Nashville MTA

- MTA operates 46 bus routes and AccessRide paratransit service
  - More than 7.7 million miles driven annually
  - Approximately 10 million annual trips
  - Average weekday ridership = 33,000
- 166 fixed route buses and 100 Access Ride buses.
RTA of Middle Tennessee

- Responsible for inter-county services
- Funded through member city and county dues, state and federal funds
  - Includes 9 counties in Middle Tennessee
- Provides 10 regional commuter express routes, Music City Star Commuter Rail, Vanpool and Rideshare services
- Approx. 600,000 annual trips
Projected Regional Growth

Middle Tennessee Population Growth, 1970-2040

By the Year 2040

Over 3 MILLION People
Why Mass Transit?

Traffic Congestion, Energy Costs, & Environmental Concerns
Current and Projected Congestion

TRAFFIC CONGESTION

2010

Daily recurring congestion based on roadway volumes and travel speeds.

2040

Based on the MPO’s traffic model which incorporates growth and development forecasts.

Source: Nashville Area MPO 2040 RTP
Why Mass Transit?

Evolving Markets & Changing Demographics
Why Mass Transit?

Economic Competitiveness & Continued Prosperity
• **Goal: To develop a great regional transit system**
  - Develop a system to meet the region’s growing needs for transit
  - More directly respond to increasing demand
  - All options considered
  - Short, medium and long-term options

• **Goal: 10,000 interactions**
  - Extensive civic engagement
  - Over 9,000 comments received

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Building on Prior Work: MPO Regional Vision
Building on Previous Work: NashvilleNext

Transit corridors
- Immediate need
- Long-term need
Market-Based Approach
nMotion Timeline

- **2015**
  - **Jan – Jun**: Identify Values
    - What is most important?
  - **Jul – Nov**: Develop Guiding Principles for Transit
    - What principles will guide Nashville’s future transit service?
  - **Nov – Jan**: Develop Transit Improvement Strategies
    - What will make transit more convenient?
  - **Jan – May**: Develop Future Transit System Scenarios
    - Combine strategies to create options for increased transit service.

- **2016**
  - **Mid-2016**: Evaluate Scenarios
    - Which is best overall? Which elements are best?
  - **RECOMMENDED PLAN**
    - When will improvements happen?
      - Long term
      - Short term
      - Implementation strategies
What the Public is saying...

COMMUNITY ENGAGEMENT PROGRESS REPORT
April-December 2015
What the Public is saying...

- **Convenience**
  - Simplicity
  - Span
  - Frequency
  - Speed
  - Directness ("Straight Lines")

- **Dependability**
  - On-Time Performance
  - Predictability

- **Safety**
  - Access to/from Transit
  - Perception of Personal Security at Stop
The Mobility Backdrop: Safety and Access
Potential Improvements...
“Building Block” Approach

Start with improvements that can be implemented quickly, then add more difficult/longer-term improvements over time:

1. Make Service Easier to Use
2. Improve Existing Services
3. Improve Access to Transit
4. Provide More Comfortable Service
5. Develop a Frequent Transit Network
6. Expand Service to New Areas
7. Develop High Capacity Transit Services
nMotion Scenarios

1. Comprehensive Regional System
2. Bus-Focused Expansion
3. Modest Improvements
nMotion Scenarios

1. Comprehensive Regional System
2. Bus-Focused Expansion
3. Modest Improvements
Underlying Issues: Short Term Enhancements

- Simplified fare structure/payment and enhanced use of technology
- Unified branding for the region
- Longer hours on key routes
- More frequent service on key routes
- Integrated travel options between transit and alternative services
- More and better bus shelters/park & ride lots
Key to all Scenarios: Downtown Priority Circulation
Assumptions

- All scenarios based on:
  - NashvilleNext’s preferred future
  - MPO regional growth projections
- Downtown Nashville remains region’s major focal point
- Denser and more mixed use development along major corridors in Davidson County
- Much better pedestrian conditions along major corridors in Davidson County
Assumptions

- Largest growth in outer counties
- Traffic congestion will worsen significantly
- Downtown parking costs will continue to increase
- Major transit lines would receive priority over other traffic
- Workforce housing development will be aligned with transit investments
Similarities Among All Scenarios

- Simpler, faster, more hours and more frequent
- Unified branding
- Streamlined service downtown
- Network of local services to complement high level services
- A smarter system through technology
- Better facilities and amenities
- New fare payment options
- Improvements to pedestrian connections
- Better “first mile/last mile” connections
- Expand utilization of public/private partnerships
- Continue to expand and enhance AccessRide service
Scenario 1: Comprehensive Regional System

1. Comprehensive Regional System
   – Includes Light Rail, Commuter Rail, Bus Rapid Transit (BRT), Rapid Bus, Streetcar, Freeway BRT, Express Bus on Shoulder, and local bus
   – Major improvements in service spans and frequencies (including weekend service)
   – Major increases in ridership
   – Greater transit mode share
   – Transit becomes the best choice for many trips
   – “Car-free” lifestyle possible in some locations
Scenario 1: Comprehensive Regional System

1. Comprehensive Regional System (Continued)
   - Attract transit oriented development
   - Transit as an integral element of Middle Tennessee’s transportation system
   - Long build out
   - Requires new dedicated funding sources
2. **Bus-Focused Expansion**

- Major focus on bus improvements
- Includes Bus Rapid Transit (BRT), Rapid Bus, Freeway BRT, Express Bus on Shoulder, and local bus
- Rail investment limited to Music City Star
- Major improvements in service spans and frequencies, but less than in Scenario 1
2. Bus-Focused Expansion (Continued)

– Meaningful transit mode shift, but less than Scenario 1
– Limited transit oriented development opportunities
– Requires new funding sources, but at lower levels than Scenario 1
– Shorter build-out time than Scenario 1
3. **Modest Improvements**

- Focus on most affordable building blocks
- Includes Rapid Bus, Express Bus on Shoulder, and local bus
- Rail investment limited to Music City Star
- Incremental improvements in service and ridership in proportion to population growth
- Longer hours and more frequent service, but less than in Scenarios 1 and 2
- Improve experience for existing customers
- Transit remains a niche mode
3. Modest Improvements (Continued)

   – Invest in areas where service currently exists
   – Does not address current concerns related to congestion and inadequate transportation infrastructure
   – (...same improvements would be made as initial steps of Scenarios 1 and 2)
Potential Improvements: Better Bus

- Raleigh, NC
- Minneapolis, MN

- Signal Priority
- Freeway Bus Rapid Transit
- Queue Jumps
Potential Improvements: Better Bus

- San Francisco, CA
- Minneapolis, MN
- Minneapolis, MN
- Kansas City, MO
- Denver, CO

Transit Priority Corridor
Potential Improvements: Rail

Music City Star

Portland, OR

CSX Network

Austin, TX

Tucson, AZ
Scenario 4?
Key and Controversial Issues Moving Forward

- Allocation of Scarce Real Estate
  - Transit Priority and Dedicated Right of Way
  - Downtown Nashville Circulation/Transit Priority
  - Interstate and State Right of Way Corridors

- Nashville and Regional Projects

- Equity Considerations

- Complementary Public Policy
  - Land Use and Development (Density, Mixed Use)
  - Pedestrian Access
  - Workforce Housing and Public Facilities

- Money: How Much, Who Pays and How?

- Sequencing of Improvements
Community Input Plan

• Web-based Survey Tool & complementary Printed Survey Tool
• 8 Public Meetings in Davidson County
• 9 Public Regional Meetings
• Transit Talks
• Rider Outreach
• Community Partners
• Community Events
• Elected Official Briefings
  • Davidson County & Regional Delegation
  • Metro Council
• One-on-one Meetings
• Focus Groups
• nMotion2016.org Discussion Forum
• Email campaign, Facebook, Twitter, Nextdoor

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Regional Transit System
A robust regional transit system would be structured around a network of high level services including commuter rail, light rail, BRT, streetcar and freeway BRT.

Please rate this scenario:

Your priorities:
- Improve Existing Services
- Develop Premium Services
- Minimize Costs
- Emphasize Auto Travel
- Improve Access to Transit
- Expand to New Areas

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Key Considerations

Mass Transit is not “the solution,” but it is an important tool and any rapidly growing city that ignores it will severely limit the mobility choices of its residents.

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## Family of Services Across Scenarios

<table>
<thead>
<tr>
<th>Service</th>
<th>Scenario 1</th>
<th>Scenario 2</th>
<th>Scenario 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Rail</td>
<td>√</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Streetcar</td>
<td>√</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commuter Rail</td>
<td></td>
<td>Star + NW</td>
<td>Star</td>
</tr>
<tr>
<td>Bus Rapid Transit (BRT)</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Freeway BRT</td>
<td>√</td>
<td>√</td>
<td></td>
</tr>
<tr>
<td>Rapid Bus (akin to BRT-Lite)</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Freeway “Bus on Shoulder”</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
<tr>
<td>Regional Rapid Bus</td>
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<td>Commuter/Express</td>
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<td>Frequent All Day or Peak</td>
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<tr>
<td>Local 30 Peak or All Day</td>
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<tr>
<td>Circulator</td>
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<td>√</td>
</tr>
<tr>
<td>Lifeline &amp; Access-Ride Improvements</td>
<td>√</td>
<td>√</td>
<td>√</td>
</tr>
</tbody>
</table>
All scenarios would require significantly higher expenditures

Scenario 3 expenditures would increase in line with population increases

Scenarios 1 and 2 would represent a greater emphasis on transit

<table>
<thead>
<tr>
<th>Costs in millions</th>
<th>Scenario 1 Comprehensive Regional System</th>
<th>Scenario 2 Major Imps in Key Corridors</th>
<th>Scenario 3 Improve Existing System</th>
<th>Existing System (FY 2016)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Regional System (MTA &amp; RTA)</td>
<td>$311.5</td>
<td>$206.5</td>
<td>$129.4</td>
<td>$83.2</td>
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<tr>
<td>Annual Operating Costs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Capital Costs through 2040</td>
<td>$5,400</td>
<td>$2,400</td>
<td>$800</td>
<td>NA</td>
</tr>
</tbody>
</table>

Per Capita Costs; Total System (MTA & RTA, Operating and Annualized Capital Costs)

| MTA & RTA | $227 | $109 | $68 | $67 |