



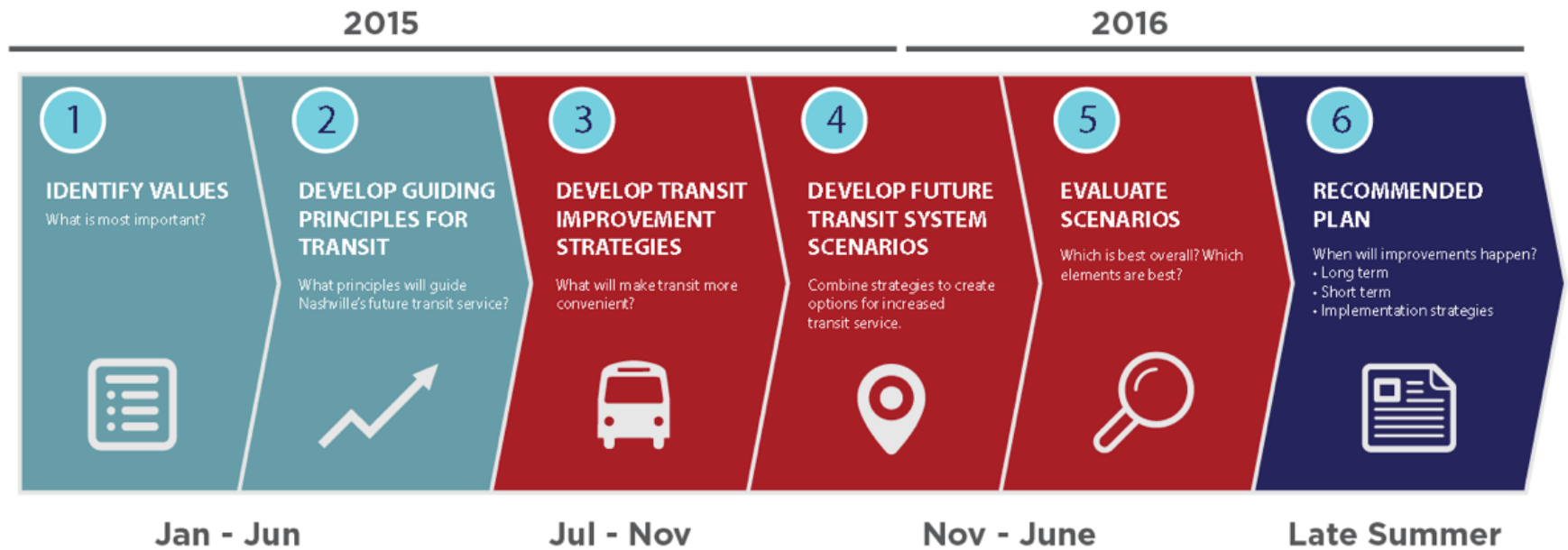
Recommendations

August 17, 2016



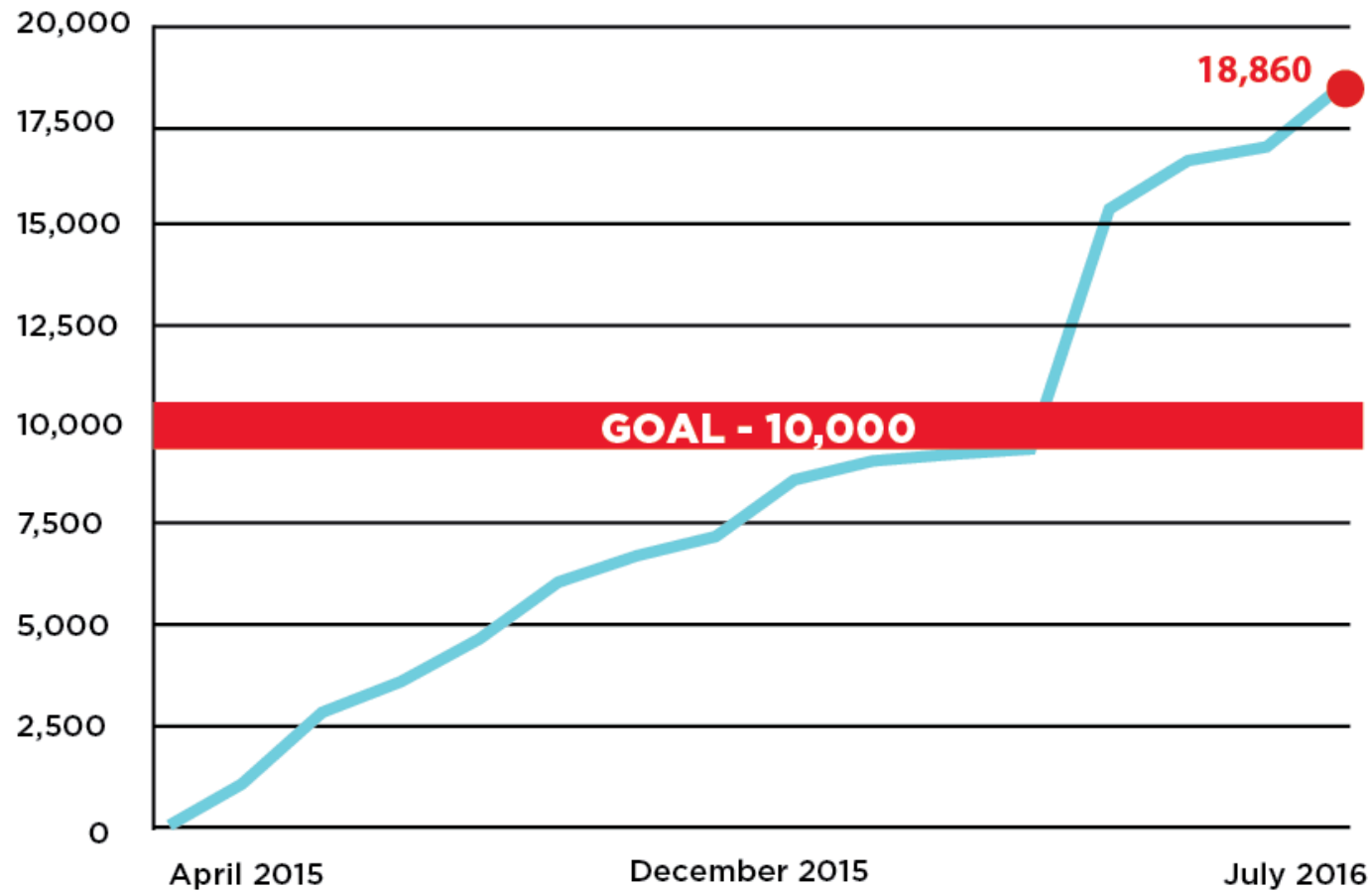
nMotion Planning Process

nMotion Timeline

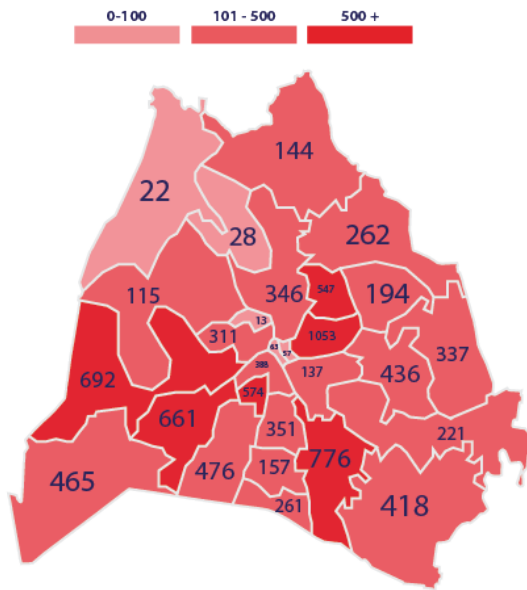


nMotion Engagement

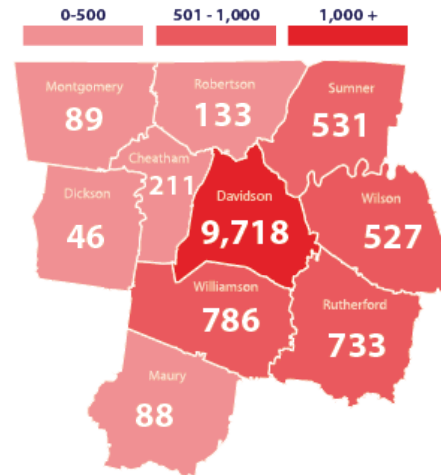
FIGURE 5 | COMMUNITY ENGAGEMENTS* TO DATE



Summary of Participation by ZIP Code



ZIP CODE	
37206	1,053
37211	776
37209	692
37205	661
37212	574
37216	547
37215	476
37221	465
37214	436
37013	418
37203	388
37204	351
37207	346
37076	337
37208	311
37115	262
37027	261
37217	221
37210	214
37138	194
37220	157
37072	144
37218	115
37064	100
37219	63
37201	57
37189	28
37080	22
37235	18
37228	13
37202	9
37213	6
37243	1



SURVEY TOTALS BY COUNTY	
Davidson - 9,718	Cheatham - 211
Williamson - 786	Robertson - 133
Rutherford - 733	Montgomery - 89
Sumner - 531	Maury - 88
Wilson - 527	Dickson - 46

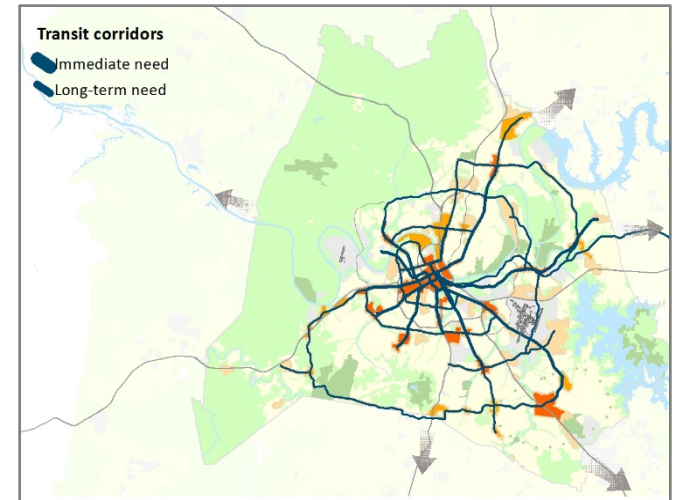
Setting the Table: Underlying Goals

- Improve access to opportunity for those with limited auto availability
- Expand the range of competitive travel options for all Middle Tennesseans
- Simplify and integrate different means of transportation
- Prioritize major transit investments in transit-supportive areas
- Significantly increase ridership, especially in target markets



Setting the Table: Assumptions

- Growth with intention
- Critical role of downtown Nashville
- Demand for short-term improvements
- Bigger capital dollars to support broader corridor improvements
- Partnerships and collaboration
- Maximum flexibility



NashvilleNext Transit Priority Corridors



Broader Capital Improvements

How Can Transit Service Improve?



Make Service Easier to Use



Improve Existing Services



Improve Access to Transit



Make Service More Comfortable



Develop Network of Regional Transit Centers



Expand Services to New Areas

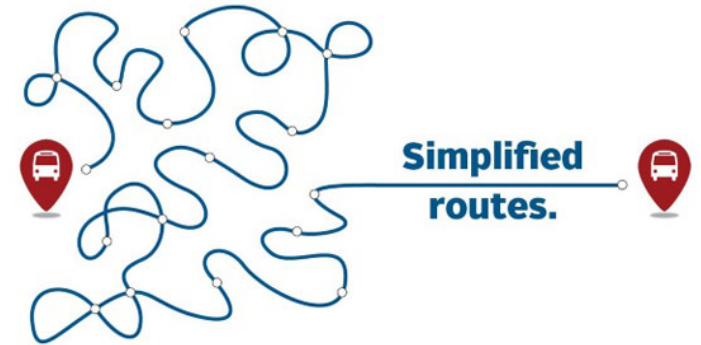


Build High Capacity/Rapid Service Network



Make Service Easier to Use

- **Simpler Service**
 - Short-term changes to make service easier to use
- **A Single Seamless System**
 - New unified name and brand for all MTA and RTA services
 - Single fare system
 - Single source of information
 - Real-time information extended to RTA services and AccessRide
 - Strong connections between regional and Metro services



Joint Branding Examples

RideKC





Make Service Easier to Use

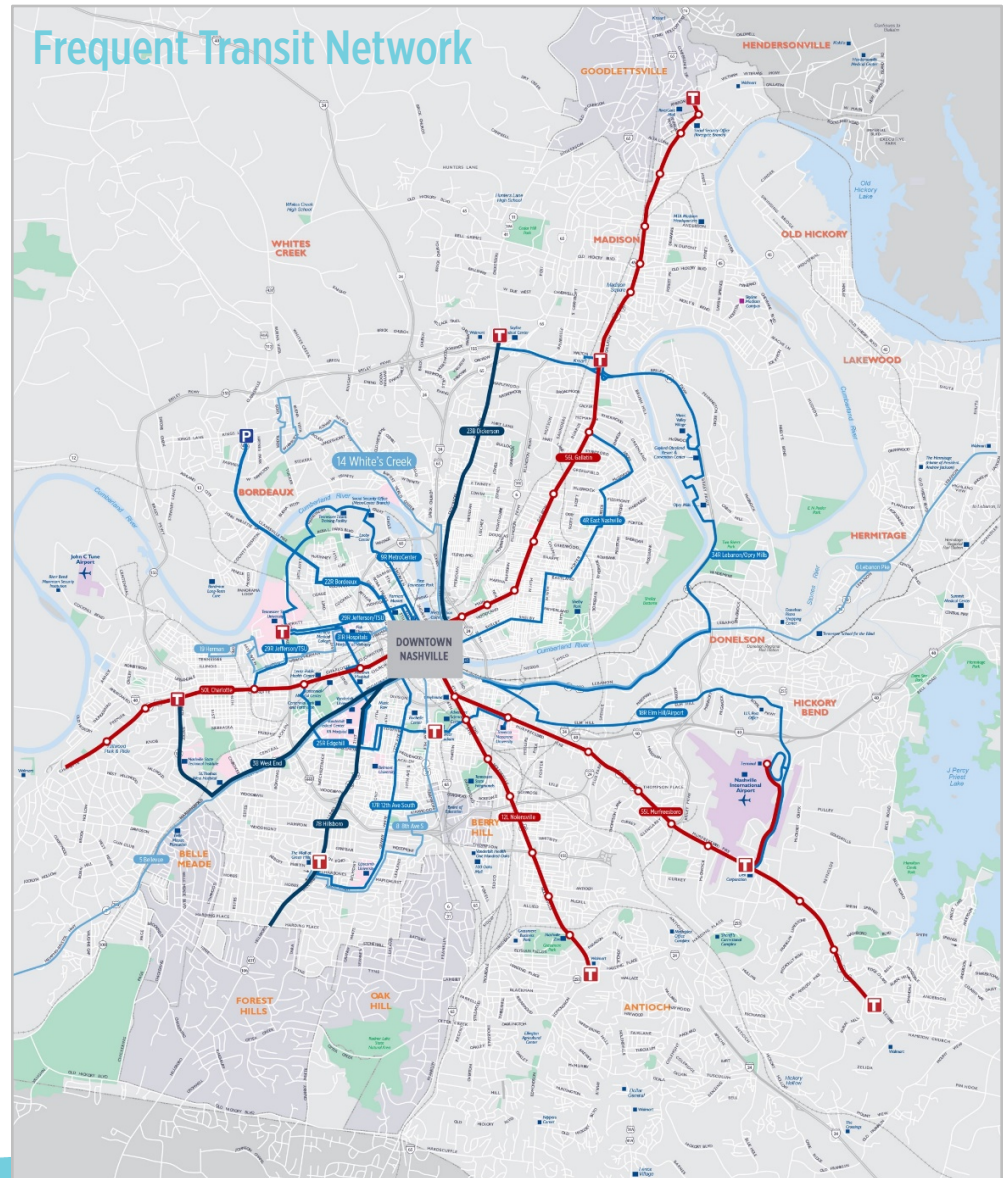
- Better Information
- Simpler Fare Payment
- Smart Technology – One Stop Shopping for:
 - Transit
 - First mile/last mile connections
 - Commuter parking
 - More





Improve Existing Services

- **More Frequent Service for Longer Hours**
 - Frequent Transit Network
 - Frequent all day service in most heavily traveled corridors
 - Additional service on nearly all other local routes
 - Robust regional service



Improve Existing Services

■ Better AccessRide

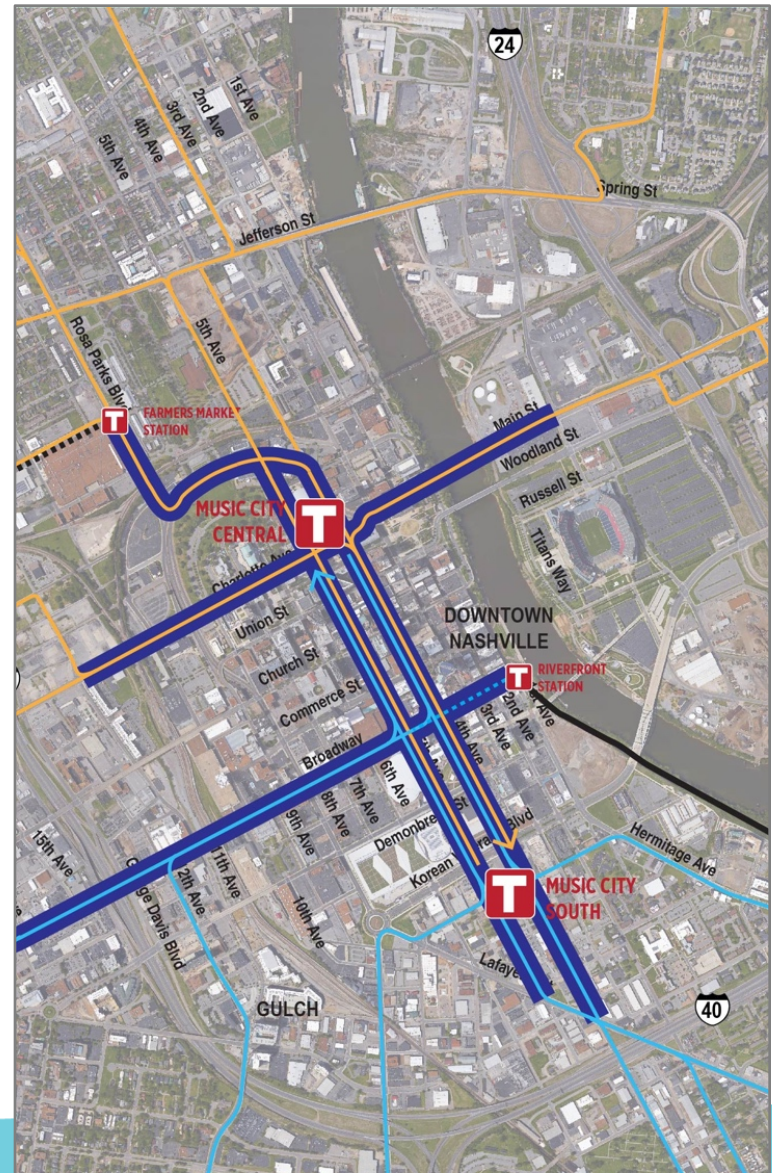
- Real-time information
- “No advance reservation” options
- New fare payment options
- Expansion to meet increased demand





Improve Existing Services

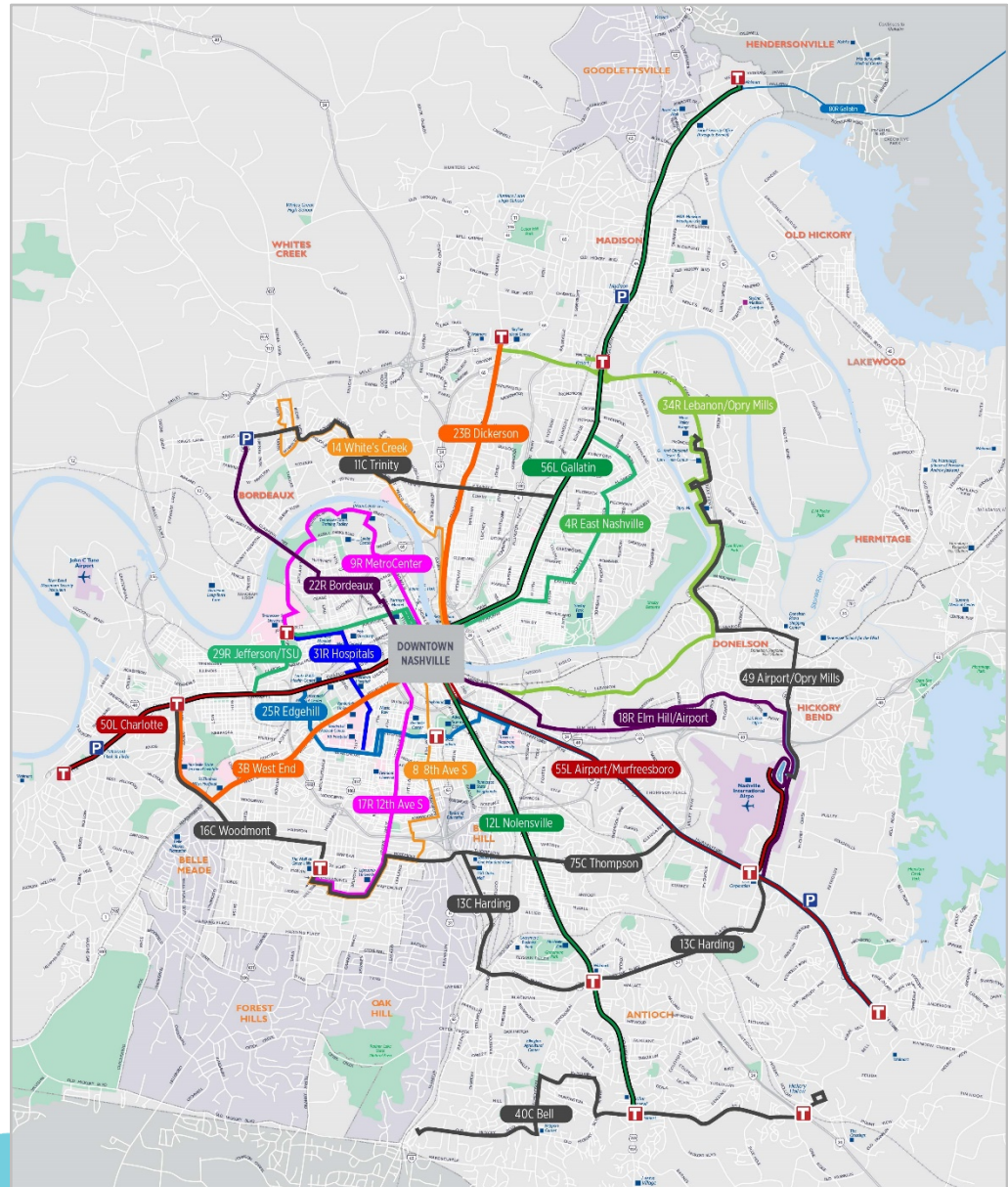
- **Faster Service in Downtown Nashville**
 - Faster, simpler, and more frequent service
 - Second downtown transit center
 - Transit emphasis corridors
 - Transit priority
 - Attractive, high quality stops





Improve Existing Services

- **Crosstown and Through-City Routes**
 - To make it easier to travel without connecting in downtown Nashville
 - 16 routes





Improve Access to Transit

- Greatly Improved Pedestrian Access and Better Bicycle Connections
- More Conveniently Located Park-and-Ride Lots
- Private/Community Shuttles
- Transportation Network Companies (TNC) Connections
- Bikes onboard trains and buses
- Space at transit centers for bikes, bikeshare, and carshare





Make Service More Comfortable

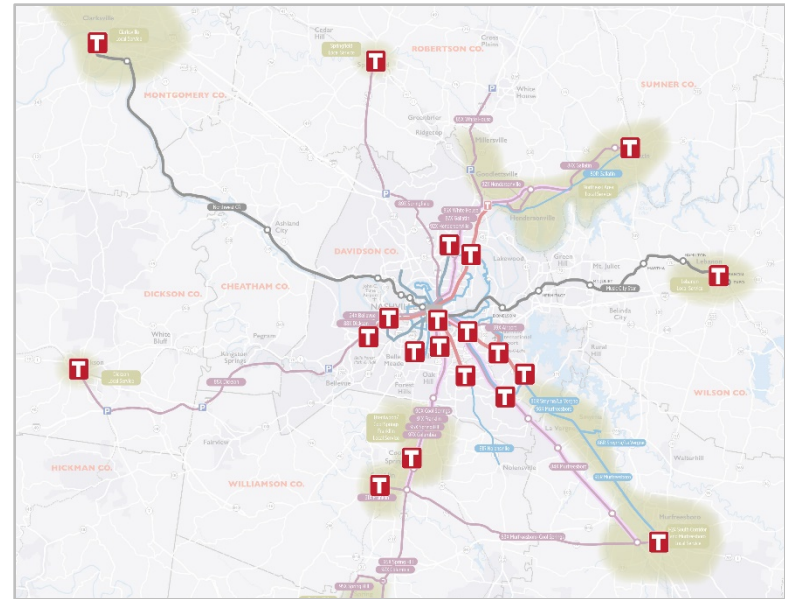
- Better Stations and Stops
- More Comfortable Vehicles





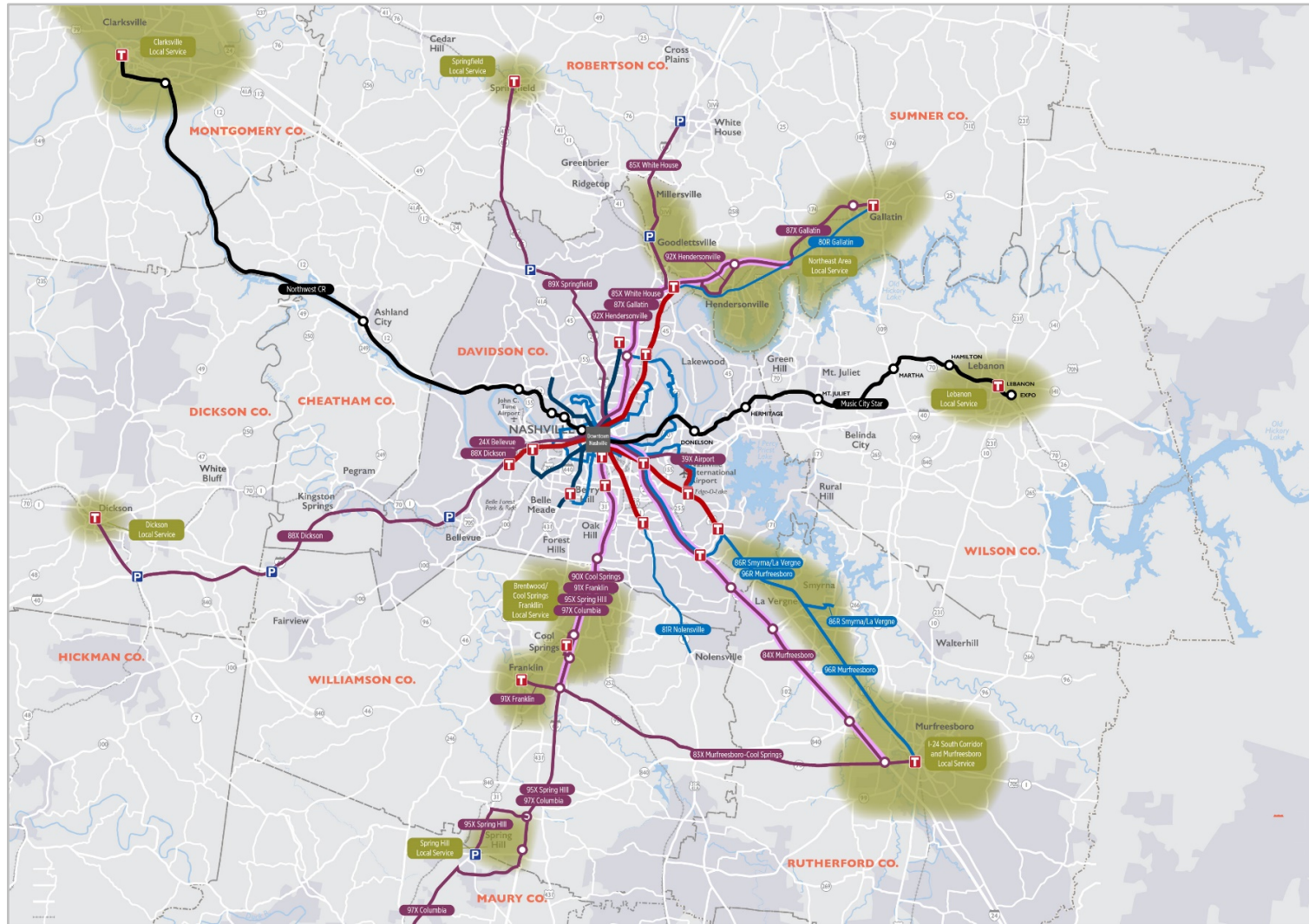
Develop Network of Regional Transit Centers

- **Regional Centers and Neighborhood Mobility Hubs**
 - New options for more direct travel
 - Connections between regional and local services
 - High quality facilities with various amenities





Expand Service to New Areas





Build High Capacity/Rapid Service Network

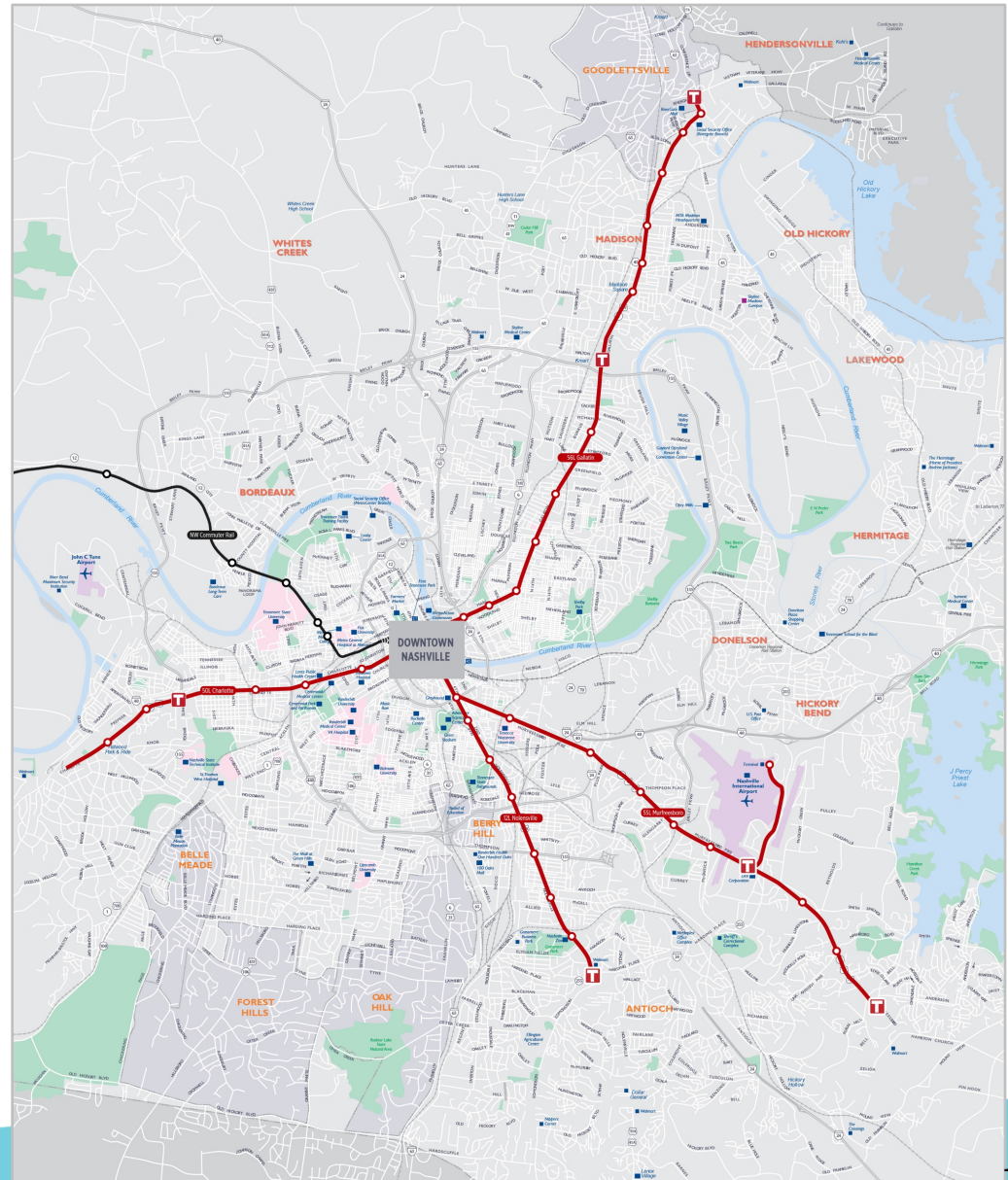
- Light Rail
- Bus Rapid Transit (BRT)
- Rapid Bus
- Commuter Rail
- Freeway BRT
- Express Services and Regional Rapid
- Airport Service





Build High Capacity/Rapid Service Network

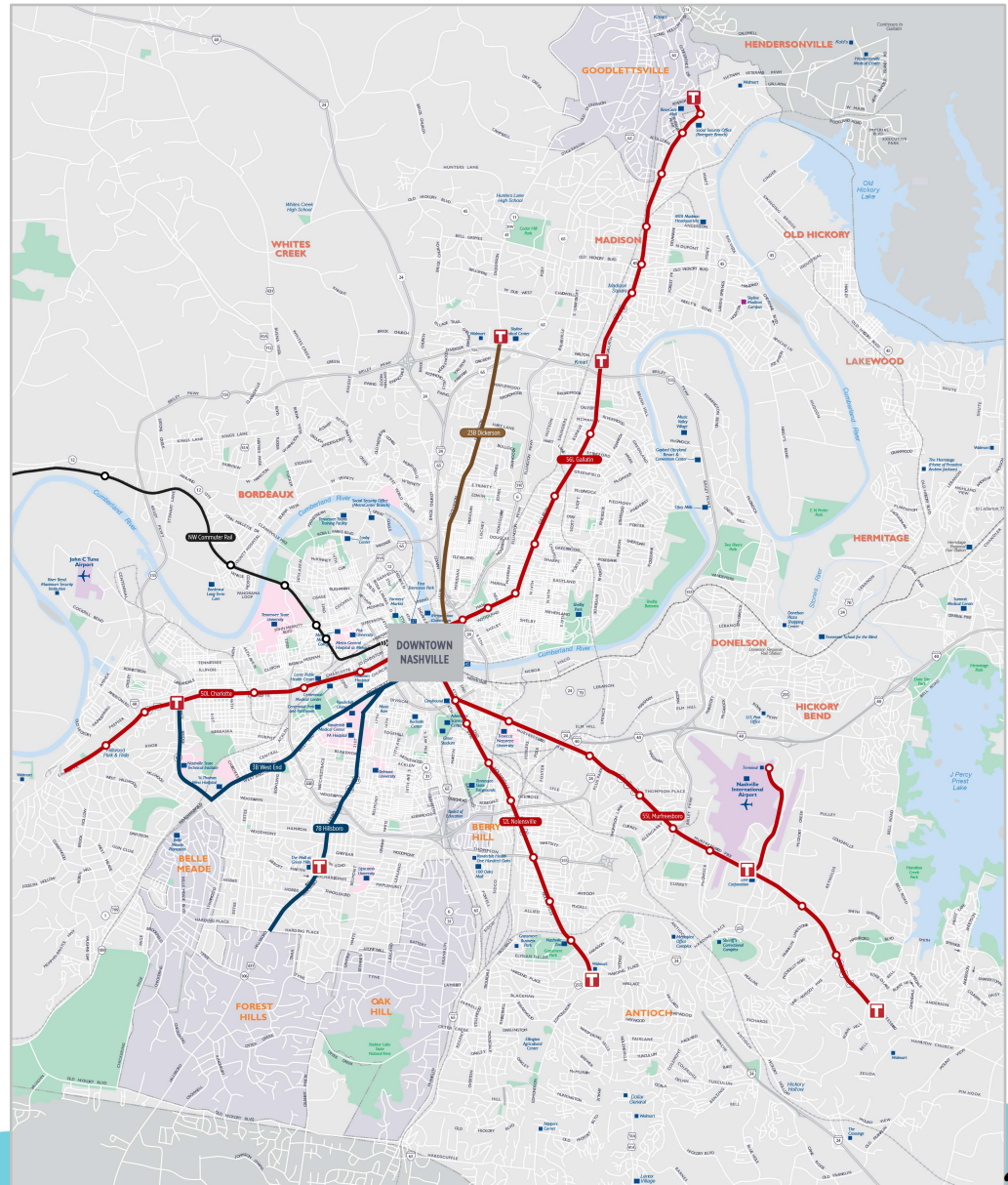
- **Light Rail**
 - Charlotte
 - Nolensville
 - Murfreesboro/Airport
 - Gallatin
- **LRT-like service within Nashville on NW commuter rail line**





Build High Capacity/Rapid Service Network

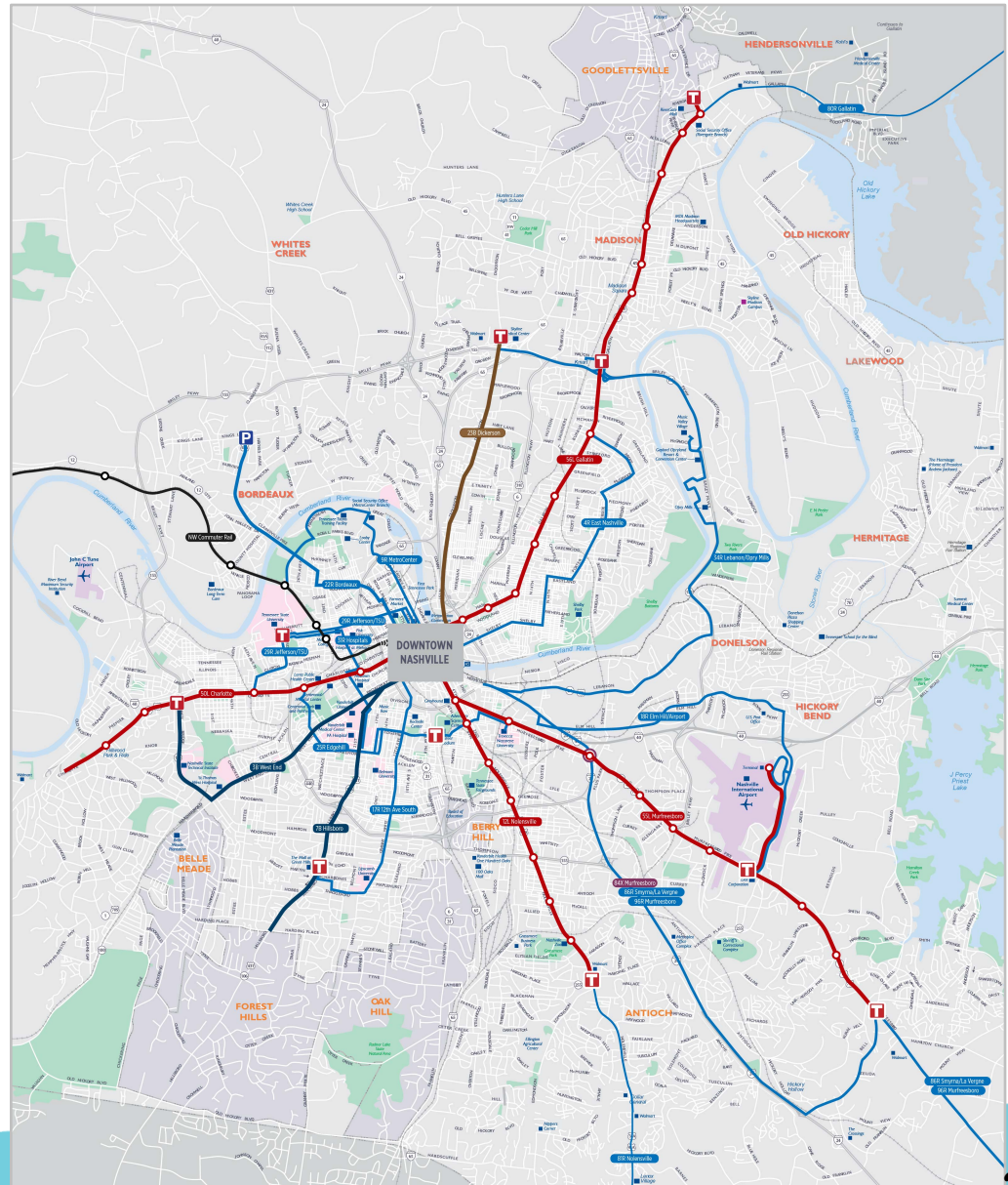
- **Light Rail**
- **Full BRT**
 - Dickerson
- **Arterial BRT**
 - West End
 - Hillsboro





Build High Capacity/Rapid Service Network

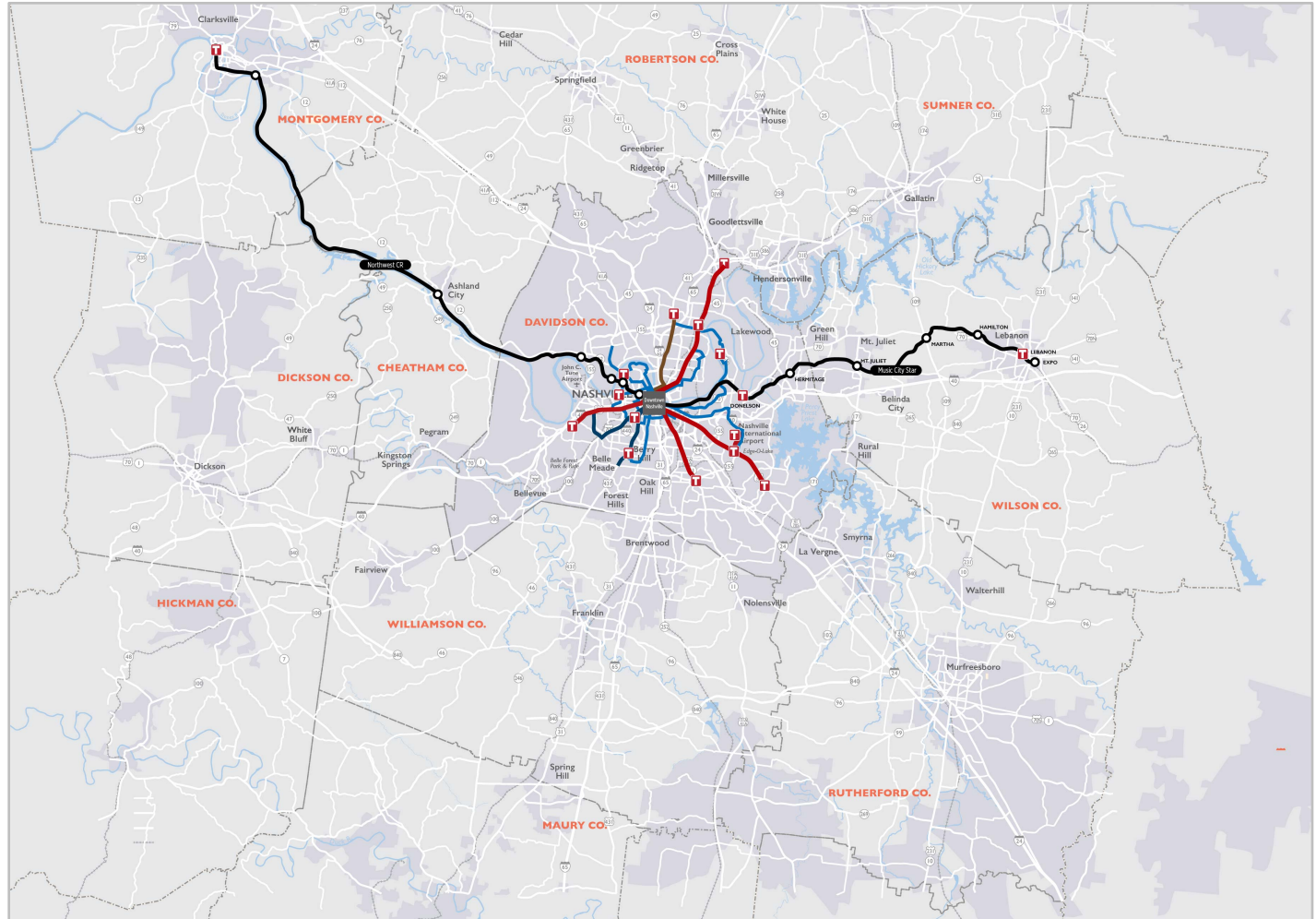
- Light Rail
- Bus Rapid Transit
- Rapid Bus
 - 9 Nashville Corridors
 - 3 Regional Corridors





Build High Capacity/Rapid Service Network

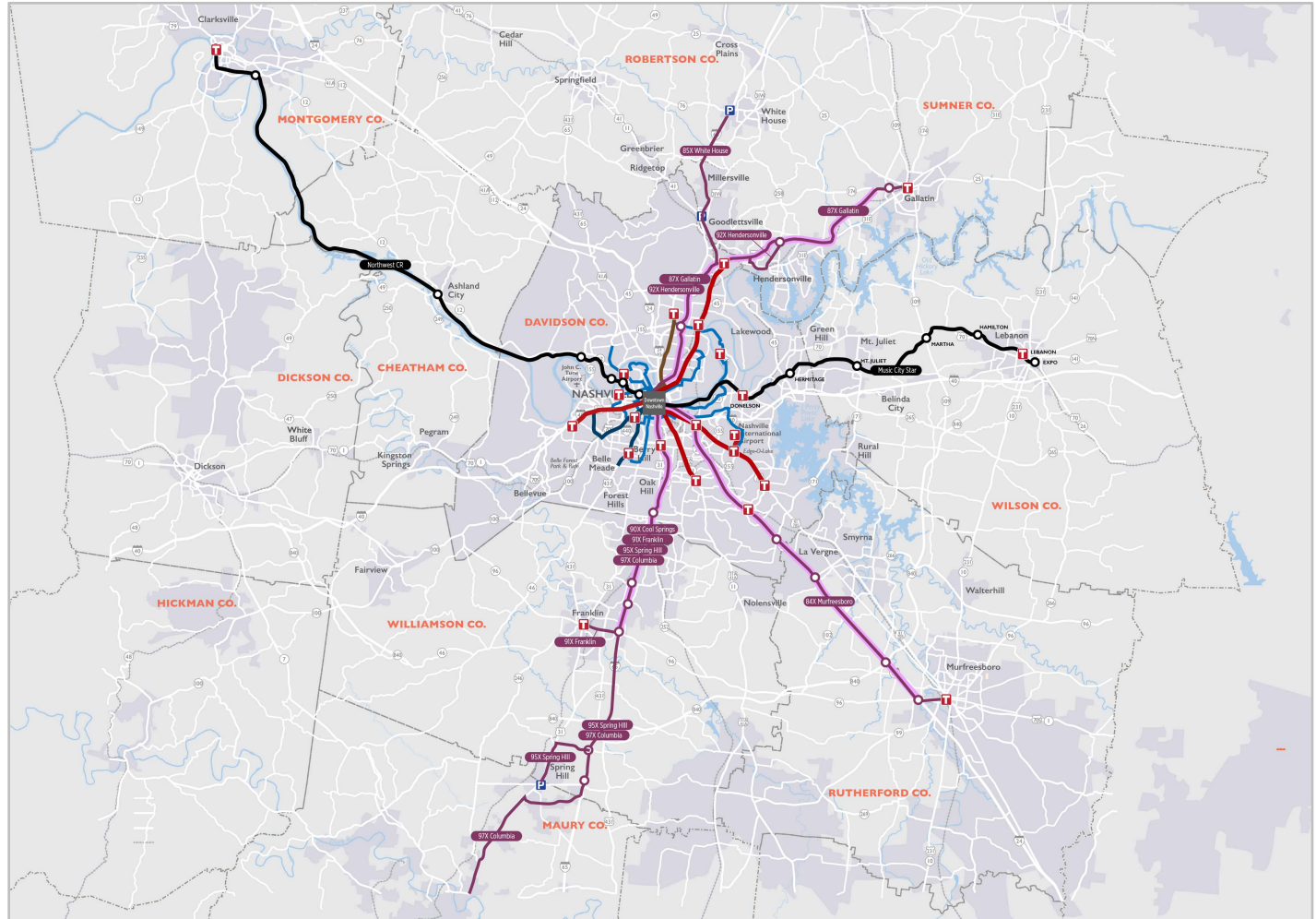
- Light Rail
- Bus Rapid Transit
- Rapid Bus
- Commuter Rail
 - Clarksville
 - Music City Star Improvements





Build High Capacity/Rapid Service Network

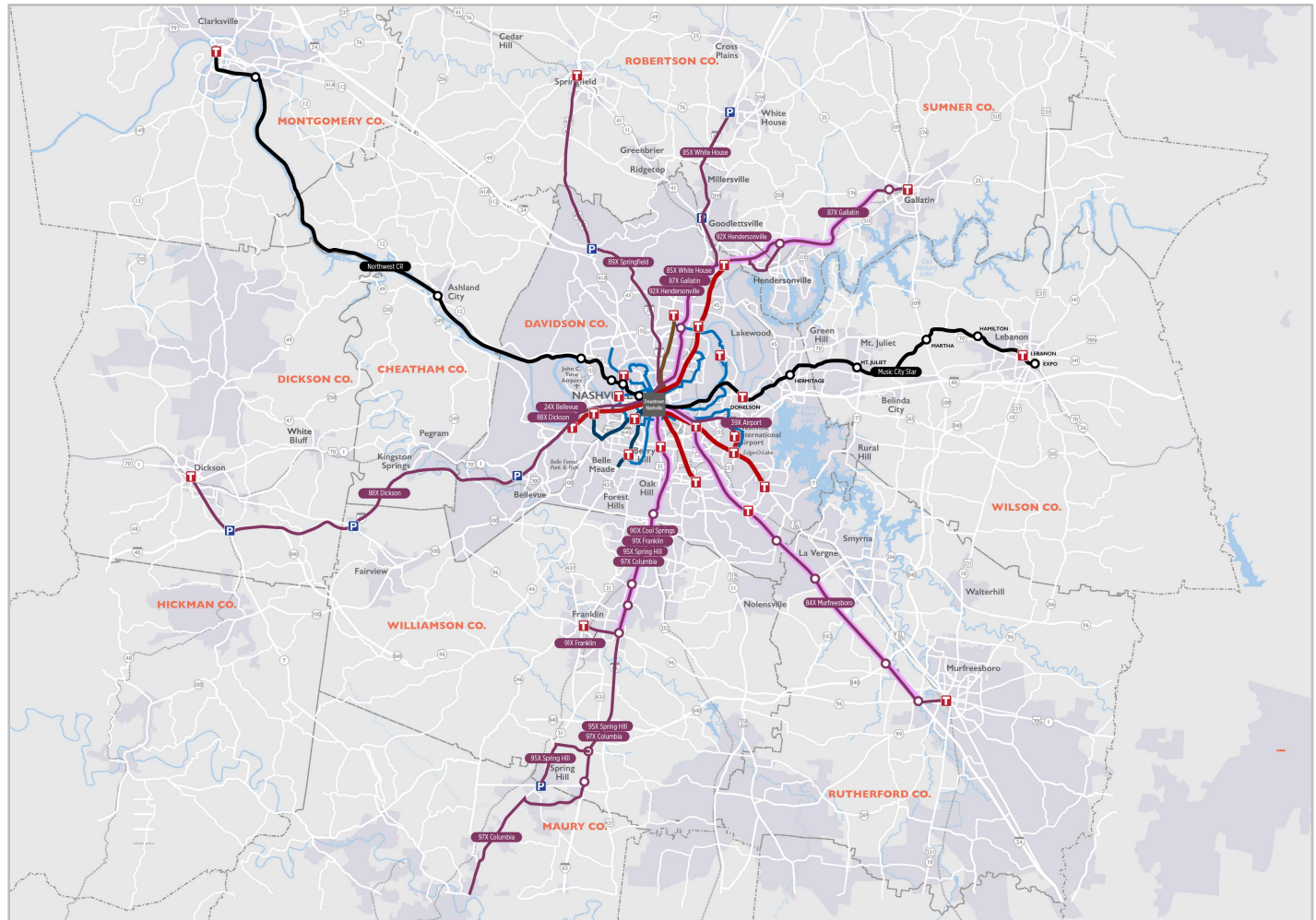
- Light Rail
- Bus Rapid Transit
- Rapid Bus
- Commuter Rail
- **Freeway BRT**
 - I-24 South Murfreesboro
 - I-65 South Franklin
 - Ellington Parkway/I-65 North/SR 386 Gallatin





Build High Capacity/Rapid Service Network

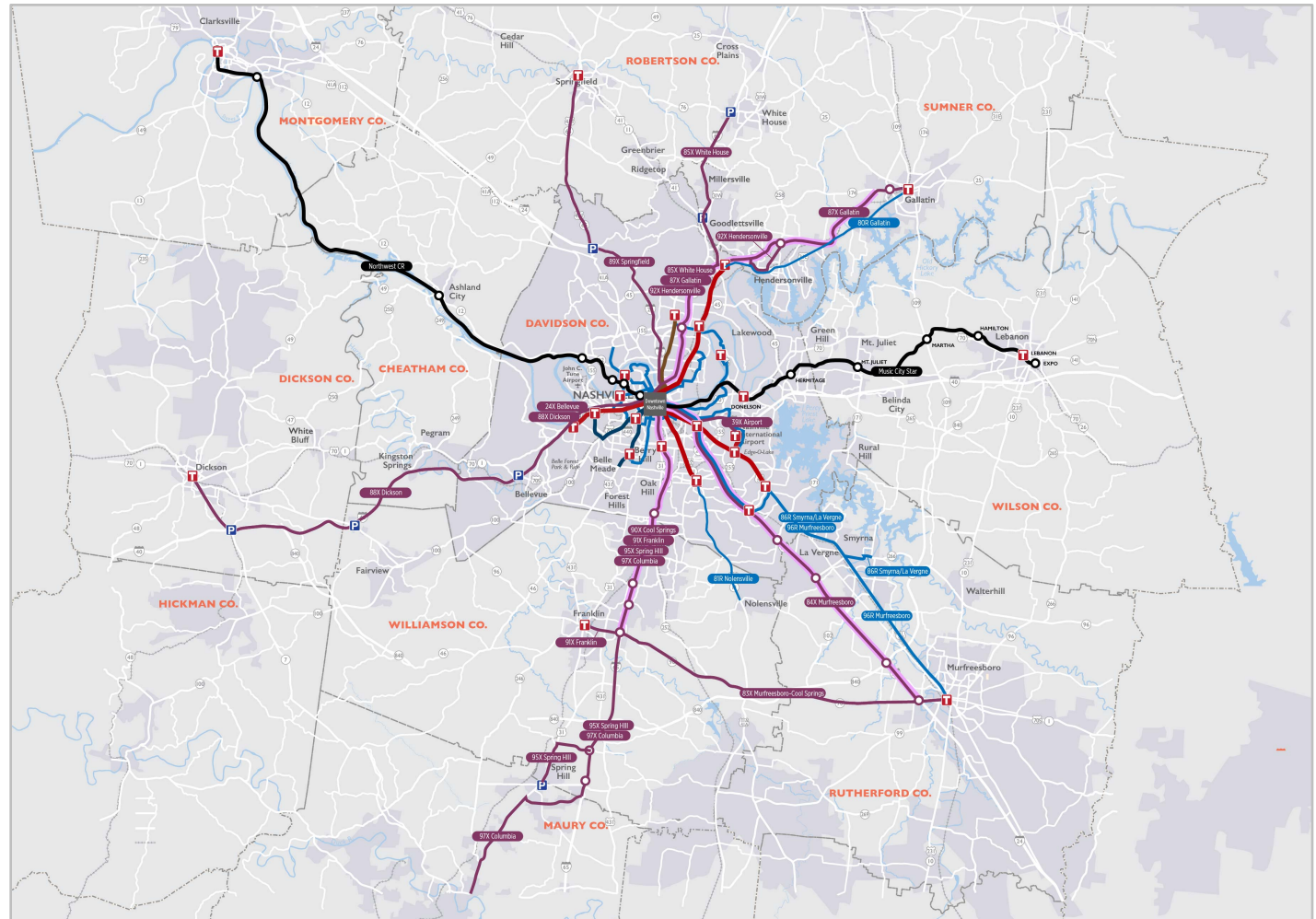
- Light Rail
- Bus Rapid Transit
- Rapid Bus
- Commuter Rail
- Freeway BRT
- Express Bus on Shoulder
 - I-40 West
 - I-65 North
 - I-24 West





Build High Capacity/Rapid Service Network

- Light Rail
- Bus Rapid Transit
- Rapid Bus
- Commuter Rail
- Freeway BRT
- Express Bus on Shoulder
- Other Express
 - Murfreesboro–Cool Springs
- Regional Rapid
 - Gallatin–Gallatin LRT
 - Nolensville–Nolensville LRT
 - Murfreesboro–Nashville

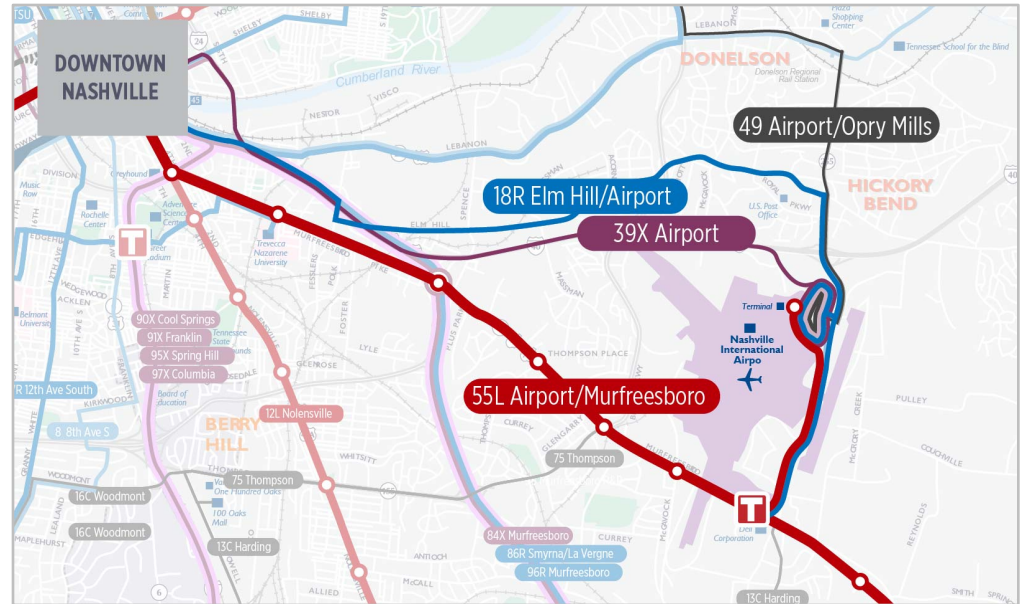




Build High Capacity/Rapid Service Network

■ Airport Service

- Light rail (branch of Murfreesboro Line)
- Express bus via I-40
- Rapid Bus via Elm Hill Pike
- Service to Opryland



Benefits

Weekday Ridership

Existing
Plan

34,000

180,000 **+430%**

Residents Served

Davidson County

(Within ½ mile)

Existing
Plan

230,000

391,000 **+70%**

Outer Counties

(Within ½ mile of local service and 5 miles
of major stations)

Existing
Plan

686,000

1,819,000 **+165%**

Benefits

Jobs Served

Davidson County

(Within ½ mile)

Existing

356,000

Plan

744,000

+110%

Outer counties

(Within ½ mile)

Existing

109,000

Plan

808,000

+640%

Amount of Service (Hours of Weekday Service)

Low Income Residents in Davidson County

(Hours of weekday service on routes that serve low-income areas)

Existing

1,698

Plan

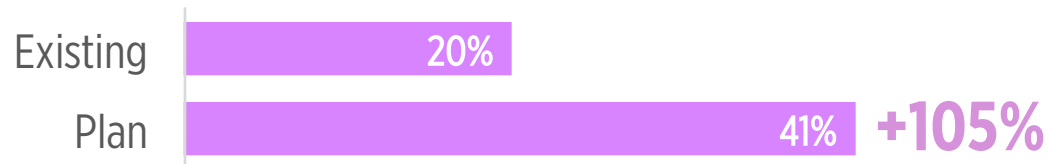
3,900

+231%

Benefits

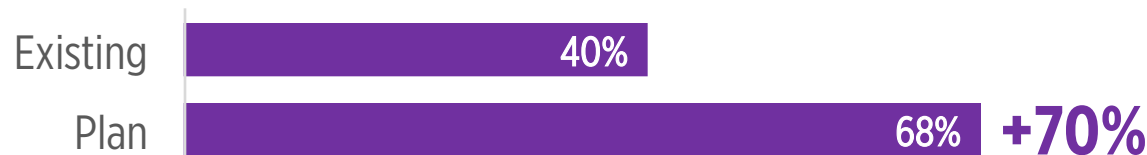
- Miles of dedicated bus lanes: **up to 20**
- Miles of Freeway BRT service: **Nearly 100**
- Route miles of High Capacity Transit services: **135**
- Miles of pedestrian improvements: **>200**
- Percent of service that will be frequent

(15 minutes or better)



- Percent of service that will be fast

(LRT, BRT, Rapid Bus, Regional Rapid Bus, Commuter Rail, Freeway BRT, Express)



Costs

- Total capital costs over 25 years would be \$5.9 billion (\$2015)
- Annual operating costs would be \$338 million
- Funding still to be determined
- Part funded through grants, including federal; still, large local commitments will be required

	MTA	RTA	Total
Operating and Capital Costs (\$2015)			
Annual Operating Costs	\$221m	\$116m	\$338m
Total Capital Costs through 2040	\$4.2b	\$1.7b	\$5.9b
Per Capita Costs (Operating and Annualized Capital Costs)			
MTA & RTA			\$244

Next Steps

5
YEARS

Lay the groundwork

Better bus service

Extended service hours

Better bus stops and new transit centers

Simpler ways to pay your fare

Seamless connections

Expanded and improved AccessRide services

Streamlined service through downtown Nashville

Pedestrian improvements

Improvements in regional travel corridors

Exploration of opportunities for future development of rapid transit services

15
YEARS

An improved regional network

Service will continue to improve

Dedicated transit lanes will begin to appear

Pedestrian connections will continue to improve

Design will advance, and construction will begin on initial rapid transit projects

Downtown Nashville will have “transit priority corridors”

25
YEARS

A fully integrated system

A network of High Capacity Transit services

Robust bus service