



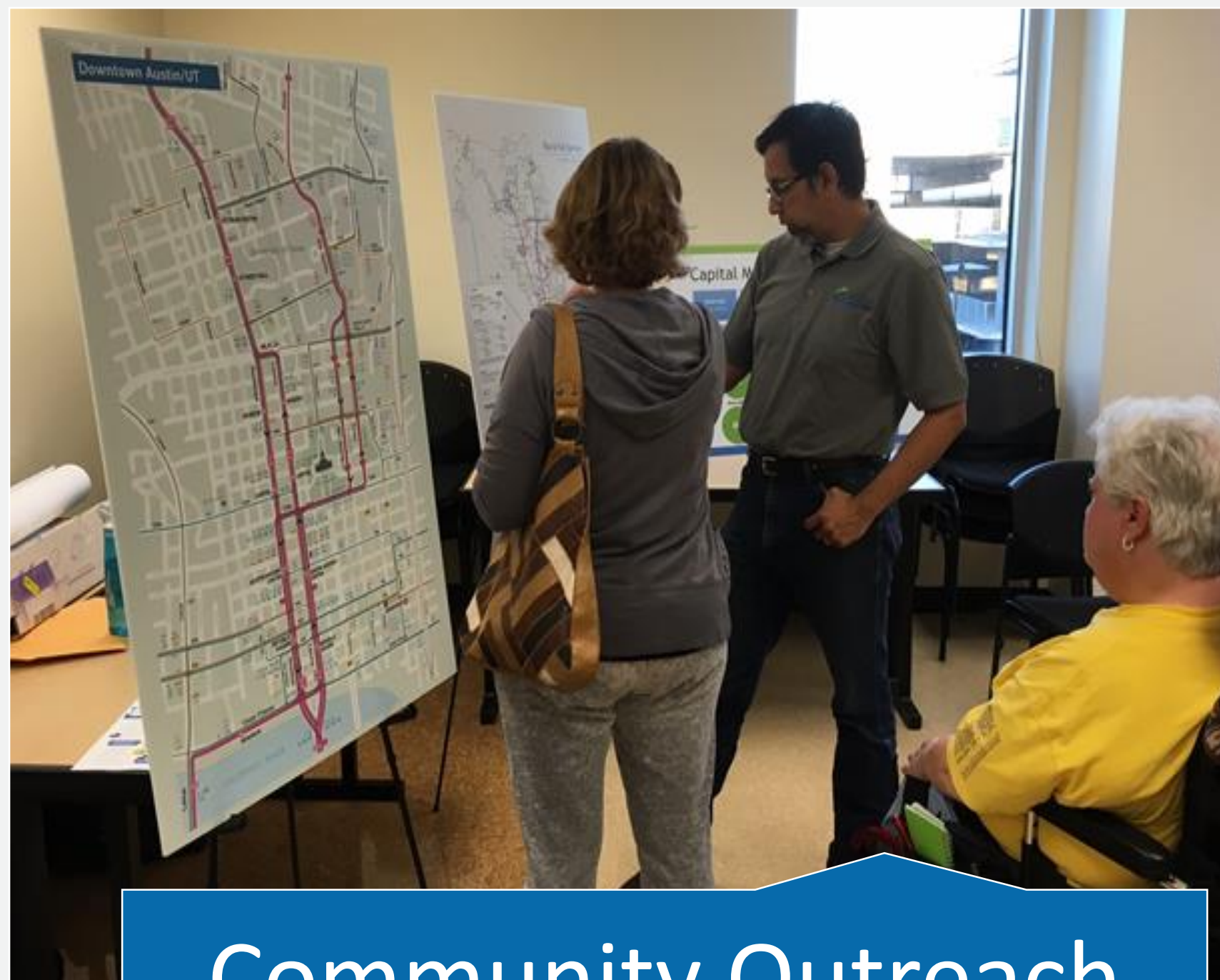
A Transit Plan for the Future

*Pedestrian Advisory Council update
June 6, 2016*

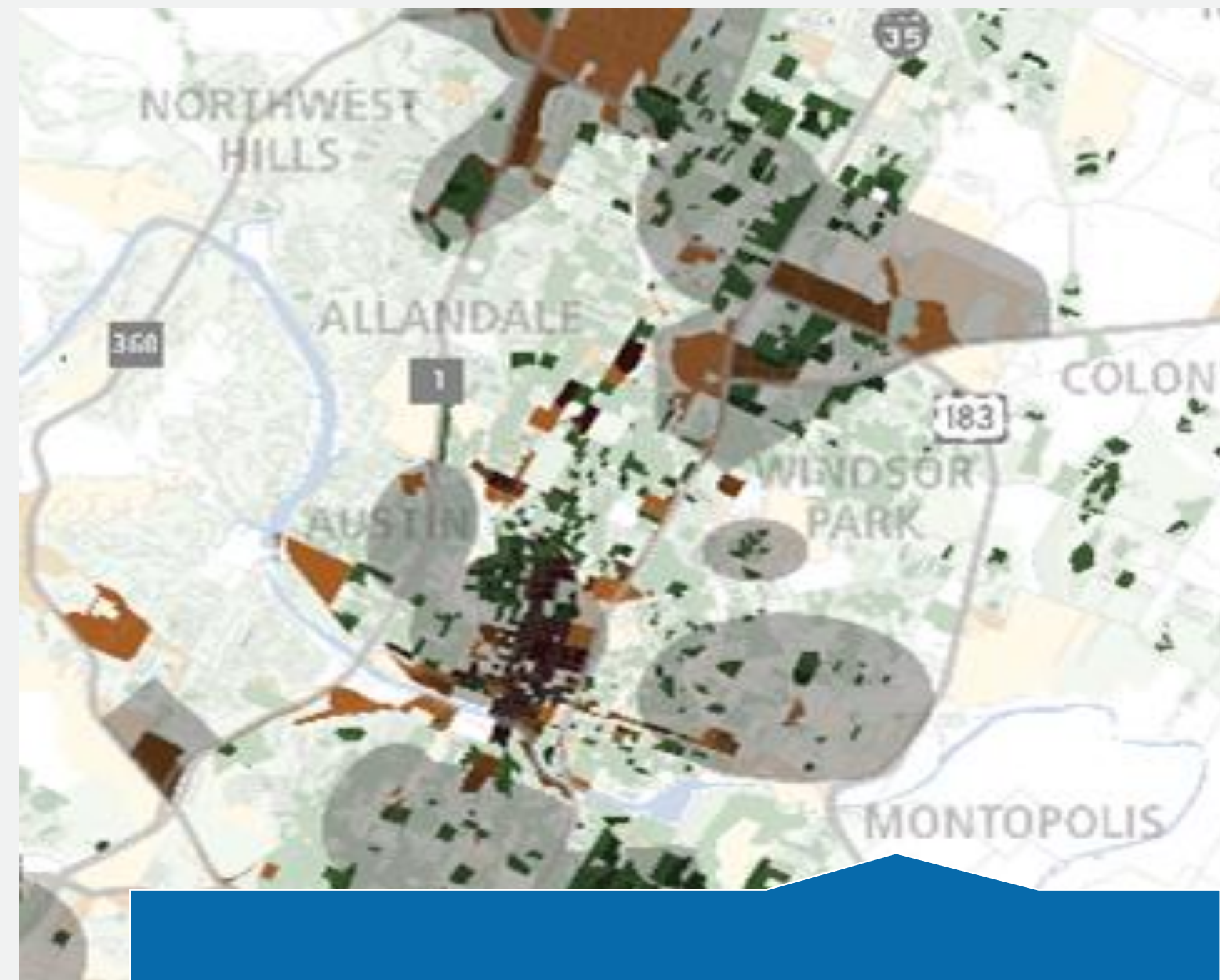
Project Overview and Status



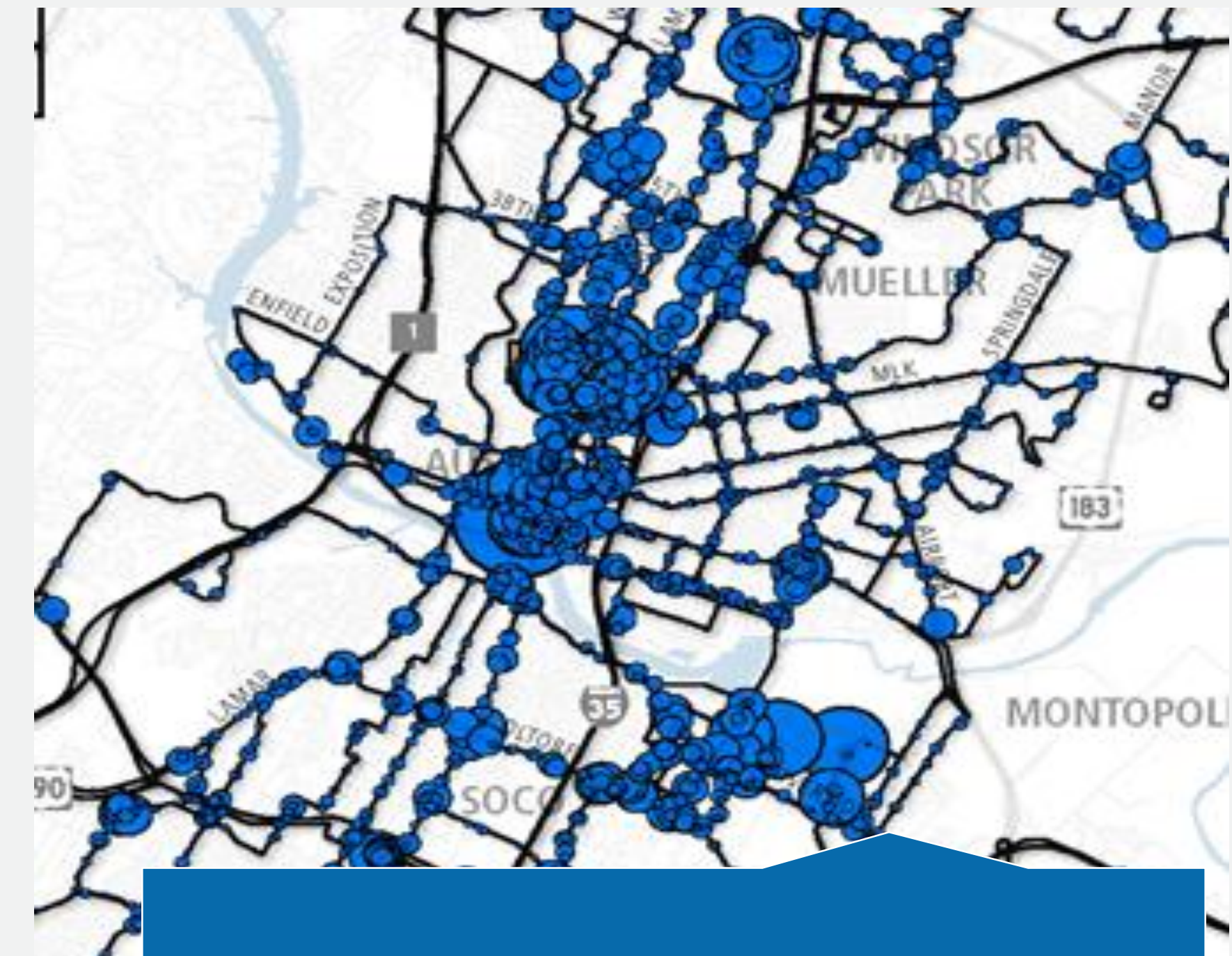
What's Been Accomplished So Far...



Community Outreach
February and May



Market Analysis



Service Evaluation

I would ride transit more if...

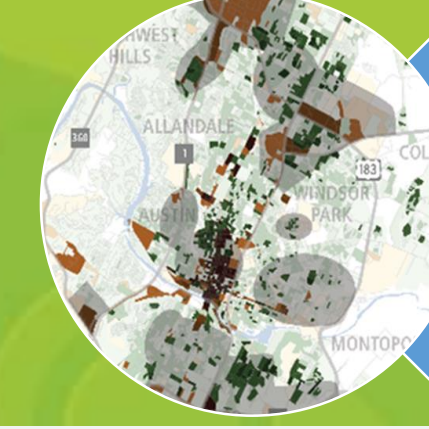
Service was simpler and easy to understand

There was more frequent service

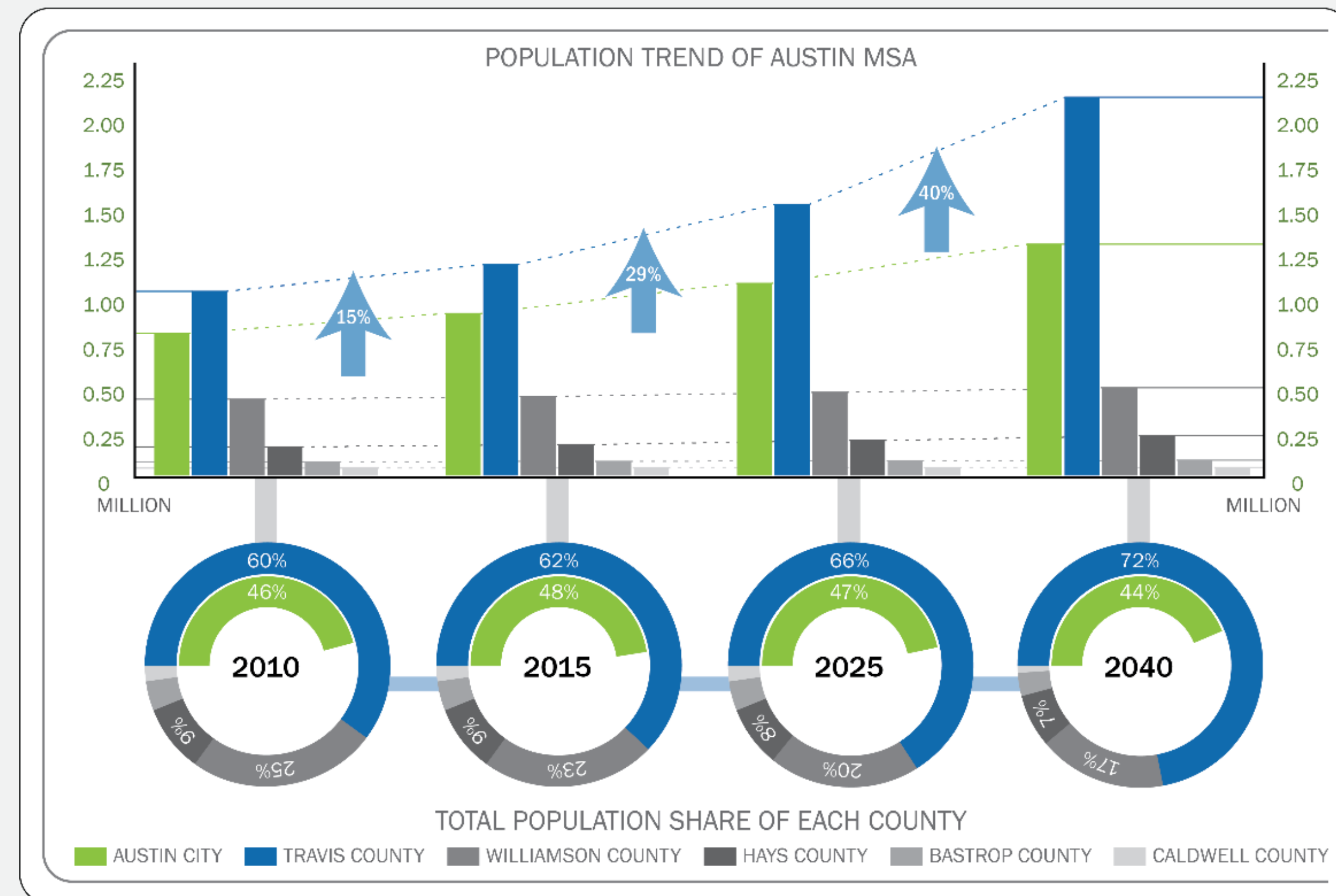
Transferring was made easier

MetroRapid service was improved (more stops, faster service, simpler fares)

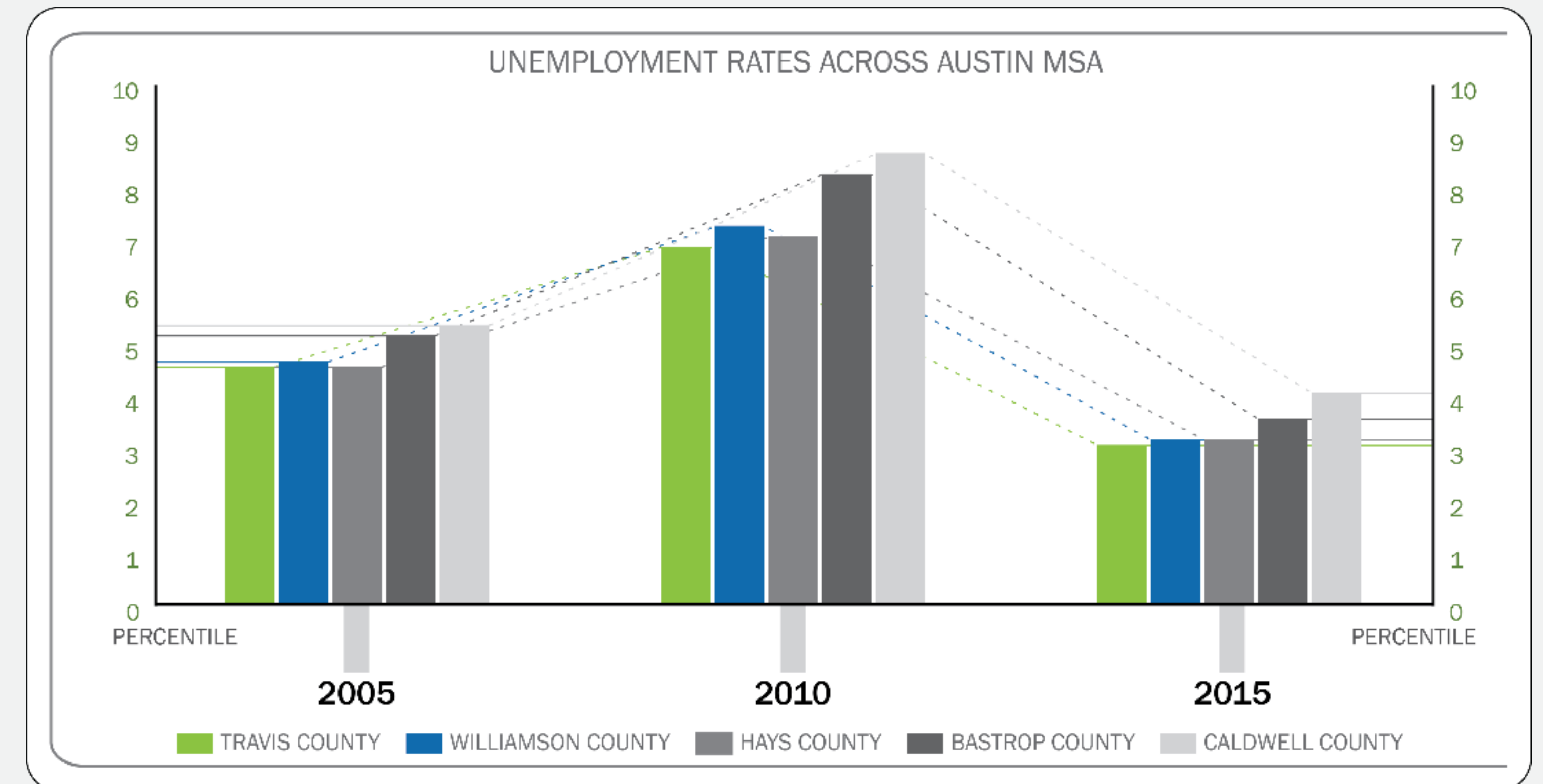
More east/west service



Rapid Central Texas Population Growth







Dramatic Decrease in Unemployment



- **Seniors** – Increasing quickly, especially in the suburbs
- **College** – Enrollment increasing, while percentage of overall Travis County population will decline
- **Low-Income** –
 - One in six Travis County residents is low-income
 - Relocating to affordable areas outside of the urban core

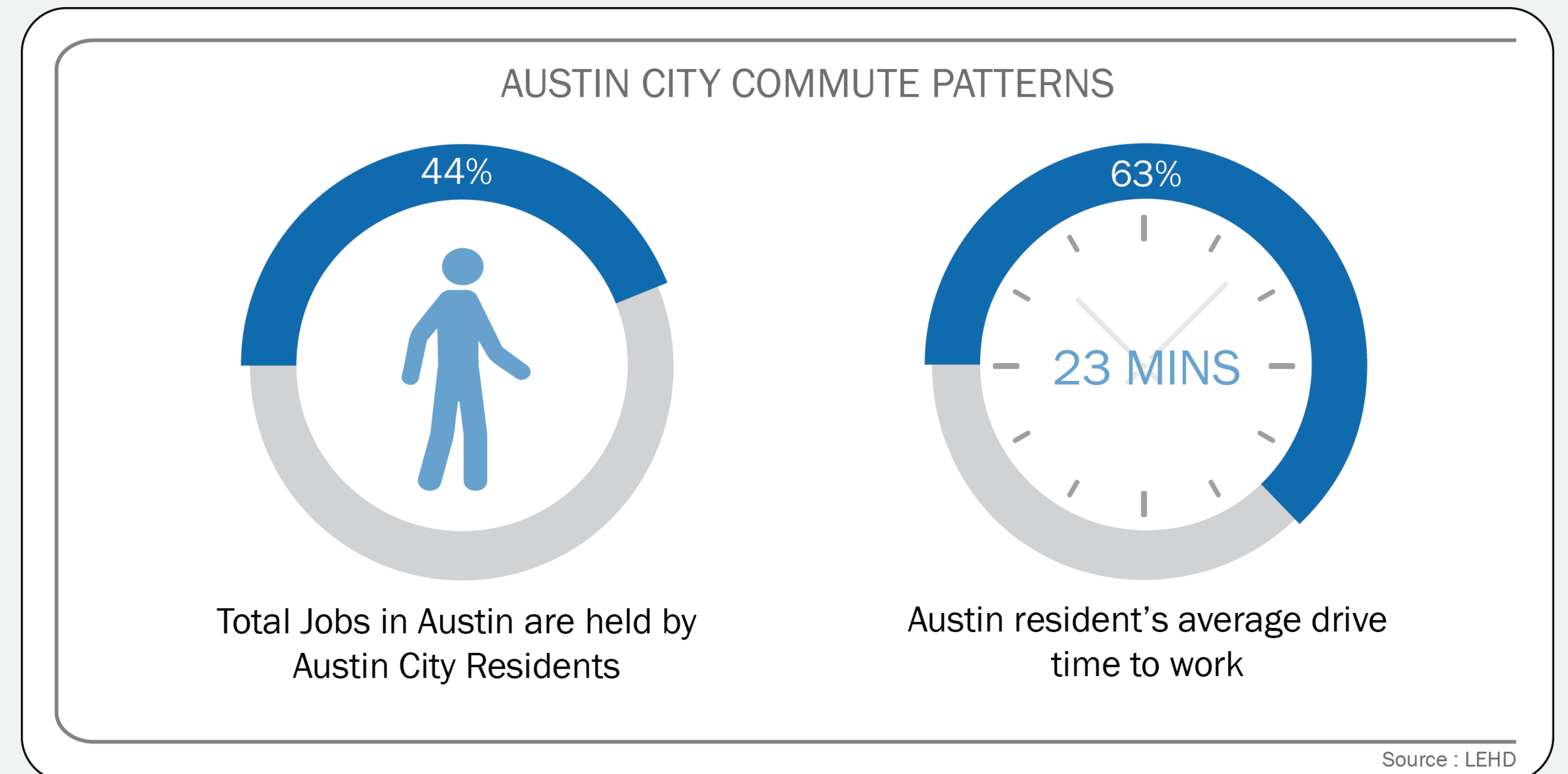
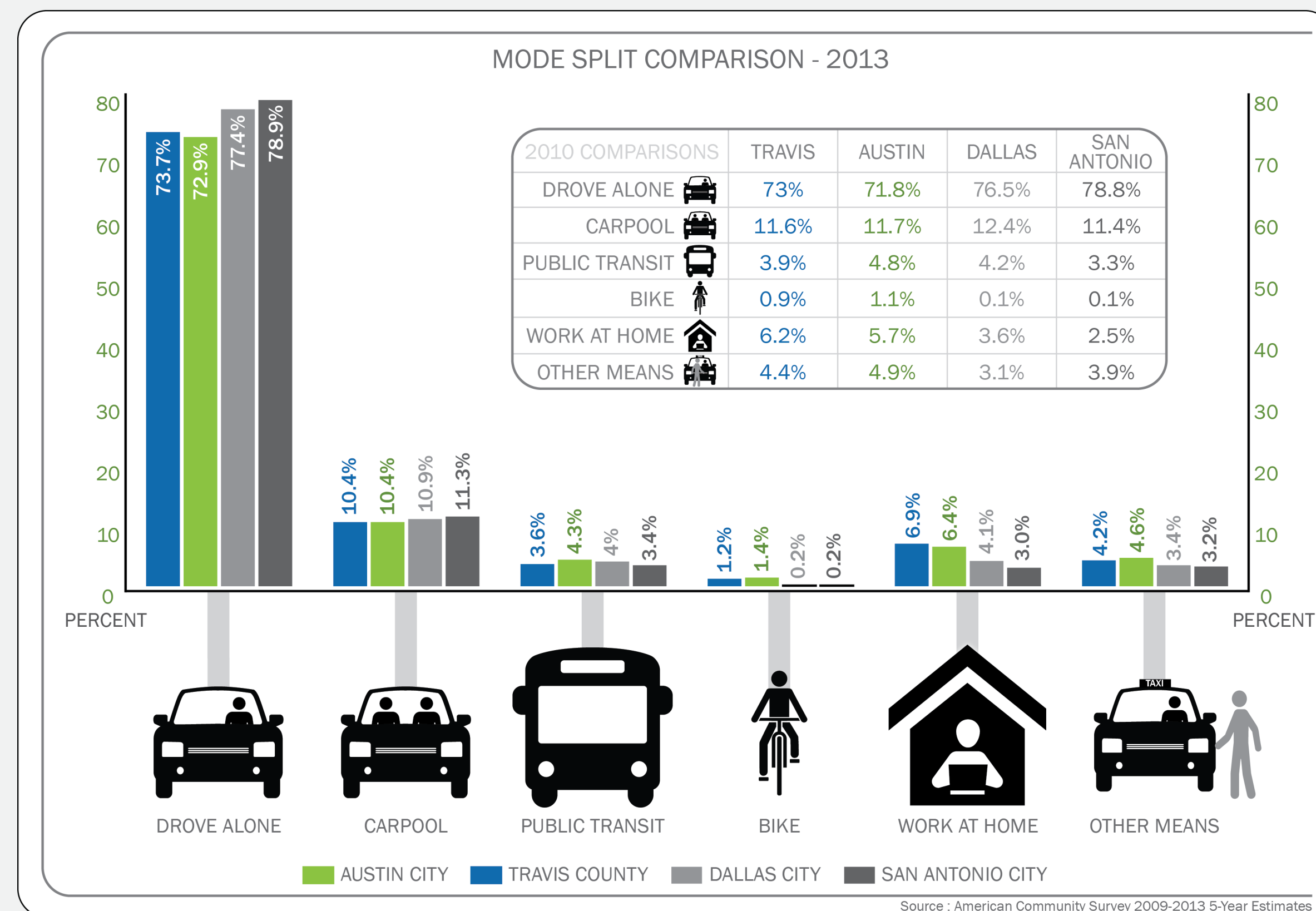


Land Use Market Types

Central Core	Core	Suburban	Rural
 <div>Lifestyle Mobility</div>	 <div>Lifestyle Mobility</div>	 <div>Targeted Mobility</div>	 <div>Targeted Mobility</div>
<ul style="list-style-type: none">• Walkable• Bikeable• High density• Mixed-use	<ul style="list-style-type: none">• Walkable• Bikeable• Medium density• Mixed-use	<ul style="list-style-type: none">• Auto-centric• Low density• Separate residential and shopping	<ul style="list-style-type: none">• Auto-centric• Very low density• Primarily residential

Land Use Challenges for Transit

- Central Texas contains a mix of land use types: dense urban, auto-centric suburban & low density rural
- Housing connectivity to jobs and schools:
 - Affordable housing becoming more disconnected
 - Long work commutes pressure the transportation system
- Need for integrated network of streets, bike paths, and sidewalks



- Transit commuting in Austin higher than peer cities (Dallas & San Antonio)
- Community and regional commute equally important for Austin workers
- Bi-directional demand between Austin and suburbs
- Transit key to mitigating increases in commute congestion with population increase of 20-29% by 2025 and 45-80% by 2040

Strengths



REGIONAL GROWTH



CONCENTRATED DEVELOPMENT



STUDENT DEMOGRAPHIC



CITY INITIATIVES

Weaknesses



AUTO-CENTRIC DEVELOPMENT



LOW GAS PRICES

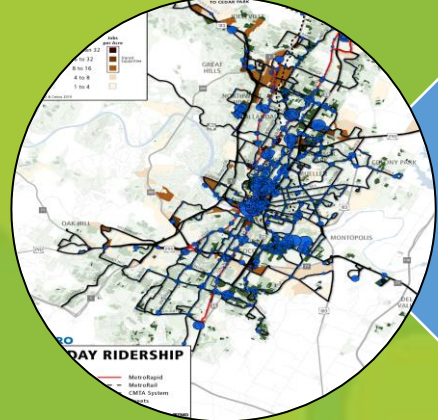


EMERGING EMPLOYMENT CENTERS OUTSIDE CORE

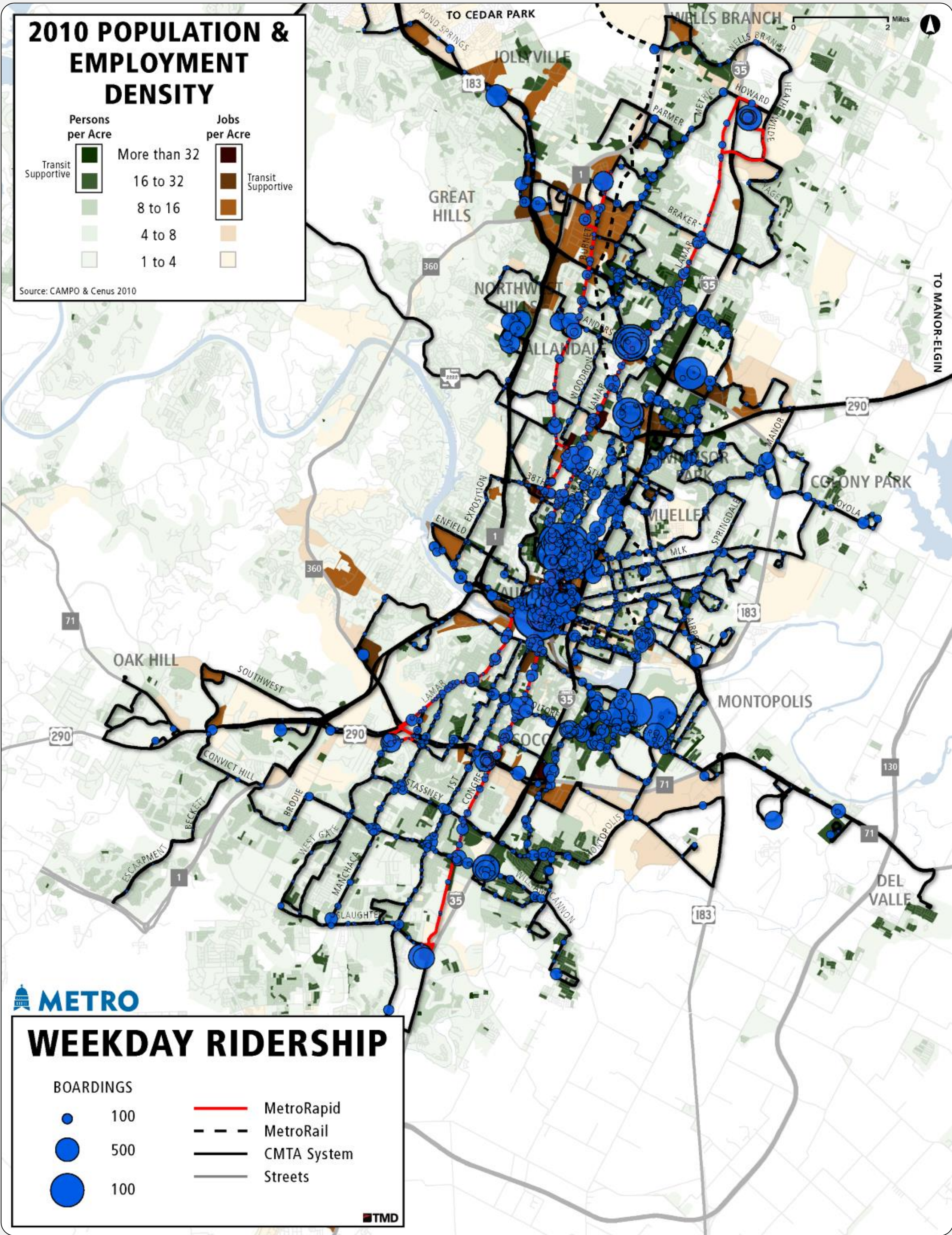
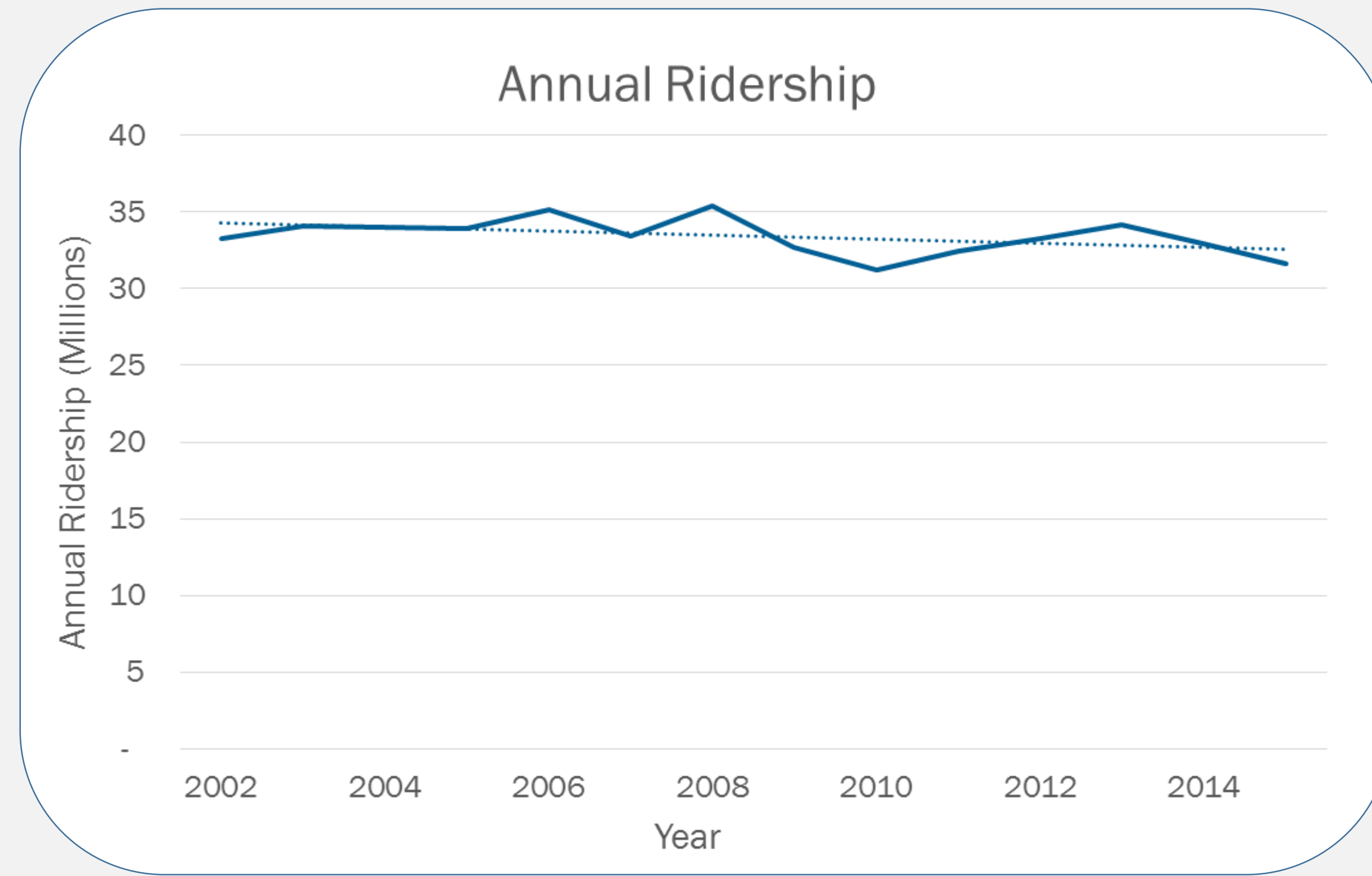
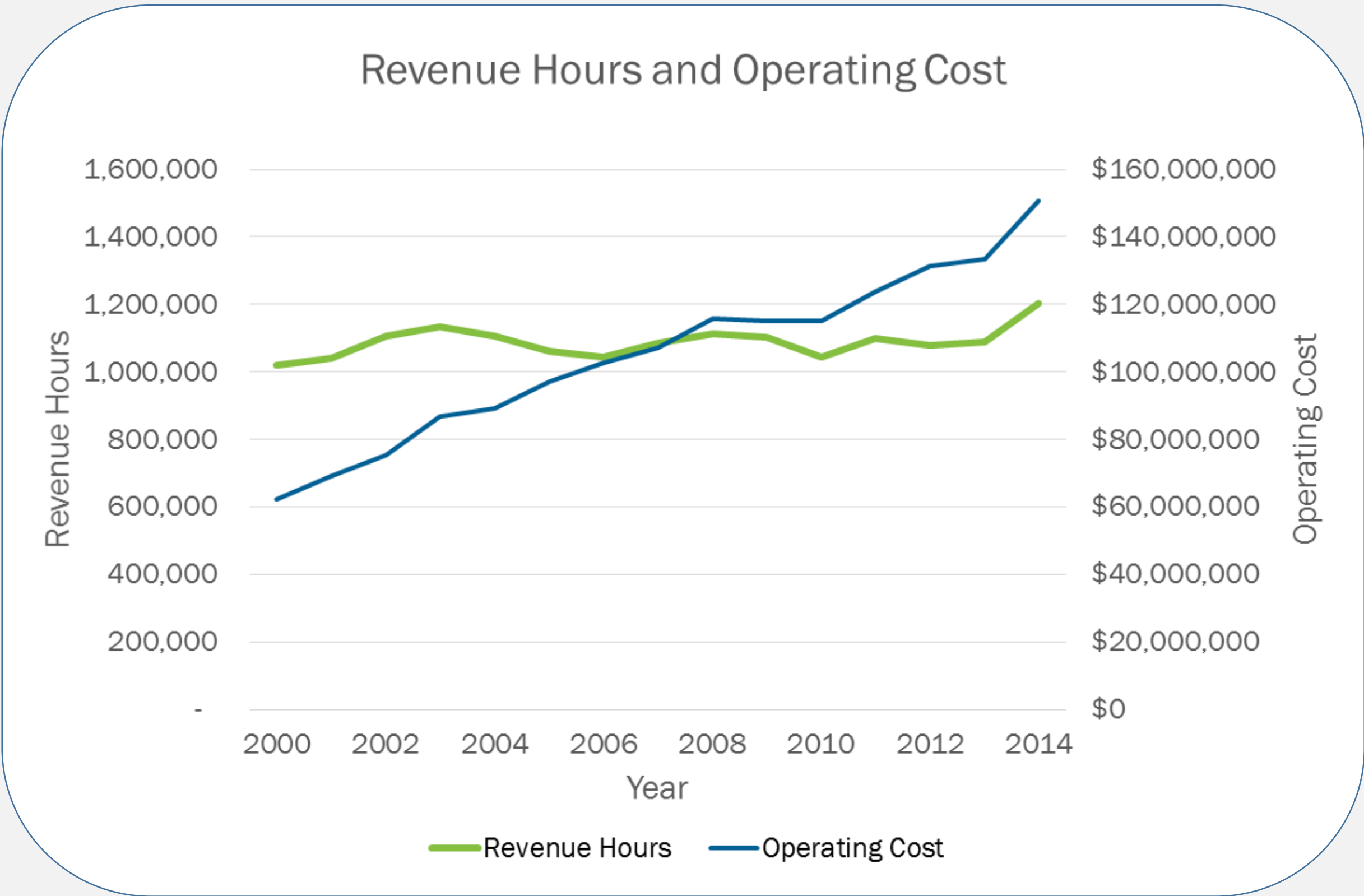


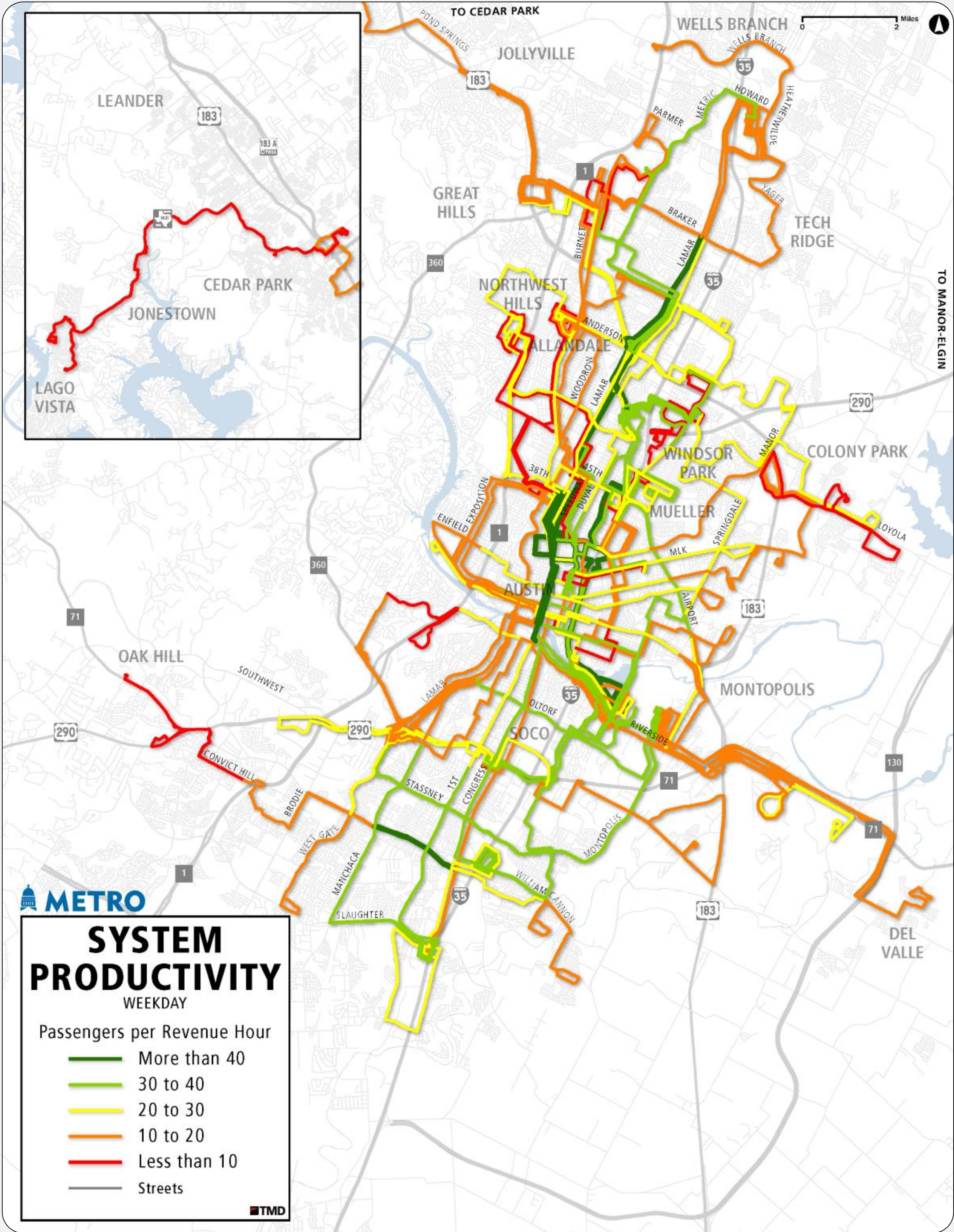
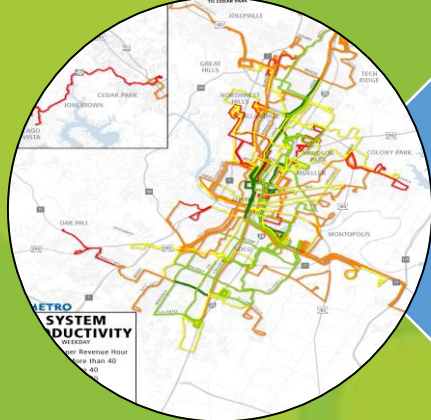
AFFORDABILITY IN AUSTIN

Service Analysis



Operating Cost & Ridership





Fares

Year	Local	Premium	Commuter
1985	\$0.50	-	\$1.00
1990	Free		
1991	\$0.50	-	\$1.00
2008	\$0.75	-	\$1.50
2010	\$1.00	-	\$2.50
2014	\$1.00	\$1.50	\$2.75
2015	\$1.25	\$1.75	\$3.50

- Historic base fares have been low
- Daily and Monthly Passes are priced at lower multiples than typical practice
- The portion of operating costs paid by fares is 10%



- MetroRapid operates 10-15% faster than Local
 - Ideally bus rapid transit 20-30% faster
- Local bus service is 40% less expensive
 - Some riders choose less frequent Local service over MetroRapid



LOCAL	Single Ride	\$1.25
	Single Ride, Reduced	\$0.60
	Day Pass	\$2.50
	Day Pass, Reduced	\$1.25
	7-Day Pass	\$11.25
	31-Day Pass	\$41.25
	31-Day Pass, Reduced	\$20.60

PREMIUM	Single Ride	\$1.75
	Single Ride, Reduced	\$0.85
	Day Pass	\$3.50
	Day Pass, Reduced	\$1.75
	7-Day Pass	\$16.75
	31-Day Pass	\$62.00
	31-Day Pass, Reduced	\$31.00



Strengths



EXISTING FREQUENT NETWORK



TAILORED SERVICES



MIXED USE CORRIDORS



FACILITIES

Weaknesses



LIMITED FREQUENT SERVICE



LOW FAREBOX RECOVERY



FARE STRUCTURE



LIMITED NETWORK SYNERGY

Next Steps

- Join us to discuss draft plan recommendations in [September 2016](#)
- Visit Connections2025.org:
 - Get project updates
 - Sign up for emails
 - Read our blog
 - Learn about upcoming events
 - [Take Transit Priority survey!](#)
- Have an idea or a question?
 - Email Feedback@Connections2025.org or call [512-369-6000](tel:512-369-6000)

Thank you for your participation!