



# City of Franklin

Mailing Address:  
109 3<sup>rd</sup> Ave S  
Franklin, TN 37064  
(615) 791-3217

## Meeting Agenda

### BOMA & FMPC Joint Conceptual Workshop

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Thursday, May 28, 2026

5:00 PM

Williamson County  
Auditorium

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#### MEETING LOCATION

Williamson County Auditorium  
1320 West Main Street

*Notice is hereby given that a joint, non-voting workshop of the Board of Mayor and Aldermen and the Franklin Municipal Planning Commission will be held on the date, time and in the location stated above. Additional information can be found at [www.franklintn.gov/planning](http://www.franklintn.gov/planning). For accommodations due to disabilities, contact the Human Resource Department at 791-3216, at least 24 hours prior to the meeting.*

*The typical process for discussing an item in this workshop setting is as follows:*

- 1. Applicant / staff presentation, and*
- 2. BOMA and FMPC comments*

#### **CALL TO ORDER**

#### **NEW BUSINESS**

1. (5:00 - 5:20 PM) Discussion Of A Development Plan Proposing 97 Multifamily Units, With 2 Modifications Of Standards (Open Space, Parking), On 6.82 Acres, Located At East Of Natchez Street And North And West Of Acton Street (137 Natchez Street).
2. (5:20 - 5:40 PM) Discussion Of A Development Plan Proposing 138 Multifamily Units, With 2 Modifications Of Standards (Open Space, Parking), On 7.68 Acres, Located West Of Brookwood Avenue And North Of W. Meade Boulevard (500 W. Meade Blvd).
3. (5:40 - 6:00 PM) Discussion Of An Annexation, Plan Of Services, and Development Plan Proposing 41 Single-Family Lots, With 3 Modifications Of Standards (Connectivity, Cul-De-Sacs), On 22.52 Acres, Located East Of Oxford Glen Drive and North Of Clovercroft Road (Poplar Reserve PUD).
4. (6:00 - 6:30 PM) Presentation Of The Draft Franklin Transit Master Plan.

#### **OTHER BUSINESS**

#### **ADJOURN**

**NATCHEZ PLACE**  
JOINT CONCEPTUAL WORKSHOP

## TEAM



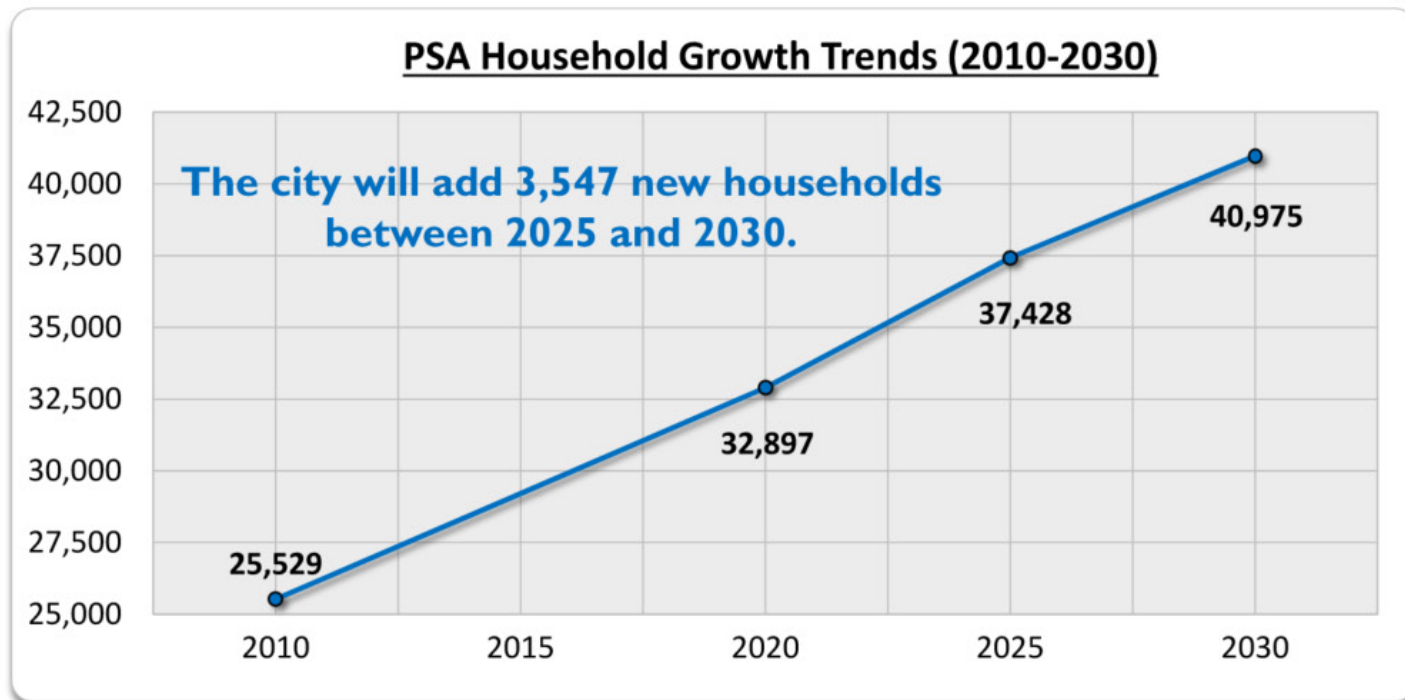
## PURPOSE

- » Share the vision for Natchez Place
- » Explain what's changing and why
- » Hear your feedback

## ABOUT THE FRANKLIN HOUSING AUTHORITY

- » Serving Franklin since 1953
- » Focused on quality housing + resident support

**Exceptional Household Growth within Franklin Since 2010 has Contributed to Strong Demand for Additional Housing Alternatives, a Trend that is Expected to Continue for the Foreseeable Future.**



The projected household growth over the next five years will contribute to the need for additional housing units. However, other factors also impact the housing needs of the city.

**Although There are Nearly 300 Income-Restricted Units Offered in the PSA that Serve Lower-Income Households, All Such Units are Occupied and Nearly 200 Households are on Wait Lists for Affordable Rentals. Regardless, Demand for Rental Housing Alternatives at All Affordability Levels is Strong.**

Surveyed Multifamily Rental Housing				
Project Type	Projects Surveyed	Total Units	Vacant Units	Occupancy Rate
<b>PSA (Franklin)</b>				
Market-rate	35	9,864	506	94.9%
Tax Credit/Government-Subsidized	4	236	0	100.0%
Government-Subsidized	4	54	0	100.0%
<b>Total</b>	<b>43</b>	<b>10,154</b>	<b>506</b>	<b>95.0%</b>
<b>SSA (Balance of County)</b>				
Market-rate	9	2,025	144	92.9%
Tax Credit	2	160	8	95.0%
Government-Subsidized	1	40	0	100.0%
<b>Total</b>	<b>12</b>	<b>2,225</b>	<b>152</b>	<b>93.2%</b>

The overall multifamily rental supply is operating at a healthy 95.0% occupancy rate, yet affordable rentals (Tax Credit and government subsidized) are fully occupied and maintain wait lists (150+ households).

Source: Bowen National Research

**KEY FINDINGS**

- » Franklin is growing: +3,500 homes by 2030
- » ~10,000 housing units needed in the next 5 years
- » many workers can't afford to live in Franklin
- » 10,000+ households already cost-burdened

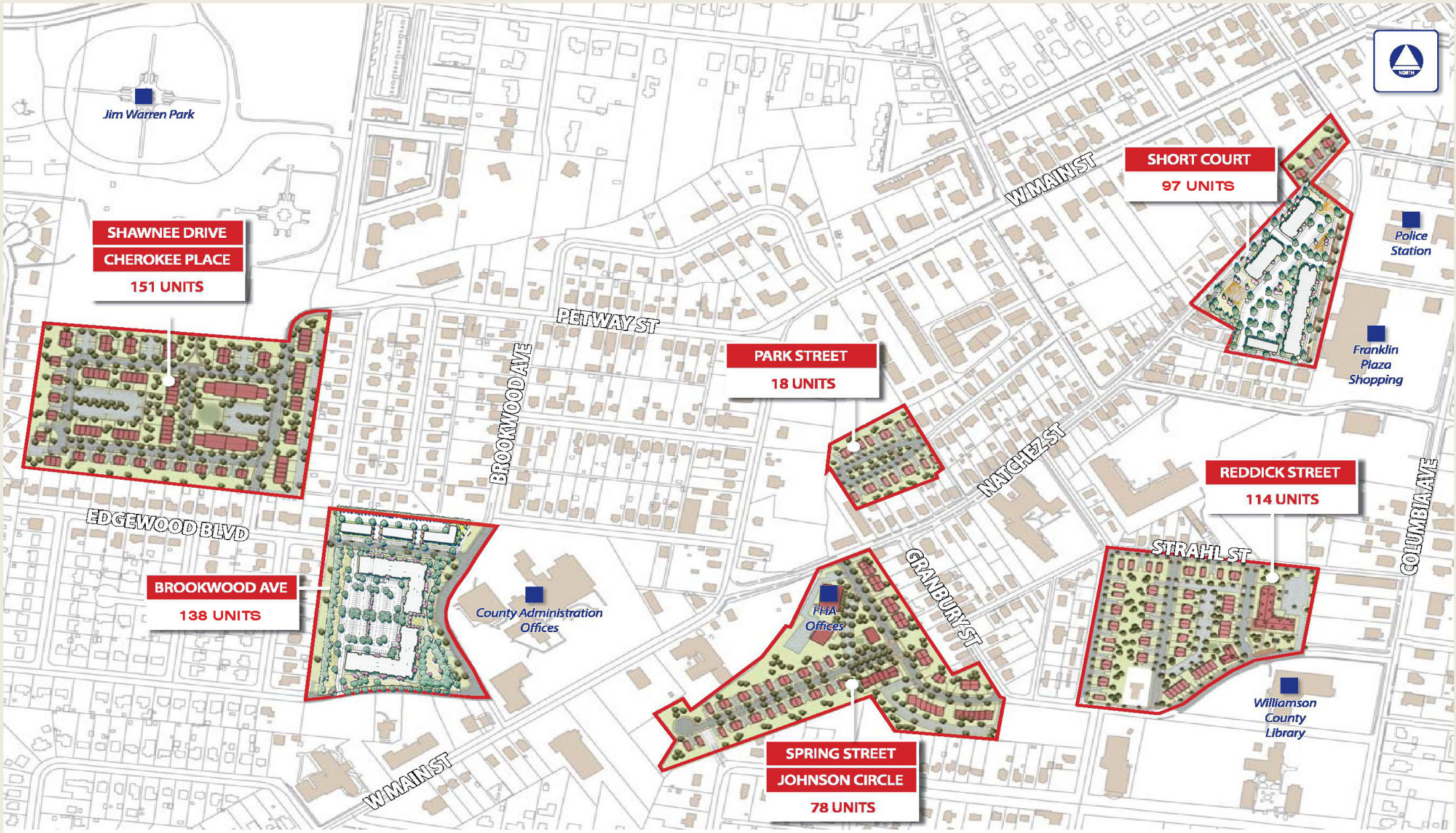
Tax Credit/Government Subsidized:

- » Reported: 236 Units
- » Wood Duck: 237 Units
- » Natchez: 97 Units
- » Brookwood: 138 Units

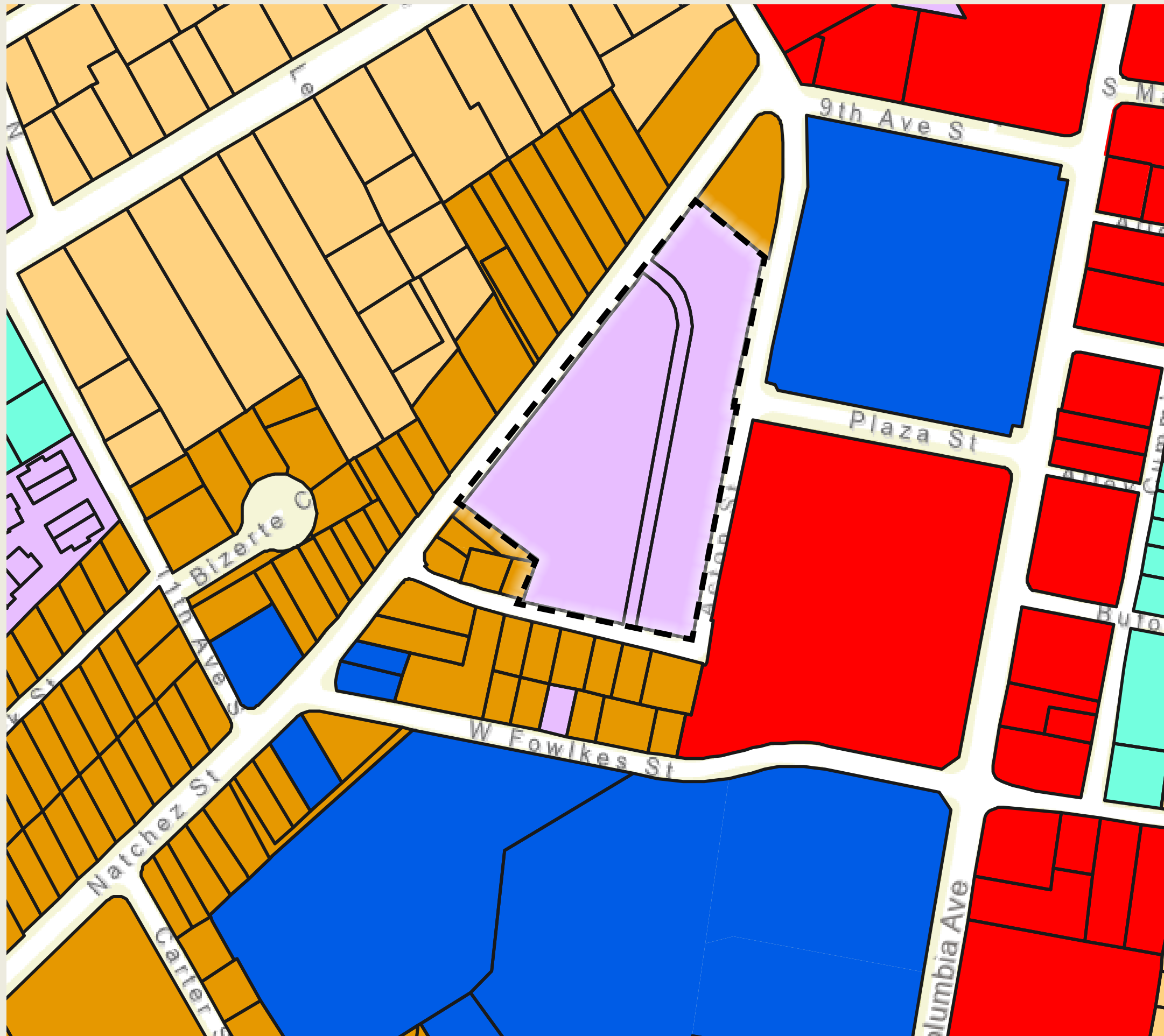
**Total: 708 Units**

# FHA MASTER HOUSING ACTION PLAN

- » Originally approved in 2010
- » Updated in 2019
- » Brookwood and Short Court (Natchez Street) updates approved by the FHA in March 2026







## ZONING & LAND USE

Existing Zoning: Planned Development (PD)

» Flexible, site-specific design

Envision Franklin: Mixed Residential (MR)

» Special Consideration: “Franklin Housing Authority properties may include a limited number of multifamily residential in accordance with their master plans.”

Within Central Franklin Overlay

- PLANNED DEVELOPMENT
- CIVIC INSTITUTIONAL
- CENTRAL COMMERCIAL
- R4 RESIDENTIAL
- OFFICE RESIDENTIAL



## EXISTING CONDITIONS

- » 38-unit community from the 1960s
- » Long history of attainable housing
- » Aging buildings and infrastructure
- » Outdated layout with limited amenities
- » Mature trees (being evaluated for preservation)



## SITE DATA

- » Dwelling Units: 97
- » Parking Provided: 170

# ARCHITECTURAL VISION



» Attractive design that's functional and welcoming

» Compatibility with the neighborhood's character

» Enhance curb appeal and community pride



## MODIFICATION OF STANDARDS

### 10.2.3 MINIMUM PARKING

The Zoning Ordinance requires that multifamily residential be parked at the following ratios:

- » Studio- 1.25 spaces
- » 1-BR unit- 1.25 spaces
- » 2+ BR unit- 2.25 spaces

A modification of standard 10.2.3 is requested to allow a uniform parking ratio of 1.75 spaces per dwelling unit across all unit types.

### 11.1.15 MINIMUM OPEN SPACE

The Zoning Ordinance requires that 10% of the developing site be preserved as Natural Area.

A modification of standard 11.1.5 is requested to allow a reduction from the 10% Natural Area requirement to 0% due to the existing developed condition of the site.



## COMMUNITY BENEFITS

- » Updated, higher-quality housing
- » Supports long-term housing needs in Franklin
- » More efficient use of existing land
- » Improved landscape and tree replacement
- » Opportunity to serve more residents

**BROOKWOOD FLATS**  
JOINT CONCEPTUAL WORKSHOP

## TEAM



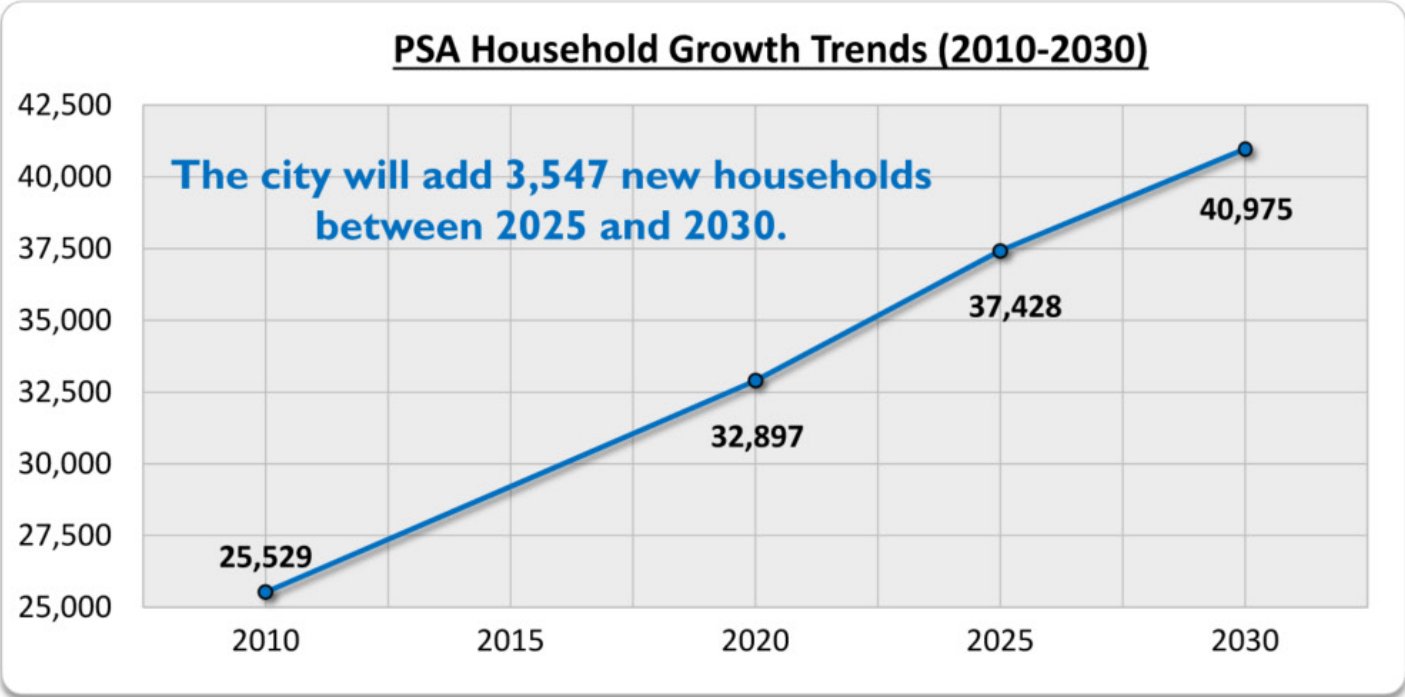
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- » Share the vision for Brookwood Flats
- » Explain what's changing and why
- » Hear your feedback

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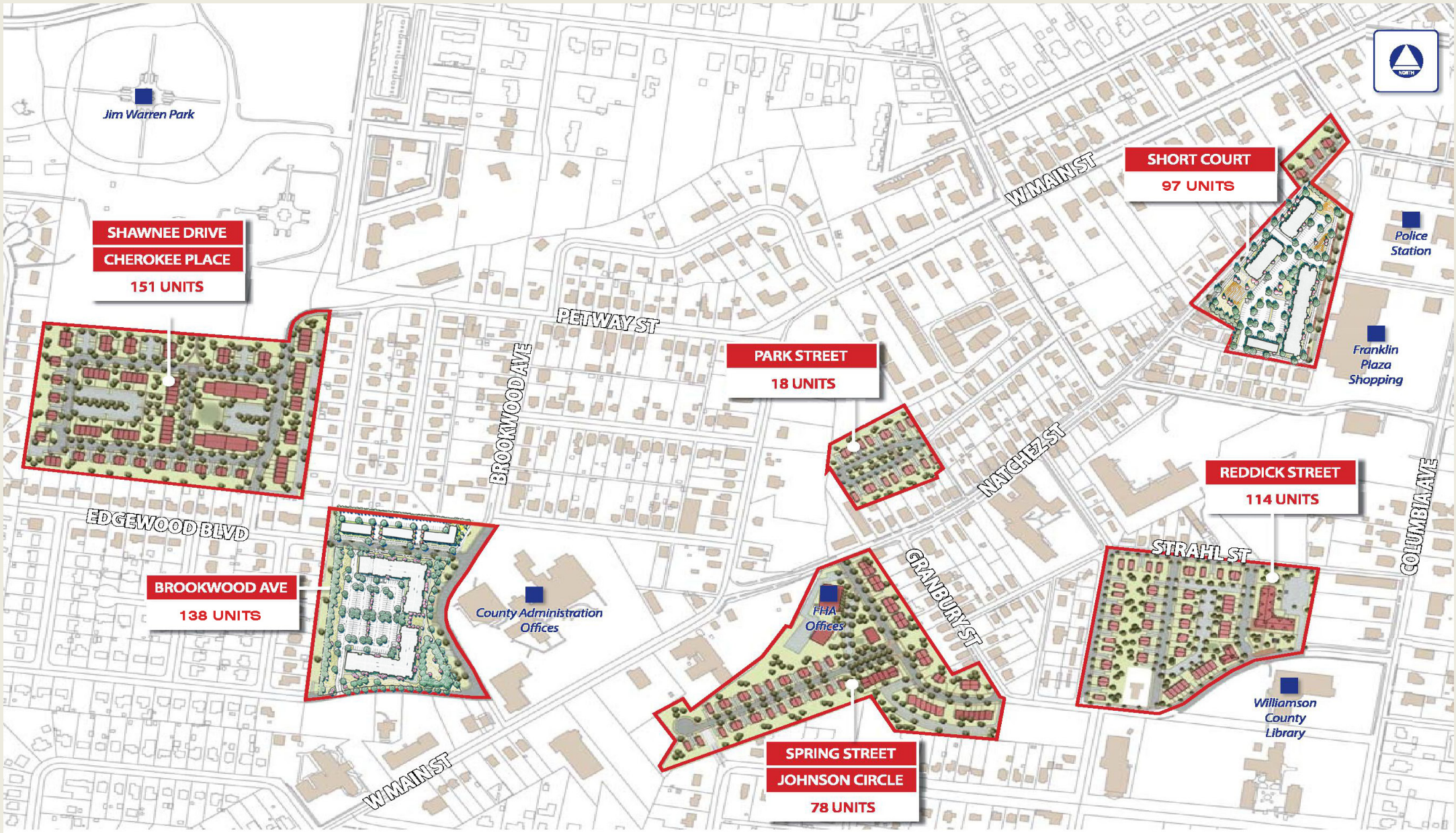
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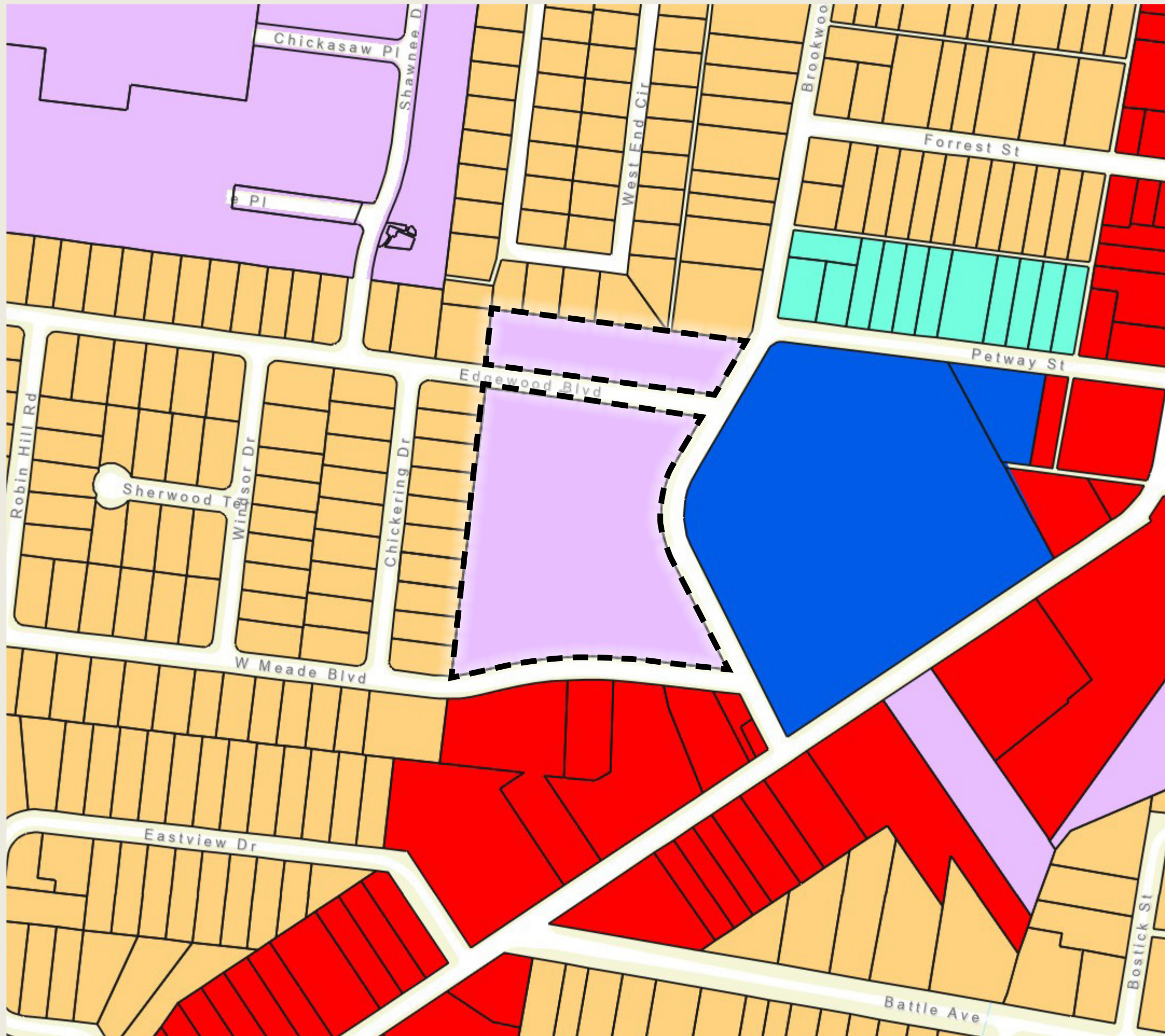
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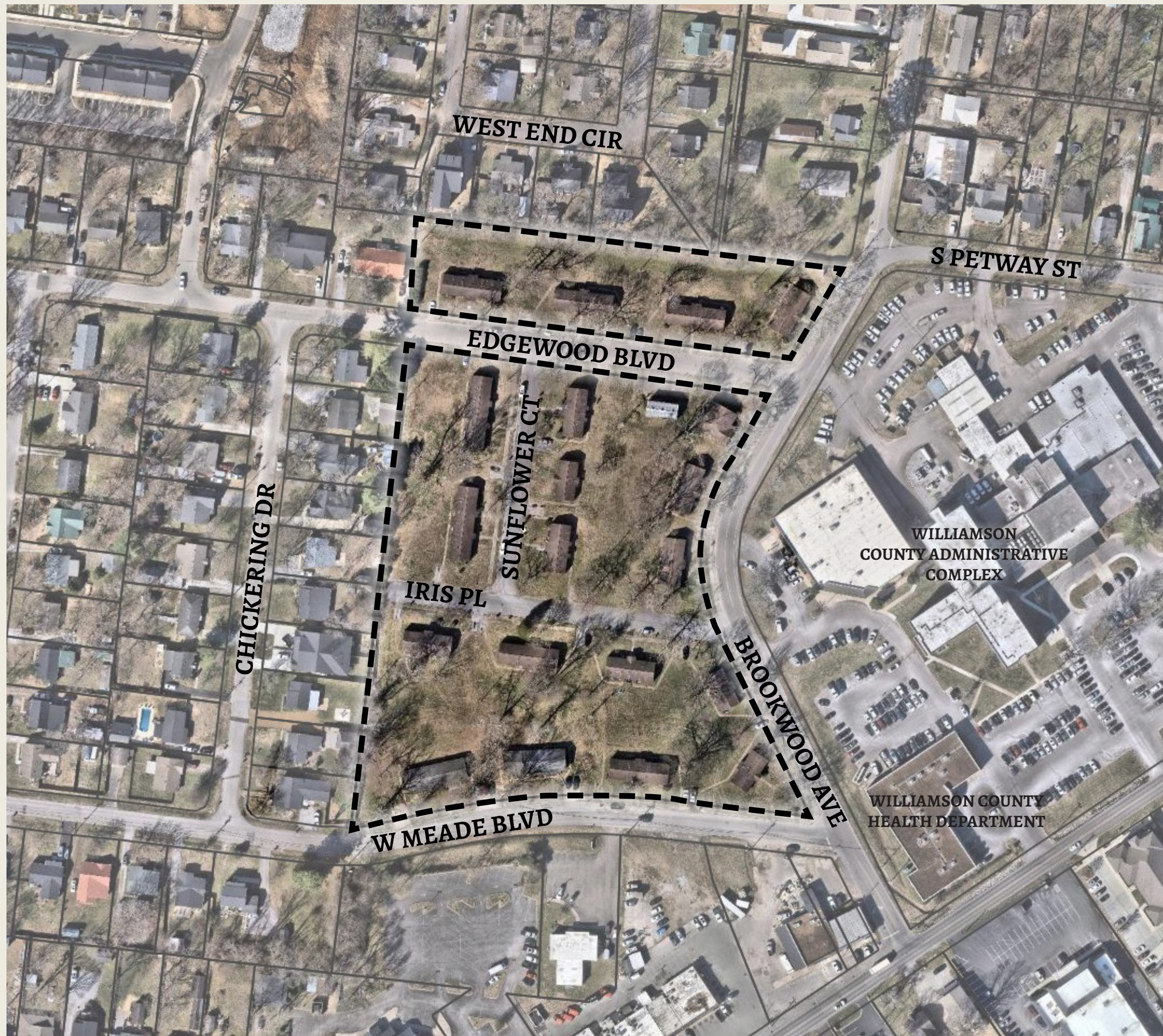
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- » Some traffic and visibility concerns, especially at intersections
- » Mature trees (being evaluated for preservation)



EDGEWOOD BLVD

WEST END CIR

S PETWAY ST

CHICKERING DR

2 STORY

2 STORY

2 STORY

3 STORY

3 STORY

WILLIAMSON  
COUNTY ADMINISTRATIVE  
COMPLEX

WILLIAMSON COUNTY  
HEALTH DEPARTMENT

BROOKWOOD AVE

W MEADE BLVD

## SITE DATA

- » Dwelling Units: 138
- » Parking Provided: 242

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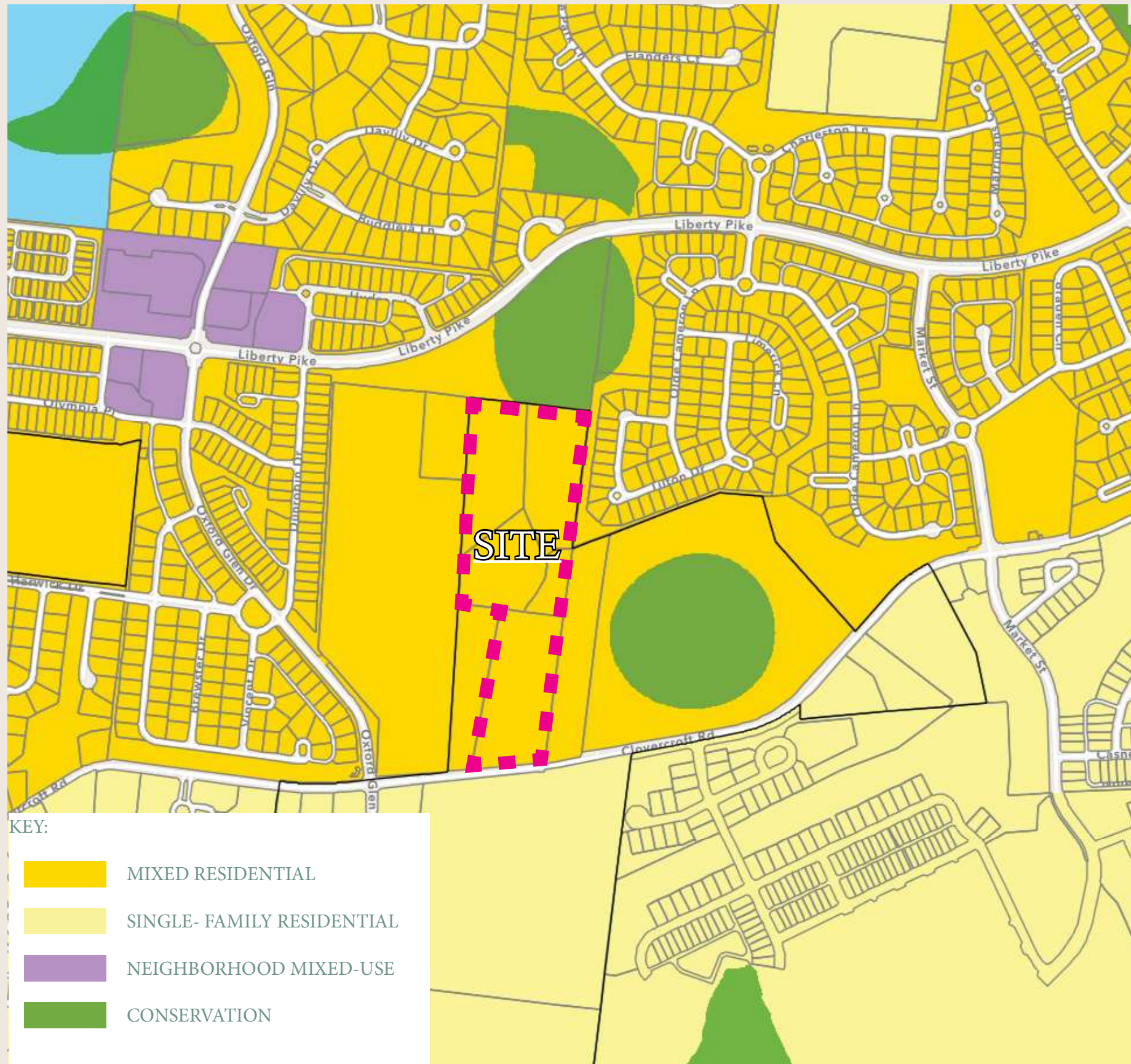
# 4086 Clovercroft Road

JCW

MAY 28, 2026



Location Map



# APPROVED DESIGN CONCEPT:

## Mixed Residential

The Mixed Residential design concept contains residential neighborhoods:

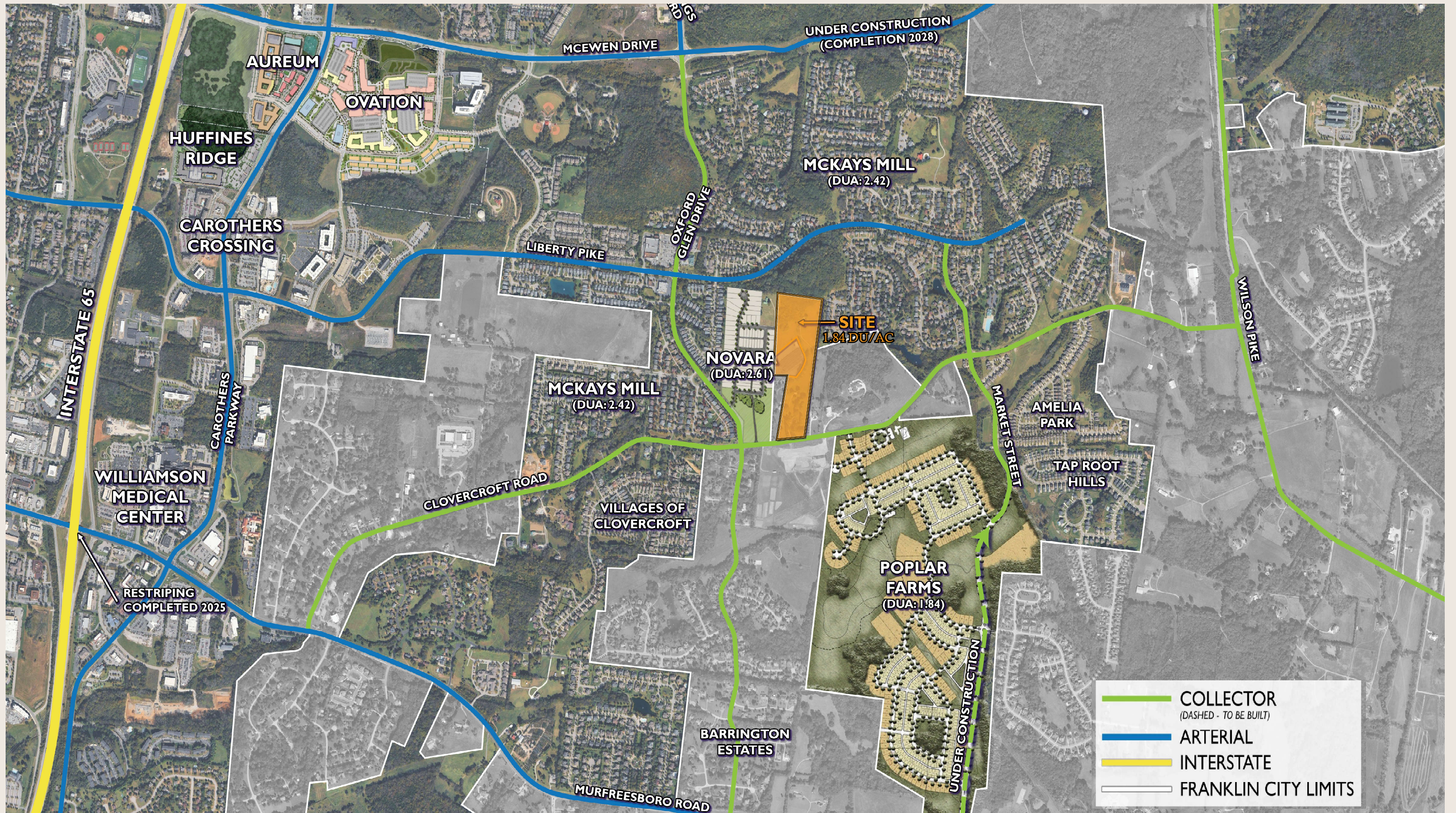
- Single-family dwellings
- Duplexes
- Multiplexes
- Townhouses

New neighborhoods should have walkable, well-connected street systems that connect to surrounding neighborhoods and nearby destinations. They should be designed around natural features to highlight forested areas, hillsides and hilltops, water resources, and tree rows as accessible amenities.

Primary Uses allowed:

Single-Family Residential

Secondary Uses allowed: Duplexes, Institutional (See Special Consideration), Multiplexes, Townhouses, and Accessory Dwellings



# Road Network





## SITE DATA:

Total Residential Units - 41  
DeBoer Family Lots - 3  
Single Family Lots - 38

### Lot Sizes:

DeBoer Family Lots - 110' x 300' = 33,000 sf

Minimum size - 60' x 120' = 7,200 sf  
Typical - 65' x 145' = 9,425 sf

Average Sq footage = 16,542 sf

Tree Canopy Preserved: 3.9 AC (+/- 50%)

Preserved Open Space: 4.13 AC (18.4%)



Setbacks Off Clovercroft Road



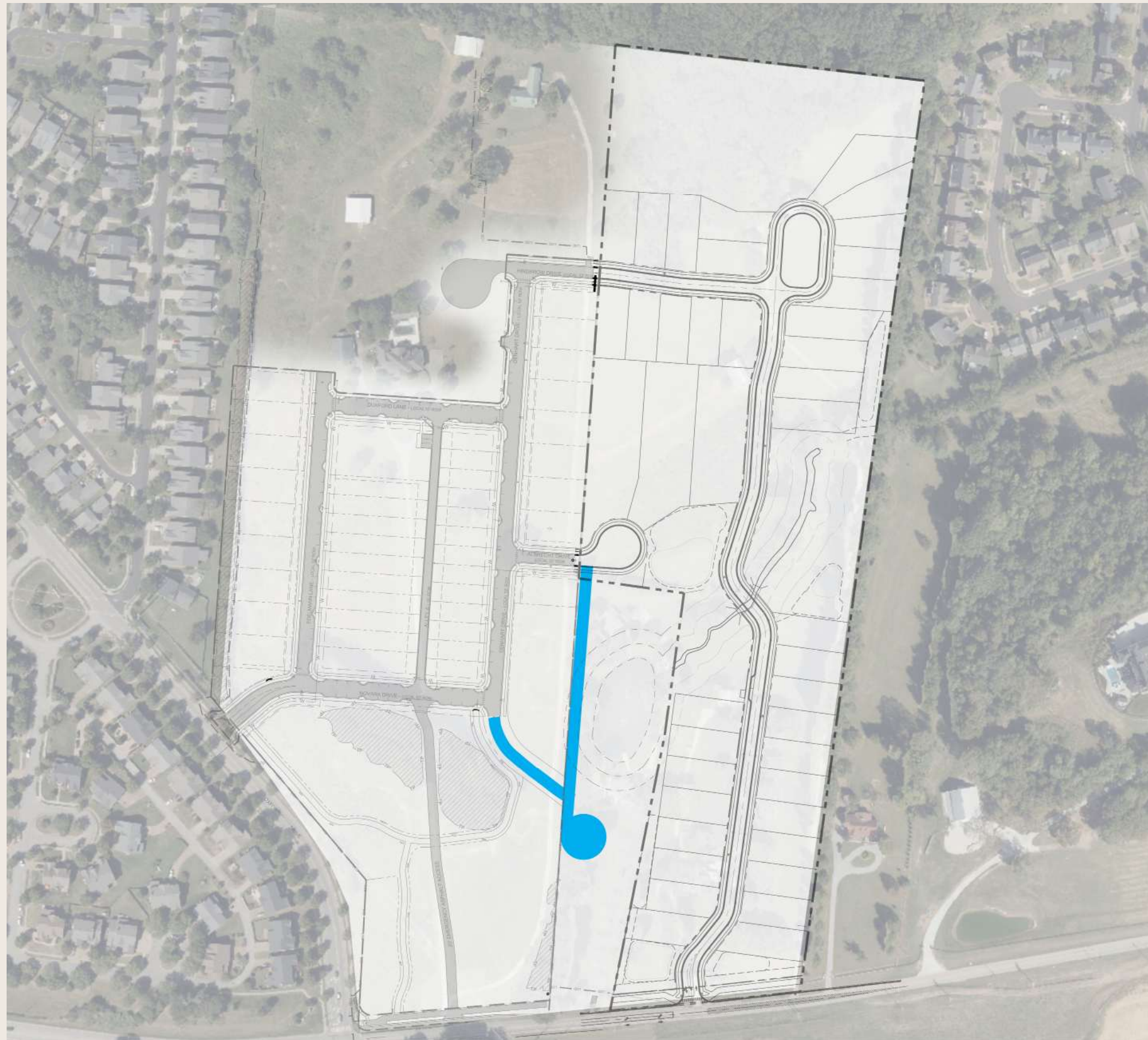
## OPEN SPACE DATA:

OPEN SPACE REQUIRED:	1.13 AC (5%)
NATURAL AREA OPEN SPACE REQUIRED:	2.26 AC (10%)
OPEN SPACE PROVIDED:	1.13 AC
NATURAL OPEN SPACE PROVIDED:	3.00 AC



## Modification #1:

A Modification of standard 9.6.3 is requested to remove external street stub connections to eastern boundary.



## Modification #2:

A Modification of standard 9.6.3 is requested to remove one external street stub connection to Western boundary (One connection provided to Western Boundary via existing stub connection) and instead provide connectivity via cul-de-sac and ROW dedication along the northern property line.

## Modification #3:

A Modification of Section 9.6.5 is requested to allow a cul-de-sac at the large lot area of the existing residents who would like to create lots for family.





Anticipated Next Steps:

Planning Commision: June 25th, 2026





# Franklin Transit Master Plan

BOMA & FMPC Joint Conceptual Workshop

May 28, 2026

# Agenda



Recap of Activities



Public Outreach



Existing Conditions



Recommendations



Financial Plan



Timeline

# 10-Year Transit Master Plan

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## Develop a 10-year, vision-based Transit Master Plan

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Analyze and address local and regional mobility needs

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Respond to growth-related challenges

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Use public input, data analysis, and fiscal considerations to shape recommendations

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Guide capital investment and service delivery via financial and implementation plans

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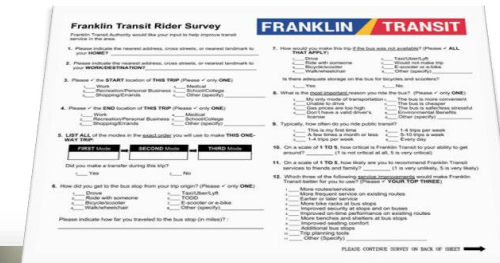
# Recap of Activities

## Input

- Public Outreach (TM2)
- Stakeholder Workshops (TM2)
- Existing Conditions Analysis (TM3)
- Goals Workshop (TM4)

## Output

- Vision and Mission (TM4)
- Goals and Objectives (TM4)
- Phased Recommendations (TM5)



# Public Outreach

# Completed Outreach

**97** fixed route  
rider surveys

**398+** public  
input surveys

**22** TODD  
rider surveys

**24** transit  
operator and  
staff surveys

**12**  
Stakeholder  
interviews

**30** discussion  
groups  
attendees

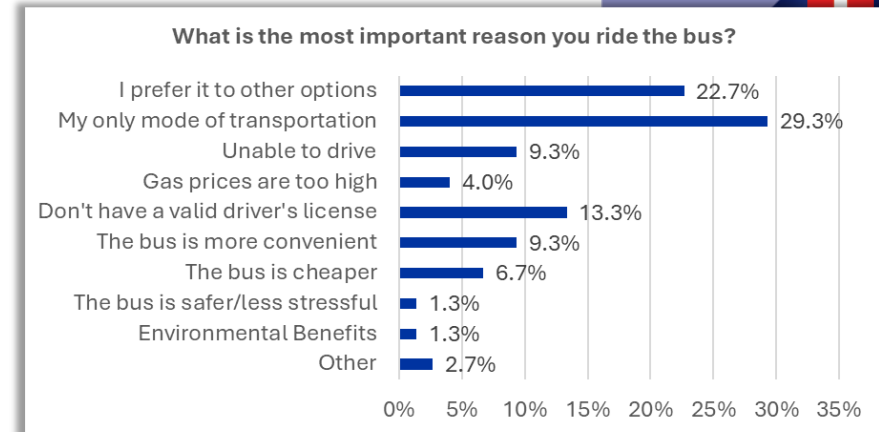
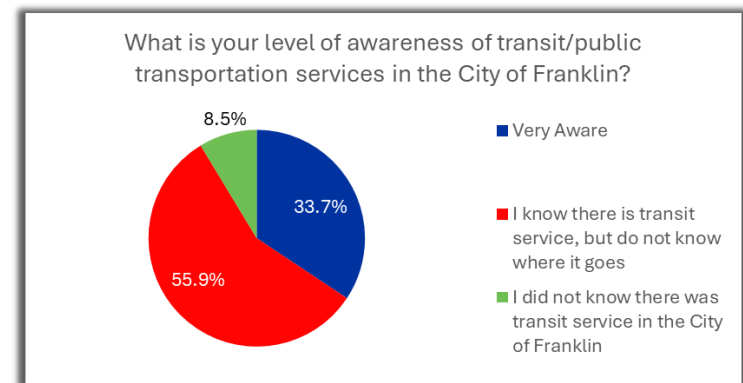
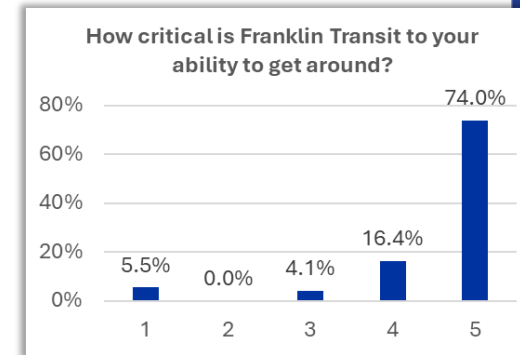
**6** public  
workshops/  
meetings

**950+** virtual  
room visits

**63,000+**  
social media  
interactions

# Selected Key Outreach Results

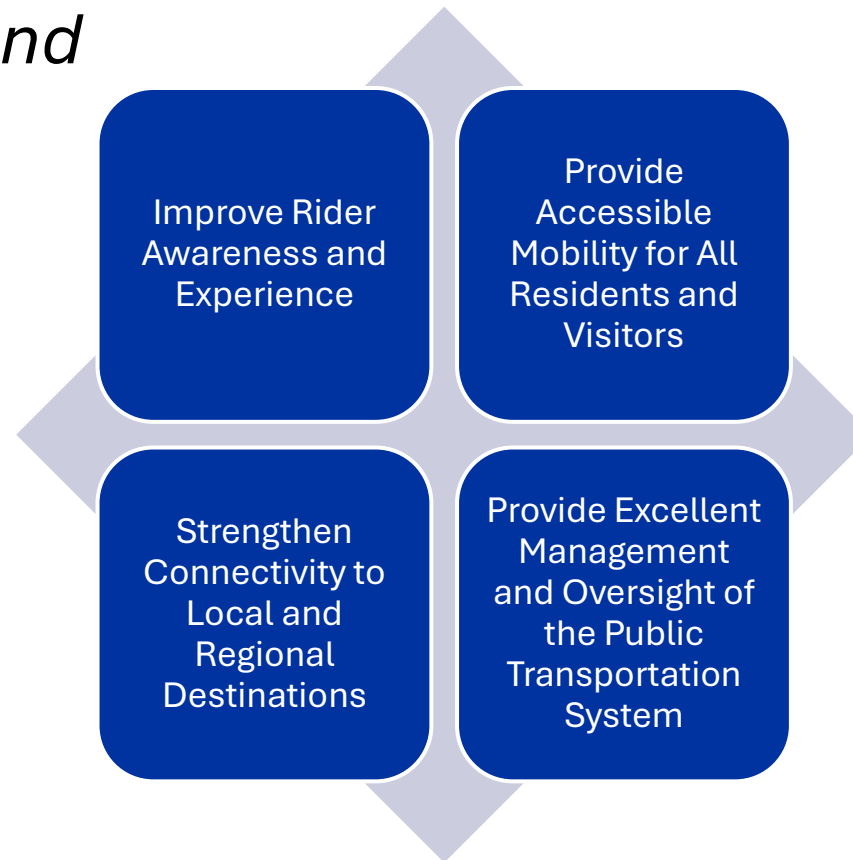
- FTA riders rely on the service
  - 52% of surveyed riders are “captive”
  - 45% indicated being discretionary users
- 74% rated critical nature of service as 5
- Riders desire more routes/service, increased frequency/service span, more bus stop amenities
- 56% of public are aware of transit in Franklin, but do not know where it goes
- Non-riders want more routes/service, increased frequency/service span, alternative payment methods



# Mission, Goals, and Objectives

# Mission and Goals

*The Franklin Transit Authority connects people and places by providing efficient, effective, and affordable transportation services.*



# Goals and Objectives

## 1. Improve Rider Awareness and Experience

- i. Achieve broad awareness about public transportation services offered in Franklin
- ii. Modernize fare payment and customer-facing tools
- iii. Build partnerships that expand access to mobility services and support rider growth
- iv. Enhance the customer experience

# Goals and Objectives

## 2. Provide Accessible Mobility for All Residents and Visitors

- i. Maintain affordability of services
- ii. Modernize bus stop amenities
- iii. Expand transit access

# Goals and Objectives

## 3. Strengthen Connectivity to Local and Regional Destinations

- i. Increase connectivity to regional transit providers
- ii. Improve access to major activity centers
- iii. Optimize decision making process for special event services

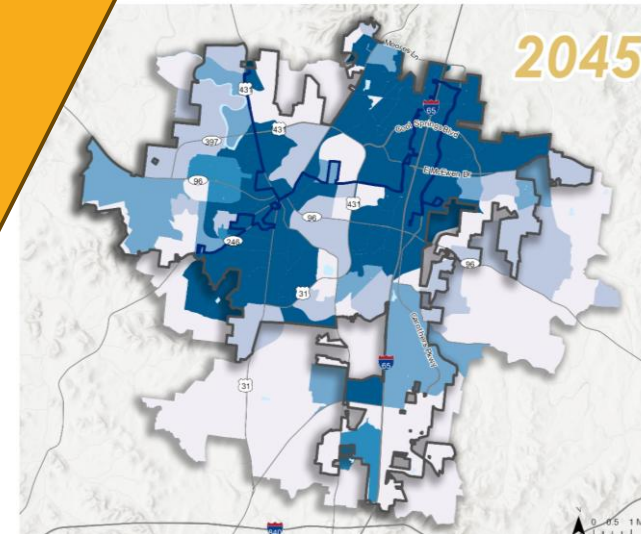
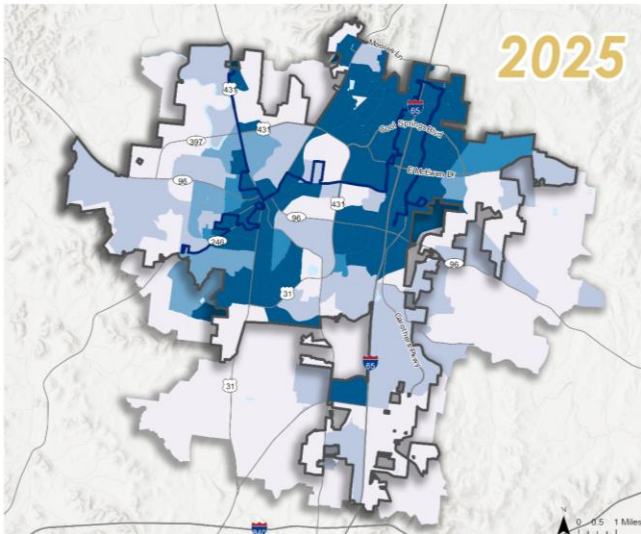
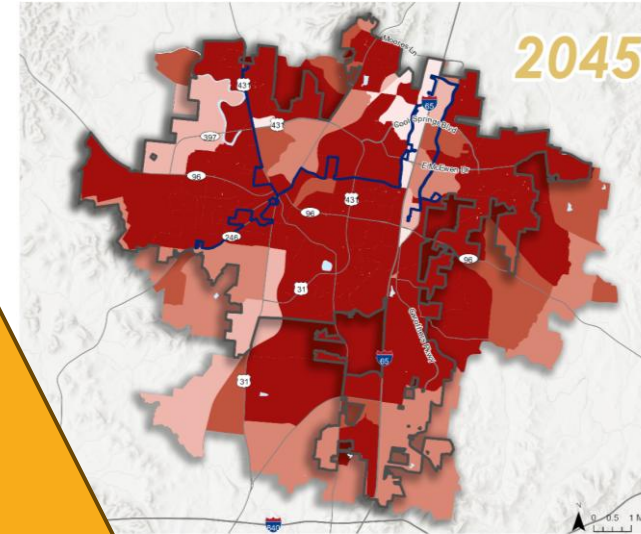
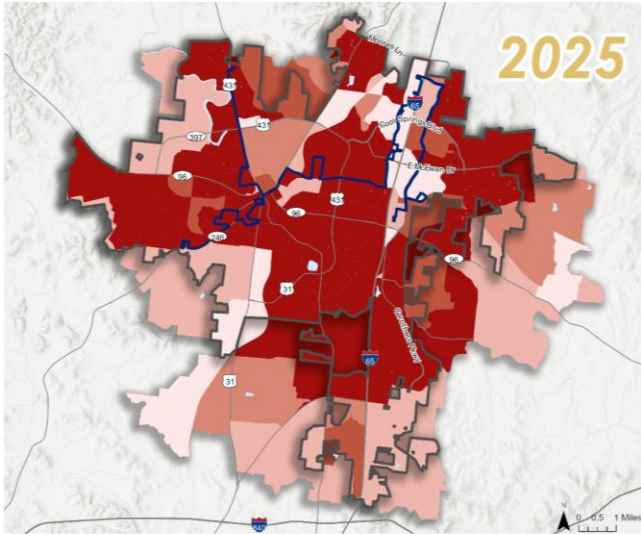
# Goals and Objectives

## 4. Provide Excellent Management and Oversight of the Public Transportation System

- i. Improve the performance data quality
- ii. Improve public access to performance information
- iii. Drive changes to services offered based on performance data
- iv. Prioritize safety

# Existing Conditions

# Population and Employment

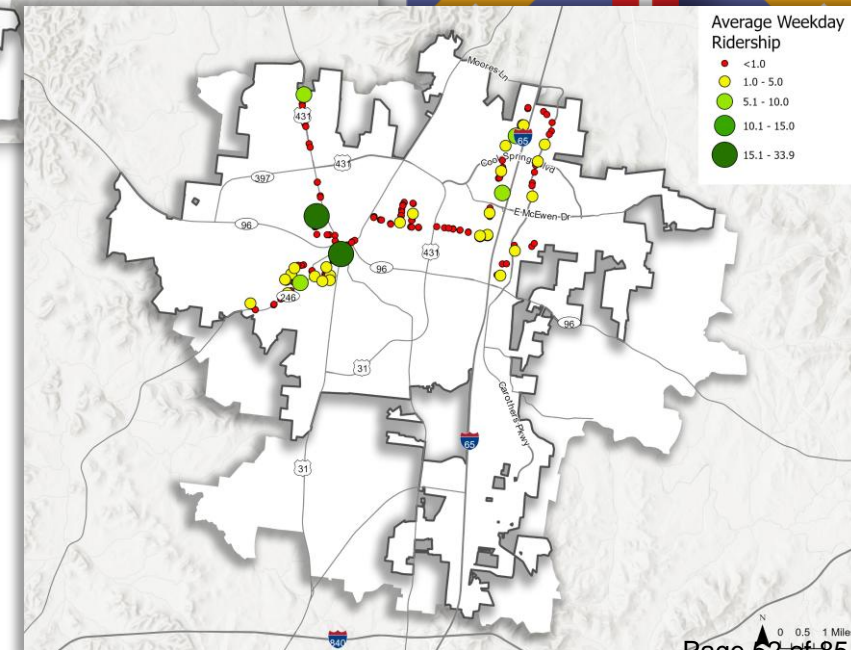
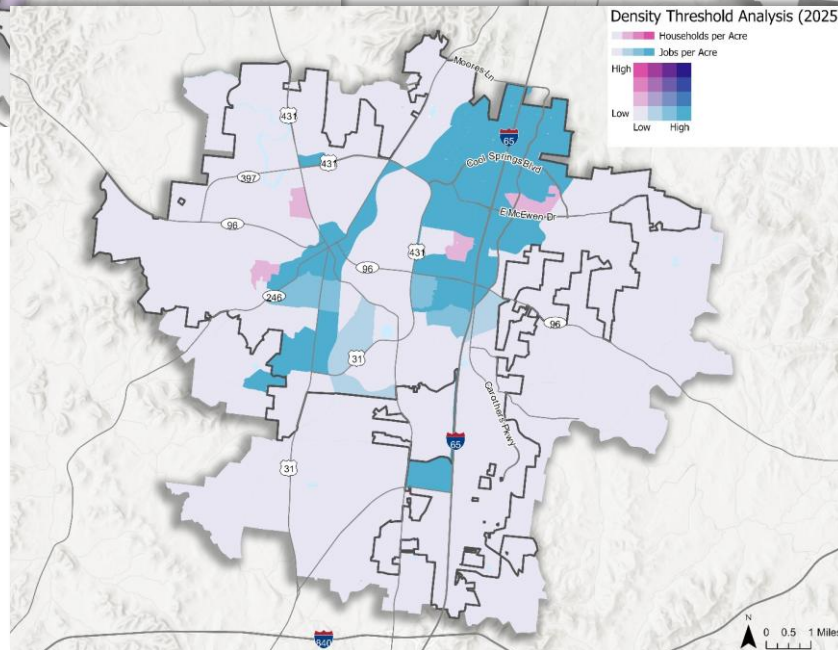
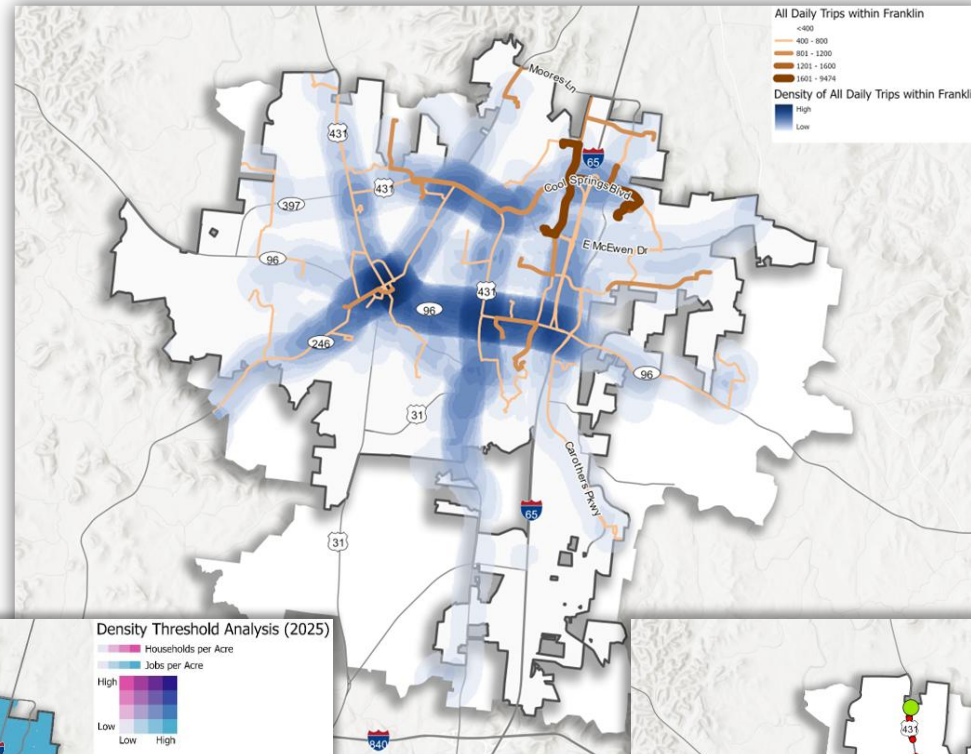
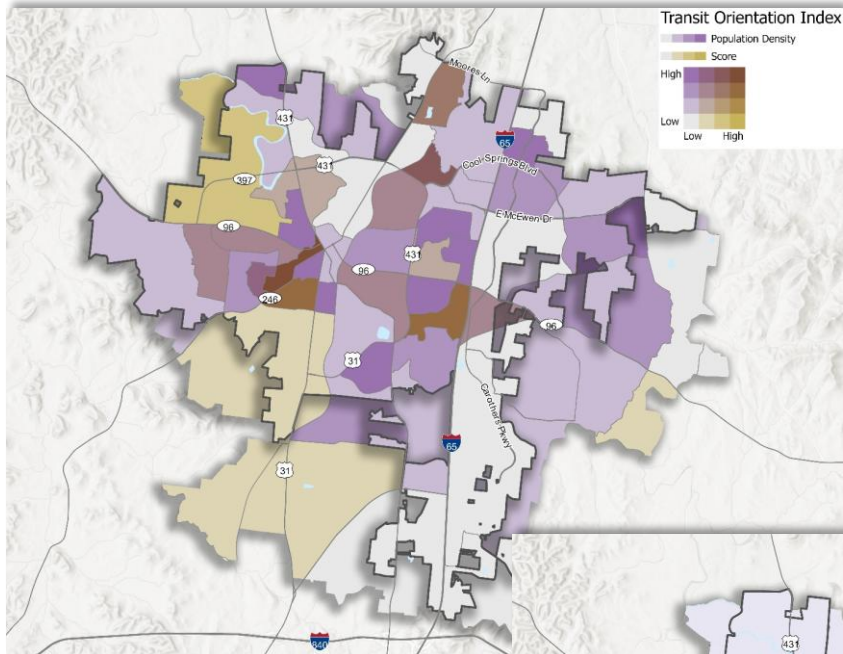


**Decision-makers impact future growth through decisions on:**

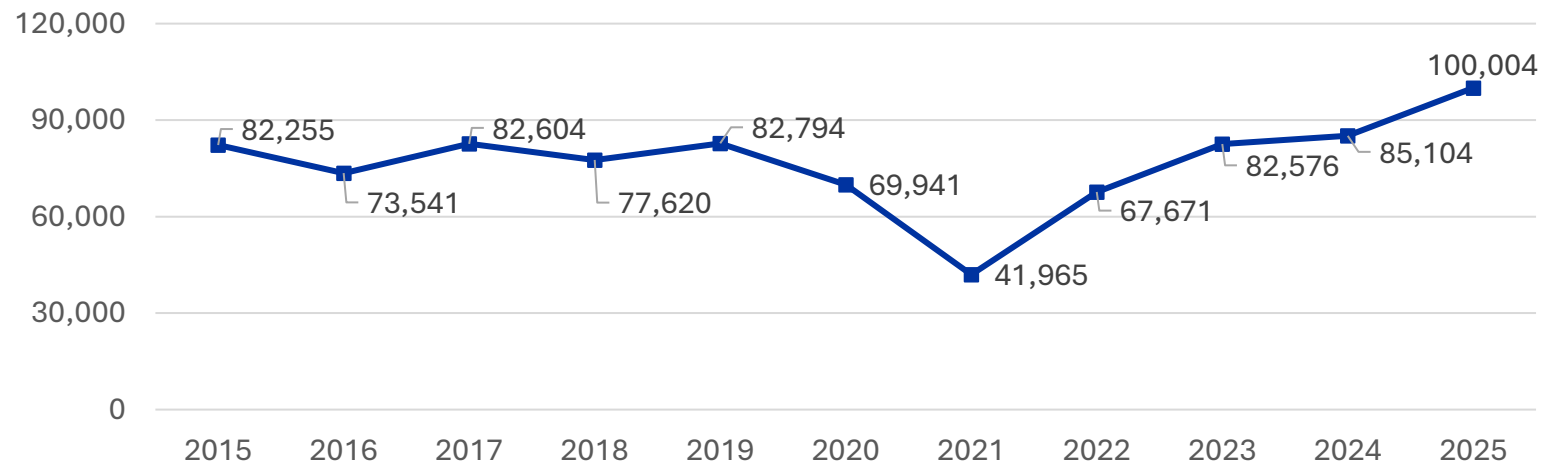
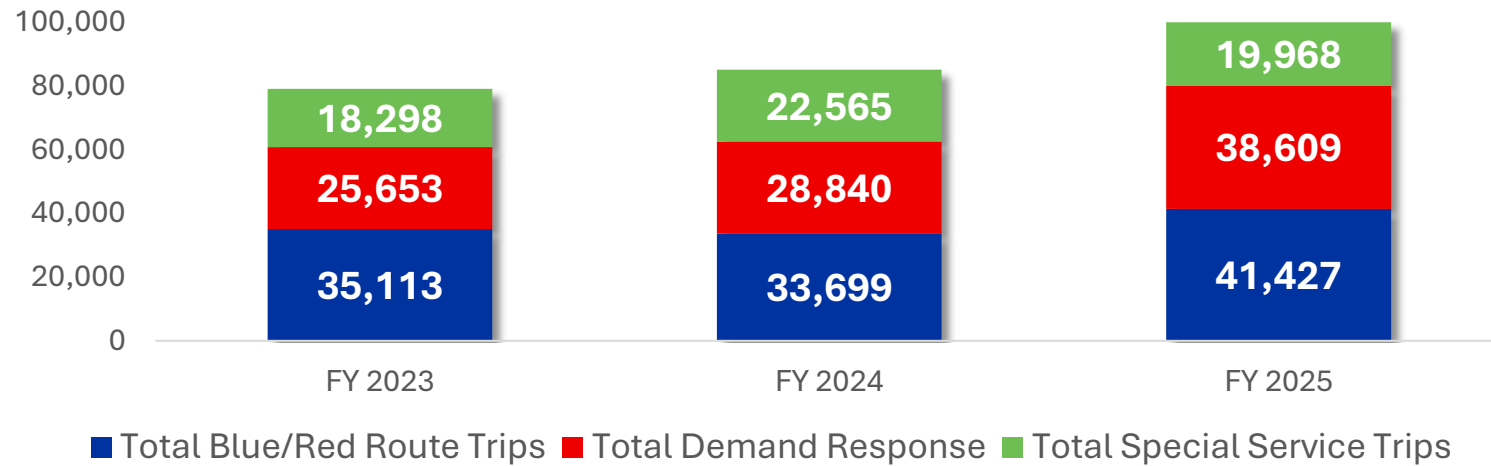
- Policy
- Development
- Land use

**Which will drive future mobility needs!**

# Market Analysis



# Ridership



# Recommendations

# Transit Improvement Alternatives

Transit improvement alternatives incorporate results from public engagement and existing conditions analyses

- They align with the developed goals and objectives

Finalized alternatives were organized into specific phased recommendations

- Short-term (within 2 years)
- Medium-term (within 5 years)
- Long-term (within 10 years)

# Categories of Recommendations



Outreach and Communications Improvements



Planning and Policy Development



Capital and Technology Improvements



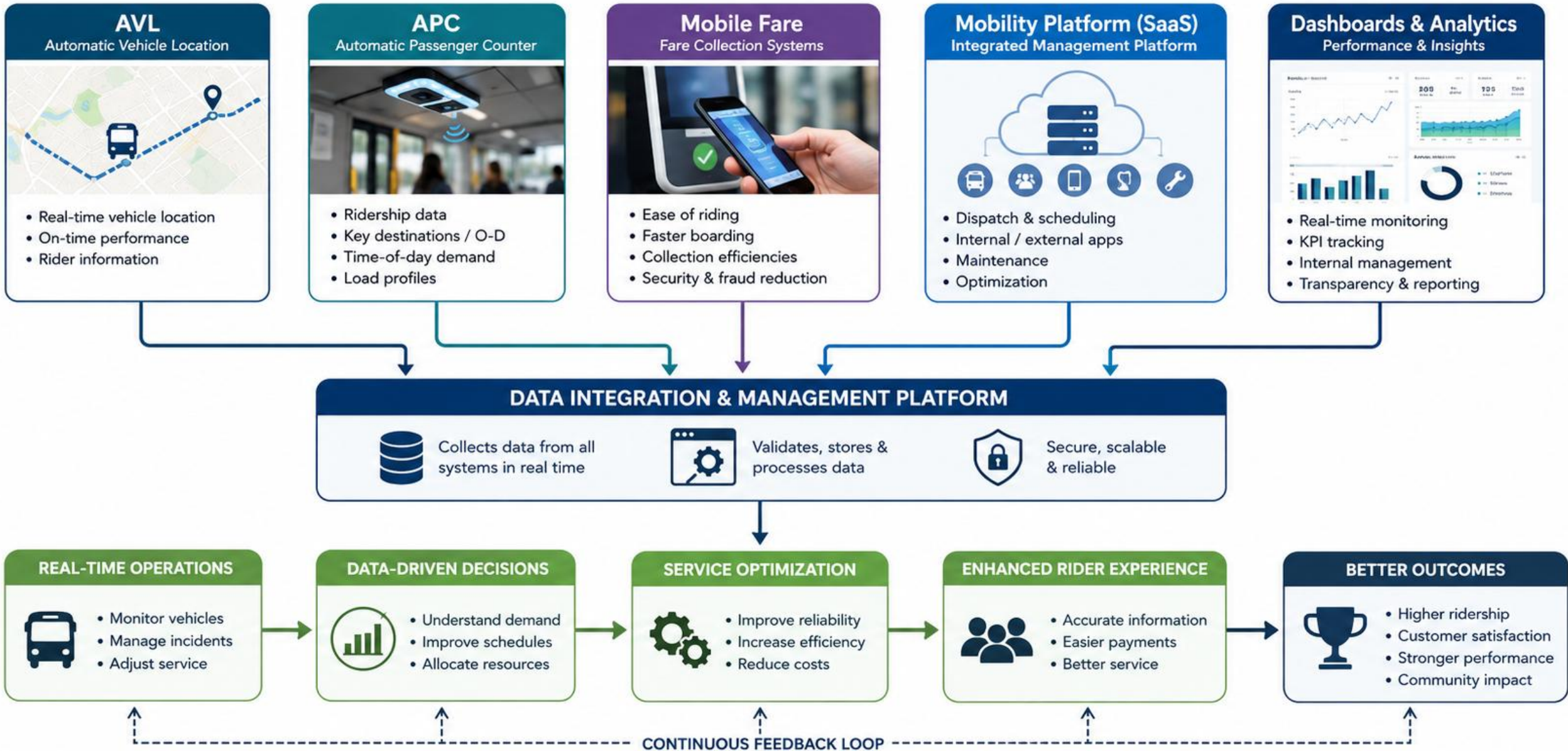
Transparency and Performance Monitoring



Service Improvements

# TRANSIT TECHNOLOGY ECOSYSTEM

Connected Systems. Smarter Operations. Better Outcomes.



# Transit Planning - Operations



**Efficiency**

**Equity**

**Transit Service  
Planning Continuum**

Legend

	Express		Station
	Local		Transfer
	Commuter		Transfer
	Commuter		Transfer
	Transfer		Station
	Transfer		Transfer
	Transfer		Transfer



# Transit Planning - Modes

## Fixed Route Bus

- Higher density areas
- Major arterial/collector roads
- Connects major activity centers
- Scheduled service
- 10-15 trips per hour
- 30-60' vehicles



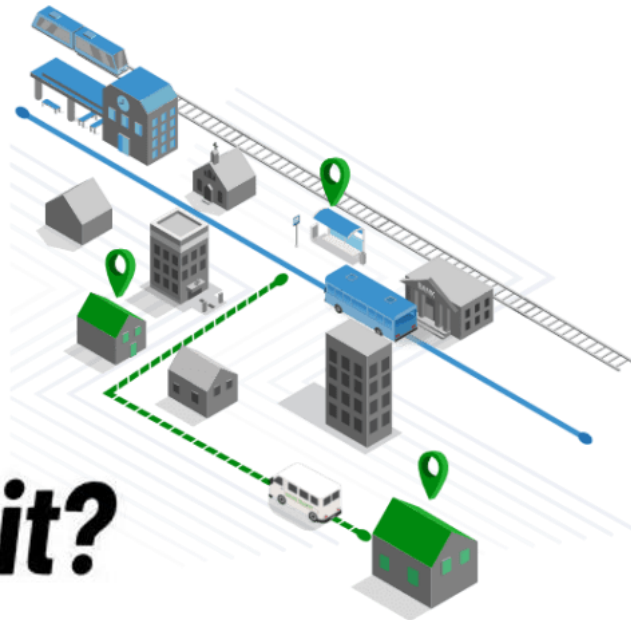
## Microtransit

- Lower density areas
- Smaller local roads
- Local connector; feeder for bus
- On demand; flexible schedule
- 2-4 trips per hour
- 20-24' vehicles



# Microtransit

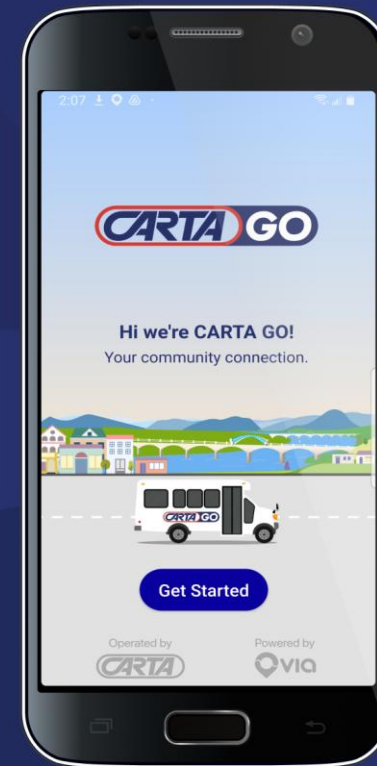
## What is Microtransit?



**➤ On demand shared transportation service for areas where traditional fixed-route service isn't feasible due to low-density**



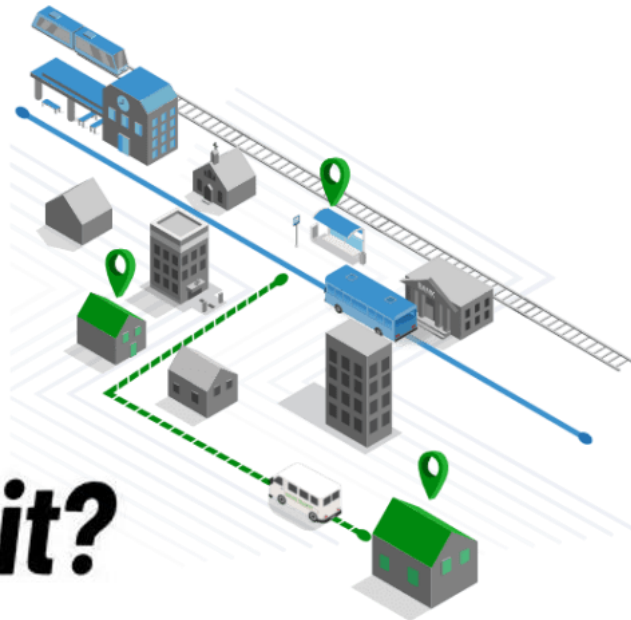
Book rides straight from your phone.



FRANKLIN  
TRANSIT

# Microtransit

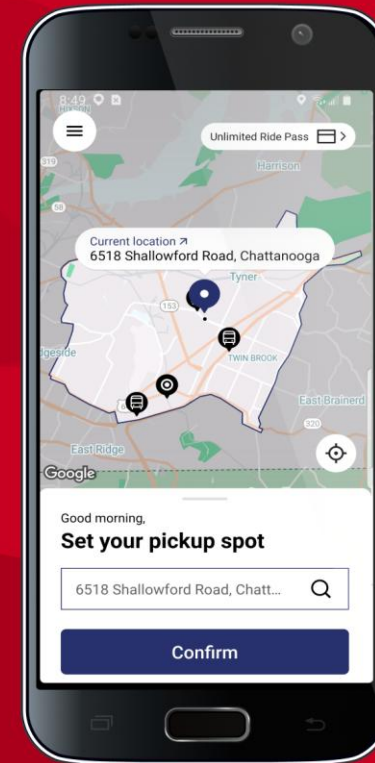
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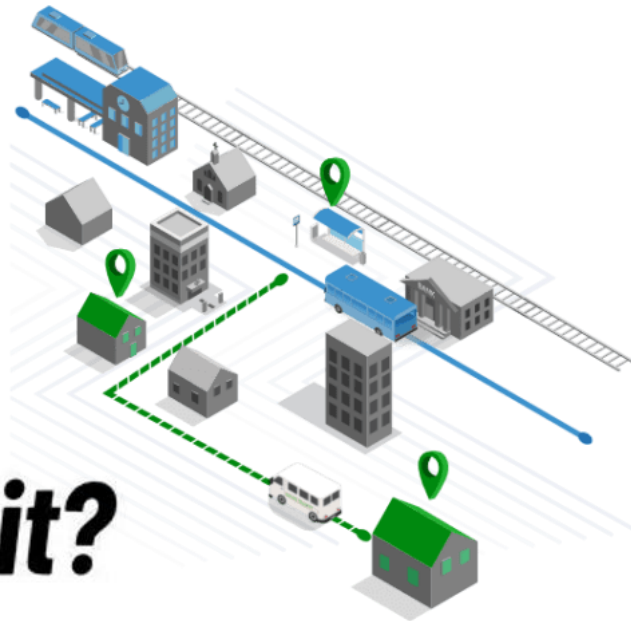
Tell us where you're going.



**FRANKLIN  
TRANSIT**

# Microtransit

## What is Microtransit?



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REQUEST RIDE

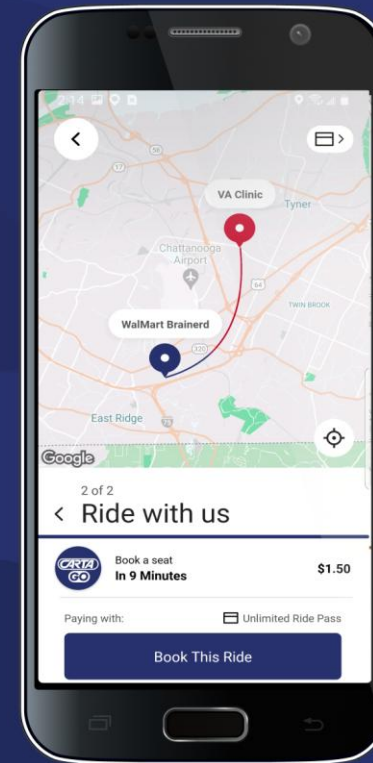
DYNAMIC ROUTING

RIDER PICKUP

RIDE MATCHING

RIDER DROP-OFF

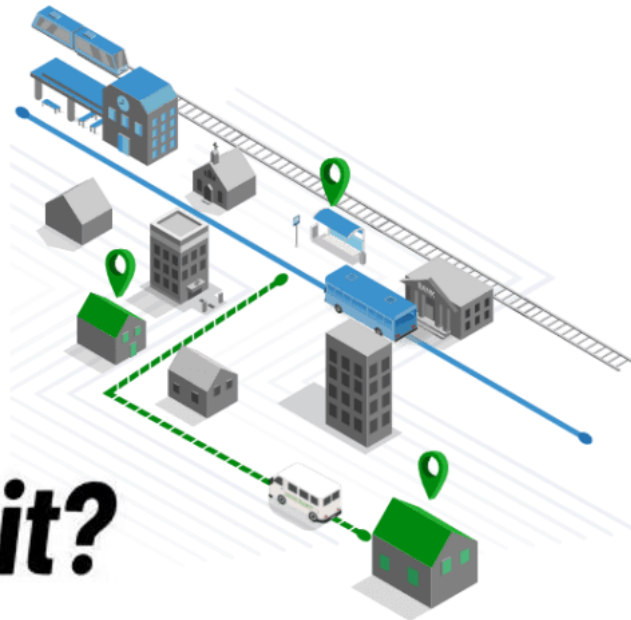
Choose a ride option.



FRANKLIN TRANSIT

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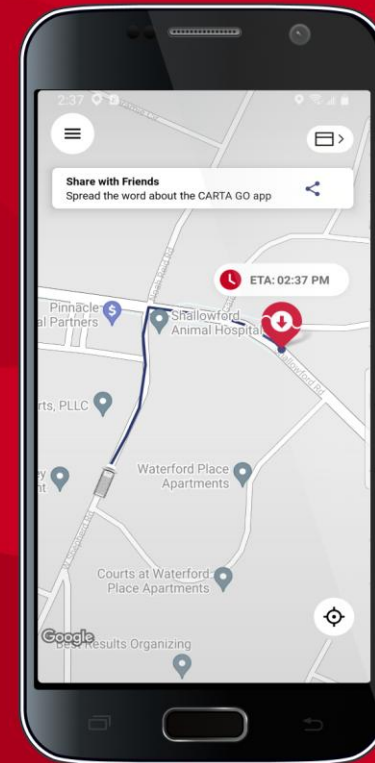
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**Track your ride in real-time.**



**FRANKLIN  
TRANSIT**

# Outreach and Communications Improvements



Conduct more public outreach and education events

Develop and maintain public performance dashboards and reports

Coordinate with stakeholders to support non-emergency medical transportation and access to essential services

Acquire and maintain more social media followers

When applicable, redesign schedules, maps, wayfinding, and communications for clarity and consistency

Coordinate service with regional agencies and neighboring jurisdictions

Refresh outreach and engagement strategy every 5 years

# Planning and Policy Development



Develop a technology assessment and improvement strategy

Complete a microtransit feasibility study

Develop an ADA Transition Plan and bus stop design guidelines

Develop and outreach and engagement strategy

Partner with major employers to pilot employer-supported transit benefits and bulk pass programs

Develop income-based fare payment tiers and similar eligibility programs

Assess operational challenges related to special event service

Conduct a Comprehensive Operational Analysis (COA)

Update Transit Master Plan every five years

Update Preventative Maintenance Plan every five years

Develop fare and service equity thresholds related to changes in service

# Capital and Technology Improvements



Assess and modernize core technology systems to improve performance data quality (to aid in driving service improvement)

- Upgrade scheduling and dispatch tools
- Install Automatic Passenger Counters (APCs) across the entire fleet
- Improve real-time information and tracking (AVL)
- Launch mobile fare payment

Design and construct additional bus stop infrastructure

Launch open-loop tap payment

Site, design, and construct mobility hubs

# Transparency and Performance Monitoring



Implement Key Performance Indicators (KPIs)

Develop and maintain internal and public performance dashboards and reports

Develop strategy for investment decisions based on performance

Reassess performance goals and targets annually

Monitor performance and adjust operating parameters annually

Refresh performance improvement program every five years

# Service Improvements



Data driven service modifications

Conduct microtransit feasibility study and launch pilot program

Optimize existing fixed routes

Extend service span

Improve frequency

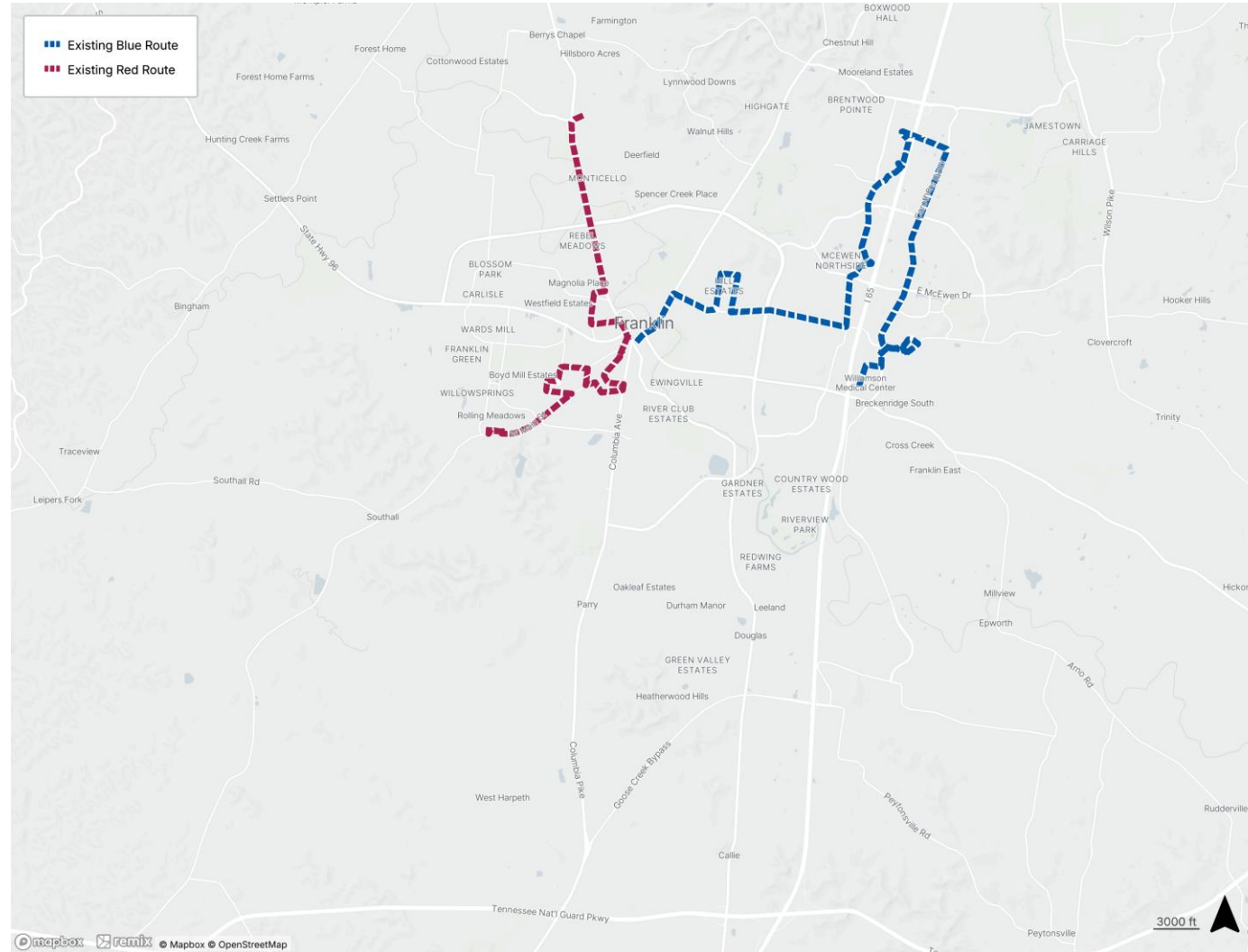
Add Sunday service

Add new local, regional, and downtown fixed routes

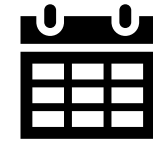
# Service Improvements

## Current Services

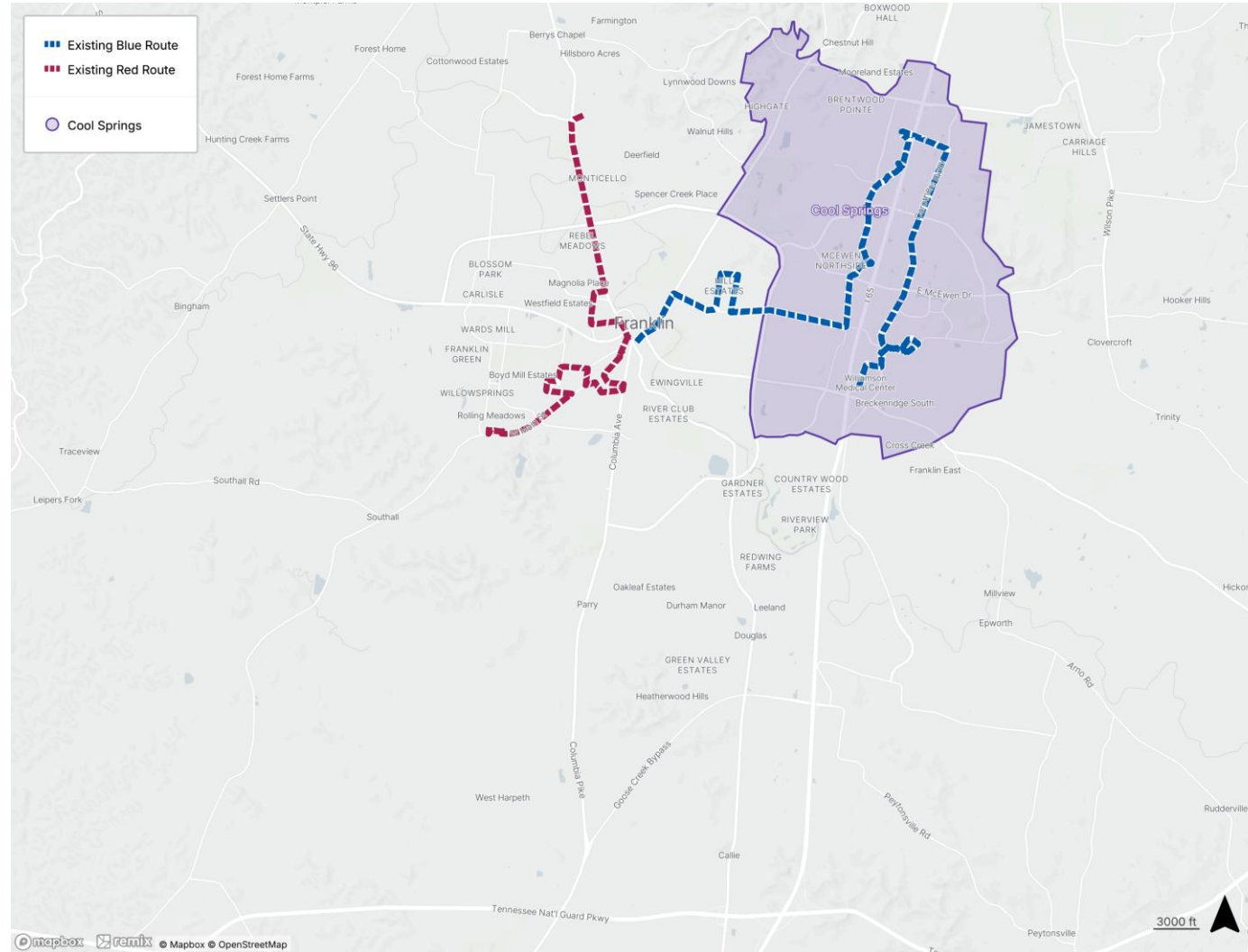
- Excluding TODD



# Service Improvements



Pilot  
microtransit  
in Cool  
Springs



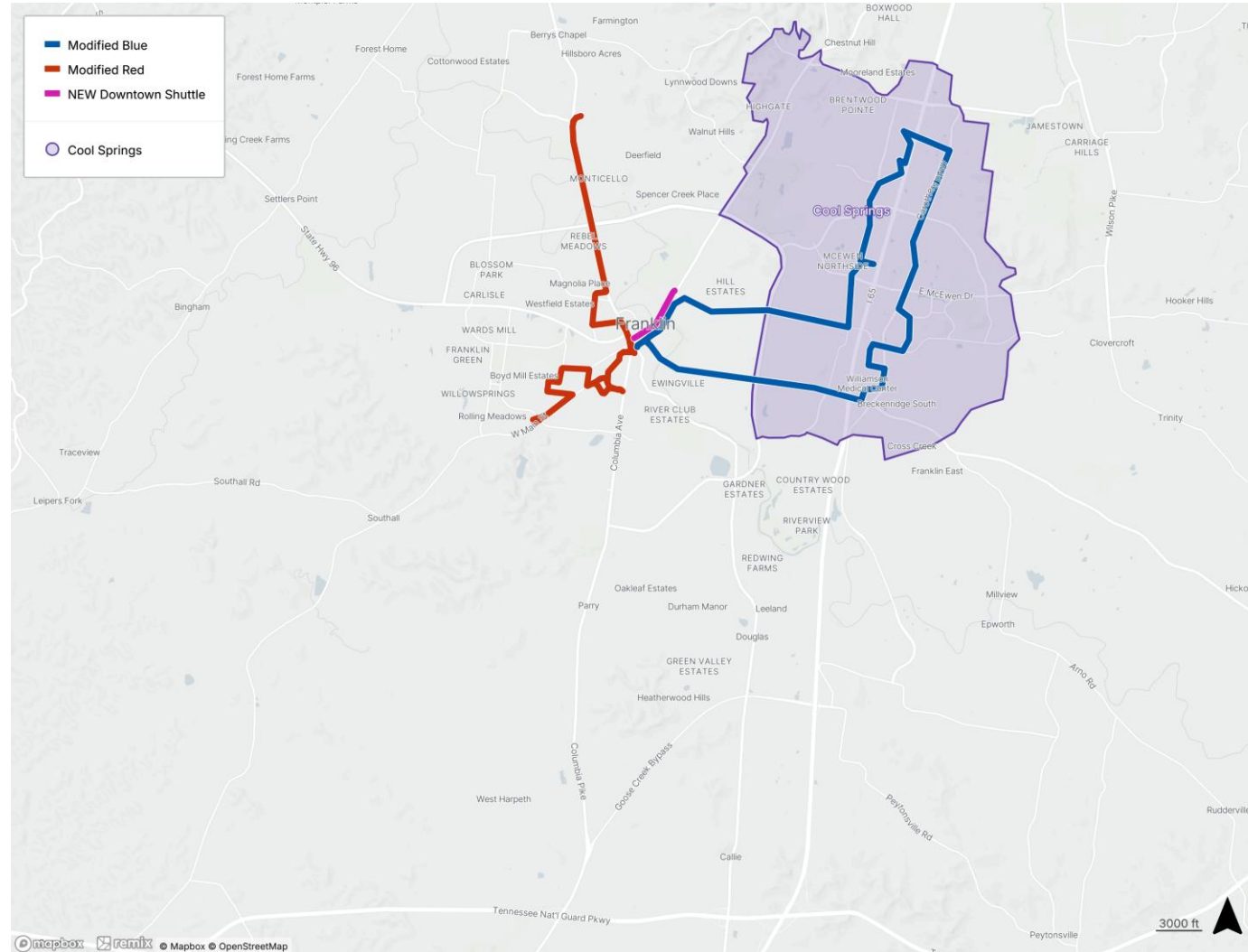
# Service Improvements



3

Modify existing routes

Add downtown shuttles

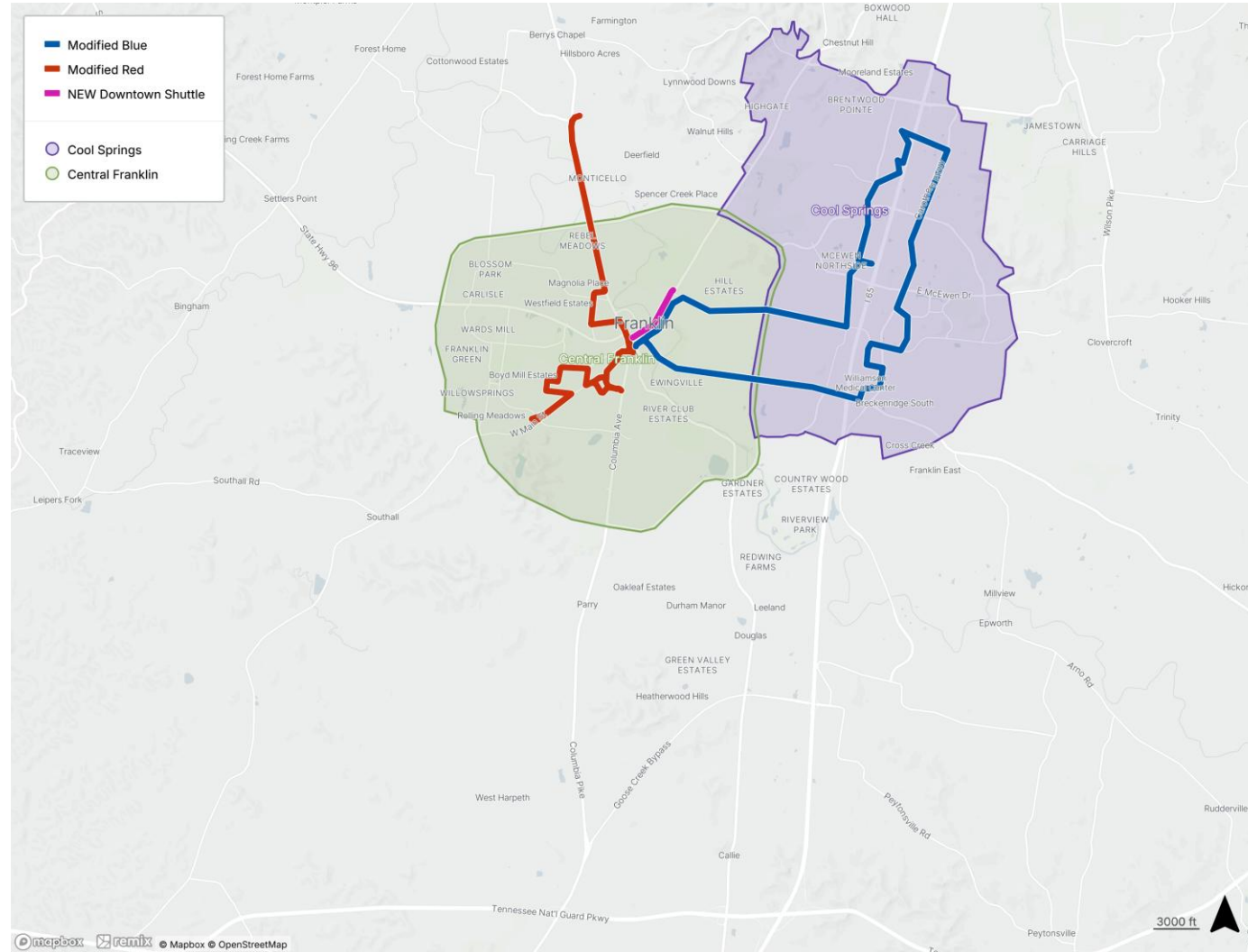


# Service Improvements



4

Add Central Franklin microtransit



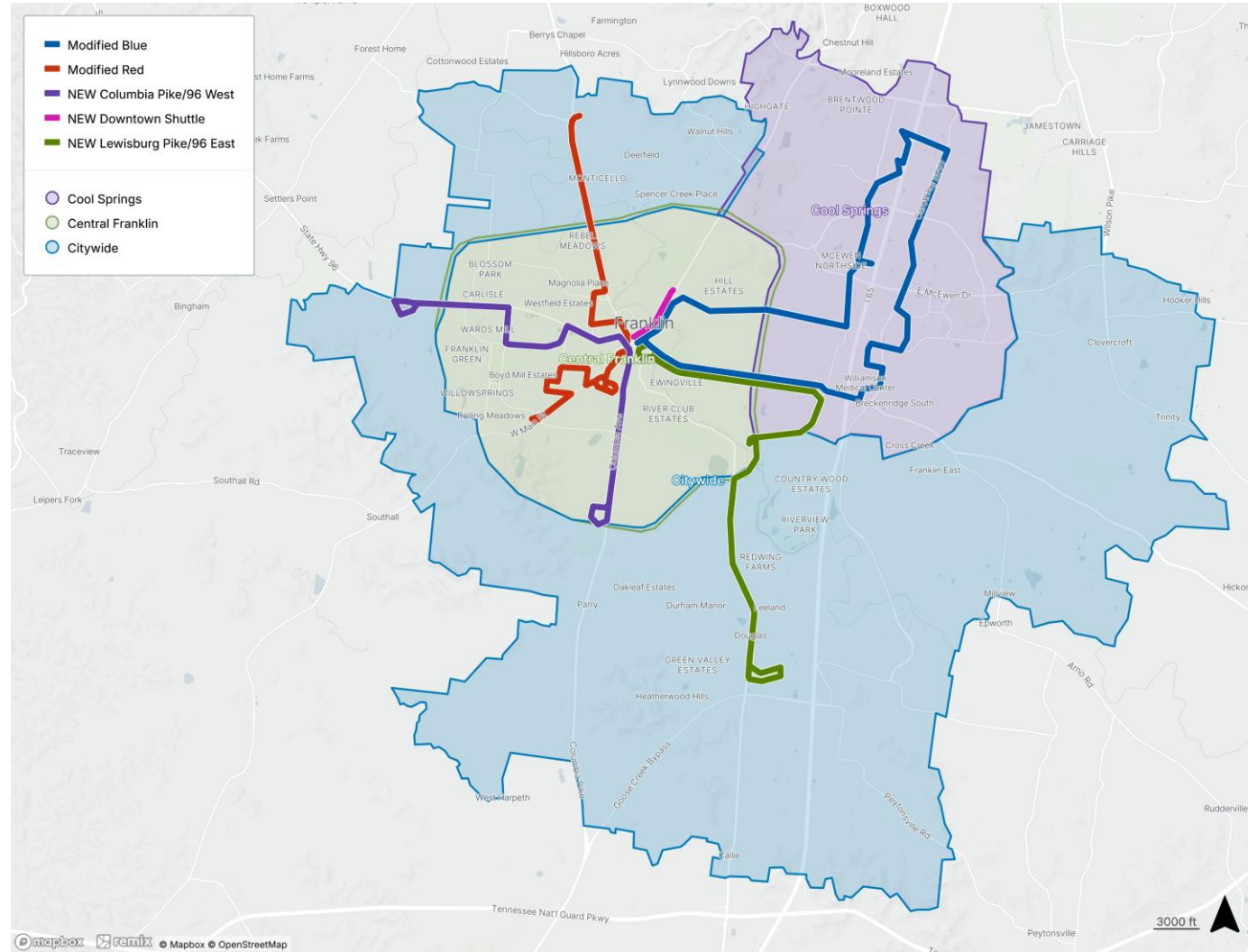
# Service Improvements



6

Add local fixed routes

Add citywide microtransit

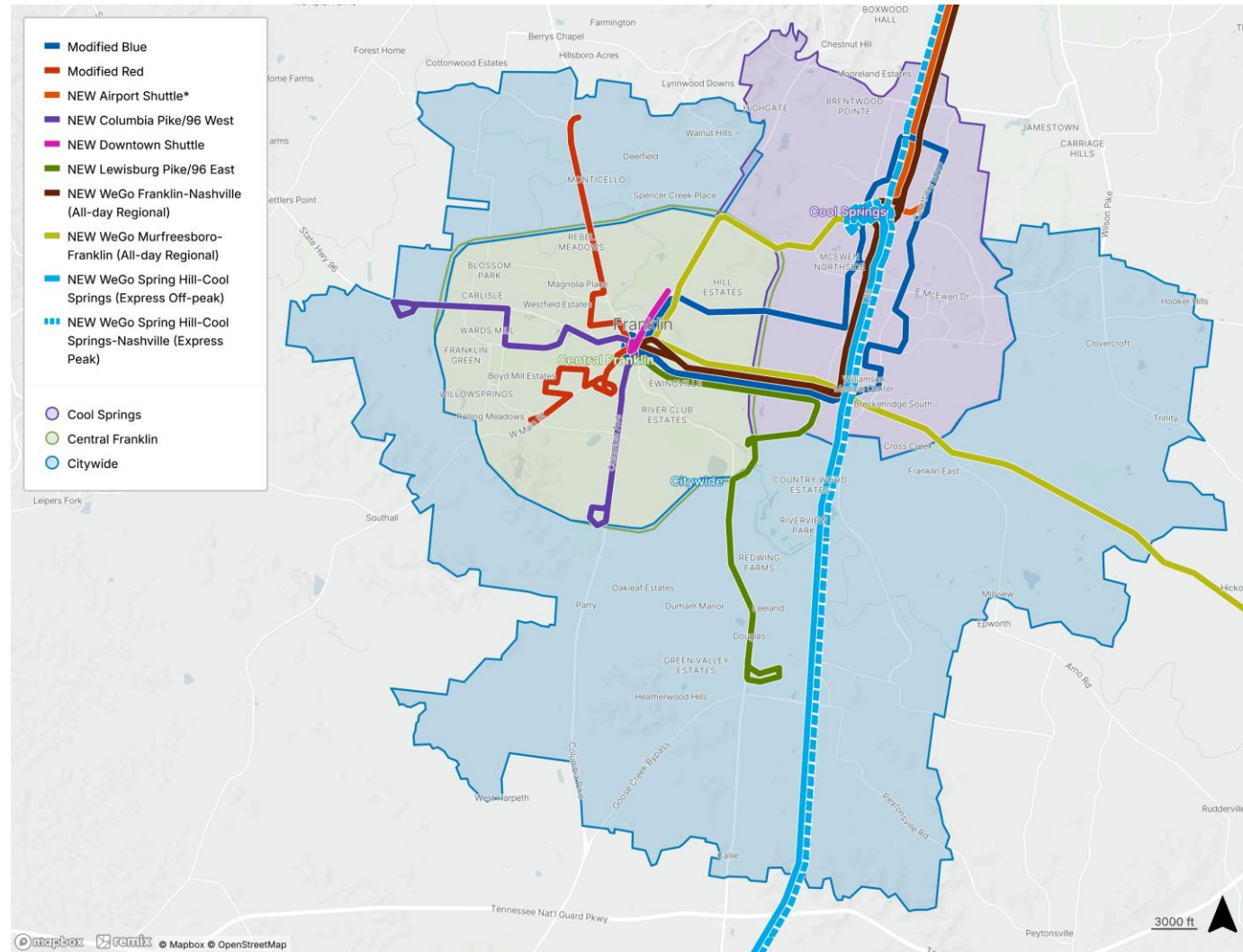


# Service Improvements

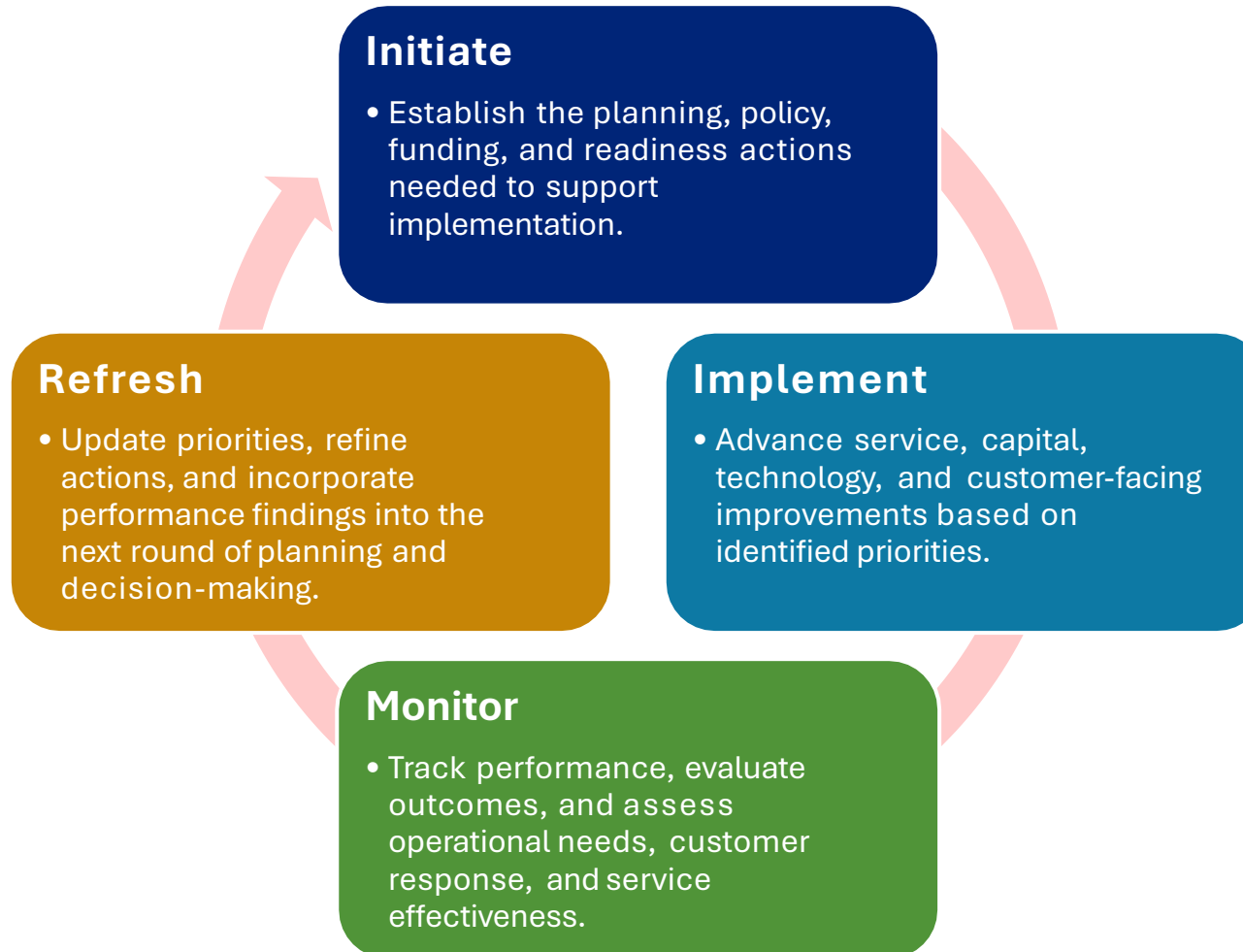


Add WeGo regional fixed routes

- \*Airport Shuttle is a regional route not identified by WeGo



# Implementation Roadmap and Sequencing



*Some actions can proceed in parallel, while others depend on funding, procurement, and implementation readiness.*

# Public Outreach – Second Round



# Public Agreement with Recommendations

Survey participants were asked to rate each recommended improvement on a scale of 1 (strongly disagree) to 5 (strongly agree)

Overall, the public agreed with the recommendations

- Most strongly agreed with mobile fare payment and tap-to-pay fare
- Most lukewarm towards adding Sunday service and improved fixed route frequency

# Public Prioritization of Recommendations

Participants were asked to prioritize transit improvements by selecting their top 3 recommendations

Adding new regional fixed routes was the highest priority among respondents

The public feedback and prioritization generally aligns with the implementation timeline, except for adding new regional fixed routes

# Financial Plan

# Financial Plan Overview

Costs out 10-year phased recommendations

Incorporates planning-level estimates of expenses associated with current and future service

Identifies unfunded expenses based on anticipated funding

# Funded and Unfunded Recommendations

## Funded

- Existing services
- Cool Springs microtransit
- Vehicle purchases
- Fare payment upgrades
- Other technology upgrades
- Planning efforts
- Bus stop shelters and improvements\*

\*Mostly funded

## Unfunded

- Central Franklin microtransit
- Extended service span
- Citywide microtransit<sup>^</sup>
- New fixed routes<sup>^</sup>
- Sunday service<sup>^</sup>
- Increased frequency<sup>^</sup>

<sup>^</sup>Long-term timeframe

# Timeline

Task	May	June	July	August
<b>Joint Conceptual Workshop</b> <i>Present: Draft Transit Master Plan</i>	5/28			
<b>FTA Board Meeting</b> <i>Approval: Draft Transit Master Plan (adjusted with public and TAG comments)</i>		6/02		
<b>BOMA Work Session</b> <i>Present: Draft Transit Master Plan</i>		6/23		
<b>Franklin Municipal Planning Commission</b> <i>Adoption: Transit Master Plan</i>		6/25		
<b>BOMA Meeting</b> <i>Adoption: Transit Master Plan</i>			07/14	
<b>FTA Board Meeting</b> <i>Adoption: Draft Transit Master Plan</i>				8/4



# Staying Informed

- Transit Master Plan Technical Memorandums
  - Public Involvement
  - Inventory and Assessment of Existing Conditions
  - Mission, Goals, and Objectives
  - Transit Plan Development
- Franklin Transit Website <https://franklintransit.org/>



***Visit the Virtual Meeting Room!***



# Questions?

TABLE 4-1: STRATEGIES AND TACTICS

Goals	Objectives	Strategies	Tactics	
1. Improve Rider Awareness and Experience	1.1 Achieve broad awareness about public transportation services offered in Franklin	Develop a public outreach strategy	Identify public outreach event hotspots based on existing and potential riders.	
			Acquire and maintain more social media followers	
			Rebrand TODD as new microtransit service develops	
			Conduct more public outreach and education events throughout the service area annually	
	1.2 Modernize fare payment and customer-facing tools	Reduce dwell times and improve access to real-time information	Launch mobile fare payment	
			Implement open-loop tap payment	
	1.3 Build partnerships that expand access to mobility services and support rider growth	Establish employer, institutional, and community-based partnerships to improve access to transit	Partner with major employers to pilot employer-supported transit benefits and bulk pass programs	
		Leverage partnerships to expand first-/last-mile connectivity and off-peak mobility	Coordinate with healthcare providers to support non-emergency medical transportation and access to essential services	
	1.4 Enhance the customer experience	Increase customer satisfaction	Increase rate of customer commendations	
			Decrease rate of customer concerns	
Decrease phone call wait time				
2. Provide Accessible Mobility for All Residents and Visitors	2.1 Maintain affordability of services	Establish reduced fare programs	Develop income-based reduced fare payment and similar eligibility programs	
		Develop service equity guidelines	Develop fare and service equity thresholds related to changes in service	
	2.2 Modernize bus stop amenities	Develop a multi-year bus stop improvement program	Develop an ADA Transition Plan	
			Develop bus stop design guidelines	
			Design and construct bus stop infrastructure	
	2.3 Expand transit access	Expand fixed route coverage when feasible	Add fixed route service based on performance data	
Use microtransit to complement fixed-route service where traditional transit is less effective		Complete feasibility study and launch microtransit pilot service based on recommendations		
3. Strengthen Connectivity to Local and Regional Destinations	3.1 Increase connectivity to regional transit providers	Identify local mobility hubs	Site, design, and construct local mobility hubs	
		Integrate Franklin into regional trip planning and fare payment	Add Franklin Transit to a regional transit trip planning app and regional fare payment app/card	
			Coordinate with regional agencies and neighboring jurisdictions to align service schedules and transfer opportunities	
	3.2 Improve access to major activity centers	Identify major activity centers	Serve major activity centers with transit	
	3.3 Optimize decision making process for special event services	Evaluate impact of event service on regular service in terms of resource availability	Assess operational challenges related to special event service, including scheduling, additional labor needed, and the cost of that labor	
4. Provide Excellent Management and Oversight of the Public Transportation System	4.1 Improve the performance data quality	Modernize core transit technology systems	Install Automatic Passenger Counters (APCs) across the fleet	
			Upgrade scheduling and dispatching tools	
	4.2 Improve public access to performance information	Develop performance improvement program	Develop internal and public performance dashboards and reports	
	4.3 Drive changes to services offered based on performance data	Improve operational reliability and performance transparency through data-driven analysis	Identify metrics to initiate service changes	Conduct a performance-driven service redesign (comprehensive operational analysis)
				Monitor performance and adjust operating parameters yearly
				Reassess performance goals and targets annually
				Refresh performance improvement program every 5 years
				Expand service span based on comprehensive operational analysis
				Increase frequency based on comprehensive operational analysis
	4.4 Prioritize safety	Ensure fleet reliability	Improve route directness and travel times based on comprehensive operational analysis	
Decrease maintenance-related delays in service				