Project Overview and Status

Completed Market Analysis and Service Evaluation.
Developed Plan Framework and Guiding Principles.
Developed a draft Five Year Service Plan and Long Range Plan.

Data Collection & Review
October 2015-November 2015

System & Service Evaluation
November 2015-May 2016

Five Year Service Plan
January 2016-August 2016

Long Range Plan
February 2016-August 2016

Final Transit Plan
September 2016-December 2016
What We’ve Heard - Open Houses

- Frequency has been by far the highest priority based on Connections2025 outreach
- Other key priorities include coverage, reliability, and speed
What We’ve Heard - Online Survey

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January to March 2016
4,886 participants
Transit Priorities – Online Survey Results

Frequency & Higher Ridership
- More Coverage, Less Frequency
- Average

Frequent Network
- Less Frequency, More Direct Trips
- Average

Frequency & Longer Walk
- Less Frequency, Shorter Walk
- Average

All-Day, All-Week Focus
- Peak Commuter Focus
- Average

510 participants (May-June 2016)
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
Transit Market Targets

**Lifestyle**
- Mobility focus on transit, biking, and walking
- Reflects emerging market groups and population characteristics
- Supports sustainable communities

**Commuter**
- Focuses on serving high demand commuter corridors
- Supplements lifestyle or coverage network
- Operates in both peak and reverse peak directions

**Coverage**
- Maintains network access for existing riders in low-density, isolated areas
- Primarily serves transit dependent populations
Proposed Plan

Five Year Service Plan
(Constrained)

Long Range Plan
(Unconstrained)
### Service Options - Mobility Toolbox

#### Frequent Network

<table>
<thead>
<tr>
<th>Service</th>
<th>Role</th>
<th>Market Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rapid Transit</td>
<td>Structural network spine, fast regional service, dedicated right-of-way</td>
<td>Lifestyle Mobility, Commuter</td>
</tr>
<tr>
<td>MetroRapid</td>
<td>Structural network spine, fast sub-regional service</td>
<td>Lifestyle Mobility, Commuter</td>
</tr>
<tr>
<td>Frequent Local</td>
<td>Core frequent network</td>
<td>Lifestyle Mobility</td>
</tr>
<tr>
<td>Local</td>
<td>Completes and extends the network</td>
<td>Coverage</td>
</tr>
<tr>
<td>Community</td>
<td>Network connections, local circulation, trip completion</td>
<td>Lifestyle, Commuter, Coverage</td>
</tr>
<tr>
<td>Express</td>
<td>Longer-distance travel focus utilizing limited-access highways</td>
<td>Commuter</td>
</tr>
</tbody>
</table>
Frequent, high-capacity transit service
- Limited-stop regional and local travel
- Integral part of the all-day, all-week core network
Consolidate current MetroRapid and local routes into one improved service
- More frequent
- More stops
- One fare
- Faster, more reliable
**FREQUENT LOCAL**

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

![15 Minute Frequency]

- 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
LOCAL
Bus service connecting communities to the frequent network and major destinations

- 30-minute all-day service; additional peak service if warranted
- Augments frequent services to complete and extend the network

30 Minute Frequency
Standard Transit Vehicle
Mixed Traffic
Close 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
Downtown Entertainment Circulators
Mueller and Domain Community Circulators
On-call zones for less productive short-distance community travel
Innovation pilots
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
Proposed Fare Policy Change

- Focus on maximizing core network ridership
- Base fare and day pass allow for use of entire all-day, all-week core network

Local - No Change

Premium - Same Fare as Local
Existing Frequent Network

- Key corridors have frequent service, but with service duplication
- UT frequent service operational during school-year (not shown)

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<tr>
<th>Service Type</th>
<th>Number of Routes</th>
<th>Route Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Rapid Transit</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>MetroRapid</td>
<td>2</td>
<td>38</td>
</tr>
<tr>
<td>Frequent Local</td>
<td>4</td>
<td>51</td>
</tr>
<tr>
<td>All Frequent Service</td>
<td>6</td>
<td>89</td>
</tr>
</tbody>
</table>
Proposed Frequent Network

- More frequent corridors in the service area
- Frequent corridors form key network spines
- Less route duplication
  - Savings reinvested into creating more frequent service

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</thead>
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<tr>
<td></td>
<td>Existing</td>
<td>Proposed</td>
</tr>
<tr>
<td>Rapid Transit</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>MetroRapid</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Frequent Local</td>
<td>4</td>
<td>11</td>
</tr>
<tr>
<td>All Frequent Service</td>
<td>6</td>
<td>17</td>
</tr>
</tbody>
</table>
Frequent Network Benefits

- Proposed Frequent Network can be accessed by 4 out of 5 current riders
- Over \( \frac{1}{2} \) of all service-area residents and employees

<table>
<thead>
<tr>
<th></th>
<th>Weekday Ridership* (½ Mile)</th>
<th>Population (½ Mile)</th>
<th>Employment (½ Mile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Frequent Network</td>
<td>50,883 (50%)</td>
<td>331,600 (31%)</td>
<td>302,600 (56%)</td>
</tr>
<tr>
<td>Proposed Frequent Network</td>
<td>83,483 (82%)</td>
<td>548,600 (51%)</td>
<td>342,500 (64%)</td>
</tr>
</tbody>
</table>

* Includes Frequent UT Shuttles

Source: Capital Metro Sept Ridership, Census 2010, Campo

**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 1.3% are outside of a short 5-minute walk
  - Just 0.6% will be outside of a 10-minute walk

<table>
<thead>
<tr>
<th></th>
<th>Within ¼ Mile</th>
<th>Within ½ Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Covered</td>
<td>111,683</td>
<td>112,509</td>
</tr>
<tr>
<td>Impacted</td>
<td>1,456</td>
<td>630</td>
</tr>
<tr>
<td>Percent Covered</td>
<td>98.7%</td>
<td>99.4%</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>Existing Coverage</th>
<th>Proposed Coverage</th>
<th>Impacted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trips</td>
<td>2,315</td>
<td>2,244</td>
<td>71</td>
</tr>
</tbody>
</table>

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

- If additional funding were to become available, investment in frequency should be prioritized.
Plan Summary

- Integrated transit network with defined service types
- Expanded, more robust frequent network
  - More current riders have access to better transit (4 out of 5 current riders)
  - More service area residents and jobs have access to better transit
- New opportunities to partner with other mobility providers at community hubs
- Impacts on current fixed route and paratransit riders minimized
Community Outreach Strategy

- Stakeholder Workshops
- Public Open Houses
- Virtual Meetings
- Online Outreach
- Drop-In Sessions at Major Stops
Next Steps

September
- Share the Draft Plan with the Public

October
- Share Outreach Feedback & Review Draft Final Plan

November
- Final Plan Presented to Capital Metro Board
Questions
## Plan Summary

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<td>1</td>
<td>2</td>
</tr>
<tr>
<td>MetroRapid</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Frequent Local</td>
<td>5</td>
<td>12</td>
</tr>
<tr>
<td>Local</td>
<td>34</td>
<td>17</td>
</tr>
<tr>
<td>Community</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>UT Shuttle</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>Flyer / Express</td>
<td>15</td>
<td>7</td>
</tr>
</tbody>
</table>