

## CSX Corridor: Ride, Walk or Bike A Multi-Modal Regional Mobility Option for Sustainable Memphis and Shelby County

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<http://www.midsouthtrails.com/midsouthtrails/greenline.html>

**Figure 1:** 13-mile Greater Memphis Greenline

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### Project Overview

The CSX rail line discontinued service in Memphis in 2001 (Surface Transportation Board Decision 2007). Its right-of-way from Cordova to Midtown Memphis is the site of a proposed 13-mile multi-use urban park and trail (the Greater Memphis Greenline, Figure 1).

The purpose of this project is to develop a regional corridor plan. The plan objective is to provide multi-modal mobility options that include public transit as well as the currently proposed walking, bicycling, and recreational uses in the CSX corridor. The multi-modal corridor is an essential building block of a sustainable regional city. It furthers the sustainability initiatives in Shelby County (2008), with a focus on

improving alternative mobility options for the residents of Memphis and Shelby County. The proposed public transit area in the corridor incorporates the Memphis Area Transit Authority's (MATA) alternatives study (1997), which includes the CSX line as a potential light rail transit (LRT) or bus rapid transit (BRT) corridor. However, the corridor plan in this project enhances MATA's 1997 corridor plan by adding recreational options for trails and parks. The approximately 100 feet-wide right-of-way of the CSX corridor allows for the inclusion of either public transit option, while also permitting space for trails and parks (see attached schematic section drawings in Appendix below).

Above all, the proposed corridor plan incorporates Macon Avenue along with Houston Levee and Germantown parkway as nodal intersections. This very segment of the corridor is considered a major residential corridor (see Gray's Creek Area Plan, Memphis City Council 2001, Shelby County Board of Commissioners 2002). In preliminary design studies of the corridor, the proximity to potential transit stations is considered beneficial to residential, commercial and office land-uses. Additionally, a contributing factor to transit orientation is the historic nature of locations such as Cordova Station Road, for example. In other locations transit orientation is established through infill potential (see CSX Potential Light Rail Transit Supportive Development: Corridor Concepts and Site Designs, 2004, and CSX Rail Line: A Neglected Mobility Option from Cordova to Downtown, 2006, cited below). Therefore, the corridor addresses transit-oriented development (TOD) potential in deference to Memphis' Long-Range Transportation Plan 2030. TOD is a criterion in Federal Transit Administration New Starts funding program.

Additionally, the CSX corridor is one of the seven corridors that link employment centers within the Memphis metro region (MATA 1997). The corridor will provide multi-modal access from suburban nodes to the urban core. It will provide a mobility option proactively in the new growth areas of Shelby County, which include Grey's Creek as well as infill and built-out areas of the city and county. It will provide regional mobility for those without personal vehicles and the elderly population. It will provide a catalyst for the Cordova area economy that has been negatively impacted by annexations and foreclosures. Additionally, multi-modal mobility enhances public safety daily with more "eyes on the corridor" compared to merely trail and park uses for the corridor that the Greater Memphis Greenline proposes. The projected scope toward development of the proposed corridor plan has three phased main parts : I) Inventory and Analysis, II) A Regional Corridor Plan Concept, and III) Public Dissemination of the Corridor Concept Plan

Note: Detailed description of the three phases with the plan of approach, scope of research focus, and proposed budget will be furnished separately for funding purposes.

**List of Resources:**

Greater Memphis Green Line

<http://www.greatermemphisgreenline.org/>

CSX Potential Light Rail Transit Supportive Development: Corridor Concepts and Site Designs, 2004

<https://umdrive.memphis.edu/rbanai/www/cordovasiteproject.pdf>

CSX Rail Line: A Neglected Mobility Option From Cordova to Downtown, 2006

[https://umdrive.memphis.edu/rbanai/public/From Cordova to Downtown Memphis.pdf](https://umdrive.memphis.edu/rbanai/public/From_Cordova_to_Downtown_Memphis.pdf)

Gray's Creek Area Plan, Memphis City Council (Aug 7, 2001), Shelby County Board of Commissioners (Oct 21, 2002)

Sustainable Shelby Final Report

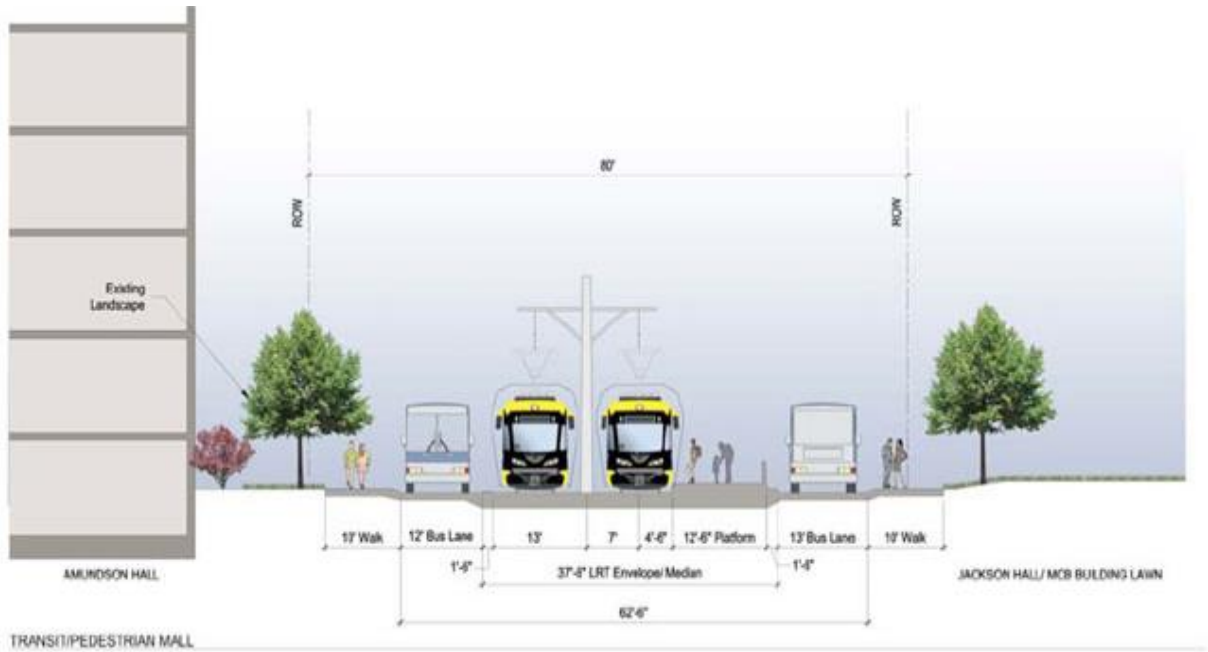
[http://www.dpdgov.com/Sustainable Shelby Final Report July2008.pdf](http://www.dpdgov.com/Sustainable_Shelby_Final_Report_July2008.pdf)

Memphis Long-Range Transportation Plan 2030

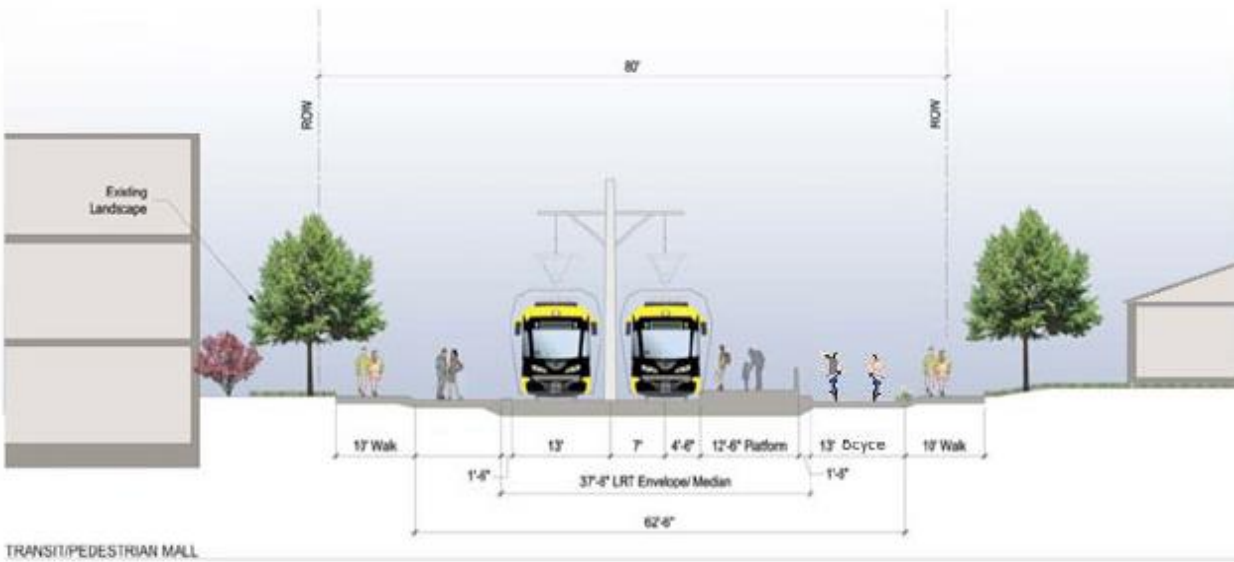
<http://dpdgv.com/rs/resourcedocs/Executive%20Summary.pdf>

## Appendix

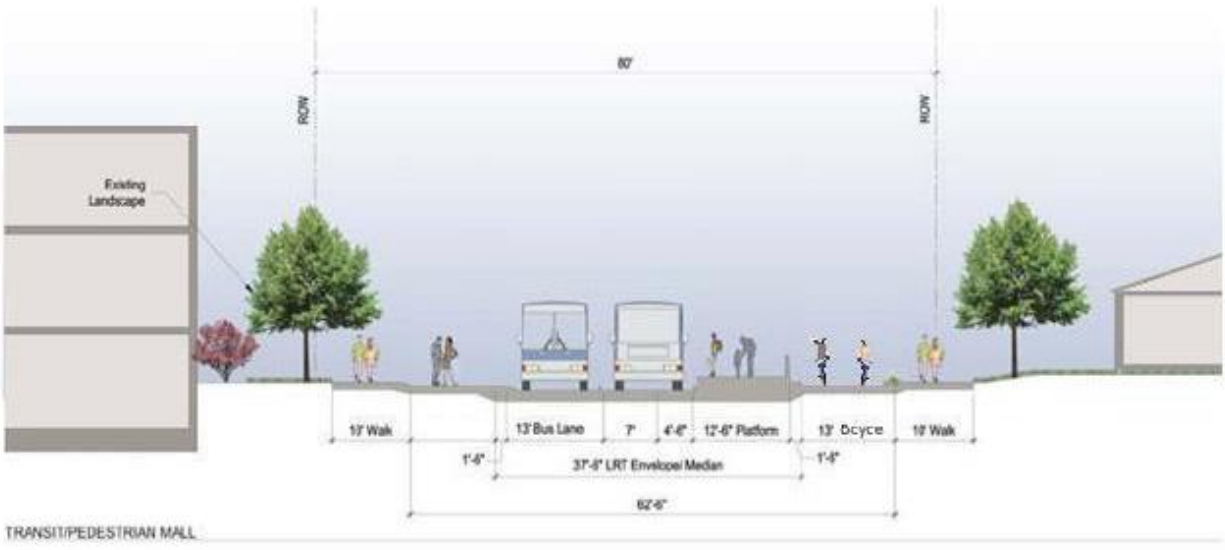
Note: If either bus or light rail transit is used, and bicycle lane is substituted for bus lane (Figure 2), then a multimodal ride, walk or bike CSX corridor is shown in Figure 2.a and Figure 1.b.



**Figure 2:** Washington Avenue - Central Corridor Light Rail, St. Paul Minnesota  
[http://www.lightrail.umn.edu/images/eb\\_station\\_at-grade\\_lg.jpg](http://www.lightrail.umn.edu/images/eb_station_at-grade_lg.jpg)



**Figure 2.a:** Same corridor as in Figure 1, with Bicycle lane substituted for bus lane.

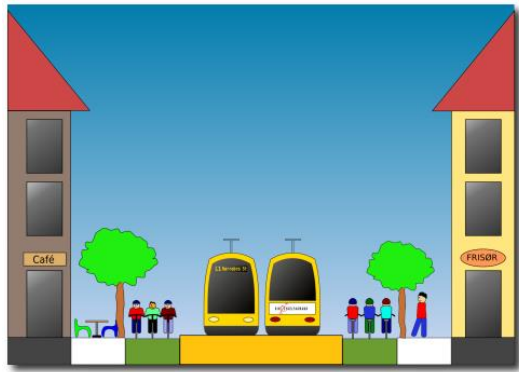


**Figure 2.b:** Same corridor as in Figure 1a, with BRT substituted for LRT.



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<http://www.kjoller.eu/wp-content/uploads/2007/09/qadesnit.png>



**Figure4:** Light Rail in Copenhagen.  
<http://www.jamesbarlow.co.uk/files/brt-bb.jpg>

## Appendix B

Google mapping website for planning trips with bus and car routes information is used:

<http://www.google.com/transit>

Origins and destinations that are *nearest* to the CSX corridor from Downtown to Midtown and to Cordova at “nodal” intersection locations are identified. Intersections of Germantown Parkway and Macon Road , or Macon Road and Houston Levee Road are examples of nodal intersections.

A table with distance and time for various modes: car bus (in existing MATA routes), bicycle and BRT (estimate) in an exclusive CSX corridor ROW is shown comparatively. The nodal intersections are the points of origins and destinations in the table.

### Greater Memphis Greenline



Source: [www.midsouthtrails.com/midsouthtrails/greenline.html](http://www.midsouthtrails.com/midsouthtrails/greenline.html)

	From West End	Highland & Walnut Grove (1)	Summer & Waring (2)	Summer & Mendenhall (3)	Sycamore View & State (4)	Macon & Germantown Pkwy (5)	Macon & Lenow (6)	To East End	Total	Average dist/time between nodes
Car		1.6 miles 3 min.	2.8 miles 6 min.	1 mile 2 min.	3.8 miles 8 min.	4.4 miles 10 min.	3 miles 8 min.		16.6 miles 1 hr 6 min	2.8 miles 11 min.
Bus (MATA)		1.6 miles 13 min.*	2.8 miles 30 min.*	1 mile 3 min.	3.8 miles 20 min.*	25 miles 3 hrs.*	N/A		34.5 miles* 4 hrs 6 min	5.8 miles 41 min.
Bicycle		1.6 miles 6.4 min.	2.8 miles 11 min.	1 mile 4 min.	3.8 miles 15 min.	4.4 miles 17.6 min.	3 miles 11.6 min.		16.6 miles 37 min.	2.8 miles 6 min.
BRT		1.9 miles 13 min.*	2.5 miles 17.4 min.*	1.4 miles 10 min.*	2.4 miles 6 min.*	3.6 miles 5 min.	2.7 miles 4 min.		14.5 miles* 55 min.	2.4 miles 9 min.

Notes: \* Includes walking distance/time (as calculated by Google Transit)

Assumed walking speed: 3 mph; BRT: 45 mph; bicycle: 15 mph

Path for bicycle and car are the same

Trip distance and times for car and MATA from Google Transit