



# Nashville Area Metropolitan Planning Organization Regional Bicycle and Pedestrian Study

Public Meeting

July 2009

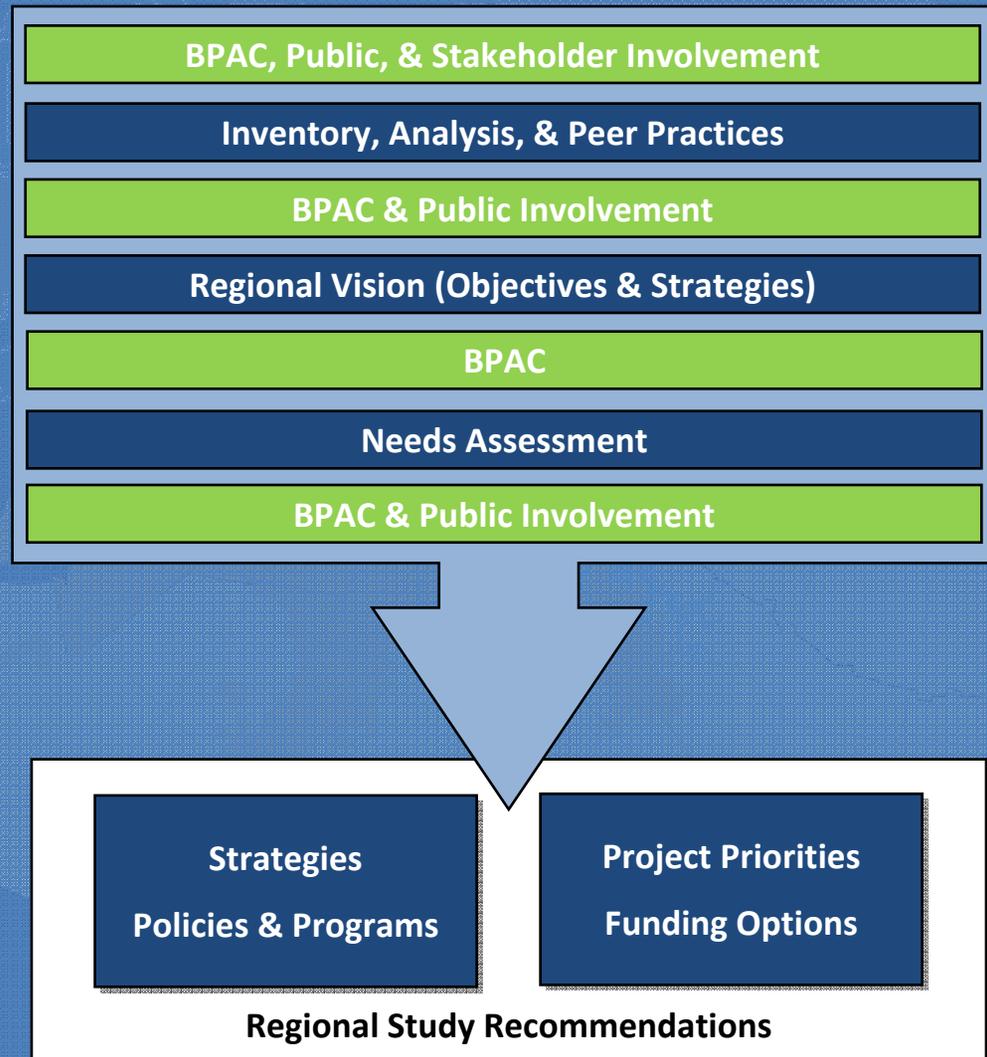


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# Purpose of Today's Meeting

- Project Progress
- Discussion on Prioritizing Strategies
- Next Steps

# Project Progress



# Project Progress

## Public & Stakeholder Outreach

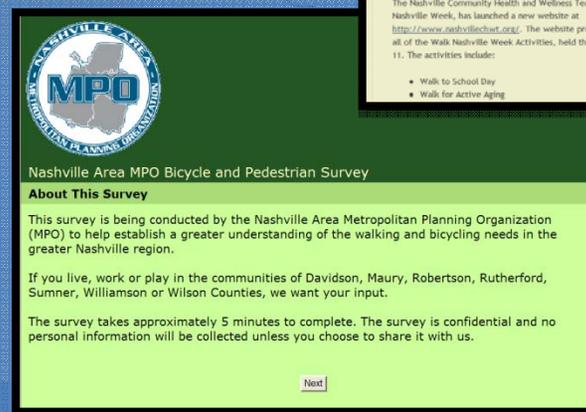
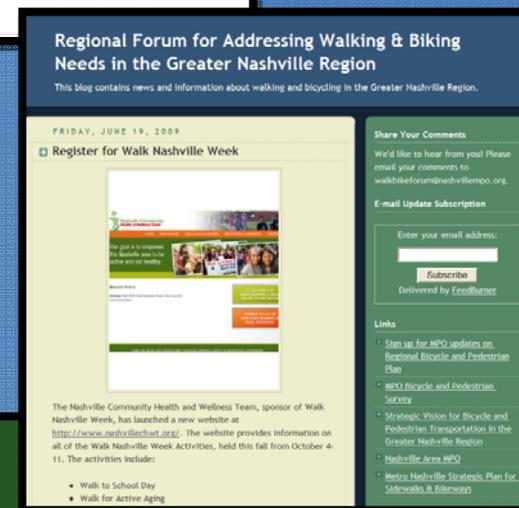
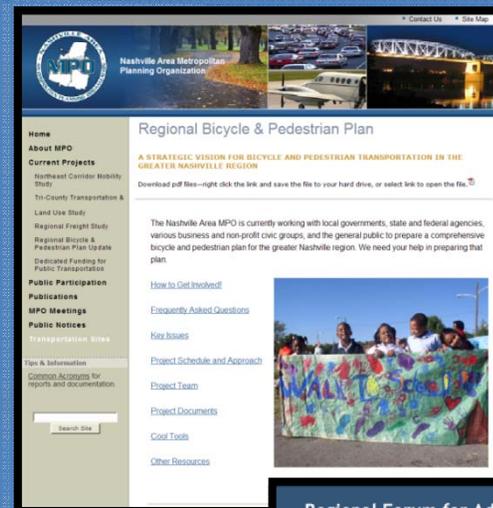
- County Stakeholder Workshops - 50
- 1<sup>st</sup> Round Public Meetings – 200+
- Online Survey – 1,700
- Local Events



# Project Progress

## Public & Stakeholder Outreach

- Website
- Local Newspaper & TV Coverage
- E-Newsletter



# Project Progress

## Data Collection & Analysis

- **Inventory** (Tech Memo #1)
  - Roadway Facilities
  - Plans, Policies, and Programs
  - Peer Community Review
  
- **Needs Assessment** (Tech Memo #2)
  - Bicycle & Pedestrian Level of Service (BLOS/PLOS)
  - Bicycle & Pedestrian Crash Analysis
  - Non-Motorized Demand Assessment
  - Health Impact Assessment
  - Opportunities & Challenges



# Project Progress

- **Objectives & Strategies** (Tech Memo #3A)
  - Regional Vision Objectives
  - Regional Vision Strategies
- **Count Procedures Manual** (Tech Memo #3B)
  - Bicycle & Pedestrian Count Procedures
  - Bicycle & Pedestrian Count Instructions
- **Project Evaluation Methodology** (Tech Memo #4)
  - Bicycle and Pedestrian Prioritization Factors
  - Prioritization Process & Funding Options (Tech Memo #5)



# What We Heard

## Public & Stakeholder Meetings

### Obstacles & Challenges

- Accommodation Provisions
  - ❖ Facilities, Design, & Maintenance
- Education, Awareness, & Enforcement
- Vehicular Traffic & Cultural Environment
- Connectivity
  - ❖ Land Use Patterns & Crossing Features
- Funding



# What We Heard

## Public & Stakeholder Meetings

### Potential Solutions

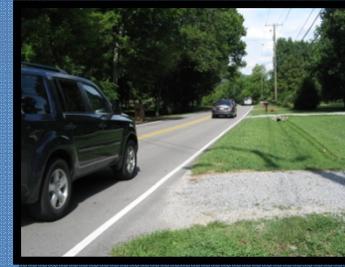
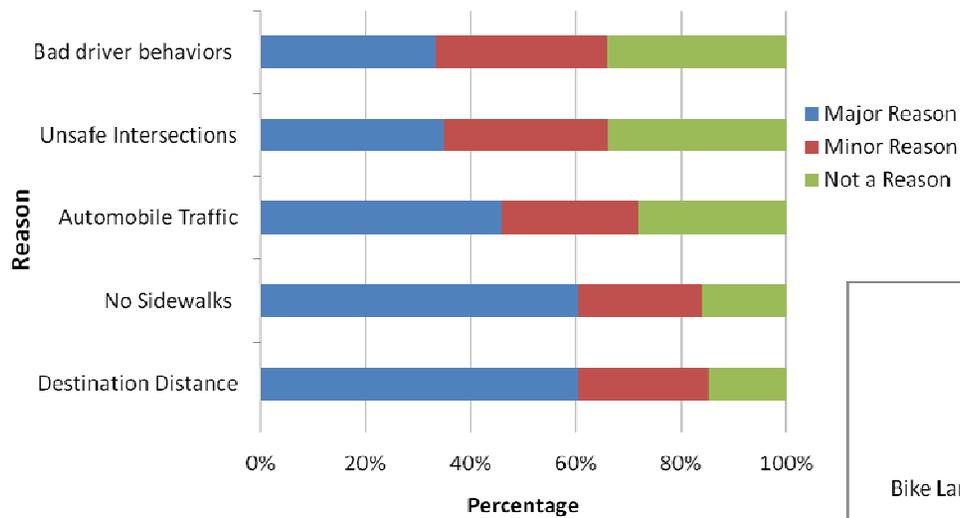
- Facilities
- Connectivity
- Awareness, Support, & Collaboration
- Policies & Programs
- Mapping & Information
- Education & Enforcement



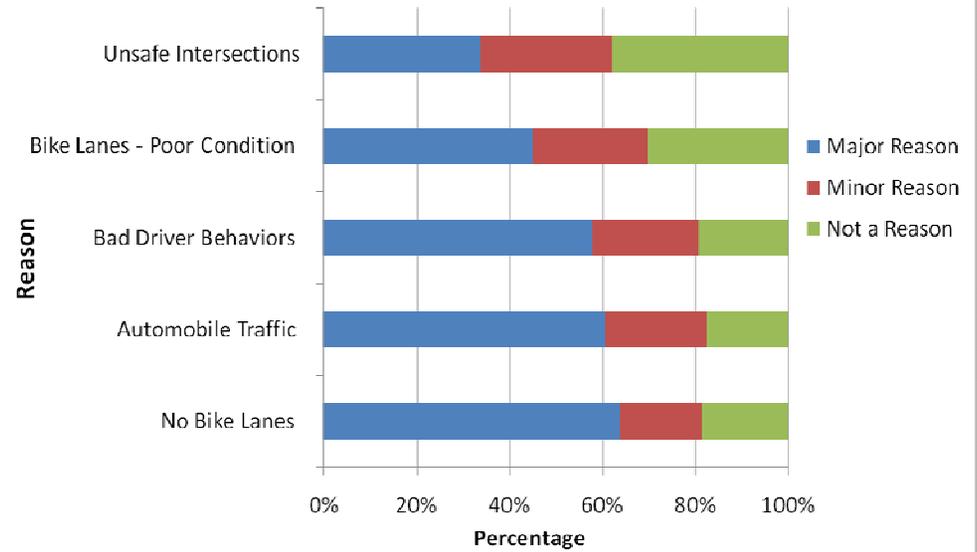
# What We Heard

## Online Survey

Reasons For Not Walking More



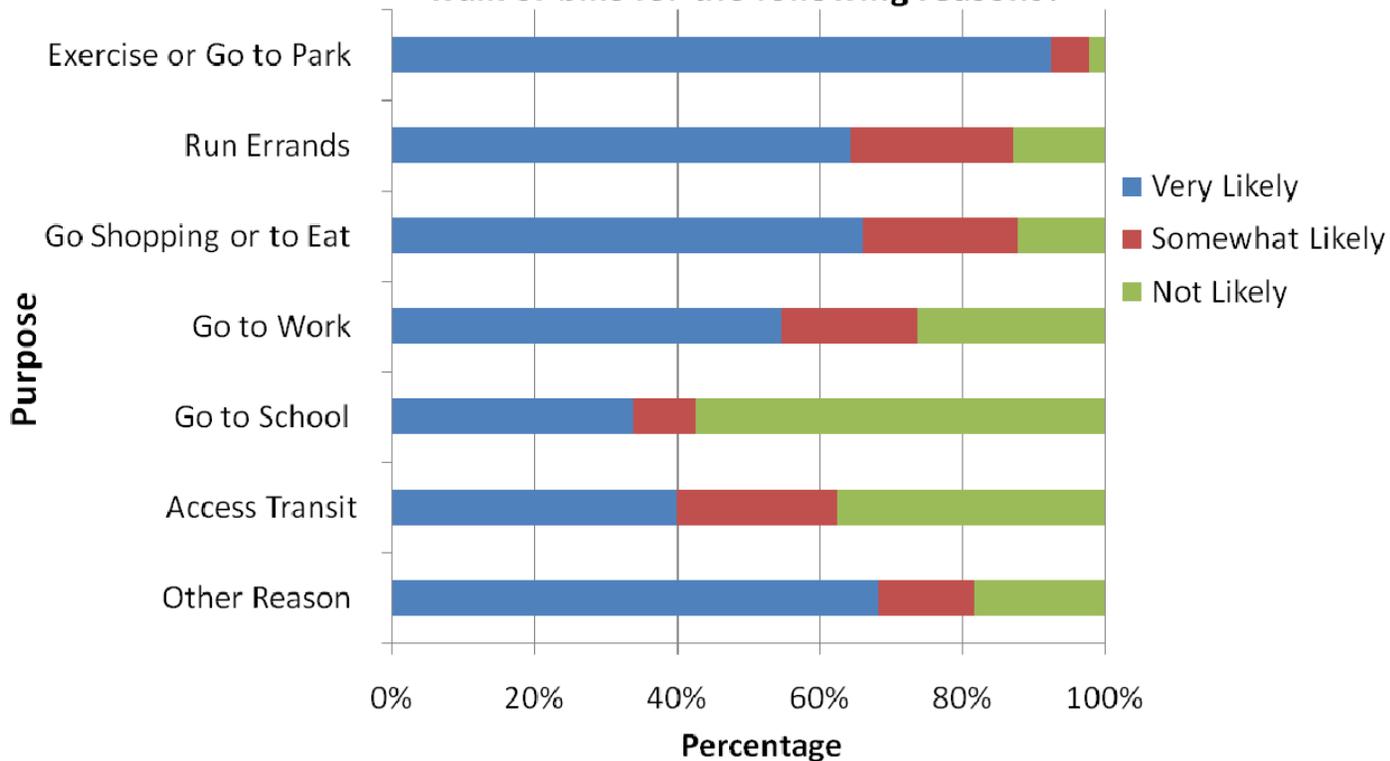
Reasons For Not Biking More



# What We Heard

## Online Survey

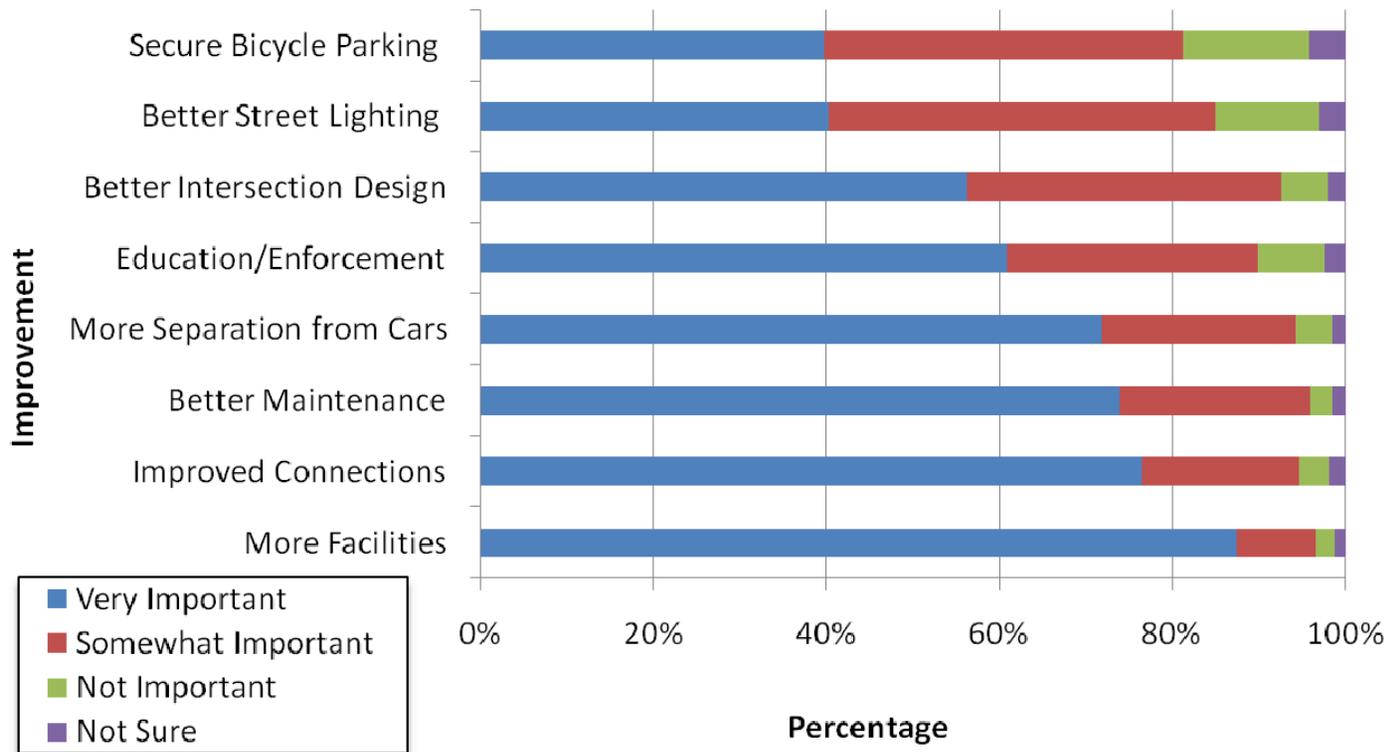
If it were safe and convenient, how likely would you be willing to walk or bike for the following reasons?



# What We Heard

## Online Survey

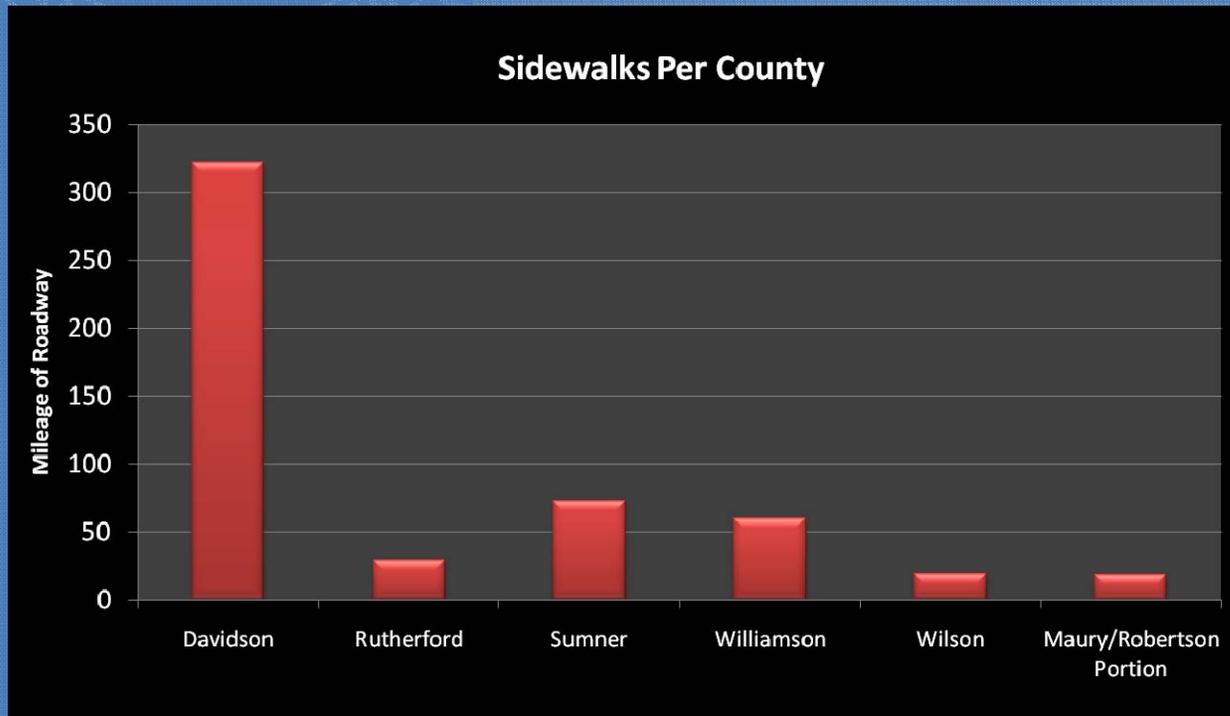
Importance of Improvement in Advancing Walking & Biking in Region



# What We Have Learned

## Inventory

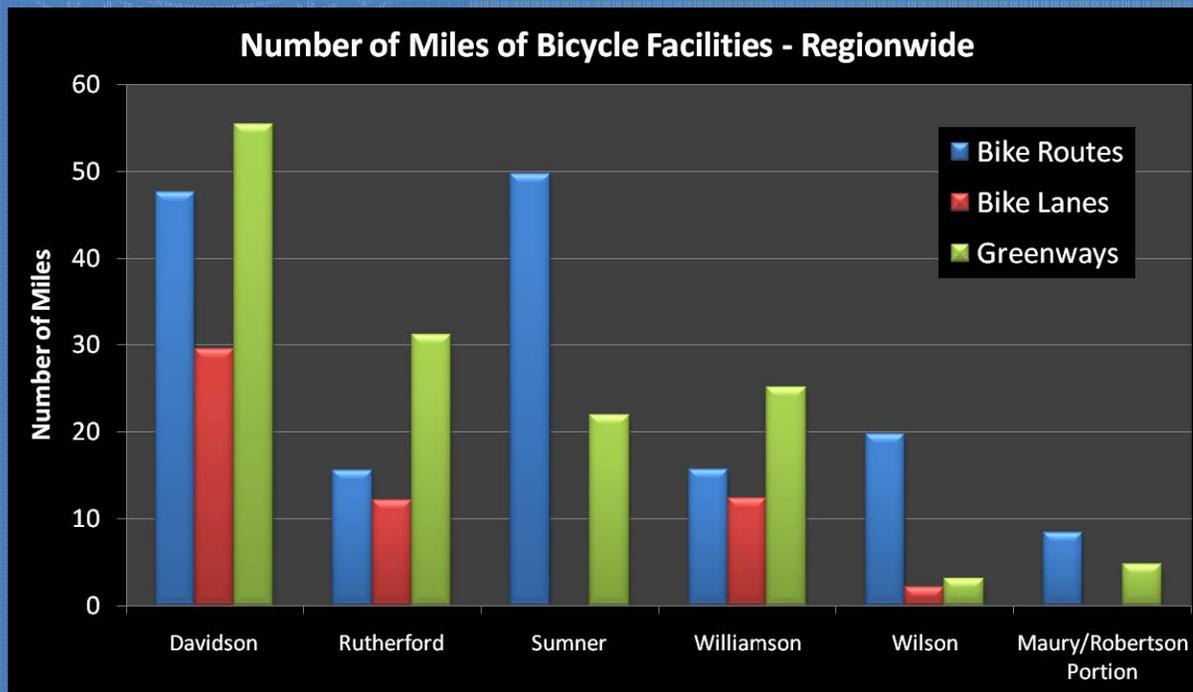
- 521 Miles of Sidewalk on Major Roadways
  - 288 Miles of Arterial Roadways
  - 134 Miles of Collector Roadways
  - 99 Miles of Other Roadways



# What We Have Learned

## Inventory

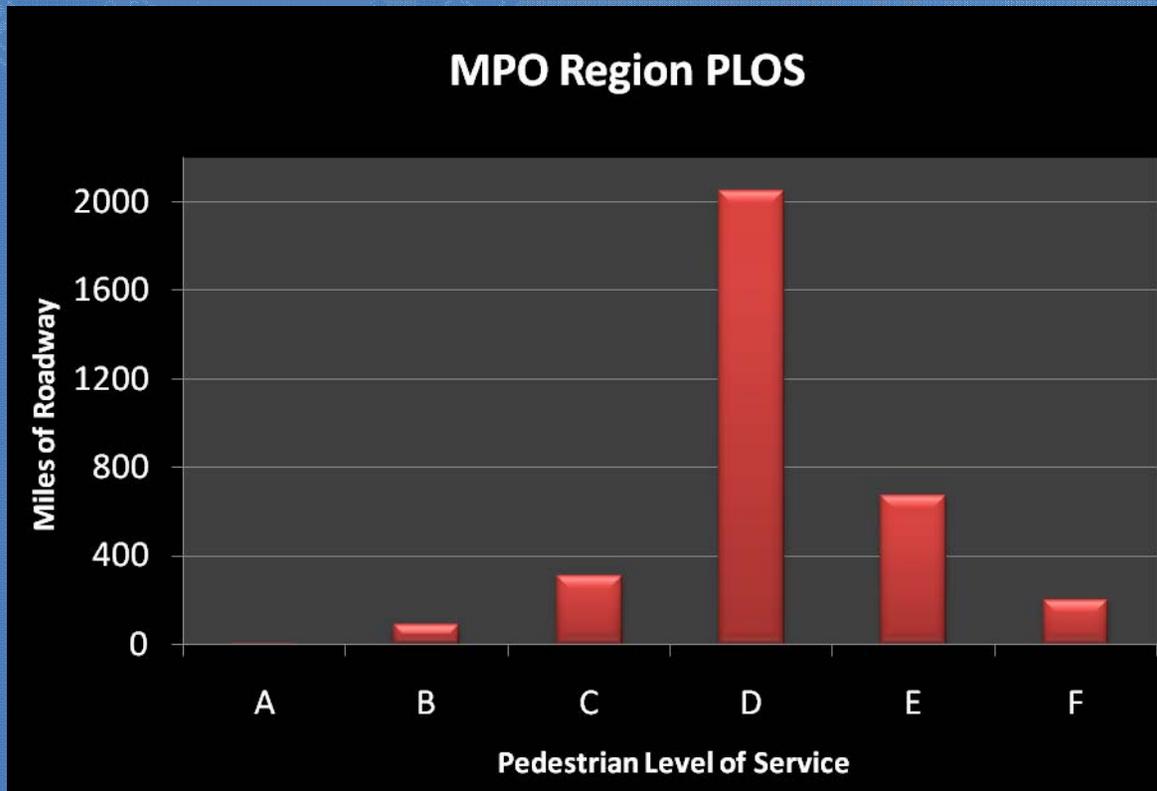
- 354 Miles of Bicycle Facilities
  - 156 Miles of Signed Bike Routes
  - 56 Miles of Bike Lanes
  - 141 Miles of Greenways and Multiuse Paths



# What We Have Learned

## Analysis: Level of Service (PLOS)

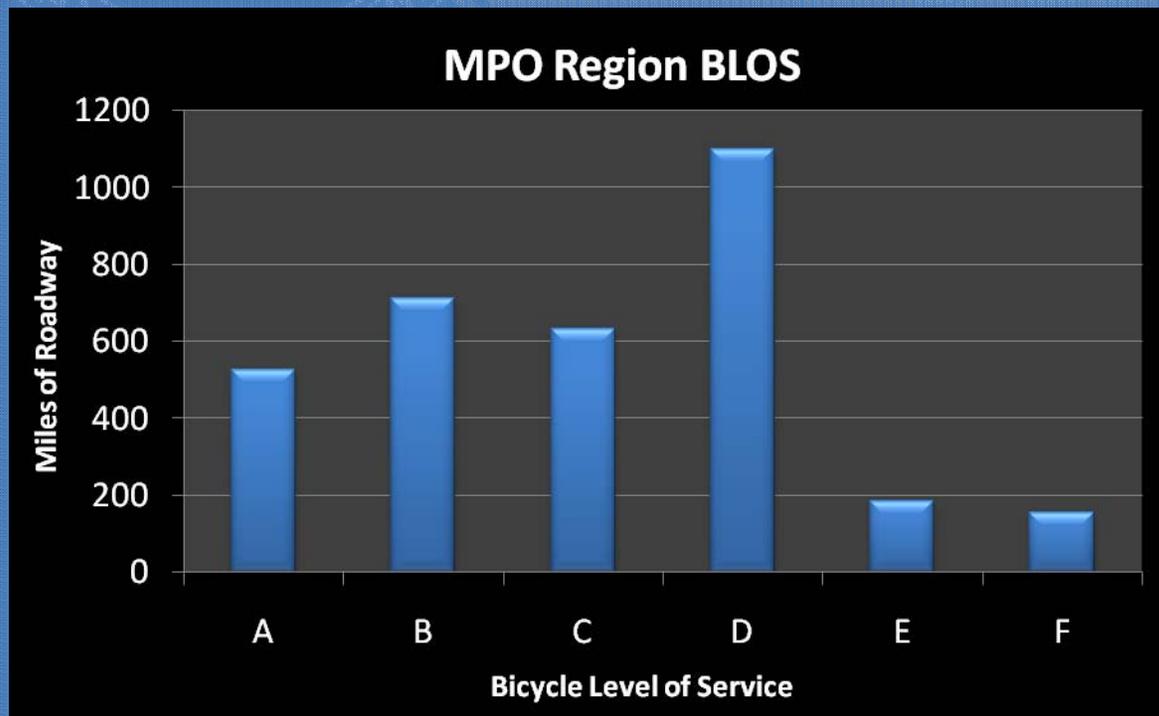
- 395 Miles of PLOS C or Better
- 88% PLOS D or Worse (2,918)



# What We Have Learned

## Analysis: Level of Service (BLOS)

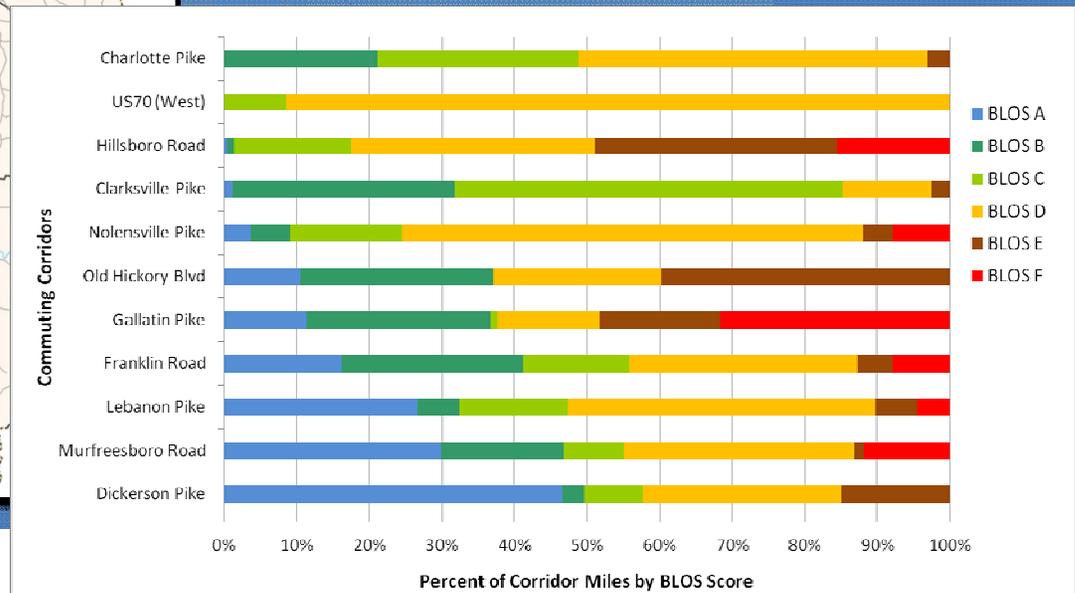
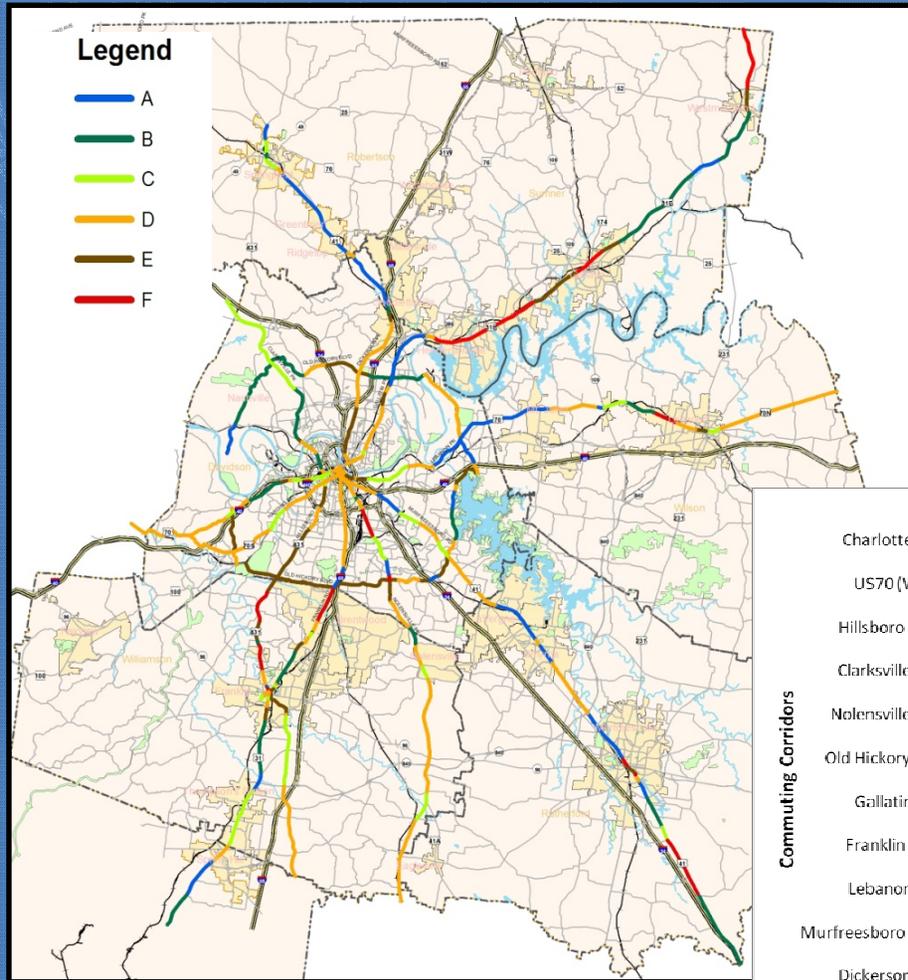
- 1,873 Miles of BLOS C or Better
- 43% BLOS D or Worse (1,440)



# What We Have Learned

## Analysis: Level of Service (BLOS)

Eleven major commuter corridors were analyzed looking at bicycle level of service conditions



# What We Have Learned

## Analysis: Bicycle & Pedestrian Crashes

### Total Pedestrian & Bicycle Crashes (2003-2007)

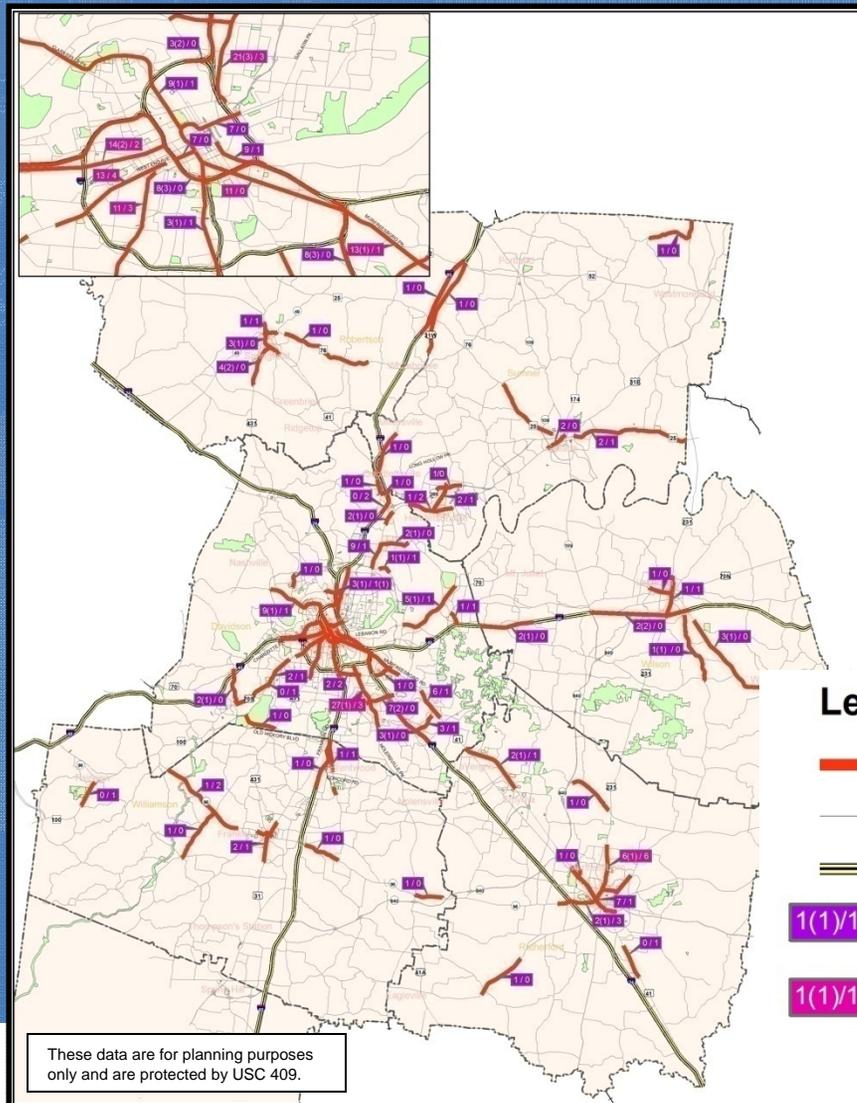
County	2003		2004		2005		2006		2007	
	Ped.	Bike								
Davidson	234	55	256	71	217	35	252	54	234	49
Maury	6	2	11	1	9	1	9	6	14	4
Robertson	15	4	8	1	13	2	12	2	5	2
Rutherford	33	15	30	26	29	11	34	20	28	17
Sumner	13	7	13	8	11	0	11	11	13	2
Williamson	8	7	15	10	5	9	14	8	12	2
Wilson	6	2	8	4	14	6	15	6	4	5
Total	315	92	341	121	298	64	347	107	310	81
Total Pedestrian & Bicycle	407		462		362		454		391	

### Total Pedestrian & Bicycle Fatalities (2003-2007)

County	2003		2004		2005		2006		2007	
	Ped.	Bike								
Davidson	15	0	12	0	10	5	17	1	12	1
Maury	2	0	1	0	0	0	1	0	2	0
Robertson	0	0	1	0	3	0	0	0	0	0
Rutherford	3	0	1	0	2	0	5	0	1	0
Sumner	0	0	0	0	0	0	1	0	0	0
Williamson	0	1	1	0	0	0	0	0	0	0
Wilson	3	0	1	0	2	0	2	0	1	0
Total	23	1	17	0	17	5	26	1	16	1
Total Pedestrian & Bicycle	24		17		22		27		17	

# What We Have Learned

## Analysis: Bicycle & Pedestrian Crashes



### Legend

-  Crash Locations
-  Arterials & Collectors
-  Interstate
-  Pedestrian Crash (Fatality)/  
Bicycle Crash (Fatality)
-  Pedestrian Crash > 10 or  
Bicycle Crash > 5

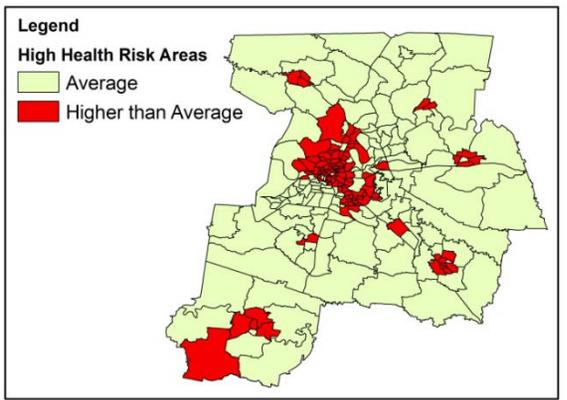
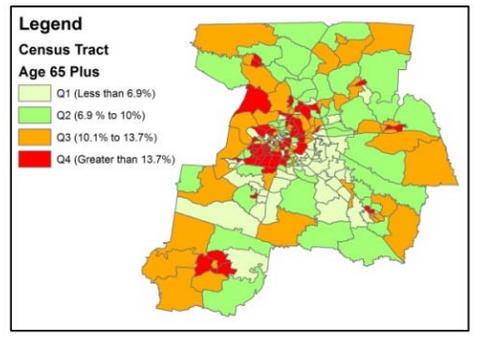
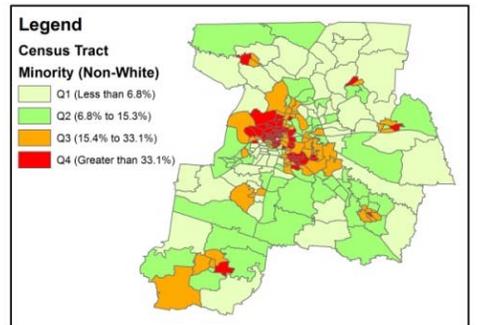
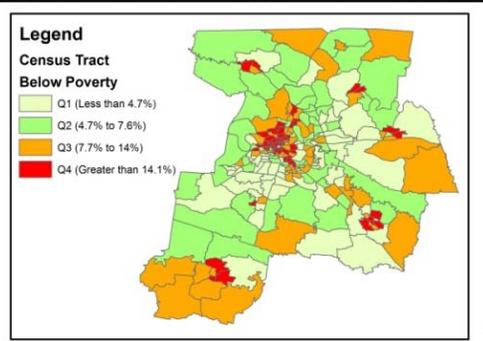
# What We Have Learned

## Analysis: Health Impacts

There is a strong link between the lack of physical activity and health (e.g. heart disease, obesity, and other chronic conditions).

Research has also shown certain population groups have a higher disparity. These groups include:

- Low Income
- Minority
- Older Adults (over 65)



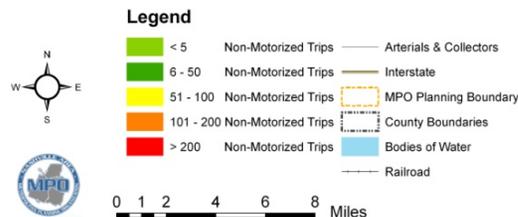
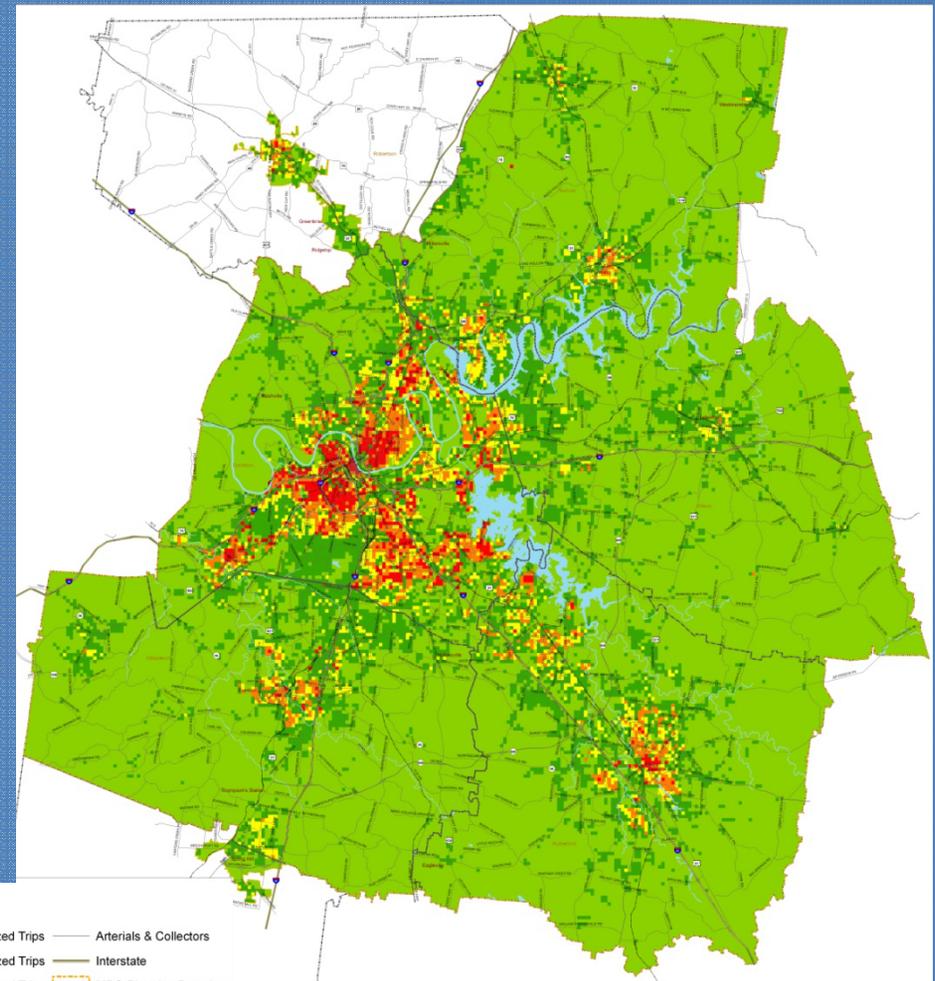
# What We Have Learned

## Analysis: Non-Motorized Demand

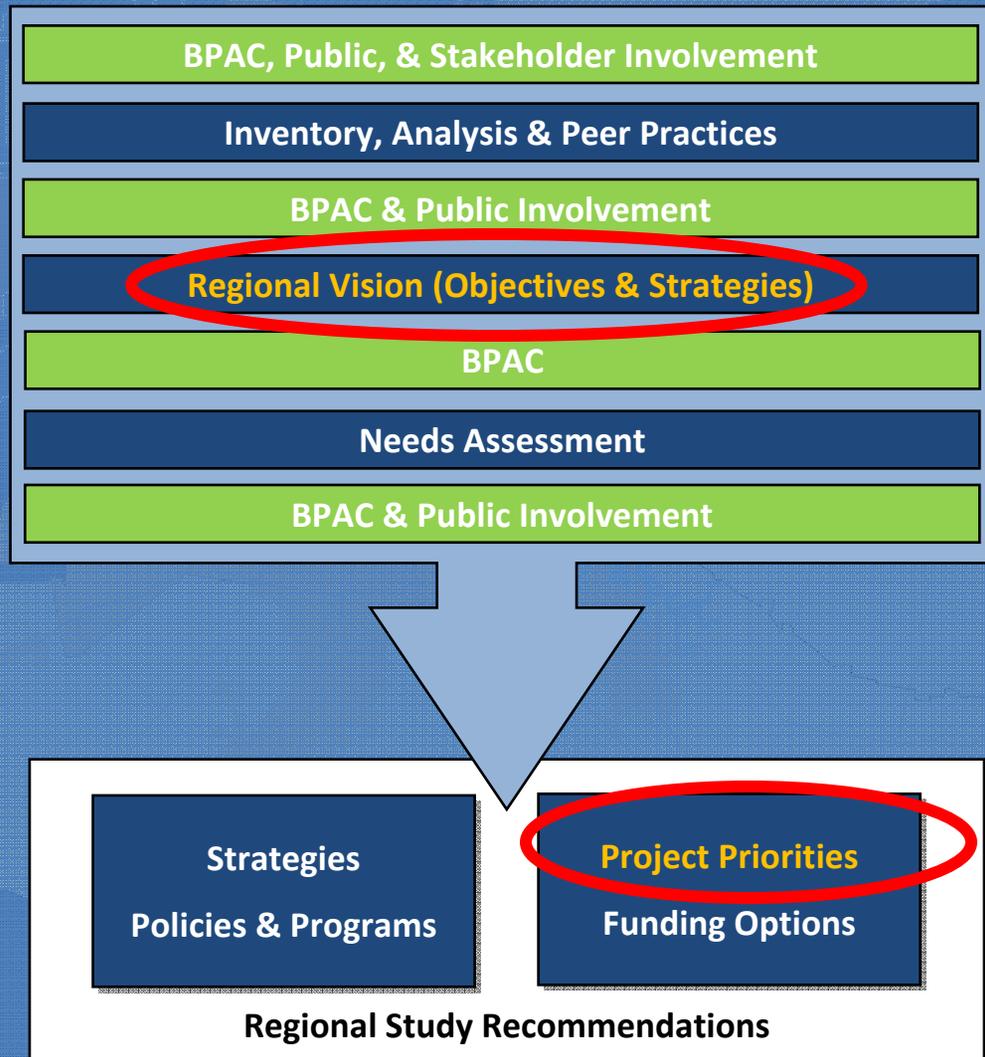
The proximity of land uses such as residential housing, employment, shopping, schools, transit, parks, and other activities influence walking and bicycle travel demand.

The Nashville Regional Non-Motorized Model accounts for the following eight trip types for both walk & bicycle travel:

- School
- Work
- Transit (to)
- Errand
- Shop
- Recreation
- Transit (from)
- Parking (CBD)



# Tonight's Meeting



# What We Heard

## Public & Stakeholders

### Potential Solutions

- Facilities
- Connectivity
- Awareness, Support, & Collaboration
- Policies & Programs
- Mapping & Information
- Education & Enforcement



# Draft Strategic Vision Objectives

## ❑ Provide Facilities

Provide a comprehensive, safe, and convenient bicycle and pedestrian system for a wide range of skill levels that is interconnected and accessible making it easier for individuals to choose to walk and bicycle

## ❑ Build Support

Build a collaborative and cooperative environment within the region among stakeholders and communities that supports more non-motorized transportation choices

## ❑ Create Policies & Programs

Integrate walking and biking within the region through policies and programs that foster accommodations for improved safety, mobility, and health

## ❑ Increase Awareness

Elevate the level of understanding and awareness of the benefits, uses, and needs of non-motorized transportation choices through comprehensive educational, enforcement, and outreach programs



# Discussion of Project Prioritization



# Project Evaluation Goals

- Connectivity
- Safety
- Demand/Access (destination)
- Address Congestion
- Cost
- Community Goals
- Health



# Next Steps

- Public Meetings – July 27<sup>th</sup> - 30<sup>th</sup>
- Presentation to MPO – August 5<sup>th</sup>/19<sup>th</sup>
- Project E-Newsletters
- Bicycle/Pedestrian Counts – *September 8<sup>th</sup>*
- Complete Remaining Tasks
- BPAC Meeting #5 – *September*
- Draft Plan - *October*

# Public Meetings

## **Davidson County**

Monday, July 27<sup>th</sup> from 5:30 - 7:30 p.m. - East Park Community Center in Nashville

## **Rutherford County**

Tuesday, July 28<sup>th</sup> from 5:30 - 7:30 p.m. - Smyrna Town Centre in Smyrna

## **Williamson County**

Tuesday, July 28<sup>th</sup> from 5:30 - 7:30 p.m. – Williamson County Library in Franklin

## **Sumner County**

Thursday, July 30<sup>th</sup> from 5:30 - 7:30 p.m. - Hendersonville Public Library in Hendersonville

## **Wilson County**

Thursday, July 30<sup>th</sup> from 5:30 - 7:30 p.m. - Lebanon City Hall in Lebanon

# Next Steps

- **Project Evaluation Methodology**
  - Bicycle and Pedestrian Prioritization Factors (Tech Memo #4)
  - Prioritization Process & Funding Options (Tech Memo #5)
- **Implementation & Program Management Strategies**
  - Implementation Strategies/Design Standards (Tech Memo #6)
  - Funding Toolbox (Tech Memo #7)
  - Outreach Strategies (Tech Memo #8)
- **Executive Summary & Final Report**



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**Thank You For Your Input.**