



Nashville Area Metropolitan Planning Organization Bicycle and Pedestrian Plan

Bicycle and Pedestrian Advisory Committee Meeting

November 20, 2008



*Varallo Public
Relations*

Purpose of Today's Meeting

- Present an Overview of Project & Schedule
- Discuss the Purpose & Role of the Regional BPAC
- Gather Input on Opportunities & Constraints
- Discuss Next Steps

Why a Regional Plan?

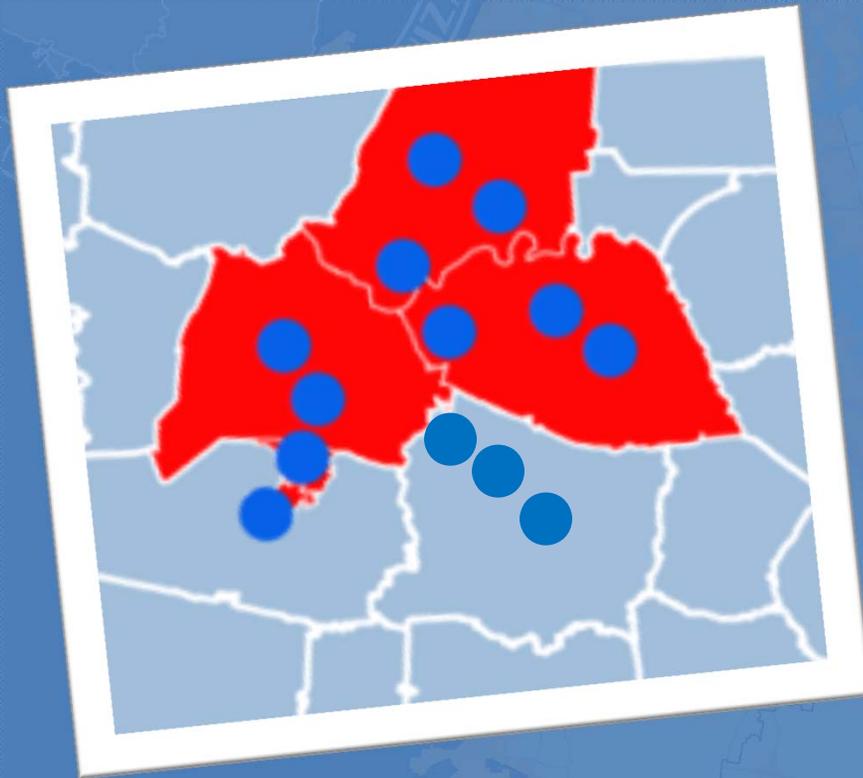
To establish a comprehensive vision and strategy for bikeway and pedestrian accommodations which enables the MPO, its member jurisdictions, and the State to:

- Plan
- Prioritize
- Implement

facilities and programs that enhance mobility through connectivity and accessibility, improved safety, and quality of life.



Bicycle & Pedestrian Planning Efforts Undertaken in the MPO Area



- City of Brentwood - 1999
- City of Franklin - 2003
- City of Gallatin - 2000
- City of Hendersonville - 2000
- City of LaVergne - 2000
- City of Mt. Juliet - 2002
- City of Murfreesboro - 1994
- Town of Smyrna - 2000
- Nashville-Davidson County - 2003
- Wilson County - 2002
- Sumner County - 2000
- City of Lebanon - 2000
- State of Tennessee (TN DOT) - 2005

Successes at the Local Level

Since 2000, the region has seen extraordinary progress in improving non-motorized accommodations.



Successes at the Local Level

Nashville-Davidson County:

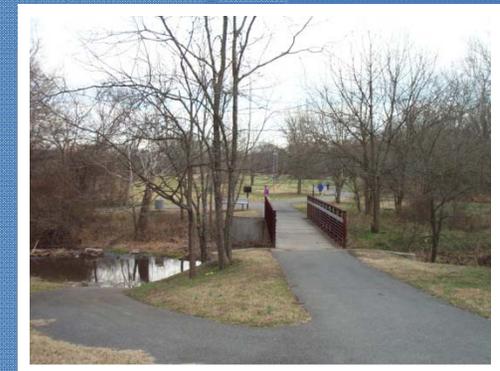
- Prior to 2000, Zero Bike Lanes, 11 Miles of Bike Routes, & 18 Miles of Greenways
- Today, 94 miles of Bike Routes and Bike Lanes, and 32 Miles of Greenways



Successes at the Local Level

Cities of Franklin & Brentwood:

- Over 15 miles of Signed Bike Routes and Bike Lanes
- Nearly 15 Miles of Greenways & Multi-Use Trails



Successes at the Local Level

Cities of Murfreesboro & Smyrna:

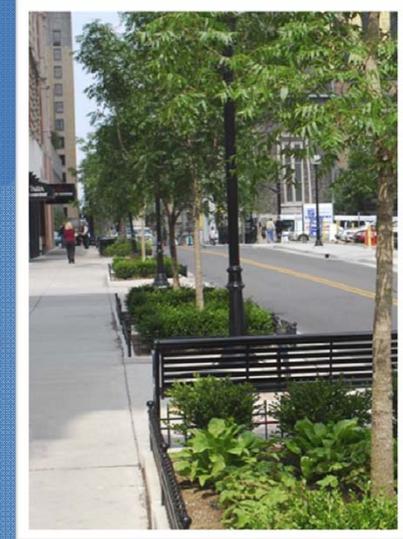
- Over 21 Miles of Bike Lanes and Bike Routes
- Over 10 of Greenways & Multi-Use Paths
- Hundreds of Miles of Sidewalks



Successes at the Local Level

Throughout the Region:

- There Are Over 120 Miles of Bike Lanes and Bike Routes
- Nearly 70 Miles of Greenways & Multi-Use Paths
- Thousands of Miles of Sidewalks



Successes at the Local Level

New Transit Services

- City of Franklin
- City of Murfreesboro
- Wilson County - Music City Star



Primary Objectives of the Regional Bicycle & Pedestrian Plan

- Increase the region's understanding of how non-motorized modes add to system-wide capacity by improving connectivity between residential areas, employment centers, schools, retail centers, recreational centers, and other attractions.



Project Objectives

- Provide a comprehensive inventory of existing and currently proposed on and off-road bicycle and pedestrian facilities in the MPO region



Project Objectives

- Serve as a framework for identifying and selecting bicycle/pedestrian projects for the region's Long Range Transportation Plan and Transportation Improvement Program



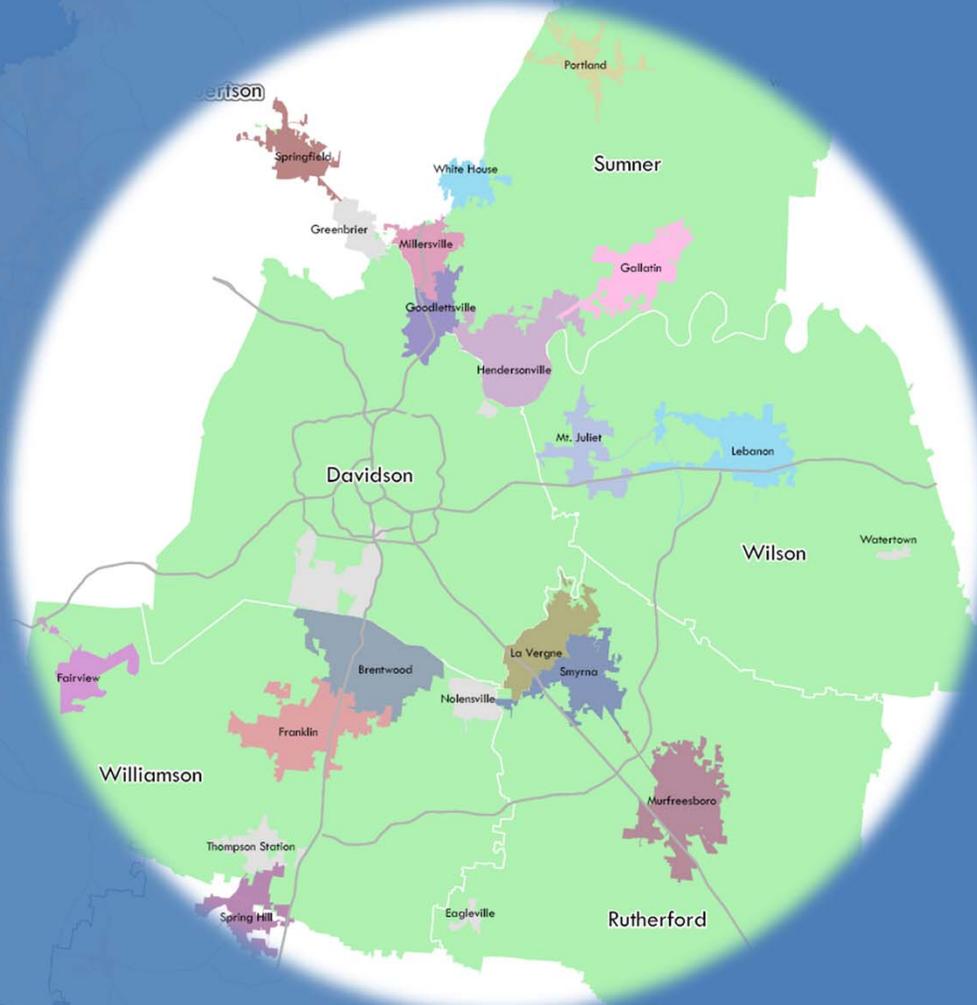
Project Objectives

- Provide guidance for engineering, education, enforcement, encouragement, and evaluation activities to help improve the safety of non-motorized travel modes.



Study Area

- Five County Region and Portions of Maury and Robertson Counties



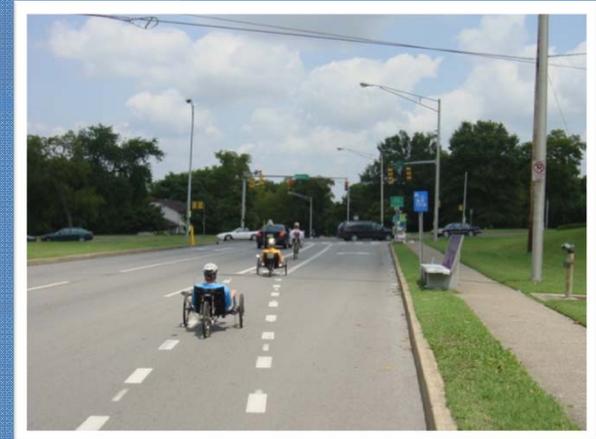
Importance of Plan

Everyone is a Pedestrian



Importance of Plan

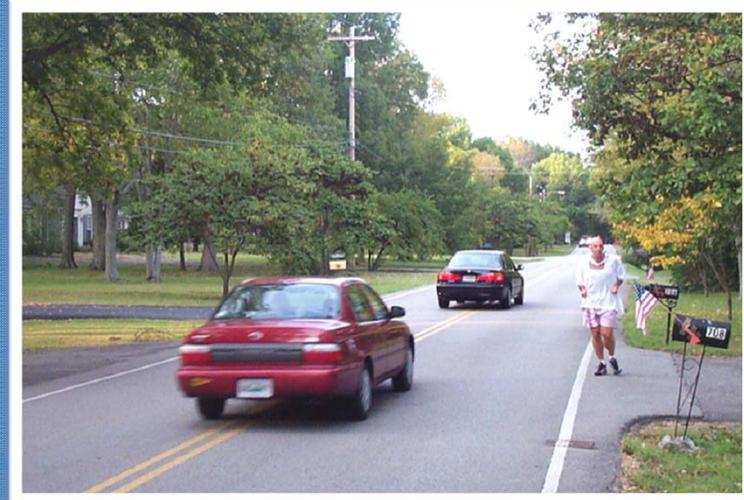
- Serve as a Planning and Implementation Guide
- Improve Safety for Pedestrians and Cyclists
- Enhance Neighborhoods
- Benefit Health, Fitness and Quality of Life
- Improve Air Quality and the Environment
- Create Recreational Amenities



Importance of Plan

- Year 2006 – 4,784 Pedestrian Deaths in US (91 in Tennessee)
- 70,000 Pedestrian Injuries
- Pedestrian injuries and fatalities result in societal costs of \$20 billion

(National Transportation Safety Administration)



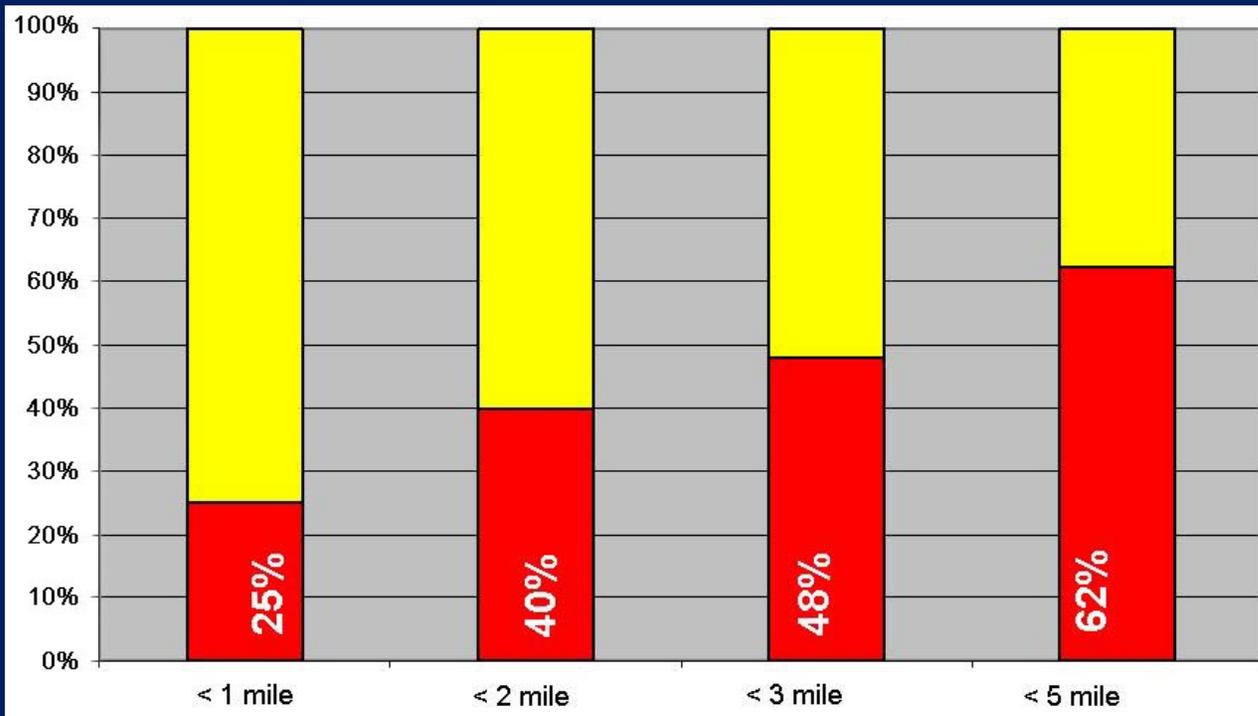
Importance of Plan

- 60% of Americans Not Regularly Active
- 25% Not Active at All
- Almost 50% of Children Inactive
- The proportion of young people who are overweight has more than doubled in the past 20 years



Importance of Plan

Potential for Walking & Cycling Trips



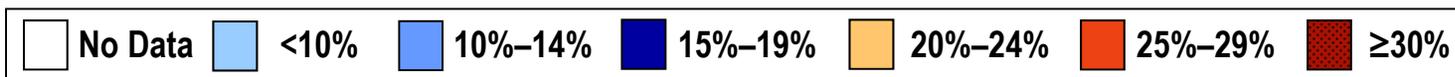
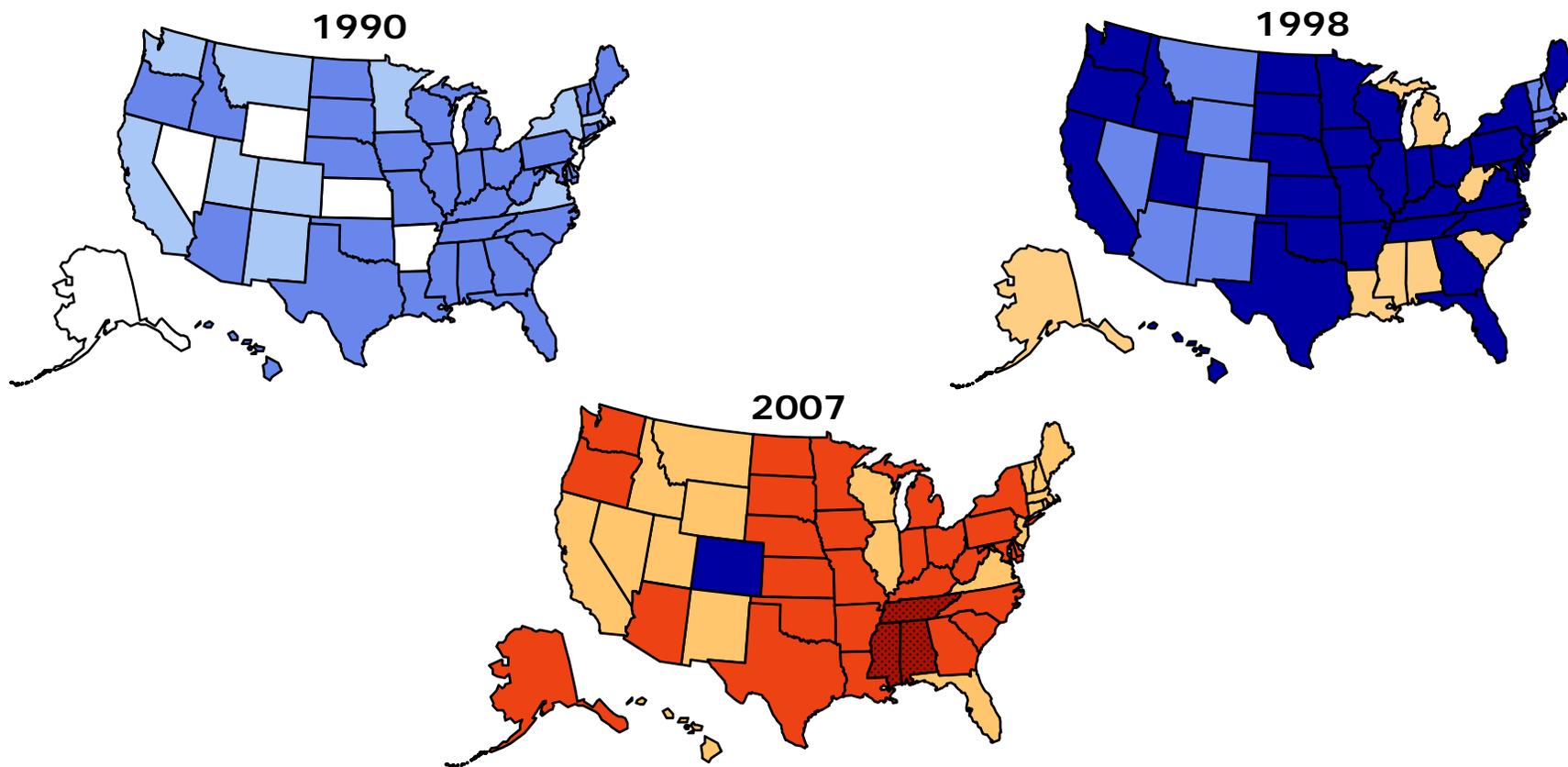
Average Distance of Trips

Source: National Transportation Survey, 1995

Obesity Trends* Among U.S. Adults

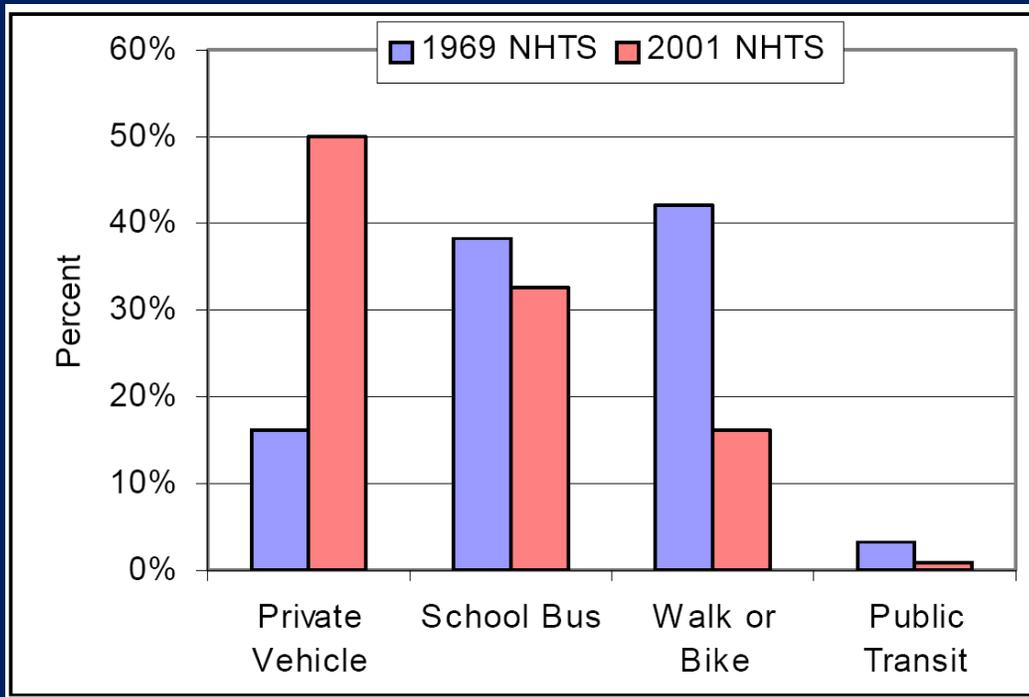
BRFSS, 1990, 1998, 2007

(*BMI ≥ 30 , or about 30 lbs. overweight for 5'4" person)



Importance of Plan

Mode of Arrival to School by Children Ages 6-12, 1969 and 2001



Source: National Highway Transportation Survey

Project Tasks

Task 1
Project Work Plan

Task 2
Public & Stakeholder
Involvement

Task 3
Data Collection & Analysis

Task 5
Develop Implementation &
Program Management
Strategies

Task 4
Identify & Evaluate
Projects/Investment
Strategies for the LRTP

Task 6
Final Report & Executive
Summary

Public Involvement



Participation Process Highlights

- Establish Regional BPAC
- Targeted Stakeholder Workshops (5)
- Interactive Project Website
- PowerPoint Presentations available for Group Presentations
- Project E-Newsletters
- Interactive Public Workshops (10)
- Participation and Outreach at Local Events and Activities
- Project Rollout in Each MPO County (5)

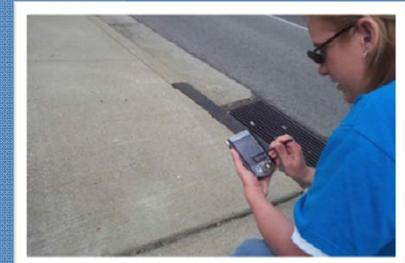
Data Collection & Analysis

- Roadway Facilities
- Plans, Policies, and Programs
- Travel Demands

Bicycle Trip Activity

Pedestrian Attractiveness

- System Performance
- Opportunities and Challenges
- Peer Review



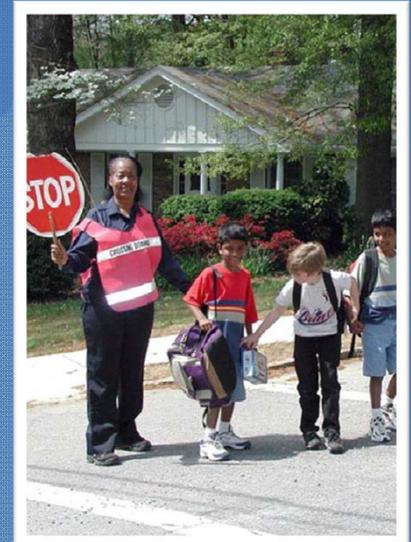
Identify & Evaluate Investment Strategies

- Long Range Vision
- Project Evaluation Methodology
- Priority List
- Funding Options



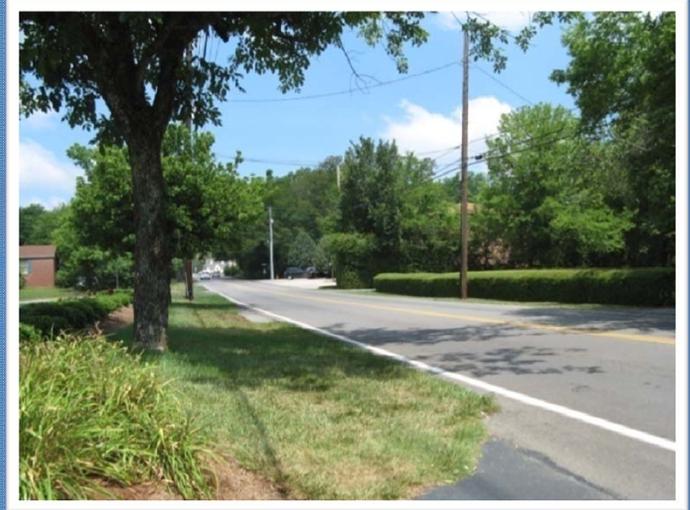
Develop Implementation and Program Management Strategies

- Early Successes
- Regional Strategies
- Funding Toolbox
- Education and Outreach Programs



Key Issues

- Data Collection & Inventory



Key Issues

- Connectivity Between Attractors & Generators



Key Issues

- Connectivity with Existing Bike & Pedestrian Facilities



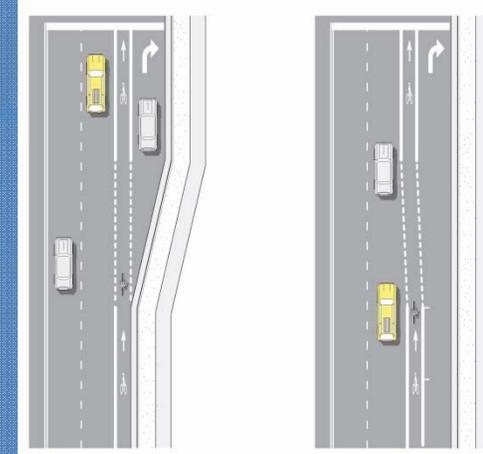
Key Issues

- Connectivity Between Transportation Modes



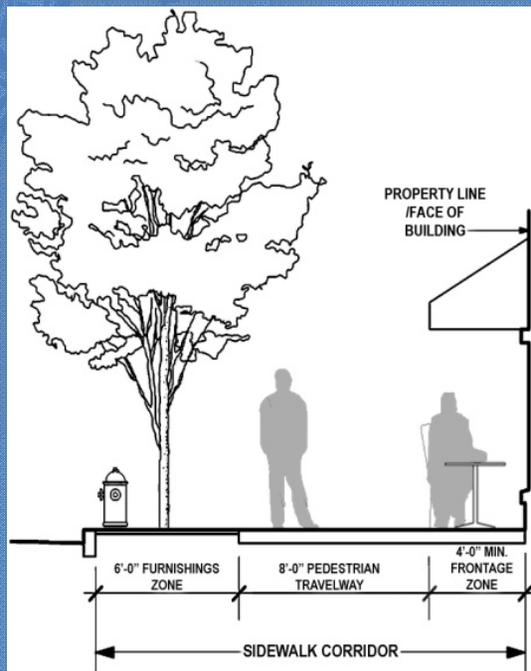
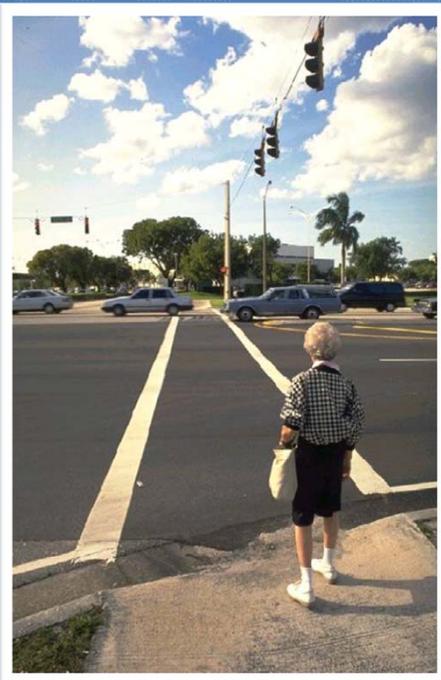
Key Issues

- Design Standards & Guidelines



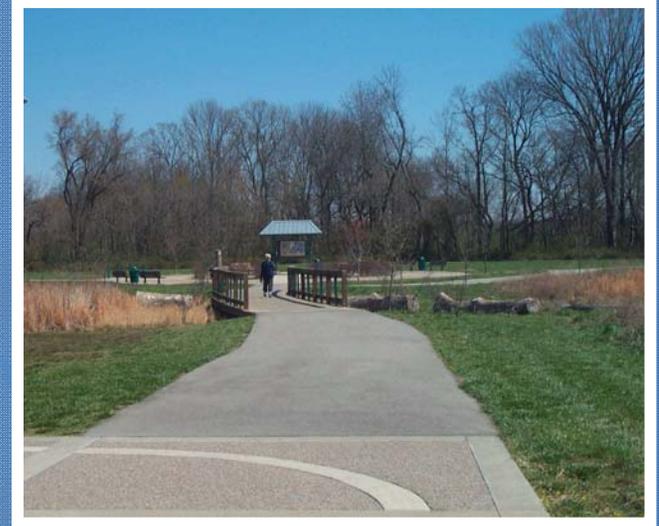
Key Issues

- Policies & Practices



Key Issues

- Cost Estimates
- Funding Priorities
- Funding Sources



Key Issues

- Implementation Strategies

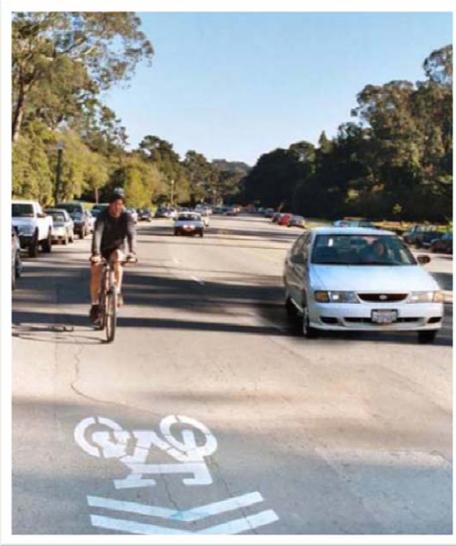


Project Schedule

	1 Sept	2 Oct	3 Nov	4 Dec	5 Jan	6 Feb	7 Mar	8 Apr	9 May	10 June	11 July	12 Aug	13 Sept
Task 1 - Project Work Plan													
<ul style="list-style-type: none"> • Consultant Coordination and Management Plan • Monthly Project Management Meetings • Periodic Coordination Meetings with Other Project Planning Teams 	★	★											
Task 2 - Public Participation & Stakeholder Involvement													
<ul style="list-style-type: none"> • Bicycle & Pedestrian Advisory Committee • Media Roll-Out • Targeted Stakeholder Workshop • Public Meeting • Website • Online Survey (External/Internal) 			○		○		○		○			○	
			○						○			○	
		★											
Task 3 - Data Collection & Analysis													
<ul style="list-style-type: none"> • Facilities • Plans, Policies, & Programs • Travel Demands • System Performance • Opportunities & Constraints 													
					★	★							
Task 4 - Identify & Evaluate Projects/Investment Strategies													
<ul style="list-style-type: none"> • Long Range Vision • Project Evaluation Methodology • Priority List & Funding Options 							★	★					
							★	★					
							★	★					
Task 5 - Develop Implementation & Program Management Strategies													
<ul style="list-style-type: none"> • Implementation Strategies • Bicycle & Pedestrian Funding Toolbox • Regional Bicycle & Pedestrian Public Outreach Strategies 							★	★	★	★			
									★	★	★	★	★
									★	★	★	★	★
Task 6 - Final Report & Executive Summary													
<ul style="list-style-type: none"> • Executive Summary • Final Report 											★	★	★
											★	★	★

- ★ Draft Deliverable/Milestone
- ★ Final Deliverable/Major Milestone
- Meetings/Events

Signed Shared Roadways



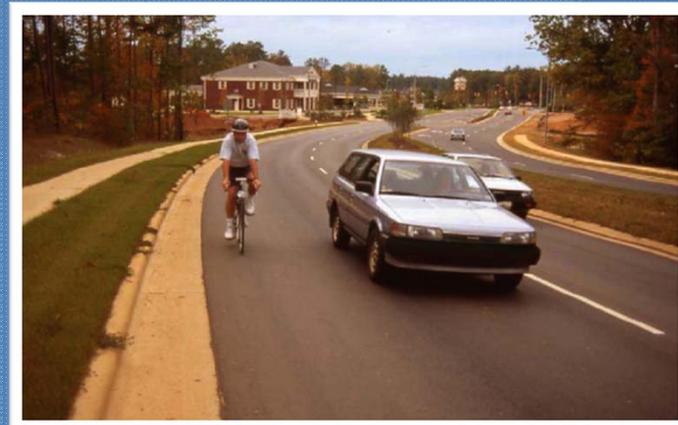
Bike Lanes



Other On-Street Accommodations



Paved Shoulder

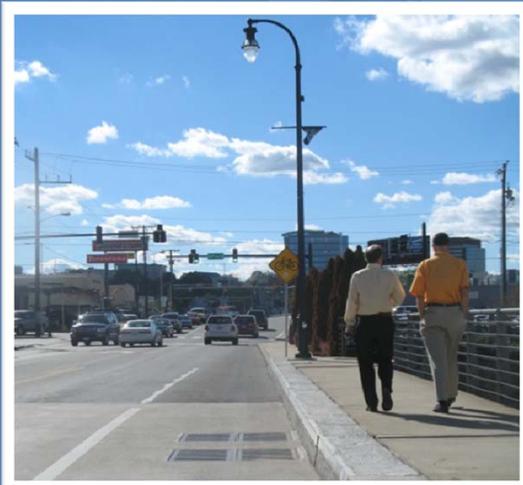


Wide Outside Lane

Multi-Use Paths



Sidewalks & Pedestrian Accommodations

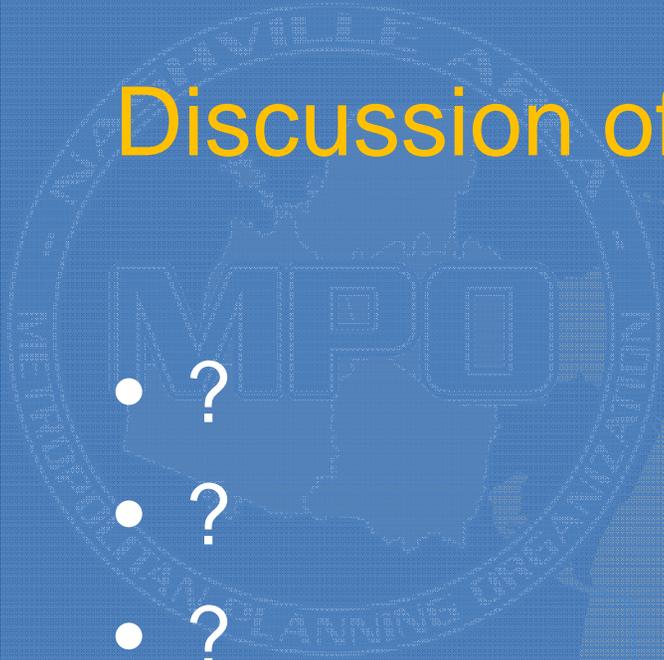


Regional BPAC

- Role of the BPAC
- Outreach

Discussion of Opportunities & Obstacles

- ?
- ?
- ?



Next Steps

- **Regional Stakeholder Workshops**
 - December 1-5
- **BPAC Meeting**
 - January 2009
- **Public Meetings**
 - February 2009



NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

MAYOR ERNEST BURGESS, CHAIR
MAYOR KARL DEAN, VICE-CHAIR
MICHAEL SKIPPER, EXECUTIVE DIRECTOR

Nashville Area MPO Regional Bicycle & Pedestrian Advisory Committee Meeting Notes November 20, 2008

Meeting Purpose:

Project Kick-off Meeting for developing the Nashville Area MPO Bicycle and Pedestrian Planning project and first meeting of the Regional Bicycle and Pedestrian Advisory Committee.

Meeting Location:

Metropolitan Planning Commission - 800 Second Avenue South, Nashville, TN

Attendees:

See Attached Sign-In Sheet

Meeting Summary:

A PowerPoint presentation was made covering the overall objectives of the project, project deliverables, and project schedule. Information was shared on the role of the committee and how the committee could assist the MPO with the development of the plan. Additional information was discussed on the obstacles and barriers for walking and biking in the region as well as the opportunities. Below is a summary of the comments provided by committee members:

Obstacles/Barriers To Walking & Biking (# of times mentioned)

- No sidewalks (12)
- No bike lanes (7)
- Traffic - busy roads, truck traffic, speed of vehicles (7)
- Overall safety (6)
- No shoulder to walk or bike (5)
- Poorly maintained sidewalks and obstacles in sidewalks – telephone poles (4)
- Topography - hilly (4)
- Lazy people (4)
- Built environment geared toward the automobile and automobile reliability (4)
- Lack of bike parking (3)
- Lack of lighting and signs (2)
- Dangerous intersections - poor visibility, no marked crossing, or crosswalk signals (2)
- Narrow streets and roads (2)
- No or limited bike routes (2)
- Lack of connections - to/between (2)
- Lack of right-of-way and funding (2)
- Security – criminal activity, stranger danger, stray dogs (2)
- Driver education – lack of education from a bicyclist's standpoint
- Isolated subdivisions - not much around

- Poor planning “what were they thinking when they laid out the neighborhood”
- Not close to daycare and other uses
- Lack of connected sidewalks
- Limited ability to carry items
- Misuse of rumble strips
- Parking in bike lanes
- Roadway pavement condition – broken/poorly put back together streets - hazardous
- Weather

Opportunities To Walking & Biking (# of times mentioned)

- Promote activity living and health benefits of walking and biking (9)
- Existing and planned greenways (8)
- Building on new and existing sidewalk facilities (5)
- Opportunities to re-stripe wide streets for bike use - road diet (5)
- More awareness of bicycle and pedestrian activities (4)
- Proximity to parks (4)
- Gas is expensive and people want options (3)
- Neighborhood outreach (3)
- Building on existing bike facilities, e.g. bike lanes and bike routes (2)
- Addition of pedestrian signals and bike lanes (2)
- Building on local sustainability initiatives (2)
- Growing community, younger residents - demanding more (2)
- Seeing more pedestrians and cyclists out there (2)
- Bicycle plan in Murfreesboro to include bike facilities
- Active living by design is being implemented in parts of the community
- Goes well with the YMCA’s mission and goals
- Harpeth Bicycle Club – “Share the Road” Awareness
- Cooperation between Murfreesboro Planning and Murfreesboro Bike Club
- New leadership at the planning and government level
- Greater land use and transportation planning
- Neighborhood schools
- Mixed use developments
- New shopping areas including pedestrian friendly amenities – sidewalks, benches, etc
- Refurbish or new community centers providing greater accessible to residents

Follow-Up Items/Next Steps:

- Stakeholder Meetings in December
- BPAC Meeting #2 in January