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

<table>
<thead>
<tr>
<th>Existing Bicycle Facilities</th>
<th>Bike Lanes</th>
<th>Shared Use Paths</th>
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</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>53 miles</td>
<td>61 miles</td>
<td>152 miles</td>
<td>32 miles</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Existing Pedestrian Facilities</th>
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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
Plan Development Process

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Plan Recommendations

**Engineering**
- Physical improvements
- Design standards

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

### Reduce the Average Number of Bicyclist and Pedestrian Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrian</th>
<th>Bicycle</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001-2005</td>
<td>22.4</td>
<td>0</td>
</tr>
<tr>
<td>2006-2010</td>
<td>20.4</td>
<td>0</td>
</tr>
<tr>
<td>2011-2015</td>
<td>18.4</td>
<td>0</td>
</tr>
<tr>
<td>2016-2020</td>
<td>15.3</td>
<td>0</td>
</tr>
</tbody>
</table>

### Increase the Share of Work Commute Trips Made by Bicycling, Walking, or Transit

**Major US Cities**

<table>
<thead>
<tr>
<th>Year</th>
<th>Transit</th>
<th>Walking</th>
<th>Bicycling</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011*</td>
<td>2.3%</td>
<td>3.3%</td>
<td>3.5%</td>
</tr>
<tr>
<td>2015</td>
<td>5.0%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>2020</td>
<td>10.0%</td>
<td>0.0%</td>
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**US**, **TN**, **MS**, **MPO**
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

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## Results - 2013

### Existing Bicycle Facilities

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<th>Miles</th>
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<td>78</td>
</tr>
<tr>
<td>Shared Use Paths</td>
<td>62</td>
</tr>
<tr>
<td>Shared Roadways</td>
<td>169</td>
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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