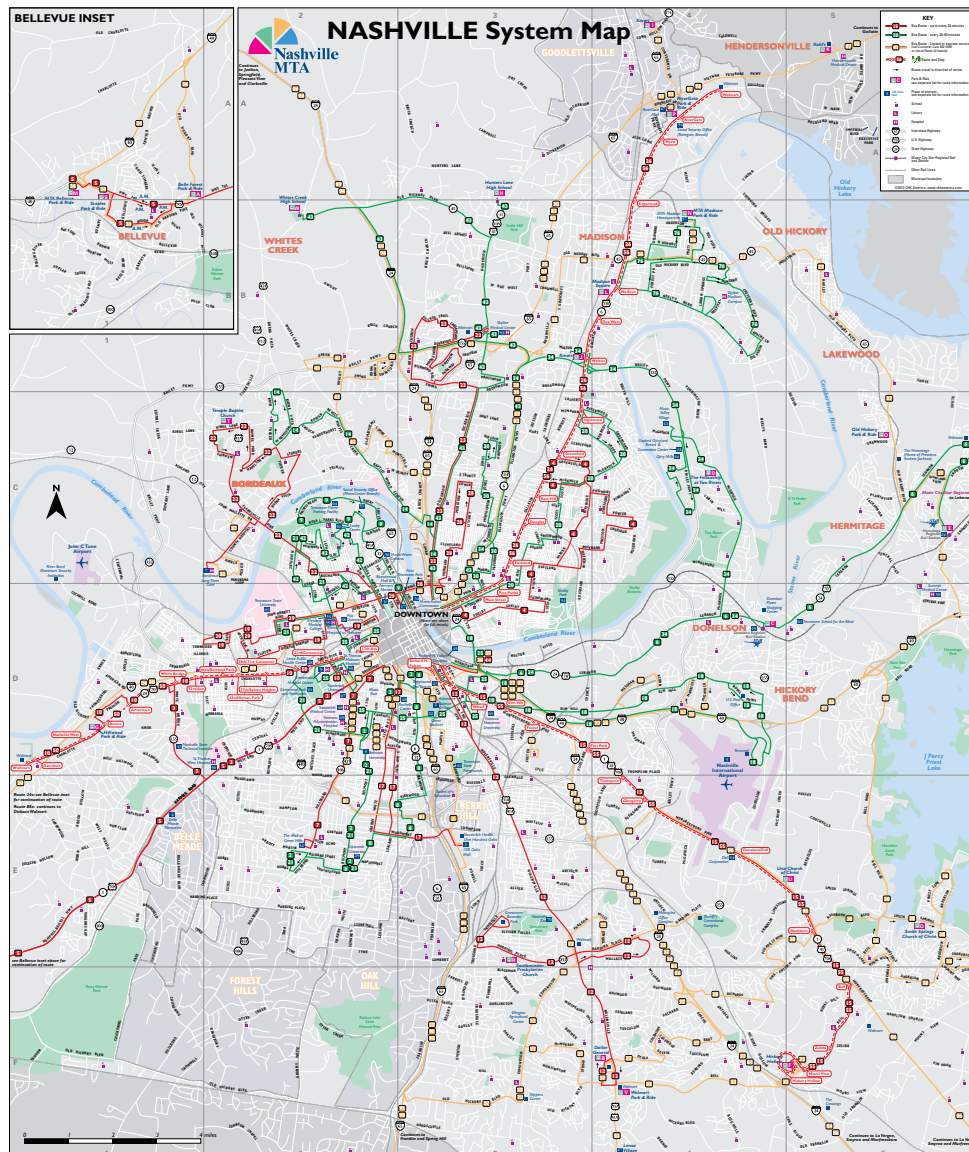


SCENARIO DETAILS: IMPROVE EXISTING SERVICES

IMPROVE NON-DOWNTOWN NASHVILLE SERVICES

Middle Tennessee's transit services are heavily focused on transporting people to and from downtown Nashville (see Figure 1). However, as the region has grown, travel to locations outside of downtown has increased significantly, but transit trips to non-downtown locations require out-of-direction travel via downtown. Not surprisingly, the stakeholder outreach conducted to date for nMotion has indicated a large demand for new services that connect outer areas more directly. New services will be needed to develop a more robust transit system that better serves these types of trips, especially in Nashville's urban core.

FIGURE 1 | NASHVILLE MTA SYSTEM MAP



For additional information on transit centers, see: nmotion2015.com/wp-content/uploads/2015/11/nMotion-Outlying-Hubs-151115_FINAL.pdf

SUMMARY OF SCENARIO SERVICES

All three scenarios would use three different strategies to improve service to non-downtown destinations:

1. New “crosstown” routes that directly connect outer areas.
2. Outlying transit centers that act as focal points for outer area transit, with connections between cross-town routes and between radial and cross-town routes. As transit grows outward, the transit hubs can facilitate transfers.
3. The combination of radial routes that now terminate in downtown into routes that operate through downtown.

SCENARIO 1: COMPREHENSIVE REGIONAL SYSTEM

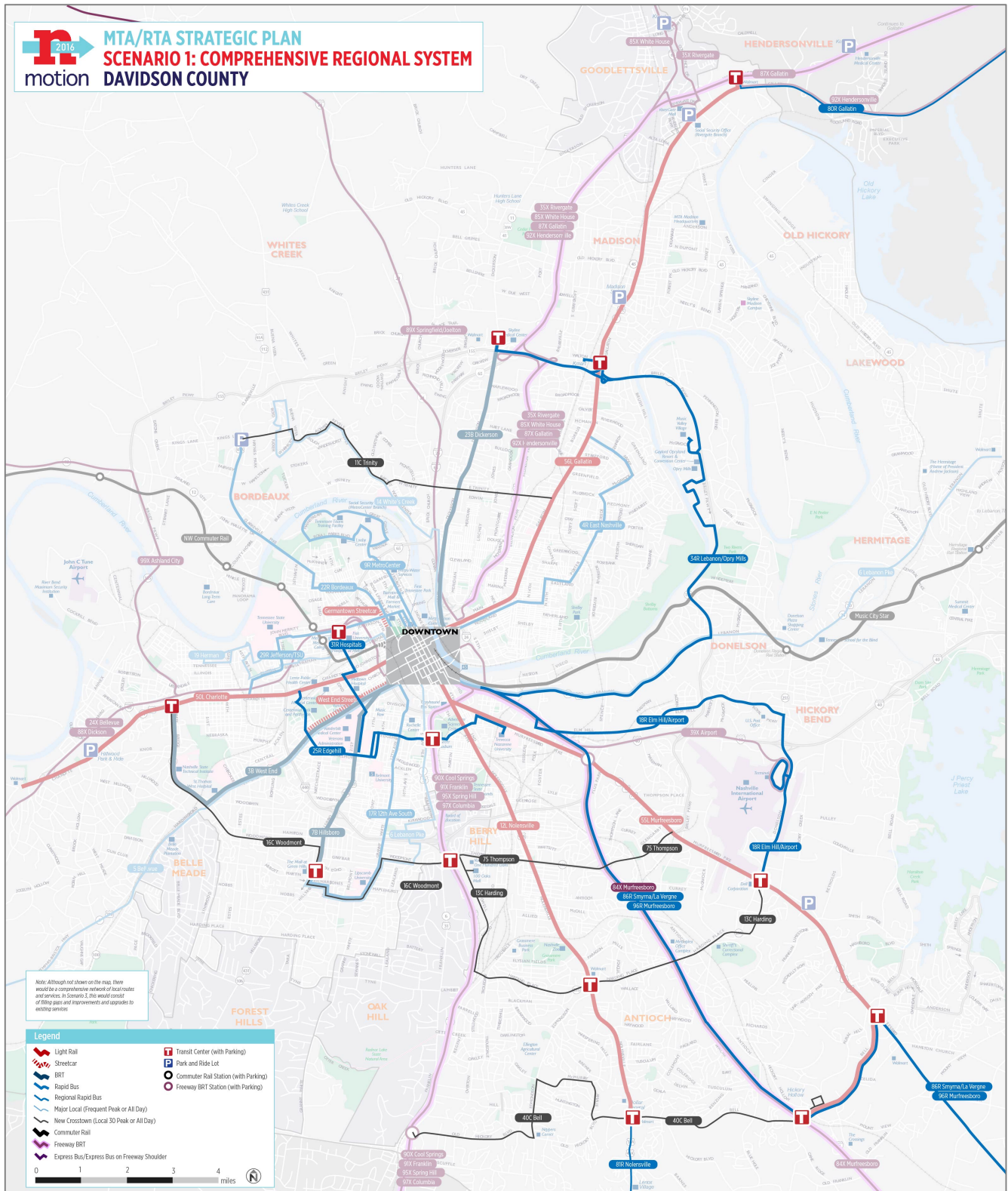
Scenario 1 includes the development of 11 routes that would provide new and/or improved crosstown service, 13 outlying transit centers, and the combination of downtown radial routes into through-routes that operate through downtown:

NEW CROSSTOWN/NON-DOWNTOWN ROUTES

Scenario 1’s 11 new and improved crosstown services include (see Figure 2):

- Route 11 Trinity, between Bordeaux and Gallatin Pike via Trinity Lane (Local 30 Peak)
- Route 13 Harding, between 100 Oaks Mall and Murfreesboro Pike via Harding Place (Local 30 Peak)
- Route 16 Woodmont, between Charlotte Pike and One Hundred Oaks Mall via Woodmont Avenue and the Mall at Green Hills (Local 30 All Day)
- Route 18R Elm Hill/Airport Rapid between Murfreesboro BRT and Nashville International Airport (with continuing service to downtown) (Rapid Bus)
- Route 25R Edgehill Rapid, between Charlotte Avenue and Trevecca Nazarene University via Edgehill Avenue (Rapid Bus)
- Route 31R Hospitals Rapid between Jefferson Street and Blakemore Avenue via Metro General Hospital, Saint Thomas Midtown Hospital, and Vanderbilt Medical Center (Rapid Bus)
- Route 34R Opry Mills Rapid, between Gallatin Pike and downtown Nashville via Opry Mills (Rapid Bus)
- Route 40 Bell, between at transit center at I-65 at Old Hickory Boulevard and Hickory Hollow via Old Hickory Boulevard and Bell Road (Local 30 Peak)
- Route 75 Thompson between 100 Oaks Mall and Murfreesboro Pike via Thompson Lane (Local 30 All Day)
- Route 80R Gallatin Rapid, between Gallatin and the outer end of the Gallatin BRT line (Regional Rapid Bus)
- Route 81 Nolensville Rapid, between Nolensville and the outer end of the Nolensville BRT line (Regional Rapid Bus)

FIGURE 2 | SCENARIO 1 NON-DOWNTOWN SERVICES AND TRANSIT CENTERS



TRANSIT CENTERS

Scenario 1 includes the development of 13 transit centers in Davidson County, all of which would be developed, at least in part, to facilitate non-downtown travel. The locations of these transit centers is shown in Figure 2.

ROUTE COMBINATIONS

As described in the Make Service Simpler and Easier to Understand Scenario Details document, MTA will conduct a Comprehensive Operations Analysis (COA) to determine changes that it can make in the short-term within its existing budget to improve service. As part of that effort, MTA will examine the potential to combine radial routes that now terminate in downtown into routes that operate through downtown – for example, a combination of Route 56 Gallatin with Route 50 Charlotte to provide one seat service between East Nashville and the West End.

Going forward, MTA will also examine the development of new services as single routes that operate through downtown. For example, for the sake of simplicity, Scenario 1 light rail and BRT lines are presented as radial routes that operate to and from downtown. However, it is most likely that route pairs would be combined into single routes that operate through downtown. The specific routes that would be combined would be determined as these projects are further developed.

SCENARIO 2: BUS-FOCUSED EXPANSION

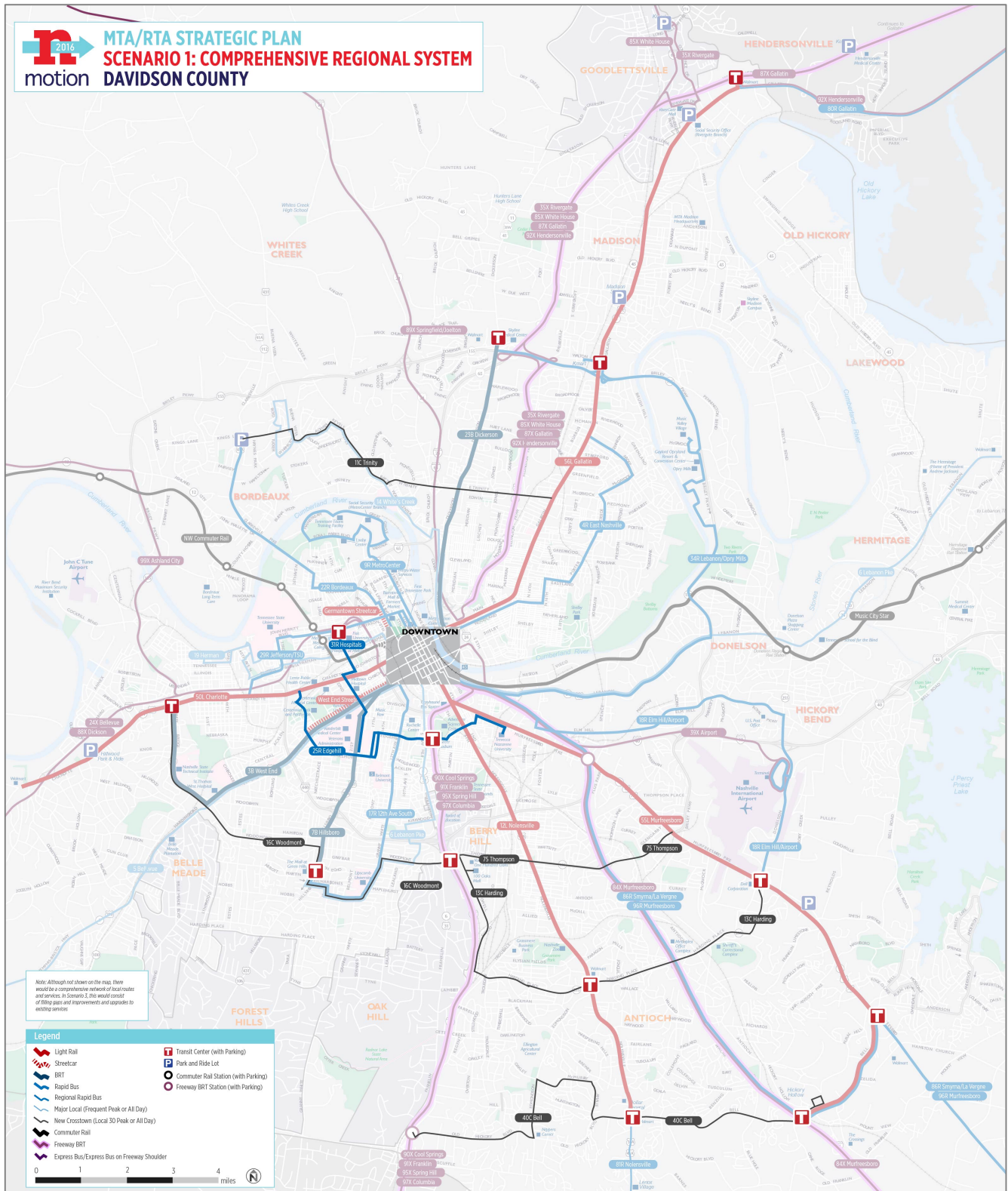
Scenario 2 includes the development of nine routes that would provide new and/or improved crosstown service, 13 outlying transit centers, and the combination of downtown radial routes into through-routes that operate through downtown:

NEW CROSSTOWN ROUTES

As in Scenario 1, Scenario 2 would provide new and improved crosstown services. However, in Scenario 2, there would be nine of these routes:

- Route 11 Trinity, between Bordeaux and Gallatin Pike via Trinity Lane (Local 30 Peak)
- Route 13 Harding between 100 Oaks Mall and Murfreesboro Pike via Harding Place (Local 30 Peak)
- Route 16 Woodmont, between Charlotte Pike and 100 Oaks Mall via Woodmont Avenue and the Mall at Green Hills (Local 30 Peak)
- Route 18R Elm Hill/Airport Rapid, between downtown Nashville and Murfreesboro Pike via Nashville International Airport, with connections between the airport and Murfreesboro Pike BRT service (Local 30 All Day)
- Route 25R Edgehill Rapid between Charlotte Pike and Trevecca Nazarene University via Edgehill Avenue (Rapid Bus)
- Route 31R Hospitals Rapid between Jefferson Street and Blakemore Avenue via Metro General Hospital, Saint Thomas Midtown Hospital, and Vanderbilt Medical Center (Rapid Bus)
- Route 34 Opry Mills, between Gallatin Pike and downtown Nashville via Opry Mills (Local 30 Peak)
- Route 40 Bell between at transit center at I-65 at Old Hickory Boulevard and Hickory Hollow via Old Hickory Boulevard and Bell Road (Local 30 Peak)
- Route 75 Thompson between 100 Oaks Mall and Murfreesboro Pike via Thompson Lane (Local 30 Peak)

FIGURE 3 | SCENARIO 2 NON-DOWNTOWN SERVICES AND TRANSIT CENTERS



TRANSIT CENTERS

Scenario 2 includes the development of same 13 transit centers in Davidson County as in Scenario 1. All of these would be developed, at least in part, to facilitate non-downtown travel. The locations of these transit centers are shown in Figure 3.

ROUTE COMBINATIONS

As in Scenario 1, in the short-term, MTA will examine the potential to combine radial routes that now terminate in downtown into routes that operate through downtown. Over the longer-term, MTA will also examine the development of new BRT and Rapid Bus services as single routes that operate through downtown. The specific routes that would be combined would be determined as these projects are further developed.

SCENARIO 3: MODEST IMPROVEMENTS

Scenario 3 includes significantly more modest improvements than Scenarios 1 and 2. These include five new crosstown routes, seven new outlying transit hubs, and the combination of downtown radial routes into through-routes that operate through downtown:

NEW CROSTOWN ROUTES

Scenario 3 includes five new and/or improved crosstown services:

- Route 11 Trinity, between Bordeaux and Gallatin Pike via Trinity Lane (Local 30 Peak).
- Route 16 Woodmont, between Charlotte Pike and 100 Oaks Mall via Woodmont Avenue and the Mall at Green Hills (Local 30 Peak)
- Route 25 Edgehill between Charlotte Pike and Trevecca Nazarene University via Edgehill Avenue (Frequent Peak)
- Route 34 Opry Mills, between Gallatin Pike and downtown Nashville via Opry Mills (Local 60 All Day)
- Route 40 Bell between Nolensville Pike at Harding Place and Hickory Hollow via Edmonson Pike and Bell Road (Local 30 Peak)

TRANSIT CENTERS

Scenario 2 includes the development of seven transit centers in Davidson County, all of which would be developed, at least in part, to facilitate non-downtown travel. The locations of these transit centers are shown in Figure 4.

ROUTE COMBINATIONS

As in Scenarios 1 and 2, in the short-term, MTA will examine the potential to combine radial routes that now terminate in downtown into routes that operate through downtown. Over the longer-term, MTA will also examine the development of new Rapid Bus services as single routes that operate through downtown. The specific routes that would be combined would be determined as these projects are further developed.

FIGURE 4 | SCENARIO 3 NON-DOWNTOWN SERVICES AND TRANSIT CENTERS

