

	Documented 8/15/2016
Total News Articles	112
Total Engagements	18860
Total Surveys Taken	15569
Total Comments Collected	3291
Survey	Responses Collected
Total Surveys	15569
"Decide Your Ride" Metroquest Survey	9386
"Transit Attitudes" Survey	298
"Trade-offs" Survey	1702
"1-Minute Values" Survey	2415
"Values: Phase 2" Survey	1050
Regional Outreach Survey	630
Senior Outreach Survey	42
Spanish Outreach Survey	46
Comment Source	Comments Collected
Total Comments	3291
nMotion Public Meeting Comments	481
nMotion Website Comments	570
nMotion Social Media Comments	1550
News Outlet Comments	690

Outlet	Date	News Story
The Tennessean	2-May-15	Move Nashville area transit debate forward
The Tennessean	3-May-15	Nashville can learn from Salt Lake's transit success
The Tennessean	4-May-15	Nashville's real-time bus app coming this year
The Tennessean	1-Jun-15	Make Nashville traffic smarter, save commuters time
The Tennessean	5-Jun-15	Nashville region must plan for future mobility needs
The Tennessean	10-Jun-15	Nashville's MTA youth ridership up 11 percent
The Tennessean	13-Jun-15	Regional transit solutions topic of 10-county summit
The Tennessean	14-Jun-15	Nashville council majority to mayor: Your term is over
The Tennessean	18-Jun-15	Without better roads in Nashville, transit options will fail
The Tennessean	19-Jun-15	Transportation leaders: If plan is right, funds follow
Brentwood Home Page	19-Jun-15	Mayor Anderson plans Williamson transit summit
Nashville Business Journal	19-Jun-15	How to fix Nashville's traffic problems, transportation pro offers his tips
WATE	26-Jun-15	Gov. Haslam says proceeds from raising Tenn. gas tax would also go toward funding transit projects
Nashville Business Journal	2-Jul-15	Contain your rage: Here's how bad Nashville's traffic bites
Nashville Business Journal	3-Jul-15	Rush hour: It's even worse than you think
Nashville Post	10-Jul-15	MTA poll yields ... expected responses
Nashville Business Journal	10-Jul-15	What do Nashvillians want in mass transit? Here's what thousands told MTA
Nashville Public Radio	13-Jul-15	A Dilemma For Nashville Transit: Give Current Riders Better Service Or Try To Woo New Ones?
Green Hills News	15-Jul-15	Community weighs in on transportation issues ahead of elections
The Tennessean	17-Jul-15	Help build more robust Middle TN transit system
The Tennessean	17-Jul-15	MTA: Expand transit service, add funding
Nashville Business Journal	17-Jul-15	We're way behind austin when it comes to transit
Nashville Public Radio	20-Jul-15	Nashville Bus System Struggling To Keep Up With City Growth, Study Finds
Green Hills News	22-Jul-15	MTA hears community's concerns, vows improvements
Williamson Herald	23-Jul-15	Complex transportation needs will require countywide strategy, Anderson says
Brentwood Home Page	28-Jul-15	Haslam to visit Williamson County for transit talks
The Tennessean	31-Jul-15	Fix Nashville mass transit, affordable housing at once
Nashville Business Journal	3-Aug-15	With Bridgestone CEO onboard, chamber jumpstarts pro-transit push
The Tennessean	4-Aug-15	Nashville chamber seeks to avoid Amp missteps
Nashville Business Journal	5-Aug-15	Nashville business heavyweights join new push for transit
Nashville Business Journal	7-Aug-15	This tire CEO wants mass transit
The Tennessean	8-Aug-15	Gov. Haslam on transportation: Path we're on won't work
The Tennessean	8-Aug-15	How great things happen: the three-legged stool

The Tennessean	10-Aug-15	Nashville transit public meetings focus on next steps
Nashville Public Radio	11-Aug-15	Nashville transit experts say how they'd fix traffic, but want others to weigh in
Nashville Public Radio	13-Aug-15	Transit Leaders Hear Nashville's Complaints — Then Ask For Constructive Ideas
Nashville Business Journal	14-Aug-15	Austin's next transit frontier? Think, the Jetsons
The Tennessean	25-Aug-15	Nashvillians prefer bus frequency to longer hours
Green Hills News	27-Aug-15	MTA's nMotion process reveals public desire for increased Music City Star service to downtown, more service in outlying communities
The Tennessean	1-Sep-15	Middle TN has stake in Nashville mayor's race, transit
Nashville Business Journal	1-Sep-15	Tackling Nashville's highway traffic: One lower-cost option to light rail
Fox 17	3-Sep-15	MTA Considering Express Bus Lane
Nashville Post	20-Sep-15	Tracking our transit future
Franklin Home Page	21-Sep-15	Growth speeds up, traffic slows down; what's the answer?
The Tennessean	24-Sep-15	Megan Barry's first 100 days: transit, housing, schools
The Tennessean	2-Oct-15	Invest in transit even if you don't use it (yet)
Nashville Business Journal	2-Oct-15	Nashville transit officials: We need to overhaul ... everything
The Tennessean	4-Oct-15	Middle Tennessee transit lags behind demand, report says
Nashville Public Radio	5-Oct-15	Transit Fans Fawn Over Commuter Rail, But Study Says It Doesn't Fit For Nashville
The Tennessean	6-Oct-15	Transportation takes lead as Nashville area priority
The Daily Herald	10-Oct-15	RTA report finds Middle Tennessee transit needs to increase by 2040
The Tennessean	10-Oct-15	If we don't pay for our roads, they'll just get worse
Nashville Business Journal	21-Oct-15	Officials: Here's where Nashville could build light rail
WSMV	21-Oct-15	Officials seek feedback on future of mass transit
Nashville Business Journal	23-Oct-15	Jammed if we do, jammed if we don't: Transit won't solve this traffic jam
Nashville Business Journal	27-Oct-15	Déjà vu: Streetcar options and revisiting transit on West End Avenue
The Tennessean	30-Oct-15	Music City Star train focus of early region transit talks
Daily News Journal	5-Nov-15	RTA official: Transit talk first step to solutions
Murfreesboro Post	5-Nov-15	OPINION: We all have a stake in middle Tennessee's future transportation plans
The Tennessean	5-Nov-15	Chat transcript discussing Nashville's transit future
The Tennessean	6-Nov-15	Developers look at Mt. Juliet train station
Murfreesboro Post	6-Nov-15	The future of mass transit in Middle Tennessee
The Tennessean	9-Nov-15	Bland: Robertson County factors into regional transit plans
Fox 17	10-Nov-15	Robertson County Weighs In On Growing Mid-state Traffic

The Nashville Ledger	13-Nov-15	Clarksville commuters hoping for rail service to, from Nashville
Nashville Business Journal	17-Nov-15	Here's what Nashville's transit chief told Metro Council about the city's long-term plan
Nashville Business Journal	20-Nov-15	No Nashville transit projects pitched yet, but form of system taking shape
Nashville Public Radio	20-Nov-15	With First Neighborhood Built Around A Train Station, Lebanon Embraces Commuter Rail
The Tennessean	29-Nov-15	Nashville's real-time bus app on the way
Lebanon Democrat	15-Dec-15	Regional transit system report released
Lebanon Democrat	15-Dec-15	Train becomes Star of discussion
The Nashville Ledger	1-Jan-16	New app helps Nashvillians catch their bus
Nashville Public Radio	7-Jan-16	Letting Buses Use Freeway Shoulders Ranks Among Middle Tennessee's Fastest, Cheapest Traffic Fixes
The Tennessean	7-Jan-16	Nashville explores 'freeway BRT,' driverless cars
WSMV	7-Jan-16	Transportation officials consider allowing buses on interstate shoulders
Nashville Business Journal	21-Jan-16	Nashville officials to unveil their new transit plans Thursday
Nashville Business Journal	21-Jan-16	Light rail, super-fast buses: Nashville transit officials' long-awaited plans include everything but the kitchen sink
Nashville Public Radio	21-Jan-16	Light Rail, Fast Buses, Even Streetcars Lead Nashville's Ambitious Transit Scenarios In Early Draft
The Tennessean	21-Jan-16	Nashville transit options unveiled: Go big or small?
Nashville Post	21-Jan-16	MTA planners unveil three scenarios related to transit
Nashville Business Journal	22-Jan-16	MTA's response to transit proposals suggests bolder direction, bigger investments
Nashville Business Journal	22-Jan-16	The CSX mirage: Nashville's transit head says commuter lines on those tracks would flop
The Tennessean	23-Jan-16	Nashville area needs to go big on transit to be great
Nashville Business Journal	29-Jan-16	Transit plans: To boldly go, or just tinker?
The Tennessean	4-Feb-16	Lawmakers eye private sector boost for regional transit
Nashville Business Journal	4-Mar-16	Here you have it: Take a full look at Nashville transit officials' three scenarios
WSMV	8-Mar-16	City officials asking for input on 3 transit proposals
Daily News Journal	14-Mar-16	Ketrion pitches mass transit bill
Nashville Public Radio	14-Mar-16	As Middle Tennessee Weighs Trio Of Transit Options, It's All Or Nothing For One County
WKRN	18-Mar-16	City leaders seek public input on transportation improvements
The Tennessean	18-Mar-16	MTA asks Nashville for public transit input
Nashville Business Journal	21-Mar-16	Early public input on transit plans: Go big — and bring the light rail, please

Nashville Public Radio	21-Mar-16	Nashville's Somali Immigrants Envision Future Of Nolensville Pike
WTVF	28-Mar-16	City Holds 2nd N-Motion Meeting
Fox 17	28-Mar-16	MTA holding meetings to find solution to Nashville's traffic problem
WKRN	28-Mar-16	Public invited to transportation meeting Monday
The Tennessean	28-Mar-16	Nashville explores linking Uber, Lyft to Metro bus system
Nashville Public Radio	29-Mar-16	Answering Public Demand, MTA Seeks Money For Later Bus Hours And More Frequency
Nashville Business Journal	7-Apr-16	Uber, Lyft may patch transit holes, but they can't do it all for Nashville
Fox 17	16-May-16	FOX 17 Special Report: Looking at solutions to Nashville's traffic issues
Nashville Public Radio	7-Jun-16	To Force Action On Mass Transit, Nashville Councilman Suggests Setting A Deadline
The Tennessean	8-Jun-16	Nashville councilman wants deadline for mass transit plan
The Tennessean	17-Jun-16	Nashville mayor talks mass transit, regional economy
Nashville Post	22-Jun-16	Chamber aims for bold transit vision
The Tennessean	22-Jun-16	Nashville Chamber backs robust, costly regional transit plan
Nashville Business Journal	22-Jun-16	Business leaders: \$5.5B of light rail and speedy buses is not enough
News Channel 5	22-Jun-16	Chamber backs bold, costly regional transit plan
Nashville Public Radio	23-Jun-16	To pay for Nashville Tarnsit, Some Lessons from Denver and Austin
Nashville Public Radio	27-Jun-16	Could Nashville Really Relocate Rdnor Rail Yard to Free up Tracks For Tranist
The Tennessean	9-Jul-16	Moving Radnor Yard could be game-changer for Nashville transit
The Tennessean	25-Jul-16	Williamson legislators must lead on transit solutions
Nashville Public Radio	8-Aug-16	Nashville Investigates Need for its Own Department of Transportation

	Event/Meeting	Comment
	Kickoff: April 7, 2015	Shelby to Korean Veterans Blvd to Music City Central instead of through Music City Central.
	Kickoff: April 7, 2015	More shelters in North Nashville near route 22.
	Kickoff: April 7, 2015	More Murfreesboro buses departing earlier, specifically at 5:45 and 6:00.
	Kickoff: April 7, 2015	Route from Green Circuit to the top of Demonbreun Hill
	Kickoff: April 7, 2015	Midday service for buses on 8th to help out the homeless.
	Kickoff: April 7, 2015	Later service to Donelson and better lighting for commuters.
	Kickoff: April 7, 2015	Better crossing and sidewalks for storm water rising.
	Kickoff: April 7, 2015	Qualify for TransitScore
	Kickoff: April 7, 2015	Define the difference between transit improvements and transportation improvements.
	Kickoff: April 7, 2015	Need for a BRT lite rail from Nolensville road to Old Hickory Blvd.
	Kickoff: April 7, 2015	Paratransit improvements
	Kickoff: April 7, 2015	Move system building across county lines.
	Kickoff: April 7, 2015	Trinity lane locations
	Kickoff: April 7, 2015	HOV lanes
	Kickoff: April 7, 2015	We need a train from Spring Hill to Gallatin and from Dickson to Murfreesboro and from Manchester to Clarksville.
	Kickoff: April 7, 2015	Later hours for service and more frequent service.
	Kickoff: April 7, 2015	84x has no seats
	Kickoff: April 7, 2015	Concern: how do I get from my home to the transit system? Is there a place to park my car?
	Kickoff: April 7, 2015	Add more services for 88x Dickson express or 91x Franklin express to include Cool Springs and downtown Franklin
	Kickoff: April 7, 2015	What will make upper/middle class take public transportation instead of their car?
	Kickoff: April 7, 2015	Not everyone connects daily online so create a way to get the knowledge out to the public.
	Kickoff: April 7, 2015	Improve handicap accessibility
	Kickoff: April 7, 2015	Lite rail – aim high and find local money.
	Kickoff: April 7, 2015	Multi-committee referendum for 1 cent rise in sales tax
	Kickoff: April 7, 2015	Better airport service and full BRT on Gallatin.
	Kickoff: April 7, 2015	All routes have at least one downtown departure after 5 pm.
	Kickoff: April 7, 2015	Midtown park and rides with regional solutions.
	Kickoff: April 7, 2015	What density do we need to support lite rail?
	Kickoff: April 7, 2015	Mobile technology so I can track the bus I am going to take.
	Kickoff: April 7, 2015	I consider public transportation to be environmentally friendly by definition. That is the main reason I use it.

		I'm a Nashville native! BRT, not BRT Lite! Don't waste time/money on "street cars" ...save for Light Rail in near future. Street cars are vanity projects. We need more transit hubs and neighborhood connectors. Major boulevards as arteries, for sure, but they need to be connected. Aside from the app currently in development, it is possible to have scrolling marquees at well-built bus shelters? Nothing fancy, just says "NEXT BUS ARRIVING AT...--:-- AM" or something like that. DECENT BUS SHELTERS, PLEASE!
	Comment card: East Park	
		I'm a 5-day-a-week rider from 1600 Shelby (#4) to West End (#3 or #5). My commute is pretty tough sometimes because I need to catch a bus downtown. If I miss my connection, it's faster to walk the 2.5 miles. Requests (And these are just based on self interest): 1. GPS on buses (life changing!!) 2. More frequent buses during rush hour for #4, #3 and #5.
	Comment card: East Park	
		Awesome info. I'm not currently a rider, but want to start-mostly for local trips. Thanks for giving me a place to start.
	Comment card: East Park	
		Weekend service for No. 41 Golden Valley bus to Pock Green Lane Knight Like it does through the weekdays. Grace Healthcare in that area, as well as UPS workers.
	Comment card: East Park	
		A quiet environment, also the air.
	Comment card: East Park	
		Need the 25 Hart St. to go back to at least the 10:15 p.m. line 08 or the Jv. Johnson, also add about 0 minutes on the route, for riders sake. Traffic is much busier with all the new junk that has been added to the downtown area.
	Comment card: East Park	
		A quiet environment.
	Comment card: East Park	
		My bus route is sometimes quiet and calm and less people and gets me to school on time.
	Comment card: East Park	
		More rapid transit in more densely populated areas. More night--compete Uber & Lyft. Outside transit, more density and affordable housing.
	Comment card: East Park	
		Increased frequency
	Comment card: East Park	
		I would use transit much more often if routes were extended by a mode(s) that is automated, electric and doesn't impede existing traffic seems ideal. I live in Belmont Hillsboro and would use such a mode frequently to areas throughout city (hubs.) Street cars?!! (As we had many decades back on Belmont, Charlotte, Greenhills, etc.) I think everyone who lives in a suburb and commutes into Nashville/Davidson County should pay a fee yearly.
	Comment card: East Park	
		I like this idea/everybody gets involved
	Comment card: East Park	
		My biggest issues is ease of purchase of card. Overall we need a regional plan.
	Comment card: East Park	
		Want reliable, efficient service w/ real time info (app or tracking). Very supportive n REAL BRT w/ dedicated lanes for efficient, easy-to-use direct main transit. Cross-city connectors (like university connector) so not all come downtown.
	Comment card: East Park	

	Comment card: East Park	More buses on a route (4 buses in an hour rather than two). Want bus number on bus stop sign. Transfer option: I sometimes only ride two buses, so not enough for all day pass. Thanks!
	Comment card: East Park	Nashville needs a regional rail system! Buses will never be sufficient. Buses still cause CO emissions, still sit in traffic, still jam up the highways, and can transport only a fraction of the number of passengers that trains can carry. Please continue to explore regional rail. I know it is expensive, but we have to start somewhere and sometime. Buses are not the answer and never will be.
	Comment card: East Park	I could have taken bus to come here but I am used to it being 40 minutes late. RT 12.
	Comment card: East Park	Overall I really like these community meetings and the great strategy. To attract more people to this particular meeting--it would have been helpful to encourage people to bring a brown bag lunch. Also, please release that app as soon as you can!
	Comment card: East Park	Please extend hours of service later into the night, to about 2 or 3 a.m. Extend service to the "dead zones," like Bell Road between I-24 and Nolensville, and Davidson Street in East Nashville. Get better RTA service to major employer areas in Mt. Juliet, Smyrna and La Vergne.
	Comment card: East Park	Please try to put two route for bus 4 to pass by Davidson Street because there are a lot of businesses and warehouse where lots of employees are working. At least two times a day at 8 a.m. and 4:30 p.m.
	Comment card: East Park	Transit would be helped so much if we became a city where walk signs turn on automatically through the traffic light rotation every time. Then drivers could be practicing looking for pedestrians rushing to bus stop at every corner. Safer city.
	Comment card: East Park	Personal need-bus to and from Symphony Center. I live near West End and Bowling. Available to 11 p.m.
	Comment card: East Park	Public process seems to be starting in a better place. Building a plan that meets public needs before going for state and federal money (instead of making the plan fit the federal grant) is more correct than the previous process.
	Comment card: East Park	Educate and promote public transport. Create routes based on population of workplaces. Provide for outlying areas of Davidson-Park and Ride lots. Safe and cool bus stops. Promote bus riding as hip and cool.
	Comment card: East Park	I am so glad to see our transit system is taking steps toward improvement. I think what is important to keep in mind is this-we cannot improve to keep up with our current population/demand; we need to improve to a level that puts us in a position to support our population in 5-10 years, as well. Otherwise, we are always going to be playing catch up.

		I make every public meeting of MTA. I think that they increase service where the demand is according to available finances, which is good business sense. If you want better service the metropolitan government has to put more money into the system.
	Comment card: East Park	
		Not sure which groups you're already talking to, but it would help to talk to members of the Egyptian community living at the apt. complex on Millwood Drive off Murfreesboro Road. Take a translator though. Also connecting with members of MNAAC (via Mayor's Office of New Americans) to speak at places like the Salanadeen Center or Casa Azafran to hear all voices and potential new users. I think a lot more people would use MTA services if they ran more efficiently. Big picture/dream item: Also, a fun arts and culture route (i.e. from Antioch to festivals or car museum, Frist, Schermerhorn Symphony) would be nice (with translated ads for folks to know where they could go).
	Comment card: East Park	
		Need service-even shuttle between 5 and 24x at new Bellevue development doesn't necessarily need full service. Closest stop is new library. Seven possible to extend 5. Old Harding Road has no infrastructure to walk.
	Comment card: East Park	
	Group Discussion: East Park	Tight schedule on weekdays for leisure activities
	Group Discussion: East Park	Premium attracts more riders
	Group Discussion: East Park	High quality of service
	Group Discussion: East Park	Street cars too slow
	Group Discussion: East Park	Demand response
	Group Discussion: East Park	More neighborhood hubs
	Group Discussion: East Park	Perception-Something new (Premium)
	Group Discussion: East Park	Service/hubs close to schools
	Group Discussion: East Park	Free Transfers-more convenient fare payment tech.
	Group Discussion: East Park	More buses late at night
	Group Discussion: East Park	More people in inner neighborhoods
	Group Discussion: East Park	Sporting events-too late to take bus
	Group Discussion: East Park	More frequent! Not convenient
	Group Discussion: East Park	Reliability-comes on time
	Group Discussion: East Park	Real time information/text alerts
	Group Discussion: East Park	Want to ride to work
	Group Discussion: East Park	#6 on weekends
	Group Discussion: East Park	No buses in my area
	Group Discussion: East Park	Times not convenient
	Group Discussion: East Park	Not frequent
	Group Discussion: East Park	Transfers inconvenient
	Group Discussion: East Park	No service commuting out of Davidson
	Group Discussion: East Park	Everything goes downtown now
	Group Discussion: East Park	Connect more of city neighborhood hubs
	Group Discussion: East Park	20% current riders

		If using, make it better: frequency, point-2-point, not convenient, reliability
	Group Discussion: East Pa	Relieve traffic-increase regional service
	Group Discussion: East Pa	#s of stops: frequency? Why so many?
	Group Discussion: East Pa	MTA only: Only so much money to go around-pay equity
	Group Discussion: East Pa	Reverse commute options
	Group Discussion: East Pa	Park & Ride Lots: Regional/Davidson County
	Group Discussion: East Pa	Inter-Urban system: past forgotten past solutions-subsidize regional system
	Group Discussion: East Pa	To downtown: Preferable to go through downtown. More direct-eliminate transfers
	Group Discussion: East Pa	More frequent to allow more to invest in the service
	Group Discussion: East Pa	Bus tracker/technology to help address frequency issues
	Group Discussion: East Pa	Nice for service at night-Uber and Lyft: lots of usage at night
	Group Discussion: East Pa	Make transit available for shift workers
	Group Discussion: East Pa	More airport service (frequency)
	Group Discussion: East Pa	Have weekdays covered-need more weekend service
	Group Discussion: East Pa	More workers/small urban core
	Group Discussion: East Pa	Types of service: An environmental issue-need new
	Group Discussion: East Pa	More choices: more diversity
	Group Discussion: East Pa	Dedicated/exclusive roadways
	Group Discussion: East Pa	All options on the table
	Group Discussion: East Pa	Monorail got people excited
	Group Discussion: East Pa	Competitive rates: premium service/premium money
	Group Discussion: East Pa	Free or reduced transfers
	Group Discussion: East Pa	Free or low cost zone
	Group Discussion: East Pa	Employer pays to ride-Easy Ride program
	Group Discussion: East Pa	Convenient! Goal of more multi-rides
	Group Discussion: East Pa	Free circuit/service in areas that can afford to pay
	Group Discussion: East Pa	Provide different services
	Group Discussion: East Pa	If you have a great product, it's easy to sell
	Group Discussion: East Pa	Hard to say how important it is to get to new areas
	Group Discussion: East Pa	More frequency incentives people to ride more
	Group Discussion: East Pa	People will move to areas with transit
	Group Discussion: East Pa	Strong consensus on adding to high demand areas
	Group Discussion: East Pa	Improve what you have
	Group Discussion: East Pa	Make it more reliable
	Group Discussion: East Pa	Making everyone happy makes no one happy
	Group Discussion: East Pa	Directness is important
	Group Discussion: East Pa	If you don't live downtown, it's still a long haul
	Group Discussion: East Pa	Providing regional service takes traffic off city streets
	Group Discussion: East Pa	So many state employees don't live in Davidson County
	Group Discussion: East Pa	Importance of Park and Ride
	Group Discussion: East Pa	Can't have regional transit system without a strong city system (To get work out of downtown)
	Group Discussion: East Pa	Needs to be a lot more crosstown
	Group Discussion: East Pa	Not having to go to downtown would be an incentive to ride

	Group Discussion: East Pa	Service to downtown should be more predictable
	Group Discussion: East Pa	One I get downtown, it's easy to get around
	Group Discussion: East Pa	Uber can get me across town
	Group Discussion: East Pa	100% of my Uber/Lyft expenses are after 9 p.m. (no bus!)
	Group Discussion: East Pa	Huge advantage for tourism
	Group Discussion: East Pa	Not enough ridership to justify 15 minute headways
	Group Discussion: East Pa	If you go to an event downtown, you can take the bus there, but not home
	Group Discussion: East Pa	Uncertainty about night service
	Group Discussion: East Pa	Need more frequency during day and service at night (gets more people to give it a shot)
	Group Discussion: East Pa	Run circulator every 10 minutes until 2 a.m.
	Group Discussion: East Pa	Have to carefully watch end times (or get stuck!)
	Group Discussion: East Pa	Have to cut things short/plan life around bus schedule
	Group Discussion: East Pa	Events downtown/desire to come downtown on weekend
	Group Discussion: East Pa	Issue with constant detours-->lack of info about this (put in app)
	Group Discussion: East Pa	Negotiate with city to keep transit lane open during events
	Group Discussion: East Pa	Consider redesigning service to stay off frequently closed streets
	Group Discussion: East Pa	Premium service seen as more dependable/not stuck in traffic
	Group Discussion: East Pa	Don't want premium to sacrifice service in outer areas (they can be the carrot, but need base service)
	Group Discussion: East Pa	Don't need bigger interstates...just fewer cars
	Group Discussion: East Pa	Love the idea of "mode agnostic" -->but people like rail (stigma around buses)
	Group Discussion: East Pa	So car-oriented that no one will use bus if they can drive (rail changes that)
	Group Discussion: East Pa	Reduce service times
	Group Discussion: East Pa	Equipment breakdowns
	Group Discussion: East Pa	Focus on downtown center first, then work outwards
	Group Discussion: East Pa	More frequent service--> increased riders--> extended service hours
	Group Discussion: East Pa	Need for increased weekday services, but un-tapped pool of weekend riders
	Group Discussion: East Pa	Balanced desires for increase in premium services and increase regular local services.
	Group Discussion: East Pa	Current transit useful for moment
	Group Discussion: East Pa	Needs for other services
	Group Discussion: East Pa	Improving internal working of current service
	Group Discussion: East Pa	Focus on urban core, then the surrounding areas
	Group Discussion: East Pa	Improving current service
	Group Discussion: East Pa	Demand Highest
	Group Discussion: East Pa	Demand is already there so supply should follow
	Group Discussion: East Pa	\$4-\$6 growing neighborhoods where demand is increasing
	Group Discussion: East Pa	Focus more on Davidson County (MTA)
	Group Discussion: East Pa	Look at interstates during peak hours

	Group Discussion: East Pa	Look at folding regional at edge of county lines
	Group Discussion: East Pa	50% coverage isn't the best either
	Group Discussion: East Pa	\$0-\$2-\$3 More downtown is negative
	Group Discussion: East Pa	Don't want to take transit into downtown connection on regional
	Group Discussion: East Pa	perimeters of routes vs. going downtown project ridership
	Group Discussion: East Pa	People shop on weekends and after work hours
	Group Discussion: East Pa	More frequent service \$1/\$5 More hours; life doesn't stop
	Group Discussion: East Pa	Second shifts have hard time getting from work
	Group Discussion: East Pa	Having bus available vs. timing
	Group Discussion: East Pa	Increase frequency--some areas lack
	Group Discussion: East Pa	(\$0/\$5/\$6 More weekday) Saturday-Sunday is very hard to get around
	Group Discussion: East Pa	(\$10/\$8 premium service) More frequency with premium service
	Group Discussion: East Pa	Forward planning with premium service takes cars away, helps with growth
	Group Discussion: East Pa	Always need to move people in Nashville
	Group Discussion: East Pa	Moving suburban to city--finding a way to get people out of cars and into mass transit
	Group Discussion: East Pa	Using transit as an economic tool (More businesses need to buy in)
	Group Discussion: East Pa	Planning and land use--using transit as the tool
	Group Discussion: East Pa	Smaller buses: the crowd varies, so should buses
	Group Discussion: East Pa	State of politics and transit:
	Group Discussion: East Pa	Media is crucial to public's knowledge (controlling public conversation: what Nashville thinks for Nashville)
	Group Discussion: East Pa	Security on and off buses
	Group Discussion: East Pa	Way to know when bus is coming--Where's our app?
	Group Discussion: East Pa	Costs--Buy in from everyone (regional) Amtrak possible?
	Group Discussion: East Pa	Additional bus shelters
	Group Discussion: East Pa	Park and Rides (shared ride services)
	Group Discussion: East Pa	Paper fare vs. other fare media (Need to move past paper tickets. We are an electronic society.)
	Group Discussion: East Pa	Existing service downtown serves needs
	Group Discussion: East Pa	Mass transit public service to reach everyone. Unserved areas
	Group Discussion: East Pa	Park and Rides help strengthen core
	Group Discussion: East Pa	Sounds/Fairgrounds-municipal lots
	Group Discussion: East Pa	TODS-Transit Oriented Developments
	Group Discussion: East Pa	Define "demand" --Can't ruin without paying
	Group Discussion: East Pa	Communicate to community that service is available
	Group Discussion: East Pa	Airport-Doesn't run early enough or last long enough
	Group Discussion: East Pa	BRT Lite-good frequency
	Group Discussion: East Pa	More buses in certain areas (downtown)
	Group Discussion: East Pa	Monday-Friday/Saturday-Sunday=split
	Group Discussion: East Pa	More days + more frequency
	Group Discussion: East Pa	"Flexible" vs. "Premium"

	Group Discussion: East Pa	Timing and number of stops
	Group Discussion: East Pa	Alternates to bus: broader network-regional rail
	Group Discussion: East Pa	Premium-More like Amtrak
	Group Discussion: East Pa	Cross town connections=transit hubs
	Group Discussion: East Pa	Connect pockets (identified NashvilleNext)
	Group Discussion: East Pa	Transfer policy
	Group Discussion: East Pa	Medical related
	Group Discussion: East Pa	Survey users/who riders are
	Group Discussion: East Pa	Transit dependent vs. density
	Group Discussion: East Pa	Competitive-
	Group Discussion: East Pa	Infrastructure: sidewalks, mini-hubs
	Group Discussion: East Pa	Improve service downtown-get that right
	Group Discussion: East Pa	Won't ride-->downtown-->too long
	Group Discussion: East Pa	Too long to ride
	Group Discussion: East Pa	Direct medical services
	Group Discussion: East Pa	Midtown Hospital Zone
	Group Discussion: East Pa	Direct regional service
	Group Discussion: East Pa	Dedicated lanes/R.O.W.
	Group Discussion: East Pa	Get it right in the core (Here in Davidson County)
	Group Discussion: East Pa	Congestion is more a regional issue
	Group Discussion: East Pa	Improve regionally will fix locally
	Group Discussion: East Pa	Expand->How to pay for it?
	Group Discussion: East Pa	Easy Ride--> public/private employers encourage ridership.
	Group Discussion: East Pa	Have park and ride lots to stretch the reach
	Group Discussion: East Pa	Serving further out encourages sprawl
	Group Discussion: East Pa	Opinion might change over time, but no sense having it everywhere if quality is bad
	Group Discussion: East Pa	LRT to outlying areas
	Group Discussion: East Pa	Housing more affordable in out areas, though
	Group Discussion: East Pa	Areas of demand will fluctuate over time, so need to be flexible about going where demand is
	Group Discussion: East Pa	Also need to thin about where demand will be in future
	Group Discussion: East Pa	Have to also deal with "greater good"
	Group Discussion: East Pa	Provide service to people that need it the most-->to get to work, etc., but also encourage choice riders
	Group Discussion: East Pa	Provide LRT and park and ride for outlying areas-->other choices
	Group Discussion: East Pa	Build what we need in Nashville to get people around once they're here
	Group Discussion: East Pa	Provide choice for school kids--> regional connections
	Group Discussion: East Pa	Transportation is a regional issue-->entire region is Nashville's priority
	Group Discussion: East Pa	Don't build more lanes; improve transit
	Group Discussion: East Pa	There's only 1 MC Star--> need more
	Group Discussion: East Pa	Recognize different missions
	Group Discussion: East Pa	Already easy to get downtown from anywhere
	Group Discussion: East Pa	Neighborhood to neighborhood connections are needed
	Group Discussion: East Pa	Most people aren't going downtown

	Group Discussion: East Pa	Need smaller and more regional hubs (not just MCC)
	Group Discussion: East Pa	Need transit version of 440
	Group Discussion: East Pa	Major lack of transit late enough for service industry
	Group Discussion: East Pa	Retail and restaurant employees need service after 10 p.m.
	Group Discussion: East Pa	Late night industry needs later service (run until bars/venues close)
	Group Discussion: East Pa	Sometimes, have to get to work 45 minutes early (or 30 minutes late) because of lack of frequency
	Group Discussion: East Pa	More frequent airport service-->trip is too long
	Group Discussion: East Pa	Regional service poorly timed-->on both ends of the work day
	Group Discussion: East Pa	Entertainment is every day
	Group Discussion: East Pa	Employees in service industry work seven days
	Group Discussion: East Pa	Weekend shopping is important
	Group Discussion: East Pa	Not sure 9-5 would really use transit-->Standard schedule are choice riders
	Group Discussion: East Pa	Different services will get new people riding-->Maybe they'll try the bus, too
	Group Discussion: East Pa	Faster, more reliable
	Group Discussion: East Pa	Put premium service in more local areas
	Group Discussion: East Pa	BRT Lite is confusing compared to "Real" BRT-->difficult to sell
	Group Discussion: East Pa	Need to be like other large cities-->they all have premium services
	Group Discussion: East Pa	Other
	Group Discussion: East Pa	Funding will be a challenge-->some people wont get out of cars
	Group Discussion: East Pa	Real time info!
	Group Discussion: East Pa	Existing: Frequency/Length
	Group Discussion: East Pa	Current Demand
	Group Discussion: East Pa	Prove you can serve current demand before focusing on lower demand areas
	Group Discussion: East Pa	MTA
	Group Discussion: East Pa	Downtown
	Group Discussion: East Pa	Work life and activities
	Group Discussion: East Pa	Outer city:
	Group Discussion: East Pa	Daily activities/seniors
	Group Discussion: East Pa	Make transit easier to use for regular day-to-day basis
	Group Discussion: East Pa	Non-central hubs
	Group Discussion: East Pa	Frequency
	Group Discussion: East Pa	Waiting too long for bus (discourages use of city transit)
	Group Discussion: East Pa	Weekday: Work commuters
	Group Discussion: East Pa	Lower demand: looking at future planning
	Group Discussion: East Pa	RTA
	Group Discussion: East Pa	traffic -> reduce
	Group Discussion: East Pa	Commutes
	Group Discussion: East Pa	Different type of bus
	Group Discussion: East Pa	Planning for where greater populations are going (expansion of suburban areas)
	Group Discussion: East Pa	Weekends

	Group Discussion: East Pa	Those who work on weekends still need more service to get to work
	Group Discussion: East Pa	Premium Service
	Group Discussion: East Pa	Nashville is way behind other major cities
	Group Discussion: East Pa	Buses aren't always convenient
	Group Discussion: East Pa	HOV lane use
	Group Discussion: East Pa	Light rail option
	Group Discussion: East Pa	Mixed use for certain areas (bus, tram, train, etc..)
	Group Discussion: East Pa	Take advantage of tourists to help funding
	Group Discussion: East Pa	What makes sense for specific areas of the metro area?
	Group Discussion: East Pa	Free Wi-Fi/technology/innovation on mass transit
	Group Discussion: East Pa	Not a Davidson County issue; we need to work with surrounding counties.
	Group Discussion: East Pa	Create productivity and make people want to take advantage of services
	Group Discussion: East Pa	The expansion of affordable housing to suburban areas creates a demand for affordable transit services to commute in town
	Group Discussion: East Pa	General
	Group Discussion: East Pa	10-BRT lite stop at locations needed: Kroger
	Group Discussion: East Pa	Street structure to support transit
	Group Discussion: East Pa	Transfer between buses
	Group Discussion: East Pa	Public education about transit
	Group Discussion: East Pa	Electric/phone purchase by phone: pickup @Kroger, etc.
	Group Discussion: East Pa	Better signage at bus stops
	Group Discussion: East Pa	Maps at stops
	Group Discussion: East Pa	Remove old stop signs
	Group Discussion: East Pa	Downtown vs. Crosstown: 9 to 1 on crosstown
	Group Discussion: East Pa	Faster commute
	Group Discussion: East Pa	Going downtown takes time
	Group Discussion: East Pa	More frequent routes
	Group Discussion: East Pa	18th & state - dangerous area: passengers are hurt
	Group Discussion: East Pa	Riders of Group
	Group Discussion: East Pa	Use Uber - more convenient
	Group Discussion: East Pa	Only ride when coming to town
	Group Discussion: East Pa	10 minutes in car - 1 hr by bus & walking; 20 minute bike ride, not convenient
	Group Discussion: East Pa	Uber more convenient
	Group Discussion: East Pa	Need more direct service
	Group Discussion: East Pa	Need more to events
	Group Discussion: East Pa	Better service
	Group Discussion: East Pa	3 frequent riders in group (1 only in winter)
	Group Discussion: East Pa	Improve vs. Expand: more for expand
	Group Discussion: East Pa	Expand to new areas
	Group Discussion: East Pa	More trips get you where you want to go faster
	Group Discussion: East Pa	More cross trips/don't always want to go to town
	Group Discussion: East Pa	Demand vs. Coverage: more for demand
	Group Discussion: East Pa	Demand means more service

	Group Discussion: East Pa	More frequent on higher demanded area
	Group Discussion: East Pa	Areas of service:
	Group Discussion: East Pa	More metro hospital, midtown
	Group Discussion: East Pa	Reduce interstate traffic
	Group Discussion: East Pa	Growth outside of metro area
	Group Discussion: East Pa	More park n ride
	Group Discussion: East Pa	Get regional off highway but need transportation when here
	Group Discussion: East Pa	Metro more likely to use transportation
	Group Discussion: East Pa	Frequency vs. Span: even
	Group Discussion: East Pa	Equally important/equally problematic
	Group Discussion: East Pa	More weekday service
	Group Discussion: East Pa	Extended time for events on weekends
	Group Discussion: East Pa	More promotion of routes for events (ongoing - museum - on schedule - concerts/games)
	Group Discussion: East Pa	Days of service: even
	Group Discussion: East Pa	More weekend for RTA for events
	Group Discussion: East Pa	Types of service:
	Group Discussion: East Pa	Street car to local tourist vocations
	Group Discussion: East Pa	Develop more premium service - faster service
	Group Discussion: East Pa	Can't beat speed of car but equal to
	Group Discussion: East Pa	Notes:
	Group Discussion: East Pa	Group was split between frequent riders, those who are advocating for employees, clients, etc. who rely on buses
	Group Discussion: East Pa	Some members of the group never ride but want to
	Group Discussion: East Pa	Improve vs Expand: group prefers improve
	Group Discussion: East Pa	Fear of spreading too thin
	Group Discussion: East Pa	Need great core system before expanding
	Group Discussion: East Pa	Need improvement on routes with higher demand
	Group Discussion: East Pa	Weak links will cause system to "fall apart": fix first, then expand
	Group Discussion: East Pa	Existing service needs great improvement
	Group Discussion: East Pa	Routes can be adjusted within Davidson County to better serve existing riders
	Group Discussion: East Pa	Demand vs. Coverage:
	Group Discussion: East Pa	Increase where demand is highest: preferred
	Group Discussion: East Pa	Group thinks criteria for "demand" is too subjective
	Group Discussion: East Pa	They want to be informed of how demand is considered
	Group Discussion: East Pa	A lot of high demand ares (Bell Road between I24 and Nolensville) need additional coverage
	Group Discussion: East Pa	Large places of employment (warehouses) need bus service
	Group Discussion: East Pa	Consider that low service areas need the service to be more consistent, on time
	Group Discussion: East Pa	Employer necessity service: Aldi Blvd., Amazon warehouse, etc.
	Group Discussion: East Pa	Routes deviate from main corridor without adequate explanation and aren't adequately marked
	Group Discussion: East Pa	Workers can't always be transit dependent with existing service gaps

	Group Discussion: East Pa	Need more clear distinction for deviant routes
	Group Discussion: East Pa	At Music City Central, you may see four or five buses frp, another route pass before yours arrives
	Group Discussion: East Pa	Need more frequent service (morning commute especially)
	Group Discussion: East Pa	Should have enough data on existing riders to better serve them
	Group Discussion: East Pa	MTA service vs. RTA service:
	Group Discussion: East Pa	Cannot have one without the other
	Group Discussion: East Pa	Group agreed on fairly even split of money
	Group Discussion: East Pa	Regional service preferred by one person who wants to ride but doesn't currently
	Group Discussion: East Pa	RTA is difficult to reach
	Group Discussion: East Pa	Mt. Juliet/Lebanon connection is helpful
	Group Discussion: East Pa	More young professionals need transit in Antioch
	Group Discussion: East Pa	Beneficial to have Mt. Juliet connector bus
	Group Discussion: East Pa	Should consider expanding reverse commute for those who live in Nashville and work elsewhere
	Group Discussion: East Pa	So important to improve what we have (in Nashville) before expanding
	Group Discussion: East Pa	Coming into town for transfers adds to commute time and is inconvenient
	Group Discussion: East Pa	Minimum wage employees are taking three buses to get to work
	Group Discussion: East Pa	Need hubs in other parts of the city
	Group Discussion: East Pa	Job prospects have to "lie" and say that they have reliable transportation without feeling confident about the bus getting them to and from work
	Group Discussion: East Pa	direct service to/from other hubs (Antioch, etc., and other job-dense Davidson County areas would help
	Group Discussion: East Pa	Less stress on central downtown hub
	Group Discussion: East Pa	Think of these like police precincts
	Group Discussion: East Pa	Would MTA consider reduced fares for transfers?
	Group Discussion: East Pa	More Frequent vs. Extended Hours:
	Group Discussion: East Pa	"All day" bus pass still won't get late shift workers home
	Group Discussion: East Pa	Weekend/Holiday service needs improvement (with restaurant employees in mind)
	Group Discussion: East Pa	People want to go to Nashville for sports and holidays - when parking is expensive and people are drinking
	Group Discussion: East Pa	Need better solutions to prevent DUIs - other areas are handling this better than Nashville
	Group Discussion: East Pa	Weekday vs. Weekend service: group split between priority
	Group Discussion: East Pa	Where there is weekend service, people are riding
	Group Discussion: East Pa	Non-traditional job hours becoming more common
	Group Discussion: East Pa	We are a service industry town and we need transit to enable people to work non-traditional hours
	Group Discussion: East Pa	Accommodate music industry; venues for entertainment

	Group Discussion: East Pa	Premium Service: most of group is very in favor of spending money on this, with a few who disagree
	Group Discussion: East Pa	Being able to get from Bellevue to Green Hills is more important than Green Hills to Broadway
	Group Discussion: East Pa	Need stable system
	Public Meeting: Downtov	We need a light rail!
	Public Meeting: Downtov	Capacity is greatest
	Public Meeting: Downtov	Light rail more attractive than buses in most cities that have them
	Public Meeting: Downtov	Light rail permanence attracts development
	Public Meeting: Downtov	Longevity of vehicles
	Public Meeting: Downtov	Great for tourists
	Public Meeting: Downtov	Look into a "Heritage" type of street car. Similar to Memphis, Tampa and Massachusetts. The historic design can be purchased for 30% of the cost of foreign made "modern design" street cars
	Public Meeting: Downtov	Streetcars on west end
	Public Meeting: Downtov	Is a subway an option?
	Public Meeting: Downtov	Need more regular service on this corridor, more frequency. Otherwise, adoption rate will be low
	Public Meeting: Downtov	Freeway BRT to cool springs
	Public Meeting: Downtov	Cross town route along Old Hickory/Bell Road
	Public Meeting: Downtov	Cross town route along Harding Place
	Public Meeting: Downtov	Adding a rail to Clarksville
	Public Meeting: Downtov	Simply brilliant because so many more people would have access to downtown
	Public Meeting: Downtov	Buses aren't used
	Public Meeting: Downtov	railing out to neighborhood communities
	Public Meeting: Downtov	the light rail running in area of high population
	Public Meeting: Downtov	Airport service
	Public Meeting: Downtov	Commuter rail should continue to Bellevue
	Public Meeting: Downtov	Street cars are less expensive
	Public Meeting: Downtov	Look into heritage street cars, less of advantages (designed smaller and compliant)
	Public Meeting: Downtov	I don't like streetcars
	Public Meeting: Downtov	Need a multi point, on-demand circulation system for the urban core (like Bus Link)
	Public Meeting: Downtov	Worried about the cost with Nashville community
	Public Meeting: Downtov	Light rail from Bellevue to downtown
	Public Meeting: Downtov	Buses are too polluting, prefer a light rail because it's faster
	Public Meeting: Downtov	Most costly
	Public Meeting: Downtov	There needs to be an increase of buses and use vans
	Public Meeting: Downtov	Replace on street parking with bike and bus lanes
	Public Meeting: Downtov	The bus and streetcar routes must be dedicated to right of way to be affective or else the curbside won't be clear
	Public Meeting: Downtov	rail to Clarksville is pricey
	Public Meeting: Downtov	Expanding service on the star is needed and realistic

	Public Meeting: Downtov	The music city star needs to run more often and on Saturdays
	Public Meeting: Downtov	Glad to see the Star in all 3 scenarios
	Public Meeting: Downtov	Small vans to get people out to main bus lines
	Public Meeting: Downtov	We need improvements now and should go with scenario 2
	Public Meeting: Downtov	The #6 bus needs more frequent service to Hermitage, on the weekend too
	Public Meeting: Downtov	Need more transit in green hills because it's too congested
	Public Meeting: Downtov	Extend Dickerson to Long Hollow Pike
	Public Meeting: Downtov	Put a light rail from East Nashville to Downtown
	Public Meeting: Downtov	Scenario 2 may help short-term but not long-term
	Public Meeting: Downtov	Better sidewalks around St. Thomas
	Public Meeting: Downtov	More crosstown transportation needed
	Public Meeting: Downtov	More sidewalks in Green Hills
	Public Meeting: Downtov	Connect Harding to Charlotte
	Public Meeting: Downtov	Rapid bus transit from West End
	Public Meeting: Downtov	Glad to see the Star in all 3 scenarios
	Public Meeting: Downtov	Expanding star is important and possible
	Public Meeting: Downtov	Bus on the shoulder
	Public Meeting: Downtov	Park and Ride
	Public Meeting: Downtov	This scenario will be too little too late in the long run, making corrections costing more in the long run
	Public Meeting: Downtov	We need a light rail
	Public Meeting: Downtov	Route 6 should be expanded to weekends in all scenarios
	Public Meeting: Downtov	want to see real-time tracking at stations
	Public Meeting: Downtov	Short term but inadequate solution
	Public Meeting: Downtov	Add a light rail and street car to Gallatin, Hillsboro and Franklin and this scenario is good
	Public Meeting: Downtov	This is a waste of time and money
	Public Meeting: Downtov	This sceneario is just a bandaid
	Public Meeting: Downtov	There needs to be an increase in transit in the Shelby and Inglewood area
	Public Meeting: Downtov	16th shouldn't be used as a bus route, should be 14th because less homes
	Public Meeting: Downtov	Why is there no longer bus service to Cayce on Shelby?
	Public Meeting: Downtov	Most people will still drive their cars with this plan
	Public Meeting: East Nasl	Needs to be done sooner than later
	Public Meeting: East Nasl	I like the Amp
	Public Meeting: East Nasl	I like the Ellington use
	Public Meeting: East Nasl	8th ave./Franklin Pike area plans
	Public Meeting: East Nasl	Needs lightrail to airport
	Public Meeting: East Nasl	Train parallel to 65 S to Spring Hill
	Public Meeting: East Nasl	Train parallel to 24 E to Murfreesboro
	Public Meeting: East Nasl	Light rail to Franklin
	Public Meeting: East Nasl	Bus doesn't seem sufficient
	Public Meeting: East Nasl	Need light rail to airport
	Public Meeting: East Nasl	Plans are hard to read

	Public Meeting: East Nas	16th shouldn't be used as a bus route because it has a lot of homes, 14th should be used instead
	Public Meeting: East Nas	What happened to cayce bus on #4 Shelby?
	Public Meeting: East Nas	Rail
	Public Meeting: East Nas	Light rail up Galatin Rd. and other places
	Public Meeting: East Nas	Expanded use to Franklin road
	Public Meeting: East Nas	Bus on Church and Ellington
	Public Meeting: East Nas	16th shouldn't be used as a bus route, should be 14th because less homes
	Public Meeting: East Nas	There aren't any rails and most bus likes are subject to commuter traffic problems

Website Page	Comment
Access to Transit	<p>While waiting for the 15 to return to work in Green Hills, from the Metro Southeast facility where I went for training (it took me two hours), I had some thoughts:</p> <p>1 – Take a map of Davidson County and highlight all the Metro functional places: schools; libraries; Metro Southeast facility, including Traffic School, employee orientation; swimming pools; nature centers, farmers market, offices: ALL these places need to be accessible by public transportation safely both to and fro. ALL these places need to be accessible for pedestrians.</p> <p>2 – The struggle to walk to some bus stops (I had to walk then huddle in the ditch off Murfreesboro Pike to wait for the 15 bus) made me think that *pedestrian access* is much more urgent to establish than bicycle access. Having racks on buses is just fantastic and, for me, useful. But we need basic uniform fair pedestrian access to ALL Metro facilities, to ALL Metro bus stops — and to Traffic School! Pedestrian access is more important than bike access. And we need to be able to have fast bus access to Metro offices. Why would someone with DUIs have to drive to Traffic School because it takes him or her 2 or 3 hours to get there by bus?</p> <p>3 – It would indeed be useful if the 55 bus stopped at Metro Southeast. It stops at Dell (private) but not at Metro Southeast (Public). I would have walked to the next 55 stop, but there is no way to walk from Metro Southeast toward downtown crossing Briley Parkway safely.</p> <p>Thanks for providing the space to comment!</p>
Access to Transit	<p>It's not the government's right to control the means of production of housing and transportation. The traffic problem has been caused by the new urbanist in the Planning Department and the last three mayors. Change those officials and get Metro government out of our neighborhoods and roadways.</p>
Access to Transit	<p>having access in both directions would be helpful. some routes like the one that runs by the farmers market only goes in one direction. great for leaving downtown, bad for getting in. info and expansion!</p>

Access to Transit	<p>Murfreesboro has very few bike lanes, and while riding in Nashville I notice little regard for the bike lanes. Delivery trucks frequently double-park in bike lanes. How do we correct this issue? Should I contact MNPd to ask them about ticketing policies? It is a safety issue, as those in cars do not want cyclists in their lanes of traffic.</p> <p>I do enjoy the bike-bus commute. Most people are amazed and think I am crazy for using it as a method of transportation. I suppose marketing and time will open people's eyes to the opportunities.</p> <p>Thank you for this forum, and your efforts to improve the systems. As weather and daylight permits, I like to ride my bike to the bus stop in Murfreesboro to get the express to Nashville.</p> <p>Murfreesboro has very few bike lanes, and while riding in Nashville I notice little regard for the bike lanes. Delivery trucks frequently double-park in bike lanes. How do we correct this issue? Should I contact MNPd to ask them about ticketing policies? It is a safety issue, as those in cars do not want cyclists in their lanes of traffic.</p> <p>I do enjoy the bike-bus commute. Most people are amazed and think I am crazy for using it as a method of transportation. I suppose marketing and time will open people's eyes to the opportunities.</p> <p>Thank you for this forum, and your efforts to improve the systems.</p>
Access to Transit	<p>Why to do commute in the first place. Planning regulations are designed to force you to live downtown or in East Nashville. If the Nashville Mayors would allow development in the suburbs maybe you would have a job closer so that you could just ride your bike there.</p> <p>Do you own a car?</p>
Access to Transit	<p>The crosswalk light at Una Antioch Pike and Mufreesboro Pike (south of the Nashboro Stop on the 15/55) does not work. I wish there was a way for commuters to report things like this. (Or is there and I just do not know about it?)</p>
Access to Transit	<p>Look it up on the Public Work page of the Metro website.</p>
Access to Transit	<p>This is the link to report broken light to Metro Public Works. For streetlights, they'll want the number attached to the pole and the location. For crosswalks, not sure: https://www.nashville.gov/Public-Works/Forms/Request-Customer-Service.aspx</p>

Access to Transit	Vaulx Lane is an accident waiting to happen – the street is within one block of several transit stops, a school, a NashvilleNext center, and is a major speedway cut-through with no stop signs or sidewalks from Kirkwood to S. Douglas. I see mothers with strollers nearly get hit on a daily basis.
Access to Transit	Metro planning has concentrated jobs into downtown. Now you have more traffic that requires people to speed through short cuts to get to work because traffic is so bad. To bad they can't build businesses in Antioch.
Access to Transit	Glendale between Lealand and Granny White. Everyday I see school children walking in the shoulder of the road enroute to JT Moore with cars roaring past them only inches away. It's not safe for these middle schoolers.
Access to Transit	<p>Nolensville Rd and Harding Place is a big safety issue. Currently, the 12 bus stops just North of McDonalds, and there are no sidewalks or safe ways to cross Nolensville Rd. This is a very heavily used stop. I wonder if arranging a park and ride in the empty lot of the closed K-Mart might lower the volume of pedestrians crossing the road at an unsafe spot?</p> <p>A second issue is the lane this bus uses to drop off. Car drivers in that area are not very careful of pedestrians. They often use that bus area as an extension of the right turn lane to Harding.</p>
Access to Transit	To cross Nolensville Road walk on the sidewalk to Harding Place, cross on the crosswalk and walk back to the bus stop. The Metro Government is concerned about your obesity and wants you to walk so you won't be fat. Do what they want you to do or move downtown.
Access to Transit	Hicks Rd. In Bellevue desperately needs sidewalks. People walking up and down that road going to Hwy 70 are riskung their lives..
Access to Transit	Please bring more sidewalks and crosswalks and bike lanes and mass transit to Bellevue.
Access to Transit	Why? Do you own a car?
Access to Transit	<p>I have been using Access Ride for almost 20 years. Here are just a few things that need to improve or change.</p> <ol style="list-style-type: none"> 1. Service needs to expand outside Davidson County 2. Vans need to cleaned and serviced more often 3. More drivers and vans so people are not waiting so long for there ride(s) 4. More driver training as it relates to certified and uncertified service animals and yes there is a difference. And what needs to happen if someone is afraid of a certified service animal. I've had a few drivers that were afraid of my highly-trained assistance dog.

Access to Transit	<p>I have long envied the cities that have put in raised rail and roadway systems that jump over busy areas. A prime spot for one (raise roadway) is from the I440 interchange on Hillsboro Road to Harding and Hillsboro. That would allow commuters to move rapidly through Green Hills and free up roads for local and hoping traffic.</p> <p>Another thought is to have a trolley system to move students and workers up and down Music Row. Belmont has holdings in several locations on Musi Row and there are many condos being built. If we could trolly riders to Wedgwood on the south end and the traffic circle on the North end, then they could connect with other forms of transit located in the Demonbreun Hills development area.</p>
Access to Transit	<p>Trolleys jam traffic.</p>
Access to Transit	<p>Nashville is built for drivers not mass transit riders. There are virtually no sidewalks so accessing a bus is at best difficult but usually dangerous. Very few neighborhoods are created for work, live & play. Taking a bus now is treacherous, inconvenient & the stops themselves are usually dirty. The stands offer little shelter from bad weather. As long as Nashville has gas stations on every corner instead of grocery stores people will drive.</p>
Access to Transit	<p>Hear, hear.</p>
Access to Transit	<p>People will drive (in Nashville and the rest of the modern world) for as long as governments all them to drive. Metro Nashville Planning Department and the MPO are determined to make it difficult to drive in Nashville. That's why you see so many traffic jams.</p>
Access to Transit	<p>Except for 2 or 3 buses a day, I have to walk 1.5 miles to get to a bus that runs basically once an hour except on exception. When the weather is nice, it is OK to walk, then stand and wait for the bus. But if it is too hot, too cold, or too wet, there is no way I am going to spend 45 minutes walking/waiting for a bus (then spend 30 minutes on the bus) when I could drive downtown in half that time.</p> <p>I have no reasonable access unless I want to live my life according to a bus schedule.</p> <p>I had some friends with Vandy free bus ride passes. It took them an hour or two to get to any shopping mall, and they lived one block from bus central downtown.</p>
Access to Transit	<p>How is that going to control the weather?</p>

Access to Transit	We need more bus stops period. In West Meade, there are no buses on the major streets: Davidson, Brook Hollow. I have a disabled son who would love to take a bus to work, but there are no buses that run through West Meade. The other problem is that there are no sidewalks so that a bus rider can safely walk to a stop on Charlotte, Hwy 70 or Harding Road. So, I would have to drive my son a mile or so to a bus stop, and at that point, I might as well add a couple more miles and just drive him to work.
Access to Transit	Agree. More bus stops, AND an expanded schedule. We tried to take the bus from our neighborhood to downtown for a Sunday night concert and would have, but bus service ended before the concert did, and we wouldn't have had a ride home. Seems like MTA's response to underutilization is to reduce service, which only fuels underutilization. Provide it everywhere, all the time, and watch utilization climb!
Access to Transit	Agree with you both.
Access to Transit	<p>The sidewalk fund is a joke. Builders get out of having to build sidewalks by contributing a mere fraction of the cost to build it to the sidewalk fund. Get on your council members to fix that. Make it so the price of building in Nashville includes the sidewalk. Period.</p> <p>Make the bus stops fancy. How much could that cost? Cover them, put in some public bathrooms, vending machines, a taco stand, anything.</p> <p>The white papers on light rail and streetcars admit that people preferentially ride them because they have a positive image. Let's hire some image consultants for the bus line and spin its image into something classy, yet warm and fuzzy.</p>
Access to Transit	A bit quixotic but that won't stop the elite planners. I agree with all your suggestions as long as you are ready to pay the full price of the costs. That make make your fare about \$50 each way.

	<p>Number One Need: Car parking garages in the surrounding cities. Riding the train from N.Y. to Rye, N.Y. I saw parking at every stop....The reason there are so many cars on the road from Franklin, Bellevue, Dickson, etc. Is no place to park and hop on a bus to downtown or wherever people work. Traveling overseas I see the same thing. No one is going to walk more than 3-4 blocks [the South sweats] to get on a bus to ride [like at the airport] — then, take another bus to downtown. Large parking garages are the answer...these would then be convenient.</p> <p>Number Two: The new shelters being built are a joke. Not large enough for the crowds that MTA wants on the bus. The newest designs have solar power for fans in the summer and heat in the winter.</p> <p>Number Three: Investigate London’s congestion fee zone for their downtown area. Amazing what this simple step has done for the traffic. This can only happen after the transport is available.</p> <p>Number Four: Develop Parking garages for the shoppers in Green Hills or any other congested area in Nashville to park in...get on a bus and go to G.H... I am not sure how the State allows 440 to back up 1-2 miles the month of December much less the traffic that flows into the neighborhoods from the interstates due to Sirri. Bowling Green and KY and Alabama, etc. need this. Drive through the congested areas and see where license plates are from for an informal survey.</p> <p>Number Five: Buy or Borrow enough buses [maybe Megabus would participate] and a garage in each of the satellite cities [P.R. it like mad] for two months and see what happens if make it easy to get to downtown. What happens to traffic ...are the people riding happier.</p>
Access to Transit	
Access to Transit	<p>P.S. Whatever is planned needs to remember that there are people that can not ride a bus...</p> <p>Our plumbers, electricians, builders, lawn maintenance —all of these necessities go downtown.</p>
Access to Transit	Where’s money going to come from to fund this dream?
Access to Transit	<p>I like this but I still wouldn’t use the one in Detroit. Put up bigger shelters where people can get out of the rain and cars (or the bus for that matter) doesn’t splash you with water in a hard rain.</p> <p>More substantial bus stops in neighborhoods might also improve the transit experience. There are some in East Nashville that are just the crumbled edge of the road, amidst weeds, trash, and overhanging shrubs. Not even a sidewalk. I believe this contributes to a general impression that the bus is a second class alternative. When the environment reflects the lack of professionalism and non-investment, it is NOT going to lead to increased use/ridership.</p>
Access to Transit	Seriously. This ^

Access to Transit	<p>Increased capital expenditures for bus shelters add increase annual maintenance costs. Who's is going to pay for this.</p> <p>Remember, every dollar that is spent on transit has to be spent on roadways, bike lanes and sidewalks.</p>
Access to Transit	The current lack of connected sidewalks is a huge deterrent for potential riders. Having access to a comprehensive network of sidewalks that actually lead to a transit stop could greatly increase ridership numbers.
Access to Transit	Agree. Lack of sidewalks is a deterrent to lots of positive things. At a minimum, all our schools should have sidewalks radiating out a mile along every road that leads to the school.
Access to Transit	Everything you want has been included in every sidewalk plan Metro has ever conceived. Who is going to pay for all those sidewalks?
Access to Transit	<p>In the Mt. Juliet area, designate a spot in the Providence shopping center area for parking and shuttle those taking the train. This would help cut down on congestion through the school zones and the parking lot wouldn't have to be expanded at the current train pickup point.</p> <p>Have easily read signs posted with arrival and departure times so everyone knows what to expect. Also, take into consideration the rain that we get. It isn't good to show up at work looking like a drowned rat...</p>
Access to Transit	NMotion will not answer your question. I will. Commercial shopping centers are required to have and certain number of parking space per square foot of floor space. Why should the MTA be allowed to take up parking spaces that businesses need to accommodate their customers?
Access to Transit	Great Job! Improve those sidewalks!
Better Downtown Transit Service	Let's build some damn skybuckets. Opryland was a lot of fun and they do it in NYC from Roosevelt Island to Manhattan.
Better Downtown Transit Service	In order for a comprehensive regional system to work effectively, there absolutely has to be quality local service in the City, that should be priority #1. People coming from surrounding communities/counties are not going to take transit into the City if it means they have no reasonable/quick option of getting to their final destination. Serious investments need to be made in mass transit from downtown to the city's major employment/destination corridors. In a perfect world, this system would have limited/no interaction with vehicular traffic and would offer low headway times.
Better Downtown Transit Service	model after nyc. local frequent fast moving stops

Better Downtown Transit Service	<p>A great example of the problem is my personal situation. I live downtown in SoBro. I can catch the bus at the train depot on 1st, must change buses on 4th at the main station, pay another fare to then take an hour bus ride over to 21st and 440, to get to work. I literally live 3 1/2 miles away from work. I can walk to work faster!</p>
Better Downtown Transit Service	<p>I'm quite pleased how Nashville's transit system has progressed in recent years.</p> <p>One thing I think we need are free transfers with the purchase of a single ride. Many other cities work that way. It's important since your system is mostly built to get people in & out of the middle of the city by a straight line.</p>
Better Downtown Transit Service	<p>many cities in the US and Europe that do.</p> <p>I work at Vanderbilt, and no one I know who could use mass transit does. Buses come too infrequently and unpredictably.</p> <p>For example, a few years back, my wife's colleague tried to use the buses but learned that if she missed the 5:30 bus on 21st it would be another 45-60 minutes before she could catch the next one.</p> <p>Roll-outs of new services are done ineffectively.</p> <p>We used to live in East Nashville. For a (very) short while, there was a pilot project using trolleys. We saw them driving through the neighborhood passed our house and no one could figure out what they were doing and why they were there. The pilot was quickly cancelled because no one used the service. Perhaps this was advertised in the Tennessean or the local news – which no one I know actually reads or watches. There was no attempt to contact the neighborhood association. In fact, it was only after a few weeks that finally someone on the neighborhood listserv looked into what the trolleys were doing and learned that this was a pilot project. By that time, the project was cancelled.</p> <p>And worse, the trolleys ended up downtown, requiring a lengthy and unpredictable transfer to a bus to get to Vanderbilt or elsewhere on the other side of town. No one is going to add 15-30 minutes onto a mass transit commute if they can drive instead.</p>
Better Downtown Transit Service	<p>I believe that the success of the system depends on moving people quickly to and from the main depot to their place of work. I would greatly expand the 'free' bus routes within the 440 inner loop. Once people get into downtown, they need reliable and frequent transportation to a point near their place of employment.</p>

Better Downtown Transit Service	I think the best US city example of transit success is Portland. The bus service is excellent, it's consistent and gets you everywhere you need to go in the central city.
Better Downtown Transit Service	Now, if only all the children of Earth were to suddenly stop and point and say in unison: 'You are not pr&tdreaequop; That would, I think, be appropriate.
Better Downtown Transit Service	Have you guys looked into the Detroit People Mover (http://www.thepeoplemover.com/)? I'm sure the research has been done but with all of the concern about limited space on the road maybe making an elevated system can help that? Just throwing it out there. I lived in Detroit for two years and this was inexpensive to use and very easy.
Better Downtown Transit Service	<p>Nashville needs to focus its bus service on downtown and move out from downtown extending to East Nashville and the 440 corridor West of the Cumberland, including Germantown/Salemtown, Buena Vista, Hope Gardens, Fisk U, Hadley/Washington, TSU, West End, Vandy, Belmont/Hillsboro, Music Row, The Gulch, 12th S, Wedgewood Houston, SoBro.</p> <p>Instead of Nashville's current intermittent bus service, Nashville needs a circulator system with buses making stops at each and every stop in a concentrated area. Bus riders should have to wait no more than 10 minutes at any stop. Start by building a reliable bus service with a great phone app and digital times at bus stations on all major routes. All bus routes should run until at least midnight 7 days a week with service until 3am Thurs-Sat. Once you've established good service in Central Nashville, you can expand beyond the 440 Loop.</p> <p>This will not be nearly as expensive as other forms of public transportation and could significantly reduce car traffic in town.</p>
Better Downtown Transit Service	On my last drive out West End Avenue I envisioned the outer lane with no on street parking and converted to a bus only lane. Feasible?
Better Downtown Transit Service	A local and regional light rail service. Not a slow moving train Music City Star. The ability to travel from county to county without driving.

	<p>thinking about how Nashville “operates” as a city, there are a few things that stand out that could potentially work when it comes to Service Design...</p> <ul style="list-style-type: none"> — Intersecting Trunk Routes combined with one frequent circulator (every 30 min) makes a lot of sense in my mind. — When I think of the failure of AMP, as much I believed in it, there were flaws in the program. That said, I still believe that Transit Emphasis Corridors (dedicated would be the best option, although a premium service (Light Rail) would be the “sexier” option. — I don’t think that Transit Only Malls can work within the existing infrastructure of this town. — I love the idea of signal priority, especially with our two lane roads in the heart of downtown. This might work better than having a dedicated lane, which members of the AMP opposition seemed to have such a hatred for. — The Kansas City study makes sense as an immediate next step for Nashville, in my opinion. — The current Downtown Nashville transit map, makes my eyes hurt. Fascinating to review the RIPTA reconfigured map. I believe Nashville can eventually get there or similar.
Better Downtown Transit Service	
Better Downtown Transit Service	24 hour busses
Better Downtown Transit Service	Phil Cobucci is exactly right about the trunk lines and the circulator. He is also correct about trying to read the confusing transit maps.
Better Facilities and Amenities	Music City Center is a disappointment. In spite of people regularly sweeping, it looks depressing and worn. The restrooms are a catastrophe! The lower level has so many lights that are out there are places that are hard to see. The ticket machines are usually out of service.

	<p>While I appreciate the larger and covered bus stops on the 15/55, I think expansion and improvement of bus stops should be a lower priority. Once I have the app, I will not wait at bus stops as much as I currently do. With the app and real-time arrival times, I will sync my arrival to the bus stops with the buses' arrivals. I will no longer arrive early (to make sure I do not miss the bus) or have to wait for it to come, because I know when the bus will be arriving. Because I – and I believe other passengers – will be at the bus stop for less time, the stop itself takes on less significance, especially over time (as more people have the app and MTA can adjust route schedules with the real-time feedback).</p> <p>That said, it would be helpful if the route was identified on the bus stop sign. Other cities do that and I have found it helpful. (If for no other reason than I can look at a bus stop sign and know which route services my commute route or that I am in the right place if I am riding a route for the first time.)</p> <p>Regarding the other comments, some stops do tend to have more trash than others... I think this is related to the volume of riders at that stop and the pride and respect those riders have for the community. I am not sure if MTA should (or should even have to) invest in trash pick-up. There are trash cans.</p> <p>I agree that the cleanliness of the Music City Central's bathrooms is subpar.</p> <p>Better Facilities and Amenities</p>
<p>Better Facilities and Amenities</p>	<p>The constantly-broken glass panels that adorn the bus stops along Gallatin Pike is a big upset. Maybe there is a more substantial material that could thwart the activities of vandals.</p> <p>I am also in the business of Advertising, and would love to see an updated platform for media upon these structures. Something that might possible deter less-desireable media by attracting higher-end businesses. Giving them an artistic function might also help deter the vandals. http://www.demilked.com/creative-bus-stop-advertisements/</p>
<p>Better Facilities and Amenities</p>	<p>I wonder why every bus stop currently being built is tiny for a place that wants to increase ridership?</p> <p>Other cities have solar powered fans and heaters.</p> <p>And, I agree with the above person about the downtown bus station needing cleaner a facility.</p>

Better Facilities and Amenities	<p>Bus Stops should be clean and properly maintained as well. I'm tired of seeing all of the trash. There is one enclosed stop on Gallatin Pike that had glass smashed out. It's been sitting there with yellow tape for several, several weeks now. And it irks me to see these "Adopt-a-Bus Stop" signs. Businesses shouldn't feel they need to maintain the bus stop near to them. Money should be found in local taxes and/or MTA funds.</p>
Better Facilities and Amenities	<p>Everything is easier when you have a citizenry that takes care of its community resources. Let's find a way to promote a greater sense of civic responsibility among ourselves.</p>
Better Facilities and Amenities	<p>Please do better job with maintaining Music City Central bathrooms and lounge facilities. I remember when they were brand new. Now, you're lucky if you get a bathroom stall that locks. Most cubicles look dirty now. And the lounge room keeps losing chairs. It looks tacky – like you don't want people there. CLEAN BATHROOMS AND LOUNGE AREAS.</p> <p>Also: Add food vendors inside MCC. I expected this in 2008, and I was disappointed that this never happened. Now, if you are lucky – you may catch the hot dog guy outside. Also it would be nice to have vending machines as well.</p> <p>And better security guards: One time I spoke my concern about a couple getting too intimate while waiting for a bus. The SG just ignored me.</p> <p>Real-time Communications Boxes: You need to add better (or more) real-time comm boxes so that people will know who/what/when/where.</p>
Better Facilities and Amenities	<ol style="list-style-type: none"> 1. Have wifi available on all buses and at more popular stops. 2. Design new buses to have more of a "coffee shop" feel with small tables and workspaces included.
Better Facilities and Amenities	<ol style="list-style-type: none"> 1. Have all stops well lit !!!!! 2. Wherever possible have covers at the stops 3. Have a bus run on Church Street again between 18th and downtown.

<p>Better Facilities and Amenities</p>	<p>Denise says about the stops:</p> <ol style="list-style-type: none"> 1. Have all stops well lit !!!!! 2. Wherever possible have covers at the stops. <p>I agree completely with the first suggestion. Not only is it unsafe for pedestrians without lighting, but the drivers are unable to see waiting passengers.</p> <p>On the second suggestion, I like covers. However, homeless people use the covered stops as bathrooms and/or apartments. Instead of covers, each stop should have a bench or 2 or even 3.</p> <p>Will homeless people park themselves on such benches all day and even overnight? Yes. But they won't be using them as bathrooms. And we're trying to make these stops attractive and safe. A well-lit bench is attractive and safe, and I just carry my umbrella with me all the time.</p>
<p>Better Information</p>	<p>The app.</p> <p>The app will be the most important method to increase ridership and customer satisfaction.</p> <p>I am a regular mass transit user. I have lived in New York City, Boston, and DC and relied on public transit solely in those cities and in Nashville. It is not Nashville's diminished span or frequency that bothers me. It is not having an app. People do not ride the bus, because waiting is inconvenient. If you can eliminate or predict wait time, people will use the buses more. I guarantee it.</p>
<p>Better Information</p>	<p>Can we not put GPS trackers on the buses and send that info to an app? Would be nice to pull up the nearest buses and get ETAs, like the Uber app does for its cars.</p> <p>Actually, Uber gives every driver a cell phone and uses a phone app to send the location data, so no additional hardware even needed. So many cheap ways to GPS track things nowadays.</p>
<p>Better Information</p>	<p>Great idea. Let MNPS use it for school buses, too. SO tired of waiting for a school bus that never comes...</p>

Better Information	<p>Accurate information would be very helpful. I take the 56, it often breaks down, it did so yesterday. The only option is to wait and hope the next bus comes. It would be good for the electronic sign boards to be used to inform riders that the bus is delayed/not coming.</p> <p>I hope this future app will be for more not just be Apple--most phones are Android.</p>
Better Information	<p>The app for smart phones are already in use elsewhere so buy a system that actually works...We didn't need the Amp to afford and implement this.</p>
Better Information	<p>App with realtime updates definitely, website, and printed schedules. I think the app will be the most used but I like having a printed schedule showing the route map.</p>
Better Information	<p>As a former western PA inhabitant, I remember seeing printed bus schedules anywhere and everywhere that you went. I'm almost sure that always being able to find and grab a bus schedule influenced the way that I chose to travel around that city. The brochures were titled in such a way that made it simple to quickly understand the route and easily plan out my day.</p>
Better Information	<p>I use transit less now due to frustration with not knowing when and if a next bus is on its way. Most people do not have the time or the patience to deal with the lack of specificity inherent to the current bus info system (or lack thereof). The impression I get is that the time of those using the bus is not valuable, and there is no effort to help them maximize it. This must change if we are going to make bus transit more attractive to current non-users.</p>
Better Information	<p>I've gotten that same impression at times: that the riders time is not valuable.</p> <p>I am a "choice" rider, I could drive but choose not to but the many hassles I encounter often make me consider returning to my car.</p> <p>For instance, I ride the 56 from downtown. It is supposed to leave at 330pm. MOST days it doesn't even show up until 330.</p> <p>Too often the 56 breaks down and riders are left wondering if or when a bus may show up. That happened yesterday and I barely made it to work on time.</p>

Better Information	<p>I think website and app information are critical to the success of MTA & RTA. I think these should be the “front line” of information. Call in centers need to be available for tourists, those who have unique situations and need unique services. However, people calling in don’t need to be kept waiting in order to have their questions answered. Please, Please, Please, do not use an automated system!</p> <p>When I was investigating the possibility of service, I was only going on logic and getting the information I needed was hard.</p>
Better Information	YES TO APP!!! It would be nice to have real time updates so I do not have to wait 45 minute at the bus stop for a late bus.
Branding and Marketing	In Europe the public transport is synonymous with school transportation why can’t the two be combined here for public transport to succeed need frequent buses that is every ten min and medium sized buses
Branding and Marketing	<p>Sounds like we all think that money grows on trees and there is a forest out there from which to harvest all these ‘advertising’ dollars. Has anyone thought about the budget for these ideas and how it is to be paid? Unless and until this ‘transportation’ authority can put together a product worthy of their patrons dollars, they shouldn’t come to the taxpayer for subsidization. Why not ‘act like the private sector’, not the passed public sector failures in transportation. If this campaign is to be successful, they must gain the public’s confidence and ridership FIRST!</p>
Branding and Marketing	<p>Rebranding is essential in communicating a new system is in place, or coming. One logo with sub-branded marks communicating the functionality and cohesion of the different elements that combined create a whole. Simple color-coded maps should be fun extensions of this branded system as well.</p> <p>Marketing partners: What businesses will benefit from expanding transit? These business could offer sponsorship as well as a high-traffic home for marketing materials promoting the endeavor.</p>
Branding and Marketing	Customer Service first, brands on buses after. I think the buses are festive with the ads but some of them portray an image I would much rather not see.

Branding and Marketing	Listen to the comments from Stephen Jones and Kidd Redd. They are right on. Branding is a lot more than the website, logos, and graphics. Branding is the experience and most important is how customers feel about the employees the see and deal with. The best example of excellent branding I know of is Pinnacle Bank. Their logo is OK but their service is second to none. Apple, Southwest Airlines and Avenue Bank are other great examples. Forget about looking at other bus companies, look at these great examples, and start with a clean slate.
Branding and Marketing	Bob Duthie nailed it, branding is critical and encompasses much more important factors than simply new logos and bus wraps.
Branding and Marketing	Spending big and not yet delivering on a broad base seems fruitless. MTA understands the difficulty in building a robust rider base such as independent traffic signals, no ability of the bus driver to trigger low use cross traffic signals, and has been said by others the ability to get arrival info on their cell phones. The Millenials will likely be the largest use of public transportation. Then there is the lack of financial will of the surrounding counties to commit to this worthy experiment that could and should become the preferred commuting way. The best promotion will come from wow-satisfied riders.
Branding and Marketing	<p>MOST EVERYTHING I READ ABOVE in comments from others sounds GREAT! Ehenderson, Lynda, Julia, Stephen Jones, TJ, Sonya, George Mitchell, Kidd Redd, Jack Waddey, Ann Ercelawn, Hans-Willi Honegger</p> <p>but I would add CONNECT THE BRT ASTAND SO THEY ARE LIT UP AT NIGHT for consumers and bus driver to SEE IN THE DARK! (they haven't even been hooked up to electricity over the last 6 months from downtown all they way down Murfreesboro Road to Hickory Hollow very frustrating for elderly and disabled folk and don't really see how the bus driver see the BRT stops AT NIGHT!</p>
Branding and Marketing	Since people usually listen to the news in the morning, just remind the public via major stations 5, 4, 2 or whatever to go to a website that will explain the new transit system. This is how I would like Nashville MTA/RTA to communicate with me.
Branding and Marketing	I like the idea of the door knockers, letting potential riders know the schedule, etc. My company UCC will be glad to supply these logo pieces.

	<p>1- different campaigns for different segments of the market, are you recruiting or encouraging?</p> <p>2- style and place to emphasize that pedestrians and transit users are valued by the community above single occupancy auto use</p> <p>3- easy to find and logically placed near where you'd look to use it and easy to read. Perhaps an active and attractive campaign on the bus benches. Or annotated signage along the bus routes</p> <p>4- consistent with other metro dept graphics – brand the city</p> <p>5-emphasize interface between pedestrian and bicycle use – highlight where there is seamless connectivity and a solution to the “last mile” issue</p> <p>6- make use specific map overlays available online; connect the parks, visit major tourist attractions, visit college campuses, attend multiple concerts, get from your hotel to ...</p> <p>7- integrate protransit message in mnps curriculum</p>
<p>Branding and Marketing</p>	<p>entails. Branding is the function and the visual system. Both must live together harmoniously to create a successful brand. Ideally the graphics system (a logo alone is not branding) and user experience should make recognition and ease of use a priority. High visibility street signage, easily navigable maps and stripped-down streamlined apps should be the goal of “Branding.” Get the information to the public in the smartest and easiest way. Provide better experiences and create an ad campaign that highlights these new benefits.</p> <p>There are ample negative connotations attached to transit, traffic and bus ridership in Nashville. I would highly suggest a rebrand merging the MTA and RTA services as one entity even if they currently function as separate ones. Here are 3 reasons this would be of benefit.</p> <p>1- Creating a website and app that serves regionally all modes and agencies of transit will make it clearer for the public. It seems a no brainer to put all transit information in one place digitally. A unified smart-phone app and companion website application will take away steps the user has to go through to glean information and will help them get on their way.</p> <p>2-A unified payment system could also encourage the growth of transit mobility for citizens of the region vs. just the city of Nashville. With gentrification a real problem and people being forced to live further outside the city, having an integrated system will streamline their steps to a successful commute when using multiple modes of</p>

Branding and Marketing	Neighborhood campaigns. Door hangers/knockers to let the community know what bus routes are available in their neighborhoods. Some don't have a clue a bus runs through their neighborhood. Also, show a cost breakdown of riding the bus vs. buying gas monthly for their cars if they drive the same distance plus parking fees.
Branding and Marketing	Yeah, the buses completely draped in one big ad is really tacky and confusing.
Branding and Marketing	Beyond tacky, buses covered in advertising make them very difficult to identify for visitors and tourists. Keep the buses looking professional.
Branding and Marketing	The adds you choose to accept for your buses are the largest image on or in the bus so those adds are the largest reflection of your image. Most of those adds scream lawyers and bail bonds. It is easy to assume that if this is the market you are marketing your advertising to this must be the population who rides your bus and people who are not regularly in the market for lawyers and bail bondsmen may think that riding your bus is not for them. Environmentally aware people ride the bus and enjoy the outdoors but I see no REI, Bass Pro Shop type adds. Everyone who rides the bus eats but where is Kroger and Chipotle and some of the amazing Nashville food establishments. Where are the symphony adds and the Tennessee State Museum adds. These are the adds you see in Washington, Philadelphia and New York. You are currently branding yourself as the travel alternative for people facing legal challenges.
Branding and Marketing	Good points about the lawyers and bail bonds. I don't know if the ads need to be upscale, but they certainly shouldn't be so down-scale. Getting rid of ads altogether, or making them smaller and in certain specified spaces on the bus dedicated to ads rather than plastered over the whole bus (as suggested by others) might be worth considering.
Branding and Marketing	Very nice, but brands are behaviors, not visual identity. The latter is great, but before a brand/rebrand, transit needs to work on how it behaves with consumers. How user-friendly can we make it? For instance, when I walk up to a bus stop, why can't my phone tell me how far away the bus is, like UBER or Lyft? Can I pay easily with a couple of taps? Is route info clear and easy to understand? Get the experiences right first. THEN do logos. My two cents.

Branding and Marketing	<p>Hey there Kidd here's the news:</p> <p>http://www.tennessean.com/story/news/local/2015/11/29/nashvilles-real-time-bus-app-way/76387876/</p>
Branding and Marketing	<p>Branding needs to be catchy; must appeal to all sectors, should address convenience, on-time performance, cost and ease of payment, cleanliness, safety, wifi and other conveniences, short-route segments, particularly in the downtown area, might even include a live music performer.</p> <p>Communication needs first to be the big sell—mostly TV. Then communication via e/m should be almost the exclusive methodology.</p>
Branding and Marketing	<p>I would like to see MTA stop covering their buses with ads! Often there is no MTA logo anywhere on the buses. I missed the bus once before I realized this. Be proud of MTA. If you must use ads, they should be confined to a consistent space on the side or rear of the bus, but not completely covering the bus.</p>
Branding and Marketing	<p>advertise in local TV, large ads in the Tennessean and local newspapers, i.e. West Meade News, send well designed flyers to single households, set up information meetings at universities in Nashville. Students will talk to peers, faculty, staff and start awareness. Design posters for display in restaurants, banks and shops.</p>
Bus Rapid Transit	<p>I am a big fan of the BRT. In general, I wish the Nashville MTA had service that reached farther into neighboring communities. BRT rather than express buses could accomplish this beautifully. Perhaps a BRT version of the 5 and 12?</p>
Bus Rapid Transit	<p>Is it a feasible concept to think about utilizing the waterways of Mills Creek and Sims Branch as a possible alley for railway? MusicCity Star – AirportExpress.</p> <p>Atlanta's BeltLine Concept has some excellent Greenway/Railway examples — assuming these areas are currently under speculation for Greenway acquisition.</p>

Bus Rapid Transit	<p>I have read a lot about mass transit and have personal experience of living in Maryland and BRT is definitely the most feasible solution. There are numerous examples in the US and in 3rd world cities of successful BRT systems. Also, we need to stop expanding the interstate system. The more lanes you add the more people will drive their cars and live in surrounding counties, but working in Nashville. It needs to be more expensive to drive and park your car downtown. A surcharge or fee should be charged for parking downtown with the money going to subsidize BRT. If employers provide free parking for their employees they should pay this fee also. Larry</p>
Bus Rapid Transit	<p>I think the best US city example of transit success is Portland. The bus service is excellent, it's consistent and gets you everywhere you need to go in the central city.</p>
Bus Rapid Transit	<p>BRT such as 56 should be put on major routes quickly instead of one every few years as is now. Charlotte, West End, Dickerson Pk, 8th/Rosa Parks/Franklin Rd, 21st/Hillsboro to name a few.</p> <p>A variety of sizes for buses should be used. The Access Ride buses rarely carry more than one person. That size vehicle should be used for less busy routes, a smaller vehicle for Access Ride.</p>
Bus Rapid Transit	<p>I like the idea of a monorail running in both directions down the middle of highways. (Across the state and interstate – not just Nashville.) Until that infrastructure is in place, the shoulder lane for buses with covered or protected stops around exits would be a good solution. I also feel we should make use of more shuttles. Sometimes the Green and Blue buses are nearly empty. They would be a lot more convenient and dependable if they were smaller and ran more often.</p>
Bus Rapid Transit	<p>I would welcome a BRT route along Nolensville Road at least as far as Old Hickory Blvd. possibly even as far south as Lenox Village. MTA needs to give this a priority. Currently route 12 Nolensville carries heavy loads and is prone to delays and late operations.</p>
Bus Rapid Transit	<p>I would like to have a BRT to BNA after I parked at KMart or walked to Gallatin Pk from Winding Way.</p>
Bus Rapid Transit	<p>I'm curious about freeway BRT. I see freeway congestion as one of our biggest needs. Could freeway BRT combined with major employers providing last mile service really help?</p>

Bus Rapid Transit	<p>Fascinating read, again.</p> <p>AMP struggled for acceptance because the dedicated bus lane would have been installed in an area of town that in many minds would cause more congestion.</p> <p>I'm fascinated by a dedicated busway. That could be a real game changer, but where would that be within our existing infrastructure?</p>
Bus Service to Airports	<p>I agree. The 18 bus ride to and from the airport is long and thus inconvenient. I would suggest a BRT/limited and local stop combination on this route like the 15/55 or 25/56 combinations.</p>
Bus Service to Airports	<p>This is a possible target for railInterstate BRT service running down I-24.</p> <p>The interstate runs very close to the airport and a shuttle could be used to get people to and from the train/BRT station. This is the setup Boston currently has with their subway.</p> <p>Whatever choice is made it must be marketed and instructions for travelers be made in a VERY clear manner. This has to accommodate both locals and visitors from out of town who don't necessarily know where hotels are in relation to a schematic transit map.</p>
Bus Service to Airports	<p>There is definately a lot to learn about this topic. I love all of the points you made.</p>
Bus Service to Airports	<p>I have looked into using the bus to get to the airport from my home or from the Vanderbilt campus. It would take about 1.5 hours to do so – and it just didn't make sense.</p> <p>Frequent buses that are express oriented are the key in my mind. The bus should be marketed as something other than a city bus route. It should be a dedicated bus with its own moniker.</p> <p>It might be worth considering having other routes to connect the bus to other parts of downtown. Right now – having to go downtown to catch the airport bus is the part that kills convenience for anyone other than downtown visitors/residents.</p>
Bus Service to Airports	<p>I live in Donelson and would have to ride into the city and back out to go to the airport which is just 5 minutes away. Not only is it faster to take a taxi, it doesn't cost much more to do so.</p>

Bus Service to Airports	<p>We need a BRT service,connecting Gallatin to Nashville. The 87X partially fills this,but there are only early morning buses and evening buses. There needs to be a bus around Noon at least.</p> <p>Another thought about the Airport bus. How about a bus from Gallatin to the MCC bus depot,via 109,stopping near Lebanon,and a quick stop at BNA,the into Nashville?</p>
Bus Service to Airports	<p>I think by far the highest priority is all-express service, then more frequent service is a close second.</p>
Bus Service to Airports	<p>I have tried time and again with little success to get conference visitors to use Metro bus service to get downtown from the airport. I wonder if it needs to be marketed (included the LOW cost) far more significantly at the airport.</p> <p>Frequency is an issue with which we need to deal also. Are there ways we can institute park and ride to the airport from areas outside downtown? I believe tests for Franklin/Brentwood and Hendersonville might be valuable.</p> <p>I find the current map/schedule/express-vs.-local setup pretty confusing. This needs to be simplified and made express only.</p>
Bus Service to Airports	<p>Service to the airport is important but there should also be connections to Greyhound and MegaBus terminals.</p>
Bus Service to Airports	<p>I think a good regional transit system to help people in the outlying areas (Franklin, Murfreesboro, Hendersonville, etc.) get to the airport is a great idea.</p> <p>We should remember that many downtown hotels have airport shuttles and that system could be incorporated into a downtown link to the airport</p> <p>It would also be nice if there was reliable transportation to the airport from Donelson, Hermitage, and Old Hickory. Maybe there could be transportation to and a bus pick up at the Donelson train station.</p>
Commuter Rail	<p>connect to franklin and murfreesboro. It would take riders off the road and college students could experience more areas of town.</p>

Commuter Rail	I have studied transportation geography and lived in an area of failed public transportation (Sacramento) and I can say from experience that a poorly planned light rail is worse than no light rail. Personally I think Nashville would be wise to seriously consider the bus-rapid-transit models of Europe and South America. Moves a comparable (if not larger) volume of people at far less investment of dollars and land. Can be built out quicker and is far more reactive to scheduling needs too. I currently commute on the RTA 35x and am grateful to have it available.
Commuter Rail	Charlotte Pike needs a rail. It is already very busy and they keep building more and more apartments which will add even more traffic. Something needs to be done about this pronto.
Commuter Rail	Stop building more apartments and encouraging population growth, which is increasing housing costs and decreasing our quality of life. Stop using corporate welfare to encourage businesses to relocate to Nashville. We've past the point of diminishing returns.
Commuter Rail	I recommend investing in more electric trains. It reduces greenhouse gas emissions and shrinks the required amount of space the conductor needs to control the train allowing for more passengers.

Commuter Rail	<p>Nashville and surrounding communities are no longer ‘sleepy little towns’. Middle Tennessee has grown and promises to grow much more in future years. In my opinion now is the time to start preparing for what the future is going to bring ... more people, more housing, more shopping areas, more business, more manufacturing, more traffic ... MORE. Our roads are handling almost as much traffic as they can. Our ability to continue building roads that can handle the increasing number of cars is diminishing. Public transportation is the only answer that makes any sense.</p> <p>Instead of trying to use existing rails and shared rails that restrict passenger train options, design a complete system from portal to portal that handles the existing and future projected growth. Cost out the system and set priorities by lines which have the most potential riders and then tax us. Build the system the way it should be built. Citizens do not mind paying for a ‘good thing’. They/we mind paying for something that is sold as great that turns out to be short in supplying the services we need and expect.</p> <p>Be brave. Be bold. Design first, prioritize implementation based on return and ridership, establish a transportation tax and build the system. In my opinion all other approaches create something less than desirable.</p>
Commuter Rail	<p>I’d like to see us be brave and bold and reconsider whether the idea of constant growth, which Nashville’s leadership class seems to have embraced, is really a good thing and if it is compatible in any way with the notions of environmental and community sustainability.</p>
Commuter Rail	<p>I think a commuter rail is needed much more for Murfreesboro than Clarksville. I drive I-24 south from Clarksville to Nashville frequently on Monday mornings and the traffic is pretty light. I-24 north from Murfreesboro is a mess every morning.</p>
Commuter Rail	<p>I agree I-24 (MFB, Smyrna, LaVergne) to downtown and I-65 (Hendersonville, Goodlettsville, Madison) to downtown Nashville needs and I-65 South from Franklin to Nashville. This would help with traffic issues. We currently have the rail running from Mt. Juliet to downtown, but that is still not helping because the trains on not that often and after you get into downtown you still have to find a way to your job if you not working downtown.</p>

	<p>CSX often has heavy freight that travels through the midstate. Here's the other issue, the traffic in the midstate is horrendous. Nashville and surrounding counties have to have commuter rail in order to alleviate traffic woes. The powers that be should contact the powers that be with CSX in order to work out a solution or negotiation for use with the tracks. In the 1970's, Amtrak had a stop in Nashville and Murfreesboro traveling between Chicago, Illinois and Miami, Florida. What tracks did they use and how were they able to operate during that time period? CSX was prevalent in the area then as well.</p> <p>The Music City Star seems like it is a great commuter rail but place those trains where there needed more: The I-24 Corridor and I-65 Corridor. These areas are in desperate need of relief when it comes to transportation issues.</p>
Commuter Rail	<p>Expanding the Music City Star service is a terrible idea until they work out the issues it has now. I have been riding pretty religiously for about 8 years now and the bus routes that take us to the trains have been getting mired in traffic more and more often. We are very often late for work, and MORE often miss the train departure, meaning missed kid pick ups, appointments, school events, etcetera. If you almost as often as not miss the train because the bus can't get to it in time, the train no longer becomes a good way to get to work. We can't put more people on the train until we get a truly reliable way to make the entire route work for the existing users. If I have something truly important these days, I have to drive, which is super disappointing. A lot of us regulars will skip the train if there is a big concert or game, because we may not get home until 7:00. More times, trains, and routes sounds great, but the one we have now ISN'T WORKING. At least not consistently.</p>
Commuter Rail	<p>I love the plans I'm seeing here but a little disheartened that it doesn't extend out to the Hendersonville/Gallatin areas. These areas are growing VERY fast and I for one would love to see rail come out that far. I think it would do wonders to help expand that corridor's population as well.</p>
Commuter Rail	<p>Agree. Needs to cover as much of the region to make it financially feasible.</p>
Commuter Rail	<p>Has anyone considered laying additional lines next to the existing train tracks and designate them solely for commuter rail? I love the idea of commuter rail and think that is so much better than even considering adding more buses. The trains should be electric, so they don't add to the air pollution like the diesel buses do.</p>
Commuter Rail	<p>Agree wholeheartedly.</p>

Commuter Rail	Adam Carroll's design looks great! Would like to add an extension of his "blue line" to Bellevue though. Combination of light rail from the suburbs, trolleys in-town and rapid bus routes would really help the traffic fiasco that is just getting worse everywhere.
Commuter Rail	In my opinion having commuter rail is mandatory for NASHVILLE to grow successfully into what it is now attempting to grow into. The option I see is a light rail that runs down the center of all interstates to downtown with stops along the way. An elevated monorail is an option. The MCS is ok but it runs a limited schedule and is expensive. It is for work commute and that's it. We need a system that runs every 30 minutes all day. In conjunction the MTA needs to run horizontally between lines. As it is now you have to ride to downtown to change lines. Very hard to coordinate that way and very hard to get anywhere fast. We have transplants from big cities who are used to rail and will use a rail that is effective.
Commuter Rail	Commuter rail into northwest Nashville would be great! We also need improved walkability with trails and sidewalks to make it possible to get to public transit resources safely. If I don't feel safe walking to a bus or train stop because there are no sidewalks or trails, I'm more likely to take a car.
Commuter Rail	Adam Carroll's map is wonderful. A system of light rail, rapid bus, and trolleys would be incredibly useful. Cities with a strong public transit system are great for daily commutes and visitors alike. See-Boston, San Francisco, Chicago, New Orleans
Commuter Rail	Adams Carroll map looks amazing! I am not an expert, but I know that we need a better system in order to attract riders. The hassle of slow infrequent buses is a huge negative. Light rail, whatever, we need something that is well thought out –and the sooner the better.
Commuter Rail	Agree
Commuter Rail	I echo the sentiments of David Utley on the magnetic levitation (maglev) concept. Thanks for this forum.
Commuter Rail	Yes, we need a light rail system similar to Portland, Oregon's. Everyone there takes it.
Commuter Rail	Adams Carroll's Nashville Rail Master Plan is exactly what we should do: https://www.flickr.com/photos/smada/6287891623
Commuter Rail	We lived in DC for 30 years and the metro was the only way to go. We need a light rail system in Nashville.

Commuter Rail	<p>The best means to move large numbers of people into and thru Nashville from outlying cities is a modern Mag Lev transit system. Support for a MagLev system is all that's needed, private funding is available and ready now. We could begin to see operations within two years. Rail may appeal to many folks but the modern MagLev provides benefits beyond what rail offers. The biggest is reduced maintenance costs and over time. Recent developments in the North East corridor to build MagLev between New York and Washington DC would mean Tennessee could keep up to date by including MagLev transit as part of the transportation options in the region.</p>
Commuter Rail	<p>I believe that light rail is the way to go. We should not try and share tracks with CSX, that will cause too much congestion on the tracks and I assume those aren't setup for high speed trains? Could we not include adding a rail system to the center of the interstates as we do expansion projects around the city? Or build some sort of elevated rail down the center of the interstate? I am not sure how that works or if that is even feasible, just throwing out ideas. I am sure doing any kind of subway underground would be near impossible for a number of reasons. I also think we can't be limited to using the CSX tracks and buses are out of the question because they get stuck in the same traffic as cars do. I still feel like some kind of light rail will be what needs to be implemented.</p>
Commuter Rail	<p>Thanks for your comments Eddie. A strategy report on light rail will be released in the next few weeks.</p>
Commuter Rail	<p>The CSX dilemma is a big one. I don't understand how the right-of-ways work on rail lines, and would appreciate more data on the relevant laws and issues in the Middle Tennessee region. But it's evident that if we're going to have sufficient rail infrastructure built, we will need big public investment. It seems to me that those who would benefit most from light rail are also the least willing, politically, to support public investment. So, while a lot of people like rail, I don't see those people explaining how we'll pay for it.</p>

Commuter Rail	<p>As someone who has paid well into the six figures in income tax alone over the past few years AND heavily used public transportation, I heartily disagree with that statement about political support/public use. I have yet to visit a thriving large city anywhere in the world where public transportation isn't used and supported by every demographic of its citizens.</p> <p>In the northeastern US, rail lines are used concurrently by industrial (CSX), commercial (Norfolk-Southern/Amtrak), and commuter companies (VRE/MARC/etc), with appropriate agreements. Like you, I would like more data to explain why this would be exceedingly difficult for middle Tennessee.</p> <p>I think the only question is one of identity: does Nashville want to continue to be a growing city, or gamble with its economy by stifling its housing market and clogging its highways?</p>
Commuter Rail	<p>I believe everyone can appreciate the conventional wisdom: for a growing city with traffic problems, wider roads are a short-term solution; efficient mass transit is a long-term solution. I just moved here from Washington DC, so I know traffic. I know influx. That city moves half a million (!) people into and out of the city every day. The highways are a nightmare during the 3-4 hours of morning commute and 3-4 hours of evening commute. I couldn't imagine how bad it would be without the commuter train (Virginia Railway Express, VRE), and WMATA bus and metro lines. Over half of the 500k commuters in the DC area take mass transit or carpool. I am currently in a job search, and have already considered the Music City Star as a possible transportation resource here, and will gladly use it to commute into the city if it can efficiently transport me to my (as yet unidentified) new employer.</p>
Commuter Rail	<p>I live in Hermitage and loved commuting on the Star. One of the main problems is the limited schedule. To catch the last train out of town, you have to be on the last bus by 5:19. Working a salaried position, sometimes catching that last bus was impossible.</p> <p>Now that I have transferred to 100 Oaks, there is no way to make it downtown in time for the last train.</p> <p>Adding one more train out in the evening would be wonderful.</p>

Commuter Rail	http://www.govtech.com/fs/How-Once-Car-Centric-Cities-Embraced-Light-Rail-to-Transform-Urban-Life.html
Commuter Rail	<p>Nashville should look VERY closely at cities (metro areas) that are just slightly a bit larger and take note. IMHO LIGHT RAIL is the solution for the future. Sacramento, Charlotte, Portland, and Minneapolis just to name a few have all invested in light rail which has been a huge success and as I travel for a living I have had the pleasure of using all of them. The real point is that if you don't offer the public a choice (or semi force it on them by not continually building bigger roads) behaviors will never change.</p>
Commuter Rail	<p>else. Nashville has been delaying better rail service (of any kind) for too long now and we continue to drag our feet. A major investment in needed for the long term, not just short term fixes, which will be necessary as well. We need leaders who see the big picture, long term and will have the fortitude to make it happen.</p> <p>I take the Music City Star train everyday to work and have really enjoyed not driving in what is becoming nightmare traffic in this growing city and will only get worse. But I am lucky, I live in Donelson and am lucky my work schedule works with the MCS train, but most others don't have this option. (I do the the bus option as well). The MCS train needs to be updated too, I feel like I'm back in the 50's on those cars. Charging ports, wi-fi on board, etc. would be very attractive, and a step in the 21st century.</p> <p>I also think Metro should encourage all Davidson county residents to use all forms of mass transit, by making it free to all residents. Or you may never get people to use it. Of course the bus system would need to expand to accommodate more hours.</p> <p>Start taking in taxes from MDHA that should be going to the general fund and NOT back into MDHA.</p> <p>I also agree with another comment here that Nashville has it backwards and should have developed mass transit options FIRST, as well as other infrastructures, before all the downtown development of condos and apartments and all.</p> <p>Dedicate light rail should be the way to go, north, east, south and west.If they can fix 8 bridges in 13 weeks, we can make light rail a reality in less time (than 5-10 years), and I know there is much more involved in doing this than fixing an interstate bridge, so lets get</p>

Commuter Rail	<p>When Portland OR initially committed to light rail trains, they invested 4 billion. Along the routes, 10 million in development occurred. They then introduced the street cars to tie the downtown together. Since then, they have expanded both. Nashville has it backwards, however. We are developing first without considerations for future rail options, leaving it more difficult to add them. There is no need to use the railroad tracks. Light rail is the way to go, particularly coming in from the outlying counties and the airport. As it has been said numerous times, a city in today's world will not be considered a serious city without serious mass transit. Portland, Denver, Austin, Phoenix, and Charlotte will leave us behind. And there will always be another IT city.</p>
Commuter Rail	<p>I would say unless you work in the outlying areas of Nashville, then commuter rail is great. I would suggest first changing the Music City Star name to something else, it sounds too business like, mass transit should be fun, so a more updated common name would be nice. Just leave CSX alone and build a monorail with its own stations that serve the outlying counties and suburbs or a subway that goes above and below ground.</p>
Commuter Rail	<p>I just can't imagine rail being costlier to build than highways. I was in Denver this June and they make it work and work well along with bus service.</p>
Commuter Rail	<p>Regional and Metro commuter rail lines are needed developments in middle TN. It's clear that Nashville is growing and swelling with bodies and cars. Working people and tourists look the same sitting in traffic. A denial of expanded green energy mass transit is a pledge of support to heavier traffic jams and more gas burned every day by so many more cars on the road. We need to rip the band-aid off and embrace the a green energy rail line. I grew up in Philadelphia and rode regional rail to and from college and still use it every time I visit home. Cost of gas, environmental cost of burning gas, cost of parking, anxiety of sitting traffic, safety risk > all categories improve, quality of our lives improve with a green energy commuter rail. See you next to me on the train neighbor, rather than sitting in traffic. Please support this healthy development, despite the start up challenges. We'll thank ourselves later.</p>

Commuter Rail	<p>I currently live in East Nashville and work in Concrete Springs. For me to take public transit today would mean nearly 3 hours of commuting one way. When you are staring at that time for a commute, you get in your own car and drive.</p> <p>There has to be some way – CSX, new lines, elevated train, park-n-ride, etc. to make that not be the reality for folks that live in the urban core and work in the suburbs and vice versa. And waiting for coal to continue to dwindle in demand is too long to figure this out.</p>
Commuter Rail	<p>The current rail lines seem to me to be an excellent start for a commuter rail system. Surely there is an engineering solution to sharing the right of way with CSX. The BRT proposal for West End failed over concerns about congestion, but a rail station could be built at White Bridge and West End which connects right downtown down the existing right of way.</p>
Commuter Rail	<p>If the CSX lines are not available for commuter rail, is there room in the CSX right of way to construct a separate line for commuter rail?</p>
Commuter Rail	<p>I agree with this. We need to think of existing rail lines like we do existing roads. If a road is too narrow we spend the money to widen it. If the right of way for the tracks is too narrow, let's spend the money to widen it. It's simply a matter of where we spend our money. Let's prioritize mass transit over individual drivers in cars.</p>
Commuter Rail	<p>Rail of any kind is very expensive, has long lead times and cannot be changed.</p> <p>Rail is NOT a good option.</p> <p>I lived for a number of years in San Diego which had a rail "trolley" system. It was fast and convenient but it took years for each new line and the impact on traffic was negligible.</p> <p>More buses, more often on more routes.</p>

Commuter Rail	<p>Bill H, You answered to same rationale for the fact that we cannot afford to keep waiting until planning for distant future transit needs (or burying our heads in the sand), long after you and I have become the dearly departed.</p> <p>Every city which has invested in an advanced-capacity transit system and network, will always continue to have traffic problems, as certain as the atmosphere has air, but the region cannot live on rapid bus alone, as it's return on investment comes severely diminished and unscalable with moving very large numbers of people (roadway/vehicle maintenance, vehicle life-span [compared to that of rail], operator wages, etc. [for equivalently high capacities compared to rail]). While Nashville and the mid-state region has quite yet to attain such a degree of population and urban density, nevertheless it is approaching those thresholds every so steadily.</p> <p>Rapid bus is great as a short-term solution only. Chicago can tell you that, with its well received Bus-n-Shoulder operations along some of the expressway runs of its PACE buses.</p>
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Commuter Rail	<p>I am a resident of Hermitage and cannot use the Star because it only goes downtown and I work in Berry Hill. At one point, the Sub-Area 14 plan called for elevated trains. The route would follow the interstate and it would act as a d'town express much like the Star. The idea was to have a stop at the airport too.</p> <p>I suggest that the place for a terminal is L&N Station in the Gulch. Even with CSX timetables. This is an existing centrally located platform and the old industrial blvd is perfect for cueing busses, taxis, etc. Not to mention the trendy hipness of it and the business it would generate. Perhaps, the old TN Central yards could be used. (The Star goes through there on the way to Riverfront Park), but the L&N is already there.</p> <p>I second the concept of an elevated line. I understand the costs both monetarily and in time consumption. However, there is no time like the present and the improvements to bus lines, which seem to carry the opinion of being a quicker, easier fix, could be implemented during the elevated rail transition. I believe this will significantly help our city as well as our city's persona.</p> <p>On a silly note, I had a dream a year ago that the pedestrian bridge had two levels. Above was a commuter train and below was a walking mall that was protected from the elements with the above line. This is likely an inconceivable image that my subconscious pulled from living in New Orleans but I just can't shake the potential for awesomeness in that vision.</p>
Commuter Rail	<p>The first mass transit approach should be an elevated train connecting the airport to downtown.</p> <p>Nashville's tourism industry is growing (\$5 billion in 2014) and is expected to grow more. Visitors would like a mass transit option to downtown hotels.</p> <p>The funds generated by this system could be used to begin the development of other rail or mass transit systems.</p>
Commuter Rail	<p>The commuter rail system used by airports from one terminal to another is wonderful, IMO.</p>
Commuter Rail	<p>Sounds as if rail, other than a possible line to Clarksville, is not a likely option. Obviously, the next best solution would be express bus service. Cheaper and relatively quick; especially if alternative lanes/shoulders are available.</p>

Commuter Rail	<p>There will be new means of mass transit in the near future. The participation of everyone across the region to ensure that the best and highest alternative is being developed for our future needs is very important. MagLev transit brings about that system to move tens of thousands of people each day from the outlying cities into the city center. The development of this transit system could be in operation within five years and span an 80 mile radius of Nashville, if you want it to be built.</p>
Commuter Rail	<p>I think the metro rail system should consider using the star on the west side of town too. The tracks of rail are everywhere and people in Bellevue and Fairview and Kingston Springs and White Bluff and the whole west side end of the state would ride if made available. CSX is not a GOD to the tracks and a lot of people work down town and at Vanderbilt and St. Thomas. Just think of how much gas can be saved. As Jerry House use to say this is my opinion and it should be yours.(ha) Thanks Brenda McKee</p>
Commuter Rail	<p>I live next to the CSX lines and often have to go on long, very out of the way routes to get around these trains that stop for sometimes hours at a time and block intersections (Douglas and Delmas Ave. I'm looking at you). I don't think using existing CSX lines is the answer because i'm not sure the timetables could be followed for commuter lines.</p> <p>The Music City Star has been great but only if you live downtown. It is also pretty expensive for mass transit (\$10 a day). Most of the people I know in Hermitage and Mt. Juliet would rather drive because of the cost. There is no free transfer to a bus so if you did need to go anywhere but downtown there is the additional bus fare, making it not worth it for most people.</p> <p>Why can't we do an elevated track system? I understand the cost will be high to build something new, but with the amount of people moving here each day, won't we have more revenue to use?</p>
Commuter Rail	Sorry only if you *work* downtown I mean
Commuter Rail	That's not true, there are three bus route that pick up Music City Star passengers. I take it everyday to Vanderbilt.

Commuter Rail	<p>“That’s not true, there are three bus route that pick up Music City Star passengers. I take it everyday to Vanderbilt.”</p> <p>He didn’t say there wasn’t transfer possibilities. He said there is no FREE transfer. Vanderbilt pays your fare.</p> <p>There IS the Music City Circuit bus which is free, but still serves only the downtown core & the Gulch.</p>
Commuter Rail	<p>The reliability (arriving on time) of light rail like Music City Star service is a core feature. The pricing needs to accommodate how riders actually need to use it.</p> <p>Example: Live in Wilson county and need to only go one or two stops then have a reduced fare instead of paying all the way to Riverfront.</p>
Commuter Rail	<p>I like the commuter rail solution. I agree our freight traffic is heavy and would be a challenge to interfere, but I’m hoping the right negotiators and vision-seekers can see this through. The other commenters are correct that new rails would be costly and timely, and Williamson County would be a good place to start (I live in Green Hills, but know I-65 S is in need of public transit (as well as 65N, 24 E, etc).</p>
Commuter Rail	<p>My biggest thought is how to bring capacity on-line quickly. With rail the key seems to be existing rail lines. If rail isn’t in the ground today, it will take a long time to add. Regards – Andy</p>
Commuter Rail	<p>Rapid bus service could be implemented more rapidly and would help the traffic situation tremendously – if it is put in the right areas. The Lenox Village area is in great need of this service – in a manner that goes straight up Nolensville Road and not over to I-24 with over an hour ride time to get downtown. A cross town option would be great for those of us who travel from the southeast to northwest corners of the city.</p>
Complete Streets	<p>I just moved my family to N Inglewood for convenience to the city. It’s a disappointing factor not being able to push the baby through the neighborhood due to the curvy, hilly nature of the street pattern, sans sidewalks. We knew this moving in but it would be nice to see it enhanced, if not just by one walkway on one side of the street.</p>
Complete Streets	<p>Where it makes sense, yes. Where there is room, yes. Where the infrastructure doesn’t support it, no.</p> <p>Put utilities underground, and there will be more room to work with. Make that a priority!</p>

Complete Streets	I've heard it costs about \$1 million per mile, or something like that, to put utilities underground. Nashville already has a debt problem.
Complete Streets	<p>Are there any cities with a high concentration of complete streets? If so, how is it working out and what was the cost for them?</p> <p>Sometimes I think the people here want the world and have no sense of the concept of limited resources.</p>
Complete Streets	I agree that all major corridors should be complete streets .. many of the downtown streets while having sidewalks have no trees and are unpleasant to walk on ..biking downtown is very dangerous .. parking should be limited to underground and trees planted for shade .. please also get complete streets established on Broadway, Jefferson Street and Charlotte avenue before the developers finish ruining them completely.
Complete Streets	<p>Yes, complete streets are important. However, I doubt I will ever see them in Madison.</p> <p>I walk to the bus stop daily, I have to walk in the neighborhood streets to do so.</p>
Complete Streets	I think complete streets are essential for the safe usage of public transportation. They have the added benefit of encouraging walking and the health benefits that go with it. These would definitely make me more likely to utilize public transportation on a regular basis.
Express Bus	Sometimes I feel like express buses are geared toward the government employees and no one else, because the express buses stop running at approximately 5:00pm. I wish at least one additional express bus ran in the evening at 6pm or 7pm for those of us who work past 5pm or who miss the earlier express buses.

Express Bus	<p>Express Bus would generally be an RTA service but MTA should demand a stop at the regional hub at the edge of Davidson County before heading into downtown. The regional hub would connect to RapidBus service, local bus service (both Davidson's and the neighboring county's), and parking.</p> <p>The regional hub would be situated so a future light rail system stop is part of the design.</p> <p>Otherwise, this is not so much of a Nashville project as it is an RTA project in the surrounding counties. It should be paid for by the surrounding counties and downtown employers. Ask yourself: who else wants it? All of the meetings for Express Bus are in the surrounding counties, commercials, and downtown developers.</p> <p>Not the bypassed.</p>
Express Bus	<p>Serveral of us commute to and from Vanderbilt via the 38X and the 7. Everyday, we miss the connection by less that 2 minutes. For example the morning bus frequently arrives at music city at 7:15 am. The number 7 bus leaves music center at 7:15 am. The next number 7 is at 7:30. WE are late for work when we miss the 7:15 am. Is it possible to adjust the schedule slightly?</p>
Express Bus	<p>East Nashville residents need a direct route to Vanderbilt/West End. It is currently inefficient to have to connect downtown to travel less than 5 miles.</p>
Express Bus	<p>We need extended bus routes that cover most of greater nashville. We oftentimes find it difficult to get to work out in Antioch or Brentwood. And some buses stop running too early or doesnt cover important stops such as the number eighteen. And we could certainly use a connector between nolensville and murfreesboro rds.</p>
Express Bus	<p>Dependable lighting, Shelters, Seating and realtime info at Express/Park&Ride locations. (ie: Rivergate)</p>

Express Bus	<p>Express bus from Bellevue park and ride area would be fantastic! Buses leaving every 10 mins within “rush hour” times. Otherwise, every 30 mins or 1/hour. Buses with wifi. Ideally interstate has a ‘bus lane’ between hours of 7-9am and 4-6pm. Bus can zip you into mid town (stop near hospitals/gov’t area – Church street?) and then into downtown (near the river).</p> <p>Electric or “green” bus would be ideal. Monthly passes or passes to use for X number of trips so riders can just swipe and go. Kiosks for purchasing tickets or purchase directly from driver.</p> <p>We lived in Oxford, England and rode the bus from the park&ride car park every day. It cost just 1 pound to park all day. Buses ran every 10 minutes. Easy!</p>
Family of Services	<p>Shouldn’t Paratransit/AccessRide be added to the Family of Services plan?</p> <p>Paratransit services are a vital source of independence for people with disabilities to have access to medical appointments, groceries, employment and a valued life.</p>
Family of Services	<p>Has any thought been given to using the waterways? Could a ferry system be added? Some boats could just carry people if not vehicles. Many years ago there were ferry’s used in the middle TN region. (many roadways carry the name Ferry because of those ferries).</p>

Family of Services	<p>I'm strongly in favor of improving/expanding public transit--both by more frequent bus service (possibly delivered by smaller vehicles?) and more cross-town service.</p> <p>At some point, we are going to have to recognize that:</p> <ul style="list-style-type: none">(1) Many people do not want to go to downtown Nashville to get anywhere else, nor do they have the time to do so.(2) Many people who could take public transit don't because service is not dependable and covered stops too few.(3) The ability to get off and back on a bus along a route--for example, stopping to shop at a grocery on the way home from work--shouldn't require the purchase of 2 bus tickets. Can we have a system where a passenger can get on and off a bus unlimited times over a 2-hour period?(4) Simply increasing the frequency of buses would encourage more people--including me--to take transit more often.(5) The transit industry needs to "think outside the box" regarding the size of vehicles. Some routes might be better served by the kinds of buses used by rental car companies than enormous buses.(6) Routes where use is high deserve more service, not less.
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Family of Services	<p>Our greatest weaknesses seem to me to be in the areas of local networks and lifeline services. We need to have a true network of buses, not just lots of routes to the center and a few straggling cross-town routes. Our current transit map looks like a spider web that was stopped half-finished. We need to fill in the web.</p> <p>Closely connected to these is the issue of transfers. Good local networks with easy/cheap (or free) transfers between buses are what will make transit attractive to people who have the option of driving and make it usable for people who don't have the option. As it is, even people who live near a cross-town route are going to be reluctant to take the bus because of the need to pay an additional fare (not to mention the waits between buses).</p> <p>Another challenge to MTA is that lightly used routes might be essential to the few who do use it. The two most recent public meetings I've attended both had people complaining about changes to the #10 bus route; on paper, these don't look like big changes, but the loss of service is a major reduction in ability to live independently to people (particularly elderly people) who used to use the bus service to get to NES and other stops along the old route. We as citizens need to put pressure on Metro to provide funding to keep these lifelines going.</p>
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	<p>I fully concur with comments from Elizabeth Dachowski in reference to transit-dependent people (particularly the elderly) who have relied on bus service to get to NES and other stops along the former N° 10 route via Church Street viaduct from downtown. The MTA would best conceive an extended circulator between downtown and midtown, to help eliminate fragmented connections to the medical district (including the more distant portions of the Vanderbilt campus along Blakemore Ave – 31st street). This could be served by some frequent continuous loop operation, with units traveling in both directions along a logical and publicly shared-input planned path. Transit-dependent riders should not be subjected to increased hardship with upgraded service implementations such as the N° 50 BRT-lite, at the expense of downgrading pre-existing service (e.g. N° 10 along Church Street). In the case of the Charlotte Ave service routes, Church Street / Elliston Pl. is just as important, in terms of corridor provisions.</p> <p>Along with incorporating such service (along with portions of certain existing routes), the MTA service planning needs to be better coordinated and funded to integrate with Public Works, Traffic Mgmt., etc. and any other municipal agency of governance. This collaborative planning approach for surface transit service can better address street-sidewalk modification which would facilitate mixed-traffic movements, far better than what the current, independent approach affords.</p>
Family of Services	<p>Yes, this is exactly the thing Nashville needs. No single type of service will work in every area of the region. A coordinated family of services will provide the right level at each area.</p>
Family of Services	<p>I think we need to offer more late night and even overnight service. We are building so much downtown. All the hospitality workers need the buses to run later and more often. Restaurant workers, hotel personnel, and people working the tourist areas, not to mention all the people who have been drinking at bars all need a ride home well after the last buses run.</p>
Family of Services	<p>I also think long distance commuter service would be great to more area's like Ashland City and White Bluff and more surrounding counties that do not have it already. I also think that more trips other than to and from is not enough. I think this is why a lot of people choose not to utilize these so much, because if you need to get home you could not.</p>

Family of Services	<p>I believe that the Nashville MSA desperately needs more long-distance commuter transportation opportunities. I am fortunate to live in East Nashville and work downtown. I would use transit more often if it came more frequently and included more crosstown routes.</p>
Fare Payment and Collection Techno	<p>I am “old school”, but I do not think equipping buses with mobile phone technology should be an immediate priority. It would, however, be nice to implement wider usage of the plastic cards (referred to as smartcards by another commenter in this section) and enable stored cash or passes on it. These smartcards or plastic card are used by state employees, so I know the buses are already equipped to accept cards as fare. As such, wider usage should be able to be implemented easier than beginning a completely new fare technology.</p> <p>I suggest plastic smartcards, because customers can load money onto a reusable card and use it as they need it in other cities. It eliminates the need for cash and for buying passes in person – especially if you can complete fare purchases or transactions online (which is possible in other cities). The plastic cards are also much faster than using the little paper cards currently used for passes and “change” when you overpay and than inserting cash.</p> <p>I know these stored-value, plastic cards are available in NYC, Boston, and DC. I do not want to compare us to much bigger cities, but simply point to something working in other metropolitan areas as a reference. Sometimes you have to pay for the card, sometimes not. Nashville MTA does not have mini-hubs or a subway system (which has stations) as other cities, so locations to obtain and load these smartcards would need to be identified in the community or other businesses.</p>

	<p>I'm good with all the above, just as long as those who chose to use these transportation options are the ones paying for it and that those who chose not to use them are NOT subsidizing it with tax dollars! I guess the chances of that happening are as the old saying goes, 'slim to none and slim just left town'!</p> <p>Today the main bus station ticket office told me that they could not sell me a one-way ticket for the express bus that I wanted to ride. They said I had to pay on the bus, which was about to leave. However, I only had a \$10 bill with me. The ticket office then told me they were not permitted to change more than a \$5 bill, so I would have to go to Dunkin Donuts to get change (and miss the bus). It was a "catch 22." It is situations like this that discourage people from riding. The more flexible the options for paying can be, the better. But at least machines that take credit/debit cards on the bus would be a help!</p> <p>I would like to use cryptocurrency, either Bitcoin or a "N-Transit Token" started by the city with its own blockchain. Smartphone apps, cards, and printed tickets can all function well and it keeps the Nashville transit system ahead of the curve in payment technology. I like the idea of swipe cards or mobile phone pay.</p>
<p>Fare Payment and Collection Techno</p>	<p>Smartcards are wonderful. I use them when I travel to other cities. The people I stay with tend to have an extra and I just refill it for my stay. It works – it's easy to use – it's fast. I would not be included if this is only used by universities or certain employers – I think it needs to be open to anyone who might want it.</p> <p>One of my issues is where to buy a current fare card – whatever is done we have to make it easier and more accessible to buy a fare.</p> <p>I do plan on starting to use the bus system more in the next year. The reason being is that even my 2.5 mile commute to work I get frustrated with traffic and it will get worse with all the new office spaces being added into the downtown area where I work. It would be nice to be able to have easy accessibility to buying the fares when this starts. Right now my best option is to order online...</p> <p>Yes it will take money to do any sort of updates – but these sorts of updates will get more people on the buses.</p>

Fare Payment and Collection Techno

Fare Payment and Collection Techno	<p>YES fare cards that you can buy anywhere you can buy a lottery ticket! Cash is close to obsolete.</p> <p>Having just moved here from Boston, I can tell you creating a single “metro card” is helpful, but if you can allow riders to add it to their smart phones to take advantage of apple pay or android pay or samsung pay, that would be the best of both worlds. The card should be reloadable at a station, online, or, with cash at publix/kroegers/walgreens.</p> <p>I do think we need a graduated fare schedule for minors, students, and the very low end of the economic spectrum. I would suggests discounts for monthly purchases to incent ongoing ridership.</p>
Fare Payment and Collection Techno	<p>Been there done that. 31 day pass at 44.00 for us seniors BIG discount :)</p>
Fare Payment and Collection Techno	<p>What Earle said. A no-brainer.</p>
Fare Payment and Collection Techno	<p>I lived and worked in DC for 15 years. I rode Metro and rarely drove my car. Smart cards that can be reloaded are THE way to go. A great example is Starbucks where the user can opt to have it automatically reloaded when the balance reaches an identified minimum.</p> <p>I now live less than a block from the current bus line and plan to use the bus as much as possible in the future.</p>
Fare Payment and Collection Techno	<p>Agree on all points</p>
Fare Payment and Collection Techno	<p>Cash, card, smart phones...use all.</p> <p>Many people to not have a smart phone or don't want to pay for things with a credit card due to the risk of stolen c.c. information.</p> <p>A study for 2015 Christmas season was 40% would use only cash due to stolen c.c. information and less debt.</p>

<p>Fare Payment and Collection Techno</p>	<p>I like most of what I have read in the comments on this topic. Make it easy Make it quick Make it reload able Make it work off iPhone or similar apps.</p> <p>In addition I wonder if the city could afford a free card for disabled, homeless, and jobless, and students.</p> <p>Finally a discount card for seniors or students etc. THH</p>
<p>Fare Payment and Collection Techno</p>	<p>I think it would be nice to have an app that connects to credit card accounts. On iPhone you could enable Apple Pay so it is easy to reload money into your card. The card should come with a digital option whether that be implemented with barcode or NFC.</p>
<p>Fare Payment and Collection Techno</p>	<p>I would like to be able to pay for my transit ride with CASH or CREDIT / DEBIT card at the station or on the bus or rail? (Plastic smartcards with no expiration dates on the credit stored on them and smartphone app which charges directly to a person's credit card are the best options.) Download an app to pay via phone, Ipad, laptop etc. Nashville MTA/RTA should update their fare payment system every 5 years. ~ stole this from Ehenderson ! and Doug Leins</p> <p>In NY and other cities, you can buy Metrocard fare cards almost anywhere. Here in Nashville, I'd like to see places like Publix, Kroger's and Walgreens sell them right at their courtesy counters. I think even with our present bus system, more people would take the bus if it were easier. Right now, the only place you can buy fare cards is at Music City Center, and if you have no car, how can you get there to buy one? Very frustrating! Also, as an aside, all bus shelters and bus signs should have schedules posted on them. ~ stole this from Jeannie Fields !</p> <p>Allow for credit/debit card swipe for fare payments on buses. Exact cash is not always available for riders. Most don't want to use a large bill and get a card balance back on a bus card when they need to use the change for other things. The credit/debit card swipe fare payment would eliminate that issue. ~ stole from TJ!</p> <p>payment by phone technology.</p>

Fare Payment and Collection Technology	A simple card reader which can be topped up online and at, say, drugstores can eliminate the use of cash. The reader should show the balance on the card before each journey. Passengers will quickly become accustomed to keeping their balance up.
Fare Payment and Collection Technology	I would like to be able to pay for my transit ride with cash or credit card at the station or on the bus or rail? Download an app to pay via phone, Ipad, laptop etc. Nashville MTA/RTA should update their fare payment system every 5 years.
Fare Payment and Collection Technology	In NY and other cities, you can buy Metrocard fare cards almost anywhere. Here in Nashville, I'd like to see places like Publix, Kroger's and Walgreens sell them right at their courtesy counters. I think even with our present bus system, more people would take the bus if it were easier. Right now, the only place you can buy fare cards is at Music City Center, and if you have no car, how can you get there to buy one? Very frustrating! Also, as an aside, all bus shelters and bus signs should have schedules posted on them.
Fare Payment and Collection Technology	Allow for credit/debit card swipe for fare payments on buses. Exact cash is not always available for riders. Most don't want to use a large bill and get a card balance back on a bus card when they need to use the change for other things. The credit/debit card swipe fare payment would eliminate that issue.
Fare Payment and Collection Technology	Plastic smartcards with no expiration dates on the credit stored on them and smartphone app which charges directly to a person's credit card are the best options.
Fare Payment and Collection Technology	I would like to pay for my transit ride before I get on board. I think SO many people DO have smartphones these days, almost regardless of their age/economic status, that MTA/RTA should implement a system that would move to use of the smartphone options sooner rather than later.
Fare Payment and Collection Technology	just a question, what about the contractual agreements that you have with state government and colleges/universities where the mag strip id card is used. Would that still be in effect?
Fare Payment and Collection Technology	I use a swipe and ride card most of the time and think that is a very efficient means of getting passengers on the bus but the systems are sometimes not functional. To keep up with society and attract a broader slice of the population you will need to get to a payment by phone technology.
Fare Payment and Collection Technology	A card that can be scanned by the user to make payment as easy and simple as possible. The card should be one on which credit can be uploaded via the internet. No cash, buy your card at the bus stop if you are a visitor and don't have a card as part of your travel plans.

Fare Payment and Collection Techno	<p>I suggest upgrading to the “chip” tap and go system, after many of the systemic bugs and security issues have been addressed.</p> <p>Also, here’s an article and links that might be of interest about fares. I favor some kind of graduated fare system for documented extremely-low-income residents.</p> <p>What’s a Fair Fare? Governing online magazine, Charles Chieppo, December 1, 2015.</p>
Fare Payment and Collection Techno	<p>I think a “membership card” tied to a credit card with monthly billings for MTA/RTA usage would be well received. Rather than having to pay each time you board the bus, you could swipe the card and move on knowing that it would be automatically paid at the end of the month.</p> <p>This should be possible with today’s technology and should speed up the process and make it more convenient.</p> <p>Just my thoughts. Lance Hale</p>
First and Last Mile Connections	<p>I’m happy to walk up to a mile – or even a little more – it’s good exercise. But often there is nowhere to walk. Nashville needs to do a better job with sidewalks – and on major roads with high speed traffic the sidewalk needs to be a little further away from the street.</p>
First and Last Mile Connections	<p>Last Friday, I took the bus from downtown to Harding Road. I had to get off at the BP station before White Bridge Road and walk to my destination – the Truxton Trust building. This is not a problem except that there was no sidewalk. I walked through parking lots, then crossed the street at the light at Belle Meade Plaza. Again no sidewalk, I was at the side of the road next to the turn lane into Belle Meade Plaza. I feared for my life.</p>
First and Last Mile Connections	<p>Was that the yard sign from last time around? I think people (myself included) saved their yard signs from last time in hopes that they would be of some use again someday.</p>
First and Last Mile Connections	<p>In Mexico City, and other more developing megalopolises, there’s a robust system of minibus/vanshare to get people from transit terminuses to their final destinations. Perhaps MTA could develop a system of circulator minibuses at transit terminuses that could get folks closer to their homes or park-and-rides.</p>

First and Last Mile Connections	<p>their locales, I have been rather impressed by the network in Portland OR. of its extensive TriMet MAX light-rail transit (LRT), the urban-district linkings of the Portland Streetcar circulators, and their physical inter-connectivity along the city streets, with rail crossings and boarding change points at numerous intersections, primarily in the downtown area.</p> <p>The streetcars appear to have fulfilled a niche of providing direct connectivity among once disparately located and somewhat blighted districts in the urban area. Two complete loops connect major east- and west- side destinations, including Oregon Museum of Science and Industry and the Lloyd District, on the east of the Willamette River, with downtown and the South Waterfront District west of the river, all in a continuous loop (designated as “A-loop” and “B-loop” in opposite directions), which includes the recent construction of a new transit bridge dedicated to be shared only among the Streetcar loop, MAX light rail, buses, bikes and pedestrian traffic without cars (but with provisions for emergency motor vehicles). The city’s goal with this circulator is aimed at attaining 7½-minute headways through downtown.</p> <p>A second and earlier built streetcar line (basically a North -South Loop) connects the South Waterfront (SE) with the redeveloped Pearl District on the near NW side of the city. Both Streetcar routes, as well as one of the several MAX light-rail lines, also well serve and connect heavy activity areas at Portland State Univ. and Downtown Portland and the South Waterfront District.</p>
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First and Last Mile Connections	<p>However, some issues the MTA, the MNPS board, and the city administration have failed miserably with a coordinated handling of unordered children at the Music City Central (MCC) downtown terminal.</p> <p>As a former teacher at a local middle school, I can appreciate the need to manage in an orderly and procedural arrangement the pre-boarding preparation for loading of multiple school buses lined up for home-bound destinations. First the MTA needs immediately to address safety concerns with students arriving from larger-capacity 60-foot articulated coaches, and surging to the boarding locations of the shorter 40-foot buses, often yet to have arrived from inbound runs. Students crowd around the bay platform yellow rubber “Tact-tile” designated boarding spots, almost always in total disregard for regular-fare-holding passengers. What’s even more dangerous is that these students step down onto the pavement beyond the safety boundary. Part of this cause of issue is that the MTA allows double-berthing of buses to share a loading bay concurrently, due to lack of terminal space to accommodate this overcapacity of vehicular traffic, particularly during the mid-late afternoon school-discharge period. Buses will double-park side-by-side (two abreast) to allow the boarding and discharging of passengers at a given bay, and students disembarked from one of the larger-capacity buses, originating from the magnet schools, will lunge in front of that bus, onto the pavement and back onto the curb and platform, in anticipation of their arriving outbound bus to their final point of destination. The MTA needs to maintain staffing to enforce order and safety at these non-standard over-capacity boarding points, so that no one gets</p>
First and Last Mile Connections	<p>“failed miserably with a coordinated handling of unordered children at the Music City Central (MCC) downtown terminal.”</p> <p>Absolutely.</p> <p>Too often the kids walk across the terminal, right in front of buses. They run, play, scream.</p> <p>They also cut line often.</p> <p>The last time a kid did that a supervisor was at there watching. When I complained he told me “you’ll still get a seat.” Quite a callous statement, don’t you think?</p>
First and Last Mile Connections	<p>For years I was fortunate in being able to walk out one block off West End Ave. to catch the bus and arrive within a block of my office downtown.</p> <p>My new location still affords an easy well lit walk out, but when I arrive at work off of Murfreesboro Road the walk is not nice in any way. The street is barely paved and crossing the railroad tracks is required. Amazing enough this is the same route many MNPS students take to attend NSA. Improvement of services for our children should be a priority.</p>

First and Last Mile Connections	<p>Stops along the Music City Star route before it reaches downtown Nashville need shuttle service so riders can travel the final miles to work or shopping, but studies/surveys should be done to determine how much desire exists at a given stop for that service. The Donelson stop, for example, is close to the main post office, Thomas Nelson Publishing, several hotels, and other businesses but not walking-distance close. Ideally, these shuttles would be public-private partnerships to reduce costs to the city.</p> <p>On a different matter mentioned by several people above, one major obstacle to success with mass transit in Nashville/Middle Tennessee is a resistance to riding buses. There is a decades-old stigma to taking the bus, even though such transport was commonly used for a long time. Riders must feel they are safe while on the bus and while waiting for or getting off the bus. When I worked downtown I used bus transit for a time because I grew up riding buses elsewhere. What convinced me to stop using Nashville's public transportation system was too many people who obviously suffered from mental illnesses wanted to "latch onto" me on the bus. The vast majority seemed harmless, but it only takes one dangerous one following me home. Please don't think I'm insensitive to the mentally ill – I have assisted in caring for some during outings from where they were institutionalized – but the purpose of the comments on this site is to identify issues that can prevent mass transit from being successful here, so solutions can be found. Frankly, I don't have a solution this problem but hopefully others will.</p>
First and Last Mile Connections	<p>Yes a study of first mile/last mile access to bus routes is needed to determine where and what would be most effective to encourage more ridership. I think a metro-wide push to have residents use the bus system is needed. Many residents would NEVER consider riding a bus but if they saw benefits and there was enthusiasm about how great it is to ride the bus, perhaps we could have some folks change their minds about public transit. More ridership could make way for the updates to first mile/last mile issues and other inhibiting factors that keep residents from using bus transit. This is a system that is already in place; let's make it better and increase ridership.</p> <p>#hiptoridethebus</p>

First and Last Mile Connections	<p>Public transit has been done all over the world. The infrastructure is out there to see. Better infrastructure from more lines running more often, to places that are well lit and have a place for pedestrians to be off of the road, ticketing drivers for not stopping for people on foot are all needed. Discussion of pedestrian safety in the local news would help to; I believe we have one of the most dangerous cities to walk in.</p> <p>All we need is a REAL commitment to make Nashville more friendly for anyone not in a car! From there the pieces will fall into place and Nashville will graduate from big dangerous town to liveable city!</p>
First and Last Mile Connections	<p>We need more bus stops. I have to walk at least a mile to get on it (from Charlotte Park). Then when I get off for work, I have to walk another mile, or go downtown and take another bus. (WHY DO ALL THE BUSES GO DOWNTOWN??? why is it the only connector?) It's cost prohibitive to take four buses every day! The buses are too expensive. Four buses = \$7.80 / a DAY! Even the bus pass is no bargain. I do not know how poor people do it.</p>
First and Last Mile Connections	<p>I agree that the first and last mile of any bus trip is often the most difficult for those of us who are otherwise on foot. I understand the motivation behind creating Park and Ride locations at the outermost limit of each route. Unfortunately, most of the people whom I ride the bus with each day do not board at these Park and Ride locations. They climb aboard at stops along the route, walking there from the surrounding neighborhoods. Every effort should be made to ensure that all stop locations are well lighted, safe from passing traffic and covered from the elements.</p>
First and Last Mile Connections	<p>I agree with Sandra. The bus stops on my route lack sidewalk access and in many stretches there is no space to safely walk since the roadside drops straight into a ditch. Even where there is space, the lack of sidewalk is harmful to professional attire. I have ruined a pair of shoes because it was necessary to stand in the mud while waiting for a bus. Whether taking restaurant orders or programming, we all need to commute without having to worry about our clothes and shoes being dirtied on the way. More than once, these medieval conditions have made me question my commitment to public transit. I would like to avoid adding to the misery of congestion, but I have to agree that it is disheartening to get prompted for feedback and see no improvement.</p>

First and Last Mile Connections	<p>This is a major barrier to using bus transit for our family, particularly pedestrian safety (crosswalks with lights that aren't dependent on cars deciding to stop, better sidewalk routes to buses, heavy dangerous traffic). These are relatively cheap and easy fixes that could be implemented quickly.</p>
First and Last Mile Connections	<p>I agree with Sandra and JoeES. There are many areas outside of last mile/first mile area.</p> <p>I walk to the bus and have to walk on the no-sidewalk-no-shoulder edge of streets.</p> <p>The bus stop I use (56) has NO parking at all beyond private lots. I'm told the Madison library objects to people parking in their (ample) lot.</p> <p>There is not one parkride lot along the 56 (BRT) route.</p> <p>These are long standing problems which MTA surely is aware of but doesn't seem to address beyond asking for public comments which will be ignored.</p>
First and Last Mile Connections	<p>Actually having first/last mile service would be an improvement (it's over 3 miles to an uncovered, sign on a power pole, bus stop from my house – inside the city limits).</p> <p>Beyond that, bike and pedestrian infrastructure designed for the safety of the vulnerable users and not just getting them out of the way of the cars is an imperative. This would include bike-ways or lanes, sidewalks, adequate crosswalks and signaling, as well as traffic calming.</p>
First and Last Mile Connections	<p>It seems like more local bus routes, improved pedestrian and bike lanes, and bike rental stations all improve "first and last mile" access.</p>
First and Last Mile Connections	<p>The entire commute is a priority. First and Last Mile seems to be a fairly easy fix to the mass transit administration.</p>
First and Last Mile Connections	<p>A key point, I believe, is employer involvement. Should service be put into an area like Cool Springs or Metrocenter, it would seem that "last mile" coverage would allow more folks to use transit. Regards – Andy</p>

First and Last Mile Connections	<p>Improving pedestrian infrastructure around stops should be priority one. It is dangerous and just generally degrading as a human being to get let off in ditches, walk along a filthy road shoulder being buzzed by traffic, etc. It doesn't matter how nice the bus is if you have this awful experience getting to/from there. MTA seems to take this with no particular urgency, complaints or requests for help about stops go unacknowledged. One situation made the news recently but the same thing happens all over the MTA. I have had my own experience with unsuccessfully getting MTA to improve conditions around a different stop. If you are indeed working in good faith , fix this AND communicate to your customers that you take this seriously and what you are doing. I don't think anyone at MTA mgmt. has to tolerate these conditions for their every day commute, drivers are often not aware of the safety implications of where they drop people either. They have never walked the areas of the routes they drive. This is something that can be done NOW. We are tired of excuses. This is human decency, not just transit.</p>
Freeway Transit/Bus Rapid Transit (BRT)	<p>I think a major concern for me coming from Murfreesboro/Smyrna area is that most of the schedules don't seem to work around people who have to drop their children off at school. Schools don't allow you to drop your child off before 645 at the earliest if it's elementary and I'm fortunate my child's bus picks her up at 625am. However, I have to be at work by 730 and I don't work downtown but in the Metrocenter area. Their needs to be consideration for those that work in Nashville but not downtown. The closest bus stop for me is on the opposite side of town and even if I did catch the bus, I wouldn't even make it to Metrocenter until after 8:00 and that's if I'm lucky. 3 buses to serve all of Murfreesboro and Smyrna is not a viable option. This plan seems like it would help for a temporary fix but I still prefer the idea of a subway/monorail/train because times can be more continuous and flexible then as opposed to buses. This area is growing so fast and to put a bandage on a broken bone is not going to repair the problem. I know a lot of people in this area don't like the idea of spending more money or taxes but I am more than willing to pay say \$5 per month in a fund to help facilitate the cost if that's what it takes for me to not have to waste more than that in gas in the future.</p>

	<p>Of the options presented, this feels like the most feasible both in opportunity and cost.</p> <p>Aside from freeway busses, an even more cost effective fix not listed would be TDOT Pace Cars deployed on I-24 during rush hour.</p> <p>The idea is a row of these vehicles moving at a constant speed to prevent backups, the classic stop and go “wave” of traffic, and the countless rear-end collisions on I-24 each day. Several blocks of pace cars would allow traffic at the I-24/I-440/I-40 junctions to disperse before each new block of paced traffic arrives. Even traffic moving at a constant 40 mph would be a faster commute than the current stop and go madness on I-24 in the morning.</p>
Freeway Transit/Bus Rapid Transit (BRT)	<p>more frequent bus service (possibly delivered by smaller vehicles?) and more cross-town service.</p> <p>But I’m still disillusioned about the too-quiet aftermath and the questions NOBODY asked about the Amp, the ill-fated bus rapid transit system Dean, former MTA commission Paul Ballard, Rick Bernhardt, and many city councilman who should have known better tried to impose on the city with a big marketing campaign and any number of polls where all results = the Amp as a perfect solution.</p> <p>I would like to see a clear public admission by somebody (Ben Vos, perhaps, since you posted on this forum) that the Amp failed because it was badly engineered, not because the (entirely justified) opposition to the project as a costly boondoggle won the day. The final presentation of the consulting report to a community committee stacked 4 to 1 with people who favored the Amp omitted the amount of time required for Amp buses to travel from 12th Avenue on the West Nashville Side through downtown in a naked attempted to disguise the fact that this project was not technically feasible.</p> <p>The battle over the Amp also set back transit planning in Nashville by at least 5 years. People who should have focusing on a more comprehensive solution for Davidson County and surrounding counties—a system that encompassed both Metro Nashville and connections with regional hubs—were either pushing the Amp or fighting against it. The Amp—a 7-mile route along a single</p>
Freeway Transit/Bus Rapid Transit (BRT)	<p>corridor—was also promoting as something it wasn’t: a regional</p>

Freeway Transit/Bus Rapid Transit (F	<p>With all the either/or thinking we may be missing out on one of the best both/and options out there. We should find ways to partner with Uber to solve many of the problems of mass transit and over utilized infrastructures. The “last mile” problem from the bus and train terminal points can be solved with Uber. The many advantages of shared ride options can also minimize the costs of travel and parking and even automobile ownership. With more out of the box thinking perhaps the solutions we seek already exist without significantly more tax subsidies and costly construction. Just ask Luke Marklin Uber General Manager in Nashville. More viable solutions exist than we need additional funds to pay for.</p>
Freeway Transit/Bus Rapid Transit (F	<p>How many buses are we talking about employing here? Because if you take all the major corridors in and out of the city, having them run on 15 to 30 minute intervals during the rush ours, you are looking at a pretty substantial investment, considering labor, maintenance, road construction, etc.</p> <p>I want to move my family to Mboro, but this is the #1 reason I don’t. the Bus option is fine, but I would really prefer a light rail system for the interstates and a more robust bus system for the downtown/midtown/burbs areas. I think that would better serve all of Nashville better than just buses running up and down the interstate.</p>

	<p>Expanding freeway transit is essential to building ridership, but as several others have noted, at some point people need to leave the freeway to get to their destination. Good access to a network of bus services serving the whole city is essential.</p> <p>Personally, I love riding by train, but I don't think that we are ready to make that leap in Nashville yet. I see good BRT and freeway service (note the "good" here) as the precursor to train lines. This will allow MTA a low-cost way to figure out where the demand is likely to be greatest and to tweak routes and schedules before committing to an expensive long-term building project. Once the train line is complete, there will be an existing group of transit users who will happily fill up the trains.</p> <p>Finally, what about I-440 and Briley Parkway? This is not a line out to the suburbs, but it would be a good way to improve cross-town commuting for those in Nashville. There are a lot of office parks off of I-440, as well as shopping destinations and dense residential developments (not to mention the presence of Vanderbilt Medical Center offices at 100 Oaks Mall). Having a bi-directional loop (running both clockwise and counterclockwise) that people coming off of freeways could link up with would make transit better for both those in Davidson county and those commuting into Nashville from surrounding counties.</p>
Freeway Transit/Bus Rapid Transit (BRT)	<p>I love the ideas LG put forth. I agree completely that the HOV lanes are not used properly and are NOT enforced. A monorail or train system would be wonderful – but to begin with some sort of dedicated lane for rapid bus service could definitely be implemented more quickly and would provide some much needed relief!</p>
Freeway Transit/Bus Rapid Transit (BRT)	<p>I love the idea of a Freeway Transit/Bus system. Traveling from the southeast corner of the city to the northwest corner every day for work makes taking transit impossible at this point. Dedicated Freeway Bus lanes with good crosstown routes would make this quite feasible. Right now the trip would be about an hour and a half – and driving it is close to an hour most days. The traffic situation has reduced the quality of life in Nashville so much that I have considered leaving. I look forward to the day it will be as convenient as the CTA in Chicago. At one point, I was able to be without a car because everything I needed was a convenient commute via CTA.</p>

	<p>had an opportunity to meet with incoming (and current) CEO Steve Bland. He said something that has stuck with me, which is that he's always looking for the next rider – i.e., the next person who will adopt transit.</p> <p>There are several factors that contribute to making the leap to transit:</p> <p>Not having to be behind the wheel frees up attention for work or recreation (and makes onboard WiFi a must!)</p> <p>Rides have to be consistent and frequent enough to meet the needs of riders at the time they need the rides</p> <p>Congestion becomes enough of a factor that a switch makes more sense</p> <p>People who ride transit often recognize the reduced carbon footprint of sharing a ride with others</p> <p>The no-brainer at this point is two-way Freeway BRT on the I-65 north corridor through from Cool Springs (and probably Spring Hill!) through Brentwood to downtown, and I-24 between Murfreesboro/Smyrna and downtown. Other priorities would be I-40 between Mt. Juliet and Bellevue, with service to the Airport and TSU as well as downtown. What this does that the Amp didn't do is capture the imagination of regional groups outside Metro Nashville (and the West End corridor). But we will need to work harder for more ridership, whereas the Amp had a route that was ideal for those already using transit and living in the downtown corridor.</p> <p>Freeway Transit/Bus Rapid Transit (BRT)</p>
	<p>I like the median transit stations; I can see ones at the ends of the RapidBus (BRT Lite) loops at Regional Hubs at VietVets and Conference Drive, also I-24 and Bell Road, also I-40 and Sawyer Brown Rd. Regional Hubs could be transfer stations between RTA Express BRT, RapidBus, and local or cross-town service. I don't see I-65 south to Williamson County connecting directly with a RapidBus but OHB could serve as a Regional Hub for MTA and Williamson County local service as well as RTA Express BRT service.</p> <p>Start with BRT but always include optionality for a future upgrade to commuter rail.</p> <p>Freeway Transit/Bus Rapid Transit (BRT)</p>

Freeway Transit/Bus Rapid Transit (F	<p>I was a regular #2 Belmont bus rider from 1997 to sometime around 201x?? Getting from Green Hills to downtown is a 20 minute car ride. Getting from Green Hills to downtown on the Belmont bus is at least a 50 minute commute taking into account having to walk to bus stop and wait. I finally got fed up with bus a few years ago when the Belmont schedule and route was changed and it took even longer to get to work. Why ride a bus for about an hour when you can hop in car for 20 minute drive. The changes to the Belmont route and schedule became so inconvenient it forced my hand and I finally gave up on riding the bus. Green Hills needs an express route from the mall to downtown. It currently takes well over 40 minutes to get to downtown with the #2 Belmont and if you miss the bus then you have to wait another 40 minutes. Why bother? I am a huge bus advocate but the schedules and routes seem to discourage ridership from Green Hills to downtown.</p>
Freeway Transit/Bus Rapid Transit (F	<p>As it has been stated: it is IMPERATIVE that a viable option for getting around downtown compliments whatever regional services we develop! Why would someone take a BRT into town if they cannot get around once they have arrived?</p>
Freeway Transit/Bus Rapid Transit (F	<p>Our communities have developed around the interstates, so it makes sense to embrace that and develop a quick, reliable and efficient mode of public transit within these existing corridors. With complementary service throughout town and park/ride lots at these freeway stops, it seems like a great idea.</p> <p>Additionally, for people to trust they can really commute via public transportation, they need to know they can get home at any time of day, not just one time of day. Frequent service, in both directions, is vital. I don't want to leave my home and feel that I'm trapped on the other end of town with no option, other than a very expensive uber/taxi ride if something comes up and I need to return to the other side of town. Our current commuter system often leaves riders stranded, with extremely limited frequency.</p>

	<p>I'm very excited about freeway BRTs as they appear to be the fastest and most economical way to relieve our over crowded freeways. I'm a regular Music City Star rider and I've learned the benefits of commuting. For example, my wife and I are a one car (and one small scooter!) household. The Star really saves us financially.</p> <p>Where? Two factors come to mind – which freeways have the highest traffic? Second, which routes have high density on the end points (particularly employers). Routes like I-24 from the Southeast seem to have traffic (as do other freeways). Spots like Cool Springs, metro center and mid-town seem to have density. A key point might be to engage employers with last mile service – such as a circulating van to get folks from a transit endpoint to their work place.</p> <p>Regards – Andy</p>
Freeway Transit/Bus Rapid Transit (BRT)	<p>Rapid bus service with a dedicated right hand lane sounds like a great idea. So what if it is a bus. If it gets into town 30 minutes or more faster, and the rider can read, use wireless, whatever, on his commute, plus incur no parking costs, it will work. You just have to dedicate that lane and let the thousands in their cars see the bus go by at 65mph day after day. It may take 6 months, but eventually drivers will see the benefits and hop on.</p>

	<p>commuters coming in from suburbs but there three important things to consider for most Nashvillians to consider trading their cars in for public transit.</p> <p>1) No public transit that brings commuters in from the suburbs will be successful until and unless there is a reliable, convenient and efficient way to get around downtown without a vehicle. This means more than just a circulator bus – there needs to be a multi-line transportation system that has permanent stations that are protected from the elements and shaded from the heat; the system can be bus-based, but needs to incorporate ways to get around traffic congestion preferably in dedicated lanes; and the schedule needs to be frequent enough to be convenient.</p> <p>2) Freeway BRT HAS to be faster than taking a car for Nashville commuters to consider using it. This likely means dedicated lanes will be required. HOV lanes on Nashville interstates are a JOKE, I would advocate removing HOV lanes altogether in favor of dedicated BRT lanes. No one correctly utilizes HOV lanes and no one enforces them. Utilize right-side dedicated BRT lanes with climate-controlled stations, park-and-ride parking garages and weather-protected pedestrian bridges. Doing ANYTHING you can to make this feel more like heavy-rail and less like a bus will make people in Nashville more likely to use them.</p> <p>3) Finally, the schedule of these busses must be realistic to the needs of the average commuter. Extremely frequent routes during high-</p>
Freeway Transit/Bus Rapid Transit (F	<p>I agree with LG. I live in Wilson county and have to drive to Metro Center every day. Rail can't guarantee that I'll be at work by 6:30 or 7 am. Busses don't connect to the point that I can get to work by that time guaranteed either.</p> <p>Rapid transit needs to go out on more than just the north/south corridor and needs to be able to address the needs of those who work second and third shifts as well if you really want this to be a successful venture.</p>
Freeway Transit/Bus Rapid Transit (F	<p>These are excellent points – I totally agree!</p>
Freeway Transit/Bus Rapid Transit (F	<p>?</p>

	<p>Great points, LG. It cannot be stated enough how great the need is for functional local transit options within the city before commuter options will make sense.</p> <p>One minor clarification: Our HOV lanes were constructed with federal funding specially apportioned in the early 1990s for such a purpose. I definitely agree that something needs to change regarding their usage and enforcement, but due to accompanying restrictions, they cannot be removed or repurposed simply because they are ineffective. It will be interesting to see how federal requirements necessarily evolve to meet today's transportation needs.</p>
Freeway Transit/Bus Rapid Transit (BRT)	
	<p>Rail/monorail is FAR more expensive, much longer to implement and inflexible.</p> <p>Buses in the carpool lane would be a better option.</p> <p>I agree with what Sarah said about shoulders.</p>
Freeway Transit/Bus Rapid Transit (BRT)	
	<p>Indeed – if we said “yes” today to rail when would we actually see it? 10 years?</p>
Freeway Transit/Bus Rapid Transit (BRT)	
	<p>All strategies must be evaluated within the context of the larger vision multi-modal transit plan. Implementing what will work best with return on investment given the existing infrastructure should be designed as part of the larger plan. Until we have in place funding mechanisms to Move Nashville Forward, lower cost options must be included as part of the plan. Light rail will work on some corridors of right of way if available. BRT will help where feasible to implement. Develop the plan and people will respond to the vision for the next 10-30 years. I may not see the end of the current process, but my two boys will.</p>
Freeway Transit/Bus Rapid Transit (BRT)	
	<p>Trains and light rail are a much better idea, but some of these freeway ideas do sound better than doing nothing.</p>
Freeway Transit/Bus Rapid Transit (BRT)	
	<p>It sounds like a possibility, but my concern is the “low cost” option. Is it the BEST option? Truly... is it REALLY the best???</p>
Freeway Transit/Bus Rapid Transit (BRT)	

	<p>It sounds like a possibility, but my concern is the “low cost” option. Is it the BEST option? Truly... is it REALLY the best???</p> <p>I’m still 100% gungho about monorail or elevated train service that runs down the middle of the interstates. They’d be raised, so it wouldn’t take existing freeway space.</p> <p>I understand the cost for a rail system would be more, but it is FASTER and more people would be interested in the long run. I think it would pay for itself relatively quickly.</p> <p>This bus system described here sounds OKAY. Better than what we have for sure, but again...is it TRULY the best for our city? Why go with a lower cost fix when we could try to get private capital and go with a better mode of transportation like rail/monorail which would be more attractive and quicker???</p> <p>Freeway Transit/Bus Rapid Transit (BRT)</p>
<p>Freeway Transit/Bus Rapid Transit (BRT)</p>	<p>By private capital what do you mean? If all these people in these outlying counties are suggesting that Nashville/Davidson county residents pay for a Mass transit option without any monetary investment from these outside counties that are the ones that need this benefit then you r dreaming but selfish. While u r considering these expensive options consider that you would b the one paying for it and see if you still want to pursue that option because those of us that live in Nashville don’t need this mass transit and surely don’t want to pay for something that makes your life easier.</p>

	<p>and Hermitage communities and expand RTA service into Wilson County to provide a route traveling I-40 with stops at Old Hickory Blvd and Stewart's Ferry Pike. Right now, people living on Stewart's Ferry Pike must either walk to end of the Route 38 line near the dam and travel all the way down Bell Rd, through several residential areas in Antioch, then up I-24 to downtown which makes for a miserable trip (both walking and riding). And it would provide closer access to the popular tourist attractions at Percy Priest Lake marinas and Nashville Shores, where you could probably get buy-in from businesses to provide their own shuttle service for the remaining short distance. In addition, stops at Donelson Pike and Fesslers Ln could reduce the burden on the popular Murfreesboro Rd and Airport routes by providing another option to riders in that area, especially if coupled with the current airport routes to pick up residents traveling to the airport from points east. Lastly, the route could then turn up I-24 to head to Music City Central and provide a stop at the bus dead zone at the Shelby Ave/Korean Veterans exchange, and provide additional service options to the Cayce Place community and additional access to Nissan Stadium, especially for those traveling from out-of-town for events. While the Music City Star is a great service, it fails to accommodate those without cars who live closer to the I-40 area than the Lebanon Rd area.</p> <p>In addition, to ease congestion on the packed Gallatin Rd and Dickerson Pike buses, this kind of service along Ellington Parkway could also be beneficial for residents in those communities, and you could just incorporate current express bus routes like the 34 and 43</p>
Freeway Transit/Bus Rapid Transit (BRT)	<p>I-65</p> <p>From Spring Hill/Columbia</p> <p>All the way to downtown & to the airport</p>
Freeway Transit/Bus Rapid Transit (BRT)	<p>Running the busses on the freeway for "express service" or "crosstown" service sounds like a good idea. I would support the use of regular or shared ride lanes, but not the shoulder. (Driving on the shoulder is dangerous, and against the law!)</p>
Freeway Transit/Bus Rapid Transit (BRT)	<p>Sarah – I believe with appropriate engineering, use of the shoulder for transit can work. This isn't free – but may be doable.</p> <p>Regards – Andy</p>

Frequent Transit Networks	<p>The Greater Nashville Metropolitan area needs park and ride centers/nodes, where commuters can park cars and consolidate in van pools, buses, light rail... Further... All local and regional colleges, community colleges and tech schools should promote using these systems of transit... Belmont and Vanderbilt could help facilitate commuters to maximize transit and cost efficiency.</p>
Frequent Transit Networks	<p>Nashville needs to focus its bus service on downtown and move out from downtown extending to East Nashville and the 440 corridor West of the Cumberland, including Germantown/Salemtown, Buena Vista, Hope Gardens, Fisk U, Hadley/Washington, TSU, West End, Vandy, Belmont/Hillsboro, Music Row, The Gulch, 12th S, Wedgewood Houston, SoBro.</p> <p>Instead of Nashville's current intermittent bus service, Nashville needs a circulator system with buses making stops at each and every stop in a concentrated area. Bus riders should have to wait no more than 10 minutes at any stop. Start by building a reliable bus service with a great phone app and digital times at bus stations on all major routes. All bus routes should run until at least midnight 7 days a week with service until 3am Thurs-Sat. Once you've established good service in Central Nashville, you can expand beyond the 440 Loop.</p> <p>This will not be nearly as expensive as other forms of public transportation and could significantly reduce car traffic in town.</p>
Frequent Transit Networks	<p>frequent service along many major cross-town connectors seems critical to grow ridership that is not just about commuting to and from downtown for work or leisure. i support the idea of a "university connector" that runs along wedgewood/blakemore, with connections at major radials such as 8th, 12th, 21st, west end, charlotte, etc.</p> <p>these connectors will help higher-density, residential and mixed-use neighborhoods spread and merge more evenly across the city, which seems to align with the concepts developed through nashville-next.</p>
Frequent Transit Networks	<p>Old Hickory Blvd on the Brentwood border through Maryland Farms. Fairgrounds should become a hub to get traffic out of downtown through the Nolensville corridor. Clarksville Hwy.</p>

Frequent Transit Networks	<p>straight up and down charlotte ave straight up and down Broadway/west end/harding rd in/out of the Gulch 8Th ave south 12South more buses on downtown event days/night MORE on weekends!</p>
Frequent Transit Networks	<p>Roy,</p> <p>I like that suggestion a lot. It is the only way, to me, to integrate a frequent transit network that doesn't require you to go downtown for everything. One thing for sure is that MTA/RTA has to undergo a huge transformation. It's past time.</p>
Frequent Transit Networks	<p>I think that everything looks good until the last page, when you remove rapid transit from Franklin Pike. The density on Franklin Pike/8th is about to dwarf 12th when current projects under construction are completed. 8th is four lanes all the way in, while 12th drops to a traffic-filled two lane road that transit will be stuck in. Meanwhile, 8th between Wedgewood and Gale is likely to get a pedestrian and transit-friendly facelift. This seems like the obvious place to implement rapid transit. There will be medium to high density apartments and condos lining 8th by the time any transit plan is implemented.</p>
Frequent Transit Networks	<p>i agree that frequent service along 8th ave s./franklin pike is important. this corridor is seeing huge development and lots of pedestrian friendly growth, but it is not supported by the current infrastructure.</p>

	<p>https://goo.gl/94KUml</p> <p>This is the celebrated “Loops and Bows” transit system featuring:</p> <ol style="list-style-type: none"> 1. Rapid Bus service along six major arteries from downtown to the county edge 2. Service to transit hubs that connect with circulators and cross-town routes 3. Loops serve to give access to malls without the need to transfer 4. RTA interconnection with Park and Ride lots that would also serve as a destination for Express Bus Service. <p>The first Loop would be a connection with the Murfreesboro BRT with the upcoming Nolensville BRT. Ridership will increase much more than with two spurs only going downtown.</p> <p>No reason why there isn’t already a West End BRT by now; it should serve Bellevue and connect to the Charlotte BRT.</p> <p>The Loop pattern eliminates the requirement that everyone discharge at Music City Central. Routes could alternate so that someone boarding the Gallatin BRT might let a Bellvue destined BRT go by to grab a Hickory Hollow destined BRT to catch a cross-town bus to the</p>
Frequent Transit Networks	
Frequent Transit Networks	The more coverage the better. The swifter the better.
Light Rail Transit	<p>Yes, yes, yes!! We’ll think about cost later. I think that light rail would fit perfectly for Nashville!! I think it would be good for upper Broadway and West End Avenue because of all the bars and Ascend Ampatheater, Vanderbilt University, and Cintennial park. I also think that another route that would be successful would be a route from Nissan Stadium, BridgeStone Arena through The Gulch to Belmont University. Then again another route would be from First Tennessee Park, Bicentennial Park, BridgeStone Arena, Trevecca University to the Airport. Lastly, a route from the Airport to the Grand Ole Opery and Gaylord Opryland Resort.</p>
Light Rail Transit	<p>Very cool and some good choices. Though I'm suprised you ha9&#3vnt included the best Chinese + Japanese + Spanish restaurants in London: Yauatcha, Roka, and Finos!</p>

Light Rail Transit	<p>YES YES YES, I have rode an express bus for over a year now and at least once a week it is over 15 minutes late and at least once a month it breaks down on the side of the interstate! I think more people would ride a light rail system. Nashville is booming, we need to do something fast before it gets really out of control!</p>
Light Rail Transit	<p>yes Yes Yes yes yes please build light rail. Look at DC and St Louis – airport, downtown, Vanderbilt, Brentwood, etc. YES YES YES!</p> <p>I think many would prefer light rail with commuter lots strategically located.</p>
Light Rail Transit	<p>I think this idea is the most popular in the majority of conversations I've heard. It's ability to not add to the congestion as well as provide a clean alternative to driving. Possibly enticing people to ride, if not all the time, then sometime to reduce a carbon footprint. It is also a more internationally alluring, and forward thinking transit option as we move into our energy-stressed future.</p> <p>I would like to see a rail system that anchors itself in the 5 main suburbs of Nashville; i.e. Bellevue, Brentwood, Donelson, Madison and Bordeaux. With sidewalks and greenways to support them of course.</p> <p>I also feel this would open (distant) future development opportunities to expand into other towns that might enhance the tourism opportunities (outward traffic) of Middle Tennessee's hard-hit small town economies. There are beautiful depots in almost all of Tennessee's small towns that could enhance Nashville and Tennessee's historical presence as a city and a state. I think Tennessean's would rejoice in the idea of a tri-city (Memphis/Nashville/Knoxville) express in our future — or the future of our children.</p>
Light Rail Transit	<p>YES YES YES! We need light rail. A basic, at least to start, north south line and an east west line. Obviously downtown and the airport are required which really is a natural part of the above mentioned basic lines. It is a huge venture and there likely will be naysayers. The advantages to our entire community are almost countless. Let's do this sooner rather than later.</p>
Light Rail Transit	<p>Bring it mother fucker</p>

Light Rail Transit	Run light rail on 65 from Franklin/Brentwood, but jump off onto Franklin pk after 440 and run it down the center lane with limited stops to give people quick access to melrose/12south, the gulch, and all of the music venues on 8th, as well as Music City Center.
Light Rail Transit	I currently ride the 96x route and 55 route frequently. I agree that Nashville does need a rail transit system that is fast and reliable. I would love to catch a train from Smyrna to downtown. Even better if I could use it on Saturday and Sunday too. Between the woes of parking and traffic congestion in town, the bus and MTA/RTA is the best and cheapest way to get around. I'll continue using these transit services long into the future!
Light Rail Transit	Gallatin – Nashville, through Hendersonville Murfreesboro – Nashville, through Smyrna and Lavergne Franklin – Nashville, through Brentwood
Light Rail Transit	YES. YES. YES. Build it today !!! Think Portland, OR or Denver, CO...we need a light rail system yesterday. Great way to connect Bellvue, Franklin, Galatin, etc to downtown. Please NO more bus related ideas. Light Rail works.
Light Rail Transit	YES!
Light Rail Transit	I drive the I-65 portion from White House daily into Nashville. If I were sitting in traffic and saw a light rail transport passing me every day it wouldn't take long for me to figure out that's the best way to go. I've thought for years that a rail system along the interstate corridors would be great for Nashville. My family and I would do lots more in Nashville if it weren't for the Drive & Parking hassle. Let's build it!!
Light Rail Transit	Not light rail but rather an Elevated Line on Charlotte, Hwy 70, Nolensville Rd, Murfreesboro Rd, Gallatin Rd, Dickerson Pike, 440, Briley Parkway, Old Hickory Blvd. Regional from Clarksville, Franklin, Murfreesboro, Hendersonville, Lebanon
Light Rail Transit	I think light rail is a big part of the solution, and I would definitely use it if it were installed. I have lived in cities where subway and light rail were options, and they are fabulous — fast, clean, convenient, affordable... the list goes on. I think an investment in light rail is worth it because the user experience is so much better than buses. You can whiz past traffic on your dedicated track rather than sitting in traffic like a bus has to do. Light rail is a worthy investment for our city! I would like to see rail from East Nashville Hub Points to downtown and points west.

Light Rail Transit	Some kind of rail is desperately needed – through the main interstate corridors into and out of the core, but also AROUND the core. I feel this is a major problem with the bus routes today. If I'm in South Nash and want to get to West End via bus, I have to go all the way into downtown and transfer, then go back out to West End. If route and stops are frequent and comprehensive, people will no doubt use the system. Thompson – Briley – Wedgewood – White Bridge connects the whole southern half of the city, and yet there is no route doing the same.
Light Rail Transit	Light rail & streetcars were 86'ed under Dean as too expensive and inflexible. Replacing auto lanes with any type of transit is not going to help congestion...their own studies showed this. People will not "choose" transit until it can beat cars in every way, which has yet to happen. The other ways "choice" has been offered is by sabotaging auto traffic. Taxpayers will not allow that. MTA needs to make its local transit work before we throw money at another bad mass transit plan.
Light Rail Transit	Rail is a great solution! Expensive, yes, however any solution that leverages roads is inferior. Rail between the airport and downtown should be the starting point as it will have the biggest bang for the buck. Getting to the airport during the afternoon rush hour is horrendous and severely impacts Nashville's ability to conduct business.
Light Rail Transit	Nashville is in desperate need of light rail. It most definitely needs to begin with the I-24 Corridor then the I-65 Corridor. The traffic congestion is pretty horrendous. I do not care about the cost but I do want something in place to where I can decide to drive or not. The biggest thing that I want is less traffic congestion in the mornings and evenings. I would ride light rail every time I went into the city. I would never drive it definitely needs to start with the I-24 Corridor first.
Light Rail Transit	Not one before the other, I say build both at one time and get them complete and up and going at the same time, then work on the other spokes in other directions.
Light Rail Transit	I would love to see light rail from Hiway 100 and 70 to 1st street, East Nashville and the gulch. It would be great to go out to dinner, a club, the Titans, Sounds or Predators and not have the hassle of parking or driving after having a drink or two.
Light Rail Transit	Amen! Amen!

Light Rail Transit	<p>While light rail is a very good option, BRT is just as good.</p> <ol style="list-style-type: none"> 1. It is cheaper for the tax payer to afford and quicker and easier to implement 2. Can move just as fast if configured correctly. 3. The BRT lines can easily be converted to light rail later. <p>Nashville needs relief now.</p>
Light Rail Transit	<p>Light rail is the only way to solve Nashville traffic problems. We as a community MUST wake up our politicians on this matter. Our politicians must realize it going to take money to get it up and going. I'm sure there NOT sitting in it in the morning/evening. Politicians are out of touch with working forks. Which is really sad!!!!</p>
Light Rail Transit	<p>I think we would all contribute toward a Schiff Greenspan debate. I wonder if the Schiff Keiser fans would match the price. If Max, Peter, and there fan;7821#&s all contribute we could get Greenspan like 300K</p>
Light Rail Transit	<p>hell yes. Every time we make the roads bigger, we only seem to make the traffic jams bigger. Nashvillians, in large part, will not ride the bus. So, put down some rails. If we have not bought/procured and set in motion the construction of our second light rail line before Mayor Barry's first term is up, she will be a failure in the transportation department. We have been talking about this for 20 years. do something tangible for God's sake.</p>
Light Rail Transit	<p>Amen</p>
Light Rail Transit	<p>YES! I don't care about cost... forget that! Just build it right away! Right now! Get THE MONEY AND BUILD IT! That said, I believe light rail would be good for connections to buses downtown, and the areas of focus are...Murfreesboro Road, Twelve Avenue south, Madison and west end area and Vanderbilt areas and the gulch with connections to buses downtown and you can alleviate the BRT lite routes. You can have four different light rail lines with proper names for them. And as far as time schedule goes, I would say, begin the trains at about 4a.am.to 2a.am. Monday thru Thursday, and 3a.am. on Friday and Saturday. on Sunday, the trains can go from 5.am. until 1a.m.they should run every ten to twelve minutes until 9.p.m. and then every half hour until the last train departure. On Sunday, the can run every 20 minutes until 9.pm. and then every half hour until the last train departure.</p>

Light Rail Transit	Break ground on this today and it will provide for economic growth and help tie this city together in new and exciting ways. Ignore the Belle Meade crowd who do not want “riff raff” from East Nashville in their neighborhood. Light rail costs more, but its value to growth and development, and to the ease of moving large numbers of commuters from outlying communities to the city center, Vanderbilt, and the hospitals makes the expense worthwhile. Nashville spent about \$600M on the convention center; let’s make the best of Middle Tennessee available to all.
Light Rail Transit	Yes!
Light Rail Transit	Yes to light rail along interstates!
Light Rail Transit	As someone who lives in the suburbs of Nashville, I love the idea of light rail IF it comes all the way out to the burbs. I live in Bellevue and would love to attend more downtown activities but the drive in and then trying to find a place to park that isn’t “event pricing” makes it too much of a hassle. Also, I bet it would be more cost effective for those Bellevue residents that work downtown between parking an gas to take a light rail if it were available and it would be faster than the bus. If there was a light rail option – down HWY70S center median into downtown – that would be FABULOUS! Then you wouldn’t have to worry about parking or other hindrances.
Light Rail Transit	I’m worried that light rail will reward sprawl with easier access to the city from the suburbs. I would like to see it to be easier to get around within the core rather than easier to get in and out of the core.
Light Rail Transit	The problem here though isn’t just getting around the core. the problem is getting in and out of the core as well.
Light Rail Transit	Hey man I just wanted to express thanks for finding the time to write soinehmtg worthy of reading. I am all over the internet and We see a lot pointless content that is just created with regard to putting some thing new on the site. It takes devotion to make good goods, thanks with regard to caring.
Light Rail Transit	Light rail is the best option for Nashville. Remove the center lanes of the interstates and elevate across busy highways. Maybe if all the single car drivers could see how much faster and relaxing it is to get downtown, they would see the light. Have parking areas close to rail stops, so people could get from their homes to the train stop, if busses aren’t readily available. Reduce the amount of parking downtown and increase the cost of parking. Make it unattractive and cost prohibitive to bring a vehicle into the urban areas.

Light Rail Transit	<p>Whoa there Satan.</p> <p>A light rail is great, but don't force people to use it. Why punish someone who feel safer or more comfortable getting around them selves? Make the light rail cheap and cost effective (yes), Don't make it even more costly and punish people who make a choice or potentially make that choice for them. Premier has enough of our money.</p>
Light Rail Transit	<p>Louisville is concentrating on Light Rail.</p> <p>The fear in implementing Light Rail is that it would ruin traffic on the interstates for the next zillion years. The way to cook or build a house economically is to have everything measured and ready onsite. As an example--The interstates are having work completed in one weekend for each repair.</p> <p>Apparently, the State makes a plan years in advance ...is approved for funding by then the plan is outdated. I don't know if this is true but, I have heard it from more than one person.</p>
Light Rail Transit	<p>A light rail offers seperation between roadway and heavy rail traffic and moves swiftly between stops. Funding this thru the farebox will not pay for the system alone. Considering the areas around the stations for a Tax Increment Financing (TIF) formula could add a long term stream of funding to pay for the bonds needed to capitalize the light rail (MagLev) system. Historical records from numerous studies indicate a property value increase of 127% at each loading platform location up to approximately 3500 feet away. Beyond this the property values increase to a lesser degree. A TIF strategy for a average 30 year bond repayment offers significant funds to make Light Rail (MagLev) a viable solution and seems to be more equitable than a blanket tax strategy across the region. The cost would be repaid by the property owners nearest the stations as they will benefit the most from increased traffic volume to their location.</p>
Light Rail Transit	<p>I think that the best use of light rail is the existing interstate ROW as has been mentioned. It may be less to use overhead rail to minimize cost and leave space for future lanes. A "user fee" IE: "wheel tax" was tried before in 60's or 70's. The roads are either national or state roads and metro accepts funding from state and federal sources. Imposing fees on autos has been struck down in court before and it's really bad PR.</p>

Light Rail Transit	A great component of a multi-modal plan where appropriate as CSX and other providers will not provide use of their right of way. Dallas is a great example of a city that has dramatically improved their service over the last two decades.
Light Rail Transit	<p>I like the thought of light rail. A very thought out plan for connector stops would need to be made, especially in the Nashville area.</p> <p>Being able to go to the various hospitals for visits would be helpful, I believe. If we can find methods of cutting down on the need for parking in the downtown area, it will be helpful as well.</p>
Light Rail Transit	Light rail in the medians on interstates I-65, I-40 and I-24 connecting downtown Nashville with Lebanon, Murfreesboro, Franklin, Gallatin and points in between, coupled with a “user fee” imposed on cars travelling into Nashville from the outlying counties, would provide a carrot & stick approach which would alleviate traffic congestion on the interstates as well as downtown. The use of the medians would minimize land condemnation costs and disruption of existing neighborhoods and commercial areas.
Light Rail Transit	Light Rail is great! This is definitely a way to go. Dallas TX is a great example of how successful it can be!
Light Rail Transit	Even though it is an expensive transit option, I believe that light rail is the best solution for commuting from Nashville to our suburbs. Gallatin, Franklin, and Murfreesboro would be great routes to figure out for this mode of transportation. While I personally believe that buses are a good option, I believe that for the majority of folks in our area they have a negative connotation. One appeal of light rail is psychological — a new, modern, shiny alternative to driving.
Light Rail Transit	The operating costs of light rail is cheaper than busses. Over the long term, LTR wins.
Light Rail Transit	Light rail services would be very valuable for commuters traveling into the city’s core from Southeast Nashville. The I-24 W. morning traffic flowing into city is backing up further and further into Rutherford County. The time and gas saved from having access to alternative transit solutions could significantly improve the quality of life for us all.

Light Rail Transit	<p>Yes – this would be a fantastic solution for Nashville. If you would build a rail line in the middle of 65 going north/south and one in the middle of 40 going east/west, I think you’d be surprised at the amount of users you would have. For business/pleasure purposes, we should have an easy way via rail to get to the airport and to our respective employers whether they are located in Brentwood, Franklin, Downtown, Mt.Juliet or the West Side. I used to live in Atlanta and would always use light rail for concerts/sporting events/going to the airport and would have for commuting to work, but was in a Sales role and needed a car to visit clients on a daily basis. Let’s make it happen!</p>
Light Rail Transit	<p>Agree, Heather. Nowadays by the time I get to work in the morning, I’m tense from the traffic, and I’m exhausted when I finally make it home in the evening. Unfortunately, Nashville will need buy-in from the outlying areas and I’m not sure some of them will go along (Brentwood?).</p>
Light Rail Transit	<p>I think this is a great idea and a step in the right direction. I would really like to see the light rail going down into the I-24 area to relief traffic on I-24 downwards Nolensville Pk. and Murfreesboro Pk. There is also great potential in helping our new Americans if we serve these areas. They are the areas where people rely on public transit the most next to East Nashville area. Thank you MTA for value the public’s input.</p>
More Frequent Service for Longer H	<p>yes!! Sometimes I wish I could use a bus but it just isn’t running when i need it in the evening. Nashville has a nightlife, it should have night transit.</p>
More Frequent Service for Longer H	<p>Earlier starts would make riding the train a viable option. As a high School teacher if it started sooner I could ride the train in with my bike in tow and make it to school in time. But since the first ride in doesn’t get to downtown till 6:30, there is no way any high school teachers or students can utilize the Train unless they go to Hume Fogg.</p> <p>Plus, would love to see MNPS students gain access to free rides on Music City Rail like they do on Buses.</p> <p>Also my husband would use it more if the schedule was later. Being apart of the music business he frequently has to stay in town later than planned due to concerts/showcases and that completely complicates with out having access to later train rides.</p>

More Frequent Service for Longer H	<p>I love to ride the train when it's available but the times that it is currently offered is completely unreasonable and unusable to most. If we're trying to grow revenues for downtown establishments, then why do we not offer train services at night for those who live in Lebanon Mount Juliet Donelson and Hermitage to be able to get downtown and back via MTA?? If the issue is cost then let's look at some creative pricing plans and better frequent rider plans for those who are willing to pay in advance for a series of rides. The fact that we have the train and it runs so infrequently is really doing the community a disservice.</p>
More Frequent Service for Longer H	<p>I work downtown and typically commute 3 miles from my home in 12 South on foot or by bicycle. In evenings, it's great to be able to take the bus, but it's often the case that if I don't time my departure perfectly, I miss the option to catch one of three lines that will run near my home and will have to wait up to an additional 30 minutes. It would be ideal if the buses ran with more frequency during peak travel times (4:30-6:30 pm) and also ran later in the evening as well. I'd be more likely to use the bus on nights when I have to stay late at work for an evening event. As it is now, on those nights, I walk/bus home and then take the car back into work so that I know I have a reliable way of getting home at 10 or 10:30 in the evening.</p>
More Frequent Service for Longer H	<p>I think the free lines (green, purple, and blue – downtown) could be re-routed and used as a way to build, or explore, new routes and their popularity. How about a crosstown? Or, circuits around the city's outskirts? It's depressing to watch them go by empty all the time. Not to speak of the traffic and construction the routes constantly require them to drive through. Once ridership gets above at certain goal, begin to collect fares and move the free bus to a new area.</p> <p>If you can give people free transit, and they can't, or choose not to, use it... well then, build a highway on top of the highway and be the first city to go ALL CAR and be proud of it. That bus station downtown could finally become what it's always wanted to be – a parking garage.</p> <p>24 hour service 7 days a week. Less stops. Thanks.</p>
More Frequent Service for Longer H	<p>I had an internship during the summer at the Lentz public Health center, but sometimes the bus would be late to arriving to its destination , but more frequent bus arrivals would be best</p>

More Frequent Service for Longer H	I have worked in the Donelson/Hermitage area in the past. I wasn't able to ride the bus. If I needed to get to work on time it meant driving to a park-n-ride (or walking 1.5 miles) then going downtown and switching to another bus then walking another 2 miles to get to the job site. I think cross city lines would be nice. After work I would have to reverse the routes, except it would take me three buses (and two hours) to get home because the express would leave downtown before I could get there. Later service or cross town routes would be nice.
More Frequent Service for Longer H	Need more direct routes without having to change downtown. I can't justify spending 60+ minutes on a bus when I can drive from EN to Vandy in 15 minutes or less.
More Frequent Service for Longer H	Hope someone reads your comment – why are riders required to go into town and then back out when they only seek to go from one part of town to another which they can do by driving a car on one road cross town, i.e., from Charlotte Avenue to Nolensville Road? or go from West End to town and back out to Hillsboro Road ... to get from one side of Vanderbilt medical center to the other side???
More Frequent Service for Longer H	We also need better pullouts at the curbs so buses do not block traffic when loading and unloading....or for example, when drivers stop to get meals at Krystal on 21st.
More Frequent Service for Longer H	If we increased the frequency and kept the lines open at an earlier and later start/end times. I think more folks would use the bus/public transportation. I have a bus that stops right outside my house on McFerrin but the bus does not run early enough (5:10- 5:30 AM) for me to catch the connecting line. The same holds true for my return. After a 12 hour shift, I do not want to wait at a terminal or stop for more than 30-1hr. Increase the ease, and you'll increase the use. I also agree with previous comments about the need to have more information out there for the public. There remains a lot of misinformation and negative opinions about public transportation.
More Frequent Service for Longer H	I wish the #20 Scott could come back on Sundays. I work night shift and I'm lucky enough to live right on that line but I have to walk 3 extra blocks at night on a Sunday. Also later on the weekends would be helpful in not being at work an hour and 1/2 every Sunday. Also events on the weekends would be better too. Luckily uber can some times subsidize my need for transportation. but I can't afford to use them every day.

More Frequent Service for Longer H	<p>I would emphasize that until there are parking garages built that people can drive to, park, get on a frequently departing bus.....our traffic issues will not change.</p> <p>Parking garages on the outskirts needs to be the first or second priority. While in London...there is a congestion tax on the downtown area...wow...traffic wasn't bad at all...plenty of LARGE parking garages. Rather than in typical Nashville fashion there is a new parking garage [MDHA land] currently being built downtown rather than on the outskirts of Nashville.</p>
More Frequent Service for Longer H	<p>This makes sense, Park & Ride garages.Near major lines.</p> <p>There's got to be more cross town routes too.</p> <p>The disincentive for me is : If I ride Nolensville route to downtown central and then catch outgoing to Hillsboro/Vandy, it can take me 60 minutes (not counting walking to bus stop). I can do this in 35 in my car.</p>
More Frequent Service for Longer H	<p>Definitely need more crosstown routes. I don't have time to ride downtown from Charlotte Ave to change buses to get to Green Hills for a Dr. appt.</p> <p>Can buses use I440 with transit stations at each exit? I440 was built as the inner loop, then repeat with Briley pkwy, and then with Harding?</p>
More Frequent Service for Longer H	<p>I think we should aim for higher frequency of bus stops, etc. every 20 minutes would be a reasonable marker. The length of service is also important while more costly to run late buses I would suggest you might get higher use if they ran later. I think at first the city should plan to try to maximize frequency and length of service and evaluate over a two year span the increase in rider ship</p> <p>Meanwhile we may take a loss but it is important to see if you would attract more riders if the service was more readily available</p>

	<p>Many major metropolitan areas are now adding congestion taxes during certain times of the day, and others are adding toll roads and increasing tolls to try to incentivize people to not be on the roads during busy hours. Some of these actions are made possible by the growth in telework and flexible work hours, but in order for this to really work we have to greatly improve our Metropolitan Transit options. If you look at any of the top tier cities like Washington DC New York Chicago or Denver they all have fantastic transit systems that citizens and visitors can rely on for timely transportation at most times of the day. I know that they all have problems and I am on many of them every year, but one consistent thing that makes them work is a large number of routes that are available all day long and this is very different than what we have today in Nashville.</p>
More Frequent Service for Longer Hours	
	<p>If Portland, OR and Berlin, W Germany can do it, why can't we run a bus line every 15-20 mins? Why not use smaller buses if we are not filling the standard sized ones?</p>
More Frequent Service for Longer Hours	
	<p>Moving to smaller buses on routes that are used but underutilized, such as the 20 Scott on Sunday would be a great solution for everyone. Getting rid of the route entirely was very disruptive as was getting rid of some of the routes during the week.</p>
More Frequent Service for Longer Hours	
	<p>My work hours are 6:30 a.m. to 5:00 p.m. I live about a 10 min. drive from work. I rode buses for my entire primary school career...even started on a streetcar in Memphis. In Athens, Berlin, and Portland, OR and Atlanta, GA I have ridden mass transit that was convenient and reliable, if not comfortable. Getting a bus or streetcar or light rail every 15-30 mins. in the city was no problem there. Even more often, actually. Hardly ever walked more than 4 blocks. Surely we could at LEAST get more frequent buses running, and why not a few SMALLER buses if we are not filling the standard sized ones?</p>
More Frequent Service for Longer Hours	
	<p>I would like bus drivers to be more courteous to elderly disabled people and to stop at designated stops (IT'S THEIR JOB!) and not leave people stranded in the rain on the last stop of their shift on a Friday at night in the dark with NO WAY TO GET HOME!</p>
More Frequent Service for Longer Hours	
	<p>I would ride the Music City Star more frequently if I could get a ride after 6:30 p.m. The last train from Riverfront leaves at 5:45 p.m., which is too early for me to leave work. For the many who leave work at 5:30 p.m. or 6pm from mid-town, riding the train with the current, limited schedule is not an option.</p>
More Frequent Service for Longer Hours	
	<p>(plus) 1 to this. It's almost as if we run this train the minimum amount possible to be able to simply say that we offer it as a service.</p>
More Frequent Service for Longer Hours	

	<p>I know Nashville thinks that it is up to speed with larger cities in the US because of the downtown expansion, but the city has a long way to go. Especially if you are asking if Nashville should increase frequency and hours of operation. Nashville is no longer the small country town; it is a metropolitan. Of course Nashville MTA/RTA should increase frequency and hours of operation including out to the surrounding counties Rutherford, Franklin, Wilson etc. Yes, I would be more likely to ride transit if the schedule better matched my own. I think the buses should run 24-7 or at least until 1:00 a.m. so that I can ride the bus to a Predator's game without having to call a taxi to get back home. For inner city buses should run every 15 to 30 minutes and in the outlying cities every 30 to 45 minutes. All of the changes in the world will not be beneficial if you do not inform the people of the services you offer. Right now you do not do a good at that.</p>
More Frequent Service for Longer H	<p>Frequency and reliability are the critical variables to lure people out of their cars. They also have the most meaningful quality of life impact on those who have no other means of transportation. Non driving citizens are an ever increasing segment of our population base; seniors, youth, and those with physical or mental impairments or financially restricted are all members of our community who are held back from fully participating in the riches of our community without transportation access. One small example is that a number of our parks have no transit access whatsoever.</p> <p>Davidson County is almost 535 square miles so it is impossible and unreasonable to expect the same density of service without the same density of users; however current building trends and projections within Nashville Next highlight increasingly dense neighborhoods that are ripe for increased transit service.</p> <p>I also hope there will be a education plan and process promoting actual BRT implementation where appropriate.</p>
More Frequent Service for Longer H	<p>For the parents and clients that we serve, transportation that fits the hours that they need to get from where they live in to Nashville and to their jobs would be a huge help. Often we are able to locate and secure jobs. However, the public that we serve often do not have reliable transportation. We do not currently have ANY bus service to Cheatham Co. Some have used the Midcumberland Vans for even temporary transportation, but these do not run long enough in the evening for commuters to get back.</p>
More Frequent Service for Longer H	<p>Frequency is a huge factor in my choice to ride the bus. If it came more often on the #5 and #21 routes, I would certainly ride it more often. Thank you.</p>

More Frequent Service for Longer H	<p>If the bus routes were more frequent along Charlotte during rush hours, I'd consider taking the bus. As it is now, the buses are infrequent, take forever to get downtown (or home) and often are not on time. All three of those problems need to be solved to make riding the bus a viable choice. Many of us do not have the option of saying "I'll show up for work whenever and will arrive home at an undetermined time."</p>
More Frequent Service for Longer H	<p>I think just by adding a few more train times in the morning and evening would go a long way to getting more users.</p> <p>I myself would prefer to take the train, but my work hours are 9-6, which means I can't really use the current system.</p>
More Frequent Service for Longer H	<p>Also: More buses during rush hour (and in general). Now, if you miss your bus, you have to wait another hour. Buses should run every 7-10 minutes.</p>
More Frequent Service for Longer H	<p>I agree. My shift with Metro govt ends at 4pm. I'd love to get home at a reasonable hour, and beat some of the BAD traffic in Southeast Nashville...OR stay downtown for dinner, and then ride home....but my leg of the #12 (the Hickory Plaza) leg runs once an hour. I basically have two buses</p> <p>A 4pm end time gets me home at 5:20, in theory. In reality, the Nolensville Rd route can be very backed up.</p> <p>The next available Hickory Plaza route would get me home at 6:15 at the earliest.</p> <p>I love riding the bus, but I give up an extra 30 minutes in the morning, and in the evenings, it can be an HOUR, to take the bus.</p>
More Frequent Service for Longer H	<p>I live in East Nashville and would love to take the bus to evening events. I'm unable to do that now because the schedules don't run late and/or you can't rely on them.</p> <p>Same goes for Snow Days: Would love to take bus; however, I have been stranded several times while riding MTA during inclement weather when bus lines shut down and/or no shows (and/or when the driver decides to change the route) – without proper communication.</p>

More Frequent Service for Longer H	<p>Bus infrequency is a frequent reason I choose to drive during the week. Having to wait an hour before a next bus is WAY too long at the end of the day if I am traveling across town. A 10-15 minute frequency makes commuting by bus FAR more appealing. I believe this kind of service is also perfect for weekend evenings for cultural and dining activities downtown. Parking and traffic in the CBD is often bad and appears to just be getting worse. Taking the bus takes that unknown variable out of the equation.</p>
More Frequent Service for Longer H	<p>Later times on weekends for major routes.</p> <p>I would attend many more events downtown during the weekends if I was assured of having bus transportation home.</p> <p>10:15pm just does not allow enough time to attend the event, and still have time to make it to Music City Central or your bus stop.</p>
More Frequent Service for Longer H	<p>Here is an example from European cities: Starting at 6 AM public transport runs every 7-10 min to slow down during the day to 15 min sequence and then to 10 min during evening rush hour. Most buses, metro, trams run every 1/2h from 8 – midnight.</p> <p>This is probably not achievable yet in Nashville but should be set at a goal. E.g. at weekends when the Symphony, sports and other entertainment are performing increase transport service between 10 and 11 PM to a 15 min sequence and guarantee connectivity between different lines.</p>
More Frequent Service for Longer H	<p>Make the service free for the first 2 months; people will try it then and once they see that it works, they will become paying customers, provided the service is on time, inexpensive, regular, frequent, and pervasive in our city.</p>
More Frequent Service for Longer H	<p>I live off West End Ave and would dearly love to be able to take the bus downtown on the weekends to avoid the hassle of parking for a concert, etc. Right now I cannot depend on the bus to get home as they do not run frequently enough.</p>
More Frequent Service for Longer H	<p>I tend not to use transit in the morning because I want to be downtown earlier than I can get here via MTA. If the bus started running earlier I would use it both morning and evening and if it ran later in the evening I would also use it to go to evening entertaining to avoid parking.</p>
More Frequent Service for Longer H	<p>Also the Centennial Blvd. should run again like it used to.</p>
More Frequent Service for Longer H	<p>Transit used to be on Morrow rd. to Croly drive, it really needs to come back since the population is truly expanding in the West Nashville area especially in the nations. and it should run from 6:00 am to 1:00am</p>

MTA/RTA Service Improvement Strategies	Are there any plans to add a feature to existing bus service that would make it possible to see buses coming on computers and phones? Knowing when a bus would be on time or late would make it easier for riders to use the service without wasting time.
MTA/RTA Service Improvement Strategies	Public transit into and out of Nashville is unlikely to work unless there is also some way to move people around WITHIN Nashville once they arrive. Even areas within a couple of miles of downtown are entirely unserved, and levels of service are insufficiently frequent for people to be able to depend on them. We will never increase ridership until people can get to where they need to go (without needing to walk as far as the bus ride to get to a stop that is served) and move on to the next stop reliably within 20-30 minutes at the outside.
MTA/RTA Service Improvement Strategies	<p>I will continue to post these facts until i am either shown to be incorrect or we get some trains. (in 2011, Nashville had around 609,000 people. Atlanta started building the rail portion of its MARTA system in 1975, when the city's population was around 460,000. The 13 county Nashville metro area contained about 1.75M people in 2010. The Atlanta area contained just under 2M people in 1975.)</p> <p>The point: Atlanta's system is behind the curve, which makes us way behind the curve. It is time to lay some rails.</p>
MTA/RTA Service Improvement Strategies	No matter what steps are taken, the underlying issue is how to convince the "rest" of the Nashville population that public transit isn't just for the working poor.
MTA/RTA Service Improvement Strategies	If increasing frequency is one of the critical service improvement strategies, why is MTA doing the exact opposite on some of its routes in the most recent service adjustments? Every 40 minute service has happened to two bus routes I depend on – it is a poor level of service, and you are shooting yourself in the foot by having this vision but then not walking that the talk. If you adjust them back to being every 30 minutes it will look like progress but it really won't be, you will just be back to where you are started. Where is the accountability????
MTA/RTA Service Improvement Strategies	Busses that only run Monday to Friday is ridiculous, people also need to get to work on Saturday and Sunday...the 27 route is a prime example...this is supposed to be mass transit...not only on certain days transit

MTA/RTA Service Improvement Strategies	<p>I'm very interested in finding ways to relieve freeway congestion. Might freeway BRTs with service to key employment areas – such as Cool Springs, downtown and metro center work? Would major employers consider providing last mile service to get people to their offices? I love rail (ride the Star often) but BRT seems like the only quick solution to our overloaded freeways.</p>
MTA/RTA Service Improvement Strategies	<p>I like the idea of hybrid “trolley style” buses to be used in the downtown area. They are smaller than lightly filled full sized buses, fit in tighter spaces and have a certain character that would fit in nicely in downtown, plus they cost less to buy, and electric overhead cables or rails are not needed. Routes can be changed easily when needed. I've seen some really nice looking “trolleys”, similar to the “trolley” that's in use in Franklin, TN. They must look like a “trolley car” not ugly yellow little buses like we see now.</p>
MTA/RTA Service Improvement Strategies	<p>More public transit is needed in the areas of Fairview, Lyles, Centerville, etc. This could be implemented through an extension of the existing West End Bellevue service along Highway 100, in much the same manner as the recent implementation of service to Dickson.</p> <p>Also, a re-examination and re-evaluation of the former West End Belle Meade route, I feel, would be worthwhile, as it would provide greater access to such facilities as the newly-expanded Warner Parks and Cheekwood and the Highlands of Belle Meade district.</p> <p>There was also one minor flaw in the text regarding access to fare and schedule information. In one paragraph, the text stated that older riders would be comfortable finding information on a website, when in fact the context of that same paragraph made it clear that many older riders WOULD NOT be comfortable finding information on a website, but would prefer telephone and printed information!</p>
MTA/RTA Service Improvement Strategies	<p>Just desire to say your article is as suiirpsrng. The clearness in your post is just great and i can assume you are an expert on this subject. Fine with your permission allow me to grab your RSS feed to keep updated with forthcoming post. Thanks a million and please carry on the enjoyable work.</p>

	<p>works. Pooling the Green buses with other routes during certain hours of the day, for the sake of better utilization of equipment, is a bad logistic, because it casts a perception of confusion that the service is not dedicated.</p> <p>More serious than “stray” green buses throughout the city, MTA should strongly consider (without jumping to conclusion of not being viable) a network of overhead-electric trolley-coach buses to replace the diesel-hybrids, and instead of opting for “autonomous” electric buses (on-board stored power), as used in Chattanooga. The primary reason is that, in an a central business district with high levels of activity throughout most of the day, trolley buses provide that sense of permanence, that main element of induced perception of a defined and bounded infrastructure. In the case of trolley-buses, that infrastructure is in the form overhead suspended electric cabling, including all switchwork needed for route branches.</p> <p>With the many and constantly changing detours in downtown, and within its peripheral areas, the trolley-bus as a short-route circulator eliminates the need for the critical laying of rails, special trackwork, and the associated handling of utilities below the street (such as for electrical grounding). The cabling also can be easily installed and temporarily abandoned to accommodate the ongoing and evolving detours afflicting the area. There does exist a sufficient amount of land available (including the downtown and east-bank areas) to support building a small maintenance facility within proximity of the circulator service district.</p>
<p>MTA/RTA Service Improvement Strategy</p>	<p>Cable trolley cars is just unacceptable aesthetically– putting in the cable system that is 100 years old is like digging up underground utilities and putting in poles instead– anyone up for that?? Try getting buses that come on frequent and regular schedules to stops that are well marked. See what your real utilization becomes and then see where more ambitious mass transit needs to be.– light rail, express buses or other options.</p>

	<p>for a city of that size and layout. They aren't limited to downtown, and they have worked very well along with the fleet of diesel and diesel-hybrid buses.</p> <p>Also, it's not a matter of aesthetics, inasmuch as you're going to have overhead cables or wires even with streetcars and light-rail, and any such higher-capacity and electric system comes with the wires or cables overhead (either straight, plain wires or true catenary), all suspended via poles or even attached to existing buildings, as in parts of downtown Seattle. With light-rail and with streetcar, you still get the wires and the tracks, which can be construed as unattractive at worst, but not unacceptable.</p> <p>Again, the overhead wires of a trackless trolley provide the needed sense of permanence that tends to confer reliability. We're talking about downtown service period, whether dedicated as a central business district circulator, or, in the instance in Portland OR, modern streetcars serve as connectors of "near" core urban districts, while crossing route paths in the downtown area. The only reason suggesting trolley-buses was for the sake of being a less expensive alternative to streetcars in the downtown areas of buried utilities, an issue which would need to be addressed with embedded tracks and the need for isolated electrical groundings with existing utilities. That being said, then we might as well go with streetcars and prepare properly for the future, since people have aversions to buses in general.</p>
MTA/RTA Service Improvement Strategies	We need light rail and commuter rail. More vehicles on already overcrowded streets it not going to help enough.
Outlying Transit Hubs	A Transit Hub in the central Madison area would be great. Expanding Express Bus options throughout the day to and from downtown would be great. The Gallatin Rd BRT is fine but not great for commuting since it still operates more or less like a local service route and carries a lot of students. A transit hub in central Madison would help many residents living in Madison and Old Hickory.

	<p>parts about the outlying transit hub's role in making connections. The supplied map falls way, way short of the mark especially in comparison to the Loops and Bows concept (https://goo.gl/94KUml).</p> <p>Are these the transit hubs to connect RapidBus (or BRT Lite) with Express Bus and local service? No. Five Points is just the second stop on the Rivergate BRT; we are not sending the Rivergate Express bus there, are we? What connections are made at 100 Oaks Mall? It is practically unserved, though it would benefit from a crosstown route to fill in for the missing parts of Briley Parkway.</p> <p>The outlying hubs are at the edge of the county. They interconnect (that is what a hub does) between the main circulation of the three loops (just one route, amazing!!) and the other transit services operated by MTA, RTA and other county systems.</p> <p>Here are some key suggestions:</p> <p>Connect 101 Dickerson with 56 Rivergate at a major hub in Rivergate (do it!).</p> <p>Connect 105 Nolensville with 55 Murfreesboro at a major hub in Hickory Hollow (do it!). Add a hub around Nolensville/OHB to connect with the Williamson County network including Express Bus and future light rail.</p> <p>Connect 108 West End to xx Charlotte in Bellevue (do it!) though some savings & service may be had with a 50% split at White Bridge as you show.</p>
Outlying Transit Hubs	<p>I'm glad to see that Music City stations are potential outlying hubs. Donelson, Hermitage and Mt. Juliet would seem to be the priority places to start.</p> <p>Regards – Andy</p>
Outlying Transit Hubs	<p>The outlying transit hubs are a great idea and the placement on the map looks fine; but to be honest, the design provided indicates I would have to transfer 2-3 times between home and work. If it were not more convenient than that to take public transportation, I would still drive. Taking more than an hour to go 12 miles is ridiculous.</p>
Rapid Bus	<p>Es gibt keine statischen, demografisch geprägten Zielgruppen mehr. Es geht einzig und allein nur noch um Interessensgruppen (Communities), in denen das größte IneeEvemont/Ingagemvnt zu einer gewissen Thematik nahezu</p>

Rapid Bus	I am in favor of dedicated bus lanes during rush hours. That would encourage many more commuters to ride the bus.
Rapid Bus	<p>October 23, 2015 at 1:26 am</p> <p>I personally love the BRT. The buses are clean and always run on time. I have only taken the Charlotte and Gallatin buses.</p> <p>Couple suggestions:</p> <ol style="list-style-type: none"> 1) Please create a route that somehow links the East and West side without having to go through downtown and getting off at the Music Central bus depot. 2) Bus only lanes along Charlotte and Gallatin. The Bus is "rapid" but not during rush hour. Have a bus only lane where no cars are allowed at any point. This might increase car traffic but it would make BRT more convenient and push more people to ride the bus. <p>Thank you for being forward thinking with Nashville's transportation needs. Simply widening the roads (impossible as it stands) is not an option.</p>
Rapid Bus	<p>I've taken the buses and they are very cumbersome, not to mention quite empty. Trains would have the right of way and their speed would surpass buses. Time to update our mode of transportation.</p>
Rapid Bus	<p>I would like to see BRT service on all major arteries from downtown to the furthest limits possible.</p> <p>I would like to see bus service hours extended to accommodate those of us who work second shifts.</p> <p>I would like to see the number of buses increased so that no rider need wait more than 15 minutes for a ride.</p> <p>I would like to see regular bus service extended into communities in surrounding counties, i.e. Brentwood, Hendersonville, LaVergne and Goodlettsville as these areas offer ample opportunities for employment but are inaccessible to those of us who are limited to public transportation...</p>
Rapid Bus	<p>Aha! so there is a six page Rapid Bus document, not just the image of the cover shown at the top of this page. Until nMotion2015 updates their link, see the document here: http://nmotion2015.com/wp-content/uploads/2015/09/nMotion-Rapid-Bus-150712.pdf</p>

Rapid Bus	<p>No,no,no,no,no,no,no!</p> <p>NO MORE BUSES EITHER RAPID OR STREETWISE!</p> <p>Mass transit only! NO BRT!!!</p> <p>NO MORE BUSES!!</p> <p>MASS TRANSIT VEHICLES ONLY!!!</p>
Rapid Bus	<p>Here is the link to my “Loops and Bows” Rapid Bus concept diagram: https://goo.gl/94KUml</p> <p>The idea is to provide high frequency Rapid Bus service along the major corridors marked for dense development in the NashvilleNext project. These “Loops” would be targets for transit oriented development. At strategic locations there would be mini transit hubs to connect with circulators, local service “Bows” and regional transit services such as Express Bus (BRT), light rail and neighboring county transit systems.</p> <p>The “Loops” would serve as a distributed transfer network instead of downtown being the only transfer point. Other problems with the present BRT Lite implementation: the old local service is now largely duplicative, providing less needed service to downtown when service to schools and neighborhoods are still necessary. Also, current BRT Lite service demands a transfer downtown where the “Loops and Bows” system as described enables a rider to stay on the bus and pass through downtown. Also, the “Loops and Bows” system connect arteries at the edge of the county allowing riders to access shopping, schools and other destinations without having to transfer in downtown.</p> <p>The regional transit hubs at the edge of the county would also be a stop for Express Bus and neighboring transit systems. A well placed regional transit hub will also have Park and Ride lots and be a destination for any future light rail system.</p> <p>Roy</p>

	<p>Nashville needs to focus its bus service on downtown and move out from downtown extending to East Nashville and the 440 corridor West of the Cumberland, including Germantown/Salemtown, Buena Vista, Hope Gardens, Fisk U, Hadley/Washington, TSU, West End, Vandy, Belmont/Hillsboro, Music Row, The Gulch, 12th S, Wedgewood Houston, SoBro.</p> <p>Instead of Nashville's current intermittent bus service, Nashville needs a circulator system with buses making stops at each and every stop in a concentrated area. Bus riders should have to wait no more than 10 minutes at any stop. Start by building a reliable bus service with a great phone app and digital times at bus stations on all major routes. All bus routes should run until at least midnight 7 days a week with service until 3am Thurs-Sat. Once you've established good service in Central Nashville, you can expand beyond the 440 Loop.</p> <p>This will not be nearly as expensive as other forms of public transportation and could significantly reduce car traffic in town.</p> <p>Rapid Bus</p>
<p>Rapid Bus</p>	<p>BRT as operated by MTA is nothing but express bus service. I suppose it arguably becomes more "rapid" than regular bus service by dropping some stops. Rapid transit as compared to cars will require a dedicated roadway. Calling what we have now BRT merely causes a less than favorable public impression of "rapid transit." I suggest you call it what it is: Express bus service.</p>
<p>Rapid Bus</p>	<p>I'd love to see more BRT type bus routes using the city's major corridors, as well as frequent bus routes that run between these spokes.</p>
<p>Rapid Bus</p>	<p>WE NEED THE BUS TO RUN LATER IN THE NIGHT ... SOME OF US WORK LATE HOURS AND HAVE NO WAY HOME AFTER 11:15 AT NIGHT ... AND THE WEEKEND SUCKS.... BUSES NEED TO RUN LATER IN TO THE NIGHT, SO SOME CAN GO TO A DINNER AND A SHOW . AND A NIGHT OUT ON THE TOWN ... THANK YOU ! ... THE J.R.</p>
<p>Rapid Bus</p>	<p>I've asked for the BRT Lite service on Nolensville to come to Bell/OHB when it is implemented. I have been told the service will only run to Harding. Given the huge growth in congestion in the three years between Harding and OHB in the three years I've lived here, this is frustrating. I don't expect to use it when I have to drive halfway to work just to board the bus. Rapid bus/express service from OHB to downtown with minimal stops would be wonderful!</p>

Route Simplification	<p>I challenge anyone to come up with a simpler route system than One One RapidBus route making three loops through Davidson County with connections to local service (local is not the same as going downtown) and RTA ExpressBus hubs.</p> <p>One. Very simple. Let's see what you've got, nMotion.</p> <p>I'm ready to design my own transit system. When does that come?</p> <p>Roy</p>
Route Simplification	<p>I saw the article about an upcoming meeting in Gallatin and, while I will not be able to attend that interest meeting, I did want to post some comments. Regarding the existing RTA commuter bus routes, I recently chose to turn down a job in the Metro Center area of Nashville due to lack of public transportation. While I could easily catch a morning RTA at Walmart in Gallatin and arrive at Music City central in time to catch an MTA to Metro Center and be in my office by 8 am, there was no way for me to come back home at the end of the day. Given the standard 8 am to 4:30 pm State work day, there was only one MTA bus after 4:30 pm at Metro Center and it would arrive at Music City Central too late to catch the last RTA back to Gallatin. This seems like a serious oversight in route planning. Any route taking people to work needs to have a corresponding route back home!</p> <p>On a completely different issue, the need for a basic bus line in Sumner county is huge. The existing MTA route up Gallatin Rd which ends at the county line would be heavily used if it was extended all the way up Gallatin Rd as far as the Gallatin Civic Center parking lot. This would enable all the residents of Gallatin public housing to have access to jobs in Hendersonville and the Rivergate area. A route detour over to the Streets of Indian Lake would probably be a really good idea as well.</p>
Route Simplification	<p>Agree with posted comments.</p>
Route Simplification	<p>A 'route tracing' exercise could be useful here; by studying the average resident's travel habits within the metro Nashville area – it could offer some insight into whether current routes offer reasonable schedules and transit stops within a radius that allow riders to reach their destinations (i.e. work, post office, grocery store, etc.) in an efficient and time effective manner.</p>

Route Simplification	<p>Tracing is exactly right, because the flaw in traffic studies is that they often measure density of travelers, not their travel vectors.</p> <p>The city needs to measure a map of two-point correlations between every point A and every point B to see what the most common A->B segments are and then join those into routes.</p> <p>Make a phone app. We'll all download it and let you have our anonymized route info for free.</p>
Route Simplification	<p>There are clear lessons to be learned from successful system redesign in other cities. A system that makes better sense and is easier to explain to new users can go a long way towards improvement. I am stunned by how many people tell me they just don't understand the system. Differing frequencies, odd routes, lack of predictability. These are frustrating and disrespectful to transit users and a recipe for stagnation/non-growth.</p>
Route Simplification	<p>The biggest factor for me is ensuring that I can make it to work on time. I have to be at work a little before 7 to ensure that I start on time. That is why I currently don't use the service. Nobody can get me to work guaranteed in a timely manner.</p> <p>I do think it would be best to have straight shots out in the 4 directions with something other than rail handling stops closer to Nashville.</p>
Route Simplification	<p>There are three routes for Nolensville Road (#12). I think all three are needed, and the branching point is set correctly.</p> <p>But there is a lot of confusion at the bus station when each of the three routes is scheduled within minutes of each other, and all taking off from the same bay.</p> <p>Last week, I was on the Hickory Plaza bus, and we played leapfrog with the Wallace/I24 bus all the way down Nolensville Road.</p> <p>A BRT route on Nolensville road would be great, as long as it leaves from a different bay. It could end at Lennox Village, and the 33X wouldnt have to make that jump over from Antioch.</p>

	<p>Two out of 3 of these plans from a BRT with dedicated lanes along West End Avenue. I realize these are preliminary and conceptual, but we had a HUGE battle over the Amp a few years ago in part because the city government, chamber of commerce and “committee of insiders” recruited to sell this plan to Nashvillians accentuated the positives and ignored the negatives, which were significant:</p> <ul style="list-style-type: none"> – 3 interstate overpasses that can only be widened for BRT at significant cost (so the end result is that cars loss a lane at already congested intersections to accommodate buses); – Need to expand width of roads west of 440 to accommodate would require eminent domain in an expensive residential area (the choice is either expand the roadway to provide dedicated lanes to buses or provide car traffic with only 1 lane in either direction); – The traffic delays due to lengthy construction of dedicated BRT lanes would take 30 years of BRT service to break even. <p>Another issue is that BRT promoters claim that BRT is “more comfortable” and desirable without pointing out that at least half of the capacity of BRT buses is for standing passengers. One major advantage of riding a bus is that you can read—not possible if you’re standing. If you are asking people to make a major financial commitment to various modes of public transit, you need to be totally honest about the advantages and drawbacks, and most people are going to consider buses that offer standing room only to more than half of their passengers a negative.</p>
Scenario 1	<p>PRT is the way to go inside the city center!</p> <p>https://www.youtube.com/watch?v=ERdFOFK-2io</p>

Scenario 1	<p>Desired: Fast (65-80 mph) light rail from Downtown to Gallatin, Franklin and Murfreesboro with stops every 4-5 miles. Scenario 1 is not it.</p> <p>Desired: A reduction in congestion as commuters choose transit because it is faster. Scenario 1 is not effective at reducing congestion though there will be some faster trips.</p> <p>Cost: nMotion fails to do a full accounting of the costs. I think they included the cost of stations and rolling stock as well as operating costs but what about the costs of taking two lanes of traffic for BRT and Freeway BRT??? Was nothing learned from the AMP??? Nothing???</p> <p>I would even be generous and give credit for equivalents moved by transit. Figures online say a full to capacity lane of interstate traffic would go onto one bus per minute. No one is talking about anything close to a bus every minute on any of the interstates. nMotion has not accounted for the cost of taking that lane of interstate.</p> <p>A high speed light rail system might move that many people with five minute frequency, close to frequencies we might be talking about. More importantly, I have more confidence in filling light rail with a thousand or two people per hour per corridor than I do a Freeway BRT bus.</p>
Scenario 1	<p>The material on this site may not be reproduced, distributed, transmitted, cached or otherwise used, except with the prior written permission of American City Business Journals.</p>
Scenario 1	<p>Streetcar service is a great idea and should be extended to include East Nashville and environs. Generally speaking the city has ignored the idea of mass transit for far too long, while simultaneously embracing the concept of population growth. We are way behind the curve, and as things stand now auto traffic will get far worse before it gets better. I would suggest a campaign to educate the population about the real need for mass transit. My feeling is that streetcars are both practical and appealing as an alternative to driving.</p>
Scenario 1	<p>Streetcar service would add whimsy and charm to Nashville. In fact, old routes are still buried in East Nashville. Imagine coming from West End going down the hill to downtown and the incredible view!!</p>

	<p>scenarios.</p> <p>Branding: somewhere on the web it says your brand is your promise to the people. I am left to wonder what nMotion thinks about the MTA/RTA brand. Where nMotion has a choice they always choose SLOW with lots of STOPS. That is not what I have in mind.</p> <p>I think almost everyone is thinking Light Rail. The strategy document says light rail can go 65mph!! Wheel!! nMotion puts Light Rail on Gallatin Pike and Nolensville Pike and stops every half-mile. Twenty stops to downtown? Welcome to my lunch.</p> <p>The slowest imaginable version of RapidBus also gets proposed: six stops per mile! RapidBus is supposed to be six stops per TEN miles. What brand is nMotion striving for if it is not SLOW and STOPS.</p> <p>Six stops per mile is LOCAL service. People can walk one block so a local bus would need only six stops per mile, one every three blocks. This is why I said to keep Hillsboro as a local bus at six stops per mile, not a RapidBus at six stops per mile.</p> <p>I know why nMotion is doing this. It repeats the mistakes of the Nolensville RapidBus route to solve the issue of local service. I also gave you a much better way to handle the overlapping requirements in the document linked to my name above. Please read it again.</p> <p>Scenario 1</p> <p>Elsewhere I describe Light Rail traveling down the interstate median</p>
<p>Scenario 1</p>	<p>Do those who are commenting aware of how much rail tracks have been taken up ... removed in the last 30 years, especially in the north and east parts of town? And the cost of liability for rail, regardless of light or intermittent placement can be compared to that of Boston and NY city. And the upkeep? Where is that expense coming from considering how the current rail tracks within inner city Davidson County is truly not kept up (maintained) for folks to walk over or cars to drive thru. Sorry, this “once lived in Connecticut” commentator who commuted to NY city for work remembers light rail demands that property owners must agree to give up land or there are battles with the more affluent areas demanding detours, increasing commute time. And, government property is not a simple thing, i.e., getting near the airport is about federal security issues. Light rail near airports – homeland security has oversight over that, i.e., Murfreesboro and Elm Hill Pike areas. This is a cute fix proposal that I hope is not considered a safe or financially realistic objective to spend money (or time) on developing.</p>

Scenario 1	<p>They propose a \$5 billion dollar system to service about 5% at best of the population with the remaining subsidizing the bill. The mass transit will NOT solve the transportation problem, it has not solved it in DC or anywhere else. This is the result of placing too many people per acre, per square mile or however else you wish to measure the density. The greater the density the more crowded it becomes. That is a law you can not alter with buses, trains or planes. Why not stagger work shifts? Manufacturing or other non-customer oriented businesses start at 5:30 AM and dismiss 8.5 hrs later, office workers start at 7:00 AM and dismiss 8.5 hrs later, retail start at 9:00 AM etc. You want to spend billions to correct traffic situations that last 2.5 hrs a day twice a day? Makes no sense or cents. Shoot for something with a greater benefit reach. But stay out of my pocket trying to solve the hole in yours. I do real estate and your mass transit will benefit me not at all. I watch too often the transit buses running half empty or more. Why? Because they can not get me to my destination timely- if at all. The Star is a flop. Ridership gets excitement stirred when it hit 10% capacity. How long has it been in service? At at what cost to tax payers? And again to benefit the few?</p>
Scenario 1	<p>The confidence you've shown in the surgery and in the healing process amazes me. There seems to have been little doubt through this whole process, only the normal pain and frustration. Cootlaturaginns for this. Don't know that I could have reacted so positively. Your adorable Tommy! It's a good thing I can't be around him. I would want to totally smother him with love. He'd have no freedom whatsoever.</p>
Scenario 1	<p>Excellent site you have here but I was curious if you knew of any user discussion forums that cover the same topics discussed in this article? I'd really like to be a part of online community where I can get responses from other knowledgeable individuals that share the same interest. If you have any recommendations, please let me know. Thank you!</p>

Scenario 1	<p>Light rail is exciting and definitely ‘cool’, we’d all love to have it. But it also carries an astronomically high cost. I’ve researched Portland’s light rail system and residents complain about the financial strain that it puts on the city. A better option is BRT at a significantly lower cost and similar performance, possibly better considering the ability to cover far more routes. The lower cost can be passed on to the rider and encourage more people to use it. I agree that it might be a tough sell for some Nashvillians and there would need to be education process and sharp marketing plan to get people on board. I’ve ridden on one of the best BRT systems in the world in Bogota, Colombia and it was amazing and very efficient. Clean buses, fast service, very well used by the huge population of 6 million residents. There’s another BRT success story in Cleveland called the Healthline that is the closest to the ‘gold standard’ BRT that we have in the US. We can use those models as well as the many other BRT systems already in existence as a guide to follow.</p> <p> https://en.wikipedia.org/wiki/HealthLine https://en.wikipedia.org/wiki/TransMilenio https://en.wikipedia.org/wiki/Rede_Integrada_de_Transporte </p>
Scenario 1	<p>This is the best of the bunch, but Southwest Nashville is underserved in this.</p> <p>Why would you not add light rail from downtown out to Cool Springs and light rail from downtown out to Bellevue as well? That has to be a requirement. There are already tracks in place.</p> <p>It would make sense to connect Bellevue to Cool Springs and Murfreesboro to Lebanon as well.</p> <p>Give us a comprehensive, big, bold, robust plan that would set the plan for smart development for the century ahead</p>
Scenario 1	<p>Agreed! Light rail from downtown to Cool Springs is an obvious need. Just look at any mapping service during rush hour and all our interstates are solid red with gridlock.</p>

Scenario 1	<p>This project looks like it might have been designed by the Tennessee Road Builders. CSX corridors can be used for commuter rail on the same right of way or parallel light rail. If you agree to second tracks and are willing to pay for part of the effort, CSX might be interested. Such a move could be a “win-win” for both parties as CSX has congestion problems as well.. If you say such an endeavor is too expensive, all you have to see is the cost of major highway projects to conclude that those major projects get funded with a “drop of the hat” compared to rail projects. As to Hendersonville/Gallatin the Cumberland River could be bridged at the dam and connect (about one mile of new track to the old Dupont Plant) to a friendly short line (The Nashville & Eastern) which would result in PAX being linked with the Music City Star line to Riverfront Station. We need to start thinking big with the involvement of our Governor and the CEO of CSX. Anything less will cause Nashville to, once again, be left in the dust by other cities that we compete with.</p>
Scenario 1	<p>Steve;</p> <p>Understand, but it would be done in heart beat if a highway was to be widened. Have driven the Interstate from Murfreesboro to Nashville during the morning rush hour. A tremendous waste of time for all concerned. What is needed is a high capacity PAX movement system like light rail or commuter rail. If we look at it from a life cycle perspective a rail system can be run for much less operating labor costs when moving large volumes of PAX.</p> <p>Please don’t think I am being overly critical here. Mass Transit in Middle Tennessee is going to be a tough nut to crack from many view points and I appreciate your efforts.</p> <p>I have worked in many aspects of transportation all my 53 working years. I will be retiring in the coming weeks once my replacement is trained. If I can be of any help in promoting mass transit please let me know. Thank you.</p> <p>Best Regards</p>
Scenario 1	<p>Why can’t we install light rail in conjunction with our interstate system? Either build it on the shoulder or in the median on a raised track like they do in downtown Chicago and you could drastically cut down commuter traffic.</p>
Scenario 1	<p>I really like this option. As the area is steadily geowing, we need these additional and expanded transportat ion options. I really like having the rail options.</p>

Scenario 1	Definitely need the light rail, Nashville is becoming a place people are moving to and traffic is a huge problem. Also, love the idea of adding service in Goodlettsville. I would take the bus more often if available in Goodlettsville just to help the environment.
Scenario 1	This city needs a rail system. The traffic is getting worse EVERY year...
Scenario 1	I don't think Nashvillians will truly buy in with gusto unless there is radically new and hip component like light rail. Even the Star was a recycled CTA train...nothing Nashville could truly embrace as its own. And this may sound hokey...but the thing must have a good name... The "el" the Bart...the tube... the Metro...those names instantly bring unique cities to mind. It's time for all in, not a band aid
Scenario 1	Light rail service should extend all the way to Franklin and Murfreesboro.
Scenario 1	The Regional plan needs to include a Local service from Nashville to Cool Springs, not just Murfreesboro to Cool Springs.
Scenario 2	<p>Two out of 3 of these plans from a BRT with dedicated lanes along West End Avenue. I realize these are preliminary and conceptual, but we had a HUGE battle over the Amp a few years ago in part because the city government, chamber of commerce and "committee of insiders" recruited to sell this plan to Nashvillians accentuated the positives and ignored the negatives, which were significant:</p> <ul style="list-style-type: none"> – 3 interstate overpasses that can only be widened for BRT at significant cost (so the end result is that cars loss a lane at already congested intersections to accommodate buses); – Need to expand width of roads west of 440 to accommodate would require eminent domain in an expensive residential area (the choice is either expand the roadway to provide dedicated lanes to buses or provide car traffic with only 1 lane in either direction); – The traffic delays due to lengthy construction of dedicated BRT lanes would take 30 years of BRT service to break even. <p>Another issue is that BRT promoters claim that BRT is "more comfortable" and desirable without pointing out that at least half of the capacity of BRT buses is for standing passengers. One major advantage of riding a bus is that you can read—not possible if you're standing. If you are asking people to make a major financial commitment to various modes of public transit, you need to be totally honest about the advantages and drawbacks, and most people are going to consider buses that offer standing room only to more than half of their passengers a negative.</p>

	<p>This option makes the most sense to me for right now, both financially and for quick implementation of needed improvements. It must be well publicized, well run, and meet the needs of potential riders to get more people “on board” and willing to leave their cars at home. Above all it must be a desirable option. Work with specific large employers, and clusters of smaller ones, to get buy in from their employees to try the improved services. More crosstown routes that connect with major roadways into and out of downtown are crucial.</p> <p>Once this in place and running, planners should aggressively pursue the planning of light rail as the next phase, and begin steps to put that option in place as needed. I think it is wise to start with something we already have in place and enhance it, then grow into light rail gradually. This option will give the city time to do that while meeting immediate transportation needs of our citizens.</p>
Scenario 2	Need to add Goodlettsville to local service
Scenario 2	<p>The Bus Rapid Transit option is the smart choice for Nashville’s long-term growth. It will provide a similar return-on-investment compared with the light-rail option but at a significant cost savings to all of us. Also, it will be much easier to build and much simpler to maintain over time. Additionally, due to the lower cost, it will allow for more transportation lines which will enable more end-to-end routes, thus providing better service and useability. Cleveland has a shining example of BRT called the the Healthline, it’s been a huge success that we can learn from. Other countries such as China, Brazil, and Colombia have successfully built extensive BRT systems over the past 20 years that transport tens of thousands of people each day, again we can learn from their best practices. The detractors say that BRT won’t encourage enough riders because ‘people just won’t ride in buses in the U.S.’ and ‘buses are slow’. That’s simply not true. Americans are open to use a system that is affordable and gets them to their destination. It’s important to properly market and educate about the quality and performance of BRT, it’s dedicated lanes and advanced stoplight contols that allow quick end-to-end rides. Nashville has the opportunity now to embrace BRT and become a world-class, transportation leader for other cities to follow.</p> <p>See the following links for more BRT information: https://en.wikipedia.org/wiki/HealthLine https://en.wikipedia.org/wiki/TransMilenio https://en.wikipedia.org/wiki/Bus_rapid_transit_in_Brazil</p>

Scenario 3	<p>plans for a BRT with dedicated lanes along West End Avenue and other routes. Therefore, I support it, because I believe BRT, particularly along West End, is not a viable option without so much disruption and such a high cost that it fails the cost/benefit test.</p> <p>Nashvillians engaged in a HUGE battle over the Amp a few years ago in part because the city government, chamber of commerce and “committee of insiders” recruited to sell this plan to Nashvillians accentuated the positives and ignored the negatives, which were significant:</p> <ul style="list-style-type: none">– 3 interstate overpasses that can only be widened for BRT at significant cost (so the end result is that cars loss a lane at already congested intersections to accommodate buses);– Need to expand width of roads west of 440 to accommodate would require eminent domain in an expensive residential area (the choice is either expand the roadway to provide dedicated lanes to buses or provide car traffic with only 1 lane in either direction);– The traffic delays due to lengthy construction of dedicated BRT lanes would take years of BRT service to break even. <p>Another issue is that BRT promoters claim that BRT is “more comfortable” and desirable without pointing out that at least half of the capacity of BRT buses is for standing passengers. One major advantage of riding a bus—as proposed in this scenario—is that you can read—not possible if you’re standing.</p>
Scenario 3	Scenario 1 & 2 will not decrease the congestion

	<p>supporting reports.</p> <p>I voted Scenario 2 best with 4 stars but in the secondary survey I supported modifications to Scenario 3 as the ideal alternative. It is a better place to start because Scenario 3 made “Improvements” instead of introducing fatal flaws as nMotion overreached on Scenarios 2 and 3.</p> <p>I like RapidBus: it doesn’t take up a whole lane, goes pretty fast and can turn the lights green. I only wish MTA could send one out to Goodlettsville but they can’t, not even for \$5.4 billion. People in Goodlettsville go two places: Downtown and Rivergate. Even if MTA could send a bus to Goodlettsville for \$10 billion it would turn around and go back to Downtown since to do otherwise would violate two transit dogmas: 1. Everybody only goes Downtown and 2. Loops are bad. The nMotion process is supposed to purge transit thinking of #1 and #2 is not applicable in this case (because it is not trying to be a one-way collector).</p> <p>Ditto for southern Davidson County: toss out dogma #1 and let the RapidBus bring some people from Nolensville Pike to Hickory Hollow in one fluid motion. Would it kill anyone to send a RapidBus to Bellevue? Oh, half of them want to go to Vandy/West End? There’s a route for that. See the document linked to my name above and the map at https://www.google.com/maps/d/edit?mid=zA-2xUZ-COU.kc23KZ3N_q_4</p>
Scenario 3	<p>Those links in my message above were corrupted by some program that put in a long dash where two hyphens belong. Try this instead:</p> <p>https://goo.gl/kxX0ZH</p> <p>Roy</p>
Service to New Areas	<p>The Bellevue Park and Ride isn’t near the major population center of Bellevue, which has shifted to Old Hickory; there are thousands of people living along that road, or access I40 via that road. It is a major traffic bottleneck. I would gladly take the bus from there, but there isn’t a good option.</p>
Service to New Areas	<p>I would suggest an extension of the route 7 line. Currently, the 7 turns around at the Green Hills Mall/Hillsboro High School eliminating public transit access to all of the shopping, restaurants, and other businesses that extend much farther down Hillsboro Pike. I frequent the 7 and wish it went a tad farther down. (Perhaps the 7 could use the Burton Hills Blvd road to loop around?)</p>

Service to New Areas	<p>I have lived in Nashville/Davidson County for almost 20 years and I use Access Ride five days a week sometimes more to get to work, physical therapy etc. It is time for Access Ride to expand outside Davidson County and there need to be more vans and drivers to keep up with the demand. I have to get to work 2 hours before I'm supposed to be there just to ensure that I get there on time. Also, those of us that have to use Access Ride should not be restricted to work, live, and have social activities limited only to Davidson County because of transportation.</p>
Service to New Areas	<p>During the years when our politicians were not interested in transit and operating money was in short supply, many routes were cut and eliminated or combined. These routes and their descriptions are in the MTA's Scheduling Manager's office. I left them there upon retirement.</p> <ol style="list-style-type: none"> 1. Bring back your neighborhood routes as feeders to your major trunk lines where you already have BRT service with timed transfers to the BRT lines. Speed up your existing BRT service with signal preemption and queue jumps for your BRT buses. 2. Shorten up your local express routes that run through the various neighborhoods that were combined to maintain service. Many of these routes are so long that no one wants to ride them. Examples of these are the Tusculum – McMurray and Edge-O-Lake – Antioch routes. Bring back the Oak Hill Express – a route carrying almost 20 passengers per hour when eliminated and serving a major metro high school and private schools. 3. Start exploring crosstown routes and do timed transfers to your existing BRT lines. <p>Transit did exist in Nashville until it lost political backing and as a result funding.</p>
Service to New Areas	<p>I've wondered about going through neighbors. To go downtown I have to drive or walk a mile. That's not always optional for people. A couple of blocks maybe.</p> <p>What about adding routes that go out Briley West (like a park and ride spot) to companies in the Cockrill Bend Centennial area and also Cockrill Bend Circle.</p>
Service to New Areas	<p>I would ride the MTA if there was a bus that ran through Crieve Hall or Caldwell Hall that would connect to I-65.</p>

Service to New Areas	<p>I work at Vanderbilt and live in the Mt. Juliet area. The Star is available to use, but once you get downtown your only option is the bus. The bus route can easily add another 30-40 minutes to the commute. At that point, it actually takes longer to get to/from work than sitting in the horrible interstate traffic.</p> <p>I would love to use Star. However, I will continue to drive until there is a faster way to get to campus from downtown.</p>
Service to New Areas	100% add to underserved areas. Would need to do survey to figure out where...
Service to New Areas	I live in Hermitage and would use the Star if I worked downtown. I don't and often have need my vehicle during work. I think the main thing is schedules, the more convenient it is, the more people will use it.
Service to New Areas	I would be very excited to be able to take transportation in to work on a daily (or near daily) basis. It would also be helpful if I decided to come into town on the weekends. If I didn't have to drive and find parking, I probably would attend weekend activities more than I currently do.
Service to New Areas	I live in hermitage, the bus only runs in the early morning and late afternoon Monday through Friday, no service on the weekends, same thing for the train, I never heard of such a thing, I guess transit doesn't think people in hermitage travel on weekends, whoever made the schedule for hermitage is a complete idiot
State of the MTA System	Appreciation to my father who informed me concerning this web site, this blog is actually awesome.
State of the MTA System	Fabulous, what a webpage it is! This weblog presents helpful data to us, keep it up.
State of the MTA System	What's up everyone, it's my first pay a quick visit at this site, and article is actually fruitful in favor of me, keep up posting such content.
State of the MTA System	<p>Very good info. Lucky me I ran across your website by chance (stumbleupon).</p> <p>I've book marked it for later!</p>
State of the MTA System	<p>I like what you guys are posting. Such smart work! carry on the superb works fellas I've placed you guys to my blogroll.</p> <p>I think it will boost the value of my site.</p>

State of the MTA System	<p>The current system is unacceptably sketchy for a city of this size. Moreover, there is the additional problem that once one has been delivered downtown by regional transportation, there is no robust system to take you where you need to go next. It is bizarre that it can take over an hour (with walks of three quarters of a mile to reach the bus stop) to ride a distance that is only 3 miles as the crow flies.</p>
State of the MTA System	<p>Nashville,needs to follow the example of " sister cities " in the south. New Orleans has the Amtrak station,sharing with Grayhound.Megabus and city buses. Birmingham is combining everything into one terminal (Amtrak-Megabus-Grayhound and the city buses) Nashville,has everything scattered. MCC downtown. Grayhound miles away. Megabus has moved near the MCC, but it won't be long,before they kick them out of that area. The MCC. is the worst run terminal ever. Disgusting restrooms. A total lack of security. Guards too busy chatting with young females. Students that behave like wild lunatics. It's no wonder passengers shun MTA especially at the MCC. Have inspectors on the buses,also patrolling the MCC, and stop all the Panhandling at MCC. Ban smoking within 50 feet of the MCC,and that will take care of most of the Transients,lounging around the entrances. Let Megabus use MCC for safety and to provide a seamless form of mass transit. I'd like to sit down with Megan Barry,and discuss the problems... Sadly I don't live in Davidson County.</p>
State of the MTA System	<p>I'm concerned about the current state of the buses. Most are quite old, many are not clean and most of them – even some of the new ones are dented and scratched. The current inventory of vehicles does not indicate an organization ready to expand and grow – it indicates one that is struggling to even maintain itself. The MCC is also dirty and run-down.</p> <p>No doubt there are many financial constraints leading to these problems as the MTA has many outstanding employees – but I think it indicates the level of difficulty for breaking out to new and better things.</p>

	<p>and noticeable turn for the worse this past year. I can usually tell when they run out of working buses – first I’d get a green bus usually reserved for the Circuit, replacing my usual 100 Oaks ride. Mostly this year I’d see AccessRide vans instead of an actual bus.</p> <p>My ride this morning takes the cake. When the bus broke down somewhere before my stop, I got instead an MTA supervisor car. With passenger space for three friendly people.</p> <p>While I appreciate that the substitute was made at all, the driver seemed surprised that there were more than two people waiting for the bus at the next stop, Vine Hill Towers. The two first in line squeezed in, and the rest were assured another vehicle would come for them in 20 minutes. We sped on, taking detours to get to our destinations directly. I’m sure the person who picks up their daily bus in the Wedgewood-Houston neighborhood would have liked to have known what happened. Alas.</p> <p>This year alone we’ve had the back-end of an MTA bus catch fire, and another one apparently lose its parking brakes and back into the window of a coffee shop. They’re rattly and smoky and loud... and the way the driver keeps them idling even at the transit center, I suspect they’re afraid that if they turn off the engine, they might not get them started again.</p> <p>I don’t know whether the problem is staff, money, availability of spare parts... but if the trend continues, I really wonder if there will</p>
State of the MTA System	<p>I think we need to re-evaluate the current fare system. I am a choice rider (I have a car) and choose to ride the bus on occasion. However, one of the down sides for me riding the bus is that it is actually far more expensive to ride the bus than to drive. I drive an electric car that costs around 3 cents/mile to drive. When I take a round trip bus trip it costs me \$3.40, but it would have only cost me 18 cents to drive. Talk about a disincentive!</p> <p>Let’s think out of the box and consider a yearly flat fee for taxpayers that would allow them to ride unlimited times. The current routes are a sunk cost and additional riders on buses do not lead to any additional expenses, but the cost of an individual ride may be a deterrent. Let’s gravitate toward the model of internet service.</p> <p>Paying up front for a service changes one’s mindset. Instead of using a “per use” cost that motivates people to not use the bus system it would create an incentive to use it more. Each additional use of the system would lower the “per use” cost.</p>

	<p>overlooking the efforts or others) to provide MNPS students passage on MTA buses.</p> <p>This current school season has seen a tremendous surge of students transferring from bus to bus at the Music Center Central terminal. First, you (the MTA decision-makers) need to plan in the capital budget for additional articulated coaches to better accommodate ALL students, along with us non-students, and this should apply not only to buses being scheduled on afternoon inbound routes (e.g. Nº 38X)., but also to outbound routes, such as Nº 2, even though normally Nº 2 is not considered a mainstream route. You make it very difficult for regular paying riders to remain “loyal” to these routes (and to the MTA as whole), when you no longer provide the latitude of seating which should be made available, due to the limited capacity of a 40-ft coach.</p> <p>You also need to better manage the boarding of students transferring between buses, as this is handled at the point of departure by MNPS teachers themselves, for students on both school-buses and MTA buses (as I myself had participated as a former middle-school teacher). At MCCentral, the supervisor alone appears incapable of managing and monitoring students who stream from an arriving bus and surge to the loading bay areas, by pushing ahead of other awaiting passengers already in position to board the same outgoing buses as these students. This also is a matter of public safety, which is very lacking at the terminal (if it exists at all). It simply is unfair that students consistently are allowed to “break” in front of other riders,</p>
State of the MTA System	
	<p>Thank you for posting this comment. I look forward to hearing how these concerns will be addressed. In theory, I thought it sounded like such a good idea to allow MNPS students access to public transportation, but it should not be detrimental to paying riders.</p>
State of the MTA System	
	<p>It’s pretty much a nightmare to share the bus with students. They are unruly, have no manners and incredibly noisy!</p>
State of the MTA System	
	<p>I think there should be a special location for students riding the buses because all the disrespect that you have on the bus with students and then the fights breaking out at the MCC it’s just dangerous for regular everyday people to ride.</p>
State of the MTA System	

State of the MTA System	<p>employee who used the bus through the EasyRide program. All she had to do was swipe her employee ID and that was it.</p> <p>My current main reason for not using the bus system more is the fact paying the fare is difficult. I believe we should have the capability as the Vanderbilt employees/students do, to swipe a card. I believe this card should be something we can refill. The fact that there is already a swiping ability on the buses this should be not terribly difficult to do; even Starbucks has refillable cards.</p> <p>Once, when I was in the MCC waiting on a bus. I walked around to see if I could find a fare machine. I could not. I had to e-mail someone to find out where it was. It seems these fare machines would be a bit more accessible.</p> <p>If I had the card with swiping ability, I would be a more frequent rider.</p> <p>As it is now I don't even know if the fares really work for me either.</p> <p>The current fares:</p> <ul style="list-style-type: none">All-Day Pass \$ 5.257-Day Pass \$ 24.0020-Ride Local \$ 32.0020-Ride Express \$ 42.0031-Day Pass \$ 84.00 <p>The only one that works for me is the 20 Ride Local – Again to have something that was more flexible would be something I would be</p>
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<p>State of the MTA System</p>	<p>In the long term, it would be far more beneficial if all relevant bus routes stopped converging and terminating at Music City Center (reserve it for longer-distance routes) and instead use the inherent grid to create a frequent service overlay in downtown. Houston's recent bus network redesign, a massive expansion of frequent access for very little operating cost increase, is a good example to learn from.</p> <p>@Liz McC., the MTA's limitations are extremely apparent, and your rail aspirations frankly aren't going to benefit many people in a relatively sprawling Davidson County and surroundings. The foundation of every city's transit network, big or small, is a frequent bus network that follows a clear population density gradient and can best approximate the freedom of personal vehicle ownership. Fundamentally, the question of rail or bus comes secondary to this axiom.</p> <p>Everyone should take the time to read transit consultant Jarrett Walker's excellent blog about the fundamentals of good transit and watch his lecture, "Abundant Access".</p> <p>http://www.humantransit.org/2015/07/mega-explainer-the-ridership-recipe.html</p> <p>https://vimeo.com/85670208</p>
<p>State of the MTA System</p>	<p>I think a bus route that includes Broadmore, which runs between Gallatin and Dickson would be great. Walking to either Gallatin Rd or Dickerson Rd is a long ways and not to safe either. There are a lot of houses and people who live between these two roads so it would be very helpful and a easy fix as well.</p>
<p>State of the MTA System</p>	<p>Thank you, Nancy! I agree. I live in this area and would love to take the bus more often but feel like it's very difficult to get to a bus stop because I live almost equidistant between Dickerson & Gallatin!</p>

	<p>should be on regional and local RAIL.</p> <p>I know it will be expensive, but in the long run it will pay for itself! I would never ride a bus because why would I do that when I can get to work on my own faster and with no stops? They fight the same traffic as we do, so it's not worth it! Rail is better!</p> <p>Especially if you could consider a Monorail. That would really match Nashville's growth and popularity. It would definitely take our "It City" to another level. Again, I KNOW IT COSTS A LOT, but sometimes one has to spend money to get the best quality thing.</p> <p>My encouragement and hope is to see an Elevated Train (El-Train like Chicago) or a Monorail as it is also elevated. Go straight down the middle of the interstates... have a park and ride thing much like the Staten Island Ferry in NYC. You could charge a fee for the lot if you keep going there, and then a monthly/weekly/daily rail passes. I think a rail would eventually pay for itself and from what I think and hear from MANY others is that rail is going to be the ONLY THING that motivates people who do not use public transportation to use it.</p> <p>Riding to work or to a place in town is a luxury! To just sit back and relax! That's so nice! It shouldn't just be for those who are lower class, but should be geared toward reaching the most amount of people to entice them enough so our roads can be alleviated.</p>
State of the MTA System	NOT TO MENTION THAT, but the road conditions would improve if
State of the MTA System	I would like to see a Park & Ride at the crossroads of Briley Parkway and Ashland City Hwy 12. There is plenty of acreage there. Those of us that live in Cheatham County would benefit greatly and the continuing mounting traffic on Briley Parkway is only going to get worse.
State of the MTA System	More bike trails are needed. Tsu connections are infrequent. Need a 28th st to metro center corridor along ed temple blvd

State of the MTA System	<p>I work downtown and commute via the Music City Star from Wilson County. I understand the rate increase is necessary. BUT, it seems unfair that Lebanon and Martha passengers, who get the worst schedules, have no price break on the tickets. The absolute best schedule I can do from Lebanon is just a few minutes shy of a 12-hr day (the last train out in the morning leaves Lebanon at 6:40am and the first train back to Lebanon in the afternoon arrives at 5:55 pm). Until the schedule improves, how about some kind of price break for Lebanon and Martha passengers? As suggested in the meeting, I could purchase 2 Donelson tix each way and it would be cheaper than one fare for Lebanon. That seems very unfair.</p> <p>And I agree with the earlier comment about needing transportation to the train station from downtown. Vandy employees cried foul and got the 93 Route changed and that change left other (non-Vandy) passengers out in the cold.</p>
State of the MTA System	<p>I would like to see the 61 (green circulator) return it's route to and from Riverfront Station. Currently there is not a bus that runs up Demonbruen (to and from Cummins Station) to the train due to detours and route changes. 10-11 blocks is a long way to walk in inclement weather.</p>
State of the MTA System	<p>There's a couple of things that need to be said about the future of transit. We need transit that includes our suburbs, Murfreesboro, Mt. Juliet (not MtJoelton as misspelled in your report), Clarksville, Nolensville. These areas have grown or are going so fast and are large contributors of the traffic congestion. My biggest fear is that any improvements will be made in the West End/Gulch area leaving out those folks who need alternative transportation the most. We need updated transit that actually takes the traffic off our interstates. The road construction is 20 years behind and isn't changing – we need alternative transportation NOW.</p>
State of the MTA System	<p>As a rider I see the growth of this city every day. Expand the services so that visitors and residents can use the bus till midnight 7 days a week. Have the last line up for all routes at 12:15am. Especially sat and sunday. Try it for at least a year. Workers will use it. Thank you.</p>
State of the MTA System	<p>I am not a rider, but I would like to be if the service was more frequent during the weekdays. Some of the information in the Route Profile is hard to understand. It needs to be explained so that it is inviting for new riders. I have several coworkers who drive roundtrip 5 days per week who love the convenience of riding MTA, but who can understand the schedules??? And when to expect the next bus, should you have to work a little later???</p>

State of the MTA System	<p>I haven't read everything yet, but a couple observations on the route profiles:</p> <p>#1: I don't think the express trip is doing any favors, half the time skipping over the local residents and several notable stops. The idea was to get Vandy Health workers to use a quicker direct route, but are they being directly encouraged to use it? Walkability around mall area is pretty bad, which is a disincentive to taking the bus too.</p> <p>#25: In the notes for #1 the idea of naming the express route 1X is brought up. #25 needs renaming for clarification even more. Try #25 and #25R for the counterclockwise trip. The names "Hart St" and "Jo Johnston" are meaningless without context. They're kinda meaningless *with* context, actually, since both trips traverse both roads – and very briefly at that.</p>
State of the MTA System	<p>Great report!</p>
State of the RTA System	<p>Highway 109 is so congested no matter what time of day you travel on that road. If any road in Sumner County needs to be widened, it is 109.</p>
State of the RTA System	<p>The old "If you build it, they will ride it" comes to mind with all of this mass transit talk again. This is nothing more than Chamber of Commerce gibberish. People don't give up their cars is the biggest reason for mass transit failures. We like to drive. The music city star began in 2006 and it over-estimated it ridership and under-estimated it's costs and 10 years later the train's revenue from fair sales still don't fund the operating costs. This is why the taxpayers have to subsidize it. It's more big government wasteful schemes in the name of fixing traffic problems! Furthermore, you have the Nashville MTO telling surrounding counties what to do. It's all just more agenda 21 type crap.</p>

State of the RTA System	<p>I appreciate those that are on the front lines of the battle in our traffic congestion, but unfortunately, I think there is a big misconception that is being put forth by those on these 'transit authorities'. First, no one is denying that the Nashville SMSA will grow, but I think many times the numbers these folks throw out are meant to 'scare' folks into action. And again, unfortunately 'action' means supporting 'big government transportation' options that have not, do not and will not work! The only thing most of the mass transit options offer are higher taxes, bigger government and more gridlock! Can anyone point to 1 or more successful government owned and control mass transit systems? Few if any are self funding, but rather they are subsidized heavily by the non-rider tax payers...this is not a good model.</p> <p>If Mr. Bland means what he says, 'Everything is on the table', then we ought to be looking to the private sector for the larger part of this solution, NOT THE TAXPAYER! And, with the technological future ahead, large employers in the downtown area, including government ought to be encouraging better and less expensive ideas like 'tele-commuting', off and odd hour commutes, non-traditional work weeks and days (why do these large employers require everyone of the employees to start work at the same time?). There have to be better ideas out there than tired and broke, tax payer subsidized mass transit systems!</p>
State of the RTA System	<p>Mr Andrews makes some great points which I agree with. Looking forward to great discussion Thursday evening.</p>
State of the RTA System	<p>Victor Andrews is spot on!</p>
State of the RTA System	<p>Since Disneyland was built in the 50's we've known about monorail systems – yet here we are 65 years later without even as much as a good rail system in Nashville. Thank you so much for at least addressing this issue and trying to coordinate some plan to move forward. I believe a train system, Like Mt Juliet's Star, would be most cost effective and utilized. I live off Hwy.76 in White House. There is a lot of building in our area underway and many future commuters looking for quick and affordable transportation. In addition, special trains could run downtown for concerts, games and other weekend venues. I'm excited that you are bringing this to the table and am anxious for the end result. Thank you.</p>

State of the RTA System	<p>The responses above are seriously written by various informed people. The bottom line is that most MTA/RTA planning has been done by those who have no commuting experience. The result is millions of wasted \$. First, you need to realistically calculate what the cure for the current system will cost before floating more irrational dreams into the limited \$ pot and calling it progress.</p> <p>Since you already know this will take years to straighten out, you might want to stop pushing for TOD development that will leave people stranded. Since sidewalks are certainly needed for all types of transit, you might allocate funding for that, even though MTA/RTA are “unrelated” to this issue as a gov’t entity...you could at least mention it in your publications or write to other agencies.</p> <p>One of the biggest gov’t problems we have is agencies operating in vacuums so plans are doomed to conflict/stalemate/waste \$</p>
State of the RTA System	<p>We just returned from Portland, Oregon. They have a huge rail system with good lines, however, the traffic remains a gridlock every day. It took us 45 minutes to drive 12 miles on a 5 lane highway – every day for 6 days. BART was full of empty seats every time it passed us.</p> <p>Please, improve our highway system. It will help truckers, who are a large part of congestion and accidents, going through since we connect to so many states. Rails will not alleviate that problem at all. How about a specific truck route?</p>

<p>State of the RTA System</p>	<p>I thought the report was thorough in its assessment of the system's shortcomings and future needs. It is nice to see something written that takes into account transit users as people, not just as \$\$ centers- not owning a car or being able to operate one shouldn't mean you have to live with less access to basic needs or opportunities or live with less dignity.</p> <p>My first question is: Why does the transit system function like they don't know the results of the report-they have poor customer service, ignore requests, and their every 6 month shuffling of schedules seems to be in some cases determined to drive riders away intentionally. there is a disconnect between this process and the day to day agency.</p> <p>Question 2. I didn't see where you HAVE to have the service growing with or ahead of population, if it is an option as people move into an area you will see more use. Stick with the vision, don't do bad half service that gets a bad reputation. Counting the beans too soon leads to micromanagement and less effective service long term.</p>
<p>State of the RTA System</p>	<p>transportation, I still ride the bus 40% of the time. I ride the bus to save money due to the fluctuating gas prices and to avoid a lot of stress which is what the current drive in to my occupation on the expressway offers. The current route you have available for the Priest Lake, Stewarts Ferry, Antioch and Elm Hill communities is the 38X. The sad issue is that this generic route takes me two hours to get to work. If I have to stay late or run errands, I have to drive in because the last bus leaves at 5:10 p.m. Therefore, no one wants to get a bus at 5:37 or 5:59 a.m. and at 5:00 p.m. find that they cannot get home unless they call a taxi. If you establish a decent route in these areas and reassure the public that this route is dedicated to the consumer's needs, your revenue would increase significantly. No one wants to change their schedule to ride the bus and you take it off the route in 3 to 6 months. The consumers have no confidence in the service.</p> <p>Also I don't know why you complain about limited revenue or funding, because we all know that in business you will have to spend money to make money. When there are events downtown, the MTA system should be transporting people from every corner in Nashville, Antioch, Nolensville, Donaldson, Murfreesboro, Clarksville, Franklin. Leave the parking industry to obtain revenue from the people who come from out of state or surrounding counties which is still a hefty profit. This would present an establish venue for MTA profit, less of a traffic problem downtown, less drunk driving incidents and those consumers who do not want to ride the bus can still ride Uber and other taxi services. There is enough revenue for everyone; if you would take the time to confirm who your potential clients are that need and will use your services. Once you have established your</p>

<p>State of the RTA System</p>	<p>With the decision to close the Lo Jack site in Murfreesboro, due to the riders concern regarding safety in crossing being expressed leading to that closure, bus transport is even more difficult. I now face a 12 mile commute across Murfreesboro and getting back to the location I started from so far at 7 pm . I think the use of the OLD Fort Park park as a park and ride is good, but high usage may leave riders there when it is full before getting on the interstate. If 96X could also start there or travel to the site the extra riders may be able to make it but that would require a schedule and route change. Presently in the afternoon I face a three hour commute from metro center with getting off at work riding route 9 to the station and catching 84X. i must arrive by 5 am in hopes of getting a ride that will get me to MEtro center by 730 which I can live with. The current fix also means that the 96X and the Murf. Express do not have a common park and ride and now we cannot have that as an option if one bus is loaded and can no longer take riders waiting.</p> <p>I hope (and pray) that a better more central located site for a park and ride and reschedule of routes will occur. I realize that the new schedules have to be worked out and eagerly await this to settle down so I again can use RTA. Now it just takes too long to ride the bus..... I hope this can be worked out.</p>
<p>State of the RTA System</p>	<p>I have commented before...no reply...the numbers27 and 6 routes only run Mon to fri...no weekends,no holidays...so if you live in hermitage,good luck trying to get around...whoever made the schedule is a idiot,it's supposed to be mass transit,not,we will come get you when we feel like it transit</p>
<p>State of the RTA System</p>	<p>I found the report to be interesting and a fairly balanced statement of where we are. I'm a very satisfied Music City Star rider – but I am fortunate that the service just happens to fit my schedule and geography. Freeway BRT sounds like the quickest way to move forward and create early success. Anything that requires rails in the ground will surely take time and require a lot of patience. One point I find interesting in Figure 46 is the amount of travel that doesn't include downtown. It would seem that BRT Lite with last mile service would seem to address this. Can employers in places like Cool Springs and Murfreesboro buy into providing last mile service (mentioned on page 76)? It would seem that RTA could transport people to an area with lots of employment – and employers could transport folks to their specific workplace.</p> <p>Regards – Andy</p>

State of the RTA System	<p>Again, the East corridor is basically ignored. I may be crazy, but with all of the construction going on in the Mt. Juliet area, especially around Providence, I don't understand why it doesn't seem that you are considering expanding in that area.</p> <p>There are several communities that fit your "older" population criteria.</p> <p>Are you taking into consideration those that are local or semi-local who have loved ones in the hospitals, what about the various doctors, labs and trial companies? This is something that isn't always typical in other cities.</p> <p>If I could be guaranteed to be in from Mt. Juliet to Metro Center by 6:45 each day and able to leave between 4 & 4:15 each day, I would already be using the service.</p>
State of the RTA System	<p>The customer service in the vanpool program is inadequate. They are very difficult to reach by phone, and have not responded to any of my questions via email. I work with clients who would greatly benefit from the vanpool program, but arranging it with the people in the program has been nearly impossible.</p>
Stop Consolidation	<p>It's not so much as the number of bus stops on the routes as much as the operators making their own timing. Example: #12 running late (As USUAL) going inbound maybe running 20-30 minutes down. Comes off the Wallace loop and gets to the time point at Walmart..loading of riders is complete and driver continues to sit there despite being late already.</p> <p>I have seen this.</p> <p>Also, again, I push for the alternative route for #12 by the railroad tracks to become part of the regular route. Too many variables to happen when the bus bypasses the turn at city cemetery. To automatically turn at the cemetery avoids the potential getting hung up at the tracks that happens all too often. The sooner the better.</p>

	<p>resort form of transportation rather than a first choice. I believe that a service targeted to new ridership as a first choice will have the greatest impact, and that a ridership crossing broad socio-economic strata will best serve those in the lower spectrum, rather than vice-versa.</p> <p>Offer free transfer. This would cost next to nothing as the buses are currently not running full (understatement) and the extra cost of transfer is an obstacle to riding. This would help those who have no choice but to ride and create one less hurdle for those who have a choice.</p> <p>At the same time, efficient and effective bus service is the key to our mass transit solution, working with existing infrastructure and achievable in incremental steps. Greater frequency of bus service is critical, particularly in the downtown and central areas. Infrequent service is a big obstacle to those with choices.</p> <p>Bus riding should appeal to the 20-thirty somethings and build a mass transit culture with these young adults and their future families. Brand through well designed stops with covered waiting at major stops on key routes. Make it hip and cool to ride the bus. Serve hip and cool areas, and market these areas heavily. Use phone app technology to indicate routes and locations of buses on those routes (Like Uber and Lyft). Provide free wi-fi hotspots on bus(and perhaps at major stops) for commuters to connect laptops and mobile devices. Consider a free zone in downtown area to promote ridership</p>
Stop Consolidation	<p>I agree with everything Steve has said. Although there is a free zone in downtown. The blue and green circuit run from the farmers market to riverfront and through the gulch. Please drop the transfers or make the all day ride \$3 ish instead of \$5.25</p>
Stop Consolidation	<p>I agree. Well said. Stop consolidation should help speed up the buses a little bit but the overall hub and spoke system limits transportation options and so does the limited hours. Why do several routes stop service or reduce frequency by 515pm? Other cities grant free transfers but we don't. There is a lot to discourage use here.</p>

Stop Consolidation	<p>I agree with Frank and Erin. There are many routes with irregularly spaced, poorly placed stops with atrocious first mile last mile connections. Focusing on the number seems like it could be an excuse for providing even poorer functional access while bragging about how fast the bus goes.</p> <p>I think optimizing stop locations, including safe street crossings, access to first mile/last mile infrastructure, distance to surrounding destinations, as well as other stops – is the way. There should be a toolkit or process whereby ALL these things are considered, not just one thing.</p>
Stop Consolidation	<p>Stop consolidation might help on some lines. And I would not mind losing some on the 3/5 lines. But the bigger problem is lack of regularity. Waiting 20 minutes or more is common during commute times because of traffic congestion. Buses get so far behind schedule that drivers are zooming through yellow lights to catch up.</p>
Stop Consolidation	<p>From my commuting experience, all stops should be where the most employees or shoppers need them. At the colleges, state government, hospital systems, shopping areas, entertainment venues.</p> <p>We love taking MTA to Nashville from Mt Juliet, but are limited to Friday. Even then, a later departure time would allow us to take the train for evening concerts and TPAC & Bridgestone events.</p>
Stop Consolidation	<p>Consolidation of stops is necessary. Buses run along main roads for the most part with slight variations in some areas. If I live in Madison and need to go to hermitage I have to go downtown and connect which makes me leave 2 hours ahead of time. Having more perpendicular transit will help the travel time. I am ok with walking a little bit to the atop rather than having to stop more and increasing my travel time.</p>
Stop Consolidation	<p>Well I read several good ideas in the comments above.</p> <p>Again the issue is on Nashville DECIDING it is a priority. That once it is good, people will use it. Until then, most try to do something else.</p> <p>Certainly, it is not a mystery how other cities have made good systems. Seems like an expert could take it on — much like they have done with bad police precincts improving dramatically. Let's get this system humming.</p>

Stop Consolidation	I agree there are way too many stops. Basically, anywhere you wait along Shelby Ave, the bus will pick you up. Between 8th and 9th street on Shelby Ave (East Nashville), there are 2 bus stops on the same block. One is in front of a commercial senior living facility – the one MTA should keep if absolutely necessary. The other is in front of my home. People waiting for the bus help themselves to sitting on my front steps or even on my porch while waiting for the bus. This creates unnecessary confrontation for us not to mention we are constantly picking up the trash left behind.
Stop Consolidation	For regular service routes, there should be a stop every quarter mile. BRT stops should be located at retail outlets and at main cross streets.
Stop Consolidation	I think the best US city example of transit success is Portland. The bus service is excellent, it's consistent and gets you everywhere you need to go in the central city.
Stop Consolidation	he thought everyone was American in India??? Very weird thing, for you to assume that was what he meant. What I find odd is that not one of you stated YOUR nationality. How many Mikes' do you have in India, anyway? You're a ge&0#snu823i;not. Here's an idea...do your OWN conversion & research; instead of slamming on Mike who was kind enough to respond to your questions.
Stop Consolidation	I agree with Frank L. In my experience (mainly on routes 7 and 3/5 during commuting hours), having many stops is not an issue because there are not nearly enough riders to force the bus to make every stop. Also, many stops are at traffic lights when the bus is stopped anyway. Removing stops before pedestrian conditions are improved only exacerbates the first mile/last mile problem. Improving access is priority; then, when ridership increases and stops are more accessible, we can start to think about these consolidation ideas.
Stop Consolidation	I think the real reason is that potetnial rapists get 'too tired' after enjoying their porn online that they don't have any energy to go out and prey on women.

	<p>Nashville needs to focus its bus service on downtown and move out from downtown extending to East Nashville and the 440 corridor West of the Cumberland, including Germantown/Salemtown, Buena Vista, Hope Gardens, Fisk U, Hadley/Washington, TSU, West End, Vandy, Belmont/Hillsboro, Music Row, The Gulch, 12th S, Wedgewood Houston, SoBro.</p> <p>Instead of Nashville's current intermittent bus service, Nashville needs a circulator system with buses making stops at each and every stop in a concentrated area. Bus riders should have to wait no more than 10 minutes at any stop. Start by building a reliable bus service with a great phone app and digital times at bus stations on all major routes. All bus routes should run until at least midnight 7 days a week with service until 3am Thurs-Sat. Once you've established good service in Central Nashville, you can expand beyond the 440 Loop.</p> <p>This will not be nearly as expensive as other forms of public transportation and could significantly reduce car traffic in town.</p>
Stop Consolidation	<p>The guidelines say the minimum distance between stops on a route such as Gallatin Pk (56 & 26) is half-mile.</p> <p>That's not true at all. I see stops every block, there are blocks which have more than one stop.</p> <p>MTA does not follow it's own guidelines at all.</p> <p>I also agree that the stops themselves are tricky if not dangerous. At one time I had to use a stop on Gallatin Pk (across from El Rodeo/Tradewinds) where there was a narrow shoulder and it was necessary to stand on the other side of a ditch in a field. Getting to that stop also required walking on streets with NO sidewalks.</p>
Stop Consolidation	<p>Maybe I don't understand the question, but does EVERY bus HAVE to feel obligated to stop at EVERY stop? Can't you designate some buses as "Express" at certain, high traffic times and make it VERY CLEAR that they will make fewer stops and/or only stop at certain bus stops?</p>
Stop Consolidation	<p>Por estas cosas recomiendo instalar la heremairnta o plugin NinjaWPass. Ademas de fortificar con otro plugin para bloquear la ip en tanto intentos de password erroneos. realizare una auditoria a mi wordpress para ver que rompemos. un saludo carlos</p>

Stop Consolidation	Thanks for taking the time to talk about this, I feel fervently about this and I take pleasure in learning about this topic. Please, as you gain information, please update this blog with more information. I have found it very useful.
Stop Consolidation	The issue is not too many stops. The issue is not enough accessible stops. The route I normally ride has a number of stops that are impossible to access if you are a pedestrian without putting yourself in serious danger. And, along the same route, there are stretches where there is not a single stop within a mile of the previous stop. So, again, the issue is not too many stops; it's where are the stops, are they intelligently spaced, and are they all equally accessible to pedestrians? In my opinion, there are actually too few safely-accessible stops along the 21st Street/Hillsboro corridor, and the people above who are complaining that there are too many stops along that route clearly aren't pedestrians who have to get to these stops by foot. You can't tell me that the stops at Crestmoor Road and Graybar Lane (the ones closest to the Green Hills public library branch) are safe to access for pedestrians. They just aren't.
Stop Consolidation	One thought – consolidating RTA bus stops and times might allow for employers to operate last mile connections.
Stop Consolidation	Yes! The Nolensville route has 35 stops between OHB and downtown. This makes it completely unusable for my work commute. Infrastructure that supports walking to stops would be more beneficial than adding in additional stops. This could make the service faster and more efficient and increase it's appeal to more commuters.
Stop Consolidation	I agree. In addition, Hillsboro Village has too many stops.
Stop Consolidation	I agree, fewer stops along 21st would definately help and move the bus along faster. Same thing for the airport bus to downtown. A more direct route would be better.

Streetcar	<p>Streetcars are too inflexible and destroy businesses during construction. They make cycling and motorcycling dangerous, and functionally they offer no/limited advantage over buses. For some reason, people who don't currently rely on public transportation have some pipe dream in their head...if only we had trains I would ride them. The reality is that routes could be plastered with ultra-frequent buses giving the same/better service that a streetcar, and those pipe-dreamers would not utilize the bus service.</p> <p>The nMotion study is not forward thinking enough. Has nMotion investigated the impact of subsidizing Uber/Lyft rides or implementing a point-to-point transport system? Cars are going to be autonomous soon...do fixed/permanent tracked routes really make sense 10 to 20 years from now? I seriously doubt mid-sized cities will be approving urban rail projects 20 years from now.</p>
Streetcar	<p>Need to extend potential street car route (last page of the report) on 21st Avenue all the way to Blair Blvd., where the Harris Teeter/Kroger is located. Linking people to necessary services, such as a grocery stores, with direct transit (not having to get off and switch to a bus) makes it more likely people will use that transit, and it will better serve the residential population of the corridor (students and residents of the Hillsboro Village, HWEN and Vandy areas) as a result. These neighborhoods are historic streetcar neighborhoods. Don't be afraid to extend service a little farther along 21st Avenue, this area is in support of transit!</p>

Streetcar	<p>extending the line to Blair. As a matter of fact, as I had indicated a previous comment (below), concerning end of route termini, in lieu of simply ending at stub-track along the route (requiring the movement to reverse and to change via a cross over to run along the inbound track), some well analyzed alternatives should at least be evaluated for establishing a “return-loop”, along some roadways, say, e.g. Blair, and possibly to Belmont, to Portland (which likely is too steep of a grade), or Blair to 24th, and return along some path to inbound 21st Ave. (that being simply one alternative), but due to the preservation constraints and arguments, a loop-back may not be feasible.</p> <p>Until Nashville street-railway operations ended in 1941, a streetcar used to run to a short distance south of then-Belmont College. While historic properties and overlays may preclude any viable concept of running a line further south than Blair, I am deeply disturbed, if not disappointed, that no long-range plan has been published (if even conceptualized) to eventually connect Green Hills to a municipal railway network. For the proposed (and endorsed) 2014 Green Hills Plan of Transportation, it only seems logical that the planners would strive to coordinate efforts and therefore to not omit any reference to either streetcar or a light-rail (LRT) sub-branch of, say, another proposed arterial regional line, in consideration that Green Hills is critically strained to over-capacity at present (or so it always appears). The many years of failure to address the narrow segment of Hillsboro Pike between Blair and Woodlawn Dr., to the extent that Metro has permitted and even required new construction to be closer to the existing roadway (as opposed to a set-back), only has</p>
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Streetcar	<p>(stub endpoints) but in a similar manner of continuous forward-movement operations in Portland (loops rather than reverse movement of vehicles), I think a combination of streetcar routes directly intersecting with light-rail could be applied in Nashville. Streetcars might work best as giant loops which pass THROUGH the central business district (CBD), rather than as circulators confined to a single district, in a manner similar to Portland's NS- and A/B-Loop streetcar lines, along which the streetcars run continuously along a track in one direction, either along a route circumscribing a path in "dogbone" fashion, or as a broad circular or oblong path, with streetcars assigned separately to run clockwise and counterclockwise concurrently. I could envision three, four, or more streetcar routes connecting downtown with districts in North Nashville, Jefferson Street Corridor, some layout of East Nashville, Midtown, and perhaps even in some way circumferentially tie into an inner loop referred to as I-440 along the SE, South, and SW sectors.</p> <p>I believe that one weighting factor of system design should incorporate streetcars to connect urban core districts to provide conveyance for the transit-dependent and underserved and to potentially induce economic emergence in areas invisibly bound to under-development (the measurable success of which arguably have been with mixed results with some existing systems, both "legacy" and recent-decade startups). Another matter which also should be addressed is the need to provide premium transit service in some proximity to each of the arterial roadways, to the extent that LRT cannot provide a range of local service en-route along the interstates</p>
Streetcar	<p>Streetcars would be great in the city of Nashville in combination with light rail. Streetcars can only be used in the city itself but it would be a great help to alleviate traffic within the city. Add some light rail and commuter and we're on our way to traffic alleviation. The downtown corridor, west end, green hills, and metro center would benefit highly from the use of streetcars. I do feel that people in this area will take advantage of these services, with ridership high at least 6 days a week. The streetcars would be great to ride when there are sporting events, concerts, or just for general use, especially on the weekends.</p>

	<p>I would love to see street cars in Nashville. I have lived in other cities that had them and I loved it. I found them surprisingly intrusive and comfortable. Most importantly, I feel like they would help break the stigma that Nashville has towards mass transit. They would feel much nicer than buses and I suspect they would be utilized by a wider demographic of people.</p>
Streetcar	<p>These, in combination with light rail would be excellent.</p>
	<p>While street cars are a very good option, BRT is just as good.</p> <ol style="list-style-type: none"> 1. It is cheaper for the tax payer to afford and quicker and easier to implement 2. Can move just as fast if configured correctly. 3. The BRT lines can easily be converted to street car lines rail later. <p>Nashville needs relief now.</p>
Streetcar	
Streetcar	<p>As some have also said, a combination of light rail and street cars makes the most sense to me.</p>
	<p>Yes, street cars should be part of the transit solution. We need to be thinking about transit along our corridors and downtown, not just regional solutions. Once you commute in, how do get to your job or shopping without a finer grain transit options? Needs to be a comprehensive transit system, starting with downtown and Nashville's corridor's, then the regional connections. Not the other way around, else you would get off your commute, and have no way to efficiently get to your ultimate destination.</p>
Streetcar	
	<p>Streetcars sound like a good replacement to buses along major routes. If they could handle arteries, then buses could be freed up to expand service to more areas.</p> <p>Would it be possible to have the traffic lights give priority to the streetcars? That would be a plus.</p>
Streetcar	
Streetcar	<p>No to street cars.</p>
	<p>If you were dig up 8th ave, Broad, West End, and Charlotte, you'll find the old abandoned streetcar tracks. I think one ran out Lealand Lane to Glendale Park. These were abandoned when buses became available. Buses are the least expensive method of mass transit and are not stationary like streetcars.</p>
Streetcar	
Streetcar	<p>I don't believe you are correct in your cost assessments. In the AMP alternatives, street cars had lower operating costs than busses.</p>

Streetcar	<p>There are certain situations that streetcars would be desirable. I believe using streetcars downtown, going to concerts, Preds and Titan's games would help with traffic issues. I believe it also would be nice to use when the fireworks displays are done at Riverfront.</p> <p>However, if streetcars are used, I think there should be two types or routes. Those that are direct, so those on time schedules can get to their destination reasonably and the more scenic route. I don't think that streetcars need to be more than 15 minutes away from the main terminal connection to rail & bus.</p> <p>Having to go across town to get to a main depot would cause these to be a waste of money.</p>
Streetcar	<p>Streetcars could be an important part of the transit puzzle, especially for connecting riders to broader areas once a commute has occurred. Are there several street car routes that would work for Nashville that converge on downtown?</p>
Streetcar	<p>For me, location, availability of parking, and local attractions/businesses are key when considering taking a streetcar as alternative transportation. As a resident of Southeast Nashville, I'd like to see this considered as a transit option in the strategic plan for Nolensville Road.</p>
Streetcar	<p>YES!</p> <p>Coming from Los Angeles,* and having been here only 7 years, I can see where y'all need to get moving on this issue. Downtown has gone from a fun place to go, to "where can I afford to park and how far will it have to be from Broadway. Street cars will be an amazing solution to both problems. (And allow for parking to be relegated to outer lying lesser valuable property.)</p> <p>(In LA, 25 years of inaction during the 70's and 80's and 90's caused what is now that city's permanent personality trait -the 'traffic jam'...)</p>
Streetcar	<p>I think a street car or two in the downtown areas would be great, but I would like to see more focus on Light Rail.</p>

	<p>I guess the final report is getting the finishing touches before publication. At this stage it appears that even the boldest step forward does little to get BRT Lite and local bus service to some corners of the county.</p> <p>I put my minimum expectations in a fuller description of the “Loop and Bows” ideas posted earlier at https://goo.gl/sBCn0v . I’ll compare it to even the timid \$800 million option when that comes out.</p>
Transit Improvement Opportunities	I look forward to the actual report with the three broad options.
Transit Priority	c'est tres joli ce que tu fais, toujours ! c'est chouette car tu m'as montrés les styles, le scrap papier, le scrap digital, la couture and co. C'est vraiment top. Joli award bien mérité pour toi !!
Transit Priority	Busses should ride in dedicated lanes and have signal priority anywhere they are getting regularly stuck. As soon as public transit is stuck in traffic, it is unreliable and basically useless.
Transit Priority	In order for transit to be successful it needs to be more convenient than travel via automobile. To that end, any transit improvements or new services NEED to operate free of interference from automobile traffic in dedicated transit right of way.
Transit Priority	Agreed!!
Transit Priority	<p>Transit signal priority ... yes of course. Although I would be worried that it would lead to cars “drafting” behind the buses to get through the lights.</p> <p>Buses on the highway? Why? Highway routes should be rail. Take the inside lanes from the highways for rail lines.</p>
Transit Priority	No buses on the highway shoulder. That sounds very dangerous.
Transit Priority	<p>Yes...to Transit Signal....this should have been implemented in Green Hills years ago and every feeder highway.</p> <p>Former Mayors have been against this. Officials have said if we make things miserable enough then people will ride the bus. This is not the way to achieving bus ridership.</p> <p>I like bus only lanes a.m. and p.m. on interstates and on the feeder highways. Fast makes people happy!</p>

	<p>Safety first!! Bus should not have special priority. For express, I like the idea of light rail to some central location. I am thinking maglev monorail system mounted on a steel pole which would not take up a tremendous amount of space. Get people downtown and that takes a lot of cars off the street. BTW: Central Parking will be against this.</p>
Transit Priority	
Transit Priority	All of the above!
	<p>I believe the idea of transit priority is good. I do however, have a couple of concerns. If buses were given access to drive on the shoulder of the interstates, how will emergency vehicles get to where they are needed? Often they have to use these lanes themselves to get to a crash.</p> <p>I wouldn't want to have the transit priority interfere with emergency services and cause someone to be injured worse because they had to wait.</p> <p>I've also seen many vehicles parked on the shoulder of the road because they are broken down. How would we keep this from posing problems for both those with the cars and those using mass transit?</p>
Transit Priority	
	<p>A bit of news found online rumors that this is targeting sites with low quality "above the fold" content. As with any Google whiplash I would recommend ignoring it for the most part, keep doing clean ethical work and everything will level out. If you're doing good SEO work you should have no real fears.</p>
Transit Priority	
Transit Priority	This is a great idea and absolutely necessary
Transit Priority	Thanks for sharing. Your post is a useful contribution.
	<p>Getting better! It needs saving sites for offline reading. Bug: Weather search doesn't work. It usually shows links instead of showing weather conditions right away.</p>
Transit Priority	
	<p>Madison already is a transit town. We have BRT and we are walkable. We need transit oriented development. We have so much commercial land and opportunities here. Eight minutes to downtown Nashville at our closest border. Our own Ellington Parkway connecting downtown Madison to downtown Nashville, including all the highways.</p>
Transit-Oriented Development	
	<p>Transit-oriented developments have to start with building a transit system first. Once the transit system is in place development will naturally follow. There was streetcar transit on West End years ago which drove development along that street until the tracks were removed thanks to GM's promotion of buses.</p>
Transit-Oriented Development	

Transit-Oriented Development	Wherever they are put, please be sure to provide ample parking for those using them. Why isn't parking for the commuters part of all these conversations?
Transit-Oriented Development	I feel that our current bus fleet should be gradually replaced with more efficient and less obtrusive "sightseer" style small busses. I rarely see a bus that is not empty or has more than a handful of riders. These overly large busses are a waste of money and contribute to traffic congestion.
Transit-Oriented Development	New developments should certainly take into account the accessibility to public transit and other alternative ways of getting around town (i.e. bike lanes or greenways, ride shares, ride share parking). And yes, sidewalks make a huge and friendly difference. Very scary to walk down the side of a busy road.
Transit-Oriented Development	Great idea! We are overdeveloping areas and not thinking about the future which is how many cars are on the road. Developing an infrastructure that supports mass transit with the transit station being the core of the project makes sense on so many levels. Housing, shopping, work and transit all in one place is significant to development. Buses, trains, taxis, bikes and ridesharing can all use the same property effectively.
Transit-Oriented Development	<p>SIDEWALKS sidewalks sidewalks</p> <p>I hear they are expensive but maybe we need some kind of amendment where anyone donating 5 feet of their front yard gets lower property taxes for a set number of years would encourage better right of way for sidewalks... and actually having a job that is specifically for getting sidewalks done.. AND GETTING RID of in lieu of fees for contractors and actually getting sidewalks in front of ALL new builds. They say they don't do it b/c of city difficulties. GET the city organized to make it easier to put in sidewalks. Some say a sidewalk to nowhere is useless. I say: I use those sidewalks to no where and am glad when I suddenly have a good place to walk for part of the way. IE some is way better than none!!!!!!</p>
Transit-Oriented Development	<p>Davidson County needs Transit Oriented Development that includes a post secondary education component tied to the Tennessee Promise. A place where students live near public transit and college/jr. college and ride the nearby public transit to and from work which helps them pay for school. This is a good example:</p> <p>http://www.rosecompanies.com/all-projects/paseo-verde-2</p>

Transit-Oriented Development	I believe the key is creating a plan that informs and gives confidence to developers about future transit routes. Currently, it is impossible to make these development decisions due to lack of clarity about the direction and the details surrounding Nashville's transit system.
Transit-Oriented Development	Adding sidewalks to all areas of Nashville and surrounding areas would be a great help.
Transit-Oriented Development	Amen to that! I think the sign of any great city, is sidewalks. It connects neighbors.
Transit-Oriented Development	Sidewalks along Nolensville that support walking to stops and possibly small businesses where one could purchase a cup of coffee or paper for the ride to work would be welcome additions to the area south of OHB.
Transit-Oriented Development	<p>One of the reasons Nolensville Rd has needed so many stops is the lack of sidewalk/pedestrian safety. It can be a dangerous place to catch the bus.</p> <p>The major outgoing stop before the three current Nolensville Rd routes divide up is at Walmart/Mcdonalds. Crowds pour out of the bus, and right into traffic to cross. It's in the middle of a block. No sidewalks. No crossing strip.</p>

Social Media Post	Comment
Facebook: June 29, 2002	As far as I know there is no filtering station for radnor lake
Facebook: June 29, 2003	They don't need as much but they do still need water. I used to work for a company at the railyard so I'm aware of that much.
Facebook: June 29, 2004	I don't think diesel locomotives need water the way steam locomotives did. ;) (the lake may still supply water to the structures, tho.)
Facebook: June 29, 2005	That reminds me I wonder if CSX still uses water from Radnor Lake for any reason. People forget that Radnor lake was actually created just to supply the rail yard with a steady source of water.
Facebook: June 29, 2006	I'm sure if Nashville wants to pay to build CSX a brand new state of the art rail yard south of town they'll laugh all the way there, but good luck finding a piece of land that immense without a NIMBY problem, and good luck finding the money.
Facebook: June 29, 2007	I'm so desperate for us to actually have some serious rail transit
Facebook: June 29, 2008	Sadly.
Facebook: June 29, 2009	CSX is more powerful than any local government even Nashville.
Facebook: June 29, 2010	If they could be acquired, that would be awesome.
Facebook: June 29, 2011	Taylor Gibbs Hendon yall hear about this!??
Facebook: June 29, 2012	All for it!
Facebook: June 29, 2013	Yes, do it
Facebook: June 29, 2014	Get it done and get going on this.
Facebook: June 29, 2015	Radnor Yard has long outgrown itself. Too many problems for neighbors blocking roads and cutting off emergency equipment. Great opportunity to move to a better location and make r
Facebook: June 29, 2016	It would be great for Nashville!
Facebook: May 11, 2016	It could be. It's been on the radar of transit people for 20 years. The bigger question is why the RTA, who is really the MTA, won't address the bus issues that affect current RTA ridership?? Fix bus issues, build ridership and support, and then you can pay for commuter rail!!
Facebook: March 30, 2016	Feel good about increased frequency and later service - that's how you reach folks who work early and late. Perfecting our bus system must come before slapping some expensive light rail people are raving about, especially since we want to see improvements NOW
Facebook: March 30, 2016	As long as the results of the trip planner (or Google map search), within the city, in neighboring zip-codes are like this (see screen shot, red boxed area) then we have no business investing billions in 'premium services'.
Facebook: March 30, 2016	Great ideas! Actions speak the loudest!
Facebook: March 24, 2016	I think it's a great compromise between the cheap skate state legislature while still trying to do something to move public transit forward in the Nashville area. It seems some are just against anything that prevents people sitting in their car by themselves for hours everyday driving back and forth from the burbs.

Facebook: March 24, 2016	<p>What is the estimated cost to widen the shoulders to make them safe enough for buses to travel along them? Who is paying for the shoulder and road improvements to enable the buses to ride along the shoulders? Where do the buses drive if there are cars that have pulled onto the shoulders due to mechanical issues or if law enforcement has pulled over vehicles? Who will be liable for accidents involving buses and cars legally pulled off on the shoulders? Will signage be issued stating buses may drive along the shoulders? Additional stripping? Who will bear these costs? Once again the jumping in blind mentality prevailed with no concrete answers, funding initiatives, etc. Let's hope that cooler heads prevail before this is implemented throughout the Metro area.</p>
Facebook: March 24, 2016	Works well in other places. Once again, about time we caught up.
Facebook: March 24, 2016	Stupidest thing I've ever heard of!
Facebook: March 24, 2016	Great idea!
Facebook: March 23, 2016	<p>I suppose you'll get loads of comments encouraging premium services such as light rail, monorail and such. I have nothing against those concepts but I would greatly prefer service be thorough prior to spending billions on premium services.</p> <p>What good is a monorail from Murfreesboro to downtown IF one works in Maryland Farms, or Harpeth Valley, or any of the other numerous areas in the city lacking any/all transit service?</p> <p>When do we end the public input phase and start with implementation? I've been taking these surveys for a couple of years already.</p>
Facebook: March 23, 2016	<p>It's a tough call, really.</p> <p>Transit in Nashville proper is a joke. I know we have a lot of people coming in from Wilson, Rutherford, and Williamson counties, but I wonder how much of a decrease in traffic we'd see if we got more comprehensive transit running in places like Hermitage, Antioch, Goodlettsville, and Madison.</p> <p>In-town, buses don't run frequently enough, they don't go to enough places, and the stops are too spread out for the sidewalk/road infrastructure. Maybe it's because I lived in Davidson County, but it seems a bit premature to talk about how to get more people into Nashville via transit if we don't really have a good solution for moving them around once they get there.</p>
Facebook: March 21, 2016	<p>Why is there absolutely no bus services from the Crieve Hall area to downtown Nashville or Metro Center? This is one of the biggest middle class neighborhoods in Davidson County with absolutely no bus service to this area. Unbelievable!!!</p>
Facebook: March 15, 2016	Thanks for coming out to the Green Hills Library this past weekend!
Facebook: March 15, 2016	Wish they'd made that event more widely known!

Facebook: March 15, 2016	Richard Stevenson , thank you for your feedback. I believe we had about 35/40 community members come out and get on the nMotion bus at the Green Hills library to look at the transit scenarios and share their ideas and concerns. MTA is very open to your input. Definitely go online to nmotion2016.org or shoot them an email. Councilman Pulley and I will be hosting another Green Hills transit event on April 9th at 9:30 am. I will be posting on my Council Facebook page and website about it soon.
Facebook: March 15, 2016	Angie Emery Henderson Good to know!
Facebook: March 15, 2016	A public meeting from 11:30-1p on a Friday Really? Who set up this time? Most hard working Nashvillians that ride the bus daily are going to be at work!
Facebook: March 15, 2016	The MTA/RTA will not consider your opinions. This is the marketing method they are using to create the impression that they are interested in the public opinion and input. There is no evidence after multiple million dollar plans and hundreds of meetings that your opinions, your neighborhoods needs, your desire to get from home to your job, will be considered at all. This is a marketing ploy. Just avoid it. Waste of time.
Facebook: March 15, 2016	Why do you say that? Have you attended any of the MTA meetings? Are you trying to discourage people from going and showing their interest in what needs to be done? Got complaints? Voice them! If you don't go, then certainly NOTHING will happen!! You CAN'T tell ME that, I see a difference because I HUNG IN THERE. ..DID YOU? If you DON'T go and speak up, then you have NO reason to complain.
Facebook: March 15, 2016	Beyond late. Spend the money! Get light rail down all major corridors; 40, 24, 65. Put hubs in lebennon, Hendersonville, Mboro, Franklin. Improve bus lines. Spend the money!! It will pay for itself. Has to be large scale. Traffic is horrible and only to get worse!
Facebook: March 15, 2016	I hope that there will be weekend and evening meetings forthcoming. A lot of the traffic congestion conversation centers around commuter traffic, you know, us M-F 9-5ers. Day meetings are good as well because another important contingent to consider are your 2nd shift workers, esp service industry, who are more likely to Rely on public transit v Choose it. Everyone needs to have the opportunity to be part of the conversation.
Facebook: March 15, 2016	I applaud the concept, but damn, you're about 10 years to late. It's time for action, not words.
Facebook: March 15, 2016	AMEN!!
Facebook: March 15, 2016	i would say way more than 10
Facebook: March 15, 2016	So would I LOL, but I was trying to be polite
Facebook: March 15, 2016	All of the above!!!
Facebook: March 15, 2016	Thanks for the reminder...almost forgot.

Facebook: March 3, 2016	Interesting and costly. At "\$230 per capita" it sounds "doable" , but at \$5.5BILLION over 25 years that's \$220MILLION per year. That does NOT sound doable. I would really like to see the funding strategy for that projected cost impact.
Facebook: March 3, 2016	While we believe that public transit is a great thing in theory, we wonder why there are no details included about who's going to pay for what. We believe a movement to ask Nashville taxpayers to commit to a very expensive civic project should have its costs out in the open -- is the business community going to pay its fair share, or are the costs only to be borne by the General Fund, i.e. yours and our property taxes? If we're to continue with the "bigger is always better" mindset here in Nashville, shouldn't developers and homebuilders making record profits be asked to share the burden for infrastructural improvements as they are asked to in other cities?
Facebook: March 3, 2016	Hope the paper on project won't cost as much as Haslam's new TN logo
Facebook: March 3, 2016	<p>We're just checking back to see if you have any updates on plans to fund the very expensive civic projects you are proposing (and are disappointed to see no posts at all for a period of almost two months.)</p> <p>While we see in your comments on the post from March 3 that you have a general summary of the cost for one of your scenarios, you have revealed no specifics at all about a mechanism through which any of these plans might be funded.</p> <p>We're not quite sure why you think it's fair to propose these projects to city residents without including all the details. It's our strong belief that the business community which is currently making record profits in Nashville needs to pay its fair share (and that the costs of any of these projects do not fall only on Nashville property taxpayers and the General Fund.) We'll be keeping an eye on announcements from you to this end.</p>
Facebook: March 3, 2016	Here's a thought: make the buses 24 hours. Especially the brt routes. Lots of people on those routes work jobs that have 24 hour shifts and don't own cars.
Facebook: March 3, 2016	Yes yes yes
Facebook: March 3, 2016	No no no. Busses are not the answer. They can't get it keep buses on schedule or the same route now. I know! I used them! People was speed, convenience and schedule commitments. Busses only take up more road, have to flow with congested traffic and also are too unreliable.
Facebook: March 3, 2016	I ride the bus now. I also work a shift where I get off work before the busses start running for the day. So does my daughter. We pay to ride the bus to work, and we pay someone to bring us home from work. We want convenience as well. It's a start...

Facebook: March 3, 2016	Buses can be prioritized over other traffic, but we don't do that to any extensive degree in Nashville. More buses on the road means fewer cars on the road.
Facebook: March 3, 2016	Exactly. A bus driver told me that route changes are made because the people who ride the busses don't go to the public meetings, but the meetings aren't held at a time when working people can be there, nor on a business, so I've been told.
Facebook: March 3, 2016	People prefer Light Rail - Streetcars and many will ride it who won't ride buses and they have zero emissions Go to San Diego etc to see for yourself !!
Facebook: March 3, 2016	We had an opportunity for it last year and people shut it down on a vote.
Facebook: March 3, 2016	Nashville should have upgraded their transit system over 10 years ago. We did the Nashville Star from Lebanon to Nashville but it really should have started from Murfreesboro to Nashville. We are a metropolitan city still believing we are a town. We shoot down so many opportunities to advance our transportation system which also creates jobs.
Facebook: March 3, 2016	I wholeheartedly agree!!!
Facebook: March 3, 2016	<p>I've lived in the Bay Area (Oakland) for a year once. The Bay Area Rapid Transit (BART) system was awesome!</p> <p>http://m.bart.gov</p> <p>Electric system and travels on land, underground, tunnels, through hills, etc. Took a while to make with the little technology back then, but it was totally worth it (and still is).</p> <p>The rate that Nashville and Middle TN is growing, a system like this would benefit our region, tremendously!</p> <p>So, a system with points stretching from Murfreesboro to Clarksville, Lebanon to Dickson, and Nashville through to Gallatin - would prove as beneficial...reducing traffic & emissions, while making it convenient for residents to travel throughout the area.</p>
Facebook: March 3, 2016	It's probably asking too much but I would like a place where I can have a cup of coffee where people will not bother me. I cannot sit down at the Dunkin Doughnuts in the terminal without someone bothering me to give them a quarter or buy a watch. I JUST WANT TO BE LEFT ALONE!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
Facebook: March 3, 2016	I say in about 15 to 20 yrs, people are going to move on they will be older, and the houses they build they want to be able to climb steps, and getting tracks in our city after while it's going to look like JUNK
Facebook: March 3, 2016	You said it IT will be a big Dump

Facebook: March 3, 2016	I think the Amp was a bad idea. But do believe light rail is a valid option with using some existing tracks and making more within the areas needed. Dependable routes and times would be needed to succeed.
Facebook: March 3, 2016	AMP was a start, though, it wasn't a means to an end. For Nashville transit to work, we need to move away from the terrible hub-and-spoke system that we currently have. AMP could have served as a main artery, so to speak, for a more efficiently distributed transit system.
Facebook: March 3, 2016	Rail system downtown like Seattle has, that extends above the streets. Expand commuter rail systems. Extend MTA service to other counties, with Park and Ride stops along the route. Provide waiting areas for rideshare drivers like taxi drivers have. An example could be have a park and ride area where rideshare drivers pick up four or more passengers at once, and pool the ride. Rideshare drivers will use HOV lanes and make several trips daily, and be compensated for time, fuel, etc.
Facebook: March 3, 2016	They should have thought about this 30 years ago. Atlanta didn't think ahead and look at the mess it is now. I do not commit to anything having to do with this since I'll probably be dead or too disabled to use it.
Facebook: March 3, 2016	Busses need to run 24 hrs a day people are using uber and lyft especially 3rd shift employees who work at airport the transit system needs to get with the program seriously
Facebook: March 3, 2016	I think we should get a subway/train like the Marta in Atlanta it's awesome!!!
Facebook: March 3, 2016	And we need it in Nashville
Facebook: March 3, 2016	All over, we love it, we ride it for fun!!!
Facebook: March 3, 2016	Stop having community meetings at 9 am on a Saturday morning would be a great start ... ljs
Facebook: March 3, 2016	To assist in your survey explorations-- please review Beyond Traffic-- the USDOT's report on what things will look like in the country if we do not take action. Here's the intro video. https://www.youtube.com/watch?v=Lbe8UiqmiH0 Here's a user friendly, infographic-laden report: https://www.transportation.gov/.../Draft_Beyond_Traffic...
Facebook: March 3, 2016	Rail System...this city is so far behind.
Facebook: March 3, 2016	More nashville star routes
Facebook: March 3, 2016	Don't care move me out of Nashville
Facebook: March 3, 2016	I will probably be riding in a hoveraround, so it don't matter to me....IJS
Facebook: March 3, 2016	Just hope something works
Facebook: March 3, 2016	Ejeleeeee
Facebook: March 3, 2016	Con ese ejele, me llevaste de regreso a Puerto Rico! Buenos días!
Facebook: March 3, 2016	Can I complete if I'm a driver?
Facebook: March 3, 2016	me too... is'n it that especial?
Facebook: March 3, 2016	Train
Facebook: March 3, 2016	Rail
Facebook: March 3, 2016	Transit is needed baf

Facebook: March 3, 2016	Alright alright
Facebook: March 3, 2016	Did I add: stop having community meetings at 9 am on a Saturday morning? ...
Facebook: March 3, 2016	Amen
Facebook: March 3, 2016	On Point!
Facebook: March 3, 2016	I think that before we start adding to the system, we need to fix what we already have. We need qualified mechanics to service buses on a monthly basis. Buses that are cleaned regularly, including the drivers cabin, drivers that are happy to come to work and service the public as well as longevity within the company, trained supervisors, not lords over the employee and more routes to more areas of the city as well as other counties. Fix the problems we have before accumulating more problems. Only then should we take on other ventures. That's my opinion.
Facebook: February 4, 2016	This is very sad. Corrupt state legislators worked to stop local projects like the Amp and now will make sure that their fat cat campaign contributors get rich off of Nashville's transportation needs. But as soon as it ceases to be profitable, it will be the taxpayers who are stuck paying the bill.
Facebook: February 4, 2016	I believe that buses take up a lane and the best and most palatable solution is light rail (not like the star but above ground Elevated trains) like Chicago has. Even a moderated one like Atlanta has would prove fruitful. Yes it will be expensive at the outset but the reason that the Star does not help is it only goes to 5 locations, does not address key areas of the city and does not move where its needed most.

	<p>and Texas. The picture is mixed. Denver International Airport is currently suing its private partner over costs related to completing the last phase of the monorail line, which has gone \$44 million over budget.(http://www.denverpost.com/.../denver-international-sues...)</p> <p>When digging up some reports on the Texas roads project, we found a great report from Public Interest Research Group (PIRG) that outlines some concerns about road privatization that would probably apply here. People should be clear that an aspect of this plan would probably involve introduction of toll roads to our area. (http://www.uspirg.org/.../Private-Roads-Public-Costs...)</p> <p>"Though privatization may offer short-term relief to transportation budget woes, it often has grave implications for the public.</p> <p>" • The public will not receive full value for its future toll revenues. The upfront payments that states receive are often worth far less than the value of future toll revenue from the road. Analysis of the Indiana and Chicago deals found that private investors would recoup their investments in less than 20 years. Given that these deals are for 75 and 99 years, respectively, the public clearly received far less for their assets than they are truly worth.</p> <p>" • The public loses control over transportation policy. Private road concessions in particular result in a more fragmented road network, less ability to prevent toll traffic from being diverted into local communities, and often the requirement to compensate private operators for actions that reduce traffic on the road, such as constructing or upgrading a nearby</p>
Facebook: February 4, 2016	
Facebook: February 1, 2016	<p>Go big. It's a long term investment that will be a major net positive. The region needs big transit solutions to address the already bad traffic that will only get worse. Let's make middle TN the transit envy of the south!</p>
Facebook: February 1, 2016	<p>How easy for the rich to advocate throwing a huge investment like rail into everything. Consider improving existing infrastructure like our buses first - buses that need to be there for ppl who need them to get to work, carry groceries, I was very fortunate to have the 56 go up my street Gallatin to my house The point is, we should put more effort into asking the low income folks and minority groups who rely on transit more than - I'm willing to wager - us reading this thread. How many people commenting fall into the groups I just mentioned.</p>
Facebook: February 1, 2016	<p>*during the snowstorm</p>
Facebook: February 1, 2016	<p>Good transit requires density and destination. Lots of people need to live on the same line as their destination. Nashville's geographic radial layout makes it difficult. Growing pains for sure.</p>
Facebook: February 1, 2016	<p>I also happen to know quite a few low income individuals who currently ride the Star.</p>
Facebook: February 1, 2016	<p>This is the push from developers who need to get auto requirements out of the way so they can over build.</p>

Facebook: February 1, 2016	Light rail down Charlotte Ave is the best option I have heard to date! I don't understand why we need more mass transit down West End, when there is much more commerce on Hillsboro? Why would we ever need a rapid transit toward the wealthiest neighborhood in town (Belle Meade) over mass transit toward our biggest commercial hub (Green Hills)?
Facebook: February 1, 2016	I'm all for rail if that's what people want and are willing to pay for, BUT getting most of the benefit for half the price with BRT sounds awfully appealing considering other infrastructure/sewer/housing needs in the region. If the opposition to buses (with dedicated right-of-way!) is mainly that commuters won't choose them b/c buses are for "those" people...well, that is a genuine obstacle, but can't that be overcome? Are there really that many people who would ride a train who would NEVER ride a bus using the same right of way? I don't know...
Facebook: February 1, 2016	Regardless of how much money you throw at a problem, the issue that is not addressed is that the infrastructure of MTA is broken and MUST be fixed. There are not enough buses operating efficiently to fully serve the existing system. When the buses do operate, there aren't enough drivers to man the buses so routes get cut or skipped. Routes are determined by what looks good on paper and not existing ridership or potential ridership. There are areas that need more service but don't get it. Other areas have given up on getting service. AccessRide is swamped but there aren't enough drivers or vans to accommodate the demand so it is outsourced to a cap company. It takes dedicated funding to truly operate an efficient transit service; but until the existing powers that be (Mayor's office and Council) look at the outsourcing of work and the exorbitant expenditures of funds that is currently being spent to do what should be done internally, i am not voting to throw good money after bad.
Facebook: February 1, 2016	How about a dedicated bus line down the middle of West End? That would be a good inexpensive way to start, and serve one of the most dense corridors in the city!
Facebook: February 1, 2016	Like the AMP???
Facebook: February 1, 2016	What's that? LOL
Facebook: February 1, 2016	It's a hovercraft.
Facebook: February 1, 2016	Alternative might be flying cars, or underground tunnels with paddle boats.
Facebook: February 1, 2016	How much are you willing to pay for this personally? Ridership alone won't support the investment. I'm all for rail but I realize it's going to cost me personally in increased taxes for dedicated funding. How many others agree and how much are you willing to chip in each year?
Facebook: February 1, 2016	Zero
Facebook: February 1, 2016	I agree. We need to invest in the future. Not necessarily for us, but the future. We can't continue to be selfish.

Facebook: February 1, 2016	I visited Denver last summer and their light rail is fantastic.
Facebook: February 1, 2016	I visited Denver last summer and their light rail is ugly and disgusting.
Facebook: February 1, 2016	Denver's homeless population, which is huge, lives on the light rail system.
Facebook: February 1, 2016	a rail system that wont interfere with the existing roadways....agree
Facebook: February 1, 2016	Agree-- if Nashville doesn't want the bubble to burst, it's the only way.
Facebook: February 1, 2016	We need to know more about potential funding streams to have an opinion about this. Hard to understand why Nashville's General Fund - the #1 component of this is property tax - should be the only source given the "record income from tourism".
Facebook: February 1, 2016	How long would it take to have it built? Do we need a solution faster than that?
Facebook: February 1, 2016	Buses work just fine if done well. See Chicago, Seattle, and SF.
Facebook: February 1, 2016	Chicago also has an extensive series of elevated trains/subways. As does San Francisco.
Facebook: February 1, 2016	Where's the 'don't like' button when you need one?
Facebook: February 1, 2016	Agree!
Facebook: February 1, 2016	Agree
Facebook: February 1, 2016	Disagree
Facebook: February 1, 2016	Do it right the first time
Facebook: February 1, 2016	Yes yes yes
Facebook: February 1, 2016	Disagree.
Facebook: January 24, 2016	We should have gone big 5 years ago. Now it's a matter of HAVE TO, not should. But it's a state government issue, and Durham, Casada, Tracy, Ketron, Harwell, and Beavers need to step up and lead. This would be a great time to bump up the gas tax temporarily since most drivers are already feeling the cyclical drop in gas prices. We can all afford a little more at this time. But don't act and we're screwed for 25 years or more.
Facebook: January 24, 2016	I cannot imagine any of those listed to actually lead on anything. They are the effects of an overactive reptilian brain. I know you are a much kinder person than I, though, so I apologize for tainting your wall with negativity.
Facebook: January 24, 2016	Why should I pay more in gas taxes so you can get discount bus fares, sidewalks and bike lanes?
Facebook: January 24, 2016	Because you're taking up more space on the road.
Facebook: January 24, 2016	A gas tax would go far to pay for transit then MTA could expand service and make things more convenient the problem is with the ultra conservitive folks in TN legislature nothing will get done I would love to see Jim Tracey or any of his buddies ride the bus, don't ever see that happen. I am a bus operator at MTA
Facebook: January 24, 2016	So you want drivers to pay a tax so you can keep you job? Great reason.
Facebook: January 24, 2016	Not the reason there scooter, I am not concerned about me losing my job

Facebook: January 24, 2016	Absolutely. This, and smart land use decisions, will make or break this city during a boom period. Folks short sighted enough not to want to invest in a transit system that they would want to use (to save time, money, and frustration) are working against making Nashville a top notch city.
Facebook: January 24, 2016	We can't build our way out of congestion.
Facebook: January 24, 2016	Same results came out five years ago, and nothing was done. Subsequently, service has declined, choice riders are using other transit options, and we are now behind the 8-ball. Fix the internal problems and some of the external automatically improve. But continue to ignore inadequate service, lack of drivers, non-operational buses, etc., and it won't matter how much money is collected for light rail, trolleys, or BRT lite.
Facebook: January 24, 2016	As someone who lives in a Seattle region where voters chose not to go big a generation ago and are desperately paying for it now-- absolutely.
Facebook: January 24, 2016	I love that this picture is from Charlotte. They finished building this light rail route in 2007
Facebook: January 24, 2016	<p>who have not been incented to consider basic facts about our infrastructure (and whose personal conflicts of interest have led them to approve more new construction than would have otherwise been the case.) No public reports so far go into any detail about how these projects would be funded, and there's nothing on MTA's own website providing details. Barring further information, we're assuming the majority financing for any of these projects will be provided by Nashville's general fund, the #1 component of which is property taxes contributed by our neighborhoods. (Again, why are many homeowners facing a 40% increase in property tax this year while others fail to pay their fair share?)</p> <p>We'd have an easier time swallowing the idea of our neighborhoods paying to fix a problem they didn't cause, if more money were being contributed from a tourism-derived source (tourists use our roads and would use this transit system; we're sure hospitality lobbyists have been consulted.) A contribution should also be made by owners of downtown skyscrapers, who are enjoying profits from the business opportunities being created by growth. (The property taxes from many of them currently go into the Tax Incentive Financing program for more new construction - and more traffic.)</p> <p>Also, people who live here deserve a say in how much explosive growth we actually desire. (As the saying goes, "if I wanted to live in Los Angeles/Atlanta, etc. I'd move there.") Many people formerly enjoyed life in Nashville for its green space, breathable air, friendly atmosphere, and quality of life, and are suffering a sense of loss as these properties disappear before our eyes. Our civic conversations shouldn't only be driven by those who stand to profit in the business community.</p>
Facebook: January 24, 2016	Tell it!

<p>Facebook: January 24, 2016</p>	<p>Only that the neighborhoods DID cause this.</p> <p>Developers don't just build because they feel like it. They build because there's a DEMAND. That comes from somewhere-- that shows that people are moving to this city for some reason. They absolutely need to foot the bill for the infrastructure supporting their existence.</p> <p>The entire tone of your comment sounds like it's some kind of "old guard" vs "new" mentality, here. If you move to a city and you buy or rent, you're just as entitled to have a say in how the city is shaped. It doesn't matter that people have lived here however many decades-- if they're outnumbered by a group of people who want something else, unfortunately, that's how it goes unless the old guard can bring in more likeminded people to buy property and vote.</p> <p>That's just a fact of life everywhere, unfortunately. Heck, as much of an advocate as I am for transit, and as much as I wanted to see Nashville grow, ultimately I took the advice I'm about to give: If you don't like it, find some place else where you do like being.</p>
<p>Facebook: January 24, 2016</p>	<p>Alex Cavnar - Government pushed them into the city. I watched it happen and fought it. You don't have the right to take my money in taxes just so you can live down town and ride the bus. Sounds like you found where you belong. You don't live here so please stop telling us how to live.</p>
<p>Facebook: January 24, 2016</p>	<p>I have every right to discuss the transit situation of the city I spent all my life in.</p> <p>We're not talking about distribution of various socioeconomic classes throughout the city, here. We're talking about finding a sustainable way for all people to get around the city, because Nashville is approaching the breaking point for people in their individual vehicles.</p>

	<p>there's a demand for Nashville residency -- which presumably he thinks came out of the air, rather than being ignited by the people who created these neighborhoods and made this such an attractive destination for various business interests to profit. Yet he thinks these neighbors deserve no particular say so in what happens to the place they made. This is virtually word for word what homebuilder John Brittle said in an article about infill a year or so ago -- and we know what his motives are, dollars going into his own pocket. Thankfully this isn't how most people think about neighborhood development, and it's also not political reality.</p> <p>Guess Alex believes it's just a coincidence that Nashville's Convention and Visitors Bureau (funded by a tourism tax lobbied for heavily by the hospitality industry) is receiving national awards and accolades for its work in raising the city's profile just as thousands of people start moving here. It's also probably an accident, according to him, that around that same timeframe our former Mayor loaded up the Planning Commission and Board of Zoning Appeals with people who profit from new development -- the actual Chairman of Planning is a homebuilder who's made a habit of running out the clock (in public meetings) on people who oppose the development perspective. The composition of the board governing MDHA (which loans tens of millions of dollars in tax increment financing to wealthy construction interests for new construction -- money from property taxes which would otherwise go into the General Fund for schools and roads) is similar. The icing on the cake is that the TIF program is supposed to be for "blighted" areas, a designation for which downtown Nashville does not remotely qualify.</p>
Facebook: January 24, 2016	<p>Frankly, we don't think the solution for the problems besetting the city we</p>
	<p>One question remains, who pays for it?</p> <p>http://www.nashvillemta.org/PDF/PowerPointForWeb4.pdf</p> <p>http://www.musiccitystar.org/Middle-TN-RTA-history.asp</p>
Facebook: January 24, 2016	http://fox17.com/.../rta-to-eliminate-brentwood-bus-stop...
Facebook: January 24, 2016	Nashville is already paying for it in terms of more traffic, more accidents, and lost productivity.
Facebook: January 24, 2016	Good luck with that paying the bill...
	<p>The problem is that people are so stuck with the notion that a car is the only option. They're almost happy to sit there going 20 miles per hour around the loop at rush hour when we could definitely have a more solution if people wouldn't be so myopic.</p> <p>We're just not going to be able to fit more cars on the road, and Nashville will absolutely grow more. We have to start looking at other solutions.</p>
Facebook: January 24, 2016	
Facebook: January 24, 2016	I understand what you are saying, but the question remains. Whom pays the bill?

Facebook: January 24, 2016	I would be more than happy to pay more tax dollars to be stuck in traffic less and have a decent transportation system that I'd prefer to use over my new car.
Facebook: January 24, 2016	<p>It will require more tax money. You want to keep driving your car and contributing to the mess? Pay a congestion tax. Pay more wheel tax. Want to reduce traffic in your neighborhood (which transit will do)? Whoops, sorry, looks like property taxes need to go up.</p> <p>Public transit is as much infrastructure as are pipes, roads, and emergency response services. It's something that a city needs to have in order to properly run. Growth is a fact of life in a city like Nashville. Unless we want to become like Atlanta, we need to start seriously looking at how we're going to stop depending on cars, even if it means the city and its citizens have to pony up.</p>
Facebook: January 24, 2016	How many people on those roads are from Davidson County? Will they pay or is it a burden only on Davidson County?
Facebook: January 24, 2016	<p>If Davidson county residents are the ones to foot the bill , so to speak, you will see more people choosing to live outside the county. As of now, Davidson county is approaching a referendum regarding property tax should they be proposed to increase. This would place the issue on the ballot. Think it would pass then? With many people not able to afford cost of living inside Davidson county now, what would be the outcome? This is a larger issue than, I'm willing to pay a little more. Right now the annual budget for MTA is 73 million for 2016. Metro funds MTA near 40million per year 54%. With a sticker of near 5 billion, show me the money! With a proposed annual cost of operation at 311 million, I don't see the available money. I'm no math major but that seems to be a multiplier of 4.26 x the current operating cost.</p> <p>From 1999 to completion in 2007, the cost doubled the original estimate.</p> <p>https://en.m.wikipedia.org/wiki/Lynx_Blue_Line</p>
Facebook: January 24, 2016	Alex Cavnar - What other option do you choose? Do you own a car? Perhaps if everything wasn't jammed into downtown traffic wouldn't be so bad.

	<p>great public transit system. Chicago has a lot of issues, but making it so that you don't need a car isn't one of them.</p> <p>But, to answer your question, we need three things in Nashville: transit, transit, transit. We need to make it so that you don't need a car-- in fact, we need to make it so you don't WANT a car in Nashville. That means we should make many popular destinations hard to get through, like downtown-- there's no reason that there should be a 5 lane road through the middle of it. It needs to be the hub in a major transit system.</p> <p>Also, something to consider: not everything is downtown. If I wanted to get from Bellevue to Hermitage, I absolutely have to go through or near downtown via the 24/65 loop, or I have to take I-440. That's a big choke point for people who aren't even going into downtown itself.</p> <p>Russell Lackey, I outlined other ways of handling revenue. For one, Nashville contributes a great amount to the economy of the state. The state and federal governments need to kick in for this project. But oh no-- our wise state legislators made a law keeping things like BRT from accepting federal money. Geniuses.</p> <p>Other cities have implemented a congestion tax. Want to drive in certain districts? Pay for it. It's almost like a toll road. That money should directly go towards improving transit initiatives.</p> <p>I don't mean this as a personal jab at anyone, I genuinely don't. When cities try and look at transit as "how is it going to pay for itself", or other questions like</p>
Facebook: January 24, 2016	<p>I think you did the best thing someone with your opinion should have done - move. Don't try and make Nashville like some other city - move to that city instead. No government "made" Chicago. Private industry did.</p>
Facebook: January 24, 2016	<p>Here are few of the wonderful experiences Nashvilleans can expect with increased transit use. Let's be like Chicago!</p> <p>http://www.chicagotribune.com/.../ct-cta-crime-tips...</p>
Facebook: January 24, 2016	<p>Transit time three. What? We can't build our way out of congestion.</p>

<p>Facebook: January 24, 2016</p>	<p>Alex Cavnar I genuinely appreciate your passion in this topic.</p> <p>Unfortunately, our passion doesn't pay the bills. Nashville needs to improve the transit issue without a doubt and I agree with you in that point. As a native Nashvillian, I have seen this town transform into what it is today. We have allowed that to happen. I lived in Nashville until 2010 when it became apparent that I needed to relocate out of county based on several factors. I commute 31 miles each way per day. Should I purchase the bus fares for a month, the total would be just less than \$110 dollars. That said, the timeline (frequency of buses and routes) traveling to my job disallows that as an option. If I feel this way, how many others feel the same? What should have happened in the past is a conversation best left to historians. We can only change today. The issue remains of funding this project...</p>
<p>Facebook: January 24, 2016</p>	<p>By the way Alex Cavnar, apparently the federal government sees the budget the same way as you. Spend it... \$474 Billion deficit.(CBO)</p> <p>Transit will never pay for itself. Anyone who states otherwise is uninformed and shallow. However, it takes funding to get the project built and funding for operations on an annual basis. If this wasn't true we would already have the project.</p>

pretty cheap shot. There are so many other factors at play when you talk about there being a need to post articles about "staying safe on the CTA". Do you even know how many people ride the CTA on a daily basis with absolutely no incident? Thousands of people. In any given month, buses in Chicago see almost 1 million riders, trains see close to that, at almost 900,000. The amount of people who have crimes committed against them while on transit is remarkably small.

People get robbed at gunpoint in their cars in Nashville, in case you didn't realize. So the article isn't a good supporting fact as to why we can't look at a city like Chicago as inspiration for Nashville's transit situation.

But, I do agree with you: You can't build your way out of congestion. But, what you can do is efficiently manage the roadways we have, and we can incentivize moving people out of cars and onto transit. We're not doing that at all. Instead, we have business interests and legislators actively blocking initiatives to move people more efficiently and get people out of cars. Sidewalks aren't a priority, nor are bike lanes. Even with how much MTA is already funded, routes are inconsistent, and the hours aren't useful for everyone. And when the route happens to be somewhere you're near, good luck on not waiting 40 minutes to catch the bus.

Nashville has ignored this problem for too long, and something has to be done about it. Growth is a fact, and adding more cars into the equation isn't going to cut it. We can't really widen the loop or 440, can we?

[Facebook: January 24, 2016](#)

Russell Lackey, I'm right there with you, except that I actively did not want to

Incentivize = Coercion. You can't build your way out of congestion = Transit congestion is exempt from the equation. Downtowns are dying = Racism. I know what we need = You are greedy and hate the planet.

It's a cheap shot to let people know what riding public transit is about? You just don't want people to know. I guess you are willing to sacrifice a certain percentage of the population to crime to force them onto mass transit into down towns (where they can experience more crime).

I see the problem in your position as the result of a lack of experience riding public transit, little time living in a large city and ignoring the fact that we do not have a society that can support mass social interaction.

The history of other cities should only indicate why government should stay out of the transportation business.

I agree. Everyone who voted for Purcell/Dean/Barry are to blame. They coerced everyone into downtown and now it's a big traffic jam. Nashville loses population every year to the surrounding counties.

We have enough history from other cities to know that we don't want to be Chicago, Portland or Seattle. I hope, during the time you live in Chicago, you look back at Nashville and see that you prefer Chicago.

I lived (without a car) in New Haven, CT for 3 years, Philadelphia, PA for 2 years and New York, NY for 15 years. I moved to Nashville swearing that I would never ride public transportation again. I will never be "incentivized"

[Facebook: January 24, 2016](#)

	<p>Yep, always a great debate tactic to start characterizing your opponent as "elite" simply because they have a different vision than you.</p> <p>I want people to know what the truth is. I've ridden enough transit in enough cities to know upsides and downsides to it. Right now, the potential benefits of transit outweigh the potential risks. To suggest that crime is somehow unique to transit is disingenuous. Should we not build any more sidewalks because people get mugged while walking down the street?</p> <p>Besides, you're putting words in my mouth. Racism? Dying downtowns? I never said anything about those. I said that transit is part of infrastructure, and if we don't have infrastructure to accommodate growth, the *entire* city dies.</p> <p>What's your solution to handle all of this growth? More cars? 1-2 people per car, taking up as much space to all go the same place that a bus or train car could use to carry more than 10x the people?</p> <p>Nobody's putting a gun to your head, so it's not coercion. You can still drive, but it'll be a bother to do so. Transit becomes the more attractive option. Eventually, unchecked vehicle usage will have everyone looking for a solution, anyways.</p>
Facebook: January 24, 2016	
Facebook: January 24, 2016	Agreed !
Facebook: January 24, 2016	Thanks.
Facebook: January 24, 2016	Yes
Facebook: January 24, 2016	Thank you.
Facebook: January 23, 2016	What's the funding stream? We certainly hope the "record income from tourism" we keep reading about will be playing a part.
Facebook: January 22, 2016	GO BIG.
Facebook: January 22, 2016	Stephen Furr II, Sean Cooper, Rachael Cooper
Facebook: January 21, 2016	<p>Interesting to see what the "Chinese menu" options will ultimately be. Sadly, until more qualified and competent people are put in place to ensure that the important messages are accurately presented to the public instead of saying one thing and doing another, no funding will be secured and transit will operate at status quo - those who need it will ride it, and no significant increase in choice ridership will occur. Look inside and fix that, and when there is a smoothly operated system, then grow it. Buses breaking down, not enough buses to run routes, routes cancelled because too few drivers, high employee turn-over, operating routes because they look good on paper and not accommodate riders...ask the results of the open-ended questions. That's where the real answers lie.</p>

Facebook: January 21, 2016	We need to embrace scenario #1. There are plenty of large pension funds that would be happy to help pay for the start-up expense in exchange for a long-term concession agreement. Nashville and mid-TN taxpayers will not have to foot the entire bill. Public-private investors and transit users (through fees) should pay for a large portion of this.
Facebook: January 21, 2016	Thank you Mr. Bland and team! :)
Facebook: January 21, 2016	Who'll be paying for these plans? Will money come from the General Fund or another funding stream?
Facebook: January 8, 2016	<p>I agree that it sounds like a no-brainer, though I'm not sure that it would solve I-24 congestion issues to the point that widening would be unnecessary.</p> <p>As far as cars/emergency vehicles that use the shoulders the buses would just have to merge in and out of the right lane, I don't think it's that big of a deal.</p>
Facebook: January 8, 2016	For this to work you would have to fix how many cars park on the side of the interstate. I pass at least two a day just on the five miles I travel each day.
Facebook: January 8, 2016	As many wrecks there are that have to be pulled on the side of the interstate?? This would make it even worse!! NONONONONO
Facebook: January 8, 2016	No! Stupid idea!!!
Facebook: January 8, 2016	Care to elaborate on why?
Facebook: January 8, 2016	If you let buses drive on the shoulder other people will follow in cars. Human nature.
Facebook: January 8, 2016	Also, emergency and disabled vehicles use the shoulders.
Facebook: January 8, 2016	This strategy works just fine elsewhere. What makes Nashville any different?
Facebook: January 8, 2016	Alex reluctance to change
Facebook: January 4, 2016	Funny how things get done, I remember a few weeks ago the previous MTA schedule/route person went on a whole rant why this couldn't be done. Congrats nashville for improving
Facebook: January 4, 2016	That person is still there. It's just a change of tune.
Facebook: January 4, 2016	Should be a great tool to show them all sitting in traffic and stress the need for more public transit.
Facebook: January 4, 2016	Fantastic and very much needed
Facebook: January 4, 2016	Melissa Sherry Aaron Pam
Facebook: January 4, 2016	I already use Transit but maybe there customized app will be better
Facebook: January 4, 2016	I downloaded the app, it has the 93 on it. We shall see!
Facebook: January 4, 2016	<p>Aaron Covey Have you tried the MCTT app yet? How does it compare to Transit?</p> <p>I have Transit but have only used it sparingly. I have not downloaded the MCTT because I'll have to delete something to make room for it</p>
Facebook: January 4, 2016	It's not functional yet from what I can tell.

Facebook: November 30, 2015	That's awesome! Am curious to see more about the user interface. Are you getting gtfs-rt data out of the system too? The Tennessean story seem to imply that third party apps like TransitApp would be able to get the live data, but their first choice of data formats is gtfs-realtime. I work at a Trapeze property that eventually figured out how to get our data out in that standard.
Facebook: November 30, 2015	Doesn't RouteShout do this already?
Facebook: November 30, 2015	YES!!!! This is great news
Facebook: November 20, 2015	Local hubs with neighborhood service to BRT and other high volume service routes make so much sense.
Facebook: November 20, 2015	Can't read without a subscription
Facebook: November 20, 2015	<p>I live in Donleson and would absolutely love to use the Music City Star on a regular basis but the hours are just too limited. During the week, the last one leaves downtown at 5:45 p.m. That means if I have to work late, I would risk having to take a taxi/Urber/Lyft home.</p> <p>I lived in D.C. for a short period of time and I never used my car, however, their Metro system runs early in the morning, late at night, and connects all different neighborhoods. I understand that D.C. is a much bigger city and that their Metro system did not happen overnight, but I think the Music City Star should have the long term goal of something similar to the D.C. Metro.</p>
Facebook: November 20, 2015	I fully agree. My work hours didn't correspond with the Star's so I only used it during CMAs and other nightmares. I don't understand why they want to keep it as a commuter rail only.

<p>Facebook: November 20, 2015</p>	<p>From what I understand, the rail is owned by a private company and right now, it is more profitable for that company to use the rail to transport goods.</p> <p>As much as I understand the company is looking out for their bottom line, public-private partnerships have been very successful in Nashville. A perfect example, is the new Metro Public Health Building. That was built, in large part, by HCA. I think that a deal can be worked out to substantially improve the times and locations of the rail system, but it is going to take all key stakeholders thinking creatively and being open to compromise.</p> <p>And I really wish that they would drop the bus issue. NO ONE WANTS TO RIDE BUSES. I cannot tell you how many times I have been in traffic with a bus sitting right next to me. If I am going to sit in traffic, it is going to be in the privacy of my own car where I can sing Taylor Swift lyrics at the top of my lungs without offending anyone.</p> <p>With a comprehensive rail system you would never have to worry about sitting in traffic because there are no other vehicles on the rail.</p> <p>Bottom line, expanding the Music City Star is the best option for public transportation in Nashville.</p>
<p>Facebook: November 20, 2015</p>	<p>I love riding the train ... the transit after I get off the train and trying to get back to the train in the afternoon, not so much.</p>
<p>Facebook: November 20, 2015</p>	<p>The Music City Star is a fundamental element of creating "Downtown Donelson", Davidson County's first truly transit-oriented-development. We're the first stop outside of downtown Nashville and along with our friends in Wilson County who share this vision, we'll be the first major success of creating a mass transit line for Middle Tennessee.</p>

Facebook: November 20, 2015	<p>Well goody for you. As usual, Nashville area politicians and management agencies provided a niche service to a few residents, mismanaged it for 9 years and now you think a stop built around the train station will significantly change anything? The Star has been in service 9 years, having been built on existing track... That was useless for expansion to include the worst traffic areas and of people who make less money and might consider the train over the expense of a car and parking, etc. The hours of operation make it useless for anyone who relies on mass transit because 5:45pm is simply too early, by several hours, to encourage ridership.</p> <p>Having come from Chicago 20 years ago I was excited at the thought of Nashville light rail. To date I've been nothing but disappointed in Nashville's lack of progress in light rail.</p> <p>Rome wasn't built in a day but, at this rate, Nashville will not truly be served by light rail for decades to come. Far too late for the I-24 SE corridor, I-65 north and south as well as the west side.</p> <p>Enjoy your access, what there is of it. But don't suggest this is a pinnacle moment for light rail in Nashville. This is simply a gift to Donelson, Hermitage and Mt. Juliet.</p>
Facebook: November 20, 2015	<p>It would be fabulous if it ran "at night." Not on Friday nights only. I would utilize it all of the time, but unfortunately does not suit my schedule :(</p>
Facebook: November 20, 2015	<p>I enjoy riding the train and I'm glad my schedule allows me to do so.</p>
Facebook: November 19, 2015	<p>I'm unsure how I feel about these lanes. I'm curious to know how the idiot drivers who feel that the rules only apply to everyone else will be kept out of these lanes. I've seen a metric ton lone drivers cruising along in the HOV lanes during peak hours and there doesn't seem to be any consequences for the encroachment. If there isn't strict enforcement of the sanctity of the dedicated lane(s), it seems to me that the dedicated bus lane would then become useless. If the median lane is selected for bus travel exclusively, how will the passengers ingress/egress? Will the use of the center lane eliminate turns across traffic? If not, how will turns be managed? Will there be designated spots for turns rather than the completely open scheme that is now in place?</p>
Facebook: November 19, 2015	<p>Metro could put a massive dent in debt by putting cops out to ticket that nonsense.</p>
Facebook: November 19, 2015	<p>They are great. Ambulances can use them too, check our data from Latin American cities who have implemented them.</p>
Facebook: November 19, 2015	<p>They need one for tractor trailers too...</p>
Facebook: November 19, 2015	<p>On a humorous note, I think the Pedal Taverns or those Joyrides would accidentally ride in these lanes 😊</p>
Facebook: November 19, 2015	<p>Those guys have got to find another route. They are nuisance. Sorry not all fun and games for those of us who live here.</p>

Facebook: November 19, 2015	I don't think they should be on the roads at all, only a matter of time before someone could get hurt
Facebook: November 19, 2015	It will not make a difference. The HOV lanes are not patrolled and are a joke. Even the big rig trucks...they are supposed to be restricted to the two right lanes...never follow the lane laws. What makes you think bus lane only lanes would be only for buses?
Facebook: November 19, 2015	There is a physical barrier in most cities where it's implemented.
Facebook: November 19, 2015	Yeah, and enforced.....but not in Nashville.
Facebook: November 19, 2015	Lite Rail DOES work ! It works in Charlotte! A huge success. They started on the outskirts and came in towards the city! Must regionalize to make this happen. It's all in the proper planning. Too many Indian Chiefs, not enough Indians. Charlotte is all one county I the same. No divisions. People coming into the city has made it a huge success.
Facebook: November 19, 2015	how about nashville actually runs an effective busline and then we can discuss lanes....
Facebook: November 19, 2015	You really don't understand transit at all.
Facebook: November 19, 2015	lol nope, i only grew up in the biggest city that deals with it....have you ever tried to take a bus here outside of downtown? I rest my case. Been taking buses and subways my entire life
Facebook: November 19, 2015	Then you grew up in a city that supported transit. Until the last ten years or so, transit was one of the first cuts in a citywide budget proposal. Work with the people currently running the system and keep the issue under the politicians noses!!
Facebook: November 19, 2015	How the does that excuse late buses or buses that don't show up? Looks like you used to work for MTA, politicians aren't driving or doing maintenance on buses. Why doesn't the MTA have an up to the minute app like other major cities letting customers know how far out a bus is if it is late or down. It's called making an investment in your product
Facebook: November 19, 2015	Because no technology is in place that actually works to give the buses the priorities they need. Without it they sit in traffic waiting on the flow just like a that car with one passenger in it. Your generation has the chance to move this issue forward with your current political environment. Go for it.

Facebook: November 19, 2015	<p>As for your question about if I did work for MTA, yes I did. I was the director of scheduling and planning for almost 30 years.</p> <p>Years that seen many many service cuts and route consolidations in order to maintain next to nothing. My first priority then was to try preserve a transit base and give those, without a means, a mode of transportation.</p> <p>Now I see a city that used to be able to travel to Green Hills in 30 minutes, for an example, take almost an hour. The MTA SYSTEM has not even had the funding to keep up with the congestion.</p> <p>When they do add buses. 15 minute service to downtown cost the city then at about 75 per hour. 2 buses. Not it takes at least 4 buses at a 100 per hour to maintain the same 15 minute service.</p>
Facebook: November 19, 2015	<p>I've been here since 08 and even then u couldn't take a bus from east Nashville to downtown for an appointment and expect it to be on time. I myself work in transportation and the highways didn't start backing up massively until 2-3 years ago. I love Nashville but noone thinks ahead. I've been to plenty of city council meetings as well and that alone proves that point. One day someone will be a forward thinker</p>
Facebook: November 19, 2015	<p>Based on my experience as long as you and others that care keep this as burning item under the mayor's and the council's rumps, you will be successful.</p>
Facebook: November 19, 2015	<p>Lol smh because people didn't manage it correctly for years it's now our mess to clean up. Appreciate it! Gotta love the American way....pass the buck</p>
Facebook: November 19, 2015	<p>You know Kelly, when the money isn't there, one can't create something out of nothing. A lot of service was placed back and improved on under Paul Ballard.</p> <p>I consider your comment a direct insult and hope you can use your tongue to improve the service still being improved on by my successors.</p>
Facebook: November 19, 2015	<p>The lack of service this city has is a direct insult to its citizens. By the way, yes you can create something out of nothing. It's called thinking out of the box and making something happen. However, from this thread it looks like excuses are the way things were handled. With the right people in the right positions things can be done more effectively.</p>
Facebook: November 19, 2015	<p>Where were you or your parents, when we received budget cuts and even couldn't buy new buses.</p> <p>Probably just a dream steaming down someone's leg.</p>
Facebook: November 19, 2015	<p>And clearly this is exactly why things are the way they are. Good luck to yourself</p>

Facebook: November 19, 2015	I can't stop laughing at the fact John blocked me...guess the truth hurts.
Facebook: November 19, 2015	I've lived here twelve plus years and can tell you that back then the public was very opposed to spending on public transportation. They fought it like mad. At that point you could get almost anywhere fast and it was the public that couldn't imagine funding what they didn't see as a necessity. When citizens don't fund things, there is only so much that can be done.
Facebook: November 19, 2015	That doesn't excuse late/non showing buses, give people a product that's reliable and they'll use it especially now. Everyone can make excuses for the past, doesn't change the present.
Facebook: November 19, 2015	Or you could blame the auto/oil industry for destroying all of our trolleys we had before you were even born? Because if you want to blame people for poor public transportation (and placing blame does nothing btw), then that is exactly who you should blame.
Facebook: November 19, 2015	And creating bus lanes solves the original problem you were concerned about.
Facebook: November 19, 2015	Actually it doesnt since most of the roadways we have arent large enough to expand...so what lanes of traffic would you knock out first? West end, 8th ave, maybe east side? Pick your poison
Facebook: November 19, 2015	You sound like someone who believed the amp project was actually beneficial
Facebook: November 19, 2015	How about instead of directly attacking people, you talk about the issue?
Facebook: November 19, 2015	Adding lanes does nothing but bring more traffic.
Facebook: November 19, 2015	Lol enjoy your evening
Facebook: November 19, 2015	Nashville roads can not handle the traffic that is has now. When you close lanes to dedicate them for buses you will only create more congestion. More congestion with fewer lanes is also going to slow down emergency response also. Buses and bus line aren't the answer. Light rail is the only thing that is going to take traffic off the streets.
Facebook: November 19, 2015	The average car has 1.2 passengers per car. More frequent service, especially during rush hour takes 50 cars off the road and 60 people
Facebook: November 19, 2015	And that's per bus.
Facebook: November 19, 2015	I look at it this way. If people were going to take the bus they would already be taking the bus. People are looking for faster more frequent ways of public transportation. A train system would provide what I believe people are looking for. I would never drive in park my car and take a bus to downtown for games or a night out. I would most definitely drive in park my car and take a train in to downtown. Not to mention that there are more than 60 people moving to Nashville per year so even if the busses pick up more riders Nashville is growing faster than the infrastructure can handle.

Facebook: November 19, 2015	There is also a social stigma that keeps people from riding any kind of public transportation. For Nashville in particular its quite annoying. My other issue isn't necessarily from busses but from infrastructure. I live under a mile from a bus stop, but that .8 miles has no side walks and has blind spots that could result in harm. I rarely see people walking to the bus stop. That shouldn't be an issue.
Facebook: November 19, 2015	Untrue in the long term See data from cities that have implemented. It makes transit a faster option and lessens cars on the road-- after a few months transit is faster not only for buses but also private cars.
Facebook: November 19, 2015	Light rail in Nashville will never come to reality.....people LOVE to drive their autos.
Facebook: November 19, 2015	Not good enough! plan for the next 50 years NOW! Population growth will be x4 what it is now LIGHTRAIL or MONORAIL think tourism, Olympics, World Soccer Cup no bandaids!
Facebook: November 19, 2015	Dedicated bus lanes would also make driving slower for the rest of us, and that is unacceptable.
Facebook: November 19, 2015	Sorry, I've driven a lot in Madison Wisconsin. The subsidised busses slow travel for everyone.
Facebook: November 19, 2015	Traffic will only get worse and worse until we make public transportstion fast enough to compete.
Facebook: November 19, 2015	Public transit doesn't need to compete as things stand now because it is taxpayer subsidised, which means that everyone who drives has to pay 100% of the cost of their own transportation plus a substantial portion of someone else's. Adding the slow-down of dedicated bus lanes to that tax burden which we shouldn't have to pay to begin with is simply unacceptable.
Facebook: November 19, 2015	Some of the comments are based on what this will do to people driving cars. Getting people out of cars is exactly the point. I'm in favor of mass transportation moving forward in Nashville. There is no other option.
Facebook: November 19, 2015	We have many security risks rolling through downtown Nashville hourly. Re-route heavy container rails outside of the city to container campuses. Place lite rail in their place. Right of way of rail is already available. Eliminate or reduce commuter traffic off the interstate systems. Reduce or eliminate heavy rail traffic through re-routing out of downtown Metro.
Facebook: November 19, 2015	If you ever want the masses to "choose" public transit, you have to make it timely and predictable. That is only possible when you pull the bus out of the traffic jam. Yes, dedicated lanes make sense when congestion is high.
Facebook: November 19, 2015	See data from cities that have implemented. It makes transit a faster option and lessens cars on the road-- after a few months transit is faster not only for buses but also private cars.
Facebook: November 19, 2015	Yes. It keeps buses punctual and out of regular traffic. However, they should only be put in highly congested areas which can also help to increase ridership.

Facebook: November 19, 2015	The busses we have in downtown now sit in the traffic like everyone else. They cannot stay on schedule and are not dependable. I've lived downtown for almost three years. I can no longer depend on the bus. I tried. Constantly changing routes due to construction or events. Never the same time. Always changing the stops at their convenience. Been there. Lived it!
Facebook: November 19, 2015	Yes, we should. There has to be incentive to ride the bus to increase ridership.
Facebook: November 19, 2015	Lack of consistency.
Facebook: November 19, 2015	Dedicated lanes = maximum consistency
Facebook: November 19, 2015	I feel we should only listen to business leaders and politicians because they know better than the transportation professionals on these mass transit issues. Look what a fine job they did on Nashville's only Bus Rapid Transit proposal.
Facebook: November 19, 2015	Dedicated HOV has not worked. I am of the opinion dedicated bus lanes are not the answer. Mass high speed transit. Low emissions. Direct non stop. Less risk of accidents. Economically environmentally attractive. Dependable time schedules. More flexibility in routing and multi level ingress and egress points. Lite rail.
Facebook: November 19, 2015	That would never fly around here. It would be labeled "European Socialist Commie Enviro-wacko Liberal". 'Murica!
Facebook: November 19, 2015	Build tracks and force CSX to travel outside the city limits. allowing the city to use the tracks inside for light rail.
Facebook: November 19, 2015	Could work with more planing, such as buses released first, cT riders last. Otherwise buses would be late for all schools, and arrival home. With time change dark at five. More dangerous crossings.
Facebook: November 19, 2015	What we need to do is provide weekend service to Hermitage! It's not fair! Every other major route seems to find it's way to a Walmart!
Facebook: November 19, 2015	Anthony Davis (7); Gallatin MTA line has two buses one local and 56 BRT... would be rough put BUS special lane, look what goes on when heavy traffic EAST-bound...
Facebook: November 19, 2015	There is no BRT in Nashville specifically because of the lack of private lanes. Nashville can call it BRT all day, but it's not, and in terms of policy and technical expertise there is no such thing as BRT lite (it's just not BRT...)
Facebook: November 19, 2015	Dedicated Streetcar lanes!
Facebook: November 19, 2015	Failure
Facebook: November 19, 2015	Yes we need them Murfreesboro road and west end Gallatin
Facebook: November 19, 2015	We need a train
Facebook: November 19, 2015	only if it will upset people enough to encourage light rail, otherwise it's no vision at all.
Facebook: November 19, 2015	Yes. One of the easiest ways to get people out of their cars is to have them sit in traffic while a bus passes them by!!
Facebook: November 19, 2015	How about sitting in a bus and being able to walk home faster!!!
Facebook: November 19, 2015	Yes! Yes! Yes! Yes! Emphatically yes!
Facebook: November 19, 2015	Buses without a train of some type are a joke.
Facebook: November 19, 2015	No one accident on ANY INTERSTATE and the riders are screwed

Facebook: November 19, 2015	Bused are NOT the answer!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
Facebook: November 19, 2015	Consider exponential growth and a light rail system
Facebook: November 19, 2015	Gallatin Road. Anything that works. Ask the experts, because it's a civil engineering question more than a layman's intuition question.
Facebook: November 19, 2015	No!
Facebook: November 19, 2015	Yes, west end Broadway, Harding road.
Facebook: November 19, 2015	A waste of space; maybe they could have "right of way"; other could use but must move over for buses.
Facebook: November 19, 2015	Like the AMP, right?
Facebook: November 19, 2015	If it's used like the dam HOV lanes. I say NO. The HOV lanes are a joke. I set and watch single person after single person go by me every day and not a cop in sight
Facebook: November 19, 2015	It actually depends on how many existing lanes there are already and how you handle red lights.
Facebook: November 19, 2015	Yes
Facebook: November 19, 2015	Yes! Dear God, yes.
Facebook: November 19, 2015	Rail please
Facebook: November 19, 2015	Gallatin Rd
Facebook: November 19, 2015	I think u are still smarted
Facebook: November 19, 2015	Express bus service and dial a bus to strip clubs Austin peyote, opryland and haslim 72 extra virgin muslimland aka as the Governor house and memphis sphinx Beale st Graceland and all reputable BBQ establishments
Facebook: November 19, 2015	Things are worse in Johnson city tn..one know it all driver says theres no bus service on black Friday because its too unsafe for everyone..can you believe this ahole?
Facebook: November 19, 2015	They have them in the UK
Facebook: November 19, 2015	Also, Sylvan park really needs sidewalks. Our neighborhood is full of young families and children walking all the time and even in the dark.
Facebook: November 19, 2015	Especially on Murphy where people drive super fast.
Facebook: November 19, 2015	Need them where they make sense, i.e., en route to a "town center." If you want to engage people to walk to places like the grocery store, you've got to pro is an accessible, direct, SAFE route.
Facebook: November 19, 2015	<p>Bordeaux!!!! Two schools , Senior Citizens center, the Northwest Y, & small strip mall all within walking distance between Ashland City Highway & John Mallette Drive. Elderly, young people with children -- some with babies walking or in strollers, disabled using motorized wheelchair /scooters all have to walk /ride in unsafe streets & drivers who have no regards for life. NO SIDEWALKS!!!!!!</p> <p>When discussed with former Council Person, was told "we'll have to take a survey to see if anyone else wants them besides you! " Never heard from him again despite repeated inquiries. Drivers drive as if training for Indy 500. Just waiting for someone to get hit or killed!!! Would certainly appreciate! Thank you!</p>

Facebook: November 19, 2015	Need wider and better sidewalks up and down third ave in so bro. All the new establishments and hotels warrant this. Thousands of people walking to Broadway. Actually all the so bro numbered streets. High risk, either too narrow or non existent.
Facebook: November 19, 2015	Bellevue. We need sidewalks and crosswalks and (more) bike lanes and more mass transit.
Facebook: November 19, 2015	We've been asking our reps for a sidewalk on 12th Ave/GWP between Cedar and Gale for three years. There are only two blocks without a sidewalk for some reason (Ferguson and Clayton); the 12 S Farmers Market, the new elementary school, and the high pedestrian traffic to access 12th are just three of the reasons we need this sidewalk finished. It's a dangerous place to cross over 12th to access the sidewalk on the park side because there are NO crosswalks in that stretch either.
Facebook: November 19, 2015	We need sidewalks here in Somerset KY..Oak Hill community. I don't think it will ever happen. Kids have to walk in the street and so do I. Very scary.
Facebook: November 19, 2015	Do you mean tell us where Nashville walks and the city don't know? Really love the way consultants take advantage of taxpayer money for their their own greed
Facebook: November 19, 2015	Old Harding Pike, Bellevue. Nashville Next identified that road as "hostile" for pedestrians. Speed limit too high and not enforced, no sidewalks, no shoulders.
Facebook: November 19, 2015	Madison, Donelson and Inglewood all need sidewalks!
Facebook: November 19, 2015	Due West Ave North Madison, TN needs sidewalks. Lots of walkers between Dickerson Road and Gallatin Road
Facebook: November 19, 2015	all of mcewen needs sidewalks and people to walk on them lmao sorry jen just having fun
Facebook: November 19, 2015	More complete Sidewalks on Hillsboro from green hills (overlook) to Harding. People walk on that quite a bit now.
Facebook: November 19, 2015	Rosebank avenue! 2 new developments, one 62 homes, one close to 30, and access to a Park entrance plus a school
Facebook: November 19, 2015	Nearby=lots of pedestrian activity and no connected sidewalks.
Facebook: November 19, 2015	screw sidewalks fix the roads people
Facebook: November 19, 2015	As a legally blind pedestrian, I wholeheartedly disagree.
Facebook: November 19, 2015	I totally agree with you Sheila Hansen.
Facebook: November 19, 2015	What you need are 'pedestrian zones'. Cars are speeding down 46th thru the roundabout and down Murphy. This is a very busy area with several business, a community center, a children's park, joggers, mothers with strollers, dogs, bikes, etc. Drivers speed thru the crosswalks at 30 mph, while on their cell phones, etc.
Facebook: November 19, 2015	Thank you.
Facebook: November 19, 2015	Streets to the bus stops in the suburbs should have a safe sidewalk to use.
Facebook: November 19, 2015	Harding from 24 to 65
Facebook: November 19, 2015	Murfreesboro Pike

Facebook: November 19, 2015	Going towards town on Lebanon Pike would be nice since the school for the blind is right there.
Facebook: November 19, 2015	Harding Place between I-24 and Nolensville Road!!!!!!!!!!!!'
Facebook: November 19, 2015	So true!
Facebook: November 19, 2015	Gary in.
Facebook: November 19, 2015	TDOT paved all the available right-of-way that could have been used for light rail. More lanes isn't the answer. Never was. Light rail along the interstate corridors and around town would be great. Ask San Diego.
Facebook: November 19, 2015	Thirty years since we opened 440 and thirty years of dumb TDOT moves! If Nashville doesn't produce viable transportation such as this, then that cool extra million estimated to enlarge Nashville in 2020 will be revisiting their options! A loop from the suburbs would be a great test as we know 440's abilities tested true for 3 decades. Then we could set stations within reach for commuters to park coming from 840. That would be my first step!
Facebook: November 19, 2015	Love to see rail service between Murfreesboro, Nashville and Madison.
Facebook: November 19, 2015	I agree with Jay. If the lines are only available in Davidson County, then connect at all of the interstate corridors. Try and put parking areas near or around interstate exits so you can drive in and take the train downtown or across the city. I would surely use a system like this to get to downtown (from out of the county) for sports events and other things of that nature. I do it when I travel to other cities with trains.
Facebook: November 19, 2015	Franklin to Gallatin, Clarksville to Murfreesboro and Kingston Springs to Mt Juliet. Use the interstate medians where possible. Reduce/eliminate the BRT lines and backfill with more frequent, smaller buses. Larger buses for express routes that are not covered effectively by the light rail lines.
Facebook: November 19, 2015	As a slight revision...not from Franklin to Gallatin, but rather Columbia to Gallatin.
Facebook: November 19, 2015	Go all the way to Dickson
Facebook: November 19, 2015	The only reason I didn't think Dickson initially is because of population density beyond Fairview. I definitely think expansion to those two locations would make sense especially once the system pays for itself/when more commuting growth takes place to the west.
Facebook: November 19, 2015	I think the biggest issue with light rail in the downtown area (ie: inside the Briley loop) is the ability to get viable real estate to create a central terminal (think 5 Points in Atlanta). Maybe the resolution is to mimic the Briley/440 loop for the light rail, and then integrate the trolley/higher intensity bus option for the central Davidson Co. coverage.
Facebook: November 19, 2015	The old convention center can be used or part of farmers market
Facebook: November 19, 2015	True. I'd be interested in how to route the rail lines to either of those locations though.

Facebook: November 19, 2015	We can find property for a baseball stadium.
Facebook: November 19, 2015	<p>Please God, Send rail transit before I retire (approx 30 working years left). I can't live like this anymore!!!</p> <p>I've actually used the subway to travel in New York. Why there's even a question about it with the growth we've had (native Nashvillian) is beyond me. We must have solutions now!! (Clarksville/Ashland City/I-24 corridor).</p> <p>Thanks for listening :)</p>
Facebook: November 19, 2015	With all the impending residential construction on Charlotte and Woodmont we need some kind of transit system. I'd also like to see light rail extend out to more affordable places to live since I'm getting priced out of Davidson county.
Facebook: November 19, 2015	I WOULD LOVE LIGHT RAIL.. And I would use it weekly!
Facebook: November 19, 2015	It would be great to have one come in elevated from Gallatin, then hit street level right down West End. Turn it around by Publix and go back out. Amp baby steps?
Facebook: November 19, 2015	Franklin thru Nashville to gallatin and maybe on up to portland. Also Murfreesboro Smyrna and lavergne thru Nashville to clarksville.
Facebook: November 19, 2015	Link all of Mid Tenn.
Facebook: November 19, 2015	I think we could use it to connect to Clarksville, Murfreesboro, Franklin Lebanon and Gallatin. This could really help ease the congestion. We could also use the interstate to lay the railway since it's already owned by the government.
Facebook: November 19, 2015	Depends location, where to have "light Rail" to Anthony Davis and Larry Hagar > space, what well be destroy?
Facebook: November 19, 2015	Try to use right of way of existing raillines if possible.
Facebook: November 19, 2015	thanks, learn more everyday
Facebook: November 19, 2015	Murfreesboro. Also, add water transit. We have the Cumberland.
Facebook: November 19, 2015	We already tried water transit. Instead of using smaller boats like italy. They used larger boats that caused erosion of the river banks.
Facebook: November 19, 2015	I see. Nevermind, then.
Facebook: November 19, 2015	Rutherford Co in...have you seen I24 @ 6-9am lately? We need something!!!!
Facebook: November 19, 2015	We who have sat on I24 have been screaming for attention for years. There will be total gridlock soon. No time, no "Windows" if opportunity to use it for travel. 20 mph to dead stops at all times.
Facebook: November 19, 2015	It needs to run not just Monday through Friday but everyday. Consistent and timely trains will bring the riders.
Facebook: November 19, 2015	Yes, I would use it.
Facebook: November 19, 2015	I would use it
Facebook: November 19, 2015	We need it desperately
Facebook: November 19, 2015	Yes, from Clarksville to Nashville.
Facebook: November 19, 2015	Murfreesboro and Smyrna!! Its a must
Facebook: November 19, 2015	yes please for the love of "insert any diety name here" just do it!!!
Facebook: November 19, 2015	Cool springs to downtown.
Facebook: November 19, 2015	Gallatin to Murfreesboro would be nice.
Facebook: November 19, 2015	Gallatin to Nashville

Facebook: November 19, 2015	Midtown to Rutherford County
Facebook: November 19, 2015	Madison, galatin,cool Springs, Murfreesboro and so on connect to downtown
Facebook: November 19, 2015	Dickson to Nashville
Facebook: November 19, 2015	Depends on where the service lines are, we need something that isn't going to use existing roadways like streetcars which is what it looks like. That will decrease the speed unlike something above or around roadways
Facebook: November 19, 2015	I 24- 2 hour commute both ways is insane
Facebook: November 19, 2015	Gallatin to Nashville /Franklin / Murfreesboro
Facebook: November 19, 2015	No, too much money to start, too long to recoup investment. A rail system that runs to outlying communities (on existing rails), would be nice.
Facebook: November 19, 2015	Yes yes yes. It so up Nashville game, appeal, success. Yes!
Facebook: November 19, 2015	yes please !!!
Facebook: November 19, 2015	Yes, please! On Charlotte and Antioch pike would be fantastic!
Facebook: November 19, 2015	From all the major points outside of the city to downtown.... but it has to be underground for god sakes we have too much traffic as it is!
Facebook: November 19, 2015	Not in favor
Facebook: November 19, 2015	Why
Facebook: November 19, 2015	Are they saying from where to where or what the cost would be? Maybe I've missed some information.
Facebook: November 19, 2015	Maybe if Obama would stop taking care of his folks and keep our money in our country for our use, we would have the money. Every dollar not spent today will cost four times in this continual growth of inflation. It must be done soon.
Facebook: November 19, 2015	Yes yes yes
Facebook: November 19, 2015	Springfield to Nashville.
Facebook: November 19, 2015	We need one in boro. Bad
Facebook: November 19, 2015	Murfreesboro, smyrna to nashville. I- 24 is so bad. Can't drive anymore !!
Facebook: November 19, 2015	In favor if it runs from the southern suburbs into town. Might alleviate the crazy parking situation
Facebook: November 19, 2015	no improve existing transportation
Facebook: November 19, 2015	More lanes for cars? Is that what you mean?
Facebook: November 19, 2015	i MEAN A MORE ECONOMICAL PLAN THAT HELPS OTHER AREAS AND NOT ONLY A LIMITED ELITE!
Facebook: November 19, 2015	We gave the railroads a gazzillion miles of free land. It is time they pay the country back with passenger service.
Facebook: November 19, 2015	Nashville needs to work on its horrible road network. No grid pattern. NOTHING
Facebook: November 19, 2015	It is an option for outlying areas.
Facebook: November 19, 2015	No
Facebook: November 19, 2015	Nashville to Chattanooga
Facebook: November 19, 2015	Yes! We need it badly
Facebook: November 19, 2015	Should have been done 20 years ago.
Facebook: November 19, 2015	Not in favor. Too expensive.

Facebook: November 19, 2015	Murfreesboro Antioch to downtown
Facebook: November 19, 2015	Nolensville RD to one century blvd
Facebook: November 19, 2015	Nashville to Miami
Facebook: November 19, 2015	Ken Bawcum
Facebook: November 18, 2015	Nashville HAD streetcars before San Francisco. However, city planners in the past decided that automobiles should be the way folks should travel and eventually shut them down. Obviously there is more to that story, but my point is that Nashville was/is a progressive city. Give us sidewalks, bike lanes, and mass transit so that we can come together as a community and grow our city responsibly.
Facebook: November 18, 2015	Would love to see light rail in Nashville. Major corridors, Gallatin, Briley, Lebanon, Thompson, Woodmont, Hillsboro, Nolensville, etc with a hub downtown or a couple of satellite hubs!
Facebook: November 18, 2015	I moved here in 1980 and couldn't understand why we weren't making plans for any light rail additions to our city at that time, and I was thirteen years old! Where have our city planners been all these years? We should have been making and implementing plans for growth years ago. Cities grow, cities plan for growth and act accordingly. Our bus lines are a joke and the people who are moving here from cities with real, functioning mass transit are facing real frustrations with our city. I know these things take a lot of time to plan and implement, but this is something we need to act fast on.
Facebook: November 18, 2015	I moved here in 1987. I have noticed very little pre-planning. It seems to me, the city only acts after the fact. So, we are constantly catching up to the needs of the people and spend our time enduring the inconvenience. Hours lost each day dealing with congestion. Not the best use of time.
Facebook: November 18, 2015	Build a better bus network first (real-time bus app, better bus shelters, more bus stops, more sidewalks, etc). Take Bus Rapid Transit more seriously (NOT "BRT Lite" which isn't really BRT) and incorporate that into the city. Then, consider investing in light rail. Streetcars (the modern variety in the photo, not the kind Nashville had in the early 1900s) are NOT the same as light rail. They're small in scale and don't connect neighborhoods; they just circulate around downtowns. I want fast and efficient rail* mass transit service in Nashville, but I don't want that money invested in vanity streetcars for tourists. Streetcars only work if the city's residents actually USE the REST of the transit network. Nashville is so far behind other cities its size. Sure, some of them are building streetcars, but remember that MOST of THOSE cities already have much better bus service and a light rail system that actually get people moving around the city, not just around downtown. Our worst traffic is not in the downtown loop, it's OUTSIDE of the downtown loop on our boulevards. Focus on better buses first.
Facebook: November 18, 2015	Light rail, buses, and street cars - all of the above! Going down west end, Hillsboro, and Charlotte.

Facebook: November 18, 2015	I am in favor of whatever promotes mass transit in Nashville. I use it often and see the pluses and minuses of our current system. I find it startling that people who've probably never been on a bus have an opinion. Here's a challenge: Spend one week of your life dependent on mass trans in Nashville.
Facebook: November 18, 2015	As usual, 30 years too late, plus Nashville is too spread out. If one does not actually work downtown, what many of you are saying would get them there, but they would still have to get transportation to the outskirts where many businesses are located.
Facebook: November 18, 2015	I agree with light rail as a great alternative and street cars for the downtown areas. Something needs to be done.
Facebook: November 18, 2015	Great idea! We need this in place of all the automobiles congesting downtown .. Thru west end area and east Nashville
Facebook: November 18, 2015	Nashville is so incredibly stuck in the mud for a city that wants to be the IT city. They couldn't even agree to run a dedicated bus lane down one street, so what makes you think street cars will get the go ahead. Fabulous idea, but now, not in 2050 when Nashville has become the same mess as any other big US city.
Facebook: November 18, 2015	I was thinking the same thing.
Facebook: November 18, 2015	There's always Hope!
Facebook: November 18, 2015	I would support this or any reasonable mass transit alternative. We need to get something effective in place before we strangle on automobiles THH
Facebook: November 18, 2015	I would support any type of mass transit that works. It is desperately needed up Gallatin Road through East Nashville.
Facebook: November 18, 2015	Is there a difference between "light rail" and "streetcars"?
Facebook: November 18, 2015	We had them and you can still tell which side streets were built to accommodate them. The 'streetcar neighborhoods.'
Facebook: November 18, 2015	Yes. I rode them in Boston. We already have some wide streets to start with. We have to do something soon or many of bus will be ready to move away.
Facebook: November 18, 2015	No. Horrible idea. Great on paper but would never work. Tennessee as a whole needs a rail system that runs more than once a day. And goes to like Clarksville white house Gallatin the boro down south to spring hill with stops near all the major shopping and business centers.
Facebook: November 18, 2015	We have too many cars in the roads. Period. We need a way to get people to and from Nashville as quickly as possible. Let them keep their cars in suburbia, lite rail into Nashville, walk or street car to interior destinations. Buses are slower than the cars. Small bus transit for elderly or disabled where ingress and egress are difficult. Just do something and something quickly! TIME IS MONEY!!!
Facebook: November 18, 2015	Yes. I am from Toronto and we have street cars. They are a great way to get around.
Facebook: November 18, 2015	Yes I would. On Nashvilles busiest streets. Start downtown in Broad and work way out.

Facebook: November 18, 2015	Thats the problem we don't have room in the streets for what we have now let alone what we will have in 5 to 10 years. The only way to fix our problem is to take it off the streets.
Facebook: November 18, 2015	I would love that. It would bring the city up a few notches in the ease of transit scale, but narrow streets would be hard to overcome.
Facebook: November 18, 2015	Look more metropolitan
Facebook: November 18, 2015	The way to lesson traffic which is on the streets is not to put more traffic on the streets. Light rail or els is the answer.
Facebook: November 18, 2015	I would absolutely LOVE to see streetcars in Nashville!
Facebook: November 18, 2015	Tennessee is too far behind in transport but way ahead in the building boom. If nothing is done soon, all the people moving here will cause deadlock on the city streets and freeways...not a pleasant thought. Xx
Facebook: November 18, 2015	Ellington to downtown, downtown to Harding Place and Brentwood...!!!
	2nd Ave. and Broadway connected to West End
Facebook: November 18, 2015	Wedgewood to 24th Ave.
Facebook: November 18, 2015	This would be awesome in Nashville Tennessee
Facebook: November 18, 2015	Love streetcars
Facebook: November 18, 2015	Look at other cities and "lessons learned". Problem is Nashville has waited way too long. We are going to suffer a wait and continual increases in costs the longer you wait!
Facebook: November 18, 2015	Wait... We already have city buses that are mostly EMPTY. We already have bike paths & lanes that are mostly EMPTY. How would the utopian streetcars change these decades long facts?
Facebook: November 18, 2015	You obviously have not ridden mass transportation in Nashville. I use it often and there is often standing room only
Facebook: November 18, 2015	Maybe in addition to, but definitely not in lieu of. We have problems getting people to Nashville!! In a timely manner.
Facebook: November 18, 2015	Yes! Because I'm tired of being pulled over by the Nashville police!
Facebook: November 18, 2015	Hell yeah!!!
Facebook: November 18, 2015	Nice idea...but that doesn't even begin to fix the massive traffic problems for commuters. Another project that would only benefit the very same who are already benefiting from Nashville and its growth.
Facebook: November 18, 2015	Brilliant! The Charlotte Pike corridor all the way to Bellevue is exploding. Commute times have increased an average of 15-20 minutes at peak times in one year. It's only going to get worse. Connect this to an existing MTA and done!!
Facebook: November 18, 2015	Any public transportation would be welcomed.
Facebook: November 18, 2015	I'm sure the cost is astronomical. It's often always under-estimated in these plans and often the ridership is nowhere near what they estimate. It sounds like a good idea but it's usually done under the disguise of reducing traffic congestion which it never really does.

	<p>I've read that in many cities across the world the costs were high but well within expected norms. And as long as there are viable options for transportation, people will choose what fits best. In Europe and Japan people ride trains daily to commute for work or travel. They still have large numbers of automobiles on the road, but being able to not have to drive yourself makes life so much easier in many situations.</p> <p>Even in New York or Chicago, they have traffic congestion daily and these are cities with rail systems.</p>
Facebook: November 18, 2015	
Facebook: November 18, 2015	They'd be great for tourists and probably relieve some of the congestion and parking problems.
Facebook: November 18, 2015	I would!
Facebook: November 18, 2015	Go to Portland Oregon! I rode all over town...even to the airport! Awesome! Nashville needs this transportation too! Before we get any larger!
Facebook: November 18, 2015	Yes! They need to go in all directions out to the county line and run often not just weekdays.
Facebook: November 18, 2015	They would only add to the problem.
Facebook: November 18, 2015	My Grandfather drove one for years in Nashville.
Facebook: November 18, 2015	This is at least a partial solution to the interior gridlock
Facebook: November 18, 2015	Waldo Luigianna Carrera, they did that in a lot in a lot of cities. Detroit had an extensive streetcar system and they took it out of course, now they are crying for mass transit.
Facebook: November 18, 2015	<p>From what I've read, big oil and the burgeoning auto industry had everything to do with the demise of most mass transit that didn't involve gasoline in this Country.</p> <p>Here in Nashville, everytime we come close to some sort of plan to make things better for the city, neighborhoods are unwilling to compromise. There have been no plans that would devastate any neighborhood, but all of the naysayers speak as if that's exactly what would happen. It's always, "Not In My Back Yard", as opposed to, "what can I do to help". I'm sure that with a City with such talent as this one, that there must be a good way to make this happen.</p>
Facebook: November 18, 2015	Yes
Facebook: November 18, 2015	Oh yes..we're prehistoric transport wise compared to Europe and Japan..what will we do when gas hits \$5 a gallon Nashville?
Facebook: November 18, 2015	YES YES YES!!
Facebook: November 18, 2015	Absolutely!
Facebook: November 18, 2015	Yes!
Facebook: November 18, 2015	Looks good to me!
Facebook: November 18, 2015	Yes. I love it.
Facebook: November 18, 2015	Ken Bawcum Kathy Lou King Christopher Sullins Lucas Aske & Ginny King

Facebook: November 4, 2015	Like Toby Keith would say "a little less talk and a lot more action". I've heard every possible solution talked about but nothing ever happens.
Facebook: October 30, 2015	Why can't this be done on other tracks in the midstate and locally? Monorail ? Light rail. More bus route IN the neighborhoods. Better bus stops
Facebook: October 23, 2015	Can't read article but Nashville is one of the few major areas without an outer loop. Build the loop and get some of the trucks out of downtown.
Facebook: October 23, 2015	The idea shouldn't be to cure "congestion", it should be to cure the idea that you *need* a car to get to and around Nashville.
Facebook: October 23, 2015	I think you have to have a subscription to the Nashville Business Journal in order to read the article.
Facebook: October 23, 2015	It'd be nice if planning for infrastructure had been included as our planning bodies approved one major development after another for years.
Facebook: October 20, 2015	<p>The traffic problem in Nashville is a massive challenge that will take a multifaceted approach to resolve in a satisfactory manner. There is no easy fix. Not only do we need to make developing a good mass transit system an absolute priority, but we need to implement plans that reduce car travel and alleviate congestion on main arteries. There are many of ways to do this but it will take a massive investment of money over a long period of time; new fees, taxes, laws and regulations that will not be popular, and will require some sacrifice of a population of people that is the most selfish I have ever known. I have little confidence that anything resembling a meaningful solution can be achieved quickly and without a huge fight.</p> <p>One of the things that MTA can do relatively quickly is implement real cross-town travel so that one doesn't have to go downtown to get to another part of town. What cross town service that exists is completely inefficient and inadequate. Get rid of the special loops and routes in favor of real cross town service that extends out to OHB all around town, increase frequency and operating hours, and improve on-board perks (hello, wi-fi and AC outlets at every bank of seats!) and you might have a bus system that is actually worthwhile.</p> <p>Why not consider high-speed commuter ferry travel as well? We have a nice river that could deliver people from Clarksville and Hendersonville . . .</p>
Facebook: October 20, 2015	Freeway rapid transit won't help anyone who works at Vandy and lives at Nolensville and Harding. It will still take them far out of their way and take too long.
Facebook: October 20, 2015	No, I do not agree with those with a fixation on lite rail. I would rather see viable connectivity throughout the city before introducing premium routes.

Facebook: October 20, 2015	<p>I think light rail makes a lot of sense as commuter lines from Murfreesboro, Franklin, etc but I think people have to be able get around Nashville efficiently after being delivered to the city so that means transit in the city has to get a lot better than it is currently. It's hard to ride the bus unless you're only taking one line.</p> <p>Plus I think getting a light rail transit project passed in Nashville is virtually impossible because of the mindsets. The Amp failed not just because people didn't feel involved but because conservatives here think riding transit is a lifestyle choice and why should their lifestyle choice be subsidized by tax payers. The irony of such statements don't occur to these people. It's hopeless.</p>
Facebook: October 20, 2015	The only problem I have with light rail is that its low speed makes it a poor choice for getting people from the far burbs to downtown.
Facebook: October 20, 2015	I think we need to define the phrases were using. Went I read light rail I just think of something other than a freight train which includes commuter rail service which can travel between 80 and 150 mph.
Facebook: October 20, 2015	<p>Light rail is basically 'modern streetcar/trolley' within the transportation planning lexicon. Commuter rail is 'heavy rail.'</p> <p>https://en.wikipedia.org/wiki/Light_rail (I hate to link wikipedia, but it's good enough here).</p> <p>Heavy rail is very expensive to build, but it's incredible for the long run.</p>
Facebook: October 20, 2015	A 'typical' light rail vehicle has a max speed of 65mph, but (because of starts and stops) will average much closer to 20-25mph.
Facebook: October 20, 2015	My 2 cents. What we need here is a mono rail system that not only comes in from satellite cities but also gets around to all parts of town. Make it a very cool design and it will not only move Nashvillians around but will become a tourist attraction in it's own rite. Since t's elevated it would minimize right of way issues.
Facebook: October 20, 2015	You will never get Nashville people to ride a bus. There is a socio-economic prejudice here against it. A streetcar, a tram, a monorail, an el, but not a bus.
Facebook: October 20, 2015	Dumping everyone at the train station at the foot of broad does not solve the problem. We need to move those people to where they need to go. We need to do that with something that doesn't mix with the traffic.
Facebook: October 20, 2015	I like Jacksonville's system.
Facebook: October 17, 2015	No. Won't even ride a motorcycle in this town.
Facebook: October 17, 2015	I would.
Facebook: October 12, 2015	Thanks for coming!

Facebook: October 9, 2015	<p>It's approx. 3 miles from my house to the nearest MTA sign on a pole (no bench, no shelter). A large portion of that is down a road with no sidewalks, shoulder, or bike lanes; in fact the Nashville Next document identifies the road a "Hostile (their word, not mine)" for pedestrians.</p> <p>Currently, the simplest/safest way to use transit is to drive past the signs-on-the-pole to a Park and Ride which is even further away.</p> <p>So to answer the question: How can that be improved..? I tend to think there are several options that would improve the conditions, either individually or in concert. Such as: closer access points/stops, sheltered stops, and/or walkability/bikeability. Providing real-time bus info, for when the bus will be there would also improve matters.</p>
Facebook: October 9, 2015	<p>I have to walk through an often overgrown ditch or directly on a very busy major road to get to my stop. A sidewalk would be great. The lack of *any* shoulder whatsoever is ridiculous.</p>
Facebook: October 9, 2015	<p>That's a good question. We need more park-n-ride spaces (parking). Sidewalks, everywhere, would help. I like Eddy's ideas.</p>
Facebook: October 9, 2015	<p>Another idea to improve service would be localized circulators that provide access to areas currently NOT in service to an existing nearby route.</p> <p>For example: There are two routes to Bellevue; the #5 local and the 24X Express. Both run to/from the Bellevue Mall area into downtown. The local uses 70S while the express uses I-40. There is no access up Hwy100 toward the new YMCA, Harpeth Valley Elementary area.</p> <p>Tie the Harpeth Valley Elementary/YMCA/Publix and Kroger area to those already existing routes via a local shuttle instead of a new route from downtown.</p>
Facebook: October 9, 2015	<p>Sometimes when you get to the bus stop, you can't get to the bus stop.</p> <p>EXAMPLE: When the 'sign-on-the-pole' is in a landscaped island blocked by bushes and cars and the only way there is going around through the street turn/lane.</p>
Facebook: October 9, 2015	<p>That's terrible.</p>

	<p>The philosophy of reducing stops on local service is hideous!! Stops on local service should be at every intersection as long as the stop is not less than 1500 feet from the previous street and safe to have one.</p> <p>The idea that everyone can walk to a advertised bus stop is ludicrous. Has anyone ever driven the MTA's local express routes lately? Hell, people don't even know they have a stop in their area.</p> <p>One can't drive down a street and not notice a blue bus stop sign. But the communications department and those that decide where bus stops are placed don't realize that signs do communicate the service.</p> <p>Quit thinking what is good for the operational dollars and think about what is federally subsidized, bus stops and amenities.</p> <p>What best advertises a bus route? Why of course a little blue bus stop sign.</p>
Facebook: October 9, 2015	It may allow a driver to take notice and say why am I driving!
Facebook: October 9, 2015	we need benches on 3rd street in san jacinto we cant stand very long.
Facebook: October 8, 2015	We need commuter service between Murfreesboro and Nashville, Franklin and Nashville. We need a metro system in town as well. I want to go downtown for dinner and back home without driving and parking. This is what will attract/keep up and coming industries and businesses and young people.
Facebook: October 8, 2015	We need rail service throughout Middle Tennessee
Facebook: October 8, 2015	Commuter Rail is a great system, just need more routes! It's going to cost anyway you do it! Look ahead!
Facebook: October 8, 2015	Light rail to hopkinsville would be a dream come true...
Facebook: October 8, 2015	If it ran more often 7 days a week and later . Can't have dinner and catch a show in Nashville and then take the rail home and keep traffic down .
Facebook: October 8, 2015	I agree. The rail needs to run longer into the evenings and on weekends.
Facebook: October 8, 2015	That could very well be the only commuter train we ever have. We need quality, high density development inside Davidson County along that line.
Facebook: October 8, 2015	We need more of them from Murfreesboro and Smyrna to Nashville. There are way to many wrecks and traffic flow.
Facebook: October 8, 2015	Run the dang thing! Expand the Donelson lot and run it constantly on weekends. It would be great to go to a Titan game or bridge stone or the new amphitheater, or anything downtown! but you would get trapped and couldn't catch a train back. The times are horrible except maybe for some people with a rigid work schedule. Run it, run it, run it!

Facebook: October 8, 2015	Need to negotiate with Csx , they have the routes there. Freight traffic is congested but if we double the single mains and triple the double mains it might be do able. It would be expensive and then you'd have weigh the reward.
Facebook: October 8, 2015	Run the train on Monday - Wednesday from 6am-6:30pm. On Thursday, Friday and Saturday til 2:00am. That way the locals could go downtown and not pay the astronomical parking prices.
Facebook: October 8, 2015	Fee sure!
Facebook: October 8, 2015	We have a substantial problem with the 93 bus/shuttle route missing the middle train. The route needs to be divided. Many of us need to get home on time to pick up our children and cannot wait around for the last train. If the middle train leaves us then we almost always never leave on time at 5:45. Therefore, we have to make emergency preparations. ANY accident or event or even rain can delay us and cause us to miss the train. We barely make it without any delays. MTA personnel at the station are not helpful.
Facebook: October 8, 2015	Passing sidings will allow additional trips for the Star. The Northwest corridor study (second one) has a rail component. CSX dug in 20+ years ago and has no desire to share their class 1 lines. However, until the RTA is once again operated with separate management that is focused on a comprehensive regional transit and designated funding plans, regional transit will never be fully realized.
Facebook: October 8, 2015	The sooner the better
Facebook: October 8, 2015	Run the train to & from home hockey games...
Facebook: October 8, 2015	Public wants longer hours of run time, and more days of it running.
Facebook: October 8, 2015	I want a train from LaVergne to Nashville. I can relax on the way to the monthly Art Crawl in Nashville on my train ride! Cruise on back in the evening... 🐶🐶🐶
Facebook: October 8, 2015	Clarksville to Nashville. Just a thought ;)
Facebook: October 8, 2015	Dinner and weekend runs.
Facebook: October 8, 2015	It goes downtown but if that's not were you're headed, there's no fast way to get there. It doesn't even end up close to the hub for buses and the buses are slow.
Facebook: October 8, 2015	Rutherford county to Davidson county every morning interstate is gridlock
Facebook: October 8, 2015	Light rail

Facebook: October 7, 2015	I wouldn't say change that, especially since I don't ride the bus that often. However, when I do ride it, I see the necessity in having certain seemingly 'unpopular' stops, because it keeps that option available for people who might be going somewhere else or people who recently lost their other forms of transportation. I don't think we should put people who get off on the 'unnecessary' stops at a disadvantage because, for the most part, we all put in a little on public transportation. Regardless, the goal is to increase the amount of people who use other forms of transportation to decrease pollution, which cannot be done if we only make it available to certain stops. We want to make it convenient so more people will use it.
Facebook: October 7, 2015	I would hesitate to mention any stop. Just because I don't use a stop or actually see it being used does not mean that someone else isn't depending on it. Make clear distinctions on local service, stopping almost anywhere along a route and the express/brt routes with limited fixed stops. My \$.02
Facebook: October 7, 2015	What would it cost to simply run light rail on the interstate like Chicago.
Facebook: October 7, 2015	14th in east nashville
Facebook: October 7, 2015	folks may have an extra block or two walk to a stop, but the benefits of faster trips and more reliable schedules sound like a good trade off. Houston did something similar recently.
Facebook: September 4, 2015	hell yes!!!!!!!!!!
Facebook: September 1, 2015	Yes! Use our medians or the HOV lanes! We need a mass-transit solution. CSX needs to see the consumer side of this too. Can passenger trains also transport freight?
Facebook: September 1, 2015	I don't "get" the mass affectation with lite-rail when a solution like this is more cost-effective, flexible, and immediate.
Facebook: September 1, 2015	Scalable, much more bang for the buck. Working out the lanes and stations is the hard part.
Facebook: September 1, 2015	Yes, do it! Do something--anything--and hurry the hell up.
Facebook: September 1, 2015	It is my understanding railroad owns enough right of way to add trackage. It just seems no one has the energy to challenge CSX. There is many ways to do that
Facebook: September 1, 2015	I applaud this process and am optimistic about the outcomes. Thanks for the leadership Steve!
Facebook: September 1, 2015	You know what would be REALLY great....thoughtful street closures/routing, detour/warning signage for closed streets, and cops that actually DIRECT traffic.

Facebook: September 1, 2015	<p>The first issue I'd like to see addressed: If I am at the 100 Oaks Mall and I want to take a bus to the Grassmere Zoo, I have to go downtown to get there in spite of the fact that Thompson Lane seems like an obvious choice for a connecting route. We have a hub and several spokes, but very few connecting routes between those spokes.</p> <p>The second issue is that if I go to the MTA website to look for bus routes and schedules, I have to download PDF files which are basically scanned copies of the printed bus schedules. If I am looking at the PDF file on my phone, it is very difficult to use. There is nothing using GPS, Google maps, or any other similar service to help with trip planning. Mr. Bland mentioned a "planned website" for MTA in the clip above. Hopefully it will address this issue. What I would really like to see is an MTA app for phones, but I fear it is years, if not decades away.</p>
Facebook: September 1, 2015	I like the strategies of being open to ideas in many forms of transit and the long term thinking. We did not create this problem over night and it will take time to solve. I encourage people to "get on board" and help contribute good ideas.
Facebook: September 1, 2015	Regionally, a monorail system is much more attractive than bus service.
Facebook: September 1, 2015	Can you imagine sitting in traffic, and seeing a monorail or cable car go by overhead and not want to be on it? So will the kids. 🚶. 🚶. But we do need lots of "Park and Go" lots.
Facebook: September 1, 2015	I doubt anyone is taking the bus unless they desperately need to as very last resort. It is a mess and who would want that hassle if you didn't have too. Shame they have never in the past made it more useable friendly for many who would if they just wanted to.
Facebook: September 1, 2015	Its called a train from sumner county to metro.
Facebook: September 1, 2015	I rode the bus for 7 months last year. I finally gave up & went back to my car. Not enough covered shelters. I could not go on line to see if the bus was late. MTA is decades behind other cities & all we read in the news was about ruining west end with a ridiculous boondoggle
Facebook: September 1, 2015	Hell yes
Facebook: September 1, 2015	very encouraging
Facebook: September 1, 2015	Now stop him n asking how his doing that, bcs everything his saying has been memories.
Facebook: August 31, 2015	Create transfer points throughout city, not just downtown--like take bus from Rivergate down Gallatin road and be able to transfer on Old Hickory going either East or West, basically every major intersection could become a transfer point to change travel direction without having to go in town then back out again you can head down then cross over ya know, the way every other city in Smerica does it
Facebook: August 31, 2015	Middle Tennessee area needs a frequent transit network like California's BART (Bay Area Rapid Transit). https://www.bart.gov/

Facebook: August 31, 2015	"frequent service" to me, would mean not having to carry around a bus schedule OR trying to time my day around a schedule. The service should be expected on a regular interval, with never-ever more than 15 minutes to wait.
Facebook: August 31, 2015	At this point in Nashville, frequent service should be 6 to 10 AM and 4 to 8 PM. Other than that, it should be every half hour. And just for the record there is no such thing as "fast" or "rapid" bus service. 🚍 (Unless it's express service from point to point via a highway.)
Facebook: August 31, 2015	If they had dedicated lanes, would the stops be more frequent in time since they were traveling through the city faster?
Facebook: August 31, 2015	They should have started light rail about twenty years ago.
Facebook: August 31, 2015	Light rail or monorail from the suburbs such as The boro and Franklin or Springhill and Dickson and Clarksville WITH trams or buses that run perpendicular from the stops 24/7 somewhere such as Denmark or Norway is powering theirs by wind but solar and or magnets can also generate electricity
Facebook: August 31, 2015	I'll say: the definition of "rapid" as being 30 minutes or less is not actually rapid. 20 minutes or less? That's rapid. That rapidity needs to be extended out to later hours, too: it doesn't make sense that during evening commute hours the intervals at which even the BRT routes we have reduce from every 15 minutes to every 30 minutes, and the local routes can take 40 minutes to an hour.
Facebook: August 31, 2015	The train service is dangerous due to lack of trained personnel to make sure passengers are on and off safely, and too tight a schedule, I fell off the train in Hermitage several times and wound up with spine surgery and being forced to retire from my job. I don't recommend anyone use the RTA as it's an opportunity for serious injury or death.
Facebook: August 31, 2015	My biggest complaint and it's only because I live in Hermitage. There is no service here on weekends. And Lebanon Rd. Is a major route. I feel sure there would be enough fares to justify this on a limited schedule. I know many here who suffer this hardship.
Facebook: August 31, 2015	With all expected growth we must go to 24HR services for hospital and around the clock jobs
Facebook: August 31, 2015	This isn't necessarily about downtown, but I guess it could help with the parking situation there. They need to seriously consider running mass transit, around the clock, from Murfreesboro to north Nashville. People around here work all shifts, not just 9-5. The traffic conditions would improve. People could save \$\$ on gas and carbon emissions would decrease. If you run interstate 24 at anytime of the day or night, you know exactly what my complaint is.
Facebook: August 31, 2015	I've never had a problem with downtown service or service to downtown. It's edge, or community to community service that is nonexistent.

Facebook: August 31, 2015	Downtown needs on street specifically dedicated to transit from Commerce north to MCC
Facebook: August 31, 2015	Downtown has been the focus forever. They have a free circulator bus. You have to pass through there whether you like it or not. Forget about downtown for a bit. Direct lines to Vandy/hospital/HCA/music row/Belmont section of town from Donelson, Antioch, Madison, etc. We need to get to jobs, can't afford to live downtown, and don't have time to pass through downtown.
Facebook: August 31, 2015	Every neighborhood needs to be connected to some form of transit. I have to walk over a mile to a bus. Can't even get downtown.
Facebook: August 31, 2015	Parkand ride locations to downtown
Facebook: August 31, 2015	Is not that hard to plan it if you really think about it. Need some train or trolley or whatever the case may be from Murfreesboro to downtown stopping in Smyrna, lavergne and Antioch. The same for one coming out of the Madison area, that would ease a whole lot the congestion from the get go. After that gets established then you can start working on some expansion lines from one to another community without passing through downtown.
Facebook: August 31, 2015	The Nashville area is built like a wheel and all the spokes need to have access to a train. It needs to have flexible hours, not just rush hour. Patrolled parking areas where you have to leave your car would also be an enticement for people to use the train. Just my opinion.
Facebook: August 31, 2015	Need high speed aerial to & from all of the communities, with free parking at all substations, around the clock
Facebook: August 31, 2015	Bus routes to other parts of the city, we don't all work down town. Why should it take me an hour to drive to Franklin? Zero transit options? Really?
Facebook: August 31, 2015	To work in Nashville it has to be elevated monorail. Not really hard to plan out the routes. Finance it from maybe federal funds, rider fees and a bond issue
Facebook: August 31, 2015	Light rail or even better Solar powered monorail from the boro on 24 And Franklin or Springhill on 65 the same with east/west 4o and down from Clarksville With trams or busses running from the 6 or 8 stops going perpendicular + to those stops every hour on the hour 24/7 jobs and create energy plus get cars off the roads and to employment basically anywhere this isnt rocket science we should have accepted transpo grants when they were offered now who is too blame
Facebook: August 31, 2015	I'm for the monorail.
Facebook: August 31, 2015	Regional bus terminals in surrounding counties.
Facebook: August 31, 2015	Train needs to run more often and later. We tried to take it downtown and were told tickets were sold out and it was only making one run

	Phase 1: Train or light/electric rail system to/from Murfreesboro or Tullahoma (test phase)
	Phase 2: same system to/from Lebanon
	Phase 3: same system to/from Clarksville/Ashland City
	Phase 4: same system to/from Dickson
	Modifications to routes can be shortened or extended depending on demand or resources or funding.
Facebook: August 31, 2015	
Facebook: August 31, 2015	Light rail.
Facebook: August 31, 2015	2 words: light rail
Facebook: August 31, 2015	The idea is plausible but we need a legitimate plan that will convince taxpayers to go for it.
Facebook: August 31, 2015	
Facebook: August 31, 2015	I live in northern Davidson county. There is NO bus line anywhere near.
Facebook: August 31, 2015	Trolley
Facebook: August 31, 2015	The train needs to run more often , what about water taxi ?
Facebook: August 31, 2015	We already had water taxi. It didn't work because they used gigantic boats instead of smaller ones. They were destroying the shore line from big wakes.
Facebook: August 31, 2015	Too much down town an not the best commuting plan...
Facebook: August 31, 2015	Route to and from Clarksville area on a regular daily basis.
Facebook: August 31, 2015	Beautiful
Facebook: August 31, 2015	Educate people there is walking associated with bus riding no matter what city you live in. Nashvillians think you get curbside service for everything.
Facebook: August 31, 2015	Nah. I'm ok with walking. I'm not ok with a ride that is 5 times longer than it should be and requires me to ask my boss to adjust my schedule.
Facebook: August 31, 2015	Of course it takes longer than private or personal transportation. Maybe you should leave earlier
Facebook: August 31, 2015	Extend past Rivergate Mall
Facebook: August 31, 2015	The Sumner county an Williamson co people who work to increase job production in Nashville..can we get the train like the Lebanon folks do? Gallatin to downtown an Springhill in ?
Facebook: August 31, 2015	Check drivers license once every six weeks (sorry some of my fella road bandits) clear a third d traffic right there my son has had two accidents where they have hit and totalled him..in Nashville, and yes The medical facilities priority would be nice because of the above also...
Facebook: August 31, 2015	Soy Dominicano .vivo en Nashville . y me encanta. Dios lo bendigas a todos. Busco amigos aquí. 347 579 8788
Facebook: August 31, 2015	Light rail to the 'Boro and a line from Franklin to Gallatin and run the bad boy 24/7. Also have connecting bus lines and add more trains later as needed.

Facebook: August 31, 2015	This. Why isnt this a thing yet? Seriously.
Facebook: August 31, 2015	Metro can't do it by themselves, transit funding has dried up under the Republican Congress, and the state isn't going to kick in a dime.
Facebook: August 31, 2015	Desperately needed and the bus stops in ring suburban towns need to be more inviting. We need bus plazas that are covered and that have plenty of bicycle parking for commuters to be encouraged to take the bus.
Facebook: August 31, 2015	And YOU and your lady there are gonna get all dressed up and ride the bus when you go out at night or go to a football game or concert? Yea right! The music city star works great! We need 4 or 5 more train lines.
Facebook: August 31, 2015	The buses need to be wifi enabled.
Facebook: August 31, 2015	With AC power outlets at every seat. Music City Central needs WiFi as well.
Facebook: August 31, 2015	I think it's a great idea for both outside of Nashville and for the suburbs. Remote areas like Hermitage would really benefit from a service where you had a local route that was *just* for Hermitage/Donelson and maybe Old Hickory, and that route terminated in Hermitage near I-40. Then a BRT transfer point to downtown would mean that riders in that area potentially wouldn't have to deal with a really long bus ride into town.
Facebook: August 31, 2015	Does our current infrastructure support operation in regular traffic lanes, HOV lanes or in the shoulders?
Facebook: August 31, 2015	I'm originally from Columbus, OH and we have a mass transit bussing system called COTA (Central Ohio Transit Authority) along with numerous Park & Ride locations throughout the city and in the suburbs where folks can park their cars for the day and take the bus just about any where!!! It's great and Nashville desperately needs a system like this!! I thought traffic back home was bad...Columbus has got nothing on this towns traffic!!!
Facebook: August 31, 2015	Isn't the point NOT to stop? I think that's the idea behind the bus only lane. It should work great to get people from outlying areas downtown fast. It could be on the interstate. Since only buses will be in it, should work great.
Facebook: August 31, 2015	There is no room for a bus ONLY lane!!!! Traffic will be backed up in ALL the other lanes. Especially when no one rides the bus.
Facebook: August 31, 2015	Buses need to take up space on the highways so drivers can consider the alternate when they are waiting and buses are moving.
Facebook: August 31, 2015	Just put the money in a real mass transit system! Monorail or train?
Facebook: August 31, 2015	get the developers to pay for it
Facebook: August 31, 2015	Unless they have a dedicated lane whats the point? They can only go as fast as the other traffic the only differance is 60 people sitting in one vehicle verses 60 people.sitting in 60 vehicels
Facebook: August 31, 2015	Back home in Columbus, during the rush hours, the buses take the right hand curb lane to bypass the stand still traffic.

Facebook: August 31, 2015	Trains like the music city star or elevated monorail is ONLY choice. Most people WON'T ride buses, (BAD REP) especially going out for the evening when traffic downtown comes to a screeching halt. NOT ENOUGH ROOM TO WIDEN INTERSTATES FOR CARS LET ALONE BUSES. Drop the whole bus thing!
Facebook: August 31, 2015	Freeway buses? not even remotely a good idea Trains or monorails is the ONLY responsible thing to do PLAN FOR FUTURE No Band-aids to get by and pass higher costs to future generations. Think Tourism, Think Olympics or World Soccer Cups Think Responsibly for LONGTERM
Facebook: August 31, 2015	Agree. If anything, HOV lane bus service should be for short term use until they can get light rail/monorail service established.
Facebook: August 31, 2015	Oh and plus that will help relieve some of the car traffic clogging up other lanes.
Facebook: August 31, 2015	Please don't be stupid...buses are not gonna cut it. Trains/rail are truly the only way....
Facebook: August 31, 2015	They need some kind of help here sounds good
Facebook: August 31, 2015	Great idea
Facebook: August 31, 2015	Any plans for the west side? Dickson is growing, reason for the building traffic volume on I-40. Would be nice to keep some of those vehicles from folks between there and Bellevue off the road.
Facebook: August 31, 2015	It's not the final answer. This city is still growing! We need trains.
Facebook: August 31, 2015	Thank you!
Facebook: August 31, 2015	Yep
Facebook: August 31, 2015	We have to do a better job of marketing the service of public transit. I love it but some fear it. Let's get it moving and all take advantage of it. Karl Dean rides my bus. I think other leaders should do the same .
Facebook: August 31, 2015	Yes, make taking public transport attractive.
Facebook: August 31, 2015	Sorry, but rapid and freeway in Nashville should never be used in the same sentence.
Facebook: August 31, 2015	Dave...that's a good one.
Facebook: August 31, 2015	YES YES YES YES
Facebook: August 31, 2015	
Facebook: August 31, 2015	Sounds like it's a good idea at least ON a trial basis TO see if it's a good thing!
Facebook: August 31, 2015	Run them in HOV lanes until light rail can be built.
Facebook: August 31, 2015	High speed rail!
Facebook: August 31, 2015	Extend the #10 bus to Bellevue mall.
Facebook: August 31, 2015	I see busses running by every 15 mins or so 1/4 full. For the same reason the AMP was bad this is too. You can't give up a whole traffic lane to accommodate the few people who ride a bus!!
Facebook: August 31, 2015	Until people see buses are dependable then we would prefer it.
Facebook: August 31, 2015	Busses cannot refuse service to anyone. I'm sure the majority of bus riders are good people. There's always the others that make riding the bus unpleasant (I'm being nice in my description!)
Facebook: August 31, 2015	They don't run that often where I am and they don't run to the right place. People won't ride it until we fix it.

Facebook: August 31, 2015	Running an empty bus every 15 minutes to every part of town is not economically sound.
Facebook: August 31, 2015	BRT 56 from Rivergate to downtown is completely full during weekday morning and afternoon runs. Comes around every 15 minutes.
Facebook: August 31, 2015	Yeah dunno what routes and what times you're riding or observing, but buses have peak hours just like any other form of transit. Most routes are at full capacity during some point in the day.
Facebook: August 31, 2015	Love the idea! And something that can be implemented until we get commuter trains/monorail.
Facebook: August 31, 2015	Anything is better than what we have now. Ands its only going to get worse.
Facebook: August 31, 2015	Won't the buses still get stuck in traffic?
Facebook: August 31, 2015	I agree - it is a stupid idea. Rather have the light rail...
Facebook: August 31, 2015	Very much needed here!!!!
Facebook: August 31, 2015	A complete overhaul of the regional transit system. If your not considering Clarksville, Franklin, Gallatin into the future transit then you are wasting everyone's tax dollars.
Facebook: August 31, 2015	Sounds great. It would be awesome if it ran 24/7 for all the locals that like to party downtown but can't afford/it don't want to live downtown.
Facebook: August 31, 2015	Yes. My senior project was over this very concept along the Charlotte corridor. It was needed then, it is needed now and will be exponentially needed more and more as time goes on. Nashville will not sustain this growth without some sort of mass transit.
Facebook: August 31, 2015	Awesome. Let's do it!
Facebook: August 31, 2015	Love the concept
Facebook: August 31, 2015	Public transportation in tennessee? Well look who just caught up.
Facebook: August 31, 2015	Underground subway would work great for Nashville
Facebook: August 31, 2015	I've been saying this for years, mass charter buses that can use the HOV lane during peak hours. Anyone that grew up in a metropolitan area had this or trains. This is a more affordable option for the given moment. TN is a DUI driven state, it's going to be a long time until they can figure out where to recoup costs
Facebook: August 31, 2015	Tom Cooper ma respects for ur coment
Facebook: August 27, 2015	and causing our air quality to really suck
Facebook: August 27, 2015	Interesting y'all would run this, considering you've been cheerleading the development that created this mess for some time.
Facebook: August 24, 2015	Still can't believe our planning infrastructure didn't consider this when approving so much new construction.
Facebook: August 19, 2015	When you get all of those people in to town, what's the next step? How do they get around town? Should we update the transit within the city first? Or do we expect them to sit on the bus in traffic?
Facebook: August 17, 2015	please..lets get some rail! Regional rail yes
Facebook: August 13, 2015	I hope they also consider that most of us couldnt make it to the meetings they schedule as we are either at work or stuck in ungodly traffic coming and going to work.

Facebook: August 11, 2015	Rail system, it's getting too late as it is. The traffic will eventually come a standstill. Whether passenger trains or monorail this country better get busy.
Facebook: August 11, 2015	Nashville had more routes and more frequent service to the suburbs when I a child. We went downtown regularly on buses. Smaller population smaller tax base but better bus service.
Facebook: August 11, 2015	This might seem harsh but please don't take it as such, consider it feedback: I feel like I have seen this post/email about 5 times now. The content is the same, just with different infographics and a supposed update in a transit improvement plan.
Facebook: July 29, 2015	I've lived in big cities with mass transit, Seattle and Chicago had the best and most user friendly transit. People here don't like the bus because it has negative connotations, and they don't run often or stop at enough destinations, we need a park and ride situation, or I think a monorail, or something to keep things off the street, since we have no room to expand on the ground. But that's just my humble opinion.
Facebook: July 29, 2015	24 hour buses would be so much better for me!!
Facebook: July 29, 2015	24 hour bus service now.
Facebook: July 29, 2015	What bus system lol i been here four years and I've hardly seen one , maybe i gotta better chance seeing unicorns, where my tax dollars going cause i dont have health coverage either??
Facebook: July 29, 2015	Does anyone really want to ride a bus?
Facebook: July 29, 2015	I would gladly not drive to and from work if I have a viable alternative. Until then, I am stuck wasting my time and money as I sit in traffic.
Facebook: July 29, 2015	I often ride in from Antioch and the early morning buses are always packed. We need a rail system.
Facebook: July 29, 2015	Nashville has nice clean buses we are just out growing them.
Facebook: July 29, 2015	No. They just want everyone else to, Sam Malone.
Facebook: July 29, 2015	I drove a city bus for 3 years. Great if you have 1 to 2 hours to spend each way. Works fine In NY and SF, who are concetrated. Nashville is too sprad out. Plus you need buns of steel, and lots of Prepation H to survive the hard seats.
Facebook: July 29, 2015	Please its a mess!!!
Facebook: July 29, 2015	Make sure you listen carefully to "progress to date" and be ready to ask direct questions.
Facebook: July 29, 2015	Sounds like a lot of you should probably go to the meeting.
Facebook: July 29, 2015	24 hr. runs
Facebook: July 29, 2015	There's plenty of mass transit. No one uses it!!
Facebook: July 29, 2015	Where???? Music city star doesn't help most
Facebook: July 29, 2015	They don't use it because it's looked down upon, in this city, and if there was a place to park and catch it at certain times for commuters more people would ride.
Facebook: July 27, 2015	Bad gateway?

Facebook: July 23, 2015	The stretch of 21st Ave between 19th and Edgehill is dangerous because people cross the road in the middle of traffic as opposed to going up or down the street to a crosswalk. I'm all for pedestrian safety, but people need to take responsibility for their own safety. Cross the street at a crosswalk when the walk light tells you to go.
Facebook: July 23, 2015	<p>I agree with what you're saying, but generally places where people cross like that expose an opportunity to fix things.</p> <p>Look at downtown on Broadway. It's high time we figure out how we could block off part of Broadway as a pedestrian only zone either after a certain hour, or altogether, like they do with 2nd Ave. On a Friday or Saturday night, it just doesn't make sense to have that many cars and that many pedestrians down there.</p>
Facebook: July 18, 2015	Marion has been and is one of the best transit supporters Nashville could have.
Facebook: July 14, 2015	<p>Before one can answer these questions, a study should be conducted of the most congested areas within the county. In those highly congested areas, what are the desire lines of the people causing the congestion? Where do they live? What additional options would they consider?</p> <p>Should we not get this right, it will only be a matter of time before people make the choice before they leave the house. Is it worth the hassle for the traffic?</p>
Facebook: July 14, 2015	Pedal Tavern only lane
Facebook: July 14, 2015	How about we finish 65 first lol.
Facebook: July 14, 2015	As soon as they finish, it's time to start again.
Facebook: July 14, 2015	A monorail system is the best way. I have a design already in place. Trolleys in the neighborhoods would bring people out to main line.
Facebook: July 14, 2015	Nothing in these questions is going to improve any service.
Facebook: July 14, 2015	Expanding service will improve the system in my book
Facebook: July 14, 2015	Texting only lane ... With rubber guard rails on both side
Facebook: July 14, 2015	You mean like at the bowling alley?
Facebook: July 14, 2015	Trains. Light rail from all bedroom communities. Buses still cause traffic congestion and can be late due to traffic accidents. Moving people by train will be safe and faster.
Facebook: July 14, 2015	We need cup-holders darnit!
Facebook: July 14, 2015	Damn that light rail
Facebook: July 14, 2015	bus route in Lebanon would be nice. the car's stop running around 7 or 9ish depending on your neighborhood!
Facebook: July 14, 2015	False dichotomies throughout the "survey" giving the illusion of choice but expressing no vision. Disappointing.
Facebook: July 14, 2015	Improve. Roads are horrible
Facebook: July 14, 2015	Transit is so unimportant. What we need is another State logo. If we can find \$50k for THAT, then we can worry about trivial BS like transit. Who doesn't love sitting in traffic anyway?
Facebook: July 14, 2015	Get rid of the nasty fabric on the seats!

Facebook: July 14, 2015	Late night buses from down town would help keep people from drinking and driving to the party area. The bus leaves for the last time before the concert s let out. Promote IT as a way to save ON parking down town..I park at a Wal Mart and ride down town and back when I want TO come down town for AN event but always have to leave by 11fifteen TO catch the last bus!
Facebook: July 14, 2015	This is huge. The last bus down Charlotte leaves around 11:00. That's a major corridor where people live, and there are others just like it. Having even later buses would really see me using transit more, as opposed to cabs or ride sharing.
Facebook: July 14, 2015	Nolensville road is11 fifteen another major corridor! Cab ride is at least 20 for ME!
Facebook: July 14, 2015	My girlfriend is often a closer at a bar downtown. Oftentimes the bus is inconsistent, or she feels like she can't ride without some weirdo staring at her or trying to holler at her, so she'll Lyft or Uber in, and then since no buses run after work, she does the same to get back afterwards. Sometimes that adds up to \$120 a week she's spending, which is ridiculous considering that 4 bus routes normally service our area.
Facebook: July 14, 2015	Sit UP front by the driver HE will put creeps OF the bus OR have the cops DO it! People are polite compared to the NYC subway OR Chicago I rail line. I think she's a bit thin skinned.
Facebook: July 14, 2015	UBER ANDV LYFT serves that purpose now, better than a bus.
Facebook: July 14, 2015	For a dollar seventy?
Facebook: July 14, 2015	<p>Yeah... She's being thin skinned because every time she gets on the bus, some jackass thinks he's entitled to her time or wants to stare at her the whole time. You can't place the blame on somebody who is just sitting there minding their own business.</p> <p>Bus drivers aren't there to police the bus, and police aren't going to respond to some weirdo staring at you. At least in Chicago or NYC, people on public transit don't bother you, for the most part. I'm not on the bus to make friends, I'm there to get to my destination. People just need to learn to keep to themselves.</p> <p>Lyft and Uber are absolutely great, don't get me wrong. But, if you work late downtown, chances are you're not making enough to make a \$10-20 ride every night economical.</p>

Facebook: July 14, 2015	Leaving Comisky Field after a White Sox game every body jammed ON the 1 car with a k9 cop that's how safe the local s thought IT was TO ride the el at night! Don't even make eye contact with people ON the NYC subway because they think it's a invited TO mess with you! I was ON a bus at night and a drunk guy started UP a conversation with a girl and the bus driver noticed it since she looked uncomfortable and WAS sitting UP front and the driver called IT IN a cop car pulled UP at a stop and took the guy off the bus for public drunk.I have never had OR seen any other trouble here IN Nashville.I don't think you have ever ridden public transport much.
Facebook: July 14, 2015	She rides at least 4-5 times a week, I ride 2-3. I don't see why you're discounting our experiences. A lot more people would ride if that were kept in check.
Facebook: July 14, 2015	Maybe you lost ME when you tried to convince ME that the riders IN NYC and Chicago were less menacing than those in Nashville can't buy that.If your girl is attractive people are going to look at her NO matter where you are! That's a tough cross TO bear.Buy her some spray mace OR a hand held stun gun and make sure she knows how to use IT if needed.This is the friendly south where it's not a crime to be social.Deal with it OR continue to give your hard earned money TO cabs uber or lyft.
Facebook: July 14, 2015	I so wish they had buses in Lebanon
Facebook: July 14, 2015	Expand existing routes to cover more areas of the city.
Facebook: July 14, 2015	When an agency of government, non elected and accountable to no one, asks for your opinion, be very afraid. It is the not- so- new tactic recommended by public relations firms to make you feel as if your opinion is valued, considered, and a part of any final decision. This is bogus. Take the survey, don't take the survey. It makes absolutely no difference to what eventually emerges, if any realistic plan that can be executed does emerge. Ask the MTA or the MPO how many plans have been produced, paid for, and shelved for inadequacies over the last 30 years.
Facebook: July 14, 2015	Especially when options for said survey are confined to immensely arbitrary terms: "I would like MTA service to be more: a) dependable b) reliable or c) Star Wars"
Facebook: July 14, 2015	I would actually put all \$20 (from the hypothetical survey) toward tearing Nashville down and starting fresh.
Facebook: July 14, 2015	There is one answer and this yes or no survey is a waste and a distraction.
Facebook: July 14, 2015	Stop talking and do it
Facebook: July 14, 2015	Move people inward... so we can have good public transportation....
Facebook: July 14, 2015	Buses should run every 10/14 min instead of every 30 or 40.
Facebook: July 14, 2015	This is a false framing, as if those are the only two choices.
Facebook: July 14, 2015	Train service to Murfreesboro for sure
Facebook: July 13, 2015	I tried to take your test, but it's not asking the right questions.
Facebook: July 13, 2015	https://hbr.org/.../how-to-fix-americas-failing...

Facebook: July 10, 2015	What's ridiculous is that buses stop running so early...what?...the world stops running after 1045 pm...so stupid...and then you have buses that run only Monday to Friday...again...what?...nobody needs to get anywhere on the weekend...what idiot made that schedule...unbelievable
Facebook: June 26, 2015	Awesome! We need more complete streets.
Facebook: June 26, 2015	Good video! Might wanna wear helmets tho guys!
Facebook: June 26, 2015	Good video to watch ..going to share...
Facebook: June 19, 2015	That's the truth we need to finish with a rail system you can get to mt juliet on a train..we can Put a man on the moon.* Technology is Not waiting on us...we Got to get up with it!! Build it they will come.You figure it out how to pay for it..that's part. of Your job??
Facebook: June 17, 2015	I want to move back to Cashville!!!
Facebook: June 17, 2015	I will Be driving the bus
Facebook: June 15, 2015	Would have been awesome if our elected and appointed representatives had not adopted such development-friendly policies without any consideration whatsoever of what it would do to our strained infrastructure.
Facebook: June 15, 2015	It's not "will ask" but rather "are asking."
Facebook: June 10, 2015	What about the streets in other areas of Nashville? Antioch, Bordeaux, North Nashville, guess these don't count, not close to downtown and east and the gulch.
Facebook: June 10, 2015	Where did the funds come from for this \$3mil proj? And they cant find support for an antiquated jail!☺ Mayor Karl Dean ☹benefactor? Councilmen? But they voted for the debt.
Facebook: June 10, 2015	Gulch gets all the goodies.
Facebook: June 10, 2015	Rachael Cooper, Stephen Furr II, Laura Mills
Facebook: June 9, 2015	One word: "poorly". We need to close the loophole that allows these infill developers to pay into a fund instead of building sidewalks. So many of these houses lack parking, which puts more cars on the street, which means a lot of times pedestrians are walking more in the road.
Facebook: June 9, 2015	"They don't?"
Facebook: June 8, 2015	Ok for a downtown..not feasible for outlying areas
Facebook: June 3, 2015	Here's a value, make bus routes that people can walk to. My street is too dangerous to walk very far to the bus stop.
Facebook: June 3, 2015	How about transit in the surrounding area south of Nashville (Williamson County)
Facebook: June 3, 2015	They figure you got enough money to drive. Although it would be used more from there.
Facebook: June 3, 2015	I agree. I would certainly use it if mass transit was available just to save gas and not have to deal with parking downtown. An elevated train with a "park and ride" style would be ideal and the way cool Springs is growing it may be a large enough city soon to easily support that idea. I do however believe that Murfreesboro to Nashville should be addressed before anything in williamson County

Facebook: June 3, 2015	Add a subway system
Facebook: June 3, 2015	Subways are out of the question for expense and destruction of water tables.
Facebook: June 3, 2015	They find money and finances for everything else !!!
Facebook: June 3, 2015	It would be very expensive to have a subway here considering how much rock is beneath us. I'm thinking elevated train.
Facebook: June 3, 2015	That's cool too an elevated train !!! Michael Whitely
Facebook: June 3, 2015	Have to be an elevated. Ever tried to dig around here.
Facebook: June 3, 2015	Elevated train or even the trolley system would work but you can't dig into the rock in Davidson County there's too much limestone and granite
Facebook: June 3, 2015	You should consider your wording in the survey structure. "Please rank the top three values that are most important and most relevant to you, 1 being the most important and most relevant, 3 being the least." This statement is confusing and will likely lead to false results.
Facebook: June 3, 2015	Get a subway. We are a big city now.we are urge so not up with
Facebook: June 3, 2015	\$\$\$ Subways are the most expensive option of public transport.
Facebook: June 3, 2015	It's high if you pay parking
Facebook: June 3, 2015	It might be But nashville needs to get up to the times.I am from Atlanta by the time to pay parking40 @ week..it's actually cheaper
Facebook: June 3, 2015	I mean subways are extraordinarily expensive to build.
Facebook: June 3, 2015	Ele is only option for train service
Facebook: June 3, 2015	There are millions of grant money around Steve can figureit out!!! have you even read what steve ..CEO says.He is a smart man.He will get the funds!!!
Facebook: June 3, 2015	I grew up near portland Oregon, riding trimet. The system is so well designed that 10 years ago you could go online and plug in your start location and destination and print out the directions. These directions would include arrival times for the bus, waking directions to and from the nearest stop. I recommend you look at tri-met and try to mimic thier system.
Facebook: June 3, 2015	The people who really need the help do not possess the technology necessary for this.
Facebook: June 3, 2015	Huh, what technology is needed?
Facebook: June 3, 2015	Anyone wanting a subway know of a cost effective way to blast through the miles of limestone you would have to get through to build a subway?
Facebook: June 3, 2015	Don't forget the pollution of our groundwater, which deteriorates daily from irresponsible development
Facebook: June 3, 2015	I agree Ruby. An above ground system would be better.
Facebook: June 3, 2015	Above ground like europe!
Facebook: June 3, 2015	We. Have Bonnaroo... Cma come on!! We have the money. We Bring In major tourist money!!! Look at all the hotels ..bars downtown .Easy. get going on subway. Quit paying for stuff we don't need like This survey

Facebook: June 3, 2015	We are way behind get up to par.
Facebook: June 3, 2015	Add more buses to the South Nashville, Nolensville Rd., Harding Pl. Antioch Pk. Areas, so people don't have to catch 3-4 buses to get down town and back. Every where else it's 2 buses only.
Facebook: June 3, 2015	Most busses I see are 3/4 empty. The routes could be run in large vans... This is not efficient!!!
Facebook: June 3, 2015	More empty than that! And not serving those who need it most!
Facebook: June 3, 2015	My car gets 20+ mpg. The bus probably gets one or two. So not including the cost of the bus, maintenance, insurance, and a driver, a bus has to have 10-20 people on it to be as efficient as my car... That doesn't even include all the government bureaucracy it takes to run a bus service...
Facebook: June 3, 2015	There are smaller bus type of vehicles that are electric.
Facebook: June 3, 2015	But that's not what I'm seeing in service.... There hybrid cars etc... I used my car as an example because it gets below average fuel mileage...
Facebook: June 3, 2015	Electric vehicles are also higher maintenance. Expensive batteries must be replaced at regular intervals. Not to mention that they have to be charged regularly..
Facebook: June 3, 2015	Not to quibble, but, electric cars are generally lower maintenance. The battery pack will eventually have to be replaced, but not for a very long time. During that time you have no belts to be swapped, no oil to be changed, brakes last exponentially longer do to regenerative braking. Most EV owners charge their cars at home at the end of a day. Your gasoline (or diesel) vehicle needs to have its fuel refilled regularly as well. If I were in the appropriate tax bracket there would be a Tesla in my driveway for sure.
Facebook: June 3, 2015	When we stop speaking of transit as though it is some sort of magic bullet, and start understanding that cars are preferable, then maybe we can start a conversation. 1% of people in most cities use public transportation. Yes we need to improve transportation for the needy, no we do not need to provide unused transportation for anyone.
Facebook: June 3, 2015	Keeping adding drivers on the road and you will only add to the traffic problems. A city must have a solid and reliable mass transit system.
Facebook: June 3, 2015	Cars are not "preferable," at least from a public transport option: we have x number of people across y miles of road. We do not have enough road for everybody to drive their car.
Facebook: June 3, 2015	Charlotte NC completed their light rail mass transit ... in 2007. Even there a lot of people were against it, but public officials secured both private and public funding and then just made it happen. Those people who were against it before now love it and can't imagine Charlotte without it

Facebook: June 3, 2015	Most of the busses I see are 3/4 empty. How is this efficient??
Facebook: June 3, 2015	Buses are empty now. We should be using smaller vans instead of these huge buses that wast gas and time. No we do not want mass transit, we want to drive our vehicles
Facebook: June 3, 2015	Ok... Example.. I live in Fairview want to go to the Fairgrounds. I go to Walmart on Charlotte. Take a bus that stops at every intersection and stop all the way downtown. Then switch to a bus headed down 4th ave again stopping at every bus stop again. So 2-3 hrs later I'm at the Fairgrounds... I have to leave before it gets too late so I can get a bus back... So I have spent 4-6 hours on a bus doing what takes 1-2 hours in a car.
Facebook: June 3, 2015	We should be asking why the buses are empty, not trying to scale back the number or types of buses we use. There are a number of reasons the buses aren't more full. They're not reliable, they take too long to get across town, they don't run where they're really needed, or as often. Those things can be solved, and more people would use them. I know I personally want to use transit to get to work, but I don't have 1-1/2 hours to get there when a car would do it in 20 minutes.
Facebook: June 3, 2015	Also, 1% is way off. MTA gets about 30,000 riders a day. That's over 20% of the population of Davidson County.
Facebook: June 3, 2015	The buses are fine we just need rail too
Facebook: June 3, 2015	The buses are NOT FINE! They are not serving their mission and are draining our coffers. Let's make the resources we have work, then talk expansion.
Facebook: June 3, 2015	People use to catch the bus any where,not just at the bus stop. Elder people can't run to catch the bus,so they pull off.I know the bus has a dead line,they don't have all day to wait on U.but I live right on a bus stop Sooo.ljs
Facebook: June 3, 2015	Oh and to the subway people, an above ground metro link would be smart
Facebook: June 3, 2015	Get out your checkbook. I'm not.
Facebook: June 3, 2015	Jennifer Pennington there has to be some kind of public transportation.
Facebook: June 3, 2015	You will if they tell you they're raising taxes
Facebook: June 3, 2015	And reading through your Facebook timeline you are pretty much against anything that calls to spend money on improvement. I get it as a native nashvillian myself but we need progress and a light rail would be that. When you are from west nashville your view of the needs of the city might be different than others.
Facebook: June 3, 2015	Strippers on the busses please
Facebook: June 3, 2015	You funny. Ha ha. You pay dem too?

Facebook: June 3, 2015	To assist with traffic congestion downtown, have the bus routes available where everyone can use them. I know several people that don't ride the bus because the bus stops are a half a mile or a mile from their homes. So they don't even try to ride the bus. I also know some State workers are getting parking areas taken away from them but they can't ride the bus b/c it's too far away. Fix that problem & it will increase the MTA profit margin.
Facebook: June 3, 2015	Yes...make the system we have work first. Simple idea, really? Where did the \$ go?
Facebook: June 3, 2015	System my guud nays
Facebook: June 3, 2015	Nashville is too spread out for any bus system to work efficiently or profitable.
Facebook: June 3, 2015	I love it
Facebook: June 3, 2015	Exercise bus. Renewable energy using excercise bikes to generate electric current to recharge battery. We should also start figuring out how to make a teleportation device. Oh, Or what about a giant zip line system? Hang gliding from the top of all these new condos? Bicycle heicopters? Eh, eh?
Facebook: June 3, 2015	Have a bus for wheelchairs I gets really annoying when the bus is full and you have to get up with all your stuff to get the wheel chair in and give at least one minute for the person to sit down before moving the bus I have almost lost my footing 5 times and 2 of those times I could have gone through the window from the drive slamming on the breaks non stop I can go on and on
Facebook: June 3, 2015	We kind of have to have accessible buses for ADA compliance.
Facebook: June 3, 2015	I know that
Facebook: June 3, 2015	This should have been put in motion 30 years ago. If it happens at all, it will take years to implement. Light rail is not practical...Nashville is too spread out. Like the Music City Star, it is fine if you work downtown. Otherwise you have to get additional transport if you work in Metro Center for an example. Plus how could Metro government regulate the Interstate? That is the biggest slowdown.
Facebook: June 3, 2015	I always loved that I live in The Nations and worked in Metrocenter, 3.8 miles away, and it would take over an hour to get there by bus. Not to mention that if I ever had to work late, I was out of luck-- the last bus came through my area around 6:00PM.
Facebook: June 3, 2015	People in Nashville are not going to ride buses you are going to have to set up some sort of trolley or subway or elevated train or street car or something other than a bus
Facebook: June 3, 2015	Stop wasting the tax payers money on study's
Facebook: June 3, 2015	Agreed. Stop studying other cities and trying to overlay it on Nashville. Sysytems don
Facebook: June 3, 2015	t work for them....why do we pay for the study? Because it is one step toward Fed \$....
Facebook: June 3, 2015	Other cities are going to show us what worked and what didn't, and how we can apply it to our cities. We have a lot to learn from similar sized cities like Portland and Austin.

Facebook: June 3, 2015	Drivers need to take better control of their buses: seats are made for people not their stuff. If the bus is full, the drivers need to make people move their stuff in order to make place for passengers.
Facebook: June 3, 2015	Call me when that bus is full....
Facebook: June 3, 2015	They're full every day.
Facebook: June 3, 2015	Noor مشتاة لياص
Facebook: June 3, 2015	Commuter trains ohhh wait the south doesn't believe in taxes. Fuck investments smh
Facebook: June 3, 2015	The south doesn't believe in wasting taxes like the north...that's why they're all coming here now and trying to bring with them solutions that don't work.
Facebook: June 3, 2015	It's called investing in its future. Smh. That logic gets you no where
Facebook: June 3, 2015	Um... They have some pretty great transit systems in the North.
Facebook: June 3, 2015	UM CLEARLY. Where there are taxes there are nice things
Facebook: May 29, 2015	Light rail but improved bus service is obviously great, too
Facebook: May 29, 2015	Light rail.
Facebook: May 20, 2015	Please consider that not all your customers use social media or have access to computers for the surveys.
Facebook: May 20, 2015	Awesome! Thanks for responding! Including AccdessRide?
Facebook: May 20, 2015	Put pressure on CSX to quit hoggin' the green!!! C'mon Nashville!! THINK!!!!
Facebook: May 20, 2015	Really? That's news to me! Haha!
Facebook: May 20, 2015	I mean, it seems like the best thing to do as of now.
Facebook: May 20, 2015	This wasn't on the list, but more hours, more frequent routes. I don't consider a bus "rapid" if it only runs every 30 minutes, even with reduced stops.
Facebook: May 20, 2015	Stop making me go downtown to get where I'm going. Not everyone needs to go downtown. It just makes the trip so much longer than it needs to be.
Facebook: May 20, 2015	These surveys have no meaning, no relevance...this is just another tactic to remove the leadership of government officials from taking on a huge \$\$ investment and a risky one at that. Bureaucrats and planners cannot be accountable to the public. Neither can the marketing and pr firms that put these surveys together, collate them and announce the results. If the region wants transit it is going to take political leadership and there is a chance that someone is going to have to say, nothing that has crossed my desk merits the investment of the citizens of Davidson County. Any time a survey says "we want to know what you think" run and run fast.
Facebook: May 20, 2015	Put the drivers thru a driving course.
Facebook: May 20, 2015	Clean the buses once in a while. I'm talking a complete interior detail job. I ride every day and some of them are pigpens.
Facebook: May 20, 2015	Put buses back in the Luna Drive, 37211 zip code areas, so people don't have to walk 3 to 4 blocks to catch a bus. There used to be a bus that stopped at the 4 way stop of Luna Drive and Ezell.

Facebook: May 20, 2015	Have a monorail system like Jacksonville, FL. A city about the same size as Nashville. It could go from downtown to LP Field, East Nashville, Gaylord / Opry Mills, then to the airport. With the hotel and convention business moving to SOBRO I see Gaylord headed for trouble, unless they get a casino or indoor water park.
Facebook: May 20, 2015	Dianne Ferrell Neal you are right on one point LEADERSHIP however AMERICA has already done this FLORIDA voters TWICE voted a RAIL SYSTEM only to have Repugs IGNORE wishes AND OUR PRESIDENT OBAMA appropriated BILLIONS but dumbass Repugnant controlled houses in FED N STATES again IGNORED OUR WISHES SO WTF?
Facebook: May 20, 2015	"Mass " transportation Baloney , ! And what does CSX know about moving " stuff " ? Don't know , but they are a Billion Dollar a month out fit ! Why did the city of Nashville do away with Street Cars ??? Come tell us all ? What about the Franklin Interurban ? What happen to it ? No riders ! But they still have a little stone building over in front of Overton or FRA !!!! Or maybe the great leaders (Bureaucrats) tore it down ? First of all I would like to see all the CEOs , Presidents , Head Honchoes here in Brentwood ride the City Bus into Nashville !!!
Facebook: May 19, 2015	Is the Disability community represented?
Facebook: May 19, 2015	Fantastic! Good to hear. I am working with APAC.
Facebook: May 4, 2015	I guess I would prefer to wait inside my home for the bus that is running 40 minutes late. Compared to standing in the rain without a clue where it is. But that seems like a bit of a low-level success. Maybe the real world experience will be more useful. Fingers crossed.
Facebook: May 4, 2015	Great news! Thank you
Facebook: May 4, 2015	Long overdue.
Facebook: May 3, 2015	This is great -Sandra Moore
Facebook: May 3, 2015	Joyce,
Facebook: April 23, 2015	Thank you for speaking to our members and guests.
Facebook: April 13, 2015	I think its time Nashville looked into putting an elevated train into the plans. I know I would take a train and I would never ride a bus. An el is a whole lot easier to access all the neighborhoods. and it wouldn't take any existing traffic lanes as much as Nashville needs to expand its already over congested road and highway system.
Facebook: April 13, 2015	Why spend hundreds of millions of dollars on a train system because people have an irrational fear of taking a bus?

Facebook: April 13, 2015	Ruby Golden you don't get the point. I live out of the county and I would use a train that comes and goes on a regular basis to get downtown as well a lot of others that live out of the county. Again, a bus I will not use for recreational use to get to downtown, a train I would use and pay to use just like thousands of other people that live out of Nashville. Any big city that is something has a train of some type. it is time for Nashville to grow up and be the big city they want to be. A train would generate a lot more money for Nashville than any bus would ever generate. All you have to do is look what Atlanta, Chicago, Philadelphia, New York and other cities do with their train system. Its not just about the people that in in the immediate Nashville area it is about connecting all the areas outside of Nashville to Nashville.
Facebook: April 13, 2015	Yes, elevated train. A bus trip takes forever even if you live near or in Nashville.
Facebook: April 13, 2015	My biggest problem with MTA is their routes, there should be more lateral movement. Every route, with the exception of a couple, shouldn't have to originate from MCC. Nashville has outgrown this!
Facebook: April 13, 2015	Punctuality would be great for starters. \$1.70 fare is ridiculously overpriced and when is MTA considering transfers? It seems only logical for a public transit system of MTA's size would have that. Oh, and it shouldn't take 2 hours for me to get from Bell rd and murfreesboro pk to Grassmere Park.
Facebook: April 13, 2015	First, how about focusing on reliability? If the schedule says it will arrive at 8:05, then it is there at 8:05. Secondly, give it priority over vehicles. These two are tied together. But mass transit would be used more often if you could depend on it and make it part of your regular day.
Facebook: April 13, 2015	Rapid, available, frequent. No One hour bus rides to go 15 miles.
Facebook: April 13, 2015	I live in Hermitage. I cannot catch a bus on the weekend unless I walk to Donelson! Every other major artery goes to the end of the line seven days a week. What? Do the misguided souls at MTA think we are better off out here? Smiling... Well maybe, but it would be nice to have an option, even on a limited basis.
Facebook: April 13, 2015	But I've contacted MTA multiple times over the past 6 years of riding with them about their numerous issues and every representative I've talked to had given me the old "you're a valued customer" B.S. and yet nothing has changed. Poorer areas have unacceptable service and access to MTA. Fix that before you try introducing public transit to the affluent who stick their nose up at it.
Facebook: April 13, 2015	meant... 'NIMBY' impulse from the left and....

Facebook: April 13, 2015	Values of both efficiency and equity. Across the ideological spectrum there is much to like and support regarding quality public transit. Who doesn't support students getting to the school of their choice? Who doesn't support employees being able to get to their jobs? Who doesn't support less congested roads? There are many images, but it will require strong leadership with the capacity to square off against the NIMBY and the cry of 'socialism' from the right.
Facebook: April 13, 2015	I would disagree with the poorer areas have unacceptable service, have you seen the bus stops that r put in electricity,, wifi AND trash cans Come over to the west side of town and u get a bench thats all
Facebook: April 13, 2015	Where have you seen those? Are you referring to the BRT stops? That have a shelter and a trash can that's always overflowing? No electricity or wifi in those and they barely protect you from the rain. And there are only a few on Gallatin and Murfreesboro Pike.
Facebook: April 7, 2015	A black man doing positive things!
Facebook: April 7, 2015	I see you fam
Facebook: April 7, 2015	Awesome job!
Facebook: March 25, 2015	Yay!!!! I ride the #12 everyday. We need this!
Facebook: March 23, 2015	Why was the Amp project killed? Here is one report that points to outside money groups with their own agenda. And it seems the state lawmakers are beholden to a political group called AFP. http://thinkprogress.org/.../342.../koch-brothers-tennessee/
Facebook: March 12, 2015	Are these two session repeats or continuations? Same material at each?
Facebook: March 6, 2015	Maybe reduce the number of times highways merge? If that's possible, not sure. Or build highways that layer above, I have seen other cities do that and it was successful in moving traffic along.
Facebook: March 4, 2015	As long as MTA keeps a decent schedule so we can get to work...
Facebook: March 4, 2015	April 4th is a Saturday, will the meeting be held on Saturday, April 4 or Tuesday, April 7?
Facebook: March 4, 2015	Right on!!!! Love me some public transportation!! There are ways to improve the current system right now that isn't the cost of say building a \$100 million flood wall downtown.
Facebook: March 3, 2015	A page such as this one is needed
Facebook: March 3, 2015	Highlight users of Transit - A nice photo and quote every few months. It would begin to put a face to the people who currently use transit and desire a more robust transit system in our city!
Facebook: March 3, 2015	How about a BEFORE (horribly clogged interstate) and a what-it-could-be-like AFTER picture of reduced traffic thanks to a forward looking public transportation system!! :)
Facebook: March 3, 2015	Not just a map of Nashville, but Middle Tennessee, since the plan needs to be regionally focused. Otherwise, we are doomed as the AMP project was. Most of the questions I get are wondering how the Nashville Area MPO 2035, TDOT 25-year plan, and now this plan will all connect. That communication both visually and written will be key.

Facebook: March 3, 2015	The name is motion....maybe a looping video of the expanding plan...SHOW motion and growth...driving, expanding highways, connecting ...
Facebook: March 3, 2015	[photo]
Facebook: March 3, 2015	How about a map of Nashville with cool flying cars?
Facebook: March 3, 2015	Elevated train along west end or Charlotte pk
Facebook: March 3, 2015	Inside a bus... high school aged students riding alongside adults going to work...
Facebook: March 3, 2015	Traffic
Facebook: March 3, 2015	I want to say when the planning commission talked about the Amp, I questioned the very issues that killed it. I also don't like their plan to add another 200k people in Nashville by turning everyone's backyard into a second house.
Facebook: April 29, 2016	<p>We're just checking back to see if you have any updates on plans to fund the very expensive civic projects you are proposing (and are disappointed to see no posts at all for a period of almost two months.) While we see in your comments on the post from March 3 that you have a general summary of the cost for one of your scenarios, you have revealed no specifics at all about a mechanism through which any of these plans might be funded.</p> <p>We're not quite sure why you think it's fair to propose these projects to city residents without including all the details.</p> <p>It's our strong belief that the business community which is currently making record profits in Nashville needs to pay its fair share (and that the costs of any of these projects do not fall only on Nashville property taxpayers and the General Fund.) We'll be keeping an eye on announcements from you to this end.</p>
Facebook: April 14, 2016	We were excited to be part of a transit talk happening at Vanderbilt University today! Thanks NMotion for sharing so much information with us!
Facebook: April 13, 2016	Nashville needs gondolas down West End and across the Cumberland into East Nashville. Like these in Singapore.
Facebook: April 13, 2016	Bring a lunch & come talk transit tomorrow for City Think at NCDC with NMotion at 11:45am. Learn about the 3 scenarios that nMotion has developed based on our city's feedback! http://www.civicdesigncenter.org/.../citythink-transit-vision...
Facebook: April 5, 2016	<p>April is ##transitmonth and our Transportation: ##NPTReports Town Hall is just one day away.</p> <p>Come share your opinions of how ##MiddleTennessee about Nashville MTA & RTA's ##transportation plans need to develop to accommodate the region's rapid growth.</p> <p>Join NPT and NMotion tomorrow at 6 p.m. for refreshments followed by the town hall taping at 6:30 p.m.</p> <p>RSVP required. https://www.eventbrite.com/e/transportation-npt-reports-tow...</p> <p>##DecideYourRide</p>

Facebook: March 31, 2016	NMotion is hosting a public meeting at oneC1TY Saturday, April 2. Join for a discussion on the future of Nashville's transit system http://nmotion2015.com/events/
Facebook: March 24, 2016	Join NMotion representatives for an opportunity to learn more about Nashville's three proposed transit scenarios Saturday, April 2nd, 9-10:30am at oneC1TY.
Facebook: March 23, 2016	Decide your ride. Fill out NMotion's transit survey! https://nmotion.metroquest.com/
Facebook: March 16, 2016	Get involved with NMotion2016 - take a survey & attend community conversations - next public meeting is March 18 at the Nashville Downtown Public Library http://buff.ly/1VcXqUt
Facebook: March 15, 2016	For the last phase of NMotion take the survey below and plan to attend a public meeting. The first one at the Nashville Public Library main branch on Friday. Find more information and other meeting information here: tnne.ws/1piSGAS .
Facebook: March 14, 2016	Nashville Business Journal shares Nashville Metropolitan Transit Authority and Regional Transportation Authority's three proposed transit scenarios: http://bit.ly/21h3SJK Interesting in learning more? Join us Saturday, April 2nd from 9-10:30am at #oneC1TY for a chance to learn, ask questions and discuss Nashville's proposed transit plans with NMotion representatives. More details to come soon.
Facebook: March 9, 2016	Three ways to "Decide Your Ride!" NMotion & Nashville Business Journal! http://bit.ly/1LbKY5n
Facebook: March 7, 2016	Take 10 minutes now and complete the Nashville NMotion transit survey...it'll be time you can reclaim later during your new commute.
Facebook: December 29, 2015	I see SO many simple things that can be changed to make MTA a better transit system. I just don't understand why they have to have these BIG board meeting to do it...
Facebook: December 29, 2015	This is another version, letting you know that these buses stop here and this is where they go and the time frame that they run.
Facebook: December 29, 2015	This is what the bus stop signs should look like. It takes the guessing out of where to stand to catch a certain bus and where do that bus goes. There are too many tourists and even bus operators that don't know if this is where they supposed to stop or stand for a certain bus..
Facebook: October 20, 2015	Please tell me this is a Nashville MTA bus.
Facebook: September 25, 2015	nMotion 2015 continues to seek Nashville's input on proposed Transit Strategies! Follow the link below to comment on commuter rail, first mile/last mile, rapid bus, stop consolidation and transit-oriented developments.

Facebook: September 22, 2015	I am a communications project manager for Fortune 500 companies by day, and an award-winning entertainer by night. I commute to work and performances every day via MTA and my bicycle. I've created an entertaining program to encourage others to adopt a simpler, greener, healthier lifestyle without sacrificing comfort or convenience by utilizing the services MTA offers. I would love to talk with you about partnering to speak/present to groups regarding the importance of growing and supporting MTA.
Facebook: August 12, 2015	Hope to see you at 11:30 at the downtown library to share your thoughts on the future of Nashville's transit! nMotion 2015 http://nashvillepublicradio.org/.../nashville-transit-experts...
Facebook: August 7, 2015	Nashville Scene has made its wish list for a better Nashville. We'll give an 'amen' to numbers: 2. Better Public Transit, 13. Safer Biking, 14. Sidewalks, and 17. Amtrak! - but we'll also remind you that your next chance to really move any of these forward is next Tuesday (11th) and Wednesday (12th) - plan to attend one of MTA/RTA's Master Plan public meetings. More info on those meetings and the whole process: nMotion 2015
Facebook: August 6, 2015	Weigh in on Nashville's strategic transit plan at two upcoming public meetings on August 11 and 12. nMotion 2015 will talk about progress to date and potential solutions for the future.
Facebook: July 29, 2015	Here's another great opportunity to participate in MTA's Master Plan update! Make plans to attend one of two upcoming public meetings on August 11th and 12th nMotion 2015
Facebook: June 2, 2015	Who would ride this super cool, fast and safe train? Excellent read. Enjoy. Ps Nashville needs a train.
Facebook: June 1, 2015	trying to find some commuting numbers from the airport into town any suggestions?
Facebook: May 21, 2015	Raleigh, NC is facing many of the same transportation challenges as Nashville and are also currently in the midst of a transit system master plan process. Raleigh residents are being asked to choose between Bus and Rail, rail is cool but comes at twice the price. Which option would you choose for Nashville? (In the months to come, nMotion 2015, MTA's Strategic Master Plan, will be asking Nashville residents the same kind of questions.) http://nextcity.org/.../wake-transit-asks-residents-to-pick-a... Thanks to our friends at Cumberland Region Tomorrow for sharing this story.
Facebook: May 20, 2015	Omaha has some good ideas that Nashville can consider as we update MTA's nMotion 2015 Strategic Plan process. I especially like the walking and biking key.

Facebook: May 19, 2015	<p>At today's Nashville MTA Metro candidate briefing, I got handed a stack of schedules for routes that serve District 19. It's almost all of them because we're home to Music City Central, MTA's downtown transfer facility.</p> <p>Transit is a huge part of the conversation about the future of Nashville. And how the rest of the city and region connect to the heart of the city is one of the topics.</p> <p>On the table for nMotion 2015, MTA's strategic plan should be the ability to transition--at least in part--to a distributed network and away from a hub and spoke model that forces you to come downtown no matter where you're trying to go.</p>
Facebook: May 14, 2015	<p>I am waiting to hear one person from the trip explain to me how Salt Lake City's results can be applied to Nashville. I mean, with a straight face.</p>
Facebook: May 14, 2015	<p>Sounds fantastic. We need something like this.</p>
Facebook: May 8, 2015	<p>We can't have a bike and walking friendly city without an awesome transit system! Luckily MTA is kicking off their planning process nMotion 2015. What values should MTA be guided by as they consider improvements to Nashville's transit system? The MTA wants to know what you think. https://www.surveymonkey.com/s/nMOtion2015</p>
Facebook: April 15, 2015	<p>Setting up for the Transit Fair and hanging out at The Picnic Tap! Come down to Nashville Farmers' Market and check out the nMotion 2015 workshop on wheels! #30daysoftransit</p>
Facebook: April 8, 2015	<p>Very excited to hear Mayor Karl Dean and Nashville MTA announce today that Nashville will be getting 100 new bus shelters! nMotion 2015 #30DaysOfTransit</p>
Facebook: April 7, 2015	<p>Tonight is a good time for a little re-post of my #Nashville transit solutions: https://t.co/6JIRwFnmBd #nMotion2015 nMotion 2015 Nashville MTA Nashville Amp</p>
Facebook: April 7, 2015	<p>At the Nashville MTA master plan community meeting - nMotion 2015. They've set a goal to engage 10,000 Nashvillians in the process. Let's all have a voice so we can #getmoving.</p>
Facebook: April 7, 2015	<p>I forgot to add my commute length - 1 hr to Antioch from Downtown in the afternoons. Outreach to that part of the county - Cnap Nashville is a group to speak / tap into. Transit is a big concern for the I24 corridor.</p>

<p>Facebook: April 7, 2015</p>	<p>I've been a member of the board of directors of Nashville MTA for the past seven years. As I joined the board, we were facing an economic downturn and a gas price crisis that caused us to raise fares and cut routes in the face of serious opposition to doing either in an effort to keep our budget in balance.</p> <p>Since that time, we've benefitted from increased interest in transit and constant support of transit from Mayor Karl Dean. We've set new annual ridership records and elevated the citywide and regional conversation around transit.</p> <p>So today, as we kicked off the public meeting portion of nMotion 2015, it was great to see such strong attendance that staff had to add more seats to the meeting room at Nashville Public Library.</p> <p>There's another public meeting tonight at Metro Nashville Police Dept. North Pct. from 6-7:30pm.</p> <p>I hope you can come participate in this critical conversation about Nashville's future for mobility. And if you can't make it this evening, there will be many more opportunities to participate throughout the year.</p>
<p>Nextdoor: April 25, 2016</p>	<p>See you tonight!</p>
<p>Nextdoor: April 15, 2016</p>	<p>The following excerpt from The Tennessee Journal, Vol. 42, No. 15, April 15, 2016 may prove interesting to some in light of the subject discussion:</p> <p>-Tennessee has 11 metropolitan planning organizations, which are required by federal law to coordinate transportation planning for federal funds. Last year, the legislature passed a law prohibiting the MPOs from using "weighted voting" to make decisions. This year, Sen. Randy McNally (R-Oak Ridge) and Rep. Jimmy Matlock (R-Lenoir City) are sponsoring a bill, still in the finance committees, to withhold state funds from any MPO that does not comply. The issue concerns the Nashville MPO, whose bylaws allow giving unequal weight to the votes of different members. In a meeting this week, the MPO board approved a change eliminating weighted voting, though at first an attempt was made to use weighted voting to decide the question.</p> <p>- The change must be approved on one more reading.</p>

Nextdoor: April 15, 2016	<p>There will be two of us that will come. I am Susan Peterson of Villages of Larchwood HOA Board Member and Rusty Whitman, my significant other. I use both the MTA buses and the Music City Star. I hope to give ideas of how to improve travel around Nashville. Thanks for the invitation.</p> <p>Susan Peterson peterson9313@comcast.net 615-604-9313</p>
Nextdoor: April 8, 2016	Thanks for posting! I was trying to copy/paste from the email and it was only posting the website.
Nextdoor: April 8, 2016	Great venue to help build our future!!
Nextdoor: April 8, 2016	yes I want to attend LINDA LURKR
Nextdoor: March 28, 2016	I feel that we should get our roads fixed before we add more transportation. I realize that a rail system or whatever is decided, will put less traffic on our roads, but in the meantime, we do not have the funds to even fix 440, let alone all of the other interstates and roads.
Nextdoor: March 28, 2016	I agree. The roads are terrible. When I have called to report problems, all they do is quick-patch it which only repairs it temporarily. Sawyer Brown is terrible from Charlotte Pike to Highway 70S.
Nextdoor: March 28, 2016	We need to design the transportation system of the next 25 years or await our fate in becoming the next Atlanta. Nashville is vigorous city that is growing by the day. Transportation is not just a way to end traffic, but should foster city planning to make that growth as smooth as possible, increase business opportunities, and create a vision for what Nashville will be in 2025 and beyond. Whether that is light rail, trolleys, a better bus system, or an investment in driverless cars, now is the time to envision Nashville 5, 10, and 20 years from now and figure out how to get to where we want to be.

Nextdoor: March 28, 2016	Roads are not the answer.... yes we need roads to be properly maintained however, roads are not going to fix the issue of too much volume. We need to shift the focus and I wish that we could streamline the process of these meetings, Nashvillian's have overwhelmingly spoken to the plan/scenario that they support. Mayor Megan Barry spoke to this during her campaign that we need to do something big and bold and yet we keep dragging out these meetings. Time is ticking and yes I agree 440 needs to be fixed, it is a Federally funded Interstate highway and will not receive the incremental tax dollars to fix it until Metro Nashville comes up with a viable and significant solution to mass-transit and the areas carbon footprint. That is not speculation that is fact based on how the Federal Dept. of Transportation funds local, regional and statewide road projects. This is the reason money dried up three years ago, Gov. Haslam turned down Federal grants that would have fixed the problems. Now here we are, jobs could have been created and we would have much better roads to drive on, and while I believe that TDOT is very good at raising and allocating funds we need to look at legislation and our Gov't officials in the State House to represent US and not Corporate Interests. The issues of our roads and transit are two mutually exclusive issues and we need to look at them this way. We can focus on BOTH, not just one or the other.
Nextdoor: March 28, 2016	Our transportation system is so outdated and obsolete I'm not sure we will ever get caught up in my lifetime much less improved. Maybe hover boards will improve enough to be used for transportation (I think that is what the powers that be are waiting for!). It appears it will take another 20 years to talk about it as it gets more expensive and the roads get more crowded.
Nextdoor: March 28, 2016	Guess what, Josh? Atlanta started planning MARTA in the 1960's and the first rail line opened in the early '80's. Despite their traffic--the worst of which is in the suburbs and on their primary ring road, I-285--they have one of the best mass transit systems in the country in MARTA. So, essentially we're where Atlanta was 50 years ago. Furthermore, Atlanta killed a ring road about the same time we were building a second one, 840. Bottom line is we're already Atlanta and we're f**ked! Sorry, but I've been hearing about how we don't want to be another Atlanta for 40 years and we've trailed them in dealing with transportation issues for most of that time. And they have the added benefit of properly-timed traffic lights and residents who actually know how to drive.
Nextdoor: March 24, 2016	What time is the meeting being held?
Nextdoor: March 24, 2016	Would like to know time?
Nextdoor: March 14, 2016	How can I find information on which routes apply to my area? Please and thank you!
Nextdoor: March 14, 2016	I need some flyers for Southeast to distribute to the community.
Nextdoor: March 14, 2016	http://bfy.tw/4leV

Nextdoor: March 14, 2016	Our Bellshire neighborhood would like to host one the meetings, in the future.
Nextdoor: March 14, 2016	April 26th is the Madison area meeting at Fifty Forward stay tuned for more information from NMotion folk.
Nextdoor: March 14, 2016	Transit issues are very important, especially to those of us who must commute daily, but a meeting in the middle of a work day is almost impossible for most of us to attend. Have you ever considered a daytime meeting on a Saturday?
Nextdoor: March 14, 2016	There is a meeting this Saturday, April 2, 2016, from 9-10:30 a.m. at OneC1ty, 8 City Blvd. Nashville, TN 37209
Nextdoor: March 14, 2016	Elevated rail system or subway once in downtown area.
Nextdoor: March 14, 2016	Rail...most people don't like busses. Few ride them; mostly people who can't afford a car. Light rail was hugely successful until the late 40s when National City Lines bought up all the trolley cars with the help of GM, Firestone, and some oil companies to replace them with busses. Everyone started buying cars, which is what these businesses ultimately intended. Personally I like rail and will use it when ever possible. I avoid busses like the plague.
Nextdoor: March 14, 2016	Thanks for that history lesson, Sam! I still can't believe the only rail into downtown Nashville is running from Watertown, Lebanon, Mt Juliet and Donelson! ☹ I've heard Rutherford plans on light rail infrastructure by 2035. I will be too old to care by that time! ☹
Nextdoor: March 14, 2016	Love Nashville but they are many years behind. Guess they do not leave Nashville to see how other cities operate. Very sad
Nextdoor: March 14, 2016	Yes, I agree!!
Nextdoor: March 14, 2016	Small, electric buses to connect outlying areas to major routes would be good, also, instead of using huge buses with two or three people in them during the off hours. That would work to connect the Highway 100 and Old Harding/Poplar Creek Road subdivisions to the #5 route down West End and perhaps as "transfer" buses to run crosstown between Harding Road/West End, Hillsboro Road (#7), and Franklin Road/Crieve Hall.
Nextdoor: March 14, 2016	They are metro is why they are different
Nextdoor: March 7, 2016	I think we need MTA bus stops close to our neighborhood.
Nextdoor: March 7, 2016	Light rail. West Nashville to downtown.
Nextdoor: March 7, 2016	First we should look into covered bus stops and safer sidewalks on Harding. Downtown and the airport would be nice direct lines. As far as a regular route to the west. Berry Hill - 100 Oaks Melrose 12th South Belmont Hillsboro Village Green Hills

Nextdoor: March 7, 2016	I would like to see transit in the evenings to midtown-downtown and back.
Nextdoor: March 7, 2016	looks like the majority of surveyors like the visionary plan. I hope we can get the funding to do it. With all of our explosive growth, we need to invest in better public transportation.
Nextdoor: March 7, 2016	I would like to have our bus back that used to run down Poplar Creek through Rolling River, connecting to the Bellevue/West End route. It ran three times a day (morning, noon, and evening) and was taken away during budget cuts. Now, all the hundreds of people who live in the subdivisions off Poplar Creek have to drive five miles and park in a public lot all day to ride the bus the rest of the way. Also, there is no bus service at all on Highway 100. Given how many new neighborhoods there are in Bellevue, and how many more are planned or being built, the lack of local bus service is ridiculous. I would ride the bus every day if I could leave my car in the garage and walk to the bus stop, as I used to be able to do. Even better would be a bus that ran the old route and then continued down West End, instead of ending at the Park and Ride. An extension of the #5 Bellevue/West End route would be very helpful, especially to the many Vanderbilt employees who live in the Poplar Creek Road/Old Harding Pike area and would prefer to ride the bus.
Nextdoor: March 7, 2016	<p>We need turn off lanes on Charlotte. Charlotte was low traffic just 4 years ago, now it's getting as bad as Hillsboro through Green Hills. Building condos on main road with no way to relieve congestion is disastrous...Alabama Ave also needs to become a 2 way road so there are more East to West options in rush hour, even if it's a hybrid lane/can flow one way during morning rush, the other during evening rush. I feel those are two easy ideas to engineer.</p> <p>As far as future transit....invest in the future. No band aids. We need major city transit, don't be Atlanta. I don't care what or how, invest in doing it right as our city shifts into a "major" city. We have way more real estate available right now to come up with a good plan. Let's remain the best city in America, regardless of how we grow. Best minds, best ideas...do it right.</p>
Nextdoor: March 7, 2016	A bus route out hwy 100 from 70 split would be very convenient & possibly ease traffic during rush hours.
Nextdoor: March 7, 2016	Use Uber, much cheaper and more practical than huge empty buses.
Nextdoor: March 7, 2016	We need bus stops in Old Hickory Hills/Cane Ridge area
Nextdoor: March 7, 2016	What are the funding specifics for these plans? Our household doesn't quite understand why we're being asked to weigh in as though money were no object.

Nextdoor: March 7, 2016	<p>Train systems need to run to connecting areas down each major interstate with connecting bus shuttles that run periodically during low times but back to back during rush hours, mornings evenings. late evenings on weekends and holidays. Major thorough fares ex. Nolensville Rd. , Thompson Lane, Buses should only be 5 mins behind one another during rush hours. each major exit ramp for the interstate should also be a train depot. Train systems needs to run so you can get to Lebanon, Franklin, Murfreesboro, Springfield, Springhill, and the airport etc. Keep the price low so lots of people will use the transit system, allow transfers from the train to the connecting buses. Police officers stationed at every depot in two's. Security on each train in two's. Metal detectors ,camera's. whats taking so long traffic is terrible.</p> <p>S.D.</p>
Nextdoor: March 7, 2016	<p>MTA could save a lot of money by not sending so many buses to Rivergate, they usually have no more than 2 riders on them. at the stops there are 2 buses waiting in the sfternoon with bus drivers standing around talking -</p> <p>MAJOR WASTE OF MONEY</p>
Nextdoor: March 7, 2016	<p>I vote for high speed rail going down the center of I-40</p>
Nextdoor: March 7, 2016	<p>I vote light rail above existing roads so that roads are not impacted. A co-worker recently pointed out he enjoys living in downtown Nashville. Working in Franklin, he cannot use present services that he would like to use; just like Nashville traffic reports, the misconception is that everyone goes to town mornings and out evenings. That isn't the case anymore.</p>
Nextdoor: March 7, 2016	<p>Any transit connection from Green Hills to the area of the symphony and those venues close to the symphony would benefit all of us. Less traffic, less competition for the few parking places left and more support for things like the symphony which need as much participation from us as we can give.</p>
Nextdoor: March 7, 2016	<p>A direct transit from Antioch to Brentwood/Maryland Farms would be nice.</p>
Nextdoor: March 7, 2016	<p>A direct transit from the intersection of Nolensville Rd at Old Hickory Blvd to 100 Oaks Mall would be nice, too.</p>
Nextdoor: March 7, 2016	<p>Let's face it, if we're going to have a smart, sophisticated city, then we need transit connecting all parts of the city. It is ridiculous for every citizen in the Nashville Metro area to be subject solely to automobile transportation.</p>
Nextdoor: March 7, 2016	<p>most importantly, fill out the survey!!!!</p>
Nextdoor: March 7, 2016	<p>A lot of non-evidence based opinions here.</p>
Nextdoor: March 7, 2016	<p>I do not think we need a MTA, in our neighborhood, I have lived in the neighborhood for 65 yrs. So peaceful with out the hustle and bustle, leave buses in a in streets.</p>

Nextdoor: March 7, 2016	Re-purposing existing rail tracks, elevated rail and adding more bus service seems to be our only options. I don't think its possible to add rail lines by the interstates even though that makes to much sense. This is going to be a long term goal and investment so it wont happen overnight but lets hope they get going soon. Just don't hire the crew working on 65N by downtown.
Nextdoor: March 7, 2016	I've taken the survey. I don't know whether they'll like my responses, but I've been brutally honest. Know we wait and see what these people actually do with the feedback!...
Nextdoor: March 7, 2016	Light rail from Bellevue to downtown. In the meantime, keep MTA buses better serviced. They breakdown a lot.
Nextdoor: March 7, 2016	Light rail may work until the new wear off. Marta in Atlanta is full of homeless looking for heat and AC or teenagers looking to roll tourist... People like their freedom. It will start slowly, starting back driving to work because "I have this errand to run" pretty soon you are back to driving everyday. Just as the buses run empty, so will the light rail. The Uber and Lyft technology will help. The JoyRide carts that I am seeing adds for will help downtown. 440 and 840 both need to loop completely around the city. An inner and outer loop will take pressure off 40 24 and 65 by forcing big truck traffic around instead of thru town. Agreed that Charlotte pk and WhiteBridge need work. Widening the road and timing on the lights as well as improving the turn lanes would help. If traffic headed east on CP would go down to Morrow then onto Alabama to 40 the traffic headed north on WB could cross and hit 40 there it would break up some of the congestion at that intersection. Just a few thoughts....
Nextdoor: March 7, 2016	Mike, your comments were interesting and you have given this a lot of thought. In Chicago I take the El a lot and it works. Yes, sometimes people urinate in the elevator and some of the stations could use a facelift, etc. However, the El cars are very clean and everyone minds their own business. People tend to give their seat to the elderly, pregnant women, parents with babies, etc. Overall I am impressed. My hope is that when more people take them, the more "say so" all of us will have about the negatives. As downtown parking becomes more expensive and the population grows, alternative transportation will become more desirable. . When we think of cars, just imagine the crowding when there are another billion people around. The longer we wait for alternatives, the more difficult it will be to install. Remember the "right of eminent domain".
Nextdoor: March 7, 2016	From Highway 100 - Harpeth Trace to 12 south!
Nextdoor: March 7, 2016	Music City Star is a joke! Tickets \$5 each, a trip into downtown for family of 4 costs \$40! Only did this once while living in Mt J. If you notice during State holidays, the train parking lots are empty. The only people riding are reimbursed or given tickets by Sate employment. I expect Fed subsidizing is what keeps if going. Too bad, a nice idea, but if tickets were half the price maybe some could actually afford to use it.

Nextdoor: March 7, 2016	Smaller buses, more frequent routes, covered area every other bus stop, or every bus stop.
Nextdoor: March 7, 2016	<p>If Nashville can't afford rapid rail then we need large buses with dedicated lanes to travel in and out of the corridors of downtown Nashville, i.e. Murfreesboro to Nashville, Franklin to Nashville, Hendersonville to Nashville and Bellevue to Nashville. There could be stops at major points like for instance on I-24 from Murfreesboro, stops at Bell Rd., Harding Rd., etc. with secure parking areas for people to park their cars and take the bus to other destinations. I had Jury duty in downtown Nashville last year and had to report to the court house at 8:30. I left home at 7:00 and barely made it the first day via I-24. I tried I65 the next day and it was the same results. On I-24 traffic came to an actual stop and I had never seen that since I experienced that on the interstates in Los Angeles. This is an extremely serious problem that should have been addressed at least 10 years ago. Being the "IT" city has it's downside in the form of traffic, smog, etc. We need to work fast on this.</p>
Nextdoor: March 7, 2016	<p>Has any one ever thought about what would be the impact on traffic if Purcell/Dean hadn't forced all development into downtown? Now, you can't get to, out, through or around downtown. What if Metro had allowed had promoted equal development in the suburbs?</p> <p>My answer to government transit? You can't build your way out of congestion.</p>
Nextdoor: March 7, 2016	Is it a coincidence that the government transit logo look like Hillary's logo?
Nextdoor: March 7, 2016	lets not get into political mud throwing or with reference to national political figures.. There's more than enough of that going around on the tube. I want to discuss these issues calmly and with civility.
Nextdoor: March 7, 2016	A train system would be ideal..
Nextdoor: March 7, 2016	Take the survey ... it is easy and much more effective than posting here.
Nextdoor: March 7, 2016	I feel like trains are going to be the ugliest dirtiest things ever. This is the south. There must be a better way. Chicago and New York are disgusting. I do not want our city looking like theirs. Atlanta is ridiculous too and is not the place to look for answers.
Nextdoor: March 7, 2016	Would like to see some discussion of managing growth become part of this conversation as well. Seems like lots of huge developments are approved without nearly enough conversation about the lack of infrastructure to support them. There becomes a point where you cannot force an elephant into a drinking straw (and I'd hazard we're well beyond that point in many parts of West Nashville.)
Nextdoor: March 7, 2016	Beyond that point in the Brentwood area as well.
Nextdoor: March 7, 2016	DC metro is great and clean. You just have to dis-allow food and drink on the trains and they stay very clean. Not that hard.

Nextdoor: March 7, 2016	I love the idea of trains every time I am in Chicago and fly past the bumper-to-bumper cars. Their EI is efficient and clean (no food or drink rule) and cheap.
Nextdoor: March 7, 2016	I found the same to be true on my trips to the Chicago area Twila. Great way to get downtown quickly and avoid all the negatives.
Nextdoor: March 7, 2016	Boston also has a very efficient mass transit train system in and out of the Downtown corridor.
Nextdoor: March 7, 2016	I have tried several times to talk to someone at MTA about an elevated system, but no one has replied to me. Roger...
Nextdoor: March 7, 2016	I had to drive a lot this weekend, all over town, and it was horrible. Horrible. Worse than Atlanta or D.C., and I don't mean that as a compliment. Took me almost an hour to get from Antioch to the south side of Madison. Ridiculous. Today I tried to drive from the Zoo to Harding Place, and it was backed up so badly that we had to sit through several lights for more than one turn. We have got to do something to address the ability of our interstates and surface streets to handle the amount of traffic we have, especially with the influx of visitors and new residents.
Nextdoor: March 7, 2016	Please take the survey. It's at the top of this post.
Nextdoor: March 7, 2016	Uber and Lyft are not cheaper options, trust me. At random times the fares are different. Getting from West Nashville to the airport or Opryland and back racks up quite the charge. Nevermind the surge pricing. Faster, not cheaper.
Nextdoor: March 7, 2016	I attended the nMotion meeting at Glencliff High School last night. It was extremely impressive to me that many of the Metro planning executive staff were on hand for comments and questions, there was a breakout session for exploration, discussion and development of key questions for each of the 3 plans, and a keynote speaker that has worked in the transportation planning arena for decades on the State and federal level, Dr. Beverly Scott. I encourage all of you to visit nmotion2015.com for more information.
Nextdoor: March 7, 2016	<p>We need a rail line from Murfreesboro to Nashville. Years ago when I-24 was widened would have been the perfect time to at least lay tracks for a future railway system.</p> <p>East Nashville Magnet School, Gallatin Road - traffic clogs every morning and afternoon on this stretch of Gallatin while hundreds of students have to walk across 4 lanes of heavy traffic, most headed toward the tiny triangle next to the library. Solution? Build an arched metal walkway bridge with high sides (to prevent falling) from the school grounds over Gallatin to the triangle and beyond, on the other side of Gallatin. Students will be safe, traffic will flow much, much better.</p>

Nextdoor: March 7, 2016	<p>I'm waiting to see a report of the actual revenue collected from passengers each trip. My hunch is the \$5 per trip doesn't come near to paying for the cost of running the Music City Star. It is likely subsidized heavily by State/Fed tax money. The only people riding (regularly) are on a free ticket by the State. If you look, you will notice most trips the train cars are almost empty anyway, and on State holidays the train IS empty. My guess is that State employment and related agencies are given State and or Fed money to cover the employee tickets. (Our tax dollars! We are paying for it even though not using it!)</p> <p>I'm guessing a train from Murfreesboro to Nashville will be \$10 per trip. Then a bus ride to most work locations is another \$1.70(?) Are people really going to pay \$23 per day, or \$117 per week for their work commute to/from Nashville?</p> <p>Mt J. to Nash. cost was \$5 (RTA). Then a bus trip to my work, and the same back home in the evening would cost me, \$13.40 each day, or \$67 a week. That'd buy a lot of gas, for a car that you still need and have to keep Ins. on and maintain anyway.</p> <p>I believe that if a reasonable price was set, people who actually pay for their commute would use it, and in large numbers! It would then be a viable system, not dependent on tax revenue.</p>
Nextdoor: December 2, 2015	<p>Am I reading this correctly? instead of creating new infrastructure, you're proposing that we solve Nashville's most pressing issue by changing the schedule, the branding, and the payment collection system for our current transit options?</p>
Nextdoor: December 2, 2015	<p>We need more direct routes too.</p>
Nextdoor: December 2, 2015	<p>studies proved that no matter what you call it, people in nashville won't ride mass transit. not in the numbers that would sustain this expenditure. possibly stop the developers from overdeveloping would be a good place to start.</p>
Nextdoor: December 2, 2015	<p>I myself, and so so many more, would love so much to take public transit here in Nashville, the stresses and time it takes lately getting around, I have no doubt that with time, people will catch on and see what magic this is! Please let me know what I can do to attend any meetings about this and help to propose new and different solutions to help with more direct routes..etc...</p>

Nextdoor: December 2, 2015	<p>Ryan and Suneethi, the most recent message is just a call for input on these three specific strategies that fit into the bigger picture of the mass transit overhaul. Over the past few months, MTA/RTA have rolled out numerous strategy papers that focus on specific elements that have to be considered, including light rail, service to new areas, and route simplification.</p> <p>http://nmotion2015.com/our-blog/ has all of the reports that they have asked for input on.</p> <p>Thank you for being concerned about Nashville's transit and getting involved! I personally am very thankful that they're actually asking us all for our thoughts on such a big undertaking.</p>
Nextdoor: December 2, 2015	<p>Sharon Ford, to which studies do you refer? All public transportation efforts are not desired equally. I think people might be more amenable to light rail than to bussing for example. Also, expanding sidewalk and bike-lane options to encourage non-motorized transportation buy-in is really important.</p>
Nextdoor: December 2, 2015	<p>Matt--they just called these the "three final strategies." What does that mean?</p>
Nextdoor: December 2, 2015	<p>I just returned from a trip to Sydney, Australia. Their mass transit system, consisting of buses, trains, light rail and ferries, are all going to a smart card called the Opal card. We found it easy to use and the transportation system was easy to navigate. They are totally eliminating cash and paper tickets at the start of the year.</p>
Nextdoor: December 2, 2015	<p>I think using smaller buses in the outlying areas to feed into the central hub would be very useful. There used to be a bus that stopped right outside the entrance to Allen's Green that my wife would take to work, but they cancelled it for some reason.</p>
Nextdoor: December 2, 2015	<p>You have released 2 strategies. "Branding and Marketing" isn't a "strategy" for fixing our transportation issues.</p>
Nextdoor: December 2, 2015	<p>Every Metro bus I see (regardless of time of day) is nearly empty. The system we have is not being used, yet some are calling for a light rail system (that could cost \$100 million per mile). Even the AMP at \$174 million cannot be economically justified. I am not a subscriber to the idea ... 'if you build it, they will come'.</p> <p>Good reads:</p> <p>http://www.citylab.com/commute/2014/04/h...</p> <p>http://www.thetransportpolitic.com/2010/...</p>

Nextdoor: December 2, 2015	Ryan, I'm not sure of MTA's exactly usage of the term "strategy" but I see it as the strategy of solving that one particular element of mass transit. So the report on branding and marketing is just talking about the possibilities in that realm of the bigger picture of reforming Middle Tennessee's transit issues. Hope that helps clear up that confusion, as I too feel their use of "strategy" could be misconstrued.
Nextdoor: December 2, 2015	Branding and marketing advertises to customers what the services do and don't offer, help people find their way around both the transit system and our town, and are very valuable. Read the links guys. :)
Nextdoor: December 2, 2015	Tam. I, I am surprised anyone considers Nashville buses to be an indication of what a train would do here. Between the idiotic and useless transfers to the downtown station, the fact that buses drive and the problem in Nashville is too much driving, and the general bad impression of the buses, it's no wonder no one uses them. I don't see a light rail plan as being comparable to this at all.
Nextdoor: December 2, 2015	<p>As a previous user of Public transportation, not only here in Nashville, but metropolitan Cities all over the US, I think it would have been wiser to seek manageably the help from them. I have noticed that in Nashville, cities like Phoenix, and Atlanta could be two cities to look at. One having no 'rail' system, all buses. And Atlanta with a Rail System. Nashville is swiftly growing in Numbers, and is reaching out to expand. Technology is so rapidly growing, and the unlimited savings on Solar, combined with transportation, it would behoove this Administration to use prudence. Evaluate 'quickly' the initial costs, to savings of the future. Our last Administration, which I think over all did a fine job, had hopes of the West End Public Transit System.</p> <p>I could see, at a larger cost now, a rail system from the West End, through Downtown, across the River to Opryland. All I am saying is to consider the Future of Nashville, and do we really want a lot more diesel fueled buses, when there are healthier alternatives, more efficient means, and perhaps gain Federally Matched Grants for going green.</p> <p>Small buses on the outer edges of the city, to connect with 'Inbound' Routes, to use a 'transfer' to downtown still only increases the number of buses to downtown area.</p> <p>A rail system would keep all those buses from having to go into downtown, but connect with the rail at some point, then only the rail goes through downtown. One gets on the Rail, and when they get off, can go directly to route buses that could run circles 'around the city.</p> <p>Electric is a good way to grow.</p>
Nextdoor: December 2, 2015	Light rail is fast. I'd gladly ride a light rail to east Nashville, or downtown. I've never ridden an MTA bus.

Nextdoor: December 2, 2015	Branding and marketing are a big component of any strategy since you have to have buy-in to make it work. That's the problem with buses. I would love to see some research on cross-demographic interest in bus transportation. I have nothing to substantiate this other than my own perceptions, but I bet that people in the middle to upper income demos have no interest whatsoever in riding buses (with the rare anomaly). Trains are a different story- these two modes are viewed very differently by most consumers.
Nextdoor: December 2, 2015	I want trains! Lots of them! Light rail, subway, anything! And stops within the nashville metro neighborhoods, not just out to the burbs!
Nextdoor: December 2, 2015	I would like to see trains as well.
Nextdoor: December 2, 2015	Try Google maps before you start a trip, I needed to go from Elberta st. To Bell rd. On Murfreesboro rd. Drive, 23 min Bus 2 hours 18 min Bike 1 hour 23 min Walk 4 hours, 23 min Looks like we all need cars.
Nextdoor: December 2, 2015	Trains are amazing!!!! If I had the option I would ride the train every day. Currently I either take the bus or ride my bike. The bus is fine if it shows up on time. And Google is never accurate about its schedule. My wife and I took a trip to NYC recently and we got a 7 day metro pass and rode the subway everywhere. Google was always very accurate there about the train schedule. Anyways, trains are great. If not trains I would appreciate a better metro-Google relationship so I can plan my transit better. Thanks for this thread!
Nextdoor: December 2, 2015	As a child we would ride the bus not a problem. Today the area has a large bus and no one riding . Miini bus one west end Hillsboro and Charlotte. The larger buses are fab. From Hendersonville Springfield out side of Davidson co. People like the train from Wilson co. The area from Bellevue to town franklin to town might need a mini bus riding would be better and faster. Afternoon bus from down town to home has been the reason I don't ride I get off work at 430 the bus for me leaving 4:55 it's not good. 4:45 is good . Small is better have back up to big bigger why because most people need to see something being used
Nextdoor: December 2, 2015	elevated trains using the median on existing interstates.

Nextdoor: December 2, 2015	<p>Interstate entrance/exit ramps. Fix them. Make them longer.</p> <p>When entering an interstate, you should be at speed by the time you hit the interstate from the ramp. Try doing that on Harding Place and I24N (W). Or getting onto I24N (W) from Briley. Impossible.</p> <p>The cloverleafs. Get up to speed? Impossible.</p> <p>Much of the I24 traffic issues would be relieved if the ramps were simply made longer to get up to speed and to merge. And since the state has the right of way, there should be no red tape to make it through.</p> <p>Traffic on I24S (E) at Harding Place and Bell Road is always backed up on the interstate because the exit ramps are not long enough.</p> <p>The interstate system in this city is horrible, and most of the issues can be rectified very easily and inexpensively.</p> <p>And while on a rant, how about repaving I440 so it doesn't beat the hell out of our cars every day?</p>
Nextdoor: December 2, 2015	<p>Some great comments here, but I'm afraid they're not getting to the right people. The nmotion site has options for commentary on all of the issues (sub-categorized). I recommend you all contribute to the discussion.</p>
Nextdoor: December 2, 2015	<p>Electric Street cars like what is available in Portland Oregon would be ideal for traveling around the city core. Or even Trolleys.</p> <p>For the commuters from surrounding areas (Mt Juliet, The Boro, Franklin) There should be something that bypasses the interstate. Either Trains or elevated Rail. The Chicago L train is amazing and easy to use.</p> <p>The Biggest issue is actually not transportation related however. It is the Businesses which all work the exact same 9 to 5 schedule. The State desperately needs to incentive businesses to change this. Even if 25% of area business changed their schedules it would help. This could be done by starting earlier or later in the day, or it could even be implemented as 3 hour lunch breaks for companies that have employees interested in that.</p> <p>Imagine taking a 3 hour lunch break to do errands, and then leaving the office at 6:15 / 6:30 when traffic is much calmer. Having the option to do this would help a lot.</p>
Nextdoor: December 2, 2015	<p>A good above ground rail transit system could be implemented along the interstate system in Nashville and downtown. Also in surrounding areas.</p>

Nextdoor: December 2, 2015	<p>seems like the only negative comments about rail refer to how other cities did not help the core populations to grow. This misses the point. It's not about growing our downtown population. It is about allowing Nashville area people from all cardinal directions to move around the Nashville area, leaving our interstates open for people driving through town. They are called "Interstates," not "Intrastates." Politicians don't want to go there because it would never be completed before their re-elections...because half hearted information is thrown at them by a half informed public.</p> <p>Did the property values in those other cities rise more than if they had no rail? What's the traffic like in those towns? etc etc etc</p>
Nextdoor: December 2, 2015	<p>We need something that bypasses downtown. Cool Springs and Brentwood have become huge business centers similar to North of Atlanta. In the last 5 years I've seen my commute from Old Hickory to Brentwood increase 50 to 100% depending on time of day and day of week. The growth of Cool Springs corporate offices and the 100 Oaks Vanderbilt presence has been detrimental to south side traffic flow. We need to alleviate the huge bottlenecks in midtown of people trying to get across town. How about toll roads or trains from east to south and west to south near the Old Hickory Blvd or Harding/Donelson Pk corridor? Briley Pkwy could be enhanced to and become a key road in the north to south and east to south traffic flow. Implement the long range plan to build a limited access connector from Hendersonville through Old Hickory to Briley. Make Briley fully limited access from the I-40 interchange east of town to the I-24 interchange southeast of town. Consider building ramp accessed service roads in the 2 - 3 mile stretch. Some intersections have been changed to ramps over the years, but not all.</p>
Nextdoor: December 2, 2015	<p>A big criticism of Metro's Transit system seems to be the lack of use/participation. A good start to rectify this situation might be to further subsidize Fares to a level equal to about a quarter of what they are now or, even FREE! The taxpayers pay for any Capital improvements as it is and this would offer some return on their investment/expenditure; possibly improving ridership as well, thus making plans for expanded service be more worthwhile.</p> <p>It does no good to run more half-empty (or less) buses - and never will! Maximize utility first.</p>

Nextdoor: December 2, 2015	<p>Coming from a city replica in many ways to Nashville, it helps to build the infrastructure before the people come. Indianapolis roads grew before the people and there was a plan. Nashville people are wonderful, but the roads and housing issues are out of control. I have read numerous articles in Nashville Business Journal that the governing bodies don't want to widen roads because more cars will come. That is the most ridiculous thing I have ever heard. Giving tax breaks to large companies to move here without an infrastructure to support all these people demonstrates that governing politicians are not thinking of what the cause effect will be of bringing companies here in terms of traffic. They only want tax dollars to bring them here and hope that everything will work out.</p>
Nextdoor: December 2, 2015	<p>To Richards commit, how about 1/2 price on long term rides, if you can show a valid drivers license. To make mass transit work it has to have an insensitive that will make working individuals be willing to give up freedom.</p> <p>See last response Google maps</p>
Nextdoor: December 2, 2015	<p>Just thinking like sometimes I do (just 'sometimes' though) They could use more 'Park And Ride', and what the Driver saves on Parking In Downtown Nashville, could Ride in Comfort, and a lot less aggravation. Issue an all day pass when they park, which is only \$4 or \$5 I guess. It is a matter of choice, and like Jeff says, losing the 'freedom'. It may not be for everyone, but a consideration to those that work 9-5...</p> <p>I have never in my 8 years off Harding seen so much Traffic, coming and going. Harding has a lot of vehicles during the day. And if not mistaken, on the other side of I24 the City already owns some of that land.</p>
Nextdoor: November 23,2015	<p>I hit the wrong thank button. I wanted to thank the writer of the above communication letter. It was well organized, with helpful links, easy to use and informative, even if all did not pertain directly to my immediate area.</p>
Nextdoor: November 23,2015	<p>I think Nextdoor is turning into a valuable resource for distribution of this information - which in the past has always required you to actively seek it out.</p> <p>However - Mark H. - you should be able to block these messages in your "settings" area by turning off notifications from Agencies. Changes are being rolled out shortly which will drill down even further (screenshot from Leads forum attached). For now, turning off "Agencies" should do it.</p>
Nextdoor: November 23,2015	<p>How many complaints about speeding busses need to be filed before action is taken?</p>
Nextdoor: November 3, 2015	<p>Why don't y'all use meerkat or periscope so we can see a live feed?</p>
Nextdoor: November 3, 2015	<p>Great suggestion, Alicia!</p>

Nextdoor: November 3, 2015	Very good suggestion Alicia
Nextdoor: November 3, 2015	Thanks, but won't be available for this chat; maybe it will be posted later.
Nextdoor: November 3, 2015	Can someone ask Steve why there is always a bus parked in front of Shoneys on white bridge rd no matter if its rush hour or the middle of the day. It causes more traffic since it completely blocks a whole lane for up to a half hour at a time.
Nextdoor: October 21, 2015	Anyone who has experienced a city with a light rail system will say choose light rail. Hands down the cleanest and most user friendly transit system.
Nextdoor: October 21, 2015	These are GREAT! Everyone please make your voice heard! Nashville is headed for gridlock if we don't solve our traffic woes ASAP.
Nextdoor: October 21, 2015	The light rail sounds awesome, especially if it is elevated in places. I do like the look of historic street cars better, but I think the light rail sounds like the best route for our city.
Nextdoor: October 21, 2015	In cities under about 5 million light rail tends to get sparse use. It's great until you look at cost.
Nextdoor: October 21, 2015	Thanks for these great insights. Appreciate all of the work that goes into making these reports. I hope I can speak for my neighbors in the Capitol District in saying that we look forward to moving Nashville mass transit forward.
Nextdoor: October 21, 2015	Could you email me this so I can forward it to a client? We're currently looking at property in the Hermitage area adjacent to the star for deaf folks and this could help us! debra@debrawaters.com
Nextdoor: October 21, 2015	Was not aware that MTA went thru Bridgewater. If not, why is this on Nextdoor Bridgewater?
Nextdoor: October 21, 2015	cost comparisons of rail service typically only look at it from an ROI that does not consider the increase in economic activity that is brought in, the increase in property values, and the decrease in costs not only to road maintenance, but individuals' own auto maintenance. Read this article. http://enr.construction.com/infrastructure...
Nextdoor: October 21, 2015	Live at Lake Chateau and have been riding the train and buses downtown for two years. Really a plus for getting to work. Don't have to worry about finding a parking place, just head over to the train station to catch the train or the bus.
Nextdoor: October 21, 2015	I agree with Jeremy. In the long term, rail transportation (light rail, streetcar, or commuter rail) would be most advantageous.
Nextdoor: October 21, 2015	The MTA does not come in this area enough only 2times a day

Nextdoor: October 21, 2015	<p>My friend has a problem with Access Ride drivers, dispatch and Allied cab. MTA staff can be rude and the taxi drivers are rude; customer care is nonexistent. The service is inconsistent and no one accepts responsibility for bad service. Couldn't MTA/Access Ride at least provide a courtesy call when they are going to be late picking someone up? He was left stranded On his last ten calls, he has had five perfect rides (timely pickups and courteous drivers), three no shows, two rude drivers, and dispatch sometimes doesn't answer the phone.</p> <p>Please address these issues. Metro has the ability to fix this problem.</p>
Nextdoor: October 21, 2015	<p>We need to consider Above Ground Raised Rail like Chicago</p>
Nextdoor: October 21, 2015	<p>I like these https://www.youtube.com/watch?v=a2a7H7ut...</p>
Nextdoor: September 28, 2015	<p>You have to copy the link and paste it into your browser.... That said, we come from a city with awesome public transportation -- Chicago. We used the metra rail system for work and pleasure to get into the city. We also brought our bikes onto the train with us so we could get around in the city easier than having to use a taxi. It would be nice to see an expanded availability of the Music City Star outside of the business commuter schedule. We would use the train to go downtown for entertainment as well as meet up with friends.</p>
Nextdoor: September 28, 2015	<p>We also moved from Chicago and totally agree - the transit was amazing. Between the EL (elevated line), buses and the Metra you could get anywhere in the city or the outlying suburbs and it was really affordable. There were also different price points based on usage. Main expressways (90/94) would get backed up but it was easier to navigate because you weren't constantly merging onto multiple expressways and having to cross multiple lanes (fewer bottlenecks/safer).</p>
Nextdoor: September 28, 2015	<p>This city needs sidewalks so we can walk to the bus stop SAFELY. We do not have a city that is walker friendly. Changing the habits of Nashvillian's will require more than more bus routes or train service. It will require a change of mindset and creating safer neighborhoods with sidewalks and access to services like grocery stores and restaurants.</p>
Nextdoor: September 28, 2015	<p>I agree with Cahna about the city needs to be walking accessible, even in the Hermitage area. Also, the bus system could be easier to navigate. I suggest to post times for arrival and departure at the bus stops.</p>
Nextdoor: September 28, 2015	<p>MTA is focused on "Captive" riders not "Choice" riders. So, for everyone in West Meade it doesn't matter what you want, buses are not going to be coming out here. Our only job is to pay ever higher taxes so the captive riders can continue to enjoy free-cheap transpo. Sounds cynical but I have been down this road before and have spent alot of time trying to be "heard" to no avail.</p>
Nextdoor: September 28, 2015	<p>Andy: I'm not sure I understand what you mean. The #5 bus runs from West Meade directly to the center of town.</p>

Nextdoor: September 28, 2015	<p>AMP was designed to make traffic worse in hopes that we could force people to leave their Land Rovers on the west side and ride a bus that had exclusive access to about 50% of the paved surface of West End Ave. That kind of manipulative strategy (same thing that turns full traffic lanes into bike lanes) is entirely antithetical to what it means to be American.</p> <p>Let's address our biggest traffic snarls systemically and share cost with the counties whose residents use them... Murfreesboro should pay for the bulk of a rail system that might bypass I-24. Franklin people won't use it. Hendersonville probably would. Dickson could be on the list for 10 years from now. The whole center hub vs. grid system bus problem needs a serious overhaul to. Our buses run empty because they are impractical. Let's get more efficiency from our existing system before we add to it.</p>
Nextdoor: September 28, 2015	<p>Exactly right.</p>
Nextdoor: September 28, 2015	<p>I went and put in comments.. I think it is very important to put in comments. Just shows how interested we are in the system improving. And in getting this city walkable. The only place to cross the street in this town is 125 or a school zone!!</p>
Nextdoor: September 28, 2015	<p>I'd bet dollars to donuts all the people "thanking" the original post all drive cars to work. They must think those new multi-million dollar buses driving around EMPTY are "helping poor people". As few people that use buses here they could use mini-vans. It's a tremendous waste of money. Has anyone noticed how many pot holes are on our roads? Why aren't those fixed? Government has but one priority, to make the government bigger and hire more employees that do less and less work.</p>
Nextdoor: September 28, 2015	<p>I thought the same thing as far as using smaller buses! That would take a little field work, get some numbers down and stop using these giant accordion buses for 8 people!</p>
Nextdoor: September 28, 2015	<p>A commuter rail system would be idea. I have seen this system work in the DC metro area. The rail system serves MD, VA, and DC, (rail goes over the Potomac River) so it can be done. As this area continues to experience the growth that is happening now and predicted for the next 20-50 years, a rail system would more than offset the cost.</p>
Nextdoor: September 28, 2015	<p>What is really needed for MTA's bus system is a real-time arrival solution so riders can see exactly where buses are. Being able to see where a bus is in relation to a stop would help make the bus more attractive. Currently you go to the stop and wait an unknowable peroid of time until the bus shows up, almost never on time.</p>

Nextdoor: September 28, 2015	<p>I found an App on my phone helps a bunch! Try "Transit App" for your Android. It will even Notify you when your stop is coming up. https://play.google.com/store/apps/detail... According to the Press Release http://www.nashvillemta.org/Nashville-MT... Real-time info is ready NOW! NASHVILLE (MTA & RTA) is a supported city.</p>
Nextdoor: September 28, 2015	<p>I found bus schedules on line at http://www.nashvillemta.org/Nashville-MT... They show what time the bus arrives at certain stops. I've never used the buses in Nashville but we are thinking of using them to attend events at TPAC to avoid parking and long waits for Valet. We live in Bellevue. It appears that the buses might not run late enough back to Bellevue for some events. Have any of our neighbors used buses for events downtown? What strategy did you use?</p>
Nextdoor: September 28, 2015	<p>The TransitApp for iOS works really well. The time & stop info is not real-time, however (which would be nice). Here's a link: https://itunes.apple.com/us/app/transit-... . Apparently, real-time info is coming (press release: http://www.nashvillemta.org/Nashville-MT...).</p>
Nextdoor: September 28, 2015	<p>Would like to see Nashville Star offer weekend schedule.</p>
Nextdoor: September 28, 2015	<p>I would love a train for Nashville going to Hendersonville, franklin, Cool Springs, Spring Hill, and Antioch. This would help with traffic.</p>
Nextdoor: September 28, 2015	<p>One of the problems with trains is finding track availability. Traffic in Nashville has become horrid! Buses don't always get you close to where you want to go. I know I could drive to work in 25 minutes but the buss would take me about 2 hours.</p>
Nextdoor: September 28, 2015	<p>Im really sick of transplants from other states coming in and advocating more public funded programs/taxes. If you want more of what you had 'back home' (less job opportunity, state income tax, higher property tax, more programs) then please go back to the wonderful state you came from!</p>
Nextdoor: September 28, 2015	<p>Yeah. You are free to buy up the land to lay the track, and purchase a train to run on it. You can charge a fee to ride if you want, but don't ask me to pay for something I'm never going to use.</p>
Nextdoor: September 14, 2015	<p>I'd like to attend one of the transit talks. Give me a heads up on a few and I'll stop by. how can we find out more information about this project. I browsed the site and didn't find what I was looking for. Thanks!</p>

Nextdoor: September 14, 2015	<p>Hello,</p> <p>I also browsed the site, and found it pretty ambiguous. As a transplant, it took "a lot of clicks" to gain a general feel for what nMotion is; how it works; or serves the community. I'm still pretty unclear :/</p> <p>I'd love to attend a transit talk as well. I believe the website leaves many "specifics" out...</p> <p>After living in major cities who depend upon a public transportation system, I've found Tempe, AZ had a great local "system within the system." I'd like to actively participate in anything that would help bring the concept (http://www.tempe.gov/city-hall/public-wo...) to communities in Nashville. Something like that could have a great ripple effect for business and community growth and connectedness.</p> <p>Just a thought.</p> <p>-Kimberley</p>
Nextdoor: September 14, 2015	<p>Just moved here from a city of the same size and traffic here is ridiculous. Building in Nashville seems to have no codes or boundaries or thought to allowing anything. No codes. Nashville is going to turn into an Atlanta nightmare if politicians do not think their tax incentives thoroughly through.</p>
Nextdoor: August 14, 2015	<p>I tried to post on nMotion but was unable to get my message thru. One thing nMotion lacks is avenue of communications (Twitter, etc.) that works for everyone.</p> <p>The question I attempted to answer was, where do I think BRT would work.</p> <p>My answer is...</p> <p>Charlotte Ave. you could build a car park at the exit off the highway and BRT folks down to the urban center. That would eliminate all those vehicles from the core of the city.</p>
Nextdoor: August 14, 2015	<p>Phin, I work with nMotion and will be sure this comment gets in the right hands. I know they are regularly reviewing all the comments on Nextdoor. Why wouldn't your message go through on the web site? If you can be more specific I can make sure it gets fixed. Also nMotion is on twitter https://twitter.com/nmotion2015 What sort of avenue of communication is missing?</p>
Nextdoor: August 14, 2015	<p>Wait isn't there already a BRT going down Charlotte, but I second the idea about a car park. Good one.</p>
Nextdoor: August 14, 2015	<p>WHAT HAPPENED WITH THE #22 THIS MORNING WAS EVERYONE OK?</p>


	<p>Very disappointed by MTA's lack of accountability with respect to public meetings and in the rudeness displayed by MTA's corporate office.</p> <p>When Steve Bland appeared on Openline the other evening I decided not to ambush him but rather to phone his office the next day to request that I be accorded the same courtesy to which every respectful MTA patron is entitled.</p> <p>MTA stages (the operative term) public meetings because it is required that its meetings be public. Citizens who wish to be heard must be pre-approved and their remarks severely time-limited. The Board sits in silence other than to "thank" the speaker who thereafter receives no further reply.</p> <p>Calls to MTA's corporate office- to Steve or his assistant, Kathy- are always intercepted by an answering machine. This would be fine if the calls are returned, a rarity in my experience.</p> <p>I am not providing any specifics at this time, again, out of respect to MTA. If there remains no reaction from MTA to this post and therefore no desire to discuss these matters- one of which involves a pretty serious accusation by MTA's self-insurer that should be of interest to MTA's riders- I will reserve my right to inform my neighbors.</p> <p>Nextdoor: August 14, 2015</p> <p>Stacy Harris</p>
<p>Nextdoor: August 14, 2015</p>	<p>Cortnye, is not the purpose of a new transit plan to improve the flow of traffic? How about starting with coordinated stop lights? I realize this may not be in your wheelhouse, but this is the most simple and efficient thing Metro can do until we get something up and working.</p> <p>I'll fill out the survey. On another note, gondolas seem to be going places.</p> <p>http://urbanland.uli.org/infrastructure-...</p>
<p>Nextdoor: August 14, 2015</p>	<p>Just took the survey. It's not really asking the public for ideas, only how to fund predetermined plans.</p>
<p>Nextdoor: August 14, 2015</p>	<p>Who do we address the issue of traffic pile up & delays early morning between 7am & 8 am at intersection of Gallatin Road & Due West ave where bus stop station is on 2 lane street. Bus stops & traffic backed up Neelys Bend Rd, moving at a crawl, jammed. Taking kids to school at Goodpasture is a nightmare . Bus stop needs to move up a few feet at turning lane in front of gas station out of the way of direct 2 lane busy street?</p>

Nextdoor: August 14, 2015	Maybe the next mayor, whoever that is, will have some common sense. I can only hope. Yes to coordinated stop lights and lets put in some cross walks so people aren't run over every other day.
Nextdoor: August 14, 2015	Praise that, timing lights is just a no brainer
Nextdoor: August 11, 2015	Thanks for the information, Cortnye, and thanks for your presentation at HENMA last night. I can't make it to the meeting tonight, but I'm reading the report that is on the website. I'm excited about the potential---especially working in partnership with RTA to get transportation solutions more connected to the surrounding counties along the interstates.
Nextdoor: August 11, 2015	I'll be there. ...and will continue to post these facts until i am either shown to be incorrect or we get some trains. (in 2011, Nashville had around 609,000 people. Atlanta started building the rail portion of its MARTA system in 1975, when the city's population was around 460,000. The 13 county Nashville metro area contained about 1.75M people in 2010. The Atlanta area contained just under 2M people in 1975. The point: Atlanta's system is behind the curve, which makes us way behind the curve. It is time to lay some rails.)
Nextdoor: August 11, 2015	Any information to report back to those of us that missed last night's meeting?
Nextdoor: August 11, 2015	Apparently you have to load the above page (http://nmotion2015.com/events/) and click on "News", at the top of page; then, select the meeting in which you are interested which will load a .pdf document containing a News Release or brief summary of the meeting.
Nextdoor: August 11, 2015	The Last Meeting: "The Metropolitan Transit Authority (Nashville MTA) and Regional Transportation Authority of Middle Tennessee (RTA) will update the community on the latest developments in the year-long strategic planning process known as nMotion 2015 at two upcoming meetings on August 11 and 12, 2015. ..." is available at: http://nmotion2015.com/wp-content/upload...

	<p>The meeting before that (July 20) can be viewed at: http://nmotion2015.com/wp-content/upload...</p> <p>"... These are the key findings in a new State of the MTA System report, which is the first of a series of reports completed by Nelson/Nygaard, the lead consulting firm for the yearlong nMotion strategic planning process for Nashville MTA and Regional Transportation Authority of Middle Tennessee (RTA). A similar report on the state of the RTA system will be released in early August. ..."</p> <p>This file contains a couple of links to more detailed information. The oldest, the July 10 announcement of the Final phase is at: http://nmotion2015.com/wp-content/upload... and also contains some links.</p> <p>I assume you can receive more information if you send Cortnye Stone a Private Msg by clicking on her name, above her posting.</p>
Nextdoor: August 11, 2015	
Nextdoor: August 3, 2015	Say no to AMP and anything like it.
	<p>Cortnye, thanks for the updates regarding the public meeting. It is quite obvious that with the growth of Nashville, and the tremendous amount of construction that is going on, there is need of a mass transit system. A rail system comes to mind. Hailing from the Washington, DC area, I witness the growth and traffic problems that arose. When the subway system open, a lot of the traffic problems were eliminated.</p> <p>Part of the DC system goes underground and above ground. An above ground rail system would work wonders here for riders. I believe that members of the MTA should start looking into this idea and start visiting cities with rail systems. I still miss the subway system even though I have lived in TN now for over 8 years. Linda</p>
Nextdoor: August 3, 2015	
Nextdoor: August 3, 2015	If we want a change, we need to be part of it 🍷
	<p>Definatly must have some kind of mass transit. Nashville is not Atlanta or I hope we will avoid their pitfalls. An Elevated Train has to be the answer just need some politicians with the pull to be able to get it done.</p>
Nextdoor: August 3, 2015	
Nextdoor: August 3, 2015	Kris, busses have steering wheels and can change their routes but an elevated train is limited to one route. Just something to think about. If the MTA isn't sending busses where you want them to now, maybe you can get them to adjust the route.
	<p>I don't use the public transportation system seeing that would be hard being a real estate agent. But I would use it for going downtown as I do the star now.</p> <p>what other large city do you see without both? It's going to happen and with the growth expected in this area it's either now or later at a higher cost later.</p>
Nextdoor: August 3, 2015	

Nextdoor: August 3, 2015	Surface rail with Uber and Lyft from a train stop to final destination will do the job. Need rail from Clarksville, Franklin, Murfreesboro, Gallatin and maybe Columbia with stops at strategic locations.
Nextdoor: August 3, 2015	We will see a lot of development at the various train stops.
Nextdoor: August 3, 2015	in 2011, Nashville had around 609,000 people. Atlanta started building the rail portion of its MARTA system in 1975, when the city's population was around 460,000. The 13 county Nashville metro area contained about 1.75M people in 2010. The Atlanta area contained just under 2M people in 1975. The point: Atlanta's system is behind the curve, which makes us way behind the curve. It is time to lay some rails.
Nextdoor: August 3, 2015	Rapid transit should go somewhere and the buses shouldn't run empty. We don't need those new multimillion dollar buses, they could use a short school bus. By the time the ridership gets large enough to justify the cost of those buses they'll long be worn out..."If we build it they will come" was movie fantasy not reality. Hopefully the next mayor will be more fiscally responsible and do things like fix the potholes in the roads. Money doesn't grow on trees unless your spending other peoples like government does. I've lived in 7 states and 30 major cites and I've been just about everywhere. I ain't from around here.
Nextdoor: August 3, 2015	The ideas that bubble up from discussions like this, community-wide, will help drive a sound approach.
Nextdoor: August 3, 2015	Anybody knows South America public transportation system, like Bogota, Buenos Aires? They are really good system. With our possibilities we can do better than there!!!!
Nextdoor: August 3, 2015	On Some routes the buses are completely full. Imho buses will never be the long term solution.
Nextdoor: August 3, 2015	I think the main line buses, like galitin rd should run later since there are so many things going on downtown now. (Preds games, concerts, bars, ect.) it's a great way to travel.
Nextdoor: August 3, 2015	I'm a regular Music City Star rider (for the past 3.5 years). It really works well for us. We're a 1.5 car family (one car and one Honda scooter).
Nextdoor: July 31, 2015	Excited to know what changes are coming.
Nextdoor: July 31, 2015	I wish we could get service back on Robertson Rd.
Nextdoor: July 31, 2015	Welcome! Looking forward to real-time tracking!
Nextdoor: July 31, 2015	Me too on real time tracking!
Nextdoor: July 31, 2015	Madison is a gold mine opportunity as a transit model and case study for trial transit concepts. Will there be transit city grants for areas identified as transit villages?
Nextdoor: July 31, 2015	What fun!
Nextdoor: July 31, 2015	That's great news!...We have all those big beautiful new multi-million dollar buses and all we need now is more than 3 people riding on them.
Nextdoor: July 31, 2015	Where is a bus that takes care of Highway 100?

Nextdoor: July 31, 2015	Robin, in 2014 ridership on MTA was around 850,000 passenger trips. That's nearly double the number of rides since 2010. Not to mention that thousands of metro students use MTA daily for transportation to and from school.
Nextdoor: July 31, 2015	On several routes, the buses are full.
Nextdoor: July 31, 2015	The Star often runs 80% full.
Nextdoor: July 31, 2015	Not a lot of buses coming and going out this way from Old Hickory and Lebanon Road area to Downtown. Only a couple times a day seems we have more for this large of an area. Just moved here about 6 months ago and was very surprised about the minimal amount of times for buses.
Twitter: June 10, 2016	@dylanhall011 Sounds like you're talking about @NMotion2016
Twitter: June 2, 2016	He's right. Lots in the works-mixed use dev (note cranes), sidewalks, intersection imp, signals, Uber, bike lanes...
Twitter: June 2, 2016	@transportBriggs what are model transit systems that Nashville can pattern it's system after?
Twitter: June 2, 2016	@obsolete29 @NMotion2016 has examined Denver, Charlotte, Austin, Atlanta, & Raleigh as aspirational peers. http://nmotion2015.com/wp-content/uploads/2015/07/nMotion-State-of-the-System-20150714-_peer-review.pdf ...
Twitter: June 2, 2016	@transportBriggs @NMotion2016 do you believe there is any awareness that we need cross town routes and some actual BRT?
Twitter: May 25, 2016	@karaturrentine this is exactly what @Nashville_MTA is working on with @NMotion2016 plan. Trying to find new riders, more frequency, etc.
Twitter: May 24, 2016	@TGonzalez @NashTheTraffic @walkbikenash @NMotion2016 @WPLN Interstates have become secondary/tertiary roads.
Twitter: May 24, 2016	@TGonzalez @walkbikenash @NMotion2016 @NashTheTraffic Quit my job downtown & started my own business. My commute now-Lebanon to Watertown!
Twitter: May 24, 2016	Tell us: How Has Nashville Traffic Altered Your Life? http://bit.ly/20vccpl Attn: @walkbikenash @NMotion2016 @NashTheTraffic
Twitter: May 17, 2016	major Nashville CEOs support expanding mode-choice so workers can get around congestion. @NMotion2016 @NashWalknBike
Twitter: May 16, 2016	@MayorMeganBarry @NMotion2016 I just completed the survey. I appreciate your response to my tweet, wasn't expected
Twitter: May 11, 2016	@NMotion2016 Thanks for the follow! Keep up the great tweets!
Twitter: May 11, 2016	Check out my interview for @tn_tribune. I speak about @nmotion2016 -Take 10 On Tuesdays Featuring Shontrill Lowe
Twitter: May 10, 2016	Nice turnout at @DwnTwNashville to hear about #NWcorridor #transit options from @WSP_PBworld and @nMotion2016
Twitter: May 10, 2016	@Zach_Olds please share your input on @NMotion2016's transit proposals at http://bit.ly/1XjeMjz ! @Nashville_MTA may have a route near you.

Twitter: May 4, 2016	@ohknowitsjoe we are working on it every day! Have you provided your input on our @NMotion2016 scenarios?
Twitter: May 3, 2016	@makalea_b @CNT_tweets @NashvilleMetGov That is why we've been talking @NMotion2016 with residents. We want to meet that growth head on.
Twitter: April 30, 2016	Great turnout for Northwest Corridor Transit Study & nMotion mtg in Bordeaux. @SharonWHurt #nwcorridor @nMotion2016
Twitter: April 29, 2016	Will you take the survey to improve #Nashville #transit? #Idid @NMotion2016 http://nmotion2015.org/
Twitter: April 29, 2016	@kylecastrooo We are working to develop regional solutions & determine funding. Have you checked out @NMotion2016 ?
Twitter: April 29, 2016	Barry references the MTA @NMotion2016 process, which has outlined three transit scenarios: "We have to get started now," Barry says.
Twitter: April 27, 2016	@NMotion2016 I will accomplish this tomorrow. Thanks.
Twitter: April 27, 2016	@Jeffstokes4 yes! Would love your input- check out @NMotion2016
Twitter: April 27, 2016	@MayorMeganBarry @NMotion2016 was unaware but I will do that. How long do the talks go on for before we turn into a Atlanta nightmare?
Twitter: April 27, 2016	@zwilliams124 have you provided your input on @NMotion2016's 3 scenarios?
Twitter: April 26, 2016	Great conversation tonight at @NMotion2016 @Nashville_MTA
Twitter: April 26, 2016	Talk transportation 2nite, 6-9 p.m. with @NMotion2016 @FiftyForward_MS. Member Del Dorr, taught Sam the system..
Twitter: April 26, 2016	@MayorMeganBarry @NMotion2016 Fantastic! Thanks in advance for helping us all commute.
Twitter: April 26, 2016	@toddsteppe Yes - @NMotion2016 is working on this daily.
Twitter: April 25, 2016	It's here! Latest @NACTO design guide on transit. Thinking about @NMotion2016 implementation in #Nashville.
Twitter: April 23, 2016	Check out the @NMotion2016 bus at #CentennialPark for the #EarthDayFestival & visit their beautiful mascot!
Twitter: April 20, 2016	@MayorMeganBarry @NMotion2016 
Twitter: April 20, 2016	@meems_hamid we are working on it! @NMotion2016
Twitter: April 19, 2016	@walkbikenash @googlemaps @MNPDNashville @MayorMeganBarry @NMotion2016 @StreetsblogSE Amen! Not sure if everyone knows why they are there!
Twitter: April 15, 2016	@NMotion2016 @ParnassusBooks1 @transitnownash @caracasville @jenisNASH @GrldCheeserie + more at Spring Night Market TONIGHT 5 - 8
Twitter: April 14, 2016	Tonight at 8: Watch Transportation: #NPTReports Town Hall to see the @NMotion2016 plans #MiddleTennesseans think will work. #DecideYourRide
Twitter: April 14, 2016	@freddieoconnell @m_addisonpate @MLKRoyals @NMotion2016 You can find our survey here: http://nashvillewalknbike.com/ . Thanks!
Twitter: April 14, 2016	Excited to be part of a transit talk happening at @VanderbiltU today! Thanks @NMotion2016 for the great info!

Twitter: April 14, 2016	Hey, @m_addisonpate! Make sure your @MLKRoyals students complete the @NMotion2016 and @NashWalknBike surveys!
Twitter: April 14, 2016	Talking traffic and transit @VanderbiltU with @NMotion2016
Twitter: April 13, 2016	Talk Transit w/ @NMotion2016 11:45am today for #citythink presentation of 3 transit scenarios up for discussion! http://www.civicedesigncenter.org/events/calendar/2016/04/13/citythink-transit-visions-for-nashville.1940826 ...
Twitter: April 12, 2016	My recent editorial. Regional transit plan could yield health benefits http://tnne.ws/1pEVc4L via @NMotion2016 #MovingForwardMidTN
Twitter: April 12, 2016	Enjoyable MTA Nashville meeting today. ##MovingForwardMidTN @NMotion2016. I'm interested in #healthcaretransit
Twitter: April 12, 2016	Good discussion in North #Nashville on equity+opportunity framework for @NMotion2016 with @movingfwdmidtn:
Twitter: April 12, 2016	@movingfwdmidtn @Nashville_MTA @NMotion2016
Twitter: April 12, 2016	Bev Scott: "This is yours; your system, your community, your decision". Make sure your voice is heard! @nmotion2016 http://ow.ly/i/iquvb2
Twitter: April 12, 2016	We're in N.Nashville tonight with @NMotion2016 talking about the 3 future transit scenarios & equity, opportunity and inclusion
Twitter: April 12, 2016	Join us @ North Police Precinct (2231 26th Ave N) to hear about @NMotion2016 #transit scenarios w/Beverly Scott @5:30pm #MovingForwardMidTn
Twitter: April 11, 2016	Small group discussions are happening for ppl from S. Nashville to discuss the equity of the 3 @NMotion2016 scenarios #MovingForwardMidTn
Twitter: April 11, 2016	Good info tonight. Nashville folks, make sure you decide your ride. @NMotion2016
Twitter: April 11, 2016	Felix Castrodad of @Nashville_MTA talking about the 3 @NMotion2016 scenarios at @MovingFwdMidTN mtg in S.Nashville
Twitter: April 11, 2016	It's not too late to come to Glenclyff HS to hear about @NMotion2016 transit scenarios w/Beverly Scott @5:30pm #MovingForwardMidTn
Twitter: April 11, 2016	@courtenayrogers great, thx! Hey, @NMotion2016 I'd love to attend the next meeting if that's ok. AARP has great interest in this topic!
Twitter: April 11, 2016	@RobNaylor_ pretty sure it was on 5/9 but I bet @NMotion2016 can tell you for sure!
Twitter: April 11, 2016	Should some of the commute issue be taken on by the private sector or even the employer? @NMotion2016
Twitter: April 11, 2016	@NMotion2016 Bland lays out scenario's transit improvement opportunities. Cost is always a factor! @wherald
Twitter: April 11, 2016	Looking forward to having the transportation conversation in Williamson County w/ @nmotion2016
Twitter: April 11, 2016	@NMotion2016 RTA's Steve Bland says we need to start planning sooner than later than later. @wherald
Twitter: April 11, 2016	WillCo mayors introduce @NMotion2016 Steve Bland at county transit follow-up at @WCAR_TN .

Twitter: April 11, 2016	Great crowd @NMotion2016 @Franklin2morrow FrankTalks transportation event @TheTMAGroup proud sponsor
Twitter: April 11, 2016	@NMotion2016 Mayors Ken Moore and Rogers Anderson get the discussion started on transportation. @wherald
Twitter: April 9, 2016	Thanks Election Comm, @Nashville_MTA @NMotion2016 & all who came out today! Next D17 mtg: Sat, May 14 at 8:30 @CasaAzafranTN to talk budget!
Twitter: April 8, 2016	Reminder: D17 Second Saturday meeting w/ @NMotion2016 is at 8:30 a.m. at Midtown Hills Precinct. See you there! http://colbysledge.nationbuilder.com/apr8updates
Twitter: April 7, 2016	Join convo ab/ #transportation in #Nashville w/ @Nashville_MTA & @conexion_tn at @NMotion2016 meetings next week
Twitter: April 6, 2016	@NMotion2016 Thanks for presenting @ChamberEast @nashchamber today!
Twitter: April 4, 2016	Join Mid Tennesseans & @NMotion2016 on 4/8, 11:30 -1. Guide development of transit service in our region. Register @ http://nmotion2015.com/
Twitter: April 2, 2016	Thanks to everyone who attended @NMotion2016's public meeting at #oneC1TY this morning! #Nashville #Transit
Twitter: April 2, 2016	Deciding my ride @NMotion2016 Thx @oneC1TY for hosting info & impt discussion 4 #Nashville
Twitter: April 2, 2016	We've got a full house #oneC1TY this morning! @NMotion2016 is presenting #Nashville's 3 proposed transit plans until 10:30am - Stop by!
Twitter: April 2, 2016	Swing by #oneC1TY from 9-10:30am for a public meeting hosted by @NMotion2016 to discuss #Nashville's proposed #transit plans.
Twitter: April 1, 2016	April is Transit Month! Tomorrow, @NMotion2016 is hosting a #publicmeeting to discuss #Nashville's proposed transit @ #oneC1TY - Join us!
Twitter: April 1, 2016	. @NMotion2016 representatives will be @ #oneC1TY's 8 C1TY Blvd. 4/2, 9-10:30am to discuss #Nashville's 3 proposed transit plans - Join us!
Twitter: April 1, 2016	Join @NMotion2016 for a public meeting at 8 City Blvd. from 9-10:30am tomorrow to discuss Nashville's transit.
Twitter: April 1, 2016	@MayorMeganBarry @NMotion2016 I will be taking the survey! Thank you!
Twitter: April 1, 2016	@TadaTrish We are working on it everyday! Check out @NMotion2016's plans.
Twitter: April 1, 2016	Don't forget - the next @NMotion2016 community conversation is Saturday at 9 a.m. - get involved and give feedback: http://bit.ly/1RPHt0X
Twitter: March 31, 2016	@Indy_Austin @NMotion2016 Me want. I love Nashville almost as much as I do Indy, this would be amazing.
Twitter: March 31, 2016	@K_Authenreith http://nmotion2015.org/wp-content/uploads/2016/03/ScenariosataGlance160317.pdf ... @NMotion2016

Twitter: March 31, 2016	RT @votevercher: Missed the SE @NMotion2016 transit discussion? No worries https://nmotion.metroquest.com #transit
Twitter: March 31, 2016	Join @NMotion2016 and @nashchamber at Glenclyff HS on 4/11 @ 6 to discuss transit in S. Nashville. Reg. here: http://web.nashvillechamber.com/External/WCPages/WCEvents/EventDetail.aspx?EventID=1671 ...
Twitter: March 31, 2016	@NMotion2016 is hosting a public meeting at @oneC1TY Saturday, April 2. Join for a discussion on the future of Nashville's transit system
Twitter: March 31, 2016	Join @NMotion2016 representatives Sat., April 2 from 9-10:30am @ 8 C1TY Blvd. for public meeting on #Nashville's 3 proposed transit plans.
Twitter: March 30, 2016	I'm not usually a big fan of spending money on billboards, but I just saw a billboard for @NMotion2016 and that was pretty cool.
Twitter: March 30, 2016	@chopkins615 we are working on it! Check out @NMotion2016
Twitter: March 29, 2016	Missed the SE @NMotion2016 transit discussion? No worries take the survey https://nmotion.metroquest.com #transit
Twitter: March 29, 2016	SE neighbors providing feedback @NMotion2016 transit discussion. @JCooper4Council @Karenjohnson @Smcolem
Twitter: March 29, 2016	@NMotion2016 NashvilleMTA consulting Cane Ridge & Antioch about public transportation at S.East Community Center
Twitter: March 29, 2016	@NMotion2016 at Decide Your Ride public meeting tonight to shape Nashville's mass transit decisions. Important!
Twitter: March 28, 2016	his focuses on "first mile/last mile" challenge for bus riders getting to destinations. Study http://bit.ly/1Ro0pbb via @NMotion2016
Twitter: March 28, 2016	Now @Nashville_MTA is proposing a PIP to increase bus frequency, also based on @NMotion2016 feedback from last year. http://bit.ly/1Rqn9DR
Twitter: March 28, 2016	. @Nashville_MTA's first PIP is based on @NMotion2016 public input: extending service hours to high patronage routes http://bit.ly/1Rqn9DR
Twitter: March 28, 2016	REMINDER: @NMotion2016 public meeting tonight at 5:30 - get involved & take a survey about transit in Nashville: http://bit.ly/1UpBTsC
Twitter: March 24, 2016	Join @nMotion2016 reps. for an opportunity to learn more about #Nashville's three proposed transit scenarios 4/2, 9-10:30am @ #oneC1TY.
Twitter: March 21, 2016	@MiddleTN_RTA speaking about the @NMotion2016 plan for transit for the middle TN region.
Twitter: March 20, 2016	@MayorMeganBarry @NashvilleMTA @NMotion2016 I would love to see Nashville buses accept Apple Pay in addition to fare cards, like in Chicago
Twitter: March 18, 2016	Getting the latest update on @NMotion2016 transit plan. Give feedback http://nmotion2015.com . "Do something."
Twitter: March 18, 2016	At the @Nashville_MTA @NMotion2016 public meeting at the Downtown Nashville Public Library-very interactive! Love it

Twitter: March 18, 2016	Modest scenario has less investment in surrounding counties, more rapid bus lines but not as frequently as other scenarios. @NMotion2016
Twitter: March 18, 2016	Bus-focused scenario has additional service on Music City Star, various rapid bus lines. @Nashville_MTA @NMotion2016
Twitter: March 18, 2016	Public meeting of @NMotion2016 in downtown Nashville. Important public conversation.
Twitter: March 18, 2016	Getting the latest update on @NMotion2016 transit plan. Give feedback http://nmotion2015.com . "Do something."
Twitter: March 18, 2016	Don't forget: @NMotion2016 community meeting today at 11:30 at the downtown public library: http://bit.ly/1U3Z5gd
Twitter: March 18, 2016	Reminder: @NMotion2016 public meeting this morning at 11:30am at @NowatNPL downtown.
Twitter: March 18, 2016	Join @NMotion2016 representatives for a public meeting to discuss MTA/RTA's three proposed transit plans on 4/2 from 9-10:30am @ #oneC1TY
Twitter: March 18, 2016	#movingforwardmidtn Routes, Network & Modes Task Force dives deep into @NMotion2016 transit scenario#1 w/consultants
Twitter: March 18, 2016	@NMotion2016 When I lived in Maury County, I traveled to Nashville 3-5 times a week. Regional transit would've been a gamechanger.
Twitter: March 15, 2016	The New Technology Guru Daily is out! http://paper.li/NashTechGurus/1310830518?edition_id=183706b0-eb18-11e5-8381-0cc47a0d164b ... Stories via @RobinEhrett @B_Libby @NMotion2016
Twitter: March 15, 2016	For the last phase of @nmotion2016 take the survey: http://ow.ly/Zu0kV & attend a public meeting. Details: http://tnne.ws/1piSGAS .
Twitter: March 15, 2016	Get involved with @NMotion2016 - take a survey & attend community conversations - next public meeting is March 18: http://bit.ly/1U3Z5gd
Twitter: March 14, 2016	Public input sought on Nashville @NMotion2016 transit visions http://www.tennessean.com/story/news/2016/03/14/public-input-sought-nashville-transit-visions/81775520/ ...
Twitter: March 14, 2016	. @NashvilleBiz shares #Nashville's three proposed #transit scenarios. http://bit.ly/21h3SJK @NMotion2016
Twitter: March 12, 2016	Thanks @Nashville_MTA for bringing @NMotion2016 to Green Hills Library today. Learn more: http://nmotion2015.org
Twitter: March 12, 2016	Headed to Green Hills Library to talk transit w/ @Nashville_MTA & @NMotion2016 Join us w/ your questions & ideas!
Twitter: March 12, 2016	Join me on the @NMotion2016 bus today 10:00-noon at Green Hills Library. Stop by anytime! Details here: https://www.facebook.com/angieforcouncil/posts/1689349248020485:0 ...
Twitter: March 11, 2016	Join me @Nashville_MTA @NMotion2016 & @PulleyRuss at @NowatNPL Green Hills Library, Sat. March 12, 10:00 am - noon.

Twitter: March 10, 2016	Ok. I did it. I completed the fantastic, mobile friendly @NMotion2016 survey. Fill yours out at http://ow.ly/ZdQ50 . #DecideYourRide
Twitter: March 9, 2016	@NMotion2016 @Nashville_MTA Heads up: Clicked your link to view full report & details on scenarios & got an error http://nmotion2015.com/scenarios/
Twitter: March 9, 2016	Take a few minutes this afternoon to learn about #Nashville's future #transit with @nmotion2016. http://ow.ly/ZdQ50 #DecideYourRide
Twitter: March 9, 2016	follow @NMotion2016 and tell them how much mass transit means to you (to me it means, finally, a long-term traffic solution!) #nmotion
Twitter: March 9, 2016	@NashvilleMetGov @NMotion2016 cut nah n 1/4's ask empers 2 stager quitting time.3:00-3:15-3:30 & so onSo traffic will leave @different times
Twitter: March 9, 2016	@NashvilleMetGov @NMotion2016 What a waste of time!
Twitter: March 9, 2016	The MTA/RTA wants to know what you think about the future of #transit in the #Nashville region @nMotion2016 http://buff.ly/1TFpnFk
Twitter: March 9, 2016	@NashvilleMetGov @MayorMeganBarry @NMotion2016 we need something like what ATL has that goes out to the suburbs of Nashville
Twitter: March 9, 2016	@NMotion2016 get rid of the useless HOV lanes. We don't have enough lanes now and no one enforces it anyways. An hour drive to work is nuts!
Twitter: March 9, 2016	Want to give your feedback on the three possible transit scenarios for the future? Take @NMotion2016's survey: https://nmotion.metroquest.com/ .
Twitter: March 9, 2016	Help us improve transit in Nashville - Share your ideas and learn more about @NMotion2016 - MTA/RTA strategic plan: http://bit.ly/1pw0xuC
Twitter: March 8, 2016	Thank you to the Latinas of @LatinoAchievers at McGavock High School for your feedback to the @NMotion2016 plan
Twitter: March 8, 2016	Pick a scenario, any scenario. There are three, reports @NMotion2016 & @NashvilleBiz! Cue "Decide Your Ride..." http://bit.ly/1LbKY5n
Twitter: March 8, 2016	Decide your ride with @nMotion2016 and choose the scenario for Nashville's future transit modes http://ow.ly/ZdkTR
Twitter: March 7, 2016	Take ten and participate #nmotion @NMotion2016 http://nmotion.metroquest.com
Twitter: March 7, 2016	Take ten and participate #nmotion @NMotion2016 https://nmotion.metroquest.com/
Twitter: March 7, 2016	@NMotion2016 @nashvillebiz No rail serving two most populous areas? But I can ride a bus to a terminal to switch to rail? No thanks..
Twitter: March 4, 2016	Take just a few minutes and make your voice heard about @Nashville_MTA's strategic plan @nMotion2016 https://nmotion.metroquest.com/

Twitter: March 3, 2016	All 3 @NMotion2016 plans show the need to invest in bike and ped infrastructure.
Twitter: March 3, 2016	Now hearing from Felix from @NMotion2016! great to hear ways @Nashville_MTA is moving forward!
Twitter: March 3, 2016	As part of @NMotion2016, @Nashville_MTA has created this interactive survey on the transit options. Take a look: https://nmotion.metroquest.com/
Twitter: March 2, 2016	@TGonzalez @NMotion2016 @MayorMeganBarry Lord I hope we get one soon
Twitter: March 2, 2016	Nashville's transportation plan — @NMotion2016 — releases new interactive survey online https://nmotion.metroquest.com/
Twitter: February 26, 2016	@NashvilleMPO @Nashville_MTA @NMotion2016 I would love it if the train had more locations...ex: White House!!!
Twitter: February 21, 2016	. @Nashville_MTA and RTA CEO talks with Fox 17 about transit in the region. Are you keeping up with @nMotion2016?
Twitter: February 17, 2016	@CBRENashville @NMotion2016 Great visual way of laying it out! Excited to see Nashville's transit situation improve.
Twitter: February 11, 2016	Getting closer to the best scenarios for #Nashville's transit solutions. Stay connected to @NMotion2016 for more.
Twitter: February 11, 2016	Thank you @NMotion2016 for informing us about the potential improvements coming to Nashville's @transit service.
Twitter: February 11, 2016	#Nashville's transit solutions could take 10-15 years to be fully functioning and impactful. #nMotion @NMotion2016
Twitter: February 11, 2016	Expanding utilization of public/private partnerships will play a role in improving #Nashville's transit. #nMotion @NMotion2016
Twitter: February 11, 2016	#Nashville is one of the most sprawling metro areas in the country. #nMotion @NMotion2016
Twitter: February 5, 2016	@tkpsky This is a really good idea. Please make sure you add it to the list for @nashville_mta's @NMotion2016 planning process.
Twitter: February 2, 2016	I encourage Nashville to send feedback to @NMotion2016 regarding a recent transit proposal. A huge opp for our city. http://nmotion2015.com/contact/
Twitter: January 31, 2016	Regional #transit discussion continuing in #Nashville. Follow @NMotion2016 & give feedback.
Twitter: January 26, 2016	. @NashvilleBanner dives into the @nMotion2016 scenarios. http://ow.ly/Xzp9a
Twitter: January 26, 2016	TN Environmental Professional! 2/16 lunch w/ Felix Castrodad @NashvilleMPO on @NMotion2016 http://bit.ly/1K8x1Ef or Rhett.Baggett @bwsc.net
Twitter: January 24, 2016	@Roysploitation Too soon to tell. None of this is set in stone. Next steps will be @NMotion2016 public engagement starting next month.
Twitter: January 22, 2016	@claxton6 @NMotion2016 I did indeed notice the trains mentioned in the headline.
Twitter: January 22, 2016	See that "delayed trains" at the bottom. cc: @NMotion2016
Twitter: January 21, 2016	@TGonzalez @NMotion2016 how about cross-town routes? Eg East Nash to Vandy/MusicRow

Twitter: January 21, 2016	@DMtheGeek @NMotion2016 That image shows suggested streetcar service (pg 17 for details).
Twitter: January 21, 2016	@joeygarrison @NMotion2016 Must step up and go with scenario 1. Get Fed grants and just do it. Other options show weakness.
Twitter: January 21, 2016	Live on @NashvillePost, story on @Nashville_MTA & @NMotion2016 report. http://ln.is/nashvillepost.com/4fFCh ...
Twitter: January 21, 2016	PLEASE HAPPEN MT @joeygarrison: @NMotion2016 report identifies Charlotte, Nolensville, Murfreesboro and Gallatin pikes for light rail lines.
Twitter: January 21, 2016	As part of scenario 1, the @NMotion2016 report identifies Charlotte, Nolensville, Murfreesboro and Gallatin pikes for light rail lines.
Twitter: January 21, 2016	Recommendation in spring/summer.RT @joeygarrison: Here are more details about the 3 @NMotion2016 transit scenarios.
Twitter: January 21, 2016	Here are more details about the 3 @NMotion2016 transit scenarios.
Twitter: January 21, 2016	Community feedback from @NMotion2016 process has included desire for easier service, improvements to existing service, comfortable service.
Twitter: January 21, 2016	Bland says @NMotion2016 won't shortchange public participation process and will extend if needed.
Twitter: January 21, 2016	Meanwhile, @NMotion2016 says more than 8,000 "engagements" part of this transit planning in 9 months.
Twitter: January 21, 2016	Covering the @Nashville_MTA meeting on @NMotion2016 for @NashvillePost today. Looking forward to hearing proposals. #transit
Twitter: January 21, 2016	Today we're seeing 3 scenarios from @NMotion2016 for future of Nashville transit. They are broad and preliminary ...
Twitter: January 21, 2016	The @NMotion2016 process, you might recall, kicked off after then-Mayor Dean retreated from Amp plans. We're now at the "scenario" phase.
Twitter: January 21, 2016	I'm at a significant @Nashville_MTA meeting that's about to commence. 3 transit scenarios will be presented as part of @NMotion2016 process.
Twitter: December 12, 2015	Thanks @sheriweiner & @NMotion2015 for bringing transit talk to Bellevue today. Learn more: http://nMotion2015.org
Twitter: December 12, 2015	Bellevue, come talk transit w/ @Nashville_MTA & @NMotion2015 today. Stop by anytime 9 -12. Details here:
Twitter: December 9, 2015	RT @NashvilleMPO: @Nashville_MTA's @NMotion2015 has a jazzy online forum w/new #transit plans for YOUR input: http://nmotion2015.com/our-blog/
Twitter: December 7, 2015	. @Nashville_MTA's @NMotion2015 has a jazzy online discussion forum w/new #transit planning materials for YOUR input: http://nmotion2015.com/our-blog/
Twitter: December 3, 2015	Help @NMotion2015 out and give them feedback on their final stages of strategic planning! http://nmotion2015.com/our-blog/
Twitter: December 2, 2015	@NMotion2015 B*tch stole your look! Soo who had it first? #logo #copycat #nashville #traffic #hillaryforhillary2016
Twitter: December 2, 2015	In the weeds, but: @NMotion2015 says it's "right time" to think of new bus fare payment options in Nashville. http://bit.ly/1O4uyGT

Twitter: November 30, 2015	@NMotion2015 That's great news! Will make waiting easier.
Twitter: November 30, 2015	This is awesome news!!! @nashchamber @NMotion2015 @RideScout. Definitely a big step forward!!! @ChamberEast
Twitter: November 19, 2015	Steve Bland of @MiddleTN_RTA at Cheatham Transit Conversation. @NMotion2015 @TAllianceMidTN @crtomorrow
Twitter: November 18, 2015	TRAFFIC: RTA presents strategic plan @nmotion2015 for mass traffic options..
Twitter: November 18, 2015	@NMotion2015 http://williamsonsource.com/affordable-mass-transit-for-williamson-county/ ...
Twitter: November 16, 2015	Council members are giving high praise to the outreach efforts of @Nashville_MTA when it comes to the @NMotion2015 study.
Twitter: November 16, 2015	I appreciate @VoteJasonPotts convening a special joint committee meeting so that #MetroCouncil members can be briefed on @NMotion2015.
Twitter: November 13, 2015	@NMotion2015 with some new friends waiting for the bus hoping your app comes out soon!!!!
Twitter: November 12, 2015	@VictoriaCSPayne @NMotion2015 this is great! Literally they are our future. And the bus wrap doesn't look too bad either ;) #career15
Twitter: November 12, 2015	9th graders are getting introduced to #Transit issues here in #Nashville through the @NMotion2015 bus. #Career15
Twitter: November 12, 2015	@WilliamsonTN Mayor Rogers Anderson "the process of education" is critical @NMotion2015 @TheTMAGroup @FranklinTransit @VanStarCommute
Twitter: November 12, 2015	Phrase of the day: "...I-24 is the #hotmessexpress..." Heard at the @nmotion2015 transit discussion. With @thetmagroup
Twitter: November 12, 2015	"hot mess express" = overly congested corridors @MiddleTN_RTA @NMotion2015 @TheTMAGroup @Franklin2morrow @VanStarCommute @FranklinTransit
Twitter: November 12, 2015	Park-n-Ride lots, marketing, partnerships, land use-key components to overall transportation solution @NMotion2015
Twitter: November 12, 2015	@StateRepSargent @GlenCasada in attendance @NMotion2015 Williamson County session
Twitter: November 12, 2015	Very engaged group- excellent questions @NMotion2015 @TheTMAGroup @FranklinTransit @Franklin2morrow
Twitter: November 12, 2015	"Transit should be one piece of a much larger puzzle." #SteveBland @MiddleTN_RTA @NMotion2015 @FranklinTransit @VanStarCommute
Twitter: November 12, 2015	"Better Bus" - bus on shoulder along corridors in peak times of congestion @NMotion2015 WC Transportation Session
Twitter: November 12, 2015	What people are saying they want: convenience, dependability, safety, frequency @NMotion2015 @Franklin2morrow @WilliamsonTN
Twitter: November 12, 2015	@NMotion2015 @mayorkenmoore welcomes Steve Bland @MiddleTN_RTA "there is no magic bullet" - the solution is a blend of options
Twitter: November 12, 2015	I love seeing the @NMotion2015 bus here at the @MyFutureMyWay Career Fair #Career15 #MovingForwardMidTn

Twitter: November 10, 2015	Smart seamless transportation options are the future. Everyone loves their cars, that isn't a viable option in the future . @NMotion2015
Twitter: November 10, 2015	Robertson Co. is strategically placed along a major CSX rail..Could be an option. However, freight traffic could be displaced. @NMotion2015
Twitter: November 10, 2015	Several options being discussed tonight... "bus on shoulder". Other regions are successfully using this option. @MiddleTN_RTA @NMotion2015
Twitter: November 10, 2015	Transit choices and transportation decisions affect us all! @MiddleTN_RTA @NMotion2015 @Nashville_MTA
Twitter: November 10, 2015	Mid-state growth: Transit community forum in Robertson co. @NMotion2015 @TAllianceMidTN @FOXNashville tonight at 9p
Twitter: November 10, 2015	Live tweeting from the Rob. Co. Community Leaders Transit Conversation Middle TN nMotion Plan. @NMotion2015 @MiddleTN_RTA @Nashville_MTA
Twitter: November 9, 2015	Steve Bland w/ @Nashville_MTA sharing @NMotion2015 strategy papers w/#MovingForwardMidTn Routes Network & Modes cmte
Twitter: November 9, 2015	Some @NMotion2015 strategies being covered are Better Downtown Transit, Route Simplification, BRT, Light Rail
Twitter: November 9, 2015	Steve Bland, CEO of MTA/RTA, speaking to the #MovingForwardMidTn RoutesNetwork&Modes task force on @NMotion2015 transit strategies
Twitter: November 6, 2015	#RTA official: Transit talk first step for #murfreesboro commuters http://on.dnj.com/1iGPSt1 via @dnj_com @NMotion2015 #nMotion good 1st step
Twitter: November 5, 2015	@davidplazas @NMotion2015 @Nashville_MTA We should be able to take MTA to work within the city w/out having to be ready 3hrs early
Twitter: November 5, 2015	@davidplazas @NMotion2015 @Nashville_MTA "Just use Lyft/Uber" should not be MTA's mass-transit silver bullet solution
Twitter: November 5, 2015	@davidplazas @NMotion2015 @Nashville_MTA You've been to Seattle/Portland, compare your post-flight trip to your hotel vs. to-Nashville
Twitter: November 5, 2015	@davidplazas @NMotion2015 @Nashville_MTA Another suggestion? No more fossil fuels, period. Not hybrid or gas. ALL electric.
Twitter: November 5, 2015	@davidplazas @NMotion2015 @Nashville_MTA It's sort of like being the Comcast of mass-transit; no other choice but a half-baked product
Twitter: November 5, 2015	@davidplazas @NMotion2015 @Nashville_MTA "Choice" is misleading; in Chicago/Portland/Seattle they "choose" to, in 615 it's different [1/2]
Twitter: November 5, 2015	Attending #nMotion 2015 meeting for @NMotion2015 @ the @rucochamber tonight. Good discussion about transit between Murfreesboro & Nashville
Twitter: November 5, 2015	@splashville @NMotion2015 @Nashville_MTA Good suggestion.

Twitter: November 5, 2015	@splashville @NMotion2015 @Nashville_MTA 68% rely on mass transit but 32% are choice riders. http://www.nashvillemta.org/PDF/PowerPointForWeb4.pdf ...
Twitter: November 5, 2015	@splashville @NMotion2015 @Nashville_MTA I agree that frequency is definitely something that should improve.
Twitter: November 5, 2015	@davidplazas @NMotion2015 @Nashville_MTA another suggestion? Run a rapid transit service across Charlotte from E. Nash to Nash. West
Twitter: November 5, 2015	@davidplazas @NMotion2015 @Nashville_MTA light rail is doable, but nobody wants to pay taxes they'd rather sit in traffic+waste money on gas
Twitter: November 5, 2015	@davidplazas @NMotion2015 @Nashville_MTA suggestion? Rapid transit light rail w/stops along 40/65/24.
Twitter: November 5, 2015	@davidplazas @NMotion2015 @Nashville_MTA the only people that use it are the people that have no other choice
Twitter: November 5, 2015	@davidplazas @NMotion2015 @Nashville_MTA a bus system w/a non practical, terrible schedule.
Twitter: November 5, 2015	. @splashville @NMotion2015 @Nashville_MTA Please elaborate. How do think it could be better?
Twitter: November 5, 2015	@davidplazas @NMotion2015 Thank you for trying to get ways our @Nashville_MTA improved & for the discussion last night. .
Twitter: November 4, 2015	@mcclemls @NVR4District8 @NMotion2015 @davidplazas sounds familiar
Twitter: November 4, 2015	You realize mass transit in #Nashville is a total joke, right? @NMotion2015 @Nashville_MTA #nMotion
Twitter: November 4, 2015	Don't forget "you aren't IN traffic, your ARE the traffic" #nMotion thanks for the chat @NMotion2015 @davidplazas #NashvilleTN
Twitter: November 4, 2015	@davidplazas @NMotion2015 proving difficult to follow the chat and set up a new iPhone!
Twitter: November 4, 2015	@NMotion2015 Getting back to security, does @Nashville_MTA monitor stops? Public drinking at some discourage new riders. BRT stops.
Twitter: November 4, 2015	#nMotion 10-minute warning to ask your questions or send your tweets on the @NMotion2015 chat with @Nashville_MTA CEO Steve Bland.
Twitter: November 4, 2015	@DickersonforS20 @NMotion2015 Thank you for following the chat.
Twitter: November 4, 2015	Thanks to @davidplazas and @NMotion2015 for the Twitter chat about transit in mid TN.
Twitter: November 4, 2015	@NMotion2015 Amp? How about coming up with a plan that is more inclusive?
Twitter: November 4, 2015	@NMotion2015 Yes, the safety aspect is why we need lighted sidewalks to bus stops. How about cops on bikes at some stops?
Twitter: November 4, 2015	@NMotion2015 @Nashville_MTA @nashvillesymph It was week of NRA convention. No parking downtown. Longer hours for event weeks?

Twitter: November 4, 2015	@NMotion2015 @Nashville_MTA Yes. Longer hours. Took the BRT 56 to see Cassandra Wilson @nashvillesymph last winter then no ride back!
Twitter: November 4, 2015	@NMotion2015 @Nashville_MTA i feel more is needed to take care of the routes we have before venturing outmore connecting routes, more buses
Twitter: November 4, 2015	@angienashville Thank you Council Member. Mr. Bland is answering your question now. @NMotion2015 will retweet his response.
Twitter: November 4, 2015	@NMotion2015 has there been any discussion of altering the pricing structure? Not the price per ride, but the way the price is charged.
Twitter: November 4, 2015	@davidplazas @NMotion2015 great. Looking forward to seeing what he says.
Twitter: November 4, 2015	@campbell_haynes @NMotion2015 Thanks for your question. I've just posted it and Mr. Bland is answering right now.
Twitter: November 4, 2015	@davidplazas @NMotion2015 has there been any look from MTA at richmond's successful ad campaign to boost ridership? #nMotion
Twitter: November 4, 2015	Nashville MTA CEO: The Future of Transit - http://goo.gl/X2RBgc @tennessean @davidplazas @nmotion2015
Twitter: November 4, 2015	@davidplazas #nashvillehotchicken seemed appropriate for future of mass transit discussion @Tennessean @NMotion2015
Twitter: November 4, 2015	@TAllianceMidTN @davidplazas @NMotion2015 more money,more buses, more connecting routes
Twitter: November 4, 2015	Join the transit conversation tonight on @twitter! Follow @davidplazas and @nmotion2015 as they talk with MTA/RTA... http://ow.ly/Ugavu
Twitter: November 4, 2015	Latina ladies at a @NMotion2015 Focus Group, sharing their opinions on public transportation in #Nashville.
Twitter: November 4, 2015	To promo tonight's #nmotion chat I'm riding my the bus to Lipscomb U. for Transit Academy. @nmotion2015
Twitter: November 4, 2015	Live chat 6:45 PM today: Future of transit w/ @Nashville_MTA CEO http://tnne.ws/1NezJYv via @tennessean @nmotion2015 #nmotion
Twitter: November 4, 2015	Would you be willing to pay more in taxes or fees for a better public transit system? @NMotion2015 #nMotion
Twitter: November 4, 2015	Join the live-tweeting at 6:45 pm tonight to learn more about @NMotion2015 with @davidplazas & Steve Bland.
Twitter: November 4, 2015	Live chat 6:45 PM today: Future of transit w/ @Nashville_MTA CEO http://tnne.ws/1NezJYv via @tennessean @nmotion2015 #nmotion
Twitter: November 4, 2015	Live chat 6:45 PM today: Future of transit w/ @Nashville_MTA CEO http://tnne.ws/1NezJYv via @tennessean @nmotion2015 #nmotion
Twitter: November 4, 2015	Live chat 6:45 PM today: Future of transit w/ @Nashville_MTA CEO http://tnne.ws/1NezJYv via @tennessean @nmotion2015 #nmotion
Twitter: November 4, 2015	Live chat 6:45 PM today: Future of transit w/ @Nashville_MTA CEO http://tnne.ws/1NezJYv via @tennessean @nmotion2015 #nmotion
Twitter: November 4, 2015	. @davidplazas chats w/ @Nashville_MTA CEO Steve Bland about @NMotion2015 tonight at 6:45 p.m., streamed live. Watch: http://tnne.ws/1NezJYv

Twitter: November 4, 2015	. @davidplazas is talking all things transit w/ @Nashville_MTA CEO tonight http://tnne.ws/1NezJYv via @tennessean @nmotion2015 #nmotion
Twitter: November 4, 2015	Using transit also means walking more. How is #Nashville prioritizing more sidewalks and urban trails? @davidplazas @nmotion2015 #nmotion
Twitter: November 3, 2015	11/5 6:45 PM: Live chat on future of #transit w/ Steve Bland @Nashville_MTA http://tnne.ws/1NezJYv via @Tennessean @NMotion2015 #nmotion
Twitter: November 2, 2015	@davidplazas @KrugmanW @Nashville_MTA @MiddleTN_RTA @NMotion2015 @Tennessean I bet @lawsonpatten has a question or two.
Twitter: October 31, 2015	Live Transit Chat 11/4: Ask Steve Bland anything re @Nashville_MTA @MiddleTN_RTA @NMotion2015 http://tnne.ws/1NezJYv @tennessean #nmotion
Twitter: October 29, 2015	Ask Nashville area transit questions. 6:45 pm 11/4. http://tennessean.com or tweet to me or @NMotion2015 #nmotion
Twitter: October 29, 2015	Get your transit chat on with @davidplazas and Steve Bland (@NMotion2015) on Nov. 4 at 6:45 p.m. #nMotion
Twitter: October 22, 2015	There's a good crowd at Lebanon's @NMotion2015 meeting.
Twitter: October 22, 2015	Yes please @NMotion2015 - find a way
Twitter: October 21, 2015	@NMotion2015 Look at the rail system used in Utah from SaltLake to cities north. The rail was laid beside existing rail lines. Works great
Twitter: October 21, 2015	@freddieoconnell @NMotion2015 @nashvillebiz you guys are gonna make me write my "why rail is a dumb idea" blog post aren't you
Twitter: October 21, 2015	RT @TGonzalez: Care about transit in Middle TN? @NMotion2015 regional transit talks in Lebanon Thurs. Details: http://www.10power.org/ .
Twitter: October 21, 2015	Have you participated in the mass transit discussion at http://nmotion2015.com/our-blog/ ? Add your ideas! @NMotion2015
Twitter: October 21, 2015	@TSUedu is hosting @NMotion2015 Transit Talk: TSU National Society of Black Engineers today at 5:30! @NSBE #getinvolved #transitsolutions
Twitter: October 20, 2015	Care about transit in Middle Tennessee? @NMotion2015 begins regional transit talks in Lebanon Thurs. Details: http://www.10power.org/ .
Twitter: October 19, 2015	SAVE THE DATES! @TAllianceMidTN @MiddleTN_RTA @NMotion2015 to host region-wide public meetings on #transit: http://bit.ly/1M0oGNw plz RT
Twitter: October 15, 2015	Steve Bland @Nashville_MTA talks to the #MovingForwardMidTn Routes, Network and Modes task force about @nmotion2015
Twitter: October 11, 2015	cc @NMotion2015; Transit reformers should be allied w/disability advocates – universal design features like level boarding help all users. cc: @humantransit

Twitter: October 9, 2015	If Omaha can improve it's public transit, certainly so can Nashville! http://www.citylab.com/cityfixer/2015/05/omaha-just-designed-a-way-better-transit-system-for-zero-cost/393620/ ... @nmotion2015 @MeganBarry2015
Twitter: October 5, 2015	Transit Fans Fawn Over Commuter Rail, But @NMotion2015 Study Says It Doesn't Fit For Nashville
Twitter: October 5, 2015	Nashville Regional Transit Authority Predicts Gridlock By 2040 Without New Options For Suburbanites @NMotion2015 – http://nashvillepublicradio.org/post/regional-transit-authority-predicts-gridlock-2040-without-new-options-suburbanites#stream/0 ...
Twitter: October 2, 2015	. @NMotion2015 needs your feedback on @Nashville_MTA's strategies for improving #transit. Details: http://ow.ly/SUCfx
Twitter: October 2, 2015	Middle Tennessee gridlock predicted by @MiddleTN_RTA and @NMotion2015 without new options for suburbanites http://bit.ly/1N9o6TA
Twitter: October 1, 2015	@NMotion2015 Thanks for speaking to our AGC membership this week! We learned great info and are excited to see the final plan!
Twitter: October 1, 2015	RT @nmotion2015: What A Nashville Neighborhood Learned From A Week Without Cars http://www.tinyurl.com/pnz66ah via @WPLN
Twitter: September 29, 2015	Great presentation by @NMotion2015 to @AGCMiddleTN today. They really want you to ride the bus more to ease Nashville's growing pains.
Twitter: September 21, 2015	Bland: Success will be very expensive. Failure, even more so. #WilcoMoves @NMotion2015
Twitter: September 21, 2015	Bland: Any decent transit project or service will be, by its nature, multi-modal - by design or not #WilcoMoves @NMotion2015
Twitter: September 21, 2015	Public priorities of @NMotion2015: convenience (operating hrs, span, directness of travel), dependability, frequency, safety #WilcoMoves
Twitter: September 21, 2015	Bland: goal is to engage 10K Mid TN resident re: @NMotion2015. Currently at 6K engagement. #WilcoMoves
Twitter: September 21, 2015	Bland: Current planning process underway is @NMotion2015 #WilcoMoves
Twitter: September 18, 2015	Music City Star 9th anniversary. @NMotion2015. Making public transportation great. My 1st avocation love. I will miss you.
Twitter: September 13, 2015	@thenations615 cc @NCDC @walkbikenash @Nashville_MTA @NMotion2015 @cortnye_stone @transitnownash @TAllianceMidTN
Twitter: September 9, 2015	Since public outreach began, MTA's @NMotion2015 has collected more than 5,000 responses http://buff.ly/1LUDPW6
Twitter: September 9, 2015	Since public outreach began, MTA's @NMotion2015 has collected more than 5,000 responses http://buff.ly/1LUDPW2
Twitter: September 9, 2015	Since public outreach began, MTA's @NMotion2015 has collected more than 5,000 responses http://buff.ly/1LUDPVX
Twitter: September 9, 2015	Since public outreach began, MTA's @NMotion2015 has collected more than 5,000 responses http://buff.ly/1LUDOBm

Twitter: September 9, 2015	Since public outreach began, MTA's @NMotion2015 has collected more than 5,000 responses http://buff.ly/1LUDOBC
Twitter: September 9, 2015	Since public outreach began, MTA's @NMotion2015 has collected more than 5,000 responses http://buff.ly/1LUDPWf
Twitter: September 9, 2015	Since public outreach began, MTA's @NMotion2015 has collected more than 5,000 responses http://buff.ly/1LUDOBs
Twitter: September 8, 2015	What is @NMotion2015? @Nashville_MTA's strategic planning process. How can you get involved? Take a peek inside!
Twitter: September 8, 2015	@nashville_mta @NMotion2015 Express route saves maybe 5 minutes for Vandy Health people who don't use it, wastes 30+ minutes for locals.
Twitter: September 8, 2015	@Nashville_MTA @NMotion2015 (well, one gets off the bus for a smoke as we wait, idling.) pls return #1 to local both ways, this is silly.
Twitter: September 8, 2015	@Nashville_MTA @NMotion2015 Four passengers on this 100 Oaks express. None get off at 100 Oaks, but stay on for local route.
Twitter: September 4, 2015	@Tim_10_ber @annshayne @DavidFox2015 @chassisk the plan is already being developed! Time to invest in @NMotion2015 @Nashville_MTA
Twitter: September 2, 2015	. @MeganBarry2015: " @NashvilleAmp failed due to concern re: engaging the public. @Nashville_MTA has since began the @NMotion2015 process."
Twitter: August 29, 2015	Worked @AllAboutWomen health fair 4 @Nashville_MTA & @NMotion2015. AAW staff & Bd members were great & a big help!
Twitter: August 27, 2015	The guiding principles of @Nashville_MTA's @NMotion2015: Connect, Enhance, Simplify, Sustain #transit #mobility
Twitter: August 27, 2015	And find out more about RTA planning for our region @NMotion2015
Twitter: August 17, 2015	@NMotion2015 first and last mile!
Twitter: August 17, 2015	Check us out on NPR again at @NMotion2015's presentation! Accessible public transits is one key to housing stability!
Twitter: August 17, 2015	Early morning train ride from #Lebanon TN to #Nashville with @NMotion2015 @davidplazas and @pete_wooten
Twitter: August 17, 2015	Just arrived in #Nashville after a very cool train ride from Lebanon TN on @MiddleTN_RTA #MusicCityStar @NMotion2015
Twitter: August 16, 2015	Big day for Houston. No doubt @Nashville_MTA & @NMotion2015 are studying Houston's process & transition closely.
Twitter: August 15, 2015	More churches buzz: http://sch.mp/af5dF - RT @kiajarmon Rain rain go away the @nMotion2015 bus wants to stay! // great time at New Cov...
Twitter: August 13, 2015	Nashville News is out! http://paper.li/i_LoveNashville/1301752187?edition_id=adfc1d70-41c2-11e5-a273-0cc47a0d164b ... Stories via @justinbonnema @2326264736 @NMotion2015
Twitter: August 12, 2015	Urgency/desire for mass transit solutions growing across #Nashville region @NMotion2015 @Nashville_MTA @MiddleTN_RTA
Twitter: August 12, 2015	Glad to see large lunchtime crowd for @NMotion2015 public meeting at @NowatNPL. Mobility improvements key to future.

Twitter: August 12, 2015	All the @NMotion2015 transit reports and strategies are here: http://nmotion2015.com/materials/
Twitter: August 12, 2015	I'm about to listen to @NMotion2015 transit public mtg, contemplating the future of Nashville transit
Twitter: August 12, 2015	See you at @NMotion2015's input meeting at 11:30 at the downtown library today! http://nashvillepublicradio.org/post/nashville-transit-experts-say-how-theyd-fix-traffic-want-others-weigh ...
Twitter: August 11, 2015	@NMotion2015 @Nashville_MTA when / where is tomorrow's event?
Twitter: August 11, 2015	@NMotion2015 @MiddleTN_RTA @Nashville_MTA Thanks folks. I can't imagine process is easy, the people appreciate it.
Twitter: August 11, 2015	Great discussion at the @NMotion2015 community meeting tonight. Well planned, focused, organized. Well done!
Twitter: August 11, 2015	Steve Bland CEO @Nashville_MTA @MiddleTN_RTA @NMotion2015 #nMotion2015
Twitter: August 11, 2015	Great conversations at East #Nashville community meeting on @NMotion2015 #transit master plan for @Nashville_MTA:
Twitter: August 11, 2015	Talking about paying for #Nashville bus transfers & the trade offs in small groups. Good crowd tonite. @NMotion2015
Twitter: August 11, 2015	At @NMotion2015's community meeting talking about the future of Nashville's transit.
Twitter: August 11, 2015	Hey @MiddleTN_RTA @Nashville_MTA I saw the @NMotion2015 strategies overview. When/if you're ready for the rebranding, hit me up. I'll bid.
Twitter: August 11, 2015	RT @NMotion2015: Nashville Transit Experts Say How They'd Fix Traffic, But Want Others To Weigh In http://www.tinyurl.com/phsqgbm via @WPLN
Twitter: August 10, 2015	Public meetings on @NMotion2015 are 5:30 pm Tues @ East Park CC and 11:30 am Wed. @ downtown library.
Twitter: August 10, 2015	Recvd an update on @Nashville_MTA @NMotion2015 strategic plan at tonight's @bhn_online mtg. #transit
Twitter: August 10, 2015	My latest column: Come to #Nashville #transit meetings this week http://tnne.ws/1TgVT0x via @tennessean @Nashville_MTA @NMotion2015
Twitter: August 10, 2015	My ride today. Pls go to @NMotion2015 public mtgs Tues. or Wed. Need more info? Tweet or DM me. Thx. @Nashville_MTA
Twitter: August 6, 2015	Discuss the future of Mid TN #transit at @Nashville_MTA public meetings on Aug. 11 & 12! http://ow.ly/QhK97 (via @NMotion2015)
Twitter: August 6, 2015	RT @NashvilleBcycle: . @NMotion2015 wants to hear from you! They are collecting opinions about future transit options: http://svy.mk/1MY733f
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Twitter: August 6, 2015	On August 11 & 12 @NMotion2015 wants your feedback on the strategic plan. See you there!
Twitter: August 5, 2015	. @Nashville_MTA hosts August public meetings to update on @NMotion2015. http://www.itscleartome.org/blog/august-community-meetings-scheduled-for-mtarta-nmotion-2015-strategic-plan-update ...
Twitter: August 5, 2015	Don't forget to take @NMotion2015 survey on mass transit. Guide #Nashville future transit. https://www.surveymonkey.com/s/BQR2QWB
Twitter: August 4, 2015	Cool! RT @nashchamber Bland says ridership is up in #Nashville & in the region by both buses and #trains. Also says check out @NMotion2015!
Twitter: August 4, 2015	Bland says ridership is up in Nashville and in the region by both buses and trains. Also says check out @NMotion2015! #movingforwardmidtn
Twitter: August 3, 2015	. @NMotion2015 wants to hear from you! They are collecting opinions about future transit options: http://svy.mk/1MY733f
Twitter: August 3, 2015	. @NMotion2015 wants to hear from you! They are collecting opinions about future transit options: http://svy.mk/1MY733f
Twitter: August 3, 2015	. @NMotion2015 wants to hear from you! They are collecting opinions about future transit options: http://svy.mk/1MY733f
Twitter: July 29, 2015	Save the date! @Nashville_MTA @NMotion2015 Public Meetings have been scheduled for August 11&12! http://buff.ly/1Kz0ars #sustainvu
Twitter: July 23, 2015	@davidplazas @NMotion2015 I'll join you. Set the date!
Twitter: July 23, 2015	@dotsandlines @NMotion2015 I would be more than happy to help - our area has infrastructure and riders but needs more service.
Twitter: July 23, 2015	@NMotion2015 dependable: when the last bus of the day is always at least 30 min late, and sometimes doesn't come!
Twitter: July 23, 2015	@NashvilleMTA @NMotion2015 if the buses are never on time just change the schedule???? #nMotion2015 please do something
Twitter: July 23, 2015	@NMotion2015 The plan is to do it in August, but I don't have a set date. If you wish to coordinate dates, I'm game.
Twitter: July 21, 2015	@NMotion2015 I don't really represent them or live there, or know anyone well enough who does - but I'll email the suggestion.
Twitter: July 21, 2015	@Sledgefor17 That route's been my daily ride for 15 years. Would love to see an @NMotion2015 community transit talk at Vine Hill towers.

Twitter: July 20, 2015	@Nashville_MTA @NMotion2015 First Report on the state of #transportation in #Nashville what we think & next steps http://nmotion2015.com/state-of-the-mta-system-full-report/ ...
Twitter: July 20, 2015	Great reporting by @TGonzalez @WPLN on #Nashville transit + @NMotion2015 study: http://buff.ly/1ebYTYP
Twitter: July 20, 2015	RT @NMotion2015: Help build more robust Middle TN #transit system: http://tnne.ws/1J5YAf3 via @MiddleTN_RTA @Nashville_MTA @TN_Editorial
Twitter: July 20, 2015	MAP: Downtown Nashville's most frequent travel paths, 2010 vs. 2040, via @NMotion2015
Twitter: July 20, 2015	The latest on Nashville's mass transit future http://bit.ly/1OhibZi comes via @nMotion2015 report.
Twitter: July 18, 2015	@davidplazas Saw @NMotion2015 survey yesterday. Wrong questions=wrong answers @DavidFox2015 @linda4nashville
Twitter: July 18, 2015	EVERYDAY IS A Campaign .. ! #NashvilleTogether #GodBlessTheUSA @kaneformayor @NMotion2015 @wvdaily
Twitter: July 18, 2015	@phin_daly @DavidFox2015 That's the reason for the @NMotion2015 strategy. If you have participated, please do: http://nmotion2015.com .
Twitter: July 16, 2015	@EnewsChamber here's another opportunity to represent Lebanon as the @NMotion2015 plan evolves. @MusicCityStar http://ow.ly/PFp3L
Twitter: July 15, 2015	RT @NMotion2015: We want to know how you'd choose to invest in #transit. Weigh in on the trade-offs #Nashville faces: http://ow.ly/PDLHq
Twitter: July 15, 2015	@NMotion2015 Loved having you speak to the neighborhood. Thank you!!!!
Twitter: July 13, 2015	Let's have a serious mass transit conversation, Nashville! Participate in @NMotion2015!
Twitter: July 10, 2015	@TGonzalez @NMotion2015 Maybe riders already know something nonriders do not know
Twitter: July 10, 2015	Report on feedback from @NMotion2015 to @Nashville_MTA @MiddleTN_RTA #masstransit http://www.bizjournals.com/nashville/blog/2015/07/what-do-nashvillians-want-in-mass-transit-here-s.html?ana=e_du_pub&s=article_du&ed=2015-07-10&u=HH+ktrpNYPcxBnfCeNx0qw0729548b&t=1436565104 ...
Twitter: July 10, 2015	Nashville's transit values, per @NMotion2015 survey: Current non-riders seek convenience, safety while riders value dependability.
Twitter: July 8, 2015	Have you taken the @nmotion2015 surveys yet? They will aid Nashville MTA in future planning. Take them here: http://ow.ly/PiR4q
Twitter: July 3, 2015	#FollowFriday Nashville's traffic planners: NMotion 2015 @NMotion2015
Twitter: July 1, 2015	@NMotion2015 @NashvilleMPO @WPLN How will that help the horrible traffic for people who are trying to get to work?

Twitter: June 24, 2015	Want to get involved in planning for Nashville's next transit plan! Check out the website and follow @NMotion2015. http://nmotion2015.com/
Twitter: June 24, 2015	What are the gray arrows? #NashvilleNext shows need to connect regionally. Provide input on #transit to @NMotion2015!
Twitter: June 11, 2015	@NMotion2015 at @dhchamber for monthly luncheon.
Twitter: June 11, 2015	Caught the English & Spanish ads on @Nashville_MTA today! Great to see @NMotion2015 moving forward with input.
Twitter: June 10, 2015	Thanks @NMotion2015 for speaking at last night's Eastwood Neighbors mtg! Thanks for seeking out survey feedback.
Twitter: June 9, 2015	Please be a part of this process by sharing your thoughts on transit @NMotion2015
Twitter: June 9, 2015	#Bikeshare equity. We can do this to expand opportunity by bike & bus. @NashvilleBcycle @NMotion2015 #Nashville
Twitter: June 8, 2015	Care about the future of Nashville's #transit system? Take this @NMotion2015 survey: http://svy.mk/1Q9Kluo
Twitter: June 6, 2015	Here's a new survey from @NMotion2015. Stay involved in helping create a strategic plan for transit! https://www.surveymonkey.com/s/3KVYKVL
Twitter: June 5, 2015	AOTMP Telecom Management Daily is out! http://paper.li/AOTMP/1350481224?edition_id=d647b4a0-0c62-11e5-88bf-0cc47a0d15fd ... Stories via @NMotion2015 @mathieuhelie @UKCoachEd
Twitter: June 5, 2015	Care about the future of Nashville's #transit system? Take this @NMotion2015 survey: http://svy.mk/1Q9Kluo via @DwntwnNashville
Twitter: June 5, 2015	Care about the future of Nashville's #transit system? Take this @NMotion2015 survey: http://svy.mk/1Q9Kluo
Twitter: June 4, 2015	Let your voice be heard about the future of Nashville's #transit system! Take this @NMotion2015 survey: http://svy.mk/1Q9Kluo
Twitter: June 4, 2015	Take time to participate in the @nmotion2015 survey guiding the future values of Nashville transit: http://ow.ly/NS9Bc
Twitter: June 2, 2015	Take the Nashville's transit agency's @NMotion2015 new survey http://svy.mk/1daR1Xo to help plan for future http://nmotion2015.com/
Twitter: June 1, 2015	Please consider taking the @NMotion2015 survey on values that guide future of #transit in #Nashville https://www.surveymonkey.com/s/3KVYKVL
Twitter: May 21, 2015	MyCity Academy participants are hearing from @Nashville_MTA CEO Steve Bland about transit in Nashville. @moon_nashville @NMotion2015
Twitter: May 19, 2015	@NMotion2015 tourist circuit? Connect good parking with destinations. Adapt to big events.
Twitter: May 19, 2015	Working w great folks @NMotion2015 to expand #publictransportation provide #masstransit to #Nashville region

Twitter: May 18, 2015	Thank U @Nashville_MTA @NMotion2015 for hosting candidates 2day! Gr8 info on transit! Very helpful 4 educating our constituents! #nmotion
Twitter: May 13, 2015	. @Nashville_MTA @NMotion2015 Bus 862 just squealed to a halt in front of Hot & Cold @hillsborovillag. Time to get new brakes.
Twitter: May 5, 2015	Reminder: Take @Nashville_MTA Transit Values Survey https://t.e2ma.net/share/inbound/t/v9mie/bm7ing ... @NMotion2015 #transit
Twitter: April 28, 2015	Part of the discussion? @NMotion2015 "How the Microtransit Movement Will Change Your Commute (and Your City)"
Twitter: April 18, 2015	@DwntwnNashville @MiddleTN_RTA @NMotion2015 Mobil route accessible for traffic downtown during events... lol
Twitter: April 18, 2015	MT @MiddleTN_RTA: Yes you can do something about traffic! Tell @NMotion2015 what YOU need our transit system to be: http://bit.ly/1EbdArc
Twitter: April 17, 2015	@3HL1045 Follow @NMotion2015 and get involved in the community planning process if you want to make a change in transit
Twitter: April 14, 2015	RT @NMotion2015: What values should we use to guide improvement of #Nashville's transit system? Let us know: http://ow.ly/Ly5vQ
Twitter: April 13, 2015	Tell @NMotion2015 what's important to you in #Nashville #transit. Reliability? Frequency? Safety?.....
Twitter: April 11, 2015	This week @Nashville_MTA @NMotion2015 Strategic Plan kick-off. Community engagement finally in motion.
Twitter: April 8, 2015	@NMotion2015 Certainly not, but I've heard Steve Bland sees the value of better branding. I'll email. We'll get coffee.
Twitter: April 8, 2015	@NMotion2015 Plus I'm a function over form guy. Fleet ads sales didn't make my top 3 values I assure you. #efficiency #easeofuse #value
Twitter: April 8, 2015	@NMotion2015 Thanks. Not meaning to get aggressive. I just think it takes the right pitch.
Twitter: April 8, 2015	@NMotion2015 Yes, they do. That's the job of a good ad sales force.
Twitter: April 8, 2015	@NMotion2015 You own moving billboards going all over It City, if bail bonds and cash advance shops are the best you can do, you need help.
Twitter: April 8, 2015	. @NMotion2015 People like @SouthwestAir's theme planes. How about the Third Man Records bus? Lipscomb Sustainability MBA bus? #GooGooBus
Twitter: April 8, 2015	I wouldn't accept a ride in Bart Durham's Ferrari, much less ride in a bus covered with his ghoulish mug. @Nashville_MTA @NMotion2015
Twitter: April 8, 2015	I don't understand why @Nashville_MTA @NMotion2015 think it's good branding to have criminal attys and bail bondsmen as most noted ads.
Twitter: April 7, 2015	To the chagrin of the auto-industry slave crackpots at @StopAMP, today's @NMotion2015 transit meetings have been well-attended. #nMotion2015

Twitter: April 7, 2015	@NMotion2015 My values: Reliability, comfort, and convenience.
Twitter: April 7, 2015	My #Nashville transit solutions: https://db.tt/Txllv0US #nMotion2015 @NMotion2015 @Nashville_MTA
Twitter: April 7, 2015	Helpful info/public input @Nashville_MTA @NMotion2015 public meeting. Public transp/Mass transit is a must.
Twitter: April 7, 2015	@NMotion2015 A complete transit system could cost billions but what is the cost of NOT providing more transit?
Twitter: April 7, 2015	@NMotion2015 greatest audience applause was for real time schedule updates at bus stops!
Twitter: April 7, 2015	Good kickoff today for @NMotion2015 MTA transit planning process. Lots opportunity for public engagement (cue slide)
Twitter: April 7, 2015	Inbound # 7 bus (718) through @hillsborovillag with 2 riders. Again, @Nashville_MTA and @NMotion2015, we can be more efficient. #Efficiency
Twitter: April 7, 2015	When I see a key route such as # 7 with a nearly empty bus, it says to me @Nashville_MTA needs a smaller bus for that route. @NMotion2015
Twitter: April 7, 2015	. @Nashville_MTA boasted 10 mil riders last year. What % of available seats is that? Could we have moved them move efficiently? @NMotion2015
Twitter: April 7, 2015	Cant make it to transit forums today but hope there's a discussion re: expanding Access Ride for senior citizen residents! @NMotion2015
Twitter: April 7, 2015	Planning for the future of transportation might be expensive, but what are the costs of not finding a solution? @NMotion2015
Twitter: April 7, 2015	At the @NMotion2015 kick off meeting. Nashville's Transit service Strategic Plan Process - great start!
Twitter: April 7, 2015	Appears things are evolving into a public Q&A with MTA CEO Stephen Bland @NMotion2015
Twitter: April 7, 2015	Lots of ways to get involved w @NMotion2015 . Let's work together on a multimodal transportation plan!
Twitter: April 7, 2015	A mention of real-time transit info elicits an applause from crowd. Very important! @NMotion2015 #dudewheresmybus
Twitter: April 7, 2015	"Once you get off the bus how do you get across the street?" Talking about transit barriers at @NMotion2015
Twitter: April 7, 2015	Great to see several @HastingsArch designers at the first @NMotion2015 meeting. Proud of their personal and professional commitment!
Twitter: April 7, 2015	#VitalSigns gets a shoutout during the @NMotion2015 strategic plan launch on the imp. of transit to our prosperity
Twitter: April 7, 2015	Great crowd and convo at @NMotion2015 many comments stressing convenience and reliability!
Twitter: April 7, 2015	@freddieoconnell @Nashville_MTA @NMotion2015 @NowatNPL would you say it is going places?
Twitter: April 7, 2015	They had to add more seats for @Nashville_MTA / @NMotion2015 public meeting at @NowatNPL. Interest in transit high.
Twitter: April 7, 2015	One note reads: "Uber like bus tracking app." @NMotion2015
Twitter: April 7, 2015	Sticky notes of top values at @NMotion2015

Twitter: April 7, 2015	Talking Nashville's transit future @NMotion2015! Be part of the conversation! #nMotion2015
Twitter: April 7, 2015	This is supposed to be interactive. What values do you want in a transit system? @NMotion2015
Twitter: April 7, 2015	Sharing #NashvilleNext plans, and the importance of land use and transit working together @NMotion2015 https://instagram.com/p/1LmueLD6ir/
Twitter: April 7, 2015	Through the @NashvilleNext process Nashvillians identified #transit as the 2nd most important issue facing growth in our city. @NMotion2015
Twitter: April 7, 2015	Now at downtown library @NMotion2015 first community meeting on transit @NowatNPL @Nashville_MTA
Twitter: April 7, 2015	@NMotion2015 kickoff meeting. Transit and walkability both in top 5 @NashvilleNext priorities
Twitter: April 7, 2015	Kicking off @Nashville_MTA's @NMotion2015 strategic plan. Don't miss your opportunity participate in shaping #Nashville's transit system!
Twitter: April 7, 2015	Lots of people interested in transit @NMotion2015 meeting at downtown library https://instagram.com/p/1LkujMuD8H/
Twitter: April 7, 2015	@NMotion2015 to participate in what the future of transit looks like in #Nashville and #District17
Twitter: April 7, 2015	Tonight kicks off @Nmotion2015's strategic planning community meetings. There are 2 today! https://t.e2ma.net/webview/bepfe/717a56849ab9703677e1853bd0144ec1 ... @Nashville_MTA
Twitter: April 6, 2015	. @NMotion2015 community meetings on @Nashville_MTA @MiddleTN_RTA Master Plan get underway TOMORROW! Details: http://fb.me/6uOCouBDv
Twitter: April 6, 2015	We hope to see you tomorrow at the @Nashville_MTA & @NMotion2015 strategic planning process kickoff! Details here: http://ow.ly/LfGF2
Twitter: April 6, 2015	Tomorrow kicks off @Nmotion2015's strategic planning community meetings. Check one out! #transitmonth https://t.e2ma.net/webview/bepfe/717a56849ab9703677e1853bd0144ec1 ... @Nashville_MTA
Twitter: April 3, 2015	Give your input on the future of #Nashville transit! @NashvilleMTA is hosting @nMotion2015 public meetings 4/7. http://ow.ly/L89Nx http://ow.ly/L89Nx
Twitter: April 3, 2015	Give your input on the future of #Nashville transit! @NashvilleMTA is hosting @nMotion2015 public meetings 4/7. http://ow.ly/L89Nx
Twitter: March 31, 2015	Join @Nashville_MTA @NMotion2015 for a community meeting re: Nolensville BRT Lite @CasaAzafranTN at 5:30pm tonight!
Twitter: March 23, 2015	Great ads that make you want to ride public #Transit: http://ow.ly/KGeRM and sequel http://ow.ly/KGf7b @NMotion2015 @Nashville_MTA
Twitter: March 23, 2015	Public transit is a big deal. If you agree, you'll be interested to know @NMotion2015 is holding a meeting April 7:

Twitter: March 18, 2015	@NMotion2015 Thanks. Will email u about http://tghap.org (Green Hills) mtg & encourage my Highlands neighbors to attend on 7th.
Twitter: March 18, 2015	Hey @NMotion2015 you need to come join the next West End Business Association Event
Twitter: March 18, 2015	@angienashville @NMotion2015 It is our understanding that there will be more meetings but @Nashville_MTA can verify that info.
Twitter: March 18, 2015	@angienashville @moon_nashville @NMotion2015 This is the administration of less, not more community meetings on large projects. #topdown
Twitter: March 18, 2015	@moon_nashville @NMotion2015 will two April 7th sessions be the only community meetings for the first round of this process?
Twitter: March 18, 2015	Join @NMotion2015 on 4/7, 11:30a, at @NowatNPL, 615 Church Str AND, 6p, at N. Police Precinct, 2231 26th Ave, N.
Twitter: March 16, 2015	The first round of @NMotion2015 public meetings scheduled Tues, April 7, 11:30am, @NowatNPL multipurpose room, 615 Church Street! #transit
Twitter: March 4, 2015	@PantheonPark @Nashville_MTA @NMotion2015 Not mutually exclusive!
Twitter: March 4, 2015	Be sure and follow @NMotion2015 to keep up with updates to @Nashville_MTA #transit plan. Moving @NashvilleNext ideas forward! #Nashville
Twitter: March 3, 2015	@freddieoconnell @Nashville_MTA @NMotion2015 Trains! Too late for buses.
Twitter: March 3, 2015	Strategic planning for @Nashville_MTA is gearing up. Stay tuned to @NMotion2015 for updates and send in your ideas for our transit future.
Twitter: March 3, 2015	@NMotion2015 launched for the @Nashville_MTA Master Plan! Please share, follow, and ask your neighbors to stay engaged in #transit convos

News Source	Comment
Move Nashville area transit debate forward	that means Tennesseans must understand the costs of what it takes to build the system = Higher Taxes
Move Nashville area transit debate forward	For god's sake give davey and the loony left a few 100rd million for Mass transit Bicycle paths and side walks to stop the congested foot traffic to and from work from surban communities to Nashville. More free bikes that no one uses to stop global warming, obesity and early death.
Move Nashville area transit debate forward	The bikes aren't free and are used all summer. Maybe you should come to town occasionally. Don't worry thiose kids won't get on your lawn too much while you are out.
Move Nashville area transit debate forward	TWO pictures prominently in the original print version of your article. One of MOSTLY EIGHTEEN WHEELERS and a few cars backed-up and congested on the Interstate. The second picture, in the original print version, is of a man with his “cool” togs, helmet and a bike. The subliminal, typical Davey misleading/confusing, message was that BIKES would REDUCE OR REPLACE 18 wheelers and automobile CONGESTION into, out-of and through Nashville. Of course, since Karl’s SILLY MONEY LOSING BIKE RENTAL PROGRAM is ONLY located in “cool” urban and downtown areas of Nashville I naturally assumed (my bad) the bike riders were NOT driving or jogging into the “cool” urban and downtown areas and renting a “cool” Karl bikes then peddling out of Nashville and then PEDDLING back into or through Nashville. I assumed (my bad) that someone would provide them with a bike in Murfreesboro, Clarksville, etc., to replace the 18 wheelers and cars that deliver people, automobiles, food, materials for use or sale into or through Nashville. Of course, YOUR Business Plan of driving into Nashville to rent a “cool” Karl bike to go back and ride to or through Nashville will generate a lot more money/rental income with twice the health and exercise benefits than my assumed (my bad) FREE BIKE program. I'm sure that the products like autos, trucks, food and materials that THE PICTURED 18 WHEELERS are transporting INTO OR THROUGH Nashville will be carried in the bike rider's “cool” FANNY PACKS. Will the fanny packs be supersized for capacity?? And Davey will we rent the fanny packs to the bike riders or will they be provided free??
Move Nashville area transit debate forward	BUILD MORE HIGHWAYS AND USE ONLY GAS TAX!
Move Nashville area transit debate forward	David Plazas ...BS! TDOT can quit doing things like beautifying the medians and other nonessential duties. The highway fund can stop being raided for other stupid pet projects.

Move Nashville area transit debate forward	<p>The debate has been in place since the 80s. Many car-driven lobbies oppose efficient transportation, just ask the cab companies, Nissan and Lee Beeman. Metro airport doesn't want a train since a substantial part of their revenue is parking. So...how do we build and pay for convenient and efficient transportation that actually gets people out of their cars? If Karl Dean couldn't get the Amp passed and Atlanta can't do anymore with MARTA than they have since it was built, then freeway gridlock is the solution we must accept.</p>
Move Nashville area transit debate forward	<p>David Plazas - Atlanta has terrible transit options, relying primarily upon automobiles and congested freeways to move people around, yet its growth has not been stunted. The Belt Line in Atlanta remains a wonderful idea, yet the hurdles to have it built have not been overcome. MARTA is stuck. Nashville has grown without any better public transit than MTA. Let's face it; to build out transit in Nashville requires underground rail in the center core, which Nashvillians are not willing to pay for, and eminent domain for property acquisition outside the center core, which voters will howl against. Couple all this with the demands for schools and other charities to have public funds, transit gets pushed down. That's the truth; debating anything different requires a secure source of funding and a politician willing to lose an election or two.</p>
Move Nashville area transit debate forward	<p>Mr. Plazas I appreciate your bringin up the problem BUT I would more appreciate some sort of solution. As mentioned in these comments it does not appear that there is money or political will to do anything at all. If there is some other option I would love to hear it but right now I am waiting human size drones so I can fly to work. LOL</p>
Move Nashville area transit debate forward	<p>Totally agree. Our transit system is, unfortunately, quite broke. I think it is important that we take a different direction in addressing transportation in the Greater Nashville Area. There is a great article here http://www.tennessean.com/.../nashville-mayor.../28304477/ that discusses "bold ideas" to help solve this issue!</p>

Nashville can learn from Salt Lake's transit success	Can also learn from Richmond, VA. After Hurricane Camille dumped 20+ inches of rain on the Blue Ridge mountains, sending a massive flood down the James River, the city immediately developed and implemented a flood control plan--to focus on the NEXT flood. Don't understand Nashville's hesitance. Will be a pity to one day say 'I told you so.'" And downright ignorant -- as in 'ignoring the likelihood of another flood' -- to have to pump out and spend a fortune restoring all your treasures...again.
Nashville can learn from Salt Lake's transit success	Nashville is actually working on that . . . they are just trying to figure out how to pay the 100+ million dollar price tag and deal with those who are against it.
Nashville's real-time bus app coming this year	Check out "The Transit App" available for free in the App Store. It runs on the current Nashville MTA bus schedules but will be updated with real time data when available. It also works in several cities across the globe and incorporated with Uber, so you can use one app for transportation when traveling.
Nashville region must plan for future mobility needs	Why not ask the candidates for mayor the specifics of what they would do? They all say there's a problem, but I haven't heard any real solutions.
Make Nashville traffic smarter, save commuters time	It all sounds good but it won'twork. here in Atlanta we have tried all those things and we are still approaching traffic gridlock. Roadways can only handle so much traffic, no matter what you do To them. What Nashville needs is a world-class masstransit system, aka light rail. Buses won'tdo it; most commuters are not going to ride buses. Besides, buses are stuck in the same traffic as cars. If Nashville does not build light rail or something similar, and soon, it will find its economic boom stalled out in a few years as people and businesses migrate to cities that are preparing for them now.

Make Nashville traffic smarter, save commuters time	<p>Again the challenge to a rail system is time. If it takes 10 years to build and if at that point self driving cars are gaining popularity and people are using Uber like services in a self driving car. (At scale self driving cars reduce traffic/accidents and travel time for everyone on the road.) At that point the rail system is competing with a more efficient method (self driving car) and car ownership. Who will make a decision to ride rail if it's cheaper and faster in a self driving car where they can read, surf the web, etc on the way to work? The point is we have a amazing road system which in 10-15 years will provide self driving cars the ability to make mass transit obsolete. Here is a great article about safety of self driving cars. Spoiler alert human drivers crash into self driving cars. Not the other way around...</p> <p>http://www.sfgate.com/.../Google-founder-defends-accident...</p>
Make Nashville traffic smarter, save commuters time	<p>Traffic engineers need to do a better job. For example, on Murfreesboro Rd between Fesslers, Foster, and Menzier Road it always congested there because the lights are not in unison. Bottom line, traffic engineers just need to re-evaluate Nashville's roads to keep up with the poplulation increases within Nashville.</p>
Make Nashville traffic smarter, save commuters time	<p>Streets and roads can only handle so much traffic, no matter what engineers do to them. When they'refull, you have gridlock. Do you really want Nashville to become like Atlanta?</p>
Make Nashville traffic smarter, save commuters time	<p>AMP throughout the city and light rail ,like other. Countries have .</p>
Make Nashville traffic smarter, save commuters time	<p>I love the discussion about a smarter Nashville... A transit solution for Nashville needs to be about saving everyone's commute time today not in 5-10 years. We need a band-aid now for about 15 years when self driving cars elimiate mass transit and your need to own a car... See some ideas at www.nashvillemayor.com</p>
Make Nashville traffic smarter, save commuters time	<p>Self-driving cars are not a solution to anything. Who is going to buy one? At what cost? How long would it take for the numbers be sufficient enough to make a dent (pun) in the problem? How long would it take hackers to take control of cars for ransom or just plain mayhem?</p>
Make Nashville traffic smarter, save commuters time	<p>Kent Finnell Can I frame this comment and mail to you in 10 years?</p>
Make Nashville traffic smarter, save commuters time	<p>Rebrovick just disqualified herself by repeating the oft-misquoted claim that by "2035, 1 million more people are projected to be living in the Metro Nashville area." Actually the MPO projects that amount "across the 10 County Cumberland Region." HUGE difference.</p>

Regional transit solutions topic of 10-county summit	Yawn!
Without better roads in Nashville, transit options will fail	Mr. Daniels: WOW! Great balanced, honest informative read. Good job!
Without better roads in Nashville, transit options will fail	<p>"...it is additional lanes and more roads that our region needs."</p> <p>While you're reading, and before you sell yourself on that idea, give Jane Jacobs' "The Death and Life of Great American Cities" a try. It's a classic.</p>
Without better roads in Nashville, transit options will fail	<p>Raise the gas tax Fed and State and put all monies in a lock box for roads only.</p> <p>Expand usage of HOV lanes to single occupants of sub-subcompacts. like Mini Coopers and Smart cars.</p> <p>Construct Parking Garages on the outskirts of congested areas like Green Hills connecting the Garage to the congested area with an overhead Tram.</p> <p>Auto transportation is the best but the cars need to be smaller and hearded to strategic locations.</p>
Without better roads in Nashville, transit options will fail	<p>If we're going to expand HOV lanes for cars that use less fuel then we need to find a way to increase the revenue from them.</p> <p>If we are going to have special lanes they should be for commercial trucks. I definitely support the idea of raising the gas tax and making sure that it only goes to roads.</p>
Without better roads in Nashville, transit options will fail	<p>While you are stewing about rubber necking backups, consider that you, sitting in your truck, are part of the traffic that you so want to avoid. Roads are only part of the solution, not "the" solution. Thankfully other cities have literally paved the way before us so we can learn from their mistakes. As in all things, moderation is the way to go. Too much car in our diet makes for an unhealthy city. We need more fruits (transit) and vegetables (bike/ped). Another reading suggestion: Carfree Cities by J.H. Crawford.</p>
Transportation leaders: If plan is right, funds follow	Sounds like not one thing came out of this big meeting that we didn't know before. Lots of hot air and people listening to themselves talk. Big on talk, small on details.

<p>Gov. Haslam says proceeds from raising Tenn. gas tax would also go toward funding transit projects</p>	<p>Actually I was being facetious or attempting to be. My personal position is :if you don't have enough money to do some project or whatever then don't do it. Schools have pissed and moaned for years and years for money and more money they get .How do they spend the money? They lay on more administrators and other frivolous projects .Colleges have raised fees, utk for example, and what do they do. They build more buildings. There will never be enough tax money for the government, NEVER. I broached one our local tax and spend idiots [Briggs] about a constitutional amendment limiting the growth of government to the inflation rate and I thought he was going to need a heart Doc. It is unfortunate that we vote for one person running for office and clone takes office. Collectively most elected officials couldn't pour urine out of a boot with instructions written on the sole, but when you vote for idiots you get crazy things. Prioritize the money ,repairs first and new construction last.</p>
<p>Gov. Haslam says proceeds from raising Tenn. gas tax would also go toward funding transit projects</p>	<p>OK: how about a raise in the gas tax coupled with: any new roads built, altered or resurfaced turn into toll roads with the tolls dedicated to the maintenance of that road?</p>
<p>Gov. Haslam says proceeds from raising Tenn. gas tax would also go toward funding transit projects</p>	<p>How about those of you who want your taxes raised simply voluntarily giving up more of your earnings to your masters?</p>
<p>Gov. Haslam says proceeds from raising Tenn. gas tax would also go toward funding transit projects</p>	<p>Bill Haslam is truly a traitor and a liberal. He believes in putting the tax on the lower income people, but his rich buddies he won't; because they will be able to write their taxes off of gas and get their money back. Every Tennessean is not stupid Bill!</p>
<p>Gov. Haslam says proceeds from raising Tenn. gas tax would also go toward funding transit projects</p>	<p>Liberals believe in putting taxes on upper income people, so your statement makes no sense. Haslam is acting like a typical Conservative, make things easier on the wealthy and screw over the poor and middle class.</p>
<p>Gov. Haslam says proceeds from raising Tenn. gas tax would also go toward funding transit projects</p>	<p>You're both right: Politicians work for their pals, the people with money who put them into office. No politicians gave a rat's rear end about voters! All they want is money and power. I blame the voter for perpetuating the myth that we all consent to politicians robbing us of our earnings.</p>
<p>MTA: Expand transit service, add funding</p>	<p>MTA hack issues report claiming underfunding and that he needs more money -- SHOCKER.</p>
<p>MTA: Expand transit service, add funding</p>	<p>For example... I have to walk 1 mile to the nearest bus stop (which is served once an hour), most of it on streets with no sidewalks. After I get on the bus it turns a 15 minute ride into a 40 minute ride. So, 15 minutes vs 1.5 hours. The decision is easy.</p>

Nashville Bus System Struggling To Keep Up With City Growth, Study Finds	<p>I am a regular rider and heard this story this morning as I rode the bus. The bus system is good but needs technological improvements. I should be able to track the buses by a phone app. As the man pointed out this morning he missed the bus because it was early. This happens to me on a regular basis as I don't want to leave work 15 minutes early just to ensure the bus doesn't leave me. Late buses are a must. Any night I want to stay late in Nashville I have to drive my car because there is no way home for me after 4:50 pm. The BRT lite stops need to be reviewed and realigned otherwise I love the service.</p>
Haslam to visit Williamson County for transit talks	<p>Will Brentwood stakeholders sit in on these meetings? Since they are the ones that pulled funding with RTA to continue the Park and Ride program. Brentwood went backwards, while others cities are trying to move forward.</p>
Fix Nashville mass transit, affordable housing at once	<p>"My plan to bring 10,000 affordable housing units to Nashville over the next four years will involve making sure that people can get from home to work, to school and the grocery store — without getting in a car."</p> <p>Better to bring 10,000 higher paying jobs to Nashville and let the market take care of housing. Politicians have NO business monkeying with the free market. They simply cause more problems, giving them an excuse to provide their [laughable] solutions.</p>

Fix Nashville mass transit, affordable housing at once	<p>I love how people like Kevin always say "hands off my capitalism"...UNTIL their 'free market' collapses, from sheer greed. (see: Bush's economic disaster, 2008)</p> <p>Then, suddenly, it's GREAT to be handing out CASH--but only to the RICH!</p> <p>Pullleeze.</p> <p>Enough of your crock about "monkeying with the free market." Left alone, the "free market" has proven--time and time and time again (1929, 1989, 2008, etc.) -- IT NEEDS CORPORATE WELFARE.</p> <p>So why THEM, and not US?</p> <p>We could have saved social security, medicare, medicaid, the post office, pensions, every school, you name it--ALL OF 'EM!!!--- with just the \$2 trillion we gave away to corporations in 2008-2009, when they (left alone, I remind you) "monkeyed" THEMSELVES, and nearly all of us too, right into oblivion!</p> <p>So you're FOR corporate welfare, but AGAINST helping your fellow citizens who need a hand?</p> <p>How very 'Christian' of you.</p>
Fix Nashville mass transit, affordable housing at once	<p>Peter Rodman What gives you the idea I'm in favor of corporate welfare? I'm completely against ALL of it, from farm and green energy subsidies to local tax breaks to recruit industry.</p> <p>As to bailing out corporations in 2007-2008, I was against that as well. I'm also against the Federal Reserve printing trillions and pumping it into Wall Street to artificially inflate the stock market. That will prove to be a disaster.</p> <p>By the way, capitalism and the free market have made this country the economic leader of the world. Central planning by ignorant politicians is simply creating problems.</p>
Fix Nashville mass transit, affordable housing at once	<p>Kevin Brown</p> <p>Of COURSE you are (against corporate welfare)...yet another canard we *always* hear from right wingers, well AFTER corporate bailouts are over.</p> <p>Gimme a freakin' BREAK.</p> <p>Your REAL agenda is a deep-seated resentment of even ONE SINGLE PENNY being 'wasted' on the poor.</p> <p>God forbid, eh!!?</p> <p>But TRILLIONS on corporations?</p> <p>Sorry, Kev. I must've MISSED all your vehement posts about that... ;)</p>

Fix Nashville mass transit, affordable housing at once	<p>Peter Rodman Blah, blah, blah. You don't care about anyone's opinion other than your own, Pete. If you paid attention to the "right wingers", you would find that most, not all, are primarily concerned with individual liberty and personal responsibility. We, and I speak as a Libertarian, not a "right winger", believe the government should do as it was intended at the founding, protecting individual liberty and private property rights. You Socialist lefties are perfectly happy having the government confiscate the wealth of those you believe have too much and redistributing it to the "poor", and doing so without defining either the "rich" or the "poor". No one has a problem with assistance for those who truly need it. Giving things to the undeserving, whether it's an able bodied 25 year old or a multi-national corporation, we have a problem with that. Democrats, however, will willingly give to both. The recent vote on the Export-Import Bank is a good example. Every Democrat Senator voted to continue this corporate welfare, along with many progressive Republicans. Shame on all of them.</p>
Fix Nashville mass transit, affordable housing at once	<p>Mr. Freeman please let the market create "affordable housing". It's what's made you so successful in Real Estate. "Affordable" means "expensive" when politicians create an artificial market. Look at Obama Care. A couple of hints to make you a great, successful, Mayor; cut property taxes, don't saddle the Davidson County taxpayer with huge bond issues and reduce local sales tax. Money goes where it's welcome.</p>
Nashville chamber seeks to avoid Amp missteps	<p>Is "2:30-4 p.m. Tuesday" in a downtown centric location really a way to garner widespread public comment? Or is that the point? It looks like another system designed for tourist postcards and the minority of the regions employees who work downtown is on the way again.</p>
Gov. Haslam on transportation: Path we're on won't work	<p>One thing we know, Tennessee will increase taxes on the people least able to afford them.</p>
Gov. Haslam on transportation: Path we're on won't work	<p>Bob you may be 100% correct but in this case if one can afford to own a car and can afford to put gas in it then they will pay the increased tax regardless of their economic class.</p> <p>With the lack of hard data about revenues, budgets, costs, and Fed gov't participation you can feel pretty sure we are being scammed. This appears to be about as much to do with the Fed reduction in funds as it does with TDOT mismanagement.</p>

Gov. Haslam on transportation: Path we're on won't work	<p>Bob, it's the Republican way!</p>
Gov. Haslam on transportation: Path we're on won't work	<p>Increase the gas tax? For you libs, just how "regressive" a tax is that? I won't even get into the regressiveness effects of a "carbon tax" on the least affluent of us.</p> <p>Folks, the libs (Democrats and RINOs) have a choice to make. Are they "more indebted" to the enviro-wackos, with money to donate, to Democrat and RINO candidates, or are they more indebted to the least affluent...but ignorant... and gullable?</p> <p>I say the first. The poor have no money to donate, but they are very easy to panic. BUT THEY VOTE!</p> <p>As my old daddy once told me. "Forget right, and wrong, in politics. Just remember. Politics is "saying whatever it takes" to keep an individual politician in power...for as long as possible."</p> <p>TENNESSEAN...Haslam...Alexander...Corker...Cooper....Nashville mayor...Nashville council = Clement, McWharter, and Bredeson... those in POWER, in the state, for a long time. It's a private club.</p> <p>That is for you old folks.</p>
How great things happen: the three-legged stool	<p>Mr. Hunt: WOW! When you put your bias liberal agenda aside you really do an outstanding journalistic job of reporting and analyzing. Thanks!</p>
Nashville transit public meetings focus on next steps	<p>Yep, more taxpayer money lost for empty busses going up and down West End connecting East Nashville with West Nashville, Exciting for the basement dwellers and voters selling their votes. It's just too hot for Davey in August so we need more bus stops and buses year round for his ONCE per week bus ride. Hey, but davey is reasonable NOT entitled!! He's not asking for a chauffeur & limo-- just more 150,000 - 250,000 MTA buses paid by the sweat of the taxpayers so davey doesn't have to sweat to get to his unfair sweaty bus stop. It's only fair because he's sooo "special" kind, caring and compassionate! Ms. Barry you got endorsed-- NOW DAVEY WANTS HIS BUSES--CHOP, CHOP! He can't be sweating over buses when he's got PP to defend, babies to kill, and Body Parts to sell---that's where HE spends his SWEAT EQUITY!!</p>

<p>Nashville transit public meetings focus on next steps</p>	<p>David Plazas Thank you for your reply.</p> <p>"I think you missed the point of the article. It's about a sustainable transit and mobility system in Middle Tennessee." Then you should made your case based on the facts instead OF making it ABOUT YOU, Which you repeatedly do when you write about mass trasit. I brought this very subject to your attention MONTHS ago when you wrote about more buses to have more frequent pick-ups FOR YOU and used your experience as the justification and proof!</p> <p>There is a need for mass transit in Nashville and Middle Tn. so make your case with funding, plans and cost info! The actual FACTS AND FUNDING--NOT YOUR SWEAT ON A HOT DAY--poor baby! Typical lliberal agenda driven Narcissistic Personality Disorder article!</p>
<p>Transit Leaders Hear Nashville's Complaints — Then Ask For Constructive Ideas</p>	<p>It is my experience that when many people ponder the relative merits of mass transit, they do so with an eye to how others might use it.</p> <p>It is unreasonable to expect a significant, voluntary shift to mass transit unless it has become sufficiently painful to drive personal cars. Until that time, it doesn't make sense to invest in any program that requires substantial new infrastructure in a long-shot gamble that it will see prompt, widespread adoption, and will likely be outdated when that happy day finally does arrive. What makes sense in the meanwhile is to deploy more buses (maybe some of them smaller) and expand routes incrementally, see what works and what doesn't and revise the plan as often as necessary to capitalize on knowledge gained.</p> <p>At some point in the future, even if it is not for many years, the time of true mass transit will be upon us. At that time, rather than scrambling to find ways to cram real estate intensive solutions into already crowded cities, we will be able to modify existing lanes of traffic in major arteries to house the new infrastructure, because car traffic will no longer have the same level of demand for space.</p>

Megan Barry's first 100 days: transit, housing, schools	<p>Boy, oh boy I'm really excited about our new mayor. I know! The homeless that are currently "squatting" by living in their own personally provided "affordable housing" in Fort Negley thinks the compassionate, caring Mayor Megan they supported and voted for "Screw them"! But, hey folks you've got to pack up your tents and take a look at the big compassionate, caring picture. 1. The land you're camping on is worth 10s or millions----way to valuable for street people. 2. Staying in the Public's Park won't provide a penny of tax money to the city and party by sticking it to the cities: developers, contractors, builders and all residents that a Housing fee will provided. 3. We sure don't want to set the precedent of "affordable housing" in the city Parks. For god's sake, the next thing you know you'll want Housing in Belle Meade i.e., Percy Warner Park. Again don't get uppity! 4. How will the caring compassionate needy Mayor Megan get the under the table donation for her next campaign without developing property like Ft. Negley, Fair Grounds--how can you do good without dirty money--It's just not fair.</p> <p>Fort Negley homeless don't get discouraged about the MM (Mayor Megan) sticking it to you---I'm sure she'll be sticking it to the Fox folks in Belle Meade, Forrest Hills and Oak Hill when the "affordable Housing" construction show-up in their neighborhoods' to build "affordable housing" ! I'm absolutely sure the residents of these little cities will treat the construction workers better that the AMP workers that wanted access to cities. Oh Happy Day!</p> <p>Mass Transit</p>
Megan Barry's first 100 days: transit, housing, schools	<p>Daniel: Thank you for your optimism re our new Mayor's potential. But there must be a better word to describe your outlook on Nashville than just "naysayer."</p>
Megan Barry's first 100 days: transit, housing, schools	<p>Jerry OConnor: Maybe you can help by pointing-out just ONE incorrect or biased item in my 2 posts. Waiting to lean.</p>
Megan Barry's first 100 days: transit, housing, schools	<p>Daniel Hiller You already "lean" plenty.... to the right. I'd correct your facts, but you haven't any. Just your own opinions which, I sense, you are an expert on.</p>
Megan Barry's first 100 days: transit, housing, schools	<p>Jerry OConnor My entire post was factual starting with the reply to you recruitment/search comment. But, hey a typical liberal response " All hat and NO cattle."</p>
Megan Barry's first 100 days: transit, housing, schools	<p>Daniel Hiller You must have lots of cattle... where else could all that bs come from?</p>
Megan Barry's first 100 days: transit, housing, schools	<p>Jerry OConnor Silly typical liberal deflection due to a lack of intelligence and facts. Not a single fact in your silly gibberish BS post. you can't defend your Liberal LOONY LAND beliefs. Every word of my post EVERY word was based in FACTS that you CAN'T refute! Goodbye!</p>

Invest in transit even if you don't use it (yet)	<p>Yep, another failed lie from Liberal loony land. 4 years from now there won't be a SINGLE PROMISE MADE TO THE MOB THAT WILL BE REAL! Mr. Plazas you suckered them in---you and your paper should be so proud!</p>
Invest in transit even if you don't use it (yet)	<p>David Plazas Your post would seem logical and have meaning if Nashville wasn't exactly like every other major city controlled, for generations, by the corrupt Democrats and the left-wing newspaper that support and help elect them But, hey when did facts, logic and the truth have anything to do with liberalism or your style of agenda driven of journalism ???</p>
Invest in transit even if you don't use it (yet)	<p>David:</p> <p>re: 70 percent of the Middle Tennessee region is made up of millennials</p> <p>Everybody is a millennial? What happened to the rest of us?</p>
Invest in transit even if you don't use it (yet)	<p>David Plazas : Millenials are 25% of the US population; the US labor force is almost evenly split in thirds with baby boomers and Gen Xers. I just don't know what they would be 70% of; gross migration into the region maybe? Article doesn't say.</p>
Invest in transit even if you don't use it (yet)	<p>Another great need for lower income bus riders is to bring back free TRANSFER tickets. Workers sometimes have to buy 2-3 separate bus tickets to get to one destination. MTA had free or 5 cent transfers for many years and they are still needed.</p>
Invest in transit even if you don't use it (yet)	<p>David Plazas Since we are losing millions each year on the present bus system which is for the most part under utilized, what do you think of not charging a fare at all in hopes that the result would be less congestion?</p> <p>Please do not attempt to diagram the foregoing sentence. Sorry.</p>

Invest in transit even if you don't use it (yet)	<p>I don't walk in my neighborhood, but I would like to have sidewalks so I could. I live on a road in Green Hills where there is no curb on one side and a deep rocky ditch on the other. I can't envision how it would be feasible to construct sidewalks here, and I doubt that anybody empowered to deal with this issue is even thinking about it. I don't use public transit, but I'd like to occasionally (especially when I go downtown). I think I would have to drive to a bus stop, but I'm unaware of any convenient park-and-ride facility. Transportation is a major issue we must deal with as a rapidly crowding metropolitan area. I'm pleased to see this editorial and the Tennessean's effort to keep this issue before us.</p>
Invest in transit even if you don't use it (yet)	<p>David Plazas Green Hills & Mr. Bryant is way too busy protecting their status quo, segregated, elitist public schools; from the poor dark skinned throw away kids and their schools to worry about sidewalks.</p> <p>For god's sake, Mr. Plazas learn something about the people and the community you live in!</p>
Invest in transit even if you don't use it (yet)	<p>Daniel Hiller Dream on Daniel.</p>

<p>Invest in transit even if you don't use it (yet)</p>	<p>I was at a public meeting Saturday, listening to a speaker opine on an entirely different subject. However, MTA did come up at one point and I learned something about its history I didn't know.</p> <p>While living on the West End bus line I have always noticed a disparity between the bus service I receive and what is available in not-so-highly-travelled parts of Nashville, but I always chalked up my good fortune to living close to popular destinations along a bus route to and from downtown.</p> <p>Not entirely so, said the speaker, indicating that, historically, when the subject of extending service has come up to other areas of Nashville, the response has been that it's primarily black people who ride the bus and very few African-Americans live in that area, or those areas, so it's not money well spent.</p> <p>The speaker went on to say that historically the West End bus line has received preferential treatment because, in keeping with the "logic" of the pervious statement, the citizens of Belle Meade demanded that MTA provide reliable and frequent public transportation so that their maids would have no trouble getting to and from work!</p> <p>Stacy Harris Publisher/Executive Editor/Media Critic Stacy's Music Row Report http://stacyharris.com</p>
<p>Invest in transit even if you don't use it (yet)</p>	<p>Either I'm missing something or I should restate my agreement that there is very frequent service on West End and Broadway. As indicated, that has been my experience, and, I believe, the speaker's point was to explain the disparity between that service and point-to-point service between less affluent destinations in Nashville.</p> <p>Stacy Harris Publisher/Executive Editor/Media Critic Stacy's Music Row Report http://stacyharris.com</p>
<p>Invest in transit even if you don't use it (yet)</p>	<p>Folks, you want to hang on to your wallet. This is a prelude to taxes going up. Don't buy the snake oil and don't buy the BS!</p>

Invest in transit even if you don't use it (yet)	<p>Increased investment in "high quality" transit systems has been proven to result in significant per capita savings: http://www.vtpi.org/raisetaxes.pdf</p> <p>However, in Nashville I don't think it necessarily means additional taxes, but a reappropriation of our current budget. If that money were to go to adding lanes and building more roads, the end result will be increased congestion. It's a phenomenon called "induced demand." If you continue to build more roads with more lanes, more people will use them. The process is repeated; a vicious cycle.</p>
Invest in transit even if you don't use it (yet)	Bryan GriffithI disagree. If it requires subsidies, then that is stealing from the taxpayers. Unless it is a completely free market answer, it is not a good deal.
Invest in transit even if you don't use it (yet)	I don't want to ride a bus
Invest in transit even if you don't use it (yet)	I recognize the problem, but before investing tax dollars for public transit (I live in Franklin), I'd like to know how to avoid the frequent result of poor quality transit with few passengers and high costs, i.e. how can we be most effective in actually putting people on buses/light rail/trains? Results from other cities are often not encouraging--and remember, public transit never supports itself, so getting the most riders for the additional tax dollar is very important.
Invest in transit even if you don't use it (yet)	Increased investment in "high quality" transit systems has been proven to result in significant per capita savings: http://www.vtpi.org/raisetaxes.pdf
Middle Tennessee transit lags behind demand, report says	Too bad Purcell/Dean forced all the new development downtown. Maybe we wouldn't have these problems if governmental support was as strong in support of suburban development as it is for development in downtown and east Nashville. Of course this was all planned.
Middle Tennessee transit lags behind demand, report says	The problem is due to sprawled development patterns over a multi-county area so it's not clear how further sprawl fixes the issue. At a certain point you have to begin consolidating population and addressing other ways of navigating the region instead of a total reliance on the automobile.

Middle Tennessee transit lags behind demand, report says	<p>Just the opposite is true. The problem is אסתין אוסבורן Purcell/Dean forced so many people into downtown and east Nashville that the traffic all gets jammed with people going to downtown in the morning and the suburbs in the evening. The elite planners solution to this is to make everyone live in the cities , ride bikes, walk or take transit. I will never live in an apartment or take public transportation again in my life. How about encouraging high rise offices in Nipper's Corner or Donelson or Belevue. Then the people who want to live in a safe county with good schools won't have to jam traffic trying to get downtown. Oh but no. We must all ride bikes to "save the planet".</p>
Middle Tennessee transit lags behind demand, report says	<p>Crowd people in downtown and east Nashville and then wonder why traffic is so bad in those areas? Maybe these car haters should walk or ride their bikes more. Or, like the government insists, move out of the burbs.</p>
Middle Tennessee transit lags behind demand, report says	<p>Interesting that the DNJ embraces this "study" while completely dismissing the more in depth studies that more strongly state that PreK provides no benefits at a cost of millions of dollars.</p>
Middle Tennessee transit lags behind demand, report says	<p>Duh. We've been saying this for years. No way that mass transit will work unless you hit both ends of the commuters' day, many of which start before 5am and/or end after 7pm. Come on out to the interstates at 5:30am, when rush hour is already in full swing. The local government was worried about getting people from one side of Nashville to the other (eg, the Amp), when the problem is caused by all of the people pouring in from the outlying counties. Widen the roads all you want, they will fill up before you know it. A quick start would be to expand the bus schedule to the surrounding counties - longer hours, more frequent trips and many of us would happily give up our cars. I HATE driving to and from Nashville. And for those of you telling us to move to Nashville, sorry, can't afford it unless I want to live in a closet-sized "condo".</p>

Middle Tennessee transit lags behind demand, report says	This is certainly true here in Murfreesboro. It seems, as we have development after development, little regard is given as to how all of the people who will live there will be able to navigate our city streets. For instance on E. Main Street where I live, about 100 new residents or more will soon move into apartments being built just east of me. The only outlet from that property that I see is onto E. Main Street. I can't imagine how on earth those who engineer this kind of project expect all those cars to even be able to get onto E. Main, much less go anywhere via that route.
Middle Tennessee transit lags behind demand, report says	The Regional Transportation Authority of Middle Tennessee concludes middle Tennessee transit lags behind demand. Why of course they do.
Middle Tennessee transit lags behind demand, report says	It is 7 in the morning and it's bumper to bumper from the airport on I-40. So much for getting an earlier start. We may soon see road rationing at certain hours of the day for anybody to get anywhere
Transit Fans Fawn Over Commuter Rail, But Study Says It Doesn't Fit For Nashville	Someone needs to point out the obvious: ANY solution will be tough and may be temporarily inconvenient. It's tough and inconvenient to alter one's bad habits but there is a bigger pay off. A city's growth is no different. Otherwise, long commutes become longer.
Transit Fans Fawn Over Commuter Rail, But Study Says It Doesn't Fit For Nashville	The Virginia Rail Express serves Washington DC from Fredericksburg and Manassass over rails "owned" by commercial freight lines. AMTRAK uses those same lines for passenger service. While there are occasional delays due to conflict, the conflicts and delays are minimal. Virginia is not afraid to threaten the big stick of eminent domain in order to get the freight companies to negotiate.
Transportation takes lead as Nashville area priority	Sorry, Middle Tennessee, but your roads are disgraceful. Real nightmares. Wish you would take a strategic view, not just quick fixes. Worst are your interstates, now laughingly dubbed the World's Longest Parking lots. Complete that loop, and fix that Nashville to Franklin funnel. You can do it!
Transportation takes lead as Nashville area priority	Bring trolley cars back to lower broad, rapid buses running out like spokes on a wheel, and light rail that runs the by-pass route (briley/440)
Transportation takes lead as Nashville area priority	Light rail Line. Extend transit bus service. Your roads are a joke!
If we don't pay for our roads, they'll just get worse	Excellent work, Mr. Plazas. A very strong argument, well-researched and well-written.

If we don't pay for our roads, they'll just get worse	There is no doubt there. These roads are the worse I have driven on and I travel for work. They rank amongst the worse interstates I have ridden in the past decade. And our commute from all directions? Horendous. So much so I am also considering relocated in the next few years. I loose almost two hours give or take a day of my life driving into work. The comes to 10 hours a week, 40 hours a month of lost productivity and wear on my car. This is on top of soaring prices everywhere else in my life. This place is pricing itself out of being an equitable place to live in more than one area of life...and I'm single. I don't even want to begin to think what a family goes through, especially one that does not make much money and I consider myself a solid middle class incomed citizen
If we don't pay for our roads, they'll just get worse	John, best of luck in your new home. And be sure and don't complain about their taxes.
If we don't pay for our roads, they'll just get worse	Does your traveling ever take you to the highly taxed north east if not you don't know what bad roads are' The gov of CT is claiming it will take 20 billion over 20 years to fix their roads and they already have one of the highest gas taxes.
If we don't pay for our roads, they'll just get worse	Richard Wass So what's YOUR solution?
If we don't pay for our roads, they'll just get worse	Elise Stevens Spend road monies on ROADS, and not other projects.
If we don't pay for our roads, they'll just get worse	I find John Breeding comment kind of funny because he evidently has not driven much in other states because I have been to several other states and driven on their interstates and Tennessee's are far superior to theirs. Some people just like to whine and complain without any real substance to what they say. I dont mind a tax increase as long as it goes to what it is suppose to be used for but government has a history of misusing money and not using it for what it is intended for. I can understand why people get pessimistic when a tax increase is mentioned.
If we don't pay for our roads, they'll just get worse	Need help packing?
If we don't pay for our roads, they'll just get worse	David Plazas Liberals are ok with spending road monies on other things because taxes can always be raised. Always their answer.

	<p>The long term solution is not keeping building more roads, wider roads, toll roads, and roads that encourage more driving while raising taxes to fund them and going into massive public debt. As witnessed in states that have high road taxes and high road debt, the traffic is just as bad. People just drive more, relocate farther from their jobs, decide to shop farther away, etc.</p> <p>As much as everyone hates it, It's public transportation. Keeping the roads the way they are will force folks on to public transportation. You will never eliminate autos, they are needed and we can't live without them.</p> <p>65 south of Franklin and north of Nashville are good examples of missed opportunites. The roads have been widened enough with a center median that would hold light rail. Will anything be done? Yeah, they'll eventually pave it and add two more lanes in each direction.</p>
<u>If we don't pay for our roads, they'll just get worse</u>	This and many other problems in the country, suffer from a lack of political leadership and desire to solve completx problems.
<u>If we don't pay for our roads, they'll just get worse</u>	This is a case of misappropriating money. But then the lefties will whine for more taxes. Don't give whiny kids what they want.
<u>If we don't pay for our roads, they'll just get worse</u>	They want everything and at somebody else's expese.
<u>If we don't pay for our roads, they'll just get worse</u>	Pardon me, but I think the problem is freeloaders who expect government services without paying for them.
<u>If we don't pay for our roads, they'll just get worse</u>	Jeff Wilson: You mean like every liberal leach in this country! Back-up you silly claims. Or, are you a typical liberal LIAR?
<u>If we don't pay for our roads, they'll just get worse</u>	Jeffie....If you don't like living in TN, here is a hint, LEAVE! At least there can never be a state income tax in TN. The last election made sure of that with a constutional amdenment banning it.
<u>If we don't pay for our roads, they'll just get worse</u>	Who misappropriated the money and how?
<u>If we don't pay for our roads, they'll just get worse</u>	Steve Carithers, y'all just live in a fantasy land where free asphalt grows on trees.
<u>If we don't pay for our roads, they'll just get worse</u>	Elise StevensThe general assembly. The ONLY thing road funds from gas tax should to go is ONLY ROADS, PERIOD.
<u>If we don't pay for our roads, they'll just get worse</u>	Jeff Wilson ...if gas tax was not used for other things it would not be a problem. But then again, I have never seen or heard of any lefties that ever had too much money anyway.

If we don't pay for our roads, they'll just get worse	Jeff Wilson Silly deflection!
If we don't pay for our roads, they'll just get worse	Jeff Wilson Steve is not one of those, Jeff.
If we don't pay for our roads, they'll just get worse	I urge you to realize that people riding bicycles and mass transit aren't clogging lanes on the interstate. If you could pay \$__ for the highways to be completely clear when you want to go somewhere, how much would you pay? I think of subsidizing mass transit as paying people not to drive, which makes the roads clearer when I drive.
If we don't pay for our roads, they'll just get worse	Jeff WilsonBS BS BS. Here is a simple answer dear Jeff...NO HELL NO! NO NEW TAXES!!
If we don't pay for our roads, they'll just get worse	Daniel Hiller The latter, Daniel!
If we don't pay for our roads, they'll just get worse	Steve Carithers Amen brother!
If we don't pay for our roads, they'll just get worse	Jeff Wilson "I think of subsidizing mass transit as paying people not to drive, which makes the roads clearer when I drive." How about naming a major city where subsidizing "mass trasit" has produced "clearer roads" Name one! Just one! Another dishonest post from Liberal Loony Land! One! Just once tell the truth!
If we don't pay for our roads, they'll just get worse	Roads are going to get worse if we don't fix them. Why do Tennesseans need to be told such a simple truth? People like Ben Cunningham (recently seen in a TV interview), who focus ENTIRELY on taxes, aren't helping the situation. They don't have anything to say toward a solution. All they can do is say "NO". If you don't want to raise taxes, that's fine. Propose a workable alternative. But don't get in the way of people who have useful ideas. Roads don't fix themselves.
If we don't pay for our roads, they'll just get worse	Oh no, Elise! If it's on the "front page" of the Tennessean, then the sky must be falling! Elise, there are dozens of ways the current level of money could be used more appropriately to keep the sky from falling. First, there is a surplus of a half a billion in the state's coffers... which alone could be applied (in whole or part) toward the mainteance of roads. Then there is issuing of bonds for capital projects. Not to mention, more people could purchase larger SUV and drive more miles.. all for the good of the state. All just for starters?

<p>If we don't pay for our roads, they'll just get worse</p>	<p>Mr. Plazas: Do you and the corrupt left ever tell the truth about anything?</p> <p>"We should be willing to pay for enhancing our infrastructure and improving our quality of life."</p> <p>1. The taxpayer paid for infrastructure with the Gasoline taxes that the government collected and the crooked left ---stole!</p> <p>2. Billions of the Gasoline tax funds were stolen for mass transits, like Amtrak and subways in cities that have Mass transit. Thus stealing Federal funds from our roads.</p> <p>3. The incompetent president obama received a Trillion dollars:" Scandal: Less than 7% of Trillion-Dollar 'Stimulus' Spent on Infrastructure."</p> <p>4. There have been revenue neutral highway bills that have been rejected by the left. How about putting the funds you stole back in the Highway Trust Funds from your pet projects like defunding Planned Parenthood or Public TV and radio.</p> <p>Mr. Plazas why should the taxpayer continue to reward left-wing thieves and liars? I'm sure the high ethical standards at the Tennessean wouldn't allow you or your paper to participate or promote such a blatant fraud and scam---would they? I certainly wouldn't! I would let the entire system crumble and fall and then lock-up the liars and crooks—in Gitmo! I hear there's room and a \$750,000 new soccer field!</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>Apparently you don't understand the difference between state and federal governments, even though your allegations against the federal government are pretty flimsy, too.</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>Jeff Wilson Point out exactly what I don't understand? List the claims thare are "flimsy". Put-up or shut -up!</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>So what's your solution for fixing the roads? Do you think they're going to fix themselves?</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>Elise Stevens I gave you my solutions.</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>Daniel Hiller, all of your complaints are about federal issues. Federal dollars don't pave state highways.</p>

<p>If we don't pay for our roads, they'll just get worse</p>	<p>Jeff Wilson: Is the picture of a Highway identified as I-65 in the article a STATE HIGHWAY? Again you misrepresent and are divious in your reply:"Federal dollars don't pave state highways." THEY PAY FOR THE INTERSTATES WE ALL RIDE ON----- Liar! "Highway maitenance costs are primarily funded through gasoline taxes About 56% of the construction and maintenance costs are funded through user fees, primarily gasoline taxes, collected by states and the federal government, and tolls collected on toll roads and bridges. The rest of the costs are borne by the federal budget." I'm not one of your ignorant low info votes, tell the truth in an honest debate JUST ONCE !! Do you ever thell the truth about anything---ever Mr. Wilson?</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>Daniel Hiller - yes, you are one of those ignorant, distorted information voters who cannot think for themselves.</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>William Spencer: Another no facts, no substance personal attack from Liberal Loony Land. All you lefties have is lies, personal attack, division and hate. Stop leaching off of the success and hard work of other and make some type of intelligent useful contribution instead of envy and hate.</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>Elise Stevens A solution has been provided to you. Problem is you dont like the solution.</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>Daniel Hiller, money spent on Amtrak doesn't come from the federal highway trust fund and reduces traffic on the highways.</p>

<p>If we don't pay for our roads, they'll just get worse</p>	<p>your word "parsing" as yo did with you state highway post. (caps for jeffy) ALL FUNDS FOR INFRASTRUCTURE COME FROM TAX PAYERS! Did I say Amtrack fund specifically come from FEDERAL HIGHWAY FUNDS??</p> <p>aGAIN DO YOU every MAKE A TRUTHFUL CLAIM ABOUT ANY THING EVER???</p> <p>The media's politically-loaded word of the day is "infrastructure." This comes as absolutely no surprise when you understand that the foundation of all media bias is to increase the size and power of our centralized government. And what better way to do that than to feast off the fresh corpses of those killed on a passenger train run by our bloated, incompetent federal government.</p> <p>And what better way to distract from the fact that 6 innocent people died on a passenger train run by our bloated, incompetent federal government than to blame-shift to the selfish taxpayers and the evil Republican Party.</p> <p>You see, Amtrak is like Baltimore: although government has had its fingers in everything for decades, the only solution is more government.</p> <p>Heads up! This is the media's game-plan for the rest of the week: At least through the Sunday shows, the media will exploit the Amtrak tragedy to call for more government spending and blame Republicans.</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>David Plazas For you to say that David, shows you have NO clue what a conservative is. Haslam is NOT a conservative. He is a RINO.</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>David Plazas: Typical attempt, by you, to deflect. I want a fix for our highways and infrastructure. . Put the Revenue from all funds for highways in a "lock box" for non-mass transit and Amtrak. No deficit funding for current government service, maintenance and infrastructure funding. Cut all controversial social programs funding like Public radio and TV and Planned Parenthood. Republicans want the FIX is true. . Your reply is dishonest when it doesn't acknowledge that the lack of fiscal responsibility and accountability is the problem. Not the willingness of taxpayer or their representatives to pay for legit cost and services. If you want you readers to respect your opinions you need to tell the trust without word parsing and dishonest agenda driven evasion.</p>

If we don't pay for our roads, they'll just get worse	can the writer of this copy and paste from the state report please give a breakdown of how and where the present monies are spent
If we don't pay for our roads, they'll just get worse	They're spent on transportation, to put it simply. Traveling in East Tennessee this past week, I saw plenty of highway construction. But I also experienced mile after mile that's desperate for maintenance.
If we don't pay for our roads, they'll just get worse	Jeff Wilson thanks, but i'll stand on seeing a breakdown, i have lived in states where they claimed all the money was headed for the roads, but when i lived in nj, it seems corzine raided the transportation fund, to support medical care for illegal aliens, and he denied it, while crying for more highway money, so pardon my not believing it
If we don't pay for our roads, they'll just get worse	Dave Junge If you know there's a state report that can be "copy and pasted", then why don't you look it up yourself?
If we don't pay for our roads, they'll just get worse	Elise Stevens not in there sweetie,did you try to read it or just trying to remain relevant,its sad a report only states how to increase revenue, and not how it is spent oh how are the meds doing?keeping reality real?
If we don't pay for our roads, they'll just get worse	Elise Stevens Why be so snarky to Mr Junge?
If we don't pay for our roads, they'll just get worse	David Plazas thanks so some goes to housing, some to the election commities at least 22 million goes to things other than the roads, perhaps before we raise taxes put the money where it is intended
If we don't pay for our roads, they'll just get worse	Dave Junge DUD! You would think. For people like Mr, Plazas listing data is the no solution--solution that convers-up and continues current corruption, waste and incompetences--never reform or cutting pet projects the people want cut!
If we don't pay for our roads, they'll just get worse	Daniel Hiller i'm not sure some people want itcut, but i'm sure those who will pay a gas tax that goes to other places want it cut
If we don't pay for our roads, they'll just get worse	Right on Mr Plazas there should be a gas tax to pay for our road upkeep, just as there should be an increase in the sales tax to pay for expanding Medicaid. Lets spread the burden of paying amongst all users We all need to experience the gratitude of chiping in and the feel the exuberance .of being part of the solution.
If we don't pay for our roads, they'll just get worse	Well, first we need a solution. What's yours?

<u>If we don't pay for our roads, they'll just get worse</u>	Elise Stevens -Mr. Wass doesn't want one. He would love to see the federal government rendered powerless to limit special interest's money and their "causes". All taxes are illegal and any central authority is practicing socialism. Which led us to the brink of the abyss, by the way, during the Depression. FDR saved the country by utilizing federal powers to help PEOPLE. The ones, you know, who were the victims of banking and investment chicanery.
<u>If we don't pay for our roads, they'll just get worse</u>	Elise Stevens One more time, a solution has been given to you. You don't like it, however.
<u>If we don't pay for our roads, they'll just get worse</u>	William Spencer FDR and the left kept the country in a prolonged depression with endless tax increases on business and stifling regulations. Just as Obama is doing today as the left yet again can't see the demise it is causing the middle class.
<u>If we don't pay for our roads, they'll just get worse</u>	Elise Stevens Money is the solution everyone paying in is the objective.
<u>If we don't pay for our roads, they'll just get worse</u>	Richard Wass The left wants the country destroyed and Obama is doing it for them. That's why he is a god to them.
<u>If we don't pay for our roads, they'll just get worse</u>	The gas tax should be used for only roads not Greenway and bike paths. Charge battery powered or hybrids a per mile fee instead of them getting a free ride. Furthermore, there should be a moratorium placed on all new road construction and put on repairing what we have now. As for the point that if the gas tax had kept pace with inflation it would now be .38, well if my wages had kept pace with inflation I might be able to afford a slight increase. 1 raise in 7 years puts me much further behind.
<u>If we don't pay for our roads, they'll just get worse</u>	All of the greenway dollars statewide won't pave 10 miles of interstate.
<u>If we don't pay for our roads, they'll just get worse</u>	If you read the whole post you would see I mentioned several things collectively that would help. A sum of all the parts so to speak. Let me guess-you are a staunch tax increase supporter and nothing else will work? That alone will never pass.
<u>If we don't pay for our roads, they'll just get worse</u>	Jeff Wilson Why does that matter? Seems you are trying to justify raiding the roads fund for other things no matter how small an amount.

If we don't pay for our roads, they'll just get worse	Charlie Goad, that's not true. Using gas tax money for bike lanes encourages people to ride bikes instead of driving a car. Therefore, they're not competing with us for space on the highways. Would you pay \$__ for the highways to be clear whenever you drive. Money spent on mass transit and bike lanes is effectively money spent to reduce congestion (and pollution).
If we don't pay for our roads, they'll just get worse	And therefore less gasoline tax paid.
If we don't pay for our roads, they'll just get worse	Jeff Wilson Maybe those people dont want to ride bikes.
If we don't pay for our roads, they'll just get worse	Charlie Goad, I don't need the road to Finger, Tennessee, but my tax dollars help to pave it. We all pay for things that don't benefit us directly.
If we don't pay for our roads, they'll just get worse	Jeff Wilson I bet you think I have no idea where Finger is. Ive been by the turn off on US 45 several times.
If we don't pay for our roads, they'll just get worse	Charlie Goad, actually, I'm quite familiar with it. One of my colleagues at The Jackson Sun grew up there. Having been to all 95 Tennessee counties, I know lots of the crossroads and byways. Like you, the closest I've been to Finger was passing the sign on U.S. 45 (many times).
If we don't pay for our roads, they'll just get worse	Jeff Wilson Jeff I am aware of that. You like to talk DOWN to the rest of us and it is NOT necessary
If we don't pay for our roads, they'll just get worse	Someone explain to me why tax on diesel fuel is not being considered for an increase as is gasoline. If the State needs more funds for road maintenance and construction, then everyone using the roads needs to contribute as part of the package.
If we don't pay for our roads, they'll just get worse	Typically, the two taxes move in tandem. The conversation is about gasoline because that's what most people pay, but usually the diesel tax changes by the same amount.
If we don't pay for our roads, they'll just get worse	Mr Crow truckers pay out the azz in road taxes. Look it up.
If we don't pay for our roads, they'll just get worse	David Plazas You never met a tax you didnt want to increase.
If we don't pay for our roads, they'll just get worse	Charlie Goad Mr. Goad....Last week I returned from a road trip to New Jersey. I paid more for gasoline along with the more than \$30.00 in tolls for roads and bridges in a 6 day period. Am I willing to pay .02 more per gallon in fuel taxes in TN for an out of pocket cost to me of about \$10.00 a year....yes.

If we don't pay for our roads, they'll just get worse	<p>Mr. Plazas:</p> <p>There are at least 2 facets to this issue. Two of these are revenue and expenditures. You seem to continually cite data on the revenue side. Some I believe won't hold up under closer scrutiny. I don't recall any data much less articles that pertain to the expenses side of the issue. Until you give equal space to proving TDOT and the state spend existing road budgets appropriately then you have no credibility with fair minded citizens.</p>
If we don't pay for our roads, they'll just get worse	<p>The prices of labor, concrete and steel have soared since the last time the gas tax was changed. Can't speak to asphalt prices, but I suspect they're up significantly. Land prices (right-of-way acquisition) are up several times over. Those are the big components of highway construction.</p>
If we don't pay for our roads, they'll just get worse	<p>Jeff Wilson : Thanks Mr. Wilson I agree costs have risen over the years. The reasonable question is whether road building costs increases are legitimate and in line with other industry increases. Also do other TDOT expenditures reflect proper stewardship of our taxes? I would think we would require a complete justification of existing management of funds before we accepted a plea to increase taxes.</p>
If we don't pay for our roads, they'll just get worse	<p>David Plazas : Thank you for the access to the presentation. Hopefully you understand there is no mention, let alone justification of, how TDOT spends our tax dollars in the report. So we are still ignorant of why TDOT believes their costs warrant more revenue. The telling information in the report is that when adjusted for the cost of road construction TDOT has the equivalent amount of Tennessee tax revenue they had in 1989. The problem seems to be with the Federal Highway Trust Fund and the mismanagement by the Feds. Instead of holding the Feds accountable our politicians and you want to give more tax money to a gov't agency that has not justified a need. If you look at the report with even the slightest amount of skepticism you can see most of the reasoning is not relevant or just misleading. I'd be happy to go thru it in detail with you if you would like.</p>
If we don't pay for our roads, they'll just get worse	<p>While roads may be a problem, there was a recent article about a much greater crisis. Tennessee is usually ranked low in all quality of life indicators. Even worse for Nashville, KIDS COUNT ranked child well-being in Davidson County 87th among the 95 Tennessee Counties. THAT is a much bigger need that roads, along with the 100,000+ Davidson County residents in poverty.</p>

If we don't pay for our roads, they'll just get worse	David Plazas Everything is a major crisis to liberals.
If we don't pay for our roads, they'll just get worse	Plazas We ARE paying for our roads. However that money is being spend on other things. This has been mentioned in this forum several times. What about this do you not understand?
If we don't pay for our roads, they'll just get worse	David Plazas Like I'm going to believe this bs. They say they dont spend road money on other things which is BS.
If we don't pay for our roads, they'll just get worse	<p>continue to expose yourself as a Liberal Loony Land fool or a blatant liar!</p> <p>More than 20 percent of fuel tax revenue goes toward purposes other than funding highway construction or maintenance. If the Federal Highway Administration spent less on those other purposes, billions more could be freed up for building and maintaining highways. For example, the administration could save \$2.4 billion if the Highway Safety Improvement Program were eliminated and each state were permitted to decide how much of its own money to spend on safety improvement.</p> <p>The goal of the safety improvement program is to provide funds to help state and local governments achieve a significant reduction in traffic fatalities and serious injuries on all public roads. To receive funds, each state must create and update a Strategic Highway Safety Plan on an annual basis – and each state must collect data measuring the safety of its public roads.</p> <p>Each state also has an incentive to make its roads safer to benefit its residents and to attract tourists. If the Federal Highway Administration provides funds for safety, the federal government must decide how to divide the money between states. They also establish priorities specifying how states must spend the money. Different states, even if they have similar highway mileage, may have very different safety problems. Thus each state could make a better decision on its own about how much to spend to</p>

<p>If we don't pay for our roads, they'll just get worse</p>	<p>Looks like the governor's mice are scurrying around trying to con people into higher taxes on gasoline. How about this, use the gas tax only for roads and bridges. The letter writer makes a very good superficial attempt at declaring the governor's need as real, unfortunately it is only superficial and like the preK program is supported by him for no realistic reason other than to feed his desire for more money to spend. The writer speaks of how long it's been since the tax was increased but says nothing about the total amount of dollars coming in as being more than a few years ago, you see while we may be getting more miles per gallon there are a whole lot more people out there driving. The gas tax originated as a user fee and should still be as there would be plenty of money for highways and bridges. The shortage comes as a result of the state taking 7% off the top for the general fund, more is taken for such asinine things as bike paths, greenways, public transportation, garbage compactors, etc, etc. It's isn't a question of whether those things are needed or not the question is why are they coming out of the gas taxes? Want bike paths tax bicycles, and any bike shorts that are over size 34 inches in the waist. Want more money for highways and bridges stop stealing from the fund.</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>Looks like Mr Plazas is one.</p>
<p>If we don't pay for our roads, they'll just get worse</p>	<p>David Plazas When you selectively manipulate statistics you may support your point but they do not support the facts. In 1989 a large screen TV cost a small fortune, a computer compatible to what is available today cost two fortunes. The point is, has the cost of living gone up since 1989, of course it has but not at the rate of 55%. You see, the value of the dollar in 1989 has no more significance than the value of a dollar in 1936. The idea that a 55% increase in income is "nominal" is not only out of touch with reality but disingenuous on many levels. A 55% increase in anything is significant especially when it's coming out of the pockets of people on fixed incomes and those whose wages have either stagnated or been reduced. Here are the real facts Mr. Plazas: each year the state has collected a significant amount, from the gas tax, above the previous year. Approximately 20%, some estimate it's closer to 30%, of the gas tax each year goes for something other than highways and bridges. One last thing, the state is taking voluntary donations if you just can't get past the idea that the state really needs more money.</p>

If we don't pay for our roads, they'll just get worse	Jeff Wilson, you're dismissed.
If we don't pay for our roads, they'll just get worse	Thank you David for presenting this in such a simple, easy to understand, direct way. I wish our lawmakers had the courage to really educate and prepare themselves to go back to their constituents and explain it in a way that doesn't cost them their jobs. This is a real need in TN and the lawmakers must gain the confidence to present this information as you have!
If we don't pay for our roads, they'll just get worse	After seeing your facebook page, your bicycle gave you away, I can understand your support for a higher tax on gasoline while saying nothing about stopping the illegal spending of the gas tax revenue on things other than highways and bridges. I would also challenge you to show me where God gives approval of your idea of marriage being more than one woman and one man for life. What happened with poligamy, sexual slaves etc was not directed by God but by man's free will.
Music City Star train focus of early region transit talks	I am glad you can ride downtown Friday for dinner or a symphony.
Music City Star train focus of early region transit talks	Yep, have the taxpayers pay for your transportation on your night out while Ms. Ingram pays for your music. Only in Liberal loony Land!
Music City Star train focus of early region transit talks	Taxpayers pay for interstate highways, too, you tard.
Music City Star train focus of early region transit talks	Daniel Hiller, your hate exceeds your rational thought process. I'm so sorry you struggle so much in your daily life. Are you bitter that you had to get an education at a State supported school, or that you earned your living from a government job?
Music City Star train focus of early region transit talks	Daniel Hiller You will not slam Mrs. Ingram. She and Craig Phillips run one of the most respected marine transport companies in the country. I have talked to their Captains and people who work with them from Pittsburg to Houston and there is no one more respected. We are lucky to have had the Ingram family's comittment the support of a number of community endeavors. I am very glad we have a great symphony here. I am lucky to have the support of my clients which allow me to pay \$99 each for a pair of ticket to Bach's Brandenburg Concertos last week, and the same for great seats to the Messiah in December. I am the first to acknowledge I am surrounded by some great people helping me enjoy this world. It is a real pity you choose to surround yourself with bitterness. A trip to the symphony would certainly be good for you, as I had good feelings for over 24 hours after Bach and for 2 days after Vivaldi's Four Season. :)

Music City Star train focus of early region transit talks	<p>"The train roughly averages 1,100 riders per day and has shown increases, but it still hasn't been cost effective enough to increase the frequency of trips and times it runs."</p> <p>It would be great to expand on this sentence.. it would take 1,500 riders per day to be cost effective - etc - versus making a vague statement that could be much better explained and clarified.</p> <p>Or if the Star increased ticket pricing by 5% in 2016 it would be cost effective with the current ridership, etc...</p> <p>It will be great to see some clarification on the numbers from RTA so you can start to create meaningful debate and clearer options for commuters including the viability of increasing frequency (which is a must to increase usage and ridership) and then compare this to other forms of transportation costs (gas, auto maintenance, productivity time, etc) that most Nashville commuters currently face...</p>
Music City Star train focus of early region transit talks	<p>Could they run the Star more often than during the morning and evening commuting hours? I would love to take the train, but do not feel it is a good option for me while I have a school-aged child due to its current schedule. If he were to get sick at school and I needed to leave quickly to go get him, I would have no way to do so. I know they have the "emergency ride" service, but I don't really want to test that out in an emergency! I am sure I am not alone in this situation.</p>
Music City Star train focus of early region transit talks	<p>Ms. Maynard: Spot on! Stick to the taxpayers to make it more convient for you--because you're sooo special!</p>
Music City Star train focus of early region transit talks	<p>Daniel Hiller Hiller go back to your basement and polish your gun collection and wait for the Russians to come. We will tell you when you can come out.</p>
Music City Star train focus of early region transit talks	<p>Boy oh boy there is the answer to Nashville's Affordable Housing. Free tickets on Nashville Star to Wilson county! Problem solved!</p>

Music City Star train focus of early region transit talks	<p>It is no secret that there is a major growing issue with transportation in Nashville and middle Tennessee. The transit is very important to the function of the society in Nashville. I think it is proactive to see the committee taking steps to further develop the transit and lengthen its routes. I, however, know how lengthy development projects can be and development typically gets put to the backburner when other plans and cost issues arise. I only hope that they will continue in developing the transit as a college student who hopes to one day reside in Nashville. I have full faith in Middle Tennessee authorities and I believe we will see progress soon hopefully to help soothe out some of the transportation issues.</p>
Music City Star train focus of early region transit talks	<p>They need to do something. Traffic between Nashville and Murfreesboro on both main arteries is horrible both in the morning as well as evenings.</p>
Music City Star train focus of early region transit talks	<p>The problem with the Star is that it goes to Wilson Co. The main demand is between Murphreesboro to Hendersonville. Just look at the interstate traffic patterns. Why U.S. can't have efficient high speed transit like Europe and Japan I don't understand. .</p>
Chat transcript discussing Nashville's transit future	<p>Mr. Plazas: Good luck! Yep, AMP failed because the "people didn't understand." You don't have a clue!</p>
Chat transcript discussing Nashville's transit future	<p>This is a well written article, but I beg to differ with one conclusion. The public opposition to AMP increased as more information was known.</p> <p>It is true that the public was not informed in a timely manner. The Mayor tried to fast track it and failed despite modifications to mollify some of the prominent opponents. The opposition would have been more extensive if the facts had been known earlier.</p>

Chat transcript discussing Nashville's transit future	<p>Yep, davey you keep organizing a Liberal Loony Land circular transportation "firing squad" (don't forget jim cooper's dog)! Here is a thought: You, The Tennessean, missy megan and the rest of the incompetent Liberal Loons--shut-up, get-out-of-the-way and let the "adults", (you know the people that actually know how to design and build real thing in instead of "piles of red ink dysfunctional BS") take control of the planning, borrowing and taxing--you can Start with letting-your-fingers do the walking to Mr. Beaman's phone number! Or, better yet---get the money losers at MTA to tour you around Belle Meade, Oak Hills and Forrest Hills and get advice from the people that will have-to-pay for the increased frequency, (specifically designed for YOU)of your beloved personal publicly financed and tax funded & supported "chauffeur service."</p>
Chat transcript discussing Nashville's transit future	<p>Mr. Plazas: I would like to introduce you to a real journalist--- Phil Williams at Channel 5. I'll see if you can intern and learn how to do investigative journalism. Of course, you'll have to actually do real work instead of riding around town on a money losing taxpayer funded MTA bus while you pontificate and BS! Great TRUTHFUL news on Channel 5 --- TRY IT SOMETIME!</p>
Chat transcript discussing Nashville's transit future	<p>Solution for "public transit" in Nashville? MOVE BUSINESSES.... MOVE!</p> <p>Look at the tens of OPEN MILES along the exits on TN 840! Get out of Nashville! High Taxes, massive traffic, wasted time, poor security. Why pay millions for a building in metro when you can buy a "campus" for the same money along TN 840? Trees...grass....space.</p> <p>With the internet getting more sophisticated every year, there is no reason to pack people into highrises like chicken coops on a stinky semi. GET OUT IN THE COUNTRY!</p>
Nashville's real-time bus app on the way	Now all we need is passengers.
Nashville's real-time bus app on the way	So let me get this straight. \$5.6 Million dollars for an app that tracks MTA buses in real time. Wow.
Letting Buses Use Freeway Shoulders Ranks Among Middle Tennessee's Fastest, Cheapest Traffic Fixes	It seems like a bad idea to me. Emergency and disabled vehicles need those shoulders. Moreover, light rail uses a similar concept.

Nashville explores 'freeway BRT,' driverless cars	Buses driving on the shoulders? Sure, nevermind any cars or people in the way, besides it being asinine to begin with. Good thing we elected a brilliant new mayor.
Nashville transit options unveiled: Go big or small?	How unfortunate to still see Nashville's leadership insistence on hub-and-spoke, downtown revitalization system in all plans. Eventually we will see movement to networks once leaders are replaced with people who understand the needs of locals instead of destination creation.
Nashville transit options unveiled: Go big or small?	I've experienced a fully developed Bus Rapid Transit system in Bogota, Colombia and found it to be very functional. It feels like riding light rail and is very well used by local residents there. There are BRT lines in the US, particularly in Cleveland and Eugene, OR, both have proven the concept to work. It's the logical approach for Nashville, lower cost but nearly the same benefits as very expensive light rail.
Nashville transit options unveiled: Go big or small?	Hello Joey: Would it be possible to make the attachments expandable such that the few readers are able to see the legends and other content of the different scenairos.
Nashville transit options unveiled: Go big or small?	I can't read it either and I'm interested in this.

<p>Nashville transit options unveiled: Go big or small?</p>	<p>look at some numbers.</p> <p>Nashville metro growth: 1980-1990 - 139,271 1990-2000 - 278,259 2000-2010 - 289,603 2010-2020 - 304,298 (projected)</p> <p>Growth 1990-2020 - 872,160 (79%)</p> <p>We're getting to the point where the region is growing by 30,000+ year, or 300,000+ per decade. Let's not kid ourselves. This isn't a faucet that you just turn on or off.</p> <p>With that kind of growth, we have to initiate some long term planning, which will be costly. Often, when I read stories about proposals for transit in Nashville, I see comments like "we don't need that! We're not New York or Chicago!". While those statements are true in themselves, they do not account for the fact that our city is growing much, much faster than our transit infrastructure can handle, and we're getting to the point where widening surface streets and interstates alone aren't going to be effective in handling traffic.</p> <p>I hope we're not sitting here in 2030 thinking "gosh, I wish we had instituted some form of mass transit" because we have 2.6 million people and roadways that are still inadequate to handle</p>
<p>Nashville transit options unveiled: Go big or small?</p>	<p>We can pay a few billion and have a world-class transit system, or we can just lose it in time, productivity, and fuel lost sitting in traffic. Add in the health benefits and savings of a city that walks more and sits less, as well as the expanded economic mobility of not being tied to owning a car, and the need for big, bold action on transit is clear.</p>
<p>Nashville transit options unveiled: Go big or small?</p>	<p>Nashville will roughly double its population from 2000 to 2040. We are suffering already with traffic and unserved areas. It makes sense to plan for the most comprehensive plan. Even if we postpone part of it, we should not adopt a plan that prevents activating a part that we may currently defer. Sooner or later, it will become clear to holdouts that it is necessary.</p>

Nashville transit options unveiled: Go big or small?	have any routes had to add extra busses? has anyone been left standing at a stop because the bus was full? what has been done to keep uninsured motorists off the roads? are shelters in place at bus stops to keep patrons out of the weather? have neighborhood boards been utilized to form car pools?
Nashville transit options unveiled: Go big or small?	Skytran would be a great system to implement above all these ideas; cost, speed, functionality are among the few benefits. I hope metro will investigate this system. It could be quickly installed, get people off the road, and is incredible sustainable.
Nashville transit options unveiled: Go big or small?	Here is a link to progress to progress for Skytran, JPods and other solution in Boston: http://www.jpods.com/boston
Nashville transit options unveiled: Go big or small?	the rate of growth definitely doesn't seem to be slowing down. I ride the bus from Madison to East Nashville for work, but if I had to go anywhere else the bus system seems to be lacking. The distance I travel is short, so the bus is convenient for that. But for anyone living outside of Nashville commuting in would be better served by a rail service. I think commuters won't want to give up the "freedom" of driving their own cars even if that means sitting in traffic on the interstate if they only have buses as an alternative. The perception will be that if it doesn't save them any time, what's the point? It's hard to convert people from a driving culture into a public transit culture if it doesn't make their lives easier or commute time shorter.
Nashville transit options unveiled: Go big or small?	Anything less than the highest option mentioned would be a temporary band-aid. Then this same discussion would have to be revisited in five years when the population of Nashville is double what it is today.

<p>Nashville transit options unveiled: Go big or small?</p>	<p>This is absolutely a no brainer! We absolutely need to begin construction immediately on the "Top-tier proposal" with all the Bell and Whistles, at 5.4 billion through 2040! Missy megan found 7 BILLION before the Votes were counted. She said she would use the 7 BILLION to pay-off the city's 2 BILLION pension debt. Metro Council refused to pay-off the pension debt! They said we didn't need too. So we still have 7 BILLION TO BUILD THE TOP TIER CONSTRUCTIONS with additional BILLIONS coming from Federal Funds and money from the surrounding counties and cities.</p> <p>With missy megan's 7 BILLION + FEDERAL Funding in the BILLIONS + MONEY FROM THE SURROUNDING counties we can build BILLIONS IN AFFORDABLE HOUSING and throw in a BILLION or two TO IMPROVE OUR FAILING Public education in the "IT CITY"!</p> <p>The liberal paradise built on conservative financial acumen, sound no debt money, truth and facts is just around the corner. All praise and Glory to missy megan, davey plazas and the Tennessean! There'll be plenty of money left over for the construction of Statutes.</p>
<p>Nashville transit options unveiled: Go big or small?</p>	<p>Pass Massachusetts Senate Bill #1837 to allow solar-powered mobility networks to be built and better solutions can be provided by private capital.</p> <p>No city in the world has had its congestion problems solved by buses and light rail. More of what is failing will fail.</p>
<p>Nashville area needs to go big on transit to be great</p>	<p>I vote for option 3. Name me one large city that isn't a PITA to navigate. Politicians will tell suckers that gridlock is avoidable when it isn't. Learn to live with density or move someplace less crowded.</p>
<p>Nashville area needs to go big on transit to be great</p>	<p>"Caucus of Mayors agree to expansion regionally." The same thing was said in Atlanta, now their are new politicians and residents in these surrounding counties. They are refusing to allow MARTA to expand into their cities and counties. Option three at best. The people of Nashville will not give up their independence(cars) and the congestion will remain the same but with a huge waste of money and a continued expense that never pays for itself. Another place for thugs and criminals to find victims. By the way giving yourself a name like the "it" city is for the papers use only.</p>
<p>Nashville area needs to go big on transit to be great</p>	<p>Jerry Taylor Well said!!</p>

Nashville area needs to go big on transit to be great	Folks, this is just another money grab disguised as a crisis and a high tax solution. Don't buy it. These slimy elected cooks need to be run out of town for it.
Nashville area needs to go big on transit to be great	What's your experience with Nashville-area traffic?
Nashville area needs to go big on transit to be great	Angelique GoldenI lived near by for over 10 years. NEXT!
Nashville area needs to go big on transit to be great	Steve Carithers You dont even live in this city? You sure do run your big mouth about how we should operate it for someone with no skin in the game.
Nashville area needs to go big on transit to be great	Thomas J WardMy parents live there. Nuff said. NEXT!
Nashville area needs to go big on transit to be great	Angelique Golden What's YOURS?
	How much are fares an issue? Since we will continue to lose money why waive the fare for all? My only other thought is adding security since we are losing money. The name of the game is to decrease congestion not to minimize inevitable losses, many of which are covered by the federal teat.
Nashville area needs to go big on transit to be great	Go ahead and call me a tax and spend conservative which is what I am on this issue.
Nashville area needs to go big on transit to be great	Apparently if we do nothing there will be 1 million people here by 2020. Then what happens? Will those 1 million people leave? Will we get back to 400000 when we were the "it" city. So maybe if we do nothing we will stay the "it" city. Somehow I am not seeing this as a problem.

<p>Nashville area needs to go big on transit to be great</p>	<p>650,000 residents in Nashville alone, and about 1.8 million in the metro. The metro has been averaging almost 30,000 new residents per year since 1990. This is not a new phenomenon. This was happening well before the "It City" label.</p> <p>The city will not have 1 million residents by 2020, but it could have more than 700,000 if current growth rates hold. The metro could be near 2 million by 2020.</p> <p>Now, regardless of whether Nashville & surrounding area embark on any mass transit projects, as the city grows, traffic will get worse. Make no mistake. Mass transit does not mean less traffic. Mass transit simply increases the capacity of the city to handle more commuters, meaning, as the city grows, which it inevitably will, the infrastructure will be better able to handle the growth.</p> <p>As to the assertion that if we do nothing, that people will just move away...that's highly unlikely. If anything, growth would probably just stagnate. Why is growth stagnation a bad thing? Because it is harder to attract new companies. It is harder to attract and keep college graduates. Trust me, if you take a look at which cities around the country have slow or even negative growth rates, they're mostly not places that you want to live.</p> <p>Do we want to be growing at a breakneck pace? I don't think so. But we also don't want to be sitting still. It's easy to get wrapped</p>
<p>Nashville area needs to go big on transit to be great</p>	<p>Kevin Stubblefield My bad. The article said we will grow by more than 1 million people. Anyway back to doing nothing - maybe those one million won't come here. Do we need more businesses? Can they not develop in the burbs? Why do we need infrastructure to come downtown? Is this a we will build it they will come or will they come anyway? Again I see no problem. I would rather stay where we are than strive to be another Atlanta. Where are the places we don't want to live that Nashville will become if we stay the same?</p>

Nashville area needs to go big on transit to be great	<p>The article says 1 million people (meaning the metro area, not just the city of Nashville) in 20 years, not by 2020. I think 1 million in 20 years is still a little bit of a stretch, but it's not out of the realm of possibility.</p> <p>Also, you seem to be confused about what is being talked about here. This isn't just talking about the city of Nashville. It's talking about the entire region. So when you say, can the businesses not just develop in the burbs...well...that's part of the problem. Have you seen Cool Springs or Maryland Farms traffic lately? Well they are adding several million more square feet of office space in the near future. The problem? Not everyone that works in those places lives in Williamson County. So adding office space in the burbs does not relieve the problem...it just spreads it out, and it's harder for mass transit to be as effective in suburban office parks because they are more spread out.</p> <p>I get tired of the Atlanta comparison, because planning is exactly what Atlanta did not do. You want to become like Atlanta? Sit and do nothing. Let the growth come, then try to address it. Let the suburbs continue to sprawl in every direction. Widen the interstates to 8 lanes per side.</p> <p>Growth is not like a faucet that you turn on and off. And there's no going back to the way Nashville used to be. So please exit your fantasy world where you can close your eyes and stick your fingers in your ears and pretend nothing is going to happen.</p>
Nashville area needs to go big on transit to be great	<p>Cam Mitchell If we stay the same we will turn into an Atlanta, and no one wants that.</p>
Nashville area needs to go big on transit to be great	<p>Thomas J Ward Lets think tommy. We don't want to be like Atlanta. OK</p> <p>Does Atlanta have mass transit? YES!</p> <p>Does Nashville have mass transit? NO!</p> <p>So if Nashville gets mass transit THEN WE'LL BE JUST LIKE ATLANTA.</p> <p>I you're going to use comparisons you've got to think FIRST. Is THINKING hate speak in liberal Loony Land?</p>
Nashville area needs to go big on transit to be great	<p>Daniel Hiller - spoken like a true simpleton. Nashville does have mass transit, you drooling knuckle-dragger. It's called the MTA. We have buses. That is mass transit. We have the Star. That is mass transit. So if we use your pea-brained uninformed slack-jawed analysis, then WE ARE ATLANTA!</p> <p>It's like you're allergic to thinking.</p>

Nashville area needs to go big on transit to be great	Mr. Plazas: Blah, blah blah. You don't have a clue how this city works!
Nashville area needs to go big on transit to be great	That's sure telling him!
Nashville area needs to go big on transit to be great	But tell us, how does the city work?
Nashville area needs to go big on transit to be great	<p>Angelique Golden Well, well I guess you're among the low info voters that missed the AMP debacle? Did you also miss: the Affordable Housing debacle, the Amendment 3 Local Hire debacle, the Megan Barry "I've found 7 BILLION,LIE " before the votes were counted, to pay down the 2 BILLION Metro pension debt, or the Council's refusal/need to fund/pay-down the debt? As a longtime resident here is how the "city works": The liberal Dems. political hacks promise and LIE, the ignorant voters listen and BUY, the poor and weak get screwed and wonder WHY, and the poor families that are victims of the increasing "IT City" murder rate CRY, and the MNPS grads. continue to stand in lie to --APPLY for welfare!</p> <p>Which are you?</p> <p>Maybe you're just another "innocent" passenger on the liberal loony land "Crazy Train" with Davey and The Tennessean. ALLLLLLLLLLLLLLLABORARD! BS is the House Special in the Club Car served-up 24/7/365 since the Civil War!</p> <p>Angelique, dear let me know if I can explain things else to you in the future.</p>
Nashville area needs to go big on transit to be great	Angelique Golden Why dont YOU tell us?
Nashville area needs to go big on transit to be great	<p>Nashville needs option 1. So it costs money, what doesn't? It would open all kinds of opportunities not only for the people in Nashville, but the surrounding counties as well. Nashville is growing and Nashville is changing and it is about time! A growing city costs money, and more people will use it than you think. I would happily give up my \$500 car payment for \$100-150/mo in train fare. The idea is to provide options to the people of middle TN. If you do not want to take a 30 min train ride and get things done on your commute, you have the option of driving in bumper to bumper traffic and just becoming irrate.</p>

Nashville area needs to go big on transit to be great	Come ride Marta Tristan and tell me how much you get done. By the time you take a train and catch 2 busses and walk a block or two to get to work (everyday)you will leave public transportaion as most have in Atlanta. Surrounding counties have stopped allowing expansion. Wonder why? Maybe because they do not wish to become the "it" city, like Atlanta.
Nashville area needs to go big on transit to be great	I lived in NYC and obviously took public transit. I most definitely would continue to take public transit. It is the thing I miss most about living in a larger city, much like what Nashville will become. The question isn't if we should get a light rail system, it is when.
Nashville area needs to go big on transit to be great	Tristan Snyder Most of us don't want to live in NYC. And apparently you don't either.
Nashville area needs to go big on transit to be great	Tristan Snyder My point is Tristan, you now live in Nashville not NYC. The people in this area are not going to give up their freedom that the auto gives them for the absolute inconvenience of public transport. Other counties will not allow the transport to be expanded into their counties. Therefore, your transportation system will only serve the 5 to 700,000 that will live in the Nashville area at great cost. Come ride Marta if you dare.
Nashville area needs to go big on transit to be great	Cam Mitchell Actually we are not all knuckle dragging bible thumping isolationists, just you.
Nashville area needs to go big on transit to be great	<p>No, Nashville is not NYC. And no, NYC is not nearly the only city in the country with an effective public transit system. And no, you don't have to give up your car.</p> <p>Forget Atlanta for a minute -- think about cities closer to our size. Charlotte, Salt Lake City, Denver, Portland, Sacramento, Pittsburgh, Norfolk, and Minneapolis-St. Paul. Most of these cities are our size or bigger, but not so much bigger like Atlanta. These cities all have light rail. You do not have to have 5 million+ residents to have mass transit.</p>
Nashville area needs to go big on transit to be great	<p>Jerry Taylor think this argument is erroneous. Ask Rutherford County residents if they'd rather sit on a moving bus or light rail car on their way to work, or in a backup caused by the inevitable crash on I-24, between Harding and Briley again.</p> <p>If you think gridlock does not cost money, you are gravely mistaken.</p>

	<p>Kevin Stubblefield I spent a few weeks in Northern Utah, and was able to utilize the Utah Transit Authority. The UTA actually has the sort of multi-modal regional transportation model described in Option 1: between cities along the Wasatch Front like Ogden, SLC, Orem, and Provo, there is a rail system much like the Music City Star. This train connects to light rail and bus stops within each city. Fares are interconnected, and a pass is available for use on all modes.</p> <p>I found it to be convenient, reliable, affordable, and, really quite a nice way to travel. Its availability also positively impacts air quality in the region, which during winter months in particular, is pretty bad.</p>
Nashville area needs to go big on transit to be great	Just wanted to add my first-person anecdote of one of the systems you describe.
Nashville area needs to go big on transit to be great	Tristan Snyder Yep, NYC! That's the shinning city on the HILL we all want to emulate.
Nashville area needs to go big on transit to be great	Angelique Golden Spot on! Let the "Rutherford County residents" and the surrounding counties and cites in YOUR "multi-modal regional transportation model described in Option 1: pick up the entire cost. Great plan I'll march with you!
Nashville area needs to go big on transit to be great	Angelique Golden What bus are most of the people in Rutherford county sitting on. None, they are carpooling or driving.
Nashville area needs to go big on transit to be great	Jerry Taylor When these liberal can't defend their lies they just make up more lies. Where is missy megan's 7 billion maybe Angelique can tell us.
Nashville area needs to go big on transit to be great	<p>Daniel Hiller why does it always have to be a liberal/conservative thing? Grow up. It is progress. You can continue to pour money into a messed up bus system, or you can go ahead and plan out a light rail system that Nashville will end up building at some point anyways. The question is to do it now or wait and pay more money in the long run. This would mostly be funded by federal dollars given to the state, considering it would stretch through so much of TN. The operating costs would be paid through ticket fares from the millions of visitors to Nashville alone. It would boost commerce from the people in surrounding counties having more options to travel into the city. You can't take a snapshot of the beginning, you need to look at the big picture.</p>
Nashville area needs to go big on transit to be great	Thomas J Ward I am the ONLY knuckle dragging bible thumping isolationist? Nashville is then improving.

Nashville area needs to go big on transit to be great	I vote option 1!!
Ketron pitches mass transit bill	It's a very simple matter if there was a profit to be made private investors would have already built it. A monorail, a bus, a train, a spaceship will all be an eternal drain on the taxpayers, never making a profit always needing more funding. Most people can not take public transportation because they need their vehicles during the day and many more want their vehicles with them and then there are many more that just do not want the hassle of waiting for a ride, sitting with smelly people and having to follow someone else's schedule.
Ketron pitches mass transit bill	The state needs to stop robbing Peter to pay Paul; the legislature took money from highway fund to balance the budget, which has not been repaid. Our population in Middle-Tennessee continues to grow rapidly, putting a strain on our current infrastructure. We need to be making long-term plans to address our future transportation needs.
Nashville explores linking Uber, Lyft to Metro bus system	Memphis is already doing a pilot project similar to this along with Raleigh-Durham area. Not sure of the outcomes, I believe they were just implemented in both cities.
To Force Action On Mass Transit, Nashville Councilman Suggests Setting A Deadline	I would visit Nashville from Knoxville a lot more often if there was mass transit. If I could park somewhere and then ride the bus to the various sites in the downtown area, it would really enjoy it. Last time I drove through downtown my GPS kept getting cut off because of the tall buildings. Buses would definitely be a lot safer, and really nice for people who fly into Nashville to attend conventions.
To Force Action On Mass Transit, Nashville Councilman Suggests Setting A Deadline	The place you describe exists : http://www.nashvillemta.org/Na... I'm tired of people wanting to raise our taxes and not have to pay for it.
To Force Action On Mass Transit, Nashville Councilman Suggests Setting A Deadline	Here we go again. More bus service will never satisfy these mass transit junkies.
To Force Action On Mass Transit, Nashville Councilman Suggests Setting A Deadline	Wait! What?
Nashville mayor talks mass transit, regional economy	Good ideas one and all. We should stand behind her and forget our differences so long as she does not integrate her left wing views into her problem solving agenda.
Daily News Journal's Facebook: March 15, 2016	Just wait and see what this boondoggle costs the tax payers.

Fox 17's Facebook: May 16, 2016	To start with make bus lanes available every 30 min regularly Monday thru Friday, Murfreesboro, Smyrna, Antioch to Nashville from 5am to 9am, and 3 pm to 7 pm, Nashville, Antioch, Smyrna to Murfreesboro. Same thing with 65 from Gallatin, and franklin and I40 Lebanon, People will get used to the lanes and eventually use buses regularly making it a very profitable business and efficient transportation. If I won Powerball like the people won over \$400 million, I can promise that that's where I would be investing at.
Fox 17's Facebook: May 16, 2016	People could start by working closer to home or moving closer to work. Carpooling is another idea. Developers should build homes closer to job sites.
Fox 17's Facebook: May 16, 2016	There is no solution. It'll always be a problem until people start moving away.
Fox 17's Facebook: May 16, 2016	#overpopulation
Fox 17's Facebook: May 16, 2016	How about making people learn to drive before handing them a license and mass transit is a must..
Fox 17's Facebook: May 16, 2016	Maybe stop tearing up roads we already have and taking years to fix them
Fox 17's Facebook: May 16, 2016	Elevated rail...
Fox 17's Facebook: May 16, 2016	that might work, be a huge pain in the @\$\$ during construction.
Fox 17's Facebook: May 16, 2016	Yes!!!
Fox 17's Facebook: May 16, 2016	Russell Grubb Depends on the method.
Fox 17's Facebook: May 16, 2016	HOV lanes.
Fox 17's Facebook: May 16, 2016	Ride a bike! (if possible)
Fox 17's Facebook: May 16, 2016	#tesla
Fox 17's Facebook: May 16, 2016	solves nothing, just another vehicle on the road, how does it solve congestion?
Fox 17's Facebook: May 16, 2016	Start by using a blinker !
Fox 17's Facebook: May 16, 2016	double the bridges
Nashville Business Journal's Facebook: August 14, 2015	A waste of resources which will benefit a small minority of people, will be way over budget and will be inflexible when changes to the system become necessary.
Nashville Business Journal's Facebook: January 20, 2016	\$
Nashville Business Journal's Facebook: January 20, 2016	Don't local / municipal public transpiration projects have to be approved via state legislature (special panel) now? I though that was a procedural outcome after AMP was shot down.
Nashville Business Journal's Facebook: January 20, 2016	95% of the commuters agree that everyone else needs to take mass transit. Do the math.

Nashville Business Journal's Facebook: January 20, 2016	Monorail in the interstte medians from downtown Nashville to Spring Hill, Murfreesboro, and Lebanon would be a good start. This require good bus connections from the station in downtown Nashville all over the rest of downtown Nashville
Nashville Business Journal's Facebook: January 20, 2016	I wonder how many busses they will propose this time.
Nashville Business Journal's Facebook: January 20, 2016	Stephen McClure
Nashville Business Journal's Facebook: January 20, 2016	I'm going to set my expectations low.
Nashville Business Journal's Facebook: January 20, 2016	Probably put up a few more fancy information signs and threaten us with cute little sayings.
Nashville Business Journal's Facebook: January 20, 2016	Wow! This should be interesting!
Nashville Business Journal's Facebook: January 20, 2016	I can't wait! I takes great leadership to get transit done! Go visit Denver or Salt Lake city for starters! Thanks for letting us know.
Nashville Business Journal's Facebook: January 21, 2016	Is there a better photo of the transit map? The one in the article looks like a screenshot and cuts off the legend showing the different transit lines!
Nashville Business Journal's Facebook: January 21, 2016	Still waiting for MTA to upload all of this to their website. They only provided reporters with a dropbox of these files on Thursday. Even the large printout that was given to me last week is tough to read. Admittedly, our own cropping didn't like the dimensions of the map photo they provided. Rest assured, when they upload the files, we'll be sure to share them.
Nashville Business Journal's Facebook: January 21, 2016	Thanks for your response! I figured it would be something on their end. I'm looking forward to seeing the specifics of each plan!

Nashville Business Journal's Facebook: January 21, 2016	Nashville has the most Elaborate railroad infrastructure in the US and we don't use it. Over six lines come straight into downtown Nashville from all directions and we don't use it. We could have a great railway station at Union Station and the Gulch with many convenient stops before. The fact that this is never talked about is due to corporate influence and money flowing to governments from companies like CSX railroad to shut up talks. We as taxpayers built the railroad system and money hungry corporations like CSX act like they own it and they built it with there own money. Far from the truth and CSX expects tax payers to build back the crumbling railroad bridges all over our city. Building back the bad railway bridges will be our leverage to get the railway rights back to the people for transportation. Our grandparents and there grandparents gave up our land for the railway system when originally built. The solution is right in front of us Nashville. We get side tracked by crazy ideas like BRT Bus Rapid Transit and monorails.
Nashville Business Journal's Facebook: January 21, 2016	Good point and idea. Promote it!
Nashville Business Journal's Facebook: January 21, 2016	Good point, but if we built even a three mile long monorail, we would become the most talked about interesting city in the nation. And you don't understand BRT or you would support it.
Nashville Business Journal's Facebook: January 21, 2016	I would love some sort of light rail from Hendersonville to downtown.
Nashville Business Journal's Facebook: January 21, 2016	I wish that decision makers in government/corporations would just learn from the history of mistakes and just for the love of God do the right thing the first time. Light rail is the best choice for the long term. Don't waist tax dollars on bus projects that A won't pull in more commuters as you've already stated and B will have to be overhauled when it fails due to the lack of interest/money. As my dad says "Save a penny, blow 10 bucks".
Nashville Business Journal's Facebook: January 21, 2016	Oh how true! Penny bright and dollar dumb.
Nashville Business Journal's Facebook: January 21, 2016	The light rail needs to go all the way to Murfreesboro, not halfway.
Nashville Business Journal's Facebook: January 21, 2016	Rutherford Co has to get on board. Davidson Co has been trying to get Rutherford on board for over 20 years. It's just a horribly governed Co.
Nashville Business Journal's Facebook: January 21, 2016	Then annex them!

Nashville Business Journal's Facebook: January 21, 2016	Put it to the people's vote. Trust me, they would vote not to sit in traffic 2 hours every morning and every night !! The politicians are scared the public will go With mass transit. Just sayin.
Nashville Business Journal's Facebook: January 21, 2016	Use existing heavy rail easements. Remove heavy rail from inner city to outer loops for ease of freight container exchange. Place light rail internal through Nashville and out to burbs.
Nashville Business Journal's Facebook: January 21, 2016	Light rail all the way! No buses! HOV lanes don't work! Buses for multiple stops only and very short routes. Get us where we want to go non stop!!!
Nashville Business Journal's Facebook: January 21, 2016	What is this sorcery you all speak of ?
Nashville Business Journal's Facebook: January 21, 2016	This is what we elected Mayor Barry for - to lead us with these extremely important decisions! This can only be monumental to have the positive impact necessary to maintain and elevate Nashville's standard of living.
Nashville Business Journal's Facebook: January 21, 2016	We need a light rail system to provide services throughout Davidson County extending into all surrounding Counties... Sumner County, Robertson County, Rutherford County, Williamson County, and Cheatham County to provide quality transportation into the city from all of the surrounding areas! Once that is in place we can opt for additional expansion when necessary or when funds become available!
Nashville Business Journal's Facebook: January 21, 2016	Let's aim high; aim big. I'm all in!
Nashville Business Journal's Facebook: January 21, 2016	Truer than true...
Nashville Business Journal's Facebook: January 21, 2016	Well then come up with a solution that benefits someone besides just Belle Meade. The traffic problems are coming from outside the county. It needs a multi-county solution.
Nashville Business Journal's Facebook: January 21, 2016	That is, until the Koch brothers lobby for some bill to make that illegal, too.
Nashville Business Journal's Facebook: January 21, 2016	Nicholas Burrage
Nashville Business Journal's Facebook: January 21, 2016	How about commuter options that run later than 6pm & on the weekends as well - and let's not be fools, bite the bullet, approve the funds and build the light rail!
Nashville Business Journal's Facebook: January 21, 2016	Nashville already is Atlanta! At least Atlanta has a rapid transit system!
Nashville Business Journal's Facebook: January 21, 2016	Failure to provide rail service to Clarksville, Franklin, Columbia, Dickson and Murfreesboro is setting the entire system up for failure. The MTA has to reach farther than they are now for the plan to be successful. Look at today and plan for tomorrow.

Nashville Business Journal's Facebook: January 21, 2016	Light rail, please! What about using the Cumberland as well? Virtually no impact to current infrastructure. Relatively low up front capital investment. And complements the city's stated commitment to the greenway in and around the river.
Nashville Business Journal's Facebook: January 21, 2016	We need a monorail system Going from Hendersonville, MT Juliet Murfreesboro and Spring Hill all straight into Nashville. Street cars have been a huge disaster just ask Cincinnati. This sounds like back room deals to line pockets not solve problems
Nashville Business Journal's Facebook: January 21, 2016	Light rail and return of streetcars, please.
Nashville Business Journal's Facebook: January 21, 2016	I don't want to be like Atlanta.
Nashville Business Journal's Facebook: January 22, 2016	<p>There are only two existing rail lines I know of available for commuter rails:</p> <ol style="list-style-type: none"> 1) The current Music City Star line going out to Lebanon 2) The line running toward Ashland City crossing the Cumberland behind Metro Center. <p>The problem with the Metro Center line is the bridge over the Cumberland is in disrepair and will require substantial expense to repair it. Also, it serves a much smaller population so ridership on that line would not make the expense of repairs needed cost effective,</p> <p>I do not know of any unused lines going out toward Murfreesboro or Franklin as the lines on those directions are formerly NC&StL lines and L&N lines now part of the CSX network.</p>
Nashville Business Journal's Facebook: July 4, 2015	<p>When debating mass transit, I urge all to view this video about light rail.</p> <p>https://www.facebook.com/Reason.Magazine/videos/10152952544184117/</p>
Nashville Business Journal's Facebook: March 21, 2016	No matter how many light rail systems across the country are scrutinized, the result is the same. It is a failed system which costs too much money and lacks the flexibility of a bus system which can operate almost as effectively. Yet despite the repeated failures people continue to lobby for these boondoggles with nothing more than wishful thinking that such a system will work, if only done the "right" way.
Nashville Business Journal's Facebook: March 6, 2016	Brian thought you'd find this interesting
Nashville Business Journal's Facebook: March 6, 2016	Phyllis

Nashville Business Journal's Facebook: March 6, 2016	Thomas Sneed
Nashville Business Journal's Facebook: September 1, 2015	You can't honestly be serious? Light Rail lines run along streets generally and do not run on freight rail. The gauge is slightly different than with freight trains. BRT is STILL subject to traffic and the laws surrounding it. How, exactly, does that accomplish anything at all? There's a clear reason it's cheap.
Nashville Business Journal's Facebook: September 1, 2015	Please, no more attempts at rapid bus transit. A light-rail system running down the median of each interstate, around Briley Parkway, I-440, and a loop around Riverfront is the most logical solution.....
Nashville Business Journal's Facebook: September 1, 2015	I agree. Rail speeds past traffic. There is no way to make bus travel as fast comfortable and appealing. Convenience, frequency and speed is important. If CSX refuses to cooperate, interstate medians is next best option. Can old rail line to Clarksville connect to Music City Star?
Nashville Business Journal's Facebook: September 1, 2015	<p>Interesting ideas floated here which would be much cheaper and more flexible than any type of rail service for mass transit. At the same time, it uses the infrastructure which currently exists rather than trying to build another infrastructure system which would be very expensive.</p> <p>Nashville Business Journal, you deserve praise for looking at alternatives to the costly, unmovable and frankly, not workable rail ideas that many run up the flagpole every election season while rarely explaining the full costs of their ideas, not just up front, but down the road with operating expenses.</p>
Nashville Business Journal's Facebook: September 1, 2015	I challenge you to look at LRT and street car lines in other cities. The infrastructure that you speak of is a mess as it is. Adding more traffic to them (buses) is counter productive and pointless. Just because it's cheap doesn't mean it's justifiably worth it in the long run.
Nashville Business Journal's Facebook: September 1, 2015	Michael Davis light rail is a scam. A means to fleece taxpayers to benefit a handful of people, most especially the builders of the railcars and the rail lines. Watch a short video on the subject: http://reason.com/.../the-secret-scam-of-streetcar-how-to...

	<p>Michael Davis for a look specifically at Portland's light rail system consider "transit's shares of Portland travel and commuting are lower today than they were before the city began building light rail."</p> <p>http://object.cato.org/.../cato.../files/pubs/pdf/pa-596.pdf</p>
Nashville Business Journal's Facebook: September 1, 2015	See also: http://www.cato.org/blog/portland-model-nation
Nashville Business Journal's Facebook: September 1, 2015	Michael Davis and for another general overview of the failures of light rail across a number of cities read: https://www.heartland.org/.../light-rail-systems-are...
Nashville Business Journal's Facebook: September 1, 2015	Michael Davis you may also not have read the article which describes using dedicated lanes, created on the shoulders, specifically for bus usage. It also cites other cities using this model effectively.
Nashville Business Journal's Facebook: September 1, 2015	<p>As a Nashville native, I would ride a light rail system as much as possible, and would spend more time and money in downtown entertainment and food. Boston has the same population as Nashville and has an extremely old rail system that really isn't as efficient and ergonomic as what Nashville is capable of building, and their ridership is enormous.</p> <p>http://www.mbta.com/schedules_and_maps/rail/</p>
Nashville Business Journal's Facebook: September 1, 2015	https://en.wikipedia.org/.../List_of_United_States_light...
Nashville Business Journal's Facebook: September 1, 2015	Toll roads?
Nashville Business Journal's Facebook: September 1, 2015	The city needs to consider controlling the growth or any attempts to help with traffic now will be temporary!
Nashville Public Radio's Facebook: August 13, 2015	With all the revenue we've been told we should be getting since we became the "IT City" it would be interesting to determine how much that is and what has happened to it.
Nashville Public Radio's Facebook: July 20, 2015	The next mayor needs a serious reassessment of public transportation. A large city needs good public transportation to become great.
Nashville Public Radio's Facebook: July 20, 2015	Megan Barry is all about bettering our public transportation systems.

Nashville Public Radio's Facebook: July 20, 2015	I will look forward to reading the study but with a skeptical eye. Too many agenda-driven "studies" in the world these days. Having just returned from San Francisco (a robust mass transit system) and Tucson (which just rolled out state of the art electric streetcars in their downtown/university corridor, I'm shocked at the contrast with our backwards and inefficient system here. And yet, we had effective streetcar and regional light rail 75-100 years ago.
Nashville Public Radio's Facebook: July 20, 2015	Rich folks live in the university areas and they say NO loud and clear to light rail. It's pathetic .
Nashville Public Radio's Facebook: July 20, 2015	Yet they complain about traffic. Ironical, since the streetcars BUILT those neighborhoods. That said, AMP looked like a weak proposal...basically an express bus, right?
Nashville Public Radio's Facebook: July 20, 2015	I was so frustrated after the Rolling Stones concert because it was 3 hours before we could get a cab. Nashville is desperate for public transportation.
Nashville Public Radio's Facebook: July 20, 2015	MTA bus stop: a sign in the ground! No shelter, no schedule, just a phone number for customer service -hope you have a phone and an umbrella ! Lol
Nashville Public Radio's Facebook: July 20, 2015	I want the mobile app to track where the buses are. Would make life much easier.
Nashville Public Radio's Facebook: July 20, 2015	Google Maps has a transit option that does this.
Nashville Public Radio's Facebook: July 20, 2015	It's not real time.
Nashville Public Radio's Facebook: July 20, 2015	Funny, but they charge as if it's a big city bus service - where's that money going?
Nashville Public Radio's Facebook: July 20, 2015	WE NEED MORE ROUTES, BETTER ROUTES AND FREE RIDES !!!! get the new construction builders to pay for this
Nashville Public Radio's Facebook: July 20, 2015	FREE TROLLEYS
Nashville Public Radio's Facebook: July 20, 2015	FREE BUS LINES
Nashville Public Radio's Facebook: July 20, 2015	The bus system here is a joke. I would like to take the bus to work, but it would take me an hour and a half just to get to where I work. It is easier for me to drive than take the bus which is sad.
Nashville Public Radio's Facebook: July 20, 2015	For me to ride from 12 South to my job on Church Street.....50 minutes with a bus change. ☹
Nashville Public Radio's Facebook: July 20, 2015	Yup. Planning on moving here also.
Nashville Public Radio's Facebook: July 20, 2015	It uses the planned.stop times. I want to know exactly where the bus is. Is it late. Did it leave already.

Nashville Public Radio's Facebook: July 20, 2015	Duh. This is old news. Nashville isn't even a large city yet. MTA doesn't even run 24/7 or go in all areas of Davidson Co! Unused passes can't be redeemed for cash.. smh. I had change cards I eventually threw away, so MTA made a hefty profit off me! And what kind of bus service requires riding into the main hub for every route? A 10 min car drive is a 1 hour (at least) bus ride. Oh and let's talk about the buses running different schedules so if your bus is late then you've missed your transfer! And why does my phone keep auto-correcting bus into business? Even my Galaxy doesn't like MTA! ☹️
Nashville Public Radio's Facebook: July 20, 2015	Ditto....
Nashville Public Radio's Facebook: July 20, 2015	Smaller buses and more of them and then implement light rail.
Nashville Public Radio's Facebook: July 20, 2015	Long overdue
Nashville Public Radio's Facebook: July 20, 2015	So currently it seems the state of our transportation system suggests that we are only to go from home to work and then from work back to home and that we are not to go out late on the weekends. If this is inconvenient, then we are to drive a car (that it is assumed we own). Riding a bike is considered strictly a recreational activity and humans were never meant to walk more than 100 yards.
Nashville Public Radio's Facebook: July 20, 2015	This does not match up with the Nashville that I experience daily. It's time to catch up!
Nashville Public Radio's Facebook: July 20, 2015	We do need the bus, but if we don't have enough drivers why would we need anymore buses???
Nashville Public Radio's Facebook: July 20, 2015	Maybe more people should get their lives together and be drivers. That's part of the problem. MTA is hiring, my husband works for them. It's very demanding and the shifts can be a bear, but they pay VERY well and you have to put up with some **it sometimes, but instead of complaining help make it better.
Nashville Public Radio's Facebook: July 20, 2015	At the LEAST people should be riding the bus when possible. Every time we hop in the car we contribute to statistics and studies by city engineers that suggest that people will simply drive and that we don't need the bus. I feel that part of obtaining better service is to increase the demand of better service, not through some hokey survey, but through actual data.

Nashville Public Radio's Facebook: July 20, 2015	I was in Seattle last week during morning rush hour walking my brother's dog. I thought "Why aren't the streets here in Green Lake packed like they are in 12 South? Does everyone work at home?" Then I thought "Duh. People take the bus, light rail and bike silly Sybil. That is why the streets are not clogged with cars!"
Nashville Public Radio's Facebook: July 20, 2015	Light. Rail.
Nashville Public Radio's Facebook: July 20, 2015	YES
Nashville Public Radio's Facebook: July 20, 2015	I know this would take millions of dollars and years to develop but...what I wouldn't do for a light rail system in this city.
Nashville Public Radio's Facebook: July 20, 2015	Mayra Alejandra Cervantes
Nashville Public Radio's Facebook: March 29, 2016	better routes=more riders
Nashville Public Radio's Facebook: May 11, 2016	<p>I like that commuter rail is being talked about, but they've got the completely wrong idea.</p> <p>It can not use existing train tracks...!!</p> <p>We need elevated rail systems down the center lane of each interstate in all 6 directions, extending to Gallatin, Ashland City, Bellevue, Spring Hill, Murfreesboro, and Lebanon.</p> <p>Then, a loop around 440, a loop around Briley, and a short one looping around Riverfront Park.</p> <p>I'm a 5th generation Nashvillian and I've studied this for many, many years.....</p>
Nashville Public Radio's Facebook: May 11, 2016	Yes indeed that is certainly the best idea but you have all the overpasses that must be dealt with, and ingress and egress for terminal traffic and passengers, there should be stops at each overpass and parking somewhere close by!
Nashville Public Radio's Facebook: May 11, 2016	<p>The overpasses are easily bypassed through elevation, and you would only have stops at the major intersections, not each individual overpass, as many are just rural and residential roads.</p> <p>There are plenty of options to deal with pedestrian traffic to the platforms from either sides of the interstate, and those major intersections are primed for parking, as there is plenty of available property on at least one corner of each stop.</p>

Nashville Public Radio's Facebook: May 11, 2016	Sounds very similar to the monorail system proposed by Sen. Bill Ketron. I don't understand why it hasn't caught on - elevation easily takes care of overpasses and you could use the median of I-24 for the land. Yes, it's not cheap and the engine / cars must be purchased, the tracks erected, onboarding / deboarding stations created with parking for passengers, etc., but I don't see much down side. It's got to get moving!
Nashville Public Radio's Facebook: May 11, 2016	Why is this so hard to understand? An "IT" city should have a modern state of the art public transportation system. There will be challenges but so what. Meet them with solutions.
Nashville Public Radio's Facebook: May 11, 2016	it would be difficult and very expensive to elevate a rail over an existing overpass. You can not have sleep grades over an overpass for a rail system to use, trains need a fairly level tract.
Nashville Public Radio's Facebook: May 11, 2016	Cost will be the biggest problem. Estimates of 100 million per 1 mile of tract will make funding the system very challenging. We can't fund the infra-structure needs we now have.
Nashville Public Radio's Facebook: May 11, 2016	Great but they've kind of missed the mark. Going from Murfreesboro to Nashville first would make so much more sense. It would alleviate so much traffic on 24. It already raises close to 2 hours if there aren't any wrecks. Murfreesboro already has tracks and distribution to Nashville.
Nashville Public Radio's Facebook: May 11, 2016	I appreciate this effort, but they continue to avoid dealing with the southern / I-24 commuter nightmare, which they acknowledge is the worst and fastest growing one of all. I get they have challenges with CSX, but the longer they avoid dealing with it, the more expensive it will become.
Nashville Public Radio's Facebook: May 11, 2016	Well, that'll do me a lot of good.
Nashville Public Radio's Facebook: May 11, 2016	Brian, I guess if we are buying land near town we'd better get it before this hits.
Nashville Public Radio's Facebook: May 11, 2016	they need to connect Rivergate to Nashville & Brentwood to Nashville.
Nashville Public Radio's Facebook: May 11, 2016	Would you use it Kirk Yoquelet?
Nashville Public Radio's Facebook: May 11, 2016	Would depend on the scheduled stops, etc. In reality, my commute is cake compared to other sections of the state. However, if it is to get as bad as predicted, I think I would look for alternatives. The other issue is Ashland City is about 8 miles from my house. The commute to Nashville for me is only 17 miles. So, I don't know that I gain much.

Nashville Public Radio's Facebook: May 11, 2016	Tallu Schuyler Quinn!
Nashville Public Radio's Facebook: November 20, 2015	They need to run the train more than just a cpl of hours in the morning & evening. I would love to ride the train, my schedule just doesn't align with the train schedule.
Nashville Public Radio's Facebook: November 20, 2015	More trains and no train Horn
Nashville Public Radio's Facebook: November 20, 2015	I LOVE the Star - I take it from Hermitage to the Riverfront - no traffic, no stress and economically a steal- we need more run times - and AMTRAK!
Nashville Public Radio's Facebook: November 20, 2015	There is already a freight train rail that runs from Murfreesboro to Nashville. Why not add a passenger rail?
Nashville Public Radio's Facebook: November 20, 2015	Charlotte. Charlotte. Charlotte. Please pay attention to what a comparable, progressive city in the south has done to increase commuter traffic on regional and metro transit. Nashville could learn a great deal from Charlotte.
Nashville Public Radio's Facebook: November 20, 2015	<p>when I lived in Boston, for 12 years... the commute from the burbs via the ROADS was a dreaded thought.... I-93 was jammed every morning... instead, I drove a mile to the T... boarded a train and was dropped off mere 2 blocks from the office.</p> <p>People need to embrace this option. In Boston, communities ~form~ near major rail stations...</p> <p>note: I know Nashville is "not Boston" but to ignore these no traffic options is stubborn, or silly... or both.</p>
Nashville Public Radio's Facebook: November 20, 2015	I also lived in Boston and rode the T every day. I wish it were possible here.
Tennessean's Facebook: January 21, 2016	A rail system that improves quality of life. In other words, it has to be done right. Get a funding plan in place and start moving forward.
Tennessean's Facebook: January 21, 2016	I'd say model something like St Louis has.
Tennessean's Facebook: January 21, 2016	Seoul, South Korea has a great rail system...
Tennessean's Facebook: January 21, 2016	Japan also has a great train system.
Tennessean's Facebook: January 21, 2016	Go BIG!!! Regional rail system please! It improves everything! From simple things like culture and diversity to the big bonuses like - easy, environmentally friendlier mass transit.
Tennessean's Facebook: January 21, 2016	Culture and diversity? It makes it easier for ghetto thugs to invade the suburbs and destroy businesses and malls there.

Tennessean's Facebook: January 21, 2016	In order for Nashville to be a strong progressive leader for our state we must grow. That growth will eventually extend to places between Nashville and Clarksville and Knoxville and Chattanooga and Memphis. Bringing better education, access to services and culture to rural communities. I don't think those rural communities have anything to worry about if they're as pro-guns as they claim! Most of all I have the utmost respect and confidence in our law abiding residents to report any crime, and I give Amazing credit to Metropolitan Nashville Police Department They're some of the finest! Wonderful men and women going above and beyond to protect and serve our city.
Tennessean's Facebook: January 21, 2016	The city that's home to a university named to honor a railroad magnate, should have light rail system. And the best!
Tennessean's Facebook: January 21, 2016	I doubt many people know that about Vanderbilt.
Tennessean's Facebook: January 21, 2016	This city is growing at an unprecedented pace. We need to go big with a rail system AND improved bus service.
Tennessean's Facebook: January 21, 2016	A possible rail transit system was being discussed in the early '80's when I first moved to Nashville. S^*t or get off the pot! Do it!
Tennessean's Facebook: January 21, 2016	If they keep replacing single family dwellings with 8-12 town homes and tearing down businesses for condo and apartment infill, no amount of road or transit planning is going to take care of the traffic problems.
Tennessean's Facebook: January 21, 2016	By the same token, if we keep building single family dwellings that allow for occupants to drive cars or condos/apartments with abundant parking, people will continue to drive and this will be the source of congestion nightmares. At least with denser and mixed used housing transit is more accessible because everything is closer together in general :)

<p>Tennessean's Facebook: January 21, 2016</p>	<p>Are they building mixed use communities on the same lot and guaranteeing that those who live there also work & shop there? (Otherwise everything is not necessarily more accessible.) All I've seen is dense & super dense residences. Apartment buildings & condos on Charlotte where nothing like that existed. Look at the Bellevue mall- 300 apartment units on top of a hotel. This is exponentially increasing traffic.</p> <p>Also, this mayor is in a unique position as a regional mayor. She could work with council members, businesses and leaders from surrounding towns to ensure that those areas are attracting work opportunities for people to live & work in the same town instead of building multiple housing communities for commuters who have to drive into Nashville to work.</p> <p>I'm not saying to stop all growth, but a city can grow slowly. And I'm not saying don't look at some transit options- just don't look at multi-billion dollar transit plan as the ultimate remedy.</p> <p>Or you can keep allowing any developer to just build, build, build, build... It's kind of like the Lorax. It doesn't end well.</p>
<p>Tennessean's Facebook: January 21, 2016</p>	<p>The only way to fix gridlock is to take drivers off the road. Commuter rail or monorail think outside the box. Forget the stupid idea of a bus driving on shoulder.</p> <p>If the money powers that be wanted commuter rail it would get done. Do something for middle Tennessee residents get commuter rail and stop spending everything on tourism. We live and drive and work here enduring gridlock and crumbling roads. Tourists don't.</p>
<p>Tennessean's Facebook: January 21, 2016</p>	<p>It's past time to get a regional transit system. It would help many more than throwing money at Nissan Stadium and the Titans. It kills me that the media says how "expensive" developing regional transit is yet applauds anything spent for major league sports like hockey or Sounds or money pit pro NFL team that never wins.</p>

Tennessean's Facebook: January 21, 2016	<p>I can tell many that post here haven't lived in the area long...</p> <p>This topic has been around for 25 years... The rail road will not allow the use on their tracks..</p> <p>So anything built would have to be brand new..</p> <p>Nashville is the "it" city right now which is great.. But please do not expect these "new old ideas" to get the funding.. The servicing areas around Nashville are too far away to make it economical.. The Nashville star has been a mess that's makes no profit.</p>
Tennessean's Facebook: January 21, 2016	No transit trains anywhere in the country share the same tracks with the railroad
Tennessean's Facebook: January 21, 2016	Essential services should not make a profit.
Tennessean's Facebook: January 21, 2016	Yes they should...cost to repair and maintain
Tennessean's Facebook: January 21, 2016	so.in your opinion, the solution is to do nothing? good luck with that
Tennessean's Facebook: January 21, 2016	<p>Did I say that?</p> <p>I'm saying this isn't a new idea.. And don't expect anything t hapoen</p>
Tennessean's Facebook: January 21, 2016	Shantanu Verma , show me the money.
Tennessean's Facebook: January 21, 2016	The Nashville Star should run 24/7 so more people could use it.
Tennessean's Facebook: January 21, 2016	Patty Breska Jeffers sure if you live in Mt Juliet
Tennessean's Facebook: January 21, 2016	Nashville HAS to go BIG. To continue rapid growth in industry and population, it would also help economically with tourism and educational appeal. Because there are so many colleges in town it would appeal to younger audiences that in turn would continue to live here in the future. Nashville has to prove that it is progressive and create a truly unique, functional, and brag-worthy system! Not to mention it could impact health with transit patrons walking a little more around town to catch a train rather than always be in the cars sitting around.
Tennessean's Facebook: January 21, 2016	Nashville,should actually be the trend setters. To the much, overdue rail transit systems across America.
Tennessean's Facebook: January 21, 2016	How do you set a trend of a system that's been in place in several cities for generations?
Tennessean's Facebook: January 21, 2016	Alex Reeves High speed monorail systems. Solar, Underground, lifted, and even on the ground. Each state connects each large city together. Then inner city travel

Tennessean's Facebook: January 21, 2016	That wouldnt be setting a trend but following one.
Tennessean's Facebook: January 21, 2016	America hasnt invested in this type of system to tye best of my knowledge? I thought Florida would be a great trial....but Nashville has a huge traffic dilemma
Tennessean's Facebook: January 21, 2016	It's not really 'setting the trend' when this system has been built & utilized for decades in cities such as Denver.
Tennessean's Facebook: January 21, 2016	Adrienne Pacheco can we agree that the system needs to be implemented?
Tennessean's Facebook: January 21, 2016	Adrienne Pacheco Denver & other cities have had high speed monorail for decades?
Tennessean's Facebook: January 21, 2016	BIG! Along with better and more comprehensive mass transit of all kinds. As more commuter options become available, drastically reduce parking. This last step MUST be part of the plan!
Tennessean's Facebook: January 21, 2016	<p>I'm tired of hearing the excuse that because Nashville is not built like NYC or the Bay Area mass transit is a waste. If a sprawling city like Houston can make it work, so can Nashville.</p> <p>For comparison, from my home town of Sugar Land to The Houston Medical Center that is 16-17 miles. Approximately the same distance from Hendersonville to Nashville, and there is at least one transit line connecting the two.</p>
Tennessean's Facebook: January 21, 2016	To be accurate, Murfreesboro is about 30 miles. Exit 48 to exit 78.
Tennessean's Facebook: January 21, 2016	Fixed. 😊
Tennessean's Facebook: January 21, 2016	From Houston too. And we got it goooood in comparison to where Houston had to start. Our main issue is that metro and MTA would be timid and weak throughout implementation. For instance, if we wind up with a nice BRT or light rail system down a corridor that no one travels (for the sake of not disrupting traffic elsewhere) we can expect to see little ridership. Which happened in Dallas and on some of the lines in Houston.
Tennessean's Facebook: January 21, 2016	lets just spend years "weighing in" at which point we will be so inundated with people the catching up with transit will be nearly impossible
Tennessean's Facebook: January 21, 2016	If you want to run with the big boys Nashville, you need to step your game up and do something about this traffic!!! Go big or go home!!
Tennessean's Facebook: January 21, 2016	<p>1. This question is phrased in a way which invites a negative response</p> <p>2. The future won't be magically cheaper or easier</p>

Tennessean's Facebook: January 21, 2016	That's exactly what I said, why would they pose the questions with such negative connotations?
Tennessean's Facebook: January 21, 2016	They already tried to implement a new express bus system with AMP. The NIMBY's whined and cried about that, and the powers that be backed down and wimped out. That is what will happen with any plan they come up with. 2040? Give me a break.....looks like gridlock until at least then!!
Tennessean's Facebook: January 21, 2016	Why spend for something no one will be able to use. A friend and I was sharing a ride from Lebanon then decided to check on the train but it cost more to ride the train from Lebanon to Nashville plus we'd have to pay to ride a bus to get to Metro Center and barely make it to work by 7:30. Then we'd have to leave early (pay gets docked) to catch bus to get to train and still get home after 6:30. No savings, no convenient, actually it would cost us more than driving. We gave up. I think this would be the same problem so then your back driving and nothing has changed. You've got to make it affordable and convenient. Just look at the affordable health insurance and affordable housing. It's a joke.
Tennessean's Facebook: January 21, 2016	There's sooo much classism and prejudice around here...I ride the MTA frequently there have been several times in the evening and weekend where whites besides officers are 10 to 15 percent of people in waiting area in MCC.
Tennessean's Facebook: January 21, 2016	I am for a rail system that goes from Nash to Clarksville, one to Memphis, one to Chatt and one to Knox. A Bullet Train with selective stops like Murfreesboro, Tullahoma on each line
Tennessean's Facebook: January 21, 2016	Yeah become like Atlanta! I doubt anyone who is for this is actually from Nashville. No native wants any public transportation system bringing more low income people into our town causing more crowding.
Tennessean's Facebook: January 21, 2016	So who's going to work that minimum wage job down the street from you at the grocery, gas station or restaurant?
Tennessean's Facebook: January 21, 2016	Oh how insulting to the working class. There is no reason to bus them in there are already enough people.
Tennessean's Facebook: January 21, 2016	I'm sorry but all you are spouting is elitism and hate. Everyone deserves a chance to move up the ladder, and they can't do that if you're too paranoid to let them have a fair shot at getting their foot in the door. Also, bus them in from where? With all the gentrification going on eventually there will be zero affordable housing in Middle Tennessee.

Tennessean's Facebook: January 21, 2016	Hate? Far from it. But clearly you live in a fantasy world and lack a basic understanding of real world issues. It's okay go back to your shounen.
Tennessean's Facebook: January 21, 2016	I find it odd you assume only low income people will ride. I live about 15 min from the city center term via interstate and we have plenty of middle class employees who take the Music City Star to work downtown. It is a fabulous service, just need more trips beyond rush hour.
Tennessean's Facebook: January 21, 2016	From the white, entitled who doesn't even live here anymore. Classless!
Tennessean's Facebook: January 21, 2016	I know lots of people in ATL ride MARTA to work from Decatur or take it to the airport, and would like the train system to go to more neighborhoods. It's the ATL road traffic we don't want!
Tennessean's Facebook: January 21, 2016	I take it you all voted for Obama... but that's a given you all read the Tennessean.
Tennessean's Facebook: January 21, 2016	I'm from Nashville (59 years) and i lived a short while in Atlanta. Nashville needs a rapid transit badly. Has for many years.
Tennessean's Facebook: January 21, 2016	I am from Sacramento California and we have a light rail system it works great and it cuts down pollution
Tennessean's Facebook: January 21, 2016	Why did you move to Nashville? Honest question.
Tennessean's Facebook: January 21, 2016	My family moved when I was a kid
Tennessean's Facebook: January 21, 2016	That light rail system runs with under 50% capacity. It costs much more than it brings in. It is considered a success compared to other cities- but the facts are still the facts. State & local taxes pay for more than 50% of it, federal assistance (so really our federal tax dollars) pays for 20% and ridership fares pay for about 20%.
Tennessean's Facebook: January 21, 2016	It works great for the City
Tennessean's Facebook: January 21, 2016	Mandatory car pooling will work better. No less than 4 people on each car; one week one person drives then the next another person. This will save miles and gas on your car.
Tennessean's Facebook: January 21, 2016	That's not going to work.

<p>Tennessean's Facebook: January 21, 2016</p>	<p>time schedule. This time next year once all the hotels, housing, apt and condos that under construction now are complete. It will really be an issues beyond control to ignore. First there needs to be a moratorium on construction until a thorough smart growth impact study can be done, secondly a stagger work time schedule of all federal, state and metro employee an hour earlier and all others an hour later. Also an transit education program for behavior change cause everybody loves' their cars and not use to leaving home not in them. Building a mass transit will not work until there's a behavior change and acceptance for mass transit. It will take politician, money raising and construction ten years just to get started. If not Nashville will find out that it's just as easy to fall out of love with Nashville as it is now for newcomers to fall in love with Nashville. It's bad to focus all Nashville attention on attracting the new millennium cause in 7 years they will all be looking to be married with house and kids. Then the tax base will have to be impacted for building new school and more infrastructure. Also people need to realize that Nashville gentrification is impacting more than just the poor its impacting lower middle and middle class people that have lived 10 years or more in Nashville new hot zone areas cause rent jumping up 200 dollars a month or more. Rent increase is rising at the same pace in all of Nashville 9 outline counties. Housing affordability, I don't want to talk about these half million dollar double/triple decker shotgun houses on a 25 X 75 lots. Okay Nashville y'all can let these carpetbagger come to Nashville with their monies and make their money up front then leave Nashville in worst shape</p>
<p>Tennessean's Facebook: January 21, 2016</p>	<p>I live in a new house (wasn't much else left) but am a good steward of the house and a good active neighbor. And, no, I don't honk. I would ride public transportation. Kind of tired of being blamed for the longstanding lack of infrastructure!</p>

Tennessean's Facebook: January 21, 2016	<p>hurt thinking that my crazy opinion was about you and other newcomers to our fair city. Everyday I welcome visitor and new comers to our city. Maybe I should have used the reference stakeholders cause they are the ones guiding the situation. Let's not play the blame game when Nashville has greater challenges to conquer. Nashville has taken (3), (2) term mayors' administration to arrive at its new found growth "it city". If it wasn't for today's city diversity we wouldn't be able today to say Madame Mayor. To quote Will Smith, diversity is Nashville new super power. At the same time what has made TN attractive in one sense by not having state taxes is why we have been lacking in being able to afford progress in our infrastructure and other condition. Yes I mention the horn blowing traffic tension because that Nashville canary in the coal mine warning us to the problem approaching. Oh by the way we wave instead of blowing our horns. lol We do not need to have a "civil war" between old and new Nashville people. So don't let nobody make you feel bad cause without y'all new comer we would still be living in the "good ole boys days" mentality. I have faith in Nashville greatness and seen it rise to the occasion during the 60's civil rights era when a college student asked was segregation right to the Mayor and his simple answer "NO" provided the transition for peace or as recently as in the 2010 flood when the city came together again for the city damage restoration project. But what I am most proud of in two recent incidents where gentrification impacted a local business and a poor family that the immediate community established a gofund to lessen the impact on the</p>
Tennessean's Facebook: January 21, 2016	Thank you, Robert. I hear what you're saying and will try to be part of the solution not the problem:)
Tennessean's Facebook: January 21, 2016	yes will increase tourists coming to nashville. everyone I know talks about the heavy traffic, all the time.
Tennessean's Facebook: January 21, 2016	We need to do the first option. Other wise our public transit system will only Mirror Atlantas Marta. Then our roads will mirror AtlantaS traffic aswell. And you poor people think you have traffic now when you get stuck behind a peddle tavern!
Tennessean's Facebook: January 21, 2016	What a raised track? Above the city or mid way up and go around city or on edge of city?? Just throwing things out there....
Tennessean's Facebook: January 21, 2016	Just what Chicago has, they call it the "L" as in elevated through the city
Tennessean's Facebook: January 21, 2016	Detroit had the people mover downtown and I thought it was great. It is a raised track.
Tennessean's Facebook: January 21, 2016	The bus system needs BIG changes. Unless you are going in and out one spoke, it is almost as fast to walk.

Tennessean's Facebook: January 21, 2016	Doing minor updates is only putting a bandaid on the problem and making it more expensive and impossible to fix in the future. Unless you see Nashville population dwindling, major updates have to be made.
Tennessean's Facebook: January 21, 2016	The highway issue in Nashville isnt no quick or cheap fix... I smell Atlanta road construction for the next 30 years.
Tennessean's Facebook: January 21, 2016	Buses and such drive on roads. With the rest of traffic. And stop constantly. Maybe think of something else.
Tennessean's Facebook: January 21, 2016	Go big. Nashville will only continue to grow. Gridlocked traffic only hinders the economy. Light rail FTW
Tennessean's Facebook: January 21, 2016	If Nashville goes big, it will be prepared for every scenario. The growth will continue, and the city's infrastructure won't get bogged down because we didn't plan on being as big of a city. Keep your eye on the finish line and build the best transit system in the south!
Tennessean's Facebook: January 21, 2016	They should go with a subway system. Maybe not underground but kinda of like the Monorail in Orlando.
Tennessean's Facebook: January 21, 2016	I visited Nashville last June and enjoy my three or four days in the city. In a music city, surely going big on public transport would be the way to go. It seemed to me that many locals at music venues just either drove or used Uber when I was there.
Tennessean's Facebook: January 21, 2016	No matter how BIG they go, the USA will always be behind the rest of the world in advance mass transit.
Tennessean's Facebook: January 21, 2016	They need a rail system but it has to be done right and not half assed
Tennessean's Facebook: January 21, 2016	Nashville needs a monorail to shuttle people to Broadway st.
Tennessean's Facebook: January 21, 2016	It needs the big one!!!
Tennessean's Facebook: January 21, 2016	Public transportation so Nashville can become a real city.
Tennessean's Facebook: January 21, 2016	Absolutely go big. If not, you'll regret it every day 20 years from now.
Tennessean's Facebook: January 21, 2016	No bus. Yes regional rail.
Tennessean's Facebook: January 21, 2016	Go big. Charlotte is already years ahead of us and that is a city we compare ourselves to often.
Tennessean's Facebook: January 21, 2016	where does Steve Bland order Chinese food?
Tennessean's Facebook: January 21, 2016	Rail system is needed!
Tennessean's Facebook: January 21, 2016	Nashville has needed one like St Louis has for YEARS

Tennessean's Facebook: January 21, 2016	That photo looks like what Minneapolis has. I really liked thief light rail when I visited.
Tennessean's Facebook: January 21, 2016	Go big or go home. Growth is inevitable.
Tennessean's Facebook: January 21, 2016	with as long as its took to build the offramp down by charlotte and white bridge road, i dont know if id go big lol i mean theres a section of interstate over there they have been working on since i was pregnant with my first kid, hes 25.....
Tennessean's Facebook: January 21, 2016	Even if Nashville wants to do this, the state legislature will find a way to kill it.
Tennessean's Facebook: January 21, 2016	Improve and expand the light rail system.
Tennessean's Facebook: January 21, 2016	Why not start at Union Station and expand out??
Tennessean's Facebook: January 21, 2016	I wish, I knew how to recieve funding. I would be the next Vanderbilt.
Tennessean's Facebook: January 21, 2016	Proper construction and creating work from day one ...
Tennessean's Facebook: January 21, 2016	I think this is a huge need.
Tennessean's Facebook: January 21, 2016	Expanding and improving MTA is the only real option.
Tennessean's Facebook: January 21, 2016	Yes but make it sky rail, like Seattle has.
Tennessean's Facebook: January 21, 2016	As long as the people using it are the ones paying for it.
Tennessean's Facebook: January 21, 2016	Y all need to finish the loop first. Add rail system to it
Tennessean's Facebook: January 21, 2016	How bout everybody go home now and give us our city back ?
Tennessean's Facebook: January 21, 2016	Go BIG and get with the times!!!
Tennessean's Facebook: January 21, 2016	Just wondering if the city does this then will they only keep it operating till 4pm like the bus??
Tennessean's Facebook: January 21, 2016	I'm sure it will. It will be expensive to put in. Need as many riders as necessary.
Tennessean's Facebook: January 21, 2016	24/7 transit. Go big! Do it right the first time.
Tennessean's Facebook: January 21, 2016	Let's do it, but do it right.
Tennessean's Facebook: January 21, 2016	Go big or stay home.
Tennessean's Facebook: January 21, 2016	Go BIG or go home!!
Tennessean's Facebook: January 21, 2016	Bigger is always better

Tennessean's Facebook: January 21, 2016	Go big!
Tennessean's Facebook: January 21, 2016	Go big!
Tennessean's Facebook: January 21, 2016	More more!!
Tennessean's Facebook: January 21, 2016	Go big!!
Tennessean's Facebook: January 21, 2016	Go Big!!!!
Tennessean's Facebook: January 21, 2016	Show me the money!
Tennessean's Facebook: January 21, 2016	Go big!!
Tennessean's Facebook: January 21, 2016	Go. Big.
Tennessean's Facebook: January 21, 2016	Big BIG
Tennessean's Facebook: January 21, 2016	It was just a matter of time
Tennessean's Facebook: January 21, 2016	Go big!!
Tennessean's Facebook: January 21, 2016	Go big!
Tennessean's Facebook: January 21, 2016	Go big.
Tennessean's Facebook: January 21, 2016	Go big!
Tennessean's Facebook: January 21, 2016	Go BIG!!!!
Tennessean's Facebook: January 21, 2016	Go Big🚂!!!!🚂
Tennessean's Facebook: January 21, 2016	Train
Tennessean's Facebook: January 21, 2016	BUILD A RAIL.
Tennessean's Facebook: January 21, 2016	light rail
Tennessean's Facebook: January 21, 2016	Yes
Tennessean's Facebook: January 21, 2016	Bigggg
Tennessean's Facebook: January 21, 2016	Big!
Tennessean's Facebook: January 21, 2016	Spend the money and get it done faster rather than later!

Tennessean's Facebook: January 21, 2016	Don't let the fascist, socialist gubmint take over mah roads! #ronpaul2016
Tennessean's Facebook: January 21, 2016	Solutions, join the conversation https://www.facebook.com/groups/738749636254843/
Tennessean's Facebook: January 24, 2016	It's a little late for mass transit. Atlanta waited too long trains cost too much and has low ridership. Mass transit price tags are usually double the projected price. It would be nice if there was light rail to the suburbs but I doubt it will happen even with freight train tracks all over the region. I'm from Long Island and the LIRR refuses to modernize its very expensive more than an average car payment a month and is heavily subsidized with taxes. They still use 100 year old technology for the tracks and switches. Constant delays and breakdowns. If Nashville is going to have trains with schedules like the Nashville Star nobody is going to use it. I'm surprised they get 800 people a day riding that train
Tennessean's Facebook: January 24, 2016	I've only been using the star for 3 weeks but is always on schedule and sure beats driving my 29 miles one way from gallatin. I would say a large amount of peeps are state and metro as they get it for almost free. The price per ride needs to decrease but sure saves me on putting more wear on my vehicle and takes a vehicle off the road
Tennessean's Facebook: January 24, 2016	I'm in Gallatin too. I'd love to have the train to go downtown. Even an express bus from the outlying counties would be a good idea. It has to be affordable though. You're right on that.
Tennessean's Facebook: January 24, 2016	Yeah I did the motor coach bus they have picking up in the square but cost as much as train per ride and took as long on road because u obviously have same traffic issues and it was always late leaving downtown at night so wasn't for me.
Tennessean's Facebook: January 24, 2016	When the trains run on schedule they're great
Tennessean's Facebook: January 24, 2016	So employers give rebates for mass transit to attract more to use it
Tennessean's Facebook: January 24, 2016	Exactly. I've asked my employer to think about instead of subsidies to the garage and lp field parking they should allow the employees using other forms of transport to get subsidies on those.
Tennessean's Facebook: January 24, 2016	They should
Tennessean's Facebook: January 24, 2016	As fast as this city is growing Nashville should take this opportunity to be innovative and do something great, otherwise this will be a lousy place to live because of so much congestion.

Tennessean's Facebook: January 24, 2016	Nashville is in need of driver's education. That would help greatly in the short run. Slow/Stopping at green lights. Not moving over if not passing in the fast lane. Its a horrendous commute because of idiots.
Tennessean's Facebook: January 24, 2016	Having train service into Nashville will eventually bring in more revenue than what it cost. Nashville has become a popular tourist spot. Visitors would love it and it would make it easier for TN residents to take their visiting friends and family to see the sights of Nashville. More visitors, more revenue. The traffic getting into Nashville is too congested and finding a place to park your car is a problem.
Tennessean's Facebook: January 24, 2016	I've only been using the star for 3 weeks but is always on schedule and sure beats driving my 29 miles one way from gallatin into downtown and then paying \$25 a month to park. I would say a large amount of peeps are state and metro as they get it for almost free. The price per ride needs to decrease but sure saves me on putting more wear on my vehicle and takes a vehicle off the road. Is nice tho that my employer allows us to work remote 1-2 days a week so I'm only paying that much less to ride the train now.
Tennessean's Facebook: January 24, 2016	A train to Gallatin would be great! The 386 bypass and Gallatin Road are always so congested... forget it if there's an accident on one of them.
Tennessean's Facebook: January 24, 2016	I drive over to Martha station and train in but I'm only 20 min in traffic from there.
Tennessean's Facebook: January 24, 2016	Rapid transit in Nashville will never happen as long as you have "Old D W" and Lee Beaman buying politicians and keeping them from voting for progress.
Tennessean's Facebook: January 24, 2016	I've always felt Nashvillians are stuck on having their own vehicle at all times. But looking at the bigger picture, the most current picture, I think the time is now to consider plans like this and morph in to the future
Tennessean's Facebook: January 24, 2016	So true
Tennessean's Facebook: January 24, 2016	I'm a native Nashvillian, but I hate driving in my home town.
Tennessean's Facebook: January 24, 2016	Instead of changing Nashville why don't the people dissatisfied with it move to one of the Meccas they seem to embrace? Detroit, Chicago, NYC, St, Louis and San Francisco all have public transportation which is years ahead of this backwoods berg.
Tennessean's Facebook: January 24, 2016	I am moving. Nashville has taken way too long to "change" lol. This should've been done before we were born.

Tennessean's Facebook: January 24, 2016	Please let me know if I can help you load your belongings.
Tennessean's Facebook: January 24, 2016	Moving from moms basement to who's basement?
Tennessean's Facebook: January 24, 2016	Why be rude simply because someone wants to change locations?
Tennessean's Facebook: January 24, 2016	Atlanta has mass transit. It also has much more severe traffic than here
Tennessean's Facebook: January 24, 2016	There needs to be a 3rd major artery to support 65 and 24...I just got here and can't believe the congestion on a 4 lane highway!
Tennessean's Facebook: January 24, 2016	I-40?
Tennessean's Facebook: January 24, 2016	I should have been more clear, a North/South artery expansion to 41 or 41A would help. I realize 24 runs East/West, but it is more of a North/South option, say from Murfreesboro or Smyrna to Brentwood or Nashville and back.
Tennessean's Facebook: January 24, 2016	Exactly. I 24 should have cut through either west or east of the city. It's a major choke point.
Tennessean's Facebook: January 24, 2016	It's possible to make 840 loop up north around the city to divert trucking and long distance travelers. I know old hickory lake is an obstacle but it could be done
Tennessean's Facebook: January 24, 2016	Because Nashville is just like all the other cities? No wait, here's a better one, Because rednecks would love to take public transit instead of cruising up and down Broadway in their monster trucks?

	<p>city planners who have not been incented to consider basic facts about our infrastructure. When you put people who profit from new development and homebuilders in charge of many boards and commissions that govern planning, you have to figure new development and new homes is what you're going to get. (That being said, we believe the Board of Directors of MTA to be among the more conflict-of-interest-free and well-qualified of any city entity: http://www.nashvillemta.org/Nashville-MTA-board-members.asp)</p> <p>Horrendous congestion created by explosive growth is greatly impacting the quality of life of the people who built this city (and made it such an attractive destination), who are seeing their commute times double and triple. Anecdotal reports abound of unsafe driving in our neighborhoods, as main arteries become more congested. Pedestrian fatalities are spiking as air quality degrades.</p> <p>No public reports so far go into any detail about how these projects would be funded (and there's nothing on MTA's own website providing details). Barring further information, we're assuming the majority financing for any of them will be provided by Nashville's General Fund, the #1 component of which is property taxes contributed by our neighborhoods. (Again, why are many homeowners facing a 40% increase in property tax this year while others fail to pay their fair share? A post for another day.)</p>
Tennessean's Facebook: January 24, 2016	
Tennessean's Facebook: January 24, 2016	Do something worth bragging about! Spend the money now for a unique experience and better economic future!
Tennessean's Facebook: January 24, 2016	The perfect time to get trains would have been with the federal stimulus money. Since that's vanished good luck with federal help.
Tennessean's Facebook: January 24, 2016	Once metro learns to integrate with outer-lying counties, public transportation will be better. But they're going to continue to keep the suburbs "safe" no matter how much revenue could be generated. Just another example of how we are behind and this "old south" mentality continues to defeat this state.
Tennessean's Facebook: January 24, 2016	Are you. Native, a long timer or a newcconer?
Tennessean's Facebook: January 24, 2016	Native
Tennessean's Facebook: January 24, 2016	Me,too

Tennessean's Facebook: January 24, 2016	I think there is an old South element but then again, New blood, New lifestyles come into Nashville and surrounding cities Its natural for there to be pushback
Tennessean's Facebook: January 24, 2016	Whats going to be natural is me becoming a transplant to a city better suited for living lol.
Tennessean's Facebook: January 24, 2016	What is wrong with keeping the suburbs safe? Are you smoking weed this early in the day? You're to young and ignorant to have a legit idea
Tennessean's Facebook: January 24, 2016	Im just guessing that you're one of those old heads that wants to keep everything the same, regardless of how much we could all progress. William Girardier
Tennessean's Facebook: January 24, 2016	How about metro setting the standard to alter the old 8 hour five day shifts for its personnel. Work more hours in a day and drive less per week.
Tennessean's Facebook: January 24, 2016	Get Nashville a professional baseball team! !!
Tennessean's Facebook: January 24, 2016	Passenger rail into the city would be great, that is the only thing I miss about the city I moved from.
Tennessean's Facebook: January 24, 2016	We need a Monorail system to all contiguous counties.
Tennessean's Facebook: January 24, 2016	Take a trip to Seattle so you can see how it's done.
Tennessean's Facebook: January 24, 2016	LOL!!! um, no. and that's coming from a transplanted seattlite. try the bay area, instead.
Tennessean's Facebook: January 24, 2016	Great source of travel for criminals,gang members and trouble makers,,, just like the big cities
Tennessean's Facebook: January 24, 2016	<p>Just stop trolling, William. We know you're a right wing racist. STFU and let the adults talk.</p> <p>Having lived in Chicago for many years, your statement strikes me as incredibly ignorant and not reflected in reality. Many people in big cities don't even own cars and rely on transit.</p> <p>If you want to be part of the solution but don't want transit, then move to a rural area and buzz the hell off. Some of us support a thing called civilization, which requires infrastructure.</p>
Tennessean's Facebook: January 24, 2016	Yes of course,you support tax,payer funded transportation,,your a mooching liberal commie Maxine
Tennessean's Facebook: January 24, 2016	Nashville is already great!
Tennessean's Facebook: January 24, 2016	Republicans hate progress, so there's no hope for this idea.
Tennessean's Facebook: January 24, 2016	Mandatory car pooling will be much better and cheaper. Not less than four people per vehicle.

Tennessean's Facebook: January 24, 2016	Mandatory car pooling, how does that work. I don't want anybody else in the car with me. My wife naggs me enough when I drive. Dont need that from my co workers.
Tennessean's Facebook: January 24, 2016	Communism does not work,,, stupidest idea ever,,,make people give strangers rides,,,lmao
Tennessean's Facebook: January 24, 2016	Not strangers; I'm talking about co workers, family members and friends. One week use your car then next your friends car and so on.
Tennessean's Facebook: January 24, 2016	To hell with that,,,you want Chinese communism,,,move to China,,This generation is the most pussified idiots on,the planet
Tennessean's Facebook: January 24, 2016	Chris Lakin YOU know how that works, its kinda simple, stop waiting between 8 to 12 million dollars that it cost per new interstate lane mile. WHEN the sheeple spend 3 hrs a day getting to down town and 3 hrs a day getting back home. Thats how it will work, there will be NO need for mandatory car pooling.
Tennessean's Facebook: January 24, 2016	not only go big but go smart, making financially sound decisions.
Tennessean's Facebook: January 24, 2016	Corri Peck Maybe in the near future you could make your commute via rail!
Tennessean's Facebook: January 24, 2016	How about downsize Nashville. The bigger you make it the further south im moving from this soon to be shithole
Tennessean's Facebook: January 24, 2016	We are a combination if people and lifestyles and situations, so the plans should reflect that
Tennessean's Facebook: January 24, 2016	We need to move our business to suburbs and satellite towns! They really need to share our business volume!
Tennessean's Facebook: January 24, 2016	We just need the north and south of the same streets to connect to each other! And stop the I-65 construction please!
Tennessean's Facebook: January 24, 2016	They are pretty much out of land for extra lanes on 65N. Once they eventually finish the current expansion they have to live with it.
Tennessean's Facebook: January 24, 2016	No half-@ssing it. Go Big or Go Home.
Tennessean's Facebook: January 24, 2016	Bulllllllshi.....
Tennessean's Facebook: March 14, 2016	Suggest modified buses that can use existing train tracks. Hop on and hop off buses could use traffic apps and tracks that are empty 99% of the time. The difficulty is getting cooperation of the railroads.
Tennessean's Facebook: March 14, 2016	Existing train tracks are owned by CSX and therefore off limits. CSX has stated their lines in the MSA are too valuable to risk passenger traffic.
Tennessean's Facebook: March 14, 2016	Just get some kind of mass transit in place asap, we are decades behind!

Tennessean's Facebook: March 14, 2016	It would be cheaper if the city just offered a free "Uber" type deal. Electric cars.
Tennessean's Facebook: March 14, 2016	Don't think there is enough people willing to use public transit for it to pay for itself.
Tennessean's Facebook: March 14, 2016	There never are, even in huge cities that depend on its viability. However they are a public good that reduce traffic and pollution and allow those without cars to travel.
Tennessean's Facebook: March 14, 2016	It's needed
Tennessean's Facebook: March 14, 2016	trains.. love that idea.
Tennessean's Facebook: March 14, 2016	Need better transportation options here
Tennessean's Facebook: March 14, 2016	Light rail & highspeed train 100%
Tennessean's Facebook: March 28, 2016	Most Uber and lyft drivers still do not have commercial insurance... Before you make tax payers pay for a plan like that...how about making the drivers pay for their own insurance... Or the tax payers gonna be paying for a car accident...

	<p>Tennessee recently passed a bill which requires that drivers undergo local and national background checks and show proof of license, registration, and insurance, we've heard many horror stories about these companies charging exorbitant rates during, say, a weather emergency or a popular holiday such as the 4th of July. This isn't and has never been the case with traditional cab companies, and frankly we suspect this prospective deal has more to do with profit for these erroneously-named "ride sharing" companies than anything else.</p> <p>http://www.geekwire.com/.../customers-complain-uber.../</p> <p>http://www.nytimes.com/.../is-ubers-surge-pricing-an...</p> <p>Also, we're disturbed by studies such one published March 16, commissioned by the Taxicab, Limousine & Paratransit Association, which indicates people take less transit once Uber and Lyft become more available.</p> <p>http://www.whosdrivingyou.org/.../the-impact-of-uber-lyft...</p> <p>"49% of respondents reported using public transit less since they began using Uber and Lyft. This percentage climbs as respondents get younger. 53% of respondents ages 18 to 29 reported using public transit less as a result of using Uber and Lyft.</p> <p>Tennessean's Facebook: March 28, 2016</p>
The Nashville Banner's Facebook: January 26, 2016	I moved out last month. Whatever the fix turns out to be, it'll be like the big dig" in Boston...decades of corruption & cost over runs.
The Nashville Banner's Facebook: January 26, 2016	Seems like a liberal wish list. Nashvillians don't ride the bus. The only lines they should expand are the ones there is a demand for. Just because we build it doesn't mean they will come.
The Nashville Banner's Facebook: January 26, 2016	Buses aren't ever going to be attractive and we all know why. I drive down the mayhem people call I24 everyday. Putting money into buses that won't be used will be a huge waste.
The Nashville Banner's Facebook: January 26, 2016	The Nashville Banner , if you are broke attractive does not matter. You are stoll broke and Nashville is BROKE.

The Nashville Banner's Facebook: January 26, 2016	My husband rides the bus about 2-3 days a week. It's more economical for us even though we also pay for a parking pass for his garage downtown for the days he has to drive in. A commuter rail system would be incredibly attractive. Many of the people moving into the city are coming from places that have far superior transit systems so just because it's never been done here doesn't mean it can't be done or shouldn't be done!
The Nashville Banner's Facebook: January 26, 2016	It has taken American workers three years to pave a five mile section of Concord Road (and it is still not done). This being said, I see this mass transit thing getting competed in about 50 to 100 years.
The Nashville Banner's Facebook: January 26, 2016	Hendersonville to Gallatin please! Specifically to Volunteer state....
The Nashville Banner's Facebook: January 26, 2016	Are you truly interested in all opinions? Or just the ones that 'support' spending money on a new transit system. Because I don't support taking my (tax) money and using it for this program. I see a lot of people here agree, too. Thanks for listening to us.
The Nashville Banner's Facebook: January 26, 2016	Here's the crucial detail so few are willing to address: 97% of the commuters agree that EVERYONE ELSE needs to take mass transit. Hence, all the pretty maps & meetings will never resolve the above, simple math problem. If you doubt me go look at all the mostly empty buses, & bike paths.
The Nashville Banner's Facebook: January 26, 2016	Unfortunately, the Lebanon to Nashville rail line is the only line available for commuter rail service.
The Nashville Banner's Facebook: January 26, 2016	The Nashville Banner I followed the link from your informative article and submitted some input. Thanks, Bruce, et al.
The Nashville Banner's Facebook: January 26, 2016	The M.C. Star handles but a fraction of 1% the total traffic to & from Lebanon at a considerable cost per rider. This proves how pipe dreams & drawings help us feel warm & fuzzy, but don't actually work.
The Nashville Banner's Facebook: January 26, 2016	I think having rail line would be great! We would just need to be sure we had an excellent cross grid of bus service when you get off the train without having to ride down to a central hub and change buses to get where you need to go. Similar to Chicago's great system.
The Nashville Banner's Facebook: January 26, 2016	Stephen, if very few use the bus & rail lines now, how would spending hundreds of billions on more rail lines do more than drag down beleaguered taxpayers?

The Nashville Banner's Facebook: January 26, 2016	a train loop around nashville: bellvue to east nashville and Trains from nashville to murfreesboro, columbia and dickson. with stops in major suburbs along the way:brentwood, franklin, symra, spring hill and others i can't think of. maybe some trains to memphis, chatt and knoxville. probably just dreaming thou.
The Nashville Banner's Facebook: January 26, 2016	What about a train system similar to Chicago? All above ground, with a few downtown and Vanderbilt/Greenhills loops. And then extensions to run to Hendersonville/ Gallatin, Bellevue, Antioch/Smyrna, and Brentwood/Franklin
The Nashville Banner's Facebook: January 26, 2016	I would love to be able to take rapid transit from Cool Springs into Nashville to work. Reading instead of driving/sitting in traffic would be nice.
The Nashville Banner's Facebook: January 26, 2016	Forget public transportation... We need more lanes on freeways and less people driving recklessly...
The Nashville Banner's Facebook: January 26, 2016	Well.. Around Nashville, I don't see people using public transportation, at least, people that I know, but, I do see a problem with interstates, they packed almost all day long, some streets like Woodmont, have to run slow, because of nearly empty buses running so slow... Nashville needs (desperately) more lanes, amount of cars on roads is growing by the minute, Nashville's Interstates are not big enough. WE ARE NOT EVEN CLOSE TO BE READY TO ACCOMMODATE THE PEOPLE COMING TO TOWN.... Please stop wasting our money on what you guys think is needed... We need to do what works...
The Nashville Banner's Facebook: January 26, 2016	\$800M-\$5.4B seem to be a very large variance. It could be \$800B or almost seven times more. Are they unable to determine the cost better than that????!!!!
The Nashville Banner's Facebook: January 26, 2016	So Davidson County wants each surrounding county to have a teensie tiny bit of Metro's newest waste of money. If they get away with this they will keep coming up with reasons to steal from surrounding counties rather than get Davidson County's finances in order.
The Nashville Banner's Facebook: January 26, 2016	I wouldn't want it ran by MTA though I'd rather have it ran actually by the city that way theres more accountability versus a non profit handling it..
The Nashville Banner's Facebook: January 26, 2016	No Mta buses are a nonprofit
The Nashville Banner's Facebook: January 26, 2016	Look into who runs it..
The Nashville Banner's Facebook: January 26, 2016	The city accountable, you have to be joking. Waste and misuse at every level.

The Nashville Banner's Facebook: January 26, 2016	Where will the money come from ? Dont say bonds, the city is bond poor now thanks to Karl Dean, and the feds. The money will eventually come out of the taxpayer pocket.
The Nashville Banner's Facebook: January 26, 2016	Walking
The Nashville Banner's Facebook: January 26, 2016	That's cool - if you're physically capable.
The Nashville Banner's Facebook: January 26, 2016	Commuter rail would be the best choice but consideration of the importance of not adding a million more new comers
The Nashville Banner's Facebook: January 26, 2016	Great info. I wish I could expand the maps.
The Nashville Banner's Facebook: January 26, 2016	The Nashville Banner Thank you for your response
The Nashville Banner's Facebook: January 26, 2016	For one of the quickest for coming in from west end . No parking at all on Broadway or west end. Have 5 lanes going in . Then in the afternoons 5 lanes leaving town . But I say use all railways from All areas coming to town.
The Nashville Banner's Facebook: January 26, 2016	Jennifer Anderson Ryan "railways from All areas"? There are no available RR tracks to Franklin, Springfield, Gallatin or Murfreesboro. There was a rail line available going to Clarksville but in the past few years, most of that line between Ashland City and Clarksville has been dismantled for use as walking trails.
The Nashville Banner's Facebook: January 26, 2016	Number 1. How much would it raise taxes? I see .62 per capita per day. About \$230 per capita per year. But not every person would pay taxes. Any idea?
The Tennessean's Facebook: August 23, 2015	Need to expand this route thru Gallatin, Hendersonville, and Spring Hill.
The Tennessean's Facebook: August 23, 2015	What is the matter with buses anyway???? We don't need a dam train for gods sake, you CAN'T MOVE THEM WHEN NECESSARY...you can change a bus route in a second...ya know... GET SOME COMMON SENSE IN GOVERNMENT INSTEAD OF CHRONYISM AND THEFT OF PUBLIC FUNDS...FOREVER! Once a union get a hold on it..game over! You will have to pay for the stupid unused train service forever!!! They have done this stupid train thing in a lot of liberal cities and it does not serve their people well (Other than ripping off more of the public money)
The Tennessean's Facebook: August 23, 2015	Nashville has buses? I've rarely seen one in 11 years of visiting the area.

	<p>Nashvillians won't ride buses. I've lived here all my life. I rode them when I was young and poor, back in the early 70s but once I had a car it was some sort of accepted thing that you didn't ride a bus unless you had to. That's why a train, a trolley, a street car, a metro, a monorail, an EL will all work but a bus won't. At least not until you get rid of the generations of Nashvillians born before 1980 or so. Atlanta has a MARTA and it works very well. An above ground system</p> <p>Like that should work here but you have to run it all day every day, not just a few times a day M-F</p>
The Tennessean's Facebook: August 23, 2015	
The Tennessean's Facebook: August 23, 2015	I would sell my car if we had public transit like Boston or NYC (totally unrealistic, but i would love it)
The Tennessean's Facebook: August 23, 2015	Expand the commuter lines all you will, but until someone addresses what to do with people after you get them downtown, there will be no long-term, massive shift in the numbers of people willing to park their cars and take public transit.
The Tennessean's Facebook: August 23, 2015	Maybe they will finally get that train running 24/7 so it can be used more. It frustrates the daylights out of me that as tourists it's isn't available to go downtown. Someone should checkout the Minneapolis /St.Paul Blue and Green Line schedules. You're missing an opportunity to cut down on cars, and on revenue.
The Tennessean's Facebook: August 25, 2015	if I was a bus driver, I'd want less hours, more breaks, more pay, better benefits, lunch and dinner vouchers, and 8 weeks paid vacation LOL
The Tennessean's Facebook: August 25, 2015	You are the typical Tea Republican
The Tennessean's Facebook: August 25, 2015	really patricia? ... I thought that sounded like the typical lefty. ... and I was sure you could relate ...
The Tennessean's Facebook: August 25, 2015	Frequency
The Tennessean's Facebook: November 29, 2015	I'm guessing that most bus riders don't have iphones.
The Tennessean's Facebook: November 29, 2015	I don't know what line you use, but almost everyone on ours has their face buried in their phone during a ride.
The Tennessean's Facebook: November 29, 2015	The question was do they have iphones \$600+
The Tennessean's Facebook: November 29, 2015	Original Tmac I don't know if they are the latest versions or not.
The Tennessean's Facebook: November 29, 2015	Well, that's not classist at all.
The Tennessean's Facebook: November 29, 2015	About 80% of smartphones are android, mine included. The article mentioned iphones, a specific Apple product that is considerably more expensive than typical android phones.

The Tennessean's Facebook: November 29, 2015	Cities with traffic problems that put free wifi on their buses experience a significant increase in ridership
The Tennessean's Facebook: November 29, 2015	'Droid?
The Tennessean's Facebook: November 29, 2015	Get your obomaphones ready ghetto rats,, plan your escape from the crime scene with precision. Lmao
The Tennessean's Facebook: November 29, 2015	you mean the ReaganWphone since it was Reagan who started the program and W who included the cellphone.
The Tennessean's Facebook: November 29, 2015	Cell phones, Reagan never gave out cell phones
The Tennessean's Facebook: November 29, 2015	The program started ,so elderly who are forced to live in the ghetto ,could have a phone in case of emergency , ,the program was not intended for every person on food stamps to have a cell phone. This was started by oboma
The Tennessean's Facebook: November 29, 2015	Thank Christ! Need more stops and run 24/7
The Tennessean's Facebook: November 29, 2015	Is that George Lucas?!
Chamber aims for bold transit vision	I would visit Nashville from Knoxville a lot more often if there was mass transit. If I could park somewhere and then ride the bus to the various sites in the downtown area, it would really enjoy it. Last time I drove through downtown my GPS kept getting cut off because of the tall buildings. Buses would definitely be a lot safer, and really nice for people who fly into Nashville to attend conventions.
Chamber aims for bold transit vision	See the alternative at paramountdestinies.wordpress.c... Why rail? Why not cable? Why not ai driven hover carriages. It is obvious where technology is taking us...(find out what Singularity is. ALL tech companies including ,the white house is preparing for an ai powered society, I think we should wait till after the first robot, self driving car and k-12 education restructuring are introduced to the public or brought to market before we act on something so large that will make our city look behind the times.
Chamber aims for bold transit vision	The place you describe exists : http://www.nashvillemta.org/Na... I'm tired of people wanting to raise our taxes and not have to pay for it.
Chamber aims for bold transit vision	Here we go again. More bus service will never satisfy these mass transit junkies.
Chamber aims for bold transit vision	Wait! What?
Nashville Chamber backs robust, costly regional transit plan	Why bother? The liberals say the push back from the Counselor bill and the possible passge of the bathroom bill is going to crush the Nashville economy anyway. By 2040 we will be a ghost town and won't need mass transit.

Nashville Chamber backs robust, costly regional transit plan	<p>For once I disagree with you. The liberals love mass transit. It will be an expensive proposition which will require long term growth in the Metro real property tax base as well as other taxes such as sales and hotel occupancy taxes. My concern is that the liberals not enact social legislation which has a negative effect on commerce and growth such as the recent charter amendment which was overturned by the General Assembly that X% of construction workers be from Davidson County.</p>
Nashville Chamber backs robust, costly regional transit plan	<p>Transit is good and is an expensive necessity. Transit hijacked as a tool for downtown revitalization and tourism development becomes more expensive and more likely to fail since it will serve very few actual citizens. The bullet point of a very, very expensive rail line from downtown to the airport is the number one example of downtown tourism interests biting off a huge piece of a pie. A million plus Middle Tennesseans need transit to get to work, school, and necessities and it is important to get tourists to the hotels in downtown with tens of millions of dollars? Downtown Nashville is not the location of a majority of Nashville's jobs and residents but it remains the focus of transit? With a prime example of successful focused network transportation operating in town (Southwest) why do we continue to fall back to the tired and ineffective hub-and-spoke modals? Probably because with each downtown-oriented project transit officials with six-figure salaries get a downtown castle with corner offices.</p>
Nashville Chamber backs robust, costly regional transit plan	<p>Good points. My guess is that tourists and 6-figure executives will not use mass transit, but some degree of downtown coverage is necessary since there are so many downtown workers who can not afford to live downtown</p>
Nashville Chamber backs robust, costly regional transit plan	<p>Charley Reasor its the Henry Ford model, you can take public transit anywhere you want as long as it is downtown. Downtown already has all the buses, at least two free circulator routes, all BRT lines, the only train, the special commuter buses, and a wildly expensive bridge is on the way to prevent cyclist and walkers from going an extra block to get over the gulch. At this point I think downtown's transit needs are being met</p>
Nashville Chamber backs robust, costly regional transit plan	<p>Jeff Frye Point well taken.</p>

Nashville Chamber backs robust, costly regional transit plan	<p>Engineering level where the search for federal dollars enters the equation. I think a huge mistake is being made by not making this project a multi-state consortium which would include Georgia, Tennessee, Kentucky and perhaps Missouri. My thoughts are to connect Atlanta to St. Louis via Chattanooga, Tullahoma, Murfreesboro, Nashville, Clarksville and Fort Campbell up to Cadiz and Paducah, KY into Saint Louis with passenger rail. In the interim the tracks would be connected to the existing Amtrak tracks at Fulton, KY. which currently run north and south and connects Chicago and New Orleans by rail. While Amtrak is not the sole answer those same tracks could be used by commuter rail line when they are not being used by Amtrak such as they are today in the mid Atlantic and northeast region including Philly, NYC and Boston, MA. A significant void exist in the Amtrak national route map between ATL and STL</p> <p>https://www.amtrak.com/ccurl/948/674/System0211_101web,0.pdf Where strategy enters the equation if the project were planned correctly there could also be Department of Defense use. Fort Campbell, KY has it's own railroad. If the Fort Campbell spur were connected to the line as a DoD freight option to the deepwater port of Charleston, S.C. via Atlanta and rail cars dedicated to military movements then funding might also come from the DoD. At project completion the Mississippi River at the Port of St. Louis would be connected to the Port of Charleston, S.C. by rail. (river to ocean) Many military aircraft currently transport cargo from Fort Campbell to Port of Charleston when it</p>
Nashville Chamber backs robust, costly regional transit plan	<p>Wow. Well written and well researched. Thanks.</p>
Nashville Chamber backs robust, costly regional transit plan	<p>Very, very well said sir! I travel the country for a living and like Amtrak in the winter as it is more dependable in snow. However you have to drive to Memphis to take it from Nashville so I rarely use it except point-to-point when I am already out on the road. Bring more people into downtown from other cities on the train lessens the need to build a new train line from the airport. Overall, however, this expensive transportation plan is needed. As for some of the posts here critical of the attention downtown gets in all plans, remember these same things were said about the convention center which just topped the \$1b mark in revenue brought into the city. That benefits us all.</p>
Nashville Chamber backs robust, costly regional transit plan	<p>why does the Nashville Chamber of Commerce need to "urge" the Mayor?</p>

Nashville Chamber backs robust, costly regional transit plan	The Nashville area has a transportation problem. We get it. But as the state has already told you, do not expect the rest of the state to solve your problem. There are more transportation projects throughout the state and country than money to complete them. Nashville and some of the surrounding area have a problem. It is a local problem solve it anyway you like. JUST LIKE ATLANTA IS ATTEMPTING TO DO NOW , WITH AN ADDITIONAL SALES TAX IN FULTON AND POSSIBLY SOME SURROUNDING COUNTIES.
Nashville Chamber backs robust, costly regional transit plan	This will never be implemented properly because government is responsible. It will take forever, not meet the intended goals, cost double the original estimate, insiders will profit, and politicians will blame each other for the failures.
Nashville Investigates Need for its Own Department of Transportation	Another layer of bureaucrats to spend taxpayer money and accomplish very little.
Nashville councilman wants deadline for mass transit plan	I hope you include the surrounding counties.