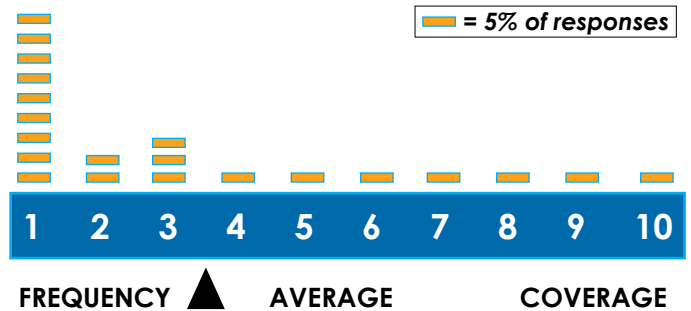
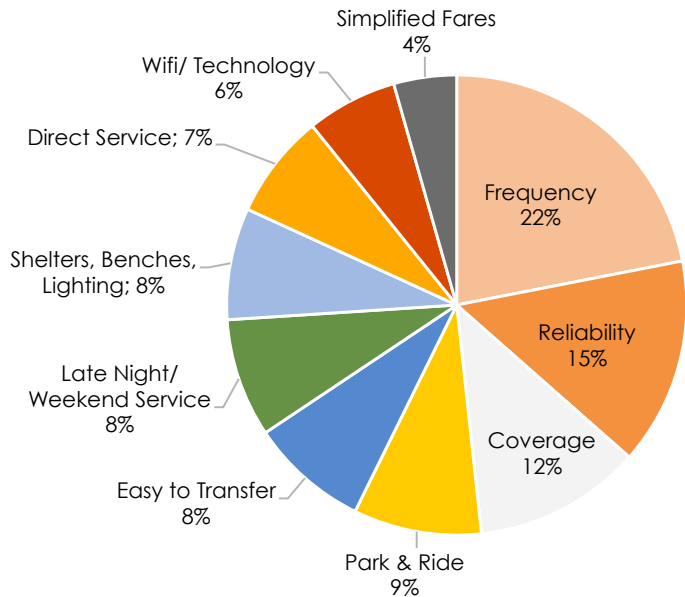


It's an exciting time for **Connections 2025** – Capital Metro's major transit study. We're moving forward from data gathering and analysis to developing recommendations for service changes. **How are these recommendations being shaped?** By talking to you, our community! We've heard from key stakeholders and Capital Metro leadership and have developed a set of **goals and strategies** that will guide our detailed, route-by-route recommendations to build an even better bus system.

What We've Heard



We surveyed riders and non-riders at Connections2025.org, asking our community to weigh-in on how we should prioritize when dealing with limited transit funding. When asked what's more important, more frequency versus coverage, **participants favored frequency by 87%**.

Capital Metro has held two series of open house meetings, in **February, March & May** of 2016, where we asked about your priorities for transit service. **Frequency ranked number one, followed by reliability and coverage.**

Recommended Connections 2025 Goals

These goals were developed with input from riders, local stakeholders and Capital Metro's Board of Directors.

1. Match Service to Market Targets

Provide the right type of transit service for different regions in the service area based on land use and ridership.

2. Enhance the Customer Experience

Riding transit should be a convenient and comfortable experience.

3. Build Ridership

Encourage more people to ride, and ride more often.

4. Ensure Financial Sustainability

Make sure Capital Metro's services are planned and funded properly to remain sustainable in the long run.

Strategies: Matching Transit and Land Use

Land use can affect what type of transit works best in different areas, depending upon the unique characteristics of that area and the kinds of riders served there (ex. commuters versus intercity trips).

Land Use Types



Central Core (e.g. Downtown Austin)

1. High density
2. Walkable/bikeable
3. Mixed-use development



Core (e.g. East Austin)

1. Medium density
2. Walkable/bikeable
3. Mixed-use development



Suburban (e.g. Oak Hill)

1. Low density
2. Auto-oriented
3. Separated uses



Rural (e.g. Steiner Ranch)

1. Very low density
2. Auto-oriented
3. Mostly residential

Contact Us:

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Strategies: Transit Service “Toolbox”

Wondering which type of transit is the right fit for which area? Here are the options Capital Metro is considering for Connections 2025.

Frequent Network



Rapid Transit

- Major transit corridor (ex. rail or freeway Bus Rapid Transit)
- Fast regional service using Park & Rides
- Land Use Type: All



MetroRapid

- Major transit corridor
- Fast, all-day/week service
- Land Use Type: Central Core, Core, some Suburban



Frequent

- Frequent all-day/week service
- Serves major transit corridors
- Land Use Type: Central Core, Core, some Suburban

Supporting Network

Local

- Completes and extends the network
- Connects to the frequent network
- Land Use Type: Core, Suburban, some Rural



Community

- Local circulation and “last-mile” connections (the first or last leg of a rider’s trip between transit and a final destination)
- Possible partnerships with taxis, transportation network company (TNC)
- Land Use Type: Suburban, Rural



Express

- Longer-distance travel on highways
- Commuter-oriented service
- Land Use Type: Suburban, Rural

