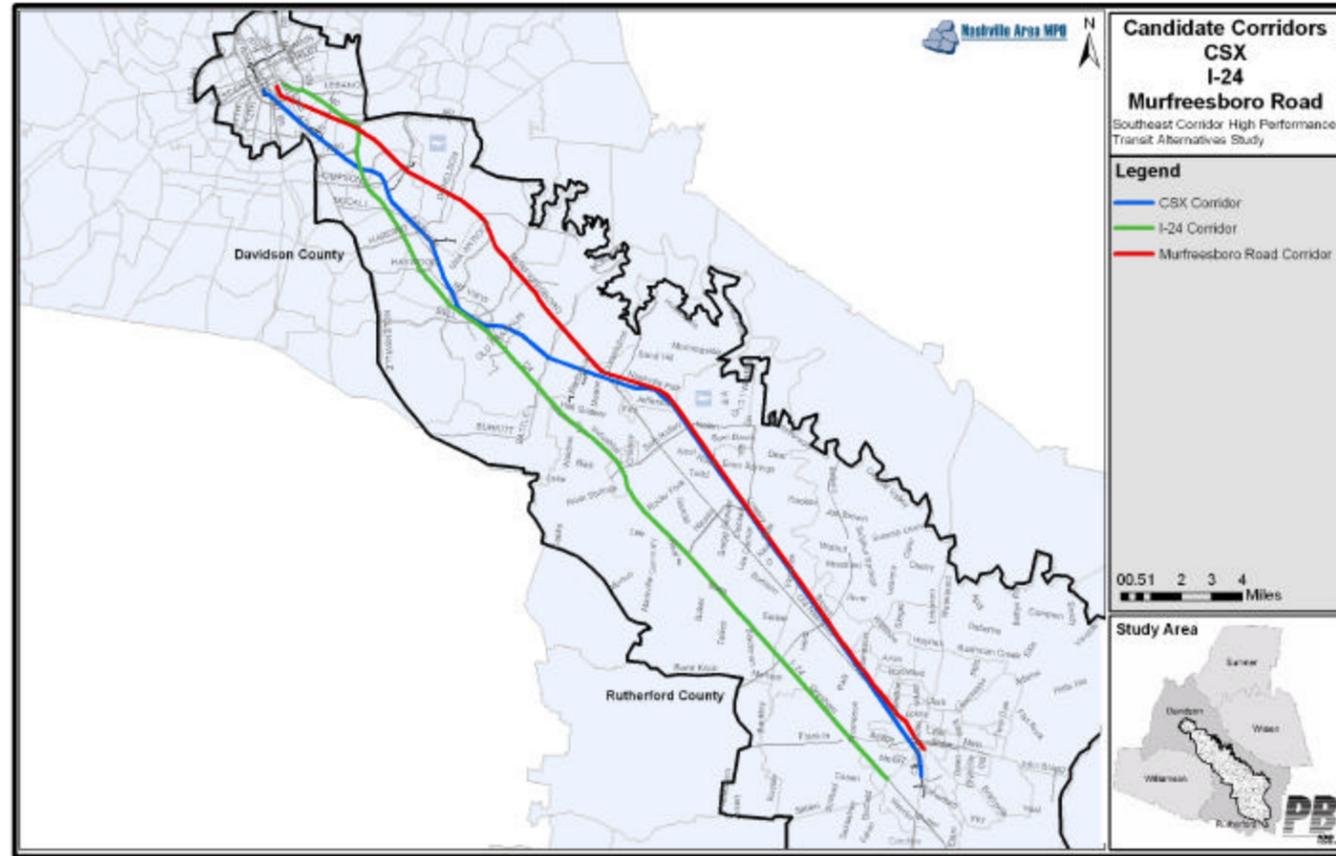


## Possible Alternatives

Options for the corridor include new transit services operating on:

- I-24
- Murfreesboro Road (US-41/70S)
- CSX Rail Line



### Some of the Types of Transit Technologies being considered include:

- Low Cost Options
- Commuter Rail
- Light Rail
- Bus Rapid Transit (BRT)
- Roadway Widening
- Extended HOV Lanes



Commuter Rail



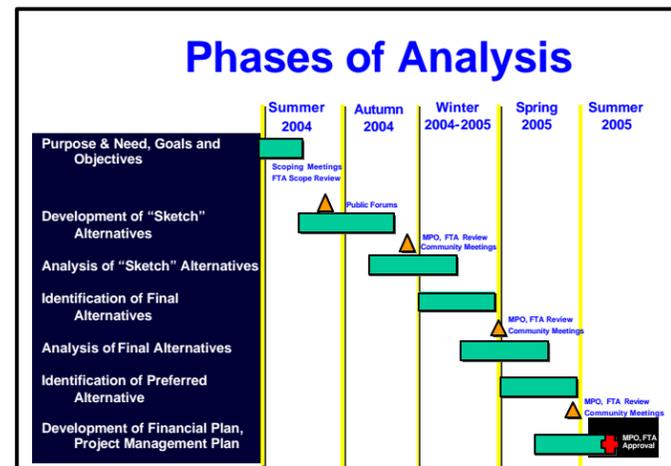
Light Rail



Bus Rapid Transit

### Schedule

The project is expected to take about 1 year to complete. Public meetings are scheduled for November 30 – December 2, 2004. See our website ([www.setransitstudy.com](http://www.setransitstudy.com)) for details. A preferred option is expected to be identified in Spring 2005.



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## Southeast Corridor High Performance Transit Alternatives Study

The Nashville Area Metropolitan Planning Organization (MPO) is a regional transportation planning agency in Middle Tennessee. The MPO has initiated a transportation alternatives study for one of the Nashville Region's highest population and employment growth corridors - the Southeast Corridor linking the City of Nashville, Davidson County and the cities of LaVergne, Smyrna and Murfreesboro in Rutherford County.

The purpose of the Alternatives Analysis is to study potential transit systems that could be built in the corridor between Nashville and Murfreesboro.

### Regional Transit System

The Southeast Corridor is one of five corridors planned for high performance transit improvements in the region over the next 20 years. In 2005, the first major transit line opens, providing commuter rail service from downtown Nashville to the communities of Mount Juliet and Lebanon. Next year, planning studies are scheduled to begin on the Northeast Corridor.



The Nashville Region has planned 5 high capacity transit corridors to be implemented over the next 20 years.

### Transportation Problem

The southeast corridor area has experienced tremendous population and employment growth in recent years and this trend is expected to continue at a rapid pace. This increase in population and employment growth has generated higher-than-average traffic growth which is only expected to increase in the future resulting in increased delays for travelers and environmental consequences such as worsening air quality.

Other transportation problems that affect this corridor are the lack of mobility options, significant traffic congestion, the current land use and development trends, and the impact of all of the above on the environment.

Additionally, the Southeast Corridor currently has very limited transit (bus) service. This leaves vast areas and populations un-served by public transportation. In other words, the only method to travel within the study area is by automobile.

One of the first steps of this study included an intensive review of existing data to specifically identify the problems and needs of the area. Once these were determined, goals and objectives were developed with both local government and public input.

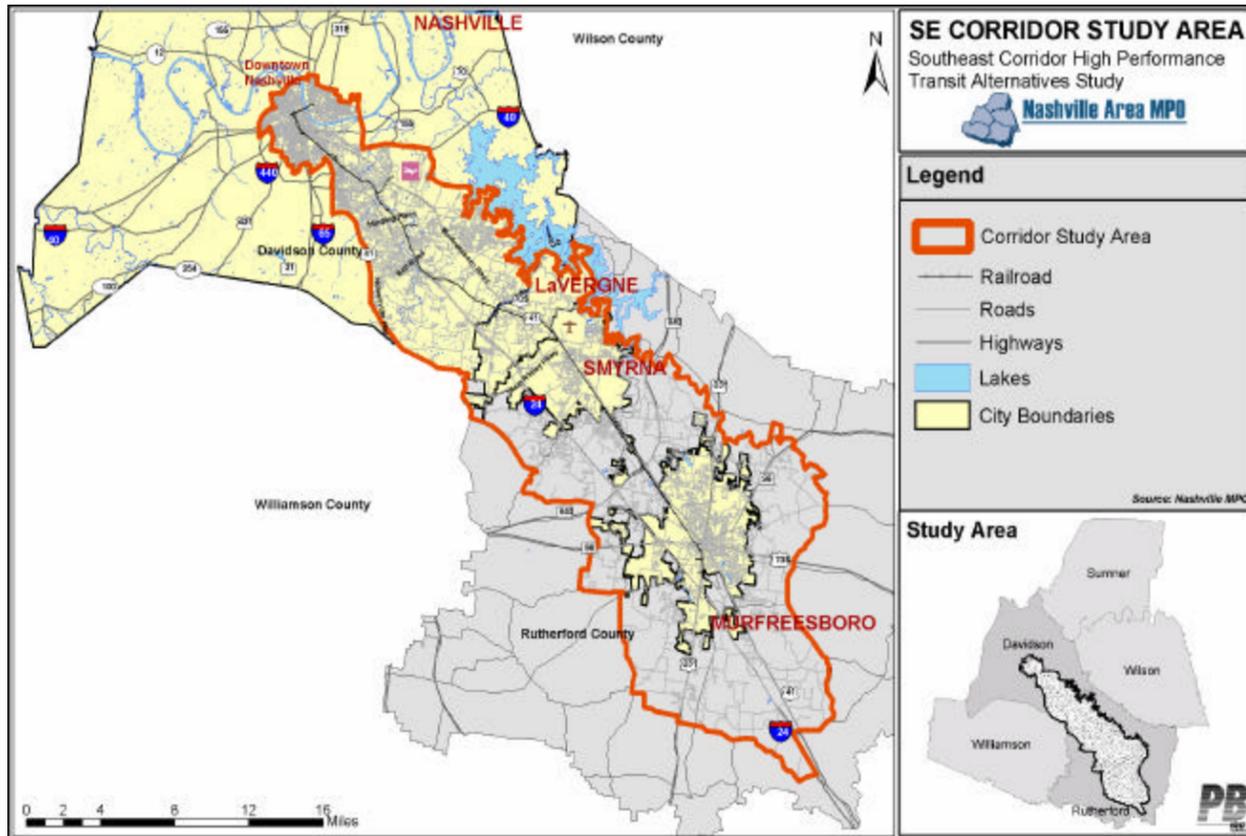
### Project Goals

A set of transportation goals have been developed for the Alternatives Analysis. These goals are intended to guide the evaluation and development of a preferred transportation alternative.

- Goal 1** Provide longer-distance travelers in the southeastern corridor with alternatives to driving private vehicles in heavily-congested traffic conditions.
- Goal 2** Promote efficient land use and development patterns in Nashville/Davidson County and the Rutherford County communities in the Southeast Corridor Study Area.
- Goal 3** Improve and enhance economic development and employment opportunities and expand access to jobs.
- Goal 4** Preserve the natural and social environment.
- Goal 5** Develop a cost-effective transportation system improvement strategy that maximizes community consensus and institutional support.
- Goal 6** Develop a strategic part of a multi-modal transportation system that would facilitate the development of an integrated regional system.

## The Southeast Corridor

The Southeast Corridor area is approximately 30 miles in length from downtown Nashville to just south of the City of Murfreesboro and encompasses an area of approximately 350 square miles. A freight rail CSX line supporting high volumes of freight traffic also serves the corridor. The two major thoroughfares in the corridor are Interstate 24 (I-24) and Murfreesboro Road (US-41/70S) which connect Nashville with Murfreesboro and the communities of LaVergne and Smyrna. Both thoroughfares provide access to high concentrations of employment sites, including large state and federal offices in downtown Nashville, commercial/retail development in suburban areas, and single-family and multi-family housing.



## Population Growth

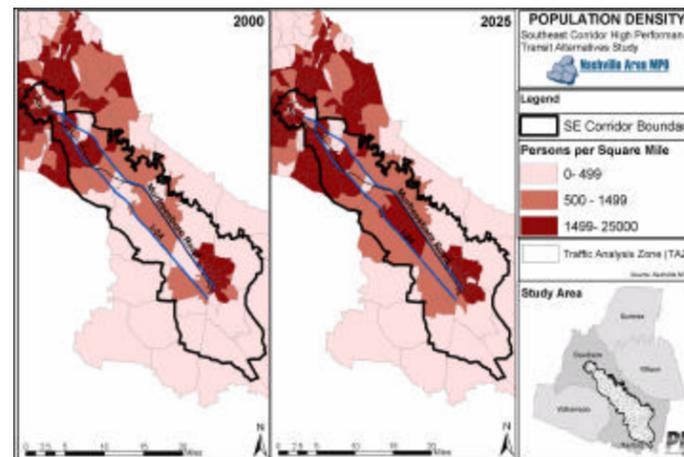
The Southeast Corridor is the fastest growing area of the entire MPO 5-County region. The Southeast Corridor study area represents 30 percent of the entire region's population while only accounting for 10 percent of the land area.

**Southeast Corridor Study Area Population: 2000 - 2025**

	2000	2015	2025	Percent Change 2000-2025
Davidson County Portion	177,101	200,698	227,450	28%
Rutherford County Portion	153,676	193,588	210,801	37%
<b>Total Study Area</b>	<b>330,777</b>	<b>394,286</b>	<b>438,251</b>	<b>32%</b>

Source: Nashville Area MPO

Population density in the corridor is relatively high for the region. Most of the corridor is expected to become more densely populated by 2025.

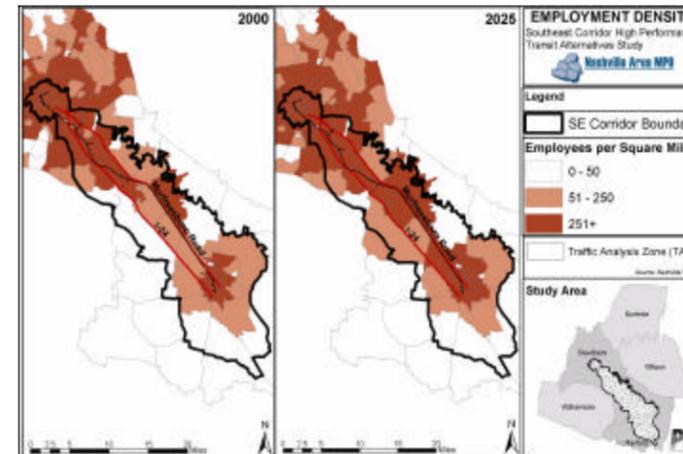


The Southeast Corridor is the fastest growing area in the Region. As the map shows, by 2025, most of the corridor will have a high population density.

## Employment Growth

To a large degree, the Southeast Corridor is the economic engine of Middle Tennessee. This can partly be attributed to the number of large employers located within the corridor.

The top 20 largest employers (in terms of number of employees) in the corridor account for over 50,000 jobs and 13 percent of all jobs in Davidson and Rutherford Counties. Davidson County has the largest employment base in the region with 51 percent of the employment (or 303,000 jobs). Rutherford County has the second largest employment base in the region with just over 100,000 (or 17 percent of the jobs).



The southeast corridor has experienced employment growth rates that have exceeded those of the region as a whole and that trend is expected to continue.

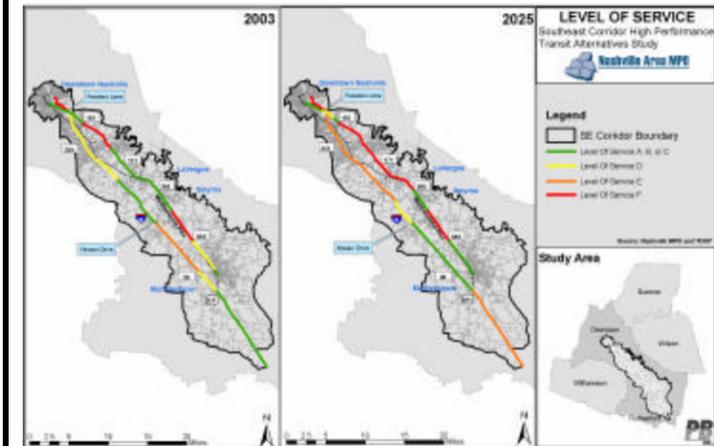
## Lack of Transit Options

Currently, options for longer-distance commuters are limited. The Regional Transportation Authority (RTA) operates the "Relax-and-Ride" commuter bus service that travels only during rush hour periods, and the Metropolitan Transit Authority (MTA) operates local and express routes that run over shorter segments of the corridor. Ridership on these services is relatively high despite operating in the heavily congested roadways of I-24 and Murfreesboro Road which affect the travel speed at which these services operate.

## Traffic Congestion

With the rapid growth in the area, congestion along I-24 and Murfreesboro Road (US-41/70S) is forecast to increase, and limited opportunities for roadway expansion exist.

Significant congestion occurs within the corridor in the AM and PM peak hours on both I-24 and Murfreesboro Road.



## Traffic Level of Service

Level of Service (LOS) works like grades in school. "A" means free-flow conditions. "F" designates a breakdown in traffic flow characterized by bumper to bumper traffic. By 2030, 80 percent of I-24 & Murfreesboro Road will operate at LOS D, E, and F.

Of the 32 miles of I-24 between downtown Nashville and the City of Murfreesboro, currently 24 miles (or 75 percent) operate with stop and go conditions during peak periods. By 2025, nearly 80 percent of the corridor will operate at LOS D or worse, even after significant road widening of I-24 during this period. Portions of Murfreesboro Road are forecasted to increase in traffic by 30,000 vehicles per day.

An important conclusion to be drawn from the above analysis is that roads alone can not solve the many faceted problems of robust economic and population development within the Southeast Corridor.