



METRO



projectconnect

Project Connect Update



projectconnect

*A Regional, Multi-generational Transit Plan
that Protects Quality of Life for Central Texans*



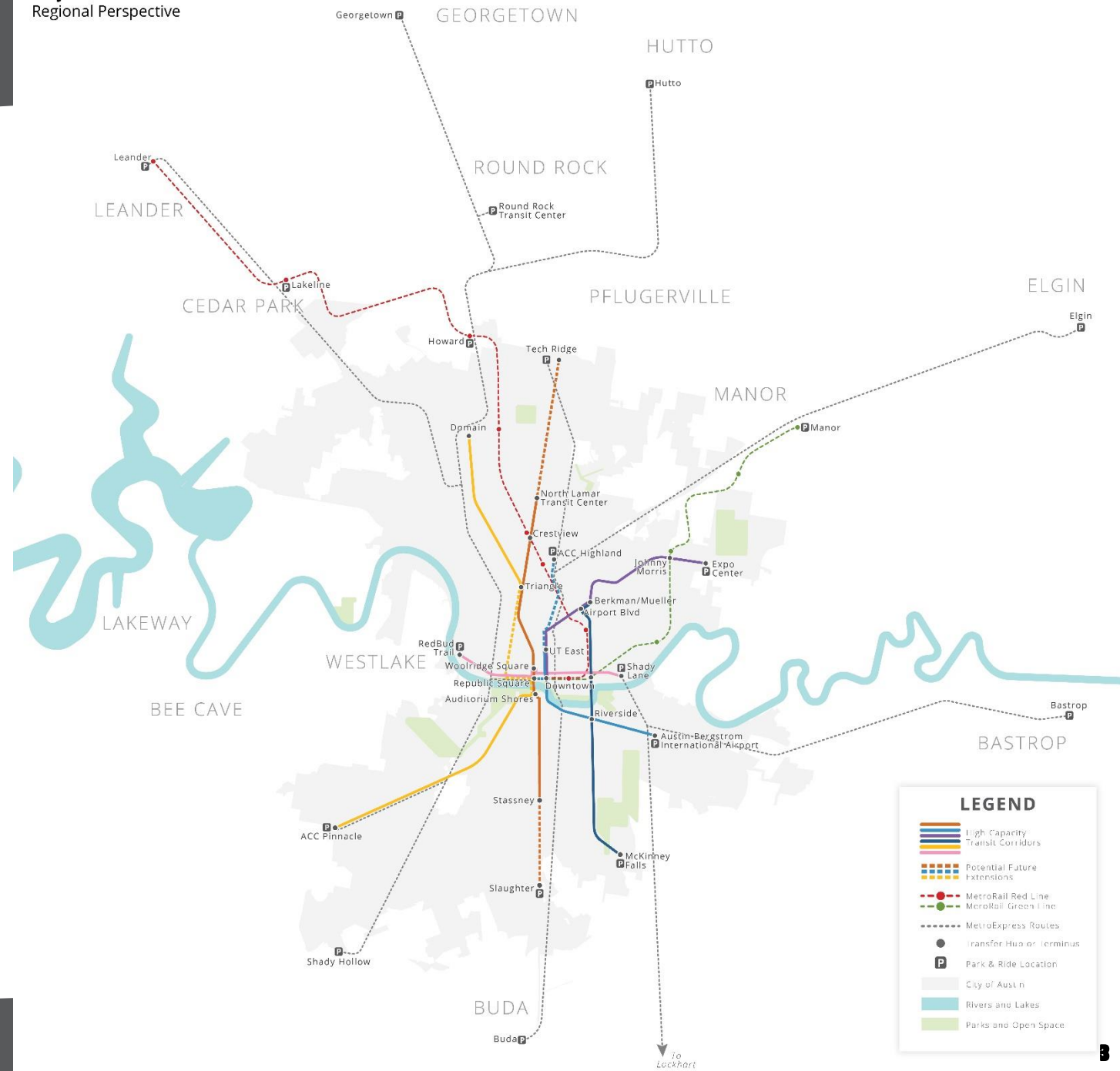
Project Overview



Regional System Vision

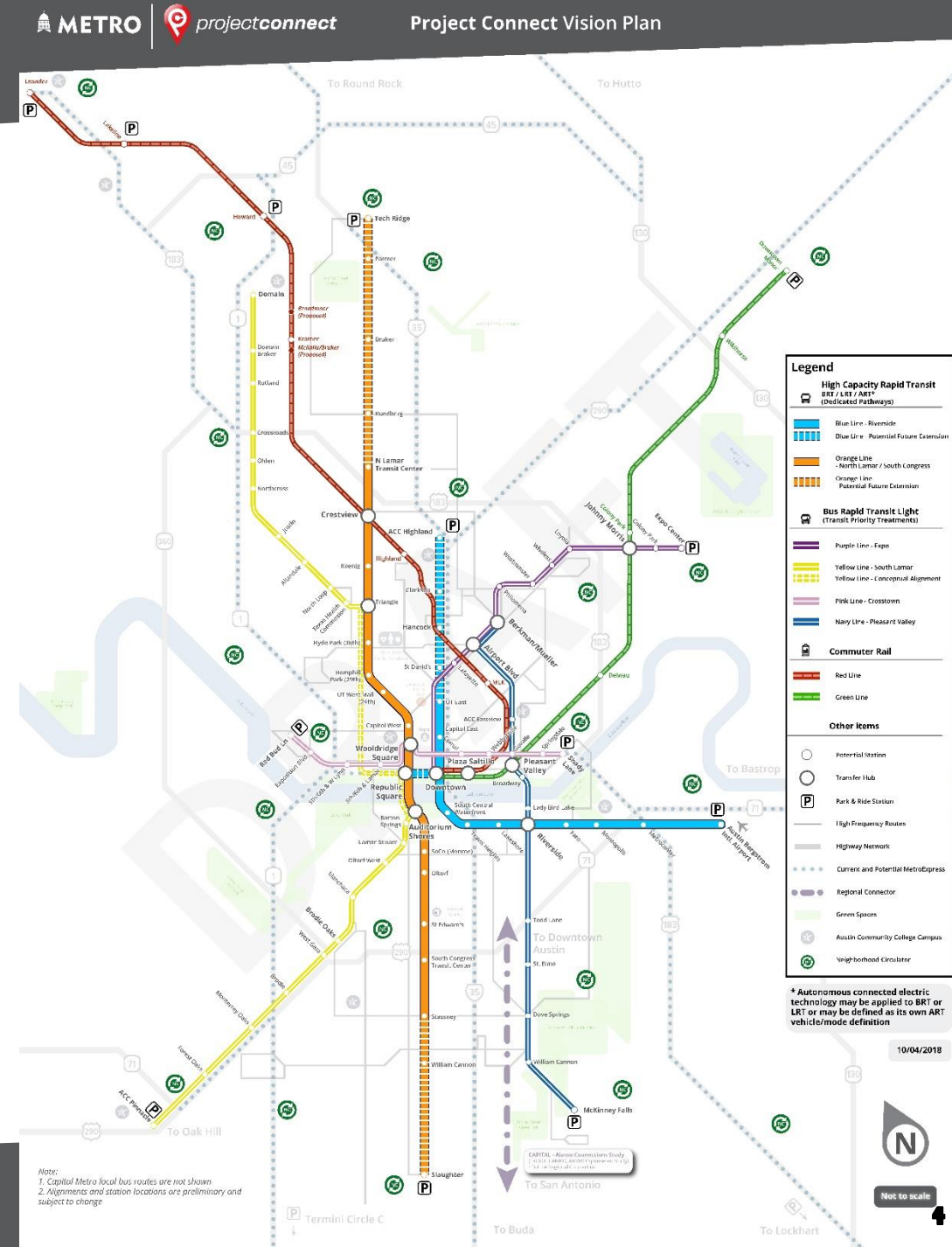
- Continued coordination with Central Texas Regional Mobility Authority (CTRMA)
- Park & Rides
- Regional Express Routes
 - To Georgetown
 - To Leander
 - To Hutto
 - To Elgin
 - To Bastrop
 - To Lockhart
 - To Buda
 - To Oak Hill
 - To Circle C

Project Connect Vision Plan: Regional Perspective



System Vision

- High-capacity transit with dedicated pathways
 - Orange Line: North Lamar/South Congress Corridor (Potential Extension)
 - Blue Line: Riverside Corridor (Potential Extension)
- 4 BRT-Light Lines
 - Purple Line: Manor/Dean Keeton Corridor
 - Yellow Line: Burnet to South Lamar
 - Pink Line: 7th/Lake Austin Corridor (Crosstown)
 - Navy Line: Pleasant Valley Corridor
- 2 Commuter Rail Lines
 - Upgraded Red Line
 - Green Line to Manor
- Neighborhood Circulators



Phased Approach to Project Development

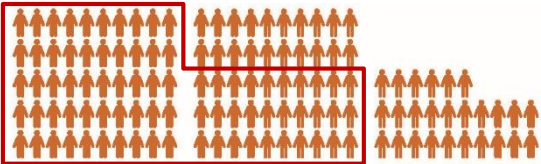


It's A Question of Geometry

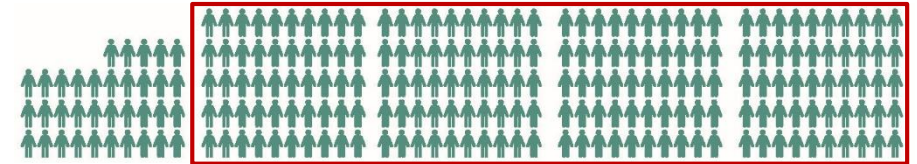
How Many People Can We Get Through an Intersection in a Minute?



126 People move through this roadway during each light cycle. **80 in transit.**



235 People on a road with transit-only lanes move through this roadway during each light cycle. **204 in transit.**



Project Connect High-Capacity Modes and Vehicle Selection

Bus Rapid Transit (BRT)



- Stops every 1/2 mile
- Average speed 12 - 18 MPH
- 50 – 100 passengers per vehicle
- Could be ART*

Light Rail Transit (LRT)



- Stops every 3/4 – 1.5 miles
- Average speeds 18 - 30 MPH
- 140 - 240 passengers per car, with 2 – 3 cars in a train
- Could be ART*

Autonomous Rapid Transit (ART)*



- Stops every 1/2 – 1 mile
- Average speed 15 – 25 MPH
- Under development, but likely 100 – 200 passengers per vehicle

Sources: National Transit Database (NTD) Full Report



*Autonomous connected electric technology may be applied to BRT or LRT or may be defined as its own ART vehicle/mode definition

Step One: ENGAGE (2016-2018)

How many people do we need to move and where?



- Establishment of advisory committees (TAC, MCAC)
- Three public "Traffic Jam" events
 - 550+ total attendees
 - 14 partner agencies participated
- Six geographically targeted "Mini Jams"
- 34 outreach events, including pop-up and engagement bus outreach
 - 600+ engaged

Step Two: PLAN (2018-2020)

What will it look like, and how much could it cost?



- Vision plan presentation
 - Community Conversation on October 3, 2018
 - Town Hall meetings November-December, 2018
- Project Connect Community Office opens downtown
- Expansion of advisory committee (MCAC)
- Preliminary Engineering and Environmental Review
 - Corridor working groups
- Vehicle selection and final system plan

Step Three: UNITE (2020)

Are we ready, and do we have your support?



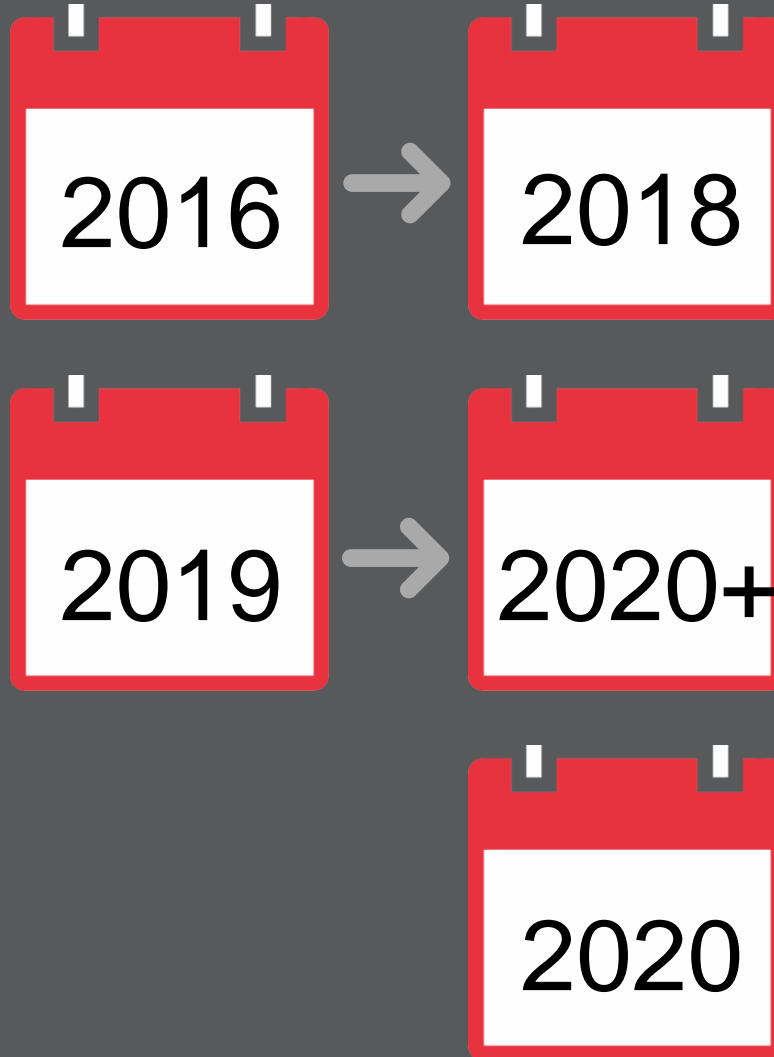
- MCAC continuation
- Community Conversations
- Program Management Plan
- Program Phasing and Schedule
- Funding and Financial Model
- Potential Vote

Step Four: BUILD (2021-beyond)

How do we implement quickly and efficiently with the fewest disruptions?

- Implementing the plan
- Mitigating construction Impacts
- Local Business Assistance Program
- Construction partnership integration

PROJECT
CONNECT
MILESTONES



- Community Engagement
- Corridor Selection
- Community Engagement
- Engineering and Environmental Review
- Vehicle Review
- Vehicle Selection (Early 2020)
- Vote (Nov. 2020)



Questions?