

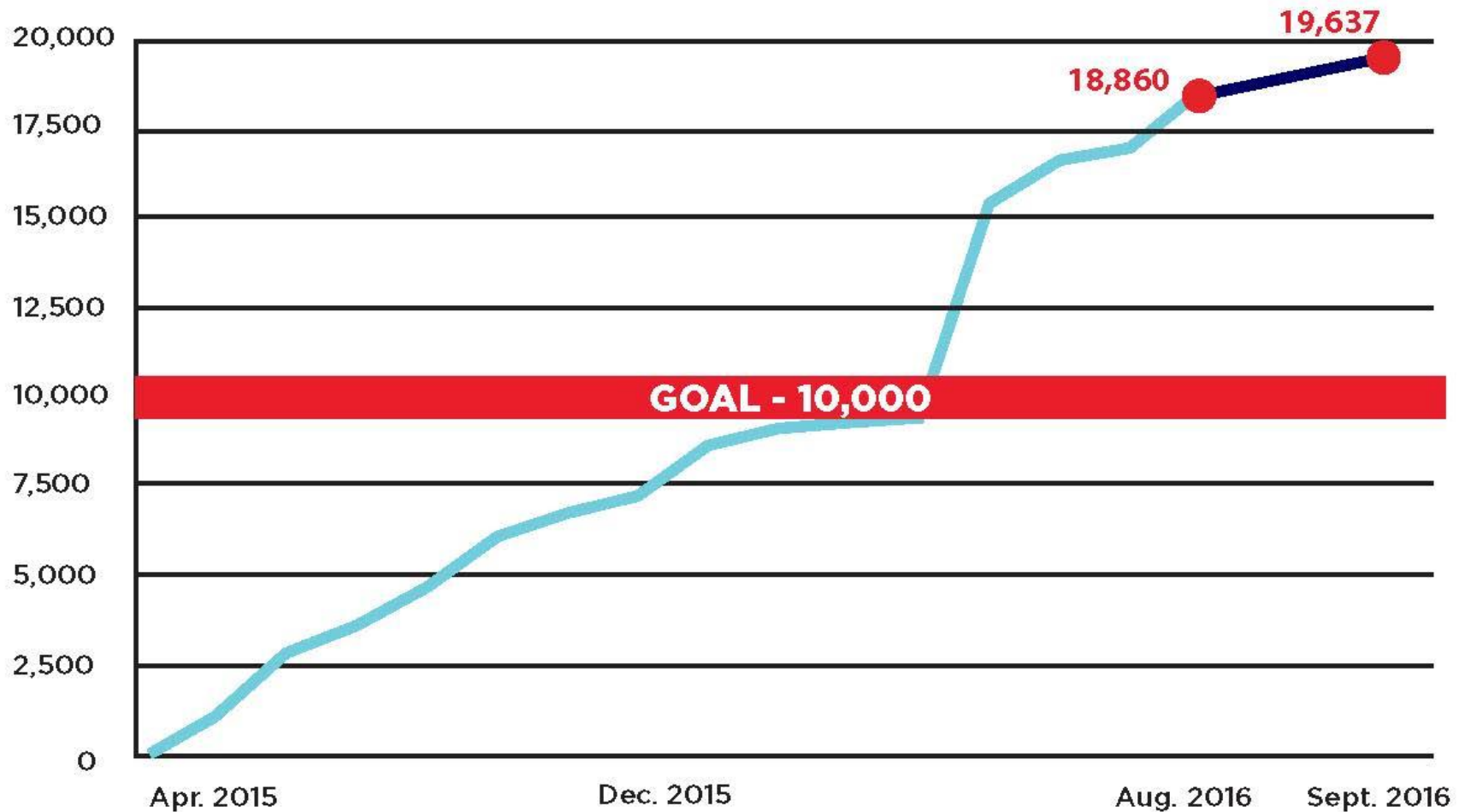


RTA Board Meeting
nMotion Strategic Plan Recommendations
September 21, 2016



Community Driven Process

COMMUNITY ENGAGEMENTS TO DATE



What People Said

- General approval of the plan
- Desire to see it implemented sooner than 25 years
- Improve existing service before we make big investments
- More rail options
- Concerns about cost
- Technology integration
 - ride sharing
 - autonomous vehicles



What People Said

- *I like the plan and want to see it come to fruition!*
- *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.*
- *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.*
- *Driverless cars will be a reality before this would be finished.*



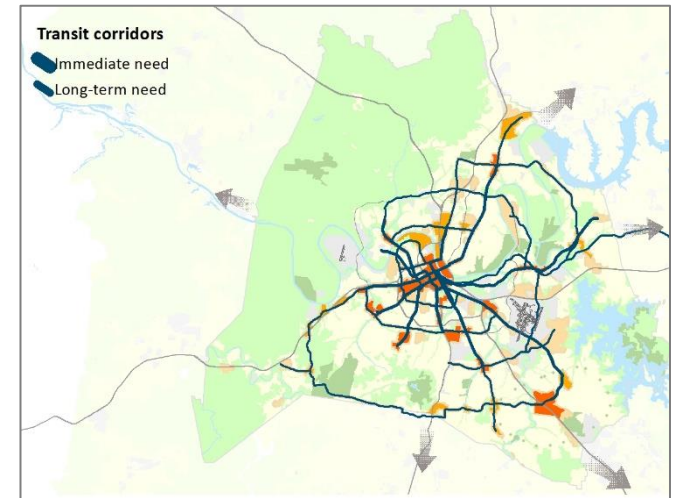
Setting the Table: Underlying Goals

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



Setting the Table: Assumptions

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



NashvilleNext Transit Priority Corridors



Broader Capital Improvements

How Can Transit Service Improve?



Make Service Easier to Use



Improve Existing Services



Improve Access to Transit



Make Service More Comfortable



Develop Network of Regional Transit Centers

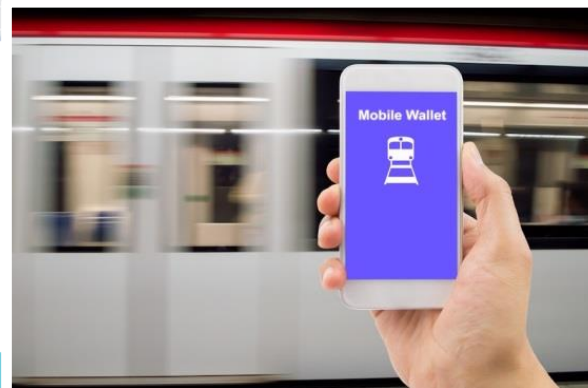
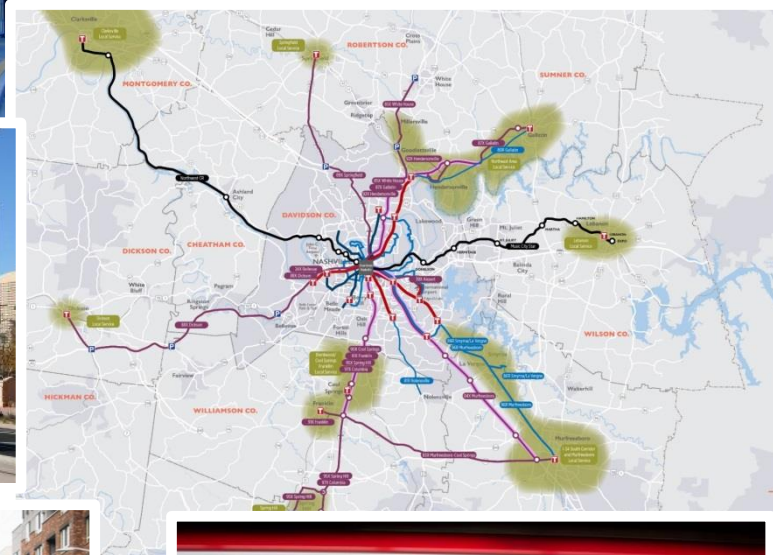


Expand Services to New Areas

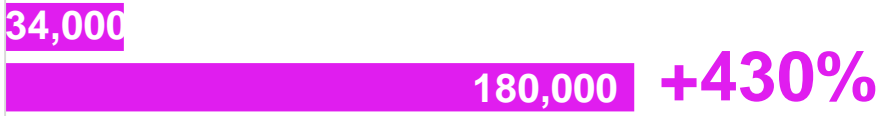


Build High Capacity/Rapid Service Network


nMotion Plan




Benefits

- Miles of dedicated bus lanes: **Up to 20**
- Miles of Freeway BRT service: **Nearly 100**
- Route miles of High Capacity Transit services: **135**
- Miles of pedestrian improvements: **>200**
- Weekday Ridership: Existing Plan **34,000**


Category	Value
Existing Plan	34,000
Plan	180,000

+430%
- Percent of service that will be frequent:
(15 minutes or better) Existing Plan **20%**


Category	Value
Existing Plan	20%
Plan	41%

+105%
- Percent of service that will be fast:
(LRT, BRT, Rapid Bus, Regional Rapid Bus, Commuter Rail, Freeway BRT, Express) Existing Plan **40%**


Category	Value
Existing Plan	40%
Plan	68%

+70%

Costs

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

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

Partnerships and Collaboration



First Steps

- **MTA/RTA**

- Simplified Service
- Easier Fare Payment System
- Unified System Branding/Marketing

- **In Partnership**

- Additional Service Hours and Frequency
- Transit/Transfer Centers/Park & Rides
- Sidewalks/Shelters
- First Steps towards High Capacity Corridor Development
- Downtown Mobility/Transit Priority

Next Steps

1
TO
5
YEARS

In the next five years: Lay the groundwork

Better bus service that means shorter wait times between buses

Extended service hours — earlier and later, with fewer transfers

Better bus stops and new transit centers

Simpler ways to pay your fare

Seamless connections to other transportation providers

Expanded and improved AccessRide services

Streamlined service through downtown Nashville to improve reliability and expand neighborhood and regional connections

Improved pedestrian connections will appear in more and more neighborhoods to improve access to an expanded mass transit system.

Improvements in regional travel corridors such as bus-on-shoulder services, expanded park-and-ride options, additional express trips, and improvements to the Music City Star

Exploration of opportunities for future development of rapid transit services such as new commuter rail lines, light rail, freeway and arterial bus rapid transit in key corridors through expanded cooperation with TDOT and local communities, and public-private partnerships

6
TO
15
YEARS

In the next 15 years: An improved regional network

Service will continue to improve as more riders take advantage of a more convenient system.

Dedicated transit lanes will begin to appear in key corridors to improve both speed of service and overall dependability.

Design will advance, and construction will begin on initial rapid transit projects, with completion of initial segments toward the end of this period.

Downtown Nashville will have “transit priority corridors” with enhanced passenger and pedestrian amenities, and quick/reliable operation through downtown.

16
TO
25
YEARS

In the next 25 years: A fully integrated system

Rapid transit operations will commence in more local and regional corridors.

Robust bus service in additional neighborhoods will join with new rapid transit options, private transportation providers, and expanded sidewalks, bikeways, and greenways to form a seamless travel experience for residents and visitors.

Thank You