



**Next Steps**



## Next Steps

### Develop Funding Plan

The projects and programs in this plan will provide much better service to existing riders and attract many new riders to transit. It will also be expensive to implement. Therefore, the first step toward implementation of this plan will be to identify potential funding sources and enact the measures necessary to leverage those funds.

As described in the previous chapter, there is no single approach that works for every area. Instead, Fort Worth and Trinity Metro will need to develop a transit funding plan that will engender broad-based political and public support. Options that would require legislative authority will also require collaboration with other Texas cities and transit systems that are also working to improve transit.

### Plan Implementation

The Transit Moves | Fort Worth program will be implemented over time. How much can be done sooner versus later will depend upon the development of the funding plan. The table on the following page presents an initial implementation plan that assumes that funding can be secured. In the short-term (years 1 to 5), it would focus on improving and expanding services and laying the groundwork for more capital extensive improvements. Those improvements would begin to be implement in the mid-term (years 6 to 16). Service would also continue to be improved. The full implementation of the plan would take 25 years, and remaining projects would be implemented in years 16 through 25

### Short-Term Improvements

During the fall and early winter of 2019, the public was asked to rank potential transit improvements. The top priorities were:

- More frequent service for longer hours
- Development of a Frequent Transit Network
- Development of new commuter rail and light rail lines
- The use of transit priority to provide faster service
- Service to new areas
- Connections to areas outside of Fort Worth

Short-term efforts will be directed at delivering these types of improvements, and more.

## SHORT-TERM: IMPROVE AND EXPAND SERVICES AND LAY GROUNDWORK FOR BIGGER IMPROVEMENTS

Project/Program	Lead
Implement first High Capacity Transit lines: Two Rapid Bus lines	Trinity Metro
Begin project development for: First BRT line First Regional Rapid Bus line TEXRail to Medical District	Trinity Metro
Design and construct new bus maintenance facility required to support expanded service	Trinity Metro
Begin implementation of a Frequent Transit Network by increasing service on existing local routes	Trinity Metro
Begin to provide more frequent service for longer hours on other local routes	Trinity Metro
As demand emerges: Expand service to new areas Implement new ZIPZONE routes	Trinity Metro
Introduce commuter coaches on express routes	Trinity Metro
Optimize bus stop spacings to make bus service faster	Trinity Metro
Begin to implement pedestrian and biking improvements to make it easier to get to and from transit	Fort Worth
Implement bus stop improvements at high volume stops	Trinity Metro
Develop and implement Service Buy-Up Program to encourage service partnerships	Trinity Metro
Develop and implement program to encourage development of TMA and employer shuttles	Trinity Metro
Develop and implement Transit-Oriented Development (TOD) program	Fort Worth
Develop two Regional Mobility Hubs and two Community Mobility Hubs	Joint Effort
Develop and begin implementation of bus stop improvement program	Fort Worth
Implement Complete Streets improvements along transit-oriented streets	Fort Worth
Add real-time information to GoPass and at stations and major stops	Trinity Metro
Incorporate Mobility-as-a-Service into GoPass as technology permits	Trinity Metro

1 TO 5 YEARS

**MID-TERM: CONTINUE TO EXPAND AND DEVELOP HIGH CAPACITY TRANSIT**

	<b>Project/Program</b>	<b>Lead</b>
<b>6 TO 15 YEARS</b>	Implement High Capacity Transit lines: First Bus Rapid Transit line Three additional Rapid Bus lines First Regional Rapid Bus line	Trinity Metro
	TEXRail extension to Medical District	Trinity Metro
	Continue to increase service frequencies and spans on Frequent Transit Network routes	Trinity Metro
	Continue to provide more frequent service for longer hours on other routes	Trinity Metro
	As demand emerges: Continue to expand service to new areas Continue to implement new ZIPZONE routes	Trinity Metro
	Begin project development for: Next two BRT lines Second Regional Rapid Bus line TEXRail extension to Tarleton	Trinity Metro
	Continue to implement pedestrian and biking improvements to make it easier to get to and from transit	Fort Worth
	Develop three Regional Mobility Hubs and four Community Mobility Hubs	Joint Effort
	Continue implementation of bus stop improvement program	Trinity Metro
	Continue to implement Complete Streets improvements along transit-oriented streets	Fort Worth
Continue to incorporate Mobility-as-a-Service into GoPass as technology permits	Trinity Metro	

## LONG-TERM: A VISIONARY CITYWIDE SYSTEM

Project/Program	Lead
Begin project development for fourth BRT line	Trinity Metro
Implement High Capacity Transit lines: Final three Bus Rapid Transit line Final six Rapid Bus lines Second Regional Rapid Bus line	Trinity Metro
TEXRail extension to Tarleton	Trinity Metro
Complete implementation of Frequent Transit Network	Trinity Metro
Continue to provide more frequent service for longer hours on other routes	Trinity Metro
As demand emerges: Continue to expand service to new areas Continue to implement new ZIPZONE routes	Trinity Metro
Continue to implement pedestrian and biking improvements to make it easier to get to and from transit	Trinity Metro
Develop three Regional Mobility Hubs and four Community Mobility Hubs	Joint Effort
Continue implementation of bus stop improvement program	Joint Effort
Continue to implement Complete Streets improvements along transit-oriented streets	Fort Worth
Incorporate Mobility-as-a-Service into GoPass as technology permits	Trinity Metro

16 TO 25 YEARS

## More Frequent Bus Service for Longer Hours

The most desired improvements are for more frequent service for longer hours. This input is consistent with the desires of transit riders everywhere. The second most desired improvement is the development of a Frequent Transit Network. Based on this input, the logical starting point for improvements will be the development of the frequent transit network as well as more frequent service for longer hours on other routes.

## Extension of TEXRail to the Medical District

Trinity Metro completed construction of the existing TEXRail line under budget, and has made a request to FTA to use the remaining federal funds to extend service to the Medical District. If this can be accomplished, this extension could be developed fairly quickly. Design could be completed and construction started in the next five years with service implemented shortly thereafter.



Fort Worth Medical District

## Bus Rapid Transit

Although community engagement activities indicated the strongest desire for light rail, as described previously, this plan instead proposes the development of Bus Rapid Transit. This reflects a number of considerations. First, is it significantly less expensive than light rail, to better align with current funding levels. However, if implemented well, BRT can provide similar service. Second, a major issue with light rail would be its opportunity cost, with the higher cost of light rail almost certainly reducing the extent and magnitude of other improvement that could be made. Given the amount of catching up that must be done, the development of BRT instead of light rail will provide for the development of more transit improvements throughout more of Fort Worth.

However, to be eligible for federal New Starts/Small Starts funds, Trinity Metro will need to develop these projects using a proscribed “project development” process that requires the examination of alternatives. As part of this process, Trinity Metro and the city will reassess the potential for light rail. Trinity Metro will begin this process this year for BRT service on East Lancaster Avenue, which will be the first line.



Cleveland Healthline BRT

## Rapid Bus Service

Consistent with the theme of using transit priority to provide faster service, Trinity Metro will begin the implementation of Rapid Bus in the short-term, with the intent to implement two lines in the first five years.



Los Angeles Rapid Bus Service

## Regional Rapid Bus Service

In a similar manner as for urban Rapid Bus service, Trinity Metro will begin project development for the first Regional Rapid Bus line, which will be either north along I-35W to Alliance and Denton County or west along I-30.

## Better Bus Stops

Also to provide faster service, Trinity Metro and the city will work to consolidate stops to provide a better balance between bus speeds and walking distances to and from stops. Trinity Metro will also develop a bus stop improvement program and begin to implement improvements. These improvements will include the provision of real-time transit information at major stops.

## Mobility Hubs

The plan includes the development of eight Regional Mobility hubs and 10 Community Mobility Hubs. In the short-term, Trinity Metro will upgrade two of its existing transfer centers to Regional Mobility Hubs and the city will develop the first two Community Mobility Hubs. A major focus of these hubs will be to provide better transit connections. They will also provide connections between transit and other modes such as rideshare and bikeshare, and some will provide parking and other services.



## Service to New Areas

The plan will expand service to new areas as demand emerges. Specific short-term improvements will be determined through Trinity Metro’s network redesign study, which will be completed later this year.

## New Bus Maintenance Facility

Trinity Metro’s existing operating and maintenance facility is near capacity. Consequently, the development of a new facility will be a prerequisite for significantly expanding service. The new bus facility will be developed within the next five years to support the new service that will come online in the mid and long-term.

## Commuter Coaches on Express Routes

To improve comfort and support NCTCOG’s Intense Bus Service initiative, Trinity Metro will begin to deploy commuter coaches on express routes. Commuter coaches will also be used on Regional Rapid Bus routes.

## Service Buy-Up Program

To generate new funding for better services, Trinity Metro will develop a Service Buy-Up program that will provide communities and other parties the opportunity to “buy-up” to better service. The program will define the types of services and programs that will be eligible, cost sharing parameters, and other considerations. Trinity Metro and the city will also work together to encourage the development of new shuttles operated by Transportation Management Associations (TMAs) and private employers to extend the reach of Trinity Metro services. This could be developed as part of the Service Buy-Up program or as a standalone program.

## Pedestrian and Biking Improvements

The city’s recently adopted Active Transportation Plan sets forth pedestrian and bicycling improvements that will make it easier to get to and from transit. The extent of these improvements is very large, and will be implemented concurrent with Transit Moves | Fort Worth with improvements beginning in the short-term

## Pedestrian-Friendly Transit Corridors

Transit trips generally begin and end with walking (including mobility devices for persons with disabilities). Pedestrian-friendly transit corridors are a critical element of the ATP pedestrian network. High-priority transit corridors connect short-trip areas to one another and are critical to the pedestrian system. The ATP prioritizes high-use transit corridors for sidewalk projects. Trinity Metro has made significant investments in improving bus stop access, including sidewalk construction and repair, concrete platforms, and shelters. See the ATP Design Toolkit for more information.

### Transit stops must meet all applicable ADA accessibility requirements and may include:

- Waste receptacles
- Seating or leaning rails
- Route maps

### High-use transit stops may have:

- Larger shelters
- More comfortable waiting spaces
- Enhanced rider services
- Place-making elements

### Pedestrian improvements include:

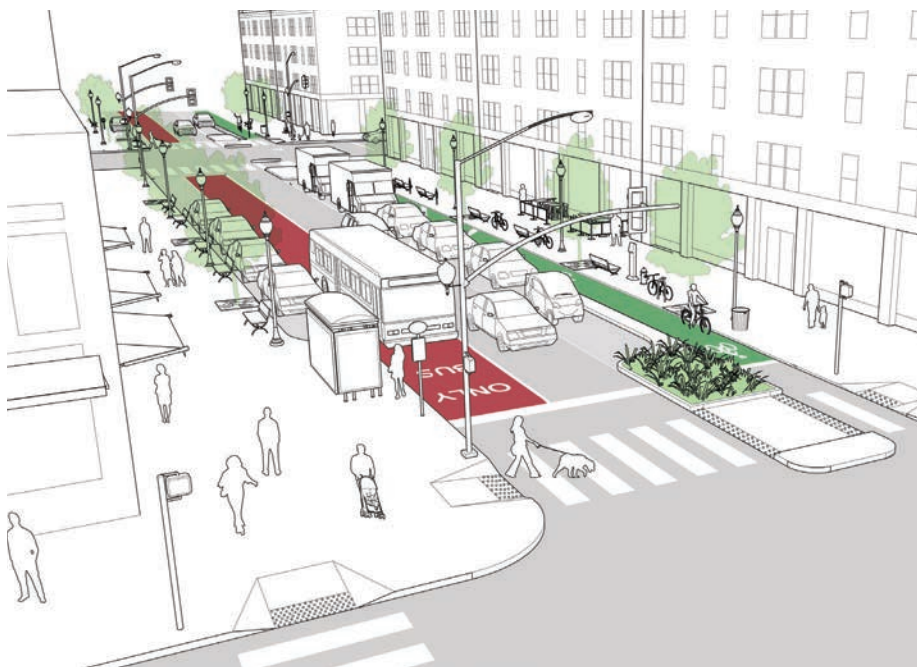
- Street trees
- Pedestrian-scale street lights
- Wayfinding signs
- Public art

Description of Pedestrian-Friendly Transit Corridors from Active Transportation Plan

## Complete Streets

It is the city’s policy is to develop complete streets whenever major roadway improvements are made. In terms of this plan, this will include along roadways were BRT, Rapid Bus, and Regional Rapid Bus services are developed. The city will also prioritize other streets with large amounts of transit service.





NACTO Complete Street example

## Transit-Oriented Development

BRT and commuter rail stations can provide strong anchors for Transit-Oriented Development, or TOD. To stimulate these opportunities, the city will develop a TOD program that will:

- Develop a vision for corridors served by High Capacity Transit
- Conduct a market analyses to determine what is possible
- Develop station area plans
- Investigate regulatory tools such as zoning ordinances, design standards and guidelines and complete streets policies
- Investigate incentives such as tax abatements and credits, development subsidies, expedited fees and permits, parking reductions, and related capital improvements



Planned Katy Station Lofts TOD near T&P Station

## Connections with Areas Outside of Fort Worth

One of the top desires that this plan does not address is connections with areas outside of Fort Worth. This is because the focus of this plan is to improve service within Fort Worth. However, the North Central Texas Council of Governments (NCTCOG) is about to embark on a study to develop better transit options in the rest of Tarrant County and the city will support these efforts, and in particular, connections between Fort Worth and other communities

