TRUCK TRAFFIC IN DOWNTOWN VALDOSTA
Issues, Alternative Solutions and Talking Points

Valdosta-Lowndes Metropolitan Planning Organization
Truck Traffic in Downtown Valdosta – The Issue

- Current Truck % is 7% in Downtown
  - About 1 truck every 60 seconds (avg.)
- Growth in Retail, Hotel, Professional, Dining (quality of life) – 90% occupancy
- Future Freight Level of Service (2035-2045, FHWA, FAF)
  - Rail Lines, D or F
  - Downtown roadways, D-F
  - I-75, F
- Pedestrian Safety (perceived)
- Damage to historic buildings (vibrations/crashes)
- Ambient Noise on sidewalks/inside buildings

Logistics/Distribution growth in local industrial areas

- Anticipated Growth in Port-related Traffic
  - 6-10% - 40% increase by 2040
- Through Truck Traffic with no local destination
- About 75% of Trucks go through Valdosta
- About 25% of Trucks go south of Downtown Valdosta

<table>
<thead>
<tr>
<th>Destination Region</th>
<th>West Downtown Starting Point</th>
<th>East Downtown Starting Point</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Trucks</td>
<td>Percent of Total</td>
</tr>
<tr>
<td>Through Downtown Core – exiting to the east</td>
<td>105</td>
<td>91%</td>
</tr>
<tr>
<td>Through Downtown Core – exiting to the west</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Through Downtown Core – exiting to the south</td>
<td>4</td>
<td>3%</td>
</tr>
<tr>
<td>Through Downtown Core – exiting to the north</td>
<td>2</td>
<td>2%</td>
</tr>
<tr>
<td>Destination Within Downtown Core</td>
<td>4</td>
<td>3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>115</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Destination Region</th>
<th>I-75 Starting Point</th>
<th>Inner Perimeter Road Starting Point</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Trucks</td>
<td>Percent of Total</td>
</tr>
<tr>
<td>Through Downtown Core and Entire Valdosta Region</td>
<td>15</td>
<td>42%</td>
</tr>
<tr>
<td>Through Downtown Core – stopping south of downtown</td>
<td>7</td>
<td>19%</td>
</tr>
<tr>
<td>Through Downtown Core – stopping north of downtown</td>
<td>3</td>
<td>8%</td>
</tr>
<tr>
<td>Through Downtown Core – stopping east of downtown*</td>
<td>9</td>
<td>25%</td>
</tr>
<tr>
<td>Through Downtown Core – stopping west of downtown*</td>
<td>1</td>
<td>3%</td>
</tr>
<tr>
<td>Destination Within Downtown Core</td>
<td>1</td>
<td>3%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>36</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Alternatives and Talking Points

- Short-term vs. Long-term solutions
- Developing Local/state government, business support and buy-in
- Note: Western Perimeter Alternative not included, see study
Savannah Avenue Alternative

- Greater reduction of trucks
- Easier Fed/State Approval
- Little ROW needs
- Minimal Environmental Justice impacts
- Fast/Easy to Construct
- Central/Hill become livable streets
- Negative Impacts to viable commercial properties
- Noise/vibrations only 1 block away from downtown core
- Vehicle/Pedestrian Safety still a concern near downtown
- Likely more reliant on local governments to fund construction
- Does not offer viable, long-term solution
- Existing lengths
  - US 84 Downtown (Hill/Central) about 2 mi.
  - Savannah Ave. Alternative = .9 mi.
South of Savannah Avenue Alternative

- Increases vehicle and pedestrian safety (away from downtown)
- Likely to have a mix of funding partners
- US 84 removed from downtown
- Central/Hill become livable streets
- Does not easily address 25% of truck traffic (southbound)
- Creates “wall” to the Southside/EJ Impacts
- Fed/State Approval Harder
- Greater ROW needs (railroad concerns)
- Longer time to construct
- Central/Hill, become responsibility of local government
- Existing lengths
  - US 84 Downtown (Hill/Central) about 2 mi.
  - South of Savannah Alternative = 1.4 mi
South Bypass Alternative (2 Options)

- Increases vehicle and pedestrian safety (away from downtown)
- Likely to have a mix of funding partners
- US 84 removed from downtown
- Central/Hill become livable streets
- Does not easily address 25% of truck traffic (southbound)
- Creates “wall” to the Southside/EJ Impacts
- Fed/State Approval Harder
- Greater ROW needs (railroad concerns)
- Longer time to construct
- St. Augustine under/overpass would also become a priority
- Central/Hill, become responsibility of local governments
- Existing lengths
  - US 84, James to Perimeter = 6.8 mi./Central Ave. .9 mi.
  - South Bypass (James Rd) = 5 mi
  - South Bypass (St. Augustine) = 1.3 mi
Gil Harbin South Bypass Alternative

- Fewer signals (12 existing vs about 6 new)
- Higher speeds (45+ vs 25-45); More turns, but can be engineered to be at higher speeds
- Uses many existing roads/ROW, but would still require significant ROW needs
- Less impact to EJ communities (excl. Lloyd Jackson Road area)
- Avoids many larger wetland areas
- Serves the industrial area of town (25% of trucks go south); More viable industrial development areas
- Some existing streets/intersections/signals (ex: St. Augustine) would need to yield to allow for preferential priority of new road
- St. Augustine under/overpass would also become a priority
- Longer time to construct, but lends itself to phasing
- Would a new interchange at I-75 be needed in the future?
- Need a railroad grade separation at the intersection of US 84/Inner Perimeter Road (improves safety and congestion)
- Existing lengths
  - US 84, James to Perimeter = 6.8 mi./Central Ave. .9 mi.
  - Gil Harbin Alternative = 9.3 mi
- Central/Hill, become responsibility of local governments; make them more livable (bike lanes, narrow lanes, parking, landscaping, etc., opportunities for retail/office development)