## Eliminated Routes

<table>
<thead>
<tr>
<th>Route</th>
<th>Route Name</th>
<th>Rationale</th>
<th>Alternate Route</th>
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</table>
| 1     | 100 Oaks   | • Very low ridership (.2 percent of current ridership) and low productivity (11.3 passengers per hour)  
• Segments of route redundant with other services  
• Redesigned Route 21 University Connector will provide all-day service to Vine Hill Towers and 100 Oaks | Redesigned 21 University Connector;  
17 12th Avenue South  
8 8th Avenue South and 52 Nolensville Pike (some segments) |
| 2     | Belmont    | • Low ridership (.5 percent of current ridership) and low productivity (11.2 passengers per hour)  
• 87 percent of all boardings within ¼ mile of alternate service in a relatively walkable neighborhood  
• All-day service to Abbott Martin Kroger via Route 7 Hillsboro realignment  
• Belmont University served by other routes | 7 Hillsboro,  
8 8th Avenue South,  
17 12th Avenue South,  
Redesigned 25 Midtown |
| 20    | Scott      | • Low ridership (.7 percent of current ridership) and low productivity (9.1 passengers per hour)  
• 86 percent of current boardings within ¼ mile of alternate service | 4 Shelby  
56 Gallatin Pike |
| 27    | Old Hickory| • Extremely low ridership (.2 percent of current ridership) and extremely low productivity (6.9 passengers per hour)  
• 70 percent of current boardings take place at locations served by other routes | 6 Lebanon Pike  
76 Madison Connector |
| 36X   | Madison Express | • Extremely low ridership (less than .2 percent of current ridership) and extremely low productivity (less than 7.3 passengers per hour)  
• 75 percent of current boardings within ¼ mile of other services (routes 56 Gallatin Pike BRT lite, 76 Madison Connector)  
• Specifically funded with dollars discontinued by TDOT | 56 Gallatin Pike  
76 Madison Connector  
35X Rivergate Express (Park & Ride lot) |
| 37X   | Tusculum/ McMurray Express | • Extremely low ridership (.1 percent of current ridership) and very low productivity (6.8 passengers per hour) | 52 Nolensville Pike  
72 Grassmere/ Edmondson Connector |
| 44    | WeGo Shuttle | • Lowest ridership route in system (.02 percent of current ridership)  
• Route 6 Lebanon Pike serves all locations on route except Nestor Operating facility | 6 Lebanon Pike |
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| 60 Music City Blue Circuit | • Eliminate downtown segment; retain North Nashville /Jefferson Street portion; rename 29 Jefferson  
• Reinstate fares  
• All current boardings served by other routes or reinstated 29 Jefferson  
• Constant street closures render downtown service unreliable  
• Numerous other routes available downtown  
• Generates no income and costs $4.5 million annually to operate (combined with Green Circuit) | Reinstated 29 Jefferson (see page 18) |
| 61 Music City Green Circuit | • Low ridership (1.2 percent of current ridership) and very low productivity (8.6 passengers per hour)  
• All current boardings served by other routes  
• Duplicates service to the Gulch  
• Adding midday bus on Route 17 12th Avenue South to improve service reliability in the Gulch  
• Multiple routes provide service between Central and Demonbreun Street  
• Constant street closures render service unreliable and unpredictable  
• Generates no income and costs $4.5 million annually to operate (combined with Blue Circuit) | 17 12th Avenue South                 |