

SCENARIO DETAILS: EXPAND SERVICE TO NEW AREAS

EXPAND EXISTING LOCAL SERVICES AND DEVELOP NEW RTA-AREA LOCAL SERVICES

As Middle Tennessee continues to grow, the demand for service is growing outward to new areas, especially along the freeway corridors that radiate outward from Nashville. This demand is being driven by a number of factors:

- **Rapidly increasing population and employment** throughout Middle Tennessee, but especially in Williamson and Rutherford Counties.
- **Changing demographics** with increases in the number of people who are more inclined to use transit.
- **Increasing levels of travel to and from Nashville**, especially along I-24 and I-65 to the south.
- **Increasing levels of travel within the nine counties surrounding Davidson County**, especially to, from, and within regional centers.
- **Development patterns that are becoming more conducive to transit use.** In all cities, there is an extremely strong correlation between development patterns and transit ridership. In areas with denser development, mixed-use development, and a good pedestrian environment, transit can become very convenient, and thus attractive and well used. Nashville's "NashvilleNext" effort encourages denser development within the city, and the Nashville Area MPO projections indicate that development will also become denser in many outlying areas (see Figure 2).

FIGURE 1 | PROPOSED DEVELOPMENT IN COOL SPRINGS



DOWNTOWN GALLATIN

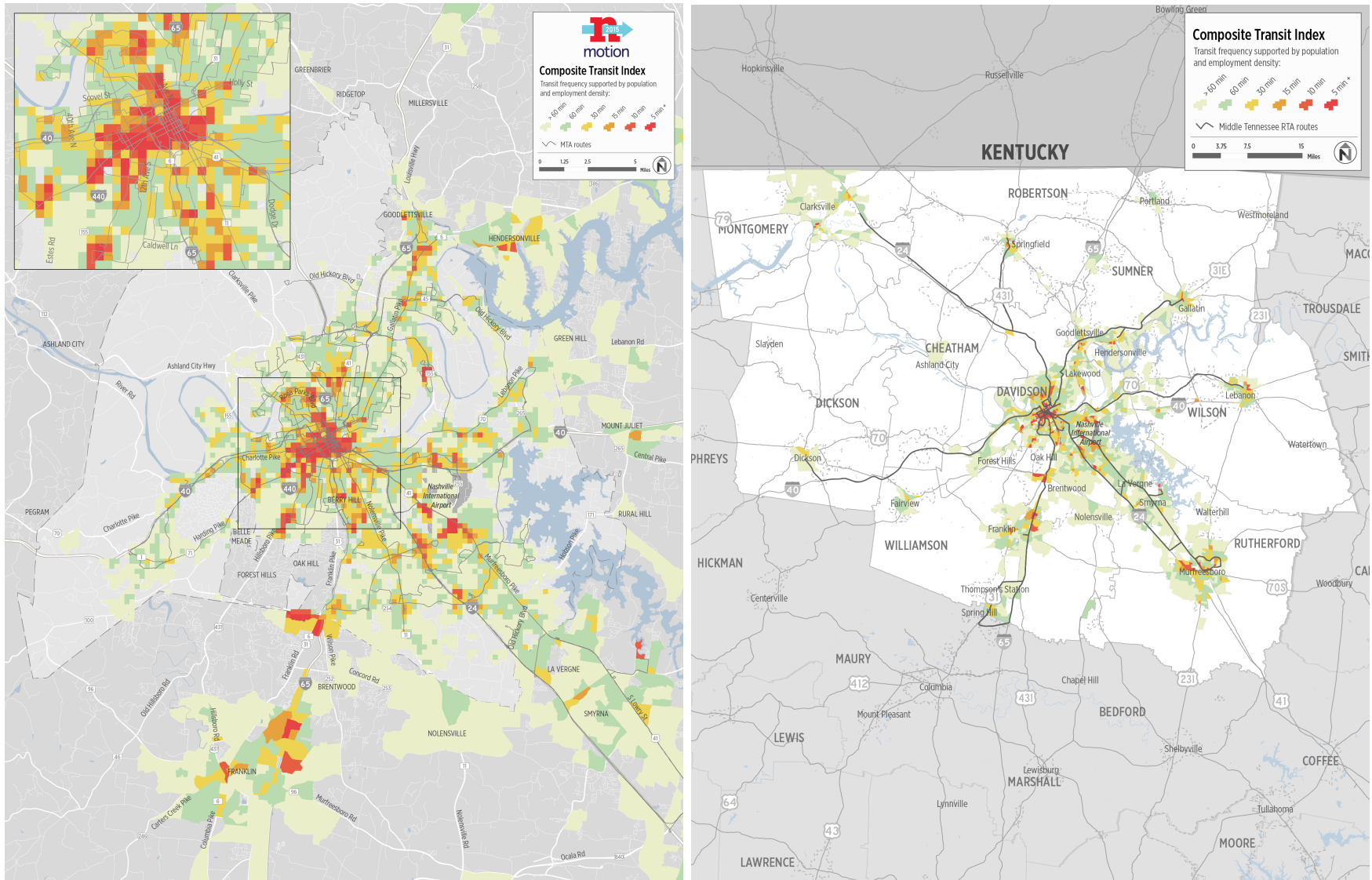


At present, local transit service is provided in Clarksville, Franklin, and Murfreesboro. As these communities grow, the demand for more local service will grow. In addition, demand for local service will emerge in many communities that are not served currently.

SUMMARY OF SCENARIO SERVICES

All three scenarios include expanded local services in Middle Tennessee, although with varying levels of investment. In Scenario 1, significant improvements would be made to existing local services in Middle Tennessee, both in Davidson County and in the surrounding counties, to meet increasing demand. New local services would also be introduced in many areas in the outer counties that do not currently have local transit service. Scenario 2 would also expand existing local services and develop new ones, but to a lesser extent than Scenario 1. Scenario 3 would provide much more limited improvements.

FIGURE 2 | 2040 MIDDLE TENNESSEE UNDERLYING TRANSIT DEMAND (DAVIDSON COUNTY AND ENTIRE COUNTY REGION)



Note: Darker colors indicate higher demand; lighter colors lower demand.

SCENARIO 1: COMPREHENSIVE REGIONAL SYSTEM

Within Davidson County, there would not be a significant outward expansion of geographic coverage. Instead, there would be an emphasis on improving existing services. However, service would be added within the existing service area to fill gaps and support the development patterns envisioned in NashvilleNext.

Outside of Davidson County, Scenario 1 would significantly expand local services in Clarksville, Franklin and Cool Springs, and Murfreesboro (see Figure 3). Transit centers would also be developed to provide strong connections between local and regional services.¹ New local services would be developed in places that do not currently have local service, including:

- Springfield
- Goodlettsville, Hendersonville, and Gallatin
- Lebanon
- Smyrna and La Vergne
- Spring Hill
- Dickson

SCENARIO 2: BUS-FOCUSED EXPANSION

Within Davidson County, as in Scenario 1, there would be no significant outward expansion of geographic coverage, but instead an emphasis on improving existing services and filling gaps.

Outside of Davidson County, Scenario 2 would moderately expand local services in Clarksville, Franklin and Murfreesboro, and develop new transit centers to provide strong connections between local and regional services (see Figure 4). Some new services would also be developed:

- In the I-65 south corridor, new local services would be developed in Brentwood and Cool Springs, extending local services south from Nashville along the I-65 south corridor.
- In the I-24 south corridor, new local services would be provided in the Murfreesboro Pike corridor between Nashville and Murfreesboro, extending local services along the I-24 corridor.
- New local service would also be provided along the Route 31E corridor in Hendersonville and Gallatin.

SCENARIO 3: MODEST IMPROVEMENTS

Within Davidson County, as in Scenarios 1 and 2, there would be no significant expansion of geographic coverage. Outside of Davidson County, RTA would work with local service providers to improve connections between RTA and local services, and expand local services in the Cool Springs area (see Figure 5). Scenario 3 does not include the development of new local services in areas beyond those that are currently served (by Clarksville Transit, Franklin Transit, or the Murfreesboro Rover).

¹ While Scenarios 1 and 2 include new local services in areas where none currently existing, no presumptions have been made as to who would operate the services. Depending upon local desires, new services could be operated by individual communities, RTA, or others.

FIGURE 3 | SCENARIO 1: LOCAL SERVICE IN OUTER COUNTIES

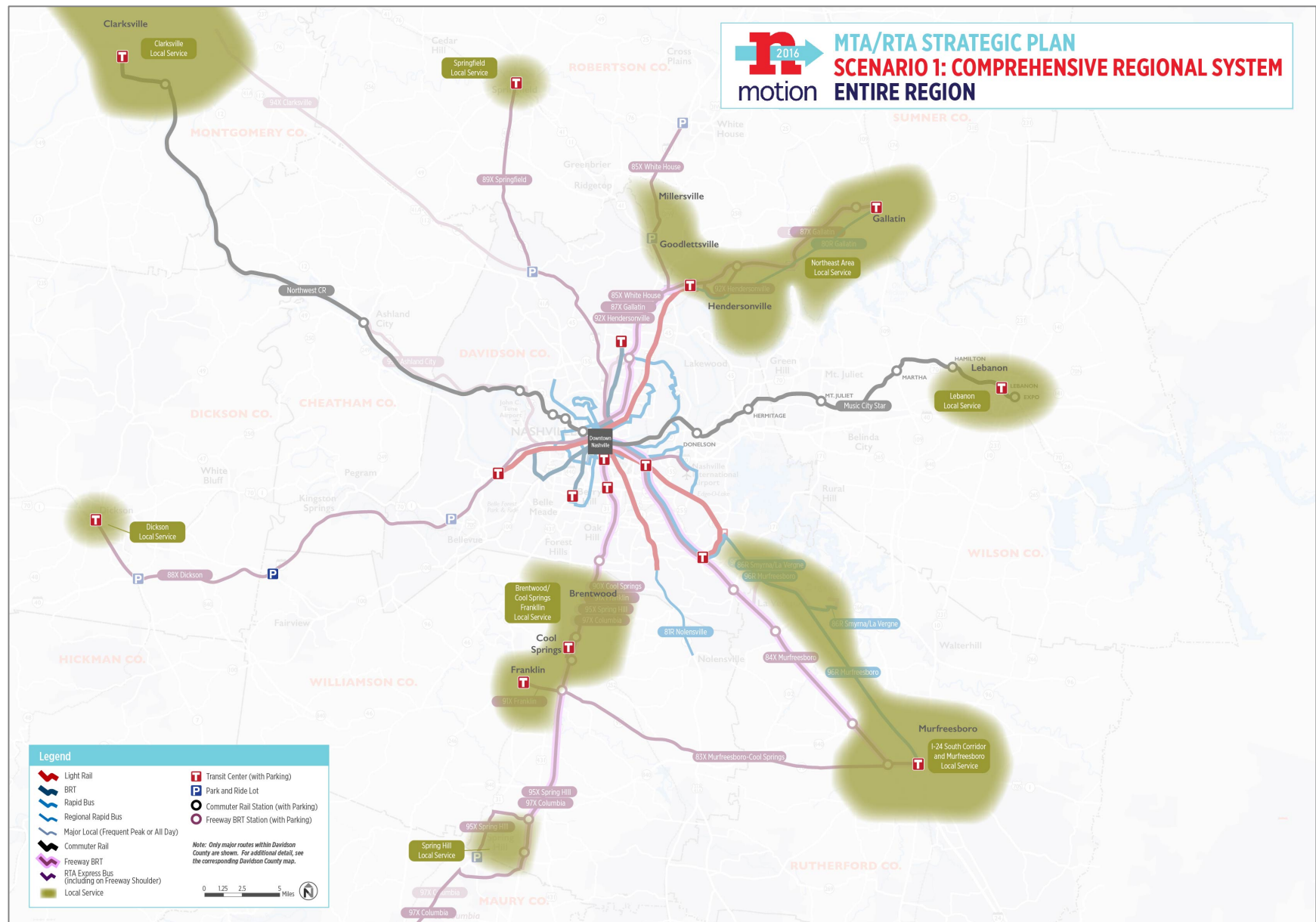


FIGURE 4 | SCENARIO 2: LOCAL SERVICE IN OUTER COUNTIES

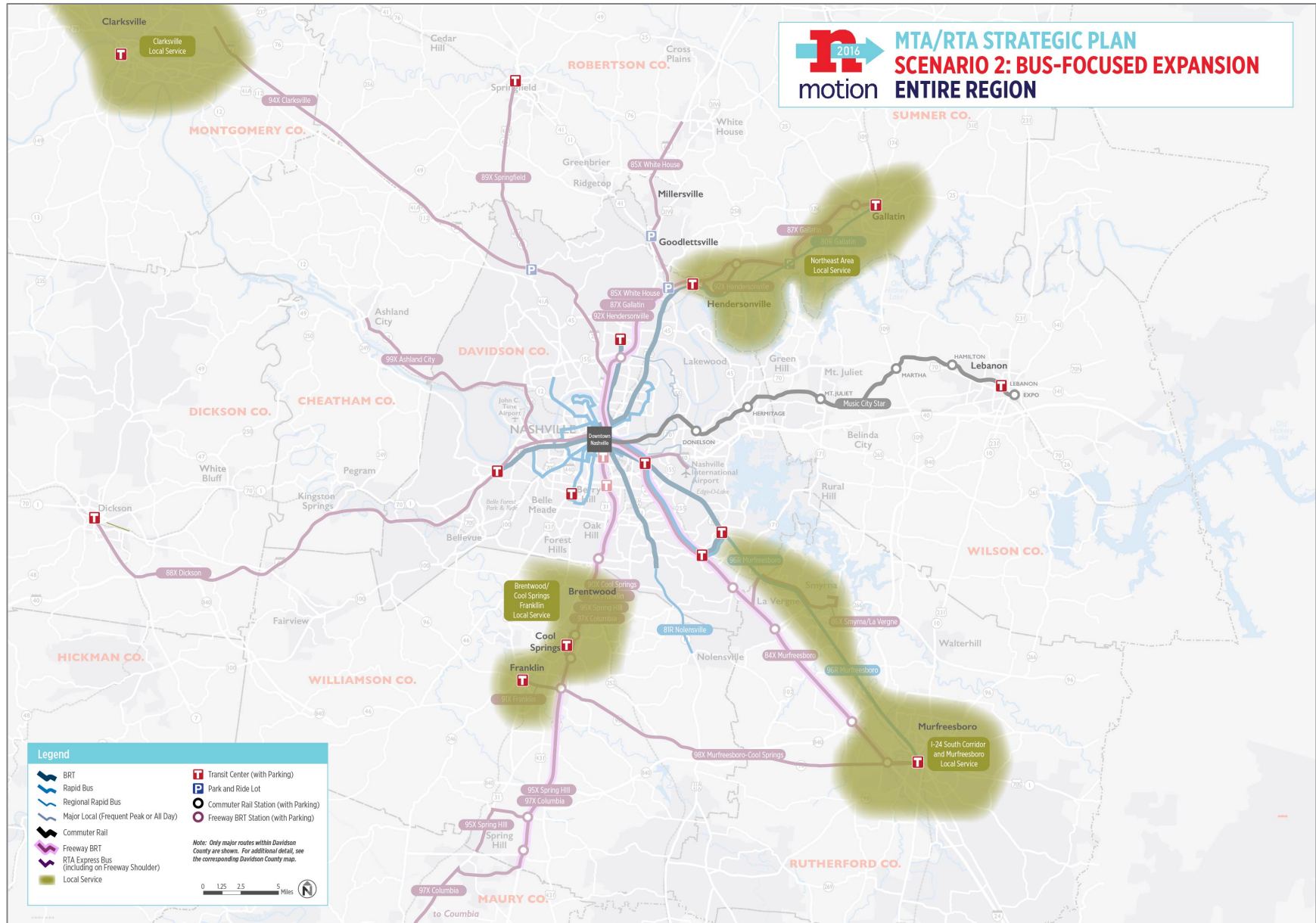


FIGURE 5 | SCENARIO 3: LOCAL SERVICE IN OUTER COUNTIES

