



**Memphis Urban Area Metropolitan Planning Organization (MPO)
Active Transportation Advisory Committee (ATAC)**

Tuesday, April 11, 2017 4:30PM

Benjamin L. Hooks Central Library, Conference Room A
3030 Poplar Avenue
Memphis, Tennessee 38111

SUMMARY OF MINUTES

Ms. Zylavian “Zay” Watley called the meeting to order at 4:35 PM. In addition to Ms. Watley the following committee members were present at the meeting:

Sonja Owens	Shelby County Health Dept./Memphis Area Rideshare
Darren Sanders	Shelby County Engineering
Ryan Hall	Wolf River Conservancy
Scarlet Ponder	MATA
Brad Corey	Mid-South Trails Association/Jeff Roth Cycling Foundation
Colin McDonald	Innovate Memphis
Nicholas Oyler	City of Memphis
Sean MacInnes	Christian Brothers University

MPO Staff members present:

Kate Horton	Jordan Smith	Alvan-Bidal Sanchez
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1) **Welcome and Introduction**

Ms. Zylavian “Zay” Watley welcomed everyone to the meeting. The members of the committee and audience introduced themselves.

2) **Announcements and Briefings**

a. **FHWA Bicycle and Pedestrian Counter Pilot Program Update**

Ms. Watley gave an update on the Bike/Ped Counter Pilot Program. 3 locations were selected for a seven day test: Main/Adams, Dunlap/Jefferson, and Humphreys/Shady Grove. Data collected included daily counts and hourly averages. Ms. Kate Horton discussed how the collected data was compared against the manual counts performed during the 2014 Bicycle & Pedestrian Plan. While the counts for Main/Adams and Humphreys/Shady Grove were close to previous data, the Dunlap/Jefferson intersection showed a significant difference in Bicycle counts. The next steps include a report to FHWA.

b. **Transportation Alternatives Update (Mississippi)**

Ms. Kate Horton updated the committee on the sole TA application from Mississippi. The project is focused on pedestrian improvements around Nesbit Square in Hernando. MDOT reviewed and provided comments to the City of Hernando, and they are revising it. The MPO is looking at approval of the Nesbit Square project in May. The next application cycle is scheduled to be around the Fall.

Mr. Sean MacInnes asked a question concerning the lack of applications from Mississippi. Ms. Horton responded that it probably has to do with the amount of money allocated to Mississippi, which prevents small municipalities from completing the additional hurdles that come with using federal money.

c. **Bus Stop Guidelines Update**

Mr. Alvan-Bidal Sanchez and Mr. Jordan Smith presented on the status of the Bus Stop Design & Accessibility Guidelines. Mr. Sanchez mentioned that the consultants have sent a complete document to both Memphis MPO and MATA staff. The project has been going on for a year, major milestones include the public participation efforts in Summer 2016 and Consultant Review of the MATA system and relevant plans last Fall. Memphis MPO and MATA Staff reviewed a draft in February/March, and a complete document was released in April. The four major components of the outreach included a bus stop game, a public survey, and 2 stakeholder meetings. The findings showed that riders/public wanted a shelters, lighting, clear signage, and seating. The main priorities of the engineering staff were an easily implementable document that provided minimum standards for accessibility. Mr. Jordan Smith noted that 8 local plans were reviewed and the 4400+ bus stops were classified. The recommendations focus on bus stop types and bus stop features. The next steps include incorporating the guidelines into other agencies and jurisdictions plans, and as funds are available improving bus stops based on the Guidelines’ prioritization criteria.

Mr. Sean MacInnes asked if the guidelines would limit the opportunities for community organizations to design creative/artistic bus stops. General discussion highlighted that the Guidelines could help future community partnerships develop creative bus stops that are still ADA accessible and function efficiently. Both Mr. Nicholas Oyler and Ms. Scarlet Ponder agreed that the Guidelines only act as a minimum for bus stop design, and creative bus stops could still be done.

Mr. Darren Sanders asked if the Guidelines will be included in the process of redeveloping streets, or if there will be a separate process for only updating bus stops. The goal of the Guidelines is to make sure that as projects and funds develop, bus stops receive the appropriate attention. So as a roadway is redone, bus stop improvements can take place at the same time.

Mr. Nicholas Oyler asked if consolidation of bus stops is still a component of the report. Ms. Ponder noted that MATA's focus is on current projects and what they have in the pipeline for improvements now. Mr. Smith added that the Guidelines provide "best practice" stop spacing distances for the different types of bus routes that run.

Mr. Oyler inquired next steps for the Guidelines if MATA would be adopting them. Ms. Ponder responded that that would be a question for Mr. Lancaster, but at a minimum the Guidelines would be reviewed.

d. **Other Agency & Organization Updates**

Ms. Watley informed the committee that for future meetings, organization/agency updates on relevant projects would be included in the agenda. This way the Memphis MPO and committee members can stay in the loop and help facilitate projects. Mr. Nicholas Oyler would be kicking off the initiative with a presentation on the Big Jump Project, and there would be a presentation by TN Highway Safety at the next ATAC meeting.

3) **The Big Jump Project, City of Memphis**

Mr. Nicholas Oyler reminded the committee a survey can be found at Bike/Ped Memphis on the 10 design proposals for street re-pavement, they've had a phenomenal response, so please share and complete it as well.

People for Bikes is the organization facilitating the Big Jump Project. It's a 3-year project with a \$1 million budget whose premise is that if a city does everything right to encourage and promote bicycle usage there will be a big jump in people using bikes for their travels. Memphis was 1 of 10 cities selected. The neighborhood selected for the project is South Memphis, roughly bounded by the Mississippi River (west), Dr. MLK Jr. Ave. (north), I-240 (east), and Mallory Ave. (south). South Memphis was chosen because it's a good representation of the city as a whole in terms of demographics and income. Additionally, ¼ of the residents don't have access to a private automobile. The Big Jump Project is developing multiple partnerships and hopes to take advantage of the synergy between transit and bikeshare.

Ms. Sonja Owens asked if a partnership between the project and the Shelby County Health Dept. exists. She noted that residents of South Memphis also experience health issues and Shelby County Health already have people and programs in the area that could benefit the Big Jump. Mr. Oyler responded that they were still looking at developing partnerships, and would be glad to get in contact with Shelby County Health.

Mr. Sean MacInnes mentioned the schools in the area, because they could be good sites for partnerships as well.

Mr. Jordan Smith asked about the timeline of the project. Mr. Oyler responded that the first milestone would be getting permanent bike counters, with data collection beginning in May.

Mr. MacInnes asked about the future location of bikeshare locations. Mr. Oyler noted that the locations are conceptual at this point, and a new round of public participation would probably be occurring.

Ms. Watley asked about the safety aspect of community engagement, especially related to educating the residents how to ride bikes when cars are present. Mr. Oyler mentioned some ideas include community bike rides, where the project team can lead by example and the community is engaged in the learning process. Mr. MacInnes also mentioned that safety classes could take a drivers-ED class structure, where there are set locations and dedicated bikes for community members to use and learn how to bike appropriately on the road.

4) **New Business**

Ms. Watley informed the committee that the October ATAC meeting date had been changed to Tuesday, October, 10, 2017. Also, there would be a TN Highway Safety Presentation at the July ATAC meeting.

The next meeting is July 11, 2017 at the same location.

5) **Adjourn**

Meeting was adjourned at 5:40 PM.

NOTE: The meeting minutes are a summary of the meeting. If you would like to review the tape recording of the entire meeting you may so do by scheduling an appointment with Alvan-Bidal Sanchez at (901) 576-7156.