Riverside Drive
Complete Streets Project
3rd Community Meeting

March 26, 2015
Providing Feedback

• Sign-In with contact information for future updates

• Complete questionnaire provided tonight

• Complete comment card to request time to speak or ask a question following the presentation
Purpose of the Project

• Improve safety and accessibility for residents traveling by bicycle or by foot to reach the riverfront and its attractions.
Reasons for the Pilot Project

• Assess feasibility of alternative roadway configuration

• Measure impacts to automobile traffic flows

• Consider design alternatives presented by public feedback and comments
Maintain the same roadway configuration as Memphis In May for 12-18 months

Traffic data analysis designed to inform on the feasibility

Public comments and feedback used to refine design options and address concerns not evident in traffic data
DATA COLLECTION & ANALYSIS
Traffic volumes along Riverside Drive remain constant during the pilot phase. No significant shifting of traffic volumes to parallel streets in downtown.

Traffic speeds reduced slightly compared to measures before pilot implementation, but remain well above the posted speed limit.

Recorded crash incidents are higher during the pilot phase than in previous periods of time.
### Traffic Volumes

#### Riverside: Between Georgia & Beale

<table>
<thead>
<tr>
<th>AADT</th>
<th>Year</th>
<th>Measured</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2013</td>
<td>13,356</td>
</tr>
<tr>
<td></td>
<td>Fall 2014</td>
<td>14,010</td>
</tr>
<tr>
<td></td>
<td>Winter 2015</td>
<td>13,166</td>
</tr>
</tbody>
</table>

*Source: City of Memphis Division of Engineering, Traffic Engineering, Intersection & Radar Counts*
## Vehicle Speed (85th%)

<table>
<thead>
<tr>
<th>YEAR</th>
<th>REGULATORY</th>
<th>MEASURED</th>
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<tbody>
<tr>
<td>2006</td>
<td>40mph</td>
<td>47mph</td>
</tr>
<tr>
<td>June 2014 (Pilot)</td>
<td>35mph</td>
<td>44mph</td>
</tr>
<tr>
<td>Sept 2014 (Pilot)</td>
<td>35mph</td>
<td>38mph</td>
</tr>
<tr>
<td>Jan 2015 (Pilot)</td>
<td>35mph</td>
<td>44mph</td>
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*SOURCE: CITY OF MEMPHIS DIVISION OF ENGINEERING, TRAFFIC ENGINEERING, INTERSECTION & RADAR COUNTS*
## Crash Incidents

<table>
<thead>
<tr>
<th>MONTH</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
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<tbody>
<tr>
<td>JAN</td>
<td>1</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>FEB</td>
<td>1</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>MAR</td>
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<td>2</td>
<td>3</td>
</tr>
<tr>
<td>APR</td>
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<td>2</td>
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<td>MAY</td>
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<td>0</td>
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</tr>
<tr>
<td>JUNE</td>
<td>1</td>
<td>6</td>
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<tr>
<td>JULY</td>
<td>2</td>
<td>1</td>
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<td>AUG</td>
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<td>SEPT</td>
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<td>3</td>
<td></td>
</tr>
<tr>
<td>OCT</td>
<td>2</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>NOV</td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>DEC</td>
<td>2</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>18</strong></td>
<td><strong>25</strong></td>
<td></td>
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</tbody>
</table>

*Source: Memphis Police Department (MPD), Crash Reports 2013-2015*
SHAPING DESIGN THROUGH PUBLIC FEEDBACK
“Go back to the recommendation of Mr. Speck!”

“One bike lane on each side is the only alternative that makes any sense.”

“This is a fabulous pilot project.”

“A better idea is to create a dedicated bike path in the park.”
On PARKING

- Multiple recommendations received on the best way to handle accessibility of parking near Tom Lee Park and Beale Street Landing

- There were some supporters of Mr. Speck’s recommendation that all surface parking lots should be closed and moved to on-street parallel parking

- Many more comments were received, however, that emphasized the high level of current use at these parking lots, and the difficulty in function and design that on-street parking would pose along Riverside Drive

- Final design considerations do not propose the closure of parking lots at Tom Lee Park or Beale St. Landing

“Southerners hate parallel parking.”

“I urge you not to remove the existing parking lots associated with Tom Lee Park and Beale Street Landing.”

“The parking lot at Tom Lee Park is used extensively. Any alternative eliminating this parking lot would be a death blow to these park users!”

“Any scenario that closes the parking lot, or reduces it's size, would surely make the Park less accessible to the citizens of Memphis.”

“I support reducing surface parking in Tom Lee Park and Beale Street Landing.”
On THE MEDIAN

- Concerns were raised about the perceived danger of two-way traffic existing solely on the east side of the existing landscaped median

- Multiple recommendations were received about how to situate the traffic lanes and bike lanes around the median that would best serve all roadway users

- The current division of automobile traffic on one side of the median and bicycle & pedestrian traffic on the other side were most popular with those that indicated they were using the new bike/ped lanes

- Final design considerations return automobile traffic divided between the landscaped median

“Traffic is too fast with no median to divide traffic...Re-divide north/south traffic.”

“One bike lane on each side is the only alternative that makes any sense.”

“When leaving my River Tower residence, it is difficult to see south bound traffic. When the street was divided you could clearly see the south and north bound.”

“Keep [bike lanes] on the west side of Riverside.”

“The fact that [the bike lanes] are separated by a median enhances safety and is a wonderful idea.”
RIVERSIDE DRIVE COMPLETE STREETS PROJECT

On CONGESTION & CRASHES

- Feedback indicated that congestion did become a concern during certain periods of the day or as a result of specific circumstance

- Turning vehicles (into Tom Lee Park) or at any of the cross streets (Beale, Georgia, Carolina) all experienced backups during heavy peak periods of automobile travel

- Crashes that occurred between Beale and Georgia left no room for automobiles to move around the crash site and proceed ahead. This situation causes congestion until emergency responders can make the scene and remove the barriers to travel

- Final design considerations will address the addition of turn lanes at key intersections and provide clear access in case of crash

“I believe adding designated left turn lanes at intersections would benefit greatly...”

“...long delays waiting for cars to turn into the Tom Lee parking lot...”

“...cruisers tying up the only through lane...

“Turning into park cause full traffic stop. Wrecks cause full traffic stop.

“...there is no where for cars to go around a wreck.”
On **PEDESTRIAN ACCESS**

- Concerns were raised about the difficulty of crossing Riverside Drive as a pedestrian due to relocating automobile traffic to east side of landscaped median

- Even though the crossing distance was half of its original configuration, pedestrians noted that the frequency of automobiles left little time for breaks in traffic, resulting in increased time waiting to cross

- Few pedestrians used the designated pedestrian lane finding the park trails more attractive and preferred for use

- Final design considerations return automobile traffic divided between the landscaped median and do not contain any designated pedestrian space within the roadway width

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“...the lack of use by pedestrians is extremely low even on weekends.”

“No one uses the pedestrian lane. You can go out on any given day and find people running/walking/biking on the sidewalk through the park. People choose to use that instead.”

“I think it is a really good idea to give pedestrians a chance to pause between the lanes...it would make me less nervous to have to try to gauge both directions at the same time to cross with my two dogs.”
RIVERSIDE DRIVE COMPLETE STREETS PROJECT

On BEALE STREET

• Transition to the pilot configuration at the Beale Street intersection was a cause of concern for all roadway users

• Crash incidents at this intersection increased during the pilot phase as drivers sought to jockey for position within the transition area

• Despite its origin as a pilot configuration, many users urged for future improvements that would enhance its connectivity and access for bicycle and pedestrian use

“...recommend a turn signal to be installed for south bound traffic turning [east] onto Beale Street.”

“Need a crosswalk at Beale Street like the one on the south end of Riverside.”

“I would like to see the bike lane extended to the Welcome Center.”

• Final design considerations will include continuation of all lanes and access north to Jefferson Ave/Bass Pro Drive.
On I-55, CAROLINA, & GEORGIA

- Concerns related to turning vehicles, pedestrian crossings, and traffic speeds at this intersection existed prior to the pilot configuration.

- Multiple users provided feedback related to the continuation of these problems under the pilot despite increased measures to bring visibility to the I-55 transition area.

- Under the current conditions, there are not enough vehicles to warrant a traffic signal, but the conditions will continue to change as TDOT begins work on the Crump/I-55 interchange.

- Final design considerations will seek to minimize the negative impacts to travel at these intersections while TDOT’s Crump/I-55 interchange project in constructed.

“...turning left from Georgia and Carolina onto 55 is a nightmare during rush hour.”

“..motorists coming off the interstate with traffic immediately narrowing to one lane (thus backing up traffic on the interstate during busy times)…”

“Access to I-55 from Georgia or Carolina are nearly impossible due to the traffic change.”

“I believe there should be some solution for traffic coming off 55 entering residential traffic at Georgia..”
On FRONT STREET

• Concerns were raised about pedestrian activity along Front Street as it relates to residents accessing Riverside Drive via the Riverwalk and stairways from Huling

  “Crossing S. Front Street is dangerous. Residents should not have to run for their lives crossing the street.”

• Multiple recommendations were received on raising visibility of pedestrian activities in this area including crosswalks, warning signs, and curb extensions

  “[Huling and Front Street] is a very active intersection...due to the access to the popular Riverwalk”

  “We'd like to see better crosswalks on Riverside and on Front Street.”

• Final design considerations for curb extensions and crosswalks at Front/Huling are being prepared for installation
FINIAL DESIGN
CONSIDERATIONS
RIVERSIDE DRIVE COMPLETE STREETS PROJECT

ALTERNATIVE A

Riverside Drive—North of Beale Street

12' Streetcar
12' Streetcar
5' Sidewalk
10' Drive lane
10' Center turn lane
10' Drive lane
3' Bike lane
5' Bike lane
6' Bike lane
8' Sidewalk

Riverside Drive—South of Beale Street

12' Planting strip
8' Parking lane
3' 12' Drive lane
8' Planting strip
11' Drive lane
4' 4' 4'
28' Planting strip
ALTERNATIVE B

Riverside Drive—North of Beale Street

12' Streetcar 12' Streetcar 5' Sidewalk 7' Bike lane 4' 11' Drive lane 11' Drive lane 4' 7' Bike lane 8' Sidewalk

Riverside Drive—South of Beale Street

12' Streetcar 7' Bike lane 4' 12' Drive lane 8' Planting strip 12' Drive lane 4' 7' Bike lane 28' Planting strip
RIVERSIDE DRIVE COMPLETE STREETS PROJECT

FRONT ST - FINAL DESIGN

EASE OF IMPLEMENTATION

COST OF IMPLEMENTATION $ $ $
RIVERSIDE DRIVE COMPLETE STREETS PROJECT

TIMELINE FOR COMPLETION
Final Project Timeline

- Pilot configuration will remain in place until the end of Memphis In May

- Median modifications will occur prior to Beale Street Music Festival

- Following the end of Memphis In May, city crews will work to repave and restripe the roadway south of Beale Street

- Any necessary signal modifications at Beale Street or other transitional striping or signage will be installed following repaving work

- Repaving north of Beale Street will occur sometime in early 2016 in accordance with already planned paving program

- TDOT’s I-55/Crump Interchange project is currently scheduled to bid in December 2015. Under that timeframe, construction would begin around this time next year.
Providing Feedback
Providing Feedback

• Sign-In with contact information for future updates

• Complete questionnaire provided tonight

• Offer additional comments in writing in comments section or through email, mail, telephone, etc.
Providing Feedback

RIVERSIDE DRIVE--COMMENTS

Name: ________________________________________________________________

Address: _______________________________________________________________________________________________________

Email: ___________________________________________________________________________ Phone: _____________________________

Please indicate your preferred design alternative for each of the roadway sections below:

<table>
<thead>
<tr>
<th>Roadway Section</th>
<th>Alternative A</th>
<th>Alternative B</th>
<th>Alternative C</th>
<th>Alternative D</th>
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<tbody>
<tr>
<td>Riverside: North of Beale Street</td>
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</tr>
<tr>
<td>Riverside: South of Beale Street</td>
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<tr>
<td>Front Street @ Huling Ave.</td>
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Please provide any additional comments in the space below:

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Providing Feedback

- Visit Website - www.memphistn.gov/riversidedrive
- Email - engineering@memphistn.gov
- Mail - City of Memphis Traffic Engineering
  125 North Main Street, Suite 668
  Memphis, TN 38103
- Telephone - (901) 576-6710