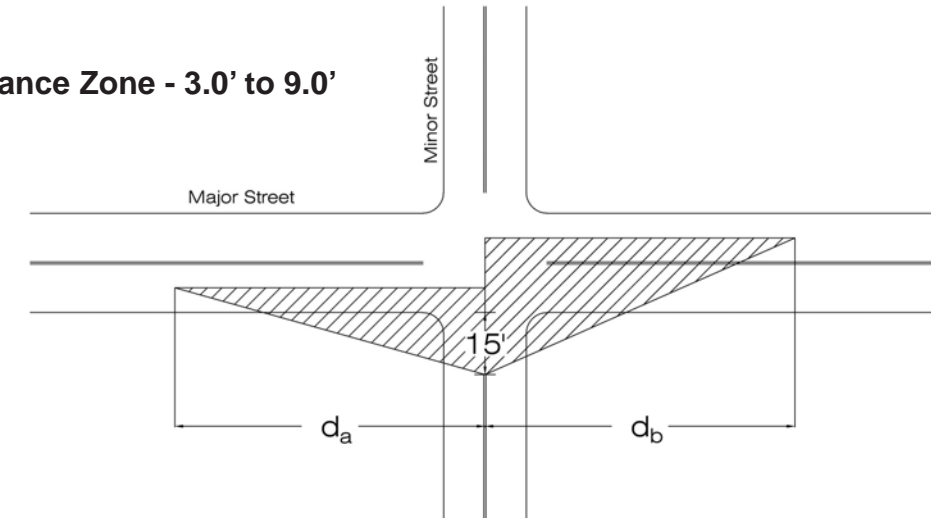


Alternative Bike Lane

## Clear Visibility Triangle

Sight distance must be satisfied from all side roads or driveway intersections. These vertical clear distances should also be referenced when trees are located adjacent to the roadway and in landscaped medians/islands.

### Vertical Clearance Zone - 3.0' to 9.0'



Design Speed (V <sub>major</sub> )	Sight Distance Required	
	d <sub>a</sub>	d <sub>b</sub>
25 mph	240	280
30 mph	290	335
35 mph	335	390
40 mph	385	445
45 mph	430	500

- Sight Distances are based on AASHTO 'A Policy On Geometric Design Of Highways and Streets, 2001', Chapter 9, Intersection Sight Triangles, Cases B.
- Observes eye height at 3'6" and observed object height at 3'6".

$$d = 1.47 \times V_{\text{major}} \times t_{\text{g}}^*$$

d = Intersection sight distance

V<sub>major</sub> = design speed of major roadway

\*t<sub>g</sub> = time gap for minor road vehicle to enter the major road

(passenger car = 7.5 seconds for left turn & 6.5 seconds for right turn)





**Recommended Land Development Code (LDC) Modifications**

Land use and transportation are interconnected in many ways. The relationship between the two is well documented and accepted. As such, any attempt to change the transportation system such as encouraging alternative modes of travel must also address the adjacent land use. Land development codes are one of the primary mechanisms a local government may use to improve design and accommodate desired land use changes. The following recommendations provide guidance as to how Land Development Regulations or Codes can be used to increase the likelihood of the desired outcome of this Bicycle-Pedestrian Master Plan. The following components that are recommended to be addressed include:

1. Small Block Sizes
2. Building Setbacks
3. On-Street Parking
4. Interconnections – Vehicular & Pedestrian/Bicycle
5. Sidewalk Requirements (Developments) - Adjacent to new development & retail connections from roadway to buildings
6. Sidewalks (New Roadways) - Require on both sides of any new, reconstruction or resurfacing roadways projects
7. Resurfacing Projects with Bike Lanes - consider if facilities are identified on a plan
8. Street Trees and Pedestrian Scale Lighting
9. Multi-Modal Consideration – Connect sidewalks to shelters when transit amenities are proposed
10. Rumble Strips – Retrofit all old rumble strips to new design and eliminate rumble strips in urban areas

**1. Small Block Sizes**

Block sizes are desired to be 400' or less in core urban areas and should not exceed 600' in residential areas desiring high walkability. Pedestrian/bicycle easements should be provided at a minimum in any mixed use or residential area exceeding this recommended block length.

**2. Building Setbacks**

In the Core Walkable area, densities should be provided that will allow for taller buildings as well as reduced building setbacks from the roadway. Buildings located within a driver's peripheral cone will help slow traffic. In addition, commercial opportunities and building space will be increased, while enhancing accessibility to development for pedestrians.

**3. On-Street Parking**

With development of increased commercial retail land uses, it may become necessary to install on-street parking. On-street parking is predominately preferred on minor roadways. However, as the existing downtown commercial land uses expand, on-street parking areas within Hahira or Valdosta, and major roadways such as Ashley and Patterson Streets, should be considered for expanding on-street parking opportunities. On-street parking areas provide a buffer between the moving traffic lane and pedestrians, help to slow travel speeds as desired within walkable areas with high pedestrian activity, and provide additional convenient parking for businesses.

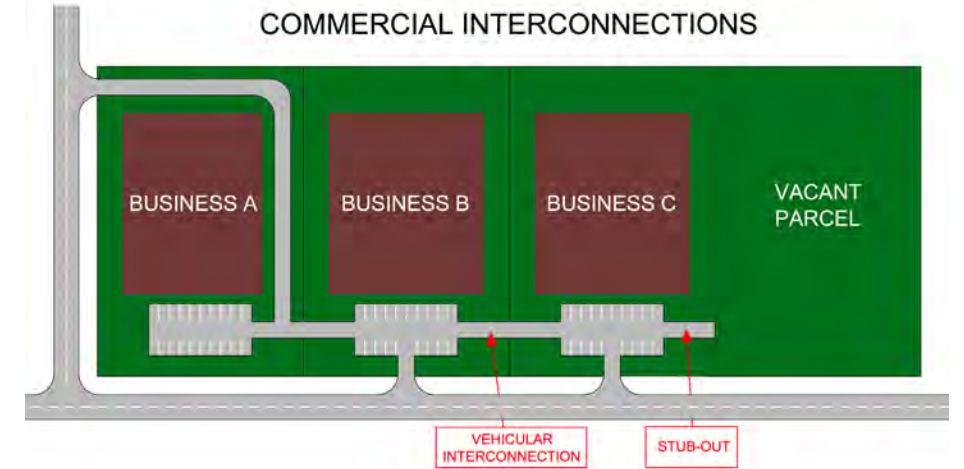
**4. Vehicular and Pedestrian/Bicycle Interconnections (Site Development)**

Vehicular interconnections should be required between all non-residential developments, between mixed land use projects, and between residential developments (low and high-density). Vehicular interconnections should be encouraged between all incompatible land use developments. All developments should require, at a minimum, an internal pedestrian connection between compatible or incompatible land uses. To eliminate a residential vehicular connection requirement, the connection must be determined detrimental to the health, safety and welfare of the neighborhood or when one or both of the developments are configured in a manner than cut-thru traffic from the adjacent development would substantially increase traffic through the adjacent development's roadways. The burden of proof is recommended to be placed on the developer to support such waivers for vehicular interconnections.

All connections shall physically connect to the adjacent parcel's parking area, driveway aisle, sidewalk/trail, or other paved area which is feasible for safe vehicle and pedestrian circulation. It is further recommended that a cross-access easement be dedicated along any vehicular or pedestrian/bicycle interconnection, and shall connect to the public road. It may be desirable in the future to provide joint access and minimize driveway connections to each parcel in the future, and this easement would make this possible.

A minimum width for the interconnection and easement is recommended to accommodate two-way traffic (vehicular) and a ten foot (10') minimum width for pedestrian connections. Pedestrian connections shall be constructed of concrete, smooth pavers or other suitable materials that do not pose a barrier to people with disabilities.

Connections to vacant parcels are also recommended to be constructed to the property line. Locations for future interconnections shall consider adjacent parcel grading, environmental and other physical constraints that may prohibit connection when the parcel develops. Final locations of all interconnections shall be approved by the review agency.



Eliminate Dead Ends and Create Vehicular and/or Pedestrian Interconnections



Pedestrian Interconnections - Alleys



## Section 9 - Recommended Land Development Code Modifications (Cont'd)



### 5. New Sidewalk Requirements as Part of Site Development

The Land Development Codes should be written as to require all new development and redevelopment projects to provide sidewalks and other bicycle pedestrian facilities adjacent to their site along the public roadway. In addition, for all multi-use, commercial and multi-family residential sites, a paved sidewalk should be provided to connect to the building entrance(s) to the public roadway.

### 6. Sidewalk Requirements for New, Reconstructed or Resurfacing Projects

In accordance with GDOT standards, sidewalks are automatically included in all urban curb/gutter sections planned for reconstruction (such as the following upcoming projects: Old 41, Jerry Jones, Bemiss, N. Forrest Street). Sidewalks should be considered to be added to all new, reconstructed or resurfacing projects. In addition, landscaping and the planning of shade trees are also recommended with these projects.



### 8. Street Trees and Pedestrian Lighting

Trees are a necessary and important aspect of encouraging pedestrians and bicyclist in a walkable area. Trees provide necessary shade on hot summer days as well as serving as a buffer between pedestrians and traffic. Wide sidewalks that extend from the curb to the buildings provide an ideal location to place trees wells, pedestrian lighting and other streetscape features.



Pedestrian Lighting - 12' to 16' Height



Ornamental Lighting and Landscaping



New Developments - Sidewalks on Both Sides

### 7. Bike Lane Requirements for New, Reconstructed or Resurfacing Projects

Consider including bike lanes on all roadway projects if bike facilities are identified on any adopted local or state bicycle-pedestrian plan.

### 9. Landscaped Medians/Turn Lanes

To improve aesthetics and increase pedestrian refuge areas, medians should be provided including a raised separator where turn lanes are required. Turn lane widths may be reduced to accommodate the raised separator and landscaped appropriately if wide enough (so maintenance does not create a hazard). Landscaping enhances aesthetics; however, low vegetation for intersection visibility must be considered to ensure vertical clear zones are met. General clear zones are identified



Turn Lanes with Landscaped Median



Safe Pedestrian Refuge

in the Walkable Area Design Standards, and more specific local government or GDOT requirements should be referenced.

### 10. Multi-Modal and Transit Shelter Requirements

As the City of Valdosta considers transit in the future, the placement of transit stops and shelters that connect to existing or planned sidewalks is essential. This plan included project priority criterion for future sidewalks and bike routes connecting to transit locations. At the time transit locations were only identified as potential transit routes as part of the Transit Feasibility Study. A transit implementation plan is in the process of being developed. All transit shelters should be placed under shade trees when possible.

### 11. GDOT Rumble Strip Retrofit

GDOT has implemented new design standards for rumble strips. Rumble strips are placed in all shoulders along GDOT owned and maintained roadways without curb and gutter. It is recommended that the new design (with 2' wide rumble strips) be used in all areas and all old rumble strips be retrofit to the design.

It is further recommended that rumble strips not be included on shoulders of GDOT roadways in the urban area. Removal of rumble strips on Inner Perimeter Road is an example of where removal should be considered in the near future.



GDOT Rumble Strips - Old



GDOT Rumble Strips - New





- **Land Use Patterns Combined with Walkable Design Standards**

Each municipality should continue to modify zoning categories and future land use designations. Currently many areas have land uses that do not fully encourage walkability. As land uses change within and surrounding the Core Walkability Area or Potential Walkable Areas (Section 3), pedestrian and bicycle friendly design standards should be implemented. A sample transformation of College Avenue in Fayetteville, Arkansas had similar characteristics to Ashley Street in Valdosta, Georgia until a new concept was developed by an urban planning group (Dover, Kohl & Partners) several years ago. This concept includes a road diet (reducing a 5 lane section to a 2 lane divided road with turn lanes and grass median); thus redistributing traffic to other parallel road facilities. Prior to reducing any roads' number of lanes, an operational analysis is recommended to determine if alternate routes (and capacity) is available.



A) 5 Lane Undivided Roadway with Typical Highway Commercial Designed Land Uses



B) 4 Lane Divided Roadway, Grass Median, Wide Sidewalks, Street Trees, and Land Use Transition



C) 2 Lane Divided Roadway with Parallel Parking, Reduced Building Setbacks, and Roundabout at Intersection

- **Work with VSU, School Boards, Chamber and Media**

Within the Objectives identified in Section 1 Introduction various recommendations involve these organizations. Recommendations include development of maps, brochures and related information to promote bicycling, walking and existing or planned transit. Public health awareness issues should also be raised during media campaigns.

- **GDOT and Local Government Budgeting Needs**

In addition to the traditional funding and planning of roadway infrastructure; bicycle, pedestrian and transit infrastructure and amenities should be increased to higher levels. Currently, local government SPLOST funds used for transportation improvements do not contain any specific stand alone bicycle, pedestrian, or transit enhancement projects. New sources of revenue should be considered as identified in Section 6 Financial Assessment.

- **Development Review and Traffic Impact Analyses**

During review of development projects, turn lanes at site access points and surrounding intersections should be assessed. Off-site traffic analyses should be identified in a pre-application meeting for the development to include turn lanes, signal upgrades, the addition of through lanes, and connections to pedestrian-bicycle and transit facilities when determined necessary by the review agency. Safety considerations in addition to operations should also be assessed. It is recommended that the maintaining agency adopt roadway and intersection Level of Service (LOS) standards to identify when a development's traffic impacts is detrimental to a roadway or intersection's operations. As a result, improvements should be required by a private developer to improve operating conditions to an acceptable LOS. In some instances, a Joint Participation Agreement may be identified with review agencies (local and State) to share responsibility and costs for the necessary improvement.

- **School Siting Criteria and Safe Routes to School**

The future location of schools should be planned to reduce dependency on private automobiles, efficiently utilize available bus resources without undue burden, be compatible with existing or future land uses to encourage bicycle/pedestrian travel, and be located in areas with existing or planned bicycle/pedestrian facilities. Many school districts utilize school siting criteria to ensure that transportation and other site development requirements can be adequately addressed before selecting a new school location. All new schools should be required to build sidewalks adjacent to their site, at a minimum, and connecting to nearby existing or future residential areas.

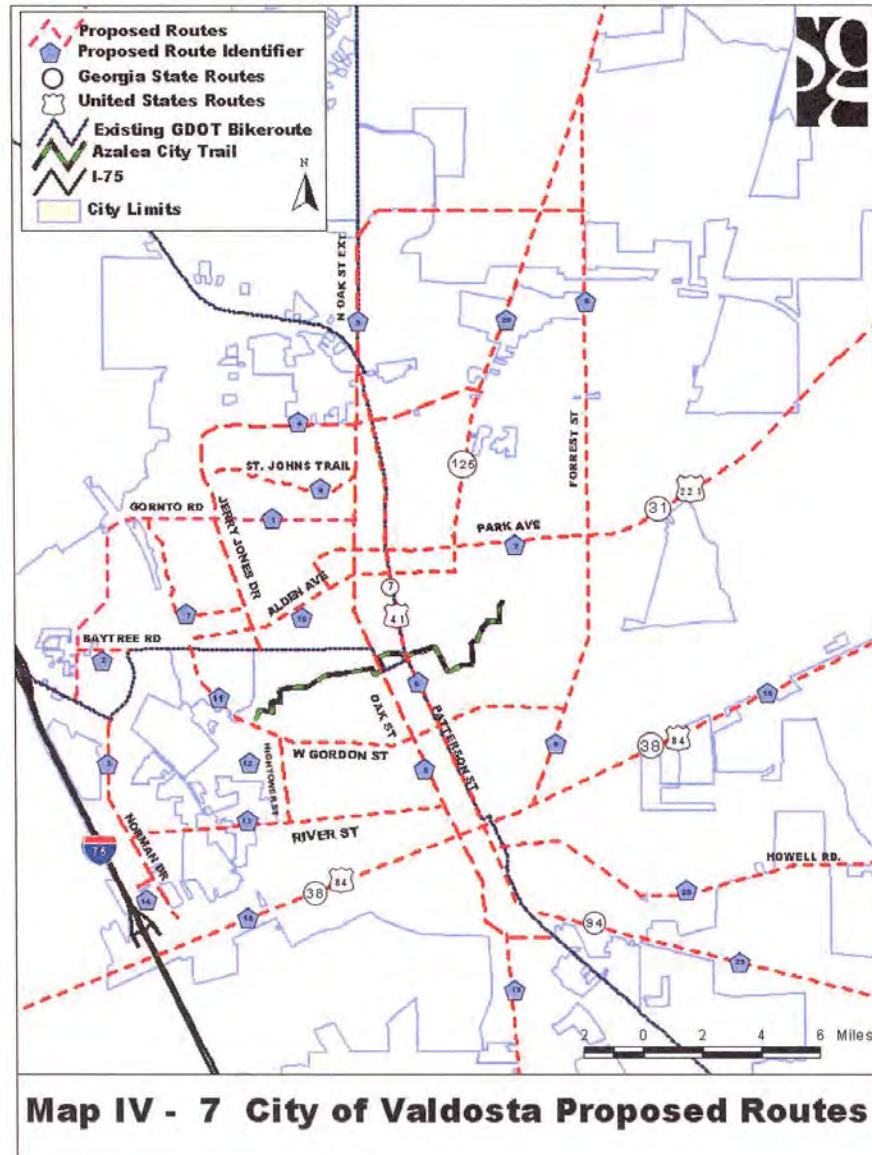


## Section 10 - Other Recommendations

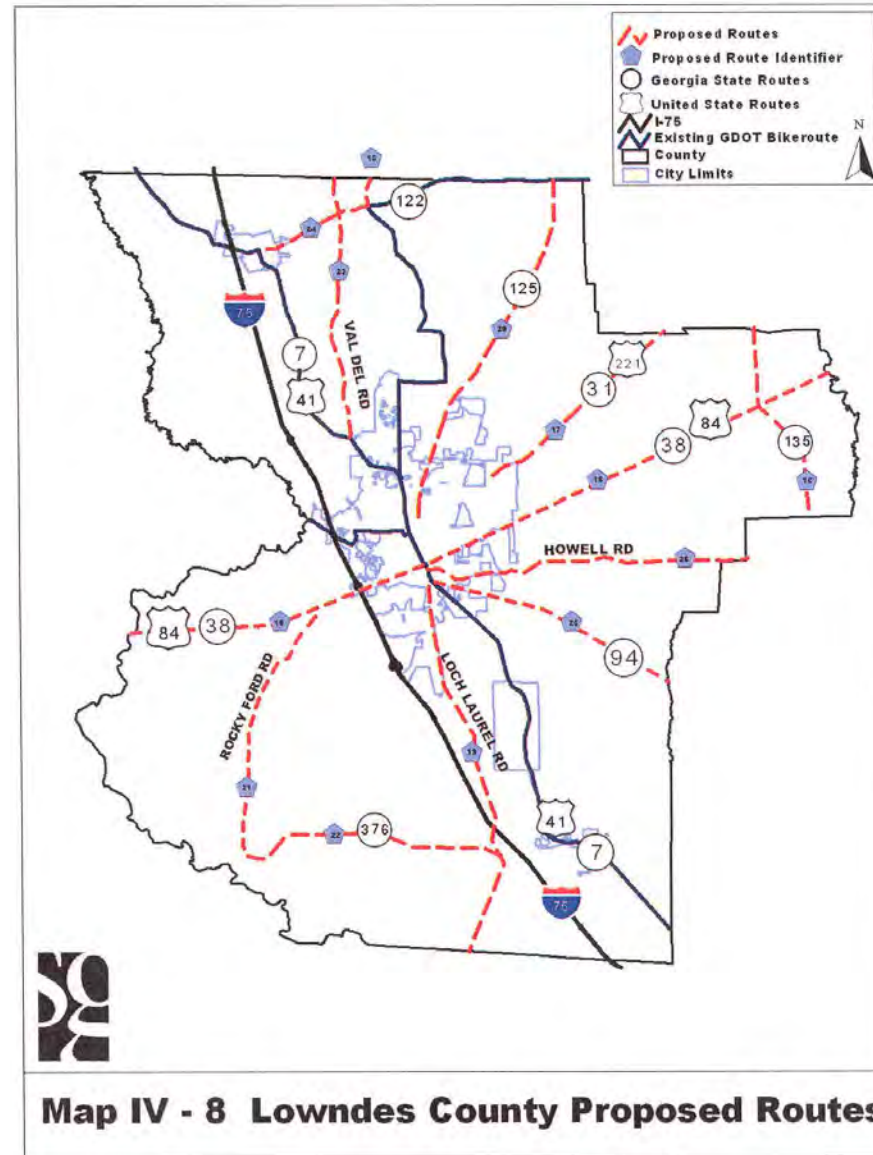


- **Maintain GDOT Bicycle Route**

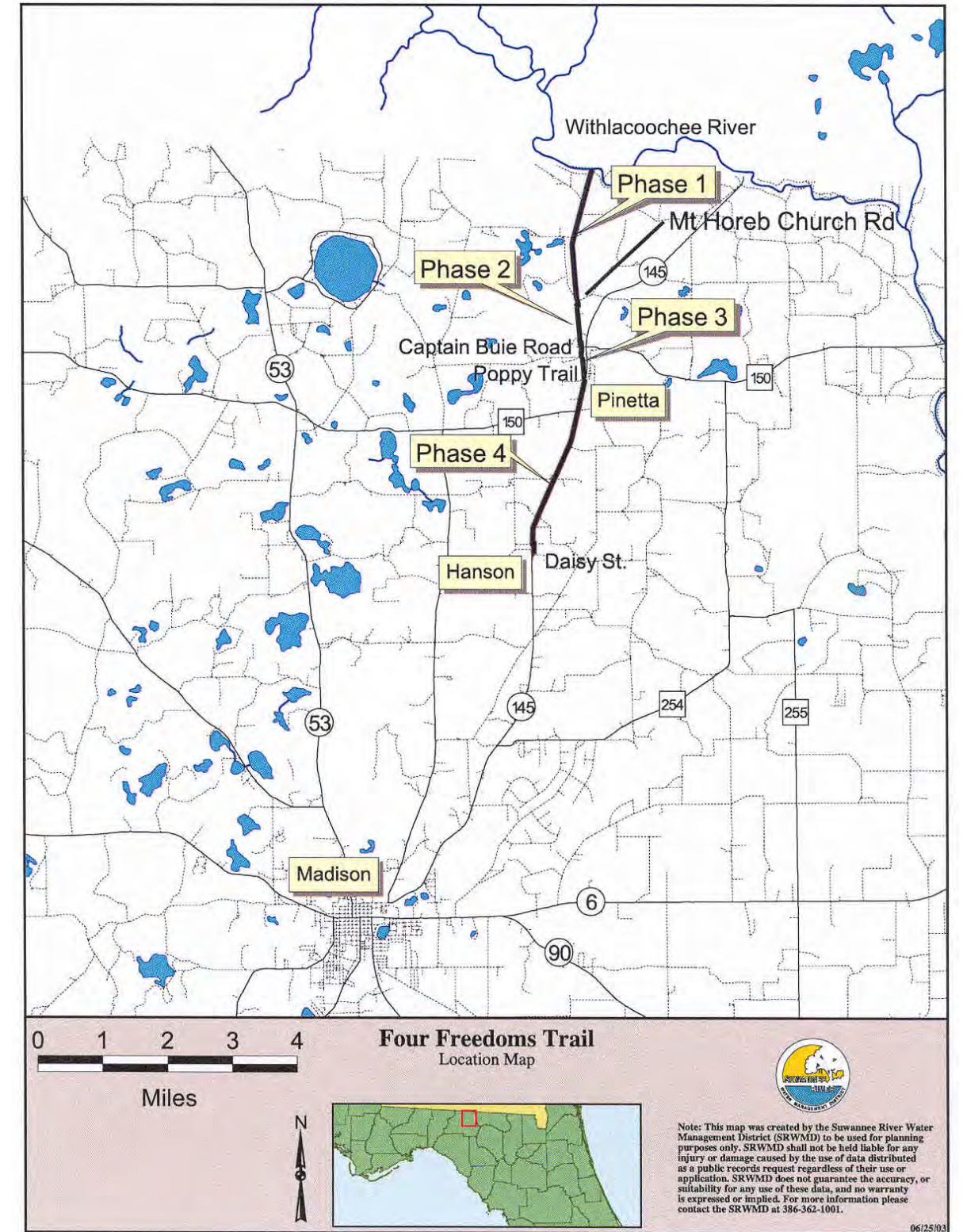
The GDOT Bicycle Route was used as a basis for this plan development. Updates should complement the Valdosta-Lowndes County Bicycle - Pedestrian Master Plan. It is further recommended to consider replacing Val Del Road with Old US 41N on this GDOT Plan. Also consider a recreational bicycle route in the future to connect to the Four Freedoms Trail in Madison County, Florida.



Source: SGRDC - Regional Bicycle and Pedestrian Plan



Source: SGRDC - Regional Bicycle and Pedestrian Plan



Source: Suwannee River Management District