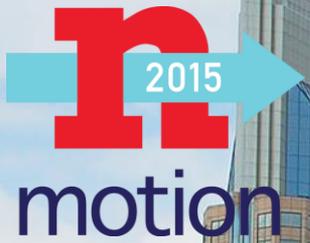




# nMotion Planning Process Update Metro Council Joint Committee Briefing

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Regional Transportation Authority of  
Middle Tennessee**

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# Outline of Briefing

- History Leading to Current Process
- Backdrop to Current Planning for Transit in Middle Tennessee
- What We're Hearing from Nashvillians
- Next Steps and Anticipated Metro Council Involvement
- Discussion



# History Behind nMotion

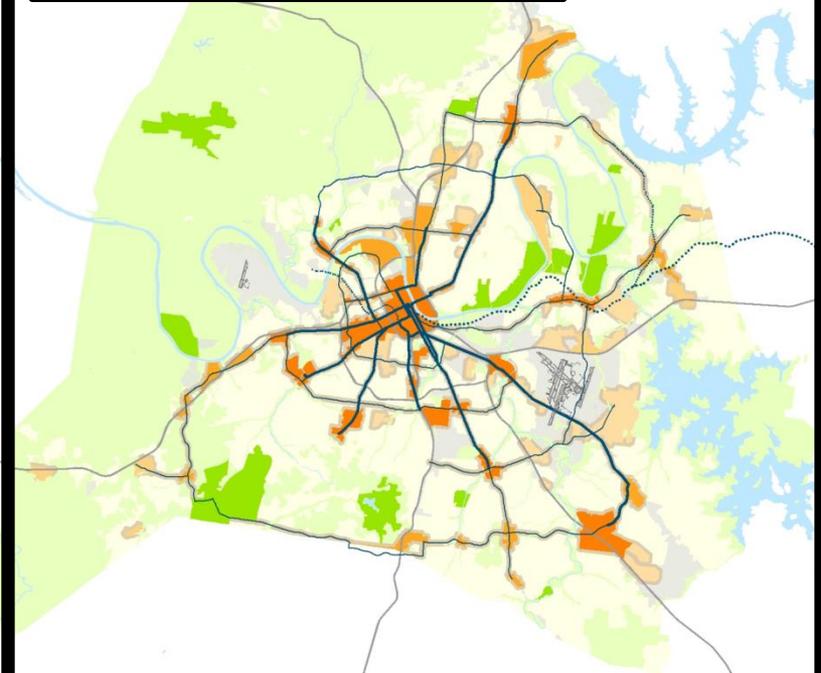
- 2009 MTA Master Plan and Planned Update
- Connection to NashvilleNext
- Amp Aftermath



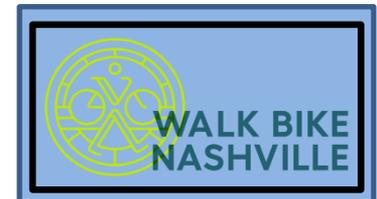
# Connection to Nashville Next

- Extension of over-arching themes with respect to accessibility, inclusion, high capacity transit, etc.
- Operationalize and further explore values and goals expressed by Nashvillians through Nashville Next into operating plans, budgets, goals and performance objectives.

Nashville Next Identified Transit Priority Corridors

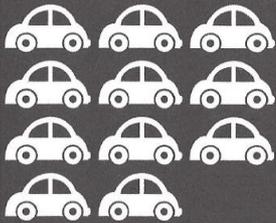


# Backdrop: Other Connections



# Backdrop to Current Transit Plans

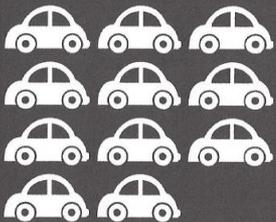
## THE COST OF COMMUTING



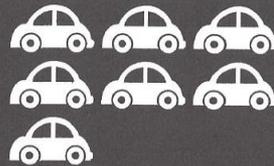
Nashville ranks 11th  
in annual congestion  
cost per commuter.



Nashville ranks 8th  
in annual excess  
fuel consumed per  
commuter.



Nashville ranks 11th  
in annual hours of  
delay per commuter.



Nashville ranks 7th  
in excess CO2 per  
peak auto commuter.

# nMotion Process



# nMotion Process



## Guiding Principles

The adoption of these guiding principles by the Boards of the MTA and RTA provides policy-level guidance to direct the development of future services and projects.

### Connect



**Connect people to life in Middle Tennessee.**

- Provide desirable, reliable and affordable transit choices for Middle Tennesseans.
- Focus additional resources on improving service quality in the highest-demand transit markets.
- Develop new partnerships and improved service models to better serve markets where fixed-route service is impractical.

### Enhance



**Make transit a competitive travel choice for more Middle Tennesseans.**

- Make transit travel times in key corridors competitive with the private automobile.
- Improve service frequencies and spans in strong transit markets to a level attractive to consumers.
- Work with outside partners to improve the reliability of transit trips.

### Simplify



**Make transit easy to use.**

- Provide service designs that are easy for potential users to understand.
- Adopt technologies that make travel easier.
- Improve access to, and the quality of, transit stops and stations.

### Sustain



**Develop a transit system that complements and advances broader regional goals and is financially sustainable over the long term.**

- Improve the accessibility of fixed-route services for senior citizens and persons with disabilities.
- Develop and monitor performance measures with respect to service and adjust as necessary.
- Create a seamless menu of options among transit services, operators and other modes for travelers.
- Develop reliable and predictable revenue streams that grow with the economy of the region.

[nMotion2015.org](http://nMotion2015.org)



[@nMotion2015](https://www.facebook.com/nMotion2015)



[@nMotion2015](https://twitter.com/nMotion2015)

# What We're Hearing From Nashvillians

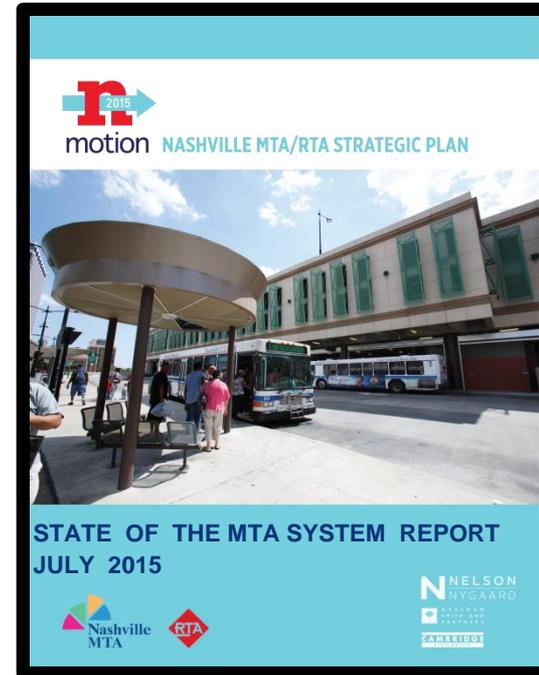
- **Convenience**
  - Simplicity
  - Span
  - Frequency
  - Travel Speed
  - Directness (“Straight Lines”)
- **Dependability**
  - On-Time Performance
  - Predictability
- **Safety**
  - Access to/from Transit
  - Perception of Personal Security at Stop



# Next Steps



- Additional engagements in Council Districts and neighborhoods
  - Targeted outreach to underrepresented populations
- Familiarity with possible strategies and operating environment
- Engagement with other Metro departments and related agencies
- Future Briefings for Council Committees
- Eventual budget implications with Mayor/ Council priorities



#### Common elements of commuter rail service include:

- **Vehicles:** Most American commuter rail trains consist of a locomotive and multiple passenger cars, but some consist of multiple self-propelled cars. Most American commuter rail systems are diesel-powered, but a few are electric-powered.
- **Length:** Most commuter rail lines are designed to serve long distance travel, and lines that range from 20 to 50 miles are most common.
- **Station Spacing:** To provide competitive travel times, stations are spaced widely apart, typically every three to five miles, and often longer.
- **Access and Station Facilities:** Most commuter rail stations rely heavily on park and ride access, and thus most include parking, and many facilities can be very large. Other station facilities include platforms, and depending upon boarding volumes, either simple shelters or enclosed waiting areas. They also commonly include other elements such as real-time passenger information, ticket vending, and bicycle parking.
- **Capacity:** Commuter rail coaches can be either single or double level. Single level coaches can seat up to 125 passengers and bi-level coaches can seat up to 185 passengers. Train lengths of up to 10 cars are common in major commuter rail systems, and can seat over 1,500 passengers. Smaller systems often run two-car trains, which seat approximately 350 passengers.<sup>1</sup>

<sup>1</sup>With a two car train, one car must be a "cab car" from which the train operator controls the train when it is being pushed by the locomotive, which reduces the number of seats in that car.

## Discussion

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**2015 Strategic Plan:**

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Website: [nMotion 2015.org](http://nMotion2015.org)