APPENDIX C

Memphis



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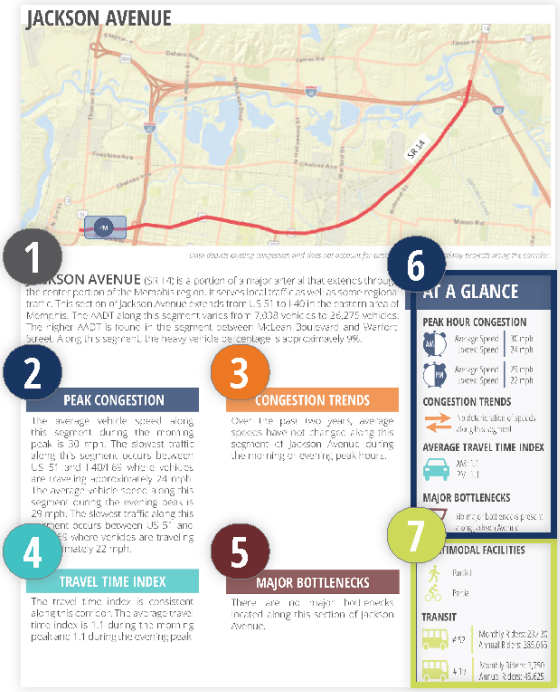
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Corridor Cut Sheets

Figure C-1. Corridor Overview Reference Guide



1. CORRIDOR OVERVIEW

A brief description of each corridor's roadway function, regional connectivity, and land use context is provided, highlighting the geographic location where the highest volumes are observed. The 2019 average annual daily traffic volume is reported for each corridor, including the percent of large trucks. *Source: TDOT 2019*

2. PEAK CONGESTION

Average vehicle speeds during AM and PM peak periods are provided for the entire corridor. Corridor locations experiencing the worst congestion are shown on the map. *Source: INRIX 2019*

3. CONGESTION TRENDS

The change in vehicle speeds during peak periods between 2017 and 2019 is described. *Source: INRIX 2017, 2019*

4. TRAVEL TIME RELIABILITY

The average travel time index during AM and PM peak periods is documented for the entire corridor. The most unreliable segments (where the travel time indices are highest) are highlighted. *Source: INRIX 2019*

5. MAJOR BOTTLENECKS

The corridor's worst bottleneck during a 5-month period is reported and shown on the map. *Source: INRIX 2019*

6. "AT A GLANCE" CONGESTION SNAPSHOT

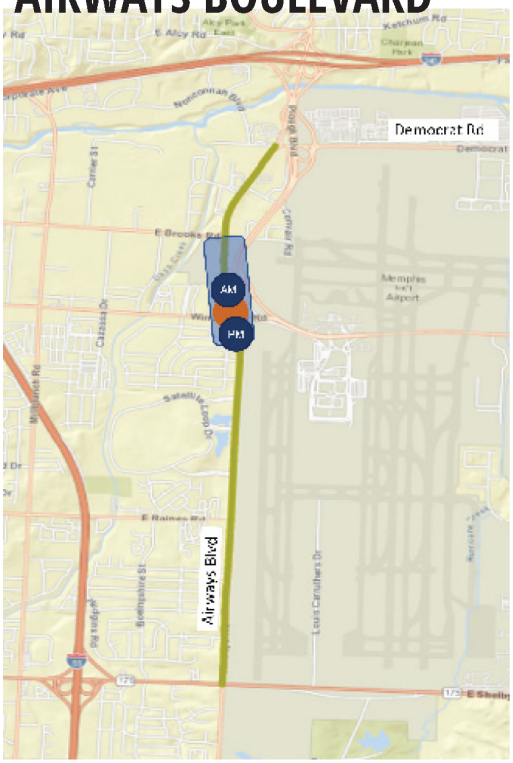
The detailed data on existing congestion issues is summarized in the sidebar of each page, with information on vehicle speeds, bottleneck locations, and travel time reliability. *Source: INRIX 2019*

7. MULTIMODAL SNAPSHOT

The presence of fixed route and regional transit service is indicated with associated route numbers; the availability of bicycle and pedestrian facilities is also indicated. *Source: TDOT 2019*

Figure C-2. Airways Boulevard

AIRWAYS BOULEVARD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

AIRWAYS BOULEVARD is a portion of an urban major arterial adjacent to the Memphis International Airport. It serves local traffic by the airport, as well as some regional traffic. This section of Airways Boulevard extends from Democrat Road to Shelby Drive. The AADT along this segment varies from 16,934 vehicles to 32,693 vehicles, with the higher AADT found in the segment between Brooks Road and Winchester Road. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 29 mph. The slowest traffic along this segment occurs between Winchester Road and Brooks Road where vehicles are traveling approximately 23 mph. The average vehicle speed during the evening peak is 28 mph. The slowest traffic along this segment occurs between Winchester Road and Brooks Road where vehicles are traveling approximately 24 mph.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the morning peak has decreased by 7%, from 33 mph to 29 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Winchester Road and Brooks Road. The average travel time index is 1.1 during the morning peak and 1.1 during the evening peak.

MAJOR BOTTLENECKS

This section of Airways Boulevard has one major bottleneck location that occurs between Winchester Road and Brooks Road. Over the five-month period, this bottleneck occurred 594 times and had an average length of 0.48 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 29 mph; Lowest Speed: 23 mph

PM — Average Speed: 28 mph; Lowest Speed: 24 mph

CONGESTION TRENDS

The AM peak hour speeds decreased by 7% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.1

MAJOR BOTTLENECKS

Located between Winchester Road and Brooks Road

MULTIMODAL FACILITIES

Partial

Partial

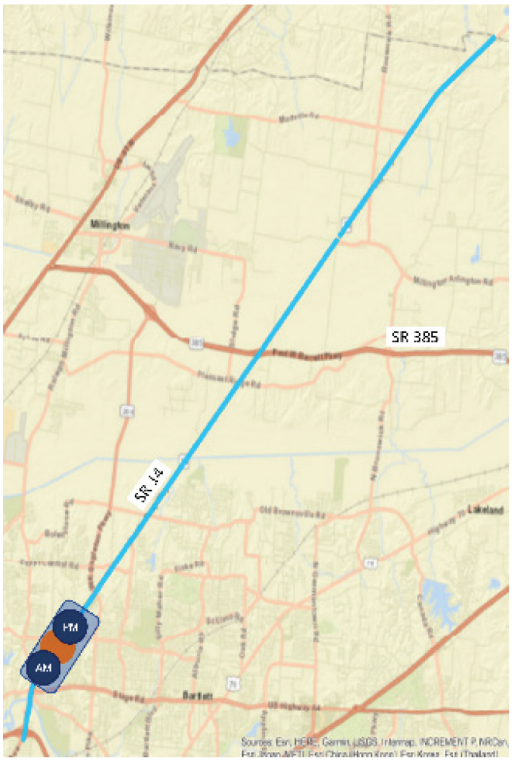
TRANSIT

32

Monthly Riders: 4,170
Annual Riders: 50,735

Figure C-3. Austin Peay Highway

AUSTIN PEAY HIGHWAY



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

AUSTIN PEAY HIGHWAY (SR 14) is a continuation of Jackson Avenue. This section of Austin Peay Highway extends from I-40 to the Shelby/Tipton County Line. The AADT along this segment varies from 11,235 vehicles to 60,432 vehicles. The higher AADT is found in the section between I-40 and New Covington Pike. Heavy vehicle percentages vary between 3% to 11%, with the higher percentage being located closer to the Shelby/Tipton County Line.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 45 mph. The slowest traffic along this segment occurs between Stage Road and Yale Road where vehicles are traveling approximately 36 mph. The average vehicle speed along this segment during the evening peak is 43 mph. The slowest traffic along this segment occurs between Stage Road and Yale Road where vehicles are traveling approximately 32 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of Austin Peay Highway during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Stage Road and Yale Road. The average travel time index is 1.1 during the morning peak and 1.2 during the evening peak.

MAJOR BOTTLENECKS

This section of Austin Peay Highway has one major bottleneck that occurs between Stage Road and Yale Road. Over the five-month period, this bottleneck occurred 1,836 times and had an average max length of 0.45 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 45 mph
Lowest Speed 36 mph

PM
Average Speed 43 mph
Lowest Speed 32 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

MAJOR BOTTLENECKS

Located between Stage Road and Yale Road

TRANSIT

#52
Monthly Riders: 16,650
Annual Riders: 202,575

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.2

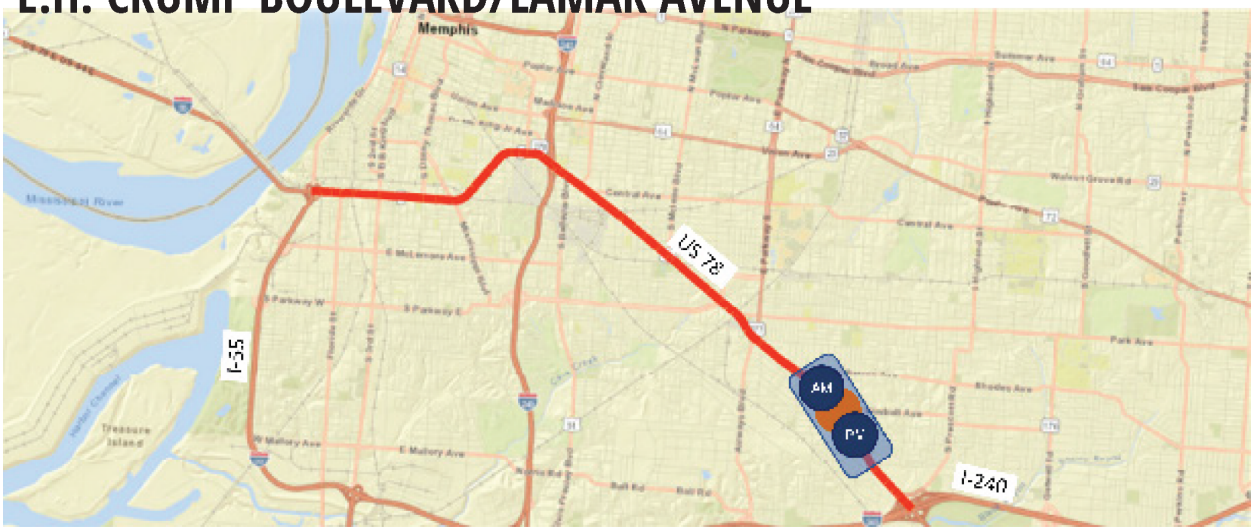
MULTIMODAL FACILITIES

Partial

No

Figure C-4. E.H. Crump Boulevard/Lamar Avenue

E.H. CRUMP BOULEVARD/LAMAR AVENUE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

E.H. CRUMP BOULEVARD (US 61/US 64/US 70/US 79) is a portion of an urban major arterial that becomes Lamar Avenue (US 78). It serves local traffic in South Memphis, as well as some regional traffic. This section of E.H. Crump Boulevard extends from I-55 to the southern portion of the I-240 Interchange. The AADT along this segment varies from 3,646 vehicles to 35,710 vehicles, with the higher AADT found in the segment between East Parkway and the southern portion of the I-240 Interchange. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 27 mph. The slowest traffic along this segment occurs between Kimball Avenue and I-240 where vehicles are traveling approximately 19 mph. The average vehicle speed along this segment during the evening peak is 26 mph. The slowest traffic along this segment occurs between Kimball Avenue and I-240 where vehicles are traveling approximately 18 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Kimball Avenue and I-240. The average travel time index is 1.1 during the morning peak and 1.2 during the evening peak.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the morning peak has decreased by 7%, from 29 mph to 27 mph.

MAJOR BOTTLENECKS

This section of E.H. Crump Boulevard has one bottleneck location that occurs between Kimball Avenue and I-240. Over the five-month period, this bottleneck occurred 495 times and had an average max length of 0.81 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 27 mph; Lowest Speed: 19 mph

PM — Average Speed: 26 mph; Lowest Speed: 18 mph

CONGESTION TRENDS

The AM peak hour speeds decreased by 7% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.2

MAJOR BOTTLENECKS

Located between Kimball Avenue and I-240

MULTIMODAL FACILITIES

Partial

Partial

TRANSIT

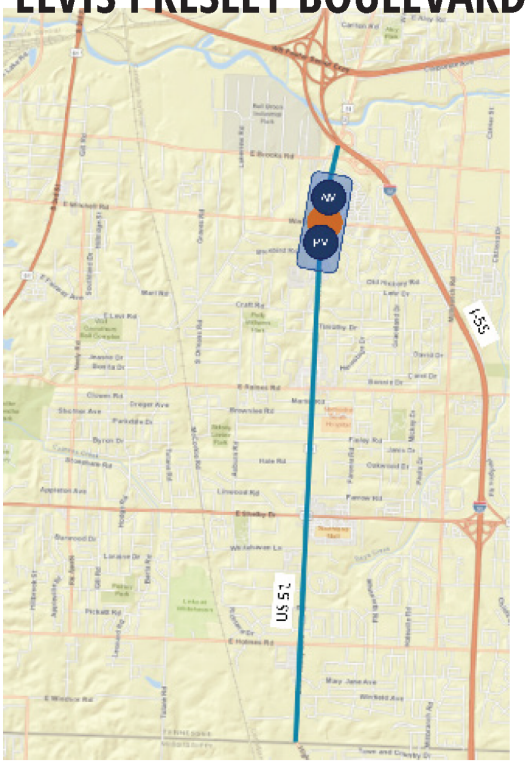
#7 — Monthly Riders: 270; Annual Riders: 3,285

#36 — Monthly Riders: 27,270; Annual Riders: 331,785

#57 — Monthly Riders: 15,900; Annual Riders: 193,450

Figure C-5. Elvis Presley Boulevard

ELVIS PRESLEY BOULEVARD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

ELVIS PRESLEY BOULEVARD (US 51) is a portion of an urban major arterial located in the South Memphis area. It serves local traffic in South Memphis, as well as some regional traffic. This section of Elvis Presley Boulevard extends from I-55 to the Tennessee/ Mississippi State Border. The AADT along this segment varies from 15,060 vehicles to 37,310 vehicles, with the higher AADT found in the segment between I-55 and Winchester Road. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 27 mph. The slowest traffic along this segment occurs between Winchester Road and Brooks Road where vehicles are traveling approximately 19 mph. The average vehicle speed along this segment during the evening peak is 25 mph. The slowest traffic along this segment occurs between Winchester Road and Brooks Road where vehicles are traveling approximately 18 mph.

CONGESTION TRENDS

Over the past two years average speeds have not changed along this segment of US 51 during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Winchester Road and Brooks Road. The average travel time index is 1.1 during the morning peak and 1.2 during the evening peak.

MAJOR BOTTLENECKS

This section of US 51 has one major bottleneck location that occurs between Winchester Road and Brooks Road. Over the five-month period, this bottleneck occurred 463 times and had an average length of 0.56 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 27 mph; Lowest Speed: 19 mph

PM — Average Speed: 25 mph; Lowest Speed: 18 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.2

MAJOR BOTTLENECKS

Located between Winchester Road and Brooks Road

MULTIMODAL FACILITIES

Yes

No

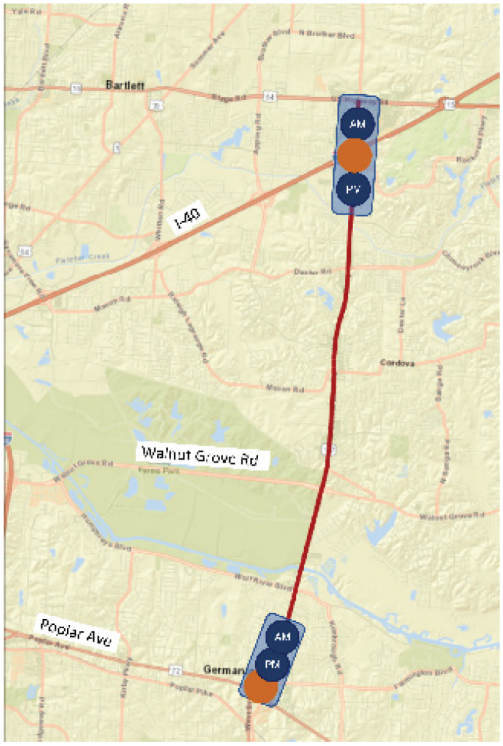
TRANSIT

#42 — Monthly Riders: 20,250; Annual Riders: 246,375

#46 — Monthly Riders: 1,770; Annual Riders: 21,535

Figure C-6. Germantown Parkway

GERMANTOWN PARKWAY



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

GERMANTOWN PARKWAY (SR 177) Is a portion of an urban major arterial located in the Cordova and Germantown areas. It serves local traffic in Cordova and Germantown, as well as some regional traffic. This section of Germantown Parkway extends from Stage Road to Poplar Avenue. The AADT along this segment varies from 15,205 vehicles to 70,415 vehicles, with the higher AADT found in the segment between Stage Road and I-40. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 28 mph. The slowest traffic along this segment occurs between US 64 and I-40 where vehicles are traveling approximately 14 mph. The average vehicle speed along this segment during the evening peak is 22 mph. The slowest traffic along this segment occurs between US 64 and I-40 where vehicles are traveling approximately 11 mph.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the morning peak has decreased by 10%, from 31 mph to 28 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between US 64 and I-40. The average travel time index is 1.1 during the morning peak and 1.4 during the evening peak.

MAJOR BOTTLENECKS

This section of Germantown Parkway has two bottleneck locations with the worst being located at the I-40 interchange. Over the five-month period, this bottleneck occurred 813 times and had an average length of 0.84 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed 28 mph; Lowest Speed 14 mph

PM — Average Speed 22 mph; Lowest Speed 11 mph

CONGESTION TRENDS

The AM peak hour speeds decreased by 10% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.4

MAJOR BOTTLENECKS

Located at the I-40 Interchange

MULTIMODAL FACILITIES

Partial

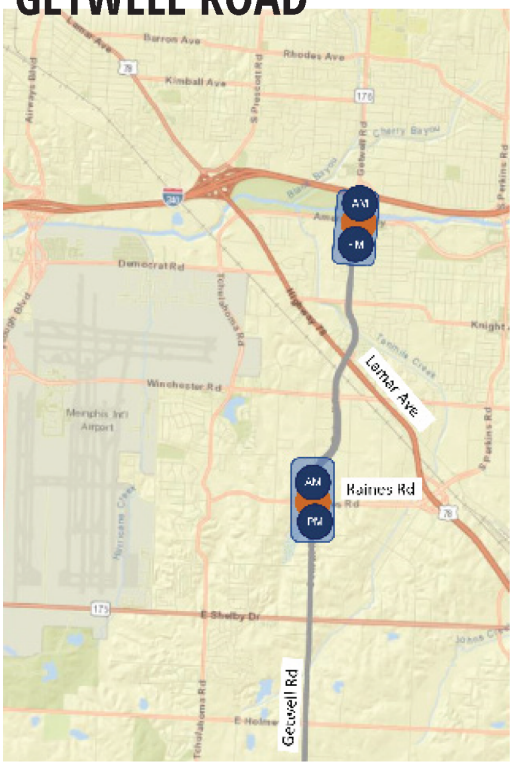
No

TRANSIT

82 — Monthly Riders: 840; Annual Riders: 10,220

Figure C-7. Getwell Road

GETWELL ROAD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

GETWELL ROAD is a portion of a major arterial that extends through the southern portion of the Memphis region. It serves local traffic as well regional traffic to and from Mississippi. This section of Getwell Road extends from I-240 to the Tennessee/Mississippi State Border. The AADT along this segment varies from 11,855 vehicles to 39,506 vehicles, with the higher AADT found in the segment between I-240 and Lamar Avenue. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 32 mph. The slowest traffic along this segment occurs around Raines Road where vehicles are traveling approximately 9 mph. The average vehicle speed along this segment during the evening peak is 30 mph. The slowest traffic along this segment occurs around Raines Road where vehicles are traveling approximately 9 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of Getwell Road during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Raines Road and Shelby Drive. The average travel time index is 1.3 during the morning peak and 1.4 during the evening peak.

MAJOR BOTTLENECKS

This section of Getwell Road has two major bottleneck locations: at the intersection with Raines Road, and between I-240 and American way. The worst bottleneck is located at Raines Road. Over the five-month period, this bottleneck occurred 602 times and had an average length of 1.0 mile. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 32 mph; Lowest Speed: 9 mph

PM — Average Speed: 30 mph; Lowest Speed: 9 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

MAJOR BOTTLENECKS

Located at Raines Road

TRANSIT

#7 — Monthly Riders: 7,500; Annual Rider: 91,250

#28 — Monthly Riders: 210; Annual Rider: 2,555

AVERAGE TRAVEL TIME INDEX

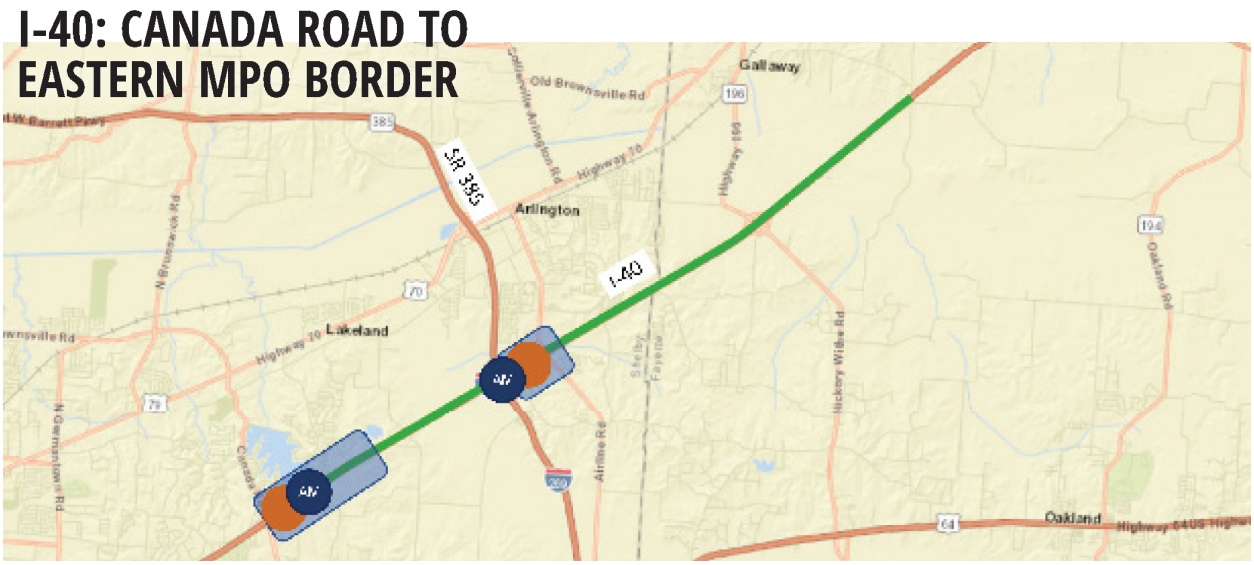
AM: 1.3
PM: 1.4

MULTIMODAL FACILITIES

Partial

No

Figure C-8. I-40: Canada Road to Eastern MPO Border



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-40 is a portion of a major interstate that carries local commuter traffic into and out of the Memphis area, and regional traffic through the Memphis area. This section of I-40 extends from the Canada Road interchange to the eastern MPO boundary (Mile Marker 31.8). The AADT along this segment varies from 31,449 vehicles to 44,079 vehicles, with the higher AADT found in the section between Canada Road and Airline Road. Heavy vehicle percentages vary between 26% and 30%, with the higher percentage being located between Airline Road and Hickory Withe Road.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 57 mph. The slowest traffic along this segment occurs between SR 385/I-269 and Airline Road where vehicles are traveling approximately 38 mph. The average vehicle speed along this segment during the evening peak is 60 mph. The slowest traffic along this segment occurs between SR 385/I-269 and Airline Road where vehicles are traveling approximately 37 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between SR 385 and Airline Road. The average travel time index is 1.1 during the morning peak and 1.1 during the evening peak.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of I-40 during the morning or evening peak hours.

MAJOR BOTTLENECKS

This segment of I-40 has two bottleneck locations, with the worst being located between SR 385/I-269 and Airline Road. Over the five-month period, this bottleneck occurred 682 times and had an average max length of 0.65 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 57 mph; Lowest Speed: 38 mph

PM — Average Speed: 60 mph; Lowest Speed: 37 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.1

MAJOR BOTTLENECKS

Located between SR 385/I-269 and Airline Road

MULTIMODAL FACILITIES

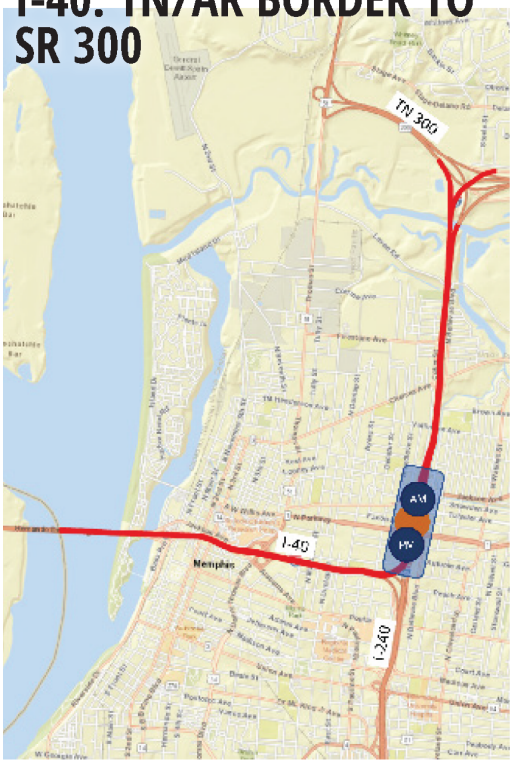
Multimodal facilities are not available along interstate and freeway segments

TRANSIT

Transit data is not available for this segment.

Figure C-9. I-40: TN/AR Border to SR 300

I-40: TN/AR BORDER TO SR 300



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-40 is a portion of a major interstate that extends through the northwest portion of the City of Memphis. It serves local traffic in Downtown and Northwest Memphis, as well as regional traffic to and from Arkansas. This section of I-40 extends from the Hernando DeSoto Bridge to the SR 300 interchange. The AADT along this segment varies from 38,354 vehicles to 129,001 vehicles. The higher AADT is found in the north/south segment between the I-240 interchange and TN 300 interchange. Heavy vehicle percentages vary between 12% and 23%, with the higher percentage being located along the Hernando DeSoto Bridge.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 55 mph. The slowest traffic along this segment occurs between I-240 and Jackson Avenue where vehicles are traveling approximately 40 mph. The average vehicle speed along this segment during the evening peak is 50 mph. The slowest traffic along this segment occurs between I-240 and Jackson Avenue where vehicles are traveling approximately 20 mph.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the morning peak has decreased by 5%, from 58 mph to 55 mph.

TRAVEL TIME INDEX

M peaks, highlighting the geographical location where worst congestion is observe

MAJOR BOTTLENECKS

The major bottleneck along this segment occurs between I-240 and Jackson Avenue. Over the five-month period, this bottleneck occurred 322 times and had an average max length of 1.26 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 55 mph
Lowest Speed 40 mph

PM
Average Speed 50 mph
Lowest Speed 20 mph

CONGESTION TRENDS

The AM peak hour speeds decreased by 5% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.4

MAJOR BOTTLENECKS

Located between I-240 and Jackson Avenue

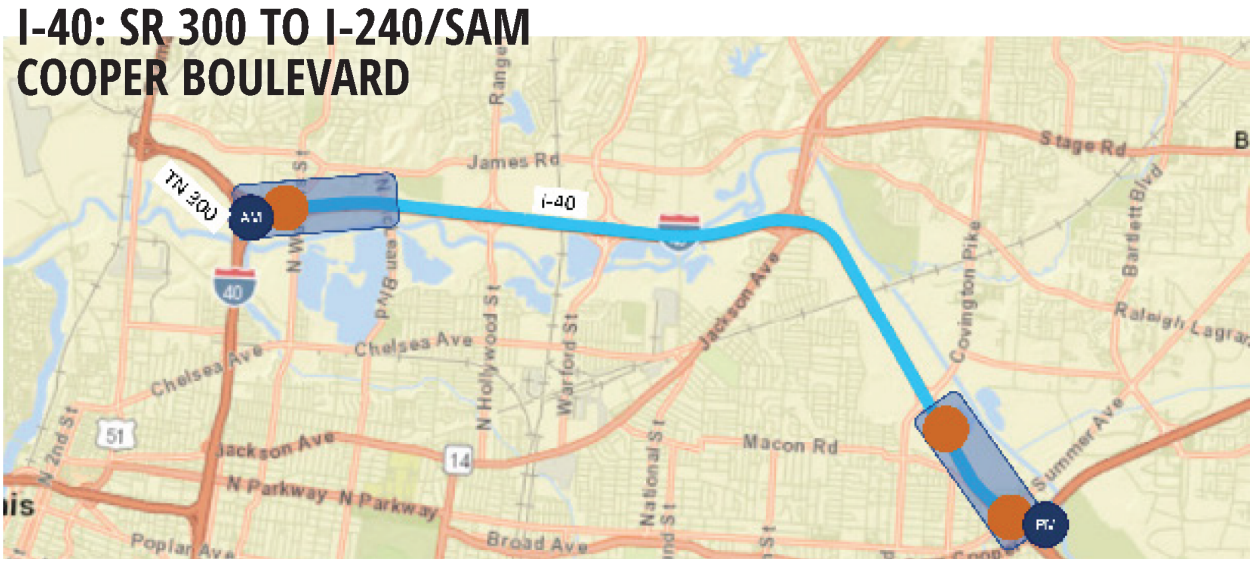
MULTIMODAL FACILITIES

Multimodal facilities are not available along interstate and freeway segments

TRANSIT

#400
Monthly Riders: 378
Annual Riders: 4,590
Monthly Riders: 378
Annual Riders: 4,590

Figure C-10. I-40: SR 300 to I-240/Sam Cooper Boulevard



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-40 extends through the northern portion of the City of Memphis, serving both local commuter traffic and regional traffic. This segment extends from the TN 300 interchange to the I-240/Sam Cooper Boulevard interchange. The AADT along this section ranges from 109,444 vehicles to 125,001 vehicles, with the higher AADT found in the section between Covington Pike and I-240/Sam Cooper Boulevard. Along this segment, the heavy vehicle percentage is approximately 13%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 57 mph. The slowest traffic along this segment occurs between SR 300 and McLean Boulevard where vehicles are traveling approximately 40 mph. The average vehicle speed along this segment during the evening peak is 55 mph. The slowest traffic along this segment occurs between I-240 and Covington Pike where vehicles are traveling approximately 33 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Sam Cooper Boulevard and Covington Pike. The average travel time index is 1.1 during the morning peak and 1.1 during the evening peak.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the morning peak has decreased by 8%, from 62 mph to 57 mph.

MAJOR BOTTLENECKS

This section of I-40 has three bottleneck locations, with the worst being located between SR 300 and McLean Boulevard. Over the five-month period, this bottleneck occurred 83 times and had an average max length of 1.41 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed 57 mph; Lowest Speed 40 mph

PM — Average Speed 55 mph; Lowest Speed 33 mph

CONGESTION TRENDS

The AM peak hour speeds decreased by 8% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.1

MAJOR BOTTLENECKS

Located between SR 300 and McLean Boulevard

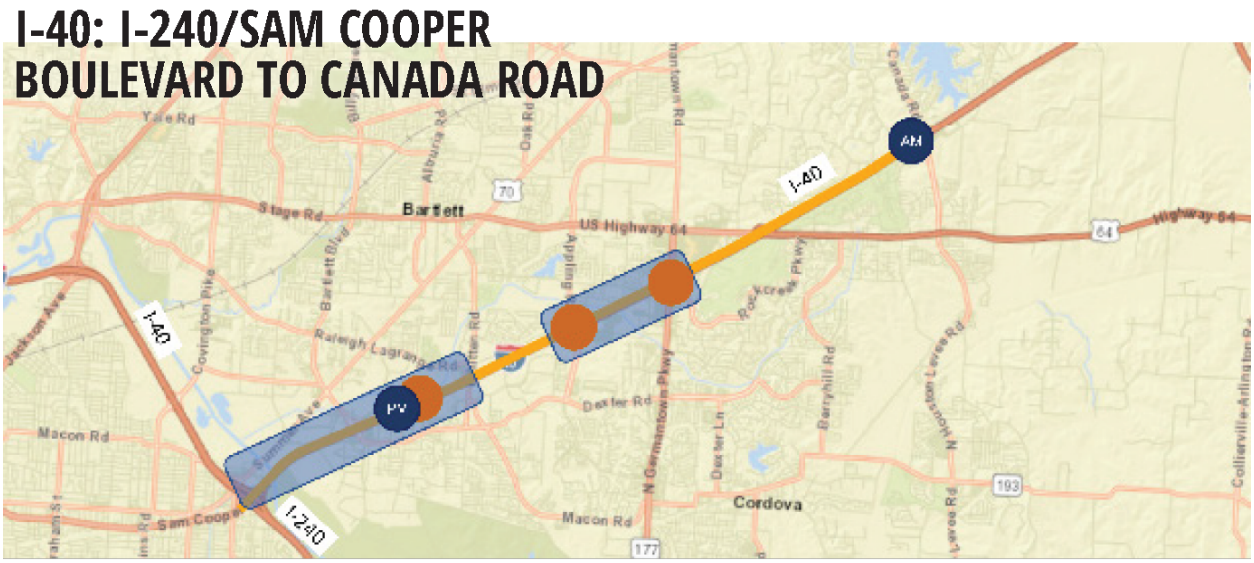
MULTIMODAL FACILITIES

Multimodal facilities are not available along interstate and freeway segments

TRANSIT

400 — Monthly Riders: 378; Annual Riders: 4,590

Figure C-11. I-40: I-240/Sam Cooper Boulevard to Canada Road



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-40 is a portion of a major interstate that carries local commuter traffic into and out of the Memphis area, and regional traffic through the Memphis area. This segment extends from the I-240/Sam Cooper Boulevard interchange to Canada Road. This section of I-40 has an AADT that ranges from 76,654 vehicles to 166,970 vehicles, with the higher AADT found near the I-240/Sam Cooper Boulevard interchange. Heavy vehicle percentages along this route range from 12% to 22%, with the larger percentages located around Germantown Parkway and Canada Road.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 55 mph. The slowest traffic along this segment occurs near the Canada Road interchange where vehicles are traveling approximately 44 mph. The average vehicle speed along this segment during the evening peak is 51 mph. The slowest traffic along this segment occurs between I-240/ Sam Cooper Boulevard and Whitten Road where vehicles are traveling approximately 31 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between I-240/Sam Cooper Boulevard and Sycamore Road. The average travel time index is 1.1 during the morning peak and 1.2 during the evening peak.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the afternoon peak has decreased by 6%, from 54 mph to 51 mph.

MAJOR BOTTLENECKS

This segment of I-40 has three major bottleneck locations, with the worst being located between Sycamore Road and Whitten Road. Over the five-month period, this bottleneck occurred 261 times and had an average max length of 2.12 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed 55 mph; Lowest Speed 44 mph

PM — Average Speed 51 mph; Lowest Speed 31 mph

CONGESTION TRENDS

The PM peak hour speeds decreased by 6% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.2

MAJOR BOTTLENECKS

Located between Sycamore Road and Whitten Road

MULTIMODAL FACILITIES

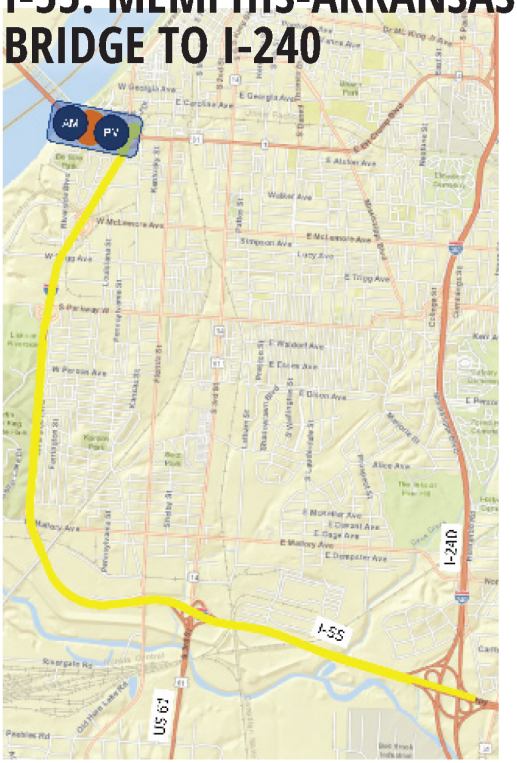
Multimodal facilities are not available along interstate and freeway segments

TRANSIT

Transit data is not available for this segment.

Figure C-12. I-55: Memphis-Arkansas Bridge to I-240

I-55: MEMPHIS-ARKANSAS BRIDGE TO I-240



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-55 is a portion of a major interstate that extends through the southwest portion of the City of Memphis. It serves local traffic in Downtown and southwest Memphis, as well as regional traffic to and from Arkansas. This section of I-55 extends from the Memphis-Arkansas Bridge to the I-240 interchange. The AADT along this segment varies from 53,898 vehicles to 66,230 vehicles. The higher AADT is found in the segment between the Memphis-Arkansas Bridge and Riverside Drive. Heavy vehicle percentages vary between 14% and 51%, with the higher percentage being located along the Memphis-Arkansas Bridge.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 51 mph. The slowest traffic along this segment occurs between the Memphis-Arkansas Bridge and Riverside Drive where vehicles are traveling approximately 37 mph. The average vehicle speed along this segment during the evening peak is 51 mph. The slowest traffic along this segment occurs between the Memphis-Arkansas Bridge and Riverside Drive where vehicles are traveling approximately 43 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between the Memphis-Arkansas Bridge and Riverside Drive. The average travel time index is 1.1 during the morning peak and 1.1 during the evening peak.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the morning peak has decreased by 9%, from 56 mph to 51 mph. The average speed during the evening peak has decreased by 4%, from 53 to 51 mph.

MAJOR BOTTLENECKS

The major bottleneck along this segment occurs between the Memphis-Arkansas Bridge and Riverside Drive. Over the five-month period, this bottleneck occurred 314 times and had an average max length of 0.53 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed 51 mph; Lowest Speed 37 mph

PM — Average Speed 51 mph; Lowest Speed 43 mph

CONGESTION TRENDS

The AM peak hour speeds decreased by 9% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.1

MAJOR BOTTLENECKS

Located between the Memphis-Arkansas Bridge and Riverside Drive.

MULTIMODAL FACILITIES

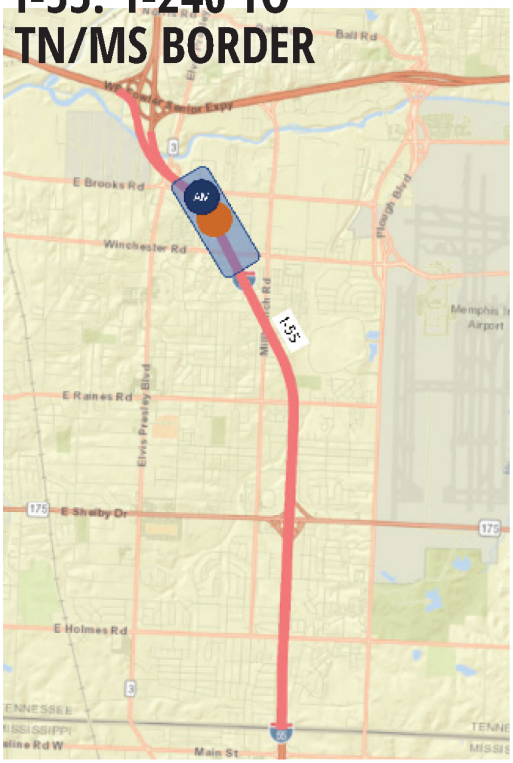
Multimodal facilities are not available along interstate and freeway segments

TRANSIT

Transit data is not available for this segment.

Figure C-13. I-55: I-240 to TN/MS Border

I-55: 1-240 TO TN/MS BORDER



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-55 is a portion of a major interstate that extends through the southwest portion of the City of Memphis. It serves local traffic in southwest Memphis, as well as regional traffic to and from Arkansas and Mississippi. This section of I-55 extends from the I-240 interchange to the Tennessee/Mississippi State Border. The AADT along this segment varies from 100,561 vehicles to 122,027 vehicles. The higher AADT is found between the I-240 interchange and Winchester Road. Along this segment, the heavy vehicle percentage is approximately 13%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 57 mph. The slowest traffic along this segment occurs between Brooks Road and Winchester Road where vehicles are traveling approximately 47 mph. The average vehicle speed along this segment during the evening peak is 59 mph. The slowest traffic along this segment occurs between Brooks Road and Winchester Road where vehicles are traveling approximately 48 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Brooks Road and Winchester Road. The average travel time index is 1.1 during the morning peak and 1.0 during the evening peak.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of I-55 during the morning or evening peak hours.

MAJOR BOTTLENECKS

The major bottleneck along this segment occurs between Brooks Road and Winchester Road. Over the five-month period, this bottleneck occurred 117 times and had an average max length of 2.6 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 57 mph
Lowest Speed 47 mph

PM
Average Speed 59 mph
Lowest Speed 48 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.0

MAJOR BOTTLENECKS

Located between Brooks Road and Winchester Road

MULTIMODAL FACILITIES

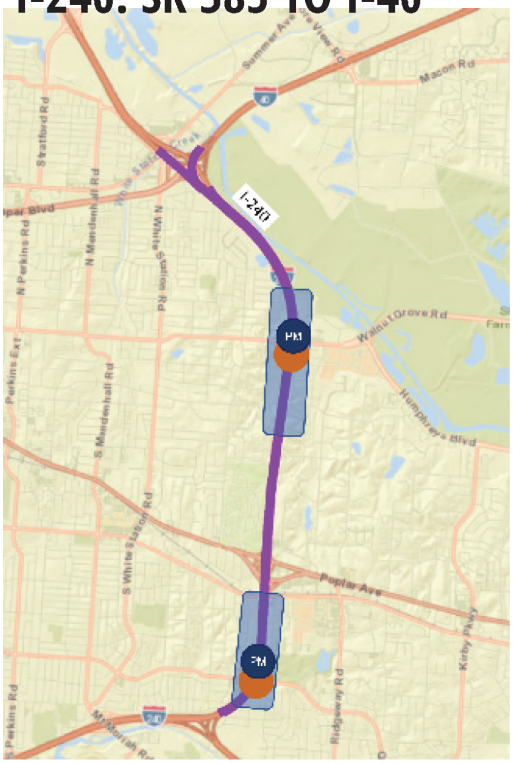
Multimodal facilities are not available along interstate and freeway segments

TRANSIT

Transit data is not available for this segment.

Figure C-14. I-240: SR 385 to I-40

I-240: SR 385 TO I-40



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-240 is a portion of a major interstate that extends through the eastern portion of the City of Memphis. It serves local traffic in eastern Memphis, as well as regional traffic. This section of I-240 extends from SR 385 to I-40 in eastern Memphis. The AADT along this segment varies from 148,395 vehicles to 151,567 vehicles, with the higher AADT being located between Walnut Grove Road and I-40. Along this segment, the heavy vehicle percentage is approximately 7%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 54 mph. The slowest traffic along this segment occurs between SR 385 and Poplar Avenue where vehicles are traveling approximately 49 mph. The average vehicle speed along this segment during the evening peak is 48 mph. The slowest traffic along this segment occurs between S.R. 385 and Poplar Avenue where vehicles are traveling approximately 41 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between SR 385 and Poplar Avenue. The average travel time index is 1.1 during the morning peak and 1.3 during the evening peak.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of I-240 during the morning or evening peak hours.

MAJOR BOTTLENECKS

This segment of I-240 has two bottleneck locations: between Walnut Grove Road and Poplar Avenue, and between SR 385 and Poplar Avenue. The worst bottleneck is located between SR 385 and Poplar Avenue. Over the five-month period, this bottleneck occurred 189 times and had an average max length of 1.32 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 54 mph; Lowest Speed: 49 mph

PM — Average Speed: 48 mph; Lowest Speed: 41 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.3

MAJOR BOTTLENECKS

Located between SR 385 and Poplar Avenue

MULTIMODAL FACILITIES

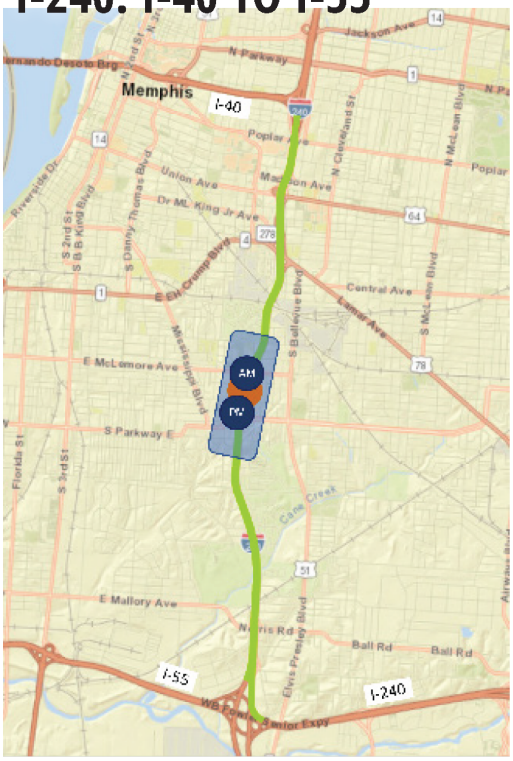
Multimodal facilities are not available along interstate and freeway segments

TRANSIT

Transit data is not available for this segment.

Figure C-15. I-240: I-40 to I-55

I-240: I-40 TO I-55



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-240 is a portion of a major interstate that extends through the southwest portion of the City of Memphis. It serves local traffic in Downtown and Southwest Memphis, as well as regional traffic. This segment extends from the I-40 interchange in downtown Memphis to the I-55 interchange in southern Memphis. The AADT along this segment varies from 75,683 vehicles to 93,998 vehicles, with the higher AADT found around the I-55 interchange. Along this segment, the heavy vehicle percentage is approximately 8%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 55 mph. The slowest traffic along this segment occurs between McLemore Avenue and South Parkway where vehicles are traveling approximately 50 mph. The average vehicle speed along this segment during the evening peak is 54 mph. The slowest traffic along this segment occurs between McLemore Avenue and South Parkway where vehicles are traveling approximately 47 mph.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the morning peak has decreased by 7%, from 59 mph to 55 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between S Parkway and McLemore Avenue. The average travel time index is 1.1 during the morning peak and 1.1 during the evening peak.

MAJOR BOTTLENECKS

The travel time index varies along this corridor with the highest values between South Parkway and McLemore Avenue. The average travel time index is 1.1 during the morning peak and 1.1 during the evening peak.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed / Lowest Speed: 55 mph / 50 mph

PM — Average Speed / Lowest Speed: 54 mph / 47 mph

CONGESTION TRENDS

The AM peak hour speeds decreased by 7% from 2017 to 2019

MAJOR BOTTLENECKS

Located between S Parkway and McLemore Avenue

TRANSIT

Transit data is not available for this segment.

AVERAGE TRAVEL TIME INDEX

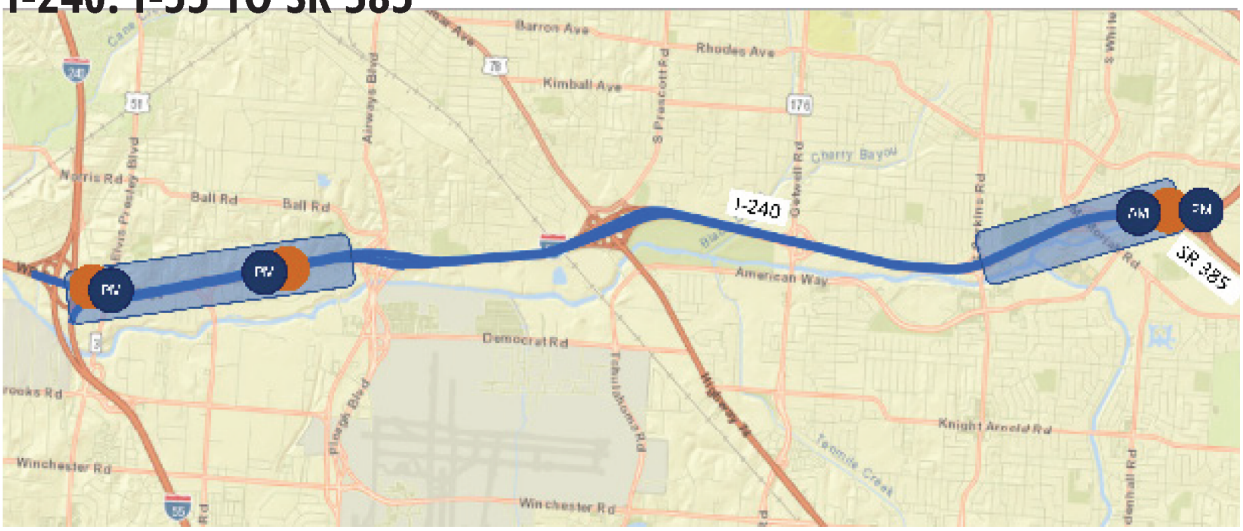
AM: 1.1
PM: 1.1

MULTIMODAL FACILITIES

Multimodal facilities are not available along interstate and freeway segments

Figure C-16. I-240: I-55 to SR 385

I-240: I-55 TO SR 385



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-240 is a portion of a major interstate that extends through the southwest portion of the City of Memphis. It serves local traffic in Downtown and Southwest Memphis, as well as regional traffic. This section of I-240 extends from the I-55 interchange to the SR 385 interchange. The AADT along this segment varies from 131, 202 vehicles to 172,096 vehicles, with the higher AADT being located between SR 385 and Mt. Moriah Road. Along this segment, the heavy vehicle percentage is approximately 12%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 58 mph. The slowest traffic along this segment occurs between SR 385 and Mt. Moriah Road where vehicles are traveling approximately 47 mph. The average vehicle speed along this segment during the evening peak is 44 mph. The slowest traffic along this segment occurs between S.R. 385 and Mt. Moriah Road where vehicles are traveling approximately 30 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor and the highest values are between SR 385 and Perkins Road. The average travel time index is 1.1 during the morning peak and 1.4 during the evening peak.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the evening peak has decreased by 6%, from 47 mph to 44 mph.

MAJOR BOTTLENECKS

This section of I-240 contains three different bottleneck locations: between I-55 and Millbranch Road, between Millbranch Road and Airways Boulevard; and between Mt. Moriah Road and SR 385. The worst bottleneck is between I-55 and Millbranch Road. Over the five-month period, this bottleneck occurred 166 times and had an average max length of 1.62 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 58 mph; Lowest Speed: 47 mph

PM — Average Speed: 44 mph; Lowest Speed: 30 mph

CONGESTION TRENDS

The PM peak hour speeds decreased by 6% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.4

MAJOR BOTTLENECKS

Located between I-55 and Millbranch Road

MULTIMODAL FACILITIES

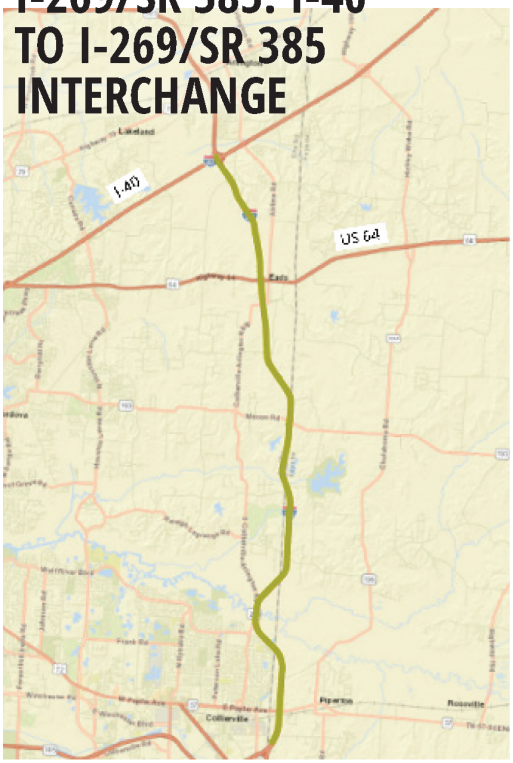
Multimodal facilities are not available along interstate and freeway segments

TRANSIT

Transit data is not available for this segment.

Figure C-17. I-269/SR 385: I-40 to I-269/SR 385 Interchange

I-269/SR 385: I-40 TO I-269/SR 385 INTERCHANGE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-269/SR 385 is a portion of an interstate that extends through the western portion of the Memphis region and is in both Shelby and Fayette Counties. It extends from the I-40 interchange to the I-269/SR 385 interchange. The AADT along this segment varies from 14,417 vehicles to 31,784 vehicles, with the higher AADT found in the section between Macon Road and the I-269/SR 385 interchange. Heavy vehicle percentages vary between 9% and 29%, with the higher percentage being located between Macon Road and the I-269/SR 385 interchange.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 64 mph. The slowest traffic along this segment occurs between E. Poplar Avenue and the I-269 /SR 385 interchange where vehicles are traveling approximately 59 mph. The average vehicle speed along this segment during the evening peak is 64 mph. The slowest traffic along this segment occurs between E. Poplar Avenue and the I-269/SR 385 interchange where vehicles are traveling approximately 60 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of I-269/SR 385 during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index is consistent along this section of I-269/SR 385. The travel time index is 1.0 during the morning and evening peak periods.

MAJOR BOTTLENECKS

There are no major bottlenecks located along this section of I-269/SR 385.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 64 mph; Lowest Speed: 59 mph

PM — Average Speed: 64 mph; Lowest Speed: 60 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.0
PM: 1.0

MAJOR BOTTLENECKS

No major bottlenecks along this segment

MULTIMODAL FACILITIES

Multimodal facilities are not available along interstate and freeway segments

TRANSIT

Transit data is not available for this segment.

Figure C-18. I-269: TN/MS Border to SR 385

I-269: TN/MS BORDER TO SR 385



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

I-269 is a portion of an interstate that extends through the southwestern portion of the Memphis region. It serves local traffic in the western Memphis region, as well as regional traffic to and from Mississippi. This section of I-269 extends from SR 385 to the Tennessee/Mississippi State Border. The AADT along this segment is approximately 20,200 vehicles, and the heavy vehicle percentage is approximately 49%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 62 mph. The slowest traffic along this segment occurs between the US 72 interchange and SR 385 where vehicles are traveling approximately 59 mph. The average vehicle speed along this segment during the evening peak is 63 mph. The slowest traffic along this segment occurs between the US 72 interchange and SR 385 where vehicles are traveling approximately 58 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of I-269 during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index is consistent along this section of I-269. The travel time index is 1.0 during the morning and evening peak periods.

MAJOR BOTTLENECKS

There are no major bottlenecks located along this section of SR I-269.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 62 mph; Lowest Speed: 59 mph

PM — Average Speed: 63 mph; Lowest Speed: 58 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

MAJOR BOTTLENECKS

No major bottlenecks along this segment

TRANSIT

Transit data is not available for this segment

AVERAGE TRAVEL TIME INDEX

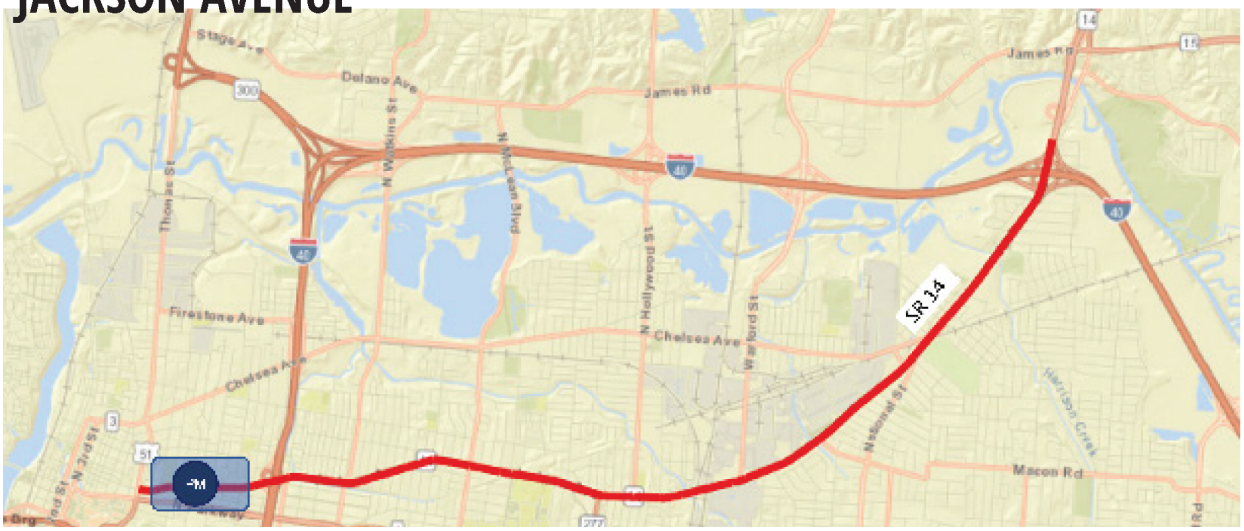
AM: 1.0
PM: 1.0

MULTIMODAL FACILITIES

Multimodal facilities are not available along interstate and freeway segments

Figure C-19. Jackson Avenue

JACKSON AVENUE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

JACKSON AVENUE (SR 14) is a portion of a major arterial that extends through the center portion of the Memphis region. It serves local traffic as well as some regional traffic. This section of Jackson Avenue extends from US 51 to I-40 in the eastern area of Memphis. The AADT along this segment varies from 7,038 vehicles to 26,275 vehicles. The higher AADT is found in the segment between McLean Boulevard and Warford Street. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 30 mph. The slowest traffic along this segment occurs between US 51 and I-40/I-69 where vehicles are traveling approximately 24 mph. The average vehicle speed along this segment during the evening peak is 29 mph. The slowest traffic along this segment occurs between US 51 and I-40/I-69 where vehicles are traveling approximately 22 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of Jackson Avenue during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index is consistent along this corridor. The average travel time index is 1.1 during the morning peak and 1.1 during the evening peak.

MAJOR BOTTLENECKS

There are no major bottlenecks located along this section of Jackson Avenue.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 30 mph; Lowest Speed: 24 mph

PM — Average Speed: 29 mph; Lowest Speed: 22 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.1

MAJOR BOTTLENECKS

No major bottlenecks present along Jackson Avenue

MULTIMODAL FACILITIES

Partial

Partial

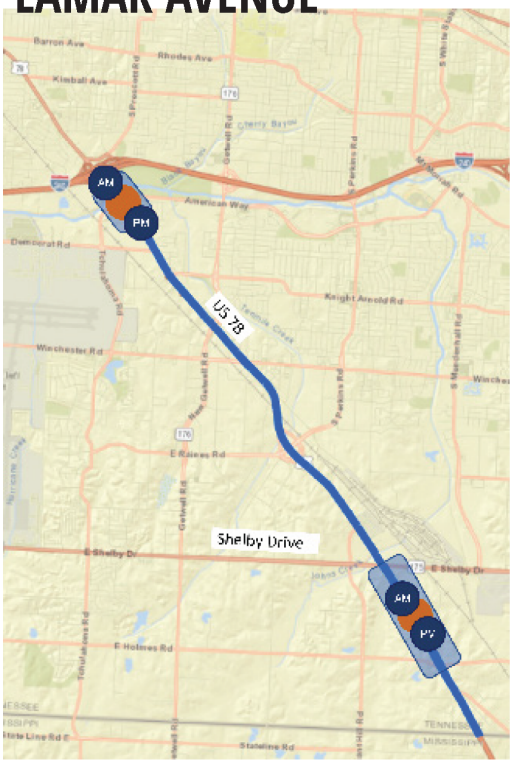
TRANSIT

52 — Monthly Riders: 23,430; Annual Riders: 285,065

19 — Monthly Riders: 3,750; Annual Riders: 45,625

Figure C-20. Lamar Avenue

LAMAR AVENUE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

LAMAR AVENUE (US 78) is a portion of a major urban arterial that extends through the southern portion of the Memphis region. It serves local traffic as well as regional traffic to and from Mississippi. This section of Lamar Avenue extends from I-240 to the Tennessee/ Mississippi State Border. The AADT along this segment varies from 39,947 vehicles to 43,005 vehicles, with the higher AADT found in the segment between Shelby Drive and the Tennessee/ Mississippi State Border. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 31 mph. The slowest traffic along this segment occurs between Shelby Drive and Holmes Road where vehicles are traveling approximately 11 mph. The average vehicle speed along this segment during the evening peak is 29 mph. The slowest traffic along this segment occurs between Shelby Drive and Holmes Road where vehicles are traveling approximately 12 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of Lamar Avenue during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Shelby Drive and Holmes Road. The average travel time index is 1.2 during the morning peak and 1.4 during the evening peak.

MAJOR BOTTLENECKS

This section of Lamar Avenue has two bottleneck locations, with the worst being located between Shelby Drive and Holmes Road. Over the five-month period, this bottleneck occurred 4,550 times and had an average length of 0.41 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 31 mph
Lowest Speed 11 mph

PM
Average Speed 29 mph
Lowest Speed 12 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

MAJOR BOTTLENECKS

Located between Shelby Drive and Holmes Road

TRANSIT

36
Monthly Riders: 21,035
Annual Riders: 255,924

AVERAGE TRAVEL TIME INDEX

AM: 1.2
PM: 1.4

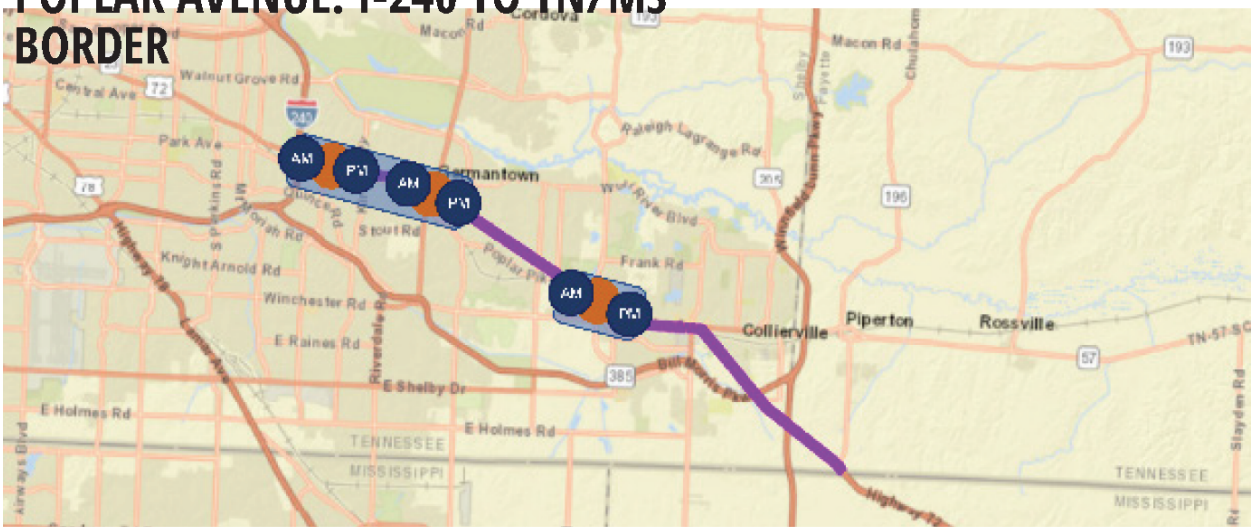
MULTIMODAL FACILITIES

Partial

No

Figure C-21. Poplar Avenue: I-240 to TN/MS Border

POPLAR AVENUE: I-240 TO TN/MS BORDER



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

POPLAR AVENUE (US 72/SR 57) is a portion of an urban major arterial that is a central route in the Memphis area. It serves local traffic in Memphis, as well as some regional traffic. This section of Poplar Avenue extends from I-240 to the Tennessee/ Mississippi State Border. The AADT along this segment varies from 5,492 vehicles to 60,089 vehicles, with the higher AADT found in the segment between I-240 and Kirby Parkway. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 33 mph. The slowest traffic along this segment occurs between I-240 and Massey Road where vehicles are traveling approximately 24 mph. The average vehicle speed along this segment during the evening peak is 30 mph. The slowest traffic along this segment occurs between I-240 and Massey Road where vehicles are traveling approximately 22 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between I-240 and Massey Road. The average travel time index is 1.2 during the morning peak and 1.3 during the evening peak.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of Poplar Avenue during the morning or evening peak hours.

MAJOR BOTTLENECKS

This section of Poplar Avenue has three bottleneck locations: between I-240 and Massey Road, between Farmington Boulevard and Germantown Road, and at the intersection with Houston Levee Road. The worst bottleneck is between I-240 and Massey Road. Over the five-month period, this bottleneck occurred 1,177 times and had an average max length of 0.73 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 33 mph; Lowest Speed: 24 mph

PM — Average Speed: 30 mph; Lowest Speed: 22 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.2
PM: 1.3

MAJOR BOTTLENECKS

Located between I-240 and Massey Road

MULTIMODAL FACILITIES

Partial

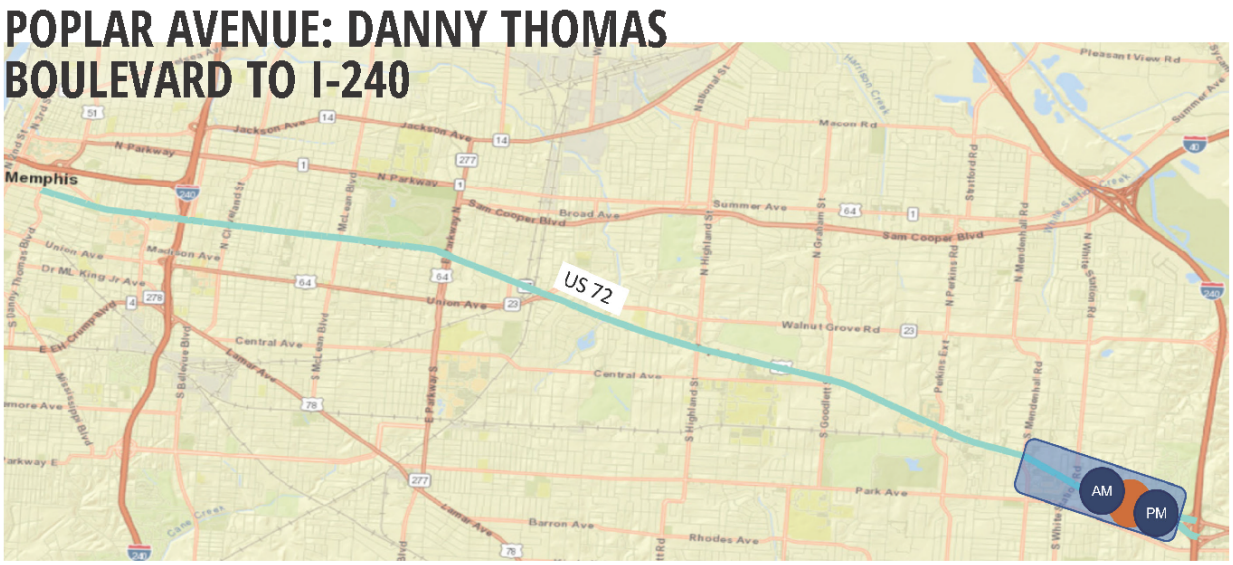
No

TRANSIT

50

Monthly Riders: 11,370
Annual Riders: 138,335

Figure C-22. Poplar Avenue: Danny Thomas Boulevard to I-240



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

POPLAR AVENUE (US 72/SR 57) is a major urban arterial in the center portion of Memphis that serves local traffic. This section of Poplar Avenue extends from Danny Thomas Boulevard to I-240. The AADT along this segment varies from 25,025 vehicles to 41,092 vehicles, with the higher AADT found in the section between Perkins Road and I-240. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 28 mph. The slowest traffic along this segment occurs between White Station Road and I-240 where vehicles are traveling approximately 22 mph. The average vehicle speed along this segment during the evening peak is 25 mph. The slowest traffic along this segment occurs between Perkins Road and Mendenhall Road where vehicles are traveling approximately 17 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of Poplar Avenue during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between White Station Road and I-240. The average travel time index is 1.1 during the morning peak and 1.2 during the evening peak.

MAJOR BOTTLENECKS

This segment of Poplar Avenue has one major bottleneck that occurs between White Station Road and I-240. Over the five-month period, this bottleneck occurred 837 times and had an average max length of 0.7 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 28 mph
Lowest Speed 22 mph

PM
Average Speed 25 mph
Lowest Speed 17 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.2

MAJOR BOTTLENECKS

Located between White Station Road and I-240

MULTIMODAL FACILITIES

Yes

No

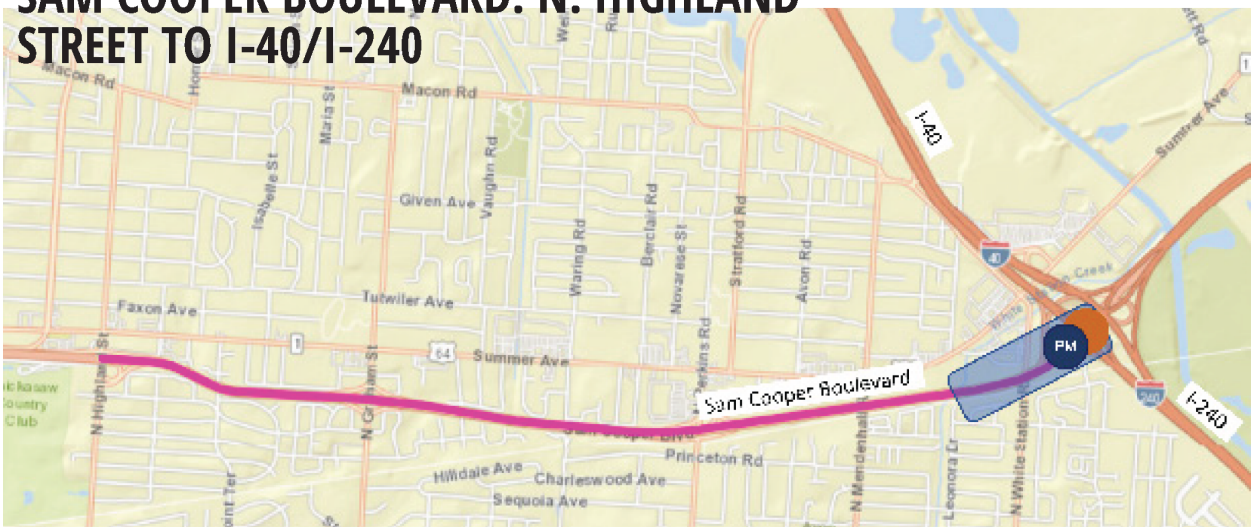
TRANSIT

#50

Monthly Riders: 63,660
Annual Riders: 774,530

Figure C-23. Sam Cooper Boulevard: N. Highland Street to I-40/I-240

SAM COOPER BOULEVARD: N. HIGHLAND STREET TO I-40/I-240



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

SAM COOPER BOULEVARD is categorized as a freeway that extends through eastern portion of the City of Memphis. It serves local traffic in east Memphis and has direct connection to I-40 to the east. This section of Sam Cooper Boulevard extends from N. Highland Street to the I-40 interchange. The AADT along this segment varies from 62,387 vehicles to 76,534 vehicles. The higher AADT is found between Perkins Road and the I-40 interchange. Along this segment, the heavy vehicle percentage is approximately 13%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 56 mph. The slowest traffic along this segment occurs near N. Highland Street where vehicles are traveling approximately 47 mph. The average vehicle speed along this segment during the evening peak is 51 mph. The slowest traffic along this segment occurs between I-40 and Mendenhall Road where vehicles are traveling approximately 33 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between I-40 and Mendenhall Road. The average travel time index is 1.0 during the morning peak and 1.2 during the evening peak.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the evening peak has decreased by 7%, from 55 mph to 51 mph.

MAJOR BOTTLENECKS

This section of Sam Cooper Boulevard has a major bottleneck location located at the I-40 interchange. Over the five-month period, this bottleneck occurred 205 times and had an average max length of 0.8 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 56 mph
Lowest Speed 47 mph

PM
Average Speed 51 mph
Lowest Speed 33 mph

CONGESTION TRENDS

The PM peak hour speeds decreased by 7% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.0
PM: 1.2

MAJOR BOTTLENECKS

Located at the I-40 interchange

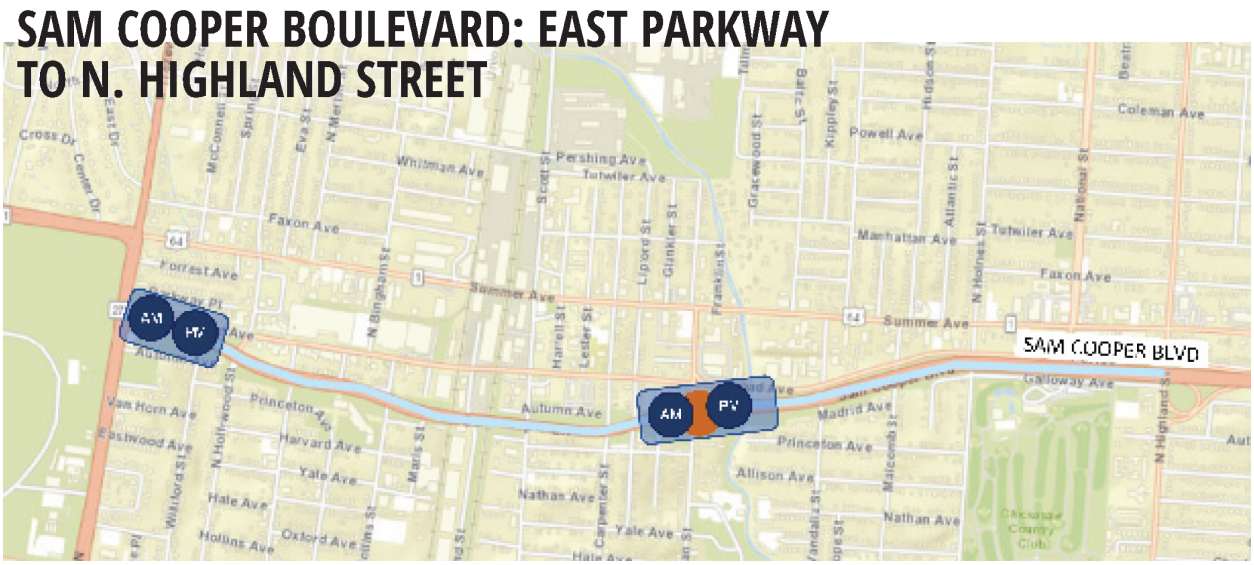
MULTIMODAL FACILITIES

Multimodal facilities are not available along interstate and freeway segments

TRANSIT

Transit data is not available for this segment.

Figure C-24. Sam Cooper Boulevard: East Parkway to N. Highland Street



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

SAM COOPER BOULEVARD is a portion of an urban major arterial in the center portion of Memphis. This section of Sam Cooper Boulevard extends from East Parkway to N. Highland Street. The AADT along this segment varies from 37,587 vehicles to 45,235 vehicles, with the higher AADT found in the section between N. Holmes Street and N. Highland Street. Along this segment, the heavy vehicle percentage is approximately 4%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 31 mph. The slowest traffic along this segment occurs between Tillman Street and N. Holmes Street where vehicles are traveling approximately 18 mph. The average vehicle speed along this segment during the evening peak is 33 mph. The slowest traffic along this segment occurs between East Parkway and N. Hollywood Street where vehicles are traveling approximately 22 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of Sam Cooper Boulevard during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Tillman Street and N. Holmes Street. The average travel time index is 1.3 during the morning peak and 1.2 during the evening peak.

MAJOR BOTTLENECKS

The major bottleneck along this segment occurs between Tillman Road and N. Holmes Street. Over the five-month period, this bottleneck occurred 280 times and had an average length of 0.75 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 31 mph
Lowest Speed 18 mph

PM
Average Speed 33 mph
Lowest Speed 22 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.3
PM: 1.2

MAJOR BOTTLENECKS

Located between Tillman Street and N Holmes Street

MULTIMODAL FACILITIES

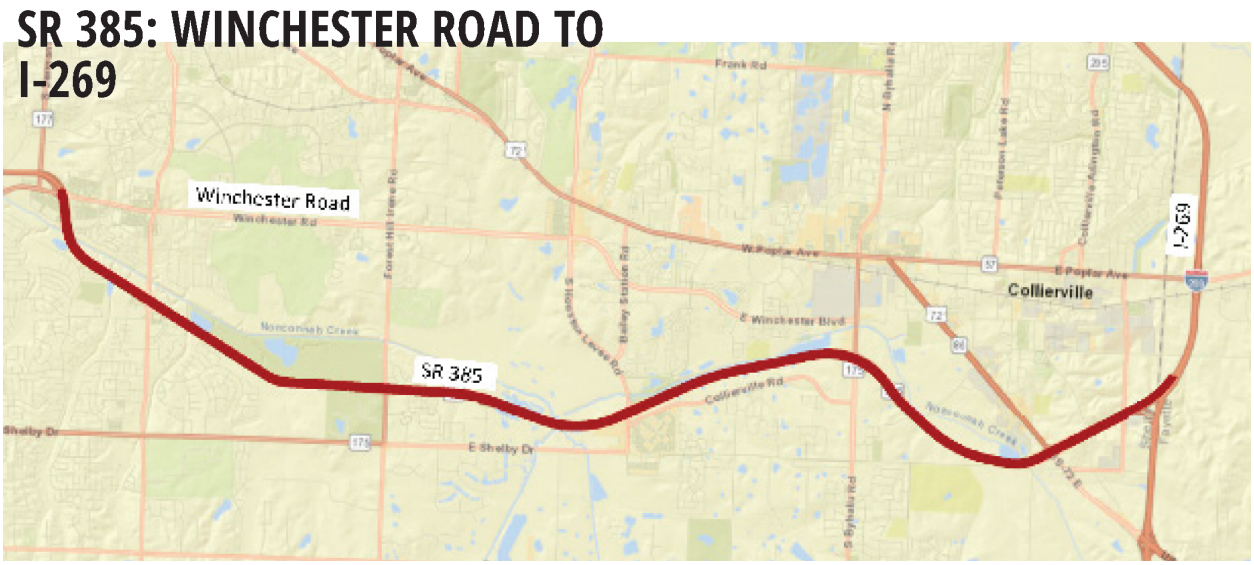
Partial

No

TRANSIT

Transit data is not available for this segment.

Figure C-25. SR 385: Winchester Road to I-269



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

SR 385 is a portion of a major freeway that extends through the southeastern area of the Memphis region. It helps connect the surrounding metropolitan areas to the interstate system in Memphis. This segment extends from Winchester Road to the I-269 interchange. The AADT along this segment varies from 12,789 vehicles to 73,026 vehicles, with the higher AADT found in the section of roadway between Winchester Road and Hacks Cross Road. Along this segment, the heavy vehicle percentage is approximately 13%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 62 mph. The slowest traffic along this segment occurs between Winchester Road and Hacks Cross Road where vehicles are traveling approximately 58 mph. The average vehicle speed along this segment during the evening peak is 60 mph. The slowest traffic along this segment occurs between Winchester Road and Hacks Cross Road where vehicles are traveling approximately 56 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of SR 385 during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index is consistent along this section of SR 385. The travel time index is 1.0 during the morning and evening peak periods.

MAJOR BOTTLENECKS

There are no major bottlenecks located along this section of SR 385.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 62 mph
Lowest Speed 58 mph

PM
Average Speed 60 mph
Lowest Speed 56 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.0
PM: 1.0

MAJOR BOTTLENECKS

No major bottlenecks along this segment

MULTIMODAL FACILITIES

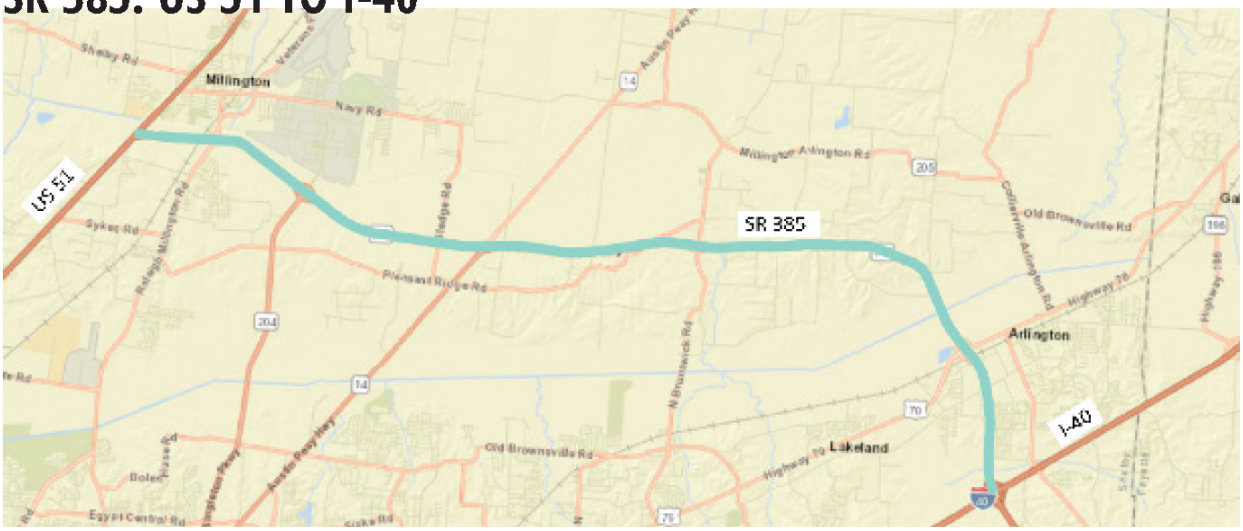
Multimodal facilities are not available along interstate and freeway segments

TRANSIT

Transit data is not available for this segment.

Figure C-26. SR 385: US 51 to I-40

SR 385: US 51 TO I-40



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

SR 385 is a portion of a major freeway that extends through the northern portion of the Memphis region. This section of SR 385 extends from US 51 to I-40. The AADT along this segment varies from 8,679 vehicles to 16,119 vehicles, with the higher AADT found in the section between US 70 and I-40. Along this segment, the heavy vehicle percentage is approximately 12%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 62 mph. The slowest traffic along this segment occurs between US 51 and Raleigh Millington Road where vehicles are traveling approximately 56 mph. The average vehicle speeds along this segment during the afternoon peak is 61 mph. The slowest traffic along this segment occurs between US 51 and Raleigh Millington Road where vehicles are traveling approximately 57 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of SR 385 during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index is consistent along this section of SR 385. The travel time index is 1.0 during the morning and afternoon peak periods.

MAJOR BOTTLENECKS

There are no major bottlenecks located along this section of SR 385.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed 62 mph; Lowest Speed 56 mph

PM — Average Speed 61 mph; Lowest Speed 57 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.0
PM: 1.0

MAJOR BOTTLENECKS

No major bottlenecks along this segment

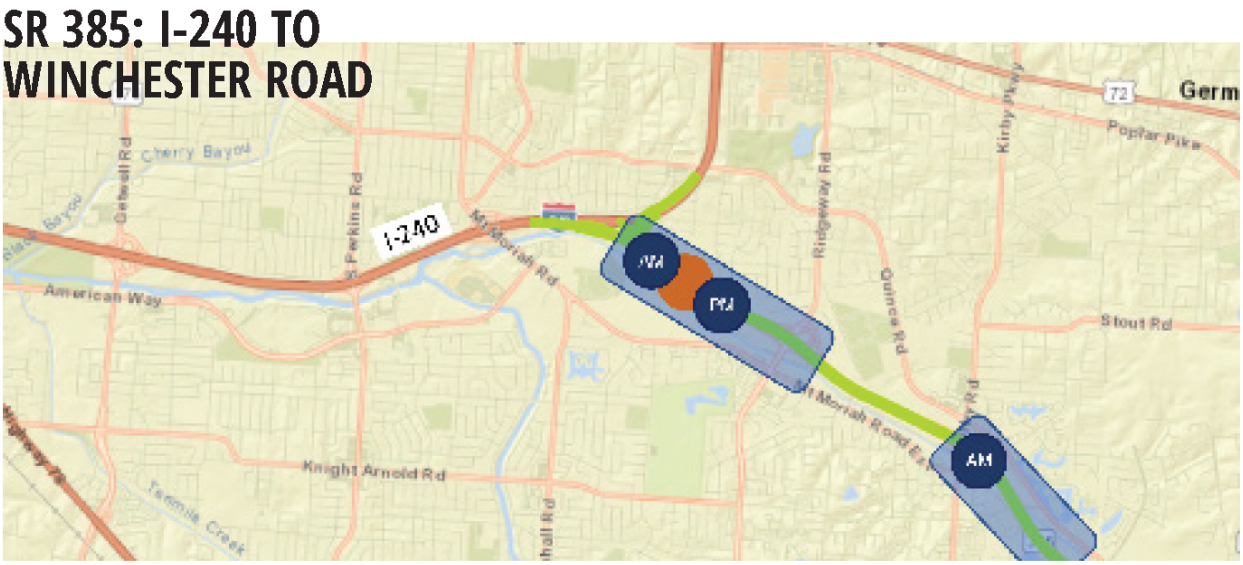
MULTIMODAL FACILITIES

Multimodal facilities are not available along interstate and freeway segments

TRANSIT

Transit data is not available for this segment.

Figure C-27. SR 385: I-240 to Winchester Road



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

SR 385 is a portion of a major freeway that extends through the southeastern area of the Memphis region. It helps connect the surrounding metropolitan areas to the interstate system in Memphis. This segment extends from the I-240 interchange to Winchester Road. The AADT along this segment varies from 91,743 vehicles to 145,226 vehicles, with the higher AADT found in the section between SR 385 and Ridgeway Road. Along this segment, the heavy vehicle percentage is approximately 13%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 44 mph. The slowest traffic along this segment occurs between Riverdale Road and Kirby Parkway where vehicles are traveling approximately 36 mph. The average vehicle speed along this segment during the evening peak is 48 mph. The slowest traffic along this segment occurs between I-240 and Ridgeway Road where vehicles are traveling approximately 35 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Riverdale Road and Kirby Parkway. The average travel time index is 1.4 during the morning peak and 1.3 during the evening peak.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the morning peak has decreased by 8%, from 48 mph to 44 mph.

MAJOR BOTTLENECKS

This segment of SR 385 has a major bottleneck that occurs between I-240 and Ridgeway Road. Over the five-month period, this bottleneck occurred 354 times and had an average max length of 1.8 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed 44 mph; Lowest Speed 36 mph

PM — Average Speed 48 mph; Lowest Speed 35 mph

CONGESTION TRENDS

The AM peak hour speeds decreased by 8% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.4
PM: 1.3

MAJOR BOTTLENECKS

Located between I-240 and Ridgeway Road

MULTIMODAL FACILITIES

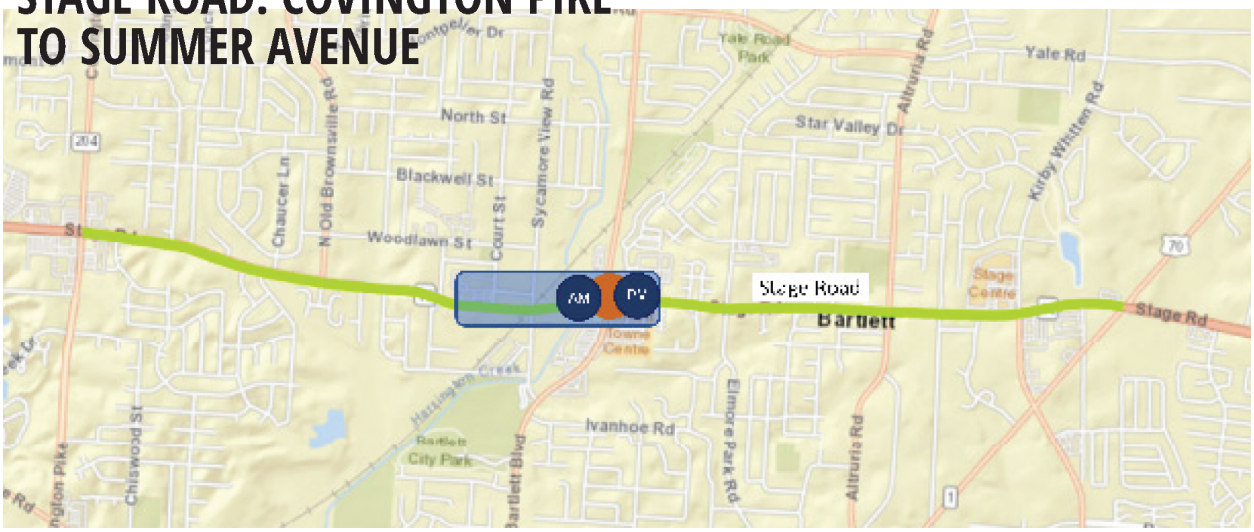
Multimodal facilities are not available along interstate and freeway segments

TRANSIT

Transit data is not available for this segment.

Figure C-28. Stage Road: Covington Pike to Summer Avenue

STAGE ROAD: COVINGTON PIKE TO SUMMER AVENUE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

STAGE ROAD (SR 15) is a portion of an urban major arterial located in the Bartlett area. This section of Stage Road extends from Covington Pike to Summer Avenue. The AADT along this segment varies from 26,943 vehicles to 31,220 vehicles, with the higher AADT found in the section between Bartlett Boulevard and Summer Avenue (US 64/US 70/US 79). Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 29 mph. The slowest traffic along this segment occurs between Bartlett Boulevard and Old Brownsville Road where vehicles are traveling approximately 22 mph. The average vehicle speed along this segment during the evening peak is 26 mph. The slowest traffic along this segment occurs between Bartlett Boulevard and Old Brownsville Road where vehicles are traveling approximately 18 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of Stage Road during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index varies along this corridor and the highest values are between Bartlett Boulevard and Old Brownsville Road. The average travel time index is 1.1 during the morning peak and 1.2 during the evening peak.

MAJOR BOTTLENECKS

This segment of Stage Road has one major bottleneck that occurs at Bartlett Boulevard. Over the five-month period, this bottleneck occurred 352 times and had an average max length of 0.95 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 29 mph; Lowest Speed: 22 mph

PM — Average Speed: 26 mph; Lowest Speed: 18 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.2

MAJOR BOTTLENECKS

Located at Bartlett Boulevard

MULTIMODAL FACILITIES

Yes

No

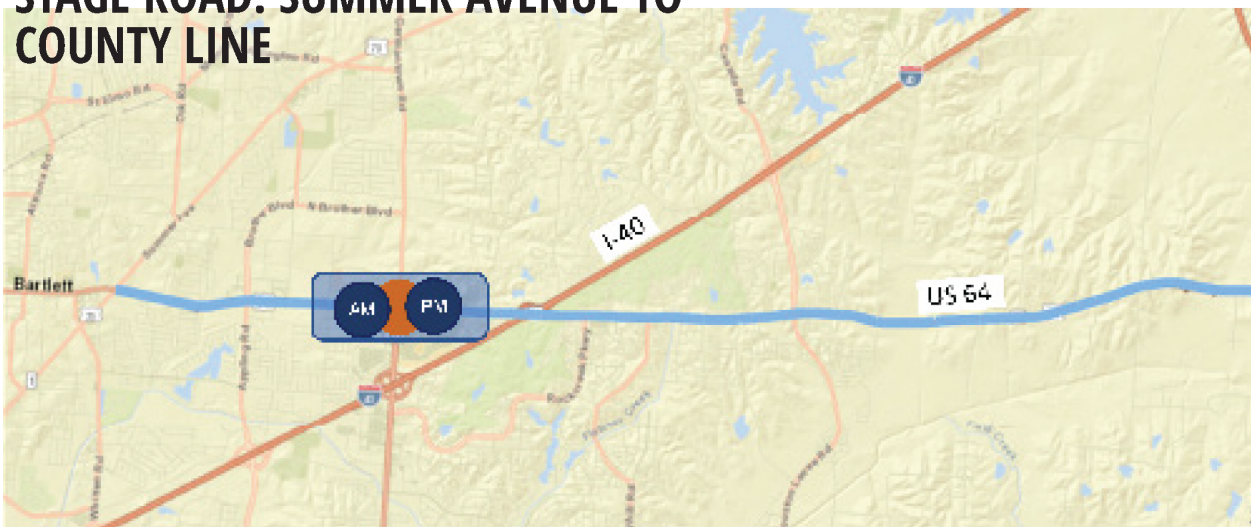
TRANSIT

40 — Monthly Riders: 6,990; Annual Riders: 85,045

400 — Monthly Riders: 360; Annual Riders: 4,380

Figure C-29. Stage Road: Summer Avenue to County Line

STAGE ROAD: SUMMER AVENUE TO COUNTY LINE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

US 64 (STAGE ROAD) is a portion of an urban major arterial that extends through the Bartlett area. It serves local traffic in Bartlett, as well as some regional traffic. This section of Stage Road (US 64) extends from Summer Avenue (US 79) to the Shelby/Fayette County Line. The AADT along this segment varies from 17,625 vehicles to 69,916 vehicles, with the higher AADT found in the segment between I-40 and Canada Road. Along this segment, heavy vehicle percentages vary between 9% and 11%, with the higher percentage being located between Canada Road and I-269.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 39 mph. The slowest traffic along this segment occurs between Germantown Parkway and I-40 where vehicles are traveling approximately 28 mph. The average vehicle speed along this segment during the evening peak is 34 mph. The slowest traffic along this segment occurs between Germantown Parkway and I-40 where vehicles are traveling approximately 24 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Germantown Parkway and I-40. The average travel time index is 1.1 during the morning peak and 1.2 during the evening peak.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of US 64 (Stage Road) during the morning or evening peak hours.

MAJOR BOTTLENECKS

This section of Stage Road (US 64) has one major bottleneck location between Germantown Parkway and I-40. Over the five-month period, this bottleneck occurred 780 times and had an average max length of 1.09 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 39 mph; Lowest Speed: 28 mph

PM — Average Speed: 34 mph; Lowest Speed: 24 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.2

MAJOR BOTTLENECKS

Located between Germantown Parkway and I-40

MULTIMODAL FACILITIES

Partial

No

TRANSIT

40 — Monthly Riders: 6,420; Annual Riders: 78,110

400 — Monthly Riders: 300; Annual Riders: 3,650

Figure C-30. Summer Avenue: I-40 to County Line



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

SUMMER AVENUE (US 64/ US 70/US 79) is a portion of an urban major arterial that extends from I-40 to the Shelby/Tipton County Line. The AADT along this segment varies from 3,730 vehicles to 34,797 vehicles, the higher AADT found in the section between I-40 and Sycamore View Road. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 31 mph. The slowest traffic along this segment occurs between I-40 and Raleigh Lagrange Road where vehicles are traveling approximately 23 mph. The average vehicle speed along this segment during the evening peak is 28 mph. The slowest traffic along this segment occurs between I-40 and Raleigh Lagrange Road where vehicles are traveling approximately 19 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of Summer Avenue (US 79) during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between I-40 and Raleigh Lagrange Road. The average travel time index is 1.1 during the morning peak and 1.2 during the evening peak.

MAJOR BOTTLENECKS

This section of Summer Avenue (US 79) has one bottleneck location that occurs between I-40 and Raleigh Lagrange Road. Over the five-month period, this bottleneck occurred 227 times and had an average max length of 0.89 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 31 mph
Lowest Speed 23 mph

PM
Average Speed 28 mph
Lowest Speed 19 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.2

MAJOR BOTTLENECKS

Located between I-40 and Raleigh Lagrange Road

MULTIMODAL FACILITIES

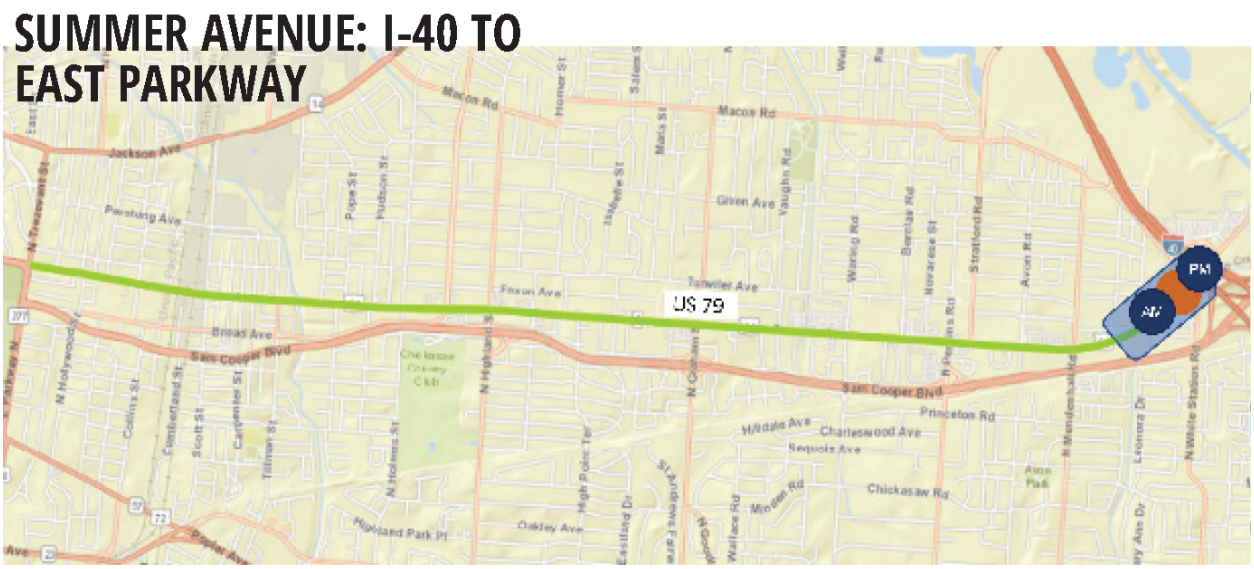
Partial

No

TRANSIT

Transit data is not available for this segment

Figure C-31. Summer Avenue: I-40 to East Parkway



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

SUMMER AVENUE (US 64/ US 70/US 79) is a portion of an urban major arterial located in the center portion of Memphis. This section of Summer Avenue extends from East Parkway to I-40. The AADT along this segment varies from 29,305 vehicles to 35,555 vehicles, with the higher AADT found in the section between East Parkway and N. Highland Street. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 26 mph. The slowest traffic along this segment occurs between Mendenhall Road and I-40 where vehicles are traveling approximately 20 mph. The average vehicle speed along this segment during the evening peak is 27 mph. The slowest traffic along this segment occurs between Mendenhall Road and I-40 where vehicles are traveling approximately 19 mph.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of Summer Avenue during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Mendenhall Road and I-40. The average travel time index is 1.1 during the morning peak and 1.1 during the evening peak.

MAJOR BOTTLENECKS

This segment of US 79 (Summer Avenue) has one major bottleneck location that occurs between White Station Road and I-40. Over the five-month period, this bottleneck occurred 1,233 times and had an average max length of 0.24 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 26 mph
Lowest Speed 20 mph

PM
Average Speed 27 mph
Lowest Speed 19 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.1

MAJOR BOTTLENECKS

Located between White Station Road and I-40

MULTIMODAL FACILITIES

Yes

No

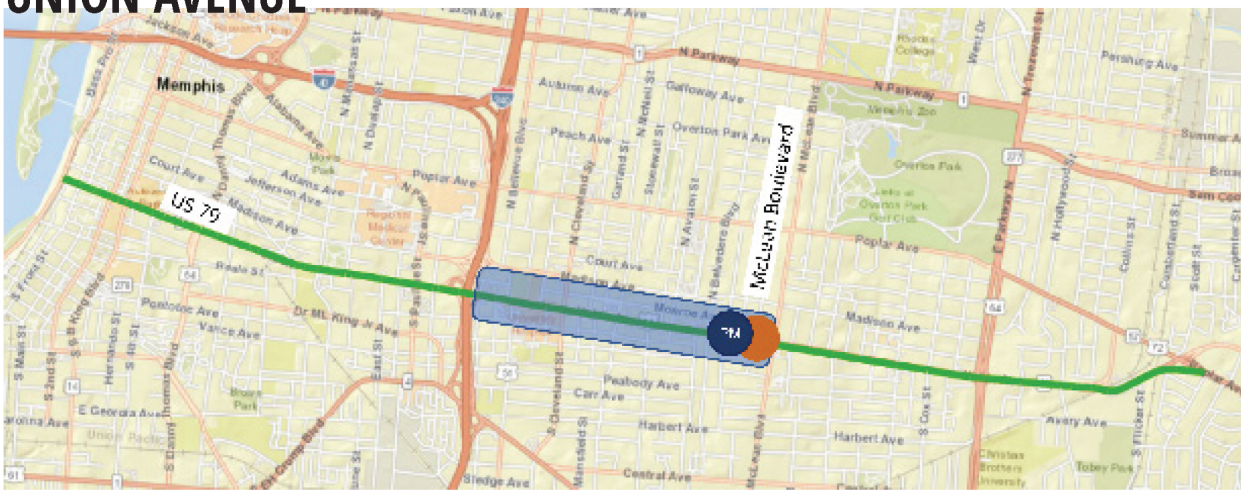
TRANSIT

#53

Monthly Riders: 19,500
Annual Riders: 237,250

Figure C-32. Union Avenue

UNION AVENUE



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

UNION AVENUE (US 51/US 64/US 70/US 79/SR 3) is a major urban arterial in Downtown and Midtown Memphis. This section of Union Avenue extends from Riverside Drive to Poplar Avenue. The AADT along this segment varies from 8,585 vehicles to 51,728 vehicles, with the higher AADT found in the section between the I-240 Interchange and McLean Boulevard. Heavy vehicle percentages vary between 6% and 9%, with the lower percentage being located near Riverside Drive.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 23 mph. The slowest traffic along this segment occurs between Riverside Drive and Danny Thomas Boulevard where vehicles are traveling approximately 18 mph. The average vehicle speed along this segment during the evening peak is 22 mph. The slowest traffic along this segment occurs between Riverside Drive and Danny Thomas Boulevard where vehicles are traveling approximately 18 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between US 51 and McLean Boulevard. The average travel time index is 1.1 during the morning peak and 1.2 during the evening peak.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of US 79 (Union Avenue) during the morning or evening peak hours.

MAJOR BOTTLENECKS

This segment of US 79 (Union Avenue) has one major bottleneck that occurs at McLean Boulevard. Over the five-month period, this bottleneck occurred 587 times and had an average length of 1.05 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 23 mph; Lowest Speed: 18 mph

PM — Average Speed: 22 mph; Lowest Speed: 16 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.2

MAJOR BOTTLENECKS

Located between Cleveland Street and McLean Boulevard

MULTIMODAL FACILITIES

Yes

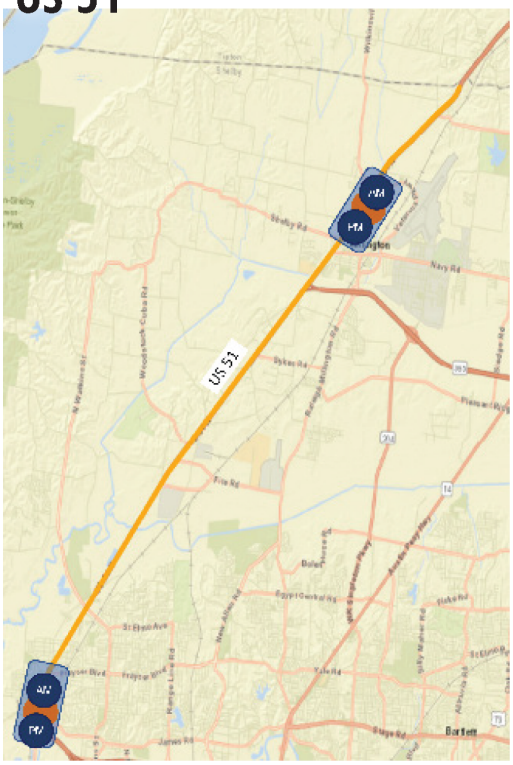
No

TRANSIT

#34	Monthly Riders: 3,000 Annual Riders: 36,500
#36	Monthly Riders: 18,960 Annual Riders: 230,680
#56	Monthly Riders: 30,390 Annual Riders: 369,745

Figure C-33. US 51

US 51



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

US 51 is a portion of a major arterial that extends through the northwest portion of the Memphis region. It serves local traffic in Northwest Memphis, as well as regional traffic. This section of US 51 extends from SR 300 to the Shelby/Tipton County Line. The AADT along this segment varies from 28,255 vehicles to 30,522 vehicles. The higher AADT is found in the segment between SR 300 and Watkins Street. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 43 mph. The slowest traffic along this segment occurs between Navy Road and W. Union Road where vehicles are traveling approximately 34 mph. The average vehicle speed along this segment during the evening peak is 38 mph. The slowest traffic along this segment occurs between SR 300 and Frayser Boulevard where vehicles are traveling approximately 28 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Navy Road and W. Union Road. The average travel time index is 1.1 during the morning peak and 1.2 during the evening peak.

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of US 51 during the morning or evening peak hours.

MAJOR BOTTLENECKS

This section of US 51 has two bottleneck locations: between SR 300 and Frayser Boulevard, and between Navy Road and W. Union Road. The worst bottleneck is between SR 300 and Frayser Boulevard. Over the five-month period, this bottleneck occurred 895 times and had an average max length of 0.36 miles. This bottleneck occurs multiple times per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 43 mph
Lowest Speed 34 mph

PM
Average Speed 38 mph
Lowest Speed 28 mph

CONGESTION TRENDS

Largest deterioration between TN 300 and Frayser Boulevard

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.2

MAJOR BOTTLENECKS

Between TN 300 and Frayser Boulevard

MULTIMODAL FACILITIES

Yes

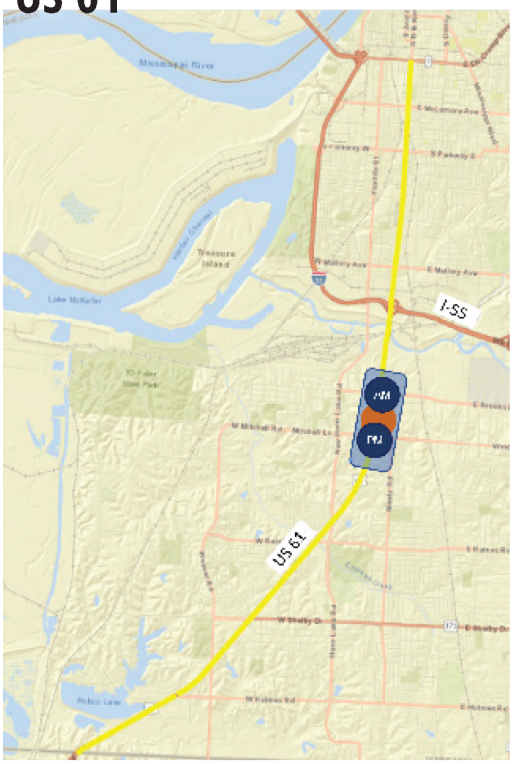
No

TRANSIT

Transit data is not available for this segment.

Figure C-34. US 61

US 61



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

US 61 is a portion of an urban major arterial located in Southwest Memphis. It serves local traffic in Southwest Memphis, as well as some regional traffic. This section of US 61 extends from E.H. Crump Boulevard to the Tennessee/ Mississippi State Border. The AADT along this segment varies from 11,644 vehicles to 37,310 vehicles, with the higher AADT found in the segment between I-55 and Brooks Road. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 36 mph. The slowest traffic along this segment occurs between Mitchell Road and Brooks Road where vehicles are traveling approximately 27 mph. The average vehicle speed along this segment during the evening peak is 35 mph. The slowest traffic along this segment occurs between Mitchell Road and Brooks Road where vehicles are traveling approximately 24 mph.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the morning peak has decreased by 5%, from 38 mph to 36 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between Mitchell Road and Brooks Road. The average travel time index is 1.1 during the morning peak and 1.1 during the evening peak.

MAJOR BOTTLENECKS

This section of US 61 has one major bottleneck location that occurs between Mitchell Road and Brooks Road. Over the five-month period, this bottleneck occurred 1,322 times and had an average max length of 0.62 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM — Average Speed: 36 mph; Lowest Speed: 27 mph

PM — Average Speed: 35 mph; Lowest Speed: 24 mph

CONGESTION TRENDS

The AM peak hour speeds decreased by 5% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.1

MAJOR BOTTLENECKS

Located between Mitchell Road and Brooks Road

MULTIMODAL FACILITIES

Partial

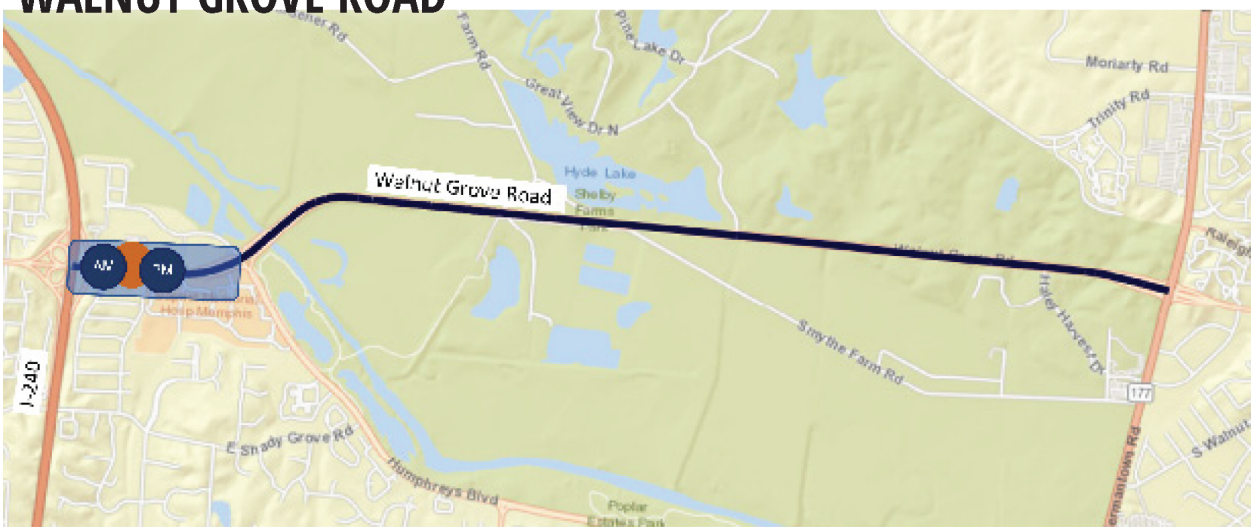
No

TRANSIT

#39 — Monthly Riders: 19,980; Annual Riders: 243,090

Figure C-35. Walnut Grove Road

WALNUT GROVE ROAD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

WALNUT GROVE ROAD is a portion of an urban major arterial located along the Shelby Farms area in Memphis, TN. It serves local traffic traveling to and from the outer Memphis Region. This section of Walnut Grove Road extends from I-240 to Germantown Parkway. The AADT along this segment is 71,514. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 35 mph. The slowest traffic along this segment occurs between I-240 and Humphreys Boulevard where vehicles are traveling approximately 25 mph. The average vehicle speed along this segment during the evening peak is 33 mph. The slowest traffic along this segment occurs between I-240 and Humphreys Boulevard where vehicles are traveling approximately 23 mph.

CONGESTION TRENDS

Average speeds have been decreasing over the past two years. The average speed during the morning peak has decreased by 8%, from 38 mph to 35 mph.

TRAVEL TIME INDEX

The travel time index varies along this corridor with the highest values between I-240 and Humphreys Boulevard. The average travel time index is 1.3 during the morning peak and 1.3 during the evening peak.

MAJOR BOTTLENECKS

This section of Walnut Grove Road has one bottleneck location that occurs between I-240 and Humphreys Boulevard. Over the five-month period, this bottleneck occurred 1,923 times and had an average max length of 0.44 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 35 mph
Lowest Speed 25 mph

PM
Average Speed 33 mph
Lowest Speed 23 mph

CONGESTION TRENDS

The AM peak hour speeds decreased by 8% from 2017 to 2019

AVERAGE TRAVEL TIME INDEX

AM: 1.3
PM: 1.3

MAJOR BOTTLENECKS

Located between I-240 and Humphreys Boulevard

MULTIMODAL FACILITIES

Partial

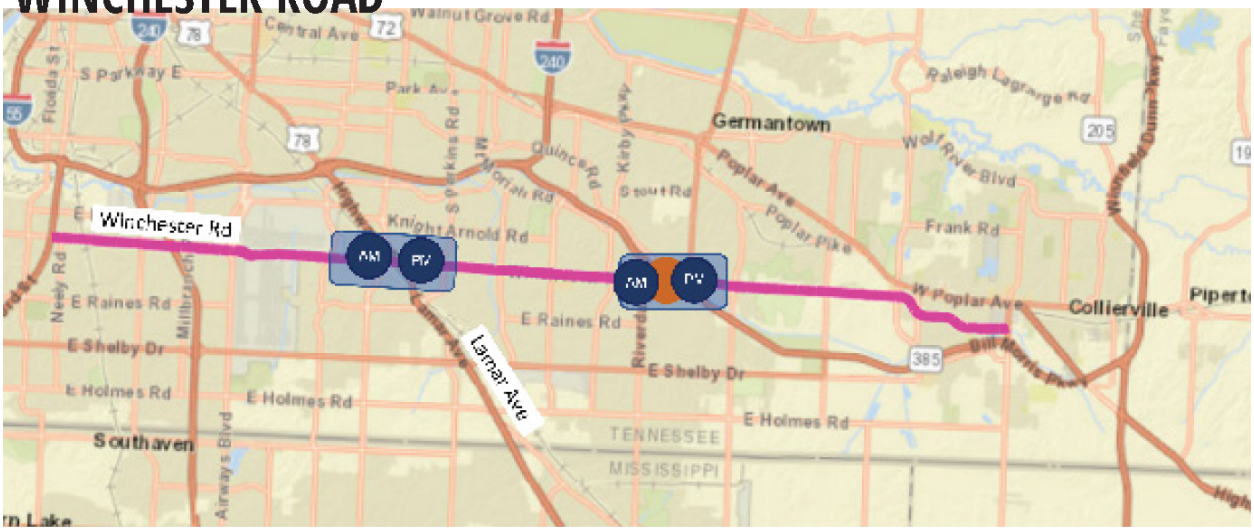
No

TRANSIT

Transit data is not available for this segment.

Figure C-36. Winchester Road

WINCHESTER ROAD



Data depicts existing congestion and does not account for existing or planned roadway projects along the corridor.

WINCHESTER ROAD is a portion of an urban major arterial in the southern portion of Memphis. This segment of Winchester Road extends from US 61 to Byhalia Road. The AADT along this segment varies from 17,942 vehicles to 38,462 vehicles, with the higher AADT found in the section between Kirby Parkway and Riverdale Road. Along this segment, the heavy vehicle percentage is approximately 9%.

PEAK CONGESTION

The average vehicle speed along this segment during the morning peak is 28 mph. The slowest traffic along this segment occurs between Lamar Avenue and Perkins Road where vehicles are traveling approximately 16 mph. The average vehicle speed along this segment during the evening peak is 26 mph. The slowest traffic along this segment occurs between Lamar Avenue and Perkins Road where vehicles are traveling approximately 14 mph

CONGESTION TRENDS

Over the past two years, average speeds have not changed along this segment of Winchester Road during the morning or evening peak hours.

TRAVEL TIME INDEX

The travel time index varies along this corridor and the highest values are between Riverdale Road and Germantown Road. The average travel time index is 1.1 during the morning peak and 1.2 during the evening peak.

MAJOR BOTTLENECKS

This segment of Winchester Road has one major bottleneck location that occurs at Germantown Road. Over the five-month period, this bottleneck occurred 1,547 times and had an average length of 0.23 miles. This bottleneck occurs multiple time per day.

AT A GLANCE

PEAK HOUR CONGESTION

AM
Average Speed 28 mph
Lowest Speed 16 mph

PM
Average Speed 26 mph
Lowest Speed 14 mph

CONGESTION TRENDS

No deterioration of speeds along this segment

AVERAGE TRAVEL TIME INDEX

AM: 1.1
PM: 1.2

MAJOR BOTTLENECKS

Located between Germantown Road and Riverdale Road

MULTIMODAL FACILITIES

Yes

No

TRANSIT

# 69	Monthly Riders: 11,430 Annual Riders: 139,065
# 36	Monthly Riders: 17,220 Annual Riders: 209,510
# 28	Monthly Riders: 2,310 Annual Riders: 28,105

Project List and Costs

Table C-1. Memphis Project List and Costs

Solution	Corridor	Classification	Solution Type	Project Description	Estimated Capital Cost
Roadway	Austin Peay Hwy (SR 14)	Arterial	Corridor Improvement	Access management between Jones Road and Yale Road	$3,255,000
			Intersection Improvement	Intersection improvements at New Covington Pike (SR 204): add one SB/NB through lane, WB dual left, and channelize EB left turn lane	$500,000
				Intersection and signal modifications at Yale Road: remove WB receiving lane/add WB dual left	$500,000
	Germantown Pkwy (SR 177)	Arterial	Intersection Improvement	Intersection and signal modifications at Rockcreek Parkway: widen and reconfigure to WB dual left, through, and right-only lane; reconfigure EB to triple lefts, through, and right-only lane	$492,000
	Houston Levee Rd	Arterial	Corridor Improvement	Widening of Houston Levee Road north of Poplar Avenue (US 72/SR 57) to one lane	$1,200,000
	Lamar Ave (US 78)	Arterial	Corridor Improvement	Access management between American Way and Knight Arnold Road	$3,255,000
			Intersection Improvement	Intersection and signal modifications at American Way: add EB and SB triple left turns	$452,000
	Poplar Ave (US 72/SR 57): Danny Thomas Blvd (US 51) to I-240	Arterial	Corridor Improvement	Access management between Perkins Road and Cresthaven Road	$3,255,000
				Remove northside sidewalk; widen between I-240 SB off-ramp and Yates Road to extend off-ramp by 100 ft and center turn lane by 375 ft	$1,725,000

Table C-1. Memphis Project List and Costs (cont.)

Solution	Corridor	Classification	Solution Type	Project Description	Estimated Capital Cost
Roadway	Poplar Ave (US 72/SR 57): I-240 to TN/MS Border	Arterial	Corridor Improvement	Access management between Ridgeway Road and Massey Road	$3,255,000
				Widening of Poplar Avenue (US 72/SR 57) between Shaun Micheel Drive and Schilling Boulevard W. by adding one EB/WB lane	$7,000,000
			Intersection Improvement	Intersection modifications at Houston Levee Road: widen and reconfigure all approaches to nine lanes on Poplar Avenue and eight lanes on Houston Levee Road; remove westside Houston Levee Road sidewalk and northside Poplar Avenue sidewalk west of intersection	$175,000
	Stage Rd (SR 15): Covington Pk to Summer Ave (US 64/US 70/ US 79)	Arterial	Corridor Improvement	Access management between Shelby Street and Summer Avenue (US 64/US 70/US 79)	$3,255,000
				Widen Stage Road (SR 15) EB by one lane between Old Brownsville Road and Bartlett Boulevard	$6,573,000
			Intersection Improvement	Modify intersection at Kirby Whitten Road: add NB through lane, double left turn; add EB double left turn; reconfigure for channelized WB/SB left turns	$858,000
	Stage Rd (US 64/SR 15): Summer Ave (US 64/US 70/US 79) to County Line	Arterial	Intersection Improvement	Intersection modifications at Germantown Parkway (SR 177): add landscaped pedestrian refuge islands, add EB/WB dual left turn lanes, add one NB through lane	$753,000
				Intersection modifications at Walmart/Mall Access: remove SB/NB through movements, add splitter island; remove WB double left turn lanes, add landscaped median; add EB double left turn lane	$64,000

Table C-1. Memphis Project List and Costs (cont.)

Solution	Corridor	Classification	Solution Type	Project Description	Estimated Capital Cost
Roadway	Walnut Grove Rd	Arterial	Corridor Improvement	Widening of Walnut Grove Road from two to three lanes in both directions between Germantown Parkway (SR 277) and Humphreys Boulevard	$6,000,000
				Widening of Walnut Grove Road by adding one lane in the WB direction to remove existing merge between Humphreys Boulevard and I-240	$950,000
	I-240: I-55 to SR 385	Freeway	Corridor Improvement	Widening of I-240 WB/EB by adding one lane between I-55 and Airways Boulevard	$36,394,000
				Widening of I-240 WB/EB by adding one lane between Airways Blvd and SR 385	$87,348,000
				Ramp metering along I-240 in both directions at nine total locations between I-55 and SR 385	$1,350,000
			Interchange Modification	Reconstruction of interchange at I-240/I-55	$130,000,000
				Reconstruction of interchange at I-240/SR 385: add EB fly-over ramp to SR 385	$106,000,000
	I-240: SR 385 to I-40	Freeway	Corridor Improvement	Widening of I-240 EB/WB by adding one lane between SR 385 to Poplar Avenue (US 72/SR 57)	$43,500,000
			Interchange Modification	Reconfigure interchange at Walnut Grove Road (SR 23) to Diverging Diamond Interchange (DDI)	$105,000,000

Table C-1. Memphis Project List and Costs (cont.)

Solution	Corridor	Classification	Solution Type	Project Description	Estimated Capital Cost
Roadway	I-40: I-240/Sam Cooper Blvd to Canada Rd	Freeway	Corridor Improvement	Widening of I-40 EB by adding one lane between Appling Road and Germantown Parkway (SR 177)	$7,026,000
			Ramp Metering	Ramp metering along I-40 in both directions at 11 total locations between Sycamore View Road and Stage Road (US 64/SR 15)	$1,650,000
			Interchange Modification	Reconstruction of interchange to DDI at I-40/Germantown Parkway (SR 177)	$50,000,000
				Reconstruction of interchange at I-40/Sycamore View Road to Single Point Urban Interchange (SPUI)	$60,000,000
	I-40: I-240/ Sam Cooper Blvd to Eastern MPO Border	Freeway	Managed Lanes	Reversible high-occupancy toll lanes (HOT) lanes between I-240/I-40 E to east of Stage Road (US 64/SR 15)	$118,000,000
	I-40: SR 300 to I-240/Sam Cooper Blvd	Freeway	Corridor Improvement	Widening of I-40 EB/WB by adding one lane between Hollywood Street and Covington Pike	$72,790,000
			Ramp Metering	Ramp metering along I-40 in both directions at 19 total locations between SR 300 and Summer Avenue (US 64/US 70/US 79)	$2,850,000
			Interchange Modification	Reconstruction of interchange to DDI at I-40/Covington Pike (SR 204)	$40,000,000
				Reconstruction of interchange at I-40/Jackson Avenue (SR 14)	$80,000,000

Table C-1. Memphis Project List and Costs (cont.)

Solution	Corridor	Classification	Solution Type	Project Description	Estimated Capital Cost
Roadway	I-40: TN/AR Border to SR 300	Freeway	Corridor Improvement	Widening of I-40 EB/WB by adding one lane between I-240 and SR 300	$83,780,000
			Ramp Metering	Ramp metering along I-40 in both directions at 4 total locations between Jackson Avenue (SR 14) and Chelsea Avenue	$600,000
			New Roadway	Construction of collector distributor road on I-40 from Riverside Drive to Danny Thomas Boulevard	$38,055,000
	SR 385: 1-240 to Winchester Rd	Freeway	Ramp Metering	Ramp metering in both directions at 11 total locations between Ridgeway Road to Winchester Road	$1,650,000
			Corridor Improvement	Widen EB/WB by one lane between I-240 and Ridgeway Road	$12,560,000
				Roadway Total Cost	**$1,122,070,000**
Transit	Jackson Ave/ Austin Peay Hwy (SR 14)	Arterial	Express Service	Bus Rapid Transit (BRT) service between Hudson Transit Center and Covington Pike (SR 205)	$115,300,000
	Poplar Ave (US 72/SR 57): Danny Thomas Blvd to TN/MS Border	Arterial	Express Service	BRT service between N. Highland Street/Univ. of Memphis and Germantown Parkway (SR 177)	$70,000,000
				Transit Total Cost	**$185,300,000**
				Total Cost	**$1,307,370,000**

Project Concept Figures

Figure C-37. Austin Peay Highway (SR 14) and Covington Pike (SR 204)

	2026 No Build		2026 Build	
	LOS	Delay	LOS	Delay
Overall Intersection	F	137.1	D	45.0
EB Approach	F	158.3	D	46.9
WB Approach	D	54.1	C	32.2
NB Approach	F	115.5	E	57.9
SB Approach	F	184.2	D	47.3
Max V/C	1.45		1.07	

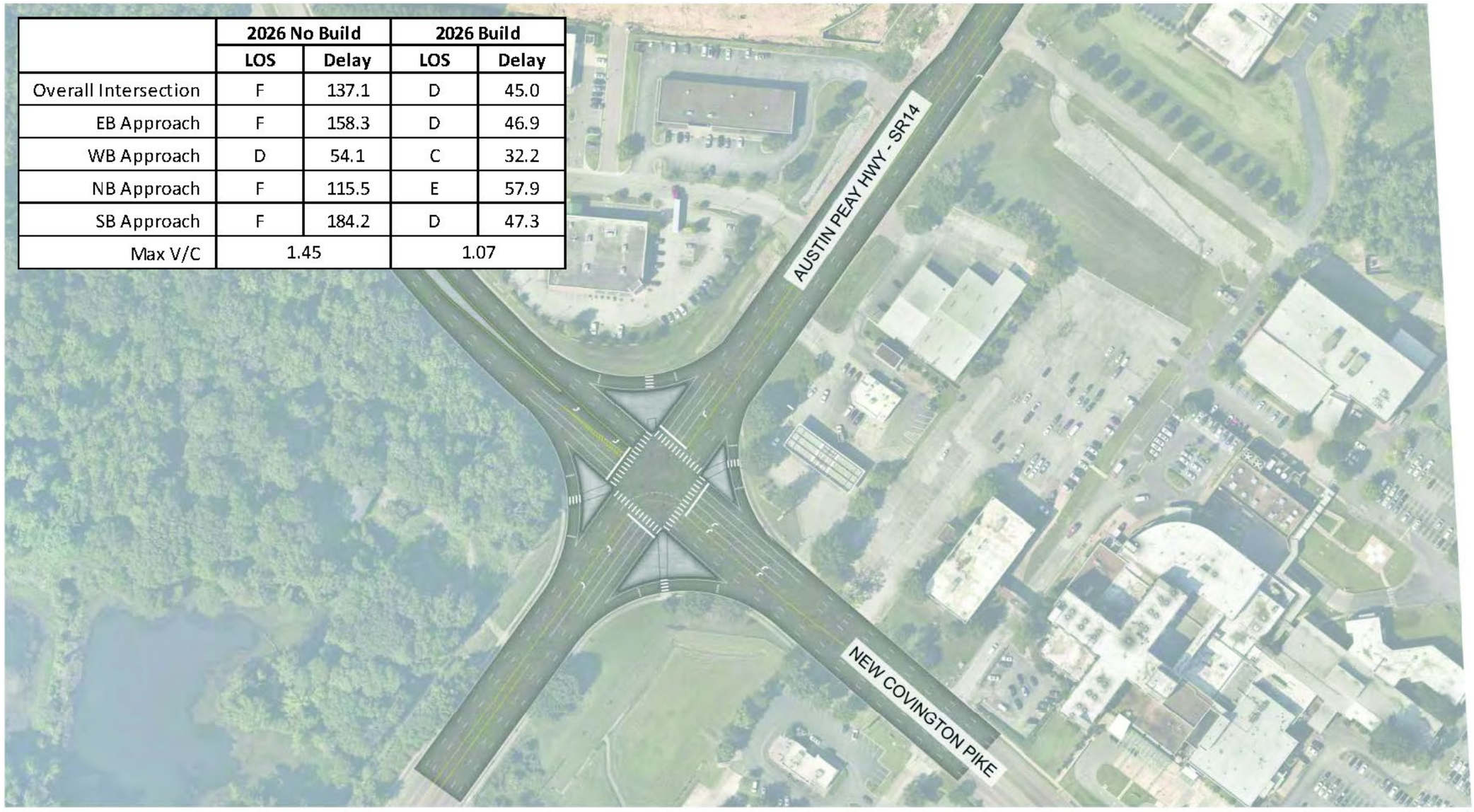


FIGURE A-22: SR 14 (AUSTIN PEAY HIGHWAY) AT COVINGTON PIKE INTERSECTION IMPROVEMENTS

Figure C-38. Austin Peay Highway (SR 14) and Yale Road

	2026 No Build		2026 Build	
	LOS	Delay	LOS	Delay
Overall Intersection	E	73.9	D	37.9
EB Approach	F	177.3	E	56.6
WB Approach	F	84.0	D	47.6
NB Approach	B	12.0	B	10.3
SB Approach	D	53.2	D	35.6
Max V/C	1.38		0.95	



FIGURE A-21: SR 14 (AUSTIN PEAY HIGHWAY) AT YALE ROAD INTERSECTION IMPROVEMENTS

0 50 100 200 400

SCALE: 1"=100'

Figure C-39. Austin Peay Highway (SR 14): Jones Road to Yale Road



FIGURE A-15: SR 14 (AUSTIN PEAY HIGHWAY) ACCESS MANAGEMENT IMPROVEMENTS – FROM JONES ROAD TO YALE

Figure C-40. Germantown Parkway (SR 177) and Rockcreek Parkway

	2026 No Build		2026 Build	
	LOS	Delay	LOS	Delay
Overall Intersection	C	27.3	B	16.2
EB Approach	C	26.6	C	24.3
WB Approach	F	111.9	D	48.1
NB Approach	B	11.6	B	10.8
SB Approach	A	7.9	A	7.6
Max V/C	1.11		0.96	

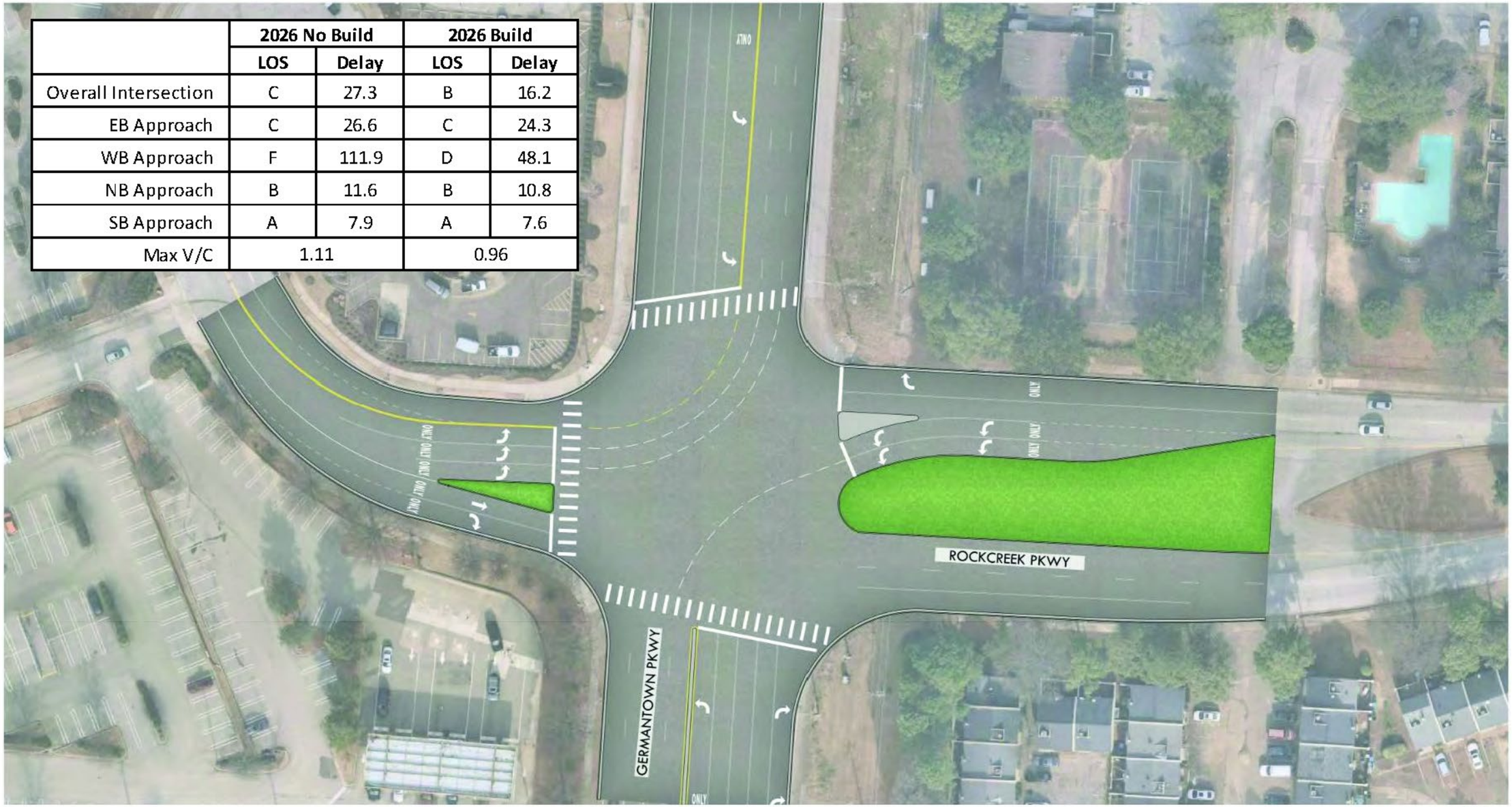


FIGURE A-26: GERMANTOWN PARKWAY AT ROCKCREEK PARKWAY INTERSECTION IMPROVEMENTS

0 30 60 120 240

SCALE: 1"=60'

Figure C-41. I-240 and SR 385



FIGURE A-10: I-240 AT SR 385 INTERCHANGE MODIFICATIONS

N.T.S.

Figure C-42. I-240 and Walnut Grove Road (SR 23)



FIGURE A-11: I-240 AT WALNUT GROVE ROAD INTERCHANGE MODIFICATIONS

Figure C-43. I-240: I-55 to Lamar Avenue (US 78/SR 4)

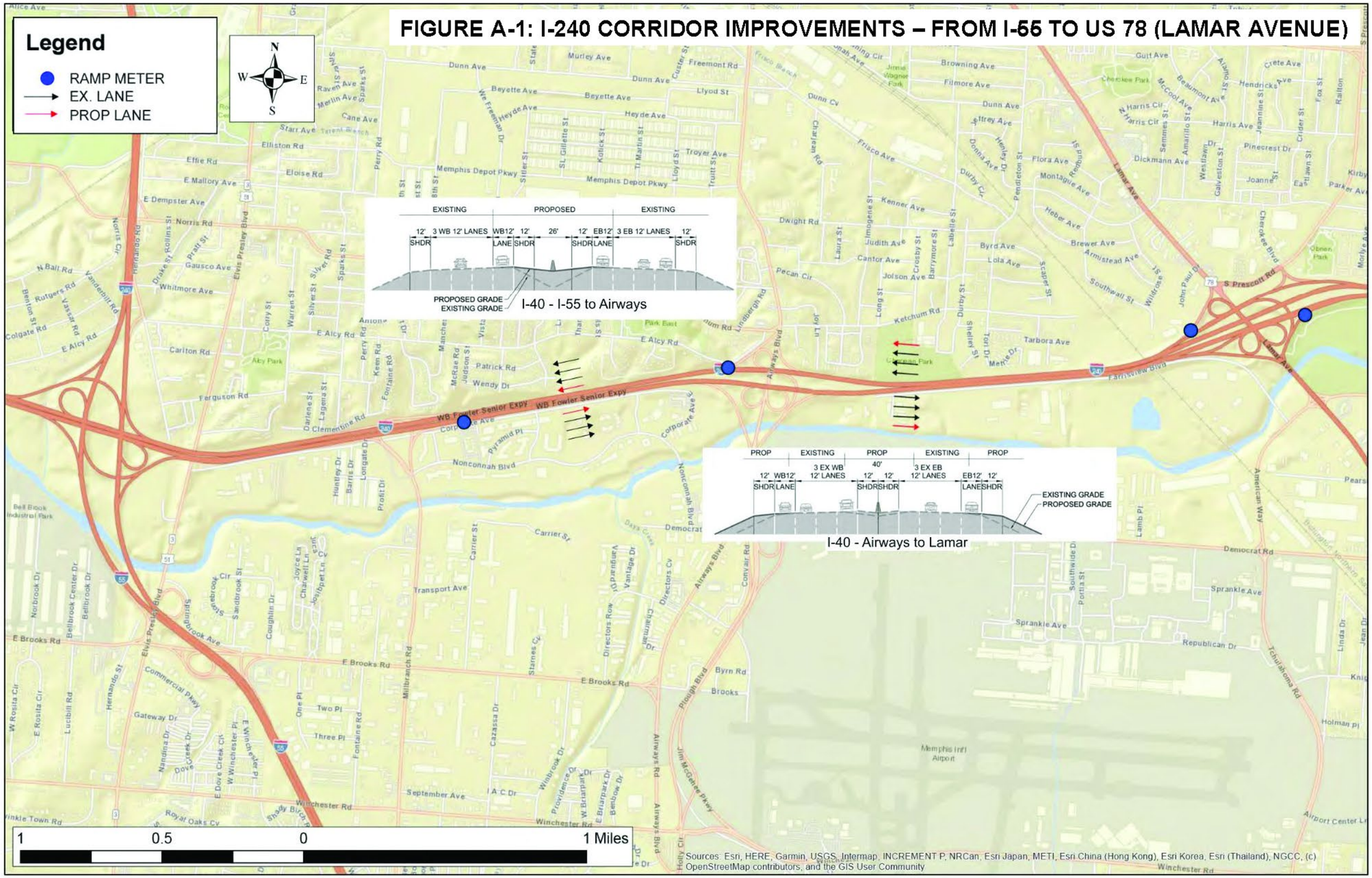


Figure C-44. I-240: Lamar Avenue (US 78/SR 4) to SR 385

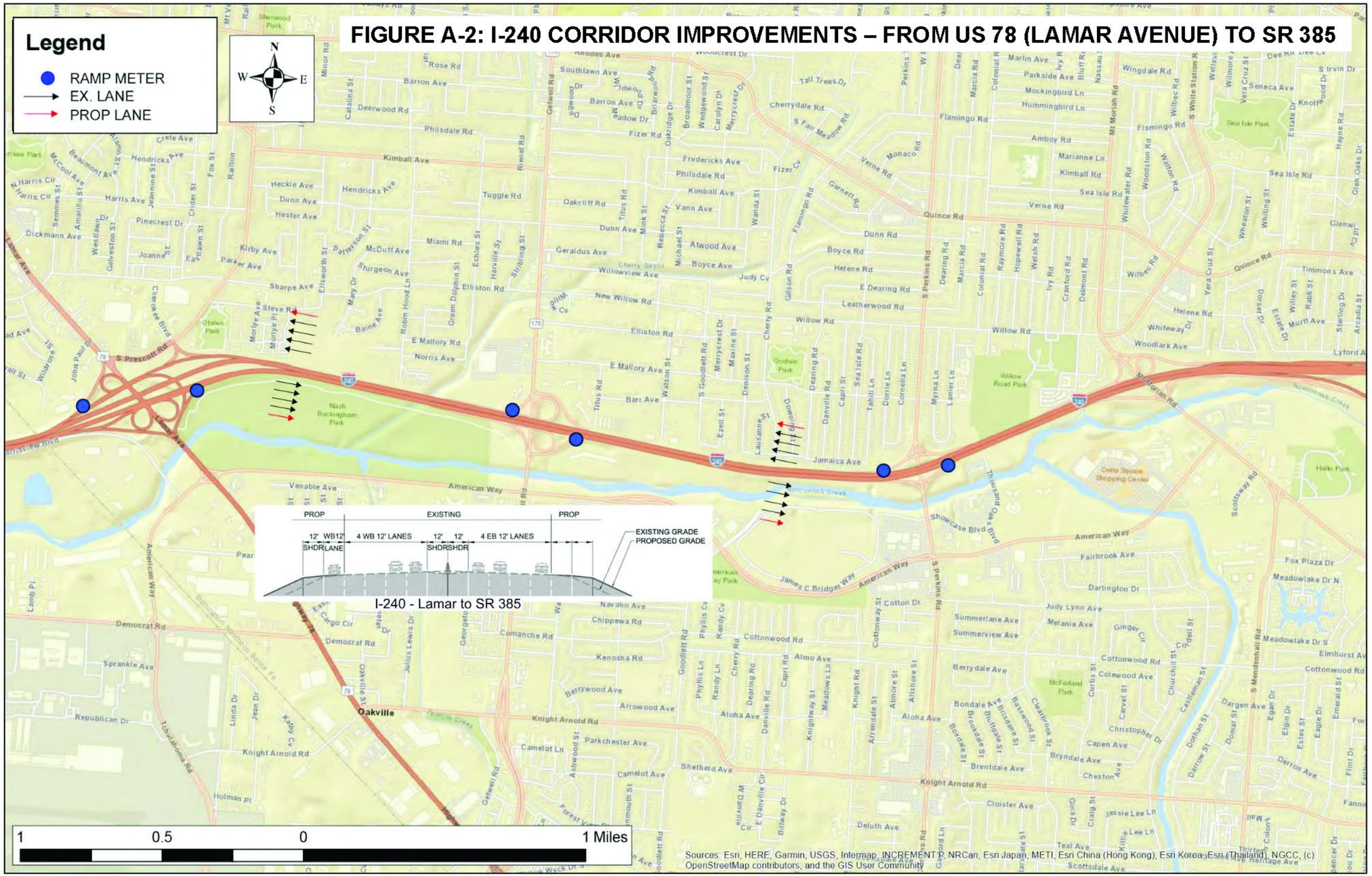


Figure C-45. I-240: SR 385 to Poplar Avenue (US 72/SR 57)

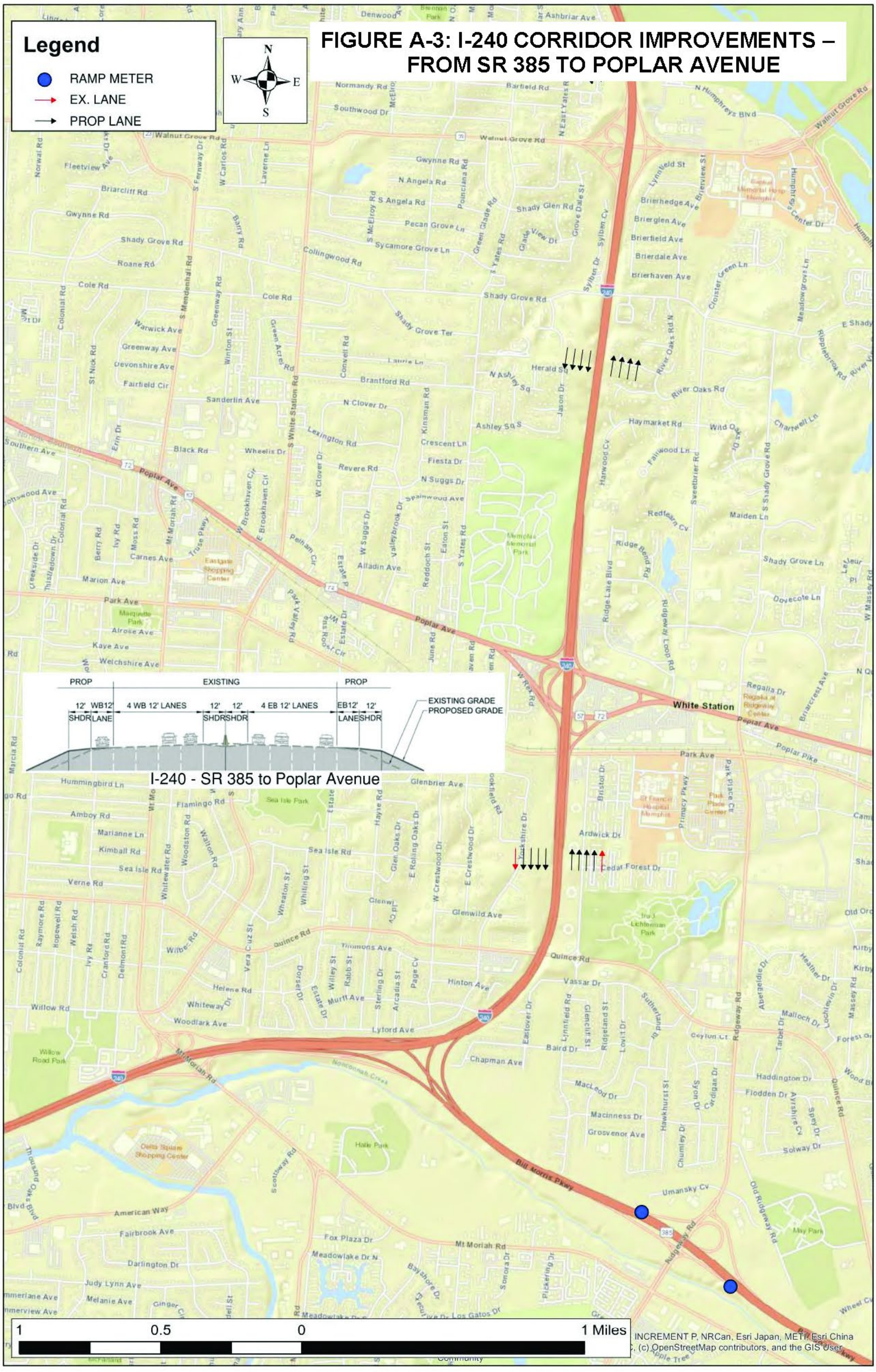


Figure C-46. I-40 and Covington Pike (SR 204)

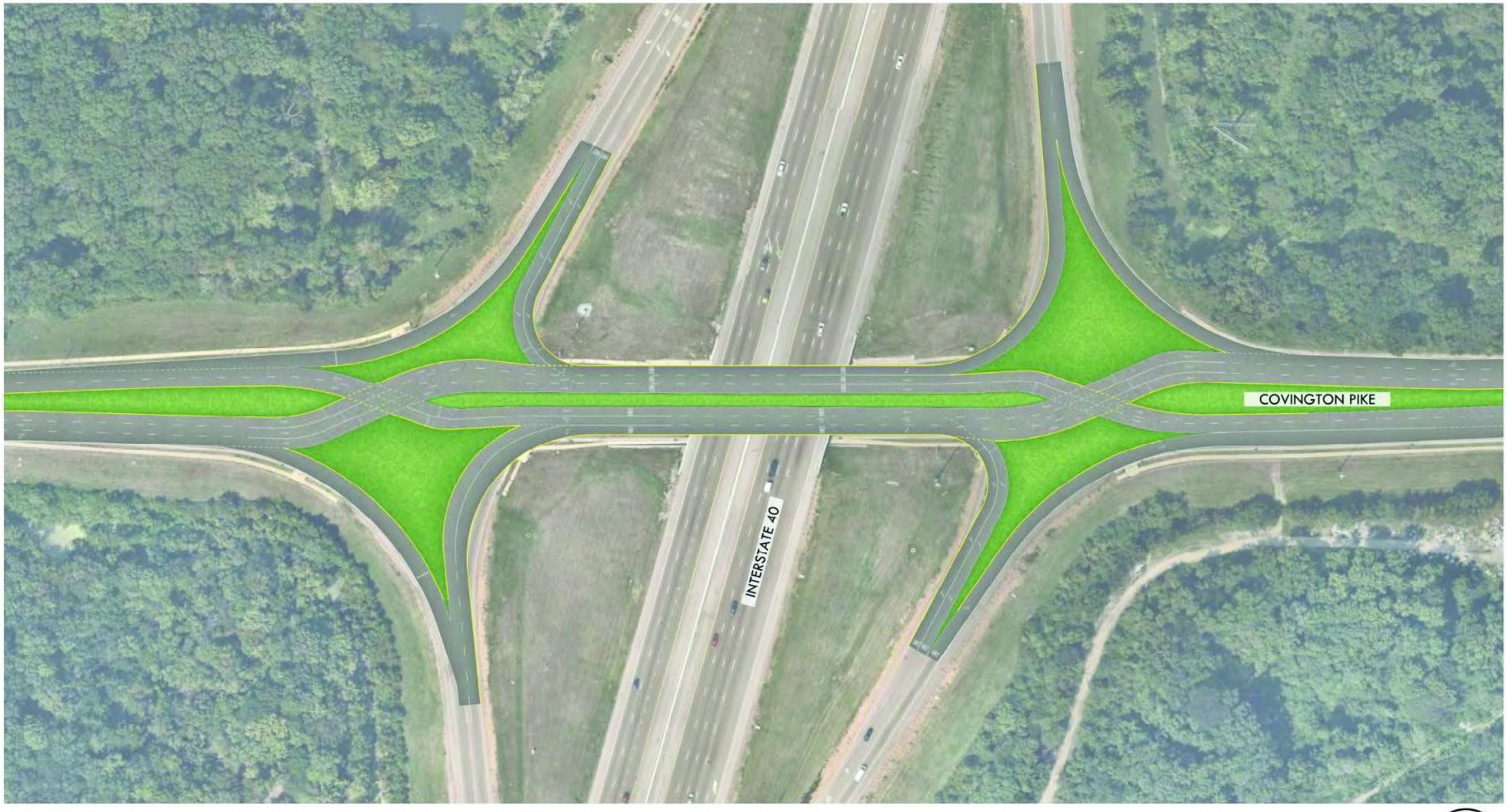


FIGURE A-12: I-40 AT COVINGTON PIKE INTERCHANGE MODIFICATIONS

0 60 120 240 480

SCALE: 1"=120'

Figure C-47. I-40 and Germantown Parkway (SR 177)



FIGURE A-14: I-40 AT GERMANTOWN PARKWAY INTERCHANGE MODIFICATIONS

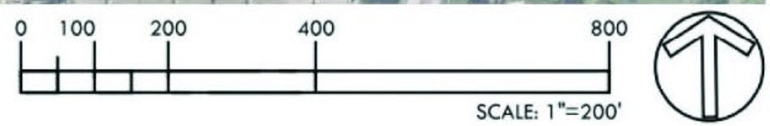


Figure C-48. I-40 and Sycamore View Road

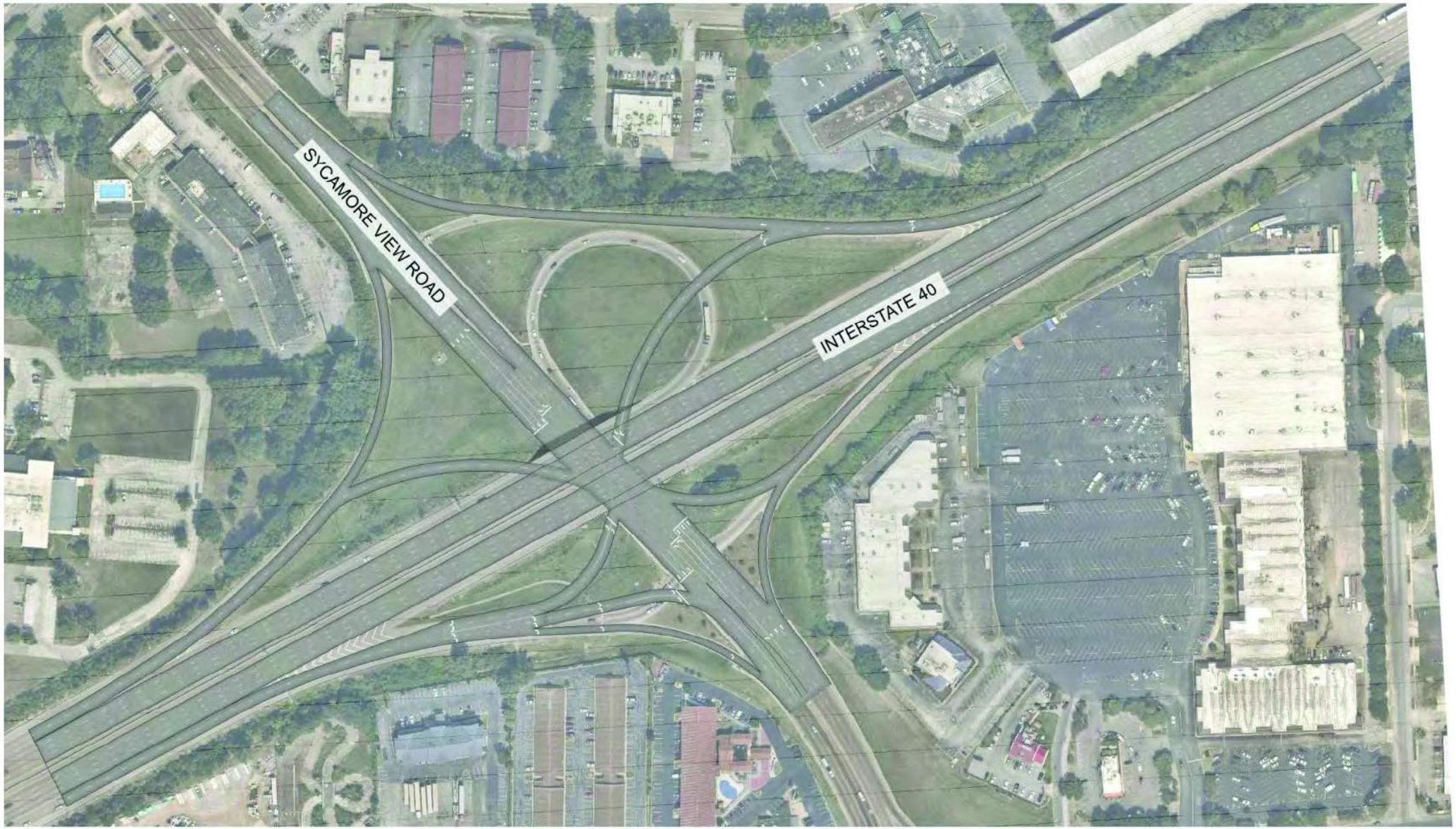


FIGURE A-13: I-40 AT SYCAMORE VIEW ROAD INTERCHANGE MODIFICATIONS

Figure C-49. I-40: East of Stage Road (US 64)

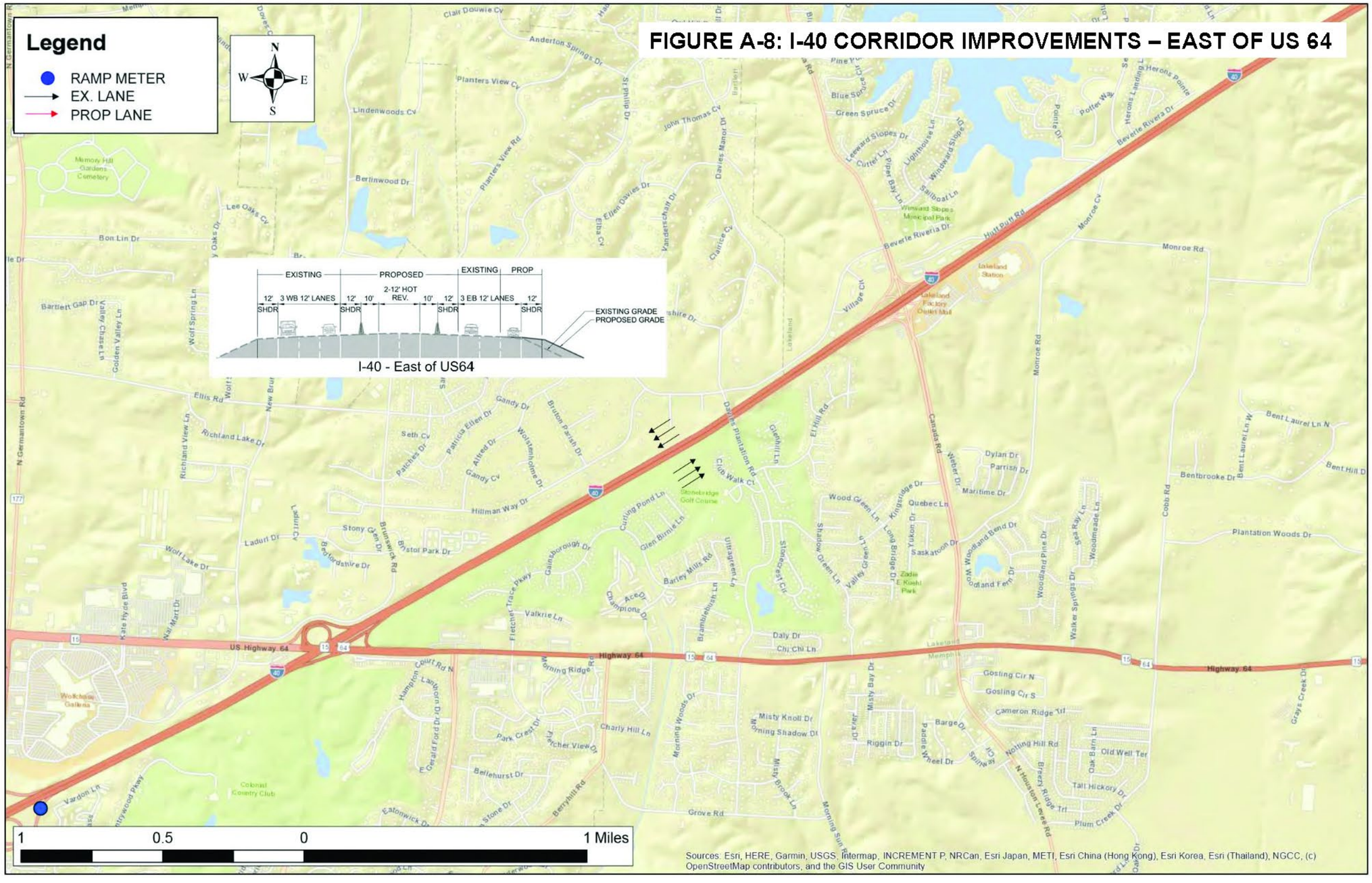


Figure C-50. I-40: I-240 (Downtown) to SR 300

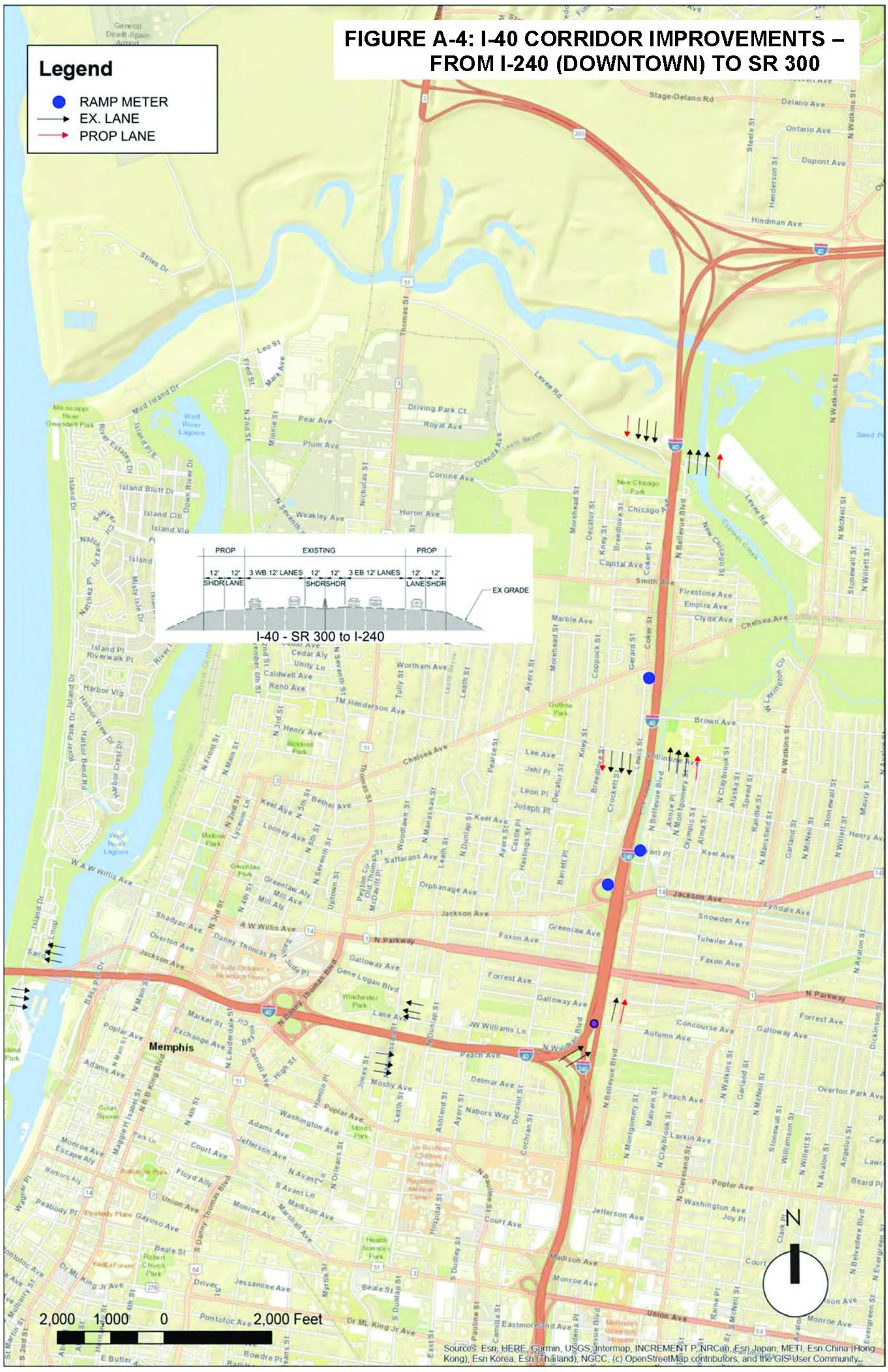


Figure C-51. I-40: I-240 to Whitten Road

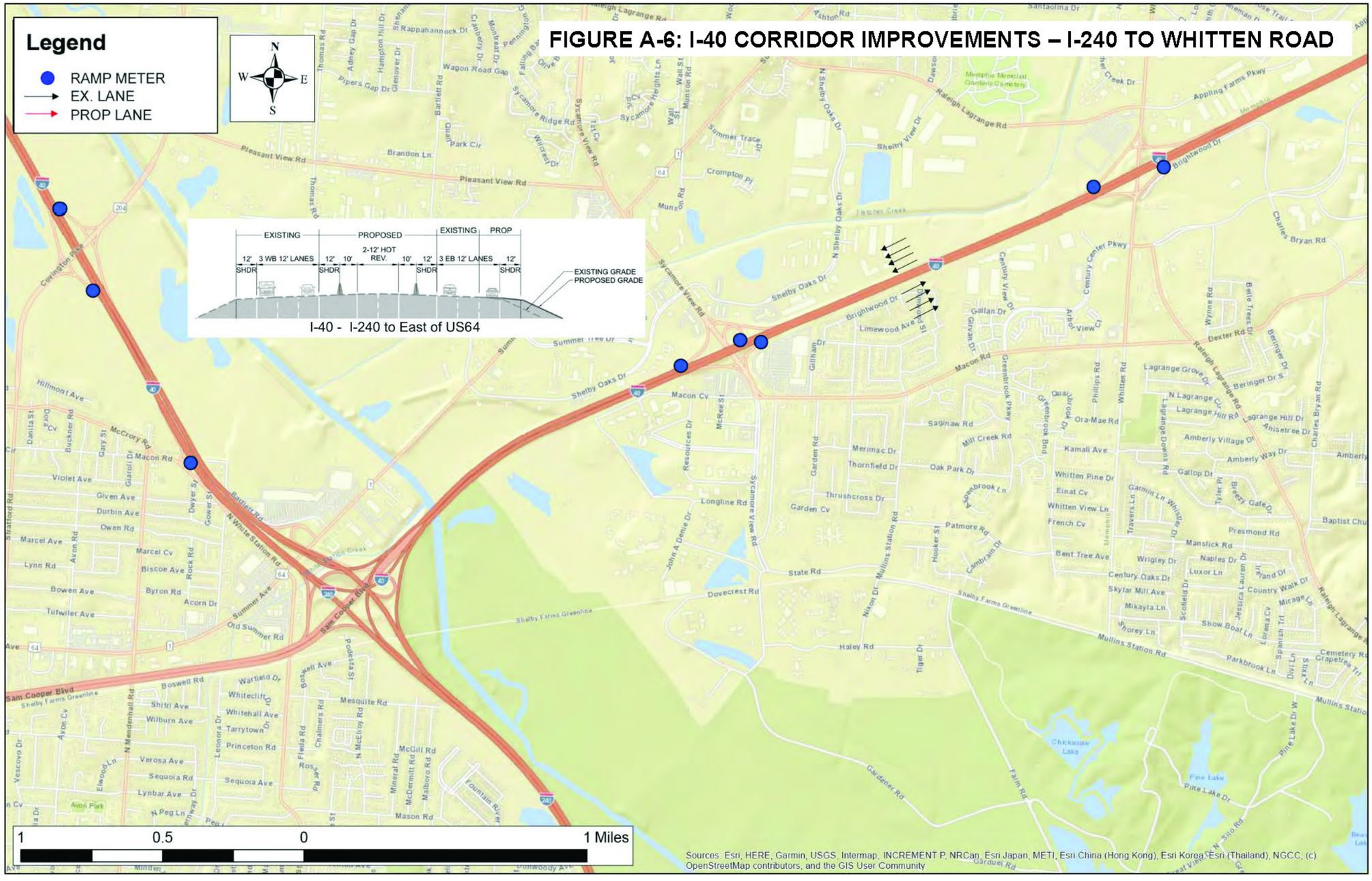


Figure C-52. I-40: SR 300 to I-240 E



Figure C-53. I-40: Whitten Road to Stage Road (US 64)

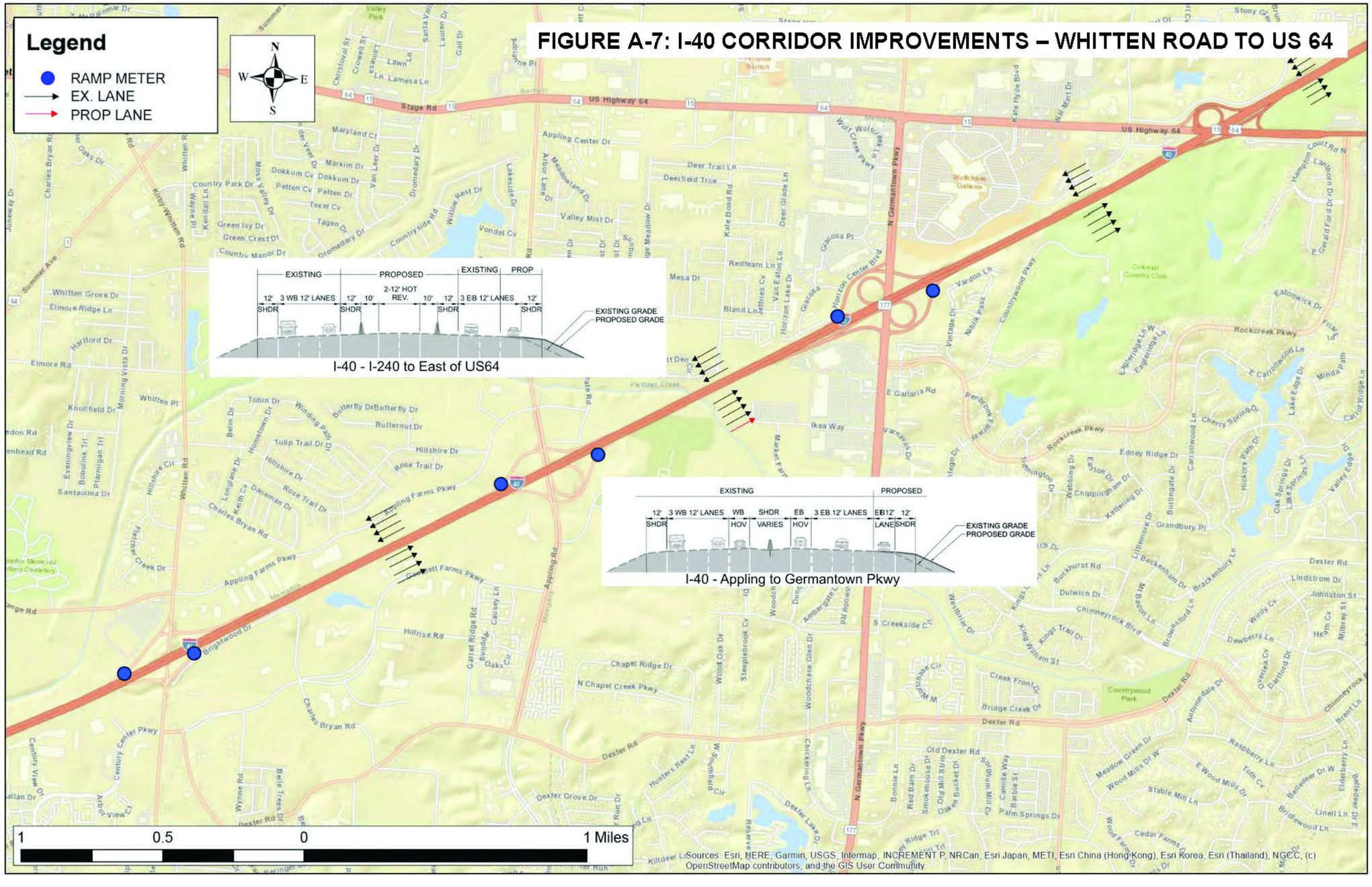
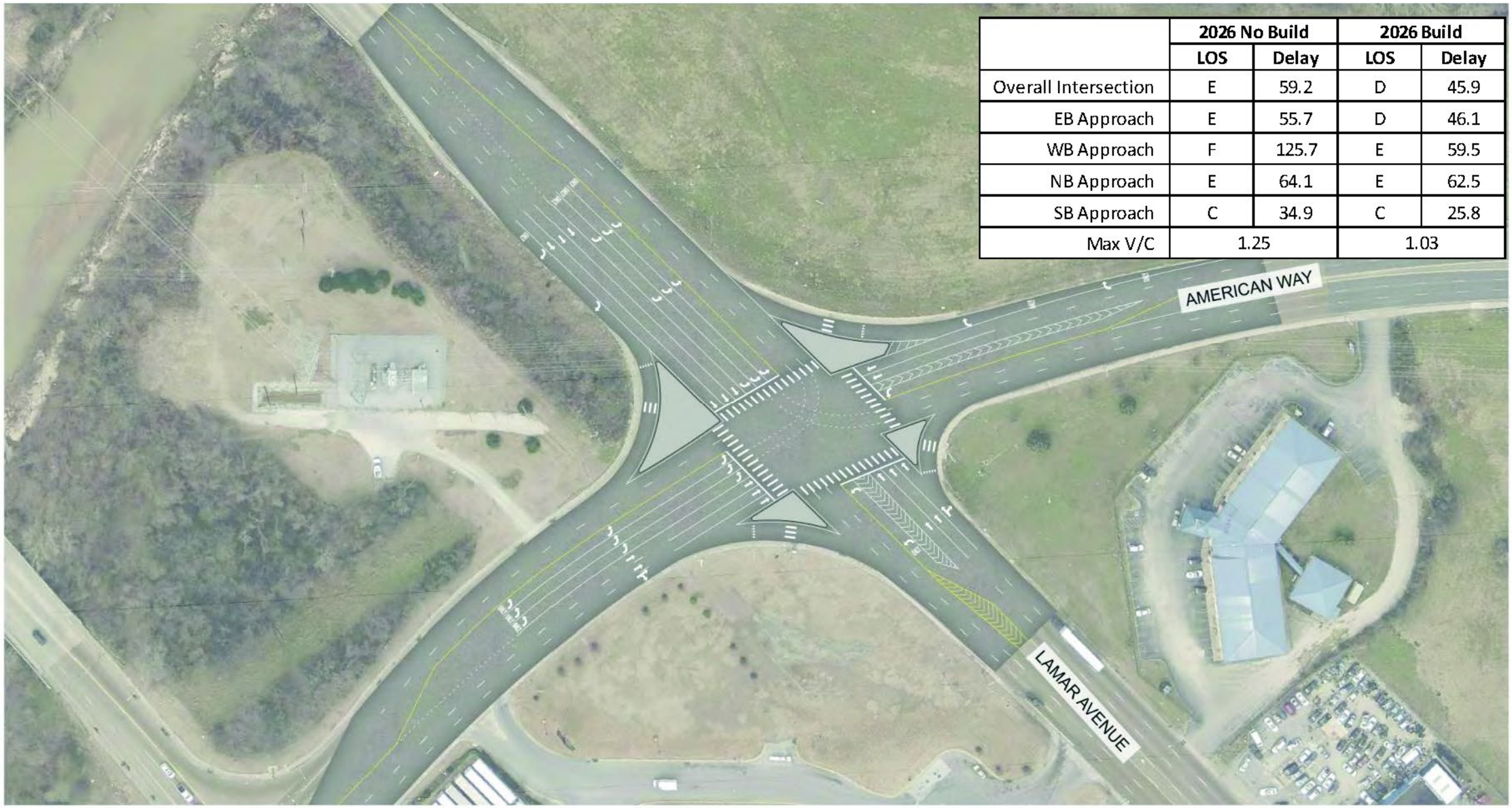


Figure C-54. Lamar Avenue (US 78/SR 4) and American Way



	2026 No Build		2026 Build	
	LOS	Delay	LOS	Delay
Overall Intersection	E	59.2	D	45.9
EB Approach	E	55.7	D	46.1
WB Approach	F	125.7	E	59.5
NB Approach	E	64.1	E	62.5
SB Approach	C	34.9	C	25.8
Max V/C	1.25		1.03	

FIGURE A-28: LAMAR AVENUE AT AMERICAN WAY INTERSECTION IMPROVEMENTS

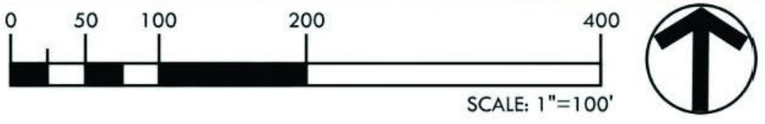
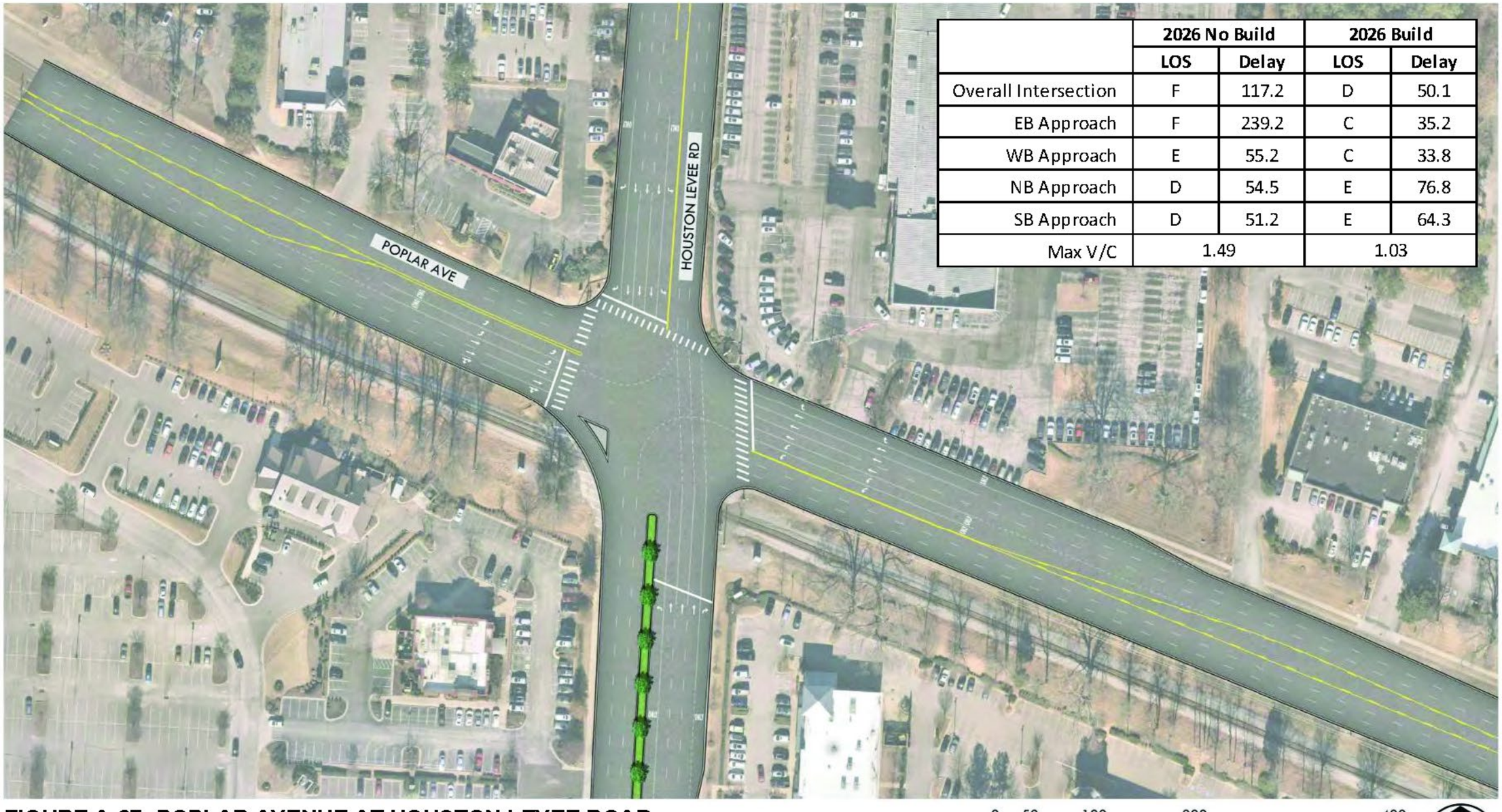


Figure C-55. Poplar Avenue (US 72/SR 57): I-240 WB Off-Ramp to Yates Road



FIGURE A-17: POPLAR AVENUE LANE WIDEN – FROM I-240WB OFF RAMP TO YATES ROAD

Figure C-56. Poplar Avenue (US 72/SR 57) and Houston Levee Road



	2026 No Build		2026 Build	
	LOS	Delay	LOS	Delay
Overall Intersection	F	117.2	D	50.1
EB Approach	F	239.2	C	35.2
WB Approach	E	55.2	C	33.8
NB Approach	D	54.5	E	76.8
SB Approach	D	51.2	E	64.3
Max V/C	1.49		1.03	

FIGURE A-27: POPLAR AVENUE AT HOUSTON LEVEE ROAD INTERSECTION IMPROVEMENTS

0 50 100 200 400

SCALE: 1"=100'

Figure C-57. SR 385: I-240 to Winchester Road

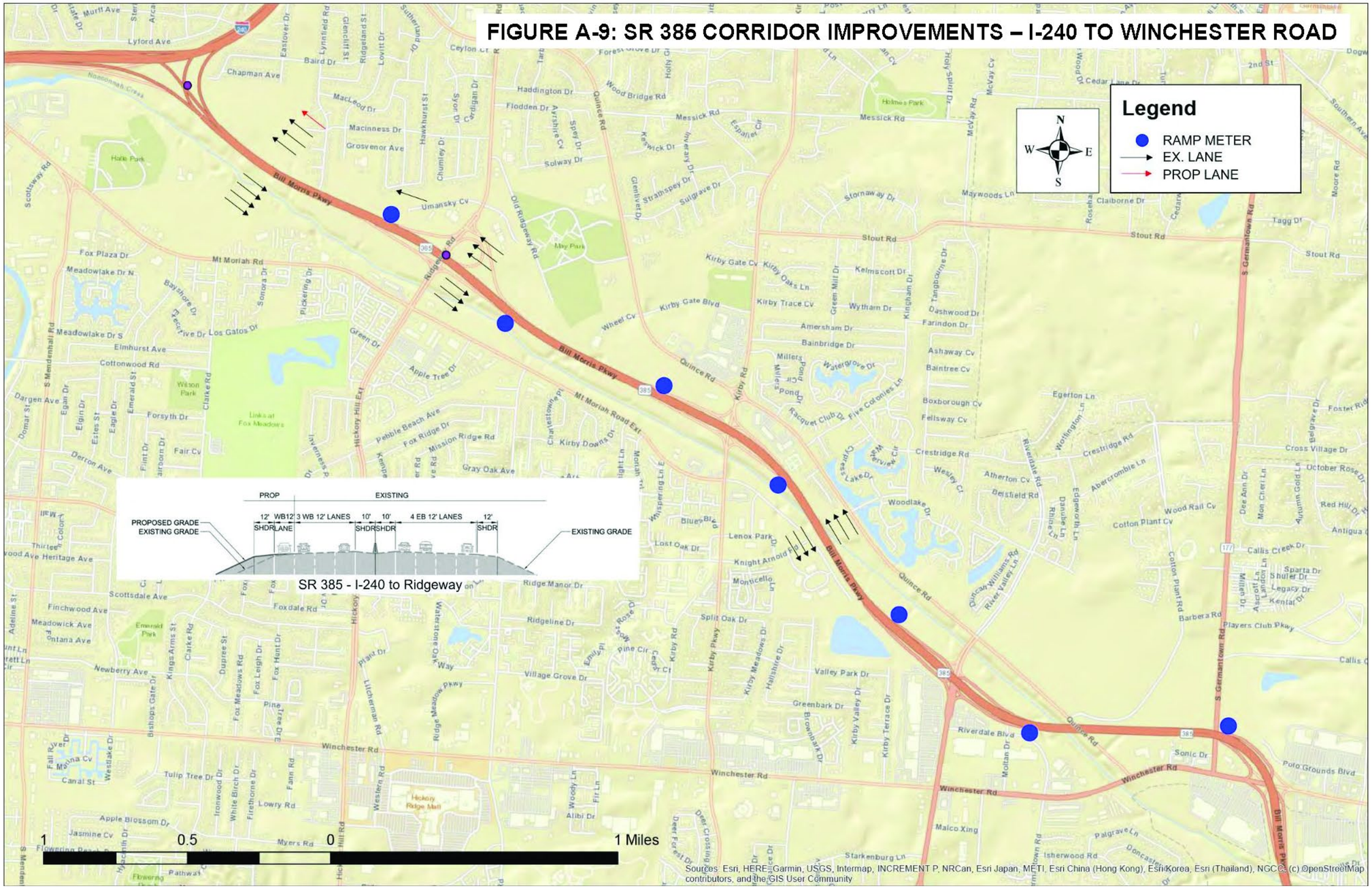


Figure C-58. Stage Road (US 64) and Germantown Parkway (SR 177)

	2026 No Build		2026 Build	
	LOS	Delay	LOS	Delay
Overall Intersection	E	64.8	D	51.5
EB Approach	E	59.9	D	41.3
WB Approach	D	40.2	D	42.0
NB Approach	F	87.1	E	59.6
SB Approach	E	67.1	E	65.9
Max V/C	1.09		0.99	

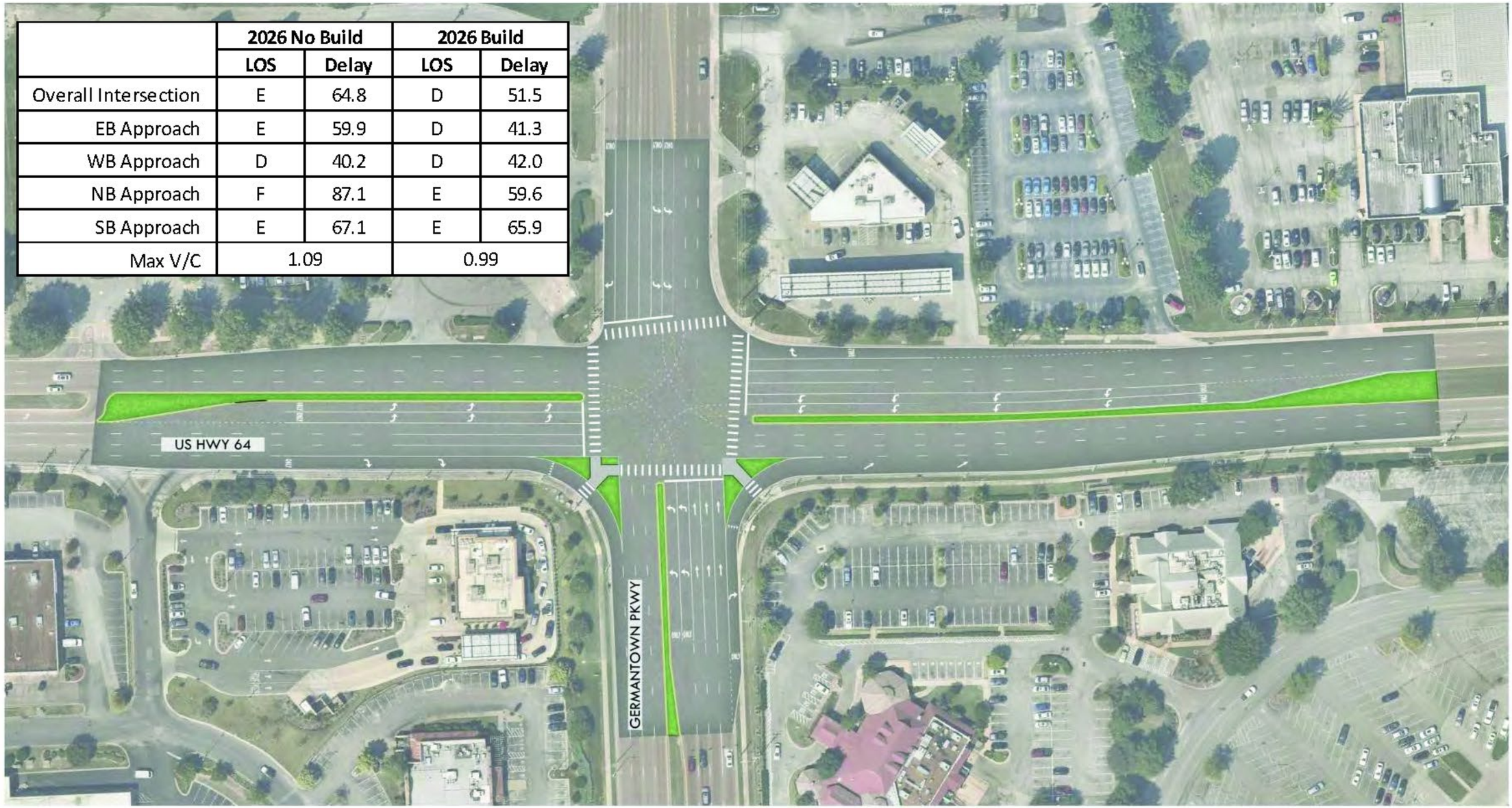
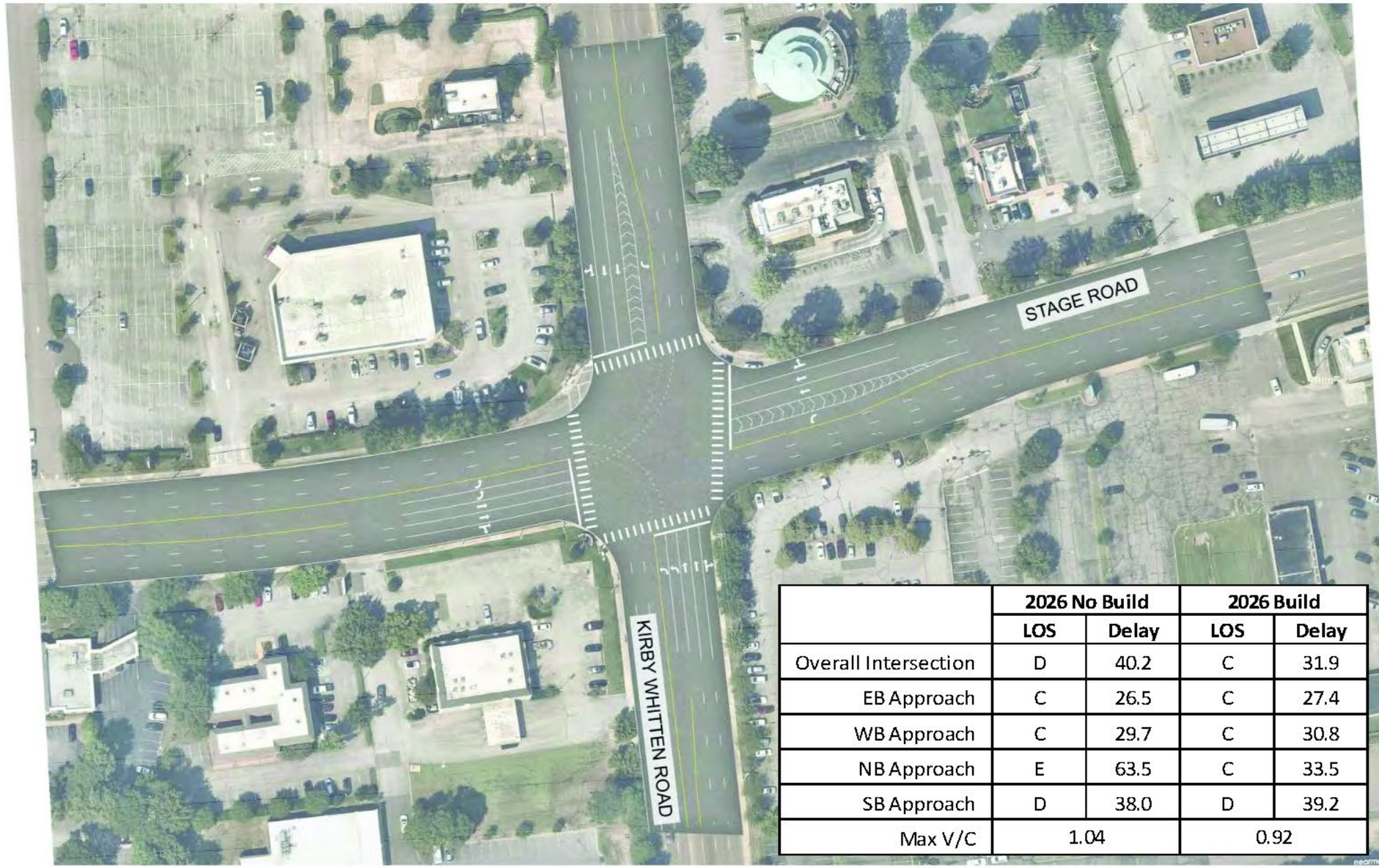


FIGURE A-24: US 64 (STAGE ROAD) AT GERMANTOWN PARKWAY INTERSECTION IMPROVEMENTS

0 50 100 200 400

SCALE: 1"=100'

Figure C-59. Stage Road (SR 15) and Kirby Whitten Road



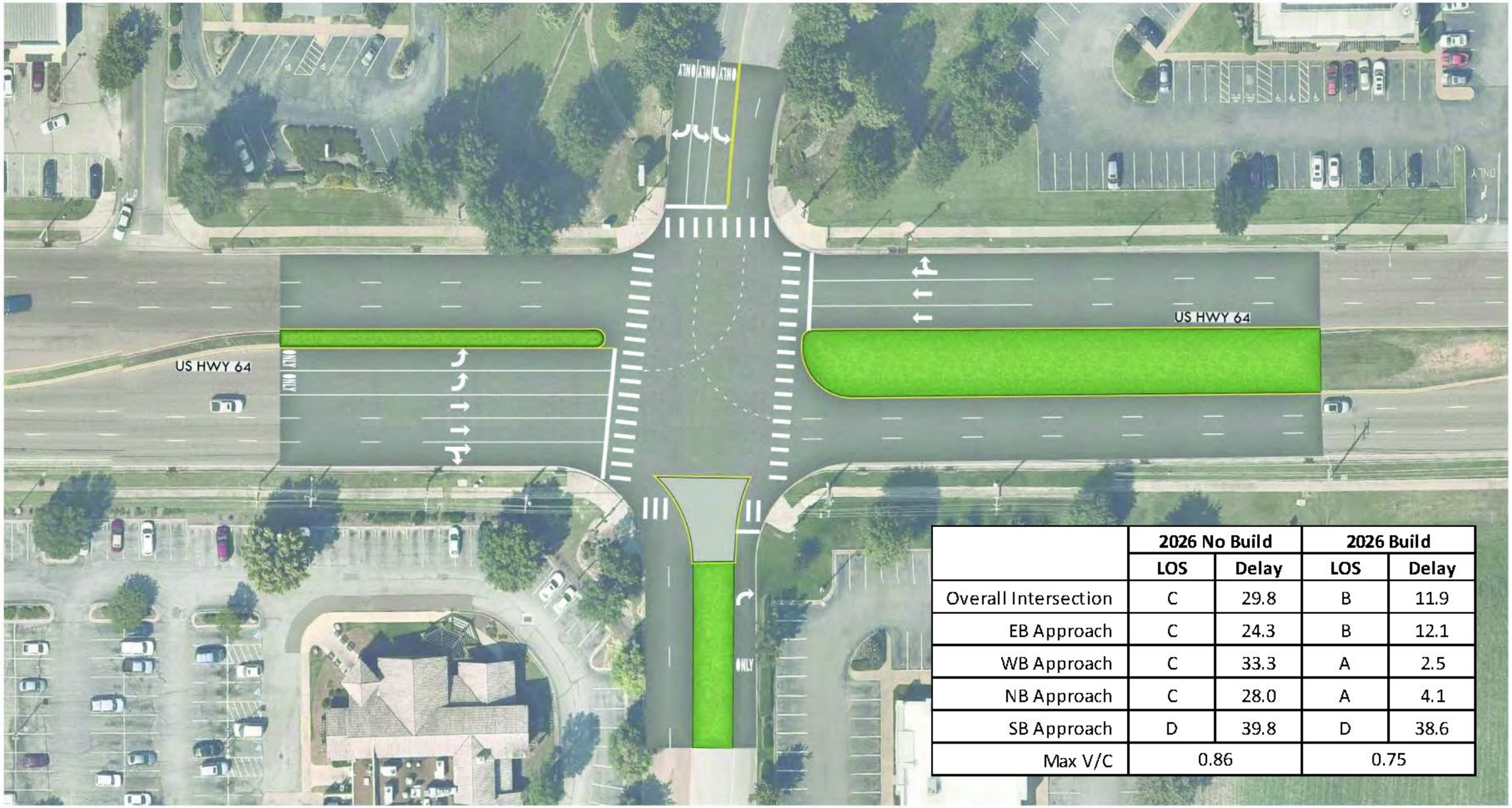
	2026 No Build		2026 Build	
	LOS	Delay	LOS	Delay
Overall Intersection	D	40.2	C	31.9
EB Approach	C	26.5	C	27.4
WB Approach	C	29.7	C	30.8
NB Approach	E	63.5	C	33.5
SB Approach	D	38.0	D	39.2
Max V/C	1.04		0.92	

FIGURE A-23: STAGE ROAD AT KIRBY WHITTEN ROAD INTERSECTION IMPROVEMENTS

0 50 100 200 400

SCALE: 1"=100'

Figure C-60. Stage Road (US 64) and Walmart/Mall Access



	2026 No Build		2026 Build	
	LOS	Delay	LOS	Delay
Overall Intersection	C	29.8	B	11.9
EB Approach	C	24.3	B	12.1
WB Approach	C	33.3	A	2.5
NB Approach	C	28.0	A	4.1
SB Approach	D	39.8	D	38.6
Max V/C	0.86		0.75	

FIGURE A-25: US 64 (STAGE ROAD) AT WALMART / MALL ACCESS INTERSECTION IMPROVEMENTS

0 25 50 100 200

SCALE: 1"=50'

Figure C-61. Stage Road (SR 15): Bartlett Boulevard to Stage Center Drive



FIGURE A-16: STAGE ROAD ACCESS MANAGEMENT IMPROVEMENTS– FROM BARTLETT BOULEVARD TO STAGE CENTER DRIVE



Figure C-62. Stage Road (SR 15): Old Brownsville Road to Bartlett Boulevard

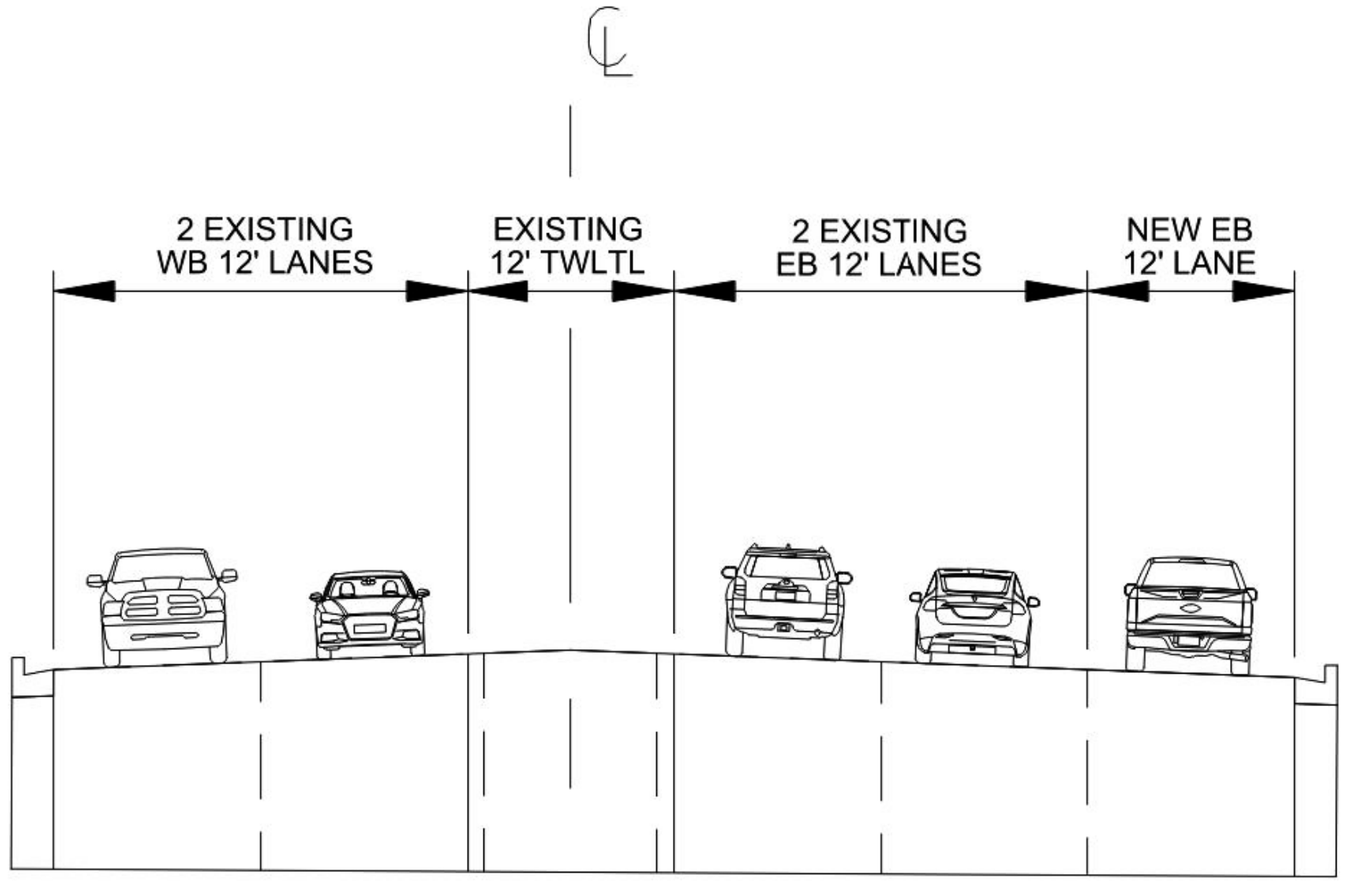


FIGURE A-18: STAGE ROAD LANE WIDEN – FROM OLD BROWNSVILLE ROAD TO BARTLETT BOULEVARD

Figure C-63. Walnut Grove Road: Germantown Parkway (SR 177) to Humphreys Boulevard

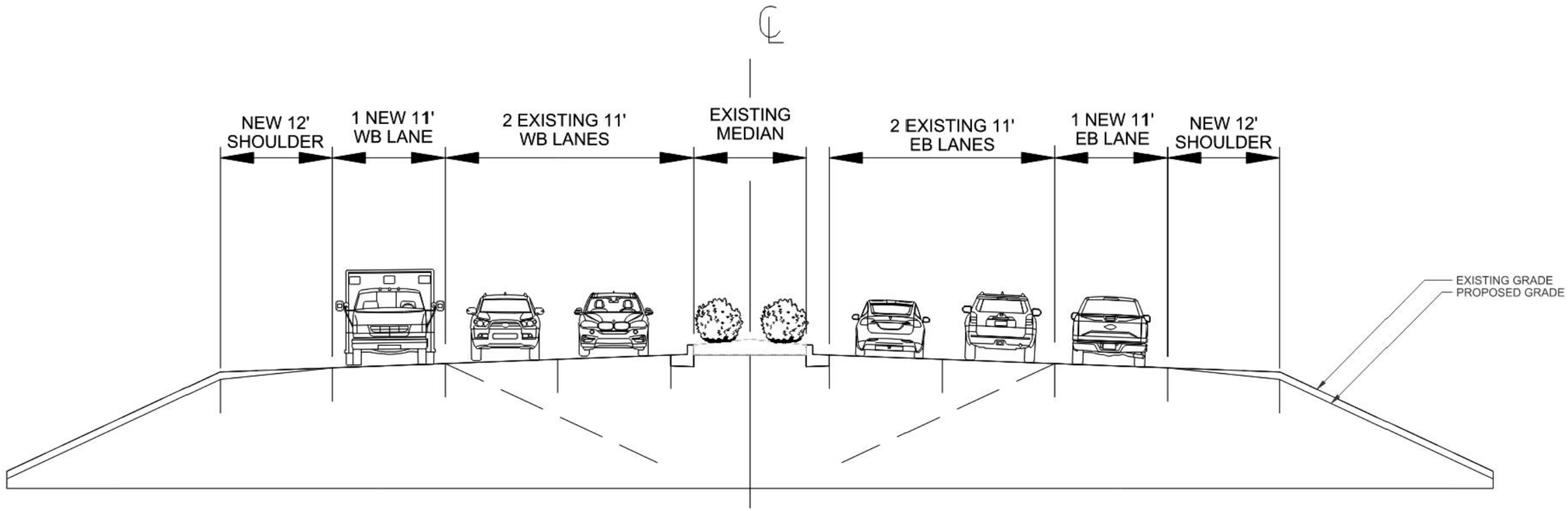


FIGURE A-19: WALNUT GROVE ROAD LANE WIDEN – FROM GERMANTOWN PARKWAY TO HUMPHREYS BOULEVARD

Figure C-64. Walnut Grove Road: Humphreys Boulevard to I-240



FIGURE A-20: WALNUT GROVE ROAD LANE WIDEN – FROM HUMPHREYS BOULEVARD TO I-240

