



Transit in Fort Worth Today

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Fort Worth is Currently Served by 48 Bus and Rail Routes

Transit service in Fort Worth is primarily provided by Trinity Metro (formerly known as the T), and existing services include a network of fixed-route bus service, door-to-door paratransit service, and commuter rail service via the recently completed TEXRail. Trinity Metro also jointly operates the Trinity Railway Express (TRE) through a partnership with Dallas Area Rapid Transit (DART). All Trinity Metro services either originate or terminate within the City of Fort Worth.

Trinity Metro also maintains a number of passenger facilities associated with these services. These include the Fort Worth Intermodal Transportation Center (ITC) in downtown Fort Worth, which serves as the hub of the Trinity Metro System and provides connections to 24 bus routes, TRE, TEXRail, Greyhound buses, and Amtrak service. Other facilities include 10 transfer centers, 2,000 bus stops, 16 park and ride lots, and 15 rail stations serving TEXRail and the TRE within Tarrant County.



Existing Transit Service in Fort Worth



39 Local Bus Routes

provide fixed-route bus service in and around Fort Worth



7 Express Bus Routes

connect Fort Worth to regional activity centers



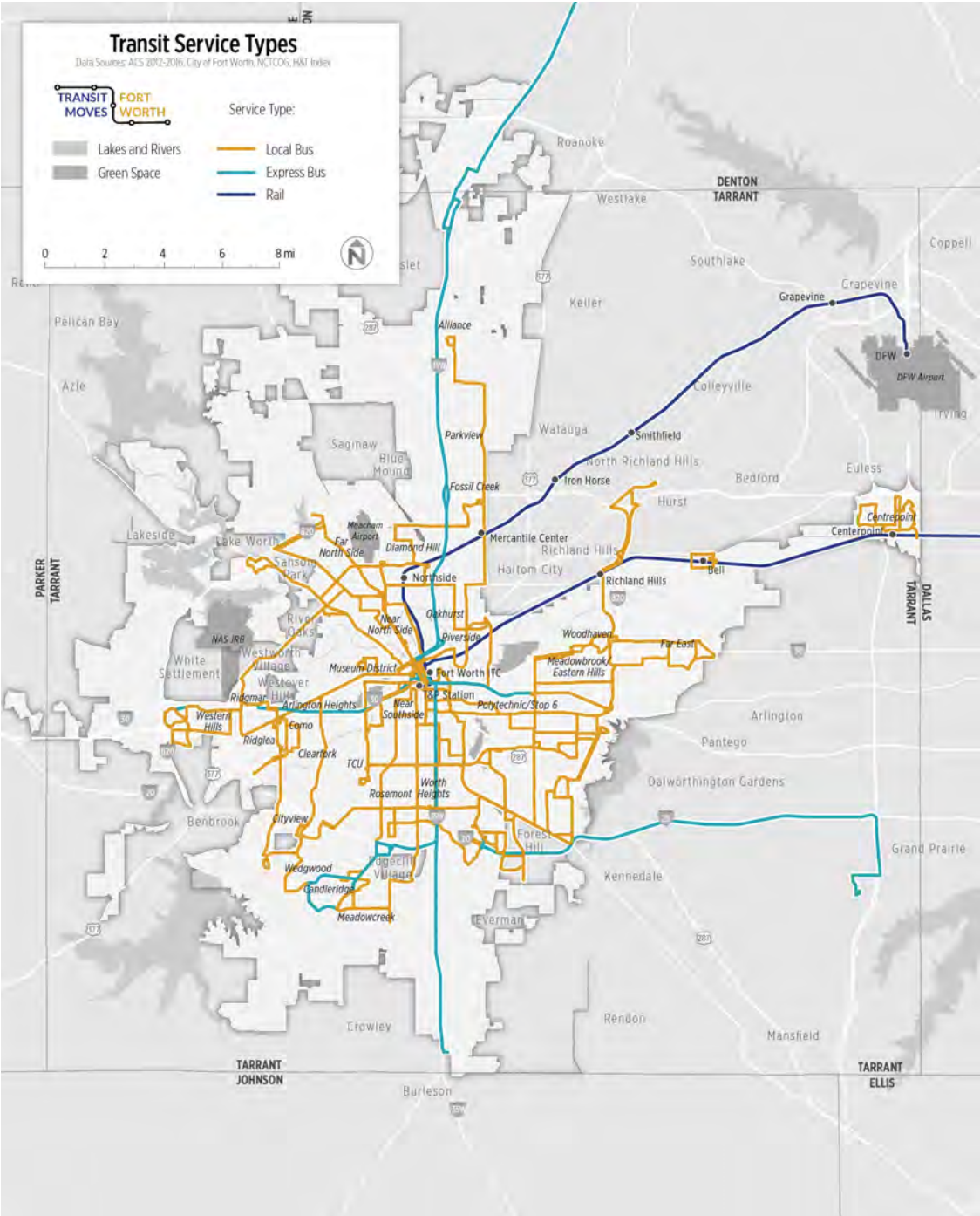
Paratransit Service

is available through Trinity Metro's door-to-door ACCESS program



2 Regional Rail Lines

provide commuter service via Trinity Railway Express (TRE) and TEXRail



Most Service Operates to and from Downtown Fort Worth

Transit systems are more than a collection of individual routes—they are designed to function as a mutually-supportive network of services. The schedule, alignment, and span of service of each route may vary depending on the service goals of the network as well as rider needs and preferences.

The transit network in Fort Worth includes four primary types of routes: radial routes, feeder routes, circulator routes, and crosstown routes. Generally, these routes are arranged in a hub-and-spoke system primarily oriented towards serving the downtown core of Fort Worth.

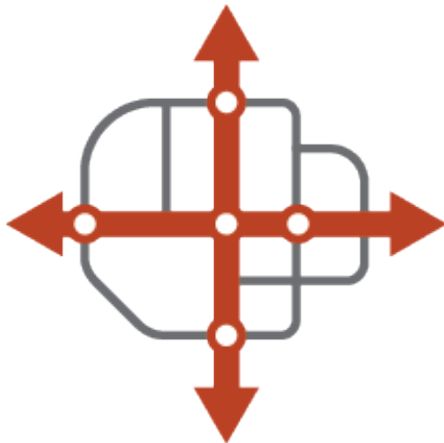
- **Radial routes** act as the spokes of the network and are designed to move large numbers of riders along major travel corridors. These include both local corridor bus routes as well as regional express bus and rail routes.

- **Feeder routes** are designed to provide a connection to other transit services and transportation options, such as radial routes on major travel corridors. They expand the coverage of the transit network.
- **Circulator routes** provide frequent local service within major activity centers. These routes may offer service all day long, or may be limited to peak travel periods.
- **Crosstown routes** create opportunities to connect between neighborhoods and activity centers without requiring a trip through downtown. These routes can help reduce the number of transfers riders are required to make.

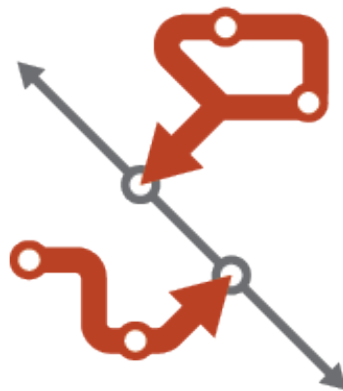
In 2018, Trinity Metro expanded service to Forest Hill, TCC Northeast, and TCC Southeast.

Types of Transit Routes

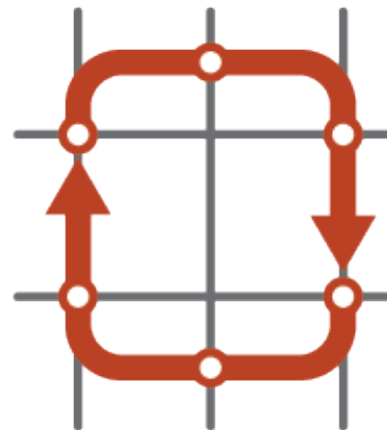
Radial Routes



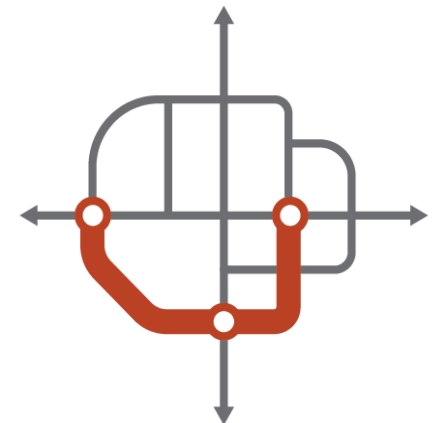
Feeder Routes

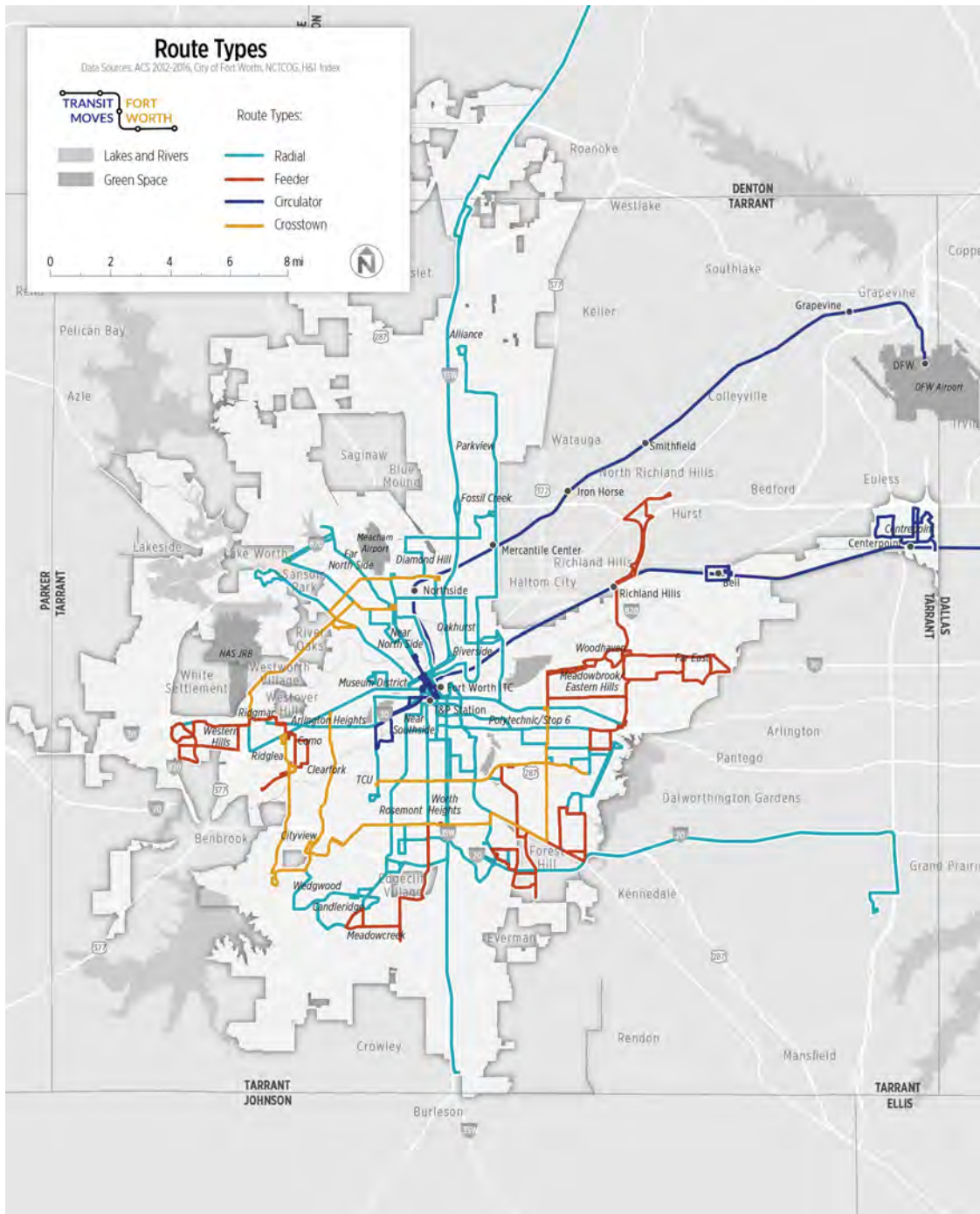


Circulator Routes



Crosstown Routes





23 radial routes provide service to and from Downtown Fort Worth, including 6 express bus routes and 2 commuter rail routes

14 feeder routes provide connections to regional activity centers or other transit services

6 circulator routes provide local service in downtown Fort Worth as well as other regional activity centers and transit stations

5 crosstown routes connect neighborhoods and activity centers outside of downtown Fort Worth

Radial Routes

Radial routes include local bus routes, express routes, and commuter rail service. 23 radial routes currently operate to and from Downtown Fort Worth:

Local Routes

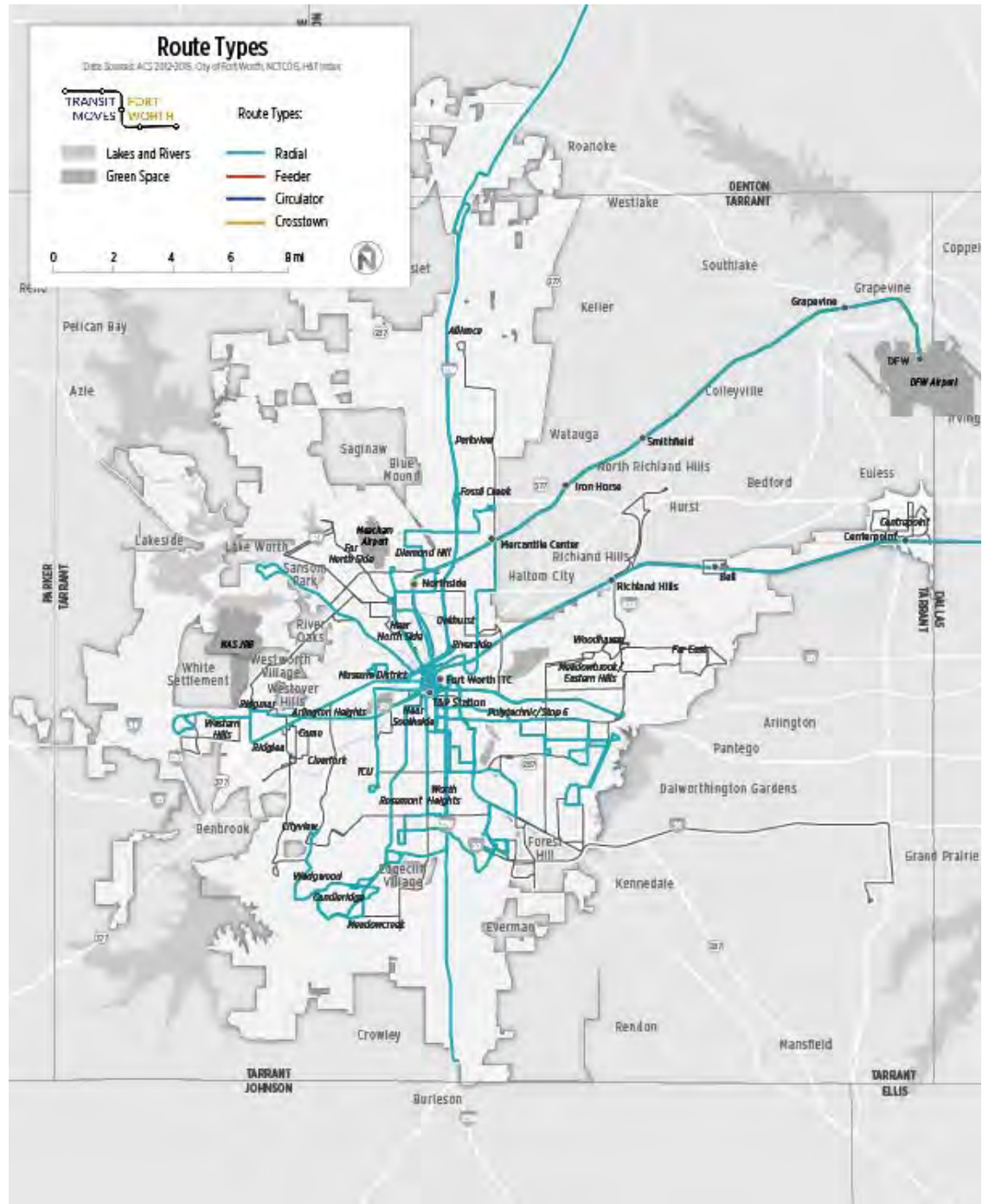
- 1 - Hemphill
- 2 - Camp Bowie
- 3 - South Riverside/TCC
- 4 - East Rosedale
- 5a/b - Evans Avenue and Glen Garden
- 6 - 8th Avenue/McCart
- 7 - University
- 8 - Riverside/Evans
- 9 - Ramey/Vickery
- 10 - Bailey
- 11 - North Beach/Mercantile Center
- 12 - Samuels/Mercantile Center
- 15 - Stockyards/North Main
- 46 - Jacksboro Highway
- 89 - SPUR East Lancaster

Express Routes

- 60X - East Lancaster Express
- 61X - Normandale Express
- 63X - North Park & Ride
- 64X - North Texas Xpress
- 65X - South Park & Ride
- 66X - Candleridge/Alta Mesa

Commuter Rail

- Trinity Railway Express (TRE)
- TEXRail



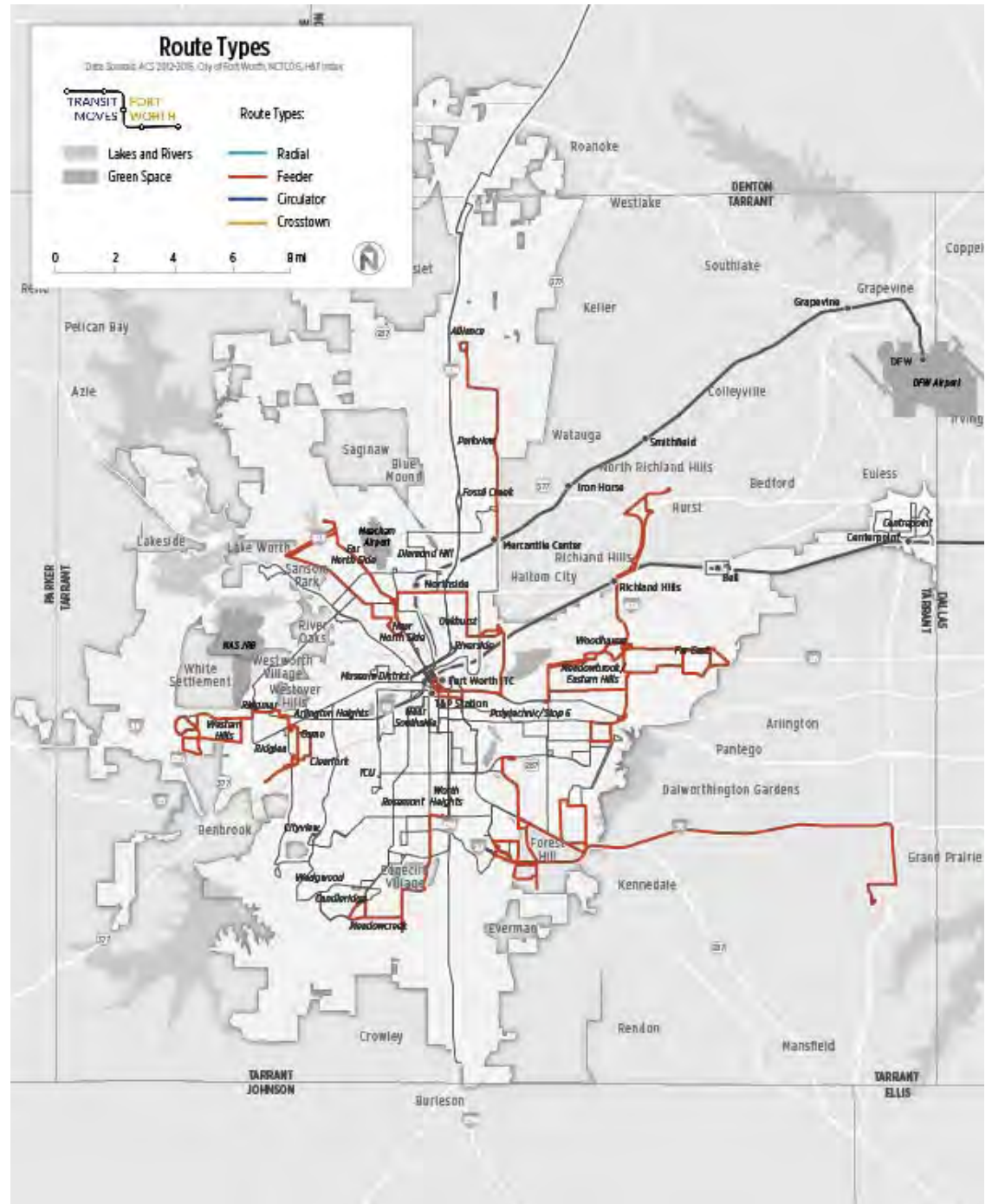
Feeder Routes

Feeder routes include local bus routes that provide connections to other transit services or activity centers. Fort Worth is served by 14 feeder routes:

- 14 - Riverside
- 16 - Alliance Town Center/Mercantile Center
- 20 - Handley/Stop Six
- 21 - Boca Raton
- 22 - Meadowbrook
- 23 - TCC Northeast Campus/TRE
- 26 - Ridgmar Mall/Normandale
- 27 - Como
- 28 - Mansfield Highway
- 44 - Central/Azle Ave
- 45 - TCC NW/Angle Ave
- 71 - Forest Hill
- 72 - Hemphill/Sycamore School

Express Routes

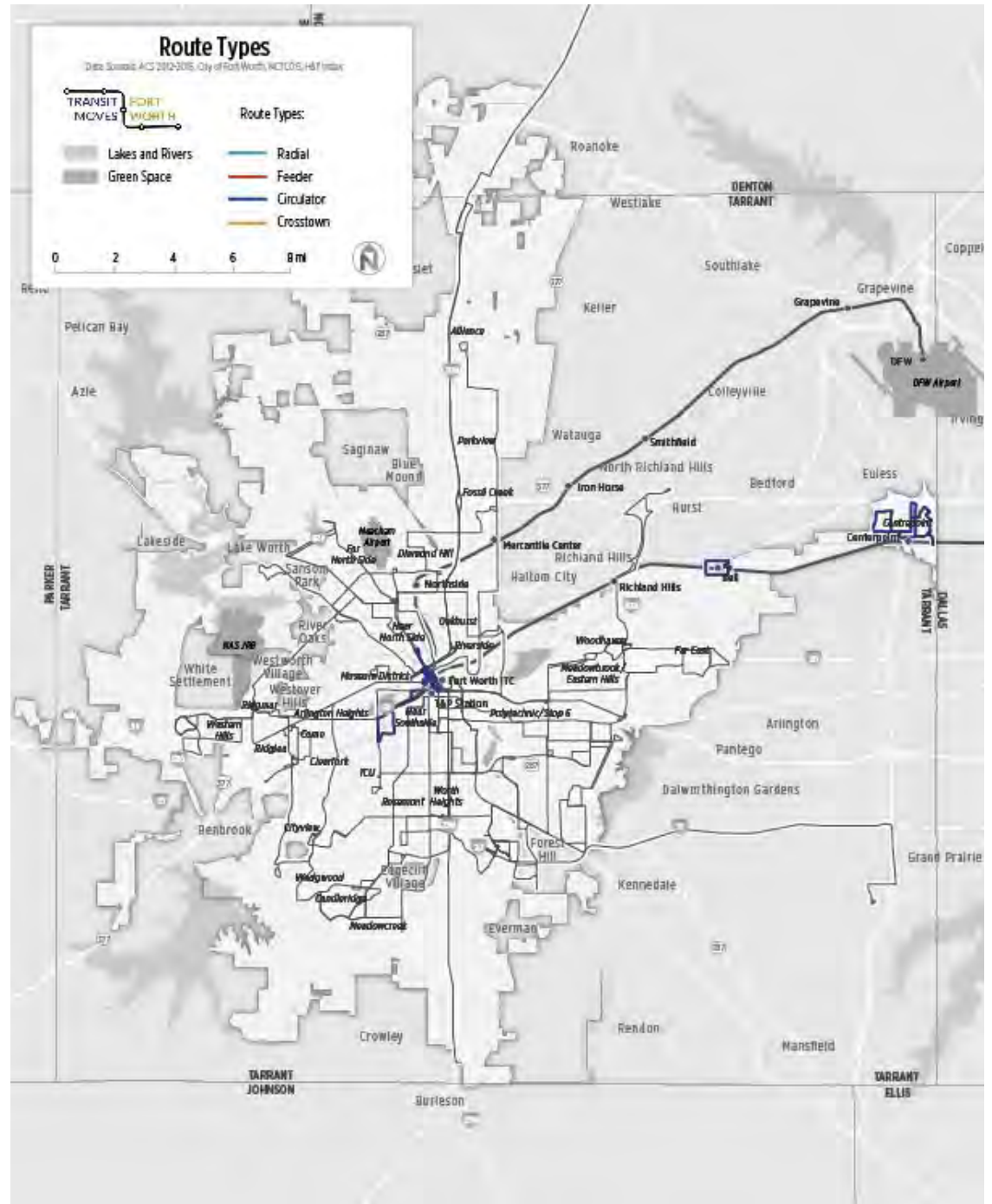
- 67X - TCC Southeast Campus Xpress



Circulator Routes

Circulator routes include local bus routes that provide service within an activity center or station area. Trinity Metro operates six circulator routes within Fort Worth:

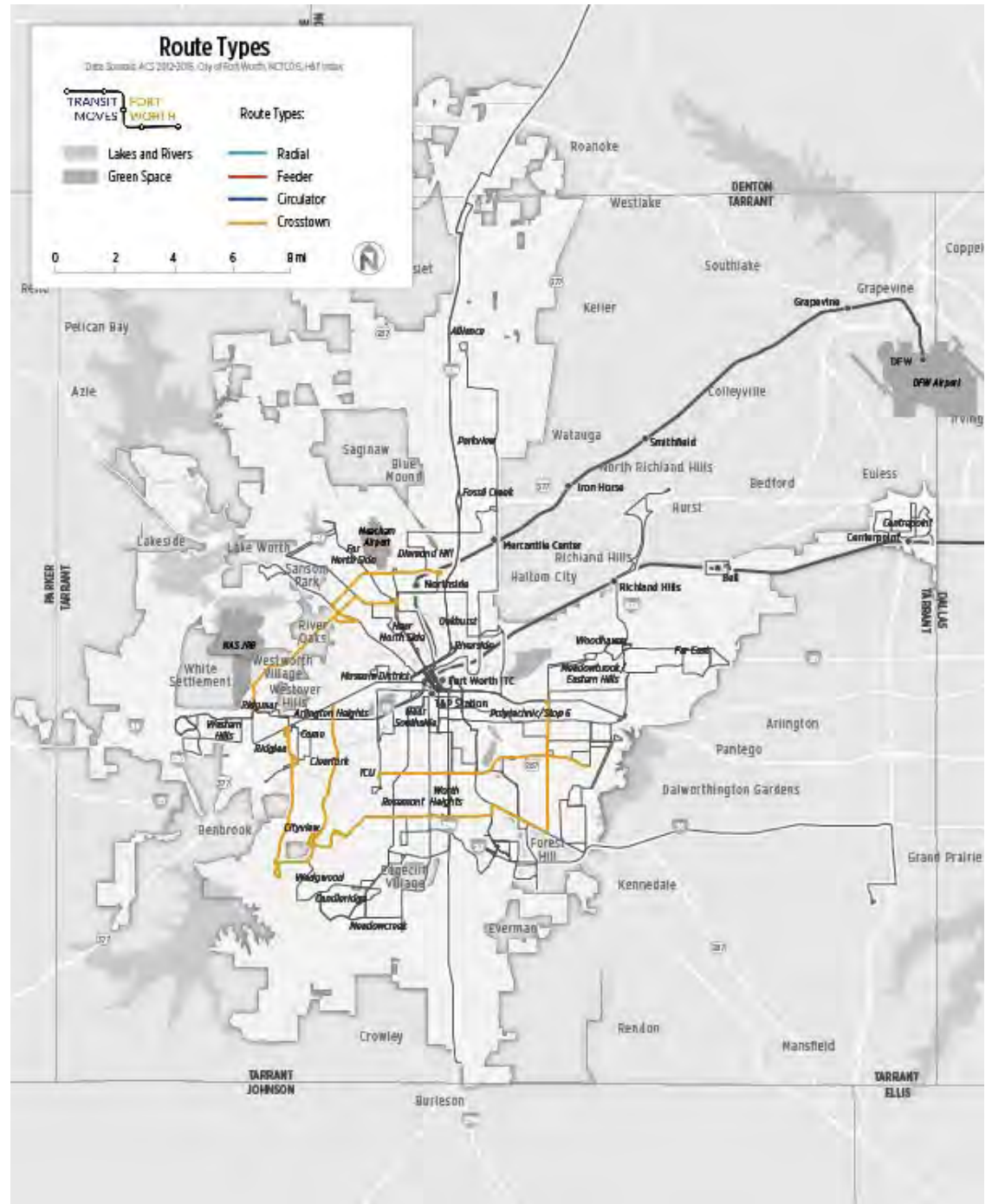
- 18X - Safari Express (May through September)
- 19 - Molly the Trolley, within Downtown Fort Worth
- 30 - CentrePort Circulator
- 111 - Bell
- 113 - Lunch Line in Downtown Fort Worth
- 991 - Juror Shuttle, connecting remote juror parking north of Downtown Fort Worth with the Tarrant County Justice Center



Crosstown Routes

Crosstown routes provide service between neighborhoods and activity centers without traveling through the downtown area. There are five crosstown routes:

- 24 - Berry
- 25 - Crosstown
- 32 - Bryant Irvin
- 90 - Long Avenue
- 91 - Ridgmar Mall/Stockyards



Service that Operates More Frequently for Longer Hours is More Convenient

Transit service span and frequency are two of the most important factors that influence the convenience and usefulness of a transit system. The span of transit service—or the hours of the day that a service operates—impacts when and for which types of trips riders can use transit to meet their daily travel needs. The frequency of transit service—or how often transit vehicles make trips along a given route—impacts wait times and trip planning flexibility for users.

Transit service that runs for more hours of the day is more convenient and more reliable for riders. While the morning and afternoon peak periods are high-volume travel times, many Fort Worth residents and workers have transportation needs during the early morning, evening, or late night periods. If the span of transit service is too short, it may not be useful for helping potential transit riders get both to and from their destination.

Transit service that runs more often and provides more frequent trips offers riders more flexibility and predictability. Frequent transit service can better compete with the convenience and flexibility of the personal vehicle. Infrequent transit service may offer an unsatisfying user experience that is more disrupted by schedule disruptions or missed connections.

Service Span



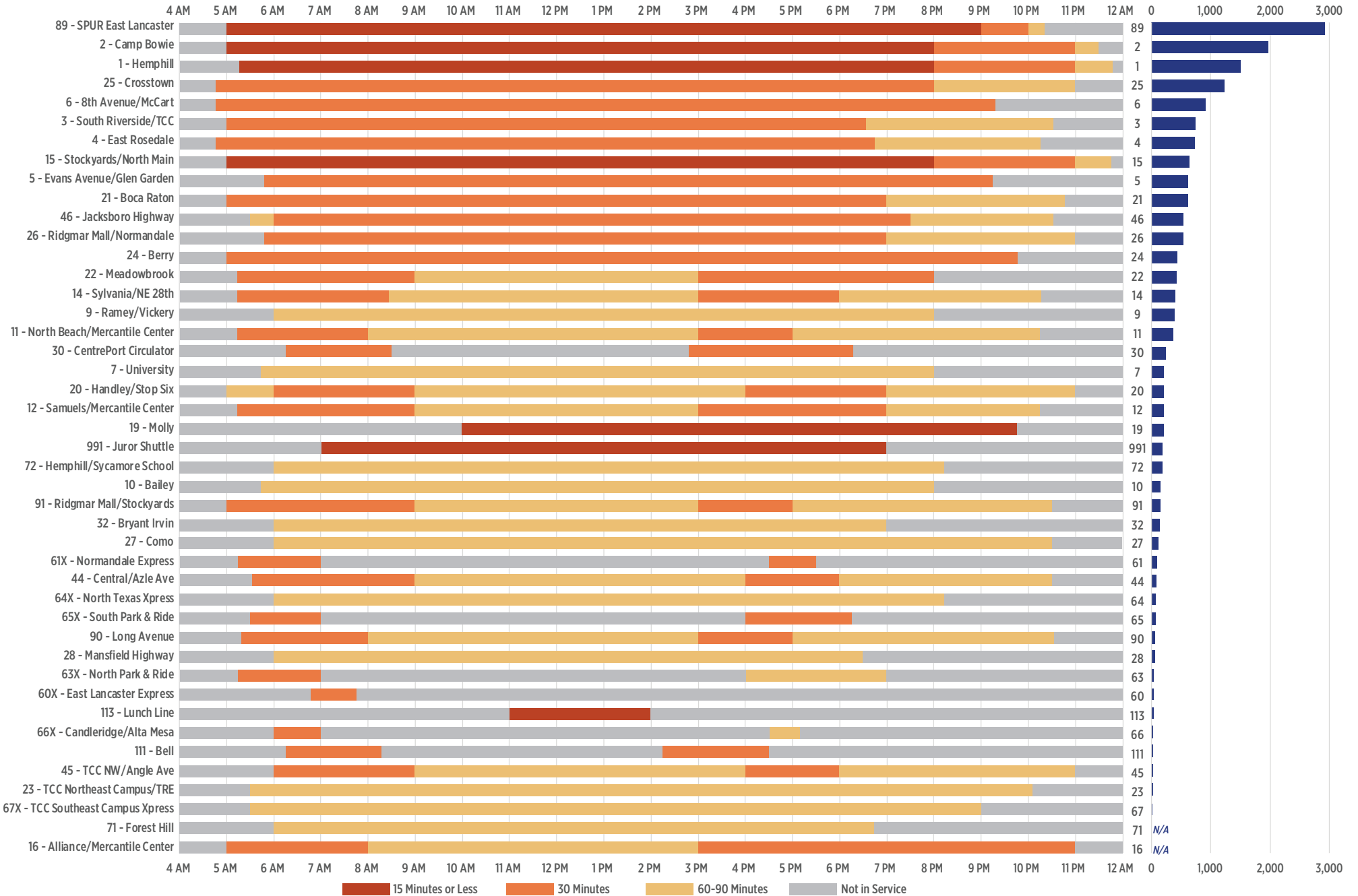
Service Frequency



17 bus routes and 2 rail routes (40% of all routes) offer meaningful late-night service

Only 5 bus routes offer continuous 15 minute frequencies or less on weekdays between 6AM to 6PM

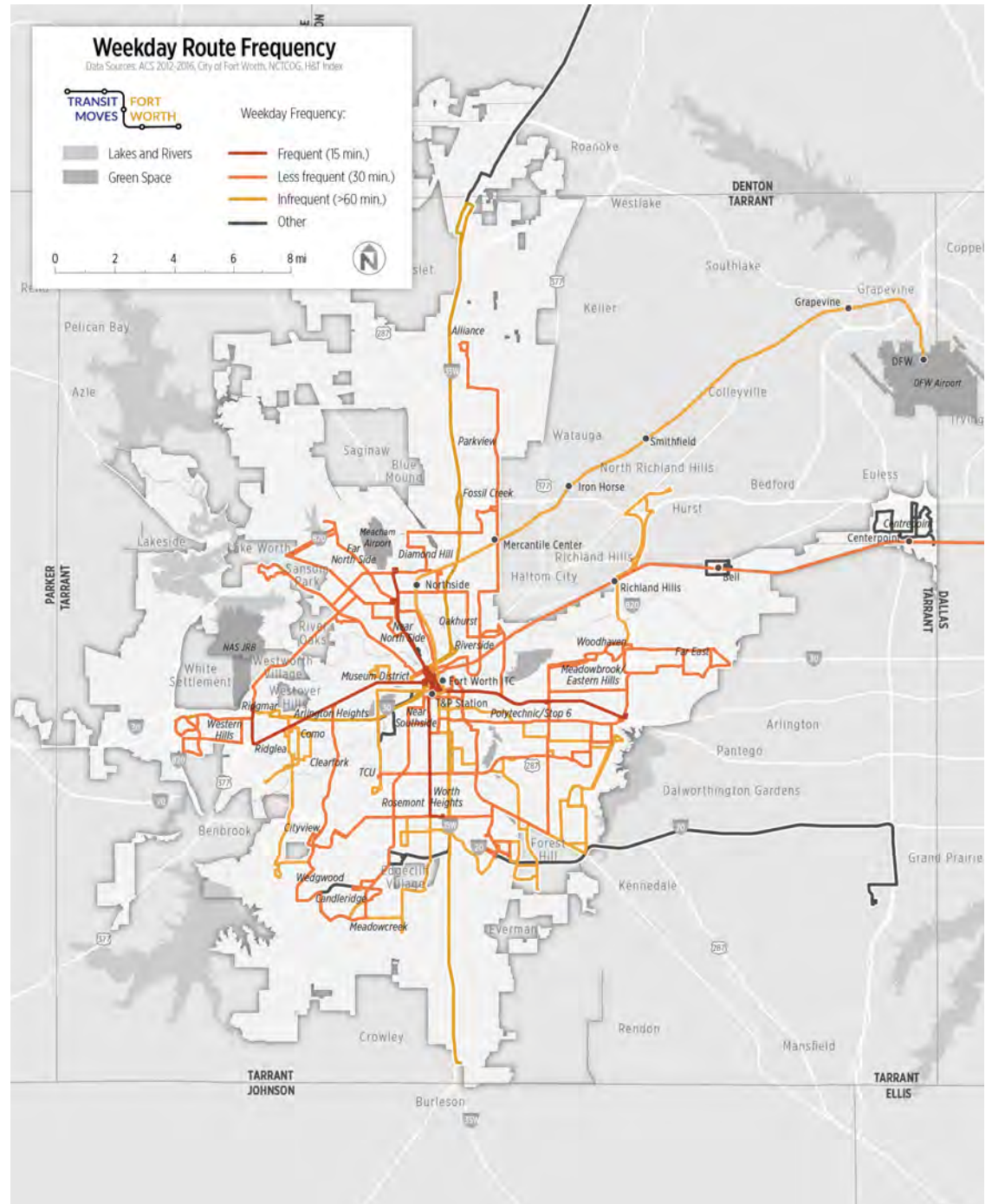
Weekday Frequency, Span of Service, and Ridership



Only Seven Routes Provide Frequent Service

On weekdays, Trinity Metro operates seven routes with a frequency of 15 minutes or better. Of these seven high-frequency routes, only four of them—Routes 1 - Hemphill, 2 - Camp Bowie, 15 - North Main/Stockyards, and 89 - The SPUR—provide all-day high-frequency service between 6 AM and 8 PM. The other three high-frequency services—Molly the Trolley, the Lunch Line, and Route 991/Juror Shuttle—are circulator services that operate for shorter windows of time.

Seven routes provide service every 30 minutes from 6 AM to 6 PM. 18 additional routes provide service every 30 minutes only during all or part of the morning and afternoon peak periods, with 60 minute headways or no service offered during other parts of the day. This peak-oriented service design may work well for commuters traveling to and from downtown during regular weekday business hours, but may make using transit during early morning, midday, evening, or late night periods difficult or impossible.

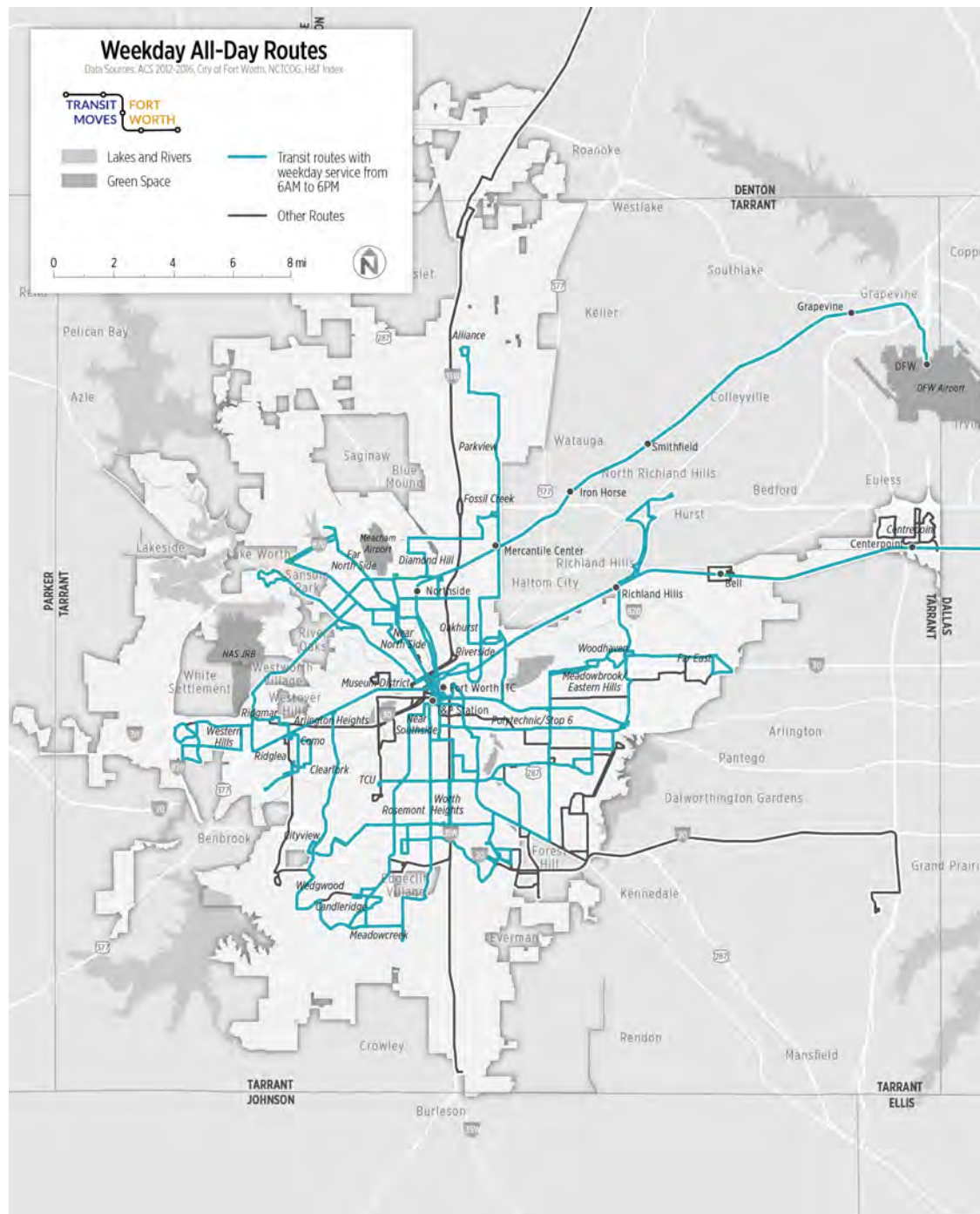


Spans of Service Vary Greatly

Of Trinity Metro's local bus routes, 28 begin service between 5 AM and 6 AM. Five more local routes begin weekday service with a late start between 6 AM and 7 AM. Of the 33 local routes that operate continuously between 6 AM and 6 PM, only 23 (70%) continue to operate until at least 9 PM. Service on these evening routes ceases at varying times, with only three routes making final weekday trips after 11 PM.

12 express routes and circulator routes operate during limited spans of service on weekdays. These routes generally offer service during the morning and afternoon peak periods, with limited, very infrequently, or no service during other daytime periods.

The large variation in spans of service across all Trinity Metro routes may make regular transit use difficult for some riders. While focusing higher-quality services during the busiest times of the day helps accommodate the needs of peak-period travelers, the irregular schedule of the system may not accommodate small disruptions to daily routines or last-minute changes in user travel plans.

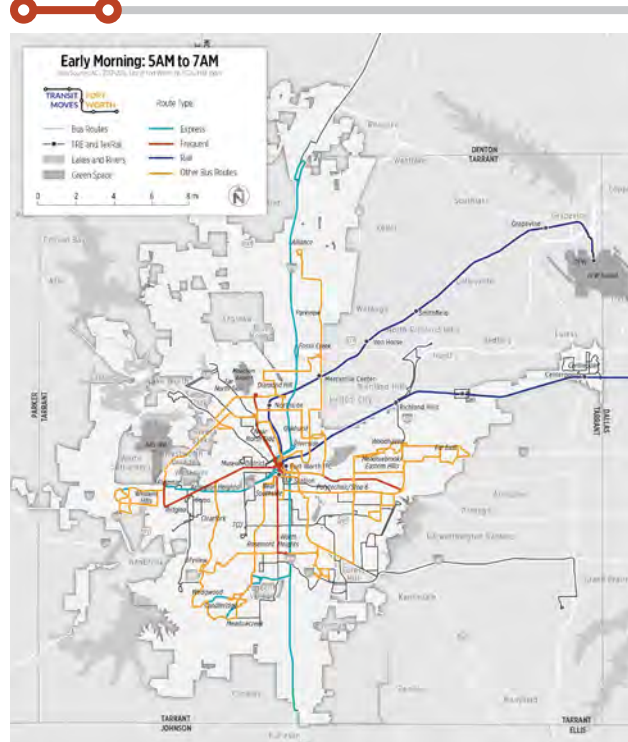


A Typical Weekday of Trinity Metro Service

Early Morning

Early morning trips can support the needs of early work commuters, especially service industry workers with earlier shift start times. Most transit service in Fort Worth operates for the majority of the early morning period, including TRE and TEXRail.

5AM 7AM

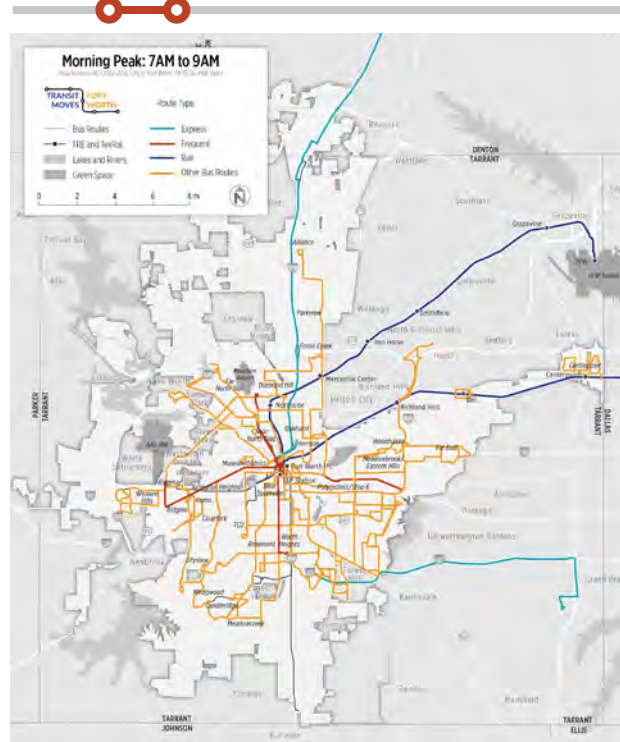


4 Frequent Routes
5 Express Routes
2 Rail Routes
19 Other Routes

Morning Peak

The morning peak on weekdays is one of the busiest travel times of the day. Most bus routes in Fort Worth operate during this period, including commuter-focused express bus services. 5 routes provide service with frequencies of 15 minutes or less during the weekday morning peak.

7AM 9AM

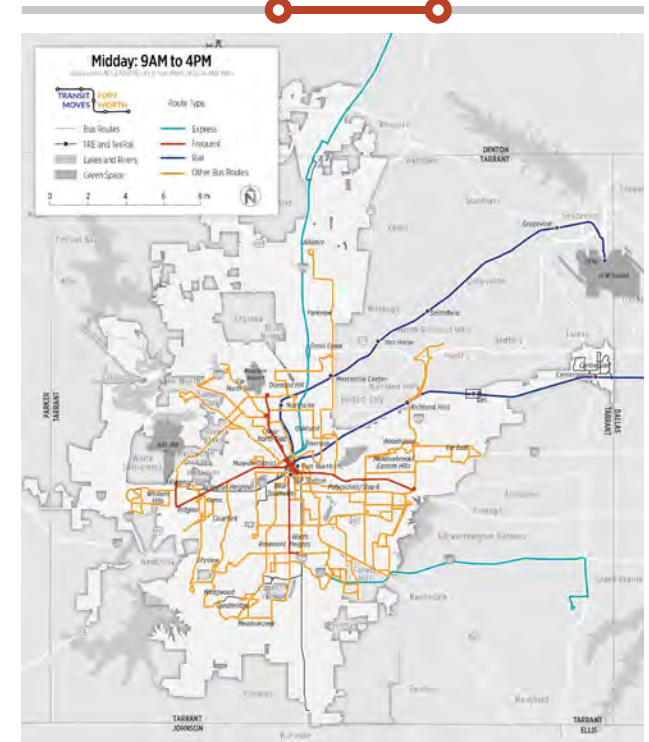


5 Frequent Routes
3 Express Routes
2 Rail Routes
31 Other Routes

Midday

The midday period on weekdays is typically slightly less busy than the morning peak period. While most Fort Worth buses operate during this period, many of the non-frequent routes run less often during midday than during the morning and afternoon peak periods.

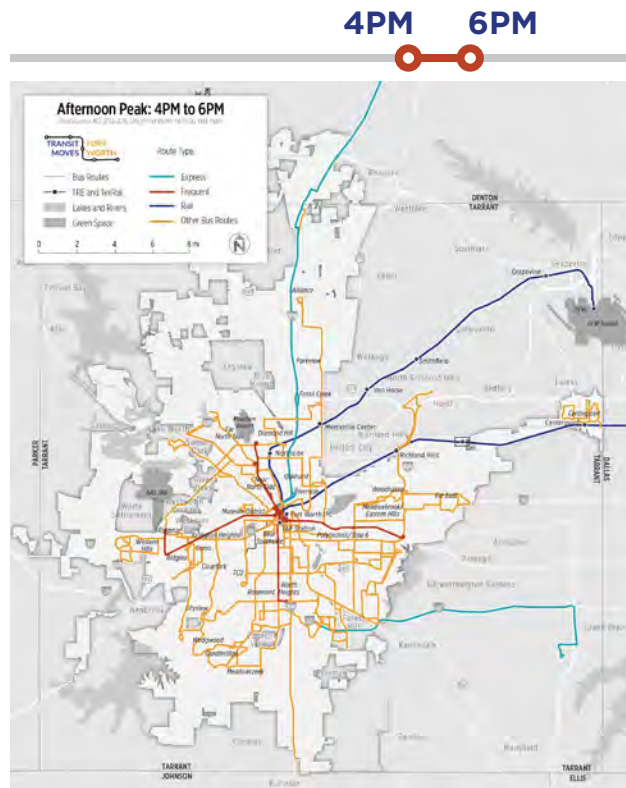
9AM 4PM



7 Frequent Routes
2 Express Routes
2 Rail Routes
33 Other Routes

Afternoon Peak

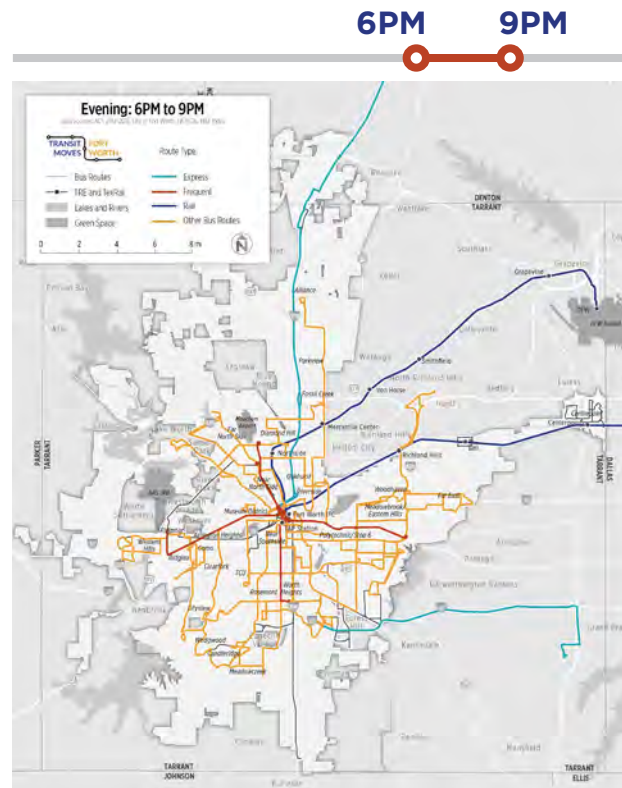
Like the morning peak, the afternoon peak is a busy travel time for commuters on weekdays. Most bus routes in Fort Worth operate during this period, including express bus services. Some routes provide more frequent service during the afternoon peak than they do during other non-peak periods.



6 Frequent Routes
5 Express Routes
2 Rail Routes
33 Other Routes

Evening

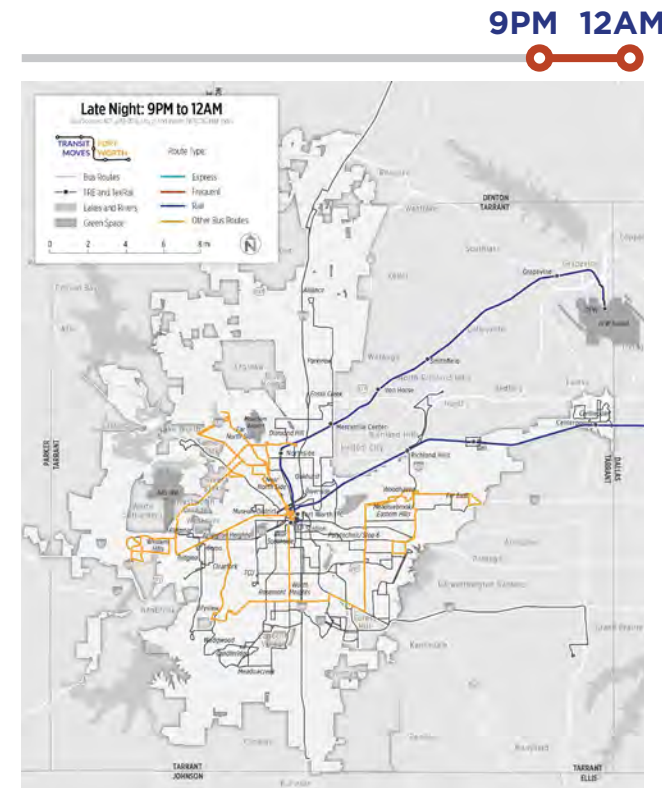
Service during the evening period on weekdays is highly variable, with many routes ceasing service during this period and others offering less frequent service or service in one direction only.



5 Frequent Routes
2 Express Routes
2 Rail Routes
22 Other Routes

Late Night

Most transit service in Fort Worth ceases before 9 PM or 10 PM on weekdays, with only 12 routes offering service through most of the late night period. 10 other bus routes provide service during part of the late night period, but cease service before 10:30 PM. There is no frequent service during this period.



0 Frequent Routes
0 Express Routes
2 Rail Routes
12 Other Routes

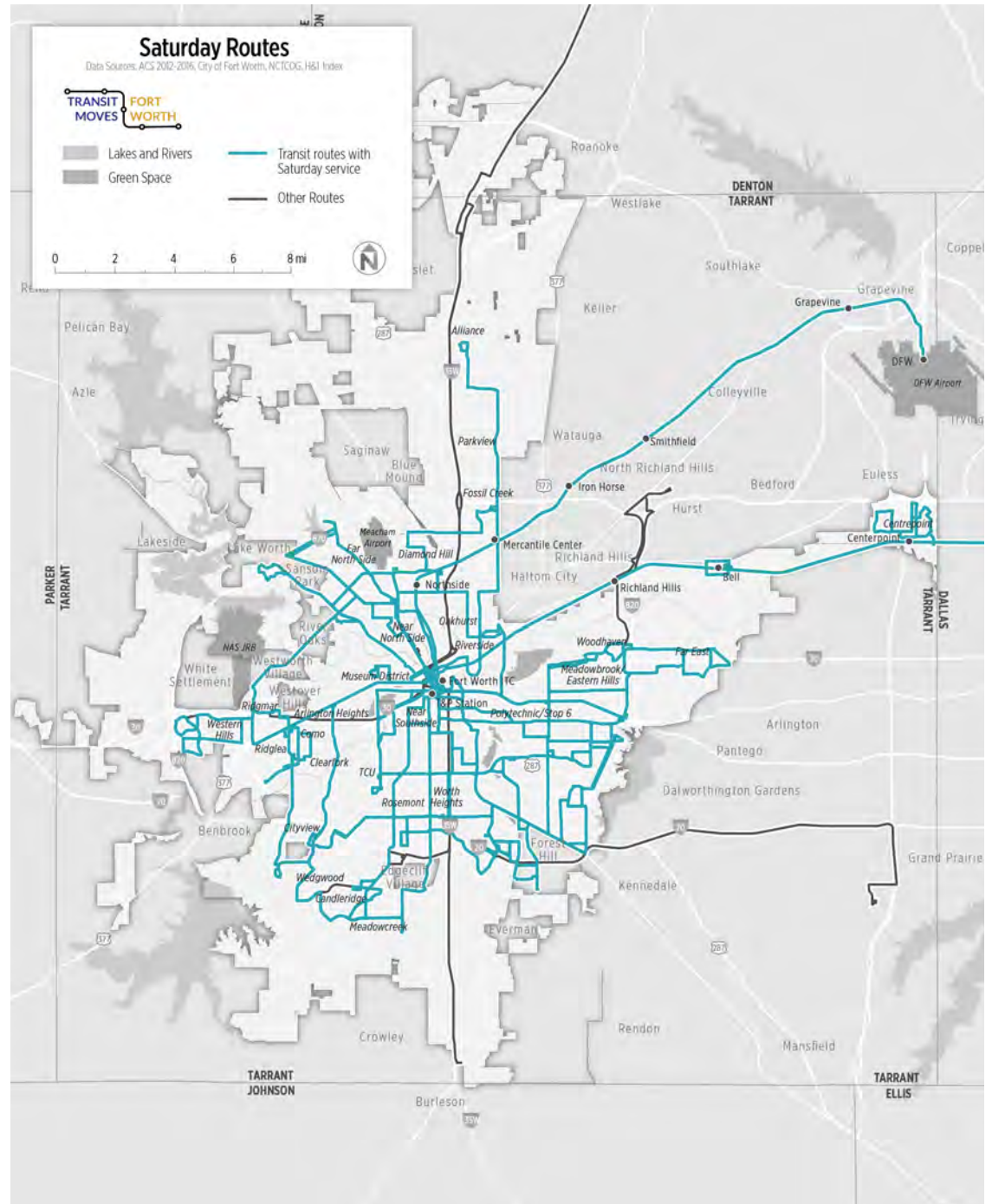
Methodology: Routes are considered to operate during a period if its operates consistent departures through at least half of the period's span. For example, 12 "Other Routes" operate through 10:30 pm or later during the late night period. 10 routes not counted here end before 10:30 PM.

32 Routes Operate on Saturdays

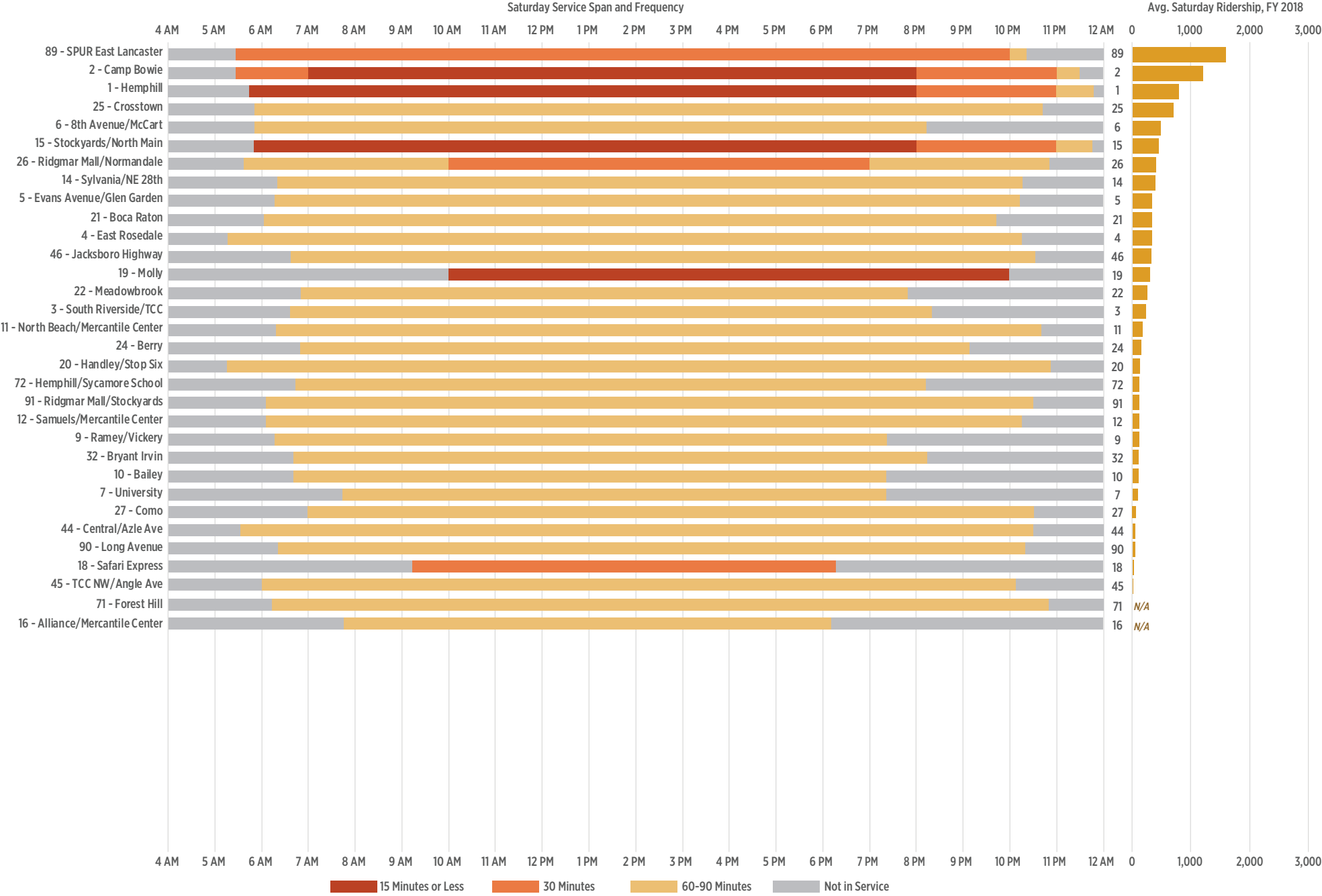
On Saturdays, Trinity Metro’s operations scale back substantially. Three routes operate frequently (every 15 minutes) from approximately 6 AM to 8 PM - Routes 1 - Hemphill, 2 - Camp Bowie, and 15 - North/Main Stockyards. Molly the Trolley operates frequently from 10 AM to 10 PM. Route 89 - the SPUR operates at 30 minute frequencies from 6 AM to 9 PM. Route 26 - Normandale operates at 30 minute frequencies for part of the day, although the route operates as a one-way loop.

In addition to the previously mentioned routes, Route 18X - Safari Express operates at 30 minute frequencies and only runs on Saturdays between Memorial Day and Labor Day. Every other regular service route that operates on Saturdays runs at a frequency of one bus per hour.

Routes that do not operate on Saturdays include Route 23 - Northeast Campus/TRE, Route 28 - Mansfield Highway, all Xpress routes other than the Safari Express, and most Circulator routes (with the exception of Molly the Trolley).



Saturday Frequency, Span of Service, and Ridership

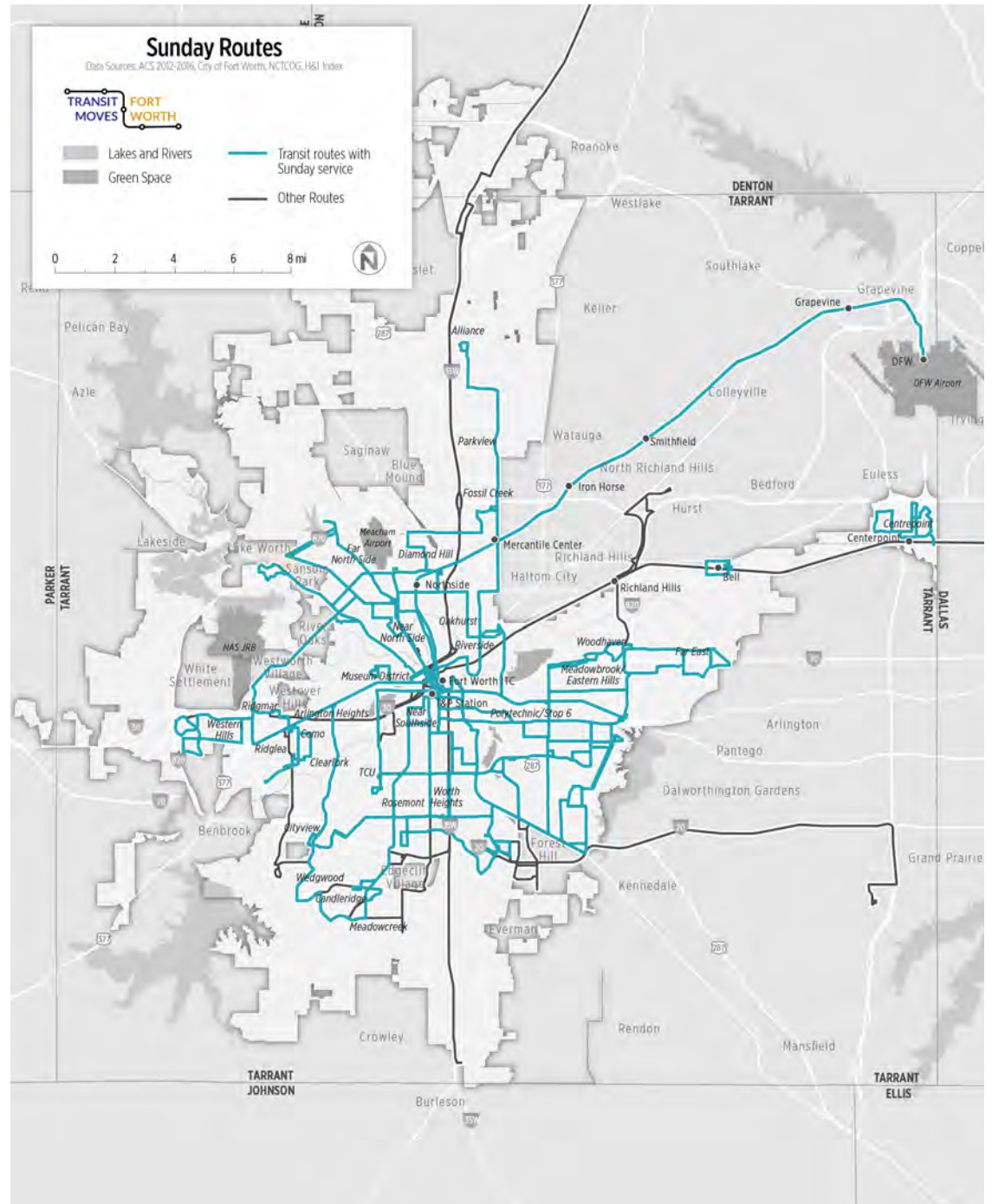


25 Routes Operate on Sundays

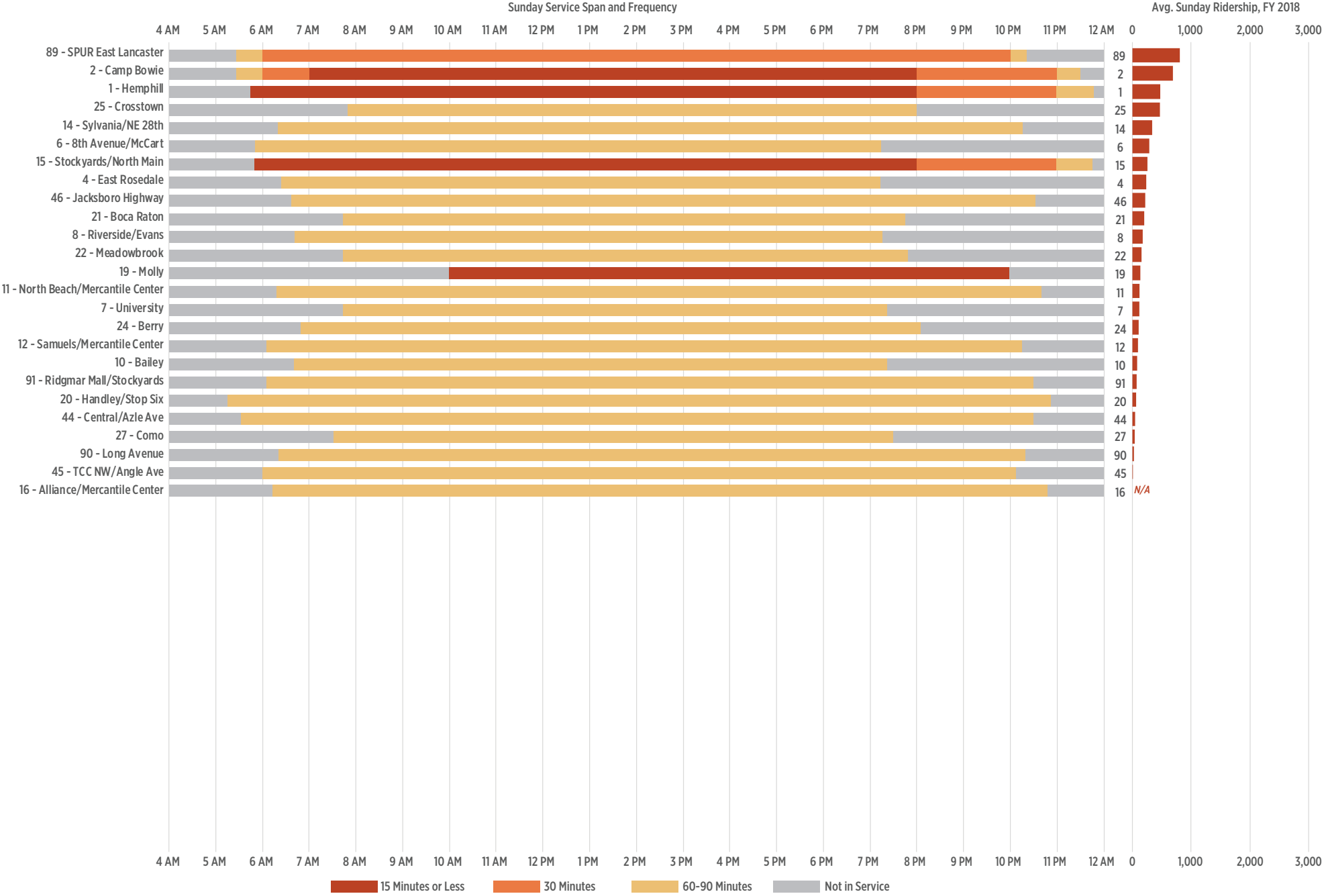
Sunday service on Trinity Metro is further limited beyond the Saturday operating pattern. The same three routes that operate frequently on Saturday - Routes 1 - Hemphill, 2 - Camp Bowie, and 15 - North Main/Stockyards - maintain their span and frequency on Sunday. Molly the Trolley also runs the same frequent schedule on Sunday from 10 AM to 10 PM. Route 89 - the SPUR and Route 26 - Normandale maintain their 30 minute frequencies and spans as well.

All other routes that operate on Sunday operate at hourly frequencies, and typically start service one to two hours later than on Saturday. While many routes operate until 10 or 11 PM, some routes - such as Routes 4 - Rosedale, 25 - Crosstown, 21 - Boca Raton, and 27 - Como - end earlier, typically by 8 PM.

Route 8 - Riverside/Evans is the only route that operates only on Sundays. Conversely, routes 5 - Evans/Glen Garden, 9 - Ramey/Vickery, 32 - Bryant Irvin, 71 - Forest Hill, and 72 - Hemphill/Sycamore School Road run every other day of the week except Sundays. As with Saturdays, Xpress routes and Circulators (other than Molly the Trolley) do not operate.



Sunday Frequency, Span of Service, and Ridership



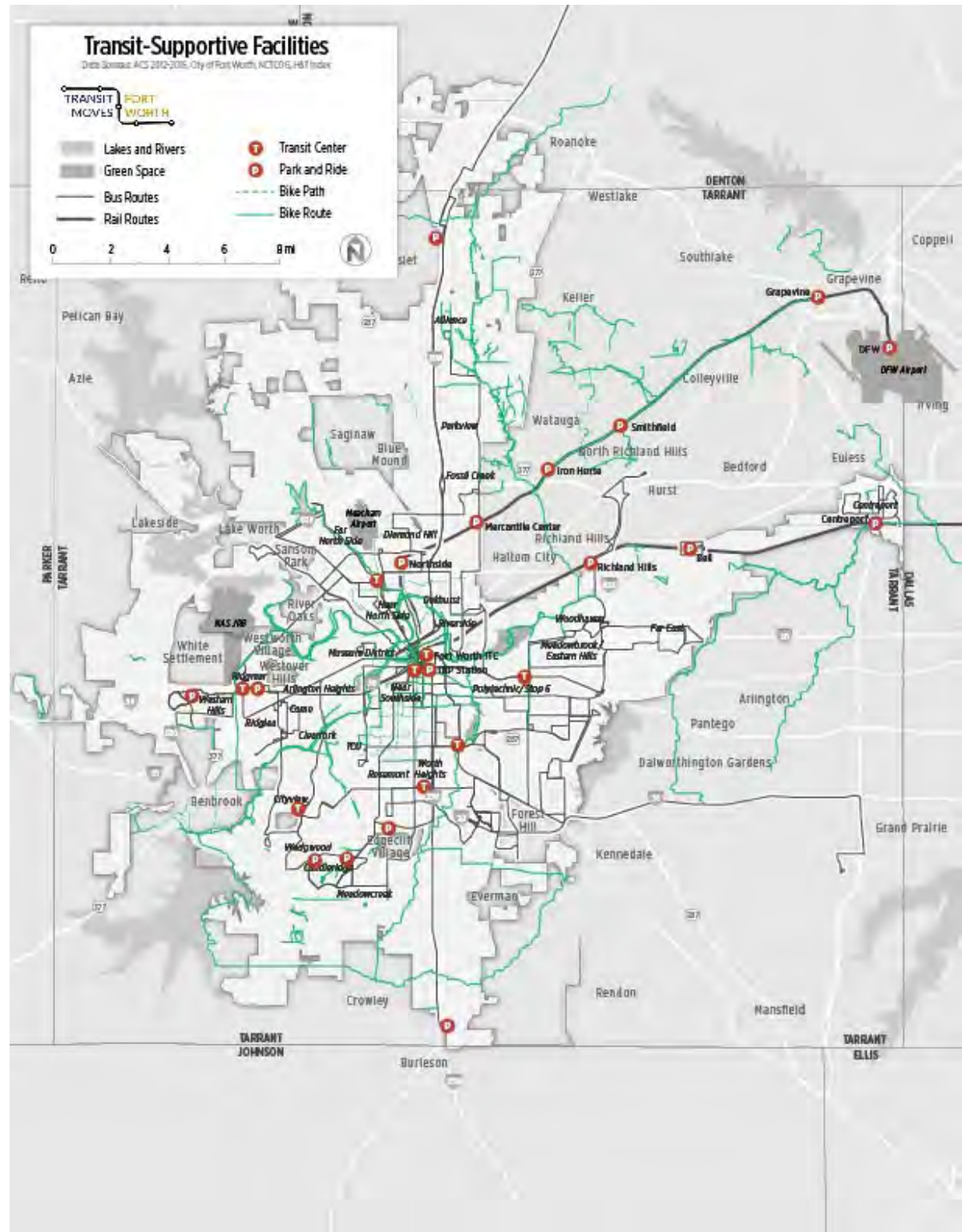
Transit Facilities Provide Places to Connect with Transit and Transfer Between Routes

In addition to transit routes and services, transit facilities such as bus stops, park and rides, or bike infrastructure can play an important role in supporting the needs of riders. While some transit riders may live very close to bus or rail routes, most will typically need to walk, bike, or drive to a bus stop or train station to access the transit network.

Transit facilities can be very influential in creating a positive and enjoyable rider experience. Facilities which are unsafe, poorly lit, or difficult to access will discourage riders from using transit if they have more appealing travel options available. Frustration or dissatisfaction from waiting for infrequent service or making inconvenient transfers can be greatly exacerbated if bus stops, train stations, or transfer centers lack rider amenities.

Transit Facilities

The transit network in Fort Worth includes a variety of transit facilities for connecting to, from, or between bus services. The Intermodal Transit Center (ITC) in downtown Fort Worth is owned and operated by Trinity Metro, and provides connections to 24 different bus routes as well as TRE and TEXRail service. There are 17 Park and Ride lots where riders can connect with Trinity Metro services. 10 of these park and ride lots are at rail stations. Seven of these park and ride lots allow for connection to bus services only: 4 area churches, the North and South Park and Rides, and Texas Health Presbyterian Hospital in Denton. Other transit centers and transfer centers include both on and off-street facilities outfitted with varying levels of amenities, including basic shelters, benches, way-finding, and lighting.



Fort Worth Intermodal Transportation Center (ITC)

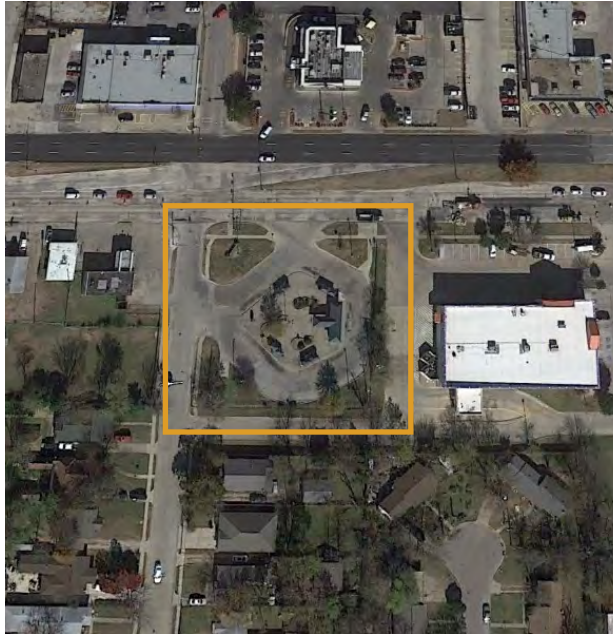


Fort Worth ITC

The Intermodal Transportation Center opened in 2002 following the extension of the TRE service to downtown Fort Worth. The ITC is located at the intersection of 9th Street and Jones Street in downtown Fort Worth. The transportation center was developed to provide a convenient and centralized hub for multiple forms of public transportation with indoor waiting facilities and customer counters, including a staffed Customer Relations kiosk.

The ITC is Trinity Metro's largest transfer center, and it functions as a hub for the transit agency's routes that serve downtown Fort Worth. This facility also offers access to the regional TRE service and national Amtrak service, Greyhound bus service, taxi and TNC service, Enterprise Rent-A-Car, and two Fort Worth B-Cycle bikeshare stations.

East Fort Worth Transfer Center



East Fort Worth Transfer Center

The East Fort Worth Transfer Center is an off-street transfer facility located off South Sargent Street in East Fort Worth. The transfer center has four bus shelters and a canopy that covers two benches. The East Fort Worth Transfer Center is served by 5 routes including the Spur*.

La Gran Plaza Transfer Center



La Gran Plaza Transfer Center

La Gran Plaza Transfer Center is an off-street transfer center located just south of the La Gran Plaza shopping mall, north of East Seminary Drive in south Fort Worth. The transfer center consists of six bus bays and is served by four routes.

Ridgmar Mall Transfer Center



Ridgmar Mall Transfer Center

The Ridgmar Mall Transfer Center is located on Mall Circle just east of Ridgmar Mall. The transfer center is a stop with a bus shelter and space for three buses to layover. It is served by five routes.

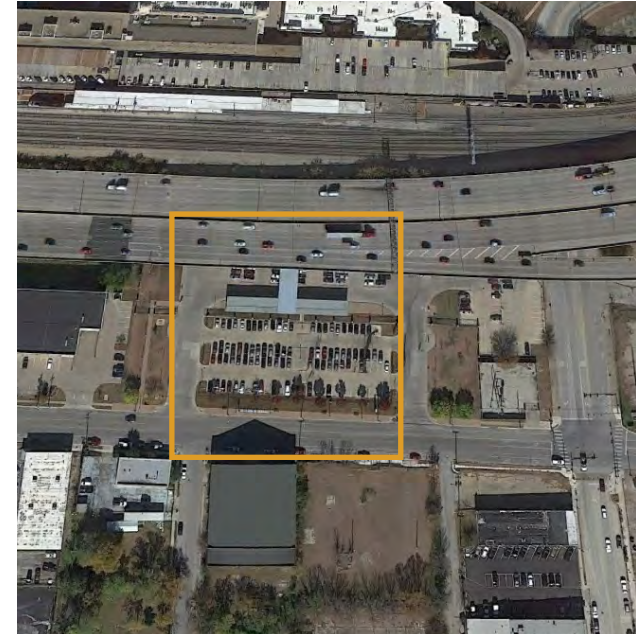
Stockyards Transfer Center



Stockyards Transfer Center

The Stockyards Transfer Center is located on the east side of North Houston Street in north Fort Worth in the Stockyards area. The transfer center is essentially a bus stop with four adjoining bus shelters located two blocks west of North Main Street. North Main Street is the center of most area activity. This transfer center is served by six routes.

Vickery Boulevard Transfer Center



Vickery Boulevard Transfer Center

The Vickery Boulevard Transfer Center is located at the Texas & Pacific (T&P) Station. Buses stop within the station, where there is a sheltered waiting area. T&P Station also has a B-Cycle bike share station and is served by two routes.

Sierra Vista Transfer Center



Sierra Vista Transfer Center

The Sierra Vista Transfer Center is an off-street transfer facility located south of East Berry Street near the intersection of Riverside Drive in southeast Fort Worth. The transfer center contains four bus shelters and is served by four routes.

Other Transit-Supportive Facilities

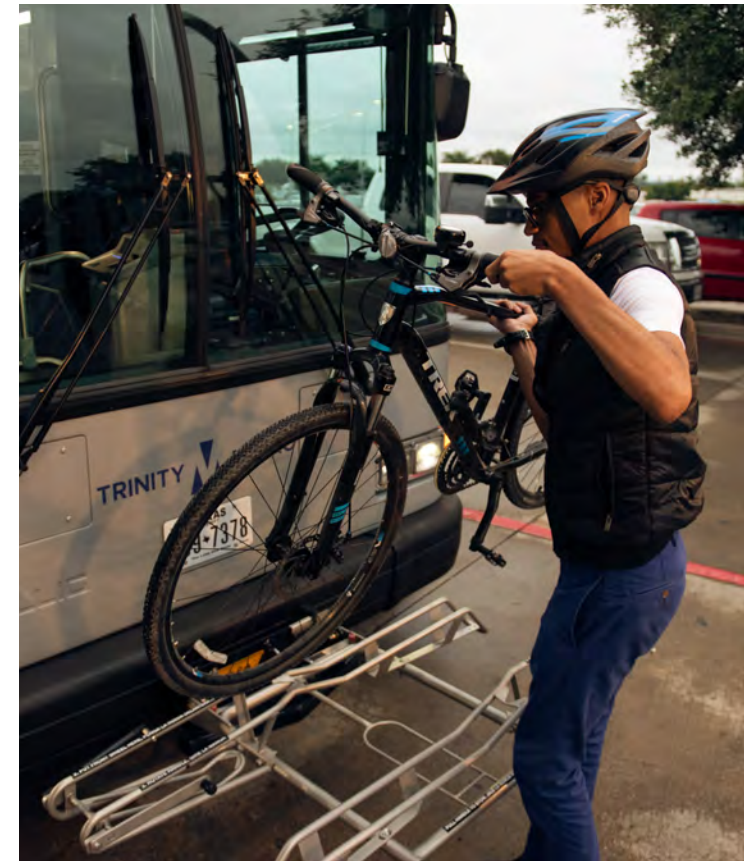
Aside from the ITC, most transit centers, transfer centers, and park and rides are located in lower-density areas with limited pedestrian access or nearby amenities. While some are located near large shopping centers, bus access points at these sites are located in peripheral areas far from activities and amenities.

Nonetheless, several of these transit centers have the highest average daily ridership outside of downtown. After the ITC, the Trinity Metro bus stops with the highest ridership in FY 2018 were the Ridgmar Mall Transfer Center, the East Fort Worth Transfer Center, and La Gran Plaza Transfer Center.

Bicycle Infrastructure

Fort Worth is home to an increasingly robust network of bicycle routes and trails. Like transit centers, transfer centers, and park and rides, bicycle facilities can provide opportunities for potential transit riders to access bus and rail services. Safe, secure bicycle facilities—including bike lanes and places to lock bikes near transit services—are important for encouraging transit riders to use bikes for making first- and last-mile connections to transit. Riders may be more likely to use a bicycle to connect to frequent, higher-quality transit services than to basic bus services.

Cyclists are permitted to bring their bikes on TEXRail and TRE trains. TEXRail trains include on-board bike racks, while TRE trains include designated areas for riders to stand with bikes. All buses on Trinity Metro routes include folding bicycle racks on the front of vehicles. While some bus stops in the downtown area are located near on-street bike racks, few bus facilities in other parts of the city provide on-street opportunities for securing bicycles.

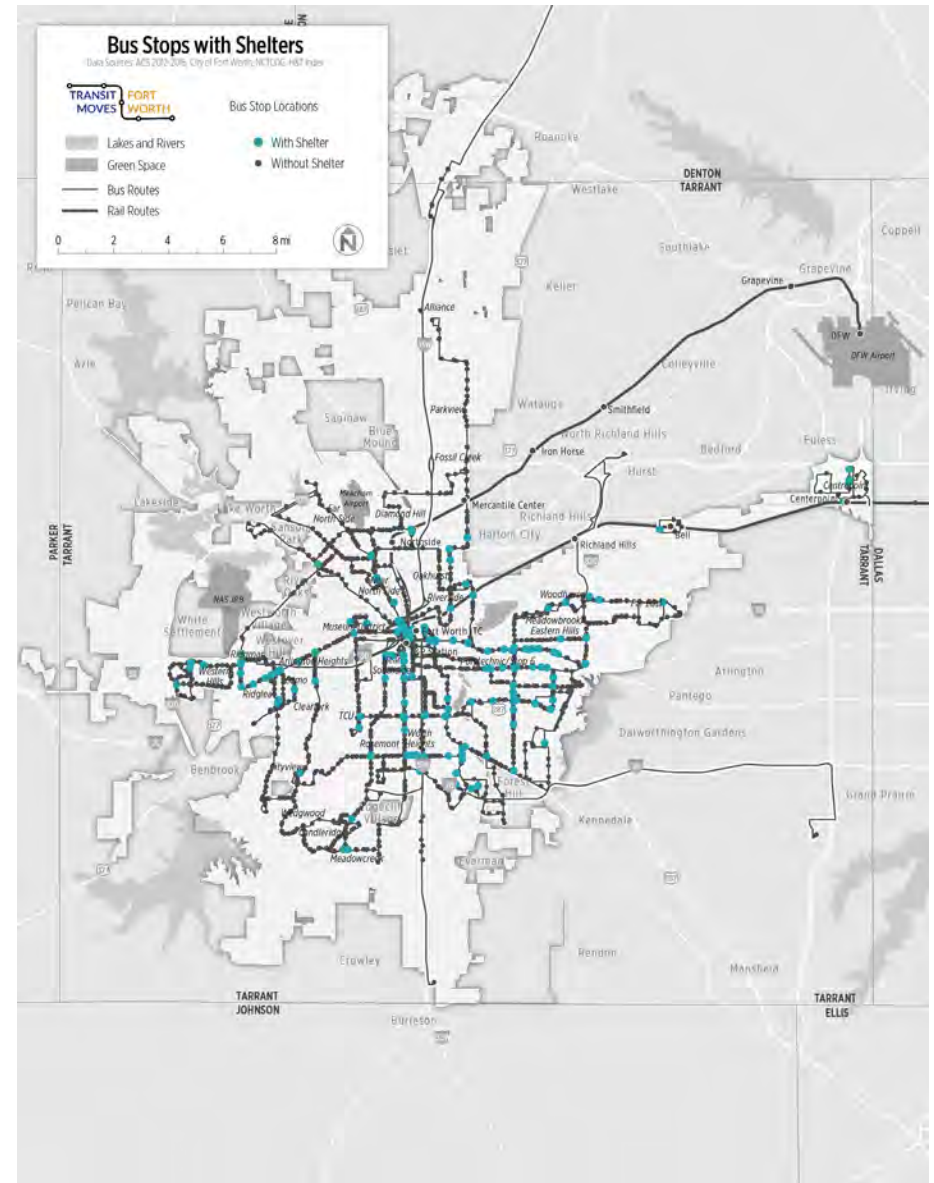


Bus Stop Amenities

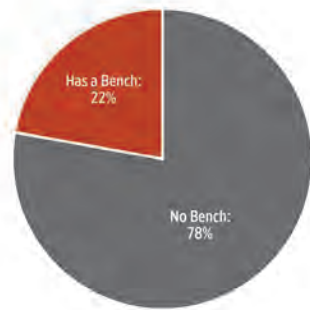
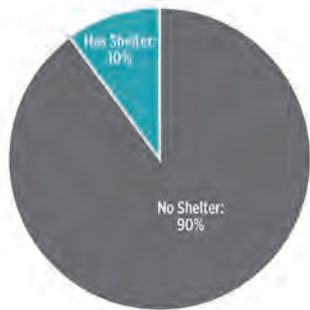
Most bus stops in the Trinity Metro network lack shelters, seating, or lighting. Many stops are marked with a simple signpost and lack any rider amenities. Others present accessibility challenges for riders with physical disabilities, often because of a lack of accessible curbs, sidewalks and ramps, and/or stop pads..

Stops which do include shelters, benches, lighting, and way-finding provide a much more appealing rider experience. Trinity Metro has recently made improvements to on-street bus stops at a variety of locations in Fort Worth, with shelters that better support riders who are waiting for less-frequent service.

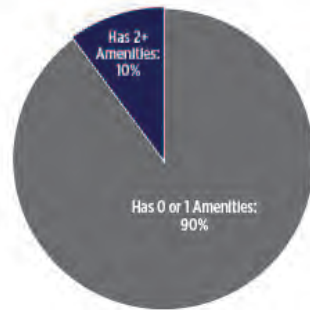
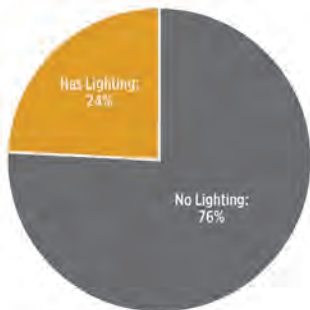
Bus Stops with a Shelter



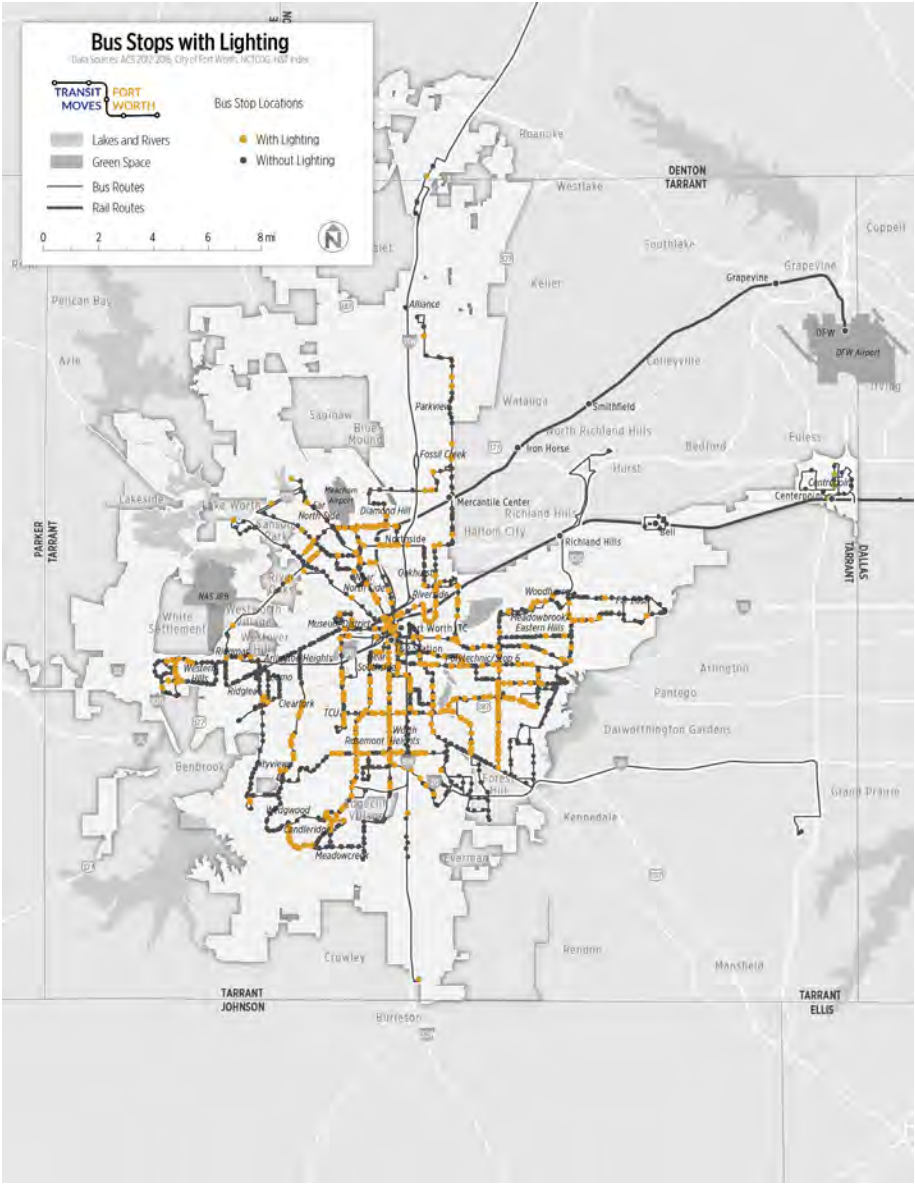
Bus Stops with a Shelter Bus Stops with a Bench



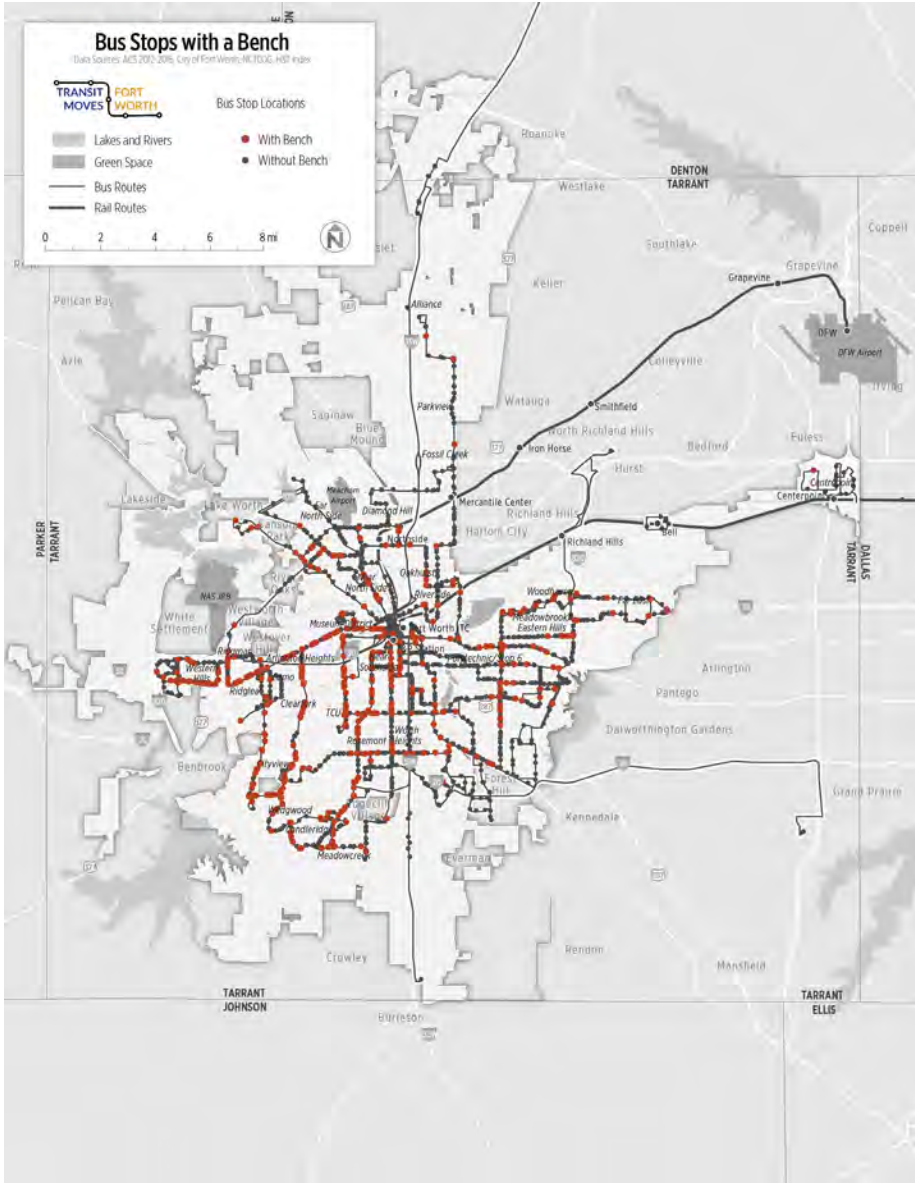
Bus Stops with Lighting Bus Stops with 2+ Amenities



Bus Stops with Lighting



Bus Stops with a Bench



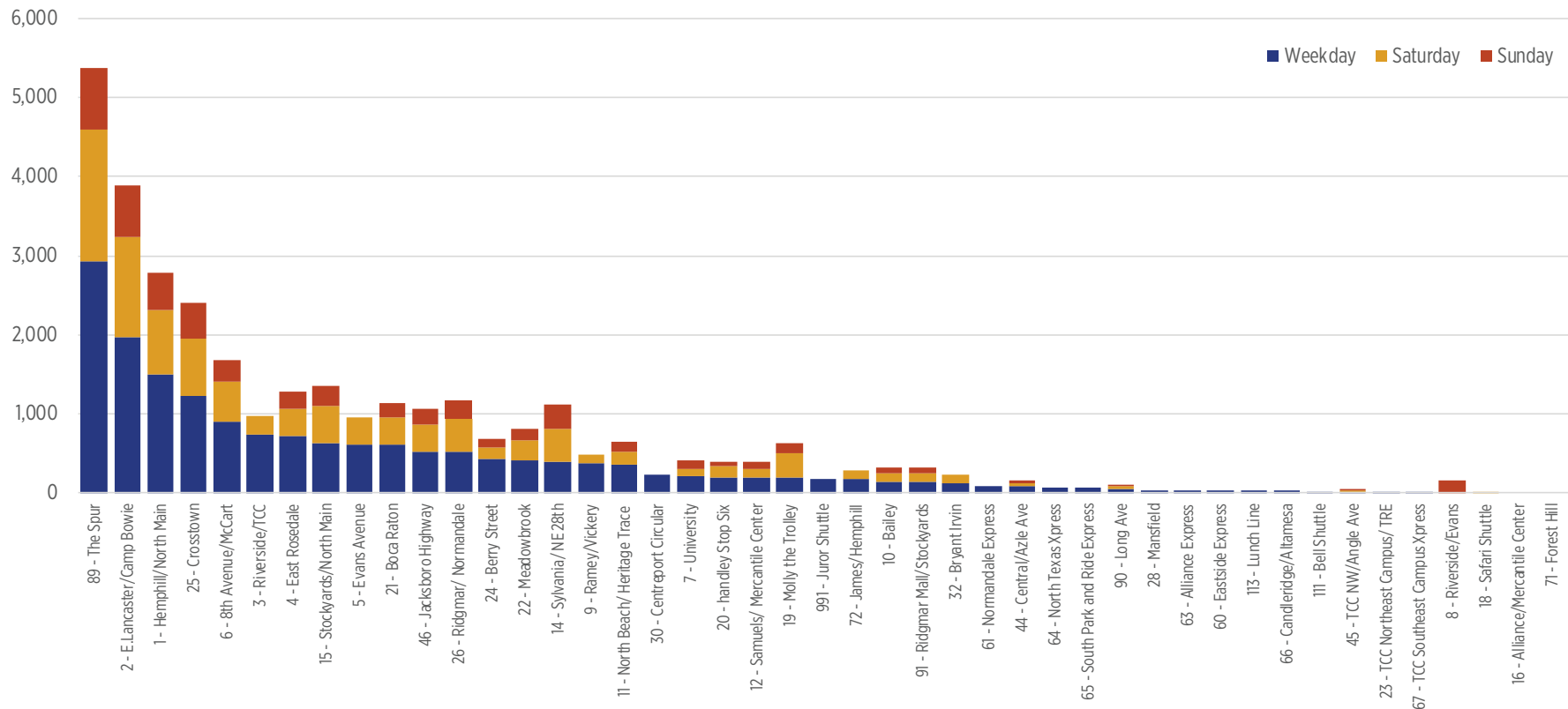
Ridership by Route Ranges from Very High to Very Low

In Fiscal Year 2018, approximately 18,000 riders boarded Trinity Metro routes on a typical weekday. Ridership on most routes corresponded to the level of service provided. Typically, routes that offer frequent, all-day service tended to have higher daily ridership totals than routes which operate less frequently or for less time during the day. Ridership also varied between typical weekdays, Saturdays, and Sundays. System-wide ridership averaged 10,200 on Saturdays and 5,000 on Sundays.

By a large margin, the highest ridership route on any given day is Route 89 - The SPUR, which is Fort Worth's only "Rapid Bus" service offering. In FY 2018, nearly 3,000 riders boarded The SPUR on an average weekday. The two next highest ridership routes - the 2 -Camp Bowie and the 1 - Hemphill- also operate frequent, all-day service 7 days a week. The only other route with more than 1,000 average weekday riders was the Route 25 - Crosstown.

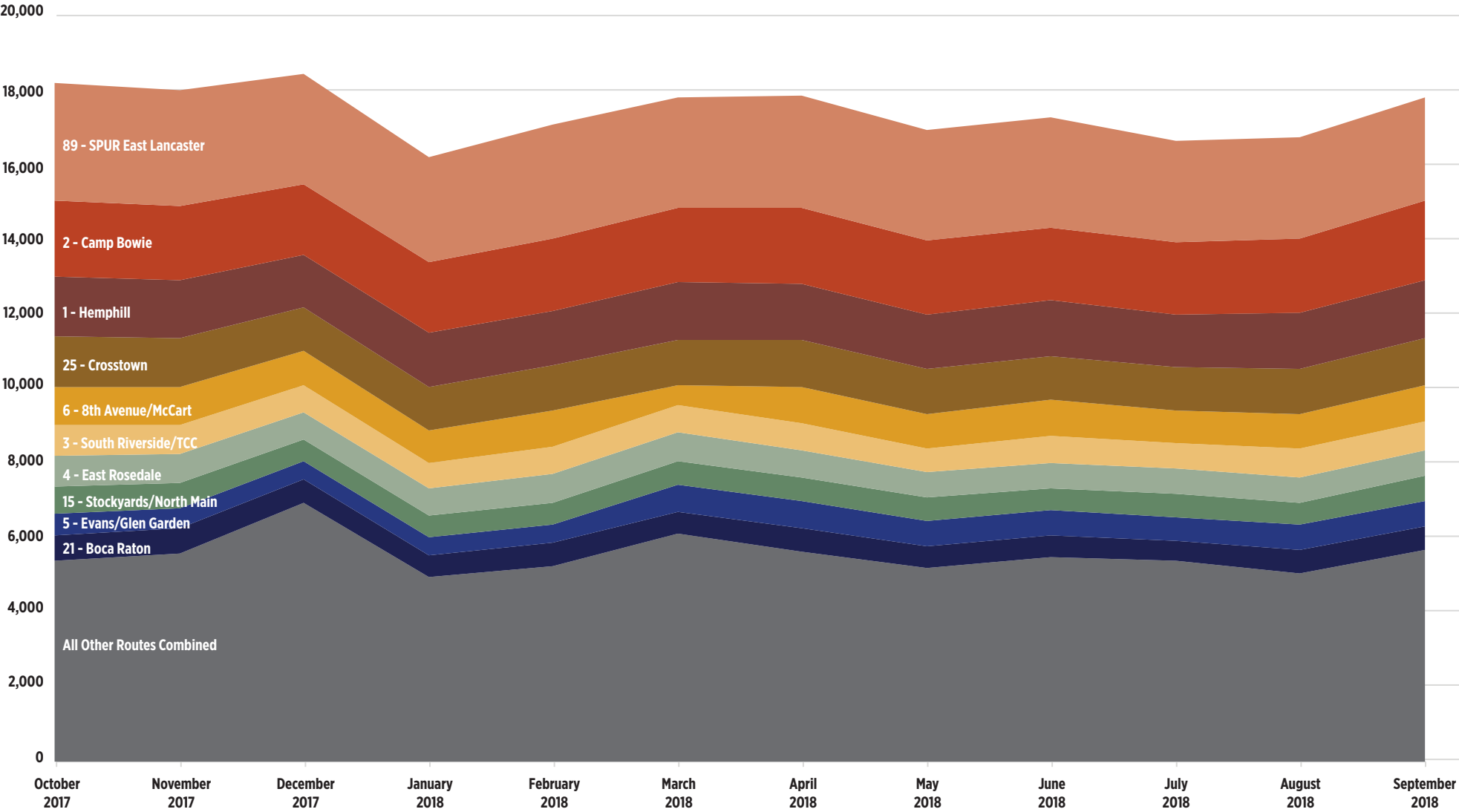
Most other Radial, Feeder, and Crosstown routes generally carried between 100 and 1,000 riders on a typical weekday in FY 2018. Saturday and Sunday ridership generally totaled half of typical weekday ridership on routes that operate weekend service, with a few notable exceptions. Route 14 - Sylvania/ North Main carried more riders on a typical Saturday than it did on weekdays, as did Molly the Trolley.

Average Weekday, Saturday, and Sunday Ridership, FY 2018



NOTE: Ridership numbers are not available for Route 16, Route 71, and the Safari Shuttle. TCC Express services and the Bell Shuttle average fewer than 25 riders per day.

Average Weekday Ridership by Month, FY 2018



Ridership Is Concentrated at Transfer Centers

Examining boardings by stop reveals further nuance to ridership patterns throughout the system and across routes. Trinity Metro’s system is heavily reliant on transfer centers to facilitate longer trips, which is why the eight transfer centers accounted for 42% of daily boardings in FY 2018.

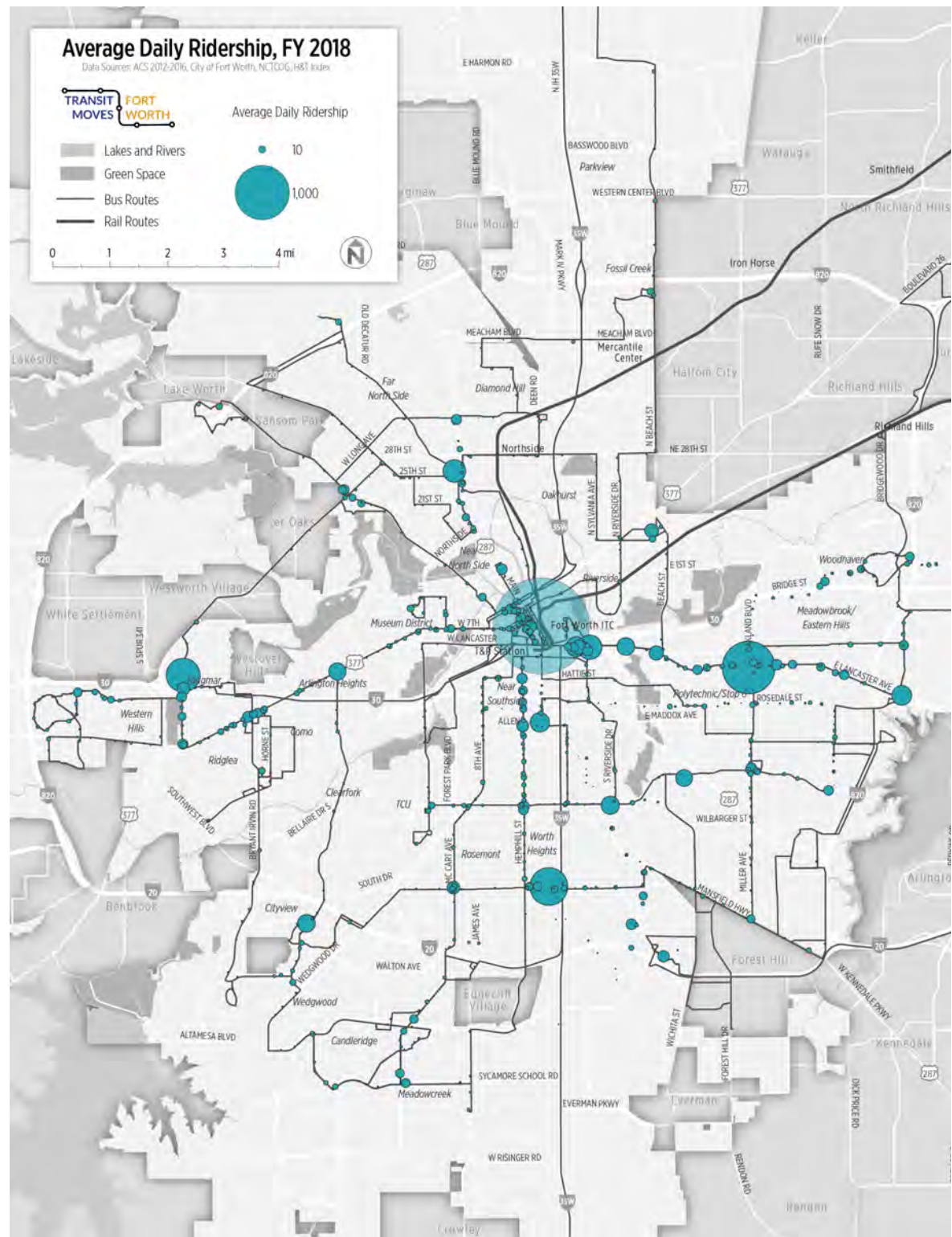
The Intermodal Transportation Center (ITC) is by far the busiest bus station in the Trinity Metro system. More than three times as many riders (3,200) boarded buses at the ITC than on the next busiest stop - the East Fort Worth Transfer Center - where almost 1,000 passengers boarded per day on average in FY 2018. La Gran Plaza and Ridgmar Mall Transfer Centers saw approximately 500 average boardings per day. Lancaster & Pine, which serves Route 89 - the SPUR and Route 14 - Sylvania/North Main, was the fifth busiest stop in FY 2018 - and the busiest non-transfer center stop in the city.

Rounding out the top 10 stops in the system are the Stockyards TC, Sierra Vista TC, two additional stops along The SPUR route (Halbert & Kerr, Lancaster & Cedar/Poplar), and the stop serving JPS Hospital on routes 4 - East Rosedale, 5 - Evans/Glen Garden, and 8 - Riverside/Evans (Main & St. Joseph).

Within Central Fort Worth, boarding activity is concentrated outside of downtown (with the exception of the ITC). The downtown bus stops other than the ITC served 500 daily boardings on average in FY 2018, and 85% of downtown bus boardings occurred at the ITC.

Beyond the major transfer centers, ridership is fairly dispersed at stops throughout the city. Some notable concentrations of boarding activity occur near major retail/employment destinations - such as Walmarts at Renaissance Square, Beach Street, and Jacksboro Highway/183 - as well as civic destinations such as the TCC South Campus.

Other concentrations of boarding activity occur along frequent transit routes in many of Fort Worth’s designated Urban Villages. Examples include: Camp Bowie Blvd. in Ridglea, Hemphill Street in Near Southside, and East Lancaster in Stop Six/Handley.



Ridership Has Declined Since Reaching a Peak in 2014

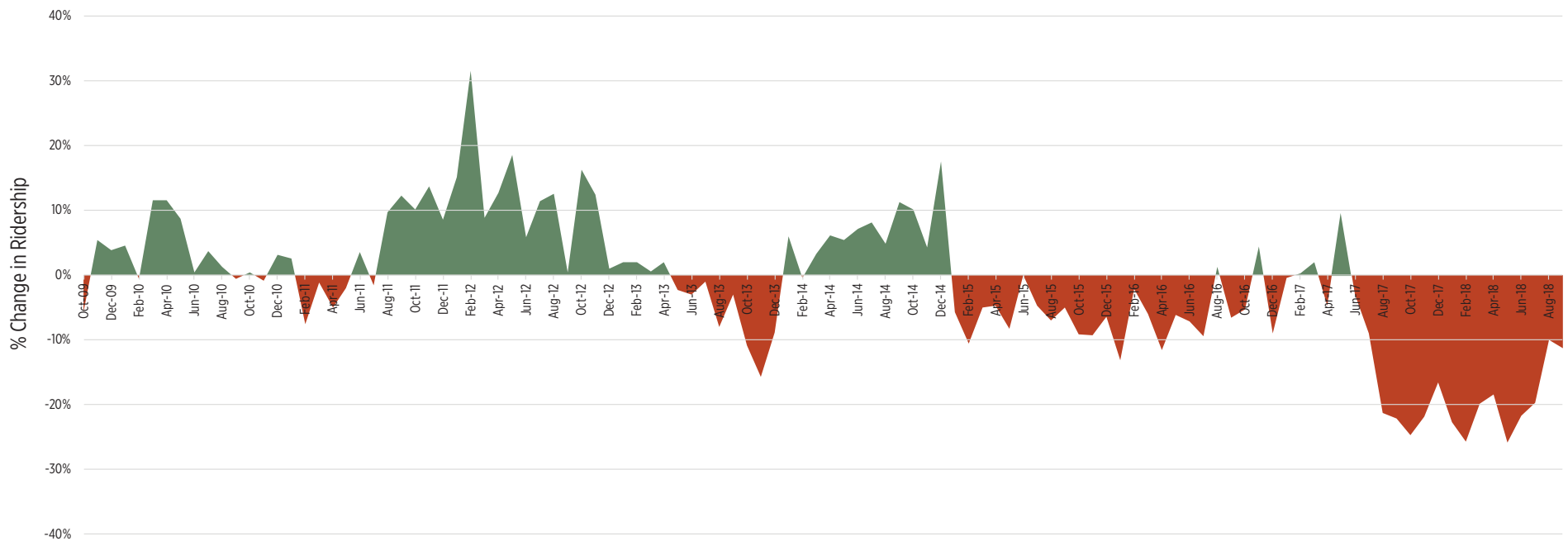
Ridership on Trinity Metro’s system has seen uneven changes over the past 8 years. In general, ridership in FY 2018 was down on Weekdays and Saturdays compared to FY 2010, while Sunday ridership had increased slightly. Weekday ridership was down 22%, Saturday ridership was down 16%, and Sunday ridership was up 14%. Total system ridership in FY 2018 was approximately 5.2 million, while in FY 2010 it was approximately 6.5 million - a decrease of 20%.

However, looking at the range of ridership trends throughout the 8 year time frame reveals that

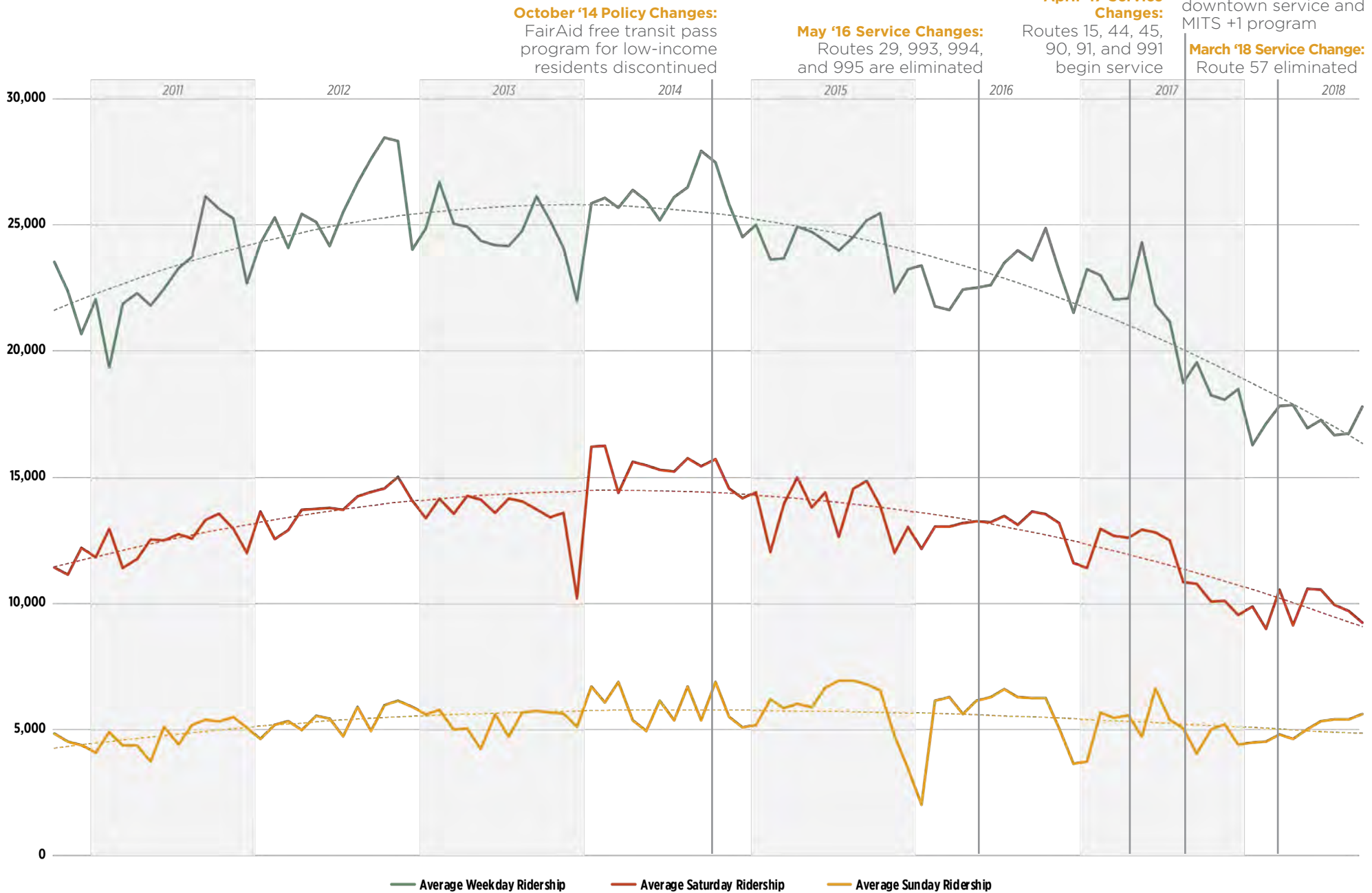
ridership actually peaked above the FY 2010 totals before declining. System-wide ridership peaked in FY 2014, when 7.6 million riders boarded Trinity Metro buses. When breaking down annual ridership by month, the steepest decline in ridership occurred during 2017. In January 2017, monthly ridership system-wide was 537,000. By December 2017, monthly ridership dropped to 439,000 - a loss of nearly 100,000 average monthly riders. Towards the end of FY 2018, weekday and Saturday ridership started to stabilize, while Sunday ridership increased.

Ridership also tends to fluctuate month-to-month over the course of a typical year. In general, most years experience the highest ridership on weekdays in October (the busiest month in the system over the last 8 years occurred in October 2012). Ridership tends to be lowest during the winter months and higher from approximately May through October.

Year-Over-Year Change in Monthly Ridership, FY 2010 to FY 2018



Trinity Metro Monthly Ridership, 2011-2018







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