Travis County Transit Development Plan

Fall 2023

Overview

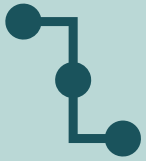
1. Purpose
2. Background
3. Plan Process
4. Community Engagement
5. Service Alternatives
6. Cost Estimates
7. Next Steps



Purpose

- **The purpose of updating Travis County's TDP is to:**
  - Determine needs and viable enhancements to improve access, efficiency, and effectiveness.
  - Recommend new transit projects based on updated sociodemographic characteristics.
  - Create a financial plan for active and recommended services and a roadmap for implementation.
  - Maintain FTA Section 5307 Funding eligibility through Regional Service Expansion Program.

TDP GOALS



Identify & address mobility needs & provide connectivity



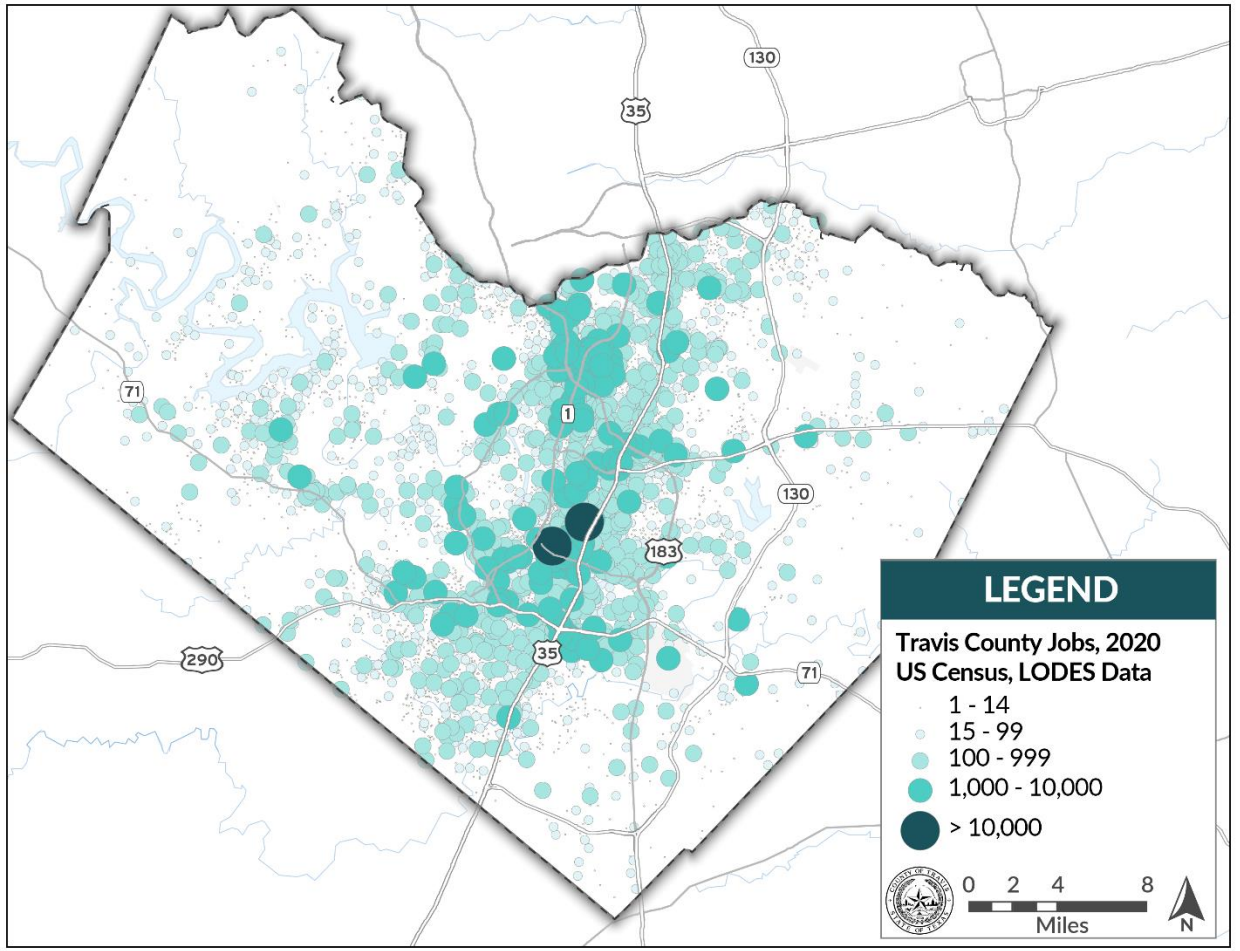
Provide safe, convenient, & efficient transportation options



Enhance service options

Background

- **Since the 2018 TDP…**
  - Substantial growth and development
  - CapMetro planning updates
    - Cap Remap
    - Project Connect
  - Updated urbanized areas
    - New ‘study gap areas’
  - Additional regional transit expansion efforts



Background - Study Gap Areas

CapMetro

Municipal Jurisdictions

Unincorporated Area

Travis County TDP Study Gap Areas

2020 Urbanized Area (UZA), outside CapMetro or CARTS Service Area

2020 Non UZA Urban Clusters, outside CapMetro Service Area

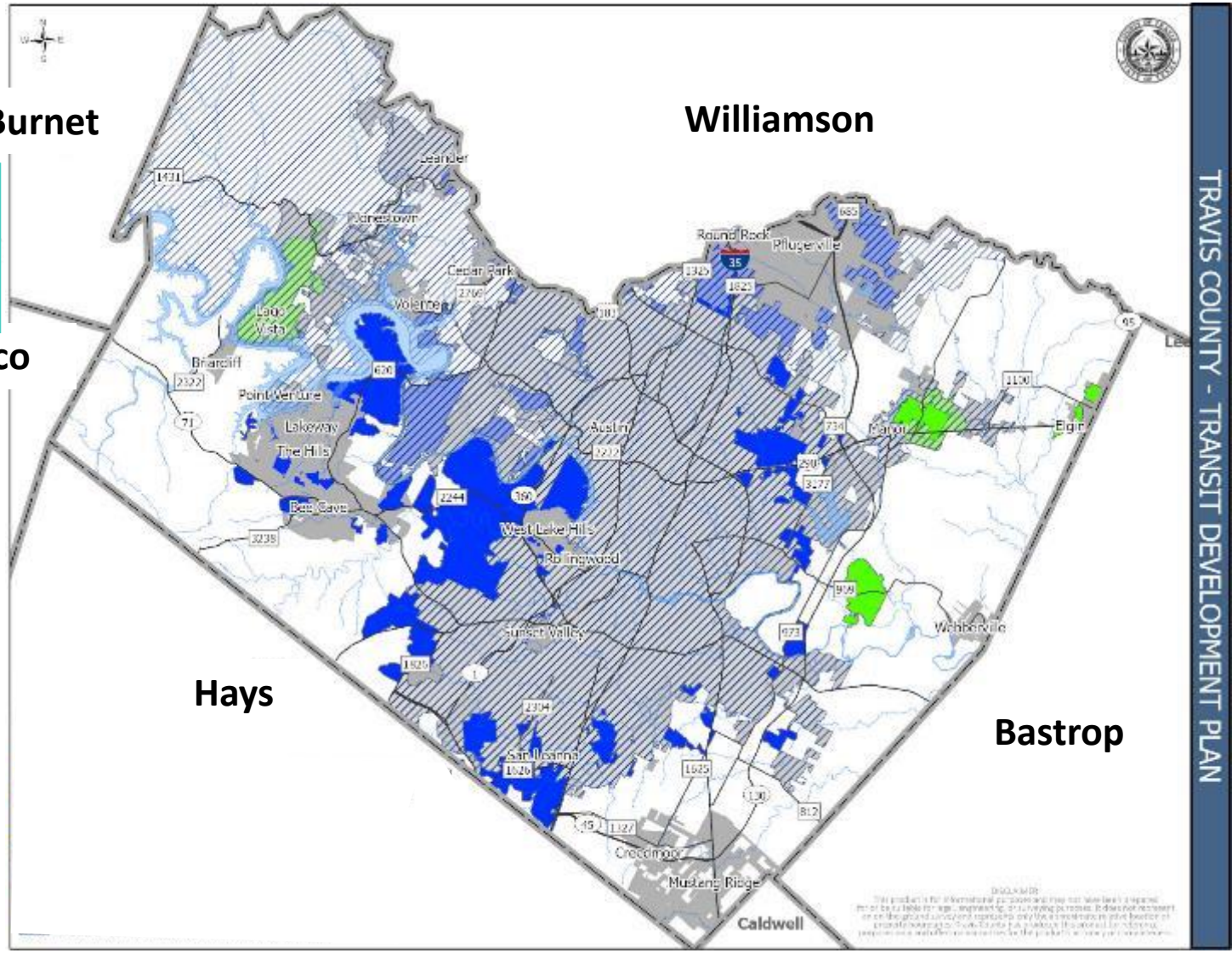
CapMetro Service Areas

2020 Urbanized Area (UZA), in CapMetro Service Area

2020 Non UZA Urban Clusters, in CapMetro Service Area

Unincorporated Area in CapMetro Service Area

Municipal Jurisdiction in CapMetro Service Area



Plan Process

Stakeholder & Community Engagement

Goals & Objectives
- Review of previous TDP
- County Guidance

Existing Conditions
- Plan Review
- Market Analysis
- Operations Analysis

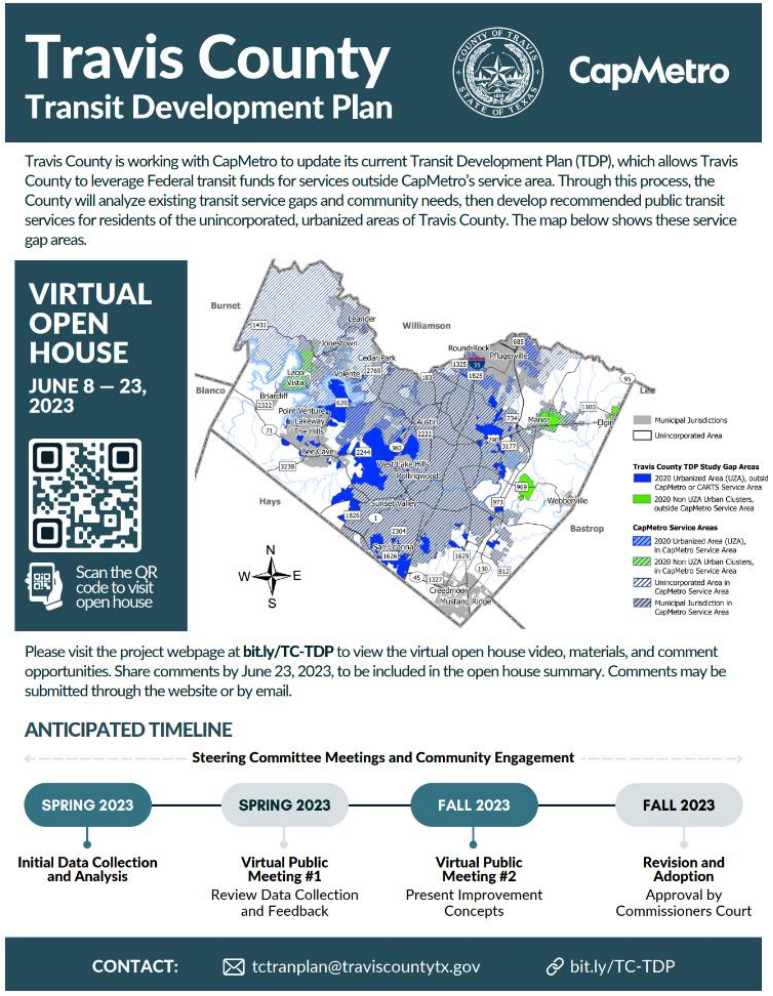
Service Alternatives
- Near- & Long-term projects
- Community-based solutions

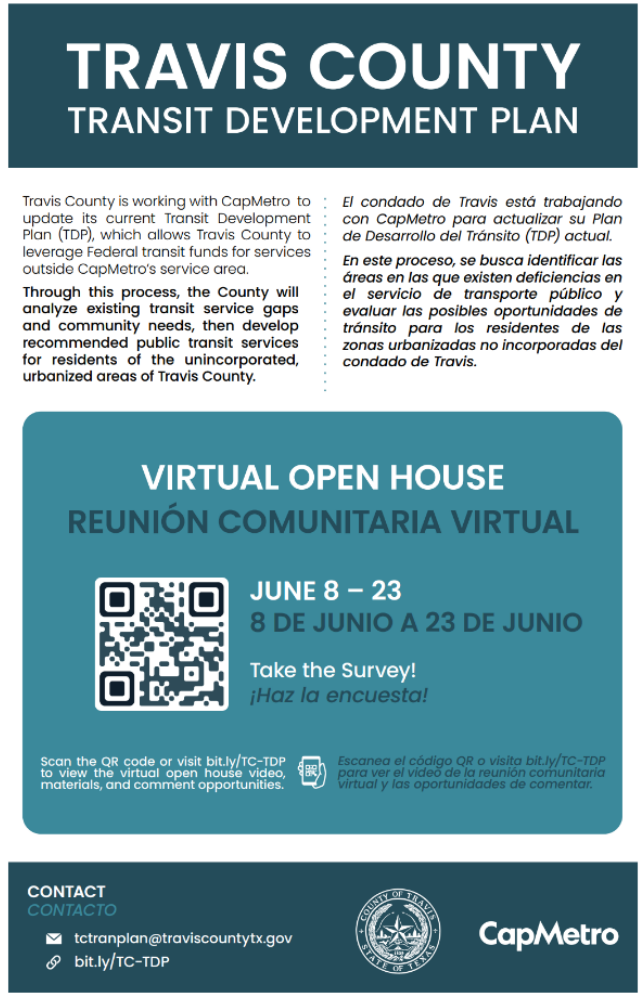
Cost Analysis
- Total Cost
- Three-Year Financial Plans (Near-Term)

Implementation program
- Phased Implementation Program
- Near- & Long-Term

Community Engagement

- **Two-phase process**
  - Phase 1 focus:
    - Travel Tendencies and Needs
    - Goals & Objectives
    - Existing Conditions
  - Phase 2 focus:
    - Transit Project Recommendations
- Both phases culminated in a virtual open house and survey

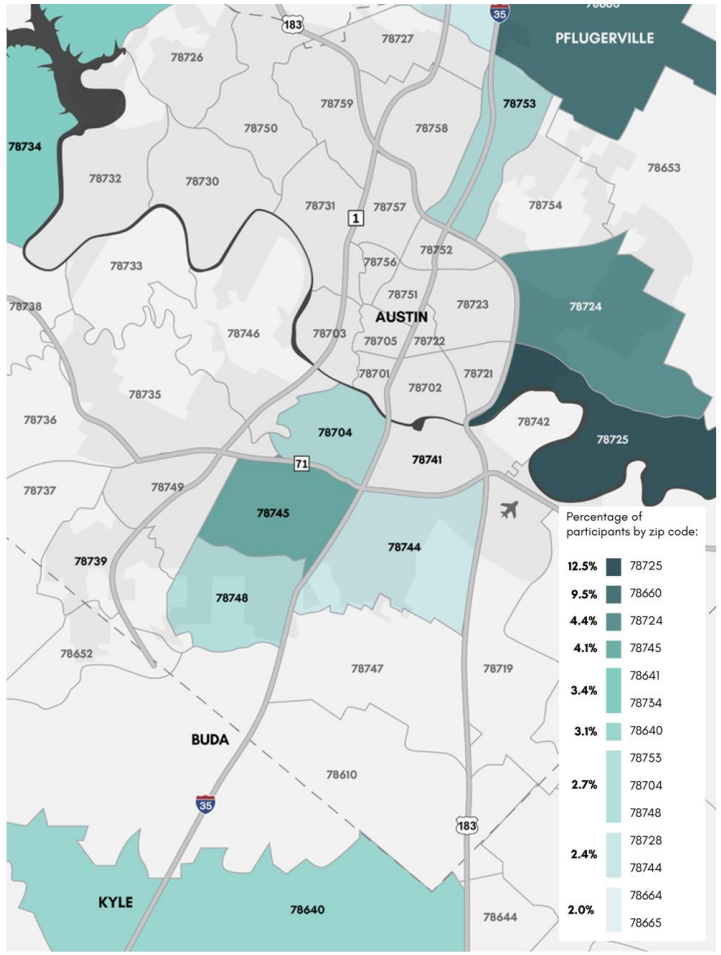




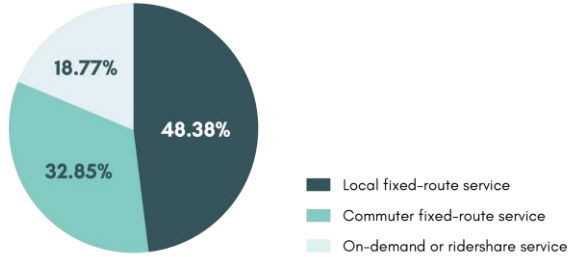
Community Engagement

308 VOH 2 survey participants

Percentage of participants by zip code:



If additional public transit was available to the locations I frequently visit, I would use:



Most common transit trips from survey participants:

- To and From Work
- UT Campus
- Downtown
- Airport
- Grocery Shopping

Outreach Activity	# Engaged
Surveys (Visioning & Virtual Open Houses)	616
Virtual Open Houses (2 total)	141
Pop-up Events (3 total)	~65 - 85
Online Outreach (Social Media & Email Blasts)	5,050
Other Outreach (Bus Stop Signs, Flyer Distribution)	Not Counted

Near-Term Service Alternatives

Near-term recommendations represent transit improvements that are **feasible to implement** within the TDP three-year timeline. These recommendations were included in the three-year financial plan and have been identified as priority improvements.



Proposed Decker
Pickup & Consolidated 233/237



Route 318 Bluff Springs Stop
Upgrades

Proposed Decker Pickup Concept & Consolidated Route 233/237

- ☑ Combination of existing CapMetro Route 233 Decker/Daffan and Route 237 Northeast Feeder into one route
- ☑ Implementation of Proposed Decker Pickup Concept
- ☑ Expand transit options while minimizing impacts on current users

Proposed Decker Pickup Concept & Consolidated Route 233/237

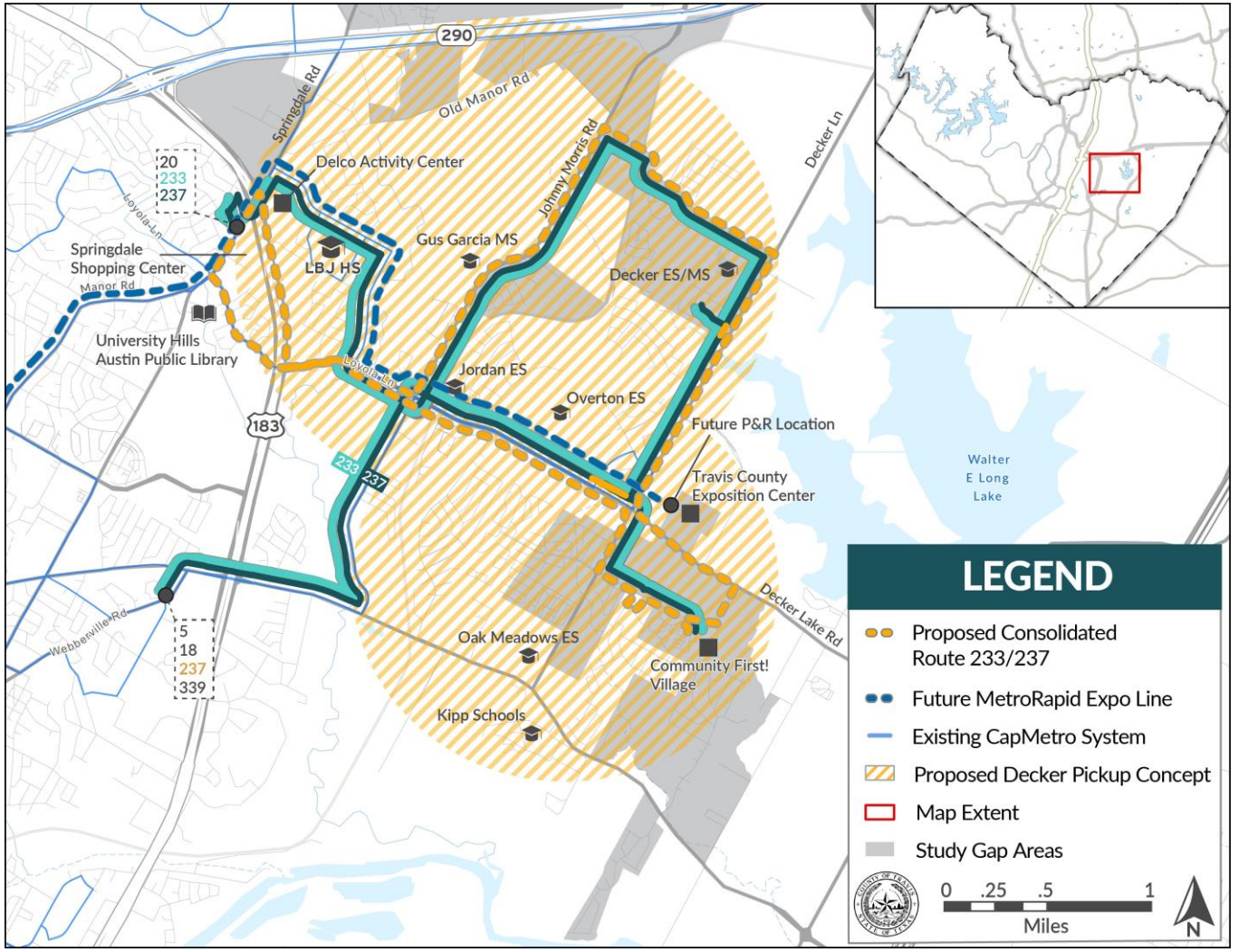
Proposed Decker Pickup Concept

Day	Span	Frequency
Weekday	7 a.m. to 7 p.m.	15-minute pickup
Saturday	10 a.m. to 6 p.m.	15-minute pickup
Sunday	-	-

Proposed Consolidated Route 233/237

Day	Span	Frequency
Weekday	7:00 a.m. to 10:00 p.m.	60-minutes
Saturday	7:00 a.m. to 7:00 p.m.	60-minutes
Sunday	8:00 a.m. to 7:00 p.m.	60-minutes

* Travis County currently partners with CapMetro on Routes 233 and 237. Any final enhancements and/or additions to the area will depend on public feedback, interagency coordination, and future service planning efforts.



318 Bluff Springs Amenity Enhancements

- Proposed upgrade to bus stops serving IDEA Bluff Springs and River Ridge Estates
- Improvements would include the addition of bus stop shelters and benches
- No proposed changes to existing Route 318 services



Route 318 Existing Eastbound Bus Stop Amenities

Long-Term Recommendations

Long-term recommendations serve as **considerations for future services** and implementation beyond this TDP's three-year plan horizon. These recommendations are based on identified transit demand and growth trends and serve to address community feedback.



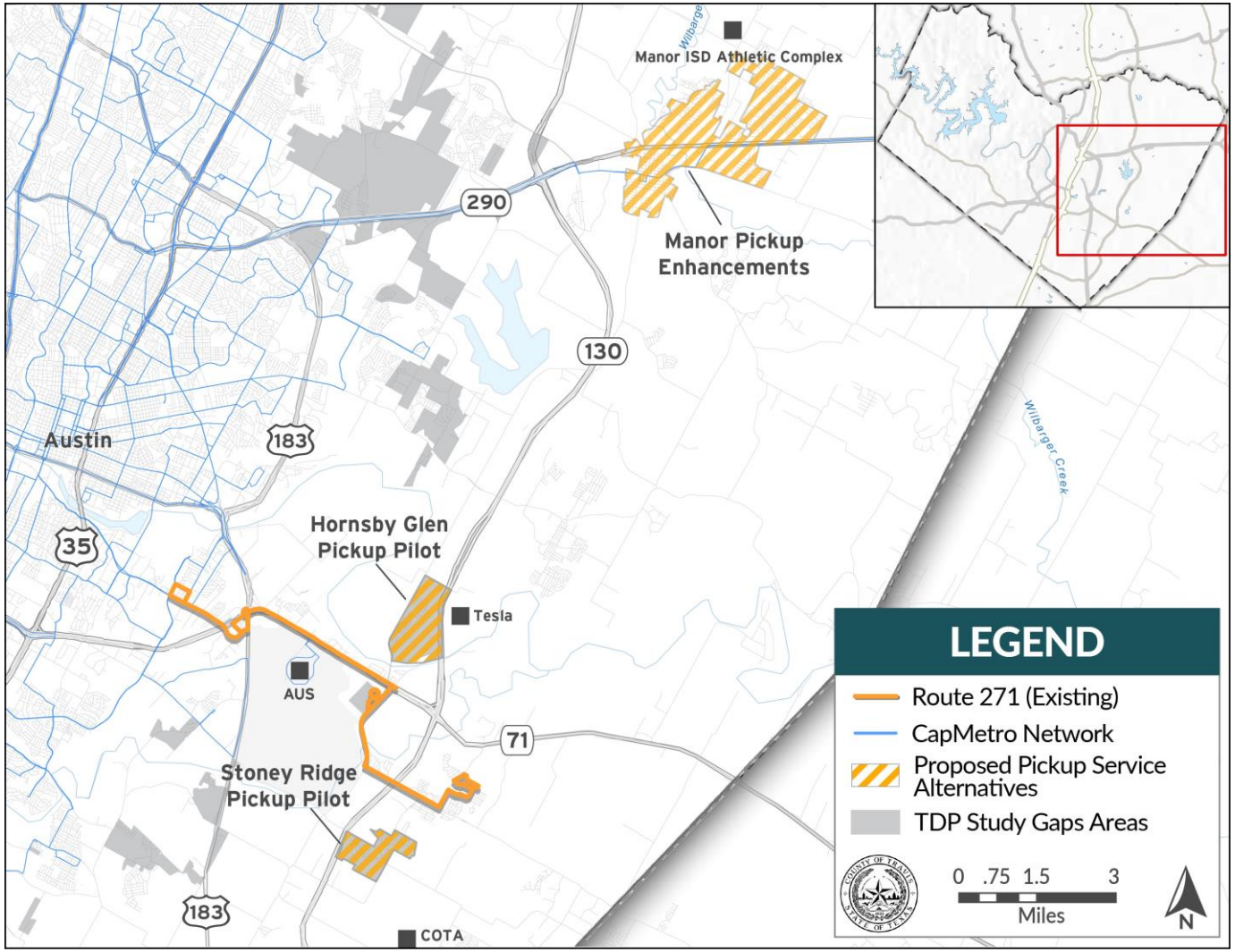
Pickup Service Alternatives



Service Extension Projects

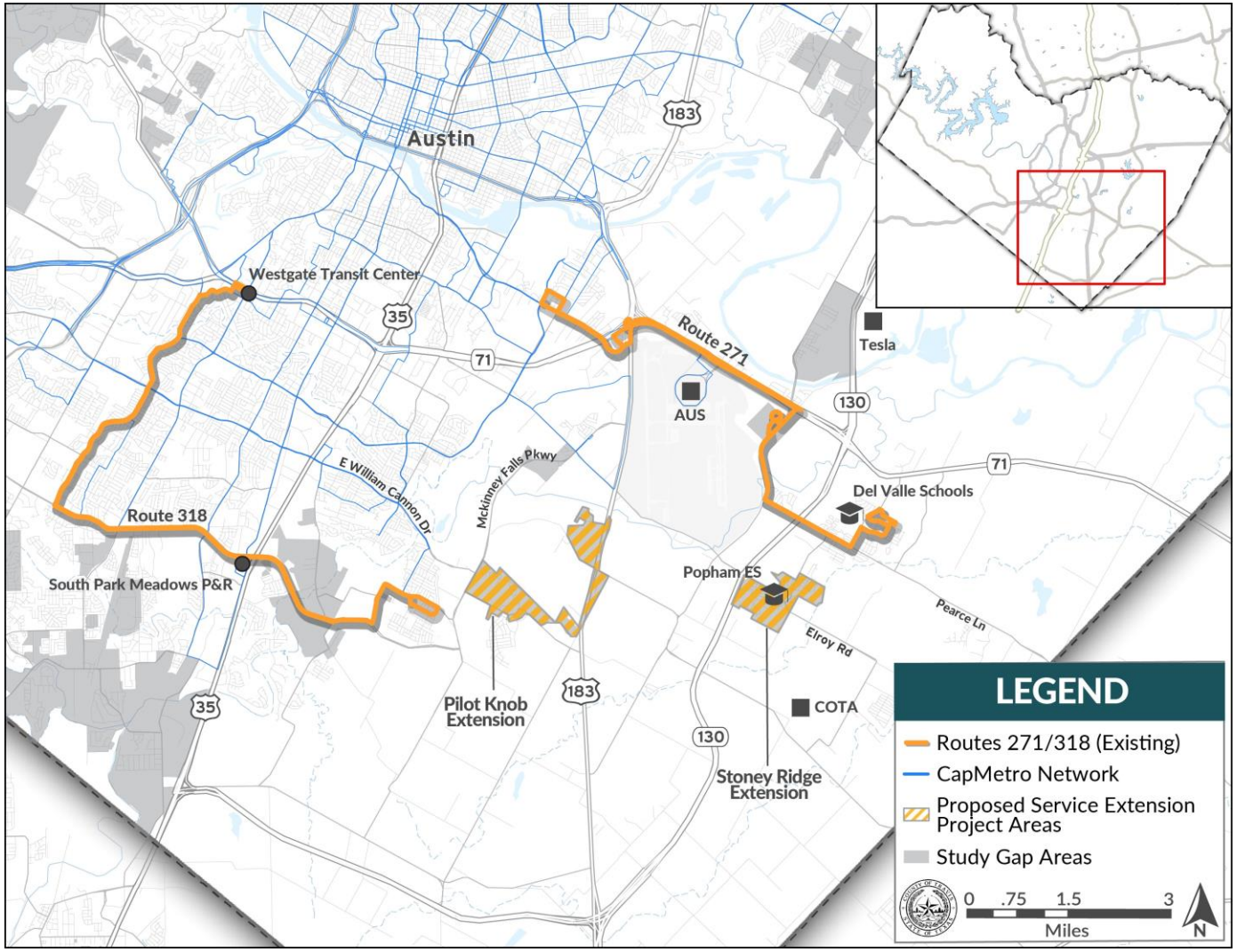
Pickup Service Alternatives

- Recommendations for **1** enhancement and **2** new Pickup Pilots
  - **Manor Pickup Enhancement**
    - Continued ridership growth
    - Consideration for increased peak buses and service levels
  - **Hornsby Glen & Stoney Ridge Pickup Pilots**
    - Dependent on future growth
    - Require further planning studies; potential for pilot programs



Service Extension Projects

- Recommendations to extend existing fixed-route service into study gap areas
- Connect underserved areas to greater CapMetro system
  - **Route 271 Stoney Ridge Extension**
    - Align with Stoney Ridge Pickup recommendation
  - **Route 318 Pilot Knob Extension**
    - Dependent on future growth
    - Aligns with completion of city of Austin Slaughter/William Cannon Corridor Programs



Community-Based Solutions

Community-Based Solutions are designed for communities that need mobility options but may not benefit from fixed-route and/or pickup services. These recommendations are designed to address transportation needs through **cost effective and innovative coordination**.



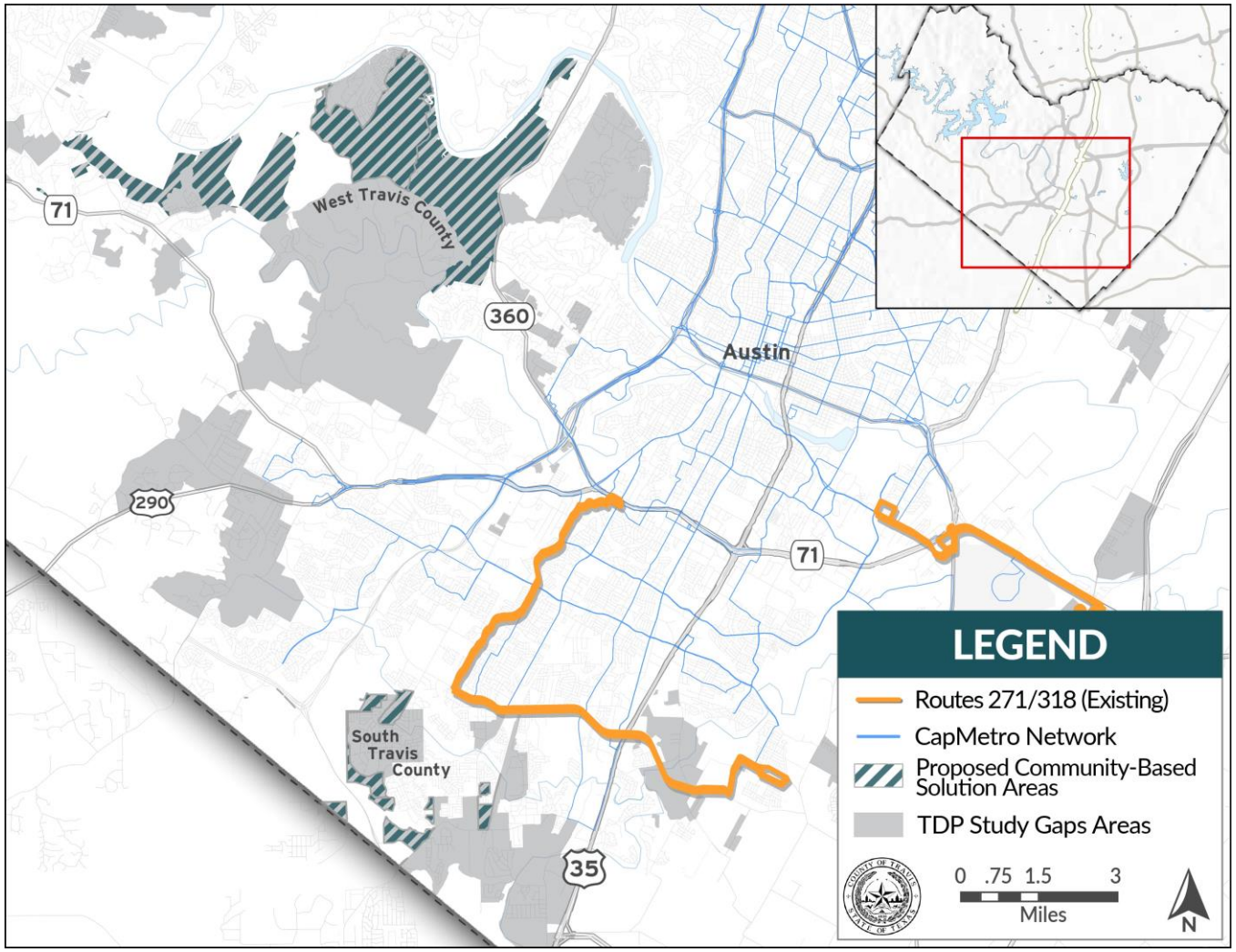
Vehicle Grant Program



Interagency Coordination

Community-Based Solutions

- Focused on South and West Travis County study gap areas
- Identified need for transportation options but not viable for fixed-route/Pickup service
  - **CapMetro Vehicle Grant Program**
    - Vehicle donations to non-profit organizations
    - Dependent on vehicle disposal cycle
    - Identify/educate potential organizations
  - **Coordination with Existing Providers and Public Entities**
    - CARTS expanded services
    - Coordination with other regional transit initiatives



Cost Analysis

- Three-year financial plan
  - Near-Term Service Alternative & Enhancement Recommendations
    - Proposed Decker Pickup Concept
    - Proposed Consolidated Route 233/237
    - Route 318 Stop Upgrades
  - Remaining Active Service
    - Route 271
    - Route 318
    - Manor Pickup
- Total Travis County cost estimate
  - Based on the County's portion of service in study gap areas
  - Does not include Section 5307 Funding allocation

	2025	2026	2027	Three-Year Total
Near-Term Transit Projects Cost Estimates				
Capital				
Bluff Springs Stop Upgrades	$46,539	$0	$0	**$46,539**
Operating				
Proposed Consolidated Route 233/237	$164,083	$167,556	$170,929	**$502,568**
Proposed Decker Pickup Concept	$612,981	$600,150	$612,068	**$1,825,199**
Remaining Active Services Cost Estimates				
Operating				
Route 271	$98,582	$100,666	$102,695	**$301,943**
Route 318	$98,735	$100,822	$102,849	**$302,406**
Manor Pickup	$567,126	$581,102	$595,428	**$1,743,656**
Total Program Cost Estimates				
TOTAL	**$1,588,046**	**$1,550,296**	**$1,583,969**	**$4,722,311**

** Cost estimates represent full year of service and will be updated based on service start date following plan adoption*

Next Steps

- Accept TDP updates
- Finalize project service areas and costs
- Approve FY25 Interlocal Agreement (ILA) between Travis County and CapMetro

