



● Transit Move #2: Improve Existing Services

- Frequent Transit Network
- More Frequent Service for Longer Hours
- Transit Priority
- Commuter Coaches on Express Routes
- Bus Stop Optimization



Transit Move #2 Improve Existing Services

A large number of improvements will be made to existing services. As described in the previous chapter, many existing services would be upgraded to High Capacity Transit. The BRT and Rapid Bus routes would all operate every 10 minutes throughout the day.

In addition:

- Service frequencies on many local routes will be improved to every 15 minutes. These routes, combined with the HCT routes, will provide a very robust Frequent Transit Network.
- More frequent service will be provided for longer hours on most other routes
- Express service will be improved
- Bus stops will be optimized to better balance travel times and walk times, with an emphasis on faster service
- Transit priority will be implemented at traffic choke points to make service faster

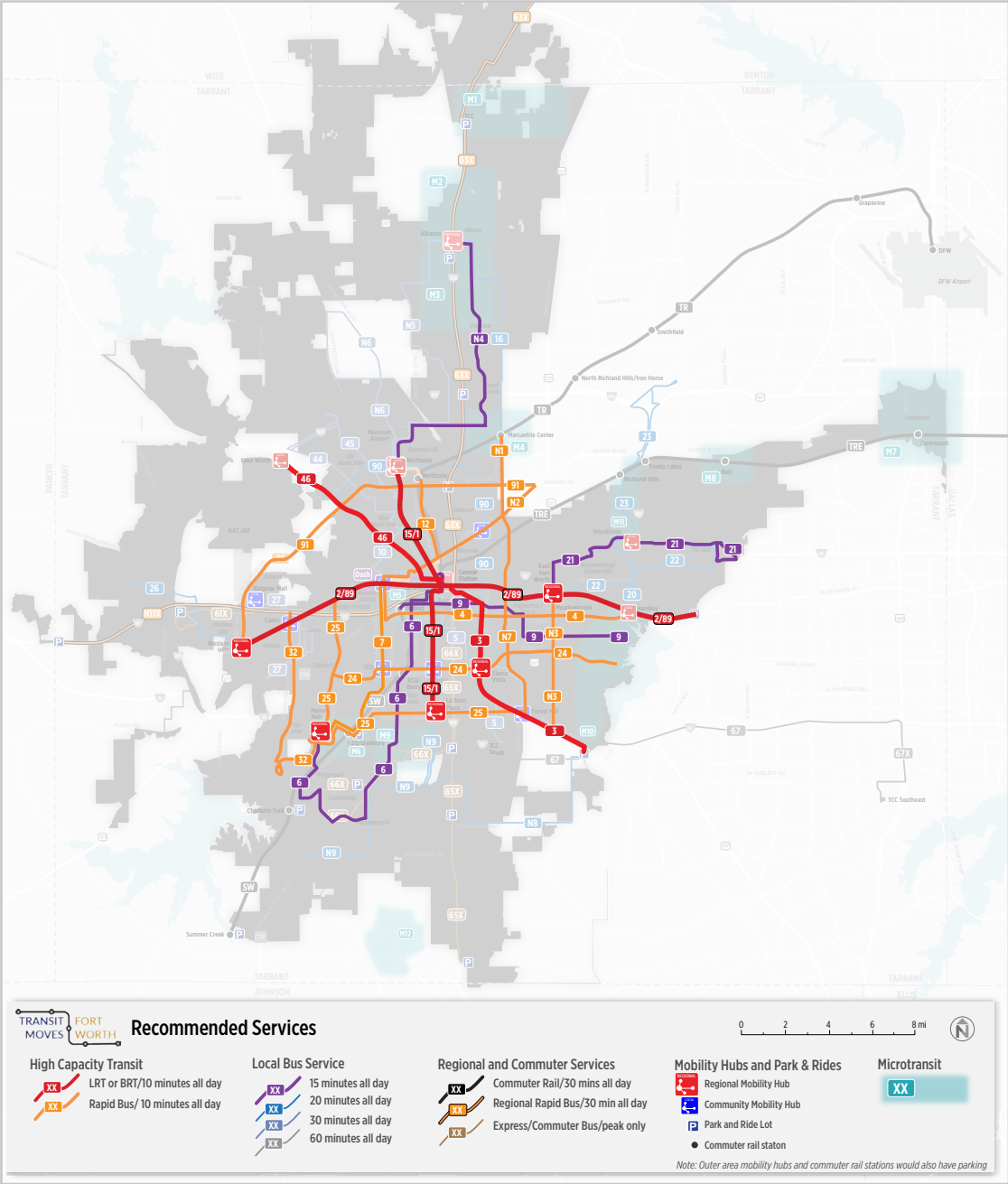


A Frequent Transit Network Will Make It Easy to Get to Fort Worth's Most Popular Destinations

The most important way to improve transit service is to make it frequent. Frequent transit is typically defined as services that operates every 15 minutes or less. Frequent transit allows riders to use services without a schedule and connect between areas of high demand. Networks of frequent transit allow for short, convenient transfers, which greatly expand the reach of travel by transit in a shorter amount of time.

The Frequent Transit Network will consist of 18 routes:

- 4 BRT Lines
- 11 Rapid Bus lines
- 4 Local Routes
 - Route 21 Boca Raton
 - N4 Meacham/Riverside (New Route)
 - Molly the Trolley
 - The Dash



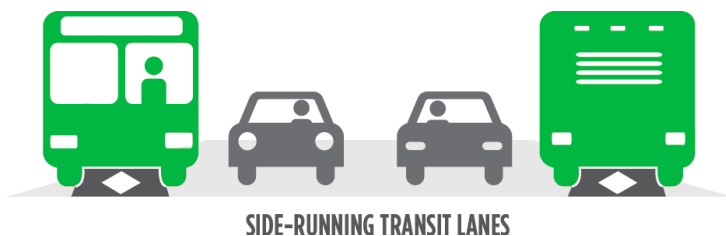
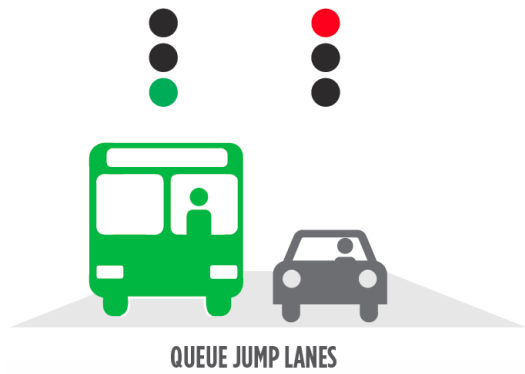
More Frequent Service for Longer Hours Will Make Transit More Convenient

In addition to the Frequent Transit Network, more frequent service would also be provided on nearly all other routes. These changes are designed to make service more convenient and to better match service levels with demand. On weekdays, nearly all routes - including commuter rail - would be improved to operate at least every 30 minutes and service spans would be extended to at least 5 AM to 11 PM. Express routes would provide a minimum of four AM inbound trips and four PM outbound trips.

Route Type	Routes	Weekday Frequencies (Mins)			Span of Service	
		AM/PM Peak	Midday	Early/Late	Weekdays	Weekends
20 All Day	20 Handley 22 Meadowbrook 23 TCC NE/TRE 26 Ridgmar Mall 90 Long Ave N8 Everman N9 Crowley/Risinger	20	20	20-30	4AM - 1AM	5AM - 12AM
30 All Day	5 Evans/Glen Garden 10 Bailey 11 North Beach/Heritage 27 Como 44 Central/Azle 45 TCC NW/Angle N5 Blue Mound N6 Saginaw	30	30	30-60	4AM - 12AM	6AM - 10PM
60 All Day	67X TCC SE	60	60	60	5AM - 10PM	6AM - 8 PM
Commuter Rail	Trinity Railway Express TEXRail, including SW Extension	30	30	30-60	4AM - 1AM	5AM - 12AM
Regional Rapid Bus	63X Denton/Alliance N10X I-30 West	30	30	30-60	4AM - 1AM	5AM - 12AM
Express/Commuter Bus	30 Centre Port 111 Bell 60X Eastside 61X Normandale 64X North Texas 65X South P&R 66X Candleridge	4 AM Trips In 4 PM Trips Out	-	-	6AM - 10AM 3PM - 7PM	-

Transit Priority Will Make Transit Faster

Aside from more frequent service, the other improvement that passengers want the most is faster service. BRT lines will operate in dedicated lanes free to traffic delays, and Rapid Bus and Regional Rapid Bus routes will operate with queue jump lanes and transit signal priority that would minimize traffic-related delays. Transit priority will also be implemented at traffic chokepoints at key locations throughout the city as part of roadway improvement projects.



Commuter Coaches on Longer Routes Will Make Service More Comfortable

Trinity Metro will begin deploying commuter coaches on express routes, as well as Regional Rapid Bus routes, to make service more comfortable for riders.



Bus Stops Will Be Optimized To Make Service Faster

The best transit services balance travel times with access. Stops that are closely spaced reduce the distances that people must walk to and from bus stops but make service slow. More widely spaced stops can provide both reasonably short walk distances and make service faster and more reliable. With fewer stops, it is also easier to provide better facilities and amenities.

Most transit systems, including Trinity Metro, have too many stops. This is usually due to an accumulation of stops over time, as transit agencies receive and grant requests for new stops on the basis that “one more stop” won’t significantly degrade service. However, over time, “one more stop” becomes many more stops and makes service slower and unattractive for those with other choices.

To better balance bus travel times with convenient walk distances, a bus stop optimization program will be implemented to adjust spacing between stops, with the intent to make service faster.



Stop Optimization Principles

- Ensure that people are within a five minute walk of a stop
- Discontinue stops that only a one to two minute walk apart
- Maintain additional stops in special circumstances:
 - Transfer points between routes
 - Stops that serve major activity centers
 - Stops that serve high numbers of seniors and people with disabilities
 - In areas where the walk to the next stop would be difficult or unsafe