



# motion NASHVILLE MTA/RTA STRATEGIC PLAN



## STATE OF THE MTA SYSTEM REPORT

### APPENDIX: ROUTE PROFILES





## APPENDIX: ROUTE PROFILES

To determine how well existing service performs and serves demands identified in the Market Analysis, this appendix presents an evaluation of the effectiveness of all Nashville MTA fixed-route services.

For each route, there is a summary of how well it serves its intended markets, how well it works within the overall system, and what changes could be made to improve route performance and responsiveness to community needs. The profile includes the route's operating characteristics, how it compares to other Nashville MTA routes, and identifies opportunities for possible redesign, elimination, or enhancement.

The route profiles are based on a number of factors, including service characteristics, ridership volumes and patterns, productivity, and service issues. Most importantly, each route evaluation concludes with service improvement opportunities that will provide much of the basis for the development of alternative service scenarios. The following are included in the route profiles:

- A description of the route, the service type, and major markets served
- A description of the route's alignment and service patterns
- A description of other routes that also serve the same areas
- Ridership characteristics
- Productivity and performance characteristics
- An overall assessment of the strengths and weaknesses of the route

# 100 Oaks

Route 1 is a radial route that operates between 100 Oaks Mall at Powell/Armory and downtown via I-65 or Bransford and Hamilton.



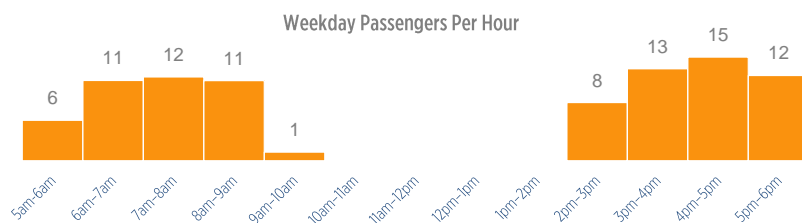
## SERVICE TYPE: Limited

**SERVICE PATTERNS:** Route 1 is a limited service route that is advertised as providing a combination of local and express service between 100 Oaks Mall and Music City Central. However, as a practical matter, Route 1 provides local service to areas east of I-65 inbound in the AM and outbound in the PM, and the express trips are deadhead trips that cycle buses more quickly for the local service.

**SCHEDULE:** Route 1 provides a mix of local and express service operates only on weekdays.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:40 AM – 9:05 AM 2:15 AM – 6:05 PM		7 8
Early AM	before 6:15 AM	60	1
AM Peak	6:15 AM–8:15 AM	59	4
Midday	8:15 AM – 3:15 PM	60	4
PM Peak	3:15 PM – 6:15 PM	60	6
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 1 carries 90 passengers per weekday, and is MTA's 3<sup>rd</sup> lowest ridership route.



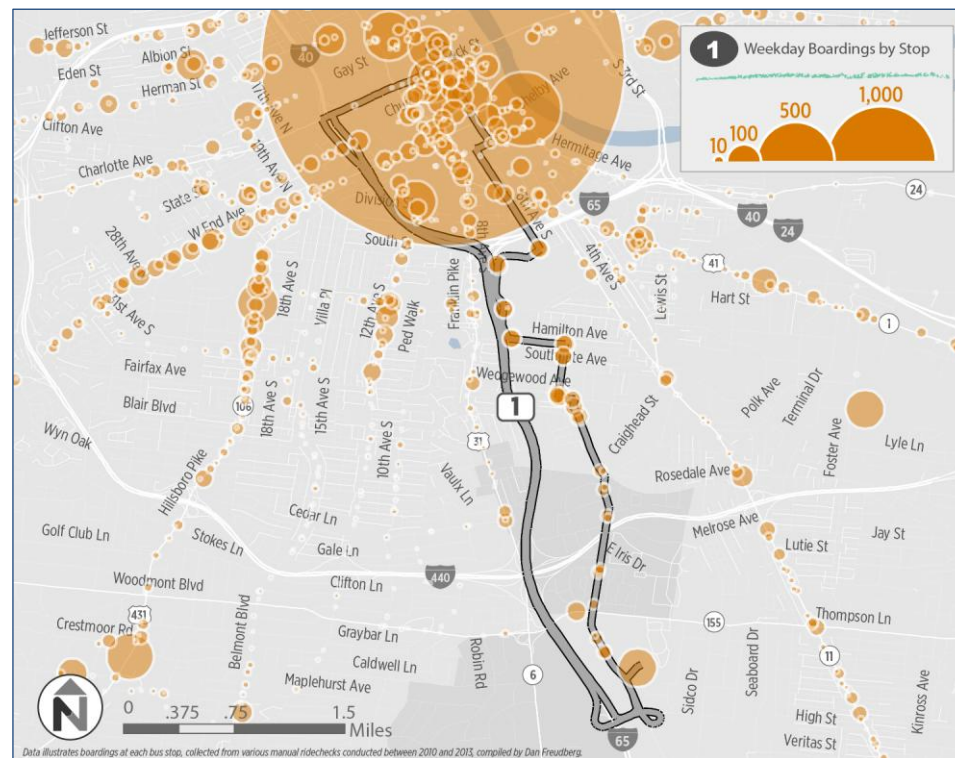
**PERFORMANCE:** Route 1 ranks very low in terms of total ridership, ridership per trip, and productivity

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	90	44	-	-	-	-
Riders per Revenue Vehicle Hour	12.5	40	-	-	-	-
Riders/Trip	6.0	44	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

## SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.2	Good	Express service is very direct
Average Speed (mph)	11.8	Below Average	
Stop Spacing (stops per mile)	5.3	Good	
Typical Peak Headway (mins)	60	Inconvenient	Peak hour service only
Schedule Regularity	Fairly Regular	Good	



## STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

### STRENGTHS:

- Provides service to areas that would otherwise be unserved

### WEAKNESSES:

- Very low ridership and productivity
- Infrequent service (every 60 minutes)
- Confusing schedule (local and express service both denoted with same route number)

### SERVICE IMPROVEMENT OPPORTUNITIES:

- Provide more frequent service over a shorter span
- Provide bi-directional service every 60 minutes throughout the day as "lifeline" service (which would require straightening the route to reduce one-way travel times by a few minutes).
- Designate local and express routes with different numbers and names to make service easier to understand (for example, Route 1100 Oaks Local and Route 1X 100 Oaks Express)



Route 2 is a radial route that operates between the Kroger at Abbott Martin and Music City Central via Lipscomb University, Belmont University, and Green Hills. It is one of two routes that serves Belmont Avenue (along with Route 21 University Connector).

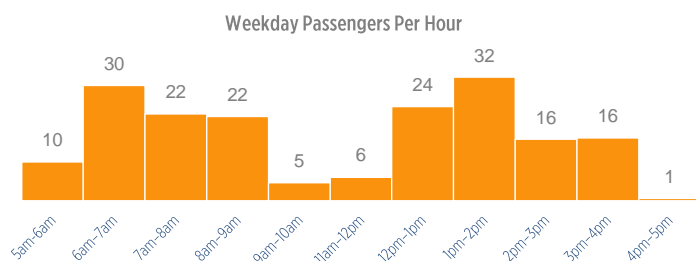
#### SERVICE TYPE: Frequent

**SERVICE PATTERNS:** All service operates the full length of the route. Between Abbott Martin & Hillsboro Circle and Wedgewood Avenue, Route 2 operates along the same alignment as Route 21 University Connector between the outer end of the route and just north of Belmont University. From there, Route 2 operates to downtown, while Route 21 operates circumferentially to the North End via Vanderbilt University and Tennessee State University.

**SCHEDULE:** Service operates only during the day on weekdays, typically every 40 minutes. Schedules are not coordinated with Route 21 University Connector, which operates every 60 minutes.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:34 AM – 6:47 PM		22
Early AM	before 6:15 AM	40	1
AM Peak	6:15 AM–8:15 AM	40	6
Midday	8:15 AM – 3:15 PM	40	6
PM Peak	3:15 PM – 6:15 PM	40	8
Evening/Night	6:15 PM and later	-	1
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 2 is one of MTA's lower ridership routes, with 184 passengers per weekday. Ridership is highest between 6 AM and 9 AM and between 12 PM and 2 PM, which are typical school periods.



**PERFORMANCE:** Route 2 ranks low in terms of total ridership, riders per revenue vehicle hour, and riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	184	38	-	-	-	-
<b>Riders per Revenue Vehicle Hour</b>	12.8	39	-	-	-	-
<b>Riders/Trip</b>	8.4	41	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

#### SERVICE DESIGN:

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.3	Average	Very direct besides tail and loop
<b>Average Speed (mph)</b>	11.4	Below Average	
<b>Stop Spacing (stops per mile)</b>	6.6	Average	
<b>Typical Peak Headway (mins)</b>	40	Poor	Also not coordinated with Route 21
<b>Schedule Regularity</b>	Mostly Regular	Very Good	



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- Provides only link between Lipscomb University, Belmont University, and areas along Belmont Blvd and downtown.

##### WEAKNESSES:

- Is one of two routes (along with Route 21 University Connector) that serves an area with relatively low demand—the two routes likely compete with each other more than they complement each other.
- Does not directly serve Mall at Green Hills, which is a major activity center just off of the route.
- Low ridership and productivity

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Operate entire schedule on clockface headways
- Consolidate service with Route 21 and operate all service to and from downtown every 30 minutes
- Interline with Route 21 to provide same service frequencies on both routes
- Reconfigure to serve Mall at Green Hills

## White Bridge

Route 3 is a radial route that operates between White Bridge Road at Charlotte Pike and downtown via White Bridge Road, West End Avenue, and Broadway. Its service is closely tied with that of Route 5 Bellevue, which also operates along West End Avenue and Broadway.

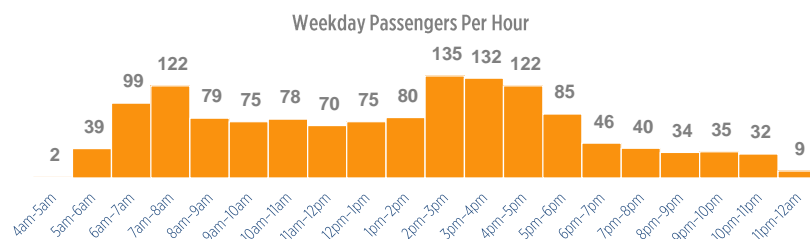
**SERVICE TYPE:** Most Frequent

**SERVICE PATTERNS:** Route 3 operates between White Bridge & Charlotte to Music City Central and all service operates the full length of the route. Between White Bridge & West End and downtown, Route 3 operates along the same alignment as Route 5 Bellevue. Transfer points include Route 10 at the western terminus and for Route 21 at Blakemore Ave.

**SCHEDULE:** Service operates on weekdays, Saturday and Sunday. Schedules are coordinated with Route 5 so that the two routes alternate trips. Thus frequencies on the trunk between White Bridge/West End and downtown are twice as frequent.

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:49 AM – 11:40 PM		77
Early AM	before 6:15 AM	20	8
AM Peak	6:15 AM – 8:15 AM	20	12
Midday	8:15 AM – 3:15 PM	30	28
PM Peak	3:15 PM – 6:15 PM	20	16
Evening/Night	6:15 PM and later	40-60	13
<b>Saturdays</b>	5:42 AM – 11:08 PM	40	50
<b>Sundays</b>	5:42 AM – 10:08 PM	40	46

**RIDERSHIP:** Route 3 is MTA's 8<sup>th</sup> highest ridership route, with 1,399 passengers per weekday. Ridership is highest during the late midday and early PM peak hours from 2 PM to 5 PM with a somewhat smaller peak in the AM.



**PERFORMANCE:** Route 3 ranks 11<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 9<sup>th</sup> for riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	1,399	10	678	10	482	9
<b>Riders per Revenue Vehicle Hour</b>	25.1	16	21.4	16	16.4	13
<b>Riders/Trip</b>	18.2	17	13.6	14	10.5	11

*Ranking based on Most Frequent routes; Weekday rank is of 16 routes, Saturday of 16 routes, and Sunday of 14 routes*

**SERVICE DESIGN:**

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.6	Good	Very direct except for tail
<b>Average Speed (mph)</b>	10.1	Poor	
<b>Stop Spacing (stops per mile)</b>	7.0	Average	
<b>Typical Peak Headway (mins)</b>	20	Good	Excellent on trunk with Rt 5 (10 mins)
<b>Schedule Regularity</b>	Very Regular	Excellent	Regular frequencies throughout day



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Serves one of Nashville's highest ridership corridors—Routes 3 and 5 together serve 2,600 passengers per weekday
- Serves large number of activity centers, including schools and hospitals
- Frequent and very regular service

#### WEAKNESSES:

- Premium service would provide more attractive service between St Thomas Hospital and downtown, which is currently Route 3's core market; following startup, ridership will decline significantly

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- If premium service is developed, maintain Route 3, but reduce service frequencies based on reduced demand
- If premium service is developed, reconfigure Route 3 to operate between St Thomas Hospital and downtown via White Bear and Charlotte, and coordinate with Route 10 Charlotte in the same manner as it is now coordinated with Route 5

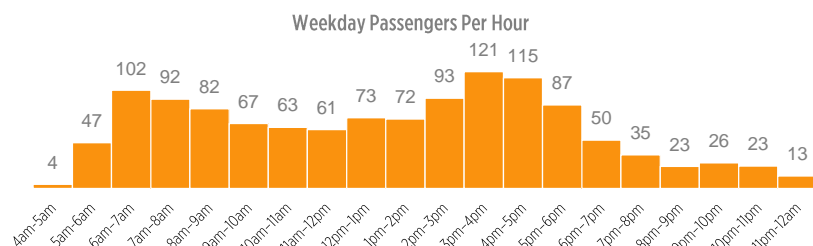
**SERVICE TYPE:** Most Frequent

**SERVICE PATTERNS:** Route 4 is a circuitous route with a complicated operating configuration. All service operates between Gallatin Pike and Music City Central. However, daytime service alternates between two alignments along what used to be the end of the route, plus an outer loop that is a recent extension to provide connections with Gallatin Pike BRT. All evening service operates along the more direct of the two outer alignments along Porter and Greenwood.

**SCHEDULE:** Service operates seven days a week. Service is fairly frequent along trunk portions of the route (every 20 to 25 minutes) during the day, but less frequent along the alternating segments and at night (every 40 minutes).

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:45 AM – 11:56 PM		90
Early AM	before 6:15 AM	20	10
AM Peak	6:15 AM – 8:15 AM	20	11
Midday	8:15 AM – 3:15 PM	25	37
PM Peak	3:15 PM – 6:15 PM	20	18
Evening/Night	6:15 PM and later	40-60	14
<b>Saturdays</b>	5:21 AM – 10:53 PM	40 Day/60 Evening	52
<b>Sundays</b>	5:21 AM – 10:06 PM	40 Day/60 Evening	50

**RIDERSHIP:** Route 4 carries 1,249 passengers per weekday, and is MTA's 12<sup>th</sup> highest ridership route. Ridership is high throughout most of the day, but significantly lower in the very early morning and after 8 PM.



**PERFORMANCE:** Route 4 ranks well in terms of total ridership, but middling in terms of riders per vehicle hour and per trip

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	1,249	12	639	11	415	10
<b>Riders per Revenue Vehicle Hour</b>	22.6	25	19.9	18	13.3	16
<b>Riders/Trip</b>	13.9	27	12.3	15	8.3	15

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

#### SERVICE DESIGN:

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.9	Poor	Variants are indirect
<b>Average Speed (mph)</b>	13.5	Good	
<b>Stop Spacing (stops per mile)</b>	7.4	Close	
<b>Typical Peak Headway (min)</b>	20	Good	
<b>Schedule Regularity</b>	Fairly Regular	Good	



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- Frequent service
- Long service span

##### WEAKNESSES:

- Circuitous, and out of direction segments do not serve many riders
- Alternating mid-route alignments are somewhat confusing and dilute frequency
- Serves similar areas as Route 20 Scott

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Make service more direct
- Operate all mid-route service along a single alignment (which would require some riders to walk further but could provide more compelling service to most)
- Shorten loop at northern terminus, again to make service more direct
- End service earlier
- Consolidate with Route 20 Scott to provide more frequent service with a single route



## West End / Bellevue

Route 3 is a 13-mile long radial route that operates between the Bellevue Park and Ride Lot and downtown via Memphis Bristol Highway, Harding Road, West End Avenue, and Broadway. Its service is closely tied with that of Route 3 White Bridge, which also operates along West End Avenue and Broadway.

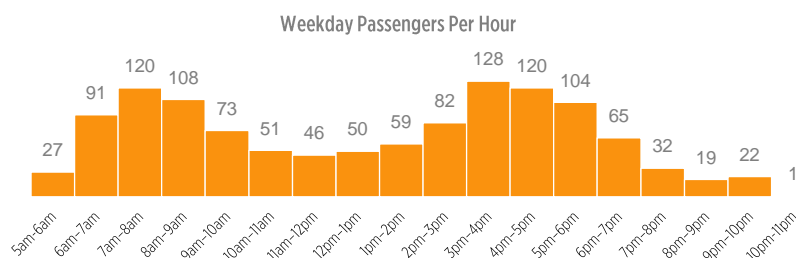
**SERVICE TYPE:** Most Frequent

**SERVICE PATTERNS:** All service operates the full length of the route. Along the outer end of the route, in the AM, service operates inbound along Baugh Road, and outbound along Memphis-Bristol Highway, and in the PM it operates outbound along Baugh Road and inbound along Memphis Bristol Highway.

**SCHEDULE:** Service operates on weekdays, Saturday and Sunday. Schedules are coordinated with Route 3 so that the two routes alternative trips. Thus, frequencies on the trunk between White Bridge/West End and downtown are twice as frequent.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:08 AM – 10:27 PM		70
<b>Early AM</b>	before 6:15 AM	20	5
<b>AM Peak</b>	6:15 AM – 8:15 AM	20-30	11
<b>Midday</b>	8:15 AM – 3:15 PM	30	29
<b>PM Peak</b>	3:15 PM – 6:15 PM	20-30	16
<b>Evening/Night</b>	6:15 PM and later	40-60	9
<b>Saturdays</b>	5:47 AM – 8:38 PM	40	42
<b>Sundays</b>	5:47 AM – 7:58 PM	40	41

**RIDERSHIP:** Route 5 carries 1,200 passengers per weekday, and is MTA's 13<sup>th</sup> highest ridership route. Ridership is heavily peak oriented, with ridership significantly higher in the peaks than during the midday and evening. Ridership is strong at the outer and inner ends of the route, but weak in many areas in between.



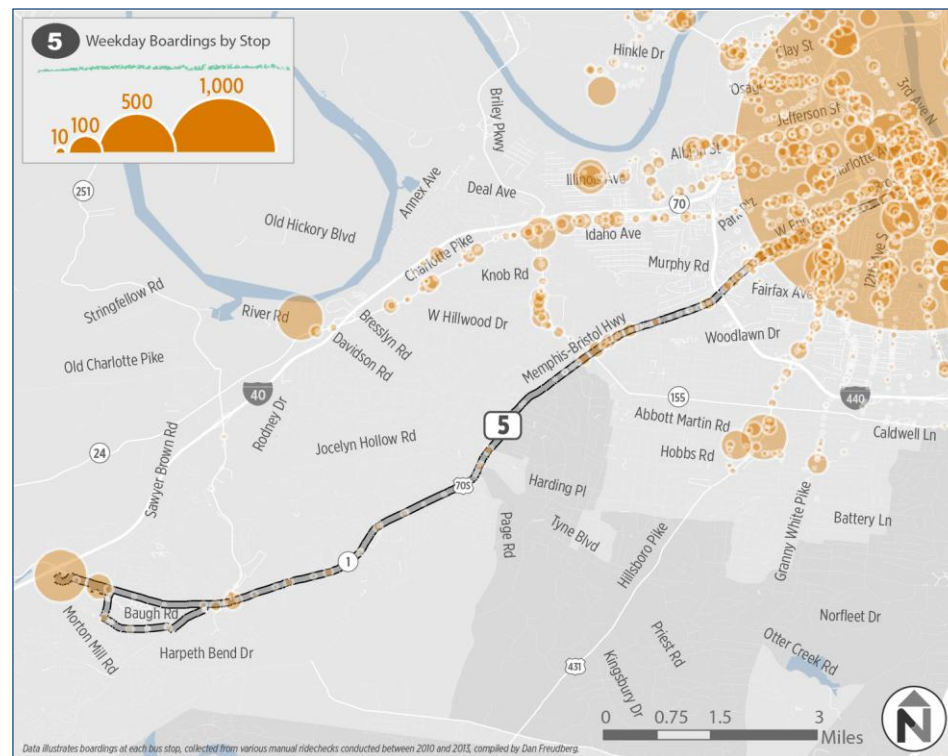
**PERFORMANCE:** Route 5 ranks 13<sup>th</sup> in terms of weekday ridership but only 33<sup>rd</sup> in terms of ridership per vehicle hour, which indicates that more service is provided than warranted by demand.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	1,200	13	603	13	408	11
<b>Riders per Revenue Vehicle Hour</b>	17.6	33	14.9	21	10.3	19
<b>Riders/Trip</b>	17.1	20	14.4	12	10.0	13

*Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes*

### SERVICE DESIGN:

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.0	Excellent	
<b>Average Speed (mph)</b>	13.6	Good	
<b>Stop Spacing (stops per mile)</b>	5.4	Good	
<b>Typical Peak Headway (min)</b>	20	Good	Excellent on trunk with Rt 3 (10 mins)
<b>Schedule Regularity</b>	Very Regular	Excellent	



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- High ridership – 1,200 per weekday and 11<sup>th</sup> highest in system
- Service is frequent, direct, and regular

#### WEAKNESSES:

- Low ridership along much of outer end, including AM inbound and PM outbound deviation via Baugh Road (nine total riders)
- Low productivity – 32<sup>nd</sup> out of 42 weekday routes and lowest among Most Frequent routes, which indicates that more service is provided than warranted by demand
- Premium service would provide more attractive service between St. Thomas Hospital and downtown, which is currently Route 3's core market; following startup, ridership will decline significantly.
- Fairly low evening ridership

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- If premium service is developed, maintain route, but reduce service frequencies based on reduced demand, and use as local service complement to the premium service
- To simplify and speed service for outer end riders, operate all outer end service via Memphis-Bristol Highway

## Lebanon Pike

Route 6 is a radial route that operates between Hermitage Regional Rail Station and downtown via Lebanon Pike, Hermitage Ave, Lebanon Rd, and Andrew Jackson Parkway. Route 6 provides similar service as Route 34 Opry Mills between McGavock Pike and downtown.

**SERVICE TYPE:** Frequent

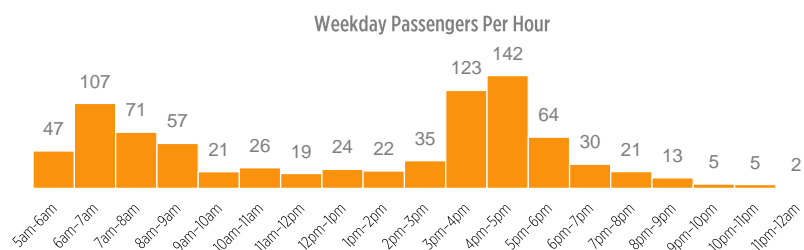
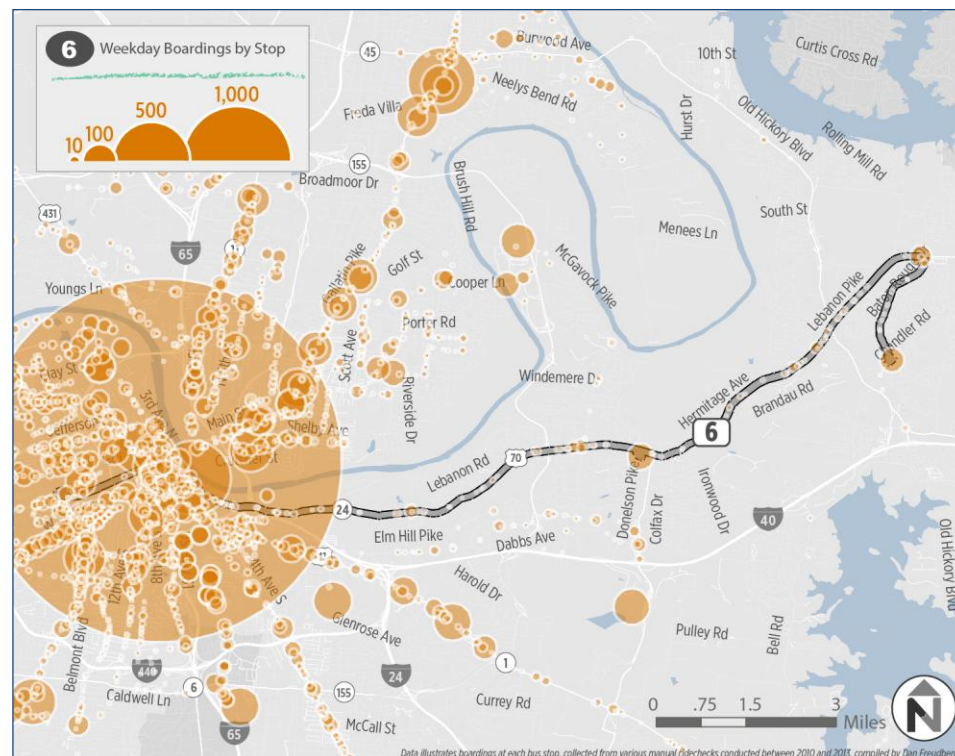
**SERVICE PATTERNS:** Nearly all service operates from end-to-end. The one exception is a single outbound trip that begins service at Head Middle Magnet School and then travels to MCC to begin its regular route.

**SCHEDULE:** Service operates only on weekdays, with very irregular headways and very infrequent midday service:

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:17 AM – 10:30 PM		46
<b>Early AM</b>	before 6:15 AM	25	4
<b>AM Peak</b>	6:15 AM–8:15 AM	30–35	9
<b>Midday</b>	8:15 AM – 3:15 PM	15–100	14
<b>PM Peak</b>	3:15 PM – 6:15 PM	15–17	14
<b>Evening/Night</b>	6:15 PM and later	30	5
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

Route 6's public schedule also displays many Route 34 Opry Mills trips. On weekdays, the portion of Route 34 that overlaps with Route 6 is shown. On weekends, when Route 6 does not operate, the entire Route 34 schedule is shown, even though much of it provides very different service.

**RIDERSHIP:** Route 6 carries 835 passengers per weekday, and is MTA's 16<sup>th</sup> highest ridership route. Ridership is very heavily peak oriented. The highest ridership stops are Hermitage Station, Walmart, Donelson Station, and stops in downtown.



**PERFORMANCE:** Route 19 ranks 16<sup>th</sup> in terms of weekday ridership but only 29<sup>th</sup> in terms of passengers per vehicle hour, which indicates a mismatch between service levels and demand.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	835	16	-	-	-	-
<b>Riders per Revenue Vehicle Hour</b>	19.5	27	-	-	-	-
<b>Riders/Trip</b>	18.2	18	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.3	Average	Very direct except tail
<b>Average Speed (mph)</b>	16.7	Very Good	
<b>Stop Spacing (stops per mile)</b>	4.5	Very Good	
<b>Typical Peak Headway</b>	15-35	Fair	Much service is infrequent
<b>Schedule Regularity</b>	Very Irregular	Poor	Some regularity during peak

### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Strong peak period ridership
- Fairly frequent peak service
- Straight and direct alignment

#### WEAKNESSES:

- Very low off-peak ridership, particularly at night
- Limited and Irregular off-peak service
- Poor schedule coordination with Route 34 Opry Mills

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Provide service with more regular headways
- Improve schedule coordination with Route 34 Opry Mills
- Shift off-peak service to Route 34 Opry Mills



**SERVICE TYPE:** Most Frequent

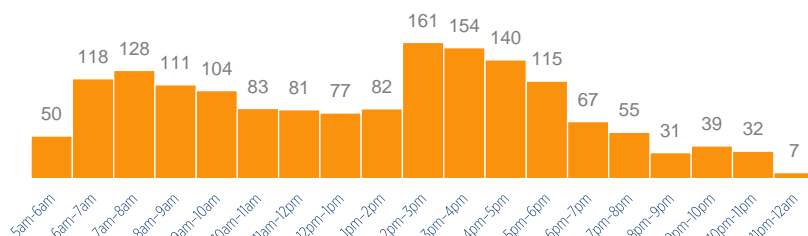
**SERVICE PATTERNS:** All service operates from Music City Central to the Mall at Green Hills.

**SCHEDULE:** Service operates on weekdays, Saturday and Sunday. Schedules are largely regular, but often vary slightly from a regular pattern

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:40 AM – 11:59 PM		91
Early AM	before 6:15 AM	20	5
AM Peak	6:15 AM – 8:15 AM	20	12
Midday	8:15 AM – 3:15 PM	20	41
PM Peak	3:15 PM – 6:15 PM	20	17
Evening/Night	6:15 PM and later	40-60	16
<b>Saturdays</b>	5:49 AM – 11:03 PM	40 Day/60 Night	49
<b>Sundays</b>	5:49 AM – 10:08 PM	40 Day/60 Night	47

**RIDERSHIP:** Route 7 carries 1,626 passengers per weekday and is MTA's 9<sup>th</sup> highest ridership route. Ridership is highest during the late midday and PM peak hours from 2 PM to 6 PM with a somewhat smaller peak in the AM. Ridership declines significantly after 8 PM. Ridership is high at the Mall at Green Hills and many intermediate stops.

Weekday Passengers Per Hour



**PERFORMANCE:** Route 7 ranks 10<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 18<sup>th</sup> for riders per trip. Productivity, in terms of ridership per revenue vehicle hour, is also high, and ranks 10<sup>th</sup>.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	1,626	9	791	9	537	7
<b>Riders per Revenue Vehicle Hour</b>	27.8	10	25.7	10	17.9	10
<b>Riders/Trip</b>	17.9	19	16.1	11	11.4	9

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

#### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.0	Excellent	
Average Speed (mph)	8.0	Poor	Frequent stop spacing slows trips
Stop Spacing (stops per mile)	8.1	Close	
Typical Peak Headway (mins)	20	Good	Excellent on trunk with Rt 91 during peak
Schedule Regularity	Very Regular	Excellent	



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- Overall, very strong route—high ridership; very direct service
- Major anchor at outer end, and many strong intermediate stops

##### WEAKNESSES:

- Very closely spaced stops that contribute to slow service

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Operate entire schedule on clockface headways
- Begin service earlier

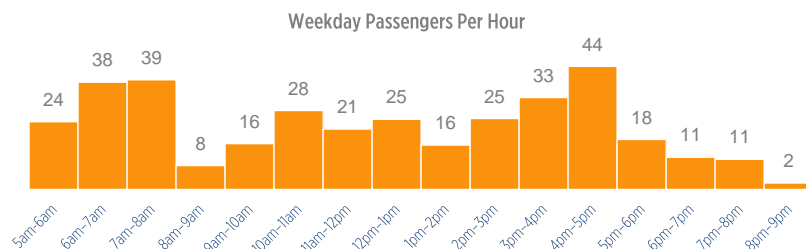
**SERVICE TYPE:** Frequent

**SERVICE PATTERNS:** All trips operate along the full length of the route. In addition, two trips (one inbound; one outbound, extend south to J.T. Moore Middle School.

**SCHEDULE:** Service operates seven days a week, generally every 35 to 75 minutes on weekdays and every 70 minutes on weekends.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:09 AM – 8:13 PM		32
Early AM	before 6:15 AM	35	4
AM Peak	6:15 AM–8:15 AM	35	6
Midday	8:15 AM – 3:15 PM	75	11
PM Peak	3:15 PM – 6:15 PM	25–60	7
Evening/Night	6:15 PM and later	60	4
<b>Saturdays</b>	6:45 AM – 7:09 PM	60	19
<b>Sundays</b>	6:45 AM – 7:09 PM	60	19

**RIDERSHIP:** Route 8 carries only 359 passengers per weekday, and ranks 27 out of 46 routes. Ridership is highest during peak periods, but still relatively low even during those times. By stop, ridership is highest at Lipscomb University and along 8<sup>th</sup> Avenue South.



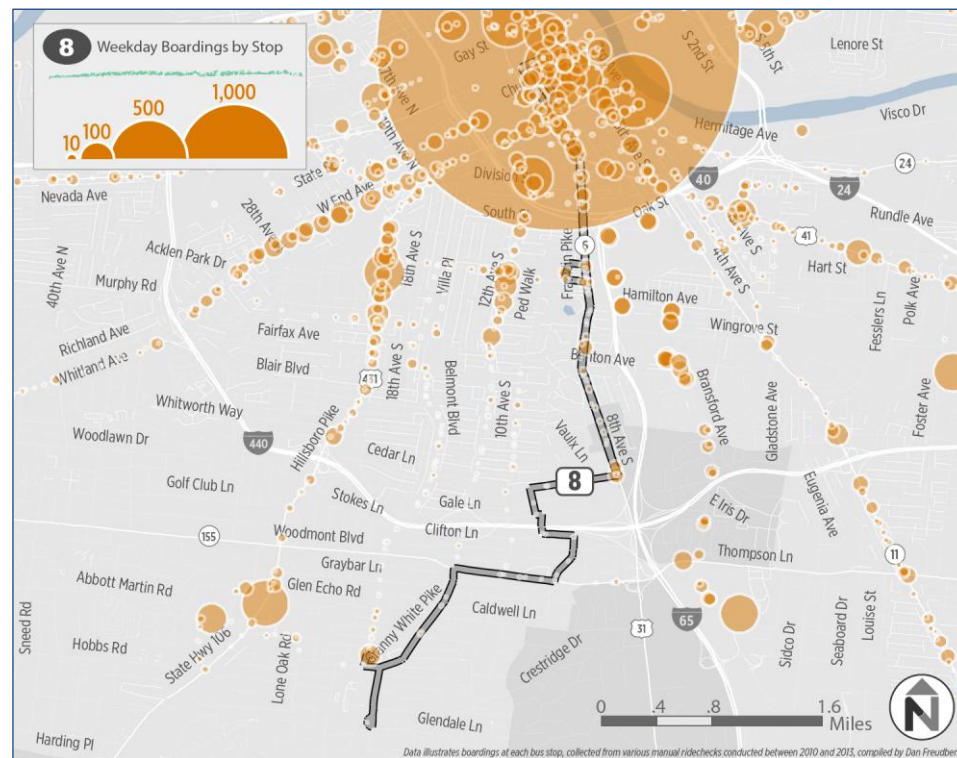
**PERFORMANCE:** Route 8 ranks 27<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 17<sup>th</sup> for riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	359	27	155	26	102	24
<b>Riders per Revenue Vehicle Hour</b>	19.1	29	16.6	19	10.9	17
<b>Riders/Trip</b>	11.2	33	8.2	21	5.4	24

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.3	Average	Direct route already served by Rt 17
<b>Average Speed (mph)</b>	11.6	Average	
<b>Stop Spacing (stops per mile)</b>	5.9	Average	
<b>Typical Peak Headway</b>	35	Fair	Midday poor at 75 minutes
<b>Schedule Regularity</b>	Largely Irregular	Poor	Inconsistent headways all day

**STRENGTHS AND WEAKNESSES AND OPPORTUNITIES****STRENGTHS:**

- Provides service to a corridor that would otherwise be unserved
- Serves Lipscomb University

**WEAKNESSES:**

- Low ridership
- Irregular headways

**SERVICE IMPROVEMENT OPPORTUNITIES:**

- Shift southern terminus to 100 Oaks Mall, which could be a stronger southern anchor
- Operate schedule on clockface headways
- Consolidate outer ends of Routes 8, 17 xxx, and 21 xxx into a new crosstown route between 100 Oaks Mall and the Mall at Green Hills via Lipscomb University

Route 9 is a radial route that operates between and outer loop in Metrocenter and Music City Central via Germantown and 4<sup>th</sup> Avenue North. Major destinations include Watkins College of Dart, Design, & Film, the Social Security office, and the Tennessee Career Center.

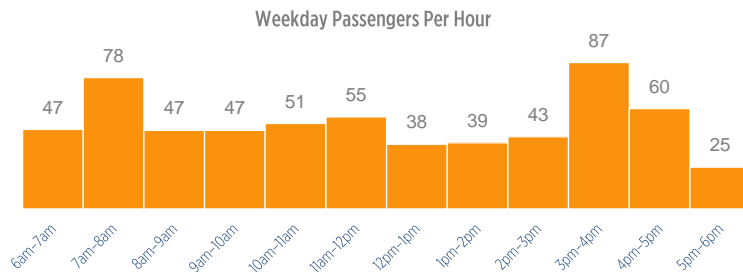
**SERVICE TYPE:** Frequent

**SERVICE PATTERNS:** All service operates the full length of the route. During school days, one outbound trip begins service at East Nashville Magnet School before departing from MCC.

**SCHEDULE:** Service operates only on weekdays with irregular headways that are mostly 20 to 25 minutes during peak periods and 45 minutes during the midday:

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	6:18 AM – 6:04 PM		45
Early AM	before 6:15 AM	-	0
AM Peak	6:15 AM–8:15 AM	7-21	10
Midday	8:15 AM – 3:15 PM	10-45	25
PM Peak	3:15 PM – 6:15 PM	22	10
Evening/Night	6:15 PM and later	-	0
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 9 carries 617 passengers per weekday, which makes it MTA's 19<sup>th</sup> highest ridership route. Ridership is highest during PM peak hours from 3 PM to 5 PM with a somewhat smaller peak in the AM. By stop, ridership is highest along the eastern half of the Metrocenter loop and on 3<sup>rd</sup> Street North just north of I-65.



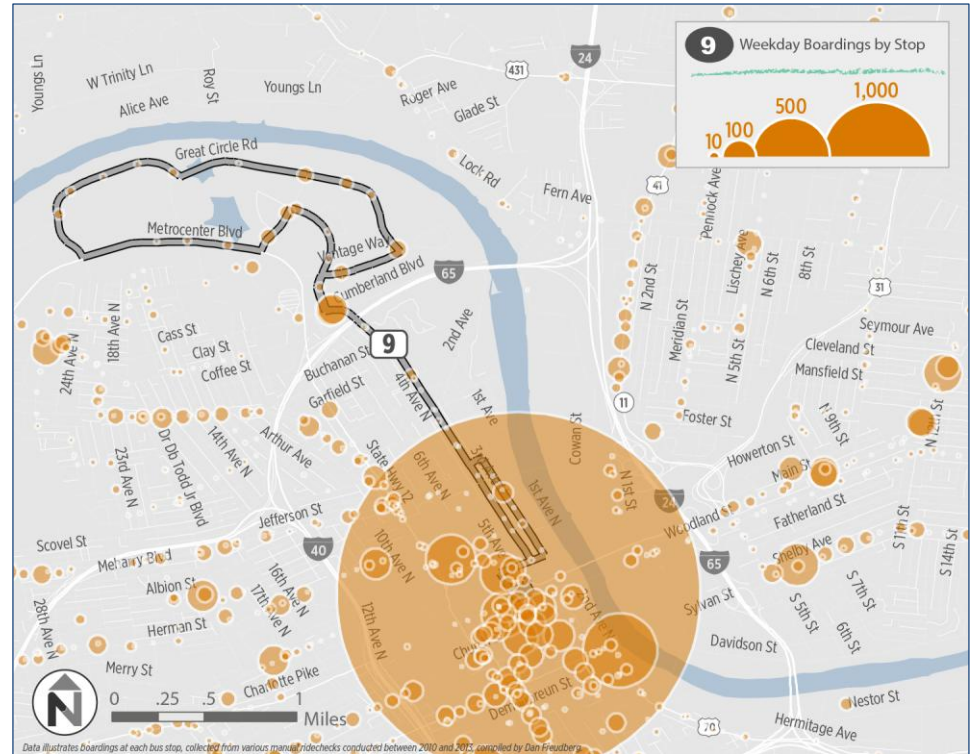
**PERFORMANCE:** Route 9 ranks 19<sup>th</sup> in terms of weekday ridership, but 2<sup>nd</sup> best in terms of weekday ridership per vehicle service hour, indicating demand for more frequent service.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	617	19	-	-	-	-
Riders per Revenue Vehicle Hour	35.8	2	-	-	-	-
Riders/Trip	13.7	28	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

#### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.6	Below Average	Northern loop service is indirect
Average Speed (mph)	11.5	Below Average	
Stop Spacing (stops per mile)	7.5	Relatively Close	
Typical Peak Headway	20	Good	But midday only 45 minutes
Schedule Regularity	Very Irregular	Poor	



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- Provides unique service to an area that would otherwise be underserved
- Serves several important activity centers
- Very strong ridership relative to service levels; high productivity

##### WEAKNESSES:

- Very irregular headways

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Reschedule with regular headways
- Begin service earlier and improve off-peak service frequencies



**SERVICE TYPE:** Most Frequent

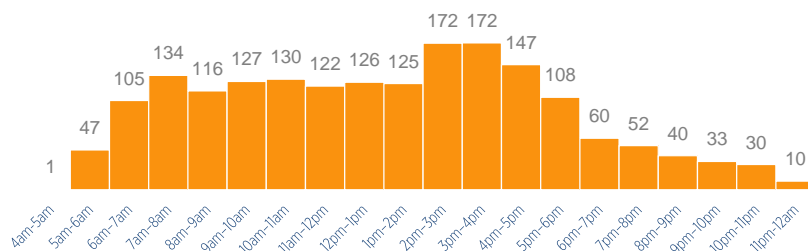
**SERVICE PATTERNS:** All service operates the full length of the route. In Hillwood, peak direction service (AM inbound and PM outbound) deviates off of Charlotte Pike to Premier Drive between Annex Ave and American Rd which non-peak direction service remains on Charlotte Pike. Between Midtown and Downtown, service operates via Church Street rather than Charlotte Pike.

**SCHEDULE:** Service operates on seven days a week with headways that range from 25 to 45 minutes:

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:52 AM – 11:49 PM		77
Early AM	before 6:15 AM	35	6
AM Peak	6:15 AM – 8:15 AM	25	8
Midday	8:15 AM – 3:15 PM	25	35
PM Peak	3:15 PM – 6:15 PM	25	14
Evening/Night	6:15 PM and later	40	14
<b>Saturdays</b>	5:33 AM – 10:46 PM	45	44
<b>Sundays</b>	5:33 AM – 9:47 PM	45	42

**RIDERSHIP:** Route 10 is MTA's 6<sup>th</sup> highest ridership route, with 1,857 passengers per weekday. Ridership is highest during the late midday and PM peak hours from 2 PM to 5 PM with strong steady ridership in the AM and early Midday.

Weekday Passengers Per Hour



**PERFORMANCE:** Route 10 is one of MTA's top performing routes:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	1,857	6	1,052	6	653	6
Riders per Revenue Vehicle Hour	30.3	9	32.1	3	21.0	8
Riders/Trip	24.1	8	23.9	4	15.5	6

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.1	Good	Very direct except for deviation
Average Speed (mph)	11.3	Average	
Stop Spacing (stops per mile)	6.2	Good	
Typical Peak Headway	25	Fair	Especially for a high ridership route
Schedule Regularity	Very Regular	Excellent	



## STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

### STRENGTHS:

- High ridership and productive
- Strong ridership between 6 am and 6 pm
- Route generally very direct and reasonably fast

### WEAKNESSES:

- Low service frequencies for a high ridership route that serves an important corridor.
- Peak/non-peak direction service via either Premier Drive or Charlotte Pike somewhat confusing.

### SERVICE IMPROVEMENT OPPORTUNITIES:

- Upgrade service—develop as part of a frequent service network and increase service frequencies
- Upgrade to BRT/Rapid Bus service
- Simplify Premier/Charlotte service—operate all service via one of the two alignments rather than both
- Shorten late night span of service by one hour

## Nolensville Pike

Route 12 is an approximately 12 mile long radial route that serves the Nolensville Pike corridor with three outer branches, all of which funnel into Nolensville Pike at Harding Pike and then operate between there and Music City Central largely along Nolensville Pike. It is MTA's 5<sup>th</sup> highest ridership route.

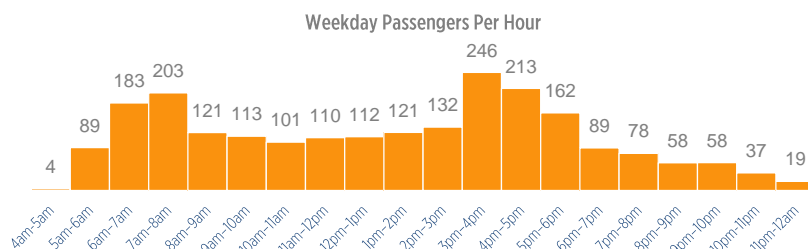
**SERVICE TYPE:** Most Frequent

**SERVICE PATTERNS:** All service operates between downtown and Nolan Place, where three variants diverge to either Hickory Hollow Plaza, Grassmere Business Park, the Wallace Loop, or to all three late night and on weekends. On weekdays, when specific trips operate to one of the three branches, there are no clear patterns as to which branch is served.

**SCHEDULE:** Service operates seven days a week, frequently during peak periods and less frequently at other times. Service frequencies are mostly irregular.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:59 AM – 12:14 AM		89
<b>Early AM</b>	before 6:15 AM	35	7
<b>AM Peak</b>	6:15 AM – 8:15 AM	10-20	15
<b>Midday</b>	8:15 AM – 3:15 PM	30	33
<b>PM Peak</b>	3:15 PM – 6:15 PM	10-20	23
<b>Evening/Night</b>	6:15 PM and later	60	11
<b>Saturdays</b>	5:10 AM – 11:16 PM	40 Day/60 Evening	47
<b>Sundays</b>	5:09 AM – 10:14 PM	60	33

**RIDERSHIP:** Route 12 is MTA's 5<sup>th</sup> highest ridership route, with 2,256 passengers per weekday. Weekday ridership is much stronger during the peaks than at other times, and tapers off sharply at night.



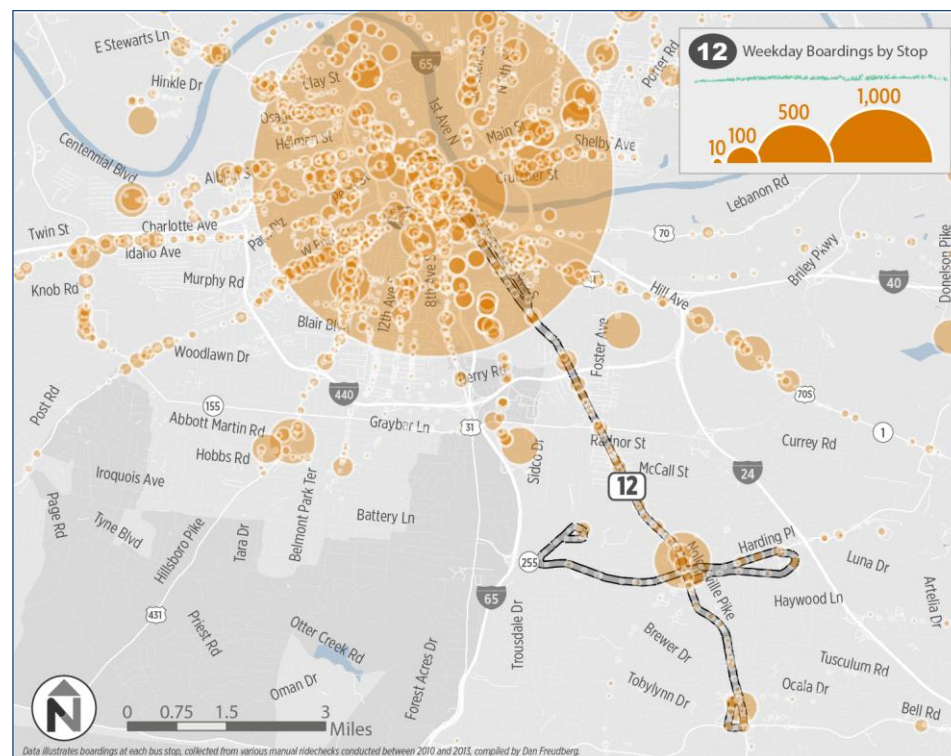
**PERFORMANCE:** Route 12 ranks 5<sup>th</sup> in terms of weekday riders and riders per revenue vehicle hour:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	2,256	5	1,394	3	864	4
<b>Riders per Revenue Vehicle Hour</b>	33.1	5	29.5	6	26.5	4
<b>Riders/Trip</b>	25.3	7	29.7	1	26.2	3

*Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes*

### SERVICE DESIGN:

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.1	Good	Very direct except deviations from trunk
<b>Average Speed (mph)</b>	13.0	Good	
<b>Stop Spacing (stops per mile)</b>	10.0	Too close	
<b>Typical Peak Headway</b>	10-15	Excellent	
<b>Schedule Regularity</b>	Fairly Irregular	Poor	Irregular in early AM and PM Peak



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- High total ridership and productive
- Route very direct as far south as Nolan Place

#### WEAKNESSES:

- Irregular headways
- Irregular service to three outer branches

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Upgrade service—develop as part of a frequent service network and increase service frequencies
- Upgrade to BRT/Rapid Bus service
- Operate to/from hub in vicinity of Nolensville Pike and Harding Place, and convert outer branches/loops to connecting local service
- Extend to Global Mall at the Crossings
- Operate on clockface headways
- Consolidate stops



## Whites Creek

Route 14 is a radial designed to connect residential neighborhoods in the Haynes area with downtown Nashville. It operates around a northern end loop and then inbound via Rowan Drive, Whites Creek Pike, Dickerson Pike, and North First Street.

**SERVICE TYPE:** Frequent

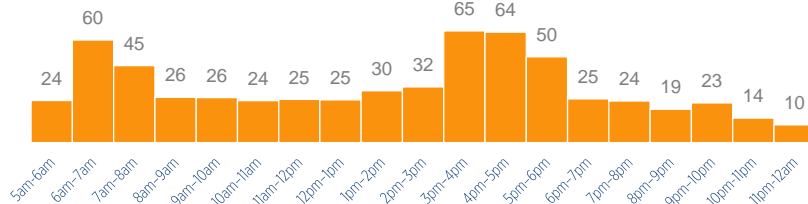
**SERVICE PATTERNS:** All service operates the full length of the route, and there are no variants.

**SCHEDULE:** Service operates on weekdays, Saturday and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:34 AM – 11:41 PM		44
Early AM	before 6:15 AM	30	2
AM Peak	6:15 AM – 8:15 AM	30	6
Midday	8:15 AM – 3:15 PM	60	14
PM Peak	3:15 PM – 6:15 PM	25	11
Evening/Night	6:15 PM and later	60	11
<b>Saturdays</b>	6:18 AM – 10:41 PM	60	33
<b>Sundays</b>	6:18 AM – 7:07 PM	60	26

**RIDERSHIP:** Route 14 carries 613 passengers per weekday and is MTA's 20<sup>th</sup> highest ridership route. Ridership is peak oriented with ridership two to three times higher in the peak than during midday. High ridership stops are at the Haynes Garden estates on Whites Creek Pike, and along Dickerson Pike and North 1<sup>st</sup> Street.

Weekday Passengers Per Hour



**PERFORMANCE:** Route 14 ranks 11<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 25<sup>th</sup> for riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	613	20	356	18	187	17
Riders per Revenue Vehicle Hour	27.3	11	21.7	15	14.6	15
Riders/Trip	13.9	26	10.8	18	7.2	17

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.1	Good	Very direct except northern loop
Average Speed (mph)	15.7	Good	
Stop Spacing (stops per mile)	6.4	Good	
Typical Peak Headway (mins)	30	Fair	
Schedule Regularity	Fairly Regular	Good	Inbound trips less regular



# 15/55

## Murfreesboro Corridor

The Murfreesboro Corridor, which extends about 10 miles southeast of downtown along Murfreesboro Pike and then about 3 miles west along Bell Road is served by two routes: Routes 55 Murfreesboro BRT Lite and Route 15 Murfreesboro Pike. Route 55 provides the predominant service, and Route 15 provides a local service complement.



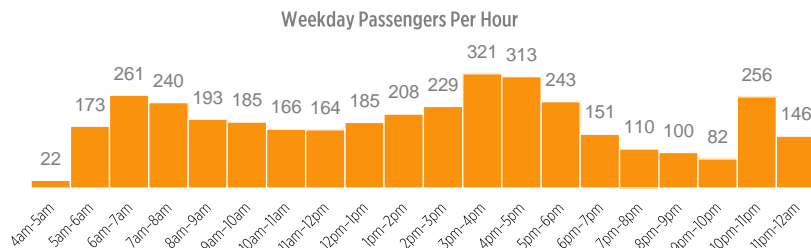
**SERVICE TYPE:** Most Frequent

**SERVICE PATTERNS:** Route 55 operates end to end from Hickory Hollow to Music City Central making only BRT stops and makes no deviations. Route 15 also operates end to end, makes all local stops, and deviates on some trips to Metro Southeast and to Tennessee Department of Safety and Nashville School of the Arts.

**SCHEDULE:** Route 55 operates on weekdays and Saturdays, and Route 15 operates seven days a week. Route 15 service operates later than Route 55 on weekdays, but ends earlier on Saturdays (see individual route sheets).

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:54 am - 11:57 PM		86 BRT/50 local
Early AM	before 6:15 AM	15 BRT/40 local	10 BRT/4 local
AM Peak	6:15 AM-8:15 AM	10-15 BRT /40 local	13 BRT /9 local
Midday	8:15 AM – 3:15 PM	10-15 BRT /40 local	26 BRT/21 local
PM Peak	3:15 PM – 6:15 PM	10-15 BRT/40 local	22 BRT/8 local
Evening/Night	6:15 PM and later	20-30 BRT /60 local	12 BRT/21 local
<b>Saturdays</b>	5:30 am - 10:55 PM	20 BRT /60 local	66 BRT/32 local
<b>Sundays</b>	5:21 am - 9:58 PM	No BRT/40-60 local	0 BRT/44 local

**RIDERSHIP:** Combined, Routes 15 and 55 serve 3,433 passengers per weekday. As shown below, weekday ridership is highest during the PM peak hours followed by late night and AM peak. Ridership is strong throughout most of the day.



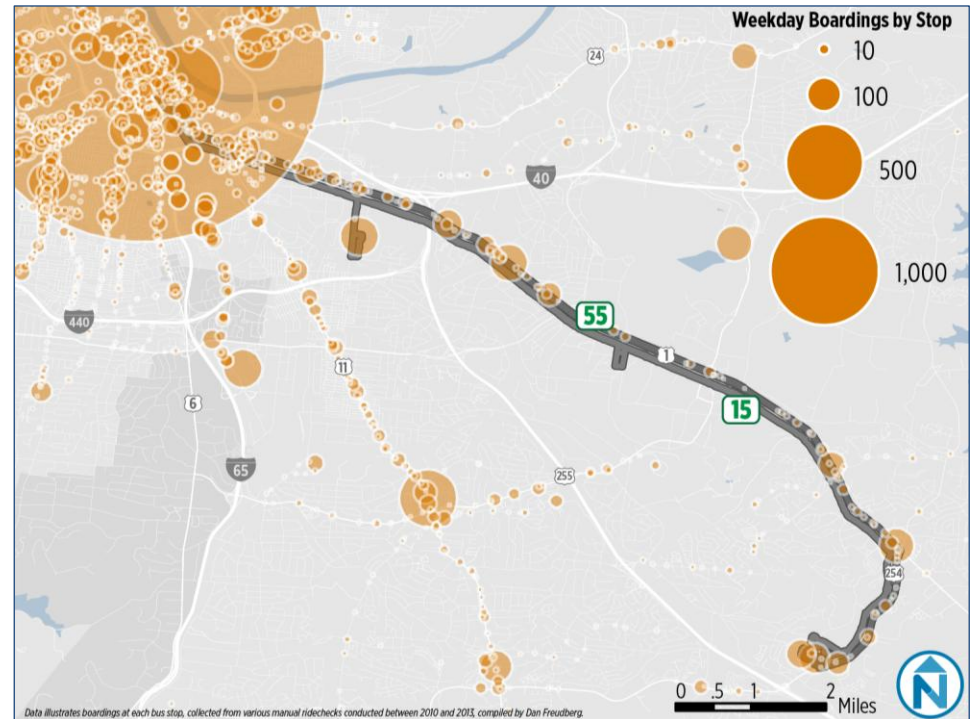
**PERFORMANCE:** Although ridership is high, productivity is middling.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	3,433	na	1,964	na	1,304	na
<b>Riders per Revenue Vehicle Hour</b>	22.1	na	21.6	na	30.1	na
<b>Riders/Trip</b>	20.9	na	20.0	na	29.6	na

*Weekday rank is of 46 routes; Saturday of 26 routes, and Sunday of 23 routes*

**SERVICE DESIGN:**

	Value	Rating
<b>Directness (end-to-end; vs most direct route)</b>	1.0-1.1	Excellent
<b>Average Speed (mph)</b>	14.3	Slightly above Average
<b>Stop Spacing (stops per mile)</b>	1.3 BRT	BRT may be long
<b>Typical Peak Headway (mins)</b>	15 on Rt 55	Good
<b>Schedule Regularity</b>	Fairly Regular	Good



### STRENGTHS AND WEAKNESSES:

#### STRENGTHS:

- Route 55 provides fast and frequent high quality service; Route 15 serves stops in between.
- High corridor ridership

#### WEAKNESSES:

- Weekday productivity, in terms of passengers per revenue vehicle hour, is low given the high corridor ridership. There are a number of potential reasons for this.
  - Route 55's average stop spacing, at 1.3 miles, may not provide enough access to BRT service
  - Based on the current Route 15/55 service design, the total amount of service provided by Routes 15 and 55 is higher than the corridor warrants.
- Highest ridership on Route 15 is after 10 PM, which indicates that Route 55 service ends too early.

#### OPPORTUNITIES:

- Revise BRT Lite/local service strategy to serve corridor exclusively with BRT Lite service to provide more attractive service to most riders and better balance service levels with demand.
- Provide later weekday Route 55 BRT service.

## Murfreesboro Pike

Route 15 is a radial route that serves the southeast corridor along Murfreesboro Road extending approximately 10 miles to Bell Road and then west to Hickory Hollow. It provides a local service compliment to Route 55 Murfreesboro Bus Rapid Transit, which provides BRT Lite service in the same corridor.

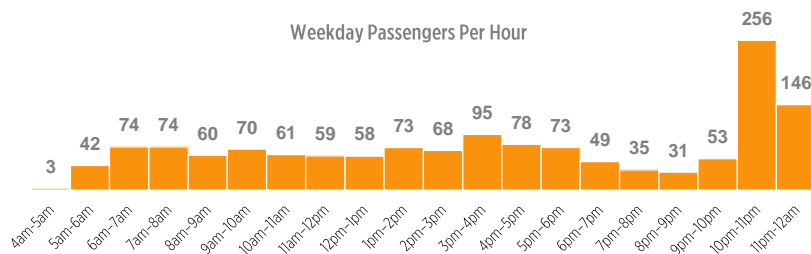
**SERVICE TYPE:** Most Frequent

**SERVICE PATTERNS:** All service operates end to end from Hickory Hollow to Music City Central making all local stops. The route alignment follows Murfreesboro Pike from the intersection at Bell and Murphreesboro into Downtown Nashville. The route makes a deviation to Metro Southeast on 14 inbound and 13 outbound weekday trips. The route also deviates to Tennessee Department of Safety and Nashville School of the Arts on three trips per day in each direction.

**SCHEDULE:** Route 15 operates seven days a week, but provides only infrequent service (as most weekday and Saturday service is provided with Route 55 Murfreesboro Bus Rapid Transit).

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:54 AM - 11:57 PM		50
Early AM	before 6:15 AM	40	4
AM Peak	6:15 AM - 8:15 AM	40	6
Midday	8:15 AM - 3:15 PM	40	21
PM Peak	3:15 PM - 6:15 PM	40	8
Evening/Night	6:15 PM and later	60	11
<b>Saturdays</b>	5:36 AM - 10:13 PM	60	32
<b>Sundays</b>	5:21 AM - 9:58 PM	40-60	44

**RIDERSHIP:** Route 15 carries 1,142 passengers per weekday and is MTA's 13th highest ridership route. However, ridership per hour is relatively low, except after 10 pm after Route 55 ends service.



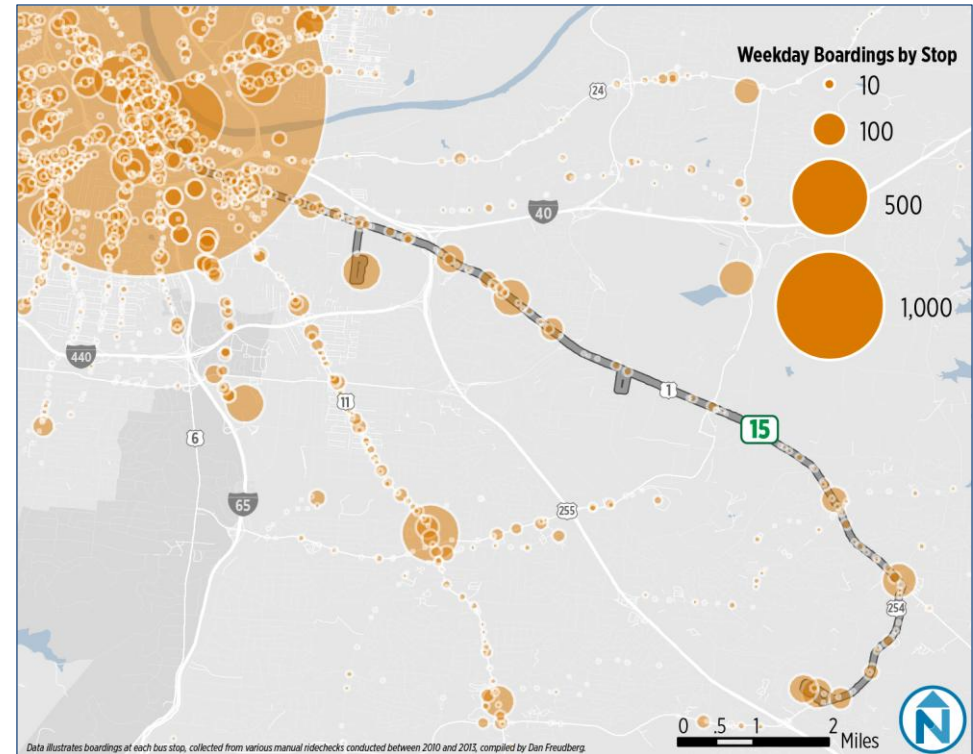
**PERFORMANCE:** Route 15 is ranked 15<sup>th</sup> of 46 routes in terms of weekday riders and 22<sup>nd</sup> in terms of riders per revenue vehicle hour. Ridership and productivity is highest on Sundays, when Route 55 does not operate.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	1,142	13	624	11	1,304	2
Riders per Revenue Vehicle Hour	23.3	22	20.0	16	30.1	3
Riders/Trip	22.8	11	19.5	7	29.6	2

Weekday rank is of 46 routes; Saturday of 26 routes, and Sunday of 23 routes

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.1	Excellent	
Average Speed (mph)	14.0	Good	
Stop Spacing (stops per mile)	5.4	Good	
Typical Peak Headway (mins)	40	Poor	
Schedule Regularity	Fairly Regular	Good	



### STRENGTHS AND WEAKNESSES:

#### STRENGTHS:

- Provides easy to understand service in a high demand corridor
- Provides service to local stops in between corridor BRT stops
- Relatively strong ridership and productivity for such infrequent service
- Above median productivity in terms of passengers per revenue vehicle hour

#### WEAKNESSES:

- Provides infrequent service at inconvenient service frequencies for much of the time on weekdays and Saturdays (every 40 minutes).
- Although Route 15's productivity is slightly above median, it is lower than what would be expected for a major corridor; in total, Routes 15 and 55 provide more service than is warranted by demand.
- While Route 15 compliments Route 55 in many respects, it also competes with it.

#### OPPORTUNITIES

- Revise BRT Lite/local service strategy to serve corridor exclusively with BRT Lite service to provide more attractive service to most riders and better balance service levels with demand.



**SERVICE TYPE:** Most Frequent

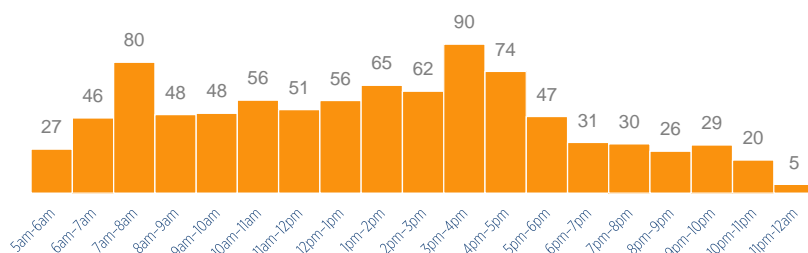
**SERVICE PATTERNS:** All service operates between 100 Oaks Mall and downtown. During the day on weekdays and on weekends, between Woodmont Boulevard and Acklen Avenue, most trips alternate between 10<sup>th</sup> and 12<sup>th</sup> Streets. At night on weekdays, all trips operate via 10<sup>th</sup> Street.

**SCHEDULE:** Service operates seven days a week, with irregular headways throughout most of the day on weekdays, and 60 minute service on weekday evenings and on weekends.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:10 AM – 11:38 PM		63
Early AM	before 6:15 AM	25-35	5
AM Peak	6:15 AM-8:15 AM	17-25	10
Midday	8:15 AM – 3:15 PM	33	24
PM Peak	3:15 PM – 6:15 PM	15-25	14
Evening/Night	6:15 PM and later	60	10
<b>Saturdays</b>	5:44 AM – 10:40 PM	60	49
<b>Sundays</b>	5:46 AM – 8:04 PM	60	29

**RIDERSHIP:** Route 17 carries 891 passengers per weekday, and ranks as MTA's 17<sup>th</sup> highest ridership route. Ridership is modest throughout most of the day on weekdays. By stop, ridership is strong at the 100 Oaks Mall and between Acklen Avenue and downtown, but very weak between Acklen Avenue and 100 Oaks Mall.

Weekday Passengers Per Hour



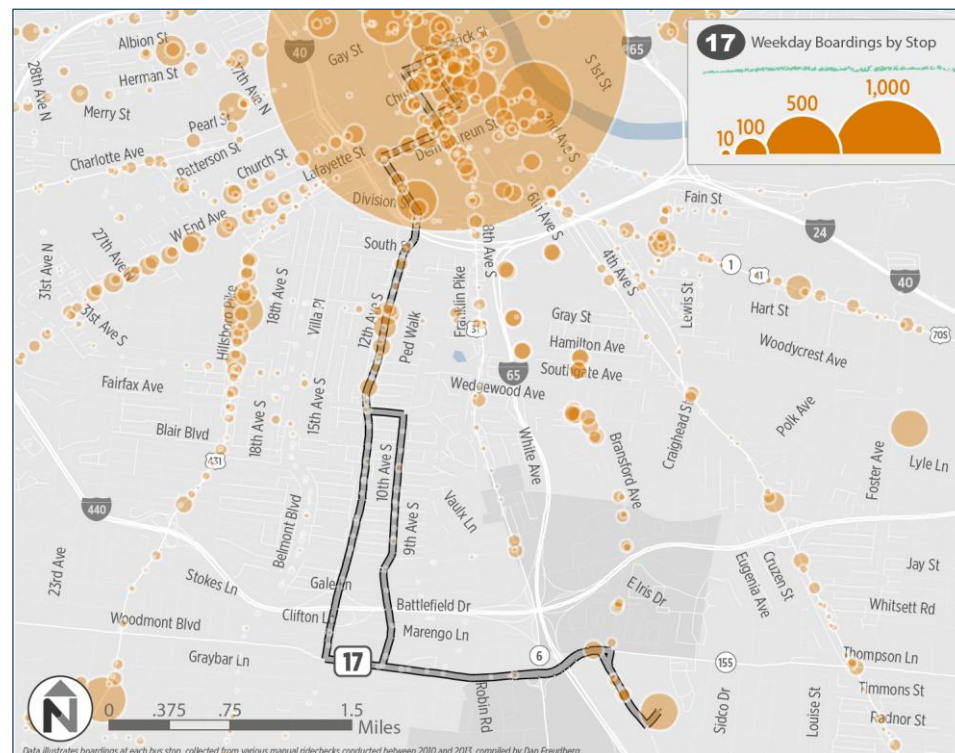
**PERFORMANCE:** Route 17 ranks 13<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 24<sup>th</sup> for riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	891	17	549	14	307	13
Riders per Revenue Vehicle Hour	25.8	14	22.5	12	21.5	7
Riders/Trip	14.1	25	11.2	17	10.6	10

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.4	Average	Very direct except for tail
Average Speed (mph)	11.6	Average	
Stop Spacing (stops per mile)	8.0	Close	
Typical Peak Headway (mins)	20-35	Fair	
Schedule Regularity	Very Irregular	Poor	Irregular in midday and PM peak

**STRENGTHS AND WEAKNESSES AND OPPORTUNITIES****STRENGTHS:**

- Relatively strong ridership at 100 Oaks Mall and north of Acklen Avenue
- Good productivity

**WEAKNESSES:**

- Very low ridership between 100 Oaks Mall and Acklen Avenue, and especially along alternating legs
- Very irregular scheduled headways

**SERVICE IMPROVEMENT OPPORTUNITIES:**

- Eliminate alternating service between 10<sup>th</sup> and 12<sup>th</sup> Streets, and operate all service along 12<sup>th</sup> Street—to simplify service and because ridership along 10<sup>th</sup> Street is so low
- Operate service with clockface headways
- Consolidate stops
- Change southern terminus from 100 Oaks Mall to Lipscomb University, with 100 Oaks Mall service being accommodated by increased service on Route 1

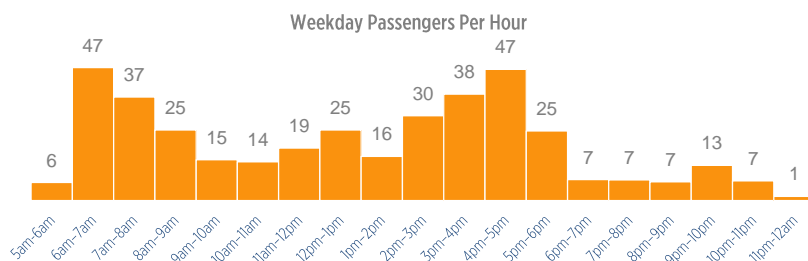
**SERVICE TYPE:** Frequent

**SERVICE PATTERNS:** Route 18 has three variants, with twelve inbound and twelve outbound trips with express service between downtown hotels and the airport. Eight trips operate two deviations from Elm Hill to serve the Airport Marriott Hotel and Massman Drive Loop. Four trips operate between downtown and the airport only along Elm Hill Pike. Riders on express service are allowed to ride back on local service for free. The schedule is generally designed so that AM outbound and PM inbound service until 5:30 pm provides local service, and other service, including all evening service operates express between the airport and downtown.

**SCHEDULE:** Service operates on seven days a week, with most service operating approximately every 60 minutes:

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:07 AM – 12:03 AM		40
<b>Early AM</b>	before 6:15 AM	53	4
<b>AM Peak</b>	6:15 AM–8:15 AM	60	4
<b>Midday</b>	8:15 AM – 3:15 PM	60–80	15
<b>PM Peak</b>	3:15 PM – 6:15 PM	60	6
<b>Evening/Night</b>	6:15 PM and later	60	11
<b>Saturdays</b>	6:02 AM – 11:03 PM	60	35
<b>Sundays</b>	6:02 AM – 11:03 PM	60	35

**RIDERSHIP:** Route 18 carries 386 passengers per weekday, and is MTA's 24<sup>th</sup> highest ridership route. Ridership is heavily peak oriented, and the highest ridership stops are the airport and in downtown.



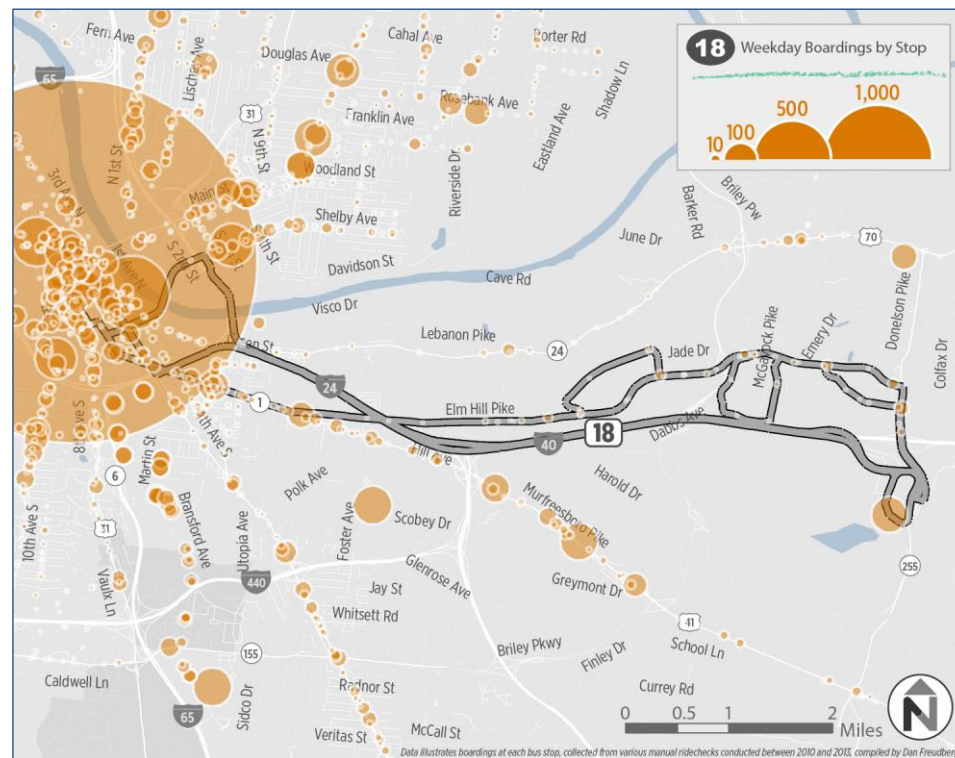
**PERFORMANCE:** Route 18 ranks low in terms of passengers per hour and per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	386	24	187	24	161	20
<b>Riders per Revenue Vehicle Hour</b>	18.3	32	11.0	24	9.5	20
<b>Riders/Trip</b>	9.7	36	5.3	26	4.6	20

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.0	Excellent	Local service w/ deviations less direct
<b>Average Speed (mph)</b>	16.4	Above Average	
<b>Stop Spacing (stops per mile)</b>	5.8	Average	
<b>Typical Peak Headway (mins)</b>	60	Poor	
<b>Schedule Regularity</b>	Fairly Irregular	Poor	Midday trips are very irregular

**STRENGTHS AND WEAKNESSES AND OPPORTUNITIES****STRENGTHS:**

- Provides important service for riders between the airport, hotels, and downtown Nashville
- Fast and direct service on express trips

**WEAKNESSES:**

- Route tries to provide both express and local service, and provides neither in an attractive fashion
- Infrequent service; not frequent enough to attract significant numbers of air passengers
- Low evening and late night ridership (all express trips)

**SERVICE IMPROVEMENT OPPORTUNITIES:**

- Split into two routes: an express route and a local route
- Provide service at least every 30 minutes all day on express route
- Provide service at least every 30 minutes during peak periods and every 60 minutes midday on the local route





**SERVICE TYPE:** Frequent

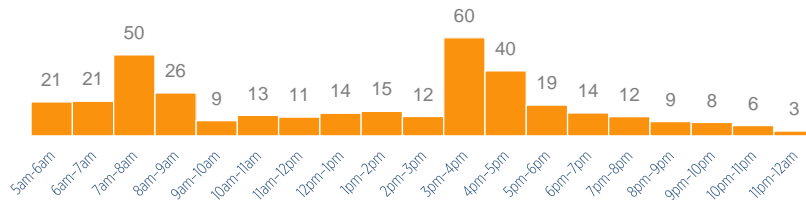
**SERVICE PATTERNS:** Route 20 operates between the intersection of Gallatin Pike and Riverwood Drive and Music City Central. All service operates the full length of the route. The route operates in close proximity to Routes 26 Gallatin Pike and 56 Gallatin Pike BRT, which operate ¼ to ½ mile to the west, and Route 4 Shelby, which operates ¼ to 1/3 miles to the east.

**SCHEDULE:** Service operates seven days a week, with irregular headways on weekdays that range from 22 to 70 minutes, and consistent 60 minute headways on weekends.

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:21 AM – 11:45 PM		44
Early AM	before 6:15 AM	22	4
AM Peak	6:15 AM–8:15 AM	24–44	8
Midday	8:15 AM – 3:15 PM	60–70	13
PM Peak	3:15 PM – 6:15 PM	28–34	8
Evening/Night	6:15 PM and later	60	11
<b>Saturdays</b>	5:37 AM – 10:47 PM	60	34
<b>Sundays</b>	5:37 AM – 9:47 PM	60	32

**RIDERSHIP:** Route 20 carries 366 passengers per weekday, which makes it MTA's 23<sup>rd</sup> highest ridership route. Ridership is highly concentrated in the peaks, with low ridership at all other times. Ridership is low at most stops.

Weekday Passengers Per Hour



**PERFORMANCE:** Route 20's weekday productivity is very low, and ranks 38 out of 45 in terms of passengers per revenue vehicle hour, and 42 in terms of passengers per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	366	22	157	25	142	21
Riders per Revenue Vehicle Hour	14.0	38	8.5	24	8.2	22
Riders/Trip	8.3	42	4.6	26	4.4	22

Weekday rank is of 45 routes; Saturday of 26 routes; and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.5	Below Average	But reasonable for area served
Average Speed (mph)	13.5	Average	
Stop Spacing (stops per mile)	6.9	Average	
Typical Peak Headway	25–30	Fair	
Schedule Regularity	Fairly Irregular	Poor	

**NASHVILLE MTA/RTA STRATEGIC PLAN****STRENGTHS AND WEAKNESSES AND OPPORTUNITIES****STRENGTHS:**

- Fairly good peak period ridership

**WEAKNESSES:**

- Operates close to Routes 26 Gallatin Pike and 56 Gallatin Pike BRT, which provide more compelling service
- Service area overlaps with Route 4 Shelby
- Irregular headways
- Low off-peak ridership
- Poor productivity

**SERVICE IMPROVEMENT OPPORTUNITIES:**

- Reschedule with clockface headways
- Reduce late night span of service an hour
- Consolidate with Route 4 Shelby to reduce duplication and provide more frequent service with a single route

## University Connector

Route 21 is a crosstown route that operates between North Nashville and the Mall at Green Hills via Fisk University, Metro General Hospital, Meharry Medical College, Tennessee State University, Vanderbilt University, Belmont University, and Lipscomb University



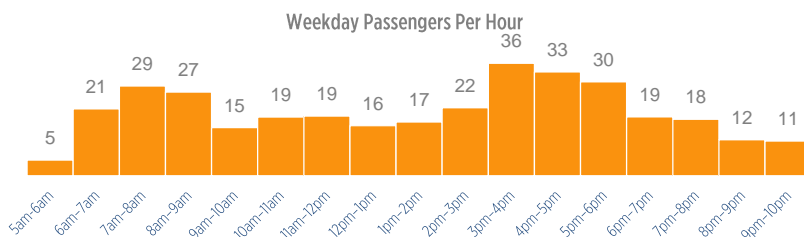
**SERVICE TYPE:** Frequent

**SERVICE PATTERNS:** All service operates the full length of the route.

**SCHEDULE:** Service operates seven days a week, with service that operates generally every 30 to 60 minutes on weekdays and every 60 minutes on weekends.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:52 AM – 10:11 PM		46
Early AM	before 6:15 AM	26-32	2
AM Peak	6:15 AM–8:15 AM	30	8
Midday	8:15 AM – 3:15 PM	60	16
PM Peak	3:15 PM – 6:15 PM	30	12
Evening/Night	6:15 PM and later	60	8
<b>Saturdays</b>	6:22 AM – 9:11 PM	60	30
<b>Sundays</b>	6:22 AM – 9:11 PM	60	30

**RIDERSHIP:** Route 21 carries 349 passengers per weekday, making it MTA's 27<sup>th</sup> highest ridership route. Ridership is highest during peak periods, with a PM peak that starts earlier than most routes, likely reflecting school ridership. Highest ridership stops are at its northern end, at Tennessee State University, and the Mall at Green Hills.



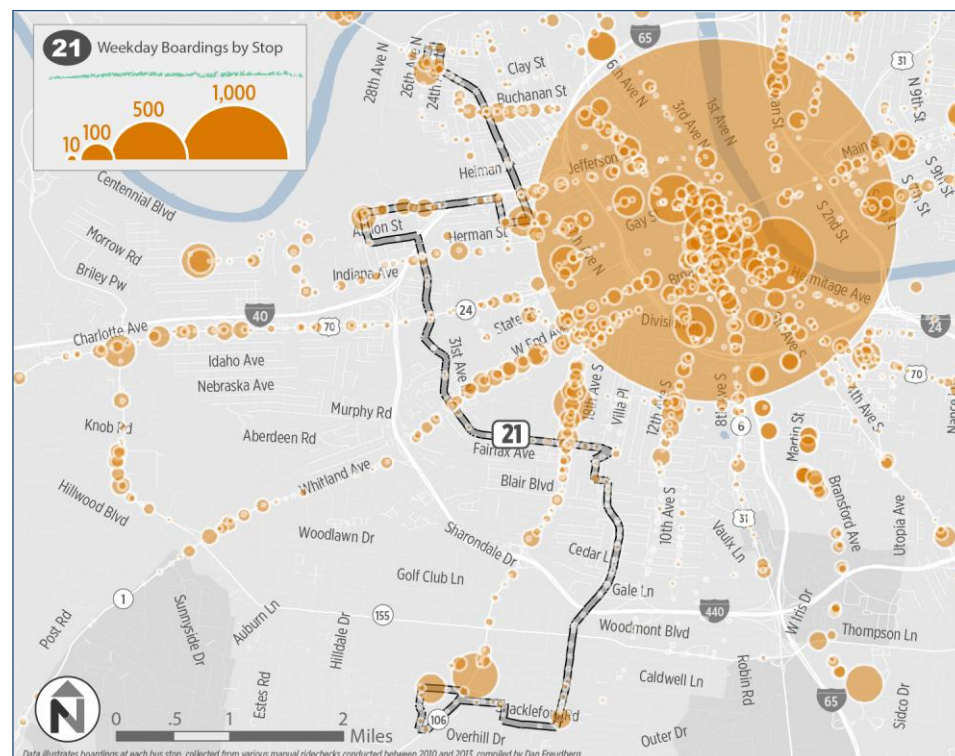
**PERFORMANCE:** Route 21's productivity is low:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	349	27	193	23	140	22
<b>Riders per Revenue Vehicle Hour</b>	7.7	43	6.5	27	4.7	24
<b>Riders/Trip</b>	7.6	43	6.4	23	4.7	19

*Weekday rank is of 45 routes; Saturday of 26 routes, and Sunday of 23 routes*

**SERVICE DESIGN:**

	Value	Rating
<b>Directness (end-to-end; vs most direct route)</b>	1.7	Poor <i>But reasonable considering area</i>
<b>Average Speed (mph)</b>	11.1	Below Average
<b>Stop Spacing (stops per mile)</b>	6.0	Good
<b>Typical Peak Headway</b>	30	Fair
<b>Schedule Regularity</b>	Fairly Regular	Good



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Provides unique crosstown service
- Serves several major destinations including multiple hospitals and universities

#### WEAKNESSES:

- Low total ridership, and along most of southern end of route
- Indirect alignment
- Southern end duplicates much of Route 2 Belmont
- Low late night ridership

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Operate entire schedule on clockface headways
- Discontinue service south of Belmont University and increase service frequencies on Route 2 Belmont



**SERVICE TYPE:** Most Frequent

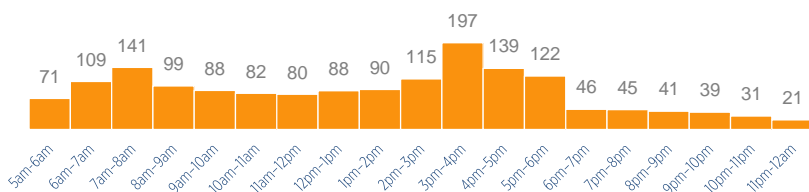
**SERVICE PATTERNS:** At its outer end, Route 22 operates via two primary variants, one of which is a loop via the Temple Baptist Church Park and Ride Lot on Kings Lane, and the other which is to and from Bordeaux Long Term Care. There are also two limited service variants on the Bordeaux Long-Term Care variant. On weekdays and Saturdays, trips generally alternate between the outer variants during the day and all operate to the long term care facility at night. On Sundays, all service operates to Bordeaux Long Term Care.

**SCHEDULE:** Service operates seven days a week. On weekdays, service on the trunk operates every 17 to 22 minutes and every 60 minutes at night. On weekends, service operates every 30 to 60 minutes.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:10 AM – 11:37 PM		89
Early AM	before 6:15 AM	35	7
AM Peak	6:15 AM – 8:15 AM	17-20	15
Midday	8:15 AM – 3:15 PM	22	39
PM Peak	3:15 PM – 6:15 PM	17-21	18
Evening/Night	6:15 PM and later	60	10
<b>Saturdays</b>	5:42 AM – 10:39 PM	30 Day/60 Evening	49
<b>Sundays</b>	5:49 AM – 10:01 PM	60	33

**RIDERSHIP:** Route 22 carries 1,643 passengers per weekday, making it MTA's 6<sup>th</sup> highest ridership route. Ridership is high to moderately high for most of the day. Outer end ridership is highest at Bordeaux Long Term Care, Creswell Arts Magnet School, and along Clarksville Pike.

Weekday Passengers Per Hour



**PERFORMANCE:** Route 22 is one of MTA's most productive routes.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	1,643	8	926	7	522	8
Riders per Revenue Vehicle Hour	33.6	4	37.6	1	32.2	2
Riders/Trip	18.5	16	18.9	8	15.8	5

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.2	Good	Except for outer ends
Average Speed (mph)	12.2	Average	
Stop Spacing (stops per mile)	10.1	Too close	
Typical Peak Headway	17-20	Good	But longer on outer ends
Schedule Regularity	Very Irregular	Poor	Variants make service irregular and confusing

**STRENGTHS AND WEAKNESSES AND OPPORTUNITIES****STRENGTHS:**

- High ridership
- High productivity

**WEAKNESSES:**

- Complicated schedule and route with two primary variants and two additional secondary variants
- Low late night ridership

**SERVICE IMPROVEMENT OPPORTUNITIES:**

- Operate with consistent patterns for outer end service
- Operate on clockface headways
- Begin service earlier to serve apparent demand for earlier service
- Consolidate stops to speed service
- Simplify outer end service

## Dickerson Road

Route 23 is a radial route that operates between residential neighborhoods in the Parkwood Estates area near the intersections of I-24, I-65, and Briley Parkway and Music City Central, largely via Dickerson Road. Outer end service is very circuitous, but then very direct along Dickerson Road.

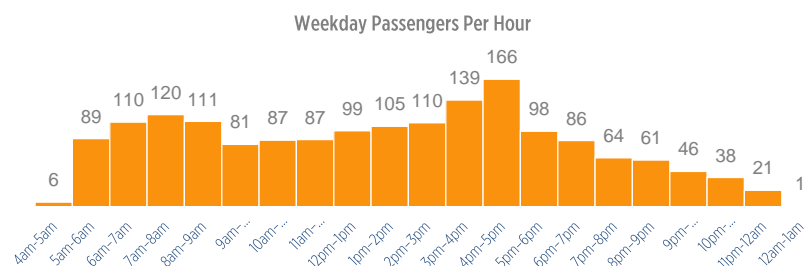
**SERVICE TYPE:** Most Frequent

**SERVICE PATTERNS:** Route 23 has two unique outer end variants, with every other trip serving either Brick Church Pike or Knoll Crest Apartments in Parkwood for both inbound and outbound service. The route also shares much of its alignment with Route 43 Hickory Hills along Dickerson Road.

**SCHEDULE:** Service operates seven days a week, generally every 20 to 40 minutes on weekdays and every 45 minutes on weekends:

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:40 AM – 12:23 AM		75
Early AM	before 6:15 AM	31	7
AM Peak	6:15 AM – 8:15 AM	20-25	12
Midday	8:15 AM – 3:15 PM	30	28
PM Peak	3:15 PM – 6:15 PM	25	12
Evening/Night	6:15 PM and later	40	16
<b>Saturdays</b>	5:20 AM – 11:24 PM	45	48
<b>Sundays</b>	5:20 AM – 10:22 PM	45	46

**RIDERSHIP:** Route 4 carries 1,725 passengers per weekday, making it MTA's 5<sup>th</sup> highest ridership route. Ridership is strong throughout most of the day, except for early morning and late night. Ridership is highest at Walmart and along Dickerson Pike.



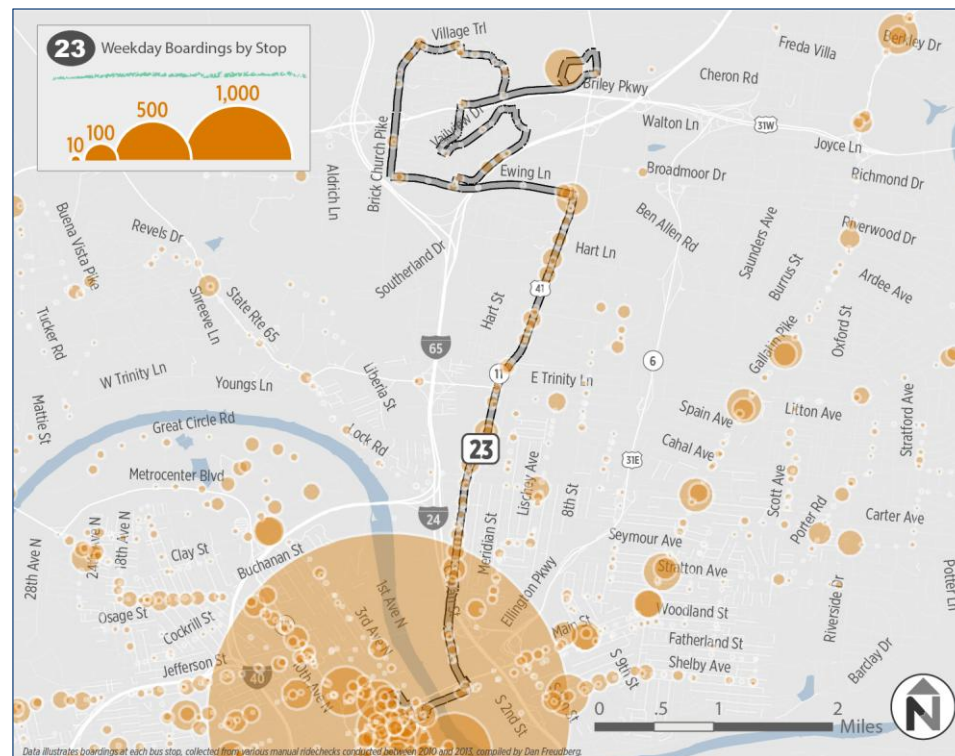
**PERFORMANCE:** Route 23 is one of MTA's most productive routes:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	1,726	7	1,056	5	744	5
Riders per Revenue Vehicle Hour	32.6	6	30.6	4	22.6	5
Riders/Trip	23.0	11	22.0	5	16.2	4

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	
Directness (end-to-end; vs most direct route)	1.4	Poor	Very direct except northern loop
Average Speed (mph)	12.9	Average	
Stop Spacing (stops per mile)	7.1	Average	
Typical Peak Headway	20	Good	
Schedule Regularity	Fairly Regular	Good	Irregular for inbound trips



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- High ridership
- High productivity

#### WEAKNESSES:

- Outer end service is circuitous and confusing
- Overlap with Route 43 Hickory Hills

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Re-orient area service around transit center near intersection of Dickerson Road and Briley Parkway with Route 23 developed as a frequent service route between there and downtown.
- Simplify outer end service
- Provide more frequent service.



**SERVICE TYPE:** Limited

**SERVICE PATTERNS:** Route 24X operates via a loop in Bellevue that primarily consists of Old Hickory Blvd and Old Harding xxx, and then between Bellevue and downtown via I-40. The loop serves three park and ride lots, which are Belle Forest, at Staples, and Bellvue. AM service operates clockwise around the loop, and PM service operates counterclockwise.

**SCHEDULE:** Service operates only on weekdays during peak hours, with four AM and four PM round trips:

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	6:01 AM – 6:05 PM		16
Early AM	before 6:15 AM	24	1
AM Peak	6:15 AM–8:15AM	20–45	7
Midday	8:15 AM – 3:15 PM	-	-
PM Peak	3:15 PM – 6:15 PM	25–39	8
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 24X carries 237 passengers per weekday, all of which is during peak periods or the fringes of the peaks. Most ridership is to and from the Bellevue Park and Ride Lot.

Weekday Passengers Per Hour



**PERFORMANCE:** Route 24X carries 24.4 passengers per vehicle revenue hour, which is relatively good for an express route. It carries 14.8 passengers per trip, with nearly all ridership in the peak direction, which means those trips are mostly full.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	237	31	-	-	-	-
Riders per Revenue Vehicle Hour	24.4	16	-	-	-	-
Riders/Trip	14.8	22	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.0	Excellent	Express via I-40
Average Speed (mph)	20.6	Excellent	
Stop Spacing (stops per mile)	2.1	Good	
Typical Peak Headways (mins)	25–30	Good	
Schedule Regularity	Fairly Irregular	Poor	

**STRENGTHS AND WEAKNESSES AND OPPORTUNITIES****STRENGTHS:**

- Simple, understandable route design
- Direct and fast for most riders
- Strong ridership on peak direction trips
- Good productivity

**WEAKNESSES:**

- Low ridership on most of outer loop
- Very low reverse commute ridership

**SERVICE IMPROVEMENT OPPORTUNITIES:**

- Operate on clockface headways (some trips are slightly off)
- Provide earlier service in both AM and PM peaks

Route 25 is a large bi-directional loop that serves downtown, North Nashville, Midtown, Edgehill, and Chestnut Hill, and operates via a large number of major activity centers including Riverfront Station, Vanderbilt University, St. Thomas Hospital, Centennial Medical Center, McHarry Medical College, Metro General Hospital, and Fisk College.

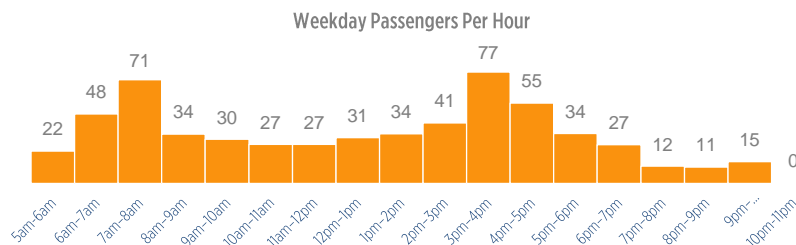
#### SERVICE TYPE: Frequent

**SERVICE PATTERNS:** Route 25 operates as a large bi-directional loop that begins and ends at Music City Central. All service operates the full length of the loop except for the first two weekday trips (in each direction) and the first weekend trips that begin service midway along the route (1<sup>st</sup> & Chestnut for counterclockwise trips and Metro General Hospital for clockwise trips). Due to its loop configuration, service is very indirect, and there are also a number of out and back deviations.

**SCHEDULE:** Service operates seven days a week.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:17 AM – 10:03 PM		41
Early AM	before 6:15 AM	45	6
AM Peak	6:15 AM–8:15 AM	17–28	8
Midday	8:15 AM – 3:15 PM	50–63	14
PM Peak	3:15 PM – 6:15 PM	35	8
Evening/Night	6:15 PM and later	60	5
<b>Saturdays</b>	5:51 AM – 8:08 PM	60	29
<b>Sundays</b>	5:51 AM – 7:10 PM	60	28

**RIDERSHIP:** Route 25 carries 606 passengers per weekday. Ridership is heavily peak oriented, with moderate midday ridership and low evening ridership. Ridership is spread throughout the route, with higher ridership stops at Metro General Hospital.



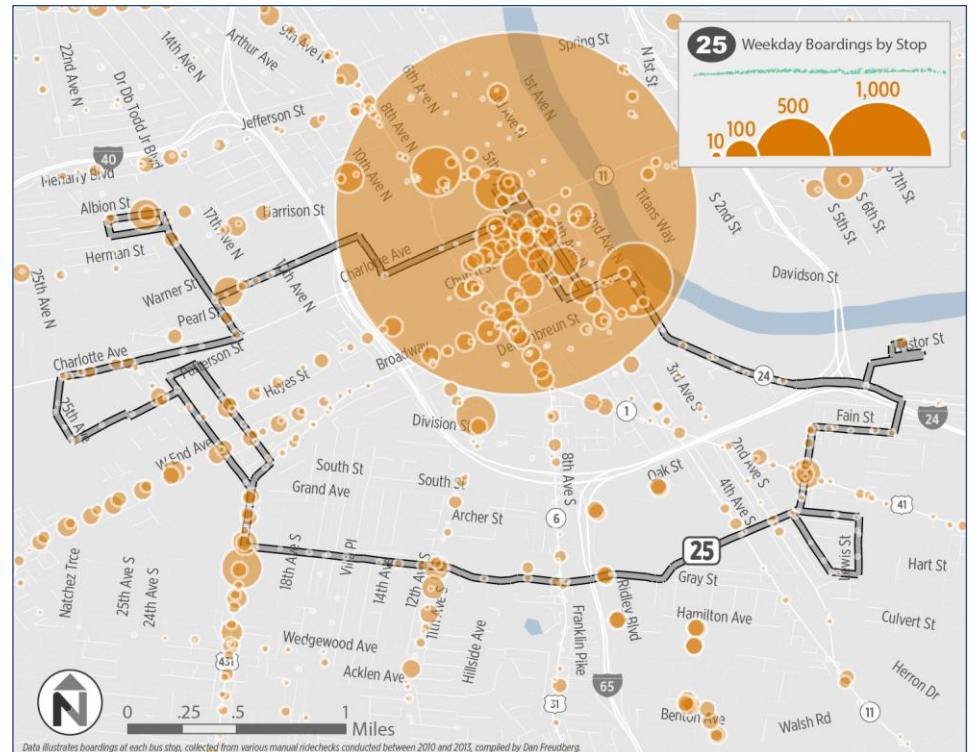
**PERFORMANCE:** Route 25 ranks 21st in terms of weekday ridership, but very low in terms of passengers per revenue vehicle hour on all days.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	606	19	277	19	187	16
<b>Riders per Revenue Vehicle Hour</b>	14.5	35	10.1	24	7.1	22
<b>Riders/Trip</b>	14.8	23	9.6	19	6.7	17

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

#### SERVICE DESIGN:

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	3.0	Poor	Loop design plus multiple deviations
<b>Average Speed (mph)</b>	11.4	Average	
<b>Stop Spacing (stops per mile)</b>	6.7	Fairly Close	
<b>Typical Peak Headway (mins)</b>	No pattern	Poor	No typical pattern; too irregular
<b>Schedule Regularity</b>	Very Irregular	Poor	Little to no consistency all day



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- Serves large number of major destinations, including Vanderbilt University, Fisk University, and Metro General Hospital

##### WEAKNESSES:

- Very irregular schedule
- Many deviations
- Low productivity
- Infrequent evening/night service
- Very low late night ridership
- Infrequent weekend service

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Completely redesign route to provide more compelling service
- Reschedule with regular headways
- Provide more frequent weekday evening and weekend service

# 26/56

## Gallatin Corridor

The Gallatin Corridor, which extends about 12 miles northeast of downtown along Gallatin Pike to the RiverGate Mall in Goodlettsville is served by two routes: Routes 56 Gallatin Pike BRT-Lite and Route 26 Gallatin Pike. Route 56 provides the predominant service, and Route 26 provides a local service complement.



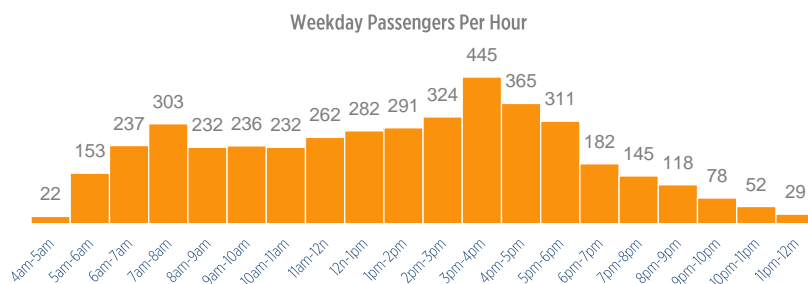
**SERVICE TYPE:** Most Frequent

**SERVICE PATTERNS:** All service operates end to end from RiverGate Mall to Music City Central, with Route 26 serving all stops and Route 56 serving only BRT stops.

**SCHEDULE:** Route 56 operates on weekdays and Saturdays, and Route 26 operates seven days a week. Route 26 begins service earlier and ends later than Route 56 on weekdays, but Route 56 operates slightly longer on Saturdays.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:36 AM – 11:59 PM		114 BRT/52 local
Early AM	before 6:15 AM	15-20BRT/40 local	8 BRT/6 local
AM Peak	6:15 AM – 8:15 AM	15 BRT/40 local	16 BRT /16 local
Midday	8:15 AM – 3:15 PM	15 BRT/40 local	55/ BRT/21 local
PM Peak	3:15 PM – 6:15 PM	15 BRT/40 local	24 BRT/8vlocal
Evening/Night	6:15 PM and later	30 BRT/60 local	11 BRT/11 local
<b>Saturdays</b>	5:43 AM – 10:12 PM	30 BRT/60 local	66 BRT/32 local
<b>Sundays</b>	5:30 AM – 10:01 PM	40 Day/60 Night (Rt 26 only)	0 BRT/44 local

**RIDERSHIP:** Combined, Routes 26 and 56 serve 4,299 passengers per weekday. As shown below, weekday ridership is highest during the PM peak hours followed by late night and AM peak, but strong throughout most of the day. Ridership is highest at BRT stops.



**PERFORMANCE:** Route 26 ranks 12<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 6<sup>th</sup> for riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	4,299	na	2,360	na	1,456	1
Riders per Revenue Vehicle Hour	30.5	na	34.3	na	34.3	1
Riders/Trip	26.0	na	27.8	na	33.1	1

*Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes*

**SERVICE DESIGN:**

	Value	Rating
Directness (end-to-end; vs most direct route)	1.0	Excellent
Average Speed (mph)	15.0 (BRT)	Excellent
Stop Spacing (stops per mile)	1.2 BRT/5.3 local	BRT may be long
Typical Peak Headway (mins)	15 (BRT)	Good
Schedule Regularity	Mostly Regular	Good



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Route 56 provides very high quality corridor service
- Straight and direct
- High corridor ridership

#### WEAKNESSES:

- Route 26 and 56 schedules are not coordinated.
- BRT stations may be spaced too far apart

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Revise BRT-Lite/local service strategy to serve corridor exclusively with BRT-Lite service to provide more attractive service to most riders and better balance service levels with demand.
- Add BRT stations
- Add BRT stations; operate all service as BRT
- Provide more frequent Sunday service



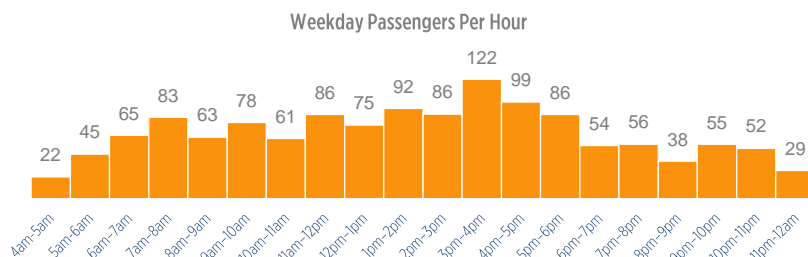
**SERVICE TYPE:** Most Frequent

**SERVICE PATTERNS:** All service operates end to end from RiverGate Mall to Music City Central making all local stops.

**SCHEDULE:** Service operates on weekdays, Saturday and Sunday. Although classified as a "Most Frequent" route, service operates only every 40 to 60 minutes.

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:36 AM – 11:59 PM		52
Early AM	before 6:15 AM	40	6
AM Peak	6:15 AM – 8:15 AM	40	6
Midday	8:15 AM – 3:15 PM	40	21
PM Peak	3:15 PM – 6:15 PM	40	8
Evening/Night	6:15 PM and later	60	11
<b>Saturdays</b>	5:48 AM – 10:12 PM	60	32
<b>Sundays</b>	5:30 AM – 10:01 PM	40 Day/60 Night	44

**RIDERSHIP:** Route 26 carries 1,348 passengers per weekday, and is MTA's 9<sup>th</sup> highest ridership route. This ridership is very strong considering the limited service that is provided. Ridership is highest during the PM peak, but strong throughout most of the day and evening. On a per trip basis, Route 26 performs similarly to Route 56 Gallatin Pike BRT.



**PERFORMANCE:** Although Route 26 does not perform as well as Route 56, it is still one of MTA's best performing routes.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	1,348	9	923	7	1,456	1
<b>Riders per Revenue Vehicle Hour</b>	27.0	12	29.8	5	34.3	1
<b>Riders/Trip</b>	25.9	6	28.8	2	33.1	1

*Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes*

#### SERVICE DESIGN:

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.0	Excellent	
<b>Average Speed (mph)</b>	12.5	Good	
<b>Stop Spacing (stops per mile)</b>	5.3	Good	
<b>Typical Peak Headway (mins)</b>	40	Poor	And uncoordinated with Route 56
<b>Schedule Regularity</b>	Fairly Regular	Good	Inbound trips slightly irregular



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- High ridership
- High productivity
- Very direct service
- Very strong Sunday ridership (in large part because Route 56 BRT service does not operate)

##### WEAKNESSES:

- Infrequent service

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Consolidate service into Route 56 BRT Lite
- Operate entire schedule on clockface headways

Route 27 is an express commuter route that operates between the MTA Madison Park & Ride and downtown via Old Hickory, Lakewood, Heritage, the Hermitage Regional Rail Station primarily via Old Hickory Blvd and I-40.

**SERVICE TYPE:** Limited

**SERVICE PATTERNS:** Route 27 provides peak period express service. As shown in the map to the right, its routing is circuitous, and because of this, end-to-end travel times are long, at 55 minutes. All trips operate along the same alignment from end-to-end.

**SCHEDULE:** Service operates only on weekdays during peak hours, with two round trip in the AM peak and two in the PM peak:

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:05 AM – 6:58 PM		8
<b>Early AM</b>	before 6:15 AM	57	2
<b>AM Peak</b>	6:15 AM-8:15AM	46	2
<b>Midday</b>	8:15 AM – 3:15 PM	-	-
<b>PM Peak</b>	3:15 PM – 6:15 PM	63-68	4
<b>Evening/Night</b>	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 27 carries 77 passengers per weekday. Its highest ridership stop is the Hermitage Rail Station, where Music City Star commuter rail service is also available.

Weekday Passengers Per Hour



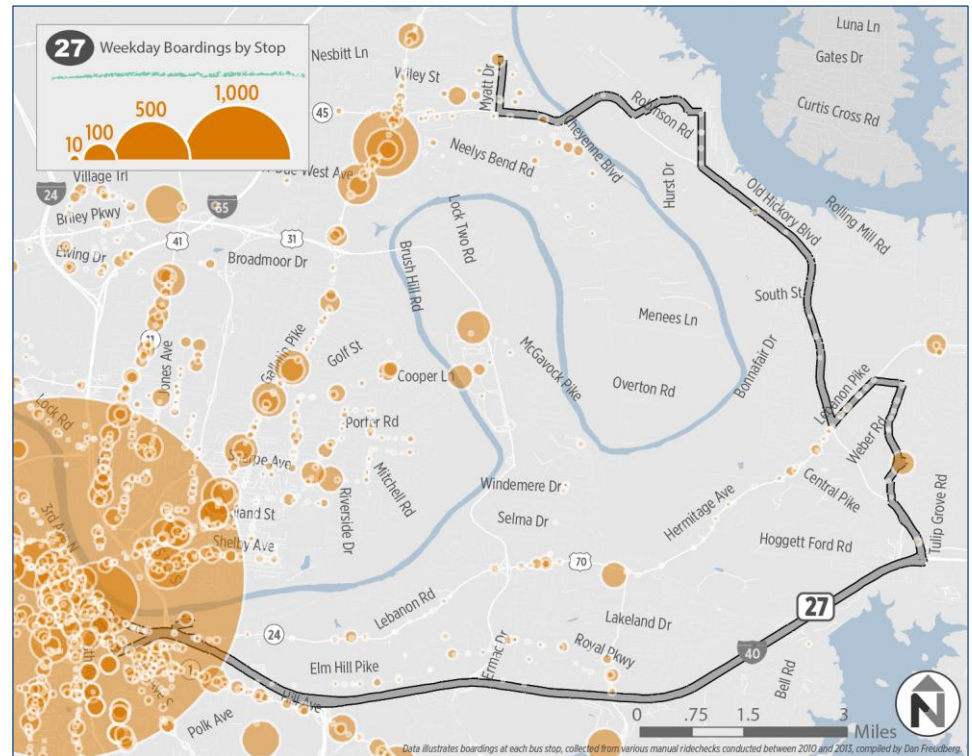
**PERFORMANCE:** Route 27's productivity is low:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	77	44	-	-	-	-
<b>Riders per Revenue Vehicle Hour</b>	7.5	42	-	-	-	-
<b>Riders/Trip</b>	9.6	35	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	2.9	Poor	Long tail is very indirect
<b>Average Speed (mph)</b>	20.9	Excellent	
<b>Stop Spacing (stops per mile)</b>	2.6	Average	
<b>Schedule Convenience (best headway)</b>	46	Poor	Commuter service only
<b>Schedule Regularity</b>	Fairly Irregular	Poor	


**STRENGTHS AND WEAKNESSES AND OPPORTUNITIES**
**STRENGTHS:**

- Provide unique service along Old Hickory Boulevard

**WEAKNESSES:**

- Low ridership, particularly along Old Hickory Boulevard
- In many respects, duplicates Route 36X Madison Express, which provides much faster service
- Also duplicates Music City Star

**SERVICE IMPROVEMENT OPPORTUNITIES:**

- Operate with more regular schedule
- Discontinue service

Route 28 operates between the Cleveland Park area in northeast Nashville and downtown Nashville primarily along Meridian St and Lischey Ave. It serves residential areas between Dickerson Pike and Ellington Parkway.

**SERVICE TYPE:** Most Frequent

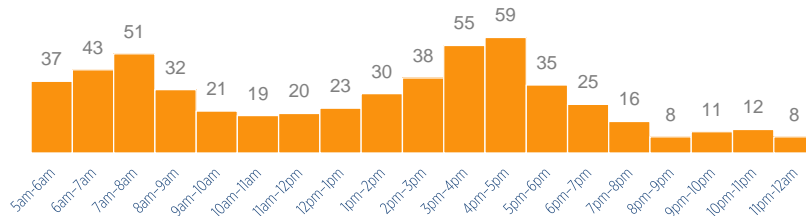
**SERVICE PATTERNS:** All service operates the full length of the route.

**SCHEDULE:** Service operates seven days a week, with service that operates approximately every 25 minutes during weekday peak periods and every 50 minutes at all other times:

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:13 AM – 11:40 PM		55
Early AM	before 6:15 AM	25-26	5
AM Peak	6:15 AM – 8:15 AM	26	8
Midday	8:15 AM – 3:15 PM	50	18
PM Peak	3:15 PM – 6:15 PM	23-26	12
Evening/Night	6:15 PM and later	50	12
<b>Saturdays</b>	5:45 AM – 10:40 PM	50	40
<b>Sundays</b>	5:45 AM – 9:40 PM	50	38

**RIDERSHIP:** Route 28 carries 546 passengers per weekday. Ridership is heavily peak oriented, with relatively low midday ridership and very low evening ridership. Ridership is moderate at most stops along the outer end of the route.

Weekday Passengers Per Hour



**PERFORMANCE:** Route 28's productivity, in terms of passengers per vehicle service hour, is about average on weekdays, and below average on weekends:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	546	20	245	20	169	18
<b>Riders per Revenue Vehicle Hour</b>	23.2	22	14.5	21	10.6	17
<b>Riders/Trip</b>	9.9	33	6.1	24	4.4	21

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

#### SERVICE DESIGN:

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.2	Good	Very direct except northern loop
<b>Average Speed (mph)</b>	10.6	Below Average	
<b>Stop Spacing (stops per mile)</b>	6.0	Good	
<b>Typical Peak Headway (mins)</b>	25	Fair	
<b>Schedule Regularity</b>	Mostly regular	Good	



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- Relatively good peak period ridership

##### WEAKNESSES:

- Infrequent weekday midday and evening service, and weekend service
- Low off-peak weekday ridership

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Operate with 30 and 60 minute headways to make schedules easier to remember
- Reduce late night span of service due to very low ridership
- Consolidate with Route 30 McFerrin, which serves similar areas, and increase service frequencies



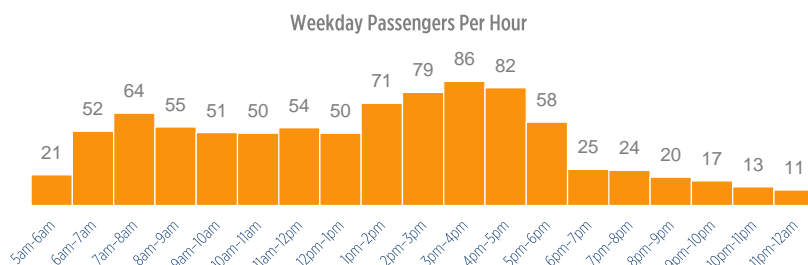
**SERVICE TYPE:** Most Frequent

**SERVICE PATTERNS:** All service except for one trip operates the full length of the route along the alignment shown on the map to the right. The one exception is a single outbound afternoon trip that deviates to serve Nashville Prep.

**SCHEDULE:** Service operates on weekdays, Saturday and Sunday.

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:14 AM – 11:35 PM		72
Early AM	before 6:15 AM	35	5
AM Peak	6:15 AM – 8:15 AM	20	12
Midday	8:15 AM – 3:15 PM	30	29
PM Peak	3:15 PM – 6:15 PM	20	16
Evening/Night	6:15 PM and later	60	10
<b>Saturdays</b>	5:49 AM – 10:33 PM	60	34
<b>Sundays</b>	5:49 AM – 9:36 PM	60	32

**RIDERSHIP:** Route 29 carries 893 passengers per weekday, and is MTA's 14<sup>th</sup> highest ridership route. Ridership is highest during the midday and PM peak hours from 1 PM to 5 PM, and low in the evening when service operates only hourly.



**PERFORMANCE:** Route 29's productivity is good, especially in terms of passengers per vehicle hour:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	893	14	410	16	239	14
Riders per Revenue Vehicle Hour	25.1	14	26.2	8	16.3	13
Riders/Trip	12.4	28	12.1	15	7.5	15

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

#### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.1	Good	Very direct except service around TSU
Average Speed (mph)	10.4	Below Average	
Stop Spacing (stops per mile)	5.2	Good	
Typical Peak Headways (mins)	20	Good	
Schedule Regularity	Very Regular	Excellent	



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- Simple, straightforward service design and schedule
- Route generally direct
- Serves large number of important activity centers

##### WEAKNESSES:

- Infrequent evening service (only every 60 minutes)
- Low weekday evening and late night ridership
- Infrequent weekend service

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Provide more frequent weekday evening and weekend service

Route 30 operates between the Cleveland Park area in northeast Nashville and downtown Nashville primarily along James Robertson Pkwy, McFerrin Ave, Montgomery Ave, Chickasaw Ave, and Jones Ave.. It serves residential areas to the east and west of Ellington Parkway.

**SERVICE TYPE:** Frequent

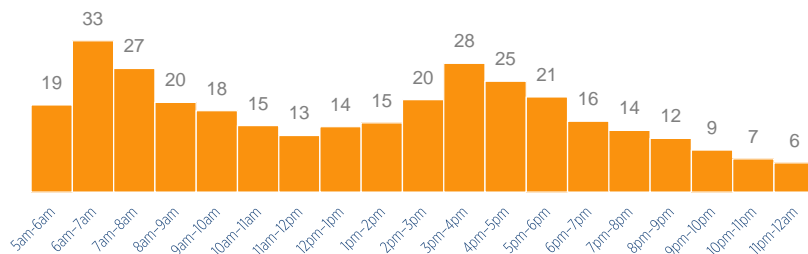
**SERVICE PATTERNS:** All trips operate the full length of the route, with the only difference being the location of the AM and PM layovers at the route's outer end. In the AM, trips layover at Slaydon & Oakwood and in the PM at Oakwood & Bullock.

**SCHEDULE:** Service operates seven days a week, every 60 minutes during all times that service operates.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:46 AM – 11:37 PM		36
Early AM	before 6:15 AM	60	1
AM Peak	6:15 AM – 8:15 AM	60	4
Midday	8:15 AM – 3:15 PM	60	14
PM Peak	3:15 PM – 6:15 PM	60	7
Evening/Night	6:15 PM and later	60	10
<b>Saturdays</b>	5:44 AM – 10:32 PM	60	34
<b>Sundays</b>	5:44 AM – 9:32 PM	60	32

**RIDERSHIP:** Route 30 carries 331 passengers per weekday. Ridership is generally low throughout the day, but highest during peak periods.

Weekday Passengers Per Hour



**PERFORMANCE:** Route 30's productivity is below average on all days:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	331	28	210	21	132	22
Riders per Revenue Vehicle Hour	18.9	29	13.5	22	9.1	20
Riders/Trip	9.2	37	6.2	23	4.1	23

*Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes*

**SERVICE DESIGN:**

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.2	Very Good	
Average Speed (mph)	10.7	Below Average	
Stop Spacing (stops per mile)	6.7	Good	
Typical Peak Headway	60	Poor	
Schedule Regularity	Very Regular	Very Good	Only a few trips are slightly off


**STRENGTHS AND WEAKNESSES AND OPPORTUNITIES**
**STRENGTHS:**

- Provides some unique service; shortens walks from many riders

**WEAKNESSES:**

- Infrequent service
- Provides service in close proximity to other routes that provide more frequent service

**SERVICE IMPROVEMENT OPPORTUNITIES:**

- Consolidate with Route 28 Meriden, which serves similar areas, and provide more frequent service on consolidated route

# 33X

## Hickory Hollow / Lenox Express

Route 33X is an express route that operates between the Lennox Village and downtown primarily via I-24 and Bell Rd. It functions as an express service extension and alternative to Routes 12 Nolensville Pike and 15/55 Murfreesboro Pike respectively.



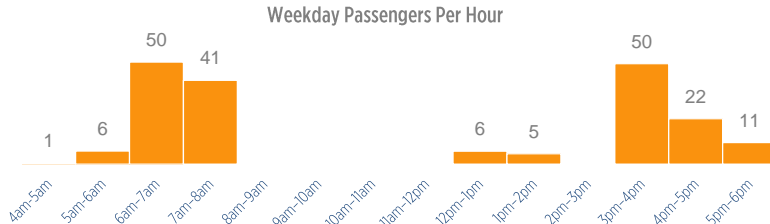
### SERVICE TYPE: Limited

**SERVICE PATTERNS:** Route 33X is designed to primarily to provide peak period, peak direction service plus one midday round trip. It also provides one PM peak inbound trip that is used to cycle the bus for the final PM inbound trip. Most trips operate to and from Music City Central. Exceptions are the first AM inbound trip, which extends to the MLK Jr Middle School, and the midday outbound trip which begins there on early school dismissal days, and the PM peak outbound trip that begins there on all other school days.

**SCHEDULE:** Service operates only on weekdays.

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	6:17 AM – 6:21 PM		8
Early AM	before 6:15 AM	-	-
AM Peak	6:15 AM-8:15AM	2 inbound	2
Midday	8:15 AM – 3:15 PM	1 round trip	2
PM Peak	3:15 PM – 6:15 PM	1 inbound/3 outbound	4
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 33X carries 188 passengers per weekday, with nearly all ridership during peak periods; the midday trip carries very few riders. Based on available data, it appears that the highest ridership top is the park and ride lot at Global Mall at the Crossings.

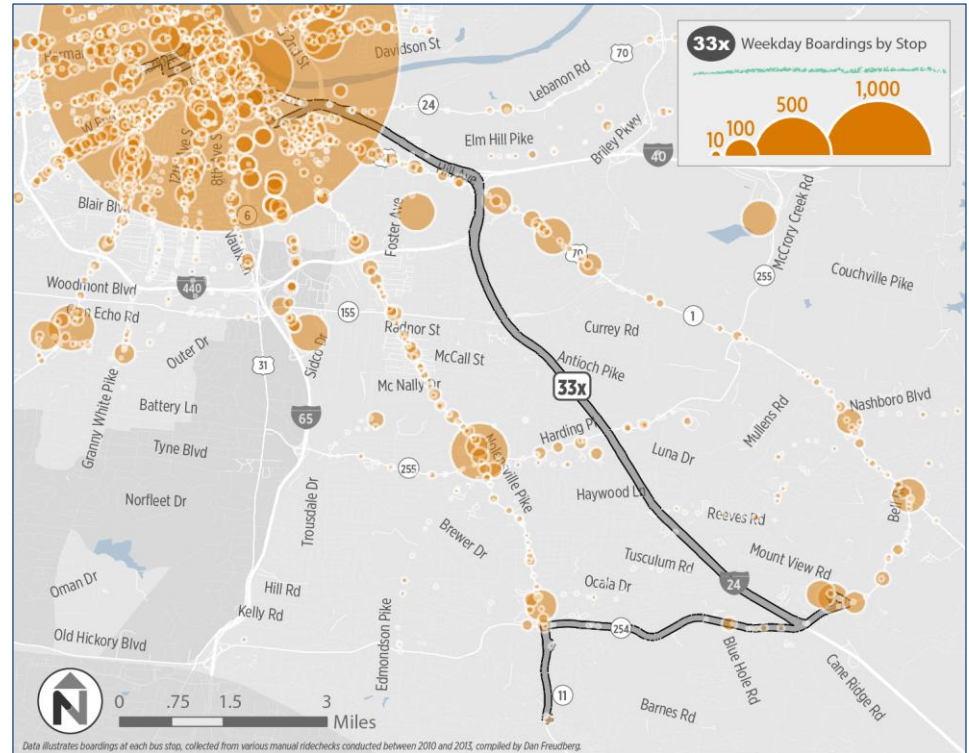


**PERFORMANCE:** Route 33X's productivity is good, even though it is depressed somewhat by very low ridership on the midday round trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	188	35	-	-	-	-
Riders per Revenue Vehicle Hour	22.9	23	-	-	-	-
Riders/Trip	23.5	9	-	-	-	-

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.6	Below Average	But reasonable to get to I-24
Average Speed (mph)	18.5	Very Good	
Stop Spacing (stops per mile)	1.9	Excellent	In large part due to service on I-24
Typical Peak Headway (mins)	20-60	Fair	Only limited number of trips
Schedule Regularity	Very Irregular	Poor	Close spacing in AM; long in PM



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Strong peak ridership
- Fast service

#### WEAKNESSES:

- Schedule likely too inconvenient for may potential ridership (only two AM inbound trips spaced close together (20 minutes), coupled with three PM outbound trips spaced 45 to 60 minutes apart)
- Very low midday ridership

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Reschedule to improve convenience, with minimum of three AM inbound and three PM outbound trips
- Operate midday trip only on early school dismissal days



## Opry Mills

Route 34 is a bidirectional loop that provides a combination of express and local service. It operates largely along Ellington Parkway, Briley Parkway, McGavock Pike, and Lebanon Pike. Major stops along the route include the Kmart park and ride lot, the Opry Mills area, and Donelson Station.

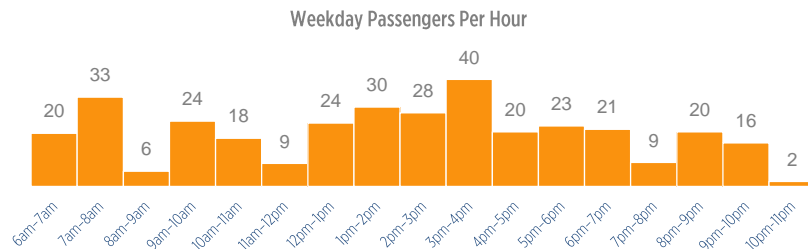
**SERVICE TYPE:** In spite of the infrequent service that is provided, Route 34 is classified as a “Frequent” route.

**SERVICE PATTERNS:** All trips operate around the complete loop and alternate directions. Service operates as local on the eastern half of the loop (Briley Parkway, McGavock Pike, and Lebanon Pike) and as express on the western half of the loop (Ellington Parkway).

**SCHEDULE:** Service operates seven days a week, and provides very infrequent service on all days:

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	6:18 AM – 10:30 PM		22
Early AM	before 6:15 AM	-	-
AM Peak	6:15 AM – 8:15 AM	90	3
Midday	8:15 AM – 3:15 PM	90	10
PM Peak	3:15 PM – 6:15 PM	95	3
Evening/Night	6:15 PM and later	90	6
<b>Saturdays</b>	6:18 AM – 10:30 PM	90	22
<b>Sundays</b>	6:18 AM – 10:30 PM	90	22

**RIDERSHIP:** Route 34 carries 343 passengers per weekday, with ridership highest during the afternoon and PM peak. The highest ridership stops are the Kmart Park and Ride Lots, in the Opry Mills area and Donelson Station.



**PERFORMANCE:** Route 34 ranks about average in terms of productivity:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	343	26	415	15	274	13
Riders per Revenue Vehicle Hour	21.2	26	25.4	10	16.7	11
Riders/Trip	15.6	21	18.9	9	12.5	7

Weekday rank is of 45 routes; Saturday of 26 routes; and Sunday of 23 routes

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	2.1	NA	Loop service
Average Speed (mph)	19.0	Excellent	
Stop Spacing (stops per mile)	4.0	NA	Infrequent stops due to express service
Schedule Convenience (best headway)	90	Poor	Double when considering each direction
Schedule Regularity	Fairly Regular	Good	



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Provides only service to Opry Mills area, which is a major activity center
- Fast service

#### WEAKNESSES:

- Complicated service design
- Very infrequent service
- Express trips operate outside of peak periods

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Split into separate local and express routes
- Operate local service much more frequently
- Operate express service only during peak periods.

# 35X

## Rivergate Express

Route 35X provides peak period express service between Goodlettsville and Midtown Nashville via downtown primarily along I-65 and Conference Drive. It serves park and ride lots at Kmart in Goodlettsville and the RiverGate Mall in Rivergate.



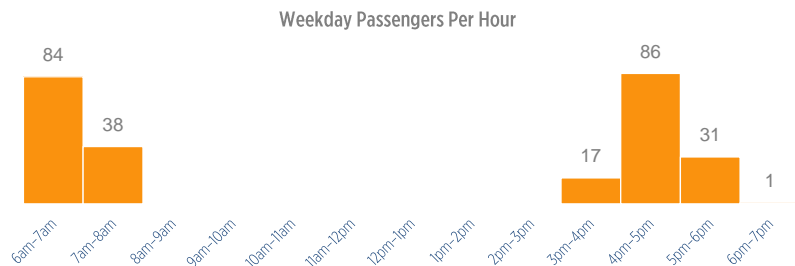
**SERVICE TYPE:** Limited

**SERVICE PATTERNS:** All service except the single AM outbound trip operates the full length of the route between the Kmart Park and Ride in Goodlettsville and Wedgewood Avenue at 17<sup>th</sup> Avenue near Belmont University in Midtown. Service operates via I-65, Ellington Parkway, MCC, via Charlotte and Church Streets, and Vanderbilt University.

**SCHEDULE:** Service operates only on weekdays during peak periods, in the AM with three inbound trips and one outbound trip and in the PM with four outbound trips:

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:57 AM – 6:00 PM		8
Early AM	before 6:15 AM	27	2
AM Peak	6:15 AM – 8:15 AM	20	2
Midday	8:15 AM – 3:15 PM	-	-
PM Peak	3:15 PM – 6:15 PM	10-44	4
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 35X carries 256 passengers per weekday. Ridership is highest between 6 am and 7 am and between 4 pm and 5 pm.



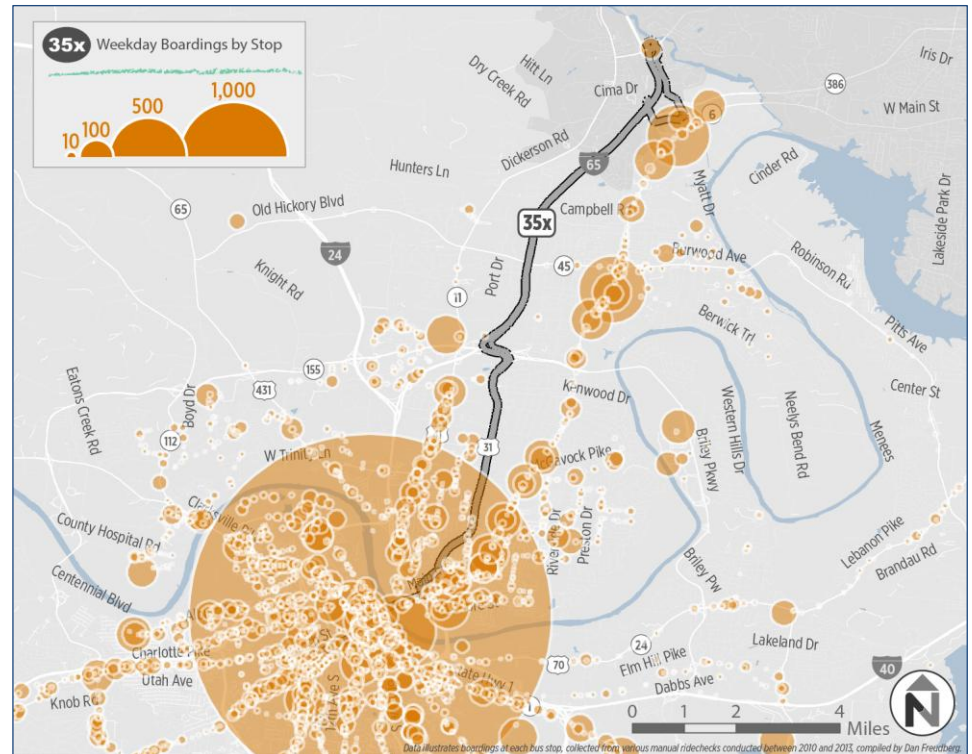
**PERFORMANCE:** Route 35X ranks 30<sup>th</sup> in total ridership, but 3<sup>rd</sup> in terms of weekday riders per revenue vehicle hour and riders per trip. This is largely because the route only provides peak period peak direction service.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	256	30	-	-	-	-
Riders per Revenue Vehicle Hour	33.7	3	-	-	-	-
Riders/Trip	32.0	3	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.1	Excellent	Minor tail at northern terminus
Average Speed (mph)	18.9	Very Good	
Stop Spacing (stops per mile)	1.7	Excellent	
Typical Headway (mins)	20-44	Good	Mostly 20
Schedule Regularity	Mostly regular	Very good	Exceptions for first and last trips



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Strong route with high ridership per trip

#### WEAKNESSES:

- No significant weaknesses

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- High early AM Peak ridership suggests that earlier service may be warranted

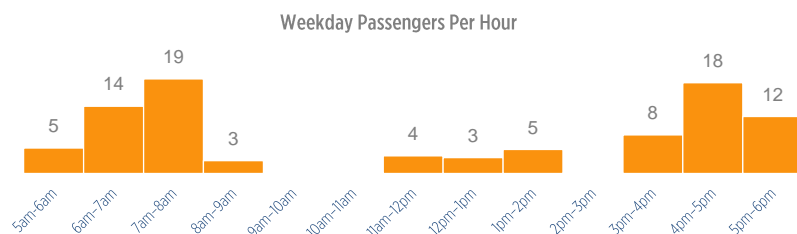
**SERVICE TYPE:** Limited

**SERVICE PATTERNS:** Route 36X provides limited all day express service between the Madison Park and Ride Lot adjacent to MTA's offices and Music City Central or Riverfront Station in downtown Nashville. From Madison, it operates primarily along Old Hickory Boulevard, Greycroft Avenue, and Ellington Parkway.

**SCHEDULE:** Service operates only on weekdays.

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:30 AM – 6:04 PM		17
Early AM	before 6:15 AM	52	1
AM Peak	6:15 AM–8:15 AM	17-50	6
Midday	8:15 AM – 3:15 PM	55	5
PM Peak	3:15 PM – 6:15 PM	45-95	5
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 36X carries 91 passengers per weekday. Ridership is highest between 6 am and 8 am and between 4 pm and 6 pm. Midday ridership is very low.



**PERFORMANCE:** Route 36x is one of MTA's lowest performing routes, and ranks 41<sup>st</sup> in terms of ridership and 44<sup>th</sup> in terms of weekday riders per revenue vehicle hour and riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	91	41	-	-	-	-
Riders per Revenue Vehicle Hour	7.4	44	-	-	-	-
Riders/Trip	5.4	44	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.1	Excellent	Gallatin more direct, but not as fast
Average Speed (mph)	19.0	Very Good	Fast along US-31
Stop Spacing (stops per mile)	2.3	Average	
Typical Peak Headway (mins)	None	Poor	No pattern
Schedule Regularity	Very Irregular	Poor	No pattern

**STRENGTHS AND WEAKNESSES AND OPPORTUNITIES****STRENGTHS:**

- Provides fastest service between Madison and Nashville

**WEAKNESSES:**

- Low ridership and productivity
- Extremely low midday ridership
- Service too infrequent to be useful or attractive to most potential riders

**SERVICE IMPROVEMENT OPPORTUNITIES:**

- Provide more consistent and frequent peak period service
- Discontinue very poorly utilized midday service.



**SERVICE TYPE:** Limited

**SERVICE PATTERNS:** Although the route map for Route 37X implies that it operates as a long loop, the service that is used by nearly all passengers begins inbound at the Four Points by Sheraton near the intersection of I-65 and Old Hickory Boulevard, operates circuitously through areas of Brentwood to I-24 and then via I-24 to downtown Nashville, and with outbound service operating in the reverse. The service shown on the route map along I-65 is largely deadhead service (two PM peak inbound trips) operated primarily to cycle buses.

**SCHEDULE:** Service operates only on weekdays during peak hours. In the AM, the route provides two inbound trips via I-24 and in the PM it provides two outbound trips via I-24 and two inbound trips along I-65.

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	6:17 AM – 6:07 PM		6
Early AM	before 6:15 AM	-	-
AM Peak	6:15 AM-8:15 AM	21	2
Midday	8:15 AM – 3:15 PM	-	1
PM Peak	3:15 PM – 6:15 PM	NA	3
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 37X carries 88 passengers per weekday. Most ridership appears to be to and from the Dollar General Park and Ride on Nolensville Pike.

Weekday Passengers Per Hour



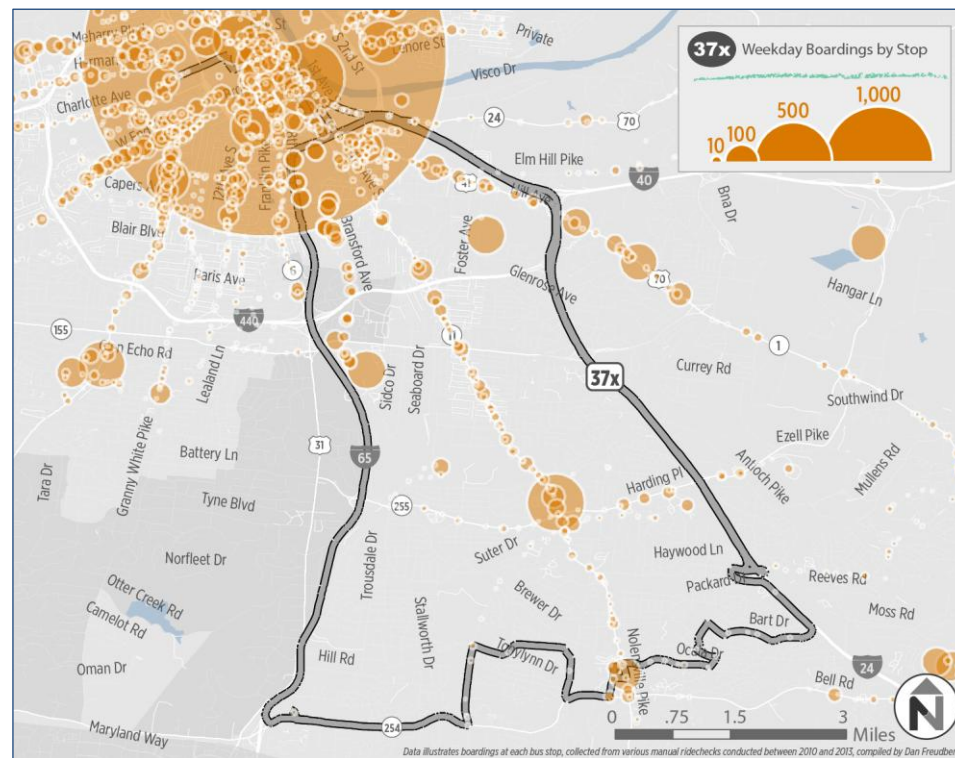
**PERFORMANCE:** Route 37X ranks 43<sup>rd</sup> in terms of total ridership, 33<sup>rd</sup> in terms of weekday riders per revenue vehicle hour and 23<sup>th</sup> for riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	88	43	-	-	-	-
<b>Riders per Revenue Vehicle Hour</b>	17.2	33	-	-	-	-
<b>Riders/Trip</b>	22.0	23	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.9	Poor	Outer end very circuitous
<b>Average Speed (mph)</b>	18.3	Good	Due to service on I-25
<b>Stop Spacing (stops per mile)</b>	3.6	Average	Stops fairly close on outer end
<b>Typical Peak Headway (mins)</b>	23-58	NA	Very limited service
<b>Schedule Regularity</b>	Very Irregular	Poor	Trip times may not match work times

**STRENGTHS AND WEAKNESSES AND OPPORTUNITIES****STRENGTHS:**

- Provides unique service
- Good ridership per trip, especially considering minimal ridership on deadhead trips

**WEAKNESSES:**

- Very circuitous outer end with low ridership except at the Dollar General Park and Ride.
- Schedule may not match work schedules as well as it could
- Only two AM inbound and two PM outbound trips limits rider flexibility

**SERVICE IMPROVEMENT OPPORTUNITIES:**

- Convert to express route operating more directly between Dollar General Park and Ride and downtown Nashville (for example, via Nolensville Pike, Harding Place, and I-65)
- Revise schedules to better match work start and end times
- Increase service to three AM inbound and three PM outbound trips

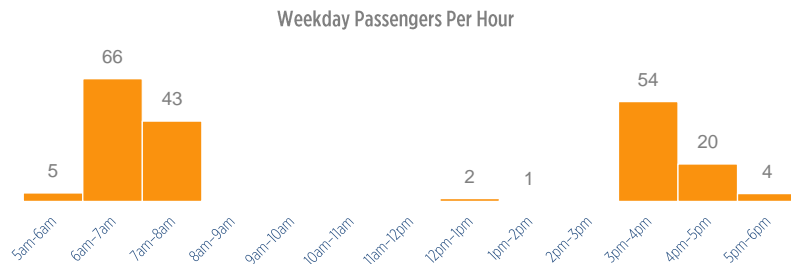
### SERVICE TYPE: Limited

**SERVICE PATTERNS:** Route 38X operates along the alignment shown to the right, clockwise in the AM and counterclockwise in the PM, except that service along the outer loops east of Bell Road always run clockwise.

**SCHEDULE:** Service operates only on weekdays; primarily during peak periods but with one midday round trip:

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:37 AM – 6:40 PM		8
Early AM	before 6:15 AM	22	3
AM Peak	6:15 AM–8:15AM	-	-
Midday	8:15 AM – 3:15 PM	NA	2
PM Peak	3:15 PM – 6:15 PM	25-65	3
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 38X carries 201 passengers per weekday, nearly all on the peak period trips. Ridership is highest from 6 am to 8 am and from 3 pm to 4 pm.



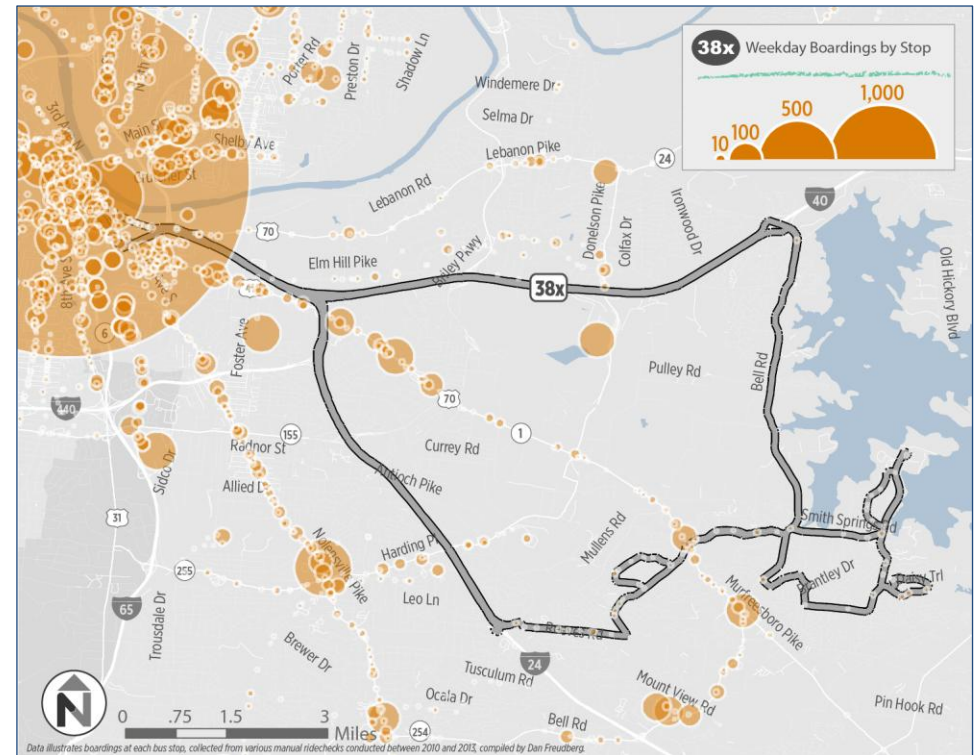
**PERFORMANCE:** Route 38X ranks 33<sup>rd</sup> in terms of ridership, 34<sup>th</sup> in terms of weekday riders per revenue vehicle hour but 8<sup>th</sup> for riders per trip. High ridership per trip is a function of the route's long length.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	201	33	-	-	-	-
Riders per Revenue Vehicle Hour	16.5	34	-	-	-	-
Riders/Trip	25.1	8	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	2.3	Poor	Extremely circuitous
Average Speed (mph)	18.0	Good	
Stop Spacing (stops per mile)	4.2	Good	But partially due to express legs
Typical Peak Headway (mins)	22-25	NA	Only two peaks in AM and PM
Schedule Regularity	Very Irregular	Poor	Trip times may not match work times



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- High ridership per trip (although in part due to long length of route)

#### WEAKNESSES:

- Very circuitous and complicated
- Long travel times
- Very low midday ridership

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Simplify route; make more direct
- Revise schedules to better match work start and end times
- Increase peak service to three AM inbound and three PM outbound trips
- Discontinue barely utilized midday service (and most of area would still be served by Bus Link)

# 39X

## Cane Ridge Express

Route 39X is an express route that operates between the Cane Ridge High School Park and Ride and downtown primarily via I-24 and Old Hickory Blvd. The route serves both commuter and high school students.



**SERVICE TYPE:** Limited

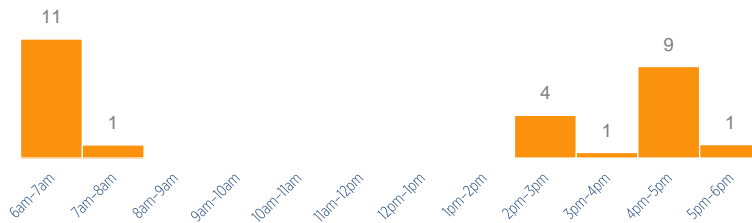
**SERVICE PATTERNS:** All service operates between Cane Ridge High School and downtown

**SCHEDULE:** Service operates on weekdays during peak hours and school dismissal times:

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	6:20 AM – 5:55 PM		5
Early AM	before 6:15 AM	-	-
AM Peak	6:15 AM-8:15AM	NA	2
Midday	8:15 AM – 3:15 PM	165	1
PM Peak	3:15 PM – 6:15 PM	NA	2
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 39X carries only 24 passengers per weekday, all of whom travel between Cane Ridge High School and downtown Nashville.

Weekday Passengers Per Hour



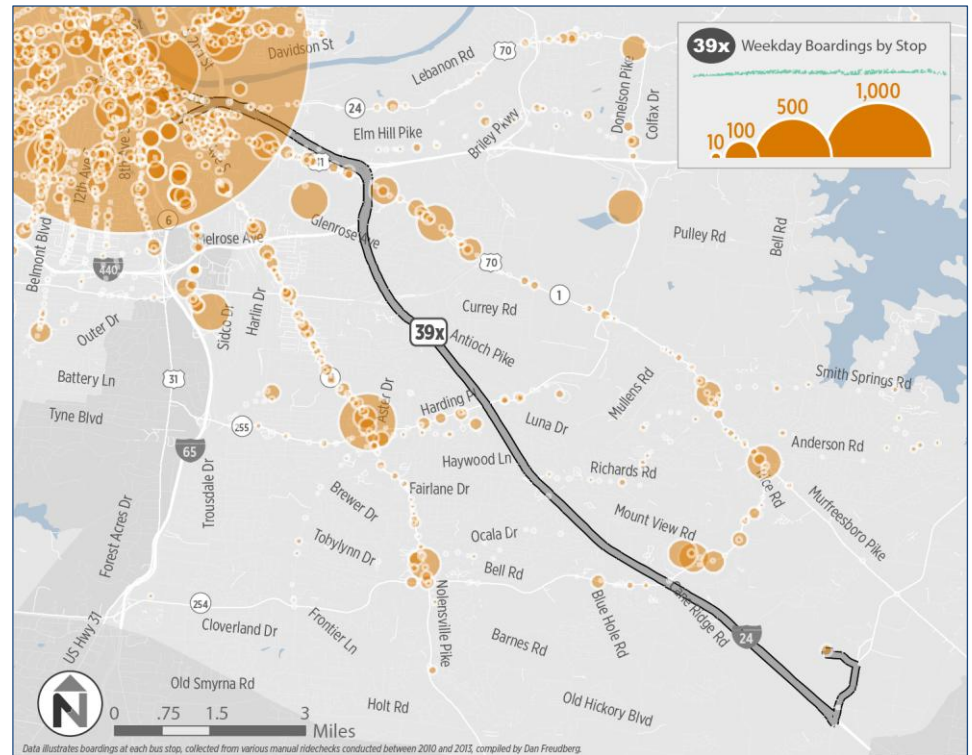
**PERFORMANCE:** Route 39X is MTA's lowest ridership routes, and ranks 43<sup>rd</sup> in terms of weekday riders per revenue vehicle hour and lowest in terms of riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	24	45	-	-	-	-
Riders per Revenue Vehicle Hour	7.5	43	-	-	-	-
Riders/Trip	4.8	45	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.1	Excellent	
Average Speed (mph)	25.8	Excellent	
Stop Spacing (stops per mile)	1.0	Far	Maybe too few stops on outer end
Typical Peak Headway (mins)	NA	Poor	Very limited service
Schedule Regularity	NA	Poor	Very limited service



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Provides only service to Cane Ridge High School

#### WEAKNESSES:

- Extremely low ridership and productivity
- Very limited service – too little to provide riders with any flexibility

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Consolidate with other I-24 express routes
- Add additional outer end stops and increase service to provide riders with more flexibility



Route 41 is a commuter route that operates between Ewing Drive and Gwynnwood Drive near the intersection of Briley Parkway and I-24 and downtown Nashville primarily through residential areas between Whites Creek Pike/Baptist World Center Drive and I-24.

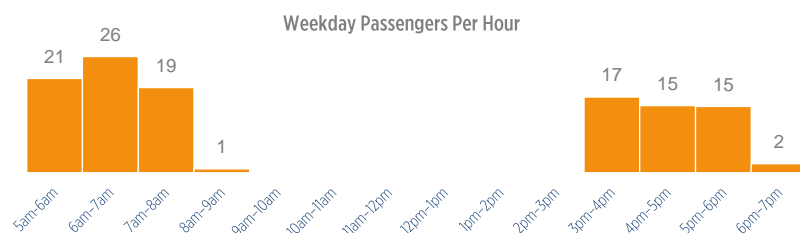
#### SERVICE TYPE: Limited

**SERVICE PATTERNS:** As presented to the public, Route 41 operates as a large loop. However, the route's major role is to provide service between the Ewing Drive and downtown via the left side of the loop (AM inbound and PM outbound), with service on the right side of the loop via Ellington Parkway and Briley Parkway to cycle buses for peak direction trips.

**SCHEDULE:** Service operates only on weekdays during peak periods, in the AM with three inbound trips and two outbound trips, and in the PM with three outbound trips and two inbound trips.

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:41 AM – 5:47 PM		10
Early AM	before 6:15 AM	57	1
AM Peak	6:15 AM–8:15 AM	60	4
Midday	8:15 AM – 3:15 PM	-	-
PM Peak	3:15 PM – 6:15 PM	63	5
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 41 carries 120 passengers per weekday. Ridership is low at nearly all stops.



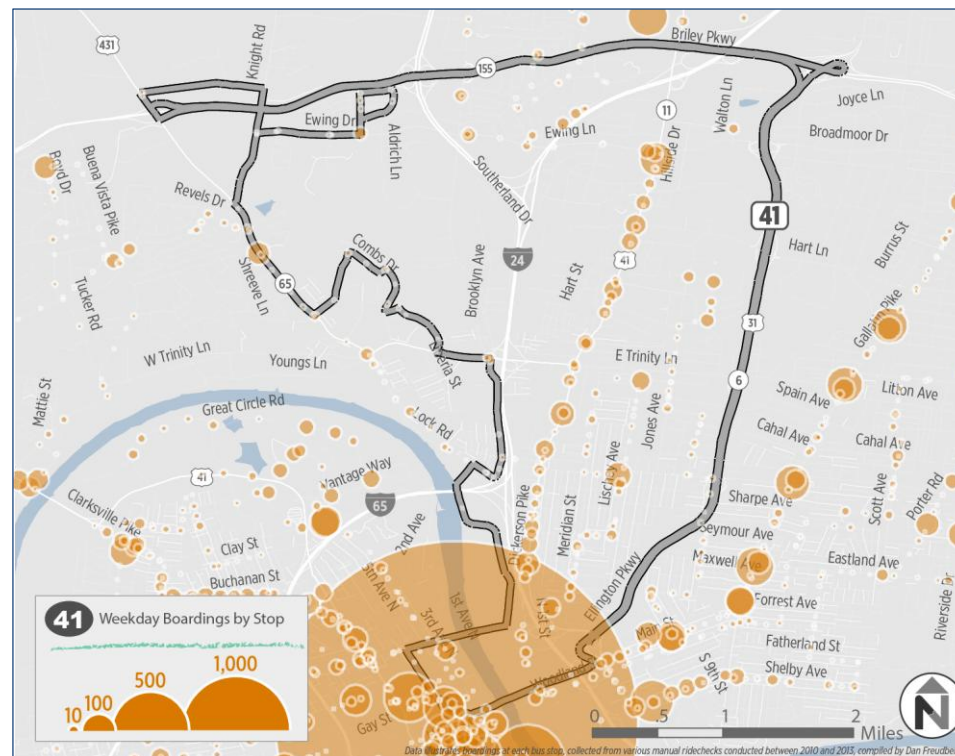
**PERFORMANCE:** Route 41 ranks 39<sup>th</sup> in terms of weekday ridership, 18<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 30<sup>th</sup> for riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	120	39	-	-	-	-
Riders per Revenue Vehicle Hour	23.9	18	-	-	-	-
Riders/Trip	12.0	30	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

#### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.7	Fair	Peak direction service indirect
Average Speed (mph)	21.2	Good	Peak direction service much slower
Stop Spacing (stops per mile)	2.0	Good	More on peak direction trips
Schedule Convenience (best headway)	60	Poor	Peak service only
Schedule Regularity	Fairly Regular	Good	



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- Fair AM and AM peak ridership
- Good ridership near Brick Church Business Park

##### WEAKNESSES:

- Presentation of route as loop is very confusing
- Peak direction service is fairly indirect and slow
- Service is infrequent (approximately every 60 minutes)

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Present primary function of route (service along left side of loop) more clearly

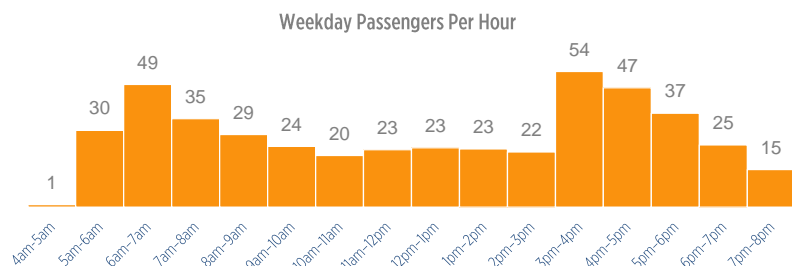
**SERVICE TYPE:** Frequent

**SERVICE PATTERNS:** Route 42 operates clockwise around the loop shown in the map to the right, with service primarily via Rosa Parks Boulevard, Arthur Avenue, Cockrill Street, 26<sup>th</sup> Ave North, Dowlan Street, Clay Street, and 5<sup>th</sup> Avenue North. Service operates along the same route for all trips.

**SCHEDULE:** Service operates seven days a week, every 30 to 60 minutes on weekdays, and every 60 minutes on weekends:

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:54 AM – 8:00 PM		44
Early AM	before 6:15 AM	36-41	5
AM Peak	6:15 AM-8:15 AM	30	7
Midday	8:15 AM – 3:15 PM	45-55	17
PM Peak	3:15 PM – 6:15 PM	28	11
Evening/Night	6:15 PM and later	60	4
<b>Saturdays</b>	6:28 AM – 7:53 PM	60	28
<b>Sundays</b>	6:28 AM – 7:05 PM	60	26

**RIDERSHIP:** Route 42 carries 456 passengers per weekday. Ridership is highest during PM peak hours from 3 PM to 5 PM with a somewhat smaller peak in the AM.



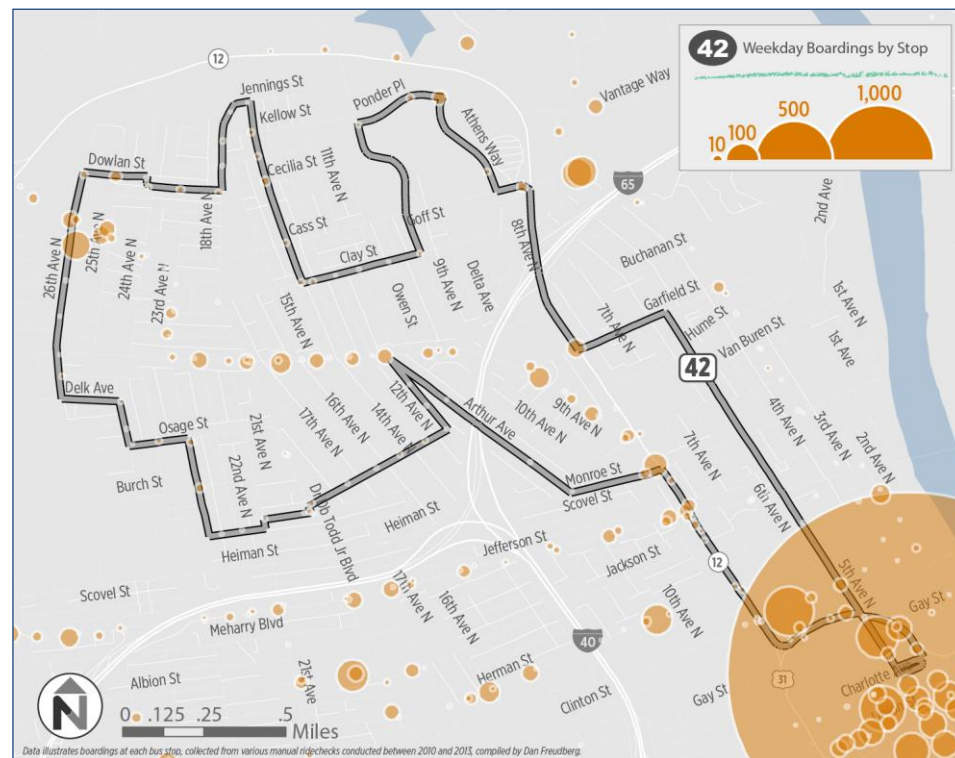
**PERFORMANCE:** Route 42 ranks 21<sup>st</sup> in terms of weekday ridership, 20<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 32<sup>nd</sup> in terms of riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	456	21	293	18	218	15
Riders per Revenue Vehicle Hour	23.5	20	22.1	13	17.5	10
Riders/Trip	10.4	32	10.5	18	8.4	13

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

#### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.6	Poor	Loop service
Average Speed (mph)	10.3	Below Average	
Stop Spacing (stops per mile)	6.1	Average	
Typical Peak Headway (mins)	25	Fairly Good	
Schedule Regularity	Fairly Irregular	Poor	Some regularity during peak hours



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- Extensive service coverage
- Fairly good ridership

##### WEAKNESSES:

- Loop service is inconvenient and results in long travel times
- Irregular schedule

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Reconfigure area service to serve area with radial routes rather than a large loop.
- Operate service with clockface headways

## Hickory Hills

Route 43 operates between Whites Creek White Creek High School and downtown Nashville largely along Old Hickory Boulevard and Dickerson Rd, with deviations to Hunters Lane High School, Skyline Medical Center, Walmart, and Maplewood High School. Route 43's service is closely tied with that of Route 23 Dickerson Road, which operates along Dickerson Road south of Broadmoor Drive and provides much more frequent service.



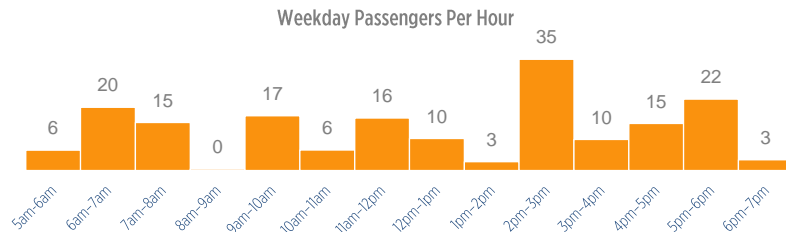
### SERVICE TYPE: Frequent

**SERVICE PATTERNS:** Route 43 operates with a somewhat complicated mix of local and express trips. AM inbound and two PM outbound trips operate express between the White Creek High School Park and Ride and downtown, one AM outbound trip operates express from MCC to Maplewood High School and then to the end of the route, and most trips provide local service to all stops.

**SCHEDULE:** Service operates only on weekdays, with irregular headways and infrequent service:

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:50 AM – 7:00 PM		19
Early AM	before 6:15 AM	NA	1
AM Peak	6:15 AM-8:15AM	70-100	4
Midday	8:15 AM – 3:15 PM	75-145	7
PM Peak	3:15 PM – 6:15 PM	45-60	6
Evening/Night	6:15 PM and later	75	1
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 43 carries 179 passengers per weekday. Ridership is highest during the late Midday hours from 2 PM to 3 PM with somewhat smaller peaks in the AM and PM Peak. The highest riders stop outside of downtown is at Walmart. Other high ridership stops are along Dickerson Road in areas also served by Route 23 Dickerson Road.



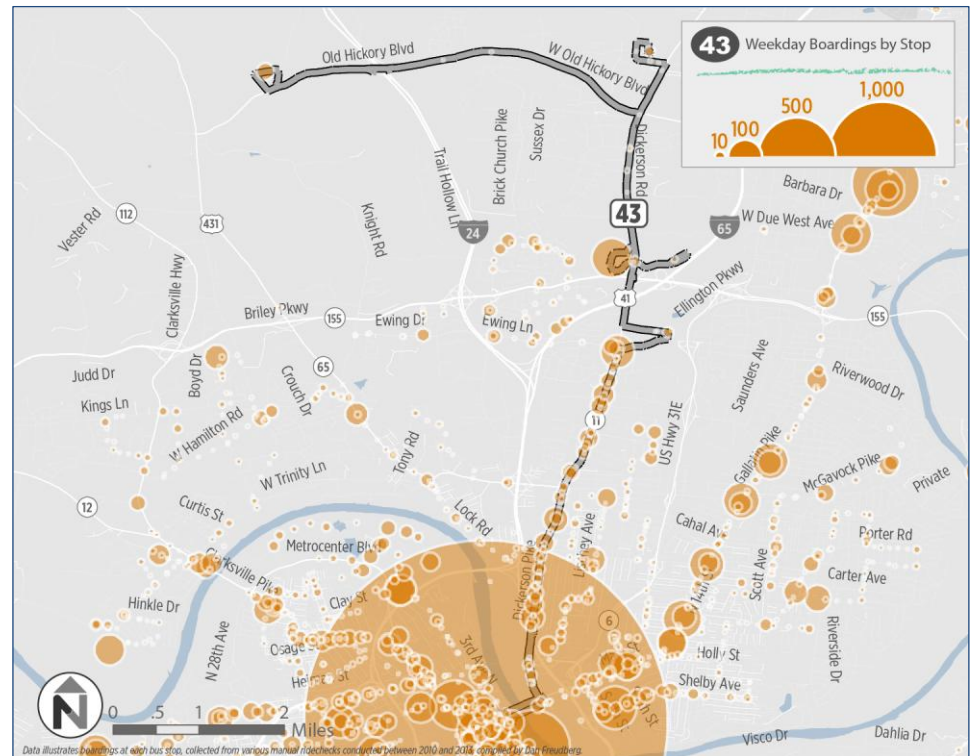
**PERFORMANCE:** Route 43 ranks 37<sup>th</sup> in terms of total ridership, 40<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 36<sup>th</sup> for riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	179	37	-	-	-	-
Riders per Revenue Vehicle Hour	9.7	40	-	-	-	-
Riders/Trip	9.4	36	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.4	Average	Express trips are direct
Average Speed (mph)	16.7	Above Average	
Stop Spacing (stops per mile)	3.4	Good	
Typical Peak Headway (mins)	45-6100	Inconvenient	Most are 60+
Schedule Regularity	Mostly Irregular	Poor	



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Strong ridership to/from Walmart
- Good ridership to/from high schools

#### WEAKNESSES:

- Duplication with Route 23 Dickerson Road
- No schedule coordination with Route 23 Dickerson Pike
- Infrequent service
- Irregular headways
- Poor productivity

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Develop transit center at or near Walmart
- Reconfigure area service around transit center
- Consolidate with Route 23 Dickerson Road, or coordinate schedules
- Provide more frequent and regular service



## Murfreesboro Bus Rapid Transit

Route 55 is a BRT Lite route that serves the Murfreesboro Corridor and extends about 10 miles southeast of downtown to Bell Road and then west along Bell Road to Hickory Hollow. This operates in conjunction with Route 15 Murfreesboro Road, which provides local service along the same alignment. Route 55 was the second BRT lite service to be introduced at MTA.

**SERVICE TYPE:** Most Frequent

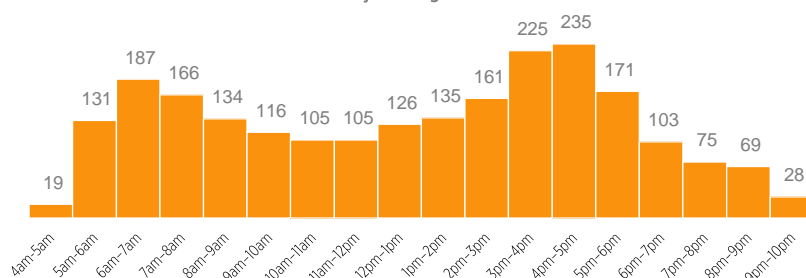
**SERVICE PATTERNS:** All service operates end to end from Hickory Hollow to Music City Central and stops only at BRT stops. The route operates largely via Murfreesboro Pike with no deviations.

**SCHEDULE:** Service operates on weekdays and Saturdays (on Sundays, only Route 15 service is provided.)

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:47 AM - 9:55 PM		86
Early AM	before 6:15 AM	15-20	10
AM Peak	6:15 AM-8:15AM	15	16
Midday	8:15 AM - 3:15 PM	15	26
PM Peak	3:15 PM - 6:15 PM	15	22
Evening/Night	6:15 PM and later	30	12
<b>Saturdays</b>	5:30 AM - 10:55 PM	30	66
<b>Sundays*</b>	NA	NA	NA

**RIDERSHIP:** Route 55 carries 2,291 passengers per weekday and is MTA's 4<sup>th</sup> highest ridership route. As shown below, ridership is highest during the PM peak hour from 4 PM to 6 PM with a somewhat smaller peak in the AM.

Weekday Passengers Per Hour



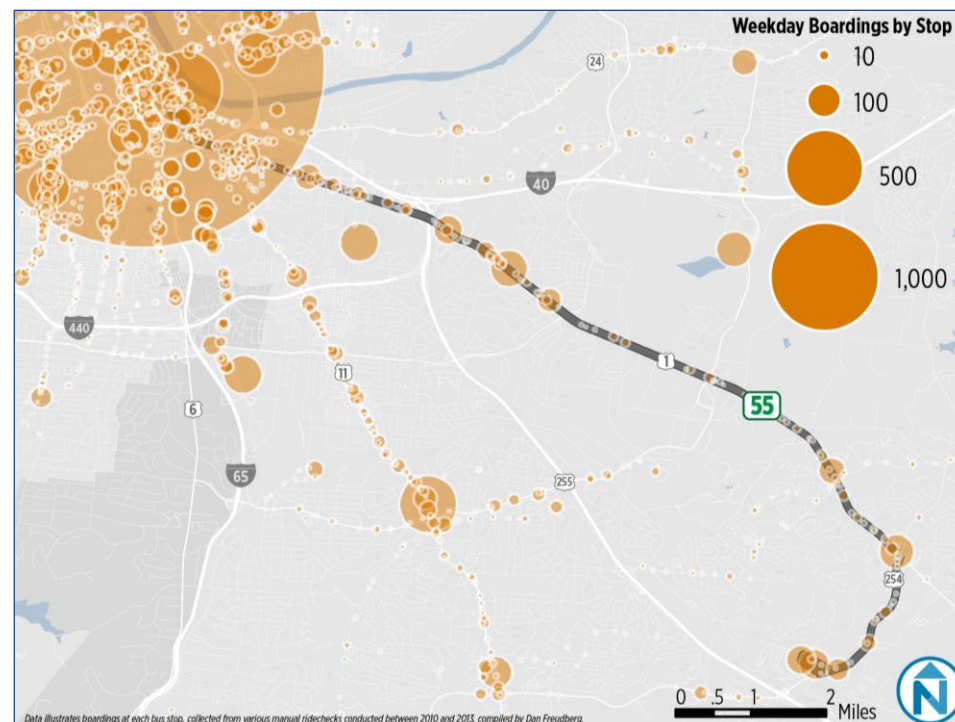
**PERFORMANCE:** Route 55 is MTA's 25<sup>th</sup> best performing route in terms of weekday productivity (riders per revenue vehicle hour):

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank		
<b>Ridership</b>	2,291	4	1,340	4	-	-
<b>Riders per Revenue Vehicle Hour</b>	21.6	26	22.4	13	-	-
<b>Riders/Trip</b>	20.1	14	20.3	6	-	-

*Weekday rank is of 46 routes; Saturday of 26 routes, and Sunday of 23 routes*

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.0	Excellent	
Average Speed (mph)	14.3	Good	
Stop Spacing (stops per mile)	1.3	May be long	
Typical Peak Headway (mins)	15	Good	
Schedule Regularity	Very Regular	Excellent	



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Provides fast and frequent high quality service
- Second highest ridership route in the system.

#### WEAKNESSES:

- Weekday productivity, in terms of passengers per revenue vehicle hour, ranks in the bottom 50%. There are a number of possible reasons for this:
  - Route 55's average stop spacing, at 1.3 miles, may not provide enough access to the route.
  - Route 15, which provides local service, may compete with Route 55 more than it complements it.
  - Based on the current Route 15/55 service design, the total amount of service provided by Routes 15 and 55 is higher than the corridor warrants.
- Highest ridership on Route 15 is after 10 PM, which indicates that Route 55 service ends too early.

#### OPPORTUNITIES:

- Revise BRT Lite/local service strategy to serve corridor exclusively with BRT Lite service to provide more attractive service to most riders and better balance service levels with demand.
- Provide later weekday service.

## Gallatin Pike Bus Rapid Transit

Route 56 is a BRT Lite route that serves the Gallatin Pike which extends about 12 miles northeast of downtown to RiverGate. This operates in conjunction with Route 26 Gallatin Pike, which provides local service along the same alignment. Route 56 was the first BRT Lite service to be introduced at MTA.

**SERVICE TYPE:** Most Frequent

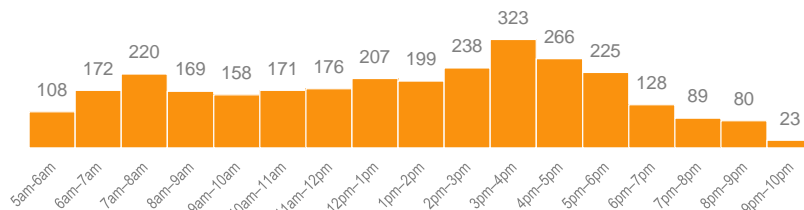
**SERVICE PATTERNS:** All service operates end to end from RiverGate to Music City Central making only limited BRT stops. The route alignment follows Gallatin Pike into Downtown Nashville with no deviations.

**SCHEDULE:** Service operates on weekdays and Saturdays (on Sundays, only Route 26 service is provided.)

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:02 AM – 9:50 PM		114
Early AM	before 6:15 AM	15-20	8
AM Peak	6:15 AM – 8:15 AM	15	16
Midday	8:15 AM – 3:15 PM	15	55
PM Peak	3:15 PM – 6:15 PM	15	24
Evening/Night	6:15 PM and later	30	11
<b>Saturdays</b>	5:43 AM – 10:50 PM	30	66
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 56 is MTA's highest ridership route, with 2,967 passengers per weekday. Ridership is highest during the late midday and PM peak hours from 2 PM to 6 PM with a somewhat smaller peak in the AM.

Weekday Passengers Per Hour



**PERFORMANCE:** Route 56 ranks 7<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 5<sup>th</sup> for riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
<b>Ridership</b>	2,967	1	1,800	2	-	-
<b>Riders per Revenue Vehicle Hour</b>	32.4	7	37.1	2	-	-
<b>Riders/Trip</b>	26.0	5	27.3	3	-	-

*Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes*

### SERVICE DESIGN:

	Value	Rating	Comment
<b>Directness (end-to-end; vs most direct route)</b>	1.0	Excellent	
<b>Average Speed (mph)</b>	15.0	Excellent	
<b>Stop Spacing (stops per mile)</b>	1.2	May be Long	
<b>Schedule Convenience (best headway)</b>	15	Good	Even more frequent with Rt 26 overlay
<b>Schedule Regularity</b>	Fairly Regular	Good	Irregular for inbound trips



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Provides fast and frequent high quality service
- Highest ridership route in the system.

#### WEAKNESSES:

- No Sunday service, even though it is MTA's highest ridership route
- Stop spacing may be too long, which means that many use Route 26 in spite of its infrequent service

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Provide earlier weekday service
- Provide Sunday service
- Revise BRT Lite/local service strategy to serve corridor exclusively with BRT Lite service to provide more attractive service to most riders and better balance service levels with demand.
  - Increase number of stops
  - Extend late night span of service

## Music City Circuit Blue

Route 60 is a free downtown circulator route that operates between the Riverfront Station and the Bicentennial Mall largely via 4<sup>th</sup> and 5<sup>th</sup> Avenues. Major destinations include Music City Central, Municipal Auditorium, Schermerhorn Symphony Center, and several downtown hotels.

### SERVICE TYPE: Circuit

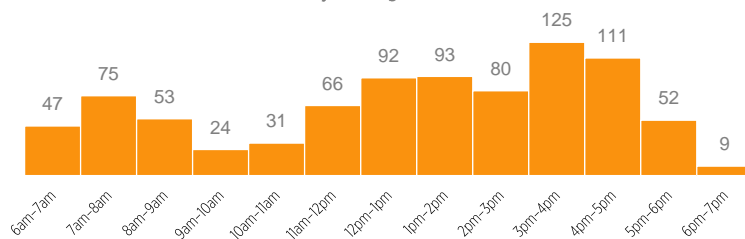
**SERVICE PATTERNS:** All service operates the full length of the route. Northbound service travels from Broadway to 5<sup>th</sup> Ave through downtown, while southbound service travels one block parallel along 4<sup>th</sup> Ave to Demonbreun.

**SCHEDULE:** Service operates on weekdays and Saturdays with fairly regular headways that are mostly 15 minutes during peak periods and 30 to 40 minutes during the morning and evening.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	6:35 AM – 11:00 PM		80
Early AM	before 6:15 AM	-	0
AM Peak	6:15 AM – 8:15 AM	40	4
Midday	8:15 AM – 3:15 PM	15–40	32
PM Peak	3:15 PM – 6:15 PM	15	23
Evening/Night	6:15 PM and later	30	21
<b>Saturdays</b>	10:52 AM – 11:00 PM	15–30	60
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 60 carries 858 passengers per weekday, which makes it MTA's highest ridership Circuit route. Ridership is highest during PM peak hours from 3 PM to 5 PM with a smaller peak in the AM. Ridership by stop is highest at the Music City Central Transit Center, with moderate ridership along 4<sup>th</sup> Ave and 5<sup>th</sup> Ave between each terminus.

Weekday Passengers Per Hour

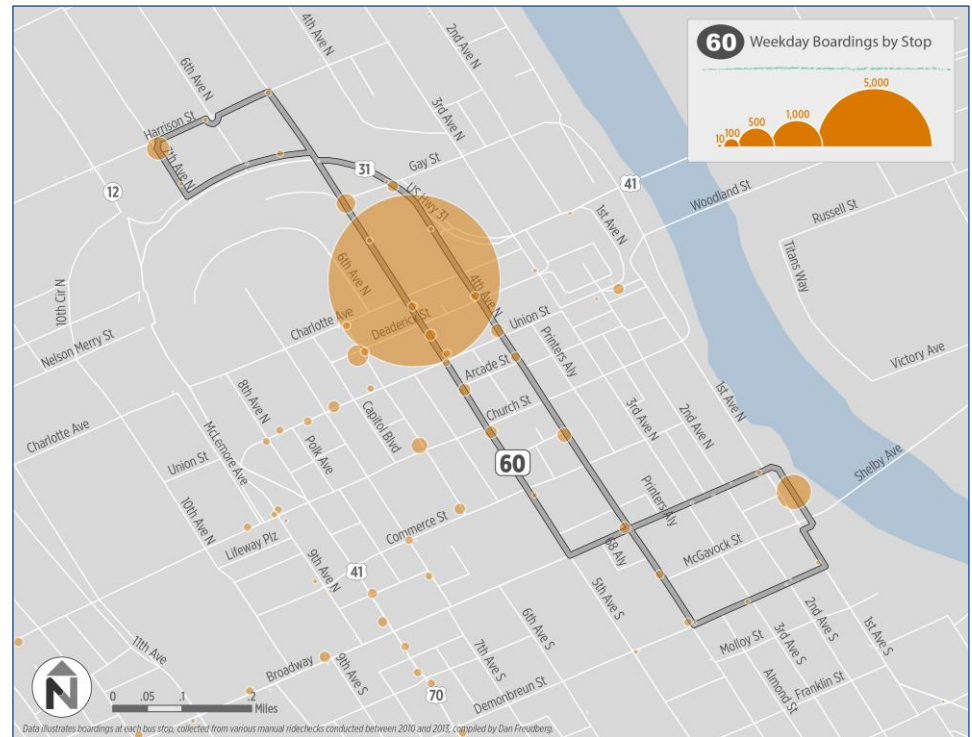


**PERFORMANCE:** Route 60 has the highest weekday ridership among Circuit routes, as well ranking near the top in ridership per vehicle service hour across all routes in the system, indicating demand for more frequent service.

	Weekday	Saturday	Sunday
	Value	Value	Value
Ridership	858	347	-
Riders per Revenue Vehicle Hour	44.6	23.7	-
Riders/Trip	10.7	5.8	-

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.3	Average	Parallel directional service
Average Speed (mph)	6.2	Poor	Frequent stops slow service down
Stop Spacing (stops per mile)	10.1	Very Close	
Typical Peak Headway (mins)	15	Very Good	30–40 in morning and evening
Schedule Regularity	Fairly Regular	Good	



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- For much of the day, provides frequent service to the major north-south axis of downtown Nashville and Riverfront Station
- Very strong ridership relative to service levels; high productivity
- Frequent service in the midday and PM peak

#### WEAKNESSES:

- Much less service in AM peak than during midday and PM peak
- Service is somewhat circuitous
- No Sunday service

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Operate bi-directionally along 4<sup>th</sup> Ave from Demonbreun St and the Bicentennial Mall
- Provide AM peak service every 15 minutes.
- Provide Sunday service



## Music City Green Circuit

Route 61 is a free downtown circulator route that operates between the Gulch southwest of downtown and the Bicentennial Mall. Major destinations include Music City Center, Bridgestone Arena, the Country Music Hall of Fame, Music City Central, and several downtown hotels.

### SERVICE TYPE: Circuit

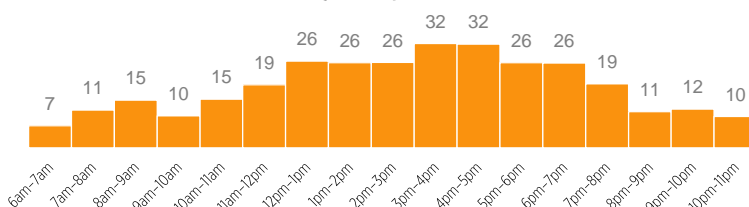
**SERVICE PATTERNS:** All service operates the full length of the route. Northbound service travels along 5<sup>th</sup> Avenue through downtown, while southbound service travels one block parallel along 4<sup>th</sup> Avenue.

**SCHEDULE:** Service operates on weekdays and Saturday with fairly regular headways that are mostly 40 minutes in the AM peak, 15 minutes during the midday and PM peak, and 30 minutes in the evening.

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	6:35 AM – 11:00 PM		80
Early AM	before 6:15 AM	-	0
AM Peak	6:15 AM–8:15 AM	40	4
Midday	8:15 AM – 3:15 PM	15–40	32
PM Peak	3:15 PM – 6:15 PM	15	23
Evening/Night	6:15 PM and later	30	21
<b>Saturdays</b>	11:00 AM – 11:09 PM	15–30	60
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 61 carries 322 passengers per weekday, or less than half of the number of riders on the Blue Circuit, which shares the same trunk along 4<sup>th</sup> and 5<sup>th</sup> Avenues but operates to Riverfront Station rather than the Gulch. Ridership is highest during PM peak hours from 3 PM to 5 PM. By stop, ridership is highest along 4<sup>th</sup> Ave and 5<sup>th</sup> Ave near the Music City Central Transit Station, and to a lesser degree at the Bicentennial Mall and Gulch neighborhood on Pine St.

Weekday Passengers Per Hour

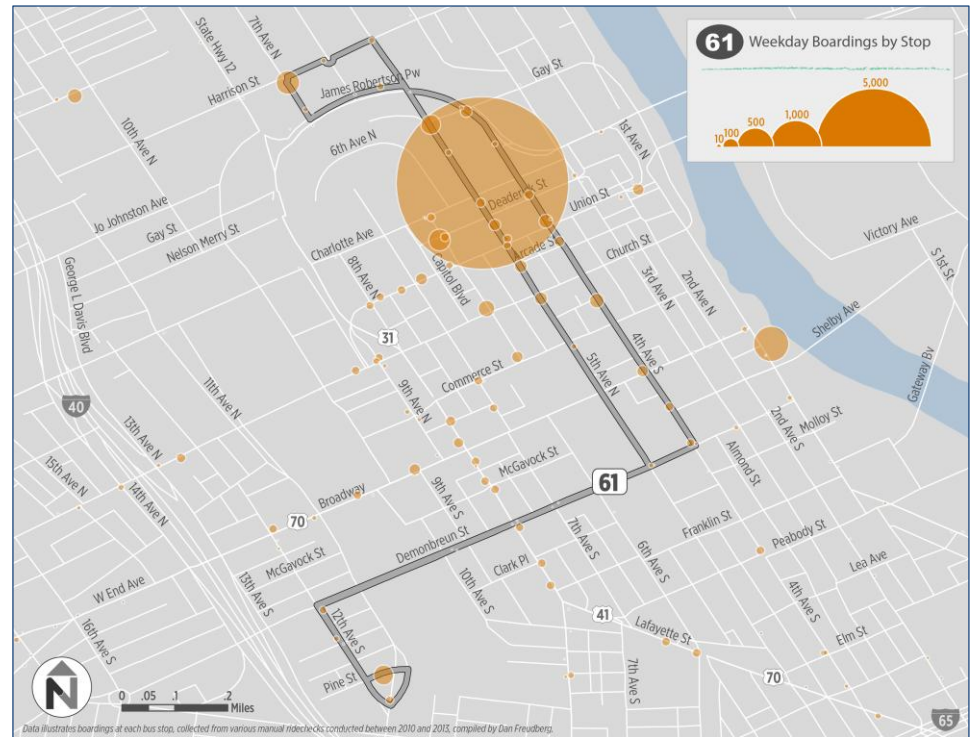


**PERFORMANCE:** Route 61 ranks 2<sup>nd</sup> in terms of weekday ridership among Circuit routes, but last in terms of weekday ridership per vehicle service hour, indicating there may be more service than is needed. Saturday ridership, at 398, is higher than Route 60, but lower in ridership per vehicle service hour at 16.4.

	Weekday	Saturday	Sunday
	Value	Value	Value
Ridership	322	398	-
Riders per Revenue Vehicle Hour	11.2	16.4	-
Riders/Trip	2.8	4.1	-

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.0	Excellent	Consistent bi-directional pattern
Average Speed (mph)	5.1	Poor	Frequent stops slow service down
Stop Spacing (stops per mile)	14.3	Very Close	
Typical Peak Headway (mins)	40 AM/15 PM	Mixed	
Schedule Regularity	Fairly Regular	Good	



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- For much of the day, provides frequent service to the major north-south axis of downtown Nashville and the Gulch
- Good Saturday ridership (higher than weekdays)

#### WEAKNESSES:

- Low ridership per trip and low weekday productivity
- No Sunday service

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Operate bi-directionally along 4<sup>th</sup> Ave from Demonbreun St and the Bicentennial Mall
- Extend service further west through the Gulch via Demonbreun Street
- Provide AM peak service every 15 minutes.
- Provide Sunday service

## Music City Purple Circuit

Route 62 is a free downtown circulator route that operates between City Hall & Metro Courts and the Richard H. Fulton Complex to the southeast. Major destinations include the Nashville Children's Theatre, Pinnacle, and Riverfront Park.

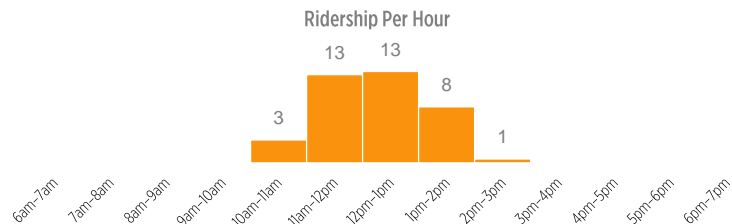
### SERVICE TYPE: Circuit

**SERVICE PATTERNS:** All service operates the full length of the route. Southbound service travels along 1<sup>st</sup> Ave to Hermitage Ave and Lindsley Ave, while northbound service travels one block parallel along 2<sup>nd</sup> Ave to Union Street. It largely functions as a lunch time shuttle.

**SCHEDULE:** Service operates only weekdays from 11:00 AM to 2:00 PM with service every 15 minutes:

	Span of Service	Headway (mins)	One-Way Trips
<b>Weekdays</b>	11:00 AM – 2:00 PM		13
Early AM	before 6:15 AM	-	0
AM Peak	6:15 AM–8:15 AM	-	0
Midday	8:15 AM – 3:15 PM	15	13
PM Peak	3:15 PM – 6:15 PM	-	0
Evening/Night	6:15 PM and later	-	0
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 62 carries only 38 passengers per weekday, which makes it MTA's lowest ridership Circuit route and second lowest ridership route overall. By stop, ridership is highest at the Riverfront Station, with very little activity along the southern half of the route and along 2<sup>nd</sup> Ave.

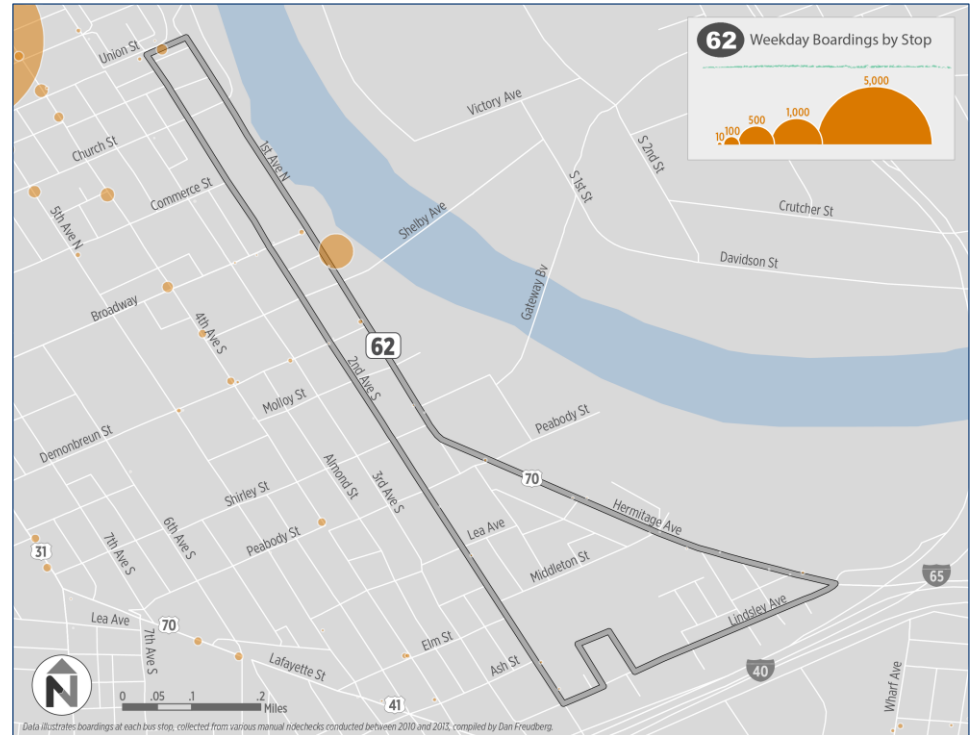


**PERFORMANCE:** Route 62's ridership and productivity are very low:

	Weekday Value	Saturday Value	Sunday Value
Ridership	38	-	-
Riders per Revenue Vehicle Hour	11.8	-	-
Riders/Trip	2.9	-	-

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.7	NA	Loop route
Average Speed (mph)	11.2	Below Average	Due to slow speeds downtown
Stop Spacing (stops per mile)	4.9	Good	
Typical Peak Headway (mins)	15	Very Good	
Schedule Regularity	Very Regular	Very Good	No weekend service



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Free lunchtime service that connects the Richard H. Fulton Complex with downtown Nashville
- Service is frequent and consistent during the hours that it operates

#### WEAKNESSES:

- Very low ridership and productivity
- Loop operation less convenient than bi-directional service

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Operate bi-directional service along 1<sup>st</sup> Ave, Hermitage Ave, and Lindsley Ave, eliminating service along 2<sup>nd</sup> Ave that currently experiences very low ridership
- Consolidate Route 44 MTA Shuttle with Music City Purple Circuit to provide more compelling service with a single route and with a longer span of service.

## Edmondson Pike Connector

Route 72 is a crosstown route that operates between the Sheriff's Correctional Complex near Ezell Park and the Walmart at the intersection on Edmondson Pike and Old Hickory Boulevard, largely via Harding Place, Jonquil Drive, Paragon Mills Road, Nolensville Pike, and Edmondson Pike.

### SERVICE TYPE: Limited

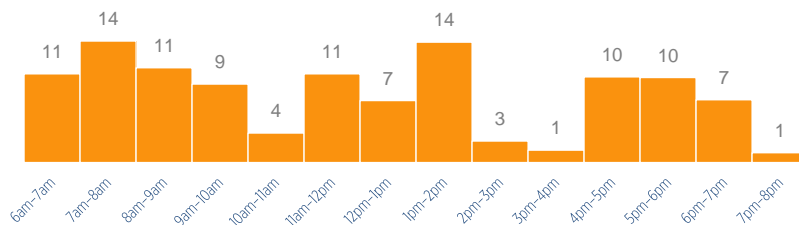
**SERVICE PATTERNS:** Very confusingly, Route 72's schedule presents all trips as starting from the middle of the route and then operating out to one end and back. Most trips do operate from end-to-end, but some trips go out of service at the Walmart in the middle of the route on Nolensville Pike.

**SCHEDULE:** Service operates only on weekdays, every 60 to 70 minutes:

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:55 AM – 7:08 PM		20
Early AM	before 6:15 AM	60	2
AM Peak	6:15 AM–8:15 AM	60	4
Midday	8:15 AM – 3:15 PM	65	8
PM Peak	3:15 PM – 6:15 PM	70	4
Evening/Night	6:15 PM and later	60	2
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 72 carries 115 passengers per weekday. Ridership is highest during the AM Peak from 6 AM to 9 AM with a somewhat smaller peak in the Midday. Ridership is low at all stops.

Weekday Passengers Per Hour



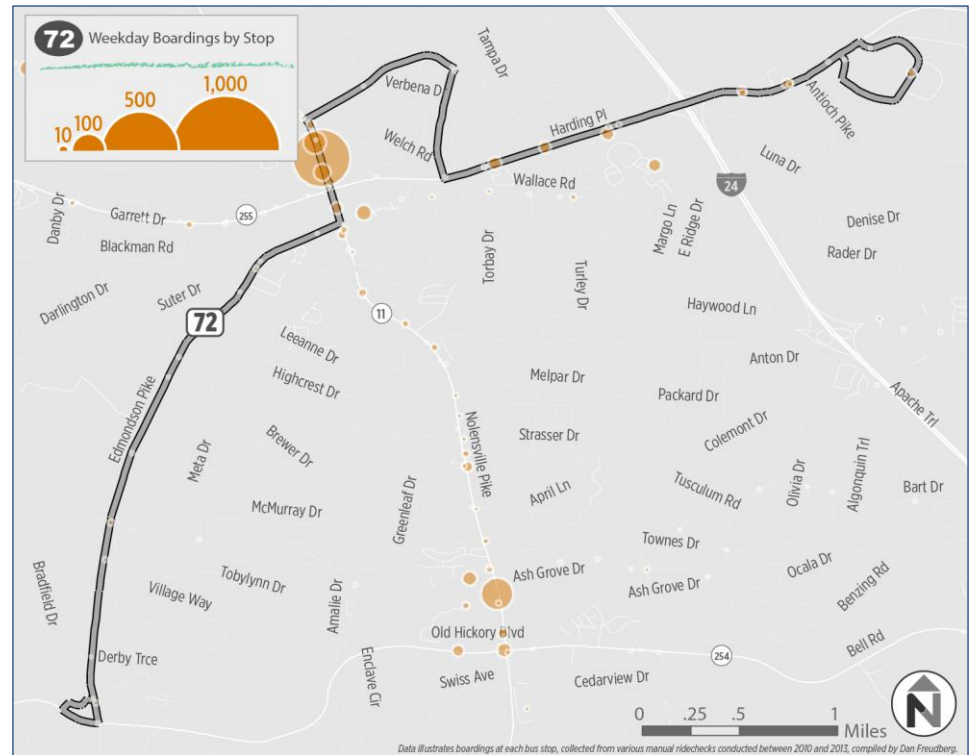
**PERFORMANCE:** Route 72 ranks 40<sup>th</sup> in terms of weekday ridership, 39<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 43<sup>rd</sup> in terms of riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	115	40	-	-	-	-
Riders per Revenue Vehicle Hour	11.7	39	-	-	-	-
Riders/Trip	5.8	43	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.1	Good	Deviates off Harding to Paragon Mills
Average Speed (mph)	14.1	Average	
Stop Spacing (stops per mile)	3.1	Average	
Typical Peak Headway (mins)	60	Poor	
Schedule Regularity	Somewhat	Fair	Many shifts in pattern



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Provides coverage to areas that would otherwise be unserved

#### WEAKNESSES:

- Very confusing schedule presentation
- Low ridership and productivity

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Revise schedule to present as end-to-end service
- Develop transit center at or near intersection of Harding Place and Nolensville Pike, and convert Route 72 and outer branches/loops of Route 12 Nolensville Pike to more compelling connecting local service
- Provide service with clockface headways
- Eliminate deviation to Paragon Mills and continue service along Harding Place to Nolensville Pike



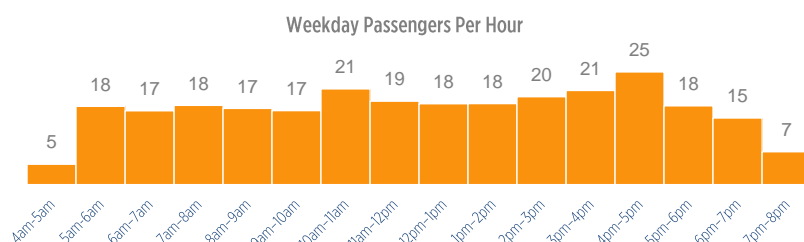
**SERVICE TYPE:** Frequent

**SERVICE PATTERNS:** Route 76 operates two unique counter-clockwise loops through Madison to connect riders to Routes 26/56 Gallatin Pike. The northern loop serves multiple residential towers on Dupont Ave and the Madison Park & Ride, with transfers to Routes 27 and 36x. The southern loop operates primarily along Neely's Bend, Cheyenne Blvd, and Old Hickory, serving several schools and medical facilities. All trips except the last trip on the northern loop operate the full length of the route.

**SCHEDULE:** Service operates on weekdays and Saturday.

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	4:50 AM – 7:44 PM		31
Early AM	before 6:15 AM	60	4
AM Peak	6:15 AM-8:15 AM	60	5
Midday	8:15 AM – 3:15 PM	60	13
PM Peak	3:15 PM – 6:15 PM	60	6
Evening/Night	6:15 PM and later	60	3
<b>Saturdays</b>	9:35 AM – 5:24 PM	60	16
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 76 carries 273 passengers per weekday. Ridership is fairly consistent throughout the day. Most riders travel to and from Gallatin Pike, where connections can be made with Route 56 Gallatin BRT-Lite and Route 26 Gallatin Pike.



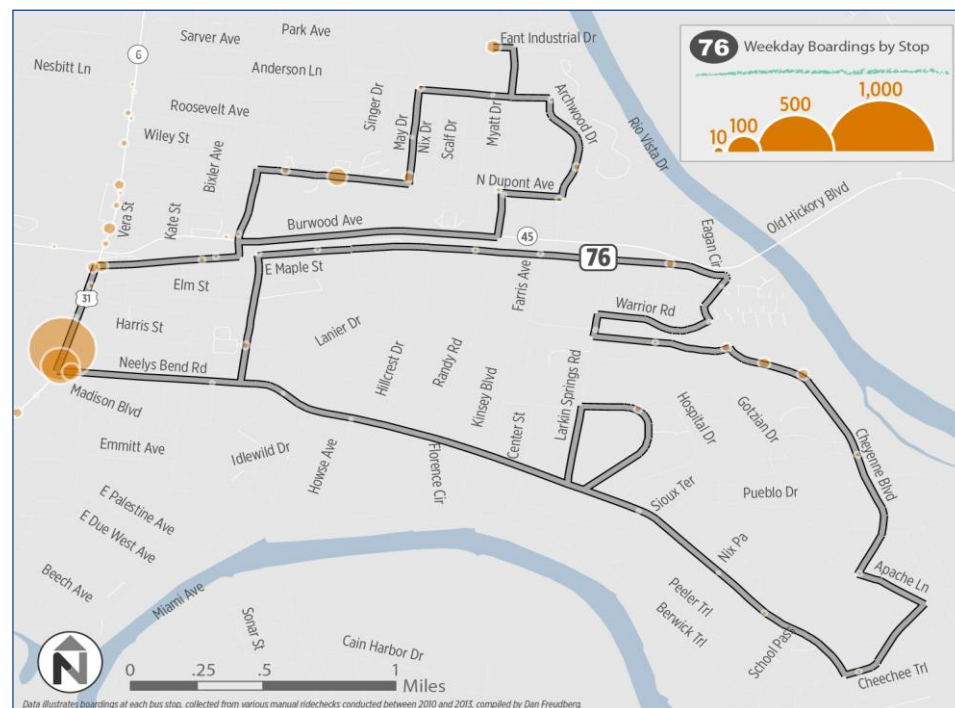
**PERFORMANCE:** Route 76 ranks 29<sup>th</sup> in terms of weekday ridership, 30<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 38<sup>th</sup> in terms of weekday riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	273	29	117	26	-	-
Riders per Revenue Vehicle Hour	18.3	30	15.0	19	-	-
Riders/Trip	8.8	38	7.3	21	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

#### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	2.7	Very Poor	Multiple loops
Average Speed (mph)	14.9	Good	
Stop Spacing (stops per mile)	3.0	Wide	
Typical Peak Headway (mins)	60	Poor	
Schedule Regularity	Very Regular	Excellent	



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- Consistent ridership throughout the day
- Clockface headways

##### WEAKNESSES:

- Very circuitous
- In many respects, two separate loop routes, but presented as one even more complicated route
- Significant portions of the service have very low ridership, particularly along Neely's Bend Road

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Develop transit center near intersection of Gallatin Pike and Neely's Bend Road, and configure Routes 27 Old Hickory, 37X Tusculum/McMurray Express, and Route 76 to provide more direct service and better connections
- Realign Route 76 to be more direct
- Split into two routes to improve legibility

# 84X

## Murfreesboro Express

Route 84X is a long express route that operates between Middle Tennessee State University (MTSU) and downtown Nashville primarily via Murfreesboro Pike and I-24. Route 84X also has a local service counterpart – Route 94X Nashville/Murfreesboro Relax and Ride, which operates locally along Murfreesboro Pike.



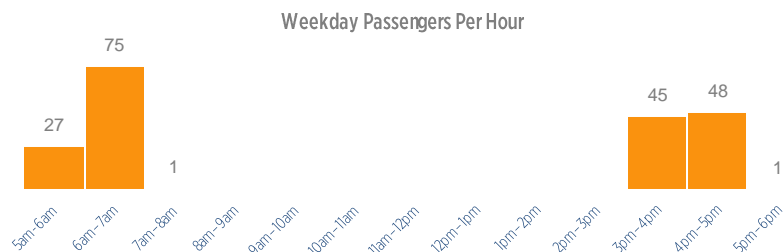
**SERVICE TYPE:** Limited

**SERVICE PATTERNS:** All service operates along the full length of the route as shown on the map to the right

**SCHEDULE:** Service operates only on weekdays during peak periods, with three AM inbound and three PM outbound trips

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:41 AM – 6:05 PM		6
Early AM	before 6:15 AM	14-19	3
AM Peak	6:15 AM-8:15AM	-	-
Midday	8:15 AM – 3:15 PM	-	-
PM Peak	3:15 PM – 6:15 PM	26-34	3
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 84X carries 199 passengers per weekday. Most riders travel between either MTSU or the North Boulevard Church of Christ Park & Ride and downtown Nashville.



**PERFORMANCE:** Route 84x ranks 34<sup>th</sup> in terms of total weekday ridership, 19<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 2<sup>nd</sup> in terms of riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	199	34	-	-	-	-
Riders per Revenue Vehicle Hour	23.6	19	-	-	-	-
Riders/Trip	332	2	-	-	-	-

Weekday rank is of 45 routes; Saturday of 26 routes; and Sunday of 23 routes

**SERVICE DESIGN:**

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.2	Good	Indirect tail serves strong market
Average Speed (mph)	28.8	Excellent	Large portion of trip along I-24
Stop Spacing (stops per mile)	0.7	Fair	
Typical Peak Headway	14-34	Good	
Schedule Regularity	Fairly Irregular	Poor	Peak commute direction only



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Very high ridership per trip

#### WEAKNESSES:

- Irregular headways that may not be optimally matched with work schedules

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Examine schedule to determine whether adjustments are warranted

**SERVICE TYPE:** Limited

**SERVICE PATTERNS:** All service operates along the full length of the route as shown on the map to the right.

**SCHEDULE:** Service operates only on weekdays during peak periods.

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:52 AM – 5:47 PM		6
Early AM	before 6:15 AM	28	1
AM Peak	6:15 AM–8:15 AM	6	2
Midday	8:15 AM – 3:15 PM	-	-
PM Peak	3:15 PM – 6:15 PM	25-35	3
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 86x carries 167 passengers per weekday. Most passengers ride between either the Smyrna KMart Park & Ride or the La Vergne Kroger Park & Ride and downtown Nashville.

Weekday Passengers Per Hour



**PERFORMANCE:** Route 86x ranks 38<sup>th</sup> in terms of weekday ridership, but 17<sup>th</sup> in terms of weekday riders per revenue vehicle hour and 4<sup>th</sup> in terms of weekday riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	167	38	-	-	-	-
Riders per Revenue Vehicle Hour	23.9	17	-	-	-	-
Riders/Trip	27.8	4	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

#### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.3	Good	Somewhat indirect but fast along I-24
Average Speed (mph)	21.3	Excellent	
Stop Spacing (stops per mile)	0.9	Fair	But closer on Murfreesboro Pike
Typical Peak Headway (mins)	26-35	Good	Good for express route
Schedule Regularity	Mostly regular	Fair	Close to 30 minutes



#### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

##### STRENGTHS:

- Very high ridership per trip

##### WEAKNESSES:

- Slightly irregular headways

##### SERVICE IMPROVEMENT OPPORTUNITIES:

- Operate on clockface 30 minute headways
- Ridership suggests potential demand for earlier and later service



## Music City Star West End Shuttle

Route 93 is a loop route that provides connections between Music City Star commuter rail service at Riverfront Regional Rail Station in downtown Nashville and the West End. Service is timed for connections with Music City Star service, is free for Music City Star riders, and provides connections to and from the Gulch, Vanderbilt University, Belmont University, and other locations in the West End.

**SERVICE TYPE:** Limited

**SERVICE PATTERNS:** Route 93 operates counterclockwise along the alignment shown in the map to the right.

**SCHEDULE:** Service operates only on weekdays, with three AM trips timed to meet commuter rail arrivals and three PM trips timed to meet commuter rail departures

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	6:37 AM – 5:35 PM		6
Early AM	before 6:15 AM	-	-
AM Peak	6:15 AM–8:15 AM	45–59	2
Midday	8:15 AM – 3:15 PM	NA	2
PM Peak	3:15 PM – 6:15 PM	40–45	2
Evening/Night	6:15 PM and later	-	-
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 93 carries 334 passengers per weekday. Riders travel to most locations along the route, but with the largest numbers to Vanderbilt University and Belmont University.



**PERFORMANCE:** Route 93 ranks 27 in terms of total ridership, but 1<sup>st</sup> in terms of weekday riders per revenue vehicle hour and 1<sup>st</sup> in terms of riders per trip:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	334	27	-	-	-	-
Riders per Revenue Vehicle Hour	58.7	1	-	-	-	-
Riders/Trip	55.7	1	-	-	-	-

*Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes*

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	2.8	Poor	Loop service is indirect
Average Speed (mph)	7.5	Very slow	Due primarily to slow traffic
Stop Spacing (stops per mile)	2.4	Good	
Typical Peak Frequency	NA	Excellent	Timed to rail arrivals and departures
Schedule Regularity	NA	Poor	Timed to rail arrivals and departures



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Excellent connections between commuter rail and West End
- High ridership per trip; excellent productivity

#### WEAKNESSES:

- Loop operation produces long travel times for some riders

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Given very high ridership per trip, split into two routes that could provide more direct service
- Operate PM service clockwise to provide better service to Vanderbilt

## Nashville / Murfreesboro Relax and Ride

Route 96X is long radial route that operates between Middle Tennessee State University (MTSU) and downtown primarily via Murfreesboro Pike. It has an express service counterpart, which is Route 84X Murfreesboro Express, which provides peak period service along I-24.

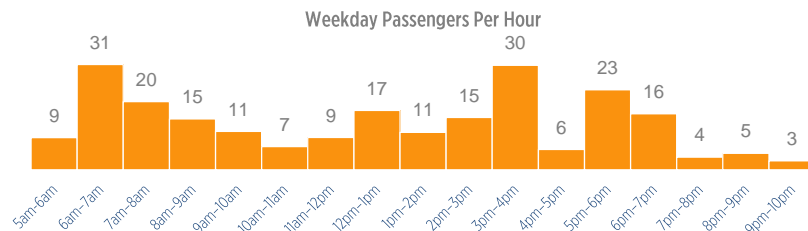
### SERVICE TYPE: Limited

**SERVICE PATTERNS:** Route 96X operates between MTSU and Music City Central, largely along Murfreesboro Pike. All service operates from end to end. Some trips also serve the Edge-O-Lake Park and Ride, and one inbound and one outbound trip serve the Tennessee Rehabilitation Center.

**SCHEDULE:** Service operates throughout the day on weekdays, with headways that range from 60 to 180 minutes:

	Span of Service	Typical Headway (mins)	One-Way Trips
<b>Weekdays</b>	5:23 AM – 10:08 PM		19
Early AM	before 6:15 AM	180	1
AM Peak	6:15 AM–8:15 AM	60	3
Midday	8:15 AM – 3:15 PM	60-90	8
PM Peak	3:15 PM – 6:15 PM	100	4
Evening/Night	6:15 PM and later	100	3
<b>Saturdays</b>	-	-	-
<b>Sundays</b>	-	-	-

**RIDERSHIP:** Route 96x carries 235 passengers per weekday. Ridership is highest during the AM Peak from 6 AM to 8 AM with a somewhat smaller peak in the PM, and lowest during the evening. By stop, ridership is highest at MTSU and the North Boulevard Church of Christ Park & Ride.



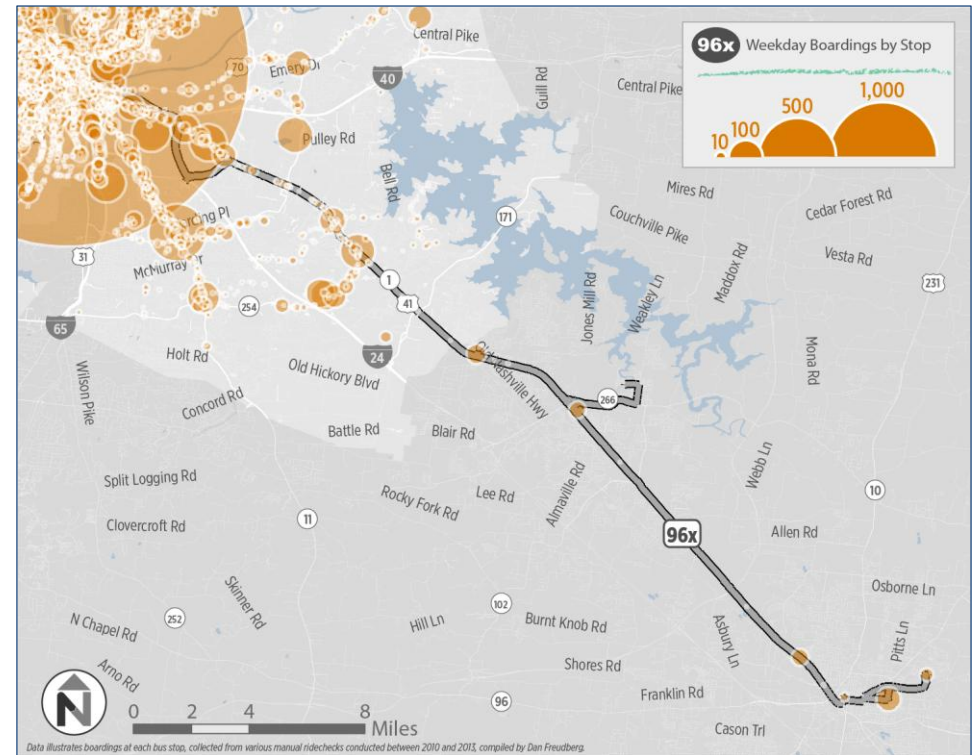
**PERFORMANCE:** Route 96x ranks 32<sup>nd</sup> in terms of riders per trip, 45<sup>th</sup> in terms of weekday riders per revenue vehicle hour, and 29<sup>th</sup> in terms of riders per trip. The very low ranking for riders per vehicle hour is primarily due to the route's long length.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	235	32	-	-	-	-
Riders per Revenue Vehicle Hour	7.2	45	-	-	-	-
Riders/Trip	12.4	29	-	-	-	-

Weekday rank is of 45 routes, Saturday of 26 routes, and Sunday of 23 routes

### SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end; vs most direct route)	1.1	Excellent	Trips w/ no deviations are very direct
Average Speed (mph)	22.3	Excellent	
Stop Spacing (stops per mile)	1.6	Good	
Typical Peak Headway (mins)	60	Poor	
Schedule Regularity	Fairly Irregular	Poor	Somewhat regular during peak



### STRENGTHS AND WEAKNESSES AND OPPORTUNITIES

#### STRENGTHS:

- Provides important regional link
- Fairly high boardings at Middle Tennessee State University and North Boulevard Church of Christ Park & Ride

#### WEAKNESSES:

- Irregular headways
- Very low evening ridership
- Route's long length produces lows productivity in terms of passengers per vehicle hour

#### SERVICE IMPROVEMENT OPPORTUNITIES:

- Operate regularly every 60 minutes
- Coordinate schedules with Route 15 Murfreesboro Pike (alternate trips to provide 30 minute local service), or
- Operate as BRT-Lite north of Bell Road