Origin & Destination Survey

- Background
- Origins & Destinations
- Key Findings
  - MetroBus Weekday compared to 2010
  - Service Type Comparison 2015
- Summary
Background

• Purpose
  – To obtain accurate information on the MetroBus, MetroRapid and MetroRail travel patterns of patrons
  – Long and short range planning efforts such as Connections 2025 study
  – Regional data modeling & other FTA mandatory reporting
• Methodology
  – Statistical sampling method to ensure accuracy
  – Interviewing Methodology
    • Hand-held computing devices
    • Interviewed riders on Capital Metro transit vehicles to complete survey
      • One of every four riders was chosen to conduct survey & ensure random sample
        – Performed daily quality checks
Background Continued

• How Often
  — Every 5 years per FTA guidelines

• Who Benefits
  — Capital Metro – Design of new service
  — Patrons – What are their needs?
  — Title VI reporting – Meet federal compliance
  — CAMPO Data Modeling – Future plans
Origins & Destinations Regional

2010

2015

15 or Less
16-100
101-250
251-1000
1001 or More
Origins & Destinations Regional

- Shaded portion within Capital Metro Service Area

2015

15 or Less
16-100
101-250
251-1000
1001 or More
Origins and Destinations

- Patrons traveling from further out of area to ride service
- Lot of movement east
- Changing land use patterns
- Consistent with regional planning efforts
- Capital Metro exploring additional regional options
Origins and Destinations Austin

2010

2015
TopOriginsandDestinations

- Downtown & UT remain top destinations
- Riverside/Pleasant Valley area
- Northeast
  - TechRidge Park and Ride additional service since 2010
- Southeast
  - Route 271 added since 2010
- MetroRapid
  - Density of ridership from south and north
Key Findings

• MetroBus Weekday compared to 2010
• Service Type Comparison 2015
Trip Purpose (Origin or Destination)
MetroBus Compared to 2010

- Work and College/University show largest change
- Change due to implementation of MetroRapid
- Other categories mostly unchanged
Trip Purpose (Origin or Destination) 
Bus, Rapid, Rail 2015

- All show most usage related to Work
- Bus more evenly dispersed in Shopping, P/R, Work and College usage
- MetroRapid also dispersed in these categories with Work & College predominant
- MetroRail primary usage is Work & P/R
Walking is large part of how patrons access stops
Continue bus stop accessibility project & should be near 100% accessible by end of 2016
Increase in transfers
Visible differences among Modes
Higher percent Bike usage on Rail
Substantially less walking to/from Rail station than to/from Bus Stops
Far more patrons get a ride/drive to/from Rail stations
Bike Usage
Bus, Rapid, Rail 2015

Total Boardings & % of Ridership - Bikes

Weekday

1,400
1,200
1,000
800
600
400
200
-
1,330
406
335

1.4%
4.2%
12.2%

BUS
RAPID
RAIL
System Bike Options
More patrons riding the bus more days per week
Patrons using for more than just work
Mainstay is Bus
With Rail many patrons ride 2 days or less a month. Could be patrons who use for Personal/Recreation
Rail does not operate 7 days per week
Mobile Ticket Usage
Bus, Rapid, Rail 2015

Weekday

- **BUS**: 5%
- **RAPID**: 12%
- **RAIL**: 22%
- **TOTAL**: 6%
Ethnicity
Weekday System

Sources:
- State Texas 2014: http://quickfacts.census.gov/qfd/states/48000.html
Visible differences among the modes
Rail primarily suburban patrons
Bus most diverse
Summary

- Origins and Destinations becoming more regional
  - Results consistent with many initiatives Capital Metro is already working on

- Visible differences in Bus, Rapid, and Rail
  - Trip purpose
  - Travel Mode to and from stop
  - Ethnicity

- Origin and destination study valuable
  - Service planning and analysis
  - Regional transportation modeling
  - Federal requirements