



Transit Move #1: Develop High Capacity Transit

○ Bus Rapid Transit

○ Rapid Bus

○ Regional Rapid Bus



Transit Move #1 Develop High Capacity Transit Services

High Capacity Transit (HCT) services serve high volumes markets with fast and frequent high-quality service. One of the best known type of HCT services is light rail. A second type is Bus Rapid Transit (BRT), which is very similar but provides service with buses instead of rail vehicles. A third type is Rapid Bus, which provides most of the same elements as BRT without dedicated transit lanes. A fourth type is Regional Rapid Bus, which is similar to urban Rapid Bus service but designed to serve long distance markets.

In many corridors, there is sufficient demand to warrant either light rail or BRT. While most riders would prefer light rail, BRT can provide very similar service benefits. Light rail is also three to four times as expensive to construct. As described throughout this report, transit needs are great throughout the city. To be mindful of financial conditions, and to avoid concentrating a large proportion of expenditures in only a few corridors, this plan recommends the development BRT instead of LRT. However, financial conditions and opportunities can change, and as Trinity Metro and the City begin to develop these projects, light rail development (and other options such as streetcar) will be reconsidered.

LIGHT RAIL

TYPICAL FEATURES

- Two car trains
- Service in exclusive rights-of-way
 - Center running in urban arterials
 - In own right-of-way
 - Aerial and underground sections
- High quality stations with level boarding
- Very frequent service (at least every 10 minutes)
- Service from early morning to late night
- Limited stops
- Transit signal priority
- Special branding
- Off-board fare collection
- Real-time passenger information



Dallas DART Light Rail Service

BUS RAPID TRANSIT (BRT)

TYPICAL FEATURES

- Special branding
- Simple service design
- Limited stops
- High quality stations
- High-capacity buses
- Exclusive bus lanes
- Transit signal priority
- Very frequent service (at least every 10 minutes)
- Service from early morning to late night
- Real-time passenger information

OTHER COMMON FEATURES

- Unique vehicles
- Level platform boarding
- Off-board fare collection



Cleveland Healthline BRT Service

RAPID BUS

TYPICAL FEATURES

- Special branding
- Simple service design
- Limited stops
- Enhanced stops/stations
- Frequent service (at least every 15 minutes)
- Service from early morning to late night
- Real-time passenger information

OTHER COMMON FEATURES

- Unique vehicles, including high-capacity buses
- Queue jump lanes
- Transit signal priority
- Off-board fare collection



Los Angeles Metro Rapid Service

REGIONAL RAPID BUS

TYPICAL FEATURES

- Similar to urban Rapid Bus but serves regional corridors with limited stops
- Commuter coaches
- Similar forms of transit priority as urban Rapid Bus plus:
 - Bus-only access to and from station
 - Bus on shoulder operations
- Less frequent service, but at least every 30 minutes during peak periods
- Service from early morning to late night, but often shorter span than urban Rapid Bus



Denver RTD Flatiron Flyer Service

Bus Rapid Transit Will Provide Much Higher Quality Service

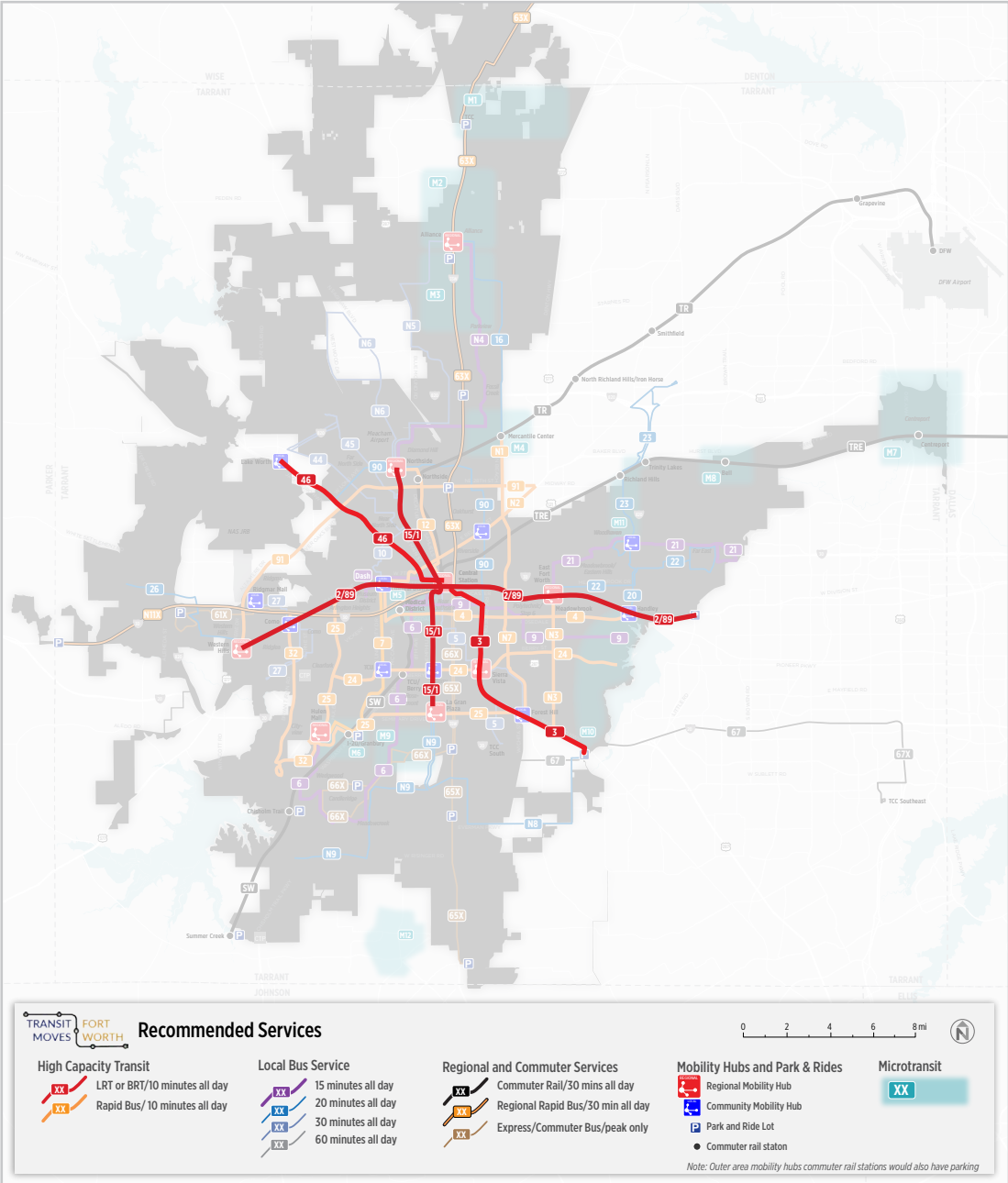
Bus Rapid Transit (BRT) is high quality bus service that operates in a variety of urban environments including completely exclusive rights- of-way, in exclusive lanes on roadways, and in some cases in mixed traffic. It serves high volume corridors at higher speeds than local bus services. Common characteristics include:

- Unique identity and branding
- Premium stations
- Dedicated lanes
- Frequent service, typically every 10 minutes or less
- Long spans of service, often 18 hours a day or more
- Real-time passenger information

The development of BRT will make transit in the highest demand areas much more attractive by making it frequent, fast, and comfortable. BRT will be developed in the following corridors:

- **Routes 2/89 Lancaster Ave and West 7th/Camp Bowie**
- **Route 3 Riverside**
- **Routes 15/1 North Main/Hemphill**
- **Route 46 Jacksboro Hwy**

As described on the previous page, while the development of BRT is currently envisioned in each of these corridors, each of the project will need to go through a proscribed FTA Project Development process to be eligible for federal funds. This process requires the examination of alternatives, and Trinity Metro and the city will reassess the potential for LRT at that time.

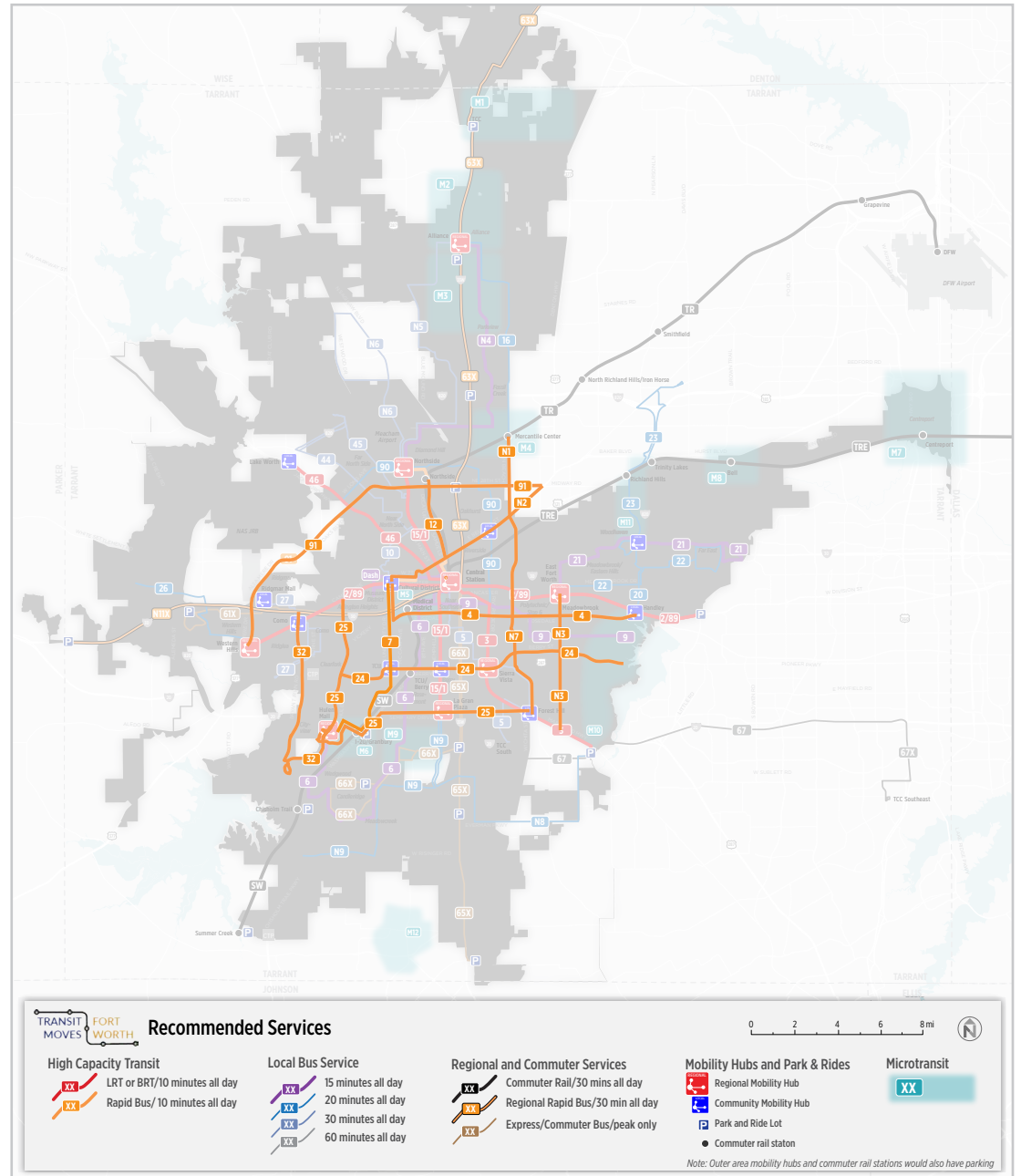


Rapid Bus Will Improve Service on Many Other Routes

Rapid Bus services have many of the same features as Bus Rapid Transit (BRT) services but operate in mixed traffic rather than dedicated bus lanes. They require fewer resources than BRT lines but provide higher-quality service than local buses.

The Spur is currently Trinity Metro's only route that provides service that comes close to Rapid Bus service. Eleven routes will be developed as Rapid Bus:

- **Route 4 East Rosedale**
- **Route 7 University Drive**
- **Route 12 Decatur/Samuels**
- **Route 24 Berry Street**
- **Route 25 Crosstown**
- **Route 32 Bryant Irvin Road**
- **Route 91 River Oaks/NE 28th St**
- **Route N1 Beach Street**
- **Route N2 Belknap Street to 28th St NE**
- **Route N3 Miller**
- **Route N7 Beach**



Regional Rapid Bus Will Provide Fast, High Quality Service For Longer Distance Travel

Regional Rapid Bus service will be similar to urban Rapid Bus service and would be designed to connect regional centers. As with urban Rapid Bus, Regional Rapid Bus would feature high quality stations, limited stops, the use of queue jump lanes and transit signal priority, and special branding. Regional Rapid Bus could also include the use of highway shoulders to bypass congestion. However, Regional Rapid Bus will operate less frequently, at every 30 minutes throughout most of the day, with the less frequent service reflecting the lower demand in regional corridors.

Regional Rapid Bus will be implemented in two corridors:

- **I-35W North: Route 63X Denton/Alliance**
- **I-30 West: N10X I-30 West (New Route)**

