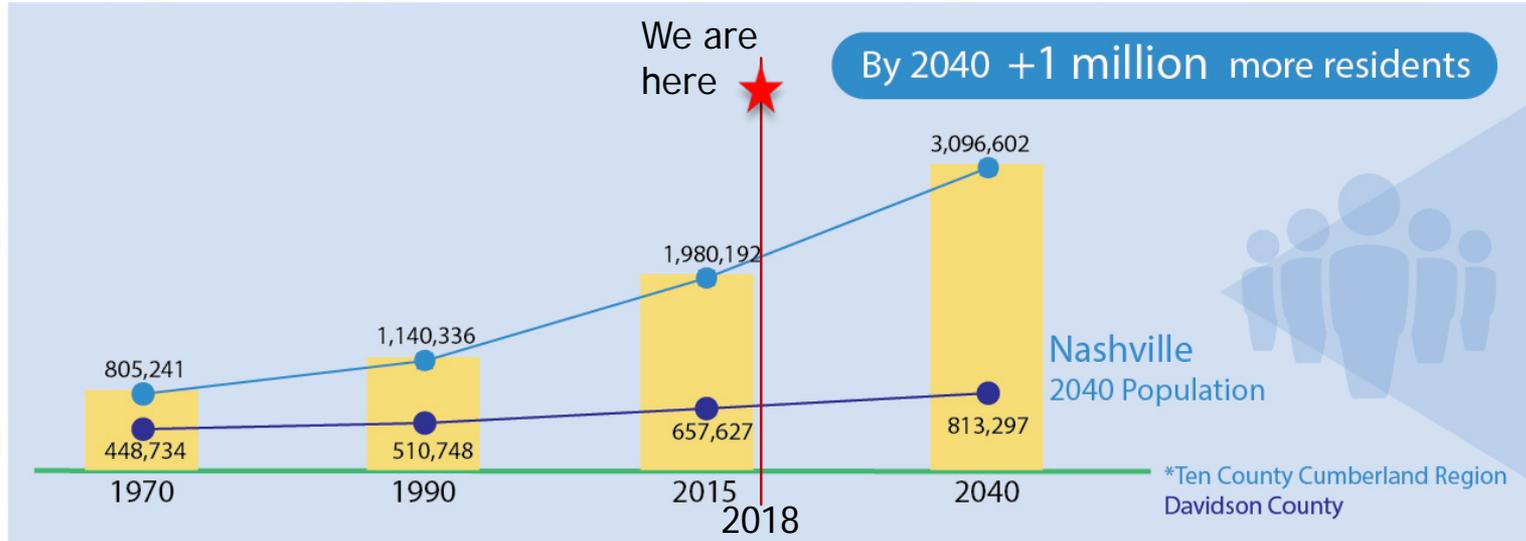


The background features abstract, overlapping geometric shapes in various shades of blue, ranging from light sky blue to deep navy blue. The shapes are primarily triangles and polygons, creating a dynamic, modern aesthetic. The text is centered on a white background that is partially framed by these blue shapes.

Why We Need to Talk About Transit

Facts About Our Area's Growth and Ways to Address It

The Region is Growing



111,000 additional commuters have been added to our roads since 2010

It's a Space Problem

RE: Road congestion will only get worse

Look at what some people are already saying about Nashville traffic:



AllenSircy
@ATOAllen

Follow

Replying to @visitmusiccity

Nashville is full. Try Chattanooga. You like trains, right?

7:16 AM - 11 Aug 2018

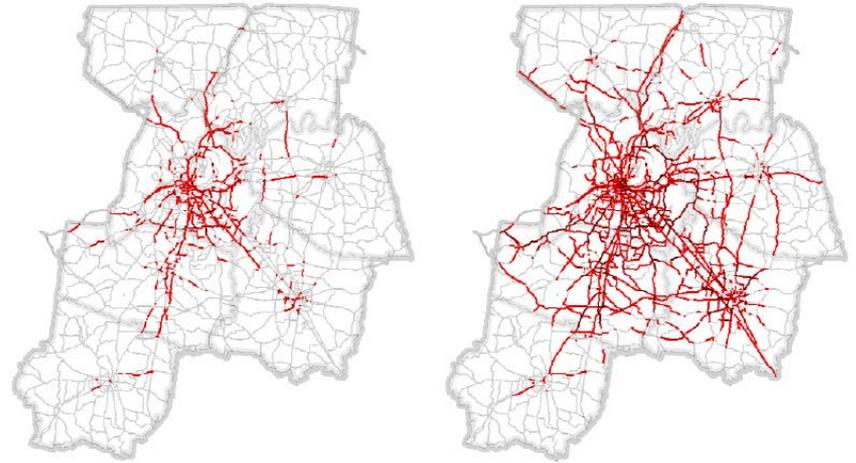


LISEY ✨
@LISERELLA

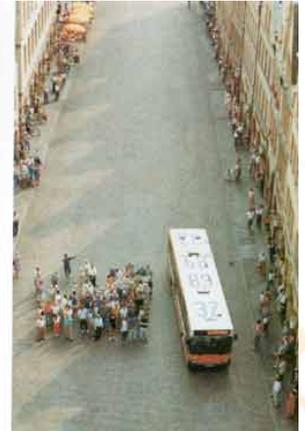
Follow

NASHVILLE IS FULL! DO NOT MOVE HERE! 🗣️

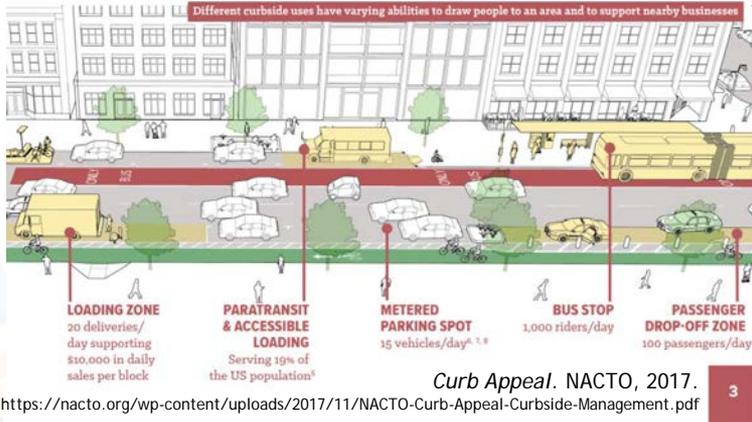
Figure 5-11 Congested Routes, 2010 and 2040



Source: MPO Regional Travel Demand Model



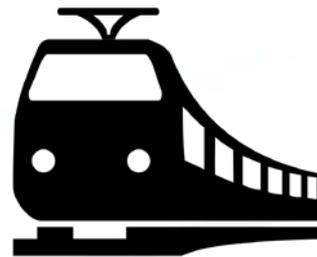
Planning and Space *Increase share of other modes*



Credit: National Association of City Transportation Officials (NACTO). www.nacto.org.



Just the Facts

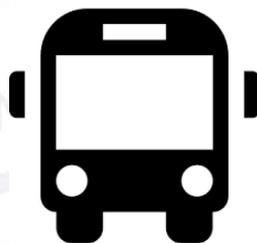


Multimodal Options: More than Spatial Improvements

- Better health outcomes
- Equity – improved access to opportunities



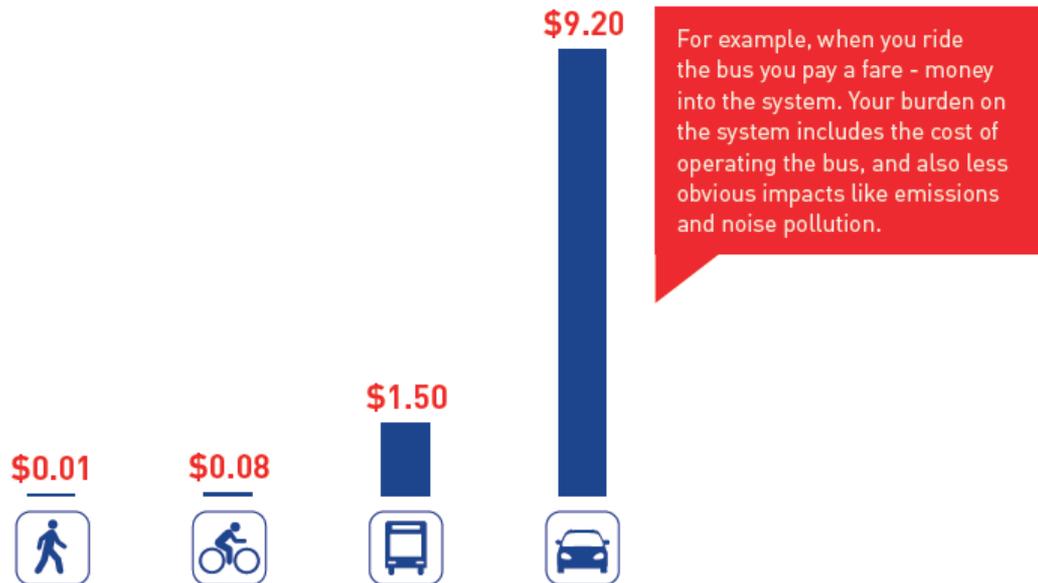
Transportation Demand Management (TDM)





What's it Cost Taxpayers?

Per \$1 I spend on transportation, taxpayers pay:



Source: Discourse Media, data by George Poulos.

Wait! What About AVs

AVs can:

Likely improve road capacity from 600-1,600 to 2,000 people per hour,
BUT research shows they also increase miles traveled by 76%.
(Everyone could be on the road 76% MORE than they are now=More traffic!
Probably reduce 'phantom traffic jams'—keep traffic more consistent
BUT only when there are mostly AVs on the roads.

I'm an AV
and I'm still
stuck in
traffic!

AVs cannot:

Cure congestion as long as demand exceeds supply (see '76% more miles traveled' above).

72 People



Bikes



AVs



Bus

Also . . .

Low level autonomy is already on our roadways--

'Driver Assist' (some 2018 & 2019 models)

But

AVs are still decades away from full adoption.

Why?

- Still unreliable—distort one pixel in an image and the computer brain can't recognize what it is 'seeing'.
- Tons of data needed to 'drive' one vehicle—who stores it? Where? How?
- Who pays for infrastructure—cameras, guideposts, data storage, etc.?
- Who owns information—driving habits, etc.
- Who's at fault if there's an accident?



Bottom Line

- Moving more people more efficiently is key.
- Bus/train, walking, and biking are most efficient modes.
- Vanpool and Carpool can dramatically increase road capacity (see pic above).
- Utilizing alternative modes of transportation is beneficial to all.
- Alternative modes of transportation can be a welcome change.
- AVs have a place, but they will not be the silver bullet some tout & they are a long way out.

THANK YOU!



Get more information &
Sign up for the next Transit Citizen Leadership Academy

www.thetransitalliance.org

@TAllianceMidTN

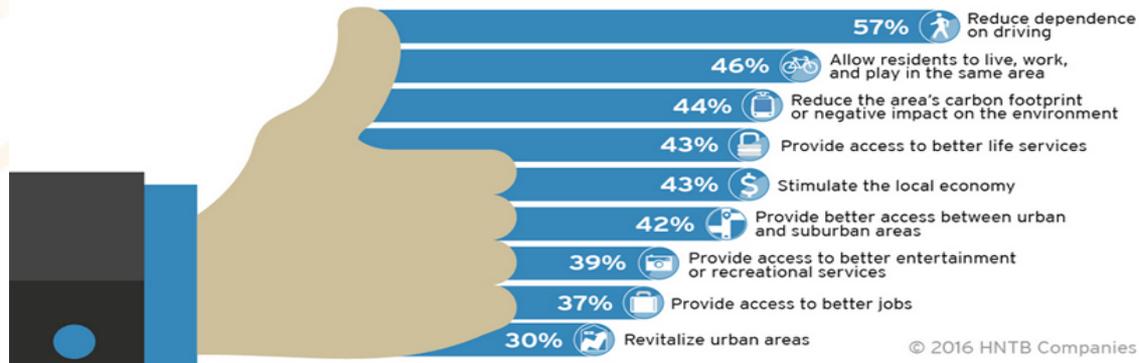


TOD = More Equitable Neighborhoods

Affordability is more than just housing prices – Transit-oriented development reduces cost burdens for all Nashvillians and improves access to

BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

Americans believe transit oriented development provides an array of benefits ranging from lifestyle to environmental to economic.



Transit improves affordability



\$12,000
per year to own
reliable personal car



#2 barrier
to graduation is
transportation



41/50 in upward
mobility. Transit
provides affordable
access to opportunity



85% of seniors have poor
access to transportation



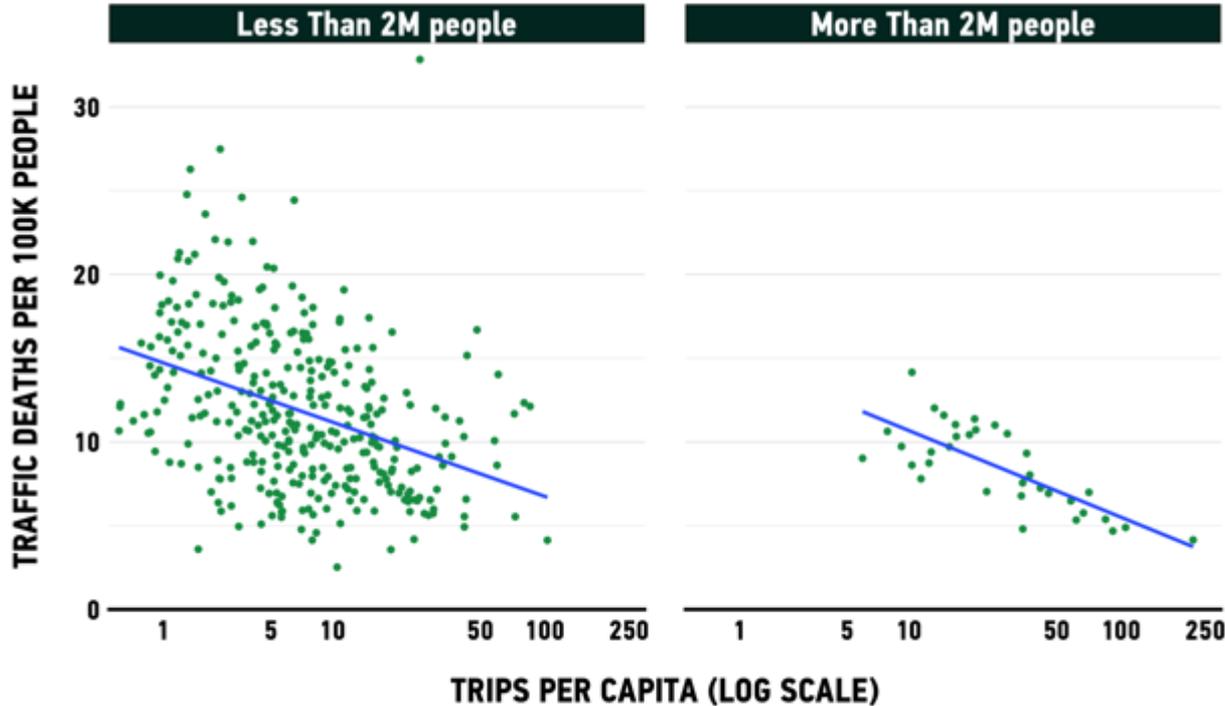
93/100 in workers
access to
transportation

Safe, convenient connections

Neighborhood transit centers will provide safe, convenient connections, as well as comfort and amenities.



Transit = Fewer Traffic Accidents



Source: American Public Transportation Association (David H. Montgomery/CityLab)

CITYLAB

- In 2017, 23 pedestrians died in Nashville.
- Traffic fatalities are among the top five leading causes of death
- As Nashville, grows transit makes our city safer

Transit = Less Social Isolation

WHO NEEDS TRANSIT?

Senior Citizens:

11%

of Davidson County Population

THINKTENNESSEE

WHO NEEDS TRANSIT?

Residents without
Vehicle Access:

3,100

Davidson County Households

THINKTENNESSEE

WHO NEEDS TRANSIT?

Single Parents:

39.5%

of Davidson County
Families with Kids

THINKTENNESSEE

WHO NEEDS TRANSIT?

Residents with a Disability:

11.6%

of Davidson County Population

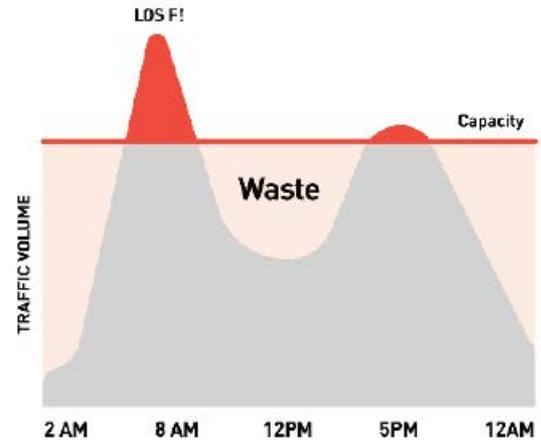
THINKTENNESSEE

More Space for People



Excess Capacity

Building bigger roads does not solve congestion - in fact, it creates new problems for safety, livability...and more congestion.



Think about the use of roads over 24 hours

Building for peak hour traffic means under utilized infrastructure during most of the day.

Gehl

