A Transit Plan for the Future

Draft Network Plan Feedback
September Feedback

More than 1,900
Attended Open Houses & Neighborhood events

More than 21,000
People who have viewed the Draft Transit Plan online

Over 1,300
Engaged at pop-up outreach events and major bus stops

Over 1,500
Survey responses on the Draft Transit Plan
What the Community Liked

- Expanded Frequent Network
- More MetroRapid Routes
- More East-West Service
- Straightened Routes
- One Basic Fare
Draft Plan Proposals Revisited

Based on Community Input

- South 5th (Route 5)
- Mueller
- Bull Creek & Tarrytown (Route 19, 21/22)
- Steck Avenue (Route 19)
- Walsh Tarlton (Route 30)
- Southwest Austin (Route 315, 333)
- Lake Austin (Route 663)
Plan Update: Process

- Review suggested changes in Draft Transit Plan
  - Analyze current ridership
  - Evaluate market impacts

- Identify potential changes
  - All-day, all-week modification
  - Additional tripper or partial day service

- Net impact analysis of potential change
  - Productivity (boardings per revenue hour)
  - Change in cost
  - Compare with current average productivity

Growing system ridership and improving performance require a focus on adding “above average service.”

Local Service average:
25 boardings per hour
$4.23 subsidy per boarding
South 5th Street (Route 5)

- Concerns raised over service gap
- Recommended Plan Update:
  - Add peak-only service connecting South 5th at Westgate to UT

<table>
<thead>
<tr>
<th>Change Impacts</th>
<th>Route 5 (Peak)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Ridership</td>
<td>178</td>
</tr>
<tr>
<td>Passenger Boardings per Hour (Peak)</td>
<td>29.7</td>
</tr>
<tr>
<td>Local System Average is 25</td>
<td></td>
</tr>
<tr>
<td>Subsidy per Boarding</td>
<td>$7.55</td>
</tr>
<tr>
<td>Local System Average is $4.23</td>
<td></td>
</tr>
</tbody>
</table>
Mueller

- **Original Proposal:**
  - MetroRapid 820 on Manor to Springdale H-E-B
  - Connections from Mueller to MetroRapid and Hancock Center provided by internal circulator
  - Local 30 minute service along Mueller Blvd

- **Community concerns:**
  - Connectivity to UT
  - Access to MetroRapid 820
  - Usefulness of circulator service
Mueller

- Potential plan change to provide connectivity to the network and frequent service into Mueller
  - Circulator replaced with other frequent services
  - Direct access to UT on Frequent Route 10
  - East-west connection to 38th Street on Frequent Route 335 via Berkman

- Alternate to operate MetroRapid 820 via Mueller (Berkman) only upon transit priority
Bull Creek (Route 19)

- Service discontinued on Bull Creek Ave
  - Bull Creek 31 daily boardings

- New development
  - The Grove at Shoal Creek located on 45th St
  - Project still requires final City Council approval
Bull Creek (Route 19)

- **Potential plan change:**
  - Extend Rt. 345 to The Grove at Shoal Creek

<table>
<thead>
<tr>
<th>Change Impacts</th>
<th>Bull Creek Grove Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Ridership</td>
<td>31</td>
</tr>
<tr>
<td>Boardings per Hour</td>
<td>1.8</td>
</tr>
<tr>
<td>Local System Average is 25</td>
<td></td>
</tr>
<tr>
<td>Subsidy per Boarding</td>
<td>$65.27</td>
</tr>
<tr>
<td>Local System Average is $4.23</td>
<td></td>
</tr>
</tbody>
</table>

- **Action:** Extend to The Grove only if approved by City and transit terminal/access provided
Tarrytown (Routes 21/22)

- Service discontinued to Tarrytown along Exposition
  - 59 daily boardings
- Draft plan turnaround location west of MoPac difficult to navigate with buses
Tarrytown (Routes 21/22)

- Potential plan change:
  - Extend Rt. 335 service to Tarrytown

<table>
<thead>
<tr>
<th>Change Impacts</th>
<th>B. Grove Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Ridership</td>
<td>59</td>
</tr>
<tr>
<td>Boardings per Hour</td>
<td>3.5</td>
</tr>
<tr>
<td>Subsidy per Boarding</td>
<td>$34.03</td>
</tr>
</tbody>
</table>

- Action: Not recommended due to very low performance
Steck Avenue-Mesa Drive (Route 19)

- Draft Plan discontinues service on Steck Ave and Mesa Dr
  - 92 weekday boardings on Steck Avenue and Mesa Drive
  - Ridership distributed throughout the day and along the segment
Steck Avenue-Mesa Drive (Route 19)

- Potential Plan change:
  - Restore all-day Steck-Mesa using Route 5 (Woodrow)

<table>
<thead>
<tr>
<th>Change Impact</th>
<th>Steck-Mesa Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Ridership</td>
<td>92</td>
</tr>
<tr>
<td>Boardings per Hour</td>
<td>5.4</td>
</tr>
<tr>
<td>Subsidy per Boarding</td>
<td>$21.64</td>
</tr>
</tbody>
</table>

- Action: Not recommended due to very low performance
Walsh Tarlton (Route 30)

- Draft Plan discontinues service on Walsh Tarlton and Bee Cave
  - No stops along Bee Cave Rd (outside the service area)
  - 95 weekday boardings along Walsh Tarlton
    - Majority at Walsh Tarlton and Bee Cave
Walsh Tarlton (Route 30)

- Potential plan change:
  - Restore Route 30 service along Walsh Tarlton and Bee Cave

- Action: Not recommended due to very low performance

<table>
<thead>
<tr>
<th>Change Impacts</th>
<th>Walsh Tarlton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Ridership</td>
<td>95</td>
</tr>
<tr>
<td>Boardings per Hour</td>
<td>5.6</td>
</tr>
<tr>
<td>Local System Average is 25</td>
<td></td>
</tr>
<tr>
<td>Subsidy per Boarding</td>
<td>$20.93</td>
</tr>
<tr>
<td>Local System Average is $4.23</td>
<td></td>
</tr>
</tbody>
</table>
Southwest Austin Local (Route 315,333)

• Current Draft Plan:
  • Service west of Brodie discontinued, Route 333 connects to Walmart at MoPac
  • ACC Pinnacle service available on Route 315
Southwest Austin Local (Route 315, 333)

- **Challenges:**
  - Development restricted due to watershed
  - Low ridership with many deviations
  - Arbor Trails unserved

<table>
<thead>
<tr>
<th></th>
<th>Convict Hill</th>
<th>Eskew</th>
<th>William Cannon Brodie Lane to I-35</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>49</td>
<td>57</td>
<td>751</td>
</tr>
<tr>
<td>Boardings per hour</td>
<td>2.9</td>
<td>3.4</td>
<td>44.2</td>
</tr>
<tr>
<td>(6AM – 11PM)</td>
<td>Local System Average is 25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subsidy per Boarding</td>
<td>$20.28</td>
<td>$17.35</td>
<td>$4.89</td>
</tr>
<tr>
<td>Local System Average is $4.23</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Southwest Austin Local (Route 315,333)

- Potential Alternative A
  - Frequent Route 333 east of Arbor Trails
  - Every other weekday trip to ACC Pinnacle

- Potential Alternative B
  - Create weekday on-call zone to serve gap in service anchored at ACC Pinnacle and/or the H-E-B at Brodie/William Cannon
Southwest Austin Local (Route 315, 333)

- **Potential Alternative A**
  - Frequent Route 333 east of Arbor Trails
  - Every other weekday trip to ACC Pinnacle

- **Potential Alternative B**
  - Create weekday on-call zone to serve gap in service anchored at ACC Pinnacle and/or the H-E-B at Brodie/William Cannon

- **Action**: Dependent on community feedback
Lake Austin (Route 663)

- Original Proposal:
  - MetroRapid Route 804 provides 24-hour service along Lake Austin and 7th Street
  - Route 17 operates every 15 minutes along Cesar Chavez between Eilers Park and ACC Riverside

- Community concerns about direct access to UT
Lake Austin (Route 663)

- Recommended Plan update:
  - Route 804: Shorten service to east of MoPac
  - Route 17: Shorten service to Seaholm with additional school trippers
  - Route 663: Reinstate as year-round local service
    - 15-minute peak M-F
    - 30-minutes midday M-F, all-day weekends
Next Steps

- Respond to any additional questions and comments from board members
- Revise plan to reflect comments received
- Update online interactive map
- Develop implementation and phasing plan
- Present final *Connections 2025* plan to board in December