

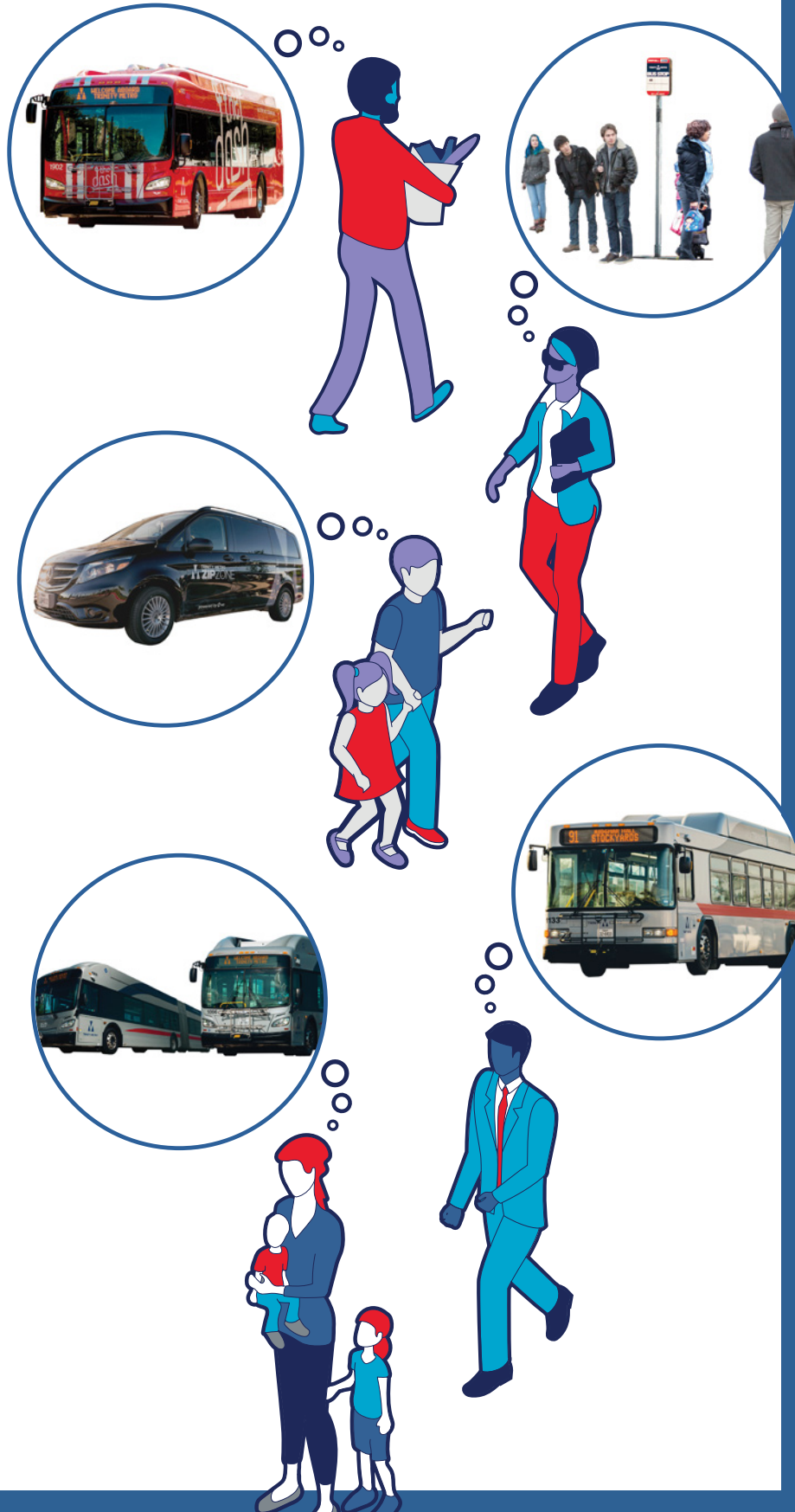
TRINITY METRO NETWORK REDESIGN



Trinity Metro is redesigning its bus network to make the network more useful for more people. To make real improvement we need to reconsider the entire network – not just each route, but how the routes work together.

We need your input. We have created five fact sheets to provide you more information: System Priorities; Walking or Waiting; Local Service; Downtown or Other Locations; and Peak or Off-Peak. Please take the on-line survey and share it with your friends, family, and colleagues.

It is important we think about both tangible changes and visionary ideas. We will use your feedback to guide our plan as we redesign the network and create A Better Connection.



Take the Survey!

RIDETRINITYMETRO.org/ABC

Contact Us At:

RIDETRINITYMETRO.org
or @TrinityMetro

Key Trade-offs

1. System Priorities
2. Walking or Waiting
3. Local Service
4. Downtown or Other Locations
5. Peak or Off-peak

1. System Priorities



What are your priorities for new bus network investments?
What should Trinity Metro spend additional resources on?
How can Trinity Metro serve you and your community better?

Which three of these do you prioritize most?

Amenities

Many bus stops have no benches, shade, lighting, protection from the weather, not entirely ADA compliant or lack other amenities, which can make waiting for a bus or a transfer frustrating.

- A.** Adding more shelters, benches, amenities at stops.
- B.** Better signage / wayfinding to inform riders.
- C.** More accessible bus stops, sidewalks, ADA ramps, etc.

Route

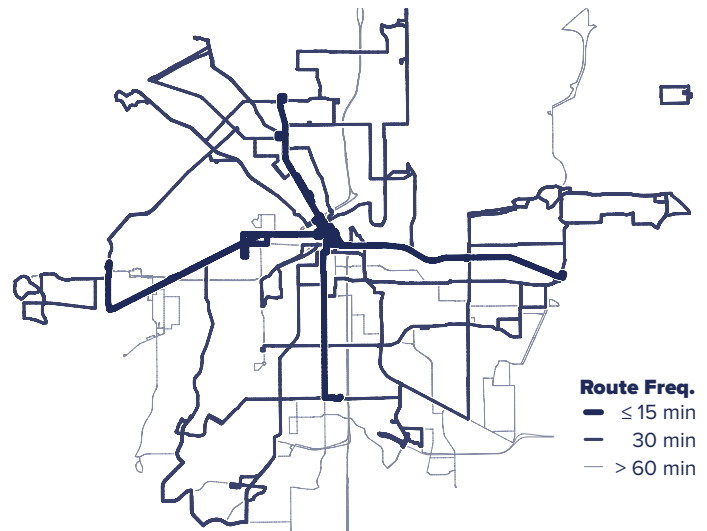
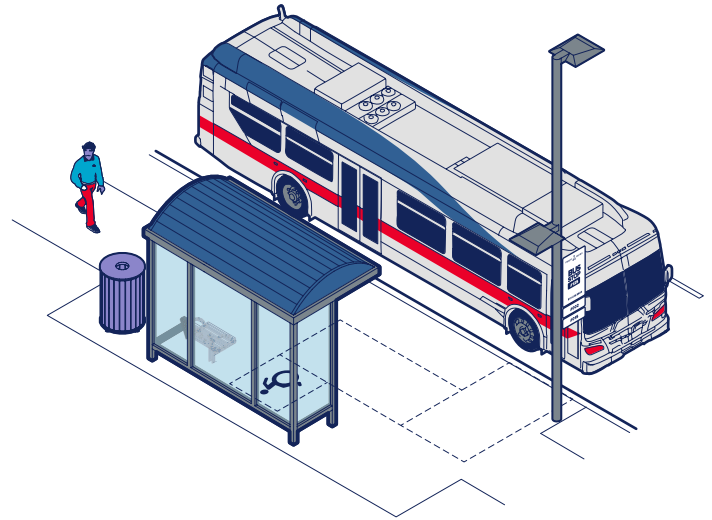
Frequency (how often the bus comes) makes transit much more useful; the difference between 15 minutes and 60 minutes is the difference between transit that is there when you need it and transit that you have to plan your life around. Successful high-frequency transit corridors require high population and employment densities. The more homes and jobs within a half-/quarter-mile radius from bus stops, the higher the potential ridership.

- D.** Add routes in areas that don't currently have service.
- E.** Adding more frequent service in places that have it.
- F.** Higher frequency service (shorter waits).

Service

Bus service changes based on the time of day and day of the week. Many routes operate at a 30-minute frequency at peak, but only hourly during the very early, middle, and late hours of the day. Many also run less frequently or not at all on the weekends. This prioritizes some trips over others.

- G.** More service at midday.
- H.** More service at night.
- I.** More service on the weekend.



	SUN	MON	TUE	WED	THU	FRI	SAT	Service Level
Morning	●	●	●	●	●	●	●	● Added ● Base ● Lower
AM Rush	●	●	●	●	●	●	●	
Midday	●	●	●	●	●	●	●	
PM Rush	●	●	●	●	●	●	●	
Evening	●	●	●	●	●	●	●	

We have 3 choices for how to serve you better:

- Step 1** Review each trade-off.
- Step 2** Consider how each affects your ride.
- Step 3** Take the online survey at:
RIDETRINITYMETRO.org/ABC