

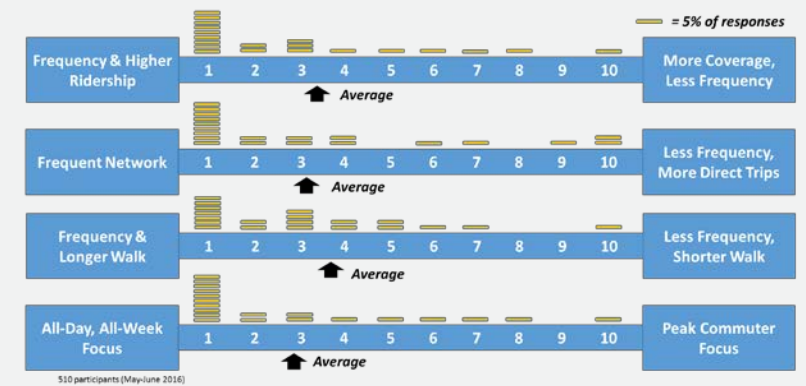
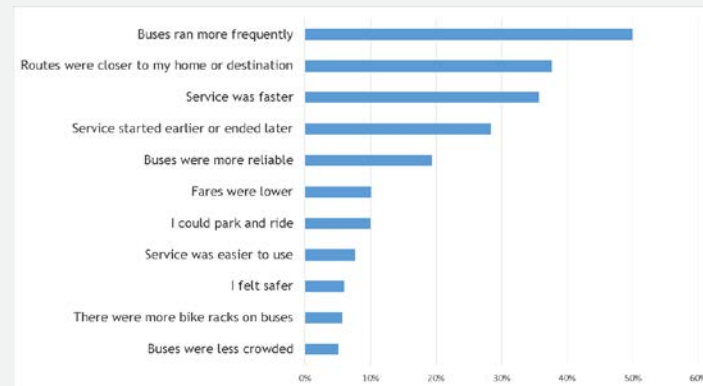
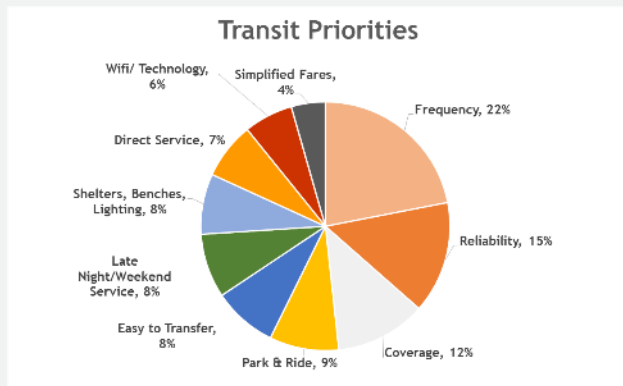


A Transit Plan for the Future

*Draft Network Plan
Public Meeting*

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



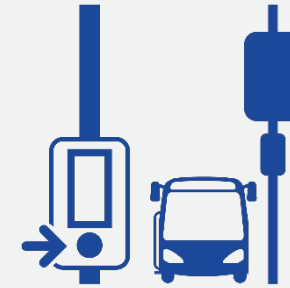
Easy to Understand
Network



Stronger Frequent
Network



Match Service to
Markets



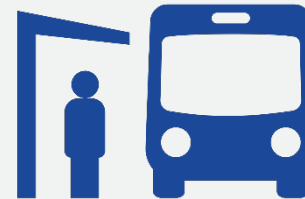
Concentrate on Key
Customer Experience
Attributes



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

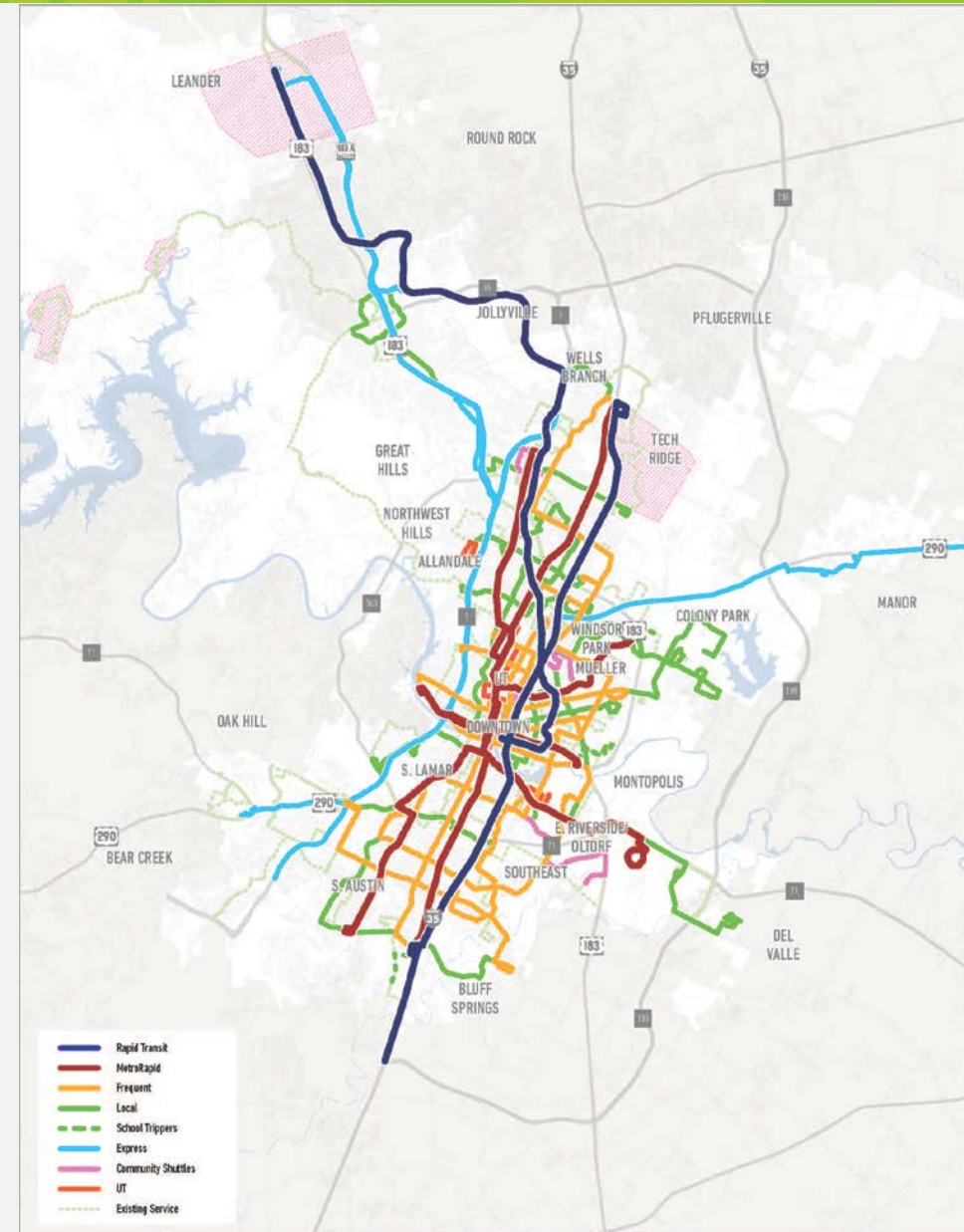
Proposed Plan



Five Year Service Plan
(Constrained)

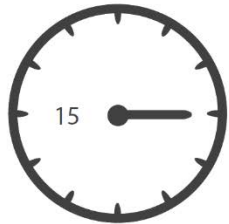


Long Range Plan
(Unconstrained)



RAPID TRANSIT

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



15 Minute Frequency



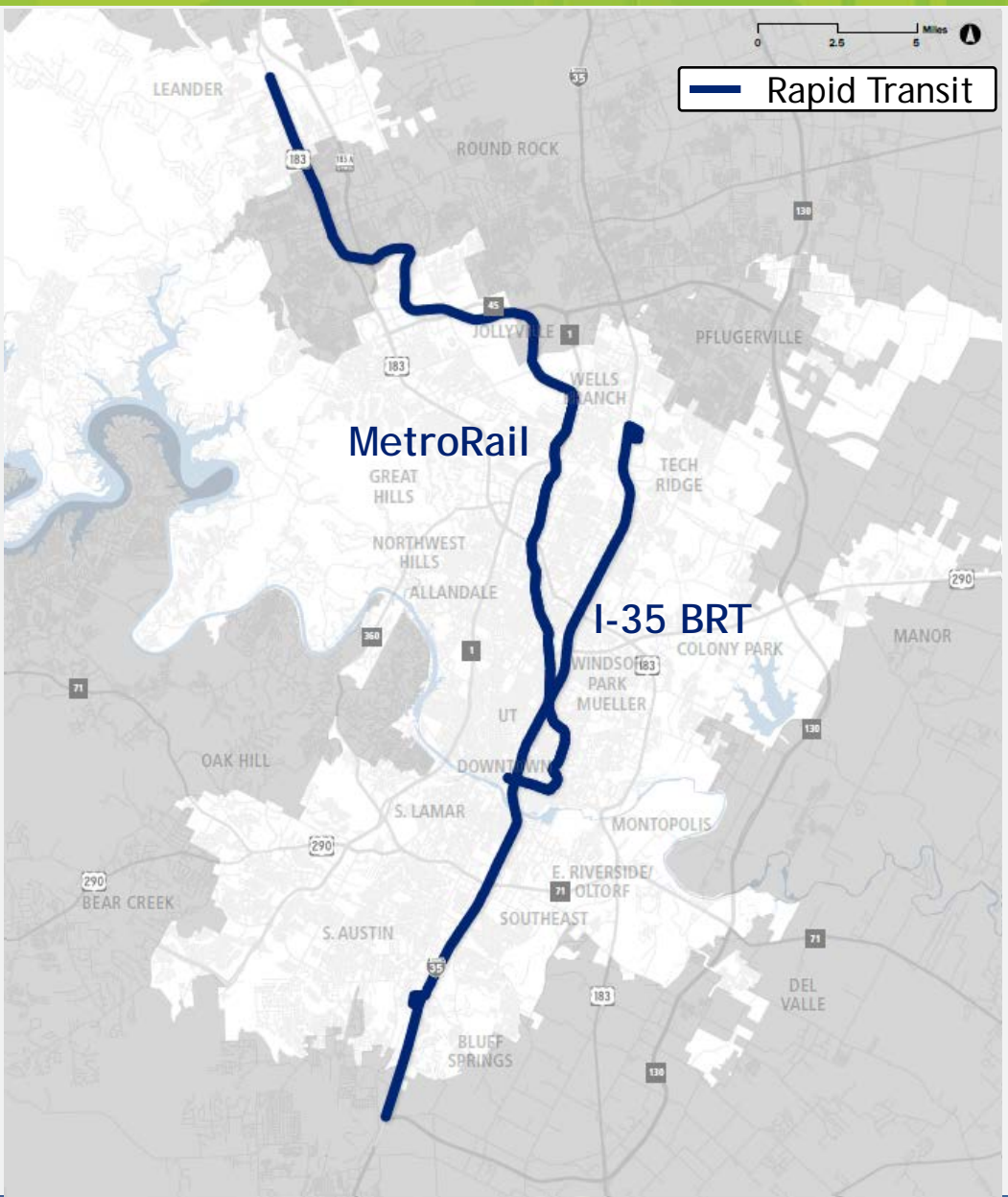
Train / Articulated Transit Vehicle



Dedicated Right-of-Way



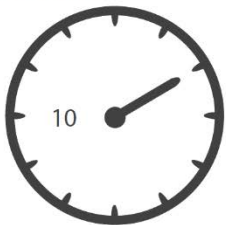
Moderate - Wide Stop Spacing



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

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

	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

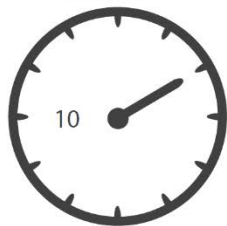


New MetroRapid service:

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

METRORAPID

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



10 Minute Frequency



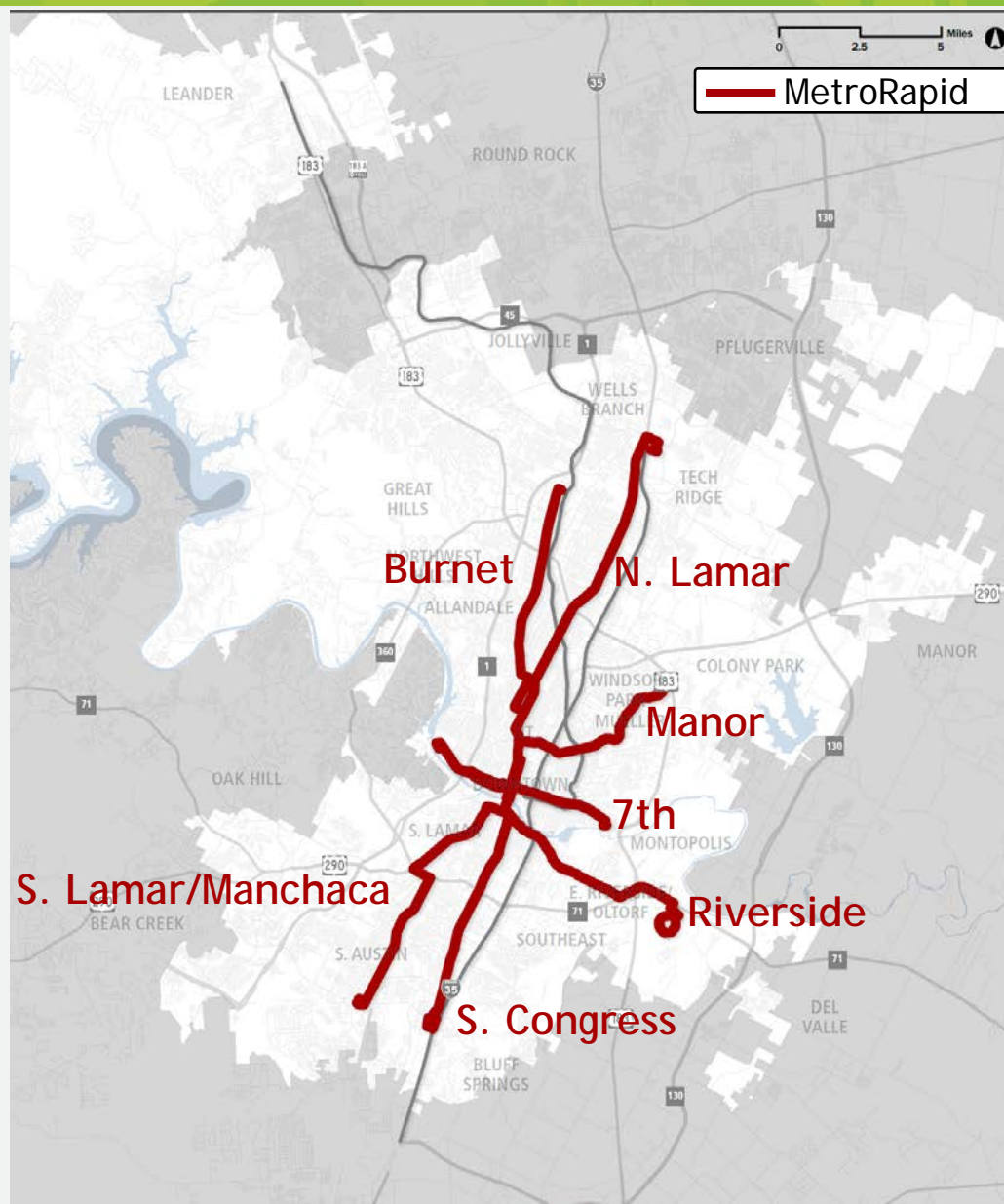
Standard or Articulated
Transit Vehicle



Transit Priority Treatments



Moderate Stop Spacing



NORTH LAMAR- SOUTH CONGRESS

Current

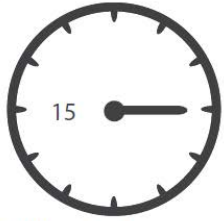
- MetroRapid 801
- Local 1

Proposed

- MetroRapid 801
- Local 1 shortened

FREQUENT LOCAL

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



15 Minute Frequency



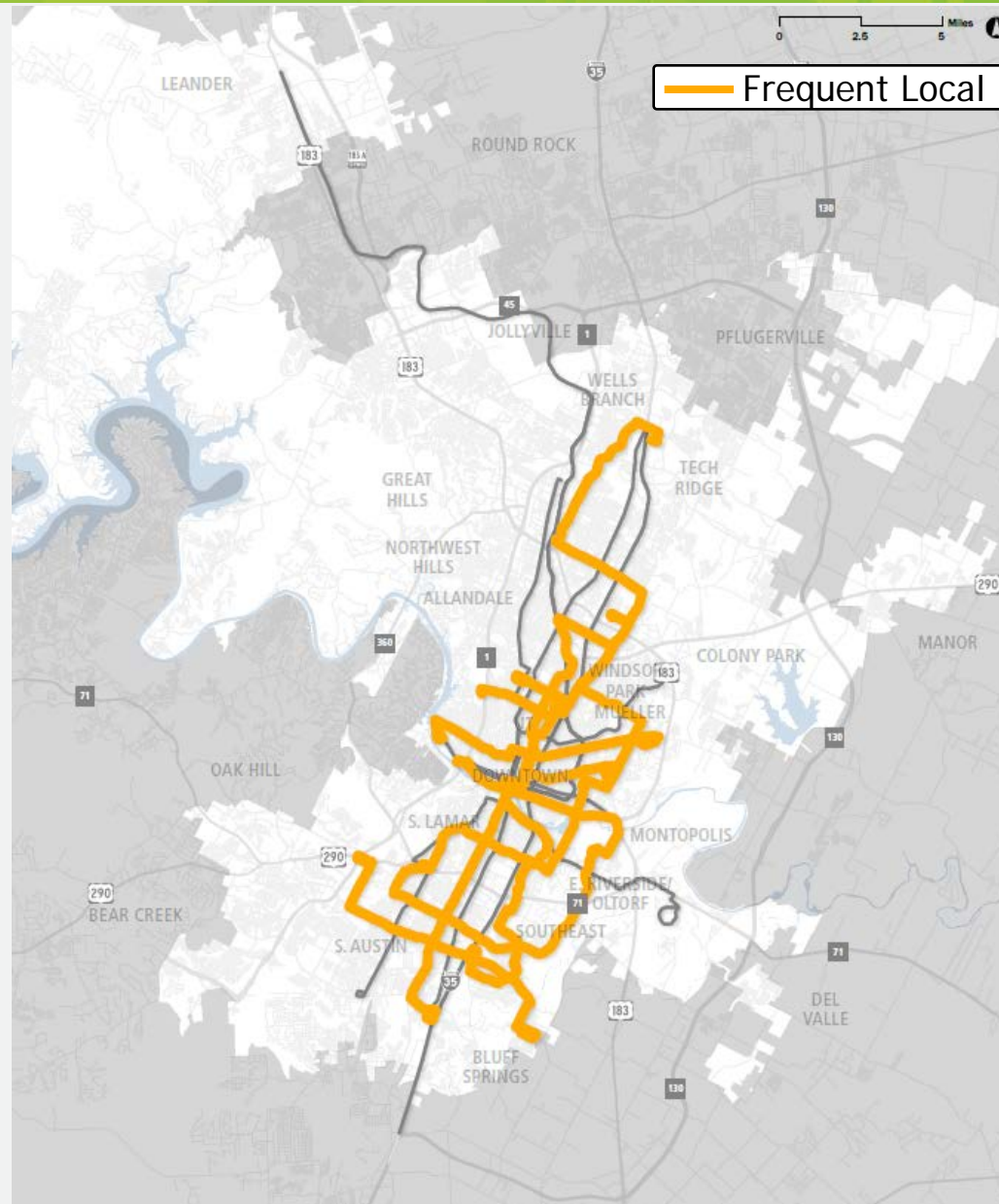
Standard Transit Vehicle



Some Transit Priority Treatments

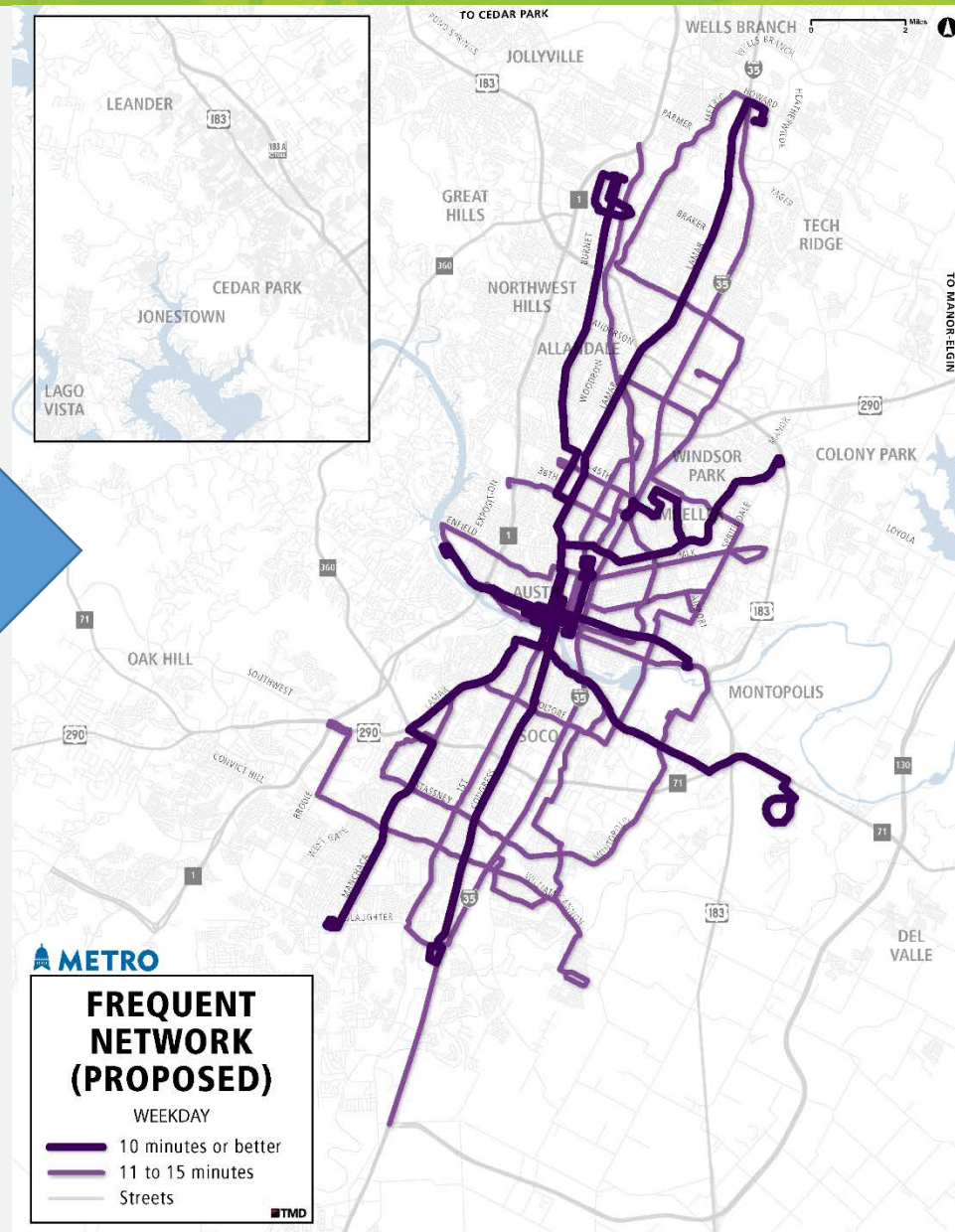
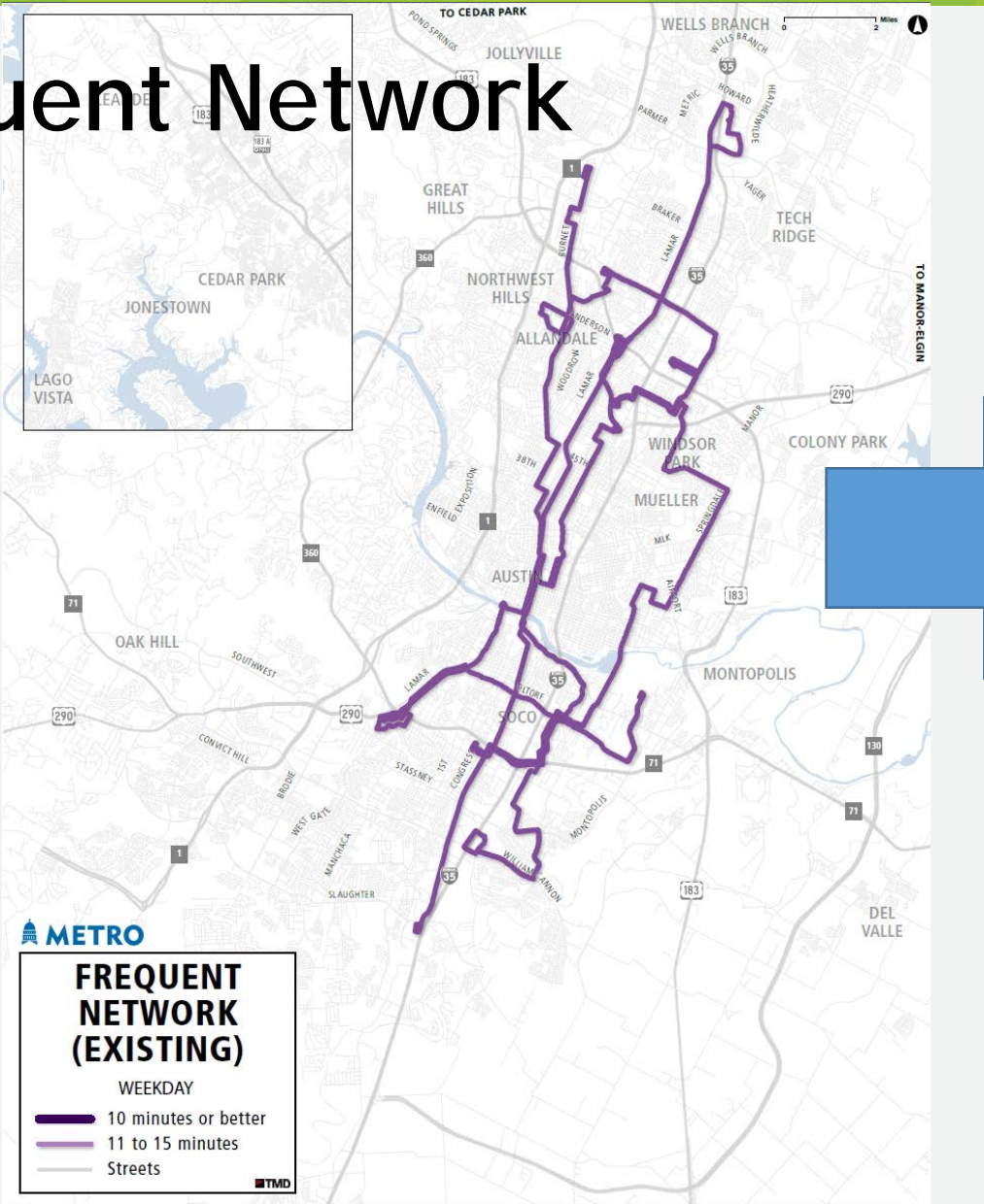


Close - Moderate Stop Spacing



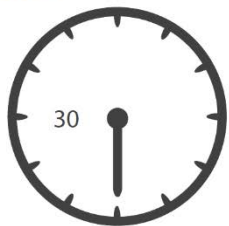
- Completes the frequent network
- Enhanced infrastructure
 - Targeted priority
 - All-door boarding
- 15-minute or better all-day, all-week service

Frequent Network



LOCAL

Bus service connecting communities to the frequent network and major destinations



30 Minute Frequency



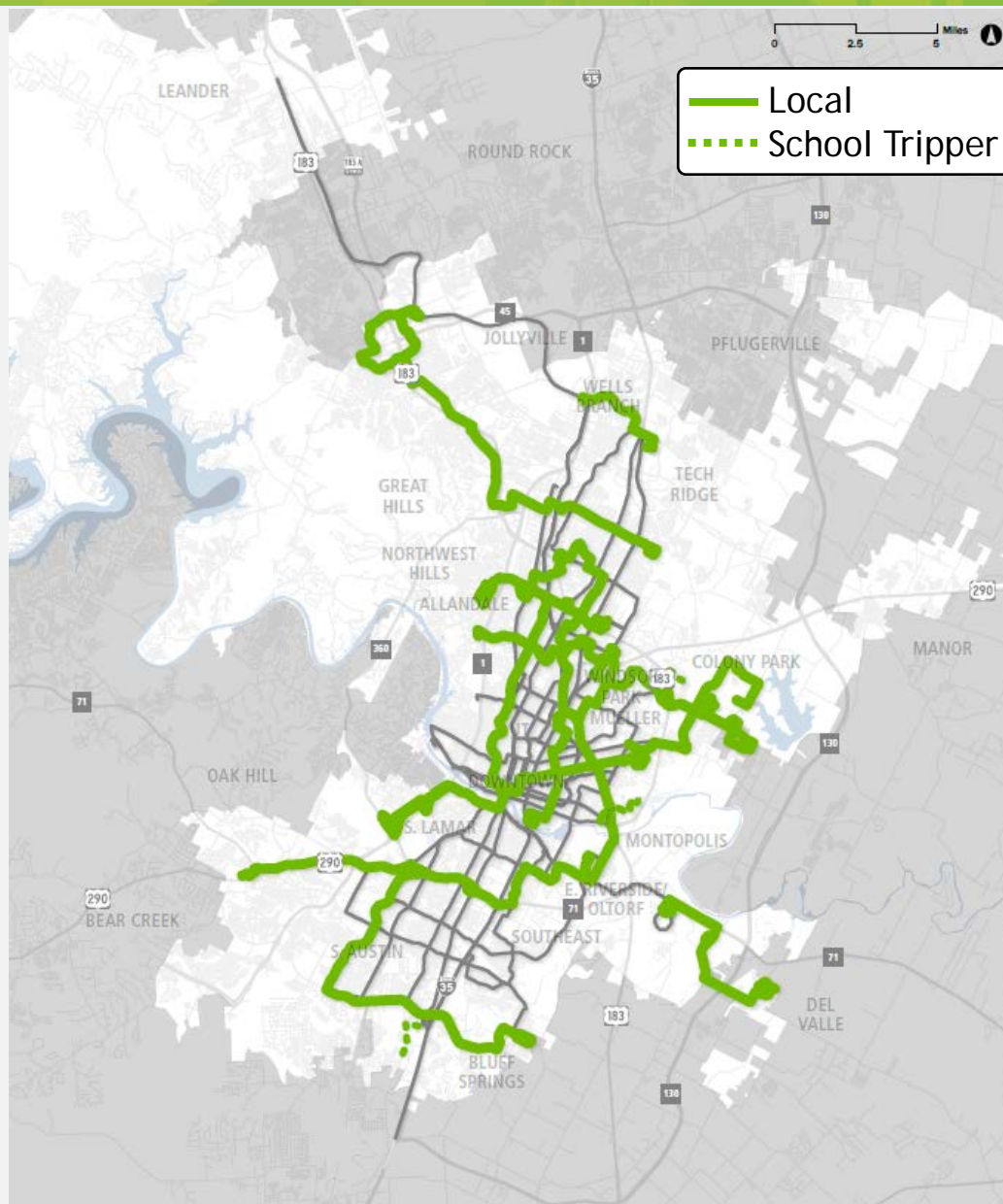
Standard Transit Vehicle



Mixed Traffic



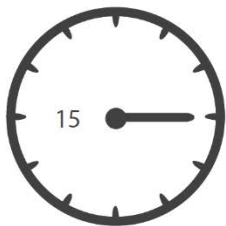
Close Stop Spacing



- 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



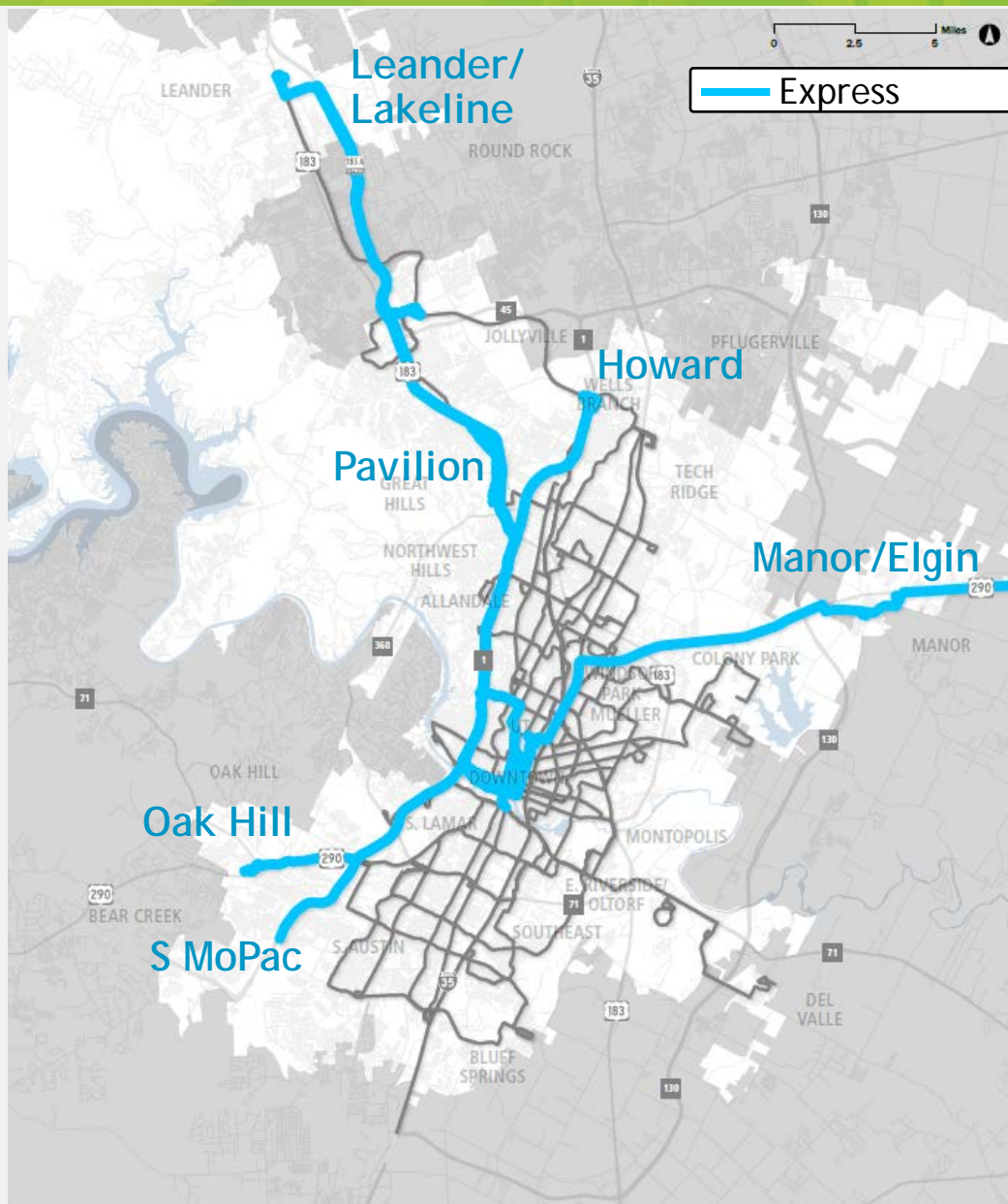
Highway Transit Vehicle



Mixed Traffic, Freeway-operating



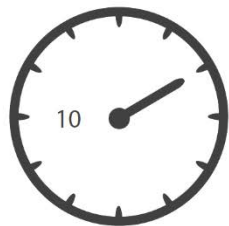
Wide Stop Spacing



- 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



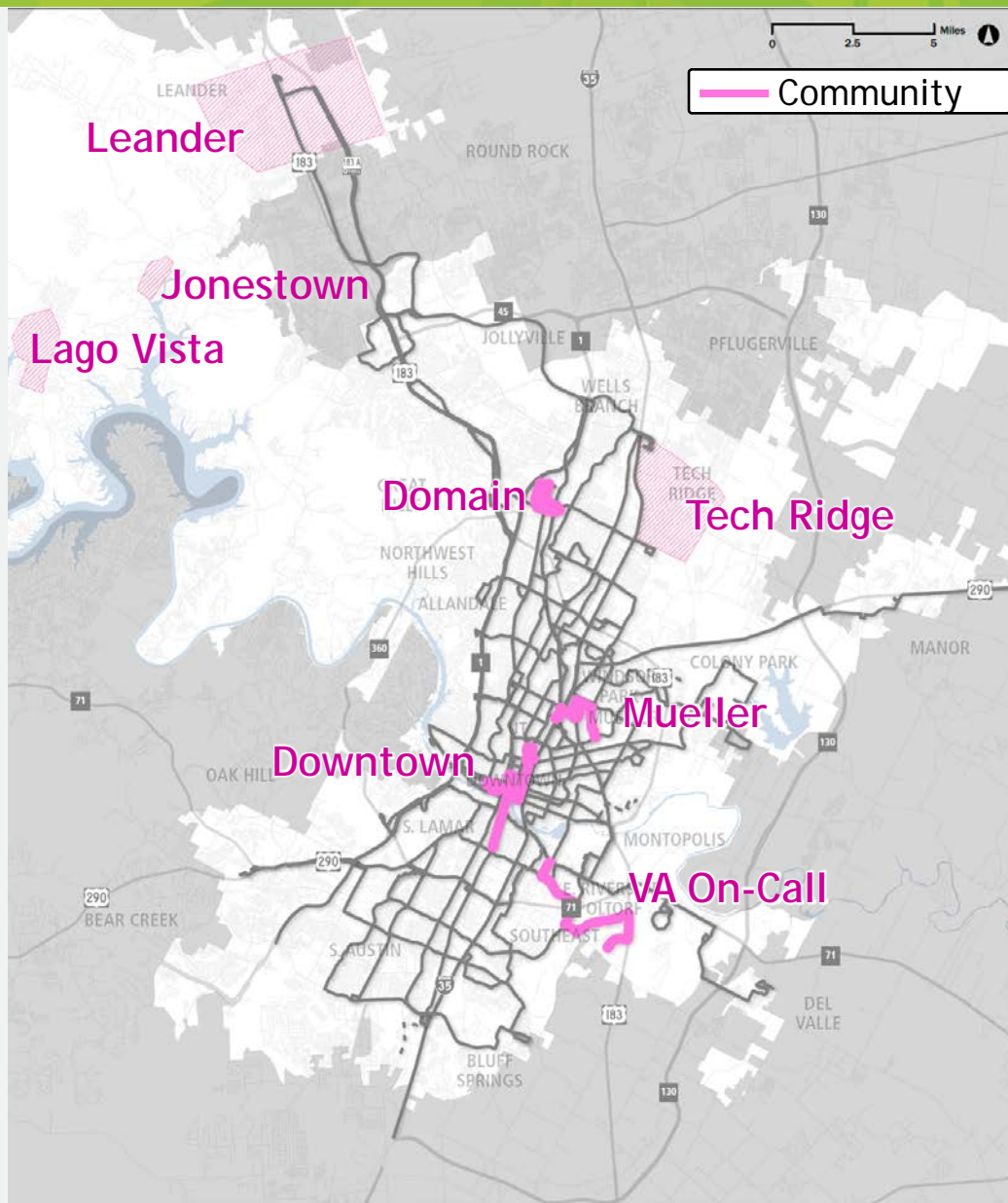
Small Transit Vans



Mixed Traffic



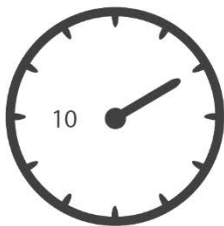
Close Stop Spacing/Point to Point Service



- 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



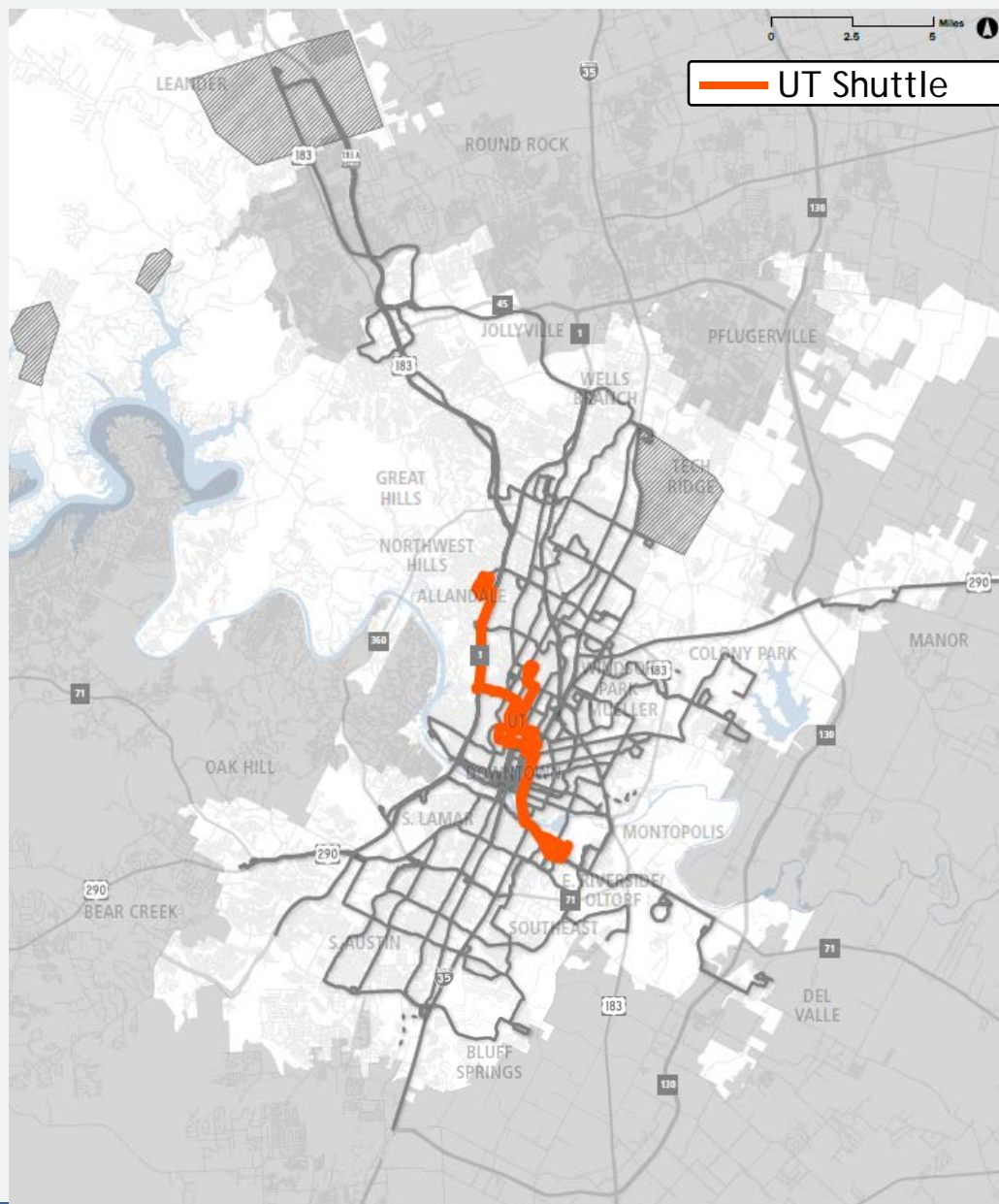
Standard Transit Vehicle



Mixed Traffic



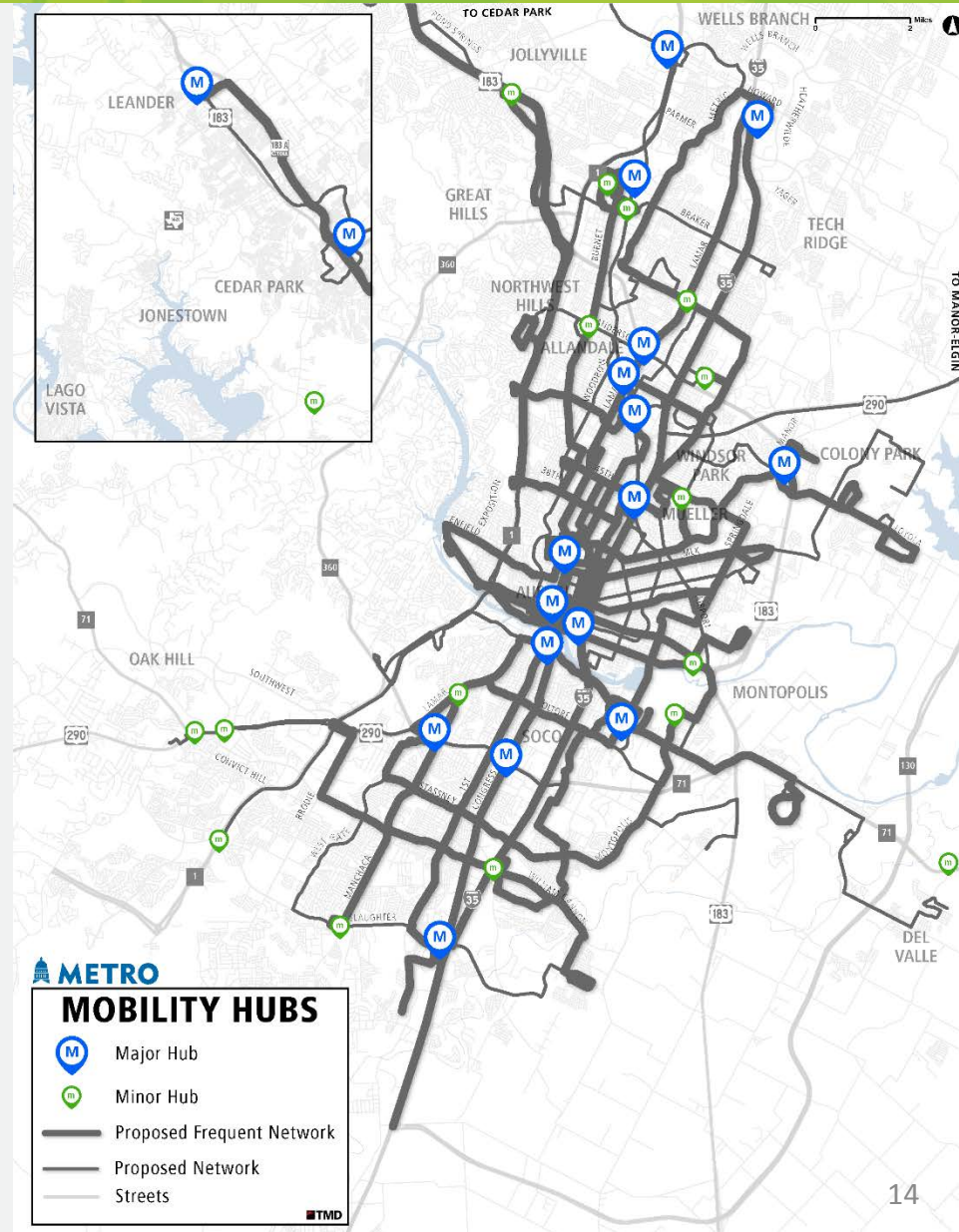
Close Stop Spacing/Point to Point Service



- 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

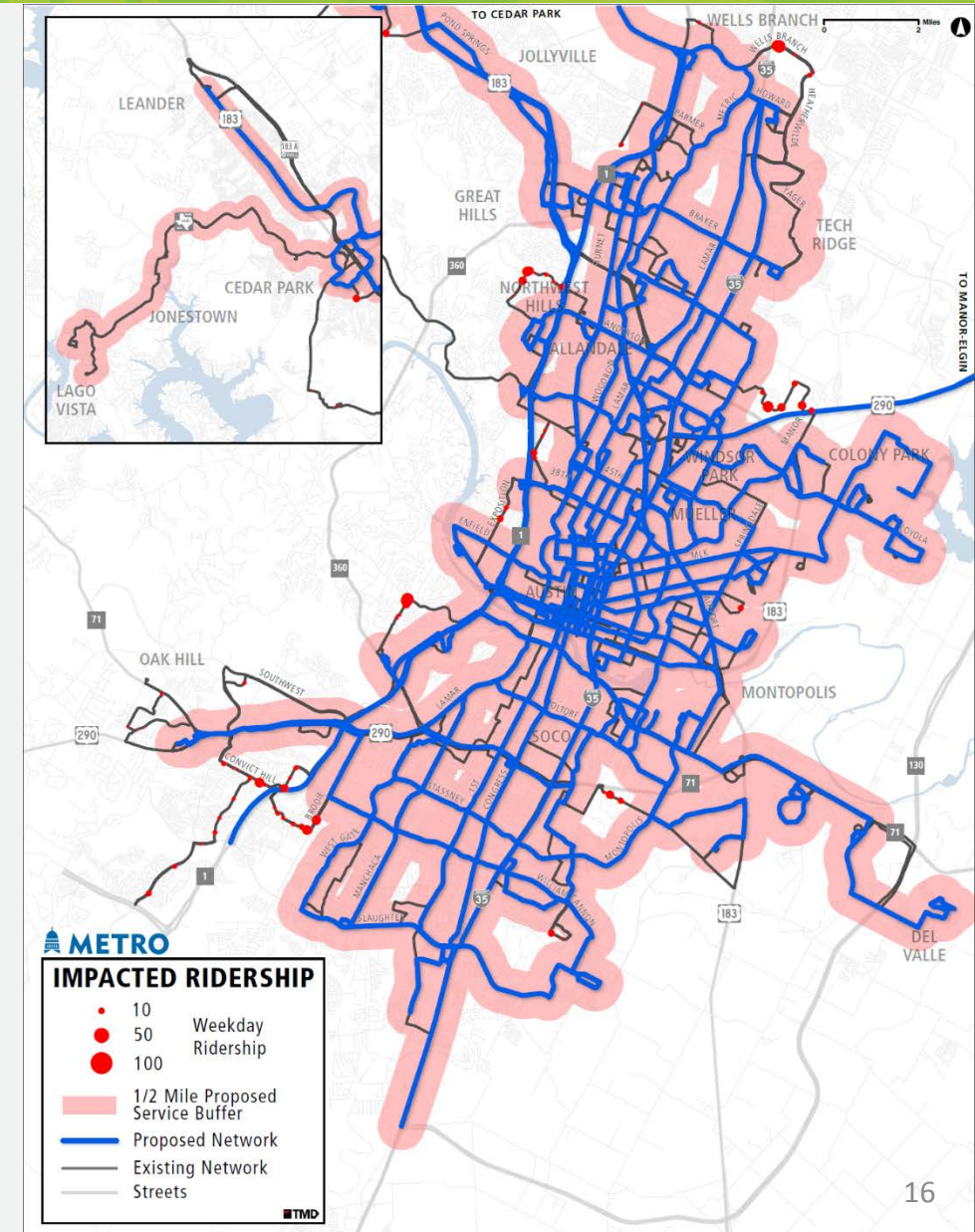
Investment in 17 routes will make a major impact on 82% of today's riders

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%

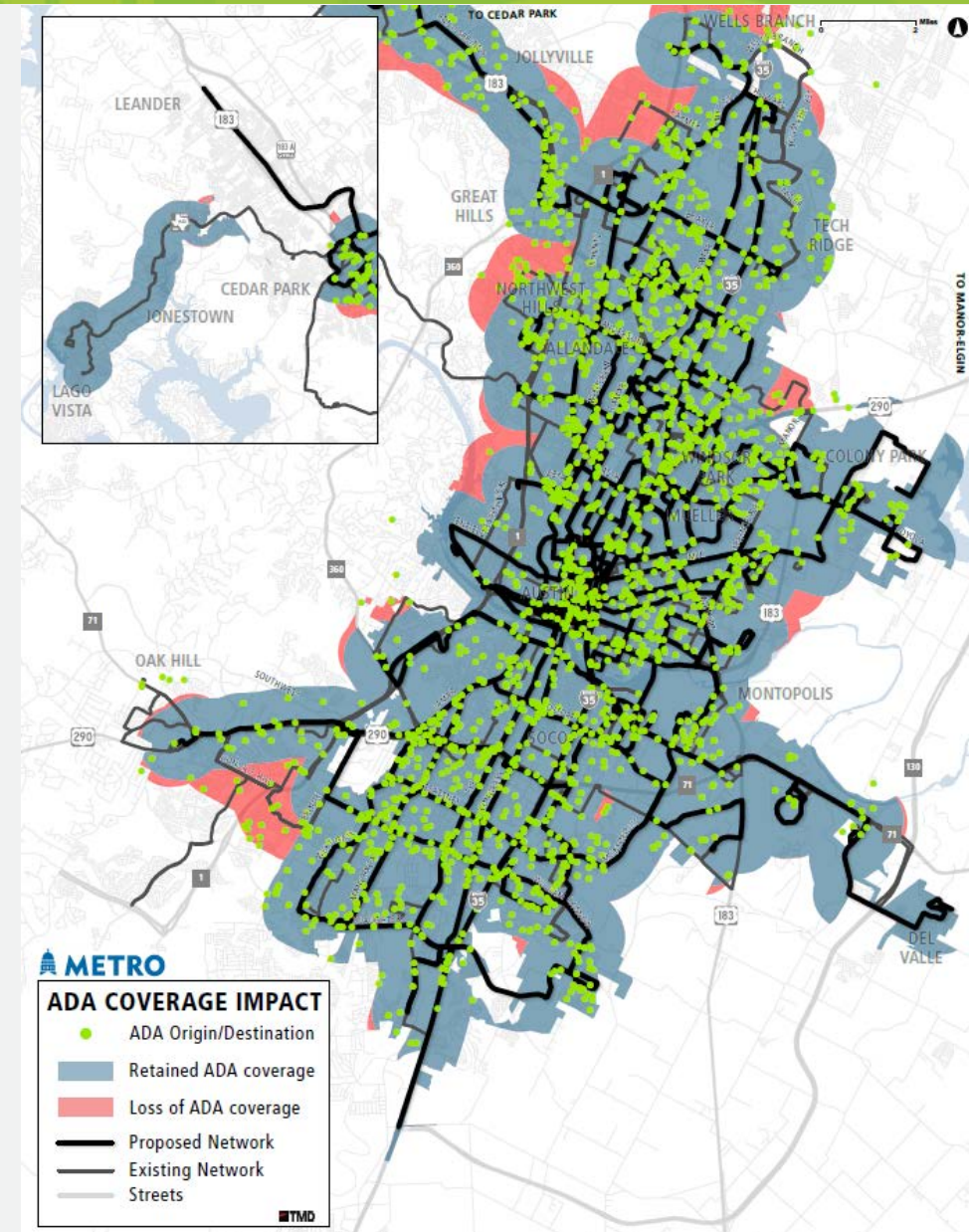
Source: Capital Metro Automated Passenger Counter September 2015



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%



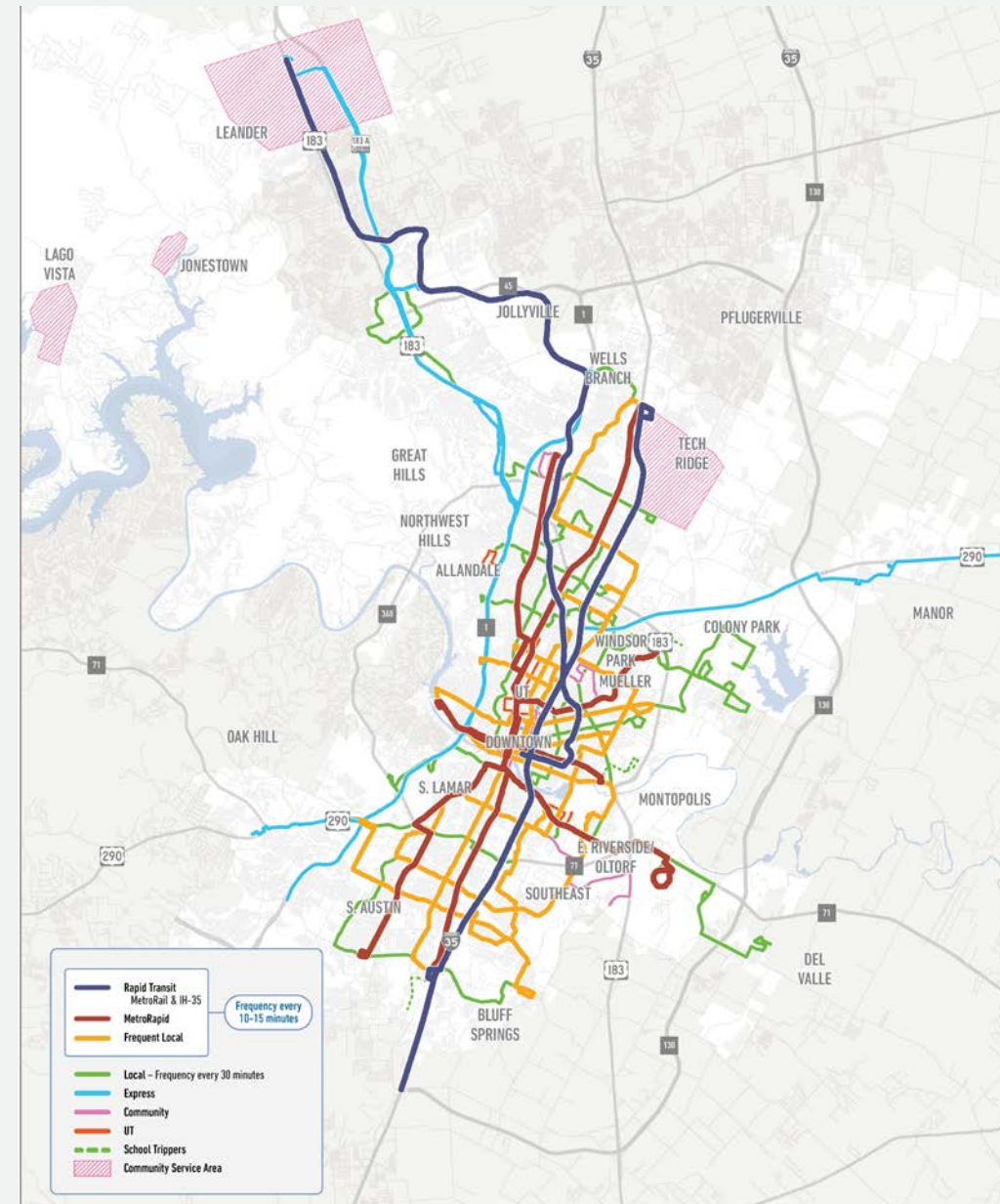
Source: MetroAccess trip sample March 16-20, 2015

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

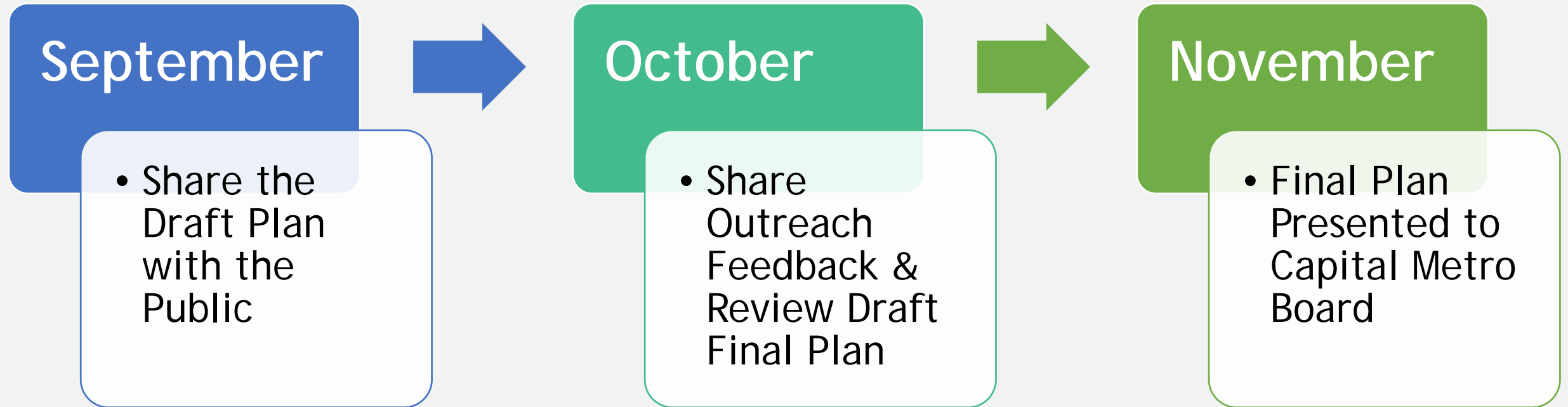


Online Outreach



Drop-In Sessions
at Major Stops

Next Steps





MORE FREQUENT. MORE RELIABLE. MORE CONNECTED.

Capital Metro | Connections2025

www.connections2025.org