

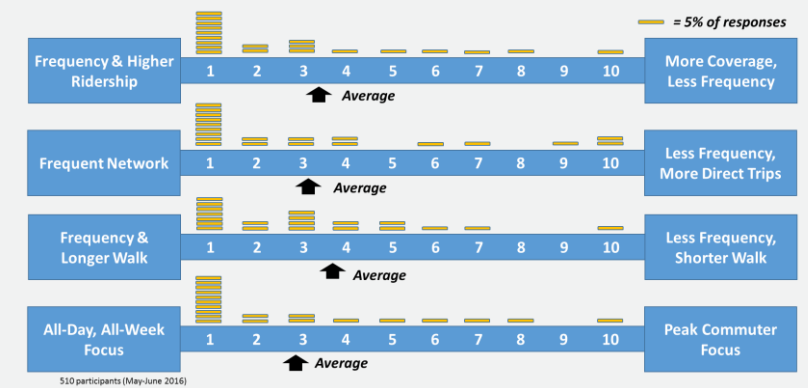
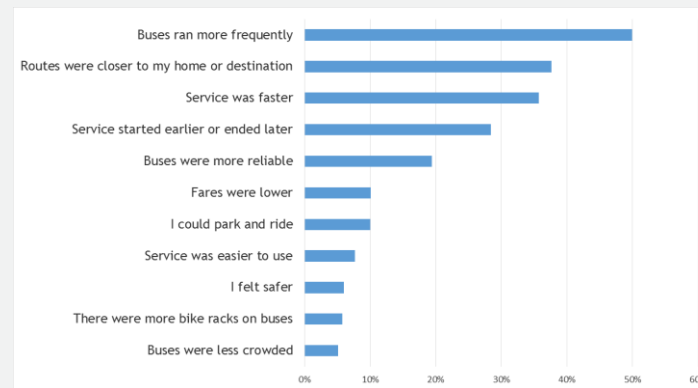
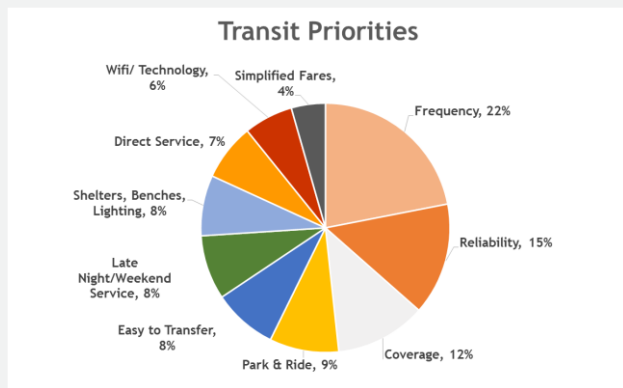


# A Transit Plan for the Future

*Draft Network Plan*

# What We've Heard

- Frequency has been by far the highest priority based on Connections2025 outreach
- Other key priorities include *coverage, reliability, and speed*



# Plan Design Principles



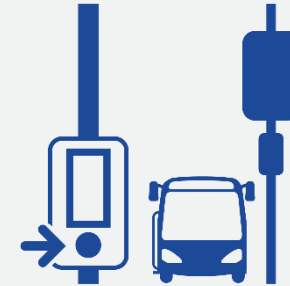
**Easy to Understand  
Network**



**Stronger Frequent  
Network**



**Match Service to  
Markets**



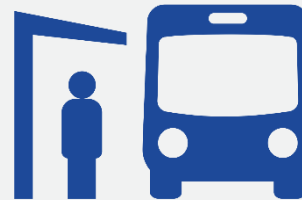
**Concentrate on Key  
Customer Experience  
Attributes**



**Complement  
Emerging Mobility  
Initiatives**



**Grow Ridership and  
Productivity**









**Lay the Groundwork  
for the Future**

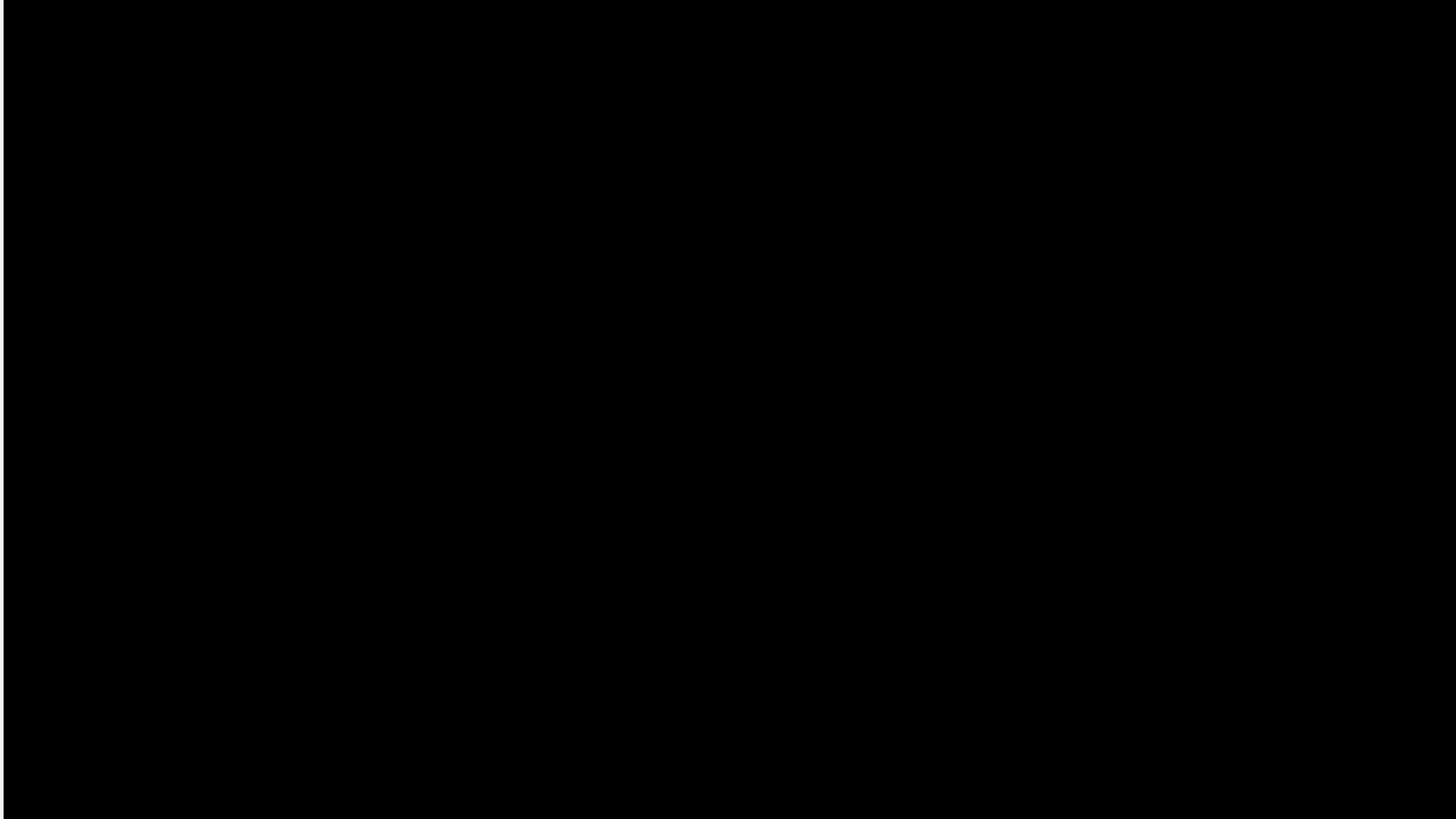


**Coordinate Land Use,  
Housing,  
Infrastructure**

# Service Options - Mobility Toolbox

					
<b>Rapid Transit</b>	<b>MetroRapid</b>	<b>Frequent Local</b>	<b>Local</b>	<b>Community</b>	<b>Express</b>
<b>Role:</b> Structural network spine, fast regional service, dedicated <b>right-of-way</b>	<b>Role:</b> Structural network spine, <b>fast</b> sub-regional service	<b>Role:</b> Core frequent network	<b>Role:</b> <b>Completes</b> and <b>extends</b> the network	<b>Role:</b> Network connections, local circulation, trip completion	<b>Role:</b> Longer-distance travel focus utilizing limited-access highways
<b>Transit Market Targets</b>					
Lifestyle Commuter	Lifestyle Commuter	Lifestyle	Coverage	Lifestyle Commuter Coverage	Commuter

# Draft Plan Overview Video



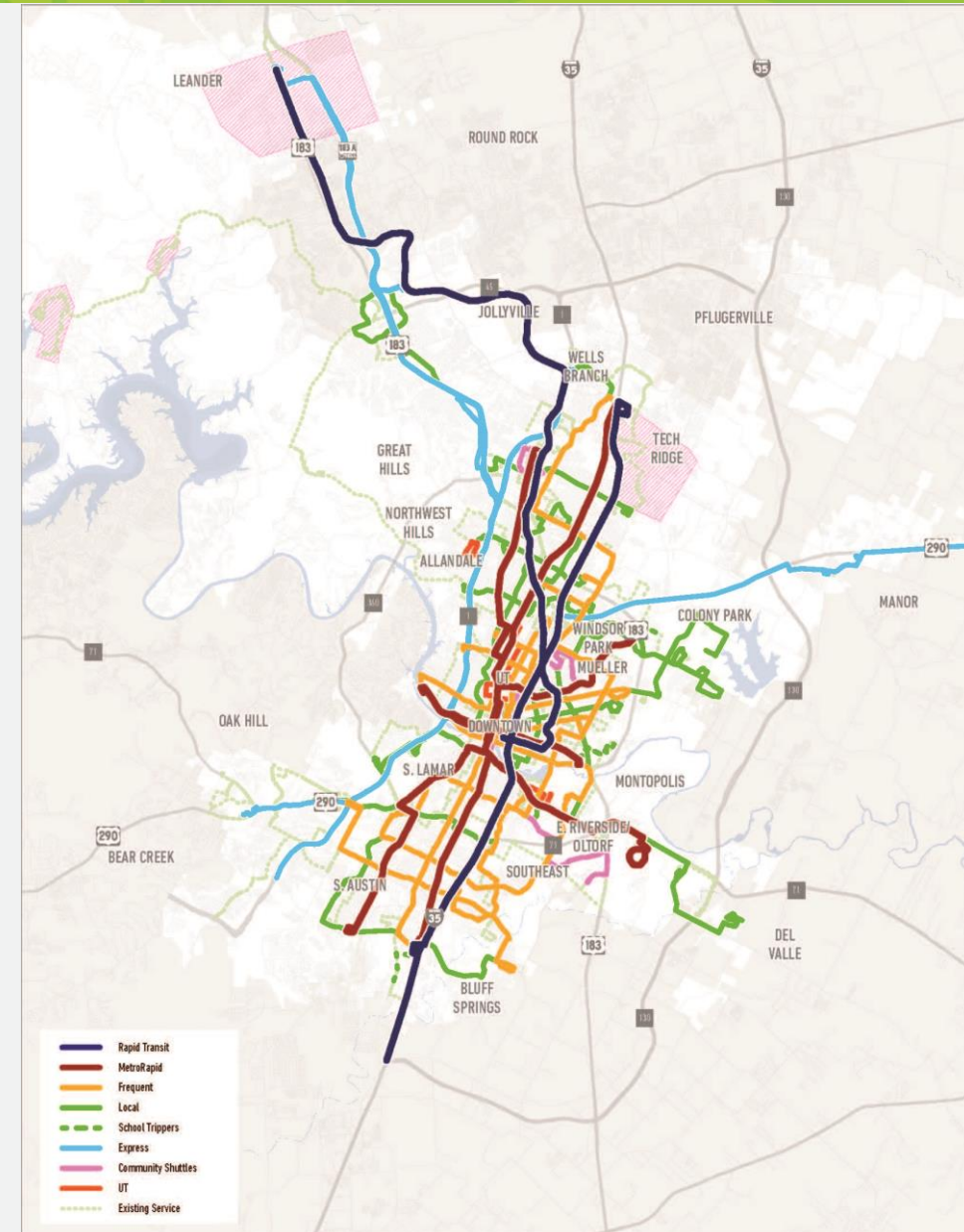
# Proposed Plan



**Five Year Service Plan**  
(Constrained)



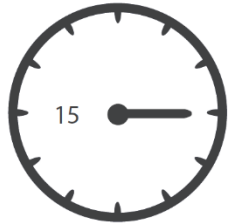
**Long Range Plan**  
(Unconstrained)





# RAPID TRANSIT

Frequent rail or bus service along regional corridors with dedicated right of way



15 Minute Frequency



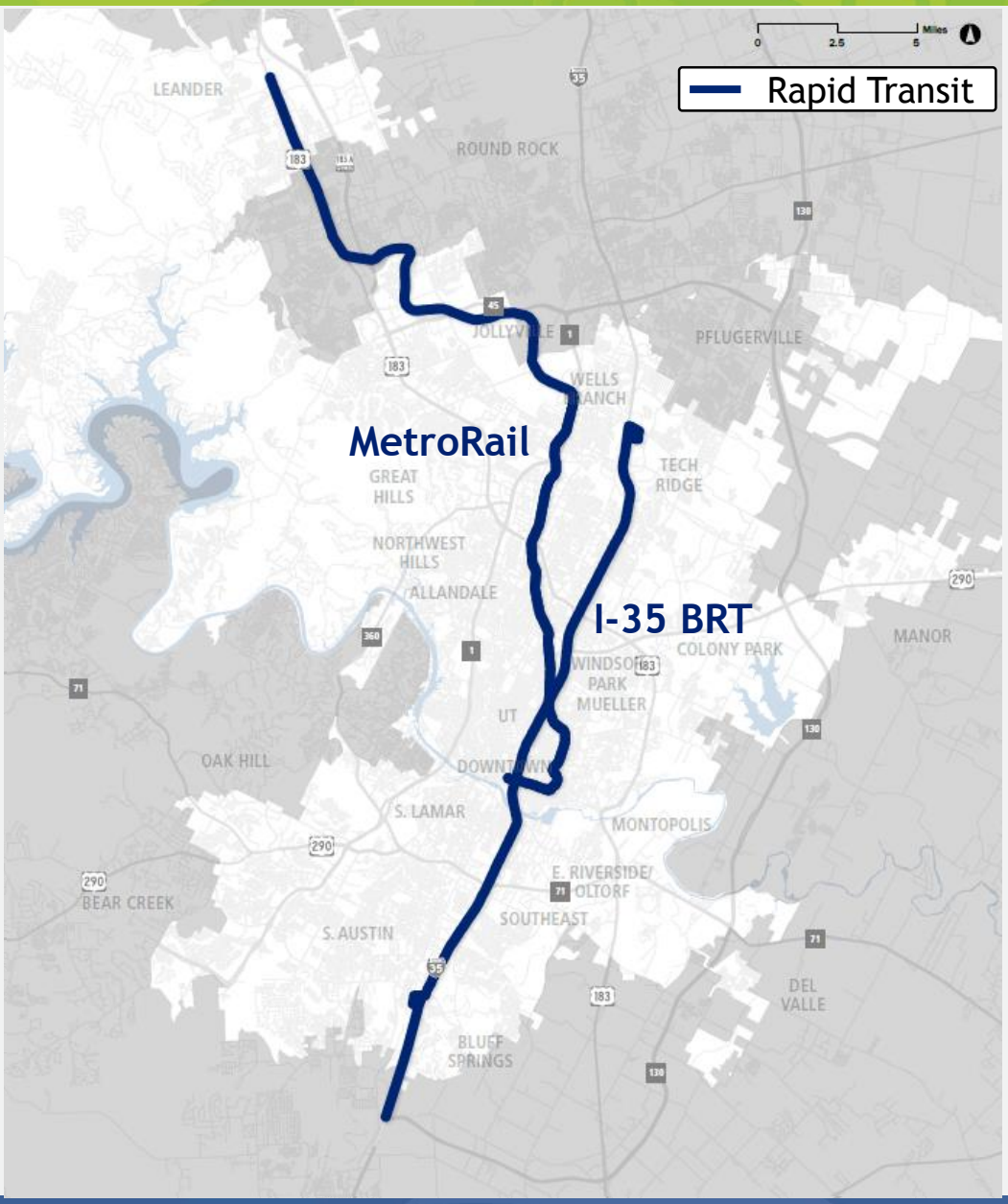
Train / Articulated Transit Vehicle



Dedicated Right-of-Way



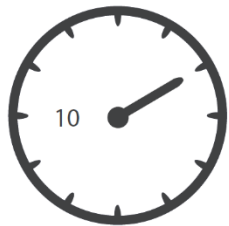
Moderate - Wide Stop Spacing



- Frequent, high-capacity transit service
- Limited-stop regional and local travel
- Integral part of the all-day, all-week core network

# METRO RAPID

Frequent rapid bus service along major corridors providing sub-regional travel



10 Minute Frequency







Standard or Articulated Transit Vehicle



Transit Priority Treatments



Moderate Stop Spacing

	CURRENT	PROPOSED
 <p>MORE FREQUENT</p>	<ul style="list-style-type: none"> <li>MetroRapid 12/15 min</li> <li>Local 26 min</li> </ul>	<ul style="list-style-type: none"> <li>MetroRapid 7½/10 min</li> </ul>
 <p>MORE STOPS</p>	<ul style="list-style-type: none"> <li>MetroRapid ½-1 mile</li> <li>Local ⅛-¼ mile</li> </ul>	<ul style="list-style-type: none"> <li>MetroRapid ¼-⅓ mile</li> </ul>
 <p>ONE FARE</p>	<ul style="list-style-type: none"> <li>Local - \$1.25</li> <li>MetroRapid - \$1.75</li> </ul>	<ul style="list-style-type: none"> <li>One fare - \$1.25</li> </ul>
 <p>FASTER, MORE RELIABLE</p>	<ul style="list-style-type: none"> <li>Dedicated lanes through downtown and traffic signal priority</li> </ul>	<ul style="list-style-type: none"> <li>More on-street management for improved reliability</li> <li>Expanded dedicated lanes and signal priority</li> </ul>



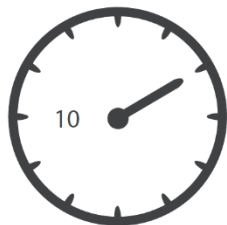
## New MetroRapid service:

- More frequent
- More stops
- One fare
- Faster, more reliable



# METRORAPID

Frequent rapid bus service along major corridors providing sub-regional travel



10 Minute Frequency



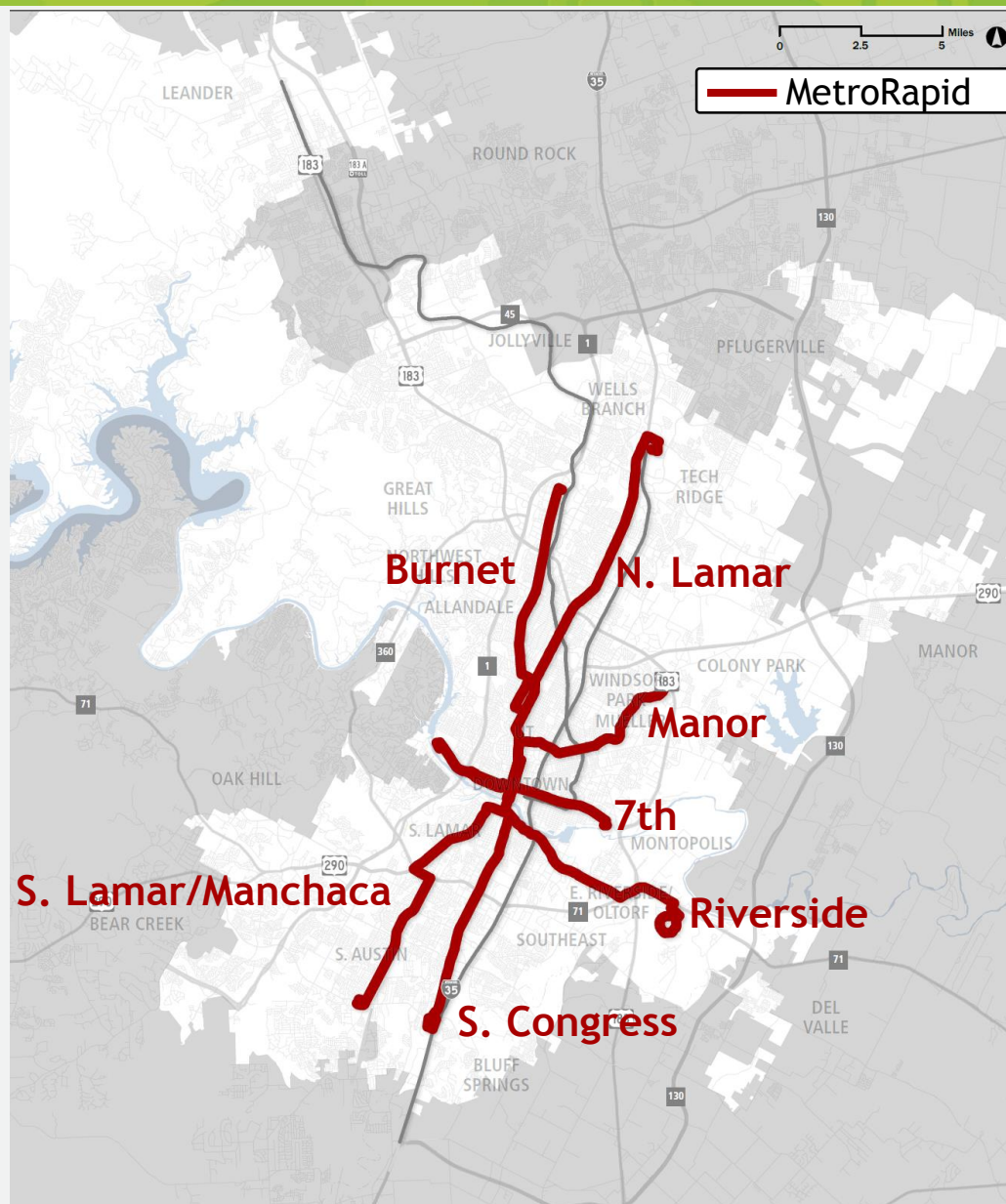
Standard or Articulated  
Transit Vehicle



Transit Priority Treatments



Moderate Stop Spacing



## NORTH LAMAR- SOUTH CONGRESS

### Current

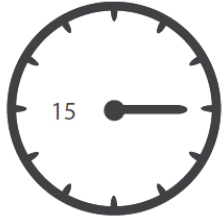
- MetroRapid 801
- Local 1

### Proposed

- MetroRapid 801
- Local 1 shortened

# FREQUENT LOCAL

Frequent service along corridors  
major corridors providing  
sub-regional and local travel



15 Minute Frequency



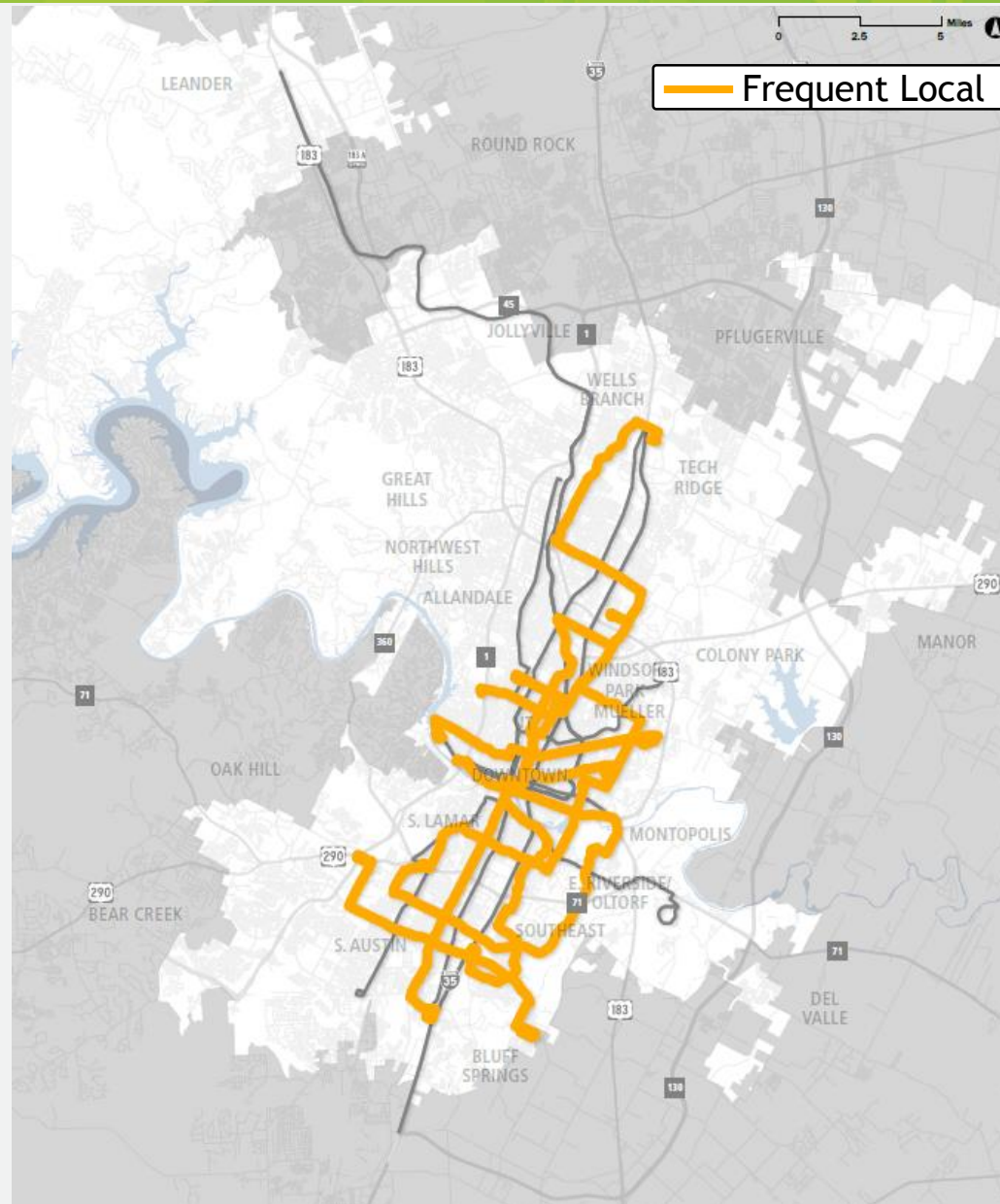
Standard Transit Vehicle



Some Transit Priority Treatments



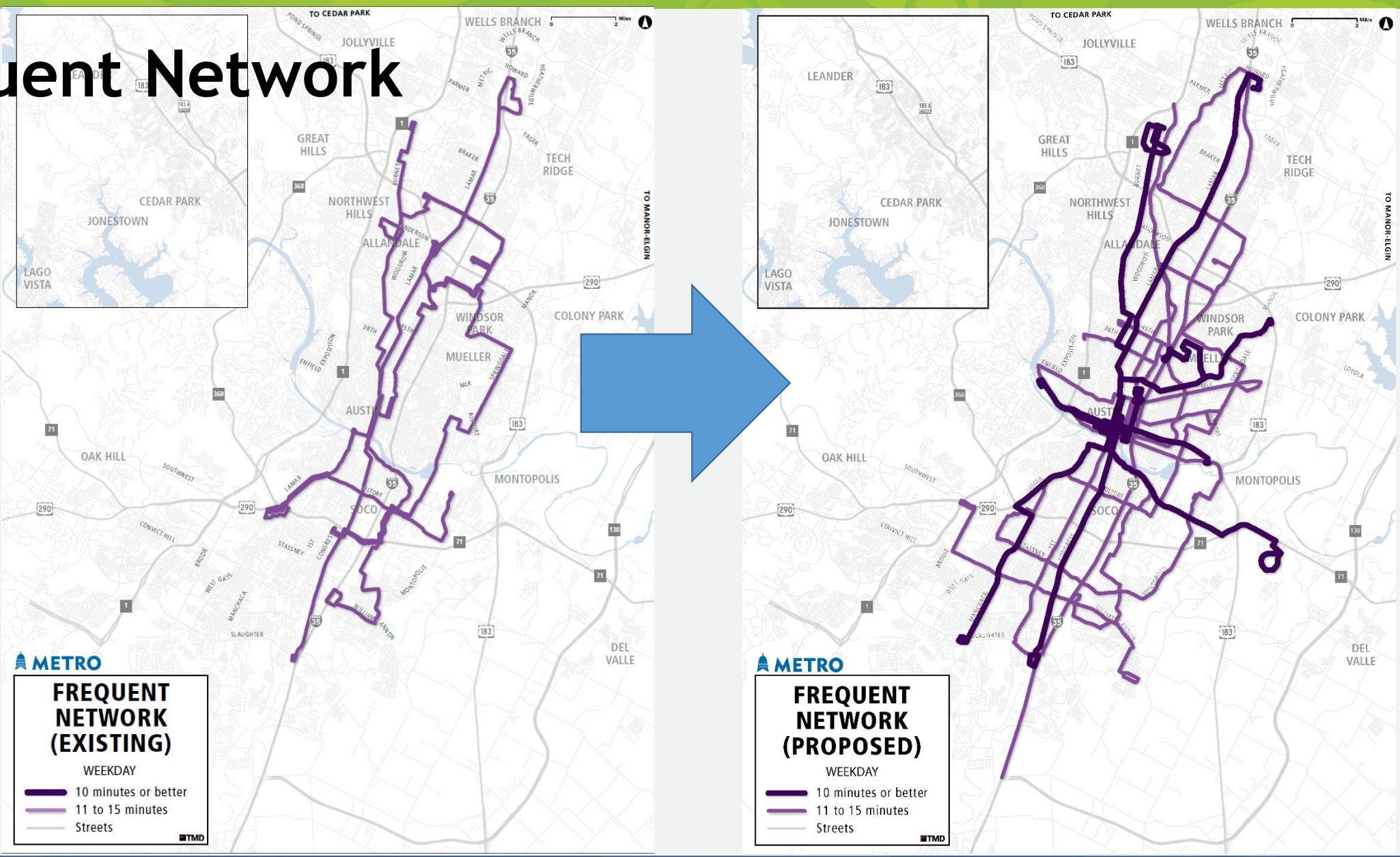
Close - Moderate Stop Spacing



- Completes the frequent network
- Enhanced infrastructure
  - Targeted priority
  - All-door boarding
- 15-minute or better all-day, all-week service

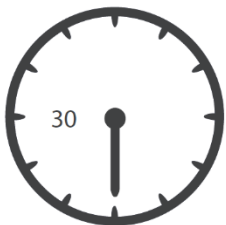


# Frequent Network



# LOCAL

Bus service connecting communities to the frequent network and major destinations



30 Minute Frequency



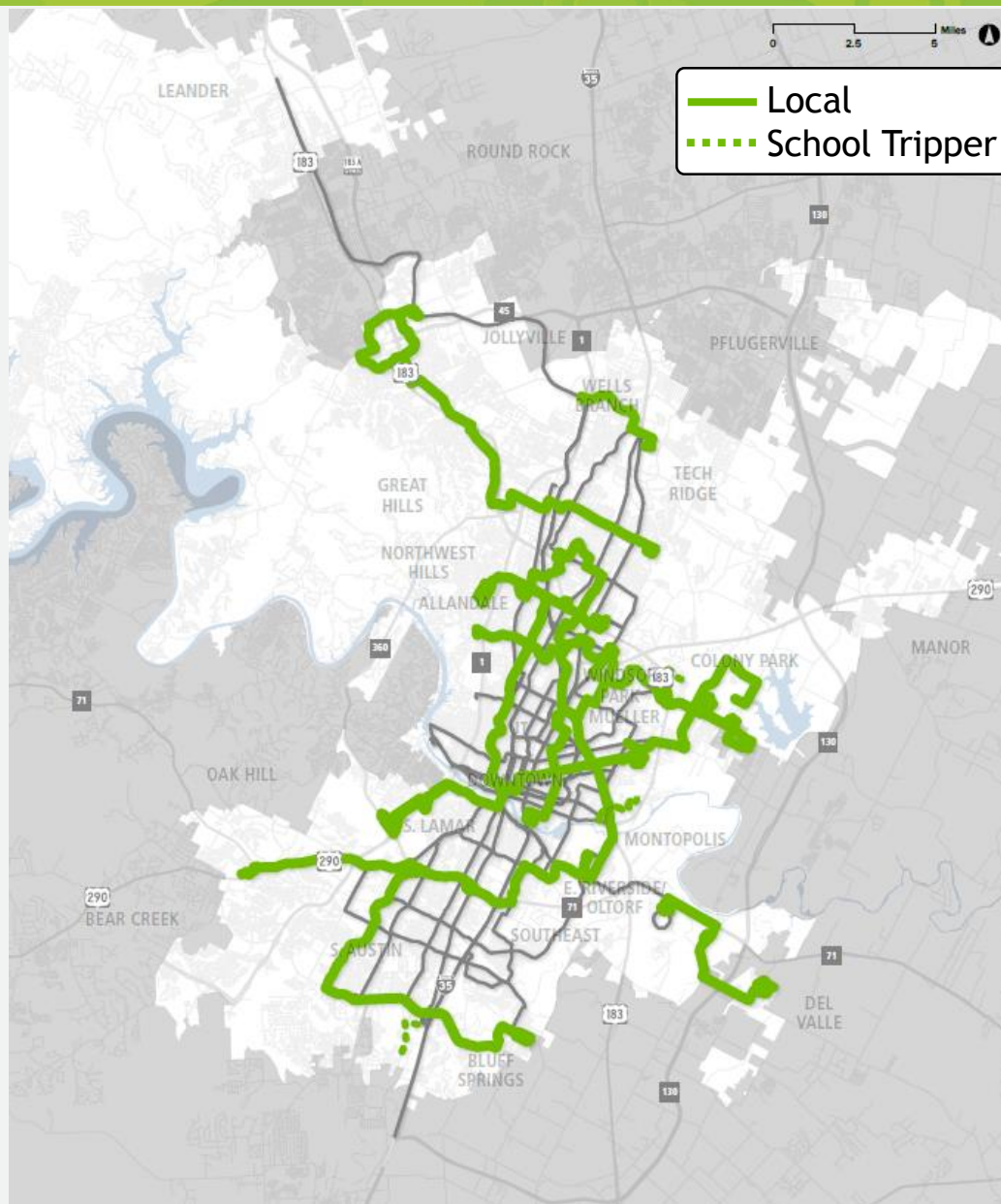
Standard Transit Vehicle



Mixed Traffic



Close Stop Spacing

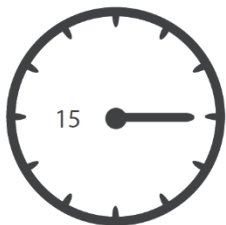


- 30-minute all-day service; additional peak service if warranted
- Augments frequent services to complete and extend the network



# EXPRESS

Peak service connecting Park & Rides to key regional destinations



15 Minute Peak Frequency



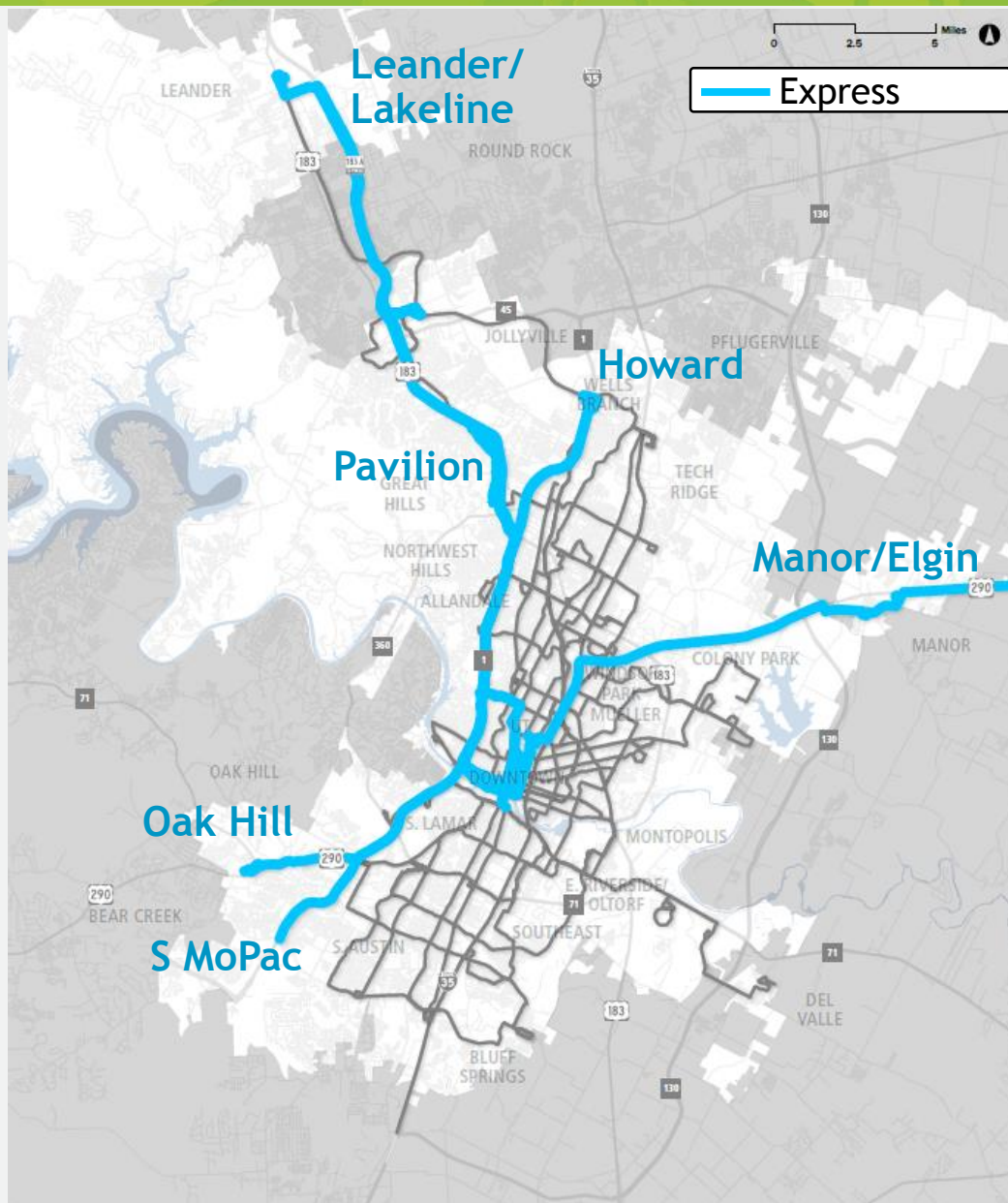
Highway Transit Vehicle



Mixed Traffic, Freeway-operating



Wide Stop Spacing

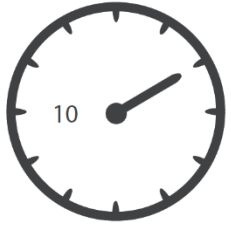


- Longer-distance freeway commute travel
- First phase uses new MoPac Express Lanes
- Park & Ride focus for competitive travel options
- Pilots to test on-demand ridesharing



# COMMUNITY

Community circulator routes  
serving short-distance local trips



10 Minute Frequency/On-Demand



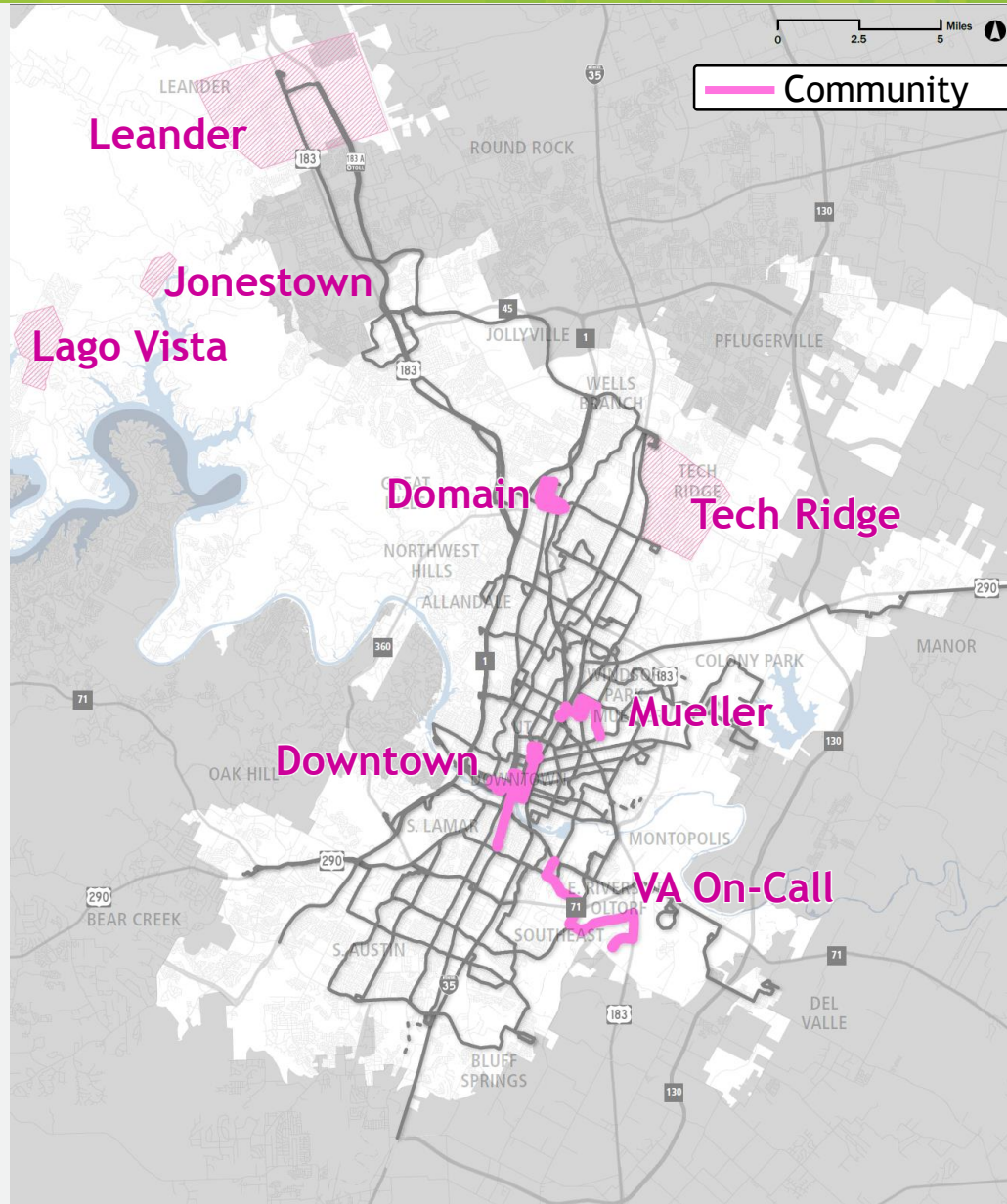
Small Transit Vans



Mixed Traffic



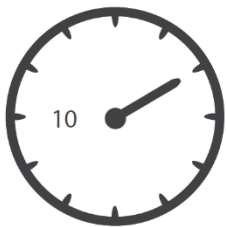
Close Stop Spacing/Point to Point Service



- Downtown Entertainment Circulators
- Mueller and Domain Community Circulators
- On-call zones for less productive short-distance community travel
- Innovation pilots

# UT SHUTTLE

School-year service connecting residential areas to UT campus



10 Minute Frequency



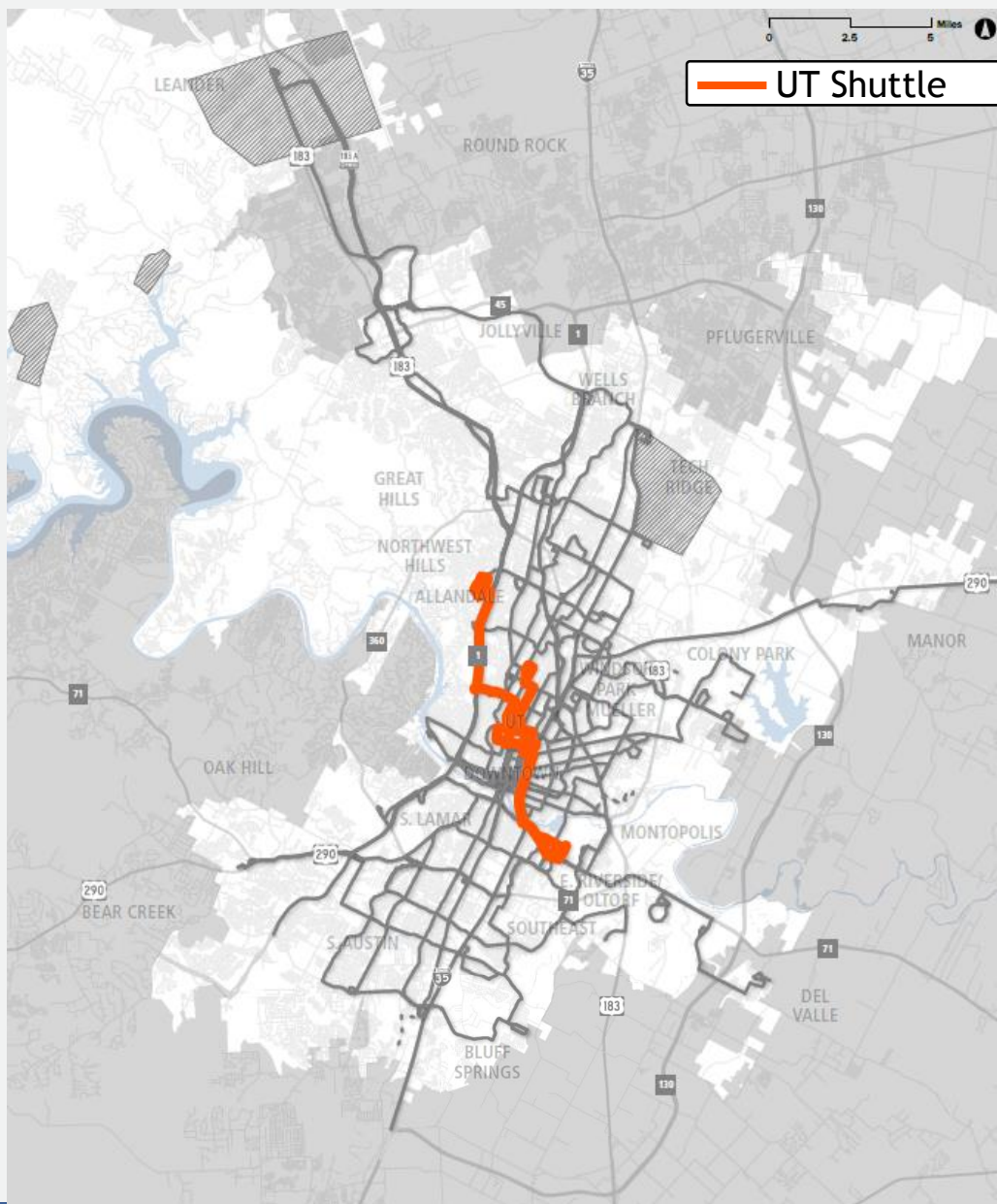
Standard Transit Vehicle



Mixed Traffic



Close Stop Spacing/Point to Point Service

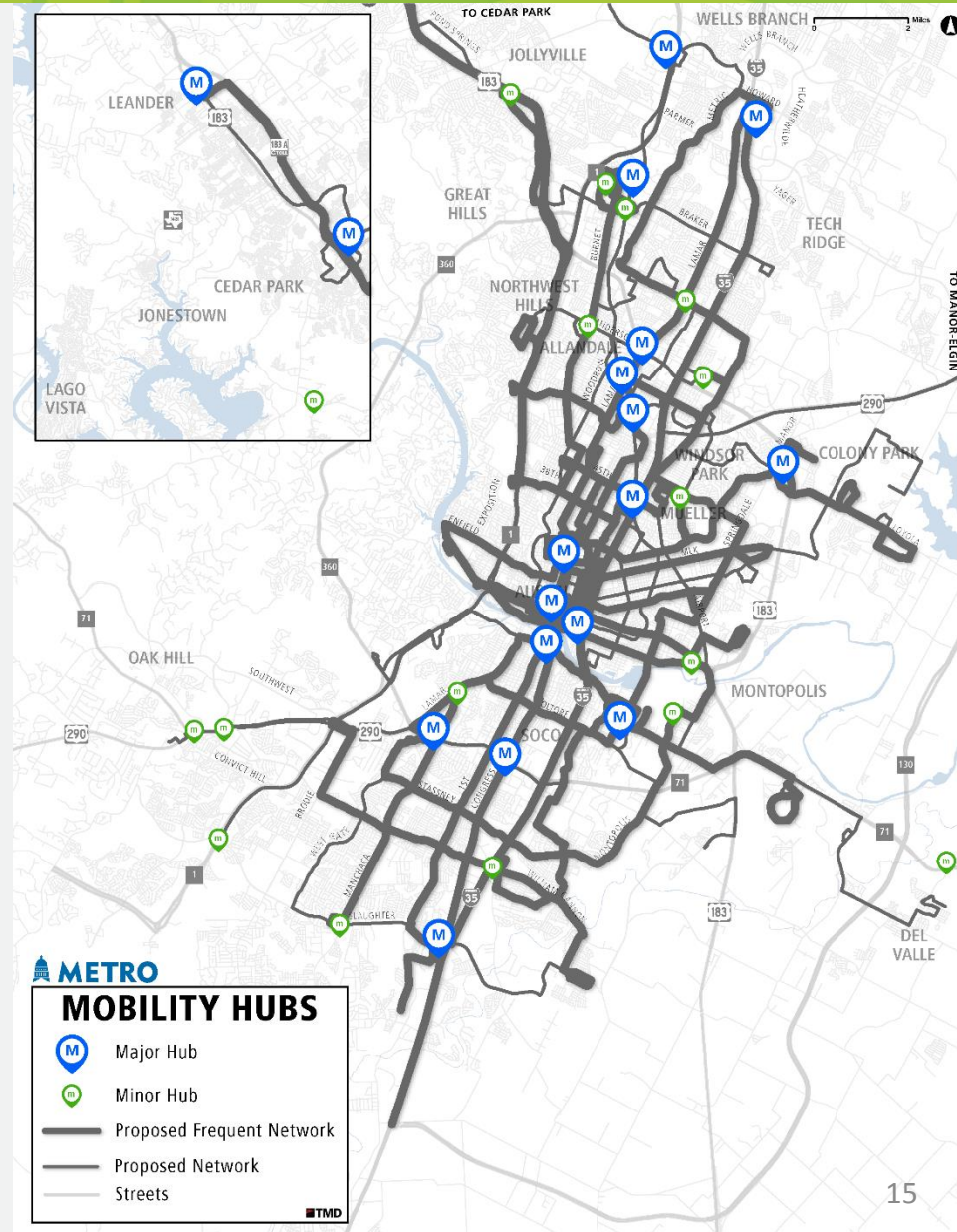


- UT integrated into the mainstream core network
- UT Shuttles preserved where additional frequency or capacity needed during peak school hours



# Mobility Hubs

- Mobility Hubs connect community mobility options
  - Transit route transfers
  - On-demand services: taxis, TNCs, BCycle, Car2Go, station vans, autonomous vehicles
- Flexible implementation
  - Off-street (Transit Centers)
  - On-street at key mobility locations
  - Transit Oriented Developments



# Frequent Network Benefits

- Proposed Frequent Network can be accessed by 4 out of 5 current riders
- Over ½ of all service-area residents and employees

	Weekday Ridership* (½ Mile)	Population (½ Mile)	Employment (½ Mile)
Existing Frequent Network	50,883 (50%)	331,600 (31%)	302,600 (56%)
Proposed Frequent Network	83,483 (82%)	548,600 (51%)	342,500 (64%)

Source: Capital Metro Sept Ridership, Census 2010, Campo

\* Includes Frequent UT Shuttles

***Investment in 17 routes will make a major impact on 82% of today's riders***

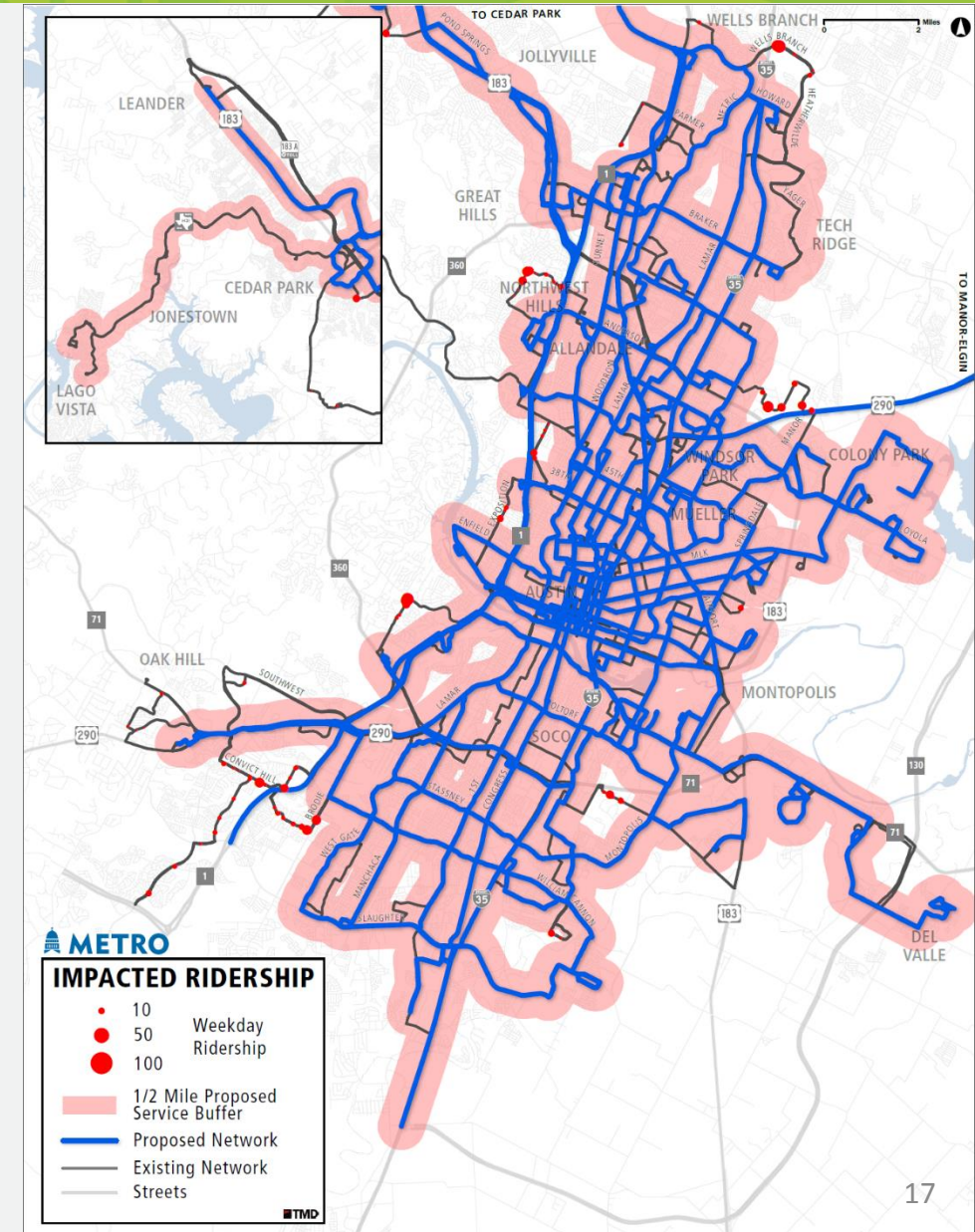


# Ridership Impacts

- Impacts on current rider transit access are minimized
  - Only 1.4% are outside of a short 5-minute walk
  - Just 0.6% will be outside of a 10-minute walk

	Within ¼ Mile	Within ½ Mile
Covered	100,249	101,090
Impacted	1,455	630
Percent Covered	98.6%	99.4%

Source: Capital Metro Automated Passenger Counter September 2015

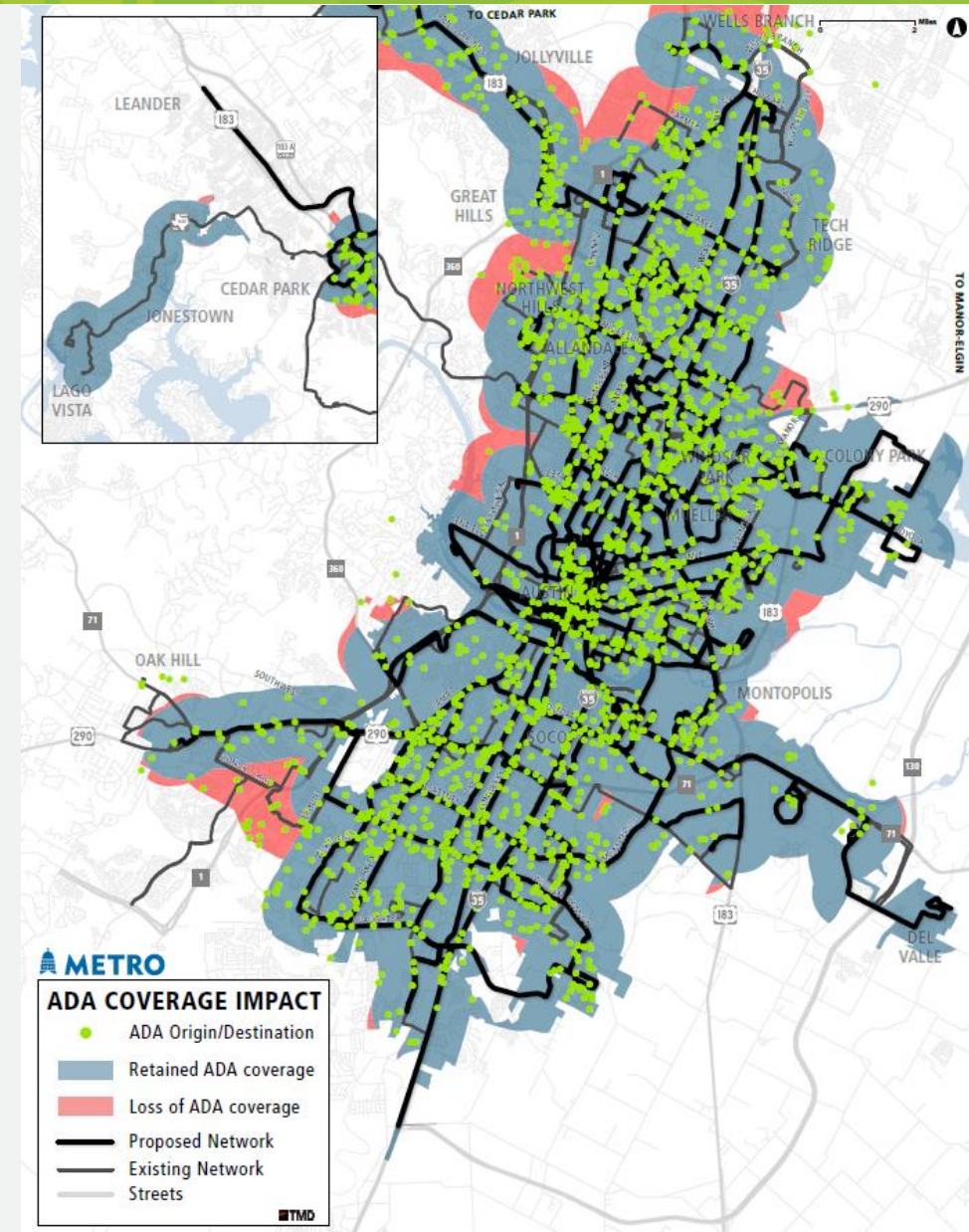




# ADA Impacts (Average Weekday)

- Only 71 (3.1%) weekday trips affected by changes in  $\frac{3}{4}$  mile service network

	Existing Coverage	Proposed Coverage	Impacted	
Trips	2,315	2,244	71	3.1%



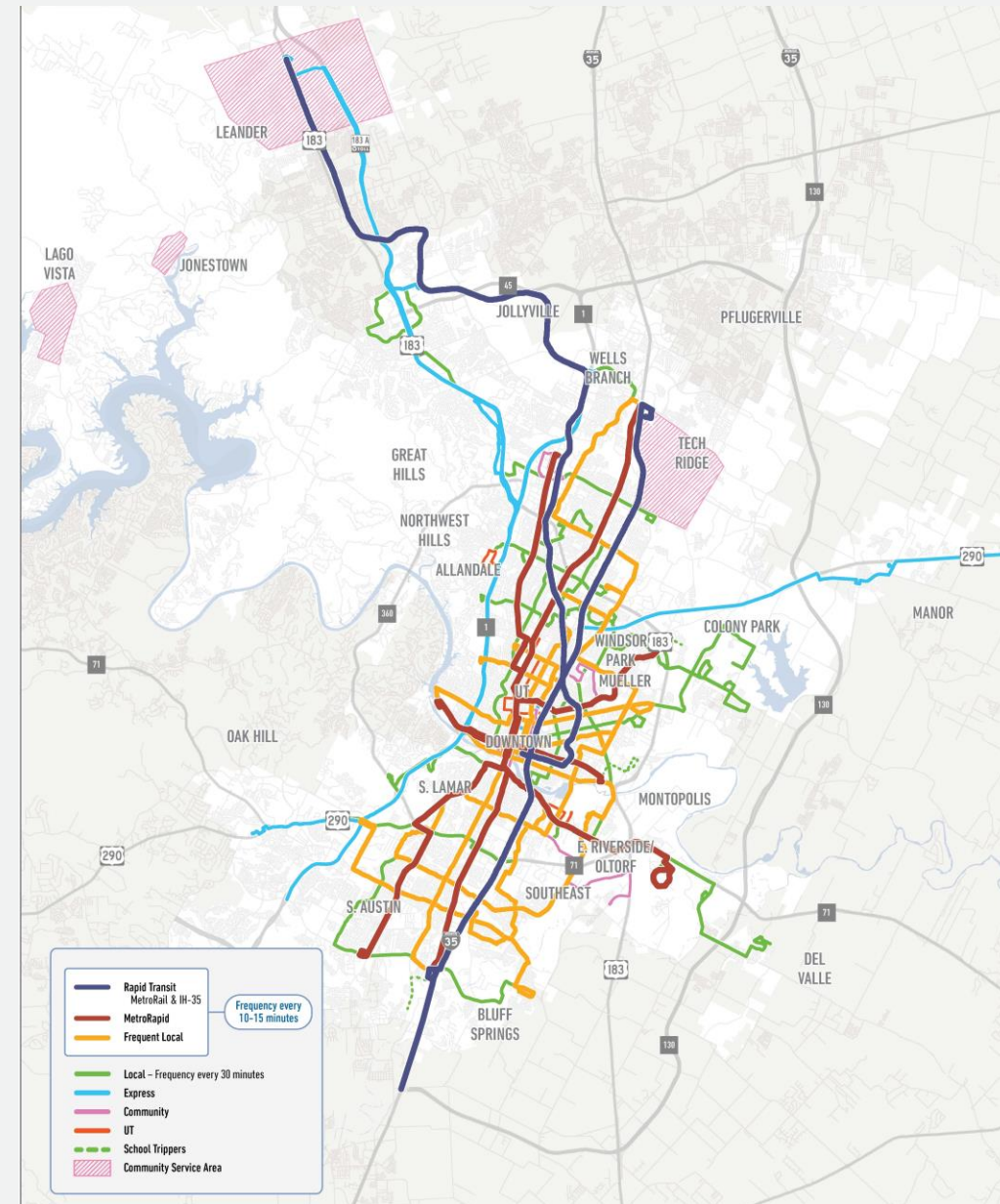
Source: MetroAccess trip sample March 16-20, 2015

# Cost Implications of Proposed Plan

- Proposed Long Range Plan will require an increase in revenue service hours of **less than 7 percent** compared to FY 2016 budget levels
- Network design strategies kept the net Plan cost down
  - Corridor service consolidation
  - More fast route straight-lining, fewer “twists and turns”
  - Adjustments in route “tails”
  - Substitution of alternative service where fixed route is not performing
- Requires some hard choices

# Plan Summary

- Creates more useful, convenient mobility options for community
- An additional 200,000 people will have access to frequent transit
- Applies a proven recipe for success



# Community Outreach Strategy



**Stakeholder  
Workshops**



**Public Open  
Houses**



**Virtual Meetings**



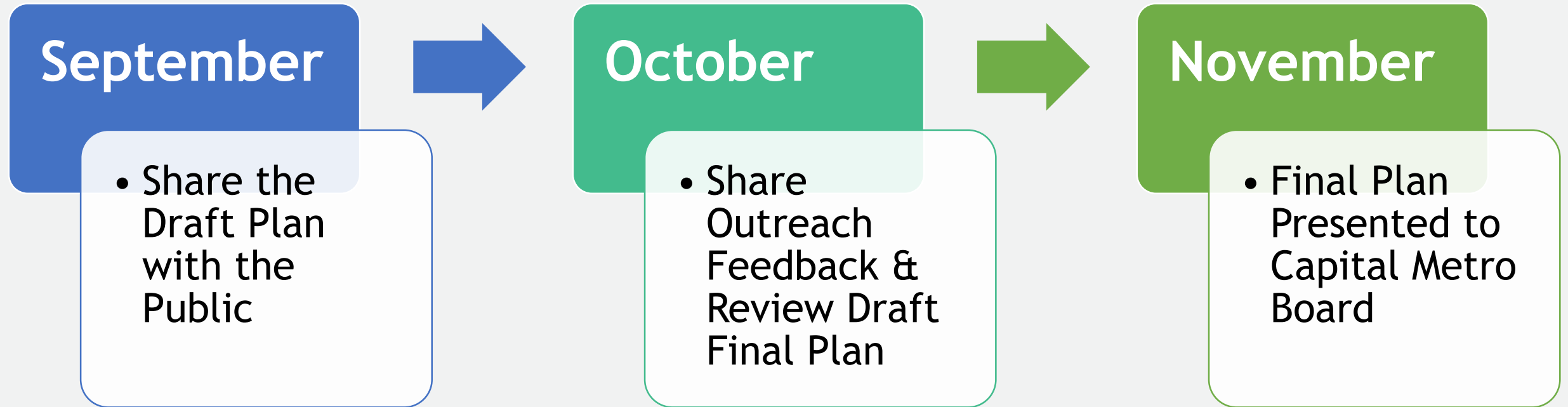
**Online Outreach**



**Drop-In Sessions  
at Major Stops**



# Next Steps








## CONNECTION 2025 PROPOSED TRANSIT NETWORK

Learn all about the Connections 2025 Draft Plan in the sections below or by viewing our short [video](#). Check out the proposed [route descriptions](#) and route information in our interactive map.

Using screen reader? Visit our accessible Connections 2025 Draft Plan [webpage](#).

Click the expand icon  in the top left corner of the interactive map to view individual routes and service types. Checking out the map on a mobile device? Make sure you're using the latest operating version for best viewing.

Share your feedback by taking the survey below, emailing [feedback@connections2025.org](mailto:feedback@connections2025.org), calling 512-369-6000 or on [Facebook](#) and [Twitter](#).

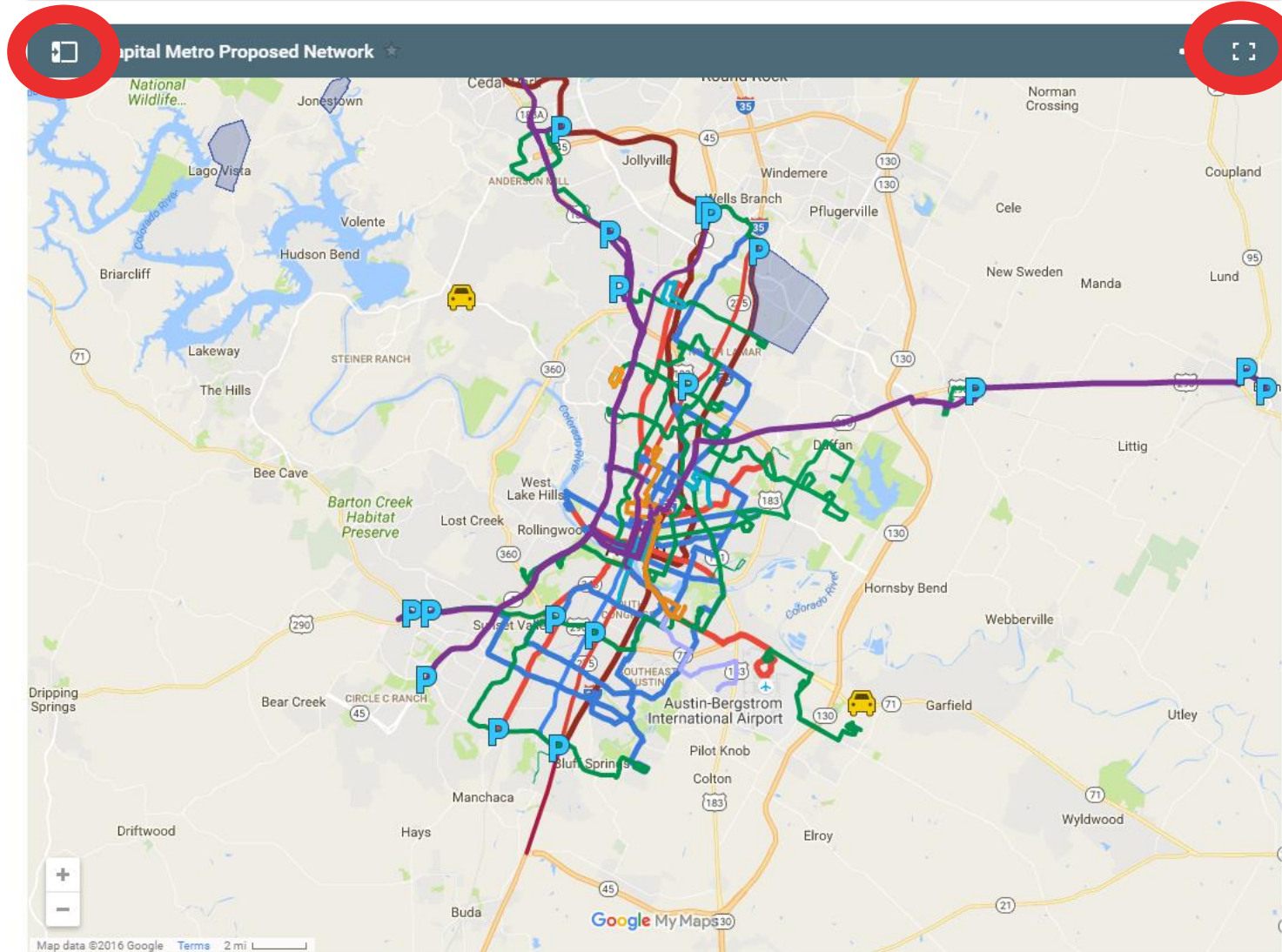
### + INTRODUCTION

### + DRAFT PLAN OVERVIEW VIDEO

### - DRAFT PLAN RESOURCES

[DRAFT NETWORK MAP](#)[GOALS AND STRATEGIES](#)[BROCHURE](#)[FREQUENT NETWORK MAP](#)[WEEKDAY RIDERSHIP MAP](#)[ROUTE BY ROUTE PROPOSALS](#)

## + PROPOSED JANUARY 2017 SERVICE CHANGES







**MORE FREQUENT. MORE RELIABLE. MORE CONNECTED.**

Capital Metro | Connections2025

[www.connections2025.org](http://www.connections2025.org)