# 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!
RIDE**TRINITYMETRO**.org/*ABC*

Contact Us At:
RIDE**TRINITYMETRO**.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
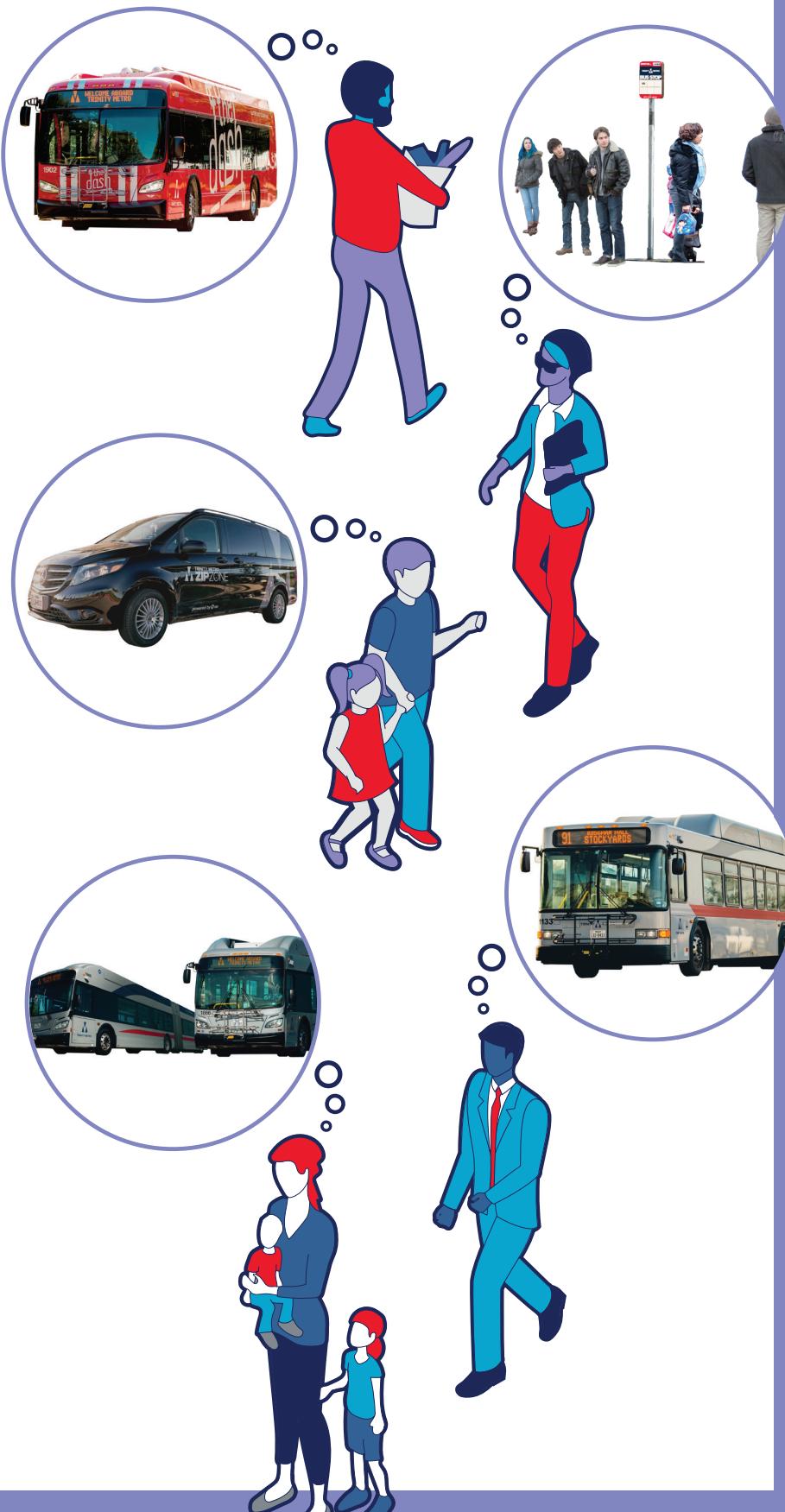
4. Downtown or Other Destinations?

TRINITY METRO
A BETTER CONNECTION

While Fort Worth has multiple employment centers, the bus system is focused on Downtown. A lot of Fort Worth's largest employers and many service (hospitality) jobs, are outside of Downtown. Because of the way the current system is designed, nearly all trips pass through Downtown and transfer to other bus routes.

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:

RIDE**TRINITYMETRO**.org/**ABC**

Would you prefer:

A. A network where every place in Fort Worth has good connections to Downtown, but getting from one part of the city to another requires going through Downtown.

Or would you prefer:

B. A network where there are many crosstown connections, but you may have to transfer to go Downtown.
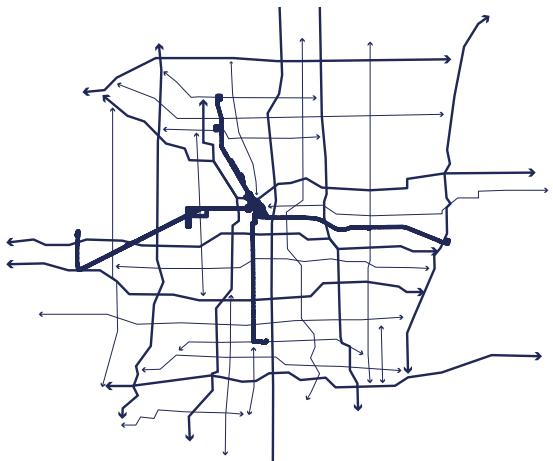
A Downtown-centric system, or hub and spoke system, prioritizes trips to and from the city center. This means that the majority of routes travel to or through a central point, and local routes tend to feed into the major routes that travel centrally. This allows for efficient travel to a central location, which then has equally efficient connectivity to other areas.
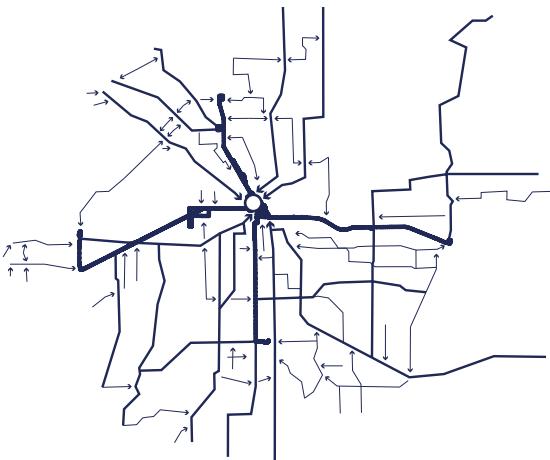
A hierarchical grid system benefits cities with multiple centers of activity. With a perfect grid system everyone can get anywhere in the city with no more than one transfer. Not all systems can be perfect grids, though, so prioritizing frequency along strategic corridors allows for faster travel times for more people.

This means that:
+ Access to and from Downtown, anywhere in the city, is quick and easy.
+ Trips focused centrally tend to have higher ridership.

But this would also mean that:
− Crosstown trips may require you to travel out of your way and transfer Downtown to accomplish your trip.
− Major commercial, retail and employment centers outside of Downtown may require longer trips.
− Connectivity throughout the system is decreased.

This means that:
+ Major commercial, retail and employment centers outside of Downtown experience lower overall travel times and better connectivity.
+ Crosstown trips may be quicker and more direct.
+ Connectivity throughout the system is increased.

But this would also mean that:
− Trips to or from Downtown may take longer and/or require a transfer.
− Current street layout, physical/geographical features, and outside-of-service areas may not allow for efficient crosstown travel.
− Connections between routes with low frequencies may cause long transfer times.