

## SCENARIOS DETAILS: IMPROVE EXISTING SERVICES

# PROVIDE MORE FREQUENT SERVICE FOR LONGER HOURS

Perhaps the easiest way to make transit convenient is to make it frequent and to provide service over long hours. Most riders consider service that operates every 10 minutes or more frequently as very convenient, and service that operates every 15 minutes or less as somewhat convenient. Conversely, service that operates every 30 minutes or more becomes too infrequent to attract most travelers who have other opportunities to travel, such as driving.

### METRO TRANSIT (MINNEAPOLIS / SAINT PAUL) HI-FREQUENCY PROMISE



#### The Hi-Frequency Promise

- > Service every 15 minutes (or better)
- > Weekdays: 6 a.m. to 7 p.m.
- > Saturdays: 9 a.m. to 6 p.m.

### WHATCOM TRANSPORTATION AUTHORITY GO LINE



In terms of these definitions of frequency, only three MTA routes provide service every 15 minutes or better throughout the day on weekdays. On weekday evenings and on weekends, service is much less frequent. Only two Music City Circuit routes operate every 15 minutes, and only three routes operate every 30 minutes. All other routes operate less frequently, with most operating every 60 minutes or less often. RTA service is more limited.

Spans of service—meaning the hours that service operates—is another factor that strongly influences the convenience of the transit system. On weekdays, all service ends at 11:15 PM, and of the 35 non-express/limited routes, 15 end service before 10:00 PM. These include the BRT-lite routes, which are Nashville MTA's highest ridership routes.

Viewed together with the service frequencies described above, service operates neither frequently enough nor late enough to provide the flexibility that most riders with other options require. This limited service makes it difficult for riders or potential riders with alternative schedules or second- and third-shift employment. It also poses a challenge to those who would like to use transit to reach social or entertainment activities in the evening. In addition to providing more frequent service, Nashville MTA will also need to provide later service.

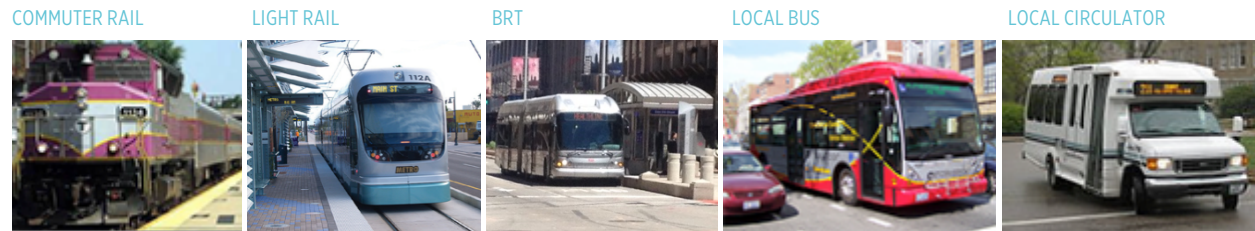
As described above, most RTA services operate only during peak periods, and one characteristic of many is that their schedules are designed to serve very early work schedules. For example, Route 87X Gallatin Express' last AM inbound trip arrives at Music City Central at 7:15 AM, and the last PM peak outbound bus departs from the West End at 4:37 PM. To make regional services more convenient, RTA will need to serve a wider range of work schedules.

For additional information on Rapid Bus service, see: [nmotion2015.com/wp-content/uploads/2015/12/nMotion-More-Frequent-and-Later-Service-151123\\_FINAL.pdf](http://nmotion2015.com/wp-content/uploads/2015/12/nMotion-More-Frequent-and-Later-Service-151123_FINAL.pdf)

## SUMMARY OF SCENARIO SERVICES

Transit can be provided in many ways, ranging from commuter rail to light rail to local bus to community shuttles. Each has its own characteristics, and while there is overlap between service types, most are best suited to specific markets. In cases where there is overlap (for example, light rail and BRT, the choice between the two often comes down to local community desires, including how much they are willing to invest.

FIGURE 1 | TRANSIT MODES



All three scenarios use a family of services approach that provide these types of choices while also matching services with appropriate markets. The services that are included in the scenarios are shown in Table 1. By scenario, the use of these services varies in three key ways:

1. The types of services (for example, light rail in Scenario 1, but not in 2 or 3).
2. Spans of service, with longer spans for most service types in Scenario 1 than in Scenarios 2 and 3, and longer spans in Scenario 2 than in Scenario 3.
3. Service frequencies, with more frequent service for most service types in Scenario 1 than in Scenarios 2 and 3, and more frequent service in Scenario 2 than in Scenario 3.

TABLE 1 | SERVICE TYPES AND MARKETS

Service Type	Transit Market
Light Rail	High density corridors
BRT	High density corridors
Streetcar	Short high density urban corridors
Rapid Bus	Medium to high density corridors
Regional Rapid Bus	Medium density corridors
Local Bus	
Frequent All Day	Medium to high density areas
Frequent Peak Local	Medium density areas
Local 30 All Day	Secondary routes in medium density areas
Local 60 All Day	Low density areas
Lifeline	Low volume areas with special needs
Commuter Rail	High volume regional corridors
Freeway BRT	High volume regional corridors
Express/Commuter	Medium volume commuter markets

The following sections provide information on how all major new and existing services would be classified and associated service spans and service frequencies. (Note also that all scenarios assume the development of additional local service to fill gaps in service coverage and provide connections to the core network. These routes would be developed as part of implementation.

## SCENARIO 1

In Scenario 1, service frequencies and spans would be increased significantly, and by service type, frequencies and spans would be as shown in Table 2.

TABLE 2 | SCENARIO 1 WEEKDAY SERVICE SPANS AND FREQUENCIES

Service Type	Span of Service	Service Frequencies (mins)			
		Peak Periods	Midday	Evening	Early/Late
Light Rail	5 am – 1 am	10	10	10	20
BRT	5 am – 1 am	10	10	10	20
Streetcar	5 am – 1 am	10	10	10	20
Rapid Bus	5 am – 1 am	10	10	10	20
Regional Rapid Bus	5 am – 11 pm	30	60	60	60
Frequent All Day	5 am – 12 am	15	15	15	30
Frequent Peak	5 am – 12 am	15	30	30	30
Local 30 All Day	5 am – 11 pm	30	30	30	30
Local 30 Peak	5 am – 11 pm	30	60	60	60
Local 60 All Day	5 am – 9 pm	60	60	60	60
Circulator	5 am – 7 pm	30	30	60	
Lifeline	9 am – 3 pm		60		
Commuter/Express	5 am – 9 pm	30	120	120	
Commuter Rail	5 am – 11 pm	30	60	60	60
Freeway BRT	5 am – 11 pm	30	60	60	60

Note: Spans and frequencies represent minimums for each type of service; additional service could be provided.

New routes and existing routes would be classified according to the family of services presented above, and as shown in Table 2 service frequencies and spans would increase for nearly all routes. By route type, there would be:

### Frequent Service

- 24 Frequent Routes
  - 4 light rail lines
  - 2 streetcar lines
  - 3 BRT routes
  - 9 Rapid Bus routes
  - 6 Frequent All Day and Frequent Peak routes
  - Frequent service on the inner end of the Northwest Corridor commuter rail line

### Other Local Service

- 17 other local routes (Local 30 All Day, Local 30 Peak, Local 60 All Day, Circulator, and Lifeline)

### Regional Routes

- 3 Regional Rapid Routes

### Express/Commuter Services

- 3 Freeway BRT routes
- 18 express routes
- 2 commuter rail lines (with three routes)

TABLE 3 | SCENARIO 1 SERVICE CLASSIFICATIONS AND CHANGES IN SERVICE

Route	Service Type	Change in Span	Change in Frequency
1100 Oaks	Local 30 Peak	Increase	Increase
2 Belmont	Local 30 All Day	Increase	Increase
<b>3B West End/White Bridge</b>	<b>BRT</b>	<b>Increase</b>	<b>Increase</b>
<b>4R East Nashville</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>No Change</b>
5 West End/Bellevue	Frequent Peak	Increase	Increase
6 Lebanon Pike	Frequent Peak	Increase	No Change
<b>7B Hillsboro</b>	<b>BRT</b>	<b>Increase</b>	<b>Increase</b>
8 8th Avenue South	Frequent Peak	Increase	Increase
<b>9R Metrocenter</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
10 Charlotte	<i>Replaced by Charlotte LRT</i>		
11 Trinity	Frequent Peak	New Route	New Route
<b>12L Nolensville Pike</b>	<b>LRT</b>	<b>Increase</b>	<b>Increase</b>
13 Harding	Local 30 All Day	New Route	New Route
14 Whites Creek	Frequent Peak	Increase	Increase
15 Murfreesboro Pike	<i>Replaced by Murfreesboro LRT</i>		
16 Woodmont	Local 30 All Day	New Route	New Route
<b>17 12th Avenue South</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
<b>18R Elm Hill/Airport</b>	<b>Rapid Bus</b>	Increase	Increase
19 Herman	Frequent Peak	No Change	No Change
20 Scott	Local 30 Peak	Increase	Increase
21 University Connector	Local 30 All Day	Increase	No Change
<b>22R Bordeaux</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
<b>23R Dickerson Road</b>	<b>BRT</b>	<b>Increase</b>	<b>Increase</b>
24x Bellevue Express	Commuter/Express	Increase	No Change
<b>25R Edgehill</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
26 Gallatin Pike	<i>Replaced by Gallatin LRT</i>		
27 Old Hickory	Commuter/Express	No Change	No Change
28 Meridian	Local 30 Peak	No Change	No Change
<b>29R Jefferson/TSU</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
30 McFerrin	Local 30 Peak	No Change	No Change
<b>31R Hospitals</b>	<b>Rapid Bus</b>	<b>New Route</b>	<b>New Route</b>
33x Hickory Hollow/Lenox Express	<i>Replaced by Route Murfreesboro LRT</i>		
<b>34R Opry Mills</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
35x Rivergate Express	<i>Replaced by feeder service to Gallatin LRT</i>		
36x Madison Express	<i>Replaced by feeder service to Gallatin LRT</i>		
37x Tusculum/McMurray Express	<i>Replaced by feeder service to Nolensville LRT</i>		
38x Antioch Express	<i>Replaced by feeder service to Murfreesboro LRT</i>		
39X Airport	Local 30 All Day	New Route	New Route
40 Bell	Local 30 Peak	New Route	New Route
41 Golden Valley	Commuter/Express	Increase	Increase
42 St. Cecelia/Cumberland	Local 30 All Day	Increase	Increase
43 Hickory Hills	Local 30 Peak	Increase	Increase
<b>50B Charlotte Pike Light Rail</b>	<b>LRT</b>	<b>Increase</b>	<b>Increase</b>
<b>55B Murfreesboro Pike Light Rail</b>	<b>LRT</b>	<b>Increase</b>	<b>Increase</b>
<b>56B Gallatin Pike Light Rail</b>	<b>LRT</b>	<b>Increase</b>	<b>Increase</b>
60 Music City Blue Circuit	Circulator	Increase	Increase
61 Music City Green Circuit	Circulator	Increase	Increase

Notes: **xxx = LRT**; **xxx = Streetcar**; **xxx = BRT**; **xxx = Rapid Bus**; **xxx = Major Local** (Frequent All Day or Peak); **xxx = Minor Local** (Local 30 All Day or Peak or Lifeline); **xxx = Commuter/ Express**; **xxx = Circulator**; **xxx = Freeway BRT with full service**; **xxx = Freeway BRT with limited service**; **xxx = Commuter Rail**

TABLE 3 | SCENARIO 1 SERVICE CLASSIFICATIONS AND CHANGES IN SERVICE

Route	Service Type	Change in Span	Change in Frequency
72 Edmondson Pike Connector	Local 30 Peak	Increase	Increase
75 Thompson	Local 30 All Day	New Route	New Route
76 Madison Connector	Local 30 Peak	No Change	No Change
80 Gallatin – Gallatin Pike BRT	Regional Rapid Bus	New Route	New Route
81 Nolensville – Nolensville Pike BRT	Regional Rapid Bus	New Route	New Route
83X Murfreesboro-Cool Springs	Commuter/Express	New Route	New Route
84X Murfreesboro Express	Freeway BRT	Increase	Increase
86X Smyrna/La Vergne Express	Commuter/Express	Increase	Increase
87X Gallatin Express	Freeway BRT	Increase	Increase
88X Dickson Express	Commuter/Express	Increase	Increase
89X Springfield/Joelton Express	Commuter/Express	Increase	Increase
90X Cool Springs Express	Commuter/Express	New Route	New Route
91X Franklin Express*	Freeway BRT	Increase	Increase
92X Hendersonville Express	Commuter/Express	Increase	Increase
93 Music City Star West End Shuttle	Commuter/Express	Increase	Increase
94X Clarksville Express	<i>Replaced by NW Corridor Commuter Rail</i>		
95X Spring Hill Express	Commuter/Express	Increase	Increase
96X Nashville/Murfreesboro Relax & Ride	Regional Rapid Bus	No change	No change
97X Columbia – Nashville Express	Commuter/Express	New Route	New Route
98X Ashland City – Nashville Express	Commuter/Express	New Route	New Route
90 Music City Star	Commuter Rail	Increase	Increase
CR2 Clarksville – Nashville Commuter Rail	Commuter Rail	New Route	New Route
CR3 NW Corridor CR within Davidson County	Commuter Rail	New Route	New Route
S1 West End Streetcar	Streetcar	New Route	New Route
S2 Germantown Streetcar	Streetcar	New Route	New Route

## FREQUENT SERVICE

Scenario 1 includes a core network of light rail, BRT, Rapid Bus, Frequent All Day, and Frequent Peak routes, plus frequent service on the inner end of the Northwest corridor commuter rail line— 24 routes in total. On weekdays, light rail, BRT, and Rapid Bus routes would operate from 5 AM until 1 AM, with service every 10 minutes throughout most of the day. These routes would be supplemented with major local routes that would operate at least every 15 minutes throughout the day or during peak periods. Frequent Saturday and Sunday service would also be provided.

## OTHER LOCAL SERVICE

Nearly all other local routes would be upgraded to higher service types, which would mean that the hours and the frequencies at which they operate would be increased very significantly. There would also be more weekend service; all routes that would be classified as Local 30 Peak or higher would provide both Saturday and Sunday service, as would some others.

## REGIONAL ROUTES

Three new regional routes would be developed: an upgrade of existing route 96X Murfreesboro Relax & Ride service and new Regional Rapid routes from Gallatin and Nolensville to the outer end of the Gallatin and Nolensville BRT lines (see Figure 3).



FIGURE 2 | SCENARIO 1 MTA FREQUENT SERVICES (NORTHWEST COMMUTER RAIL, LIGHT RAIL, BRT, RAPID BUS, AND MAJOR LOCAL)

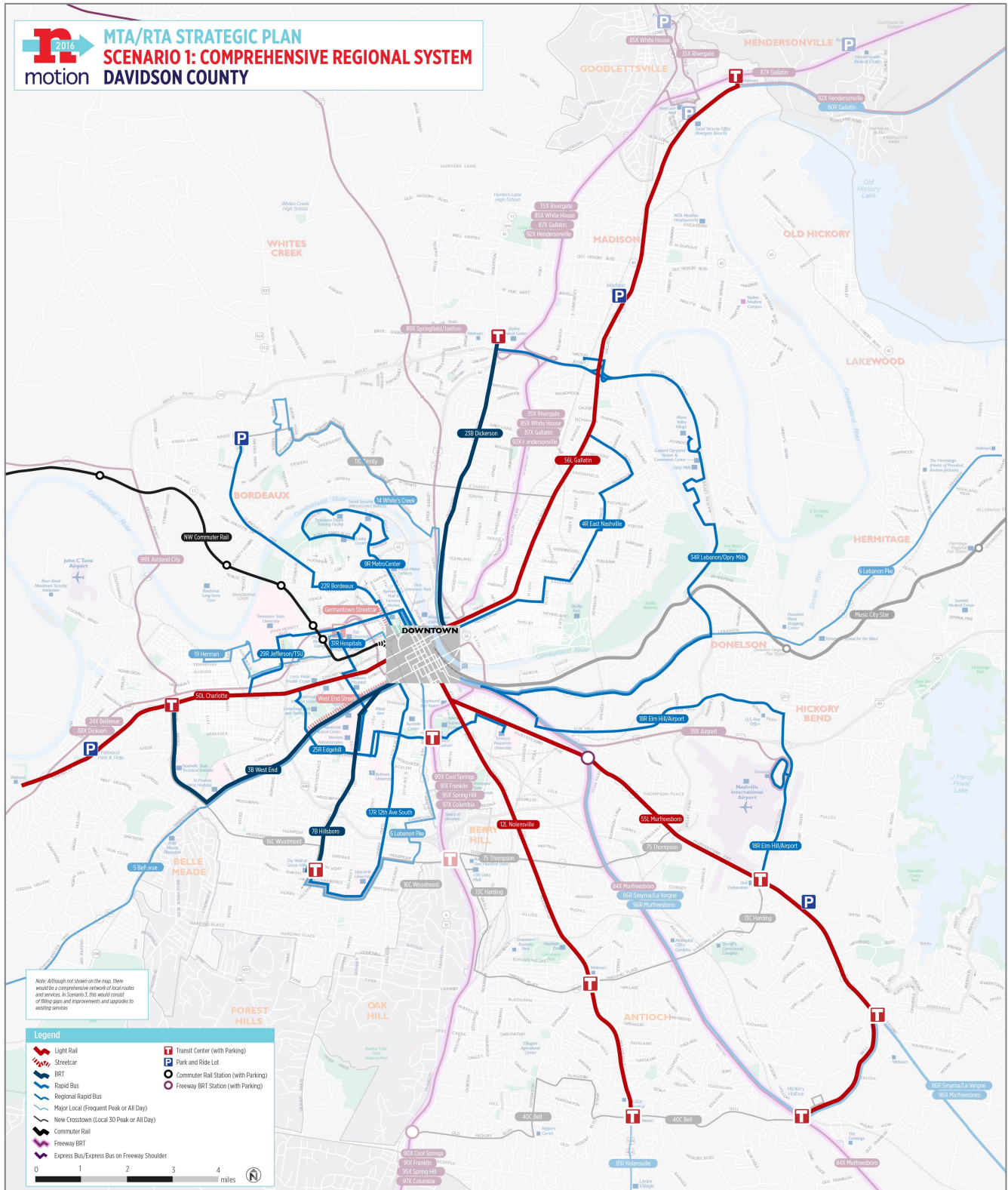
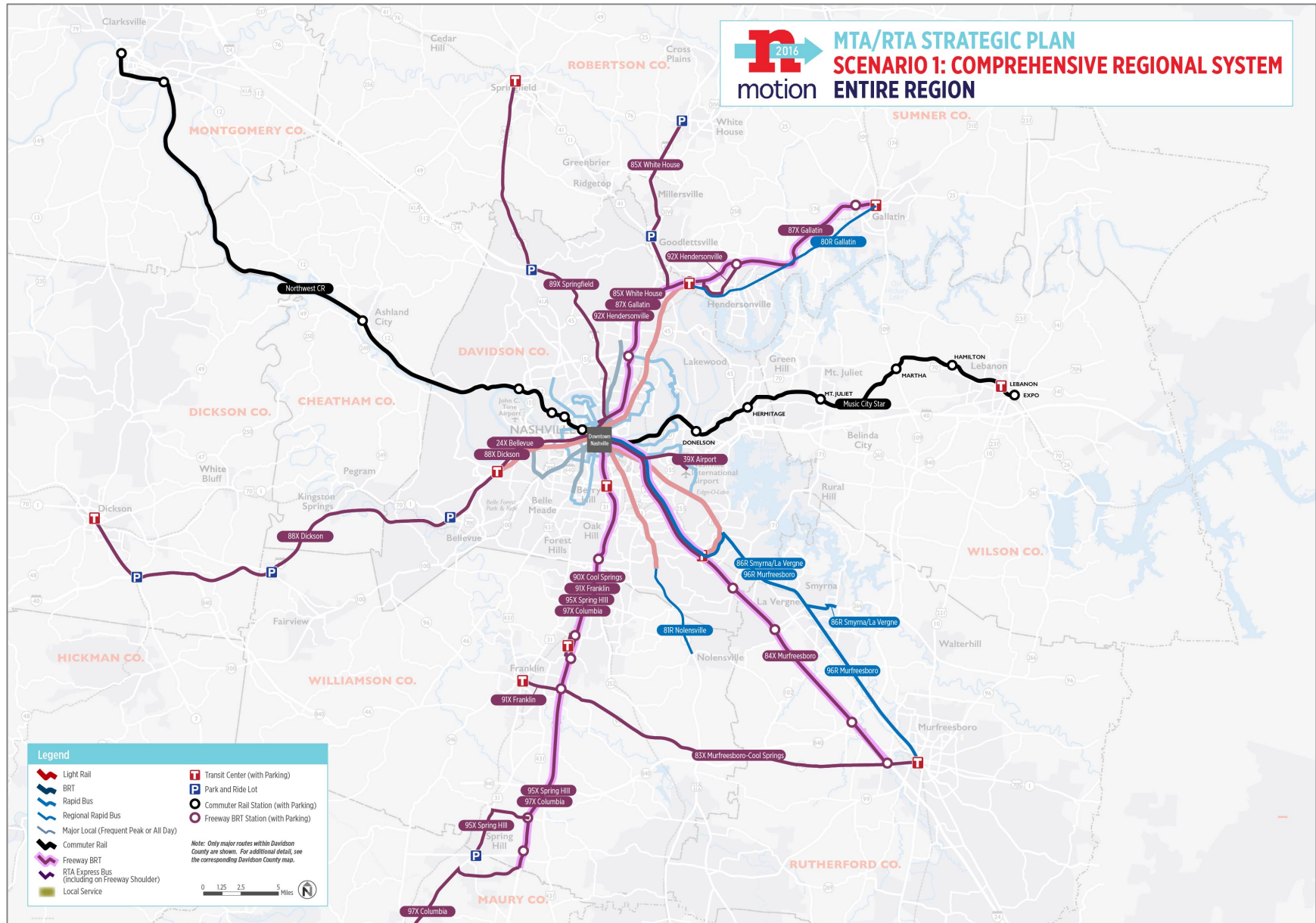


FIGURE 3 | SCENARIO 1 EXPRESS/COMMUTER AND REGIONAL ROUTES



## EXPRESS/COMMUTER ROUTES

Commuter rail service would consist of three routes operating along two lines: Music City Star and Northwest Corridor commuter rail (see Figure 3). Northwest Corridor service would operate between Clarksville and Nashville via Ashland City, with supplemental service within Davidson County. Commuter rail would operate seven days a week, with service on weekday every 30 minutes during peak periods and every 60 minutes during the midday and at night.

There would be three Freeway BRT corridors – Ellington Parkway/Route 386, I-24 South, and I-65 South. Each would be served by a main Freeway BRT route that would provide the same level of service as commuter rail.

There would also be additional express routes that would use the Freeway BRT facilities and operate in other corridors. These routes would operate on weekdays only, with peak period service at least every 30 minutes and midday and evening service at least every 120 minutes.

## SCENARIO 2

In Scenario 2, service frequencies and spans would be increased significantly, although to a lesser extent than in Scenario 1. By service type, frequencies and spans would be as shown in Table 4.

TABLE 4 | SCENARIO 2 WEEKDAY SERVICE SPANS AND FREQUENCIES

Service Type	Span of Service	Service Frequencies (mins)			
		Peak Periods	Midday	Evening	Early/Late
BRT	5 am – 12 am	10	10	10	20
Rapid Bus	5 am – 12 am	10	15	15	30
Regional Rapid Bus	5 am – 11 pm	30	60	60	60
Frequent All Day	5 am – 12 am	10	15	15	30
Frequent Peak	5 am – 12 am	15	30	30	30
Local 30 All Day	5 am – 11 pm	30	30	60	60
Local 30 Peak	5 am – 10 pm	30	60	60	60
Local 60 All Day	5 am – 9 pm	60	60	60	60
Circulator	6 am – 7 pm	30	30		
Lifeline	9 am – 3 pm		60		
Commuter/Express	Peak Only	4 AM inbound trips; 4 PM outbound trips			
Commuter Rail/Freeway BRT	5 am – 11 pm	30	120	60	120
Freeway BRT	5 am – 11 pm	30	60	60	60

Note: Spans and frequencies represent minimums for each type of service; additional service could be provided.

New routes and existing routes would be classified as shown in **Error! Not a valid bookmark self-reference.**, and as shown service frequencies and spans would increase for nearly all routes.



TABLE 5 | SCENARIO 2 SERVICE CLASSIFICATIONS AND CHANGES IN SERVICE

Route	Service Level	Change in Span	Change in Frequency
1100 Oaks	Local 60 All Day	Increase	No Change
2 Belmont	Local 30 Peak	Increase	No Change
<b>3B West End/White Bridge</b>	<b>BRT</b>	<b>Increase</b>	<b>Increase</b>
<b>4 East Nashville (replaces 4 Shelby)</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>No Change</b>
5 West End/Bellevue	Local 30 All Day	No Change	No Change
6 Lebanon Pike	Local 30 Peak	Increase	No Change
<b>7R Hillsboro</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
8 <sup>th</sup> Avenue South	Local 30 All Day	Increase	Increase
<b>9R Metrocenter</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
10 Charlotte	<i>Replaced by Route Charlotte BRT</i>		
11 Trinity	Local 30 All Day	New Route	New Route
<b>12R Nolensville Pike</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
13 Harding	Local 30 All Day	New Route	New Route
14 Whites Creek	Local 30 Peak	No Change	No Change
15 Murfreesboro Pike	<i>Replaced by Route Murfreesboro BRT</i>		
<b>17 12th Avenue South</b>	<b>BRT</b>	<b>Increase</b>	<b>Increase</b>
16 Woodmont	Local 30 Peak	New Route	New Route
<b>18R Elm Hill/Airport</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
19 Herman	Frequent Peak	No Change	No Change
20 Scott	Local 30 Peak	Increase	Increase
21 University Connector	Local 30 All Day	Increase	No Change
<b>22R Bordeaux</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
<b>23R Dickerson Road</b>	<b>BRT</b>	<b>Increase</b>	<b>Increase</b>
24x Bellevue Express	Commuter/Express	Increase	No Change
<b>25R Edgehill</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
26 Gallatin Pike	<i>Replaced by Route Gallatin BRT</i>		
27 Old Hickory	Commuter/Express	No Change	No Change
28 Meridian	Local 30 Peak	No Change	No Change
<b>29R Jefferson/TSU</b>	<b>Rapid Bus</b>	<b>Increase</b>	<b>Increase</b>
30 McFerrin	Local 60 All Day	No Change	No Change
<b>31R Hospitals</b>	<b>Rapid Bus</b>	<b>New Route</b>	<b>New Route</b>
33x Hickory Hollow/Lenox Express	<i>Replaced by Murfreesboro BRT</i>		
34 Opry Mills	Frequent Peak	Increase	Increase
35x Rivergate Express	<i>Replaced by feeder service to Gallatin BRT</i>		
36x Madison Express	<i>Replaced by feeder service to Gallatin BRT</i>		
37x Tusculum/McMurray Express	<i>Replaced by feeder service to Nolensville BRT</i>		
38x Antioch Express	<i>Replaced by feeder service to Murfreesboro BRT</i>		
39X Airport	Local 30 All Day	New Route	New Route
40 Bell	Local 30 Peak	New Route	New Route
41 Golden Valley	Commuter/Express	Increase	Increase
42 St. Cecelia/Cumberland	Local 30 Peak	Increase	Increase
43 Hickory Hills	Local 30 Peak	Increase	Increase
<b>50B Charlotte Pike BRT</b>	<b>BRT</b>	<b>Increase</b>	<b>Increase</b>
<b>55B Murfreesboro Pike BRT</b>	<b>BRT</b>	<b>Increase</b>	<b>Increase</b>
<b>56B Gallatin Pike BRT</b>	<b>BRT</b>	<b>Increase</b>	<b>Increase</b>
60 Music City Blue Circuit	Circulator	Increase	Increase
61 Music City Green Circuit	Circulator	Increase	Increase
72 Edmondson Pike Connector	Local 60 All Day	Increase	Increase
75 Thompson	Local 30 Peak	New Route	New Route

Notes: **xxx = BRT**; **xxx = Rapid Bus**; xxx = Major Local (Frequent All Day or Peak); xxx = Minor Local (Local 30 All Day or Peak or Lifeline); xxx = Commuter/ Express; xxx = Circulator; **xxx = Freeway BRT with full service**; **xxx = Commuter Rail**

TABLE 5 | SCENARIO 2 SERVICE CLASSIFICATIONS AND CHANGES IN SERVICE

Route	Service Level	Change in Span	Change in Frequency
76 Madison Connector	Local 60 All Day	No Change	No Change
80 Gallatin – Gallatin Pike BRT	Regional Rapid Bus	New Route	New Route
81 Nolensville – Nolensville Pike BRT	Regional Rapid Bus	New Route	New Route
83X Murfreesboro-Cool Springs	Commuter/Express	New Route	New Route
84X Murfreesboro Express	Freeway BRT	Increase	Increase
86X Smyrna/La Vergne Express	Commuter/Express	Increase	Increase
87X Gallatin Express	Freeway BRT	Increase	Increase
88X Dickson Express	Commuter/Express	Increase	Increase
89X Springfield/Joelton Express	Commuter/Express	Increase	Increase
90X Cool Springs Express	Commuter/Express	New Route	New Route
91X Franklin Express*	Freeway BRT	No Change	No Change
92X Hendersonville Express	Commuter/Express	Increase	Increase
93 Music City Star West End Shuttle	Commuter/Express	Increase	Increase
94X Clarksville Express	Commuter/Express	Increase	Increase
95X Spring Hill Express	Commuter/Express	Increase	Increase
96X Nashville/Murfreesboro Rapid	Regional Rapid Bus	No change	No change
97X Columbia – Nashville Express	Commuter/Express	New Route	New Route
98X Ashland City – Nashville Express	Commuter/Express	New Route	New Route
90 Music City Star – Commuter Rail	Commuter Rail	Increase	Increase

By route type, there would be:

#### Frequent Services

- 17 Frequent Routes
  - 6 BRT routes
  - 9 Rapid Bus routes
  - 2 Frequent Peak routes

#### Other Local Services

- 20 other local routes (Local 30 All Day, Local 30Peak, Local 60 All Day, Circulator, and Lifeline)

#### Regional Routes

- 3 Regional Rapid Routes

#### Express/Commuter Routes

- 3 Freeway BRT routes
- 19 express routes
- 1 commuter rail line

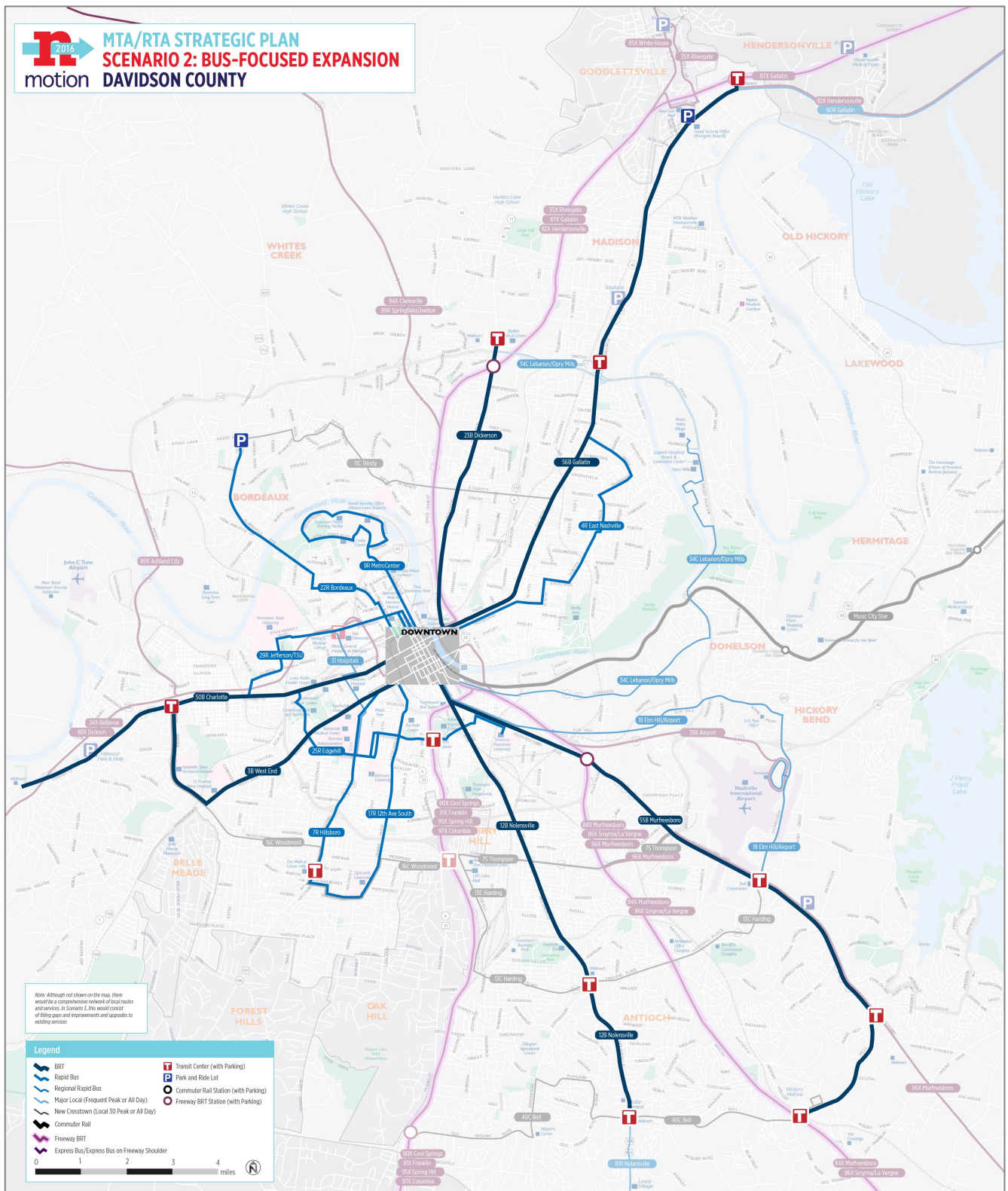
## FREQUENT SERVICE

Scenario 2 includes a core network of 17 BRT, Rapid Bus, and Frequent All Day or Frequent Peak routes (see Figure 4). On weekdays, these would operate from 5 AM until midnight, with service every 10 to 15 minutes throughout most of the day. Frequent Saturday and Sunday service would also be provided on all these routes.

## OTHER LOCAL SERVICE

As in Scenario 1, nearly all other local routes would be upgraded to higher service types, which would mean that the hours and the frequencies at which they operate would be increased very significantly. There would also be more weekend service; all routes that would be classified as Local 30 Peak or higher would provide both Saturday and Sunday service, as would some others.

FIGURE 4 | SCENARIO 2 MTA FREQUENT SERVICES (BRT, RAPID BUS, AND MAJOR LOCAL)



## REGIONAL ROUTES

In a similar manner as in Scenario 1, three new regional routes would be developed: the upgrade of existing route 96X Murfreesboro Relax & Ride service and new Regional Rapid routes from Gallatin and Nolensville to the outer end of the Gallatin and Nolensville BRT lines.

## EXPRESS/COMMUTER SERVICES

Music City Star service would be increased to provide limited weekday midday and evening service (every two hours), and Saturday service.

Scenario 2 would also have three Freeway BRT corridors; in this case I-65 North/Route 386, I-24 South, and I-65 South. Each would be served by a main Freeway BRT route that would provide the same level of service as commuter rail.

There would also be additional express routes that would use the Freeway BRT facilities and operate in other corridors. These routes would provide a minimum of four AM inbound and four PM outbound trips. Second, schedules would be revised to serve later work schedules.

## SCENARIO 3

As with Scenarios 1 and 2, Scenario 3 includes more frequent service for longer hours, but to a much lesser degree in two key respects.

- There would be fewer Frequent Routes
- Nearly all services would operate less frequently and for shorter spans

By service type, frequencies and spans would be as shown in Table 6.

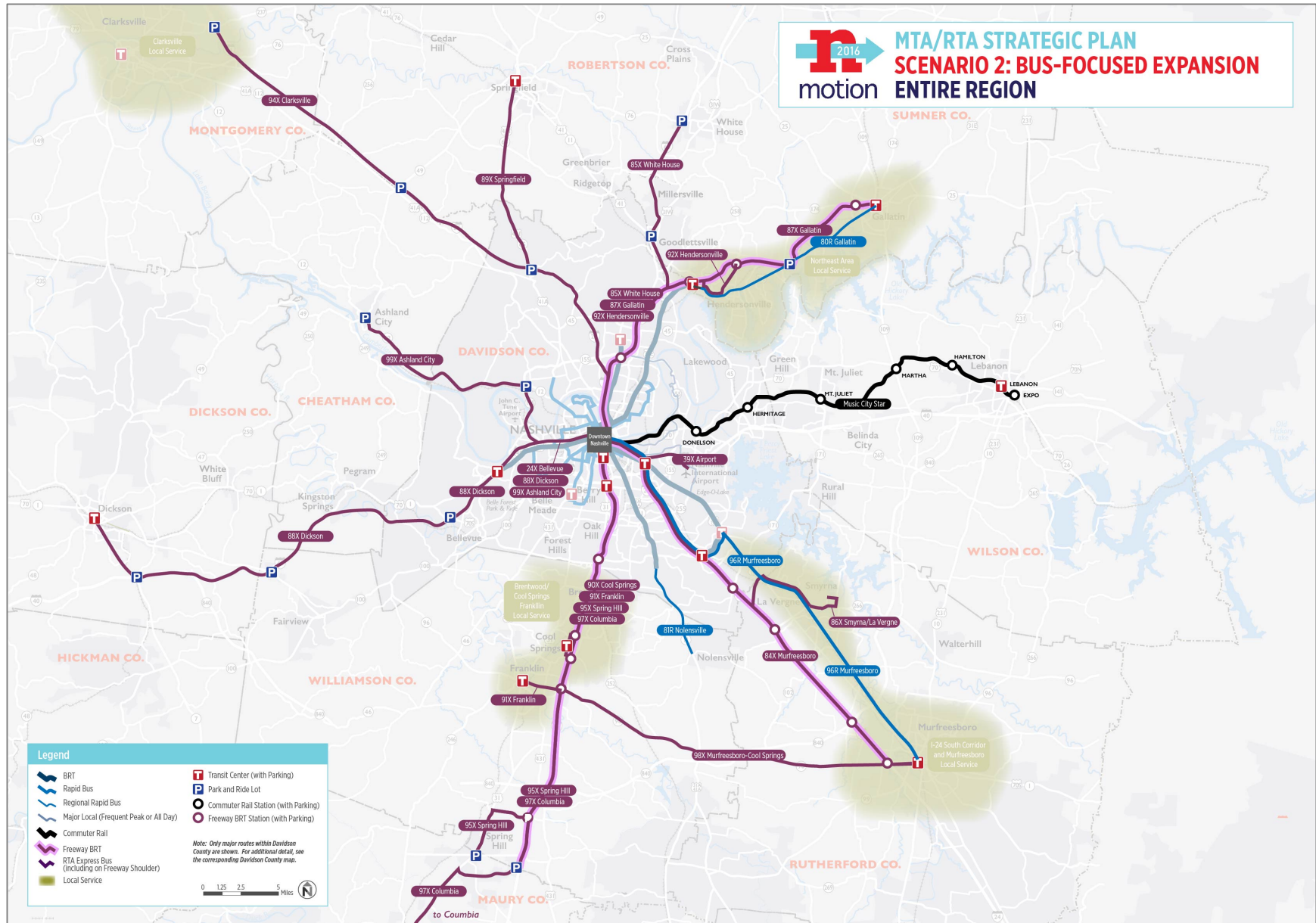
TABLE 6 | SCENARIO 3 WEEKDAY SERVICE SPANS AND FREQUENCIES

Service Type	Span of Service	Service Frequencies (mins)			
		Peak Periods	Midday	Evening	Early/Late
Rapid Bus	5 am – 11 pm	15	15	15	30
Frequent All Day	5 am – 10 pm	15	15	15	30
Frequent Peak	5 am – 10 pm	15	30	30	30
Local 30 All Day	5 am – 10 pm	30	30	60	60
Local 30 Peak	5 am – 10 pm	30	60	60	60
Local 60 All Day	6 am – 7 pm	60	60	60	--
Circulator	6 am – 6 pm	60	60	--	--
Lifeline	9 am – 3 pm	--	60	--	--
Commuter/Express	Peak only	4 AM inbound trips; 4 PM outbound trips			
Commuter Rail	5 am – 9 pm	30	120	120	--

Note: Spans and frequencies represent minimums for each type of service; additional service could be provided.



FIGURE 5 | SCENARIO 2 EXPRESS/COMMUTER AND REGIONAL ROUTES



Major new routes and existing routes would be classified as shown in Table 7. Service frequencies and spans would increase for many routes, but not nearly as many as in Scenarios 1 and 2.

TABLE 7 | SCENARIO 3 SERVICE CLASSIFICATIONS AND CHANGES IN SERVICE

Route	Service Type	Change in Span	Change in Frequency
1 100 Oaks	Commuter/Express	Increase	No Change
2 Belmont	Local 30 Peak	No Change	No Change
3 West End/White Bridge	Rapid Bus	Increase	Increase
4 East Nashville	Frequent Peak	No Change	No Change
5 West End/Bellevue	Local 30 All Day	No Change	No Change
6 Lebanon Pike	Local 30 All Day	No Change	No Change
7R Hillsboro	Rapid Bus	Increase	Increase
8 8th Avenue South	Local 30 All Day	Increase	Increase
9 Metrocenter	Frequent Peak	Increase	Increase
10 Charlotte		Replaced by Route 50R	
12R Nolensville Pike	Rapid Bus	Increase	Increase
14 Whites Creek	Local 30 Peak	No Change	No Change
15 Murfreesboro Pike		Replaced by Route 55R	
17R 12th Avenue South	Frequent Peak	Increase	Increase
16 Woodmont	Local 30 Peak	New Route	New Route
17 12 <sup>th</sup> Avenue South	Frequent Peak	Increase	Increase
18 Elm Hill/Airport	Frequent All Day	Increase	Increase
19 Herman	Local 30 All Day	No Change	No Change
20 Scott	Local 30 Peak	Increase	Increase
21 University Connector	Local 30 All Day	Increase	No Change
22 Bordeaux	Frequent All Day	Increase	Increase
23R Dickerson Road	Rapid Bus	Increase	Increase
24x Bellevue Express	Commuter/Express	Increase	No Change
25 Edgehill (replaces 25 Midtown)	Frequent Peak	Increase	Increase
26 Gallatin Pike		Replaced by Route 56R	
27 Old Hickory	Commuter/Express	No Change	No Change
28 Meridian	Local 30 Peak	No Change	No Change
29 Jefferson/TSU	Frequent Peak	Increase	Increase
30 McFerrin	Local 60 All Day	No Change	No Change
31 Hospitals	Local 30 Peak	New Route	New Route
33x Hickory Hollow/Lenox Express	Commuter/Express	No Change	Increase
34 Opry Mills	Local 60 All Day	Increase	Increase
35x Rivergate Express	Commuter/Express	No Change	Increase
36x Madison Express	Commuter/Express	No change	No change
37x Tusculum/McMurray Express	Commuter/Express	No Change	Increase
38x Antioch Express	Commuter/Express	No Change	Increase
40 Bell	Local 30 Peak	New Route	New Route
41 Golden Valley	Commuter/Express	No Change	Increase
42 St. Cecelia/Cumberland	Local 30 Peak	No Change	No Change
43 Hickory Hills	Local 30 Peak	Increase	Increase
50R Charlotte Rapid	Rapid Bus	Increase	Increase
55R Murfreesboro Pike Rapid	Rapid Bus	Increase	Increase
56R Gallatin Pike Rapid	Rapid Bus	Increase	Increase
60 Music City Blue Circuit	Circulator	Increase	Increase
61 Music City Green Circuit	Circulator	Increase	Increase
72 Edmondson Pike Connector	Lifeline	No Change	No Change

Notes: **xxx = Rapid Bus**; xxx = Major Local (Frequent All Day or Peak); xxx = Minor Local (Local 30 All Day or Peak or Lifeline); xxx = Commuter/ Express; xxx = Circulator; **xxx = Commuter Rail**

TABLE 7 | SCENARIO 3 SERVICE CLASSIFICATIONS AND CHANGES IN SERVICE

Route	Service Type	Change in Span	Change in Frequency
76 Madison Connector	Local 60 All Day	No Change	No Change
84X Murfreesboro Express	Commuter/Express	No change	No change
86X Smyrna/La Vergne Express	Commuter/Express	No change	No change
87X Gallatin Express	Commuter/Express	Increase	Increase
88X Dickson Express	Commuter/Express	Increase	Increase
89X Springfield/Joelton Express	Commuter/Express	Increase	Increase
91X Franklin Express*	Commuter/Express	No change	No change
92X Hendersonville Express	Commuter/Express	Increase	Increase
93 Music City Star West End Shuttle	Commuter/Express	Increase	Increase
94X Clarksville Express	Commuter/Express	No change	No change
95X Spring Hill Express	Commuter/Express	Increase	Increase
96X Nashville/Murfreesboro Relax & Ride	Local 30 Peak	Increase	Increase
<b>90 Music City Star - Commuter Rail</b>	<b>Commuter Rail</b>	<b>Increase</b>	<b>Increase</b>

By service type, there would be:

#### Frequent Services

- 14 Frequent Routes
  - 7 Rapid Bus routes
  - 7 Frequent All Day or Peak Routes

#### Other Local Services

- 16 other local routes (Local 30 All Day, Local 30Peak, Local 60 All Day, Circulator, and Lifeline)

#### Express/Commuter Routes

- 19 express routes
- 1 commuter rail line

## FREQUENT SERVICE

Scenario 3 includes a core local network of 14 Rapid Bus, Frequent All Day, and Frequent Peak routes (see Figure 6). On weekdays, these would operate from 5 AM until either 10 or 11 PM. Frequent Saturday and Sunday service would also be provided on all of these routes.

## OTHER LOCAL SERVICE

Most other local routes would be upgraded to higher service types, which would mean that the hours and the frequencies at which they operate would increase. However, these increases would still fall short of what most passengers would consider to be convenient; all routes that would be classified as Local 30 Peak or higher would provide both Saturday and Sunday service, as would some others.

## EXPRESS/COMMUTER SERVICES

Music City Star service would be increased to provide limited midday and evening service (every two hours) on weekdays. However, weekend service would not be provided.

As in Scenario 2, express bus services would be improved in two ways. First, additional trips would be added where necessary to provide a minimum of four AM inbound and four PM outbound trips. Second, schedules would be revised to serve later work schedules.



FIGURE 6 | SCENARIO 3 MTA FREQUENT SERVICES (RAPID BUS AND MAJOR LOCAL)

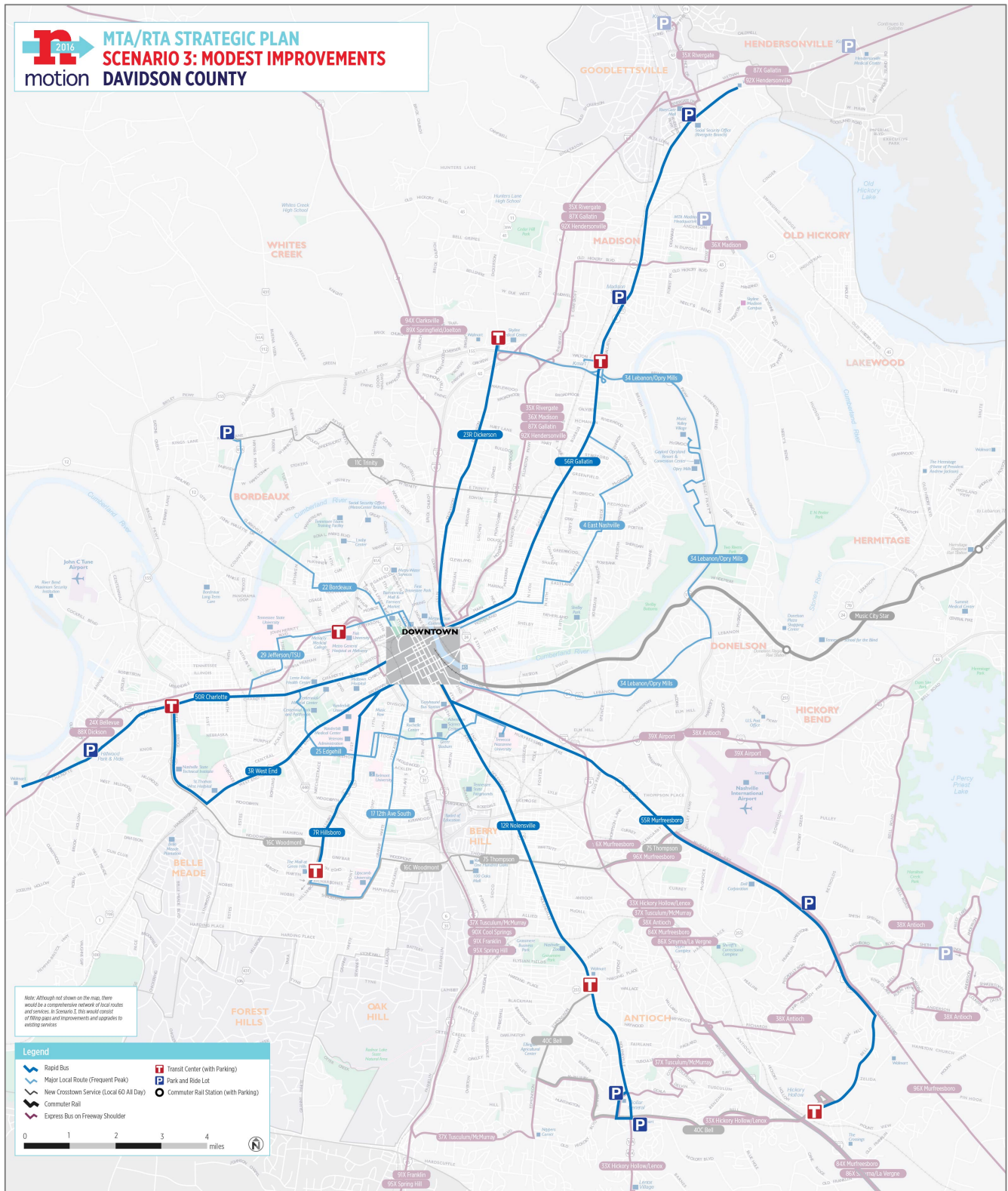




FIGURE 7 | SCENARIO 2 EXPRESS/COMMUTER AND REGIONAL ROUTES

