REGIONAL TRANSPORTATION PLAN

ETC and TPB Meetings
January 28, 2016
Objectives

• Overview of the Memphis Urban Area MPO
• Brief summary of Public and Stakeholder input process
• Review of Livability 2040 needs analysis
• Summary of Investment Recommendations and Takeaways
• Next Steps...
Overview of Memphis Urban Area MPO and Livability 2040
The Memphis MPO Region

- All, or parts of, four counties across two states – MS and TN
- 18 municipalities
- 1.1 million people with 30% growth by 2040
- 500,000 jobs with 48% growth by 2040
The Memphis MPO Region

• **On the Road:** Greater Memphis region ranked as the 9th least traffic congested of major metro areas

• **Railroad Hub:** Greater Memphis region is one of only a few in the U.S. served by 5 of the nation’s 7 Class I freight railroads

• **Bus & Trolley:** With over 10 million rides a year, the Memphis Area Transit Authority is the largest public transportation provider in Tennessee (service extends in Arkansas)

• **Mighty Mississippi:** With over 12 million tons of freight passing through in 2010, the Port of Memphis ranks as the 4th largest inland port in the U.S.

• **Walking and Biking in Greater Memphis Region:** Since the adoption of the Memphis MPO’s Regional Bicycle and Pedestrian Plan in 2011, 345 miles of new bike and pedestrian facilities have been built or funded in the region

• **Moving America:** At the junction of several key Interstate and State highways, the Greater Memphis region plays a vital role in the national shipment of freight and goods.

• **Global Reach:** Memphis International Airport ranks as the 2nd busiest cargo airport in the world, and the busiest such facility in the U.S. and Western Hemisphere.
What does the Memphis MPO do?

**Multi-Modal Transportation Network**
Automobile, Transit, Bicycle, Pedestrian, Freight, Rail, Airport, Port

**Planning**

**Memphis MPO & All its members**
- 20 year future planning
- Regional outlook
- Allocation of federal funding that can be used for implementation

**Implementation**

**Local Jurisdictions**
- Local roads construction and maintenance
- Bike lanes
- Traffic Signal
- Buses
- Sidewalks

**State DOT’s**
- Interstate and State Highway
- Bridges on interstate and state highways
- Bike lanes
- Large traffic information projects
Livability 2040 RTP

- Regional long-range transportation plan with investments to improve the condition and performance of the transportation system in the Greater Memphis region
- Plan kicked off in **August 2014** and completion by **January 2016**
- In addition to transportation impacts, economic development opportunities and land use considerations were a key focus of Livability 2040
- Public engagement was critical throughout
## RTP Schedule

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Task 1 - Coordination</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 2 – Baseline Data and Policy Synthesis</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Meetings</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 3 – Goals, Objectives, Performance Measures</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 4 – Existing and Future Conditions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 5 – SWOT Analysis</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 6 – Scenario Analysis</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 7 – Revenue Projections</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 8 – Project Evaluation and Prioritization</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 9 – Financially Feasible Plan</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Task 10 - Final RTP Documentation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Draft 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Draft 2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Draft 3</td>
</tr>
</tbody>
</table>

Submit final adopted plan for Conformity finding and approval by FHWA, EPA and FTA

- ETC/TPB Meetings
- Public Meetings

Mar 2016
Summary of Outreach Process
Outreach Activities

**Mayor’s Videos Release**
- Debut in February 2014.
- Six videos (3 in English; 3 with Spanish subtitles).
- 5000+ total views.
- Received commendation from FHWA and FTA.

- Press Releases
- Community Fliers
- Radio Interviews
Outreach Activities

• Public Meetings – Three (3) Rounds
• Stakeholder Meetings
• Postcards – 6000+
• School Visit
• Transit Bus Ads
• Email Blasts – 1800+ Contacts
• Partner Newsletter – 8000+ Contacts
Outreach Activities

- Community Meeting Tag-Ons
- Survey – 560 Survey Responses
- Online map – 200+ Comments
- Local Magazine – 40,000+ Readers
- Interactive Social Media
Community Remarks Results
Public Outreach
Public Outreach Summary

Top 3 issues with transportation in the Memphis MPO area:

<table>
<thead>
<tr>
<th>Issue</th>
<th>First (Most Important)</th>
<th>Second (Second Most Important)</th>
<th>Third (Third Most Important)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequent congestion</td>
<td>82</td>
<td>51</td>
<td>55</td>
</tr>
<tr>
<td>Unpredictable travel times</td>
<td>33</td>
<td>81</td>
<td>71</td>
</tr>
<tr>
<td>Condition and quality of transportation</td>
<td>103</td>
<td>102</td>
<td>85</td>
</tr>
<tr>
<td>Infrastructure</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Difficulty of using transportation options besides driving</td>
<td>148</td>
<td>95</td>
<td>55</td>
</tr>
<tr>
<td>Impact to the environment</td>
<td>14</td>
<td>28</td>
<td>50</td>
</tr>
<tr>
<td>Unsafe travel conditions</td>
<td>38</td>
<td>46</td>
<td>55</td>
</tr>
<tr>
<td>Negative community impacts</td>
<td>21</td>
<td>39</td>
<td>53</td>
</tr>
</tbody>
</table>

Other issues:
- First (Most Important): 8
- Second (Second Most Important): 5
- Third (Third Most Important): 10
Public Outreach Summary

• Consistent feedback in relation to investment goals
  • Improve the condition, quality, and efficiency of the transportation network and surrounding communities
  • Oriented towards user experience of system

• Input on strategies to address these needs varied, with range of regional mobility or local livability investments discussed
Overarching Themes from Outreach + Needs Analysis

• **Preservation is important** to the community: system performs well now, but will deteriorate below acceptable levels without additional funding

• Match **multimodal access** to changing distribution of population and employment

• Target opportunities for **multimodal expansion**: focus less on how much the system is expanded and more on how the system is connected and enhanced

• **Logistics still key**: focus on removing barriers to freight movement and related development
Transportation Network Needs Analysis
## Economic SWOT Analysis

<table>
<thead>
<tr>
<th>Helpful</th>
<th>Harmful</th>
</tr>
</thead>
<tbody>
<tr>
<td>- Global logistics and multi-modal assets</td>
<td>- Educational attainment below the national average</td>
</tr>
<tr>
<td>- One of the top research hospitals in the nation</td>
<td>- Persistently high poverty levels and prevalence of low wage and temporary jobs</td>
</tr>
<tr>
<td>- Industries serving healthcare have significant presence</td>
<td>- Three-state region – out-migration from city to suburbs can shift population to surrounding states which shifts state and local tax revenues</td>
</tr>
<tr>
<td>- High level of specialization in transportation and healthcare within the region’s workforce</td>
<td></td>
</tr>
<tr>
<td>- Renewed manufacturing base</td>
<td>- Employment is decentralized - increases commuting times and the need for transportation access, while limiting the effectiveness of public transportation</td>
</tr>
<tr>
<td>- Hospitality, arts, entertainment and recreation are among the fastest growing industry sectors</td>
<td></td>
</tr>
<tr>
<td>- World-class research assets which can be built upon to diversify the economy</td>
<td>- Decentralized growth can increase cost of providing public services</td>
</tr>
<tr>
<td>- Existing global logistics assets can be leveraged to increase foreign exports from commodities to high-value medical devices</td>
<td>- Economy is highly dependent on Transportation and Logistics sector</td>
</tr>
<tr>
<td>- Large proportion university students and youth that can be matched with jobs in the region to bolster workforce</td>
<td>- Fewer cities with direct service to the Memphis region resulting in higher airfares and longer travel time; potential impact on tourism, a large sector of the regional economy</td>
</tr>
</tbody>
</table>
Roadway Performance - Safety

- 113 deaths and 8,767 injuries annually
- High crash corridors (non-interstate)
  - US 72 / Poplar Avenue
  - MS 302 (Goodman Road)
  - Winchester Road
  - US 78 / Lamar Avenue
  - TN 177 / Germantown Pkwy
  - Airways Blvd
  - Hacks Cross Road
- Safety Emphasis areas
  - Intersection crashes
  - Vulnerable road users
  - Younger, older drivers
  - Seatbelt use, impaired driving
Roadway Performance - Freight

• Memphis region remains one of the major freight hubs for the nation across all modes

• Freight traffic is forecast to grow by 50%

• Port of Memphis, including Pigeon Industrial Park, and related intermodal connectivity represent important freight-related economic development opportunity

• Most critical freight corridor is Lamar Avenue south of I-240
Multimodal Mobility - Bicycle

- Bicycle facilities and usage concentrated in downtown, midtown, and Shelby Farms area
- 93% bike infrastructure with B-LOS A or B
- Level of comfort varies greatly based on design and context
Multimodal Mobility - Pedestrian

- Pedestrian facilities and usage concentrated in downtown, midtown, with general radial pattern towards outlying communities
- Approximately 80% of roadways could support pedestrian travel
- Of these facilities, almost 99% were on local roads with slower speeds
- Vast majority of trips taken for recreational purposes
Multimodal Access and Connectivity

- Good multimodal coverage in central portion of region
- Several less dense areas on periphery of region with limited multimodal access in disadvantaged areas
- Targeted opportunities for infrastructure improvements
Summary of Investment Recommendations
First and Foremost: System Maintenance

- **46%** of funds are set aside to fully fund system maintenance – *consistent with public input*
  - 90% pavement good/fair condition
  - 90% bridge non-structurally deficient

- **8%** to fully fund existing ongoing projects in TIP, e.g., Holmes Rd, Elvis Presley Blvd, Church and Navy Road improvements, Walnut Grove Improvement, SR-57, Transit plan recommendations, etc.
First and Foremost: System Maintenance

16% Other set asides:

• Safety-specific treatments
• Intersection Improvements
• Operations
• Bike/Pedestrian Improvements
• Complete Streets
• Transit Operations
Other Transit and Capital Projects
Example Freight Projects

- Lamar Ave
- Paul Lowery Extension from port area
Example Transit Projects

- IRS Park & Ride Lot to Summer/US64
- Midtown to Germantown connection
- Downtown Airport connection
- Service extension to Goodman on Airways
Other Example Projects

- Interchange Improvement: I-240 and Airways
- Road Widening: US-51 and Hacks Cross
First and Foremost: System Maintenance

- Roadway Maintenance, 46.5%
- Roadway Capacity, 34.4%
- Transit Operations & Maintenance, 10.2%
- Interchange Capacity, 4.1%
- Transit Capacity, 2.6%
- Bike/Ped, 0.9%
- Safety, 0.8%
- Study, 0.5%
Multimodal Capital Investments

• Mix of road and transit capacity projects:
  • Roadway Reconfiguration
  • Access Management
  • New or Improved Bus Service
  • Widened or New Bridge/Roadway
  • Modified or New Interchange
  • Major Geometric Improvements

• Bike, Pedestrian, Transit, or Safety elements incorporated into many roadway projects
Summary and Key Takeaways

- Increased funding for maintenance, operations
- Roadway capacity has more strategic focus on congestion, freight, and connectivity
- Focused on livability via targeted investments in
  - Transit Improvements
  - Bicycle Improvements, Pedestrian Improvements, and Complete Streets
- Compliant with new Federal regulations on performance-based planning
Agency and Public Review

• Agencies reviewed:
  • TDOT, MDOT, FHWA, FTA, EPA
  • ETC, TPB, Consultation agencies

• Public reviewed
  • Document online and at libraries
  • Mail, Email, Phone
Next Steps…

• Adoption of final document

• Submission of final document for approval by FHWA, EPA and FTA – February 2016

• Anticipated approval letter from FHWA, EPA and FTA – March 2016