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)
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
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

Purpose & Need, Goals and Objectives

Development of “Sketch” Alternatives

Analysis of “Sketch” Alternatives

Identification of Final Alternatives

Analysis of Final Alternatives

Identification of Preferred Alternative

Development of Financial Plan, Project Management Plan

Summer 2004

Autumn 2004

Winter 2004-2005

Spring 2005

Summer 2005

Scoping Meetings
FTA Scope Review

Public Forums

MPO, FTA Review Community Meetings

MPO, FTA Review Community Meetings

MPO, FTA Review Community Meetings

MPO, FTA Approval
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