

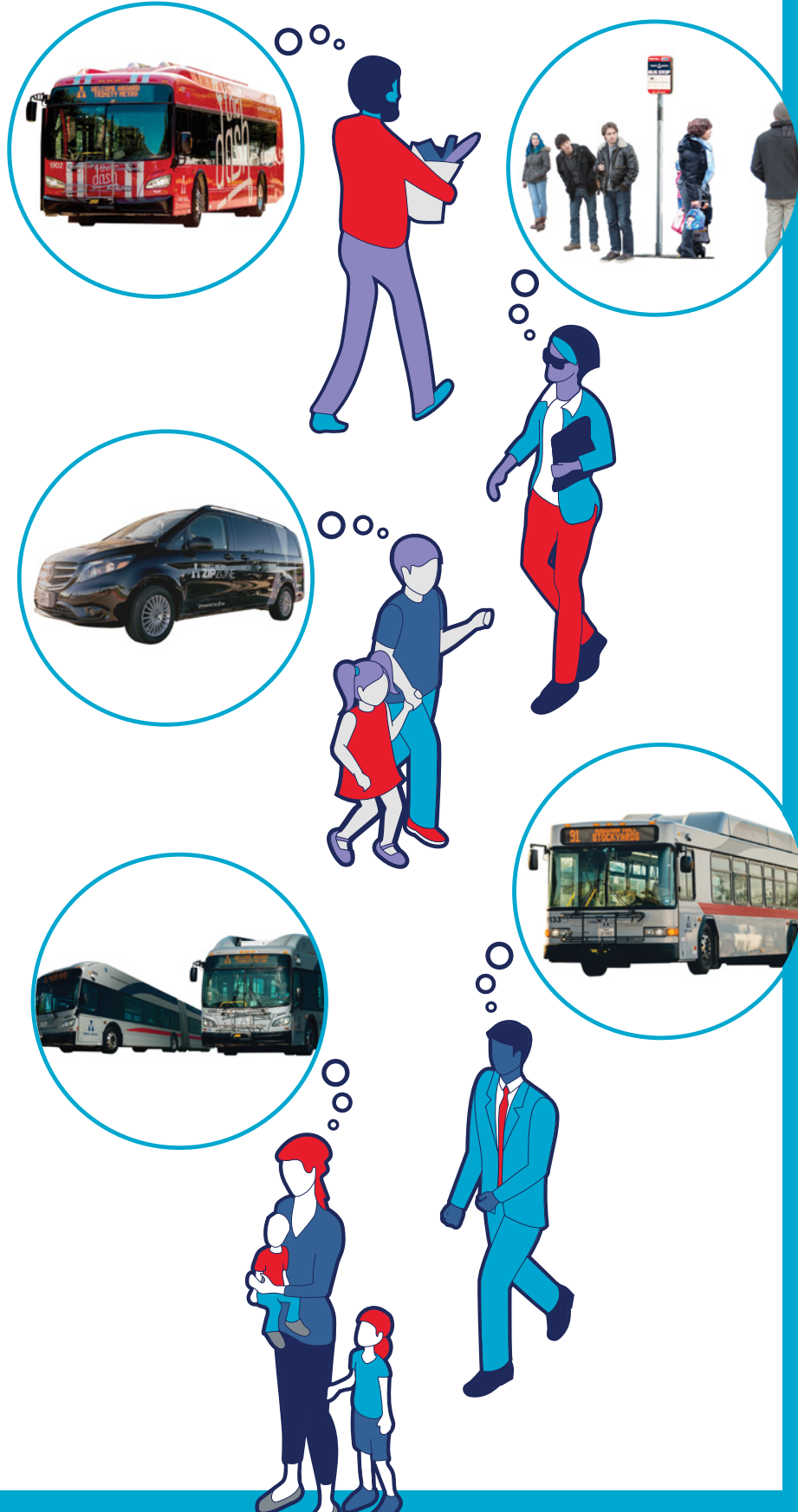
TRINITY METRO NETWORK REDESIGN



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



5. Peak or Off-Peak?

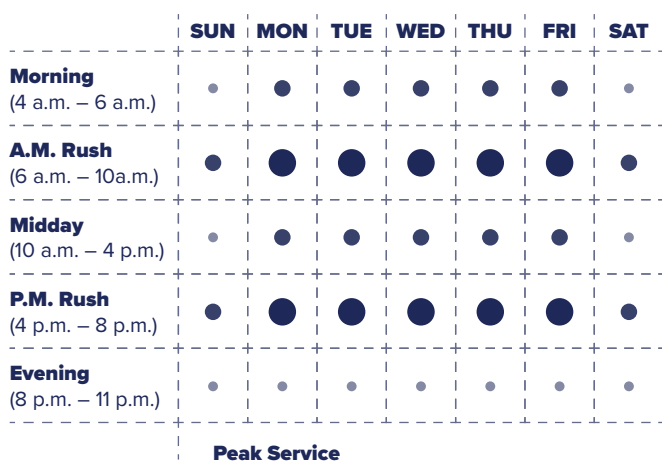
Our economy is changing and peak/off-peak is becoming less rigid. Service is not just going to and from a 9-5 job, riders are going to school, medical appointments, shopping and enjoying the city. Because the system was created around a traditional work schedule, a large portion of riders are left with insufficient service.

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

Would you prefer:

A. Frequent service from 6am to 9am and from 4pm to 7pm on weekdays, with express routes to minimize stops.



Peak service adds routes and frequency generally when vehicular travel is greater. It is aimed to alleviate the congestion on freeways and surface streets during rush hours. Many of the added routes stop at Park & Rides and travel directly to Downtown with no other stops. Other routes increase their frequency during these hours then switch to less frequent service the rest of the day.

This means that:

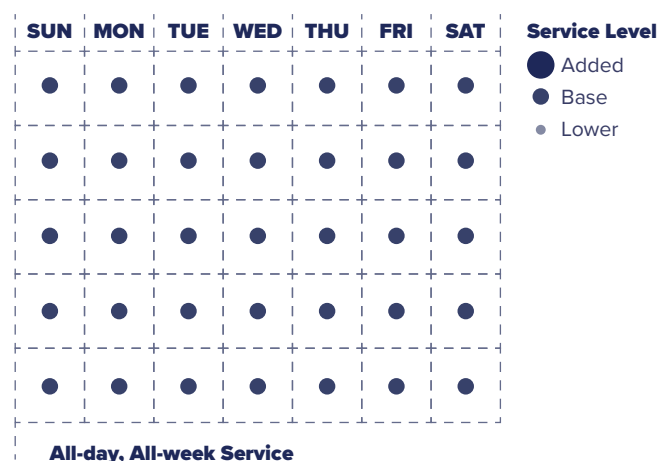
+ 9-to-5 commuters have more options and better service during peak hours, enticing drivers to make the switch to riding transit.

But this would also mean that:

- The majority of routes added during peak hours only benefit commuters that travel to Downtown in the mornings and from Downtown in the evenings.
- Using transit for anything other than a work commute (running errands, visiting a museum, or attending a medical appointment), is not prioritized and may take longer during off-peak hours.
- Peak service ignores the schedules of service industry workers, students, and part-time employees.

Or would you prefer:

B. All-day and all-week service at a consistent and dependable frequency.



Regular all-day and all-week service provides a consistent and predictable schedule for buses. If a route has a 15 minute frequency, it has the frequency all day and all week long. Once you know the frequency of a given bus route, there are no surprises when using that route.

This means that:

- + Treats all transit riders equally.
- + Money that would have been used on express services may be used for improvements elsewhere.
- + Requires less planning for you.
- + Attracts more casual riders.

But this would also mean that:

- 9-to-5 commuters may experience more crowding on buses and slower travel speeds.
- Some weekend routes may have low ridership.