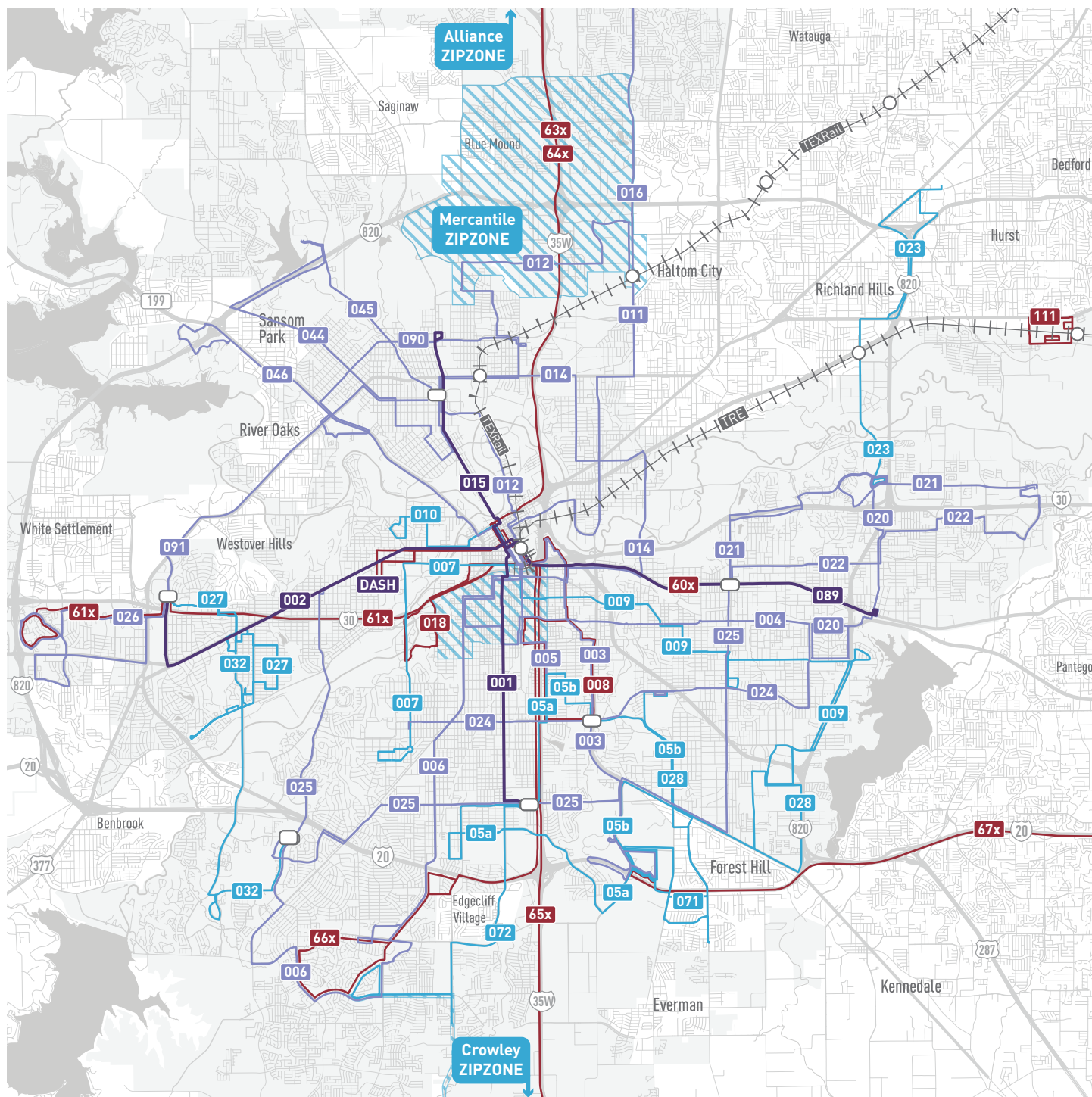


TRINITY METRO NETWORK REDESIGN



CURRENT NETWORK



Service

- ≤15 min Frequency
- 30 min Frequency
- >60 min Frequency
- Xpress / Limited Routes
- ZIPZONE

0 1 3 6 miles



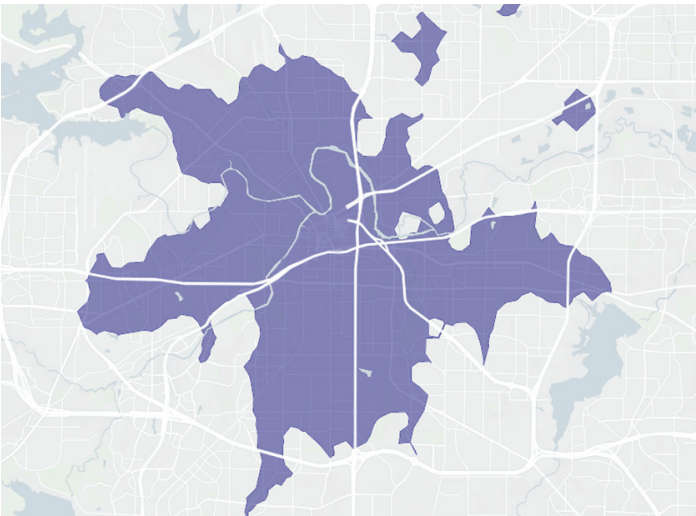
ALTERNATIVES OVERVIEW

PROCESS

Throughout the process of determining the Goals for the new network, five key trade-offs were established: System Priorities, Waiting or Walking, Fixed or Flexible Service, Downtown or Grid Network, and Peak or All-Day Service.

Option A incorporates the changes we heard riders overwhelmingly want for the network. Options B and C build on Option A's changes and represent the two tradeoffs that were less conclusive. These Options show how we could design the network depending on which priority is most important, using the same budget we have today.

Option B responds to the question of whether or not riders favor longer walks to stops but have faster service (improved frequency). Option C incorporates more ZIPZONES, while removing some local neighborhood routes. The Options are not proposals. The Draft Plan will be designed based on public input.



Current Access within 60 min from Downtown at 12pm

■ Retained Access

STANDARDIZED FREQUENT ROUTE TIMING

	Early 5:15 6:15	AM Peak 6:15 8:45	Mid-Day 8:45 3:15	PM Peak 3:15 6:15	Evening 6:15 9:15	Late 9:15 11:15
Proposed High-frequency	30	15	15	15	30	30
Existing 001	15	15	15	15	30	60
Existing 002	30	15	15	15	30	60
Existing 015	15	15	15	15	30	60
Existing 089	15	15	15	15	30	60

OPTION B WALK MORE, WAIT LESS

PRIORITY

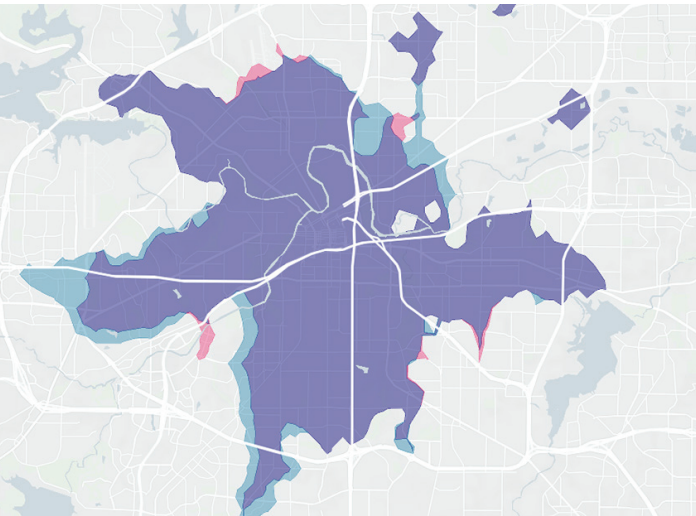
Providing increased frequency to more of the network.

BENEFITS

- More frequent service in main corridors.
- Added Sunday service in southeast area.

DRAWBACKS

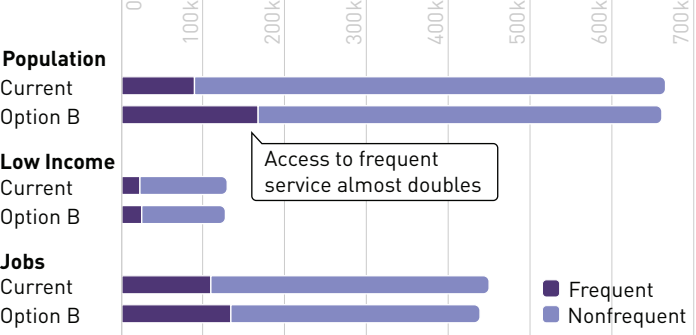
- Longer walks for some riders.
- Decreased service in northwest area.



Change in Access within 60 min from Downtown at 12pm

■ Retained Access ■ Added Access ■ Lost Access

COVERAGE COMPARISON

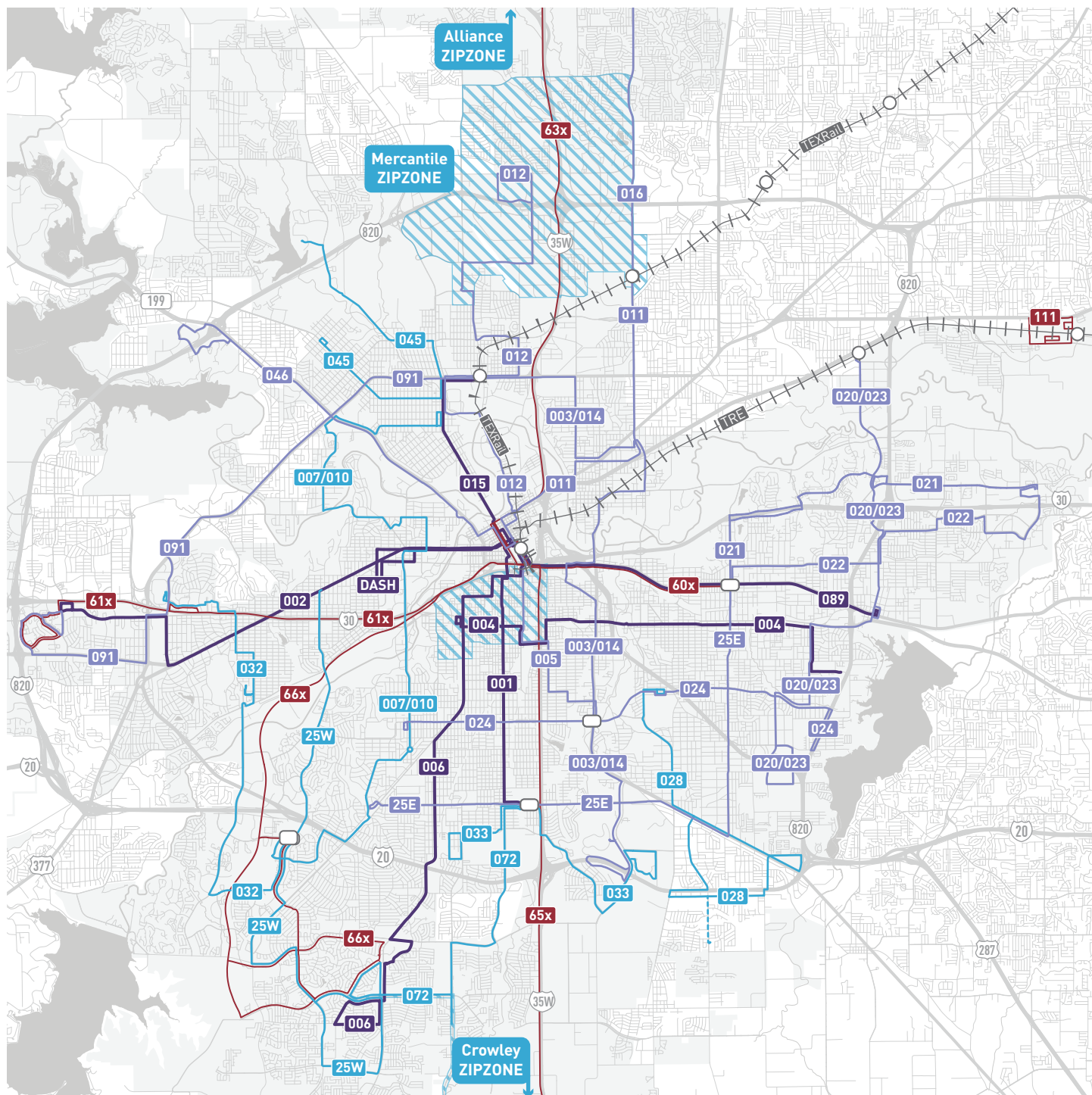


TRINITY METRO NETWORK REDESIGN



OPTION B: WALK MORE, WAIT LESS

In this option, some riders have to walk further to get to bus service, but more riders have frequent service.



Overview

In addition to many of the changes that are in Option A, Option B negotiates the balance between bus stop spacing, bus speed, and walking distance for passengers. By removing routes that serve similar areas, more routes can run more often. Option B represents the direct trade-off between increased service and increased coverage.

Service

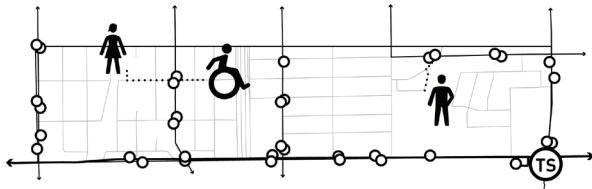
- ≤15 min Frequency
- 30 min Frequency
- >60 min Frequency
- Xpress / Limited Routes
- ▨ ZIPZONE

0 1 3 6 miles

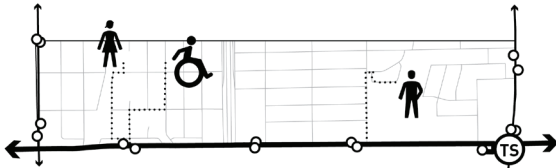


WALKING OR WAITING

This trade-off is about the balance between bus stop spacing, bus speed, and walking distance for passengers. This does not affect all parts of the service area. It is specifically for areas with a well-connected street network and many parallel streets. It also questions the need for routes that run in close proximity to each other.

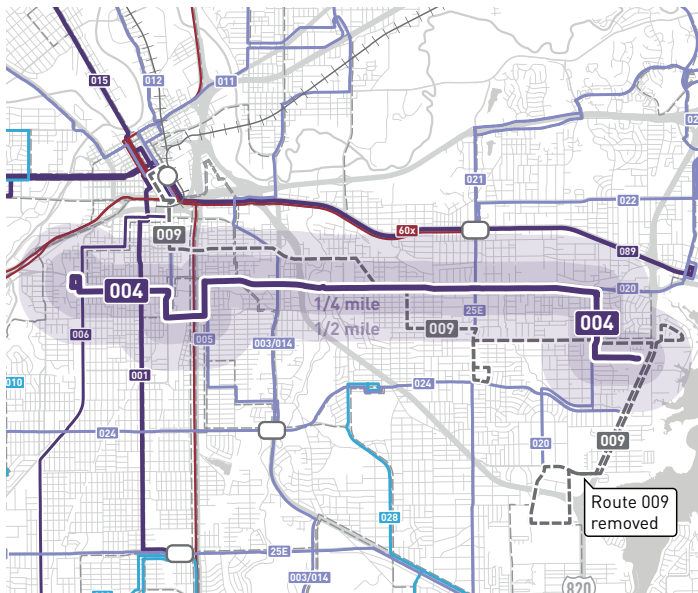


WAITING: A bus route that stops within a 1/4 mile walk of the homes, but is slower and less frequent



WALKING: A bus route that is more frequent and faster, but stops within 1/2 mile of destinations

HIGH-FREQUENCY 004



Route **004** currently goes from Downtown, through the Medical District, and then heads east on Rosedale. It runs every 30 minutes. In order to afford increased frequency, the new **004** starts and ends in the Medical District now rather than duplicating route **006** into Downtown. In Option B, the high-frequency **004** runs every 15 minutes.

KEY TRADEOFFS

Added High-Frequency Routes

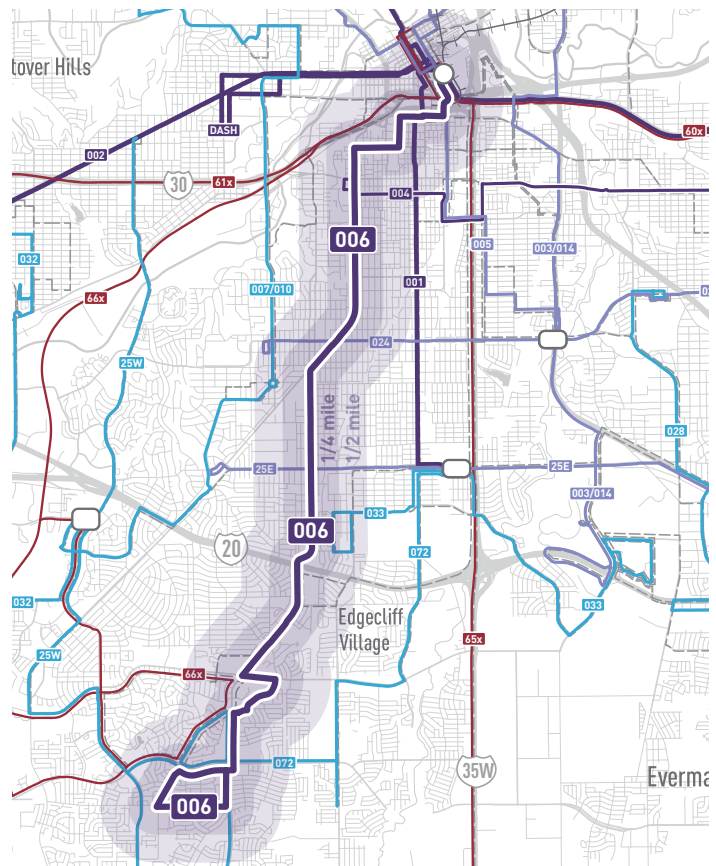
- **004** Medical District to the east side.
- **006** Downtown to south Fort Worth.

Areas with Added Walking

- **044** and **045** combined into one route.
- **009** removed.
- **071** and **028** merge into the **028/071**.

Through this combination, more service is able to be provided on other routes. The merging of **028** and **071** allows for Sunday service, which was not available before in this area. The new **028** makes a point deviation to the Villas at Forest Hill. Passengers would have to call ahead for service to Villas at Forest Hill.

HIGH-FREQUENCY 006



Route **006** currently heads south from Downtown and then to Hulen Mall Transfer Center. It runs every 30 minutes. The new **006** extends south further into areas not currently served by the network. In Option B, the high-frequency **006** runs every 15 minutes, serving a dense area of Fort Worth.