REGIONAL BICYCLE & PEDESTRIAN PLAN

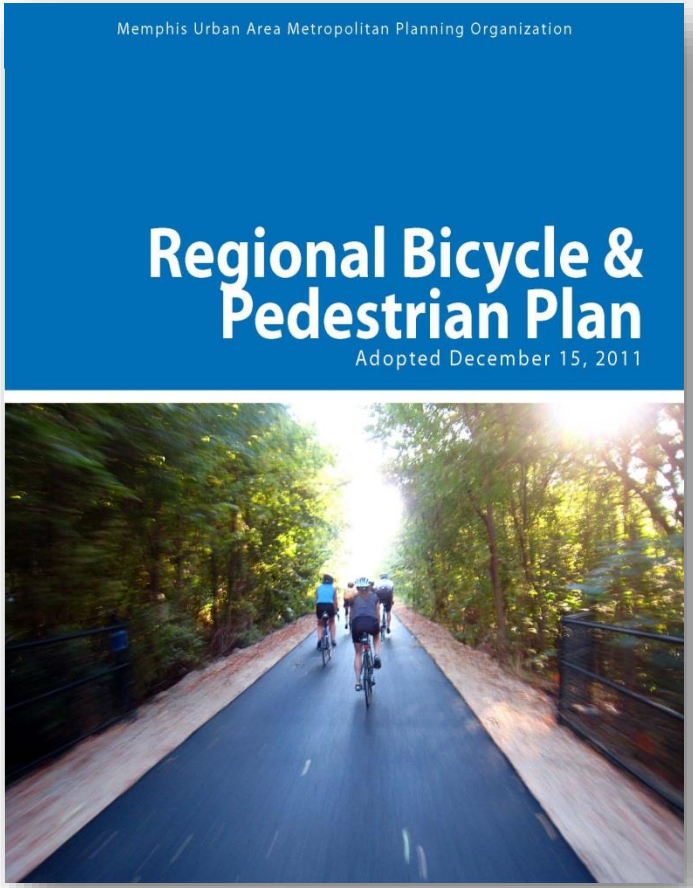
Memphis Urban Area MPO

MDOT Quarterly Meeting

October 4, 2013

MPO Bike/Ped Plan

- Purpose of the Plan
- Plan Development Process
- Plan Recommendations
- Key Projects
- Results



Purpose of the Plan

OBJECTIVE

Identify the opportunities for enhancing bicycle and pedestrian travel within the Memphis MPO region

BENEFITS TO REGION

- Health
- Safety
- Economic
- Quality of Life
- Environmental
- Transportation
- Employment

Purpose of the Plan

Does Do

- Identify opportunities for enhancing bike/ped travel in MPO region
- Emphasizes consistency, accessibility, safety, and mobility for non-motorized travel
- Guide for local jurisdictions to assist in transportation-related decisions
- Bike/Ped Component to the *Long Range Transportation Plan*

Doesn't Do

- Secure funding for any projects
- Specify facility-types or design
- Force municipalities into action
- Supersede local plans, priorities, or needs

Plan Development Process

- Public Participation & Community Outreach
- Data Collection
- Analysis of Existing Conditions
- Development of Plan Recommendations
- Document Preparation

Plan Development Process

Public Participation and Community Outreach

Citizen's Survey

- 2,100+ responses
- Sorted by Zip Code

Stakeholder Meetings

- Municipal staff and officials
- Targeted recommendations

Public Meetings

Source: Bike/Ped Survey 2010

Plan Development Process

Data Collection

Existing Bicycle Facilities

Bike Lanes	Shared Use Paths	Shared Roadways	Dirt Trails
53 miles	61 miles	152 miles	32 miles

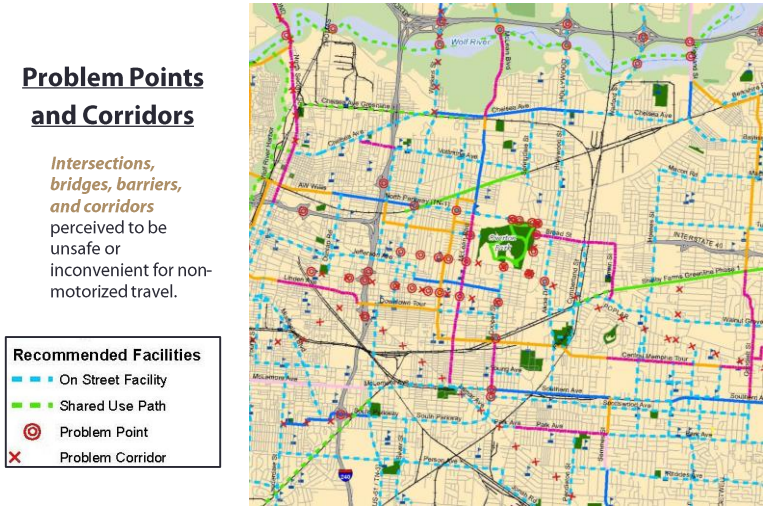
Existing Pedestrian Facilities

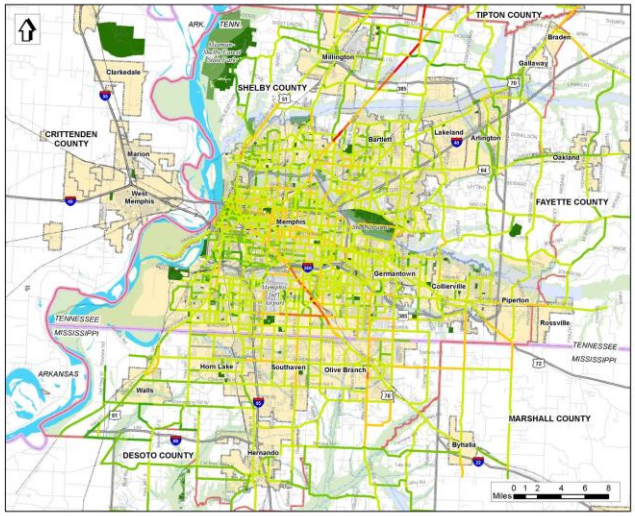
Walking Paths	Shared Use Paths	Dirt Trails
44 miles	61 miles	32 miles

Plan Development Process

Analysis of Existing Conditions

- Attractors and Generators analysis/mapping
- Constraints and Opportunities determination
- Levels of Service for Bike and Ped travel
- Network Connectivity review





Plan Development Process

Development of Plan Recommendations

The "5Es"

- Engineering
- Education
- Encouragement
- Enforcement
- Evaluation

Prioritization

- Regional, Primary, & Secondary routes
- Problem Points & Corridors

Plan Development Process

Document Preparation

- Unique focus on individual jurisdictions
  - Tailored priorities
  - Specific recommendations
  - Concise mapping
  - Easy to use and locate projects impacting specific jurisdictions

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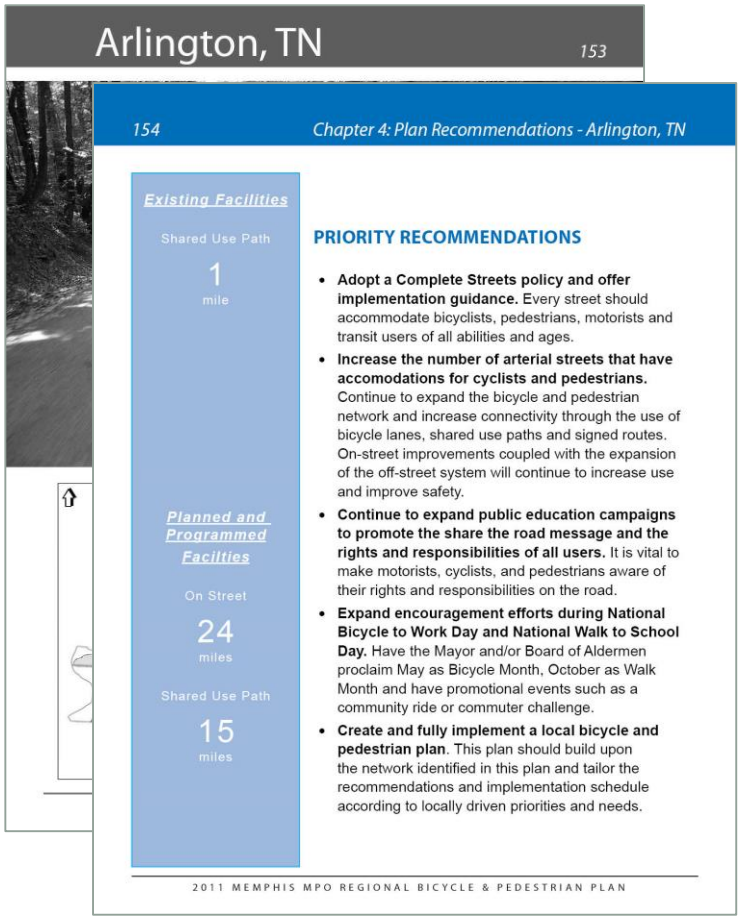

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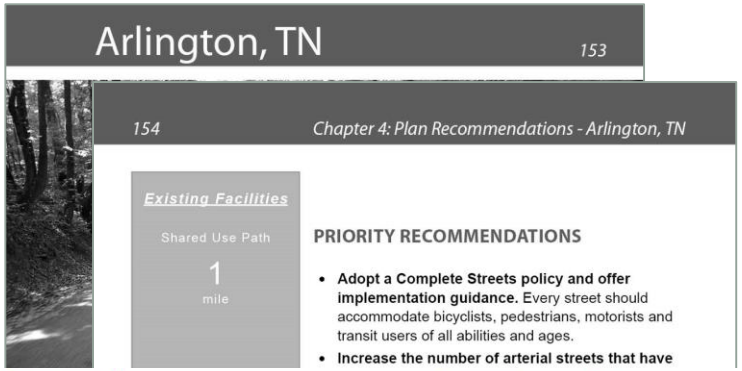

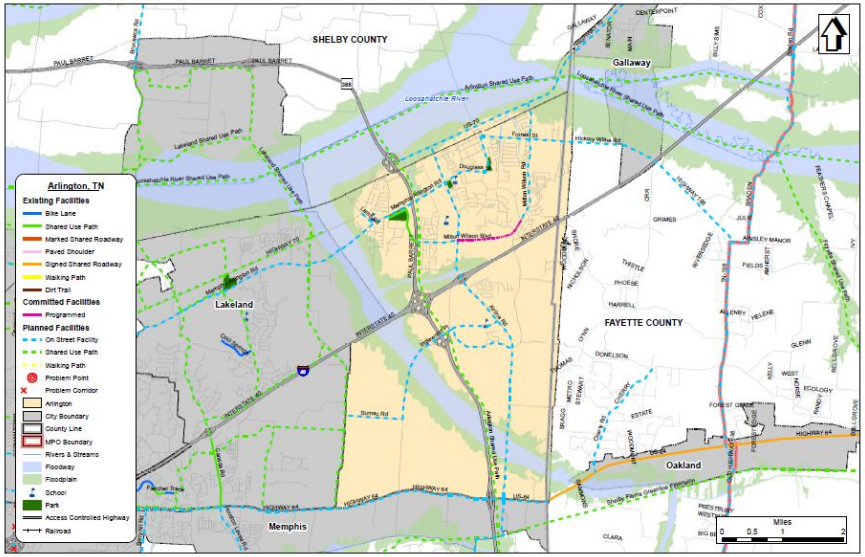

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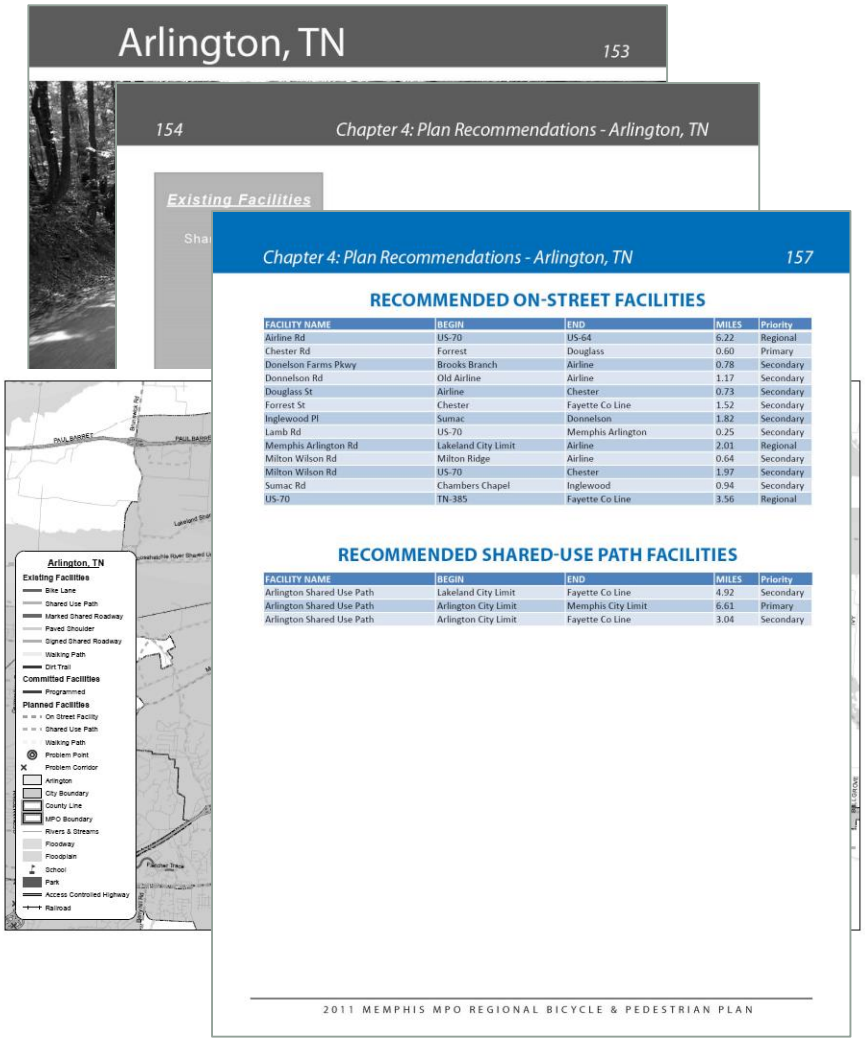


Plan Recommendations

Engineering

- Physical improvements
- Design standards

Education

- Teaching, training, awareness
- Pedestrians, cyclists, drivers

Section A-1 YOUR LICENSE

Who Needs a Tennessee Driver License?

Tennessee
The Volunteer State
DRIVER LICENSE
123456789

If you live in Tennessee and want to drive a motor vehicle, you must have a valid Tennessee driver license or Temporary Driver License (TDL).

A person who moves to Tennessee and has a valid driver license from another state or country must apply for a Tennessee driver license (or TDL) if they:

- live in Tennessee longer than 30 days OR
- are working in Tennessee OR
- would otherwise qualify as a registered Tennessee voter.

WHAT CLASS OF LICENSE DO YOU NEED?

In Tennessee, driver licenses and Temporary Driver Licenses

Class D with F (For

If a person's main job is to transport property in a Clas endorsement must be adde

The Class D license with a bridge between the regular transportation and the com tractor-trailers, large trucks persons whose job requires endorsement include:

- Persons Taxi, sh drivers,
- Property Courier etc.)

The chart on page 1 and th determine which class of d whether or not any special

Persons hired for some pur the course of doing their jo endorsement. Examples of a for-hire endorsement are engineers. While they are business, their main job is property.

Plan Recommendations

Encouragement

- Motivate different mode choices
- Regional coordination

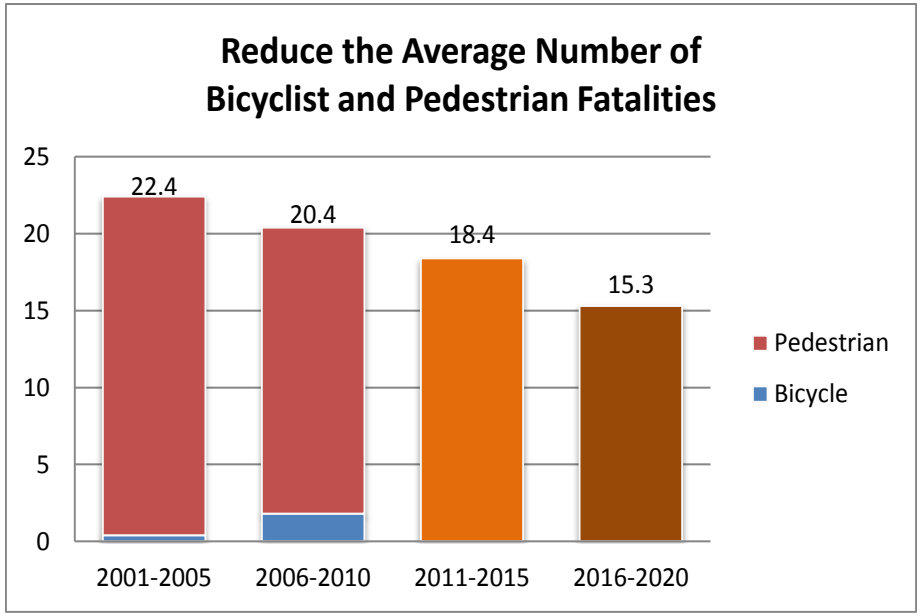
Enforcement

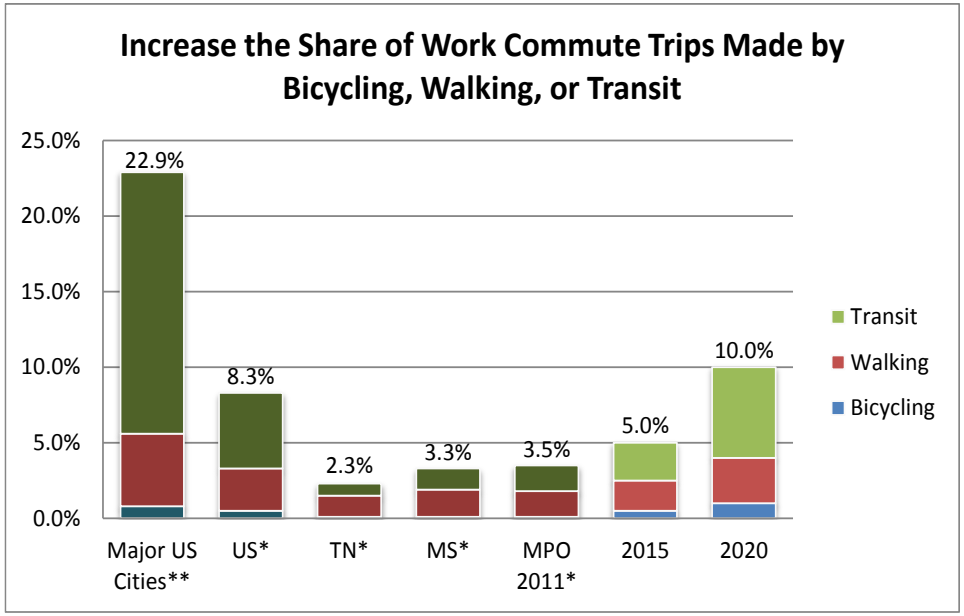
- Law enforcement, legislative bodies, judicial system
- Equitable application of the law

Plan Recommendations

Evaluation

- Data collection and analysis
- Justification for future projects and programs





Plan Recommendations

Prioritization

Regional Priorities

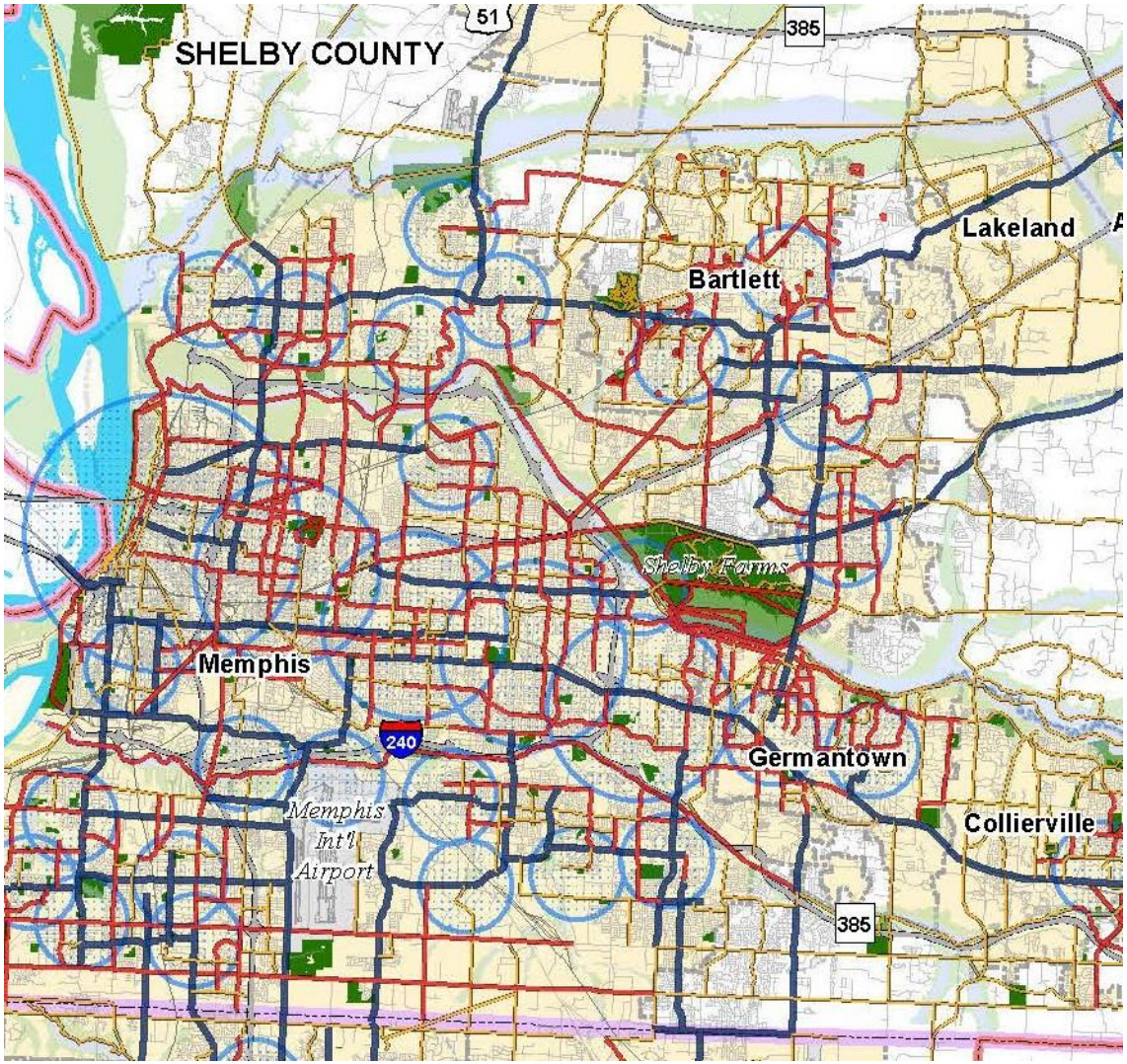
~300 miles

Primary Priorities

~300 miles

Secondary Priorities

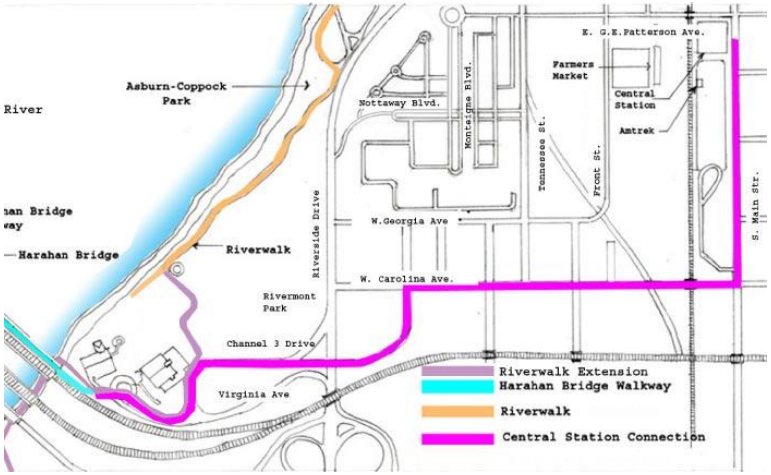
~811 miles



Key Projects – The Hamp Line

- 1.5 mile corridor along Broad Ave. and Tillman St.
- Connects Overton Park to Shelby Farms Greenline and Park
- Historically underserved & neglected neighborhoods and business districts
- Proposed two-way cycle track
- Positive community support and participation

Key Projects – Harahan Bridge



- 1 mile bridge spanning the MS River connecting downtown Memphis with West Memphis, AR
- Active rail crossing operated by UPRR
- Unused road structures to be repurposed for bike/ped access across the river
- Main St. to Main St. project proposal approved for TIGER IV program
- Proposed protected bike facilities between bridge approach and Central Station

Key Projects - Mississippi

- Great River Route Bike Route opened 2011
  - 35 miles connecting DeSoto County with Tunica
- Swinnea Road project may contain shared-use path in Southaven
- Hernando using tunnel under I-55 to allow bike/ped access from neighborhoods to schools
- Craft Road in Olive Branch will be city's newest bicycle lane when installed

Results - 2012

Existing Bicycle Facilities

Bike Lanes	Shared Use Paths	Shared Roadways	Dirt Trails
53 miles	61 miles	152 miles	32 miles

Existing Pedestrian Facilities

Walking Paths	Shared Use Paths	Dirt Trails
44 miles	61 miles	32 miles

Results - 2013

Existing Bicycle Facilities

Bike Lanes	Shared Use Paths	Shared Roadways	Dirt Trails
78 miles	62 miles	169 miles	32 miles

Existing Pedestrian Facilities

Walking Paths	Shared Use Paths	Dirt Trails
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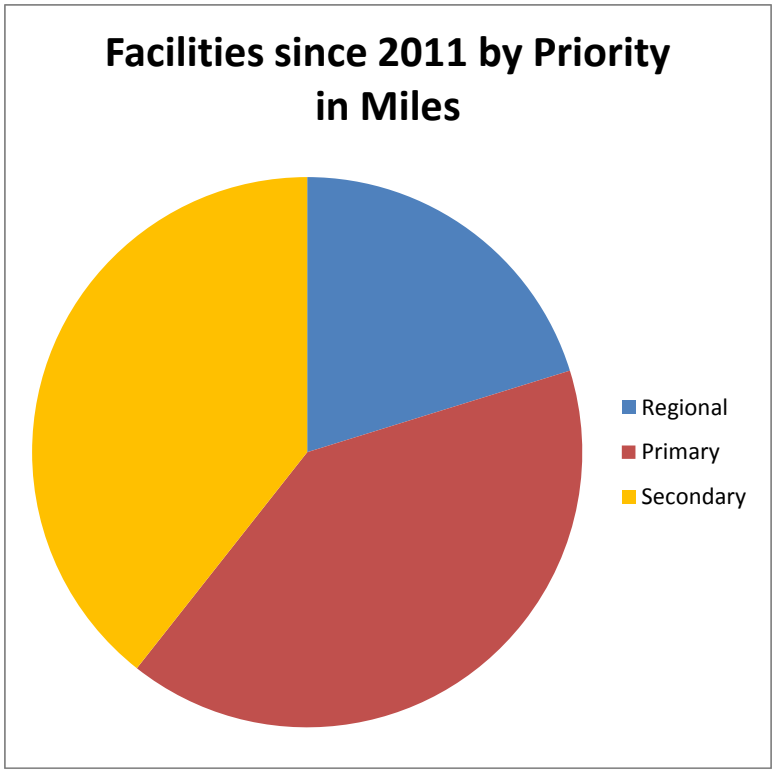
Results

- Complete Streets Policies
  - Hernando, MS
  - Memphis, TN
- Pedestrian Study
- Bike Share Feasibility Study
- Public Outreach Campaigns
  - Safety PSAs
  - BikePedMemphis.com
  - Bike to Work Day
- Tracking of Road Diets/Reconfigurations
  - Before & After



Next Steps – 2014 Plan Update

- Increase pedestrian element
  - Prioritizing ped projects for higher risk areas
- Data creation and collection
  - Sidewalks
  - Household Travel Survey and Bike/Ped Survey
- Strengthen multimodal Level of Service models
  - “Low Stress Network” approach
- Identify top priority projects
  - “Top 5” lists by jurisdiction
  - “Top 10” regional ped safety projects
  - Improve prioritization calculations

Questions or Comments