

moving forward **2023 SCORECARD**

Moving Forward’s work to expand mobility options in Middle Tennessee is grounded in the values of accountability, collaboration, equity, regionalism, and urgency. This scorecard tracks the progress made in 2022 on Moving Forward’s goals. Moving Forward remains committed to securing dedicated funding for transit. The community benefits when we equitably invest in transit and all residents can have access to affordable, convenient, safe, and dependable transit. For a deeper dive, visit movingforwardmidtn.com.

Complete ✓

Underway —

Ongoing ...

Not Yet Achieved ✗

✓ 1. Facilitate a regional approach to improve mobility

In 2019, Moving Forward researched how peer regions coordinate to provide regional transit and found that while there are multiple models of regional coordination, all the peer regions have funding streams dedicated to transit. Middle Tennessee does not possess dedicated funding for transit. Read the report at movingforwardmidtn.com. While the report is complete, there remains work to do on a regional approach to improve mobility.

— 2. Update the Nashville Area MPO 2045 regional transportation plan in 2021 | Update the WeGo strategic plan (nMotion) in 2022

In 2021, mayors and transportation officials across Middle Tennessee adopted an update to the Regional Transportation Plan (RTP). The RTP allocates more than \$10.5 billion in anticipated federal grants and matching funds to improve transportation throughout Davidson, Maury, Robertson, Sumner, Rutherford, Williamson, and Wilson counties. While WeGo has not directly updated the nMotion plan, it has incorporated updates in the project parts, specifically the Nashville Transportation Plan and Better Bus sections.

... 3. Advocate for near term projects to improve mobility that move Middle Tennessee toward a robust, regional, multimodal transportation system

Middle Tennessee can make innovative, incremental improvements to its multimodal transportation system to provide “proof of concept” and proof that our local and state governments can deliver projects. Throughout 2022, Moving Forward supported near-term initiatives and championed increased funding for transportation in Nashville’s Capital Spending Plan and FY23 Operating Budget. Read highlights of 2022 accomplishments on the other side of this scorecard.

✗ 4. Advocate for and secure dedicated funding for transit and mobility in the region in the next Metro Nashville mayoral term (2023 – 2027)

The Middle Tennessee region is the only metro area of its size in the country without a local, dedicated source of funding for transit. This limits the region’s ability to receive state and federal funding, which often requires a local match. No action was taken on this goal in 2022.

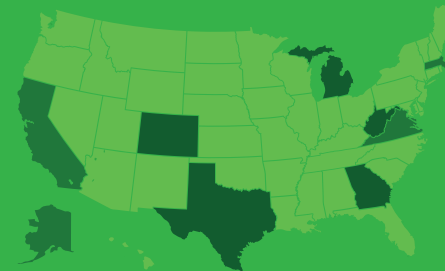
✗ 5. Begin construction on first phase of the WeGo strategic plan in the region by 2026

This objective is ambitious but critical for Middle Tennessee to continue to be a prosperous region for its vibrant and diverse residents. Reaching this goal is difficult if local, dedicated funding is not secured. No action was taken on this goal in 2022.

TRANSPORTATION FUNDING SUCCESS ON NOVEMBER 8TH ELECTION

Moving Forward is committed to securing dedicated funding for transit and believes that investment is critical to aid in our region’s continued prosperity. The Middle Tennessee region is the only metro area of its size in the country without a local, dedicated source of funding for transit. During the November 2022 election cycle, even more communities across the country supported dedicated funding streams for transit and transportation-related infrastructure. Thirty-seven public transportation measures were on the ballot this November, and so far, twenty-nine have given transportation a huge win. (Dark Green states had more than 1 measure pass.)

Source: Transportation for America and APTA Center for Transportation Excellence, 2022



TRANSPORTATION MEASURES BY FUNDING REVENUE TYPE



Source: Transportation for America and APTA Center for Transportation Excellence, 2022

METRO NASHVILLE-DAVIDSON COUNTY'S 2022 TRANSPORTATION & TRANSIT ACCOMPLISHMENTS

For this analysis, Moving Forward considered projects listed in the “Initial Program (2021-2023)” in Nashville’s Transportation Plan. The progress of highlighted projects is described below.

QuickTicket / Best Value Fare Capping Program

[COMPLETED]

WeGo continues the implementation of QuickTicket which allows riders across WeGo local, regional, and train services to pay using a single phone or smart card scan. This includes “day pass” and “monthly” fare capping, creating the best value for the transit rider. Over the past few years, WeGo has worked to install new fareboxes and smart media validators on all WeGo vehicles, provided reloadable cards to customers, deployed the QuickTicket mobile app and the software and hardware needed to power the system. The diversity of payment options has increased transit accessibility, even for those with no access to a mobile phone or bank account. Since WeGo’s official launch in February 2022, following a soft launch and a year of beta testing, adoption has steadily increased. QuickTicket was used in 35% of total trips in October 2022 with the year’s total usage having increased from 1 in 5 to 1 in 3 riders, totaling 278,000. QuickTicket is currently not available for Access trips yet, but WeGo continues to work eliminating any barriers in accessing Nashville’s transit system. Learn more about QuickTicket at [quicktickettn.com](https://www.quicktickettn.com).

“QuickTicket has been so easy to incorporate! I really appreciate not having to fumble for change anymore.”

“The app has made riding the bus so much easier.”

Source: WeGo Public Transit QuickTicket Street Team, 2022

Better Bus Service Development

[PROGRESS WITH DELIVERABLES]

Developed from the nMotion and Nashville Transportation Plan, Better Bus works to improve existing bus service over a 5-year implementation timeline. Better Bus focuses on longer hours and more frequent service, new and improved connections, new transit centers and upgraded stops, and access improvements. In FY21, WeGo began implementing Better Bus by reallocating existing service resources in response to pandemic-related ridership shifts. In FY22, additional Better Bus improvements were implemented by leveraging American Rescue Plan (ARP) funding. Better Bus requires an increase of \$29.5 million in the annual operating budget, in addition to capital costs for fleet expansion, transit centers, and bus stop upgrades. With the April 2022 service expansion, WeGo is at 107% of pre-pandemic service levels. Ridership recovery is at 85-90% depending on period, with evening and weekend ridership above pre-pandemic levels, which is well above the national average of 60-70%. Average ridership has increased from 20,000 riders to 25,000 riders a day. For the 2022 Capital Spending Plan, WeGo anticipates a request of \$37.8 million for grant matches, replacement and expansion vehicles, additional stop and shelter improvements, and transit centers. WeGo continues to be conservative and defer any non-immediate initiatives to address the volatility of fuel costs and inflation.

moving forward
mobility solutions for our region

Hillsboro Transit Center

[COMPLETED]

The Hillsboro Transit Center opened on March 31, 2022. This first neighborhood transit center project in Nashville was in collaboration with Metro Nashville Public Schools (MNPS), the Tennessee Department of Transportation (TDOT), and the Nashville Department of Transportation and Multimodal Infrastructure (NDOT). The center is located adjacent to Hillsboro High School and includes covered bus bays, ticket vending machines, lighting improvements, real-time information, ADA infrastructure, a climate-controlled waiting room, exterior waiting areas, phone charging stations, and wi-fi. The development of the Hillsboro Transit Center included service from the #7 – Hillsboro Pike bus and an extension of the #17 – 12th Avenue S. bus, which previously terminated at Lipscomb University.

“Having that heated clean room with security and cameras is huge. I feel like especially in the cold weather it will be nice to have.”

“It’s a nice safe place for students to wait for the bus.”

“The bike rack has been really nice. Getting multi-modal transport support has been great.”

Source: WeGo Public Transit QuickTicket Street Team, 2022

Dr. Ernest Rip Paton, Jr. North Nashville Transit Center

[PROGRESS UNDERWAY]

Construction began on the North Nashville Transit Center on November 10, 2022 after two minority-owned firms were chosen in September. WeGo staff identified and contracted with many small and minority-owned business on this project, including the public engagement consultant, construction administration team, and art curation team. As construction begins, WeGo will be seeking out artists to design and compose video graphics and a small mural that display the cultural fabric of the North Nashville community, depicting present iconic members and events while forming a futuristic lens of hope, inclusion, and advancement. Current routes connected to the North Nashville Transit Center include #22 – Bordeaux, #42 – St. Cecilia/Cumberland, #75 – Midtown, and #77 – Thompson/Wedgewood. WeGo anticipates extending #9 – Metro Center to the transit center, and if funding is available, creating a new Trinity Lane crosstown.

Hickory Hollow Transit Center in Antioch

[PROGRESS UNDERWAY]

In preliminary stages of development, WeGo was awarded a \$3.2 million congestion mitigation and air quality grant for the development and construction of the Hickory Hollow Transit Center. This is the first in a series of funding sources WeGo will seek out to build this center. Global Crossings would be an ideal location for a regional transit center. In addition to the center’s location at the end of one of WeGo’s busiest routes, the area includes the Southeast Community Center, the Nashville Public Library’s Southeast Branch, the Ford Ice Center, and a campus of Nashville State Community College. Long term plans could include Vanderbilt University Medical Center healthcare facilities and other community needs such as after-school youth programming, childcare, and small business development opportunities.

WeGo Link/Mobility on Demand

[PROGRESS WITH DELIVERABLES]

The nMotion and Metro Nashville Transportation Plan recommended “Mobility on Demand” zones to provide on-demand feeder service through a partnership with Uber, connecting less densely developed neighborhoods to adjacent transit centers or stations along fixed-route transit service. Initially beginning with the Antioch zone, WeGo link expanded their first/last mile connection zones to Hermitage, South Nashville, and Goodlettsville, in addition to expanding the size of the Antioch zone.

Expansion of Bus Shelters

[PROGRESS WITH DELIVERABLES]

The Nashville Transportation Plan assigned \$16.4 million to bus stop and shelter improvements. In mid-July, WeGo celebrated its 250th bus shelter. A total of 26 bus shelters were constructed and 204 new bus stop signs have been installed in 2022. The expansion of bus shelters and stops will be an ongoing process to meet needs as service expands.

Vision Zero Action Plan and Ongoing Safety Improvement

[PROGRESS WITH DELIVERABLES]

Vision Zero is a strategy to eliminate all traffic-related deaths and severe injuries, increasing safety, equity, and mobility. Vision Zero provided a framework to guide Metro’s investment in traffic safety improvements over the next five years, supported by an implementation plan with a price tag of \$25 million in FY22-23, and was approved by Metro Council. The implementation plan is intended to be a living document that will be evaluated and updated annually to respond to fiscal changes, opportunities and challenges, and stakeholder feedback through the Vision Zero Task Force. During the development of the Vision Zero Action Plan, NDOT launched a new traffic calming project tracker that displays traffic calming applications on file and provides updates on projects previously selected.

Sidewalk Project Program

[PROGRESS WITH DELIVERABLES]

Released in February, the 2022 WalknBike Plan serves as a 3-year blueprint updating the 2017 plan and laying the foundation for expedited delivery of projects that are both needed and constructible. A key outcome of the 2022 WalknBike planning process is a list of projects that will guide NDOT and includes both simpler and more complex projects, enabling NDOT to advance design and right-of-way acquisition for more complicated projects while simultaneously completing construction-ready projects. Projects were prioritized based on four main factors: safety of people walking and biking; connectivity to existing networks; equity and the presence of vulnerable communities; and access to transit.

East Bank

[PROGRESS UNDERWAY]

The Metro Planning Commission adopted the Imagine East Bank vision plan in October 2022. This vision sets the foundation for the East Bank — 338 acres of underutilized land directly across the river from Downtown Nashville. The East Bank’s relative “blank-slate” offers the rare opportunity to envision streets with multimodal priorities, rather than retroactively integrating bike or transit lanes into existing streets. If realized, the plan would include several significant projects that would involve WeGo, such as potential dedicated lane bus rapid transit on a central north/south boulevard, a transit center, and possible long-term implications for the Nestor Operating facility if the future vision of another Cumberland River crossing south of downtown is realized.