

Engagement Summary

Total Comments:	999
nMotion Website Comments	290
Comment Cards Collected at Events	124
News Outlet Comments	115
Social Media Comments	452
Email Comments	12
Letters	6
News Articles	34

Comments from nmotion2016.org/the-plan

Comments from nMotion2016.org/ThePlan	
Source	Comment
http://nmotion2016.org/the-plan/	<p>I am a licensed Structural Engineer and, while I do not practice Transportation Engineering, I am technically a civil engineer and I had to learn a good deal about transportation planning in school. While I agree with some of the comments about urban density, I believe they are fundamentally flawed for this conversation. Transportation is planned in long term increments rather than the short term and this is indicated within the plan. Limiting your sight to current population trends can be misleading since Nashville continues to grow at a more rapid rate than many other areas of the country. I support the light rail initiative but I think it is far from adequate to solve the Nashville traffic problem. Nashville has actually been streamlining intersections over the past few years so they work better during rush hour, but a complete overhaul would not alleviate traffic for the long term without a major infrastructure overhaul similar to what Chattanooga did for the car assembly plants. I think the major problems Nashville faces are three fold: a lack of direct path on the interstate from one side of Nashville to the other, a lack of bridges that cross the Cumberland River, and terrain. If you want to stay on I-24, I-65, or I-40 through town, you have to fight the interchanges. They force you to cut across multiple lanes within a very short distance and that will always create a pinch point under high volume. An option for a more direct route through Nashville is needed, especially for truck traffic, even if that possible solution includes tunnels to bypass downtown. There are very few bridges that cross the Cumberland within Nashville so it's naturally forcing everyone to bottleneck at certain points. A few more bridges would open up the arterials as an alternate route to interstates and ease the volume in those areas. Nashville is a little more of a unique city than people think. Not only do we have 3 major interstates that intersect (rather poorly) in city limits, we also have two rather large manmade lakes and a major river. We also have to contend with some pretty severe hills throughout the metro area. This terrain limits the amount of direct routes to and from Nashville. The arterial are not direct enough and the population growth was so fast, that widening the arterial now just isn't practical. Because of this, I strongly agree with the idea of encouraging businesses to locate outside of the downtown area. In summary, I agree with the light rail proposal. It can produce alternate routes in the long term and could function to relieve some traffic, but there needs to be other proposals in addition to this one. A bit off topic but since paying for</p>

Comments from nmotion2016.org/the-plan

	<p>this was brought up in other comments I will bring this up. The gas tax really needs to be raised and overhauled. It is critical to paying and funding the National Transportation Fund and it hasn't been raised in decades. Simply raising it to account for modern inflation would open up the funding rather than leaving tax payers to pay for the majority of projects. That is also true for public-private partnerships but that is for another discussion.</p>
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Comments from nmotion2016.org/the-plan

Mass transit is cost-prohibitive. It is also only useful to the people who live near it.

I suggest that system costs be paid by the riders. If this will not accomplish it, then alternatives should be reconsidered.

Wade Sims (above) makes a very astute argument that I have cut and pasted here:

There is simply no way to make light rail work given Nashville's (lack of) urban density. For those spans, we're talking anywhere between 50 and 70 miles minimum of rail track. The only systems in the U.S. that have that length are Dallas, Los Angeles, Portland, and San Diego. Denver and St. Louis come close. In Europe, comparable cities include Moscow, Vienna, Prague, Berlin, Brussels, and a few others.

Taking a look at the urban population density data of those cities:

Dallas: 4,652 people/km²

Los Angeles: 9,331 people/km²

Portland: 4,321 people/km²

San Diego: 1,572 people/km²

Denver: 1,543 people/km²

St. Louis: 1,991 people/km²

Moscow: 4,900 people/km²

Vienna: 3,400 people/km²

Prague: 2,490 people/km²

Berlin: 3,940 people/km²

Brussels: 7,030 people/km²

And Nashville? 480 people/km². Three digits. Literally an order of magnitude in difference from these cities where light rail operates. For the same distance paved, you are serving roughly 1/10th the population that cities where light rail is working (and in many cases not profitably).

If you want to solve the Nashville traffic problem, (1) synchronize the lights to eliminate the obvious rush hour choke points that bottleneck the whole system; (2) promote ridesharing systems, carpooling, and current public transit options; and (3) encourage business growth outside of downtown (such as by promoting Google Fiber expansion to the greater metropolitan area), thereby reducing the directional traffic.

<http://nmotion2016.org/the-plan/>

He is right.

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http://nmotion2016.org/the-plan/	<p>As a resident of East Nashville, I'm excited about the opportunity to have easy access to other areas of town and a mass transit system that actually works. I have some real concern, however, about the routes chosen for the rapid East Nashville line. Currently that line will run on N 16th. North 16th is a main corridor, but it also is very residential—homes face 16th and residents not only have kids and dogs playing in their front yards, but also rely on street parking in front of their homes. The bus currently has to navigate the street parking, so instead of navigating it, typically speeds down the center of both lanes on 16th—making it difficult for residents to drive and unsafe to pedestrians, who also use 16th as a main corridor. 14th—only two streets away does not have street parking, and does not have homes actually facing the street, and would have been a much better option for a rapid line that will run from 5am-1pm according to the plan. Despite attending several community meetings about the plan and voicing this concern to multiple MTA representatives working on the plan, nothing has been considered and no one has even reached out to discuss the concern. It's clear that whoever chose that corridor was simply looking at a map and was not part of the community this bus line will serve. What good is presenting the plan multiple times to the public if no one responds to or listens to the public feedback? Is it simply to check a box saying that you've had so many "touches" with the public? Again, I am very FOR mass transit, but it has to make sense, it has to work within residential communities it serves, and MTA actually needs to really consider and respond to resident feedback to best serve each individual community in addition to Nashville as a whole.</p>
http://nmotion2016.org/the-plan/	<p>Would you add drivers education, such as zipper merges and passing practices? Also, maybe something about talking to large employers about staggering the times of days that their employees begin and end shifts?</p>
http://nmotion2016.org/the-plan/	
http://nmotion2016.org/the-plan/	<p>Can We quit talking about this already and start doing something instead??</p>

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http://nmotion2016.org/the-plan/	<p>I lived in the southern part of Miami Florida (kendall area to be spicific) and Dade County and they have an elevated electric rail system that is very effecient only because as the comment I have heard here in Nashville "If it does not get me from home to work quicker than my car,Im not interested". Also there has to be a secondary form of transportation at the different stops the transit system makes for getting the riders to their point of interest. If these factors or any factors they don't make transit system convenient to the public,you will not get cars off the street,as everyone loves their cars,and rapid transit has to be efficient and as as convient to get from one place to the other or your lans are sure to fail and good money put into a bad situation.People today want convience or what ever is planned for getting cars off the road will not work.One other recommendation I can make is the monorail system at walt disney world it is a true pleasure to use and most of all they make sure its conveyent that you get to where you are going.Thanks for listening.</p>
http://nmotion2016.org/the-plan/	<p>I'm excited to see that the consensus was the large long range plan. This is the plan I voted for. I look forward to seeing the revenue plan to go with this. I really hope there will be a large push and focus on having businesses help support this growth. If businesses are part of the funding then they will encourage and provide incentive for their employees to use the service which can only help go and expand the services that are already in dire need here. My only negative comment is that we do not have 25 years to wait for this entire plan to exist. We have 10-15 years max before we outgrow this plan. Nashville has a bad habit of starting a construction project that is outdated before it is complete. I'm hoping with this large scale plan that updates and necessary changes will be allowed during the build out. As our city grows more than is predicted this plan needs to be flexible and allow for needed expansions. This is a great start! I'm praying the sticker shock doesn't shut it down!</p>

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http://nmotion2016.org/the-plan/	<p>Seems like a whole lot of money to get nothing but a bunch more headaches! Nashvilles highways can not handle the amount of traffic they have already being the crossroads of the nation and without having Atlanta type rapid transit lanes buses are worthless. Besides that people whom live out of Nashville but drive in are not going to take buses for the most part. Downtown is so congested I can not envision more buses they keep insisting on putting more and more into a 6-8 block radius with no where near enough parking meanwhile they are making it so the people of Tennessee avoid the Downtown area like the plague because of it. I also notice most of the meetings and surveys have been in poor underserved areas and much of this is for them while we whom live out of Nashville are going to be the ones footing the bill with our taxes. Perhaps if Nashville were not trying to become the South's Las Vegas strip and concentrated more on the actual people who live and work here it would help.</p>
http://nmotion2016.org/the-plan/	<p>I think you are doing good work. I will probably not be able to use most of it, since I have a bad back, degenerative disk disease. Walking from my house to 21sr is seven blocks. The West End bus is also quite a distance. I also do not drive. For now, I use Lyft, paying for it ourselves. If Lyft or its competitor, Uber, cease running here, I am in trouble. I know there is access ride, which if money gets tight, might be my next choice. Because of my back, I do not always know the day before if I will be functioning without a lot of pain. Chronic pain is horrible. I will keep reading about this, and wish you well.</p>
http://nmotion2016.org/the-plan/	<p>The longer we wait, it will only continue to be more difficult to accomplish and more costly. Let's start today!</p>
http://nmotion2016.org/the-plan/	<p>I think it's great that Nashville is thinking big about transit. I, too, wish it had started earlier. But, at least we are having the conversation before any more time passes. If you are a proponent, as am I, please join me in using the bus system more frequently. Now. Not just later when the system has more to offer.</p>

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http://nmotion2016.org/the-plan/	<p>I am all for improving transportation, but my house backs up to the Music City Star train, as do many others. With the suggestion of additional trains and rails will there also be a sound barrier put up? These additions will cause significant decrease in property value for those of us that live along the lines, not to mention cause traffic disruptions as there will train crossings stopping cars every hour.</p>
http://nmotion2016.org/the-plan/	<p>You are thinking about this the wrong way. A subdivision was built out past Martha with a train station as an incentive to live there. Their property value is higher because they have access to a railway. I live in MJ and use the Star everyday. MJ does have rules about when they can blow the whistle but no one near the train has seen any loss of property value. It's just the opposite and the growth of MJ proves it.</p>
http://nmotion2016.org/the-plan/	<p>Just some observatons of my part: The HOV Lanes on 65 and 40 do not help at all, since they are not enforced, and half of the people driving in them during the specified hours are single car drivers anyway. There is just as much traffic in the HOV lanes during rush to The bus routes need to be extended a bit. For instance, the bus on Nolensville road only goes as far as Lenox Village, and thats only in the morning and late afternoons. There have been many times I have been without a car and would loved to have taken the bus up to the grocery store about 2 miles from my house, but the service is not offered. Having the route go all the way to the end of Davidson County on Nolensville Pike, and more than twice a day, would be very beneficial.and from work as there is in the other lanes.</p>
http://nmotion2016.org/the-plan/	<p>This should have been started 30+ years ago but the politicians were too busy being politicians. Personally, I think they need to reorder things some. Help with the longer commutes first to cut down on rush hour traffic and then improve the local lines. Quit adding lanes to the interstates and put those funds in to the regional options. Make the BRT type routes more efficient and quicker. I have used regular bus service and BRT lite service. The only real difference is the number of stops. The amount of time is exactly the same. BRT should be a quicker option.</p>

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http://nmotion2016.org/the-plan/	<p>There is simply no way to make light rail work given Nashville's (lack of) urban density. For those spans, we're talking anywhere between 50 and 70 miles minimum of rail track. The only systems in the U.S. that have that length are Dallas, Los Angeles, Portland, and San Diego. Denver and St. Louis come close. In Europe, comparable cities include Moscow, Vienna, Prague, Berlin, Brussels, and a few others. Taking a look at the urban population density data of those cities: Dallas: 4,652 people/km² Los Angeles: 9,331 people/km² Portland: 4,321 people/km² San Diego: 1,572 people/km² Denver: 1,543 people/km² St. Louis: 1,991 people/km² Moscow: 4,900 people/km² Vienna: 3,400 people/km² Prague: 2,490 people/km² Berlin: 3,940 people/km² Brussels: 7,030 people/km² And Nashville? 480 people/km². Three digits. Literally an order of magnitude in difference from these cities where light rail operates. For the same distance paved, you are serving roughly 1/10th the population that cities where light rail is working (and in many cases not profitably). If you want to solve the Nashville traffic problem, (1) synchronize the lights to eliminate the obvious rush hour choke points that bottleneck the whole system; (2) promote ridesharing systems, carpooling, and current public transit options; and (3) encourage business growth outside of downtown (such as by promoting Google Fiber expansion to the greater metropolitan area), thereby reducing the directional traffic.</p>
http://nmotion2016.org/the-plan/	Have Lee Beaman and the Koch Brothers given their approval?
http://nmotion2016.org/the-plan/	If you're referring to what Dean attempted to West End, that was not a good option. Multiple reasons why.
http://nmotion2016.org/the-plan/	<p>With the amount of money being mentioned in this plan is there another way. Could we work with CSX to build a rail line that follows 840 from I-40 to I-24. They could have a new railyard near the Spring Hill vehicle plant. Metro Nashville then in turn buys/acquires all rail lines through the metro area. Now we would have mass transit to Franklin, Murfreesboro, and all other surrounding areas. The current CSX lines are already running through downtown. Huge railyard in the Gulch for downtown service.</p>
http://nmotion2016.org/the-plan/	It's about time! Traffic is horrible. Will cut back on pollution. I'd love to catch the train to work.

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http://nmotion2016.org/the-plan/	Set up a new Music City Star (MCS) terminus station in Nashville. having to reroute passengers and buses every time there is a festival or event in the downtown area is why I have stopped using the MCS. Too much traffic with these downtown events make it nearly impossible to keep schedules between shuttles and the MCS. The drivers do the best they can but because of the single track and the dense traffic around River Front station create inflexible timetables. River Front Station is fine to use for Titan's game service and Independence day service but is not a good home terminus for daily commuters, particularly for the special event seasons of March-October.
http://nmotion2016.org/the-plan/	Why not use pedal taverns for commuting?
http://nmotion2016.org/the-plan/	Well developed plan and desperately needed. Let it happen sooner rather than later. Total support.
http://nmotion2016.org/the-plan/	Will 440 be repaired? That would help a lot. Right now it's like driving a dirt-packed, rutted wagon trail. My brother and I rode down it recently and literally couldn't hear each other due to the bouncing and jouncing. Once we pulled onto Nolensville my brother remarked, "It would be nice if they'd put a road there." 440 is useful as cross-town access, which keeps a lot of traffic off secondary roads, but if they don't maintain it better it's going to become useless soon.
http://nmotion2016.org/the-plan/	I assume this is a joke. I would think for 6 billion we could build an entire sub-way system. I think I get it. Whoever is putting this plan together is getting paid millions to tell us to run busses on the shoulders of the highways, run the system 24-7, and purchase a new train to run from Clarksville to Nashville that will go empty 95% of the time. Use the 6B to build a sub-way system that will have use instead of busses and trains that very few use now and will not use anytime soon or in the future.
http://nmotion2016.org/the-plan/	I was thinking the same thing! Why spend billions on something that already exists but no one uses. Subway system is a better alternative for which people might actually use. Also this should not have to take 25 years. Stop the politicizing, wasteful spending, time wasting, and build something that will actually work.
http://nmotion2016.org/the-plan/	I agree 100%!!! In fact, why does AMP still have an office space...are we paying for that?! Harold and Laura: Let's get a shovel and start digging ourselves. Seems it would get done faster.

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http://nmotion2016.org/the-plan/	<p>This plan doesn't address the gridlock that has existed on I-24 from Murfreesboro to Nashville for years. The roads have been widened, widened again, and HOV lanes added. Imagine our surprise when the Music City Star was launched, but no where near us! Mt. Juliet has traffic issues, I'm sure, but wouldn't it have been more feasible to test run the MCS in a high-traffic area? Right now, it's more a sight-seeing vehicle than mass transit. Now, years later, another commuter rail is proposed, but to Clarksville? To Gallatin? On traffic reports each afternoon, we see the travel times from various points. 35 – 45 minutes out to Clarksville, but 1.5 hours to Murfreesboro? We are one of a very few municipal areas that very structured, very reliable mass transit service. It boggles the mind that we are the tourist attraction we are, we have the population we have, and the traffic congestion and still are years behind other cities in this area. We have been talking, studying and proposing for years. It's time to do something, already, and it shouldn't take 25 years, either! My grandchildren, at least, might have reliable transportation, but anybody driving to work now will never see the improvements. Could all this be just more lip service?</p>
http://nmotion2016.org/the-plan/	<p>I applaud the idea that we must build the infrastructure now to accommodate future growth. I think a rail option in the future from surrounding areas would be great. Maybe a monorail. Giving us mass transit options for those coming into Nashville for events would be nice. Murfreesboro has been not been prepared for the growth. The people keep coming and then they are scrambling to alleviate traffic issues.</p>
http://nmotion2016.org/the-plan/	<p>The local light rail is a good idea in anticipation of the population boom. The Clarksville train though? I agree with previous posters that Mboro needs it much, much more (and I live in Brentwood).</p>
http://nmotion2016.org/the-plan/	<p>I've been preaching connector routs between corridors since 1984! About time someone's listening! LOL</p>

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http://nmotion2016.org/the-plan/	<p>Good evening. I have a few comments to make living in cities big and small and now the city that I love – Nashville. As far as alternate transportation options, a light rail OR monorail would probably be the best route to go. Though the cost per mile can get very expensive for the monorail option, it is one that should be looked at quickly and efficiently. For the light rail option, look at Charlotte. That has connected the suburbs for years there into the heart of downtown. Now for a monorail type system, look to a small city in West Virginia named Morgantown. Home to West Virginia University (and where I've lived about 1/2 of my life), they have a rapid transit system called the PRT (or Personal Rapid Transit). This is an AUTOMATED system that has to go through elements of extreme temperature and moisture and has been running for more than 40 years! Anyway, back to the point, one thing that I find surprising that is not in the plan is to finish the loop of TN-840 (which is now I-840). Why wasn't that put in there? That could alleviate a lot of truck traffic out of the urban core. Though the southern end is already built, a lot of traffic can be diverted onto that stretch out of downtown and have economic developments there – especially in manufacturing on the northeastern side of a loop. In short to not go on and on, kudos for the report and though it is a \$6 billion price tag over 25 years, I say that things need to start happening no earlier than Jan. 2017. The longer you wait, the more traffic will be a pain in the rear. Thanks.</p>
http://nmotion2016.org/the-plan/	<p>Install commuter train service parallel to all major interstates in the area: 65, 40, 24. Leverage the existing rail lines to do so. I have particular passion for installing such a line along the 65S corridor: Run it from Columbia to the Gulch (Union Station). Some possible stops could be: South Nashville, Fairgrounds, Armory, Forest Hills, Brentwood, Cool Springs, Downtown Franklin, Thompson's Station, Spring Hill, Columbia. This would promote economic development along the entire route, unleashing employment locations downtown, and throughout the route, with fewer cars on the road. The best part is: THE TRAIN LINES ALREADY EXIST! USE THEM!</p>
http://nmotion2016.org/the-plan/	<p>Full steam ahead on this plan. Run the Music City Star on weekends and for special events (like Sounds Games). Also, expand hours so it runs all day, not just am and pm.</p>

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http://nmotion2016.org/the-plan/	<p>Overall, I think the proposed plan will positively impact our growing city; however, there is not much outlined for the Southeast Area of Davidson County. I live in Antioch and utilize MTA for daily travel to and from downtown. My ride times take more than an hour both ways; sometimes two hours in the evening. I would like to see the Freeway BRT option being utilized for stops in Antioch too. Based on the plan, Lavergne, Smyrna and Murfreesboro are the only cities being looked at it. Antioch is one of the most affordable places to live in Davidson county, and continues to see growth by way of new subdivisions and apartment complexes. This plan must take the city of Antioch into account because of its continued growth.</p>
http://nmotion2016.org/the-plan/	<p>Yes, connector routes would cut travel times. There used to be a Route 11 that ran from 100 Oaks along Harding, Donelson Pike, end up at Opry Mills, connecting a few shopping centers and the airport. They stopped it because of low ridership. It only ran daytime M-F. When do people who work daytime M-F shop? Nights and weekends. That bus would have had more riders if it ran later in the evening and 7 days a week.</p>
http://nmotion2016.org/the-plan/	<p>Since there is no shopping downtown could a bus route be developed to go directly from Harding Pk./White Bridge to Green Hills. It seems a pretty direct route along Woodmont and it would eliminate a trip downtown to transfer and it would save money. Also, free transfer would be ideal, as in other cities.</p>
http://nmotion2016.org/the-plan/	<p>YES!!! Restrict or re-route semi-trucks from the Nashville loop and major during rush hour traffic. This eliminates a lot of traffic issues at a drastically reduced cost. Even better, create a bus lane shared with semi-trucks. How often will a bus use a dedicated lane? Once every 10-15 minutes?? Have semis use this lane also and avoid blocking merging traffic. Problem solved.</p>
http://nmotion2016.org/the-plan/	<p>This should have been planed over ten years ago. The immediate issue for I24 from Nashville to Murfreesboro is commercial vehicle traffic during the rush hours. There have been states that have made laws to alleviate the amount of big trucks just idling on thei roads. That could be another consideration.</p>

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http://nmotion2016.org/the-plan/	Leave retired citizens out of the cost of the plan—pass it along as a surcharge on property tax for the 400 people (or whatever the number) moving to Nashville every day—it's time that those of us who've lived and worked here for 65+ years stop supporting those who now want to work and raise their families here—they need to support their total lifestyle, as we have already done—it's time to leave us alone!
http://nmotion2016.org/the-plan/	All interstates which include 24, 40, 65, & 840 should be considered and in all directions. It was scary when they announced that Music City Star was going to share same tracks with CXS. Not sure that was good idea. I have rode BART in northern CA, the monorail in Atlanta, and the one in St. Louis and enjoyed the convenience. The commute to Nashville to Gallatin use to take 20 minutes back in the 80's. But now when leaving work in the city it takes 1 hr and 10 minutes to reach Gallatin. I think all the areas, north, south, east, & west need to be considered in the planning. It would be nice to see light rail come to the area to serve not only metro but all the areas within 30-35 mile radius at least in all directions of the city. Not only for the commuters but to extend options for those living within the metro area that would use this not only to get around in the city but have opportunity to get to the other communities as well. I drive 100 miles round trip to work and back into Nashville and have for the last 11 years. It gets old.
http://nmotion2016.org/the-plan/	Nashville needs true commuter rail like the L. I. R. R. from all four directions the interstates corridors run

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http://nmotion2016.org/the-plan/	<p>Don't believe for one second that this plan will reduce traffic and shorten commute times, people! Look at the cities that have tried this method and failed to produce any real, positive results. I can tell you, first hand, that it has failed, in Minneapolis/St.Paul. Mass transit is nice and it looks great on a politicians resume! But, it won't, sufficiently, address the real problem. We're already WAY behind the eight-ball, with the capacity of our roads, in relationship to traffic vlume. We need to aggressively and immediately increase the capacity of our roads and take steps to improve traffic FLOW. Buses on the shoulder will take a few buses out of the way. Great. Take heavy trucks off the road, during commute times and watch the traffic sail along! Tractor trailers are more numerous than ever and I believe they are a much bigger part of the problem than anyone wants to think about, or do anything about. If Nashville wants to portray itself, as this awesome, progressive city, then lets do something progressive. Lots of cities have learned, the hard way, that mass transit does little, or nothing to address traffic congestion. Let's be innovators, not imitators. Especially when most of us know we won't get the results we're after, given the proposed state of affairs. All we'll get is a big, fat bill for \$6 billion, that could have been spent in a much better way.</p>
http://nmotion2016.org/the-plan/	<p>I agree with this. While mass transit would certainly be nice (having seen the way workers rely on the El in Chicago), I think Nashville needs to be an innovator in the transportation space, starting with the existing problem... the ROADS. A fix that is underway for many years will not help the transportation problems of TODAY. Additionally, the roads will only get worse by that time and become a much harder problem to fix.</p> <p>Focus on fixing these existing issues, then work on preventative measures (in this case – light rail, etc.). Once traffic flow is eased, cities can be connected by light rail, neighborhoods by BRT, downtown by streetcar, what have you... Also – 25 years? I hope my grandkids enjoy Nashville sans exhausting traffic!</p>

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http://nmotion2016.org/the-plan/	<p>I moved to Nashville from Chicago back in 2012 and all I can say is, Hallelujah! It's about time! I am sure all of us Damn Yankee's would be encouraged to go back, A lot of us cannot afford to live where we work and drive long distances to make a living wage with benefits. While, everyone is up in arms about where the money is going to come from, why not think about where the money CAN come from. There are multiple ways of paying for this. but in the long run,..this will help everyone! Monthly commuter tickets and monthly parking will be a requirement for most of us. For those who only want a limited number of "rides" the cost would increase a bit. I don't want to suggest toll roads, because that is a bogus but effective way to handle revenue building for transit. Unfortunately, like Chicago, those revenue streams never go away – they always find something else to "use" the money for. I left Chicago for a reason...taxes and misappropriation of funds was definitely a motivator. The bottom line is – this proposal is wonderful. Looks like kind of a spaghetti monster (I hope who ever is working on this isn't the same guy who worked on the highway system here...they sucked.) Nashville is growing. New people will still come. I read a post earlier about retirees and how they don't want to be responsible for the cost. I can appreciate that. This may be a good way to recoup some expenses without dipping into their pocket. I am looking forward to any other option than driving. I come from Pulaski to near the Airport everyday. That's 3 hours of my life that could be better spent with my children.</p>
http://nmotion2016.org/the-plan/	<p>When is the committee going to release actual details on the downtown frequent bus grid, especially about the need to let routes run through and not just to Music City Central? The "Transit Emphasis Corridors" on Charlotte, Broadway, 4th, and 5th should be given bus-only lanes to actualize the "emphasis" on transit, and so that bus speeds can be improved to sustain the multiple routes travelling on the corridors. Look at Chicago's Loop Link for an instructive example.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Having lived in San Francisco and Los Angeles for 18 years before coming to Murfreesboro for family reasons, I have two observations: If you want to cut down on traffic now, bring more white-collar, technology, and corporate headquarters to Murfreesboro. Did you know that almost 80% of the population in Rutherford County commute to Nashville, Franklin, and Brentwood every day? The commute reminds me of the traffic endured by those who live in Los Angeles. With public transit, my commute on transit within the city of San Francisco and to the East Bay allowed me to read and catch up on work and not worry about car accidents from overcrowding of vehicles and also allow my family to have one car – cutting down on both traffic and pollution. I will be publishing a video on key points about the Murfreesboro area that should be attractive to many corporations. It's great that all these jobs are coming to the Nashville, Franklin, and Brentwood areas, but the vast majority of the workforce in those cities come from Murfreesboro and beyond. We're supposed to be a family-centric area and used to be the capital of Tennessee. How is it family-centric to have local jobs paying less than \$8/hr with bad benefits forcing our residents to drive and be 1 hour to 1 1/2 away from our children. This is NO LONGER just a college town. AND our graduates are moving away because a college degree is supposed to bring opportunity for graduates. Not here. Robust public transportation is vital to ensure the Greater Nashville area doesn't become like Los Angeles (I used to work 12 miles from where I lived and if I didn't hit my travel time just right, it would take me 1 1/2 to get to work). More than 30,875 moved to the Greater Nashville from 2000 – 2015. You think traffic is bad now? Just wait.</p>
http://nmotion2016.org/the-plan/	<p>I left my suggestions at the joint meeting of MTA and RTA yesterday. I just believe that the CSX Railroad should be included in this planning. Their cooperation could save millions if not billions of dollars! My father commuted from Dickson to Nashville to attend MBA and Vanderbilt in 1918-1921. If this was possible then, it certainly should be possible and practicable 98 years later! Let's organize a committee to visit the CEO of CSX and investigate such a partnership!</p>
http://nmotion2016.org/the-plan/	<p>YES!</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	If Nashville can give HUNDREDS of MILLIONS of dollars for companies to move downtown, it only makes sense to plan for those workers to get downtown. Plus, all the tourists and residents who live nearby. It seems the current mentality is “we built it and hope they can figure out how to get there.” Subsidizing CSX moving only makes (common) sense.
http://nmotion2016.org/the-plan/	Think really long term and consider sub-ways for Nashville. Going under ground will help relieve surface streets more than anything else that can be done. Also explain how buses are going to use shoulders on the interstate. That looks like a very dangerous situation. A 50,000 lb bus going 70 mph next to slow moving cars? Expensive yes, but more effective and efficient in long term. The overall approach is much better than the previously ill conceived AMP, a good start but think really big and think long term.
http://nmotion2016.org/the-plan/	What are the buses going to do about broken down cars or people pulled over by police on the shoulders? Dumb idea.
http://nmotion2016.org/the-plan/	The rule for Bus-on-Shoulder is 15mph faster than traffic..
http://nmotion2016.org/the-plan/	Who’s going to be paying for all of this? If Davidson County is footing the bill, largely through increasing our property taxes, I sure hope they intend to turn I-24, for instance, into a toll road? Why should the out of county commuters get a free ride?
http://nmotion2016.org/the-plan/	<p>My first read; detailed comments later. MTA has a charming way of producing lousy proposals and then practical improvements. This plan is an improvement on Scenario 1.; This sentence did not make sense to me:</p> <p>“To further explore the potential for this type of solution.” p21. bottom of blue box. I suspect it was print to fit. p11 mentions Streetcar in the table on Frequent Transit Network. The only other mention of Streetcar is to say LRT is not Streetcar. I suspect that Streetcar has been eliminated from the Plan and can be dropped in the table on p11. I still think that Goodlettsville and Bellevue were slighted, more on that later. Roy</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	Truck drivers are under Federal rules, called Hours of Service. Once they start driving, they have 14 hours to work (a mix of driving, other work, and mandated rest). No trucks during rush hour, am and pm, is not an option. You end up needing twice as many trucks to do the work in the time allowed. All those restaurants and coffeeshops need deliveries.... the new mass transit options sound nice – be sure to allow room for security lines so we can all get screened before boarding.
http://nmotion2016.org/the-plan/	Many ride and have been riding BUSES for decades. Like, if you are from here you know that maids took buses. So – please do not discount bus rides. They are used and the pollution generated from cars are horrific – take the bus. There are some really nice folks (and drivers) on buses. This city was NOT always so car oriented – and folks are moving BACK into town. Let folks take the bus and/or walk instead of encouraging use of cars to get necessities. You are wrong – I grew up on buses (and subways) and like buses that I can get off and back on, without trying to find a parking space. Get out of your car – ride the bus. The experience can be very enjoyable!
http://nmotion2016.org/the-plan/	AND, my family and folks they knew have been taking buses for decades – like I am a native with roots going back to the 1870s – hearing my grandmother talk about her taking a trolley in the 1920s. Get out of your cars – and consider preventing the smog problem of many cities that are car oriented. TAKE A BUS.
http://nmotion2016.org/the-plan/	I agree, buses are not attractive for many. In New York City or any big city I'd rather take a taxi than ride a bus. Or use the subway. Especially in the downtown, dedicated bus lanes only take space, are inflexible, and restrict expansion and growth. They become expensive barriers. A trolley system is a better alternative. The beginnings can be lean, but as time goes by, the system can expand in all directions as needed. Or else, start building the subway system.
http://nmotion2016.org/the-plan/	I have to agree with Dan. Buses will never work. It is a total waste of money. And 25 years is to long to wait for a solution. There is an over traffic transit carrier that the prototype has already been built. It carries large amounts of people on existing roadways and does not require extra bus lanes to be built and used causing even more congestion.

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I was in silicon valley in '83; bus fare in was still 25 cents—the same as it was in the 60's when I grew up in Calif (it includes transfers). You could go all day from one end of the state to the other for a quarter. There is a state that knows it can't afford to build more highways and maintain them—busing is the answer. Big cities know you need land for buildings, not waste it on more highways and parking lots.</p>
http://nmotion2016.org/the-plan/	<p>You lost me with the word BUS. Nobody is riding a bus unless its their only option or they're just outside of downtown and traveling to the inner city. Employers should be paying for bus services just like Silicon Valley. You want access to Middle Tennessee cheap resources then pony up. You need a light rail and heavy rail transit system to connect the overall metro, and you also need express toll roads that run along or above all major corridors, similar to Tampa. People whine about tolls but at the end of the day, they always pay because \$2 bucks a business day in order to gain an hour and a half of your day back is worth its weight in gold. Buses are never the solution. They don't work in suburban sprawl metropolitans (period). You should not be focusing on immediate short term needs, as your just throwing money away. Pony up, partner with CSX, Local Businesses, or dare I say talk to the Federal Government and make sure Middle Tennessee is included within this huge infrastructure deal that's going down no matter who is the next President. You know Nissan is in Franklin. Ever think about autonomous car services? Talk to Google, Tesla, Ford, Volvo, Nissan, Uber, etc.....make a pitch that Nashville can be the world's first autonomous car metro transit system. Go big or go home. You lost me at the word Bus. NOBODY rides a bus unless they have to. Buses don't solve the issue for commuters. It's only a solution within the inner city.</p>
http://nmotion2016.org/the-plan/	<p>YES,YES Light rail/ commuter Rail Is a Necessity , I have said and I know ALOT of people who say " I will not go to Nashville because of the traffic "!! It's a nightmare, if there was a Rail system Id go every weekend and to special events but I avoid Nashville at all cost ! (from Murfreesboro area) Id even work there if they had a rail system....</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>25 years is a lot of time! I come to Nashville frequently for business, but traffic is getting worse and worse, making it less attractive to do business here. I'd love to leave my car and take a train into town. This city needs rail NOW! Not in 25 years. I hate buses and frankly rather drive than take a bus, especially since it sits in traffic anyway. Trains would make me leave my car at the station, though. It would make the city look nicer, too!</p>
http://nmotion2016.org/the-plan/	<p>We can't wait 25 years for train access. we need some sort of high-speed line in from cities like murfreesboro, franklin, dickson, etc. NOW. So appreciative that this is being worked on, but traffic is a disaster today. We need options that get people off of the interstates.</p>
http://nmotion2016.org/the-plan/	<p>I'm a big supporter of this plan, and as a homeowner in Davidson county, I assume I'd be among those hit hardest by any tax increases. But, that doesn't bother me a bit. I want to see this city keep growing, and I think this is the only way to accomplish that. Band-aid plans and kicking the can down the road will only result in a market collapse once we hit a certain threshold of people that can't get around town.</p>
http://nmotion2016.org/the-plan/	<p>It is especially important for Nashville to enhance our mass transit options. As the road pattern (interstate and secondary arteries) are designed as concentric circles with spokes emanating from downtown, elevated light rail could be used to complement the existing design. I'd love to see elevated light rail above the major arteries (Murfreesboro Rd, Nolensville Rd, Lebanon Rd, West End, Gallatin Rd, Dickerson Pike, etc.). These "spokes" can be connected with concentric loops close to the downtown interstate loop, Briley Pkwy, and Old Hickory Blvd. Large parking areas can be accommodated near these areas for riders who don't live close enough to walk or bike to the rail stations. Obviously, bus service will need to be more reliable as well. More routes (which support the light rail) and more frequent service on those routes is required. The use of technology will be important so riders understand the expected wait time between buses (and can plan alternate routes if needed).</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	I love this new plan and think it's incredibly thought out EXCEPT for the fact that it will take 25 years to execute! That's already 50 years too late Nashville should have planned for this a long time ago! Would love to hear options on moving this process along faster, with the same efficiency.
http://nmotion2016.org/the-plan/	Quit planning, beg for more federal money, start laying rail and cut the time frame in half?
http://nmotion2016.org/the-plan/	Maybe I am not seeing it, but is there a plan to create an outer belt to allow big rigs to skip Nashville's interior? We need to reduce congestion and allowing those who are just passing through to "go around" would be a big help. Is there any plan to considering reversible lanes going in and out of the 24/40/65 corridors? More lanes coming in for the AM commute and more lanes going out on the PM commute would really help. This plan seems like it is putting most of the eggs into one basket. I would like to see a more well balanced plan, and if the bucket contains \$6 billion dollars, I would think we could provide more options.
http://nmotion2016.org/the-plan/	While I appreciate peoples frustrations with traffic, rail transit is not a "now" solution. I am uncertain how many people the Music City Star takes off the I-40 corridor, but it isn't enough to have a serious impact. Light rail may be a solution, but expense and acquisition of right of way is problematic. I think that the planners are right to emphasize what can be done in the next 1-5 years to improve existing service while planning for the long term with brt and rail.
http://nmotion2016.org/the-plan/	I agree the Music City Star's current schedule is not adequate. As a 2nd shift worker, I would be more than happy to commute daily from Lebanon, but the schedule is quite prohibitive. Why not expand the service to the already existing infrastructure to accomdate work schedules that are not 9-5.
http://nmotion2016.org/the-plan/	The plan sounds fine, although vague on the details. Myself and my fellow area travelers have simple needs. Some kind of public transportation for the Music Row Area. There is none.
http://nmotion2016.org/the-plan/	While the plan for some sort of mass transit may be needed, I did not appreciate the underhanded way this was introduced in to the local communities (via a new tax). This is another big ticket, government run program with a big price tag that you plan to have local residents pay for via a new tax. If and when that time comes I will be fighting it tooth and nail.

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	We need to keep the process moving forward with more options/ better routes/buses and rails that run more often and in more places bc Nashville is expanding by the day with more people and buisnesses being built
http://nmotion2016.org/the-plan/	YES! Nashville needs all this 'yesterday'! If nothing is done, Nashville will go by the wayside. Wish there were more plans for Bellevue and HW100, but the I-40 W corridor is definitely needed. Please, please do something!
http://nmotion2016.org/the-plan/	This looks like a good, comprehensive plan to meet the needs of Nashville and surrounding areas. My concern is how fast these changes can be implemented. I'd ride the bus daily if the service was more convenient. There is a bus stop one block from my house but getting to work from that bus stop is a different story. I could walk to work faster. We need changes sooner than later.
http://nmotion2016.org/the-plan/	As a current user of the RTA system to work in Nashville (final destination being the Metro Center Area) coming in each day from Murfreesboro, I want to add my two cents. I have participated in the surveys conducted and want to add two items. With the lose of most of the park and ride locations around Murfreesboro and the expansion of residential growth in Rutherford county, new park and rides are needed and their locations should consider the movement away from central downtown locations. Lots near the interstate as proposed or South of I-24 need to be considered. It seems kind of foolish to require commuters to drive long distances and cross the interstates each morning to catch a RTA bus that is going to retrace most of the individual commuters route to go back to I-24. Locations near and accessible to the interstate are good ideas but as a rule may not be easily " donated" by churches. Maybe the local agencies can help out as the commuters are customers and are out of the lots by dark usually. We certainly need more park and rides and the need to safely egress is critical!

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>This has been exciting to watch as each layer of need and community input has developed a plan attempting to resolve current and future transit issues and open a community dialogue on best ways to accomplish that. Innovation and creative problem solving along with energy conservation are attractive to me, and I'd like to encourage more of that in this plan. For example: the Chinese have created a transit model for up to 1200 passengers – Transit Elevated Bus – a bus that rides ABOVE two lanes of passenger vehicle traffic. This concept has been through six years of assessments and evaluation at various institutes and universities in China and many iterations to arrive at the current proposed design and integration format. If approved, this new system could be ready for operation in one year's time, at a cost estimated at \$4.5 million each, or 1/16th the cost of a subway train option for them. The lanes the buses ride in would limit passenger vehicle height to 7.2 ft and would have guard rails to deflect accidents/passenger vehicles from damaging the buses or blocking their progress. Goals include utilizing solar power for some of the energy used, retrofitting with existing bridge systems, creating access points/stations for passengers. These buses are capable of turning corners, and could ride next to other kinds of buses and taller trucks. Though we have the luxury of waiting to see how the system works for China, and what the real costs are, along with actual energy savings utilizing solar, this intrigues me and I'd like to see us have an evaluation of this system planned after a two year period, to determine if this is an alternative that could retrofit our own existing streets/freeways and manage large numbers of commuters. It's worth considering and watching how this system works for Chinese traffic, and perhaps, following their lead.</p>
http://nmotion2016.org/the-plan/	<p>YES!!!! Elevated!!! But will they listen? Doesn't seem like it. It seems like common sense, but why have they not mentioned it?</p>
http://nmotion2016.org/the-plan/	<p>We need train service yesterday just like every other big city in America in order to handle the population growth. This would accommodate residents as well as tourists. It is the only way to get people out of their cars to commute. 440 needs to be demolished and expanded to rail and 6 lanes each direction at the least. It is a disgrace! The berm down the center has been a 25+ year death trap. Plus, it is an eyesore. I would love to sell my car and take a train everywhere I need to go. Nashville's small town days are long gone. Leadership needs to quit talking and get us walking to the train station.</p>
http://nmotion2016.org/the-plan/	<p>Love this thoughtful and comprehensive plan!</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	No one wants to take three different means of transportation to get where they want to go. This plan excludes major population centers, like Hermitage, and is not really scalable in the long term. We need to stop thinking in stop gap measures and implement bold strokes to offer a transit solution that keeps with Nashville being an IT city. This plan seems only good for people trying to get from outside of the downtown to in to downtown. However, it does not offer any workable solution to getting from Madison to Antioch in an efficient way.
http://nmotion2016.org/the-plan/	Are we considering running public transportation late at night or 24/7? What happens if I use it to the airport, then get back late at night? What about returning from events downtown late at night? The plan says 5am to 1am for most service lines. I think 2am flights will still need a cab. :) However, 5am to 1am is a HUGE improvement to what we have now, and it fits within the 80/20 rule for me!

Comments from nmotion2016.org/the-plan

There is such a conflict going on with this plan. This is a reflection of Metro transit AND Regional planning. What I see is a quest to incorporate regional planning with mass transit planning. They are NOT, in my view, logical to link. Metro transit would be about improving services and accommodations for those who are within the city/county lines. It is NOT solely about bus routes. For instance, when one gets into the 'hub' downtown, there are NO adjoining facilities to go to, such as places to go with children and family as one waits for a bus. There are NO vendors nor shops. AND there are not enough charge spots for the intense use that one can see is occurring – if you just sit in the waiting rooms for even an hour. It is solely a place to wait, assuming the bus schedules are linked. Example: if you take a bus that more than one time schedule in an hour but your bus comes hourly, the link to use one bus to another means a long wait. Example: Take Rt 3/5 which runs 15 minutes apart. However, if you take a bus that is hourly, you wait. There is only a waiting room to go to – no eatery or even convenience stores to get milk. This is not the way city transit works in other STATES. And, then there are the demands to go into downtown to link with a bus that is about 1/2 mile parallel to the bus you take. Example: Gallatin Road and Bordeaux buses. When all you want to do is go from on Trinity lane from one side of town to the other – you have to go into town. Point: if you put in scheduling for transit going out further but still demand links to parallel busses as transfer downtown, you extend the ride. Regarding regional. Have you been in the 'hub' when the regional buses are loading. The folks stand there for long periods of time – where are the places to go if they want to pick up things, like milk, which they can do if they just get into their car and drive in. AND, the rail system. Not focused upon the increase to fund this as much as aware that insurance liability is a fact – rail service has such a high rate of accidents as well as clog up 'lines' when one breaks down. So, how about the hiring and training of individuals who can drive rail services – huge expense in HR terms. I have done the rail and bus transit lifestyle and pray you will focus upon linking folks within the inner city before appealing a handful of folks who declare they will spend a long time commuting from the outskirts of Davidson. Get folks out of cars in the inner city (total commute in mass transit) as opposed to giving folks a parking lot to put their cars to perhaps get out of their car, if they do not have to stop off for simple stuff, like milk, bread, etc. Or, have you noticed cars that have two or more 'devices' charging in their cars, which they actually use to talk, study and/or do business with. Where are the charging set ups for regional transit commuters to be placed on lengthy rides? In the train? At the station – where and

Comments from nmotion2016.org/the-plan

	<p>what about security at these 'stations'? FINALLY, how about fixing up the places where inner city folks wait for mass transit before paving parking lots for folks who want to park their cars in borderline city limits. Fix? Lights and solid pavement to get in and out of mass transit – instead of dirt and grassy exist/entrances to board the bus. You guys are trying to work on two different types of mass transit needs. This is not urban oriented – it is a maze of compromises. Mass transit or Regional transit – plz stop trying to combine these two different systems. AND, trains within urban Metro – check the history on how that worked when there were fewer living here. There is a history – check out history of Union station would be a good start.</p>
http://nmotion2016.org/the-plan/	<p>YES YES YES. This is an incredibly well designed plan. I've used MTA for years and this is exactly the right direction to guide Nashville's transit in future. I cannot emphasize enough how much I support Megan Barry's plan. My whole family (all of voting age, haha) feels the same way. Thank you Mayor Barry for showing leadership! Our city needs this!</p>
http://nmotion2016.org/the-plan/	<p>Also: this is a great way to cut down on drunk driving. In a city with as much night life as ours, it would be great to be able to get places and see shows and have a good time, and make it back home via public transit late at night. Extended evening and weekend service is a must!</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	You should give me the \$6Billion transpo budget! I will build 25-30 "Gravtrans" structures (US Patent 8322943) and sell them (less easements for the pathways) for \$12Billion! Then I'll give you your \$6Billion back! (You can get the patent licensing fees from the feds)
http://nmotion2016.org/the-plan/	I am so happy! Born and raised in Nashville but seeing how other cities do things, it's nice to finally see Nashville step up its game. 1st, with the BRT, please contact Roaring Fork Valley Transit (the bus system in Aspen, CO to Glenwood Springs, CO) they set up a new BRT system for the 45+mile commute and it is great. I please ask for better bus stops. Especially in The Bellevue area. Covered, seating, well lit, and even an up to date sign on bus arrival times. Also, any buses more than a 30 min commute should offer free wifi, so their travelers can stay entertained. I am so excited for this new plan! Way to go and keep up the great work.
http://nmotion2016.org/the-plan/	I have read the plan, and could not be more in favor of the approach. 1. I love the idea of multiple approaches. There is no "silver bullet". The idea of multiple solutions is needed 2. The idea of crosstown options is much better than the current situation. I think there needs to be thought of way that people travel around the city. 3. When looking at other cities, understand that Nashville is behind the eight ball. We know that growth has outgrown the transit situation, and is going to get much worse, before it gets better. The 5 year plan is great, but I think wee need to think 1yr, 2yr, 3yr, and 5yr. In 5yrs, we are going to be impacted by business that will not relocate because of traffic woes. 4. I am moving, like others, to different parts of the city to avoid traffic. Yes, it is that bad. 5. I would suggest multiple community committees become involved and different phases to ensure buy in from the city. Again, the comprehensive plan is better than lack of planning. It is late, and the sooner the better.
http://nmotion2016.org/the-plan/	Why no light rail all the way to Old Hickory Blvd/Bell Rd??? It's just as crowded down there....
http://nmotion2016.org/the-plan/	ALSO, why no elevated trains??? They take up less space.

Comments from nmotion2016.org/the-plan

The State of the System report is over a year old now. I would like to see this updated annually, especially the Appendix: Route Profiles. The front part of the report should be an update of service data, peers, propensity for transit data PLUS the current state of the 5 year plan. Perpetual peeve: Never, EVER (that means don't do it) use JPEGs for maps within a .pdf document. You were told during the course of the nMotion process. Call Charlotte CATS and ask them how they do their maps. The maps in their .pdf are lovely and they seem to be using the same map-making program. Yours look like ____ (not good). On Table 1 on p 11: I suggest moving Frequent All Day from the Local Service section to the Frequent Network section. You may then consider making Frequent All Day run until 1am. On the same Table 1: move Regional RapidBus from the Frequent Transit Network (obviously someone got quite confused as to what the terms mean) to the Regional Routes section. I already said to eliminate Streetcar from Table 1 if there are no streetcars. We never got a full and frank discussion of the costs of elements of the plan. How much does the commuter rail to Clarksville cost? How much do 10 Buses-on-Shoulder to Clarksville cost? I know everything is free; I want to know how much it costs. This is already at \$6B giving nothing to the most important surrounding counties but Montgomery County scores big-time in this Plan. You know they are not fourth in regional traffic; are they even fifth or sixth? Folks: help me out! How many transit centers are missing from the transit center map on p 18? I count at least two.

<http://nmotion2016.org/the-plan/>

Comments from nmotion2016.org/the-plan

<http://nmotion2016.org/the-plan/>

All that time and money to develop recommendations and not a single mention of the primary innovation to impact transportation in the next decade: self-driving hybrid or electric vehicles replacing taxis, personal vehicles, public transit, and even commercial trucking. Given the choice between public transit that takes twice as long and point-to-point transit that is quick, safe, affordable, and facilitates time shifting (reading while riding for example), the transition to self-driving transit is obvious and should call into question the interests of anybody who recommends or approves public transit development that involves trains or buses. In the self-driving transit era, the main initial issue to resolve is how to reduce traffic during rush hour periods. Possible solutions include encouraging employees to use shared ride self-driving services that will be similar to UberPool and Lyft Line, working with employers to create more flexible start and stop times for employees, and transitioning more employees to work from home scenarios (either full time or at least some days at home). A secondary issue will be determining what to do with all the non-self-driving vehicles that will be used less and less as consumers realize how much they could be saving by using self-driving transit. Not fair! Autonomous vehicles are noted on page 10. I apologize for my oversight

Comments from nmotion2016.org/the-plan

Here is a big issue that I do not want to wait for 25 years to see resolved: In the original Light Rail discussion paper it says: "Effective LRT services should be well connected to other transit services and the surrounding environment. Major LRT lines become a transit system's backbone with connections to other routes. In most cases, with the implementation of light rail, existing local bus routes are either discontinued or converted to feeder routes." In the Scenarios document there was a text box in the maps that said "A comprehensive network of local routes was not shown." Unless you were talking about Scenario 3 then you would get minor upgrades. Here's the issue: If MTA gets Light Rail then they would be smart about creating a NETWORK. If we have only RapidBus (a.k.a. BRT-Lite) then no network, everybody changes downtown. What happens if RapidBus is the transition mode for 25 years until the Light Rail is online? Will it be Stupid? or Network? The present implementation of BRT-Lite has always puzzled me. What is 26 Gallatin supposed to do? Go downtown like every other bus? Provide local service for folks who think the BRT stop is too far away? Serve as a collector for 56 Gallatin BRT? What happens when we get 56L Gallatin? Does 26 Gallatin continue to serve its same function? I think nMotion says it goes away for the part covered by LRT. Is that because the LRT stops are much closer than the BRT stops? Look at what MTA did with 52 & 12 Nolensville. The now so-called BRT-Lite route serves as its own collector and provider of local service. Is it still fast? Is that the model for Light Rail? Both RapidBus and Light Rail are supposed to provide high capacity, high speed, frequent service to and from downtown. RapidBus and LRT are exactly the same in everything that matters except that LRT has a dedicated lane. They need to be augmented by a NETWORK of local service, clockface collectors that bring people to the RapidBus/LRT and overlap to provide the necessary high frequency local service in dense areas without slowing high speed service with a lot of stops. I think that when MTA is thinking Light Rail that they start to "get it" though there was no discussion of travel speed or number of stops. (The map in the Plan has roughly BRT spacing for 56L Gallatin and much fewer stops than present for 52L Nolensville. My point is: are we waiting 25 years until MTA "gets it" or if RapidBus is the transitional mode of service until LRT can we begin to act like it is a high-speed, high frequency, high capacity part of the transit NETWORK? Even RapidBus can be served by clockface collectors instead of trying to do both high speed and local service. I only have my intuition, not the optimizations available to MTA and their consultant. I would make 26 go out and bring people to 56 plus other local service along Gallatin Pike and the neighborhoods on

Comments from nmotion2016.org/the-plan

	<p>either side. Same for 56L Light Rail. Don't be fooled by the shiny and new; they are just tools, a part of the network.</p>
http://nmotion2016.org/the-plan/	<p>As long as it gets more cars off the road and/or eventually creates transportation with dedicated lanes or trains or at least something faster than sitting in traffic all day. I'm lucky enough to have a bus that runs from my apartment to downtown for work but I rarely take it because even with limited stops it's still slow. It has to take 24 whereas I take 65 when I drive and there's a huge difference in traffic.</p>
http://nmotion2016.org/the-plan/	<p>What do you think about the idea to have buses take the freeway shoulder? If that goes through, then perhaps it would be quicker?</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>We need ACTION!!! We can not afford to wait 3-5 more years before we start implementing something. We need someone leading this who is ready to act not push it down the road for another person to deal with when they are gone. Buses are not the answer longterm. We need to have REAL conversations with CSX. CSX is part of the traffic problem in current state. It makes zero sense for all the freight to pass thru downtown (during rush hour) and only add to the congestion. What if there were people riding on those tracks while routing all the freight around the outside of the city. It may cost money in the shot term, but the longterm benefits are priceless. Is there a faster option to get rail into the Nashville metro area?</p>
http://nmotion2016.org/the-plan/	<p>I feel the pride of ownership to the idea of Through-City Routes. Thank-you very much! Maybe it is more obvious than I recognize. I think nMotion has slighted Bellevue and Goodlettsville unjustly. (I understand the data you see but I also live here.) I would take 23B Dickerson out to Goodlettsville and Rivergate, operating as a RapidBus past Skyline. Instead of 3B I would do a 5B to Bellevue operating as a RapidBus past White Bridge. White Bridge itself could be served by overlapping clockface collectors and 16C Woodmont. There would be no use for a Route 3. I would then pair route 23B and 5B as a Through-City Route. Cogitate on it. Through-City Routes and Crosstown Routes are two important strategies for creating a transit NETWORK (that word again) which distributes transfers throughout the city. If every single bus HAS to go downtown than Music City Central takes on an unnecessarily outsized role. Look at all of the boardings! People must love it! No we don't. The tone of the Plan suggests a certain defeatism to dealing with downtown. We do have to play the hand we were dealt but I am not ready to concede. The Plan suggest a total of four transit hubs; I caution against doing so prematurely until you have your downtown circulation figured out. It sounds like there is a Downtown Circulation Study coming up so hopefully we get it right. Downtown Circulation would be a third strategy to distributing transfers and boardings away from MCC. So, having been defeated on the downtown problem, nMotion only made a half-baked stab at crosstown routes. (I think.) Some lines were drawn on some map. (I think.) Moving around the county remains problematical unless you go downtown and transfer. The consultant that revised the Houston transit system made their route network into a grid: long and straight routes that crossed at right angles. The MTA State of the System report has route profiles in the appendix that grades routes on whether they are straight (good) or circuitous (bad).</p>

Comments from nmotion2016.org/the-plan

	<p>Unfortunately, Nashville doesn't have a grid; we are laid out as a hub and spoke system with a river running through the middle. Did nMotion find a crosstown route that crossed the six spokes at right angles? No. I did. The crosstown routes are too short. The crosstown route from the airport only goes to Opryland. If I live in Madison there is no crosstown route that goes to the airport. (Someday LRT will be a fix.) No crosstown route goes very far, hopefully the whole bus is going to Green Hills mall because that is the end of the line. There needs to be at least one very long crosstown route, a spiral works great. No one would ride the entire spiral, it should work like Bocephus's hot tub. It should also take people to where they want to go once they reach the arterial to the right midtown distance. Consider this hodgepodge of nMotion routes: 9R MetroCenter (R = most frequent, all day, limited stops); 31R Hospitals (R = same); 25R Edgehill (R = same); 16C Woodmont (C = Local 30 All Day); 13C Harding (C = Local 30 Peak); 49 Airport (no word on frequency); 34R Lebanon (R = most frequent, all day, limited stops). Of these 9R is great, gets you to TSU but it is not accessible from Charlotte or West End. 31R is the failed 21 University upgraded to frequent, all day service but it does take you from West End and Charlotte to TSU. (TSU is the end of the line for many routes.) 31st/28th Avenue would be more direct. And so on. These routes can be combined into one Crosstown Connector that allows the rider to decide where he gets on and off with only one transfer. There would be fewer routes, therefore fewer ends of the line forcing a transfer. (My suggestion)</p>
http://nmotion2016.org/the-plan/	<p>WOW-Sir – did not read this before but you are spot on – saying what I attempted to post. Hope someone is listening!</p>
http://nmotion2016.org/the-plan/	<p>One additional comment on Through-City Routes. I prefer that the four LRT routes be constructed as two Through-City Routes. MTA could easily ignore this possibility as they adhere to the view that everyone wants to transfer or originate downtown. The rail lines needn't cross as that would introduce complications; they could simply be brought alongside the transfer station. Next, recalling that RapidBus and LRT provide the same service in everything that matters except for the dedicated lane: why not have Through-City Routes for the RapidBus routes while we are waiting for LRT? I mention this only because what seems obvious for a rail line somehow seems inapplicable for a RapidBus route for no good reason.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	I think that this is a great opportunity for Clarksville. We have the chance to either move forward or stay in the past. By adopting this plan we would not only be linking ourselves to Nashville, but the rest of the world. The effects this could have on carbon and other emissions would be huge. Not only would we be letting our kids and grandkids know that we care about them having access to schools and jobs in one of the fastest growing cities in the nation, but that we care that they don't have to get there at the behest of their planet. Please adopt this plan.
http://nmotion2016.org/the-plan/	I am grateful that Megan Barry is taking up this cause! I feel heard! I certainly want to get behind this – would love to see mass transit implemented sooner and am in favor of elevated rails in key areas. I would use the bus system to get around on Gallatin Pike now if it was more streamlined and felt safer (how many broken stops have I seen within the last year?), especially with kids.
http://nmotion2016.org/the-plan/	I drive from gallatin to the Martha train station 3 times a week and take the music city star into downtown. Not only do I not pay my employer to park but I no longer have the tn -386 and I-65 mess to deal with. I save on wear to my truck and less fuel used. It more than washes out paying for the train. We need more rail. I'd love to see a gallatin station so I'd drive even less. I have 11 miles each way so less is better. This study is at a great time also as the music city star celebrates 10 years
http://nmotion2016.org/the-plan/	That's awesome, Jason. Your situation proves that this plan has potential but more work is needed. I would gladly take a 15 minute longer commute to save on gas and parking and the Vietnam Vets mess.
http://nmotion2016.org/the-plan/	I would love to see our bus stops improved by the addition of seats. For some reason, most of the shiny new bus stops I see around town don't seem to have any...?
http://nmotion2016.org/the-plan/	BRT has not been successful across the US for many reasons. Williamson County is growing very fast and needs mass transit. The CSX line through Franklin has about 2 freight trains/day with a 100 ft right-of-way—plenty of room for expansion and a mass transit line. Nashville region needs to get moving now—look at other cities for success stories: Portland, Salt Lake City, Dallas, Denver, Charlotte. Bob Stewart: Franklin resident and with National Association of Railroad Passengers.

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	An airport to downtown rapid train with future stops added but limited to start would be incredible.
http://nmotion2016.org/the-plan/	More stops/runs on the Music City Star for starters – look at major cities like New York, Chicago, and Philadelphia- they all have convenient transit for their citizens, since they foresaw the mess that it would create without it. You will see thousands of people taking advantage of the transit!
http://nmotion2016.org/the-plan/	I'm grateful that the plan reflects community feedback and clearly shows a long-term approach to the issues facing folks' journeys around middle TN. I hope that the plan can move forward with a frank and honest discussion of the financing options and that we can build a consensus that implementing this plan requires shared sacrifices to make these improvements happen.
http://nmotion2016.org/the-plan/	This is a solid plan. However, taking 25 years to accomplish this seems too late to solve the challenges we are already facing. We need to move much more aggressively in the time frame.
http://nmotion2016.org/the-plan/	Great plan – let's get this rolling. As a Realtor I see first hand how lack of strong mass transit impacts this city. I was recently in Chattanooga where they have a regular shuttle throughout downtown. it shows up every 5-10 minutes. no need for schedule coordinating, just show up at the spot and get the bus. It saved us a ton of money and was very convenient. These improvements will greatly enhance the Middle TN area and cement our place as a leading city!
http://nmotion2016.org/the-plan/	440 is a disaster, the surface that was applied after we had an ice storm was only a temporary measure which has deteriorated and is no longer safe to drive, has anyone hit a hole which could take out a tire or tires? It is time for a long lasting surface. Have you tried using 440 in even early afternoon going toward I-65? Looks like a PARKING LOT!!! Since we have an influx of new people moving into Nashville to work, let all citizens except retirees pay for any transportation changes!!!!!!!!!!!!
http://nmotion2016.org/the-plan/	I think the northern route of TN-840 is dead. TN-109 will be upgraded to 4-lane limited access between I-65 and I-40 none too soon.

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	There are two light rail lines on M'boro Pike and Nolensville Pike and RapidBus (hour to Global Crossing in pm) until then. 96X to Bell Road, colored Freeway BRT on the map. More service levels. I think you're going to get served.
http://nmotion2016.org/the-plan/	Applaud you for your suggestion about cross down on Woodmont. There are some serious issues with widening the single lane on Woodmont for cars. More buses in the Woodmont area is logical but has a long history of controversy, like "not in my back/front yard." Thus, taking time to express appreciation for the effort the Mayor is making, with the constraints for considering cross town through certain areas of Metro Nashville-Davidson County. If it happens, I will be jumping up with gleeeeeeeeee. As a bus-car-bus rider to and from Green Hills, I am just overjoyed that there are more sidewalks on the main roads surrounding Green Hills.
http://nmotion2016.org/the-plan/	What a naïve comment. You've obviously earned substantial appreciation on property values due to the influx of new growth. So you want to reap that reward but then add a surcharge to those who attributed to it? Furthermore, your logic is flawed. You haven't supported any new people. Everyone has their own mill rates based on their county, and everyone pays sales tax based upon their own personal consumption. You may have seen increases over 65 years but again your asset gains (appreciation) far outweigh any mill rate increases. If anything the influx of people and money has supported you, as your assets have not only grown but avoided stagnation or depreciation similar to people who lived in New Orleans, Mobile, or Huntsville over the past sixty five years. You're Welcome. Regarding purchasing power due to growth and retired fix income, that's where you consume the appreciation to offset the difference. Again, you're welcome. When your house in Brentwood sells for 1 million after you bought it for 200k twenty years ago, let me know and I'll stop by for my portion of your appreciation. Then we'll be square.
http://nmotion2016.org/the-plan/	What are the buses going to do about broken down cars or people pulled over by police on the shoulders? Dumb idea.
http://nmotion2016.org/the-plan/	The rule for Bus-on-Shoulder is 15mph faster than traffic..

Comments from nmotion2016.org/the-plan

It all seems perfectly- reasonable. Clearly, these steps will make some difference- eventually. However, I must say that there is nothing in it I find exciting, and it all seems very foggy as to when I will see any real improvement that affects me or my neighborhood. My experience with things is that it takes decades just to get a sidewalk on the list to be considered, much less built. Will there be a covered bus stop near me any time soon? Who knows? Will the buses be comfortable and inspire ridership, or be the same boring designs of the last 50 years? Dedicated lanes? Good luck after the amp experience without years of battling every neighborhood and business that fears losing a traffic lane. Light rail? Are we going to demand the use of the local rails? How long will that discussion take? Will there ever be any concessions on that? Commuter rail sometime in the next 25 years to Clarksville? I probably won't be around by then. Sorry but we need it next week to Gallatin, Franklin, and Murfreesboro— and the airport. Sorry to be negative, but I wish I could see a clearer vision for the very near future that included some ideas that made me say Wow! But I see very little that will keep up with the traffic demands of the million plus people moving into the neighborhood in the next 20 years, and very little sense of the urgency to build awe-inspiring transportation of the future (like monorails or els, for instance) that will really get people out of their dependency on cars (even self-driven ones.) I want to say Wow! Instead I can just muster a Meh.

<http://nmotion2016.org/the-plan/>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>While all ideas are good and address the need, we can do some common sense things to make the situation better now. More attention paid to construction areas that block streets. Presently these areas are not monitored aggressively as they should be. It seems they do what they want when they want. Downtown, planning should have a say on what you can close and when. Just ask the bus drivers. And having a policeman on the corner on their phone while traffic stops and horns honk...isn't the answer. Even action has a reaction, so, lets start by helping the transportation we have now function as we implement new ideas. Also new construction must have a traffic plan as part of approval as do events around the city. A little common sense instead of an attitude of indifference would help...really. I drive as little as possible and now there are areas of the city core that you sometimes can't even walk to.</p>
http://nmotion2016.org/the-plan/	<p>I am totally in favor of this plan. We need to get this started yesterday. Everyday we wait we are getting behind this major problem to our community! Please start this plan immediately! Thank you very much!</p>
http://nmotion2016.org/the-plan/	<p>Good plan. Don't know what the immediate priorities are but I think the sooner we can have cross town bus routes the better, eg. West End to East Nashville without having to change buses downtown (a pain). One other thing: we have to come to the realization as a city that must we do this, and everyone/area may have to sacrifice a little. No NIMBY allowed!</p>

Comments from nmotion2016.org/the-plan

Although self driving vehicles are mentioned on page 10 of the report, the true potential of these vehicles was not clearly explained. Self driving cars are fundamentally different in their capabilities from human driven vehicles. Self driving cars are set up with cameras providing 360° panoramic vision with no blind spots, their response time is nanoseconds rather than as much as 3/4 of a second for human drivers, and they need no sleep, do not get tired, never experience road rage, don't do drugs, text, or get distracted. Unlike human drivers, they can be virtually telepathic with each other by wireless transmissions so traffic flow can be regulated far more efficiently. Due to their inter-connectedness and virtually instantaneous response time, they can drive on a highway at interstate speeds spaced as little as 4 feet apart from each other, whereas a human driver requires well over 200 feet of separation between vehicles to have any safety margin on the highway. A road dedicated to self driving vehicles would need no traffic lights. Vehicles would not be stuck at a red light waiting when there is no oncoming traffic. If our present roads were reconfigured in the future for self driving vehicles, they could easily handle between 4 and 6 times as much traffic volume as our roads do at present, however, due to their vastly different capabilities, human drivers would be unable to share a road dedicated to self driving vehicles. The transition from roads devoted to cars driven by humans to roads dedicated to self driving vehicles will undoubtedly present challenges. While self driving cars are not yet available to the general public or to public transportation systems, Uber is currently starting a test of 100 such vehicles in Pittsburgh and numerous manufacturers and technology firms are working to introduce these vehicles. There is no doubt that in the coming 5 years several companies will have either introduced such vehicles or be in the advanced testing phases. While it is clear that self driving vehicles are not the answer to our immediate needs, it should also be clear that we will not solve the transportation needs of the coming 25 years using technology which is 20 years old today.

<http://nmotion2016.org/the-plan/>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	You need to focus on connecting our airport to public transit and building a light rail infrastructure that can be incorporated into our existing transportation infrastructure. People want to come to Music City, and they'll keep coming. Our roads and interstates can't handle that kind of capacity. That's where public transit comes in. Bus lanes and express buses will only get us so far. We need rail and rail infrastructure and connections to well outside of the city if we want it to be successful. I'd much rather take a train than drive if given the option; however, that is extremely limited right now.
http://nmotion2016.org/the-plan/	This is a great detailed Plan to get Middle Tennessee in the 21st Century of Mass Transit. Funding could be a problem because it cannot just depend on federal funding alone. Rural Legislators will oppose any regional tax to fund Mass Transit for Nashville and the nearby Suburban Counties so a great sales job and a concrete funding proposal is needed for this great plan to be put to practice.
http://nmotion2016.org/the-plan/	Love the free wifi idea!
http://nmotion2016.org/the-plan/	The plan says 5am to 1am for most service lines. I think 2am flights will still need a cab. However, 5am to 1am is a HUGE improvement to what we have now, and it fits within the 80/20 rule for me!
http://nmotion2016.org/the-plan/	Would you add drivers education, such as zipper merges and passing practices? Also, maybe something about talking to large employers about staggering the times of days that their employees begin and end shifts?
http://nmotion2016.org/the-plan/	Gina, you bring up some very good points. The way people are driving around town is getting out of control. There needs to be better driver education so people know how to pass and merge properly. Maybe a push for more stay at home work is needed similar to what Atlanta does.

Comments from nmotion2016.org/the-plan

As a resident of East Nashville, I'm excited about the opportunity to have easy access to other areas of town and a mass transit system that actually works. I have some real concern, however, about the routes chosen for the rapid East Nashville line. Currently that line will run on N 16th. North 16th is a main corridor, but it also is very residential—homes face 16th and residents not only have kids and dogs playing in their front yards, but also rely on street parking in front of their homes. The bus currently has to navigate the street parking, so instead of navigating it, typically speeds down the center of both lanes on 16th—making it difficult for residents to drive and unsafe to pedestrians, who also use 16th as a main corridor. 14th—only two streets away does not have street parking, and does not have homes actually facing the street, and would have been a much better option for a rapid line that will run from 5am-1pm according to the plan. Despite attending several community meetings about the plan and voicing this concern to multiple MTA representatives working on the plan, nothing has been considered and no one has even reached out to discuss the concern. It's clear that whoever chose that corridor was simply looking at a map and was not part of the community this bus line will serve. What good is presenting the plan multiple times to the public if no one responds to or listens to the public feedback? Is it simply to check a box saying that you've had so many "touches" with the public? Again, I am very FOR mass transit, but it has to make sense, it has to work within residential communities it serves, and MTA actually needs to really consider and respond to resident feedback to best serve each individual community in addition to Nashville as a whole.

<http://nmotion2016.org/the-plan/>

Comments from nmotion2016.org/the-plan

Mass transit is cost-prohibitive. It is also only useful to the people who live near it. I suggest that system costs be paid by the riders. If this will not accomplish it, then alternatives should be reconsidered. Wade Sims (above) makes a very astute argument that I have cut and pasted here: There is simply no way to make light rail work given Nashville's (lack of) urban density. For those spans, we're talking anywhere between 50 and 70 miles minimum of rail track. The only systems in the U.S. that have that length are Dallas, Los Angeles, Portland, and San Diego. Denver and St. Louis come close. In Europe, comparable cities include Moscow, Vienna, Prague, Berlin, Brussels, and a few others. Taking a look at the urban population density data of those cities: Dallas: 4,652 people/km² Los Angeles: 9,331 people/km² Portland: 4,321 people/km² San Diego: 1,572 people/km² Denver: 1,543 people/km² St. Louis: 1,991 people/km² Moscow: 4,900 people/km² Vienna: 3,400 people/km² Prague: 2,490 people/km² Berlin: 3,940 people/km² Brussels: 7,030 people/km² And Nashville? 480 people/km². Three digits. Literally an order of magnitude in difference from these cities where light rail operates. For the same distance paved, you are serving roughly 1/10th the population that cities where light rail is working (and in many cases not profitably). If you want to solve the Nashville traffic problem, (1) synchronize the lights to eliminate the obvious rush hour choke points that bottleneck the whole system; (2) promote ridesharing systems, carpooling, and current public transit options; and (3) encourage business growth outside of downtown (such as by promoting Google Fiber expansion to the greater metropolitan area), thereby reducing the directional traffic. He is right.

<http://nmotion2016.org/the-plan/>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Tom, you have hit the nail on the head. Nowhere in the analysis do I read anything about tax incentives for businesses willing to work towards virtual offices either on full or part time. This report is treating the symptoms and not the problem. The problem is why do so many people travel into the CBD? Answer: that is where their job is. Solution? Work from home. You are spot on with Google and AT&T fighting out the fiber war. Adding buses, rails, lanes,etc... is not the answer. Nashville is a middle-upper middle class town. WE DON'T RIDE BUSES. The majority of people do not ride bikes on Hillsboro Rd and Woodmont Blvd so please stop using a possible dual purpose car lane (Woodland street bridge has used successfully for 40 plus yrs.) for a handful of people, not to mention the money on 10 Bike Lane signs in a quarter mile stretch. Lastly, we have to complete 840 and control the amount of truck traffic allowed in the county during rush hours. This along with a 5% daily WFH("Work from home") will solve most of the problems. In 5 years if you are not working for a company that promotes WFH, you need to find one that does. Leave the roads to the people that really need to be on site like hospital workers.</p>
http://nmotion2016.org/the-plan/	<p>I think moving the jobs to the surrounding counties, where the workers are, will prove to be most of the solution.</p>

Comments from nmotion2016.org/the-plan

I am a licensed Structural Engineer and, while I do not practice Transportation Engineering, I am technically a civil engineer and I had to learn a good deal about transportation planning in school. While I agree with some of the comments about urban density, I believe they are fundamentally flawed for this conversation. Transportation is planned in long term increments rather than the short term and this is indicated within the plan. Limiting your sight to current population trends can be misleading since Nashville continues to grow at a more rapid rate than many other areas of the country. I support the light rail initiative but I think it is far from adequate to solve the Nashville traffic problem. Nashville has actually been streamlining intersections over the past few years so they work better during rush hour, but a complete overhaul would not alleviate traffic for the long term without a major infrastructure overhaul similar to what Chattanooga did for the car assembly plants. I think the major problems Nashville faces are three fold: a lack of direct path on the interstate from one side of Nashville to the other, a lack of bridges that cross the Cumberland River, and terrain. If you want to stay on I-24, I-65, or I-40 through town, you have to fight the interchanges. They force you to cut across multiple lanes within a very short distance and that will always create a pinch point under high volume. An option for a more direct route through Nashville is needed, especially for truck traffic, even if that possible solution includes tunnels to bypass downtown. There are very few bridges that cross the Cumberland within Nashville so it's naturally forcing everyone to bottleneck at certain points. A few more bridges would open up the arterials as an alternate route to interstates and ease the volume in those areas. Nashville is a little more of a unique city than people think. Not only do we have 3 major interstates that intersect (rather poorly) in city limits, we also have two rather large man made lakes and a major river. We also have to contend with some pretty severe hills throughout the metro area. This terrain limits the amount of direct routes to and from Nashville. The arterial are not direct enough and the population growth was so fast, that widening the arterial now just isn't practical. Because of this, I strongly agree with the idea of encouraging businesses to locate outside of the downtown area. In summary, I agree with the light rail proposal. It can produce alternate routes in the long term and could function to relieve some traffic, but there needs to be other proposals in addition to this one. A bit off topic but since paying for this was brought up in other comments I will bring this up. The gas tax really needs to be raised and overhauled. It is critical to paying and funding the National Transportation Fund and it hasn't been raised in decades. Simply raising it to account for modern inflation

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Comments from nmotion2016.org/the-plan

	<p>would open up the funding rather than leaving tax payers to pay for the majority of projects. That is also true for public-private partnerships but that is for another discussion.</p>
<p>http://nmotion2016.org/the-plan/</p>	<p>Spending \$6B as a tribute to obsolete transit solutions isn't a super idea. Even the most passive business observer will notice that capital investments in automotive technology innovations by Google, Apple, Tesla and most other major car manufacturers will lead to a complete transformation of how we use cars in just a few short years. It is this coming-up generation's Internet. Our kids will not need or want driver's licenses. Focus on basic infrastructure solutions that are proven, modest investments in economic and community growth -more and larger sidewalks, bike lanes, greenways, smart parking meters, on-street parking, traffic calming, more trees. Agree!</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Today's Tennessean has an excellent article about self driving vehicles on page 4B. While this technology is not yet fully developed, it clearly will be an option in many areas within a decade or less. Uber is already testing 100 self driving cars in Pittsburgh. Self driving vehicles have the advantage of far greater route flexibility than light rail or buses. Whereas it is very difficult for public planners to come to agreement as to which routes are best to serve any city, self driving vehicles owned by municipal governments or private companies such as Uber can pick up passengers along any route and adjust instantly according to public demand. Self driving vehicles are vastly less expensive than setting up light rail and given dedicated lanes or fully dedicated roads can carry far greater capacity than any other mode of public transportation available today.</p>
http://nmotion2016.org/the-plan/	<p>Hi I'm in full support of this plan. I understand it's not perfect and will never please everyone. It's a well-researched plan that addresses as many issues as it can in an aggressive manner to contend with Nashville and Middle Tennessee's explosive growth in the next few years. Please get started on this ASAP! Thank you for all you do.</p>

Comments from nmotion2016.org/the-plan

It's apparent from some of these comments that the posters did not read all of the document. I am no expert, but I did read the entire thing and zoomed in on the map to look at it in detail. Many things were covered in this strategic plan and I feel like they did a good job, overall. Of course, this is not supposed to be a super detailed plan on *how* this will all be done, but it gives the general strategy and direction. Which I feel is a good one. To address some of the comments:

– \$6 Billion is not at all an unreasonable sum for what they proposed. Boston's "Big Dig" cost \$14.6 billion. From Wikipedia, "A survey of North American light rail projects[35] shows that costs of most LRT systems range from \$15 million to over \$100 million per mile" and Seattle's Light Rail system cost \$179 million per mile to construct. – The problem with "constructing light rail tomorrow," to paraphrase several posters, is in part one of obtaining easements. You have to purchase the land to build it from the many, many property lines you cross. Imagine if you wanted to build a bike lane through your neighbor's backyards on your street. How long do you think it would take to convince them to let you do it and how much do you think it would cost you to buy that section of their land? In Metro's case, they might be able to invoke "eminent domain," but that entails weeks, months or even years of litigation with all of the property owners who contest it. What would you do tomorrow if they came to you and said, "we're taking half of your backyard for a light rail. Sure, it will be noisy and you won't have much of a yard left, but it's for the greater good." This is not a "we can do it next year" kind of endeavor. (And just for the record, I would love to have more light rail options for commuting. But in reality it is far more complicated than you may realize.) – As Sheila just surmised above (and rightly so), the geology of Nashville makes building a subway impractical. Also bear in mind that it would have to cross under (or perhaps over, though that is also problematic in some ways, too, due to the changes in elevation) the river and two lakes. It is our geography here that makes many of the usual options extremely difficult (and costly) to execute. – I agree, it would have been nice if Nashville could have addressed these concerns earlier. I've lamented for years that we allowed the rail easements to lapse twenty years ago. But you have to understand that this recent growth boom is, well, recent. Congestion on the Interstates has been increasing slowly for a while now, but the sudden influx of new residents only really got started after the 2010 flood. Since 2013 these problems have come to a head very quickly, but that's still only 3 years ago. – Residents successfully defeated the further expansion of the 840 corridor. Moreover, the strategic plan states that many of those who

Comments from nmotion2016.org/the-plan

	<p>filled out the survey stated that “Nashville doesn’t want to be another Atlanta.” That is because many people – and many engineers – feel that the beltways circling Atlanta is one of the major factors that has resulted in their traffic problems. There is quite a lot of scholarly work around whether or not beltways improve traffic congestion or make it worse. While there is still debate in some circles, the general opinion held by many transportation engineers now – fueled by computer simulations as well as numerous real-world examples – is that building more highways simply contributes to more urban sprawl while encouraging more driving, whereas light rail contributes to greater urban density, i.e., more people occupying less land. Personally, I’m very happy we still have a bit of green space left around the edges of Nashville. – As for “making” CSX do anything, I’m not sure what the options are. They are a major employer and their services are what delivers the products we all use to our stores. Nashville is a major shipping hub due to its location. There’s a reason FedEx is based in the state. Our central location near rivers and rail means we are within a couple of hours of the lion’s share of the U.S. population. So I don’t think they are going away anytime soon. We need to find a way to work with them. Somehow. Anyway, my .03 (.01 for transportation taxes 😊) cents.</p>
http://nmotion2016.org/the-plan/	<p>Very well thought out and clearly stated. Thank you and I too, am glad that we are having this discussion. Thanks Mayor Berry.</p>
http://nmotion2016.org/the-plan/	<p>Love this idea ,we moved here to be close to and enjoy Nashville but it has been so crowded with new construction and traffic.I wish their was a way to connect to the star central from Murfreesboro now .It would benefit a lot of people while we wait for the full plan to be implemented</p>
http://nmotion2016.org/the-plan/	<p>The longer we wait to do something, the more it will cost and the more difficult it becomes. This plan is a good one but only if it somehow comes to fruition. Let’s act now while the economic conditions are still favorable. The wind could leave our sails once we hit critical mass.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	I think the plan looks very good. It doesn't include a couple of things I would like to see – namely increased commuter rail due to CSX issues and more direct routing from the southeast corner of the county to the northwest area – but it provides a good, comprehensive plan to improve transit. Thank you for all the hard work put into this! It looks like an outstanding start.
http://nmotion2016.org/the-plan/	I really worry that this plan is not happening fast enough!!!!
http://nmotion2016.org/the-plan/	I BELIEVE LIGHT RAIL TO AREAS SUCH AS: BRENTWOOD/FRANKLIN DONELSON/LEBANON HENDERSONVILLE/GALLATIN ANTIOCH/SMYRNA IS CRUCIAL. THE RAIL LINES ARE THERE-JUST NEEDS UPDATE. I WOULD BE MUCH MORE INCLINED TO USE THIS VS. BUSES.
http://nmotion2016.org/the-plan/	I fully support all efforts that make improving public transportation a major initiative. The report identifies intown and downtown traffic congestion as a critical area that needs improvement. I feel that more resources need to be directed toward intown light rail development with more lines than the five currently proposed. It is great that there is a proposal to for a rail line to connect the airport to downtown, but unless more intown neighborhoods are also connected to downtown, there will not be much benefit to intown residents.
http://nmotion2016.org/the-plan/	I use Acces Ride frequently and it has been invaluable to me since I cannot drive due to low vision. I live right on the border of Davidson and Williamson Counties and many places like groceries, YMCA, Dentist, pharmacies are closer to me in Williamson county. Also Dad is in nursing home in Brentwood. It would REALLY help me if there was an expanded service into Brentwood. I cannot afford to use UBER and LYFT often. I so hope a broader area will become available through ACCESS RIDE! That would be WONDERFUL. So ISOLATED!!!!
http://nmotion2016.org/the-plan/	Plan helps Nashville get the ball rolling. Must start to do something infrastructure wise now or city will not be a pleasant place to live in near future. Also, do not understand substituting uber, lyft and autonomous vehicles for vehicles with driver. Would seem to be the same problem regardless of who/what is driving. I am a fan of light rail. Yes, it is expensive but so is a subway. Committed bus lanes and faster routes don't really help the problem much. Just delay the inevitable. Lets do something now to get started.

Comments from nmotion2016.org/the-plan

Hope to attend the MTA/RTA event on 8/27/16 (11am-1pm) at EAST Park. If I do not, this comment is written with a HOPE that the following underscores (or overstates) a HUGE issue with the goals that MTA/RTA are working on. TO THE POINT: There was NO reference to what metro transit bus line goes to the EAST park facility. NEXT: Returned to live in my home town (here) a few decades ago. Had lived in NY city, Connecticut (Conrail/Amtrak transit lines) as well as a few Midwest towns. Did not have interest in driving an automobile until I was 26, i.e., went across this country without learning how to drive an automobile. Cost of owning a car seemed impractical and illogical. However, relevance is that in most communities I lived without reliance upon an automobile, most facilities were able to give me directions to get to their place by mass transit (or trains). In most cases, there was little need to 'ask' for the directions because that was a routine response, i.e., there was NO assumption that I would rely upon an automobile to get to a facility. Upon relocating back home (Nashville) as an adult and NOT having access to my own automobile, I often had to request instructions (along with questions why I did not 'just' drive to a facility). NOTE: Example is that most schools in communities I lived were located close to bus routes or walking distance (lucky me?) and even held a job at a local school in North Haven, CT for a while taking a bus. Whereas, noted that as a adult upon returning to Nashville, that many Metro schools are not near a bus line. Anyway, I hope to attend the 11 am event today. I have learned how to read bus schedules in this region (and others), although the online mapping programs these days allows more clarity as to where to get off for short walks to facilities. Just saying: this event is about mass transit improvements/suggestions. However, the invitation only put a link to a map program I can use to 1. drive to the facility; 2. work out a plan from the MTA bus maps and/or map program in my desktop (again – lucky me); and/or 3. not go and just respond via computer generated comments. Irony that the MTA seeks to create a transit program that site maps but has no reference to the bus line/route to the location of an event. However, a major part of this – from my experiences of a few decades using mass transit across this country – is that mass transit programs promote their services either with spelling out HOW and WHERE the services are going/coming from. You guys missed this one – just hope that this promotion venue is incorporated in the improvement package under consideration. FYI: I am a strong advocate of mass transit (avoidance of reliance upon automobiles) to get around in a community I live.

<http://nmotion2016.org/the-plan/>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I'm very glad to see that the recommendation was made to pursue the most ambitious transit plan. The rail systems will be the most useful options available and I hope the rail system will continue to grow after this plan is enacted. I was hoping to see a faster implementation timeline as traffic is horrible now and I fear the current proposed timeline will not make an impact fast enough. I would suggest a more ambitious implementation timeline to get the rail systems up and running as soon as possible as they will produce the greatest impact upon traffic.</p>
http://nmotion2016.org/the-plan/	<p>I have read the new transit plan and find it to be very thorough and very exciting. Despite the stated challenges for developing a mass transit rail line from Nashville to Murfreesboro, I believe there will be enough interest and demand from the people in this corridor for this service that it will spur the inclusion of such service in the final plan. I recommend that Nashvillians and the people in the surrounding region support this plan and work towards its immediate implementation.</p>
http://nmotion2016.org/the-plan/	<p>My barrier to using the public transit system now is it's speed, convenience, and reliability. Creating a mobile source for payment, schedules, and even real-time tracking would allow easier and more use. I think most people in my generation would agree. I also fully support the bold steps outlined. It will be expensive, but it is necessary to keep mobility in the region and prevent us from becoming Atlanta. The investment is definitely worth it and I fully support it. At the very least we need commuter rail with many departure times from Clarksville, Murfreesboro, Mount Juliet/Lebanon, and Brentwood/Franklin/Spring Hill.</p>
http://nmotion2016.org/the-plan/	<p>We absolutely need to increase the commuter rail that is already in place, i.e., Mount Juliet/Lebanon etc. All of these towns keep putting up apartments without any thought of how these folks are going to get to work. The current schedules are too limited and don't run on the weekends! Lets fix this right away. DK</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I am so happy that Nashville and the surrounding communities are finally looking at the future and the infrastructure that is needed to ensure its financial stability. We can not keep putting up buildings and apartments with no regard to how people are going to get to work. Each of us will benefit with a plan in place. I would hope that some of the easy fixes will happen right away to sell folks on the bigger scope! Yes, it will cost money but doing nothing will cost us more.</p>
http://nmotion2016.org/the-plan/	<p>I am a transplant to Nashville and love it passionately; we need an above-ground rail, preferably a monorail, from all outlying counties and Nashville suburbs to downtown. Please do not add more lanes for cars, buses and trucks. We already have too little parking downtown and too much surface traffic. Please look to the future and start building there.</p>
http://nmotion2016.org/the-plan/	<p>I was born in Nashville (Thompson Lane area) in 1986 and grew up for 24 years in the same house in the Franklin area and in the last 15 years the growth and need for additional or alternate transit options is impeccable. Whether it's above ground rail underground rail or a massive increase of bus coverage around the city that operates around the clock, I believe everyone will benefit from it in the big picture</p>
http://nmotion2016.org/the-plan/	<p>The problem with rail is real estate. Rail (Steel rail) is the most efficient to operate, particularly when it is electric. All other forms of travel fall short and are polluting. Monorail is as yet short of the technical break through economically, but is coming in the years ahead. Light rail operating on the median of highways over long distances is the best option. And having electric movers in the city could as well be an option, .. Think Skyways!</p>
http://nmotion2016.org/the-plan/	<p>Well said! To other commenters I say: don't denigrate riding MTA buses if you haven't tried it. I rode MTA buses to & from work in downtown Nashville (despite owning a car) and it was a pleasant experience. Nashville has a surprising # of xenophobes. Wake up folks! Lots of cities have improved mass transit options that are popular and heavily used. Thank you to everyone who is s working to make this happen here.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Light rail that reaches out may help. There is a flow of traffic from Huntsville up I65, Atlanta on I24, as well as heavy rural traffic that needs to be addressed. Inner city problems require a certain set of remedies, and long distance commute and through traffic another set of resolutions. Nashville lacks metropolitan planning, let alone a state and adjoining state plan that is effective. The Twin Cities (Mpls/StP) now stretch across a 100 miles and is suffering from unchecked expansion. The businesses moved out in ever increasing rings, leaving behind a cluster of now aging infrastructure. Nashville is well along the same path.</p>
http://nmotion2016.org/the-plan/	<p>Yours is a recommendation for more sprawl, more traffic traveling further on the commute, more pollution, and a less desirable life style.</p>
http://nmotion2016.org/the-plan/	<p>I like what's in the plan, though I'd like to see much more aggressive timelines for light rail (especially to BNA) and streetcar service. Somehow the political will has to be harnessed to get this done. I have lived in several cities with established mass transit systems (Portland, OR and Boston, MA are among the best) and the overall quality of life is dramatically improved when mass transit is a daily, nearby option. If I could leave my car at home and get to work in a timely fashion, I'd do it gladly. And being able to reach the airport by train would be a huge leap forward in convenience. I'm also very happy to see pedestrian upgrades (walkable access to transit) as part of the plan. I remain stunned at the huge lawns that extend all the way to the so many Nashville streets, leaving people on foot to risk their lives in car traffic. Whatever the city planners were (not) thinking back then, we have a lot of work to do to make walking easy and safe in Nashville. Thank you for the chance to comment. Let's move this forward together!</p>

Comments from nmotion2016.org/the-plan

The proposed bus lanes from Williamson and Maury Counties will never be popular and will go largely unused. Better to do nothing than to remove current lane space for buses. If you asked 1,000 drivers on I-65 if they would be willing to take a bus to work, 998 would say "no" and maybe 2 would say "yes" (because they can't afford to repair their car; otherwise they'd say "no.") The ONLY mass transit solution that makes real sense, not only from Williamson and Maury but from ALL outlying counties, is light rail alongside the highway. There are many, many miles of open land to the sides of our highways that could be used for surface-grade light rail. This option will require either fly-overs or tunnels, both costly options, to go over or under major street intersections. But it is the only way to provide true RAPID transit that is not obstructed by car and truck traffic. Plus, we will need EXPRESS tracks and LOCAL tracks in both directions. If people can't cut their transit time significantly, the system won't be used. New York City learned this lesson over 100 years ago, and their mass transit has continued to be effective even as their population has soared. We don't need more band-aids; we need true high-speed rail. And we don't need to re-invent the wheel. There are plenty of vendors around the globe who have perfected these systems. And there are plenty of options for building fly-over bridges and digging tunnels. Yes, even in Tennessee bedrock.

<http://nmotion2016.org/the-plan/>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I am 95% in support of the proposed plan. It makes me even more excited about the future of the city. Currently, I live in Hermitage and am a contributor to the traffic problem by driving to work instead of using the Music City Star which is \$5) deters me from using the service. I only use the system when my car is needing to be left for maintenance, and drive to Donelson for that specific reason. The times I have used the Star, my commute has been must less stressful, just not quite as economic. I would like to see a logical alteration to the cost of use of commuter lines according to location. Also, I feel that the bus routes to longer distances (especially Williamson County), even if it will be rapid transit, is a waste of time and money. Residents will rather ride in a car on their own than be squeezed in a bus for that amount of time and distance. As bad as this is, the culture of the city views using the bus as a “lesser” mode of travel. Putting the light rail system or more commuter lines into play would gain much more user traffic than rapid bus lines. Finally, in my opinion the cost of the project is in reality the least of our troubles. I would propose that the governing body strategize an efficient way to tax items and services which would specifically take advantage of the tourism in the city. While local businesses benefit greatly from the tourism, this would give people who view the massive tourist numbers as a negative a new perspective on the subject. With the countless conventions, concerts, events, and bachelor/bachelorette parties that Nashville hosts, those are the best areas which Nashville could take advantage of what it already has going for it, and making the city all around better! I am originally from the Chattanooga area, been living in the Nashville area since I came for college in 2010, and am so proud to be in such a progressive and forward thinking part of the country. Nashville is the prime location, culture, and mindset to set the standard for how great cities in this country can truly be. The diversity and collaboration of minds can only make this area even better!</p>
http://nmotion2016.org/the-plan/	<p>I apologize, it looks like part of my post in the 2nd paragraph was deleted. **I meant to state that I do not use the Star though I live less that 5 miles away. My employer pays for my parking, so it is more economic for me to drive than take the train especially with the jump from \$2 at Donelson to >\$5 at Hermitage. That is why even when I use the start, I drive to Donelson instead of the Hermitage station just down the road.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I believe bus rapid transit (BRT) can be a great solution — but only if the buses had dedicated lanes (as you see in places like Israel and Colombia). If buses get stuck in the same traffic as cars, it won't be any faster and no one will want to ride them. Bike paths and pedestrian connections are also great options. Rail is fantastic, but it's expensive both to build and maintain. I lived in NYC for 10 years and even though the subway system is very effective, it's also constantly in an awful state of disrepair, very outdated and runs an enormous deficit. http://qns.com/story/2016/08/03/queens-sbs-routes-wi-fi-and-lower-fare-hike-projected-in-mtas-preliminary-2017-budget/ Whatever we build now, we should do so with an eye toward future maintenance. Bike paths are much less costly to build and maintain than rail — and have the added benefit of making the population healthier by encouraging physical activity. BRT and streetcars are also probably a lot less expensive to build and maintain than light rail.</p>
http://nmotion2016.org/the-plan/	<p>Right on, we should walk more, and it looks like that is what we will be doing in the not so far future!</p>
http://nmotion2016.org/the-plan/	<p>I am in full support of this plan and have completed research on unique funding mechanisms that I believe could be effectively leveraged for this plan. For example, a hotel room and/or rental car tax which would primarily effect visitors to the area. Pittsburgh has a tax on poured liquor, which makes sense because those drinking liquor shouldn't be driving, they should be utilizing transit or other means of transportation. I would really like there to be a discussion of unique and dedicated funding mechanisms like these in order to garner additional support for the plan and to ensure that it is funded quickly. There are many streams of funding we can tap into if we think creatively, and they don't have to come directly out of the pocket of every citizen</p>
http://nmotion2016.org/the-plan/	<p>Excellent overall plan with a reasonable staging of different phases. Nashville is a growing city with increasing density, and needs this plan to be implemented. At the estimated cost it is a bargain.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I appreciate the time and research put into the plan...very logical and well thought out, but I feel too cautious in the implementation schedule. I'm a fan of light rail. I think that's the best way to provide the consistent and timely service required to attract passengers and relieve traffic congestion. May I suggest three basic routes...Bellevue to Mt. Juliet (with spurs to Opryland /Music Valley areas and to the airport), Goodlettsville to Brentwood, and Laverne to Joelton. Further growth and enhancements will come in time including possible extension of lines to surrounding county seats in the metro area. I think planners need to anticipate future growth in the Nashville area and get out in front of the complications that will bring by acting now rather than phasing light rail in over 25 years. This approach carries some risk, but the more cautious approach has risk as well in terms of possible diminished area growth and quality of life. Building the interstate highway system, Bridgestone Arena, Nissan Stadium, and the Music City Center were all risky endeavors, but they have all provided great returns and have proven worth the cost of investment. I've used public transport (bus, subway, and light rail) in several other cities such as Calgary, Montreal, Munich, Chicago, and Atlanta, and in every case the experience was positive and made getting around so much more convenient. Let's get started!</p>
http://nmotion2016.org/the-plan/	<p>The development of better transit attract more transit riders and increase rents downtown and on the outer end of each line. People who gain increased access will see much of the advantage lost in higher rents. The benefits of better transit go mostly to landowners, not to people who ride the transit.</p>
http://nmotion2016.org/the-plan/	<p>Better transit will bring more people to use the service. The number of trips by automobile, however, will remain unchanged. Better transit will have little or no effect in reducing traffic congestion. Atlanta is a good example of a city with a one-cent local sales devoted to transit. Atlanta spent \$50 billion in today's dollars to build a major rail service. The effect on traffic congestion is nil.</p>
http://nmotion2016.org/the-plan/	<p>Having lived in Atlanta I can testify to the nightmare! I still have terror in my dreams, seeing SUV's and cars stacked up crumpled and burning on I-285.... And God help you if your bus breaks down in certain parts of the city.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Malcome Getz, you seem to be answering the call to think outside of the box. Your plan seems workable and has been logically laid out and thought through. I lived in a major Florida city in my youth and there were toll bridges up and down the river that flowed through the city. A person could have taken a non-tolled bridge but it took you longer to get to your destination. I hope tolls would be offered on a sliding scale. Thanks, Malcome for your insight. laura M.</p>
http://nmotion2016.org/the-plan/	<p>Upon leaving Florida, I frequented Atlanta because every one in my family hails from around the satellite neighborhoods of Atlanta. MARTA, Metro Atlanta rapid transit Authority, is now not being used except for a few. I believe this once superior plan connecting far out of Atlanta neighborhoods landing dead in what planners thought was the city center is poorly used at best. The center of town moved miles away form the original sites, Underground Atlanta, the Coke museum, etc...! The major parts of the city splintered into 3 to 5 major mid-city conglomerates. Trains go to some areas but few use them . These folks are the upper-upper middle class wealthy and they drive or are driven to their destinations. The people using the bus are inner-city folks, they are great, mind you, but commuters are scattered to the winds. I took my 10ish year old on Marta to find the center of a town which I knew was different but I was foolish enough for me to take a child and go without someone with us. It was not a ride without trepidation. There were inner-city youth on the cars in the middle of the day, school was out, so I completely befriended a young woman who seemed nice but was altered in her state of mind. I worked with persons such as her and she was amazing, I was shaking at the beginning of this challenge , when finished she walked with us to a policeman and bid her goodbyes. I hugged this good woman! Two fold lessen for me and anyone who reads this: 1. Where will this get us and who truly will ride this rail as we all complain about not having cars to drive to lunch? Hopefully this rail will be of such great service, we will get to lunch and back unscathed. 2. Never judge people for their place of residence, skin colors-we are all colors, and always be able to change on a dime and make a friend for life. Sermon over, sorry, tried to be less sanctimonious, just informative. And all who build unwisely forgetting the monkey on our backs is breaking us into pitch fork happy citizens as we grow more weary and very impatient for you legislative Idiots to move one finger to help! PLAN this city first. Stop these Robber-Barren Developers from making Billions on the Backs of our Neighbors! Vote wisely, Nashville and beyond! Laura M.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	Removing lanes for traffic from major arteries in order to devote the space to buses and rails will increase traffic congestion. Both businesses and residents will move away from the area where transit reduces automobile access, tending to reduce property values.
http://nmotion2016.org/the-plan/	Railroads are more expensive than bus service both to build and to operate. The MTA should reports its costs for the Star rail service in comparison to its bus services. With high cost, railroads will go to relatively few places and require transfer to other vehicles to complete trips. Transfer are inconvenient and discourage use.
http://nmotion2016.org/the-plan/	The nMotion plan recognized that a train from Clarksville to Nashville's Farmers Market will attract too few riders to be justified. Nevertheless, the transit planner have spent \$1 million on Phase I planning for this project. The previous head of the MTA said that adding more frequent service on the Star line to Lebanon could not be justified, yet the nMotion plan proposes a major investment in this line.
http://nmotion2016.org/the-plan/	Converting HOV lanes to express lanes with tolls that vary by time-of-day allows traffic to flow at design speeds at rush hour. A lane of traffic moving at design speeds can allow three times as many people to complete their trips per hour as similar lanes stalled with heavy congestion. Everyone can leave later and arrive sooner with dynamic pricing of express lanes.
http://nmotion2016.org/the-plan/	California has 20 years of success with time-of-day pricing of express lanes. Texas and Florida also have success with time-of-day pricing of express lanes. Georgia has converted HOV lanes on I-85 to dynamically priced lanes. All traffic in the tolled lanes move at design speeds.
http://nmotion2016.org/the-plan/	Buses and vans can use the tolled express lanes to move at design speeds. Express buses can move with cars at 60 mphs. With express lanes in use, the case for building railroads and dedicated lanes for buses becomes weak. This fall, Denver opened express lanes for traffic that allows buses to move at design speeds.
http://nmotion2016.org/the-plan/	And how is that working? Unless the mass transit is moved off the existing roads, then traffic will not be reduced. And as we know real estate is the biggest cost of transit.

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	Dynamic tolled lanes generate revenue to pay for themselves. Vehicles who use the lanes at peak times get most of the value and pay most of the cost. Tow truck drivers and plumbers particularly value the express lanes because they can complete more calls per day.
http://nmotion2016.org/the-plan/	Digital car and van services operate with less fuel and lower cost than transit buses. The independent car and van services can provide crosstown service and service in low density areas more economically than the transit service. Traditional transit service is only economic on heavily travelled routes. The MTA plan should assess the relative costs of its own service relative to alternatives. Choosing less expensive service will allow public dollars to buy more service.
http://nmotion2016.org/the-plan/	With global temperatures surging, the MTA plan should report on its emissions and carbon footprint. It should consider estimate the emissions and carbon footprints of alternatives. Cities that have implemented congestion pricing of roads have observed improve air quality. Cars that move at speed use less fuel and pollute less than cars stalled in congestion.
http://nmotion2016.org/the-plan/	25 years is to long. 5 years just to change bus routes??? We need for this plan to cut out all the political craziness and bring it down to a 10-15 year plan. How many studies do we need just so we can say we need another study because the one we have is too old??? The only ones that wins in this 25 year plan is the politician and the engineer firm. We need someone who is willing to work hard for us and make this happen fast.
http://nmotion2016.org/the-plan/	Completely agree! Stop with the studies – do!! Now!!

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I agree with both of you. If our overgrown city is not planned to protect us from unwanted over building of our city and outlying neighborhoods, while transit plans stall, there is an answer. It is as easy as pulling a lever or pushing that large top of the page button that says VOTE. This legislature has done just about everything possible to hinder public projects voting in favor of privatizing businesses and schools while pandering to big-business interests. Their public policies are non-existent. This city suffers each day from neglect from the Legislature's vehement attitude towards helping their constituents! There has been no financial help for anything that values or helps the public. There has been no building projects, schools, and infrastructure changes that benefits all of us citizens in our existing cracked at the seams democracy. One party, super majority states are not built to last because they become off balanced showing regard for the one party never to include a second party's opinions. So, now we wait for this legislature to drop the counting of all of our cash, the cash fiscal hoarders have cried for years did not exist until this year when all of a sudden we were 6 billion plus in good ink. Now, start using our tax money and protect this city and START building transit infrastructure! Vote, everyone and keep the letters to all agencies rolling in. I am somewhat apologetic for introducing my opinions as political facts into this discussion about over growth and transit solutions. Yet, when is it right for me or anyone to say what they believe is hindering the progress of this town, burying us in their partisan rhetoric and paralysis towards our future. Well, must be time for the Legislature to pass yet another negative and restrictive law to curb my speech while they carry on shaking the hands of anyone with fat pockets. My opinion alone. Laura M.</p>
http://nmotion2016.org/the-plan/	<p>It is already too late. However, taking the same old approaches to mass transit guarantee that it will be a failure. The BART in San Francisco runs efficiently, but is often empty – Why? Chicago rail is a thrill, especially when you get to the street and face a mugger or pan handler. And the D.C. Metro has its fun time as people are packed at time so tightly that the sweat of the person next to you leaves a wet mark. Time to think outside of the box. And to come up with a solution that pays for itself, and as well builds towards smart growth.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I agree we absolutely need above ground light rail/monorail. Adding buses and taking away lanes for cars would likely jam the roads. It needs to be fast, or is useless. Southerners like their cars for the independence it offers. We need fast transportation across as well as to downtown. Roads like Old Hickory, as well as back roads, such as Cloverland Drive, to Brentwood are totally blocked during peak travel times. These folks coming from Smyrna/Antioch, LaVergne, Murfreesboro, to Maryland Farms don't want to ride a bus downtown and back out. It would be too slow. Don't waste the time and money on buses. Get that fast rail going.</p>
http://nmotion2016.org/the-plan/	<p>RAIL RAIL RAIL ! Its the only way to solve the movement of the masses, and get participants. We need to be above the plan, and have lifted tracks running the same paths the interstates do and transfers. Schedules make or break the concept. I have been to Europe multiple times, and it could not be easier, faster, perfectly timed / predictable, and excellent multi-scheduling. We dont need a plan 15 yrs out. We have built the complexes and the crowding is obvious everywhere you turn. I just came from Charlotte / I40 W at 3:05 and it was a parking lot on I-440. I-65 from Brentwood going NORTH looked like Atlanta. Everyday we drag employees from as far away from their homes to Brentwood and they go back. Every road is slow for 3 hrs everyday. We are wasting fuel, adding years to our lives, and unneeded stress. RAIL will make it work right, and it needs to be NOW without STUDY after STUDY. This should have been proposed in 1990. We are ALREADY late and must ACT now.</p>
http://nmotion2016.org/the-plan/	<p>i just wish this plan had dates tied to it. If we are hoping to accomplish brt to murfreesboro, what year might that be? or if this is something that still needs passed/approved, approval date+ how long? we're desperate for a solution.</p>

Comments from nmotion2016.org/the-plan

I am angered by this entire plan because N Motion, the Tennessee Legislature, the Metro Council, and Mayor Barry have yet to address the problem at hand! The problem of transit is moot if these officials refuse to make PLANS for the overgrowth and unresolved issues of developers who are allowed to build any project, anytime, at all costs to Nashvillians. Surely these officials remember who we are. We are the payers of taxes, the one's, Mayor Barry, you courted for votes on the premise that Nashville's community and it's good-neighbor feelings could not fall to change while we voted for Nashville citizens to find construction jobs to benefit this city and a citizen's pocket. And oh yes, our Legislature who has never met a public project they would fund, were stealthily waiting to privatize everything they have power over as they nullified our laws that stated real humans in Nashville could have some of the jobs that huge businesses from Texas and Atlanta now own! Finally, we are disgruntled, Mayor Barry, and most of us could fashion good and pointy pitch forks if needed. Why is no one held responsible or making one plan to look and implement measures whereby developers are held at bay from building over the top of all of us? My query includes the pitiful ,now four prong , band of the blind, the aforementioned officials, that do not know you can put light rail , heavy rail, busses on steroids, and any other transit types that have been identified as viable methods to rush mass persons through Nashville and surrounding counties, and not know these will fail because developers will be allowed to continue ,The Burning of Nashville! We will keep on building these plans of transit while we steer this city from the rear end of those busses and trains. We will never catch up. It must be a great day when a business is given no rules to follow, no consequences, and nothing to hold them back from tearing down every historical home, decimate any neighborhood/s they want using the lack of rules and nonexistent laws to do as they wish; such as, encroach upon neighborhood properties taking what they want. And what is worst of all, we do not have one legislator, council member, or Mayor Barry to step into the fray and STOP the construction of 37 thousand more condos placed on two-way streets leaving we the people with no place to go because we will become stuck in those condos forever. N Motion, your survey was one step ahead of the point, in my opinion. We were told we could have access and opinions concerning over growth and the traffic problems that now exist. Never was there a box to tick that let us take charge of some elusive hope to curb the influx and over crowding of ourselves. Were our ideas going to be toxic? This survey never spoke about growth gone wild instead it leaped over us and landed on the premise that, Well we can't do

<http://nmotion2016.org/the-plan/>

Comments from nmotion2016.org/the-plan

	<p>anything about this, so let's plan for traffic that will send us to our respective COPD clinics that we will then call home. Your survey, N Motion, excludes our opinions to plan our city's growth. Why did everyone decide Nashville was expendable! Well, since it is to be destroyed, let's think about traffic and forget about the condos that blight our city. Too many developers in too many pockets or can you higher ups stop drooling over taxes long enough to save my home? It is your home also. Oops, I forgot, you all have drivers and you can always shut down traffic. Nice gig if you can get it! Stop the unregulated building of Nashville, then implement traffic measures all day long! Laura M.</p>
http://nmotion2016.org/the-plan/	<p>Completely agree! The density on my street (Rosebank Ave) has doubled yet we have gotten zero infrastructure maintenance much less improvement – heck we can't even get consistent brush pick-up!! One developer agreed to install sidewalks around their development, the development is going up and instead of sidewalks we are getting curbing?? My part of Rosebank is CM Anthony Davis' district – he approved the development of 32 homes on 3 acres right next to a spring and power station with ZERO infrastructure improvements. Great negotiation skills! Just what you want in a politician but typical of Metro government (and I'm a Democrat!).</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Since I was on the advisory committee, I have been asked by a neighbor to share her thoughts. 1. As a low hanging fruit, increase the number of bus pull-off areas (such as in front of the Hillsboro High gym) so that cars can move forward while the bus loads passengers. 2. Consider using the river for transportation and not just freight. Introduce water buses coming into downtown from various park and boat locations around the Cumberland.</p>
http://nmotion2016.org/the-plan/	<p>I'd like to support Malcolm Getz's congestion pricing approaches (for interstates) mentioned in the comments below. I also support the idea of bringing public transit to Nashville in a big way (light rail; dedicated bus lines; late night service; commuter rail). The cost is a bargain (\$225 per year or so) compared to the cost of owning and driving a car (\$8,000 or more per year) and benefits people who use the service (better service) and those who don't (every new transit rider represents about .9 cars removed from the road).</p>
http://nmotion2016.org/the-plan/	<p>I work in Donelson and most of my co-workers including myself live near the Nashville Star line (most in Mt. Juliet and Lebanon) but none of us take the Star regularly. Why? Because the hours make no sense! First, last train runs at a ridiculously early 5:45pm!! Who gets to leave work consistently by this time? Second, where is the weekend schedule?? If you don't work downtown you are more likely to need the train on the weekend. These are the two main reasons people on the rail line state that they and their spouse do not use the line (many spouses work downtown). Your short term plan should include expanding the Star schedule to at least 7pm on weekdays and a few trains on Saturday ASAP. I cross the rail everyday multiple times a day and I've only seen one freight train on the Star rail once in 3 years – i.e. you should be able to get the expanded schedule approved by the Rail company. Please do this soon!! We were so excited to get the Nashville Star and it was heartbreaking to find out we couldn't use it because the schedule is so bad. Fix this and ridership will increase dramatically.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Nashville is headed to be another Atlanta or Houston. Charlotte is headed there too. The growth is inevitable. After sleep walking for over 100 years Middle Tennessee is in a growth pattern. Nashville must get started now or traffic will be a nightmare going forward. The Metropolitan Planning Organization and the Regional Transit Authority has done a good job outlining what needs to be done. Sadly I fear that our local politicians lack the courage to get the job done. Finding good people with the political will won't be easy.</p>
http://nmotion2016.org/the-plan/	<p>The first thing to do is "not to repeat the same tired actions that other metro areas have implemented!" Poor planning of the metro area leaves it a victim to chaotic expansion and a continuous inability to meet the traffic jams generated. If rail is an option then stepping out to light rail and perhaps combination vehicles that can ride the rails, and at various points enter the roadway on rubber wheels for local disbursement makes sense. The bottom line is if you want someone to abandon their car to come into Nashville, it will have to be economical, convenient, and sensible. Stinky, sweaty buses, dirty trains, and unreliable scheduling of conveyances would accomplish nothing more than what Chicago, LA, and New York have already shown to be massively expensive failure.</p>
http://nmotion2016.org/the-plan/	<p>There is an economic side to this dilemma. People with higher income live outside of the near urban core, while lower income workers live in the more dense areas. As Nashville goes vertical and concentrates the center city, the volume of workers will increase. However, the housing in the center city and adjoining areas are less affordable to the middle class with families. Expansion and relocation of centers needs to be in the plan.</p>

Comments from nmotion2016.org/the-plan

I believe that if you want people to get out of their cars that you will want to have light rail. This is especially true within 5 miles of the urban core where rail should be good enough that one wouldn't even need an automobile to travel within this area. Sadly, I'm pessimistic that Nashville can pull it off, given that Atlanta, a very progressive city, can't pull it off. That said, I believe that there should be not only spokes of rail going to the urban core, there would also be concentric circles. The spokes should go from Hermitage or Mt. Juliet to Bellevue, Hickory Hollow area to Bordeaux, Cool Springs to Hendersonville, Green Hills-Lipscomb to near HCA's hospital on Dickerson Pike, and maybe one more down Charlotte pike to East Nashville. The first concentric circle should go around Downtown Nashville, connecting the convention center, the gulch, state government, Nissan field, and the like. The second concentric circle should start at Skyline hospital, course on over toward Madison, loop on down to Opryland and Opry Mills, head on over to the airport, and the course its way to Hundred Oaks or even as far as Lipscomb – Green Hills. This way, a direct train from the Airport to Downtown can hook onto the Hermitage route or the Hickory Hollow route and the concentric circle can connect the airport to Green Hills, Madison, Opryland, and the like. Finally, to unclog the Interstates which are filling up because common folks who work in Nashville can't afford to live in Nashville anymore, there must be some way of providing bus service to the new rail system or to the urban core from key parts of outlying cities, such as Murfreesboro, Franklin, Gallatin, Dickson, and the like. This service has to be regular and reliable. I agree with James. I lived in Phoenix and watched while it struggled with the same issues. Urban Sprawl is real and must be addressed sooner rather than later. Later makes the 'construction hassle' just that much worse. James lays out a good structure that will allow and encourage people to switch to public transit. Light rail is a must! Also, for those living on the north side of the lake, there needs to be more options to get over the lake. Adding a light rail bridge will strengthen the draw of getting people to make the switch and leave their cars at home.

<http://nmotion2016.org/the-plan/>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I wonder too if Nashvillians will adopt the mass transit vibe. I ride the shuttle fairly often, and hardly anyone else is on it. Most colleagues and friends I come in contact with would not ride mass transit no matter how convenient. This is what keeps Nashville.., Nashville. Some do not want Nashville to be big city, where they have to ride mass transit to get to work, and in 25 years; most jobs will be able to work from home anyway. Personally, I do not feel comfortable spending \$7billion on this plan. I like the idea of improved short term solutions, more buses, more stops, and I agree Nashville has a traffic problem – but 7billion for this plan does not sit well with me. This looks like a plan that will take up more roads, cause more closings due to construction and add to the traffic problems in Nashville far greater than improve them. I'd rather consider helicopter rides – can we create a Lyft app for helicopter rides!?</p>
http://nmotion2016.org/the-plan/	<p>The details about expanding into the neighborhoods seems kind of sketchy. The closest bus stop for me is several miles away. Since I am a senior citizen, it is difficult for me to walk several miles to catch the bus plus repeat the trip on my return home. I would gladly use the bus now if there was more service into the neighborhoods. Not all of us live close to a major corridor.</p>
http://nmotion2016.org/the-plan/	<p>I'm pretty disappointed that Hermitage is being left out of this. We really need a BRT-lite option for Lebanon Pike, one of the most heavily traveled roads in the county. A more frequent bus doesn't help much when the trip takes nearly an hour end to end.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Where are these mass transit roads and segways being built? One of the plans originally had West End being a little rail/shuttle; but that takes away a current lane! Less lanes = more slower traffic! What is the plan? Are we building up? I wonder if Nashvillians will adopt the mass transit vibe. I ride the shuttle fairly often, and hardly anyone else is on it. Most colleagues and friends I come in contact with would not ride mass transit no matter how convenient. This is what keeps Nashville.., Nashville. Some do not want Nashville to be big city, where they have to ride mass transit to get to work, and in 25 years; most jobs will be able to work from home anyway. Personally, I do not feel comfortable spending \$7billion on this plan. I like the idea of improved short term solutions, more buses, more stops, and I agree Nashville has a traffic problem – but 7billion for this plan does not sit well well with me. A majority of this payment is going to fall on taxpayers – and what will we have to show for it.., slower traffic and an even more expensive place to live. I have been part of large corporation surveys asking if they would consider taking a mass transit to work – and even if the company paid for over 1/2 the fare; a majority of Nashville folks would still rather just drive. Gas is still fairly cheap, and the power of navigating around downtown and other areas before or after work is priority. This looks like a plan that will take up more roads, cause more closings due to contruction and add to the traffic problems in Nashville far greater than improve them. I'd rather consider helicopter rides – can we create a Lyft app for helicopter rides!? Nashville should use part of this money to expand work from home jobs (which lower cost of office space!) and expand/increase flex time – allow workers to come in early and then leave early or come in late and leave late.</p>
http://nmotion2016.org/the-plan/	<p>Yes!!!!!! st louis has done this and it's great.</p>
http://nmotion2016.org/the-plan/	<p>BRT to Spring Hill and Columbia is a great and necessary idea. Thanks for your careful study and work on this. Dedicated bus lanes within the interstate right of way makes good logical sense and allows us flexibility in the future for driverless vehicles, ubers, or other to use lanes later if makes sense.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>We all know that this plan will end up costing more than projected. Look at the Music City Center, which came in 40% over planned, and is now under-performing on its projected revenues. No government project is ever cost effective or finished on time. The future of transportation in Nashville cannot be planned top down. It will be decided by dynamic companies like Uber and Lyft, who have plans to add optimized bus/carpool routes and driverless cars in the next several years. Let those companies solve our transportation problems and leave the clunky, arrogant government out of it. They cannot possibly predict or solve the problems we'll be facing 20 years from now, they can only make us poorer.</p>
http://nmotion2016.org/the-plan/	<p>It still amazes me that a \$6 billion plan that spans two decades doesn't include any rail transit to the areas biggest commuter city/county...Murfreesboro, Rutherford. I see that the plan states that the CSX tracks complicate the issue and the plan just gives up on a solution. Two decades and \$6 Billion dollars....and there's not even a chance of a solution. I don't understand that at all.</p>

Comments from nmotion2016.org/the-plan

Nashville needs rail NOW. Of course, planning, funding and construction takes a few years, but it does not need to take 25 years. The nMotion plan is a good concept for the first step, but the timeline for it is unacceptable. We are experiencing unprecedented growth now, which is already causing traffic to collapse. Waiting for decades to build this infrastructure does not seem wise, given the population growth Nashville is currently experiencing and the traffic problems we already have and can't solve unless we provide commuters with an alternative they will use, i.e. rail. Tennessee's capitol is no longer a small provincial town and people recognize that. That is why support for a bold new traffic concept has grown enormously. However, most people won't take buses, no matter what you call them, especially when they are stuck in traffic just like everyone else. Yet, many of these very same people will happily take a train, subway or streetcar. That's why rail needs to appear in Nashville very soon. The problem with the nMotion plan is that it is not ambitious enough. To get people to support it (and be willing to pay the taxes to fund it), we must offer something exciting and attractive. The commuter rail lines and streetcars in the plan are exactly that, but they need to appear much faster. Improving bus connections and adding rapid bus routes is certainly better than nothing, but it won't solve Nashville's traffic problems without adding some rail infrastructure. Waiting for decades to build this infrastructure does not seem to be the best idea, given the population growth Nashville is currently experiencing, as it will frustrate supporters, fuel critics and make sprawl inevitable and Nashville less attractive. Boston has the same population as Nashville, yet that city has multiple subway-lines. This needs to be our role model if we don't want to become another Houston, Northwest-Atlanta or LA. Nashville is growing at an unusual rate right now, which is a great opportunity for funding, and creates enormous urgency to adapt. If we miss this window of opportunity now, our city will inevitably become less attractive for (and therefore lose) residents, tourists and business. My experience with MTA is very positive. Compared to many other cities, the experience riding buses in Nashville is very pleasant and the drivers are very friendly and professional. However, our bus-only transit system is no longer adequate or sufficient for the city we have become. This requires a radically different mindset when planning a transit system for the future. My suggestion if funding does not allow for more: Building at least one rail connection within the shorter-term five-year plan would be an important signal that public demand for a rail system in Nashville is being taken seriously. A good start would be the connection between downtown and the airport, which could

Comments from nmotion2016.org/the-plan

	<p>also serve parts of Murfreesboro Pike. This connection would benefit many Nashvillians and make the city more attractive for tourists and business. This line could also later be expanded towards Murfreesboro, thus taking pressure off I-24. A final note on driverless cars: They are still vehicles and stuck in traffic if the roads are congested. Unless driving cars manually will become illegal, which I hope and think it never will, autonomous vehicles will not even increase traffic flow in a noticeable manner as they have to avoid startling (or crashing into) human drivers who are on the road with them and avoid causing crashes between other human drivers reacting to the confusing behavior of an autonomous vehicle trying to maximize efficiency. While they will bring substantial changes to the taxi-industry and others, they cannot compete with the higher efficiency of mass transit (because of the lower rider-to-vehicle rate) when it comes to fighting congestion. Uber and Lyft are even less of a solution to traffic congestion (although they provide a great alternative to taxis), as they are hardly an alternative to the daily commute and even if they were, they would not reduce the number of vehicles competing for the road. We therefore need an attractive and efficient rail system in Nashville as soon as anyhow achievable.</p>
http://nmotion2016.org/the-plan/	<p>This is an exciting initiative. Certainly needed and considerably overdue. It appears that the extension of real transit answers to the Southeast and South of Nashville are missing. Rutherford and Williamson Counties should be included for the rail portion of the plan now, not later, in my view. Even if that part of the plan takes awhile to implement, having it included now makes the statement that this is truly a plan for the entire region.</p>

Comments from nmotion2016.org/the-plan

Overall, the plan is a sound strategic move on the part of Nashville MNSA. One of the weaknesses is the lack of cooperation of CSX Transportation. The recommendation of the Chamber of Commerce to move Radnor Intermodal yard is a beginning point for securing the participation of CSX and access to rail lines for heavy rail traffic. The Radnor Intermodal yard is currently inadequate. One idea is to extend the Walking Horse rail line which is a spur to Shelbyville from Wartrace and tie it the CSX line coming from Alabama. The extension is about 15 miles and would tie into the Alabama line between Lewisburg and Chapel Hill, possibly near Farmington. The line would be double tracked north until where a new, larger intermodal yard would be built near where the line crosses I-840 in the area of Arrington, Triune, and Kirkland. The state would build an SIA road to I-840. The would free up regional freight from the south and southeast ports from coming into Nashville thus reducing traffic. In a quid pro quo in return for state and RTA money CSX would allow heavy rail transit on the lines from Murfreesboro and Franklin.

Overall, the plan is a sound strategic move on the part of Nashville MNSA. One of the weaknesses is the lack of cooperation of CSX Transportation. The recommendation of the Chamber of Commerce to move Radnor Intermodal yard is a beginning point for securing the participation of CSX and access to rail lines for heavy rail traffic.

<http://nmotion2016.org/the-plan/>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>As a Williamson county resident (Brentwood specifically)—and one who would give anything to not have to drive anywhere—I’m glad the area is being considered as a place of need for rapid transit. However, I must agree with other commenters that the plan for the county is too modest and likely wouldn’t be appealing to residents here. I’d prefer a light rail option with multiple stops along our line, and not just one bus hub for Brentwood/Franklin/Cool Springs/Columbia. I can’t predict what would happen if a rapid bus were added, but I see the addition of a single bus hub (at Old Hickory Boulevard and Franklin Pike, no less) as more of an impediment to traffic than a solution. I’m unsure of where the exact planned location for this stop could be, but this is Brentwood’s most congested intersection and the feeder to the interstate that most people use (Concord Road being another, but further and less convenient for me personally). To access I-65, Old Hickory Blvd. and Franklin Road are your only two options and those corridors are marked by several lights; as a result, they are backed up for miles during peak hours. About 15-20 minutes of my 30-40 minute commute time is spent sitting at a backed up light while I wait to get on the interstate, once I’m on the interstate going north, I only spend about 10 minutes. That, to me is the crux of the transit issue in Williamson county: there aren’t enough options to bypass local traffic as the population grows. Also, I’m unsure what was meant by the green-shaded area labelled “local service” as there is no bus line in Brentwood. Franklin has done a much better job of connecting their residents with transit options, so in considering Williamson county, additional wheels on the road for Brentwood in particular, doesn’t seem appealing.</p>
http://nmotion2016.org/the-plan/	<p>I think it is a great idea. We are already feeling the growing pains of more traffic. I really cannot afford my property taxes to increase. Is the funding in place or federal funding available? Is there a way to have people that live in out lying areas to help pay for the expansion and not just Davidson county tax payers?</p>
http://nmotion2016.org/the-plan/	<p>I like the plan and want to see it come to fruition! I agree with other comments on the light rail options to those living in Brentwood/CoolSprings/Franklin etc – that should be prioritized. The time to invest is NOW! Interest rates are so low and our tax base is booming. We seem to have all the money in the world to build skyscrapers – how about we invest in the infrastructure it takes to get to those buildings?! We can do this!</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	We've got to have a light rail that goes along the I-65 S corridor to Brentwood & Franklin. That's a no-brainer. I'm sure you could get private citizens to donate additional money to fund it. That's what Atlanta did for their BeltLine
http://nmotion2016.org/the-plan/	I agree; the NYT just had an article that NY is planning a new street car route for \$ 2.5 Billion looking to Toronto for lessons.
http://nmotion2016.org/the-plan/	I like the plan, but was disappointed that the streetcars along Rosa Parks didn't make the final draft. It is my understanding that these can be installed in existing right of ways, and are much less expensive than light rail. I think some form of high capacity transportation into Metro Center would make sense.
http://nmotion2016.org/the-plan/	The idea that this plan fully implemented will still take up to 25 years is just crazy. In another 5 years traffic will be a nightmare. It already is most days. To live 13 miles from downtown and some days it takes 2 hrs to get home. No plan will be fast enough but I realize we must start somewhere. However, The time for planning should have taken place and implementation needs to start last year (or before). Not including Murfreesboro baffles me.
http://nmotion2016.org/the-plan/	I love the plan, it can be done, excellent leadership. I am missing one link. Nashville has the beautiful city parks, Percy and Edwin Warner. But there is no public transport to its different entrances along HWY 100. Thus, people without a car have a hard time to go there. Why not adding a bus line on weekends on HWY 100 that could connect to the Bus line 5 at the 100/70 split? It would also serve the Bellevue area.
http://nmotion2016.org/the-plan/	Did I miss road widening as an option? If the only plan is to institute mass transit in it's various forms, isn't that short sighted? I find it hard to believe that Old Hickory Blvd west of Granny White Pike will stay a mere 2 lanes – even as the population of Nashville doubles! The same for Harding Rd/Battery Ln/Woodmont. We need at least 3 lanes (center for turning cars). Also, dedicated right turn lanes are a MUST to keep traffic moving! Not everyone is going to automatically turn to bus/mass transit as THE option.

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Although the plan appears to be ambitious there are key areas of opportunity for growth that is missing. Rutherford county is one of the fastest growing counties in the United States but was barely recognized and given the attention it deserved in this 25 year plan. What I see is a politically motivated plan that will continue to stifle the grow the of the areas surrounding Davidson County. I encourage the planners to remove their hidden agendas and bias to create a plan that will continue to draw Fortune 500 corporations to the State of TN for years to come. Please remove self interest for the greater good.</p>
http://nmotion2016.org/the-plan/	<p>Do we need traffic solutions? YES. However, this agenda for improvement has several flaws. 1) Very clearly politically motivated. 2) Where does the money come from? Surely, not me. If you can find grants and private donors, go for it. 3) Are the roads being widened? I don't see that in the plan. 4) Where will you put the parking hubs for those riding transit? Parking is being eliminated all over Nashville to make room for growth. I live in Nashville and never want to go downtown as it is because there is no where to park anywhere near where I want/need to go! 5) The plan is 25 years long. The plan is of no benefit me, but I'm sure I will be expected to pay for it. What are you going to do to fix our traffic nightmare NOW?</p>
http://nmotion2016.org/the-plan/	<p>I love the plan and hope that they advertise the implementation of the plan. Anything that will decrease the congestion on the highways is an improvement. I recommend speeding up the implementation of transit improvement plan because traffic is so bad now. I would gladly take the bus from Mt Juliet to Nashville if they increased frequency of buses.</p>
http://nmotion2016.org/the-plan/	<p>The problem with a 25-year plan is that we have no idea of what future transportation innovations will occur. Will self-driving cars solve our traffic problems? Or some other brilliant innovation that will make traffic & light rail obsolete... I've lived in Miami and Dallas. Both proposed and implemented light rail systems. Both systems run at a loss. How will Nashville be any different?! Answer: it won't be any different. It will cost citizens of Nashville extra, forever.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	I've ridden the bus to work about 5% of the time over the past five years, and once I am on that bus, my life is so simple and enjoyable: I am on my phone reading, texting, watching a show, or listening to music with no traffic tension and never a speeding ticket! So why do I still take my car 95% of the time? I do it for the same reason that 95% of other people do: The bus stops are too far away from my house. The biggest mass transit issue, perhaps the only issue, I see in fact is getting people from their houses to the bus stops and back. So I am a one-issue advocate, and the issue is more park&ride lots. For the first couple years, if I were in charge of transportation in Nashville-Davidson, I would put all the new funding into public lots. Ridership is certain to grow tremendously from this single effort, and when it does, every one of those new riders will become an enthusiastic advocate for more and better vehicles and more and better routes.
http://nmotion2016.org/the-plan/	Dig this! Yes. Bridges. The bone-headed lack of bridge replacement for all the ferries we lost has NEVER made sense. River taxi, neat idea for SURE! ... but we can't even get MTA/RTA to think creatively and with balls about rail...
http://nmotion2016.org/the-plan/	Other ideas: Add a ramp at I-65 and Great Circle Rd and connect it to 2nd Ave. More bridges across the Cumberland, especially on the east side, or use ferry boats. Use the Cumberland as a highway, taxi boats? Just thinking outside the box.
http://nmotion2016.org/the-plan/	I agree—rail is the only answer, period. Very few people, especially the elderly, are going to stand out in inclement weather to take a bus unless it's a necessity. With the unprecedented growth in Nashville and more to come, true mass transit is long overdue and that's not buses. Time to step up to the plate and get serious about the right, long term solution instead of bandaids.
http://nmotion2016.org/the-plan/	The nMotion plan has many good elements but does not go far enough, nor fast enough. Our goal here should be to reduce congestion soon.
http://nmotion2016.org/the-plan/	

Comments from nmotion2016.org/the-plan

	<p>But, according to nMotion plan's own forecast of Public Transit ridership, we would get only a slight reduction in the rapid growth of the congestion.</p> <p>This happens because the steady increase in population brings nearly one million more cars to Middle TN roadways by 2040, overwhelming the relatively small increase (in absolute numbers) in public transit ridership which is only about 75,000 more regular users by 2040, per the nMotion plan.</p> <p>We cannot afford an incremental approach and watch the congestion get worse over the next 5 years, and much, much worse over next 25 years.</p> <p>But likewise we cannot afford a \$6 Billion plan, that indulges in some projects that will have a negligible reduction in congestion, and where some proposals could even make congestion worse, (e.g., by reserving lanes in busy roadways for insufficiently frequent and lightly used new transit services).</p>
	<p>We need to think differently than other cities have, and not make the same mistakes.</p> <p>What is missing from the nMotion plan that could in fact reduce in congestion, or at least stall its growth, at much lower CAPEX cost, are four major things (one of which also generates significant revenue to help pay for the others):</p> <ol style="list-style-type: none">1. A much larger expansion of the MTA/RTA express bus network (e.g., the BRT-like services) than proposed in the nMotion plan. The expresses buses should run as frequently as every 5 to 10 minutes

Comments from nmotion2016.org/the-plan

on the most popular routes during peak travel times and there need to be many more express route. More details on that below.

2. Combine this with a few hundred “Transfer Points”, through-out the greater region for much better local access to the express buses . These special Transfer Points should be designed to facilitate fast and easy connections between ride-sharing services and the express buses. A single Transfer Point might serve 4 to 6 different bus routes, providing excellent direct connectivity (i.e., “non-stop” or “one-stop”) to many destinations. (More on these below).

3. An electronic, time-of-day toll system to automatically collect tolls (e.g. \$2) from all single passenger cars (while going at full speed through the tolls), and potentially from other vehicles too, to bring down congestion and encourage more “pooling” on the highways.

4. Serious HOV lane enforcement (using electronic methods), moving from 2+ to 3+ as the occupancy requirement by 2020, and eventually having two dedicated HOV lanes where one is for public & private buses, and the other is for any car or van with 3+. An extension of HOV requirements to the right lane of the major surface roads will be needed in many places, but it should not be dedicated to buses-only, since private car pools and ride-sharing services also need use of that lane too, which also helps reduce congestion overall.

This combined approach can then deliver the “door-to-door” service

Comments from nmotion2016.org/the-plan

we want (even better than driving our own car and having to park), at the speeds we want, and with many other benefits we want, including significant cost savings for those who transition to ride-sharing and express buses (vs. owning car, or having a 2nd car just for commuting.)

It seems to me that this approach could begin to have positive effects in just 3 to 5 years, given good planning and serious early commitments.

But it would probably take 8 to 10 years to develop a highly efficient, well integrated “bus & ride-sharing” network to level that significant cuts down the congestion, while the population continues to grow rapidly.

Such a network would probably need about 1500 to 2000 electric buses by 2025 or 2030, serving about 400 bus routes (mostly express) interconnecting about 300 to 400 Transfer Points that serve about 150 to 200 key intersections, freeway exits and preferred destinations throughout the seven country region.

Envision it as a high-capacity “above-ground subway system”, but with better access, much greater flexibility, and many more connections and destinations than possible with any sort of rail-based alternative.

The Transfer Points tend to be needed in pairs, for the two opposing

Comments from nmotion2016.org/the-plan

directions of travel. Each one in the pair provides “waiting space” (not parking space) for 8 to 32 ride sharing vehicles, so that they can conveniently and safely drop-off & pick-up passengers to & from the buses.

Buses should be in Transfer Points for only about 1 minute. Typical routes from remote suburbs or satellite cities to downtown Nashville, should have only about 5 to 10 Transfer Points as their only obligated stops along a 10 to 15 mile route, with many high-traffic express routes having fewer than 5 stops in that distance.

The Transfer Points should be built-into local “street-scape”, with the human scale in mind, and to enable easy bus “pull-out”, (from the traffic flow) & pull-on (with “jump-the queue” in front of waiting cars), without diverting much in distance & time from the main travel route. They should also provide amenities for passengers and a safe, pleasant environment, near shops with sidewalks & crosswalks where appropriate (depending on the nature of the roadway served). And most important, they need to be in the right locations.

Yet, it should not be hard to find the landowners willing to cooperate by leasing a strip or corner of their existing parking lot, at a low rate, since the value of their entire lot (and all the business on it) will appreciate with the added customer traffic and transportation convenience they receive by having a Transfer Point.

A reasonable goal for 2030 is:

→ 20% of all trips in & around the Metro to be served solely by one or two local ride-share pools. These would be mostly in the range of 1 to 2 miles, and would largely replace “local bus” services if the low pricing forecast for these services takes hold at around \$0.50 to \$1. Autonomous vehicles should drive down the cost of short, shared rides to the \$0.50 level or less.

→ 15% of all trips in & around the Metro to be served by the combination of one express bus trip, plus one or two ride-share connections (or a Local Bus). These would be mostly in the range of 5 to 15 miles, but also could include most trips of greater distance (up to 40 miles) in & out of downtown, mid-town, Opry Mills or the BNA airport.

→ 5% of all trips in & around the Metro to be served by the combination of two express bus trips (i.e., one bus-to-bus

Comments from nmotion2016.org/the-plan

connection), plus one or two ride-share connections (or Local Bus). These would be mostly in the range of 15 to 40 miles.

The remaining 50% or so, of all trips, would still be done by private cars, either as ad-hoc pools (i.e., just friends & family) or as single passengers, but mostly the latter.

This contrasts with less than 5% of all trips on Public Transit (for all modes of rail & bus) under the nMotion plan by 2030 or even 2040.

I believe the above new approach can be implemented for less than half of \$6 Billion of CAPEX projected for current nMotion plan, through the year 2040. This includes new bus purchases and their replacements, assuming a 10 year bus lifetime. The vast majority of the CAPEX is in the buses, plus the maintenance & charging facilities for the buses. Constructing the Transfer Points should be less than 2% of the CAPEX, unless they also serve as fast charging stations.

The \$3 Billion in savings vs. the current nMotion plan comes mainly from dropping the four, expensive Light Rail routes, which would not noticeably help reduce congestion, and may even worsen it.

Light rail costs are over \$100 Million per mile, on average, and up to as much as \$500 Million per mile in some projects. Also Light Rail rarely attracts more regular riders than a good bus route, and often runs at much slower speeds (e.g., 20 to 30 mph). They are mainly a novelty, with an appeal that wears-off quickly, when they break-down, block traffic and cause accidents because drivers do not expect them to be in the road. And light rail does not adapt easily, or at all, to changes in traffic demands, flows and user destinations over time.

As for Commuter Rail, it appears to be expensive but potentially useful, given its alternative pathways, if we can grow the capacity of it, and find more cost-effective engines and higher capacity passenger cars.

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I love the boldness of this plan. Without serious investment in Mass transit our city and region are really going to start struggling. However, I am particularly concerned with how the transit system fits into the broader transportation system, specifically the sidewalks and crosswalks. If you can't walk to the stop, it doesn't matter how fancy the train is, people won't ride it. I was excited to see that the final draft included infrastructure improvements in and around transit lines. I hope this is included in the final draft and becomes a top priority. Unless our pikes become seriously more walkable and easier to cross, I think mass adoption of buses, lightrails or BRT will all be very hard to achieve. While sidewalks may be less cool than lightrails, until as a city we make serious strides in pedestrian accommodations around major corridors transit will remain unappealing to most Nashvillians.</p>
http://nmotion2016.org/the-plan/	<p>I ditto the comments about this not being a serious fast enough plan. The csx line can not be the only option for commuter trains. If it is then negotiate with csx asap. Commuter trains is the key to congestion and the priority. Bus lines do not help. Commuter trains trump freight trains period. If bus lines are your solution we are screwed.</p>
http://nmotion2016.org/the-plan/	<p>"Full Build-out" sooner than later. Davidson County has a LOT of catching up to do. And currently so underfunded as to define just silly. UBER, LYFT., etc as part of the system ? Absolutely. But have MTA/RTA negotiate that 'last half mile' to the nearest bus stop as included in the basic bus fare. This would address any "surge" charges by LYFT/UBER be assumed by MTA/RTA. The "bus shelters, community transit centers, transit neighborhood and regional transit centers and purpose-built park-and-ride lots, crosstown routes" all assist in a reduced emphasis on the current hub system. The really good news to me is Davidson County has revenues available for implementing such plans, whatever final form they might take. For example GOOGLE: "22 million for Centennial Park".</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I've already commented, but have to again. Because I have distilled it. This is a GREAT PLAN.</p> <p>For 1998.</p> <p>Everything here is a good start. But we are 30 years behind. This won't happen soon enough to fix anything, and will be pissing in the wind. We need the spine to do all this NOW.</p> <p>If this were pro sports we'd find a way. Much like at the national level if it were warfare, we'd find a way.</p> <p>We need leaders willing to lose an election to the morons who don't get it, but still get this done.</p> <p>Thanks for the good plan, but an MTA that can't even figure out social media and credit cards presenting a plan that's another 20 years in the making, 30 years too late is not the way to apply this excellent research and planning.</p> <p>TRANSIT.</p> <p>NOW.</p>
http://nmotion2016.org/the-plan/	<p>Folks have moved into a land of tires and gas. If it doesn't run on gas with tires, it gets no consideration. As much as I have carried on about the influx of people moving in (many that are from Northern states), I will be glad if they open eyes to the poor mass transit in this city. We've been ripe for rail transit for decades with many opportunities to fix that. I guess this will have to inconvenience the right person to get something done sooner than 30 years from now.</p>
http://nmotion2016.org/the-plan/	<p>This is excellent. Let's get going.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>This is showing to be a typical Nashville approach with a little more pomp & circumstance added. As all Southeastern cities, I am not convinced that the seriousness to the traffic problem and overall mobility challenges in the Mid-State are being objectively considered. This is a plan that should have been executed 20 years ago, here we are in 2016 and we are still just having talks while other cities the same size have made huge strides and accomplishments tackling the challenges that growth brings. In the meantime, we keep talking and not solving the problem and we will see this growth dry up. Can we have a more focused approach and a sense of urgency to get this done please?</p>
http://nmotion2016.org/the-plan/	<p>The plan is better than what we have now, but I echo the many folks that state this plan is too little too late. There are options for light rail that do not include use of the CSX lines. Elevated rail above our existing major arteries can be achieved, but is not proposed here. I'd be interested in riding the bus if it were MUCH more frequent and reliable. I commute from South Nashville (Lenox Village area) to Donelson so my commute is across town rather than downtown. I have not even begun to explore taking a bus for this commute as I have zero confidence in my ability to get to work on time or even at a consistent time from day to day. Lastly, I used to live in Lebanon. We explored the Music City Star as a commuting option, but found it was more expensive than taking a car. Why would I do that??? Why would I give myself fewer options of when I can come home and pay more money for the "priveledge"?</p>
http://nmotion2016.org/the-plan/	<p>Like this comment related to suggestion of elevated rail along existing auto corridors. And I wouldn't have guessed MCS to be more expensive than driving. Any new options MUST be affordable in order to entice ridership.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>This looks like a reasonable, incremental approach, focusing on what we can fix with less investment right away but also eventually including the structural changes (BRT, light rail, etc.) that the city will need. The more we can do on transit now the better. I'm impressed that the plan seems to focus on those who are in greatest need and most likely to use more transit, and then bring in a wider net. My only hope/suggestion is that this plan include more dedicated lanes for bikes, protected by a curb, not just a paint stripe.</p>
http://nmotion2016.org/the-plan/	<p>I feel we need to focus more on a lightrail/subway system and sooner. This gas "scare" only proves this. We are sso dependant on our own cars with our current system and more bus routes is not going to change that.</p>
http://nmotion2016.org/the-plan/	<p>I believe you have a real opportunity for creating a vision of Middle Tennessee that can be our legacy. A regional system connecting Nashville to Clarksville, Murfreesboro, Columbia, Dickson, and Lebanon through transit centers etc will almost be like a European model, where you have centers of high density growth, leaving lots of green space and public areas for all future generations of Tennesseans. Places I understand there is a steep price to this type of grand project, but there are more than enough people/counties/businesses who will get behind you, if this is done properly.</p>
http://nmotion2016.org/the-plan/	<p>Agree. Like this comment re: including lots or green space and public areas.</p>
http://nmotion2016.org/the-plan/	<p>I echo the comments of so many others. This is a great plan, and needs to be expedited soon! I particularly like the idea of expanding the music city star and improving buses up and down broadway through downtown.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Reducing the stigma so many have regarding mass transit is an important function of selling any plan to a public unaccustomed to any other mode of transportation than their own automobile. Whatever plan is adopted needs to be marketed effectively across all geographic parts and economic strata of the region, so that future generations look to mass transit as a natural, efficient, and desirable way to get around. I am another train rider who advocates for the inclusion of more commuter rail lines as an essential component of the overall plan because of the great distances so many of Middle Tennessee's commuters travel into and out of Nashville. The concept of the "star" serving riders to (at least) five of the satellite cities, augmented by increased local bus service, seems to me the most affordable approach to removing individual cars from the freeways. Perhaps integrating busses and commuter trains in a spoke and wheel system would allow greatest access to a mass transit web. I, for one, would accept paying higher taxes to fund such a system. Increasing fuel taxes seems to me an obvious first step, but raising property taxes seems inevitable in the face of such a costly venture. How much should one pay for an enhanced quality of life, looking at it philosophically? Increasing sales taxes should not be a consideration, from my point of view.</p>
http://nmotion2016.org/the-plan/	<p>This is a good start; I know it's the result of tons of work. I do hope for even more – even just more bus routes would be fantastic. For example, Crieve Hall and the Nippers Corner/Whispering Hills area still have very little bus service. To get from my house to my job on West End, any way I look at it, it's still at least a four-step process (walk 1.5mi, bus, transfer, transfer). I get that this area is neither dense enough nor enough in need to be top priority, but if it were reasonable for my schedule, I'd be an enthusiastic transit rider. More generally, here's what I'd need in order to use transit regularly:</p> <ul style="list-style-type: none">– Safety. One, I'm a single woman. I don't want to stand alone at a dark bus stop waiting for a transfer (or a late bus). Two, currently, my area is not walk- or bike-friendly. Bike lanes and sidewalks all over town would help tremendously.– Frequency. For >1 transfer to make sense to someone who has other transit options, there can't be a long wait between buses. I'm glad this is on the list.– Convenience. I have a 9-5 job, but I rarely go straight home from work. Can transit get me from home near Nippers Corner to work on West End to dinner or errands in and back home around 9 or 10? Beyond just getting to a transit stop, that's my biggest hangup. Just a commuter route isn't enough for me.

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I am extremely disappointed that no thought or consideration (at least as far as I can determine!) has been given to providing some sort of rapid transit for the WESTERN part of Williamson County, including the Fairview area, where I have resided for some 20 years now. When I moved to Fairview, the population was about 5,000; as of the 2010 census, the population of Fairview was about 8,000, and has continued to grow rapidly since that time. Even a limited service offering to the Fairview area would be a boon, especially since it could easily be provided as an extension of the existing service to the Bellevue via Highway 100, on which Fairview is directly located. The opening of what will soon officially become INTERSTATE 840 affords other possibilities for the future as well. MTA/RTA recognized this to some extent when they inaugurated Park-and-Ride service to the Dickson area. Why do they not give the Fairview area the same opportunity, particularly given its direct proximity to the Bellevue, as I have already stated? Think about it!</p>
http://nmotion2016.org/the-plan/	<p>I live in West Nashville and have a few ideas about improving Bus service. I have noticed that most of the buses block traffic in one lane when they stop for pickup/drop off. It would improve traffic flow if the stops could be designed to minimize this. Have you considered a circuit bus that would run down West End between Downtown Riverfront and White Bridge Road? The current Green and Blue lines are very underutilized. Maybe you could convert one of these to a West End route.</p> <p>Also on West End between I440 and Vandy going east there are random parking places that slow down traffic and that buses have to go around to get to the curb. If this parking was eliminated it would help flow!</p> <p>I also wish there was a bus route that went down Murphy Road and 46th Ave.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>This looks like a great comprehensive plan. The only problem is, it can't be implemented fast enough. 25 years is long time to wait for the completion of the plan. But I understand the practicality of improving bus routes and services now as a first step. I, for one, am implementing my own plan, to ride buses, walk and cycle more while I am waiting for this plan to gradually become a reality. As a new bus rider, I am finding the present system extremely hard to navigate. Why are there not more crosstown routes? Why does one have to pay an extra fare to transfer? Why are there not more transfer points? Why does one have to go downtown to transfer to most routes? The traffic situation in Nashville gets worse by the day. I am fortunate that I am retired and have choices as to when I travel. I am sorry for the people that don't have a choice and must use the interstates. Let's give them more choices. Let's give them more convenient and usable choices.</p>
http://nmotion2016.org/the-plan/	<p>Having spent time in cities in the U.S. and Europe with excellent public transit, I can testify that it improves quality of life. So I am delighted Nashville is thinking seriously about transit. But Hub and Spoke systems are limiting. Perhaps most transit riders go downtown now because that is almost the only place transit will take you, adding to congestion. Midtown is growing, Vanderbilt is the area's largest employer, but to go most places (e.g. the airport) from Midtown or West End you have to go downtown first and then wait around for the next bus out.</p>
http://nmotion2016.org/the-plan/	<p>While I appreciate a lot of the forward thinking I'm afraid it doesn't go far enough. We are on the cusp of a huge overhaul in transportation with autonomous vehicles likely to overturn much of how we currently approach all aspects of getting from point a to point b. Autonomous buses are starting to roll out around the world. We already have electric buses here. We have some of the worlds biggest vehicle manufacturers located in and around Davidson county as well Nissan, GM, and, for big buses, Prevost. A partnership with any one of these could make Nashville a leader in the public transit arena throughout the country.</p>
http://nmotion2016.org/the-plan/	<p>Brilliant post. Chattanooga has electric buses serving downtown. Granted, Chatt is a different city entirely. Agree with partnerships and moving forward fast with automated options. Rail from outlying areas to relive much of the interstate and in-town congestion should be a part of the initial project, in my opinion.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>This could have and should have happened years ago. The horse is out of the barn and running in the distance. Mayor Megan Barry, instead of spending Her 8 years on the Council running for Mayor , had the opportunity to make real progress. The “keystone Cops” or better known as the Metro Council can’t even decide on utility pole issues, let alone something of real importance. Could have happened at half the price with a little planning and foresight. Sad management!</p>
http://nmotion2016.org/the-plan/	<p>I would like to see water travel expand as well. Is there such a thing as high speed water busses? We could expand docking for downtown area as well.</p>
http://nmotion2016.org/the-plan/	<p>I think you have enough comments. It’s time to work out the priorities, detailed plans, and funding.</p>
http://nmotion2016.org/the-plan/	<p>I’m for anything and everything that can be done to improve transit, period. I know the following silly rant is outside the scope of nMotion... But to achieve any of this, MTA has to be able to reinvent itself as an organization, into something that is far more transparent, far more willing to communicate clearly with its ridership, and ready to take action and fix what’s wrong. The state of the restrooms at MCC is inexcusable, and it was obvious long, long before the stall walls came down a few weeks ago. Blaming vandals only shifts the responsibility. Years of unexplained nonfunctional ticket kiosks? Inexcusable. If they can’t afford to fix them and they can’t be bothered to haul them away, then for pete’s sake they could spend five minutes in Microsoft Word making an ‘out of order’ sign. Scotch tape is widely available. The alternative is a poor experience, especially for new riders.</p> <p>Meanwhile they refuse to post details of proposed system changes until the day of the first public hearing, and then neglect to post an alert about it by social media – and seem to feel that’s just fine. They clearly don’t want anyone to show up at public hearings, to the point of not even putting up a sign at MCC as to where it’s being held.</p> <p>When extreme traffic holds up nearly the entire system? Nary a tweet. Check out @cincinnatimetro for a system that actually communicates about delays and detours, and regularly answers questions.</p> <p>Look, I love transit, I love MTA, I take the bus every day. I want all of this to succeed brilliantly... but they have got to grow up if people are going to accept public transit.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	MTA needs to create a campaign that would remove the stigma that riding the bus is only for the poor who do not have personal transportation. Given the current fuel shortage, environmental and traffic issues MTA is missing out on the prime opportunity to increase ridership. Most of your personnel do not utilize your services and that is the central core of the problem. You cannot sell a product that you do not believe in.
http://nmotion2016.org/the-plan/	Well stated!
http://nmotion2016.org/the-plan/	<p>What needs to be done and what was achieved by the nMotion Plan? We need to get people in/out/around Nashville and Middle Tennessee. The TAMU Mobility Scorecard says we spend about \$1 billion per year on congestion. We could spend some of that on mobility if it were to relieve congestion. This plan appears to relieve almost no congestion in my opinion.</p> <p>This Plan is more like a Strasbourg tram (streetcar) system with light rail instead. This will be a less walkable environment than streetcars but sprawling. It could only support regional high-speed commuter rail if trains could flow between the light rails. This might make more sense if your vision of Nashville is to support high density development in the USD. In other words, I won't be riding it.</p> <p>The light rail plan fits with the vision of Nashville as a millennial mecca whose denizens eschew cars for transport from their jobs at internet cafes to after-hours at the brew pubs. Actually, millennials prefer to live with Mommy and Daddy than find a spouse, says the Census. In my view both are wrong: the echo-boom will find jobs, marry and then find that Nashville schools don't live up to their high standards. They will look to the surrounding counties, maybe take their jobs with them and now what becomes of your light rail system? Light rail won't fix schools and schools will trump light rail.</p> <p>Back to our \$1 billion per year opportunity. The best idea I heard that wasn't mine was moving the Radnor Yard to Smyrna and re-purposing the CSX rail lines. This needs to be an element of the plan;</p>

Comments from nmotion2016.org/the-plan

	<p>consider getting inside CSX's capital budget plan for mutual benefit but also see what condemnation could do for you. Time to re-read "The Art of the Deal".</p> <p>In the meantime MTA needs to strengthen the bus transit system. Develop a networked system before the light rail; use more collectors and less routes to downtown; go through, not to, downtown; don't slight Goodlettsville and Bellevue; and employ long laterals and radials with outlying connections. I imagined a transit system from scratch in my "Loops & Bows" paper (see the link on my name above) and I still think it has stood the test of the nMotion process very, very well.</p>
http://nmotion2016.org/the-plan/	<p>Didn't understand a lot of this comment, but highlighting that "schools trump light rail", and the potential trap of building for Millennials who then move out when they have kids is SPOT ON. Unfortunately coordinating education policy with built environment policy is something that eludes western cultures south of the Baltic sea.</p>
http://nmotion2016.org/the-plan/	<p>As a daily MTA rider, and a 3rd shift worker, I would like the major arteries to be 24 hr/day routes. If I miss the last bus, I'm out a fourth of the price of a month long bus pass on one cab ride to work. I'd like that safety net in case I need to go into work late, or leave early. Also, and more importantly, the current design of the BRT stops is horrific for an older person. The bus provides almost no shade from the heat during the summer, no protection from wind in the cold, and above all NO PLACE TO SIT if you need to do so. I've been known to plop my over 50 year old self down on the sidewalk to wait 30 minutes for a bus. Whomever designed these stops never has had to use a bus for transportation. It makes waiting on a bus torture for an older person. I would (and do) support an integrated plan utilizing technology to inform riders about options available. The app is a decent start, along with the displays on the BRT bus stops. Also, investing in another option, like elevated trains, or subways to modernize the system and remove it from contributing to congestion would be a great step forward for our city in my opinion.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	In my opinion, #6 & #4 should trade places in recommendation ranking. I sometimes use the current system & would use it more if there were better routes to common destinations. Accessing these routes safely in a reasonable distance is paramount & would increase physical fitness opportunities. Also consider Briley Pkwy in new route creation (ie, 24 fwy areas to Opry Mills Area).
http://nmotion2016.org/the-plan/	Yes on all the proposals. Too much development is centered around the idea that people NEED cars and will always use cars. Ergo, why invest in a working mass transit infrastructure? Well, we see where that thinking has gotten the city. As Nashville grows tremendously as a city and a region, we have to do better in understanding there are other ways to travel than by single automobile.
http://nmotion2016.org/the-plan/	It would be important to leave the Plan open for any new mode to enter in to the transportation mix. Excluding something like Maglev technologies may be problematic now that the Atlanta to Chattanooga High Speed Transit is completing the first phase of approval of the D.E.I.S. The short jump from Chattanooga to Nashville will logically offer an extension and capitalize on the distance Maglev could profitably operate. Linking Nashville to Atlanta in a short one hour commute adds great potential for growing the cities economy. The possibility for private companies to build up a Maglev guide way is very realistic.
http://nmotion2016.org/the-plan/	Brilliant and agree.
http://nmotion2016.org/the-plan/	I completely agree with the addition of more mass transit. It is late to the game and necessary. It should not take me over an hour each way to get to and from work from Hermitage into downtown Nashville. Housing prices closer to the city are rising extremely quickly as people want to shorten their commute. People who can't afford those prices are stuck with a terrible commute or the decision to move to a more commuter friendly city.
http://nmotion2016.org/the-plan/	Music Row is completely ignored. Again. We have no available mass transit in this area unless you're willing to hire one of the many pedal bars that cruise here

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>The buses need to run heavy and run often. The buses need to function as a true metro form of transportation. If the buses ran by my house often, my husband and I would not have had to buy cars when we moved from New York to Nashville. We loved using public transportation in New York, and the options specifically in South Nashville are slim to none. In a perfect world, we could take the train to work.</p>
http://nmotion2016.org/the-plan/	<p>Public Transportation is a double edged sword. Ask former residents of Atlanta, Chicago, and any other city that is experiencing the devastation of public transportation bringing blight into neighborhoods that would be otherwise safe and clean for families of all demographic backgrounds. It sickens me to see the city of Nashville using a logo resembling that of the Clinton Pres. Campaign as well. It would be my recommendation that in no way whatsoever we align our goals, direction, or focus on anything she represents or stands for in her misguided beliefs. It is also a flashing sign of our new mayors focus...socialist ideas and agenda. If we do not wake up as a city and country and move in a direction NOT aligned with the Democratic party we are doomed. Take a look at Chicago, Atlanta, Detroit, and the other cities that have fallen into that trap for the past many years and you will see what you have to look forward to in a continued Democrat run city. If you still think socialist policies work and public transportation is so great, look at Atlanta. I lived there for many years and every metro area their public transportation system reaches has been decimated. It provides a pipeline of crime consisting of gang violence, retail shoplifting and theft, home invasions, drugs, and destruction all along the Marta and bus routes. We call that blight and the side effects associated with blight. We need to do a better job electing our city officials and provide a safe, gracefully maturing city for future generations. Our city can be a thriving, prosperous place for generations to come or we can become Detroit or Chicago. Its not a hard decision to make. Quit listening to the smoke and mirrors and empty promises. Rethink our roadways and intercity development to provide better</p>

Comments from nmotion2016.org/the-plan

access to parking and better roads in and out of town. Relocate some of the govt assisted living spaces outside of the downtown area. Clean up the old depraved areas and or buy them and use that space for new access roads. If the tax payers are paying for housing for “under-privileged” or lets say “under-motivated” families, some of which have lived there for generations, lets rethink where geographically it is allocated and what the requirements are to qualify for these benefits. Trust me, it will change the dynamic of how our city grows and add more space for future growth and development. It will also lower crime and motivate families to find jobs and eliminate the street crime across the river and in other govt housing projects throughout the city. Require a monthly drug test to qualify for govt benefits, make all subsidized housing projects gun free zones, fence them and have entry gates with 24hr Metro police as gate guards. The less comfortable the circumstances the more motivated people are to strive to improve themselves. Lets make Nashville an even greater place to live and raise our kids. Lets put people to work. Lets eliminate crime in our city...AND last but not least lets eliminate the fraudulent welfare state from taking over our wonderful city.

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Speaking up for those of us who want to keep on participating in the vital life of our city independently despite physical challenges: the physically handicapped because of accidents, birth defects, aging, etc.: What specific thought and planning have gone into masstransit planning, making it easy and convenient for the handicapped to travel independently around town to work, shop, attend church, dine, and enjoy all that Nashville has to offer its citizens and visitors? Are the plans aware of the importance of making it convenient for students in schools and colleges on the outskirts of Nashville to have mass transit to come into Nashville. For example, Welch College will relocate in early 2017 to the spanking new campus across the road from Station Camp High School, 1040 Bison Trail; Gallatin, TN 37066. (No address has been assigned yet.) Their students are from 20 or more states and several foreign countries. Many of them have or will seek jobs in Nashville. What thought has been given to mass transit for them and other residents of Sumner County who daily work, shop, dine, go to church, and attend events in Nashville: the downtown library, Frist Art Center, the opera house, Opry house, the music center, sports arenas, etc. They attract many Sumner County citizens to the city. When they get here, spend money in Nashville. (The college is especially dear to those of us who live near the present West End location—such as West End, Richland/Central, Bowling, Craighead, and Whitland Area Neighborhood Association.)</p> <p>May God's blessings rest on Nashville and her citizens as they try to leave the city a better place because they have lived here or nearby (thanks to a mass transit system).</p> <p>Fay Forlines</p>
http://nmotion2016.org/the-plan/	<p>We should try to speed up the lite rail system. As a Williamson County resident who travels by plane weekly, I would fully embrace a train from Williamson county to BNA.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>This plan is exactly the kind of visionary leadership that Nashville's transportation network needs. However, I don't feel like it is enough. In particular, the 25-year timeline for light rail's implementation seems way too far out. It seems like we should be able to break ground on these projects within five years.</p> <p>As a current frequent MTA rider, I recognize the current deficiencies of the system and am excited to see near-future improvements. Also, robust service to the airport will be a major boon for the city's residents and visitors.</p> <p>I fully support this plan, at the least, and I also support the acceleration of the project timeline.</p>
http://nmotion2016.org/the-plan/	<p>I think the plan is a good one, but I have a few concerns: Crosstown routes are highly needed – not just commuting routes. If you want people to commit to using public transit then amenities need to be accessible through transit as well. If I can't grab groceries on my way home from work, or stop by a restaurant for a meeting, I probably won't use the transit as often.</p> <p>I see that increasing the run frequencies of both existing bus routes and the Music City Star is one of the first priorities. I would love to have dates on when that will happen.</p> <p>Affordability is a huge issue – currently, a month MCS pass is only \$50 cheaper than my monthly Nissan Leaf lease. Considering its currently highly limited schedule, I am concerned that with increased services it may become prohibitively expensive.</p> <p>Accessibility – with the amount of sidewalks in town that have completely inaccessible wheelchair ramps (note the amount of ramps completely blocked by bushes and walking routes through which a wheelchair could not squeeze past everything on street corners), I would like to see a realistic plan to ensure that all of our citizens can access public transit everywhere it is available. If you can't traverse the sidewalk in your wheelchair, it doesn't really matter that the buses are accessible.</p> <p>Safety – better lighting at all transit stops, as well as emergency call boxes, benches, and better coverings for rainy days would all be essential.</p> <p>Timing – if this plan takes 25 years, I will already be retired and probably living somewhere with better transit for seniors. Or to put</p>

Comments from nmotion2016.org/the-plan

it another way, my 14 year old will be almost 40 before this is finished. As my tax dollars will be paying for it, I would be into a plan that includes a timeline in which I also get to benefit from the investment. Increasing MCS runs is a great step towards that, but is not enough on its own.

Lastly, tourism – does the current plan call for increased run frequencies on days with Titans games, Sounds games, conventions, large concerts, etc? I currently live downtown and am considering a move to the burbs largely because when large events are happening, I have few ways to get anywhere due to horrible traffic and limited weekend bus runs. 44-60 min commutes (for a 5.5 mile trip) are not uncommon for me. Tourists need better access to our entertainment, sports, art crawls, etc. while locals need ways to get around the tourists to get to the store or the office or even just a park.

Also, for those stating that millennials will be the ones who benefit the most from this plan, and they are also likely to leave town – most millennials will be well into middle age before this is completed. So if they do leave, it will be more likely to be because the transit isn't happening soon enough – many millennials in other cities are remaining in town to raise families, and one of the key factors in that is good transit.

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>On tomorrow's commute, 95% of the people you see in the HOV lane will be alone in their car at rush hour. Signs alone don't stop selfish people from taking away the dedicated lane and primary incentive for carpooling. These people are Oblivious-on-purpose. People sharing a ride is the single best way to take cars off the road, which is the single best way to address congestion in the near term.</p> <p>For 22 hours a day the HOV lane is for everyone. For JUST two hours a day the HOV lane is reserved for those of us who invest in Electric Vehicles, ride a motorcycle, or go to the trouble to carpool. TODAY, the rush hour bus operated by Metro could be filled with passengers beating traffic, their reward for taking the bus and not a car, except even the bus is stuck in traffic because nobody in leadership or law enforcement is writing HOV violation tickets.</p> <p>Finding a carpooling friend, neighbor or co-worker is getting easier with apps like Hytch.me designed to put two people in a car. To all you singles in the HOV lane – that's just not cool.</p>
http://nmotion2016.org/the-plan/	<p>Then they need to put up concrete barriers and dedicate the stupid HOV lane into a bus lane with more buses. Ranting about people being in the HOV lane is akin to pissing into the wind</p>
http://nmotion2016.org/the-plan/	<p>Sure, a light rail would solve some problems,...but at such an enormous cost to the taxpayer! There are other answers out there and at a much lower cost than what is currently being proposed. Please take a look at this link- http://www.wsj.com/articles/uphill-climb-cities-push-gondolas-on-skeptical-commuters-1465237251 Urban Gondolas have been pushed to the side as some sort of Jetson's type of idea for way too long. The small footprint alone should be a selling point, yet alone the minimal cost compared to light rail. No bridges would need to be built to cross over waterways. There are no set schedules of train time departures as gondolas are continuously running 24 hours a day,...every 25 seconds there is another pod coming into the station. This could really be an answer for short run people moving throughout our city. Check out the city of Bolivia that uses Urban Gondolas to move people throughout their city with ease, and they have elevation to deal with too! Let's make some real change to our growing city. Let's be ahead of the curve, not behind it. 25 years from now when the proposed light rail is completed won't cars be flying by then anyways?</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>As a employer with 240 full time staff members in my organization the time my staff waste in traffic is unhealthy. It's increasingly becoming more difficult to attract talent due to traffic congestion. We need special incentives for local businesses who encourage carpooling and or provide incentives to those who carpool. The city should be using funds to encourage and track successful carpools by using Hytch and have set goals for at first city employees and school system employees. No different than spending resources to get people to call the non emergency number (862-8600) for non life threatening situations. There is technology available to the city available today which will tell you which businesses create the most traffic. The city should be working with those businesses to encourage car pooling and smarter work schedules to change improve congestion.</p> <p>It's clear more now ever that self driving cars will be the future of travel. We need to ask ourselves how can the city adopt sooner than later.</p>
http://nmotion2016.org/the-plan/	<p>Robert, one fairly simple thing that would make lots of sense is to ask employers, include state and city government, to allow workers to stagger their working hours to reduce commuter traffic. I work a 10 a.m. to 6:30 p.m. schedule that saves me about an hour a day in car time.</p>
http://nmotion2016.org/the-plan/	<p>Whatever it takes to get CSX to play ball, do it. The tracks are right there and stations would be easy to do. In the mean time, turn the stupid HOV lane into a dedicated bus lanes and run more buses at varied times. As someone else said, don't run them all downtown; It takes forever to get out to West End or anywhere else for that matter. Hubs at the points, whatever it takes but start NOW</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>Clearly much of this makes great sense — improved bus routes, 7-day service on the Music City Star, and so on. One thing that doesn't perhaps get enough attention is reducing the felt need for traveling from point A to point B. To the extent that a neighborhood has its own drugstore, grocery, restaurants, and the like, there is reduced need to pull out the car and drive five miles. The Gulch may be a creator of traffic, given its cafes and clubs, but it is also a neighborhood potentially. Obviously there are limits to this sort of thinking. There must be a true "downtown" and one can't envision neighborhood symphony halls or pro sports stadiums. Nonetheless, "neighborhooding" Nashville may be worth thinking about.</p>
http://nmotion2016.org/the-plan/	<p>Has it occurred to anyone to run mini buses off rush hour? Smaller vehicles could have more flexible routes that could run through neighborhoods a bit, perhaps crossing between major streets enroute to downtown. I see giant buses running empty all day long up and down Broad and West End. Smaller units would reduce traffic and pollution and accommodate the few riders we have in the middle of the day.</p>
http://nmotion2016.org/the-plan/	<p>I love that our city is taking this very important step. A few things I didn't hear discussed at the last transit meeting that was broadcast online: 1. Incentivize bike commuting by making it easier to ride safely. Dedicated and protected bike lanes. Free bike lights to insure those who need low cost transport can do so safely for those in cars as well. Lock replacement programs to cut down on theft. All of these are available in cities with high percentage bike transport. 2. Car sharing companies such as car2go where you walk up to a car and rent it for short trips such as bringing home groceries or first/last mile.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>I find it easier to describe my experience: I am in Mt Juliet and commute to Donelson. I have an option to take the Music City Star. I would use it more frequently if the cost would be lower since I am only going a couple stops. Also, more frequent departures in case I need to attend an appointment. In conjunction with my local county, physically separated bike paths along N/S Mt Juliet Rd to connect neighborhoods to the Music City Star train station. Also, physically separated bike paths between regions (10-15 miles) to allow it as a valid and safe form of commuting. I had a great experience this summer in biking in Minneapolis transit system. Also, bike tools + air along the routes in case of a break down.</p>
http://nmotion2016.org/the-plan/	<p>After my time working with several students from Belmont, MTSU and Vanderbilt University, whom are invested in this discussion as well as concerned with spending/borrowing giant dollars of their future instead of sharing the cars available today, there have been several significant discoveries regarding HOV lane regulation and enforcement. MTSU Senior Nicholas Justice shared his thoughts regarding the Nashville's current transportation issues, "Spending [x amount] on a public transit would be extremely irresponsible based on the given trends in the TN Metro Area. Public transit currently only holds $\approx 1.3\%$ of the market and there is no indication that a massive project would gain enough of the market share to justify such a large misuse of funds. We need to utilize the cars that we already have on the road instead of spending billions of dollars on a needless infrastructure."</p> <p>Based on Tennessee Code 55-8- 188 states: "A violation of any provision of this section is a Class C misdemeanor, subject only to imposition of a fine, not to exceed fifty dollars (\$50.00), and court costs, not to exceed ten dollars (\$10.00), including, but not limited to, any statutory fees of officers. No state or local litigation taxes shall be applicable to a case prosecuted under this section."</p> <p>This states that an HOV violation shall never cost the offender more than \$60 per offense.</p> <p>When comparing Tennessee's enforcement to other states across the country Tennessee has arguably the most lenient penalties for</p>

Comments from nmotion2016.org/the-plan

	<p>HOV violations. States such as Arizona, California and Connecticut all have a BASE citation of roughly \$400, these states categorized the violation as a moving violation and add points to your license. Comparatively Tennessee has a minimal fine amount, does not consider the offense a moving violation, and there is no penalty of driver license points.</p> <p>With this being said there should be significant consideration given towards changing the current systems and structures of Tennessee's HOV lane regulation. If we are successful in these efforts our community would see drastic benefits by:</p> <ol style="list-style-type: none">1. Preventing single drivers are not able to take advantage of the lack of HOV lane enforcement and comfortable with a \$60 penalty that will not affect their driving record.2. Restructuring ticket revenue to be allocated to the city over the state in order to incentivize law enforcement to patrol HOV lanes.3. Creating these changes to incentivize ride sharing and carpooling that can be facilitated through apps like Hytch.Me.
http://nmotion2016.org/the-plan/	<p>I feel that dedicated light rail will increase ridership. The number 4 should run 24 hours a day. Mass transit needs to be reliable and consistent in order for people to ride.</p> <p>The bus breaks down frequently and causes delay's for riders. We need better transit vehicles so this doesn't happen.</p> <p>The bus takes me 40 mins to get to work, I can drive in 8 minutes.</p> <p>The bus should be a better option than driving.</p>

Comments from nmotion2016.org/the-plan

http://nmotion2016.org/the-plan/	<p>We are car centric culture. We need a car centric solution. Before we comment billions of tax payer dollars. Why not reward local entrepreneurs with common sense solutions using technology? The first mile and last mile of the commute is “where the rubber meets the road”</p> <p>I believe carpooling with coworkers or neighbors makes good sense. That would encourage using the HOV lanes during rush hour. Carpooling could make a difference in Middle Tennessee next week.</p>
http://nmotion2016.org/the-plan/	<p>The plan does a great job of identifying things we can address now to improve our system. Simple Fare system, longer hours and more frequent service are critical to increasing ridership. Long term planning needs to include development around transit hubs. Walkability to and from transit stops is key to a vibrant transit system. Done correctly a well planned transit system will spur economic development and create efficiencies in travel time.</p> <p>We have done many plans in our city, I would like to see some tools in place to hold city leaders and developers accountable to seeing this plans put into action. I would like to see a dashboard that citizens can view and track progress on these improvements.</p> <p>I understand this plan will require a larger financial investment to become reality. I support a dedicated funding source that would enable MTA/RTA to move forward on these improvements.</p>
http://nmotion2016.org/the-plan/	<p>This plan is good for Nashville. Investments in our public transit infrastructures are essential, and before money is spent a long range plan must be in place. This plan guides our future spending but allows for flexibility in case of market or technology shifts. With this plan, our future is bright.</p>
http://nmotion2016.org/the-plan/	<p>From a purely scientific standpoint, there’s no clear evidence that people will 100% support and embrace Nashville’s new public transportation initiative. If the MTA were a football team, it’d need some serious fan support (that clearly isn’t there right now) in order for me to embrace any of these plans.</p>

Comments from Public Events

Comment
Extended service hours. Improvements in regional travel corridors.
Looks like a good idea, hope it works out.
Me personal I think this is a good idea for not for yall and for the whole community
Exploration of opportunities for future development.
I ride the MTA and RTA five days a week and when I miss my bus to go home because of the traffic, then I am stuck in Nashville. Also ride the MTA bus take me to Murfreesboro, TN bus. I cannot get back on a Sunday because the bus does not run and my sister in law brings me back to Nashville so I can get home. Need better bus service for the people who commute to Nashville from other counties.
I think it is a wonderful thing you and your friends are doing. It is a great success. May God continue to bless you in your daily walk.
Need extended hours on main routes especially weekend PM hours. Many people work in the hospitality industry and weekends are busy times therefore the need for later hours on Friday and Saturday not earlier. Simpler way to pay fare definitely needed.
We need better bus services because we be waiting a whole hour for a bus.
I think it's a great idea. Nashville is on the rise and so will the amount of people catching the metro. For the time I've caught the metro I have personally enjoyed the routes to work and catching up on photography business. Thank you guys! (misspelled words above...It's still early :) 9-8-16 @ 7:52 a
I think that it's a good transport. It should be seats at all of them getting off work having to stand it tiresome but above avg. it's good.
In 5-15 years I think it a good idea that they tried to make it better for Nashville.
I feel that there must be improvements with MTA. However this is a positive step in the right direction.
I think the MTA does a good job. I also think that I hope it continues to grow and run more often after 6 p.m.
Great Ideal that we need to move forward.
Praise the Lord. This is a great plan that needs to be implemented as soon as possible. Thank God for you all!
Bus are cool and nice in the summer time. Warm in the winter time. Okay with me. (They need to be on time)
It would be very beneficial especially in towns like Smyrna and Laverne when local transportation is very limited
Extended hour maybe til at least 2:00 more stops in between BRT or Inst. 1/4 miles at each stop.
Massive amount of work of excellent plan--make sure there are adequate ped and bike connections to transit stops! Like the multiple transit centers of crosstown, cross-suburban foutes! Lets get going!

Comments from Public Events

Great plan! Make sure it is accessible to disabled people all throughout! Alternative transit isn't enough. Cross-town buses (w/o downtown stops) would be great. I'd ride from East Nashville to Vanderbilt.
Monorail transit would be great for the rapid growing population for the Middle Tennessee area.
I think it'll be a big help to our people in our city from the rich to the poor it will greatly benefit residents of Nash
I think the faster buses are an awesome idea so that people can make it to work on time.
Better to contact by email. I think MTA is doing a great job in now they are doing things wish they could improve more on express buses.
MTA helps people get to where they are going. I like riding the bus.
They--the US government--should give tax credits (up to \$500) to regular bus riders as incentive. The timelines look good if the money is provided (public/private donors).
Wow MTA is really growing. The system really provides transport to many areas. Got to see the light rail. The new Nolensville A&B seeming to be working very well quicker moving buses. Need more information at bus stops. Thanks for the pass.
I think it'll be a big improvement for our public transportation! It will help so many people for the poor or rich. Let Nash strive with open arms.
I've ridden the bus since I was 5 all alone. Now I am 37. Still riding!
It's great to wait anything less than an hour for a bus.
I hope to see more buses after 6 p.m. and on the weekend.
I hope to see more buses on the weekend and after p.m. regular days
I can understand holiday schedules for the drivers. However Music City does not halt on the weekend. Your schedules should be the same for seven days. Thank you.
Need better bus service and better bus stops and new transit centers.
Better bus rides without so many transfers will prevent less confusion between people?
I think it is a good idea. I think more windows should be open at the ticket booth to help sell and more buses for shorter waits. But I think the service is wonderful and the people at the ticket window does a good job with dealing with the customers under stress.
The buses are getting later as more people move into the area. We need more buses on each route due to the traffic increase.
They should add more stops considering how fast Nashville is growing.
Better stops, rapid transit, extended service hours, better bus service.
I like it.
I think the next 5 years is crucial in laying the groundwork. I really like to ride on the new buses it's a very smooth ride and very relaxing.
Provide more frequent ride services. Also the buses that limited ride services. Also provide additional train in afternoon and extra ride in morning. RTA should at least 3 pickups in morning and afternoon. Also on Saturdays. Also a train route for people who live Montgomery and Robertson county. Also have routes that go further out.
I am grateful for the present and am very pleased with the future ideas.

Comments from Public Events

The struggle of the buses running every hour at night is a hassle for me because I work nights. It's hard getting back and forth to work on a bus schedule that's limited.
Bus needs to run longer hours and 41 bus needs to run on weekends.
I think you are doing a good job.
Need more service more often.
I ride the bus for 3 hours a day and that doesn't include my wait time. I appreciate the bus service! Thank you.
Hourly routes daily into and out of Rutherford, Wilson County. 24 hour train lines/bus lines for 2nd and 3rd shift workers and tourists.
I feel the buses need to push the time on the weekend back an hour.
I just like MTA
Bus drivers need to quit leaving people and they need to start waiting.
I like the plan and hope it works.
I think this would be a good idea for a much faster transit system. I would help out a whole lot do this please thanks.
I like it.
I think it should be a bus or some kind of transportation further down Brickchurch Pike towards Old Hickory Road
I think it would be great because a lot of people (like me) have a hard time getting from home to downtown.
They should have free wifi in all the bus and public restrooms and shall be in every.
I feel that it will be an improvement but I also think that some buses need to have connection routes like the 14, 23 and 26 need better drivers.
I think that the bus lines should run later during the week and weekends and that there should be more BRT bus stops.
I would like more service in outer counties and that way we can see other things as well
I think that this would work just fine. We need this. Thank you.
Anything to make pedestrian travel more efficient. The 5 year plan looks pretty comprehensive. Lots of good ideas to make public transportation more convenient.
Why they do not have transportation on Ben Allen road along Harts Lane because it's hard for people to walk from there to Gallatin Road.
Bus drivers with better attitudes. Not just driving off and leaving people at stop. Long hour now. People is out late night. More stops off Main Street.
I think what I just read is good. Faster times so no super long wait especially for me I ride the bus early. So often I get to school late because there are certain buses that pick me up in my area so I think all buses should be at all stops instead of certain ones.
I love the idea. I hope it's available to other cities. I live in Lebanon and ride the Music City Star

Comments from Public Events

More comfortable seats, cheaper fare because cost of living is already high. Less time on the bus. I get off work at 6 p.m. and don't get home til 7:30-8:00. More offstreet buses Trinity Lane
More closer stops on routes and more seats at all stops.
I think the extended hours will be a major help, also the shorter wait times would expand for more riders due to weather conditions.
I think it's a great idea!
You need to improve bus stop.
Better service because buses take too long to come.
I think what yall have planned will help improve us get to work we need to get to more better and on time with the new system they are trying to build.
So many family should be able to ride for free if they don't have any money to get on the bus but what I think what yall doing is real cool and it will be better.
I think it will be better that way
That be good they did this for the city and the people of Nashville, TN.
I really believe that this is a great plan. I like how there's a move to create a more cohesive transportation system that combines not only the MTA and the RTA into a single unit, but also adds various other transportation systems (Rover and Franklin). I also enjoy the various transit centers that are features. One question that I had is to do with the proposal of two downtown transit centers and if buses would travel between the two and will the downtown circulator be able to travel the two locations?
I think your vision is great for an up and coming city such as Nashville. Hope to be a part of it.
I think you all should make a limited stop and all stop for all the buses. Also you should push the time back on the weekend from 10:15 to 11:15
I like the plan Nashville is growing with transportation improvement would help a lot. It would be convenient. I've been riding bus very long time. I like that access ride improving. The MTA hours and rail would help a lot. Thank you.
Please let driver offer 7 day passes.
I think we should ride the bus for free.
I think I will be a good idea to make downtown Nashville better than what it is now. Needs to be more parking spaces than what it is now.
I think we kids should ride the bus for free.
Sounds like a great plan. More busses should be downtown at the same time. Hope to see the improvement.
I really like the plan I just ask that buses have more room because often people are cramped and have no place to sit and sometimes the drivers are a little rude.
We must encourage those who drive/ride with others that these are the best ideas for the community as a whole. Ignorance is not bliss in the long run. Keep me in the loop!

Comments from Public Events

I think it's a great idea because people would have better transportation. People would be more safer and get places faster.
I think it will be OK.
Our system is 10 year behind we need to do something now more hours more routes
The growth and development of the metro area is positively growing to accommodate the growing population. The MTA seems to be doing what they need the nMotion plan to do for more people can come to this city and to know that they can have dependable transportation.
Yes I believe that adding more buses to different areads would be go due to people having jobs or maybe even going to school they would be able to get to where they have to go they also need trans also
I think we need it especially for the kids who have to ride it every day.
It will be a good idea to do that.
I absolutely love this new system not only will it create more jobs but it will be more convenient for passenger and Davidson and etc. I just moved back up here from Dallas, TX and they have the same system. Great job.
I would like to add more buses in the morning. More stops where the bus can stop.
I would like if yall had all bus running later that will help a lot.
I think this will help the economy out. It will help me get to Nashville better from Clarksville.
Good job
I wish the timeline would be 3, 10, 15. That is doable. My concern at the moment is more service to and from Clarksville. Actually coming into the Clarksville station, connecting with an actual bus (Clarksville)!
These plans are great but I would like to see all the buses have service every day of the week. Not just M-F.
Most of the service routes are alright, but MTA needs improvement on others. They also need to figure out how to get the buses from downtown when they have special events. I've noticed that the buses get backed up whenever they have downtown events.
Need better bus stops covered and a place to sit for disabled citizens.
It will be so good if more people do this will allow more people to ride and get a way back and forth to visit. I'm ready for it.
It seems to be a good plan. Sounds like it would alleviate a lot of car traffic. Public transportation transportation to move quickly getting us to work and other places faster.
Yes, I do like the plan in 5 years. I think it will maybe make it better.
It is very late and necessary. Need to go running til after 2:00 a.m. for jobs at night.
I think this is a good idea.
Bringing back pop transfer would be helpful a lot of people cannot buy pass.
I like when she talk about the tour on the page.
I think it's a good plan because it will help better.

Comments from Public Events

I think this is a good idea. I think that because with this plan people will be able to ride faster, safer, and better. Also because that would make the environment better for the riders.
Strange how the richest county in TN is Williamson however few buses.
This plan is very inclusive and seems to be well thought out. Pleaes include heaters at the stop where needed the most.
Our region needs to implement a multi-faceted solution for transportation solutions -- light rail, train bues, trolley, bike, vanpool, carpool ,etc. We've go to bite the bullet
I am so glad someone listened! And that you have a proposed connector rapid transit line from Charlotte thru 28th-31st connector/Blakemore/Wedgewood/Edgehill/Wharf/M'Boro Rd. to Trevecca (there my son lives in Tr. Towers!) This will make his getting to appointments at VUMC so much easier. However, I would like to suggest an addition: add something that continues thru Wedgewood all the way to interstate exit (near it) and add park and ride lots at both this end and the Charlotte end for people who drive in from Murfreesboro etc. as I did for a number of years when I worked at Vanderbilt. Thank you!
We need sidewalks that are accessible to all citizens.

Comments from News Stories

Source	
Metro unveils \$6 billion regional transit plan	<p>Just skimming the graphic you provided, these sound like good ideas. But only one month for public comment? Really? And "engagement" with 18,000 individuals? The Scene needs to press for a lot more detail on that one. What form did such engagement take? How did they arrive at these numbers? We saw with the Amp that the community engagement numbers were fudged and untrustworthy — and that, as a result, most Nashvillians had low awareness of the plan's details even though the Dean administration had been claiming to have shared them widely.</p>
Metro unveils \$6 billion regional transit plan	<p>I love the term "high capacity transit." Not only does it repackage the BRT for us in shiny new name, but adds monorails and toll roads. Innovative. #IABT Common Wisdom</p>
Metro unveils \$6 billion regional transit plan	<p>Skim further. This from page 2 of the report. Essentially, 1/2 of the 18,000 was a push-poll: "Through these efforts, over 18,000 individual engagements took place, including 9,000 responses to an online “scenario” survey asking people to express their preferences with respect to three alternate futures for mass transit and regional mobility. The overwhelming response was that Nashville and the Middle Tennessee region should pursue a bold, long-term investment in mass transit, along with ancillary investments in infrastructure to make such a system effective."</p>
Metro unveils \$6 billion regional transit plan	<p>And - the definition of engagement: *An engagement is a submitted survey or a comment received via nMotion2016.org, comment cards, Facebook, Twitter or Nextdoor, or on various media websites. Some individuals have engaged with nMotion more than once during the process. #IABT Common Wisdom Reading and Posting</p>
Metro unveils \$6 billion regional transit plan	<p>Downtown? Make local busses free. Eliminate much parking downtown, thereby jacking up rates. Thank you, that will be \$10,000.</p>

Comments from News Stories

<u>Officials push transit plan with possible \$6B price tag</u>	The value of this to our community--to each of us and to our families--will be returned many times over. Thanks for having the courage to reframe this very important step in our growth and to do it in such a decisive way!
<u>Metro recommends \$6 billion transit plan for the Nashville region</u>	Ouch.....6+ Billion? Probably a deal in the long run. Better than AMP.
<u>Metro recommends \$6 billion transit plan for the Nashville region</u>	Yes, and often these projects can be largely funded by the new tax revenue they generate
<u>Metro recommends \$6 billion transit plan for the Nashville region</u>	Jeff Wilsonand by usage fares
<u>Metro recommends \$6 billion transit plan for the Nashville region</u>	80% of the time this figure is under-estimated.
<u>Metro recommends \$6 billion transit plan for the Nashville region</u>	Along CSX lines are buildings that used to have sidings at their loading docks. Virtually all of those sidings are now abandoned. There is room for commuter rails. We need to tell CSX what to do instead of CSX's lobbyists buying off every politician in the state.
<u>Metro recommends \$6 billion transit plan for the Nashville region</u>	Doesn't matter that CSX actually owns the tracks, right Bobbie?! And next "We need" (who's this "we" you leftists always talk about?) to take your property... just your front yard, Bobbie... and maybe your front porch, this time.
<u>Metro recommends \$6 billion transit plan for the Nashville region</u>	Here in London, I never forget how expensive, unreliable (service interruptions, STRIKES /3 since last Christmas) and downright depressing public transit it.
<u>Metro recommends \$6 billion transit plan for the Nashville region</u>	Actually, CSX operates under federal law and state officials don't have much control.
<u>Metro recommends \$6 billion transit plan for the Nashville region</u>	Gird your loins... the Dumbascraps are in charge and they're handing out money... YOUR money!
<u>Metro recommends \$6 billion transit plan for the Nashville region</u>	"In the United States today, we have more than our share of the nattering nabobs of negativism." -- Spiro Agnew

Comments from News Stories

Metro recommends \$6 billion transit plan for the Nashville region	Jeff Wilson so so very very true. I have never seen such negativity in this area. But not surprising. People want things but consistently talk about cost and taxes
Metro recommends \$6 billion transit plan for the Nashville region	No one seems to mind when highways are excessively built with more lanes than needed and cost overruns. It's best to at least be consistent.
Metro recommends \$6 billion transit plan for the Nashville region	Stepahanie Payne - With that lovely curdled-milk personality of yours, it's no surprise to any of us that sitting in traffic jams is the highlight of your social schedule.
Metro recommends \$6 billion transit plan for the Nashville region	When is the last time a Tennessee Road was built with too MANY lanes? Never? Too few lanes, sure.
Metro recommends \$6 billion transit plan for the Nashville region	<p>This fascination with light rail in Nashville needs to end. There is simply no way to make light rail work given Nashville's (lack of) urban density. For those spans, we're talking anywhere between 50 and 70 miles minimum of rail track. The only systems in the U.S. that have that length are Dallas, Los Angeles, Portland, and San Diego. Denver and St. Louis come close. In Europe, comparable cities include Moscow, Vienna, Prague, Berlin, Brussels, and a few others.</p> <p>This fascination with light rail in Nashville needs to end. There is simply no way to make light rail work given Nashville's (lack of) urban density. For those spans, we're talking anywhere between 50 and 70 miles minimum of rail track. The only systems in the U.S. that have that length are Dallas, Los Angeles, Portland, and San Diego. Denver and St. Louis come close. In Europe, comparable cities include Moscow, Vienna, Prague, Berlin, Brussels, and a few others.</p>

Comments from News Stories

Metro recommends \$6 billion transit plan for the Nashville region	<p>Excited to see for the first time at least a little bit of nourishment to the idea that not all transit plans should or need to be downtown oriented. The location of those ideas at the bottom of the list is not encouraging. Nashville's elected officials will have a few years to kidnap a legitimate need (transit) for the umpteenth time and turn it into yet another downtown redevelopment (for the tourists!) scheme. The very mention of a plan to spend resources to connect downtown to the airport (for the tourists!) is infuriating when you consider many parts of this area where people actually live and work are cutoff from transit. Then there is the goof who already mentioned this will all be paid for with all the new taxes! Dear God, have you seen how little tax gets paid by downtown developments due to public ownership, TIF, or tax abatements? MDHA exists to keep new developments from paying taxes and their reach will only get wider as they wedge themselves into transit matters.</p>
Metro recommends \$6 billion transit plan for the Nashville region	<p>This kind of transporation will most likely be set up to help commuters who live here and work in Nashville. It probably will not be to help bring people to and from our downtown at various times of the day. Park and ride areas will have to be involved in order to generate the most people at the most used times, usually before and after work hours in Nashville. I rode the bus from an outlying area(30 miles outside of the capitol of NYS} where a park and ride was located to and from work in Albany, NY for a government job for a short time. The transportation did not go to the downtown Albany area, but to the area outside of downtown where jobs were located near all the NYS government buildings. It was pretty expensive and not very convenient with its times which is why many people chose not to use it. It eventually was disbanded, since people were choosing to carpool instead. These types of transportation are set up to make money by transporting many people to convenient areas, not to transport small amounts for entertainment, restaurants, and shopping.</p>

Comments from News Stories

Metro recommends \$6 billion transit plan for the Nashville region	<p>heres how you fix this problem seeing as theres a flood of trendys rolling in from communist run and failed crapholes like california here to change good ole nashville into the same area they just fled from. instead of busses and "rapid" transit (what a joke) There will always be a 10 mile long sea of brake lights in front of you now due to the invasion of jobless unshaved hipsters with volkswagons, i suggest you build double decker roadways. since you cant widen the roads because of the packed in sardine businesses make a dupilcate road up in the air on top that runs the same length yeah the ramp going up to this new behemoth over our heads will be a sight to see but at least it will open up the roads as more people decide to use it. Do this for the most packed areas on the interstate too. This problem wont go away.</p>
Metro recommends \$6 billion transit plan for the Nashville region	<p>Hate to tell you, but the trendys and hipsters are the ones with the education and good jobs, many involving technology, which are keeping Nashville alive. They have the money to spend in restaurants, bars and entertainment that support the Nashville economy. It's not the uneducated jobless meth heads and other addicts who are spending money in Nashville. They are dragging down the outlying areas and keeping the economy there from growing and improving. If you want to stay stuck in time with nothing but no jobs, drugs, and no good income, then you probably should move to the hills of East TN</p>
Metro recommends \$6 billion transit plan for the Nashville region	<p>Mary Forsythe Nashville is a beautiful, wonderful properous city and has been for a long time. Hipsters did not make Nashville the really great place that it is.</p>
Metro recommends \$6 billion transit plan for the Nashville region	<p>For a fraction of the cost of a rail system, you could have busses leaving from Clarksville to Nashville and back every five minutes.</p>

Comments from News Stories

Metro recommends \$6 billion transit plan for the Nashville region	Ain't going to happen! Let the private sector build an own Mass Transit for Middle Tn. You want the same folks that destroyed: E-V-E-R-Y INNER CITY IN THE USA, THE SAME FOLKS THAT PROVIDE HEALTHCARE FOR VETS, THE SAME FOLKS THAT RUN obamacare? The same local libs that run MNPS? Bad news for Metro's Liberal Loony Land: Belle Meade, Oak Hills, Forrest Hills will fund anything to appease the liberal loons except: 1. Elect a Black Mayor, 3. Let poor black kids into Green Hills schools, 3.. Spend 6 Billion for Mass Transit --- --OR, UNTIL MISSY LYING WIDE-LOAD MEGAN PRODUCES THE 7 BILLION SHE SAID SHE FOUND BEFORE THE VOTES FOR MAYOR WERE COUNTED!
Metro recommends \$6 billion transit plan for the Nashville region	Take your meds, Daniel, and you'll feel better
Metro recommends \$6 billion transit plan for the Nashville region	Jeff Wilson WOW! How do you do it? another factual reply from LOONY LAND. No wonder you libs have to cheat, steal and lie!
Metro recommends \$6 billion transit plan for the Nashville region	I think a bold measure is to build our own tracks that do not depend on CSX approval. Why should we be at the mercy of CSX. If the city grows so will there amount of traffic as well.
Metro recommends \$6 billion transit plan for the Nashville region	"git 'er done!"
Metro recommends \$6 billion transit plan for the Nashville region	Are they aware that 840 connects to I-40 west of town? Looks like they used an old map. Wonder what other mistakes they made...

Comments from News Stories

Metro recommends \$6 billion transit plan for the Nashville region	All that time and money to develop recommendations and not a single mention of the primary innovation to impact transportation in the next decade: self-driving electric vehicles replacing taxis, personal vehicles, and public transit. Given the choice between public transit that takes twice as long and point-to-point transit that is quick, safe, affordable, and facilitates time shifting (reading while riding for example), the transition to self-driving transit is obvious and should call into question the interests of anybody who recommends or approves public transit development.
Metro recommends \$6 billion transit plan for the Nashville region	Congratulations for thinkig boldly, Nashville.
Metro recommends \$6 billion transit plan for the Nashville region	What about the sidewalks to facilitate this?
Metro recommends \$6 billion transit plan for the Nashville region	According to your FB page, you live in Texas. Go back to commenting on newspaper sites in your own state.
Nashville area wants big, bold transit, so build it	Mr. Plazas: "Nashville-area residents asked for a big, bold transit plan and that is exactly what they got in the nMotion recommendations released Wednesday." They did? Last time I L-O-O-K-E-D you couldn't connect West End with the rest of Nashville. Last time I L-O-O-K-E-D you had to paint the MTA windows so V-O-T-E-R-S couldn't see the E-M-P-T-Y seats on the MASS TRASIT we have---- that is--- and has been in the R-E-D--FOR DECADES!
Nashville area wants big, bold transit, so build it	Mr. Hiller: I admit it's difficult to follow your post given the combination of capital and lower-case letters. The requests for a bold plan come from the NashvilleNext process, the Vital Signs report of the Chamber and other community outreach efforts, like those conducted by the Transit Alliance of Middle Tennessee. To conflate the Amp with the community demand would not present an accurate picture of the situation here. Remind me in which thread you provided the information about Mayor Barry and I will be happy to review and respond. Sincerely,David Plazas

Comments from News Stories

[Nashville area wants big, bold transit, so build it](#)

David Plazas AGAIN YOU MISREPRESENT AND OR LIE! Y-O-U POSTED:" "Nashville-area "NASHVILLE-AREA RESIDENTS asked for a big, bold transit plan and that is exactly what they got in the nMotion recommendations released Wednesday." THEN YOU TRIED TO Y-O-U-RL-I-E with "the Vital Signs report of the Chamber and other community outreach efforts, like those conducted by the Transit Alliance of Middle Tennessee" the Vital Signs report of the Chamber and other community outreach efforts, like those conducted by the Transit Alliance of Middle Tennessee. NOT RESIDENTS! I guess when I in capitals vs. lower case the meaning OF the words CHANGE from RESIDENTS TO "the Vital Signs report of the Chamber and other community outreach efforts, like those conducted by the Transit Alliance of Middle Tennessee." L-I-A-R, l-i-a-r! I hope this helps! AGAIN ARE YOU SAYING THAT missy megan DID NOT SAY SHE AND HER TEADM FOUND 7 BILLION DOLLARS OF SAVINGS? Just clearly state YES,NO, OR I DON'T KNOW! I answered you question SEVERAL TIMES AND PROVIDED INFO YOU REQUESTED! I realize that YOU are the professional wordsmith so YOU must have been absent the day you PRE-K TEACHER told the class that : THE CAP LETTERS MEANS THE EXACT SAME THING AS THE lower case letters. Hope that is helpful!

Comments from News Stories

Nashville area wants big, bold transit, so build it	<p>While the Nashville residents this study asked may have been in favor of spending \$6 billion, very few residents actually had the opportunity to express their opinions and none had the opportunity to vote on the matter. Any proposal of this size needs to be put to a referendum vote rather than being ramrodded down voters' throats and into their pocketbooks through whitewash and propaganda. We were forced to pay for some propaganda machine to develop recommendations and yet The Plan contains only a brief mention of the primary innovation to impact transportation in the next decade: self-driving (a.k.a. autonomous) hybrid or electric vehicles replacing taxis, personal vehicles, public transit, and even commercial trucking. Given the choice between public transit that takes twice as long and point-to-point transit that is quick, safe, affordable, and facilitates time shifting (reading while riding for example), the transition to self-driving transit is obvious and should call into question the interests of anybody who recommends or approves public transit development that involves trains or buses. In the self-driving transit era, the main initial issue to resolve is how to reduce traffic during rush hour periods. Possible solutions include encouraging employees to use shared ride self-driving services that will be similar to UberPool and Lyft Line, working with employers to create more flexible start and stop times for employees, and transitioning more employees to work from home scenarios (either full time or at least some days at home). A secondary issue will be determining what to do with all the non-self-driving vehicles that will be used less and less as consumers realize how much they could be saving by using self-driving transit. These issues can be resolved for far less than \$6 billion. In fact, once the current system is put out of our misery the amount spent on public transit will actually decline as each person that uses transportation will be paying for it. Hopefully the sight of empty buses driving around Nashville will be a thing of the past.</p>
Nashville area wants big, bold transit, so build it	<p>Well written and well thought out post.</p>

Comments from News Stories

Nashville area wants big, bold transit, so build it	<p>To those who think the only tool is the hammer of government central planning, every issue looks like a nail. The track record of success of government central planning of anything is virtually non-existent. Witness California's high speed rail boondoggle. Or Washington DC's streetcar boondoggle that has wasted about \$200 M (so far) for a system that still can't be ridden. Gilbert Martin Or the Atlanta Streetcar foolishness and failure.</p>
Nashville area wants big, bold transit, so build it	<p>Mr. Nikolai: I appreciate this very thoughtful post. At this point, the money is not approved, and as I wrote in the editorial, every single project must undergo thorough public scrutiny, if it's going to be successful. Self-driving automobiles will play an important role in addressing mobility problems. As a community, we need to decide whether to leave that as a wholly private sector solution or have local government get involved. In the age of Uber and Lyft, there is greater demand for relative privacy and point-to-point travel, and this already changing the landscape in important ways and offers alternatives to paying inflated parking costs and reducing intoxicated drivers on the streets. Still, the population of transit riders is small: about 1 percent in the Nashville area and the majority is dependent on the bus. What can we do to create a system that will benefit both middle-income users and low-income users? Thank you, David Plazas</p>
Nashville area wants big, bold transit, so build it	<p>David Plazas Good question. Shared ride self-driving services should be substantially less expensive than regular Uber/Lyft rides and could even be subsidized to bring the cost in line with current bus fares. As adoption grows, routing technology should make commute times similar to those currently experienced--and riders have the opportunity to get work done en route. I look forward to the day I can get rid of my car and all the associated expenses and read a few more books every year!</p>

Comments from News Stories

<u>Nashville area wants big, bold transit, so build it</u>	We asked for a big bold plan ? In this article : "low-income, bus-dependent people are still the bulk of the ridership." Nashvillians do not support the "Music City Star" , and now you want to spend billions more on these worthless projects ? Yes, PUT IT TO A VOTE.
<u>Nashville area wants big, bold transit, so build it</u>	The NashvilleNext process showed residents placed transit among their top five concerns and the annual Vital Signs survey continues to show area residents are ever more frustrated with congestion and willing to pay a premium to address it. I would disagree with your contention that the Music City Star is a worthless project. If you have ever ridden it, you would see there is demand, although improvements to frequency and hours are essential. Public input will be key. Thank you, David Plazas
<u>Nashville area wants big, bold transit, so build it</u>	David sure is quick to spend OUR money, isn't he folks.?Tax gasoline, raise property tases, etc
<u>Nashville area wants big, bold transit, so build it</u>	Mr. Finnell: Please allow me to correct you on a few things: - Gasoline is already taxed, yet the gas tax, which is the only source of state revenue for funding roads, has not been adjusted in nearly three decades to meet today's needs. This has bipartisan support. - I am not calling for a property tax increase. I laid out the reality for many homeowners due to the way Metro taxes property. Even with a property tax rate decrease, which will happen by law, some will see taxes rise because the burden will shift to those neighborhoods that have experienced the highest growth in values and equity. Thank you, David Plazas
<u>Nashville area wants big, bold transit, so build it</u>	David Plazas Liberals STOLE THE GAS TAX MONEY!

Comments from News Stories

<u>Nashville area wants big, bold transit, so build it</u>	<p>I want to Thank the Tennessean. I received a customer service notice of a new product offering from The Tennessean. I called to get the details. I decided NOT to take the Tennessean up on their offer. However, it did bring into focus my 365 subscription of 14.00 per month so I looked up the cost of digital only and found that for 10.00 per year I could drop the 14.00 per month 365. The Tennessean, it's board and Mr. plazas are left-wing liars. I have paid 14.00 per month because we had a WONDERFUL PAPER LADY who delivered our paper. She took the time to put the paper on our door step so we avoided climbing steps etc. to get our paper. It was worth it to my wife and I each morning to wave and recognize her kindness as this wonderful lady delivered our paper. She no longer delivers our paper! No notice or reason why? We sure do miss this lady! Again, Tennessean thank you for REMINDING ME of the REAL reason I was paying for your LYING LIBERAL RAG! GOODBYE AND GOOD RIDDANCE.</p>
<u>Nashville area wants big, bold transit, so build it</u>	<p>DP: re: "They also should authorize efforts to allow citizens to vote to tax themselves if they wish to use those funds for a transit system If we were a free society the citizens could vote in or out taxes for any purpose. Why only transit? What if we wanted roads? or schools?</p>
<u>Nashville area wants big, bold transit, so build it</u>	<p>Mr. Wellington: I do not disagree with the premise of your post. I agree that this should apply to other areas, too. The focus for this editorial was transit. Thank you, Daivd Plazas</p>
<u>Nashville area wants big, bold transit, so build it</u>	<p>http://nypost.com/.../american-journalism-is-collapsing.../</p>
<u>Nashville area wants big, bold transit, so build it</u>	<p>Nashville's topography is ill suited for commuter trains. Nashville is a horizontal city not a vertical city like LA and NYC. This would be a huge waste of money and Mr. Plazas is New York city big spending liberal. If built this will be an EPIC fail.</p>

Comments from News Stories

Nashville area wants big, bold transit, so build it	LA is very much a horizontal city. Ultimately it's more expensive to attempt to build highway infrastructure for every single person in the region to commute to work in a single-occupant car. They need to do a better job of selling the fiscally conservative aspects of mass transit and density.
	David Plazas This isn't Chicago. People here like to drive and retrofitting a system like that will cost billions to build and operate. Mark my words, people will not ride it and why would they. We've watch the videos of mass transit in large cities, it's like watching a freak show.
Nashville area wants big, bold transit, so build it	Mr. Kimo: Commuter rail expansion is not part of the plan although light rail is. As we have seen with the Music City Star that connects downtown Nashville to Lebanon, it is possible. Among the costs for not acting are increased congestion and transportation costs. That leads to decreased productivity and quality of life, which has the potential to reduce a pool of talent needed to fuel this region's growing economy. Thank you, David Plazas
Nashville area wants big, bold transit, so build it	Daniel Hiller Mr. Hiller: I am not sure where the \$7 billion figure comes from. I've checked our archives and cannot find that. Related to All-Caps, it gives the impression that you're yelling and that you're agitated. If that is your intention, message received. - David Plazas

Comments from News Stories

Nashville area wants big, bold transit, so build it	<p>David, I'm at a loss to understand the logic of your argument. Metro already operates in the red with the system it has, with constant empty seats. Yet you think if we spend a lot more money, and run more buses and trains, somehow those seats will fill up with riders? You seem to assume that if these buses and trains ran more often, and to more destinations, then people would use them more often. But would they run every five minutes, and to the front door of everyone's residence? Not likely, and if you're going to compete with Uber, Lyft, or a personal vehicle, that's what you have to do. Plus, Uber and Lyft offer door-to-door service, not a drop-off at a terminal or bus stop that may be blocks from your destination. If I'm in the Midtown area, I can press a button on my smartphone and have Uber show up in five minutes and then take me downtown for about \$5 to \$7. Or, I can walk to a bus stop one to five blocks away and wait an average of 15 to 30 minutes for the next bus to take me to the downtown terminal for about \$2 (subsidized by the taxpayer), and then walk several blocks to my destination. And that's right now. A decade from now, I'll be able to do the same thing with a self-driving vehicle, any time of the day or night. What is your time and convenience worth? In my case, it's worth that extra \$3 to \$5 for immediate door-to-door service. On top of that, I pay full fare for my Uber / Lyft ride; there is no inherent public subsidy required to keep the fare low, as there is with mass transit. Is there ANY mass transit system that doesn't require huge subsidies? So why would I insist on the taxpayer paying part of my fare for a ride that is less convenient and takes longer to get me to my destination? Like so many mass transit proponents, you're stuck in a 20th century mindset, trying to force a solution that is becoming less relevant every day, and has never paid its own way anywhere that it's been tried. Pete Nikolai is absolutely correct; autonomous vehicles are going to be complete game-changers in public transit. Long before that taxpayer-subsidized \$6B system that you're supporting is finished, it will be laughably obsolete.</p>
Nashville area wants big, bold transit, so build it	<p>David Plazas Just another liberal way to waste money for something nobody will use</p>

Comments from News Stories

Nashville area wants big, bold transit, so build it	<p>George Burdell Thank you for your comment. I avidly use ride-share services, so I completely get where you are coming from. Government services are not always intended to be profitable, but rather serve a public interest does not offer a return-on-investment that a business would get, i.e., ambulance services, public schools, etc. Mobility and mass transit are in the same league. There is a compelling public interest related to connecting people with their places of work and recreation. Part of the reason for the subsidy is because most riders today could not afford a higher fare, let alone a ride on Uber or Lyft.</p>
Nashville area wants big, bold transit, so build it	<p>Mike Dobson Just to ensure we get our facts right, presently, there is a ridership of 34,000 people in the region. It's definitely small here, about 1 percent. However, in places like Salt Lake City, it's 8 percent.</p>
Nashville area wants big, bold transit, so build it	<p>David Plazas Regarding the gas tax, lets not forget that a significant chunk of federal gas tax revenue is diverted to pay for mass transit boondoggles, bike paths, greenways and bunch of other things that are not directly related to the specific assest that drivers are paying to use - roads. The gas tax is supposed to be a user fee and those paying it should not be charged for any non-road projects. Furthermore every federal construction project is required to use overpriced union labor due to the Davis-Bacon Act. This has been going on since the 1930's. There is no telling how may billions or maybe even trillions of extra dollars of gas tax paying drivers have been wasted on this. Reform those two things and then see if the federal gas tax needs to be raised to pay for road projects only. As for funding mass transit - make the riders themselves pay for it in the fares that are charged. Why should anyone else pay for it?</p>

Comments from News Stories

Nashville area wants big, bold transit, so build it	<p>David Plazas, you don't have to correct me on anything. Having driving for almost 60 years, I know that there is both a federal and state gasoline tax. I did a Trump like short cut and I should have said your constant response to any problem is to INCREASE any and all taxes. An increase in the gas tax would affect me very little, I drive little and my car gets about 30 mpg in city driving. But to the average driver getting under 25 mpg and driving more than 20k miles/year, your constant hawking for tax increases could be devastating.</p>
Nashville area wants big, bold transit, so build it	<p>Gilbert Martin Your argument is sound, however, I believe there is a compelling public interest in developing an infrastructure of sidewalks, greenways and other related features to enhance public safety, encourage healthy living and beautifying a community. Related to fares, since the bulk of the ridership presently is bus-dependent, a significant increase would deter the very people who need to system.</p>
Nashville area wants big, bold transit, so build it	<p>David Plazas - Good article. Nashville though has an identity Crisis and it has to work it's way through. I.e. it wants / needs a good public transit system but there are protests when one is presented; it claims to be hospitable but hides the homeless during big events; It wants East Nashville regentrified but residents complain when THEIR properties are reassessed and taxes go up, pricing them out of living there. Mayor Barry wants more affordable housing and then there are meetings protesting said-housing. I've lived in NYC and spent considerable time in Los Angeles. In many ways Nashville wants to be like those big cities and yet retain a small city feel. You can't and at some point it has to choose. Nashville must choose, sooner or later, what kind of city it is, or the influx of people coming from less afforrdable states such as California will become an exodus elsewhere. And I believe it begins with a good public transportation system.</p>

Comments from News Stories

<u>Nashville area wants big, bold transit, so build it</u>	Mr. Hall: Thank you very much. As I was running in downtown recently, watching the pedal taverns on side of town and the Jazz on the Cumberland Festival on the other side, it became apparent to me that Nashville is headed in the big-city direction. The groundwork was laid in the 1990s and we are now going through the growing pains. - David Plazas
<u>Nashville area wants big, bold transit, so build it</u>	Who's going to ride it? People know what type of low class individuals they will have to be around on rail and bus. It is much less stressful to use your car. Citizens of Nashville don't get swindled out of your tax dollars.
<u>Nashville area wants big, bold transit, so build it</u>	We have just the right guy to head this operation. Right now he is in charge of the multi Billion \$ rail system for Honolulu. It's out of money and will be five miles short of the finish line. Prior to Honolulu, he was in charge of the "Big Dig" in Boston. Just the right guy for Nashville.
<u>Nashville transit recommendations draw hope and ire</u>	Another Plazas FLOP!
<u>Nashville transit recommendations draw hope and ire</u>	Maybe, the traffic engineers should just synchronize the lights to include adjusting them when the school zones are back running. Lafayette street by the projects is ridiculous. Especially, the light at FairField. Same thing at Murfreesboro Rd - Feaslars and Foster Ave. Heading out of town during rush hour that is... That area is always messed up by the timing of the lights. Of course, ever since I move to Nashville back in 2001, I've always said the traffic engineers need to learn how to synchronize the lights. I have no clue what they do.

Comments from News Stories

<p><u>These are Nashville's transportation ideas schedued to happen soonest</u></p>	<p>Nashville is just a little ahead of competing Louisville, Indianapolis, Cincinnati, communities. All are dragging their feet and are in danger of being left behind, especially the industrial development growth sector. They need to get serious about getting their rail systems started and growing, before these cities become completely gridlocked. Now is not the time to be the frog in the pan of boiling water. There are tremendous rail system programs occurring elsewhere like Dallas, Salt Lake City, and all over Florida. They are using funds that these cities should be going after, but lack the will.</p>
<p><u>Nashville has big transit plans. Can they succeed in a conservative state?</u></p>	<p>Keep right except to pass. You're not passing unless you're going 10mph faster than vehical to your right. Takes a second to go over and let someone behind you speed by. I'd argue that inconsiderate and oblivious individuals cause the blocks of traffic near me. I'd suspect there'd be a correlation with republican vs democrats causing traffic</p>
<p><u>Nashville has big transit plans. Can they succeed in a conservative state?</u></p>	<p>When the number of cars on the road reaches a certain level blocks develop naturally. These blocks migrate down the road and have little to do with how considerate individuals are.</p>
<p><u>Nashville has big transit plans. Can they succeed in a conservative state?</u></p>	<p>Pardon me Ben, is that the Chattanooga Choo Choo? I just looked up the lyrics to the Glenn Miller song and boy o' boy are they kind of, well, let's just say of a different time in America's history.</p>
<p><u>Nashville has big transit plans. Can they succeed in a conservative state?</u></p>	<p>If you take away current lanes exclusively for buses you will just increase traffic problems. Once you get off a bus, how do you then get to your job if your business is not close to the bus line? When it rains? Snows? freezing or blazing hot temps</p>
<p><u>Nashville has big transit plans. Can they succeed in a conservative state?</u></p>	<p>If the walk is too long folks will probably continue to drive. This article also mentioned a bike sharing program. Hopefully bike stations will be plentiful and can help with the "last mile" issue. I live in Chicago and ride the train to whatever stop is close to my destination and request a Lyft from there. I assume folks in Nashville will be able to do the same with an expanded bus and BRT system.</p>

Comments from News Stories

If a \$6 billion transit system is built, will Middle Tennesseans ride?	<p>The only way for mass transit to work is to go big - a robust service that covers the locations and hours that people need. This plan is the first encouraging strategy that I've seen. Nobody wants to sit in the traffic that we have now, but the partial, limited solutions aren't a viable alternative. Please don't use current participation as a barometer of what would happen with a comprehensive, full-service transit system.</p>
If a \$6 billion transit system is built, will Middle Tennesseans ride?	<p>With all due respect, you're dreaming. Will your "full-service" system pick me up and drop me off at the door within 5 minutes of me needing it? Because I can already do that with Uber or Lyft. Mass transit is an idea that is already entering obsolescence. Do you somehow think that the drop in MTA ridership is a fluke? People are making a choice. Mass transit is the equivalent of government officials deciding that we need to put a pay phone on the corner of every street in the city in order to meet our communications needs, and squandering billions to do it, while everyone walks around with cell phones in their pockets. It is already far more convenient for me to use a ride-sharing service, and within a decade autonomous vehicles will make it even more so. On top of that, I don't rely on taxpayers to subsidize my ride on Uber and Lyft. Autonomous vehicles and rides-on-demand are the future. Metro would do far better to issue Uber and Lyft vouchers to low income residents, and save a pile of money to boot.</p>
If a \$6 billion transit system is built, will Middle Tennesseans ride?	<p>George Burdell With all undo "respect", your comment, "drop me off at the door within 5 minutes of me needing it", presumes either no traffic congestion, or much wasted contingency time.</p>
If a \$6 billion transit system is built, will Middle Tennesseans ride?	<p>George Burdell I actually think that the hassle of having to call for a ride, and then be at the mercy of traffic is no improvement. Even though someone else is driving, my commute hasn't improved in your scenario. I AM dreaming, to be sure, and unfortunately none of this will probably happen until I'm retired. But my dream is mass transit where you know the schedule, jump on a train or bus to get you where you are going, and get there when you plan to; and the schedule is extended to the hours when people actually need to get somewhere.</p>

Comments from News Stories

<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	<p>Jennifer Brand Stein So, your dream is to walk several blocks to a bus stop, wait 15 to 30 minutes for the bus to arrive (hoping it isn't running late, and hoping it isn't pouring rain), then asking for a transfer (because that bus doesn't go to your destination), getting off the bus, waiting ANOTHER 15 to 30 minutes for the next bus, getting on it, getting off, then walking several more blocks to your destination (again, hoping it isn't raining). And doing that over and over again, every day. Oh, and hoping that crazy drunk guy who is staring at you leaves you alone. Sounds like a nightmare to me. (As you can see, I'd had MANY years of experience riding mass transit.) My dream is to step outside my house, push a button on my cellphone, and have a vehicle pull up 3 minutes later. That vehicle then takes me directly to my destination, and drops me off right at the door. Payment is automatically deducted via my cellphone. Plus, the price I pay is not subsidized by the taxpayer. As MTA ridership figures are showing, more people are buying into my dream than yours</p>
<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	<p>Billy B Badde Funny thing about traffic congestion - buses drive on the same streets as cars. They don't get there one bit faster. Plus, cars don't stop at every bus stop along the way. Plus, a car takes you straight to where you want to go, without transfers and without having to walk blocks after you get off the bus.</p>
<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	<p>IF mass transit went where I want to go when I want to go there, THEN it would be an option. While we all love trains, I worry that the insistence on trains on existing tracks limits the times those routes are available. I have questions about how technology will change our available options. If driverless ride services are available within the next 5 years, as has been promised by several companies, how will that effect the need for mass transit? I think the key to success with a transit option is convenience and dependability, THEN price.</p>

Comments from News Stories

<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	Perhaps we should also be looking at the other side of the equation as well, uncontrolled development. The Stephens Valley development near The Natchez Trace is a great example of projects that have no business being built. There is simply no way the surrounding area can handle the traffic impact this obscene development will create. Yet our city leaders put the greed of developers and the thirst for more tax dollars ahead of the desires and impact to residents. The Planning Commissions for Williamson and Davidson County are clearly either inept or in the pockets of the developers. They certainly don't represent community residents.
<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	Pls. Check the other southern cities like Atlanta to see where the future of mass transit is in the South. Mass Transit is routinely used by those who do not have automobiles. There are many, many problems that come with one riding mass transit. One problem is that local political leaders hire consultants that already agree with what they want(legacy). These expansions never meet ridership expectations and still operate at a loss after 20 years or more. Nashville should be very cautious in this regard.
<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	For that matter, go to San Francisco and ride BART. You'd be hard pressed to find a more progressive city that has bought into mass transit, yet even there BART is a huge money loser that requires massive annual subsidies to meet its budget. Having spent quite a bit of time riding on both MARTA (in Atlanta) and BART, I can only say that conventional mass transit is a poor substitute for personal transportation. Even when you ignore the budget subsidy issues, you run into the biggest elephant in the room - taking mass transit often means you'll spend 1.5X to 3X more time each way than you would in a car. Mass transit has proven over and over again to be nothing but a boondoggle. And quite predictably, the mayor wants to throw billions down that same hole in the name of "progressiveness".
<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	" There are many, many problems that come with one riding mass transit." Yeah: MARTA... "Moving Africans Rapidly Through Atlanta", along with their behavior.

Comments from News Stories

<p><u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u></p>	<p>Total joke! The Nashville area doesn't have the density to support or warrant such a system. In addition, people love the freedom their cars allow, so the only people who would take advantage of the 'system' would be those w/o cars.</p> <p>Conclusion...Another MASSIVE Gov't program that will operate in the RED for eternity that taxpayers of Middle TN will be on the hook for forever!!!</p>
<p><u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u></p>	<p>By the numbers FREE limousines would be cheaper instead of pumping millions to the private railroads which it is all about.</p>
<p><u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u></p>	<p>I grew up just outside DC and with a mass transit Metro system. I love it and I miss it. The traffic on 24 and the parking situations downtown cause me not to want to go into the city as much as I would normally do. But I agree with Jennifer Brand Stein. They need to go big and make sure it reaches not only the major points in the city but extends to each burrow. It also has to be understood that with a Metro line system MUST come a transit athority policing system. An officer on a train, patrols in the park and rides and things of this nature. The budget is big but think of the additonal money that would flow in from those who choose to stay home durring games, festivals and such because of the traffic and of course constant road construction. Metro systems also lower drunk driving incidents durring events and on holidays. Just saying personally, I'm a fan</p>
<p><u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u></p>	<p>A transit authority policing system? So you're already admitting the obvious to anyone who's ridden mass transit in any large city - it is dangerous, not to mention dirty and inconvenient. You can solve the problem using ride-on-demand technology, and NOT have to pay for a transit police system. For example: http://www.theverge.com/.../uber-altamonte-springs-fl...</p>

Comments from News Stories

If a \$6 billion transit system is built, will Middle Tennesseans ride?	<p>George Burdell Any transit system is dangerous. I got mugged in Nashville in broad daylight while taking my then 6yr old daughter to a 10AM Disney on Ice show. All because our parking was switched. Anything can happen anywhere. Drunk drivers, muggers, terrorist, you name it. But think of one train able to move 150-200 people multiple times a day and taking all those cars off the road, freeing up more spots for those like you who are against it and won't use the system.</p>
If a \$6 billion transit system is built, will Middle Tennesseans ride?	<p>Michelle Condry It is highly unlikely I'll be mugged in an Uber or Lyft vehicle. You seem to think I'm opposed to mass transit "just because". I'm not. I'm opposed to it because it is a financial boondoggle that presumes that people find being herded like cattle into a single vehicle, and then having to spend 1.5X to 3X longer to get from point A to point B, is somehow desirable. Mass transit would be great if it ran every 5 minutes and could drop me off right at the door of my destination. But it doesn't, and never will. It may seem fine if you live in New York right next to a subway station, and your place of business is on another stop on the same line. For the rest of the time, not so much. The funny thing is, there's already a solution that effectively runs every 5 minutes and drops me off right at the door of my destination. It's called Uber, and Lyft. And ten years from now, it'll be an autonomous vehicle service that will be even more efficient That is the future, not your dream of shoving hundreds of people into a train or bus, even if it costs the taxpayers millions each year to subsidize it, and it takes twice as long to get to your destination.</p>

Comments from News Stories

<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	The simple answer is HELL NO THEY WONT, The reason why is the one thing that connects us to our cars has not been addressed and never has been. I LOVE the IDEA and Nashville could be the first to bring us all on board. HOW? Our CARS are extensions of our HOMES, a place to drop a bag, a place to store in a handy place near by OUR STUFF ! To over come this there must be a LOCKER system that is SAFE and secure. Try to get thru your to do list without dropping a bag as you drive around town, or Ride the bus for the days to do's and try to hit 5 or more stores or stops where you pick up something along the way. Just saying.
<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	The answer to that will be "rent-by-the-day" autonomous vehicles. Push a button on your cellphone, it arrives at your door a few minutes later, and it is exclusively "yours" as you go from one destination to another. After you get home and unload it, it drives off for the next customer. People are already thinking through these issues as we transition into the era of self-driving cars. They will provide the solutions that mass transit never could.
<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	People will use transit that makes sense in their world. High quality transit hubs circling the city and suburbs with targeted bus lines from each location is a start. Dedicated transit lanes and strategic light rail are needed along major corridors. I live in Nolensville. I would gladly park in a park and ride ramp say at the corer or concord and nolensville road if one of the bus routes was targeted to serve the universities and ran regularly. We really need to get the idea of stinky metro busses that don't go where I want out of our minds and think smarter and wiser. I dint ride the bus because they don't function how I need them to.
<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	Chris, IT NEVER WILL!!! Nashville transit will go where DEMOCRAT VOTERS want to go Thus failure FOR YOU!!!
<u>If a \$6 billion transit system is built, will Middle Tennesseans ride?</u>	Steve Duke not if they are smart. The key to transit is to appeal to meddle class. That ends up floating boat for everyone

Comments from News Stories

If a \$6 billion transit system is built, will Middle Tennesseans ride?	<p>Chris Gonzalez : Chris, you NAILED IT! IF they were smart. Since Metro voters have voted Democrat....for generations....they ARE NOT SMART! However, Nashville is ran by Democrats! HELLO...Detroit...Chicago....Baltimore....Nashville wants to "become you!"</p>
If a \$6 billion transit system is built, will Middle Tennesseans ride?	<p>Will Rutherford Co. Nashville workers ride? Some will....if the government WASTES MILLIONS per year to subsidise the system. NO PRIVATE BUSINESS will spend money on this "boondoogle" WITHOUT....MASSIVE GOVT.. Guarantees. NOTHING NEW HERE!!! Check out the CURRENT systems..... Chicago....Detroit...N.Y.. It's all there....check it out.</p>
If a \$6 billion transit system is built, will Middle Tennesseans ride?	<p>I may have missed this in the article, but where is the trend line that shows the use of mass transit in Denver (or any other comparator city) before their transit plan and after? Where is it for other cities that have undergone this? Surely that data is public, right? I want to support the expansion but \$6B should give everyone pause. Show me what Denver did and the actual net results in terms of ridership, not just lame quotes from a PR flak.</p>
If a \$6 billion transit system is built, will Middle Tennesseans ride?	<p>Lots of very wordy answers so far to a very simple question. The answer to the question posed in the headline is a simple "No".</p>
Broadway West End gets new scaled back transit vision	<p>Missy megan,MTA and Metro have a new very "peachy keen" plan to replace the failed AMP. The supporters don't know what the new proposal will be or what it will cost----but we do know it will be "peachy keen." How do we know? The Tennessean has a picture of a happy couple (PROBABLY longtime BELLE MEADE BLVD RESIDENCES) getting ready to "Make-out" in the front seats of the bus with BIG SMILES ON THEIR FACES. Problem solved, locals happy, missy "wide-load" megan's supported Planned Parenthood mommy murder clinic ready in Metro's Black neighborhoods just in case! You just can't fix STUPID!</p>

Comments from News Stories

Broadway West End gets new scaled back transit vision	I suppose they were on the way to BMCC to view the portrait of Robert E. Lee which sets you off Daniel.
Broadway West End gets new scaled back transit vision	Charley Reasor "view the potrait of Robert E. Lee which sets you off Daniel." WRONG! I hope GEN. BOBBY HANGS IN THE BMCC UNTIL THE 2ND COMING! IT VALIDATES EVERY POST I WILL MAKE OR HAVE MADE THAT THE PEOPLE THAT FUND THE CORRUPT DEM. METRO POLITICAL HACKS ARE RACISTS!
Broadway West End gets new scaled back transit vision	What the Broadway/West End route needs is passengers. Until the 400 pound gorilla deterring ridership is recognized it would be cheaper for Metro to provide Uber service to the few passengers. Don't believe me? Look inside a bus on that route and count the passengers. There are few even in rush hour.
Broadway West End gets new scaled back transit vision	Sad but true.
Broadway West End gets new scaled back transit vision	Umm, have you ever used the #3/5 bus during this time? I have...actually, I do nearly every weekday. During the morning and afternoon rush hours I would estimate there are roughly 15-20 people on the bus, and there are some days where riders end up standing because all seats are taken (more often in the afternoon than the morning).
Broadway West End gets new scaled back transit vision	Amy Shaw Evidently they exit before 31st Avenue.
Broadway West End gets new scaled back transit vision	Amy Shaw, you are accurate. I typically ride #3/#5 two to four times a day. My issue with the route is the current reduced service on Saturday and Sunday (last bus leaves the ternimal at 9:15 (really) And the long times between scheduled buses on Friday/Saturday. The proposals would address both issues. Current MTA funding from Davidson County is far less than other cities at two percent. Absurd current funding level.
Broadway West End gets new scaled back transit vision	John Bull Do you feel safe on a Metro bus before or after dark?
What role will Hendersonville's next mayor play in fixing transportation issues?	The only it shows me is that some candidates don't have clue

Comments from News Stories

[What role will Hendersonville's next mayor play in fixing transportation issues?](#)

This will be THE issue that will decide my vote. Taking 30 minutes to get 8 miles down the bypass every day is maddening. Get a clue people...please.

Comments from Social Media

Source	
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	<p>\$5.97 bil over 25 years = ~\$238.8 mil per year / Nashville's population of 659,042 in 2013 (not even counting all the commuters who would be affected in the other counties) = \$362 per person per year for 25 years. If you factor in Nashville's metro population of 1,757,912 instead, many of whom would benefit greatly from this all-encompassing mass transit plan, that's \$135 in taxes per person every year for 25 years, or \$3396 over the course of 25 years, which if you think about it isn't a lot in the grand scheme of things. edit: ldk if I mathed right, I don't care. I am just happy to see the ball rolling. Let's go. Bring it on. Let's get with the 21st century.</p>
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	<p>I don't need to check your math to know that I would gladly hand over more tax dollars to get this shit moving. I'm totally with you</p>
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	<p>Don't forget there's likely to be federal grant money, etc.</p>
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	<p>Yep yep. I was just kind of tossing out a general figure to lower the shock value of \$6 bil. This is very plausible and in the grand scheme of things, we can do it.</p>
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	<p>My guess is, with any construction project, home or otherwise, add 10-20% to cost and time. I say this kind of jokingly, but fully aware that NMotion is by no means a definitive, set in stone, kind of thing. It's not like in 25 years we'll be looking back and saying, "yes, this is how hit panned out, exactly, so now let's evaluate it".</p>
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	<p>Nope our state republican overlords will refuse it. Source: former Wisconsinite that didn't get a rail system to Chicago.</p>

Comments from Social Media

Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	While I'm behind this 100%, we should all be aware that it is very likely that this initial budget number is absurdly low. As a Colorado native, we watched it happen with our huge rail expansion, FasTracks. I love the rail that Denver has built out (riding the train from DIA to downtown last time I visited was great!), but it didn't happen anywhere close to how it was sold. Budget overruns, lowered tax receipts, downgraded services, etc. Too much happens in 25 years to think that this budget has any basis in reality, but you gotta start somewhere.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Also, money has never been cheaper to borrow. The interest rate will almost certainly be lower than the rate of inflation making this even cheaper. This doesn't even begin to factor in the amount of tax revenue this will generate from jobs for construction, maintenance and operation. Or the revenue generated by becoming a tourist destination with actual public transportation. To say nothing of the growth this enables. So many wins.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	I may be wrong but I think it's against the state law to go into debt? So we might have to rely on currently available funds. That said, I've heard that Nashville has a massive surplus.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	close enough for me, that's already far less than operating a car for the year.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Yep, exactly. When I was commuting up from Murfreesboro, I would have gladly handed over several hundred a month to not deal with that 1.5 hour each way crawl of a commute.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Do you only operate a car to places listed on the transit plan? I understand what you're saying, but if you drive anywhere outside the area, then most of a car becomes sunk cost (cost of vehicle, insurance, etc.)
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Honeslty I would be well served by the new plan, and I really dont go anywhere in Nashville but the airport. Most of my major destinations are on or close to routes that are proposed. It does help that I work from home and my wife is a stay at home mom. So we could get by with a single car now, and adding reliable transit makes that even simpler.

Comments from Social Media

Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Agreed - sure there will be a ton of people arguing that they don't want higher taxes, or that they think this is a waste... but for me and most of the people I know... I'd gladly pay a few hundred dollars / year in extra taxes to get this done.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	I'm happy with it even if it just means I can drive home from work in Cool Springs, stop at a park and ride decently close to home, and hop on a train to downtown for an event. Is that alone worth the cost I'd pay in taxes? Probably not, but I think it's worth the investment for the regional community as a whole.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	But what's the cost per tax payer after it will most surely go over budget?
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	You can probably expect that to at least be offset by any federal dollars not accounted for in the above example.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Probably would be covered by the cost to ride the systems.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Here's more on the cost, including the MTA's math: Transit ideas cause sticker shock, but officials point to public demand.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	MetricT's First law of Tennessee politics: For every sane law proposed by the local and federal government, there is an equal but opposite bill from the state legislature to nullify it. The average episode of Hee-Haw displays more intelligence and wisdom than our state legislature. I have hopes for this and the MJ decriminalization bill in Nashville, but faint hopes only.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	You had been downvoted. You're not wrong, at all. While AMP was the wrong product for BRT, the fact that the state legislature went out of its way to ban existing lanes of mass-transit traffic being used for dedicated use in ALL cities proves exactly your point.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	You set the bar too high. Hee-Haw had some middlebrow moments.

Comments from Social Media

Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Makes me almost want to move out to Rutherford county to support the opposition. Almost.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	They can throw in an elevated pathway for pedal taverns/coffee bars.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	We should start a campaign for pedal tavern lanes.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	I'm all for this.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Bus transit is only as good as the roads they run on. Right now, even the very best bus scheduling will be hamstrung by all the crazy construction disruption
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	I really hope they can lower fares and expand service on the music city star commuter trains. A few years ago I tried them out for a week or two, and while the train ride itself was a nice experience (gave me two hours a day extra to study instead of drive), after I did the math I realized it was both more expensive AND more time-consuming than just driving from Lebanon. \$0.14/mile for the train vs \$0.09 for driving - and this was back when gas was \$3.00/gallon. Of course, this doesn't factor in insurance, vehicle maintenance, and the like. If you could forego owning a car entirely and rely solely on transit, the cost would probably be a lot more palatable. But I doubt many living in the areas serviced by the Star could get by without a car - I certainly couldn't.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Edmunds.com let's you figure out a True Cost to Own for a vehicle. This includes, insurance, maintenance and depreciation. Most cars are at a minimum \$0.30/mile.

Comments from Social Media

Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Yes, and I don't doubt that when those things are factored in taking the train becomes a more economical solution than owning a car. But that assumes you can cover all of your transportation needs without one, and use the train and bus system exclusively. The vast majority of Hermitage, Mt. Juliet, and Lebanon riders can't, which means insurance, maintenance and depreciation (mitigated a little bit by reduced usage, but still a factor), and possibly a car payment still have to be considered in the cost of commuting on the Star. The week or so that I rode it, I had a 15-20 minute drive to the station. Still, a 15 minute drive and then an easy 1-1.5 hour ride the rest of the way in holds some appeal vs. an hour or more of sitting in traffic. Just not for that much extra money. Edit: And, of course, having to get up more than an hour earlier than normal to meet their schedule.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	also consider the value of your time. Spending a longer train ride studying vs a shorter car ride doing nothing productive (other than maybe listening to news or a podcast) has value....assuming the train ride isn't like...way longer.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	You may want to speak up during the 30-day comment period. As it stands, I don't see a fare change, but the proposal is expanded service throughout the day, plus weekends.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Iv rode mta for months on end recently. We really need this upgrade guys. Only thing im honestly concerned about is transport time. Its fucking terrible mta.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	headline makes in sound as if metro made a literal Deal with the Devil.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	I don't like how the article tries to talk down about rail.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	"On a per capita level, that would be an increase from \$67 to \$244 — although officials say a huge share would come from non-local sources, to the point of actually reducing Metro's per capita spending." BRING IT ON.

Comments from Social Media

Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	But what about 440? Can we fix her or should we just block it off and pretend it isn't there?
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	That's where we're gonna build The Wall.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	We can't allow those West Nashville types to stroll all willy-nilly around Nashville!
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Stop the madness,build the wall!
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	We call driving on 440, driving on the moon. So many craters.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	i know this has been discussed before...but why is fixing 440 so hard? I've never heard a clear explanation. They paved the majority of Briley Parkway in like 2 weeks.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	https://www.tnledger.com/editorial/ArticleEmail.aspx?id=88390&print=1
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	its still hard for me to understand why they can't figure out a path forward here. You don't hear this discussion with any other roadway. Like I said, they just did an asphalt overlay on Briley. Why was it a simple matter there and not 440? Briley is many more miles of road.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Just money. As the article states that is not even on the list of pending projects. Because TN has such low taxes we don't have money for road improvements.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Are the funding sources for a road like Briley different that 440 (ie state vs local money)?
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	So, commuting from Donelson to Cool Springs still has no solution. Awesome.

Comments from Social Media

Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Maybe in some far away galaxy in some far away time, they will have the Nashville Star line meet up with one of the extended light rails downtown.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	No they won't. The idea that commuting is limited to downtown is insane. Look at how many people DO NOT work downtown.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Not sure where I said commuting is limited to downtown? I'm envisioning the Music Star going into downtown where one could change trains downtown at a station and then take the light rail down to the Cool Springs area on one of the arms of the light rail. Light rail would have to have connector stations.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Wasn't intended at you, sorry. Just in general. I have low confidence in ever seeing light rail where I can take it for work.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	It would most likely be Music Start to Light Rail to bus to get exactly to where you want to be.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	The MTA shares its data on how crucial downtown is to the system on pages 4 and 14 in the new report — and is proposing some crosstown routes that don't require downtown transfers. There's a deeper diver into downtown circulation here and a policy paper on non-downtown services here .
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Uhh. That's on you. Move?
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Typical answer here. Oh you work in Cool Springs now? Just buy a house there. Wait? Transferring to Germantown? Better get a house there, too! Hendersonville? I hope you have some good movers! So we're supposed to buy a house close to where we work, knowing your offices will change every 2-3 years?
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Just live in Brentioch. Problem solved.

Comments from Social Media

Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Can confirm. No problems here.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Nah.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	No one rides the bus..... We need a rail system as our primary mode of travel, but we won't do it and we all know why.....
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Lots of people ride the bus.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	I'm telling you to fix the transit issues in this city, buses aren't going to do it..... The people that drive aren't going to ride a bus to work, does that make sense? Yes, people that already ride the bus will continue to ride, but the plan for a train to connect Murfreesboro and Clarksville/ Springfield, where there is a ton of traffic everyday is the only way to really make an effect.... This plan is a huge waste of money and may have a small effect, but will more than likely be a waste of cash.....
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	Its time to become cosmopolitan.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	It's either that or die sitting in traffic.
Reddit: Nashville chooses Ambitious Transit Plan At Hefty Price	yaaas
Reddit: Metro recommends \$6 billion transit plan for Nashville region.	Good. Fixing our transit issues is as good a use for my tax dollars as I can think of. Just don't drag this out and wait for it to keep getting worse
Reddit: Metro recommends \$6 billion transit plan for Nashville region.	It's a 25-year plan.

Comments from Social Media

Reddit: Metro recommends \$6 billion transit plan for Nashville region.	This plan will require massive tax increases. This won't be met with your existing tax dollars which frankly are next to nothing compared to most large cities. The most likely place to increase property tax since income tax is non existent and sales tax is already top of the nation. Everyone will support it until they realize that if you own a home you will be directly funding this move to benefit the next million people who move here. Once taxes go up, they seldom go down. I am personally fine with that, but all of these residents that bought \$500k+ homes with a mortgage budget based on that old tax structure may not be too pleased.
Reddit: Metro recommends \$6 billion transit plan for Nashville region.	Wouldn't the other counties connected with the system have their taxes raised as well?
Reddit: Metro recommends \$6 billion transit plan for Nashville region.	"This won't be met with your existing tax dollars which frankly are next to nothing compared to most large cities." Excellent. I guess this means our salaries will increase to something comparable to most large cities as well.
Reddit: Metro recommends \$6 billion transit plan for Nashville region.	and how on earth can we afford it??
Reddit: Metro recommends \$6 billion transit plan for Nashville region.	It comes down to less than \$200 in new taxes per resident on average, and that's before federal grants, fares to rid the stuff, etc. See the other post on this subject. Interest rates are so low right now that they are less than inflation. The city would make money by borrowing money.
Twitter #nMotion	One way #nMotion measures transit projects is proximity to workplaces. Here's the projection.
Twitter #nMotion	Bland says when these sort of transit plans -- albeit expensive -- go to public referendums, the pass rate is about 70 percent. #nmotion
Twitter #nMotion	MTA and RTA boards approve the release of the nMotion report to now move to a 30-day review ahead of a vote on the plan next month. #nmotion
Twitter #nMotion	We compete not only with other cities but other nations for jobs now, I guarantee Mosul has more than half the us cities already #nmotion

Comments from Social Media

Twitter #nMotion	This isnt about short term budget long term job growth means having a post 1960s infrastructure no matter what talk show hosts say #nmotion
Twitter #nMotion	6 billion for transit overhaul in Nashville 2040, or 250 mil/year for 24. \$120 mil back in May. Done in stages, could be doable. #nMotion
Twitter #nMotion	A proposed regional transit plan for Nashville is finally on the table. #nMotion http://tnne.ws/2bLb6bK
Twitter #nMotion	Some opponents of the Amp plan from a few years ago have positive things to say about #NMotion They like its... http://fb.me/1qqHNdU13
Twitter #nMotion	Transit recommendations for Nashville. Issues we have to address. #nmotion
Twitter #nMotion	Off topic, but the #nMotion logo really reminds me of Hillary Clinton's H logo.
Twitter #nMotion	Megan, i truly want to be without a car in Nashville. Many of us feel the same way. Rock on, Sister!! #nMotion
Twitter #nMotion	The Plan is good. Now get some projects started! #nMotion
Twitter #nMotion	.@NMotion2016 final draft just released for public review and feedback! #nmotion
Twitter #nMotion	Follow @joeygarrison for latest #nmotion report unveiling. Metro recommends \$6 billion #transit plan for #Nashville
Twitter #nMotion	#nmotion is now trending in #Nashville
Twitter #nMotion	Follow @joeygarrison for good context on #nmotion mass transit plan. Unveiling this morning.
Twitter #nMotion	Transit is big priority to @nashchamber. @MarcEverettHill @VictoriaCSPayne @movingfwdmidtn at @Nashville_MTA's event. #nmotion #nmotion2016
Twitter #nMotion	.@Nashville_MTA #nMotion announces a \$6bil plan for mass transit system updates in #Nashville . What do you think?
Twitter #nMotion	Avg.speed: 6mph Bus #nMotion leaving @DwntwnNashville at rush hour "Transit has to be at least as fast as a car" @MiddleTN_RTA @NMotion2016
Twitter #nMotion	Nashville has a big and growing traffic/transportation problem that requires nothing short of a bold plan. #nMotion
Twitter #nMotion	Here's the standing-room-only scene at #nMotion transit plan presentation.

Comments from Social Media

Twitter #nMotion	#nMotion Regional Transit Plan
Twitter #nMotion	We're about get underway at the downtown library for the formal unveiling of the #nmotion report. Stay tuned.
Twitter #nMotion	In picking this plan, costs over 25 yrs are at \$6 billion, plus 300% increase in annual operations. #nmotion
Twitter #nMotion	Here's the 25-year timeline for Nashville transit projects. Story: http://bit.ly/2bdXjHz #nmotion
Twitter #nMotion	The report reccomends that MTA adopt the most robust of the three transit scenarios. Scenario 1, as it is known as. #nmotion
Twitter #nMotion	BREAKING: Metro recommends \$6B transit plan for Nashville region in #nMotion report
Twitter #nMotion	How will you us #NMotion to get to work. We break it down live in 15 minutes fb.me/5OKP9M7eU
Twitter #nMotion	@jent103 @Nashville_MTA understandable & huge improvements are being planned. Stay tuned... #nmotion
Twitter #nMotion	If a \$6 billion transit system is built, will Middle Tennesseans ride? @Tennessean – tnne.ws/2cptRRa#nMotion #Nashville #NSH #TN
Twitter #nMotion2016	At #nmotion2016 Transit Plan unveiling @Nashville_MTA CEO says majority of public surveyed prefer big bold plan with short term benefits.
Twitter #nMotion2016	Really glad to see pedestrian and other street improvements added to #nmotion2016
Twitter @nMotion2016	The @NMotion2016 transit plan considers light rail for Gallatin Pike, Murfreesboro Pike (to airport), Nolensville Pike and Charlotte Ave
Twitter @nMotion2016	@NMotion2016 shared #transit recommendations this week. See the plan and comment your opinion at http://nmotion2015.com/the-plan
Twitter @nMotion2016	Great 4-pager (w/charts and graphs) on future of transit for Nashville region @NMotion2016 http://nmotion2015.com/wp-content/uploads/2016/08/nMotion-Booklet-080416-V2-PRINT.pdf ...
Twitter @nMotion2016	@MaidenAmerica71 @NMotion2016 The plan doesn't go that far, but it does propose a new type of downtown circulation on page 12.
Twitter @nMotion2016	Check out the @NMotion2016 25-year transit plan.

Comments from Social Media

Twitter @nMotion2016	I'm disappointed to see Williamson County mentioned only six times in @NMotion2016 's plan. We are biggest economic driver in the state.
Twitter @nMotion2016	Go to the @NMotion2016 website to see all the details of the plan and participate in the 30-day comment period. http://nmotion2015.com/the-plan/
Twitter @nMotion2016	Nashville's 25-year @NMotion2016 transit plan is now up for 30-day public comment. Here: http://nmotion2015.com/the-plan/
Twitter @nMotion2016	Read the @NMotion2016 recommendations in detail and leave your feedback at http://bit.ly/2aVHabx
Twitter @nMotion2016	.@NMotion2016 report say they collected more than 18,000 "engagements" with people as part of their community input process.
Twitter @nMotion2016	You can read the @NMotion2016 plan, recommending \$6B in regional transit here http://nmotion2015.com/wp-content/uploads/2016/08/MTA_RecommendedPlan-Draft.pdf ...
Twitter @nMotion2016	@MayorMeganBarry @NMotion2016 It will have to be great to dispel Nashville's car culture mentality. Or the congestion will force people to.
Twitter @nMotion2016	@ChellyseaDear I use @waze everyday headed to Vandy since schools started back. @NMotion2016 plan needs to be expedited!
Twitter @nMotion2016	Very informative event by @NMotion2016@westendmiddle
Twitter @nMotion2017	Read @davidplazas ' op-ed to learn about @NMotion2016 's transit recommendations and the importance of public support! tnne.ws/2bc7ppY
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	As great as 65 is (or isn't at certain times of the day) it would be great if there were a light rail system along it at least from Columbia to help out with commutes in and out of the city. If the area is going to keep growing, and do so efficiently, mass transit is a must. There's only so many cars the current roads and parking lots can handle.

Comments from Social Media

The Tennessean Facebook: Nashville area wants big, bold transit, so build it	<p>I might also add that improving things close to Nashville before making equal progress in the farther outlying areas, I think, will be of harm to the developing areas... if people can't get from Spring Hill / Columbia into Franklin / Brentwood / Nashville as efficiently as they can get around those places, it's going to cause people who are getting jobs in those latter areas to cross these commuter communities off their list when it comes to finding a place to live.</p>
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	<p>We've already put our toe in the water of mass transit with the Music City Star (MCS). But why isn't MCS transforming traffic patterns between Wilson and Davidson Counties? Simple - it runs too infrequently and for too little hours! Who would want to take the train from Mt Juliet or Lebanon to downtown if they can't ever work late, as most professionals have to do from time to time? MCS could increase its ridership from 50-100% if it ran when its customers need it to run, rather than at times the bureaucrats want it to run.</p>
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	<p>Driverless cars will be a reality before this would be finished. Image a highway where every vehicle is centemters apart traveling at top speed. Traffic jams will be a thing of the past once humans are no longer behind the wheel mucking things up.</p>
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	<p>you can imagine that and lots of other fantasies ...driverless or not, the flow of traffic depends on the number of vehicles converging on the roads at any specific time. .. you are correct that humans muck things up, but you forget computers aren't flawless. and neither are the machines computers control.</p>
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	<p>If Nashville wants mass transit, they can pay for it. Just don't expect those of us that live hours from Nashville to pay for it.</p>
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	<p>That's where the working in Nashville(Davidson County) payroll tax will come into play, brought to you by our esteemed Mayor Barry.</p>
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	<p>Then don't come to town. Don't use our airport. I personally think there should be cameras at the Davidson County borders. Each time you come into Davidson County you can pay, oh, I don't know \$15?</p>

Comments from Social Media

The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Bob Keim Maybe you can build a wall around the county, to keep us foreigners out.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Toll roads are illegal in the state of Tennessee, for now.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Anybody who works in Nashville and buys lunch or anything at all while they are there already contributed nearly 10% of the price.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Yes ... Let's spend Billions of \$\$\$.. On last generation technology... As many have already stated ...they're are more innovative future solutions; i.e self driving cars ; etc....
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	I guess it depends on what group you ask who wants "masstransit" And I'd support it even though I wouldn't use it if the money used was used better than how it's now used by TDOT. Raising taxes to support a program less than 15% utilize loses my support.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Don't worry, since property in Nashville is worth 3 times more than it was five years ago the Mayor soon will have all the property tax money she needs to turn Nashville into the next Metropolitan Mess.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	It certainly benefits those not using it since it takes cars off the road.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	This would is and will be a complete waste of taxpayers money. It will never have enough riders and will lose money to infinity and beyond.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Being from Atlanta originally, you had better start soon or suffer the same fate.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Too late
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Anything that takes the bad drivers in this town, I'm all for. That along with the poor design of the roads, is the main cause.

Comments from Social Media

The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Downtown Nashville roads weren't built for expansion.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Why does it have to be a dedicated funding source? It's called tax payers money that needs to be funding it. If our money was put to its correct cause there wouldn't need to be funding. JUST LIKE THE MONEY THAT WAS USED TO FIX THE INTERSTATES. We know where that money went and it was not necessary. Transportation should come first before your wants.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Charge the people who use the service, that simple
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Sounds simple, but unfortunately the ones using the transportation system are also the ones paying taxes. Kinda double dipping isn't it.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	ot really, the taxes go to roads already, which are used bt those traveling to a rail system. A rail system can easily be funded by the riders, and not funded by those who don't utilize the system
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	You eventually won't be able to drive downtown. Just like in every other big city. Central parking said they are out of parking but the city keeps growing. Chicago for example there is no parking. Take the L only option. Parking hubs are available to access the L all over the city.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	A rail system cannot be funded by riders: see music city star.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	There won't be riders until we build it. Everyone will benefit when there are fewer cars on the road, less pollution, more parking freed up. Just like libraries, we all pay and then we have the choice to use what we paid for or not.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Except the taxpayers who will be stuck with the bill

Comments from Social Media

The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Interstates are funded by the state not the county!
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	American idiots don't have money to improve their country but they spend trillions for stupid war and improving other countries.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	I don't really believe Nashville does indeed want it.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	The carpet baggers run things now
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	I have lived in Nashville all my life. There are many of us here. We didn't ask for Nashville to grow as fast as it has. Everyone else that has come from everywhere else has. Many of the the transients talk about how bad it was from where they are from. Soon, when they go to their new city they will talk about how bad Nashville is after they have destroyed it.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Todd, you can move, that would help.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	If you want a dead city, Memphis is good.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Russell Grubb I ain't moving. Someone's gotta stay behind and clean up the mess after y'all leave.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Will never happen bc of the CSX hub here.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	Part of the plan involves purchasing the yard and moving it to Smyrna
The Tennessean Facebook: Nashville	The tax payers will cover that huge expense. It is the second biggest yard that CSX operates . I wish it would happen bc I live by the yard.

Comments from Social Media

area wants big, bold transit, so build it	
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	This has boondoggle and cost-overrun written all over it. You honestly expect most people would actually USE a light rail system? I certainly won't. I enjoy the freedom of climbing into my own vehicle; and going where I need to go. Not being dependent on the trains and buses to get me there! Especially in winter. You want to modernize Nashville's transportation capabilities? Fix the roads we've already got, first...instead of saddling us taxpayers with Billion dollar pipe dreams that nobody will use.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	We could print our own currency.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	We pay for it either way. Inaction has a cost as well.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	How about a trolley?
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	How about move to a real city like new york.
The Tennessean Facebook: Nashville area wants big, bold transit, so build it	This will be the beginning of the end. Who ever finances this will own Nashville. I pray it's not the Chinese.
The Tennessean Facebook: (Video) A proposed regional transit plan for Nashville...	I understand the costs. What about the benefits? My house costs a lot, so much that I have 10 more years to pay it down. I do so because of the benefits. Geez, you people.
The Tennessean Facebook: (Video) A proposed regional transit plan for Nashville...	Great, just raise property taxes (again)... So the people they don't generally use public transportation get to pay for it again
The Tennessean Facebook: (Video) A proposed regional	6 billion seems way to expensive. Are the rail tracks made of Gold?

Comments from Social Media

transit plan for Nashville...	
The Tennessean Facebook: (Video) A proposed regional transit plan for Nashville...	It's about time!
The Tennessean Facebook: (Video) A proposed regional transit plan for Nashville...	You mean building stuff isn't free?
The Tennessean Facebook: (Video) A proposed regional transit plan for Nashville...	Finally!
The Tennessean Facebook: A proposed regional transit plan for Nashville...	25 years?!! The problem is happening now. My friend is a city planner and recently went to an international conference and in one talk they used Nashville as an example of when it was too late (in terms of improving traffic and failing infrastructure)!
The Tennessean Facebook: A proposed regional transit plan for Nashville...	This isn't State Farm, you can't just sing a little jingle and have an instant "fully integrated, robust regional transit system". This is going to take a lot of time and effort to get this done. Also, its not like we won't see the benefits before 25 years. We'll see the benefits gradually over that time frame.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Hell 440 was built 20 years too late.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	this isn't state farm"
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Totally inadequate! Why would you run a rail to Clarksville when your fastest growing corridor is to the South and Southeast. RTA is losing riders due to the totally unreliable service. They can't even keep the buses running that they hope to run down the shoulder or on a BRT lane. Two and half to three hour bus rides to go thirty miles is not acceptable!

Comments from Social Media

The Tennessean Facebook: A proposed regional transit plan for Nashville...	I'd say politics played a role in where expanded service was needed. I think its too little too late. They need to do what Atlanta did--tax it and build it planning for the next 20 plus years
The Tennessean Facebook: A proposed regional transit plan for Nashville...	lanning and the common sense did not play a role... Based on what I see we've lost about 30% of the people/faces who used to ride with us. There may be new people riding but they are not retaining what they have. I try and carpool in as much as possible now. When you try and catch the 4:08 bus and it doesn't arrive until the 4:43 bus is supposed to arrive then you don't get back to the Boro until 7 pm in the evening due to broken down buses, there's a problem. BRT will not solve that.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	One reason why the commuter rail system was considered to Clarksville is because there is some necessary infrastructure in place. With 3 full RTA buses running from Clarksville now, the rail service would be used if/when implemented. Areas south and southeast boomed before areas to the north, but Clarksville /Springfield / Ashland City /Pleasant View are facing some of these issues.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	I have a bus stop less than a hundred feet from my front door. I live in Inglewood and the commute by bus takes a minimum one hour and ten minutes to reach downtown!
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Unfortunately funding from our government controls this problem. With highway funds things don't get built. And, cities like Nashville and Dallas did not plan for this growth.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	After reading this entire article, I've gathered that they need a better editing team at the Tennessean. Great content riddled with spelling errors is ridiculous, given the importance of the content. Especially given that we don't want to be like Atlanta. Write up and then proofread before posting, please.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	I used to think the traffic was bad here... Then I lived in Denver for awhile. I still get twitches thinking about 70 into the mountains.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Come on, Nashville! We are already behind with traffic issues - then we have to wait another 25 years? Ugh... How can we do it more efficiently? I'll be happy to help project manage this!

Comments from Social Media

The Tennessean Facebook: A proposed regional transit plan for Nashville...	Ok: what are the first 5 things you will do tomorrow?
The Tennessean Facebook: A proposed regional transit plan for Nashville...	We don't need a train or bus lane or a bike trail. We need a bypass that works and a new sewer system before this city's infrastructure implodes on itself. We have a 100 year old combined sewer system that simply cannot handle our growth and traffic is on its way to being an all out disaster.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	would be nice if 840 went all the way around instead of stopping in Lebanon and near Dickson on the other side off i40. I would be using it a lot more, especially to get up North on i24 or i65.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	We have to start somewhere. Instant gratification comes with a price tag of moving next door to where you work. There, problem solved.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Yay! In 25 years another invention will replace cars, so this will keep the track record of wasted expenditures intact.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Why even bother if it takes this long? Nashville is just a ignorant town
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Move
The Tennessean Facebook: A proposed regional transit plan for Nashville...	an ignorant town*
The Tennessean Facebook: A proposed regional transit plan for Nashville...	But everybody wants to live here. People are paying triple for what a house was worth 5 years ago.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	I've heard this one before. I'll believe it when I see it but I'll probably end up moving first.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	They needed this 10 years ago

Comments from Social Media

The Tennessean Facebook: A proposed regional transit plan for Nashville...	Yep agreed Don
The Tennessean Facebook: A proposed regional transit plan for Nashville...	By that time we'll be flying or teletransporting to work!
The Tennessean Facebook: A proposed regional transit plan for Nashville...	The fact that they are ignoring commuter rail from Williamson is ridiculous
The Tennessean Facebook: A proposed regional transit plan for Nashville...	The roads are worse than the crime. The traffic in brentwood is horrible
The Tennessean Facebook: A proposed regional transit plan for Nashville...	that's good,better get started fast,the way it's growing! !!!
The Tennessean Facebook: A proposed regional transit plan for Nashville...	I just moved here, the people are fantastic, but traffic really sucks!
The Tennessean Facebook: A proposed regional transit plan for Nashville...	what we need is more room on the roads y dont we widen the roads just like georgia we need it like that
The Tennessean Facebook: A proposed regional transit plan for Nashville...	I hate to break it to you,,, but,,, traffic sucks everywhere. Nashville,, just like Atlanta is a MAJOR north-south route. Traffic goes in and out and thru our beautiful cities all day long. And both cities have major east-west routes. We've arrived at LA,, Dallas,,, Houston status.

Comments from Social Media

The Tennessean Facebook: A proposed regional transit plan for Nashville...	<p>Atlanta has a lot of lanes going through town and around where trucks have to go. Also on 75 from Chattanooga it is 3 lanes all the way up to about 15 miles outside Atlanta where it increases. Soon Nashville will be so far behind, they will not be able to catch up. Having 2 lanes is just plain stupid going through, especially in the so called malfunction junction where all interstates meet downtown. 840 all the way around would help and also rail all around other than going to Watertown also. If Nashville continues growing, something will have to be done or you will have to live downtown in the million dollar condos or leave for work 3 or more hours early if you live out of town. years ago i used to leave much earlier anyway and if i was early, plenty of time for coffee.</p>
The Tennessean Facebook: A proposed regional transit plan for Nashville...	<p>That's my point,,,, the growing. I lived up there when they surveyed 840 in '91. It should have been done. I once overheard 2 old AL cronies my husband worked with in the Mojave desert in Cali,,, say Californians build roads faster. It never rains. Down here in GA we had 77"+ rain last yr. Atlanta now has spider legs going off all over on the east side. Some of these areas are logistic nightmares to build thru. Tybee Island has lots of trouble. Everyone says build 4 lanes. Forgetting 4 lanes of traffic will bring out 3X more traffic on a very small island. I lived in England about 45 miles north of London and the rail is the only way to go.. I grew up in middle TN before interstates came thru. I watch the semi traffic. We're all on the move. I saw a train of about 100+ cars a bit ago all dbl piggy back things. Everything gets moved in the US. Last time we were up in Nashville,, it was mid morning and we got off the interstate and took old US 41. Traffic lights yeah but no-one running us over. Best of luck up there. Fortunately,, my husband and I are retired and try real hard to miss peak traffic everywhere we travel.</p>
The Tennessean Facebook: A proposed regional transit plan for Nashville...	<p>We can't afford to repave 440!...How can we afford this?</p>
The Tennessean Facebook: A proposed regional transit plan for Nashville...	<p>I hope since 840 is now an interstate hwy, the federal gov will finish it since it does not go through any major city.</p>

Comments from Social Media

The Tennessean Facebook: A proposed regional transit plan for Nashville...	Alissa Lynn Clawson you could sell and double ur profit in like 10 years of being a home owner
The Tennessean Facebook: A proposed regional transit plan for Nashville...	25 years!? Thanx in advance in case i have heart attack from traffic.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Ashley Sanford look at the exit sign!! That was our exit!
The Tennessean Facebook: A proposed regional transit plan for Nashville...	This discussion has been on the table for decades. The decades have caught up, and we are far behind.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	got a great idea why don't you repave 440 - it's a car killer.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Monorails along the middle of the interstates would help.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	his.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	If I've said it once, I've said it one hundred times.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Actually no. Monorails are actually extremely expensive and low volume. Also they don't scale well. That's the reason they only exist at disney parks and Las Vegas. Elevated trains though, would be much less expensive and scale much better. That's why regular light rail and subway type trains are used in cities.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Alright man. Let's go with your idea haha

Comments from Social Media

The Tennessean Facebook: A proposed regional transit plan for Nashville...	The problem is happening now. Nashville is horrible to drive through. I drove through there today coming home from Memphis and it was horrible and drivers don't pay attention to what they are doing and are cutting people off. I mean downtown Nashville is beautiful and full of history but just too crowded anymore.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	can we fill the potholes sooner?
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Nashville is in for a struggle. 25 years?!?
The Tennessean Facebook: A proposed regional transit plan for Nashville...	<p>We moved up from Atlanta last year (thank God..). My wife has often remarked how Nashville looks like Atlanta in the late 70s, early 80s. I pray Nashville never gets as big as Atlanta because a sense of community and equality is lost when a city grows that uncontrolled. But it is never too early nor too late to start to talk about transportation and infrastructure. My observations from my time in Atlanta was 1) Upgrade the interstate and main thoroughfares for non-local people. Keep commerce based traffic flowing smoothly through the town. Make public transportation so attractive and cost effective that the locals gladly use it. The importance of a well run public transportation system cannot be overstated. The decline of local traffic, pollution, congestion is remarkable. As much cost as is put into the infrastructure of the transportation system, also make the community pedestrian friendly as much as possible. Protect fiercely the greenways, keep gentrification to a minimum. Progress is inevitable but preservation should also be a priority. We love Nashville. We really don't want to ever see it lose its unique charm to the temptation of competitive progression. Just my opinion. And in my opinion, there could be no better person than Mayor Barry to be in the position she is in at this point of time. Thanks to all for welcoming us so warmly!</p>
The Tennessean Facebook: A proposed regional transit plan for Nashville...	i miss this place

Comments from Social Media

regional transit plan for Nashville...	
The Tennessean Facebook: A proposed regional transit plan for Nashville...	It's only 25 years behind.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	That is way too expensive.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Proposed alternative?
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Actually it's not. Transportation & infrastructure improvements are very costly but without upgrades it costs every driver & business far more.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Build outward and balance inflow and outflow. More businesses HQd in the Suburbs.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Here come the tolls.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	<p>"build" = \$\$\$\$ so it's still extremely expensive. And building "hq" in the suburbs isn't necessarily the answer because you don't know where employees will be living. Not everyone wants to live downtown - not all can afford to - but not everyone wants to live in the suburbs. Even if someone lives in the suburbs & their company is located nearby, they may change jobs & get hired by a company located in another, much farther away suburb. Allowing for variables is part of a good infrastructure plan. Will tolls be part of a future plan? Possibly. But if it's setup as an option for drivers willing to pay a premium avoid congestion, it still takes some cars out of the way. I have no idea what you mean by "balance inflow & outflow", that's not a term I'm familiar with.</p>

Comments from Social Media

The Tennessean Facebook: A proposed regional transit plan for Nashville...	You missed my point on balance. Urbanizing surrounding areas to be business friendly in combination with improvement in Davidson strikes a cost effective balance that will reduce congestion. The infrastructure problem in Nashville results from poor planning and poor design. I am all for investment when the return outweighs the risk and the payback period is practical.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	The city may go backwards in growth by that time
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Maybe. But usually metros have a cyclical population. Pricier areas see an exodus when there's a recession, for example. Metros that have just one industry see an exodus when/if that industry collapses. Nashville has more than one industry & has proven to be a desirable place to live plus has an enviable arts & culture environment. The US population will grow overall in the next 30-50 yrs so it's a good bet Nashville will always have a significant population.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Significant Maybe. But projected growth based on a boom is foolish and just what bubbles are made of
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Here come the tolls.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	25 years wait what did you say?!?!?
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Metro Tax Increase included.....
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Fixing 65 should probably be a top priority
The Tennessean Facebook: A proposed regional transit plan for Nashville...	over 25yrs lmao

Comments from Social Media

The Tennessean Facebook: A proposed regional transit plan for Nashville...	Should have done this in 94
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Important to get started. it is never too late to make good decisions and this is a decision that will add significant infrastructure to enable continued growth.
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Long over due!
The Tennessean Facebook: A proposed regional transit plan for Nashville...	We need another Esihower
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Kristina Rosalie you see! Now you have to stay in Nashville
The Tennessean Facebook: A proposed regional transit plan for Nashville...	Brittini here you go.
The Tennessean Facebook: Live Chat	It's already a traffic nightmare from 3 pm to 7 pm.
The Tennessean Facebook: Live Chat	Atlanta staggers its workers. But Nashville needs a train going North-South and East to West. If Nashville doesn't do something soon, traffic issues will chase the tourists away.
The Tennessean Facebook: Live Chat	he Nashville Star needs to extend it's rails further into Davidson County (Every Where they can) and extend their "Running" hours. This would elevate ALLOT of the problems of parking in Downtown and bring extra revenue to the "Outer Banks"....Nashville is growing FAST!!!! St. Louis did it WHY can't SMASHVILLE ???????
The Tennessean Facebook: Live Chat	We need a mass transit system that eliminates the cars from downtown. I don't care if it's a high speed monorail system that runs over the interstate so we don't have to buy any more land. We do not need to continue using 100 year old technology and railroad tracks.

Comments from Social Media

The Tennessean Facebook: Live Chat	There used to be a bus on streets in Belle Meade. I hope that is coming back. I could get on and off the bus on Leake instead of walking to Harding/West End. Plenty of people have maids who ride the bus too.
The Tennessean Facebook: Live Chat	In your column you touched on the importance of community engagement in developing these projects, citing the failure of the Amp line two years ago. It seemed that route was placed through an affluent part of the city that never needed it, but vocal criticism there killed a proposal that would have helped at least some folks in East Nashville who lack rapid transit access. How would you like to see MTA, city and state officials engage in a process that balances resident concerns with the regions larger needs, and the needs of people who may not have the resources or political clout to push as aggressively for what they need?
The Tennessean Facebook: Live Chat	I'm impressed that you yourself got out and actually ride the bus and experienced the reality of doing so..thank you kindly for this report!
The Tennessean Facebook: Live Chat	That is the usual time to travel..longer if traffic is great on Charlotte. It's 15 minutes driving freeway..so I think it's a fair time allotment by MTA.
The Tennessean Facebook: Live Chat	Do you think the new regional transit plan will improve the parking situation downtown that many call congested and too expensive?
The Tennessean Facebook: Live Chat	I'm really hoping they will do a train transit from Gallatin to Nashville soon
The Tennessean Facebook: Live Chat	I haven't read the proposals yet, do they include regional rail and a metro light rail system?
The Tennessean Facebook: Live Chat	Why not an elevated line? Chicago and New York have examples. One in DC near the airport.
The Tennessean Facebook: Live Chat	I've been a transit rider here since 1999. I moved to a good bus line on purpose. I get around town very well. My concern is safety downtown. More police presence at Music City Central please!
The Tennessean Facebook: Live Chat	Metro PD, and private security are already present daily.
The Tennessean Facebook: Live Chat	Do you forsee a raise in property taxes or sales taxes to assist in the project?

Comments from Social Media

The Tennessean Facebook: Live Chat	Nashville is the only major metropolitan area without a dedicated source of funding for transportation. I think we need to come up with one.
The Tennessean Facebook: Live Chat	And how much strain would the transit system put on the city generator with all of the electricity
The Tennessean Facebook: Live Chat	Or how much supplies will be needed to build the transit
The Tennessean Facebook: Live Chat	CSX hopes to swap land so there would be lines available using their switching property next to Harding, Franklin Rd.
The Tennessean Facebook: Live Chat	See you on the 31st. Great job this evening!
The Tennessean Facebook: Live Chat	Are those traveler numbers realistic in your opinion?
The Tennessean Facebook: Live Chat	Do you wax them?
The Tennessean Facebook: Live Chat	I'm from Denver and travel to Nashville 3-4 times a year. The similarities in the need for a regional transit solution are striking. Public Private Partnership is what made it possible to connect Northern cities to Denver. We've also seen Lyft step up with a pilot program to get people the "last mile" from where the transit drops off and the main downtown area. I'm excited to see Nashville exploring options to get a much needed transit system in place.
The Tennessean Facebook: Live Chat	Why in the world would anyone think funneling traffic through Nashville two lanes that must swap lanes at a critical juncture to be a transit alternative is beyond me. Think outside the asphalt box!!!
The Tennessean Facebook: Live Chat	Does anyone else want him to stop talking about public transit and keep talking about his BROWS?
The Tennessean Facebook: Live Chat	I24 from Murfreesboro to Nashville
The Tennessean Facebook: Live Chat	I like his brows. It worked for late great Alexander Heard, Chancellor at Vanderbilt.
The Tennessean Facebook: Live Chat	Could they use the Interstate by building a rail system above the Interstate especially coming in from out side of the city.

Comments from Social Media

The Tennessean Facebook: Live Chat	Put a monorail in the median of I-65 from Spring Hill to downtown Nashville with stops in Cool Springs, Franklin, and Brentwood. Do the same for I-24 from Murfreesboro to downtown Nashville. Do the same from on I-40 from Lebanon to downtown Nashville with a stop at the airport. I was London UK for two weeks and the trains and subways were phenominal. Didn't get in a car until I came home.
The Tennessean Facebook: Live Chat	Your eyebrows are incredible!
The Tennessean Facebook: Live Chat	They stagger work schedules in L.A.
The Tennessean Facebook: Live Chat	Bus # 10 Charlotte BRT is 30 minutes to downtown from Walmart.
The Tennessean Facebook: Live Chat	Does the plan include an underground subway system?
The Tennessean Facebook: Live Chat	What are the proposals seen the Metro Council?
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	I drive a brown truck for a living and once I'm off work,driving is the last thing I want to do. Having a viable mass transit system that would fit my schedule would be a dream come true. Not driving before or after work,wow!
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	So jack shit?
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Buses average 6mph during the afternoon commute. Well, I don't think buses are the problem here. First things first, fix the lights around town. The constant stop and go is killing any type of fix they are planning.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	they are already working on that, why is it "first things first," and not that these things can be done simultaneously?
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Because light synchronization is supposed to be done by the end of the year

Comments from Social Media

Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	5 years to improve the bus system? I hope they don't pull a muscle with all that effort.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Should we take bets on which comes first? Viable/affordable self-driving cars or proper mass transit (in Nashville)...
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Or Google Fiber
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	no way id bet on self driving cars.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Lol! I've seen snails move faster.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	One of the biggest changes I think is needed is an "around town" bus route. I would love to see a route that goes across town along Whitebridge, Woodmont, Thompson, Briley... then to the airport. Would make so much sense and would connect a lot of corridors.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	That's in the plan. Not the whole route that you described, but parts of it. See page 13 of http://nmotion2015.com/wp-content/uploads/2016/08/MTA_RecommendedPlan-Draft.pdf . Routes 16C and 75C look like they cover most of what you mentioned. It would make sense (to me) if they combined those two into a single route, though.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	not going to break ground on light rail for 5 YEARS. Planning takes time as well as getting money, but not 5 years.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	actually, that seems rather quick. Do you realize how much planning that it will take?

Comments from Social Media

Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	You know you don't need a full plan to get started?
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	All major car manufacturers are planning to have a fully autonomous vehicle by 2025. There will be ride sharing services to share your automated car with other people. Companies like Uber will have an automated fleet. The cost of transportation will go down. Artificial intelligent vehicles will increase the efficiency in the flow of traffic. YET THEY ARE STILL TALKING ABOUT BUILDING TRAINS. "If I had asked them what they wanted they would have said a faster horse a train" - Henry Ford
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	To be fair, high-occupancy trains are still much more efficient people movers, both in capacity and energy. Source: Tokyo.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	You are correct, today. I think his point is that we don't know what's in store for the future. We have these ideas about what the future will bring, but we honestly have no idea. My son once asked me what modern day technology was I excited to arrive when I was a kid. My reply was that the technology I'm most blown away by today is stuff I didn't even think about twenty years ago.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Hm, I don't disagree, but I didn't really get that from the post. It's also a little difficult to make a point citing an unknown yet somehow impending future technology as a reason to ignore what works right now.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	I can dig that. I may have been overthinking it.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Without the use of eminent domain to remove people from their homes, we will never have sufficient train infrastructure here. Tesla and Mercedes have begun working on automated buses. This should be considered. My point is, automation isn't mentioned once in a 25 year plan. Yet most manufactures are planning to have the automated technology within 10.

Comments from Social Media

Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	because "sitting around and waiting (hoping) for a magical solution to fall in our laps," isn't really a solid plan. If it happens, that's awesome, but it isn't like there is any semblance of guarantee.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Absolutely valid points on both accounts, don't get me wrong. That said, I'd love to be able to do a study on what it would take to get necessary residents to make way for rail. Double market value and lifetime free train rides!
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	the could also integrate it into and around the interstate system, or a raised rail like in the center of interstate, it would be more expensive to build, but that land is already owned by the state.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Absolutely, and I remember similar discussion when a smaller maglev/tube-based 'pod' system was in the news. That one spoke of a terribly cheap infrastructure that would easily hang over roads.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	none of that will solve the number of cars on the road, half the battle here is cutting congestion on our streets that are already over capacity, and many of which can't be widened. We also have no idea if and when autonomous cars will actually become a reality. We thought we were going electric in 1996....

Comments from Social Media

[Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest](#)

You are comparing apples to oranges, showing your short sidedness, and lack of knowledge on technology. The automated technology is already out there and being used. Uber last week launched a pilot of 100 autonomous vehicles in Pittsburgh in partnership with Carnegie Melon University. Google has sidewalks labs. They are looking to help cities with their infrastructure. <https://www.sidewalklabs.com> This is going to be your money. You may want to turn over your money to invest in ancient technology but I sure as hell don't. I'd much rather see us work with companies in the private tech sector to make sure we are keeping pace with change. If you don't think machine learning via neural networking will solve how many cars can fit on the road then you will really be shocked over the next 25 years. How do you think Google maps or Apple maps knows when traffic occurs. Those little red lines that show up on the map so you know to avoid that area? Those are algorithms based on signals from your phone. How fast those phones are moving, the number of phones in that area, etc. Currently, traffic engineers can't control variations in the speed of a driver without speed limits. Even then there are still variations. If cars can talk to each other wirelessly then they can account for additions and subtraction of vehicles on the road. They can make the speed of vehicles a constant. They can make adjustments if people need to merge or get off at an exit. It's an algorithm problem that can be solved with data collection in a relatively short time. Companies like Google probably already have a lot of this data through the Waze App. That is why they require your location to use it.

Comments from Social Media

Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	<p>i am aware of all of that. However, it could still be 60 years before autonomous cars become mainstream, if ever, we really don't have an estimate that we can trust, there are just too many uncontrollable things to factor in, like government red tape or another technology that emerges and shifts focus away, or peoples personal preference/comfort level with the idea, or the producers never really being able to implement it into the real world effectively, and other unforeseen roadblocks that could delay or prevent it from ever happening, altogether. It is far from a sure thing, and it is happening whether or not we spend tax \$\$ on it, so it isn't costing us anything to make that happen. I don't see that as an argument against trains and better transit options more quickly at all. I think machine learning via neural network has a lot of potential to cut down on traffic, but the city is still growing at an incredible rate, and that could easily offset the gains and be a wash. The reality is, we are likely to need more options than just autonomous cars, no matter what, and we will need them quicker than autonomous cars may or may not be available. I'm not sure i can think of something i would prefer to have my tax money spent on than public transportation, and trains in particular, and, worst case scenario, autonomous cars become some kind of magically perfect solution and make the trains obsolete, so be it, but i'd rather hedge my bet, with a nod to the fact that they will likely still be viable for a long time.</p>
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	<p>Why don't we just skip the self driving car stage and go straight to people moving in vacuum tubes and hyperloop? You're think in the future past already! Come on!</p>
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	<p>Trains (and buses) are more efficient people movers because you can fit more people into less vehicles.</p>
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	<p>autonomous cars will not fix traffic. it can help but roads can only hold so many cars. Definitley not a solution on the same scale as mass transit.</p>

Comments from Social Media

Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Stop and go traffic happens because of variations in speed. If cars communicate wirelessly they can make sure consistent speeds are maintained.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	that will only get you so far.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	As long as it's enforced, I think that having dedicated "transit lanes" will certainly make taking the bus in and out of nashville a viable option, since at the moment, the thing that keeps the bus system down is that it gets caught in traffic with the rest of us.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Transit lanes + significantly larger fleet of buses + more bus routes = viable short-term mass transit for nashville
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	We cant have dedicated transit lanes, so says the Tennessee government.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	Upon re-reading, I do realize that that part of the plan is in the 15-year portion. But since that IS a part of the plan, I imagine that the plan will also involve pushing legislation that will allow that to be a thing. And NASHville's the capital city. I'd say it'd chances are good in succeeding in that sort of strategy.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	This is a buncha bs. Moving sidewalks is where it's at.
Reddit: These Are Nashville's Transportation Ideas Scheduled To Happen Soonest	I wish they would change the buses staying parked in lanes of traffic for 15-20 minutes at a time. If they're going to sit there that long, shouldn't they pull off the road.(this is directed at you, MTA buses that are always in front of shoneys on white bridge rd.)

Comments from Social Media

The Tennessean Facebook: Panel Discussion	<p>There is so much pointless traffic in and around Nashville, it's due to poor road designs and self inflicted errors, due to lack of common sense driving and stupidity. People not realizing when merging on the interstate you are to MATCH the speed of traffic, not merge at 15 mph. Also knowing that a traffic lane ends by a split, and purposely waiting to the last second to get over, clogging things up in the process, due to laziness. 4 lanes come to a stop for no reason when either an accident or cop pulls someone to off on the shoulder. Carpool lanes being an absolute waste, and when not in use...people coasting in the fast lane. Again, all this traffic is and has been preventable on a daily basis, if only people in this state had a first clue on how to not drive like they're 85 years old.</p>
The Tennessean Facebook: Panel Discussion	<p>#transitforum David, this is rather long, but perhaps the panel could discuss this: Prior to 1964, transit in the United States was largely private and profitable. Yet within a decade following the passage of the 1964 Urban Mass Transit Act, which gave federal subsidies to public agencies to operate transit, almost all transit systems were government operated. The government took over transit in America, and today most transit systems are dependent on subsidies, mired in debt, and plagued by deteriorating infrastructure.</p> <p>From the paper:</p> <p>"America's experiment with government ownership of urban transit systems has proven to be a disaster. Since Congress began giving states and cities incentives to take over private transit systems in 1964, worker productivity—the number of transit riders carried per worker—has declined by more than 50 percent; the amount of energy required to carry one bus rider one mile has increased by more than 75 percent; the inflation-adjusted cost per transit trip has nearly tripled, even as fares per trip slightly declined; and, despite hundreds of billions of dollars of subsidies, the number of transit trips per urban resident declined from more than 60 trips per year in 1964 to 45 in 2008."</p> <p>O'Toole argues that instead of wasting more taxpayer dollars on subsidies – as politicians, unions, and other special-interests continually agitate for – the solution is to return transit to the private sector.</p> <p>O'Toole offers the following as reasons to privatize transit: Public transit managers have an incentive to maximize their budgets rather than ensuring revenues cover costs. The result has been declining transit productivity. When the economy is sound and tax</p>

Comments from Social Media

	<p>revenues are strong, politicians expand operations that aren't financially sustainable in the long-run. During an economic downturn, a government-run operation cannot adjust as nimbly as a private business. Public agencies focus on the short-term. As a result, they run up unsustainable debts and make unaffordable benefits promises to employees. Politicians like to fund expensive and highly-visible capital projects, but shirk when it comes to the less politically appealing task of maintenance. "The failure to innovate and the tendency to turn to social engineering when people will not behave the way planners want are inconsistent with the values of a free society."</p>
The Tennessean Facebook: Panel Discussion	but dingle berry is fixing the greenways lol
The Tennessean Facebook Page: It Cities	People are constantly saying they don't want Nashville to be the next Atlanta but somehow many are completely unwilling to lift a finger to prevent that from happening. A dynamic city like Nashville cannot afford to only focus in on the present but must actively prepare for the future. Investment in mass transit is how it will continue to maintain itself as a great city.
The Tennessean Facebook Page: It Cities	Totally agree ,we are decades behind China ,Japan and Europe ,we are still in our " horse and buggy days "

Comments from Social Media

The Tennessean Facebook Page: It Cities	That's why you should vote a Trump, Patricia. Let's cut these ridiculous trade deficits and quit defending half the world for free. Bring back domestic manufacturing so these people in the inner cities have some hope of a decent paying job.
The Tennessean Facebook Page: It Cities	Absolutely 100% agree. Why is it that the South has such an aversion to mass transit? As a commuter from the boro to Nashville for work, I'd LOVE to take a train as opposed to my hideous morning/afternoon commute on I-24. Nashville is growing and it must have a MUCH better transit system.
The Tennessean Facebook Page: It Cities	Atlanta did exactly as you suggest. It is still that which nobody wants to become despite having done exactly what you suggest for Nashville.
The Tennessean Facebook Page: It Cities	Nathan Stone no thanks
The Tennessean Facebook Page: It Cities	Larger bus routes are not going to fix traffic problems in a city expected to grow by 1,000,000 in the next 20 years. This new plan will make things worse. Nashville needs to suck it up and build some sort of subway or above ground monorail system.. Get the buses off the streets. They need to do this especially for or a city that wants tons of people to live downtown.
The Tennessean Facebook Page: It Cities	I am so with you on this one busses are NOT the solution! More bus routes, bus lanes, better busses, etc, etc. will not help solve the problem. We need a different solution.
The Tennessean Facebook Page: It Cities	we will never get as big as Atlanta, but interstates are like 20 years behind here and 4 lanes do not go far enough outside the city where more people are moving now that go to Nashville. Inside the limits needs to be an overpass since there is not much room for expanding lanes anymore. Since 840 is now an interstate it needs to be finished all the way around. More people , especially truckers and people just going through would use that road then.
The Tennessean Facebook Page: It Cities	Dude, we've been saying this stuff for years.Tennessee is a pay as you need state when it comes to roads.

Comments from Social Media

The Tennessean Facebook Page: It Cities	<p>Even worse, concerning interstates, they become narrower as you get close to downtown and as they merge together. Look at I-65 from the south, it loses a lane at I-440 and is 3 lanes until the split with I-40.</p>
The Tennessean Facebook Page: It Cities	<p>So why is it all these people need to be moved en masse to Nashville? Why not let the offices and industries that they are to service presumptively "in Nashville" go to the surrounding counties where their workers want to live and just stay away from downtown - the cesspool that it has become under the hands of those like Dean and Barry.</p>
The Tennessean Facebook Page: It Cities	<p>David Plazas, this may be one of my longer posts, but your editorial needs solid rebuttal which a few lines do not provide. First is to look at the cause of the transit problems which goes back decades. In 1964 Congress passed the Urban Mass Transportation Act, which promised federal capital grants to state and local public transit agencies. The law offered capital grants for up to 50 percent of the cost of transit improvements. The law did not provide funds for public purchase of private transit companies, but as transportation historian George Smerk observes, most transit companies, recognizing the declining nature of their business, "were anxious to sell out to the public sector." So cities without government-run transit systems bought the companies to make themselves eligible for the federal grants. In 1964 Congress passed the Urban Mass Transportation Act, which promised federal capital grants to state and local public transit agencies. The law offered capital grants for up to 50 percent of the cost of transit improvements. The law did not provide funds for public purchase of private transit companies, but as transportation historian George Smerk observes, most transit companies, recognizing the declining nature of their business, "were anxious to sell out to the public sector." So cities without government-run transit systems bought the companies to make themselves eligible for the federal grants.</p> <p>You hosted the panel discussion a few nights ago about mass transit, a few things were revealed. 2 were primary: 1) There is absolutely no plan in place to come up with so much money. The Democrat state representative on the panel said he was in favor of raising the fuel tax.</p> <p>Concerning revenue consider the proposed transit plan's cost of \$6 billion over the course of its planned 25 year implementation time. If my math is correct, that averages out to \$240 million annually. Obviously some years will be higher, some lower. TN currently has a gasoline tax rate of 20¢ per gallon which generates revenue of just over \$600 million annually. Thus, in order to raise the necessary revenue the gasoline tax would have to be increased by nearly 8¢ a</p>

Comments from Social Media

gallon state-wide (Source: TN Comptroller: each 1¢=\$30.9 million) and that does not include increases needed to raise revenue for more road projects and ongoing maintenance across the state.

Concerning simple fixes, the best ideas are often the most simple.

One of the most simple is to improve bus service with cross connecting routes, route maps at stops and a few other improvements to bus service. Combine this with some type of commuter services from Franklin, Murfreesboro, Clarksville and Gallatin and I think we have the makings of a more affordable system. Where expenses get crazy expensive and budgets get blown are the light rail systems which this plan calls for. To me the logic of building a \$6 billion system when they cannot make the current system work well is unsound.

I oppose light rail options for several reasons, not the least of which is cost. I would add to it inflexibility due to the permanency of laying tracks and many other problems. For a model we should NOT follow, I would urge reading this study of the failure of urban planners and light rail advocates in Portland: <http://www.cato.org/.../debunking-portland-city-doesnt-work>

And for a future solution to many of the problems facing transit which do not involve spending crazy amounts of money and better meet consumer demand than any government created system, I would urge considering of a system based on ride sharing in which bus routes are changed in real time to meet ride sharing needs. That is part of the flexibility which rail service can never offer. For more on such an idea, I urge the following: <http://reason.com/.../in-our-uber-ed-out-future-cities...>

The success of transit systems in the 15 urban areas that have built rail transit systems in the last three decades has also been mixed: systems in the last three decades has also been mixed:

- Overall transit ridership has declined in four areas (Atlanta, Baltimore, Buffalo, and St. Louis).
- Ridership in San Jose crashed when the recent recession reduced sales tax revenues and the agency had to cut service to avoid defaulting on the bonds it sold to build the rail lines.
- Total bus and rail ridership has increased in Los Angeles, Miami, and Seattle, but the increases were due to better bus service, not increased use of the rail service.
- Ridership has grown in Dallas, Denver, Portland, Sacramento, and Salt Lake, but at slower rates than before the regions began building rail.
- Only the San Diego and Washington, D.C., rail systems are doing relatively well, and even those systems have problems. Washington's Metrorail system, for example, carried fewer commuters to work in 2000 than in 1990.

By contrast, numerous regions with bus only transit systems have seen huge increases in ridership over the past two decades: • Austin,

Comments from Social Media

	<p>Las Vegas, and Raleigh-Durham have more than quadrupled ridership. • Charlotte and Phoenix have more than doubled ridership. • Houston and Tucson have nearly doubled ridership. This government created problem will not be solved by more government interventionism. The data is quite clear on that. I doubt there will be any chance of increasing gas taxes by nearly 40% just to pay for Nashville mass transit and then on top of that, increase it further to pay for the needs of the rest of the state. You and I and mass transit proponents know that is a non-starter. There will probably be few changes made to federal law, so the best choice is to work within that framework. Knowing that, we are left with these options: 1) High cost inner city light rail, or 2) Flexible bus systems combined with expanded inter-city commuter systems. There really is no choice in the matter. The funding does not exist for choice 1. The evidence from other cities fails to support option 1. Meanwhile, the future of such things as ride sharing, the flexibility of bus services and the much lower costs leave option 2 as the only viable solution.</p>
<p>The Tennessean Facebook Page: It Cities</p>	<p>Your whole argument goes out the window when you use DC as an example of a system doing relatively well. WMATA is a safety nightmare but most residents/workers have no other options so they may have the ridership numbers but that doesn't mean it's working. Have you even lived in a city with a mass transit bus/rail system or are you just quoting some articles here without taking all of the factors into consideration? It's easy to look at pure rider numbers but it's more difficult to compare a lot of these cities because every one has unique geographic, population, business and weather challenges that make it impossible to say what works in one will work in another.</p>

Comments from Social Media

The Tennessean Facebook Page: It Cities	<p>Ryan Bennett if WMATA is so unsafe, which I do not dispute, that further strengthens my argument that rail is not a good option. I will say this about the data I used, it is from about 10 years ago, as it is the latest given in the studies I found. As for living in a city with mass transit, that is an irrelevancy as my personal experience would be nothing more than anecdotal and limited to only the city of my residence. One truly must look at collected data from several cities and over long periods of time. If you need the source for the data concerning DC Metrorail, it is found here: Census Bureau, 1990 and 2000 censuses, "Means of Transportation to Work" for Washington, D.C., urbanized area.</p>
The Tennessean Facebook Page: It Cities	<p>Michael Dioguardi I bring up the living in one of these cities because I've lived in two of the cities on your list and spent considerable time in a few others and the needs are very different even if the cities are of a similar size and population. You have to understand the population density, business density, cost of living and car ownership rates to understand why some transportation systems fail and others work, it's more complicated then whether or not rail is better than bus. In Seattle for instance, you have some large high paying tech employers shifting from the suburbs to the urban core over the past 5 years and the cost of housing skyrocketing. So you've got young people moving there for high paying jobs who are spending more on housing and don't want to buy a car, they live closer to where they work. They will bike or walk a lot but with the weather, several will take the bus because it's a short ride. But then you also have people with families living further out where they can have bigger homes and they will take light rail into the city to avoid traffic and parking costs/issues and then bus once they are downtown. Buses work in a denser urban core but you're never going to get someone to ride a bus to Nashville from Gallatin or Franklin when they are used for the comfort of their own car no matter how bad the traffic gets. You have to give them an option that is faster, reliable and comfortable. It has to make sense for the area and I think only a rail/bus combo will work here. Downtown Nashville isn't big enough for an underground rail system because you can walk all over once you get there but as housing costs rise and more people are forced further out and more parking spaces are turned into buildings you're going to have to find a way to get people into the city in a reasonable amount of time and buses won't do it.</p>

Comments from Social Media

The Tennessean Facebook Page: It Cities	<p>Ryan Bennett, each city may have different circumstances, and that holds just as true for Nashville. The question of ridership must be addressed or this is all wasted effort. In fact, MTA ridership is declining despite a growing population and Music City Star ridership has yet to alleviate traffic along the I-40 corridor. Its ridership has been below estimates every year. Your argument that buses cannot cope with travel needs is supposition. In fact, in one article I cited originally, it described one possible solution for bus ride sharing. But there are other alternatives as well. The largest obstacle is cost. Who will pay the \$6 billion?</p>
The Tennessean Facebook Page: It Cities	<p>It makes sense to live where you work. Put businesses in communities where people want to live, so we don't have to spend so much time and money shuttling people back and forth. I used to work in Nashville and some days spent a couple hours on the road. That's wasted, expensive time, you're not making money and you're not with your family. I've worked from home, self employed for 13 years, it's life changing.</p>
The Tennessean Facebook Page: It Cities	<p>Urban Sprawl- see Atlanta, you don't want to go to that route. That's why mass transit is so important.</p>
The Tennessean Facebook Page: It Cities	<p>The urban sprawl is well underway, there's no stopping it, regardless of where people work. The only difference is, will people have to commute through this urban sprawl for an hour to get to work? The answer is a no brainer.</p>
The Tennessean Facebook Page: It Cities	<p>I would phrase it more like work where we live. When people are already settled in, why should everyone have to sell their houses cheap to go live in Nashville? Not everyone can work from home, and Tennessee is made of of a lot more than the greater Nashville area.</p>
The Tennessean Facebook Page: It Cities	<p>You couldn't pay me enough to live in Nashville, I'm not the city mouse type, though it's nice to not be too far away.</p>
The Tennessean Facebook Page: It Cities	<p>It's getting harder and harder to live in a decent place in Nashville. Living where you work is a nice concept but that's not an option for a lot of people!</p>

Comments from Social Media

The Tennessean Facebook Page: It Cities	I know it's not, that's why we have to bring back our manufacturing. It breaks my heart going through some of these small towns seeing the businesses shut down. That's why I'm voting for the person who is at least like minded in that respect.
The Tennessean Facebook Page: It Cities	I left Nashville due to outrageous home prices, despite both my husband and I working at Vandy. We live in Robertson County and I would love to have options for getting to work in the future.
The Tennessean Facebook Page: It Cities	May I suggest you use the existing commuter service from Murfreesboro and Rutherford County: http://rtarelayandride.com/Middle-TN-RTA-bus-maps-and...
The Tennessean Facebook Page: It Cities	Michael Dioguardi - Well yes, that would be great if we didn't work 12-hr shifts. Our schedules never match up to those routes but thank you for the suggestion. I suppose my ideal commuter system would offer round the clock service but that is probably a far-fetched idea.
The Tennessean Facebook Page: It Cities	he lie that keeps on giving! This mass transit is about one thing...getting low wage workers to work so corporations can profit. Let's not kid ourselves!
The Tennessean Facebook Page: It Cities	Mass transit is about affordable transportation.
The Tennessean Facebook Page: It Cities	Mass transit is about transportation subsidized by the ones who aren't riding it.
The Tennessean Facebook Page: It Cities	Other cities have tried this. Eventually, it becomes a bloated bureaucracy, ridership is non-existent, and fees become too high for those who need it.
The Tennessean Facebook Page: It Cities	heh . "it" cities can go dang near bankrupt and become crime centers. like detroit and chicago
The Tennessean Facebook Page: It Cities	Or they can become multi-cultural centers of science, education, culture, entertainment, and more, like New York and LA.
The Tennessean Facebook Page: It Cities	Scott Barry . yeah but who wants to live in those crime ridden locations?
The Tennessean Facebook Page: It Cities	We need this. We are way behind the times already for mass transit options

Comments from Social Media

The Tennessean Facebook Page: It Cities	<p>Several huge subdivisions are being developed in Rutherford county near 840x24. Hundreds of large homes means thousands of new people. Commute time has increased over 1 year for me from this area. 840x24 to 40x24 has increased by over 10 minutes on average. This problem needs to be dealt with ASAP. Elevated rail along the center or parallel to each interstate and a hub at the airport and west side of downtown (the big water filled hole?)needed. Nashville will also have to get people to ride this.. there should be special monthly rates for people coming from the areas producing the most traffic such as Rutherford county. Maybe even a free period for new riders to get them to use it and get used to it. Humans don't like change and we sure don't want to pay for it. But we can be corrupted!</p>
The Tennessean Facebook Page: It Cities	<p>Let's get bold and widen roads and interstates .</p>
The Tennessean Facebook Page: It Cities	<p>Widening roads has been repeatedly shown to worsen congestion. http://www.wired.com/2014/06/wuwt-traffic-induced-demand/</p>
The Tennessean Facebook Page: It Cities	<p>Willie Merrell what if the “wider interstate” evicts you from your own property?</p>
The Tennessean Facebook Page: It Cities	<p>Interstate widening may not be the solution but some is needed to correct original design flaws scattered throughout the city's interstate system. I would suggest that the Music City Star is evidence of 2 things. If you build it, people do not come. At the same time, it offers the opportunity for residents in Wilson and Eastern Davidson Counties to commute. How might this translate into a larger commuter rail service? IMO, spending large amounts of money to build additional rail lines is financially unfeasible as ridership cannot hope to be enough to warrant the expense. Where rail already exist, as was the case for the Music City Star and along the route from Nashville to Clarksville, it may be more feasible. For other cities like Murfreesboro, Franklin and Gallatin, unless existing rail lines can be used, other alternatives must be considered.</p>

Comments from Social Media

The Tennessean Facebook Page: It Cities	I agree but I'd like to see some roadwork done and more sidewalks first.
The Tennessean Facebook Page: It Cities	I find it strange that this is this months "it" article from the Tennessean A failing paper trying to push something most do not want.
The Tennessean Facebook Page: It Cities	Mass transit will only benefit us, we need it
The Tennessean Facebook Page: It Cities	Exactly. We've been talking about this since the mid 90s, what has changed?
The Tennessean Facebook Page: It Cities	But you nashvillians can't house the vets shame on yall
The Tennessean Facebook Page: It Cities	Big-oil-vulture-lobby groups will “work hard” for this to never happen!
The Tennessean Facebook Page: It Cities	A first-class mass transit system is hugely expensive. But it returns huge benefits to the City and its metro area for the next century.
The Tennessean Facebook Page: It Cities	Because economies of scale will take care of the cost.
The Tennessean Facebook Page: It Cities	Let's do it!
Nextdoor: Nashville MTA/RTA releases transit recommendations	It will be great to update our transit system. This would be a added attraction to our city. I was impressed with the new Bus Station downtown. I am sure when this is done with our transit it will be just as impressive.
Nextdoor: Nashville MTA/RTA releases transit recommendations	I have asked. many times to stop sending the GreenHills-next door listings. Please I am 84 and I do not read this ever Please. Stop !
Nextdoor: Nashville MTA/RTA releases transit recommendations	Nena, you will need to change your settings. Go to the top right side of the page where you see your name. Go to settings. Unselect all checked boxes of emails you would like to receive. This is how you set it up to contact you. So they will keep sending them to you I unless less you change it. Good luck!
Nextdoor: Nashville MTA/RTA releases transit recommendations	Additional services can be helpful but there are significant consequences with property taxes.

Comments from Social Media

Nextdoor: Nashville MTA/RTA releases transit recommendations	Wonder if this is a done deal ?
Nextdoor: Nashville MTA/RTA releases transit recommendations	Any thing you want to do is fine as long as there are no tax dollars put into it -- We have too many big ticket idem now --
Nextdoor: Nashville MTA/RTA releases transit recommendations	This does not benefit District One in ANY WAY.
Nextdoor: Nashville MTA/RTA releases transit recommendations	<p>Looking at the response here it is mixed that we need it, want it and even that it will make Nashville like other city's. The fact is that this cant benefit every community directly bu t its not designed to . Its designed ti address the traffic congestion in the major artery in the most central parts of our city and be used to bring people in and out of these major areas as efficiently as possible and with the increase in population living directly down town and the surrounding communities they will obviously see the initial benefits. That brings us to when we visit downtown ,for entertainment, sporting events and celebrations from the outer communitys will essentially see the results being less congestion and easier access to the downtown community. It will take time, money and lots of patience and while it is something that over time will make a difference. The end results unfortunately will not be a direct benefit to many outlying communities unless you visit the areas of transit operation. I am sure that at some point we could see it reach some of the outer communitys , but that is light years away</p>

Comments from Social Media

Nextdoor: Nashville MTA/RTA releases transit recommendations	<p>Assuming that outlying communities want to be affected, assuming they want more density, assuming they want the increase in noise, increase in construction, congestion, transients, the inevitable initial uptick in crime, etc... Those in the area have access to downtown and all interstate connections. Bringing the small possibilities of retail and mixed use development at specific sights along the route has no real appeal. District One is the largest and most undeveloped district. We have the most land and upwards of 60% of the remaining urban canopy in Nashville. We also have a large, active voting block. An online and physical petition that has almost has and soon will exceed one thousand signatures. Looking at aerial photos of District One and the interstates as well as areas with existing tracks that could be utilized, the North West Transit portion of the proposal is D.O.A.</p>
Nextdoor: Nashville MTA/RTA releases transit recommendations	<p>please, do not let anyone know we still have land Jonathan, they'll want to subdivide it! *humor*</p>
Nextdoor: Nashville MTA/RTA releases transit recommendations	<p>I just got an opinion about this transportation when I used to work at Hunters Lane I used to see all these children and a lady with her small infant waiting for over half an hour to an hour for the bus waiting in the cold weather. Can they make their rounds about every 15 minutes at least</p>
Nextdoor: Nashville MTA/RTA releases transit recommendations	<p>I am a huge proponent of public transit but it must make sense. The previously proposed AMP project was a disaster of an idea. It was a flashy poster for the mayor's wall that would not have taken any cars off the road. We must make sure that these projects will actually take cars off the road and reduce traffic. Another concern is cost. Are their plans to make businesses and corporations help out with the cost? They are the ones that will truly benefit from these systems. The citizens can't be expected to brunt the coat alone.</p>

Comments from Social Media

Nextdoor: Nashville MTA/RTA releases transit recommendations	Government controlled public transit is just that. If you want to reduce your liberty and freedom that definitely vote for more government control. As the planning elite so often say. "You can't build your way out of congestion". Those who still claim that government transit will reduce congestion are lying. The Nashville Planning Department intended to create traffic problems to coerce Nashvilleans into accepting the current push for government transportation. They know that as more people are pushed into government transportation that fewer people will not "choose" to use it and will actually chose to drive their cars. Think about it. If you were riding a bus (after waiting for an hour in the cold and rain) full of people that you wouldn't otherwise choose to associate with and you see cars passing you in open lanes, would you "choose " to ride the bus? The Purcell/Dean/Barry administrations did not and does not want you to have a choice. You do what they want or you have to pay.
Nextdoor: Nashville MTA/RTA releases transit recommendations	Mayor Moneybags!! Spend Spend Spend!!! Sell off the taxpayers parking for political contributions, initiate planned gridlock and give yourself another raise. \$6 BILLION?
Nextdoor: Nashville MTA/RTA releases transit recommendations	Piling up more property taxes for us, for something we'll probably never use.
Nextdoor: Nashville MTA/RTA releases transit recommendations	Tax payers have paid for solar lighting on the new bus shelters but MTA has not provided batteries on these stations. WHY ????? Also on high traffic areas no seating or trash cans. WHY ?????? Hot days a person gets thirsty & no carry on drinks on bus so riders trash bus stops. Maybe MTA should visit LA, California & see RTA system the best in the country.

Comments from Social Media

[Nextdoor: Nashville](#)
[MTA/RTA releases](#)
[transit](#)
[recommendations](#)

NMotion is a business that has set up meetings not to curb overgrowth of this city, downtown or anywhere in Nashville or surrounding areas. They never told the truth to begin with. They do not care about our ideas to carefully plan a city! NMotion had a survey to answer a few questions plus, get our opinions on Growth that they have already been planned without our input. There were no small boxes to tick to vote for alternatives to throwing thousands more condos on top of raised historical homes and downtown blocks all the while blighting the beauty and function on the riverfront which will probably fall in months! There were no plans for real Planning to ease overcrowding. Instead, they have started the processes for building mass transit at all costs to each one of us, No Questions Asked! NMotion was already geared for building and/or it's planning and we all never mattered! Did anyone really look at their survey? There was not a mention of questions like, What measures do you want to see happen to help curb overcrowding in downtown Nashville, the interstate traffic or how do we maintain the architecture, look, heart and feel this town should continue and deserves to be preserved! This survey began with, Tell us, where and how should we put all of our pre-planned changes into effect because, the discussion's over and the choices have been made whereby we will plan from behind never catching up with the destruction of over population and the overgrowth no one is caring to be in charge of while decimating a once beautiful Nashville. What could have been every citizen's wish if we were given the chance to tell developers, one, get out and allow Tennessean developers the business, this one's for me, and two, how do you plan to build onto

Comments from Social Media

	<p>this town without destroying our lives in the process? The Tennessee legislature, Metro council (always up for more taxed revenue) and Mayor Barry, are killing this town we all love. Mayor Barry, who I voted for, must put on some bigger shoes and not allow this Legislature and Metro Council, both demanding and drooling over more tax dollars, to come up with realistic plans for stopping the rush to over build Nashville like ants on hot pavement. Come on NMotion, who are you kidding? This tax fantasy- transit plan was in the works before you "cared" to sample one citizen's opinion of Nashville's push towards looking just like every fat and engorged city that sits in carbon monoxide fumes as we grown old waiting for our off- ramp to visit the COPD x-ray clinics we now call home. Is anybody in there who gives a care about we the people who run this city with our money, our screaming voices and our good and pointy pitch forks! Neighbors, think long and hard about what Barry, the Council, the Legislature and Nmotion represent and care for. I can assure you, it is not us! Laura M.</p>
Nextdoor: Nashville MTA/RTA releases transit recommendations	<p>Progressive Mayor Barry just picked up where Progressive Mayor Dean left off. He got his head handed to him with the absurd proposal to have a bus lane in the middle of West End. Elections have consequences....and they're usually expensive.</p>
Nextdoor: Join the Discussion	<p>Discuss??? OMG- even my children ask me when will we get a train to ride so we don't have to sit on the road so long.... How can so many other cities do it and we are unable??? Baffling</p>

Comments from Social Media

Nextdoor: Join the Discussion	Cmon mass transit was in discussion phase in the 1980's. Get into the 21st century and FOLLOW the other major and several minor metro areas around our country- get our governor to prioritize his schedule and meet with our US president or other federal officials when in town. Lets's get bizee. Man up Volunteers- mass transit is way past a need- it's survival phase..
Nextdoor: Join the Discussion	Just have to ask who made this logo? How very Hillary clintonish.
Nextdoor: Join the Discussion	We have a beautiful train station- now a Union Station Hotel. I took one of the last trains from Nashville with my grandmother, so we could say we rode the train before they took the passenger trains away. Time to bring them back.
Nextdoor: Join the Discussion	Please don't send me anymore of these emails. Thank you
Nextdoor: Join the Discussion	I agree Donna they should bring the trains back.
Nextdoor: Nashville MTA/RTA to release transit plans	i just went to link: nmotion2016.org All is easily accessible for review.. Tks
Nextdoor: Nashville MTA/RTA to release transit plans	Our transit solution will require competent consultants and \$5 to \$10 billion. Anything short of that is just a band-aid. If not done properly, Nashville will choke itself to death.
Nextdoor: Nashville MTA/RTA to release transit plans	It seems ridiculous that all these community meetings are occurring midday- because that's when a majority of people aren't at work (sarcasm). I'd like to attend bc I have had lovely transit experiences in other cities and wish the same for this as my new home
Nextdoor: Nashville MTA/RTA to release transit plans	Seems like a great time of day to exclude a lot of people who will end up paying for the tax increases they want.
Nextdoor: Nashville MTA/RTA to release transit plans	Mid-Day? yeah every working person can show up then.. (added sarcasm). I think these times are done to disregard as many questions they can.
Nextdoor: Nashville MTA/RTA to release transit plans	will someone tell me how to post on this site...thanks
Nextdoor: Nashville MTA/RTA to release transit plans	I believe these meetings just happen during business hours.

Comments from Social Media

Nextdoor: Nashville MTA/RTA to release transit plans	<p>Arleen, welcome to my world a few months back, I knew next to not one thing about this site.. and it continues to this day! I am kidding you, somewhat. It is not easy to learn this system on the fly. Well, one good thing you got out a post. There is a help page on the Nextdoor Home page. It is of some but not great value when it comes to explaining very simple things. There is always a place for comments at the bottom of each topic of conversation where you can direct your opinion or questions to the whole group talking about the topic at hand. To make this short, please look up how to private message another person you want to speak with, called PM for private message. I am directing this to you personally and I am doing this wrong because I have taken this post off topic. I should be directing this to you on your page. Usually there is a place where the reply section says, Private message" and I should get out of here and use it later. I hope people smarter than me will help you further. Laura M.or Ron M.</p>
Nextdoor: Nashville MTA/RTA to release transit plans	<p>Eve White - Perry Heights I am grateful to whoever set up this site. Problem is, I have posted questions but have never received a reply. How do I get in contact with my neighbours in Perry Heights, Donelson? And will I ever receive a reply?</p>
Nextdoor: Nashville MTA/RTA to release transit plans	<p>Like so many others, I too am unable to attend today due to work. Look forward to see the meeting posted so I can see outcome and post again. Light rail now! It will only keep increasing in price. The sooner we jump in, the sooner it's completed, paid off and used!</p>
Nextdoor: Nashville MTA/RTA to release transit plans	<p>Won't be able to make it,but we need at least two more busses to come in the country</p>

Comments from Social Media

Nextdoor: Nashville MTA/RTA to release transit plans	<p>Eve W., Please private message me and I can help a small bit. I am Laura using my husband's site, Ron M., because he can undo all of the non-sense I have messed up. Look up Ron's posts, see any of my opinions on a topic, click on Ron's non-descript picture, His icon in the small circle by his name, click on this, look for the term Reply or Private Message, click Private Message, write me about some of your problems only, and I will try to connect you to our neighborhood team leader. The leaders maintain the website and explain the rules. I do not know but I am unaware about Donelson being within the boundaries of our Nextdoor neighborhood ? Anyone, could you help Eve out by helping answer some questions she might have or clear up my information given to her which could be wrong. Thanks everybody, Laura M.</p>
Nextdoor: Nashville MTA/RTA to release transit plans	<p>How is the rail getting over the Cumberland River to get to Ashland City Highway. Does anyone know?</p>
Nextdoor: Nashville MTA/RTA to release transit plans	<p>susan, there are a tracks on county hospital rd. There is a bridge for the train that you can see from Clarksville Pk (Ted Rhodes Golf course). I believe CSX owns the tracks.</p>
Nextdoor: Nashville MTA/RTA to release transit plans	<p>Is the result in from the survey ending I believe June of 2016</p>

Comments from Social Media

Nextdoor: Nashville MTA/RTA to release transit plans	<p>This "survey" is just a push poll for the Barry administration to continue the Purcell/Dean long march into downtown. Government controlled public transit is just that. If you want to reduce your liberty and freedom that definitely vote for more government control. As the planning elite so often say. "You can't build your way out of congestion". Those who still claim that government transit will reduce congestion are lying. The Nashville Planning Department intended to create traffic problems to coerce Nashvilleans into accepting the current push for government transportation. They know that as more people are pushed into government transportation that fewer people will not "choose" to use it and will actually chose to drive their cars. Think about it. If you were riding a bus (after waiting for an hour in the cold and rain) full of people that you wouldn't otherwise choose to associate with and you see cars passing you in open lanes, would you "choose " to ride the bus? The Purcell/Dean/Barry administrations did not and does not want you to have a choice. You do what they want or you have to pay.</p>
Reddit: Grist article	<p>The answer of course remains, "no". Nashville has tried for a long time to get a transit system up and running, but powerful forces always manage to prevent it.</p>
Reddit: Grist article	<p>Cite. Besides the AMP, what other transit system has been "tried"? And we now know the AMP was sort of ill-conceived to begin with. Downvoted to zero, and no citation of transportation systems "tried for a longtime". The Star exists, so I don't really get how that's a failure? It's not as expansive as some would like (including me), but that doesn't mean it's a failed attempt.</p>
Reddit: Grist article	<p>The Star line, maybe? Wasn't the star supposed to eventually have 5 points? It <i>still</i> only has the one...</p>
Reddit: Grist article	<p>I remember Metro in the past having considered implementing light rail using CSX tracks or something, but they were swiftly denied by the rail owners. Personally I thought using preexisting track was the most cost effective option for Metro. I can see the astronomical costs from building new passenger rail altogether easily being swept out of the legislature. Maybe we can still hope for that interstate BRT</p>

Comments from Social Media

Reddit: Grist article	CSX owns the tracks, so it was basically a non-starter... That's like saying, "Hey - we'd like to use your driveway as a parking lot, and your house as a bus station."
Reddit: Grist article	Two months ago CSX hinted that it might possibly consider relocating the Radnor yard and ceding existing tracks in Nashville for passenger rail (with the appropriate incentives of course). I wish the city and state would seriously pursue that possibility for a bit--I think commuter rail has the potential to significantly change traffic patterns between Murfreesboro/Nashville and Franklin/Nashville (and maybe Gallatin/Nashville), more than I think the current plan could do.
Reddit: Grist article	Totally agree, if they go this route. Its not clear they will right now.
Reddit: Grist article	Well, yes, they own the tracks, I just had assumed that there was a monetary incentive for CSX considering MTA is a fare-based service
Reddit: Grist article	There isn't. Moving people pays peanuts vs moving bulk goods. It also slows down the movement of said bulk goods.
Reddit: Grist article	there was also the jobs act, and guns in parks, I'm assuming decriminalization will be shot down. State legislature likes to meddle in city affairs.
Reddit: Grist article	Guns in parks is not a city issue. Decriminalization should also be a state issue, not a city issue. I'm not sure what this has to do with my question about other transit systems that have been tried for a long time?
Reddit: Grist article	You should look into how this played out in Philadelphia.
Reddit: Grist article	I doubt it. ATT and Shitcast will whine about their poles being touched again.
Reddit: Grist article	lol this sub has an uncanny ability to relate every post to google fiber
Reddit: Grist article	Well, if we can't get even that passed without a glitch, how will we we execute an even bigger infrastructure project?

Comments from Social Media

Reddit: Grist article	I feel like calling Tennessee a "conservative state" is a bit reductive. We definitely vote red in presidential elections, but two of our last four governors have been Democrats. All four served two terms. We have also had our fair share of Democratic senators and representatives. Historically, we have been more conservative than liberal, but we have also supported a number of common sense policies that fell on the liberal side. I think we have always given Transit the time and money needed. Also, weren't we the first state to give driver's licenses to illegal immigrants? I remember California started doing it some years later, and it was praised as a great example of progressive policy.
Reddit: Grist article	Yeah also it is a widely agreed upon notion that Nashville has to upgrade their infrastructure. You ask anyone in Nashville what their biggest issue with Nashville and pretty much everyone will say Traffic.
Reddit: Grist article	Curious about the giving of driver's licenses to undocumented immigrants. That certainly isn't the case now. What happened to that law/policy?
Reddit: Grist article	Neighboring states were complaining because immigrants were carpooling to TN, meeting (or forging) the bare minimum requirements to get licensed, and going back. Or something like that. I'm really not sure why it was a problem.
Reddit: Grist article	The bill has a pretty strange past, and it was modified a few times before it was repealed. Strangely enough, it was a Republican governor that proposed it(Sundquist), and a Democrat that eventually repealed it(Bredesen).
Reddit: Grist article	Interesting. I only know of Bredesen from learning about him gutting TennCare. I've heard that that may be responsible for the Democrats being in such disarray in Tennessee.

Comments from Social Media

Reddit: Grist article	<p>It's a stretch to say he "gutted" TennCare. He was pretty well respected at the time, even by Republicans. He balanced the budget, which Sundquist was unable to do, and unfortunately had to reduce spending on TennCare, which he did mostly by changing the rules for who's covered. It's bizarre how backwards those two were compared to the rhetoric going on at the national level today, but it just shows how disconnected from reality that rhetoric really is. I think the main reason Democrats are in such disarray in Tennessee is that TN has a habit of voting against the Presidency. I don't think it's a coincidence that our last two Democratic governors were elected when a Republican was president. Oh, and here's a bit of trivia about Bredesen from Wikipedia: In his 2006 reelection campaign, Bredesen brushed off a primary challenge from John Jay Hooker, winning nearly 90% of the vote. In the general election, he defeated state senator Jim Bryson, 1,247,491 votes to 540,853. He swept all 95 counties, and garnered more votes than any gubernatorial candidate in state history.</p>
Reddit: Grist article	<p>I don't question that Bredesen was popular, he won elections after all. I actually see this less as an example of Tennessee being a "blue" state and more of an example of how blue dog Democrats can be incredibly regressive. And also an example of how blue dog Democrats and "third way" conservative leftist parties around the world have generally been massacred electorally after having short periods in office.</p>
Reddit: Grist article	<p>I don't think balancing a budget is regressive. He made a very good attempt at saving it, but he looked into it, brought in analysts, and determined that the program as it had been was just unsustainable. I think he did the best job with what he had.</p>
Reddit: Grist article	<p>A balanced budget is regressive in the sense that it's demand suppressing. Without permanent government deficits, only private debt and bank money creation can support expansion. Also, it's bad economic policy because it's pro-cyclical, aggravating bubbles and worsening recessions.</p>

Comments from Social Media

Reddit: Grist article	Also, specifically with health care, every dollar cut from direct government provision turns into about \$2 of private spending on health care. So it's incredibly wasteful and inefficient to marketize.
Reddit: Grist article	He maybe did the best he could within the confines of discredited economic theory, but that's not saying much.
Reddit: Grist article	That works on the federal level pretty well, but not on the state. That goes for both your anecdotes. Don't conflate the national discussion on healthcare with the actions of Bredesen. It's not "discredited economic theory", to be sure. You're taking economic theory out of context.
Reddit: Grist article	You're right that all those factors operate more strongly on central governments more strongly than on regional sub-divisions of the state, but that doesn't mean they're irrelevant to regional governments.
Reddit: Grist article	They'll succeed by taxing the living shit out the entire county.
Reddit: Grist article	As a land owner in rural Davidson Co., this bothers me tremendously. I'm still paying for the arena, stadium, etc., etc. All for the surrounding counties to utilize and pay their low property tax rates.. We can't do this on the back of Davidson Co residents who are taxed so heavily anyhow.
Reddit: Grist article	Sorry man
Reddit: Grist article	Personally (with the limited time I spend <i>in</i> Nashville directly) I just want anything <i>but</i> a bus, or at least cut numbers, I've seen way too many occasions with 3+ buses being in one tiny location, on the same 2-lane or even 1-lane road. It's ridiculous to me but I'm not much of a city-boy anymore so I guess I'm just not used to ridiculously large vehicles that aren't 15 foot tall pickups.
Reddit: Grist article	oh Grist, spreading (self admittingly) tree-hugging principles to everyone. edit: love the downvotes lately. say something about the government not stepping in - Downvote! say something about a left-leaning publication - Downvote!

Comments from Social Media

Reddit: Grist article	You're an idiot. If you read into the issue you'll learn that the government caused the issues they are now trying to solve for. But believe what you will. Do us all a favor and click the unsubscribe button. Why? Not you. That other guy who thinks Austin is so great. Must have replied on the wrong comment from the mobile app.
Reddit: Grist article	No. If our esteemed legislature can't bring themselves to legalize cannabis, a move which would generate tens of millions of dollars in new tax revenue and make millions of people happy, they certainly won't do something that costs money, no matter how helpful the end result. Maybe after redistricting in 2020, but not a damn thing until then.
Reddit: Grist article	There are 46 other states, including those with transit infrastructure, that have not legalized cannabis. Your argument is invalid. Downvote away... The truth hurts, I know.
Reddit: Grist article	And I believe half with medicinal or at least decriminalized cannabis. What's your argument? Prohibition states are the minority now.
Reddit: Grist article	You suck at math if you think "half" equals "majority", but second - this has nothing to do with the infrastructure conversation.
Reddit: Grist article	Also, I'm not arguing against legalization or decriminalization.
Nextdoor: Open Houses	Any chance we could get huge speed bumps on Country way and Dove Creek to slow down the morning rush and midnight drag races?
Nextdoor: Open Houses	Sam, your question should be directed to Metro Public Works. They oversee street infrastructure for local roads. Also, as I understand it, Metro no longer installs speed bumps/humps.
The Tennessean Facebook Page: Broadway/West End vision	If Detroit can do this, why can't Nashville? http://www.dailydetroit.com/.../60-years-detroit.../
The Tennessean Facebook Page: Broadway/West End vision	and detroit is bankrupt well yeah, we can do that too.
The Tennessean Facebook Page:	lol

Comments from Social Media

Broadway/West End vision	
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Comments from Email and Phone Calls

Source	Comment
Phone call	<p>called and requested that Friday evening train service not depart from Nashville until 11pm, in order for symphony attendees to be able to catch the train. She also requested that we provided more frequency of rail service. She also said if we ever needed someone to speak to local governments about their need to financially support the needed transit improvements to let her know. She is planning to address this in the Lebanon budget hearings. She also asked to be added to the nMotion email list.</p>
Email	<p>Interpreter and middle eastern cultural Educator for the Vanderbilt medical center staff and the Egyptian and Arabic community.</p> <p>I got an Email from the church leaders asking if I have any suggestions or comments regarding the MTA that might be helpful to the community and I actually do.</p> <p>The new immigrants that come from Egypt on an annual seasonal basis usually live on Millwood drive and Murfreesboro pike, and when they have been in for two years they look for homes along Murfreesboro pike mostly starting at Millwood Dr and ending in LaVergene 37086</p> <p>Most of them seek health care for their kids in Vanderbilt and some of them come to Vandy twice a week, they go through so much in order to get there , they have to take two buses to get to Vanderbilt, and also to go back home which kills the day for them besides the hard time the h Kids have in the winter and the hot summer.</p> <p>Many of them are spouse that are staying home moms and can't afford buying cars or paying for gas, most of them own one car Thad the man uses for work and buying their groceries or going to church.</p> <p>We see 45-50 Arabic speaking pt a day plus at least 25 workers and some of the families have to take two buses with their sick kids to get to Vanderbilt which takes so much time and energy too.</p> <p>I think having a bus that can go along Murfreesboro Rd and have a stop at Vanderbilt would be So beneficial to many people including our hard working community.</p> <p>Please feel free to contact me at anytime for suggesting, or If I could help with anything. I have heard from a Vanderbilt Doctor that knows the mayor that our mayor is big on diversity and culture and I would love to help at any time if you decide to have a plan to diversity melting in the society and trying to open the closed community to have a chance to participate in the public life and be effective in social and political life since the church is estimating over 23,000 Egyptian, Nashville is so diverse and that could contribute to the Nashville's economy if we could use it right. We can start by arranging a diversity day/ market in a public place which all cultures can anticipate by sharing foods, uniforms, arts Etc.</p> <p>I'm sorry for the long email and thanks for reading all of it :) Thanks</p>

Comments from Email and Phone Calls

Email	<p>Dear MTA staff:</p> <p>I read that the biggest problem facing the MTA/RTA transit plan recommendations are the funding sources to finance them. I have included a PDF of options from Todd Litman who is from British Columbia. He spoke to a meeting at the Chamber of Commerce in May of this year.</p>
Email	<p>I finally left the city of Nashville because of the horrible traffic and ridiculously high cost of housing; it just was not worth it to stay. I will leave you with one suggestion. Check out how Kansas City has incorporated their new light rail system. It seems to be working well and people actually ride the system. They are no different than Nashville, although that is the excuse you will probably use. Sorry I could not stay, but I hope you get your act together soon, for the sake of city's.</p>
Email	<p>Suggest you consider redesigning the buses to be more like trolleys. Visitors and commuters in cities that have trolleys (like New Orleans) are happy to ride them whereas regular bus looking buses are less palatable to those who have not typically been comfortable riding a bus. Like it or not, there is a stigma to a bus.</p>
Email	<p>Hello Mass Transit people of Nashville. I am writing today to ask if the idea of a mass transit cable car system has ever been proposed? I am talking about a detachable gondola system like they have at major ski resorts across the world. It has been adopted in other countries as well as a cost effective and relatively simple method to move large quantities of people around. Please watch the video I found on YouTube. I think you will see that this is feasible and with the large ground footprint of a light rail system. Can Urban Cable Really Ease City Congestion: Michael McDaniel & Jared Ficklin at TEDxAustin I would love to hear your feedback on this and see if this has been thought of at all while working on this plan. Thank you.</p>
Email	<p>Yeah, me again... If Nothing else, at least do a Bus route that travels down Wedgewood/Walsh, to Meet up w/ Nolensville Pk. EAST & WEST routes are "Slim", compared to the NORTH & SOUTH routes-! Susan, in Wedgewood-Houston, who would rather take the Bus, than Drive downtown-!</p>
Email	<p>Dear Mr. Bland, Right now I think we need to consider vast improvement in our bus routes. I live in Sylvan Park. Check your service for me to go to Target on White Bridge. Check your route for me to go to Hillsboro Village or 100 Oaks? Each of those destinations have many businesses and educational institutions but they are not easy to reach from 46th and Charlotte. Charlotte will have hundreds of new residents with poor and limited bus routes. I had to take my car to work because there was not a good and timely route to get to White Bridge. Just some of my thoughts as we look for transit improvements.</p>
Email	<p>I've been trying for the last 10 (or so...) minutes to load "the plan", w/o success. (The little blue line goes 7/8 of the way across, & then STOPS. Any way to just send me an email-???</p>

Comments from Email and Phone Calls

Transit Now Nashville's mission is to engage the Nashville community to promote a vibrant transit system. We are grateful the Nashville MTA and nMotion teams have set forth such an ambitious plan for the middle Tennessee region. While we would like to see certain aspects of the plan, such as dedicated right of way for transit extending to the surrounding counties, implemented on an accelerated time table, we understand the restraints around budget requirements and the need for a dedicated funding source to ensure these substantial improvements become a reality. Our organization is especially excited about walkability improvements and a focus on transit oriented development around transit hubs. These are crucial aspects of a functional transit system. The proposal for a simple way to pay for fares will improve efficiency and reduce barriers for people unfamiliar with the current transit system. We also look forward to the implementation of crosstown connections and streamlined bus routes along major corridors. While Nashville has undergone various planning studies over the past several years, Transit Now Nashville is hopeful the community will provide the needed motivation to hold city leaders accountable to take action in order to see aspects of this plan become reality. As citizens of this city, we remain committed to providing support wherever it is required to ensure current and future residents are able to enjoy a high quality of life with access to all the opportunities Nashville provides.

Comments from Email and Phone Calls

Email	<p>Dear Sir/Madam,I applaud the size of your vision. I believe this plan is too grand, and that the price tag will frighten politicians from starting. I don't believe the density to support light rail (LR) will be seen during the lifetime of this plan. I really like the phasing of your recommendations, and apart from the re-branding exercise (which I consider a waste of money), I support the implementation order you propose, and the projects you propose for the early stages of the plan. Long distance coach services (such as Greyhound and Mega-bus) are not mentioned at all. There is considerable scope for integration, given that MCC has private car parking on the site (which should not have been provided in a downtown transit terminal!) and (eg) Mega-bus has generated complaints for not using a terminal.</p> <p>What is a Transportation Network Company? This is mentioned as "already being well used", but no examples are given and I do not know what they are, so it is not clear what type of organization you are referring to.</p> <p>Does proposing an existing BRT route for light rail (LR) over the long term mean that it will not receive interim investment to bring it up to the standard of full BRT in the interim? Surely all proposed LR routes should become full BRT on their way to LR? Has this been included in the costings? If not, this would lead to the counter-productive situation where lesser routes are upgraded to full BRT, while BRT lite routes do not get upgraded to full BRT because they are waiting to be upgraded to LR!</p> <p>Does using Broadway as a Transit Emphasis Corridor conflict with its increasing pedestrian and special event focus? At present, buses avoid Broadway for this reason, and the planning department is actively progressing pedestrianization, a worthy goal. Whilst it is true that LR can share the road with pedestrianization, the experience with buses in pedestrian areas is not so positive. Reorganising bus routes to use Broadway creates a potential conflict between buses and pedestrians which does not exist now, and which LR will not solve until a very long time in the future, if ever.</p>
Email	<p>Improve the bus system, yes -- put some more crosstown routes into play, and then enhance the suburban ones by actually running a few on the weekends and evenings. You have added some much-needed Express routes on West and East Nashville (Charlotte & Gallatin), but DO NOT attempt to create trains and trolleys to make this look like Atlanta or Boston!</p>

News Stories

The Tennessean	Aug. 17, 2016	Metro recommends \$6 billion transit plan for the Nashville region
Nashville Business Journal	Aug. 17, 2016	Top transit officials urge \$6 billion transit expansion for Nashville
Nashville Post	Aug. 17, 2016	Officials push transit plan with possible \$6B price tag
Nashville Business Journal	Aug. 17, 2016	Transit chief: The public's not willing (yet) to pay for \$6B transit expansion
Nashville Scene	Aug. 17, 2016	Metro unveils \$6 billion regional transit plan
Nashville Public Radio	Aug. 17, 2016	Nashville chooses ambitious transit plan - at hefty price
News Channel 5	Aug. 17, 2016	\$6 billion of transit recommendations released
News Channel 5	Aug. 17, 2016	nMotion proponents learn from past
Fox17	Aug. 17, 2016	Opponents of former Metro transit plan speak out about 'nMotion'
Fox 17	Aug. 17, 2016	Nashville MTA/RTA unveils \$5.97 billion transit plan
WSMV	Aug. 17, 2016	\$6 billion transit plan recommended for nashville region
Franklin Home Page	Aug. 17, 2016	New regional transit plan pitches bus rapid transit for Williamson
WKRN	Aug. 17, 2016	\$5.9 billion plan calls for increasing mass transit options
The Leaf-Chronicle	Aug. 18, 2016	Clarksville to Nashville bus service adds more trips, new location
Mass Transit Mag	Aug. 18, 2016	Tn: Metro recommends \$6B Transit Plan for Nashville Region
News Channel 5	Aug. 19, 2016	Capitol view Commentary: Friday, Aug. 19, 2016

News Stories

The Tennessean	Aug. 21, 2016	Nashville area wants big, bold transit, so build it
Nashville Public Radio	Aug. 22, 2016	These are Nashville's transportation ideas schedued to happen soonest
Fox 17	Aug. 22, 2016	How will busing be affected in Nashville's proposed transit plan?
Brentwood Home Page	Aug. 25, 2016	Transportation summit to address traffic issues, behaviors
The Tennessean	Aug. 25, 2016	Nashville transit recommendations draw hope and ire
Nashville Business Journal	Aug. 26, 2016	Downtown Traffic: There is no escape plan
Style Blueprint	Aug. 26, 2016	Here's What Happened in August -- and it's a LOT
Beacon Center Blog	Aug. 30, 2016	A system of the past or future?
The Tennessean	31-Aug-16	Watch Live: Tennessean's Future of Transit Forum
The Tennessean	1-Sep-16	Experts: Costs, timeline biggest concerns for Nashville transit expansion
Grist	Sept. 1, 2016	Nashville has big transit plans. Can they succeed in a conservative state?
Nextcity.org	Sept. 1	Nahvillians on Transit Plan: Are You Out of Your Flippin Mind?
The Tennessean	Sept. 4, 2016	If a \$6 billion transit system is built, will Middle Tennesseans ride?
Franklin Home Page	Sept. 7, 2016	Opinion: nMotion transit plan open for public comment
The Tennessean	Sept. 12, 2016	Transit a necessary investment now

News Stories

The Tennessean	Sept. 14,2016	What role will Hendersonville's next mayor play in fixing transportation issues?
The Tennessean	Sept. 15, 2016	Music City Star solid at 10 years, but more impact wanted
The Tennessean	Sept. 16, 2016	Broadway West End gets new scaled back transit vision
Nashville Business Journal	Sept. 16, 2016	Exploring the scaled-back transit vision for Broadway/West End

moving forward

transit solutions for our region

September 16, 2016

Steve Bland
Chief Executive Officer
Nashville Metropolitan Transit Authority and Regional Transit Authority
430 Myatt Drive
Nashville, Tennessee 37115

Dear Mr. Bland,

Moving Forward launched in August 2015 and immediately began work to achieve its first goal – to support the completion of a RTA and MTA strategic plan update by the end of 2016. A year later, we present to you, our endorsement of the *nMotion 2016 Transit Plan* and recommended next steps.

Moving Forward's Routes, Network and Modes Task Force has reviewed the final draft of the *nMotion* plan in detail and notes that most of our recommendations have been incorporated into the plan:

- We applaud the decision to use the “comprehensive regional transit system” (scenario 1) as the starting point for the final *nMotion* plan and are pleased that the call for solutions to downtown Nashville mobility is featured prominently.
- We appreciate that the draft plan includes a connection to the Nashville International Airport and the proposed commuter rail in the Northwest Corridor.
- We are pleased that the final *nMotion* draft makes reference to future high capacity transit to outlying cities and calls upon cities and counties to continue to develop their land use planning and zoning to support, complement and benefit from mass transit.

Moving Forward enthusiastically endorses the final *nMotion* plan and we stand ready to assist during its implementation. With that in mind, we ask the MTA and RTA boards to charge staff with the immediate creation of a plan of action describing next steps and the responsible parties for each of the programs and projects outlined in the *nMotion* plan.

Moving Forward requests that the plan of action address the following:

- **The plan of action should offer a more aggressive proposal, prioritization and timeline for breaking ground on the first, second and future rapid transit projects.** Whether the first rapid transit project is bus-on-shoulder, transit priority measures in downtown Nashville, or a new light rail or bus rapid transit line – Moving Forward believes that the region cannot wait for years six to 15 to accomplish this goal and, in fact, Moving Forward has set a goal of breaking ground on the first new mass transit project in our region by the end of 2020.

We understand that MTA and RTA alone cannot make this happen; if there are contingencies to an aggressive timeline – funding, approval from other levels of government, etc. – then list those contingencies, so everyone is aware of them and we can all work to overcome any barriers.

- **The plan of action should provide more detail – including more detailed timelines and responsible parties – for action on each of the plan's recommendations.** From creating simpler fare payment and

preparing the city to be ready to capitalize on autonomous vehicle technology, to building regional transit centers and improving pedestrian connections to transit – each improvement proposed in *nMotion* should include detail surrounding implementation.

For each improvement recommended in *nMotion*, the plan of action should include a proposed start date and reasonable completion date; a list of the parties involved; a recommendation on which entity should “own” the project; an explanation of which levels of government are involved in approval of the project; a description of potential roadblocks to completion; a general sense of the cost of the project; etc.

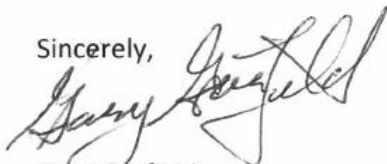
Moving Forward supports many of the short-, mid-, and long-term improvements proposed in *nMotion* and we believe that additional detail will give more Middle Tennesseans the confidence that the proposals included in *nMotion* are achievable and will create reliable, effective, attractive transit.

- **The plan of action should outline MTA and RTA’s commitment to continuing regional outreach and education.** MTA/RTA and their consultants achieved impressive community engagement, reaching – at last count – nearly 19,000 engagements with Middle Tennesseans. This included outreach to residents in counties outside of Davidson, with the assistance of Cumberland Region Tomorrow and the Transit Alliance for Middle Tennessee. Moving Forward recognizes that our transportation challenges are regional and the solutions must also be regional. We urge MTA and RTA to explain, in the plan of action, how the entities will continue to engage residents throughout Middle Tennessee in the conversation surrounding transportation options.

As part of the continuing regional outreach, we request that the final *nMotion* plan include clearer explanation of the metrics – such as current and proposed residential and employment densities, the cost of rail, and other factors – that currently make rail unfeasible to surrounding cities such as Franklin, Gallatin and Murfreesboro. Middle Tennessee’s neighboring cities remain committed to eventually receiving higher order transit, such as rail. A clear understanding of the challenges to achieving this goal is needed so surrounding cities and counties can take action to support higher order transit.

For over a year, Moving Forward volunteers have been engaged in studying and understanding Middle Tennessee’s transit future, through the *nMotion* process. We agree with the final *nMotion* plan’s call for short-term action to improve service for today’s riders and build confidence in the transit system to attract future riders. We support the draft *nMotion* plan’s call for a mix of high capacity transit options across the region. We want the *nMotion* plan to convey the sense of urgency our region feels and we want the *nMotion* plan to provide the detailed guidance on next steps needed to translate the recommendations to action. We urge MTA and RTA to address the recommendations we have offered above and charge MTA and RTA staff with the creation of a “plan of action” to take *nMotion* from shared vision to implementation.

Sincerely,



Gary Garfield
Chair, Moving Forward



Pete Wooten
Vice Chair, Moving Forward

cc: Nashville Metropolitan Transit Authority Board
Regional Transportation Authority Board Officers

SOUTHERN ENVIRONMENTAL LAW CENTER

Telephone 615-921-9470

2 VICTORY AVENUE SOUTH, SUITE 500
NASHVILLE, TN 37213

Facsimile 615-921-8011

September 8, 2016

VIA ELECTRONIC MAIL Steve.Bland@nashville.gov

Stephen G. Bland
Chief Executive Officer
Nashville MTA, RTA
430 Myatt Drive
Nashville, TN 37115

Re: 2016 nMotion Transit Plan Recommendations

Dear Mr. Bland:

The Southern Environmental Law Center is pleased to submit comments on the nMotion 2016 Transit Plan Recommendations, an important document that we hope will guide the course of our region for decades to come. We strongly support the goal of planning for and establishing a truly multimodal transportation system that is effective, efficient, and accessible for all users—one that enhances the quality of life in Middle Tennessee—and we were glad to serve as members of the nMotion Advisory Committee.

MTA/RTA staff and consultants should be commended for their thoughtful and comprehensive approach to this process. The Plan contains a wealth of information, identifies many of the challenges facing Nashville, Davidson County, and the surrounding Middle Tennessee counties over the coming decades, and suggests strategies for addressing those challenges. We offer the following general comments with some suggestions largely related to the Plan's implementation, which we hope will help your ongoing efforts to enable Middle Tennessee to grow in a more sustainable fashion.

I. We Recommend an Ambitious Timeline Worthy of the Plan's Ambitious Vision

No one can doubt the broad community support throughout Middle Tennessee for a multimodal future like the vision outlined in the Plan. If public support is to be leveraged to transform the Plan into reality, though, a more ambitious timeline for implementation is needed to match the Plan's bold vision. Our concern is that current levels of public support may wane due to delays or planning fatigue, and that the Plan's recommendations will not be realized and needs will go unmet.¹ In addition, we are concerned that the Plan does not currently contain sufficient specific actions and deadlines.

¹ In addition to addressing practical needs like travel times and mitigating growing congestion by providing transportation alternatives like transit, there are environmental reasons for acting now: the region has seen exceedances of the federal health limits for ozone at various times over the past few years.

For nearly a decade—but particularly over the last few years—Middle Tennesseans have engaged with planning experts and consultants to develop a regional vision for a transit network and smart growth. A partial list of these efforts includes the MPO’s 2040 Plan, NashvilleNext, the Amp Citizens Advisory Committee, the Nashville Chamber’s Moving Forward Project, and, most recently, the Urban Land Institute’s Gear Up 2020. Because these planning efforts helped provide the foundation for nMotion, MTA/RTA did not start at “square one” even when it began 18 months ago, and so we urge MTA/RTA to commit to a more ambitious timeline. Right now, for example, the Plan notes that “[d]esign will advance, and construction will begin on initial rapid transit projects with completion of initial segments toward the end of this [15 year] period” and “[r]apid transit operations will commence in more local and regional corridors [in 25 years].” We acknowledge the complexity of the issues and the necessary time that is embedded in developing any rail or transit project, but we encourage you to recommend clear and aggressive goals that the public can get behind now and support into the future.

We recognize, of course, that the core of the Plan is a roadmap with principles for future Middle Tennessee decision-makers. We therefore support the Plan as a comprehensive guidance document, but suggest that, where possible, the vision be translated into obligations with deadlines that can cement the Plan’s vision for our collective future.

II. The Plan Would Benefit From an Explicit, Transparent Prioritization Process That Will Further Build Community Trust in the Recommendations

We also suggest adoption of a more aggressive timeline to identify priority projects and corridors.² Again, MTA/RTA can draw on past and ongoing public outreach and planning efforts. Further, as you proceed with priority project identification, we encourage MTA/RTA to be as transparent as possible as such determinations are being made. For example, the Nashville Area MPO developed an objective, data-driven approach for evaluating and prioritizing projects in the region’s long range transportation plan.³ We suggest that MTA/RTA have an explicit prioritization framework, explain the metrics that will be used to assess and prioritize projects, and/or indicate when a framework will be developed.⁴

III. The Need for Accountability: Regular Status and Milestone Reports

We recognize that nMotion, by its own definition, is not “the in-depth planning required for a high-impact capital/corridor project; a detailed/accurate projection of future cost; or a

² The Plan notes that for new high-capacity transit services within Davidson County, “the MTA has already begun a project to examine different approaches in five corridors. This project, which will be completed within the next year, will also prioritize initial corridors. Based on this prioritization, MTA will proceed on development of its first light rail or BRT line.” (p. 32).

³ *MPO 2040 Plan* at p. 8-7 (citing nine factors more fully described in Appendix E).

⁴ We support each mode having criteria for—and that give the greatest weight to—accessibility and environmental quality. We also suggest that metrics related to accessibility be incorporated as part of the prioritization process, including the use of the following factors: (1) change in access to jobs and to local or regional activity centers (such as schools and other community facilities, shopping and employment centers, and high-density residential areas); and (2) change in access to transit since this is essential to enhance mobility and opportunities for non-drivers (*e.g.*, students, the elderly, lower-income individuals) and can encourage existing single occupancy vehicle drivers to choose alternate modes.

detailed funding plan.”⁵ And yet, the Plan can achieve more within the scope of what it *is* by setting clear and achievable near-term timelines and then reporting back to the public about either what has been achieved or what remains to be done. For example, bus-on-shoulder is discussed as a near-term improvement but it is not clear whether TDOT has committed to making this a reality or when the pilot project might begin.⁶ The public should be informed as to when the pilot program will begin and how it will be deemed a success or failure warranting expansion to other corridors. We recommend that clear benchmarks be set for components of the project, and that you also set up report card-style status reports with a schedule of semi-annual public reporting requirements. Let the approval of the Plan in September 2016, in other words, not be the end of nMotion.

Further, to ensure meaningful engagement and build support for your future recommendations, we recommend providing the public and members of your advisory committee with substantive information and sufficient time to review and provide meaningful feedback prior to each benchmark date. This has twin benefits: first, unlike pro forma public engagement, it will help proposals survive an anti-transit campaign; second, substantive community feedback is almost certain to improve a project.

IV. The Need to Prioritize Equity

We strongly support nMotion’s goal to improve access to opportunity for those with limited auto availability, and we commend you for those efforts undertaken to learn more from “underrepresented and hard-to-reach groups.”⁷ As you know, affordable housing and transit were key topics in Mayor Barry’s first State of Metro address this year. After years of growth, by now all Middle Tennesseans should be acutely aware of the negative impacts on diversity, economic opportunity, the transportation system, and the functioning of a community when people are displaced from their neighborhoods, cannot afford housing near their work, or do not have meaningful transportation choices.

One result of the lack of integrated planning between housing, transportation and jobs is that far too many public sector workers and other essential employees cannot afford to live in the communities where they work. Improving these connections must be a top priority for decision makers and citizens across the region. We have to provide housing and transportation choices for households of all income levels, sizes, and needs,⁸ which requires coordination. Consequently, we suggest that the Plan—and efforts to implement of the Plan—explicitly unite the needs to create and maintain equitable housing and transit options. For example, the Plan shows that an expanded transit network will do a good job connecting workers with jobs, but we suggest engaging in an integrated planning effort with non-transportation agencies and organizations to

⁵ nMotion at p. 2; nMotion Community Engagement Report, p. 12.

⁶ According to the Plan, “At the least, MTA and RTA will seek to implement a pilot project in one major freeway corridor. Even better, MTA and RTA would like to be able to implement express bus-on-shoulder service in all major freeway corridors within the next two years.”

⁷ *nMotion Final Community Engagement Report*, pp. 12-13 (Aug. 2016), available at http://nmotion2015.com/wp-content/uploads/2016/08/nMotion-Community-Engagement-Report_Final.pdf.

⁸ See, e.g., Trip Pollard, *Jobs, Transportation, and Affordable Housing: Connecting Home and Work* (SELC, 2010), available at https://www.southernenvironment.org/uploads/publications/connecting_home_and_work.pdf.

ensure that equity is a key metric for project prioritization and implementation. We are optimistic that the Plan can serve as the roadmap to improve services for transit-dependent populations while also setting the foundation for a robust transit infrastructure, benefitting the regional population, and mitigating development pressures that lead to sprawling development. But this will require making equity a priority.

V. The Need for Transit Network Optimization

Finally, we support the Plan's recommendation to "Make Service Easier to Use," and the commitment that MTA and RTA "will simplify existing bus routes." (p. 8). The Plan further states that this effort will include a comprehensive evaluation of each individual route to determine potential improvement, as well as short-term service changes and comprehensive operational improvements. It does not appear from the text of the Plan that a comprehensive evaluation of the entire network will be conducted.

Although evaluation of individual routes is certainly worthwhile, we recommend that, if it has not already, MTA/RTA also undertake a route optimization study that examines the entire network. Among other things, such a study should examine the relative prioritization of high-frequency service versus offering a broader range of coverage. In Houston, for example, a comprehensive analysis led to a major overhaul of the entire transit network, which had not been adequately adjusted to respond to significant changes in development, employment, and population patterns. Among other things, regional transit planners worked with consultant Jarrett Walker to design simpler lines and better connections that served passengers more efficiently, provided higher frequency service that also increased reliability, and increased access to jobs for transit-dependent populations. These changes have increased ridership and helped lead other areas, such as Richmond, Virginia, to conduct such a comprehensive assessment of their system. We encourage MTA/RTA to undertake such an analysis as well.

VI. Conclusion

SELC appreciates the work that has gone into the nMotion recommendations, your consideration of these comments, and the decision to include us as members of your Advisory Committee. We would be glad to discuss any of the suggestions in these comments, and we look forward to continuing to work with you to improve transit in Middle Tennessee.

Sincerely,



Anne E. Passino
Staff Attorney



Trip Pollard
Senior Attorney



Freida Outlaw, PhD, RN, Chair
Elisa Friedman, MS, Co-Chair

Mayor Kim McMillan
RTA Board Chair
One Public Square 4th floor
Clarksville, TN 37040

Gail Carr Williams
MTA Board Chair
430 Myatt Drive
Nashville, TN 37115

Mayor McMillan, Ms. Williams:

The Healthy Nashville Leadership Council (HNLC), created by former Mayor Bill Purcell and now in its third mayoral administration by executive order, is charged with "assessing the health status and quality of life of Davidson County residents, assessing health systems that promote and support health, and assessing potential forces of change."

The Council is aware of and encouraged by the "nMotion" process. As part of the public input request, the Healthy Nashville Leadership Council submits the attached document for your consideration.

As you can see it is clear that how people move around our city and region is an important factor in their health. We encourage you to consider the health implications of the design and features of the transportation system as you undertake the difficult and demanding work of reimagining its future.

Thank you for your efforts, and your consideration.

Best Regards,

A handwritten signature in black ink, appearing to read "Freida Outlaw".

Freida Outlaw, PhD, RN
Healthy Nashville Leadership Council, Chair

A handwritten signature in black ink, appearing to read "Elisa Friedman".

Elisa Friedman
HNLC Health Equity Workgroup, Chair

**Comments on the
“Nmotion 2016 Board Recommendations”
(Transit Plan)
for the Nashville Metro & Region
of August 17**

Richard R. Forberg*
September 2, 2016

rrforberg@gmail.com

*Acting on my own behalf as a resident of Nashville (Zip 37209); not affiliated with any company or group.
I am NOT a traffic or civil engineer.
My background is in Networked Systems, Physics, Economics & Business Planning.

Executive Summary

- **The Transit Plan is an excellent start, but not adequate because:**

1. **It neither enables nor encourages a significant reduction in “Single Passenger Commutes”**

NOTE: The worsening roadway congestion, by itself, will only encourage only small reduction in single-passenger commutes, if any.

2. **Severe congestion will still grow at the recent pace with:**

- Adverse impacts on worker productivity & the quality of life
- Reduction in the effectiveness of Public Transit itself

Proactive policies & innovative projects should be undertaken in the next 5 years to enable & encourage a major shift to Public Transit and multi-passenger commutes of all kinds.

An Important Observation from the “**nMotion** Transit Plan Recommendations”

“... the region is reaching a point in size and density where **mass transit** and other “**shared-use**” mobility options will have to become a much larger part of the travel mix to assure continued economic prosperity for the region.”

— from page 3 of “*Transit Plan Recommendations*”

Does the plan fully enable & encourage:
“**mass transit.... to be much larger part of the travel mix**” ?

And what will Metro Nashville do to enable & encourage:
“**other ‘shared-use’ mobility options**” on a large scale ?

Executive Summary of Specific Suggestions

Devise a Transit Plan that will actually **reduce congestion** by cutting single passenger commutes by 30% or more, which includes these important elements:

1. Time-of-day electronic tolling via transponders or other high-speed devices.
2. Enforced HOV lane* use, with **2+ -> 3+ passengers** required in 5 years. while also excluding HOV lane use from tolls*
3. Undertake an **even larger expansion** of the MTA/RTA bus network for all BRT-like / Express services, **combined with** a plan to...
4. ...implement about **300 “Transfer Points”** throughout Metro Nashville (plus more for the RTA), to enable commuters, and every one else, to easily make connections **between MTA/RTA buses and ride sharing services** while serving to aggregate passengers for buses, and get ride sharing up to **“3+”**
5. Coordinate closely with innovative ride-sharing companies on this plan.

**HOV enforcement at any level can (likely) be done using an innovative electronic tolling system.*

Table of Contents

(of the next 40 slides)

1. Forecasting the **growth of congestion** in Metro Nashville, based on the **current nMotion plan** recommendations
2. Being realistic, while also be innovative
3. What are “**Transfer Points**” and “**Local Pools**”, and why we need them to reduce single passenger commutes & improve **bus system efficiency**
4. Considerations in counting the Transfer Points needed in Metro Nashville
5. Forecasting the **decline in congestion**, with **Transfer Points** creating a significant **increase in “pooling” & in Public Transit ridership**.
6. Estimating the CAPEX needed for **300 Transfer Points (TPs)**.
7. Impact of AVs* on MTA/RTA, Key Observations and Closing Thoughts

Here is a simple, but useful, way to break down the “**Travel Mix**” for **Commuting in Nashville**

- “**SPC**”: **Single Passenger Commute** *(via private Car, Truck, Taxi or TNC*)*
- **Pool** *(i.e. vehicle smaller than a bus with more than one commuting passenger)*
 - Private Car/Van Pools (ad hoc, or with some assistance from an “app” e.g., Google WAZE) (i.e., the driver is also a passenger, who is going to the same place, or near by, as the others)
 - Ride Sharing Pool offered via a TMA* (non-profit) or TNC* (for profit) company e.g., Uber, Lyft (e.g, driver will get or look for more riders when this ride is over)
- **Public Transit** *(the current and future options for Nashville, per the nMotion plan)*
 - Local Bus
 - Express or Rapid Bus on Arterial Road or Freeway (FWY), and some Light Rail if implemented
 - Commuter Rail (limited to the two lines for the Music City Star covered in the Plan)
- **Zero or Low Impact Modes**
Includes: Work-at-Home, Walk, Bike.

* TMA = Transportation Management Associations, TNC = Transportation Networking Companies (e.g., Lyft, Uber),

Look At

How We Travel During “Rush Hours” in 2016

(6 to 9 AM & 3 to 6 PM)

- **At most, 13,000 commuters regularly using Public Transit (bus or train).**
 - Based on the APTA Ridership Report (Q1 2016): Reported MTA+RTA “boardings” for March 2016 is 857,500. From this it can be estimated that there were ~31,000 bus “boardings” on typical weekday in March (using a ratio derived from Memphis stats in same report.) Then assume 80% of boardings are commuters (traveling in “rush hours”) and each has two boardings per day.
 - **The data implies 12,400 commuters using buses (MTA & RTA) regularly each weekday**
 - **Add 600 to 700 commuters using train (Music City Star) regularly each weekday (per news reports) .**
- **This mean 13,000 are using Public Transit. Which is ~1.4% of Metro Nashville workforce**
 - Using a Metro Population of 1,840,000 , with assumption that 50% are in the workforce. -> **920,000 in workforce.**
- **What about the other 98.6% of the Metro Nashville workforce? Here are some guesses:**
 - **About 83% in Single Passenger Cars “SPC” (—> 764,000 of them !)**
 - **About 10% in a Pool** (not sure of breakdown between “Private” and “TNC/TMA”)
 - **5% to 6% in Zero or Low Impact Modes** (work-at-home, walk, or bike)

All are consistent with US Census 2013 report on Commuting Habits, and the 2014 “The Nashville Datascape” published by Nashville Area Chamber of Commerce.

How Many More Commuters will Use Public Transit in 25 Years?

- **The nMotion 2016 Plan predicts 5x to 6x more by 2041**
 - Assuming that is correct, it means...
 - **Only 70,000 to 90,000** commuters using Public Transit in 2041 !
- **But, by 2041, The Nashville SMA will have at least 2.7 M people.**
 - Assume: 50% is in workforce = 1,350,000 people
 - Implies: About **6.6%** of workforce will be using Public Transit

What will the Travel Mix be for the Other 93.4%?

News Flash as of Aug 30

(digested)

***Google announced today
That it plans to expand its pilot ride sharing program,
which began around its California headquarters in May
with several thousand area workers (just those
employed by Google, Walmart and Adobe).***

***It now plans to open the program to all San
Francisco-area users.***

***The Waze navigation app allows fellow commuters
(going their direction) to get \$0.54 per mile for up to
two passengers. Google, as yet, does not take a cut.***

**But how big an impact will it really have in the US,
especially in “sprawling” midwestern cities?**

So Let's Forecast the Full “Travel Mix”

to see the impact of the proposed Transit Plan (“Baseline”)

Table 1

Commuting Travel Mix - “Baseline” Approx. fit to nMotion’s Forecast for Public Transit						
<i>With basic trends in other categories.</i>	2016	2021	2026	2031	2036	2041
Single Passenger Car (SPC)	83.0%	78.5%	74.2%	71.4%	69.2%	67.4%
Pool (for most of trip)	10.0%	13.0%	15.0%	16.0%	17.0%	18.0%
BRT/LRT	0.5%	1.4%	3.0%	4.0%	4.5%	4.7%
Local Bus (for most of trip)	0.8%	0.9%	1.0%	1.2%	1.3%	1.3%
Commuter Rail	0.1%	0.2%	0.3%	0.4%	0.5%	0.6%
Zero or Low Impact Modes	<u>5.6%</u>	<u>6.0%</u>	<u>6.5%</u>	<u>7.0%</u>	<u>7.5%</u>	<u>8.0%</u>
Total %	100%	100%	100%	100%	100%	100%

NOTES: Aggregated increase in BRT/LRT, Local Bus & Commuter Rail is consistent with Plan.

—> The good increases in “Pool” are due to recent trends in ride sharing, **assuming no special “carrots & sticks” or new infrastructure** to motivate or enable it to work well for most people.

—> Growth in Commuter Rail are very limited for reasons the Transit Plan explains.

—> Increases in “Zero or Low Impact Modes” are due to current trends for more high density housing in downtown, mid-town and near work places, and more people working-at-home.

Table 2

Playing out the nMotion “Baseline” Forecast	2016	2021	2026	2031	2036	2041
Est. Metro Pop. at 8% growth each 5 years (000's)	1840	1987	2146	2318	2503	2704
Est. Labor Force @ 50% (000's)	920	994	1073	1159	1252	1352
# of Persons using option as core of trip (000's)						
Single Passenger Car (SPC)	764	780	796	827	866	911
Pool	92	129	161	185	213	243
BRT/LRT	5	14	32	46	56	64
Local Bus	7	9	11	14	16	18
Commuter Rail	1	2	3	5	6	8
Zero or Low Impact Modes	<u>52</u>	<u>60</u>	<u>70</u>	<u>81</u>	<u>94</u>	<u>108</u>
Totals Check	920	994	1073	1159	1252	1352
Assumed Avg. Passengers per Vehicle (PPV) during core part of the trip (e.g., on HWY or Arterial) in the busy direction	2016	2021	2026	2031	2036	2041
Single Passenger Car (SPC)	1.0	1.0	1.0	1.0	1.0	1.0
Pool	2.2	2.3	2.3	2.5	2.5	2.5
BRT/LRT	10.0	12.0	14.0	16.0	16.0	16.0
Local Bus	12.0	12.5	13.0	14.0	15.0	16.0
Passenger“Trips” during AM (or PM) rush hour by type of road vehicle in busy direction (000's)						
Single Passenger Car (SPC)	764	780	796	827	866	911
Pool	41.8	56.2	70.0	74.2	85.1	97.3
BRT/LRT	0.5	1.2	2.3	2.9	3.5	4.0
Local Bus	0.6	0.7	0.8	1.0	1.1	1.1
Total Vehicle Trips in AM (or PM) (000's)	806	838	869	906	956	1013
INCREASE in Trips since 2016 (000's)		32	63	99	149	207
% INCREASE in CONGESTION from 2016		4%	8%	12%	19%	26%



Congestion Increases Steadily in this “Baseline” Plan

- **26% more passenger vehicles (mostly cars) on the road by 2041**
- With similar increases in freight & small commercial trucks (maybe even more than 30%)
- Without changed commuting behavior, **major road widening** will be needed throughout the Metro Area from **2020 to 2030**, if not sooner.
- That means **Many \$ Billions More** (beyond the Transit Plan) must be spent on **ROAD WORK....** with its corresponding **ACUTE CONGESTION !**

Or else we can just hope by 2025...

- >25% of commuters in “Zero or Low Impact Mode”, (very unlikely), or
- Population stops growing very soon, as some would prefer.

NOTE: I am using only 8% population growth every 5 years which is same as 1.55% per year, for “Nashville MSA” which I think is reasonable, based on trends. But some demographers expect even higher rates for “Middle TN.” (which mostly is the Nashville MSA, greatly affects Metro Nashville).



Being Realistic

- Large increases in “pooling” will not happen on their own (or because of “nice new” software apps). It will require:
 - Some **strong motivators** to change behavior
 - ... and **infrastructure more friendly to riders & pools**
- Most commuters will **not reduce** their use of their car for their “single passenger commute” as long as it is perceived to be:
 - **Faster, More Reliable, Safer, More Convenient & Cheaper**
(even if it is not actually true for some of these, like the “cost”)

Yet, the best chances for reducing single passenger commutes are those *options that feel like old-fashion car & van pooling, but without the coordination headaches.*

Be Innovative

Commuters can be motivated to reduce “single passenger commutes” through a combination of:

- **“Carrots & Sticks” to encourage more pools on highways & arterials**
 - > Need more private car/van pools and dynamic ride-sharing pools
 - > Make it more expensive to drive alone, and easier to pool with others.
 - > Get serious about penalties for “texting or reading while driving”
- **New smart “connections” for Public Transit in the “first/last mile”**
 - > Using dynamic Ride Sharing Pools run by the private-sector (TMAs & TNCs)*
 - > On-demand scheduled pick-ups / drop-offs at Transit Stations & Transfer Points.
- **More Fast, Frequent, Comfortable BRT-Like Services on Freeways & Arterials**
 - > As direct as possible to/from even more diverse parts of our Metro area
 - > May use smaller buses, where that makes sense to maneuver and save \$

The nMotion plan is a good start in this regard, but still more innovation is needed.

“Carrots & Sticks”

**to discourage single passenger commutes
during rush hours**

- Smoothly variable time-of-day electronic tolls **on all “Freeways”** in a defined “**Metro Toll Zone**” to match peak travel times, for each direction of travel & to avoid congestion at “toll cut-off” times
- HOV Lanes **for 2+ —> 3+**, enforced electronically, *with toll exceptions for all Public & Pvt buses, and pools on all Freeways*
- If congestion shift to arterials, then we may need **(but, we hope not!)** electronic tolling on **major arterials** within the same “Metro Toll Zone” *(with toll exclusions for local residents, buses & pools)*

Strive for this Goal:

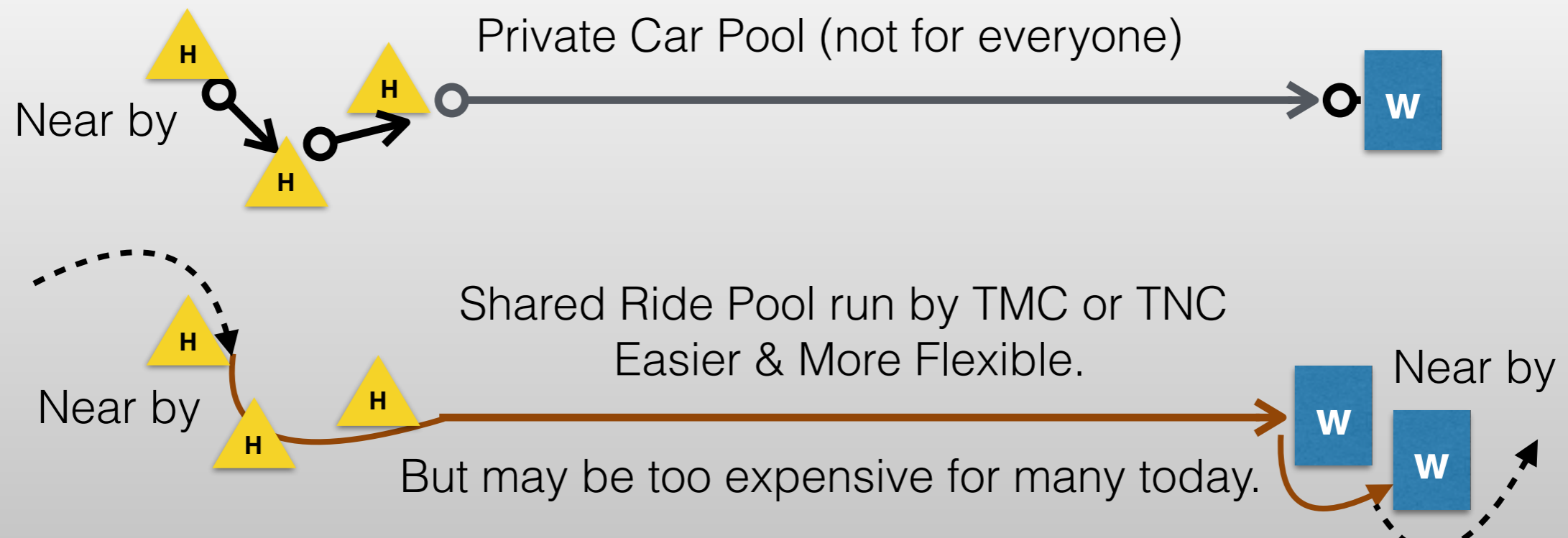
Make both highways and arterials “**congestion free**”
(and safer).

Single Passenger Car vs. Pools

(Direct from Home Neighborhood \longleftrightarrow Work Place)



Long Distance Pools to Work



Good pooling arrangements should add less than 20% more time to the daily commute, and without the “coordination headaches” of Private (ad hoc) Pools

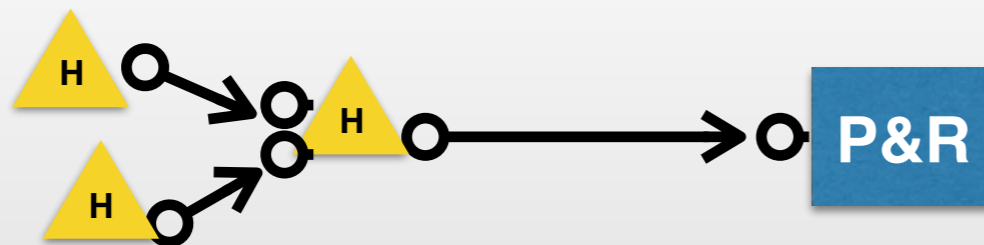
Single Passenger vs. “Local Pools” for Public Transit Connections (Part 1)

**Single
Passenger**

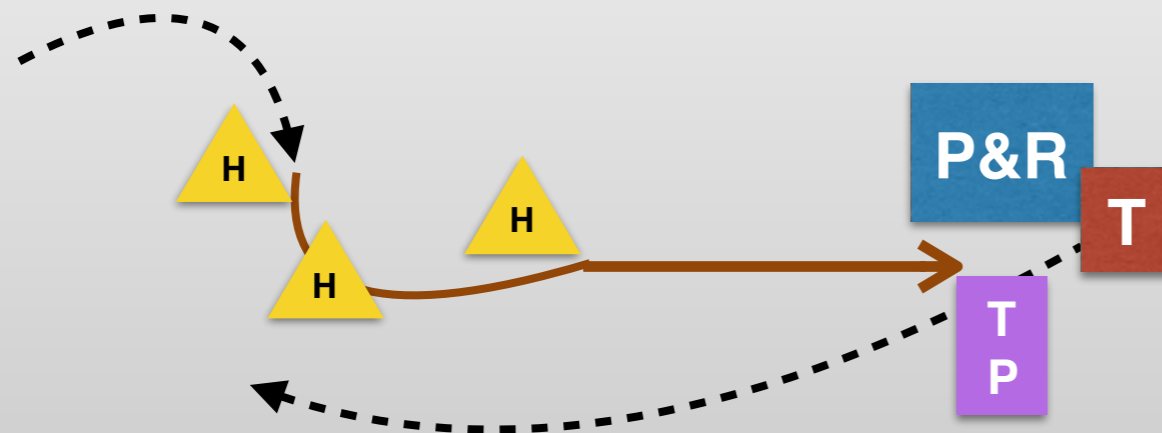


Some will do “Park & Ride” regularly
but then they are paying
for a car rarely used at about
\$10 to \$15 per day (just for loan & maint.)
if not used for much else.

Local Pools for Connections to/from Home



Private Car Pool to Park & Ride
but, too little savings of time or money
since many will keep all their cars



Shared Ride Pool via TNC is
easier & more flexible.
Gives you access to anything.

**Families in the suburbs with 2+ cars
can give up 1 car, then really save \$.**

P&R

PARK & RIDE
Plan has a few, mainly
in remote suburban
areas, in the plan.

T

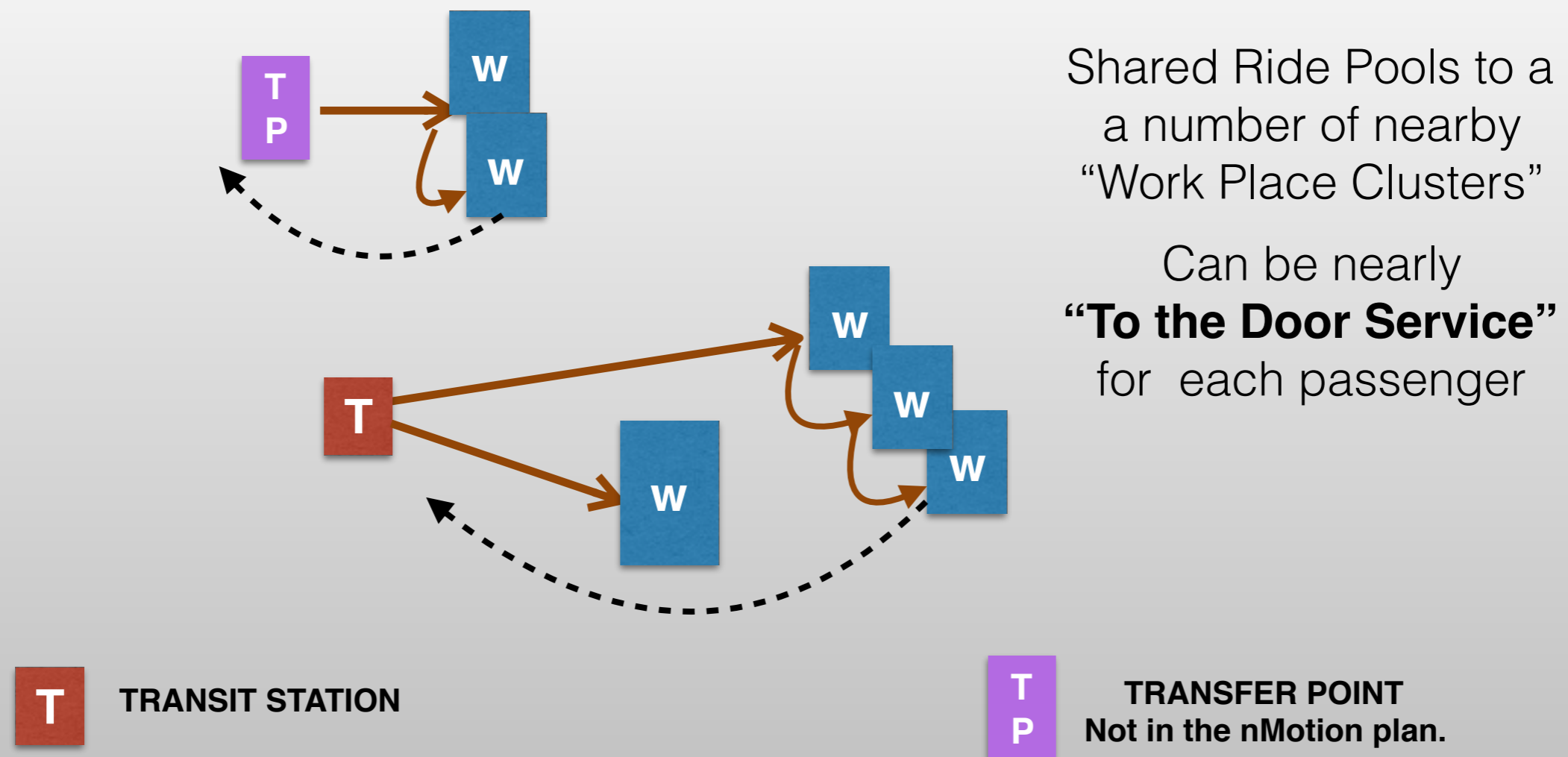
TRANSIT STATION
~24 proposed, across
downtown, mid-town
& in satellite cities.
**NO PARKING, but
needs “STANDING”**

TP

TRANSFER POINT
Not in the nMotion plan.
Many needed across
mid-town & suburbs
**NO PARKING, but
needs “STANDING”**

“Local Pools” for Public Transit Connections (Part 2)

Local Pools for Connections to/from Work (Depends Entirely on Shared Ride Pools from TMA or TNC)

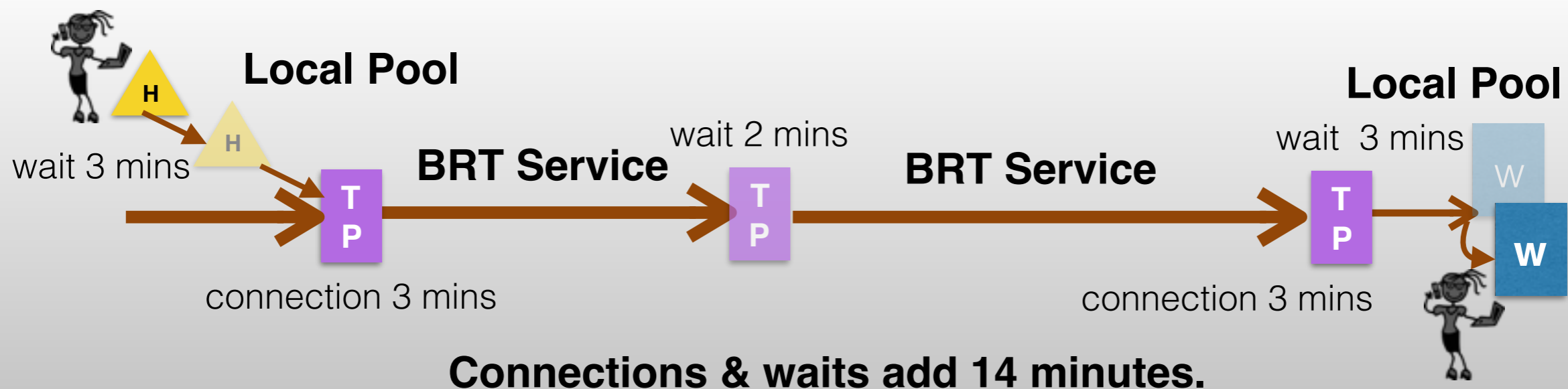


Assessing the Whole Trip

Using “Local Pools” for **Public Transit Connections** at Both Ends (Part 3)

Will it result in less than 20% additional time?

Here is an example with 2 connections & 3 waits
(assumed to be average in order to get **just 2+ riders in a local pool** vehicle every time)



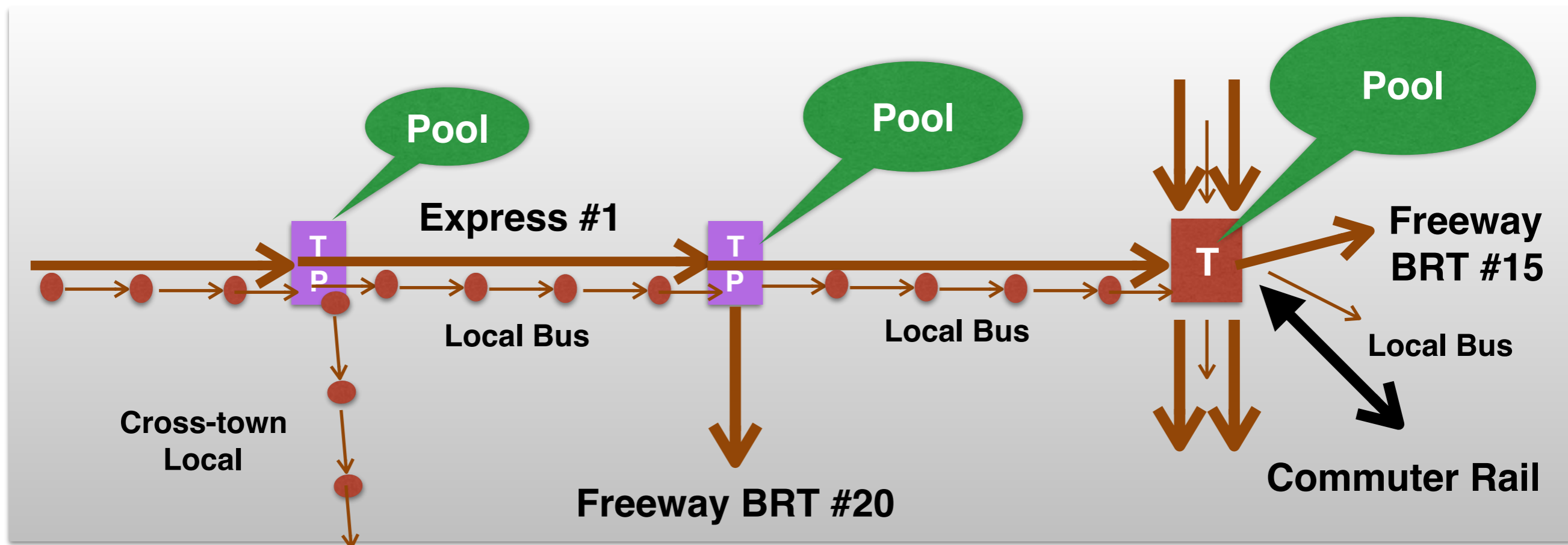
Assume just 10 minutes saved from using HOV and/or “Jump the Queue.”
Then, Public Transit with pool connections adds only 4 minutes.

That will be less than 20% added time, for SPC trips of 20 mins or more.

Additional time can be saved vs. SPC depending time required for parking at or near work.

What is a “Transfer Point” (TP) (vs. a Transit Station or a Bus Stop)

- In the simplest sense it is like an “**Enhanced Bus Stop**” (or a **Park & Ride** with very a limited amount of parking that is “short-term only”)
- An Express Bus on an arterial road might stop at all its TPs, or it might not.
- ... but a TP has some important “extras”, like coordinated “Local Pool” connections
- ... and more (read on).



This gives a sense of a “TP” physically.
Maybe Nashville can do even better.



Photo is from the
August 17, 2016
nMotion report.

What Should a Good **Transfer Point** Provide to Users?

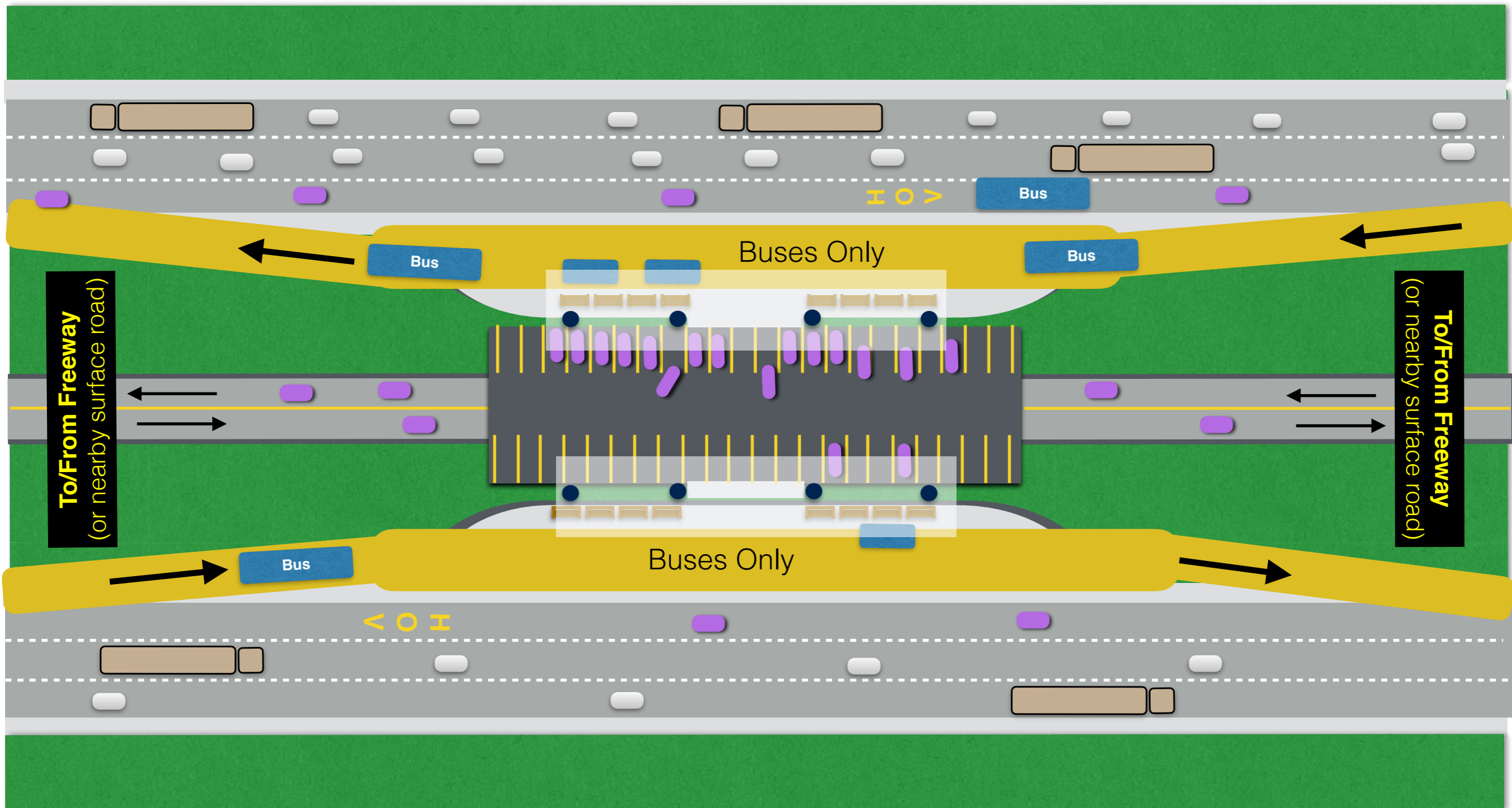
- Outdoor Shelter with seating for 8 to 16 people (+standing room for 8 to 16 more) where buses pull-up to unload and load. Maybe more for FWY BRT Transfer Points.
- Shade from the sun. (We assume no Transfer Point has indoor space, except maybe for FWY BRT)
- Area for about **8 to 48 authorized pool vehicles** (cars/vans) **to pick-up, drop-off & wait.**
 - The capacity required for “pool waiting” (brief parking) will depend on location & type of TP..
 - An allowed maximum time for an “**empty wait**” by pool vehicles should be **~5 mins max (in rush hours)** which works only if service is very frequent. Allowed maximum can be 15 to 20 minutes mid-day (depending on location), and longer still in evenings.
 - Some passengers may prefer to **wait in the pool vehicle**, until their bus arrives. Whether this is allowed will depend on the service offered by TNC & TMA. It may cost a little extra.
- Enough room for 2 (to 3) buses to load & unload concurrently (on same side of the street), in the busy places, with cross-town connections. Room for 3 to 4 buses for FWY BRT (each side).
- Video surveillance (street side and parking/waiting area) and other amenities.

Large Transfer Point (TP) in Wide Median Strip of Highway

Constructed like a “Rest Area” but with Entirely Separate Bus Access
vs. the Authorized Pool Vehicles.

Conceptual Only. Not Viable (or too Expensive) for FWY TPs in Davidson County.

Authorized Pool Vehicle Large MTA or RTA Bus Small MTA or RTA Bus



NOTES: Buses can by-pass a TP depending on “route” & “demand” on Freeways & Arterials
There may be only one “special access road “for Pool Vehicle, not both as shown.

A simpler, lower cost “Transfer Point Pair” for FWY BRT connection with Local Pools (combined with a Park & Ride)

But can this type land
be used for
this purpose?



“Single TP” with integrated Park&Ride for a FWY Exit Serving Both Directions

(Using near-by private/commercial land, off of near-by side road)

This is viable, and perhaps lower cost to build, but not ideal for “easy-off, easy-on”.

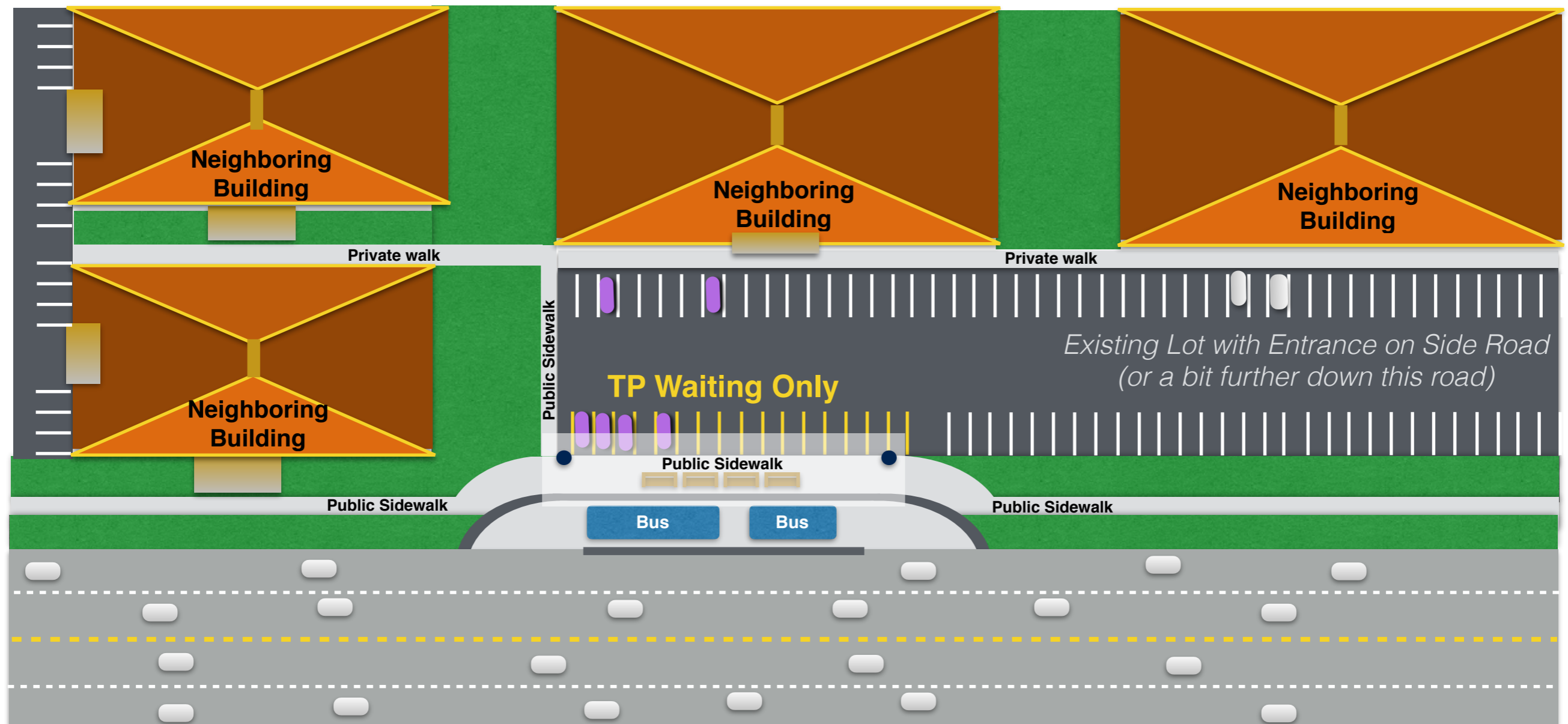


One “Single Direction” Transfer Point with a “Pull-Out” on a Busy, Mid-Town Arterial (It is “mid-block”. Not the ideal location. Corners with Traffic Lights are better.)

Busses are Separated from Pool Vehicles

Benefits to a Land Owner of having a Transfer Point (of any type) could help Metro to get the use of an Existing Parking Lot for Free. (Perhaps)

Can also confer of advertising rights to the land owner as an added incentive.

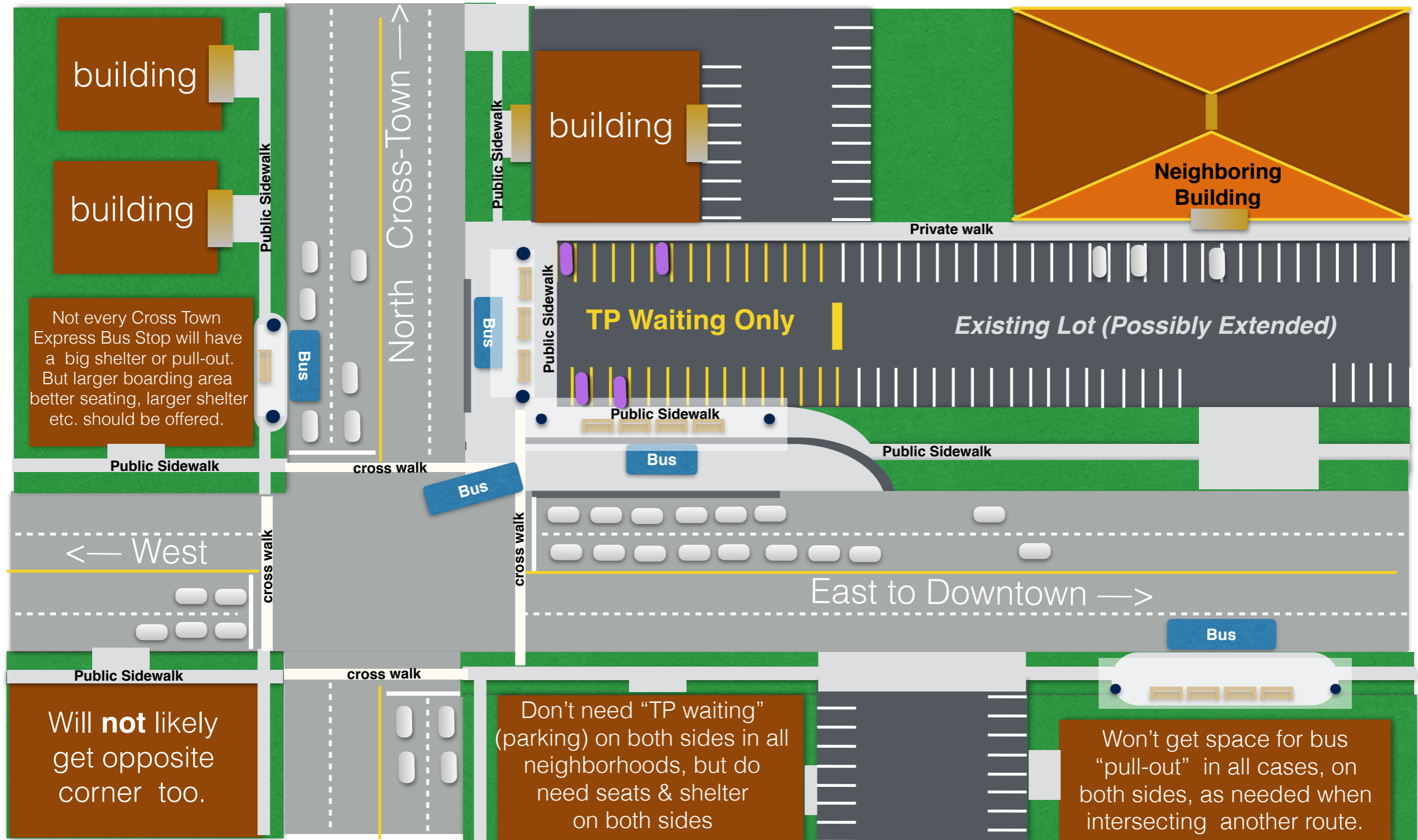


“Integrated Transfer Point Pair” at a Corner with “Jump the Queue”

Buses are separated from pool vehicles in the TP.

The North & West bound buses both have “Pull-Outs”

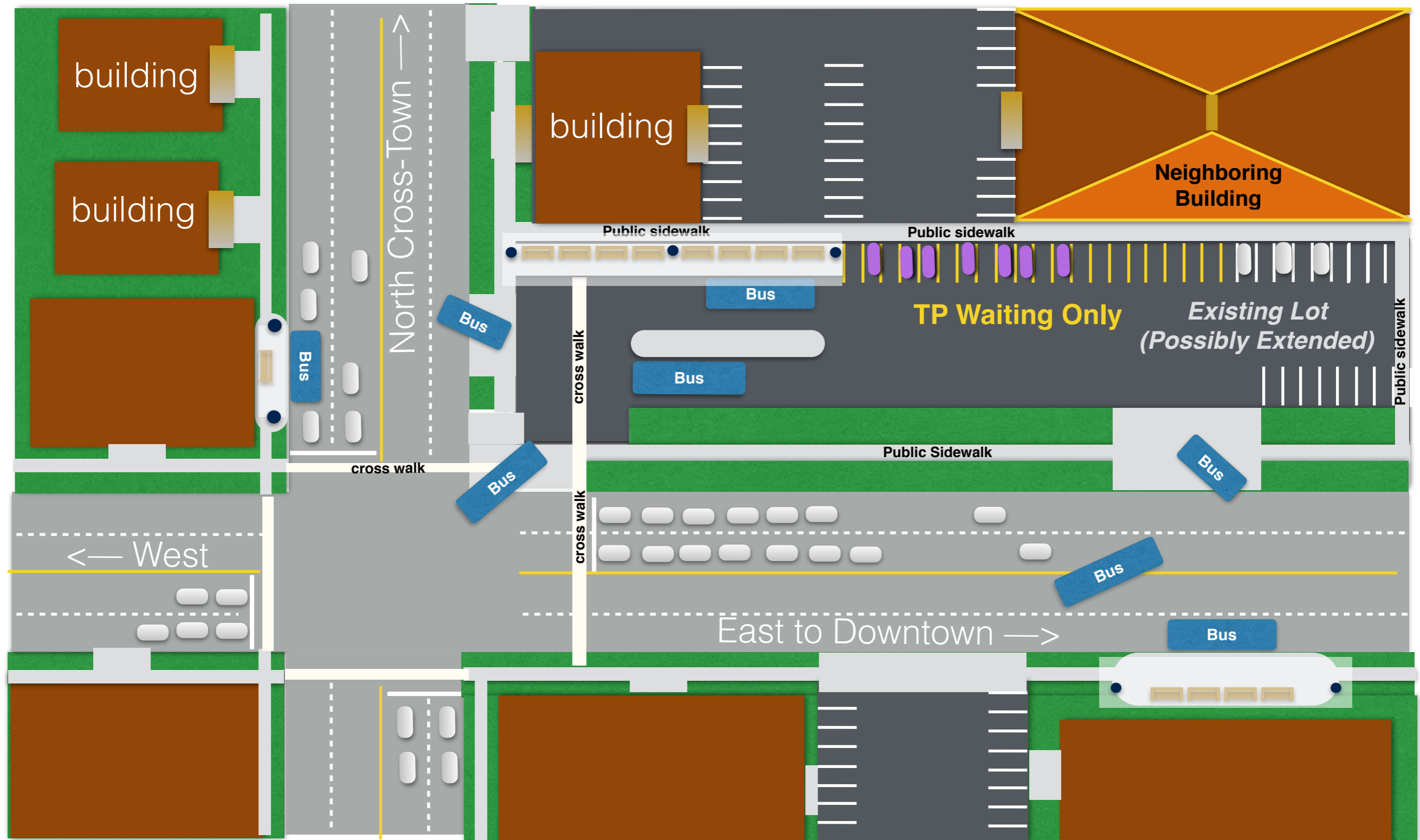
NOTE: The Southbound cross-town and East bound buses are on-street, like normal bus stops, but with better shelters. These simple “bus stops” ARE NOT COUNTED AS “Transfer Points” in this presentation for cost estimates.



Large “Integrated Transfer Point Pair” at a Corner, Entirely in Parking Lot No “Pull-out” needed.

“Jump the Queue” for West Bound Buses (same as on previous slide)
But it Mixes Pool Vehicles & Buses

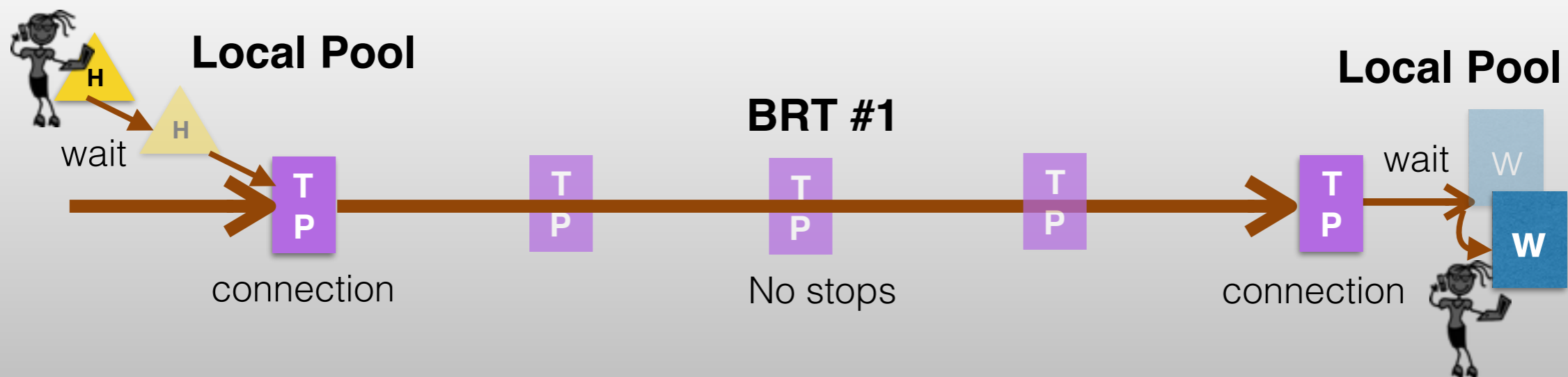
Note: The North-Bound Cross-Town buses go a half-block out of their way to Improve traffic flow in this large busy TP



With More Riders, BRT Can be More Rapid

Additional BRT “routes” can be defined by the TPs they stop at, along the same FWYs (or arterial roads).

So, there are different “Express Services”, on the same physical route.



What Exactly is a “Local Pool”?

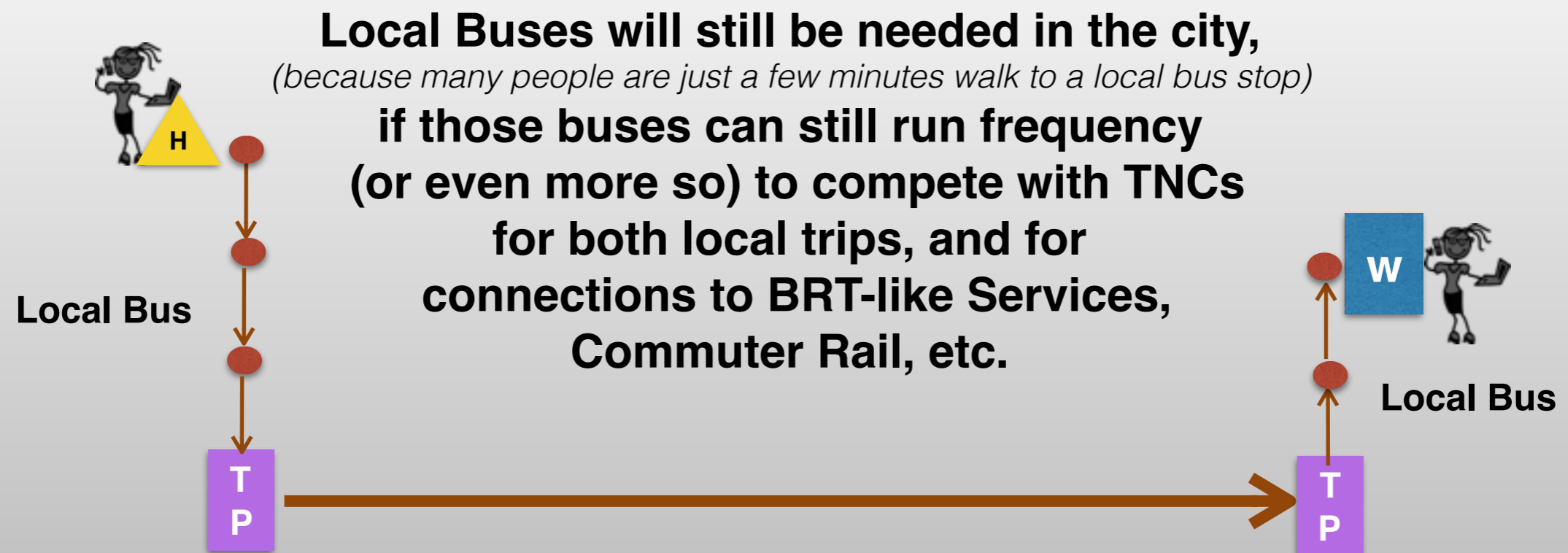
A set of professional or semi-professional drivers with appropriate vehicles focused on giving short, shared-rides to others within and around a set of TP's, in those neighborhoods they know well.

NOTE: Any given driver might also do long-distance (e.g., > 5 miles) shared rides to/from TPs, or short distance single-passenger rides. This depends on particulars of their preferences, the rules on fares imposed by their TMA/ TNC, and by any rules created by Metro Nashville, if they want access to the TPs. Only Metro can create “authorized” pool drivers

Impact of “Local Pools” on “Local Bus” Ridership

Regardless of whether the Nashville Metro implements Transfer Points, or coordinates with TNC/TMA’s in any way, Ride Sharing will limit the growth of (or reduce) demand for Local Buses, depending on fare differences, even as Metro population grows rapidly.

Most likely affected will be Local Bus routes in the suburbs.



Other Good Locations for Transfer Points (TPs)

In Shopping Malls

On College/University campuses

In Large Offices Parks

In Diverse Industrial/Office Zones

Perhaps in a church parking lot
(if there is no commercial real estate with parking lots near the desired spot)

On side streets downtown or midtown, if the site offers
“easy-in, easy-out” access with room for parking pool vehicles.

**For all of these, the entire TP can be in an existing Parking Lot.
That way the bus “pull-out” is the parking lot itself. This lowers cost.**

In many remote & suburban areas, as Local Bus use falls due to Ride Sharing,
a TP is the inevitable consolidation of Local Bus Stops over a 1 to 2 mile radius.

Other Reasons for Having Many Transfer Points to Advance **Short-Distance** Ride Share Pooling (in order to Advance **Longer Distance** Public Transit !)

- Most people will not (or cannot) **walk even 1/4 mile** to get to a bus stop, stand in the heat, cold or rain; or walk with something bulky or heavy, and then wait.
- It will be a **safer, more pleasant** environment for everyone involved.
- Most people in “suburbs” (i.e, outside of 440, Trinity, or beyond the Airport) live **more than 1 mile** from bus stops. No way to get close.
and some of these areas will never have sidewalks.
- Many people worry about delays (too much waiting), or missing the bus completely (and waiting even longer).

**Ride-Share Pooling Coordinated with a good TP system
can solve (or reduce) all these issues.**

Enhanced Ridership starts a “Virtuous Cycle”

More riders enable more routes & more frequent service,
with more amenities very near Transfer Points & other bus stops.

How many Transfer Points (TPs) are needed in the Metro (Davidson County) alone?

First consider these three examples of Primary Radial Arterials on the West Side:

1. Charlotte Ave:

from D. B Todd to the Walmart near I-40 intersection **(7 miles)**

My Estimate: **13** TP's Needed*

2. West-End / Harding Road/Pike:

from start of West End (at Broadway) to Bellevue center on 70s, end at I-40 **(10.6 miles)**

My Estimate: **14** TP's Needed*

3. Broadway/21st Ave/Hillsboro Pike

from 16st & Broadway to Old Hickory & Hillsboro Pike **(8.5 miles)**

My Estimate: **14** TP's Needed*

*** These estimates include both sides of the road, except there just one at the remote end of the Charlotte coverage (at the Walmart), since this route ends in a Mall.**

Notes:

—> Only a few TPs can be directly opposite each other, but other side is usually near-by.

—> It is currently possible to find **existing parking lots for pool vehicles**, in about all the right places, along these arterials.

—> These numbers exclude TPs needed where FWYs intersect these arterials surface roads. Those TPs are in the FWY counts.

—> Likewise, when counting TPs needed on cross-town roads, (see later slide), **double counting is avoided**, by not counting any additional TPs when those cross-town roads intersect a radial or a FWY. Because it is assumed that **2 TPs is adequate** at (or near) nearly all intersections. See explanations on next slide.

For all of Davidson County about 300 TPs are Needed

- See next slide for more details about the **300 Transfer Points** proposed.
- **This is about 140 “TP pairs” and about 20 “singles”** (e.g., at terminus in a shopping mall, or due to FWY Exit config.).
- All TPs serving Freeway (FWY) exits, for FWY BRT, are as assumed to be **on the surface arterial(s) at the exit, or in the exit loops with direct entrances from surface arterials for the pool vehicles.**
- Inside the I-440/Trinity/ Eastern Briley “circle” (i.e., the more urbanized area), a pair of TP’s are spaced about 1/2 mile apart on the same road, from the next pair. Outside that the pairs are about 1 to 2 miles apart.
- All TPs counted here are assumed have a small **parking lot** for pool vehicles (shared or dedicated), but with marked off parking slots for authorized pool vehicles. Otherwise they are just “bus stops”.
- A pair of TPs is assumed to be better to help the flow of traffic along a major artery (by avoiding left turns by the buses), and to speed-up drop-offs & pick-ups. The cross-town road, at that intersection, may not be as well served, however.
- Some “pairs” can be “fully integrated”, serving a radial & a cross-town from the same corner of an intersection, as shown.
- Most cross town roads have less traffic; but important exceptions exist where both the radial and cross-town arterials have heavy traffic. But it is very unlikely 4 TPs can be at one intersection **(and undesirable for the human “street scape”)**.
 - So the thinking is: Avoid that intersection completely. Put one or two TPs a bit further away, or on side streets, and just allow the pool vehicles & local buses to handle passenger transport in and around a such a high traffic intersection.
- All TPs are assumed to have good cross walks and sidewalks to get to other bus stops on the other side of the road. If not, those essentials are built for the TP, but NOT include in the cost estimates for TPs here, since a “sidewalks” program exists.
- TPs can be phased in over **10 years** and still make a difference, **5 years is better.** The first few years can be pilot projects to test responses, then pilot “whole neighborhoods”.
- Starting with just 1 TP per intersection or area served (not two), is viable until the other TP can be built near-by.

Estimate Total CAPEX for Building 300 TPs is about \$30 to \$35 Million

(See detail below. Land purchases, if any, are excluded.). **Table 3**

Counts and CAPEX Estimates for Transfer Points (TPs) Needed to Serve All of Davidson County							
	% of Grand Tot #	TP Count (not pairs)	Est. CAPEX for Each (\$k)	CAPEX Total (\$k)	% of all TP CAPEX	NOTES	
Primary Radials	40.0%	120	\$100	\$12,000	35.8%	on 9 radials	
Secondary Radials	18.0%	54	\$80	\$4,320	12.9%	on 7 to 8 shorter radial roads	
Sub-Total Radials & Avg	58.0%	174	\$94	\$16,320	48.7%		
Primary Cross-Town	13.3%	40	\$80	\$3,200	9.5%	on 5 long cross-town roads	
Secondary Cross-Town	10.0%	30	\$70	\$2,100	6.3%	on 10 to 12 shorter cross town roads	
Sub-Total Cross-Town & Avg	23.3%	70	\$76	\$5,300	15.8%		
FWY TPs (see note below)*	% of Grand Tot #	TP Count (not pairs)	Est. CAPEX for Each (\$k)	CAPEX Total (\$k)	% of all TP CAPEX	Exits Served showing 1 or 2 TPs needed (OH = Old Hickory)	Assumed # Co-Loc with a Park&Ride
I-40	2.3%	7	\$200	\$1,400	4.2%	1@McCrory, 2@70s, 2@OH-W, 1@70, 1@OH-E	2
I-65	2.0%	6	\$200	\$1,200	3.6%	2@OH-S, 2@Harding Pl.,2@OH-N	1
Combined I-65/I-40	0.7%	2	\$250	\$500	1.5%	2@ Broadway	2
I-24	5.0%	15	\$250	\$3,750	11.2%	2@ Burkitt/OH-S, 2@Bell, 2@ Harding Pl, 2@Briley155 2@ Murf., 2@ Shelby, 2@Spring St. ,1@ OH-N	3
Combined I-65/24	0.7%	2	\$200	\$400	1.2%	2@ Trinity Ln	2
I-440	2.0%	6	\$200	\$1,200	3.6%	2@West End, 2@Hillsboro, 2@Nolensville	2
Briley	4.3%	13	\$175	\$2,275	6.8%	1@Robertson, 2@ Centenn., 2@AshlandC, 2@Clarksville, 2@WhitesCk, 1@ Brickchch, 2@Gallatin, 1@Opry Mills,	2
Ellington	0.7%	2	\$150	\$300	0.9%	2@Hart Ln	2
Sub-Total FWY & Avg	17.7%	53	\$208	\$11,025	32.9%		
Downtown TPs	1.0%	3	\$300	\$900	2.7%	1 near Rolling Mill Hill, 1 in South Gulch, 1 in North Gulch	
		Total Count	Avg. \$k	Total \$k			
GRAND TOTAL & Avg of All (\$k)	100.0%	300	\$112	\$33,545	100.0%	Includes TPs for all Arterials & FWYs	

* For all TPs in Davidson County, the TPs serving a FWY are located on the arterial roads, at or very near an exit with “easy-off, easy-on” access. Complex exits are avoided.

CAPEX Elements that Compose an Average TP

Showing Build-up to the \$112,000 “Average Cost” on Prior Slide

(See detail below)

Table 4

CAPEX-Related Elements to Build an “Average Transfer Point” Sized for 16 Pool Vehicles to be Parked with one “Large Bus” & one “Small Bus” Loading/Unloading Concurrently					
Basic Elements (as assumed in total CAPEX estimate)		\$ k (matrls & labor)	% of Sites Needing It	Average \$k	Notes
Planning, Eng., Design & Permits		\$15	100%	\$15	Always need but based on templates. Planning cost is spread over all TPs
Re-grading & Fill for Parking Lot		\$40	30%	\$12	Only to build new parking lot (e.g FWYs)
Laying New Asphalt on Parking Lot		\$20	50%	\$10	For new parking lots, or in disrepair
Modify Curb & Sidewalks (if present) to Build on-street Pull-out for bus and/or “Jump the Queue” * configurations		\$50	30%	\$15	When lower cost options not available, and road is narrow without an “on-street parking” lane to steal for this purpose.
Build Driveway(s) into/out of TP		\$20	60%	\$12	For new lots or re-configured lots, when separating bus entrance/exit from others.
Painting Lines & Words on Asphalt		\$5	100%	\$5	Always needed
Concrete in Passenger/Loading Area		\$20	100%	\$20	Always needed
Shelter (anchored into concrete)		\$15	100%	\$15	Always needed
2 Benches (seating for 8 people)		\$4	100%	<u>\$4</u>	Always needed
Plant Trees for Shade and/or Shrubs		\$5	80%	<u>\$4</u>	Always needed
Total For “Average” TP (\$k)				\$112	

“Tie Back” to Elements that Compose a TP: Showing Build-up to the \$112,000 “Average Cost” on Prior Slide (See detail below)

Table 5

“Good To Have” Elements <i>(These are NOT in total CAPEX estimate !)</i>		\$ k (matrls & labor)	% of Sites that should have it.	Average added to total \$k	Notes
Electricity for use at the site		\$10	100%	\$10	<i>\$ will vary widely, based on location. Don't do if too much \$</i>
Automatic Lighting at Loading area		\$5	100%	\$5	requires electricity
Automatic Lighting in Parking Area, (on high light posts)		\$20	50%	\$10	Should be justifiable for an TP co-located with a Park & Ride, and some others
WiFi (linked by cable or 4G/5G cellular)		\$5	50%	\$3	requires electricity, and secure enclosure
Video Cameras/Security System		\$10	50%	\$5	requires electricity, and hardened cases & cable or 4G/5G cellular link
Emergency Call Box		\$5	100%	\$5	could run on batteries, good to have electricity for re-charge
Water & Water Fountain		\$10	50%	\$5	<i>\$ will vary widely, based on location. Don't do if too much \$</i>
Flat Panel Screen in Secure Encl. with Audio Aystem		\$5	50%	\$3	flat panel screen can be used for advertising and live schedule info for TPs serving many routes. Audio for important announcements & alerts only.
Chemical Toilet some where nearby		\$5	50%	\$3	independent of having water or electricity
Humanizing Architectural Elements		\$10	50%	\$5	independent of having water or electricity
Total Increase for “Average” TP (\$k)				\$53	Would add 300 x \$50K = \$15M to project.

Other Benefits of TPs

- **The “right-to-use” Metro’s TPs can be leverage,** to get TNC/TMA’s to coordinate with Metro, and for individual drivers that use them to be “licensed” by Metro and have background check, records kept on them, etc. handled by the TNC/TMA, but shared real-time with Metro.
- TPs with pull-outs (or entirely in parking lots) on major arterials reduce congestion caused by buses on those roads, (while also speeding up buses with jump the queue). This is important with huge increases in buses associated with this plan. Only Metro Buses can jump queue.
- TPs can improve neighborhood feel and safety, with more people on the street. New types of shops can grow up around TPs (e.g. usual coffee places, hang-outs, etc.), where allowed.
 - Therefore, there is **no need** to for Metro to create “small TP buildings”, only a good open shelter for protection from the elements.
- A TP can be the obvious “known place” with emergency call boxes and related civic functions. Something many areas of the city currently lack.

Impact of Autonomous Vehicles (AVs) on Private & Public Transportation

- It is reasonable to assume that between 2019 and 2022 AVs will be approved for several uses by federal, state and local agencies, and by **2024 to 2026 AV's will be widely adopted** for many uses.
- Use at low speeds (<35 or <45 mph) **within residential streets and on some arterials, could be one of the first widespread uses approved for AVs** (e.g by 2019).
- This would facilitate much **lower costs for TP connection pools**, and even “direct (longer-distance pool commutes,” greatly increasing pool use **by 2021**.
- It is **unlikely** that high-speed AVs, closely spaced (in “inches”) will be moving down the highways, by 2040.

-
- The “Higher Goals” forecast (on NEXT SLIDE) is conservative. It assumes:
 - > Little or no use of autonomous vehicles until 2024.
 - > **By 2031 (or sooner) Local MTA Buses are autonomous and much smaller (fewer seats) & run much more frequent with more routes than current plan. (If not, commercial companies will grab this market).**
 - > **BRT-like services will be more frequent, with more routes.**
 - > **All BRT-like services will have human drivers through 2041 at least.**

What Levels of “Changed Behavior”

(during commuting hours)

Could Reduce Congestion?

(while Nashville’s population keeps growing 8% per year)

Table 6

Commuting Travel Mix with Higher Goals						
<i>Requires “Carrots & Sticks”, and more</i>	2016	2021	2026	2031	2036	2041
Single Passenger Car (SPC)	83.0%	69.5%	56.5%	48.0%	41.5%	37.0%
Pool (for most of trip)	10.0%	15.0%	20.0%	23.0%	25.0%	27.0%
BRT/LRT (with Pool Connection option)	0.5%	8.0%	14.0%	17.0%	20.0%	22.0%
Local Bus (for most of trip)	0.8%	1.0%	2.0%	3.0%	3.0%	3.0%
Commuter Rail (with pool connection option)	0.1%	0.5%	1.0%	2.0%	3.0%	3.0%
Zero or Low Impact Modes	<u>5.6%</u>	<u>6.0%</u>	<u>6.5%</u>	<u>7.0%</u>	<u>7.5%</u>	<u>8.0%</u>
Total %	100%	100%	100%	100%	100%	100%

Notes on why these numbers for this improved forecast (impact of it is on the next slide):

- > The fraction of commuters using Public Transportation is now at 28% in 2041 (vs. 6.6% in the nMotion “Baseline” Transit Plan.)
- > The “Pool” category grows steadily to 2021 then jumps up more in 2026 to 16%, due to more use of ride sharing pools, given the much lower costs enabled by many TPs with autonomous vehicles, which take hold between 2021 and 2024.
- > The widespread adoption of ride-sharing Local Pools to get to TPs, is the reason for the large increases in BRT.
LRT will not benefit from TP & pools as much. Its ridership will be more like “Local Bus” where pools compete well.
I assume LRT is so expensive it will not be expanded beyond the “Baseline” plan, or that plan LRT maybe cut back.
- > The growing percentage in “Local Bus”, is due simply to “higher density living” in downtown and near-by other workplaces.
- > Commuter Rail grows here to 3% of workforce (more than twice the Baseline). This is due to more Local Pool Ride Sharing
No further expansion of the Commuter Rail lines track is assumed beyond Baseline plan Even 3% (which is more 40,000 average weekday commuters), may not be feasible with a single track!
- > “Zero or Low Impact Modes” grows to the same % as in Baseline Forecast, due to a balancing of competing trends.

Table 7

Playing out these Higher Goals	2016	2021	2026	2031	2036	2041
Est. Metro Pop. at 8% growth each 5 years (000's)	1840	1987	2146	2318	2503	2704
Est. Labor Force @ 50% (000's)	920	994	1073	1159	1252	1352
# of Persons using option as core of trip (000's)						
Single Passenger Car (SPC)	764	691	606	556	519	500
Pool	92	149	215	267	313	365
BRT/LRT (with Pool Connection option)	5	79	150	197	250	297
Local Bus	7	10	21	35	38	41
Commuter Rail (with pool connection option)	1	5	11	23	38	41
Zero or Low Impact Modes	<u>52</u>	<u>60</u>	<u>70</u>	<u>81</u>	<u>94</u>	<u>108</u>
Totals Check	920	994	1073	1159	1252	1352
Assumed Avg. Passengers per Vehicle (PPV) during core part of the trip (e.g., on HWY or Arterial) in the busy direction	2016	2021	2026	2031	2036	2041
Single Passenger Car (SPC)	1.0	1.0	1.0	1.0	1.0	1.0
Pool	2.2	2.4	2.6	2.8	2.9	3.0
BRT/LRT	10.0	14.0	16.0	18.0	20.0	20.0
Local Bus	12.0	13.0	14.0	10.0	9.0	8.0
Vehicle "Trips" during AM (or PM) rush hour by type of road vehicle in busy direction (000's)						
Single Passenger Car (SPC)	764	691	606	556	519	500
Pool	42	62.1	82.5	95.2	107.9	121.7
BRT/LRT	0.5	5.7	9.4	10.9	12.5	14.9
Local Bus	<u>0.6</u>	<u>0.8</u>	<u>1.5</u>	<u>3.5</u>	<u>4.2</u>	<u>5.1</u>
Total Vehicle Trips in AM (or PM) (000's)	806	759	700	666	644	642
DECREASE in Trips since 2016 (000's)		47	107	141	162	165
% REDUCTION in CONGESTION from 2016		6%	13%	17%	20%	20%

Key Observations

- Reducing Nashville's single passenger commutes from 83% to 37% in just 25 years is hard to believe possible, but as you saw from before...
- ...if we do not do something this dramatic it will clog the roads to a point breakdown & growth will stop.
- Big increases in other lower impact modes of commuting simply will not happen
- As seen in the bottom (green) line on previous slide the progressive reduction in passenger "Vehicle Trips" **levels off at 20% below 2016**, by 2036, and stays there in 2041. This is only enough to get back to **congestion levels of 5 to 8 years ago**.
- Continued reduction in single passenger commutes, via **constant innovation will be needed for as long as population grows at 8% per year**.
- Notice I did not use the highest forecasts for Metro population growth. Some say we will have over 3 Million people by 2040.

The Impact of Vehicles in use for Local Pools

- The analysis on previous slides ignored the impact of “local pool vehicles” on congestion.
 - **This was intentional to focus on the reduction in major highway congestion.**
 - **But it is too optimistic regarding the impact on the arterial roads, used by local pools.**
- To guess that impact (during either the AM or PM commute hours) it is assumed, in any given time interval (during commuting hours):
 - 50% of the Local Pool vehicles will be in the **back-streets of residential areas**
 - 25% will be in the **backstreets of suburban industrial or office park areas.**
 - **20% will be on the arterials (city & suburban)** to/from TPs, homes & workplaces
 - 5% are parked loading/unloading & waiting in TPs on arterials at any given time
- This is reasonable, given that Local Pool vehicles make only short trips (<2 trips) spending most of their time picking up & dropping off passengers in the back-streets (or in TP). NOT MUCH TIME ON THE ARTERIALS.
- With these assumptions the impact of these vehicles be see on the next slide.

ONLY THOSE ON ARTERIALS IMPACT CONGESTION. NO “LOCAL POOLS” ON THE FREEWAYS.

Impact of Local Pool vehicles on Arterial Congestion is Very Small (this is an extension of the prior spread sheet)

Table 8

Est. Pool Vehicle Trips to Handle Connections to/from their workplace (for last ~1 Mile)	2016	2021	2026	2031	2036	2041
% of BRT/LRT passengers using connection via a pool	60%	75%	80%	85%	90%	90%
% of Comm Rail passengers using connection via a pool	60%	75%	80%	85%	90%	90%
Assumed Average Local Pool PPV for Connections	1.5	1.8	2.1	2.4	2.5	2.6
Implications of above assumptions:						
Pool Connection Trips for BRT/LRT	1.8	33.1	57.2	69.8	90.1	102.9
Pool Connection Trips for Commuter Rail	<u>0.4</u>	<u>2.1</u>	<u>4.1</u>	<u>8.2</u>	<u>13.5</u>	<u>14.0</u>
Total Additional Local Pool Vehicle Trips for Connections	2.2	35.2	61.3	78.0	103.6	117.0
Percent of Local Pool Vehicles on Arterials (at any time)	20%	20%	20%	20%	20%	20%
Concurrent Local Pool Vehical Trips on Arterials	0.4	7.0	12.3	15.6	20.7	23.4
Compared to Total Vehicle Trips (associated w/ LONG segment of the commute)	806	759	700	666	644	642
Local Pool Vehicles as % of GRAND TOTAL (Local & Long-Distance)	0.1%	0.9%	1.7%	2.3%	3.1%	3.5%

Its OK if you do not understand this calculation. It is a detail.

But it is important to show the logic of why Local Pools do not detract much from the reductions in the congestion forecasted.

More simply. Local pools are obviously much better than 96% of trips as SPC whether you look in the suburbs, industrial parks or on arterials, at any time of day.

Examples of New BRT Routes Possible with Much Higher Ridership

- **“The West-By-Southwest Commuter Express”**
Shuttle BRT” to/from Old Hickory (at I-40) to Brentwood (around “Maryland Farms”)
Following Old Hickory.
 - > Intermediate stop at 70s & Old Hickory (Bellevue)
 - > Intermediate stop at Hillsboro & Old Hickory (Forest Hills)
(with express connection up Hillsboro to Greenhills Mall)
- **“The Briley-440 Freeway Loop Express”** with stops at:
 - > Along Briley 1.) Robinson/Charlotte 2.) White’s Creek 3.) Gallatin 4.) Opry Mills
 - > Side Trip to 5.) Airport (via Briley-I-40) then come back on I-40 to I-440
 - > Along I-440 6.) Nolensville Pike, 7.) Hillsboro Pike (then back to Robinson/Charlotte)*(Run both clockwise and counter-clockwise concurrently)*

With much higher ridership, many dozens of such new routes (beyond the nMotion plan) are both needed & possible though with smaller buses every 10 to 15 mins, ideally.

“Total Fare” for Riders (with Two Pool Connections for a BRT trip)

- Total fare (unsubsidized) should remain under \$6 for a 5 to 10 mile trip **(with 2 connections) for BRT or similar excellent service.**
- Divide up the \$6 fare as: \$2 for bus fare + 2 x \$2 for the two connections
- Assume pool driver gets just \$1.50 per person (remaining \$0.50 goes to the TNC)
- Say, driver works 8 hours / day. 20 days per month
- Say, driver can do **5 short rides in one hour on average**, with an average **2.5 persons on each trip**: $\$1.5 \times 2.5 \times 5 \text{ rides} \times 8 \text{ hrs/day} \times 20 \text{ days/month}$ gives the driver **\$3000 per month.**
- But driver must pay for the car, fuel, maintenance, etc. Say that is **\$500/month.**
- This leaves the driver with **\$2500/month** (not great, but they have “flex hours”).)

With autonomous vehicles, pool connection fares could drop to \$0.50 each.

However, Google’s Ride Sharing service “Waze”, and others we are hearing about, we may have fares of \$0.50 to \$0.70 for “pool connections” by next year in Nashville.
—> THIS PLAN DOES NOT RELY ON AUTONOMOUS VEHICLES TO BE VIABLE.

What Else is Needed to Make it Happen ?

**beside the 300 TPs; Time-of-Day Electronic Tolling ;
HOV 3+ Incentives & Enforcement & Even More BRT-like Services**

- Talk with ride-sharing TMA's & TNC's about a Metro & Middle TN (MTA& RTA) coordinate plan, and learn more about their needs, ideas and technologies, and convey our needs to them.
- Develop details in coordination with TMA's and TNC's for electronic sharing of current (real-time) schedules/locations.
- Look at low-income family considerations (re: impact of tolls, use of pooling, etc). But all this should lower their costs.
- Develop "Rules for Pools" to follow (e.g, licensing for use of TPs, handling of passengers, many issues). Define "authorized" driver.
- Talk with and learn from other Metros in this regard.

END of PRESENTATION



September 16, 2016

Steve Bland
Metro Transit Authority
430 Myatt Drive
Nashville TN 37115

Dear Mr. Bland

I share with you my comments on the nMotion plan. Nashville would do better by reconsidering major elements of the nMotion proposal before adopting it.

Sincerely

A handwritten signature in blue ink, reading 'Malcolm Getz'.

Malcolm Getz

Associate Professor of Economics

Malcolm.Getz@vanderbilt.edu

September 15, 2016

nMotion's Problems

The new *nMotion* plan to invest in public transportation is much the same plan that the MTA and Chamber of Commerce have promoted for twenty years. The plan ignores several fundamentals of commuter travel. The flaws of the MTA's proposals over the years remain in *nMotion*. Nashville's voters support better public transportation. We deserve better plans, transportation services that will help people go where and when they want for a reasonable amount of time and expense. Our main transport problem is traffic congestion and, for the most part, the MTA plans will increase rather decrease congestion. Better ideas are working in other cities but they require a focus on travel with transit as part of the mix rather than a concern only with transit.

Fundamentals

Here are four fundamental facts. First, developing good quality transportation facilities will attract people and employers to Nashville. As a consequence, property values will increase and most of the benefits of public transportation go to landowners. Because the employers and residents who use the facility will pay more to rent offices and housing, they get little net benefit from the transportation facility they use. The owners of real estate get most of the benefits. Carefully designed public transportation should yield substantial benefits to our city, primarily as high land values. On the other hand, poorly conceived transport does harm and will reduce growth and property values.

Second, more transit services will do little to reduce traffic congestion. A common thought is that the number of trips we make is fixed and, therefore, each trip by transit means one less trip by car. This idea is unfounded. A substantial body of evidence demonstrates that the number of trips is fluid. Better transit leads to

more transit trips without reducing the number of automobile trips. Think of the great cities that have each spent tens of billions of dollars on transit over the last half century. Atlanta, for example, spent \$50 billion in today's dollars on their MARTA system, built with a one-cent local sales tax dedicated to transit plus many Federal dollars. Now forty years later, congestion is much worse and congestion is as dense near MARTA lines as in similar areas without MARTA rail. Transit didn't cause Atlanta's congestion but it didn't help. The notion that transit will reduce congestion should be explicitly set aside in thinking about the value of more transit service. Supporters of transit who expect their automobile trips to go faster when other drivers switch to transit will be disappointed to learn that most of the automobile drivers also view transit as good for others but not for themselves.

Third, removing lanes of traffic from currently congested arteries to make way for trains and bus lanes will dramatically increase traffic congestion, reduce property values, and cause businesses and residents to move away. Consider the *nMotion* plan to install a rail line out Charlotte Pike. Two tracks at the five-lane White Bridge Road intersection will severely limit the flow of traffic. The long backups that today lead to Hillwood Blvd occupy a three-lane roadway, two of which the MTA proposed to replace with railroad tracks. Choking Charlotte, Gallatin, and Nolensville roads with trains will increase traffic congestion. A few cities have put trains in roadways where streets form a grid. Nearby parallels carry traffic displaced by the trains. Nashville has few parallels. How much of the traffic on Hillsboro Pike will divert to 12th Avenue South when the MTA replaces lanes of traffic with dedicated lanes for bus rapid transit?

Fourth, railroads are much more expensive to build and operate than bus service. As a consequence, spending \$5 billion on buses will yield many more miles of service than will the same budget spent on rail. The *nMotion* plan illustrates the point by showing bus routes extending beyond the end of the rails on Charlotte, Gallatin, and Nolensville. Buses tied to rail stops involve transfers. About 15 percent of potential trips disappear with each required transfer. In contrast, a bus can circulate to pick up passengers, and then use a higher speed lane to end in

circulating through a destination area. Reorienting bus routes to link to rail stops, as *nMotion* proposes, creates a less-convenient and less-useful service but with the extra expense of rail.

The *nMotion* premise that better transit will reduce congestion is unfounded. Converting heavily travelled traffic lanes to all-bus or rail lines will increase congestion. An emphasis on rail adds cost but reduces benefits. The benefits go to landowners, not to travelers.

History

Over the last 20 years, the MTA and Chamber made three efforts to advance railroads and bus-lanes. The experience shows problems with the plan. The first effort went public in 1999 with a plan to install a downtown railway from then Adelphia Coliseum out West End to Murphy Road. The phase I engineering report said the rail plan wasn't feasible. Steel wheels on steel rails could not climb the steepest hill. The proposal called for just one track to Murphy Road. Even with one track, the railroad would have displaced more traffic than the trains could carry. The net effect would have been an increase in traffic congestion. Nevertheless, the MTA and Chamber publicly promoted this plan.

The second venture launched train service from the Riverfront to Lebanon, one spoke of many in the long-range plan for a star pattern to serve our region. A central problem for the Star is that most trips involve transfer to a bus to reach a destination. The Star attracted about half as many riders as its promoters forecast and has had no effect on congestion on I-40. The resulting revenue shortfall put an added burden on Metro to pay for the service, crimping regular bus service. Wilson County demurred on helping to cover the shortfall. Building a train doesn't mean that riders will come. The *nMotion* provides no discussion of the financial history of the Star. Instead, it proposes to invest still more in the Wilson County line with double tracking and more frequent service. Before doubling down, the MTA should make public a review of the financial and ridership history of the Star. Although the MTA paid \$1 million to produce phase I engineering for a train to Clarksville,

nMotion argues that the likely ridership is too low to press ahead with that project anytime soon.

The third plan, the AMP, proposed dedicating two lanes of roadway to buses from East Nashville to St Thomas Hospital West. Planners suppressed the phase I engineering that I believe demonstrated that it would cause a significant increase in congestion. The MTA paid more than \$1 million for this analysis but the public never saw it. The AMP project failed for two reasons. First, the public easily understood that it would increase traffic congestion. Second, the engineers could not create a level-loading platform near Bridgestone and the Convention Center because of the steep hill on Broadway.

The MTA's history shows a narrow focus on transit even at the expense of increasing congestion and decreasing growth and property values.

Better Ideas

Fortunately, digital systems are transforming urban travel. One now well-established system uses tolls that vary with the volume of traffic to keep traffic flowing nearly always. The SR 91 Express Lanes in California have twenty years of experience with this strategy. Each vehicle has a radio transponder that identifies it to an overhead gantry, even at 70 mph. The system charges the toll to the vehicle's account. A car owner can add funds to her account online or in person. The peak toll on Friday's at three is about a dollar per mile, the off-peak toll is a few pennies per mile.

Here is the payoff. About three times as many vehicles complete their trips per hour by moving at 70 mph than complete their trips while stalled at under 10 mph in stop-and-go mode. With dynamic tolls, everyone can leave later and arrive sooner because the roadway carries three times more traffic per hour without congestion than with heavy congestion. Atlanta converted its HOV lanes on I-85 to tolled lanes that carry much more traffic per lane without congestion. The Katy express lanes in Houston have similar time-of-day pricing to keep traffic flowing at speed even in the

peak rush hour. Set your cruise control and move along. Austin is upgrading a four-lane road to twelve lanes, six of which will be tolled. Construction for the upgrade costs about \$100M per mile.

An important payoff here is that buses and vans can use the tolled lanes to move without delay and without spending billions to build separate dedicated rail or bus lanes. This fall, Denver opened dynamically tolled, congestion-free lanes to Boulder. The express lanes also provide rapid bus service.

nMotion proposes Freeway BRT for I-24, 65, and Ellington Parkway as though moving buses along the lanes were the main benefit. It also claims that the buses will move faster than cars. With dynamic peak-period pricing, all the traffic in the express lanes move at the same design speeds, cars and buses alike. The key to success is using tolls to sustain the flow. When there is congestion, the rate is too low. When the express lanes have few vehicles, the rate is too high. *nMotion* calls for toll-free use by buses and multiple-occupancy vehicles but the road-use fees should signal the value of the space on the road to all who use it. A bus filled to capacity will spread its toll among all its riders. An empty bus simply occupies space. A bus operator—whether public or private—should have the same concern for economizing the use of space on a road as every other vehicle on the roadway. A transit service might decide against shuttling empty vehicles on expensive roadways at peak hours or might decide it was well worthwhile. When the bus operators pay the tolls, they are more likely to make good decisions.

Why should we pay for roadways a second time with road use fees when we have already paid for them with gasoline taxes? The purpose of dynamic road use fees is to keep traffic flowing. Tripling the flow of traffic on heavily congested roadways is a substantial benefit. At the same time, the road-use revenues can pay for transportation projects and other good things. Tennessee has kept our gasoline tax too low for many years. As a result, a large backlog of important improvements waits for funds. Road use fees are a partial alternative to an increase in gasoline taxes. Toll revenue could support faster crash response and do more to sustain flow

in poor weather. Because the tolls originate locally, using the road tax expenditures locally is appealing.

Why should we support deluxe lanes for higher income people that will crowd the rest of us into the remaining untolled lanes? First, of course, all of the people who travel the tolled lanes will pay for them and then some. They are not getting a free ride. Second, with dynamic fees, each express lane will carry many more vehicles per hour than an untolled lane. The tolled lanes will then tend to reduce congestion on the untolled lanes, not the other way around. Third, the opportunities created by the tolled lanes will cause many changes for everyone involved. More people will live closer to where they work. Employers will tend to locate closer to where their workers live. Start and stop times may change for some jobs. A variety of van services may develop as discussed below. Some people may use bus services. A city with less traffic congestion will be a pleasant place to live and will attract more residents and employers but their location patterns within the city are likely to change in light of the toll system. Fourth, the state could use some of the road use revenues to underwrite travel by disadvantaged groups. Fifth, the road use fees could pay for buying wider rights of way in advance of urban development.

The **Uber** and **Lyft** car services illustrate the power of a second digital innovation. The car services use databases of trip patterns generated from the GPS built into cellphones. The service forecasts where people will call a car and thereby prepositions cars for rapid pickup. They use surge pricing (dynamic pricing) to make more cars available in periods of peak demand so that a traveler can choose a car or delay to get a lower rate. These services are less expensive per paid mile than the cost of operating a bus with few passengers. The car service has a further advantage of going directly from A to B compared to the indirect path of a transit service. Transit often requires going to a hub and transferring to another vehicle with the whole trip involving many more miles of travel and transfers than the point-to-point car trip. For example, many Nashvillians will find a car service ride from home to the airport to be faster and, when accounting for the full costs of the service, less expensive than taking a bus to a downtown hub and then a train to the

airport. In short, transit only has lower cost per rider when it carries many riders at a time. Car services are more economic when few people want to go from A to B at the same time.

The digital service extends to vans and buses. Independently operated vans can use the digital systems to combine passengers who are moving along a route heading to a common destination area. **Hytch.Me** is a digital start-up in Nashville that joins car and van poolers to share rides. Such shared-ride services may be a third or more less costly and somewhat slower than a solo car ride. This raises the number of riders a transit bus must carry to have a lower cost per passenger than the van. Vans can offer one-trip per day from a distant area like Lebanon to a mid-town hospital employment site. A fellow worker identifies riders through a digital service like **Hytch.Me**, picks them up, and they go to work together. At the end of the day, they may reverse the process or use the digital tool to identify alternatives. These services can all use the tolled express lanes on the major roadways by paying the tolls. In effect, all the riders in the van share the tolls. **Bridj** operates cross-town bus services of this type in transit rich Boston, Washington DC, and Kansas City.

Recommendations

Here are some recommendations. The MTA should make all engineering reports on planned projects available to the public. The *Tennessean* and Mayor's office should invite third party traffic engineers to estimate the likely effect of a project on traffic congestion. Public review of the engineering reports is necessary in seeking Federal funds. The MTA avoids discussion of the effect of its proposals on traffic congestion. For example, giving buses and trains priority at traffic signals will increase traffic congestion. Some cities have banned the use of transit priority after experiencing its adverse effect on traffic.

The MTA should produce a financial report on the Star including a history of capital and operating costs, revenues from each source, and ridership. It should estimate a fully allocated cost per passenger mile and fare revenue per passenger mile. It should produce similar reports on its bus operations. Understanding the cost

per passenger mile is an important benchmark in assessing alternatives. *nMotion* forecasts the growth of its budget but should provide a framework for evaluating alternatives.

Nashville should work with the State to convert HOV lanes to tolled lanes in the manner of I-85 in Georgia. The State should include plans for toll lanes in all future Interstate expansion projects. Adding toll lanes may be practical in some settings as Georgia has under development along I-75. Denver has added toll lanes to arterial routes, a possible example for Nashville. These facilities allow buses to move at speed and accommodate other traffic as well. An express bus, for example, might circulate to several pick-up points in Clarksville, use a tolled lane to travel to Nashville at speed and then circulate to several destinations in downtown and midtown without requiring passengers to transfer. Done well, express lanes yield more value relative to cost than a train from Clarksville to the Farmers Market in Nashville. The express lanes should be publicly owned and operated rather than being private. Private vendors tend to exploit a monopoly operation, a significant disadvantage for residents and taxpayers.

London and Stockholm found significant improvement in air quality as a result of introducing road-use fees. Traffic that moves uses less fuel per mile than stalled traffic. Therefore, dynamic road use fees reduce emissions. Global warming is surging and causing significant problems with floods, fires, and droughts. Other cities are using hybrid buses powered by natural gas to reduce emissions. Electric vehicles are getting better. The moderately priced Chevy **Bolt EV** coming this fall illustrates the continuing progress. *nMotion* should describe the level of emissions and the carbon footprint of its current operations and give some sense of how the components of its plan will affect air quality and carbon emissions. We should do better than we have.

Where a vehicle costs the MTA twelve dollars per service mile and car and van service costs less than two dollars per service mile, there is good sense in supporting the car and van service instead of a nearly empty bus. **Uber** began

testing autonomously driven cars in Pittsburgh this fall. Many manufacturers anticipate full production of intelligent cars early in the next decade. Intelligent cars communicate with each other, allow less space between cars so that roads can move more cars, and reduce wrecks by being always attentive. Car services may see their costs drop sharply. A variety of digital tools may allow vanpools to dominate conventional bus service on many routes. Nashville might accommodate these developments by developing out-of-lane loading spaces with digital signage for bus, vans, and car services. Tolloed lanes will serve car and van services along with buses and cars. We might limit formal bus service to highly travelled routes. Underwriting some of the cost of van services for transit dependent people will be less expensive than operating buses with few riders. *nMotion* limits car services to the last mile, overlooking the likelihood that private shared-ride services may provide better service at lower cost in a variety of settings.

These ideas are bold and reflect recent developments in public and private transport. They give prospect of offering better shared-ride services. With lower costs, more can ride for a given expenditure. Developing free-flowing express lanes with dynamic road-use fees is a major step forward. Moving in these directions requires a broad conception of the public purpose in developing transport services including transit.

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This discussion is based on my own insights and does not reflect the position of Vanderbilt University.

Local Funding Options for Public Transportation

23 March 2016

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Abstract

This report evaluates eighteen potential local funding options suitable to help finance public transit or other transportation projects and services. They are evaluated according to eight criteria, including potential revenue, predictability and sustainability, horizontal and vertical equity, travel impacts, strategic development objectives, public acceptance and ease of implementation. This is a somewhat larger set of options and more detailed and systematic evaluation than most previous studies. This research identified no new options that are particularly cost effective and easy to implement; each has disadvantages and constraints. As a result, its overall conclusion is that a variety of funding options should be used to help finance the local share of transportation improvements to ensure stability and distribute costs broadly.

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Contents

Introduction	3
Literature Review	3
General Transportation Funding (not specific to transit)	3
Transit Funding Studies	4
Evaluation Criteria	8
Potential Revenue	8
Predictability and Stability	8
Equity Analysis	8
Travel Impacts	9
Strategic Development Objectives	9
Public Acceptability	9
Ease of Implementation	10
Analysis	11
Fare Increases	11
Discounted Bulk Transit Passes	13
Property Taxes	14
Regional Sales Taxes	15
Fuel Taxes	16
Vehicle Levy	17
Utility Levy	17
Employee Levy	19
Road Tolls	20
Vehicle-Km Tax	21
Parking Sales Taxes	22
Parking Levy	23
Expanded Parking Pricing	24
Development Cost Charges or Transportation Impact Fees	25
Land Value Capture	26
Station Rents	27
Station Air Rights	28
Advertising	29
Options Summary	30
Conclusions	33
Bibliography	35
Acknowledgments	41

Introduction

High quality public transit can provide various economic, social and environmental benefits, including direct user benefits and various indirect and external benefits. Residents of communities with high quality transit tend to own fewer motor vehicles, drive less, and spend less on transport than they would in more automobile-oriented locations. Governments and businesses can save roadway and parking facility costs. It can support economic development. Appropriate public transit investments can provide positive economic returns: under favorable conditions transit investments can provide savings and benefits that more than offset costs (Litman 2010). As a result, public transit service improvements are an important component of many jurisdictions' strategic transport plans (Buehler and Pucher 2010).

Although federal and state/provincial funds often help finance transit improvements, additional local funding is generally needed. Several previous studies identify and evaluate potential funding options for transport (AASHTO 2014; Huang, et al 2010; Sakamoto 2010; Reich, Davis and Sneath 2012) and public transit (DeGood 2012; IPIRG 2007; Pula, Shinkle and Rall 2015; Smith and Gihring 2003; TBoT 2010; TCRP 2009), but many only consider a limited set of options and evaluation criteria.

This report evaluates eighteen potential local funding options according to eight criteria, including potential revenue, predictability and sustainability, horizontal and vertical equity, travel impacts, strategic development objectives, public acceptance and ease of implementation. This is a somewhat larger set of options and evaluation criteria than considered in most previous studies. Much of this analysis can be applied to other types of transportation improvements besides public transit.

Literature Review

This section summarizes various publications on transportation and public transit funding options.

General Transportation Funding (not specific to transit)

Transportation Revenue Options: Infrastructure, Emissions, and Congestion (Huang, et al 2010), summarizes results of an expert workshop on transportation funding. It considers three main funding categories: fuel taxes, congestion fees and VMT fees. It explores the financial and environmental advantages and disadvantages of each option and discusses various policy issues. It highlights the additional benefits of road tolls and vehicle-travel fees which can reduce traffic congestion and pollution emissions, in addition to raising revenues.

Financing Sustainable Urban Transport (Sakamoto 2010) provides information on available options for financing urban transport improvements, particularly in developing countries. It identifies various funding options and evaluates them based on administrative levels, potential revenues, efficiency, equity, environmental objectives, stability, political acceptability and administrative ease. It also provides numerous examples and case studies from around the world.

Florida MPOAC Transportation Revenue Study (Reich, Davis and Sneath 2012) summarizes a detailed study which analyzed key state transportation funding issues, identified and evaluated potential sustainable funding sources. It recommends dedicated sales taxes, increased diesel taxes, gradually increase gasoline taxes and index them to inflation, redirect motor vehicle license and title fees to the state transportation funds, and conduct a study of VMT fees for possible future implementation.

Innovative Infrastructure Financing Mechanisms for Smart Growth (Tomalty 2007) describes and evaluates infrastructure (including but not limited to public transit improvements) funding options that support smart growth development. It includes examples from various cities. These include:

High Occupancy/Toll Lanes
Sector and Density Gradient Approach to Development Cost Charges
Parking Site Tax
Land Value Taxation
Standard Offer Contract
Storm Water Utility Fee Credits
TOD Policy Leveraging

Fuel Tax Transfer
Tax Increment Financing
Tax Base Sharing
Vehicle Registration Surcharges
Commuter Tax
Tax-Exempt Tax Revenue Bonds
Local Option Sales Tax
Grant Anticipation Revenue Vehicles

Transit Funding Studies

Local and Regional Funding Mechanisms for Public Transportation and its online *Regional Funding Database* (TCRP 2009) provides an extensive list of local and regional funding sources that are or could be used to support public transportation, plus guidance on factors to consider when evaluating and implementing these options. Table 1 summarizes the options identified. It evaluates based on revenue yield (adequacy and stability), cost efficiency, equity across demographic and income groups, degree to which beneficiaries pay, political and popular acceptability, and technical feasibility.

Table 1 U.S. Local and Regional Public Transport Funding Options (TCRP 2009)

Traditional Tax- and Fee-Based Transit Funding Sources	Common Business, Activity, and Related Funding Sources	Revenue Streams from Projects (Transportation and Others)	New “User” or “Market-Based” Funding Sources
General revenues	Employer/payroll taxes	Transit-oriented development/joint development	Tolling (fixed, variable, and dynamic; bridge and roadway)
Sales taxes (variable base of goods and services, motor fuels)	Vehicle rental and lease fees	Value capture/beneficiary charges	Congestion pricing
Property taxes (real property, includes vehicles)	Parking fees	Special assessment districts	Emissions fees
Contract or purchase-of-service revenues (by human service agencies, school/universities, private organizations, etc.)	Realty transfer tax and mortgage recording fees	Community improvement districts/community facilities districts	VMT fees
Lease revenues	Corporate franchise taxes	Impact fees	
Vehicle fees (title, registration, tags, inspection)	Room/occupancy taxes	Tax-increment financing districts	
Advertising revenues	Business license fees	Right-of-way leasing	
Concessions revenues	Utility fees/taxes		
	Income taxes		
	Donations		
	Other business taxes		

Various potential funding options are described in a Transit Cooperative Research Program (TCRP) report.

AECOM (2012) provides detailed, critical analysis of various transportation funding programs, both successful and not, including congestion tolls, payroll taxes, parking taxes, HOT lanes, sale and fuel taxes, and tax increment financing.

Table 2 summarizes current local public transit funding sources for various size U.S. cities.

Table 2 U.S. Local Public Transportation Funding By System Size (TCRP 2009)

Funding Source	Percent Capital Investment			Percent Operating Expenses		
City population	> 1m	200k to 1 m.	50k to 200k	> 1m	200k to 1 m.	50k to 200k
Fares and Earned Income	–	–	–	58.2%	30.2%	37.8%
Sales taxes	35.5%	38.9%	51.1%	18.8%	25.8%	28.3%
Other directly generated local funds	33.7%	–	–	–	–	–
Local general funds	–	42.5%	32.7%	11.1%	26.9%	21.3%
Other Local Dedicated Funds	18.4%	–	–	–	–	–
Local Property Taxes	–	–	9.7%	–	–	–
Other local sources	–	8.2%				

Note: dashes indicate minor contribution.

The *Guide to Transportation Funding Options* (UTCM 2010), by the Texas Transportation Institute University Transportation Center for Mobility describes the following transit funding options:

General fund expenditures	Tollway revenues	Realty/mortgage transfer fees
Vehicle registration fees	Cigarette tax	Corporate franchise taxes
Employer/payroll taxes	Parking fees and fines	Hotel/motel taxes
Concessions	Property taxes	Utility fees
General sales taxes	Fares and fair related income	Public Private Partnerships (PPP)
Lottery and/or casino revenues	Contracts or purchase of service	Tax-increment Financing Districts
Vehicle leasing and rental fees	Lease revenues	Transportation Development Districts
Advertising	Concessions/rental income	

Primer on Transit Funding (APTA 2012) describes U.S. transit funding sources including federal and state grant programs, general funds, fuel taxes, rental car sales taxes, vehicle registration fees (levies), bond proceeds, sales tax, and interest income. *Financing Capital Investment: A Primer for the Transit Practitioner* (Transtech Management 2003), identifies and evaluates transit capital project financing options, primarily U.S. federal and state grants, and borrowing strategies, but also new revenue options. TransLink, the Vancouver, Canada regional transportation agency, is evaluating new funding options (Cayo 2012). Table 3 summarizes the options identified.

Table 3 Potential Translink Funding Options (TransLink 2012)

User Fees and Taxes	Beneficiary Fees	Other Taxes and Financing Tools	Direct Government Grants
Transit fares	Land value capture levy	Carbon tax	Provincial grant program
Gas tax	Property tax	Debt instruments	Federal grants
Parking pricing	Employer/Payroll tax	Regional sales tax	Federal-provincial national transit strategy program
Road pricing	Development charges	Vehicle sales tax	Social service
Transportation Improvement Fee			
Vehicle-km travelled fee			
Flat levy (e.g. Hydro Levy)			

This table summarizes options for funding Vancouver region transportation improvements.

Finding Solutions To Fund Transit: Combining Accountability & New Resources For World-Class Public Transportation (IPIRG 2007) identified and evaluated various public transit funding options and evaluated them according to seven principles: market efficiency, low collection costs, reliability, diversity, “fare increases are self-defeating,” budget accountability and community participation. It evaluates general sales taxes, dedicated gasoline taxes, car rental taxes, registration fees, tire taxes, weight-based vehicle registration fees, vehicle battery taxes, weigh-mile truck fees, road tolls, development impact fees, stormwater fees, real estate transfer taxes and parking taxes.

Thinking Outside the Farebox: Creative Approaches to Financing Transit Projects (DeGood 2012) discussed various benefits from high quality public transport, and provides guidance on ways to finance transit improvements in the U.S. funding options, including various federal and state grants, bonds and loan programs, plus local funding options, particularly dedicated funds from general sales and property taxes. It evaluates local funding options based on their potential revenue, reliability, equity and political feasibility. These include:

- | | | |
|-------------------------------|----------------------------|----------------|
| • Tax Increment | • Sales Tax | • Parking Fees |
| • Special Assessment District | • Road tolls | • Fuel Taxes |
| • Development Contributions | • Vehicle Registration Tax | • Land Sales |

Financing Transit Systems Through Value Capture: An Annotated Bibliography (Smith and Gihring 2003) summarizes the findings of numerous studies concerning the impacts transit service has on nearby property values, and the feasibility of capturing a portion of the incremental value to finance transit improvements.

The Move Ahead: Funding “The Big Move” (TBoT 2010) describes and evaluates potential options for funding The Big Move, a 25-year, \$50 billion regional transportation infrastructure program. Each option is evaluated based on technical feasibility, projected revenue generation, predictability, sustainability and durability of the revenue, administrative cost and complexity, impact on consumer behavior (i.e. extent that the tool encourages commuters to reduce congestion through car-pooling or other measures that remove cars from the road), and social equity and fairness.

The report, *What Do Americans Think About Federal Tax Options to Support Public Transit, Highways, and Local Streets and Roads? Results from Year Five of a National Survey* (Weinstein Agrawal and Nixon 2015) found that most survey respondents want good public transit service in their communities and nearly two-thirds support spending gas tax revenues on transit, but relatively little support for raising gas tax or transit fares, and few respondents are well-informed about how transit is funded, with only half knowing that fares do not cover the full cost of transit.

The report, *Making the Move: Choices and Consequences* (TISAP 2013) evaluates potential benefits from increased public transit investments, evaluates potential funding options, and recommends various funding packages (including increased fuel and corporate taxes, and dedication of sales taxes), plus various implementation strategies to insure that investments maximize benefits and gain public support. *Time to Get Serious: Reliable Funding For GTHA Transit / Transportation Infrastructure*, investigated options to fund *The Big Move*, a strategic transportation improvement program proposed for the Greater Toronto and Hamilton Area (Irwin and Bevan 2010). It identified twelve potential funding options, described their benefits and drawbacks, and examples of their implementation. Table 4 summarizes the study’s results.

Table 4 Summary of Toronto Revenue Options Analysis (Irwin and Bevan 2010)

Source	Net Revenue	Basis of Estimate	Policy Advantages	Implementation Issues
1. Tolls on major roadways (highways and municipal controlled-access highways)	\$1 – 2 B/year	10 – 20 ¢/km	Relieves congestion hot spots. Revenue grows with demand. Encourages transit use. Increases traffic speed and road capacity. Moderates road expansion costs.	Traffic diversion concerns. “Double taxation” concerns. Much better transit required first. Social equity concerns.
2. Regional gas/diesel fuel tax	\$1 – 2 B/year	10 – 20 ¢/litre	Can marginally reduce auto use but not focusing on hot spots. Encourages energy-efficient, and transit use. Easy to administer.	Sales leakage to nearby areas. Declines as fuel-efficiency increases. Best introduced when gas prices are low.
3. Commercial parking levy	\$1 – 2 B/year	\$1.00 – 2.00/day per space	Reduces auto use to commercial areas. Encourages more use of transit and active transportation. Administratively straightforward	Employment leakage to surrounding areas. A version, the Commercial Concentration Tax, was previously rejected.
4. Regional sales tax	\$1 – 2 B/year	1 – 2% in addition to the HST	Administratively stable, reliable source	No direct incentive for more sustainable travel. Sales leakage. Political opposition.
5. High Occupancy Toll (HOT) lanes or express lanes on GTHA freeways	\$400 – 800 M/yr. for Express Lanes \$200 – 400 M/yr. for HOT Lanes	10 – 20¢/km for single-occupant vehicles (HOT Lanes) or for all vehicles (Express Lanes)	Encourages car-pooling. Increases person-carrying capacity and average speed on major highways.	Relatively small revenue versus infrastructure and enforcement costs
6. Dedicate a portion of gas/diesel HST revenue to GTHA transit	\$400 – 600 M/year	May 2010 report of \$895 M additional gas tax revenue anticipated from 2010/11 HST	Same as above for Regional Gas/Diesel Fuel tax. Would be timely if dedicated as of July 1, 2010 or shortly thereafter.	As above except province wide application of HST avoids fuel sales leakage to surrounding areas
7. Congestion levy on private vehicles entering central area during peak periods	\$250 – \$500 M/yr	\$5 – 10/vehicle entry-charge at cordon	Reduces Central Area Congestion. Encourages more use of transit and active transportation. Improves mobility in Central Area	May reduce Central Area employment. Congestion & parking spillover. Implementation and enforcement costs.
8. Vehicle registration fee (varies with vehicle GHG emission levels)	\$200 – 400 M/year	\$100 – 200/year per vehicle	Stable, reliable source. Encourages low-emission vehicles. Easy to administer	Does not moderate amount of use of the vehicle
9. Value capture levy (higher property taxes in areas served by high quality transit)	\$50 – 100 M/year	N/A	Encourages compact development and increased transit use. May reduce land speculation. Easy to administer	Uncertainty in estimating value increases. Higher rents. May force out small business and low income residents
10. Utility bill levy	\$50 – 100 M/year	\$20 – 40/year per household	Stable, reliable source. Easy to administer	No direct incentive for more sustainable driver behaviour
11. Employer payroll tax in areas within walking distance of rapid transit	\$40 – \$80 M/year	\$100 – 200/year per full time employee	Stable, reliable source. Partially borne by incoming workers who benefit from improved transit. Administratively straightforward	Higher costs, potential loss of jobs in taxation zones. Benefits to local employees may not compensate for lower wages.
12. Additional federal funding (national transit strategy)	\$1 – 2 B/year	25 – 50% of transit capital costs 25 – 50% of net transit operating costs	Administratively straightforward. Provides relatively reliable funding plus a stable policy framework from the federal and provincial governments	Difficult in context of large federal/provincial deficits. Could stop, as in 1998. No direct incentive for more sustainable transport activity.

This table summarizes options for funding Toronto region transportation improvements.

Evaluation Criteria

This section describes the eight criteria used to evaluate funding options.

Potential Revenue

This refers to the amount of money that an option can be expected to generate, based on various assumption about how it is implemented. Some funding options have natural constraints, for example, there are limits to the amount of money transit agencies can generate through advertizing and station rents, but in most cases maximum potential revenues reflect assumptions about how an option is implemented and what is politically acceptable.

Predictability and Stability

Funding predictability and stability are desirable for planning and budgeting purposes. Some funding options fluctuate from year-to-year, while others are more predictable and stable. These evaluations are based on a general understanding of funding options, which may be modified in a particular situation. For example, sales tax revenues may be more predictable and stable in areas with diversified retail markets than where markets are more specialized.

Equity Analysis

One of the most common issues raised in public consultations is a desire that transport funding be *equitable*, that is, the distribution of costs and benefits should be considered fair and appropriate. Transport equity can be defined and measured in various ways that may lead to different conclusions concerning what is equitable (Litman 2002). There are two major categories:

- *Horizontal equity* refers to the distribution of impacts between people with similar wealth, needs and abilities. It assumes that similar people should generally be treated equally, and implies that people should “get what they pay for and pay for what they get” unless subsidies are specifically justified.
- *Vertical equity* refers to the distribution of impacts between people who differ in wealth, ability or need. It generally assumes that costs should be smaller and benefits greater for people who are physically, economically or socially disadvantaged. Policies that do this are called *progressive* and those that impose higher costs on disadvantaged people are called *regressive*.

Equity analysis can consider various types of impacts, and group people in various ways. For example, road pricing is generally considered regressive, since a given toll represents a larger portion of income to lower-income than to higher income motorists. However, lower-income people tend to drive less than wealthier people, particularly on major urban highways that are candidates for tolling, and rely more on alternative modes. As a result, road pricing tends to be less regressive than other roadway funding options (such as general taxes), and may be progressive overall if it leads to improvements to alternative modes, such as faster bus service, or increased cycling facility investments (Schweitzer and Taylor 2008).

Horizontal equity requires that program costs be borne by beneficiaries. Public transit service improvements can provide various benefits to users (called *internal* benefits) and non-users (called *external* benefits). Some benefits result from the service improvements themselves, others only result if they reduce automobile travel or stimulate more compact development (Banister and Thurstain-Goodwin 2011; CTOD 2011; Litman 2011; EDGR 2007). These include benefits to:

- Transit users from improved convenience and comfort, financial savings, increased safety, and improved public fitness and health.

- Motorists from reduced traffic and parking congestion, improved mobility for non-drivers which reduces chauffeuring burdens, improved traffic safety, and emission reductions.
- Taxpayer from road and parking facility cost savings, improved safety, and increased public health.
- Businesses from congestion reductions, parking cost savings, improved employee safety and fitness, and because high quality transit tends to support regional economic development.
- Benefits to residents (regardless of how they travel), including parking cost savings, improved mobility for non-drivers, increased safety, reduced pollution and improved public fitness.

Table 5 summarizes the distribution (also called the *incidence*) of transit benefits. Some are concentrated, benefiting certain people, businesses and jurisdictions. Others are more widely dispersed. Most people and businesses experience some savings and benefits. Under favorable conditions, high quality transit can provide financial savings and economic benefits that offset set, providing positive return on investments (Litman 2010). This suggests that various funding sources can be justified on a beneficiary-pays basis, including funding from people who do not currently use public transit but gain savings and benefits.

Table 5 Distribution of Transit Benefits

	Transit Users	Motorists	Taxpayers	Businesses	Residents
Improved convenience and comfort	✓				
Congestion reductions		✓		✓	
Roadway cost savings			✓		
Parking cost savings	✓		✓	✓	✓
User savings and affordability	✓				
Improved mobility for non-drivers	✓	✓			✓
Improved traffic safety	✓	✓	✓	✓	✓
Energy conservation	✓				
Emission reductions		✓			✓
Improved public health	✓		✓	✓	✓

High quality public transport can provide a variety of widely distributed benefits.

Travel Impacts

This refers to the effects an option has on how and how much people travel, and whether this supports or contradicts strategic transport planning objectives, such as objectives to reduced automobile travel and increased use of alternative modes. These are estimated based on our understanding of price impacts on travel activity.

Strategic Development Objectives

This refers to the effects an option has on the type and location of development in a community, and whether this supports or contradicts strategic planning objectives such as objectives to encourage more compact, accessible development and discourage sprawl. These are estimated based on our understanding of tax and price impacts on development patterns.

Public Acceptability

Another important issue for this analysis is the degree of public acceptability of each funding option (Agrawal 2015; Weinstein and Nixon 2015). The Victoria transit funding research project included surveys and focus groups that investigated public preferences concerning funding options (Earthvoice Strategies 2012; Quay Communications Inc. 2012). Such preferences can vary significantly depending on the group surveyed, existing tax

conditions, and exactly how funding options are designed and implemented. For example, the public acceptability of a fuel tax increase may depend on existing fuel tax levels, when they were last raised, and exactly how revenues are used. Although past experiences can provide useful guidance for future studies and surveys, the results are not necessarily transferable to other times and places.

Ease of Implementation

This refers to a revenue option's *transition* (initial implementation) and *transaction* (ongoing collection) costs. These are estimated based on assumptions about how it will be implemented and what is required to do this.

Analysis

This section describes and evaluates eighteen potential public transit funding options.

Fare Increases

In most urban transit systems, current adult fares average \$2 to \$3 per trip or \$50 to \$80 for a monthly pass, with discounted (*concession*) fares for youths, seniors and people with disabilities. It is possible to increase all fares, selected categories, or change price structures, for example, to include higher fares for longer-distance trips or for special services such as light rail or express commuter buses.

Potential Revenue

The price elasticity of transit ridership with respect to fares is usually -0.2 to -0.5 in the short run (first year), and increases to -0.6 to -0.9 over the long run (five to ten years) (Litman 2004b; McCollom and Pratt 2004; Wardman and Shires 2011). This suggests that a 10% fare increase typically increases revenue 5-8% over the short run and 1-4% over the long-run. As a result, rising fare increases revenue, but less than proportionately (raising fares 10% provides less than 10% increased revenue), and revenue gains tend to decline over time. These impacts tend to vary depending on the types of riders and types of services. Transit dependent users and peak period travel tend to be less price-sensitive than discretionary travelers (people who could travel by automobile) and off-peak travel.

Predictability and Stability

As previously described, the additional revenues from fare increases can be difficult to predict with precision and tend to decline over time.

Horizontal Equity

Since transit services are subsidized, fare increases can be considered horizontally equitable (users pay for the services they receive). However, automobile travel imposes significant external costs, particularly under urban-peak travel conditions, including road and parking subsidies, traffic congestion, accident risks and pollution damages imposed on others (Litman 2009; TC 2008). Under urban-peak travel conditions, transit subsidies are often smaller than the subsidies that would be required to accommodate additional automobile travel on the same corridor. Described differently, to the degree that shifting travel from automobile to public transport is considered a sacrifice that benefits other people, fare increases can be considered horizontally inequitable because they double-charge transit users.

Vertical Equity

Since public transit provides basic mobility and many users are lower-income, fare increases tend to be regressive and vertically inequitable. This regressivity varies depending on specific factors, such as transit user incomes and price structures.

Travel Impacts

Fare increases tend to reduce public transit travel and shift travel to automobile (Litman 2004b; McCollom and Pratt 2004; Wardman and Shires 2011). They therefore tend to contradict planning objectives to reduce automobile travel.

Strategic Development Objectives

Transit fare increases may reduce the relative attractiveness of transit-oriented locations, such as downtowns and transit station areas.

Public Acceptance

Although there is general support for the user pay principle, surveys and focus groups indicate opposition to significant fare increases due to vertical equity concerns (a desire to keep public transit affordable to lower-income users), and a desire to encourage public transit travel.

Ease of Implementation

Fare increases are easy to implement.

Legal Status

Most public transit agencies or local governments have the legal ability to increase fares.

Examples

Most transit agencies regularly increase fares.

Discounted Bulk Transit Passes

Public transit agencies can sell transit passes to a group, such as all students at a college or university, all employees at a worksite or all residents of a neighborhood. They are often designed to be revenue neutral - the additional transit service costs are at least offset by the additional revenues. For example, if standard monthly passes are priced at \$80 and used for 40 average monthly trips, the transit agency can sell \$40 discounted passes to a group of students that average 20 monthly trips or \$20 to a group of residents that average 10 monthly trips.

Potential Revenue

Potential revenues depend on the scope of these programs, which could add hundreds, thousands or tens of thousands of new users. However, this also tends to increase transit service costs.

Predictability and Stability

Contracts for such services tend to be for one or more years, so transit agencies can generally plan for the additional revenue and ridership on an annual basis.

Horizontal Equity

Such passes tend to create cross-subsidies from those participants who seldom or never ride transit to those who ride more than average, although they may benefit from reduced congestion and accident risk.

Vertical Equity

Since physically and economically disadvantaged people tend to ride transit more than average and benefit most from financial savings, and since such programs tend to increase total transit service (for example, allowing increased frequency), this strategy tends to support vertical equity objectives.

Travel Impacts

This tends to increase transit ridership and reduced automobile travel, although impacts will vary depending on specific circumstances.

Strategic Development Objectives

This can increase the attractiveness of transit-oriented locations.

Public Acceptance

There is often high public acceptance of such programs, since they make transit more affordable and encourage transit ridership. U-Pass programs often receive high levels of student support, but neighborhood programs tend to receive less.

Ease of Implementation

Once a price structure is established implementation is relatively easy.

Legal Status

Most transit agencies have the legal ability to negotiate discounted fares for particular groups.

Examples

Many colleges and universities have U-Pass programs which provide transit passes to all students and sometimes staff at a campus (Brown, Hess and Shoup 2003). TransLink's *Employer Pass Program* offers a 15% discount to transit passes purchased through employers. Boulder, Colorado offers such a pass to residential neighborhoods, called the *Neighborhood Eco Pass* (Boulder 2013).

Property Taxes

Most municipal governments collect property taxes. In many jurisdictions a portion of property taxes are dedicated to public transit.

Potential Revenue

It is possible to increase property taxes by virtually any amount, but large tax increases are politically difficult and there are many demands on these tax revenues.

Predictability and Stability

Property taxes are relatively stable.

Horizontal Equity

To the degree that public transit improvements increase nearby property values or provide other savings and benefits to nearby residents and businesses (congestion reductions, parking cost savings, household savings, emission reductions, etc.), property tax funding can be considered horizontally equitable.

Vertical Equity

Property ownership tends to increase with income, and lower-income residents tend to qualify for various property tax discounts and exemptions, so this tax tends to be relatively progressive with respect to income. However, even poor people bear a portion of these taxes through rents, and property taxes are burdensome to some lower-income home owners.

Travel Impacts

Property taxes have few direct travel impacts.

Strategic Development Objectives

Large property tax differences may cause development to shift between jurisdictions, but transit taxes are relatively small and usually applied region-wide so impacts are likely to be minimal.

Public Acceptance

Although property taxes are widely used to finance public transit, and tend to be considered a default funding source (the source used if other options are infeasible), there may be resistance to significant increases in this tax.

Ease of Implementation

Since transit property taxes are already collected in most jurisdictions they are relatively easy to increase.

Legal Status

In some jurisdictions, state/provincial legislation or voter approval is required to raise property tax rates.

Examples

Many transit agencies rely on property taxes (TCRP 2009; UTCM 2010).

Regional Sales Taxes

Many jurisdictions (particularly in the U.S.) rely significantly on sales taxes to finance public transit. Variations include special taxes on particular transactions such as hotel room and vehicle rentals.

Potential Revenue

A regional general sales tax could generate virtually any amount of revenue. Revenues from taxes on sales of particular products tend to be modest.

Predictability and Stability

Moderately stable. Sales taxes tend to fluctuate more than property taxes.

Horizontal Equity

To the degree that public transit benefits consumers, sales taxes can be considered horizontally equitable, although the relationship is indirect (people and businesses that benefit most do not necessarily pay more sales taxes).

Vertical Equity

Sales taxes are regressive, and so tend to be vertically inequitable.

Travel Impacts

Sales taxes do not directly affect travel activity.

Strategic Development Objectives

Large sales tax differences may cause development to shift between jurisdictions, but transit taxes are relatively small and usually applied region-wide so impacts are likely to be minimal.

Public Acceptance

Mixed. Although there tends to be opposition to most tax increases, sales taxes are among the most often applied to fund transportation programs, including public transit improvements indicating a moderate degree of public acceptance.

Ease of Implementation

In jurisdictions that already apply sales taxes, there is minimal cost to increasing such taxes to fund public transit. Where no sales taxes is currently applied, implementation costs would be moderate.

Legal Status

In many jurisdictions, state/provincial legislation or voter approval is required to raise sales tax rates.

Examples

Sales taxes are the most common dedicated source of transit funding in the U.S. (IPIRG 2007). According to the Federal Transit Administration's *National Transit Database*, after federal funds, sales taxes comprised the largest source of revenues for capital spending (38%) and the second largest source of operating expenses (27%) after fares (32%). In 2008, more than two-thirds of Los Angeles County voters approved *Measure R*, a referendum that established a special 0.5% sales tax dedicated to rapid transit and some road infrastructure (METRO 2011).

Fuel Taxes

Special fuel tax can be collected in a jurisdiction to fund public transit. In some cases a portion of existing fuel tax revenue is dedicated to public transit programs without increasing fuel tax rates.

Potential Revenue

Assuming residents average 500 gallons of annual fuel consumption, each cent per gallon of taxes generates \$5 per capita. Although fuel price increases reduce demand (a 10% price increase typically reduces fuel consumption 2-4% in the medium-run), a few cents per gallon to fund transit generally have minimal impact (Litman 2013; Wardman and Shires 2011).

Predictability and Stability

Fuel tax revenue is moderately stable. It tends to fluctuate more than property taxes.

Horizontal Equity

To the degree that motorists benefit from public transit improvements, due to reduced traffic and parking congestion, and reduced need to chauffeur non-drivers, and to the degree that automobile travel imposes external costs on non-drivers, fuel taxes can be considered to increase horizontal equity.

Vertical Equity

Fuel taxes are regressive, but this regressivity is reduced if public transit improvements provide more convenient and affordable alternative to driving. Described differently, of all possible fuel tax uses, transit improvements are relatively progressive if they improve affordable mobility options.

Travel Impacts

Fuel tax increases tend to reduce automobile travel and encourage use of alternative modes, although typical transit funding taxes are small and so would have minimal impact. Travel impacts depend on whether the transit tax is in addition to, or a portion of, existing fuel taxes.

Strategic Development Objectives

Fuel tax increases tend to encourage more compact, multi-modal land development, although the effects of this are likely to be minimal.

Public Acceptance

In general, fuel tax increases tend to be unpopular. However, surveys and focus groups indicate moderate support to fuel tax increases that are dedicated to transportation improvements.

Ease of Implementation

Implementation is relatively easy and in jurisdictions where fuel taxes are already collected.

Legal Status

Fuel tax increases often require state or provincial approval.

Examples

At least twelve U.S. states have local option transit gasoline taxes (TCRP 2009). Such taxes are common in Canada. In Metro Vancouver, 15¢ per litre fuel tax is dedicated to transit. In Ontario, two cents per litre of the provincial gas tax is devoted to public transit, and Calgary and Edmonton receive 5¢ of the provincial gas tax collected in each city for road and transit funding (TBoT 2010).

Vehicle Levy

An additional fee for registering vehicles in the region.

Potential Revenue

Although vehicle levies can be any size, most are \$20-60 annual per vehicle, only a portion of which is dedicated to public transit, so their total transit revenue is small to moderate. High levies can motivate some motorists to register their vehicles in other jurisdictions.

Predictability and Stability

Stable.

Horizontal Equity

As previously discussed, to the degree that motorists benefit from public transit improvements, due to reduced traffic and parking congestion, and reduced need to chauffeur non-drivers, and to the degree that automobile travel imposes external costs on non-drivers, a vehicle levy can be considered to increase horizontal equity. However, since vehicle fees do not reflect use (fees are the same for vehicles driven high and low annual mileage), this fee poorly reflects the external costs imposed by a particular vehicle.

Vertical Equity

This fee tends to be regressive, particularly because lower-income motorists tend to drive their vehicles lower annual mileage and so pay more per kilometer than higher income motorists on average.

Travel Impacts

Higher vehicle fees may marginally reduce vehicle ownership and use, but impacts are likely to be small.

Strategic Development Objectives

No significant impacts.

Public Acceptance

According to survey and focus group responses, vehicle levies have less public acceptance than other transportation-related revenue options.

Ease of Implementation

Where vehicle registration fees are already collected an additional levy to fund transportation or public transit programs is easy to apply. Implementation costs are much higher if a special fee collection system must be established.

Legal Status

In most jurisdictions this would require state/provincial legislation and support.

Examples

In the United States, 33 states and 27 local jurisdictions have vehicle registration fees which help finance transportation improvements, which often includes public transport (IPIRG 2007). Toronto, Montreal, Quebec City, Gatineau, Trois-Rivières, Saguenay, Sherbrooke, and Saint-Jérôme all use a vehicle registration fee to help finance public transport (TBoT 2010). In Montreal and Quebec City, \$30 from the provincially-levied license/vehicle registration revenue is devoted to funding transit operations. Toronto collects \$60 annually per vehicle registration.

Utility Levy

Apply a special transit levy to all utility accounts in the region.

Potential Revenue

Small. Although such a levy could be any size, they are usually \$10-40 annual per meter, or \$5-20 per capita.

Predictability and Stability

Stable.

Horizontal Equity

Similar to a property tax, a utility levy charges residents.

Vertical Equity

A utility levy is likely to be relatively regressive, since it is a flat fee per household.

Travel Impacts

No significant impacts.

Strategic Development Objectives

No significant impacts.

Public Acceptance

According to survey and focus group responses, utility levies have low public acceptance. It had the greatest level of opposition of all options presented.

Ease of Implementation

Relatively easy to implement.

Legal Status

Would generally require state/provincial legislation.

Examples (TCRP 2009)

Some jurisdictions have local government utility taxes. TransLink receives a hydro levy of \$1.90 per month from each BC Hydro account within the service region. The hydro levy generates approximately \$18 million per year in revenue (TBoT 2010).

Employee Levy

A levy paid by employers (often only larger employers) located in a transit service area.

Potential Revenue

Small to moderate potential revenues, depending on the number of employees covered and the level of the levy.

Predictability and Stability

Stable.

Horizontal Equity

Can be considered fair to the degree that commuters create traffic congestion and create demand for public transit.

Vertical Equity

The ultimate incidence of this fee is difficult to predict. It may substitute for wages, reduce total employment, or shift employment location if a large levy is applied just in the urban core.

Travel Impacts

Travel impacts are likely to be small.

Strategic Development Objectives

If applied only in an urban core it may discourage downtown employment and encourage sprawl.

Public Acceptance

Uncertain.

Ease of Implementation

Would probably involve moderate implementation costs, similar to other business taxes and fees.

Legal Status

May require state/provincial legislation.

Examples (TBoT 2010; TCRP 2009)

In France, the *Versement Transport* (Transport Levy) taxes employers with more than nine staff to help finance local public transport services. A special 0.6% payroll tax is collected from most employers in the Portland and Eugene Oregon regions to help finance public transport services.

Road Tolls

Tolls are fees for driving on a particular road, bridge, or in a particular area. A variation is High Occupancy Tolls (HOT) lanes, which are free for use by high occupant vehicles (buses and carpools), but tolled for low-occupant vehicles. *Congestion pricing* refers to tolls that are higher during peak periods to reduce traffic congestion.

Potential Revenue

Although revenues are theoretically large if widely applied, most proposals only toll a minor portion of roads and vehicle travel, resulting in modest total revenues. For example, if 20% of commuters pay \$1.00 per trip (\$2.00 for a round-trip commute), revenues would average about \$50 per capita.

Predictability and Stability

Once established, revenues would probably be moderately stable, but may decline over the long run as travelers take tolls into account when making longer-term decisions (such as where to live).

Horizontal Equity

Tolls are generally considered vertically equitable, because they charge users directly for the congestion and roadway costs they impose, but they are often criticized as unfair if only applied on a few roadways.

Vertical Equity

Tolls are often criticized as regressive, since a given toll represents a higher portion of income for poorer than wealthier motorists, but overall regressivity depends on the incomes of actual road users, the quality of travel options on that corridor, and how revenues are used. Tolls are often progressive compared with other funding options, such as using general taxes to finance roads and public transit services.

Travel Impacts

Road tolls tend to reduce affected automobile travel, particularly if implemented with public transit improvements. Congestion pricing can be effective at reducing traffic congestion,

Strategic Development Objectives

Mixed. If applied only in central areas tolls may encourage more dispersed development, but if applied broadly and implemented with improvements to other modes, they may encourage compact development.

Public Acceptance

There is often public opposition to tolls, particularly on existing roadways, although surveys indicate some acceptance if revenues are used to support popular road and public transport improvements.

Ease of Implementation

Although there are many possible ways to implement road tolls, including new technologies that reduce costs, implementation is likely to be expensive, particularly if implemented by a single region.

Legal Status

Road tolling usually requires state/provincial legislation.

Examples (TBoT 2010; TCRP 2009)

London, Singapore and Stockholm apply congestion tolls for driving on urban roads during peak periods. New York City uses bridge toll revenue to finance both highways and public transit services.

Vehicle-Km Tax

A form of road pricing that charges motorists per kilometre travelled. Could vary by vehicle type, such as higher fees for higher polluting vehicles.

Potential Revenue

Potentially large.

Predictability and Stability

Moderate. Similar to fuel taxes.

Horizontal Equity

Similar to fuel taxes. To the degree that motorists benefit from public transit improvements, and to the degree that automobile travel imposes external costs on non-drivers, vehicle-kilometer fees can be considered to increase horizontal equity.

Vertical Equity

Is likely to be regressive. However, to the degree that public transit improvements reduce the need to drive, this regressivity is reduced.

Travel Impacts

Vehicle-kilometer fees tend to reduce automobile travel and encourage use of alternative modes, including public transit.

Strategic Development Objectives

Vehicle-kilometer fees tend to encourage more compact, multi-modal land development.

Public Acceptance

In general, vehicle-kilometer fees tend to be unpopular. However, survey and focus group responses indicate moderate support for this option.

Ease of Implementation

Has high implementation costs since it would require a special system to measure annual vehicle travel in a region.

Legal Status

Would generally require federal state or provincial legislation and support.

Examples (Huang, et al, 2010; TBoT 2010)

Vehicle-kilometer fees have been proposed in many jurisdictions, but so far have only been implemented for freight trucks in Germany. Since 2005, all trucks have been charged a VKT of €0.09 to €0.14 per kilometer based on the truck's emissions levels and number of axles.

Parking Sales Taxes

A special tax on parking transactions (when motorists pay directly for parking).

Potential Revenue

Small to moderate. Only a minor portion (probably 5-10%) of parking activity is priced. It could encourage more businesses to provide free parking to employees and customers.

Predictability and Stability

Moderate to low stability.

Horizontal Equity

As with other vehicle use fees, it can be considered horizontally equitable to the degree that transit improvements benefit motorists and to the degree that motor vehicle travel imposes external costs.

Vertical Equity

Since this fee only applies when parking is priced, it is probably less regressive than other vehicle fees.

Travel Impacts

By marginally increasing parking fees it may slightly reduce vehicle trips, but by increasing the value to users of parking subsidies and reducing commercial parking profitability, it may reduce the total portion of parking that is priced (Litman 2013; Wardman and Shire 2011).

Strategic Development Objectives

Because this fee primarily applies in downtowns and other major commercial centers, it may discourage compact development.

Public Acceptance

There is often public opposition to parking fees. Survey and focus group responses indicate moderate support for this option.

Ease of Implementation

Implementation costs are likely to be small to moderate. It may require new accounting requirements for commercial parking operators.

Legal Status

Requires provincial or state legislation and support.

Examples (Litman 2012; TBoT 2010)

Many U.S. jurisdictions levy a parking surcharge. Chicago, Illinois assesses a flat parking surcharge, rather than a percentage charge, on daily, weekly and monthly parking, with charges ranging from \$0.75-\$2 for daily parking, \$3.75 to \$10 for weekly and \$15 to \$40 for monthly parking. TransLink has permission to collect a 7% parking surcharge to off-street parking transactions, but found it too administratively burdensome to collect.

Parking Levy

A special property tax on non-residential parking spaces throughout the region.

Potential Revenue

Potential revenue is large. Assuming that there are one to two qualifying parking spaces per capita, a \$50 per space annual tax could generate \$100 annually per capita.

Predictability and Stability

Relatively stable, although revenues could decline slightly over time if property owners are allowed to reduce their parking supply.

Horizontal Equity

Like a fuel tax, this can be considered fair to the degree that motorists benefit from public transit improvements, or to the degree that parking facilities or automobile travel impose currently uncompensated external costs.

Vertical Equity

The ultimate incidence of this tax is difficult to predict, and will vary depending on specific conditions. It will mainly be borne by commercial property owners (residential parking is exempt), and so may marginally increase retail prices, increase parking pricing, and reduce wages. Costs may be reduced if property owners are allowed to reduce their parking supply. To the degree that public transit improvements reduce the need to drive, any regressivity is further reduced.

Travel Impacts

This tax may reduce parking supply and encourage property owners to price parking, which can reduce vehicle travel (Litman 2013; Wardman and Shire 2011). Travel impacts therefore depend on its magnitude, how it is applied, and the flexibility of local parking requirements.

Strategic Development Objectives

This tax encourages reduced parking supply and therefore more compact development.

Public Acceptance

Surveys and focus groups indicate relatively high support for parking taxes. Vancouver region experience indicates possible opposition from suburban businesses.

Ease of Implementation

This tax has relatively high implementation costs, since it requires adding a new field to property records, but once established, ongoing costs are likely to be modest.

Legal Status

May require state or provincial legislation.

Examples (IPIRG 2007; Litman 2012)

Melbourne, Perth and Sydney, Australia all impose levies on city center non-residential parking spaces to encourage use of alternative modes and fund transport facilities and services. Small businesses are exempted. TransLink implemented a parking levy in 2006, but this was subsequently rejected by the provincial government.

Expanded Parking Pricing

Expand where and when public parking is priced, such as metering currently unpriced on-street parking spaces in urban neighborhoods, and charging for off-street parking at public facilities such as for government employees, at schools and parks. This is best implemented as part of a comprehensive parking management program that also includes better pricing systems, user information and enforcement practices.

Potential Revenue

Small to moderate. In most urban areas there are many unpriced publically-owned parking facilities that could be priced, although motorists will avoid using priced parking if possible. Currently only 1-2% of non-residential parking activity is priced, which probably averages \$20-40 annual per capita. If this can be tripled to 3-6% it would generate an additional \$40-80 annual per capita.

Predictability and Stability

Relatively stable.

Horizontal Equity

Like a fuel tax, this can be considered fair, since these valuable spaces are currently provided free to motorists, and to the degree that automobile travel imposes currently uncompensated external costs, and to the degree that motorists benefit from public transit improvements.

Vertical Equity

Mixed. Lower-income households tend to own fewer vehicles and drive less than higher-income households, so overall impacts will vary depending on specific conditions, including lower-income vehicle ownership rates, and the quality and price of transport and parking options.

Travel Impacts

Parking pricing encourages people to reduce their vehicle ownership and use.

Strategic Development Objectives

Mixed. If implemented as part of an integrated parking management program efficient parking pricing can reduce the total number of parking spaces needed in an area, and total vehicle travel, supporting more compact development. However, if parking is priced in a few major commercial areas it may favor suburban commercial areas, encouraging sprawl.

Public Acceptance

Mixed. Motorists and businesses often oppose parking pricing, although the concept of user paid parking is gaining support as a way to reduce parking problems and generate local revenues.

Ease of Implementation

Parking pricing tends to have relatively high implementation costs to install and operate pricing systems, plus additional transaction costs to motorists.

Legal Status

Many jurisdictions already price public parking.

Examples (Litman 2012; TCRP 2009)

Many communities price a portion of on-street and publically-owned off-street parking spaces.

Development Cost Charges or Transportation Impact Fees

A fee on new development to help fund infrastructure costs, and allow existing development fees to be used for public transit infrastructure investments (MRSC 2010). Transportation or traffic impact fee are similar charges specifically intended to finance transport system improvements, which are sometimes limited to roadway expansion projects.

Potential Revenue

Small to moderate. Since it only applies to new development it depends on the amount of development occurring in the region.

Predictability and Stability

Is highly variable depending on how it is applied and the amount of qualifying development that occurs.

Horizontal Equity

To the degree that new development increases demand for public transit, or that developers benefit from high quality transit service, it can be considered equitable.

Vertical Equity

Uncertain. Although wealthier people tend to purchase more new housing, this fee will increase the costs of all new development and so will tend to increase rents and reduce housing affordability.

Travel Impacts

If the charges discourage more compact, infill development they may increase sprawled development and therefore automobile travel.

Strategic Development Objectives

If the charges discourage more compact, infill development they may increase sprawled development.

Public Acceptance

Surveys and focus groups indicate relatively high support for development fees.

Ease of Implementation

Implementation costs are minimal since development fees are already collected in most jurisdictions.

Legal Status

Most municipalities governments and many region governments have a legal ability to collect such fees, although the use of such funds is often restricted to specific infrastructure, which may exclude public transit facilities and services.

Examples (IPIRG 2007; TCRP 2009)

Many jurisdictions collect development or traffic/transportation impact fees.

Land Value Capture

A special property tax imposed in areas with high quality public transit, intended to recover a portion of the increased land values provided by transit and to help finance the service improvements (AECOM 2015; Suzuki, et al. 2015; Vadali 2014). Sometimes called a transit benefit district tax (TRILLIUM Business Strategies 2009).

Potential Revenue

Moderate to large over the long-run.

Predictability and Stability

Difficult to predict, but stable once development occurs.

Horizontal Equity

Is considered horizontally equitable to the degree that high quality public transit provides an extra increase in land values and development revenues.

Vertical Equity

Vertical equity impacts depend on how the tax is structured and development conditions. It tends to capture value from developers and property owners, but some of the tax may be passed on to residents, and it can reduce housing affordability in transit-oriented developments, which is regressive.

Travel Impacts

Depends on details. If such a tax discourages development around transit stations it could reduce transit ridership and transit-oriented development.

Strategic Development Objectives

Mixed. May discourage some transit-oriented development, but it could encourage more concentrated development near transit stations.

Public Acceptance

Surveys and focus groups indicate relatively high support for land value capture.

Ease of Implementation

May require special analysis and legislation to determine the most appropriate tax structure.

Legal Status

In some jurisdictions, state or provincial legislation and support would be required.

Examples (TBoT 2010)

Land value capture in the form of transit benefit districts is used in some U.S. cities including Miami, Florida; Los Angeles, California; and Denver, Colorado. It is used in many major cities such as Hong Kong (Suzuki, et al. 2015).

Station Rents

Collect revenues from public-private developments on publically-owned land in or near transit stations.

Potential Revenue

Probably small. It depends on BC Transit's ability to obtain and develop land around transit stations, and the demand for such building space.

Predictability and Stability

Revenues are difficult to predict, but once established may be relatively stable.

Horizontal Equity

Is considered horizontally equitable to the degree that it captures the value of proximity to high quality public transit.

Vertical Equity

Vertical equity impacts depend on development conditions. It can be an opportunity for a community to raise additional revenue from businesses and higher income residents, but if rents are structured to maximize revenue it may reduce housing affordability in accessible locations (i.e., lower-priced housing in transit-oriented developments) which is regressive.

Travel Impacts

Uncertain. If this increases transit-oriented development it may help reduce total vehicle travel.

Strategic Development Objectives

Uncertain. It may increase or discourage transit-oriented development, depending on how development and rents are structured.

Public Acceptance

Surveys and focus group responses indicate relatively high support for station rents.

Ease of Implementation

Some station development may be relatively easy, but maximizing this revenue option may involve some effort and risks.

Legal Status

Most transit agencies have the legal ability to develop stations, but may require state or provincial approval to condemn land for station development.

Examples

Larger transit agencies with significant space in terminal and station facilities may enter into concession agreements (an income-generating strategy similar to leasing) with a variety of commercial and retail enterprises (TCRP 2009). TransLink has established a Real Estate Division is responsible for acquiring, managing and disposing of TransLink's properties in a manner that optimizes revenue, reduces capital costs and supports TransLink's strategic development goals, which includes station-area development (TransLink 2011).

Station Air Rights

Sell the rights to build over transit stations (Tompkins 2010).

Potential Revenue

Depends on demand for such development. There are generally few sites where such development is feasible, so total potential revenues are probably modest.

Predictability and Stability

Uncertain. Depends on demand for such development.

Horizontal Equity

Is considered horizontally equitable to the degree that it captures the value of proximity to high quality public transit.

Vertical Equity

Vertical equity impacts depend on specific conditions. It can raise revenue from businesses and higher income residents, but if structured to maximize revenue it may reduce housing affordability in accessible locations (i.e., lower-priced housing in transit-oriented developments) which is regressive.

Travel Impacts

Uncertain. If this increases transit-oriented development it may help reduce total vehicle travel.

Strategic Development Objectives

Uncertain. It may increase or discourage transit-oriented development, depending on how development and rents are structured.

Public Acceptance

Surveys and focus groups indicate relatively high support for revenue-generating station area development.

Ease of Implementation

Some station air rights development may be relatively easy, but maximizing this revenue option may involve some effort and risks.

Legal Status

Most transit agencies probably have the legal right sell or rent station-area air rights.

Examples (Tompkins 2010)

The Toronto Transit Commission has investigated options for selling air rights at the York Mills subway station, the Eglinton/Yonge bus terminal, the Sheppard/Yonge station bus terminal and land adjoining the Spadina station (Hall 2002).

Advertising

Most transit agencies collect revenues from transit vehicle, stop and station advertising.

Potential Revenue

Although expanding transit service and increasing transit ridership should allow more advertising, even doubling or tripling of revenue would provide relatively small additional revenue.

Predictability and Stability

Relatively unstable.

Horizontal Equity

No clear impact.

Vertical Equity

No clear impact.

Travel Impacts

No clear impact.

Strategic Development Objectives

No clear impact.

Public Acceptance

Surveys and focus groups indicate relatively high support for advertising. However, there may be public opposition to particular advertising methods or materials.

Ease of Implementation

Since most transit agencies already sell advertising, expansion is relatively easy.

Legal Status

Already widely used.

Examples (TCRP 2009)

Most public transit agencies generate revenue from advertising.

Options Summary

Table 6 summarizes the funding options evaluated in this study.

Table 6 Potential Public Transport Funding Options

Name	Description	Advantages	Disadvantages
Fare increases	Increase fares or change fare structure to increase revenues	Widely applied. Is a user fee (considered equitable).	Discourage transit use. Is regressive.
Discounted bulk passes	Discounted passes sold to groups based on their ridership	Increases revenue and transit ridership	Increases transit service costs and so may provide little net revenue
Property taxes	Increase local property taxes	Widely applied. Distributes burden widely.	Supports no other objectives. Is considered regressive.
Sales taxes	A special local sales tax	Distributes burden widely.	Supports no other objectives. Is regressive.
Fuel taxes	An additional fuel tax in the region	Widely applied. Reduces vehicle traffic and fuel use	Is considered regressive.
Vehicle fees	An additional fee for vehicles registered in the region	Applied in some jurisdictions. Charges motorists for costs.	Does not affect vehicle use.
Utility levy	A levy to all utility accounts in the region	Easy to apply. Distributes burden widely.	Is small, regressive and support no other objectives.
Employee levy	A levy on each employee within a designated area or jurisdiction	Charges for commuters.	Requires administration. Encourage sprawl if in city centers.
Road tolls	Tolls on some roads or bridges	Reduces traffic congestion.	Costly to implement. Can encourage sprawl if only applied in city centers.
Vehicle-Km tax	A distance-based fee on vehicles registered in the region	Reduces vehicle traffic.	Costly to implement.
Parking taxes	Special tax on commercial parking transactions	Is applied in other cities.	Discourages parking pricing and downtown development.
Parking levy	A special property tax on parking spaces throughout the region	Large potential. Distributes burden widely. Encourages compact development.	Costly to implement. Opposed by suburban property owners.
Expanded parking pricing	Increase when and where public parking facilities (e.g. on-street parking) are priced	Moderate to large potential. Distributes burden widely. Reduces parking & traffic problems.	Requires parking meters and enforcement, and imposes transaction costs.
Development or transport impact fees	A fee on new development to help finance infrastructure, including transit improvements	Charges beneficiaries.	Limited potential.
Land value capture	Special taxes on property that benefit from the transit service	Large potential. Charges beneficiaries.	May be costly to implement. May discourage TOD.
Station rents	Collect revenues from public-private development at stations	Charges beneficiaries.	Limited potential.
Station air rights	Sell the rights to build over transit stations	Charges beneficiaries.	Limited potential.
Advertising	Additional advertising on vehicles and stations	Already used.	Limited potential. Sometimes unattractive.

This table summarizes potential funding options identified in this study.

For more quantitative analysis, these evaluation criteria were rated on a seven-point scale from 3 (strongly supports objective) to -3 (strongly contradicts objective), as illustrated in Table 7. Of course, such ratings are subjective so other people or groups may reach different conclusions. In a typical planning process an advisory committee consisting of informed citizens, technical experts and elected officials would perform these ratings. In this exercise all ratings have the same weight, but they can be weighted to give some objectives more importance than others. Many of these impacts can vary significantly depending on how an option is implemented, local conditions and community preferences, so it is helpful to develop more specific descriptions of how an option would be applied in a particular geographic area.

Table 7 Potential Local Public Transit Funding Options Summary Matrix

Name	Potential Revenue	Stability	Horizontal Equity	Vertical Equity	Travel Impacts	Development Impacts	Public Acceptance	Ease to Implement
Fare increases	2	2	2	-3	-3	-2	-3	3
Discounted bulk passes	1	2	2	2	3	2	2	3
Property taxes	3	3	2	-1	0	-1	-2	3
Sales taxes	3	2	1	-2	0	0	-2	3
Fuel taxes	2	2	2	-1	3	2	-2	3
Vehicle levy	2	3	2	-2	0	0	-2	-1
Utility levy	1	3	2	-3	0	0	-3	2
Employee levy	2	3	3	2	0	-1	-2	-2
Road tolls	1	2	3	-2	3	1	-2	-3
Vehicle-Km tax	2	2	3	-2	3	1	-3	-3
Parking taxes	1	2	2	0	2	-2	-1	-1
Parking levy	3	2	2	1	2	2	-2	-3
Expanded parking pricing	2	2	3	1	3	-1	-1	-1
Development cost charges	1	1	2	0	0	-1	3	-1
Land value capture	3	3	2	0	0	-2	2	-2
Station rents	1	2	3	0	0	0	3	-1
Station air rights	1	2	3	0	0	0	3	-2
Advertising	1	1	3	0	0	0	3	3

This table summarizes the degree that the funding options support various planning objectives. Rating range from 3 (strongly supports objective) to -3 (strongly contradicts objective). 0 = no or mixed impacts. Although these results are somewhat subjective and may vary depending on community values and conditions, this illustrates a method for quantifying the advantages and disadvantages of various options that can be applied in other situations.

Conclusions

Public transit service improvements are an important component of many regions' transportation system improvement plans. High quality public transit services can provide various economic, social and environmental benefits, including direct user benefits and various indirect and external benefits.

Implementing transit improvements often requires additional funding. Although some federal, state or provincial funding may be available, significant new local funding is often needed. Based on a detailed review of existing literature, this study identified eighteen funding options, including some that are widely used and others considered innovative and only used in a few jurisdictions.

These potential funding options were evaluated against eight criteria. Evaluation results can vary depending on perspective and assumptions. Equity analysis is particularly subjective depending on how equity is defined and impacts measured. From some perspectives, it is most equitable to generate transit funding from a narrowly defined group of beneficiaries, such as users of a new transit service, employers who generate commute trips, or owners of transit station area properties. However, high quality public transit tends to provide multiple, dispersed benefits, including external benefits to people who do not currently use the service but benefit from reduced traffic and parking congestion, improved safety, reduced need to chauffeur non-drivers, energy conservation and emission reductions, and increased regional economic development. Public transit improvements tend to provide a broader scope of benefits than highway expansion, so a wider range of funding options can be justified for horizontal equity (i.e., beneficiaries pay) sake.

Widely used public transit funding sources include fares, property taxes, sales taxes, fuel taxes, advertising and station rents. There is potential for increasing revenues from these options, although fare increases contradict other planning objectives. Fuel tax increases and expanded parking pricing (more frequently charging motorists for using public parking facilities, particularly on-street parking in urban neighborhoods) are particularly appropriate because they also encourage fuel conservation and more efficient transport, in addition to raising revenues. However, these taxes and fees are considered burdensome and regressive (their actual regressivity depends on the quality of transport options available, and so is reduced by public transit service improvements) and so should be implemented gradually.

The options that seem most acceptable to the public (development and transportation impact fees, station rents and advertising) tend to generate modest revenue. Economists are particularly enthusiastic about congestion pricing, but it tends to be costly and politically difficult to implement, and total revenues are often modest since tolls are only collected on a small portion of total vehicle travel.

Three new revenue options with significant potential deserve more consideration: *parking levies* (special property taxes on non-residential parking spaces throughout the region), *vehicle levies* (an additional fee on vehicles registered in the region) and *employee levies* (a levy on each employee, often only collected from larger employers). These could generate relatively large amounts of revenue, distribute costs broadly, and have a logical connection to transit improvements (high quality transit benefit motorists, businesses and employees). A parking levy applied to all non-residential parking spaces in a region would disperse the financial burden and support Strategic Development Objectives (reduce impervious surface and reduce excessive parking supply) by encouraging more compact development and more efficient parking pricing. These three options have moderate implementation costs, more than increasing existing transit funding options, but less than road tolls or vehicle-kilometer fees.

Where feasible, development and transportation impact fees, station rents and air rights can be used to generate funds, but their revenues will vary depending on future demand for transit-area development, and so are difficult to predict and are likely to be modest in most cases.

Land value capture taxes and levies should also be considered. They should be structured to avoid discouraging transit-oriented development (they should not be too high or geographically concentrated), and it may be best to defer their implementation for a few years until station-area demand rises sufficiently. It is particularly appropriate to create local area benefit districts around transit stations where modest special levies and parking meter revenues are used primarily to finance local improvements such as station amenities, streetscaping and special cleaning and security services, rather than financing system-wide transit services.

This research discovered no new funding options that are particularly cost effective and easy to implement. Each funding option has disadvantages and constraints. As a result, this study's overall conclusion is that a variety of funding options should be used to help finance the local share of public transit improvements to ensure stability (so total revenues are less vulnerable to fluctuations in a single economic sector or legal instrument) and distribute costs broadly. Public transit improvements often provide widely dispersed benefits that can justify widely dispersed funding sources. Even people who do not currently use public transit benefit from reduced congestion, increased public safety and health, improved mobility option for non-drivers, regional economic development, and improved environmental quality.

Additional research is recommended to better understand the impacts of these options. Revenue options that are implemented should be structured to maximize benefits and minimize problems. Taxes and levies should be designed to support other regional planning objectives, including increased transit ridership, reduced automobile traffic, economic development, energy conservation, compact development and greenspace preservation and affordability.

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