



Southeast Corridor High Performance Transit Alternatives Study

Project Scoping Meetings

July 2004

Meeting Agenda

July 2004

- ❖ About the MPO
- ❖ A Brief Project Overview
- ❖ The NEPA Process
- ❖ Alternatives Analysis
- ❖ Possible Alternatives
- ❖ Phases of Alternatives Analysis
- ❖ Future Steps for this Corridor
- ❖ Your Questions and Comments





The Nashville Area MPO and Project Overview

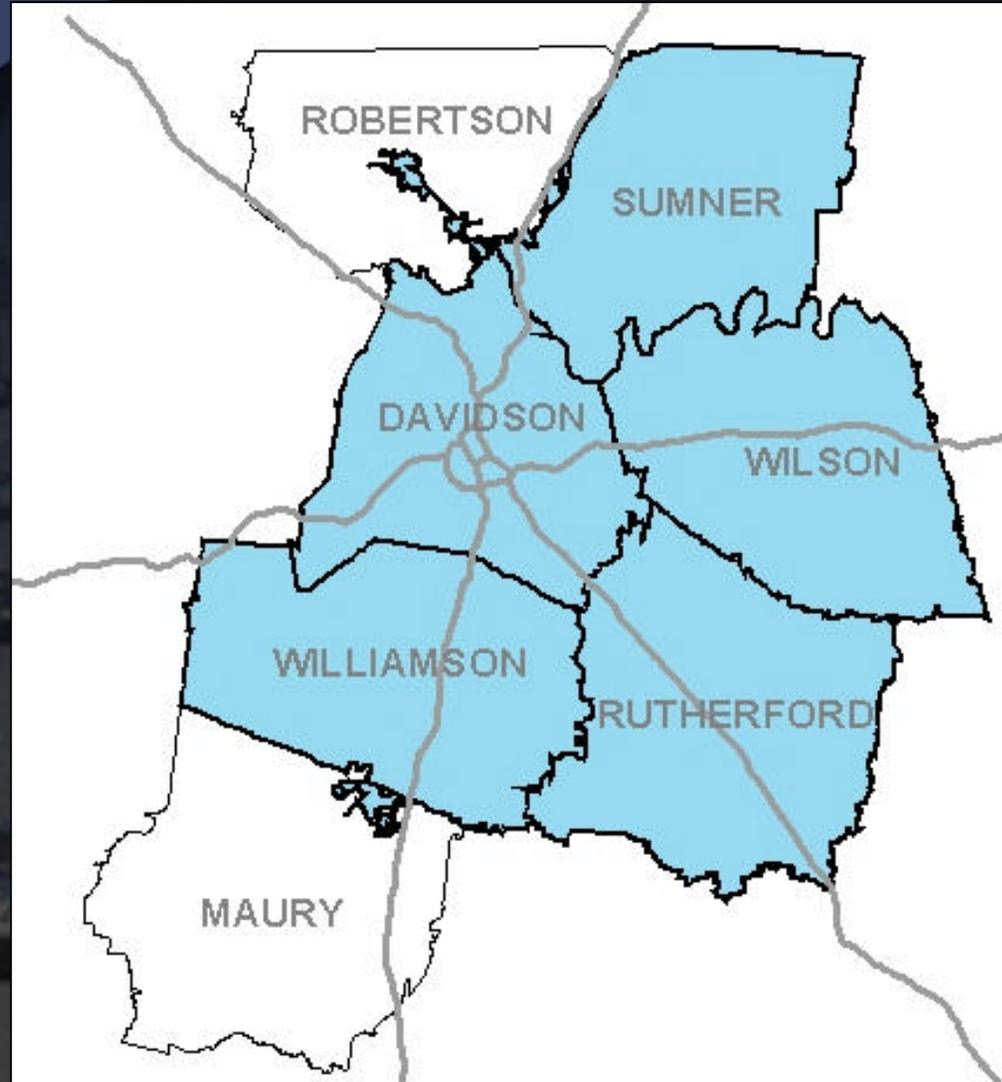
James McAteer,
Nashville Area MPO

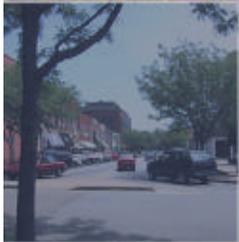
What Is the Nashville Area MPO?

- ❖ MPOs created by Congress in 1960s
- ❖ They exist in all urban areas > 50,000 population
- ❖ Coordinate local transportation plans, use of federal funds
- ❖ Since 1992, also responsible for controlling auto emissions through better transportation planning
- ❖ Nashville Area MPO is the forum for 20 local governments and 6 state/local transportation agencies



Nashville Area MPO Planning Region (shown in blue)





Nashville Area MPO

- ❖ Brentwood
- ❖ Fairview
- ❖ Franklin
- ❖ Gallatin
- ❖ Goodlettsville
- ❖ Hendersonville
- ❖ LaVergne
- ❖ Lebanon
- ❖ Metro Nashville/Davidson Co.
- ❖ Millersville
- ❖ Metro Nashville Airport Authority
- ❖ Metro Transit Authority
- ❖ Mt. Juliet
- ❖ Murfreesboro
- ❖ Portland
- ❖ Regional Transportation Authority
- ❖ Rutherford County
- ❖ Smyrna
- ❖ Spring Hill
- ❖ Springfield
- ❖ Sumner County
- ❖ Tenn. Dept. of Environment (Air Quality)
- ❖ Tennessee Dept. of Transportation
- ❖ TMA Group
- ❖ White House
- ❖ Williamson County
- ❖ Wilson County

Project Overview

- ❖ Long Range Plan – Develop 5 transit corridors connecting Nashville to the rest of the region.
- ❖ East Corridor = First Spoke
 - Commuter Rail Chosen
 - Constructed and operated by RTA
- ❖ Other 4 corridors will connect Nashville to:
 - Murfreesboro, Smyrna, LaVergne
 - Gallatin, Hendersonville
 - Franklin, Brentwood
 - Kingston Springs, Belleview



Project Overview

- ❖ This study will look at transportation options between Nashville, LaVergne, Smyrna and Murfreesboro
- ❖ Compare costs, benefits, and impacts
- ❖ Result – Recommend a solution that is cost effective and has been decided with local citizen and government input.



What This Is About

- ❖ Developing Future Transit Improvements in the Southeast Corridor (Nashville-Smyrna-LaVergne-Murfreesboro)
- ❖ Gathering your input and ideas on the way you would like to **use** the system.
 - What parts of town?
 - How often?
 - What kind of trips?
 - What time of day?





The National Environmental Policy Act (NEPA) Process

Margaret Slater,
Parsons Brinckerhoff



The Southeast Corridor High Performance Transit Alternatives Study

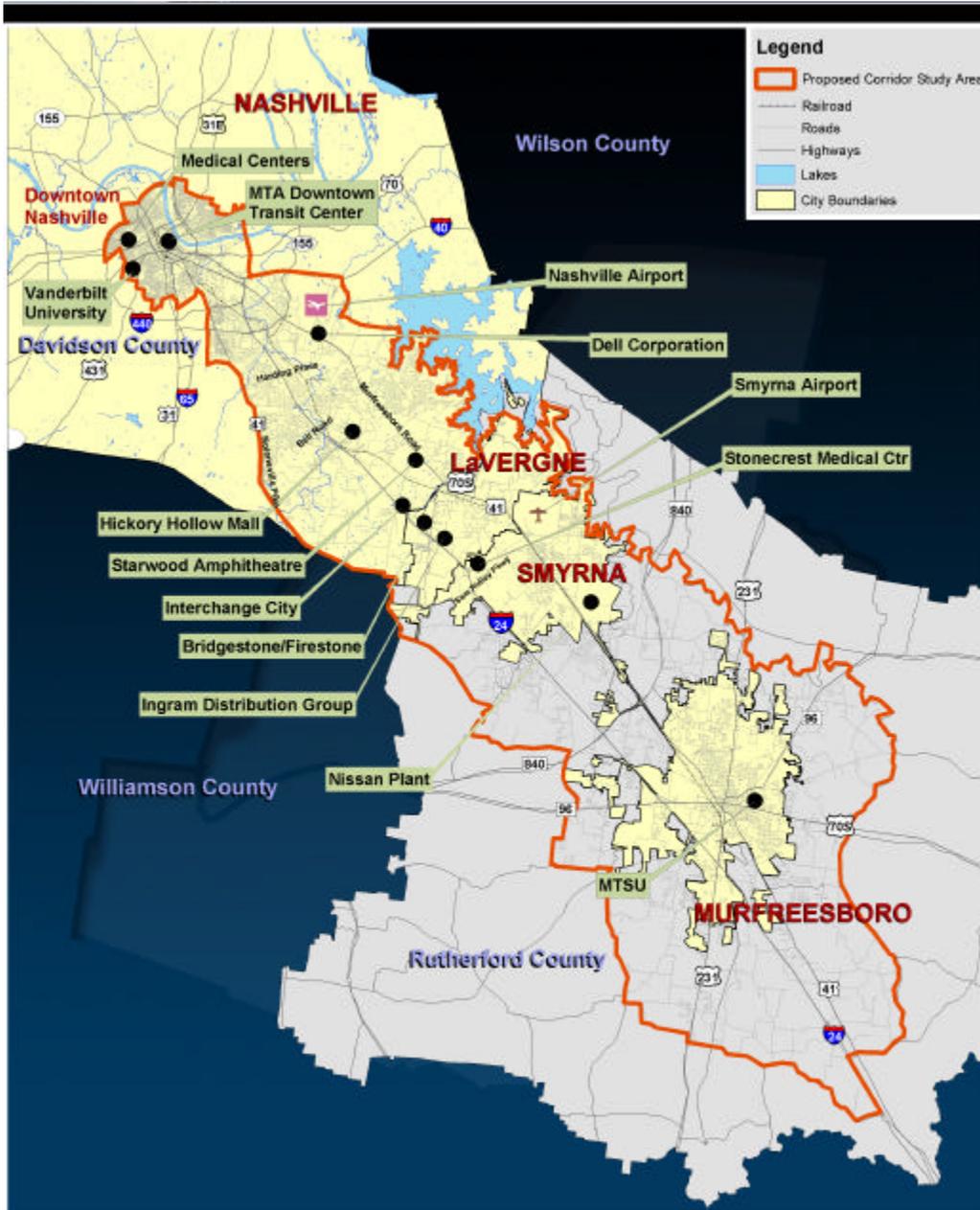
Tim Rosenberger,
Parsons Brinckerhoff

Alternatives Analysis

- ❖ Initial Step of Developing Major Transportation Investments
- ❖ Identifies Needs and Goals
- ❖ Develops Alternatives
- ❖ Analyzes Alternatives
- ❖ Selects Locally Preferred Alternative
- ❖ Develops Financial and Implementation Plan



Project Study Area



Southeast Corridor Study Area
Southeast Corridor High Performance Transit Alternatives Study



0 2 4 8 12 16 Miles

 **Nashville Area MPO**

7/8/04



Corridor Attractions

- ❖ Downtown Nashville
- ❖ Vanderbilt/ West End
- ❖ LaVergne
- ❖ Smyrna
- ❖ Murfreesboro
- ❖ Nashville International Airport
- ❖ Nissan
- ❖ Dell
- ❖ MTSU
- ❖ Starwood Amphitheater
- ❖ Interchange City
- ❖ Hickory Hollow Mall
- ❖ Hospitals





Project Need and Goals

- ❖ Expand Mass Transit Options
- ❖ Address Traffic Congestion
- ❖ Address Land Use
- ❖ Environmental Effects
- ❖ Use Transportation Funding Efficiently

QUESTION: Are there other unmet transportation needs in the corridor?

Potential Alternatives: Transit Modes

- ❖ Transit Mode: Vehicle and Improvements to right-of-way (ROW)
- ❖ Local Bus
- ❖ Express Bus
- ❖ Commuter Bus
- ❖ High-Performance Transit
 - Light Rail
 - Commuter Rail
 - Bus Rapid Transit



Local Bus



- ❖ Basic Transit Service
- ❖ Large, Standard Bus
- ❖ Frequent Stops
- ❖ Relatively Low Speed



Express Bus

- ❖ Faster service for longer trips
- ❖ Less frequent stops, higher travel speed
- ❖ May use special bus fleet
 - Diesel-Electric Hybrid Vehicles
 - Upgraded Amenities



Commuter Bus



- ❖ Primarily for Suburb to Downtown work trips
- ❖ Few stops, high speed
- ❖ Sometimes operates only during rush hour

Commuter Rail

- ❖ Rail operating on existing railroad tracks
- ❖ Infrequent stops, high travel speed
- ❖ Primarily for longer-distance trips



Light Rail (LRT)

- ❖ Electric rail operating in traffic, or on exclusive ROW with crossings
- ❖ Serves short trips downtown, longer trips outside



Bus Rapid Transit (BRT)



- ❖ Wide range of improvements to enhance bus performance
- ❖ Improved station amenities, vehicles
- ❖ May feature dedicated right-of-way

Other Modes



- ❖ Heavy Rail (Subway)
- ❖ Historic Trolley/ Streetcar
- ❖ Monorail/ AGT
- ❖ High-Speed Rail

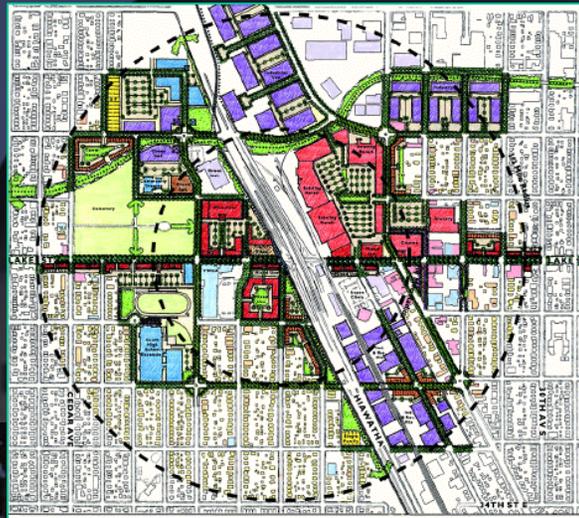
Transit Facilities

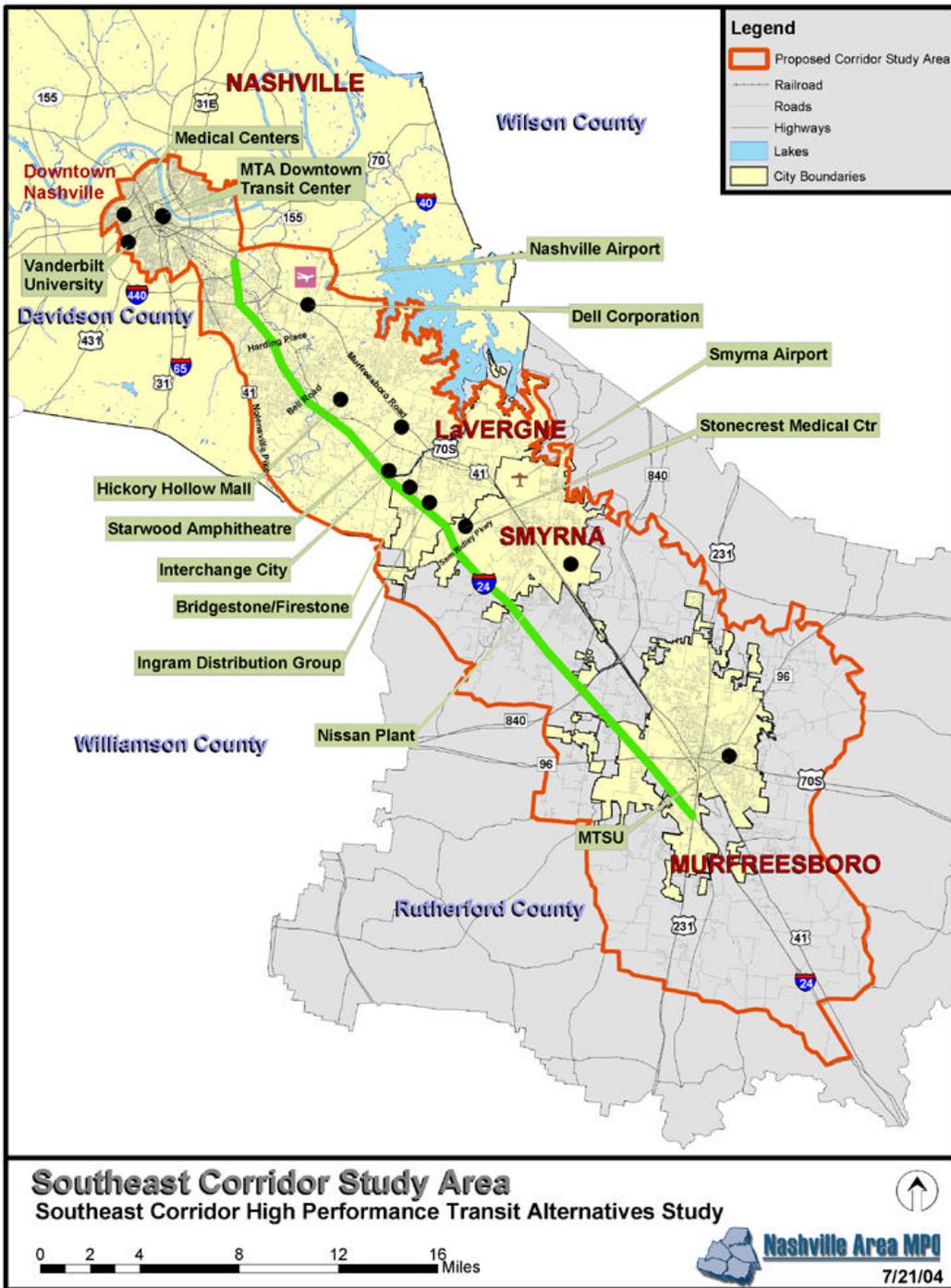
- ❖ Bus Stop Improvements
- ❖ Transit Centers
- ❖ Park-Ride Lots
- ❖ Transit Stations
- ❖ BRT
- ❖ Improvements



Transit-Oriented Development (TOD)

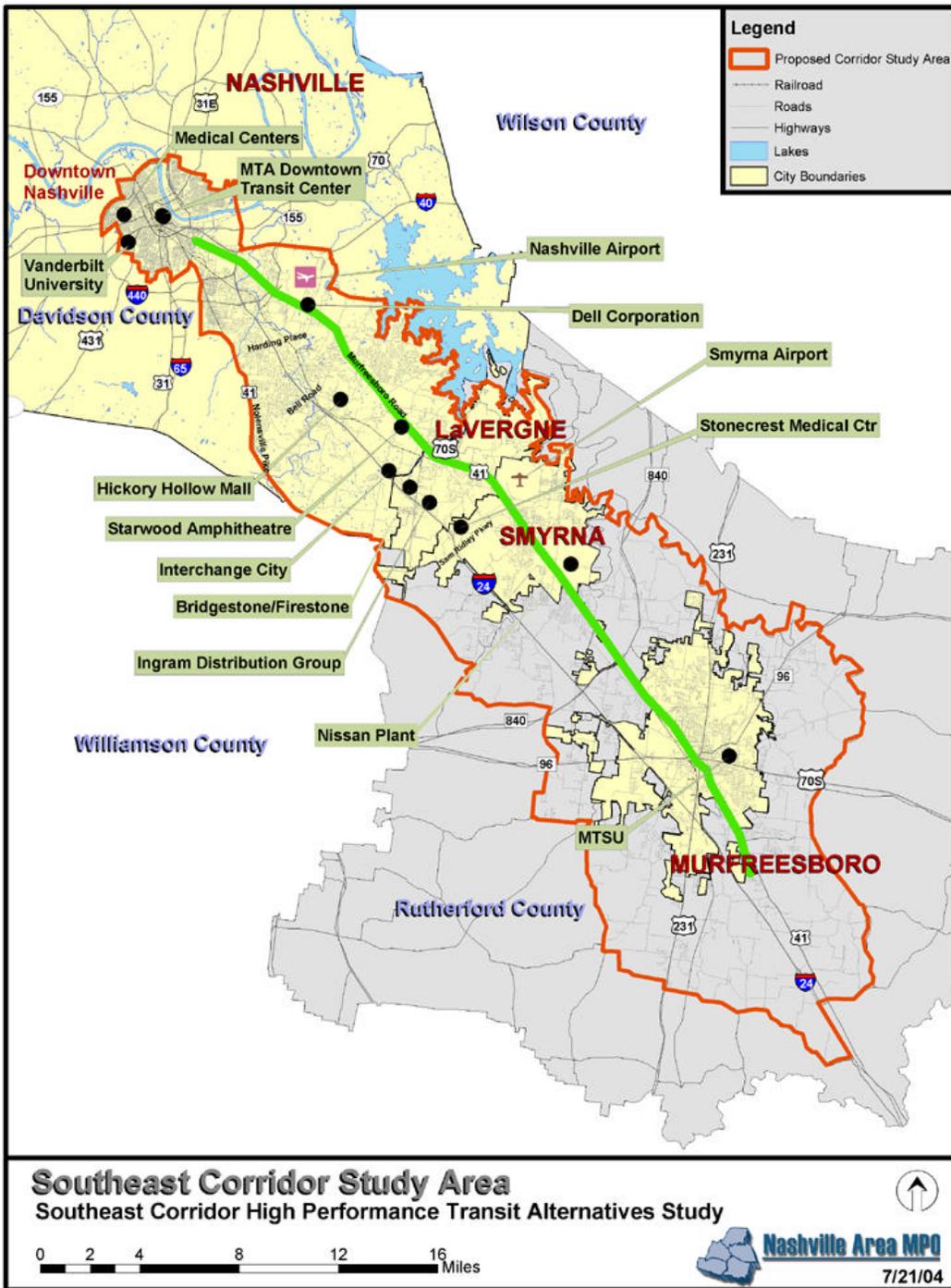
- ❖ Compact Development
- ❖ Buildings Oriented to Support Pedestrians, Transit
- ❖ Increases Transit Efficiency





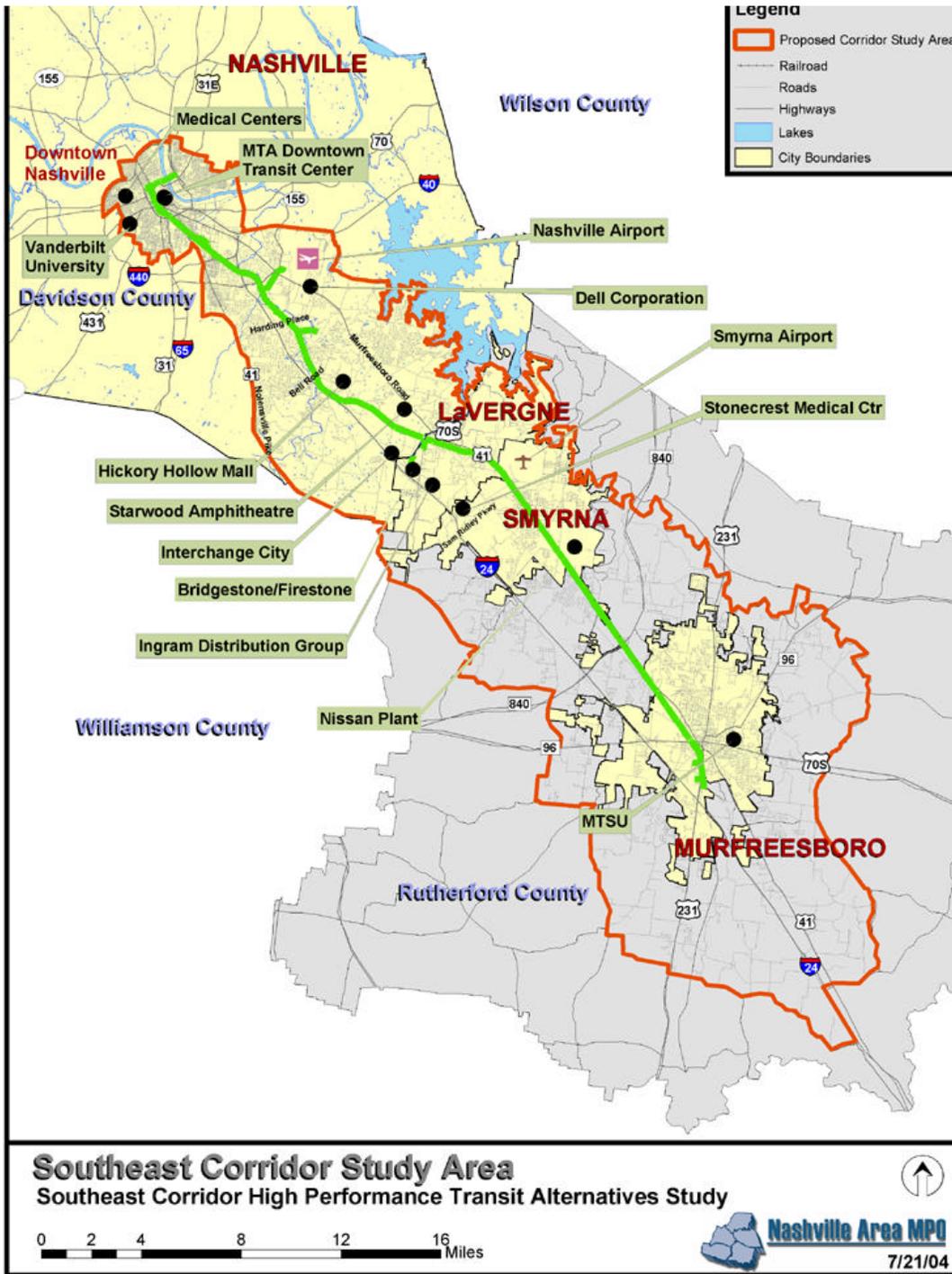
Alignments

- ❖ I-24
 - HOV Lane
 - New Alignment



Alignments

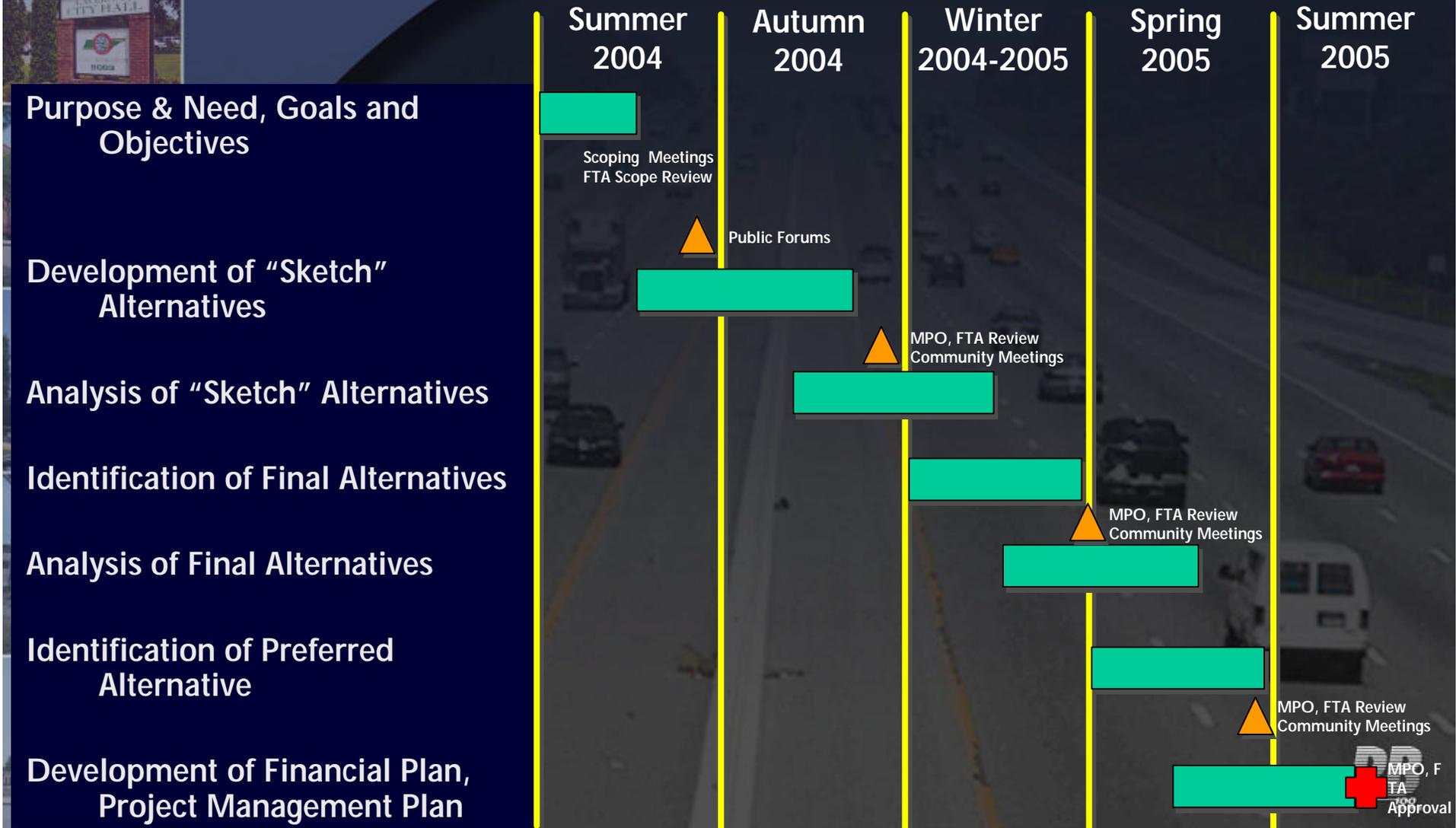
- ❖ I-24
 - HOV Lane
 - New Alignment
- ❖ US 41/70S
 (Murfreesboro Rd)



Alignments

- ❖ I-24
 - HOV Lane
 - New Alignment
- ❖ US 41/70S
(Murfreesboro Rd)
- ❖ CSX Rail Line
- ❖ Other or New Alignments
- ❖ Combinations

Phases of Analysis



Next Steps for the Study

- ❖ FTA Approvals
 - Scope of Work
 - Goals & Objectives, Purpose & Need
- ❖ Development of “Sketch” Alternatives
- ❖ Public Forums-September 2004



Future Steps for the Corridor

- ❖ Extensive Public Involvement Throughout Process
- ❖ Requires Local Approval and Funding
- ❖ Must be a Major Regional Priority for Implementation





Future Steps for the Corridor

- ❖ Completion of Alternatives Analysis
- ❖ Completion of Environmental Impact Statement (EIS) and Preliminary Engineering
- ❖ FTA Funding Grant Agreement
 - Demonstrably Efficient Transportation Benefit
 - Local Funding
 - Local Land Use Consistency
- ❖ Construction and System Startup



Your Questions, Comments and Suggestions

For more information:
www.setransitstudy.com