



motion NASHVILLE MTA/RTA STRATEGIC PLAN



STATE OF THE MTA SYSTEM REPORT

OVERVIEW OF EXISTING SERVICES



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NASHVILLE MTA SERVICES

The Nashville Metropolitan Transit Authority (MTA) provides transit service throughout much of the Nashville metropolitan area. These services consist of fixed-route bus service for the general public and AccessRide paratransit service for those with special needs.

FIXED-ROUTE TRANSIT SERVICE

MTA operates 46 routes that are designed to provide service to the general public. Five different types of bus service are provided (see also Figure 1):

- BRT Lite:** At the top of MTA’s service hierarchy are “BRT Lite” routes that provide premium service. These routes provide fast service and a higher level of amenities than “regular” bus service. They are faster due to the use of transit signal priority that extends the green phase of signals to reduce delays due to red lights and because they serve fewer stops (that are spaced approximately three quarters of a mile apart). The routes also feature 60-foot articulated buses and premium stops with real-time passenger information. They provide service every 15 minutes during the day.

At present, there are three BRT Lite routes:

- Route 50 Charlotte BRT, which operates between the Walmart at River Road and Music City Central largely along Charlotte Pike
- Route 55 Murfreesboro Pike, which operates between the Global Mall at the Crossings and Music City Central largely along Murfreesboro Pike
- Route 56 Gallatin Pike, which operates between the Walmart in Rivergate and Music City Central largely along Gallatin Pike

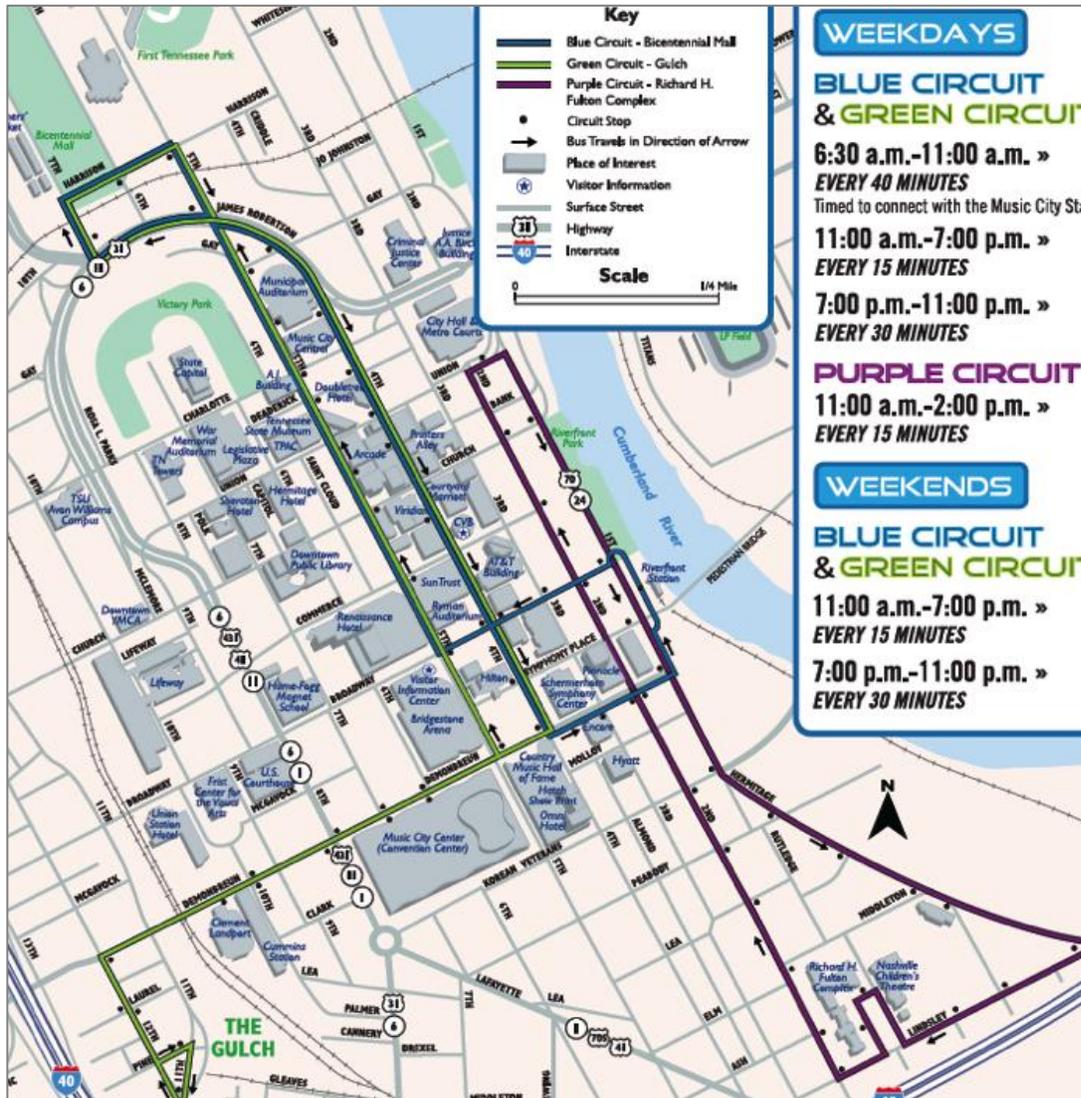
BRT Lite service will soon be implemented in the Nolensville corridor.

- Most Frequent:** MTA’s Most Frequent routes are those with daytime frequencies of 30 minutes or less. These routes serve most of the city’s corridors and denser neighborhoods. Seventeen routes are designated as Most Frequent.
- Frequent:** Routes classified as Frequent have daytime frequencies from 30 to 90 minutes. Many neighborhood routes fall into the Frequent category, while some corridor routes are also classified as Frequent. Fourteen routes are designated as Frequent.
- Limited:** Limited routes provide, as the name implies, limited service. Most of these routes are express routes that only operate on weekdays during peak periods, but some are local routes that only operate for limited hours. In total, there are 22 Limited Routes, 18 of which are express routes. One of the express routes—Route 96X Nashville/Murfreesboro Relax and Ride—is operated by MTA but is marketed as an RTA route.



- **Music City Circuit:** Music City Circuit routes provide free service around downtown Nashville. There are three Music City Circuit routes (see Figure 2).

FIGURE 2 MUSIC CITY CIRCUIT SERVICES



It should be noted that there are inconsistencies between how MTA classifies its services and how the public perceives them. For example, the BRT Lite routes are the highest quality routes that MTA provides, but the “Lite” moniker implies something less. Conversely, “Most Frequent” routes can operate as infrequently as every 30 minutes, and “Frequent” routes can operate as infrequently as every 90 minutes. These are relative classifications that are very different from how passengers typically view frequency.

Fares

MTA’s adult cash fares are \$1.70 for BRT Lite and other local bus services and \$2.25 for express services. Seniors and people with disabilities are eligible for a discounted fare of 85¢ for local bus service, while children between the ages of 5 and 19 are eligible for a discounted fare of \$1.00. MTA also offers all-day passes, 7-day passes, 20-ride local and express passes, and 31-day passes, which vary from \$5.25 to \$84.00. Seniors, people with disabilities, and youth are all eligible for discounted passes.

Service Levels

For service to be attractive to a broad cross-section of an area’s residents and workers, it must be convenient in terms of where it goes, when it operates, how frequently it operates, and how long trips take. The MTA does provide service to most areas where demand is moderate to high, yet there are still many areas that are not served and/or where service is “thin.” However, and probably most important for this project, service is too infrequent on most routes to be convenient for most people. The hours that service operates is also often too limited to be considered convenient.

Service Coverage

With the exception of a few express routes, MTA service is limited to the city limits of Nashville. Service coverage is focused on the more developed areas, which is generally appropriate. However, as described in the market analysis, development has grown outward faster than MTA services have.

The MTA system is also primarily a radial network where nearly all the routes operate to and from Music City Central station in downtown Nashville. As the city has grown and developed outward, a smaller proportion of trips are being made to and from downtown, and more are being made between outer areas. The MTA radial service design means that passengers who are traveling between outer areas must do so through downtown, which is inconvenient. The market analysis also assesses demand for crosstown services, which certainly exists.

Days of Service

MTA operates 46 routes on weekdays, 26 on Saturdays, and 23 on Sundays (see Figure 3). Of the 46 weekday routes, 32 are “full service” routes (including BRT Lite), and 22 are Limited routes. Using the 32 local weekday routes as a primary basis for comparison, the large majority of these routes also operate on Saturdays and Sundays. This indicates that most of the core service structure is available seven days a week.

Service Frequencies

Most riders consider service that operates every 10 minutes or less as very convenient, and service that operates every 15 minutes or less as relatively convenient. Conversely, service that operates every 30 minutes or more becomes too infrequent for most travelers who have other ways to travel, such as driving.

The lack of frequent service is a particular issue for MTA. On weekdays, during peak hours MTA routes offer the following service frequencies (see also Table 1 and Figure 4):

- Only nine routes provide service every 15 minute minutes or less (Routes 3 West End/White Bridge, 6 Lebanon Road, 12 Nolensville Pike, 22 Bordeaux, 50 Charlotte BRT Lite, 55 Murfreesboro BRT Lite, 56 Gallatin Pike BRT Lite, and the Blue and Green Music City Circuit routes)
- 19 provide service every 20 to 40 minutes
- 18 provide even less frequent service (and usually only peak period or limited service)

During the midday:

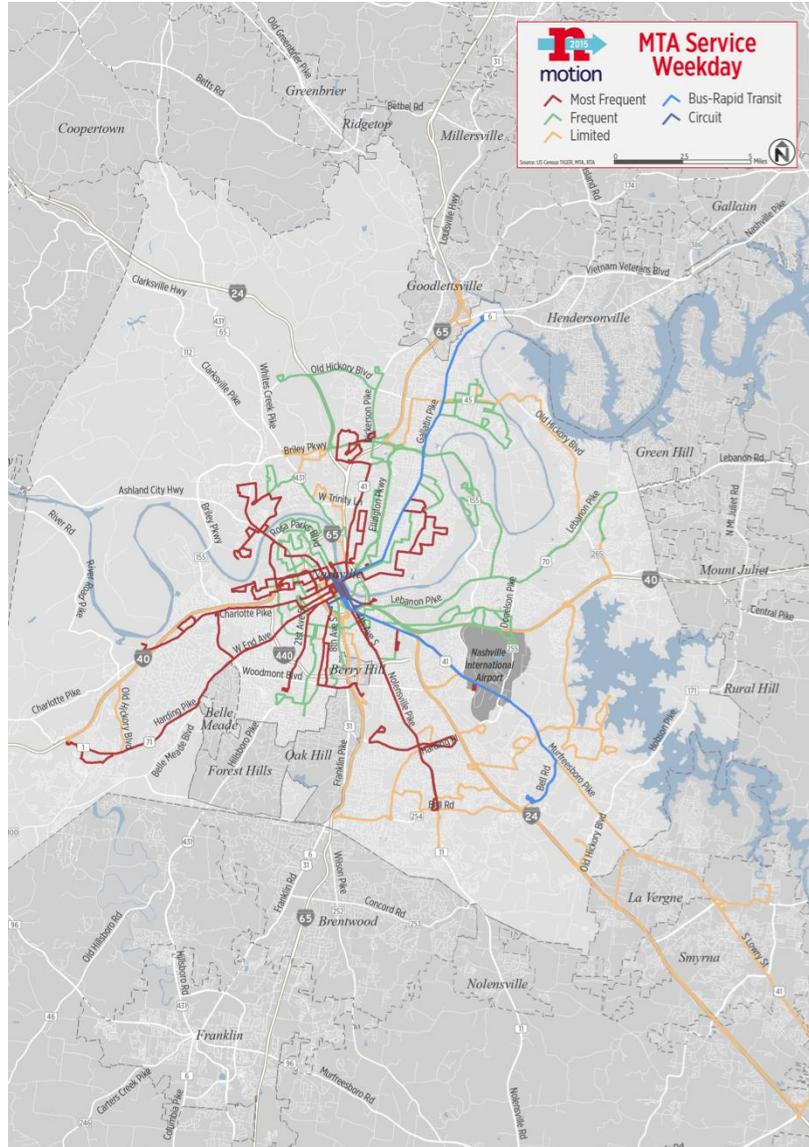
- Only seven routes provide service every 15 minutes or less (Routes 3 West End/White Bridge, 50 Charlotte BRT Lite, 55 Murfreesboro BRT Lite, 56 Gallatin Pike BRT Lite, and the three Music City Circuit routes)
- 12 provide service every 20 to 30 minutes
- 10 operate every 35 to 60 minutes
- 11 routes provide only limited service or operate less than every 60 minutes

In the evening, service is very limited:

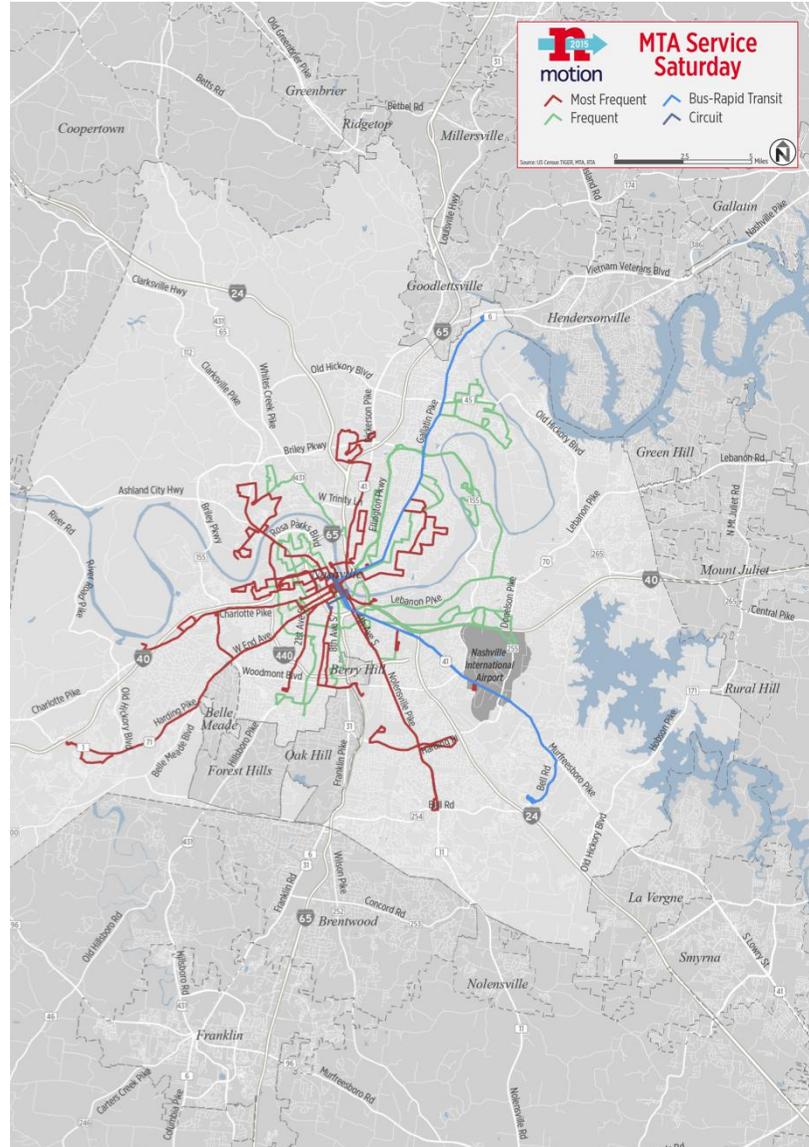
- Service is provided on only 29 routes
- Over 50% of those routes operate every 60 minutes or less
- Only the two downtown Circuit routes provide service that is more frequent than every 30 minutes

FIGURE 3 MTA WEEKDAY, SATURDAY, AND SUNDAY SERVICE

Weekdays



Saturdays



Sundays

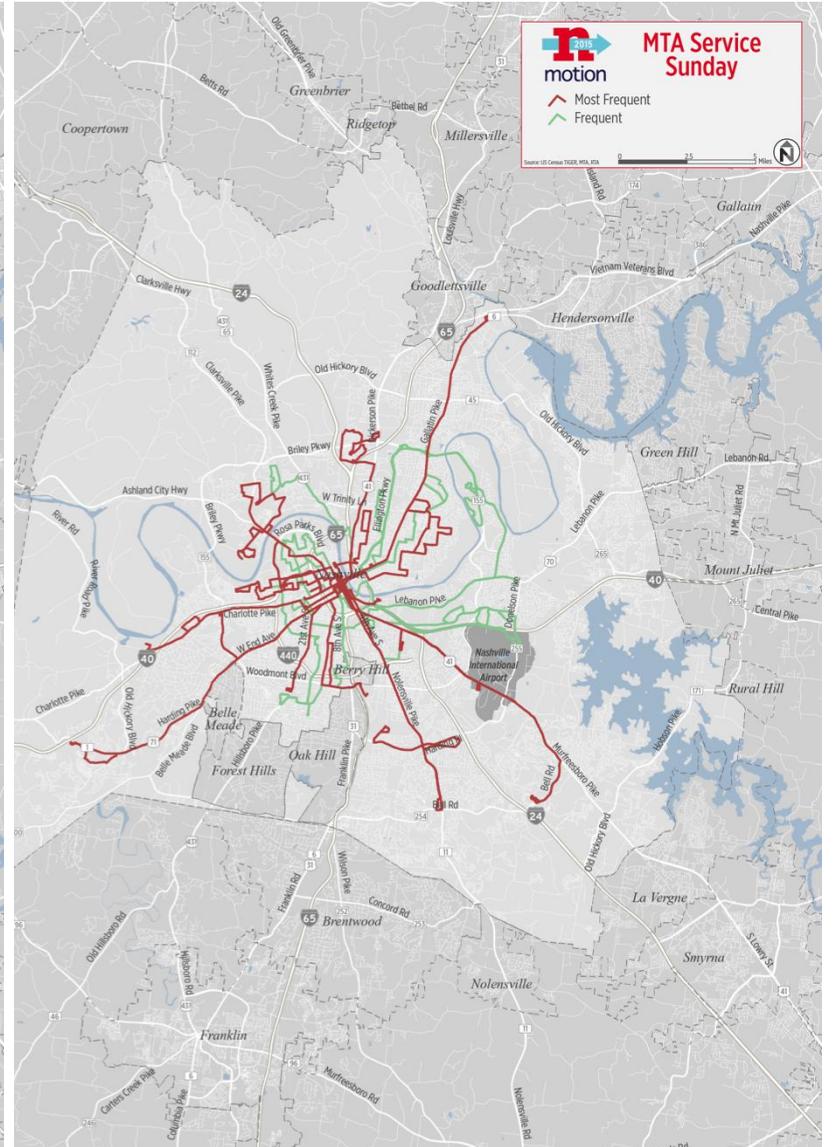
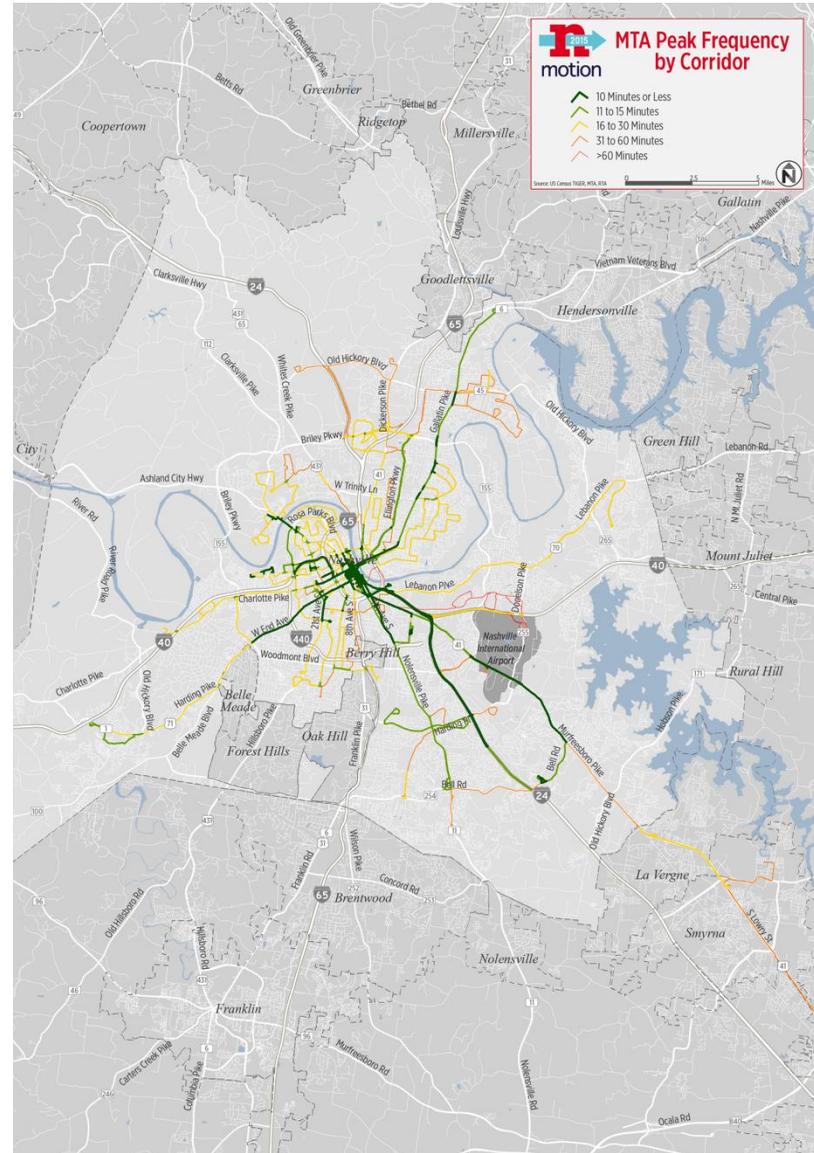


TABLE 1 SERVICE SPAN AND FREQUENCY BY DAY OF WEEK

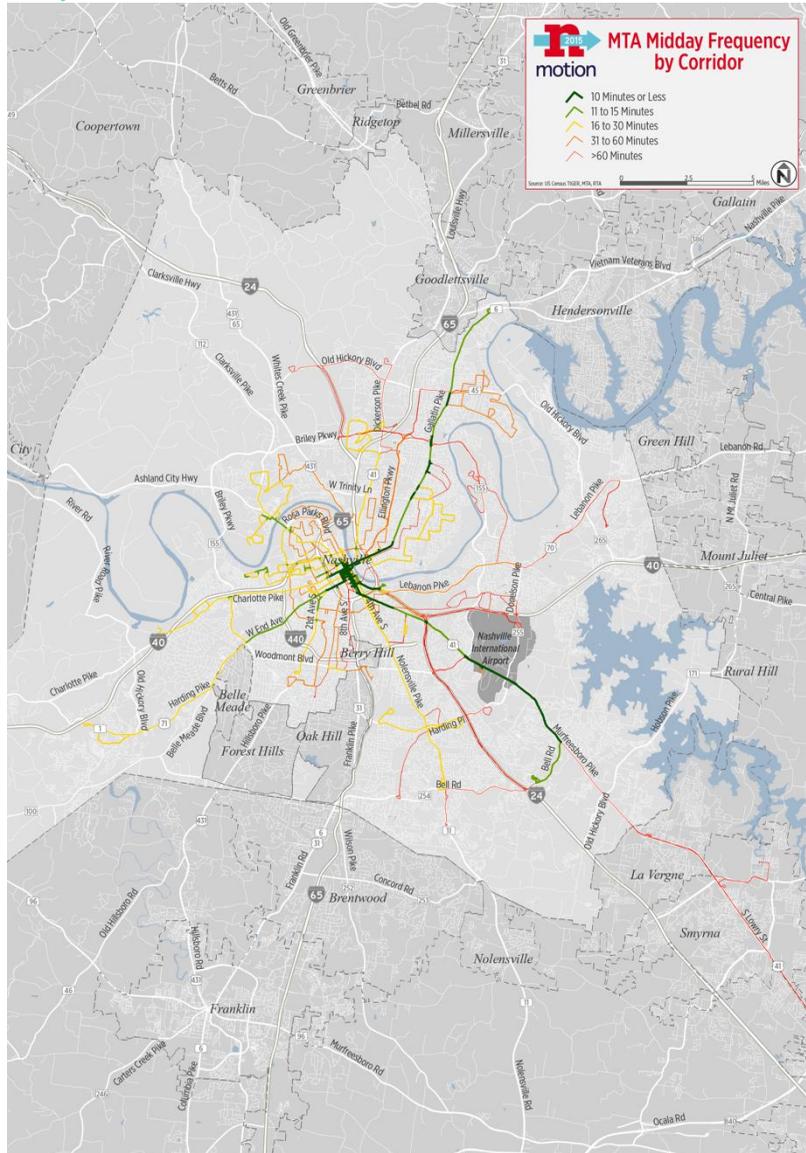
Route	Name	Service Type	Weekdays			Saturdays		Sundays		
			Span of Service	Peak	Midday	Evening	Span of Service	Frequency All Day	Span of Service	Frequency All Day
1	100 Oaks	Limited	5:40A - 5:45P	60	--	--	--	--	--	--
2	Belmont	Frequent	5:34A - 6:15P	40	--	--	--	--	--	--
3	West End/White Bridge	Most Frequent		20	30	40-60	5:42A - 10:40P	40-60	5:42A - 9:40P	40
4	Shelby	Most Frequent	4:45A - 11:42P	20	30	40-60	5:21A - 10:40P	40-60	5:21A - 9:40P	40-60
5	West End/Bellevue	Most Frequent	5:08A - 9:45P	20	30	40-60	5:47A - 8:00P	40	5:47A - 7:15P	40
6	Lebanon Road	Frequent	5:17A - 9:58P	15-35	60	60	--	--	--	--
7	Hillsboro	Most Frequent	5:40A - 11:39P	20	20	40	5:49A - 10:45P	40-60	5:49A - 9:45P	40-60
8	8th Avenue South	Frequent	5:09A - 7:44P	40	40	60	6:45A - 6:41P	60	6:45A - 6:41P	60
9	MetroCenter	Frequent	6:18A - 5:31P	20	25	--	--	--	--	--
10	Charlotte	Most Frequent	4:52A - 11:15P	40	40	60	5:33A - 10:15P	60	5:33A - 9:15P	40
12	Nolensville Pike	Most Frequent	4:59A - 11:15P	10-15	30	60	5:10A - 10:15P	60	5:10A - 9:15P	60
14	Whites Creek	Frequent	5:34A - 11:15P	30	60	60	6:18A - 10:15P	60	6:18A - 9:15P	60
15	Murfreesboro Pike	Most Frequent	4:54A - 11:15P	40	40	60	5:36A - 9:30P	60	5:21A - 9:15P	40
17	12th Avenue South	Most Frequent	5:10A - 11:15P	25	30	60	5:44A - 10:15P	60	5:46A - 7:39P	60
18	Airport/Downtown Hotels	Frequent	5:07A - 11:40P	60	60	60	6:02A - 10:40P	60	6:02A - 10:40P	60
19	Hierman	Most Frequent	5:07A - 11:15P	20	30	60	5:44A - 10:34P	60	5:44A - 9:36P	60
20	Scott	Frequent	5:21A - 11:15P	40	70	60	5:37A - 10:15P	60	5:37A - 10:15P	60
21	University Connector	Frequent	5:52A - 9:25P	30	60	60	6:22A - 8:25P	60	6:22A - 8:25P	60
22	Bordeaux	Most Frequent	5:10A - 11:15P	15-20	22	60	5:42A - 10:15P	60	5:49A - 9:39P	60
23	Dickerson Road	Most Frequent	4:40A - 11:49P	20	25	60	5:20A - 10:50P	60	5:20A - 9:50P	60
24X	Bellevue Express	Limited	6:01A - 5:49P	4 Trips	--	--	--	--	--	--
25	Midtown	Frequent	5:15A - 9:15P	35	60	60	5:51A - 7:15P	60	5:51A - 6:15P	60
26	Gallatin Pike	Most Frequent	4:37A - 11:15P	40	40	60	5:49A - 9:30P	60	5:30A - 9:15P	40
27	Old Hickory	Limited	5:05A - 5:58P	2 Trips	--	--	--	--	--	--
28	Meridian	Most Frequent	5:13A - 11:15P	25	50	50	5:46A - 10:15P	50	5:46A - 9:15P	50
29	Jefferson	Most Frequent	5:14A - 11:15P	20	30	60	5:49A - 10:15P	60	5:49A - 9:15P	60
30	McFerrin	Frequent	5:46A - 11:15P	60	60	60	5:44A - 10:15P	60	5:44A - 9:15P	60
33X	Hickory Hollow/Lenox Express		6:17A - 5:25P	2 Trips	--	3 Trips	--	--	--	--
34	Opry Mills	Frequent	6:18A - 9:51P	90	90	90	6:18A - 9:51P	90	6:18A - 9:51P	90
35X	Rivergate Express	Limited	5:57A - 5:08P	3 Trips	--	--	--	--	--	--
36X	Madison Express	Limited	5:30A - 5:40P	3 Trips	2 Trips	--	--	--	--	--
37X	Tusculum/McMurray Express	Limited	6:17A - 5:39P	2 Trips	--	--	--	--	--	--
38X	Antioch Express	Limited	5:37A - 5:10P	2 Trips	--	3 Trips	--	--	--	--
41	Golden Valley	Limited	5:41A - 5:15P	60	--	--	--	--	--	--
42	St. Cecilia/Cumberland	Limited	5:00A - 9:15P	30-55	50-65	60	6:28A - 7:35P	60	6:28A - 6:42P	60
43	Hickory Hills	Frequent	5:50A - 6:35P	25-50	125-150	--	--	--	--	--
44	MTA Shuttle	Most Frequent	9:58A - 4:17P	30	20-25	--	--	--	--	--
50	Charlotte Pike BRT Lite	Most Frequent	5:19A - 9:15P	15	15	30	5:35A - 9:45P	30	--	--
55	Murfreesboro Pike BRT Lite	Most Frequent	4:47A - 9:15P	15	15	30	5:30A - 10:15P	30	--	--
56	Gallatin Pike BRT Lite	Most Frequent	5:00A - 9:15P	15	15	30	5:42A - 10:15P	30	--	--
60	Blue Circuit/Bicentennial Mall	Circuit	6:30A - 11:00P	40	15	30	11:00A - 11:00P	15	11:00A - 11:00P	30
61	Green Circuit/Gulch	Circuit	6:30A - 11:00P	40	15	30	11:00A - 11:00P	15	11:00A - 11:00P	30
62	Purple Circuit/Richard H Fulton Complex	Circuit	11:00A - 2:00P	--	15	--	--	--	--	--
72	Edmondson Pike Connector	Limited	5:55A - 6:46P	60	60-180	60	--	--	--	--
76	Madison Connector	Frequent	4:50A - 7:30P	60	60	60	9:35A - 5:05P	--	--	--
93	Music City Star West End Shuttle	Limited	6:37A - 4:53P	3 Trips	--	--	--	--	--	--
3,5	Core trips for routes 3, 5	Most Frequent	4:49A - 9:45P	10	15	20	5:42A - 10:40P	20	5:42A - 10:40P	20
10,50	Core trips for routes 10, 50	Most Frequent	4:52A - 11:15P	10-15	10-15	20-30	5:33A - 10:15P	10-30	5:33A - 10:15P	40
15,55	Core trips for Routes 15, 55	Most Frequent	4:47A - 11:15P	10-15	10-15	20-30	5:30A - 10:15P	10-30	5:30A - 10:15P	40
26,56	Core trips for Routes 26, 56	Most Frequent	4:37A - 11:15P	10-15	10-15	20-30	5:42A - 10:15P	10-30	5:42A - 10:15P	40
60,61	Core trips for Blue & Green Circuits	Circuit	6:30A - 11:00P	20	7-8	15	11:00A - 11:00P	7-8	11:00A - 11:00P	15

FIGURE 4 MTA WEEKDAY SERVICE FREQUENCIES

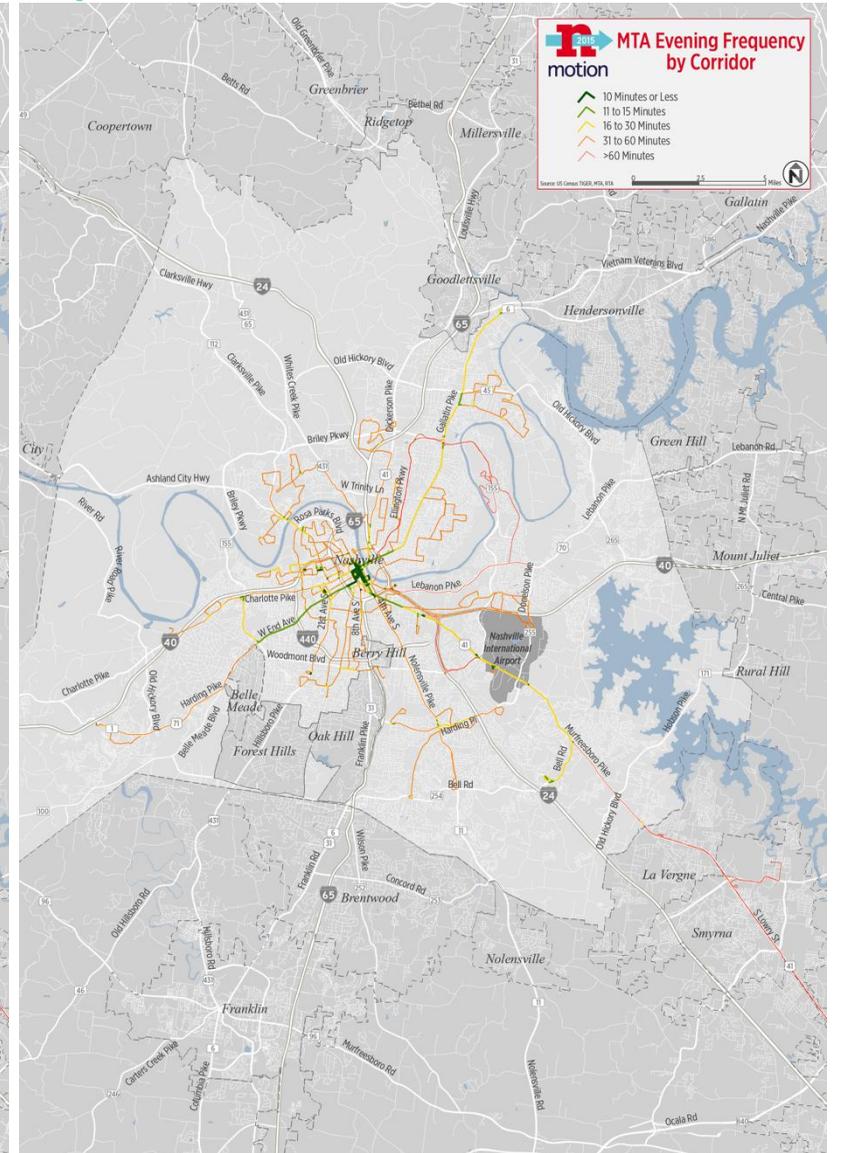
Peak Periods



Midday



Evening



On weekends, service levels are also very low. On Saturdays, only the Blue and Green Music City Circuit routes (Routes 60 and 61) operate every 15 to 30 minutes, nine routes operate at frequencies of 30 and 60 minutes, and 14 routes operate every 60 minutes or greater. On Sundays, over 75% of all routes operate only every 60 minutes or less.

Spans of Service

The span of service—meaning the hours that service operates during the day—is a second factor that strongly influences the convenience of the transit system, and for a major urban transit system, the MTA’s spans of service are short:

- On weekdays, service starts early, with the first bus going into service at 4:40 a.m., and most routes starting service around 5:00 a.m. (see Table 1). However, of the 33 non-express/limited routes, 15 end service before 10:00 p.m. These include the three BRT Lite routes, which are among MTA’s highest ridership routes, and end service at 9:15 p.m. (after which time local service continues to operate until 11:15 p.m.). All service ends at 11:15 p.m.
- On Saturdays, most service starts between 5:00 and 6:00 a.m., which is reasonably early. However, as with weekdays, service ends relatively early. Most service ends at 10:15 p.m., and only two routes operate until 11:00 p.m. (the Blue and Green Music City Circuit routes). These ending times are especially early considering the role nighttime entertainment plays in Nashville’s economy.
- On Sundays, as on Saturdays, most service begins service between 5:00 and 6:00 a.m., which is relatively early for Sunday service. One route—Route 18 Airport/Downtown Hotels—operates until 10:40 p.m., but all other service ends before 10:00 p.m.

Fixed-Route Ridership

Nashville MTA carries approximately 33,000 passengers per weekday, 16,000 per Saturday, and 10,000 per Sunday. On a per route basis, two of the MTA’s BRT Lite routes—55 Murfreesboro BRT and 56 Gallatin BRT—have the highest weekday ridership, at 3,000 and 2,300 passengers per weekday (see Figure 5).¹ Other high ridership routes include routes:

- 12 Nolensville Pike (2,200)
- 10 Charlotte (1,900)
- 23 Dickerson Road (1,700)
- 22 Bordeaux (1,600)
- 7 Hillsboro (1,600)

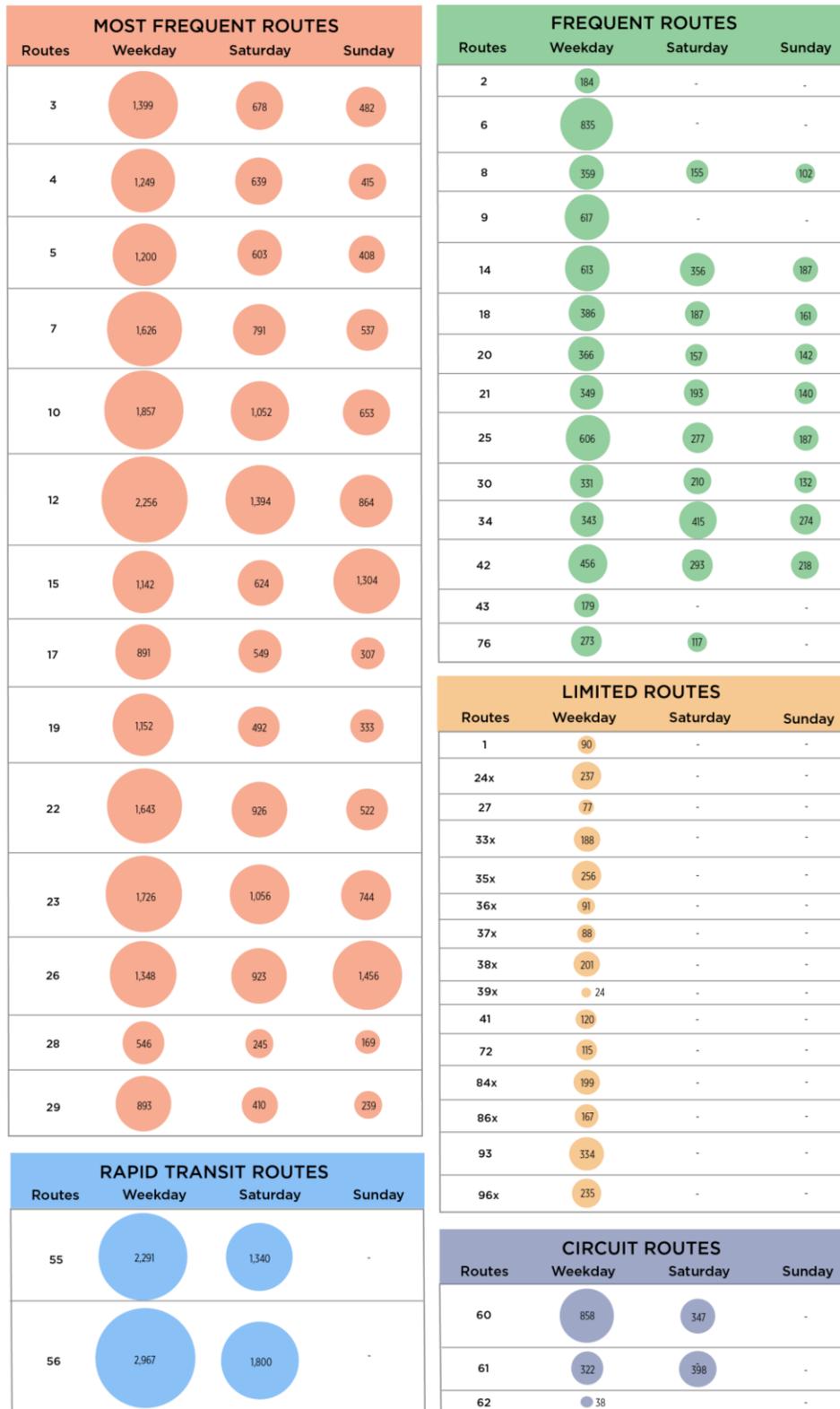
All other routes carry fewer than 1,500 passengers per weekday, and many carry fewer than 200. Most of the lower ridership routes are Limited routes.

Ridership by Stop

MTA ridership is heavily oriented around trips to and from downtown Nashville. Coupled with the MTA’s radial service design, this means that the stops with the highest ridership are in downtown and along major arterial corridors (see Figure 6).

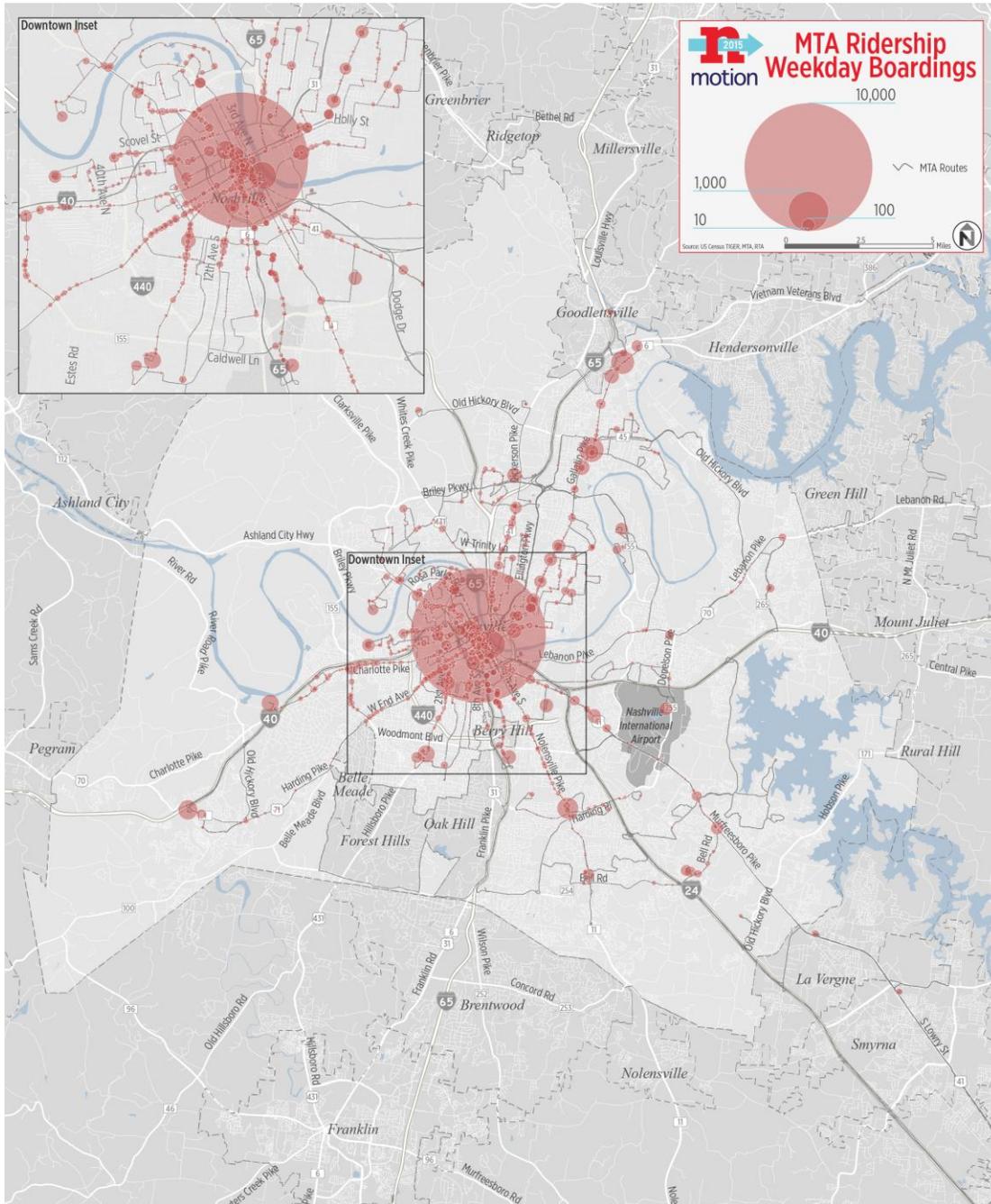
¹ The third BRT Lite route—50 Charlotte BRT Lite—began service in early 2015 and ridership data is not yet available.

FIGURE 5 RIDERSHIP BY ROUTE



Source: Nashville Performance Report and Database

FIGURE 6 WEEKDAY RIDERSHIP BY STOP



Corridors and areas with the highest ridership include:

- Gallatin Pike
- Murfreesboro Pike
- Nolensville Pike
- Hillsboro Pike
- West End Ave
- Charlotte Pike

- Clarksville Pike/Buchanan Street
- Rosa Parks Boulevard
- Dickerson Pike

High stop activity areas outside of downtown Nashville include the Walmart to the west along Charlotte Pike, the Bellevue Center Shopping Complex to the west on Harding Pike, the Walmart on Nolensville Pike, the Walmart on Gallatin Pike, and the Shoppes at Rivergate northeast of downtown. Crosstown ridership patterns are much less significant, in part due to the lack of crosstown services.

In terms of productivity, and as would be expected, BRT Lite and Very Frequent routes perform best, followed by Frequent routes (see Figure 7). Limited routes have very mixed performance. In summary:

- Routes that serve major radial corridors generally are very productive. Virtually all carry over 25 passengers per vehicle hour, and a few carry over 30 passengers per vehicle hour:
 - 10 Charlotte
 - 12 Nolensville Pike
 - 25 Dickerson Road
 - 56 Gallatin BRT Lite
- Routes that serve more local markets generally carry between 10 and 25 passengers per hour. However, a few of these routes—9 Metrocenter, 19 Herman, and 22 Bordeaux—carry more than 30 passengers per revenue vehicle hour, and the Music City Circuit Blue route carries over 40 passengers per vehicle hour. At the other end of the spectrum, Routes 21 University Connector and 43 Hickory Hills carry fewer than 10 passengers per vehicle hour.
- Limited routes have very mixed productivity. Route 93 Music City Star West End Shuttle, which provides connections between the Music City Star and the West End, carries the highest number of weekday passengers per trip of any route, at 41.8 per trip. It also serves the highest number of passengers per vehicle hour, at nearly 60. Most other Limited routes carry more than 20 passengers per vehicle hour. However, some, such as 27 Old Hickory, 36X Madison Express, 39X Cane Ridge Express, and 96X Nashville/Murfreesboro Relax and Ride, carry fewer than 10 passengers per hour.

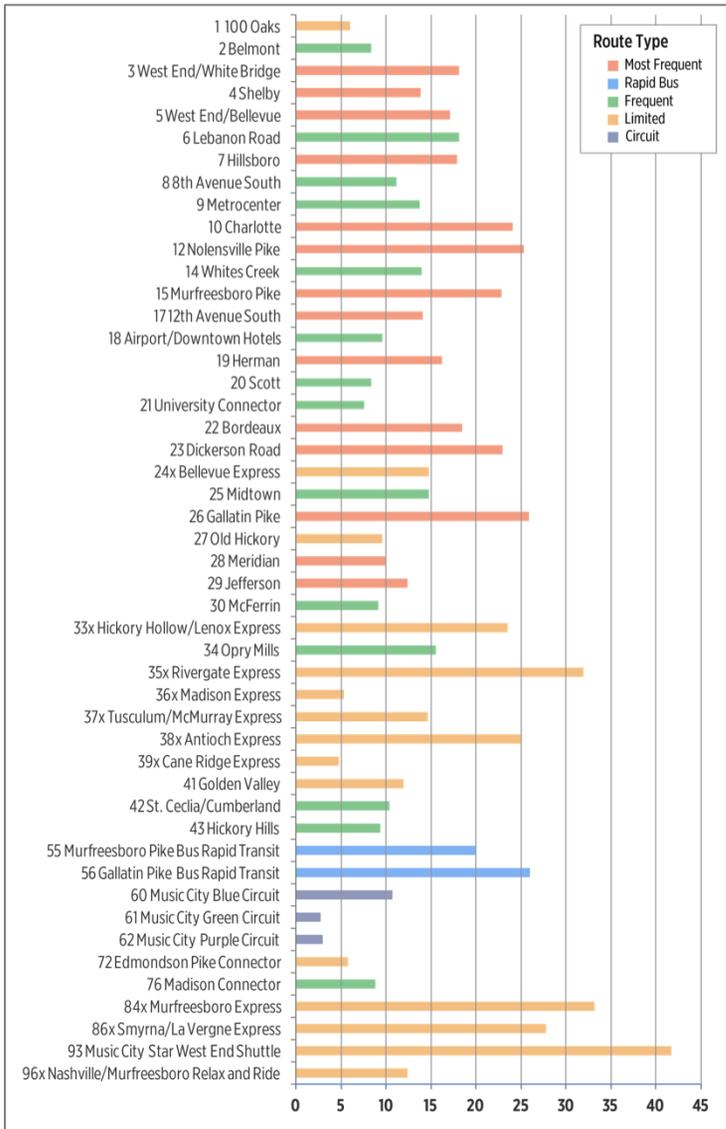
ACCESSRIDE

MTA’s AccessRide program provides van service for persons with disabilities who are unable to use regular fixed-route buses. Service operates from 4:30 a.m. to 11:30 p.m. on weekdays, from 4:30 a.m. to 10:30 p.m. on Saturdays, and from 4:45 a.m. to 9:30 p.m. on Sundays. The standard fare for AccessRide is \$3.40 per one-way trip.

The AccessRide service that MTA provides is much more expansive than that provided by most transit systems. Most transit systems provide paratransit services as required by the Americans with Disabilities Act (ADA), which requires that complementary paratransit service be provided within three quarters of a mile of fixed-route bus services (excluding commuter routes) during the same times that fixed-route service operates. MTA’s AccessRide service is much more expansive, and provides service between all locations in Davidson County, whether there is nearby fixed-route service or not. AccessRide serves approximately 385,000 passengers per year.

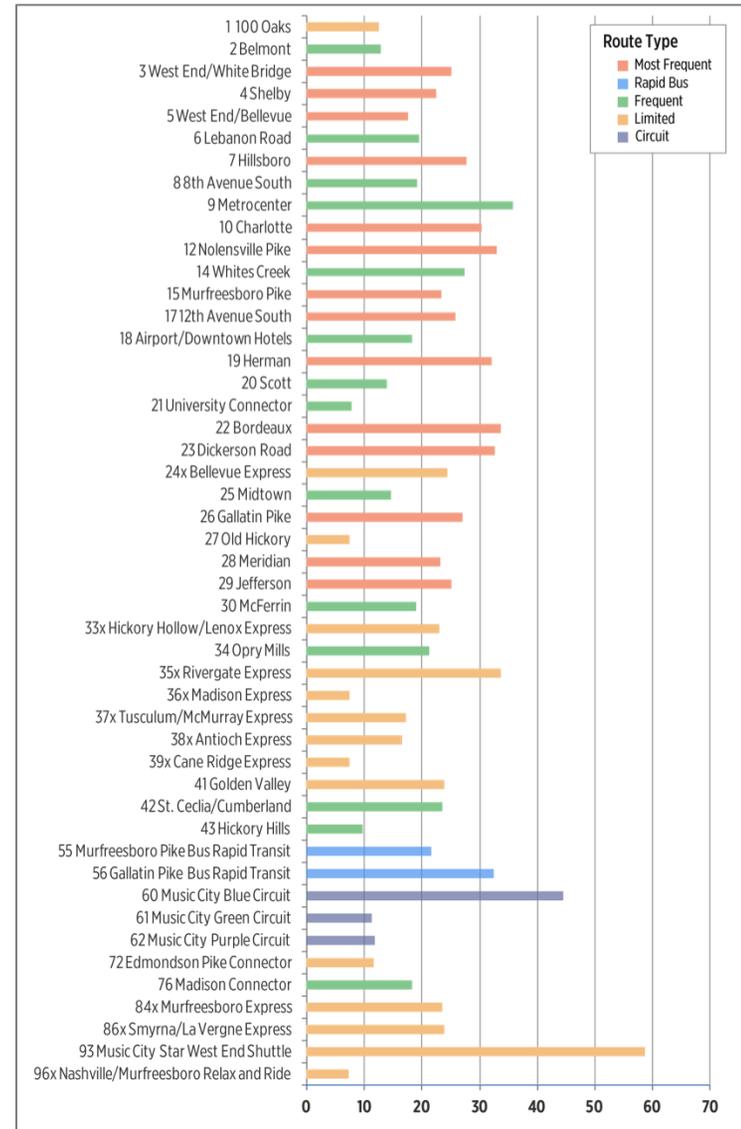


FIGURE 7 WEEKDAY PASSENGERS PER TRIP



Source: Nashville Performance Report and Database

FIGURE 8 WEEKDAY PASSENGERS PER REVENUE VEHICLE HOUR



MTA TRANSIT FACILITIES

MTA provides a range of passenger facilities associated with its transit services. These include Music City Central, which is the downtown Nashville hub of most bus service, other transit centers and stations, and bus stops throughout Nashville.

MUSIC CITY CENTRAL

Music City Central, which is located in downtown Nashville, is the hub of the MTA system (see Figure 9). It has two levels of bus berths; a wide range of passenger facilities, including a staffed information and ticket sales area, climate-controlled waiting rooms, and restrooms; small retail businesses; and MTA offices. It also has public parking located above the bus levels. Nearly all MTA routes operate to and from Music City Central, and, besides serving downtown, Music City Central is MTA's largest transfer location, with approximately 60% of passengers transferring between routes.

FIGURE 9 MUSIC CITY CENTRAL



RIVERFRONT REGIONAL RAIL STATION

Riverfront Regional Rail Station, which is located on 1st Avenue South in downtown Nashville, is the downtown terminal for Music City Star Commuter Rail service (see Figure 10). Six MTA routes serve the station, including Route 93 Music City Star West End Shuttle, which provides connecting service between there and West End Avenue.

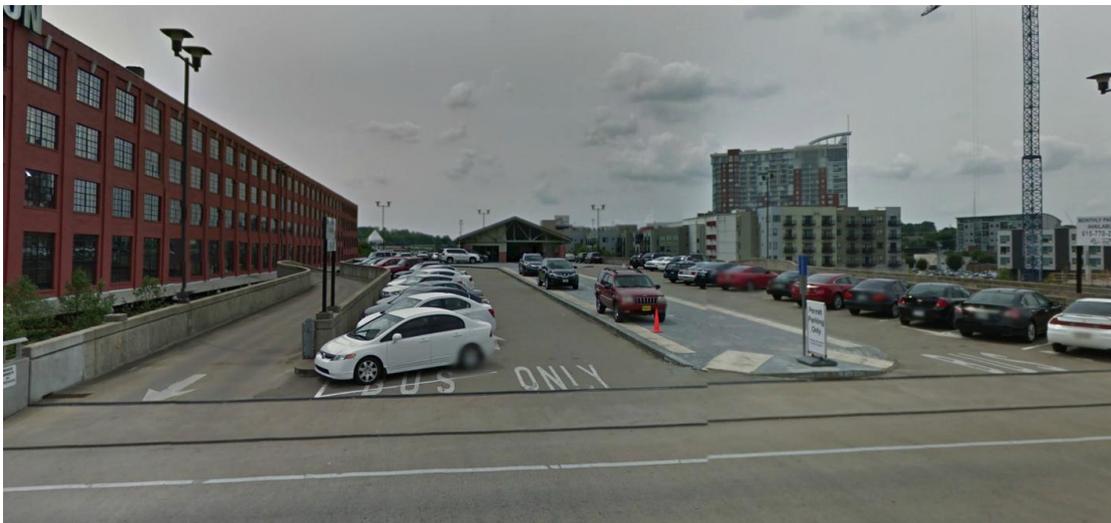
FIGURE 10 RIVERFRONT REGIONAL STATION



CLEMENT LANDPORT

The Clement Landport is located on Demonbruen Street just east of the CSX tracks in the South of Broadway area (see Figure 11). It was originally conceived as a multimodal terminal that would be served by commuter rail and bus service, and potentially other modes. It was designed to provide bus berths and passenger waiting facilities on the street level, with public parking on lower levels. However, commuter rail has not been implemented on the CSX line, and to date, there has been no use for Clement Landport as a bus-only facility. Looking forward, as MTA grows, this site could potentially serve as a second downtown bus terminal.

FIGURE 11 CLEMENT LANDPORT STATION



PARK-AND-RIDE LOTS

MTA provides commuter parking at 23 locations, most of which is at shopping centers and churches through partnerships with those parties (see Table 2). These lots range in capacity from 20 to 200 spaces. Based on the most recent data available, all lots have sufficient capacity.

TABLE 2 MTA PARK-AND-RIDE FACILITIES CAPACITY AND ROUTES

Park-and-Ride	Location	Capacity	Routes
Bellevue Plaza	Nashville	40	5, 24X
Bellevue Staples	Nashville	60	5, 24X
Cane Ridge High School	Nashville	Shared	39X
Coley Davis	Nashville	Shared	5, 24X
Donelson Station	Nashville	200	6, 34 Music City Star
Goodlettsville Kmart	Goodlettsville	Shared	35X
Fellowship at Two Rivers	Nashville	Shared	34
Hermitage Station	Nashville	250	6, Music City Star
Hickory Hollow Mall	Nashville	100	15, 33X
Hickory Plaza/Dollar General	Nashville	40	12, 37X
Hillwood Plaza (MTA owned)	Nashville	30	10
Joelton	Joelton	Shared	89X
Madison Kmart	Madison	100	26, 36, 56
Madison/Myatt Drive	Madison	Shared	27, 36, 76
Madison Square Shopping Center	Madison	75	26
Nolensville Pike Walmart	Nashville	Shared	33X
Old Hickory Blvd Priceless IGA	Nashville	Shared	27
Old Hickory Blvd Rite Aid	Nashville	Shared	5, 24X
Rivergate Mall	Goodlettsville	100	35X
Smith Springs Church of Christ	Nashville	60	38X
Southminster Presbyterian Church	Nashville	20	12
Temple Baptist Church e	Nashville	80	22
Una Church of Christ	Nashville	80	15
Woodbine United Methodist Church	Nashville	Shared	12

Source: Capacity and route data from the 2009 MTA Strategic Plan and MTA website

BUS STOPS

Bus stops are a key element of the transit experience, as most riders spend time waiting at them. MTA provides high quality stop facilities on its BRT Lite routes with shelters, real-time information, and an alert button that passengers can use to activate a flashing light at the top of the kiosk to alert drivers that they are waiting. Elsewhere, there are many stops with shelters in and around downtown, but as the distance from downtown increases, the number of shelters generally decreases (see Figure 12). This is also the case with benches. Overall, there is not a strong relationship between ridership levels and the stop facilities that are provided. However, to partially address this situation, MTA is currently installing shelters at an additional 100 stops.

FIGURE 12 MTA BUS STOP AMENITIES

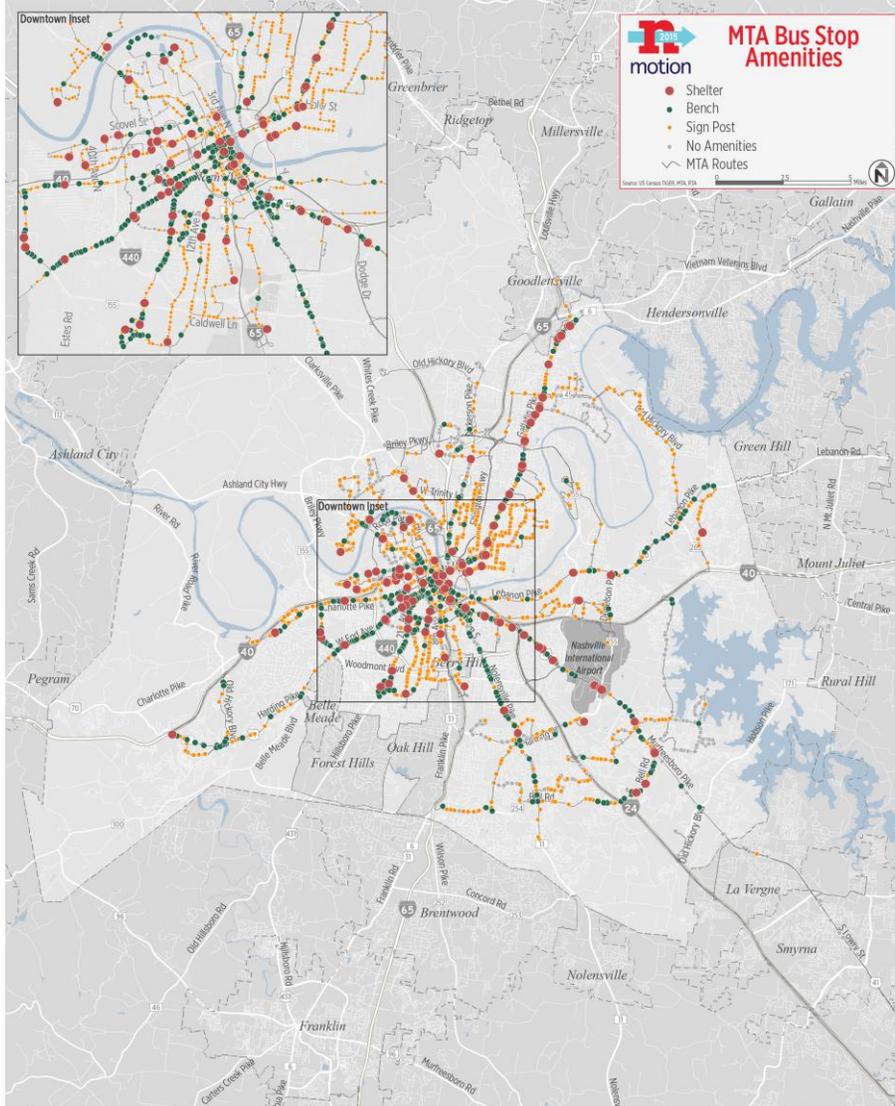
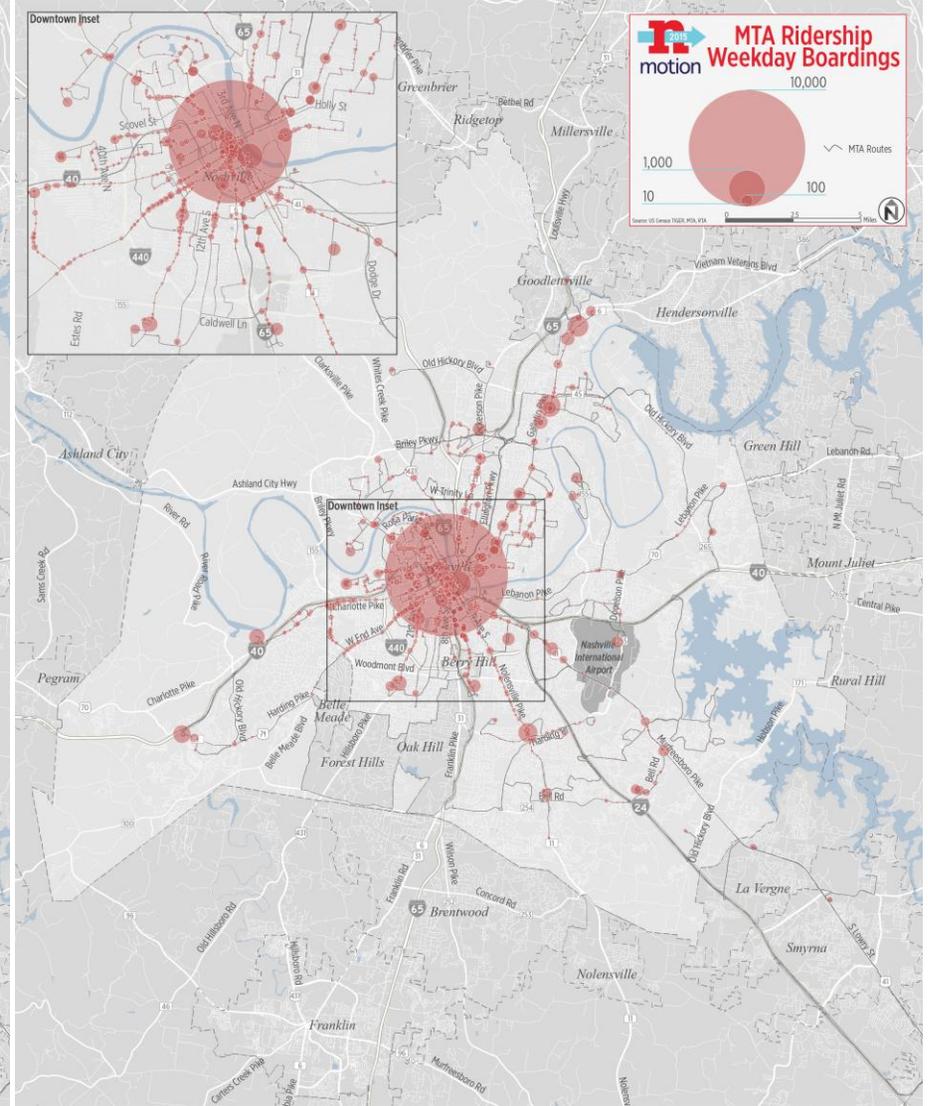


FIGURE 13 WEEKDAY BOARDINGS PER STOP



TRANSIT/BIKE INTEGRATION

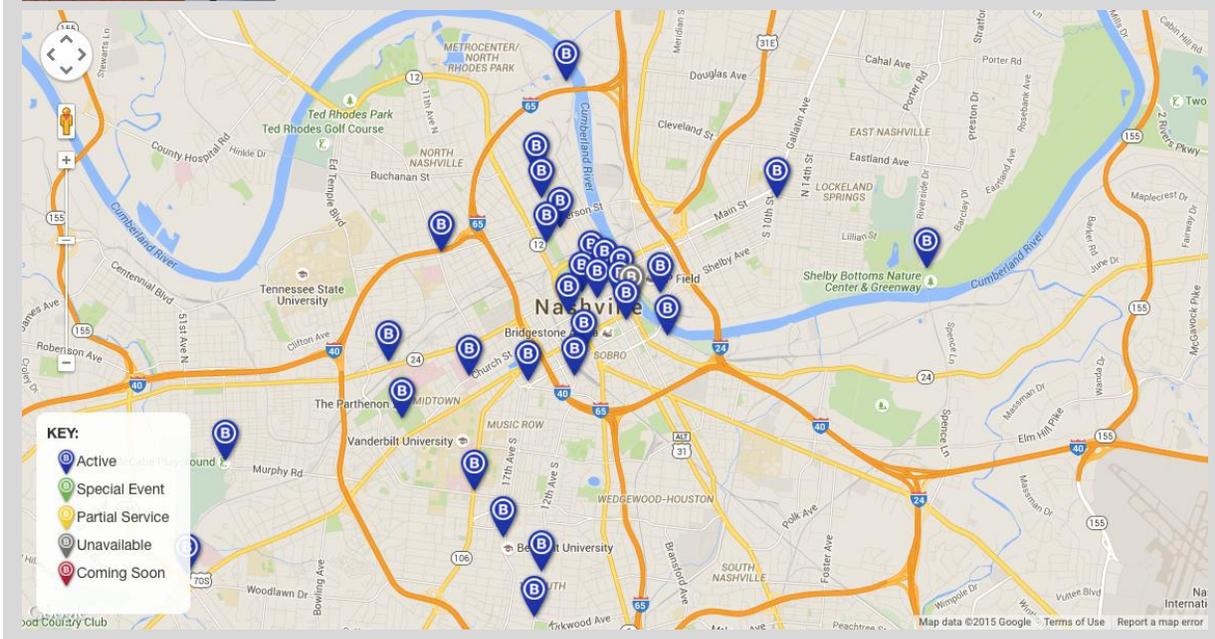
MTA encourages multimodal trips, including trips that combine the use of a bicycle and transit. All MTA buses are equipped with bike racks, which can accommodate two bikes at a time. These racks are available on a first-come, first-serve basis. Nashville is also home to B-Cycle bike share (see boxed text). Bike share stations are located strategically throughout the city to provide connections to transit service.

Nashville B-Cycle



In December 2012, Nashville's B-Cycle bike share program was launched with 21 stations and 200 bikes. A nonprofit management association called the Nashville Downtown Partnership operates the program, and the Mayor's Office and the Metro Nashville Health Department co-sponsor the program. Nashville has 50 miles of off-street trails and has designated 133 miles of road as bikeways, though many of these bikeways lack dedicated on-street bike infrastructure.

The program's goals include improving public health outcomes, reducing vehicle emissions, promoting vibrant central city neighborhoods, and offering a new mobility choice.



MTA PARTNERSHIPS

Nashville MTA has two partnership programs: one that provides free fares for Metro Nashville Public Schools students in grades 9 through 12, and a second with local businesses and universities.

STRIDE

In partnership with the Mayor's Office and Metro Nashville Public Schools (MNPS), the MTA provides the StrIDE program, which helps students get to and from school and other extracurricular activities via MTA buses. MNPS



students and MNPS charter school students enrolled in grades 9 through 12 are eligible and service is provided at no cost to the students. This transit partnership works in tandem with regular MNPS bus transportation.

High school students' MNPS identification cards serve as their school ID card, library card, and MTA bus pass. The cards are programmed to work on the fare boxes on all MTA buses.

BUSINESS AND UNIVERSITY PARTNERSHIPS

MTA's EasyRide program partners with employers and universities to increase the number of people with access to a transit pass. MTA works with employers to help them pay for their employees' transit commutes to and from work and school. Current program participants include Belmont University, the State of Tennessee, the U.S. Army Corps of Engineers, and area hotels, such as Renaissance Hotel and Holiday Inn Select Vanderbilt.

MTA has also established a partnership with Vanderbilt University. Vanderbilt manages a "Ride to Work" program that fully subsidizes the cost of MTA bus rides for all Vanderbilt employees and graduate, professional, and medical students. The program was launched in 2004, and ridership rates have risen steadily since. When boarding the bus, Vanderbilt employees swipe their Vanderbilt University ID card, and the university is then charged for the ride.

MIDDLE TENNESSEE RTA SERVICES AND PROGRAMS

The Regional Transportation Authority of Middle Tennessee (RTA) provides transit service to the Middle Tennessee region and administers carpool/rideshare, vanpool, and emergency ride home programs. More detailed information about the RTA's services will be available in the RTA Strategic Plan State of the System Report (August 2015).

REGIONAL BUS SERVICE

The RTA provides nine regional bus routes that connect the cities of Clarksville, Franklin, Gallatin, Hendersonville, Joliet, La Vergne, Murfreesboro, Pleasant View, Smyrna, Springfield, and Spring Hill with Nashville (see Figure 14). All of these routes operate to and from Music City Central in downtown Nashville, where connections can be made with MTA routes. Park-and-ride lots are also located along most of these routes.

MUSIC CITY STAR COMMUTER RAIL

Music City Star regional rail operates between Lebanon and downtown Nashville. The 32-mile route has six stations, including Riverfront (downtown Nashville), Donelson, Hermitage, Mt. Joelton, Martha, and Lebanon. Service to Nashville operates along the entirety of the corridor only during morning and afternoon peak periods on weekdays.

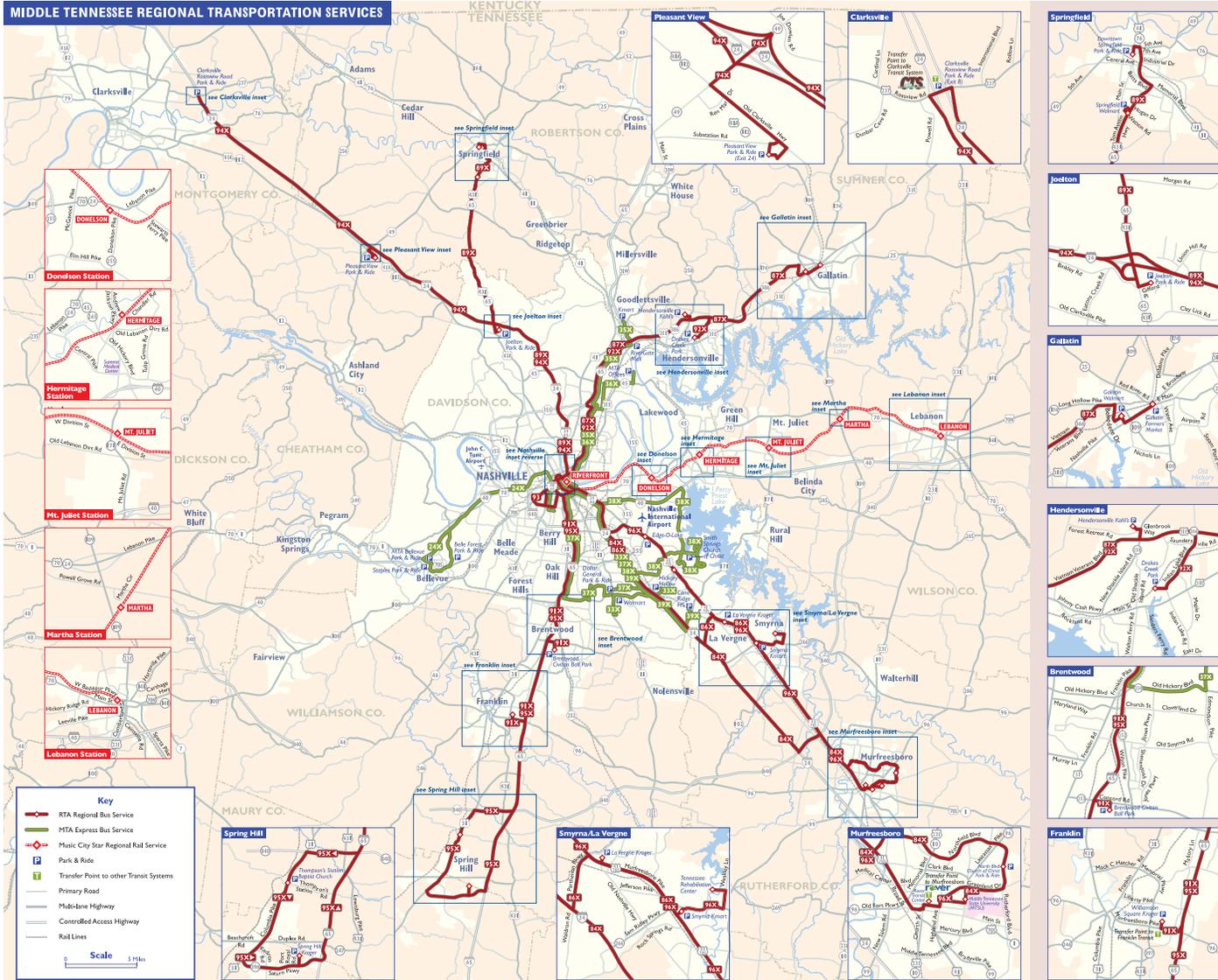
The MTA's Route 93 Music City Star West End Shuttle acts as an extension of Music City Star service and provides timed connections between Riverfront Station and the West End. The MTA's Blue Circuit downtown circulator also provides timed connections to the Riverfront Station from downtown and the Gulch neighborhood.

CARPPOOL AND RIDESHARE PROGRAM

The RTA manages a ridematching database of over 3,000 people to coordinate carpools and rideshares based on route and commute time details. Commuters are able to rotate drivers, host a carpool, or pay one driver a monthly fee based on how many other riders use the same carpool. Rides are typically built around park-and-ride lots throughout the region. Carpoolers are also allowed to use HOV lanes throughout Middle Tennessee. Regular carpoolers qualify for the Emergency Ride Home program described below.

FIGURE 14 RTA SYSTEM MAP

MIDDLE TENNESSEE REGIONAL TRANSPORTATION SERVICES



Note: Since publication of the map, alignment changes have been made to Route 95X in Spring Hill, and service to Brentwood has been discontinued

RTA PARK-AND-RIDE LOTS

The RTA also has a number of park-and-ride lots located throughout the region. These park-and-ride lots are free to use and connect to buses, the Music City Star, vanpools, and carpools (Table 3).

TABLE 3 RTA PARK-AND-RIDE LOTS

Park-and-Ride	Location
Brentwood Civitan Ball Park	Brentwood
Clarksville Rossview Road Park & Ride	Clarksville
Donelson Station	Nashville
Downtown Springfield Park & Ride	Springfield
Drakes Creek Park	Hendersonville
Edge-O-Lake	Nashville
Gallatin Farmers' Market	Gallatin
Gallatin Walmart	Gallatin
Hendersonville Kohl's	Hendersonville
Hermitage Station	Hermitage
Joelton Park & Ride	Joelton
La Vergne Kroger	La Vergne
Lebanon Station	Lebanon
Martha Station	Lebanon
Mt. Juliet Station	Mount Juliet
North Boulevard Church of Christ	Murfreesboro
Pleasant View Park & Ride	Pleasant View
Smyrna Kmart	Smyrna
Springfield Walmart	Springfield
Spring Hill Kroger	Spring Hill
Thompson's Station Baptist Church	Thompson's Station
Williamson Square Kroger	Franklin

VANPOOL

The RTA and regional partners provide a fleet of over 110 commuter vans that hold up to 15 passengers. Riders pay a monthly fare, and van drivers commute for free as long as they keep records of trips performed. The RTA coordinates rides that depart from park-and-ride lots throughout the Middle Tennessee region. Vanpoolers qualify for the Emergency Ride Home program. The vanpool program serves approximately 178,000 trips per year.

EMERGENCY RIDE HOME

The Emergency Ride Home program is available to commuters who regularly use carpools, vanpools, Music City Star, or express bus service in Davidson, Cheatham, Dickson, Maury, Montgomery, Robertson, Rutherford, Sumner, Williamson, or Wilson counties. To qualify for the program, commuters must use these services at least three times a week or 15 times a month. The service provides six taxi trips a year for people who have a sickness in their immediate family, are asked to work late by a supervisor, or cannot make their regular rideshare due to extenuating circumstances.