

# Capital Metro Service Plan 2020 Project Summary

*Sustainable Neighborhoods of North Central Austin*

*August 18, 2009*

**SERVICE PLAN**



# What is ServicePlan2020?

- Comprehensive analysis of the entire Capital Metro bus system
- Roadmap for system improvement and growth over the next 10 years

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# Why Do Service Plan 2020?

- Service has not been comprehensively reviewed for over 20 years
- Design bus services to better meet the needs of the region
- Increase transit ridership to manage traffic congestion and improve air quality
- Increase cost effectiveness of bus operations

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# Project Overview

- **Data Collection and Initial Input**
  - Operators, Advisory Committees, Board members, Customers
- **Existing System Analysis and Field Review**
  - Ridership, Route Alignments, Schedules, Operations
- **Market Research**
  - Demographics, travel patterns, transit competitiveness
- **Development of Preliminary Concepts**
- **Public Involvement**
- **Plan Refinement**

# Advisory Committees

- **Technical Advisory Committee**
  - Regional Transportation / Governmental Agencies
  - Educational Institutions
- **Community Advisory Committee**
  - Community Advocacy Groups
  - Social Service Organizations
  - Participating Suburban Communities
  - Transit Rider Groups

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# Public Outreach

- **Web**
  - Project website
  - Online survey
  - “Rider alert” emails
- **Direct Outreach**
  - Passenger notices on buses
  - Staff interaction at key bus stops and transit centers
- **Public Meetings**
  - Two rounds (August and November)
  - 5 sites across service area

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# Themes of Preliminary Concepts

- Increase frequency in corridors
- Improve route directness
- Better focus routes on employment and retail destinations
- Reductions in non-productive areas
- Improve downtown operations
- **Fundamental Tradeoff: Coverage Vs. Core Service**

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# Next Steps

- August - Public Involvement
- September - Update plan based on public feedback
- October - Present revised concepts to Advisory Committees
- November - Second round of public meetings
- December/January - Finalize Service Plan 2020

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# Capital Metro MetroRapid Overview

*Sustainable Neighborhoods of North Central Austin*

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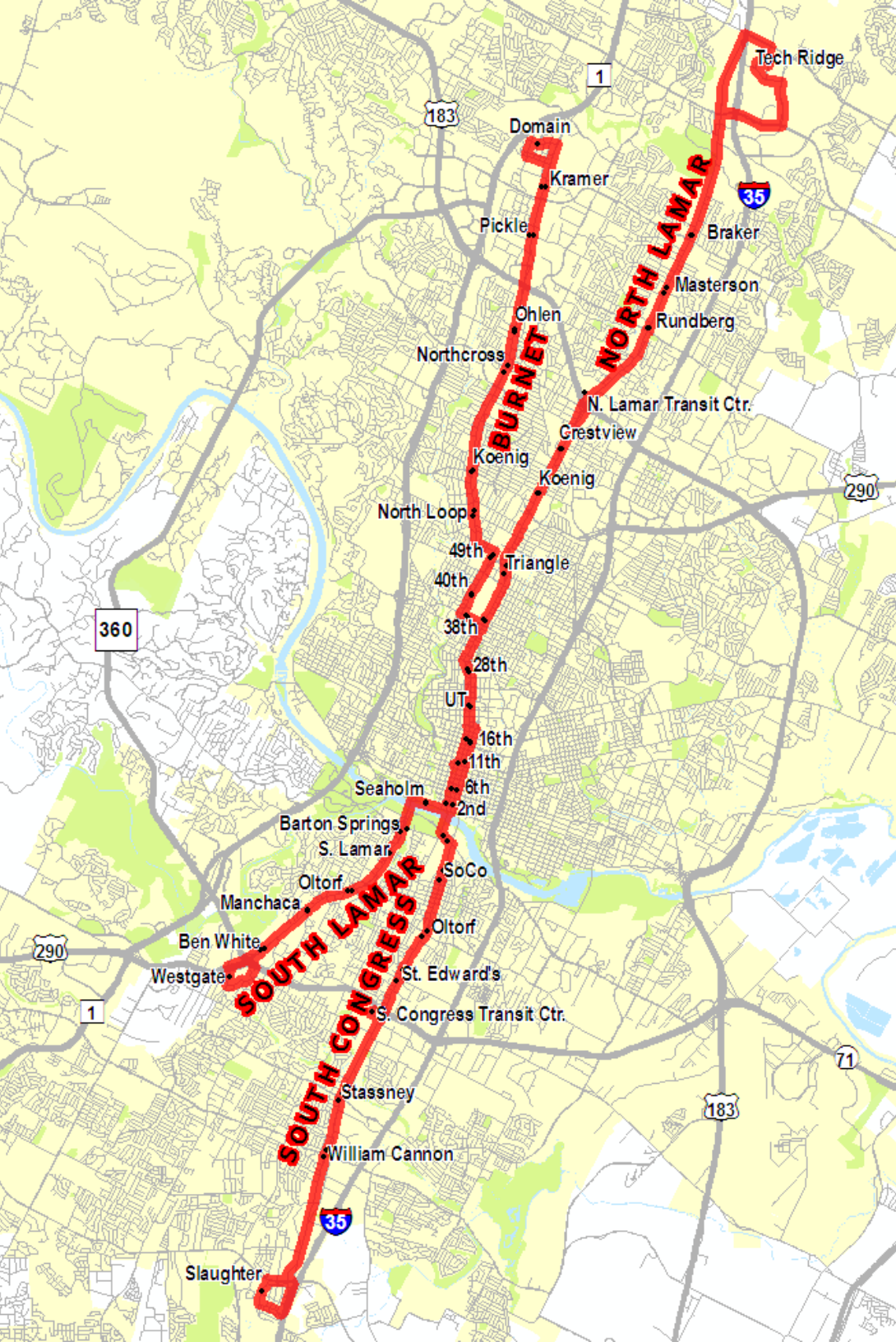
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**2020**



# Rapid Bus corridors

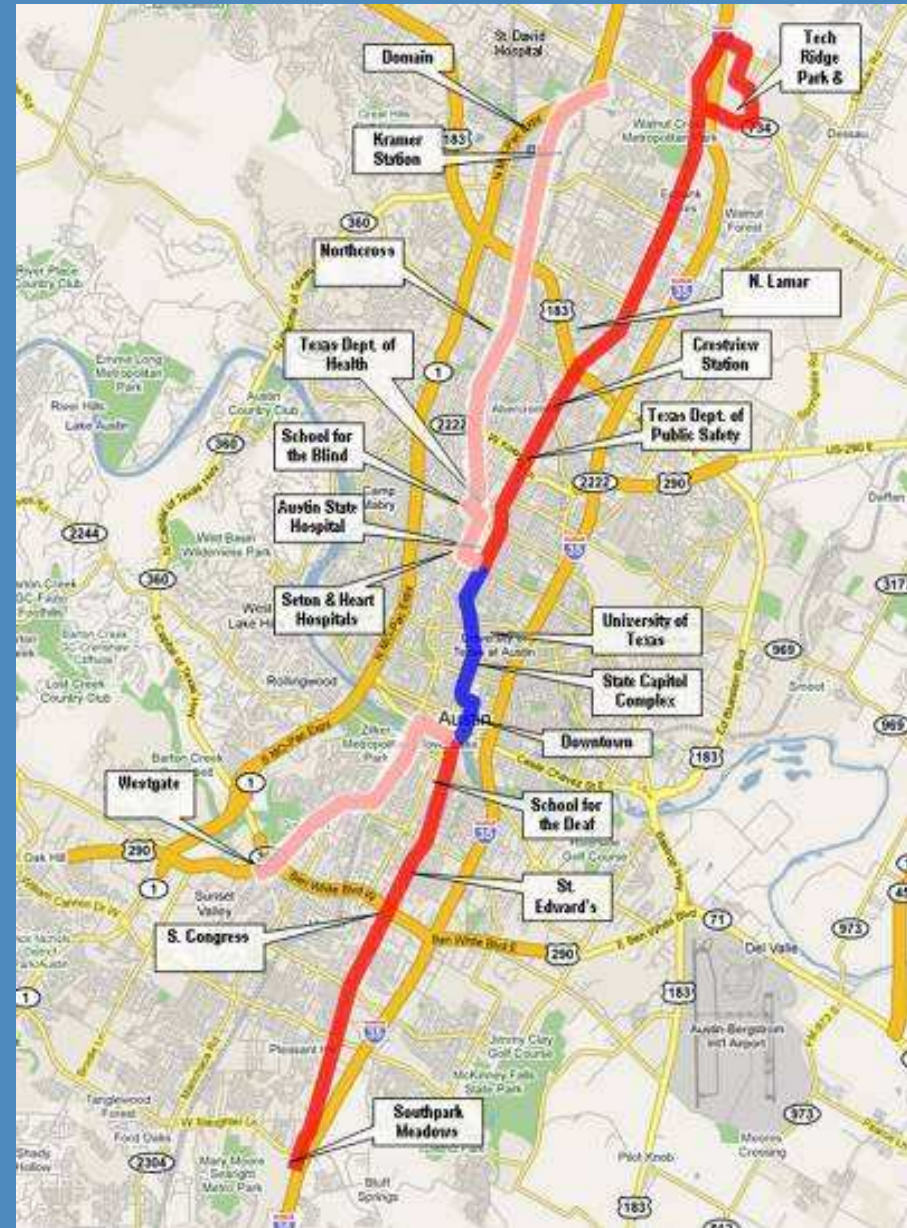
- N. Lamar / S. Congress
  - Opens 2011
- Burnet / S. Lamar
  - Opens 2013



# Capital MetroRapid Characteristics

## North Lamar – South Congress:

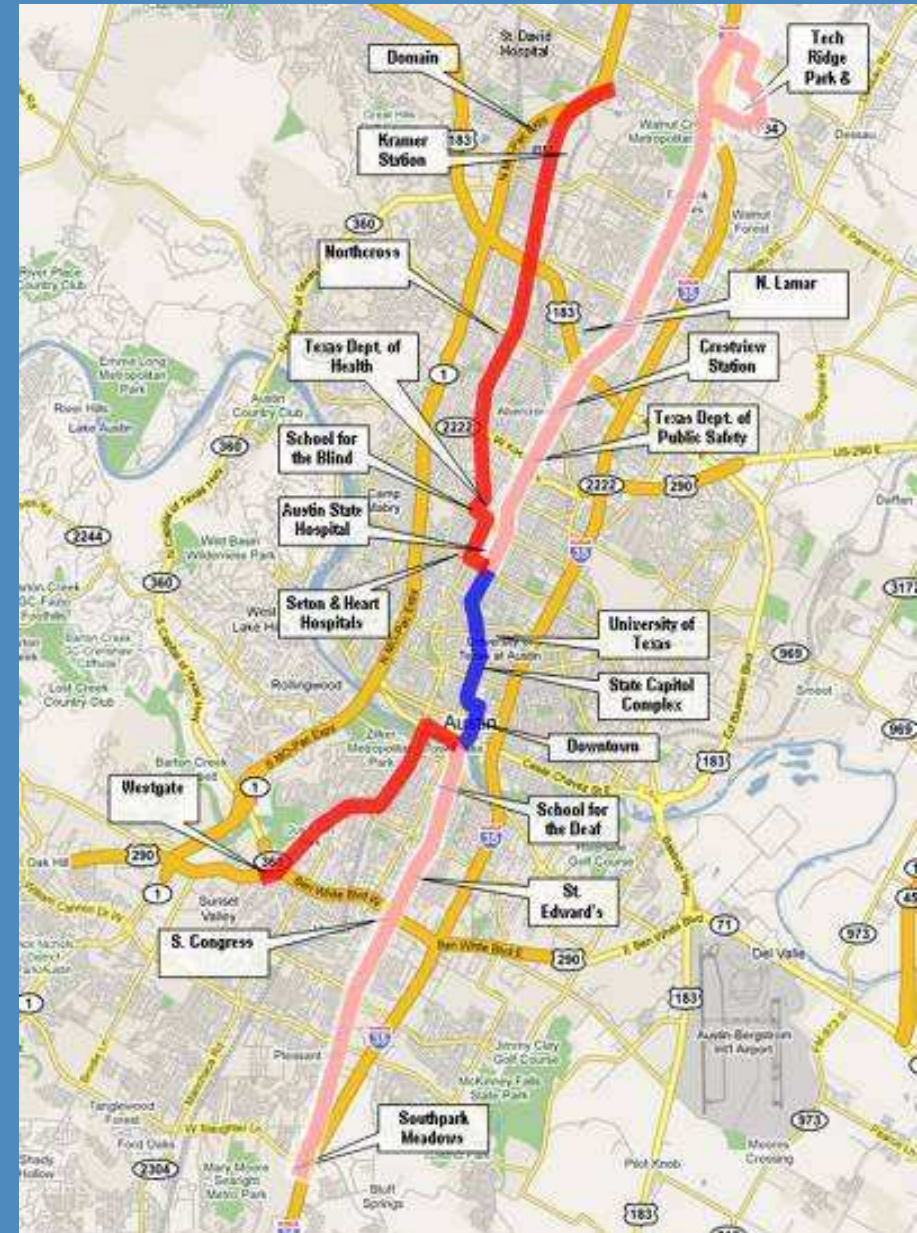
- Unique new station/stops at 21 locations per direction over 21 miles
- Up to 20% faster travel time
- Daily ridership potential of 4,000 - 5,000 in first year
- Service operational by 2012



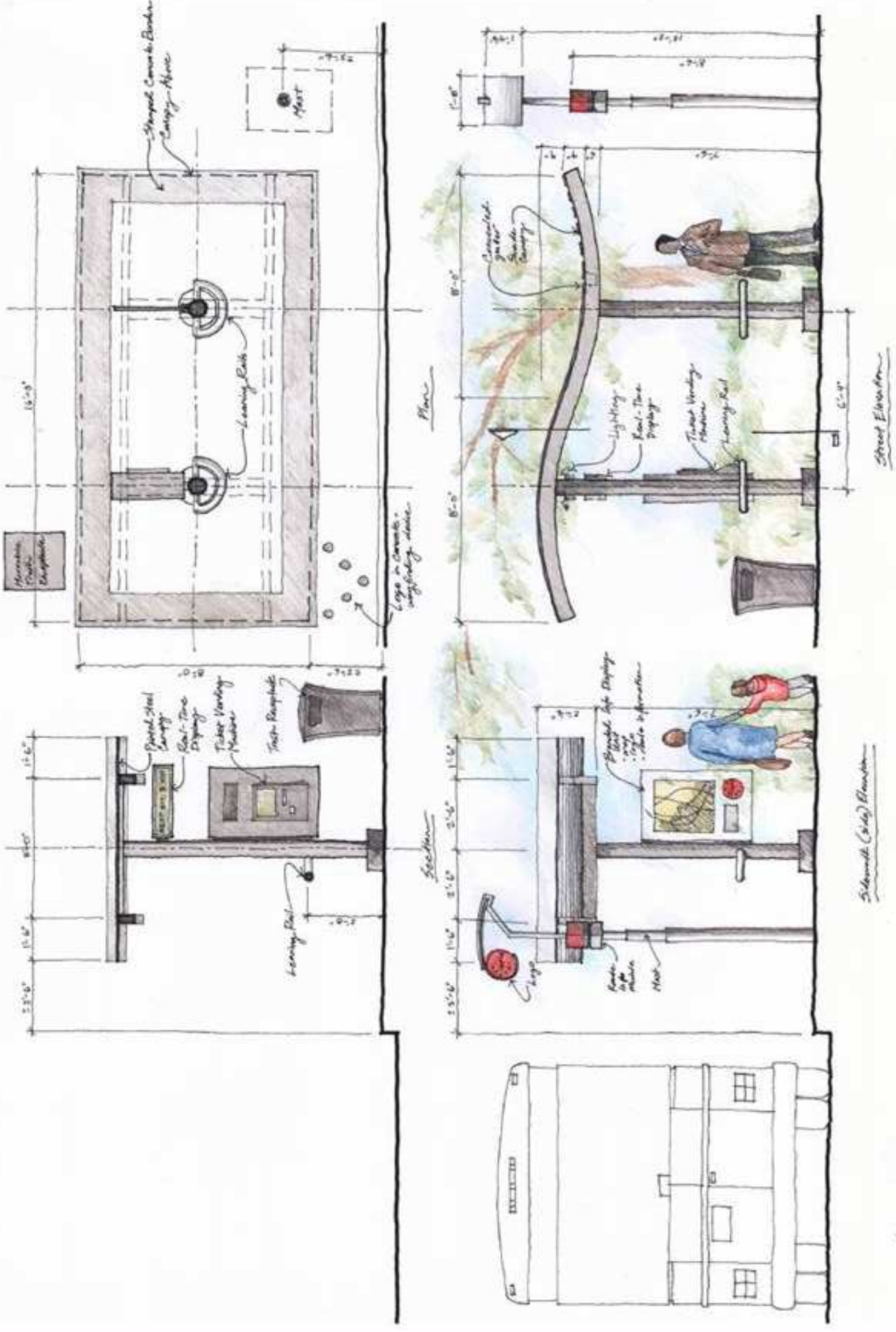
# Capital MetroRapid Characteristics

## Burnet – South Lamar:

- Improved station/stops at 18 locations per direction over 16.5 miles
- Up to 20% faster travel time
- Daily ridership potential of 2,000 - 2,500 in first year
- Service operational by 2013



Prototype of Rapid Bus Stop Design – Rendered Drawing



# Case Study: LA Metro Rapid Ventura Corridor

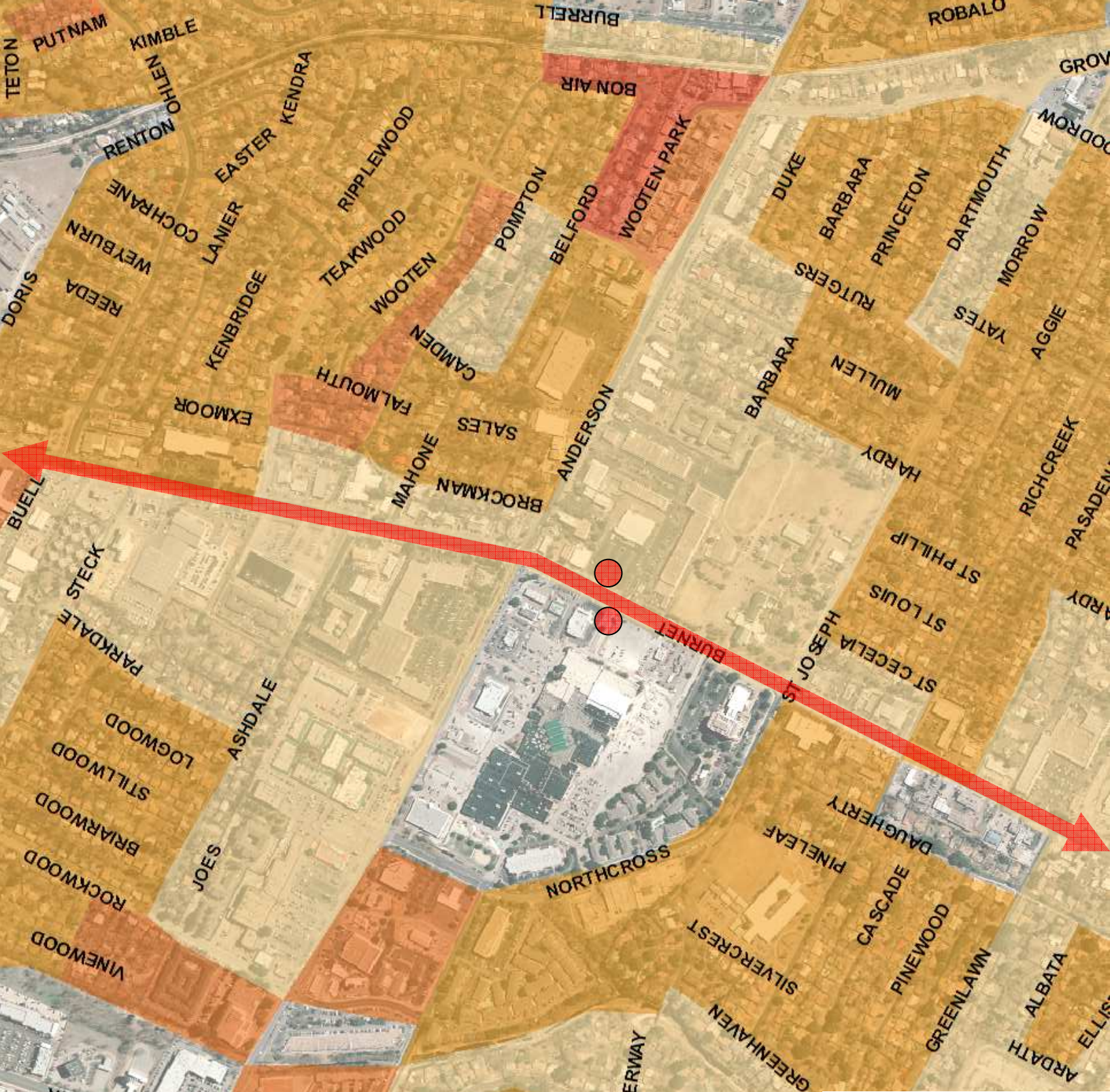
- Opened in 2000 along Ventura Blvd
- 13,500 trips per day with regular local service
- 27% increase in two years to 17,100
- 28 lines planned
- "Metro Rapid has been a huge success story in Los Angeles, and has generated considerable interest from other large cities that are trying to grapple with congestion."

Los Angeles Mayor and MTA Board Member James Hahn



## Attracting Choice Riders

- 1/3 of the ridership increase was from brand **new** riders
- riders from households making over \$50,000 per year rose to over 13% of total line **ridership**



Map showing street names including: TETON, PUTNAM, KIMBLE, BURRELL, ROBALO, GROV, DODROW, WOOTEN PARK, BURNET, DUKE, BARBARA, PRINCETON, DARTMOUTH, MORROW, WOOTEN, BELFORD, POMPTON, RENTON, COCHRANE, WYBURN, REEDA, LAMIER, EASTER, KENDRA, RIPPLEWOOD, TEAKWOOD, CAMDEN, MAHONE, SALES, ANDERSON, BARBARA, MULLEN, YATES, AGGIE, BROCKMAN, MAHON, FALMOUTH, WOOTEN, BARBARA, RUTGERS, ST PHILIP, PASADENA, RICHCREEK, ST LOUIS, ST JOSEPH, ST CECELIA, ARDY, STECK, PARKDALE, ASHDALE, LOGWOOD, STILLWOOD, BRIARWOOD, ROCKWOOD, VINWOOD, JOES, NORTH CROSS, DAUGHERTY, PINELEAF, CA SCADA, PINWOOD, GREENLAWN, ALBATA, ELLI, ARDATH, SILVERCREST, GREENHAVEN, SILVERWAY, SILVERLEAF, SKYLARK, STARDUST, WHITEWAY, MC ELROY, FOSTER, WHITEPINE, YELLOWPINE, SHOL CREEK, MAYFAIR, RLIN, MOPAC.

# Coordinating Land Development with Transit Guidelines

- For TOD to be successful, there must be a market for TOD
- Land should be available at reasonable cost
- TOD works best in dynamic markets
- Site designs for TOD should encourage density, diversity & walkability
- Parking policies should support TOD
- Transit-supportive policies should be established
- Public-private partnerships should be encouraged

(TCRP A-23-A, Draft Report , Aug 2006)



# Coordinating Land Development with Transit - Guidelines

- Local and regional commitment to land use and zoning changes around transit hubs/stations
- Public-private partnership to encourage mixed-use and higher density developments around transit hubs/stations
- Strong vision and goals with local, and community partners
- Good design principles and guidelines to translate TOD projects into pedestrian friendly and sustainable design
- Smart Growth design with density incentives and reduced parking requirements

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# Questions / Discussion

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