

Frequent Service Network Proposal

*Presented to Capital Metro Operations, Safety and Planning Committee
January 12, 2015*

Ten Actions to Grow Transit



First and Last Mile



projectconnect



Frequent Service



Towards a comprehensive, regional transit system



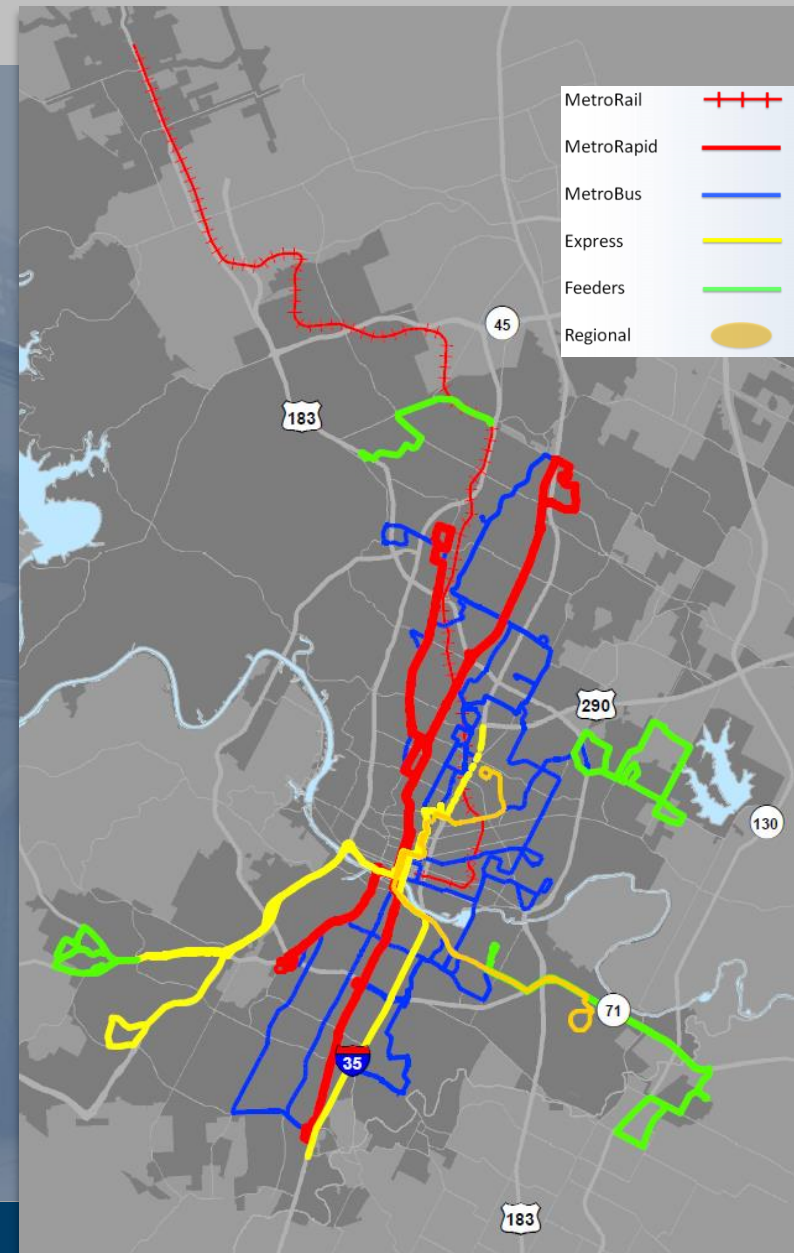
Today's Presentation

- Review details of Frequent Service Network proposal
- Gain Board of Directors consent to include Phase I in June 2015 service change process
- Lay groundwork for further development of this service concept

Current Priorities & Basis

- Based on ServicePlan 2020 Recommendations for a “growth” scenario
- Programs targeted at addressing population growth in the city and region
- Phased program to account for managed growth of the system and accompanying facilities/equipment

Staff agreement
Board knowledge
City of Austin briefing





Social and Tech Trends



Mobility

Future of Energy

Innovating to Zero

Health, Wellness and Well Being

Urbanization

*Forbes 2014 - Article based on Frost & Sullivan analysis titled,
"World's Top Global Mega Trends To 2025 and Implications to Business, Society and Cultures (2014 Edition)."*

Opportunities

...areas across the United States — whether their primary mass transit system is a metro rail or a commuter train or a bus network — are recognizing that city residents can't get by on great rush-hour service alone. They need frequent, reliable transit all hours of the day...

The Atlantic – City Lab, February 2014

Biggest Household Expenses

1. Housing (34%)
2. Transportation (18%)
3. Food (13%)

Economic News Release, September 2014 (source: US Department of Labor – 2013 Data)

Younger generations are not heading into cars like our generation did...nearly 70 percent of Millennials use multiple travel options more than several times a week. Many of them don't even own a car - those are the same kinds of people who have flocked to Austin in recent years.

State Impact Article, June 2014 (sources: APTA Transit News 2013 and Austin American Statesman 2013)



Do we want to change a Habit?

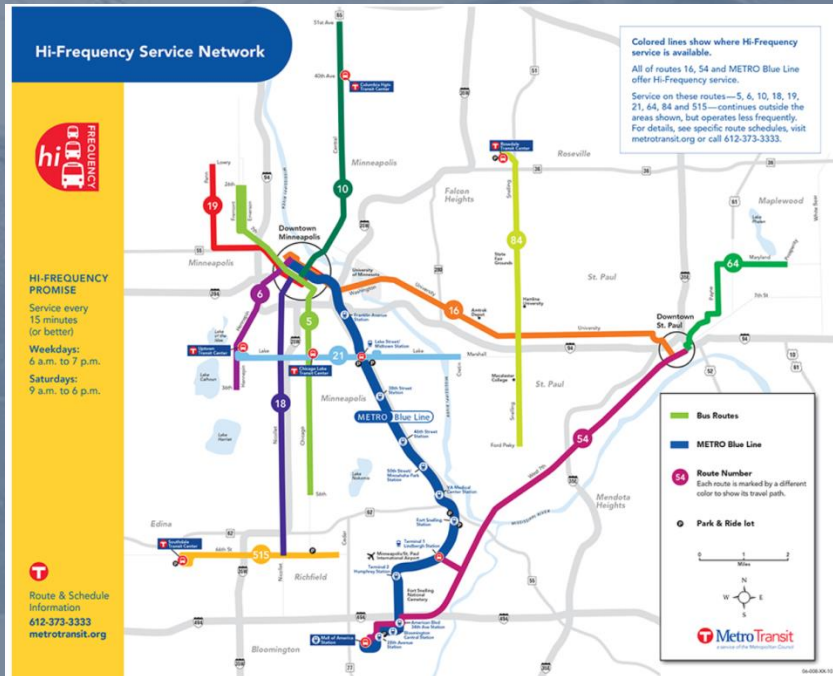
Or, are we interested in changing a

LIFESTYLE

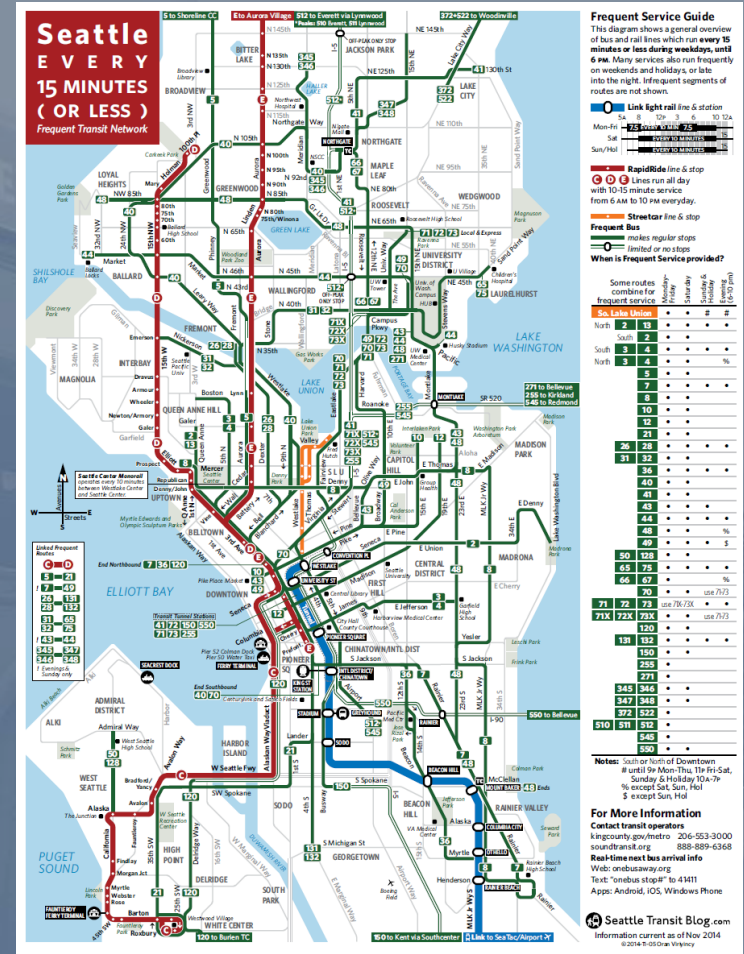
movies game party
concert meeting mall
work bank school swimming
university date grocery store
appointment flex work library lunch college restaurant
happy hour doctor office museum
park festival store



Peer Agencies – High Frequency Network

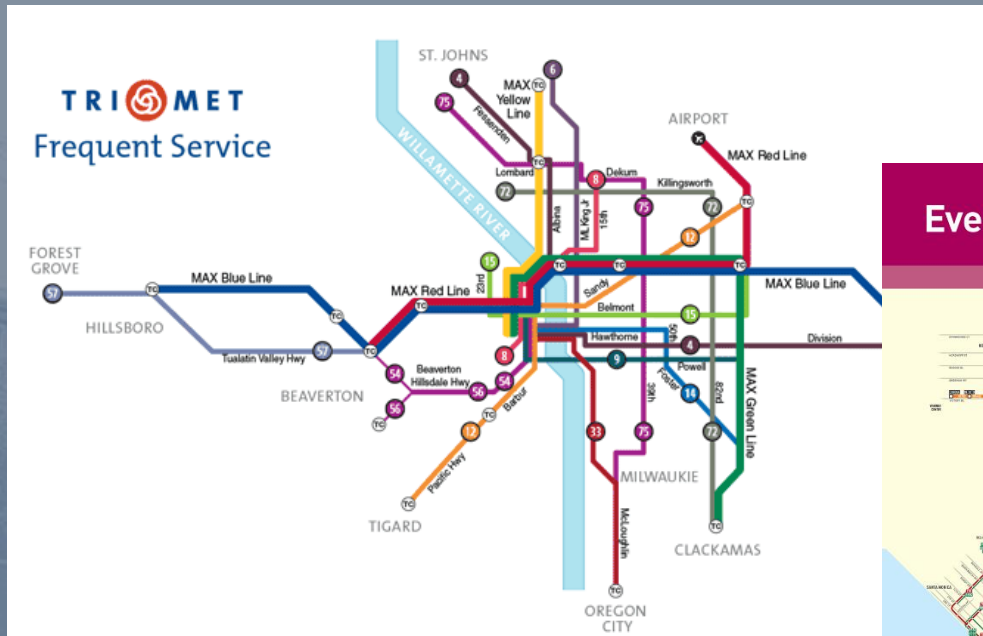


Minneapolis / St Paul (LRT & Bus)



Seattle (Rail, LRT Rapid & Bus)

Peer Agencies – High Frequency Network



Portland (LRT & Bus)

14% Increase in 2014
after renewed
investment




Los Angeles (Rail, BRT & Bus)

Weekdays

- Daytime at 15-minutes (7am – 7pm)
- Evenings at 20-minutes (7pm – 10pm)

Saturdays

- Daytime at 20 minutes (10am-7pm)
- Evenings at 30 minutes (7pm – 10pm)

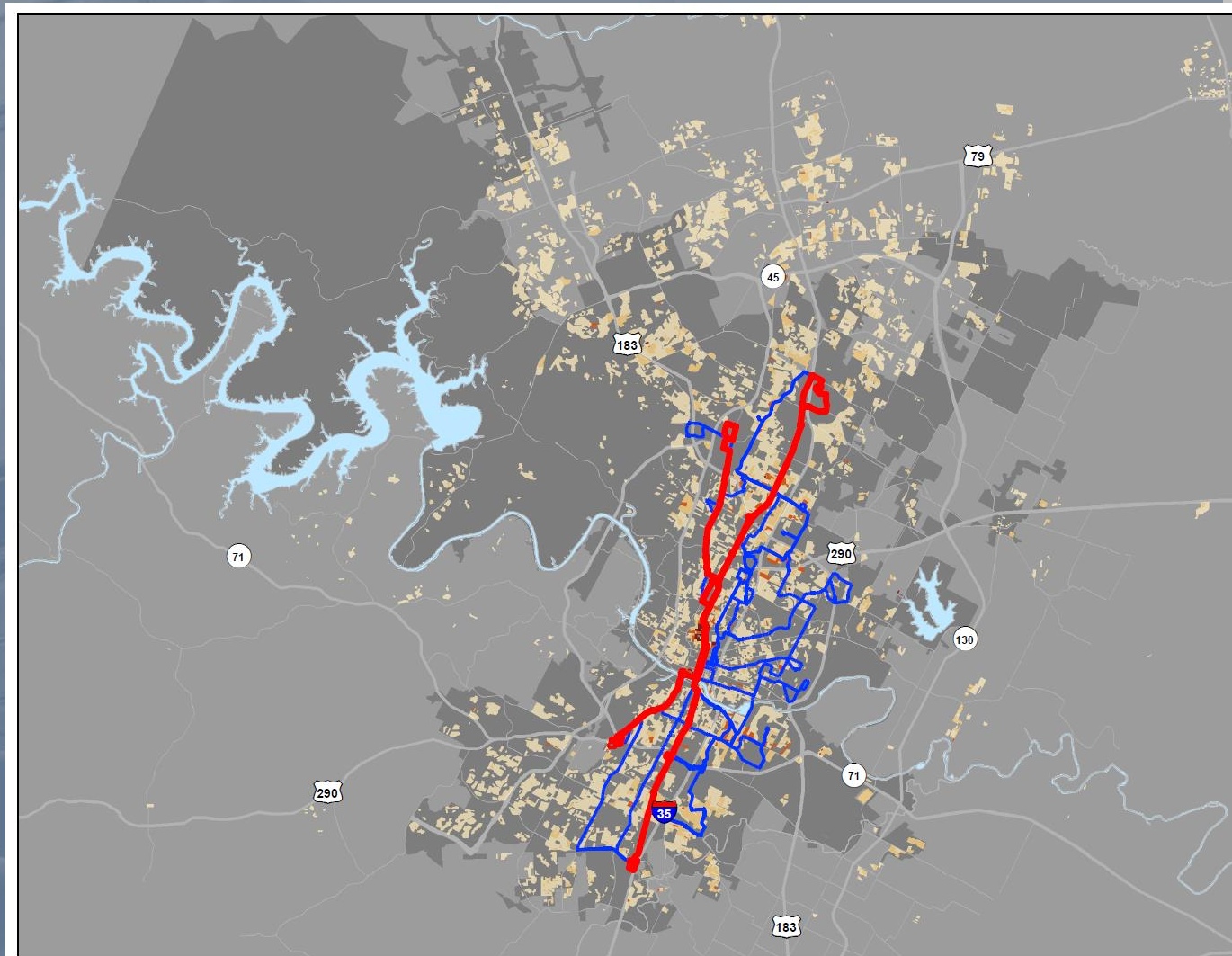


High Frequency Network

FIRST PHASE - SERVICE ROUTES

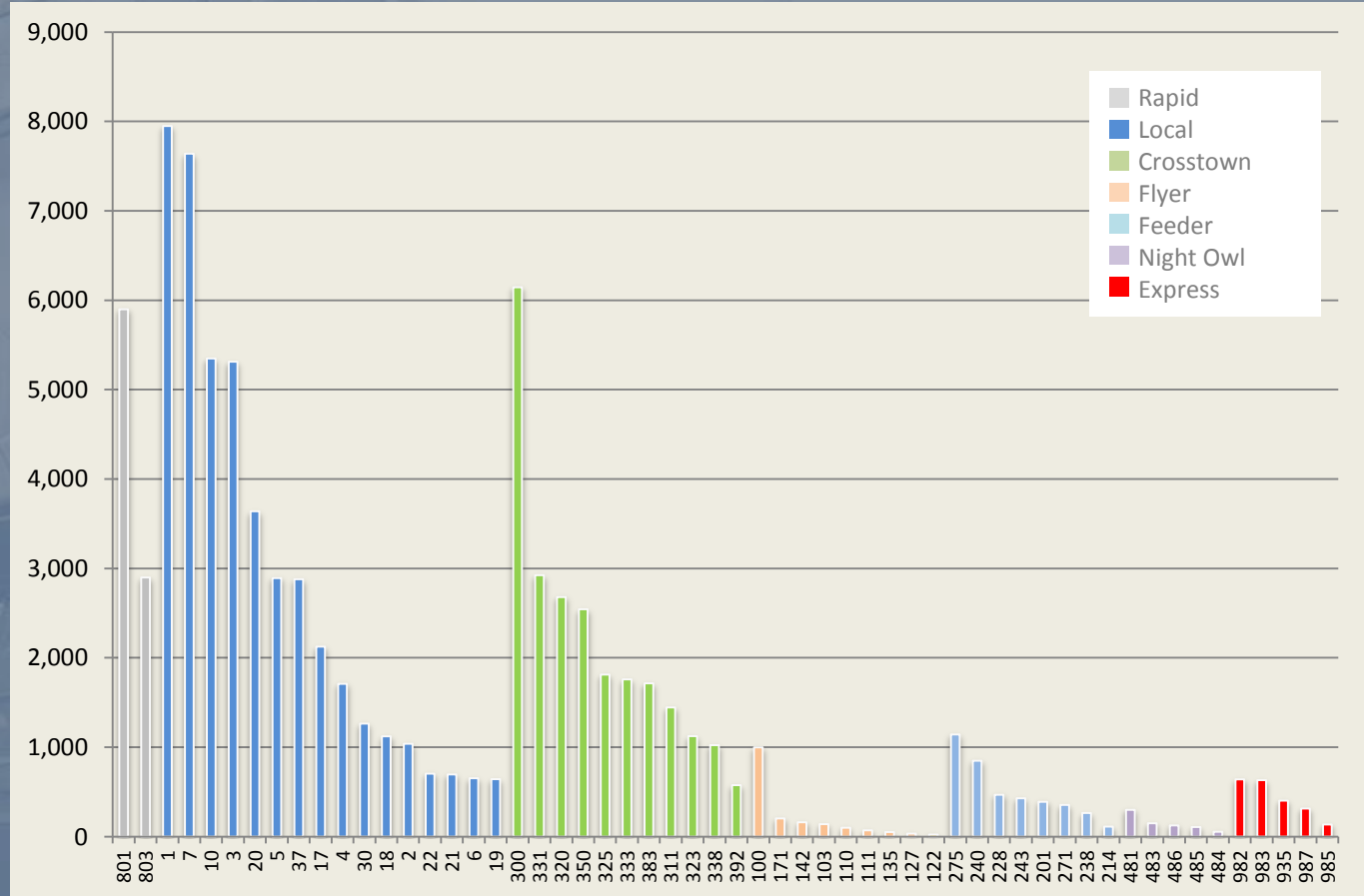
First Priority – “Core” High Frequency Network

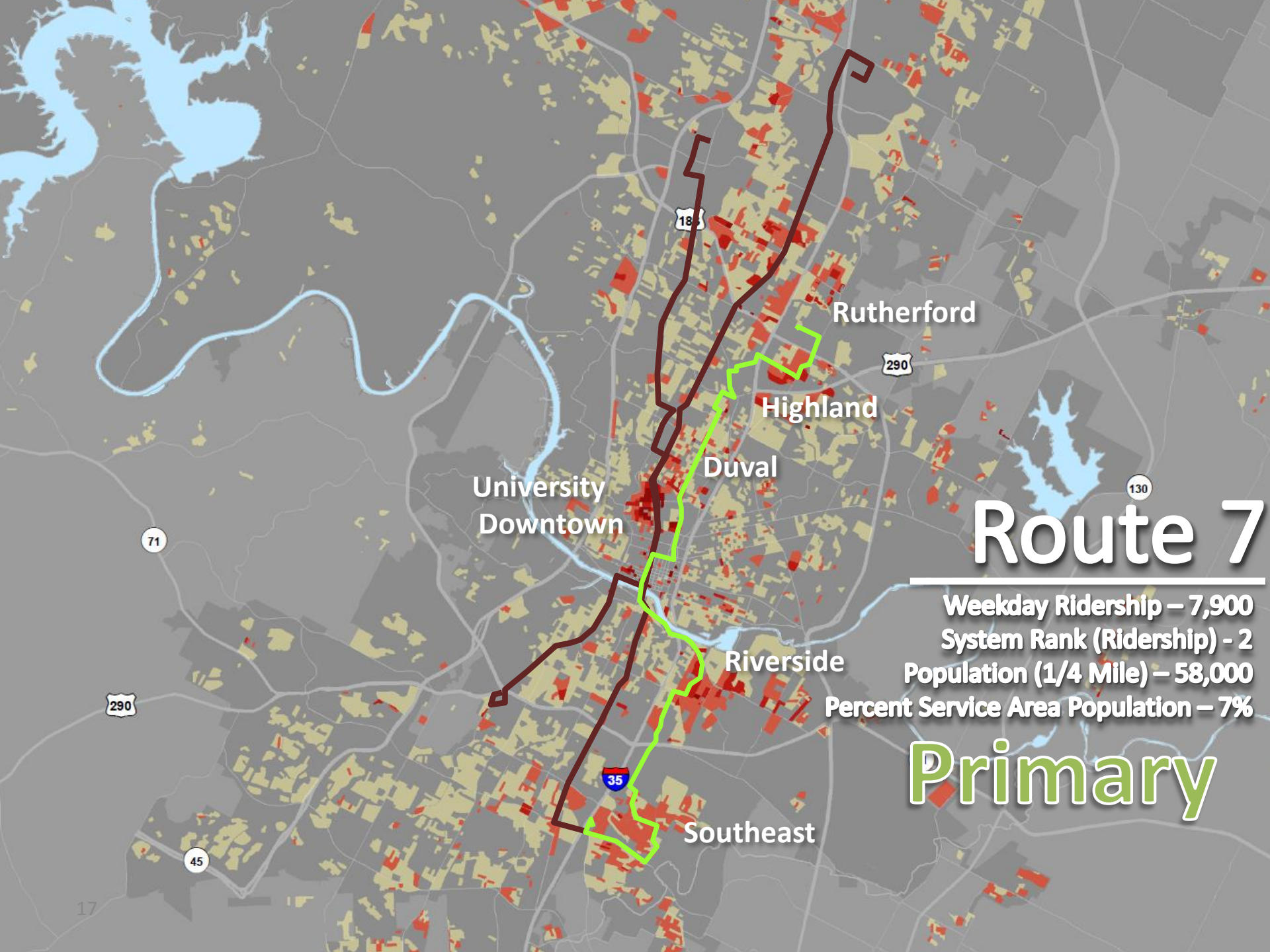
- Service to the densest Population and Employment areas exhibiting highest transit usage
- MetroRapid bisects the central city and allows access to a majority of the service area population
- Frequency Enhancement to select “core” routes complimenting existing system and encourage non-traditional usage



Support Rationale

- The Top 10 routes in the system carry 50% of daily ridership (exclusive of UT Shuttle)
- Together with MetroRapid the Top 10 routes in the system carry 60% of daily ridership
- The first phase of the Core Route Network will entail five routes

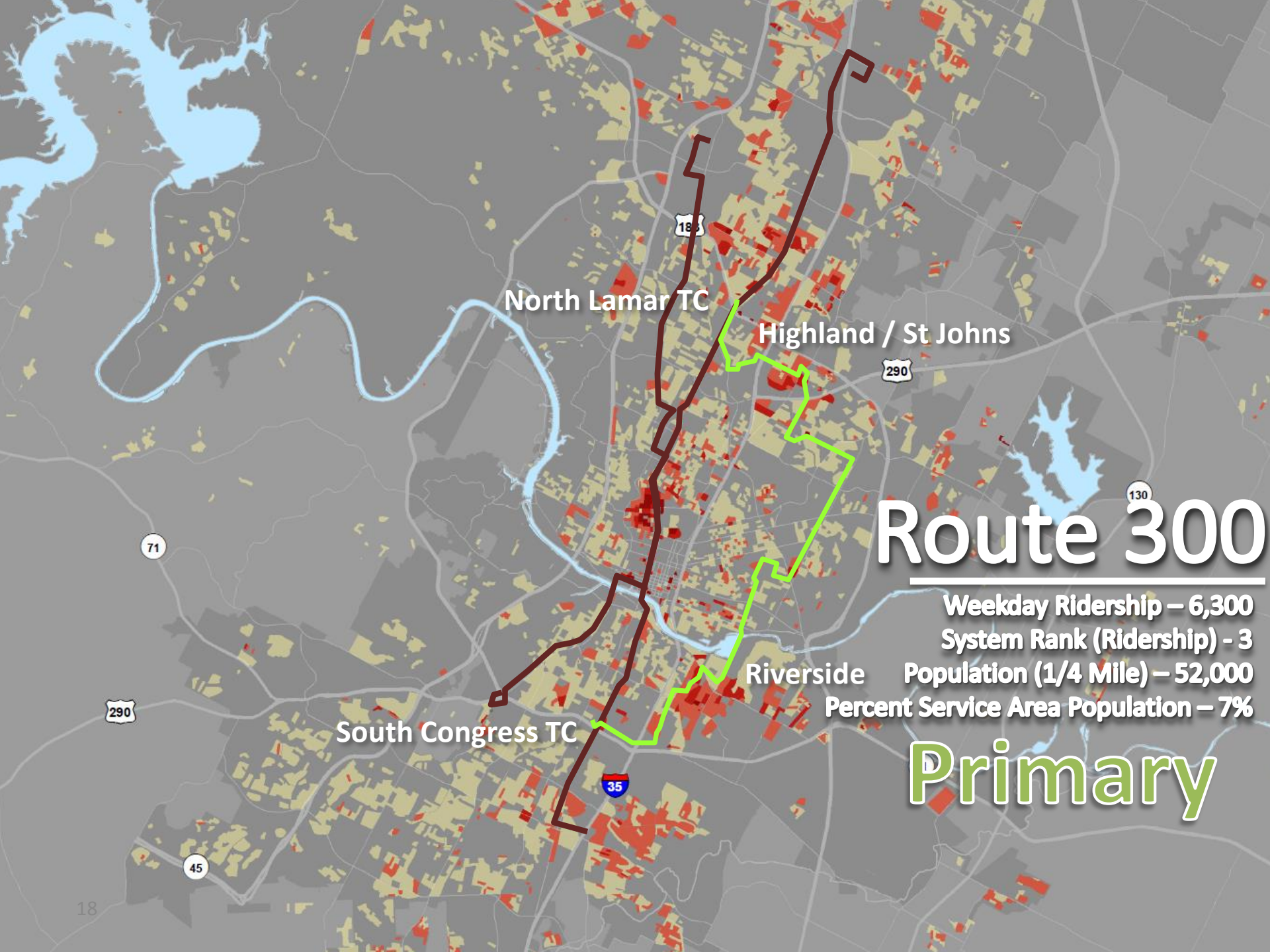




Route 7

Weekday Ridership – 7,900
System Rank (Ridership) - 2
Population (1/4 Mile) – 58,000
Percent Service Area Population – 7%

Primary



North Lamar TC

Highland / St Johns

South Congress TC

Riverside

Route 300

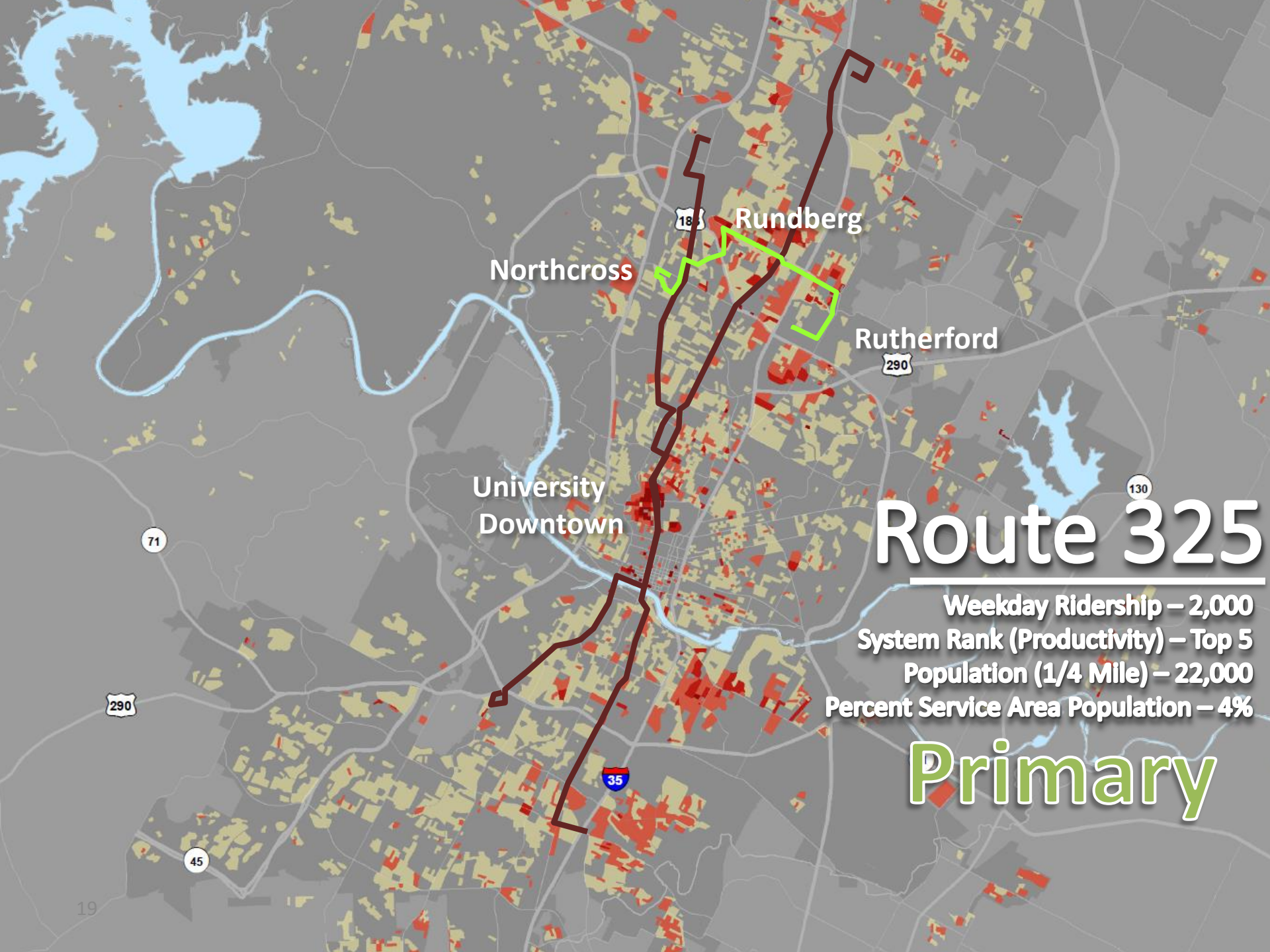
Weekday Ridership – 6,300

System Rank (Ridership) - 3

Population (1/4 Mile) – 52,000

Percent Service Area Population – 7%

Primary



Northcross

Rundberg

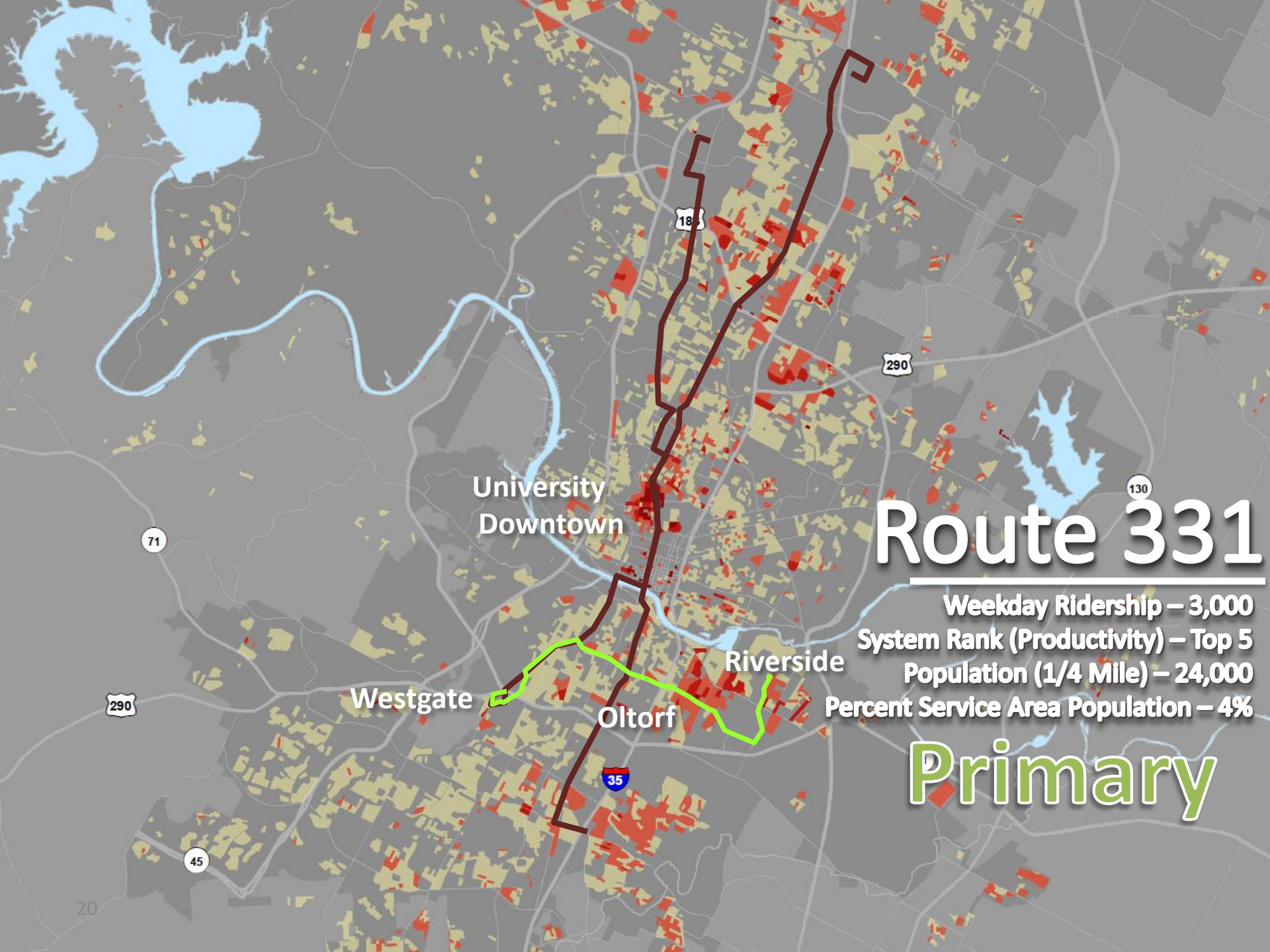
Rutherford

University
Downtown

Route 325

- Weekday Ridership – 2,000
- System Rank (Productivity) – Top 5
- Population (1/4 Mile) – 22,000
- Percent Service Area Population – 4%

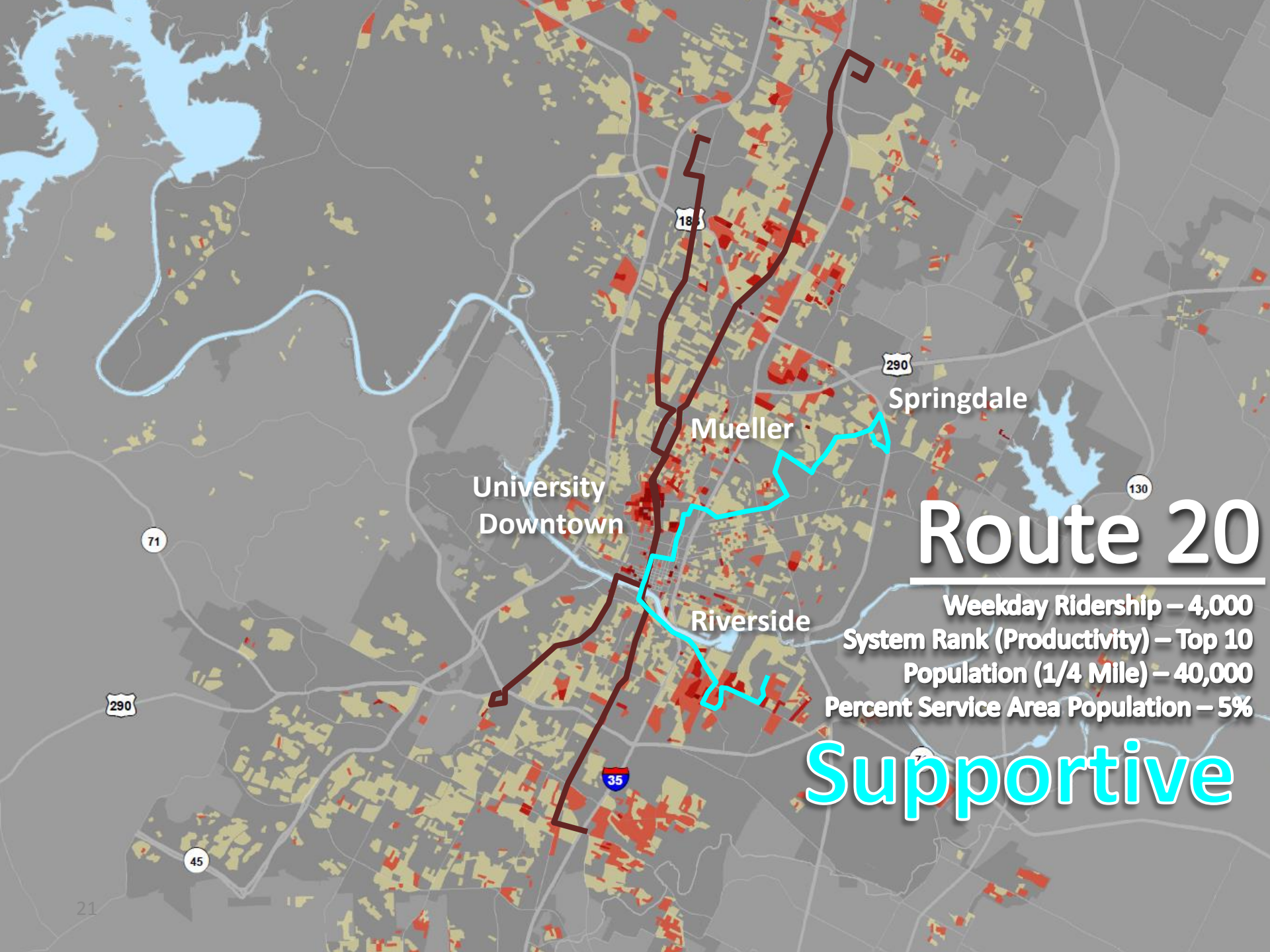
Primary



Route 331

- Weekday Ridership – 3,000
- System Rank (Productivity) – Top 5
- Population (1/4 Mile) – 24,000
- Percent Service Area Population – 4%

Primary



University
Downtown

Mueller

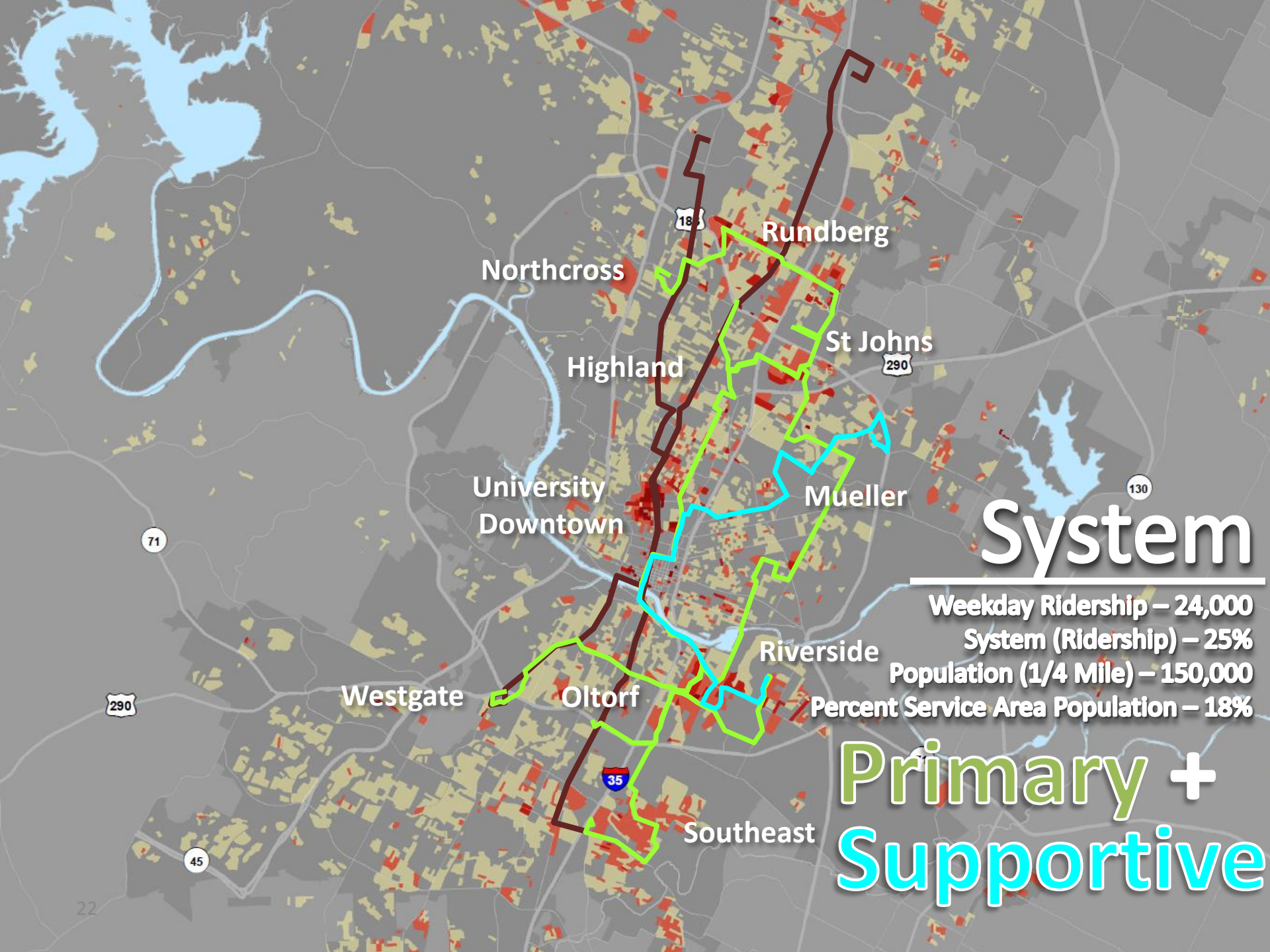
Riverside

Springdale

Route 20

- Weekday Ridership – 4,000
- System Rank (Productivity) – Top 10
- Population (1/4 Mile) – 40,000
- Percent Service Area Population – 5%

Supportive



Northcross

Rundberg

Highland

St Johns

University
Downtown

Mueller

System

Weekday Ridership – 24,000

System (Ridership) – 25%

Population (1/4 Mile) – 150,000

Percent Service Area Population – 18%

Westgate

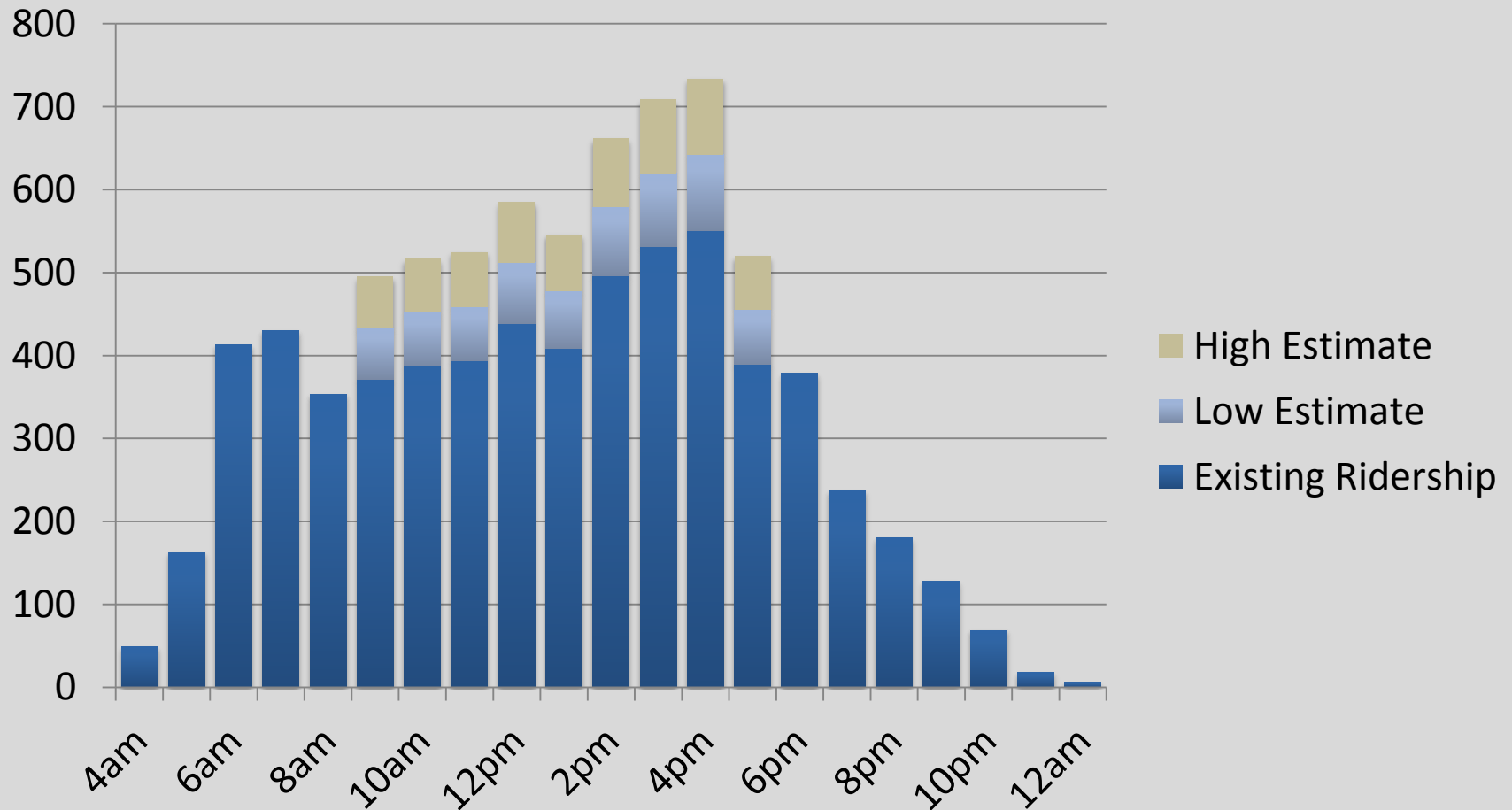
Oltorf

Riverside

Southeast

Primary + Supportive

Increase Midday & PM Frequency to Every 15 Minutes



The Costs and Benefits

Primary + Supportive

Routes	Hours	Buses		Additional Annual Ridership	
		Peak	Off-Peak	High	Low
7	7,330	0	4	250,000	125,000
20	6,055	1	2	240,000	120,000
300	7,490	0	3	340,000	170,000
325	5,450	1	2	300,000	150,000
331	5,800	0	3	255,000	130,000
TOTAL	32,125	2	14	1,385,000	695,000

Current Weekday Ridership – 24,000 (25%) / Population Served (1/4 Mile) – 150,000 (18%)



LIFESTYLE



Next Steps

- With Board consent, incorporate changes into June 2015 service change process
 - February: Bring full June 2015 proposal to Board
 - Feb.-March: Engage public and gather input
 - March: Seek Board approval for June service change
 - June: Implement
- Further develop Phase II of Frequent Service Network for future deployment

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Questions?