

# Eliminated Routes

	Route	Rationale	Alternate Route
1	<b>100 Oaks</b>	<ul style="list-style-type: none"> <li>• Very low ridership (.2 percent of current ridership) and low productivity (11.3 passengers per hour)</li> <li>• Segments of route redundant with other services</li> <li>• Redesigned Route 21 University Connector will provide all-day service to Vine Hill Towers and 100 Oaks</li> </ul>	<b>Redesigned 21 University Connector; 17 12th Avenue South 8 8th Avenue South and 52 Nolensville Pike (some segments)</b>
2	<b>Belmont</b>	<ul style="list-style-type: none"> <li>• Low ridership (.5 percent of current ridership) and low productivity (11.2 passengers per hour)</li> <li>• 87 percent of all boardings within ¼ mile of alternate service in a relatively walkable neighborhood</li> <li>• All-day service to Abbott Martin Kroger via Route 7 Hillsboro realignment</li> <li>• Belmont University served by other routes</li> </ul>	<b>7 Hillsboro, 8 8th Avenue South, 17 12th Avenue South, Redesigned 25 Midtown</b>
20	<b>Scott</b>	<ul style="list-style-type: none"> <li>• Low ridership (.7 percent of current ridership) and low productivity (9.1 passengers per hour)</li> <li>• 86 percent of current boardings within ¼ mile of alternate service</li> </ul>	<b>4 Shelby 56 Gallatin Pike</b>
27	<b>Old Hickory</b>	<ul style="list-style-type: none"> <li>• Extremely low ridership (.2 percent of current ridership) and extremely low productivity (6.9 passengers per hour)</li> <li>• 70 percent of current boardings take place at locations served by other routes</li> </ul>	<b>6 Lebanon Pike 76 Madison Connector</b>
36X	<b>Madison Express</b>	<ul style="list-style-type: none"> <li>• Extremely low ridership (less than .2 percent of current ridership) and extremely low productivity (less than 7.3 passengers per hour)</li> <li>• 75 percent of current boardings within ¼ mile of other services (routes 56 Gallatin Pike BRT lite, 76 Madison Connector)</li> <li>• Specifically funded with dollars discontinued by TDOE</li> </ul>	<b>56 Gallatin Pike 76 Madison Connector 35X Rivergate Express (Park &amp; Ride lot)</b>
37X	<b>Tusculum/McMurray Express</b>	<ul style="list-style-type: none"> <li>• Extremely low ridership (.1 percent of current ridership) and very low productivity (6.8 passengers per hour)</li> </ul>	<b>52 Nolensville Pike 72 Grassmere/Edmondson Connector</b>
44	<b>WeGo Shuttle</b>	<ul style="list-style-type: none"> <li>• Lowest ridership route in system (.02 percent of current ridership)</li> <li>• Route 6 Lebanon Pike serves all locations on route except Nestor Operating facility</li> </ul>	<b>6 Lebanon Pike</b>

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	Route	Rationale	Alternate Route
60	<b>Music City Blue Circuit</b>	<ul style="list-style-type: none"><li>• Eliminate downtown segment; retain North Nashville /Jefferson Street portion; rename 29 Jefferson</li><li>• Reinstate fares</li><li>• All current boardings served by other routes or reinstated 29 Jefferson</li><li>• Constant street closures render downtown service unreliable</li><li>• Numerous other routes available downtown</li><li>• Generates no income and costs \$4.5 million annually to operate (combined with Green Circuit)</li></ul>	<b>Reinstated 29 Jefferson (see page 18)</b>
61	<b>Music City Green Circuit</b>	<ul style="list-style-type: none"><li>• Low ridership (1.2 percent of current ridership) and very low productivity (8.6 passengers per hour)</li><li>• All current boardings served by other routes</li><li>• Duplicates service to the Gulch</li><li>• Adding midday bus on Route 17 12th Avenue South to improve service reliability in the Gulch</li><li>• Multiple routes provide service between Central and Demonbreun Street</li><li>• Constant street closures render service unreliable and unpredictable</li><li>• Generates no income and costs \$4.5 million annually to operate (combined with Blue Circuit)</li></ul>	<b>17 12th Avenue South</b>