



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!

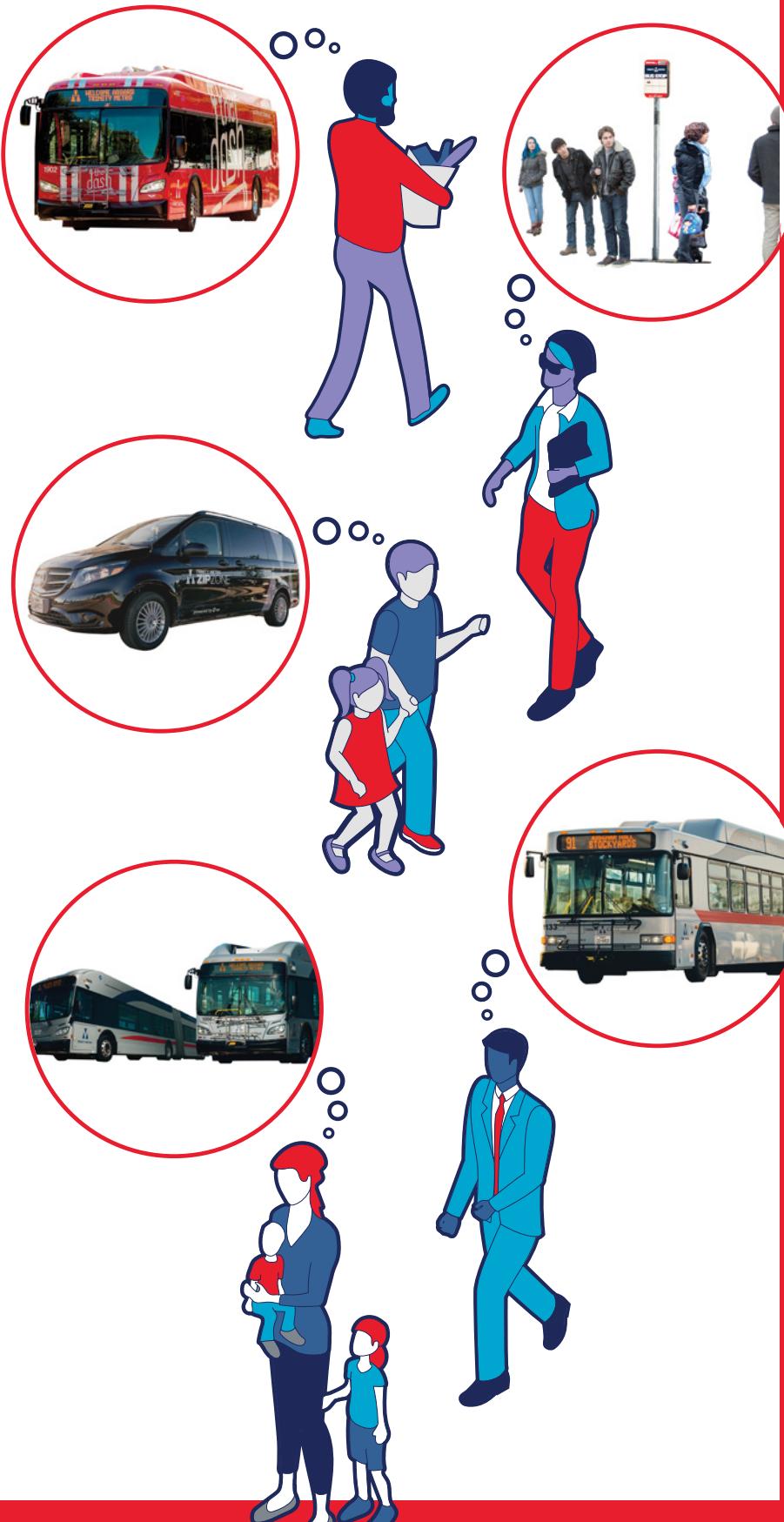
RIDE TRINITYMETRO.org/ABC

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

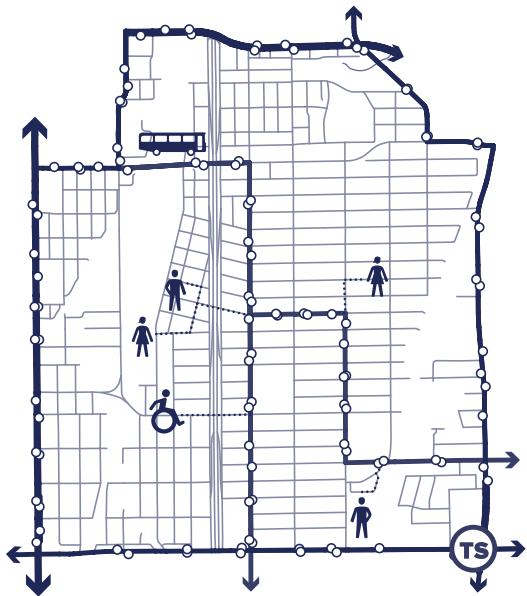


3. Local Service

Many neighborhoods far away from a main street corridor are not served by high-frequency buses. There are two primary ways that transit can serve these neighborhoods: through “fixed” bus routes that come once an hour on a given path and through “flexible” on-demand vans that pick-up and drop-off within close proximity.

Would you prefer:

A. A local fixed bus route that travels through your neighborhood once an hour and stops at fixed stops.



A fixed route travels along a pre-set path, stopping at all bus stops on a regular schedule. Local neighborhood routes often require a bus transfer to leave the neighborhood. Changes can be made to the route and bus stop spacing, but buses will always follow a given path. While buses on main corridors come frequently, they are usually hourly in low-density areas.

This means that:

- + Fixed routes create a reliable system that serves multiple purposes.
- + Many people can rely on the same services.

But this would also mean that:

- Fixed routes inside neighborhoods often only come once an hour.
- There are still places out of reach by walking.

We have 3 choices for how to serve you better:

Step 1 Review each trade-off.

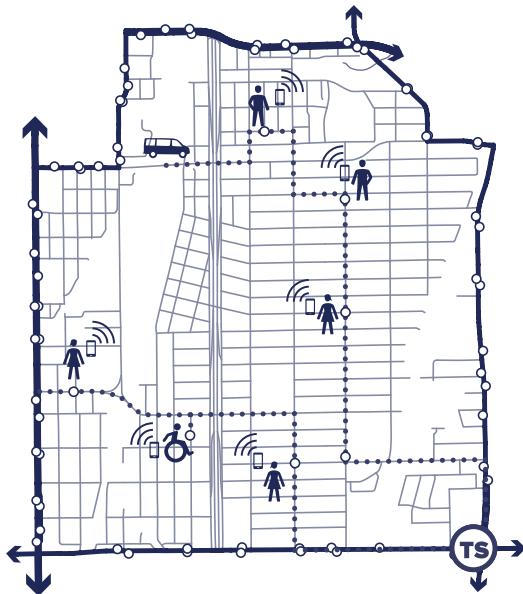
Step 2 Consider how each affects your ride.

Step 3 Take the online survey at:

RIDETRINITYMETRO.org/ABC

Or would you prefer:

B. A flexible service that you can request by phone or by an app that comes within 20 minutes and will take you to places in your neighborhood.



To access a flexible service, the passenger requests a ride via an app and within 20 minutes, a van takes them to their destination. This type of on-demand service can only be used within the neighborhood – flexible services can have different boundaries and deviation allotments. This ride may be shared with others being picked up and dropped off along the way, to consolidate nearby trips.

This means that:

- + Flexible transit can provide door-to-door service.
- + Flex service can fill gaps between bus routes and can take people to transit stations.

But this would also mean that:

- Flex service can only be activated when people search for and request service.
- It is less efficient and more expensive than a traditional linear bus route.
- It can only accommodate small numbers of people.