

## **What's a Transit Center?**

In 'Making New Connections' we talked some about making it easier to transfer outside of downtown. A big part of that is offering more frequent service while adding and extending routes to offer new places to connect throughout Davidson County. One key strategy to make those connections work for more people is to establish more neighborhood transit centers across the city.

Now WeGo already has one major transit center in downtown Nashville that many riders are probably familiar with: WeGo Central. Most WeGo routes serve this location, so it's a major hub for people making connections to access all parts of Nashville. However, going all the way downtown to make a transfer makes for indirect (and long) trips for some of our riders. Plus, as WeGo adds more frequent service and the city continues to grow, that center will start to get crowded.

That's where adding new Neighborhood Transit Centers comes into play. Think of them as 'mini' Centrals throughout the city. Good places for these transit centers are anywhere that two or more individual bus routes meet. However, in addition to just being a transfer location for multiple bus routes, transit centers can be much more for a neighborhood. Designed to act as local and regional mobility hubs, transit centers can provide connections between local and regional transit services and so much more.

Depending on the specific location, "more" could include park-and-ride spaces, safe pedestrian connections to surrounding neighborhoods, bikeshare and bicycle parking, space for taxi, private shuttle, or transportation networking company (Lyft, Uber, etc.) pick-ups and drop offs, and space to accommodate other emerging mobility options like scooters. These facilities will include a climate-controlled waiting area with amenities such as WiFi, wayfinding information for the transportation system and the surrounding neighborhood, and real-time travel information. They'll also be constructed in conjunction with surrounding development in a manner that supports that development and reflects the spirit of the community.

Exact costs for each transit center will vary depending on the location and scale of the project, but typically they will be around \$8-10 million to construct plus some ongoing costs for maintenance. When paired with other service improvements, though, they can provide huge benefits as part of a transit network that makes it easier for riders to get where they're going.

Information on the rest of the Better Bus Plan is available on our website and you can [click here](#) to learn more about the Mayor's Transportation Plan.