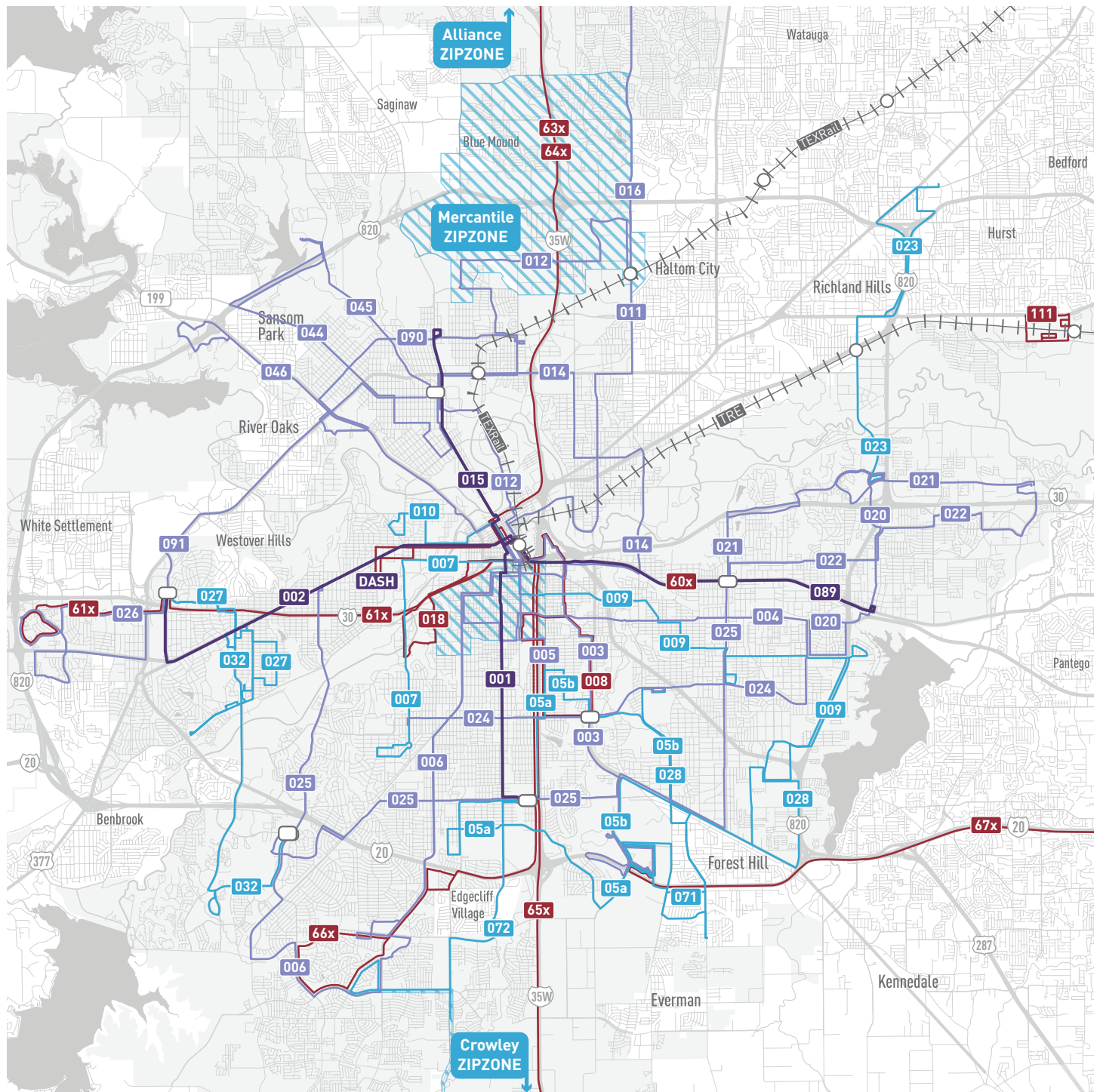


TRINITY METRO NETWORK REDESIGN



CURRENT NETWORK



Service

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

0 1 3 6 miles



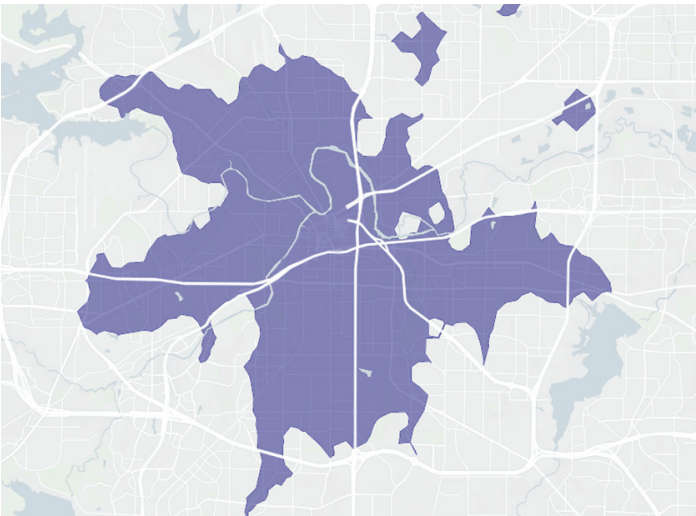
ALTERNATIVES OVERVIEW

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 C MORE ZIPZONES

PRIORITY

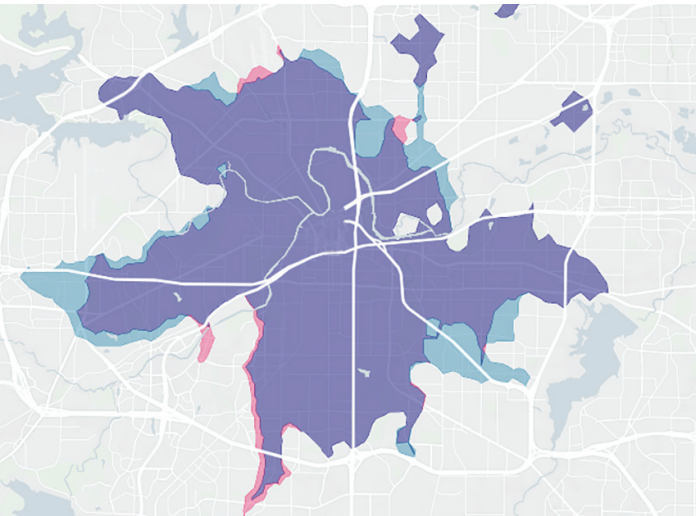
Providing ZIPZONES instead of hourly neighborhood routes.

BENEFITS

- Reduces walking distances.
- Makes poor and/or missing sidewalks are less of a barrier.
- Areas with poor sidewalk quality have options with less walking.
- More direct service for short trips within the ZIPZONE boundaries.
- Ability to better time connections with crosstown routes.

DRAWBACKS

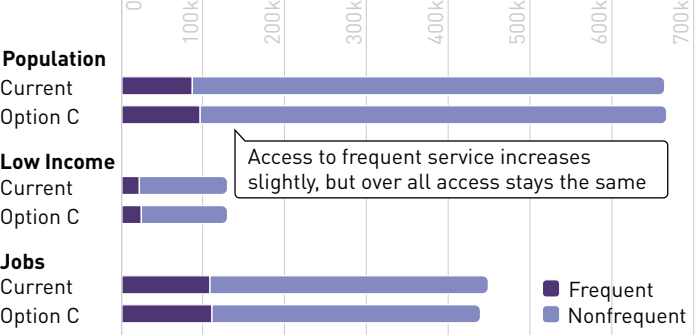
- Less regular service.
- For commuters, needing to summon a ride every day might be a hassle.
- Passengers without a smartphone will need to verbally call for a ride.



Change in Access within 60 min from Downtown at 12pm

■ Retained Access ■ Added Access ■ Lost Access

COVERAGE COMPARISON

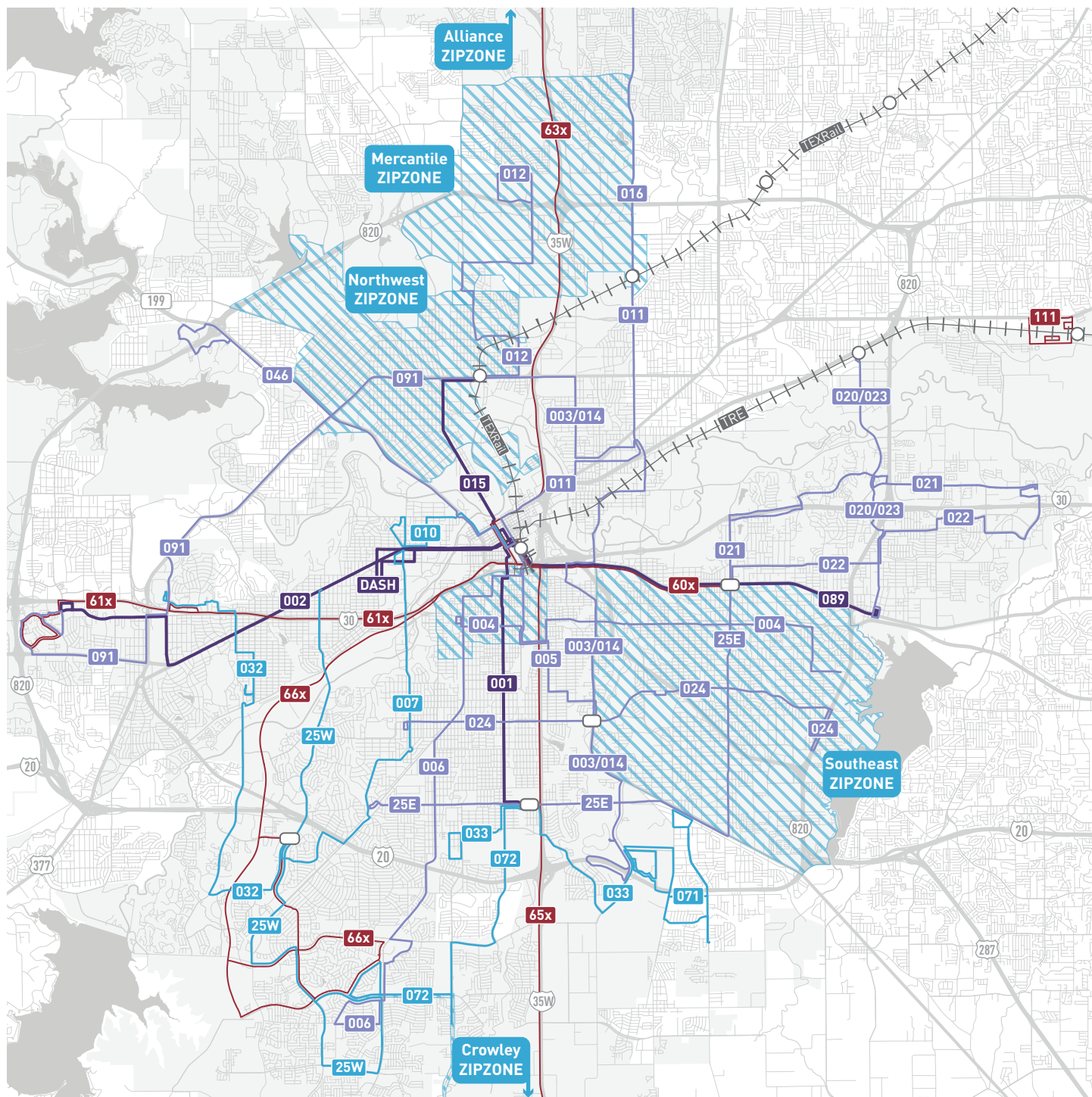


TRINITY METRO NETWORK REDESIGN



OPTION C: MORE ZIPZONES

Option C eliminates some neighborhood routes and replaces them with new ZIPZONES instead of higher frequency service.



Overview

In addition to many of the changes that are in Option A, Option C favors ZIPZONES over increased frequency on main routes. The addition of the ZIPZONES also includes the removal of some neighborhood routes.

Service

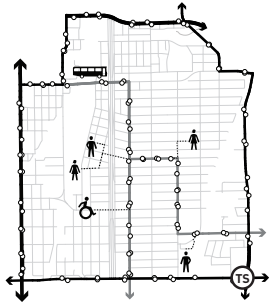
- ≤15 min Frequency
- 30 min Frequency
- >60 min Frequency
- Xpress / Limited Routes
- ▨ ZIPZONE

0 1 3 6 miles

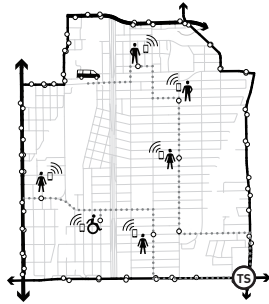


FIXED OR FLEXIBLE ROUTES

Many neighborhoods far away from a main street corridor are not served by high-frequency buses. There are two primary ways that transit can serve these neighborhoods: through “fixed” bus routes that come once an hour on a given path, and through “flexible” on-demand vans that pick people up within a specific neighborhood and take them somewhere else nearby.

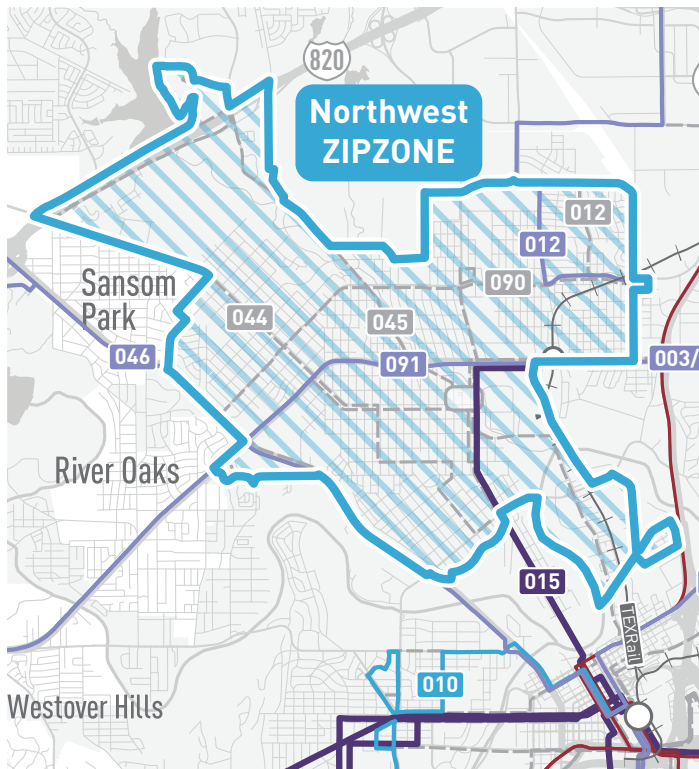


FIXED SERVICE



FLEXIBLE SERVICE

NORTHEAST ZIPZONE



In the current network, the northwest region is served by the 044, 045, and 090. In Options A and B, the 007/010 also extends into the neighborhood. However in Option C, a ZIPZONE replaces these routes, as well as the southern part of the 012 route. This ZIPZONE can facilitate connections to Northside Station or into the Mercantile ZIPZONE. 046, 091, and 015 still serve the region.

KEY TRADEOFFS

New ZIPZONES

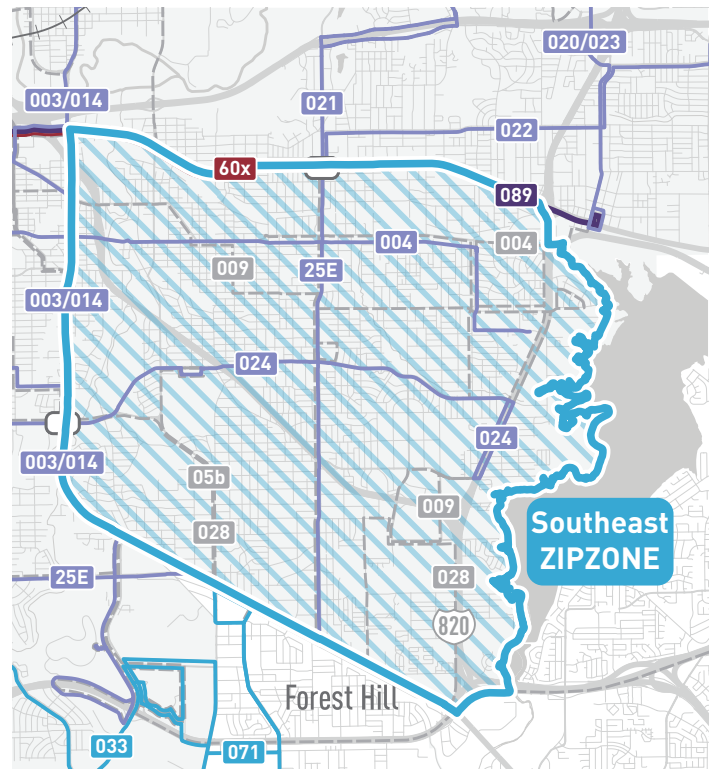
- Northwest ZIPZONE
- Southeast ZIPZONE

Less Regular Service

- Removed Route 044 and 045
- Route 012 shortened to Northside station.
- Removed Routes 009 and 028
- Route 020/023 shortened to Lancaster.

The northwest and southeast ZIPZONES could provide many convenient connections for riders within those zones. They can also drop riders off at transfer centers that are within the zone to allow them to make connections to other parts of the network. In Option C, routes 007 and 010 are not connected, and 007 runs 30 minutes during peak and 60 minutes off-peak

SOUTHEAST ZIPZONE



In the current network, many low-frequency routes serve the southeast portion of the city. These include the 009, 028, and 005b. These routes only come once per hour and are often difficult for riders to plan around. In Option C, these routes are replaced by the Southeast ZIPZONE, which provides door-to-door service within the Zone and can take people to the East or Sierra Vista Transfer Centers.