

# **Addendum A:** **TRANSIT**



**BUILDING A CITY TO LIVE IN**  
A Sustainable Vision for Every Nashvillian

## **An Innovative Approach**

Nashville has been trapped in an endless cycle of studies, memorandums, and recommendations, very few of which have actually come to fruition. Meanwhile, the lack of public transit and ballooning commute times have only become greater problems. While we need to ensure that taxpayer dollars are spent responsibly, we also need to take action. Getting caught up in endless bureaucratic red tape will help no one. The Campbell Administration's plan to revolutionize Nashville's transit system is realistic, feasible, and cost-effective.

### **Spurring Economic Development**

The proposal centers around the relocation of Radnor Yards, a train depot located just outside of Oak Hill. The site is one of the largest owned by railroad company CSX but is unable to expand due to a lack of available real estate. As a result, increased freight traffic to the facility has created bottlenecks and congestion.

As early as 2016, suggestions have been made to relocate the facility out of Nashville and into neighboring areas like Rutherford or Wilson County. This move would reduce rail congestion and enable easier access to the interstate, both of which would benefit CSX's bottom line. Additionally, the facilities expansion could boost the mid-state's economy and bring new jobs to the region.

### **Utilizing Pre-Existing Infrastructure**

One of the biggest barriers to previous transit plans has been the massive cost of acquiring land and then creating entirely new infrastructure. Because of Nashville's development and layout, dedicated bus right-of-way and light rail space are difficult to come by. But if Radnor Yards is relocated out of Nashville, a large majority of rail traffic will be redirected around the city, leaving the existing lines open.

These tracks could then be used for either passenger light rail around Nashville or converted into bus lanes to help public transit avoid congestion. Additionally, bike paths and/or sidewalks can be incorporated into the development of these spaces, increasing our multimodal connectivity options.

By relying on infrastructure that has already been developed, the Campbell plan reduces initial development costs both for land acquisition and infrastructure development. These substantial savings simultaneously ease the burden on taxpayers and make the proposal more feasible.

### **Creating Multimodal Connections**

One of Nashville's greatest challenges when it comes to access to public transit has consistently been the lack of a robust multi-modal network. Simply put, the public

transit options in our city do not integrate with each other as well as they should. Bus stations are often located prohibitively far away from residential areas, and the bike lanes and sidewalks that reach them start and stop randomly.

Radnor Yards won't be a one-phase plan—it will serve as a catalyst for additional transit projects across Davidson County and beyond. By providing a unified network for other ventures to tie into and connect with, we can promote growth and build a system that is equitable and accessible for all Nashvillians.

Future phases could include the expansion and optimization of bus routes, dedicated transit networks connecting the airport to downtown, park-and-ride facilities in outer portions of Nashville or neighboring counties, and more.

### **Ensuring Equitable Access**

Too often, development in our city has benefitted only a few areas at the expense of others. Encouraging growth, development, and even tourism to other parts of our city is one of the best ways we can ensure equity for all Nashvillians. Allowing people to easily reach every part of Davidson County *without* a car will do just that.

Creating public transit that connects the airport, Downtown, the East Bank, Bordeaux, Sylvan Park, Hillsboro, Inglewood, and more will enable Nashville residents to access more economic opportunities across Davidson County. It will also make it easier for visitors to experience more of the amazing things that *all* areas of Music City have to offer.

### **Promoting Sustainability**

Sustainability must and will be a top priority for the Campbell Administration, especially when it comes to expanding public transit. As the second most car-dependent city in America, getting automobiles off of Nashville's roads and reducing our annual emissions will improve air quality, quality of life, and resident health.

Providing residents with realistic public transit options in place of their traditional commutes is vital to achieving this goal. Ensuring that the proposals we put forth are both sustainably powered and sustainably built will help to reduce emissions further. Additionally, relocating Radnor Yards will reduce the distance semi-trucks need to take to reach the interstate, cutting back on vehicle pollution in yet another way.

### **Maximizing Feasibility**

Our transit and traffic nightmares need to be solved *now*. To ensure this, any plan that the next Mayor adopts must be designed to ensure maximum feasibility. The Campbell Plan does just that. A TDoT study estimated the entire cost of the project to be just 14.7% of the transit plan proposed in 2018.

## **Your Questions, Answered**

### **What are the obstacles to actually implementing the plan?**

As with almost every plan put forth by Metro in the past decade, initial buy-in and capital costs have always been major concerns. However, because of the Campbell Plan's minimized initial outlay, reduced overall cost, benefit to business partners, and ability to share costs with multiple private & public entities, it is vastly more feasible than previous proposals.

### **Would this plan actually fix our traffic nightmare?**

Addressing Nashville's transit crisis does not have a one-step, one-size-fits-all solution, and results will never be achieved overnight, but we are confident that our vision for Music City's public transportation infrastructure will go a long way in reducing commute times and making transit more accessible for our residents.

### **How would we pay for the plan?**

Fixing our traffic and transportation woes will require a significant investment, but it is well worth the costs. The good news is that not only is the Campbell Plan much cheaper than previous proposals, there are also countless grant and funding opportunities for infrastructure. The Infrastructure Investment and Jobs Act and the recent funding passed by the state legislature—which Senator Campbell worked hard to secure—are incredible resources for Nashville to utilize. The Campbell Administration will set up a database of these resources for use by both public and private organizations to maximize infrastructure development.

### **Would businesses and other governments actually work with us?**

Private entities will be encouraged to support the plan because better public transit enables them to hire from a broader talent pool—if people in neighboring counties can get into Nashville easier, they'll be more likely to search and apply for jobs in the city. Plus, their employees will spend less time in traffic, which has been shown to increase workplace productivity.

The relocation of Radnor Yards and the associated decrease in rail congestion will benefit the economy and incentivize many Nashville businesses. After all, who wouldn't want to receive their materials in less time at the same or even lower prices? The ability to expand Radnor—leading to increased throughput and expanded profit margins—would be an attractive opportunity for CSX, too.

Finally, the plan would reduce traffic in neighboring counties, reducing infrastructure maintenance costs and boosting local productivity. This, combined with the added jobs

a Radnor relocation would induce—both directly and indirectly—would be a powerful motivator for local governments to join us in revolutionizing Nashville’s transit networks.