

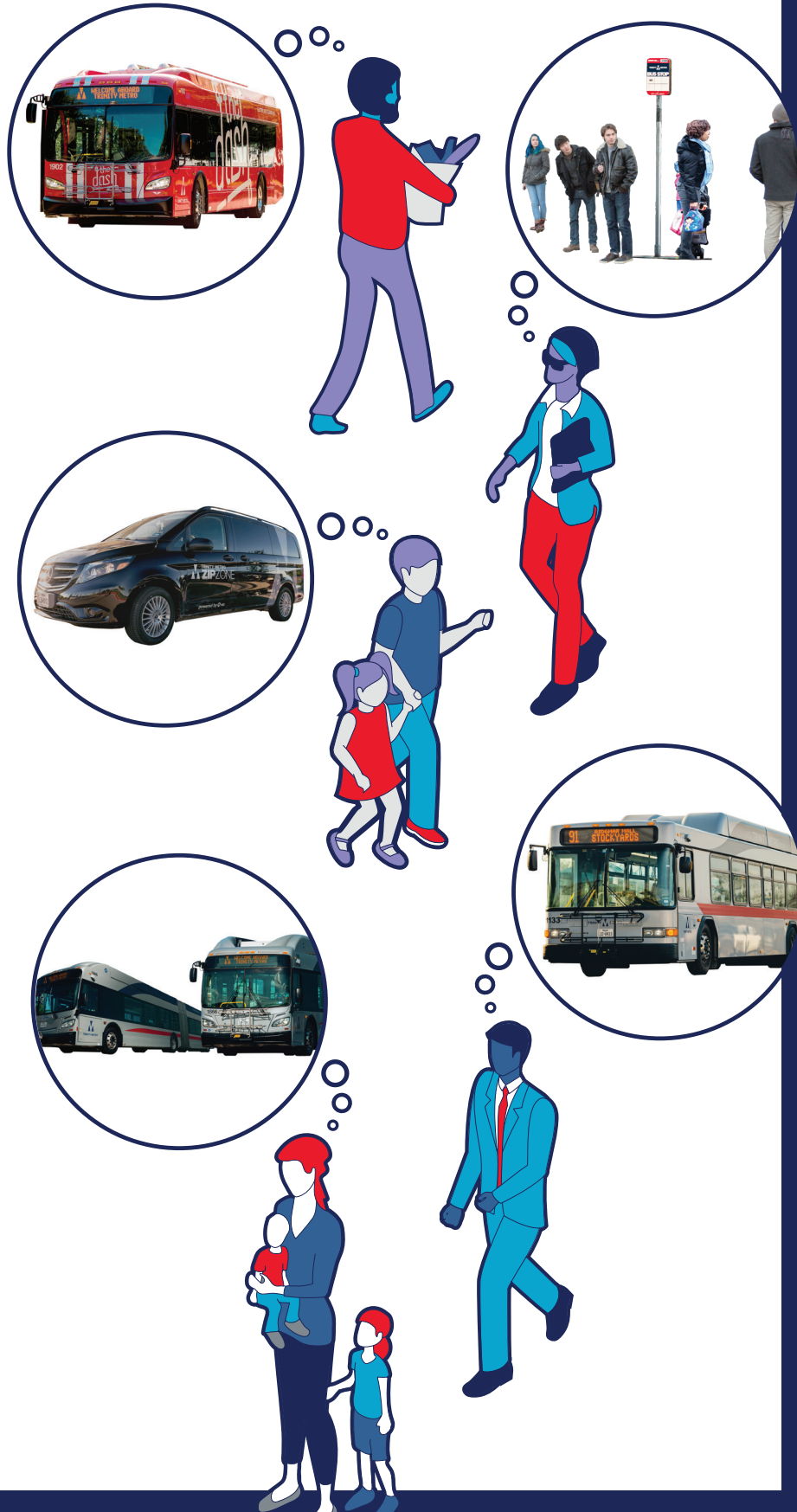
TRINITY METRO NETWORK REDESIGN



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

2. Waiting or Walking

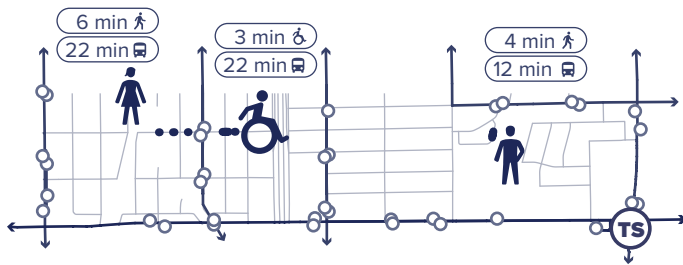
This trade-off is about the balance between bus stop spacing, bus speed and walking distance for passengers. The walking or waiting trade-off is specifically for areas with a well-connected street network and many parallel streets. It also questions the need for routes that run in close proximity to each other.

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

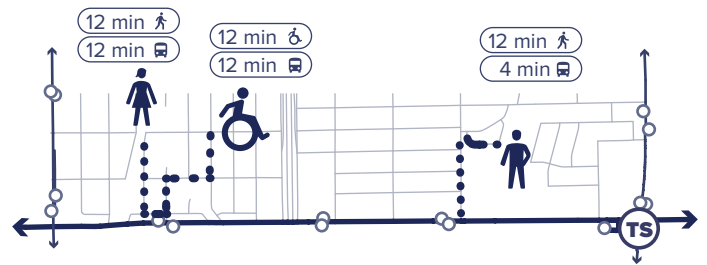
In your neighborhood, would you prefer:

1A. A bus route that stops within a quarter mile walk of your house, but is slower and less frequent?



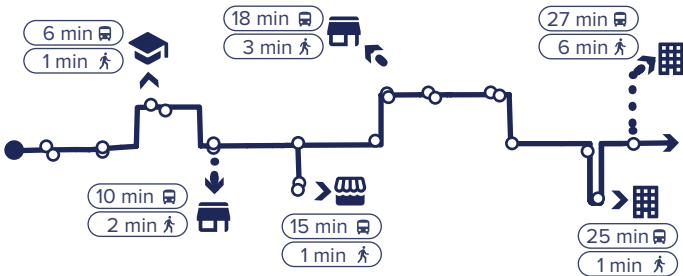
Or would you prefer:

1B. A bus route that is more frequent and faster, but stops within a half mile walk of your house?



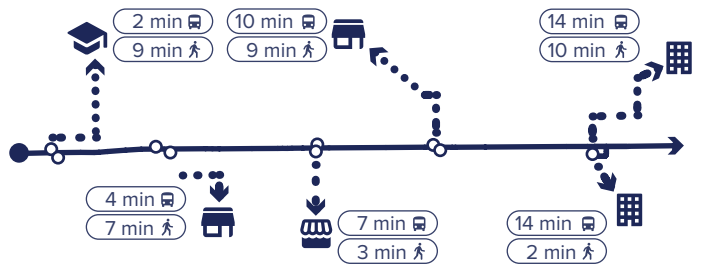
At your destination, would you prefer:

2A. A bus route that stops at the destination's front door, but is slower and less frequent?



Or would you prefer:

2B. A bus route that is more frequent and faster, but stops a block away from the destination?



- A bus route with a stop at the nearest intersection and slower trips.
- Riders are not always at the bus stop, they can also be waiting at home, because you know the bus schedule.
- Bus comes more infrequently, because it has to make redundant stops.

- Overall, keeps stops that have key transfer points and high ridership.
- Walk would increase by no more than 1/4 mile.
- Prioritizes stops near healthcare, schools, large employers, community centers, and grocery stores.

This means that:

+ Less time walking to bus stop for some passengers.

This means that:

- + Allows agencies to make the stops better (shelters, benches, real time info).
- + A bus is more likely to be on time with better frequency.
- + Total travel time will likely be shorter as the bus stops less frequently.

But this would also mean that:

- Poor frequency makes you wait - either at the stop or in your home.
- Makes a situation likely where you have to plan around the bus.
- Poor bus stop conditions can exacerbate the wait.

But this would also mean that:

- Requires more time to walk to a stop, which could be an issue for those with disabilities.