

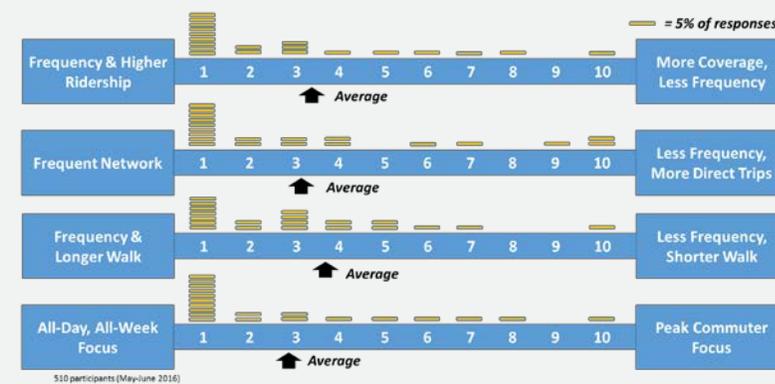
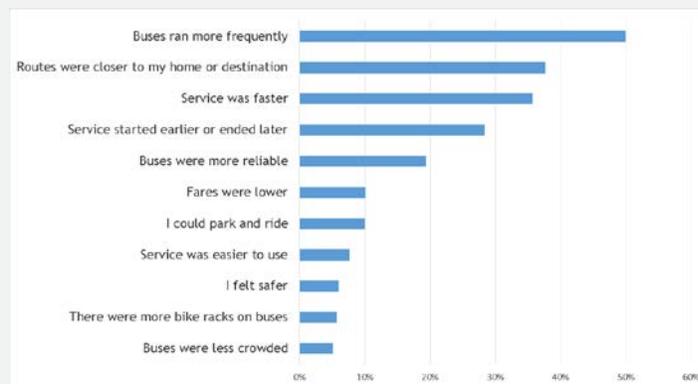
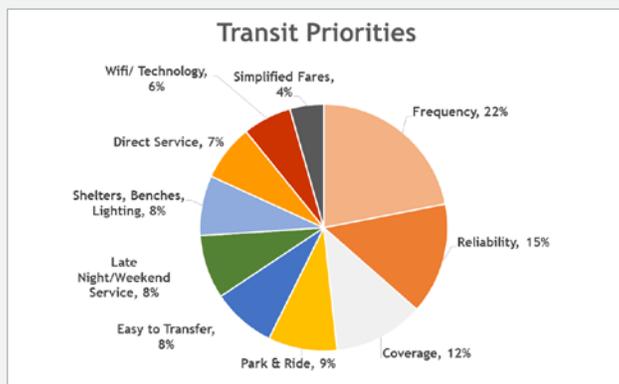


A Transit Plan for the Future

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



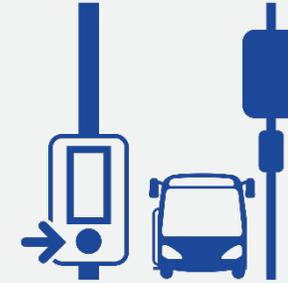
Easy to Understand Network



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



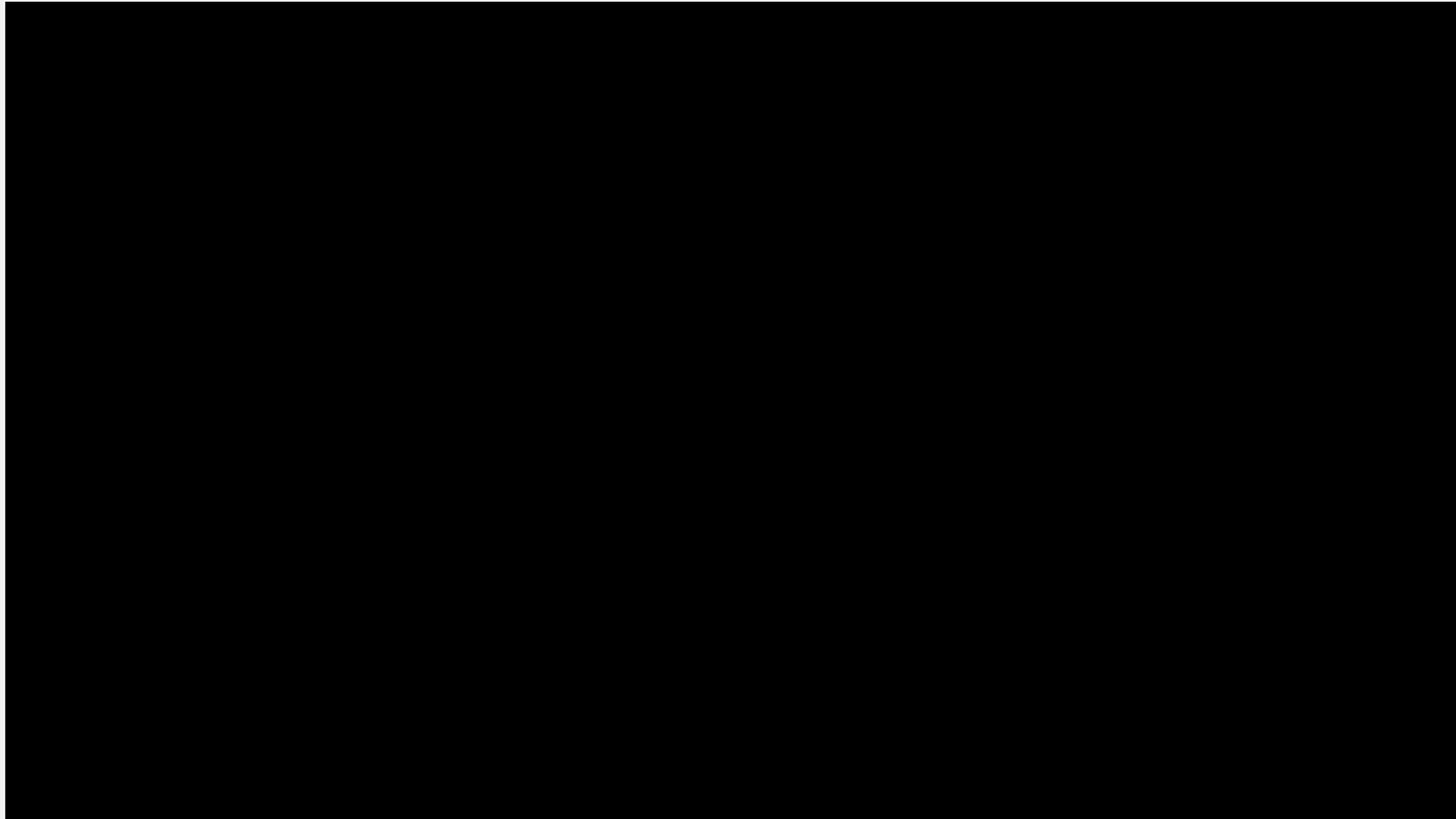
Coordinate Land Use, Housing, Infrastructure

Service Options - Mobility Toolbox

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



Draft Plan Overview Video



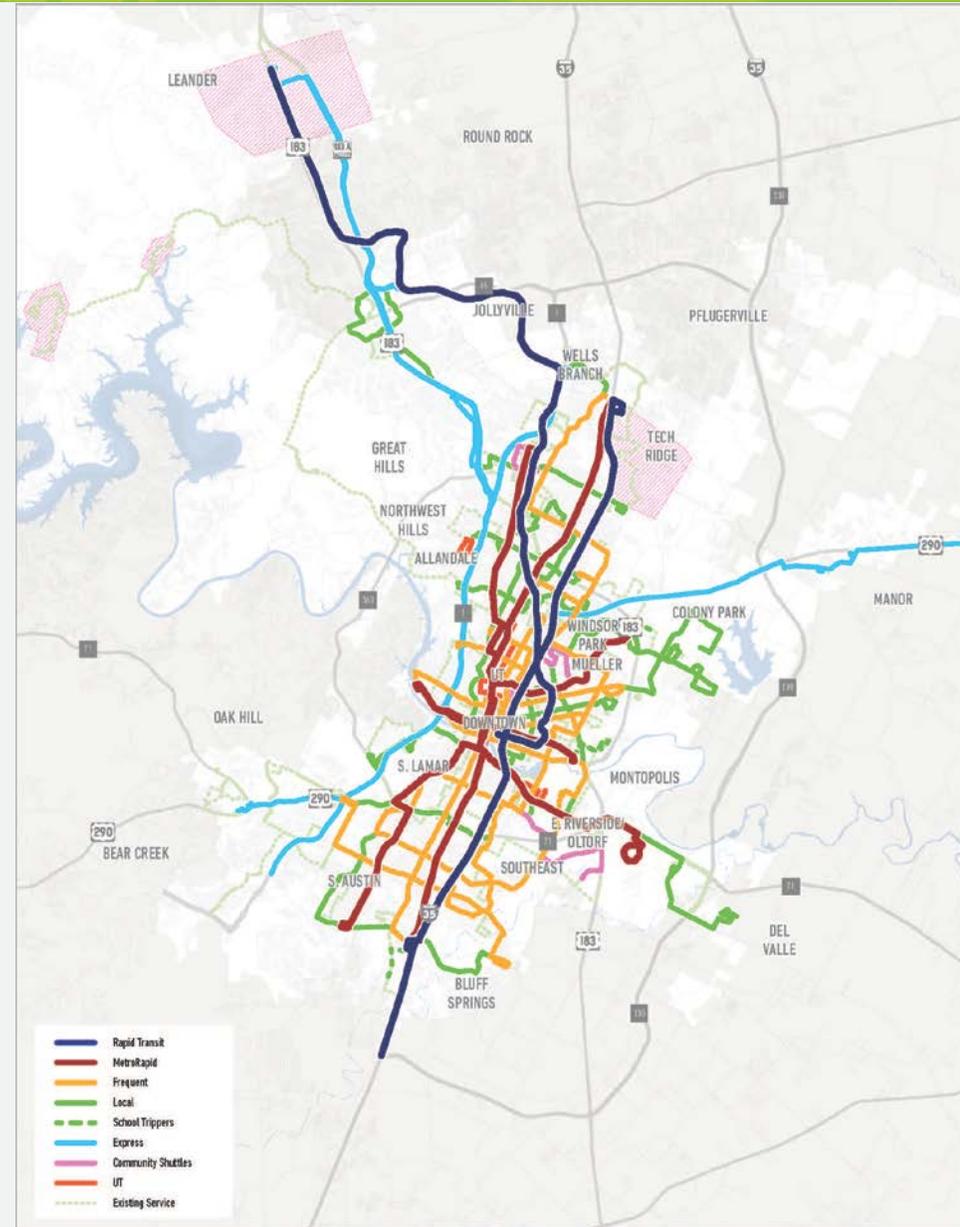
Proposed Plan



Five Year Service Plan
(Constrained)

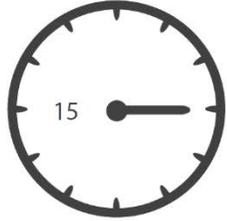


Long Range Plan
(Unconstrained)



RAPID TRANSIT

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



15 Minute Frequency



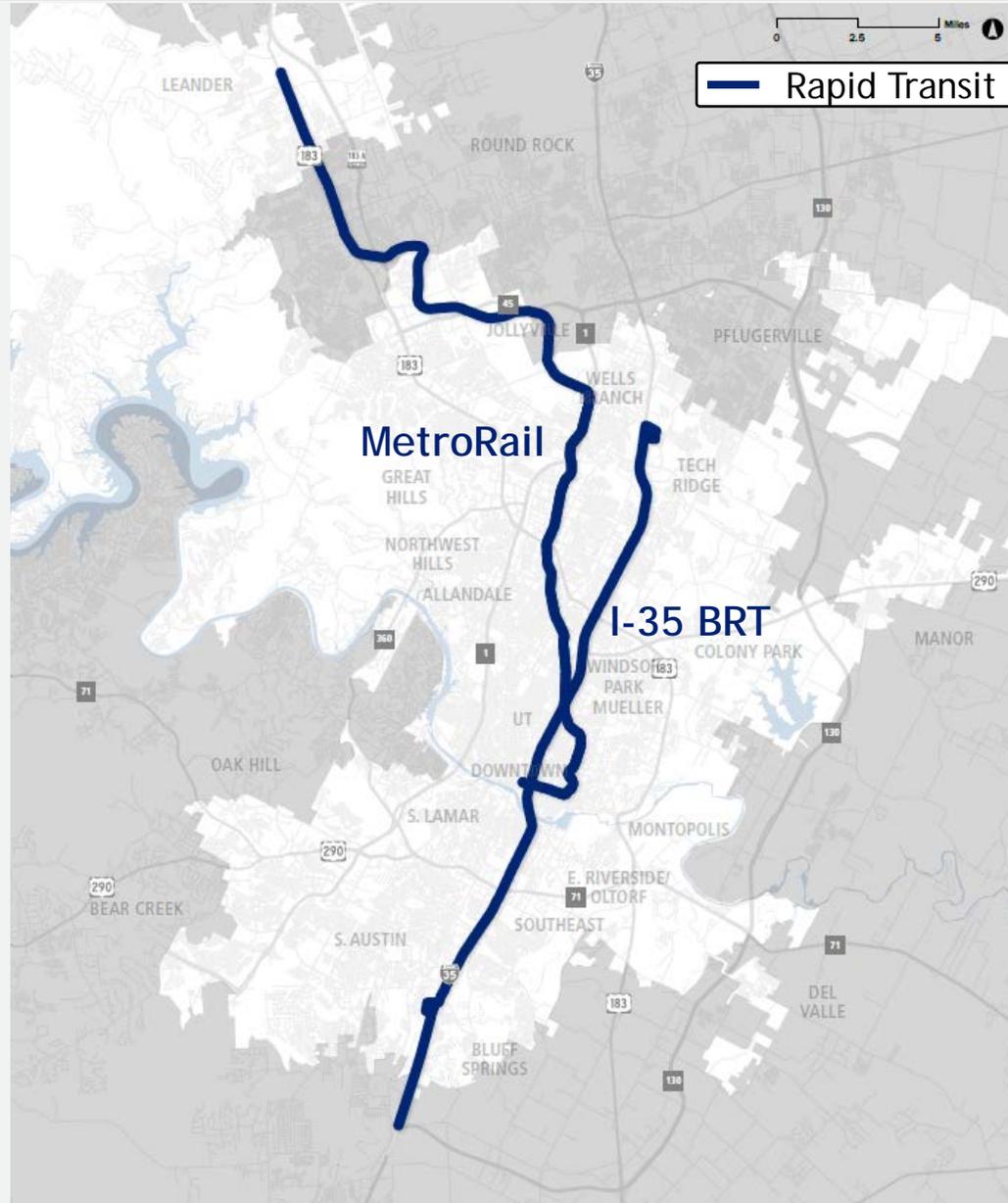
Train / Articulated Transit Vehicle



Dedicated Right-of-Way



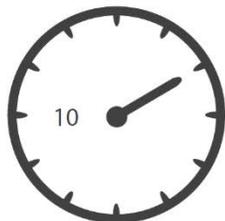
Moderate - Wide Stop Spacing



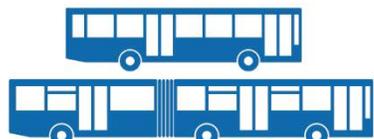
- Frequent, high-capacity transit service
- Limited-stop regional and local travel
- Integral part of the all-day, all-week core network

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

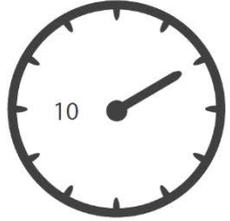


New MetroRapid service:

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

METRO RAPID

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



10 Minute Frequency



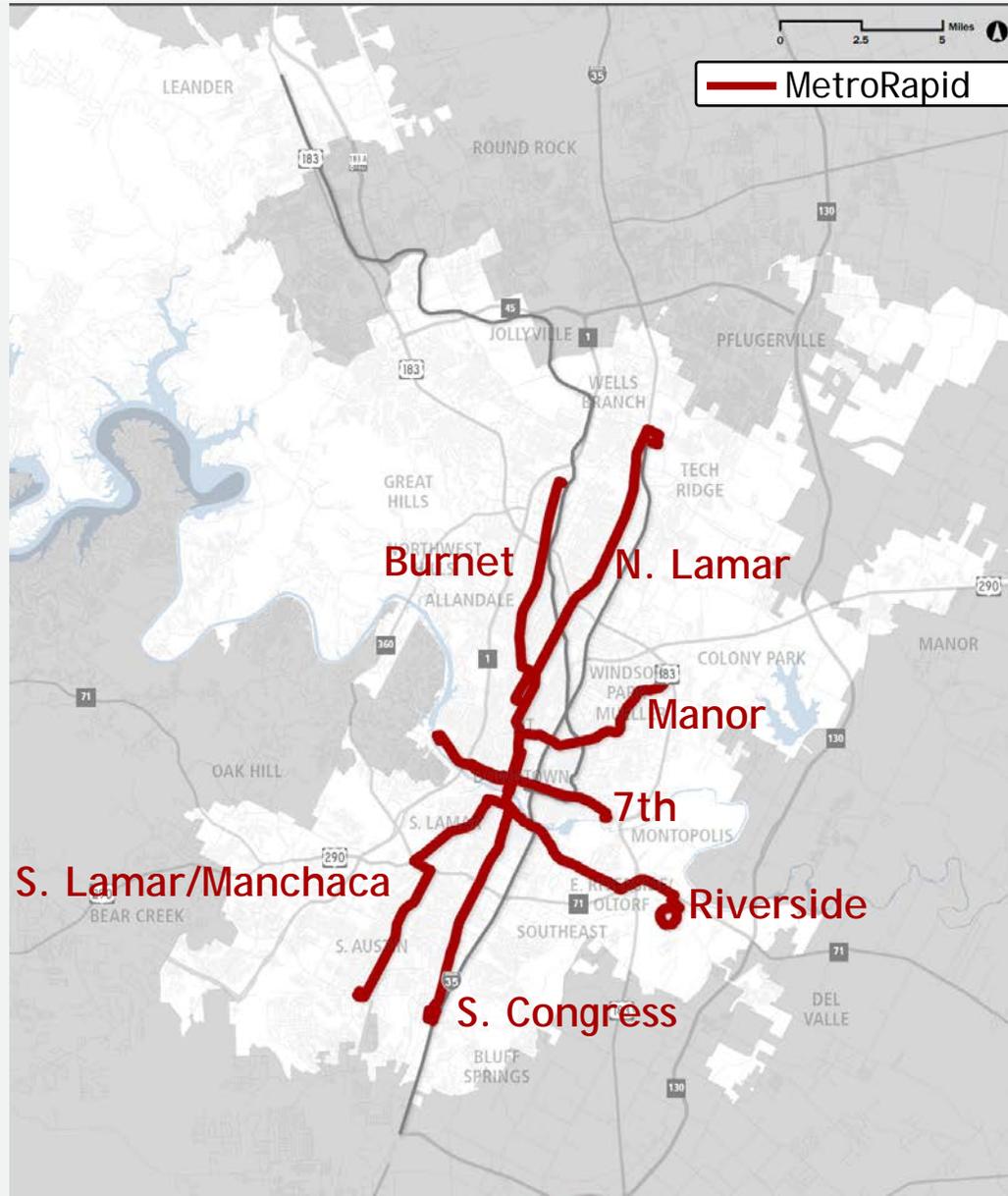
Standard or Articulated Transit Vehicle



Transit Priority Treatments



Moderate Stop Spacing



NORTH LAMAR-SOUTH CONGRESS

Current

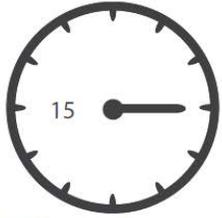
- MetroRapid 801
- Local 1

Proposed

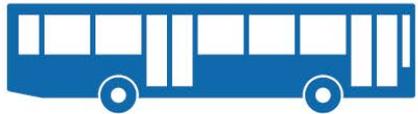
- MetroRapid 801
- Local 1 shortened

FREQUENT LOCAL

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



15 Minute Frequency



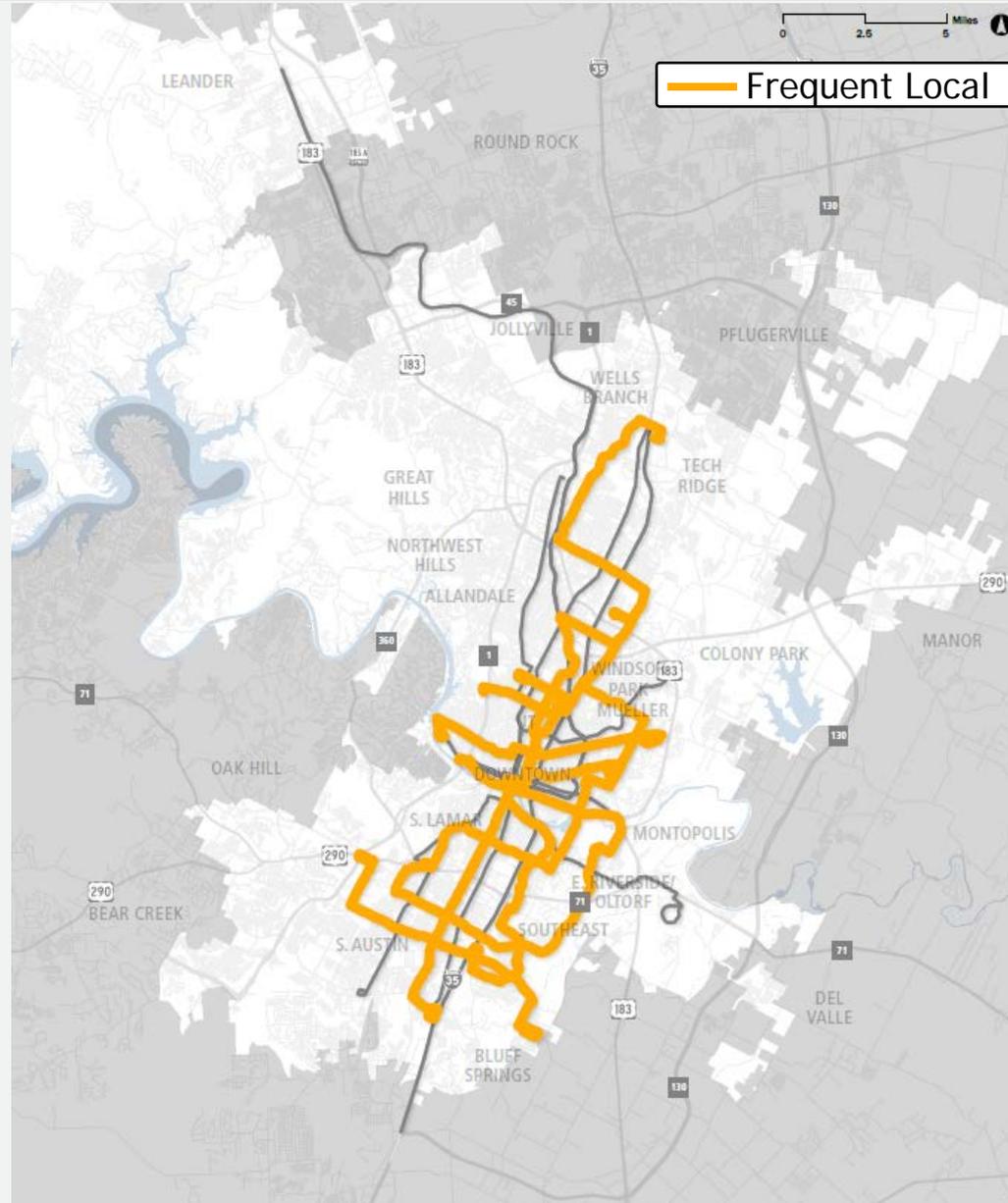
Standard Transit Vehicle



Some Transit Priority Treatments

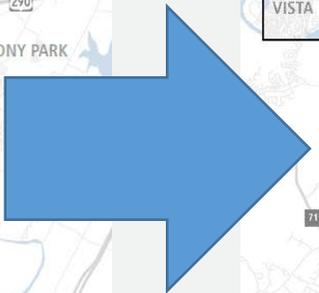
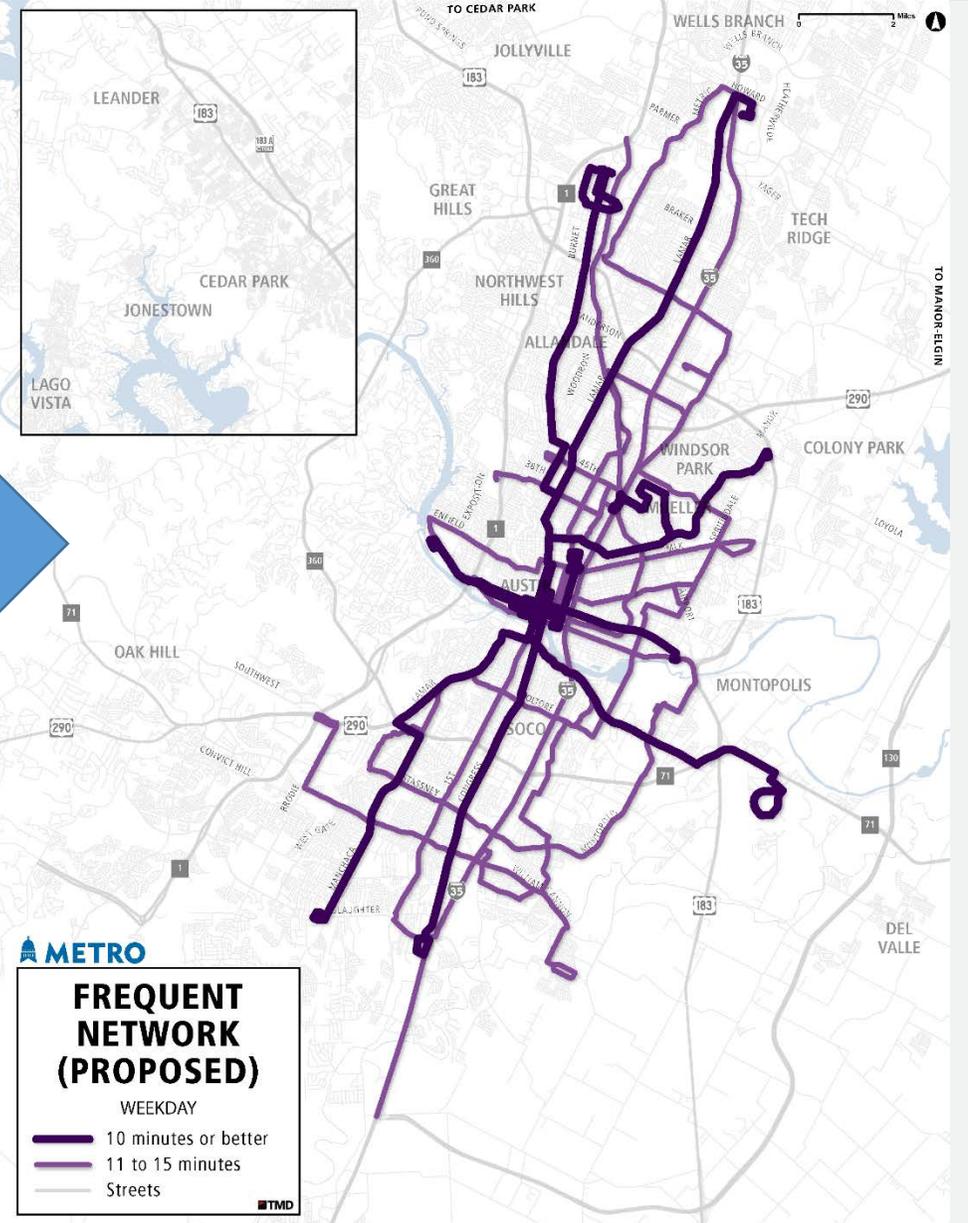
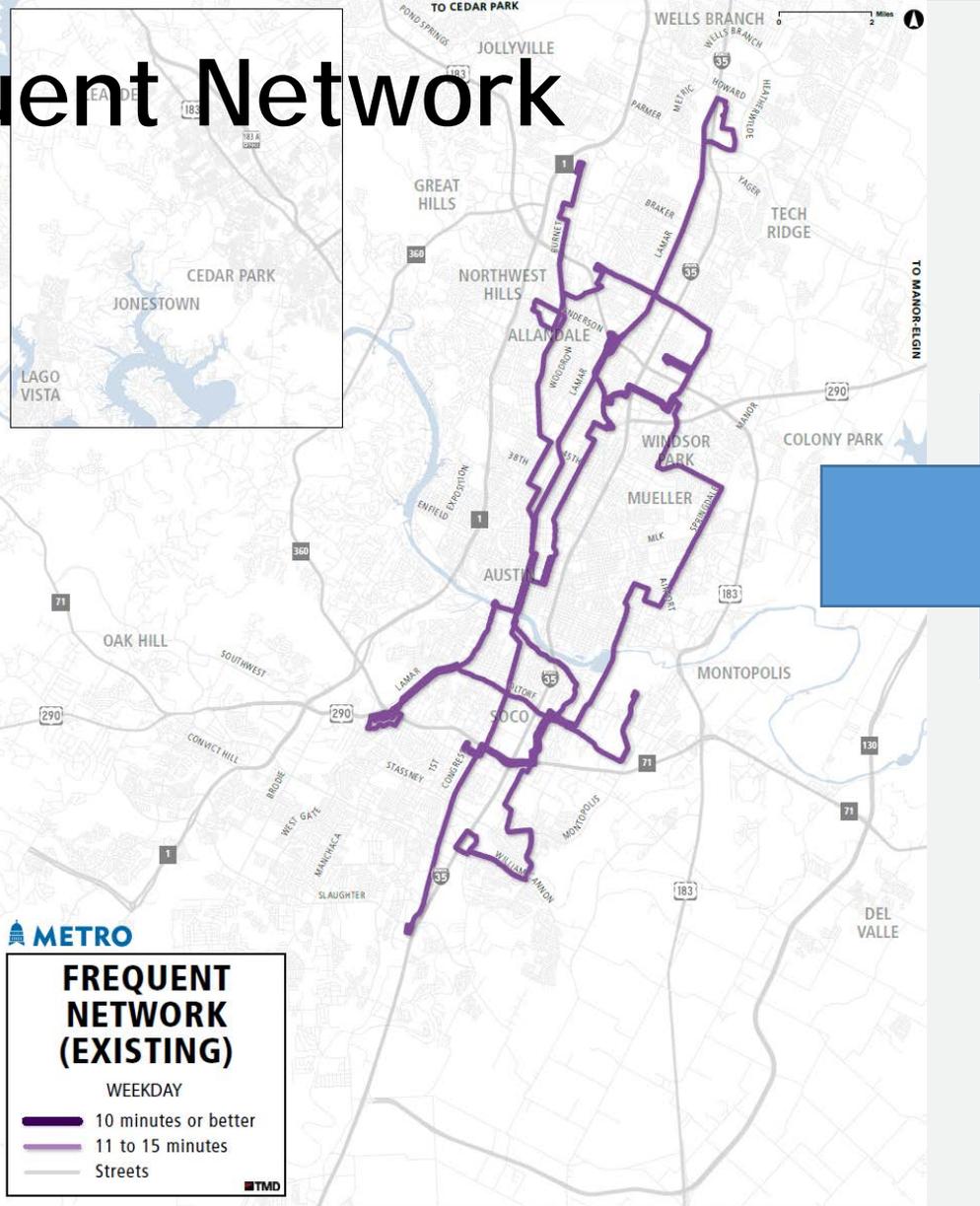


Close - Moderate Stop Spacing



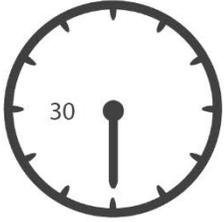
- Completes the frequent network
- Enhanced infrastructure
 - Targeted priority
 - All-door boarding
- 15-minute or better all-day, all-week service

Frequent Network

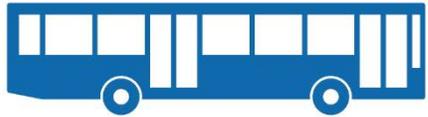


LOCAL

Bus service connecting communities to the frequent network and major destinations



30 Minute Frequency



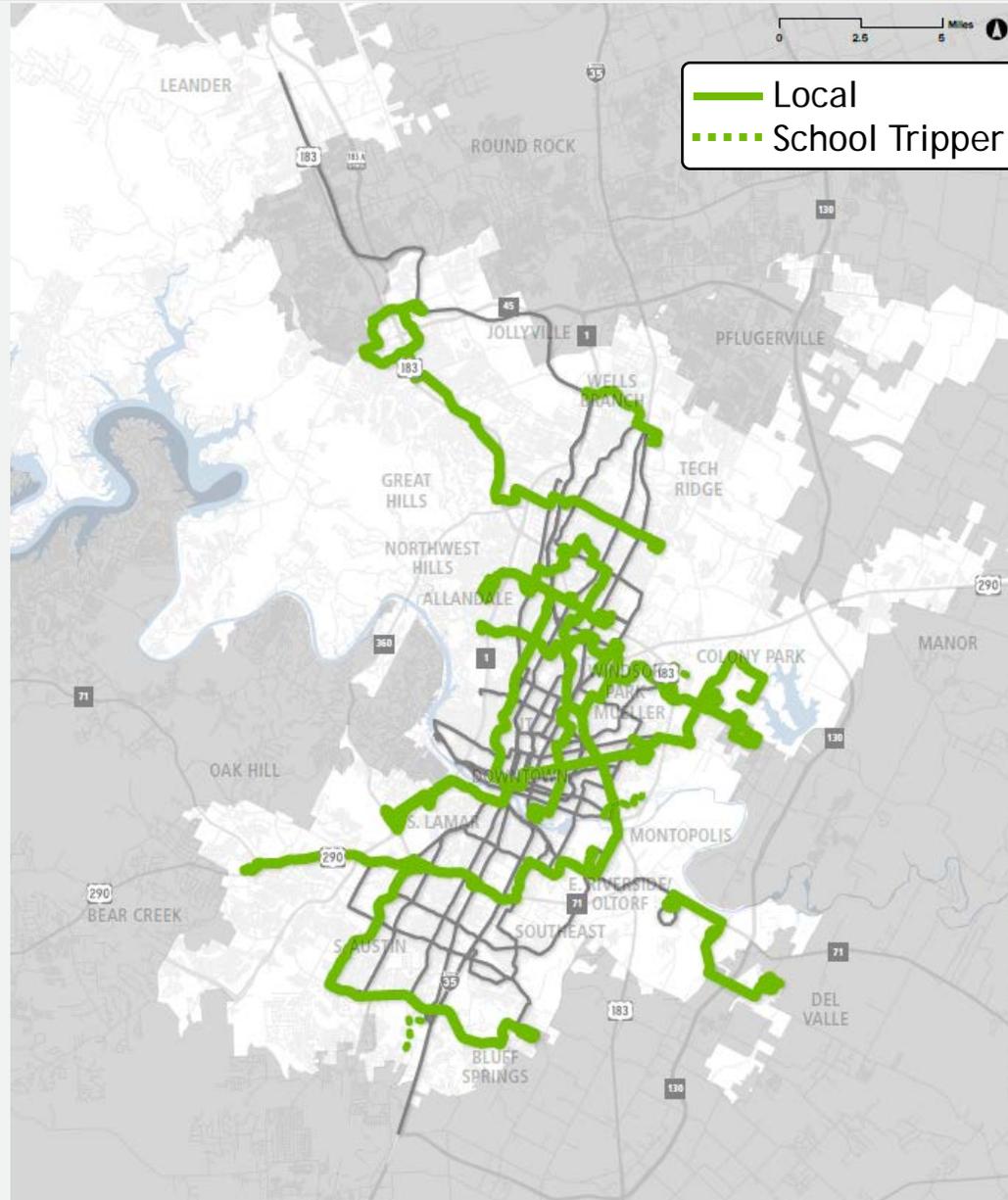
Standard Transit Vehicle



Mixed Traffic



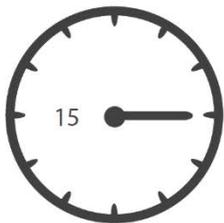
Close Stop Spacing



- 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



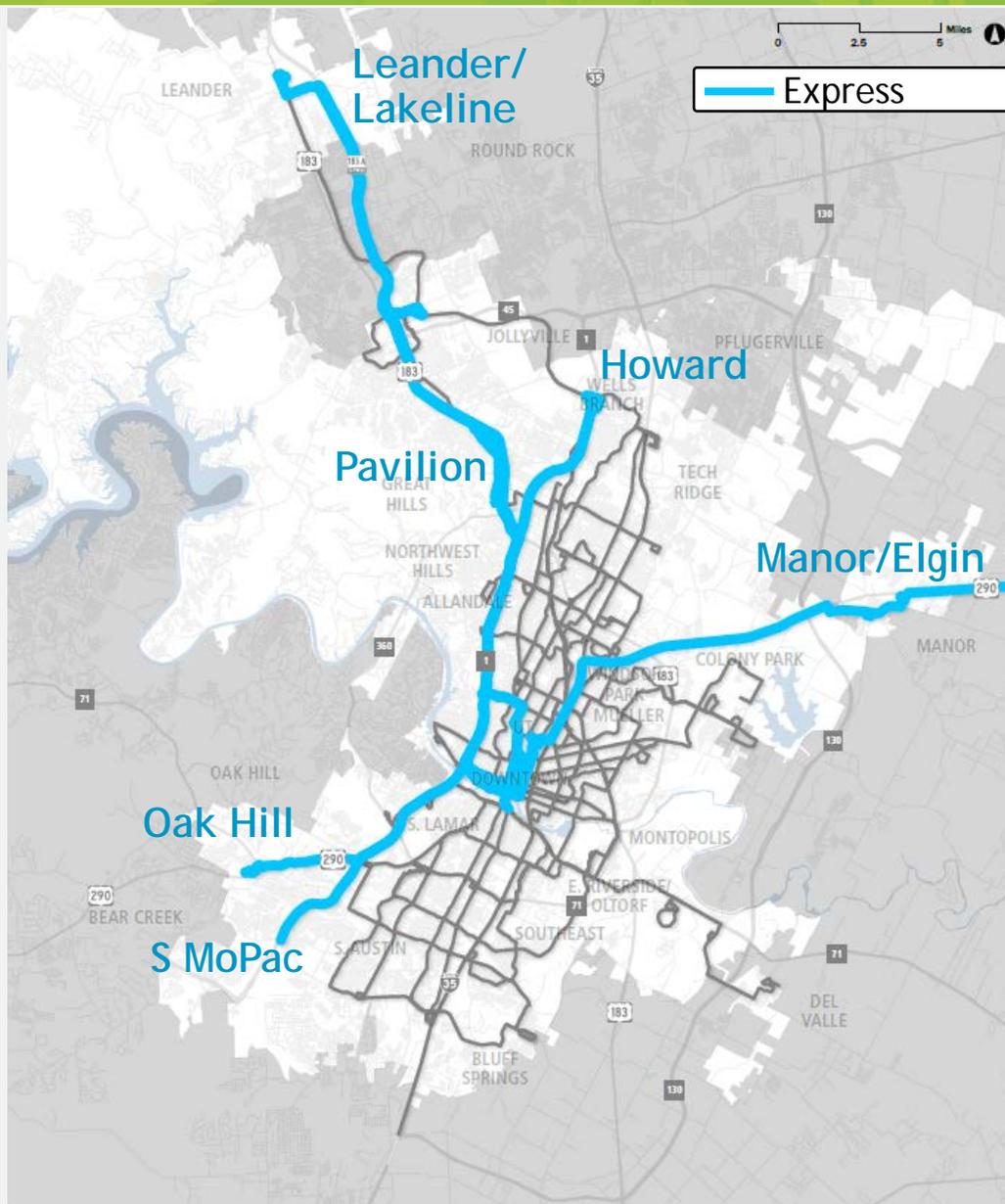
Highway Transit Vehicle



Mixed Traffic, Freeway-operating



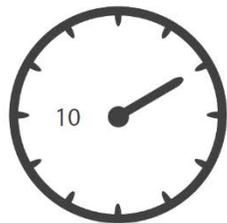
Wide Stop Spacing



- 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



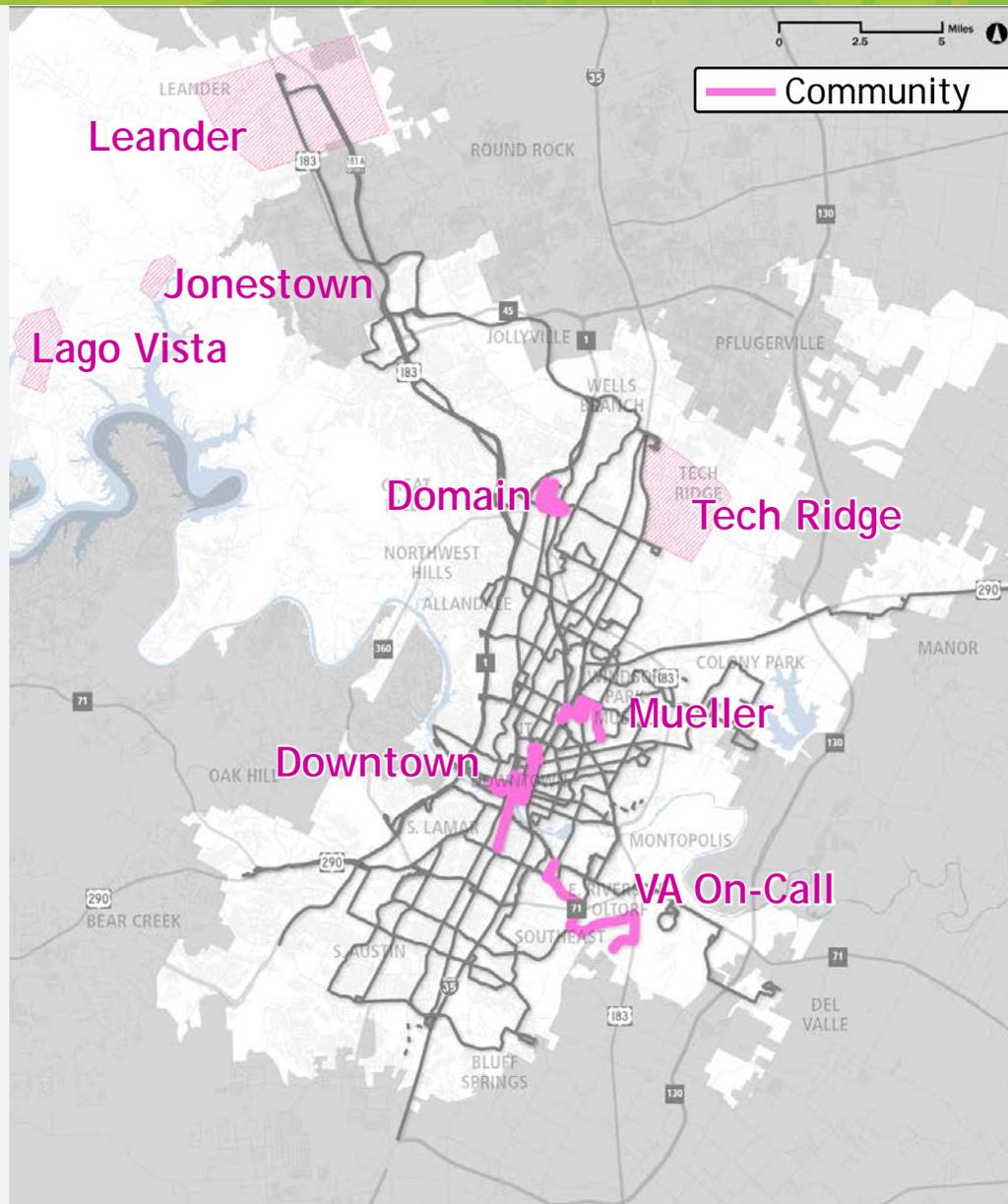
Small Transit Vans



Mixed Traffic



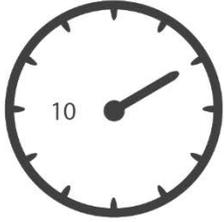
Close Stop Spacing/Point to Point Service



- 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



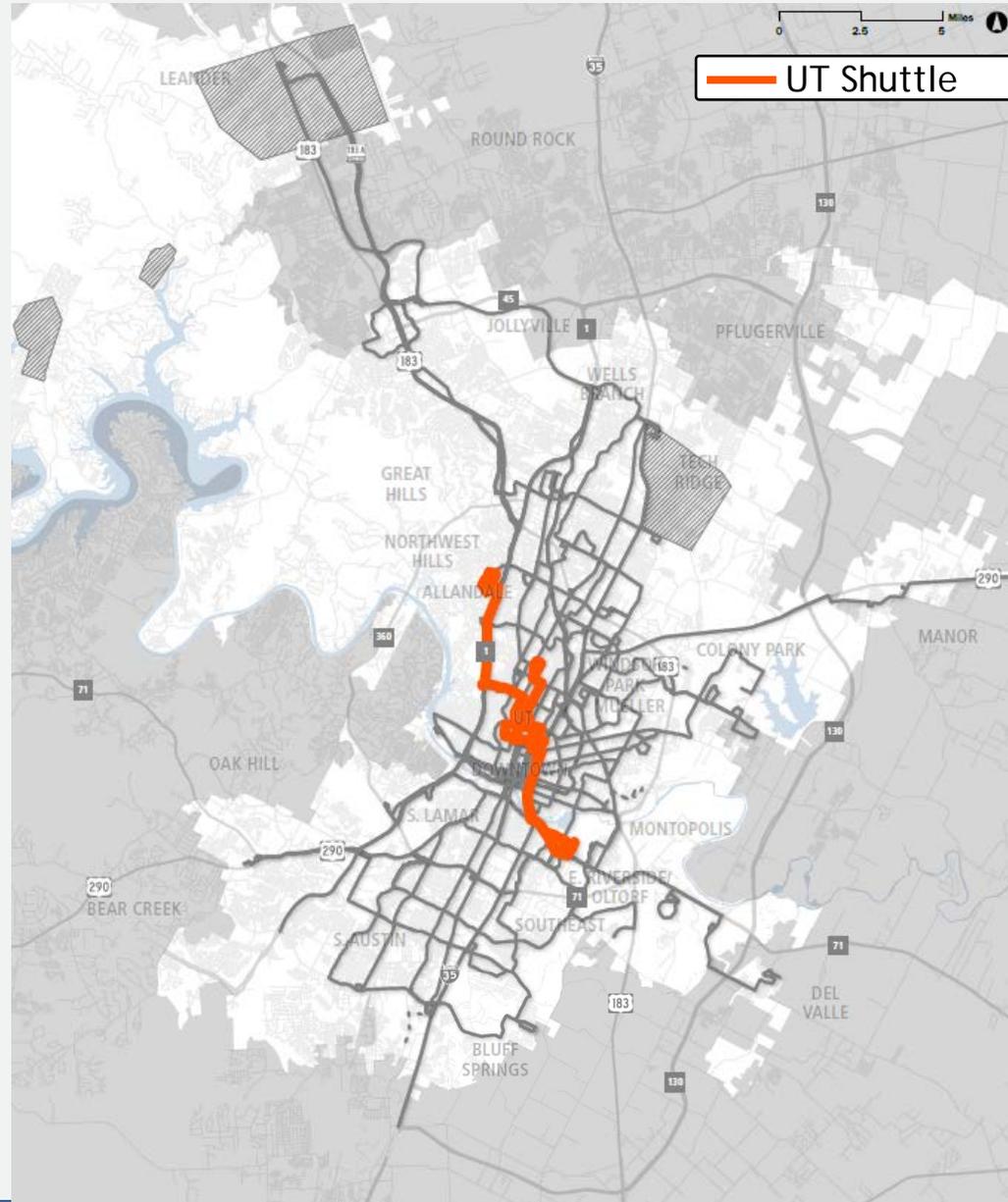
Standard Transit Vehicle



Mixed Traffic



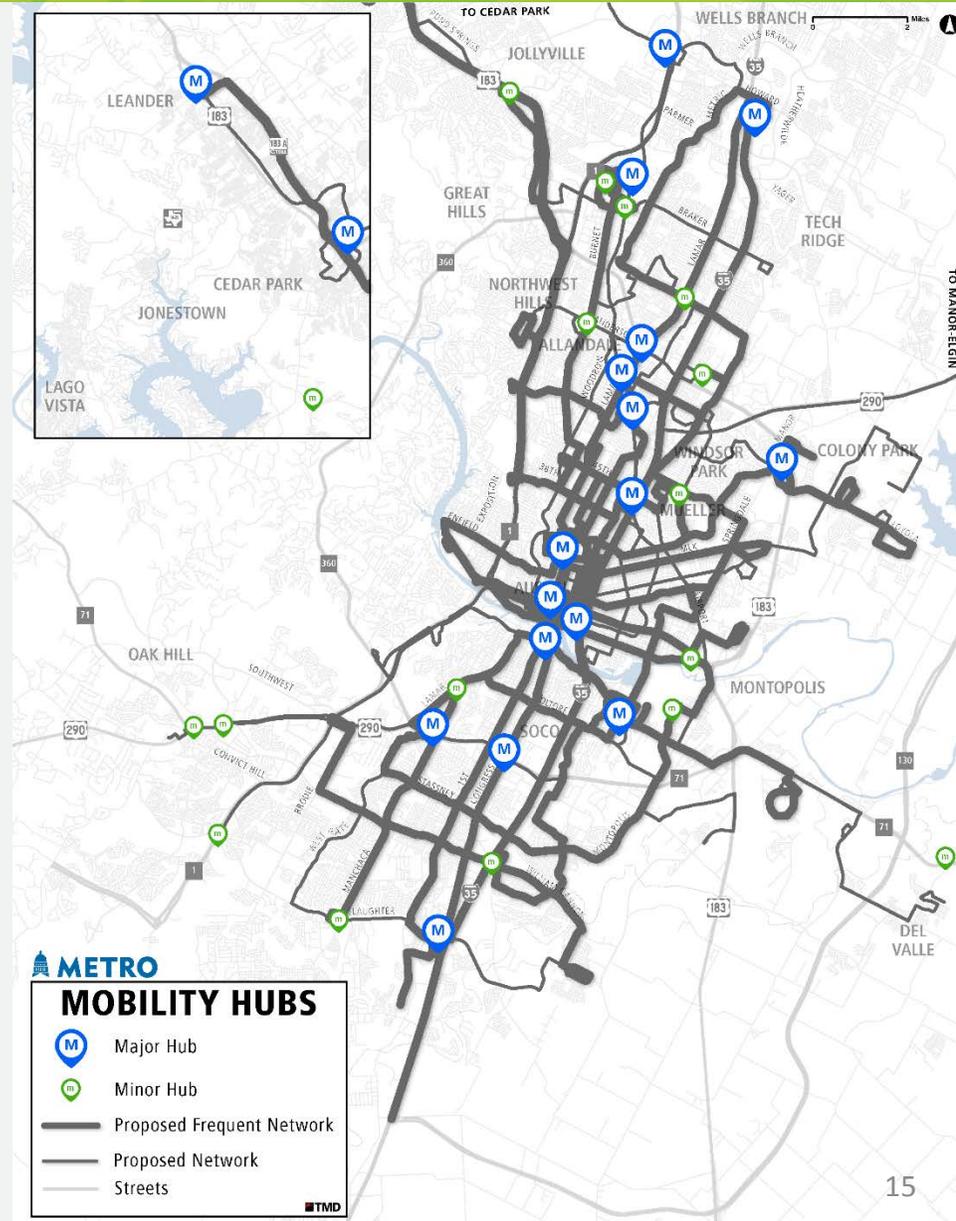
Close Stop Spacing/Point to Point Service



- 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

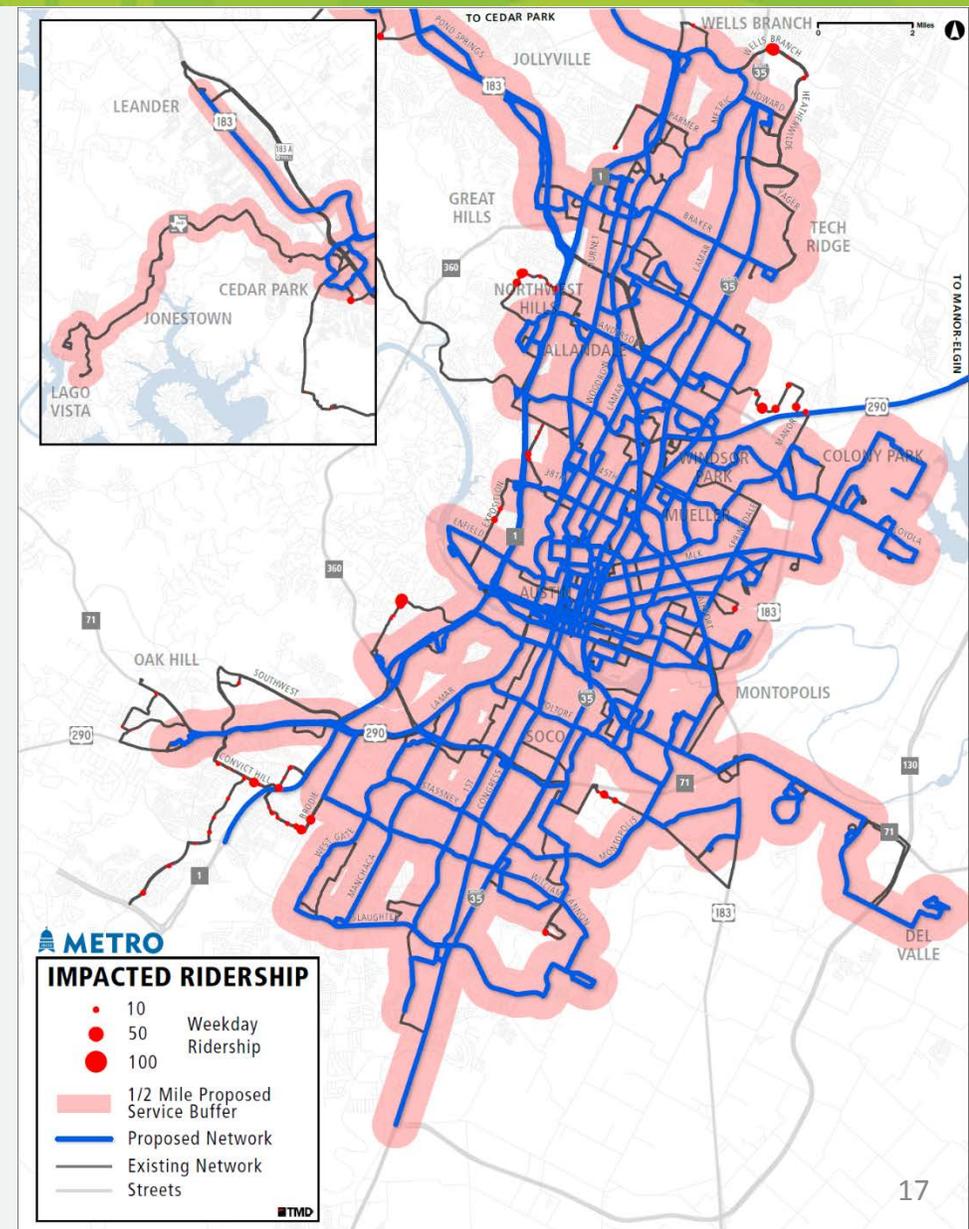
Investment in 17 routes will make a major impact on 82% of today's riders

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% |

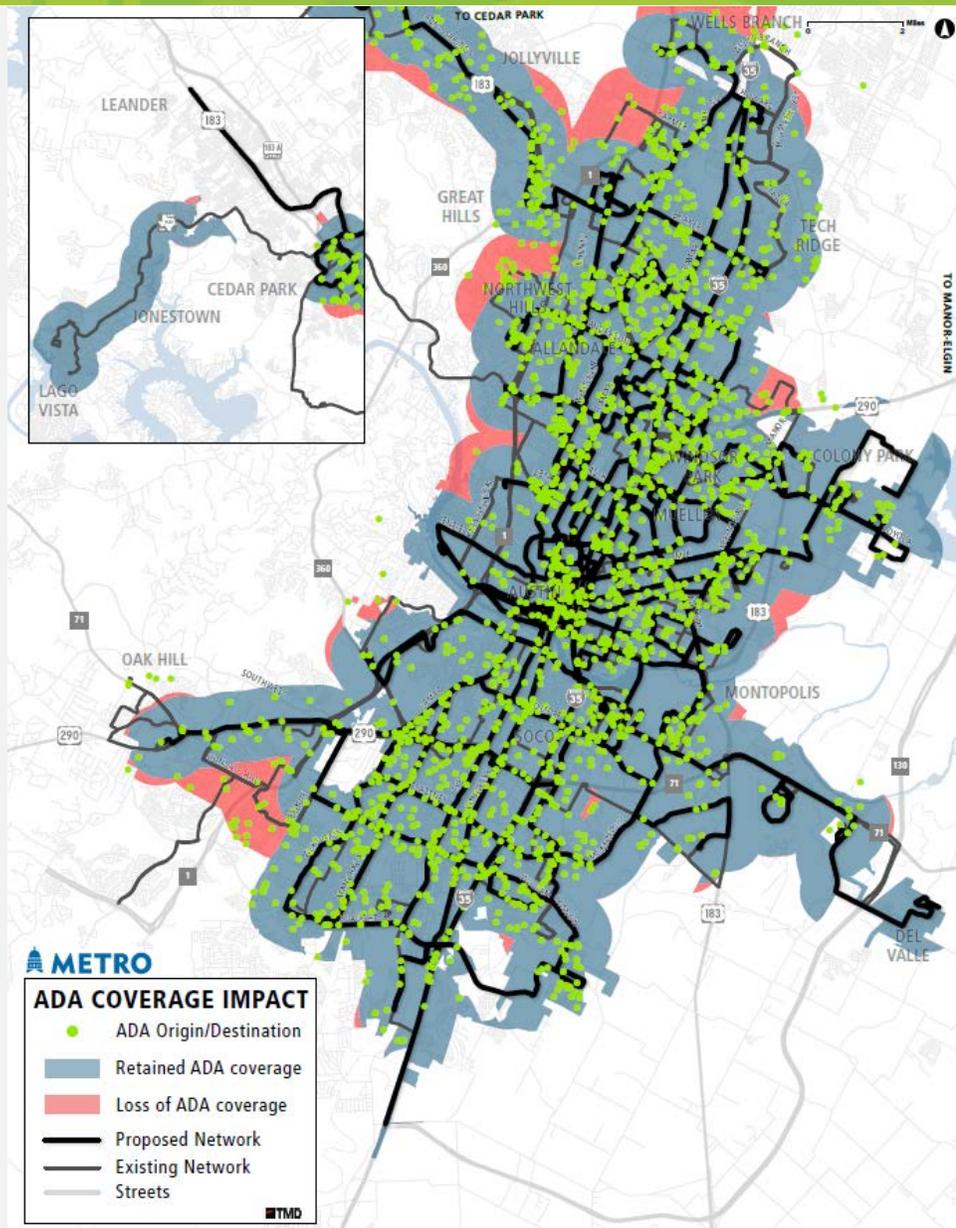
Source: Capital Metro Automated Passenger Counter September 2015



ADA Impacts (Average Weekday)

- Only 71 (3.1%) weekday trips affected by changes in ¾ mile service network

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

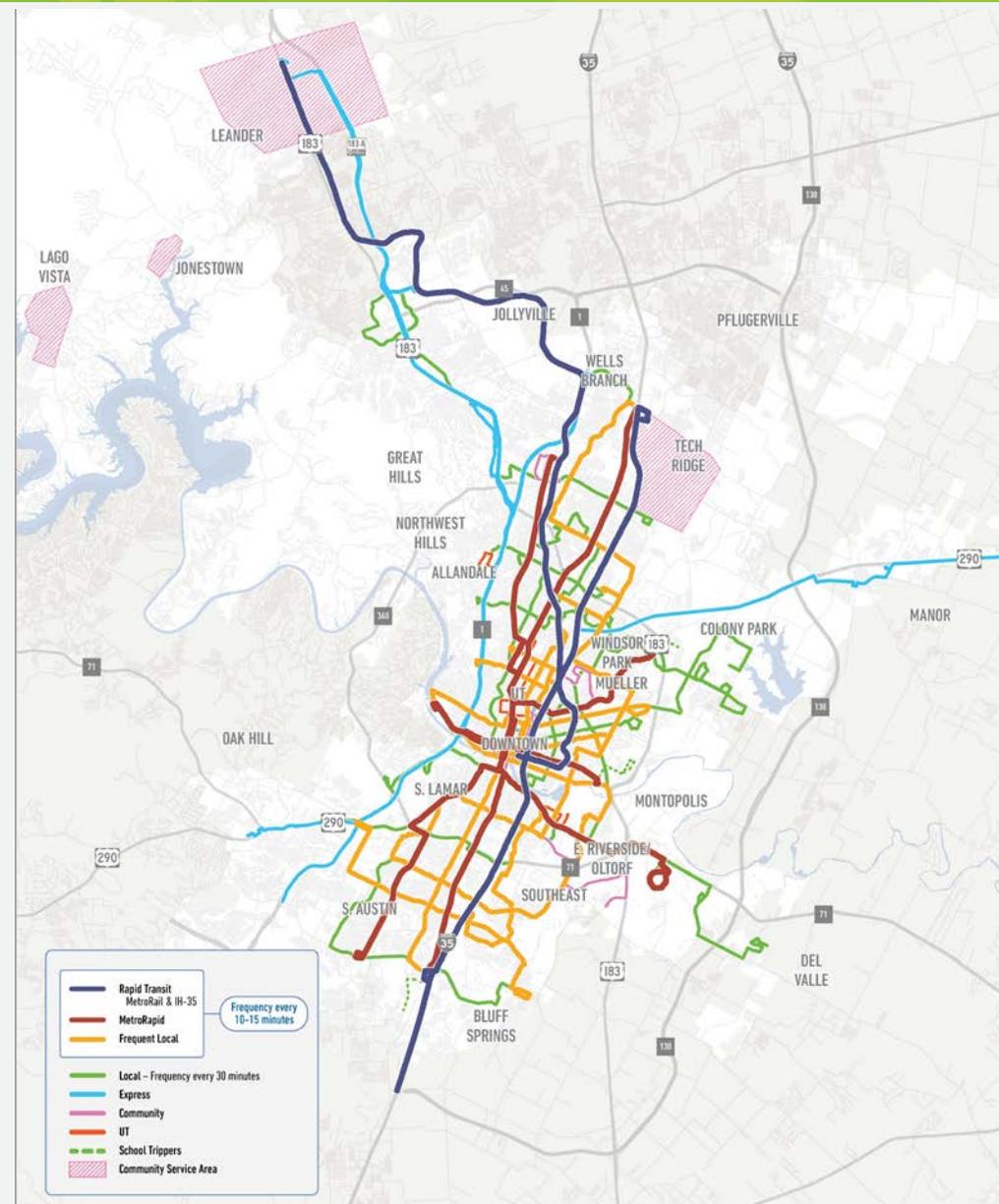


Cost Implications of Proposed Plan

- 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

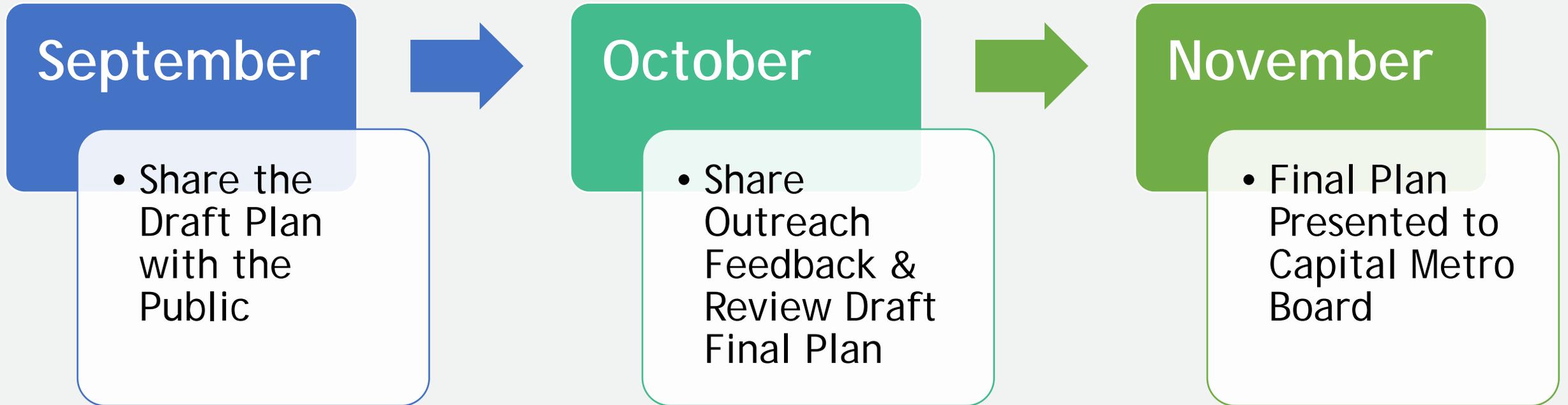


Online Outreach



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, 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

**TAKE THE SURVEY**

Haga clic aquí para Español



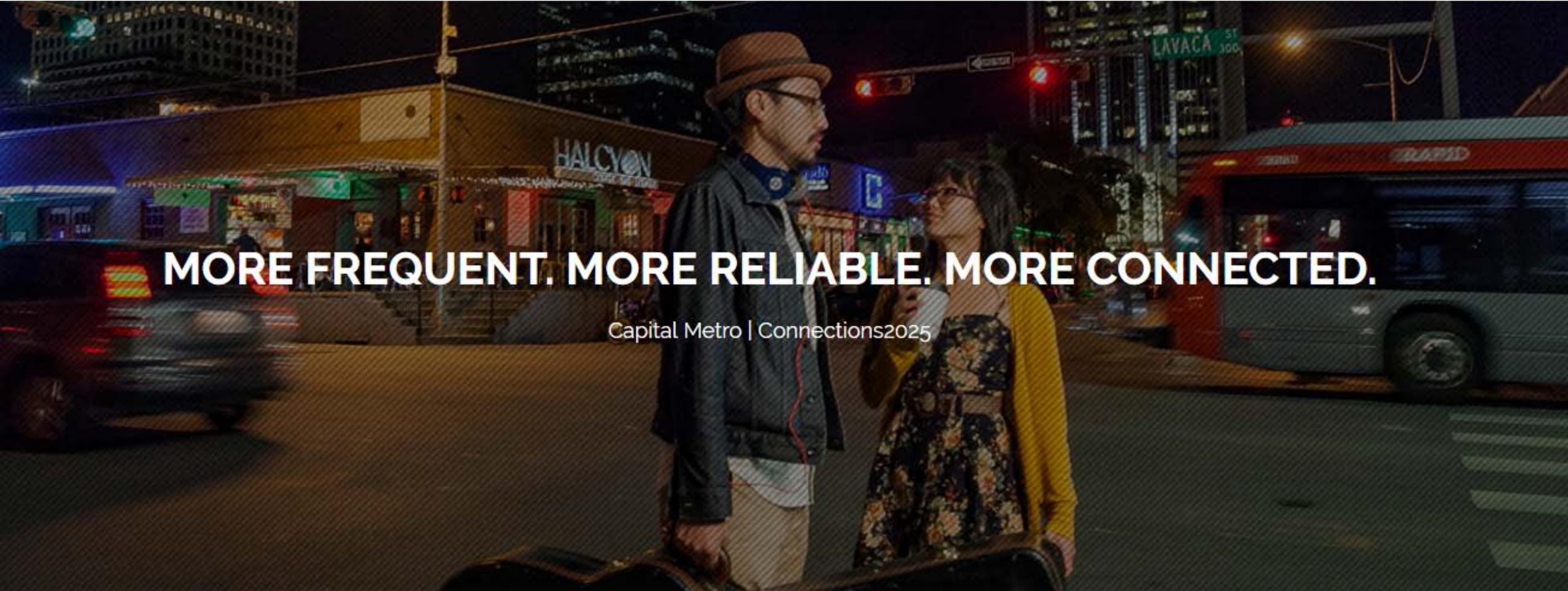
Connections 2025 - Draft Plan

We would like your input on the Connection 2025 Draft Transit Plan proposal. The questionnaire below will allow us to gather input and identify any opportunities for improvement.

Learn all about the Connections 2025 Draft Plan by viewing our [short video](#), proposed [route-by-route changes](#) and our [interactive map](#).

1. Which part of the plan do you like the most?

- More Frequent Service
- More East/West Service
- One Basic Fare (Local + Premium)
- More MetroRapid Service



MORE FREQUENT. MORE RELIABLE. MORE CONNECTED.

Capital Metro | Connections2025

www.connections2025.org