BYHALIA MISSISSIPPI

Jurisdiction Report

BACKGROUND

By adopting a Complete Streets policy, Byhalia has already taken steps to establish bicycling and walking as viable means of transportation in the community. Furthermore, until relatively recently the town has remained constricted to its successfully retained historic center, an area which naturally lends itself well to bicycle and pedestrian travel. With community expansion likely in the near future, this initial local support for bicycling and walking should grow in tandem with Byhalia.

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.
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 Town of Byhalia should:

- 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.”

**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**

Overall, the Regional Bicycle and Pedestrian Plan recommends 788 projects, totaling nearly 1,500 miles of bicycle and pedestrian facilities. During the Plan’s development, however, the Town of Byhalia did not identify any specific projects for inclusion in the document’s recommendations. The scoring of the network, however, will allow any potential projects identified at a later date to be incorporated into the Plan.

To view a map of all recommended facilities, please visit the Memphis MPO’s website.
Figure BY.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 BY.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

Municipal Boundary
Memphis MPO Boundary
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

This document is available in accessible formats (such as foreign language versions or large-print and gray-scale versions for the those with impaired vision, among others) when requested ten (10) days in advance.

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