



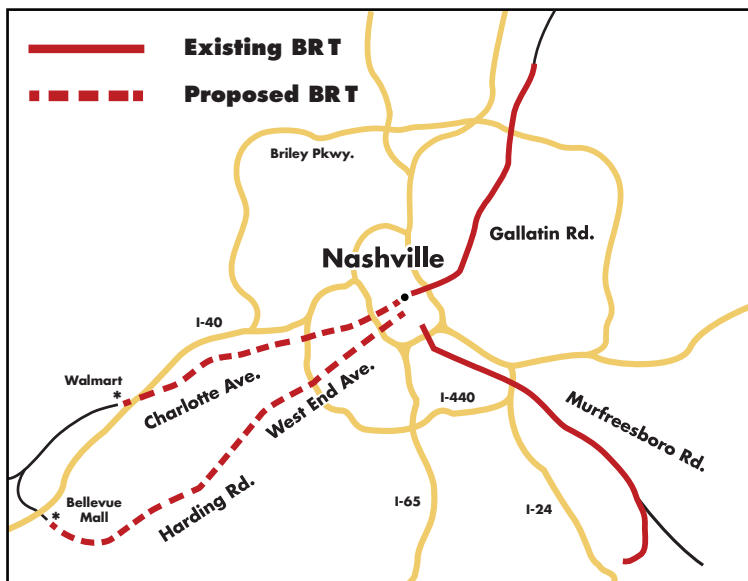
# PLAN "B"

*A Better Mass Transit Solution For Nashville*

Plan "B" is a Bus Rapid Transit (BRT) Plan that consists of two parts and covers a total of 19.6 miles:

- 1** Part I is the Harding Road/West End Plan – A 12.1 mile BRT route from the Bellevue Mall to Riverfront Station.
- 2** Part II is the Charlotte Avenue Plan – A 7.5 mile BRT route from the Charlotte Pike Walmart at River Road to Music City Central at 400 Charlotte Avenue.

These plans are similar to the MTA's current 10.9 mile Gallatin Road BRT (Lite) plan and the 13.5 mile Murfreesboro Road BRT (Lite) plan.

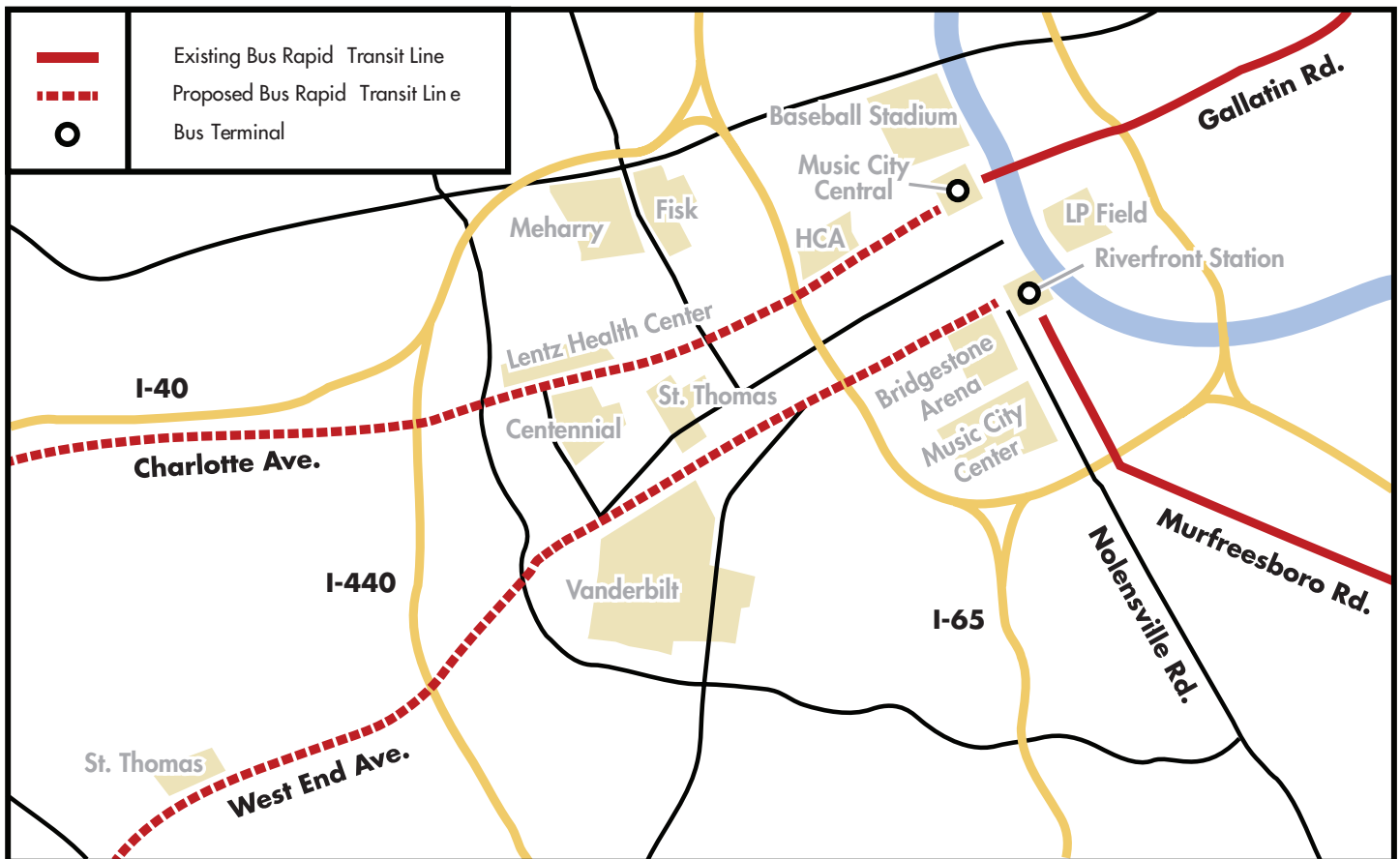


Features:

- Safe Curbside Loading and Unloading
- Frequent Service with Limited Stops
- Advanced Technology Buses
- Prepaid Fare Collection
- Customer Friendly Bus Stations
- Computer Adaptive Traffic Signals with Bus Priority
- Gallatin Rd. – Charlotte Ave. Provides East – West Connection

## Advantages Over The Proposed "Amp" Plan:

1. No disruption of automobile traffic.
2. No "left turn" interference.
3. No disruption of service to local businesses.
4. No road construction needed.
5. Curbside stations are much safer than median located stations.
6. Curbside bus lanes may be converted to exclusive bus and right turn lanes if need be.
7. Projected savings of \$125,000,000.
8. Greater population and geographic area served by BRT routes.
9. Better service to area hospitals and Lentz Public Health Center.
10. Flexibility of curbside station locations. Median stations would be permanent.
11. No condemnation of private property would be required.
12. Routes do not travel over narrow downtown streets.



Plan "B" favors non-exclusive curbside lanes to the "Amp's" exclusive median bus lanes. The Federal Transit Authority points out several disadvantages of the median lanes:

- 1** "Left-turning traffic conflicts with straight-through buses. Either left turns must be banned or they must be permitted only in a separate phase."
- 2** "Passengers must cross traffic lanes to reach stops. Where there are several lanes of fast traffic, this can create safety problems, especially since passengers often are anxious to cross when they see a bus approaching."
- 3** "Because of the need for passenger loading areas in the center of the street, the overall street width needs can be larger than in the case of curbside lanes".