



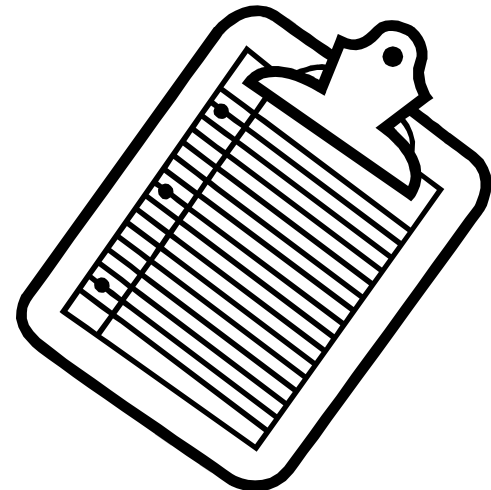
Public Open House August 23, 2010

Valdosta-Lowndes
Metropolitan Planning Organization



Outline

- ▶ What is the MPO?
- ▶ Federal Requirements and Local Priorities
- ▶ Future Growth and Economic Forecasting
- ▶ Travel Demand Model
- ▶ Project Selection
- ▶ Financial Plan
- ▶ Public Participation
- ▶ Contact Information



What is an MPO?

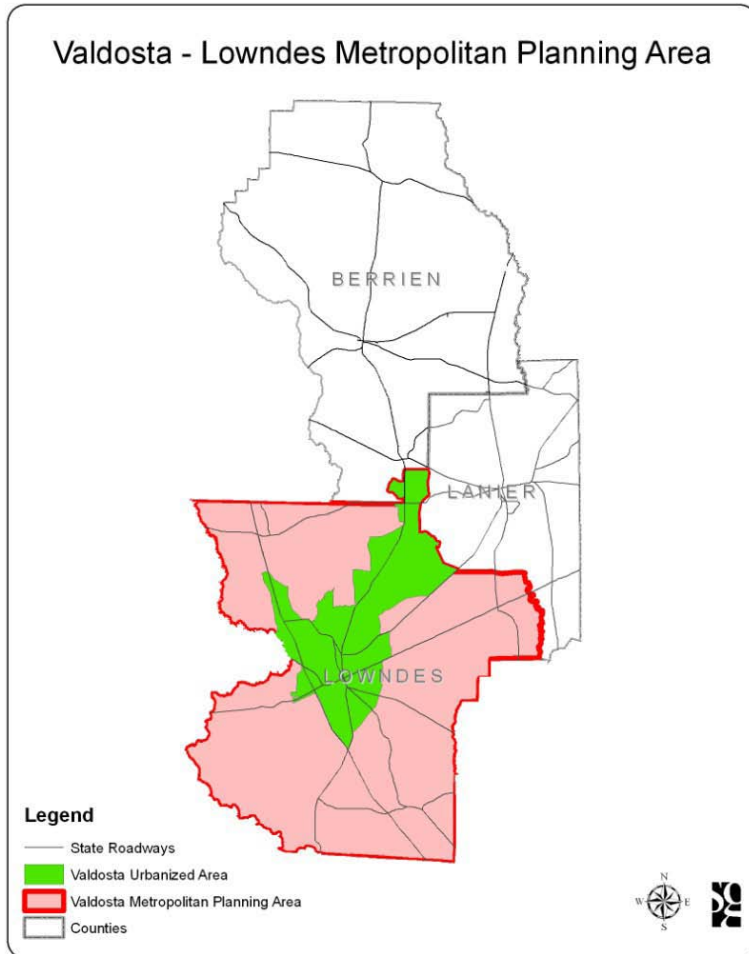
- ▶ **Federally required agency to:**
 - ▶ Establish a setting/forum for regional decisionmaking
 - ▶ Evaluate alternatives for transportation improvement options
 - ▶ Prepare/Maintain Transportation Plan
 - ▶ Develop Transportation Improvement Program
 - ▶ Involve the Public



MPO Roles and Responsibilities

- ▶ Carry out metropolitan transportation planning in cooperation with the state and with operators of publicly owned transit services
- ▶ Provide an overall coordination role in planning and programming funds for projects and operations.
- ▶ Involve local transportation providers in the planning process by including transit agencies, state and local highway departments, airport authorities, maritime operators, rail-freight operators, Amtrak, port operators, private providers of public transportation, and others

Valdosta-Lowndes MPA



▶ Metropolitan Planning Area

▶ Berrien, Lanier and Lowndes Counties

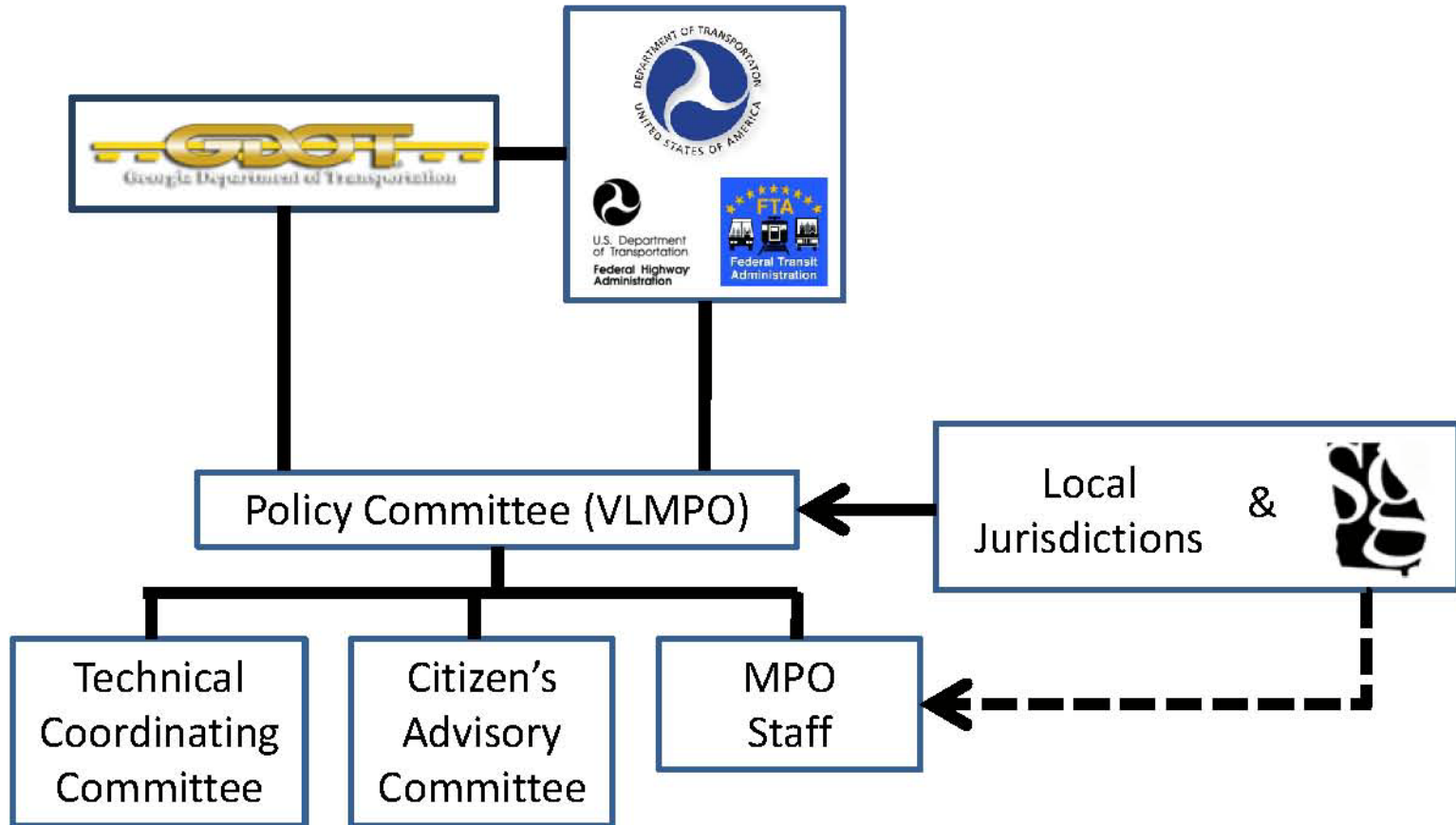
▶ 92,820

▶ Urbanized Population

▶ 57,647

Source: US Census 2000

VLMPO Organization



VLMPO Organization

▶ Policy Committee

- ▶ Local Elected/Appointed Officials
- ▶ Make Transportation Policy
 - ▶ Determine Transportation Needs
 - ▶ Develop Goals and Solutions
 - ▶ Prioritize Solutions



▶ Technical Coordinating Committee

- ▶ Provide Data Driven, Expert Advise to Policy Committee
- ▶ Implement Projects and Policies

▶ Citizen's Advisory Committee

- ▶ Community Transportation Stakeholders
- ▶ Provide Public Input and Viewpoints to Policy Committee

Metropolitan Long Range Plan

- ▶ **It is a Plan for the Region**
 - ▶ Includes Projects from Local Governments and State
 - ▶ The Policy Committee Must Agree to a Region-wide List of Projects and Policies that are Regionally Significant
- ▶ **Spans Political Jurisdictions and Elected Terms**
- ▶ **Federally Requirements:**
 - ▶ Address Planning Factors
 - ▶ Fiscally Balanced
 - ▶ System Level Plan
 - ▶ Consider all Modes

2035 TP Update Process

	2009											2010								
	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	
TAZ Preparation	■	■	■	■																
Future Land Use			■	■	■	■	■													
Socioeconomic Data				■	■	■	■	■	■	■	■									
Base Year Data						■	■	■												
Future Year Data								■	■	■										
Project List Development							■	■	■	■	■	■	■	■						
TDF Model											■	■	■	■	■		■			
Write LRTP Narrative					■			■	■				■	■	■	■	■	■	■	
Public Comment													■				■	■	■	
CAC								■					■						■	
TCC	■	■					■		■	■		■	■	■		■	■	■	■	
Policy Committee	■	■			■		■	■	■				■	■	■		■	■	■	

Federal Planning Factors

1. Support economic development
2. Increase safety of transportation system
3. Increase security of transportation system
4. Promote accessibility and mobility
5. Protect environment, coordinate transportation, land use and economic development
6. Integrate and connect multiple modes
7. Efficient management and operations
8. Preserve the existing transportation system

2035 TP Priorities

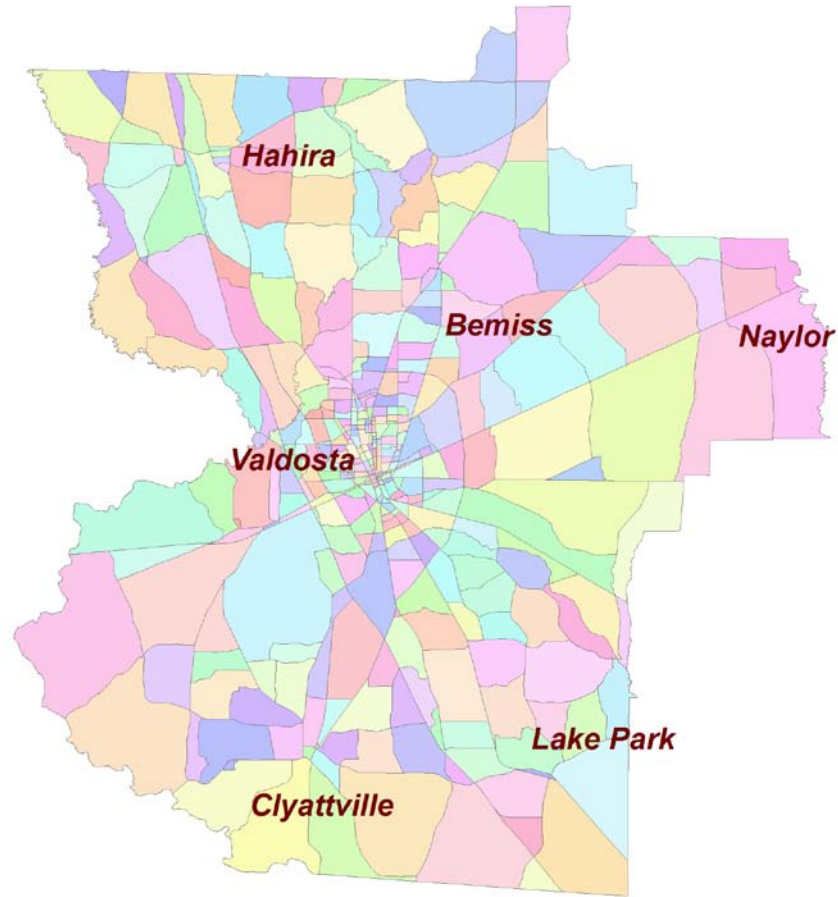
- ▶ Each Includes Implementation Strategies and Evaluation Measures
 1. Develop a **sustainable and safe** regional transportation system that includes **all modes** for the transport of people and goods that **promotes economic development**.
 2. Encourage the MPO, SGRC and their member communities to **cooperatively consider land use decisions** by encouraging **public participation** and involvement in the transportation planning process.
 3. Promote an **aesthetically pleasing**, sustainable, transportation system that respects the needs of, and **mitigates and/or enhances the impacts** on **disadvantaged populations** and the context of the nearby **built and natural environments**.

2035 TP Segmentation

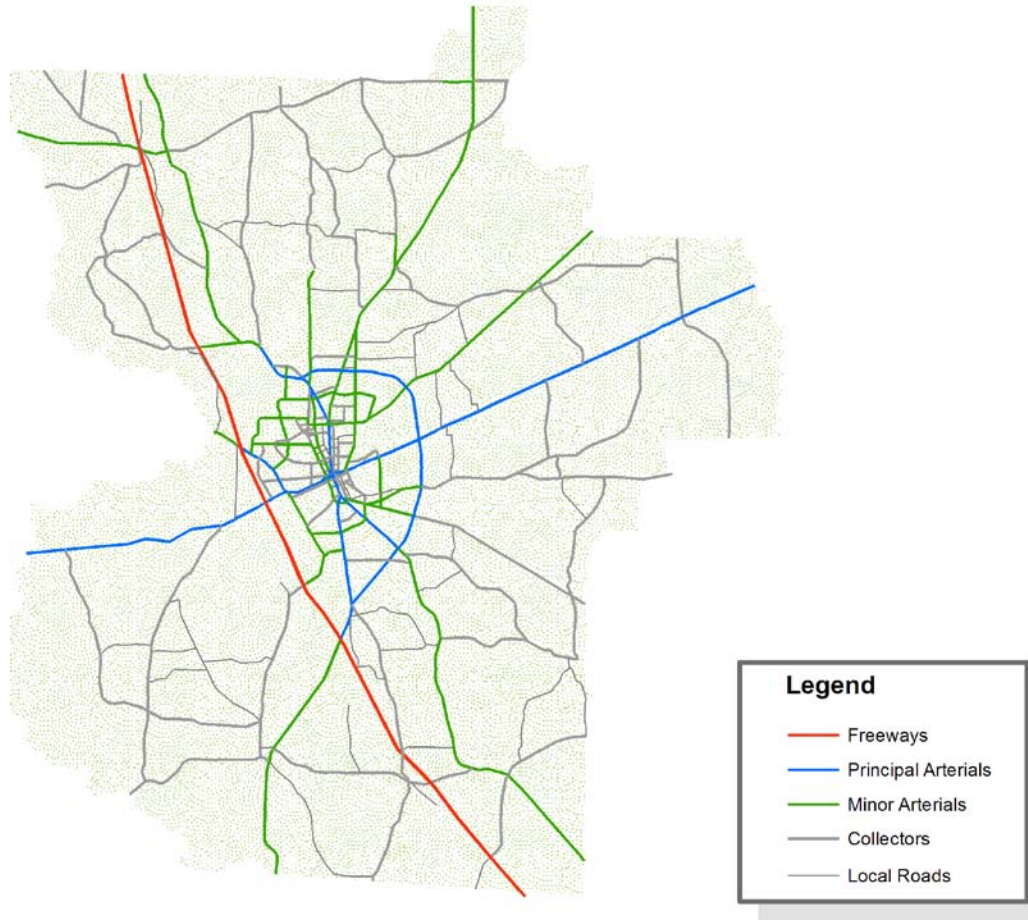
- ▶ Plan is divided into 5-year increments:
 - ▶ 2006 (Base Year)
 - ▶ 2010-2015
 - ▶ 2016-2020
 - ▶ 2021-2025
 - ▶ 2026-2030
 - ▶ 2031-2035
- ▶ Divided for socioeconomic growth calculations
- ▶ For projects these represent 'open to traffic' dates



VLMPPO TAZs



VLMPO Highway Network

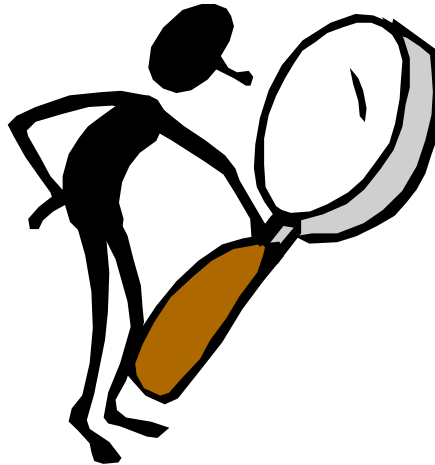


Socioeconomic Data

- ▶ Socioeconomic data drives the Travel Demand Model and Decisionmaking Process
- ▶ Future Growth Map
 - ▶ Developed Using Delphi Method
- ▶ VSU Center for Business and Economic Research
 - ▶ Produced Base Year and Future Socioeconomic Data
 - ▶ Critical Data Factors for Transportation Planning
 - ▶ Population
 - ▶ Households
 - ▶ Income
 - ▶ Employment
 - ▶ School Enrollment

2006 Base Year

- ▶ Data Developed by VSU Using known data sources and estimates
- ▶ Data Developed for Traffic Analysis Zones or TAZs
 - ▶ TAZs are the transportation equivalent of Census Tracts
 - ▶ Used by Travel Demand Model (TDM) to hold socioeconomic data and to assign traffic to the highway network



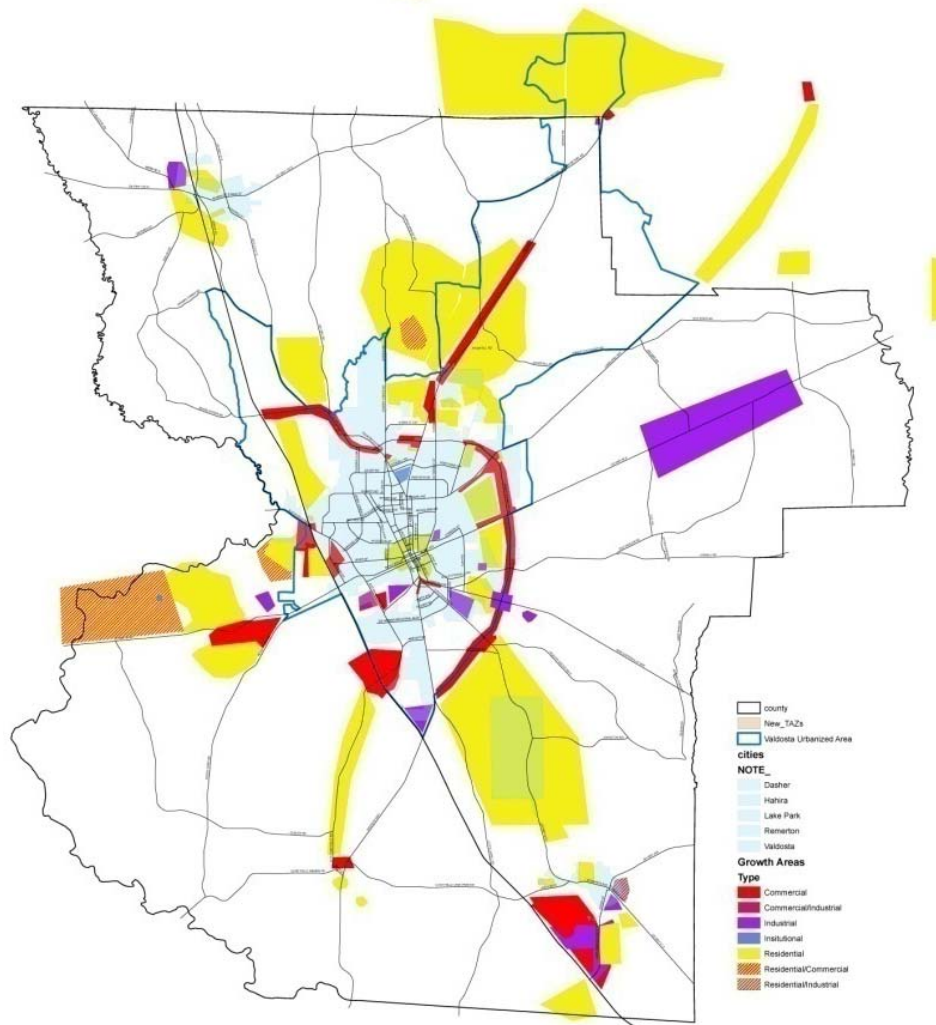
Socioeconomic Data Comparison

	2006	2035
Population	103,751	140,068
Households	38,935	53,297
Employment	55,668	72,051
Enrollment	32,932	66,655
Income	\$33,597	\$50,683

Delphi Method

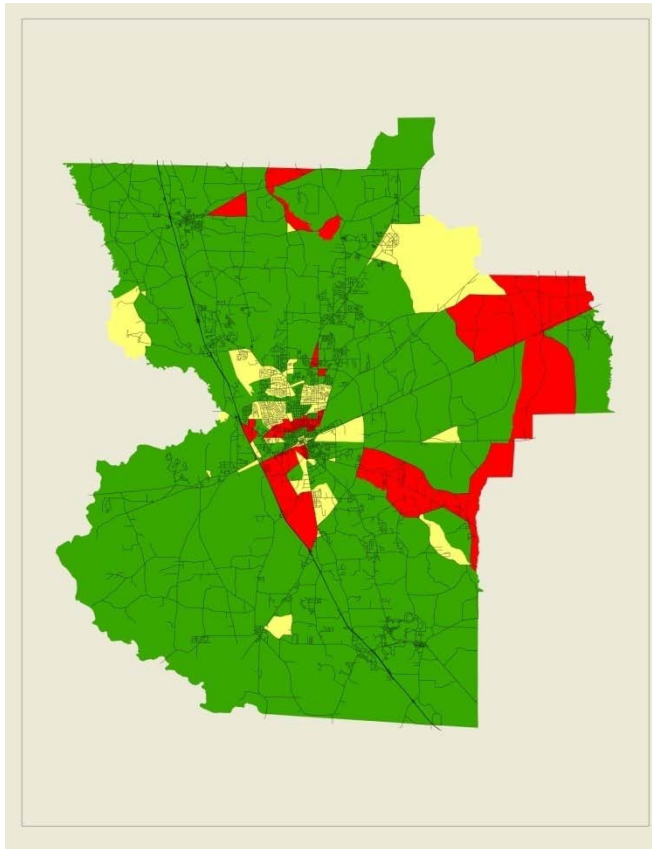
- ▶ **Using Focus Groups to Separately Come to a Consensus**
 - ▶ Met with Each Local Jurisdiction
 - ▶ Confirmed Type, Amount and Date of Future Growth
 - ▶ Generally All of the Future Growth Areas were the Same
- ▶ **Worked with Local Planners to Allocate Population and Employment to TAZs**
 - ▶ Used GIS Tools to Allocate Data from VSU
 - ▶ VSU Forecasts were Used as Control Totals

Future Growth Map

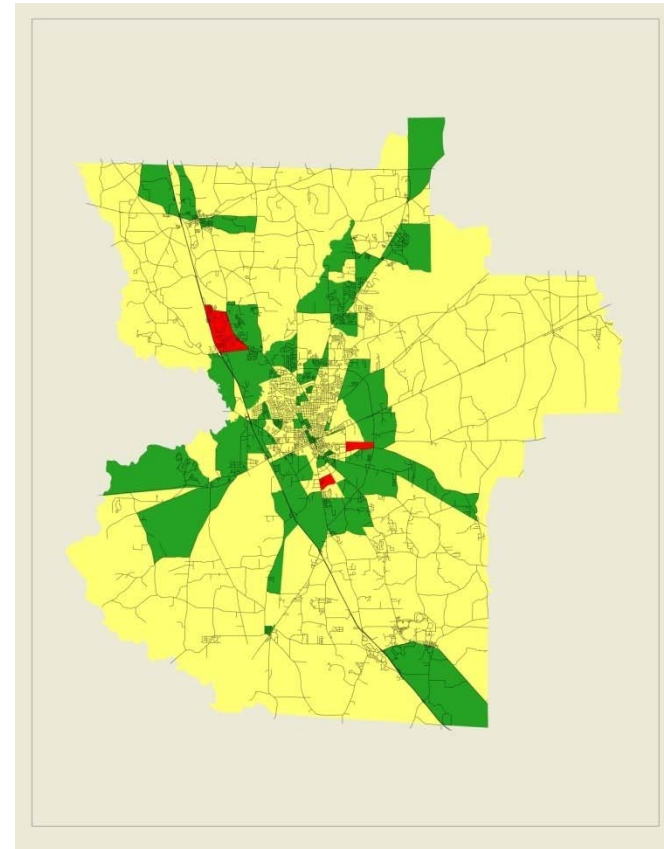


Population and Employment Gain/Loss

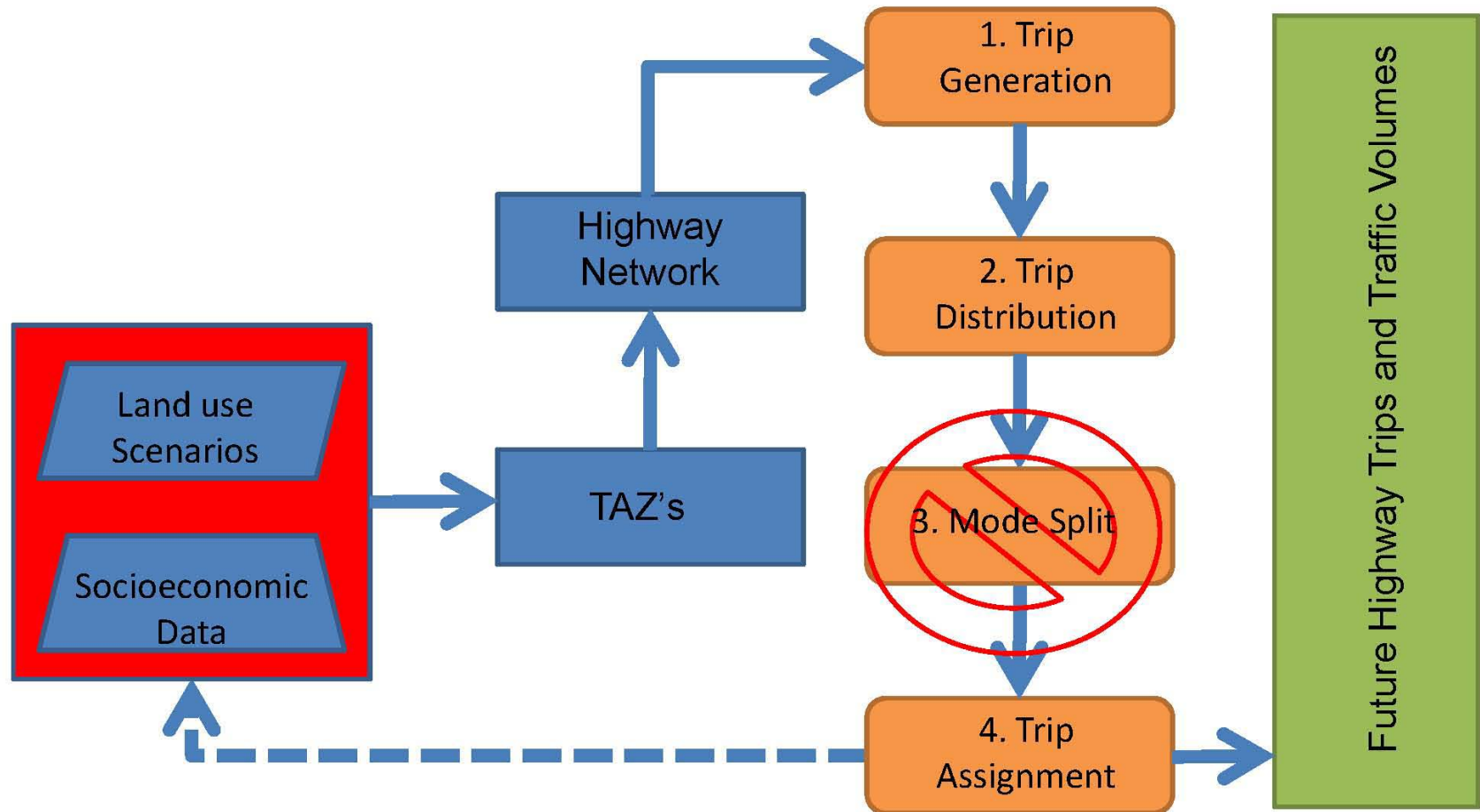
Population Change



Employment Change



4-Step Travel Demand Model

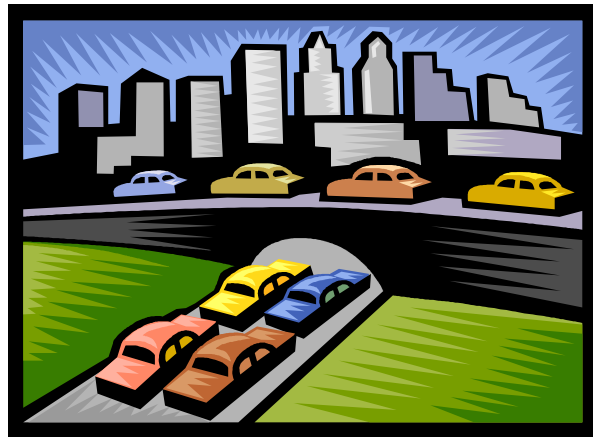


4-Step Travel Demand Model

- ▶ Land Use, Socioeconomic and Traffic Data is Allocated to the TAZs and Highway Network, respectively
- ▶ 4-Step Model (Gravity Model)
 1. Trip Generation
 - ▶ Number and Type of Trips Each TAZ Produces or Attracts is Calculated
 2. Trip Distribution
 - ▶ Trips are Distributed by TAZ from Origins to Destinations
 3. Mode Split
 - ▶ Assigns Trips to Cars, Public Transit, Biking, Walking, etc.
 - ▶ Not Used in VLMPO TDM, Alternative Modes not Large Enough
 4. Trip Assignment
 - ▶ Trips are Assigned to Highway Network, Using Shortest Path
 - ▶ Once Roadway Becomes Congested, Next Shortest Path is Used







Traffic Volumes and Levels of Service

- ▶ Only considering the Peak Hour of Traffic
- ▶ The Following Maps show Traffic Volumes by the thickness and darkness of the lines
 - ▶ The **Thicker** and **Darker** the Line, the More Traffic on the Road



Traffic Volumes and Levels of Service

LEVELS OF SERVICE for Multi-Lane Highways

Level of Service	Flow Conditions	Operating Speed (mph)	Technical Descriptions
A		60	Highest level of service. Traffic flows freely with little or no restrictions on maneuverability. No delays
B		60	Traffic flows freely, but drivers have slightly less freedom to maneuver. No delays
C		60	Density becomes noticeable with ability to maneuver limited by other vehicles. Minimal delays
D		57	Speed and ability to maneuver is severely restricted by increasing density of vehicles. Minimal delays
E		55	Unstable traffic flow. Speeds vary greatly and are unpredictable. Minimal delays
F		<55	Traffic flow is unstable, with brief periods of movement followed by forced stops. Significant delays

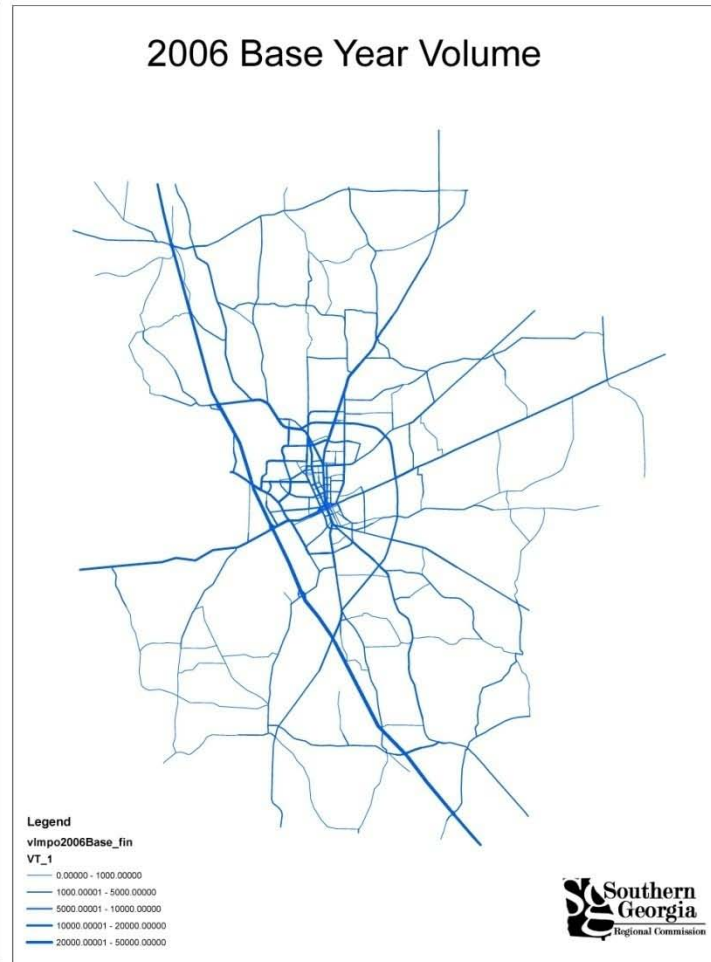
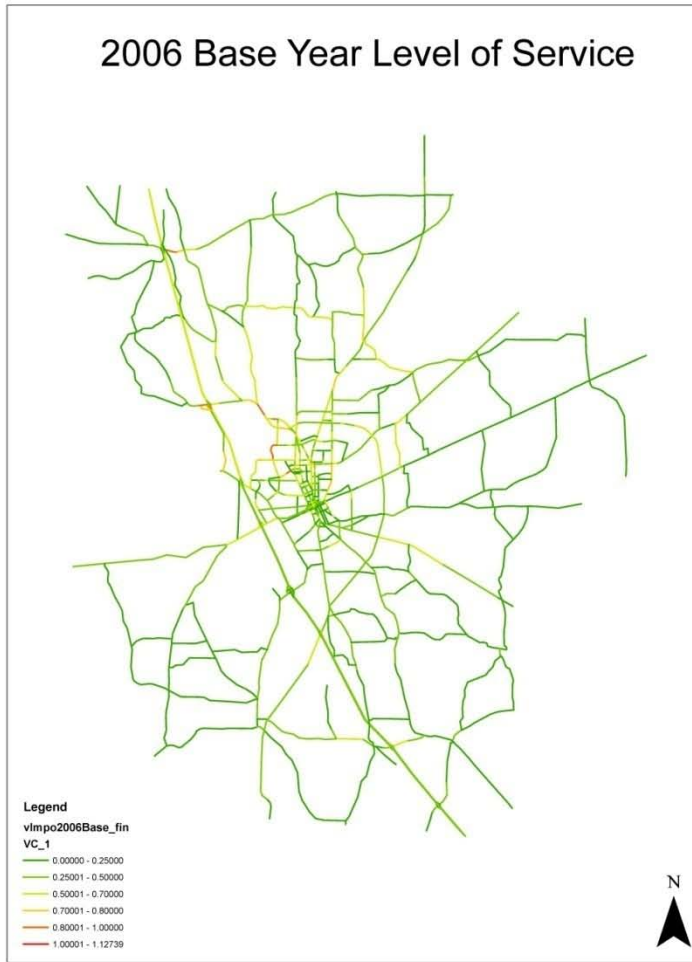
▶ Level of Service or LOS is like a Report Card for Roads

- ▶ LOS A – No Delay
- ▶ LOS B – Little Delay
- ▶ LOS C – Minimal Delay
- ▶ LOS D – More Delay
- ▶ LOS E – Significant Delay
- ▶ LOS F – Considerable Delay

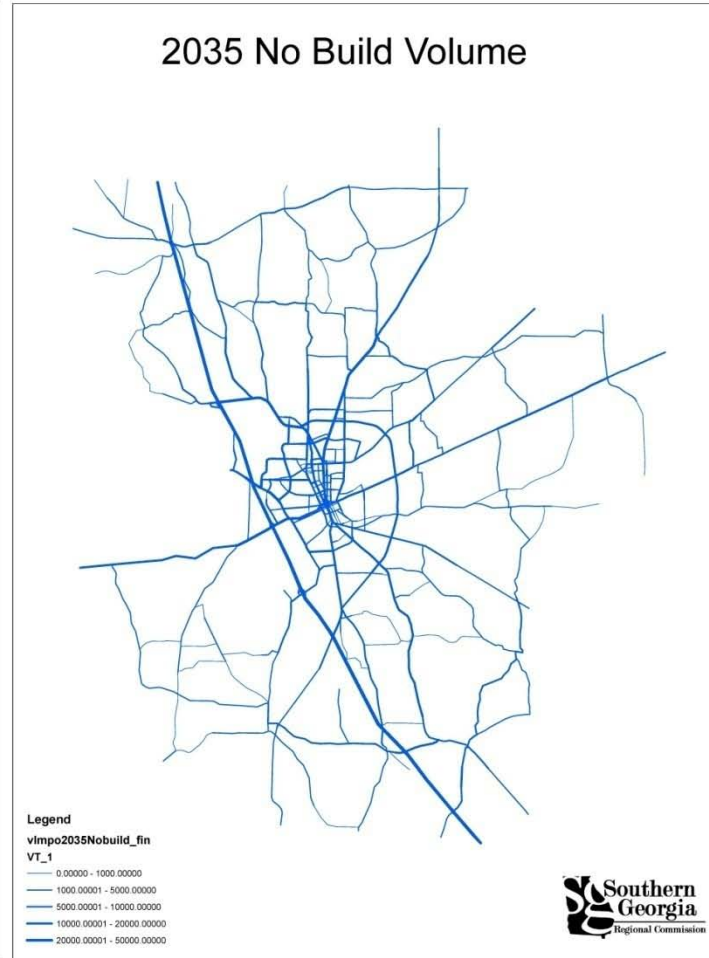
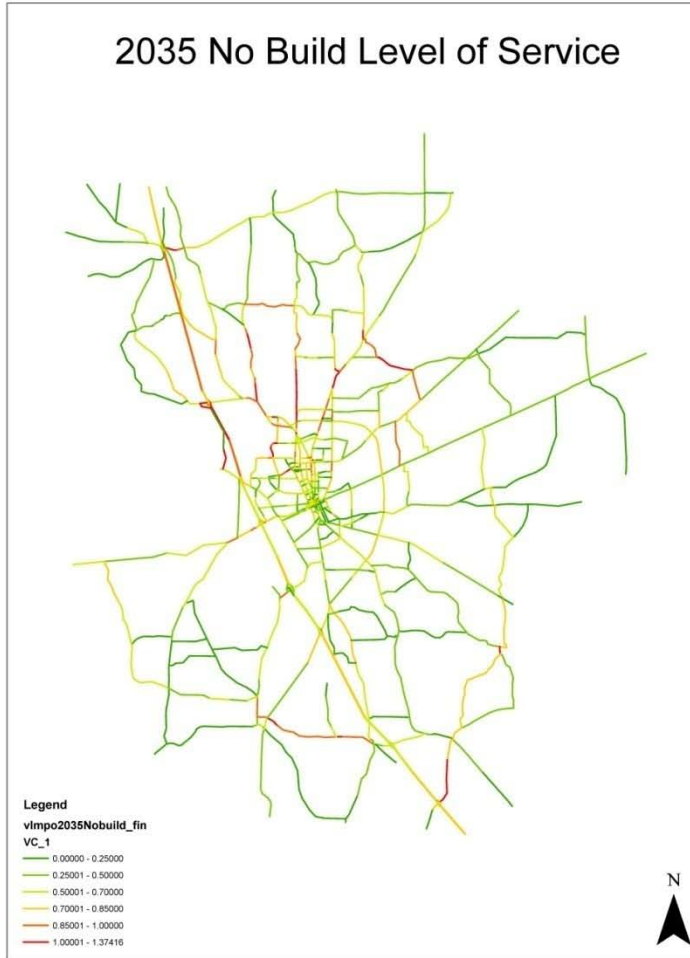
Source: CalTrans

Source: 2000 HCM, Exhibit 21-3, Speed-Flow Curves with LOS Criteria for Multi-Lane Highways

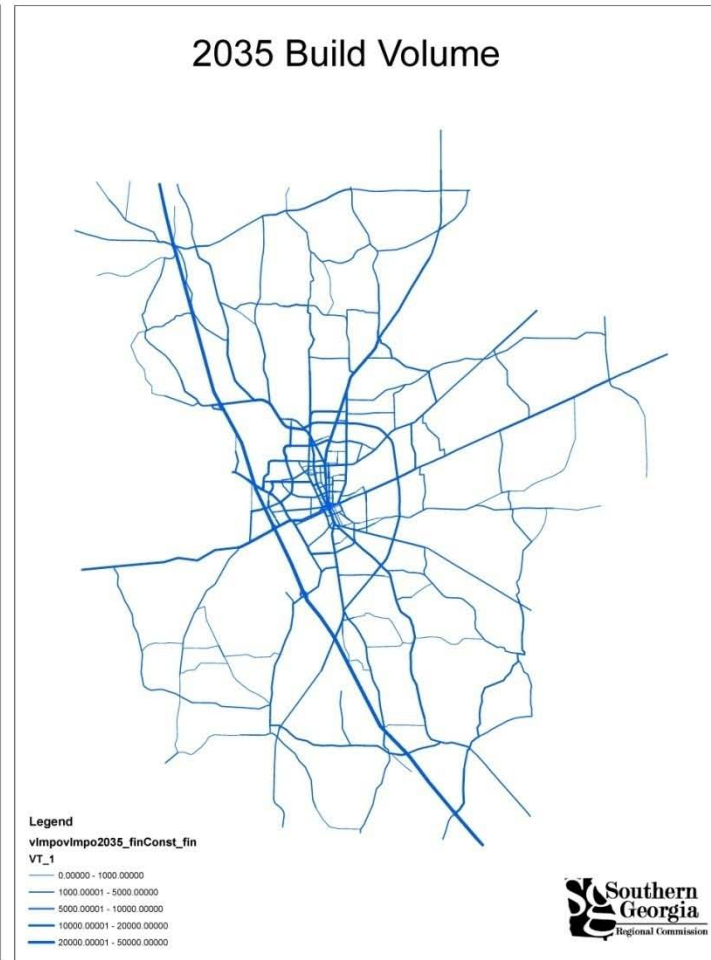
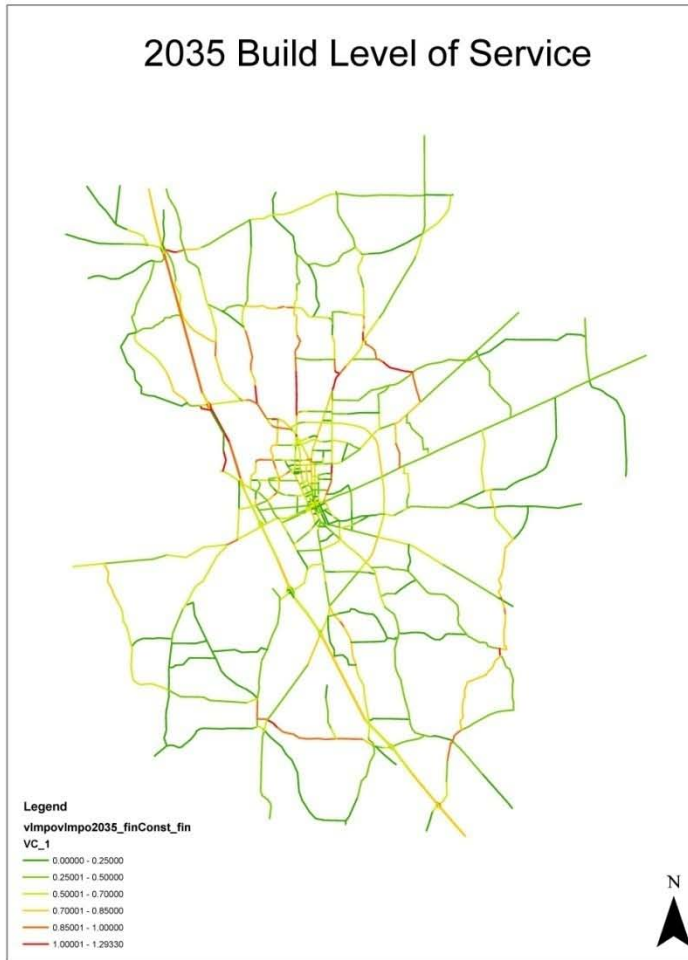
2006 Base Year LOS and Volume



2035 No-Build LOS and Volume



2035 Build LOS and Volume



Project Selection

- ▶ Utilize Data and Objective Measures as Much as Possible
- ▶ Policy Committee selects final project list
- ▶ Project List Includes Regionally Significant Projects
 - ▶ Intersection Improvements
 - ▶ Grade Separations
 - ▶ Road Widening
 - ▶ New Road Construction
 - ▶ Center Turn Lanes
 - ▶ Interchange Improvements



Project Selection Criteria

- ▶ Traffic Counts
- ▶ Level of Service
- ▶ Security
- ▶ Bridge Sufficiency Ratings
- ▶ Crash Rates
- ▶ Connectivity to Regional Economic Hubs
- ▶ Sustainable Development
- ▶ Consistency with local plans
- ▶ Support Transit Use
- ▶ Promote Bike/Ped Use
- ▶ Job Creation
- ▶ System Connectivity
- ▶ Cooperative Development
- ▶ Title VI/EJ Impacts
- ▶ Public Input
- ▶ Benefit –Cost
- ▶ Project Status

Financial Plan

FP for Highways

	Year of Expenditure \$
Federal/State	\$378,300,000.00
Lowndes County	\$184,003,021.34
City of Valdosta	\$96,786,943.74
Total Revenue	\$659,089,965.08
Maintenance Costs	\$236,244,582.58
New Capital Costs	\$414,155,385.29
Total Expenses	\$650,399,967.87
Balance	\$8,689,997.21

FP for Transit

	Year of Expenditure \$
Federal/State	\$6,205,569
Lowndes County	\$11,395,118
Berrien County	\$4,814,374
Total Revenues	\$22,415,063
Estimated Costs	\$22,415,063
Balance	\$0

Multi-Modal Transportation Plan

- ▶ Bike and Pedestrian Projects
- ▶ Rural and Urban Public Transit
- ▶ Freight and Intermodal Projects
- ▶ Environmental Mitigation
- ▶ Livability, Sustainability, Context Sensitive Solutions

2035 TP Issues and Conclusions

- ▶ **Lack of Funding**
 - ▶ Over \$370 million in Illustrative Projects
- ▶ **Continued Population Growth**
 - ▶ Results in More Congestion
- ▶ **Livability**
 - ▶ Maintain and Improve the Quality of Life of the Region

Public Participation

- ▶ How can you Participate in the Transportation Planning Process?
 - ▶ Look at the VLMPO Website
 - ▶ www.sgrc.us/transportation
 - ▶ Look at the 2035 TP Projects at the VALOR GIS website
 - ▶ www.valorgis.com
 - ▶ Sign-up to Receive the VLetter Newsletter
 - ▶ Call or Email us: 229-333-5277 or chull@sgrc.us
 - ▶ Public Comment Period
 - ▶ July 19, 2010 through September 1, 2010
 - ▶ Please Send in Your Comments!



Next Steps

- ▶ **Public Comment Period**
 - ▶ July 19 through September 1
- ▶ **Citizen's Advisory Committee – 2035 TP Review**
 - ▶ September 2nd 3:00pm
- ▶ **Technical Coordinating Committee – 2035 TP Review**
 - ▶ September 14th 10:30am
- ▶ **Policy Committee – 2035 TP Adoption**
 - ▶ September 14th 1:30pm

Questions or Comments?

- ▶ Please speak to an SGRC staff person to have your questions answered. Also remember to fill out a comment form so we can get back with you if we can't answer your question right away.
- ▶ Send Comment and Questions to:
 - ▶ Corey Hull, AICP
 - ▶ 327 W. Savannah Ave.
 - ▶ Valdosta, GA 31601
 - ▶ 229-333-5277
 - ▶ 229-333-5312 (f)
 - ▶ chull@sgrc.us
 - ▶ www.sgrc.us/transportation