Murfreesboro Pike Corridor Improvements

Scheduled for Spring 2019
Highest Ridership Corridors

Average Monthly Ridership

- Gallatin
- Murfreesboro
- West End
- Nolensville
- Charlotte
Boarding Activity by Station

Total Route Length: 13 Miles
Murfreesboro Travel Speeds—AM Peak

Operating Speeds - AM Peak

Legend
- BRT Stops
- < 15 mph
- 15-20 mph
- > 20 mph
Project Goals

• Improve transit operations
  – Improve travel times
  – Improve travel time reliability
  – Increase ridership
• Upgrade aging signal infrastructure
• Improve pedestrian access along the corridor
Specific Enhancements

- Transit Signal Priority (TSP)
- Queue Jumps
  - Bus only lanes
  - Shared right turn/bus lane
  - Left turn/bus only lane
- Pedestrian Enhancements
  - ADA accessibility
  - Sidewalk connections to bus stops
- Intersection Improvements
  - Improve signals
  - Better traffic flow
  - More crosswalks
Full Corridor Specifics
Intersection Details

• Bus Only Lane
  – Donelson Inbound

• Shared Right Turn/Bus Lane
  – Una-Antioch Outbound
  – Una-Antioch Inbound
  – Ransom Place Inbound

• Exclusive Left Turn/Bus Only Lane
  – Bell Rd. Inbound
TSP Operational Example - Right Turn/Bus Lane
Queue Jump Demonstration

https://www.youtube.com/watch?v=l9QsemSE8Y4
Bus Signals

- Transit-Only signals use geometric shapes and white indications to distinguish from general traffic signals.
Bell Road Bus Only Left Turn
Donelson Bus Only-Queue Jump
Ransom Pl. and Una-Antioch/Nashboro
Murfreesboro and Ransom Place
Ransom Pl. and Una-Antioch/Nashboro
Murfreesboro and Una-Antioch
Intersection Activation

• Queue Jumps –
  – Testing – starting – April 2019
  – Full Activation – May 2019
Ensuring Operational Success

• Public Outreach and Education
  – News stories
  – Intersection signage

• Operator Training
  – Classroom training
  – Road testing

• Supervisor positioning at intersections

• Law Enforcement
  – Guidance in the Manual on Uniform Traffic Control Devices - MUTCD, Ch. 10 D