Braden retains a small-town atmosphere and remains confined to a relatively small geographical area. This latter trait lends itself well to bicycle and pedestrian travel. Due to its small area, moderate improvements to roadways would have a disproportionately large impact in the community. Furthermore, in preparation of potential growth in the future, Braden can adopt policies today that would continue to support bicycling and walking as viable means of transportation.

**POLICY RECOMMENDATIONS**

New facilities and infrastructure projects alone will not secure a future where bicycling and walking are legitimate and viable components of a robust and sustainable multimodal transportation system in the communities of the Memphis MPO Study Area. Local jurisdictions must also adopt and execute policies

<table>
<thead>
<tr>
<th>Demographics</th>
<th>Braden</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population*</td>
<td>265</td>
</tr>
<tr>
<td>Total Area (sq. miles)**</td>
<td>3.8</td>
</tr>
<tr>
<td>Population Density (per square mile)</td>
<td>69.7</td>
</tr>
<tr>
<td>Median Household Income*</td>
<td>$48,438</td>
</tr>
<tr>
<td>Age Distribution*</td>
<td></td>
</tr>
<tr>
<td>% under 5</td>
<td>4.5</td>
</tr>
<tr>
<td>% 5-19</td>
<td>15.8</td>
</tr>
<tr>
<td>% 20-34</td>
<td>12.8</td>
</tr>
<tr>
<td>% 35-49</td>
<td>27.6</td>
</tr>
<tr>
<td>% 50-64</td>
<td>24.5</td>
</tr>
<tr>
<td>% 65+</td>
<td>14.7</td>
</tr>
<tr>
<td>TOTAL</td>
<td>99.9</td>
</tr>
</tbody>
</table>

*2009-2013 ACS, 5-Year Estimates  
** 2014 Census Tiger File for TN
that encourage and enhance bicycle and pedestrian travel in order to achieve this vision. These policies will in turn allow any investments in bicycle and pedestrian facilities to reach their full potential.

The Regional Bicycle and Pedestrian Plan offers several policy recommendations for jurisdictions to consider. This report identifies a selection of pertinent policy recommendations for its respective jurisdiction. To view all of the policy recommendations or more information on those highlighted below, please see Chapter 4 of the Plan.

The City of Braden should:

- Adopt a Complete Streets policy.
- Ensure that bicycle and pedestrian safety education is a routine part of public education.
- Institute policies to increase the number and visibility of bicyclists and pedestrians on collector and arterial streets.
- Expand public education campaigns promoting awareness of the rights and responsibilities of all road users, including motorists, bicyclists and pedestrians.
- Expand encouragement efforts, particularly during the month of May, which is widely recognized around the country as “Bicycle Month” and the Month of October, which is “Walk Month.”
- Encourage and promote higher density development patterns.

**FACILITY RECOMMENDATIONS**

In order to assist jurisdictions in determining where need for bicycle and pedestrian facilities is greatest and how to spend limited funds, the Plan applies a project prioritization process. This procedure involved assessing the existing transportation network (all roadways and shared-use paths) by various analytical methods and establishing a composite score for each segment of the network. These composite scores could then be applied to projects identified in the previous edition of the Plan, through conversations with jurisdictions, and by the Mid-South Regional Greenprint.

This approach resulted in two major outcomes. First, every recommended project could be fairly compared side-by-side and then ranked. Second, and more significantly, every segment in the region’s network will now have an associated composite score that will allow planners to identify the roadways with the greatest need for pedestrian and bicycle facilities. Furthermore, this novel approach of existing composite scores will allow any potential future projects – ones that had not yet been proposed or identified at the time of the Plan’s development – to be easily incorporated into the prioritization process.

To view more information on the project prioritization process, the various analyses, and a catalogue of bicycle and pedestrian facility types, please view Chapters 2 and 3 of the Plan.

**Composite Score Map**

The maps provided on the following pages display the bicycle composite scores and pedestrian composite scores of existing network segments in the respective jurisdiction. Following the assessment of the network, each segment received a composite score from 0 to 100. A score of 0 (represented on the maps in bright green) indicates low priority, while a score of 100 (red on the map) indicates the highest priority. Essentially, these maps illustrate where need for bicycle and pedestrian facilities is greatest, as measured by the Plan’s analyses, and can be used by communities to guide their decisions on where to invest in new or improved facilities.

**Project Rankings**

Following the composite score maps, the report provides the rankings of projects already proposed in or recommended for the respective jurisdiction. As the bicycle and pedestrian analyses differed from one another, the projects received a bicycle score as well as a pedestrian score.

The projects included in these lists represent those that had already been proposed during the Plan’s development, and are not intended as an exhaustive list of possible projects for a community. Furthermore, these rankings are intended as a guide to enable a fair comparison of projects, not as an implementation plan. Individual jurisdictions ultimately retain the authority to select and implement projects.

Overall, the Regional Bicycle and Pedestrian Plan recommends 788 projects, totaling nearly 1,500 miles of bicycle and pedestrian facilities. To view a map of all recommended facilities, please visit the Memphis MPO’s website.
Figure BR.1 - Bicycle Composite Score Map

Bicycle Composite Scoring
Transportation Network

- 0 - 10
- 11 - 20
- 21 - 30
- 31 - 40
- 41 - 50
- 51 - 60
- 61 - 70
- 71 - 80
- 81 - 90

- Municipal Boundary
- Memphis MPO Boundary
Figure BR.2 - Pedestrian Composite Score Map

Pedestrian Composite Scoring
Transportation Network

- 0-10
- 11-20
- 21-30
- 31-40
- 41-50
- 51-60
- 61-70
- 71-80
- 81-90

Legend:
- Municipal Boundary
- Memphis MPO Boundary

[Map showing pedestrian composite scores with Gallaway and Braden regions highlighted]
### BICYCLE CORRIDOR IMPROVEMENT PRIORITIES

<table>
<thead>
<tr>
<th>PRIORITY #</th>
<th>FACILITY NAME</th>
<th>BEGIN</th>
<th>END</th>
<th>TYPE OF FACILITY</th>
<th>JURISDICTION</th>
<th>ST</th>
<th>MILES</th>
</tr>
</thead>
<tbody>
<tr>
<td>473</td>
<td>Braden Rd</td>
<td>US-70</td>
<td>Braden City Limit</td>
<td>On Street Facility</td>
<td>Braden</td>
<td>TN</td>
<td>2.97</td>
</tr>
</tbody>
</table>

### PEDESTRIAN CORRIDOR IMPROVEMENT PRIORITIES

<table>
<thead>
<tr>
<th>PRIORITY #</th>
<th>FACILITY NAME</th>
<th>BEGIN</th>
<th>END</th>
<th>TYPE OF FACILITY</th>
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</thead>
<tbody>
<tr>
<td>445</td>
<td>Braden Rd</td>
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<td>Braden</td>
<td>TN</td>
<td>2.97</td>
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</tbody>
</table>
This Jurisdiction Report (the Report) serves as an accompanying document to the Memphis MPO’s Regional Bicycle and Pedestrian Plan (the Plan), adopted on November 20, 2014. The Report is provided to the respective local jurisdiction as an aid and is available to members of the public interested in viewing the Plan’s recommendations specific to their community. While the Report reflects the content found within the Plan, it is not intended as a replacement for the complete content of that latter document.

To view the full plan, visit the Memphis MPO’s website at: www.memphismpo.org