

T MASTER PLAN 2015



STATE OF THE SYSTEM REPORT

Appendix: Route Profiles

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APPENDIX: ROUTE PROFILES

To determine how well existing service performs and serves demands identified in the Market Analysis, this appendix presents an evaluation of the effectiveness of all Fort Worth Transit Authority (The T) fixed-route services.

For each route, there is a summary of how well it serves its intended markets, how well it works within the overall system, and what changes could be made to improve route performance and responsiveness to community needs. The profile includes the route's operating characteristics, how it compares to The T's other routes, and identifies opportunities for possible redesign, elimination, or enhancement.

The route profiles are based on a number of factors, including service characteristics, ridership volumes and patterns, productivity, and service issues. Most importantly, each route evaluation concludes with service improvement opportunities that will provide much of the basis for the development of alternative service scenarios. The following are included in the route profiles:

- A description of the route, the service type, and major markets served
- A description of the route's alignment and service patterns
- A description of other routes that also serve the same areas
- Ridership characteristics
- Productivity and performance characteristics
- An overall assessment of the strengths and weaknesses of the route

Hemphill/North Main

Route 1 is a radial route that connects residential neighborhoods north of downtown Fort Worth to downtown and commercial activity along Main Street. The route serves the north-south Hemphill Road corridor and Main Street, and has four alignments north of the Stockyards area of Fort Worth.



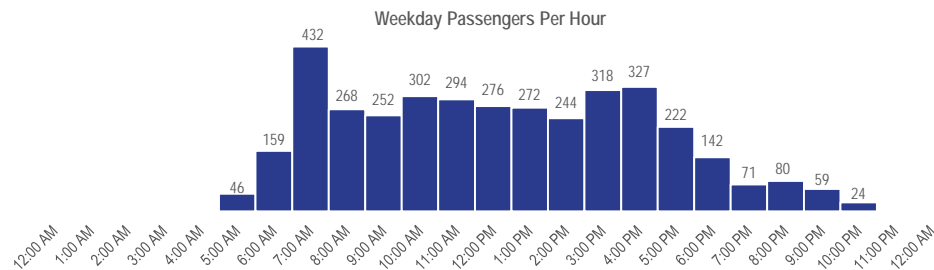
SERVICE TYPE: Radial

SERVICE PATTERNS: All service operates north-south on Hemphill Road and North Main Street between downtown and the La Gran Plaza and Northside Transfer Center. North of the Stockyards, four variants serve residential neighborhoods along different alignments (1a, 1b, 1c, and 1d).

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:03 AM – 10:15 PM		260
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	15	
Midday	9:00 AM – 3:00 PM	15	
Evening/Night	6:00 PM to end of service	30	
Saturdays	5:37 AM – 10:15 PM	60	177
Sundays	6:45 AM – 8:15 PM	60	81

RIDERSHIP: Route 1 carries 3,503 passengers per weekday and is The T's 2nd highest ridership route. Ridership is peak oriented, with ridership nearly twice as high in the peak than during the midday. High ridership stops include the ITC, La Gran Plaza, and 6th & Calhoun near LaGrave Field.



PERFORMANCE: Route 1 ranks 2nd in weekday riders per revenue hour and 14th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	3,503	2	1,969	2	1,055	2
Avg. Riders per Revenue Hour	25.0	8	18.6	11	20.0	7
Avg. Riders per Trip	13.5	14	11.1	14	13.0	7

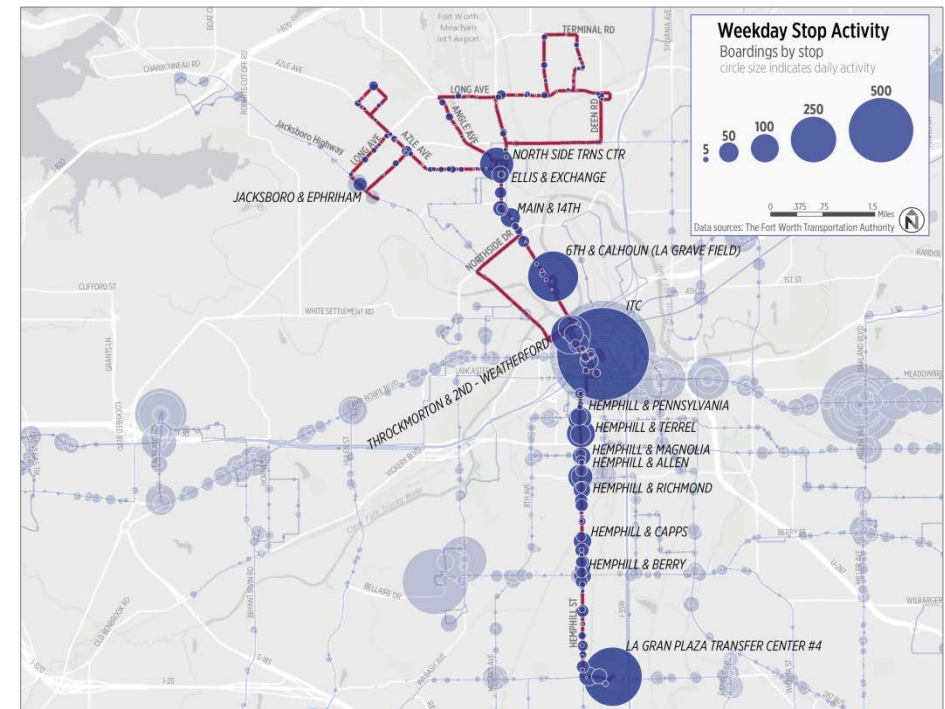
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$4,032,595

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	Varies	7	Very direct except north segments
Average Speed (mph)	10.9	31	
Typical Peak Headway (mins)	15	-	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- One of the highest ridership routes in The T system
- Frequent service on trunk, and relatively frequent during evening hours
- Direct alignment between downtown and the Stockyards

WEAKNESSES

- Low average speed
- Multiple circuitous alignments north of the Stockyards

SERVICE IMPROVEMENT OPPORTUNITIES

- Simplify service north of the Stockyards
- Implement Rapid Bus service in the North Main corridor

Camp Bowie

Route 2 is a radial route that connects downtown Fort Worth and Ridgmar Mall, serving western Fort Worth along West 7th Street and the Camp Bowie Boulevard corridor.



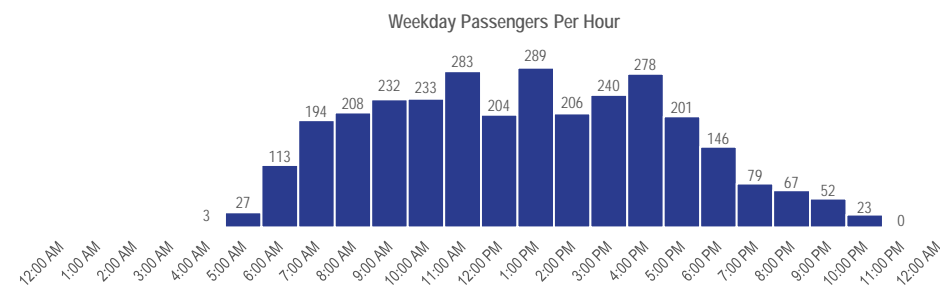
SERVICE TYPE: Radial

SERVICE PATTERNS: Route 2 travels west from the ITC along the West 7th Street/Camp Bowie Boulevard corridor to Ridgmar Mall. During the evening on weekdays and Saturdays, Route 2 also serves the Western Hills neighborhood west of Ridgmar Mall along a "figure 8" loop alignment in lieu of Route 26 Ridgmar/Normandale.

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	4:54 AM – 10:51 PM		115
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	15	
Midday	9:00 AM – 3:00 PM	15	
Evening/Night	6:00 PM to end of service	60	
Saturdays	5:29 AM – 10:15 PM	30	60
Sundays	5:52 AM – 7:52 PM	60	26

RIDERSHIP: Route 2 carries 3,062 passengers per weekday and is The T's 3rd highest ridership route. Ridership is fairly consistent throughout the day, with peaks during the midday and the PM peak. High ridership stops include the ITC and Ridgmar Mall.



PERFORMANCE: Route 2 ranks 3rd in weekday riders per revenue hour and 5th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	3,062	3	1,863	3	1,055	2
Avg. Riders per Revenue Hour	37.1	3	41.8	2	20.0	7
Avg. Riders per Trip	26.6	5	31.1	3	40.6	7

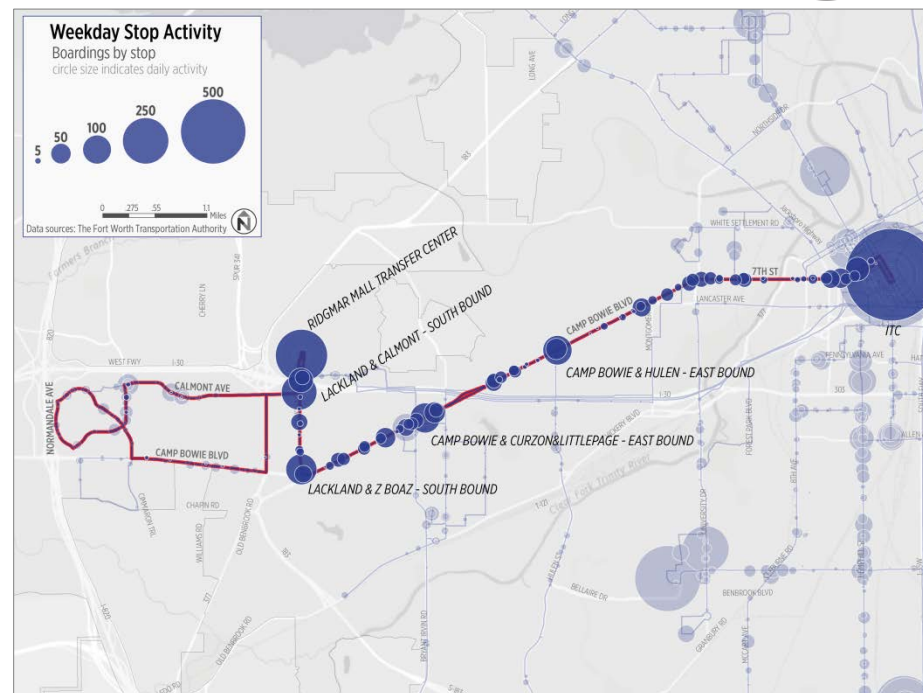
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$2,462,314

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.1	9	Very direct except western loop
Average Speed (mph)	12.1	26	
Typical Peak Headway (mins)	15	-	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Among the best performing routes in terms of ridership, riders per revenue hour, and riders per trip, on all days of service
- Very direct alignment serving a major corridor
- Frequent service, with high ridership to support it

WEAKNESSES

- Infrequent evening service
- Circuitous evening and weekend service west of Ridgmar Mall
- Confusing service structure west of Ridgmar Mall with weekday daytime service provided by Route 26 Ridgmar/Normandale and weekday evening and weekend service provided by Route 2.

SERVICE IMPROVEMENT OPPORTUNITIES

- Upgrade to Rapid Bus/BRT service.
- Reconfigure and simplify service west of Ridgmar Mall.
- Run Route 26 in evenings and on Sundays instead of Route 2's current evening and Sunday alignment.

South Riverside/TCC South

Route 3 is a radial route that connects Tarrant County College South Campus to downtown Fort Worth. The route serves the north-south Riverside Drive and Tennessee Avenue corridors.



SERVICE TYPE: Radial

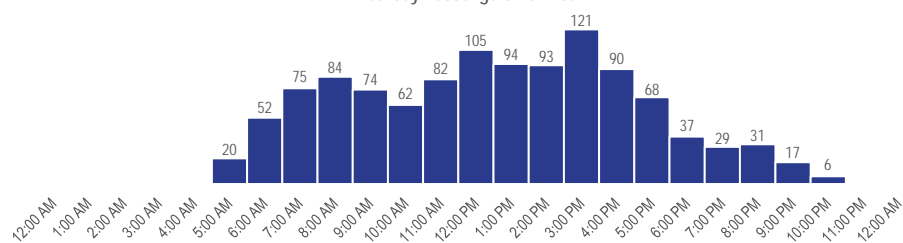
SERVICE PATTERNS: All service operates north-south on Riverside Drive and Tennessee Avenue between Seminary Drive and Lancaster Avenue. The Tarrant County College South Campus is served via a counterclockwise loop.

SCHEDULE: Service operates on weekdays and Saturday. On Sundays, some of the far northernmost portions are served by route 8 Riverside/Evans.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:00 AM – 10:15 PM		62
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	30	
Middy	9:00 AM – 3:00 PM	30	
Evening/Night	6:00 PM to end of service	60	
Saturdays	6:38 AM – 8:15 PM	60	28
Sundays	-	-	-

RIDERSHIP: Route 3 carries 1,168 passengers per weekday and is The T's 8th highest ridership route. Ridership is relatively consistent throughout the day, peaking around midday and declining throughout the evening. High ridership stops include the ITC, Campus & Regal Ridge, Resource Connection Transfer Center, and Tarrant County College.

Weekday Passengers Per Hour



PERFORMANCE: Route 3 ranks 7th in weekday riders per revenue hour and 10th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	1,168	8	397	12	-	-
Avg. Riders per Revenue Hour	26.4	7	20.3	9	-	-
Avg. Riders per Trip	18.8	10	14.2	10	-	-

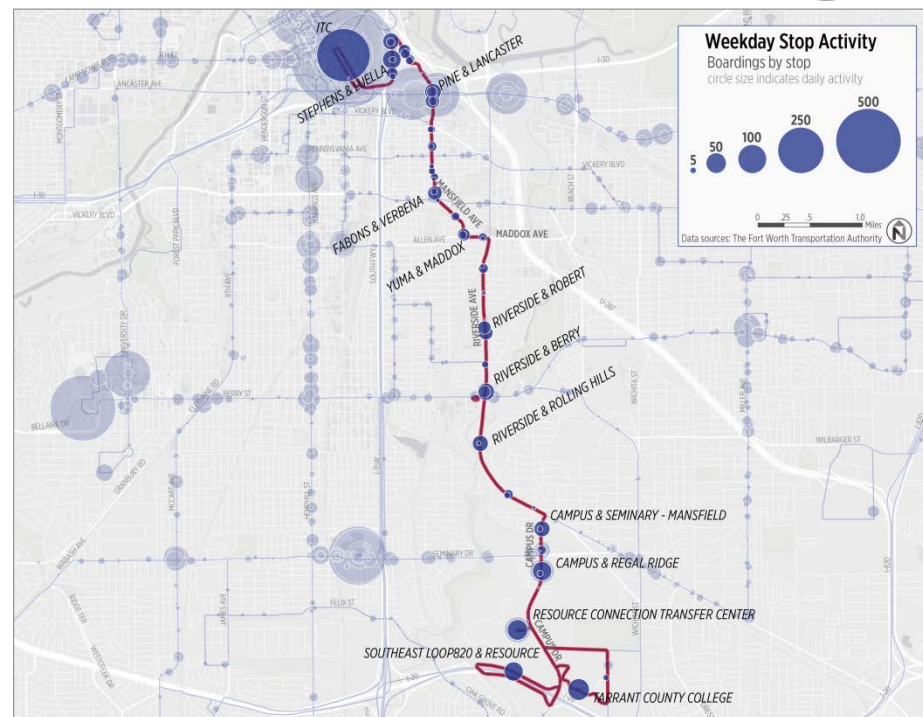
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$1,365,960

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.2	13	
Average Speed (mph)	14.6	13	
Typical Peak Headway (mins)	30	-	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- One of the highest ridership routes in The T system
- Strong productivity
- Direct alignment for most of route
- Serves several activity centers and anchors
- Higher than average on-time performance

WEAKNESSES

- Circuitous alignment at the northern end of the route into downtown and at southern end of route
- No Sunday service

SERVICE IMPROVEMENT OPPORTUNITIES

- Make service more direct at southern end
- Provide Sunday service

East Rosedale

Route 4 connects residential neighborhoods along East Rosedale Street with the Medical District and downtown.

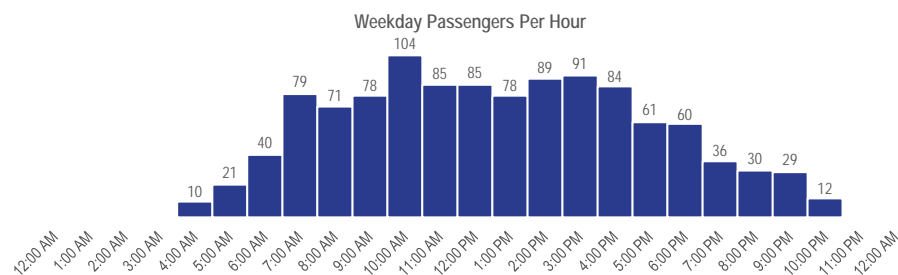
SERVICE TYPE: Radial/Crosstown

SERVICE PATTERNS: All service operates east-west on Rosedale Street between Main Street and Stalcup Road. West of Main Street, the route hooks north in order to serve ITC.

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	4:45 AM – 10:15 PM		62
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	30	
Midday	9:00 AM – 3:00 PM	30	
Evening/Night	6:00 PM to end of service	60	
Saturdays	5:19 AM – 10:15 PM	60	34
Sundays	6:25 AM – 7:15 PM	60	26

RIDERSHIP: Route 4 carries 1,214 passengers per weekday and is The T's 7th highest ridership route. Ridership is relatively consistent throughout the day. Most ridership activity is located in the Medical District; high ridership stops include the ITC, Pennsylvania & S. Lake, and Main & St. Joseph, as well as Rosedale & Miller.



PERFORMANCE: Route 4 ranks 13th in weekday riders per revenue hour and 8th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	1,214	7	489	10	270	9
Avg. Riders per Revenue Hour	21.6	13	16.4	13	12.6	10
Avg. Riders per Trip	19.6	8	14.4	9	10.4	10

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

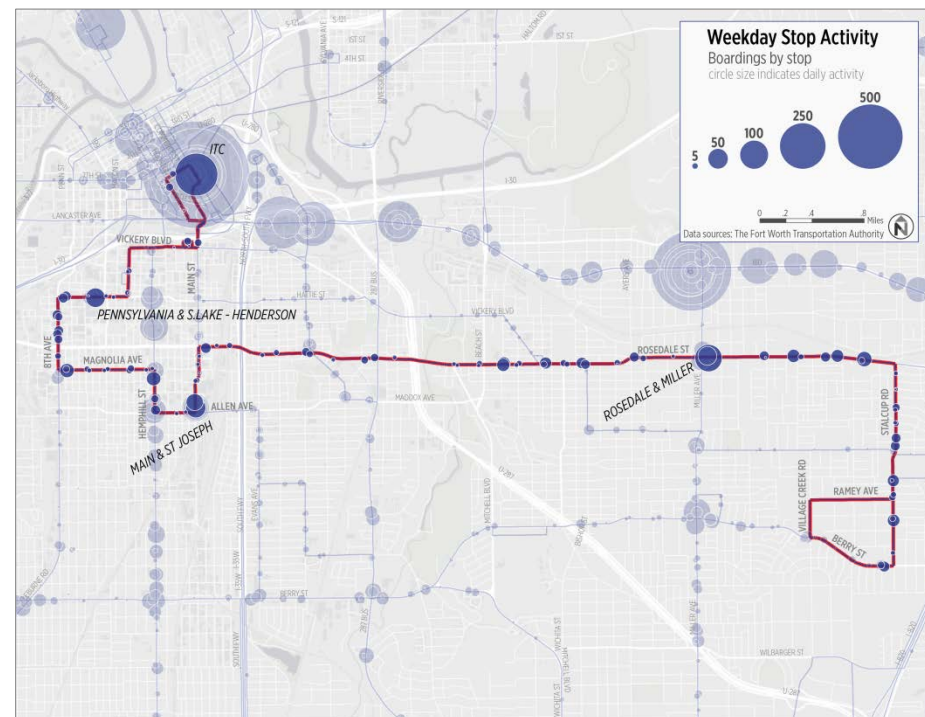
FULLY ALLOCATED OPERATING COST: \$1,751,425

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.6	24	Very indirect to/from downtown
Average Speed (mph)	12.5	23	
Typical Peak Headway (mins)	30	-	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- One of the higher ridership routes in The T system
- Largely direct crosstown service

WEAKNESSES

- Service between Rosedale Avenue and downtown is very indirect
- Alignment through Medical District is indirect

SERVICE IMPROVEMENT OPPORTUNITIES

- Operate service more directly between downtown and Medical District
- Split into two routes that would each provide more direct service:
 - Rosedale Street – downtown
 - Downtown – Medical District

Evans/Wichita

Route 5 is, in effect, two separate radial routes (5a and 5b) that operate between Tarrant County College (TCC) South a downtown Fort Worth via two very different alignments between TCC South and Evans Street at Jessamine Street, and then along a common alignment between there and downtown.

SERVICE TYPE: Radial

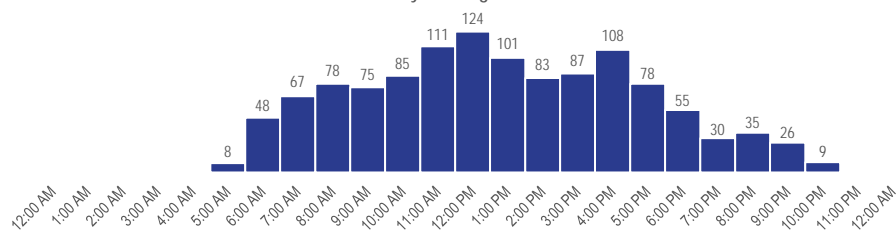
SERVICE PATTERNS: From downtown, all service operates north-south via Main Street, Allen Avenue, and Evans Avenue at Jessamine Street. From there, Route 5a continues along Evans Avenue, Seminary Drive, and Oak Grove Road, and Route 5b operates primarily along Wichita Street. Both variants terminate at TCC South.

SCHEDULE: Service operates on weekdays and Saturday. Each branch alternates start times, providing 30-minute service on the trunk of the route along Main Street and hourly service on each branch, and buses are interlined making arrivals back at ITC consistent. As a result, however, Route 5a and 5b trips depart from TCC South at intervals of 5 and 55 minutes.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:27 AM – 10:15 PM	30 trunk/60 branch	60
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM		
Midday	9:00 AM – 3:00 PM		
Evening/Night	6:00 PM to end of service		
Saturdays	5:27 AM – 10:15 PM	30 trunk/60 branch	58
Sundays	-	-	-

RIDERSHIP: Route 5 carries 1,241 passengers per weekday and is The T's 6th highest ridership route. High ridership stops include the ITC, Main & St. Joseph, La Gran Plaza, and Tarrant County College.

Weekday Passengers Per Hour



PERFORMANCE: Route 5 ranks 16th in weekday riders per revenue hour and 7th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	1,241	6	723	6	-	-
Avg. Riders per Revenue Hour	20.9	16	12.5	20	-	-
Avg. Riders per Trip	20.7	7	12.5	12	-	-

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

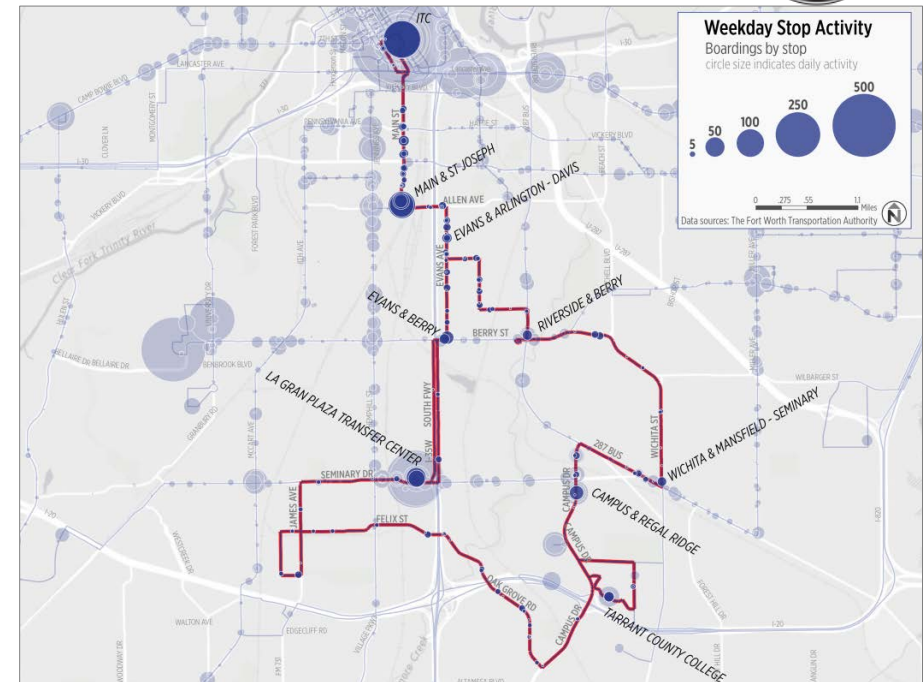
FULLY ALLOCATED OPERATING COST: \$1,805,444

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.7	27	Circuitous routing south of Berry St.
Average Speed (mph)	12.7	22	
Typical Peak Headway (mins)	60	-	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- One of the higher ridership routes in The T system
- Serves several transfer centers and activity generators

WEAKNESSES

- Confusing service structure
- Extremely circuitous
- Uncoordinated schedules

SERVICE IMPROVEMENT OPPORTUNITIES

- Rebrand as two separate routes
- Operate service more directly, especially on western leg (Route 5a)
- Provide Sunday service in lieu of Route 8 Riverside/Evans Sunday only service.

Route 6 is a radial route that operates between Hulen Mall and downtown Fort Worth via Edgewood and McCart and 8th Avenues.



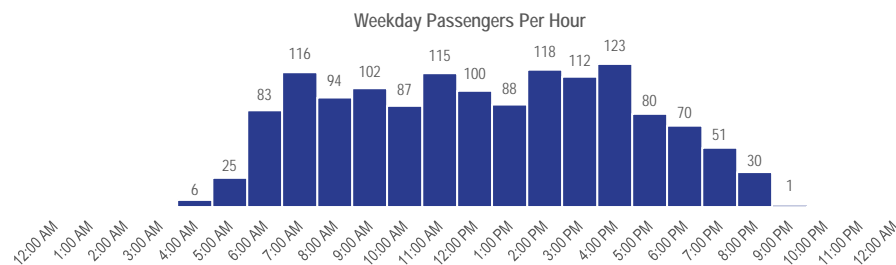
SERVICE TYPE: Radial

SERVICE PATTERNS: All service operates north-south primarily along McCart Avenue and 8th Avenue. South of I-20, the route makes two counterclockwise loops, serving Altamesa Boulevard and Westcreek Drive. Every other trip continues west to Hulen Mall.

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	4:51 AM – 9:15 PM		58
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	30	
Midday	9:00 AM – 3:00 PM	30	
Evening/Night	6:00 PM to end of service	60	
Saturdays	4:51 AM – 7:15 PM	60	28
Sundays	6:14 AM – 7:15 PM	60	26

RIDERSHIP: Route 6 carries 1,523 passengers per weekday and is The T's 5th highest ridership route. Ridership is relatively consistent throughout the day, peaking in the late afternoon and declining throughout the evening. High ridership stops include the ITC, McCart & Seminary, McCart & Altamesa, McCart & Green Ridge, and Hulen Mall.



PERFORMANCE: Route 6 ranks 12th in weekday riders per revenue hour and 4th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	1,523	5	759	5	547	5
Avg. Riders per Revenue Hour	22.0	12	20.5	8	15.9	9
Avg. Riders per Trip	26.3	4	27.1	5	21.0	5

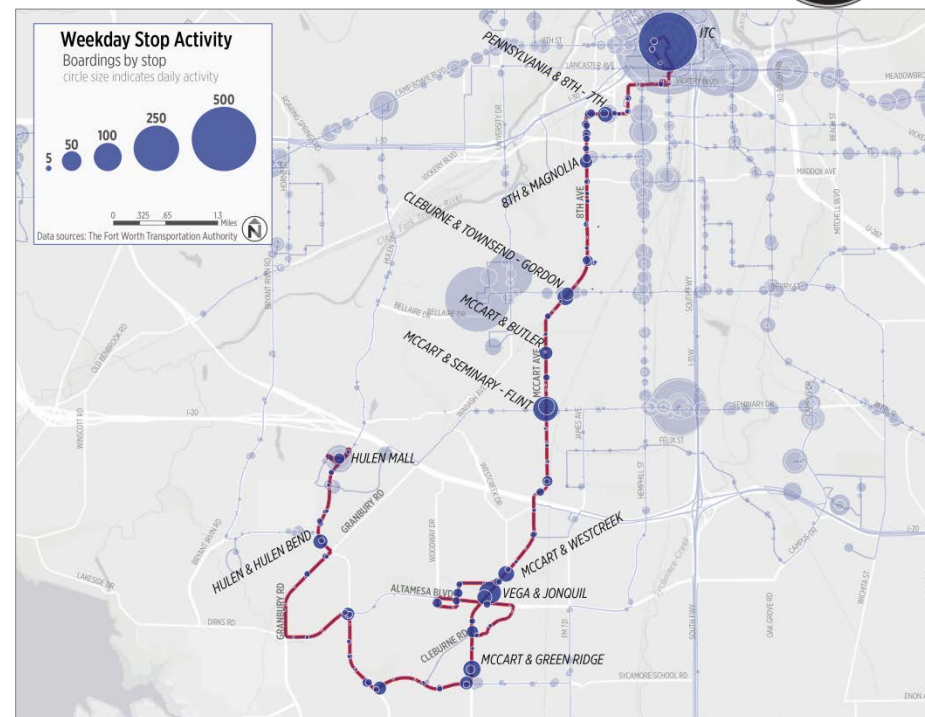
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$1,985,228

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.6	22	Very circuitous at outer end
Average Speed (mph)	11.2	30	
Typical Peak Headway (mins)	30	-	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- One of the highest ridership routes in The T system
- Direct alignment between downtown and Altamesa Boulevard

WEAKNESSES

- Very indirect and circuitous alignment south of Loop 820
- Confusing service in vicinity of Altamesa Boulevard

SERVICE IMPROVEMENT OPPORTUNITIES

- Simplify circulation in vicinity of Altamesa Boulevard to make service faster and easier to understand
- Straighten alignment between Hulen Mall and Altamesa Boulevard
- If a potential more direct route between downtown and Hulen Mall is implemented (an interim option in lieu of the proposed TEX Rail extension to the southwest), then the role of Route 6 as a neighborhood collector would justify the less direct, coverage-based service that it operates today.

University Drive

Route 7 is a radial route that operates between the Texas Christian University area and downtown Fort Worth via University Drive and W. Lancaster Avenue.



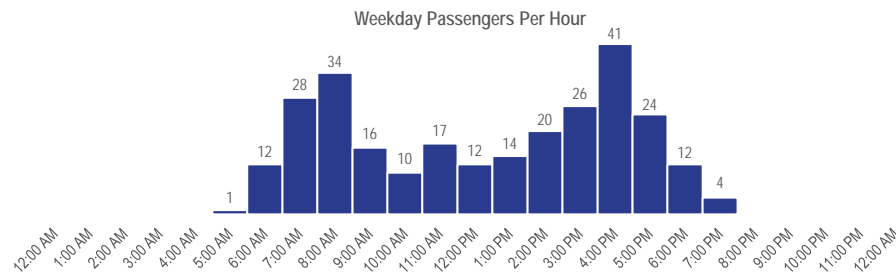
SERVICE TYPE: Radial

SERVICE PATTERNS: All service operates east-west on W. Lancaster Avenue and north-south along University Drive. South of Bluebonnet Circle, buses operate in a counterclockwise loop, serving South Hills & Harwen.

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:45 AM – 7:15 PM		28
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	60	
Midday	9:00 AM – 3:00 PM	60	
Evening/Night	6:00 PM to end of service	60	
Saturdays	7:45 AM – 7:15 PM	60	24
Sundays	7:45 AM – 6:45 PM	60	23

RIDERSHIP: Route 7 carries 260 passengers per weekday and is The T's 22nd highest ridership route. Ridership is peak oriented, with ridership nearly twice as high in the AM and PM peaks than during the midday. High ridership stops include the ITC and South Hills & Harwen.



PERFORMANCE: Route 7 ranks 20th in weekday riders per revenue hour and 27th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	260	22	188	21	133	14
Avg. Riders per Revenue Hour	18.7	20	15.7	15	11.6	11
Avg. Riders per Trip	9.3	27	7.8	18	11.0	8

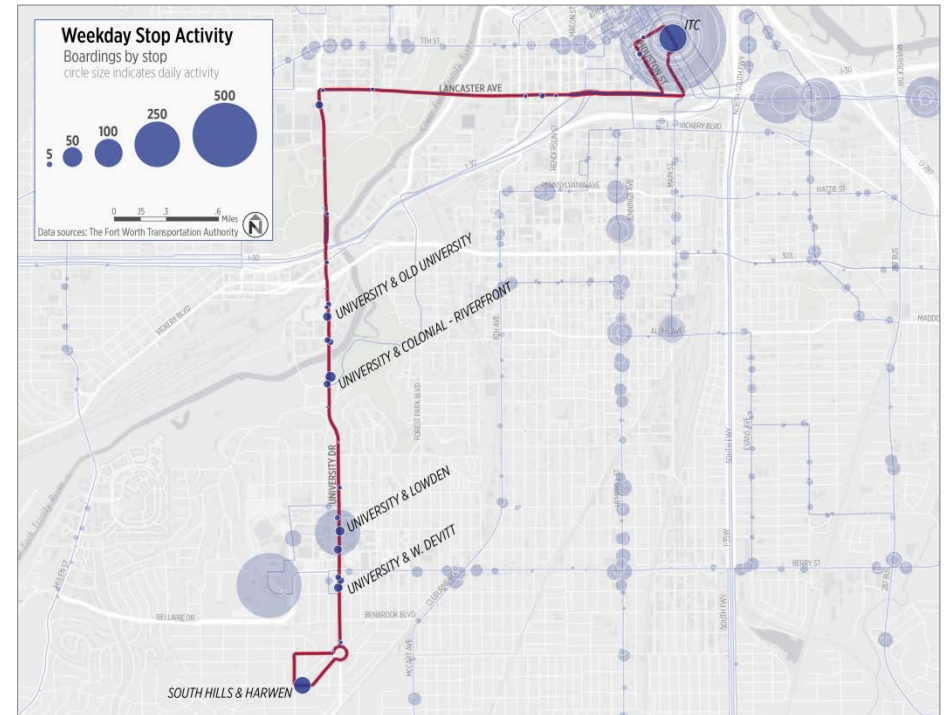
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$496,569

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.1	12	Very direct with no deviations
Average Speed (mph)	12.9	20	
Typical Peak Headway (mins)	60	-	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Direct service that is easy to understand

WEAKNESSES

- Low ridership along most of the route despite serving major activity centers

SERVICE IMPROVEMENT OPPORTUNITIES

- Realign from West Lancaster Avenue to West 7th Street to provide link between TCU and West 7th Street retail, eating, and cultural activities

Riverside/Evans

Route 8 is a radial/loop route that provides Sunday only service between Berry Street and downtown. It is designed to serve many of the areas served on other days by Routes 3 South Riverside/TCC South and 5 Evans Avenue/Glen Gardens, neither of which operate on Sundays.

SERVICE TYPE: Radial

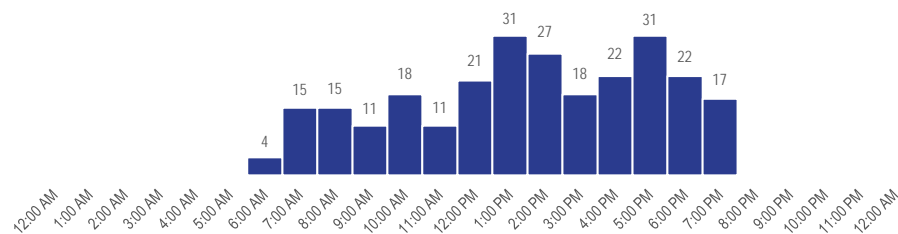
SERVICE PATTERNS: All service operates north-south primarily along Tennessee Avenue before operating in a clockwise loop, which consists primarily of Riverside Drive, Berry Street, and Evans Avenue.

SCHEDULE: Service operates on Sundays only, providing hourly service throughout the day.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	-	-	-
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	-	-
Midday	9:00 AM – 3:00 PM	-	-
Evening/Night	6:00 PM to end of service	-	-
Saturdays	-	-	-
Sundays	6:44 AM – 7:15 PM	60	26

RIDERSHIP: Route 8 carries 262 passengers per Sunday and is The T's 10th highest ridership Sunday route. Ridership is peaks at midday and tends to be higher in the afternoon than in the morning. Higher ridership stops include the ITC, Riverside & Berry, Evans & Berry, and Main & St. Joseph.

Sunday Passengers Per Hour



PERFORMANCE: Route 8 ranks 6th in Sunday riders per revenue hour and 10th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	-	-	-	-	262	10
Avg. Riders per Revenue Hour	-	-	-	-	22.4	6
Avg. Riders per Trip	-	-	-	-	10.1	10

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

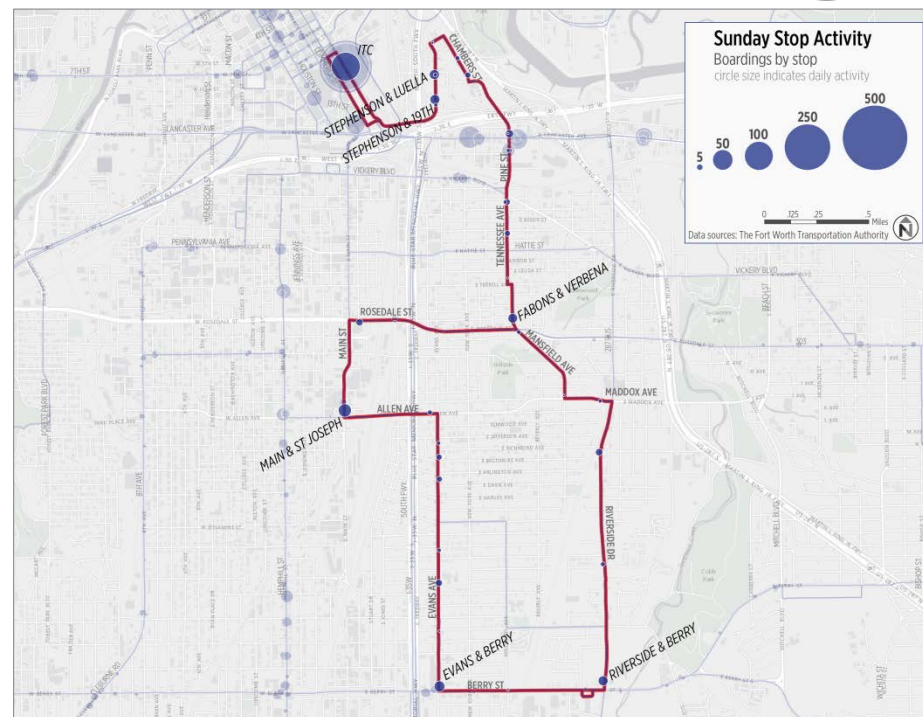
FULLY ALLOCATED OPERATING COST: \$66,631

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.7	-	One-way loop south of Rosedale
Average Speed (mph)	13.4	5	
Typical Peak Headway (mins)	60	-	



SUNDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Below average ridership for Sunday service
- Somewhat high productivity for Sunday service

WEAKNESSES

- The route's one-way loop design forces passengers to travel out of direction which makes service inconvenient

SERVICE IMPROVEMENT OPPORTUNITIES

- Replace with Sunday service on 3 South Riverside/TCC South and 5 Evans Avenue/Glen Gardens
- Provide later service

Ramey/Vickery

Route 9 is a radial route that operates between residential neighborhoods in Fort Worth's South East and downtown. Inbound, it begins at FedEx near the intersections of I-820 and Route 287, and then operates via the I-820 Service Road to Rainy Avenue and then "stairsteps" northwest to downtown.

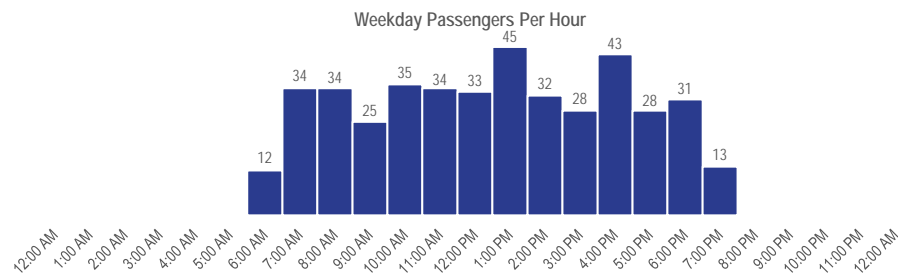
SERVICE TYPE: Radial

SERVICE PATTERNS: Weekday service operates east-west primarily along Hattie Street, Vickery Boulevard, and Ramey Avenue and north-south parallel to I-820. It also deviates to the East Berry Library. Saturday service omits the leg parallel to I-820.

SCHEDULE: Service operates on weekdays and Saturdays.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	6:20 AM – 7:15 PM		26
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	60	
Midday	9:00 AM – 3:00 PM	60	
Evening/Night	6:00 PM to end of service	60	
Saturdays	6:20 AM – 7:15 PM	60	26
Sundays	-	-	-

RIDERSHIP: Route 9 carries 404 passengers per weekday. Ridership is relatively consistent throughout the service day. Higher ridership stops include the ITC, Miller & Burton, Berry & Pate, and Carey & Martin.



PERFORMANCE: Route 9 ranks 25th in weekday riders per revenue hour and 13th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	404	17	254	17	-	-
Avg. Riders per Revenue Hour	15.8	25	11.0	21	-	-
Avg. Riders per Trip	15.6	13	9.8	15	-	-

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

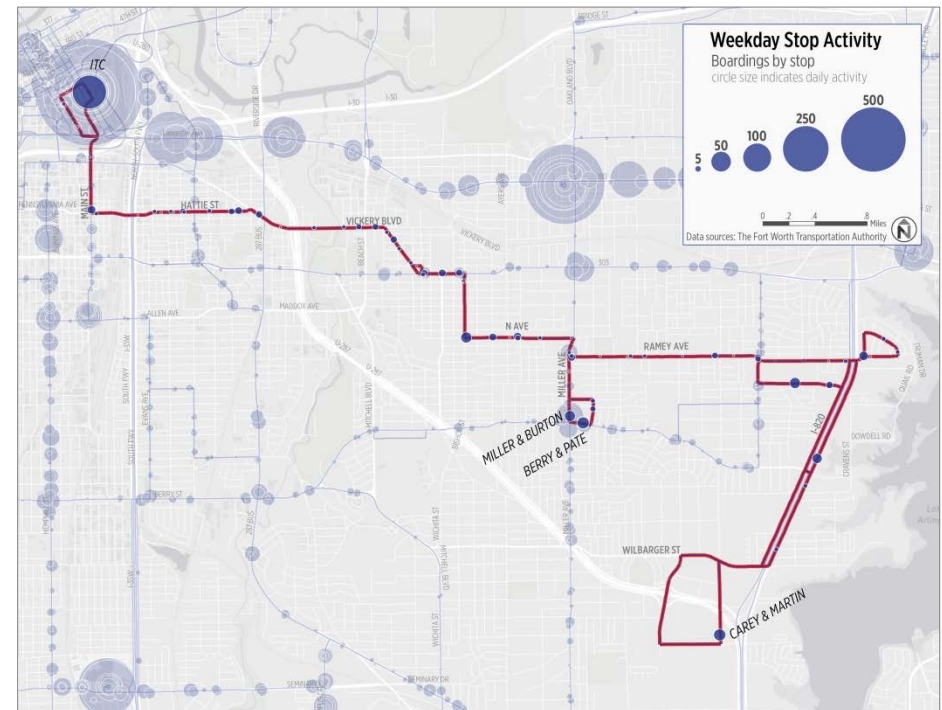
FULLY ALLOCATED OPERATING COST: \$789,030

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.6	25	
Average Speed (mph)	13.1	18	
Typical Peak Headway (mins)	60	-	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Serves several retail and employment clusters as well as schools and cultural institutions

WEAKNESSES

- Relatively low ridership
- Indirect and circuitous alignment east of Miller Avenue

SERVICE IMPROVEMENT OPPORTUNITIES

- Discontinue the Caver Heights East Loop, which has few riders and is in close proximity to other stops
- Discontinue the loop around Dunbar Middle School, which can be served on Ramey Avenue.
- Truncate service at I-820, and instead serve FedEx with changes to Route 4 East Rosedale or 24 Berry Street, which operate in close proximity.

Route 10 is a radial route that between Fort Worth's Monticello and Linwood neighborhoods north of West 7th Street and downtown Fort Worth via West 7th Street.

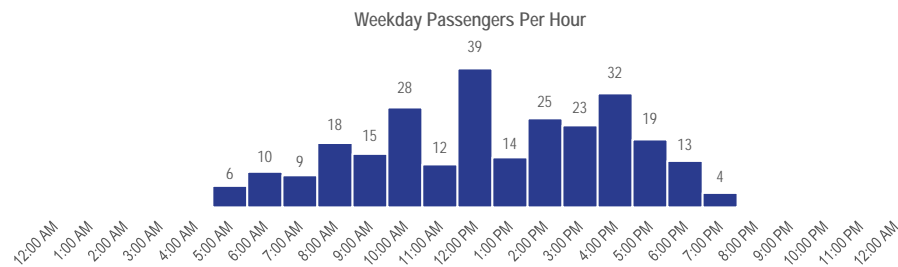
SERVICE TYPE: Radial

SERVICE PATTERNS: All service operates along the full length of the route as shown on the map to the right.

SCHEDULE: Service operates on weekdays, Saturdays, and Sundays.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:47 AM – 7:15 PM		28
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	60	
Midday	9:00 AM – 3:00 PM	60	
Evening/Night	6:00 PM to end of service	60	
Saturdays	5:47 AM – 6:15 PM	60	26
Sundays	6:47 AM – 7:15 PM	60	26

RIDERSHIP: Route 10 carries only 222 passengers per weekday. Ridership is varies throughout the day with strong peaks at 10:00am and noon. Higher ridership stops include the ITC, Weatherford & Taylor, Carroll & Wingate, and Sondra & Bailey.



PERFORMANCE: Route 10 ranks 23rd in weekday riders per revenue hour and 30th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	222	23	165	22	103	15
Avg. Riders per Revenue Hour	16.5	23	13.1	17	8.2	14
Avg. Riders per Trip	7.9	30	6.3	20	4.0	15

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

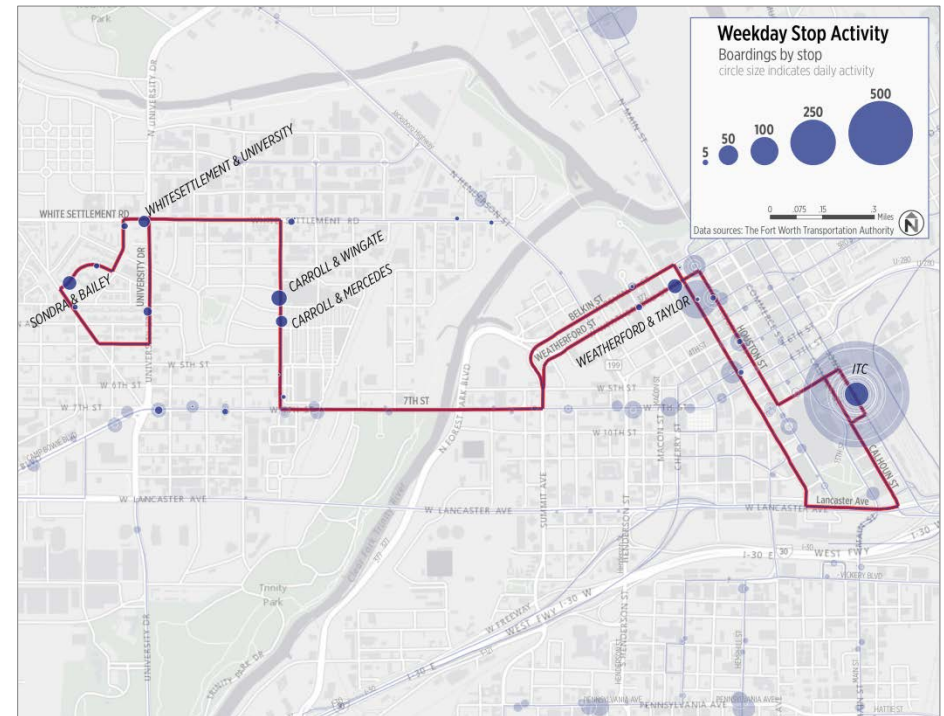
FULLY ALLOCATED OPERATING COST: \$484,062

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.6	23	
Average Speed (mph)	8.7	34	
Typical Peak Headway (mins)	60	-	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Serves several commercial areas including Montgomery Plaza and W. 7th Street.
- Serves apartment complexes and senior housing in University Park

WEAKNESSES

- Low overall ridership
- Provide little unique service, and many served by Route 10 are also served by Route 2 Camp Bowie, which provides better service.

SERVICE IMPROVEMENT OPPORTUNITIES

- Route 10 seems to primarily serve residents living in University Park, which includes several housing complexes as well as a senior care facility. Adjusting the terminal loop slightly to operate southbound on University, westbound on Sondra, northwest on Bailey, and then east on White Settlement would extend service to a broader set of passengers.

Route 11 is a complicated and circuitous route that operates between the vicinity of I-820 and I-35W north of downtown and downtown Fort Worth. Peak period service operates the full length of the route, and off peak service operates between Bonnie Brae and downtown.

SERVICE TYPE: Radial

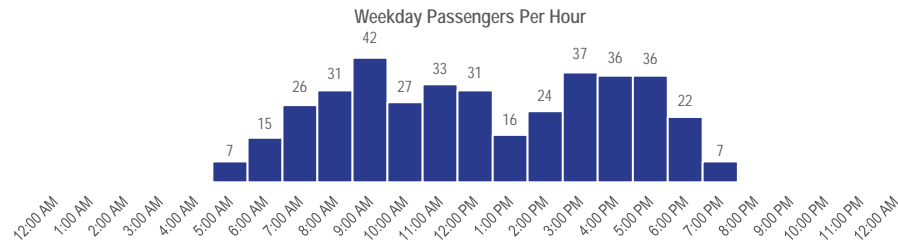
SERVICE PATTERNS:

During peak periods, service operates between the intersection of Tanacross Drive and Beach Street just south of I-820 and downtown along the local alignment shown on the right side of the map. During the midday and early evening, service operates only along the southern half of the route between the intersection of Chesser Boyer Road and Beach Street and downtown. In addition, the first outbound trip at 5:45 am operates express northbound via I-35W.

SCHEDULE: Service operates on weekdays only from 5:38 AM to 7:15 AM.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:38 AM – 7:15 PM		30
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	60	
Midday	9:00 AM – 3:00 PM	60	
Evening/Night	6:00 PM to end of service	60	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 11 carries 356 passengers per weekday. Ridership is peak oriented, with ridership nearly twice as high in the peak than during the midday. Higher ridership stops include the ITC, North & Urban, Race & Chandler, and Riverside & 4th. Many route segments have no ridership.



PERFORMANCE: Route 11 ranks 21st in weekday riders per revenue hour and 19th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	356	18	-	-	-	-
Avg. Riders per Revenue Hour	17.4	21	-	-	-	-
Avg. Riders per Trip	11.9	19	-	-	-	-

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

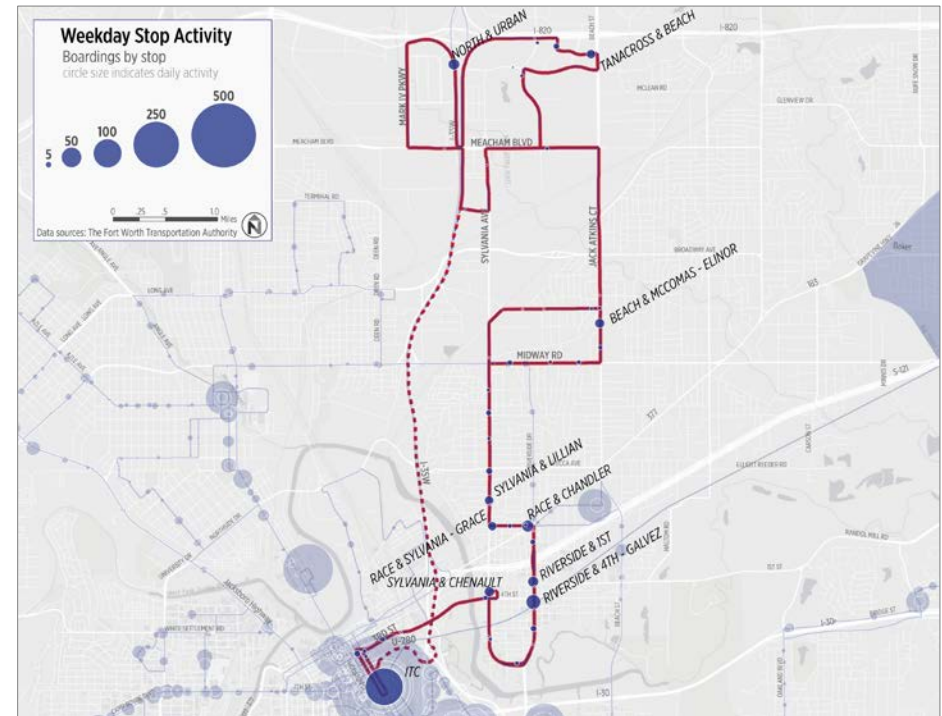
FULLY ALLOCATED OPERATING COST: \$623,519

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.4	19	Circuitous and complicated
Average Speed (mph)	15.7	9	
Typical Peak Headway (mins)	60	-	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides coverage to an area that has few other public transit options

WEAKNESSES

- Complicated and circuitous
- Route attempts to serve too large of an area with few resources
- Infrequent service

SERVICE IMPROVEMENT OPPORTUNITIES

- Split into two routes – one that serves southern half of the route and a second that serves the vicinity of I-820 and I-35W.
- Operate service more directly, especially in areas with very little ridership
- Increase service frequencies to provide more convenient service

12

Greenway

Route 12 operates as a large clockwise loop that serves the Rock Island/Samuels Avenue and Greenway area of Fort Worth. It operates only during peak hours, and is the only transit coverage in this area.



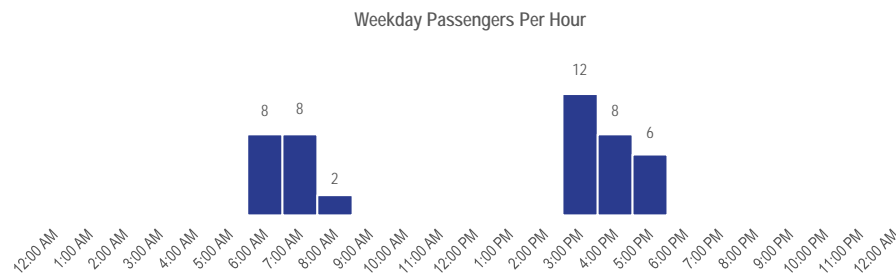
SERVICE TYPE: Radial

SERVICE PATTERNS: All service operates north on Samuels Avenue, before returning via the Greenway area. Service is primarily on Samuels Avenue, Cold Springs, and Gilvin. On Fridays there are two extra trips during the AM peak, extending service to 9:16 a.m.

SCHEDULE: Service operates on weekdays during peak hours only.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	6:16 AM – 5:57 PM		11.5
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	30	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 12 carries only 66 passengers per weekday. No stops have particularly high ridership.



PERFORMANCE: Route 12 ranks 34th in weekday riders per revenue hour and 38th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	66	31	-	-	-	-
Avg. Riders per Revenue Hour	11.8	34	-	-	-	-
Avg. Riders per Trip	5.8	38	-	-	-	-

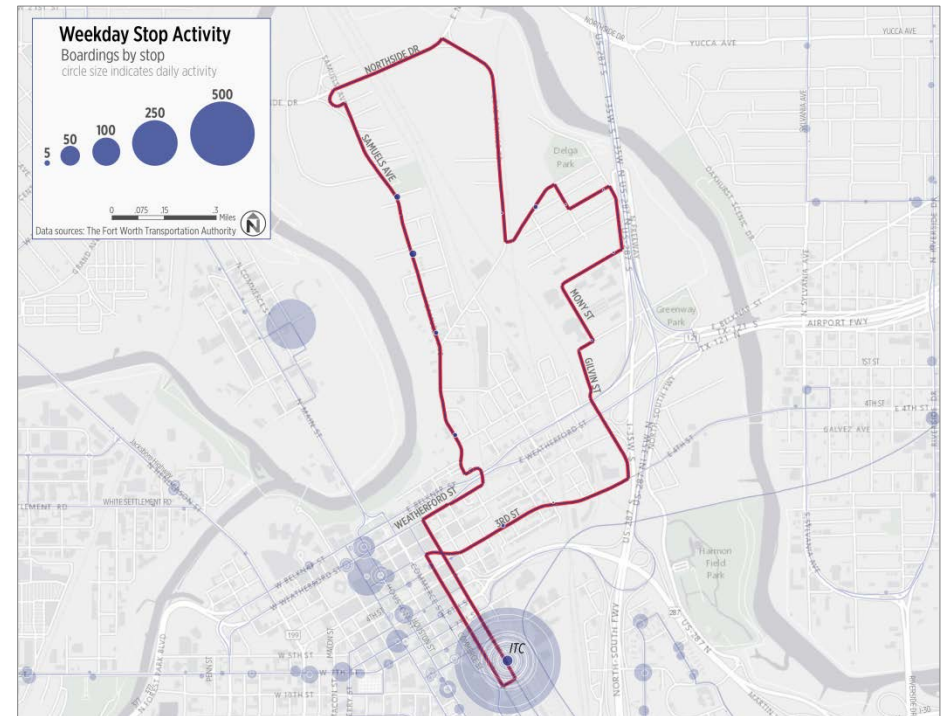
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$150,739

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.2	14	Operates in a large one-way loop
Average Speed (mph)	13.2	17	
Typical Peak Headway (mins)	30	-	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides the only transit service in the Rock Island/Samuels Avenue and Greenway areas
- Relatively frequent service during peak hours considering the area's low number of residents and jobs

WEAKNESSES

- Circuitous alignment, which forces passengers to travel out of direction for at least one part of their trip
- Peak hour service only

SERVICE IMPROVEMENT OPPORTUNITIES

- Convert to line-haul route that operates along the same alignment in both directions
- Reduce service frequencies to 60 minutes to shift resources to higher demand areas.
- Convert to Rider Request service



SERVICE TYPE: Core Area Circulator

SERVICE PATTERNS: Route 13 operates in a loop, serving W. 7th Street, Sundance Square, and employers and businesses in downtown. Service travels clockwise along Cherry Street, W. 5th Street, Throckmorton Street, W. 3rd Street, Commerce Street, W. 6th Street, Lamar Street, and W. 10th Street.

SCHEDULE: Service operates every 15 minutes on weekdays, from 11:00 a.m. to 2:00 p.m.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	11:00 AM – 2:00 PM		12
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	-	
Midday	9:00 AM – 3:00 PM	15	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 13 is a very specialized route that carries 22 passengers per weekday.

PERFORMANCE: Route 13 ranks 38th in weekday riders per revenue hour and 41st in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	22	38	-	-	-	-
Avg. Riders per Revenue Hour	7.5	38	-	-	-	-
Avg. Riders per Trip	1.9	41	-	-	-	-

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$48,270

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	-	-	One-way loop
Average Speed (mph)	4.9	39	Very slow downtown service
Typical Peak Headway (mins)	15	-	Frequent

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Supports downtown businesses
- Cost to operate is paid for by Behringer Harvard Inc., manager of three office buildings along the route

WEAKNESSES

- Very low ridership
- Serves a very small area and provides few advantages over walking.
- Very limited service hours

SERVICE IMPROVEMENT OPPORTUNITIES

- Consolidate with Molly the Trolley

14

Riverside

Route 14 is a long indirect route that provides a combination of crosstown and radial service. It serves neighborhoods in northeast Fort Worth, and Northside Transfer Center. The route also serves the 28th Street and Lancaster Avenue corridors in addition to operating north-south along Riverside Drive and Beach Street.



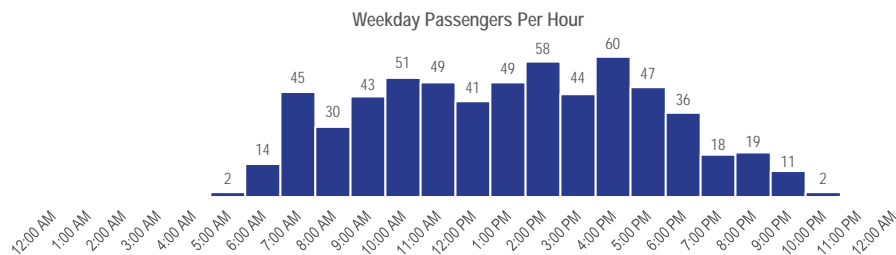
SERVICE TYPE: Crosstown/Radial

SERVICE PATTERNS: Service operates east-west primarily along Lancaster Avenue before operating north-south along Beach Street and Riverside Drive. The route continues east-west on 28th Street to serve the Northside Transfer Center.

SCHEDULE: Service operates hourly on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:15 AM – 10:15 PM		34
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	60	
Midday	9:00 AM – 3:00 PM	60	
Evening/Night	6:00 PM to end of service	60	
Saturdays	5:18 AM – 10:18 PM	60	34
Sundays	10:15 AM – 5:18 PM	60	16

RIDERSHIP: Route 14 carries 663 passengers per weekday and is The T's 12th highest ridership route. Ridership is relatively consistent throughout the day, declining in the evening. High ridership stops include the ITC, Maurice & Sylvania Park/Walmart, and the Northside Transfer Center.



PERFORMANCE: Route 14 ranks 19th in weekday riders per revenue hour and 9th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	663	12	712	7	341	6
Avg. Riders per Revenue Hour	19.5	19	22.0	7	22.4	6
Avg. Riders per Trip	19.5	9	20.9	6	21.3	4

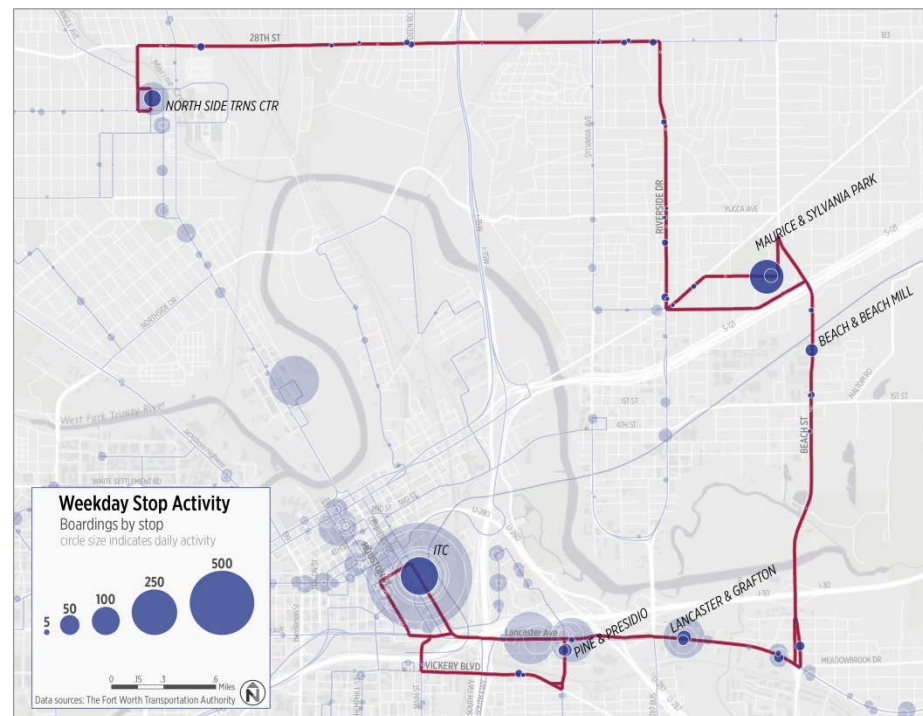
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$1,030,212

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	3.5	35	Very indirect alignment
Average Speed (mph)	11.4	29	
Typical Peak Headway (mins)	60	-	Limited service

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides crosstown service to areas north and east of downtown
- Serves many areas that would otherwise be unserved

WEAKNESSES

- Extremely indirect alignment
- Low ridership in most areas
- Duplicates Spur* service along Lancaster Avenue
- Different weekday and weekend alignments (weekday via Lancaster Avenue, weekend via Vickery Boulevard)

SERVICE IMPROVEMENT OPPORTUNITIES

- Operate weekday and weekend service via the same alignment
- Provide more direct service between Maurice & Sylvania Park/ Walmart and downtown



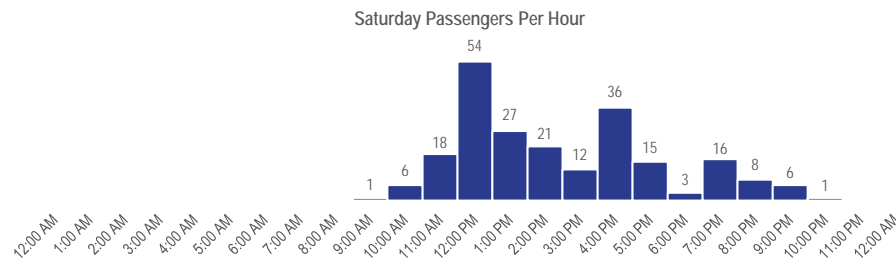
SERVICE TYPE: Core Area Circulator

SERVICE PATTERNS: Service operates very circuitously through downtown to provide front door service to hotels, as well as the ITC, and then operates to the Stockyards via Main Street. It then operates around a loop through the Stockyards.

SCHEDULE: Service operates on Saturdays only.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	-	-	-
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	-	-
Midday	9:00 AM – 3:00 PM	-	-
Evening/Night	6:00 PM to end of service	-	-
Saturdays	9:00 AM – 9:30 PM	30	52
Sundays	-	-	-

RIDERSHIP: Route 15 carries 237 passengers per Saturday and is The T's 18th highest ridership Saturday route. Ridership has strong peaks around noon and late afternoon, with ridership nearly twice as high as during the midday and evening. High ridership stops include the ITC, Commerce & 15th, 2nd & Houston, and Exchange & Rodeo in the Stockyards.



PERFORMANCE: Route 15 ranks 22nd in Saturday riders per revenue hour and 22nd in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	-	-	237	18	-	-
Avg. Riders per Revenue Hour	-	-	10.1	22	-	-
Avg. Riders per Trip	-	-	4.6	22	-	-

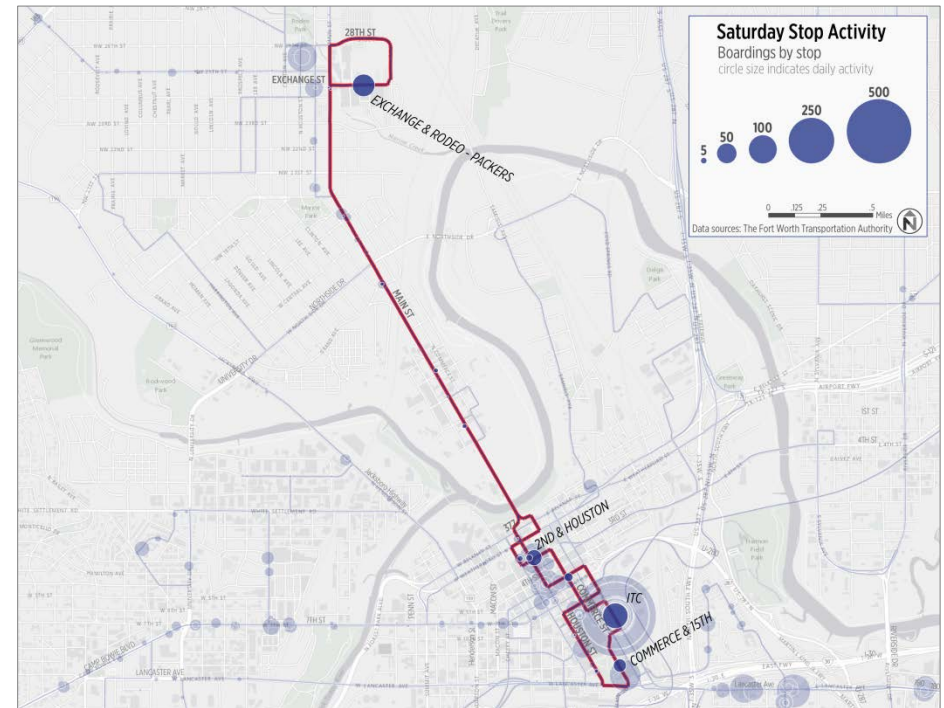
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$104,474

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.3	-	Very direct except in downtown
Average Speed (mph)	9.6	21	Slow due to downtown alignment
Typical Peak Headway (mins)	30	-	Reasonably good

SATURDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Specialized tourist-oriented service between downtown and the Stockyards
- Direct alignment outside of downtown

WEAKNESSES

- Low average speed
- Very circuitous and confusing alignment in downtown
- Duplicates Route 1 North Main/Hemphill

SERVICE IMPROVEMENT OPPORTUNITIES

- Downtown is very walkable – a straighter, simpler alignment within downtown would still provide convenient and make service faster and easier to find
- End service earlier, as ridership is low and service is also provided by Route 1 Main Street/Hemphill
- Consolidate with Route 1 to simplify service and reduce duplication

Route 17 is a radial route that connects residential neighborhoods and several schools in northwest Fort Worth to the Northside Transfer Center and downtown Fort Worth.

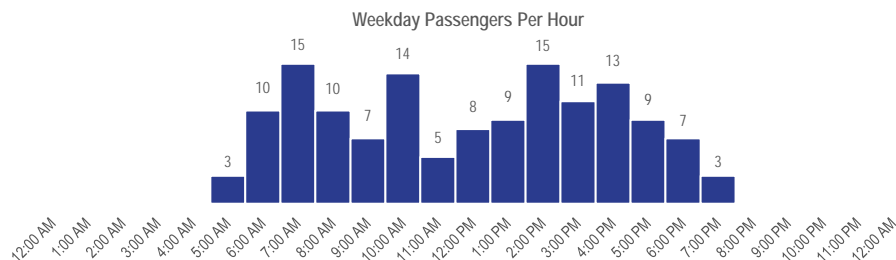
SERVICE TYPE: Radial

SERVICE PATTERNS: Service operates north-south primarily along Jacksboro Highway and Harrington Avenue. Both outbound and inbound trips operate along a single alignment with slight directional variation caused by one-way streets.

SCHEDULE: Service operates hourly on weekdays.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:45 AM – 7:18 PM		28
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	60	
Midday	9:00 AM – 3:00 PM	60	
Evening/Night	6:00 PM to end of service	60	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 17 carries 132 passengers per weekday. Ridership is peak oriented, with ridership nearly twice as high in the peak than during the midday. High ridership stops include the ITC and Northside Transfer Center.



PERFORMANCE: Route 17 ranks 36th in weekday riders per revenue hour and 34th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	132	28	-	-	-	-
Avg. Riders per Revenue Hour	10.7	36	-	-	-	-
Avg. Riders per Trip	4.7	34	-	-	-	-

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

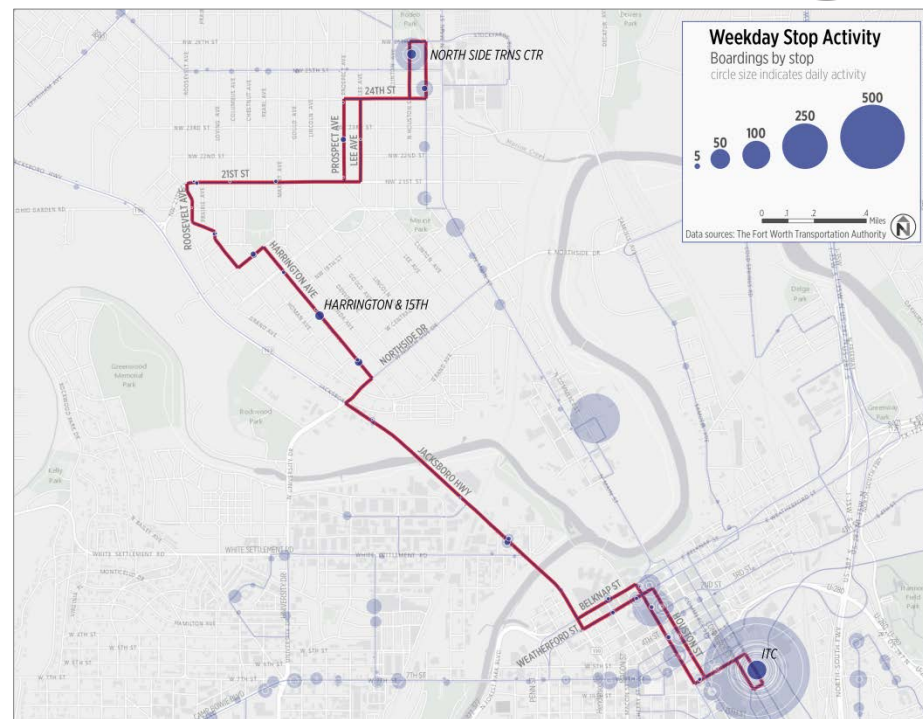
FULLY ALLOCATED OPERATING COST: \$325,470

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.7	26	Relatively direct alignment
Average Speed (mph)	13.3	16	
Typical Peak Headway (mins)	60	-	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides direct service to residential neighborhoods between Jacksboro Highway and Main Street

WEAKNESSES

- Low ridership – most area riders are better served by Route 1 North Main/Hemphill or Route 46 Jacksboro Highway.
- Provides little unique service

SERVICE IMPROVEMENT OPPORTUNITIES

- Discontinue and improve service frequencies on Routes 1 and 46
- Reduce to peak only service to more effectively use resources elsewhere

18

Safari Shuttle

The Safari Shuttle is a seasonal route that provides summertime service between the Intermodal Transportation Center in downtown Fort Worth and the Fort Worth Zoo.



SERVICE TYPE: Core Area Circulator

SERVICE PATTERNS: Service operates express, stopping only at the ITC and the Fort Worth Zoo. Buses travel along Houston Street and W. Lancaster Avenue before taking I-30 westbound. Service then operates in a counter clockwise loop along Forest Park Boulevard, Colonial Parkway, and S. University Drive before returning eastbound to the ITC via I-30 and Lancaster Avenue.

SCHEDULE: Service operates on Saturdays during the summer months only, running every 30 minutes between 9:30 and 6:00 PM.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	9:30 AM – 6:00 PM		-
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM		
Midday	9:00 AM – 3:00 PM		
Evening/Night	6:00 PM to end of service		
Saturdays	9:30 AM – 6:00 PM	30	38
Sundays	9:30 AM – 6:00 PM		-

RIDERSHIP: Route 18 carries only 114 passengers per Saturday. Ridership is split evenly between the two terminals.

PERFORMANCE: Route 18 ranks among the lowest performers of all Saturday service.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	-	-	114	24	-	-
Avg. Riders per Revenue Hour	-	-	10.9	22	-	-
Avg. Riders per Trip	-	-	3.0	24	-	-

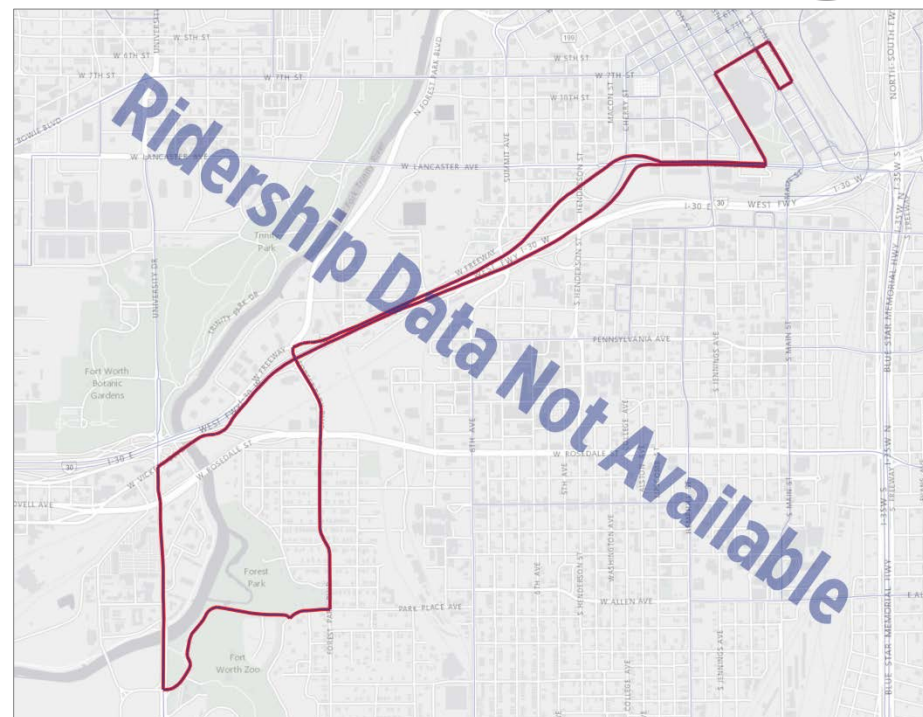
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$33,223

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.2	14	Fairly direct alignment
Average Speed (mph)	14.2	6	Fast service
Typical Peak Headway (mins)	30	-	Reasonably good

SATURDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Specialized service to attract choice riders and visitors
- Direct alignment along most of route and higher average speed

WEAKNESSES

- Extremely low overall ridership
- Duplicates service provided by Route 7 University Drive

SERVICE IMPROVEMENT OPPORTUNITIES

- Continue to operate Safari Shuttle to meet provide access to the zoo on Saturdays

Molly the Trolley/Downtown Get Around

Molly the Trolley is a circulator route that provides service in downtown Fort Worth. This service is designed primarily to connect hotels with the Convention Center and other downtown destinations.



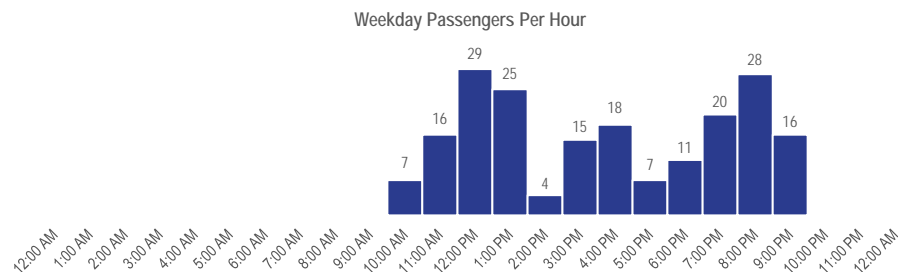
SERVICE TYPE: Core Area Circulator

SERVICE PATTERNS: All service operates in a clockwise loop originating from the ITC. The loop consists primarily of Commerce Street, 2nd Street, Houston Street, and Lancaster Avenue.

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	10:00 AM – 10:00 PM		82
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	10	
Midday	9:00 AM – 3:00 PM	10	
Evening/Night	6:00 PM to end of service	10	
Saturdays	10:00 AM – 10:00 PM	10	82
Sundays	10:00 AM – 10:00 PM	10	82

RIDERSHIP: Molly the Trolley carries 192 passengers per weekday. Ridership is highest around lunch time, during the PM peak, and in the evening. High ridership stops include the ITC, Worthington Hotel, Houston & 4th - 5th, and Sheraton Hotel.



PERFORMANCE: Molly the Trolley ranks low in total ridership and very low in terms of weekday riders per hour and riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	192	25	359	14	187	11
Avg. Riders per Revenue Hour	9.4	37	13.1	16	7.3	16
Avg. Riders per Trip	2.3	39	4.4	23	2.3	16

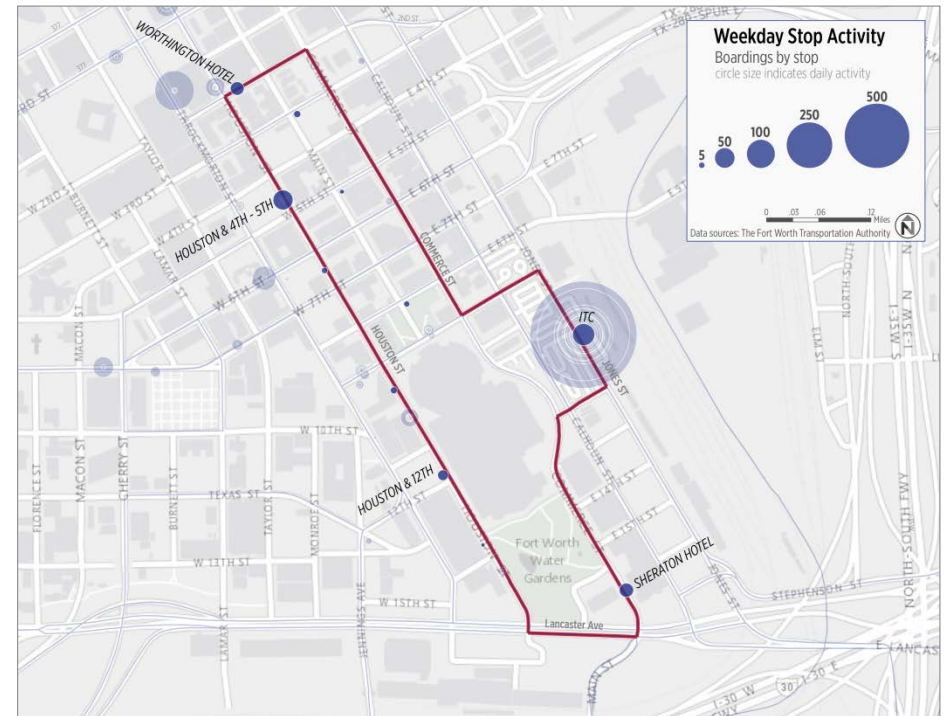
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$563,578

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	2.1	30	Indirect loop route
Average Speed (mph)	7.5	36	Slow due to downtown environment
Typical Peak Headway (mins)	10	-	Very convenient

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides highly visible downtown service
- Provides very frequent service
- Uses a unique funding mechanism where businesses help fund the service

WEAKNESSES

- Very low ridership and productivity
- Service begins too late to provide AM work trip connections from ITC

SERVICE IMPROVEMENT OPPORTUNITIES

- Start service earlier to serve work trips

Route 20 is a crosstown route that serves residential neighborhoods on the east side of Fort Worth along the Handley Drive corridor.



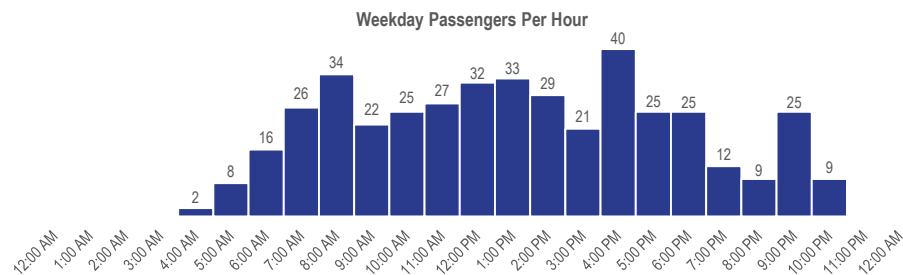
SERVICE TYPE: Crosstown

SERVICE PATTERNS: All service operates north-south on Handley Drive with terminal loops at both ends.

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	4:47 AM – 10:40 PM		82
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	30	
Midday	9:00 AM – 3:00 PM	30	
Evening/Night	6:00 PM to end of service	30	
Saturdays	5:09 AM – 10:50 PM	30	66
Sundays	5:57 AM – 8:24 PM	60	30

RIDERSHIP: Route 20 carries 516 passengers per weekday and is The T's 15th highest ridership route. Ridership is relatively consistent throughout the day with moderate peaks in the morning and evening. High ridership stops include Handley & Kerr, Handley & Meadowbrook, and Boca Raton & 820.



PERFORMANCE: Route 20 ranks 24th in weekday riders per revenue hour and 31st in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	516	15	367	13	144	13
Avg. Riders per Revenue Hour	15.9	24	12.6	19	10.9	13
Avg. Riders per Trip	7.3	31	5.6	21	4.8	14

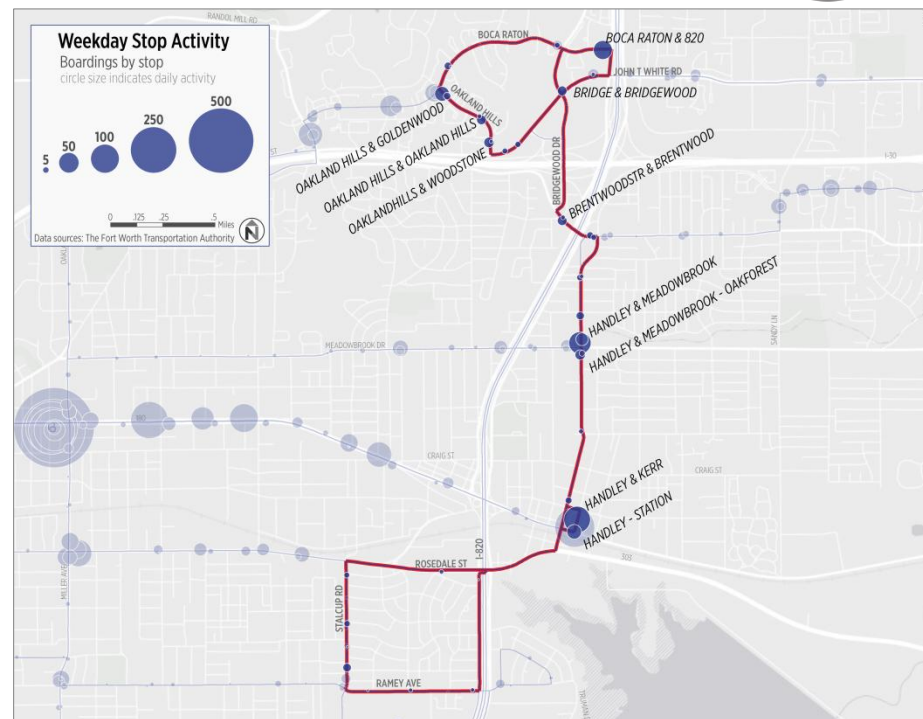
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$1,179,271

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.5	21	Core of route direct; outer ends indirect
Average Speed (mph)	14.8	12	
Typical Peak Headway (mins)	30	-	Relatively Good

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides unique service
- Connects with several major transfer points

WEAKNESSES

- Circuitous alignment on the southern and northern ends of the routes
- Low ridership along southern end of route

SERVICE IMPROVEMENT OPPORTUNITIES

- Operate service as an extension of Route 4 East Rosedale
- Extend service to Remington College or Richland Hills TRE Station

Route 21 is a feeder route that connects residential neighborhoods east of downtown Fort Worth to the East Fort Worth Transfer Center. The route serves the east-west Boca Raton Boulevard and John T. White Road corridors.

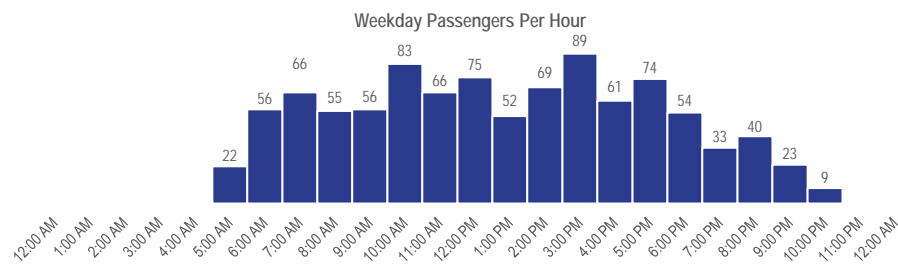
SERVICE TYPE: Feeder

SERVICE PATTERNS: All service operates north-south on Oakland Boulevard before operating east-west along Boca Raton Boulevard and John T White Road. East of Eastchase Parkway, buses complete a counterclockwise terminal loop along Meadowbrook Boulevard and Randol Mill Road.

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:03 AM – 10:45 PM		64
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	30	
Midday	9:00 AM – 3:00 PM	30	
Evening/Night	6:00 PM to end of service	60	
Saturdays	6:05 AM – 7:50 PM	60	47
Sundays	7:45 AM – 7:45 PM	60	25

RIDERSHIP: Route 21 carries 1,013 passengers per weekday and is The T's 9th highest ridership route. Ridership is relatively consistent throughout the service day, declining throughout the evening. High ridership stops include the East Fort Worth Transfer Center, Woodhaven & La Paseo, Boca Raton & Country Club, and Eastchase & Anderson.



PERFORMANCE: Route 21 ranks 10th in weekday riders per revenue hour and 12th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	1,013	9	686	8	331	7
Avg. Riders per Revenue Hour	23.9	10	24.1	5	27.1	3
Avg. Riders per Trip	15.8	12	14.6	8	13.2	6

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

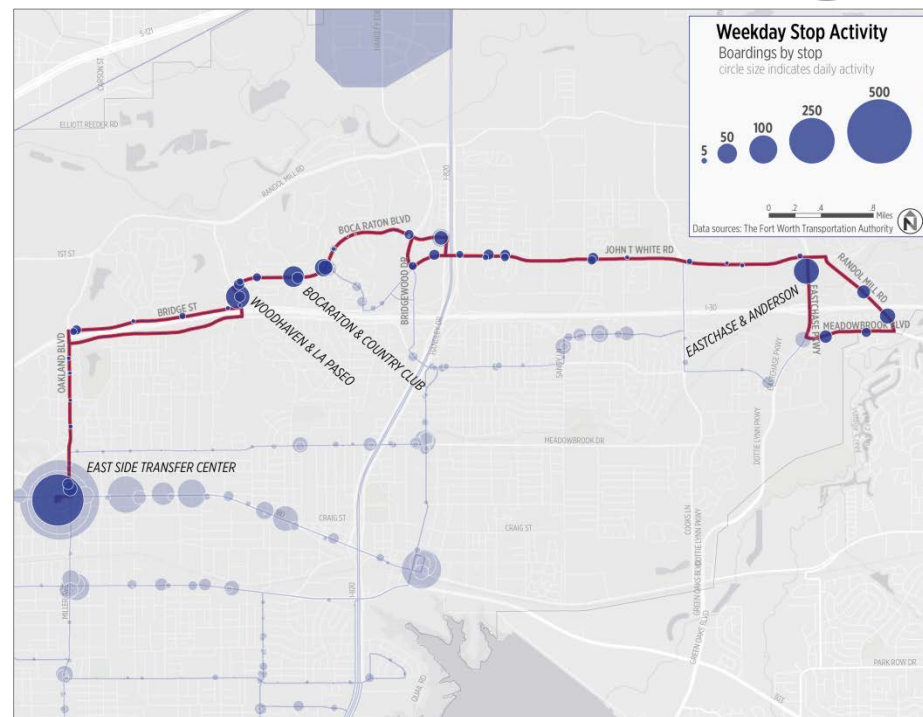
FULLY ALLOCATED OPERATING COST: \$1,373,132

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.1	11	Very direct alignment
Average Speed (mph)	13.0	19	
Typical Peak Headway (mins)	30	-	Relatively good



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Relatively high daily ridership
- Direct alignment
- Strong anchors

WEAKNESSES

- No major weaknesses

SERVICE IMPROVEMENT OPPORTUNITIES

- Increase evening frequencies to 30 minutes

Route 22 is a feeder route that connects residential neighborhoods east of downtown Fort Worth to the East Fort Worth Transfer Center. The route primarily serves Meadowbrook Drive and Ederville Road.

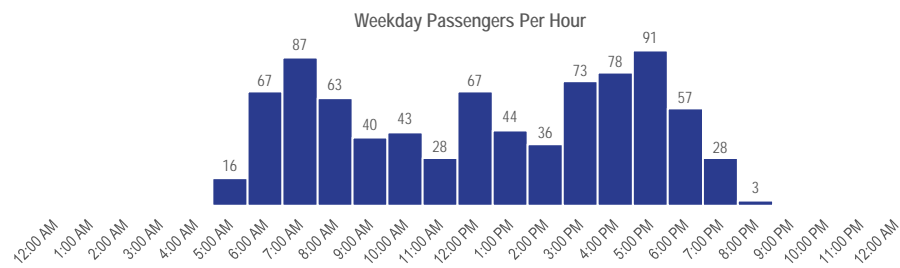
SERVICE TYPE: Feeder

SERVICE PATTERNS: All service operates east-west on Meadowbrook Drive, Brentwood Stair Road, and Ederville Road. Buses complete a loop at the route's eastern terminus, traveling clockwise along Cooks Lane, John T. White Road, and Eastchase Parkway.

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:20 AM – 7:50 PM		47
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	30	
Midday	9:00 AM – 3:00 PM	60	
Evening/Night	6:00 PM to end of service	30	
Saturdays	6:08 AM – 7:50 PM	60	28
Sundays	7:49 AM – 7:49 PM	60	25

RIDERSHIP: Route 22 carries 772 passengers per weekday and is The T's 11th highest ridership route. Ridership is peak oriented, with ridership nearly twice as high in the peak than during the midday. High ridership stops include the East Side Transfer Center, Handley & Meadowbrook, Ederville & Seattle Slew, and Eastchase & Anderson.



PERFORMANCE: Route 22 ranks 11th in weekday riders per revenue hour and 11th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	772	11	414	11	269	10
Avg. Riders per Revenue Hour	22.0	11	31.1	3	23.1	5
Avg. Riders per Trip	16.4	11	28.0	4	10.8	9

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

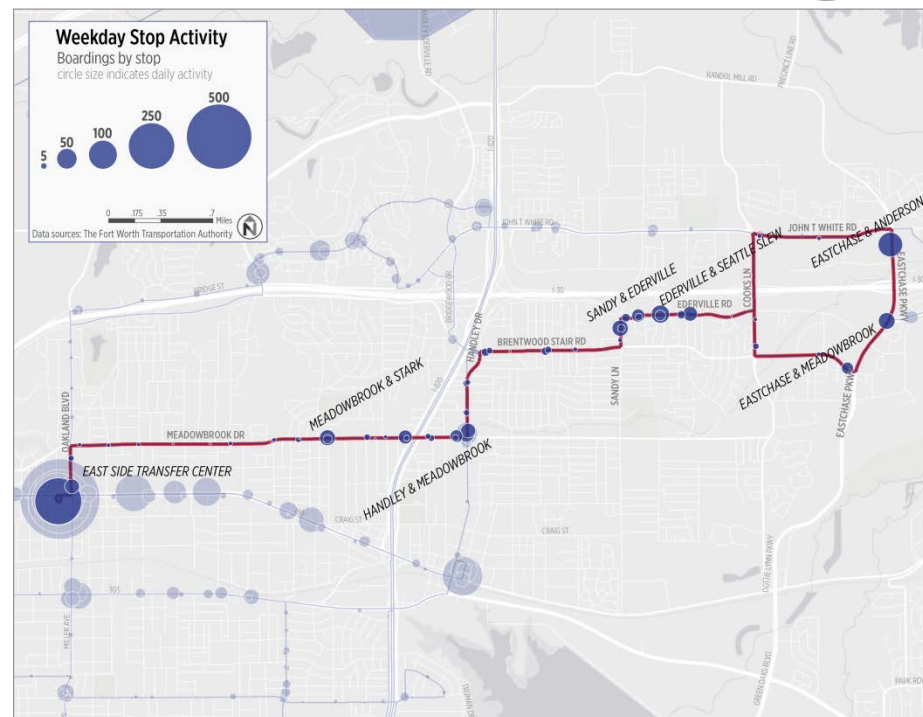
FULLY ALLOCATED OPERATING COST: \$1,085,570

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.3	15	
Average Speed (mph)	12.2	25	
Typical Peak Headway (mins)	30	-	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Relatively high ridership
- Serves several activity centers and has strong anchors

WEAKNESSES

- No major weaknesses

SERVICE IMPROVEMENT OPPORTUNITIES

- Provide midday service every 30 minutes

Route 24 is a crosstown route that operates along Berry Street between Texas Christian University and Fort Worth's Eastside via the Sierra Vista Transfer Center.

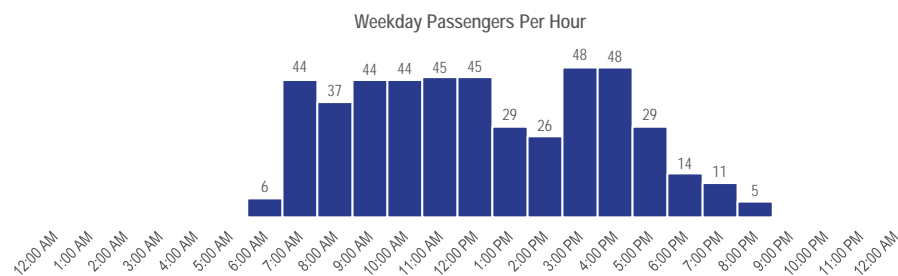
SERVICE TYPE: Crosstown

SERVICE PATTERNS: All service operates east-west on Berry Street with a counterclockwise loop providing service to Walmart.

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:51 AM – 9:51 PM		64
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	30	
Midday	9:00 AM – 3:00 PM	30	
Evening/Night	6:00 PM to end of service	30	
Saturdays	6:45 AM – 9:06 PM	60	30
Sundays	6:51 AM – 8:04 PM	60	26

RIDERSHIP: Route 24 carries 621 passengers per weekday and is The T's 13th highest ridership route. Ridership is relatively consistent throughout the day with declining ridership throughout the evening. High ridership stops include Berry & Travis – Hemphill, Berry & I-35 – Evans, Berry & Riverside, and Berry & Pate.



PERFORMANCE: Route 24 ranks 26th in weekday riders per revenue hour and 24th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	621	13	352	15	177	12
Avg. Riders per Revenue Hour	15.5	26	19.3	10	11.2	12
Avg. Riders per Trip	9.7	24	11.7	13	6.8	12

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

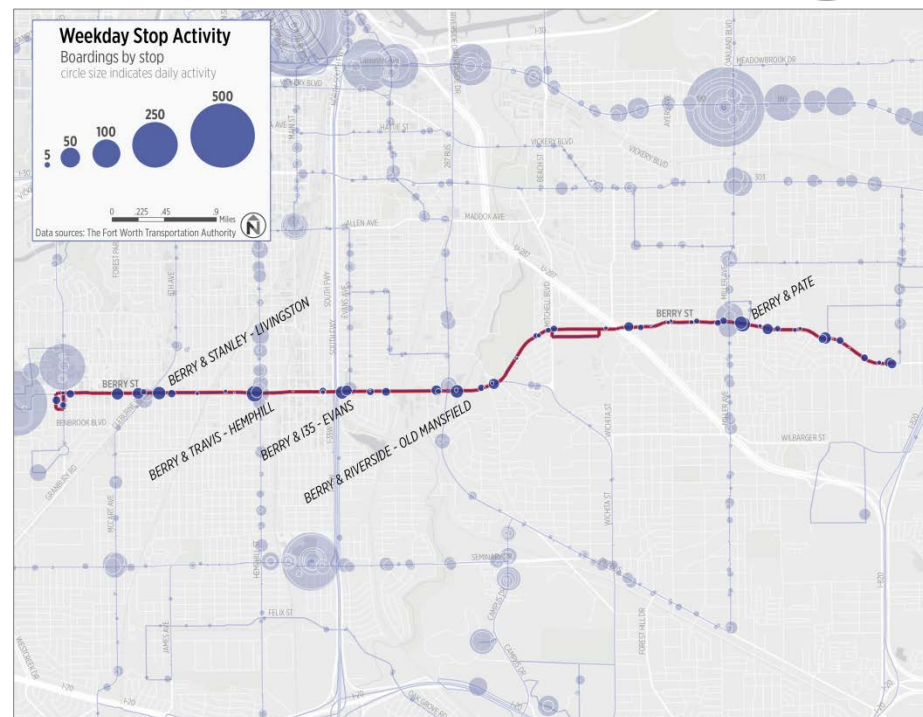
FULLY ALLOCATED OPERATING COST: \$1,257,966

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.1	10	Very direct alignment
Average Speed (mph)	12.8	21	
Typical Peak Headway (mins)	30	-	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Key crosstown route that connects various transfer points
- Direct alignment

WEAKNESSES

- No major weaknesses

SERVICE IMPROVEMENT OPPORTUNITIES

- Consider increasing frequency to 15 minutes during AM and PM peak periods

Route 25 is a major crosstown route that serves southern Fort Worth and connects to the east side of Fort Worth and the west side adjacent to downtown. The route serves two major transfer centers, as well as Hulen Mall and Tarrant County Resource Connection Transfer Center.



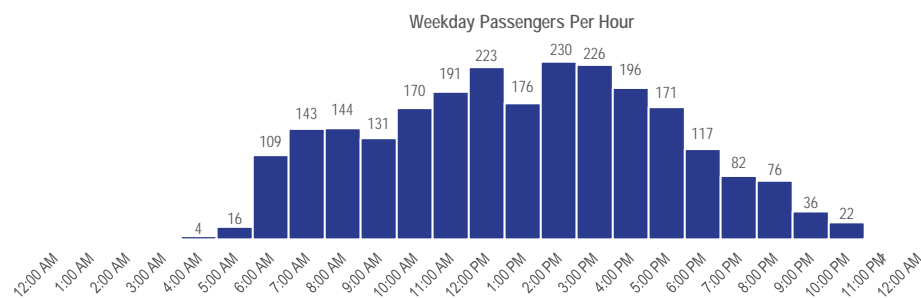
SERVICE TYPE: Crosstown

SERVICE PATTERNS: Service primarily travels in a “U” shape across southern Fort Worth, serving Miller Avenue, Seminary Drive, and Hulen Street. The route serves the East Side Transfer Center to La Gran Plaza segment all trips, but only serves La Gran Plaza to Camp Bowie every other trip (hourly).

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	4:50 AM – 10:38 PM		67
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	30	
Midday	9:00 AM – 3:00 PM	30	
Evening/Night	6:00 PM to end of service	60	
Saturdays	5:50 AM – 10:40 PM	60	36
Sundays	7:48 AM – 7:57 PM	60	28

RIDERSHIP: Route 25 carries 2,310 passengers per weekday, the 4th highest in The T’s bus system. Ridership is highest during the middle of the day, with ridership over 200 passengers per hour between 12:00 and 4:00 PM. Active stops include the East Side Transfer Center and La Gran Plaza.



PERFORMANCE: Route 25 ranks 6th in weekday riders per revenue hour and 2nd in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	2,310	4	1,421	4	868	4
Avg. Riders per Revenue Hour	27.7	6	22.3	6	18.3	8
Avg. Riders per Trip	34.5	2	39.5	2	31.0	2

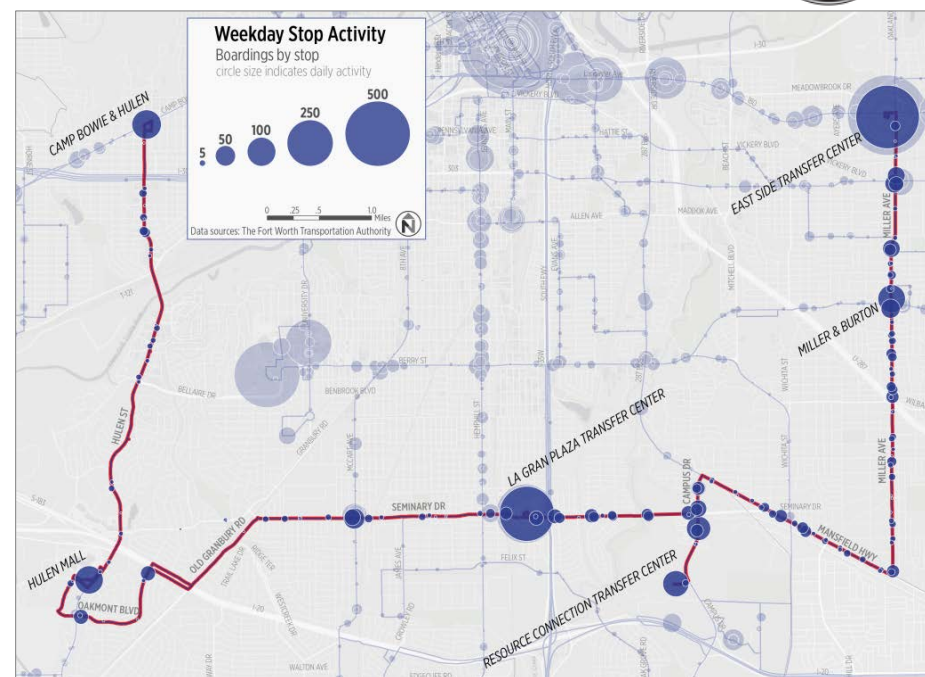
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$2,757,899

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	2.2	32	Indirect alignment, but few deviations
Average Speed (mph)	13.3	15	
Typical Peak Headway (mins)	30	-	Relatively good

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Strong overall ridership and high ridership per trip throughout the week
- High productivity

WEAKNESSES

- Relatively indirect route, although there are few deviations from major corridors

SERVICE IMPROVEMENT OPPORTUNITIES

- To provide faster service to riders, eliminating the deviation to the Resource Connection Transfer Center may be considered since coverage is already provided by Routes 3 –South Riverside/TCC and 5 Evans/Wichita
- Streamline circulation near Hulen Mall – operate directly into the mall instead of circulating via South Drive to improve run times

Ridgmar/Normandale

Route 26 is a feeder route that connects residential neighborhoods west of downtown Fort Worth to the Ridgmar Mall Transfer Center. The route serves the Calmont Avenue corridor westbound and returns eastbound via Camp Bowie Boulevard. The route operates on weekdays and Saturdays until early evening. After that time, Route 2 Camp Bowie serves Route 26's alignment.



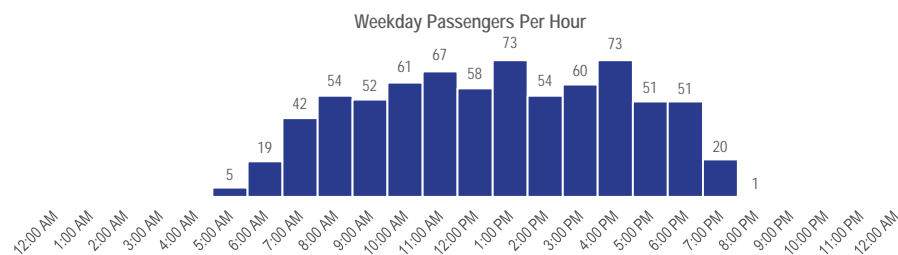
SERVICE TYPE: Feeder

SERVICE PATTERNS: There are two service patterns. AM service operates clockwise, traveling west on Camp Bowie Boulevard, looping clockwise on Cimarron Trail and Chapin Road, and then counterclockwise on Normandale, returning to Ridgmar Mall via Calmont. PM trips operate in the opposite direction.

SCHEDULE: Service operates on weekdays and Saturdays from early AM until early evening. After Route 26 ends service, Route serves Route 26's alignment until approximately 11 PM.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:05 AM – 7:05 PM		28
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	30	
Midday	9:00 AM – 3:00 PM	30	
Evening/Night	6:00 PM to end of service	30	
Saturdays	5:35 AM – 6:35 PM	30-60	23
Sundays	-	-	-

RIDERSHIP: Route 26 carries 873 passengers per weekday and is The T's 10th highest ridership route. Ridership is consistent throughout the day, with low ridership in the early morning and evening. High ridership stops include Ridgmar Mall Transfer Center, Calmont & Phoenix, and Calmont & Las Vegas.



PERFORMANCE: Route 26 ranks 4th in weekday riders per revenue hour and 3rd in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	873	10	644	9	-	-
Avg. Riders per Revenue Hour	34.6	4	31.1	3	-	-
Avg. Riders per Trip	31.2	3	28.0	4	-	-

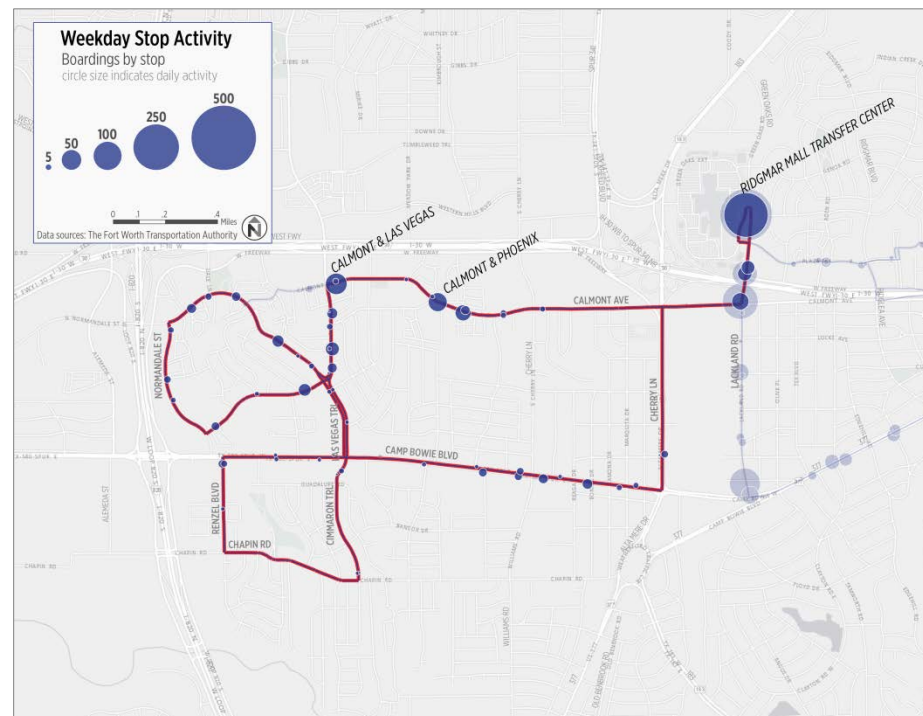
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$750,465

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	2.7	34	Circuitous, series of loops
Average Speed (mph)	11.8	27	
Typical Peak Headway (mins)	30	-	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Moderately high ridership
- Relatively frequent service throughout the day

WEAKNESSES

- Very indirect and circuitous alignment; long travel times due to loops
- Most passengers need to transfer to other at Ridgmar Mall
- Very low ridership along southern legs of route

SERVICE IMPROVEMENT OPPORTUNITIES

- Reconfigure to simplify service
- Combine with Route 2 Camp Bowie to provide direct service to and from downtown

Route 27 is a feeder route that connects residential neighborhoods west of downtown Fort Worth to the Ridgmar Mall Transfer Center. The route serves the east-west Plaza Parkway corridor as well as Prevos Street southbound and Horne Street northbound.

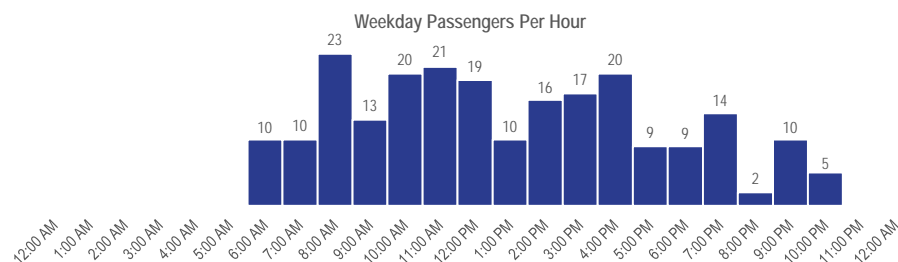
SERVICE TYPE: Feeder

SERVICE PATTERNS: All service operates east-west on Plaza Parkway before traveling south on Bryant Irvin Road. Buses then operate in a clockwise loop consisting primarily of Prevos Street, Vickery Boulevard, and Horne Street. On Sundays, the route also serves Walmart on Vickery Boulevard.

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	6:03 AM – 10:31 PM		17
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	60	
Midday	9:00 AM – 3:00 PM	60	
Evening/Night	6:00 PM to end of service	60	
Saturdays	7:03 AM – 10:35 PM	60	16
Sundays	7:35 AM – 7:32 PM	60	12

RIDERSHIP: Route 27 carries 212 passengers per weekday. Ridership varies throughout the service day, declining in the evening hours. High ridership stops include the Ridgmar Mall Transfer Center, Camp Bowie & Curzon, and Littlepage & Manhattan.



PERFORMANCE: Route 27 ranks 28th in weekday riders per revenue hour and 16th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	212	24	141	23	89	16
Avg. Riders per Revenue Hour	13.8	28	9.1	23	7.5	15
Avg. Riders per Trip	12.5	16	8.8	16	7.4	11

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

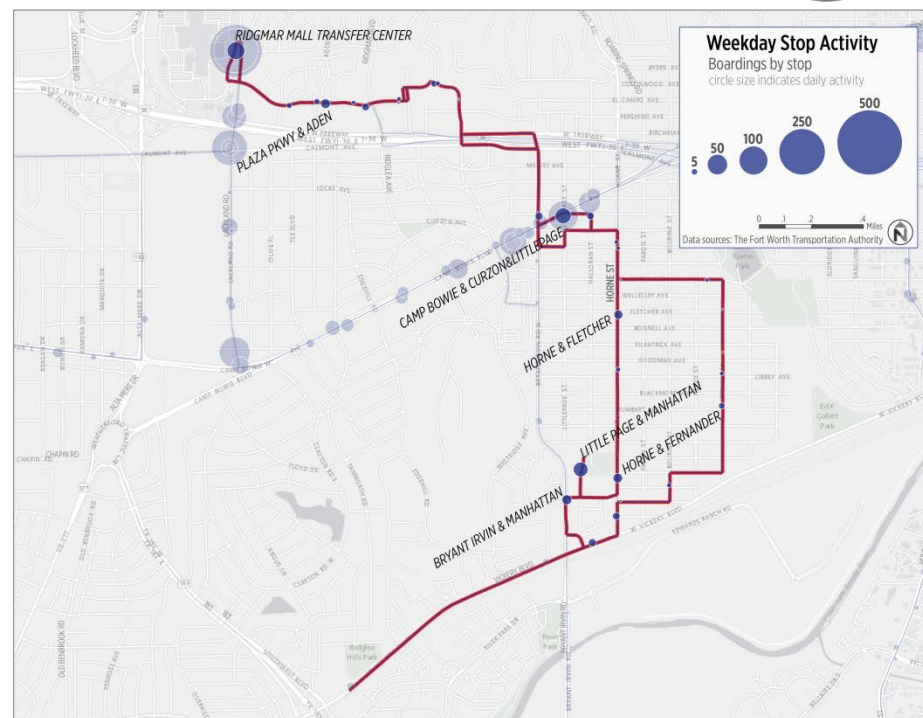
FULLY ALLOCATED OPERATING COST: \$473,358

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	2.0	28	Circuitous and indirect alignment
Average Speed (mph)	10.0	33	
Typical Peak Headway (mins)	60	-	Infrequent



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Strong anchor at the northern end
- Provides transfer opportunities to several routes

WEAKNESSES

- Low average speed
- Circuitous and indirect alignment

SERVICE IMPROVEMENT OPPORTUNITIES

- Reconfigure to provide bi-directional service along Horne Street rather than split legs along southern end
- Operate as an extension of Route 32 Bryant Irvin to increase travel opportunities to the south



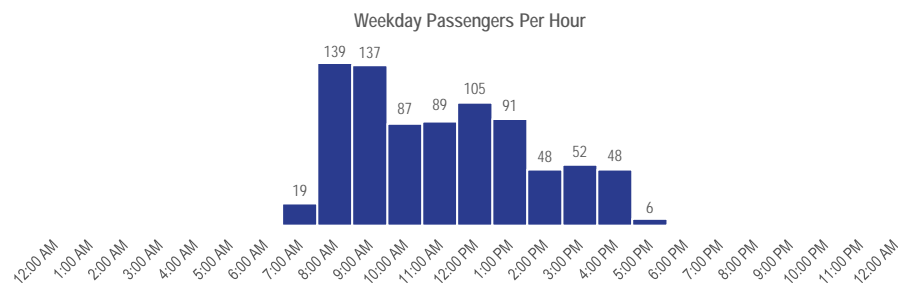
SERVICE TYPE: Circulator

SERVICE PATTERNS: All service operates in a clockwise loop serving the university's main campus buildings, including the Stadium, Student Center, and Burnett Library.

SCHEDULE: Service operates on weekdays only.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	7:28 AM – 5:28 PM		61
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	10	
Midday	9:00 AM – 3:00 PM	10	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 29 carries 493 passengers per weekday and is The T's 16th highest ridership route. Ridership peaks in the morning and gradually declines throughout the service day. Highest ridership stops are Burnett Library at University & Lowden and the TCU Dining Hall.



PERFORMANCE: Route 29 ranks 9th in weekday riders per revenue hour and 29th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	493	16	-	-	-	-
Avg. Riders per Revenue Hour	24.3	9	-	-	-	-
Avg. Riders per Trip	8.1	29	-	-	-	-

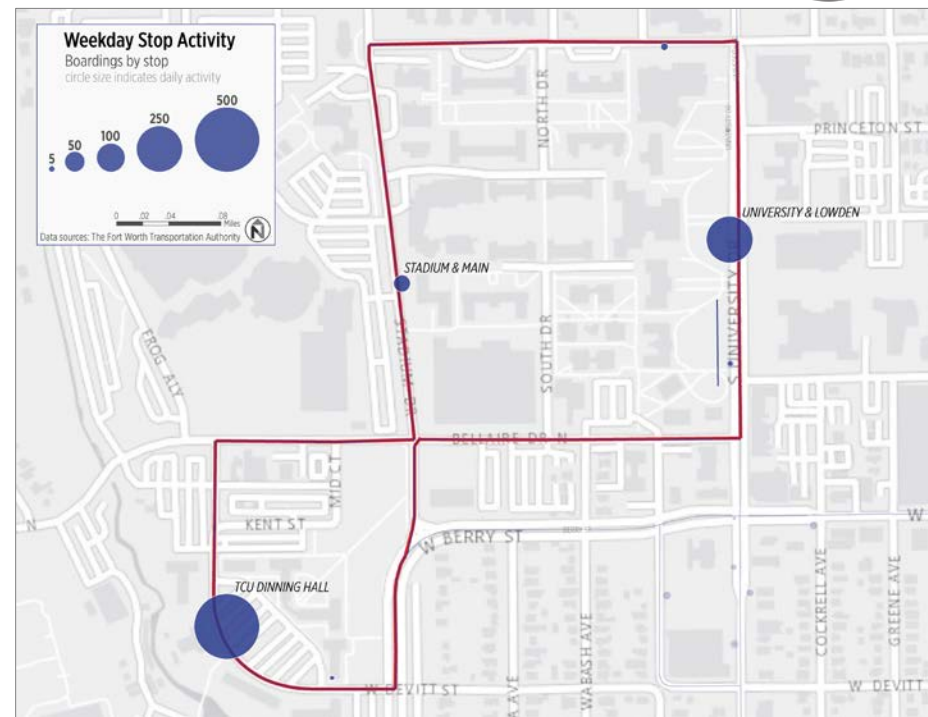
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$236,324

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	2.3	Indirect	One-way loop circulator
Average Speed (mph)	5.6	Very slow	Due to operating environment
Typical Peak Headway (mins)	10	Excellent	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Frequent service
- Good productivity

WEAKNESSES

- Low average speed

SERVICE IMPROVEMENT OPPORTUNITIES

- No significant changes required.

Centreport Circulator

Route 30 is a circulator route that connects residential neighborhoods and industrial districts east of downtown Fort Worth to the Centreport/DFW TRE Station. Originating from the Centreport Station, the route operates three different loops, each serving a unique market.



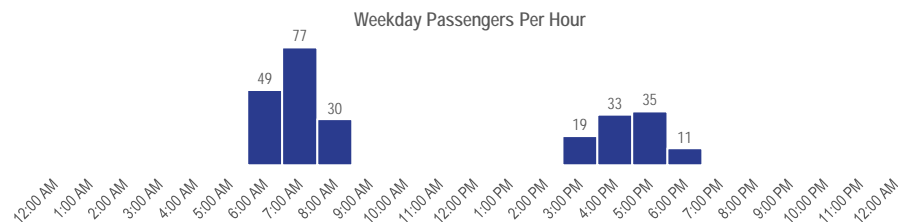
SERVICE TYPE: Circulator

SERVICE PATTERNS: Route 30 is comprised of three different loop routes: West, East, and Amon Carter. The west loop operates counterclockwise primarily along 360 Service Road, FAA Boulevard, American Boulevard, and Trinity Boulevard. The east loop also operates in a counterclockwise fashion, primarily along Frye Road, Empire Road, and Cambridge Road. The Amon Carter Loop operates north-south on Amon Carter Boulevard before looping clockwise along SH 183 Service Road and Buckingham Road.

SCHEDULE: Service operates on weekdays only, and each loop operates with essentially the same schedule.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	Peak Only		48
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	20-30	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 30 carries 262 passengers per weekday, or approximately 90 passengers per loop. Ridership is peak oriented, with no service provided during the midday. High ridership stops include Centreport Railway Station, Amon Carter & Sovereign – Trinity, and Chase.



PERFORMANCE: Route 30 ranks 32nd in riders per trip. (Revenue hours not available)

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	262	21	-	-	-	-
Avg. Riders per Revenue Hour	13.7	29	-	-	-	-
Avg. Riders per Trip	5.5	32	-	-	-	-

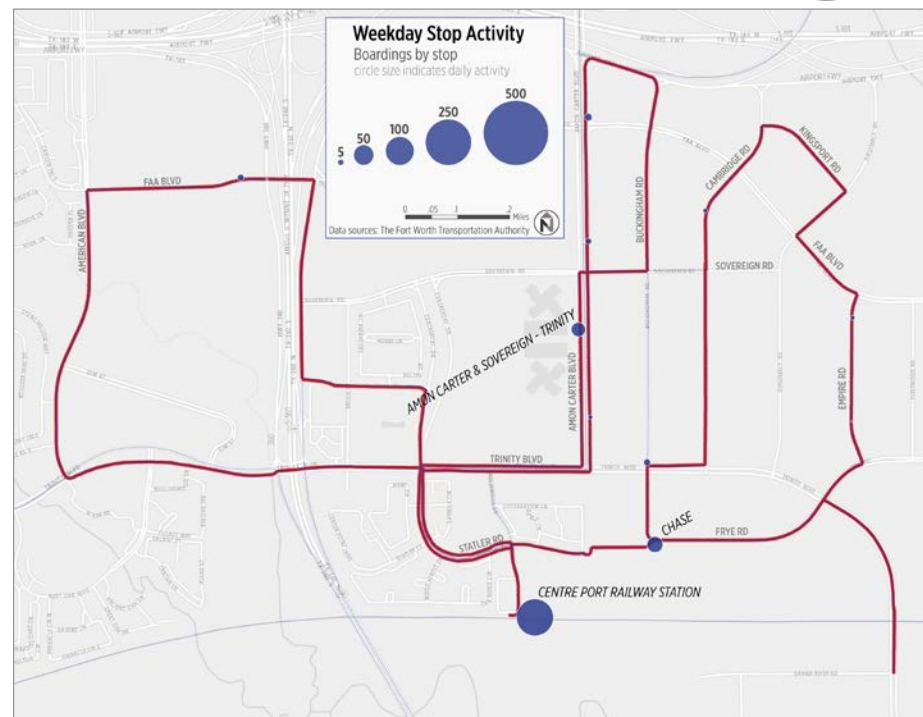
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$220,005

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	NA; loop	Circuitous	
Average Speed (mph)	11.6	Fair	
Typical Peak Headway (mins)	20-30	Fair-Good	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides first mile/last mile connections with TRE

WEAKNESSES

- Low ridership, including along many relatively long segments
- Use of the same route number and name for three different routes

SERVICE IMPROVEMENT OPPORTUNITIES

- Conduct further analysis to identify more effective alignments
- Rename and renumber with unique names for each loop

Route 32 is a crosstown route that connects the Como neighborhood and commercial areas west of downtown Fort Worth to the Hulen Mall. The route operates north-south along Bryant Irvin Road and east-west along Oakmont Boulevard.



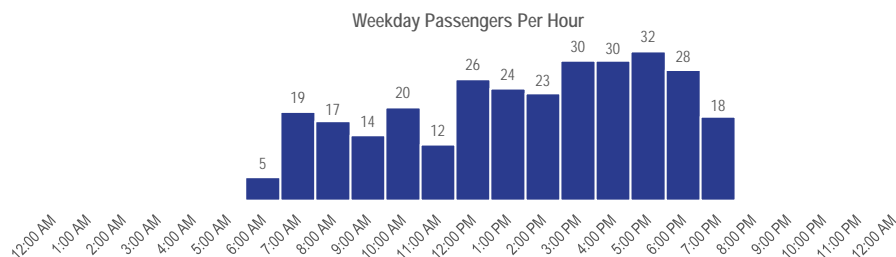
SERVICE TYPE: Crosstown

SERVICE PATTERNS: All service operates north-south on Bryant Irvin Road with a clockwise loop serving Camp Bowie & Winthrop. Buses operate east-west along Oakmont Road and north-south along Hulen Street to access Hulen Mall. Service deviates onto Manhattan Drive to serve a residential neighborhood and the Viola Pitts/Como Health Center.

SCHEDULE: Service operates on weekdays and Saturday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	6:39 AM – 7:39 PM		27
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	60	
Midday	9:00 AM – 3:00 PM	60	
Evening/Night	6:00 PM to end of service	60	
Saturdays	6:39 AM – 8:12 PM	60	28
Sundays	-	-	-

RIDERSHIP: Route 32 carries 269 passengers per weekday. Ridership gradually increases throughout the service day, peaking around 5:00 PM. High ridership stops include Hulen Mall and Camp Bowie & Winthrop.



PERFORMANCE: Route 32 ranks 22nd in weekday riders per revenue hour and 13rd in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	269	19	215	20	-	-
Avg. Riders per Revenue Hour	16.7	22	12.8	18	-	-
Avg. Riders per Trip	10.0	23	7.7	19	-	-

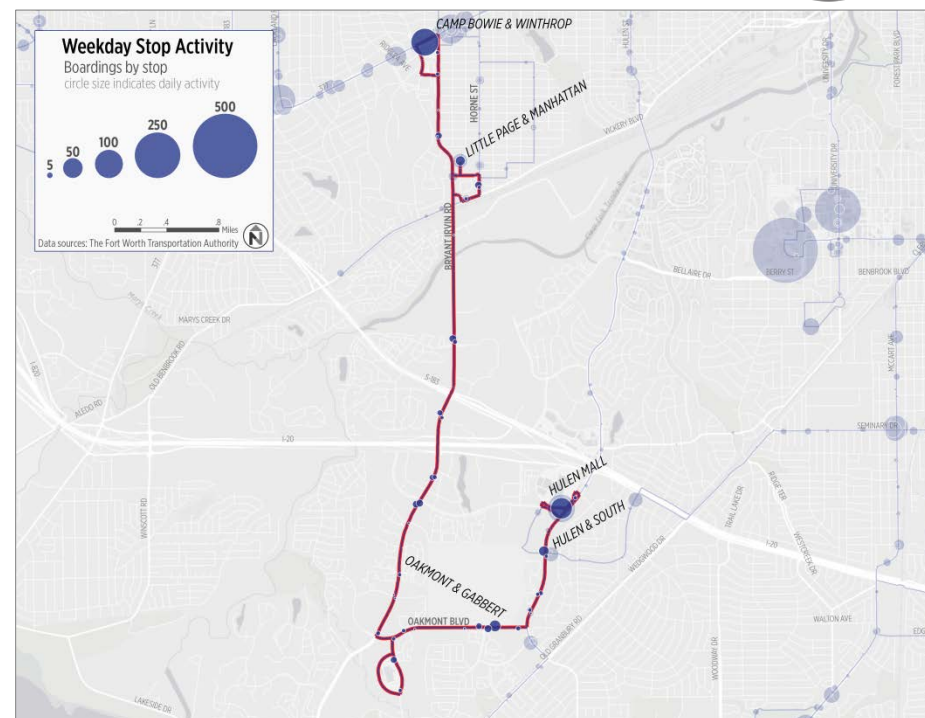
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$589,901

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	2.1	Indirect	
Average Speed (mph)	15.9	Very good	
Typical Peak Headway (mins)	60	Poor	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Strong anchors on both ends of the route

WEAKNESSES

- Southern portion of the route is indirect
- Low ridership on indirect southern portion
- Infrequent service

SERVICE IMPROVEMENT OPPORTUNITIES

- Realign southern portion to operate to Harris SW Hospital via Hulen Mall and Walmart
- Incorporate Route 27 as an extension of Route 32 to increase travel opportunities to the south
- Increase service frequencies

Richland Hills Rider Request

Route 41 is a rider request service that operates in Richland Hills, northeast of Fort Worth, and serves the Richland Hills TRE station. Passengers must call in advance to schedule a pick-up.



SERVICE TYPE: Rider Request

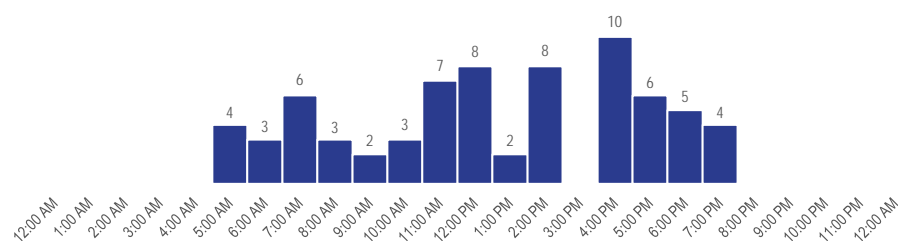
SERVICE PATTERNS: The rider request service is available south of Glenview Drive between Grapevine Highway and Booth Calloway Road. The southern boundary is Jack Newell Boulevard. Trips are scheduled to meet TRE rail service at the Richland Hills station.

SCHEDULE: Service operates on weekdays and Saturday. Schedules are designed to meeting arriving and departing TRE trains as well as possible with the use of a single vehicle.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:42 AM – 7:03 PM		39
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	Irregular	
Midday	9:00 AM – 3:00 PM	Irregular	
Evening/Night	6:00 PM to end of service	Irregular	
Saturdays	9:02 AM – 7:30 PM	28-62	39
Sundays	-	-	-

RIDERSHIP: Route 41 carries 151 passengers per weekday. Ridership varies throughout the service day, with the highest ridership levels in the late afternoon. The TRE Richland Hills Station is the only fixed timepoint on Route 41.

Weekday Passengers Per Hour



PERFORMANCE: Route 41 ranks 40th in weekday riders per revenue hour and 36th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	151	27	53	24	-	-
Avg. Riders per Revenue Hour	4.6	40	3.7	24	-	-
Avg. Riders per Trip	3.9	36	1.5	24	-	-

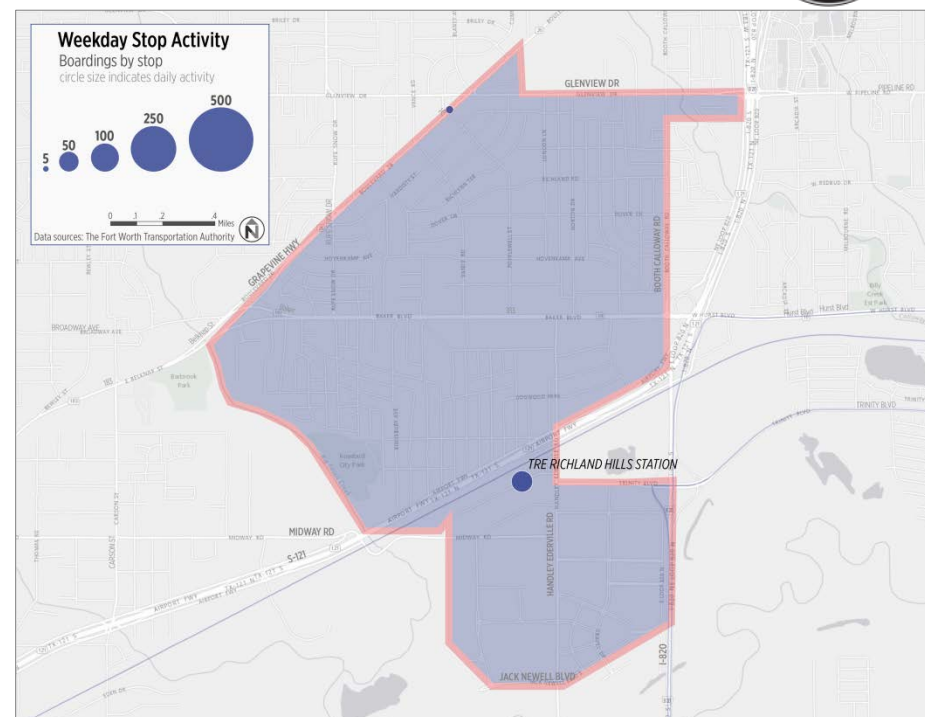
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$1,080,760

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	NA	NA	
Average Speed (mph)	5.9	Slow	Alignments based on rider requests
Typical Peak Headway (mins)	30	Fair	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides very customized service

WEAKNESSES

- Requires reservations
- Low productivity, especially on Saturdays

SERVICE IMPROVEMENT OPPORTUNITIES

- Further examine ridership patterns to determine whether the route could be more effective as fixed route service.

Jacksboro Highway

Route 46 is a radial route that serves the north-south Jacksboro Highway corridor. The route connects downtown Fort Worth to northwest Fort Worth, including commercial areas at Jacksboro Highway and Loop 820.

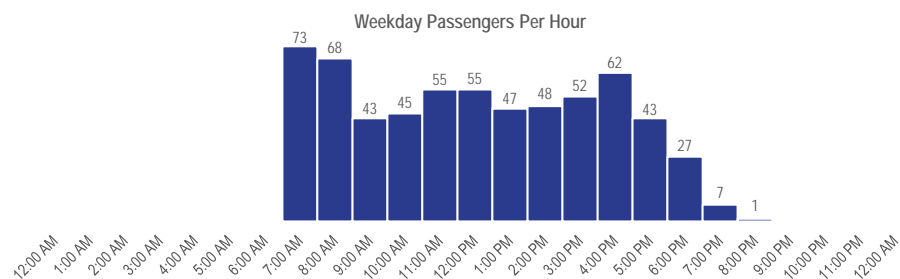
SERVICE TYPE: Radial

SERVICE PATTERNS: Service operates north-south on Jacksboro Highway with a clockwise loop serving Shady Oaks Manor and Northwest Center Drive. In downtown Fort Worth, outbound buses operate along Throckmorton Street while inbound buses operate along Houston Street.

SCHEDULE: Service operates on weekdays and Saturdays.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	6:31 AM – 7:41 PM		51
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	30	
Midday	9:00 AM – 3:00 PM	30	
Evening/Night	6:00 PM to end of service	30	
Saturdays	6:43 AM – 6:43 PM	60	25
Sundays	-	-	-

RIDERSHIP: Route 46 carries 608 passengers per weekday and is The T's 14th highest ridership route. Ridership is slightly peak oriented, with ridership moderately higher in the peak than during the midday. High ridership stops include the ITC, Jacksboro Highway & Ephriham, and Northwest Centre & 199 Access.



PERFORMANCE: Route 1 ranks 17th in weekday riders per revenue hour and 18th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	608	14	324	16	-	-
Avg. Riders per Revenue Hour	20.6	17	25.9	4	-	-
Avg. Riders per Trip	11.9	18	13.0	11	-	-

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

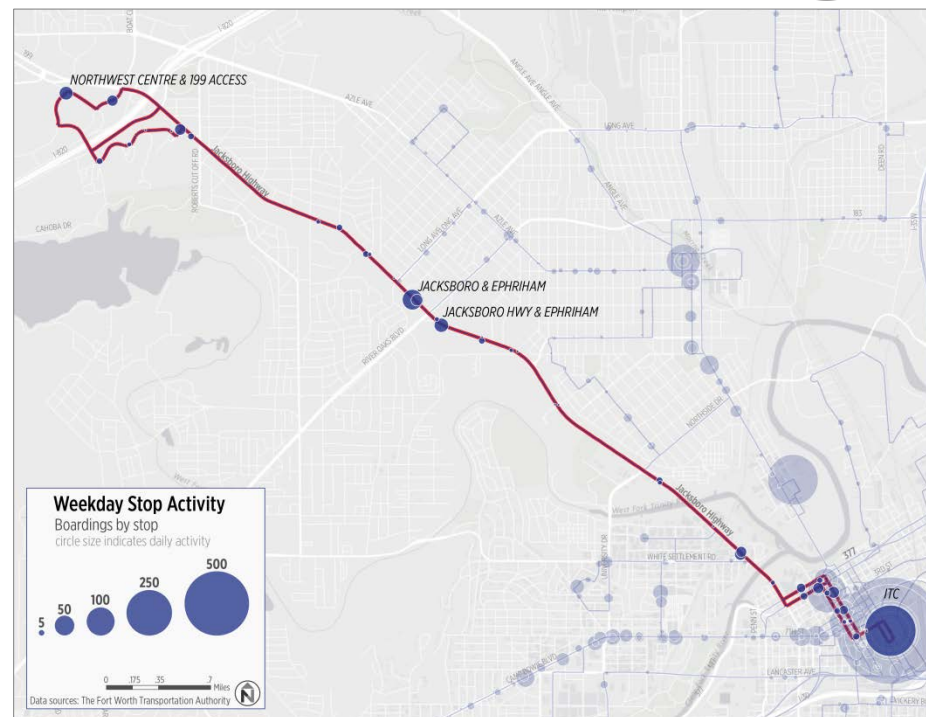
FULLY ALLOCATED OPERATING COST: \$880,267

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.0	3	Very direct
Average Speed (mph)	14.0	14	High average speed
Typical Peak Headway (mins)	30	-	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Moderately high ridership and productivity
- Direct alignment along most of route

WEAKNESSES

- Saturday service does not serve important anchors
- Different weekday and Saturday alignment along northern end of route

SERVICE IMPROVEMENT OPPORTUNITIES

- Provide all service via weekday alignment to provide better shopping opportunities
- Begin weekday service earlier, since high ridership on early trips indicates demand for earlier service.

Route 57 is a radial route that connects residential neighborhoods in Como, southwest of downtown Fort Worth, to downtown. The route serves the east-west 7th Street corridor and Horne Street.

SERVICE TYPE: Radial

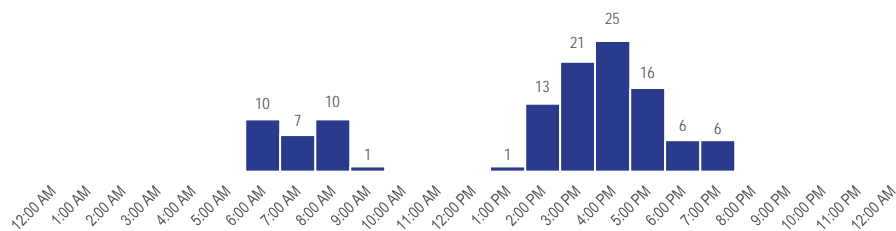
SERVICE PATTERNS: Service operates primarily along West 7th Street, Montgomery Street, and the I-30 Service Roads, with a counterclockwise loop providing service along Prevost Street, Horne Street, and Bryant Irvin Road.

SCHEDULE: Service operates every 60 minutes on weekdays with a gap between 9:15 a.m. and 1:30 p.m.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	6:04 AM – 7:33 PM		18
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	60	
Midday	9:00 AM – 3:00 PM	–	
Evening/Night	6:00 PM to end of service	60	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 57 carries only 97 passengers per weekday. Ridership is significantly higher in the afternoon than in the morning. High ridership stops include the ITC, 7th & Carrol, and Camp Bowie & Curzon.

Weekday Passengers Per Hour



PERFORMANCE: Route 57 ranks 39th in weekday riders per revenue hour and 33rd in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	97	30	-	-	-	-
Avg. Riders per Revenue Hour	7.1	39	-	-	-	-
Avg. Riders per Trip	5.4	33	-	-	-	-

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

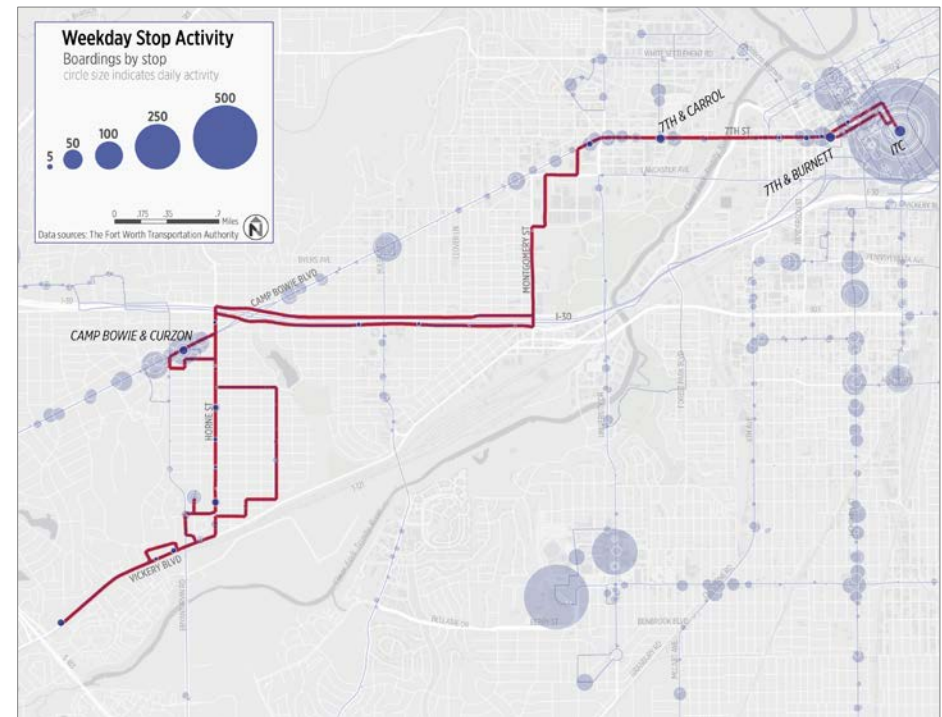
FULLY ALLOCATED OPERATING COST: \$343,456

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.2	Very Good	
Average Speed (mph)	12.2	Fair	
Typical Peak Headway (mins)	60	Poor	Inconvenient



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Service is mostly direct
- Fills in gaps in coverage

WEAKNESSES

- Low ridership
- Largely duplicates service provided by Route 2 Camp Bowie, Route 7 University Drive, and Route 27 Como

SERVICE IMPROVEMENT OPPORTUNITIES

- Discontinue and use resources to add service to Route 2 Camp Bowie, Route 7 University Drive, and Route 32 Bryant Irvin

60

Eastside Express

Route 60 is an express route that connects the East Side Transfer Center with the ITC in downtown Fort Worth, providing service parallel to the Spur*. The Eastside Express operates non-stop between the ITC and East Side Transfer Center.

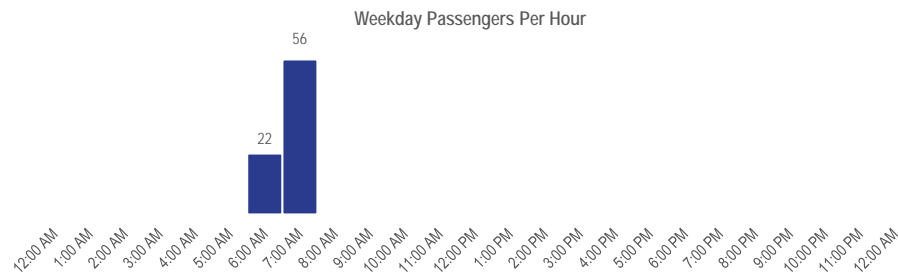
SERVICE TYPE: Express

SERVICE PATTERNS: All service operates east-west along Lancaster Avenue, serving the ITC in a clockwise loop consisting of Jones Street, 9th Street, and Commerce Street.

SCHEDULE: Service operates on weekdays during AM peak hours only.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	Peak Only		5
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	5 AM trips	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 60 carries 60 passengers per weekday and is The T's 33rd highest ridership route. The entirety of the ridership comes from the East Side Transfer Center.



PERFORMANCE: Route 60 ranks 1st in weekday riders per revenue hour and 17th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	60	33	-	-	-	-
Avg. Riders per Revenue Hour	60.0	1	-	-	-	-
Avg. Riders per Trip	12.0	17	-	-	-	-

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

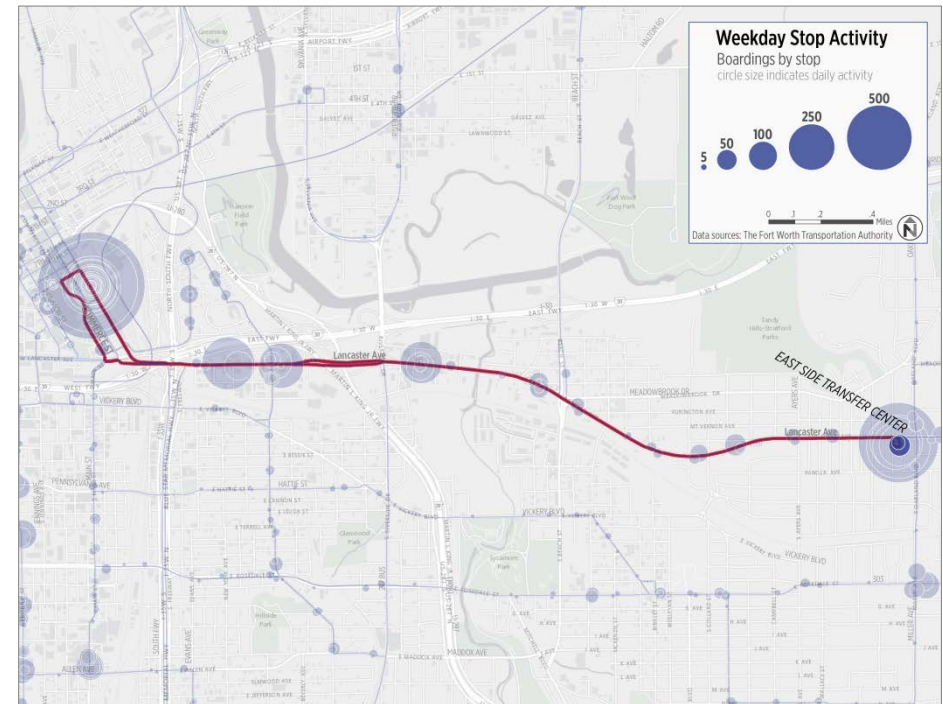
FULLY ALLOCATED OPERATING COST: \$40,378

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.0	2	Excellent
Average Speed (mph)	20.5	3	Excellent
Typical Peak Headway (mins)	30	Fair	But only in AM peak



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- High productivity on few trips
- High average speed

WEAKNESSES

- AM only service

SERVICE IMPROVEMENT OPPORTUNITIES

- Provide service during both AM and PM peak hours

Normandale Express

Route 61 is an express route that connects residential neighborhoods in Normandale, west of downtown Fort Worth, to downtown via I-30. The route also serves the Ridgmar Mall Transfer Center and Calmont Avenue corridor.



SERVICE TYPE: Express

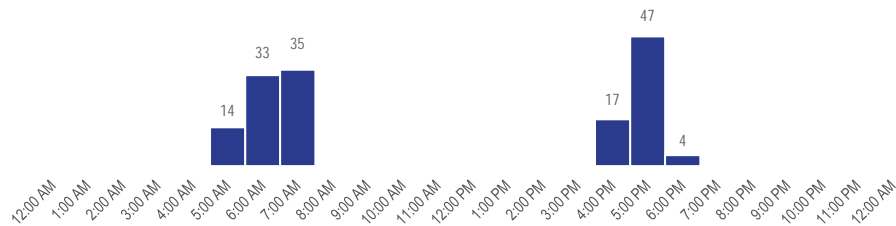
SERVICE PATTERNS: All service operates east-west on I-30 between the Ridgmar Mall Transfer Center and the ITC. West of Ridgmar Mall, service operates along Calmont Avenue before serving Normandale in a counterclockwise loop. In downtown, Route 61 follows a circuitous alignment via Throckmorton, Belknap, and Houston Streets.

SCHEDULE: Service operates on weekdays during peak hours only.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	Peak Only		6
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	20-45	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 61 carries 152 passengers per weekday and is The T's 26th highest ridership route. Ridership is peak oriented, with no service provided during the midday. High ridership stops include Western Hills Methodist Church Park-and-Ride lot off of Calmont Avenue near Las Vegas Trail, the Ridgmar Mall Transfer Center, where there is also parking, and the ITC.

Weekday Passengers Per Hour



PERFORMANCE: Route 61 ranks 5th in weekday riders per revenue hour and 6th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	152	26	-	-	-	-
Avg. Riders per Revenue Hour	30.4	5	-	-	-	-
Avg. Riders per Trip	25.3	6	-	-	-	-

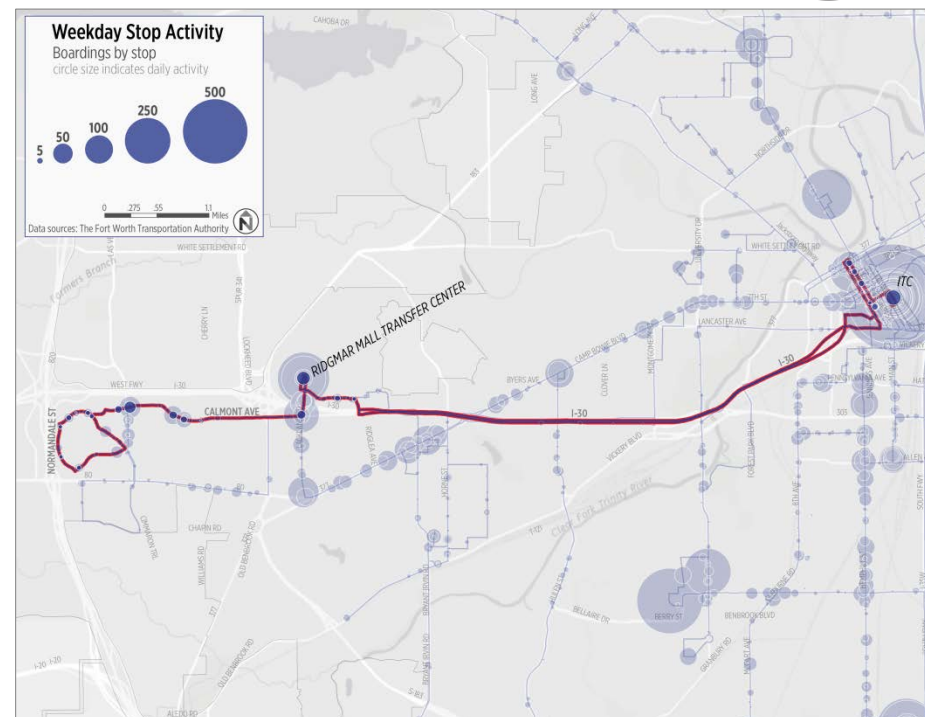
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$197,041

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.5	20	
Average Speed (mph)	16.8	7	
Typical Peak Headway (mins)	20-45	-	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Strong productivity
- Direct alignment along most of route
- High average speed

WEAKNESSES

- No major weaknesses

SERVICE IMPROVEMENT OPPORTUNITIES

- Operate downtown service more directly
- Publicize availability of park-and-ride lots on route maps

Summerfields Express

Route 62 is an express route that connects residential neighborhoods in Summerfields, in northern Fort Worth, to downtown via I-35.



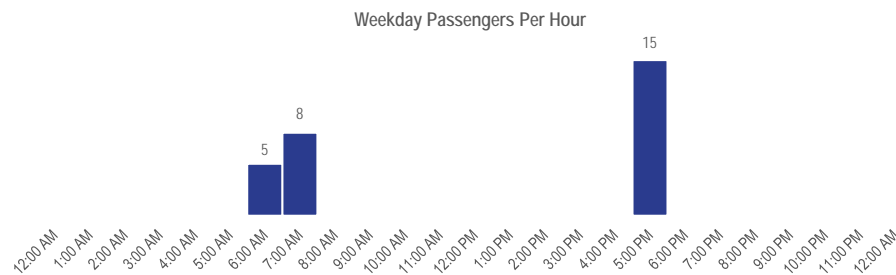
SERVICE TYPE: Express

SERVICE PATTERNS: All service operates north-south on I-35 before operating in a loop consisting primarily of Buttonwood Drive, Summerfields Boulevard, and Silver Sage Drive. The morning loop operates in the counterclockwise direction while the afternoon loop operates in the clockwise direction.

SCHEDULE: Service operates on weekdays during peak hours only.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	Peak Only		2
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	1 AM trip, 1 PM trip	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 62 carries 23 passengers per weekday. Ridership is peak oriented, with no service provided during the midday.



PERFORMANCE: Route 62 ranks 31st in weekday riders per revenue hour and 20th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	23	37	-	-	-	-
Avg. Riders per Revenue Hour	13.0	31	-	-	-	-
Avg. Riders per Trip	11.5	20	-	-	-	-

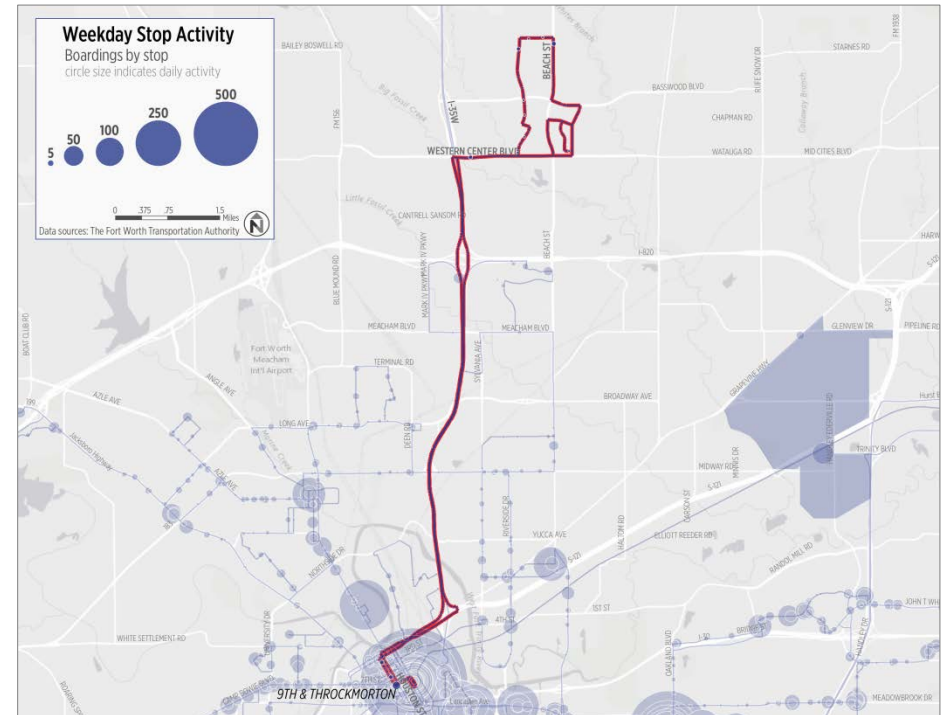
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$66,552

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.3	Very good	Very direct alignment
Average Speed (mph)	16.9	Excellent	
Typical Peak Headway (mins)	1 trip	Poor	Very limited

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides unique service to the north.

WEAKNESSES

- Lacks a strong outer anchor
- Service is too infrequent to be more broadly attractive

SERVICE IMPROVEMENT OPPORTUNITIES

- Develop a park and ride lot along Route 62's outer end
- Provide a minimum of three inbound and three outbound trips to make service more broadly attractive.

North Park-and-Ride Express

Route 63 is an express route that connects the North Park-and-Ride in northern Fort Worth to the ITC in downtown Fort Worth, via I-35W.



SERVICE TYPE: Express

SERVICE PATTERNS: All service operates north-south on I-35W between North Park-and-Ride and the ITC. Buses make one additional stop in downtown, at 6th Street & Houston/Throckmorton before arriving at and after departing from the ITC.

SCHEDULE: Service operates on weekdays during peak hours only.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	Peak Only		6
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	35-55	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 63 carries only 49 passengers per weekday. Service operates during AM and PM peak hours only.

[Ridership by trip data not available]

PERFORMANCE: Route 63 ranks 35th in weekday riders per revenue hour and 28th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	49	35	-	-	-	-
Avg. Riders per Revenue Hour	11.3	35	-	-	-	-
Avg. Riders per Trip	8.2	28	-	-	-	-

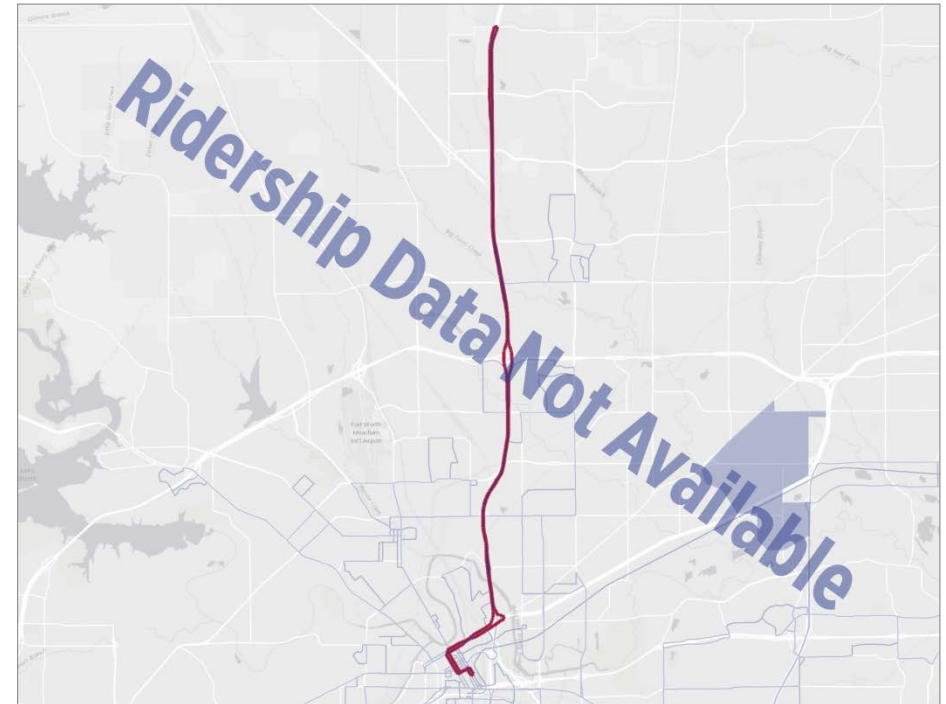
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$78,488

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.0	Excellent	
Average Speed (mph)	19.3	Very good	<i>Bu prone to congestion</i>
Typical Peak Headway (mins)	35-55	Fair	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Very direct alignment
- High average speed

WEAKNESSES

- The last morning and afternoon trips depart early for many commuters

SERVICE IMPROVEMENT OPPORTUNITIES

- Add another trip to both the AM and PM peak hours to provide more flexibility for riders

South Park-and-Ride Express

Route 65 is an express route that connects the South Park-and-Ride with downtown Fort Worth via I-35W.



SERVICE TYPE: Express

SERVICE PATTERNS: All service operates north-south on I-35W, deviating along the north and south Service Road between Altamesa Boulevard and Everman Parkway. Inbound buses serve the Service Road southbound before serving South Park-and-Ride and traveling north, while outbound buses service the South Park-and-Ride first, then travel north to drop off riders along the Service Road.

SCHEDULE: Service operates on weekdays only. Two supplemental trips during the midday are also provided by City/County Transportation (CCT) based in Cleburne.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	Peak Only		10
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	4 AM trips, 4 PM trips	
Midday	9:00 AM – 3:00 PM	2 trips	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 65 carries 115 passengers per weekday. High ridership stops include the ITC, Houston & Weatherford, and the South Park-and-Ride. (Note: Ridership data does not include trips provided by CCT.)

Weekday Passengers Per Hour



PERFORMANCE: Route 65 ranks 14th in weekday riders per revenue hour and 20th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	115	29	-	-	-	-
Avg. Riders per Revenue Hour	21.5	14	-	-	-	-
Avg. Riders per Trip	11.5	20	-	-	-	-

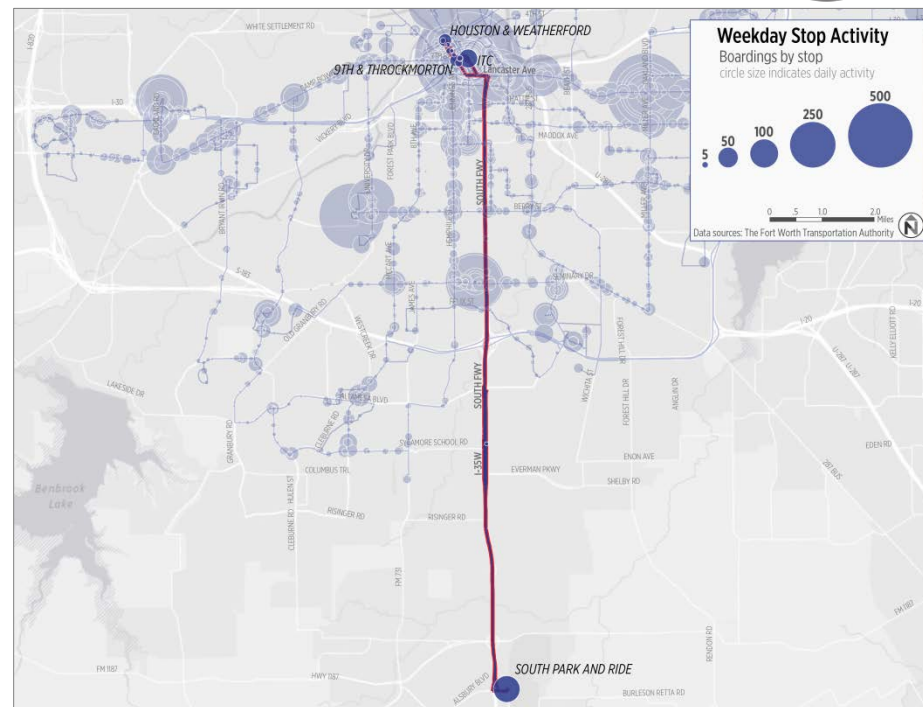
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$340,955

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.0	Excellent	
Average Speed (mph)	27.6	Excellent	
Typical Peak Headway (mins)	20-60	Good-	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Above average productivity
- High average speed
- Provides midday express service with CCT vehicles

WEAKNESSES

- Service Road between Everman Parkway and Altamesa is served after the South Park-and-Ride during PM trips, forcing passengers to travel up to 13 miles out of direction
- Ridership extremely low along service roads

SERVICE IMPROVEMENT OPPORTUNITIES

- Discontinue service along I-35W service roads due to extremely low ridership to improve service to other riders

66

Candleridge/Altamesa

Route 66 is an express route that connects residential neighborhoods south of downtown Fort Worth to downtown via I-35W.



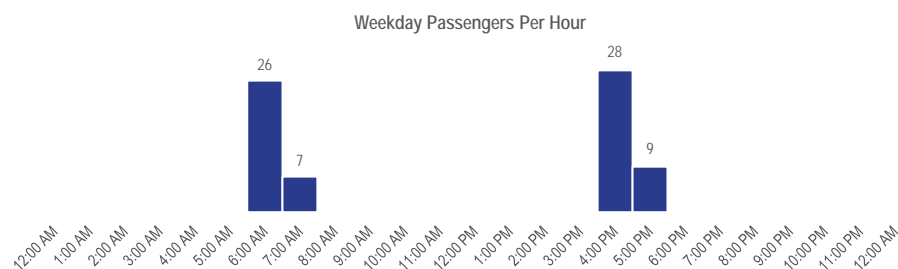
SERVICE TYPE: Express

SERVICE PATTERNS: All service operates north-south on I-35 before turning east-west on I-20. Buses then continue on Edgcliff Road before operating in a clockwise loop consisting of Cleburne Road, Sycamore School Road, and Altamesa Boulevard.

SCHEDULE: Service operates on weekdays only.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	Peak Only		4
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	45-60	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 66 carries 52 passengers per weekday. Ridership is peak oriented, no service provided during the midday.



PERFORMANCE: Route 66 ranks 32nd in weekday riders per revenue hour and 15th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	52	34	-	-	-	-
Avg. Riders per Revenue Hour	12.7	32	-	-	-	-
Avg. Riders per Trip	13.0	15	-	-	-	-

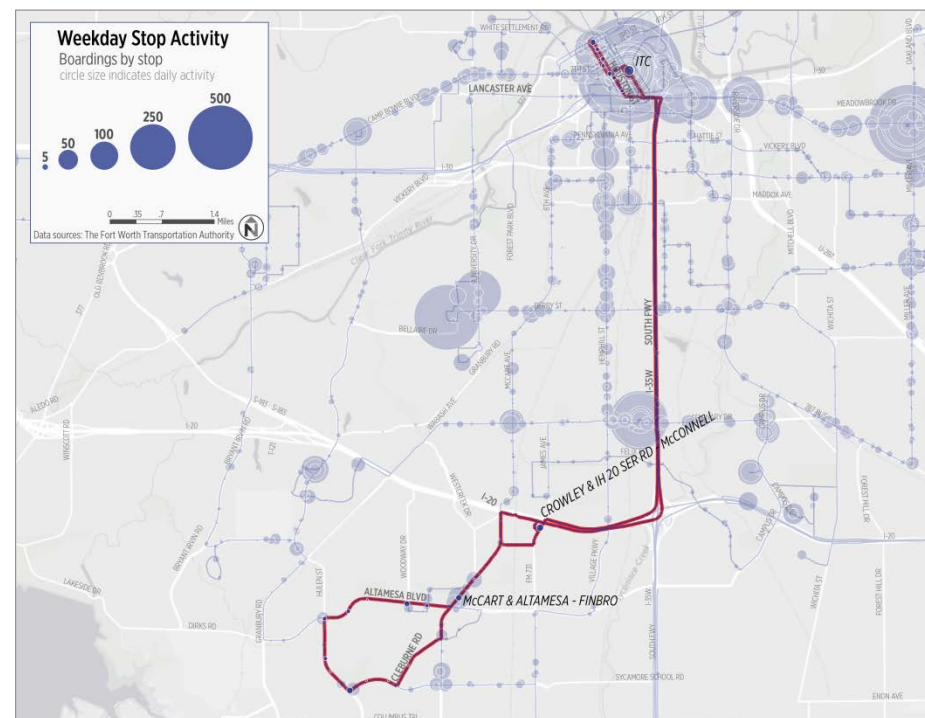
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$145,449

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.3	Good	Fairly direct along most of alignment
Average Speed (mph)	15.6	Fair	
Typical Peak Headway (mins)	45-60	Fair	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Direct alignment until Crowley Road

WEAKNESSES

- Relatively low ridership
- Low average speed for an express route
- Circuitous alignment south of I-820 Loop

SERVICE IMPROVEMENT OPPORTUNITIES

- Add stop at La Gran Plaza Transfer Center to provide transfer opportunities with local routes and potentially an additional park and ride location
- Reroute via Chisholm Trail Parkway (CTP)

Route 72 is a feeder route that connects residential neighborhoods south of downtown Fort Worth to the La Gran Plaza Transfer Center. The route serves east-west Sycamore School Road as well as the north-south Hemphill Street corridor.



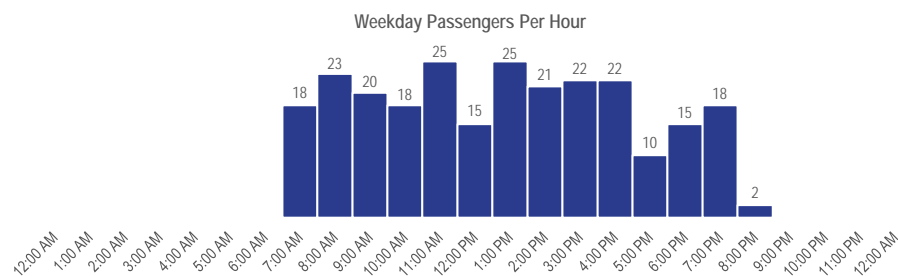
SERVICE TYPE: Feeder

SERVICE PATTERNS: All service operates north-south on Hemphill Street and Crowley Road before turning east-west onto Sycamore School Road. A clockwise loop serves Cleburne Road and McCart Avenue.

SCHEDULE: Service operates on weekdays and Saturdays.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	6:45 AM – 8:10 PM		28
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	60	
Midday	9:00 AM – 3:00 PM	60	
Evening/Night	6:00 PM to end of service	60	
Saturdays	6:45 AM – 8:10 PM	60	28
Sundays	-	-	-

RIDERSHIP: Route 72 carries 264 passengers per weekday and is The T's 20th highest ridership route. Ridership is relatively consistent throughout the day. High ridership stops include La Gran Plaza, Sycamore School Road & McCart, and McCart & Green Ridge.



PERFORMANCE: Route 72 ranks 18th in weekday riders per revenue hour and 26th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	264	20	230	19	-	-
Avg. Riders per Revenue Hour	19.5	18	17.0	12	-	-
Avg. Riders per Trip	9.4	26	8.2	17	-	-

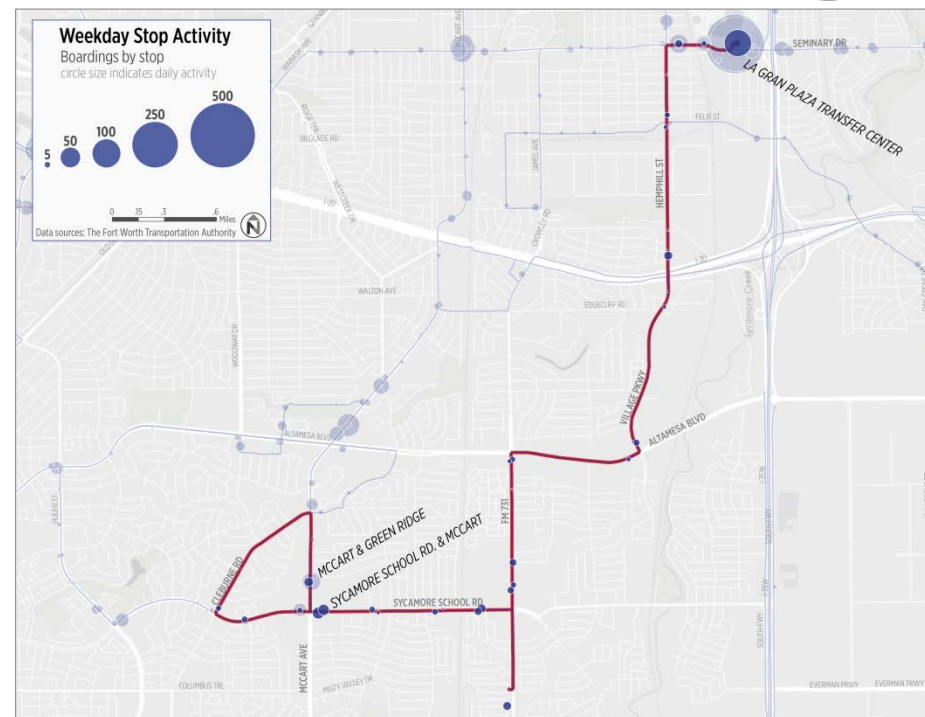
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$514,632

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.3	Good	
Average Speed (mph)	11.8	Fair	
Typical Peak Headway (mins)	60	Inconvenient	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides service to transit dependent populations
- Direct on the northern part of the alignment

WEAKNESSES

- Low average speed

SERVICE IMPROVEMENT OPPORTUNITIES

- Provide more frequent service

The Spur* – East Lancaster

Route 89 is a radial route that provides premium service between residential neighborhoods in East Lancaster, east of downtown Fort Worth to downtown and commercial activity along Lancaster Avenue. The route serves the east-west Lancaster Avenue corridor.

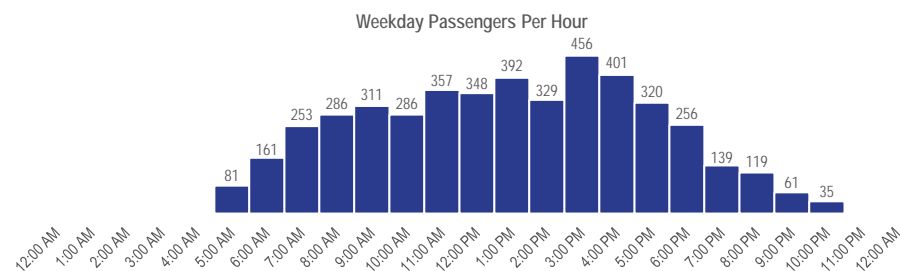
SERVICE TYPE: Radial

SERVICE PATTERNS: All service operates east-west on Lancaster Avenue between Handley Street and Jones Street. The Spur* features elements of rapid bus service, making limited stops to provide faster service and operating every 15 minutes during weekdays. Vehicles are equipped with signal priority technology, and high-quality passenger stops feature real-time arrival information.

SCHEDULE: Service operates on weekdays, Saturday, and Sunday.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:05 AM – 10:15 PM		122
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	15	
Middy	9:00 AM – 3:00 PM	15	
Evening/Night	6:00 PM to end of service	15-60	
Saturdays	5:30 AM – 10:21 PM	30	64
Sundays	6:15 AM – 7:21 PM	60	27

RIDERSHIP: The Spur* is The T's highest ridership route, carrying 4,325 passengers per weekday. Ridership is strong throughout the day and peaks in late afternoon, declining in the evening. High ridership stops include the ITC, Lancaster & Cedar, East Side Transfer Center, and Halbert & Kerr.



PERFORMANCE: Route 89 ranks 2nd in weekday riders per revenue hour and 1st in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	4,325	1	2,707	1	1,142	1
Avg. Riders per Revenue Hour	59.1	2	60.4	1	44.4	1
Avg. Riders per Trip	35.5	1	42.3	1	42.3	1

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

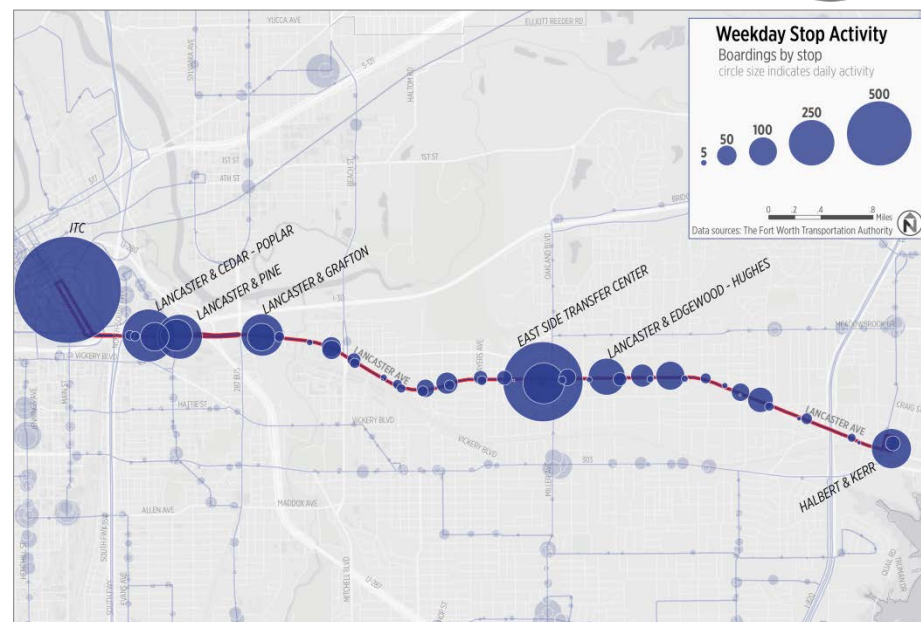
FULLY ALLOCATED OPERATING COST: \$2,081,549

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.0	Excellent	
Average Speed (mph)	11.8	Fair	
Typical Peak Headway (mins)	15	Good	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Very high ridership
- Frequent service all day
- Direct alignment along most of route
- Premium service

WEAKNESSES

- Frequent stops
- Lower frequency on weekends despite passenger volumes per hour similar to weekdays

SERVICE IMPROVEMENT OPPORTUNITIES

- Extend service hours
- Provide more frequent weekend service
- Use as model for improvements on other routes

110

Bell Express

Route 110 is an express route that connects South Park-and-Ride and Clark Stadium Park-and-Ride to the Bell Helicopter Plant.



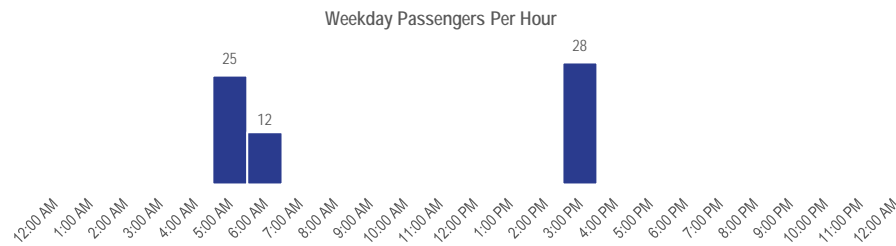
SERVICE TYPE: Express

SERVICE PATTERNS: There are two variants, with one serving the South Park-and-Ride and the other serving the Clark Stadium Park-and-Ride. Buses serving South Park-and-Ride travel along I-35W and Loop 820 to reach Bell Helicopter Plant, while Clark Stadium Park-and-Ride buses travel directly along Loop 820.

SCHEDULE: Service operates on weekdays only. One trip serves each park-and-ride during AM peak hours and during PM peak hours, providing one daily round trip to each park-and-ride. Both trips are scheduled to arrive and depart at Bell Helicopter at the same time.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	5:59 AM – 5:41 PM		4
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	2 AM trips, 2 PM trips	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 110 carries only 38 passengers per weekday. Ridership is peak oriented, with no service provided during the midday. Higher ridership stops include the South Park and Ride, Clark Stadium Park and Ride, and Bell Helicopter.



PERFORMANCE: Route 110 ranks 27th in weekday riders per revenue hour and 25th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	38	36	-	-	-	-
Avg. Riders per Revenue Hour	14.6	27	-	-	-	-
Avg. Riders per Trip	9.5	25	-	-	-	-

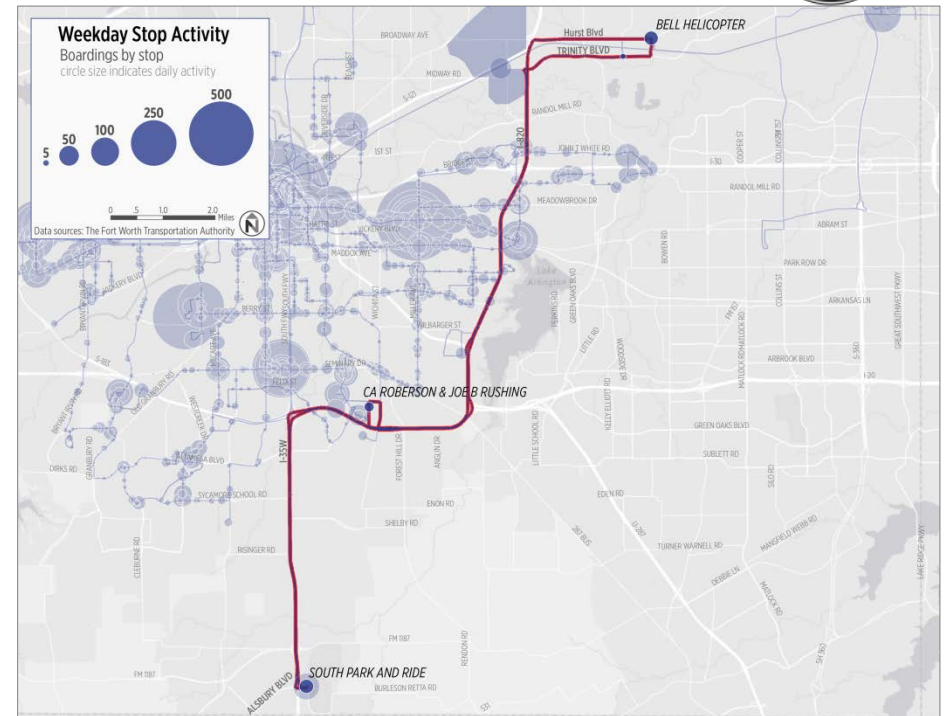
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$206,442

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.0	Excellent	
Average Speed (mph)	32.9	Excellent	
Typical Peak Headway (mins)	-	-	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Fast service to Bell Helicopter

WEAKNESSES

- Low ridership per revenue hour and per trip

SERVICE IMPROVEMENT OPPORTUNITIES

- Combine the two AM and two PM trips into a single AM and PM trip

111

Bell Shuttle

Route 111 is a circulator route that connects the Bell Helicopter Plant with the Bell Trinity Railway Express (TRE) station.



SERVICE TYPE: Circulator

SERVICE PATTERNS: All service operates in a modified clockwise loop consisting of Trinity Boulevard, Norwood Drive, Highway 10, and Bell Helicopter Boulevard. Along Bell Helicopter Boulevard, buses divert to the TRE Station.

SCHEDULE: Service operates on weekdays only.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	Peak Only		13
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	15-30	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 111 carries 61 passengers per weekday.

[Ridership per trip data not available.]

PERFORMANCE: Route 111 ranks 30th in weekday riders per revenue hour and 35th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	61	32	-	-	-	-
Avg. Riders per Revenue Hour	13.4	30	-	-	-	-
Avg. Riders per Trip	4.7	35	-	-	-	-

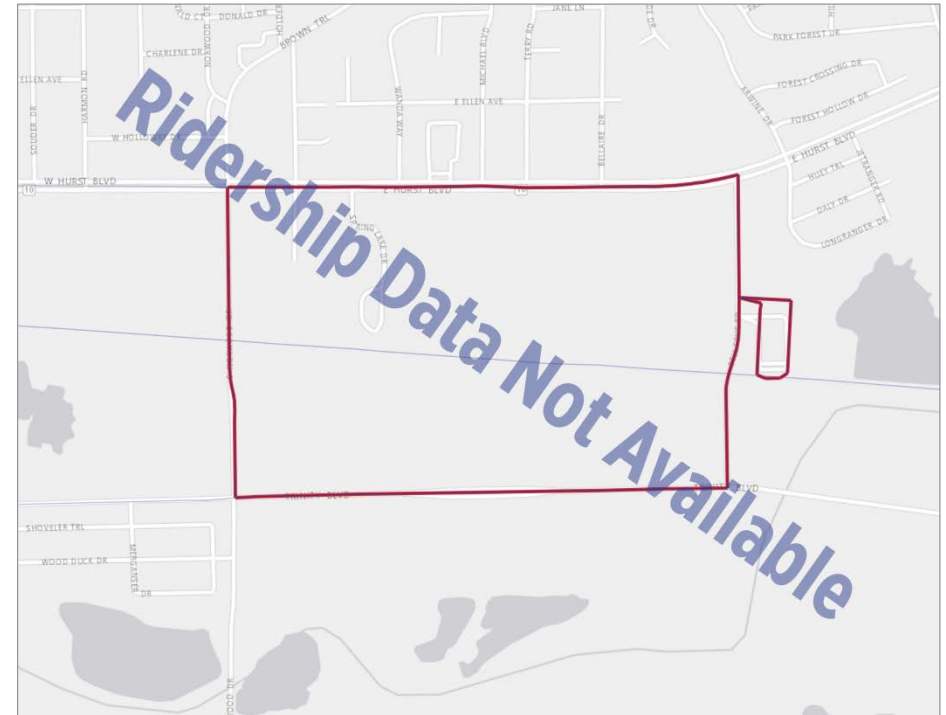
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$79,191

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	NA (loop)	-	
Average Speed (mph)	-	-	
Typical Peak Headway (mins)	15-30	Good	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Fairly frequent service
- Departures and arrivals are coordinated with TRE schedule

WEAKNESSES

- Low ridership per revenue hour
- Low ridership per trip

SERVICE IMPROVEMENT OPPORTUNITIES

- Collect ridership per trip data to determine whether the service span should be shortened
- Reconfigure to serve additional locations

993

Expanco Special

Route 993 is a specialized shuttle service between downtown Fort Worth and Expanco, a packaging company in southern Fort Worth that employs individuals with disabilities.

SERVICE TYPE: Other

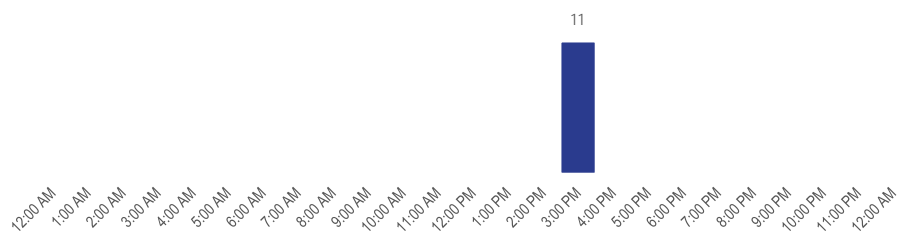
SERVICE PATTERNS: All service operates north-south on Riverside Drive before serving the Expanco facility in a loop consisting primarily of Wichita Street and Campus Drive. Buses return to downtown Fort Worth via Seminary Avenue.

SCHEDULE: Service operates on a limited schedule.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	Limited		2
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	2 Trips	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 993 carries 21 passengers per weekday.

Weekday Passengers Per Hour



PERFORMANCE: Route 993 ranks 33rd in weekday riders per revenue hour and 22nd in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	21	39	-	-	-	-
Avg. Riders per Revenue Hour	12.0	33	-	-	-	-
Avg. Riders per Trip	10.5	22	-	-	-	-

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

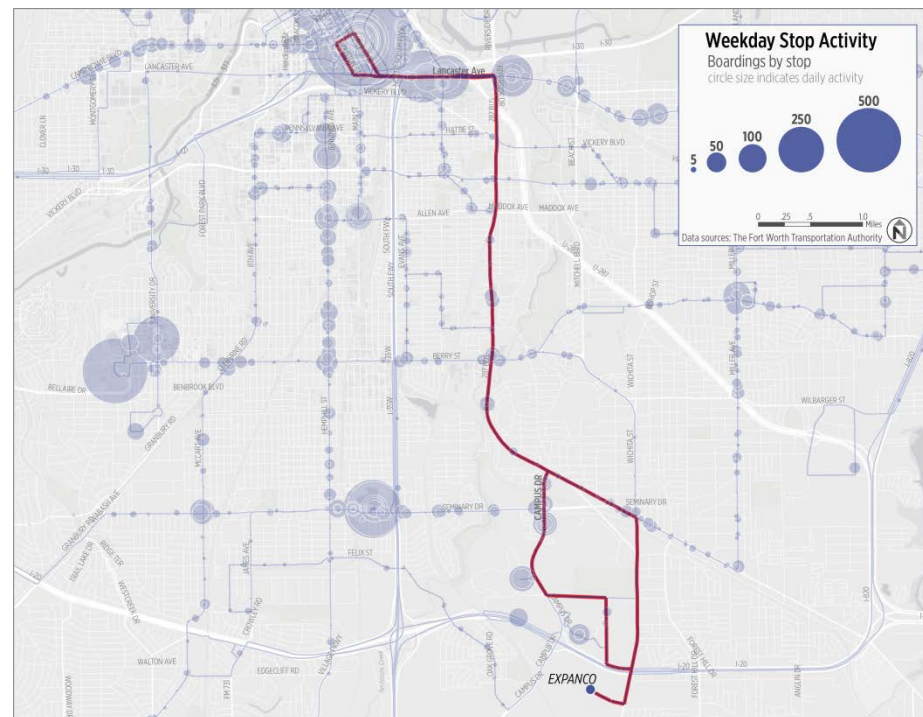
FULLY ALLOCATED OPERATING COST: \$48,472

SERVICE DESIGN:

	Value	Rank	Comment
Directness (end-to-end vs most direct route)	1.0	7	Fairly direct alignment
Average Speed (mph)	10.6	32	
Typical Peak Headway (mins)	-	-	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides service for a transit-dependent population

WEAKNESSES

- Very low ridership
- Low average speed

SERVICE IMPROVEMENT OPPORTUNITIES

- Provide service instead with Route 3 South Riverside-TCC South
- Operate as MITS subscription service for those who are unable to use fixed-route buses

994

Lighthouse for the Blind

Route 994 is a special route that provides limited service between downtown Fort Worth and Lighthouse for the Blind, located on Broadway Avenue.



SERVICE TYPE: Other

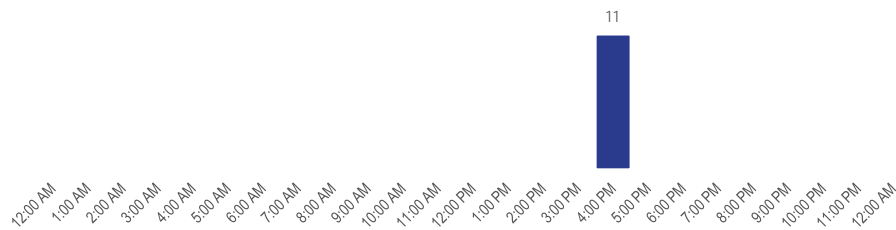
SERVICE PATTERNS: Service operates north-south on Commerce Street and North Main Street before turning east-west on Vickery Boulevard. Buses then continue north-south on College Avenue in order to serve Lighthouse for the Blind.

SCHEDULE: Service operates a limited schedule.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	Limited		1
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	1 Trip	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 994 carries an average of only 4 passengers per weekday.

Weekday Passengers Per Hour



PERFORMANCE: Route 994 ranks 15th in weekday riders per revenue hour and 37th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	4	41	-	-	-	-
Avg. Riders per Revenue Hour	5.3	15	-	-	-	-
Avg. Riders per Trip	3.5	37	-	-	-	-

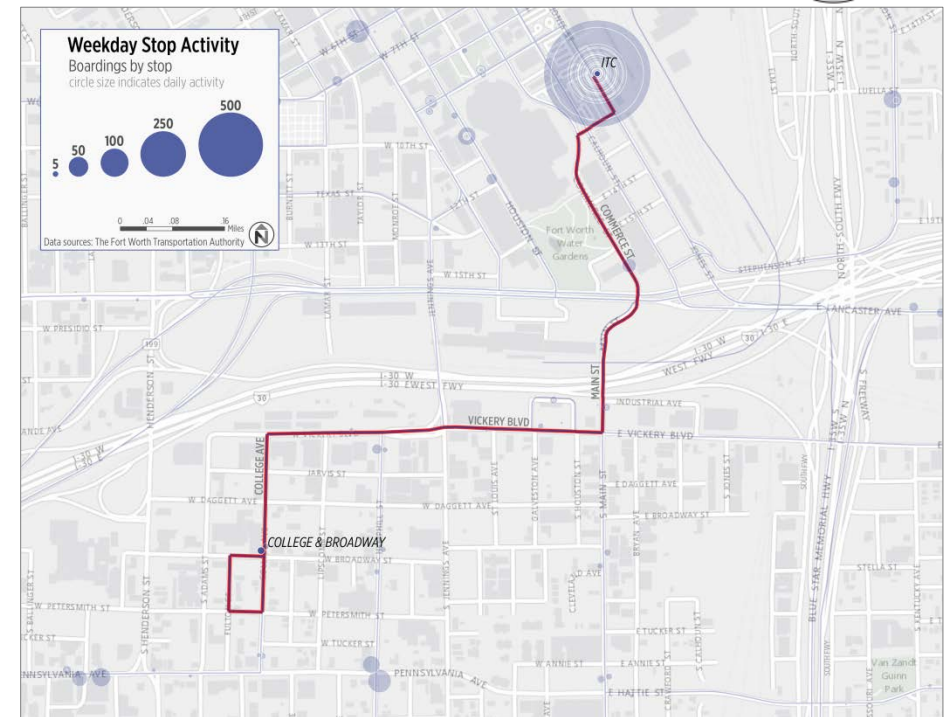
Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

FULLY ALLOCATED OPERATING COST: \$5,647

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.1	Very good	
Average Speed (mph)	7.8	Very slow	
Typical Peak Headway (mins)	-	-	

WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides a specialized transit service for transit-dependent individuals.

WEAKNESSES

- Extremely low ridership

SERVICE IMPROVEMENT OPPORTUNITIES

- Discontinue due to very low ridership and because Lighthouse for the Blind is served by Routes 4 East Rosedale and 6 8th Ave/McCart/Hulen Avenue
- Operate as MITS subscription service for those who are unable to use fixed-route buses

995

Cullen Street Workshop

Route 995 is a specialized shuttle service to ABG Solutions on Cullen Street, a packaging company that employs individuals with disabilities. The route operates between downtown Fort Worth and Cullen Workshop.

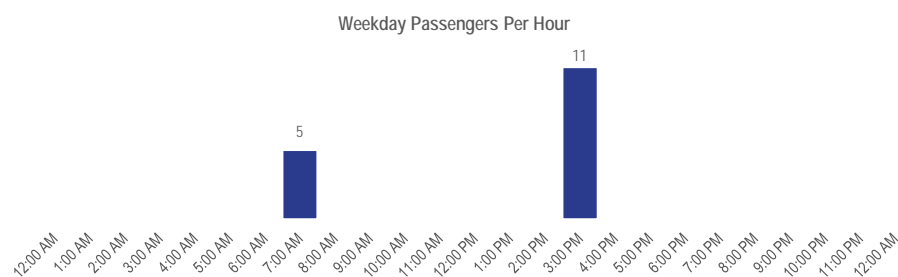
SERVICE TYPE: Other

SERVICE PATTERNS: All service operates north-south along Jacksboro Highway before turning east-west on Cullen Street. Inbound buses return via Jones Street while outbound buses depart downtown Fort Worth on Calhoun Street.

SCHEDULE: Service operates a limited schedule.

	Span of Service	Headway (mins)	One-Way Trips
Weekdays	Limited		2
Peak	6:00 AM-9:00AM, 3:00 PM-6:00 PM	2 Trips	
Midday	9:00 AM – 3:00 PM	-	
Evening/Night	6:00 PM to end of service	-	
Saturdays	-	-	-
Sundays	-	-	-

RIDERSHIP: Route 995 carries 16 passengers per weekday. Ridership is peak oriented, with no service provided during the midday.



PERFORMANCE: Route 995 ranks 29th in weekday riders per revenue hour and 40th in riders per trip.

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Daily Ridership	5	40	-	-	-	-
Avg. Riders per Revenue Hour	7.5	29	-	-	-	-
Avg. Riders per Trip	2.5	40	-	-	-	-

Weekday rank of 41 routes, Saturday of 25 routes, and Sunday of 16 routes

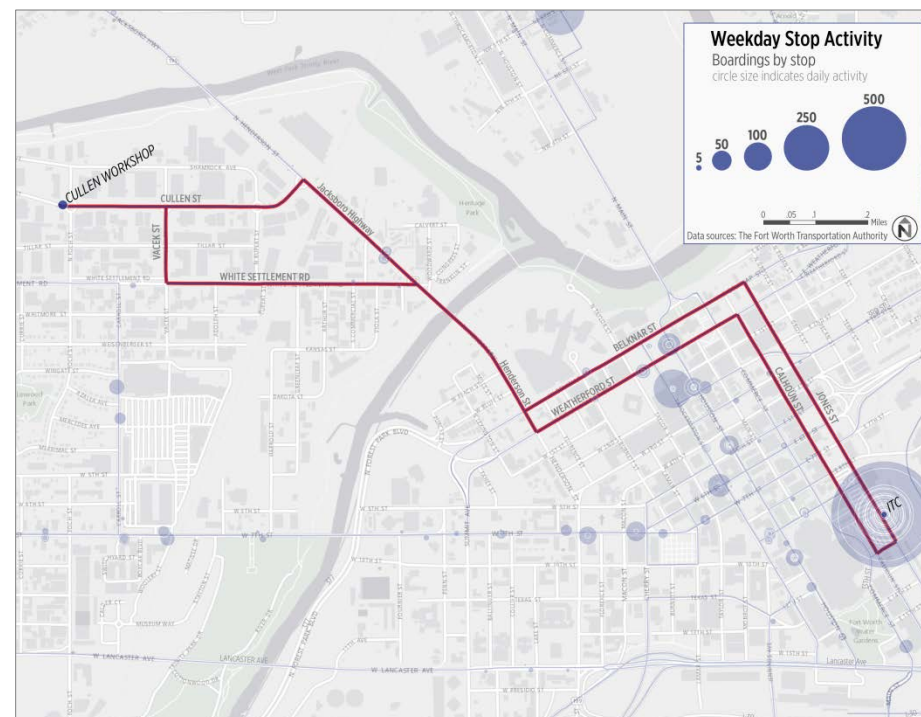
FULLY ALLOCATED OPERATING COST: \$21,279

SERVICE DESIGN:

	Value	Rating	Comment
Directness (end-to-end vs most direct route)	1.0	Excellent	
Average Speed (mph)	15.0	Good	
Typical Peak Headway (mins)	NA	NA	



WEEKDAY STOP ACTIVITY



STRENGTHS, WEAKNESSES, AND OPPORTUNITIES

STRENGTHS

- Provides service for transit-dependent populations

WEAKNESSES

- Low ridership

SERVICE IMPROVEMENT OPPORTUNITIES

- Discontinue due to very low ridership and because Lighthouse for the Blind is served by Route 10 Bailey
- Operate as MITS subscription service for those who are unable to use fixed-route buses