



Why and Where Transit Needs to Improve

Why and Where Transit Needs to Improve

Why and Where Transit Needs to Improve

The demand for transit is most strongly related to six factors:



Population and Population Density: Large numbers of people living and working close together are needed to enable the provision of convenient, productive, and cost-effective transit.



Socioeconomic Characteristics: Different people have different likelihood to use transit, with differences related to socioeconomic characteristics. For example, households with many cars are much less likely to use transit than those with one or none.



Employment and Employment Density: Trips to and from work typically comprise the largest proportion of transit trips.



Development Patterns: Areas with denser development, mixed-use development, and good pedestrian environments make taking transit much more convenient, attractive, and well used.



Major Activity Centers: Large employers, universities, tourism destinations, and other high-activity areas attract large volumes of people and can generate a large number of transit trips.



Travel Flows: Transit needs to be able to get people to the places they are going. This is particularly important to provide better opportunities for the city's more disadvantaged residents.



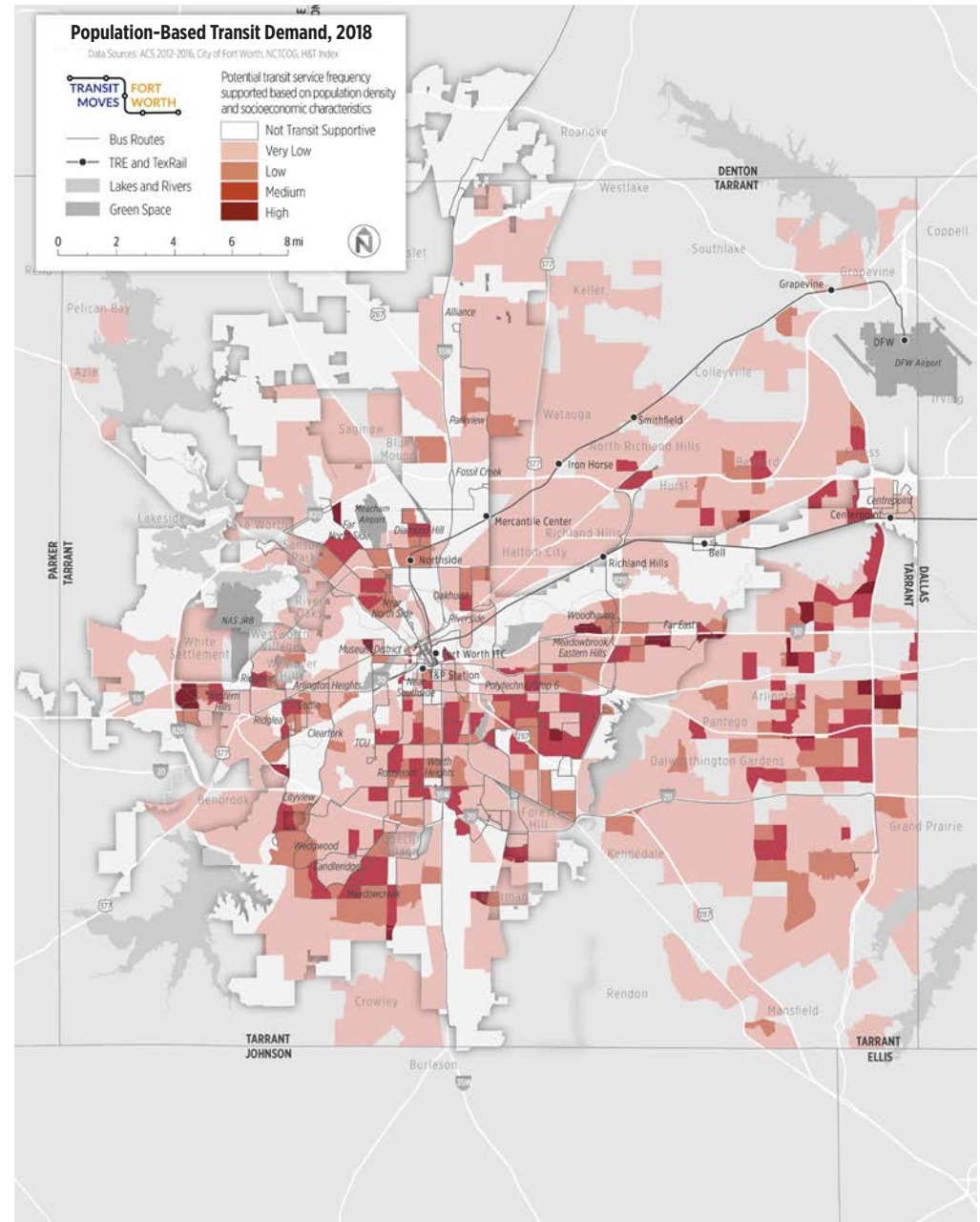
Current Demand for Transit (2018)

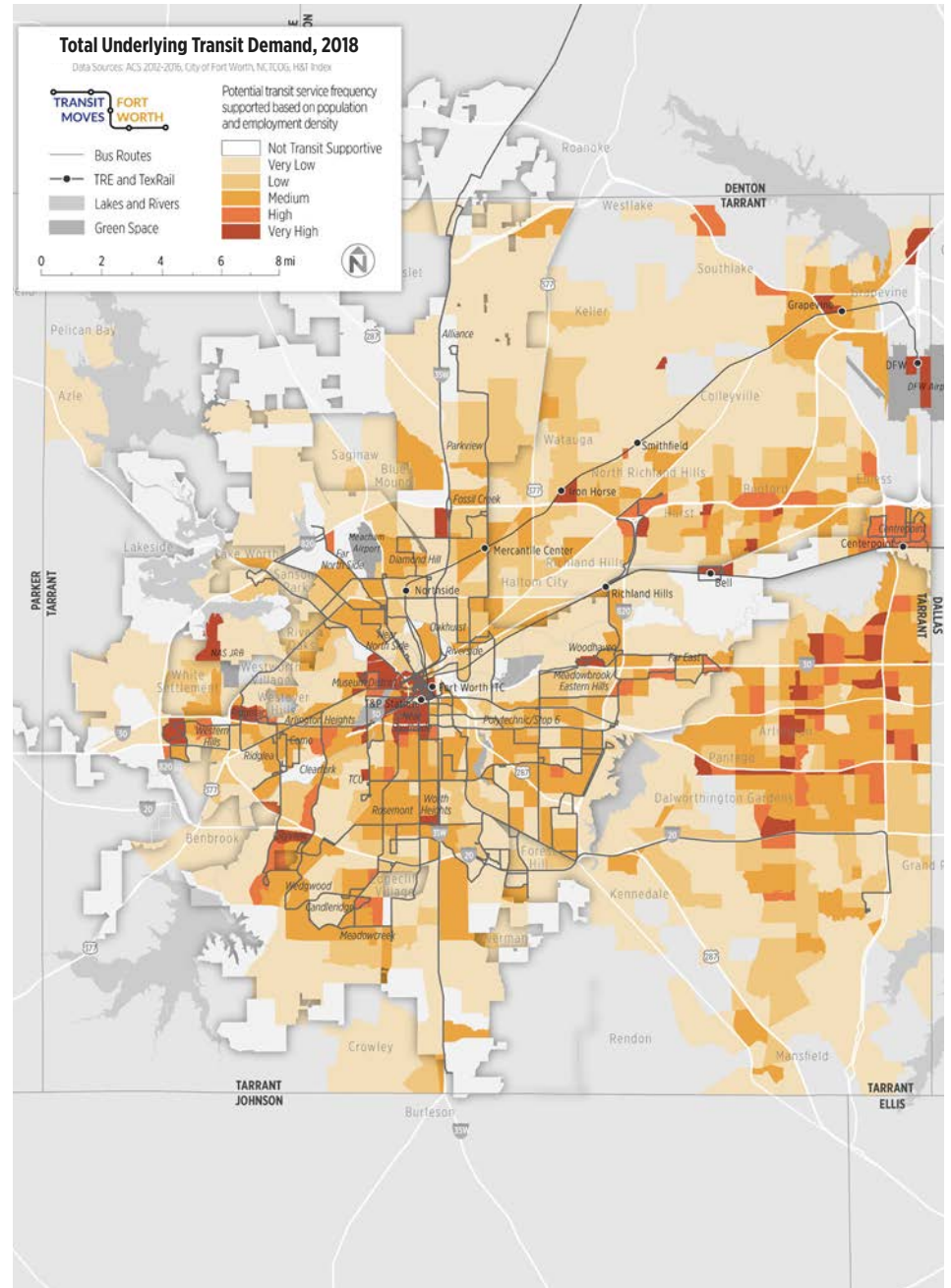
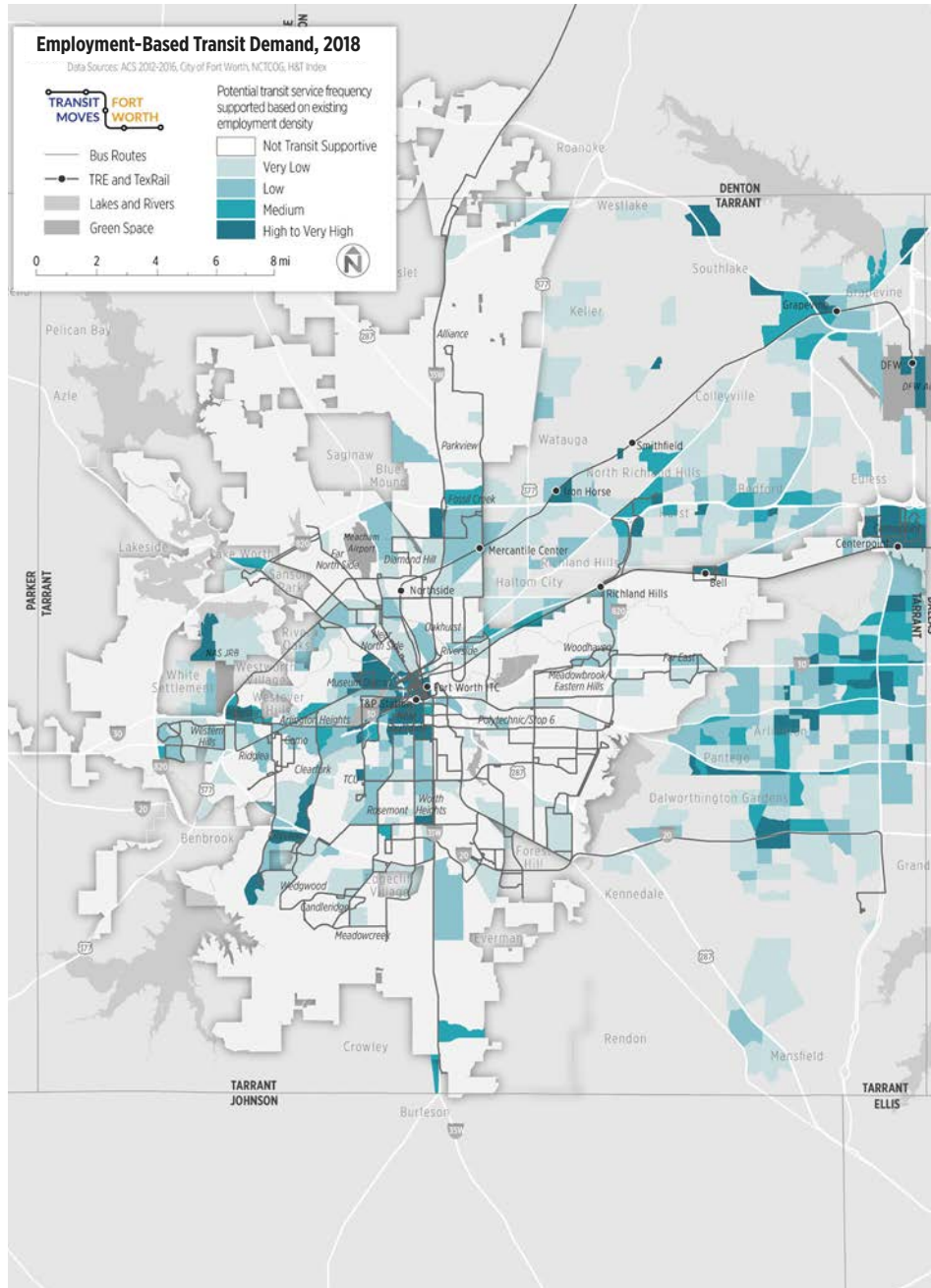
Today, transit demand within Fort Worth varies from very high to very low. It is generally highest in the Southside, TCU-Westcliff, Far Southwest, Northside, and Northeast areas and moderate to low elsewhere. In more detail, neighborhoods with the highest levels of transit demand include:

- Rosemont, Worth Heights, Hemphill Heights, and Paschal/Frisco Heights in the Southside
- Candleridge and adjacent areas along Hulen St, Sycamore School Rd and McCart Ave in Far Southwest
- Cityview and River Park in Wedgwood
- Las Vegas Trail, Rigmar, Ridglea Village, and Como in the Western Hills
- Near Northside, Far Northside, and Diamond Hill in the Northside
- Woodhaven, Eastchase, and Centrepoint in the Eastside
- Morningside, Polytechnic Heights, and Stop Six in the Southeast

Job-related transit demand is more concentrated than residential-based demand with the highest levels of demand to and from:

- Downtown Fort Worth
- The Museum District (West of Downtown)
- The Medical District (South of Downtown)
- Cityview/Hulen Mall in Wedgwood
- Ridgmar in the Western Hills
- The Naval Air Station Joint Reserve Base, where Lockheed Martin Aeronautical is located
- Centrepoint in the Eastside





How Demand Will Grow Through 2045

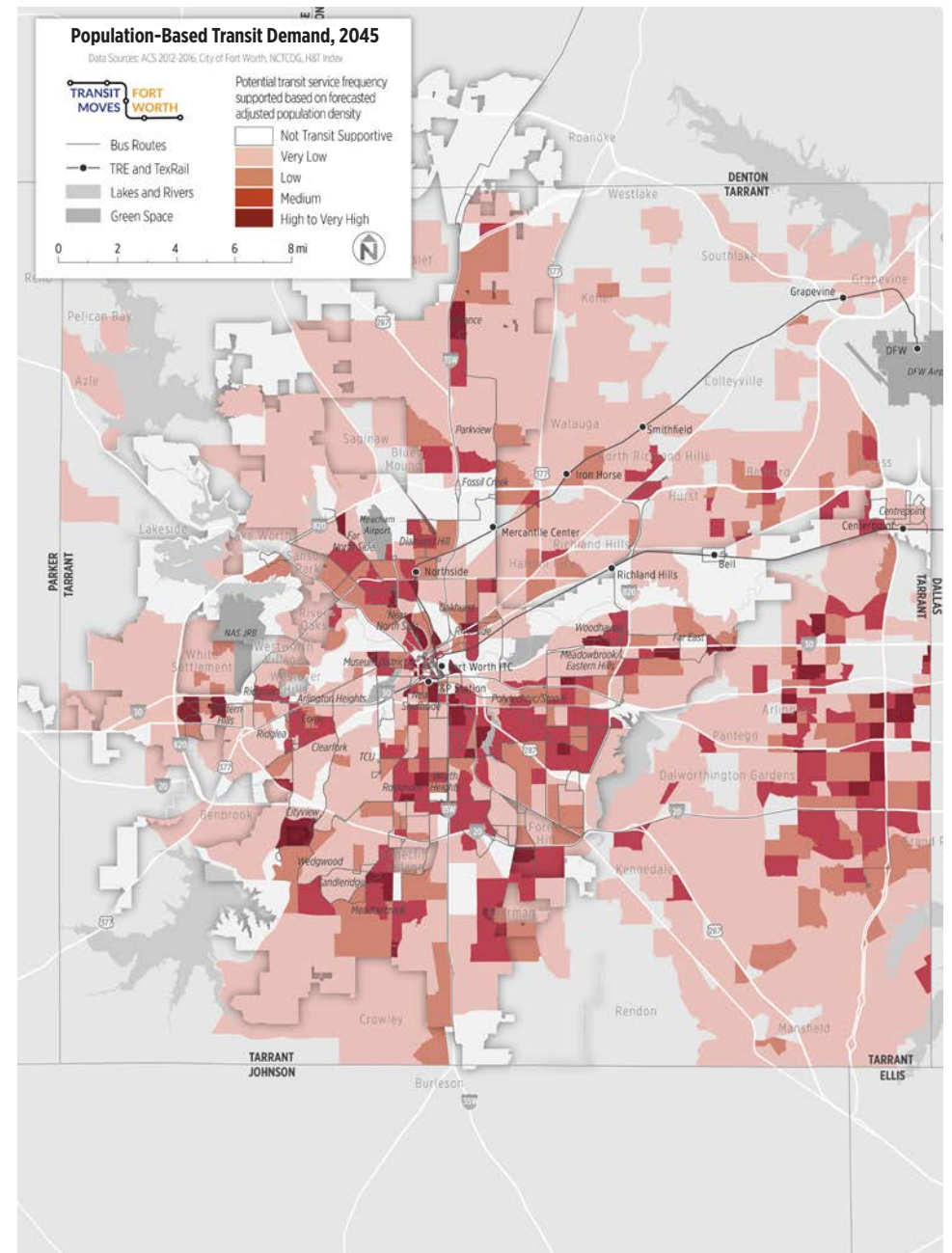
Looking forward to 2045, Fort Worth's population is projected to grow by 59% and employment by 46%. There will be more people and jobs in areas where demand is already high, and a demand for transit will emerge in new areas. Underlying demand for transit demand will grow even faster than population and employment. This is because transit demand is more related to density than absolute numbers, and denser areas produce proportionately more demand for transit. In addition, societal changes, such as greater preferences among Millennials to use transit and the desire by Baby Boomers to remain independent, will also increase transit demand.

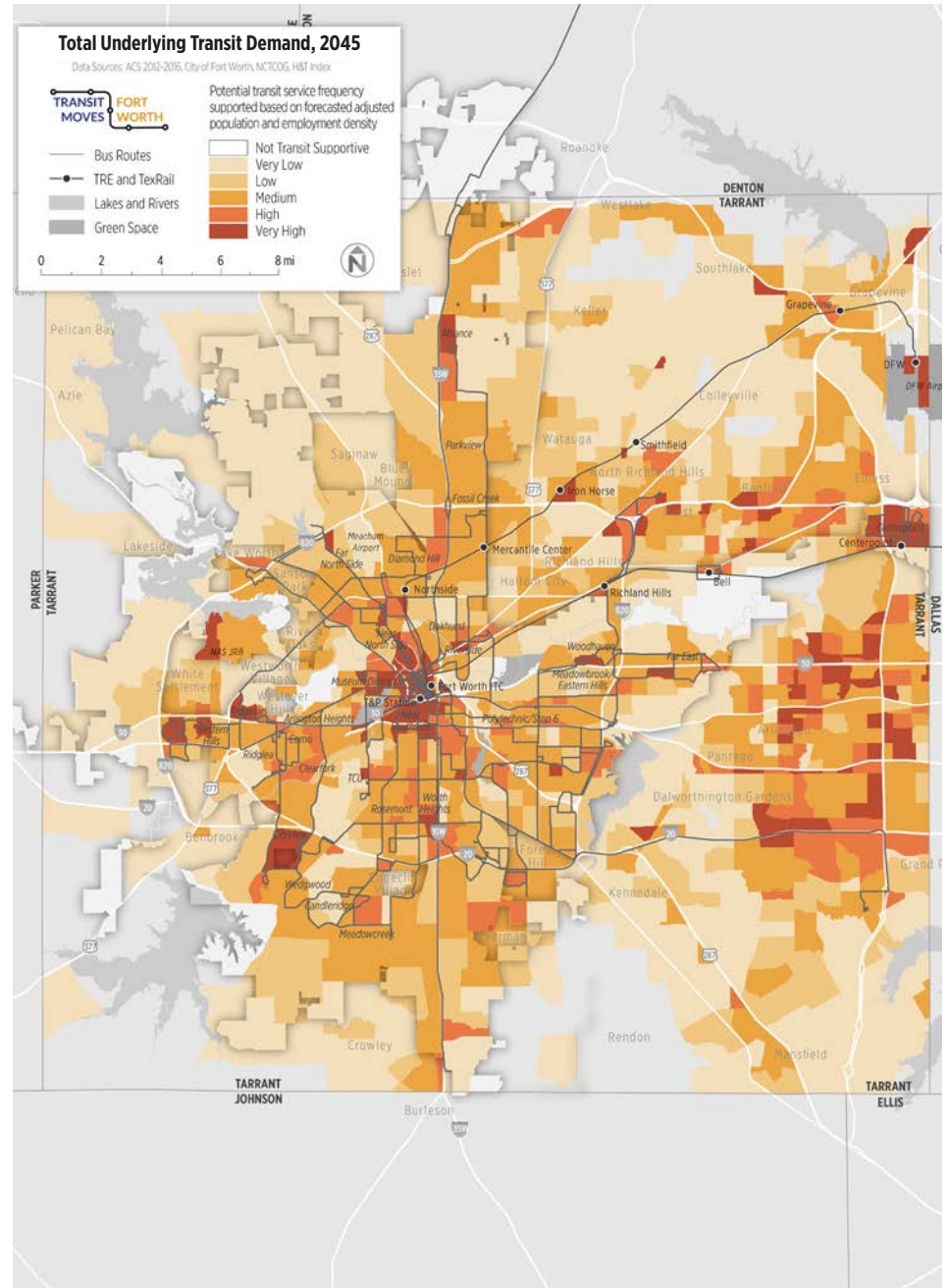
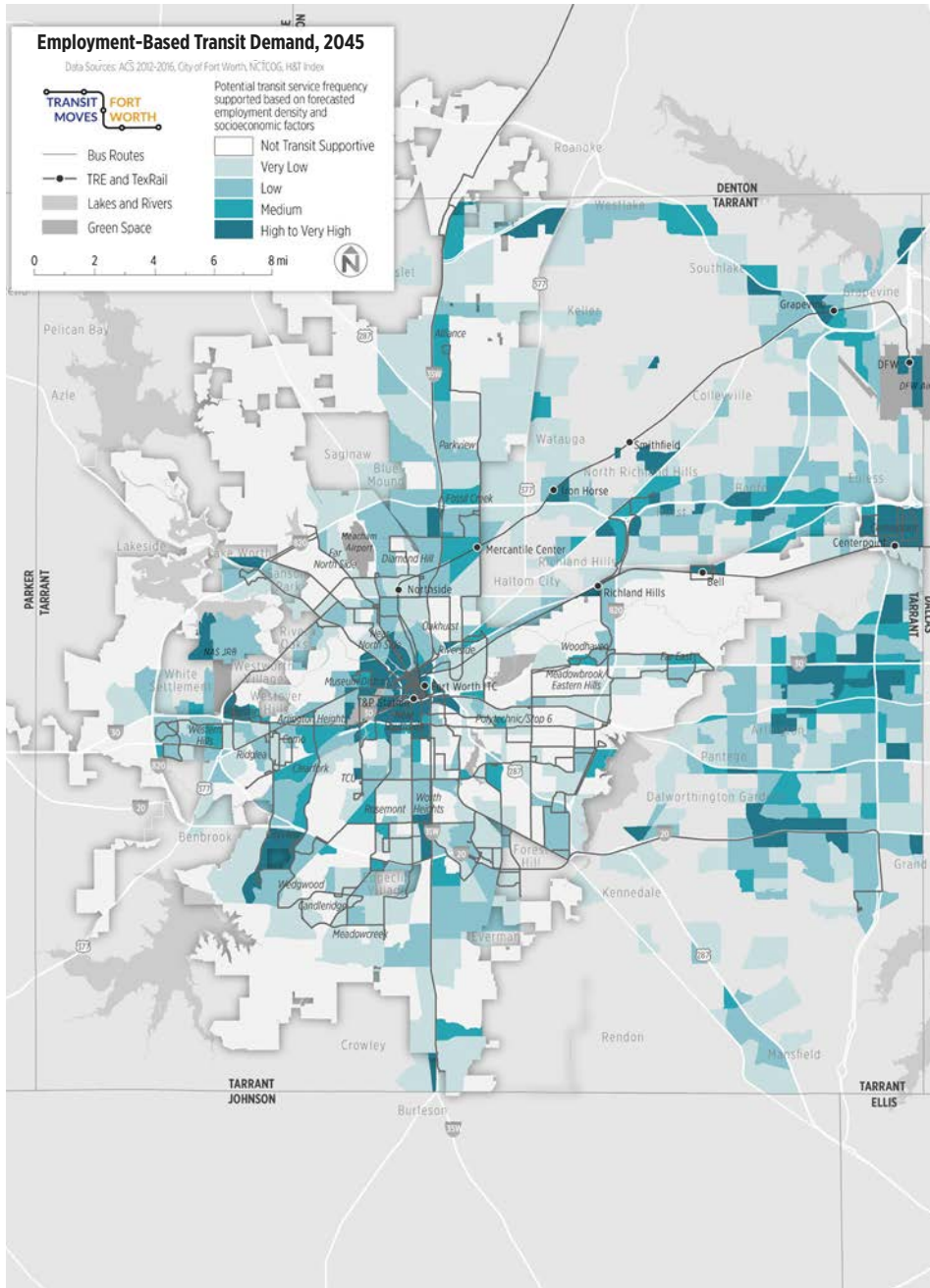
Through 2045, residential-based transit demand will grow to be high to very high in many areas throughout Fort Worth. This will include:

- **In and around downtown, including the Near Southside, Panther Island, and the Museum District**
- **Most or much of the Eastside, and large portions of the Eastside, Southeast, Southside, TCU-West Cliff, Sycamore, the Far Southwest, and the Northside**
- **Significant portions of Wedgwood, Arlington Heights, and the Western Hills, the Northeast and the Far North.**

Employment will grow outward, and especially in the Far North along I-35W. Altogether, demand will be high to very high in:

- **Downtown Fort Worth**
- **An expanding ring around downtown encompassing Panther Island and parts of the Northeast, the Northside, and Southside**
- **In the Northeast and Far North, mostly along the east side of I-35W, and particularly in the Alliance Town Center area**
- **In TCU-West Cliff, Arlington Heights, and the Western Hills along I-30**
- **In the Southside, Sycamore, and the Far South along I-35W**





Gaps Between Service and Demand

There is Demand for Better Service

In general, Trinity Metro provides service in the areas where demand is highest and in other areas where there is sufficient underlying demand. However, many of the higher demand markets can be considered to be underserved, in that there is demand for more robust services than are currently provided – in particular, more frequent service for longer hours.

Transit Needs to Be More Frequent

The most important driver of transit ridership is how frequently the bus comes. The de-facto national definition of frequent is every 15 minutes. Only five routes provide frequent service. More frequent service is needed to serve both current and future demand.

Service Needs to Operate for Longer Hours

Only 17 bus routes and two rail lines provide meaningful late night service. Especially to connect people with jobs with non-traditional hours, more service needs to operate for longer hours.

Service Needs to be Faster

With a few exceptions such as rail in dedicated rights-of-way, taking transit will take longer than driving. However, to the extent that the difference can be reduced, more people will choose transit. There are a number of ways to make service faster. These include queue jump lanes, transit signal priority, off-board fare payment, and more. These measures can be implemented as part of the development of Bus Rapid Transit (BRT) and Rapid Bus lines and at targeted areas.

Major Services Should be Upgraded

Nearly all major corridors are served by local bus service. In most of these corridors, there is demand for more frequent service and/or service for longer hours. In some, there are also opportunities to upgrade service to BRT and Rapid Bus.

Service Needs to be Expanded to New Areas

Demand has already emerged in newly developing areas, especially to the north along I-35W. Demand will continue to grow beyond currently served areas, and new services will be needed to serve these areas.



