

CapMetro ***TRANSIT PLAN*** ***2035***

FALL 2025



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1 Introduction

1. Introduction

Transit Plan 2035 is CapMetro's vision and roadmap for transit in Central Texas over the next decade and beyond. The plan was developed in alignment with CapMetro's [Strategic Plan 2030](#) and builds upon previous efforts including Connections 2025 and Cap Remap, the [2023 Transit-Oriented Development \(TOD\) Study](#), and the ongoing implementation of Project Connect. The plan considers both near-term (within five years) and longer-term (five-plus years) phases to adapt to emerging trends, meet community needs and ensure a financially sustainable future.

The purpose of Transit Plan 2035 is to establish an updated service plan for CapMetro's system that reflects Central Texas' changing population and travel needs. Updated every five years, the plan ensures CapMetro adapts to growth, improves access to high-quality service and expands mobility options for those who need them most. The Central Texas region continues to see rapid growth both in the urban core and surrounding communities. Rising housing costs and job decentralization have led residents to live in areas that are unserved or underserved by transit. At the same time, CapMetro is preparing for transformative changes driven by the future rollout of Austin Light Rail in coordination with Austin Transit Partnership (ATP).

Considering these dynamics, Transit Plan 2035 reviews the structure and performance of the existing transit network for optimization and growth opportunities. The recommendations developed through this process aim to increase ridership, expand fair access and enhance regional connectivity. The plan is informed by robust public engagement, data analysis and realistic financial planning. Transit Plan 2035 will serve as CapMetro's guide for transit service development through the next decade and support CapMetro's mission to connect people, jobs and communities with safe, reliable and balanced mobility options.

Transit Plan 2035 seeks to improve CapMetro service and document recommendations and proposed implementation to guide the agency over the next decade and beyond. While customer experience – such as items related to safety and security – are critical to CapMetro's future success, the plan does not provide immediate solutions for these matters. However, CapMetro understands that Transit Plan 2035 is an opportunity to collaborate with departments within the agency, as well as regional stakeholders and the community, and as such, documented and communicated all feedback related to customer experience to appropriate staff.



Today's Transit Environment

Since Connections 2025 — CapMetro's previous service plan — the dynamics affecting transit services in Central Texas and around the United States have shifted dramatically. In the years leading up to 2020, ridership was rising year after year in line with Central Texas population growth. During this time, public investments in transportation infrastructure throughout the region laid the groundwork for continued growth in transit, walking and biking. In Spring 2020, the COVID-19 pandemic and its associated changes abruptly shifted the landscape of travel patterns and transit use. Like transit agencies around the country, CapMetro's ridership declined by roughly 40% during the height of the pandemic.

Since 2021, CapMetro's ridership has rebounded faster than the national average and peer agencies. Meanwhile, Central Texas continues to grow; the region's population and employment is projected to increase approximately 130% over the next 20 years. Travel behavior has also changed, with more people working from home and fewer traditional peak-hour commutes. A greater share of trips now occurs in the afternoon, and more travel is oriented toward local destinations than major job centers. With ridership nearing 2019 levels, CapMetro is now planning for the next 10 years and beyond: Transit Plan 2035 is designed to keep current momentum going. By working with strategic partners to capture the full potential of recent and future investments in multimodal transportation, CapMetro aims to solidify its essential role in the lives of Central Texas residents who depend on its services while continuing to attract new customers to the system.

Transit Plan 2035 charts this course by addressing three overarching trends. First, it seeks to update the transit network to match the travel patterns and needs of people in Central Texas today, while keeping in mind that these patterns will evolve as Central Texas continues to grow. The plan contains growth projections that highlight specific corridors and communities that may grow faster than others over the next 10 years. By implementing changes over time to follow this growth, the network will remain useful, even as the areas it serves continue to change. Second, the plan's recommendations are based on available and projected funding to ensure the plan is implementable. Lastly, Transit Plan 2035 includes changes to adapt the system to recently completed and planned high-capacity transit initiatives, and the introduction of Austin Light Rail, a generational infrastructure investment that will enhance transit's role in building a more connected region.

Turning Recommendations into Action

Transit Plan 2035 is not a [Service Change](#). The plan's concepts and timelines will be refined based on available resources, regional coordination and market readiness.

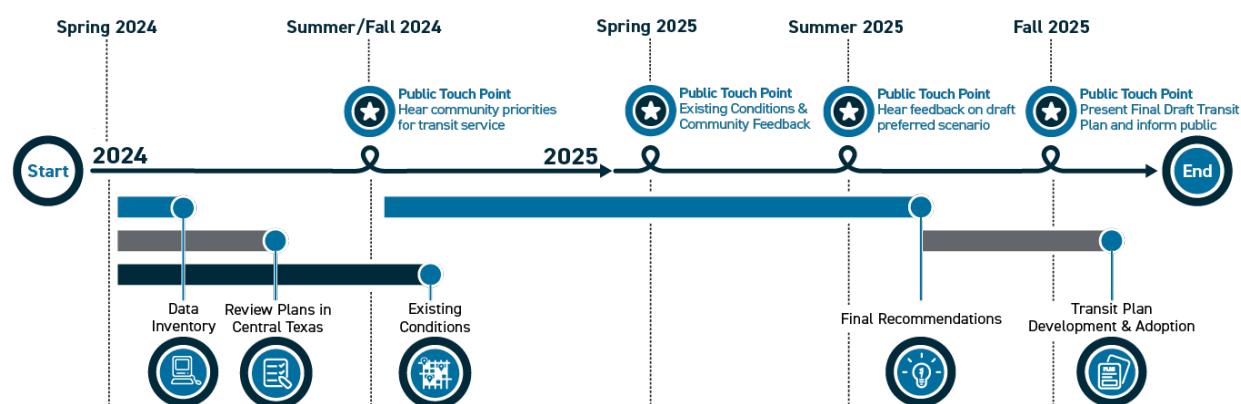


Implementation will occur incrementally through CapMetro's standard service change process, which includes additional community engagement and Board approval. Other concepts in this plan requiring additional funding and coordination will be revisited in the next transit plan effort in 2030. Implementation of Transit Plan 2035 will occur in phases over the next 10 years and depend on available funding. Success will require continued coordination and shared investment among CapMetro, jurisdictional partners, ATP and other local, state and federal partners. Many of the improvements outlined in this plan — particularly those involving capital upgrades, expanded service or connections to Project Connect — will rely on new financial partnerships and competitive grant opportunities. By setting a clear vision and data-informed strategy, Transit Plan 2035 positions Central Texas to make the most of these opportunities and deliver on its promise to provide safe, sustainable, and fair transit for all.

Plan Process

Transit Plan 2035 is the result of an 18-month planning process, spanning multiple rounds of public engagement, detailed technical analysis and collaboration across governmental bodies and various teams at CapMetro (**Figure 1-1**). This written document is just one piece of the plan summarizing key points of products of the planning process. The full value of Transit Plan 2035 is found in the relationships built, experience gained and community activation generated throughout the plan development process that will guide the implementation of the plan's recommendations.

Figure 1-1: Transit Plan 2035 Project Schedule



Transit Plan 2035 began with a series of technical tasks: inventorying data for use in subsequent work, a comprehensive review of recent and ongoing plans and initiatives in the Central Texas region and a thorough analysis of existing conditions. The results of this initial effort were presented to the public in fall 2024 during the first round of public engagement. Once the results of the existing conditions analysis and the first round of public engagement were synthesized, development began on the plan's recommendations for transit service and facilities. Recommendations were organized by timeframe, based on financial constraints and projections. This process for developing recommendations is called scenario planning. Before taking recommended service scenarios to the Board for approval, they were aligned with community feedback and preferences through community engagement in summer 2025.

Plan Vision and Goals

The vision of Transit Plan 2035 is to create a public transit system that serves communities throughout Central Texas, is financially and environmentally sustainable, enhances connectivity, supports economic growth and ensures safe and fair access to opportunity. This vision reflects CapMetro's commitment to delivering a network that meets the evolving needs of a growing and diverse Central Texas.

The plan is guided by three core goals developed through public input, collaboration with internal CapMetro stakeholders, Board direction and technical analysis. These goals ensure the plan reflects both community priorities and real-world travel behavior.

Figure 1-2: Transit Plan 2035 Goals



Develop a community and data-driven plan that prioritizes those with the highest need



Balance transit needs with available resources and funding across the region



Design a multimodal network that connects people to jobs, services, and activity centers



2 Engagement

2. Engagement

Transit Plan 2035 was built on feedback from thousands of Central Texas residents, regional stakeholders and CapMetro staff to ensure the final plan reflects the vision and need of those who use and operate the services. The engagement program's success was driven by two concurrent efforts:



External

Engagement with the Central Texas community, including existing customers, prospective customers and non-transit users, with a focus on communities with the highest need for transit.



Internal

Engagement with CapMetro staff, including operators, administrative staff, Executive Leadership, the Board of Directors (Board) and regional stakeholders.

The engagement program was organized into four rounds, each strategically aligned with technical milestones.

Round 1 of engagement occurred in fall 2024 and was designed to gather information on customer experience, community needs and transit priorities. These results were a key influence on recommendations and scenario development.

Round 2 was held in spring 2025 and organized to vet the findings of the existing conditions analysis with the public and ground-truth its findings against customer experience. Findings complemented the quantitative data and provided details about how existing conditions affect customer experience.

Round 3 of engagement took place in summer 2025 and gathered feedback on the draft network, presenting the public and stakeholders with two phases over a 10-year timeframe. Priority projects that could not be included in these timeframes were presented as part of a future project list. More information on these networks and the development process can be found in **Chapter 5** and **Chapter 6**. Following this round of engagement, results were analyzed and used to score recommendations within the draft network to help with development of revised recommendations for the final preferred network.

Figure 2-1: Engagement Round Summaries



Round 4 of engagement presented the final preferred network to the public in fall 2025, emphasizing the role that previous rounds of engagement had in shaping Transit Plan 2035.

The combination of these efforts led to the adoption of Transit Plan 2035 by the Board in October 2025. Engagement results and findings formed one-of-three pillars used to support the recommendations and scenario development process (**Chapter 5**). Public and stakeholder input was weighed alongside existing conditions findings (**Chapter 4**) in the scenario development process.

Community and Internal Involvement Plan (CIIP)

CapMetro developed a [Community and Internal Involvement Plan \(CIIP\)](#) in spring 2024, reflecting the agency's core values and engagement policies and processes related to inclusivity and accessibility. The CIIP was designed to guide each round of the engagement program and was a living document that was adjusted as needed to ensure CapMetro was more successfully reaching the community. To measure the success of community engagement, CapMetro developed five engagement program goals (**Figure 2-2**) to ensure Transit Plan 2035 prioritized inclusivity and accessibility, built trust and brought a diverse and representative range of community voices into the discussion.

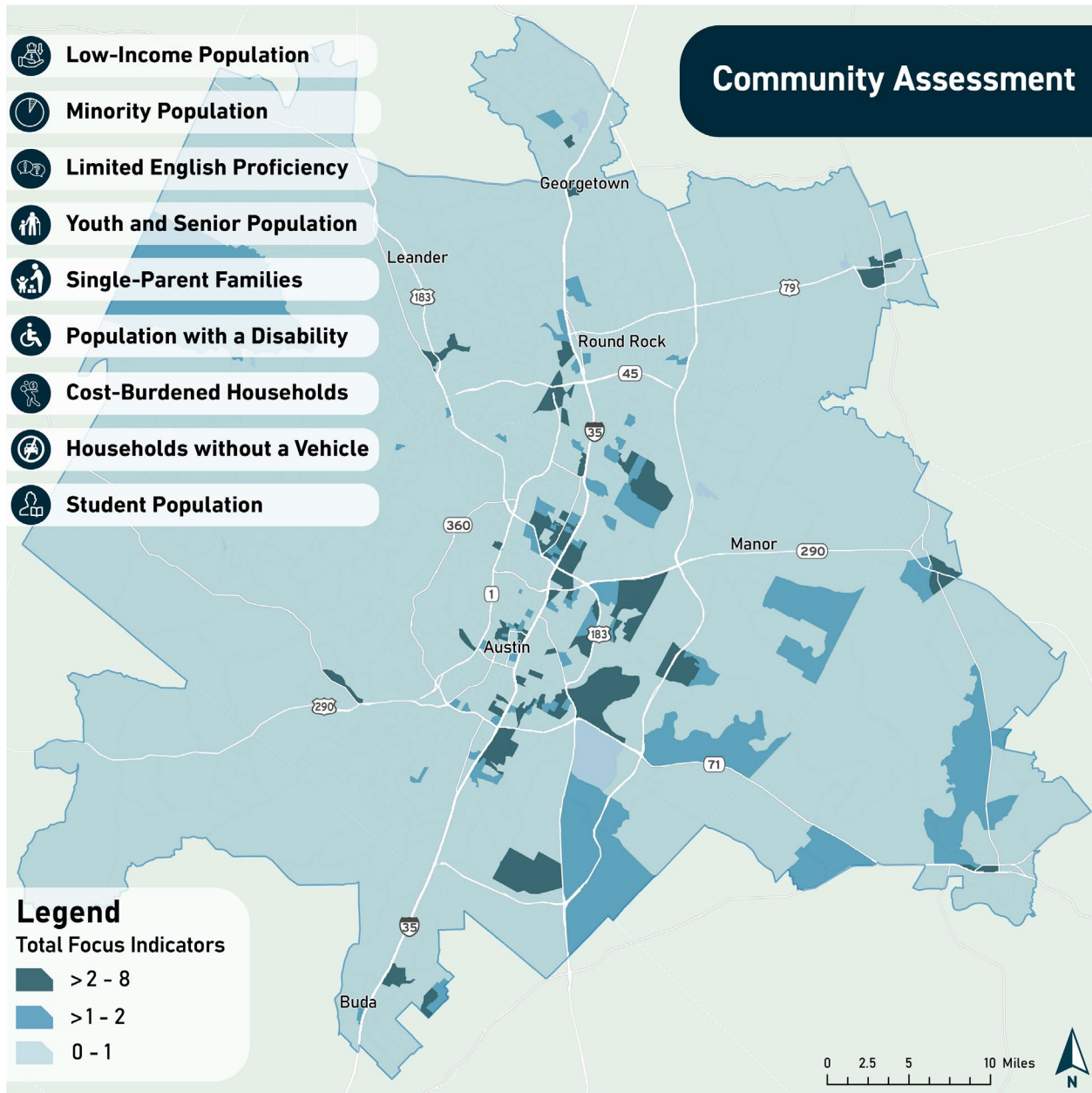
Figure 2-2: Engagement Program Goals & Community Benefits



Community Assessment

After developing engagement program goals, CapMetro completed a community assessment to identify priority engagement areas, particularly in historically underrepresented communities, to guide the engagement program. The assessment provided a demographic and socioeconomic snapshot of the region. CapMetro reviewed this information in a mapping platform to identify priority engagement areas, or communities containing the most overlap across indicators. **Figure 2-3** displays the results of the assessment.

Figure 2-3: Community Assessment Results



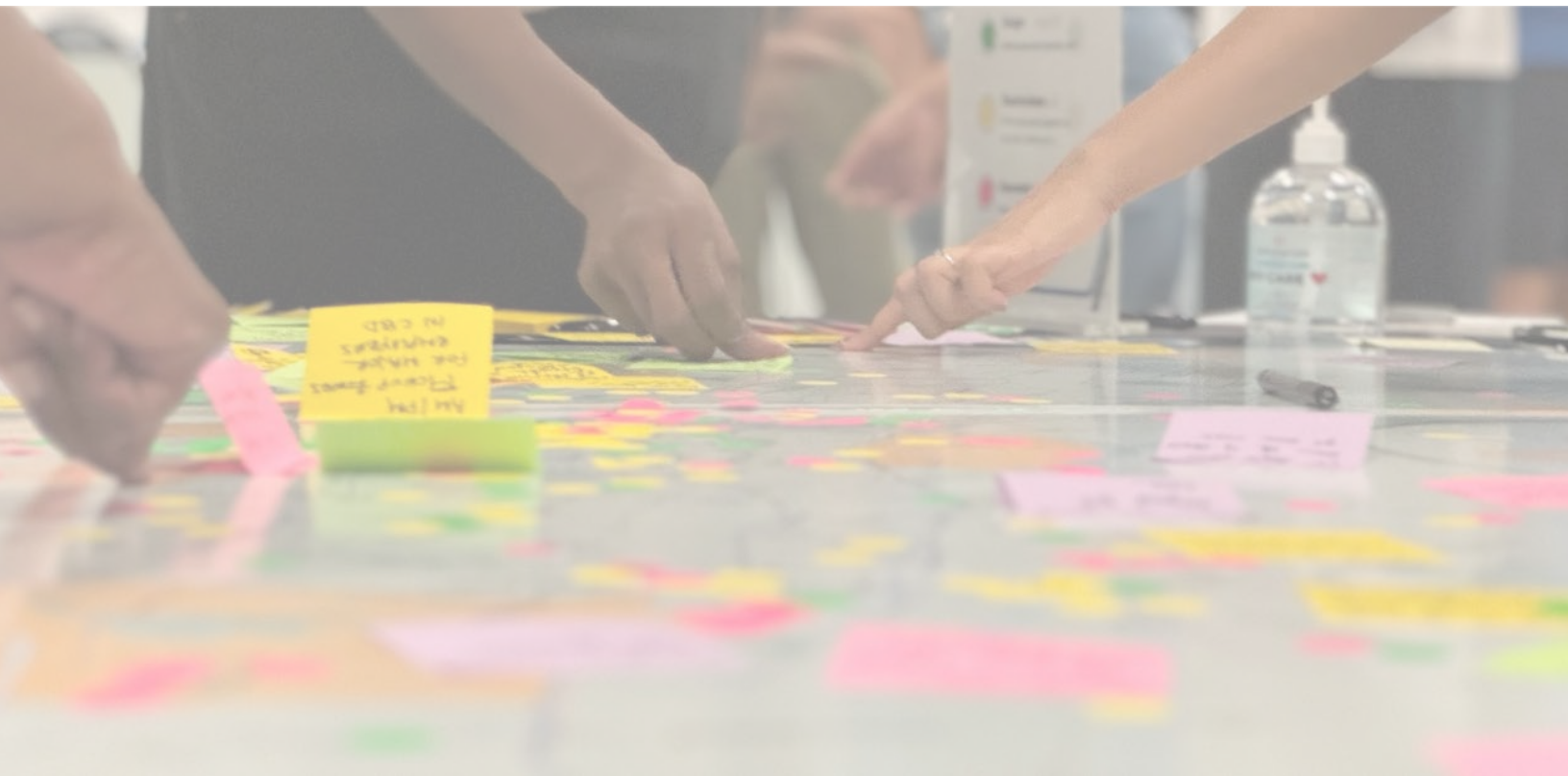
Source: 2022 US Census American Community Survey Block Groups

This information was used to make decisions related to translation needs, access platforms and event locations, among others, for all rounds of the engagement program. Data from the community assessment, alongside other information obtained through in-person engagement activities and survey results, supported the ongoing observation of who CapMetro was reaching. This ongoing observation supported CapMetro in tracking outreach and adjusting strategies as needed to ensure that priority engagement areas were included and had their voices heard throughout the project schedule.

Engagement Tools and Strategies

To develop Transit Plan 2035 with robust public and internal input, CapMetro implemented a multifaceted engagement strategy aimed at reaching a broad and diverse audience. Grassroots outreach featured local ambassadors, known as Community Connectors, who gathered feedback and shared information within their communities. Public meetings, workshops, focus groups, interviews and pop-up events created opportunities for direct dialogue between CapMetro and stakeholders. Complementing these in-person efforts, digital tools such as a dedicated web page, virtual mapping, online surveys and informational videos expanded accessibility, enabled real-time feedback and promoted transparency throughout the planning process.

CapMetro's approach blended large-scale outreach — like open houses, webinars and multilingual surveys — with targeted efforts including customer engagement at transit stops, pop-up events in high-traffic areas and community presentations. Social media campaigns extended the reach to residents unable to attend in-person events, while partnerships with community connectors and focused discussions provided deeper insights. This layered strategy ensured both broad public input and nuanced perspectives, forming a strong foundation for data-driven scenario planning. The following sections provide further detail on the plan's engagement tools and strategies.



External Engagement

Open Houses and Virtual Webinars

CapMetro hosted a series of open houses and virtual webinars, reaching over 500 community members, to invite the public to learn about Transit Plan 2035, share feedback and help shape the plan's recommendations. In-person open houses were held in family-friendly locations accessible by public transit, to attract and connect with Central Texas' diverse communities in fun and engaging environments. CapMetro raised awareness and drove attendance by deploying an outreach strategy that included emails, CapMetro text alerts, phone calls, community-led marketing through hired Community Connectors, flyers, in-person and virtual focus groups and press releases. These events were also promoted through the Transit Plan 2035 web page, CapMetro Alerts and social media posts on Facebook, X and Instagram.

To encourage survey participation among families, CapMetro offered incentives like food, activities and H-E-B gift cards. Child-friendly entertainment and supervision allowed parents and guardians to participate in engagement stations freely during open houses. In addition to surveys, CapMetro provided a range of engagement stations. This included origin-destination mapping exercises and the Transit Land board game for Round 1, and guided sessions with informational boards and flipbooks for Round 3.

For all in-person open houses, CapMetro provided accommodations, language translation and interpretation by request, leading to the attendance of Spanish translators and American Sign Language (ASL) interpreters. For attendees and members of the public with varying visual acuities, ample staff were available to explain each activity, graphic and visual.

Figure 2-4: Community Night Open House, Fall 2025



To provide alternative feedback opportunities for those who were unable to attend in-person open houses, CapMetro hosted virtual webinars. During the webinars, CapMetro shared information about Transit Plan 2035 based on project phase, hosted live Q&A sessions, and conducted interactive mapping exercises.

Pop-Up Events

CapMetro hosted 75 pop-up events, reaching over 6,100 community members, to raise awareness of Transit Plan 2035 and make it easy for community members to share their feedback during their regular trips. These events took place at key destinations such as libraries, cultural institutions, universities, grocery stores, community festivals, farmers markets and neighborhood parks near transit stops. Staff set up tables and displays to share information, answer questions and collect input. By meeting people where they already gather and travel, these pop-ups helped reach residents who might not attend formal meetings, expanding participation and ensuring a wider range of voices were heard.

Figure 2-5: J-Town Street Fair at Veterans Memorial Park, Fall 2024



At-Stop Outreach

CapMetro conducted at-stop outreach at peak travel times to directly reach customers. During these events, CapMetro staff and Community Connectors shared project information, invited customers to in-person events and encouraged survey participation while they waited at transit stops. The project team conducted engagement at 16 separate stops located across the region and engaged with over 1,200 customers over the Transit Plan 2035 duration. Stop locations were determined by thoroughly analyzing stop ridership, high traffic areas, route diversity and level of community impact from draft recommendations. Locations included but were not limited to the following:

- Howard Park & Ride
- Loyola / Decker
- Tech Ridge Park & Ride
- Westgate Transit Center
- Norwood Transit Center
- Crestview Station
- Lakeline Park & Ride
- Manor Park & Ride
- Leander Station
- UT West Mall Station
- Bluff Springs / William Cannon
- Eastside Bus Plaza
- Republic Square Station
- Berkman / Barbara Jordan
- Pleasant Valley / Riverside
- 23rd / San Jacinto

Focus Groups

CapMetro coordinated and facilitated 34 focus groups, providing an opportunity for deeper conversations about Transit Plan 2035. CapMetro identified and documented themes heard during focus groups. Participants were compensated for both in-person and virtual focus groups for their time and input.

Figure 2-6: Texas Office for Refugees Focus Group, Fall 2024



The project team considered target populations of groups historically underserved by transit when selecting focus groups. This approach facilitated meaningful engagement and representation from different community stakeholders, reflecting CapMetro's commitment to deliberate outreach. Promotional outreach methods for focus groups included targeted emails to community-based organizations, follow-up phone calls and word-of-mouth through Community Connectors and in-person events. Of the 34 focus groups CapMetro conducted, 20 were held in person and 14 were virtual, with roughly 450 attendees in total.

Community Connectors

The Community Connectors Program was an engagement initiative designed to ensure that Transit Plan 2035 reflected the voices of historically underrepresented communities. Building on past CapMetro outreach successes, the program recruited and compensated residents from priority areas to serve as liaisons between CapMetro and their communities. These participants received training and regular project updates, which equipped them to share information, gather feedback and elevate community priorities throughout the planning process.

Figure 2-7: Community Connectors Onboarding & Training, Summer 2024



Using grassroots methods and local networks, the program strengthened two-way communication and ensured that the plan's recommendations were informed by the experiences and needs of all Central Texans. The following communities were represented by Community Connectors:

- Colony Park
- Dove Springs
- Manor
- Highland
- East Austin
- Pleasant Valley
- Great Hills
- Cherrywood
- Downtown Austin
- Westover Hills
- East Riverside
- Windsor Hills
- South Congress
- Brentwood
- Montopolis

Public Surveys

CapMetro developed public surveys tailored to engagement rounds to document feedback. Central Texas residents were able to access surveys and supplemental information such as the existing conditions analysis and draft recommendations in matrix, flipbook and video format in English and Spanish. Participants could also receive these materials as hardcopy formats at in-person events or upon request. Survey links and QR codes were featured in all engagement materials to maximize response numbers. CapMetro also made surveys available in additional languages as requested. After providing feedback, participants had the opportunity to enroll in a giveaway where 10 randomly selected participants won a \$100 H-E-B gift card courtesy of CapMetro.

The survey used for fall 2024 engagement consisted of 23 questions and took 5 to 10 minutes to complete. It also provided opportunities for write-in feedback to capture any information not covered by the survey questions. The survey used for summer 2025 engagement was embedded into an interactive feedback tool that paired questions with informational videos and interactive maps based on specific service area geographies. The feedback tool also included an interactive Remix network map that allowed participants to tag routes or areas with targeted feedback.

Figure 2-8: Round 1 Survey Participants



CapMetro and Community Connectors promoted surveys at open houses, pop-up events, at-stop outreach, focus groups and virtual media through social media posts and other digital communications tools like email. CapMetro received approximately 8,500 survey responses, including an additional 8,400 comments throughout the engagement program.

Digital Engagement

CapMetro conducted engagement through multiple digital platforms to promote Transit Plan 2035 and encourage survey participation. A robust social media campaign included static and story posts on platforms such as Instagram and Facebook, as well as a partnership with The Austin Common — a local publication that primarily distributes information through Instagram. Custom content and graphics were developed to share project information and updates, announce public meetings and community events and generate public awareness and involvement in the planning process. Promotional partners — including organizations like Transit Forward and Movability — and Community Connectors were encouraged to amplify engagement opportunities through their own networks. CapMetro also sent targeted MetroAlerts directly to customers and conducted an email campaign distributed to stakeholders, customers and community-based organizations throughout the engagement program. To broaden reach, CapMetro used press releases prior to major engagement events to provide media-ready content for major regional and community outlets, ensuring that information about Transit Plan 2035 reached customers and residents across the region through trusted channels. A dedicated engagement web page supported outreach efforts by providing updates, key information and a direct way for the community to contact the CapMetro team. CapMetro also developed a variety of printed and digital outreach materials — including fact sheets, brochures, flyers, postcards and handouts — to communicate plan milestones and promote opportunities for public involvement.

Transit Land

CapMetro created a board game called Transit Land to provide a fun and engaging way for community members to learn about transit planning and the associated resource challenges. The board game was incorporated across engagement activities to encourage conversations about tradeoffs in transit planning between participants and the project team. While playing Transit Land, participants expressed the need for improved connectivity to key destinations, higher frequencies and acknowledged the challenges that they experienced while building their own transit networks.

Figure 2-9: Transit Land Board Game at Community Night Open House, Fall 2024



Internal Engagement

Frontline Engagement

CapMetro engaged with frontline staff, including operators, mechanics, supervisors and others across Bus, Rail and Demand Response. The frontline staff were engaged through focus groups, town hall meetings, email communications, mail room posters, advertisements displayed in breakrooms and at other CapMetro events — such as the Annual Rodeo and Family Fun Day — that occurred throughout the Transit Plan 2035 schedule.

Workshops

CapMetro hosted two critical workshops at the mid-point of the project providing attendees information on plan progress, and allowing them to play Transit Land, which led to open discussion on tradeoffs and how to best improve the existing transit system. The first was a stakeholder workshop inviting the following groups to attend: CARTS, Foundation Communities, Movability, Transit Forward, ATP, The University of Texas (UT), Austin Community College (ACC), Texas Department of Transportation (TxDOT), Travis County, City of Austin, City of Round Rock, Capital Area Metropolitan Planning Organization (CAMPO) and Central Texas Food Bank, along with other key stakeholders, agencies and nonprofits across the region. A similar workshop was held in winter 2025 with the Board.

Figure 2-10: Stakeholder Workshop, Fall 2024



Presentations and Speaking Opportunities

CapMetro presented at over 40 summits, events and committee meetings during the engagement program to present information and receive feedback on Transit Plan 2035. This added level of engagement ensured a broad reach. Presentations included events such as the following:

- Member City Mayors Meeting
- Movability Summit
- Conference of Minority Transportation Officials (COMTO) Austin Professional Development
- AVANCE Resource Hours
- ADAPT's 40th Anniversary
- Austin Independent School District (AISD) Tools for Success
- Young Hispanic Professional Association of Austin (YHPAA) Noche de Estrellas
- Austin Urban Technology Movement (AUTMHQ) Tech Bytes Panel
- Greater Austin Hispanic Chamber of Commerce (GAHCC) Gala

Regional Engagement

CapMetro Government Affairs staff engaged elected and appointed leaders at the local, regional, state and federal levels, as well as other key agency stakeholders to ensure their offices were equipped with information about Transit Plan 2035 engagement opportunities for dissemination among respective constituencies. These efforts also included high-level individual briefings. Over the Transit Plan 2035 schedule, by way of email newsletter blasts, staff shared information with approximately 300 CapMetro Government Affairs contacts, including but not limited to:

- Mayors and respective City Council Members and staff of Member Cities
- City Managers and executive staff offices of Member Cities in addition to transportation intergovernmental peer colleagues
- State and Federal elected delegation members and staff
- Central Texas Partner City Mayors and respective City Council Members and staff
- County Judges and commissioners court elected officials, and county executive staff
- Central Texas School District Superintendents and School Board elected officials and executive staff
- Community College Chancellor and College Board Trustees as well as executive staff
- University and higher education intergovernmental relations peers
- County Public Hospital District President & CEO, District Board Managers and executive staff
- Chamber of Commerce CEOs and Business Community Executives in the Transportation Industry
- Regional Economic Partnership CEO, executive and intergovernmental staff
- Local Government Corporation CEO, Board of Directors and executive staff
- Transportation Management Association CEO, Board of Directors and executive staff
- Transit-related and transit adjacent advocacy and workforce development non-profit CEOs, board leadership and executive staff

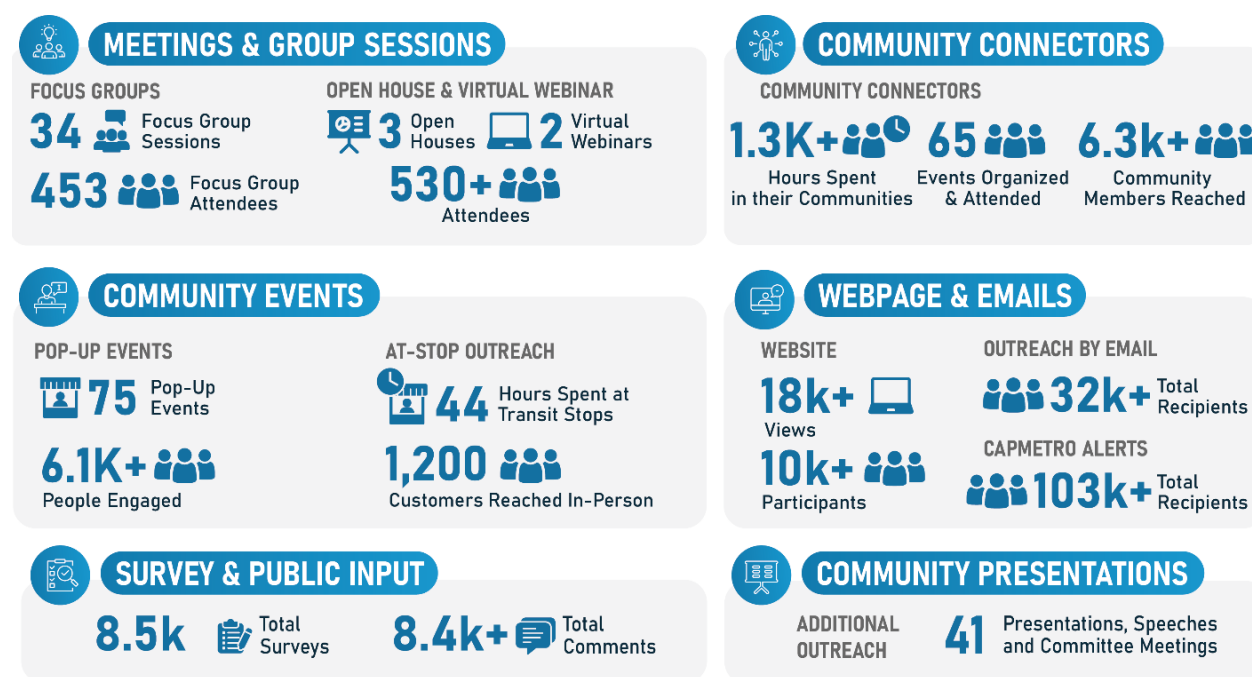
Engagement Findings

Through the variety of engagement methods and strategies employed across multiple engagement periods CapMetro was able to reach tens-of-thousands of individuals in Central Texas. Planning each round of engagement was an iterative process. During engagement CapMetro was actively reviewing data to see who was responding and providing feedback and what they were saying. If engagement efforts were eliciting feedback from an unrepresentative sample of the community, future events were planned in different areas to try to approach a more representative sample. Following each round of engagement, CapMetro conducted an in-depth review of feedback, synthesized themes and provided summaries of community input which can be found on the [Transit Plan 2035 web page](#).

How many people did we engage?

Figure 2-11 summarizes engagement totals obtained through the tools and strategies detailed earlier in this chapter. Information gathered from these varying efforts was compiled and reviewed to determine key takeaways that were used to create a transit system that better meets Central Texas' needs over the next decade and beyond.

Figure 2-11: Transit Plan 2035 Engagement by the Numbers

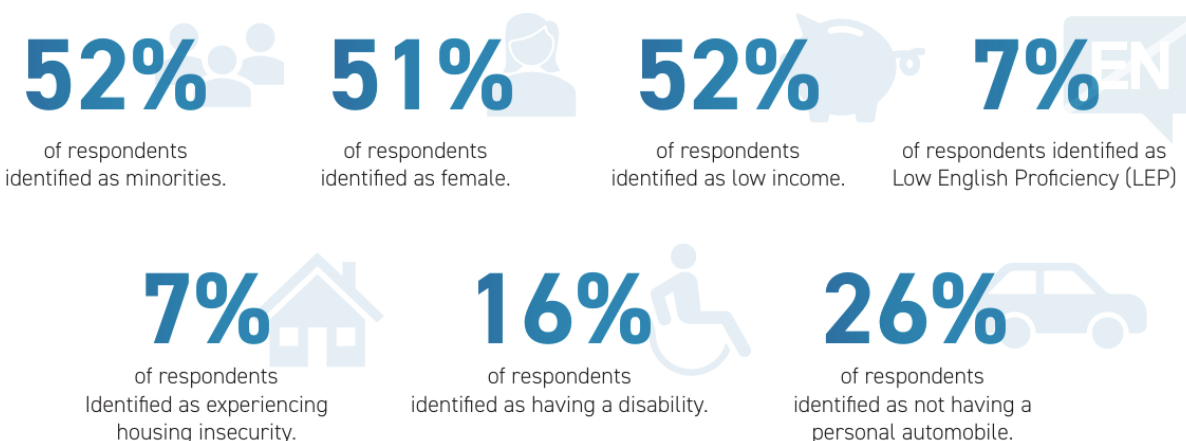


Who did we reach?

All public input obtained through surveys was accompanied by optional demographic survey questions. These questions helped CapMetro gauge how representative their sample data was to the Central Texas area and customers using CapMetro services. Tracking these demographics also helped measure how the engagement program was progressing towards its goals. To actively track the demographic data received during engagement periods, CapMetro created an internal tool that displayed geographic locations of community members reached and engaged.

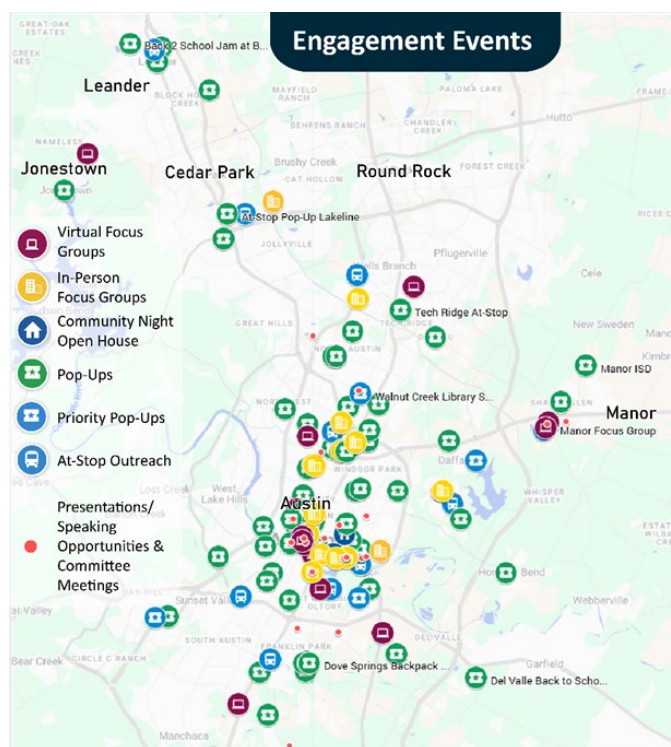
As displayed in **Figure 2-12** below, engagement efforts were able to capture data from Central Texas residents of widely varying backgrounds and communities. This diversity in input ensured final plan recommendations reflect the priorities and needs of all residents and customers, regardless of their ability, gender, language or financial status.

Figure 2-12: Engagement Program Participant Information



While surveys were the primary tool to document and track participant information, event locations were also strategically selected to ensure CapMetro was hearing from those who need transit the most. As previously mentioned, the engagement program was structured to ensure wide coverage across the service area and target underserved and historically underrepresented communities identified through the community assessment (**Figure 2-13**). This led to the identification of priority engagement areas throughout the region, including neighborhoods such as East Austin, the Rundberg Lane/I-35 corridor, Oltorf Street/South Lamar Boulevard and E. Riverside Drive, as well as areas in Manor, Leander and Jonestown, among others. This multi-layered geographic and demographic strategy ensured that engagement activities reflected the diversity of Central Texas, with a strong emphasis on reaching low-income families, non-English speakers, people with disabilities and those with limited or no access to a personal vehicle.

Figure 2-13: Event Coverage



What did we hear?

The Transit Plan 2035 engagement process gathered feedback across four rounds of engagement, capturing input from customers, residents, employees and regional partners. Each round built on the one before it, allowing feedback to directly inform how concepts were drafted and refined into the final plan. Together, these efforts created a transparent and collaborative process that reflected both data-driven analysis and the lived experiences of people who rely on transit every day. Engagement results below are organized into two key areas.

- [Initial Outreach and Community Visioning](#) summarizes feedback from the first two rounds of engagement, which helped shape early concepts and guide the development of the draft network.
- [Feedback on the Draft Network](#) describes the responses received once those initial concepts were shared publicly in Round 3, leading to revisions and the creation of the final preferred network.

Together, these insights reflect a community-informed vision for transit that balances local priorities, regional connectivity, and long-term sustainability. While this section of **Chapter 2** covers feedback on the draft network at a high level, more detailed information on the changes that resulted from this feedback can be found in **Chapter 5**.

Initial Outreach and Community Visioning

The first round of engagement focused on gathering information on customer behavior, needs and priorities. During initial rounds of engagement customers shared their trip origins and destinations, opinion on service reliability, their barriers to utilizing transit more often and their suggestions for service improvements. Through surveys, focus groups, open houses and more, a series of key takeaways became apparent. Key takeaways from initial engagement efforts are summarized in **Table 2-1** on the following page.



Table 2-1: Community Visioning Key Takeaways

Key Takeaway	Description
Connectivity Needs	Across surveys (22% of comments), focus groups and Customer Call Reports, the public consistently highlighted the need for improved connectivity. They called for better access to destinations not currently served, seamless transfers and more direct routes to reduce travel times and improve system utility.
Frequency of Service	Both frequent and occasional transit users identified insufficient frequency as a major barrier to service. Feedback from surveys, CCRs, and focus groups stressed the importance of reducing wait times and increasing the number of buses during peak hours to address overcrowding.
Desired Destinations	Survey data revealed that key origins like UT Austin, downtown Austin, and east Austin often overlapped with top desired destinations, such as Austin-Bergstrom International Airport and Zilker Park. These findings align with over 900 responses identifying destinations that lack convenient transit access.
Safety and Security	Concerns about safety at stops, on transit and during the first-mile/last-mile journey were raised by 5% of survey respondents and across multiple focus groups. CapMetro is working to address safety concerns in efforts parallel to the Transit Plan 2035 effort. The plan will look for opportunities to reduce wait times and travel time to reduce any uncomfortable, unsafe and insecure situations. Improving reliability and reducing wait times were noted by respondents as key measures to enhance perceived safety.
Service Span Limitations	Service span issues, particularly limited hours of operation on routes like the Red Line, were a recurring theme. Span comments accounted for 10% of survey responses, and focus groups emphasized the need for earlier and later service to accommodate non-traditional work hours and evening events.
Accessibility Barriers	Approximately 6% of survey comments focused on access issues, including distance from stops and lack of first-mile/last-mile solutions. Focus groups involving people with disabilities, non-English speakers and low-income communities further underscored these barriers, which limit fair access to transit.
Affordability	Over 52% of survey respondents had household incomes below \$75,000, highlighting the critical need for affordable transit options. Focus groups and community presentations consistently emphasized the role of transit in reducing economic burdens for underserved populations.

Feedback on the Draft Network

Using input received during initial rounds of engagement, CapMetro created the draft network which was the first set of recommendations displayed to the public for comment in summer 2025. Through similar methods applied in earlier rounds of engagement, CapMetro was able to reach over 153,000 community members via digital outreach and CapMetro alerts, over 1,300 community members through Community Connector events, and roughly 1,600 community members through virtual and in-person events. Overall feedback on the draft network was favorable, with over 60% of comments received reflecting positive or neutral sentiment. These comments praised increased frequencies, extended and realigned routes, improved service to the airport and improvements to east-west connections.

CapMetro also received valuable input on portions of the draft network that were rated negatively by the public, regional stakeholders and CapMetro staff. Concerns largely focused on discontinued services and service gaps in southwest and northeast Austin, with calls for more frequency and extended hours on busy local routes. Integration with Austin Light Rail raised concerns about increased transfers to and from Austin Light Rail. When these concerns were discussed during in-person engagement, participants' concerns were often eased when they understood the fiscal context of the plan, and the plan's phased implementation approach with additional opportunity for engagement and changes to proposed services. Lastly, while topics such as safety and security were outside of Transit Plan 2035's scope, they were still top of mind in the community. During these discussions team members pointed the public towards improvements to safety and security being made through CapMetro's ongoing [Public Safety Program](#).



CapMetro

3 Plan Review

3. Plan Review

The plan review established the foundation for Transit Plan 2035 by examining past and ongoing planning efforts, comparing CapMetro to peer transit agencies and identifying opportunities to align with capital projects in the region. A plan review provides important context by assessing what has been tried before, what has worked in similar regions and what ongoing planning and capital projects may impact implementation of recommendations. For Transit Plan 2035, the effort was divided into three components: a review of local and regional plans, a peer agency review and an alignment and opportunities analysis. Together, these components distilled lessons learned and best practices into clear, actionable insights that directly informed the scenario planning process.

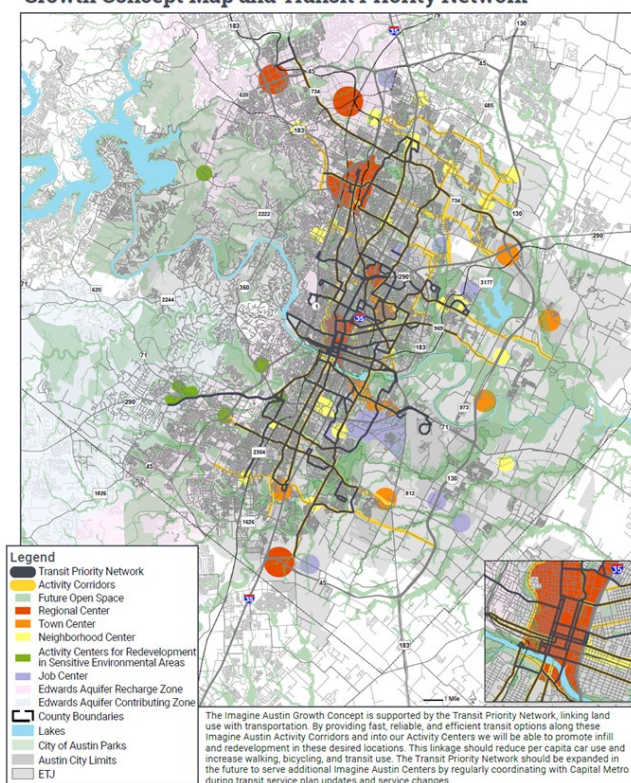
Review of Local and Regional Plans

A full summary of plans reviewed, including takeaways applicable to Transit Plan 2035, can be found on CapMetro's [Transit Plan 2035 web page](#) in the resources section. Plans with the most significant overlap or potential impact to Transit Plan 2035 were the CapMetro ETOD Study [2023], CapMetro's [Bikeshare Strategic Expansion Plan \[2024\]](#), Cap Remap [2017], The Austin Strategic Mobility Plan [2019], the Austin Core Transportation (ACT) Plan [2024], Project Connect [2020] and the CAMPO 2045 Mobility Plan [2020].

Each of these plans presented opportunities for alignment with both scenario planning and implementation of Transit Plan 2035. The ETOD Study produced dashboards that were used to analyze demographics and displacement, while the Metrobike Strategic Analysis informed first-last mile connection considerations for redesigned routes. Cap Remap and the Austin Strategic Mobility Plan provided important context of recent investments that CapMetro and the city have made to encourage mode shift from single-occupancy vehicles in favor of transit, walking and biking. Transit Plan 2035 seeks to build ridership from the momentum generated by these recent efforts. Looking to the future, the ACT Plan, Project Connect, I-35 Capital Express program and CAMPO 2045 Mobility Plan each outlined significant projects and changes coming to the Central Texas region that informed implementation timelines, ensuring Transit Plan 2035 avoids conflicts with planned capital projects.

Figure 3-1: Austin Strategic Mobility Plan's Transit Priority Network Map (2019)

Growth Concept Map and Transit Priority Network



Peer Agency Review

An in-depth review of comparative peer transit agencies complements national trends in ridership and operational statistics covered in the existing conditions analysis. The peer agency review focused more on specific aspects of each selected agency, from the expansion of rapid transit services to safety and security processes as seen in **Figure 3-2**. Peer agencies were selected to strike a balance between identifying best practice leaders in these subject areas and having comparable services and standards to CapMetro.

Figure 3-2: Peer Agency List & Subject Areas

City/Agency	Expanding BRT/LRT	Integrating Emerging Tech	Regional Coordination	Safety & Security Processes
Minneapolis METRO	✓		✓	
Las Vegas RTC		✓		✓
Salt Lake City UTA	✓			
Denver RTD	✓		✓	✓
San Antonio VIA	✓			

Service recovery since the COVID-19 pandemic remains a major focus across all agencies studied. Denver RTD is still operating below pre-pandemic levels, with service at roughly 70% and ridership at 62% of 2019 figures by the end of 2023. By contrast, UTA moved quickly to restore service and is now closing the gap with ridership, rebounding faster than many peer agencies and in line with CapMetro's ridership recovery. Both RTD and UTA are investing heavily in service planning & capital projects to expand their [rapid transit](#) and [rail services](#), seeking to continue their ongoing ridership recovery and set new ridership highs with expanded systems in the coming years. Transit Plan 2035 outlines similar expansions, preparing Central Texas for the launch of Austin Light Rail.

VIA's [Better Bus program](#) in San Antonio offers another example of how peer agencies are modernizing their systems through data-driven planning and robust community engagement. The five-year initiative simplifies routes, increases frequency and strategically expands on-demand service to improve reliability and connectivity. Like Transit Plan 2035, it applies best practices in network design with a focus on frequency, simplicity and fairness to create a system that better reflects how and where people travel today.

The peer agency review highlighted how community need is increasingly central to system planning and investment across the country. Minneapolis METRO's transit-oriented development (TOD) program prioritizes funding for affordable housing and fair growth, while Las Vegas RTC has developed an innovative Summer Heat Campaign that uses mapping tools to identify and respond to the disproportionate impacts of extreme heat on vulnerable communities. The City of Austin has conducted [similar heat mapping exercises](#) and coordinates with CapMetro to provide [free transportation to cooling centers](#) during periods of extreme temperatures.

Safety and security remain central to peer agency operations. Denver RTD instituted [24/7 security](#) patrols beginning May 5, 2024, and reports sharp declines in security-related calls at Denver Union Station after a three-year "Reclaiming Union Station" focus that combined added officers with facility improvements and enhanced reporting tools such as Transit Watch and live look-in cameras.

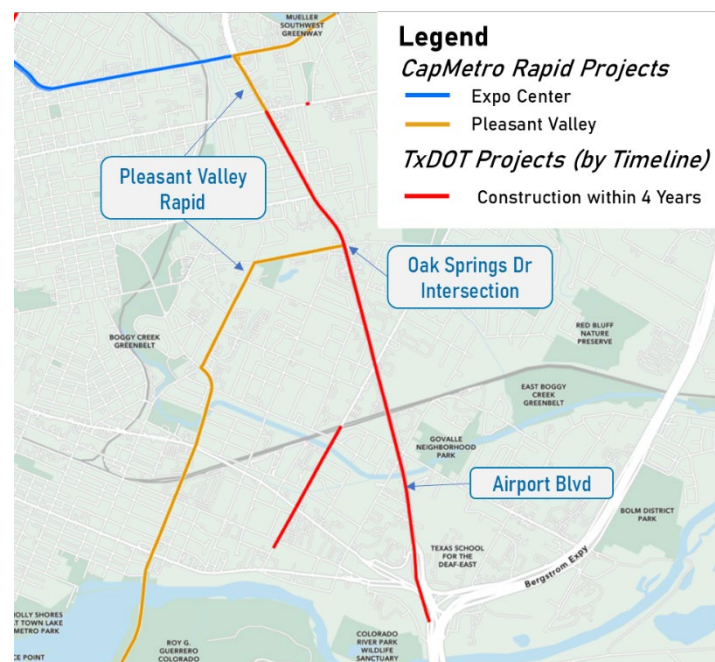
In Las Vegas, RTC has embedded the federal Safety Management System (SMS) framework across programs and is piloting technology solutions — including an AI-based gun-detection platform at transit centers — while advancing broader [“Everyday Safer” initiatives](#); recent state legislation also expanded RTC’s authority to remove disruptive customers to improve safety and reliability. Several other peers are pursuing complementary approaches: Minneapolis METRO is funding nearly [round-the-clock security](#) and TRIP agents systemwide, and UTA is expanding visible presence through police, security, and a transit ambassador program to support customers experience.

CapMetro is advancing a three-team [Public Safety Program](#): Transit Police, Public Safety Ambassadors and Social Services Responders. This approach ensures customers feel safe and get the help they need, when they need it. In June 2025, CapMetro launched its Transit Police Department, beginning patrols with a phased deployment while continuing close coordination with local law enforcement and on-system ambassadors. These actions align with best practices seen across peer agencies: increasing professional presence, using data and technology to target hotspots and pairing enforcement with customer support and social-service connections. This balanced approach delivers a safer and more welcoming system.

Alignment and Opportunities Analysis

The plan review process culminated in an alignment and opportunities analysis to maximize the utility of the recorded information. The analysis contained two main components: an online web app and a project matrix spreadsheet. The online web app tool offers an up-to-date inventory of existing, planned and conceptualized projects and provides a valuable resource for both public involvement and service planning efforts. The project matrix spreadsheet includes details like timelines and descriptions for all upcoming projects included in plans reviewed from CapMetro, City of Austin, ATP, CAMPO and TxDOT. This spreadsheet made the process of categorizing and sorting all significant projects simple for quick reference during later tasks.

Figure 3-3: Screenshot from the Alignment & Opportunities Web App Tool



Through this plan review, CapMetro ensures that Transit Plan 2035 is informed by current policies, integrated with regional priorities and responsive to future mobility needs. This effort created a strong foundation for advancing into the scenario planning and recommendation development phases of the plan.

CapMetro

4 Existing Conditions

4. Existing Conditions

To develop service recommendations that are driven by community support and quantitative analysis, findings from initial engagement efforts (**Chapter 2**) were paired with a data-driven existing conditions analysis. The analysis was comprised of three parts: a review of the study area and regional trends, a market analysis and a service analysis (**Figure 4-1**). Together, these components identify where the system is performing well, where gaps exist and how changes in Central Texas are reshaping transit demand.

Figure 4-1: Existing Conditions Analysis Components



The findings of the existing conditions analysis complement the data received through internal and external engagement efforts. For example, the public made it clear that the existing transit system does not provide enough options for east-west connectivity between major activity centers. The travel trends analysis showed that shifts in the workforce since 2019, with more hybrid and remote jobs, have changed travel needs. Over the last five years, growth in trips for local errands and community-based destinations have increased, while traditional commutes to downtown and other employment centers have decreased. Adapting the network to these changing travel patterns became a central theme while developing the draft network.

Analysis results indicate the current system covers areas with high transit demand well but may not be achieving its full ridership potential. There are several reasons why ridership may be lower in a particular area, including service-related issues, like a route alignment no longer gets people where they want to go, transit service does not come often enough or hours of operation do not match when people need to travel. CapMetro received community feedback about these service-related issues, and Transit Plan 2035 details the corresponding recommendations for changes to where, when and how often CapMetro provides transit service.

Ridership is also influenced by another important theme from engagement feedback — customer experience. CapMetro heard community concerns about comfort at transit stops, personal safety while riding transit and reliability issues. Some of these concerns require solutions that are outside of the scope of Transit Plan 2035. All comments that were out of scope and not addressed in the plan were captured and relayed to the appropriate departments to ensure a holistic approach to improving service delivery in the Central Texas region.

CapMetro operates a variety of service types to meet the diverse transportation needs of the communities in the region. Transit Plan 2035 focuses on improvements to CapMetro Bus, CapMetro Rail, Pickup and potential impacts to CapMetro Access, while coordinating with the Bikeshare program and its [2024 Strategic Expansion Plan](#) to align recommendations and improvements. The existing conditions analysis includes detailed analysis and findings for the first four services displayed in **Figure 4-2** below.

Figure 4-2: CapMetro Services Included in Transit Plan 2035



CapMetro Bus provides frequent stops and serves as the backbone of the region's transit system. With High-Frequency routes, riders can rely on consistent, accessible service connecting neighborhoods across Austin and beyond.



CapMetro Rail is a commuter rail service. The Red Line connects Downtown Austin with North Austin, The Domain and Leander.



CapMetro Pickup is CapMetro's on-demand, shared-ride shuttle service operating within designated service zones. Riders can schedule trips using the Pickup app to travel to nearby bus stops, appointments, grocery stores and other local destinations — all for just \$1.25. Kids ride free.



CapMetro Access offers shared, demand-response rides for individuals whose disabilities prevent them from using fixed-route bus or rail services. This ADA-compliant service ensures equitable mobility and independence for eligible riders.



CapMetro Bikeshare provides a convenient, eco-friendly option for short trips and last-mile connections. This electric bike network offers flexible access to central Austin without the need to own a bike — ideal for both residents and visitors.

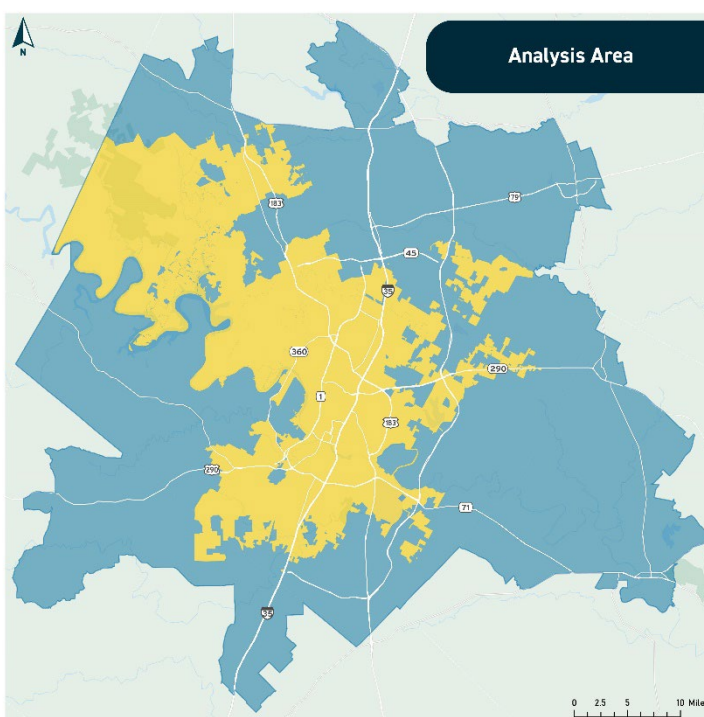
Analysis Area and Regional Trends

The analysis area and regional trends analysis provides a foundation for understanding the environment in which CapMetro operates and plans transit service. By examining demographic, socioeconomic and mobility patterns across Central Texas, this analysis establishes a data-driven baseline for future decision-making. This section first defines the study area to set geographic context, then explores population and employment patterns, and the impacts of shifts in regional travel. Together, these trends highlight how the communities in Central Texas CapMetro serves are changing, where demand for transit is growing and which communities are most affected by land use and affordability pressures. This context is critical for evaluating future service needs, identifying market potential and shaping responsive transit strategies.

Analysis Area

The first step in an existing conditions analysis is establishing the geographies that will be included. When presenting statistics like population growth or the percentage of the population that lacks access to a personal car, it is important to know the area that these statistics apply to. CapMetro's service area provides a starting point to define the existing conditions analysis but because (1) CapMetro attracts customers who may commute into the service area while not living within it, and (2) there is a need to consider the possibility of service area expansion, a broader geography was needed for the existing conditions analysis. **Figure 4-3** shown on the right presents these two geographies.

Figure 4-3: Existing Conditions Analysis Area



CapMetro Service Area

Defined as the area where CapMetro currently operates and is authorized to provide transit service which includes Austin, Leander, Manor, Jonestown, Lago Vista, Point Venture, San Leanna, portions of Travis County & Williamson County.



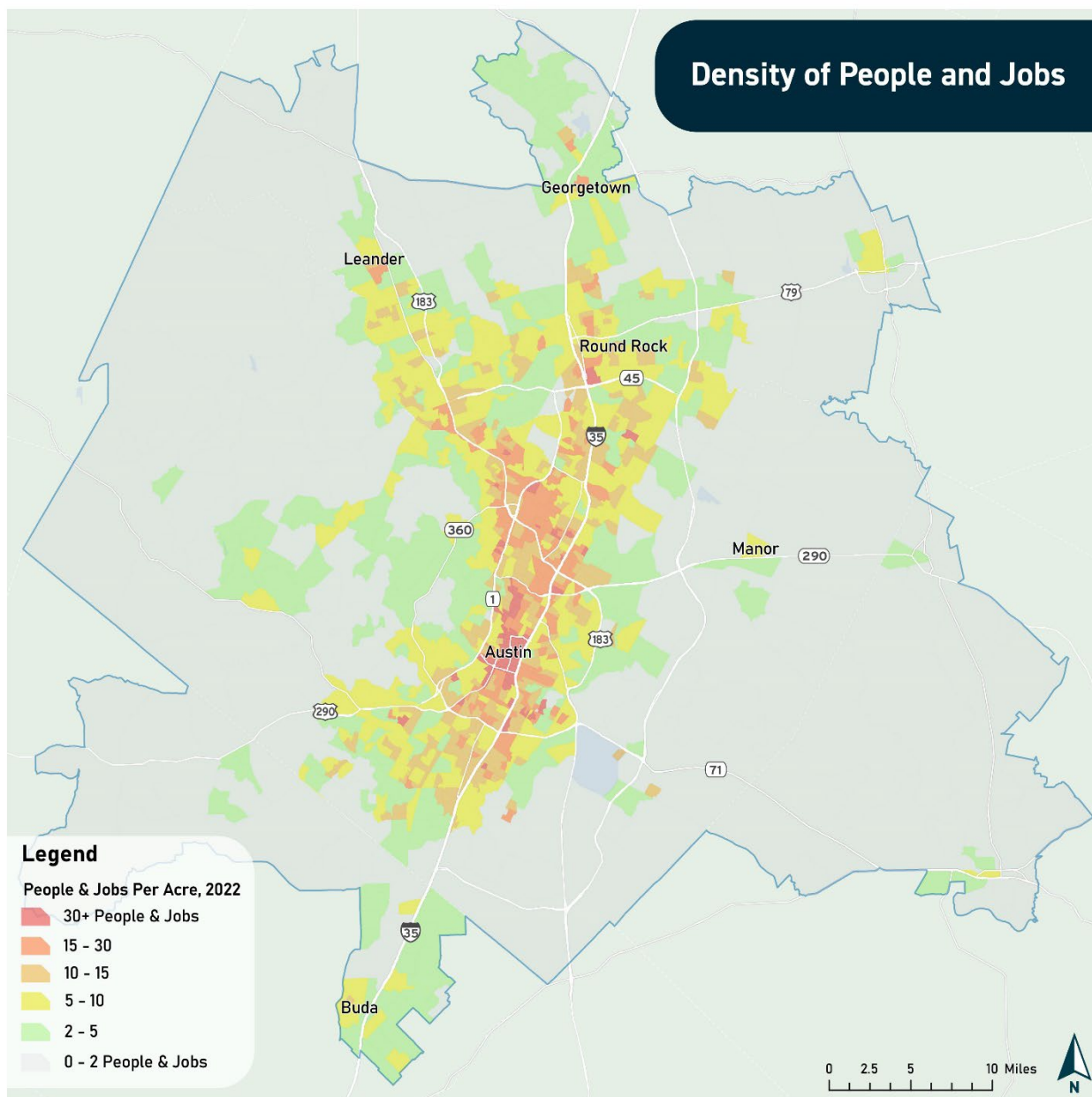
Market Analysis Area

A broader region that includes neighboring cities such as Round Rock, Manor, Buda, Elgin, Cedar Park, etc. This allows CapMetro to understand travel behavior and growth patterns that influence potential service expansions and regional connections.

Population and Employment Trends

The greatest predictor of successful transit is the density of people and jobs within walking distance of transit stops. Prioritizing frequent and reliable service to the areas highlighted in orange and red in **Figure 4-4** below ensures that the greatest number of people benefit from frequent, high-quality transit. These areas not only generate the strongest ridership potential, but also create the most cost-effective service, connecting dense neighborhoods and employment centers with reliable mobility options.

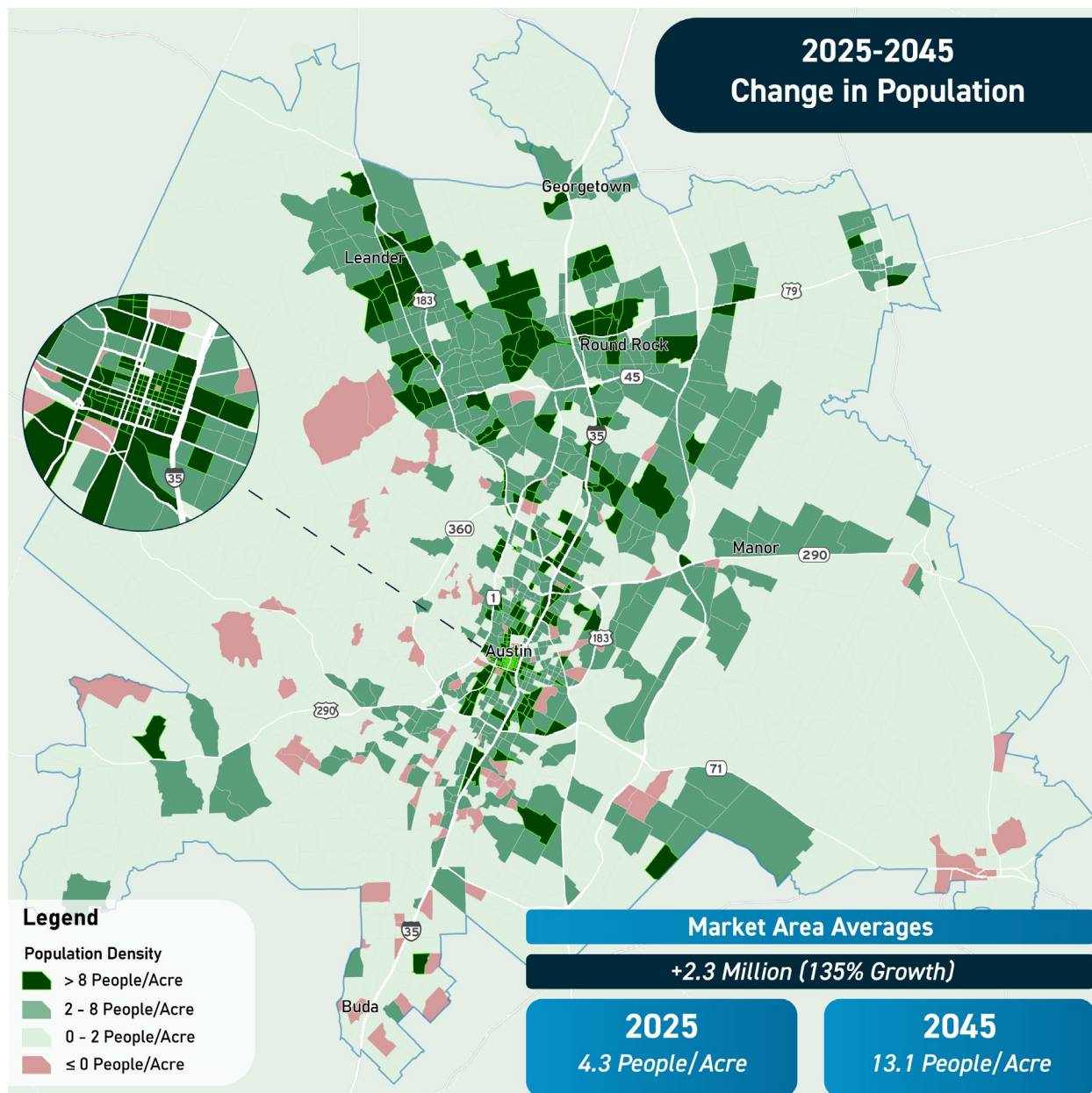
Figure 4-4: Job & Population Density, 2022



Source: US Census 2022 American Community Survey & LODES Employment Data

Just as important as knowing where density exists in the present is knowing where it will develop in the future. CAMPO provides local growth projections to assist in this planning for the future. According to CAMPO, the market analysis area contained over two million residents and one million jobs in 2022. CAMPO projects that by 2045, population and employment will more than double, growing by roughly 130%. Some of the most significant growth is found in northern municipalities like Leander, Cedar Park and Round Rock, while central Austin continues to densify along major corridors such as Lamar Boulevard and I-35. The dark-green highlighted areas in **Figure 4-5** below represent key areas of interest for scenario planning.

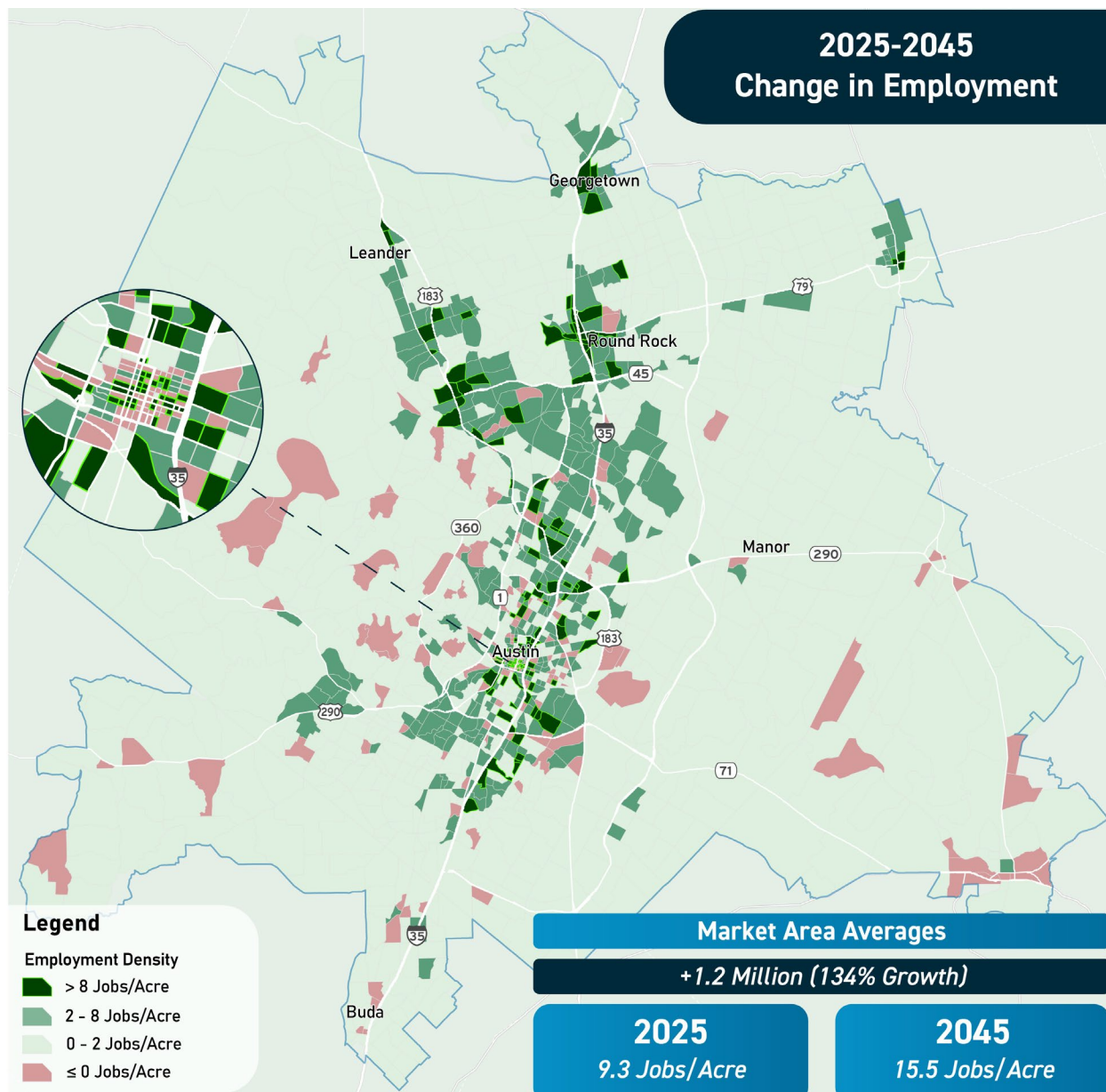
Figure 4-5: Projected Population Change, 2025 - 2045



Source: CAMPO 2045 Travel Demand Model Projections

While job growth will continue across Central Texas at roughly the same pace as population growth, it occurs in more concentrated pockets of development. Downtown Austin and UT will continue to be the economic centers of Central Texas, but emerging employment hubs outside of downtown are projected to gain in regional job share. This trend, along with changing commute patterns from the rise of remote and hybrid work, is already shifting travel patterns away from their historic center of gravity downtown. The growth projections mapped in **Figure 4-6** below indicate that serving these growing job centers along US 183 and I-35 will be essential for the future network.

Figure 4-6: Change in Employment, 2025 - 2045



Source: CAMPO 2045 Travel Demand Model Projections

Regional Travel Trends

The transit network should be carefully designed and tailored to provide service that matches travel demand. This requires taking a close look at travel behavior in Central Texas, by time of day, trip purpose and origin/destination. To conduct this analysis CapMetro utilized [LOCUS](#), anonymized location-based services data to understand trips across all modes, and CapMetro's on-board survey to understand more about current customer travel. Travel behavior in the Central Texas region shows important trends and dramatic shifts that strongly influenced the scenario development process. While the number of overall trips has largely recovered post-pandemic, the purpose and timing of trips changed between 2015 and 2023.

Figure 4-7: Regional Travel Trends Fast Facts



Traditional commute trips (home-to-work) have declined, especially during the AM peak.



Midday, weekend, and home-to-other trips have increased, suggesting more distributed travel across the day and week.



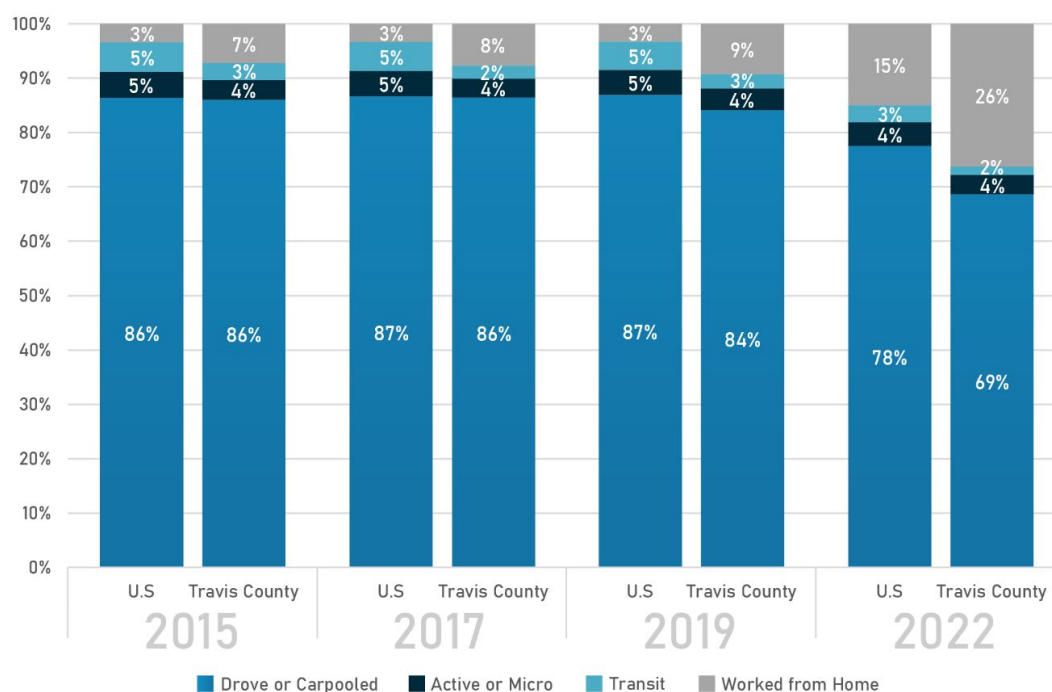
Teleworking has surged, particularly in Travis County (26% of jobs in 2022), where it exceeds the national average (15%). This shift reduces downtown-bound travel but increases demand for more localized trips across suburban communities.



Trips to Downtown Austin and UT have decreased by 47% and 32% respectively, highlighting a new travel landscape that is less centralized.

The data show that in 2023, traditional downtown-bound 9-to-5 commutes were far less dominant in Central Texas than in previous years. However, travel patterns in the afternoon and on weekends tell a different story. Since 2019, morning commutes have stagnated or declined, while midday, evening and weekend trips have increased. Many of these newer trips occur later in the day and cover shorter distances — often within neighborhoods or between nearby communities. This shift reflects the growing influence of telework, particularly in Travis County, where more than one in four jobs were remote in 2022 (**Figure 4-8**). As a result, travel demand has moved away from the urban core and toward more dispersed suburban and neighborhood destinations. For CapMetro, this means that service planning must move beyond a downtown-centric model and focus on providing reliable, frequent and accessible transit throughout the day and week to key activity centers throughout the Central Texas area.

This is a difficult trend to plan for because, in addition to spreading resources more broadly, some areas throughout Central Texas have low-density land uses and disconnected, curvilinear street networks that may not be as efficient or productive for fixed-route transit services.

Figure 4-8: Teleworking Trends Compared, United States & Travis County, 2015 – 2022

Source: US Census ACS 2015–2022, Means of Transportation to Work, Ages 16+ Analysis by Cambridge Systematics

These data-based observations were reinforced by community feedback gathered in the first round of public engagement for Transit Plan 2035, where residents emphasized the need for improved frequency, span of service and access to more destinations beyond the downtown Austin core of the network. Together, the travel behavior data and community priorities signal a need for a more easily navigable network that balances regional coverage with increased frequencies beyond peak commute times, ensuring the system adapts to the dynamic communities it serves.



Market Analysis

The market analysis is a key component of Transit Plan 2035, helping identify where transit is most viable today and where future growth and travel patterns signal potential for expanded or redesigned service. The purpose of this analysis is to understand how underlying characteristics of the Central Texas region — including land use, demographics, employment concentration and transit coverage — influence the geography of transit demand and the likelihood of strong ridership for new services. The central components and data sources of the market analysis are outlined below.

Figure 4-9: Market Analysis Components



Demographics & Land Use

Summarizing the demographics, employment, and land use near transit

ACS 2018-2022 data



Transit Propensity

Producing a quantitative index to identify existing transit demand potential

ACS 2018-2022 data



Latent Demand

Identifying potential areas of future ridership growth

ACS 2018-2022 data, CapMetro stop-level data



Subarea Analysis & Travel Patterns

Demographic, ridership and internal/external travel patterns for areas of interest

ACS 2018-2022 data, CapMetro stop-level data



Gaps Assessment

Areas without frequent service, but with series of major market metrics

ACS 2018-2022, 2022 LODES, LOCUS, Community Assessment, CAMPO data, city land use

This analysis draws on a variety of data sources including the 2018–2022 American Community Survey (ACS), US Census LODES employment data, CapMetro stop-level ridership, Remix Transit data, CAMPO growth projections and City of Austin land use. This data was used across the five analyses outlined above to develop a multi-faceted view of the transit market.

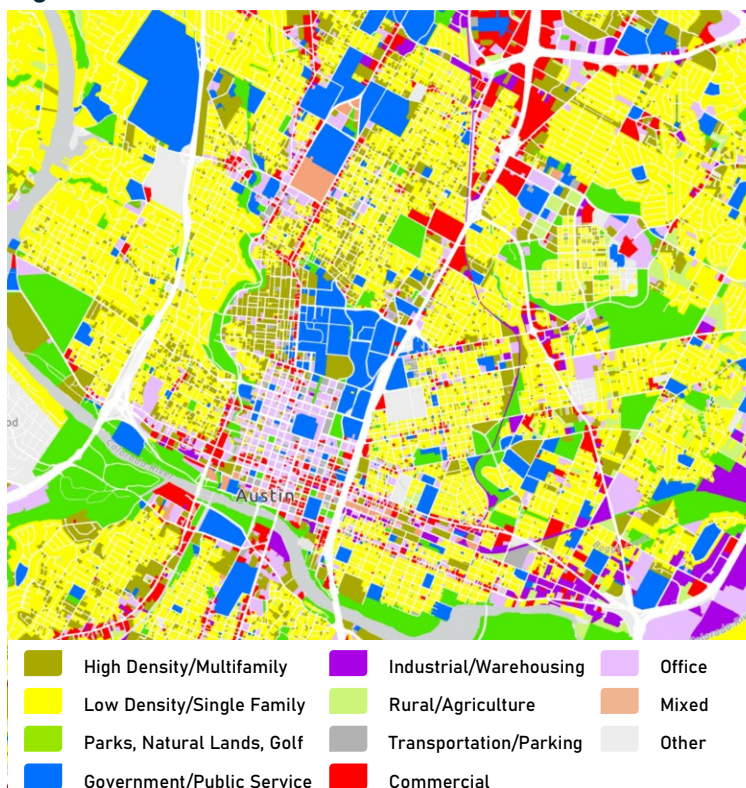
The market analysis found a significant portion of the population in the market analysis area lives just beyond CapMetro's service area, in quickly growing communities and suburbs along the US 183, I-35 and SH 130 corridors. Within the service area, CapMetro's network provides coverage of transit-supportive land uses. 78% of land zoned for mixed use in the service area is within a 10-minute walk of an active transit stop. Single-family residential development shows far less coverage by Bus services, but this gap is partially filled by CapMetro's Pickup service which is better designed to serve these low-density areas. As job growth continues outside of the downtown core, CapMetro's network will need to expand as well. Accessibility to jobs by transit in the north and northwest of the service area shows the potential for improvement.

Land Use

Pairing the transit network with supportive land use is an essential consideration in network design. The density, diversity and design of development directly influences how many people can conveniently access transit. Low-density, auto-oriented development is less productive for bus service.

Land use is difficult to visualize at a large scale because parcels with varied uses are often very small. In the central Austin-focused map on the right (**Figure 4-10**), the dominance of single-family zoning is seen by the abundance of yellow parcels, with clusters of commercial (red) and office (lavender) uses located on significant corridors. Ideally, the transit network will balance the need to connect customers between corridors of relatively dense activity with residential areas.

Figure 4-10: Land Use in Central Austin (2024)



Source: City of Austin, 2024

In today's network, most transit-supportive land uses are found within a 10-minute walk of a transit stop, displayed in the **Table 4-1**. below. As Central Texas continues to grow and densify, the network will need to adapt to continue to serve as much of these uses as possible, capturing ridership with new development and investment.

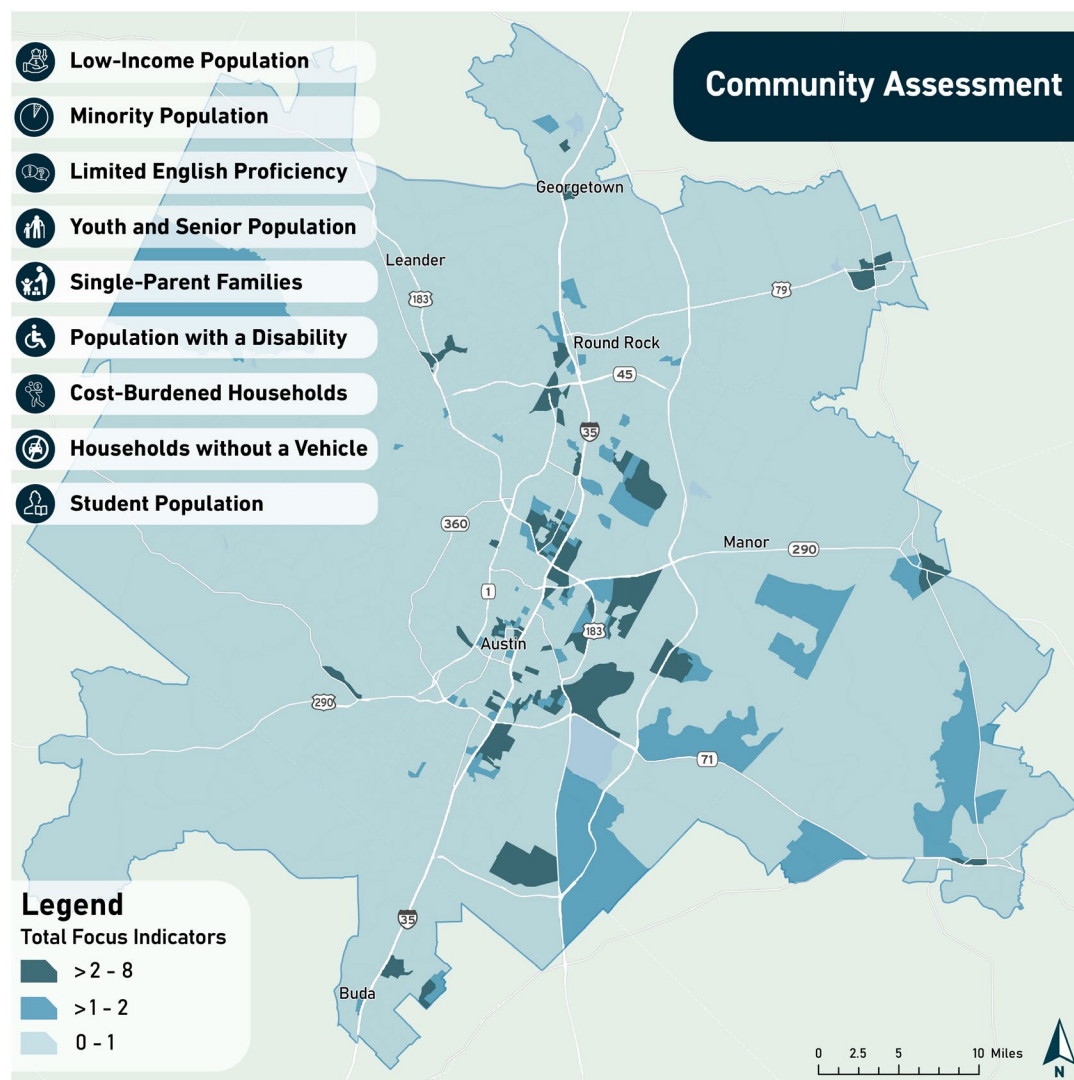
Table 4-1: Transit Network Coverage by Land Use Acreage in Austin

Land Use (LU)	Acres <5 Min. Walk	Acres <10 Min. Walk	Total Acres in Austin/RR	% Acres <5 Min. Walk	% Acres <10 Min. Walk
Commercial	6,297	7,769	12,786	49%	61%
Mixed Use	254	275	351	72%	78%
Multi-Family	9,879	12,425	18,589	53%	67%
Single Family	16,006	27,164	132,720	12%	20%
Office	5,086	6,268	13,893	37%	45%
Gov./Public Service	5,645	7,102	16,872	33%	42%

Demographics

Public transit is open to and accessible for all members of the community in the areas it serves; however, there are certain demographic groups that are more likely to use transit than others (**Figure 4-11**). It may be obvious that households without access to a personal car are more likely to ride transit, but many other factors are predictive of transit ridership. On average, regular transit customers are more likely to include younger people, people of color, foreign born and those with lower incomes.¹ By understanding where communities that fit these descriptions start their trips, the transit network can be designed to better meet the needs of its core ridership market.

Figure 4-11: Community Assessment Map Summarizing Demographic Focus Areas



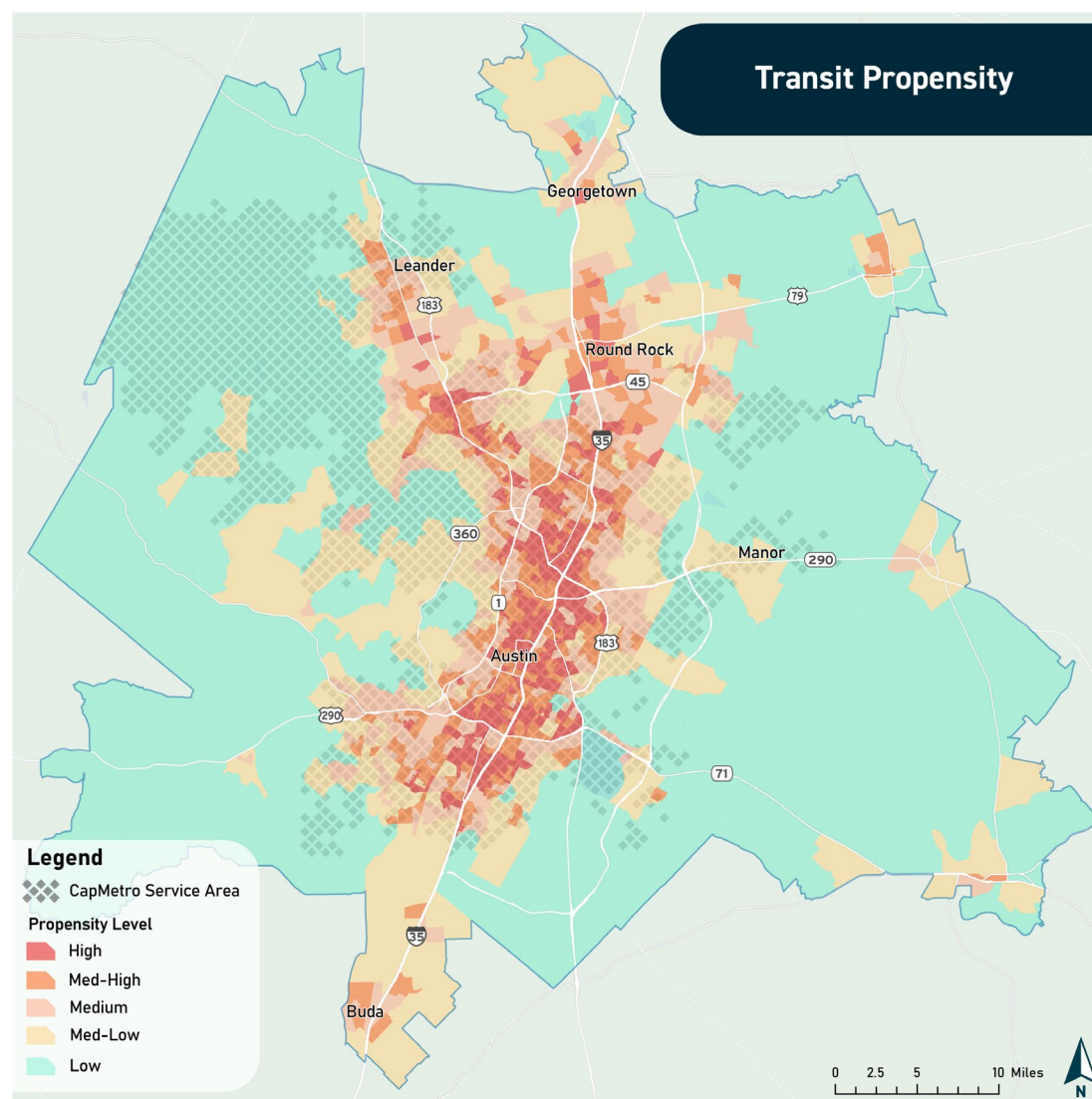
¹ Coogan, M., Spitz, G., Adler, T., McGuckin, N., Kuzmyak, R., & Karash, K. (2018). *Understanding Changes in Demographics, Preferences, and Markets for Public Transportation*. Transportation Research Board. <https://doi.org/10.17226/25160>

The community assessment mapped in **Figure 4-11** considered each of the demographic factors listed. If a Census Block Group geography was found to have a high concentration of a given demographic factor, it was tagged. The community assessment map visualizes the block groups with the most tags across the market analysis area. This creates a simple composite picture of where high concentrations of transit need populations reside.

Transit Propensity

Building on the demographic analysis of the community assessment, a Transit Propensity Index (TPI) was developed to quantify and visualize transit demand. In addition to the demographic indicators described above for the community assessment, transit propensity includes measures of population and employment density, and the density of trip destinations to a given area. These measures of need and density are weighted equally by the index. The result (**Figure 4-12**) served as a reference throughout the scenario development process, guiding decision-making about where transit services would be most used and most needed.

Figure 4-12: Transit Propensity Map Summarizing High Transit Demand



Source: 2022 US Census American Community Survey Block Groups, LODES 2022, LOCUS

The results of the propensity index mapping process show that the existing network does a good job covering transit-supportive areas. For the entire network, 90% of block groups identified as high propensity (scoring in the top 20% of the index) lie within a 10-minute walk of any transit stop, and 75% of those high propensity areas lie within a 10-minute walk of a frequent transit stop. High need areas that are currently underserved by the network include block groups around McNeil Drive and W. Parmer Lane, Wells Branch off I-35 and on the east side of the Georgian Acres Neighborhood adjacent to US 183 and I-35.

Latent Demand

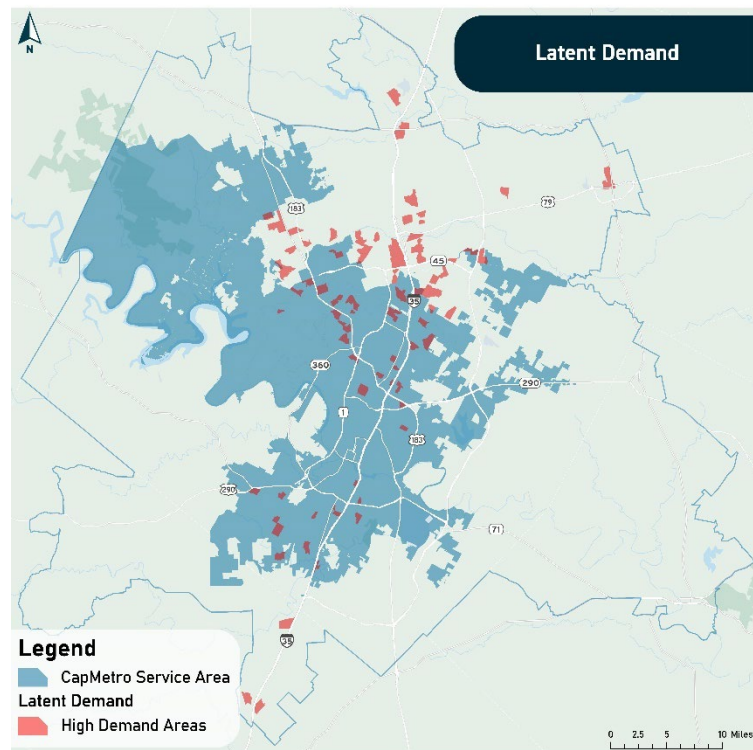
The transit propensity analysis helps to identify where transit service could benefit by expanding coverage, but by comparing propensity scores and current ridership data it is possible to see where existing transit service may be insufficient. Mapping areas of high-propensity and low-ridership creates a new measure called latent demand. These pockets of unmet demand are especially evident in fast-growing suburban corridors such as Parmer Lane and Slaughter Lane, where continued residential and commercial growth is likely to generate stronger ridership if service is improved or adjusted.

Subarea Analysis and Travel Patterns

The subarea analysis brought together previous work on travel patterns, ridership hotspots, transit propensity and latent demand for an in-depth analysis of smaller neighborhood geographies. This analysis revealed increasingly complex travel patterns that are no longer concentrated on downtown Austin trips but are shifting toward shorter trips between neighborhoods and cross-town trips between the major cities north of Austin. Corridors such as Northwest US 183, North I-35 and Airport Boulevard emerged as critical axes for future transit, reflecting the continued expansion of dense employment and residential centers across the analysis area.

To capture these dynamics, subarea profiles were developed to document each area's key characteristics, internal activity centers, external travel patterns and growth pressures. These profiles provide a framework for identifying unmet travel needs and prioritizing corridors for future service, ensuring that transit planning is responsive to how people move through the Central Texas today. These findings underscore the need to design a network that improves flexibility, reduces transfer times and enhances regional coverage.

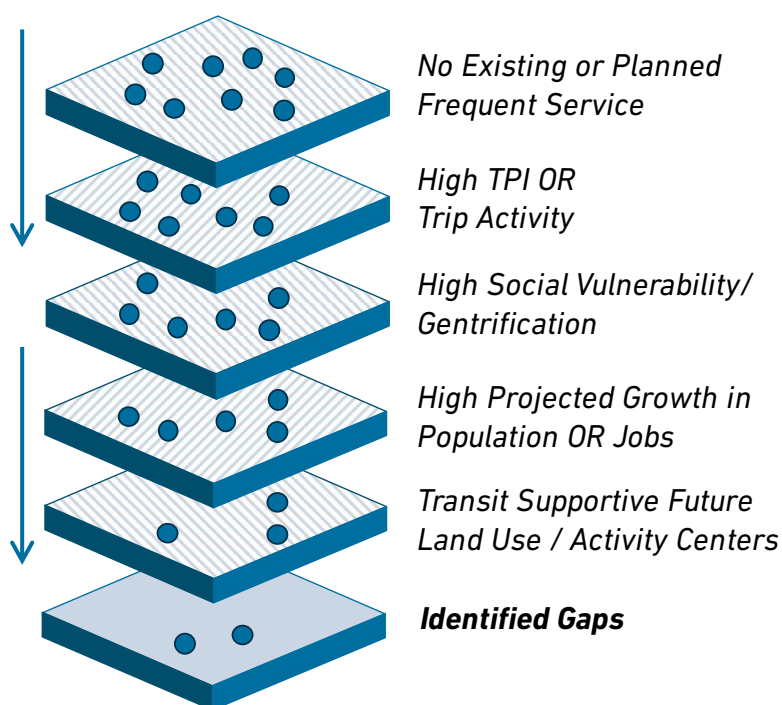
Figure 4-13: Identified Areas of High 'Latent' Demand



Gaps Assessment

Each component of the market analysis builds off the previous work completed and can stand alone as an analytical tool. The final component, the gaps assessment, combines many of the individual components of the market analysis to highlight areas that currently lack frequent transit service but may support the introduction of new frequent transit. This assessment was conducted by evaluating each Census Block Group in the market analysis area through a series of pass/fail filters, illustrated on the right. In the graphic, Census Block Groups are represented by the dots, which must pass through each filter layer before they can be considered a transit gap.

Figure 4-14: Gaps Assessment Filtering Process



The resulting gap areas all exhibit growing populations, high levels of transit-supportive demographics and limited car access. Examples include parts of east Austin outside of US 183, north Austin near Rundberg and Westgate/South Lamar, where new frequent service could address service need and system efficiency gaps.

Market Analysis Products

Taken together, these components provided the foundation for scenario planning by identifying where the current system provides coverage of transit supportive areas, where it could expand to and where current services could be upgraded to capture additional ridership. The market analysis informed the development of the draft scenario, enabling new route designs that balance need, ridership potential and future growth. Beyond Transit Plan 2035, the products of the market analysis are useful analytical tools, providing quantitative insights to support prioritization of future infrastructure, service changes and collaboration with jurisdictional partners and ATP.

Service Analysis

The service analysis complements the market analysis as a key component of Transit Plan 2035. Where the market analysis looks at how the transit system interacts with the community geographically, the service analysis seeks to answer questions about how the system's operations are delivering service as expected to the community, and where improvements can be made to reliability, productivity and cost effectiveness.

CapMetro regularly reviews how its services are performing against its [Service Standards and Guidelines \(SSG\)](#). This review utilized the SSG as the standard by which service was measured, in addition to comparing service performance against national standards and best practices. This review took place prior to recommendations and scenario development, reviewing services as they performed in April 2024. The service analysis evaluated each of CapMetro's existing Bus routes across all service types (CapMetro Rapid, Frequent routes, Local Bus, UT Shuttles, Express & Flyers, and Night Owl), Pickup & Access and Rail. The analysis was structured around five core components displayed in **Figure 4-15** below.

Figure 4-15: Service Analysis Components

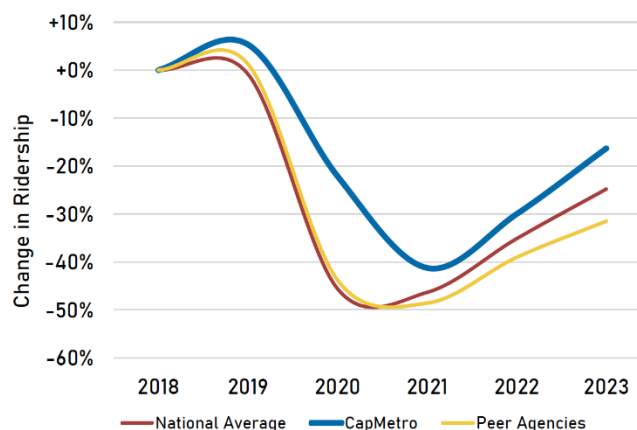


Performance Trends

In 2019 CapMetro's ridership neared all-time highs. There were many factors that led to this multi-year surge in ridership — expanding the Frequent Route Network through Cap Remap, making strategic investments in stop infrastructure and customer experience — but the primary contributing factor was the explosive population growth Austin was experiencing at the time. The rate of Austin population growth and ridership growth track very closely together. Following the COVID-19 pandemic ridership dropped dramatically, mirroring nationwide trends. However, CapMetro's ridership did not fall as far as national averages, and it has since recovered at a faster pace than peer agencies around the country. This success is a result of CapMetro's ability to maintain consistent service on key routes like the Frequent Route Network through the difficult 2020 – 2021 slump in ridership. This consistency helped maintain trust with customers and preserve familiarity for customers coming back to the network after sitting out the worst of the pandemic.

As stewards of taxpayer dollars, CapMetro recognizes the need to find operational efficiencies within its operations to continue to provide greater value to the community. Comparing the common characteristics of underperforming routes with the route-by-route performance data gathered through the service analysis helped identify these operational efficiencies for inclusion in the plan's recommendations (**Chapter 6**).

Figure 4-16: Change in Ridership Compared, 2018 - 2023



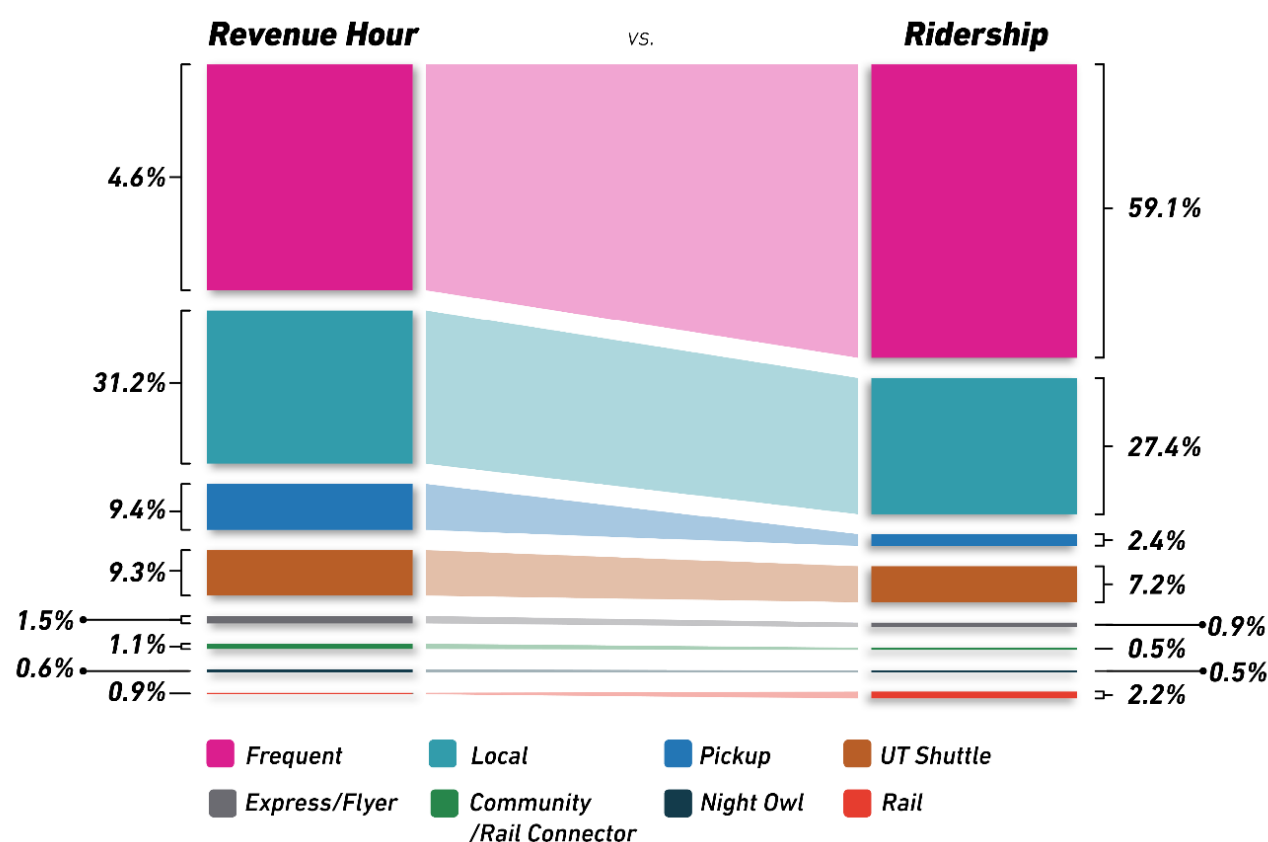
Source: National Transit Database (NTD)



Ridership and Service Types

CapMetro's frequent routes (including Rapid Lines) are the backbone of the system's ridership, carrying nearly 60% of existing customers. These routes also have the highest productivity, meaning they maintain high ridership throughout all portions of the route on most days and times. The top performing routes include Routes 1, 3, 20, 300 and Rapid Line 801. The launch and expansion of the Frequent Route Network has been one of CapMetro's great successes over the last decade. One of the ways Transit Plan 2035 will seek to optimize the network and grow ridership is to carefully select the highest performing local routes and recommend they join the Frequent Route Network. The increased convenience of riding a frequent route, with shorter wait and transfer times compared to a local route, provides existing customers more convenient trips, and increase the system's competitiveness in comparison to driving.

Figure 4-17: Revenue Hours & Ridership Compared



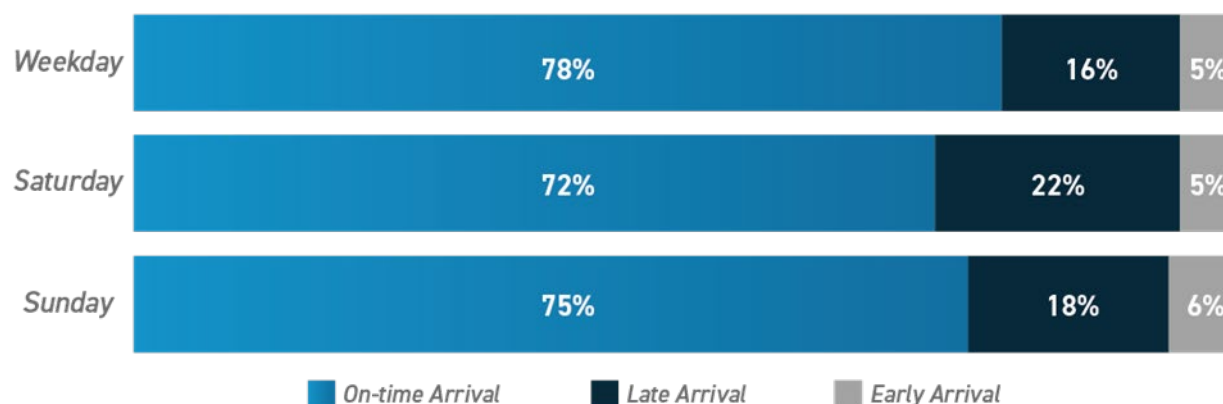
Source: CapMetro, April 2024

Most other routes have a roughly equal share of ridership to revenue hours. Pickup service, discussed in more detail below, operates by different service standards than fixed-route service and is productive when evaluated against on-demand standards. CapMetro Rail is the only other service beside frequent routes that provides significantly more ridership share than its revenue hours, highlighting the popularity of Rail as a service option that Austin Light Rail will seek to build on once operational. However, compared to CapMetro Bus service, Rail is also significantly more expensive to operate, so service investments must be made carefully.

Reliability and On-Time Performance

CapMetro has been working on improving bus reliability in recent years through investments in dedicated bus lanes, transit signal priority (TSP) and maintenance improvements. However, CapMetro's bus service in April 2024 did not collectively meet its 83% on-time performance (OTP) standard. Congestion, construction and lack of readily available and fully operational buses with readily trained operators impact reliability. CapMetro consistently evaluates OTP and searches for ways to mitigate schedule delay by staying in constant contact with operational, data analytics, planning and capital projects staff to provide reliable service.

Figure 4-18: On-Time Performance by Day in April 2024 (Excluding Rapid Lines)



Source: CapMetro, April 2024

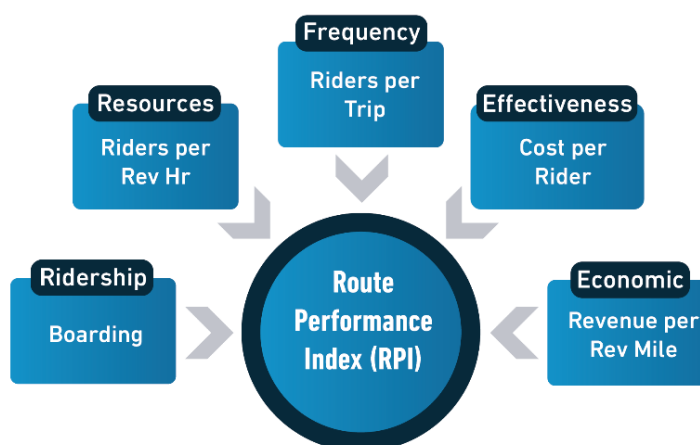
Since 2020, CapMetro has faced staffing issues impacting operator and vehicle availability, like other agencies nationwide. When CapMetro doesn't have enough buses or operators to run scheduled service, the agency may have to pull resources from frequent routes, the system's most productive and popular service. This prevents local route customers from having to wait an additional hour on 60-minute routes, shifting additional wait time to frequent route customers who may only have to wait an additional 10 to 15 minutes. This small but significant number of missed trips impacts customers in the system.

To continue to achieve ridership growth, improving OTP is the most impactful investment CapMetro can make. CapMetro's challenge to meet OTP standards is due to a range of factors, many of which, like construction and traffic congestion, are external to the agency. However, there are still many ways CapMetro can make strides towards improving core service reliability through Strategic Plan 2030 initiatives and Transit Plan 2035 recommendations. Some initiatives are already underway, as CapMetro is actively working to hire additional operators and replace aging vehicles to improve service delivery. CapMetro also works on improving OTP daily through cross-departmental coordination, field supervision and service monitoring.

Fixed Route Performance Analysis

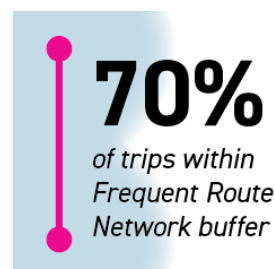
The fixed route performance analysis considered a variety of evaluation metrics, combining data from each into a cohesive Route Performance Index (RPI). The RPI provides a comprehensive picture of performance, incorporating financial, ridership and efficiency metrics. This index helps focus scenario planning efforts, identifying which routes will be tagged for retention and growth (high performers), and which will be candidates for optimization (low performers). The metrics included in the RPI, and more, can be viewed on a route-by-route basis using the interactive [Route Performance Dashboard](#) on CapMetro's Existing Conditions Virtual Report.

Figure 4-19: Fixed Route Performance Analysis Index Components



Access and Pickup Performance Analyses

CapMetro Access provides federally required ADA complementary paratransit service within a $\frac{3}{4}$ -mile buffer of fixed-route services, ensuring balanced mobility for qualifying customers whose disabilities may add difficulty using fixed-route transit. Access trips are overwhelmingly concentrated within the Frequent Route Network's buffer — about 70% occur entirely within this area, and 95% have either an origin or destination inside the buffer. This strong reliance on the Frequent Route Network means that any adjustments to frequent routes must be carefully reviewed for their potential impacts on Access, with additional due diligence to maintain compliance and service quality.



CapMetro Pickup, by contrast, is designed to provide flexible, on-demand service in neighborhoods and residential areas that are difficult to serve with fixed routes. Pickup operates at a productivity level far above the national norm. While the agency's service standard is four riders per hour, demand-response services nationwide average only 1.4 riders per hour,² and every one of CapMetro's 11 Pickup zones exceeds this national benchmark. Still, Pickup is one of the agency's most resource-intensive modes, requiring significant operating investment. Its future expansion, while in high demand, will need to be balanced against resource trade-offs for fixed-route services to ensure the overall system remains sustainable and effective.

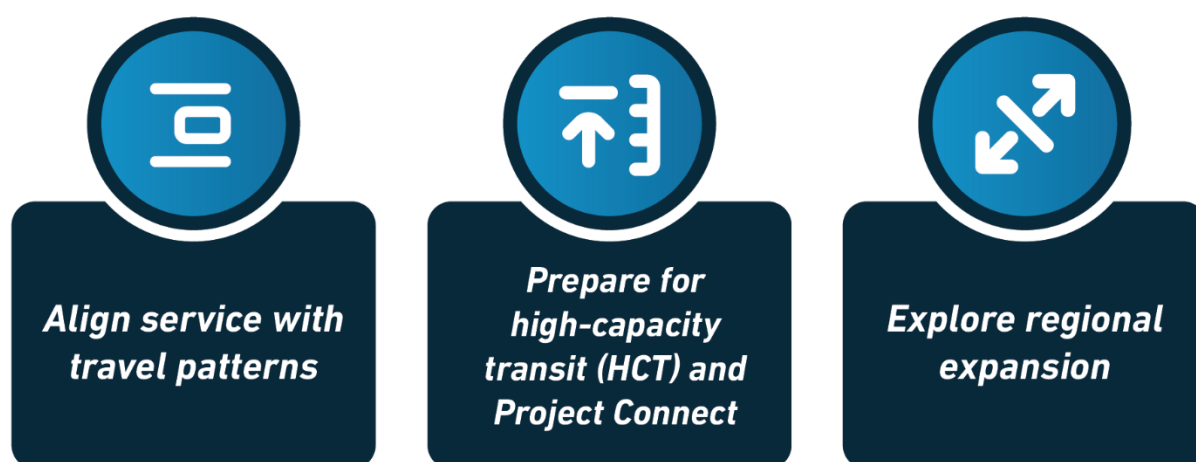
² APTA 2023 Public Transportation FACT BOOK. (March 2024). <https://www.apta.com/wp-content/uploads/APTA-2023-Public-Transportation-Fact-Book.pdf>

5 Scenario Planning

5. Scenario Planning

The scenario planning process for Transit Plan 2035 was guided by three overarching themes that emerged through initial engagement and the existing conditions analysis: matching service to evolving travel patterns, preparing for the integration of high-capacity transit (HCT) — including future Austin Light Rail — and strategically expanding the network to better serve the broader region.

Figure 5-1: Scenario Planning Emerging Themes



Each theme reflects both the needs identified through technical analysis and the priorities voiced by the community. Matching travel patterns required a close look at where, when and how people are traveling — shifting from a traditional peak-hour commute focus toward serving more midday, afternoon and local trips. Regional expansion evaluated opportunities to extend service into fast-growing communities while maintaining strong connections to central Austin. Preparing for HCT and Project Connect centered on redesigning the network to connect seamlessly with Austin Light Rail to maximize the benefits of Project Connect investments.

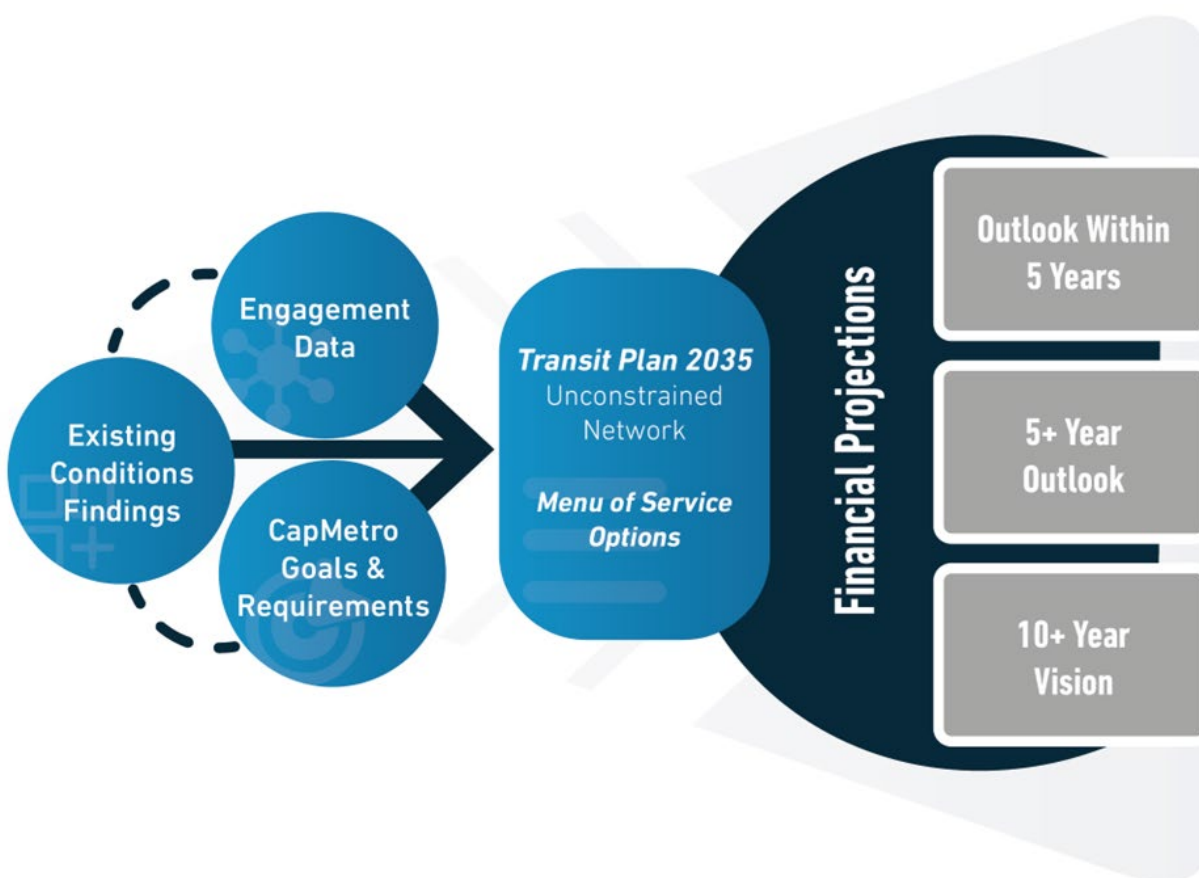
The initial scenario development process combined the results of the market and service analyses, initial public engagement and the plan review to create several network concepts that addressed travel demand, need and operational feasibility across Central Texas. These concepts were evaluated against tradeoffs such as frequency versus coverage, and projected costs versus budget projections, to identify strategies that could best meet the guiding themes and narrow down the network concepts into a single draft network. Once developed, the draft network was examined against a detailed financial assessment of capital and operating costs and financial revenue projections to ensure implementation viability. CapMetro ensured that recommendations shown to the public for feedback and review were carefully vetted to set realistic expectations for what could be accomplished over the plan horizon.

Draft Network Development

CapMetro combined insights from the existing conditions analysis with feedback from initial rounds of engagement to shape the draft network. Using a series of tools like dashboards and data summaries, a clear picture emerged of where the system could be changed to address community priorities and improve operational outcomes. Through a series of workshops with CapMetro staff and regional stakeholders, numerous service alternatives were designed and tested to create an unconstrained transit network. This network included multiple design options for routes that could be selected for inclusion in the draft network, acting as a menu of service options for CapMetro.

Through iterative feedback in focus groups and workshops, and financial analysis to ensure route packages were feasible, CapMetro finalized a draft network that included two phases: the Outlook within 5 Years, and the 5+ Year Outlook. Both networks were further vetted for financial feasibility and alignment with community priorities. Projects that will require additional market development, stakeholder coordination or funding that could not be included in either of these phases were placed within the 10+ Year Vision list. Together, these three phases form the draft network that was taken to the public for feedback during summer 2025 engagement.

Figure 5-2: Draft Scenario Development Summarized



Keeping Fiscal Responsibility in Mind

Ensuring the draft network brought to the public was fiscally responsible was a key decision-making factor throughout development. CapMetro is funded primarily through local sales tax dollars. While the agency receives some support from federal funding and farebox revenue, these sources make up a small portion of the overall operating budget. While the unconstrained network was developed without fiscal restraints in mind, narrowing down recommendations for the draft network through the lens of fiscal realities created difficult decisions about what was realistic and financially responsible. Some of the factors that influenced decision-making were:

Increasing Operating Costs	Existing services require maintenance and staff, and rising costs require careful planning.
Slowing Sales Tax Revenue Growth	CapMetro's primary funding source is growing slower than it used to, limiting how aggressively the agency can expand its services.
Limited Fare Revenues	Fare revenue's limited impact on overall operating budgets means the agency must efficiently distribute limited resources.
The Need for Responsible, Step-by-Step Improvements	CapMetro is committed to presenting the public with feasible and reasonable recommendations with confidence those recommendations can be implemented in their stated timeframe.
Putting Safety & Reliability First	The agency is focusing on making improvements to safety and reliability of the system, expansion must work alongside these parallel priorities.

The three phases of the draft network address these factors by slowly growing services over time. The Outlook within 5 Years is financially constrained, assuming no additional funding becomes available beyond what has been forecasted by CapMetro. The 5+ Year Outlook is financially restrained, allowing for a small amount of variability between what is forecasted and what is recommended. This variation is included because in the 5 to 10-year timeframe sales tax revenues may grow faster than projected, or outside funding sources may become available. The 10+ Year Vision is financially unconstrained to include projects that do not fit within these budgetary timeframes but may be implemented if funding becomes available.

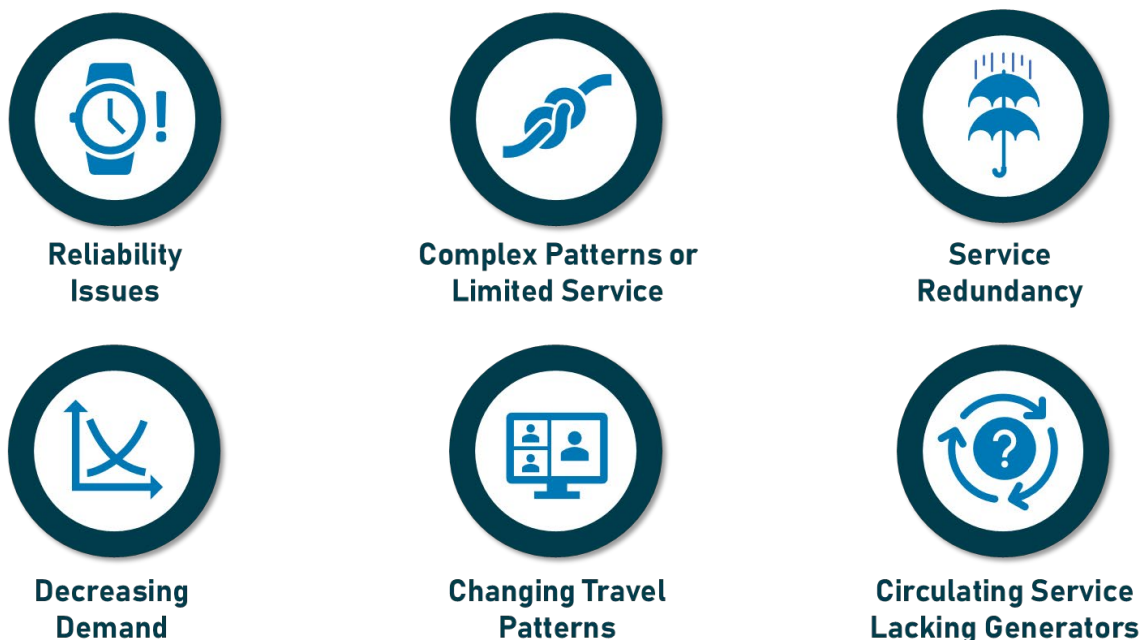
Figure 5-3: Phases Defined

Outlook within 5 years Financially Constrained	
When	Near-term investments that will be implemented in phases through the established service change process
What	Cost effective solutions and full frequency on Rapid 800 Pleasant Valley and 837 Expo Center in alignment with Project Connect
Why	To improve connectivity & increase ridership
5+ Year Outlook Financially Restrained	
When	Investments to be implemented alongside Austin Light Rail and in support of regional growth
What	Bus network improvements & other proposed growth like Pickup and Rail improvements
Why	Aim to support the light rail system & prepare for an expanded network
10+ Year Vision Financially Unconstrained	
When	Investments to be considered after light rail implementation
What	Future investments that require financial partnerships and thoughtful planning
Why	Concepts forged in response to the growing region including remaining Project Connect concepts

Key Characteristics of Underperforming Routes

When evaluating routes for recommended changes CapMetro had to balance the benefit of maintaining continuity of service for customers with the need to make necessary changes. Diagnosing a handful of key characteristics of underperforming routes helped focus attention on services that most needed improvements to meet service standards and adapt to changing markets and customer needs. Routes that experienced one or more of the conditions listed below in **Figure 5-4** were prioritized for recommendations.

Figure 5-4: Characteristics of Underperforming Routes



Routes with **Reliability Issues** experience frequent late trips, missed trips or schedule variability that make service difficult to depend on. In the data, these issues show up as low OTP or high variance between scheduled and actual arrival times. Unreliable service reduces customer trust and hurts ridership, even when frequency is high. Improvements can include schedule and running time adjustments to reflect observed run times, transit-priority street and intersection treatments or simplifying alignments to minimize delay.

Routes with overly **Complex Patterns** — such as multiple branches, too many turns or looping alignments — are difficult for customers to understand and use. In the data, this appears as uneven ridership across branches, low through-ridership or low boardings overall despite serving populated areas. Similarly, routes with **Limited Service** or infrequent trips may fail to capture demand because service is not available when or where customers need it. Complex or limited service reduces usability and discourages discretionary customers. Simplifying patterns, increasing span and boosting frequency where warranted can make routes more legible, convenient and productive.

Service Redundancy occurs when multiple routes provide overlapping service in the same corridor, splitting ridership and limiting efficiency. In the data, this often shows up as several routes with low productivity despite strong overall corridor demand. Customers may be confused

by too many overlapping options, while resources are spread thin across parallel services. Streamlining redundant routes into a single, higher-frequency service can concentrate ridership, improve service legibility and deliver a more attractive and reliable option for customers.

Decreasing Demand refers to routes that were originally designed to serve specific markets, such as Express and Flyer routes carrying downtown-bound commuters from outlying Park & Rides, or Community Connector routes linking specific population groups with social services and grocery stores. In the data, these routes may show consistently low ridership despite fulfilling a targeted purpose. Over time, the communities and trip patterns they were designed to serve may have shifted — fewer customers commuting downtown during peak hours, and low-income or senior populations becoming more dispersed. As demand for these tailored services decreases, productivity declines and subsidy per passenger increases. Adjusting service types, modifying operating schedules or redesigning surrounding transit routes to maintain service at existing stops after discontinuing these services incorporates these specialized routes into the Local and Frequent network, providing coverage and saving resources.

Changing Travel Patterns due to Central Texas' growth over the past decade has reshaped the transit market, with new housing, jobs and activity centers emerging outside of traditional cores. In the data, this is reflected in declining productivity on some legacy routes, contrasted with growth in high-density corridors. The spread of remote and hybrid work has also reduced traditional morning peak demand, while more trips now occur midday, in the afternoon and across weekends. Routes misaligned with these evolving trends show underperformance if service does not match where and when people travel today. Adjusting alignments, improving span and frequency in high-growth corridors and redesigning service to capture new trip purposes are key strategies to adapt to these changes.

Routes providing **Circulating Service** in residential areas with limited connectivity to major transit corridors or activity centers often struggle to attract customers. In the data, these routes show low productivity and limited through-travel, with most trips confined to short distances within the neighborhood. Without strong anchors — such as frequent transit connections, employment hubs, schools or shopping centers — there is little to generate consistent demand. These services can be important for local mobility, but their limited ridership makes them costly to operate. Aligning routes with key destinations, linking them directly to the High Frequency Network or Rapid lines, or converting them to Pickup zones are strategies that can improve efficiency and provide more meaningful connections for customers.



Incorporating Feedback on the Draft Network

Once prepared, the draft network was presented to the public in summer 2025. During this round of engagement CapMetro was able to gather feedback from over 1,200 community members, conduct over 30 focus groups for in-depth conversations tailored to audience needs. Following this round of engagement comments were sorted, analyzed and used to score routes to prioritize revisions to the draft network. The revised recommendations that are incorporated in the final plan are referred to as the final preferred network.

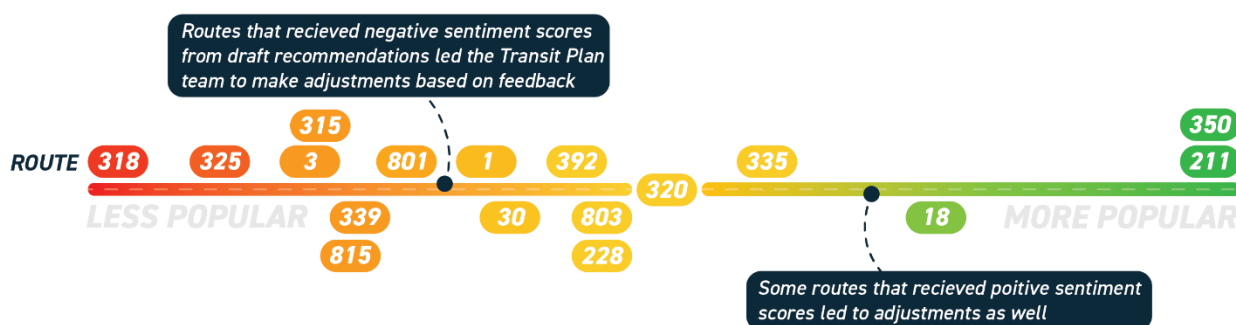
The process used to sort, analyze and respond to public feedback is summarized in **Figure 5-5** below. This process led to post-engagement updates to 40% of the draft network.

Figure 5-5: Draft Network Data Analysis & Revision Method

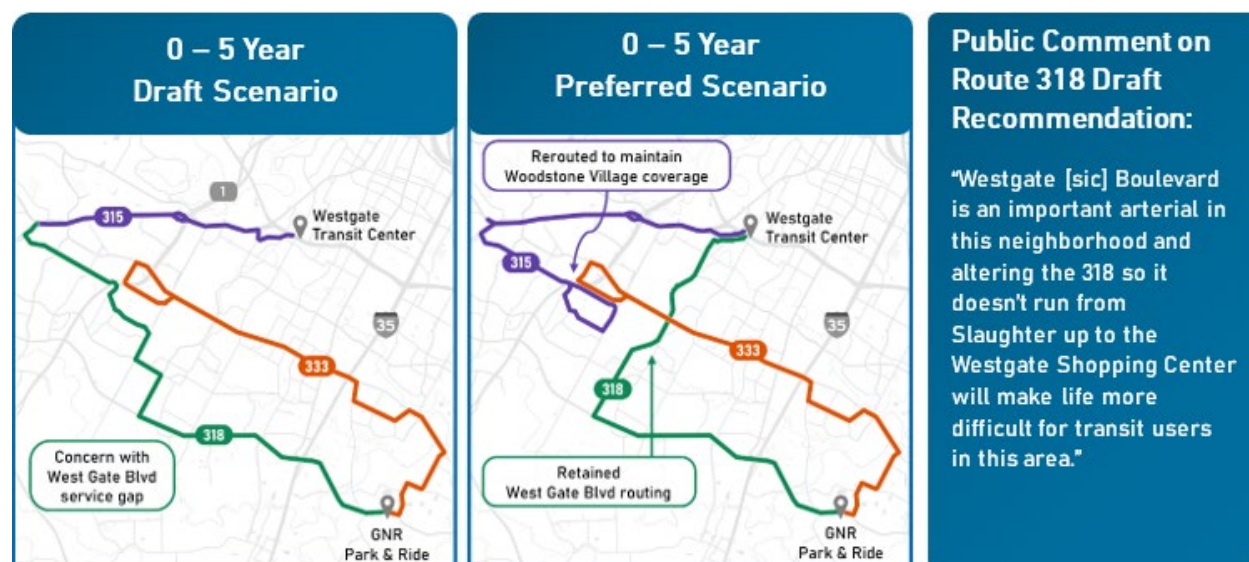


Following engagement, analyzing and scoring public comments was key to channeling feedback into network revisions. Comments received were categorized into sentiment scores ranging from very negative to very positive, with matching numerical values to create a summary sentiment score for each route. The chart below displays a sample of routes that were revised based on community feedback. Generally, negative sentiment scores led to revised recommendations; however, in select cases routes that received positive sentiment also received comments with opportunities for further enhancements.

Route 211's draft recommendation received positive feedback, but community members noted that the route would also benefit from an expansion farther south to ACC Highland campus. Receiving this feedback, CapMetro analyzed whether this recommendation fit into fiscal constraints and the broader network before incorporating the idea into the final preferred network.

Figure 5-6: Sample of Route Sentiment Scores Following Summer Engagement

In an example of how recommendations were adjusting following public feedback, Routes 315 and 318 each received negative sentiment from the public in the draft network comment period. Community members voiced concern over removing service from West Gate Boulevard and major activity centers along Menchaca Road. This feedback led to revisions that aligned Route 318 back to West Gate Boulevard, while Route 315 was revised to maintain Woodstone Village coverage in the Outlook within 5 Years. Pushing back the Oak Hill alignment for Route 318 to the 5+ Year Outlook will allow CapMetro more time to engage with the public to understand service needs in southwest Austin before realigning routes to accommodate the new Rapid 815.

Figure 5-7: Example Update to Recommendations Following Public Comment

After this comprehensive review and series of revisions, the final preferred network was presented to the public at an Open House in October 2025. The complete network and detailed recommendations can be viewed on CapMetro's [Transit Plan 2035 web page](#). For maps with frequencies and spans, see the [Route Flipbook](#), for more details on route-level recommendations, see the [Route Matrix](#). Spanish translations are available online for both references.

CapMetro

6 Transit Plan Recommendations

6. Transit Plan 2035 Recommendations

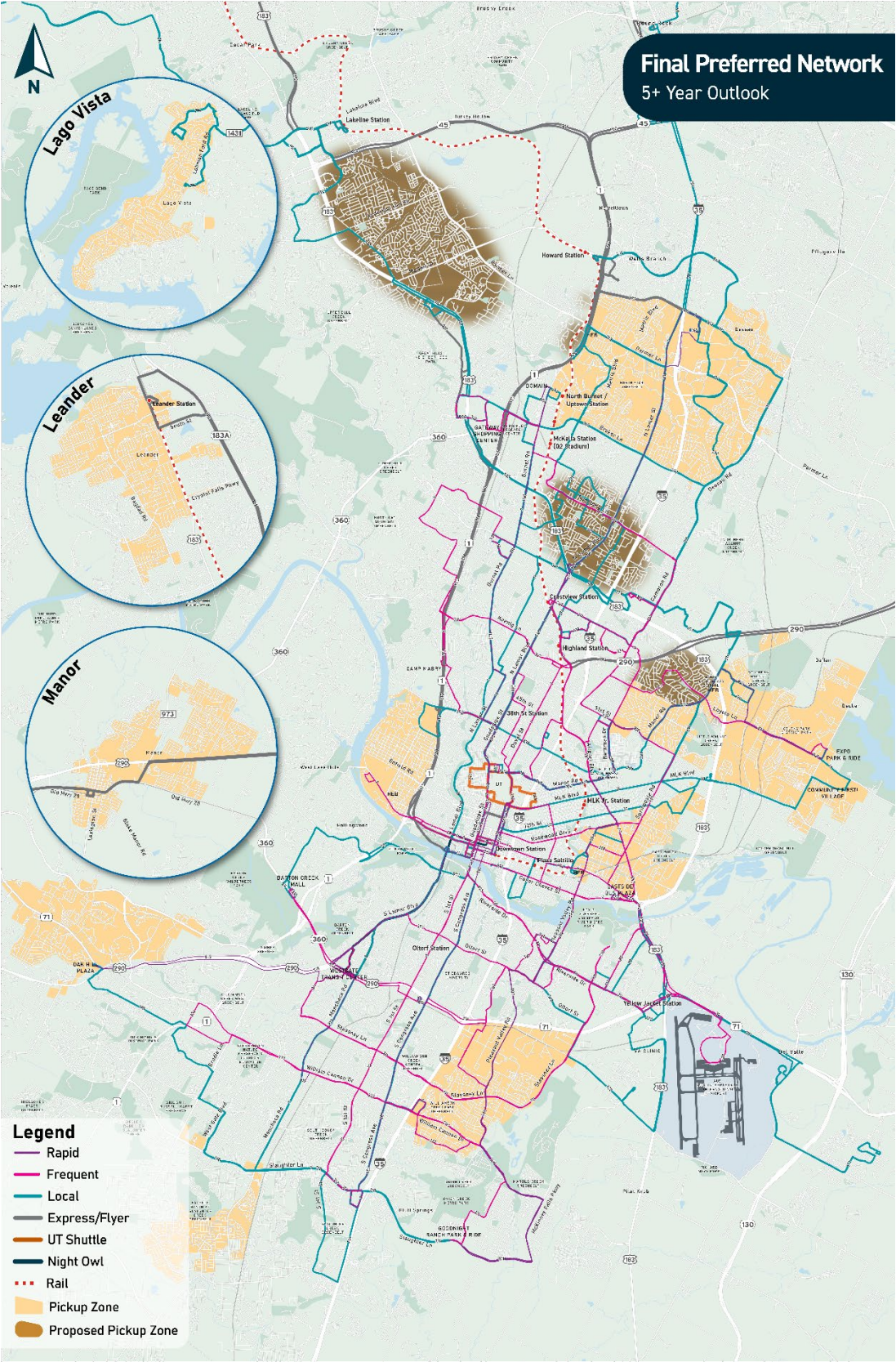
The recommendations presented below were developed to achieve the scenario planning goals before being presented to the public for feedback and revisions. The result is a simplified network that maintains coverage, while providing customers more reliable services that are easier to navigate and use. High-performing local routes in growing areas are being elevated to the Frequent Route Network, commuter routes are changing to accommodate new travel patterns and Pickup zones are being adjusted and introduced to areas that show transit propensity but are difficult to serve with fixed-route services. This preferred network capitalizes on short-term improvements that can be made in a financially constrained environment, while planning for improvements that accompany Austin Light Rail and regional growth in the years to come to build toward a more connected Central Texas region.

Preferred Network Recommendations

Figure 6-1 on the following page presents the final preferred network in its entirety. The following section provides a more detailed breakdown of recommendations from the 5+ Year Outlook by service type, with maps displaying alignments and tables summarizing changes to frequency and hours of operation. Resources with additional information can be found on the [Transit Plan 2035 web page](#). On the page, the [Route Flipbook](#) provides route-by-route breakdowns, while the [Route Matrix](#) lists existing and proposed frequencies and spans for each day of the week across the network.



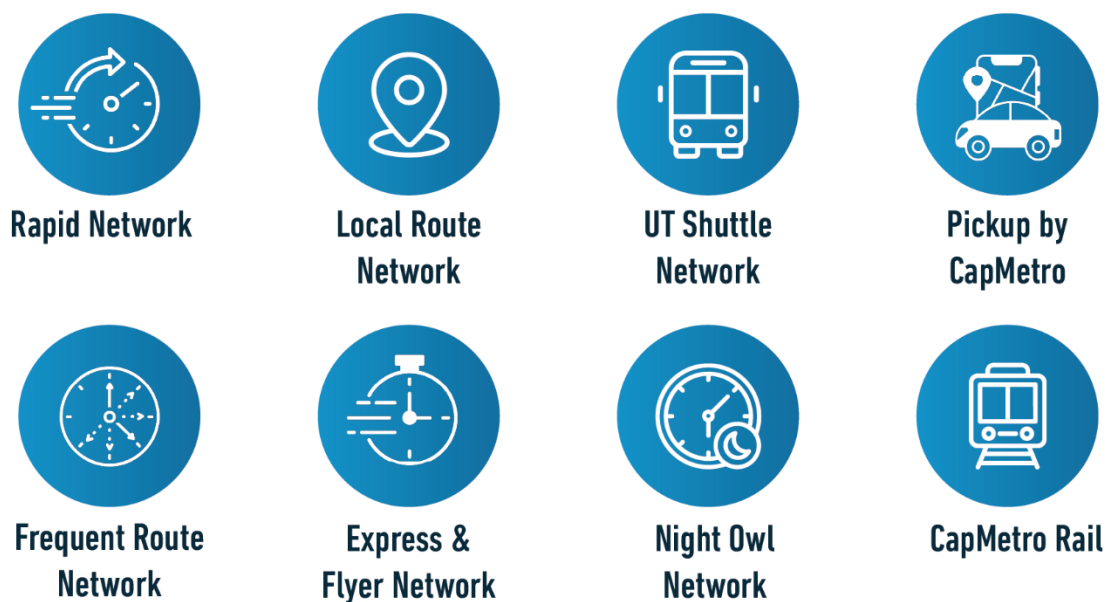
Figure 6-1: Final Preferred Network, 5+ Year Outlook



Service Tiers

One of the aims of Transit Plan 2035 is re-evaluating all CapMetro's transit services in a changing community to match the right service levels to their appropriate markets. CapMetro's various service types provide a diverse menu of options — varying in frequency, vehicle type, operating speeds and stop placement — to meet the wide variety of transit needs and opportunities found in the Central Texas region. **Figure 6-2** illustrates CapMetro's service tiers while subsections below detail recommendations made for each.

Figure 6-2: CapMetro Service Tiers



Rapid Network

CapMetro Rapid services are the backbone of CapMetro's high-capacity network, complementing the Red Line commuter rail and connecting the various other service types with high-frequency transportation. CapMetro's Rapid service delivers a convenient and flexible ride on four routes serving key destinations in Austin. CapMetro Rapid lines feature stops spaced farther apart than local bus service, allowing for quicker travel times and stations that can accommodate more customers. The service also benefits from transit-priority treatments — such as Transit Priority Lanes, queue jumps and Transit Signal Priority — to improve speed and reliability.

Currently, CapMetro operates four Rapid lines: Rapid 801, which runs north-south between Tech Ridge Transit Center and Southpark Meadows, Rapid 803, which operates between The Domain and Westgate Transit Center via UT and downtown Austin, and recent additions of Rapids 800 and 837 serving east Austin. Rapid 837 connects Colony Park and Decker in northeast Austin to Mueller, UT, downtown and ends at Republic Square. Rapid 800 connects Berkman/Mueller to Onion Creek & Easton Park via Pleasant Valley and east Austin.

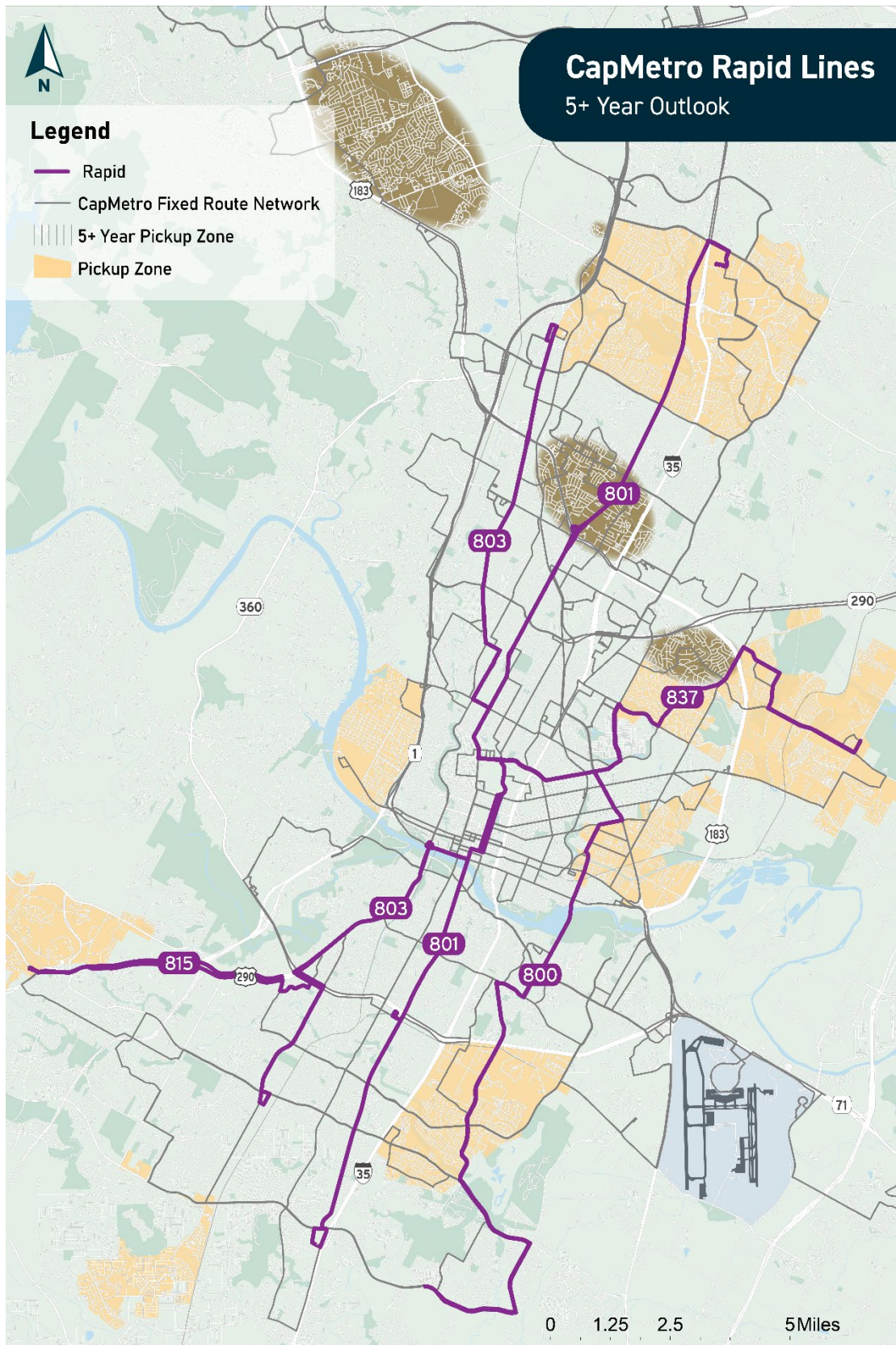
Rapid 815 is a new service proposed to run between Oak Hill, Westgate Transit Center and William Cannon Drive. This service is proposed for implementation in the 5+ Year Outlook, replacing Route 315 with improved Rapid frequencies. Like the introduction of Rapids 800 and 837, service will begin at 20-minute frequencies and will be improved to full Rapid frequencies as soon as resources are available. The Rapid Network is displayed in **Figure 6-3** on the following page, and frequency and span changes are detailed in **Table 6-1** below.

Table 6-1: Proposed Changes to CapMetro Rapid Frequencies & Spans

Route			Peak Frequency (min)		Typical Weekday Span	
#	Name	Flipbook Pg.	Existing	Future	Existing	Future
800	Pleasant Valley	69	20*	10-15	5:00AM-12:00AM	5:00AM-3:00AM
801	N. Lamar / S. Congress	70	10-15	No Change	5:00AM-11:30PM	5:00AM-3:00AM
803	Burnet / S. Lamar	71	10-15	No Change	5:00AM-11:30PM	No Change
815	Oak Hill / Menchaca	73	N/A	20*	N/A	5:00AM-12:00AM
837	Expo Center	74	20*	10-15	5:00AM-12:15AM	5:00AM-3:00AM

**20-minute frequencies are temporary for introductory service and will be upgraded to 10-15 minute frequencies as soon as resources are available.*

Figure 6-3: Recommended Rapid Network



Frequent Route Network

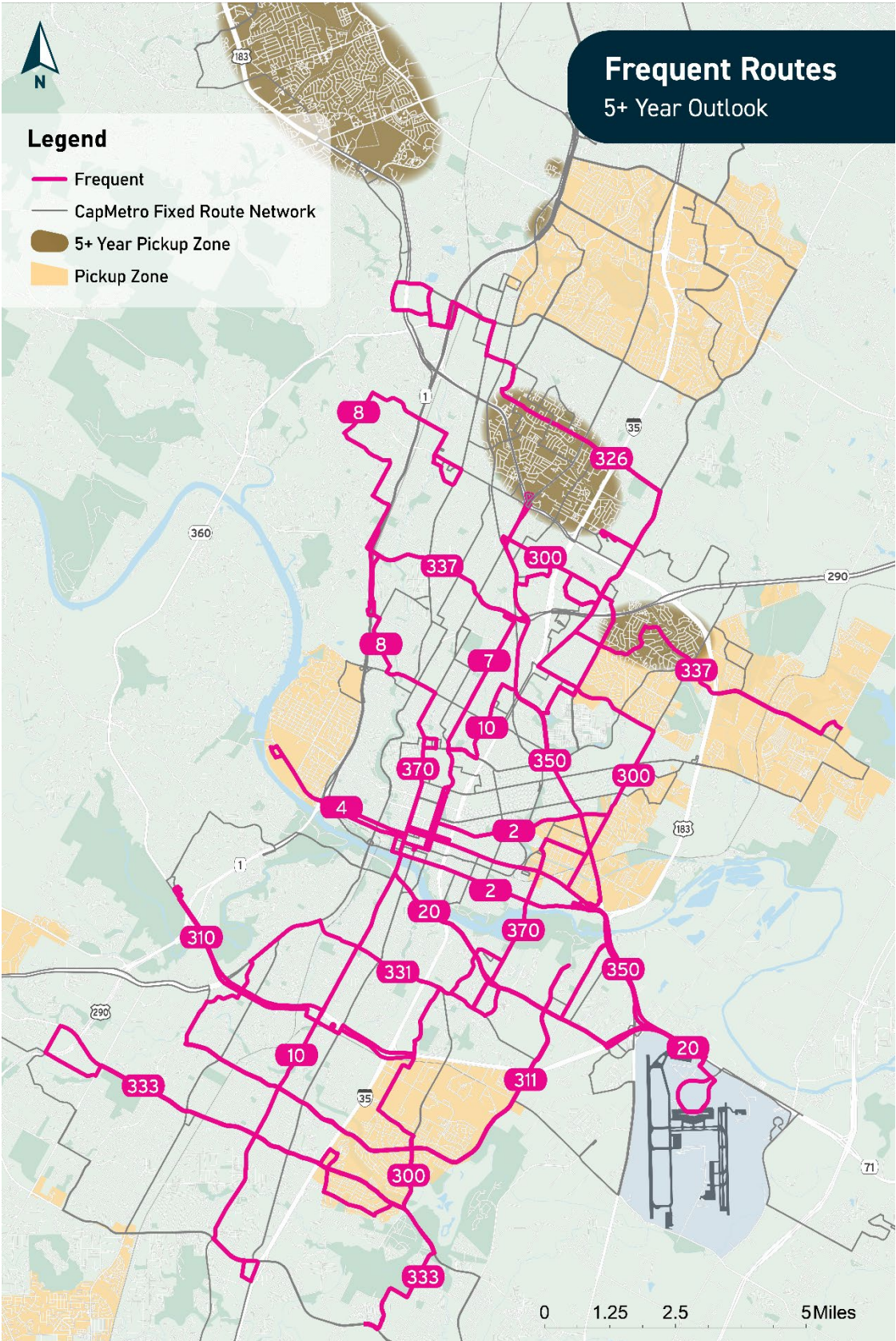
CapMetro's Frequent Route Network provides bus services with peak frequencies of 15-minutes or better. Since their introduction to the network these services have led the system in ridership and productivity. The flexibility provided by these routes, easing transfers for customers, increases their attractiveness. Currently, CapMetro operates ten frequent routes (excluding Rapid service) across its system. Transit Plan 2035 recommends the addition of six more frequent routes to the network and moves one current frequent route to the Local Route Network. The result is a network with 15 frequent routes in 2035, displayed in **Figure 6-4** on the following page. **Table 6-2** details frequency and span changes.

Table 6-2: Proposed Changes to Frequent Route Frequencies & Spans

Route			Peak Frequency (min)		Typical Weekday Span	
#	Name	Flipbook Pg.	Existing	Future	Existing	Future
2	Rosewood / Cesar Chavez	8	15	No Change	5:00AM-12:15AM	No Change
4	7 th Street	10	15	No Change	5:00AM-12:15AM	No Change
7	Duval	12	15	No Change	4:15AM-11:45PM	No Change
8	Bull Creek / Lake Austin*	13	N/A	15	N/A	5:00AM-12:00AM
10	South 1 st / Red River	14	15	No Change	4:15AM-11:30PM	No Change
20	Riverside	16	15	No Change	3:45AM-11:30PM	5:00AM-3:00AM
300	Springdale / Pleasant Valley	30	15	No Change	4:30AM-11:00PM	No Change
310	Barton Creek / Parker	31	30	15	5:00AM-10:30PM	No Change
311	Stassney	32	15	No Change	5:00AM-11:45PM	No Change
325	Metric*	39	15	30	5:00AM-11:30PM	No Change
326	Rundberg*	40	N/A	15	N/A	5:00AM-12:00AM
331	Oltorf*	41	N/A	15	N/A	5:00AM-12:00AM
333	William Cannon	42	15	No Change	5:00AM-11:30PM	No Change
337	Koenig / Colony Park	44	15	No Change	4:30AM-10:30PM	No Change
350	Airport Blvd	47	30	15	5:00AM-10:30PM	5:00AM-12:00AM
370	Speedway / Riverside*	48	N/A	15	N/A	5:00AM-12:00AM

*Indicates recommendations that are largely replaced by other future alignment changes. For more information, refer to the [Route Flipbook](#).

Figure 6-4: Recommended Frequent Network



Local Route Network

CapMetro's Local Route Network provides essential, all-stop service that connects neighborhoods to major destinations, transit centers, and high-capacity services like Rapid and Rail. Local routes are the foundation of the system, ensuring access to transit across a wide geographic area and serving customers who rely on closer stop spacing for shorter trips. They balance coverage and frequency to link communities with jobs, schools, health care and other daily needs, complementing the faster, limited-stop services within the broader network. The Local Route Network is also being expanded through Transit Plan 2035, displayed in **Figure 6-5**. Much of the expansion is because other service types are being consolidated into the Local Network to decrease the complexity of the network (Flyers, Connectors and UT Shuttles). **Table 6-3** details frequency and span changes.

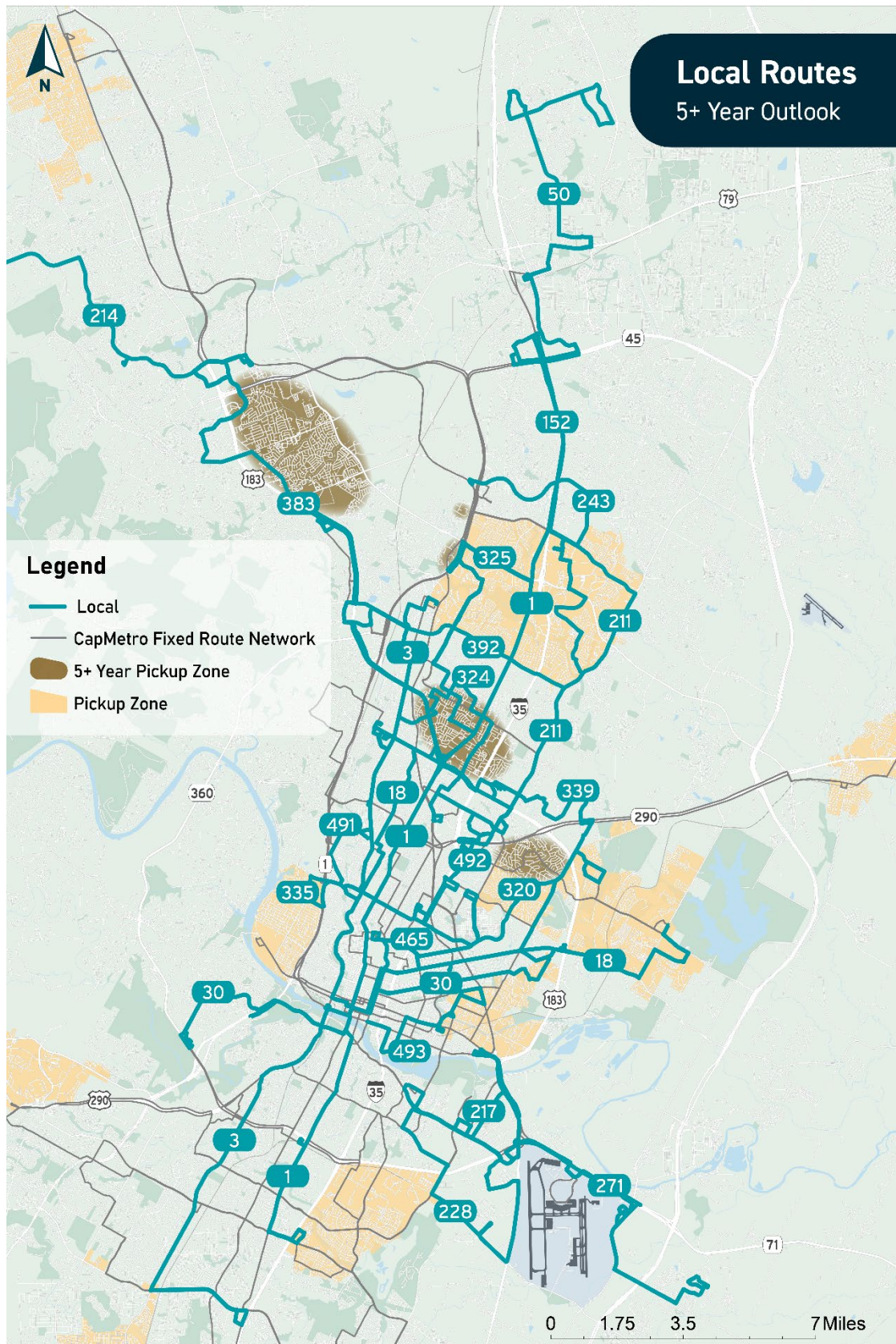
Table 6-3: Proposed Changes to Local Route Frequencies & Spans

Route			Peak Frequency (min)		Typical Weekday Span	
#	Name	Flipbook Pg.	Existing	Future	Existing	Future
1	N. Lamar / S. Congress	7	30	No Change	4:45AM-11:30PM	No Change
3	Burnet / Menchaca	9	30	No Change	5:00AM-11:45PM	No Change
5	Woodrow/Lamar*	11	30	Replaced by 18/30	4:30AM-11:00PM	Replaced by 18/30
18	Woodrow / MLK	15	30	No Change	5:00AM-11:30PM	No Change
30	Barton Creek / East 12 th	17	30	No Change	4:45AM-11:15PM	No Change
50	Round Rock Tech Ridge	18	60	No Change	6:15AM-7:30PM	No Change
152	Round Rock Tech Ridge Limited	20	60	No Change	6:15AM-7:30PM	No Change
201	Southpark Meadows	21	30	No Change	6:00 AM-9:30PM	No Change
211	Cameron	22	N/A	30	N/A	5:00AM-11:00PM
214	Northwest Feeder	23	60	No Change	5:15AM-9:00PM	No Change
217	Montopolis Feeder	24	30	60	4:45AM-12:15AM	No Change
228	VA Clinic	25	35	30	6:00AM-7:15PM	5:00AM-11:00PM
233	Decker / Daffan*	26	60	Replaced by Pickup Decker	7:00AM-9:30PM	Replaced by Pickup Decker
237	Northeast Feeder*	27	60	Replaced by 18/837	6:45AM-10:15PM	Replaced by 18/837
243	Wells Branch	28	30	No Change	5:00AM-11:15PM	No Change

Route			Peak Frequency (min)		Typical Weekday Span	
#	Name	Flipbook Pg.	Existing	Future	Existing	Future
271	Del Valle Feeder	29	30	No Change	5:00AM-9:45PM	5:00AM-11:00PM
315	Ben White*	33	30	Replaced by 815	5:15AM-10:45PM	Replaced by 815
318	Westgate / Slaughter	34	30	No Change	5:00AM-10:30PM	No Change
320	Manor Road	35	N/A	30	N/A	5:00AM-11:00PM
322	Chicon / Cherrywood*	36	30	Replaced by 370	5:00AM-10:30PM	Replaced by 370
323	Anderson*	37	30	Replaced by 339	5:00AM-10:30PM	Replaced by 339
324	Georgian / Ohlen	38	30	No Change	4:45AM-11:00PM	No Change
325	Metric	39	15	30	5:00AM-11:30PM	5:00AM-11:00PM
335	36 th / 38 th Street	43	30	No Change	5:00AM-11:45PM	No Change
339	Anderson / Springdale	45	60	30	6:15AM-10:15PM	No Change
345	45 th Street*	46	30	Partially replaced by 335	5:00AM-10:45PM	Partially replaced by 335
383	Research	49	30	No Change	5:00AM-11:00PM	No Change
392	Braker / Domain	50	30	No Change	5:15AM-11:15PM	No Change
465	MLK / University of Texas	51	30	No Change	6:30AM-7:00PM	No Change
466	Kramer / Domain*	52	30	Replaced by 3/392	6:15AM-7:15PM	Replaced by 3/392
490	HEB Shuttle*	58	30-35	Replaced by 370/493	1:30PM - 3:30PM (Mon) 10:15AM - 1:00PM (Thurs)	Replaced by 370/493
491	Allandale	59	60	No Change	9:00AM-3:00PM	No Change
492	Delwood	60	60	No Change	9:00AM-3:45PM	No Change
493	Eastview	61	60	No Change	9:00AM - 2:30PM (Monday)	5:00AM-11:00PM (wkdays)

*Indicates recommendations that are largely replaced by other future alignment changes. For more information, refer to the [Route Flipbook](#).

Figure 6-5: Recommended Local Network



Express and Flyer Network

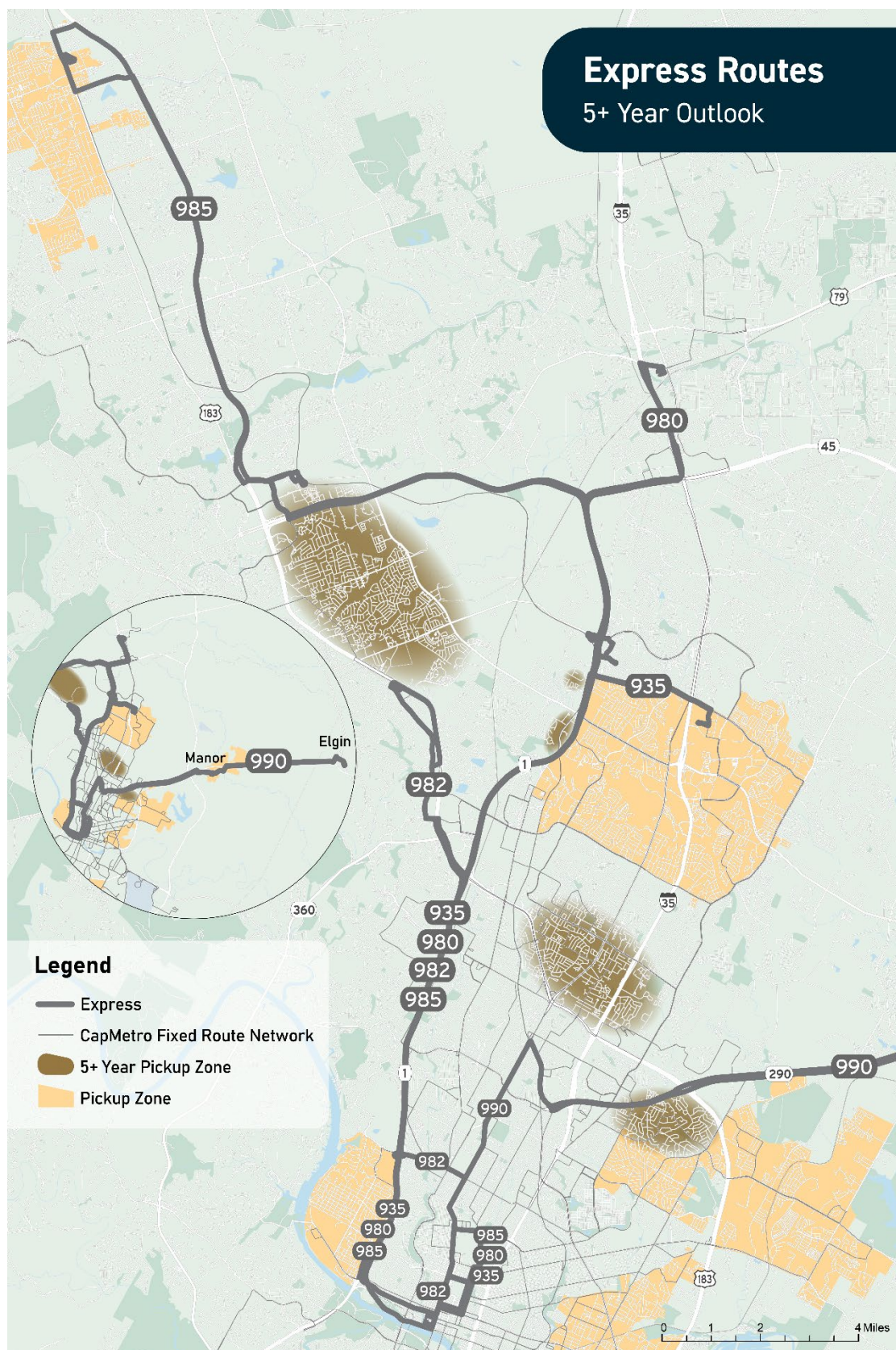
CapMetro's Express and Flyer services provide limited-stop commuter connections between suburban Park & Ride locations, member cities and major employment centers in central Austin, primarily during peak hours to serve customers traveling into and out of downtown and other job hubs. As noted in **Chapter 4**, commuting patterns have shifted since 2020, with morning commute patterns still lower than pre-pandemic highs. Those that do commute into work often have hours that vary from the traditional 9-to-5 pattern that Express and Flyer routes were designed to serve. These trends are evident in the ridership and productivity numbers for Flyer services, which are the lowest for any fixed-route service type. To adapt to these changes, and to allocate resources to more productive services, discontinuation of flyer services from the network is recommended. Express services (route numbers 935 – 990) are being retained in the network, as displayed in **Figure 6-6** on the following page. **Table 6-4** details frequency and span changes.

Table 6-4: Proposed Changes to Express/Flyer Route Frequencies & Spans

Route			Peak Frequency		Typical Weekday Span	
#	Name	Flipbook Pg.	Existing	Future	Existing	Future
103	Menchaca Flyer*	19	2 Trips AM 1 Trip PM	Discont.	N/A	Discont.
105	South 5 th Flyer*	19	2 Trips AM 2 Trips PM	Discont.	N/A	Discont.
111	South MoPac Flyer*	19	2 Trips AM 2 Trips PM	Discont.	N/A	Discont.
135	Dell Limited*	19	2 Trips AM 2 Trips PM	Discont.	N/A	Discont.
142	Metric Flyer*	19	2 Trips AM 2 Trips PM	Discont.	N/A	Discont.
171	Oak Hill Flyer*	19	3 Trips AM 3 Trips PM	Discont.	N/A	Discont.
935	Tech Ridge Express	75	30 min	No Change	6:45AM-7:15AM/ 4:45PM-5:15PM	6:00AM-9:00AM/ 3:00PM-7:00PM
980	North MoPac Express	76	1 Trip AM 1 Trip PM	30 min	7:00AM 5:20PM	6:00AM-9:00AM/ 3:00PM-7:00PM
982	Pavilion Express	77	30 min	No Change	6:30AM-8:30AM/ 3:30PM-6:00PM	6:00AM-9:00AM/ 3:00PM-7:00PM
985	Leander/ Lakeline Direct	78	30 min	No Change	5:45AM-8:00AM/ 2:30PM-6:00PM	6:00AM-9:00AM/ 3:00PM-7:00PM
990	Manor/Elgin Express	79	60 min	30 min	5:30AM-7:45AM/ 4:00PM-6:30PM	6:00AM-9:00AM/ 3:00PM-7:00PM

*For more information on service coverage for discontinued Flyer routes, refer to the [Route Flipbook](#).

Figure 6-6: Recommended Express Network



UT Shuttle Network

The UT Shuttle Network is a specialized service operated by CapMetro through an Interlocal Agreement with UT. Designed to serve students, faculty and staff, the service connects the campus with nearby housing, parking areas and key destinations throughout the service area. With routes tailored to the academic calendar (finals, summer, etc.) and campus travel patterns, the shuttles provide frequent, reliable service that reduces traffic congestion, supports sustainable mobility and integrates with CapMetro's broader transit network for connections beyond campus.

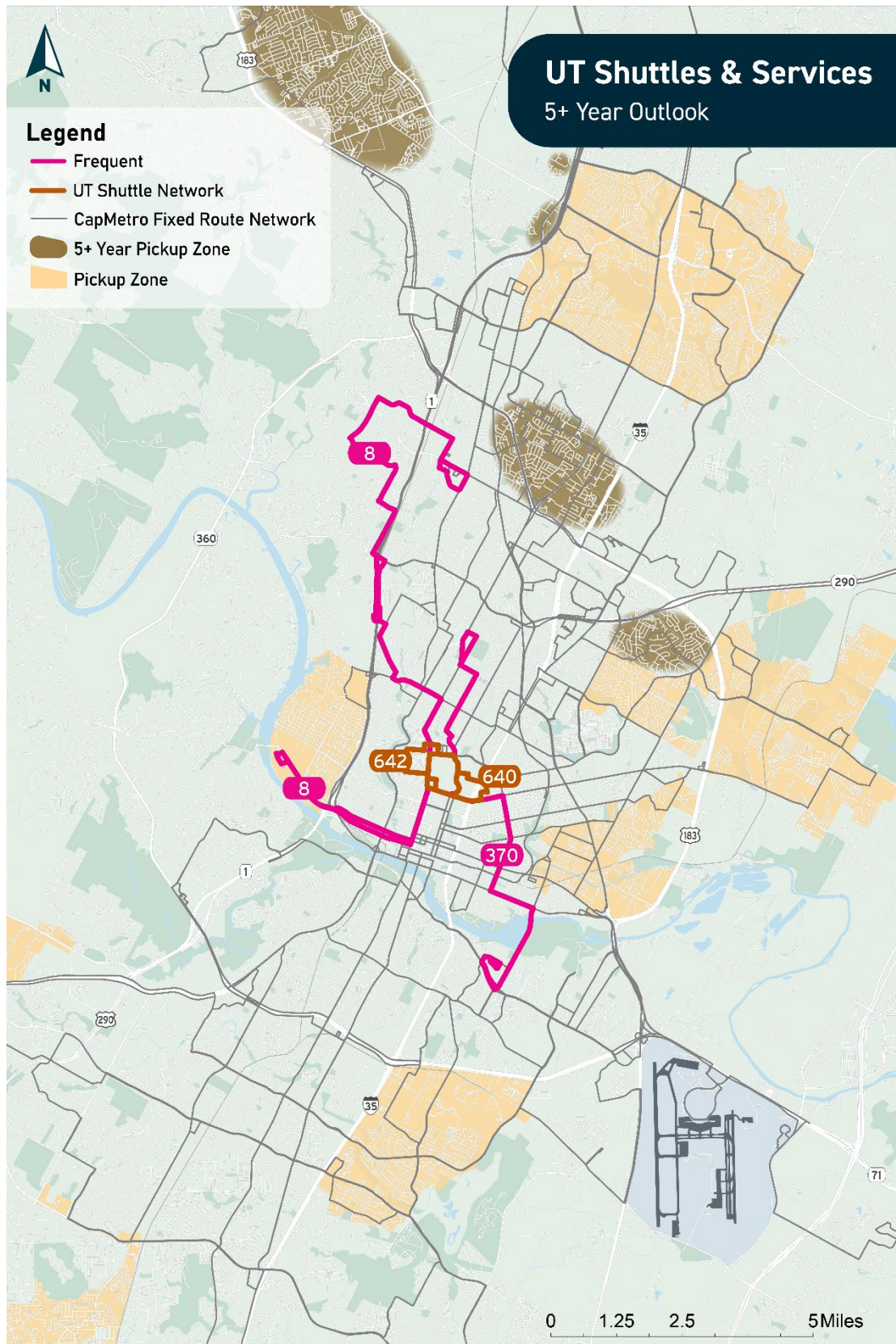
Transit Plan 2035 is recommending an update to the UT services by incorporating much of the UT Shuttle Network into High Frequency Network routes 8 and 370. This will provide students and faculty with year-round frequent service including weekend and late-night hours of operation, as well as greater connections to the broader CapMetro network. During outreach activities, focus groups and meetings with UT stakeholders, CapMetro has heard a desire for UT transit that runs year-round, with improved spans and greater frequencies. With a series of new frequent and local routes serving UT and student populations, these goals will be accomplished. The table and map below further detail anticipated changes to UT.

Table 6-5: Proposed Changes to UT Shuttle Frequencies & Spans

Route			Peak Frequency (min)		Typical Weekday Span	
#	Name	Flipbook Pg.	Existing	Future	Existing	Future
640	Forty Acres	62	10	No Change	7:00AM-11:30PM	No Change
642	West Campus / UT	63	8-12	No Change	7:00AM-11:30PM	No Change
656	Intramural Fields / UT*	64	8-20	Replaced by 8	7:00AM-11:30PM	Replaced by 8
661	Far West / UT*	65	8-23	Replaced by 8	7:00AM-11:30PM	Replaced by 8
663	Lake Austin / UT*	66	15-20	Replaced by 370	7:00AM-11:30PM	Replaced by 370
670	North Riverside*	67	8-20	Replaced by 370	7:00AM-11:30PM	Replaced by 370
672	Lakeshore*	68	15-22	Replaced by 370	7:00AM-11:30PM	Replaced by 370

* Indicates recommendations that are largely replaced by other future alignment changes. For more information, refer to the [Route Flipbook](#).

Figure 6-7: Recommended UT Shuttle & UT Services Network



Night Owl Network

CapMetro's Night Owl service provides late-night bus connections along major corridors after regular service hours, ensuring mobility for customers who travel during overnight periods. Operating Monday through Saturday, Night Owl routes serve key destinations such as downtown, UT and surrounding neighborhoods, with trips running until roughly 3 a.m. This service is designed to support service industry employees, people seeking after hours entertainment (restaurants, bars, concerts, etc.) and others who rely on safe, affordable transportation outside of standard operating hours. By extending coverage overnight, Night Owl plays an important role in providing balanced, around-the-clock access to jobs, entertainment and essential services while complementing CapMetro's broader network.

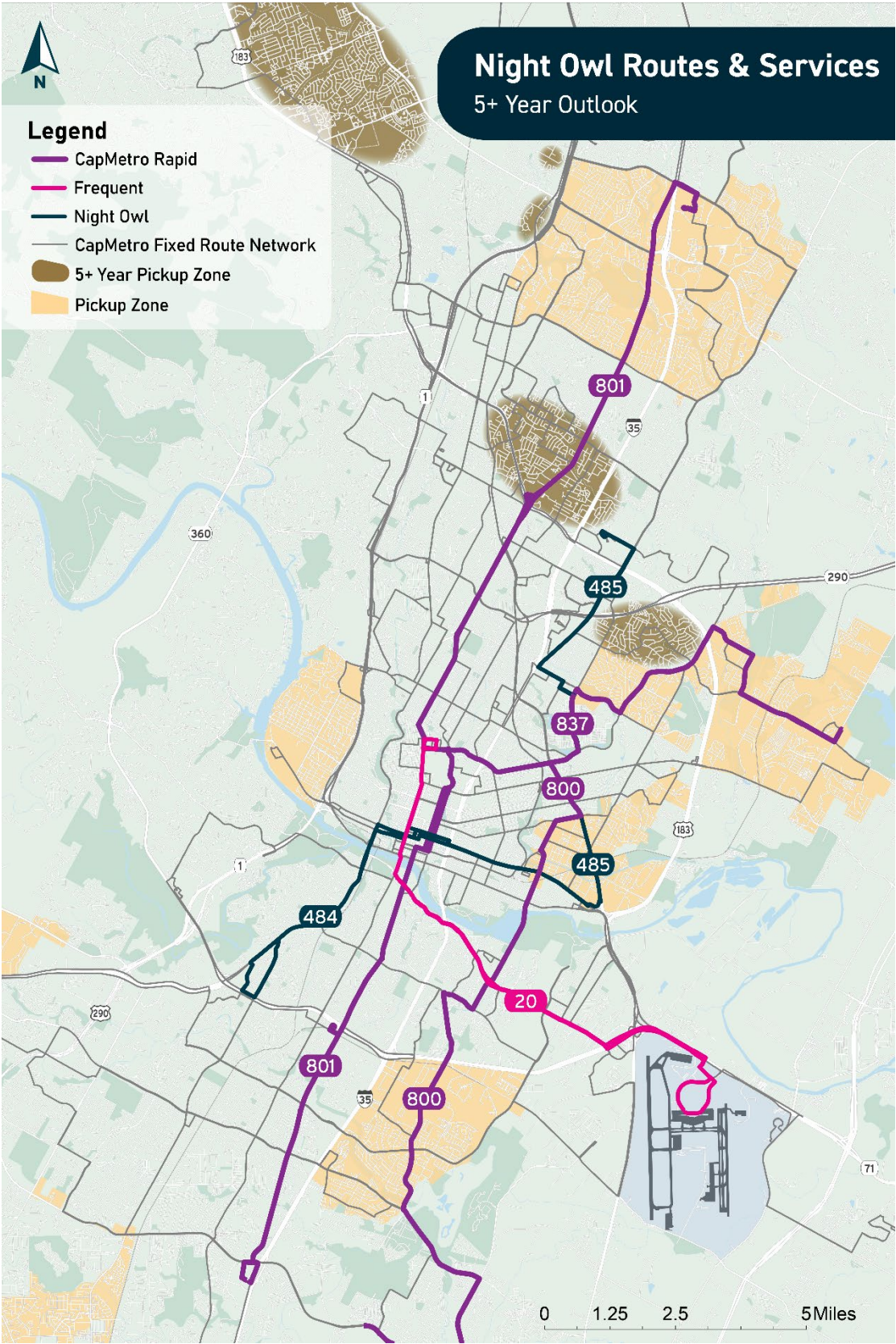
Late-night designated routes would offer extended spans that would replace overlapping Night Owl services. This process of consolidation creates a system that is easier to use and understand for customers. Running daytime routes that align with nighttime travel patterns later, rather than dedicated specific routes to night-only service, eliminates the need for customers to learn multiple routes for the same trip based on when they travel. Transit Plan 2035 is recommending further consolidation of Night Owl routes, shown in the table and map below.

Table 6-6: Proposed Changes to Night Owl Routes & Services Frequencies & Spans

Route			Peak Frequency (min)		Typical Weekday Span	
#	Name	Flipbook Pg.	Existing	Future	Existing	Future
20	Riverside	16	15	No Change	3:45AM-11:30PM	5:00AM-3:00AM
481	Night Owl North Lamar*	53	20-25	Replaced by 801	12:15AM-4:00AM	Replaced by 801
483	Night Owl Riverside*	54	40	Replaced by 20	12:00AM-3:15AM	Replaced by 20
484	Night Owl South Lamar	55	45	No Change	12:15AM-3:30AM	No Change
485	Night Owl East 7 th / Cameron	56	40	No Change	12:15AM-3:30AM	No Change
486	Night Owl South Congress*	57	30	Replaced by 801	12:15AM-3:30AM	Replaced by 801
800	Pleasant Valley	69	20	10-15	5:00AM-12:00PM	5:00AM-3:00AM
801	N. Lamar / S. Congress	70	10-15	No Change	5:00AM-11:30PM	5:00AM-3:00AM
837	Expo Center	74	20	10-15	5:00AM-12:00PM	5:00AM-3:00AM

* Indicates recommendations that are largely replaced by other future span changes. For more information, refer to the [Route Flipbook](#).

Figure 6-8: Recommended Night Owl Routes & Services



Pickup by CapMetro

CapMetro's Pickup service is an on-demand neighborhood transit option that connects customers to local destinations and the broader transit network. Operating within defined service zones, Pickup uses smaller vehicles to provide flexible, shared trips that are scheduled in real time. The service is designed to improve first-and last-mile connections, expand coverage in areas that may not support fixed-route service and offer customers a convenient and affordable alternative to driving. By complementing CapMetro Bus, Rapid and Rail services, Pickup strengthens regional mobility and ensures more inclusive access to transit.

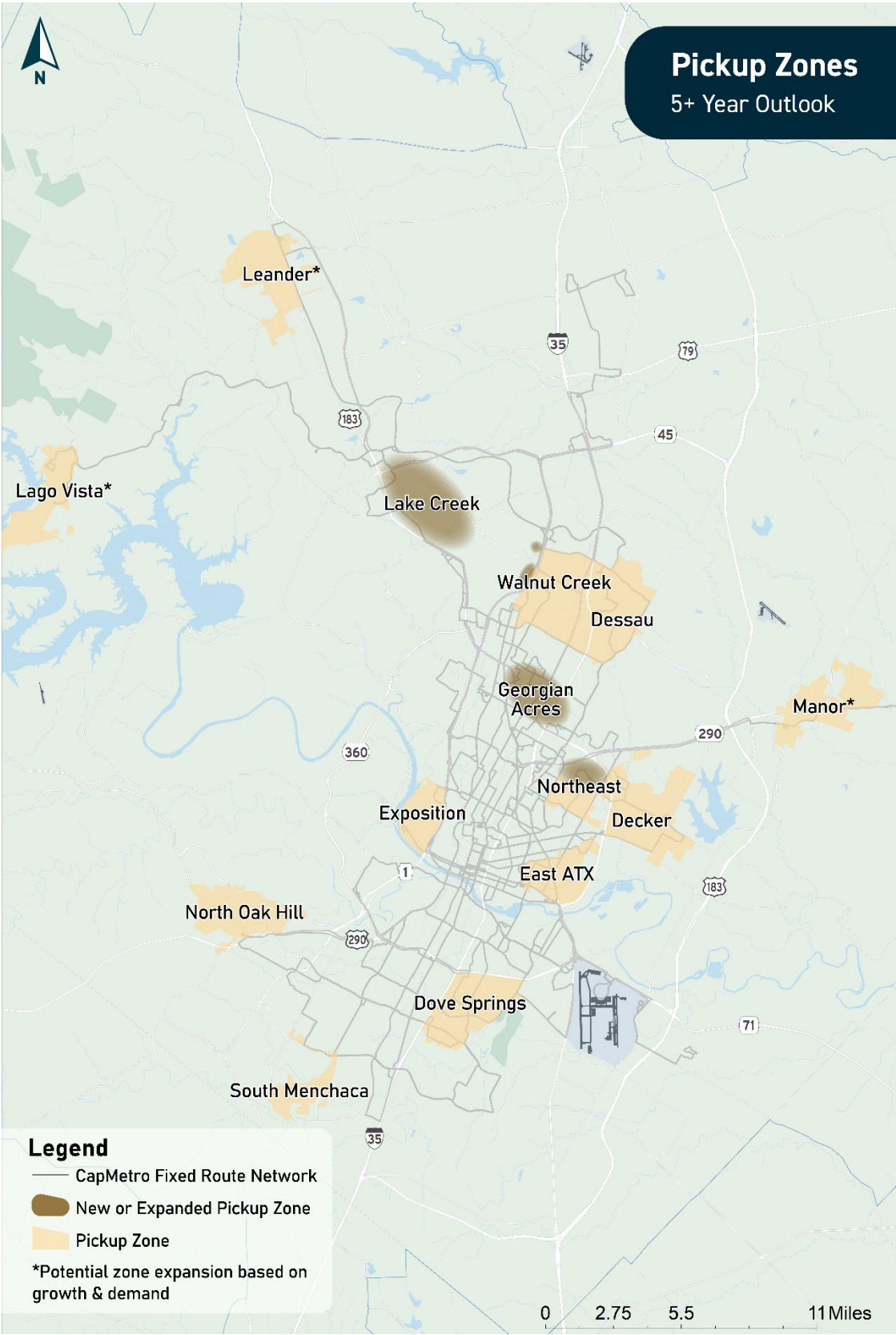
As the Central Texas transit market continues to expand and densify, there are additional neighborhoods that would make good candidates for expanded Pickup zones or new Pickup zones. The most promising areas show a medium-to-high level of transit propensity and provide some connection to the fixed-route network but are difficult to serve with additional fixed-route options. These difficulties often arise from street-network layouts that offer limited connectivity, like cul-de-sacs in residential areas. CapMetro has identified three existing Pickup zones (Dessau, Walnut Creek, Northeast ATX) that may benefit from future adjustments, expanding zones to growing areas or in-demand destinations, and two new Pickup zone candidates in Lake Creek and Georgian Acres. CapMetro will also evaluate Lago Vista, Leander and Manor Pickup services based on growth and demand to determine potential future expansions.

Table 6-7: Proposed Changes to Pickup Frequencies & Spans

Zone Name	Peak Frequency (min)		Typical Weekday Span	
	Existing	Future	Existing	Future
Pickup Decker	<15	No Change	7:00AM-7:00PM	No Change
Pickup Dessau	<15	No Change	7:00AM-7:00PM	No Change
Pickup Dove Springs	<15	No Change	7:00AM-7:00PM	No Change
Pickup East ATX	<15	No Change	7:00AM-7:00PM	No Change
Pickup Exposition	<15	No Change	7:00AM-7:00PM	No Change
Pickup Lago Vista	<15	No Change	7:00AM-7:00PM	No Change
Pickup Leander	<15	No Change	6:00AM-7:00PM	No Change
Pickup Manor	<15	No Change	7:00AM-7:00PM	No Change
Pickup North Oak Hill	<15	No Change	7:00AM-7:00PM	No Change
Pickup Northeast ATX	<15	No Change	7:00AM-7:00PM	No Change
Pickup South Menchaca	<15	No Change	7:00AM-7:00PM	No Change
Pickup Walnut creek	<15	No Change	7:00AM-7:00PM	No Change
Pickup Lake Creek*	--	<15 min	--	7:00AM-7:00PM
Pickup Georgian Acres*	--	<15 min	--	7:00AM-7:00PM

* Indicates recommendations that are largely replaced by other future span changes. For more information, refer to the [Route Flipbook](#).

Figure 6-9: Recommended Pickup Zones



CapMetro Rail

CapMetro operates a 163-mile freight rail system that moves over six million tons of aggregate annually, supporting regional infrastructure and removing an estimated 180,000 trucks from area highways. This system generates critical revenue and supports the agency's passenger rail infrastructure. Within this corridor, CapMetro operates the 32-mile Red Line from Leander to downtown Austin and plans to launch the Green Line on the eastern segment. The agency aims to expand both freight and passenger service, leveraging freight operations to support future growth.

The Red Line is designed to serve longer-distance commuters and connects rapidly growing suburban communities with major employment, education and entertainment destinations within the CapMetro service area. The service includes 10 stations, with Park & Ride facilities at several locations, and provides connections to CapMetro Bus, Rail and Pickup services. The Red Line is also supported by the Red Line Trail — an initiative originating in 2004 and most recently analyzed through CapMetro's [2023 Red Line Trail Study](#), working to create a 32-mile trail network largely using rail right-of-way — which is currently open to the public in portions of downtown Austin, east Austin, Highland and between the cities of Leander and Cedar Park.

As part of CapMetro's HCT portfolio, the Red Line offers a reliable alternative to congested roadways, supporting regional mobility and complementing future Project Connect investments in light rail. Improvements to CapMetro Rail over the next 10 years include investments in reliability, frequency, span and facilities detailed in **Figure 6-10**. These recommendations derive from CapMetro's Red Line Analysis conducted in tandem with Transit Plan 2035 — see **Appendix D** for more detail provided by the Red Line Analysis resource document.

Figure 6-10: Proposed Red Line Improvements & Expansions

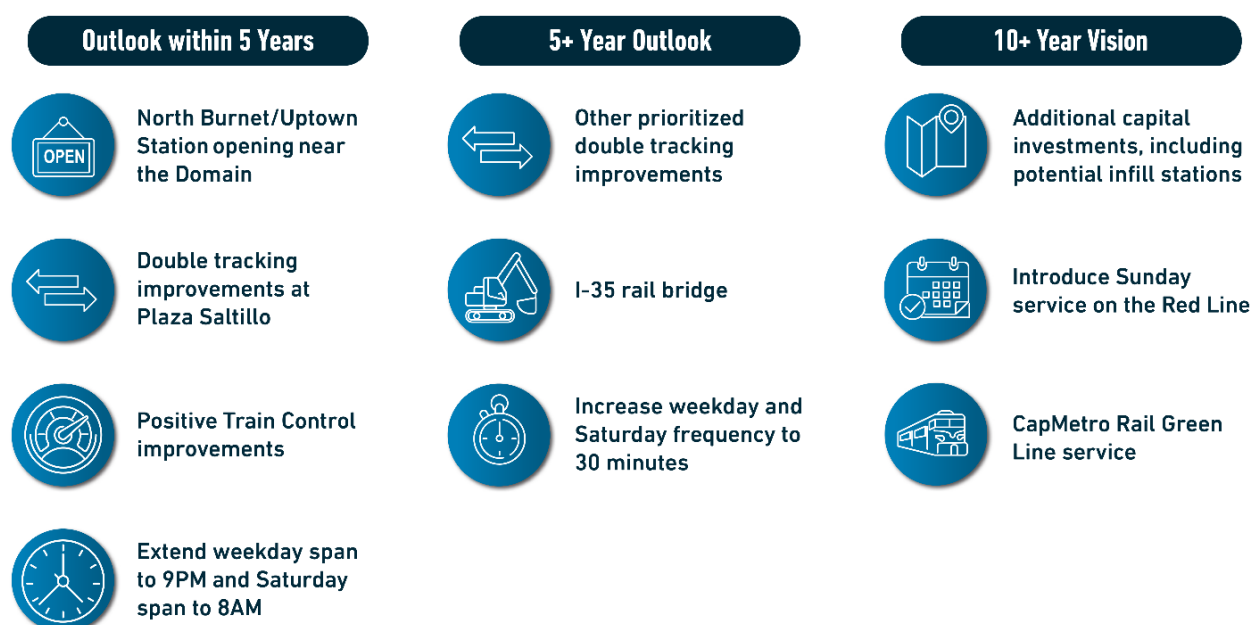
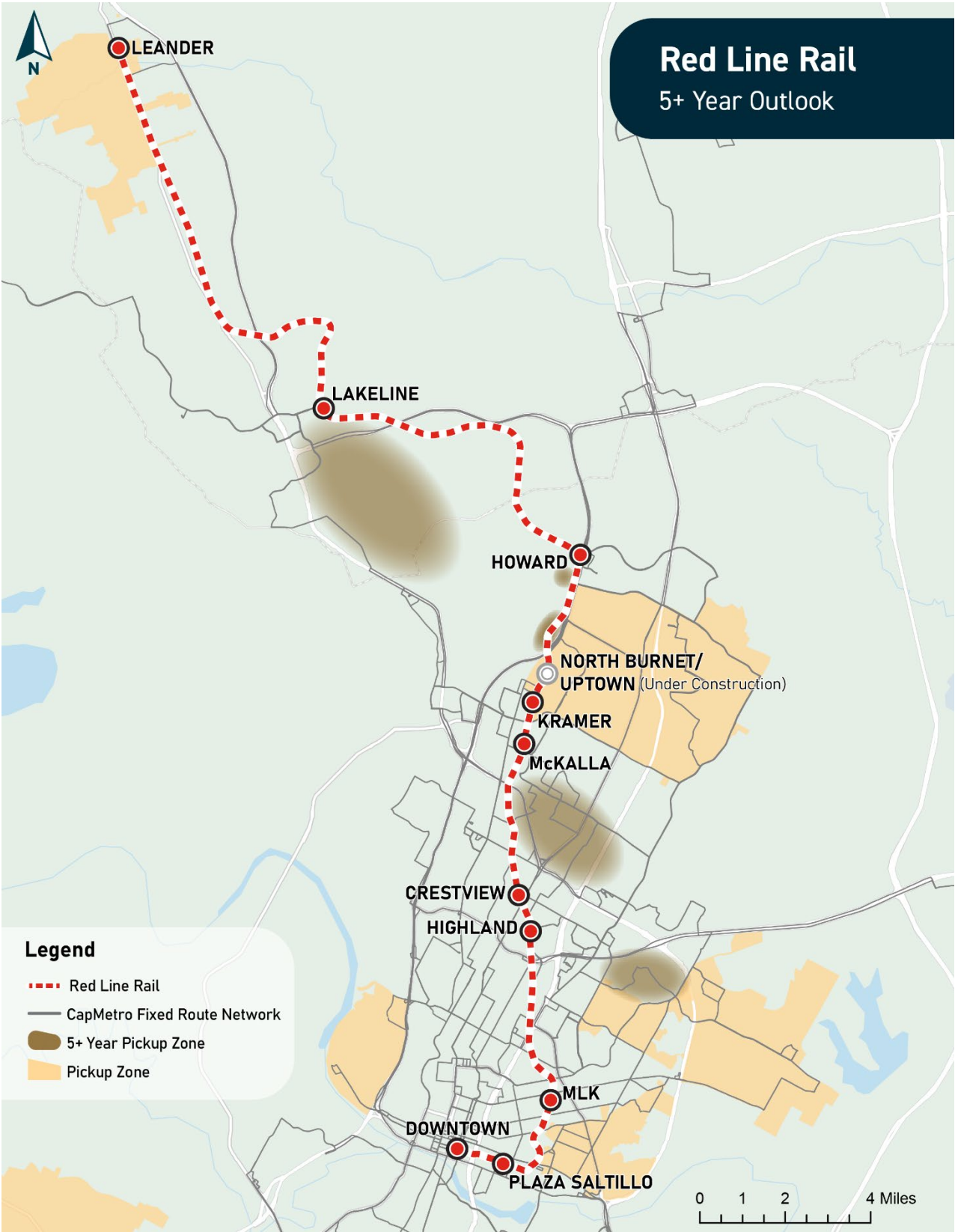


Figure 6-11: Recommended Red Line Rail Service



10+ Year Vision List

CapMetro is committed to delivering on its promises to the community. The 10+ Year Vision List is a guide for how the agency will spend the funds that become available for capital investment, as markets develop, and supportive infrastructure is built. Project Connect, when it was passed enthusiastically by voters in 2020, identified a vision for transit in Central Texas and the agency is still working towards implementing that vision.

Figure 6-12: Transit Plan 2035 10+ Year Vision List

CapMetro Service Type	Future Investment	Source of Recommendation	New Alignment	New Service	Description
Bus	Route 243 Extension to Pavilion Park & Ride	Transit Plan 2035	⦿		Westward extension via Howard Ln. to Pavilion Park & Ride
	Route 350 Extension to Rundberg	Transit Plan 2035	⦿		North extension from North Lamar Transit Center to the Rundberg Ln. HEB
	51st St. Local Route	Transit Plan 2035		⦿	Local route covering portions of discontinued Route 345, primarily along 45th St. and 51st St.
	Lakeline/Round Rock Local Route	Transit Plan 2035		⦿	Local route connecting Round Rock to Lakeline via RM 620
	Slaughter Local Route	Transit Plan 2035		⦿	Local route operating on Slaughter Ln. between Oak Hill and Easton Park
	Sunset Valley/Brodie/Manchaca Local Route	Transit Plan 2035		⦿	Local route from Westgate Transit Center to San Leanna via Brodie Ln., Slaughter Ln. and Manchaca Rd.
Express	East Express	Project Connect		⦿	Commuter service from Elgin to Downtown Austin via primarily US 290
	Four Points Express	Project Connect		⦿	Commuter service from Four Points to Downtown Austin via primarily Ranch Rd 2222 and MoPac
	Manor/Expo Flyer	Transit Plan 2035		⦿	Peak only service connecting Manor to future Green Line Station and Expo Center Park & Ride
	North Express	Project Connect		⦿	Commuter service from Georgetown/Round Rock to Downtown Austin via primarily I-35 and MoPac
	Northeast Express	Project Connect		⦿	Commuter service from Hutto/Pflugerville to Downtown Austin via primarily SH 45 and MoPac
	Northwest Express	Project Connect		⦿	Commuter service from Leander/Lakeline Blvd. to Downtown Austin via primarily US 183 and MoPac
	South Central Express	Project Connect		⦿	Commuter service from San Marcos/Buda to Downtown Austin via primarily I-35
	South Express	Project Connect		⦿	Commuter service from Lockhart/Easton Park to Downtown Austin via primarily US 183
	Southeast Express	Project Connect		⦿	Commuter service from Bastrop/Del Valle to Downtown Austin via primarily SH 71
	Southwest Express Circle C	Project Connect		⦿	Commuter service from Wildflower Center to Downtown Austin and UT via primarily MoPac
	Southwest Express Oak Hill	Project Connect		⦿	Commuter service from Oak Hill to Downtown Austin and UT via primarily MoPac
Pickup	Project Connect Pickup service zones	Project Connect		⦿	Pickup service zones that operate in key geographies inside CapMetro's service area
Rail	Green Line Phases 1-3	Project Connect		⦿	CapMetro rail from Downtown Austin to Colony Park, second extension to Manor, and third extension to Elgin
	Red Line Expanded Connectivity	Transit Plan 2035		⦿	Potential infill stations (subject to further analysis and feedback) and introduction of Sunday service
Rapid	Cameron/Dessau CapMetro Rapid	Project Connect		⦿	Rapid service between Tech Ridge and Highland along primarily Dessau Rd. in Northeast Austin
	Crosstown 7th St. Lake Austin CapMetro Rapid	Project Connect		⦿	Rapid service connecting Westfield and the Eastside Bus Plaza along primarily Lake Austin Blvd. and 7th St.
	Gold Line CapMetro Rapid	Project Connect		⦿	Rapid service connecting Highland and Downtown Austin along primarily Airport Blvd., Red River St. and Trinity St.
	Oak Hill / Manchaca CapMetro Rapid Extension	Project Connect	⦿		South extension of Rapid 815 along Manchaca Rd. from William Cannon Dr. to Slaughter Ln.
	MLK CapMetro Rapid	Project Connect		⦿	Rapid service connecting Expo Center and Westfield through Downtown Austin along primarily FM 969 and MLK Jr. Blvd.
	Parmer CapMetro Rapid	Project Connect		⦿	Rapid service connecting Manor and Lakeline Blvd. along primarily Parmer Ln.

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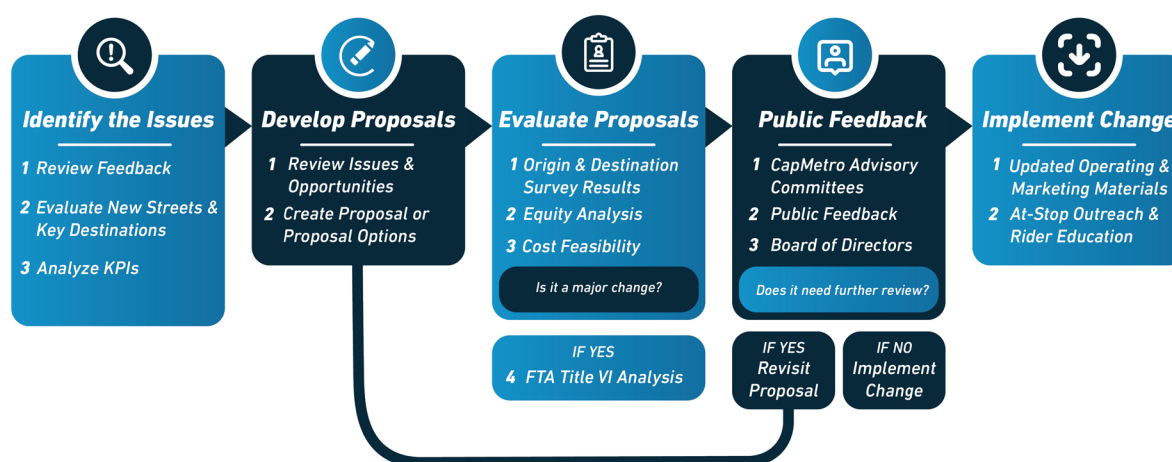
7 Phased Implementation

7. Phased Implementation

CapMetro develops transit plans with implementation in mind. Many critical services that exist today are the product of prior transit plan efforts, such as the Red Line, Rapid 801, Rapid 803 and Project Connect elements such as McKalla Station.

Each phase of Transit Plan 2035 will be implemented through the established service change process that occurs three times a year (**Figure 7-1**), including potential for refinement based on new insights about travel patterns and community input. The service change process also includes a public engagement effort that provides detailed information on proposed changes to specific routes and potential customer impact.

Figure 7-1: CapMetro Service Change Process



While Transit Plan 2035 focuses on recommendations for Bus, Rail and Pickup, CapMetro is aware that future service changes may impact some CapMetro Access customers. CapMetro remains committed to engaging potentially affected Access customers and collaborating with partners to explore options in advance of potential changes.

As the system grows, a variety of investments are required to support and accommodate these changes. For instance, a new route may require new bus stops, coordination with jurisdictional partners for sidewalk improvements and additional buses. This chapter provides a summary of required capital and facilities needs to implement Transit Plan 2035 recommendations. It also explores preferred investments, that, while not essential, would enhance implementation and improve service delivery. By identifying these investments early, CapMetro can proactively and sustainably prepare for the future, and continue to successfully collaborate with ATP, the City of Austin and other regional stakeholders on implementation strategies.

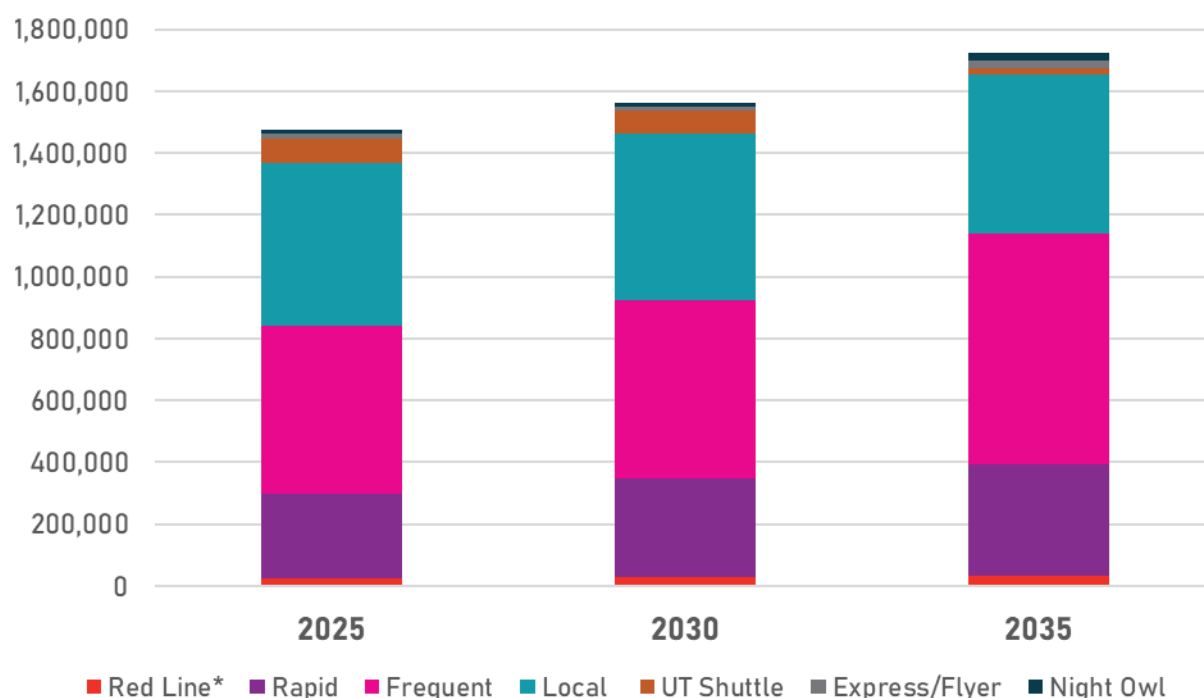
Service Changes and Operations

Implementation of Transit Plan 2035 will occur incrementally over the next 10 years. This process has been aligned with the plan's first two phases within the 10-year plan horizon, the Outlook within 5 Years (roughly 2026 to 2030), and the 5+ Year Outlook (roughly 2031 to 2035). Additionally, CapMetro's 10+ Year Vision documents projects that are beyond the Transit Plan 2035 horizon and will be revisited in five years during the next transit plan effort. If additional funding for implementation becomes available, 10+ Year Vision projects may be accelerated to an earlier implementation timeline.

The implementation timeline of Transit Plan 2035's recommendations was designed with fiscal constraints, market trends, system needs and capital projects in mind, incrementally growing total service hours over the next 5 to 10 years. This incremental growth is due to recommendations focusing on modifying service and adding new routes, with most new services beginning operation primarily in the 5+ Year Outlook. **Figure 7-2** below displays the planned incremental growth in service provided by milestone years 2030 and 2035. The final preferred network is designed to optimize CapMetro's services through resourcefulness without dramatically increasing overall service hours. This includes right-sizing underlying service for areas with multiple routes, reinvesting in areas of need, realigning service to better connect riders to jobs and education opportunities and providing more consistent service for students.

The investments included in each of these timeframes are outlined below. Service changes will be implemented through CapMetro's regular service change process, requiring additional community engagement and Board approval, which occurs three times a year.

Figure 7-2: Annual Revenue Hours by Service Outlook



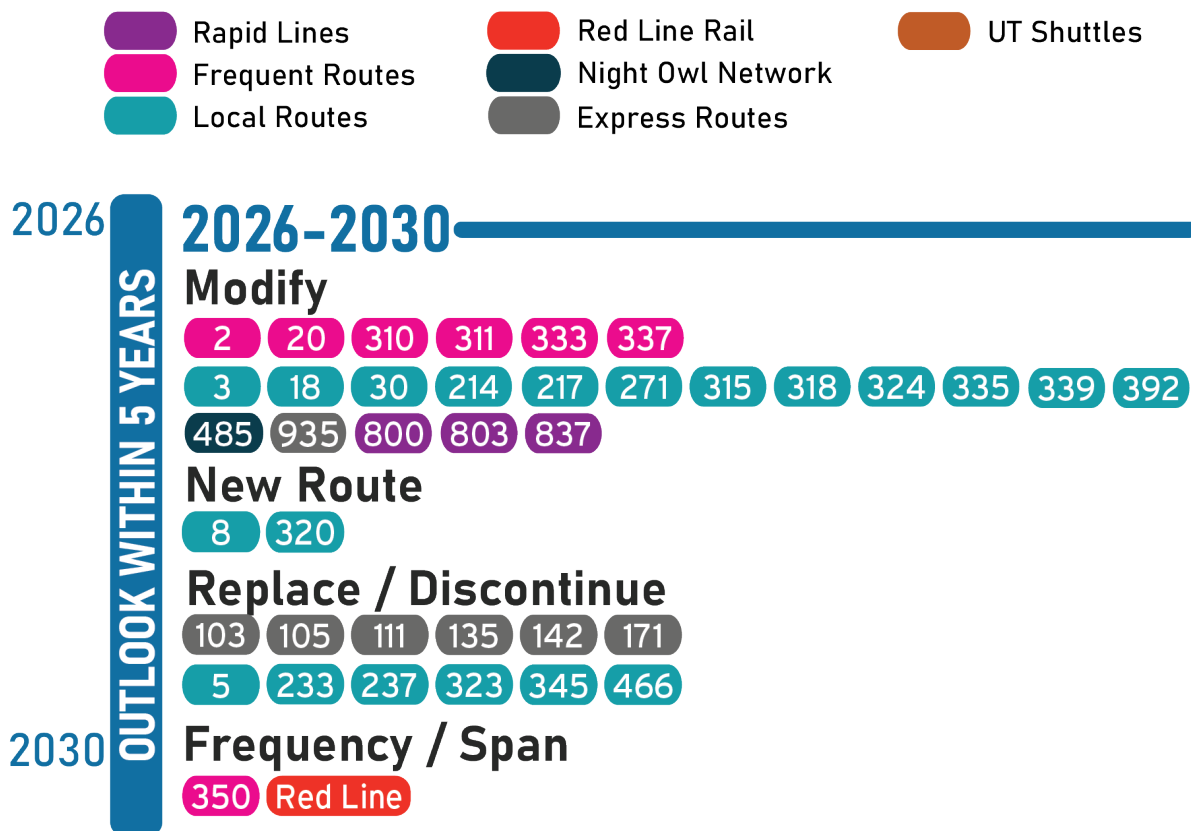
*Red Line hours include total hours (revenue, recovery and deadhead)

Route changes and capital investments are often dependent on one another, meaning that some changes may not be possible until specific transit facilities are available, or multiple routes will need to be modified together as a “service change package” to successfully implement recommendations – certain route recommendations cannot occur on their own and may be dependent on capital investments. The sections below offer examples of critical service change packages to provide additional context. Complete descriptions of changes for all routes and services can be found in the [Route Flipbook](#) and [Route Matrix](#), also located in the plan’s appendices.

Outlook within 5 Years

Across the next five years, total fixed-route revenue hours are planned to grow by roughly 5%. This is largely driven by increased service on Rapid 800 and 837, bringing service levels to their full frequency. It also includes increased hours of operation for the Red Line. While some local routes are being replaced or discontinued, such as Routes 5, 233, 237, 323 and 345, service coverage is largely maintained in these areas by other service modifications and extensions. Additionally, the discontinuation of Flyer routes due to low ridership helps provide resource savings that will be reinvested into more productive services, such as the promotion of Route 350 to a frequent route. **Figure 7-3** below summarizes the planned changes for the network within the next five years.

Figure 7-3: Outlook within 5 Years Implementation Summary



The biggest service change packages over the next five years are anchored by ongoing capital investments, including the Expo Center Park & Ride (**Table 7-1**), Goodnight Ranch Park & Ride (Route 318, Route 333, and Rapid 800) and North Burnet/Uptown Station (Route 3, Route 214, Route 466, and Rapid 803). Once constructed, these facilities will drive the implementation of a series of service change packages around each facility to right-size, reinvest and improve connectivity of service. Beyond these three, there will be additional service change packages over the next five years to implement the recommendations pictured in **Figure 7-3**.

Table 7-1 provides an example of an early service change package, the Expo Center Park & Ride Service Change. These changes provide new direct connections to jobs and education opportunities for customers in northeast Austin. Right-sizing service by modifying Route 20, adding new Route 320, expanding Route 337, Route 339 and Rapid 837, and replacing Routes 233 and 237 with Decker Pickup and the realigned Route 18, allow CapMetro to reinvest in more frequent connections and improve reliability of service between Expo Center Park & Ride, UT, downtown Austin and Austin-Bergstrom International Airport.

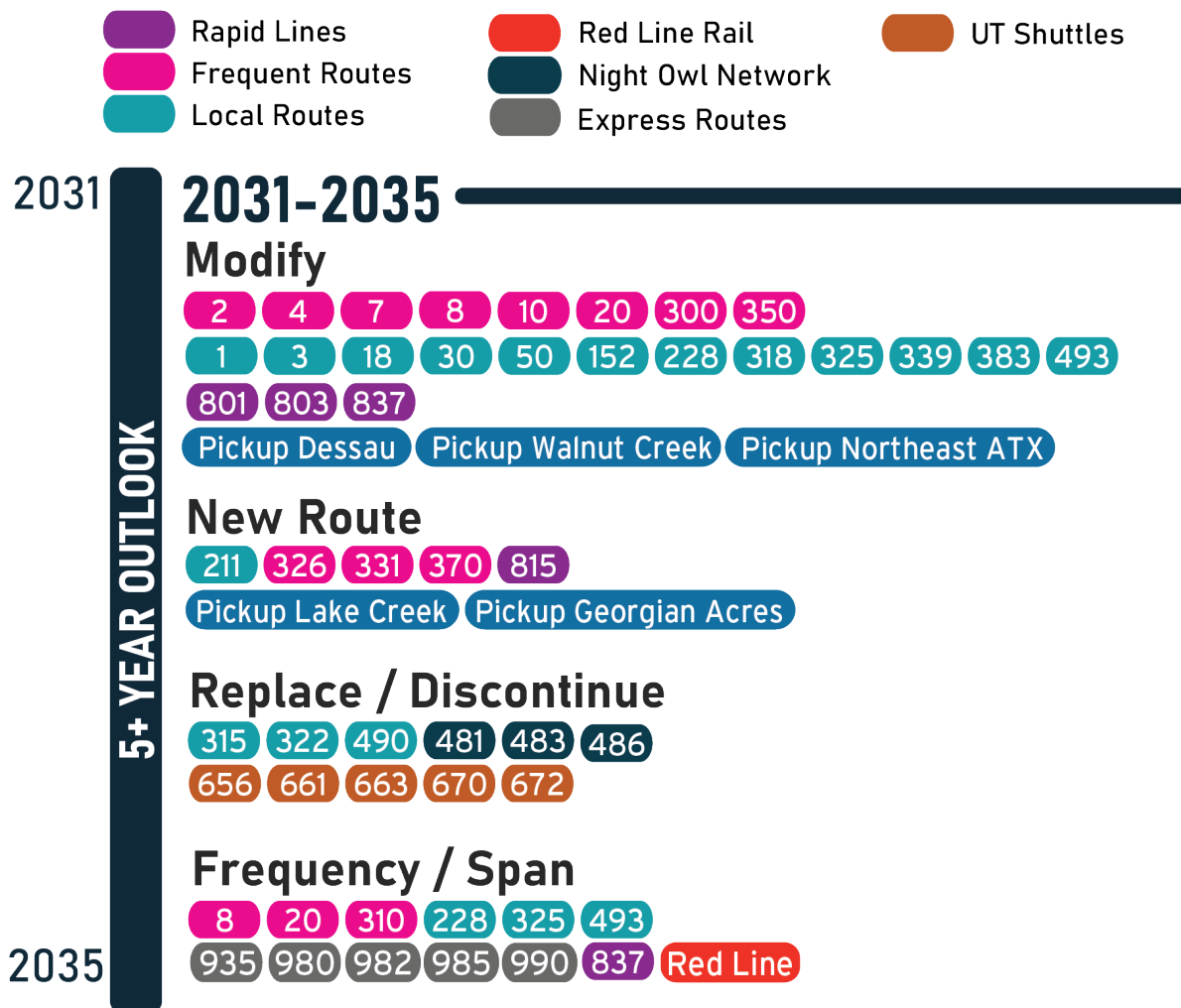
Table 7-1: Expo Center Service Change Package

Route	Change Type	Flipbook Pg.	Change Description
18	Modify	15	Realigned to replace Route 237 by extending east to serve the new Expo Center Park & Ride and Community First! Village.
20	Modify	16	Shortened to retain the current portion from UT to the airport.
233	Replace/ Discont.	26	Discontinued due to low ridership and existing coverage provided by Pickup Decker, Route 337 and Rapid 837.
237	Replace/ Discont.	27	Discontinued due to low ridership and existing/proposed coverage provided by Pickup Decker, Route 18 and Rapid 837.
320	New Route	35	Operates on the northern half of the existing Route 20, from UT to LBJ High School to provide local underlying service to Rapid 837.
323	Replace/ Discont.	37	Combined with Route 339 to create an east-west connector through North Austin.
337	Modify	44	Adjusted to serve the new Expo Center Park & Ride facility at its eastern terminus.
339	Modify	45	Combined with Route 323 to create a longer east-west connector in north/northeast Austin.
837	Modify	74	The north terminus of Rapid 837 is realigned to serve the Expo Center Park & Ride.

5+ Year Outlook

The 5+ Year Outlook service change packages will begin in 2031 and, pending funding availability, will increase total fixed-route service revenue hours by an additional 10%. This growth is planned to occur incrementally with a focus on substantial realignments to support Austin Light Rail. Additional changes include the addition of new routes and Pickup zones, consolidations to UT service, expansion of the Night Owl Network, enhanced frequencies and spans for several key corridors and improved 30-minute Red Line service on weekdays and Saturdays. The largest drivers of growth are the new Rapid Line 815, new Frequent Routes 326 and 370, Lake Creek and Georgian Acres Pickup expansions, Red Line improvements, and increased spans for several routes to replace portions of the existing Night Owl Network. The additional growth in this phase follows scenario planning that is fiscally restrained, thoughtfully planning for improvements that accompany Austin Light Rail and regional growth.

Figure 7-4: 5+ Year Outlook Implementation Summary



The most significant service change package in this timeframe is associated with the opening of Austin Light Rail. Several of CapMetro's most productive services will be modified to integrate with the new light rail transit (LRT) service, reducing duplicative services and encouraging transfers between the bus network and LRT. Because these services are some of the highest ridership routes on the network today, specific recommendations will continue to be assessed and modified as needed prior to implementation. CapMetro will continue to coordinate with the City of Austin, ATP and the community regarding the launch of LRT. In addition to the community engagement and Board approval that is included in every service change process, these changes will be a central focus of CapMetro's next transit plan in 2030, providing ample opportunity to obtain more input from the community and regional stakeholders.

Table 7-2 on the next page summarizes the key route changes that are associated with the opening of LRT service. Additional route adjustments may occur to accommodate phasing of service and connections to available facilities to ensure reliable transit operations.



Table 7-2: LRT Implementation Service Change Package

Route	Change Type	Flipbook Pg.	Change Description
1	Modify	7 & 72	Multiple routing options – pending further coordination with ATP and additional community engagement.
3	Modify	9	Multiple routing options – pending further coordination with ATP and additional community engagement.
7	Modify	12	Alignment remains the same as existing service north of 8th St. At 8th St. the route is realigned to continue south to 4th St. and terminate at Congress Ave. Station.
18	Modify	15	Realigned in downtown to 4th St. to provide transfer opportunities with LRT.
30	Modify	17	Realigned downtown to operate bi-directionally on Guadalupe and 4th St. to provide connections to LRT.
300	Modify	30	Split to integrate with LRT and connect to Route 7, Route 331 and Rapid 800. The current segment north of E. Oltorf St. to Crestview Station is combined with current Route 7 south of E. Oltorf St. to create a north/south crosstown route that connects to the eastern portion of LRT at E. Riverside Dr. and Pleasant Valley Rd.
331	New Route	41	Operates on the current southern and east-west portion of the existing Route 300 and incorporates the current Burton Dr. portion of Route 7 to connect to Oltorf Station and terminate at Pleasant Valley Station.
801	Modify	70 & 72	Multiple routing options – pending further coordination with ATP and additional community engagement.
803	Modify	71 & 72	Multiple routing options – pending further coordination with ATP and additional community engagement.
837	Modify	74	The downtown terminus is adjusted to terminate near Congress Station.

Capital and Facilities

Successful implementation also depends on the facilities that support these services. Transit service often requires space beyond the street itself — for example, layover areas where operators can take breaks, turnarounds where vehicles cannot loop through the street grid, off-street transit centers with enough space for operations and demand and well-designed transfer points that give customers a seamless experience when moving between service types and travel modes. The implementation strategies consider both service improvements and the complementary facilities needed to deliver them effectively.

The Transit Plan 2035 identifies the projects required to support and accommodate the recommended services outlined in the service change packages previously discussed, as well as preferred investments that, while not essential, would improve service delivery and customer experience. The inclusion of the proposed projects in this plan strengthens CapMetro's ability to pursue future grant and partnership opportunities. Many of the facilities identified for implementation beyond the Outlook within 5 Years are conceptual and will require continued coordination with the City of Austin, ATP and other local and regional partners to advance through the project development pipeline.

Facilities listed below are categorized by type, including Park & Rides, Transit Priority & Pedestrian Street Improvements, Station Improvements, Stop Bay/Layover Facility Expansions, Transit Centers, Operations & Maintenance Yards and Transit-Oriented Development (TOD) (**Figure 7-5** on the following page).



These categories are used to map and identify a series of capital and facility investments that will accompany implementation of Transit Plan 2035's service change packages. This list is not exhaustive — additional investments that are not easily mapped or occur outside of Transit Plan 2035's planning horizon are included in the Additional Capital Considerations section of this chapter.

Figure 7-5: Facility Types for Implementation



Park & Rides

Facilities that provide parking spaces for commuters to park their personal vehicles and transfer to transit services for the remainder of their trip.



Transit Priority & Pedestrian Street Improvements

Infrastructure upgrades that improve service reliability and safety through measures such as bus lanes, signal priority, crosswalks, and sidewalk enhancements.



Station Improvements

Upgrades to major transit stations that enhance comfort, accessibility, and connectivity for riders transferring between light rail and bus services.



Stop Bay/Layover Facility Expansions

On-street enhancements that expand bus stop capacity — such as lengthened curbs or added berths — to accommodate more buses and improve passenger boarding and operational efficiencies.



Transit Centers

Off-street hubs where multiple bus routes connect, providing passenger amenities such as shelters, seating, and real-time information displays.



Operations & Maintenance Yards

Facilities where transit vehicles are stored, serviced, and maintained to support daily operations and ensure system reliability.



Transit-Oriented Development

Mixed-use, medium-to-high density development adjacent to transit infrastructure that increase ridership, improve access and connectivity.



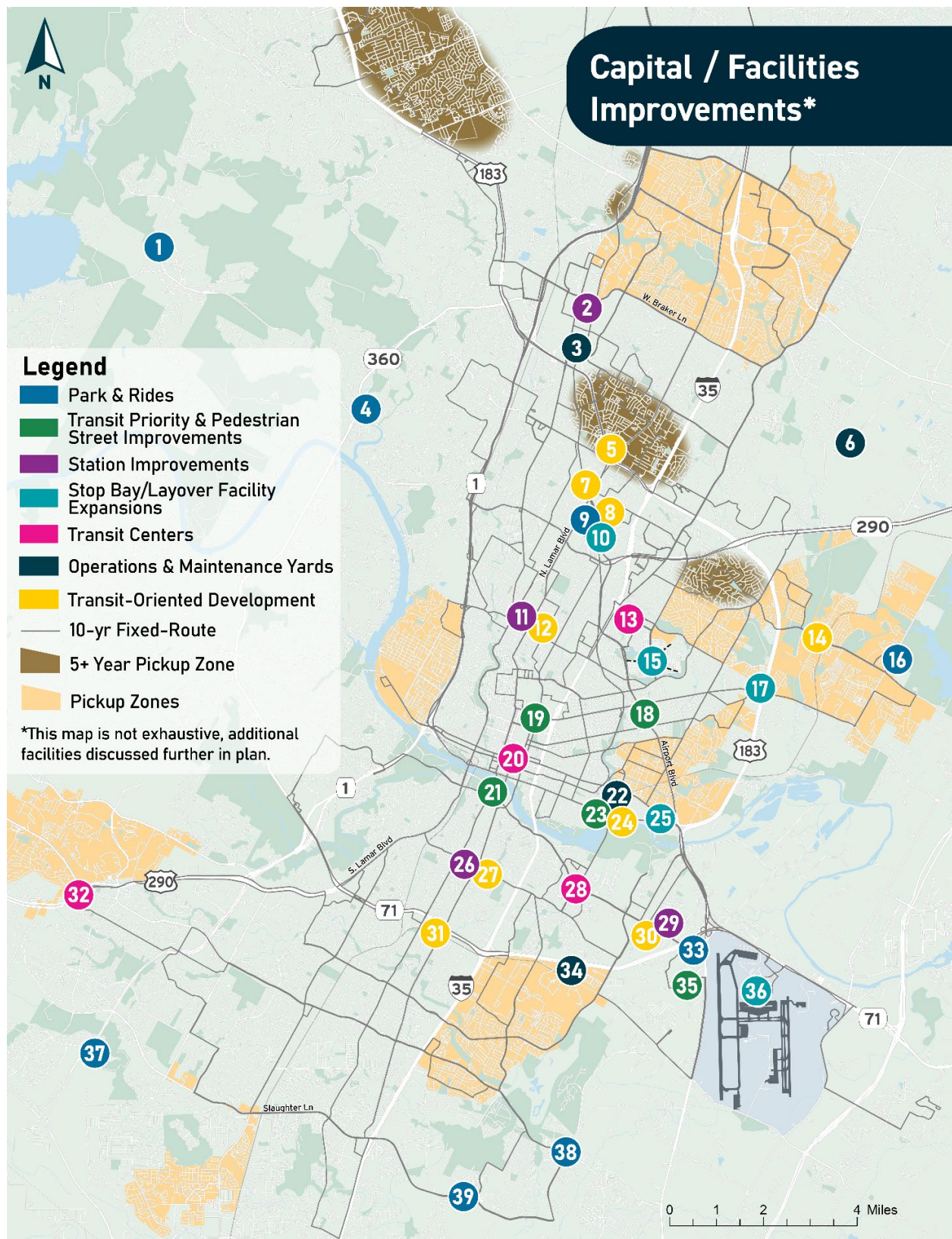
Figure 7-6: Transit Plan 2035 Capital & Facilities Improvements for Implementation

Table 7-3: Capital & Facilities Information

Map #	Facility / Improvement	Status	Outlook	Notes
Park & Rides				
1	Four Points P&R	Preferred	10+	Project Connect identified
4	Loop 360 P&R	Required	10+	Project Connect identified
9	Highland P&R	Required	5+	Project Connect identified
16	Expo Center P&R	Required	0 – 5	Under construction
33	Metrocenter P&R	Required	10+	Project Connect identified
37	South Mopac P&R	Required	10+	Project Connect identified
38	Mckinney Falls P&R	Required	10+	Project Connect identified
39	Goodnight Ranch P&R	Required	0 – 5	Under construction
Transit Priority and Pedestrian Street Improvements				
18	Airport Blvd. Transit Priority	Preferred	5+	Reliability improvements for key transit corridor due to increased service
19	San Jac & Trinity Transit Priority at UT	Required	5+	For 801/803 East Parallel operations with LRT
21	S. 1 st Street Transit Priority	Required	0 – 5	Reliability improvements for key transit corridor
23	E. Cesar Chavez/Pleasant Valley Street Infrastructure	Required	0 – 5	Roadway/intersection improvements to support bus turning movements
35	VA Clinic Stop/Pedestrian Improvements	Required	0 – 5	Improvements to stop and pedestrian crossing on Metropolis Drive
Station Improvements				
2	North Burnet/Uptown Station/P&R	Required	0 – 5	Under construction
11	38 th Street Station Improvements	Required	5+	LRT end-of-line bus operations; potential P&R
26	Oltorf Station Improvements	Required	5+	LRT end-of-line bus operations; potential P&R
29	Yellow Jacket Station	Required	5+	Key transfer location with LRT
Stop Bay/Layover Facility Expansions				
10	Expanded Highland Infrastructure	Required	5+	Spacing for three additional peak hour buses
15	Expand Mueller Infrastructure	Required	0 – 5	Spacing for six to seven additional peak hour buses

Map #	Facility / Improvement	Status	Outlook	Notes
17	Turnaround at East Austin College Prep	Required	0 – 5	Lease or infrastructure to support Route 30 terminus/turnaround
25	Expand Shady Lane Infrastructure	Required	5+	Spacing for one additional peak hour bus
36	Expand AUS Infrastructure	Required	5+	Spacing for four additional peak hour buses
Transit Centers				
13	Mueller Transit Center	Preferred	5+	Options for potential on/off street facilities
20	Downtown Transit Center	Required	10+	Key location for connections, transfers, and general operations; further coordination and studies required.
32	Oak Hill Transit Center	Required	5+	For Rapid 815 implementation
28	Pleasant Valley Transit Center	Required	5+	Key transfer location with LRT; spacing for 16 additional peak hour buses
Operations and Maintenance Yards				
3	North Ops Bus Yard Expansion	Preferred	5+	Future expansion of current facility
6	North Base Demand Response Facility And Central Warehouse	Required	0 – 5	Construction anticipated through 2027
22	2910 TOD & Bus Yard	Preferred	5+	Supports TOD & future operational needs
34	South Base Demand Response Facility	Required	5+	Site acquired with construction schedule pending
Transit-Oriented Development (TOD)				
5	North Lamar Transit Center TOD	Preferred	5+	Development timeline will depend on further coordination and market growth
7	Crestview Station TOD	Preferred	0 – 5	Development timeline will depend on further coordination and market growth
8	Highland Station TOD	Preferred	5+	Development timeline will depend on further coordination and market growth
12	38 th Street Station TOD	Preferred	5+	Development depends on completion and opening of the Austin Light Rail
14	Loyola Lane / Johnny Morris TOD	Preferred	5+	Development timeline will depend on further coordination and market growth
24	2910 East 5 th Bus Yard TOD	Preferred	5+	Development timeline will depend on further coordination and market growth
27	Oltorf Station TOD	Preferred	5+	Development depends on completion and opening of the Austin Light Rail
30	Yellow Jacket Station TOD	Preferred	5+	Development depends on completion and opening of the Austin Light Rail
31	South Congress TC TOD	Preferred	5+	Development timeline will depend on further coordination and market growth

Additional Capital Considerations

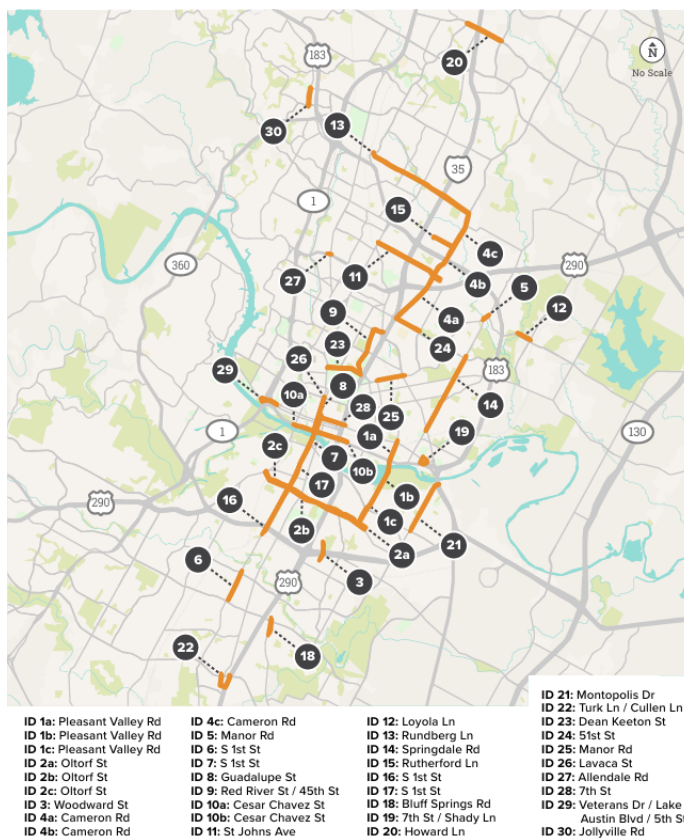
Capital and facilities investments listed below were not included in the map and table above because they do not correspond to a specific geographic point, or their location is not yet determined. These facilities are just as important for Transit Plan 2035 implementation as those listed above.

Transit Enhancement Infrastructure Report Recommendations

The [Transit Enhancement Infrastructure Report \(TEIR\)](#) outlines Austin's program to expand and upgrade transit-focused capital infrastructure. Building on a partnership between the City of Austin and CapMetro that began small-scale improvements in 2015, the program is now supported by an interlocal agreement dedicating \$1 million per year and \$19 million from the 2020 Mobility Bond. Using a "Transit Enhancement Toolbox," the study identifies 37 recommended projects — including transit priority lanes, queue jumps, signal improvements, pedestrian crossings and sidewalk connections, bus stop upgrades and corridor-level feasibility studies — to improve transit speed, reliability, and access across the city. While there is some overlap between the recommendations of Transit Plan 2035 and TEIR, the projects included in each are being implemented alongside one another using different funding sources.

Collectively, TEIR recommended investments total approximately \$53 million (2023 dollars), exceeding the funding currently available. As a result, additional resources — future bonds, state and federal grants, and partner contributions — will be required for full implementation. The report notes that project delivery will vary by complexity: some can be advanced in the near term, while others will require multi-year design, interagency coordination and community engagement.

Figure 7-7: TEIR Project Locations



Source: City of Austin TEIR, 2023

Additional Rail Maintenance Facility

CapMetro has identified the need for additional rail yard capacity to accommodate system growth, expanded maintenance needs and future service along the Green Line. Two potential locations have been evaluated — one near Leander and another along the Green Line corridor near Manor. Project Connect previously identified a rail yard upgrade as a shared need, and current operations underscore the urgency of additional space. The existing North Operations facility is over capacity — originally designed for six trains — and is now relying on off-site storage to meet demand.

Additional trainsets and machinery, such as a rail wheel turning machine, are needed to reduce maintenance downtime and improve efficiency. In the short term, CapMetro is underway with an interim expansion at the southern end of the existing North Operations facility, repurposing unused space from former demand-response bays until a long-term solution is advanced through coordination with the ATP and inclusion in the Facilities Master Plan.

Figure 7-8: Existing North Operations Rail Facility



Rail Infill Stations, Positive Train Control and Double Tracking

CapMetro's [commuter rail improvements](#) focus on expanding capacity, improving reliability and preparing the system for more frequent service as regional demand grows. The plan includes purchasing additional trainsets to support added service and increase the system's spare ratio, as well as implementing strategic double-tracking in key locations to boost throughput for both freight and passenger rail. Double-tracking would also enable Sunday service by allowing maintenance to occur on one track while trains operate on the other. Technology upgrades — particularly enhancements to the Positive Train Control (PTC) system — are needed to improve operating speeds and overall reliability, with I-ETMS software offering the greatest operational benefit. Additional efficiency gains could come from more automated yard operations to streamline train movements. As ridership increases and surrounding land use intensifies, the plan also anticipates constructing new infill stations (see **Appendix D**) to better serve growing communities along the corridor.

Non-Revenue Maintenance Facility

CapMetro's bus maintenance team currently performs repairs on the agency's non-revenue fleet — vehicles such as support trucks, service vans and utility equipment — which creates ongoing operational costs and strains limited maintenance capacity. Establishing a dedicated non-revenue maintenance facility, potentially identified in the Facilities Master Plan, would centralize these functions, improve efficiency and free up space and staff time within existing bus maintenance operations to better support the growing revenue fleet.

Transit Signal Priority (TSP)

CapMetro is planning targeted street improvements to help buses move more reliably and reduce delay at congested intersections. This includes expanding TSP to all signalized intersections along applicable routes, using a first-come, first-served approach that gives buses additional “green time” when needed. In locations where signals alone cannot adequately address delay, CapMetro will identify opportunities for queue jumps and bus bypass lanes — special design features that allow buses to move ahead of traffic at problematic intersections — subject to site-specific engineering and safety considerations. These tools work together to improve travel times, support more consistent service and make transit a more competitive option for customers.

Fleet

CapMetro's fleet will need to grow and evolve over time to support the service improvements recommended in Transit Plan 2035, while also replacing buses that are approaching the end of their useful life. In the near term, CapMetro will continue operating its existing mix of diesel, battery-electric buses (BEBs), using BEBs primarily on routes where charging infrastructure and battery range allow. The fleet will also transition to 40' and 45' buses, phasing out 35' and 60' vehicles.



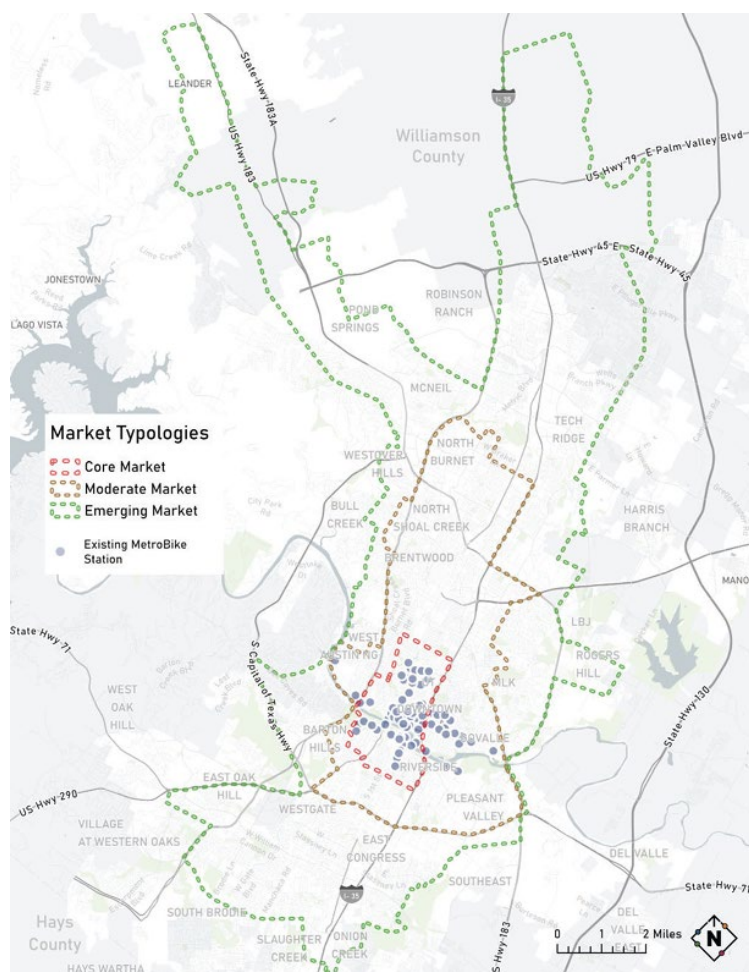
Looking ahead, CapMetro is exploring a range of technology of choice (TOC) propulsion options. These technologies will require coordinated investment in charging or fueling infrastructure and careful alignment with future service needs. Across the 10-year implementation period, fleet expansion, technology transition and vehicle replacements will move forward incrementally, ensuring that CapMetro can maintain reliable daily operations while positioning the system for a more sustainable and resilient future.

Bikeshare

CapMetro's Bikeshare service will be expanded alongside the implementation of Transit Plan 2035, guided by the [CapMetro Bikeshare Strategic Expansion Plan](#) (see **Appendix C**). This plan is the result of a collaborative effort involving extensive market analysis, public engagement and strategic planning. The plan includes an existing conditions analysis to identify CapMetro Bikeshare ridership propensity. Ridership propensity was then coupled with extensive feedback on how people use the Bikeshare system today and how they would like to use it in the future. Based on existing conditions and public feedback, guidelines for station placement, expansion and performance monitoring were designed to create a resilient and adaptable bikeshare system that will grow and change with Austin. By integrating bikeshare with public transit, CapMetro Bikeshare seeks to create a seamless and complete transportation system that caters to all residents, prioritizing the needs of the most vulnerable communities.

The Bikeshare Strategic Expansion Plan outlined three market typologies. Each typology represents different bikeshare demand and usage profiles. The Core market is where bikeshare ridership demand is the highest. Stations here attract trips from throughout the region.

Figure 7-9: Bikeshare Market Typologies



Source: CapMetro, 2024

The Moderate market surrounds the core and is where much of the system expansion in the short term will occur. Finally, the Emerging market represents places that show some potential for bikeshare but are lower priorities for expansion due to lower underlying demand for bikeshare, lack of supportive bicycling infrastructure, and distance from the existing system.

CapMetro Bikeshare's expansion requires a phased approach to ensure operational efficiency and financial sustainability. CapMetro envisions the bikeshare system will grow to approximately 360 stations over 10 years, achieving full geographic build-out of the expansion plan while continuing to densify the system in areas of high demand. CapMetro is projected to spend \$20.6 million in local and state Transportation Alternative Set-Aside (TASA) funding to grow the program to 234 stations by FY29. Expansion of the system after 2029 would depend upon future funding sources. Beyond the capital cost of the hardware for e-bikes, docks, concrete and electrical infrastructure, Bikeshare Operations teams also need a facility for repair and maintenance. A centralized, permanent location would facilitate efficient operations.

Additional Bus Stop Needs

As recommendations are implemented, new bus stops and accompanying infrastructure will be required. **Table 7-4** provides a summary of additional bus stops estimated by overall type and outlook to align with the recommended service change packages. These estimates are intended to be high-level for future planning purposes and were developed utilizing stop spacing standards and amenity levels detailed in the CapMetro's [Service Standards & Guidelines](#).

Table 7-4: New Bus Stop Estimate Summary

Stop Type	Outlook within 5 Years		5+ Year Outlook		Total
	New Stops	Routes	New Stops	Routes	
Bus Stops	23	2, 30, 217, 324, 392	150	2, 10, 18, 30, 50, 152, 211, 228, 318, 325, 326, 339, 493	173
Rapid Stations	1	803	22	801, 803, 815	23

**This estimate is meant to provide a high-level understanding of the scale of infrastructure changes related to recommended changes. Transit stop location and configuration are context sensitive and will be further analyzed at the time of implementation of each associated service.*

Almost 200 additional bus stops are recommended as part of Transit Plan 2035 with over 20 locations requiring investments to support Rapid services. Locations for new bus stops will continue to be monitored to further define specific stop/station siting and need as planned service is implemented through 2035. Although not detailed below, CapMetro also regularly monitors and discusses existing bus stop needs, modifications and relocation (including Rapid Stations) through coordination with the City of Austin, other member cities and regional stakeholders. As capital funding, jurisdictional boundaries, land availability and areas outside of the existing service area may impact agency's ability to implement service and/or provide bus stops at specific locations, CapMetro will continue to coordinate and adjust its capital programming to align with Transit Plan 2035 service recommendations and future changes in Central Texas.

Fiscal Context

Implementing Transit Plan 2035 will require a deliberate funding strategy that leverages federal, state, regional and local resources. The plan positions CapMetro to receive different types of federal funding, based on project type & qualifications of the project, including Federal Transit Administration (FTA) formula and discretionary programs, and those tied to economic opportunity, carbon neutral fleets and multimodal connectivity. At the state level, coordination with TxDOT and regional planning partners will be necessary to align transit priorities with available funding streams. Locally, partnerships with surrounding jurisdictions and transportation entities will be essential for capital investments, service expansions and last-mile connections.

CapMetro is funded primarily through local sales tax revenue, which has slowed in growth in recent years, limiting how quickly the agency can expand service. Transit Plan 2035 was developed with an ideal network vision in mind, then adapted to fit these financial constraints by prioritizing safe, reliable service and cost-effective improvements. The final preferred network and phased implementation plan focus on maintaining existing operations, preparing for HCT and strategically adding service where it delivers the greatest benefit, ensuring that every investment is financially feasible and responsibly timed. Capital intensive projects like commuter rail expansion are included in the 10+ Year Vision List of the plan because they do not fit within the fiscal constraints of the 2035 planning horizon. Should CapMetro's fiscal context change, these vision list projects will be revisited for sooner implementation opportunities.

In developing the fiscal framework, the plan is based on a future scenario that includes Austin Light Rail coordination and slowing sales tax revenue growth. Transit Plan 2035's implementation will need to adapt to changing fiscal context over the next 10-years — ranging from maintaining existing service levels, to expanding more quickly under increased federal and sales tax funding. In all scenarios, CapMetro will evaluate impacts on network performance, ridership potential, fair outcomes and regional mobility.

CapMetro's multimodal portfolio, including commuter rail, bikeshare, bus, vanpool, paratransit, Rapid and Pickup, will be managed as an integrated system through the plan's implementation. This ensures that each mode contributes to the network's overall effectiveness and that resources are allocated where they produce the greatest benefit.

CapMetro

8 Next Steps

8. Next Steps

The recommendations in Transit Plan 2035 provide a roadmap for how CapMetro's services can evolve over the next decade. The plan's concepts and timelines will be refined based on available resources, regional coordination and market readiness. Implementation will take place step-by-step through CapMetro's regular service change process, with each change shaped by additional community engagement and Board approval. Concepts requiring further coordination or new funding will be re-evaluated in future transit planning efforts.

This plan also positions CapMetro to adapt to and complement other major projects underway across Central Texas. As the region invests in transformative efforts like the I-35 Capital Express Project, the Convention Center redevelopment and the launch of Austin Light Rail, Transit Plan 2035 ensures that bus, rail and on-demand services are aligned to connect seamlessly with these investments and meet new travel patterns as they emerge.

This document will be used to pursue funding opportunities, including federal grants, that can bring many of the recommended projects to fruition. By aligning vision with funding strategies, CapMetro can maximize resources and expand mobility options for the region. Ultimately, Transit Plan 2035 builds on the successes of the past decade to modernize the transit system for the future. It responds to changing markets, supports dynamic Central Texas communities and continues to grow transit's role in creating a more connected region.



9 Appendices

Overview

The Transit Plan 2035 appendices provide a set of reference materials that supported the development of Transit Plan 2035. **Table 9-1** provides a resource library and is organized into two categories: Transit Plan 2035 Resources and Additional CapMetro Resources. Transit Plan 2035 resources are items developed as part of this planning effort. They include critical deliverables spanning the Transit Plan 2035 process, such as community engagement, plan review, existing conditions and scenario planning. The second category includes additional CapMetro resources which were developed separately from Transit Plan 2035 but were used to inform technical analyses and recommendations. Links to these documents are provided, offering readers direct access to the supporting materials that helped shape the final plan.

In addition to these linked resources, four items are appended to the plan in full to provide deeper detail and transparency around key components of the plan. The Route Flipbook presents route-by-route maps and descriptions of the recommended network, while the Route Matrix summarizes the same information in a consolidated tabular format. The CapMetro Bikeshare Strategic Expansion Plan is included in its entirety to document the agency's vision for expanding first- and last-mile connections, and the Red Line Analysis resource document provides supporting analysis for long-term CapMetro Rail planning.



Table 9-1: Transit Plan 2035 Resource Library

Resource Title	Resource Description	Location
Transit Plan 2035 Resources		
Transit Plan 2035 Web Page	Project web page containing all published materials for Transit Plan 2035.	Link Here
Community & Internal Involvement Plan (CIIP)	Guiding engagement document detailing strategies and approaches used throughout the plan process.	Link Here
Community Engagement Report – Fall 2024	Summary of fall 2024 community engagement efforts focused on visioning.	Link Here
Community Engagement Report – Summer 2025	Summary of summer 2025 community engagement efforts focused on draft recommendations.	Link Here
Executive Summary	Succinct report summarizing key takeaways from each phase of the plan process.	Link Here
Existing Conditions Report	Interactive report detailing methods and findings for the market and operations analyses.	Link Here
Interactive Map (Outlook within 5 Years)	Interactive map displaying the first phase of the final preferred network.	Link Here
Interactive Map (5+ Year Outlook)	Interactive map displaying the second phase of the final preferred network.	Link Here
Plan Review Summary	Document documenting and summarizing plans reviewed prior to the existing conditions analysis.	Link Here
Additional CapMetro Resources		
Bikeshare Strategic Expansion Plan	Report building on the Phase I Expansion Plan to create a longer-term strategy for the program.	Link Here
Red Line Trail Study	Report identifying opportunities to include the Red Line Trail within existing CapMetro right-of-way.	Link Here
Service Standards & Guidelines	Framework for how CapMetro designs and monitors transit service and conducts service changes.	Link Here
TOD Policy (2025)	Implementation Policy defined by Chapter 451 of the Texas Transportation Code.	Link Here
TOD Program Web Page	Web Page containing all references related to the CapMetro TOD Program.	Link Here
Transit Enhancement Infrastructure Report	Report describing process CapMetro and the City of Austin use to identify transit infrastructure improvement projects.	Link Here

The background of the slide is a solid blue color. A large, faint, light-blue watermark of the CapMetro logo is repeated diagonally across the entire background. The logo consists of the word "CapMetro" in a stylized font, with the "C" and "M" being larger and more prominent.

Appendix A

Route Flipbook



CapMetro | Transit Plan 2035

SCENARIO GUIDEBOOK

Routes

1-N. Lamar/S. Congress	7
2-Rosewood/Cesar Chavez	8
3-Burnet/Menchaca	9
4-7th Street	10
5-Woodrow/East 12 th	11
7-Duval	12
8-Bull Creek/Lake Austin	13
10-South 1st/Red River	14
18-Woodrow/MLK	15
20-Riverside	16
30-Barton Creek/East 12th	17
50-Round Rock Tech Ridge	18
103-Manchaca Flyer	19
105-South 5th Flyer	19
111-South Mopac Flyer	19
135-Dell Limited	19
142-Metric Flyer	19
152-Round Rock Tech Ridge Limited	20
171-Oak Hill Flyer	19
201-Southpark Meadows	21
211-Cameron	22
214-Northwest Feeder	23
217-Montopolis Feeder	24
228-VA Clinic	25
233-Decker/Daffan	26
237-Northeast Feeder	27
243-Wells Branch	28
271-Del Valle Feeder	29
300-Springdale/Pleasant Valley	30
310-Barton Creek/Parker	31
311-Stassney	32
315-Ben White	33
318-Westgate/Slaughter	34
320-Manor Road	35
322-Chicon/Cherrywood	36
323-Anderson	37
324-Georgian/Ohlen	38
325-Metric	39
326-Rundberg	40
331-Oltorf	41
333-William Cannon	42
335 36th/38th Street	43

Routes (Cont.)

337-Koenig/Colony Park	44
339-Anderson/Springdale	45
345-45th Street	46
350-Airport Blvd.	47
370-Speedway/Riverside	48
383-Research	49
392-Braker/Domain	50
465-MLK/University of Texas	51
466-Kramer/Domain	52
481-Night Owl North Lamar	53
483-Night Owl Riverside	54
484-Night Owl South Lamar	55
485-Night Owl East 7 th /Cameron	56
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490-HEB Shuttle	58
491-Allandale	59
492-Delwood	60
493-Eastview	61
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Pickup Leander	87
Pickup Manor	88
Pickup North Oak Hill	89
Pickup South Menchaca	90
Pickup Georgian Acres	91
Pickup Lake Creek	92
Pickup Northeast ATX	93
Pickup Walnut Creek	94

Equal access to communications, including auxiliary aids, services, and translation assistance, are provided upon request. Contact engage@capmetro.org for more information.

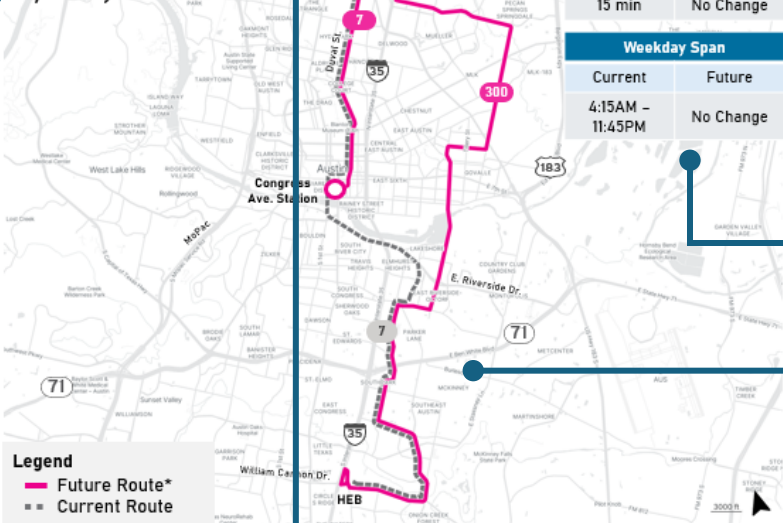
Reading the Guidebook

Route – 7 Duval

CapMetro Transit Plan 2035

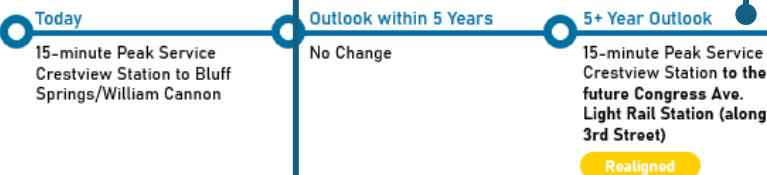
See Routes 300 & 331 for coverage of gray route in map.

Depicts 5+ year outlook



*Proposed pending Board approval and service change process.

Phasing



SERVICE NAME

Identifies the service for which the map and information related to service and change(s) represent.

COVERAGE REFERENCE

Identifies the service(s) that either supplement a proposed future service or cover a discontinued service/portion of a service. By reviewing the referenced services in the scenario guidebook, the user will gain a better understanding of how the proposed changes work together.

CHANGE TAG

Represents the service's proposed change type. See the following page for definitions of change types used in the scenario guidebook.

FREQUENCY/SPAN TABLES

Displays the current and proposed frequency (how often a vehicle comes) and span (the hours a vehicle operates during the day).

PHASING CHART

Displays service information (frequency, termini, proposed changes, coverage of discontinued or replaced routes, etc.) over 3 phases: Today, Outlook within 5 years, and 5+ Year Outlook. Change tags are placed within relevant phases to highlight when the proposed change will take place.

SERVICE MAP

Displays current service compared to proposed future service. Current service is depicted by a gray, dashed line. Proposed future service is depicted by a solid line. If a service is proposed for no change, it is depicted by a solid line. Route colors match with the current or proposed future service type.

Change Type Definitions

Discontinued

A service being removed or replaced by other optimized routes to improve system efficiency.

Expanded

A Pickup zone proposed to grow, allowing more riders and areas to be served.

Extended

A route being lengthened to serve new areas or key activity centers.

Frequency

A route proposed to run more or less often to better match ridership demand.

NEW

A new service added to expand coverage and improve access to key destinations.

No Change

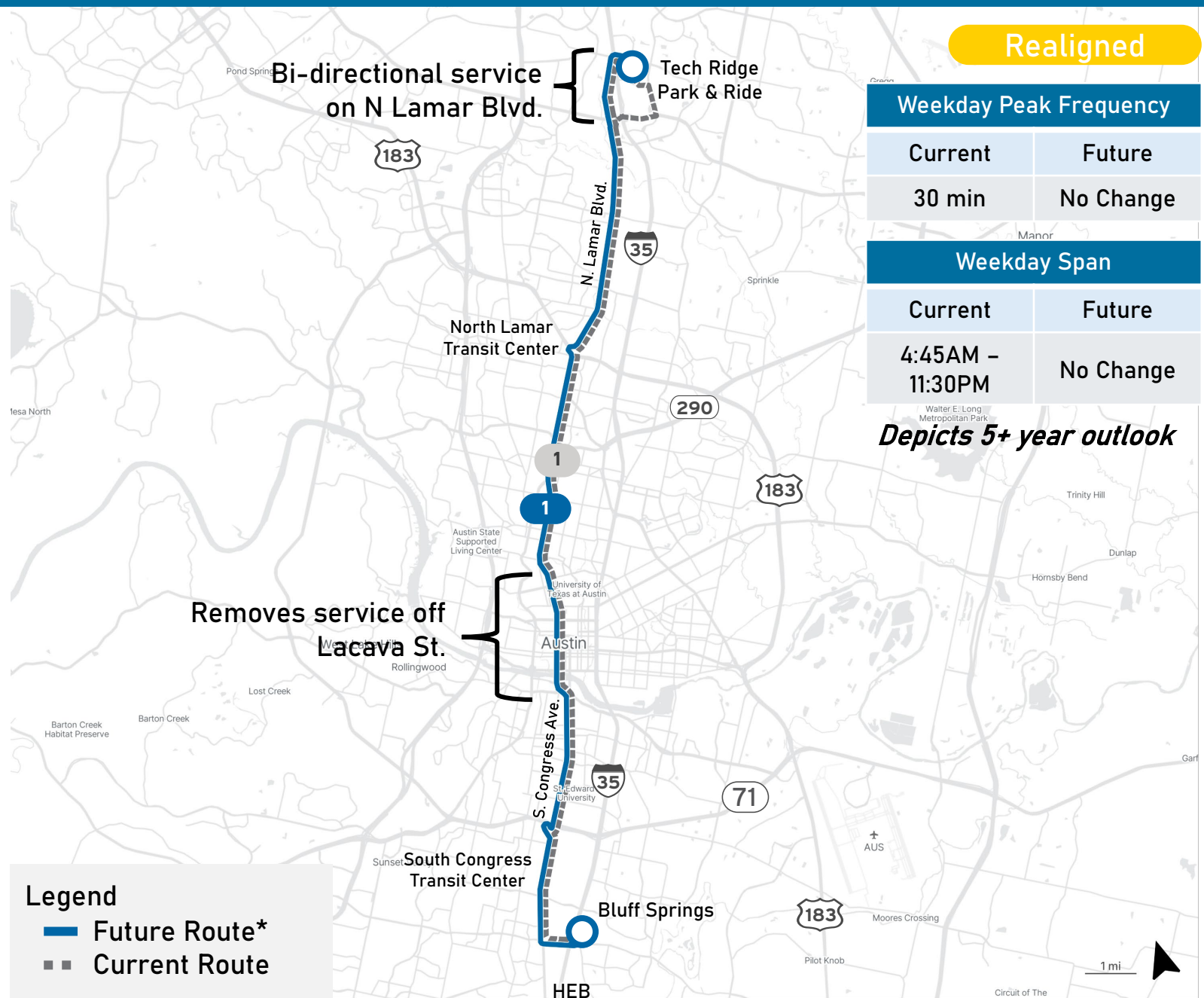
A service proposed to continue operating as it does today, with no updates.

Realigned

A route being shifted to serve different streets or destinations more efficiently.

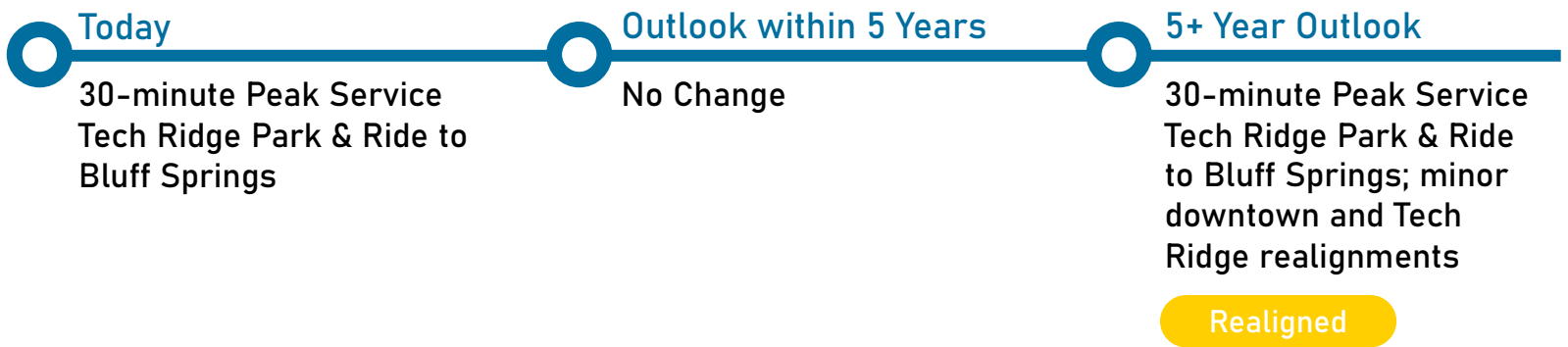
Span

A route proposed to change its operating hours—starting earlier, ending later, or both.

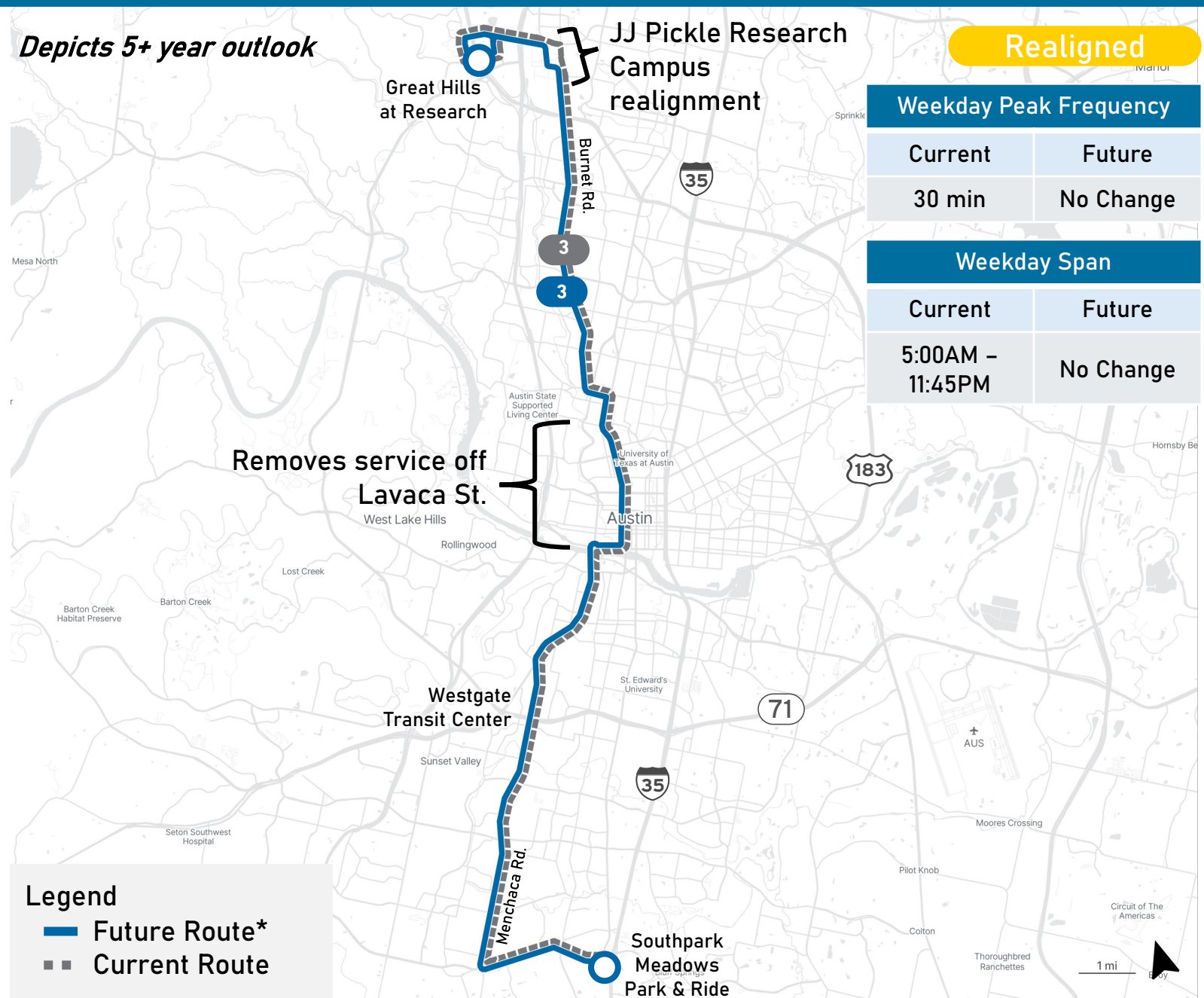


*Proposed pending Board approval and service change process.

Phasing

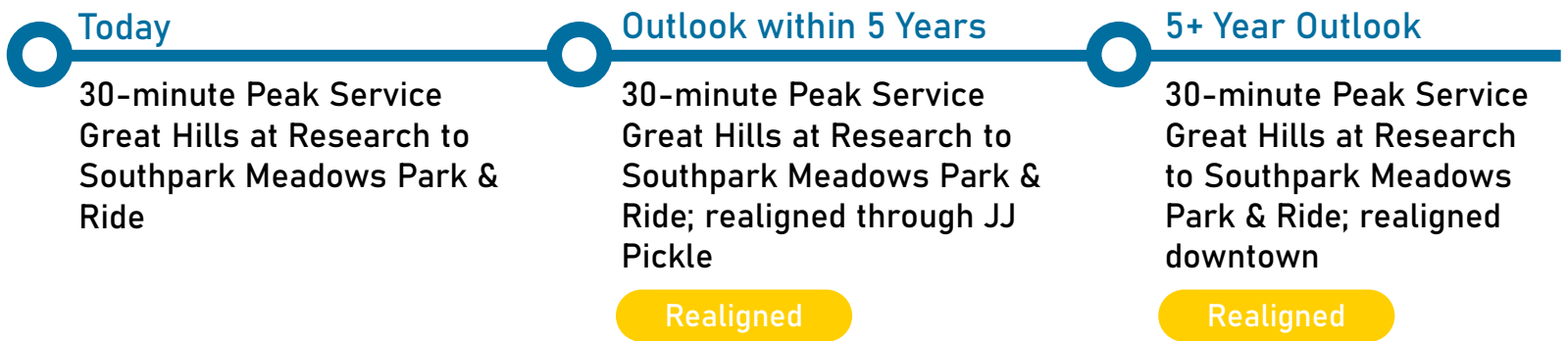


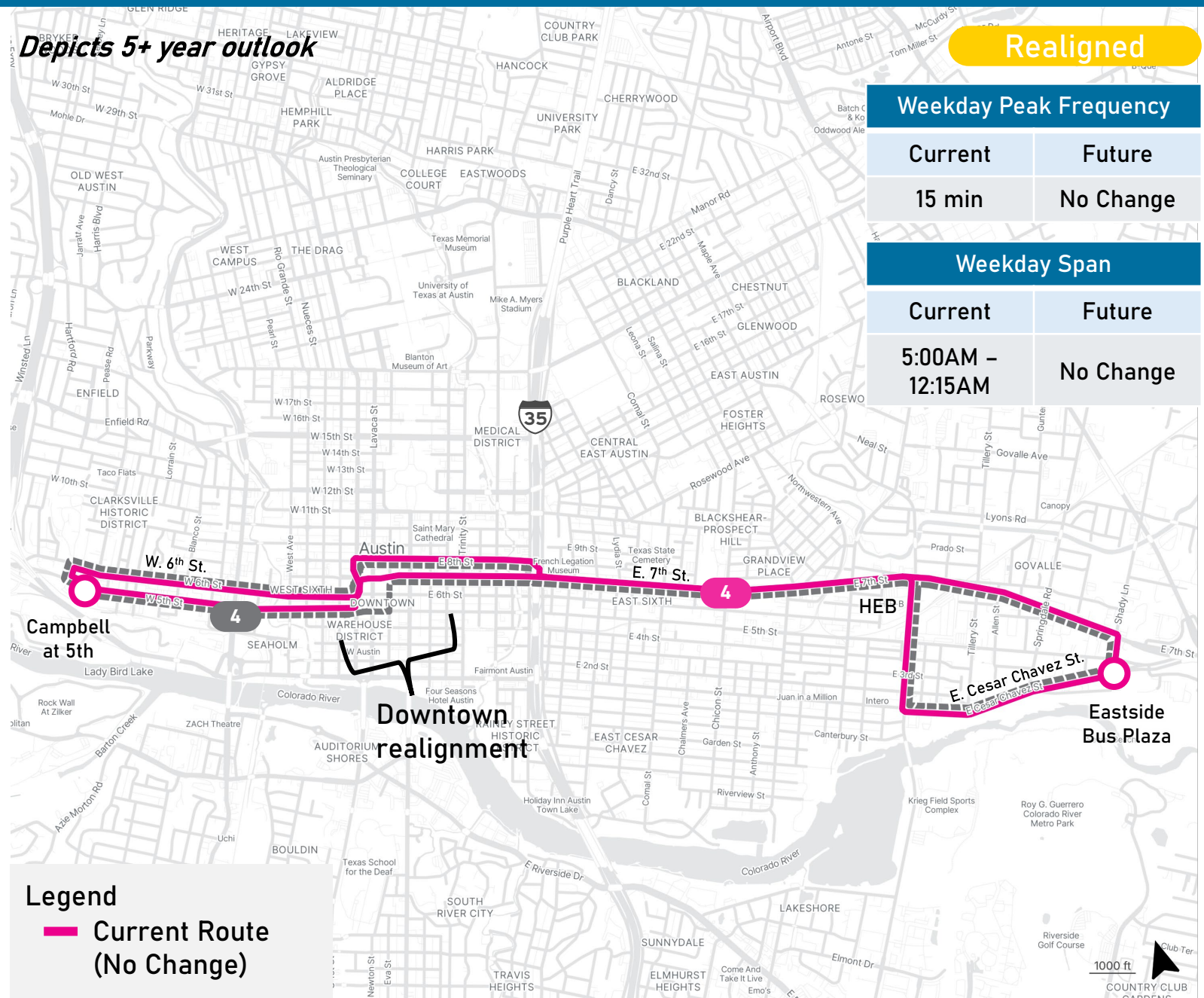




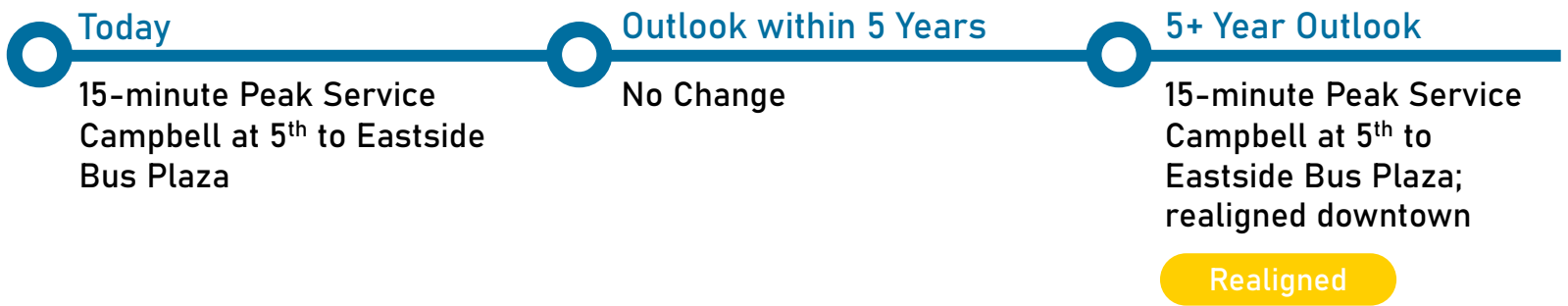
*Proposed pending Board approval and service change process.

Phasing



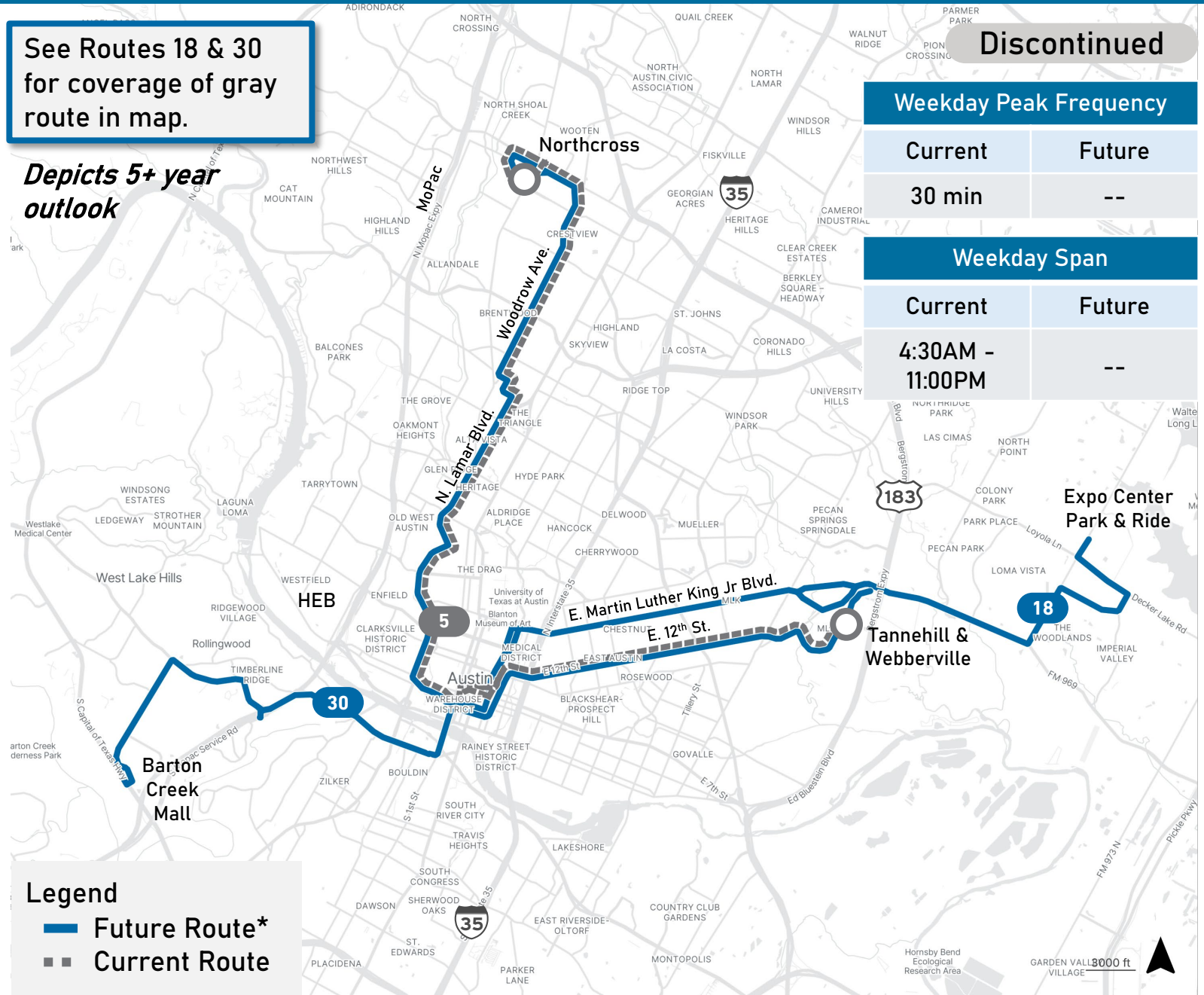


Phasing



See Routes 18 & 30 for coverage of gray route in map.

Depicts 5+ year outlook



Discontinued

Weekday Peak Frequency

Current	Future
30 min	--

Weekday Span

Current	Future
4:30AM - 11:00PM	--

*Proposed pending Board approval and service change process.

Phasing

Today

30-minute Peak Service
Northcross to Tannehill & Webberville

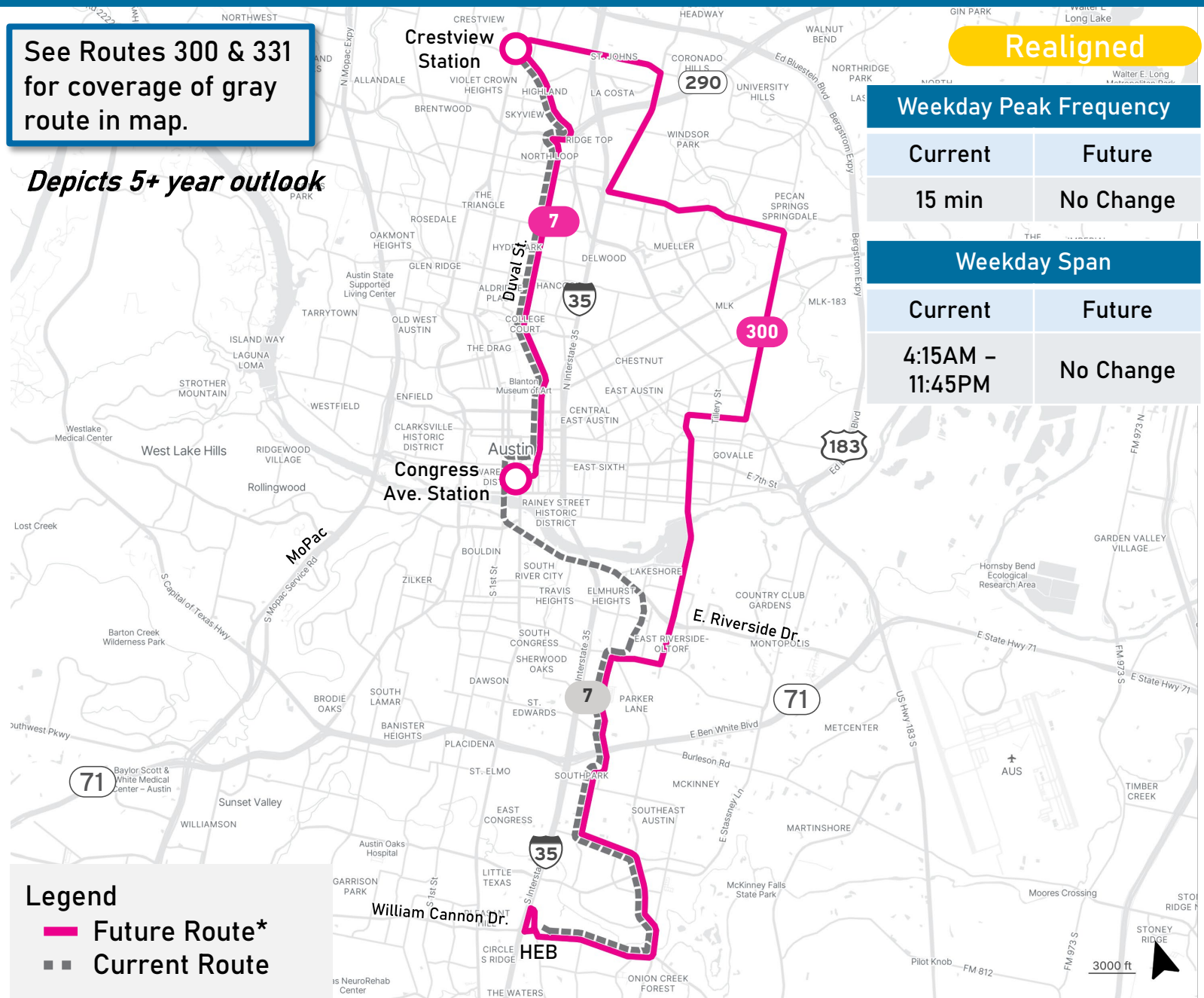
Outlook within 5 Years

Service discontinued;
covered by realigned Routes
18 & 30

Discontinued

5+ Year Outlook

N/A



Phasing

Today

Outlook within 5 Years

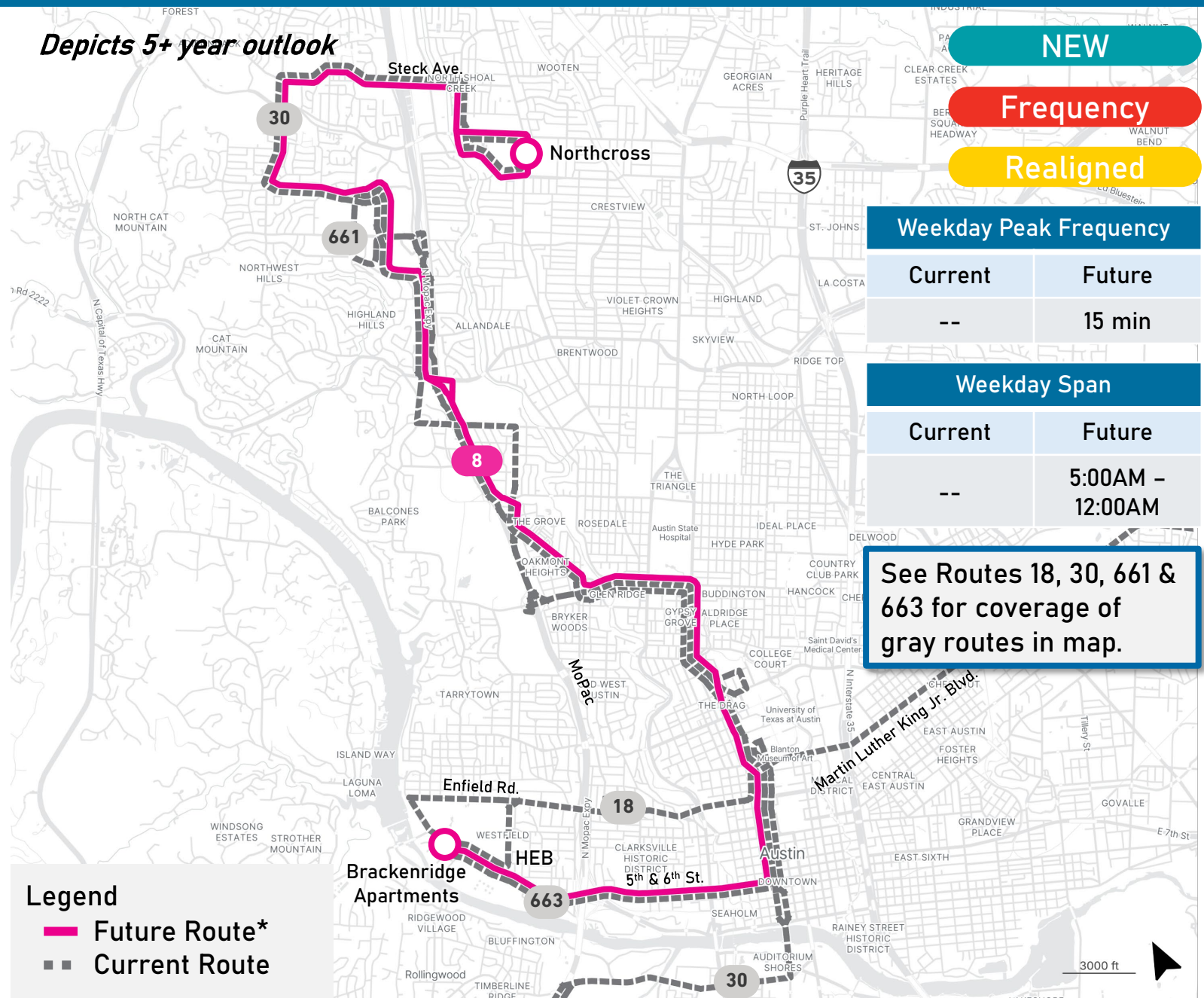
5+ Year Outlook

15-minute Peak Service
Crestview Station to Bluff Springs/William Cannon

No Change

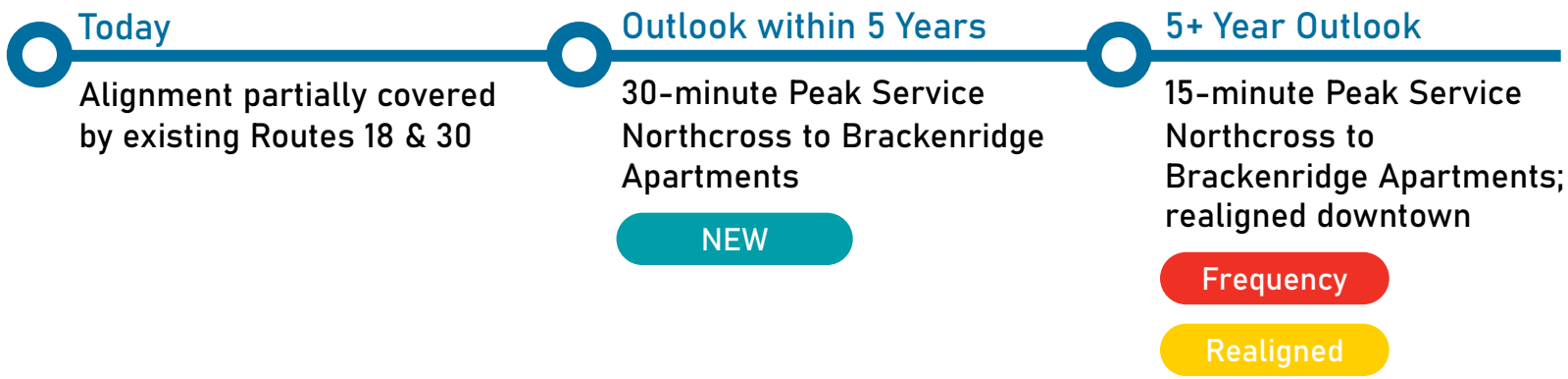
15-minute Peak Service
Crestview Station to the future Congress Ave.
Light Rail Station (along 3rd St.)

Realigned

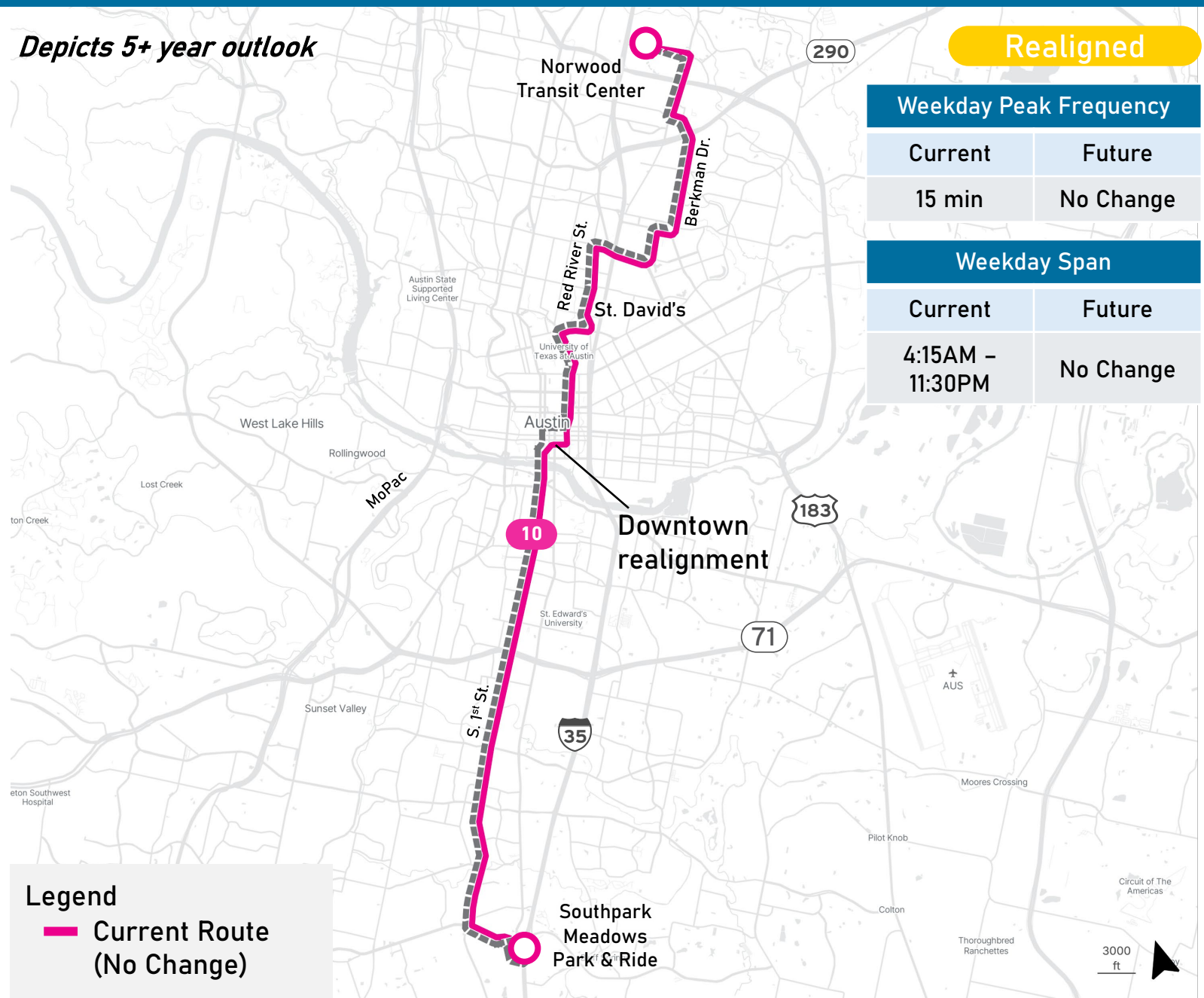


*Proposed pending Board approval and service change process.

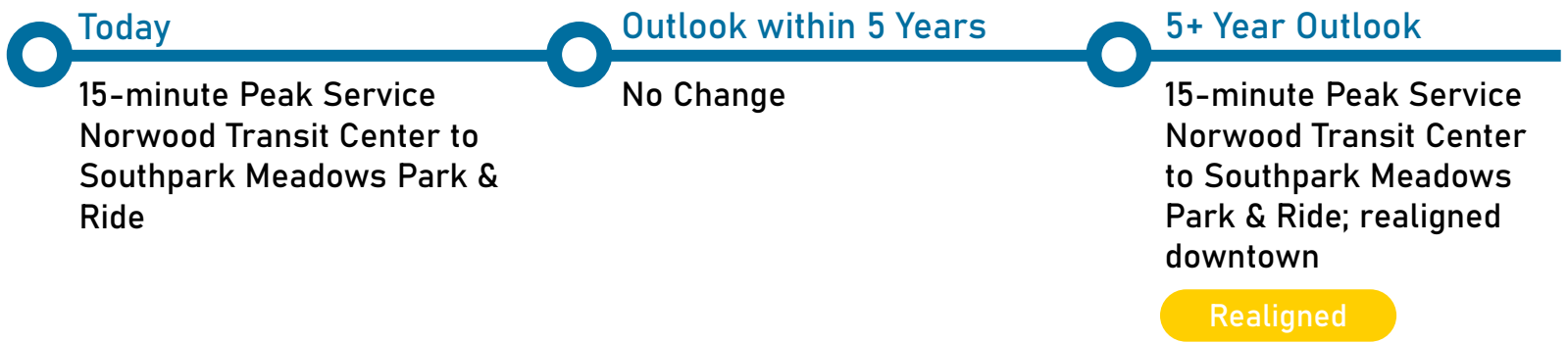
Phasing

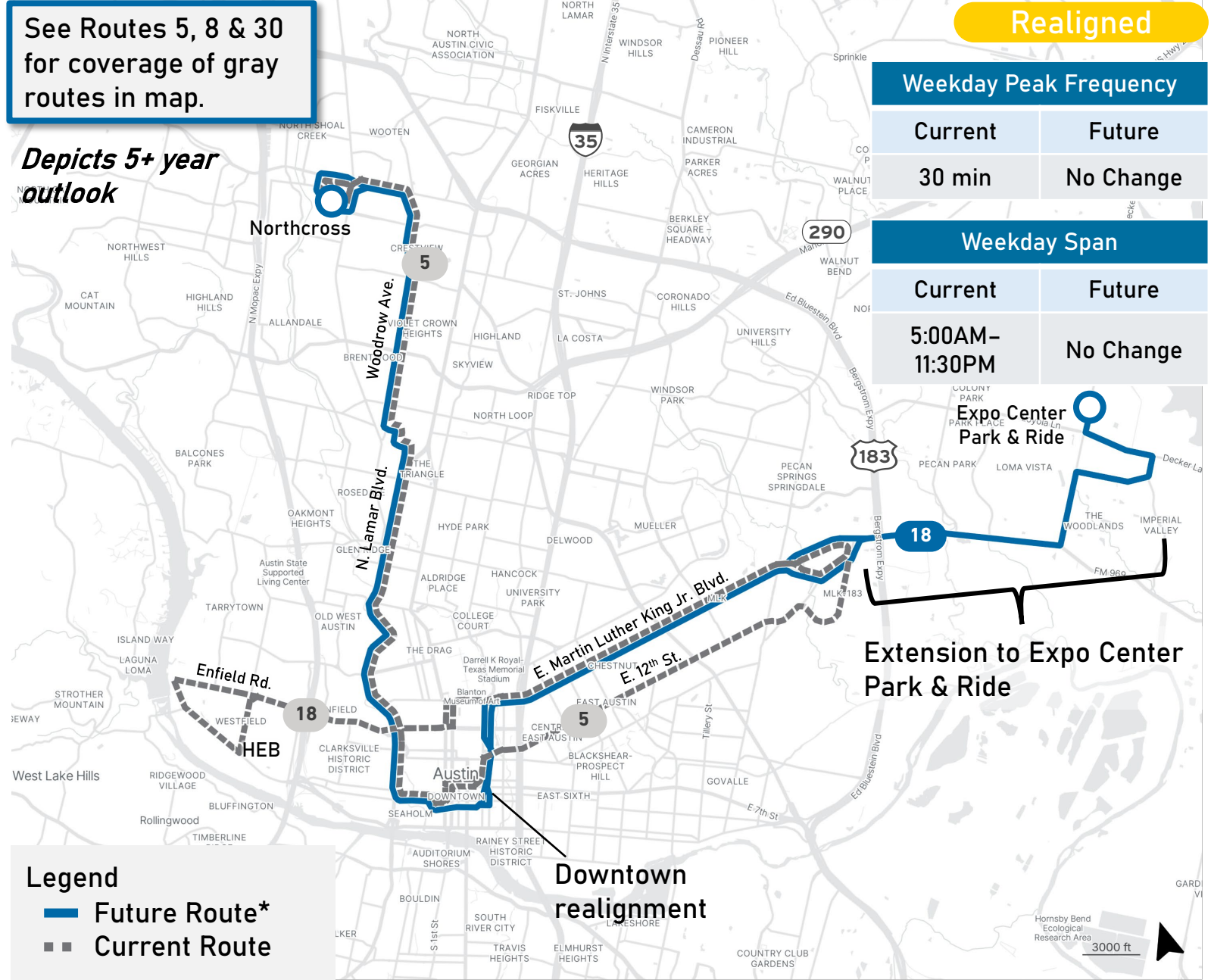


Depicts 5+ year outlook



Phasing





Phasing

Today

30-minute Peak Service
Lake Austin to East MLK

Outlook within 5 Years

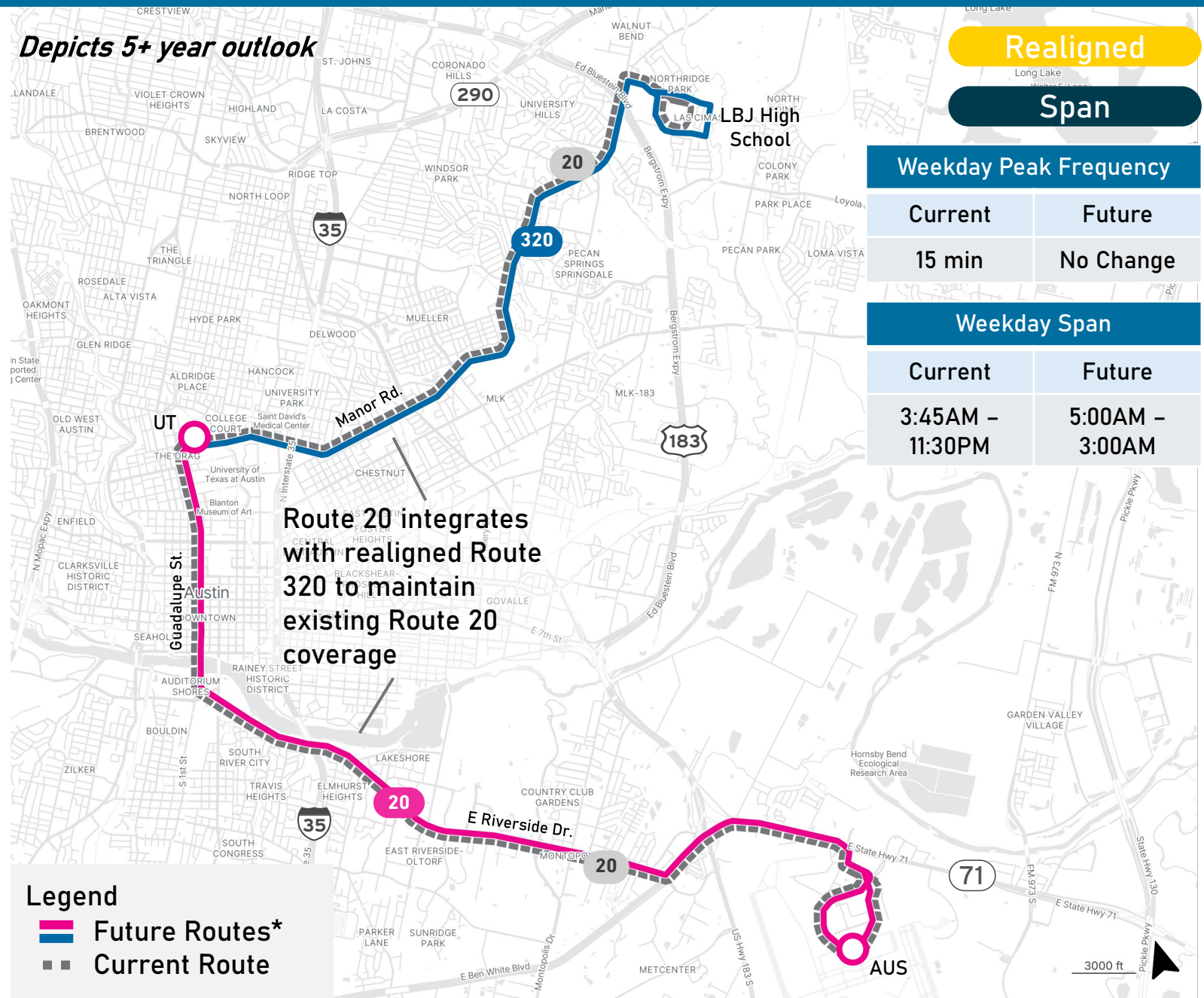
30-minute Peak Service
Northcross to Expo Center
Park & Ride; maintains
Johnny Morris coverage

Realigned

5+ Year Outlook

30-minute Peak Service
Northcross to Expo
Center Park & Ride;
realigned downtown

Realigned

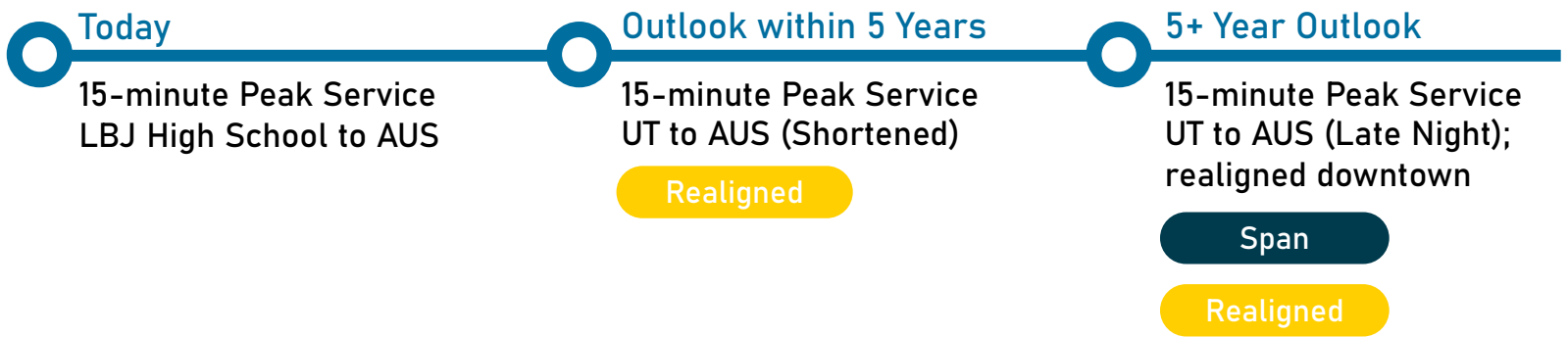


Legend

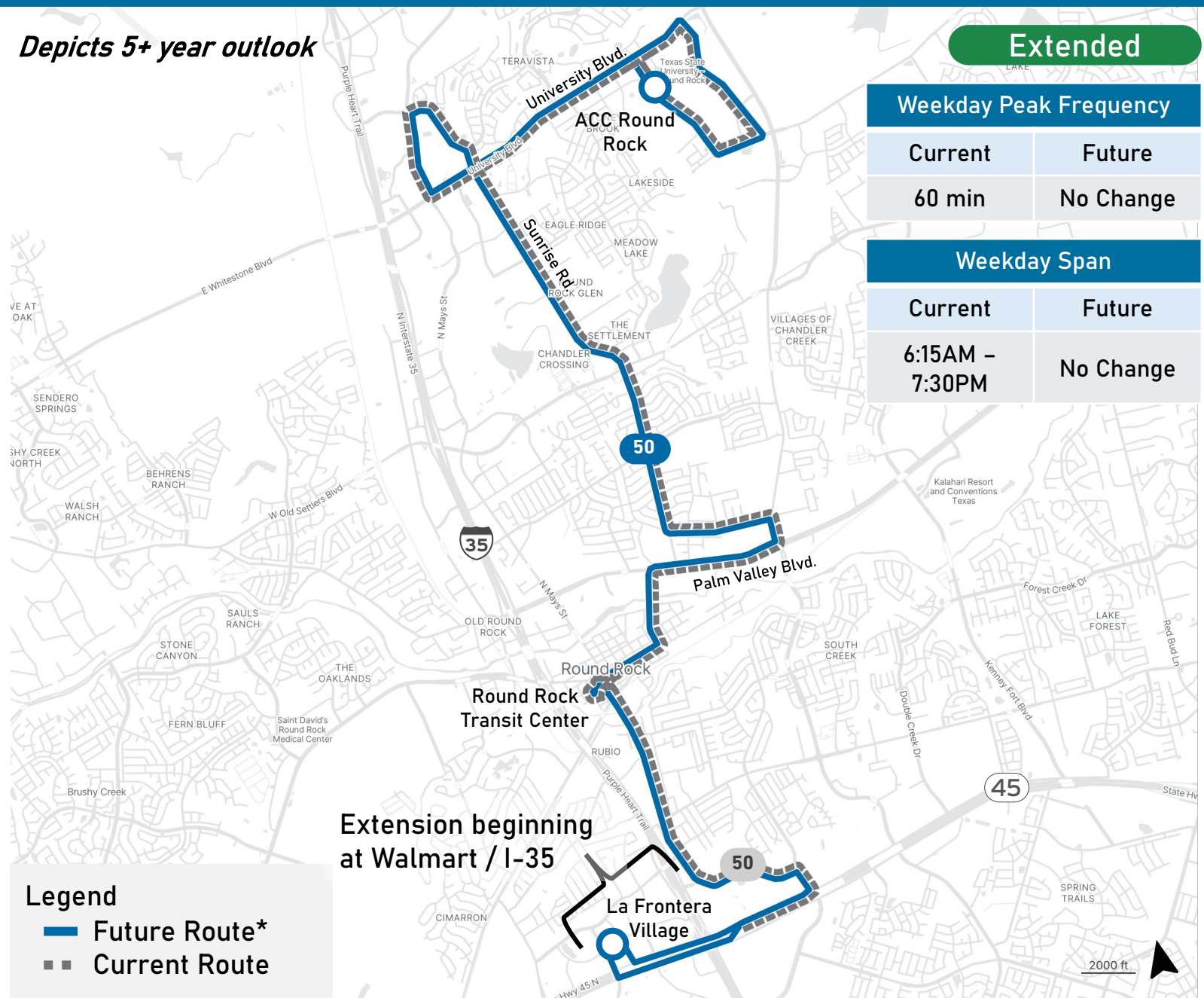
- Future Routes*
- Current Route

*Proposed pending Board approval and service change process.

Phasing



Depicts 5+ year outlook



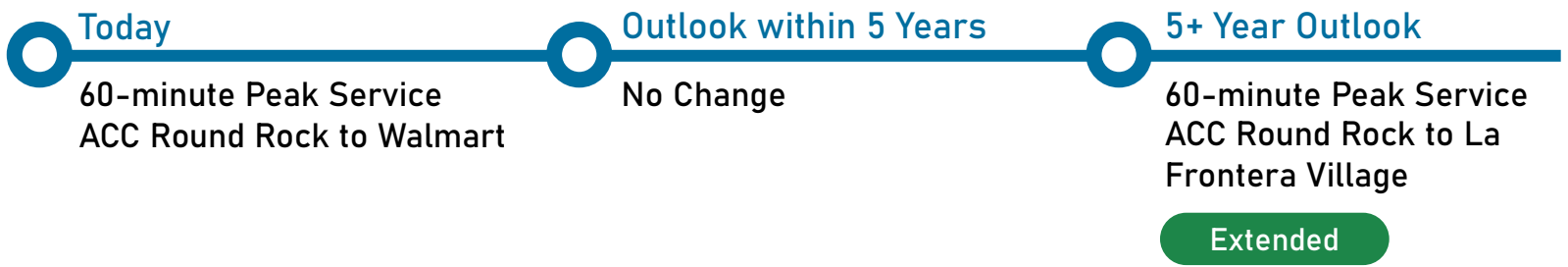
Extended

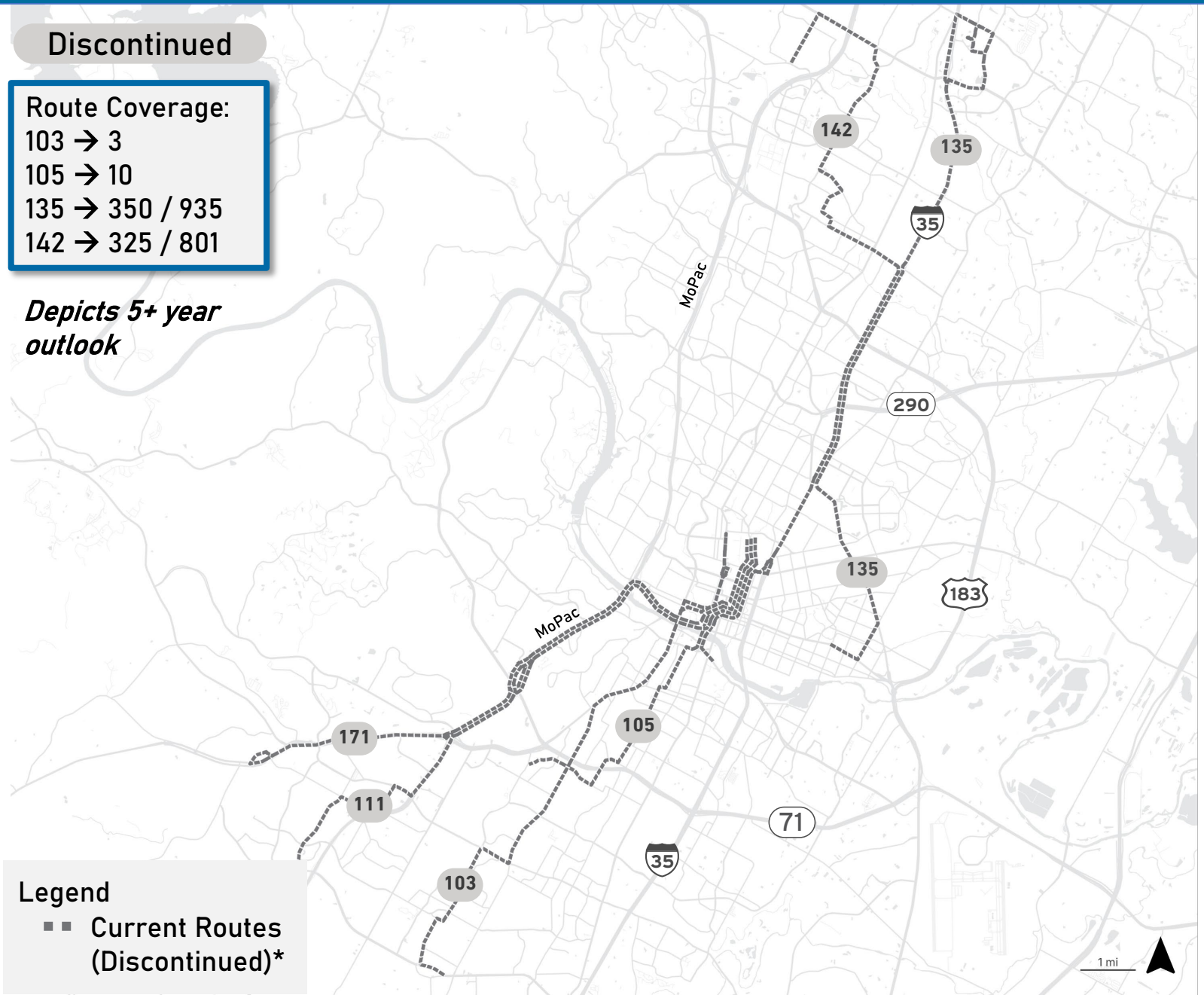
Weekday Peak Frequency	
Current	Future
60 min	No Change

Weekday Span	
Current	Future
6:15AM – 7:30PM	No Change

*Proposed pending Board approval and service change process.

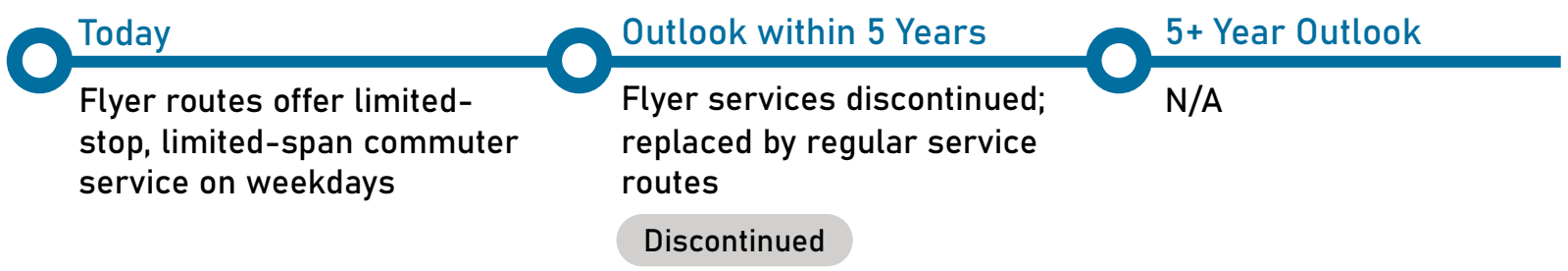
Phasing

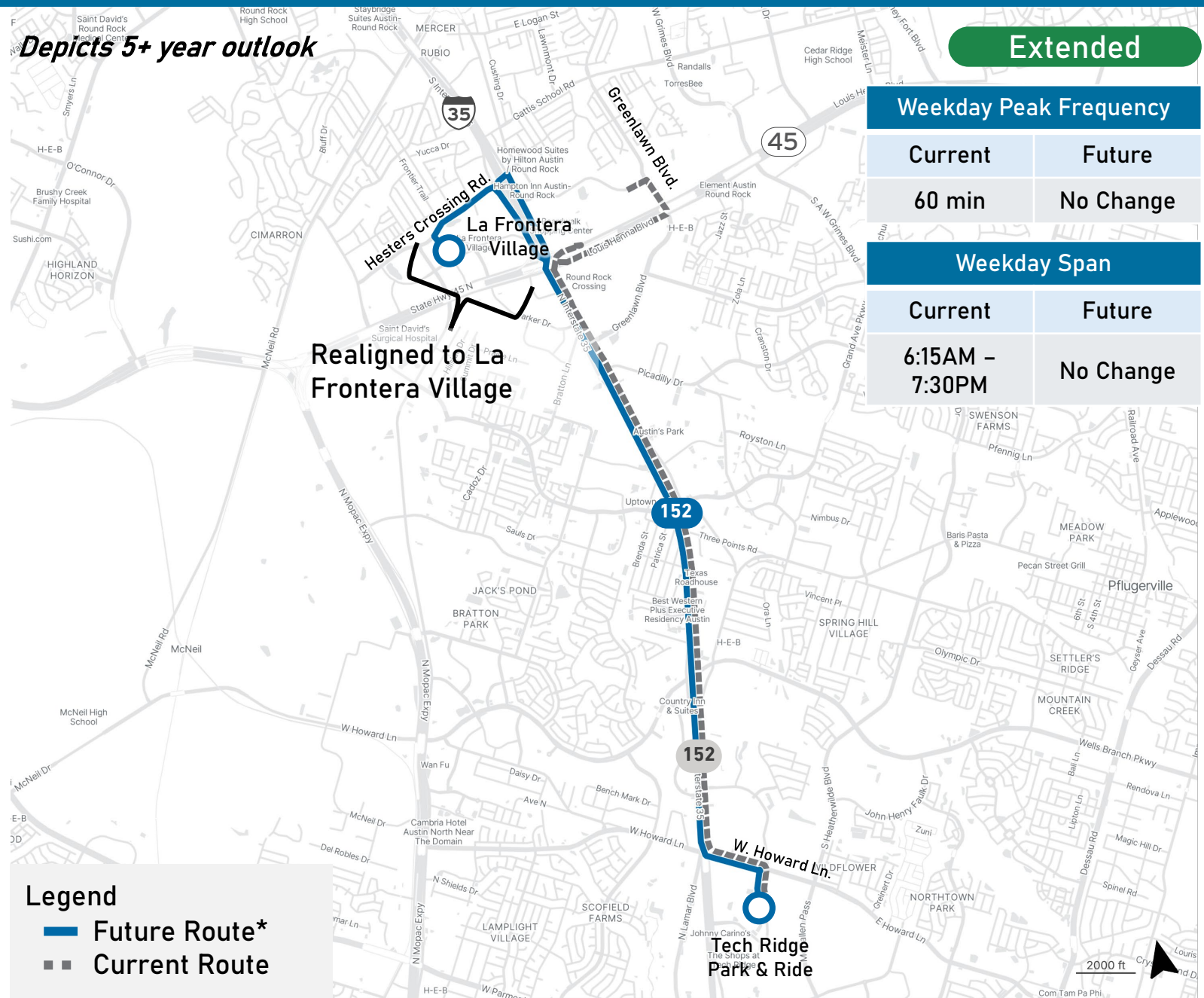




**Proposed pending Board approval and service change process.*

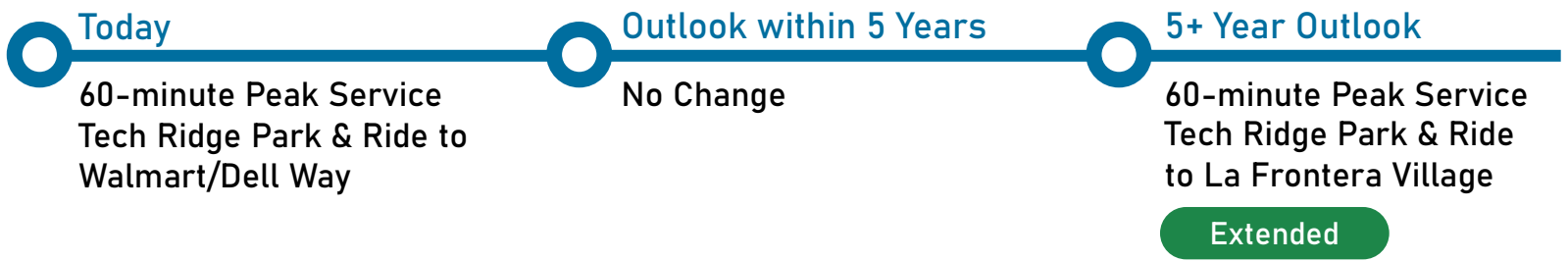
Phasing



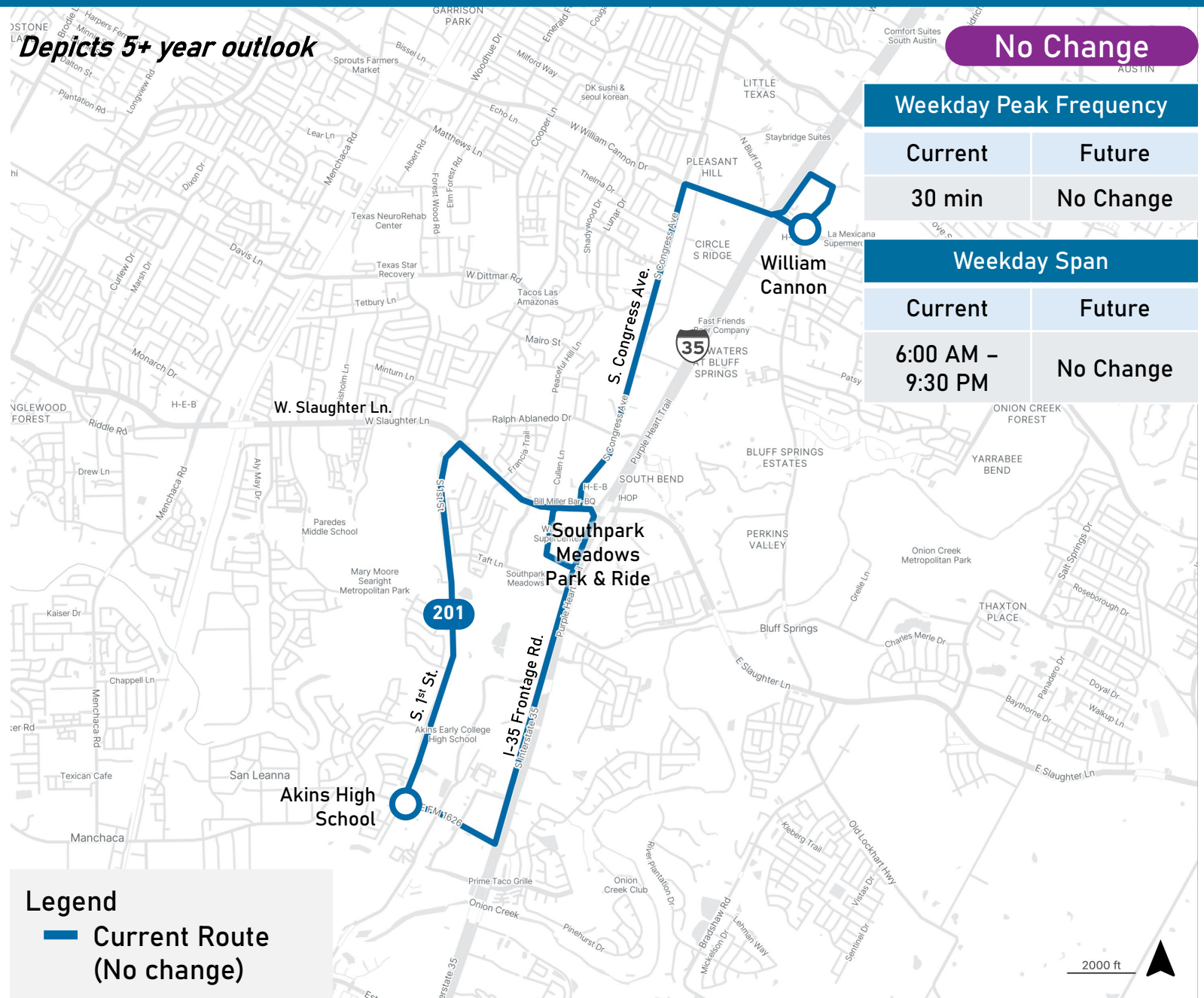


**Proposed pending Board approval and service change process.*

Phasing

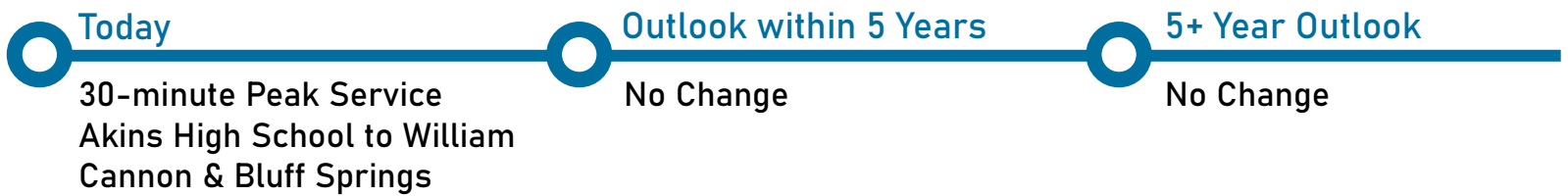


Depicts 5+ year outlook

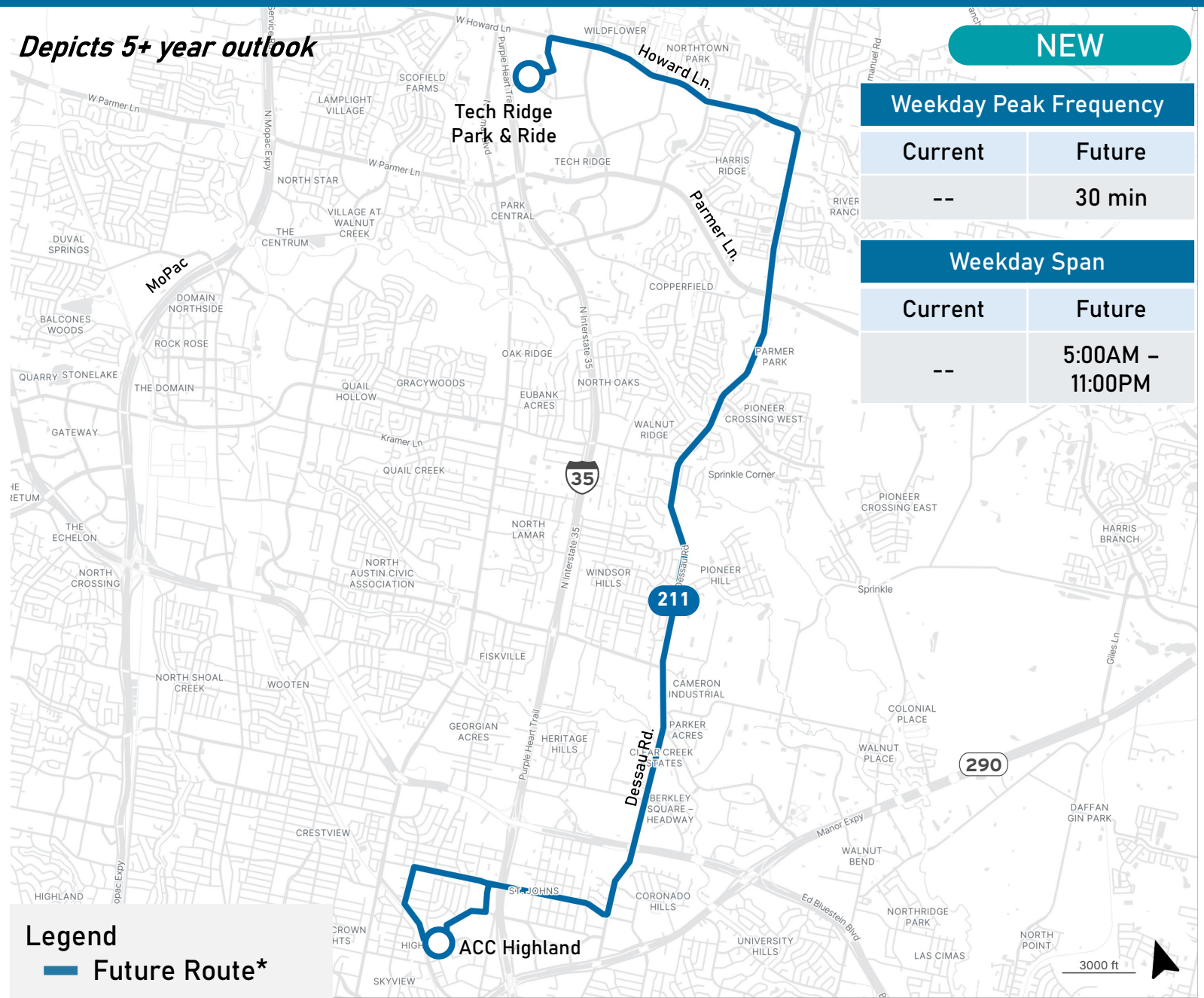


*Proposed pending Board approval and service change process.

Phasing

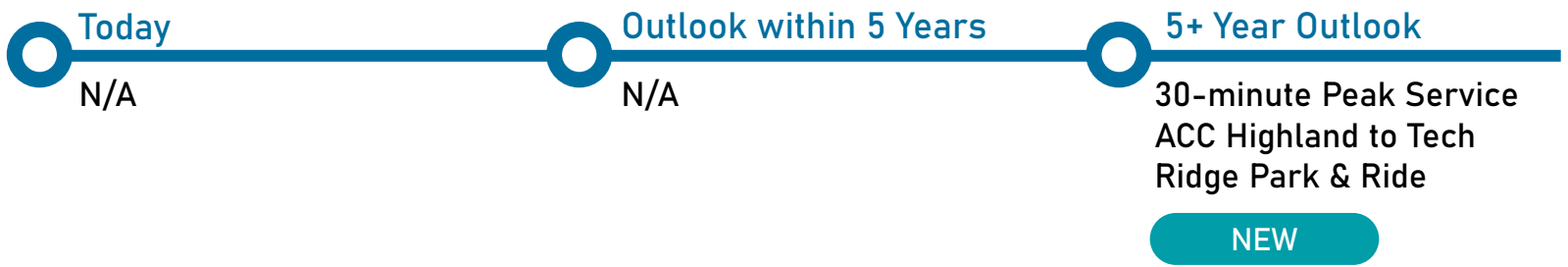


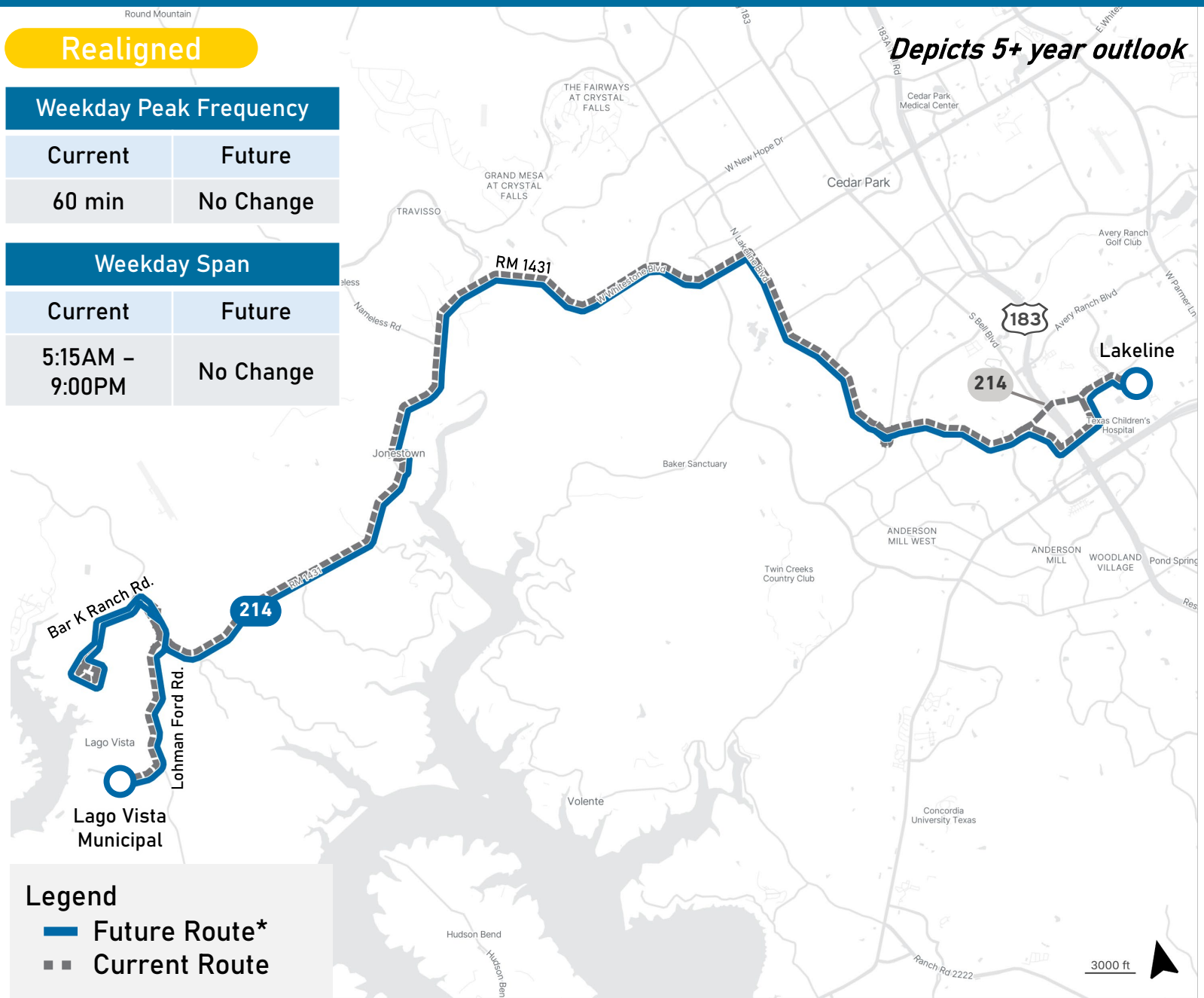
Depicts 5+ year outlook

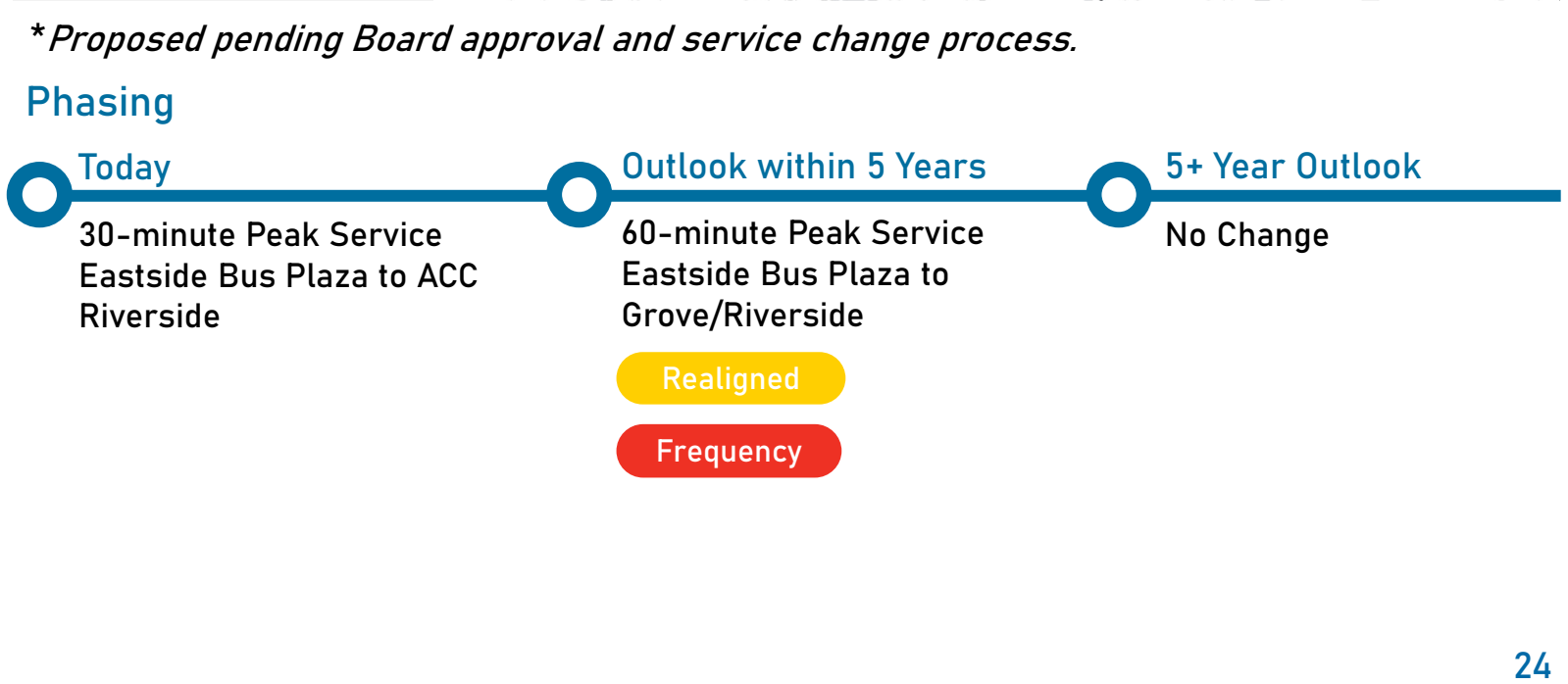
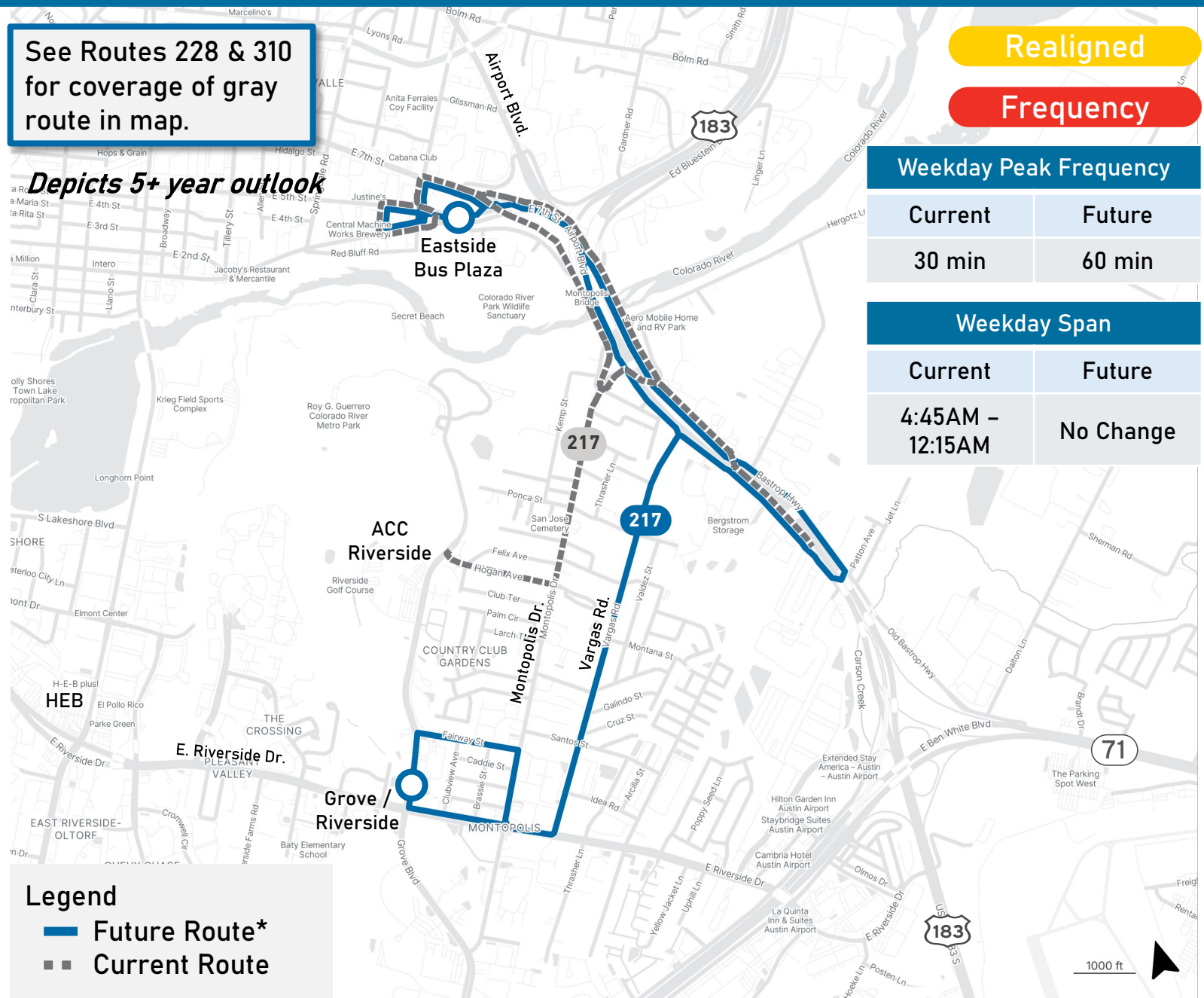


*Proposed pending Board approval and service change process.

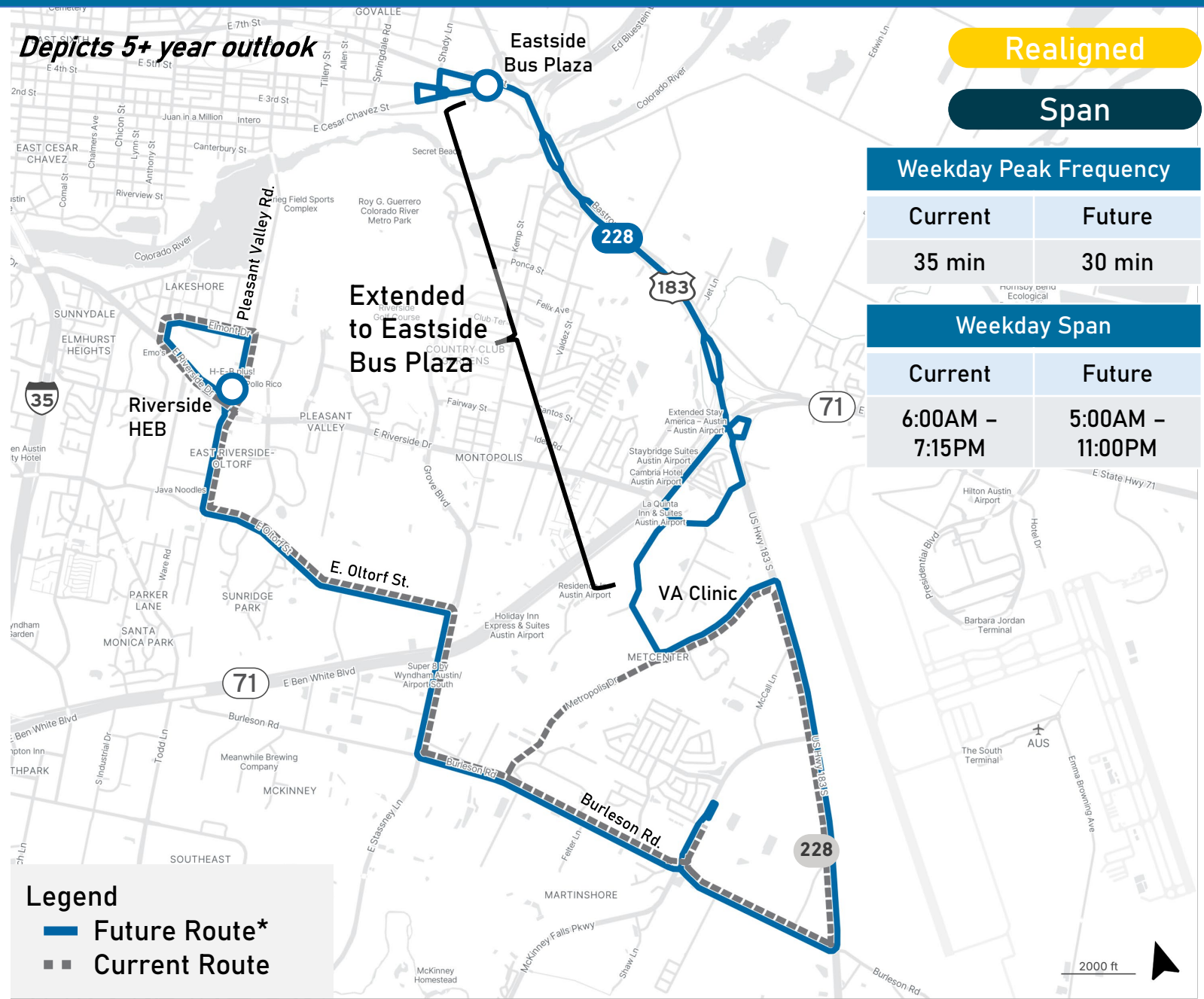
Phasing





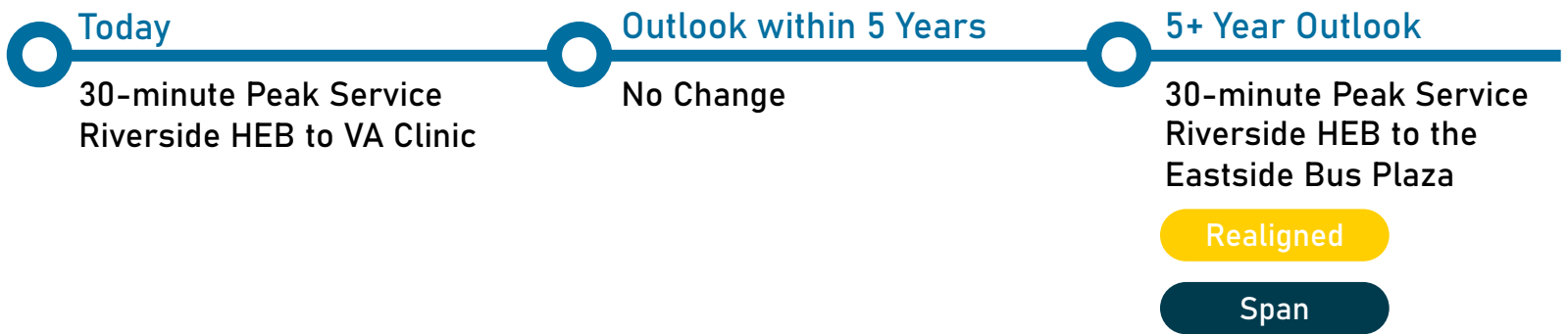


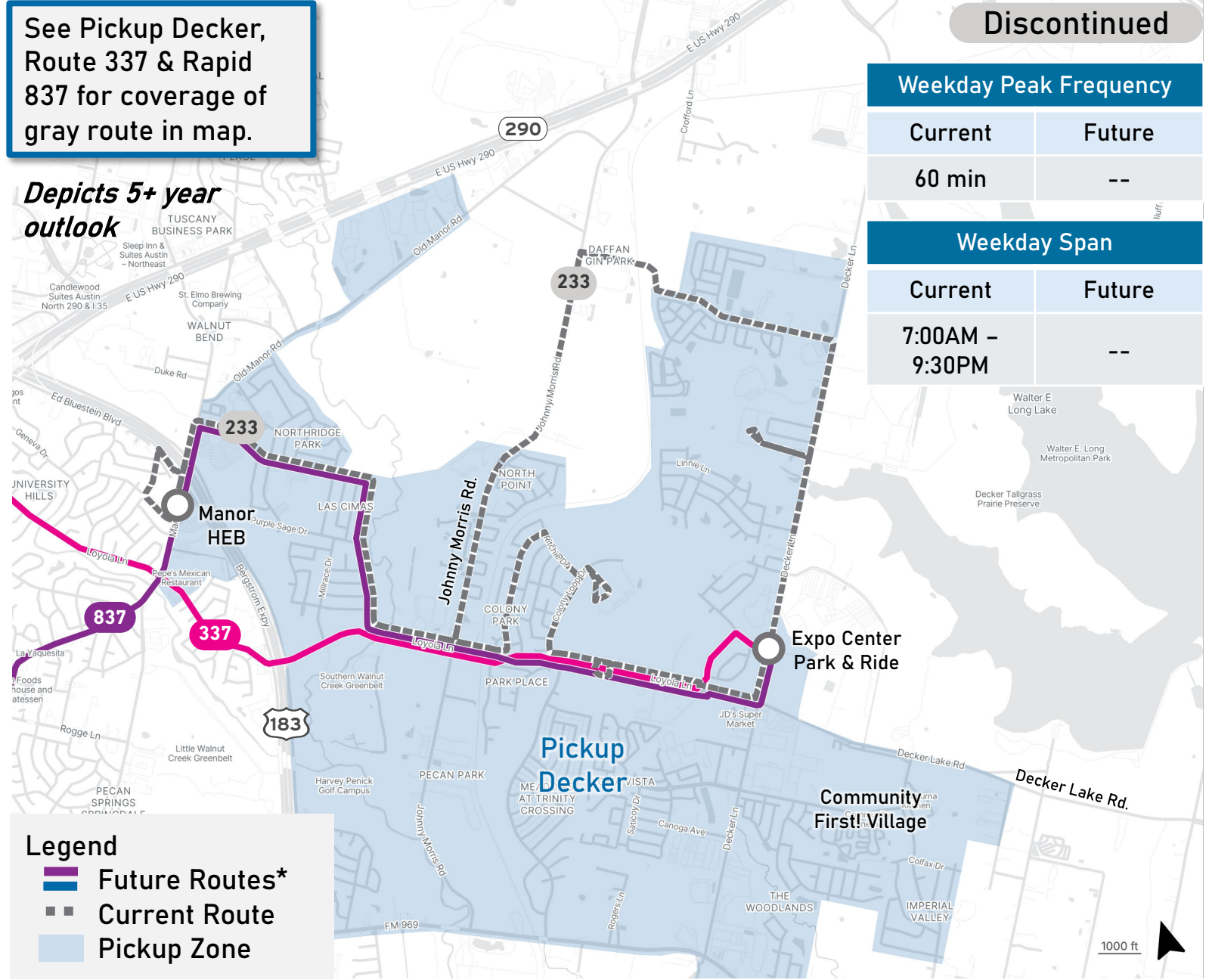
Depicts 5+ year outlook



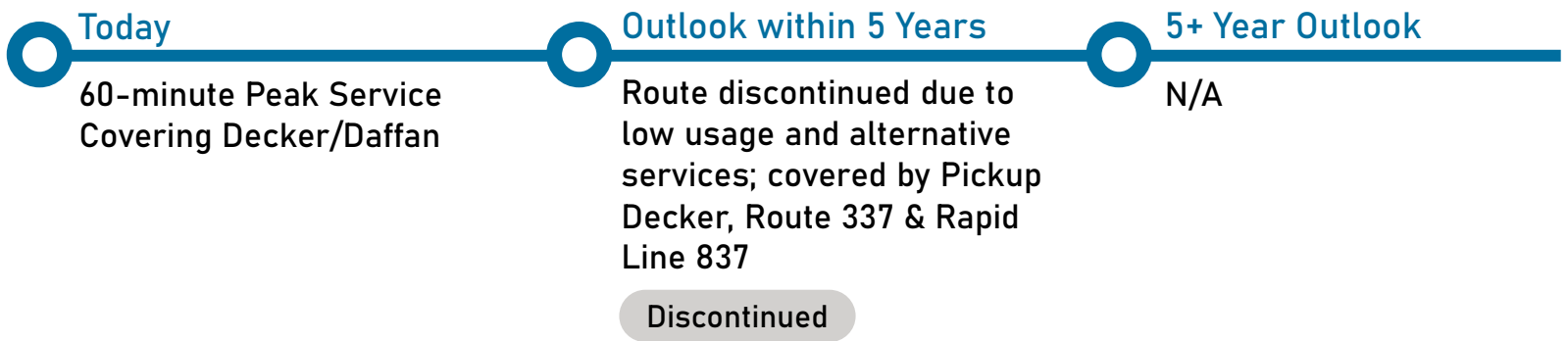
*Proposed pending Board approval and service change process.

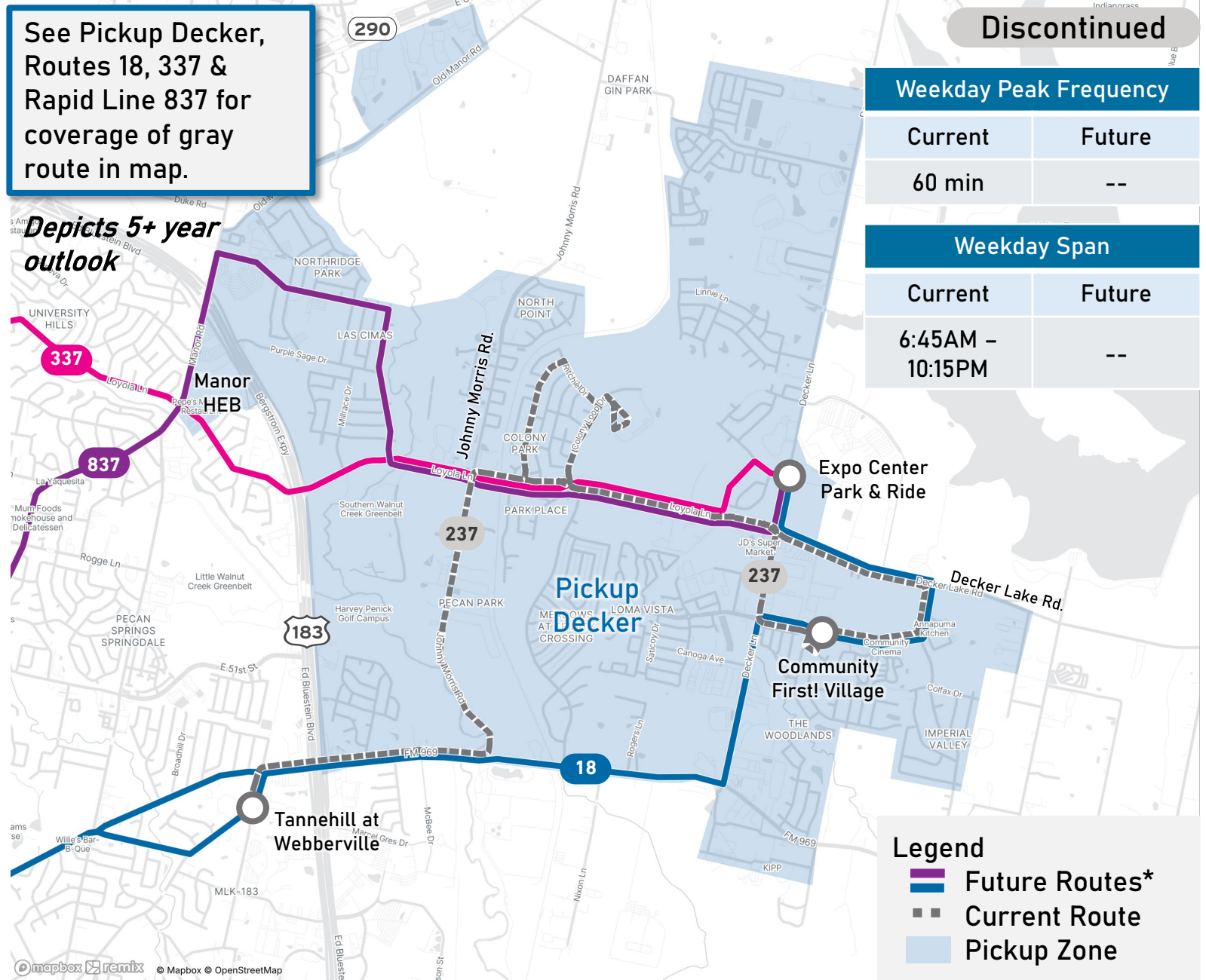
Phasing





Phasing





Phasing

Today

60-minute Peak Service
Covering Colony Park area

Outlook within 5 Years

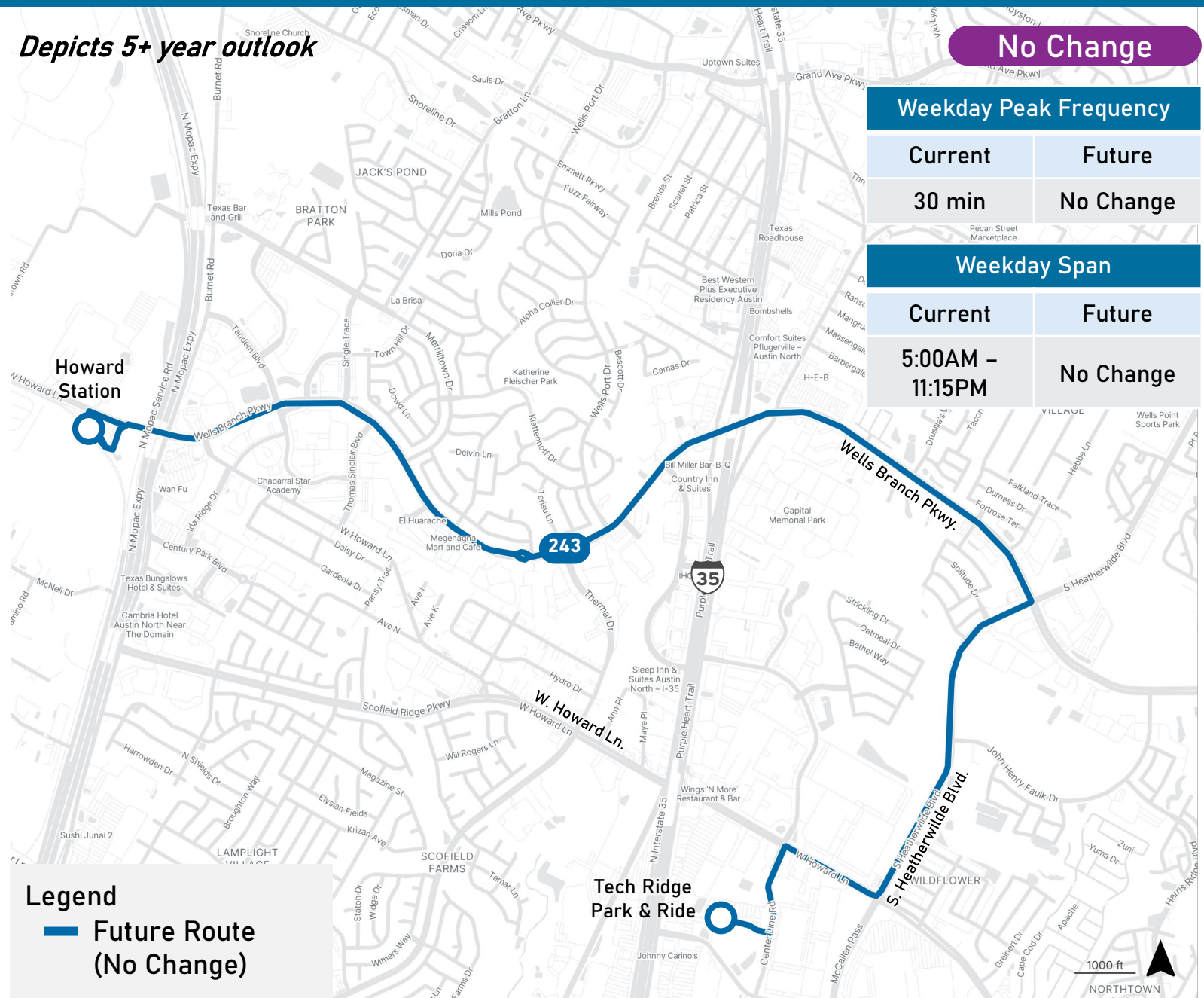
Route discontinued due to low usage and alternative services; covered by Pickup Decker, Route 18, Route 337 & Rapid Line 837

Discontinued

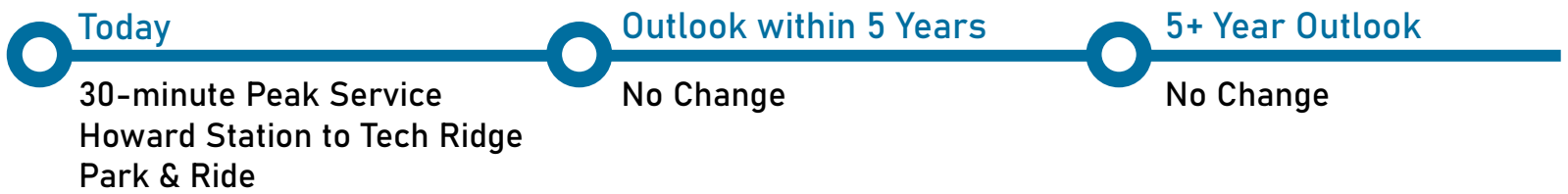
5+ Year Outlook

N/A

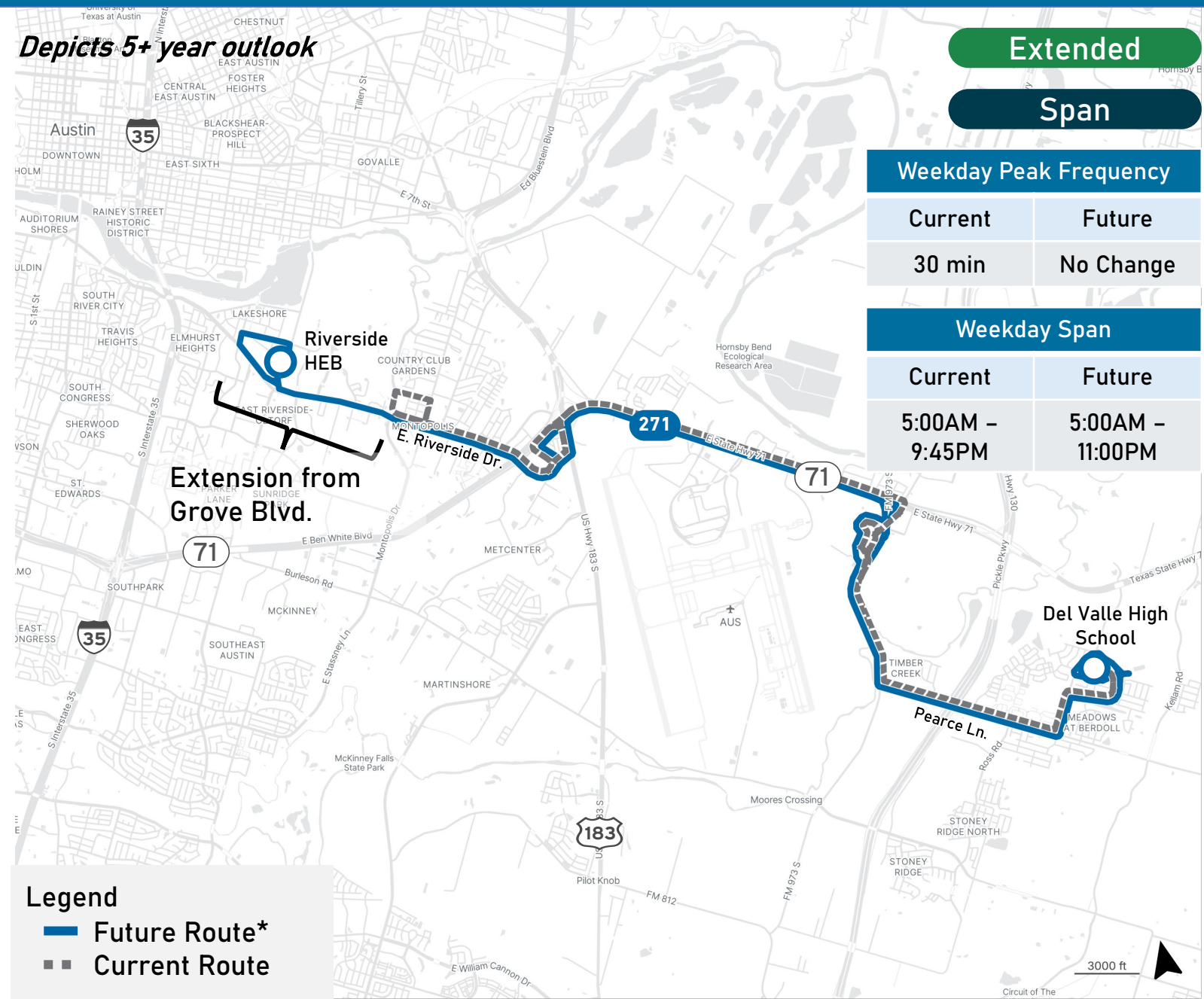
Depicts 5+ year outlook



Phasing

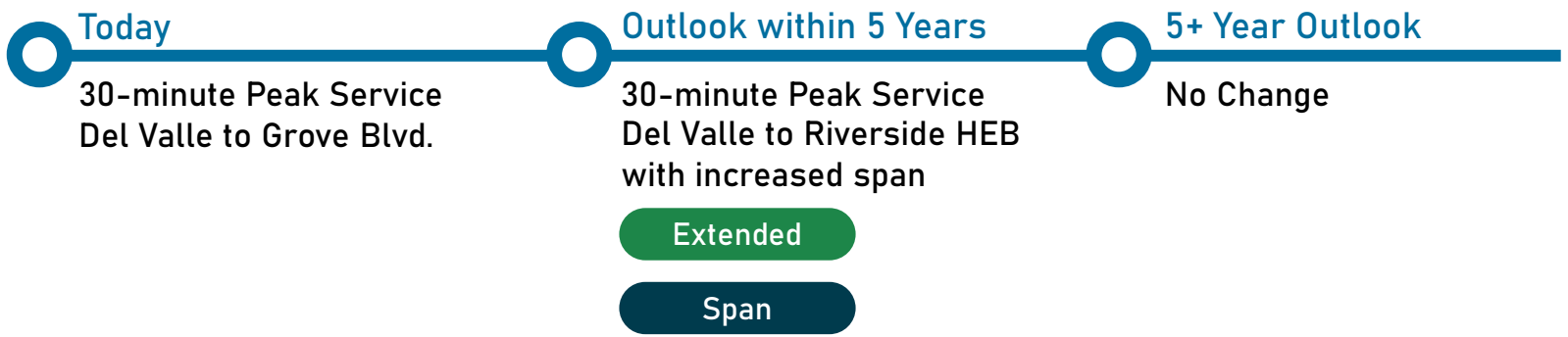


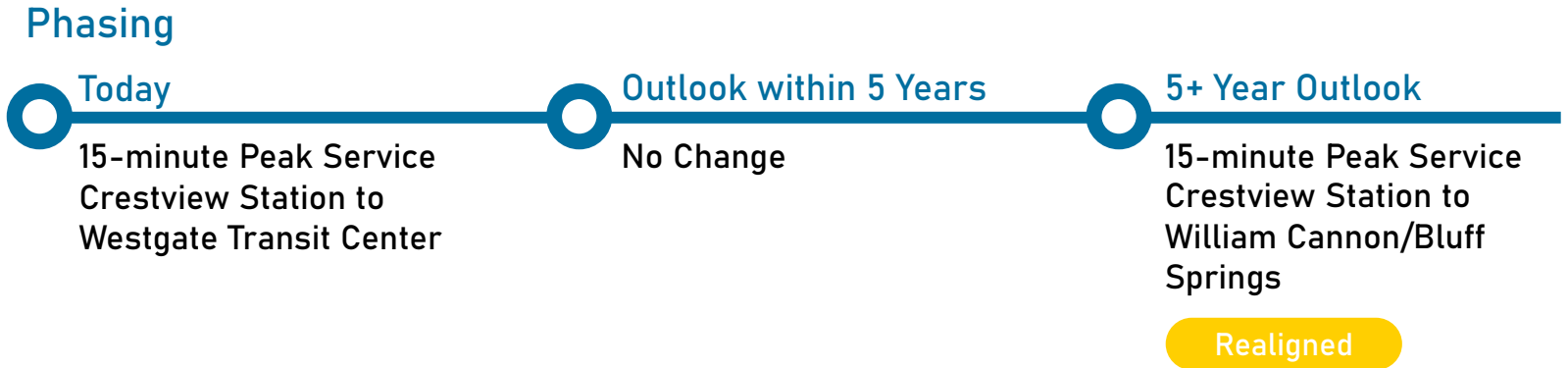
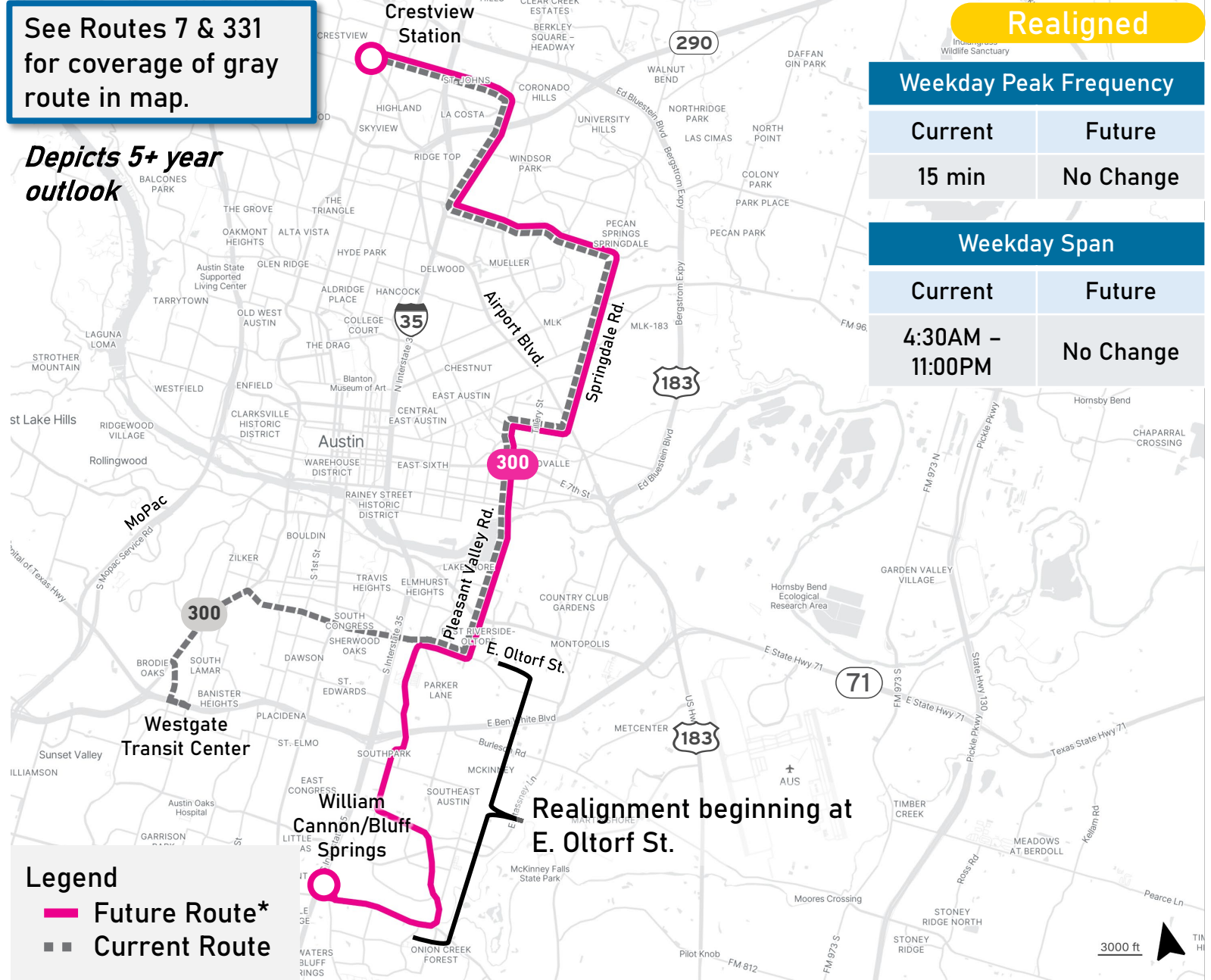
Depicts 5+ year outlook

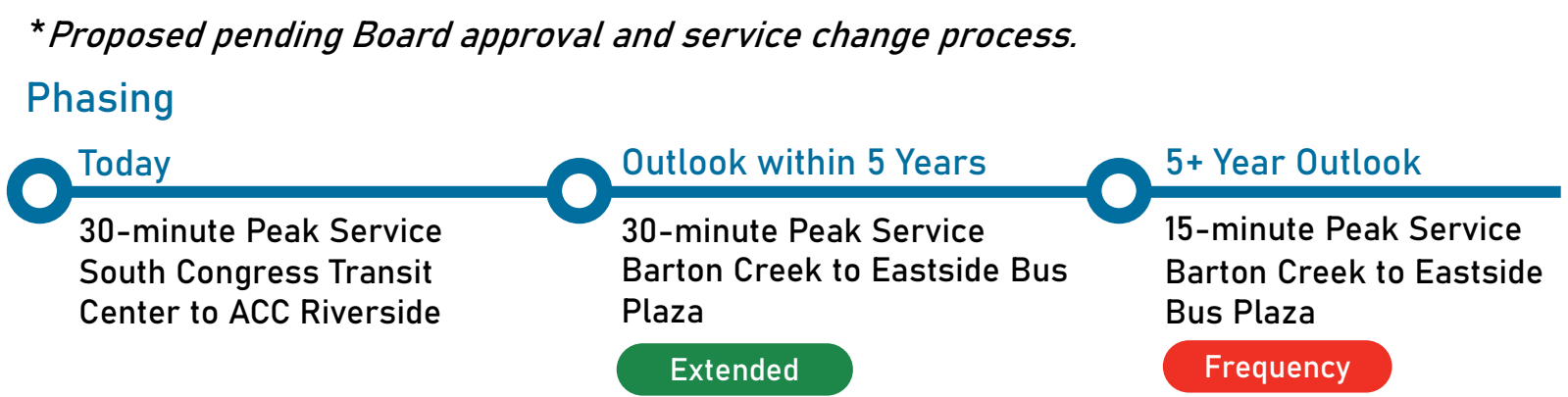
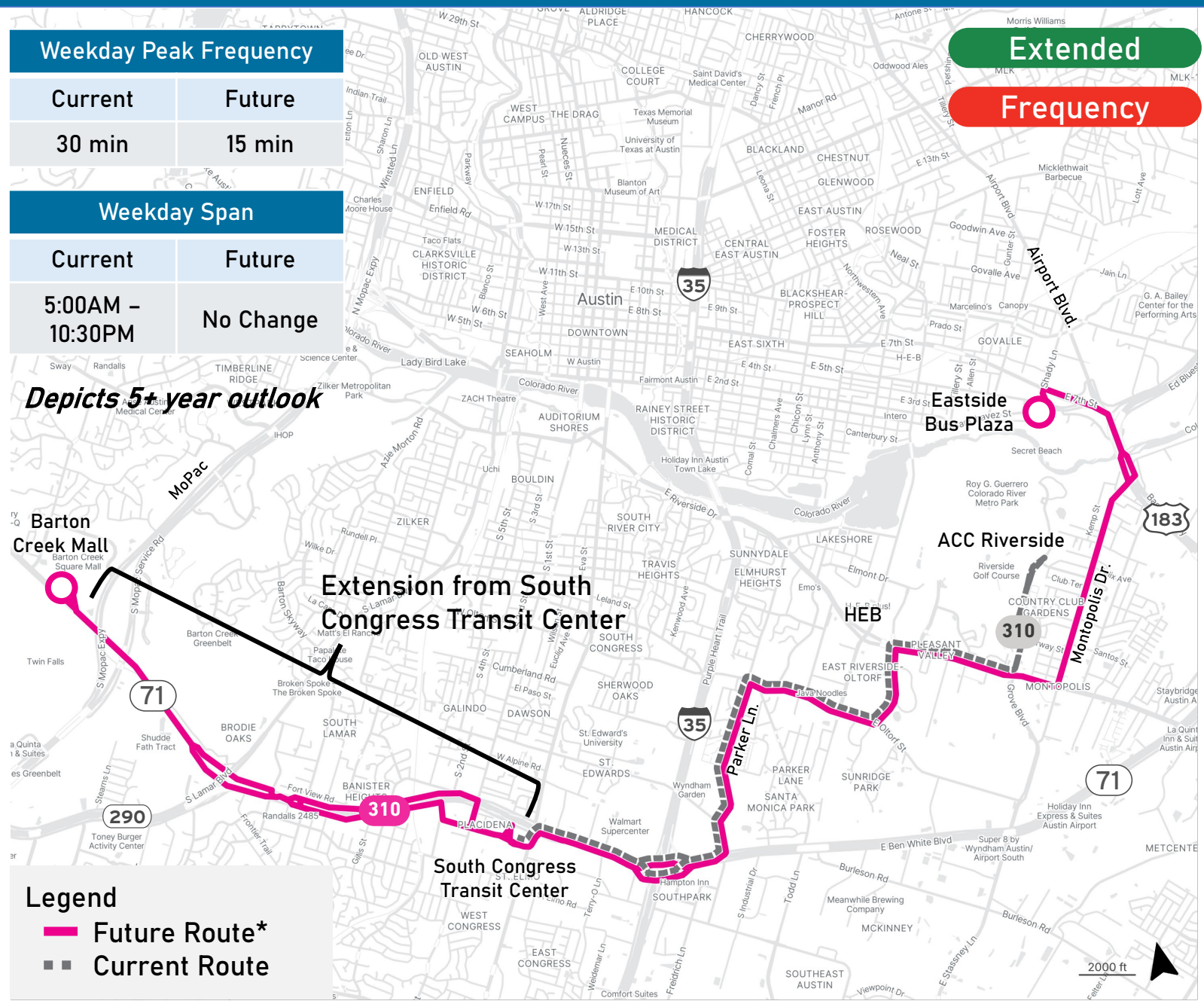


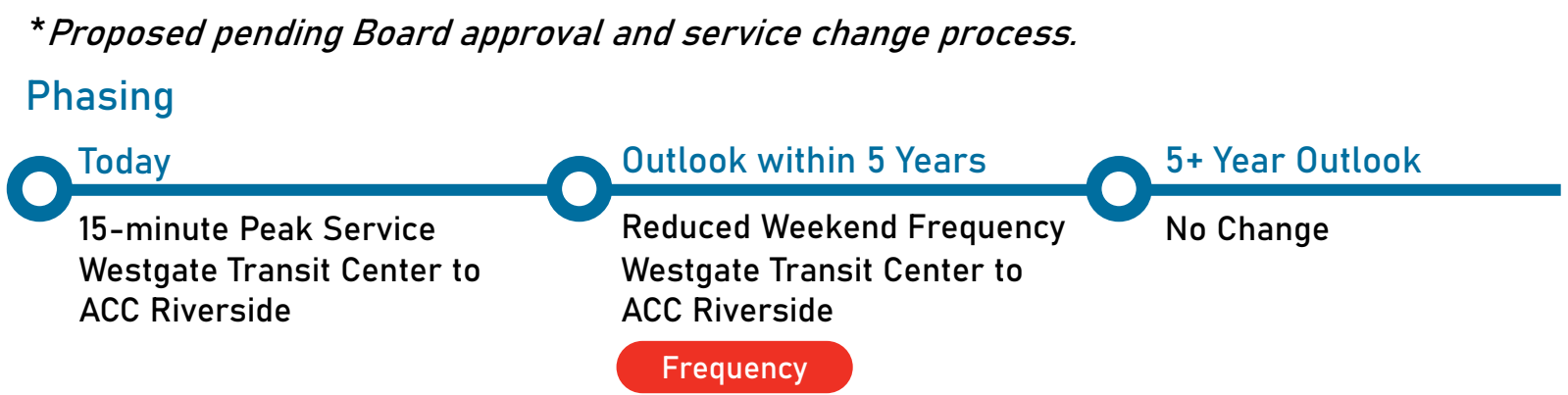
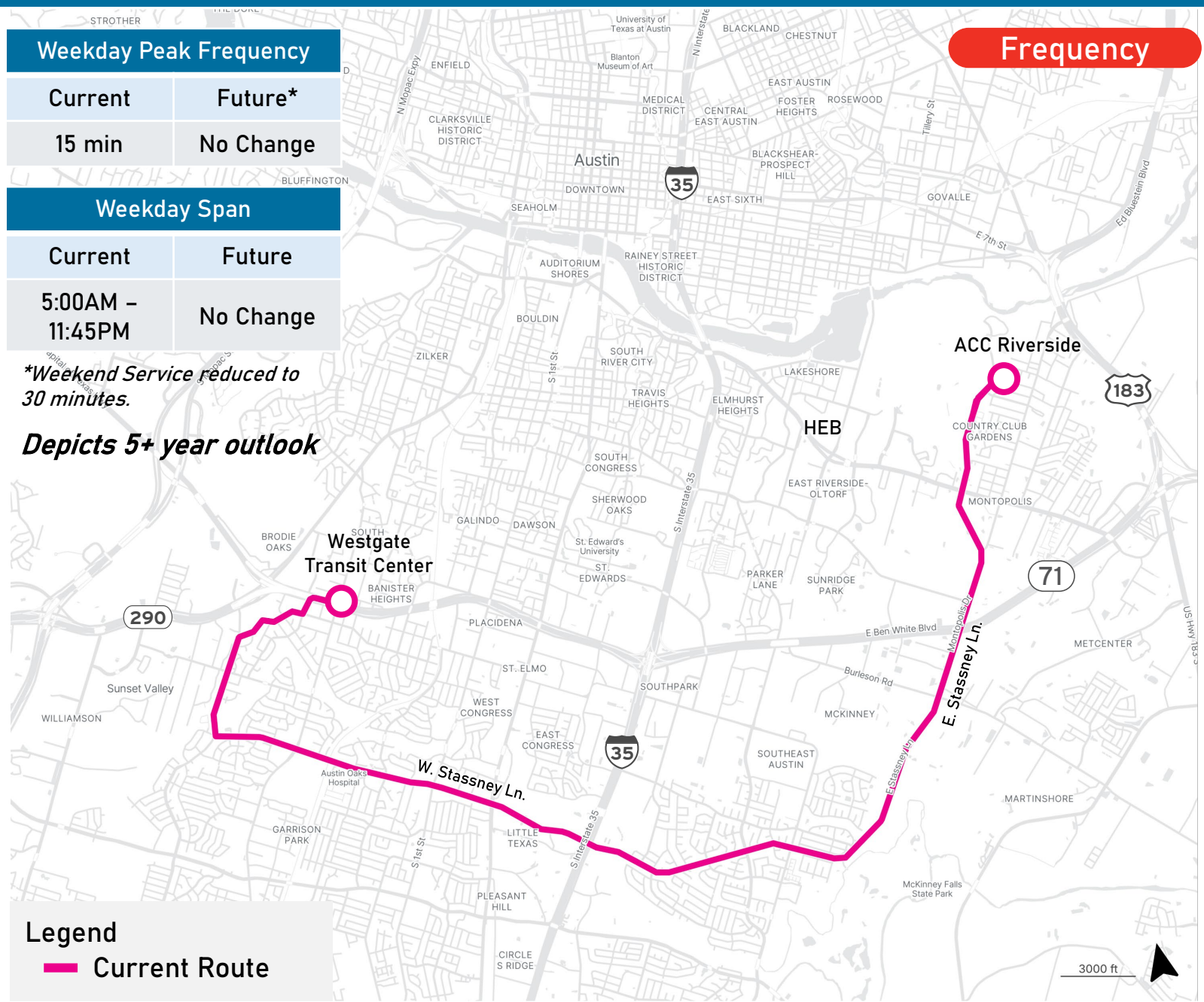
*Proposed pending Board approval and service change process.

Phasing









Weekday Peak Frequency	
Current	Future
30 min	--

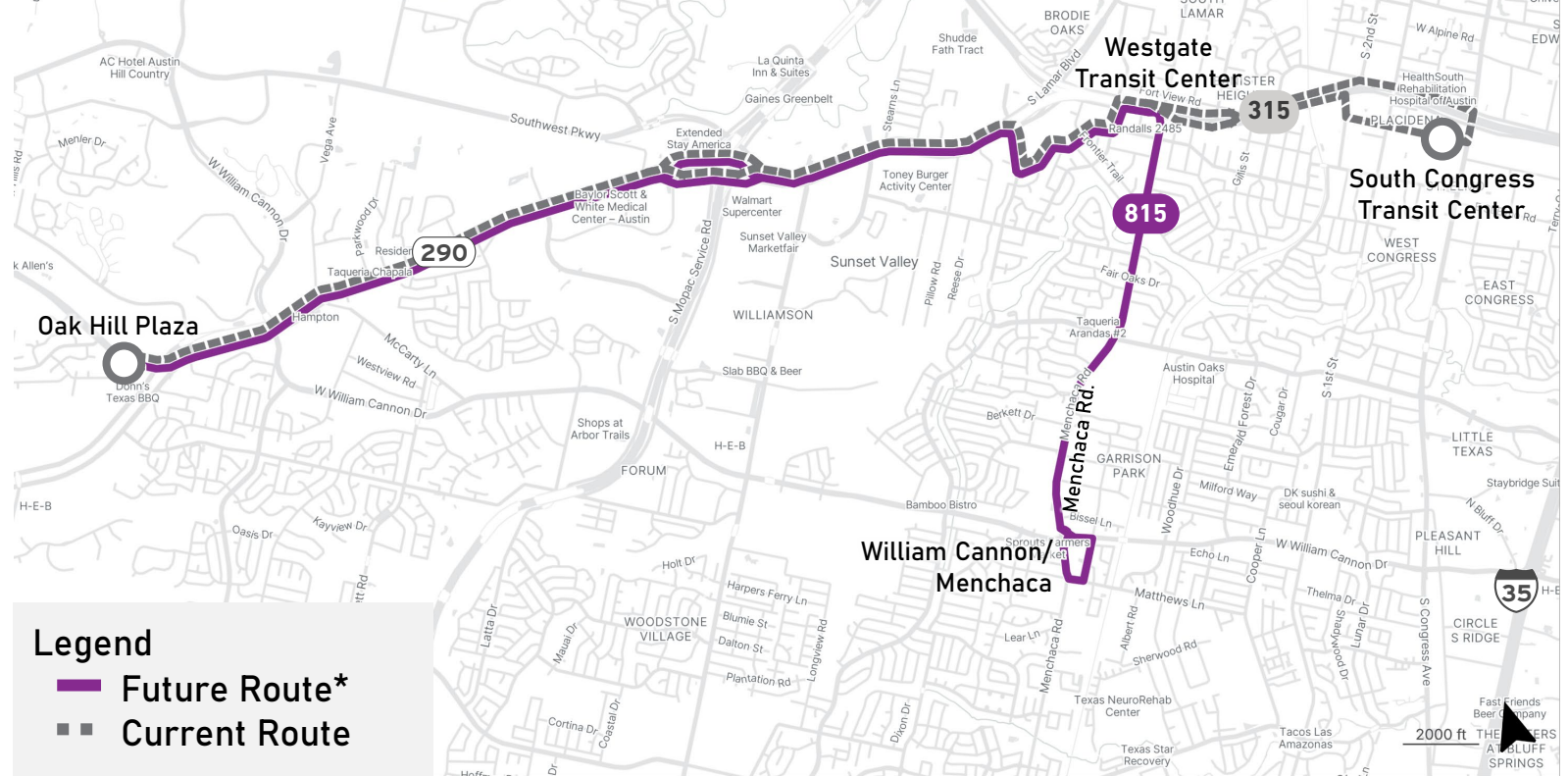
Weekday Span	
Current	Future
5:15AM – 10:45PM	--

Realigned

Discontinued

See Rapid Line 815 for more information.

Depicts 5+ year outlook



*Proposed pending Board approval and service change process.

Phasing

Today

30-minute Peak Service
Oak Hill Plaza to South Congress Transit Center

Outlook within 5 Years

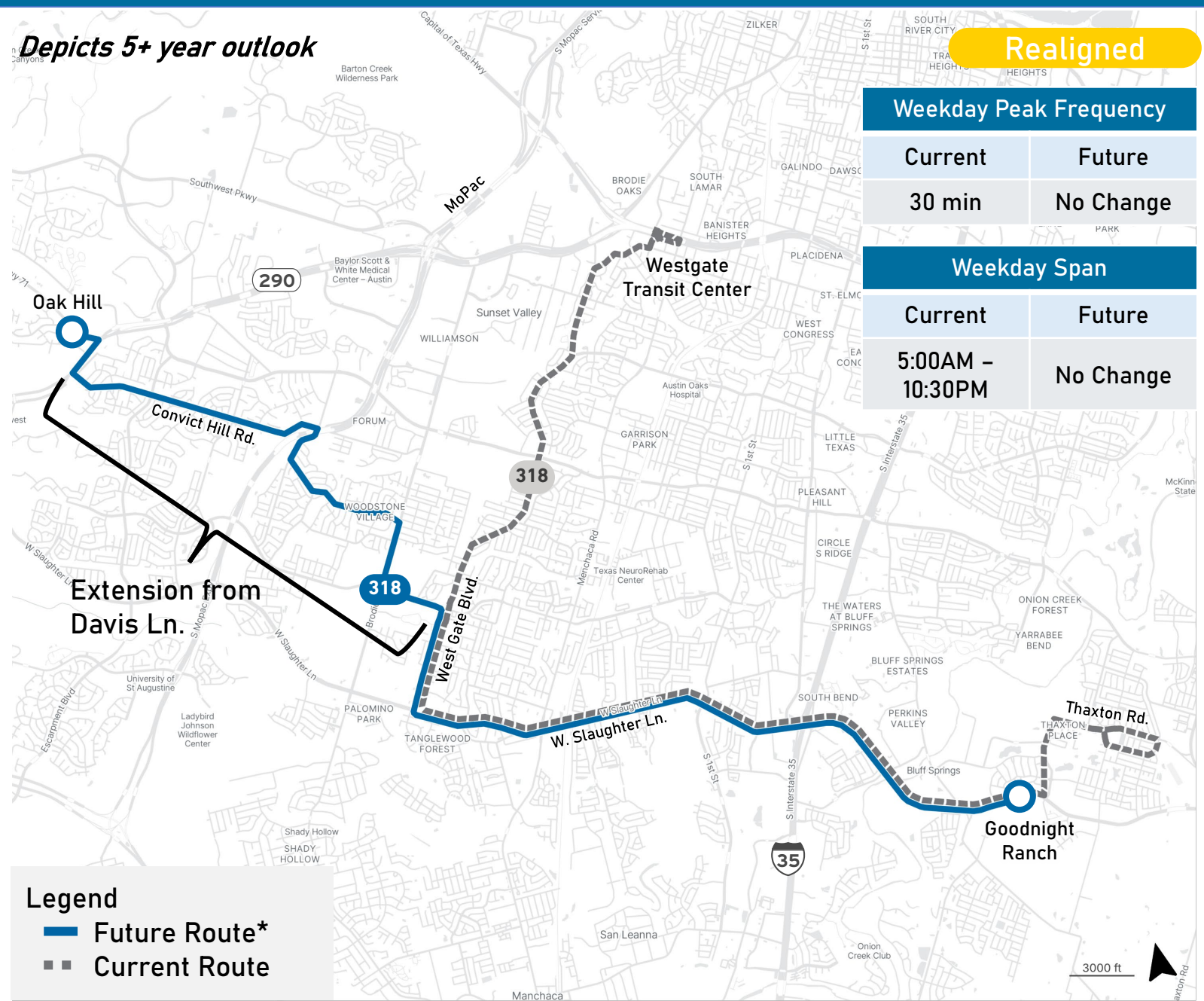
30-minute Peak Service
Woodstone Village to Westgate Transit Center

Realigned

5+ Year Outlook

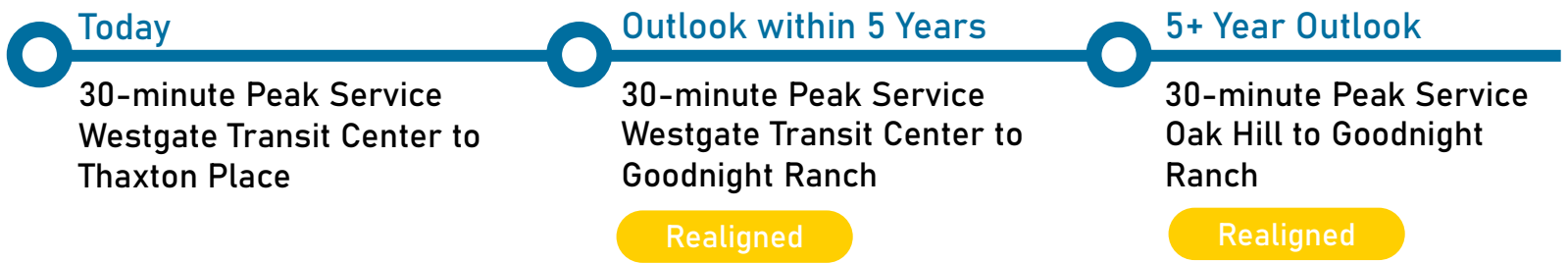
Route discontinued;
covered by new Rapid Line 815

Discontinued



**Proposed pending Board approval and service change process.*

Phasing



Depicts 5+ year outlook

Shortened to LBJ High School Park & Ride to UT

Route 320 integrates with realigned Route 20 to maintain existing Route 20 coverage

- Legend
- Future Route*
- Current Route

NEW

Frequency

Span

Weekday Peak Frequency

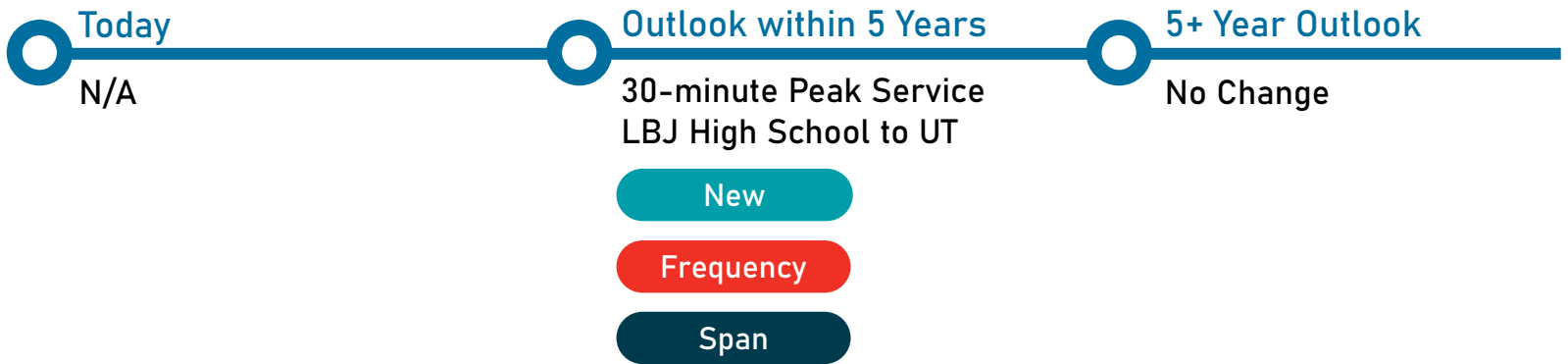
Current	Future
--	30 min

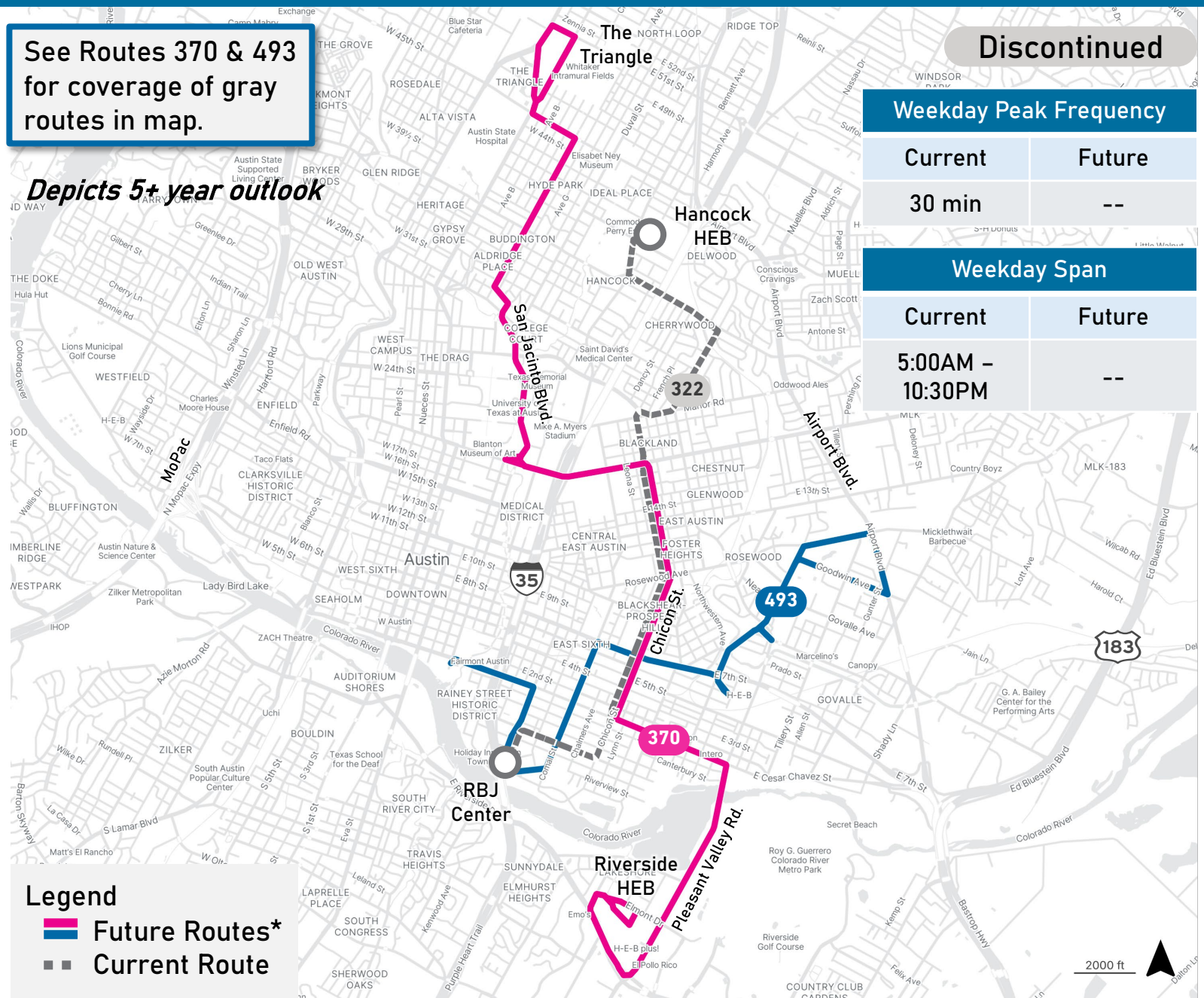
Weekday Span

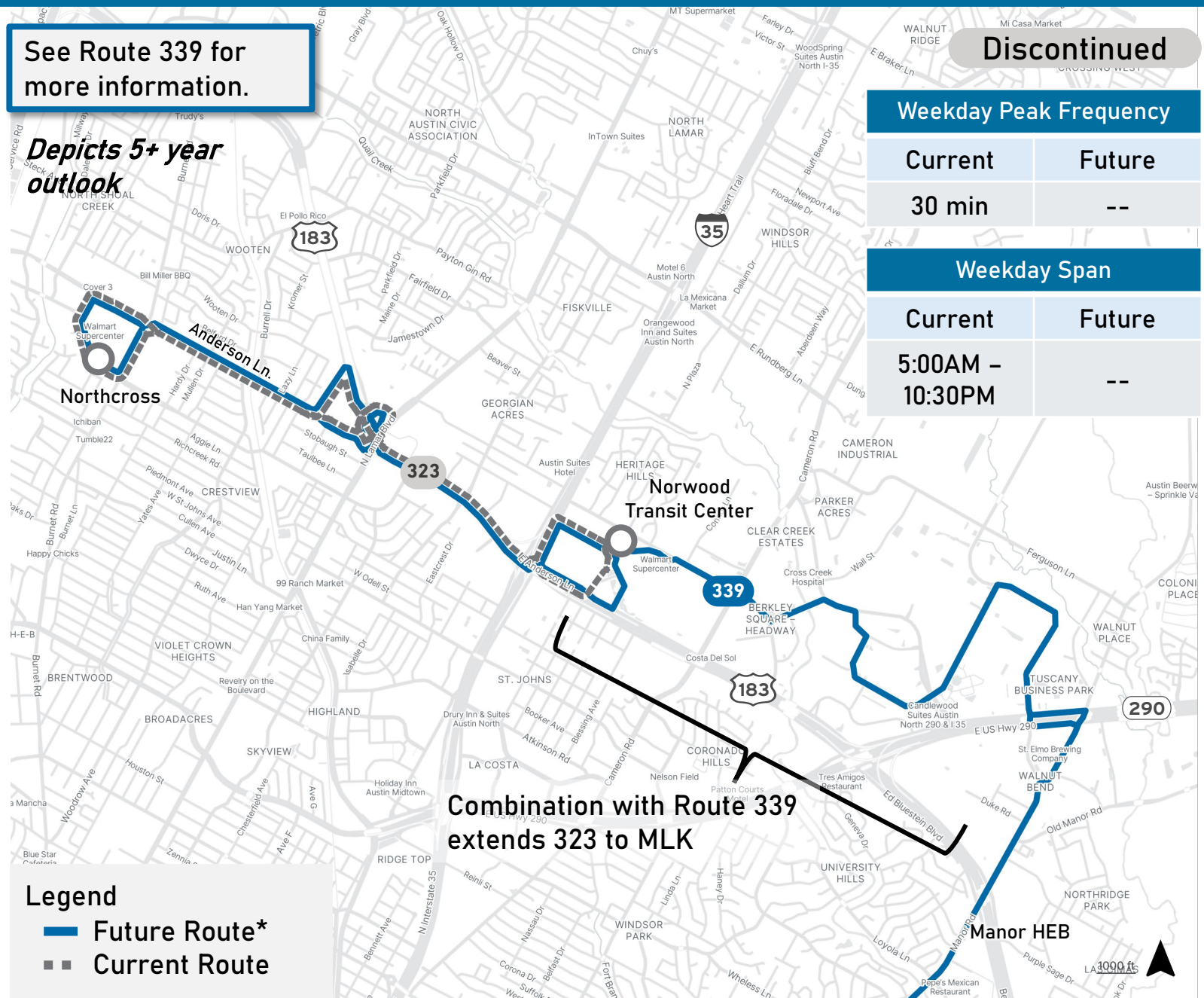
Current	Future
--	5:00AM – 11:00PM

*Proposed pending Board approval and service change process.

Phasing

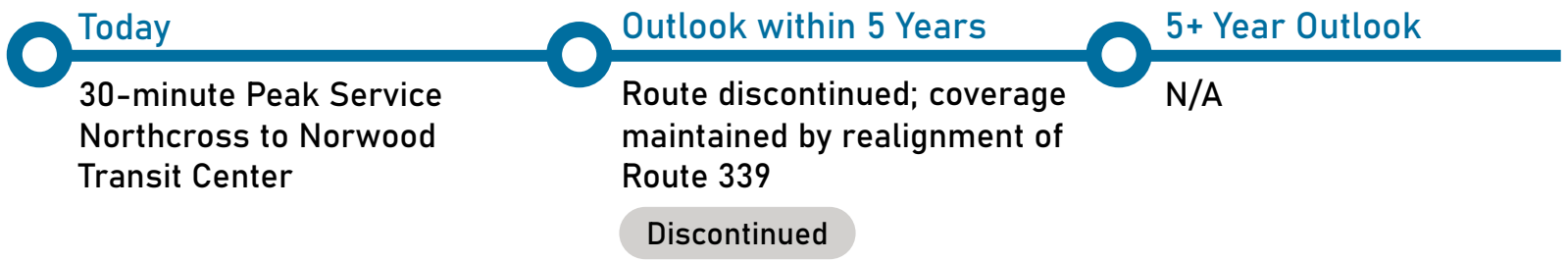






**Proposed pending Board approval and service change process.*

Phasing



Depicts 5+ year outlook

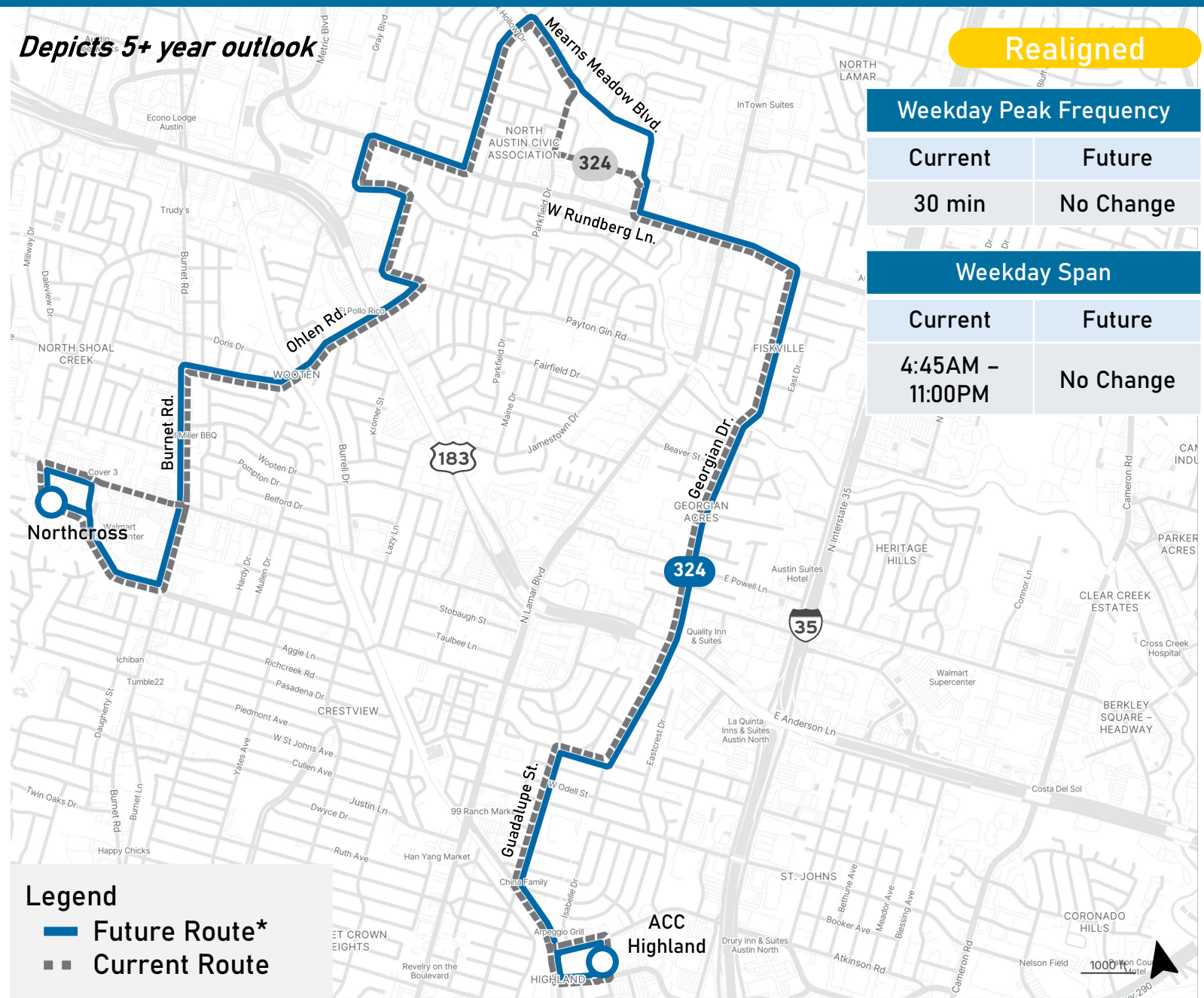
Realigned

Weekday Peak Frequency

Current	Future
30 min	No Change

Weekday Span

Current	Future
4:45AM – 11:00PM	No Change



- Legend
- Future Route*
 - Current Route

*Proposed pending Board approval and service change process.

Phasing

Today

30-minute Peak Service
Northcross to ACC Highland

Outlook within 5 Years

30-minute Peak Service
Northcross to ACC Highland
with minor realignment on
Mearns Meadow Blvd.

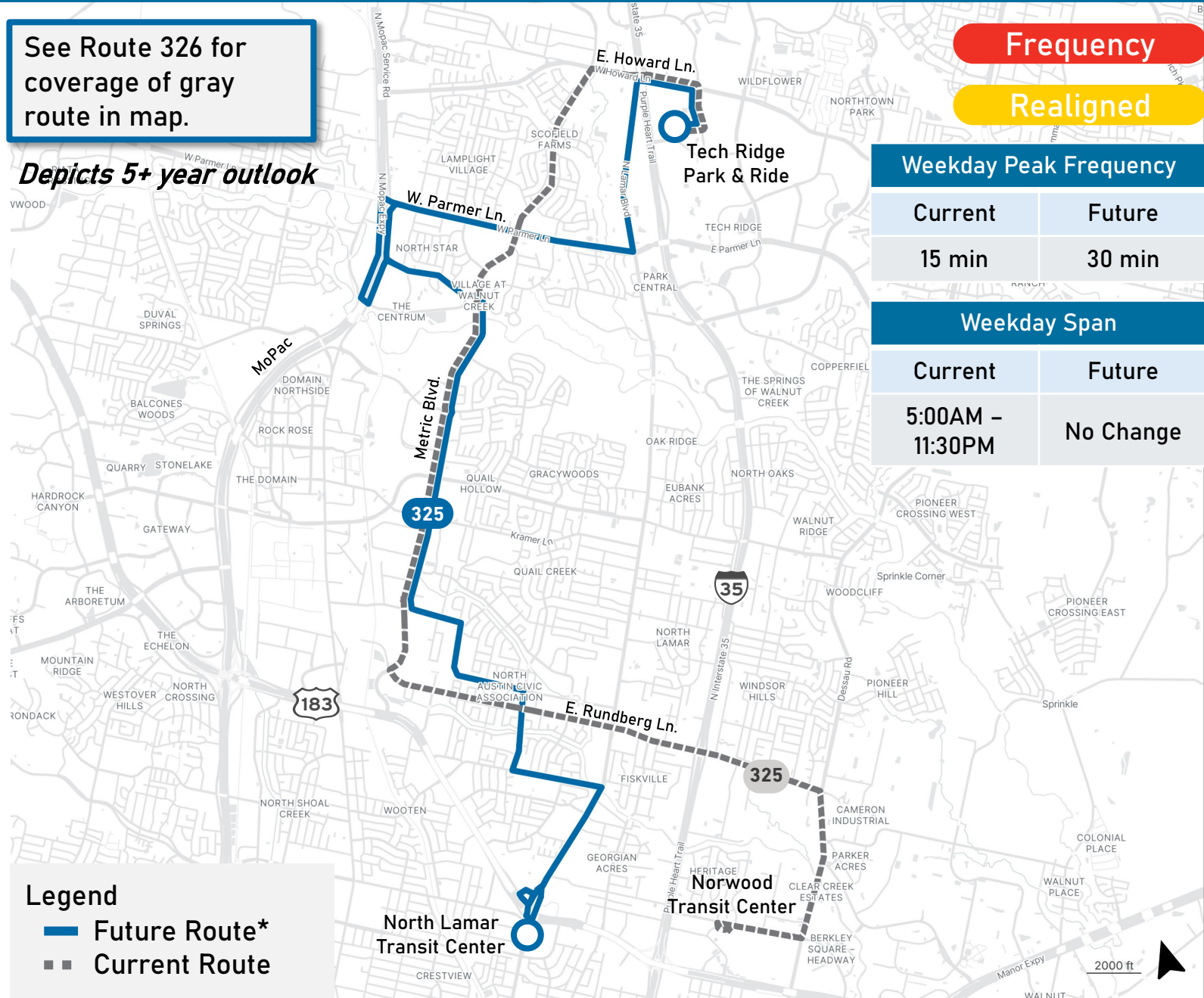
Realigned

5+ Year Outlook

No Change

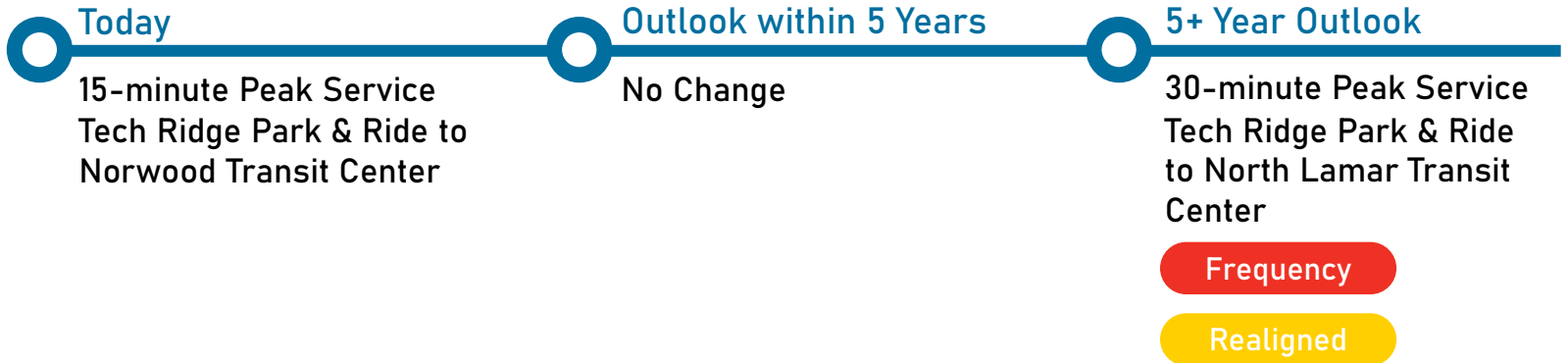
See Route 326 for coverage of gray route in map.

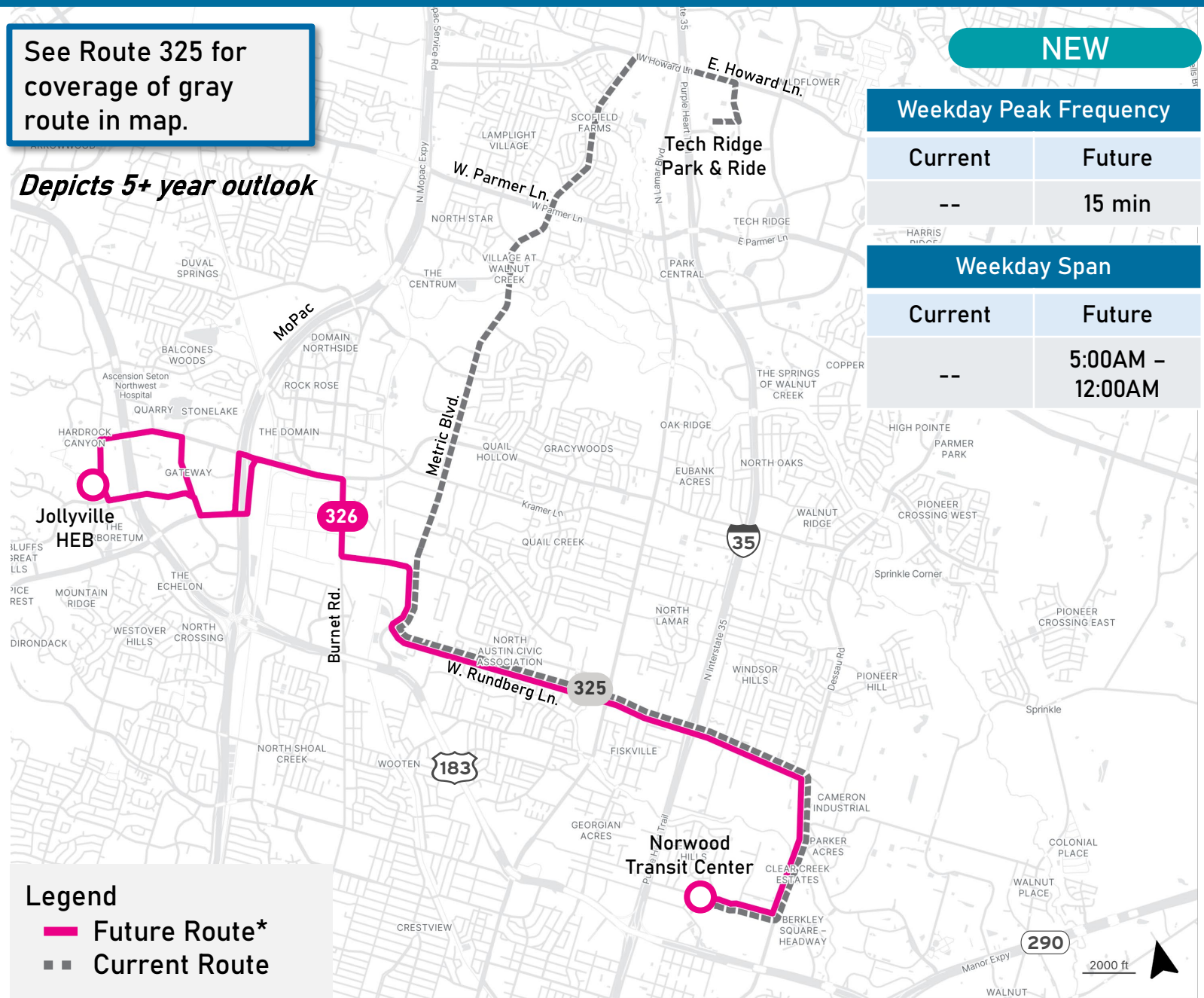
Depicts 5+ year outlook



*Proposed pending Board approval and service change process.

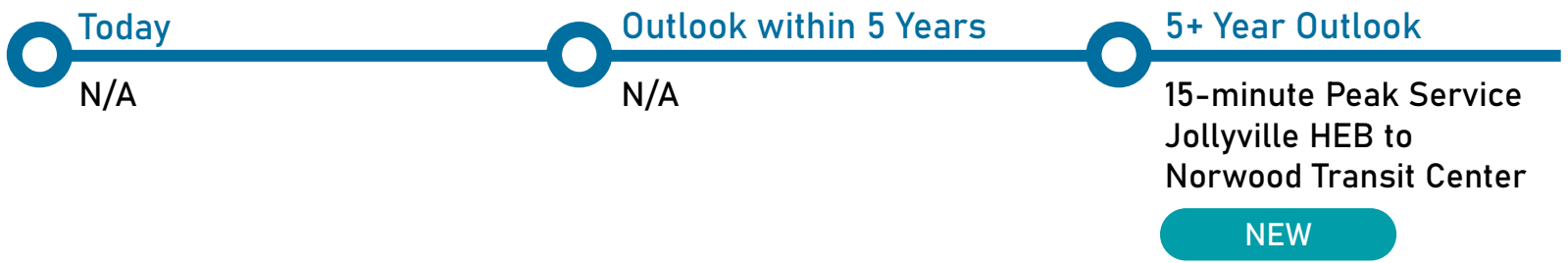
Phasing

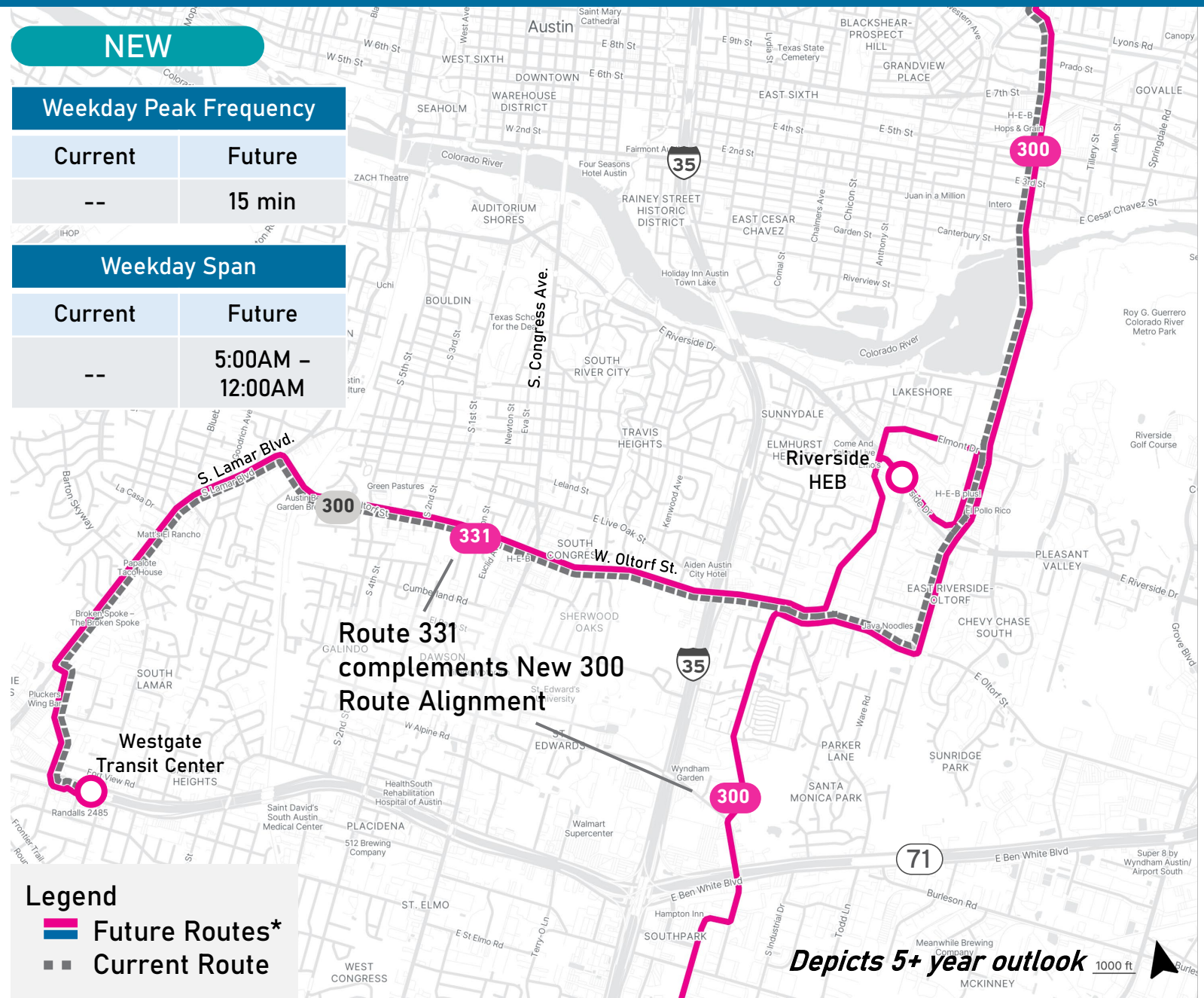




**Proposed pending Board approval and service change process.*

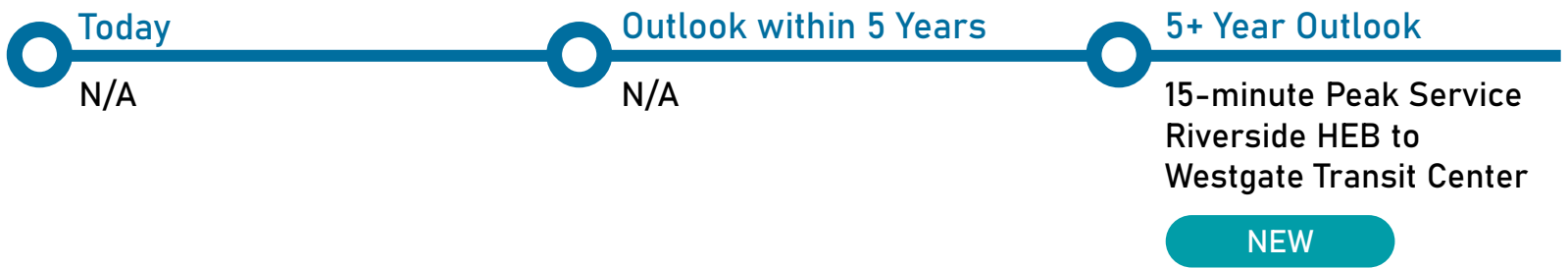
Phasing

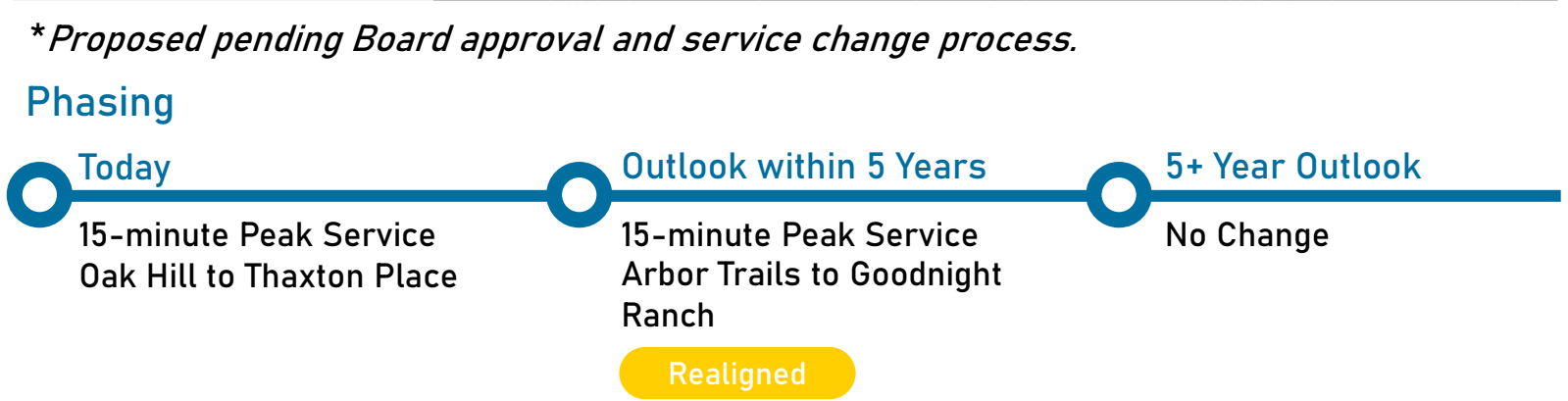
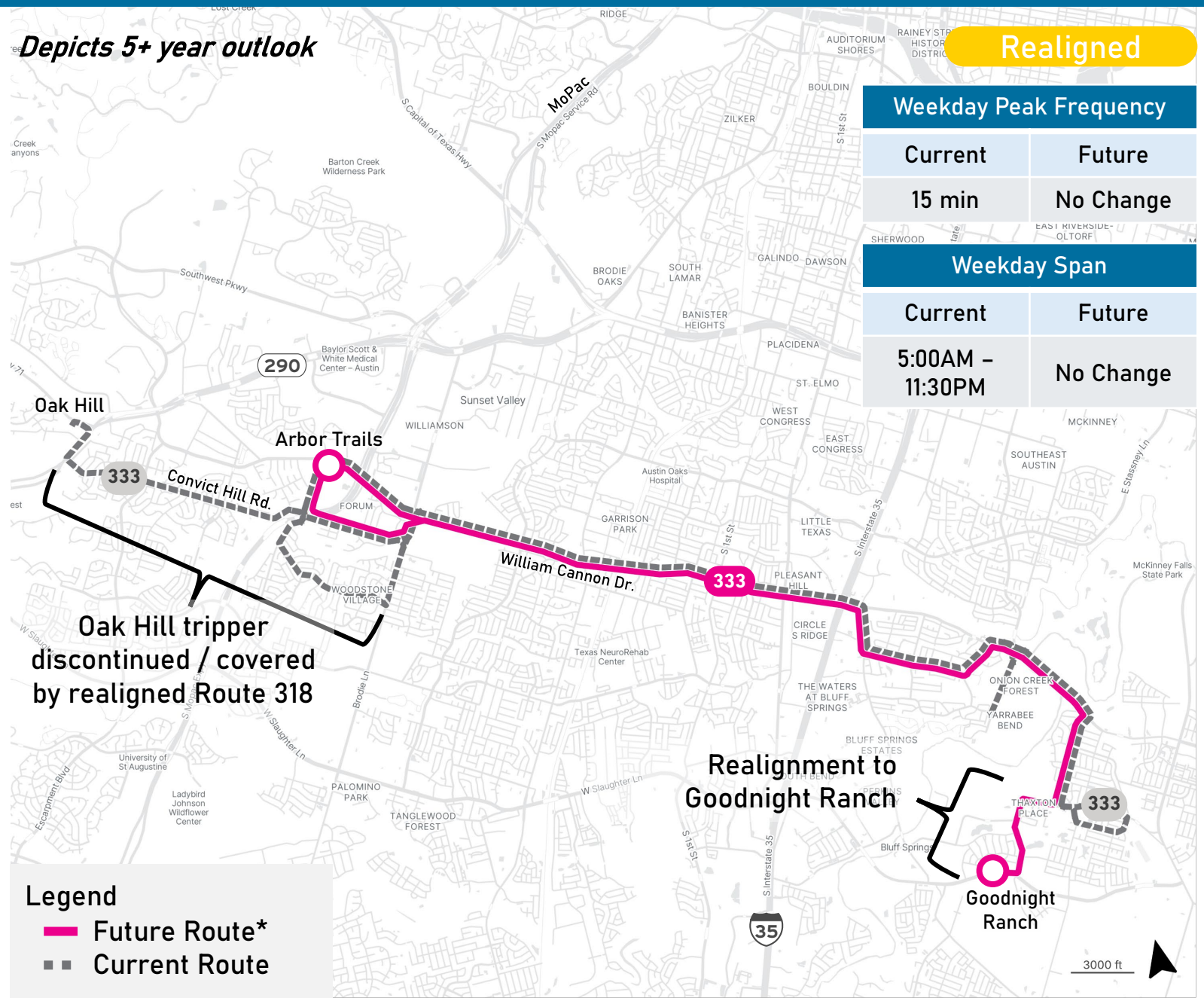




**Proposed pending Board approval and service change process.*

Phasing

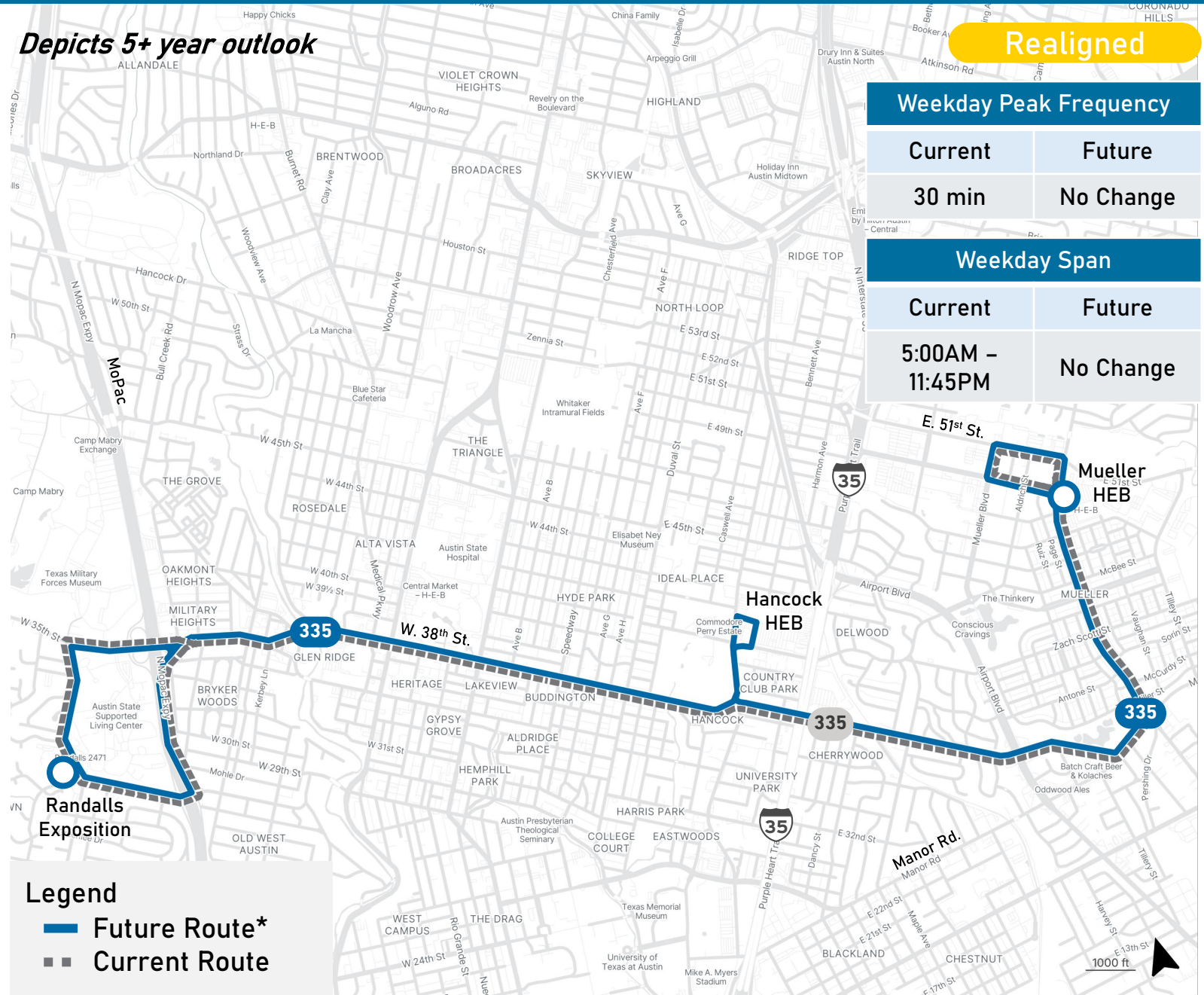




Depicts 5+ year outlook

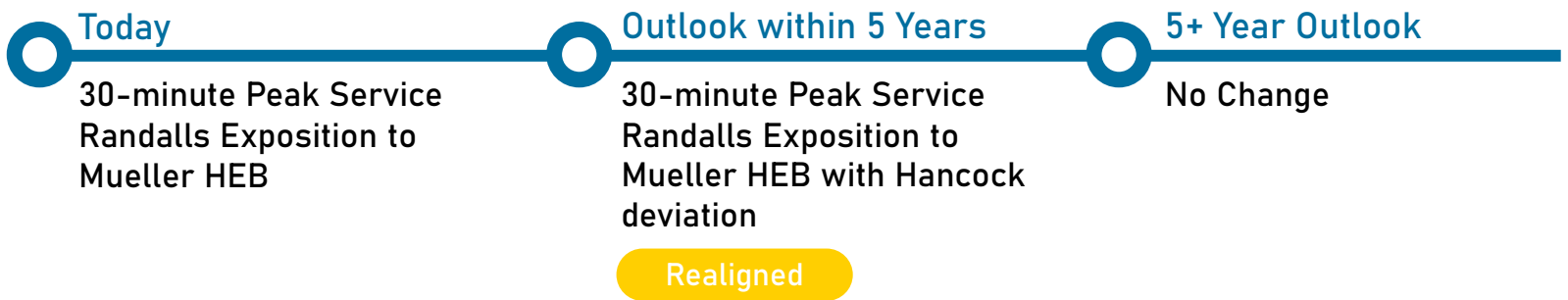
Realigned

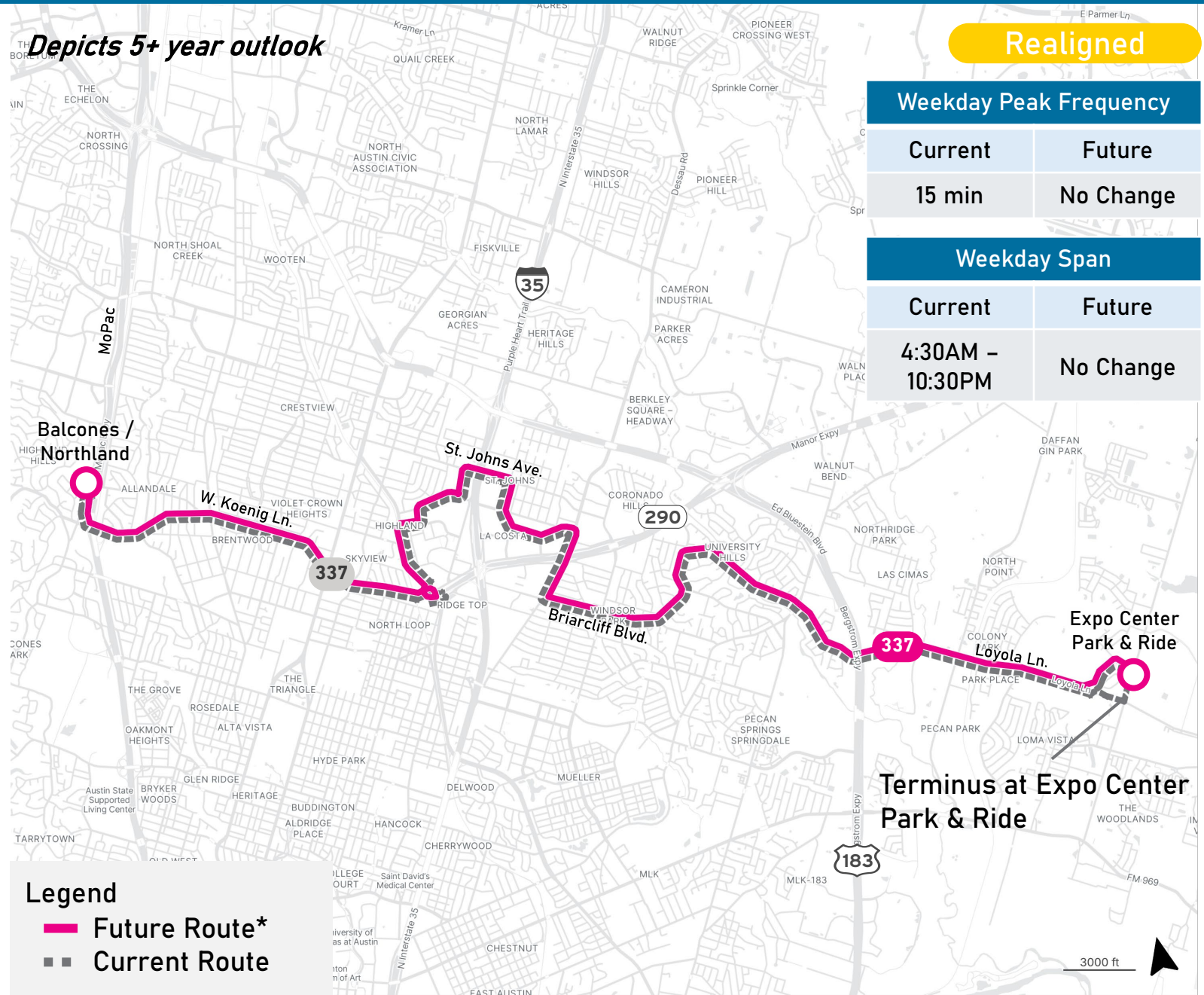
Weekday Peak Frequency	
Current	Future
30 min	No Change
Weekday Span	
Current	Future
5:00AM – 11:45PM	No Change



*Proposed pending Board approval and service change process.

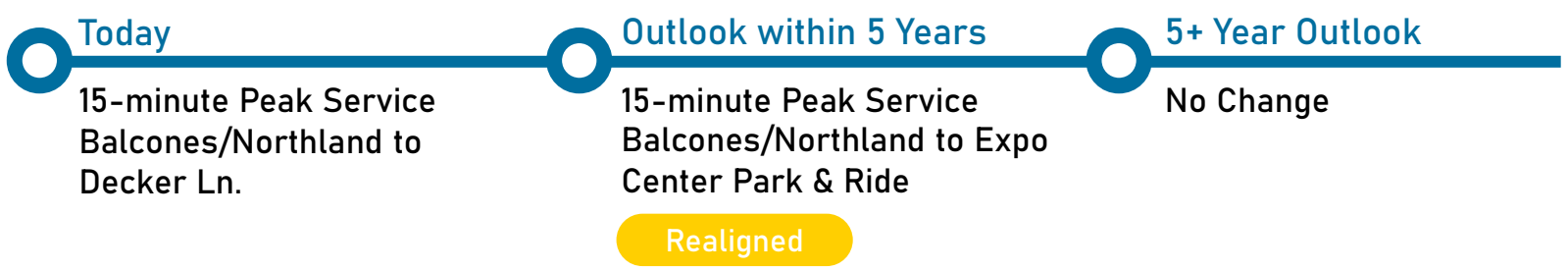
Phasing

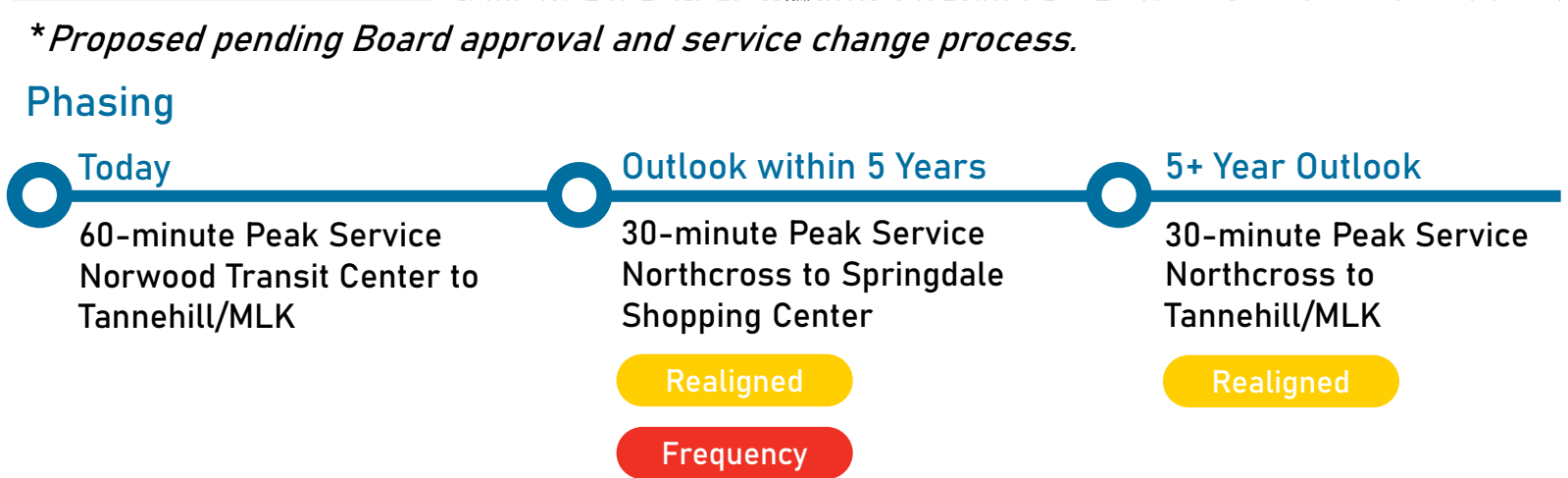
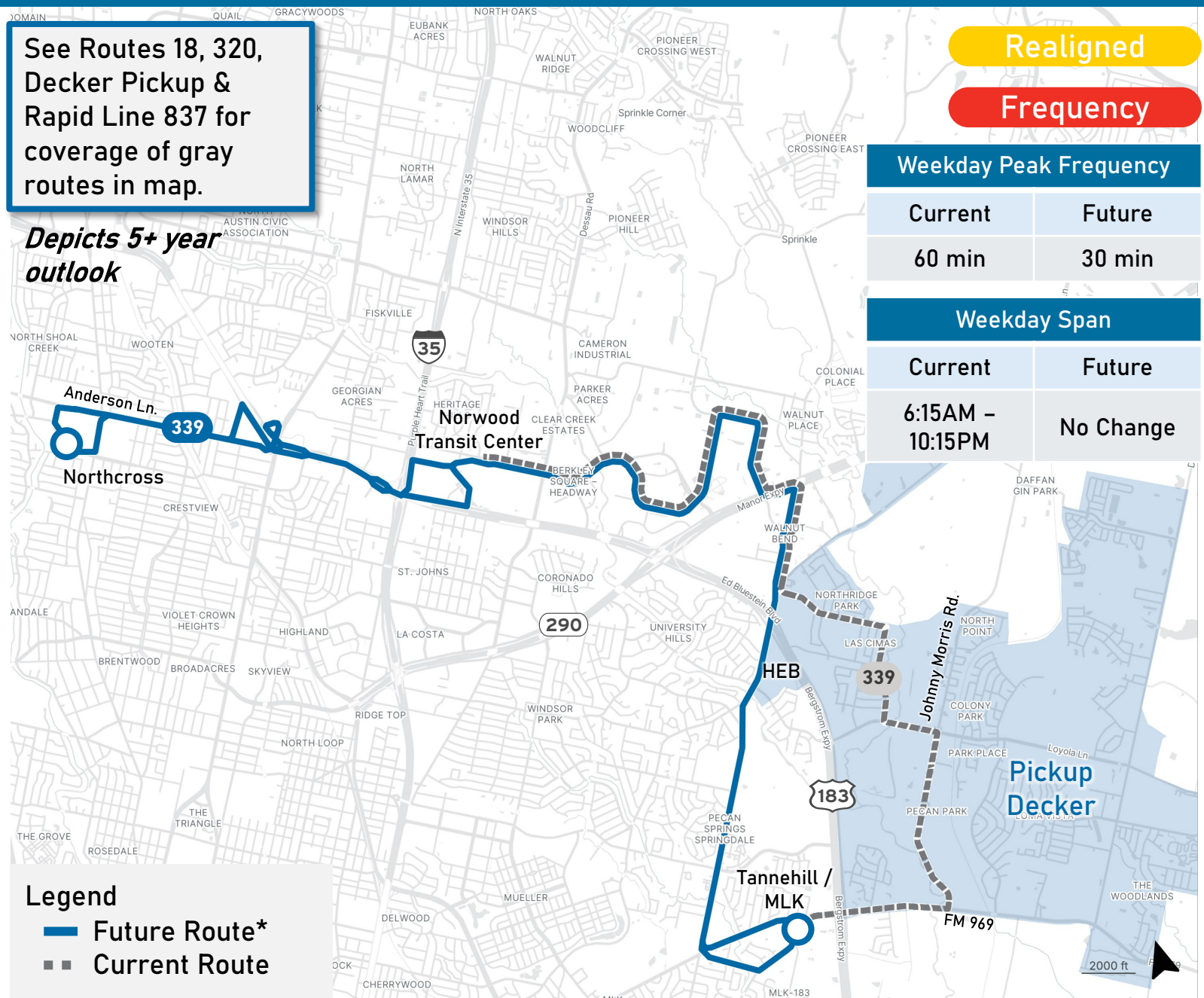




**Proposed pending Board approval and service change process.*

Phasing





Depicts 5+ year outlook

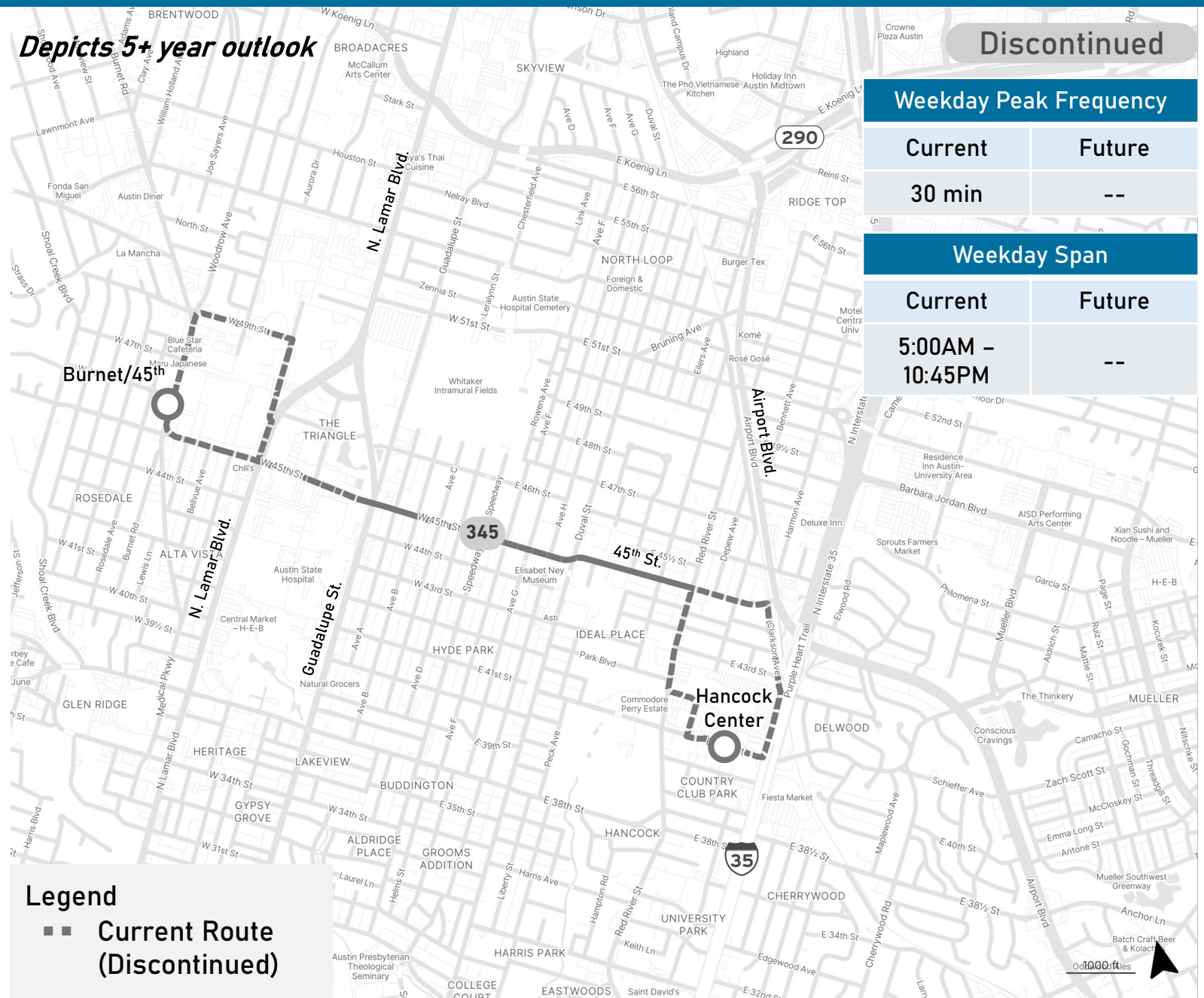
Discontinued

Weekday Peak Frequency

Current	Future
30 min	--

Weekday Span

Current	Future
5:00AM – 10:45PM	--



*Proposed pending Board approval and service change process.

Phasing

Today

15-minute Peak Service
Burnet/45th to Hancock
Center

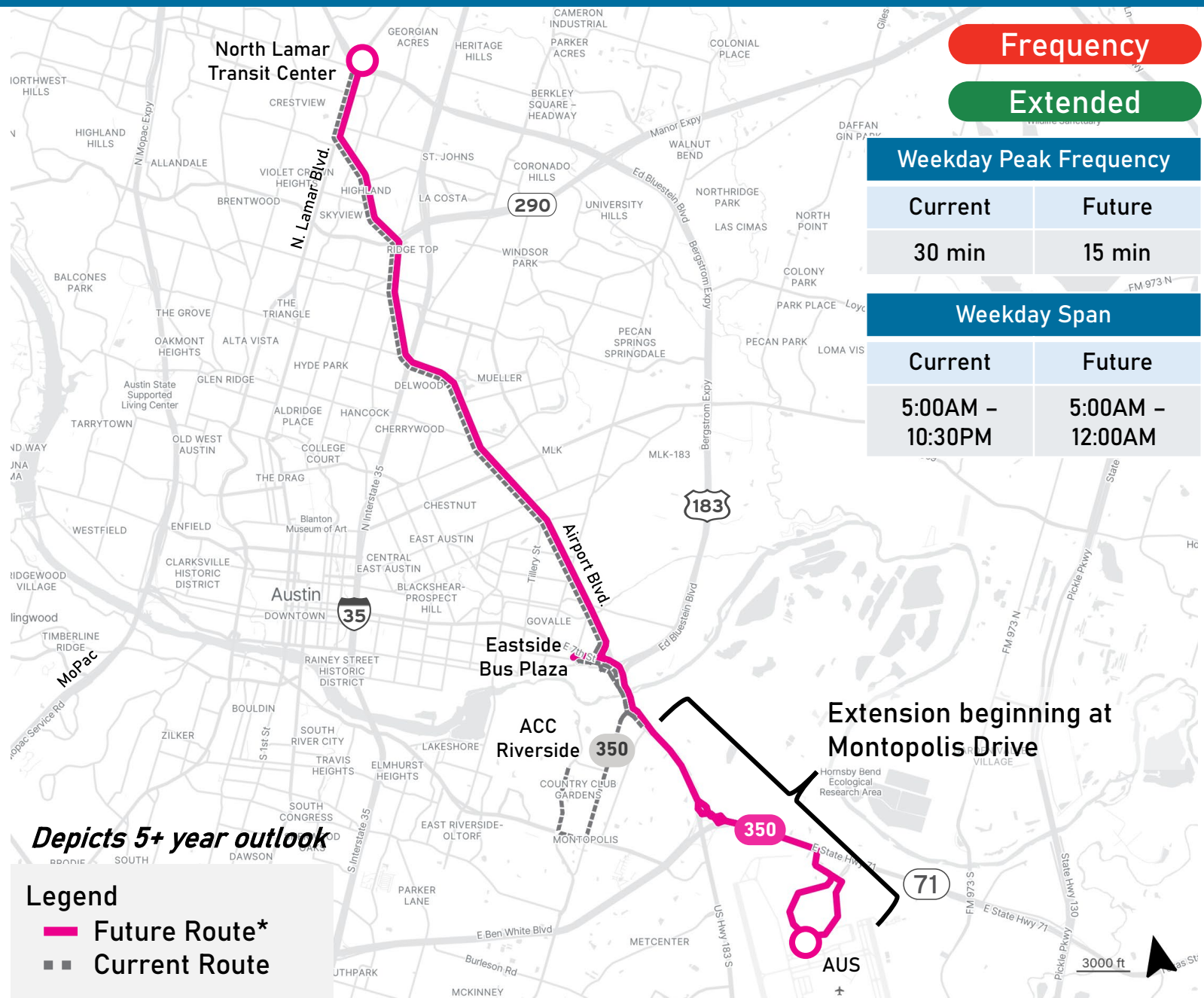
Outlook within 5 Years

Route discontinued; nearest
E/W service is now Route
335 and Route 337

Discontinued

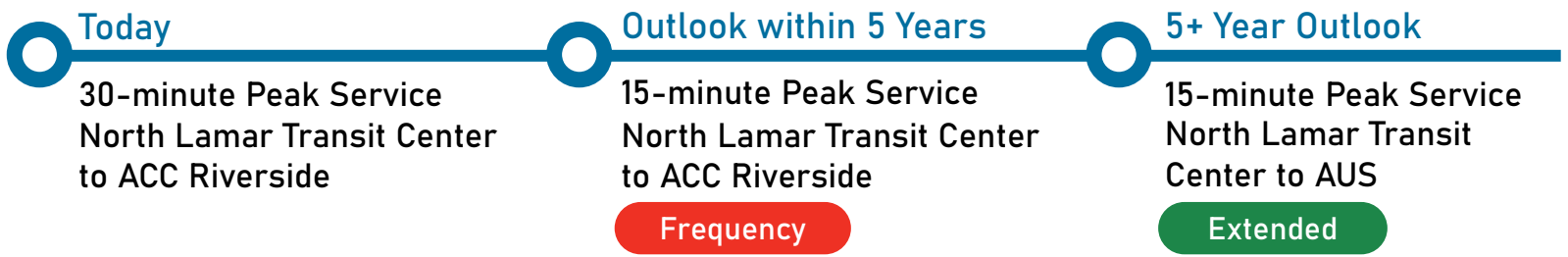
5+ Year Outlook

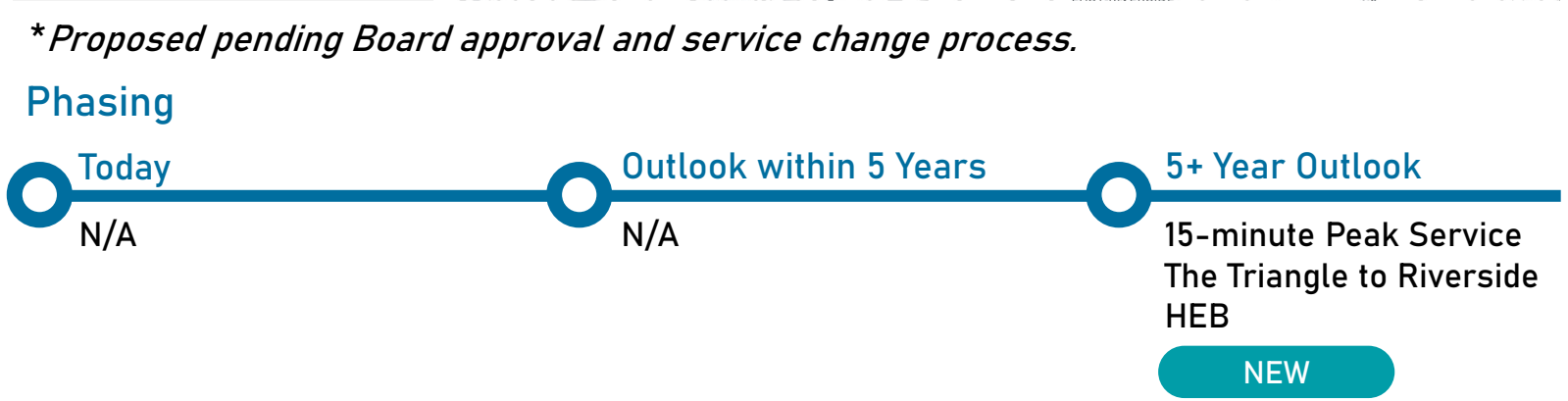
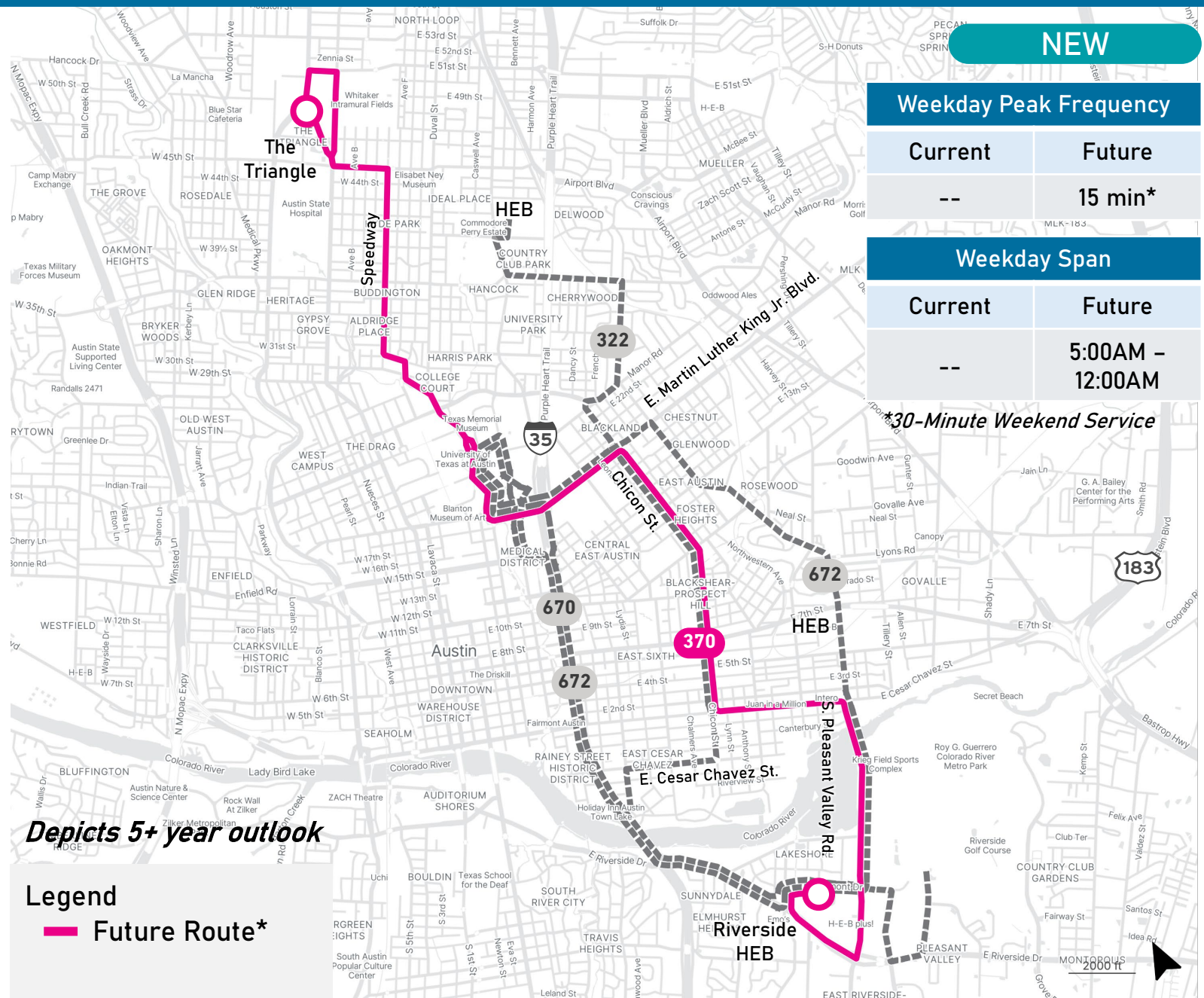
N/A

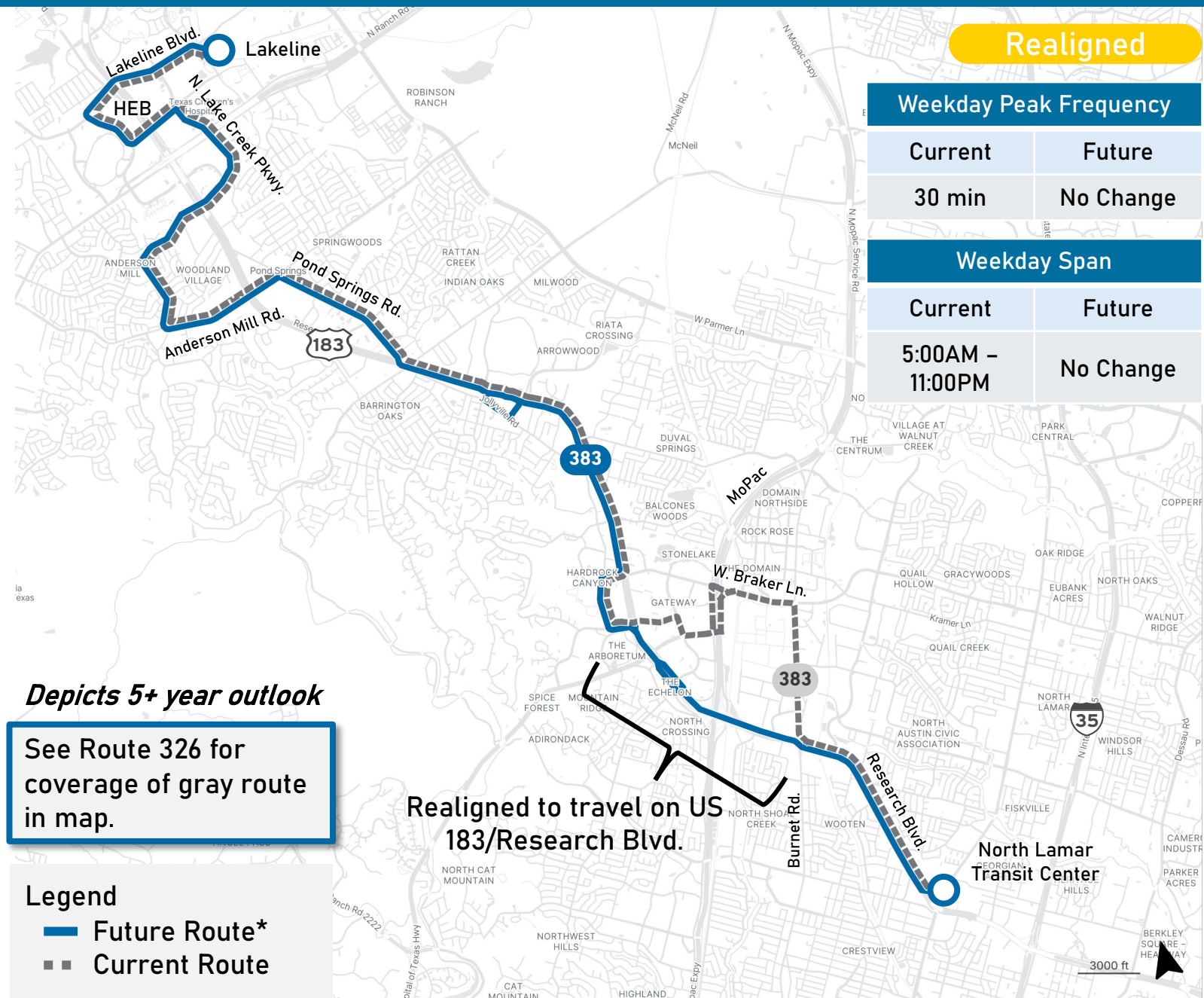


*Proposed pending Board approval and service change process.

Phasing

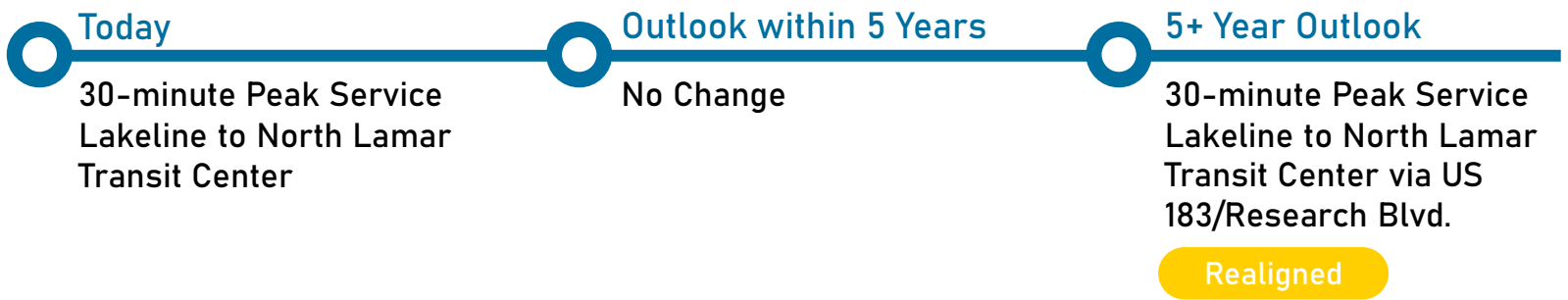


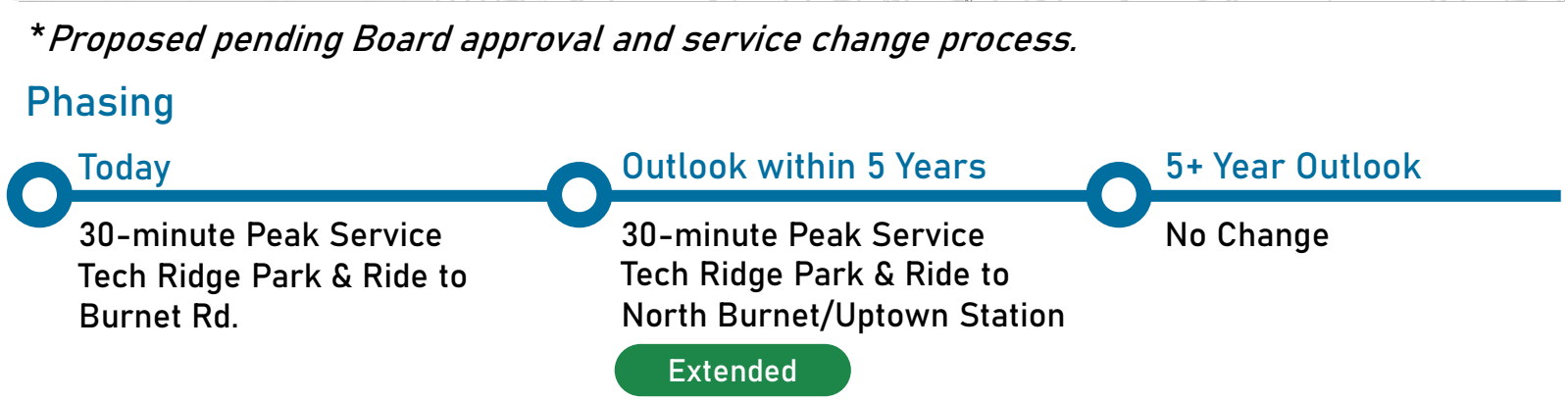
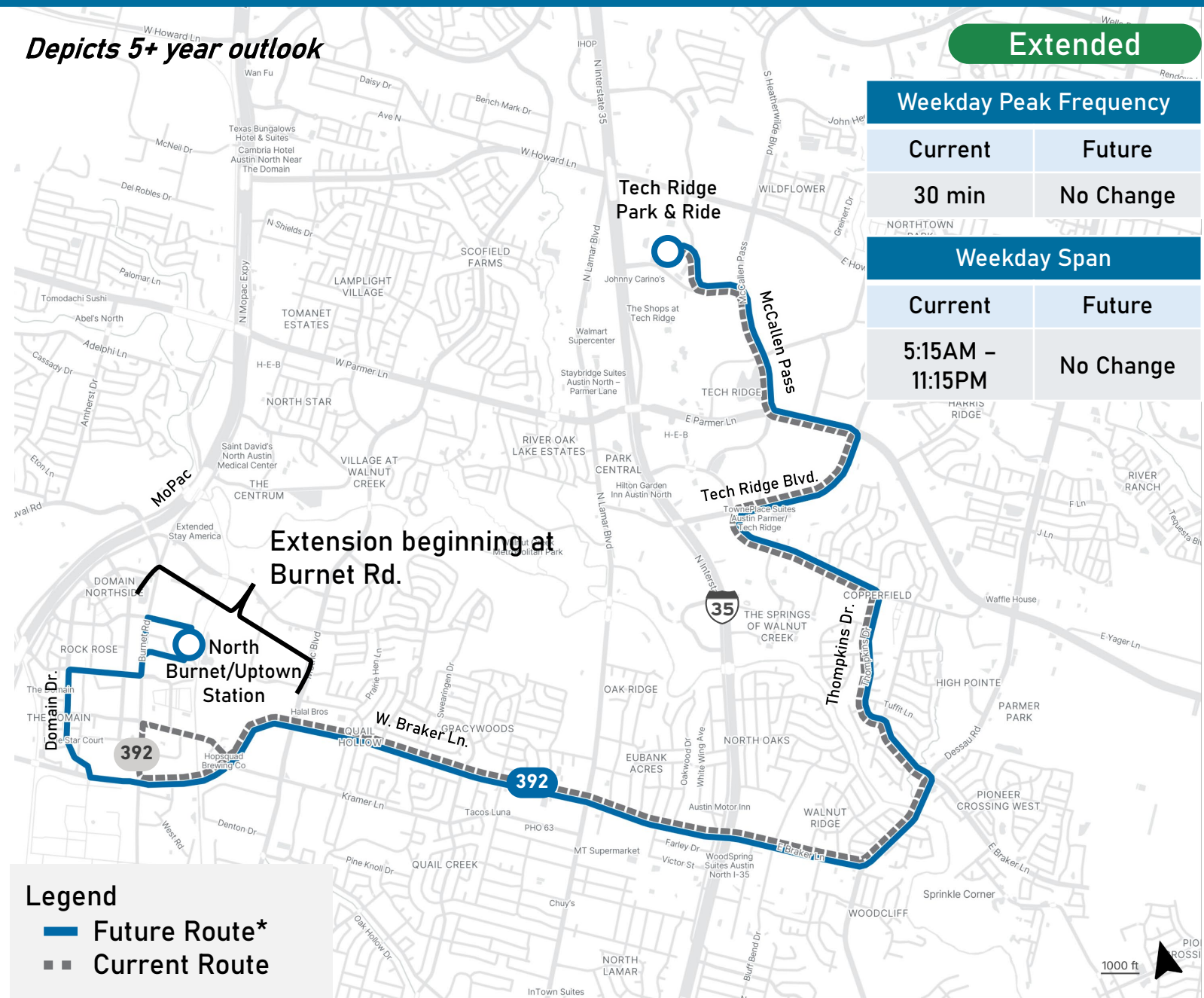


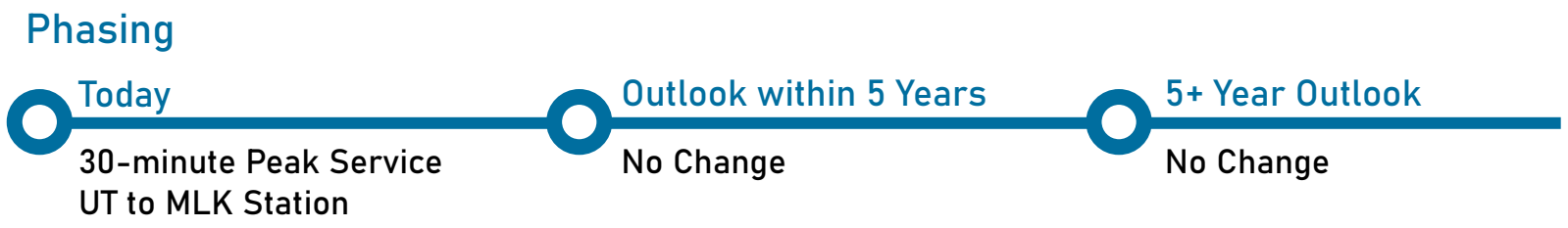
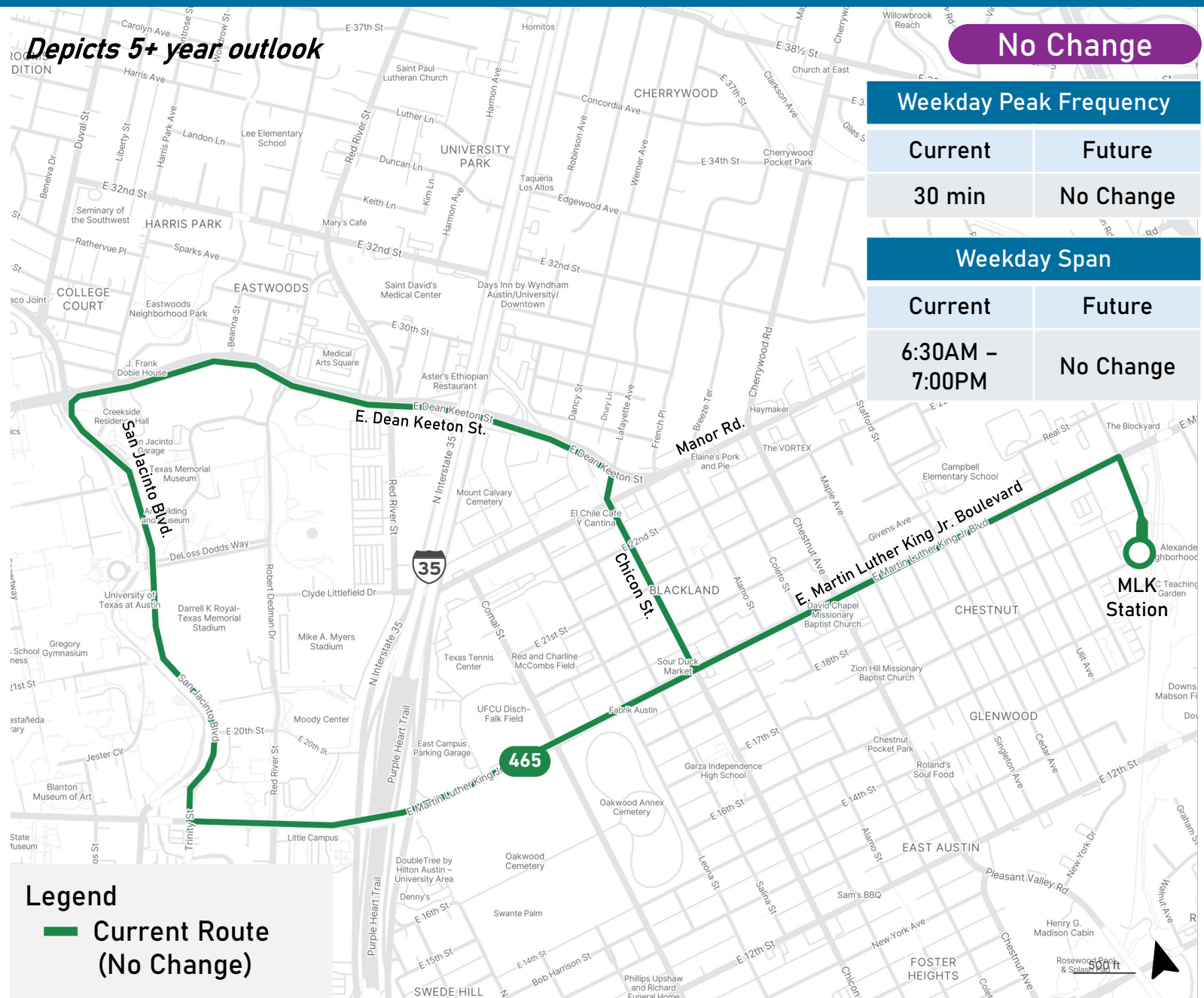


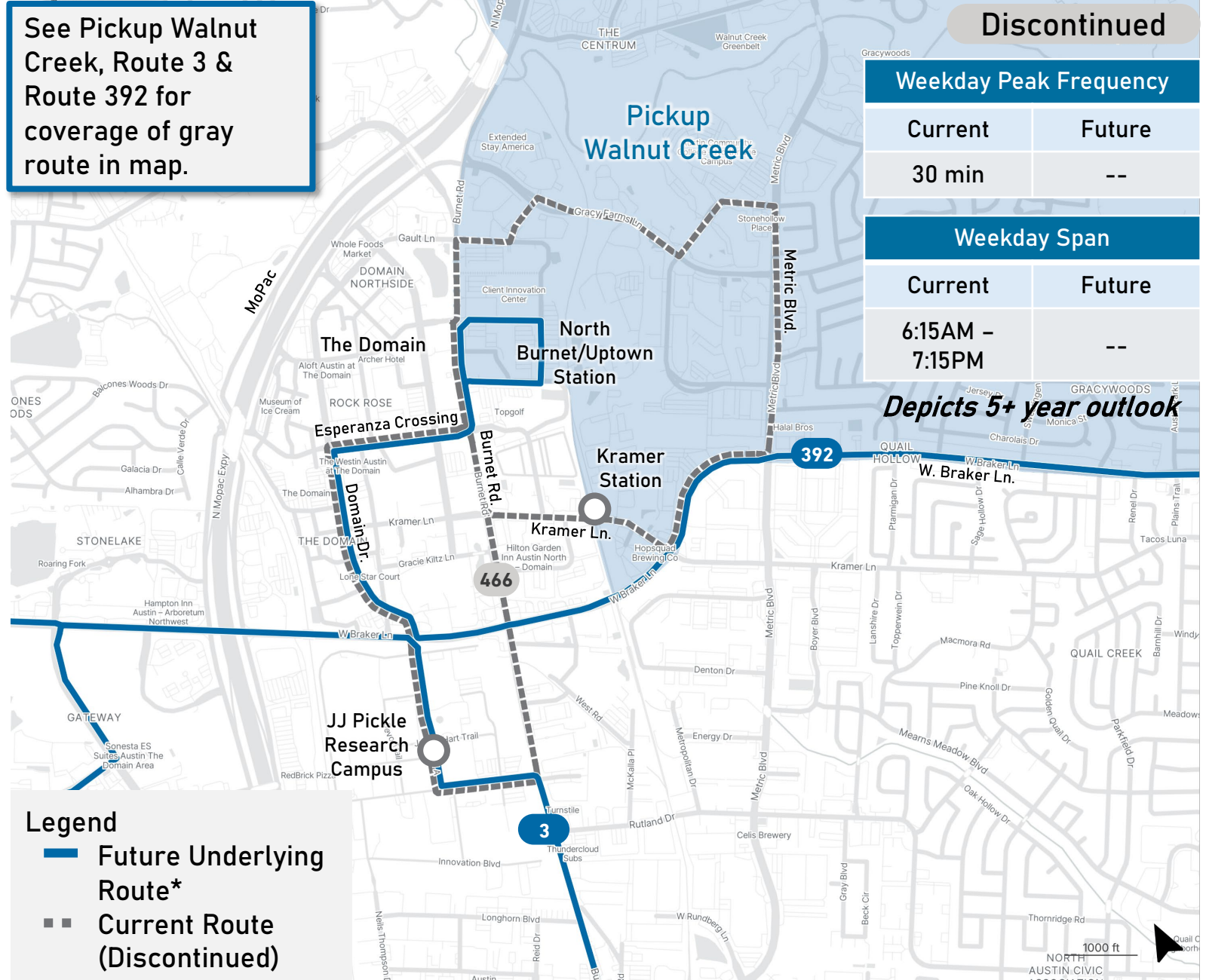
*Proposed pending Board approval and service change process.

Phasing



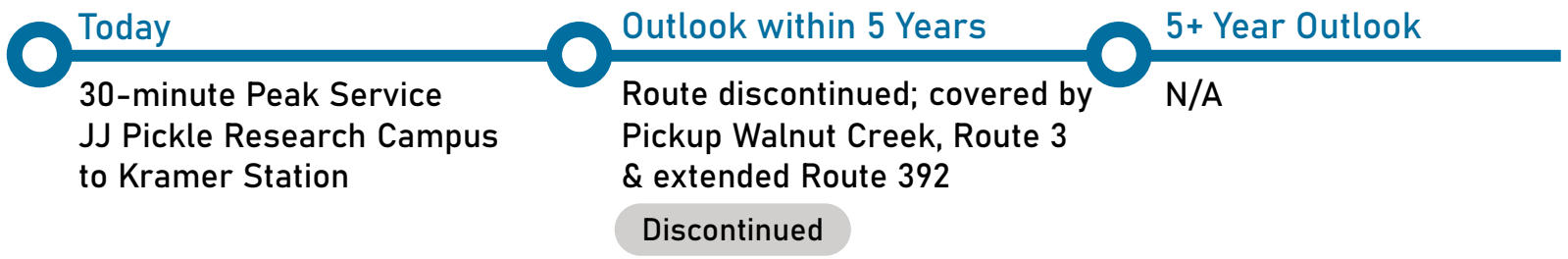


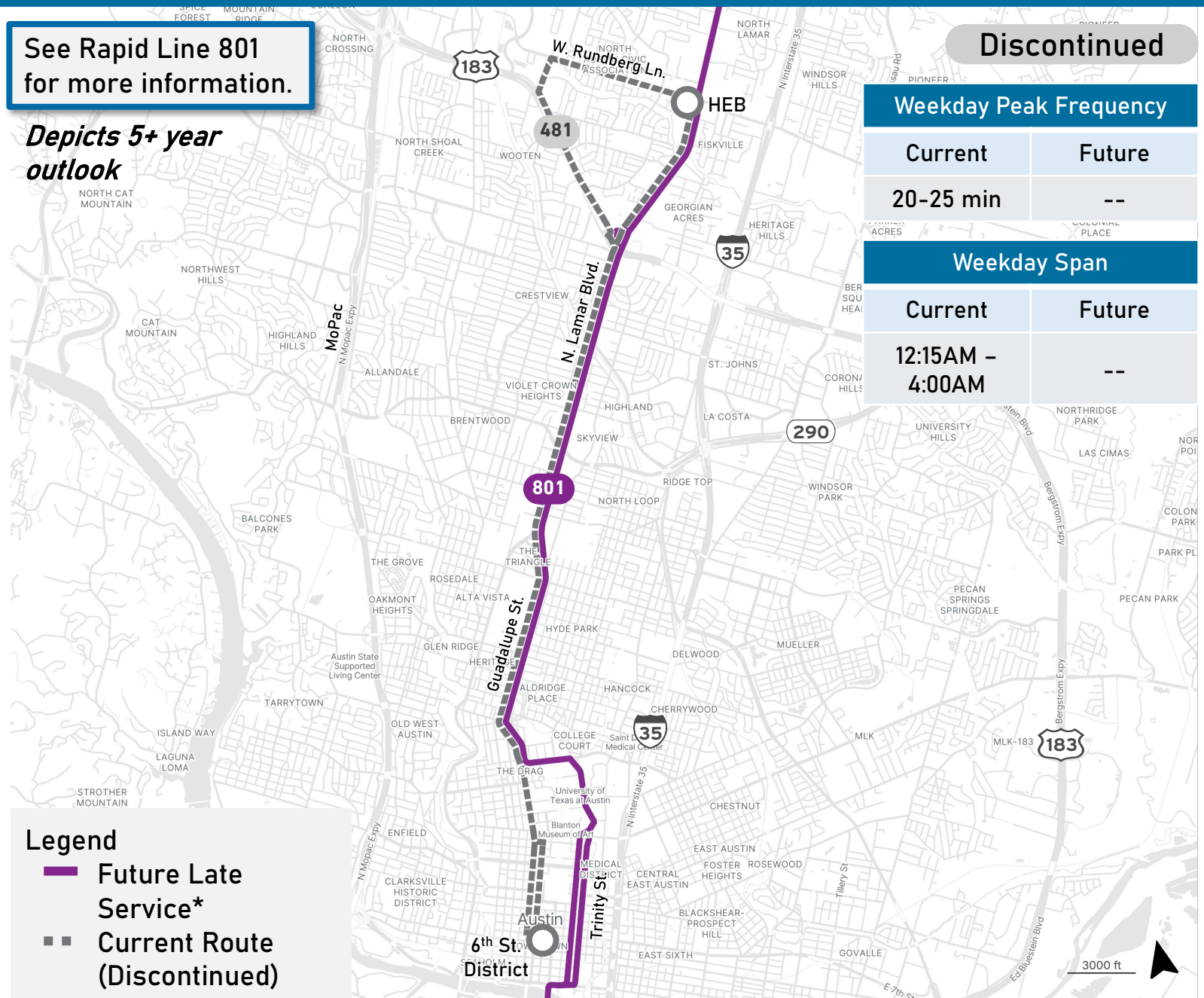




*Proposed pending Board approval and service change process.

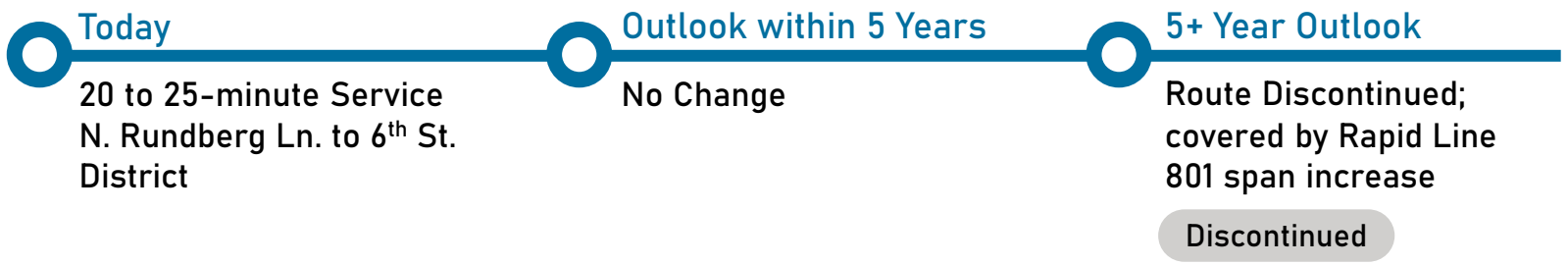
Phasing

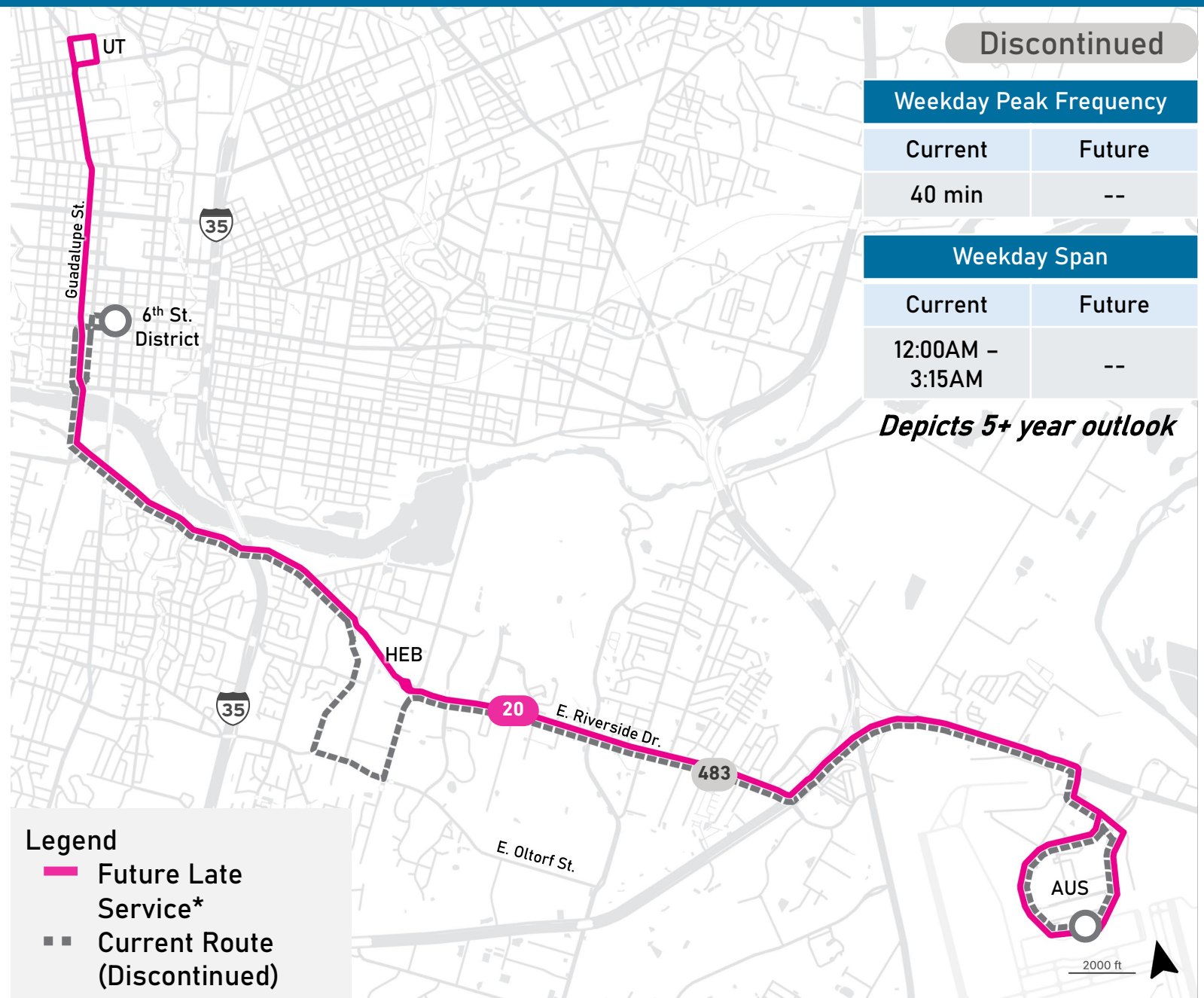




*Proposed pending Board approval and service change process.

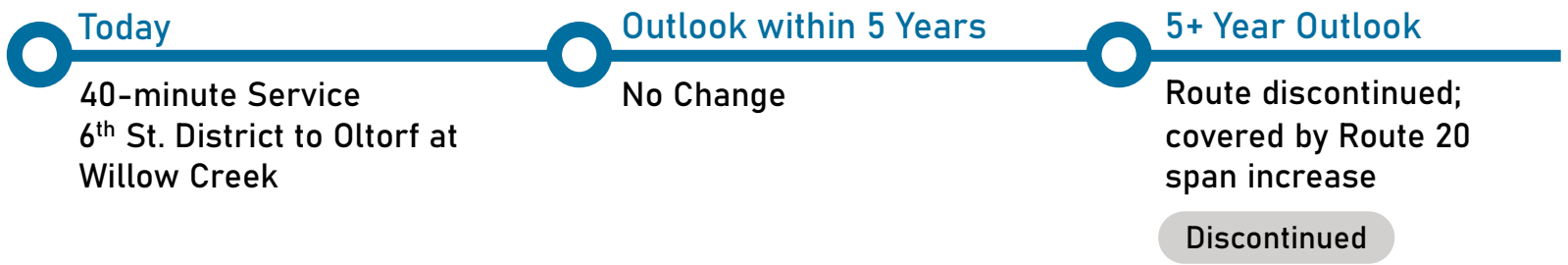
Phasing

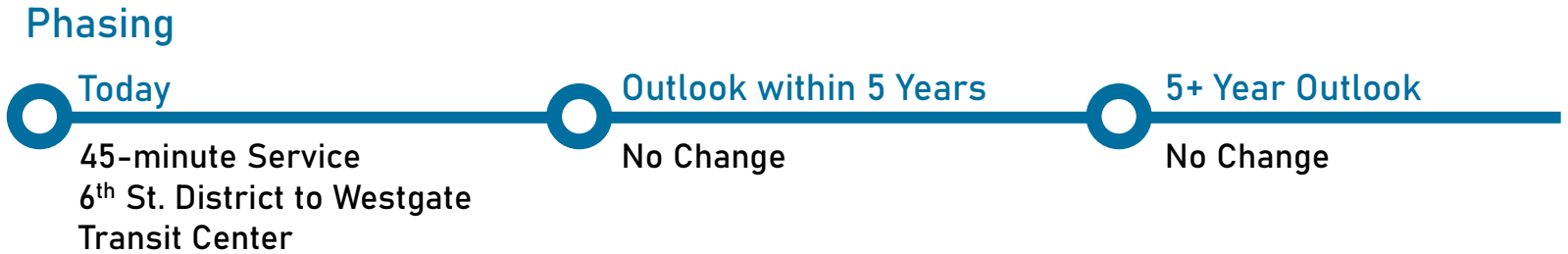
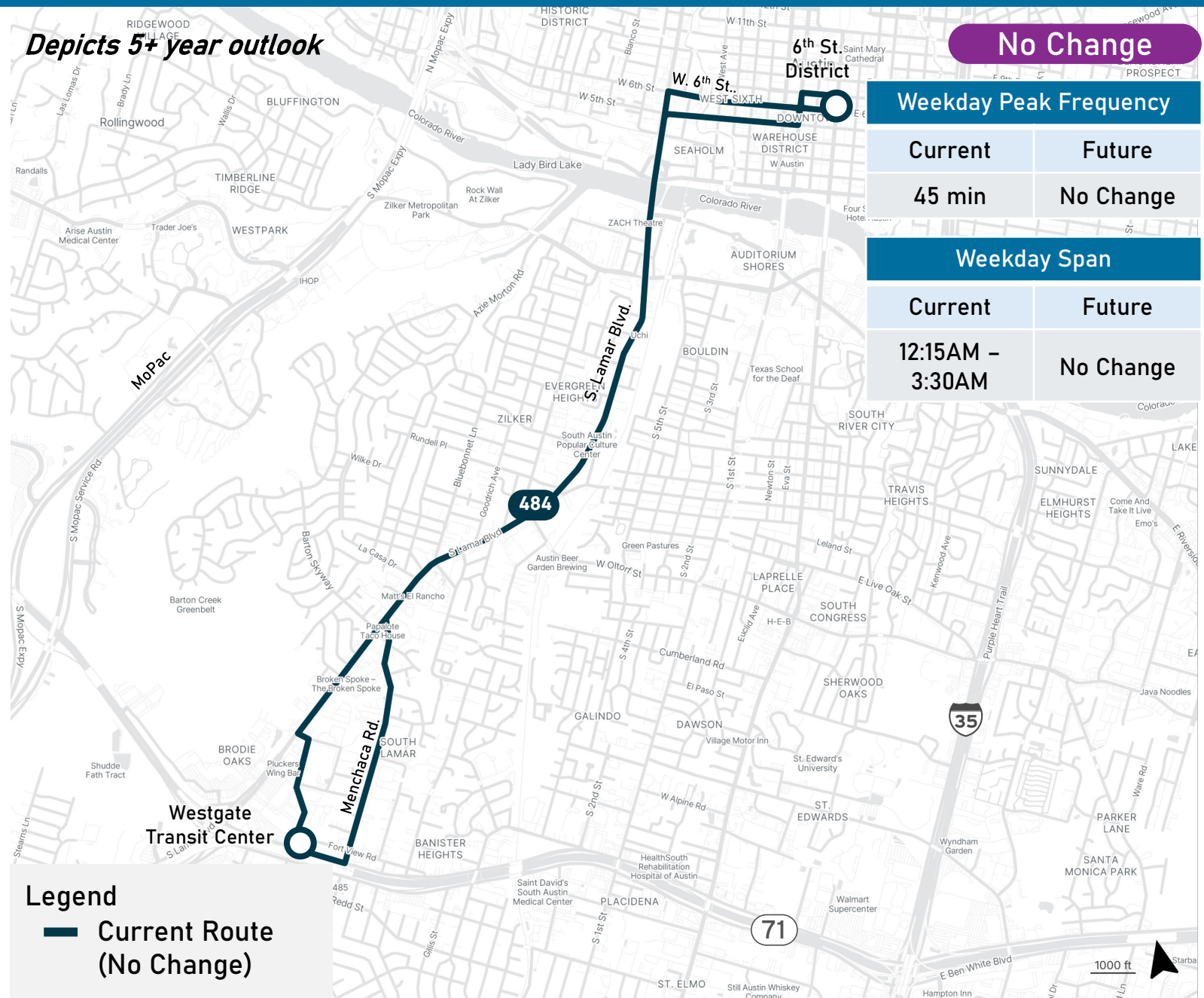


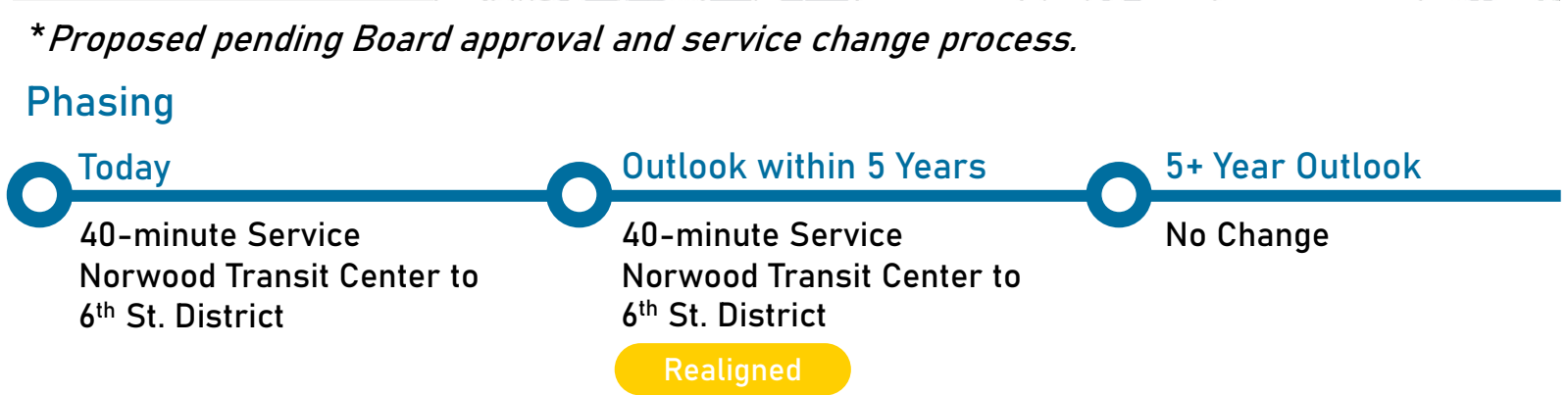
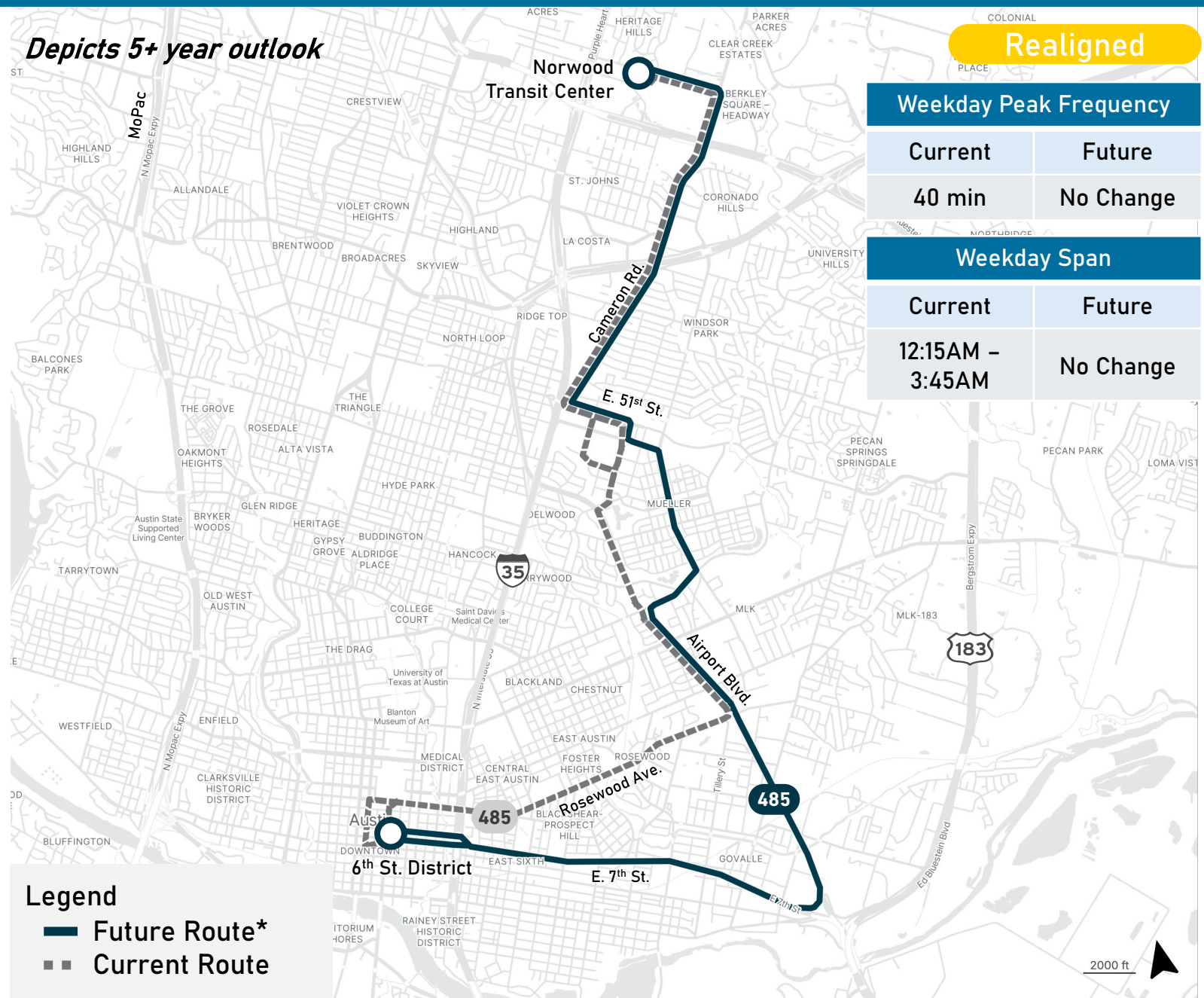


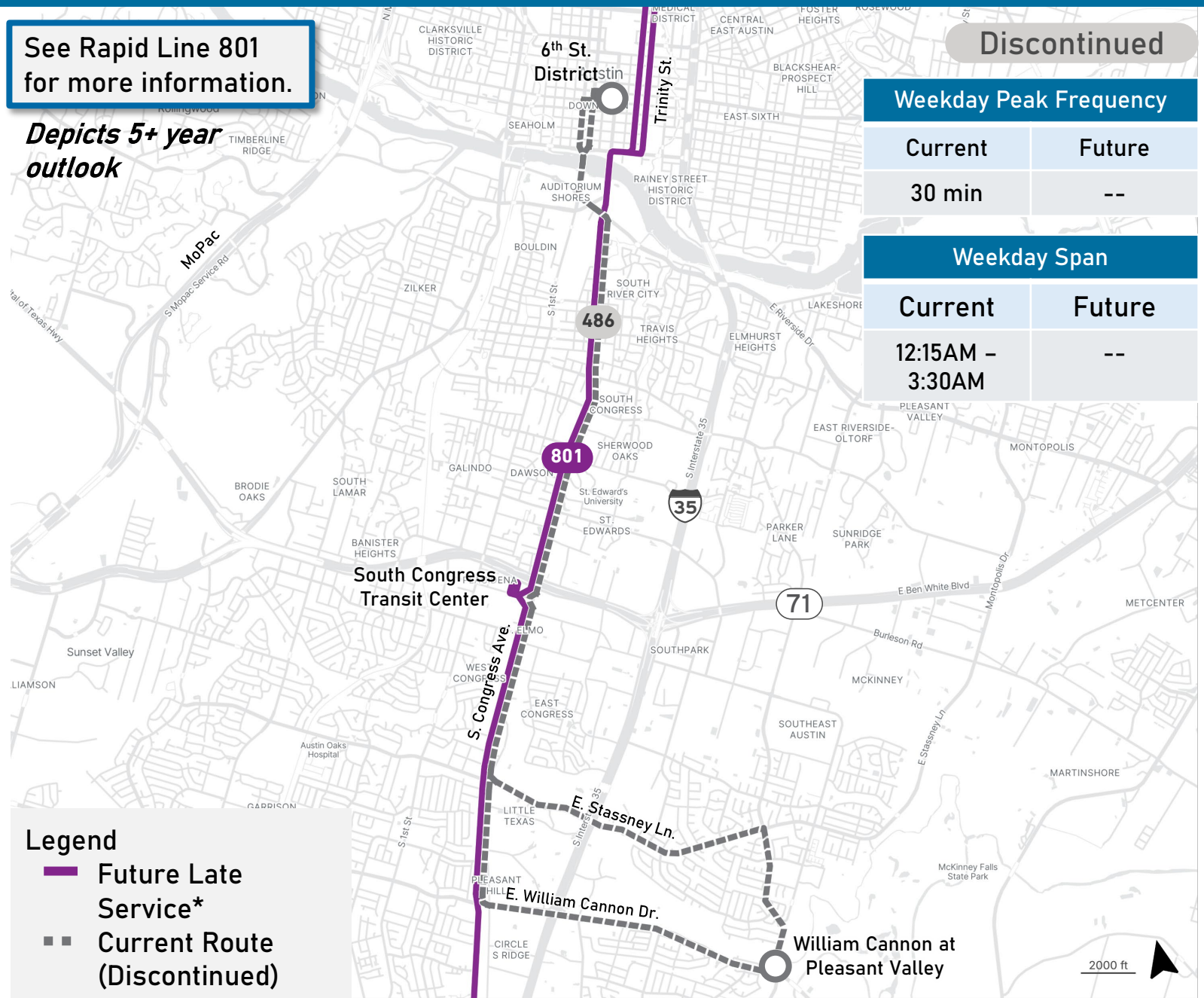
*Proposed pending Board approval and service change process.

Phasing



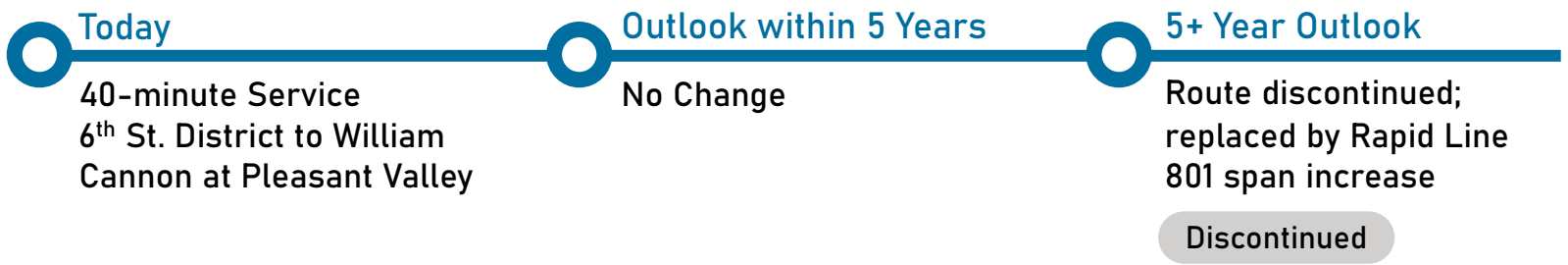


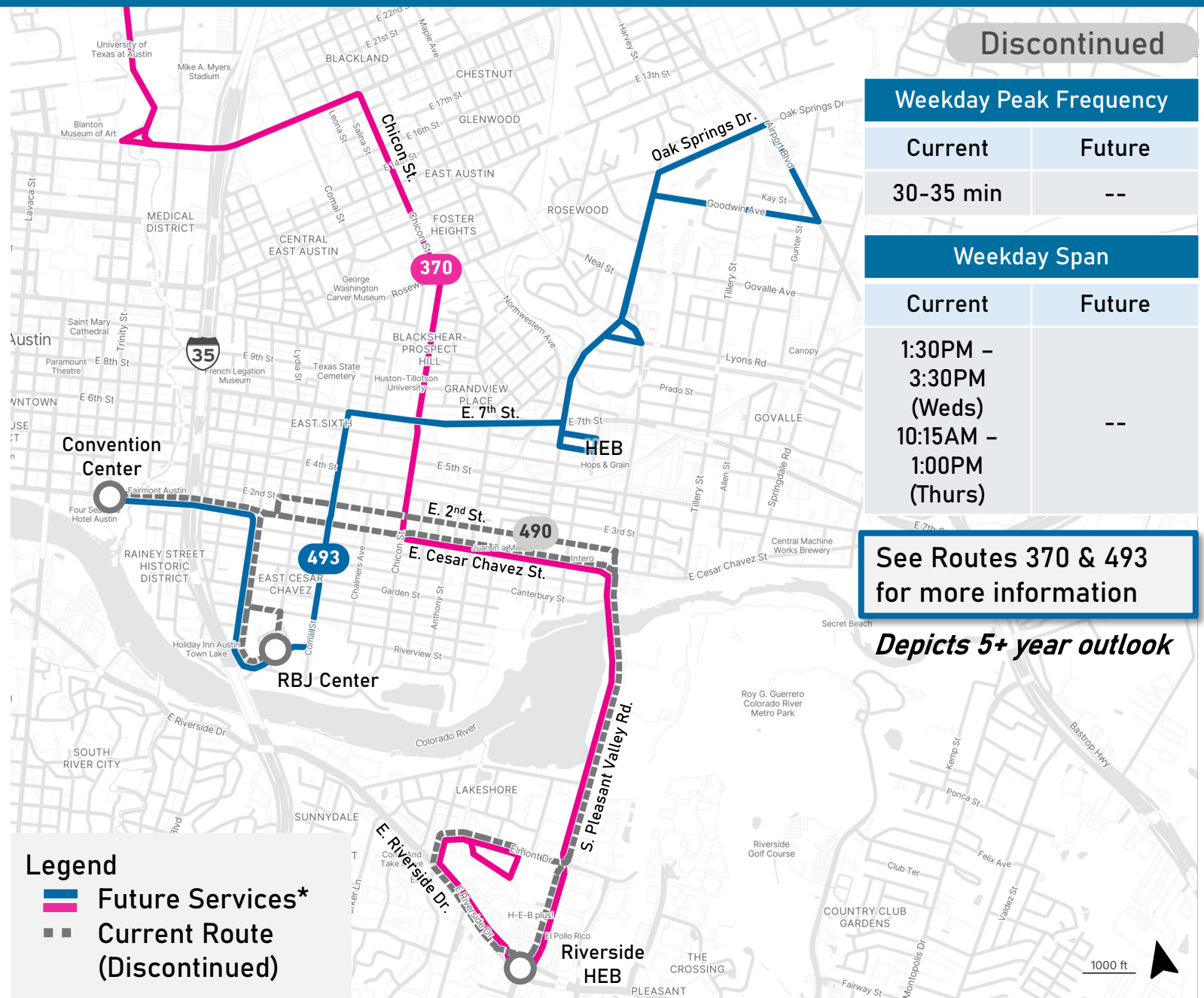




*Proposed pending Board approval and service change process.

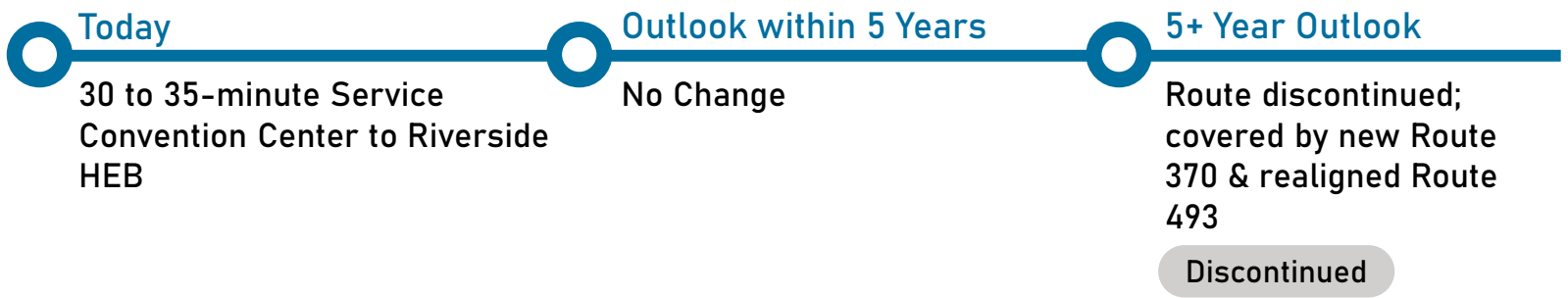
Phasing

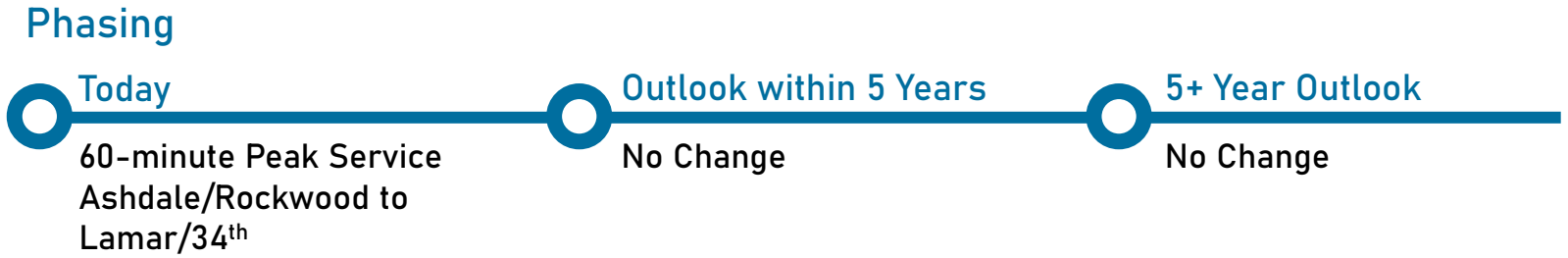
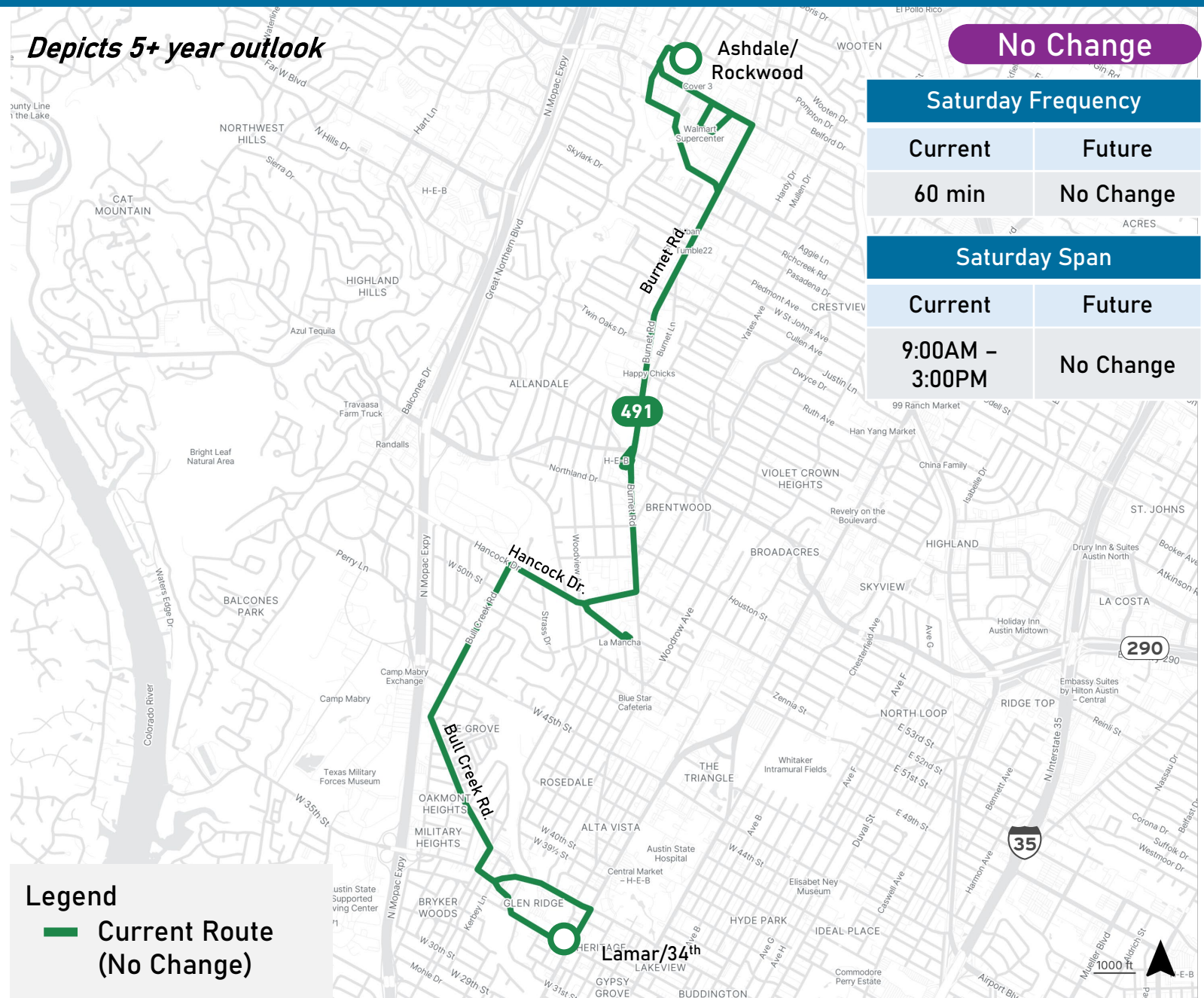


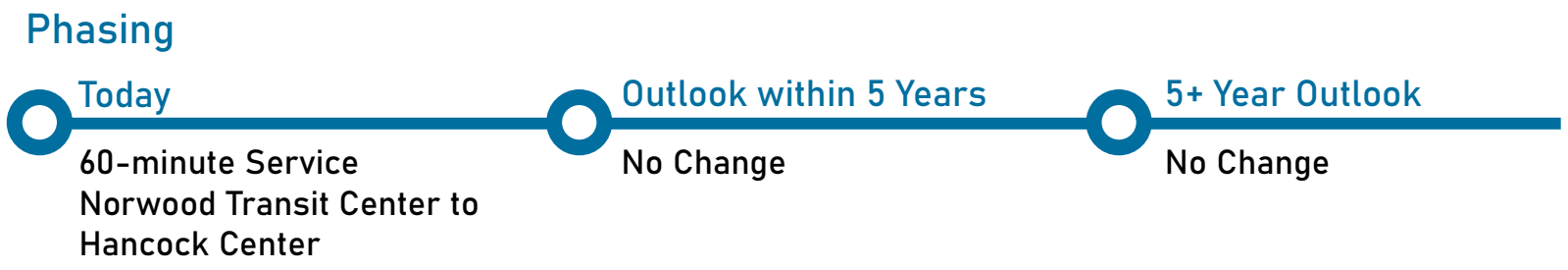
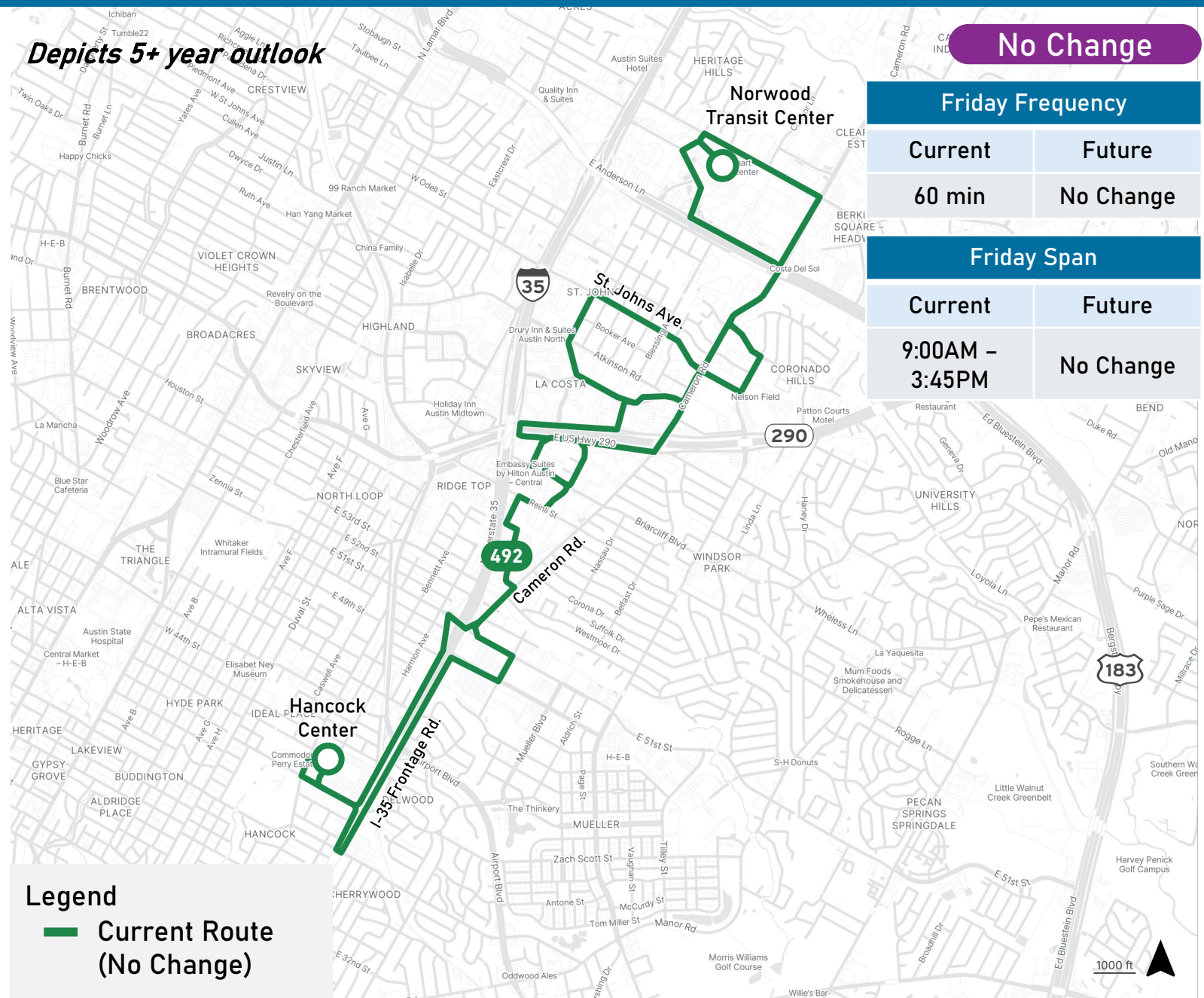


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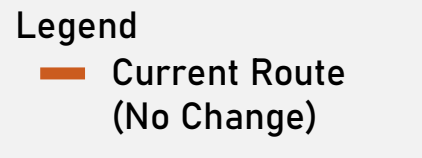
Phasing







61

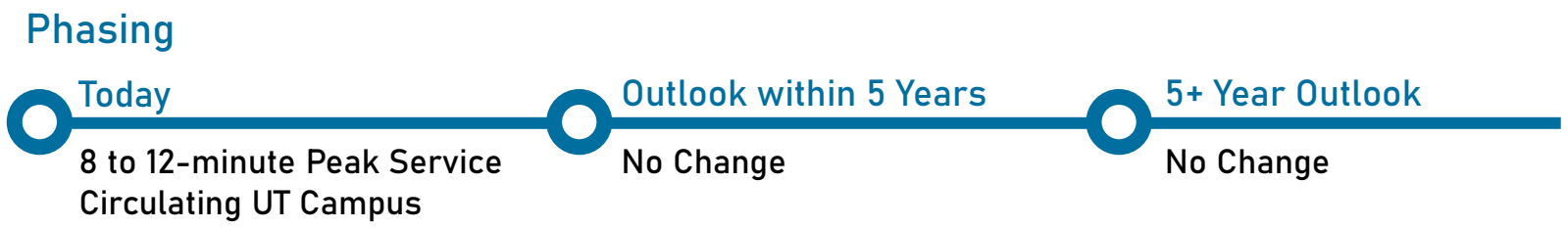
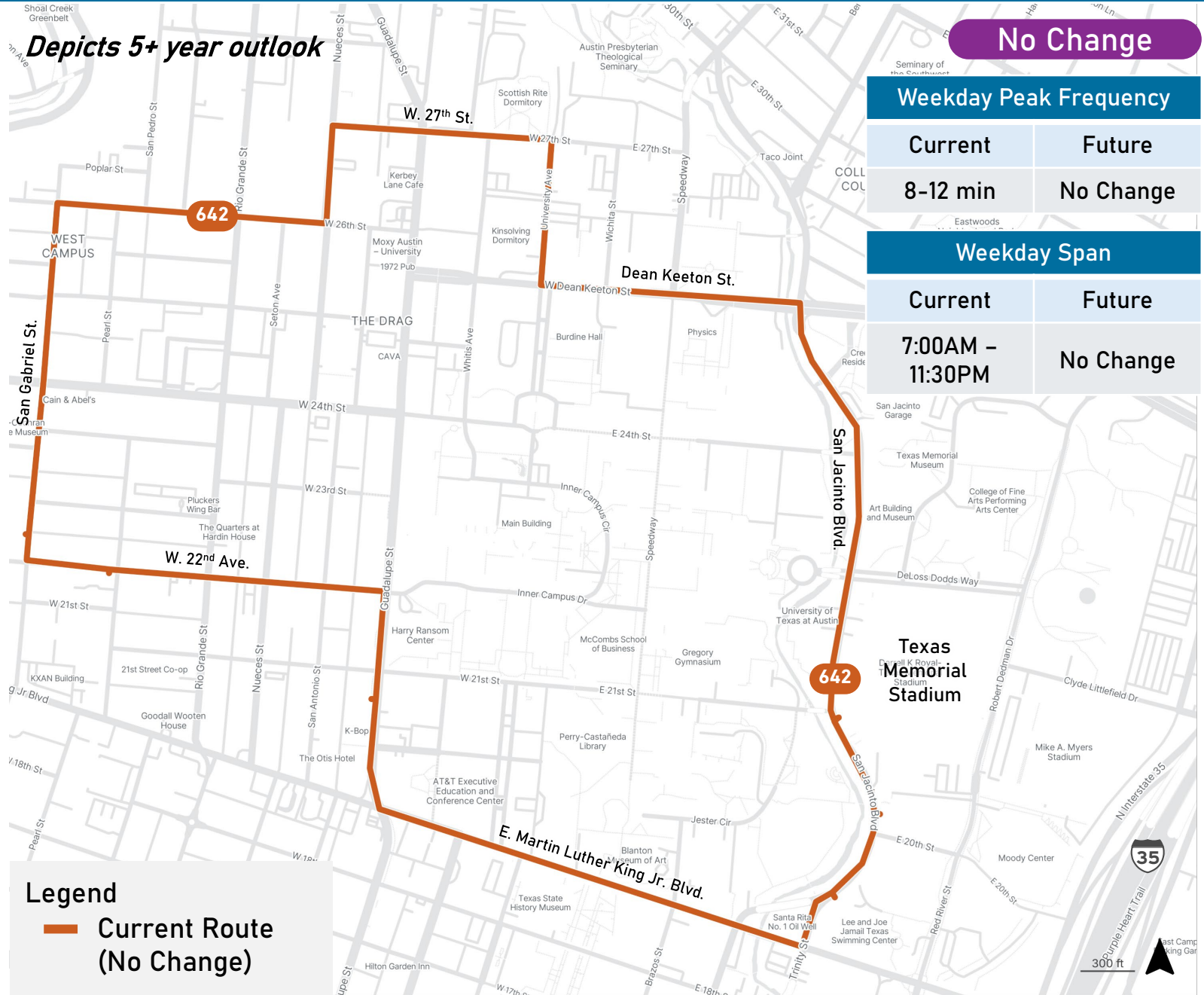


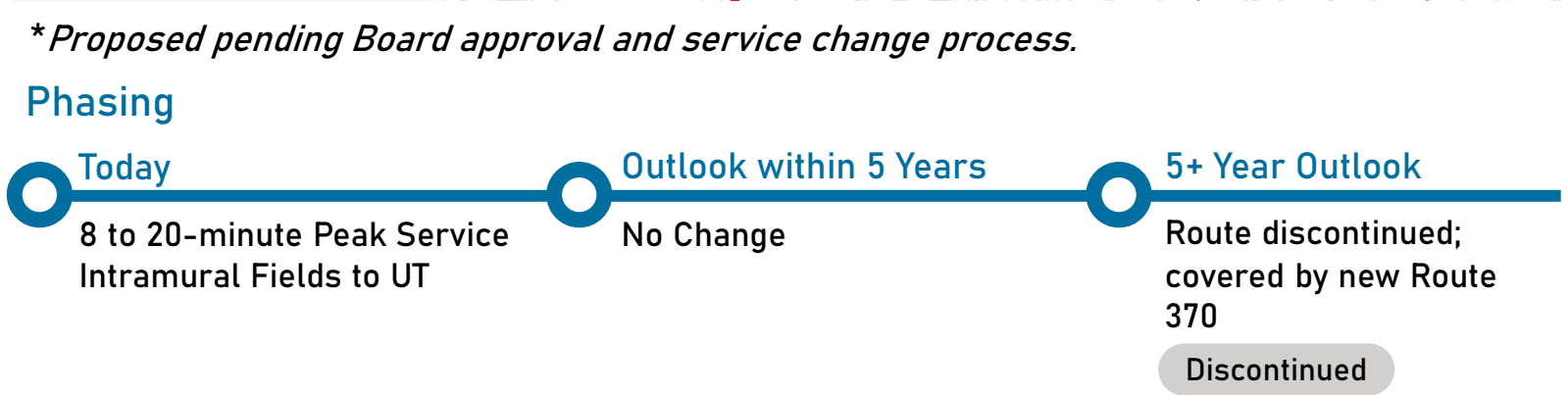
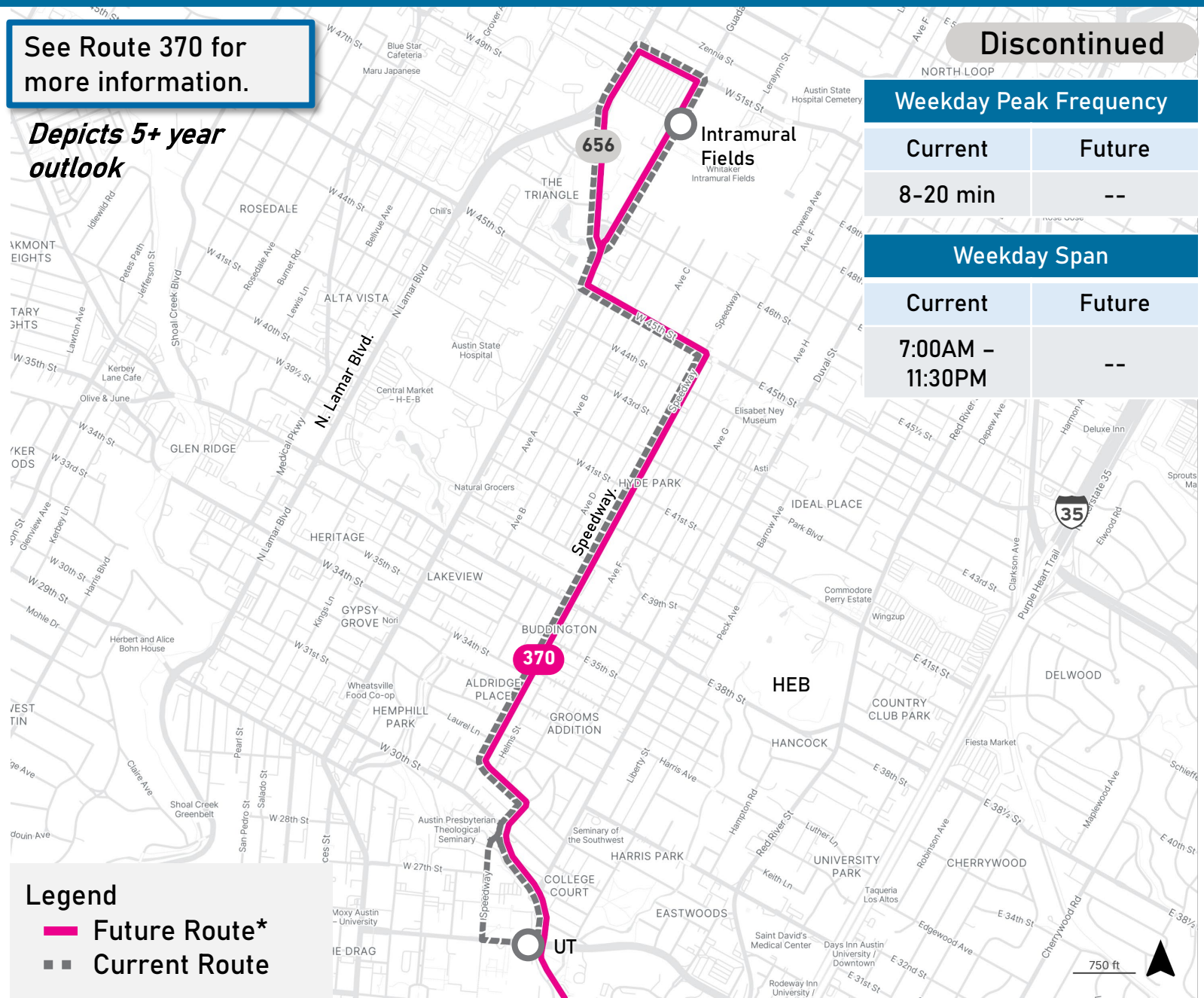
Today

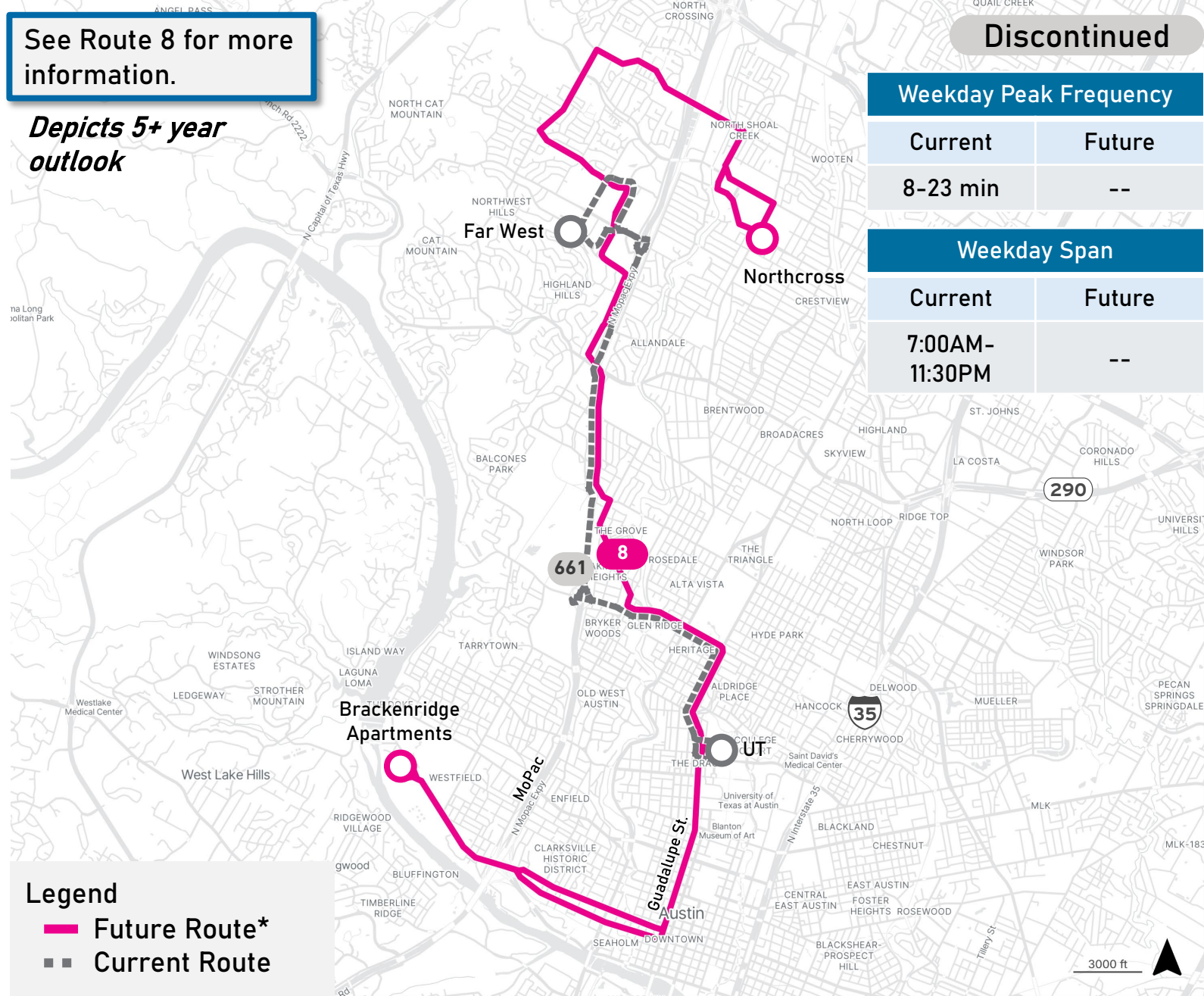
10-minute Peak Service Circulating UT Campus

No Change

No Change

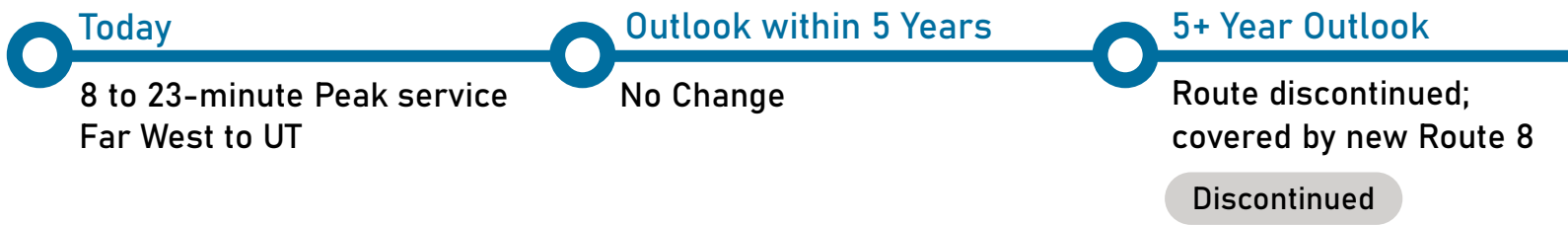


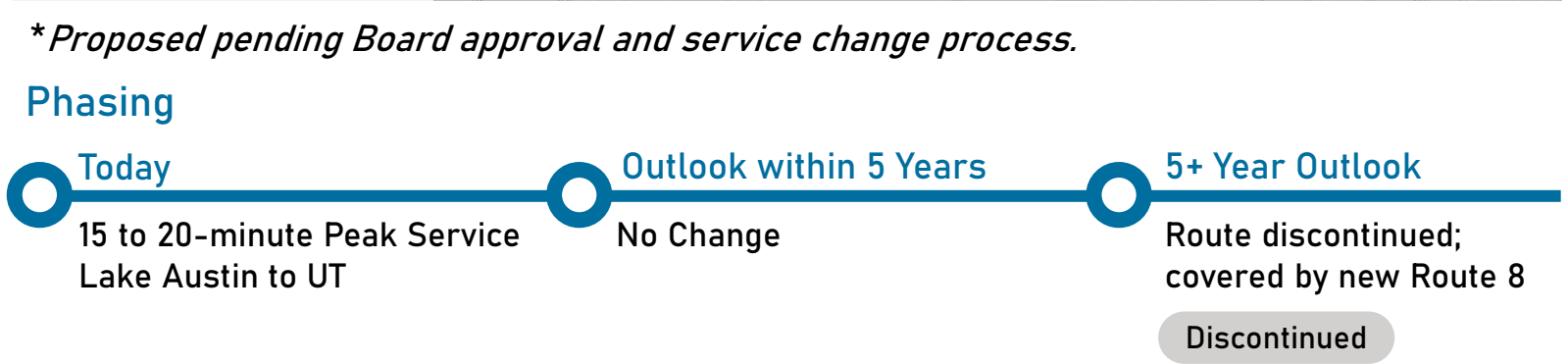
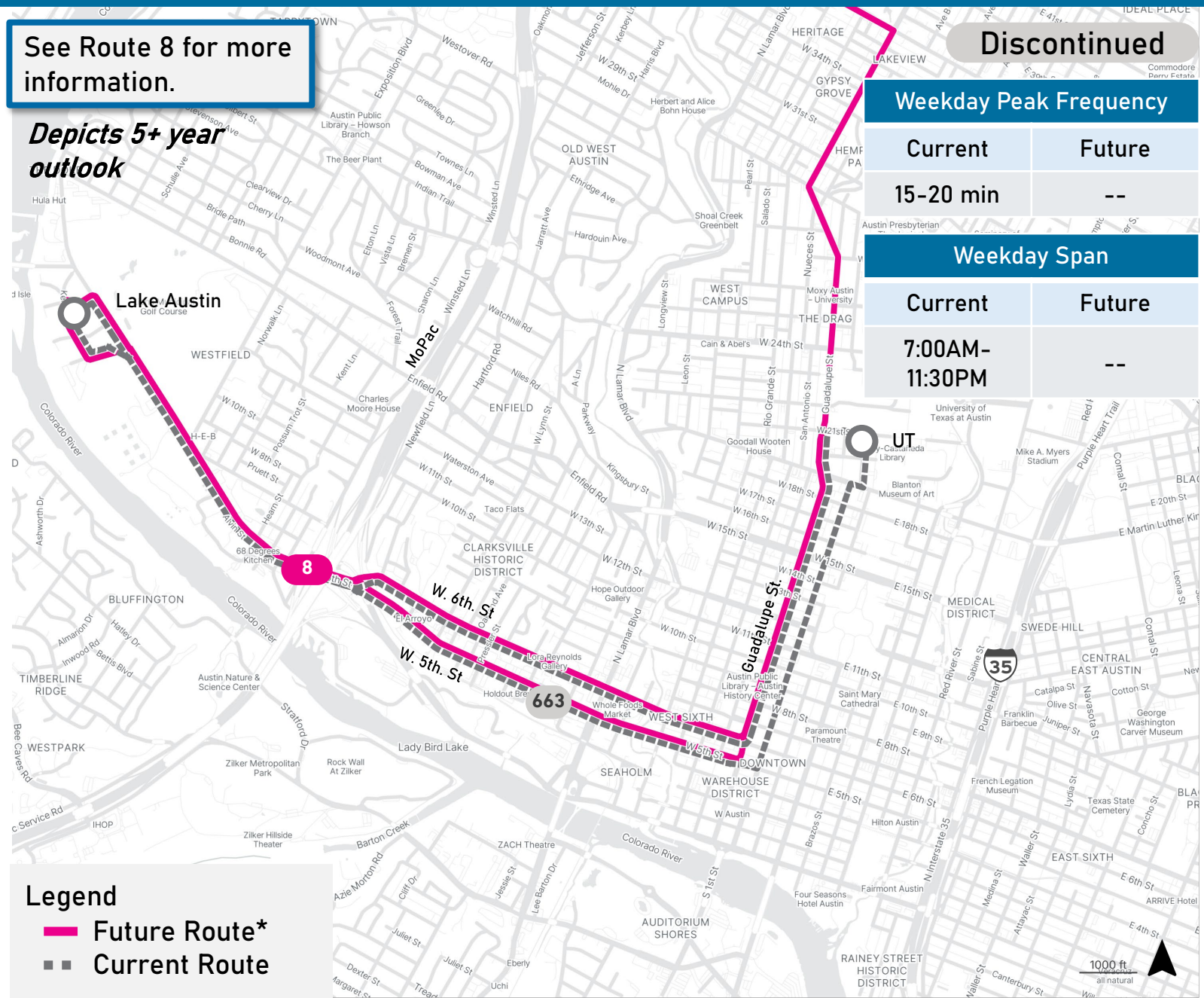


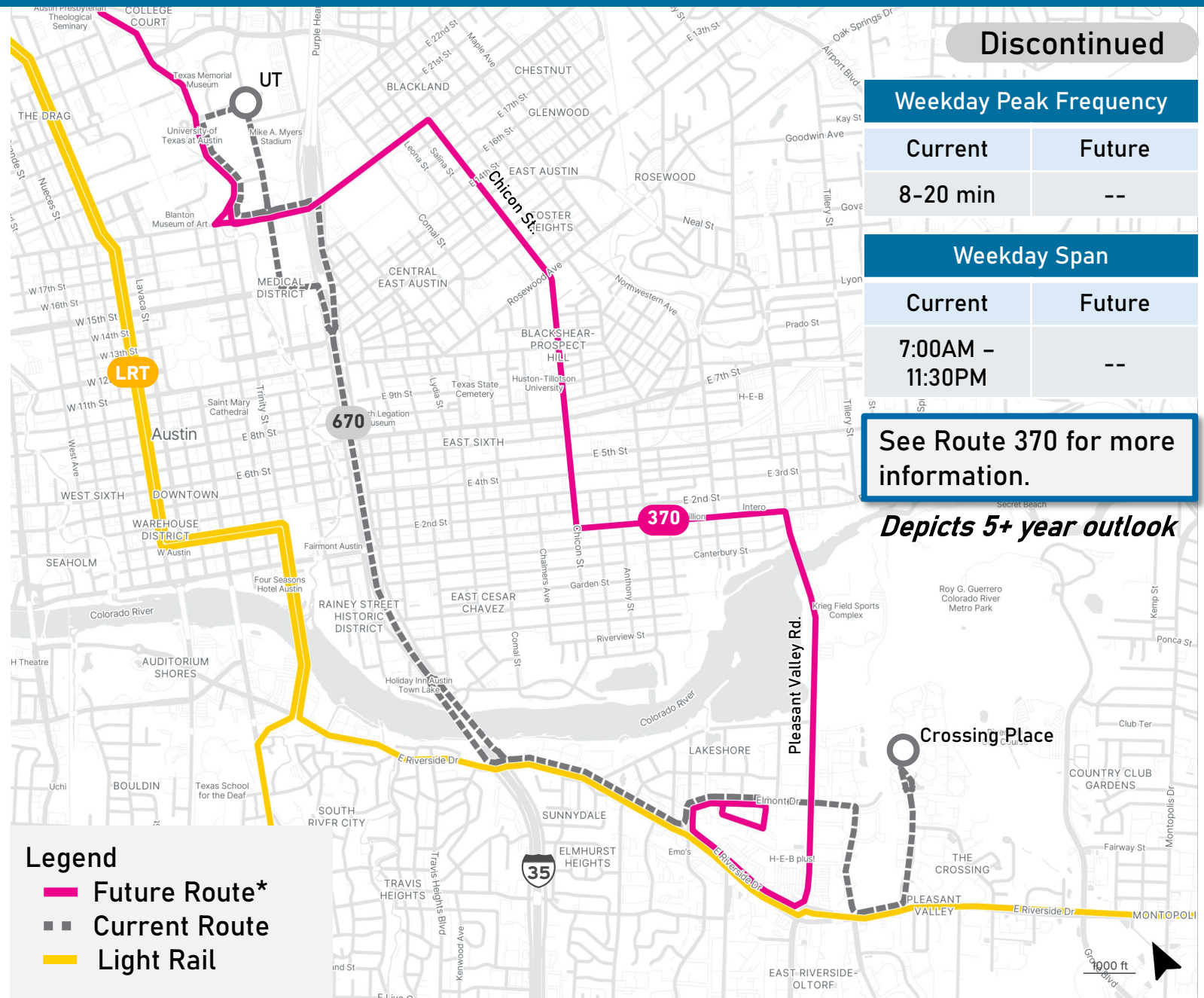


**Proposed pending Board approval and service change process.*

Phasing

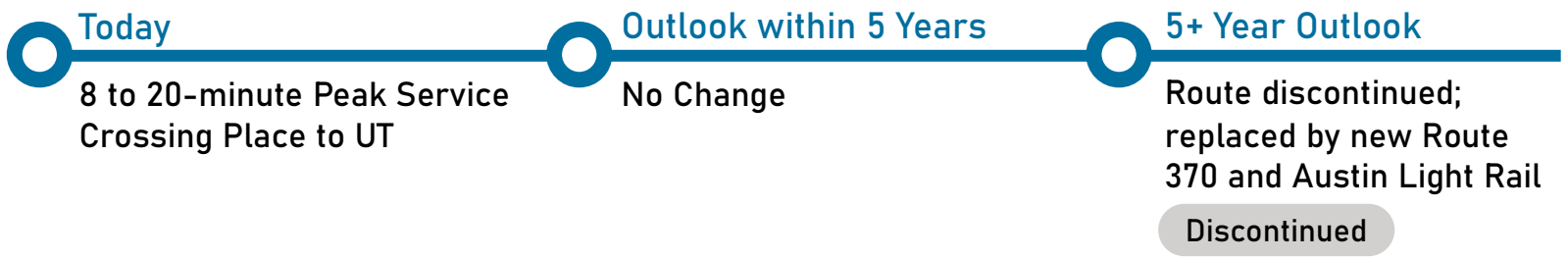






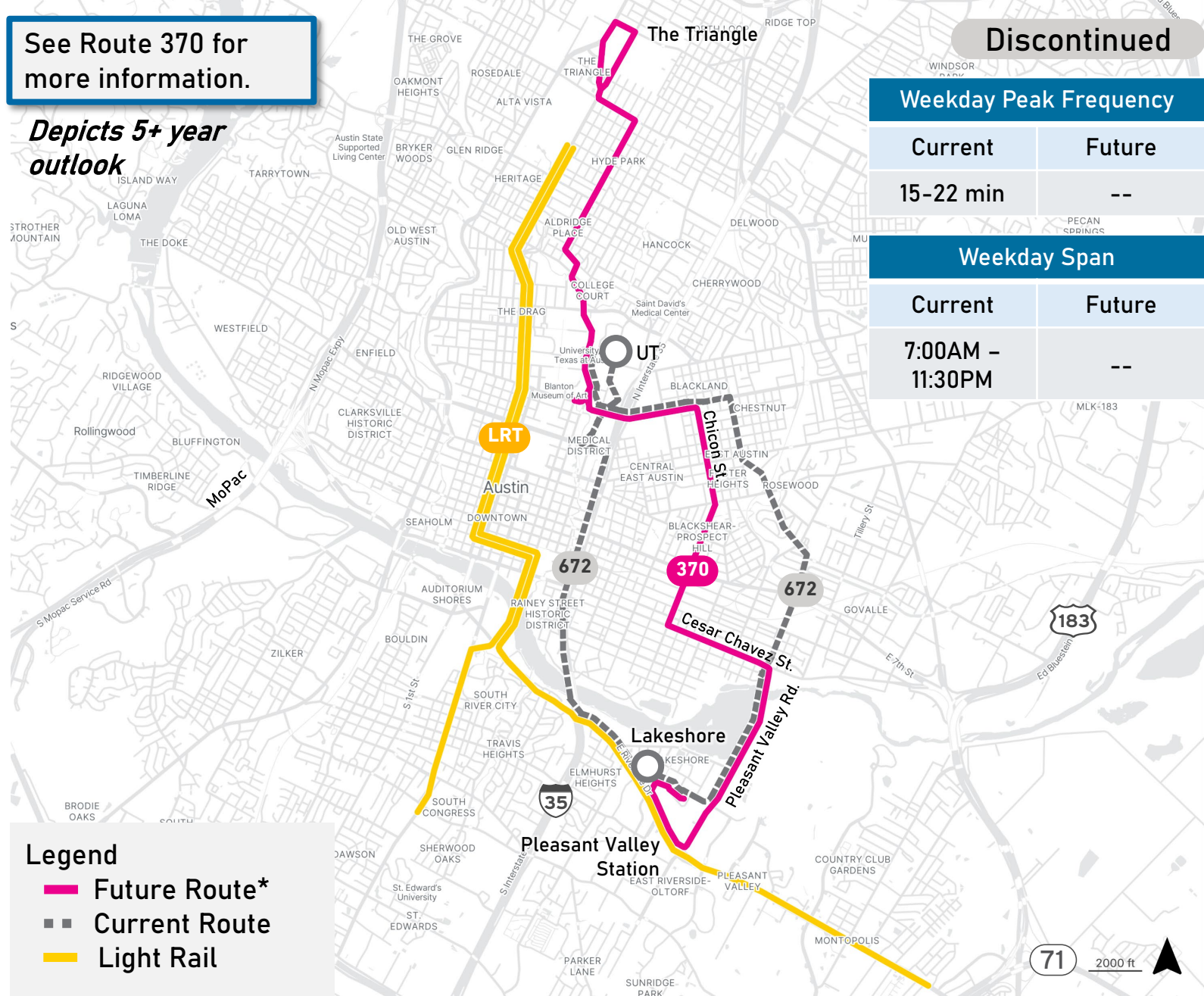
*Proposed pending Board approval and service change process.

Phasing



See Route 370 for more information.

Depicts 5+ year outlook



Discontinued

Weekday Peak Frequency

Current	Future
15-22 min	--

Weekday Span

Current	Future
7:00AM – 11:30PM	--

Legend

- Future Route*
- Current Route
- Light Rail

*Proposed pending Board approval and service change process.

Phasing

Today

15 to 22-minute Peak Service
Lakeshore to UT

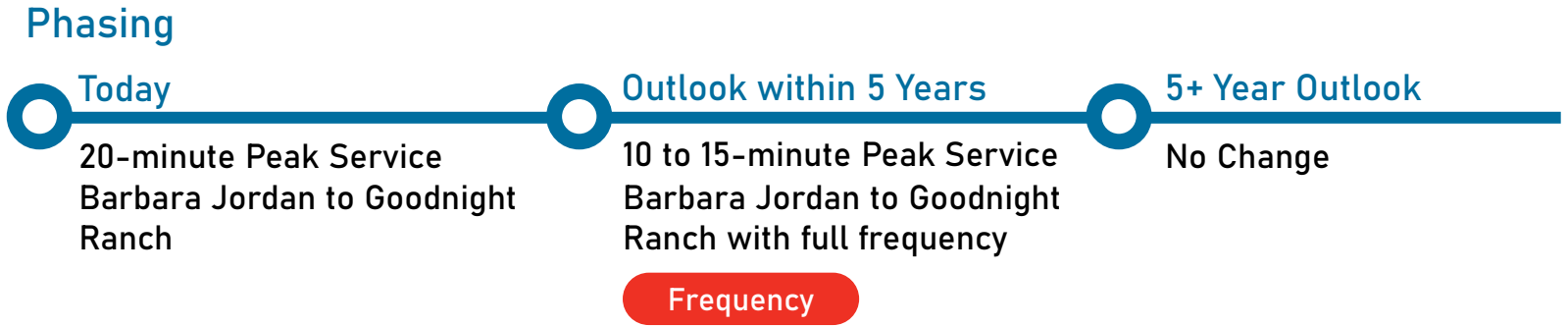
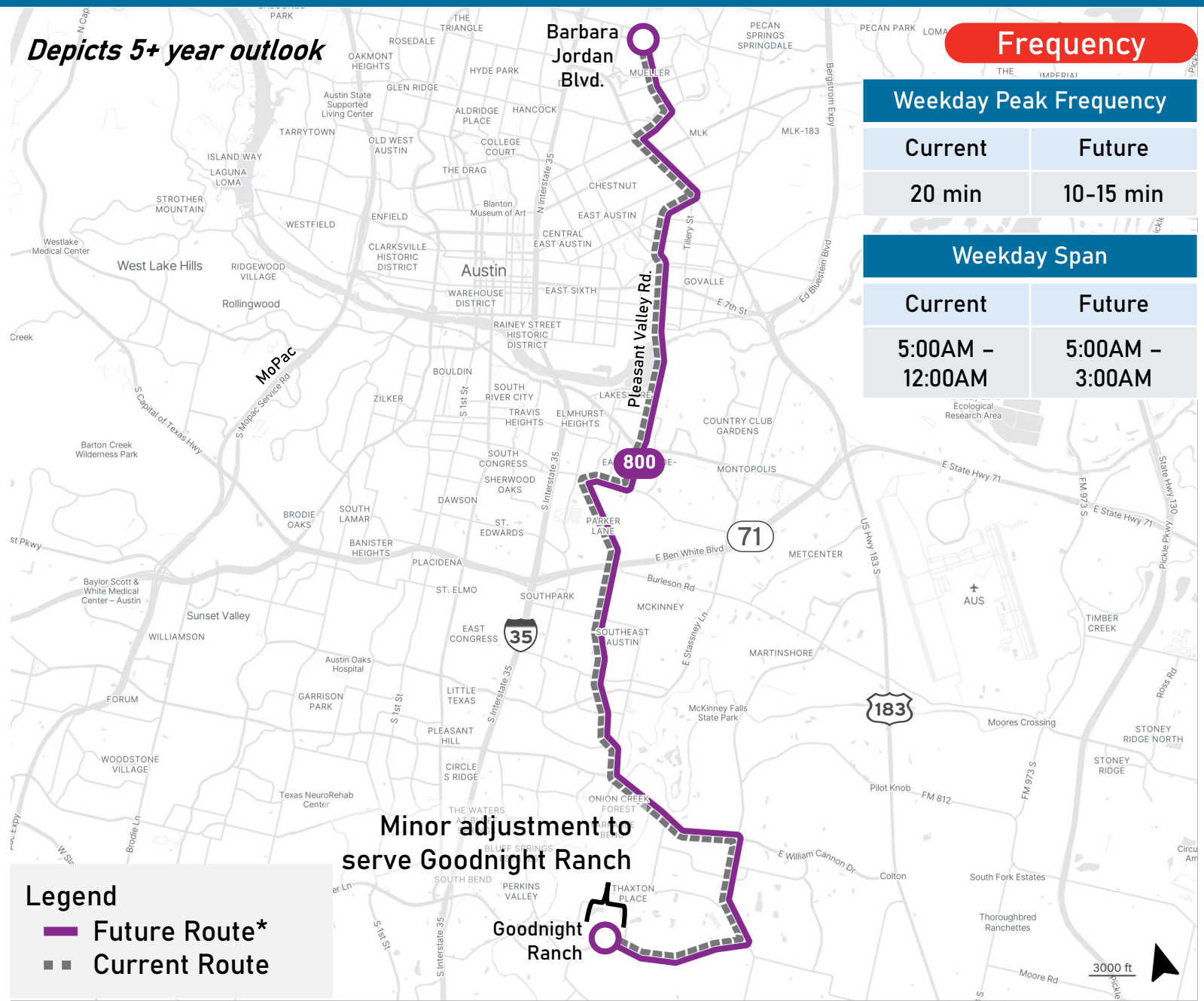
Outlook within 5 Years

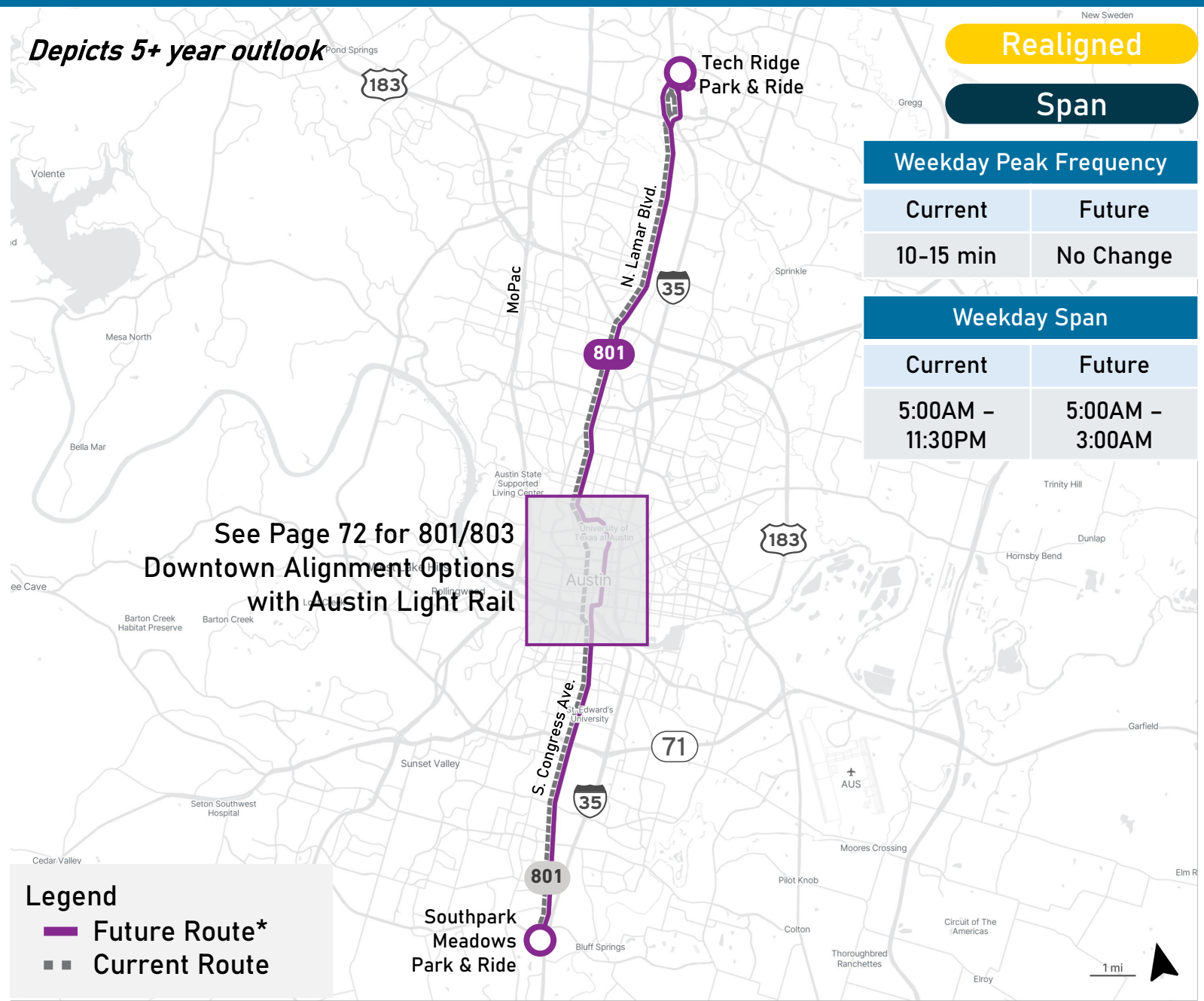
No Change

5+ Year Outlook

Route discontinued,
covered by new Route
370 and Austin Light Rail

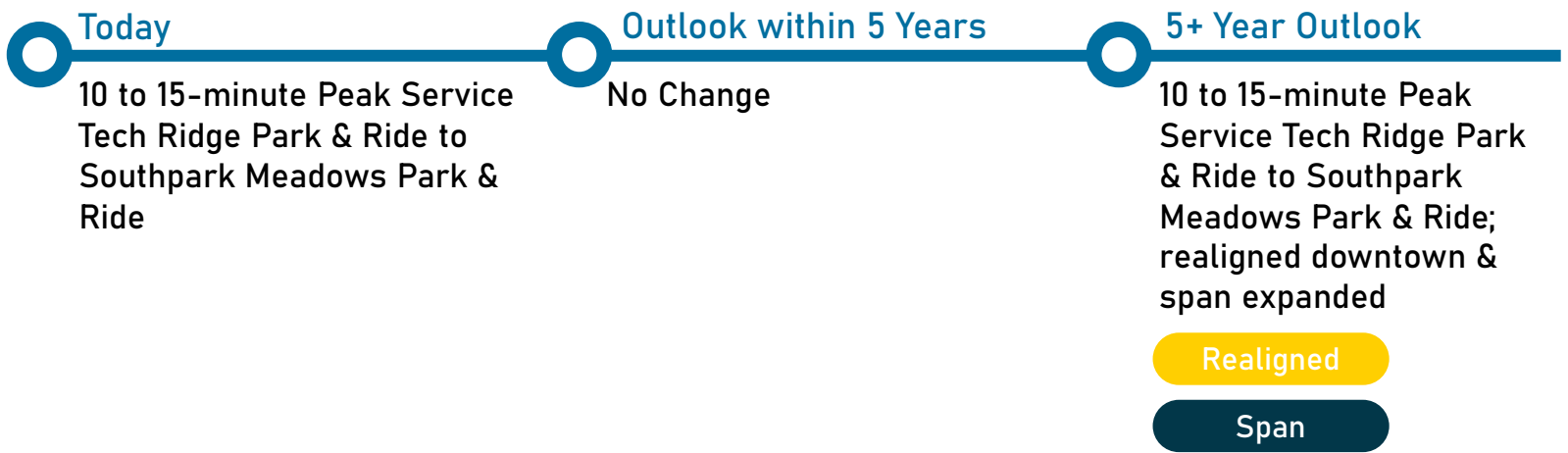
Discontinued

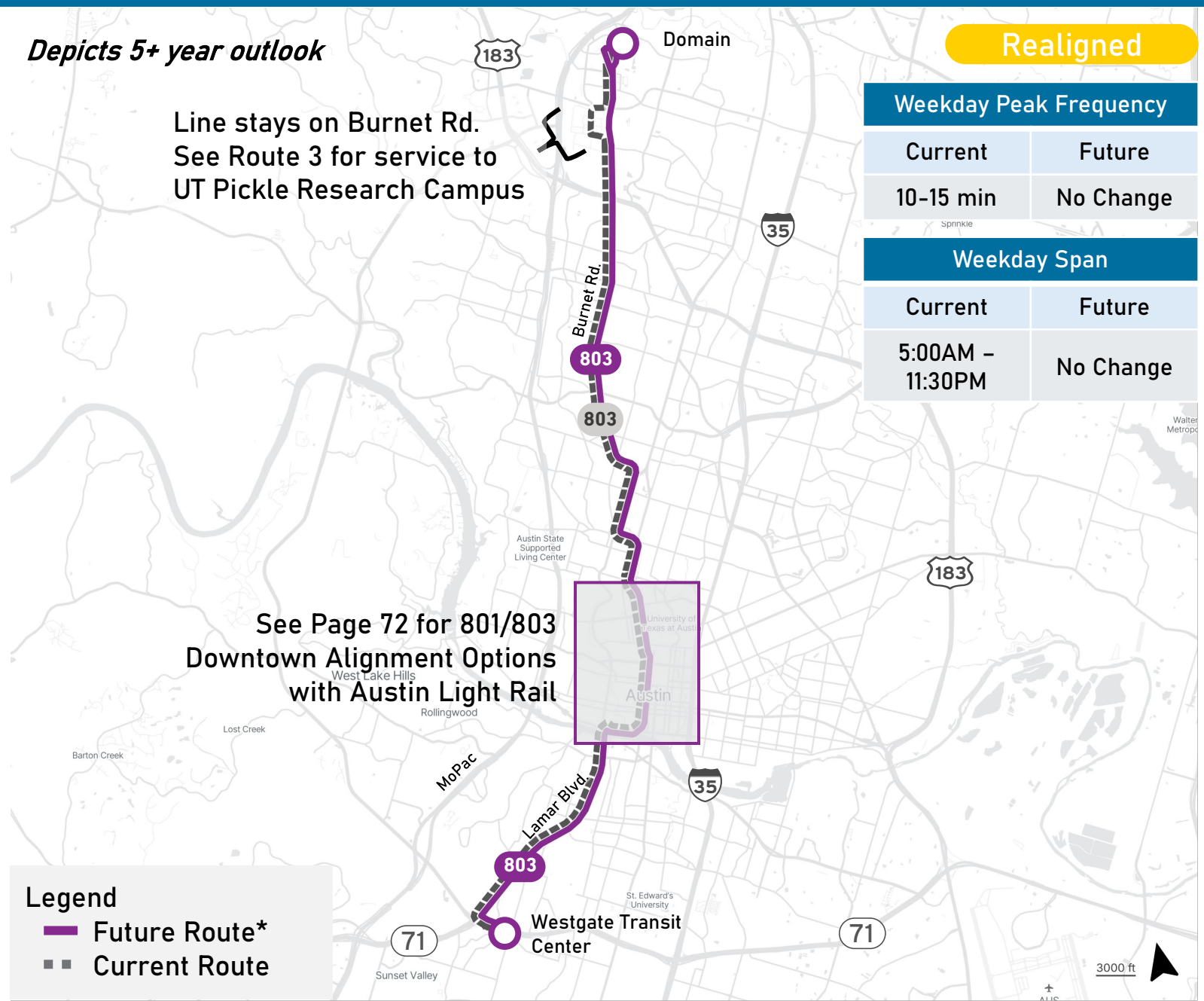




*Proposed pending Board approval and service change process.

Phasing





*Proposed pending Board approval and service change process.

Phasing

Today

10 to 15-minute Peak Service
The Domain to Westgate
Transit Center

Outlook within 5 Years

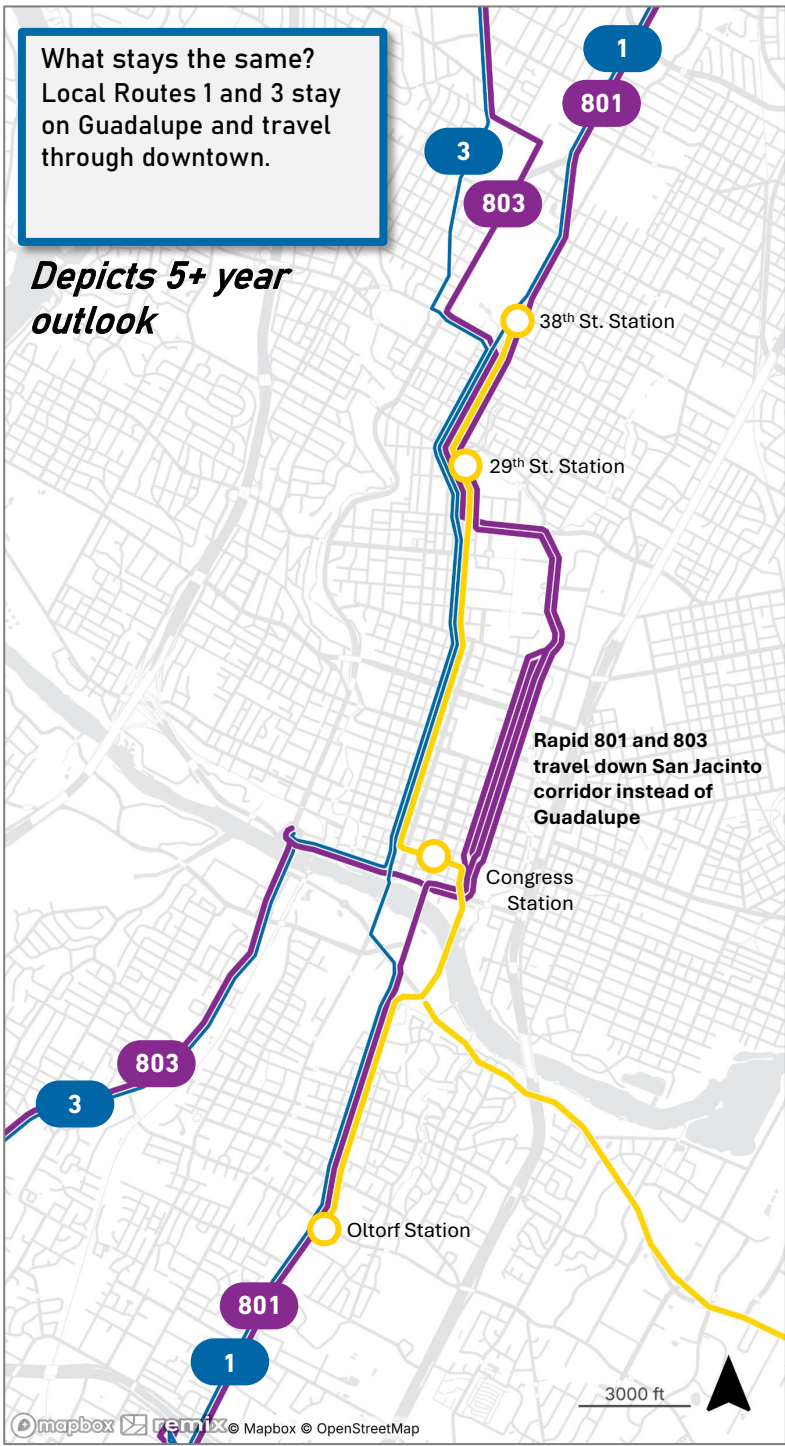
10 to 15-minute Peak Service
The Domain to Westgate
Transit Center; realigned at
JJ Pickle Campus

Realigned

5+ Year Outlook

10 to 15-minute Peak
Service The Domain to
Westgate Transit Center;
realigned downtown

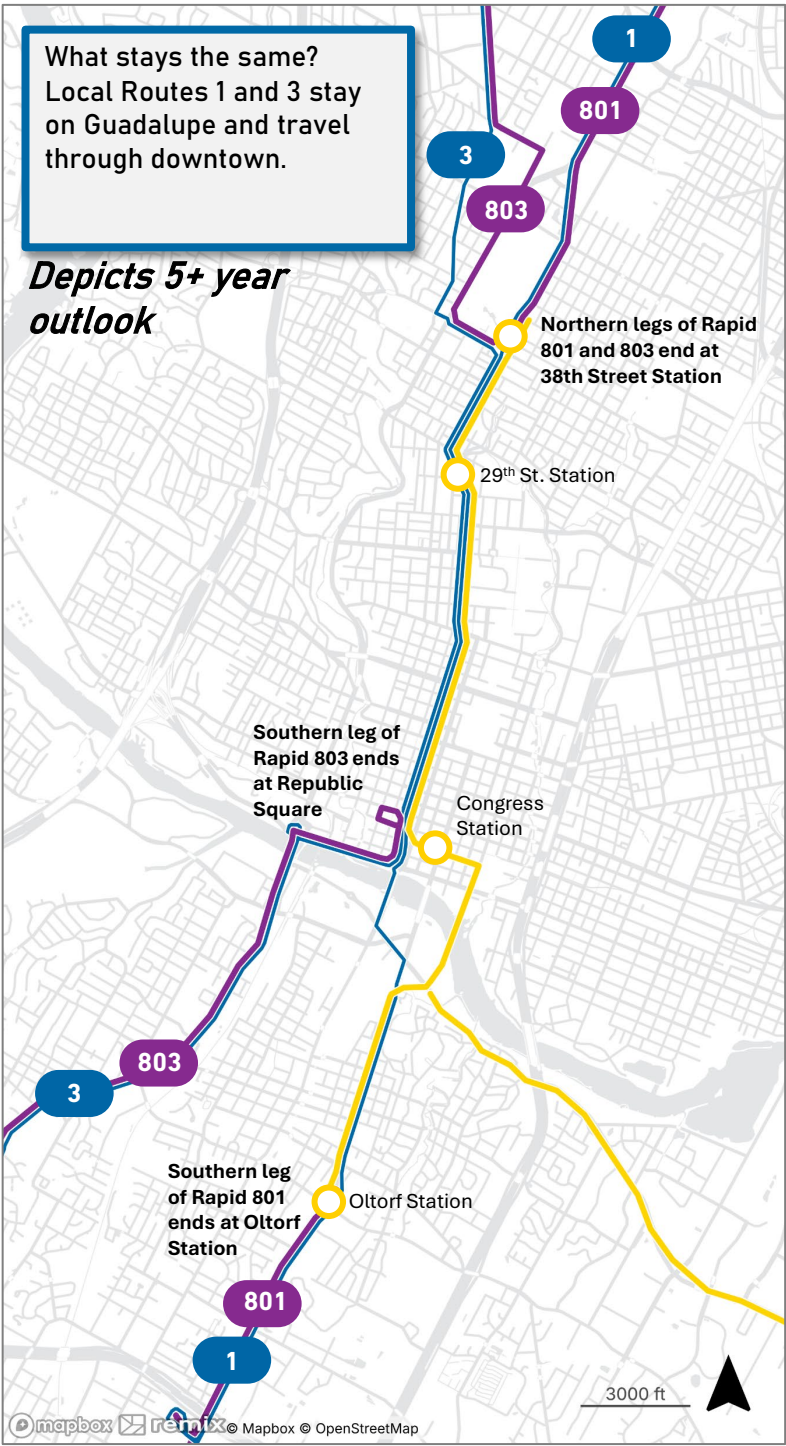
Realigned



Rapids on San Jacinto 801 803 1 3

East Parallel corridor with 10-min peak frequency.

Redundant with 30-min frequency.

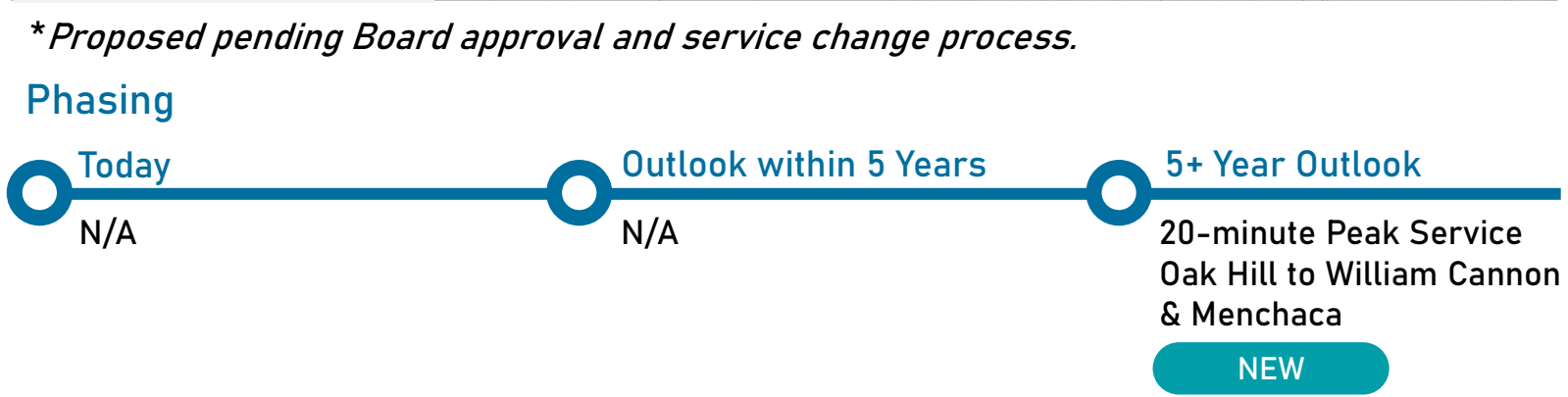
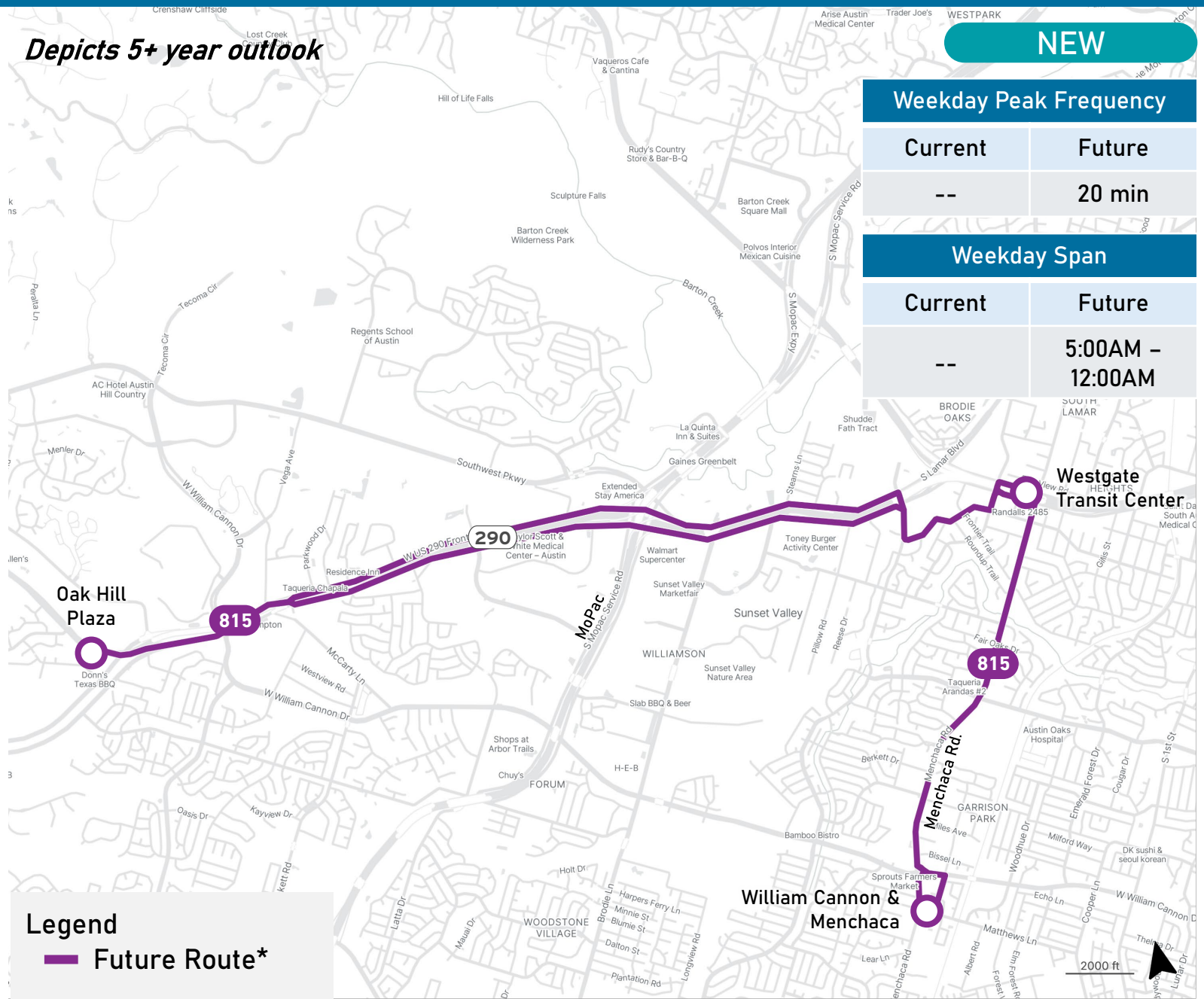


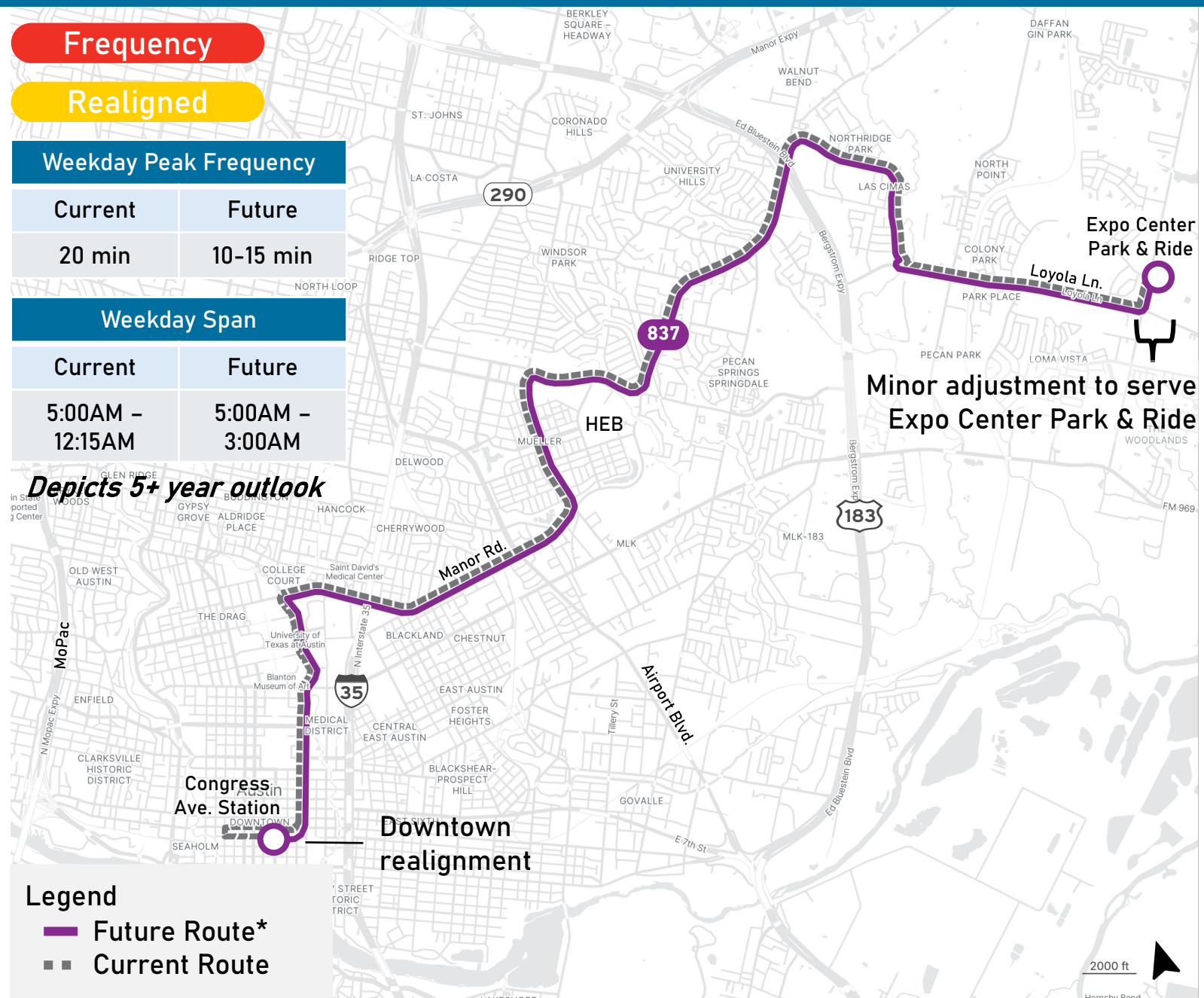
Rapids Feed Light Rail 801 803 1 3

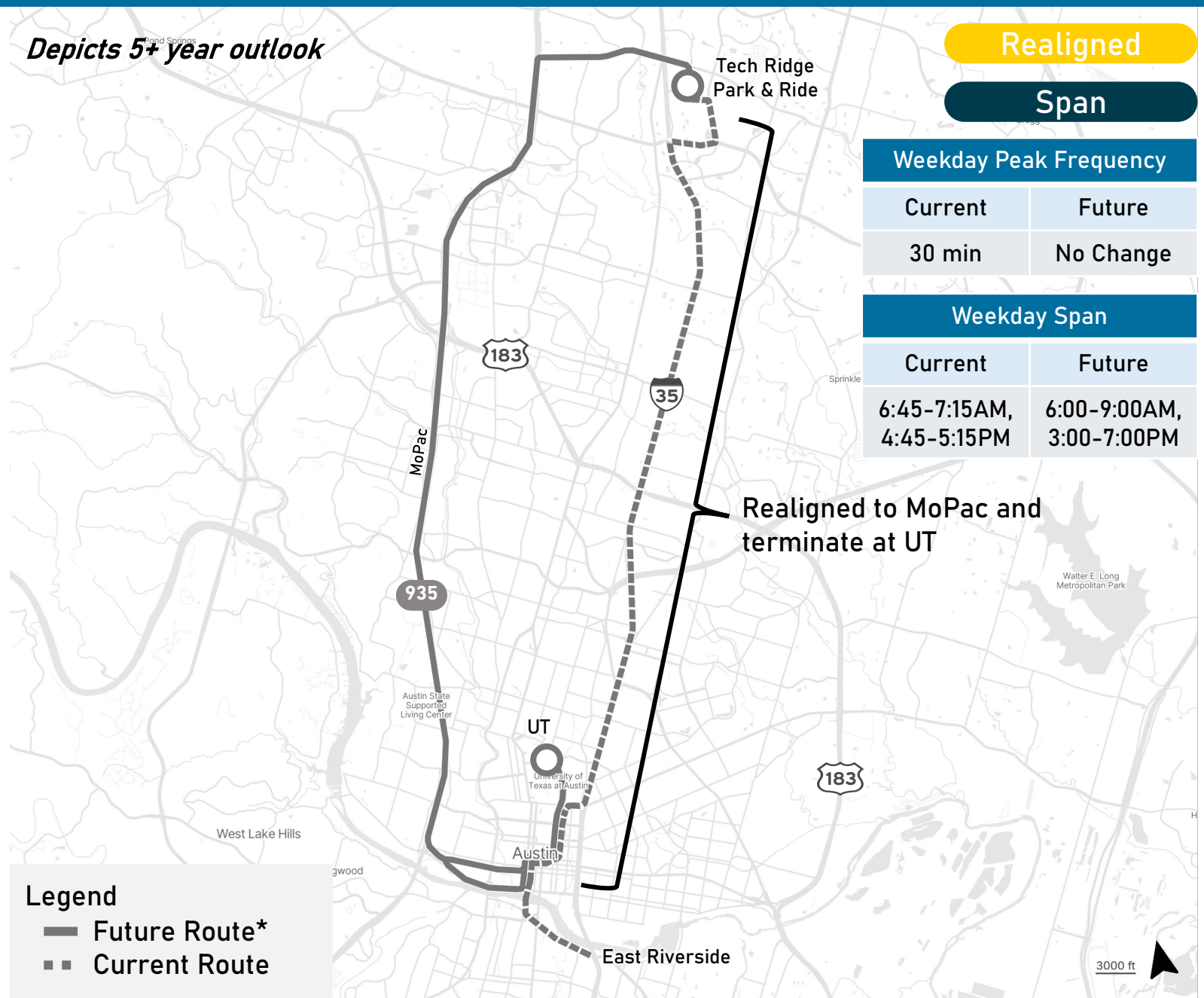
Terminate at end of lines, 10-min peak frequency

Redundant with 30-min frequency.

Final alignment for 801/803/1/3 depends on further coordination with ATP and additional community engagement.

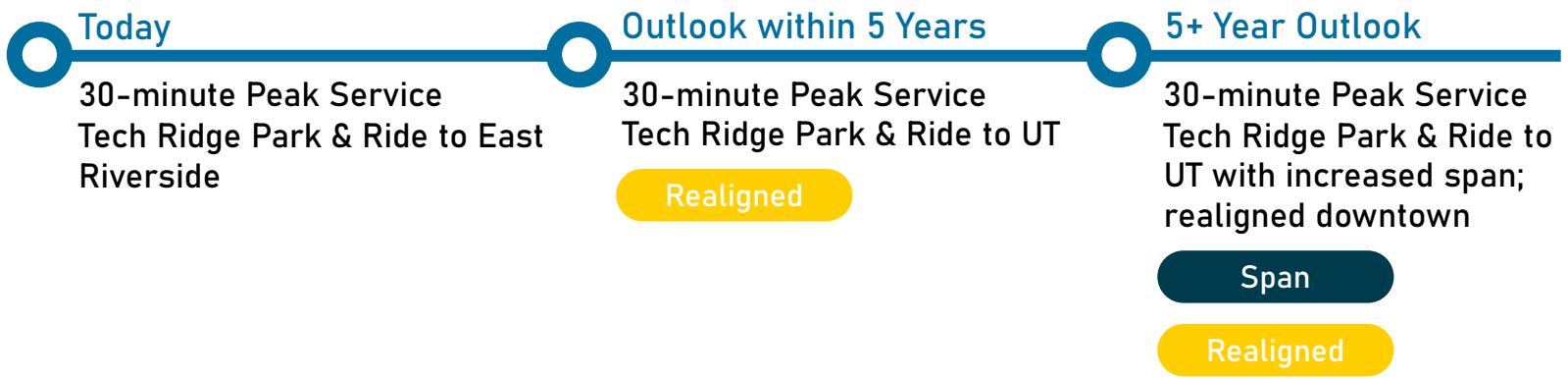


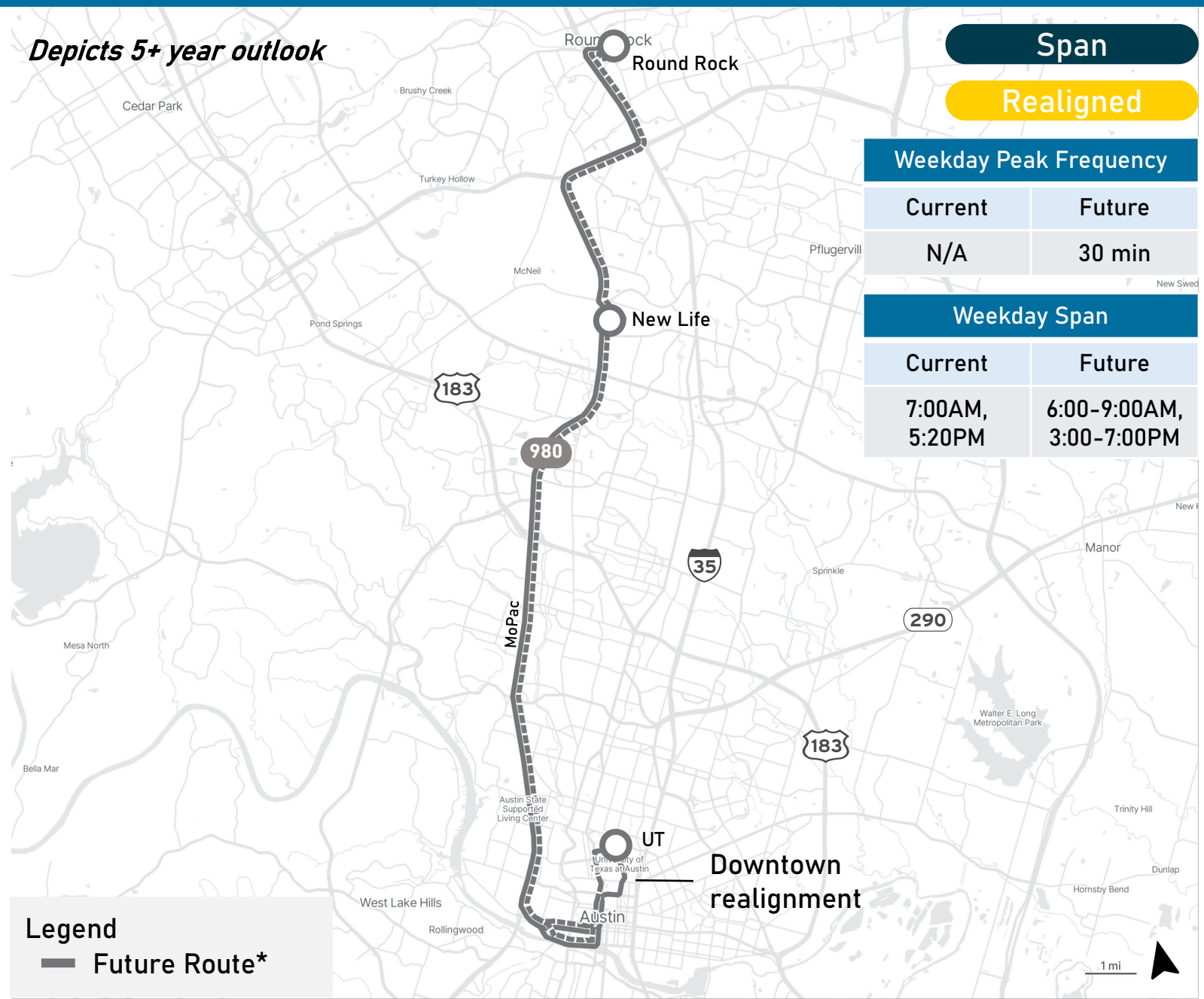




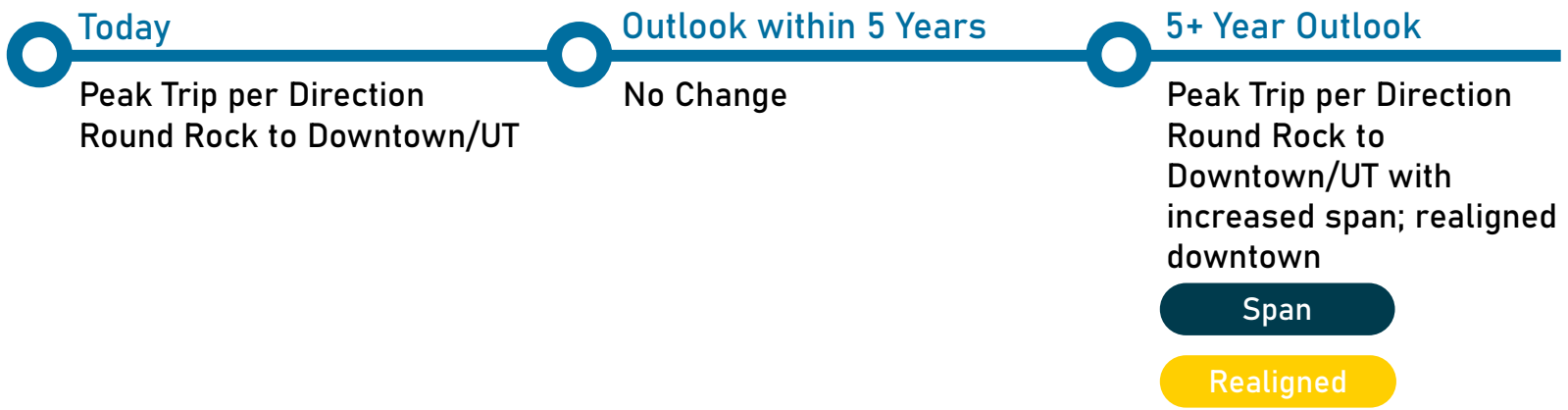
*Proposed pending Board approval and service change process.

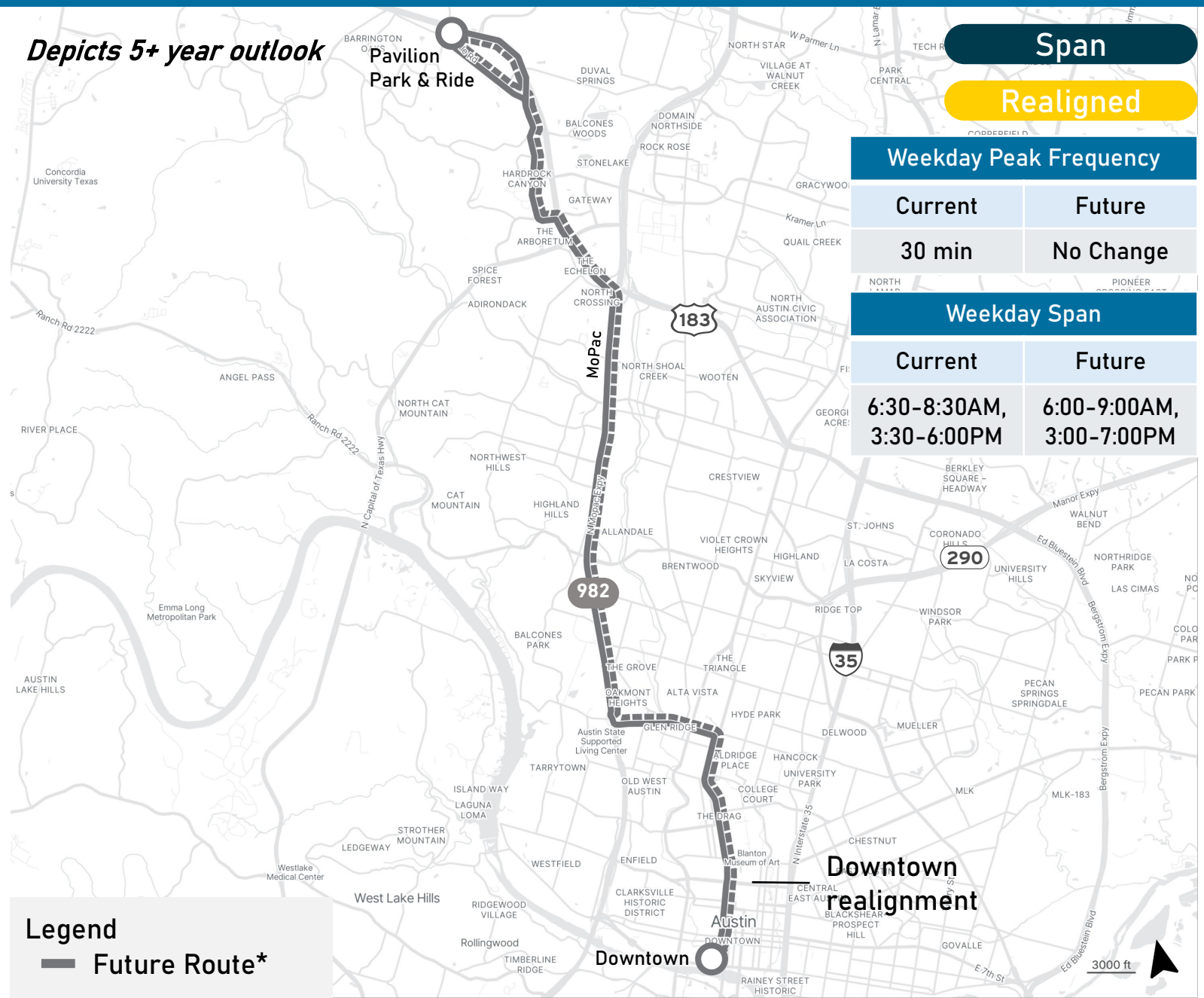
Phasing





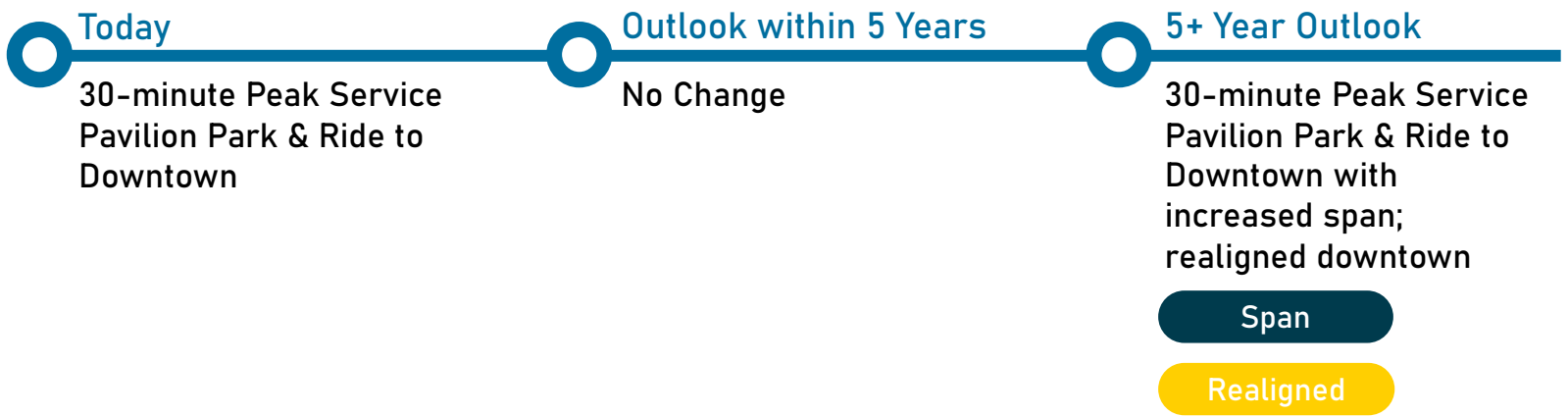
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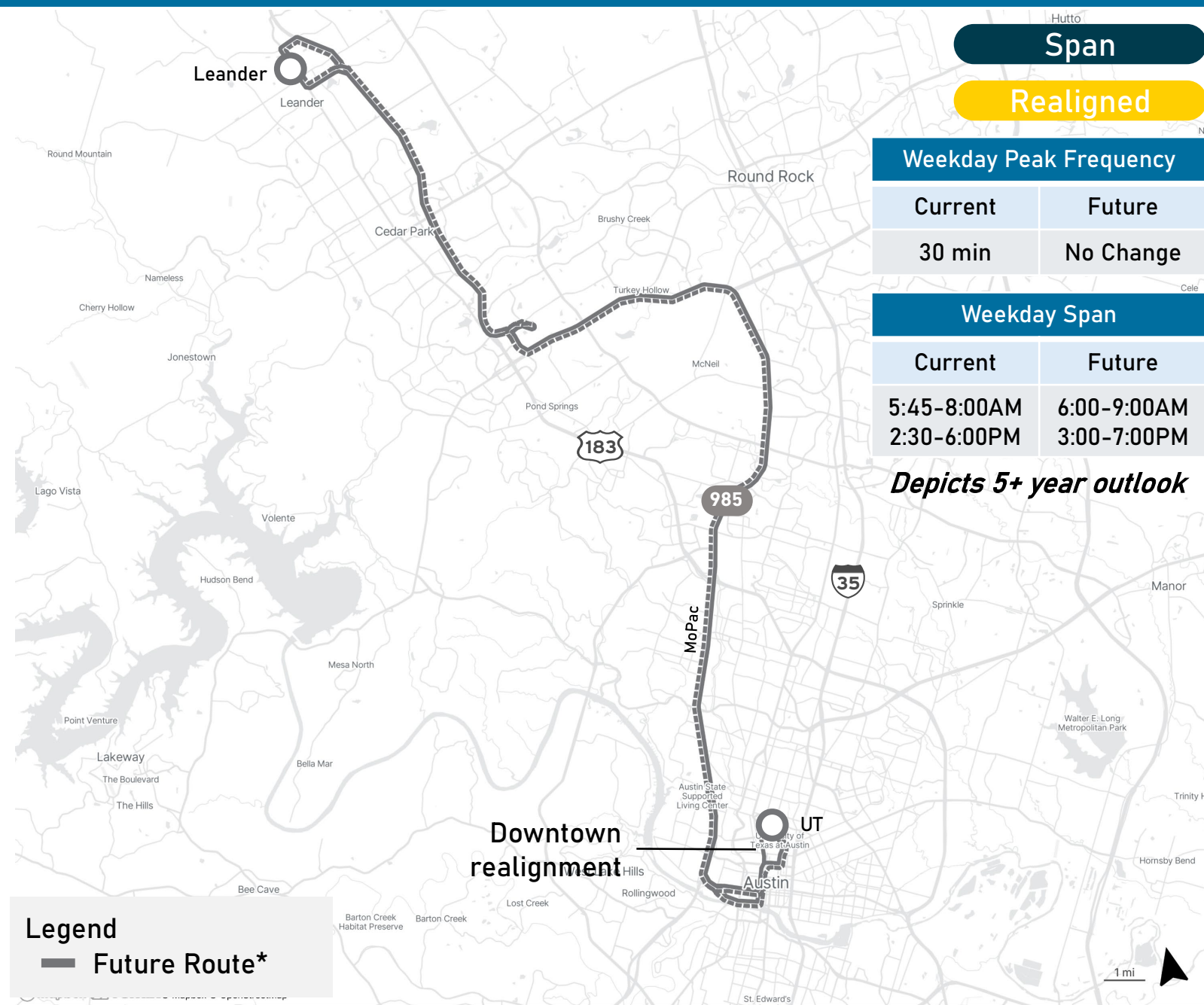




*Proposed pending Board approval and service change process.

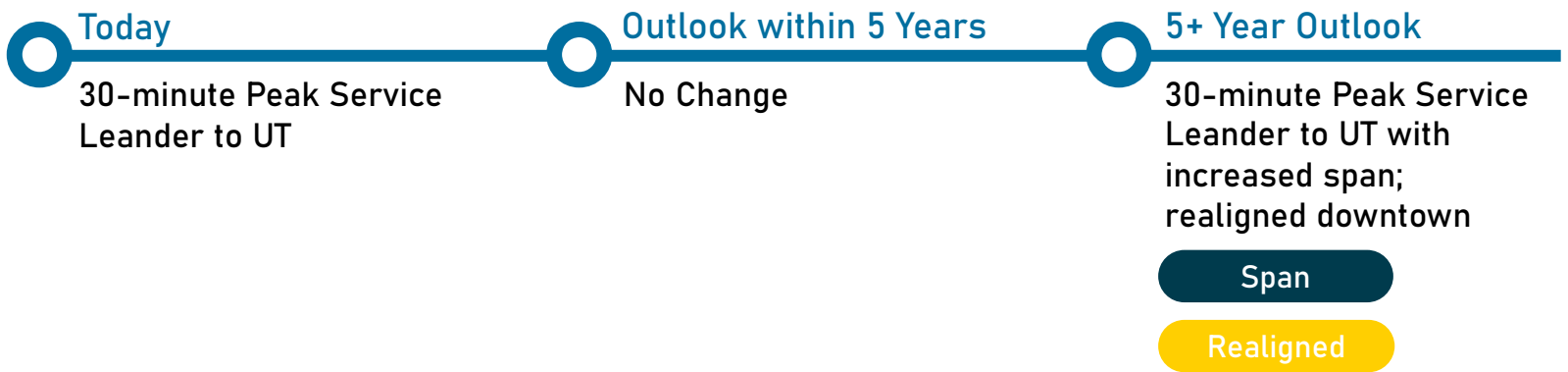
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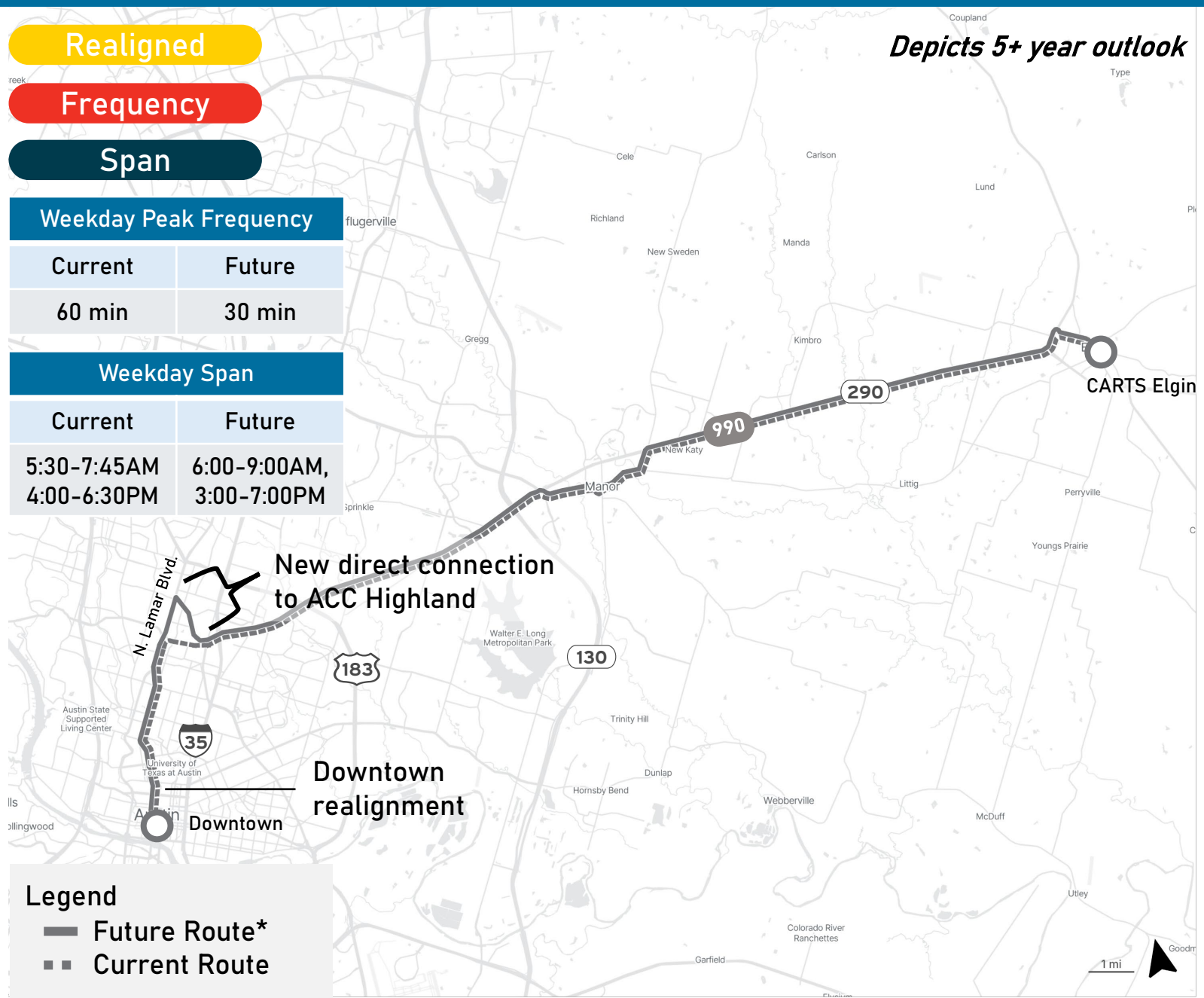




**Proposed pending board approval and service change process, including member city and community engagement.*

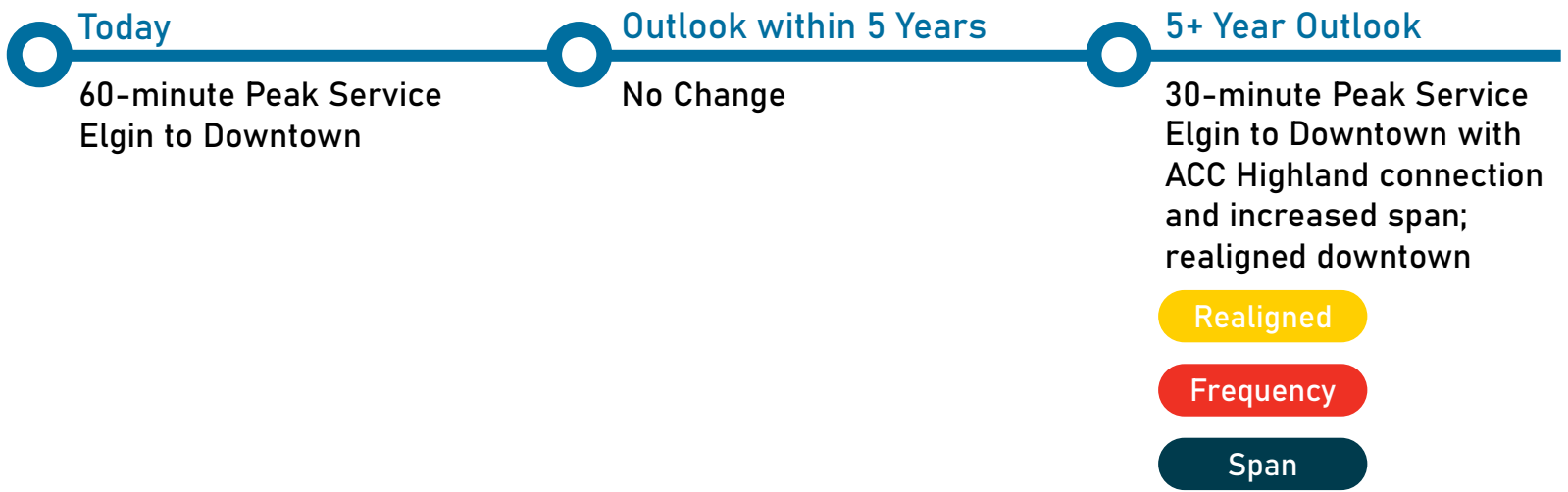
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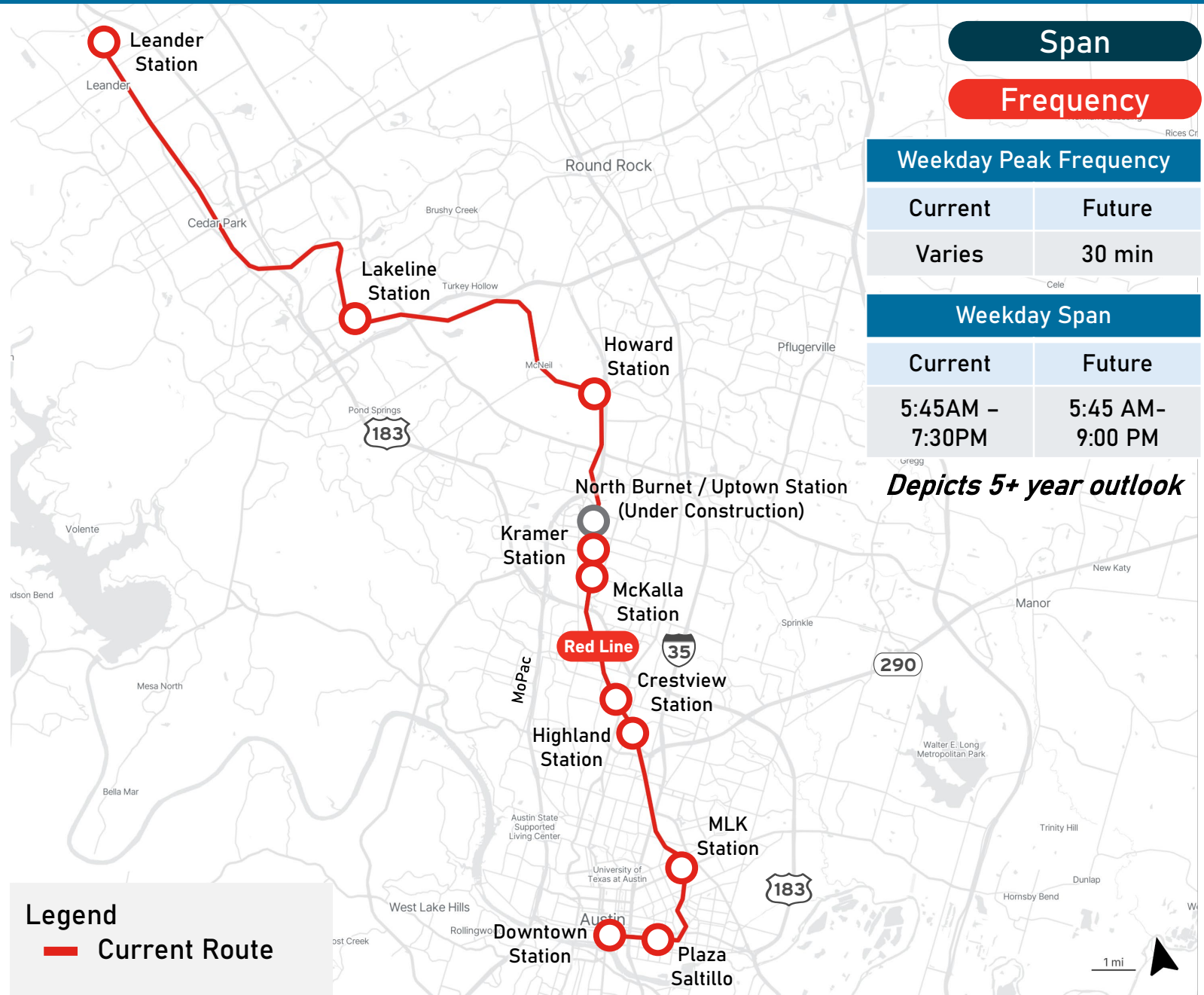




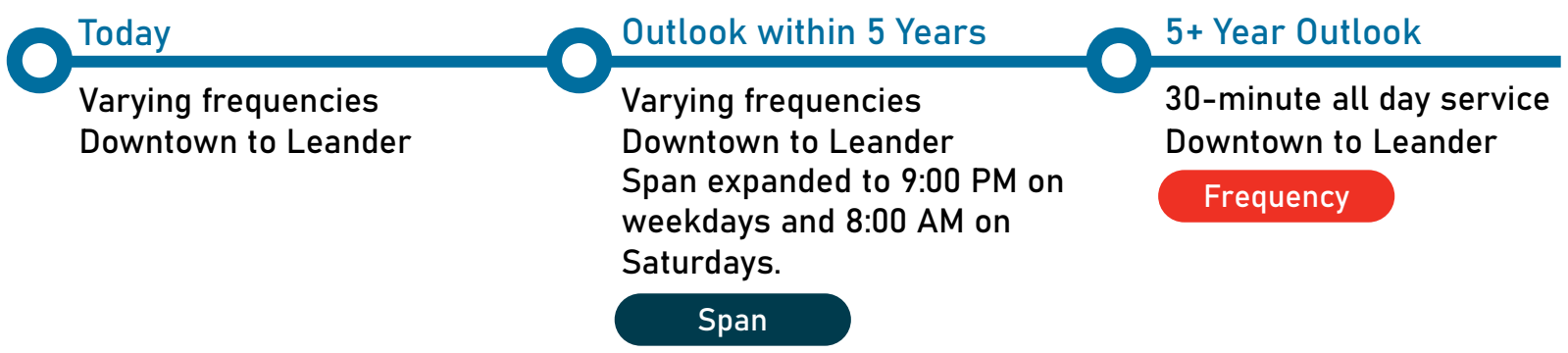
**Proposed pending board approval and service change process, including member city and community engagement.*

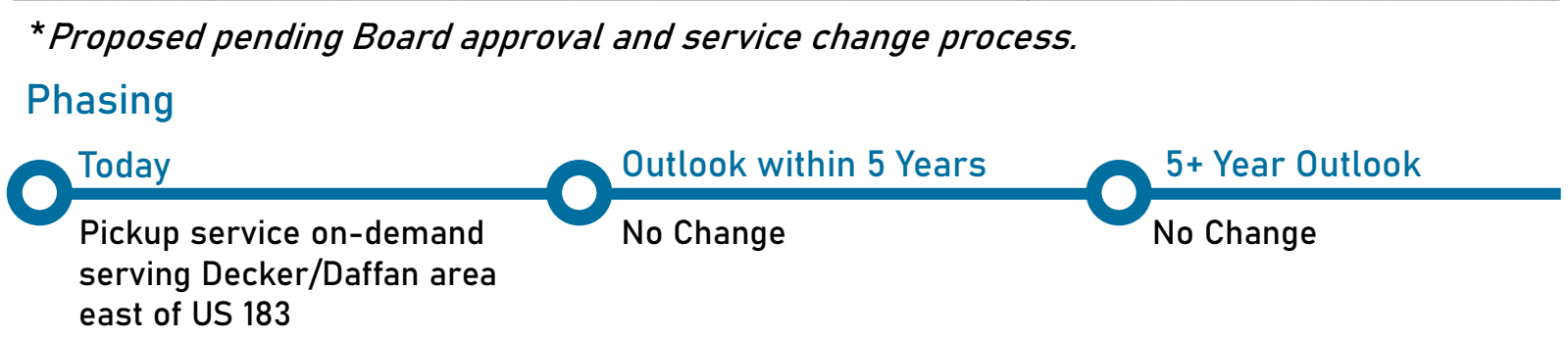
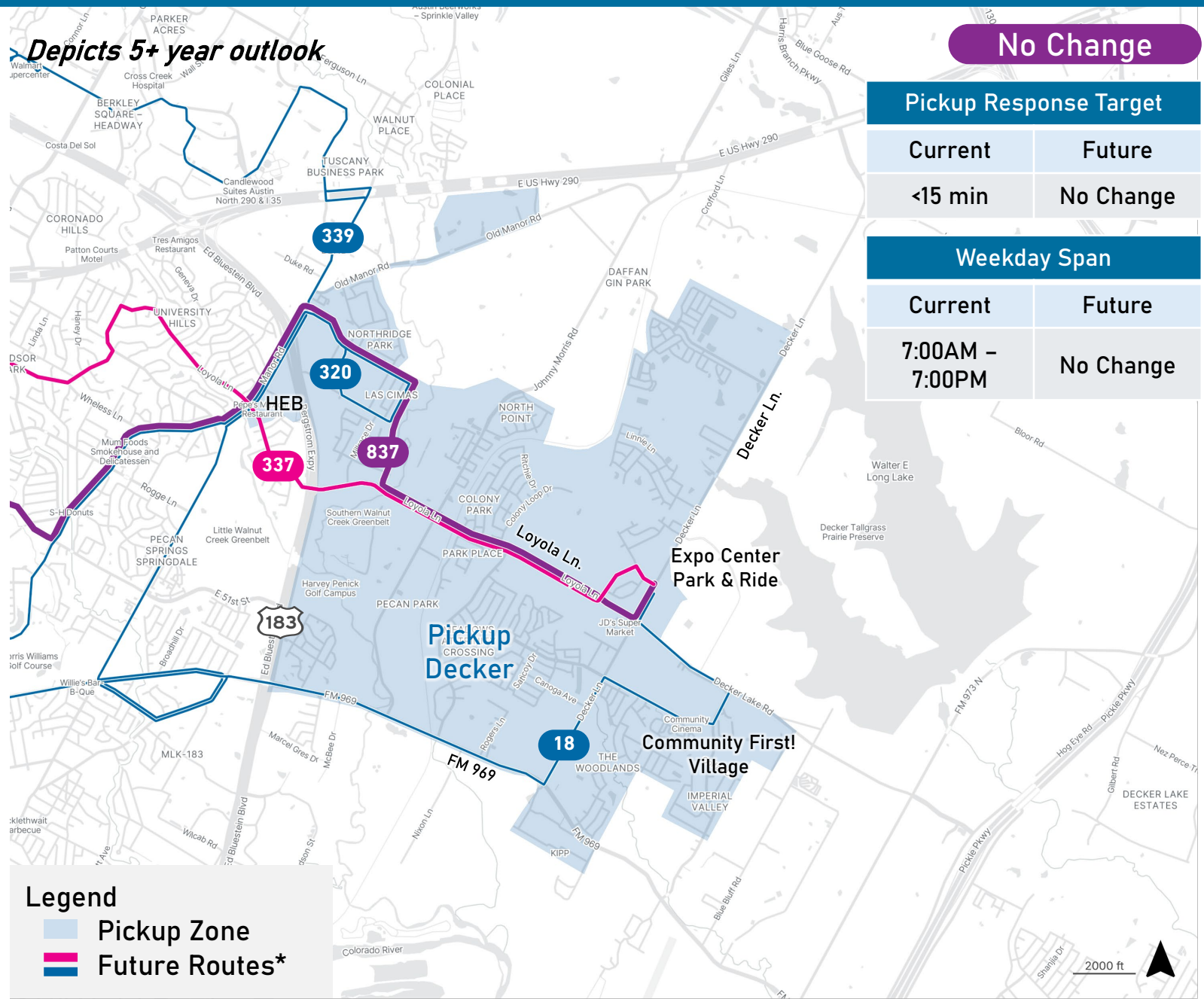
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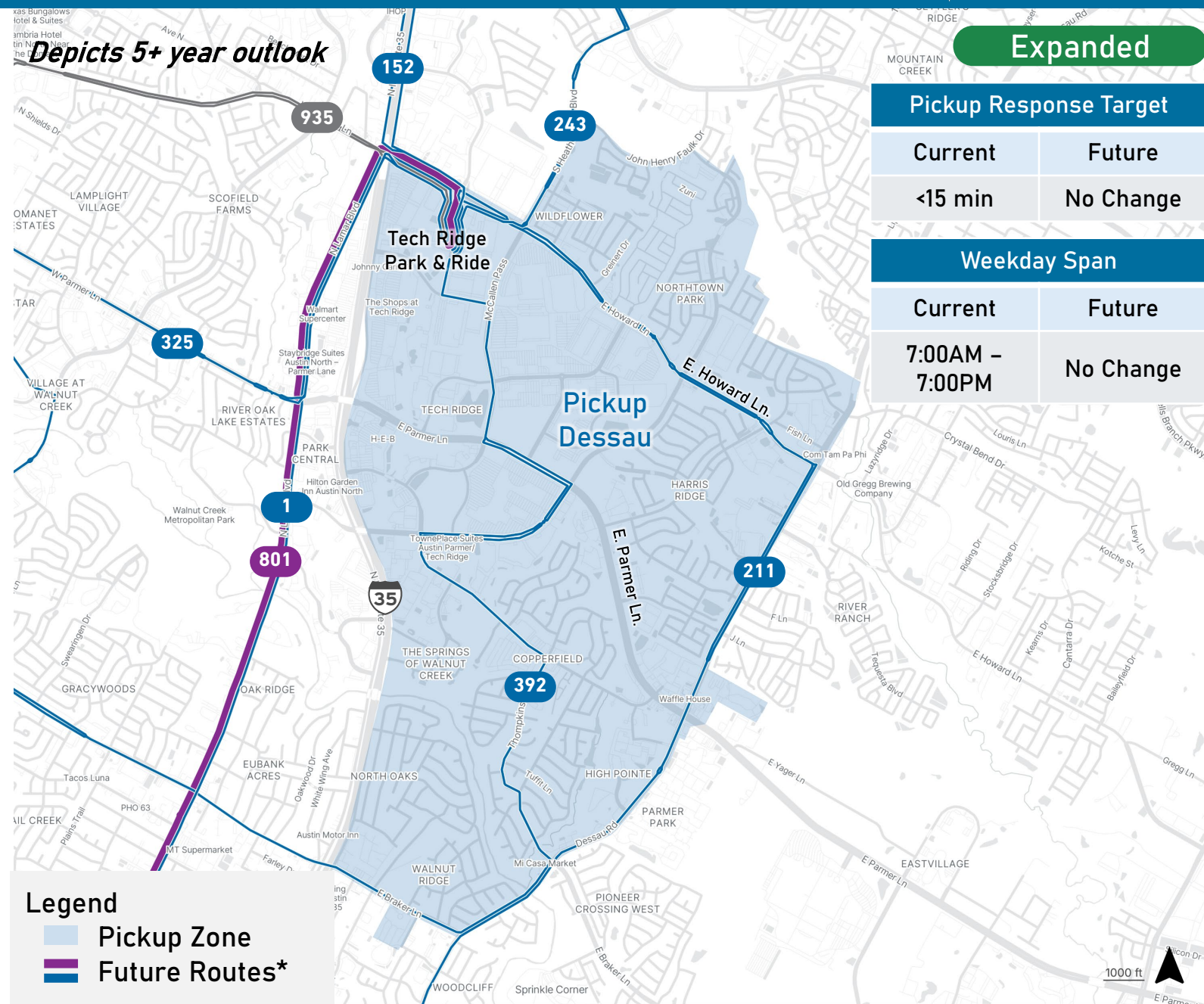




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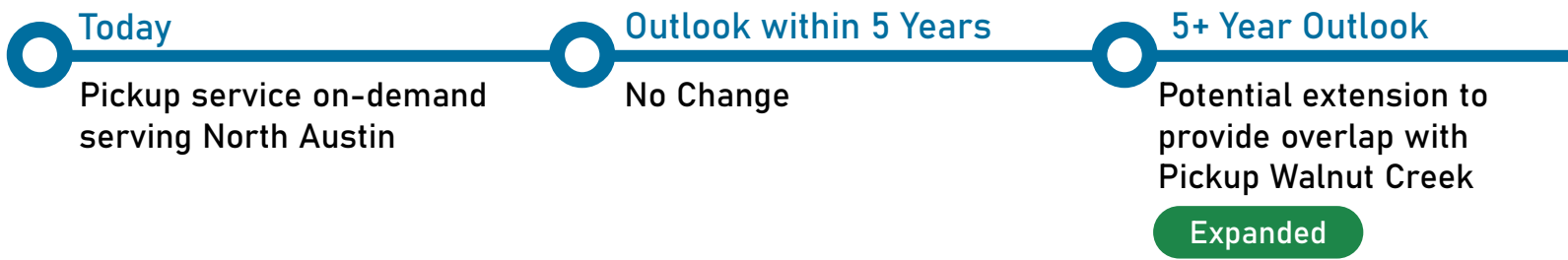


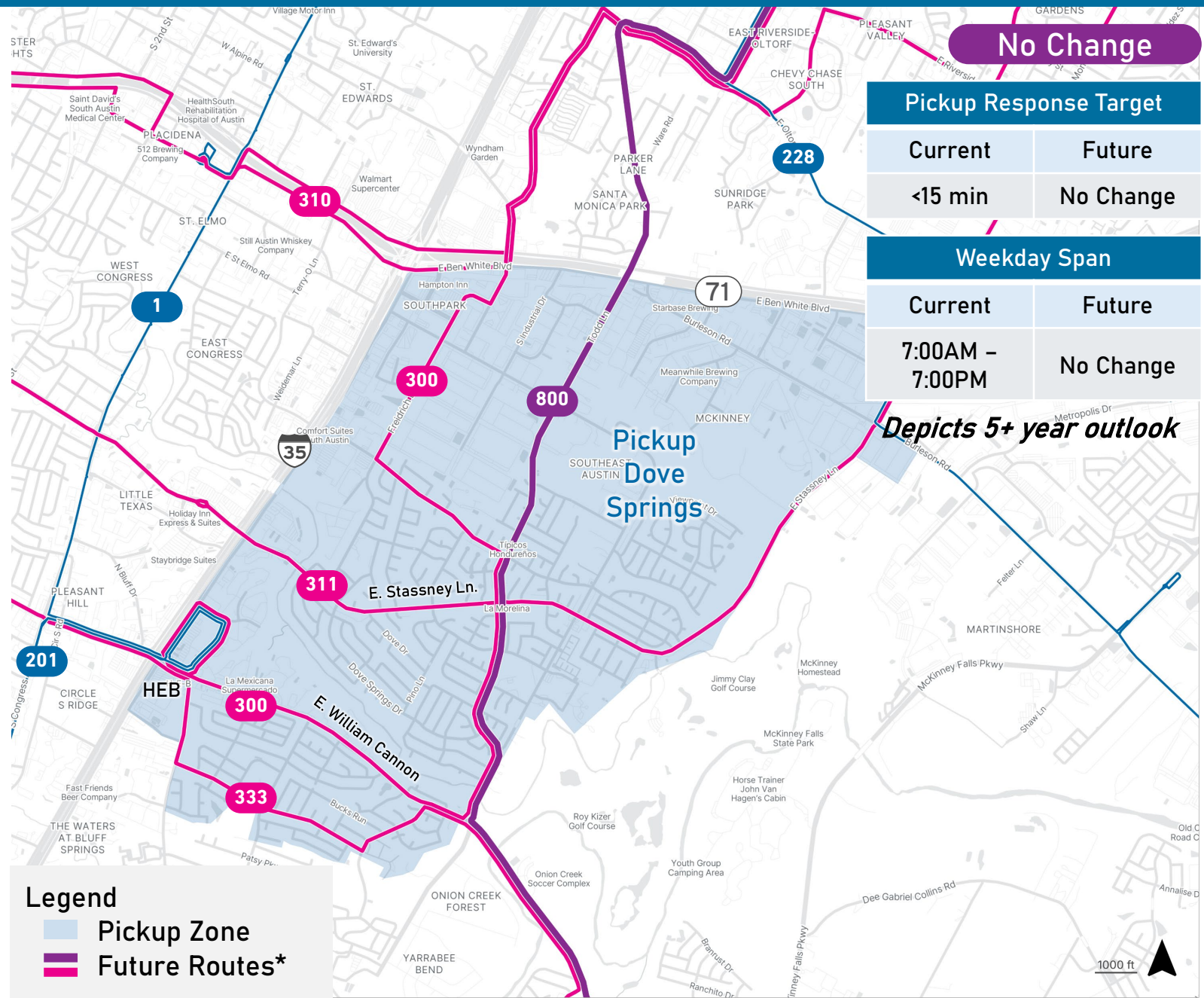




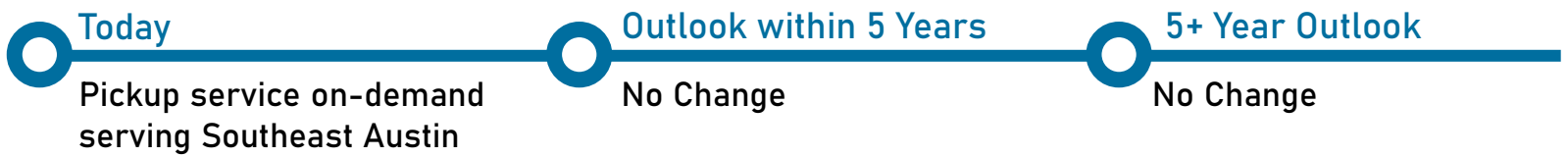
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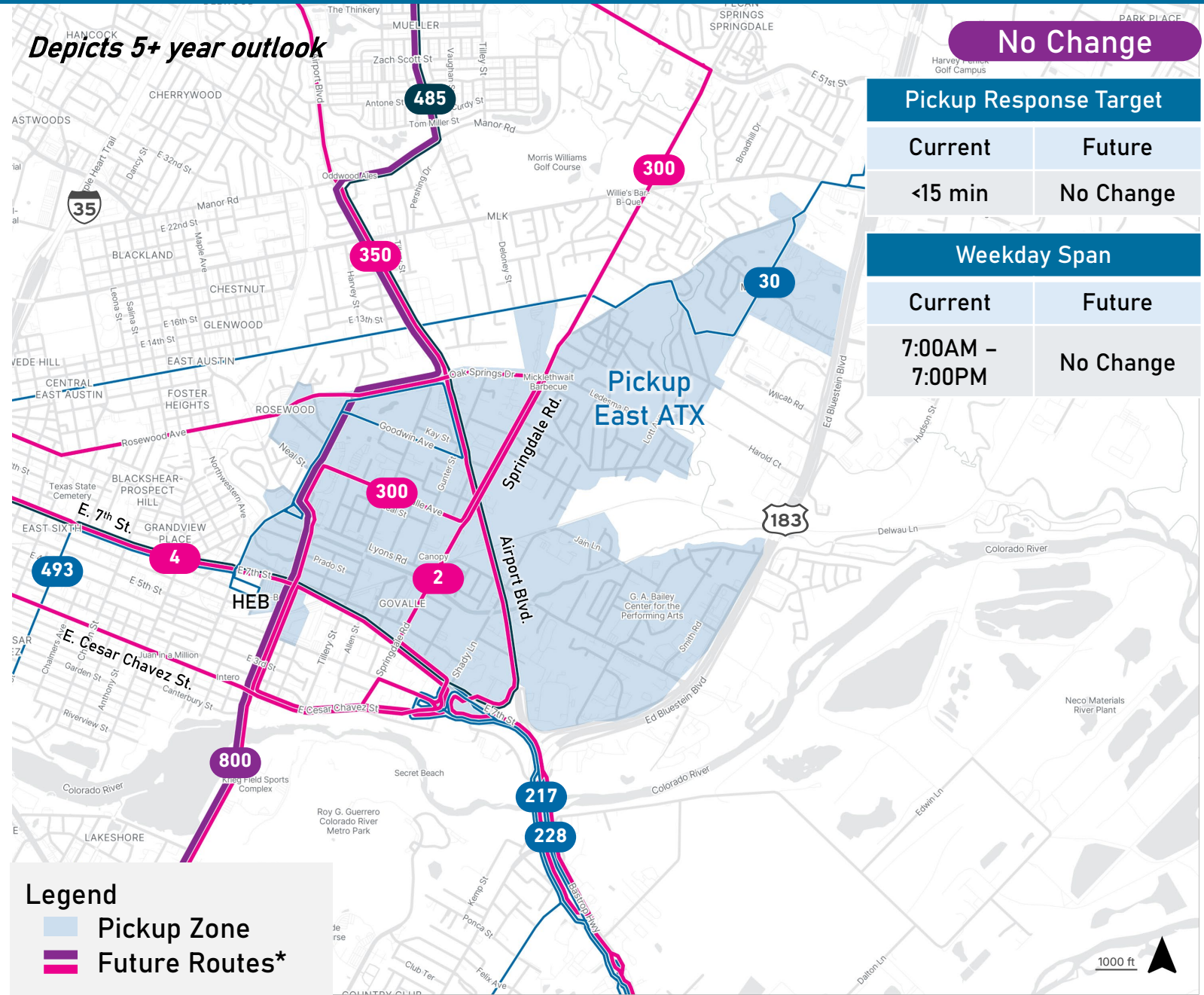
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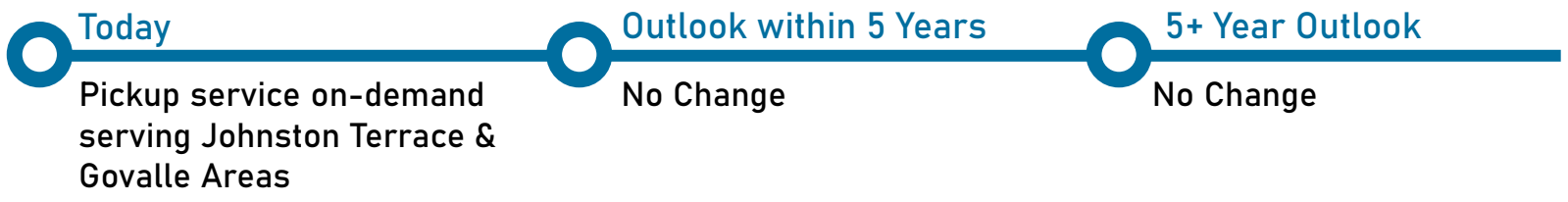
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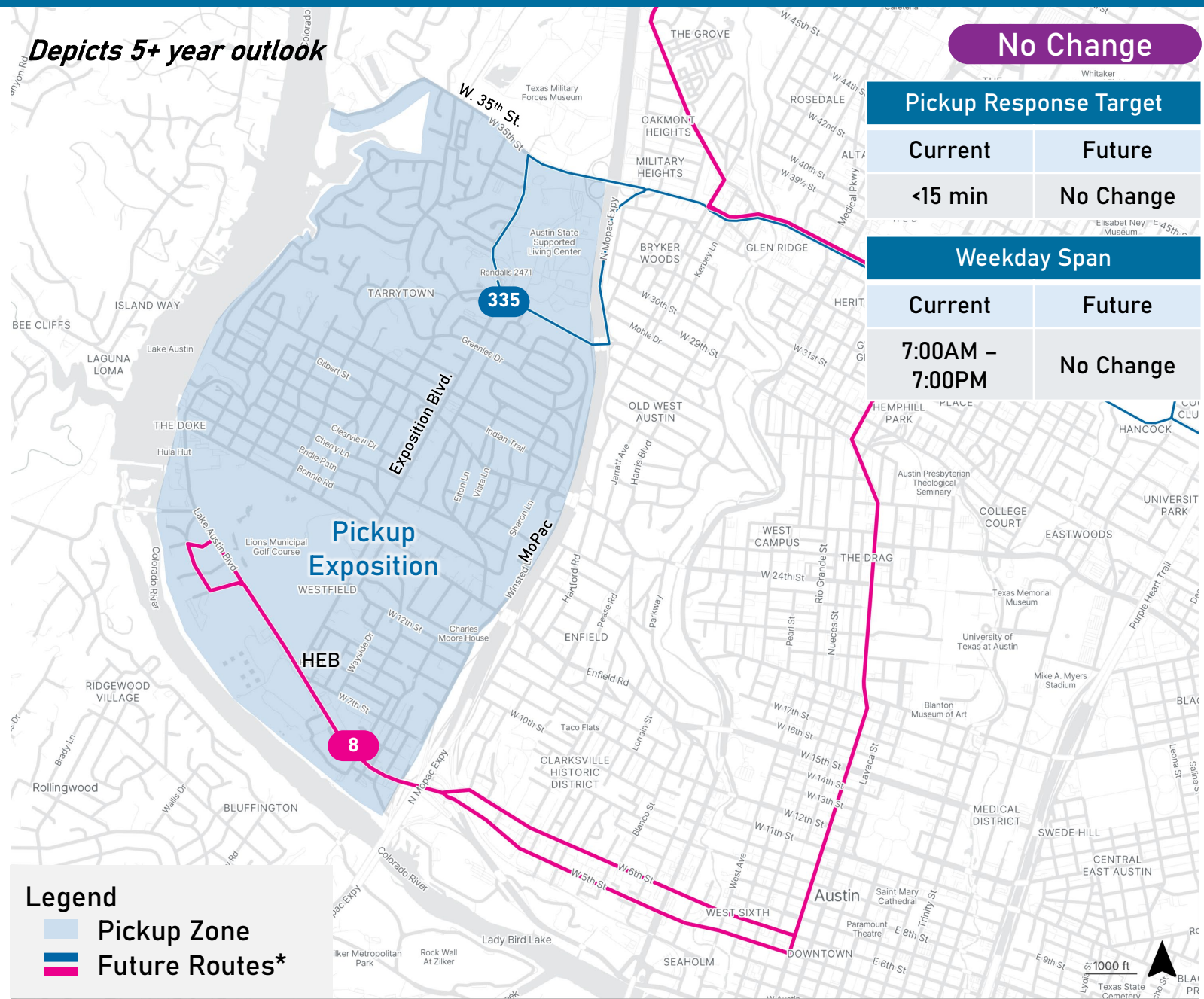




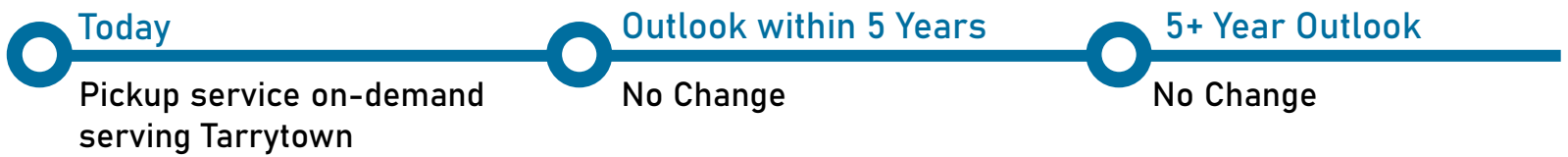
*Proposed pending Board approval and service change process.

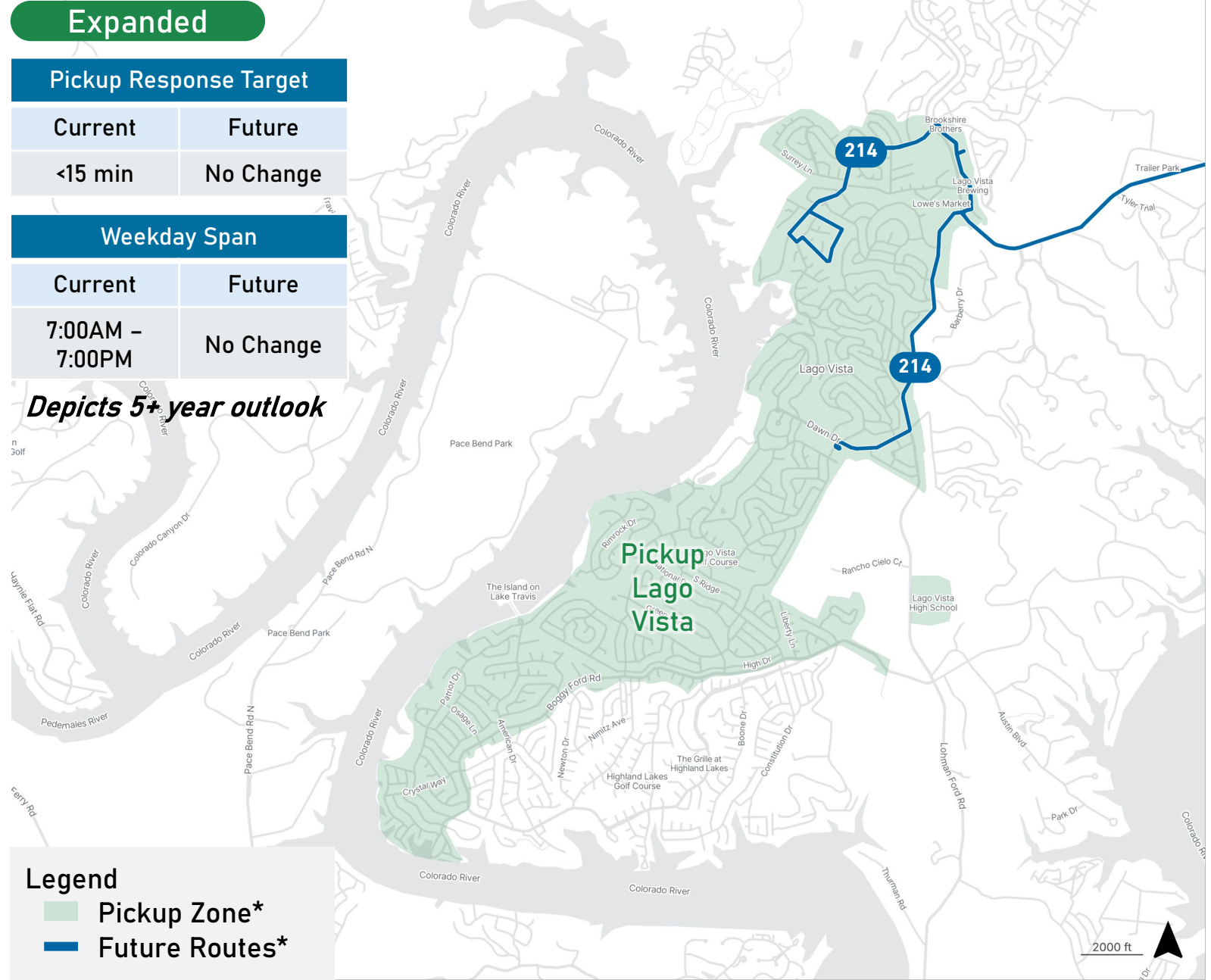
Phasing



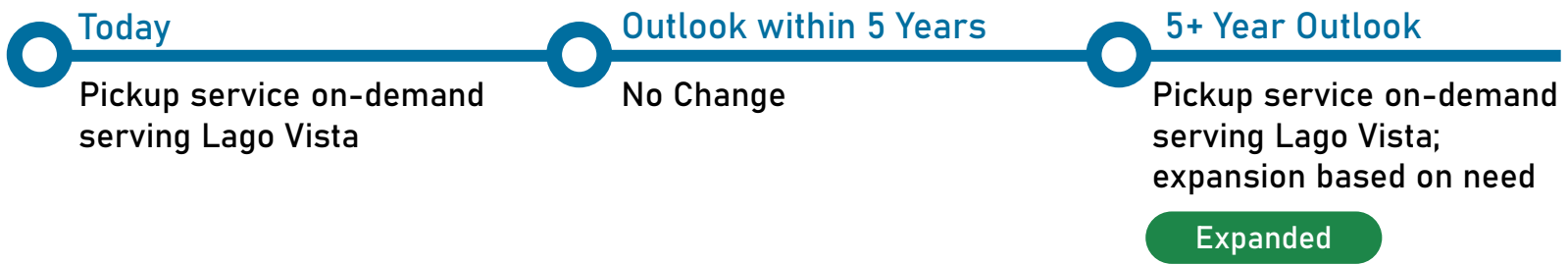


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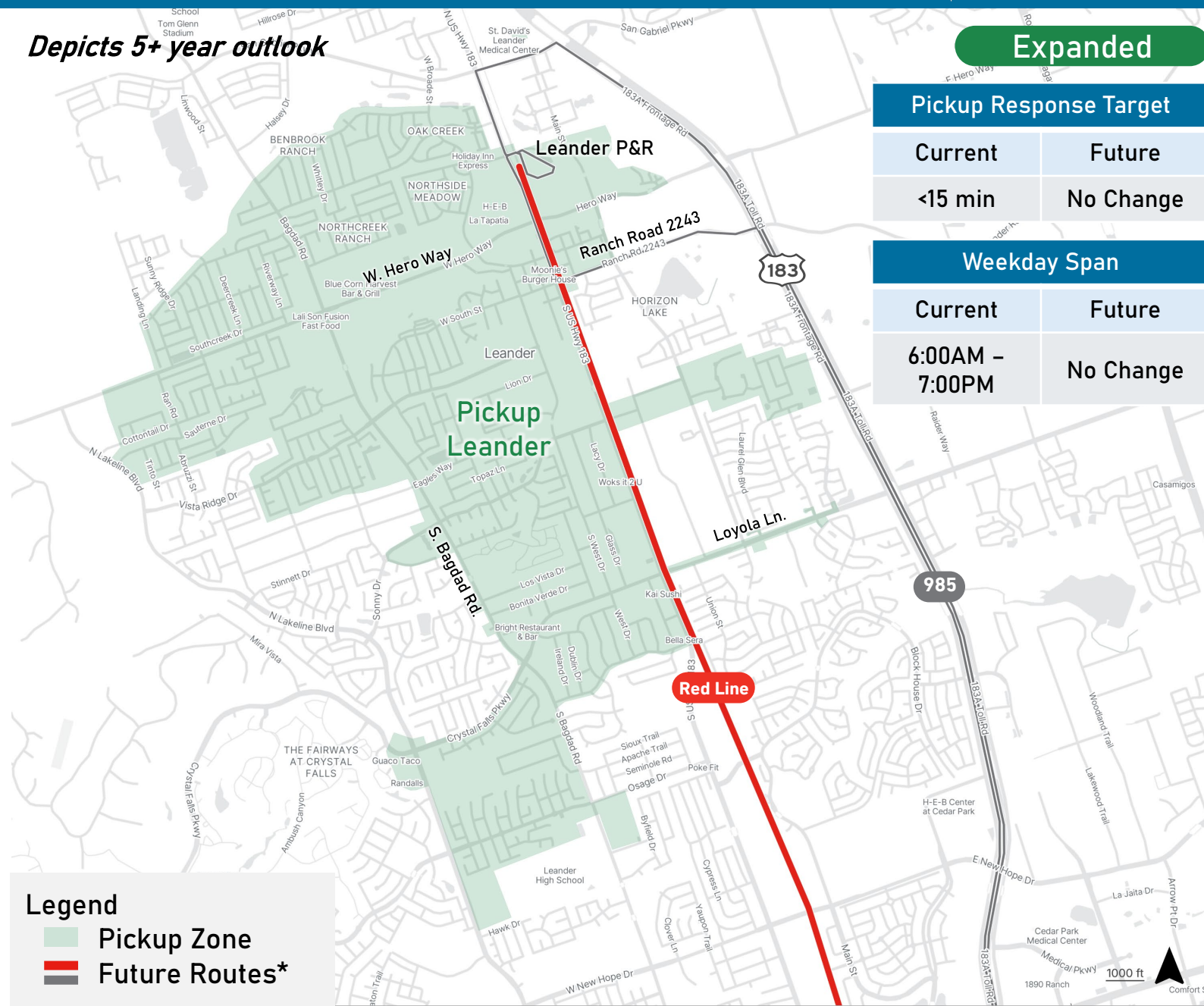




Phasing



Depicts 5+ year outlook



Expanded

Pickup Response Target

Current	Future
<15 min	No Change

Weekday Span

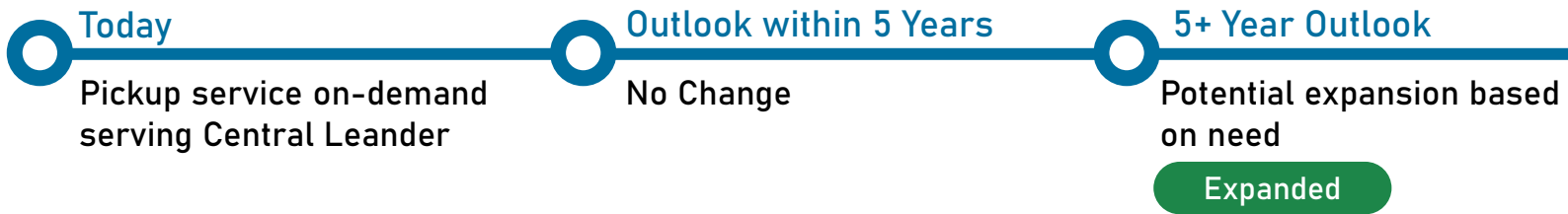
Current	Future
6:00AM – 7:00PM	No Change

Legend

- Pickup Zone
- Future Routes*

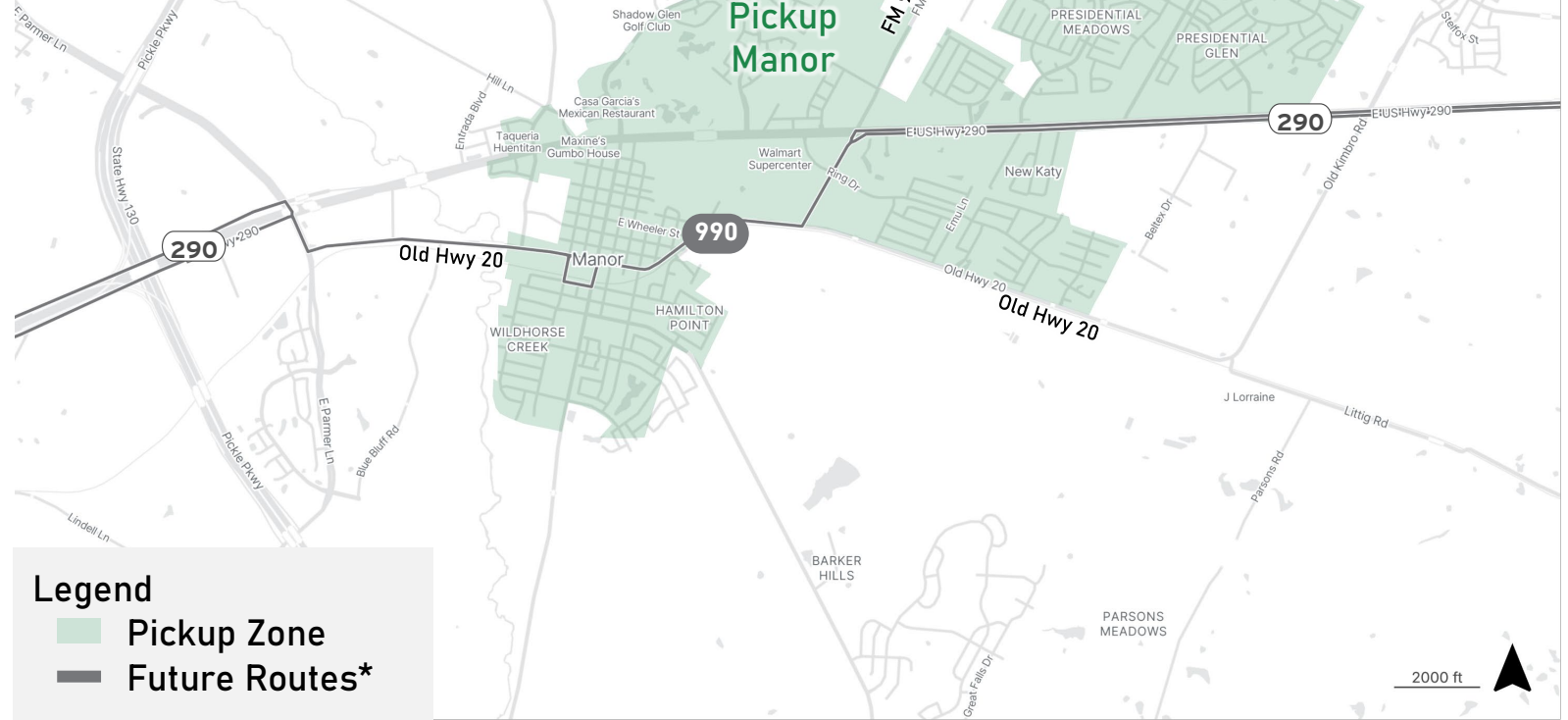
*Proposed pending board approval and service change process, including member city and community engagement.

Phasing



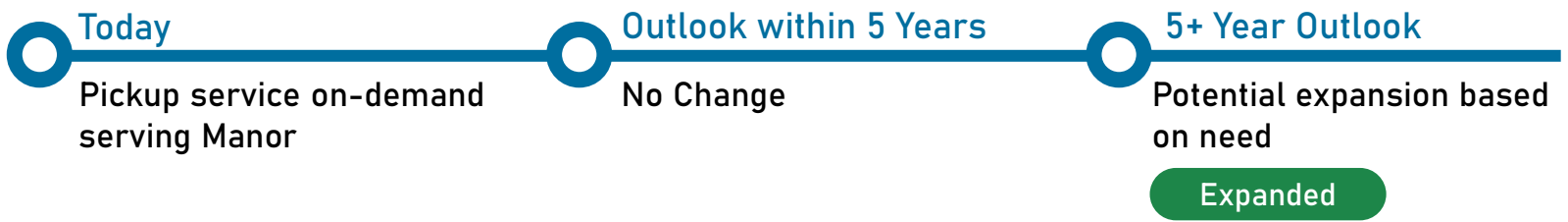
Expanded	
Pickup Response Target	
Current	Future
<15 min	No Change
Weekday Span	
Current	Future
7:00AM – 7:00PM	No Change

Depicts 5+ year outlook

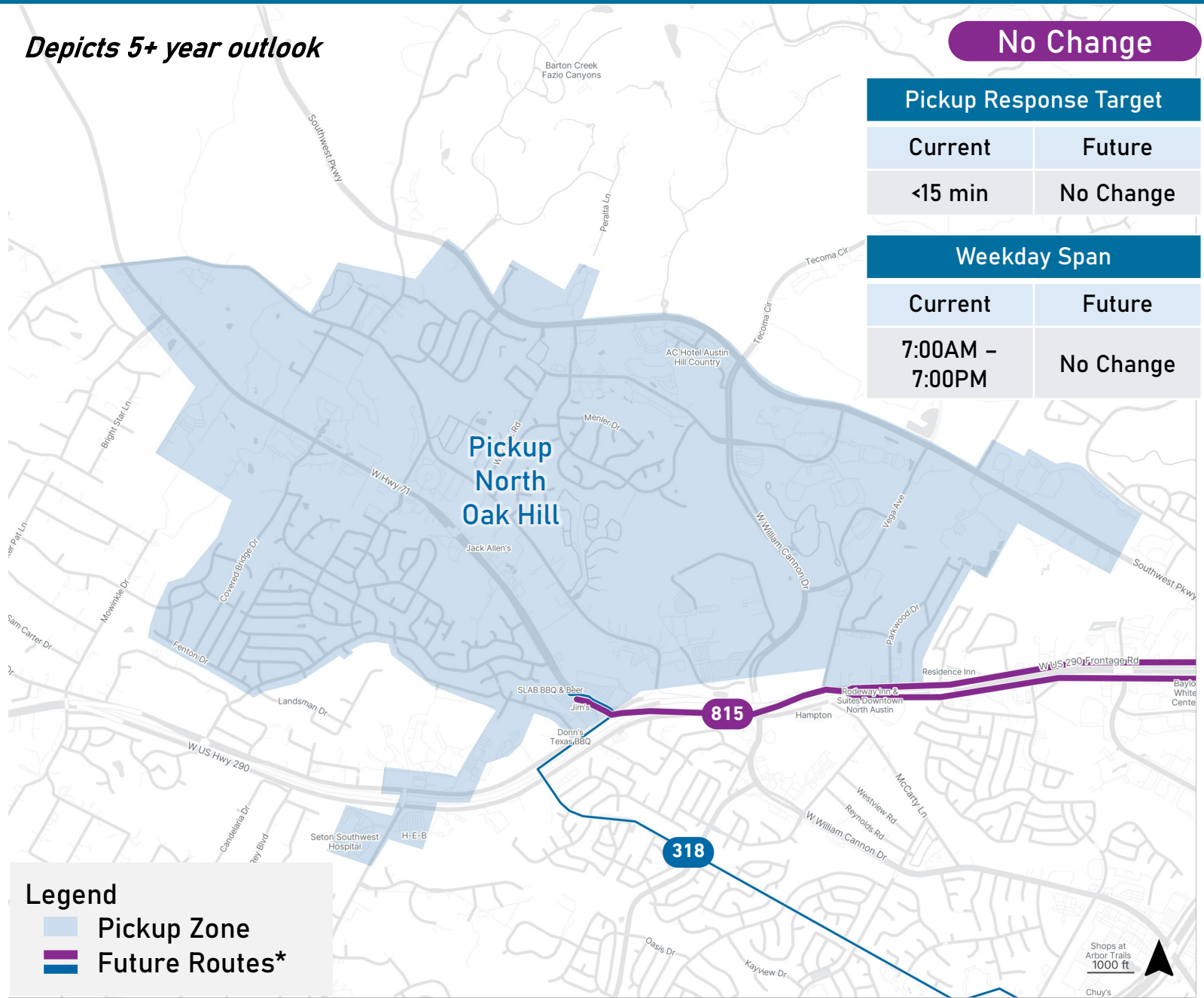


*Proposed pending board approval and service change process, including member city and community engagement.

Phasing



Depicts 5+ year outlook



No Change

Pickup Response Target

Current	Future
<15 min	No Change

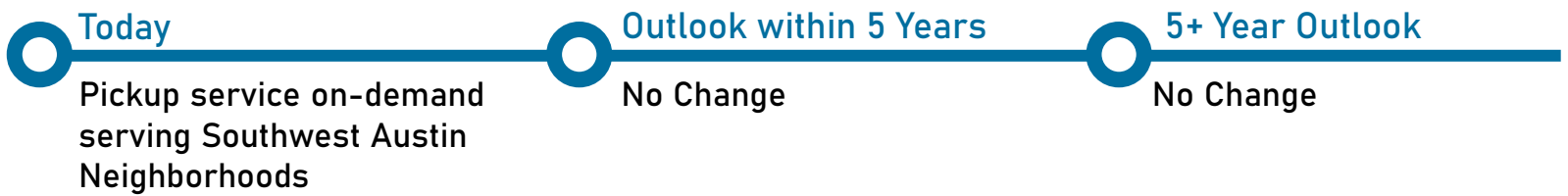
Weekday Span

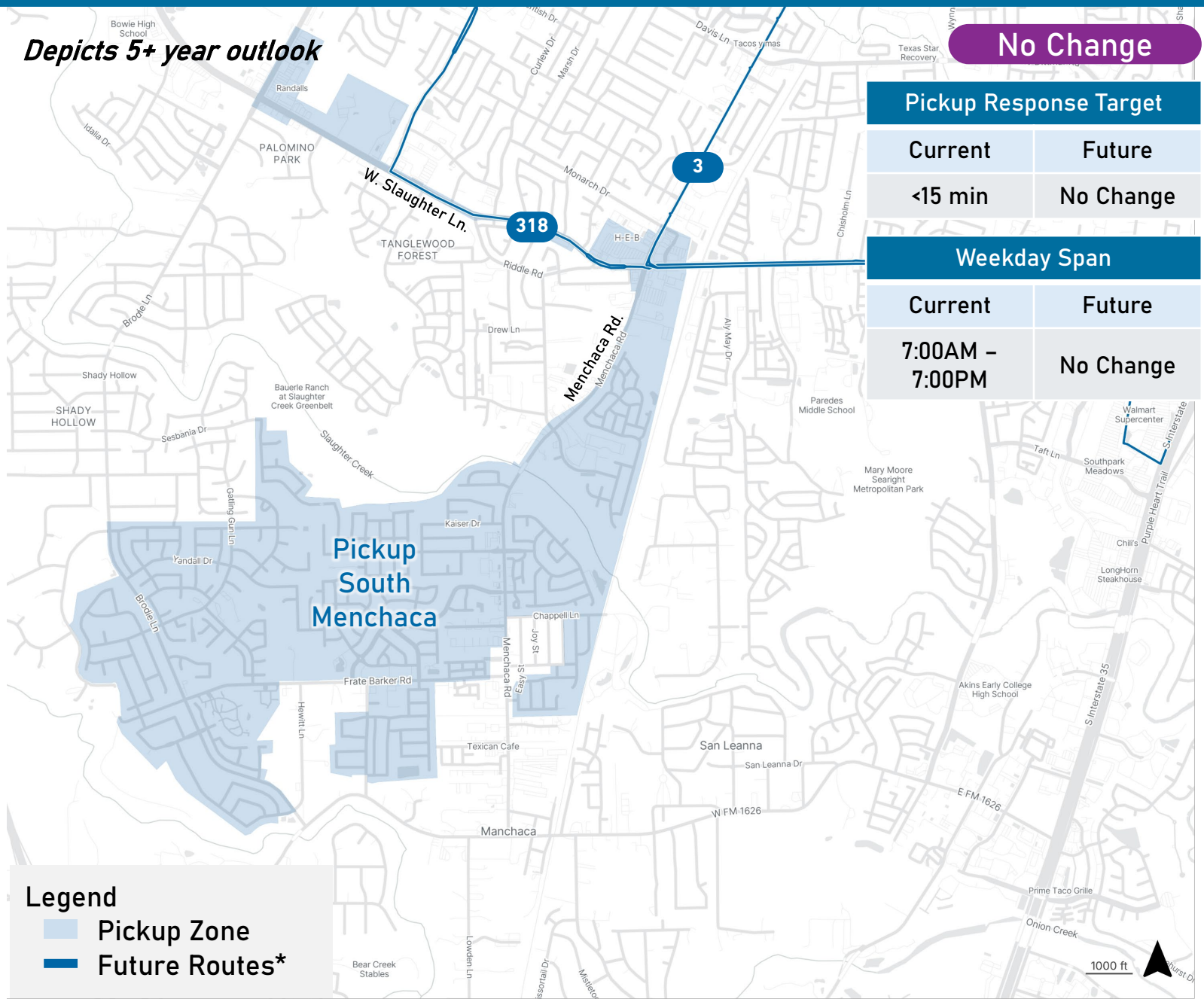
Current	Future
7:00AM – 7:00PM	No Change

- Legend
- Pickup Zone
 - Future Routes*

*Proposed pending Board approval and service change process.

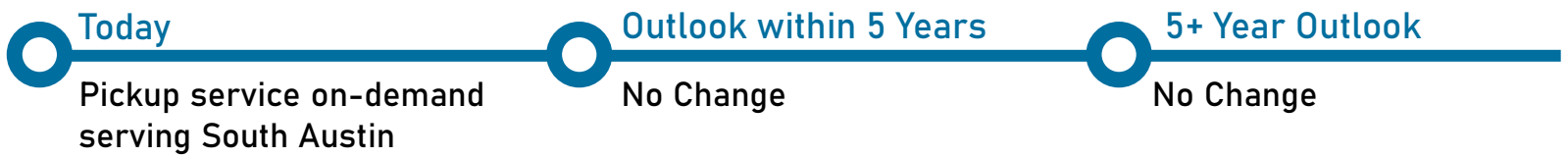
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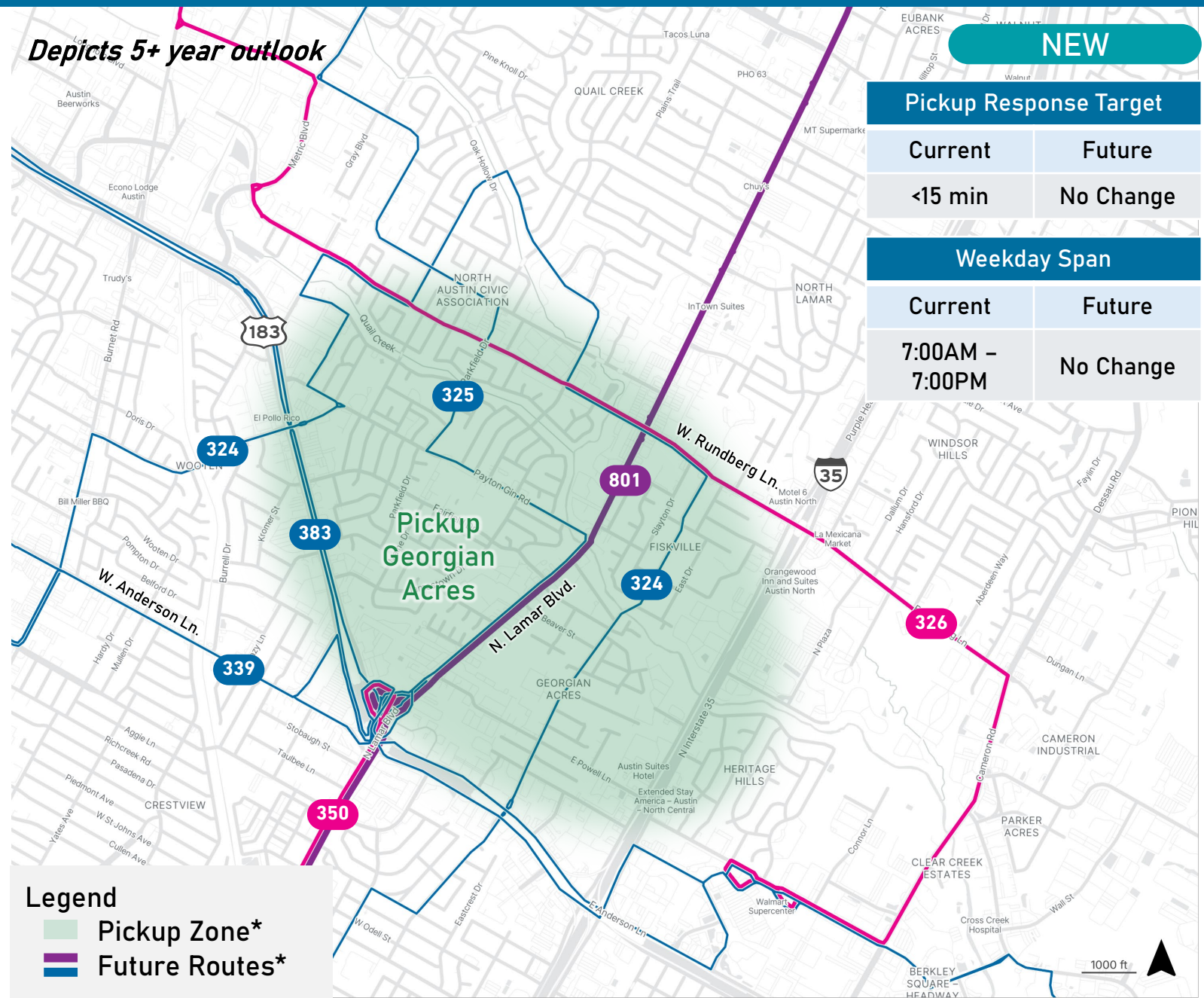




**Proposed pending Board approval and service change process.*

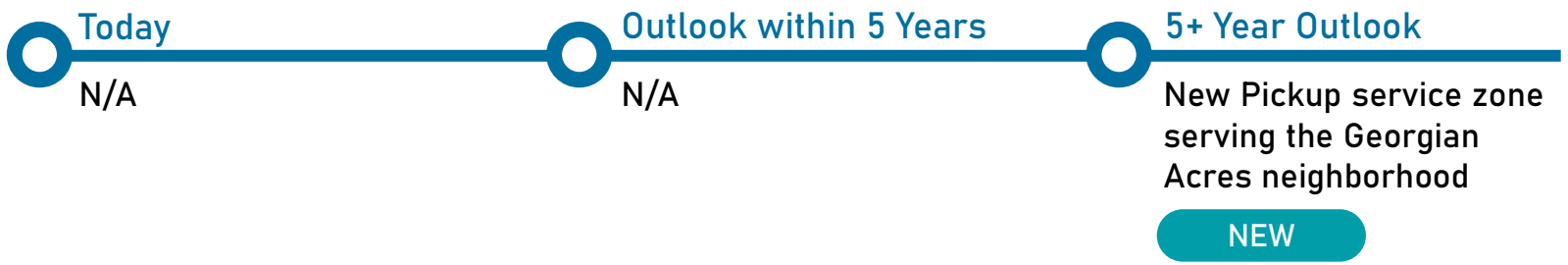
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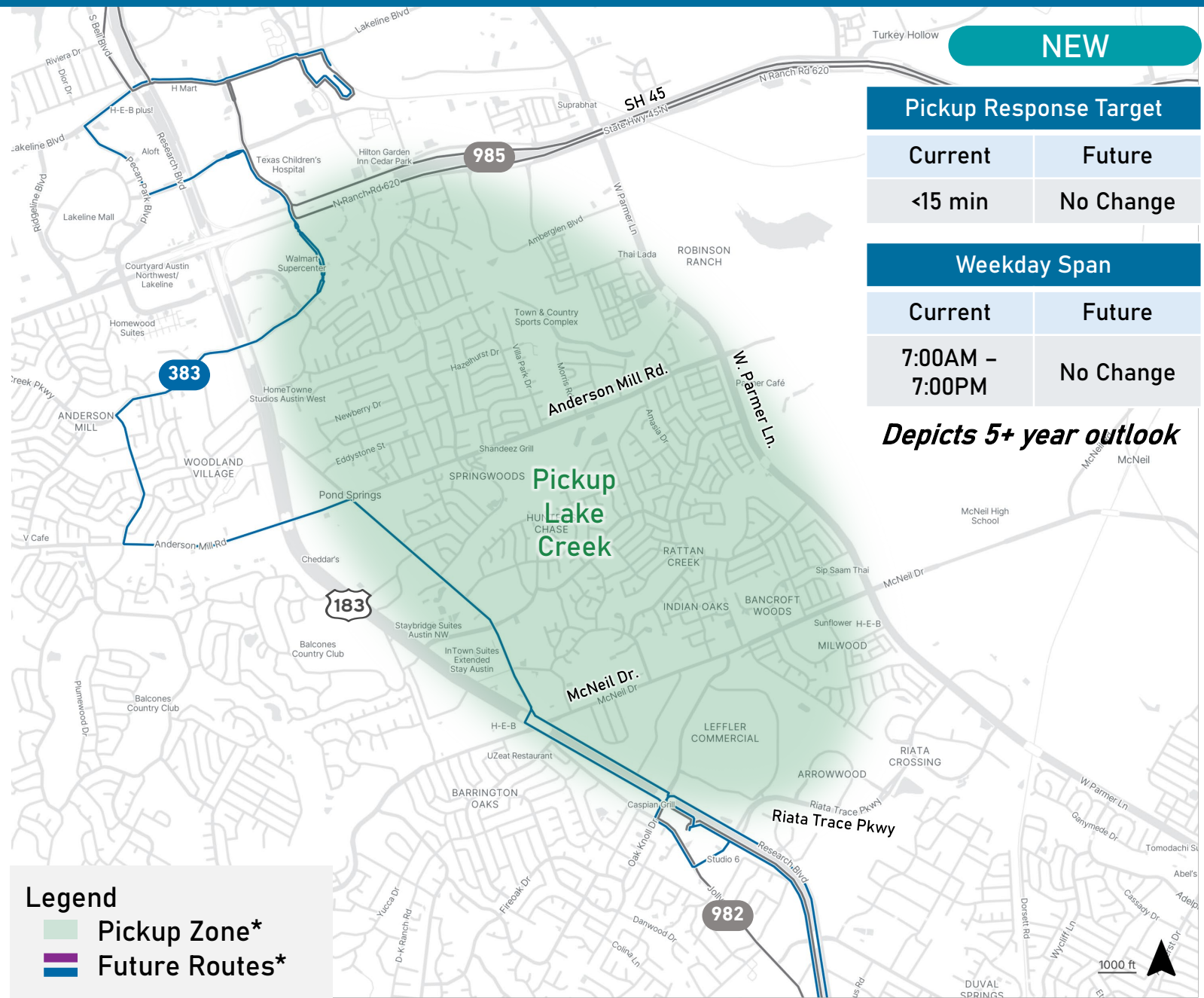




**Proposed pending Board approval and service change process.*

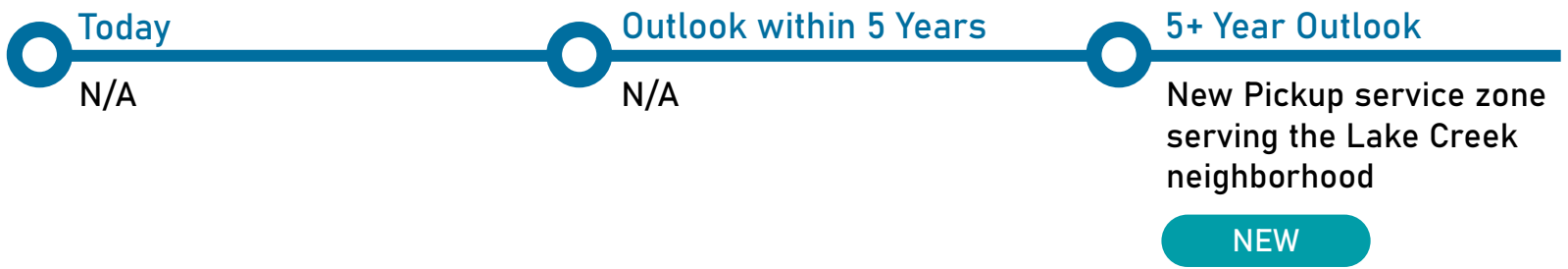
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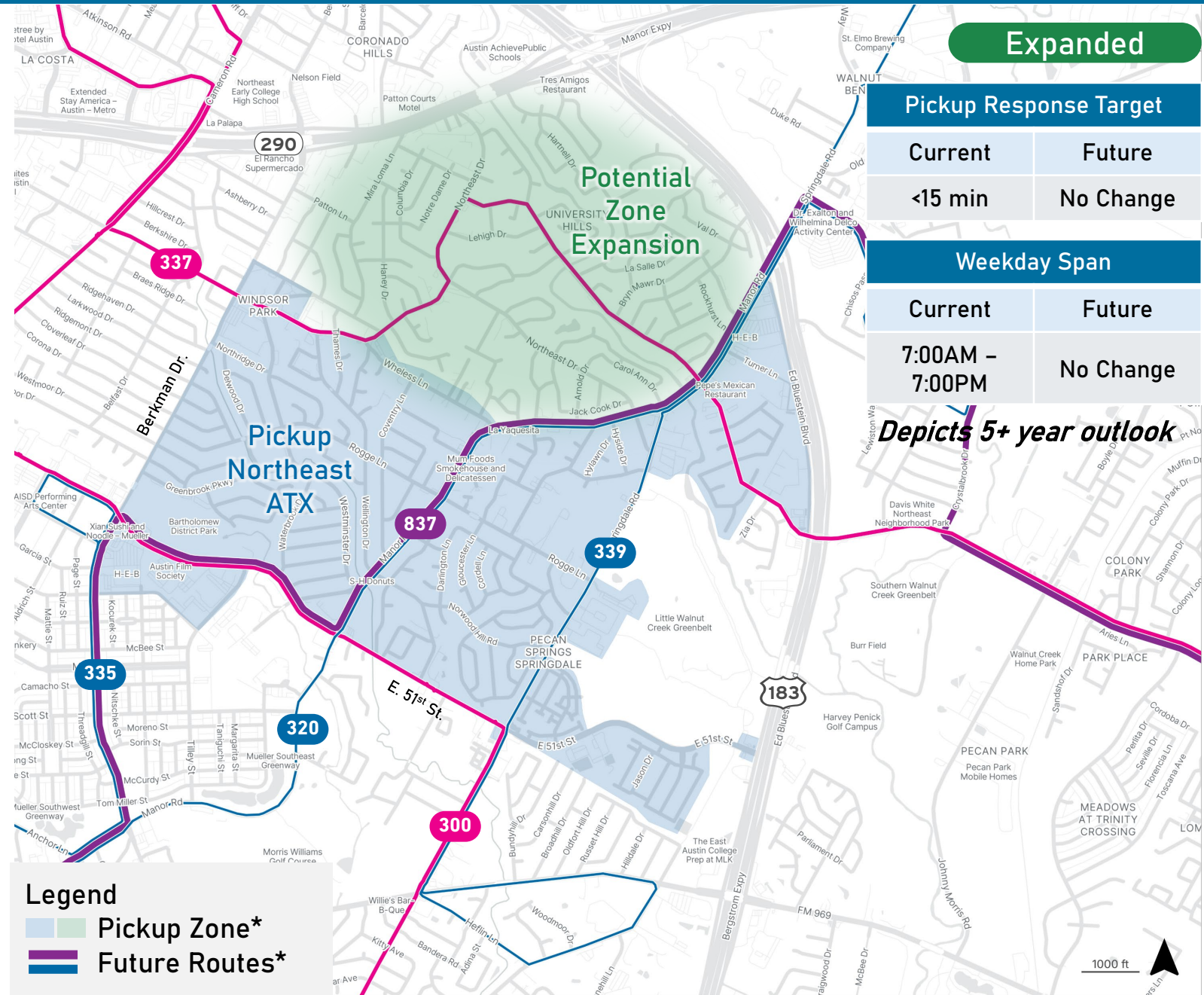




*Proposed pending Board approval and service change process.

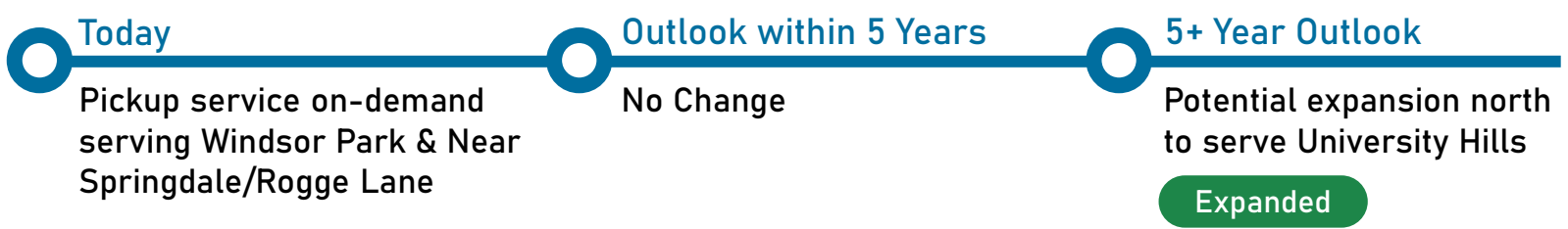
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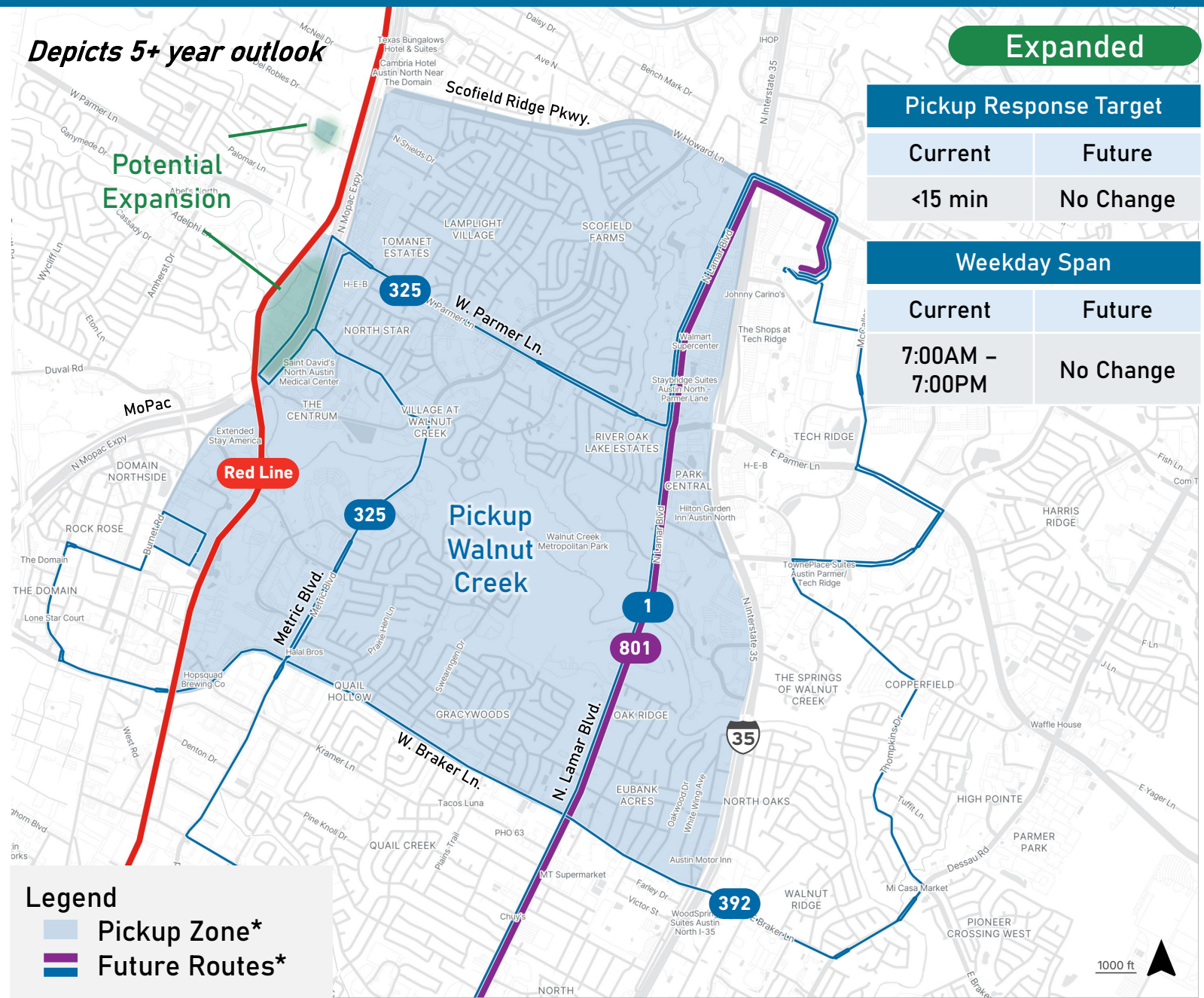




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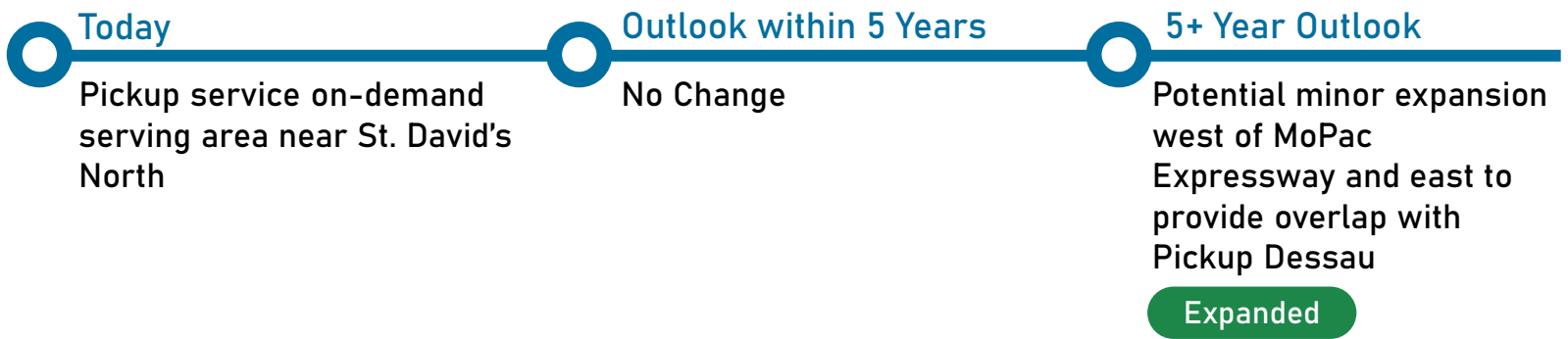
Phasing





**Proposed pending Board approval and service change process.*

Phasing



CapMetro

Appendix B

Route Matrix

REVISED CONCEPTS PENDING BOARD APPROVAL AND SERVICE CHANGE PROCESS

NOTE: This list displays the revised draft 10-year vision for CapMetro's services based on community feedback obtained through Summer 2025 engagement. Proposed near-term implementation steps (i.e., 0-5 years) are documented in the '0 - 5 Year Outlook Change Description' column. Information related to frequency and span represent service levels of the 10-year network.

Route	Proposed Change (5+ Year Outlook)	Proposed Service Type (5+ Year Outlook)	0 - 5 Year Outlook Change Description	5+ Year Outlook Change Description	5+ Year Outlook											
					Weekday Frequency (Minutes)		Weekday Span		Saturday Frequency (Minutes)		Saturday Span		Sunday Frequency (Minutes)		Sunday Span	
					Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing
1-N. Lamar/S. Congress	Realigned	Local	No proposed changes to existing Route 1 service.	Route 1 is realigned in Downtown Austin by removing service from Lavaca Street and operating bi-directionally on Guadalupe Street to align with proposed City of Austin Core Transportation (ACT) Plan changes and better integrate with light rail. Outside of downtown, the route will operate bi-directionally on North Lamar Boulevard between Parmer Lane and Howard Lane.	No Change	30	No Change	4:45AM-11:30PM	No Change	30	5:00AM-11:00PM	4:45AM-11:00PM	No Change	30	6:00AM-11:00PM	5:45AM-10:00PM
2-Rosewood/Cesar Chavez	Extended and Realigned	Local - Weekday High Frequency	Route 2 is extended on Springdale Road, connecting the Eastside Bus Plaza stop and Oak Springs/Springdale stop to create a bi-directional loop service. Traveling west from Eastside Bus Plaza, the route uses E Cesar Chavez Street, Lavaca Street, 7th Street, Trinity Street, E 11th Street, Rosewood Avenue, Oak Springs Drive, Springdale Road, E 7th Street, and Shady Lane to complete the clockwise loop service. The counter-clockwise service mostly uses the same roadways, but uses San Jacinto Boulevard, W 8th Street, and Guadalupe Street to travel through downtown and return to E Cesar Chavez Street.	The Route 2 alignment is changed downtown to provide better access to key destinations like the Austin Central Library, and is realigned on several downtown streets to align with proposed City of Austin Core Transportation (ACT) Plan changes. The clockwise service extends west and uses Nueces Street, W 5th Street, Guadalupe Street, and 8th Street before turning on Trinity Street. The counter-clockwise service extends west from San Jacinto Boulevard using W 7th Street, Guadalupe Street, W 6th Street, and Nueces Street to connect to E Cesar Chavez Street.	No Change	15	No Change	5:00AM-12:15AM	No Change	30	No Change	6:00AM-11:45PM	No Change	30	No Change	6:00AM-10:45PM
3-Burnet/Menchaca	Realigned	Local	Route 3 is realigned on one minor segment of N Burnet Road. Instead of turning left on W Braker Lane from Burnet Road, the new route will turn into the JJ Pickle Research Campus at Read Granberry Trail before traveling up Exploration Way to W Braker Lane. This is a bi-directional pattern. This new alignment provides more direct service to the research campus. All other aspects of Route 3 remain the same as the existing alignment which connects Southpark Meadows to Gateway primarily using Menchaca Road, S Lamar Boulevard, Guadalupe Street, and Burnet Road.	Route 3 is realigned in Downtown Austin by removing service from Lavaca Street and operating bi-directionally on Guadalupe Street to align with proposed City of Austin Core Transportation (ACT) Plan changes and better integrate with light rail. The alignment outside of downtown remains the same.	No Change	30	No Change	5:00AM-11:45PM	No Change	30	No Change	6:00AM-11:00PM	No Change	30	6:00AM-11:00PM	5:45AM-10:00PM
4-7th Street	Realigned	Local - Weekday High Frequency	No proposed changes to existing Route 4 service.	Route 4 is realigned in downtown to run bi-directionally on Guadalupe, eastbound on 8th Street and westbound on 7th Street to align with proposed City of Austin Core Transportation (ACT) Plan changes.	No Change	15	No Change	5:00AM-12:15AM	No Change	30	No Change	6:00AM-12:00AM	No Change	30	No Change	6:00AM-11:00PM
5-Woodrow/East 12th	Discontinued (Refer to Route 18 and Route 30)	--	Route 5 is replaced by Route 18 and Route 30, both of which incorporate existing portions of the current Route 5 alignment which primarily operates on E 12th Street, N Lamar Boulevard, and Woodrow Avenue.	No proposed change from 0 - 5 year description of Route 5.	--	30	--	4:30AM-11:00PM	--	30	--	6:00AM-10:30PM	--	30	--	5:45AM-10:00PM
7-Duval (Route Name Changed)	Realigned (Refer to Route 300 and Route 331)	Local - High Frequency Route	No proposed changes to existing Route 7 service.	The Route 7 alignment remains the same as existing service north of 8th Street. At 8th Street the route is realigned to continue south to 4th Street where it travels west to its terminus at Congress Avenue Light Rail Station, dependent on future capital improvements. From here the route terminates to integrate with light rail. The southern half of the existing Route 7 (from Burton/Oltorf to William Cannon/Bluff Springs) maintains service as realigned Route 300.	No Change	15	No Change	4:15AM-11:45PM	No Change	15	No Change	5:45AM-12:00AM	30	15	6:00AM-11:00PM	5:45AM-10:00PM
8-Bull Creek/Lake Austin	New Route, Frequency Increase, and Realigned (Refer to Route 18 and Route 30)	Local - Weekday High Frequency	The new Route 8 provides 30-minute typical frequency service. From its southwest terminus near Lake Austin and Red Bud Trail, the route continues into downtown via 5th Street before traveling north on Lavaca Street. Outside of downtown, the route travels northwest towards The Grove and then Northwest Hills H-E-B before continuing on the existing Route 30 alignment to the northern terminus at Northcross.	Route 8 improves to 15-minute peak frequency on weekdays, with 30-minute peak service on Saturday and Sunday. The frequency increase is possible with the consolidation of Route 661and Route 663. The route is realigned downtown to run bi-directionally on Guadalupe Street to align with proposed City of Austin Core Transportation (ACT) Plan changes.	15	--	5:00AM-12:00AM	--	30	--	6:00AM-12:00AM	--	30	--	6:00AM-11:00PM	--
10-South 1st/Red River	Realigned	Local - High Frequency Route	No proposed changes to existing Route 10 service.	Route 10 is realigned downtown to align with proposed City of Austin Core Transportation (ACT) Plan changes. The route will use Guadalupe Street, removing service from Lavaca Street. The route will also use 4th Street bi-directionally to connect to San Jacinto Boulevard and Trinity Street, and will remove service from 7th Street and 8th Street. The alignment outside of downtown will remain the same.	No Change	15	No Change	4:15AM-11:30PM	No Change	15	No Change	5:45AM-11:30PM	No Change	15	No Change	5:45AM-10:30PM
18-Woodrow/MLK (Route Name Changed)	Realigned (Refer to Route 5, Route 8, and Route 30)	Local	Route 18 is restructured to incorporate the current portion of Route 5 extending from downtown to Northcross Mall primarily using N Lamar Boulevard and Woodrow Avenue. Route 18 travels through downtown via 5th/6th Streets and 7th/8th Streets east-west and San Jacinto Boulevard and Trinity Street north-south. The route also extends the current east terminus of Route 18 to the new Expo Center Park & Ride and Community First! Village by traveling on E Martin Luther King Jr. Boulevard, FM 969, and Johnny Morris Road. The route cycles between the Expo Center Park & Ride and Community First! Village bi-directionally before returning downtown via Johnny Morris Road and E Martin Luther King Jr. Boulevard.	Route 18 is realigned in downtown to 4th Street to provide better transfer opportunities with future light rail, and on its eastern leg to serve Community First! Village and Expo Center Park & Ride by traveling east of US 183 on FM 969, Decker Lane, Hog Eye Road, Loyola Lane, and Decker Lane bi-directionally.	No Change	30	No Change	5:00AM-11:30PM	No Change	30	No Change	6:00AM-11:30PM	No Change	30	No Change	6:00AM-10:30PM
20-Riverside (Route Name Changed)	Realigned and Span Improvement (Refer to Route 320)	Local - High Frequency Route	Route 20 is split, retaining the current portion of the route from UT to Austin Bergstrom International Airport. The northern portion of existing Route 20 becomes new local Route 320, providing underlying service at a 30-minute frequency to Rapid 837.	The downtown portion of Route 20 is realigned to use Guadalupe Street bi-directionally to align with proposed City of Austin Core Transportation (ACT) Plan changes, removing service from Lavaca Street. The hours of operation are extended to 3:00AM seven days a week, replacing Route 483.	No Change	15	5:00AM-3:00AM	3:45AM-11:30PM	No Change	15	6:00AM-3:00AM	6:00AM-11:30PM	No Change	15	6:00AM-3:00AM	6:00AM-11:30PM
30-Barton Creek/East 12th (Route Name Changed)	Realigned (Refer to Route 8, Route 18, and Route 310)	Local	Route 30 is restructured by maintaining the current southern portion of the route connecting Barton Creek Mall to downtown, and incorporates the current east portion of Route 5 extending from downtown along E 12th Street to the MLK/183 neighborhood. Coverage is removed from Spyglass Drive due to low ridership and to improve reliability, however, a bi-directional stop is maintained on Wallingwood Drive. The route extends farther east to terminate at E Martin Luther King Jr. Drive and US Highway 183.	Route 30 is realigned downtown to operate bi-directionally on Guadalupe and east-west on 4th Street to provide better connections to light rail.	No Change	30	No Change	4:45AM-11:15PM	No Change	30	No Change	5:45AM-10:15PM	No Change	30	6:00AM-11:00PM	5:45AM-9:15PM
50-Round Rock Tech Ridge	Extended	Local	No proposed changes to existing Route 50 service.	Minor extension on the southern portion of Route 50 to change the current south terminal from Walmart to La Frontera Village. The route is extended east along SH 45 and uses La Frontera Boulevard and Kouri Avenue to serve La Frontera Village, while still providing service to Walmart.	No Change	60	No Change	6:15AM-7:30PM	--	--	--	--	--	--	--	--
103-Manchaca Flyer	Discontinued	--	Route 103 is discontinued due to low ridership. Service between Tanglewood Village and downtown/UT will be available on Route 3 and Rapid 803.	No proposed change from 0 - 5 year description of Route 103.	--	2 peak AM Trips 1 peak PM Trip	--	6:10AM-7:40AM / 5:10PM	--	--	--	--	--	--	--	--
105-South 5th Flyer	Discontinued	--	Route 105 is discontinued due to low ridership. Service between Westgate and downtown/UT will be available on Route 3, Route 10, and Rapid 803.	No proposed change from 0 - 5 year description of Route 105.	--	2 peak AM Trips 2 peak PM Trips	--	6:45AM-8:30AM / 4:15PM-6:15PM	--	--	--	--	--	--	--	--
111-South MoPac Flyer	Discontinued	--	Route 111 is discontinued due to low ridership.	No proposed change from 0 - 5 year description of Route 111.	--	2 peak AM Trips 2 peak PM Trips	--	6:30AM-8:00AM / 4:30PM-6:15PM	--	--	--	--	--	--	--	--
135-Dell Limited	Discontinued	--	Route 135 is discontinued due to low ridership. Service between central east Austin and Tech Ridge will be available via the CapMetro Red Line and transfers to Route 392 or Route 325.	No proposed change from 0 - 5 year description of Route 135.	--	2 peak AM Trips 2 peak PM Trips	--	5:10AM-6:46AM / 6:15PM-7:15PM	--	--	--	--	--	--	--	--
142-Metric Flyer	Discontinued	--	Route 142 is discontinued due to low ridership. Service from the Walnut Creek area to downtown will be available through the CapMetro Red Line or Rapid 801 and Rapid 803.	No proposed change from 0 - 5 year description of Route 142.	--	2 peak AM Trips 2 peak PM Trips	--	6:11AM-7:42AM / 4:10PM-5:40PM	--	--	--	--	--	--	--	--

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Route	Proposed Change (5+ Year Outlook)	Proposed Service Type (5+ Year Outlook)	0 - 5 Year Outlook Change Description	5+ Year Outlook Change Description	5+ Year Outlook											
					Weekday Frequency (Minutes)		Weekday Span		Saturday Frequency (Minutes)		Saturday Span		Sunday Frequency (Minutes)		Sunday Span	
					Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing
152-Round Rock Tech Ridge Limited	Extended	Local	No proposed changes to existing Route 152 service.	Minor extension on northern portion of Route 152 to change the current north terminal from Walmart to La Frontera Village. The route extends east along SH 45 and uses La Frontera Boulevard and Kouri Avenue to serve La Frontera Village, while still providing service to Walmart.	No Change	60	No Change	6:15AM-7:30PM	--	--	--	--	--	--	--	--
171-Oak Hill Flyer	Discontinued	--	Route 171 is discontinued due to low ridership. Service between Oak Hill and St. David's Medical Center (Central) will be available on Route 315 and Rapid 803.	No proposed change from 0 - 5 year description of Route 171.	--	3 peak AM Trips 3 peak PM Trips	--	6:00AM-7:15AM / 3:40PM-5:24PM	--	--	--	--	--	--	--	--
201-Southpark Meadows	No Change	Local	No proposed changes to existing Route 201 service.	No proposed changes to existing Route 201 service.	No Change	30	No Change	6:00AM-9:30PM	No Change	30	No Change	7:30AM-7:30PM	No Change	30	No Change	8:00AM-7:30PM
211-Cameron	New	Local	Route 211 is not applicable in the 0-5 year outlook.	New Route 211 will provide 30-minute service, connecting Tech Ridge to ACC Highland by traveling primarily on Cameron Road and Dessau Road. The route accesses Tech Ridge off of Dessau Road via E Howard Lane, and ACC Highland via St. John's Avenue and Airport Boulevard.	30	--	5:00AM-11:00PM	--	30	--	6:00AM-11:00PM	--	30	--	6:00AM-11:00PM	--
214-Northwest Feeder	Realigned	Local	Minor adjustment to Route 214 removes the outbound segment on S Lakeline Boulevard from Pecan Park Boulevard to N Lake Creek Parkway. The route operates bi-directionally on Pecan Park Boulevard, Lakeline Mall Drive, and N Lake Creek Parkway.	No proposed change from 0 - 5 year description of Route 214.	No Change	60	No Change	5:15AM-9:00PM	--	--	--	--	--	--	--	--
217-Montopolis Feeder	Realigned and Frequency Decrease (Refer to Route 228 and Route 310)	Local	Route 217 is realigned to operate bi-directionally on Vargas Road to directly serve Allison Elementary School and maintain service to Esperanza Community. The southern terminus changes from ACC Riverside to the Grove/Riverside stop to integrate with light rail. The route turns around using Grove Boulevard, Fairway Street, and Montopolis Drive before using E Riverside Drive to return north on Vargas Road.	No proposed change from 0 - 5 year description of Route 217.	60	30	No Change	4:45AM-12:15AM	60	30	6:00AM-11:00PM	6:00AM-12:00AM	60	30	6:00AM-11:00PM	6:00AM-12:00AM
228-VA Clinic	Realigned and Span	Local	No proposed changes to existing Route 228 service.	Route 228 is realigned to operate bi-directionally between the current Pleasant Valley H-E-B terminus and Eastside Bus Plaza. Rather than returning to Pleasant Valley once the inbound route passes the VA medical center, it travels north via Ben White Boulevard and US 183 to East Side Bus Plaza. The outbound route travels south via the same route to the VA medical center before continuing on the existing alignment. This alignment expands transfer opportunities and connections, but removes service from Metropolis/Smith School. The route also increases span and adds Sunday service.	30	35	5:00AM-11:00PM	6:00AM-7:15PM	No Change	30	6:00AM-11:00PM	7:00AM-7:00PM	30	--	6:00AM-11:00PM	--
233-Decker/Daffan	Discontinued (Refer to Pickup Decker, Route 337, and Rapid 837)	--	Route 233 is discontinued due to low ridership and existing coverage provided by Pickup Decker, Route 337, and Rapid 837.	No proposed change from 0 - 5 year description of Route 233.	--	60	--	7:00AM-9:30PM	--	60	--	7:00AM-6:30PM	--	60	--	8:00AM-6:30PM
237-Northeast Feeder	Discontinued (Refer to Pickup Decker, Route 18, and Rapid 837)	--	Route 237 is discontinued due to low ridership and existing/proposed coverage provided by Pickup Decker, Route 18, and Rapid 837.	No proposed change from 0 - 5 year description of Route 237.	--	60	--	6:45AM-10:15PM	--	60	--	7:00AM-9:00PM	--	60	--	7:45AM-8:00PM
243-Wells Branch	No Change	Local	No proposed changes to existing Route 243 service.	No proposed changes to existing Route 243 service.	No Change	30	No Change	5:00AM-11:15PM	No Change	30	No Change	6:00AM-10:30PM	No Change	30	No Change	6:00AM-10:30PM
271-Del Valle Feeder	Extended and Span	Local	Route 271 is extended west on E Riverside Drive to connect the existing Del Valle High School terminus to the Riverside H-E-B, primarily traveling along Pearce Lane, FM 973, US 71, and E Riverside Drive.	No proposed change from 0 - 5 year description of Route 271.	No Change	30	5:00AM-11:00PM	5:00AM-9:45PM	30	45	6:00AM-11:00PM	6:00AM-10:00PM	30	45	6:00AM-11:00PM	6:00AM-9:45PM
300-Springdale/Pleasant Valley (Route Name Changed)	Realigned (Refer to Route 7 and Route 331)	Local - High Frequency Route	No proposed changes to existing Route 300 service.	Route 300 is split to integrate with light rail and optimize connections between Route 7, Route 331, and Rapid 800. The current segment north of E Oltorf Street to Crestview Station is combined with current Route 7 south of E Oltorf Street to create a north/south crosstown route that connects to the eastern portion of light rail at E Riverside Drive and Pleasant Valley Road. The southern portion of current Route 300 is combined with the Burton Drive portion of Route 7 to create the new Route 331, connecting to Oltorf Light Rail Station and terminating at Pleasant Valley Light Rail Station.	No Change	15	No Change	4:30AM-11:00PM	No Change	15	No Change	6:00AM-11:00PM	No Change	15	6:00AM-11:00PM	5:45AM-10:00PM
310-Barton Creek/Parker (Route Name Changed)	Extended and Frequency Increase	Local - High Frequency Route	Route 310 is extended west to terminate at Barton Creek Mall and northeast to Eastside Bus Plaza to create an east-west connector in South Austin, as well as increased connectivity to East Austin. The western extension from South Congress Transit Center uses W Ben White Boulevard/US 290 and S Capital of Texas Highway/SH 360 to terminate at Barton Creek Mall, traveling bi-directionally. The route maintains its current alignment from E Ben White Boulevard/US 290 and uses Parker Lane to access Oltorf Street and Wickersham Lane to connect to E Riverside Drive. The route will bypass Grove Boulevard and use Montopolis Drive, US 183, and E 7th Street to terminate at Eastside Bus Plaza.	Route 310 improves to a high frequency route for Weekday and Saturday service.	15	30	No Change	5:00AM-10:30PM	15	30	6:00AM-12:00AM	6:00AM-10:30PM	No Change	30	6:00AM-11:00PM	5:45AM-10:00PM
311-Stassney	Weekend Frequency Decrease	Local - Weekday High Frequency	Route 311 is reduced to 30-minute weekend frequency based on low ridership.	No proposed change from 0 - 5 year description of Route 311.	No Change	15	No Change	5:00AM-11:45PM	30	20	No Change	5:45AM-11:30PM	30	20	No Change	5:45AM-10:30PM
315-Ben White	Discontinued (Refer to Rapid 815)	--	Route 315 is shortened to Westgate Transit Center instead of continuing to South Congress Transit Center for its eastern terminus. To the west the route continues past its current terminus at Oak Hill Plaza to connect with Route 333 at Convict Hill Road and Brush Country Road, replacing the Route 333 limited trip service to Oak Hill and maintaining service to the Woodstone Village neighborhood.	Route 315 is discontinued and replaced by the new Rapid 815.	--	30	--	5:15AM-10:45PM	--	30	--	5:00AM-10:45PM	--	30	--	6:15AM-9:30PM

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Route	Proposed Change (5+ Year Outlook)	Proposed Service Type (5+ Year Outlook)	0 - 5 Year Outlook Change Description	5+ Year Outlook Change Description	5+ Year Outlook											
					Weekday Frequency (Minutes)		Weekday Span		Saturday Frequency (Minutes)		Saturday Span		Sunday Frequency (Minutes)		Sunday Span	
					Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing
318-Westgate/Slaughter	Realigned	Local	Route 318 maintains its existing alignment with the exception of the eastern terminus which is adjusted from Thaxton Place to the Goodnight Ranch Park & Ride facility to optimize connections with Route 333 and Rapid 800.	Route 318 is realigned to provide an east-west connector between Oak Hill and Goodnight Ranch Park & Ride facility in Bluff Springs. Outbound to Oak Hill on Slaughter Lane to West Gate Boulevard, the route travels through the Woodstone Village neighborhood and uses Convict Hill Road to reach Oak Hill Plaza off US 290. This bi-directional alignment maintains coverage previously provided by the realigned Route 315; however, this would remove service on a low ridership segment of West Gate Boulevard from Davis Lane to W Siassney Lane.	No Change	30	No Change	5:00AM-10:30PM	No Change	30	No Change	6:00AM-10:30PM	No Change	30	6:00AM-11:00PM	6:00AM-9:30PM
320-Manor Road	New Route and Frequency and Span Decreases (Refer to Route 20)	Local	The new Route 320 operates on the northern half of the existing Route 20, from UT to LBJ High School to provide local underlying service to Rapid 837. The route, outbound from UT, travels on Manor Road following the Rapid 837 until it meets Berkman Drive, where the route stays on Manor while the 837 and 335 service Berkman Drive and 51st Street through Mueller. At the northeast terminus, the route terminates at LBJ High School in the Las Cimas neighborhood.	No proposed change from 0 - 5 year description of Route 320.	30	15	5:00AM-11:00PM	3:45AM-11:30PM	30	15	6:00AM-11:00PM	6:00AM-11:30PM	30	15	6:00AM-11:00PM	6:00AM-11:30PM
322-Chicon/Cherrywood	Discontinued (Refer to Route 370 and Route 493)	--	No proposed changes to existing Route 322 service.	Route 322 is replaced by new Route 370 which maintains coverage on Chicon Street From E Cesar Chavez Street to E Martin Luther King Jr Boulevard, with realigned Route 493 providing coverage to the RBJ Health Center and other East Austin activity centers. The replacement would remove coverage on a low ridership segment of Cherrywood Road from Manor Road to E 38 and 1/2 Street.	--	30	--	5:00AM-10:30PM	--	30	--	6:00AM-10:30PM	--	30	--	6:00AM-9:30PM
323-Anderson	Discontinued (Refer to Route 339)	--	Route 323 is combined with Route 339 to create an east-west connector through North Austin. The new route, called 339 Anderson-Springdale, maintains its current west terminus at Northcross, and at Springdale Shopping Center to the east.	No proposed change from 0 - 5 year description of Route 323.	--	30	--	5:00AM-10:30PM	--	30	--	6:00AM-10:30PM	--	30	--	6:00AM-9:30PM
324-Georgian/Ohlen	Realigned	Local	Minor realignment to Route 324 in response to completed roadway project. The route continues to travel on Mearns Meadow Boulevard from Parkfield Drive to Rutland Drive as existing, while removing the current deviation to Parkfield Drive and Rutland Drive near Quail Creek Neighborhood Park. The route is also realigned at its west terminus allowing for more bi-directional service between Northcross and Burnet Road.	No proposed change from 0 - 5 year description of Route 324.	No Change	30	No Change	4:45AM-11:00PM	No Change	30	No Change	6:00AM-10:45PM	No Change	30	6:00AM-11:00PM	6:00AM-9:45PM
325-Metric (Route Name Changed)	Realigned and Frequency Decrease (Refer to Route 326)	Local	No proposed changes to existing Route 325 service.	Route 325 becomes a local service and is realigned, with its southern terminus changed to North Lamar Transit Center and its northern terminus remaining at Tech Ridge. Outbound from North Lamar Transit Center on N Lamar Boulevard, the route travels on Payton Gin Road from N Lamar Boulevard, traveling through the Georgian Acres Neighborhood to Metric Boulevard. Traveling on Metric Boulevard, the route deviates to St. David's North Austin Medical Center, and uses MoPac Frontage Road to access W Parmer Lane to serve H-E-B. The route then travels on W Parmer Lane to N Lamar Boulevard to connect to Tech Ridge. The realignment removes service from low ridership segments on Metric Boulevard. East-west portions of the existing Route 325 are covered by the new Frequent Route 326.	30	15	No Change	5:00AM-11:30PM	No Change	30	6:00AM-11:00PM	6:00AM-11:30PM	No Change	30	No Change	6:00AM-10:45PM
326-Rundberg	New Route (Refer to Route 325)	Local - High Frequency Route	Route 326 is not applicable in the 0-5 year outlook.	The new Route 326 replaces the east-west coverage of current Route 325 with a high frequency route extending east from Norwood Transit Center to Gateway where it provides coverage for the realigned Route 383 that removes service on W Braker Lane and Burnet Road. The route maintains the existing Route 325 alignment from Norwood Transit Center to Metric Boulevard/Rutland Drive, but travels on Rutland Drive, Burnet Road, W Braker Lane, and MoPac frontage road to access Gateway. The route uses Great Hill Trail, Jollyville Road, W Braker Lane, and Stonelake Boulevard to serve gateway before heading back to Norwood Transit Center using the same route alignment.	15	--	5:00AM-12:00AM	--	15	--	6:00AM-12:00AM	--	15	--	6:00AM-11:00PM	--
331-Ottorf	New Route (Refer to Route 300)	Local - High Frequency Route	Route 331 is not applicable in the 0-5 year outlook.	The new Route 331 runs on the current southern and east-west portion of the existing Route 300, and incorporates the current Burton Drive portion of Route 7 to connect to Ottorf Light Rail Station and terminate at Pleasant Valley Light Rail Station. Route 300 and Rapid 800 maintain coverage along E Ottorf Street and S Pleasant Valley Road.	15	--	5:00AM-12:00AM	--	15	--	6:00AM-12:00AM	--	15	--	6:00AM-11:00PM	--
333-William Cannon	Realigned	Local - Weekday High Frequency	Route 333 is realigned to extend its eastern terminus south from Thaxton Place to the new Goodnight Ranch Park & Ride facility, optimizing connections with Route 318 and Rapid 800. The route removes its limited trip service to Oak Hill, to be covered by the realigned Route 315, making the Shops at Arbor Trails its new western terminus.	No proposed change from 0 - 5 year description of Route 333.	No Change	15	No Change	5:00AM-11:30PM	No Change	30	No Change	6:00AM-11:45PM	No Change	30	No Change	6:00AM-10:45PM
335 35th/38th Street	Realigned	Local	Route 335 is realigned to deviate into Hancock Center using Red River Street in response to the discontinuation of Route 345, while maintaining current termini at Casis Elementary School and Mueller as well as its current alignment primarily using 35th Street, Manor Road, and Berkman Drive.	No proposed change from 0 - 5 year description of Route 335.	No Change	30	No Change	5:00AM-11:45PM	No Change	30	No Change	6:00AM-11:30PM	No Change	30	No Change	6:00AM-10:30PM
337-Koenig/Colony Park	Realigned	Local - Weekday High Frequency	Route 337 is adjusted to serve the new Expo Center Park & Ride facility at its eastern terminus, with no additional changes to the existing alignment connecting the Decker/Colony Park area to Balcones/Northland.	No proposed change from 0 - 5 year description of Route 337.	No Change	15	No Change	4:30AM-10:30PM	No Change	30	No Change	5:00AM-10:30PM	No Change	30	6:00AM-11:00PM	6:00AM-9:30PM
339-Anderson/Springdale (Route Name Changed)	Realigned and Frequency Increase (Refer to Route 18, Route 320, Pickup Decker, and Rapid 837)	Local	Route 339 is combined with Route 323 to create a longer east-west connector in north/northeast Austin. The combined Route 339 Anderson/Springdale makes Northcross its new western terminus, and would travel East-West primarily via Anderson Lane before terminating at the Springdale shopping center H-E-B. Service removed from Johnny Morris Road, Pecan Brook Drive, and Crystalbrook Drive would be covered by Pickup Decker and Route 18.	Route 339 is extended from Springdale H-E-B to E Martin Luther King Jr. Boulevard via Springdale Road, while maintaining the same alignment from Springdale H-E-B to Northcross.	30	60	No Change	6:15AM-10:15PM	30	60	6:00AM-11:00PM	6:00AM-9:00PM	30	60	6:00AM-11:00PM	6:15AM-9:15PM

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Route	Proposed Change (5+ Year Outlook)	Proposed Service Type (5+ Year Outlook)	0 - 5 Year Outlook Change Description	5+ Year Outlook Change Description	5+ Year Outlook											
					Weekday Frequency (Minutes)		Weekday Span		Saturday Frequency (Minutes)		Saturday Span		Sunday Frequency (Minutes)		Sunday Span	
					Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing
345-45th Street	Discontinued (Refer to Route 335)	--	Route 345 is discontinued due to low ridership. East-west connectivity and access to Hancock Center is provided by Route 335.	No proposed change from 0 - 5 year description of Route 345.	--	30	--	5:00AM-10:45PM	--	30	--	6:00AM-10:45PM	--	30	--	6:00AM-9:45PM
350-Airport Blvd.	Extended and Frequency Increase	Local - High Frequency Route	Route 350 is improved to 15-minute frequency on all days of the week while maintaining the current alignment connecting North Lamar Transit Center to ACC Riverside via Airport Boulevard.	Route 350's southern terminus is changed from ACC Riverside to Austin Bergstrom International Airport to create a high frequency, one-seat ride from North Lamar Transit Center to the airport. The extended route uses US 71 to bypass the ACC Riverside deviation which is covered by the realigned Route 310, to reduce customers' need to transfer from Route 350 to Route 20 to reach the airport.	15	30	5:00AM-12:00AM	5:00AM-10:30PM	15	30	6:00AM-12:00AM	6:00AM-10:30PM	15	30	6:00AM-11:00PM	6:00AM-9:30PM
370-Speedway/Riverside	New Route (Refer to Route 322, Route 656, Route 670, and Route 672)	Local - Weekday High Frequency	Route 370 is not applicable in the 0-5 year outlook.	The new Route 370 creates a north-south connector between the Triangle and Pleasant Valley/Riverside. The route consolidates UT Shuttle Routes 656, 670, and 672, and the portion of Route 322 on Chicon Street from E Cesar Chavez Street to Manor Road, to provide customers with consistent high frequency service on weekdays.	15	--	5:00AM-12:00AM	--	30	--	6:00AM-12:00AM	--	30	--	6:00AM-11:00PM	--
383-Research	Realigned	Local	No proposed changes to existing Route 383 service.	Route 383 is realigned to provide more direct service from Pavilion Park & Ride and North Lamar Transit Center. The route continues to serve Gateway, however, service is removed along Great Hills Trail, Stonelake Boulevard, MoPac Frontage Road, W Braker Lane, and Burnet Road; these corridors are served by new Route 326.	No Change	30	No Change	5:00AM-11:00PM	No Change	30	No Change	6:00AM-10:30PM	No Change	30	No Change	6:00AM-10:00PM
392-Braker/Domain (Route Name Changed)	Extended	Local	Route 392 is extended farther west on W Braker Lane from the existing terminus at W Braker Lane and Burnet Rd. Crossing Burnet Rd on W Braker Lane, the route travels on Domain Drive and Esperanza Crossing through the Domain and back across Burnet Road and Solaris Street to serve the new North Burnet/Uptown Station. The route operates bi-directionally, covering service provided by discontinued Route 466.	No proposed change from 0 - 5 year description of Route 392.	No Change	30	No Change	5:15AM-11:15PM	No Change	30	No Change	6:15AM-11:00PM	No Change	30	No Change	6:15AM-10:30PM
465-MLK/University of Texas	No Change	Local - Connector	No proposed changes to existing Route 465 service.	No proposed changes to existing Route 465 service.	No Change	30	No Change	6:30AM-7:00PM	--	--	--	--	--	--	--	--
466-Kramer/Domain	Discontinued (Refer to Pickup Walnut Creek, Route 3, and Route 392)	--	Route 466 is replaced by portions of several routes. Route 3 is realigned to cover JJ Pickle Research Campus on Read Granberry Trail and Exploration Way. Route 392 is realigned to provide service in the Domain along Domain Drive. Pickup Walnut Creek provides service to customers along Gracy Farms Lane and Metric Boulevard. Rapid 803 provides service on Burnet Road.	No proposed change from 0 - 5 year description of Route 466.	--	30	--	6:15AM-7:15PM	--	--	--	--	--	--	--	--
481-Night Owl North Lamar	Discontinued (Refer to Rapid 801)	--	No proposed changes to existing Route 481 service.	Route 481 is replaced by the Rapid 801 span improvement.	--	20-25	--	12:15AM-4:00AM	--	30-40	--	12:00AM-4:00AM	--	--	--	--
483-Night Owl Riverside	Discontinued (Refer to Route 20)	--	Route 483 is extended east to continue on E Riverside Drive, terminating at Austin Bergstrom International Airport. The route serves as a starter line for late night airport service.	Route 483 is replaced by Route 20 which will improve its span to provide late night service to the airport.	--	40	--	12:00AM-3:15AM	--	40	--	12:15AM-3:15AM	--	--	--	--
484-Night Owl South Lamar	No Change	Local - Night Owl	No proposed changes to existing Route 484 service.	No proposed changes to existing Route 484 service.	No Change	45	No Change	12:15AM-3:30AM	No Change	30-40	No Change	12:15AM-3:30AM	--	--	--	--
485-Night Owl East 7th/Cameron	Realigned	Local - Night Owl	Route 485 is realigned from the 11th Street and Rosewood Avenue corridors to the 7th Street and E Cesar Chavez Street corridors to better serve Plaza Saltillo and connect to Eastside Bus Plaza before traveling on Levander Loop to reconnect to Airport Boulevard. The route deviates from Airport Boulevard at Manor Road to serve the Mueller neighborhood via Berkman Drive, Barbara Jordan Boulevard, Mueller Boulevard, and E 51st Street before returning to its current alignment on Cameron Road, terminating at Norwood Transit Center.	No proposed change from 0 - 5 year description of Route 485.	No Change	40	No Change	12:15AM-3:45AM	No Change	35	No Change	12:15AM-3:30AM	--	--	--	--
486-Night Owl South Congress	Discontinued (Refer to Rapid 801)	--	No proposed changes to existing Route 486 service.	Route 486 is replaced by the Rapid 801 span improvement.	--	30	--	12:15AM-3:30AM	--	30	--	12:15AM-3:30AM	--	--	--	--
490-HEB Shuttle	Discontinued (Refer to Route 370 and Route 493)	--	No proposed changes to existing Route 490 service.	Route 490 is replaced by the southern portion of Route 370 along S Pleasant Valley Road and realigned Route 493 which provide coverage to Lakeside Apartments.	--	30-35	--	1:30PM-3:30PM (Weds) 10:15AM-1:00PM (Thurs)	--	--	--	--	--	--	--	--
491-Allandale	No Change	Local - Connector	No proposed changes to existing Route 491 service.	No proposed changes to existing Route 491 service.	--	--	--	--	No Change	60	No Change	9:00AM-3:00PM	--	--	--	--
492-Delwood	No Change	Local - Connector	No proposed changes to existing Route 492 service.	No proposed changes to existing Route 492 service.	No Change	60	No Change	9:00AM-3:45PM (Friday)	--	--	--	--	--	--	--	--
493-Eastview	Realigned and Span Increase (Refer to Route 322 and Route 490)	Local	No proposed changes to existing Route 493 service.	Route 493 becomes a local service, operating 60-minute frequencies seven days a week. The route maintains coverage between downtown to Lakeside Apartments and RBJ Health Center, destinations previously served by Route 322 and Route 490 (both the 322 and 490 are discontinued in the 5-10 year phase). Service on the 493 operates on Comal Street instead of Waller Street, to move north/south through East Austin.	No Change	60	5:00AM-11:00PM (weekdays)	9:00AM-2:30PM (Monday)	60	--	6:00AM-11:00PM	--	60	--	6:00AM-11:00PM	--
550-Red Line	Span, Frequency, and Operational Improvements	Rail	Red Line hours of operation are extended into the evening on weekdays (to 9:00 p.m.) and into the morning on Saturdays (starting at 8:00 a.m.). Positive Train Control (PTC) and double tracking improvements (i.e., Plaza Saltillo) are implemented to increase efficiency and reliability. North Burnet/Uptown Station opens for additional regional connectivity.	Weekday and Saturday Red Line frequencies are increased to 30 minutes for more consistent and accessible service throughout the day. Further double tracking improvements are implemented along with the I-35 rail bridge.	30	Varies (30-60+)	5:45AM-9:00PM	5:45AM-7:30PM	30	37	8:00AM-12:30AM	10:00AM-12:30AM	No Service	No Service	No Service	No Service
640-Forty Acres	No Change	Local - UT Shuttle	No proposed changes to existing Route 640 service.	No proposed changes to existing Route 640 service.	No Change	10	No Change	7:00AM-11:30PM	--	--	--	--	No Change	30	No Change	3:00PM-10:00PM
642-West Campus/UT	No Change	Local - UT Shuttle	No proposed changes to existing Route 642 service.	No proposed changes to existing Route 642 service.	No Change	8-12	No Change	7:00AM-11:30PM	--	--	--	--	No Change	30	No Change	3:00PM-10:00PM
656-Intramural Fields/UT	Discontinued (Refer to Route 370)	--	No proposed changes to existing Route 656 service.	Route 656 is consolidated with the new frequent Route 370.	--	8-20	--	7:00AM-11:30PM	--	--	--	--	--	50	--	3:00PM-10:00PM
661-Far West/UT	Discontinued (Refer to Route 8)	--	No proposed changes to existing Route 661 service.	Route 661 is consolidated with the new frequent Route 8.	--	8-23	--	7:00AM-11:30PM	--	--	--	--	--	50	--	3:00PM-10:00PM
663-Lake Austin/UT	Discontinued (Refer to Route 8)	--	No proposed changes to existing Route 663 service.	Route 663 is consolidated with the new frequent Route 8.	--	15-20	--	7:00AM-11:30PM	--	--	--	--	--	45	--	3:00PM-10:00PM
670-North Riverside	Discontinued (Refer to Route 370)	--	No proposed changes to existing Route 670 service.	Route 670 is consolidated with the new frequent Route 370.	--	8-20	--	7:00AM-11:30PM	--	--	--	--	--	45	--	3:00PM-10:00PM
672-Lakeshore	Discontinued (Refer to Route 370)	--	No proposed changes to existing Route 672 service.	Route 672 is consolidated with the new frequent Route 370.	--	15-22	--	7:00AM-11:30PM	--	--	--	--	--	50	--	3:00PM-10:00PM

REVISED CONCEPTS PENDING BOARD APPROVAL AND SERVICE CHANGE PROCESS

NOTE: This list displays the revised draft 10-year vision for CapMetro's services based on community feedback obtained through Summer 2025 engagement. Proposed near-term implementation steps (i.e., 0-5 years) are documented in the '0 - 5 Year Outlook Change Description' column. Information related to frequency and span represent service levels of the 10-year network.

Route	Proposed Change (5+ Year Outlook)	Proposed Service Type (5+ Year Outlook)	0 - 5 Year Outlook Change Description	5+ Year Outlook Change Description	5+ Year Outlook											
					Weekday Frequency (Minutes)		Weekday Span		Saturday Frequency (Minutes)		Saturday Span		Sunday Frequency (Minutes)		Sunday Span	
					Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing
800-Pleasant Valley	Improved Frequency	Rapid	Rapid 800 is extended from its temporary southern terminus at Vertex to the new Goodnight Ranch Park & Ride facility, while maintaining the current alignment connecting South Austin to Mueller. The change provides connections to realigned Routes 318 and 333. Frequency is improved to full service levels.	No proposed change from 0 - 5 year description of Rapid 800.	10-15	20	5:00AM-3:00AM	5:00AM-12:00AM	15	20	6:00AM-3:00AM	6:00AM-11:30PM	15	20	6:00AM-3:00AM	6:00AM-11:00PM
801-N. Lamar/S. Congress	Realigned and Improved Span (Refer to Route 481 and Route 486)	Rapid	No proposed changes to existing Rapid 801 service.	The Rapid 801 alignment through Downtown Austin gathered feedback from the public on three different routing options. The public preferred Rapids on San Jacinto (Option 1), while Rapids Feed Light Rail (Option 3) was also popular. The final alignment will depend on further coordination with ATP and additional community engagement. In option 1, Rapid 801 deviates from Guadalupe Street at Dean Keeton Street to travel down San Jacinto Boulevard and Trinity Street, east-west on 4th Street, along Congress Avenue and crossing the river south to continue back to its existing alignment at Riverside Drive. In option 3, Rapid 801 would terminate north at the 38th Street Light Rail Station and south at the Ottorf Light Rail Station. The service span is improved to provide late night service on the Rapid corridor, which in turn would consolidate current Night Owl Routes 481 and 483.	No Change	10-15	5:00AM-3:00AM	5:00AM-11:30PM	No Change	15	6:00AM-3:00AM	5:30AM-11:15PM	No Change	15	6:00AM-3:00AM	5:30AM-11:30PM
803-Burnet/S. Lamar	Realigned (Refer to Route 3)	Rapid	The Rapid 803 removes the deviation to JJ Pickle Research Campus, continuing to operate along Burnet Road, with the Route 3 realignment providing service to JJ Pickle.	The Rapid 803 alignment through Downtown Austin gathered feedback from the public on three different routing options. The public preferred Rapids on San Jacinto (Option 1), while Rapids Feed Light Rail (Option 3) was also popular. The final alignment will depend on further coordination with ATP and additional community engagement. In option 1, Rapid 803 deviates from Guadalupe Street at Dean Keeton to travel down San Jacinto Boulevard and Trinity Street, east-west on 4th, along Congress Avenue to its existing alignment along Cesar Chavez. In option 3, Rapid 803 would terminate north at the 38th Street Light Rail Station and south at Congress Avenue Light Rail Station.	No Change	10-15	No Change	5:00AM-11:30PM	No Change	15	No Change	6:00AM-11:45PM	No Change	15	No Change	6:00AM-11:45PM
815-Oak Hill/Menchaca	New Route (Refer to Route 315)	Rapid	Rapid 815 is not applicable in the 0-5 year outlook.	This new Rapid 815 replaces Route 315, extending from Westgate Transit Center south along Menchaca Road to William Cannon Drive. The Oak Hill segment along Highway 71 terminates at Oak Hill Plaza. The new line provides a transfer option from Rapid 803.	20	--	5:00AM-12:00AM	--	20	--	6:00AM-11:30PM	--	20 (before 7 PM) 30 (after 7 PM)	--	6:00AM-11:00PM	--
837-Expo Center	Frequency Increase and Realigned	Rapid	The north terminus of Rapid 837 is realigned to serve the Expo Center Park & Ride at Decker Lane and Loyola Lane once the facility is complete. The remaining alignment stays as existing. Frequency is improved to full service levels.	The downtown terminus of Rapid 837 is adjusted to terminate near Congress Avenue Light Rail Station, dependent on future capital improvements. This new terminus provides easier transfers to light rail. The remaining route, north of 4th Street maintains the same alignment.	10-15	20	5:00AM-3:00AM	5:00AM-12:15AM	15	20	6:00AM-3:00AM	6:00AM-11:45PM	15	20	6:00AM-3:00AM	6:00AM-11:15PM
935-Tech Ridge Express	Realigned and Span Increase	Express	Route 935 is realigned to shift non-stop service from I-35 to MoPac to proactively respond to ongoing construction and traffic impacts, as well as remove an unproductive segment along Riverside Drive. The route uses W 5th Street and E Cesar Chavez Street to travel east-west through downtown, and continues to use Guadalupe Street/Lavaca Street and San Jacinto Boulevard/Trinity Street to serve downtown and UT.	Route 935 is realigned downtown to use Guadalupe Street bi-directionally to align with proposed City of Austin Core Transportation (ACT) Plan changes. The route increases peak trips with potential to increase span.	30	30	6:00AM-9:00AM / 3:00PM-7:00PM	6:45AM-7:15AM / 4:45PM-5:15PM	--	--	--	--	--	--	--	--
980-North MoPac Express	Span Increase and Realigned	Express	No proposed changes to existing Route 980 service.	Route 980 increases peak trips with potential to increase span. The route is realigned downtown to travel bi-directionally on Guadalupe Street to align with proposed City of Austin Core Transportation (ACT) Plan changes, and travel on San Jacinto Boulevard and Trinity Street north of the Capital (15th Street). The route terminates on San Jacinto Boulevard at Dean Keeton Street, while maintaining the current northern terminus at Round Rock Transit Center.	30	1 peak AM Trip 1 peak PM Trip	6:00AM-9:00AM / 3:00PM-7:00PM	7:00AM / 5:20PM	--	--	--	--	--	--	--	--
982-Pavilion Express	Span Increase and Realigned	Express	No proposed changes to existing Route 982 service.	Route 982 increases peak trips with potential to increase span. The route is realigned to travel bi-directionally on Guadalupe Street to align with proposed City of Austin Core Transportation (ACT) Plan changes, while maintaining the existing termini of Pavilion Park & Ride and Downtown Austin.	30	30	6:00AM-9:00AM / 3:00PM-7:00PM	6:30AM-8:30AM / 3:30PM-6:00PM	--	--	--	--	--	--	--	--
985-Leander/Lakeline Direct	Span Increase Realigned	Express	No proposed changes to existing Route 985 service.	Route 985 increases peak trips with potential to increase span. The route is realigned to travel bi-directionally on Guadalupe Street downtown to align with proposed City of Austin Core Transportation (ACT) Plan changes, while maintaining the existing termini of Leander and UT.	30	30	6:00AM-9:00AM / 3:00PM-7:00PM	5:45AM-8:00AM / 2:30PM-6:00PM	--	--	--	--	--	--	--	--
990-Manor/Elgin Express	Realigned, Improved Frequency, and New Span	Express	No proposed changes to existing Route 990 service.	Route 990 is adjusted to serve ACC Highland using Airport Boulevard and Guadalupe Street, with a potential frequency adjustment to 30-minute peak service including an increase in peak trips. The route will be realigned downtown to utilize bi-directional Guadalupe Street to align with proposed City of Austin Core Transportation (ACT) Plan changes, while maintaining existing termini of Elgin and Downtown Austin.	30	60	6:00AM-9:00AM / 3:00PM-7:00PM	5:30AM-7:45AM / 4:00PM-6:30PM	--	--	--	--	--	--	--	--
Pickup Decker	No Change	Pickup	No proposed changes to existing Pickup Decker service.	No proposed changes to existing Pickup Decker service.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup Dessau	New Boundary (Refer to Pickup Walnut Creek)	Pickup	No proposed changes to existing Pickup Dessau service.	The Pickup Dessau zone is extended to overlap with Pickup Walnut Creek to transfer opportunities with Pickup Walnut Creek, allowing customers to cross I-35 in one ride.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup Dove Springs	No Change	Pickup	No proposed changes to existing Pickup Dove Springs service.	No proposed changes to existing Pickup Dove Springs service.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup East ATX	No Change	Pickup	No proposed changes to existing Pickup East ATX service.	No proposed changes to existing Pickup East ATX service.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup Exposition	No Change	Pickup	No proposed changes to existing Pickup Exposition service.	No proposed changes to existing Pickup Exposition service.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	--	--	--	--	--	--
Pickup Lago Vista	No Change	Pickup	No proposed changes to existing Pickup Lago Vista service.	Potential Pickup Lago Vista boundary expansion based on growth and demand.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	--	--	--	--	--	--
Pickup Leander	No Change	Pickup	No proposed changes to existing Pickup Leander service.	Potential Pickup Leander boundary expansion based on growth and demand.	No Change	<15 min	6:00AM-7:00PM	6:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup Manor	No Change	Pickup	No proposed changes to existing Pickup Manor service.	Potential Pickup Manor boundary expansion based on growth and demand.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	--	--	--	--	--	--
Pickup North Oak Hill	No Change	Pickup	No proposed changes to existing Pickup North Oak Hill service.	No proposed changes to existing Pickup North Oak Hill service.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	--	--	--	--	--	--

REVISED CONCEPTS PENDING BOARD APPROVAL AND SERVICE CHANGE PROCESS

NOTE: This list displays the revised draft 10-year vision for CapMetro's services based on community feedback obtained through Summer 2025 engagement. Proposed near-term implementation steps (i.e., 0-5 years) are documented in the '0 - 5 Year Outlook Change Description' column. Information related to frequency and span represent service levels of the 10-year network.

Route	Proposed Change (5+ Year Outlook)	Proposed Service Type (5+ Year Outlook)	0 - 5 Year Outlook Change Description	5+ Year Outlook Change Description	5+ Year Outlook											
					Weekday Frequency (Minutes)		Weekday Span		Saturday Frequency (Minutes)		Saturday Span		Sunday Frequency (Minutes)		Sunday Span	
					Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing
Pickup Northeast ATX	Expanded	Pickup	No proposed changes to existing Pickup Northeast ATX service.	The Pickup Northeast ATX boundary is expanded north to cover University Hills within Berkman Drive, US 290 Frontage Road, and Manor Road to provide service to high need populations.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup South Menchaca	No Change	Pickup	No proposed changes to existing Pickup South Menchaca service.	No proposed changes to existing Pickup South Menchaca service.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	--	--	--	--	--	--
Pickup Walnut creek	New Boundary (Refer to Pickup Dessau)	Pickup	No proposed changes to existing Pickup Walnut Creek service.	The Pickup Walnut Creek boundary is extended west of MoPac to provide service to the Elysium Grand Apartment complex off Oak Creek Drive. The Pickup zones will be extended with Pickup Dessau to create an overlapping area for demand-response transfers, allowing customers to cross I-35 in one ride.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup Lake Creek	New Zone	Pickup	Pickup Lake Creek is not applicable in the 0-5 year outlook.	The new Pickup Lake Creek is roughly bounded by US 183/Research Boulevard, SH45/RR 620, W Parmer Lane, Riata Vista Circle, and Riata Trace Parkway. The zone is anchored by the McNeil Drive H-E-B. The zone boundary is not final and is dependent on further planning and community engagement.	<15 min	--	7:00AM-7:00PM	--	--	--	10:00AM-6:00PM	--	--	--	--	--
Pickup Georgian Acres	New Zone	Pickup	Pickup Georgian Acres is not applicable in the 0-5 year outlook.	The new Pickup Georgian Acres is roughly bounded by I-35, US 183/Research Boulevard, Metric Boulevard, and W Rundberg Lane. The zone is anchored by the W Rundberg Lane H-E-B. The zone boundary is not final and is dependent on further planning and community engagement.	<15 min	--	7:00AM-7:00PM	--	--	--	10:00AM-6:00PM	--	--	--		

PROPOSED FUTURE (10+ YEAR HORIZON) CONCEPTS REQUIRING FINANCIAL PARTNERSHIPS AND INVESTMENT

NOTE: This list displays concepts estimated to occur 10+ years into the future based on market readiness and available funding.

CapMetro Service Type	Future Concept	Proposed Via	Description
Bus	Route 243 Extension to Pavilion Park & Ride	Transit Plan 2035	Westward Extension of Route 243 through Howard Lane to Pavilion Park & Ride.
	Route 350 Extension to Rundberg	Transit Plan 2035	North Expansion of modified Route 350 (serving Austin Bergstrom International Airport) to extend from North Lamar Transit Center to the Rundberg Lane HEB.
	51st Street Local Route	Transit Plan 2035	Potential east/west local route covering portions of discontinued Route 345 operating primarily on 45th Street and 51st Street.
	Lakeline/Round Rock Local Route	Transit Plan 2035	Potential east/west local route connecting Round Rock to Lakeline via RM 620.
	Slaughter Local Route	Transit Plan 2035	Potential east/west local route operating on Slaughter Lane between Oak Hill and Easton Park.
	Sunset Valley/Brodie/Manchaca Local Route	Transit Plan 2035	Potential local service from Westgate Transit Center to San Leanna through Sunset Valley and Manchaca via Brodie Lane, Slaughter Lane, Manchaca Road, and FM 1626.
Express	East Express	Project Connect	Proposed Project Connect Express service operating for approximately 27 miles from Elgin to Downtown Austin via primarily US 290.
	Four Points Express	Project Connect	Proposed Project Connect Express service operating for approximately 16 miles from Four Points (Four Points Drive & River Place Boulevard in West Austin) to Downtown Austin via primarily Ranch Rd 2222 and Mopac Expressway.
	Manor/Expo Flyer	Transit Plan 2035	Potential peak only Flyer service to connect Manor to the future Green Line Station and Expo Center Park & Ride area in Colony Park.
	North Express	Project Connect	Proposed Project Connect Express service operating for approximately 31 miles from Georgetown and Round Rock to Downtown Austin via primarily I-35 and Mopac Expressway.
	Northeast Express	Project Connect	Proposed Project Connect Express service operating for approximately 32 miles from Hutto and Pflugerville to Downtown Austin via primarily SH 45 and Mopac Expressway.
	Northwest Express	Project Connect	Proposed Project Connect Express service operating for approximately 32 miles from Leander and Lakeline Boulevard to Downtown Austin via primarily US 183 and Mopac Expressway.
	South Central Express	Project Connect	Proposed Project Connect Express service operating for approximately 33 miles from San Marcos and Buda to Downtown Austin via primarily I-35.
	South Express	Project Connect	Proposed Project Connect Express service operating for approximately 29 miles from Lockhart and Easton Park to Downtown Austin via primarily US 183.
	Southeast Express	Project Connect	Proposed Project Connect Express service operating for approximately 30 miles from Bastrop and Del Valle to Downtown Austin via primarily SH 71.
	Southwest Express Circle C	Project Connect	Proposed Project Connect Express service operating for approximately 13 miles from Wildflower Center to Downtown Austin and UT via primarily Mopac Expressway.
	Southwest Express Oak Hill	Project Connect	Proposed Project Connect Express service operating for approximately 12 miles from Oak Hill to Downtown Austin and UT via primarily Mopac Expressway.
Pickup	Project Connect Pickup service zones	Project Connect	Pickup service zones that operate in key geographies inside CapMetro's service area
Rail	Green Line	Project Connect	Proposed Project Connect commuter rail service operating for approximately 9 miles between Downtown Austin and Colony Park (Phase 1), approximately 6 miles from Colony Park to Manor (Phase 2), and approximately 12 miles from Manor to Elgin (Phase 3).
	Red Line Improvements	Transit Plan 2035	Start Sunday service to enable more opportunities to travel (proposed service from 8:00AM to 9:00PM). In line with the upcoming North Burnet/Uptown Station, thoughtfully explore additional infill stations to connect customers to more of the region.
Rapid	Cameron/Dessau CapMetro Rapid	Project Connect	Proposed Project Connect Rapid service operating for approximately 10 miles between Tech Ridge and Highland along primarily Dessau Road in Northeast Austin.
	Crosstown 7th St Lake Austin CapMetro Rapid	Project Connect	Proposed Project Connect Rapid service operating for approximately 7 miles between Westfield and the Eastside Bus Plaza along primarily Lake Austin Boulevard and 7th Street through Downtown Austin.
	Gold Line CapMetro Rapid	Project Connect	Proposed Project Connect Rapid service operating for approximately 6 miles between Highland and Downtown Austin along primarily Airport Boulevard, Red River Street, and Trinity Street.
	Oak Hill / Manchaca CapMetro Rapid Extension	Project Connect	South extension of Rapid 815 along Manchaca Road from William Cannon Drive to Slaughter Lane.
	MLK CapMetro Rapid	Project Connect	Proposed Project Connect Rapid service operating for approximately 10 miles between the Expo Center and Westfield through Downtown Austin along primarily FM 969, Martin Luther King Jr. Boulevard, and Enfield Road.
	Parmer CapMetro Rapid	Project Connect	Proposed Project Connect Rapid service operating for approximately 18 miles between Manor and Lakeline Boulevard along primarily Parmer Lane.

The background of the slide features a repeating watermark of the CapMetro logo in a light blue color. The logo consists of the word "CapMetro" in a sans-serif font, with a stylized mountain peak or 'M' shape above the word. The watermark is repeated across the entire slide, creating a subtle pattern.

Appendix C

Bikeshare Strategic Expansion Plan

Foreword

In support of Transit Plan 2035, CapMetro also completed the CapMetro Bikeshare Strategic Expansion Plan, a planning-level assessment that outlines a long-term vision for expanding bikeshare access across Austin and strengthening first-/last-mile connections to the regional transit network. The plan identified market conditions, community priorities, and high-opportunity areas for future bikeshare investment, and its findings informed Transit Plan 2035's broader multimodal strategy. Similar to other technical efforts incorporated into this plan, the bikeshare analysis was conceptual in nature and did not include detailed design, engineering, feasibility studies, or funding commitments. Further work will be required to determine specific station locations, costs, operating considerations, and partnership needs. Future bikeshare expansion will depend on available funding, coordination with the City of Austin and Austin Transit Partnership, and opportunities that arise through Project Connect and local development projects.



Expansion Plan



January 2025

CapMetro

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1. Introduction

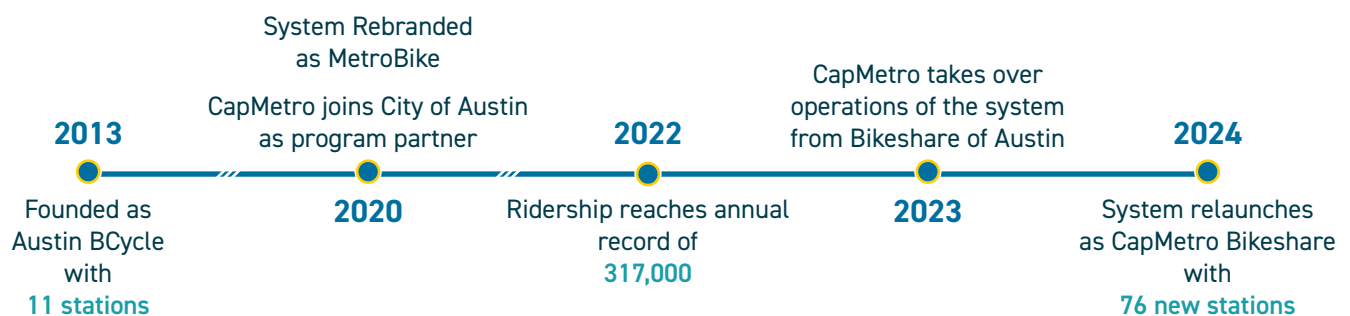
Background

CapMetro Bikeshare, formerly MetroBike and Austin BCycle, is a public bikeshare service in the city of Austin. The service launched as an 11-station system with 100 bikes all located within Downtown Austin and has expanded to over **76 stations and nearly 500 bikes.**¹ Since its founding in 2013 until 2023, a non-profit, Bikeshare of Austin managed the day-to-day operations of the bikeshare system.

In 2020, Austin BCycle was rebranded as MetroBike and a new, collaborative management model was established. CapMetro and the City of Austin joined forces with Bikeshare of Austin to manage and maintain the system. Under the agreement, CapMetro managed system planning and provided funding; the City of Austin owned all equipment; and Bikeshare of Austin continued day-to-day management of the system. This collaboration between CapMetro, the City of Austin, and Bikeshare of Austin laid the groundwork for the development of an Interlocal Agreement (ILA) for the fiscal years 2023-2033 that integrated Bikeshare of Austin into CapMetro, expanding CapMetro's role in bikeshare operations in Austin.

The **MetroBike Strategic Expansion Plan Phase I** (SEP I) was completed in 2022 and outlined a growth plan for the bikeshare system to address the mobility, equity, opportunity, and climate needs in the city of Austin. The SEP I focused on short-term growth opportunities for MetroBike. CapMetro decided to initiate this plan, the **CapMetro Bikeshare Expansion Plan** (CBEP), to create a longer-term strategy for the program in light of several major changes impacting the system. In 2023 CapMetro took over operations of bikeshare. That same year, TxDOT awarded the City new Transportation Alternatives Set-Aside funds to fund the largest expansion in the program's history to date. In the summer of 2024, CapMetro undertook a relaunch of the system with new equipment and a change in branding from MetroBike to CapMetro Bikeshare. Finally, CapMetro has placed a renewed focus on public engagement around bikeshare, striving to strengthen local buy-in for the program and create a community-driven vision for the program.

Figure 1: **Timeline of Bikeshare in Austin**



¹ Total by October 2024

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2. Strategic Framework

The strategic framework serves as a guide for the study. Performance measures, operating recommendations, and expansion recommendations will all tie back to the program vision, plan objectives, and guiding principles.

Vision

Vision statements describe an idealized future for the program. A vision statement answers the question: what do we ultimately hope to achieve with CapMetro Bikeshare?

Vision Statements:

1. CapMetro Bikeshare expansion will expand mobility options for Austinites while putting the needs of its most vulnerable and marginalized communities first.
2. CapMetro Bikeshare will help deliver on CapMetro's commitment to sustainability and will assist CapMetro in carrying out the goals of its Climate Action Plan.
3. CapMetro Bikeshare will be ubiquitous in Austin, and bicycling will be a favored way for Austinites to move around the city. Its integration with public transportation will be a model for other transit agencies.

Plan Objectives

Plan objectives describe the desired outcomes of this plan and serve to inform plan development. The plan objectives answer the question: what should this plan accomplish?

1. Engage the public to ensure CapMetro Bikeshare reflects their needs, goals, and desires.
2. Identify how CapMetro Bikeshare can better integrate with CapMetro's expanding transit network.
3. Create a long-term vision for the CapMetro Bikeshare program that is designed to be flexible enough to evolve with changing needs.
4. Outline resource needs for the CapMetro Bikeshare program to allow CapMetro to adequately prepare for program expansion.

Guiding Principles

Guiding principles articulate the goals of the CapMetro Bikeshare system. These are intended to be broad and visionary while forming the basis for future performance measures. The guiding principles answer the questions: what are evergreen principles that will guide program development and what does the system stand for?

A. BIKESHARE, AS PART OF AUSTIN'S PUBLIC TRANSIT NETWORK, CONNECTS PEOPLE TO WHERE THEY WANT TO GO.



Bikeshare fills transportation gaps, expanding mobility for the public and connecting riders to and from other CapMetro services.

B. BIKESHARE IS A TOOL TO REDUCE INEQUALITIES IN TRANSPORTATION.



Bikeshare helps more people move without a car, notably striving to help vulnerable and marginalized communities.

C. BIKESHARE PROVIDES AN ACCESSIBLE AND AFFORDABLE TRANSPORTATION OPTION.



The system's design, footprint, and user experience reflect the needs of all Austinites. CapMetro Bikeshare's many pass types ensure all users can access the system at a fair price.

D. BIKESHARE SUPPORTS COMMUNITY WELLBEING.



Bikeshare makes Austin a healthier and more resilient community in a few ways. The program promotes physical activity and the use of public recreation resources. It also supports wellbeing by providing residents access to jobs and opportunities.

E. BIKESHARE IS A GOOD STEWARD OF PUBLIC FUNDS.



CapMetro Bikeshare is a financially sustainable operation. CapMetro Bikeshare expansion learns from experience and makes sensible system development and expansion decisions. As the system grows and matures, revenue generation is balanced with providing greater geographic coverage.

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3. Market Study

The market study seeks to identify how CapMetro Bikeshare is used today and ways it could better serve the community in the future. The study team examined CapMetro Bikeshare's performance across several factors, including:

- **Socio-demographics of the CapMetro Bikeshare service area**
- **Membership Trends**
- **Trip Behavior and Travel Patterns**
- **Station Performance**
- **Future Growth and Development**
- **Geographic Demand for CapMetro Bikeshare**

These findings give us a data-driven understanding of Austin's bikeshare market.



Socio-Demographic Analysis

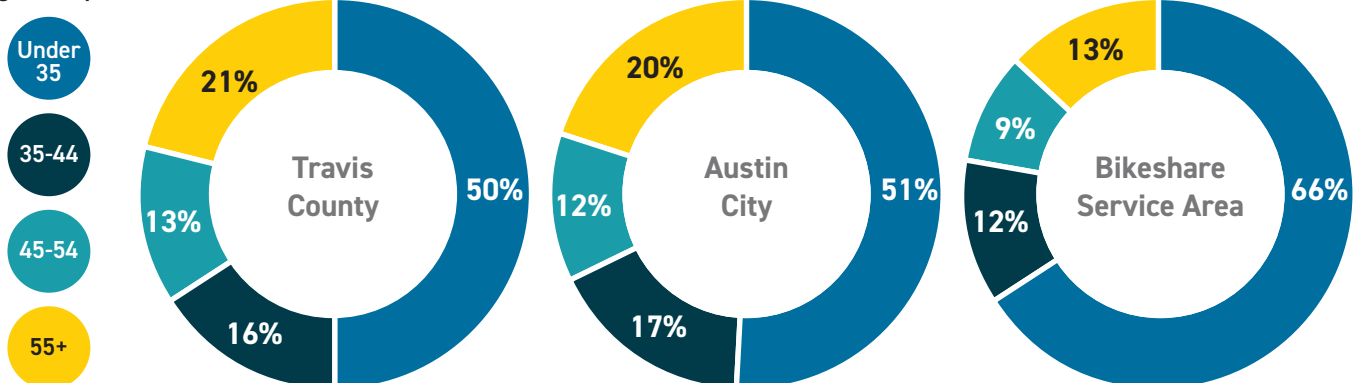
To understand how representative the population served by CapMetro Bikeshare is to the wider region, the study team looked at a range of socio-demographic factors summarized to Census Block Groups with bikeshare stations. They then compared the results to the City of Austin and Travis County. All data relies on the American Community Survey (ACS) 2021 5-Year Estimates.¹

Age

CapMetro Bikeshare stations are highly concentrated in the downtown Austin area and around the University of Texas' main campus, providing important connectivity to employment and educational opportunities, tourist destinations, social services, and existing transit services. As seen in [Figure 2](#), **the residential makeup of the CapMetro Bikeshare service area is relatively young in comparison to the City of Austin and Travis County as a whole**: 66 percent of residents living in a Census Block Group with a CapMetro Bikeshare station are under 35 years old, 16 and 15 percentage points higher than Travis County and the City of Austin, respectively.

Figure 2: Age by Geography

Age Groups:



Income

When comparing income across the three selected geographies, there are a few evident differences. Income disparities are greater amongst people living in the CapMetro Bikeshare service area: **households earning under \$35,000 annually and those earning above \$200,000 annually are more prevalent in the CapMetro Bikeshare service area than in the City of Austin or Travis County**. Households making under \$35,000 make up almost a quarter of the population in the CapMetro Bikeshare service area, four percentage points higher than the City of Austin and five percentage points higher than Travis County. Meanwhile, households with incomes between \$35,000 and \$99,000 are not as common in the CapMetro Bikeshare service area as they are throughout the region.

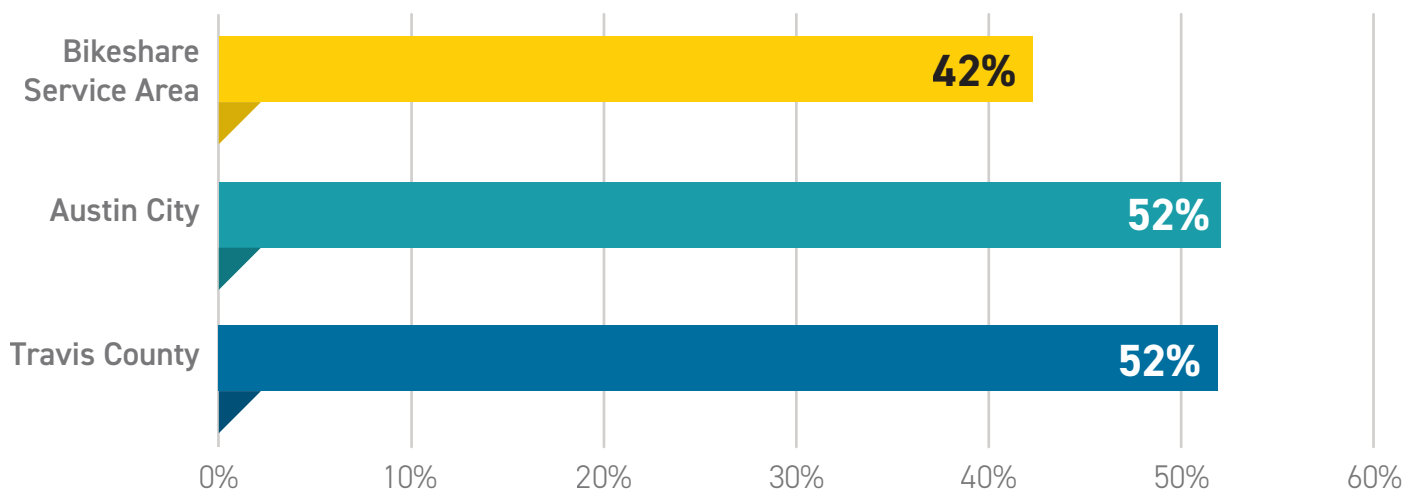
¹ It's important to note that ACS data provides a broad picture of commuting patterns. Hybrid work arrangements post-COVID may complicate the classification of commuters (e.g., determining whether someone is a bike commuter if they only commute to the office once a week).

Race and Ethnicity

The population living within the CapMetro Bikeshare service area is also less racially and ethnically diverse than the City of Austin and Travis County. The percentage of minority residents (all non-white residents including those who identify as Hispanic or Latinx) in the CapMetro Bikeshare service area was only 42 percent, whereas 52 percent of the City of Austin and Travis County identified as a minority race or ethnicity ([Figure 3](#)).¹

When breaking the demographics by race only, **downtown Austin has a significantly higher White population than the rest of the region:** the population living within the CapMetro Bikeshare service area is 71 percent White.² In contrast, Travis County is 66 percent White, and the City of Austin is 56 percent White. The region's Black and Asian populations across all three geographies remains similar, between seven to nine percent.

Figure 3: **Minority Population by Geography**



→ Key Finding

The CapMetro Bikeshare service area is not representative of the overall population in Travis County or City of Austin. Census Block Groups with CapMetro Bikeshare stations skew younger and are less diverse than the City and County as a whole. The bikeshare service area has a significantly smaller share of middle-income earners compared to the City and County.

¹ Minority Population encapsulates all populations that identify as Hispanic/Latinx or any race that is not white.

² This figure includes any individual who identifies as white per the American Community Survey, regardless of ethnicity.

Membership Trends

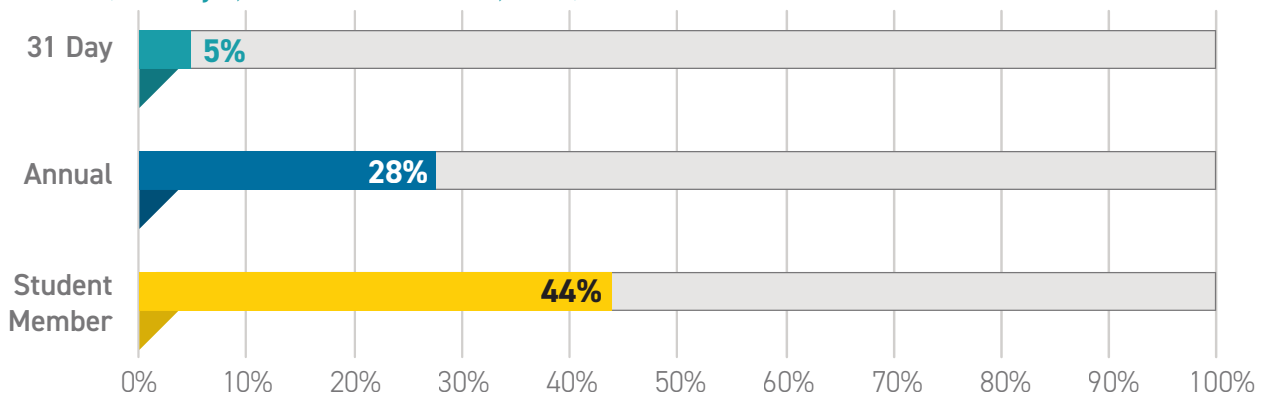
CapMetro Bikeshare has five pass types. Some pass names have been updated, the old names are noted in parentheses.¹

- **31 Day (Local31)**: a monthly membership that includes unlimited 60-minute trips.
- **Annual (Local365)**: an annual membership that includes unlimited 60-minute trips.
- **Student Membership**: an annual membership that includes unlimited 60-minute trips.²
- **1 Day (Explorer)**: a one-day membership with unlimited 60-minute trips during a 24-hour period.
- **Pay-as-you-ride**: a single-trip membership that charges an unlock fee and per minute fee.

These pass types can be further aggregated into two broad categories, casual and registered users. Pay-as-you-ride and Explorer pass types are considered casual users. Riders using these membership types tend to be infrequent users, including tourists and visitors. Those using Local31, Local365, and Student Memberships are categorized as registered users and represent frequent riders who tend to use bikeshare for basic mobility needs.

The study team calculated a renewal ratio, defined as the number of renewed memberships between January 1, 2020 and November 1, 2023 compared to the sum of renewed and lapsed memberships during that period. The analysis shows that renewal rates are lowest among monthly registered users and highest among student annual registered users. **No pass type yields a renewal ratio greater than 50 percent, meaning for every CapMetro Bikeshare pass type, more accounts lapsed during the reporting period than were renewed (Figure 4).** The study team was unable to benchmark this rate to other bikeshare systems due to inconsistencies with how systems collect and report renewal data.

Figure 4: **Ratio of Renewed Memberships to Renewed and Lapsed Memberships**
(January 1, 2020 to November 1, 2023)



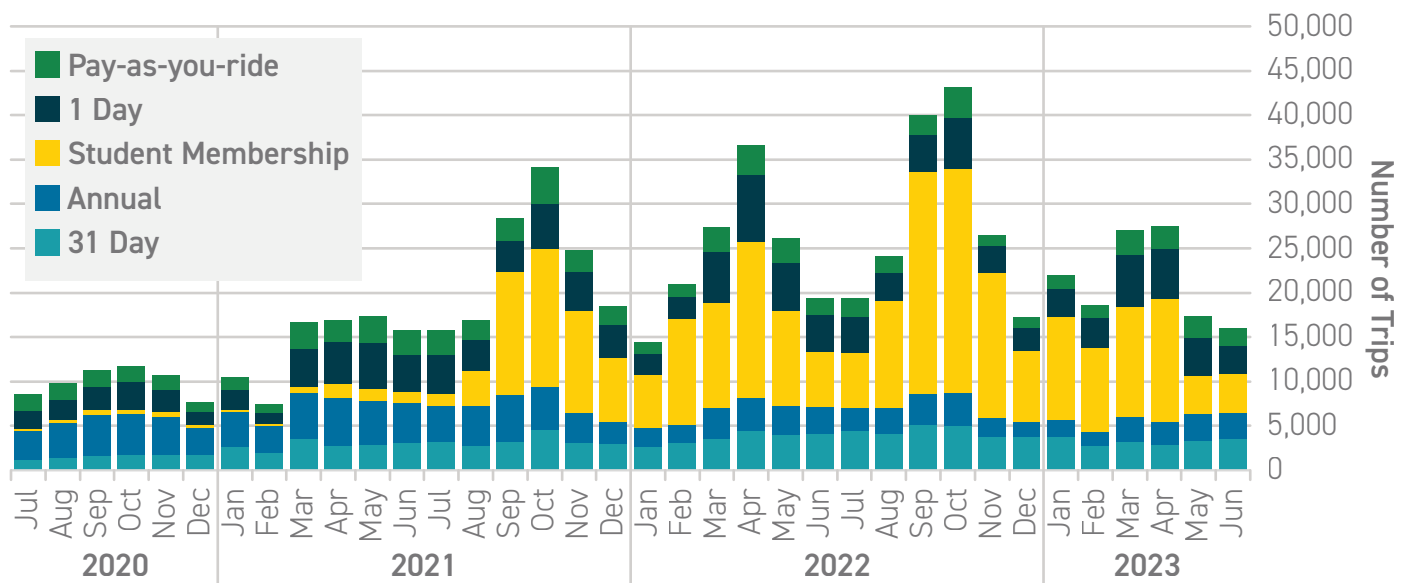
¹ CapMetro, "Bikeshare," <http://capmetro.org/bikeshare>.

² The student membership functions as a Local365 membership, but it is offered at a steeply discounted rate.

Ridership by Pass Type

Figure 5 shows total monthly trips by pass type from July 2020 through June 2023. Following the ridership trends shown in Figure 6, ridership varies by season and year. Trips were significantly lower between July 2020 and July 2021, when the COVID-19 Pandemic reduced travel, especially for student trips. During the analysis period, **registered user trips represented an average of 68 percent of all trips, with student memberships making up the highest proportion of those trips in 2022 and 2023.** Trip volumes for all users decline during the hottest months (June and July) as well as the coldest (December, January, and February). These variations may also be attributed to when students are on campus versus when they are away on break as well as when major citywide events, such as South by Southwest (SXSW) and Austin City Limits occur.

Figure 5: Monthly Trips by Pass Type (July 2020-June 2023)



→ Key Finding

CapMetro Bikeshare could increase ridership by focusing resources on better retaining its existing registered users. Two possible areas of focus are increasing retention of Annual registered users and converting Student Members to Annual memberships after graduation.

Since Fall 2021, CapMetro Bikeshare has disproportionately relied on students to generate ridership, with student passes accounting for over 60 percent of trips during peak months. To diversify and expand the user base, the system could target increased usage of Annual pass holders and casual users. The small share of trips by casual user trips is notable as pay-as-you-go is the dominant fee model for the vast majority of micromobility trips (e.g. bikeshare, shared scooters) in Austin. The small share of casual user trips to overall trips suggest that CapMetro Bikeshare serves a different user base than competing private dockless micromobility services.

Trip Behavior and Travel Patterns

The following presents an analysis of the existing CapMetro Bikeshare trip data, from July 2020 through June 2023. This analysis examines travel patterns, including the types of destinations that generate significant demand, times of day when demand is greatest, ridership performance statistics, and the net flow of vehicles throughout the day. This data is important for developing station typologies and understanding trip making patterns that may impact the performance of expansion stations.

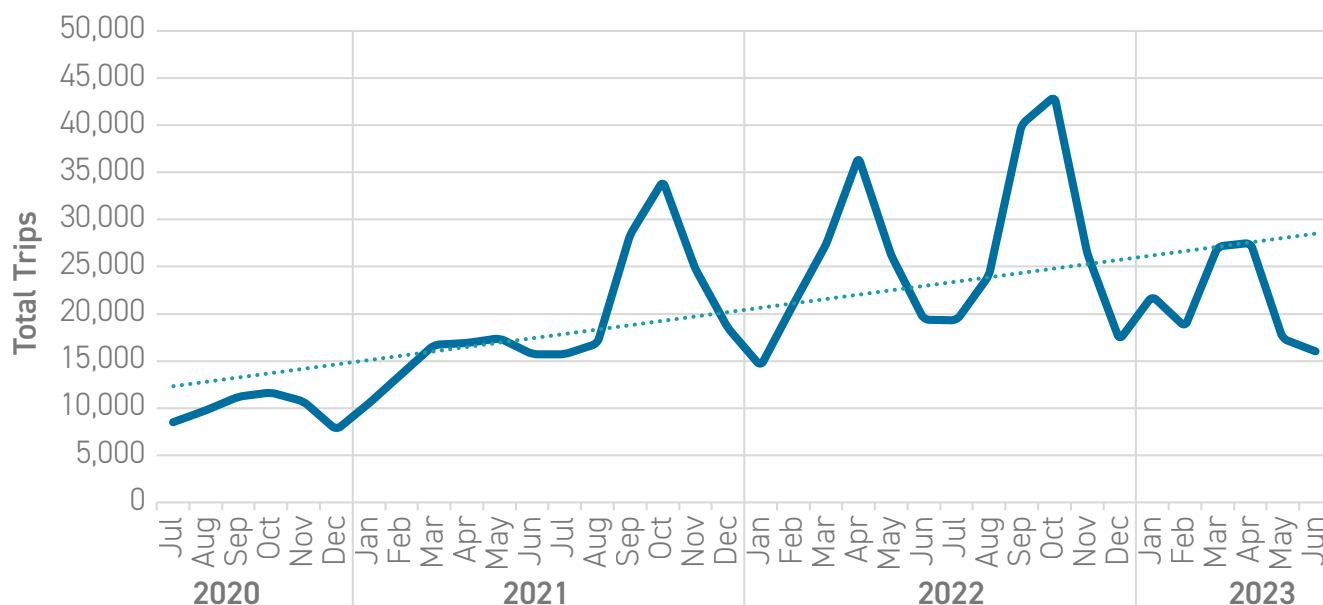
Ridership Trends

RIDERSHIP BY MONTH

[Figure 6](#) shows monthly ridership from July 2020 through June 2023. Ridership varies by season, with more trips in the spring and fall and fewer trips in the hottest and coldest months of the year. Peaks in ridership roughly align with when students are on campus as well as with major citywide events, such as SXSW and Austin City Limits.

Between July 2020 and June 2023, the highest ridership month was October 2022 with over 43,000 trips, while the lowest ridership month was December 2020 with approximately 7,400 trips. **Overall, the linear trend shows growth in ridership since July 2020.** This increasing trend in ridership is, in part, attributable to the COVID-19 Pandemic when travel was restricted; monthly trips between July 2020 and July 2021 were lower compared to trips from August 2021 through June 2023. Low ridership in April 2023 corresponds with a system failure during SXSW, which negatively impacted ridership. Ongoing issues with theft and vandalism of vehicles also impacted ridership in 2023.

Figure 6: **Total Monthly Ridership (July 2020-June 2023)**



TRIPS PER BICYCLE (TPB)

A common measurement of bikeshare system utilization is the number of average daily trips per bicycle (TpB), which controls for ridership gains due to system expansion. From July 2020 through June 2023, CapMetro Bikeshare saw an average daily TpB of 1.36. Unlike other bikeshare systems, CapMetro Bikeshare's ridership patterns have two peak and two off-peak seasons that roughly align with when university classes are in session.

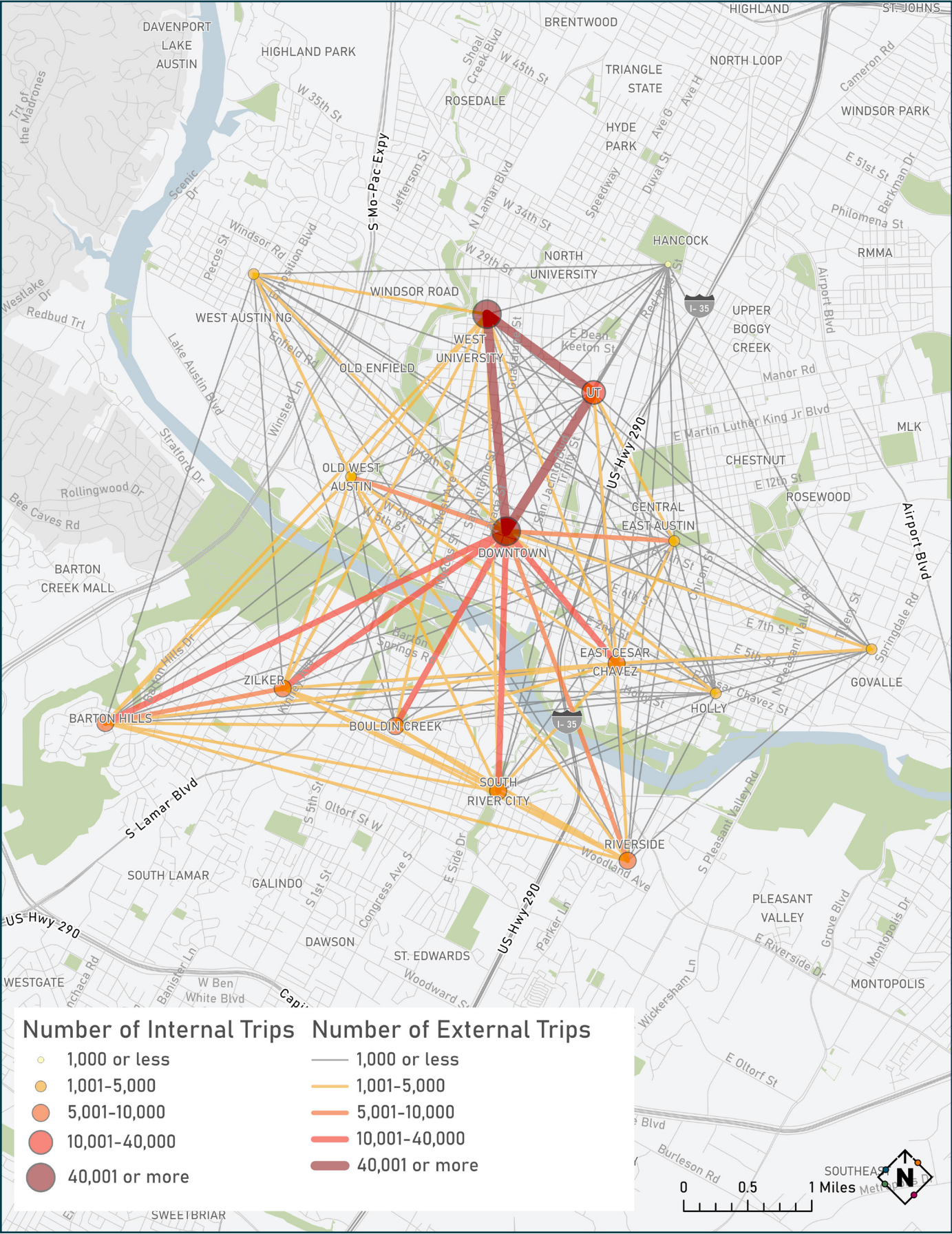
CapMetro Bikeshare's TpB is lower than that of systems in dense metropolitan areas, such as Washington, DC or Philadelphia. However, **CapMetro Bikeshare performs well in TpB compared to other similarly sized systems**, such as Pittsburgh, which averaged a TpB of approximately 0.66 in 2022, and Cincinnati, which averaged a TpB of approximately 0.62 in 2022.

Travel Patterns

TRIP ORIGINS AND DESTINATIONS

[Figure 7](#) shows the origin and destination flows of CapMetro Bikeshare trips between July 2020 and June 2023, aggregated to the neighborhood level. Thicker, darker lines represent a higher volume of trips between two neighborhoods. Likewise, circles represent the number of trips that start or end within the same neighborhood. **Neighborhoods with the highest volume of internal trips include Downtown Austin, West Campus, and the University of Texas (UT). Between neighborhoods, the greatest number of trips flow between West University and UT, followed by trips from West University and UT to Downtown.**

Figure 7: Internal and External Trip Flows



[Table 1](#) presents the top ten neighborhood pairs for trips between July 2020 and June 2023. **Of the top 10 neighborhood pairs, all but one (West University and UT), are between Downtown Austin and another neighborhood.** [Table 2](#) shows the top ten station pairs. Of the top 10 station pairs, all are located within the West University or UT neighborhoods. The remaining station is located Downtown, but near University of Texas facilities. Both the analysis of neighborhood and station pairs highlight the high level of ridership seen among University of Austin students, reinforcing findings from the analysis of ridership by pass type presented in [Figure 5](#).

Table 1: **Top 10 Neighborhood Origin-Destination Pairs**

RANK	TO/FROM NEIGHBORHOODS	TOTAL TRIPS
1	West University - UT	102,450
2	West University - Downtown	65,563
3	UT - Downtown	43,932
4	East Cesar Chavez - Downtown	25,303
5	South River City - Downtown	23,054
6	Bouldin Creek - Downtown	18,107
7	Zilker - Downtown	16,498
8	Barton Hills - Downtown	11,078
9	Riverside - Downtown	9,891
10	Old West Austin - Downtown	9,419

Table 2: **Top 10 Station Pairs**

RANK	TO/FROM STATIONS	TOTAL TRIPS
1	Dean Keeton/Speedway & 21st/Speedway @ PCL	20,613
2	Dean Keeton/Whitis & 21st/Speedway @ PCL	20,525
3	21st/Speedway @ PCL & 26th/Nueces	13,679
4	21st/Guadalupe & 21st/Speedway @ PCL	10,975
5	21st/Speedway @ PCL & 22nd/Pearl	10,931
6	21st/Speedway @ PCL & 28th/Rio Grande	10,611
7	Guadalupe/West Mall @ University Co-Op & 21st/Speedway @ PCL	8,925
8	Dean Keeton/Speedway & 26th/Nueces	7,910
9	21st/Speedway @ PCL & 23rd/Pearl	7,887
10	21st/Speedway @ PCL & 22.5/Rio Grande	6,126

NEIGHBORHOOD TRIP IMBALANCE AND CORE NEIGHBORHOODS

NEIGHBORHOOD TRIP IMBALANCE

[Figure 8](#) shows the net imbalance of trips between neighborhoods between July 2020 and June 2023. Lines represent the net difference in trips in one direction and another direction in any two neighborhoods for the data's entire time span. A large trip imbalance signifies that riders are more likely to take a trip in one direction than the other and is indicative of locations where rebalancing may be a challenge due to the unidirectional nature of demand.

[Table 3](#) shows the neighborhood pairs with the highest trip imbalances between July 2020 and June 2023. The greatest trip imbalance occurs between West University and UT, where over 3,300 more trips between the two neighborhoods started in West University. A higher number of trips also started around the University of Texas (in West University and UT) and traveled to Downtown Austin than trips that began in Downtown and ended in West University or UT. **Much of the trip imbalance can be attributed to travel from areas with high concentrations of students (e.g. West University) to nearby destinations like the UT campus and Downtown or between Downtown and nearby key attractions.**

Table 3: Top 10 Trip Imbalances by Neighborhood

RANK	ORIGIN NEIGHBORHOOD	DESTINATION NEIGHBORHOOD	DIFFERENCE IN TRIPS
1	West University →	UT	3,352
2	West University →	Downtown	1,611
3	UT →	Downtown	784
4	Downtown →	Bouldin Creek	541
5	Barton Hills →	Zilker	479
6	Zilker →	Downtown	292
7	Old West Austin →	Downtown	273
8	Downtown →	Riverside	251
9	Downtown →	Barton Hills	244
10	East Cesar Chavez →	Barton Hills	238

Difference in Trips

- 50 or less
- 51-200
- 201-500
- 501-1,500
- 1,501 or more

Net Change in A.M. Peak Trips

- 25 - -2
- 2 - 2
- 2 - 24

0 0.5 1 Miles

SOUTHEAST METRO

CORE NEIGHBORHOODS

[Figure 8](#) also shows the net trips leaving and arriving during the AM Peak period (between 6:00 a.m. and 10:00 a.m.) by neighborhoods within the CapMetro Bikeshare service area. On the map, the red indicates the neighborhoods with the highest net departures in trips during the AM Peak period, green indicates neighborhoods with balanced departures and arrivals, and the blue indicates neighborhoods with the highest net arrivals in trips. Core neighborhoods, those which experience a net arrival in trips equivalent to or greater than one percent of all trips, are outlined with a dashed blue border. This analysis serves to determine how future CapMetro Bikeshare expansion will impact bikeshare capacity in the core.

Overall, the analysis shows the neighborhoods with **the greatest net gain of trips during the AM Peak period are Downtown and UT**. On a typical weekday morning, Downtown saw an average AM Peak net gain of 23 trips. Similarly, UT saw a net gain of 13 trips. **Twenty-seven percent of all AM Peak period trips originating outside of UT or Downtown end in one of those two neighborhoods.**



Above: Core neighborhoods like Downtown and UT have the greatest net gain of trips in the morning peak.

ASSESSMENT OF DOCKLESS MICROMOBILITY USAGE

Several micromobility operators provide dockless scooters and e-bikes in the Austin region. **The distribution of dockless trips — which are not constrained by station locations like CapMetro Bikeshare — helps to indicate where there may be latent demand for bikeshare stations.** Austinites take an average of 130,000 dockless e-bike trips and nearly 3 million dockless scooter trips annually ([Table 4](#)).¹ Typical trip distances are similar between the two modes, around one mile.

Dockless micromobility demand can be understood as the number of trips typically generated from an area, as shown in [Figure 9](#). Overall, **dockless micromobility demand is highest within the CapMetro Bikeshare service area.** These trips are concentrated in Downtown Austin, UT, West University, East Cesar Chavez, Bouldin Creek, and Zilker. Micromobility demand extends outside of these neighborhoods along major corridors, but the demand dissipates outside of central Austin.

Table 4: Micromobility Utilization

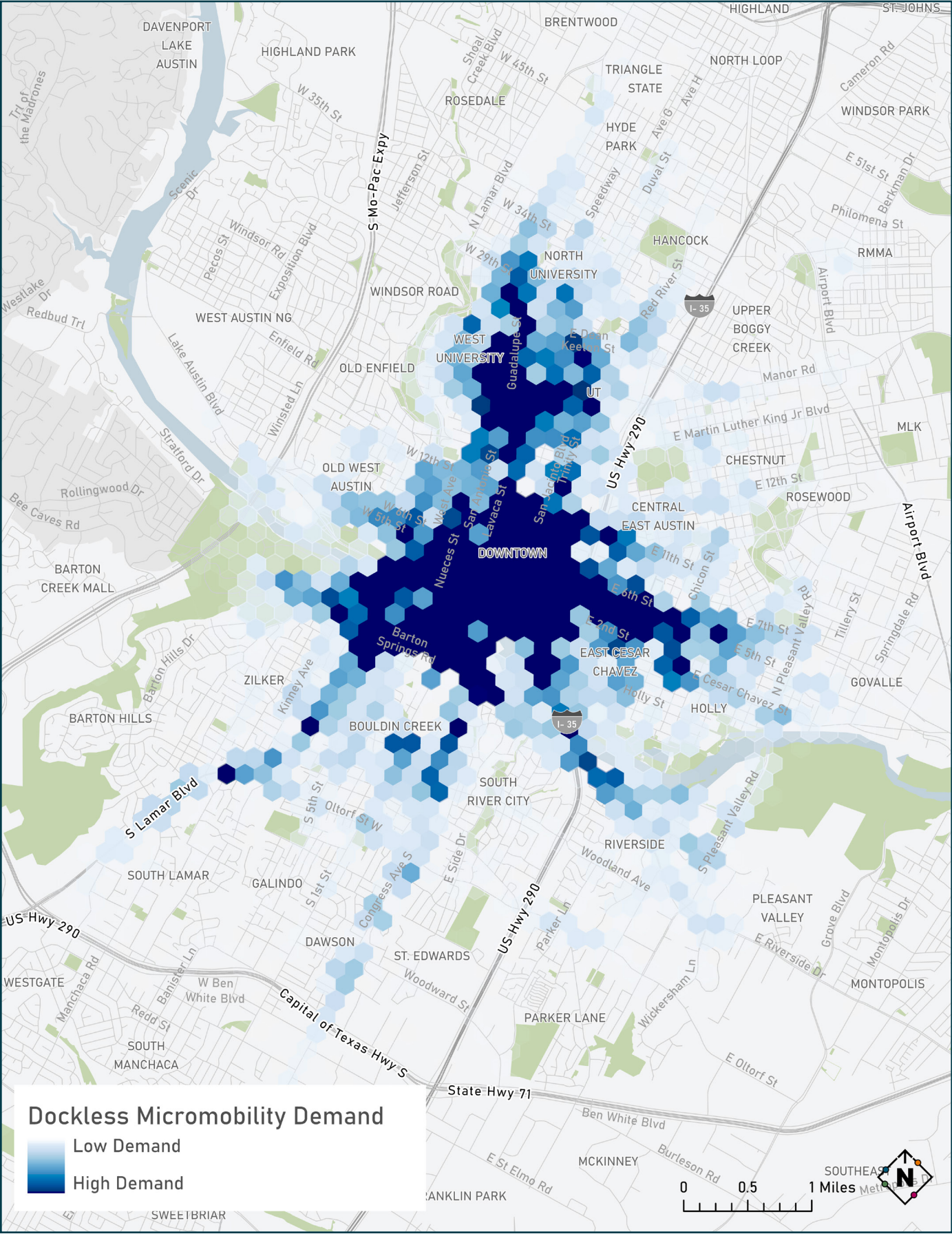
MODE	TOTAL TRIPS TO DATE (Q1 2019 to Q3 2023)	AVERAGE ANNUAL TRIPS	MEDIAN TRIP DISTANCE
E-Bike	552,800	130,071	1.2 miles
Scooter	15,081,400	3,175,032	0.8 miles
Overall	15,634,200	3,305,102	0.8 miles

→ **Key Finding:**

CapMetro Bikeshare today disproportionately serves travel needs in and around the UT campus. A potential challenge for the system as it expands is broadening its appeal in areas where student travel demand is low. The system comprises a small share of micromobility trips in Austin but trip generation among private dockless services roughly mirrors CapMetro Bikeshare ridership. Finally, the system shows a small net flow of trips into Downtown and UT each day, which indicates future expansion outside of Downtown/UT will lead to greater travel demand to those areas.

¹ According to: public.ridereport.com/austin. Data is provided quarterly; this report divided the total available ridership by the number of available quarters (17 for e-bikes, 19 for scooters) and multiplied by four to obtain the average annual ridership estimate.

Figure 9: Dockless Micromobility Demand



Station Performance

Station Downtime

Station downtime refers to the amount of time a station is completely full or empty. This is a crucial measure of service reliability as stations experiencing downtime are failing to adequately meet demand. If a station is completely full or completely empty, a user may not be able to return a bike to a dock to end a trip or check-out a bike from a dock to start a trip, resulting in a lost trip. CapMetro Bikeshare systems address downtime by rebalancing bicycles between stations.

[Table 6](#) shows the stations with the most and least downtime by event duration in 2022. **CapMetro Bikeshare experienced close to 29,000 downtime incidents in 2022, with an average event time of 56 minutes.** On average, stations are down approximately 17 percent of the day, with significant variation between stations. The CapMetro Bikeshare stations with the lowest average incident duration have a daily downtime percentage of five percent or less, whereas the stations with the highest average incident duration have a daily downtime percentage of over 30 percent.

In general, stations with the highest number of downtime incidents (i.e., when a station is completely full or completely empty) had a relatively low average incident duration. These stations are some of the highest ridership stations in the CapMetro Bikeshare system, such as 21st/Speedway @ PCL and Dean Keaton/Speedway. Rather, stations with the longest downtime incidents also tend to rarely see downtime events. These locations likely experience an irregular surge of demand, such as during a special event.

Table 5: Stations with the Longest and Shortest Average Downtime Duration

STATIONS WITH MOST DOWNTIME			STATIONS WITH LEAST DOWNTIME		
STATION NAME	NUMBER OF INCIDENTS	AVERAGE INCIDENT DURATION (HOURS)	STATION NAME	NUMBER OF INCIDENTS	AVERAGE INCIDENT DURATION (HOURS)
Zilker Park	38	8.0	21st/Speedway @ PCL	2,661	0.2
Barton Springs/Riverside	27	6.7	Dean Keaton/Speedway	2,068	0.4
8th/San Jacinto	26	5.0	Dean Keaton/Whitis	2,545	0.4
East 6th/Robert Martiniez	12	4.5	26th/Nueces	2,983	0.4
South Congress @ Bouldin Creek	83	4.5	28th/Rio Grande	1,072	0.5
Rosewood/Angelina	7	4.1	23rd/Pearl	1,434	0.6
East 11th/Victory Grill	28	3.9	22nd/Pearl	1,623	0.7
East 2nd/Pedernales	74	3.8	21st/Guadalupe	2,108	0.7
6th/Lavaca	42	3.8	Guadalupe/West Mall @ University Co-Op	1,923	0.8
8th/Congress	90	3.7	3rd/West	263	0.8

Station Turnover

The study team looked at station bicycle turnover to better understand where dock utilization is highest in the system. This information is useful for a few reasons: it can inform where CapMetro installs stations with charging capabilities and, when combined with data on downtime, station turnover can help identify the top candidates for future station expansion.

[Table 7](#) shows the stations with the highest and lowest bike returns per dock per day, and [Figure 10](#) shows dock utilization (bikes per dock per day) for all CapMetro Bikeshare stations in 2022. The stations with the highest returns per dock range from a low of two returns per dock per day up to over four returns per dock per day. **These stations correlate with those stations that have the highest productivity and are located primarily in UT and West University.**

The CapMetro Bikeshare stations with the lowest bike returns per dock per day have a rate of 0.09 to 0.27 returns per dock per day. These stations are located mostly on the edges of the CapMetro Bikeshare service area, which could help explain the lower dock utilization rates. Reducing the capacity at these stations could improve their performance in this measure. While bike turnover is relatively low at these stations, station electrification may not be appropriate, given the lower station utilization per bike.

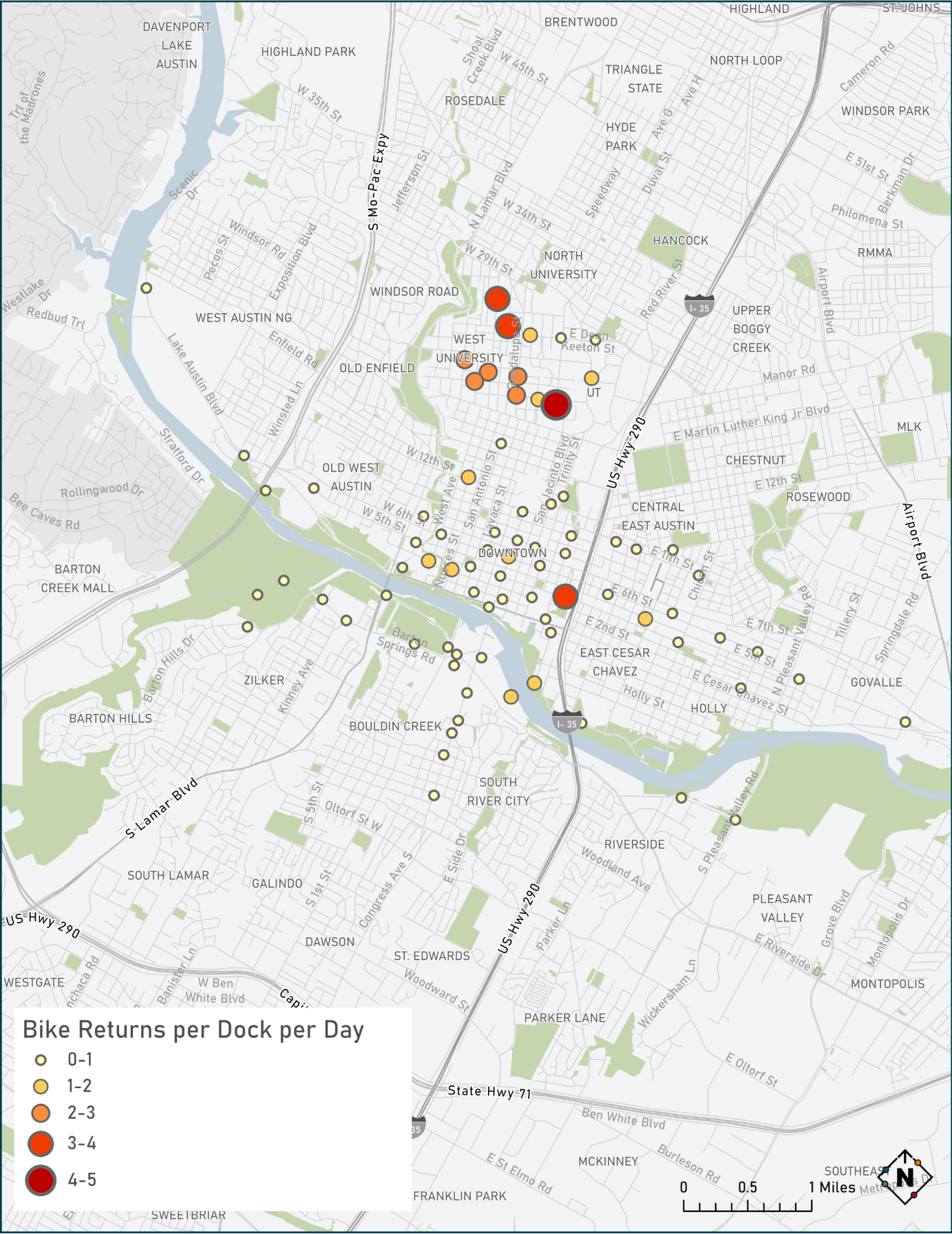
Table 6: **Stations with Highest and Lowest Returns to Dock per Day**

STATIONS WITH HIGHEST RETURNS PER DOCK			STATIONS WITH LOWEST RETURNS PER DOCK		
STATION NAME	NEIGHBORHOOD	BIKE RETURNS PER DOCK	STATION NAME	NEIGHBORHOOD	BIKE RETURNS PER DOCK
21st/Speedway @ PCL	UT	4.5	Dean Keeton/Park Place	Hancock	0.09
28th/Rio Grande	West University	3.6	One Texas Center	Bouldin Creek	0.19
26th/Nueces	West University	3.2	East 6th/Robert T. Martinez	Holly	0.19
Dean Keeton/Speedway	Downtown	3.2	11th/Salina	Central East Austin	0.20
21st/Guadalupe	West University	2.6	10th/Red River	Downtown	0.21
22.5/Rio Grande	West University	2.4	8th/San Jacinto	Downtown	0.21
22nd/Pearl	West University	2.3	East 11th/Victory Grill	Central East Austin	0.24
Guadalupe/West Mall @ University Co-op	West University	2.2	13th/Trinity @ Waterloo Greenway	Downtown	0.25
23rd/Pearl	West University	2.2	East 5th/Broadway @ CapMetro HQ	Govalle	0.27
Dean Keeton/Whitis	UT	2.0	4th/Sabine	Downtown	0.27

→ Key Finding:

Stations in and around UT and Downtown have the highest station productivity and bicycle turnover. Most of the lowest performing stations are on the edge of the existing service area. The highest ridership stations also tend to have the highest rates of station downtime but the average length of downtime events at these stations is very short.

Figure 10: Bike Returns to Dock per Day



Future Growth and Development

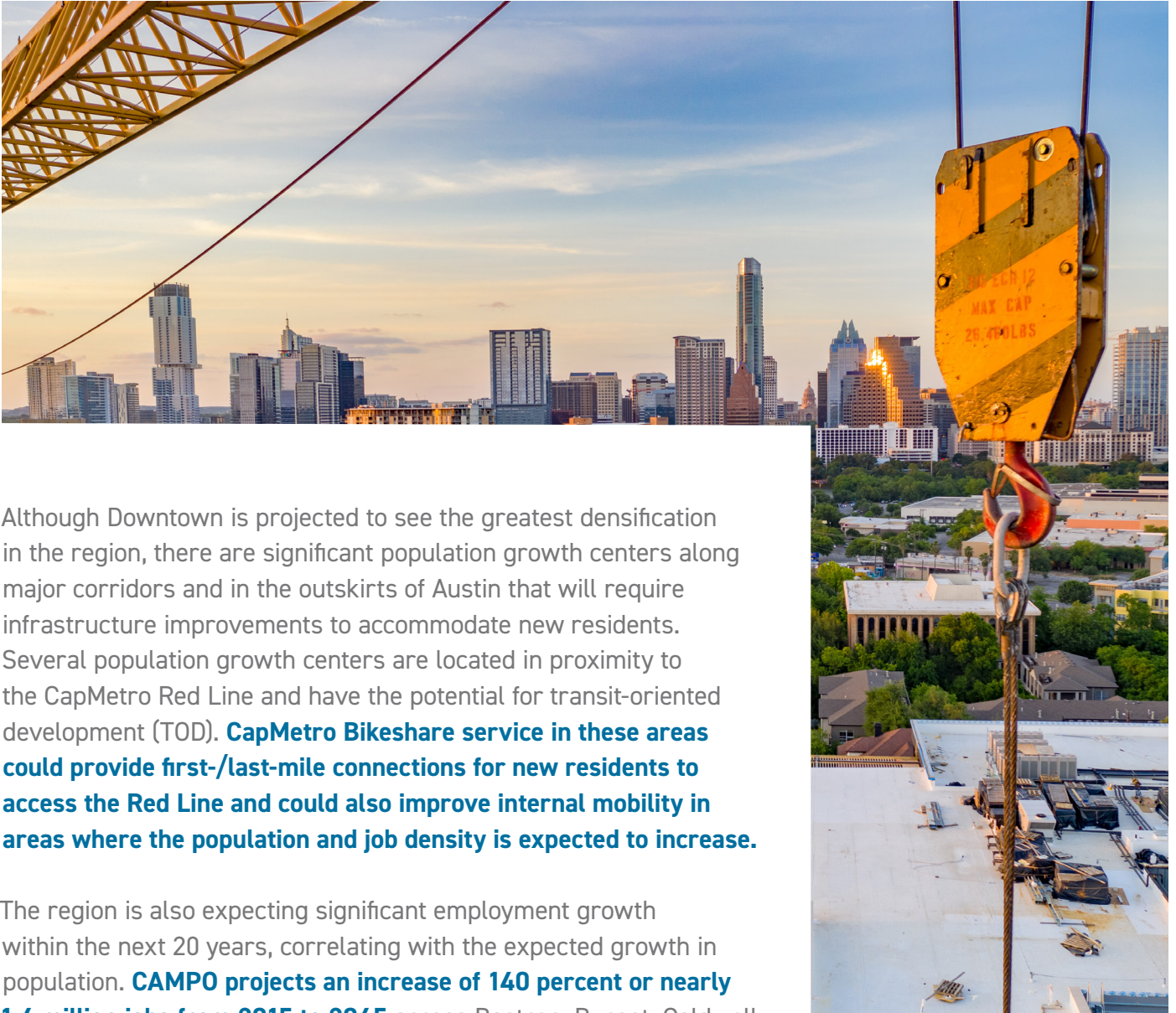
Population and Employment Projection

Austin is one of the fastest growing cities in the country, with that growth resulting in rapid changes to land use and travel demand across the region. The Capital Area Metropolitan Planning Organization's (CAMPO) Baseline 2045 Demographic Forecast estimated that **the region's population will grow by almost 150 percent from 2015 by the year 2045**, with an expected increase of over 2.8 million people across Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties.

[Figure 11](#) shows expected population changes throughout the Austin region between 2015 and 2045. According to CAMPO's estimates, Downtown Austin will see the greatest increase in population density. **Downtown alone is forecasted to gain 50,000 people.** This growth will require significant infrastructure improvements for new downtown residents, which could include increased CapMetro Bikeshare service that would facilitate internal travel in the downtown area.



Above: Austin's rapid growth results in changes to land use and travel demands

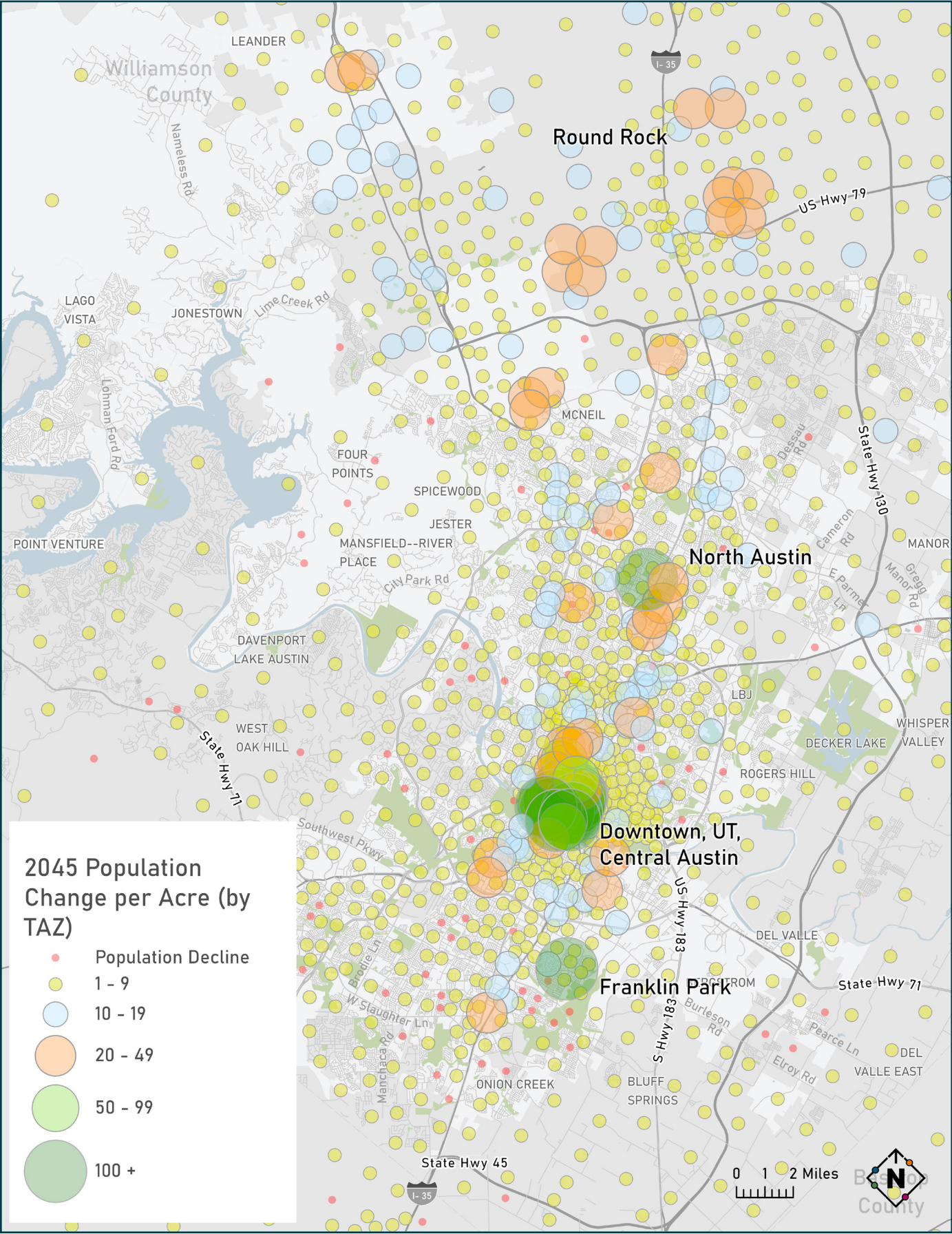


Although Downtown is projected to see the greatest densification in the region, there are significant population growth centers along major corridors and in the outskirts of Austin that will require infrastructure improvements to accommodate new residents. Several population growth centers are located in proximity to the CapMetro Red Line and have the potential for transit-oriented development (TOD). **CapMetro Bikeshare service in these areas could provide first-/last-mile connections for new residents to access the Red Line and could also improve internal mobility in areas where the population and job density is expected to increase.**

The region is also expecting significant employment growth within the next 20 years, correlating with the expected growth in population. **CAMPO projects an increase of 140 percent or nearly 1.4 million jobs from 2015 to 2045** across Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties. As seen in [Figure 12](#), the greatest increases in employment density are projected to occur in Downtown Austin. Significant growth is also expected in the areas surrounding Round Rock and Robinson Ranch.

Above: Bikeshare service could provide additional mobility in areas where population and job density is expected to increase.

Figure 11: 2015-2045 Population Change per Acre (CAMPO, by Traffic Analysis Zones)



[illegible]

Project Connect

Project Connect will expand transit options throughout the Central Texas region. This transit expansion program is funded through property tax revenues allocated to the Austin Transit Partnership with the passage of the City of Austin's Proposition A in November 2020. The expansion includes additional stations to the existing Red Line, the construction of the new Green Line, a new light rail system, and the addition of four new CapMetro Rapid Bus Rapid Transit (BRT) lines to provide frequent bus services throughout Austin (Figure 13).¹

CapMetro Bikeshare is an important tool to expand first-/last-mile access to Project Connect corridors.

Figure 13: Light Rail Phase I Map



¹ Project Connect, www.projectconnect.com/.

CAPMETRO RAIL - RED LINE EXPANSION

CapMetro's Red Line is the only existing commuter rail transit line in the Austin region, serving communities from downtown Austin to the City of Leander, located northwest of Austin. Project Connect includes the addition of two stations: McKalla Station and Broadmoor Station.

CAPMETRO RAIL - GREEN LINE

The Rail Green Line is a proposed new commuter rail line running between Downtown Austin and Colony Park, with the potential of a future phase to Elgin. This line is in early development.

LIGHT RAIL

Austin Light Rail Phase I is a 9.8-mile, two-line project that will include 15 stations, 3 park-and-rides, and an operations and maintenance facility (OMF). The lines will run north-south, eventually connecting Central Austin, UT, Downtown, South Austin, and Southeast Austin with frequent rapid transit.

CAPMETRO RAPID - PLEASANT VALLEY AND EXPO LINES

CapMetro has two Rapid lines currently under construction, the Expo Line and Pleasant Valley Line. These services will provide high frequency transit connections to key regional destinations such as Mueller, ACC Eastview, UT Dell Medical School, Travis County Expo Center, and more. The Rapid project team has worked closely with the CapMetro Bikeshare team to incorporate bikeshare, as feasible, into the design and construction of the Expo and Pleasant Valley Rapid stations. Ten of the proposed 80+ Rapid stations will have an area designated for bikeshare installation.

→ Key Finding:

Future population and job densification is forecasted to occur in a few hotspots, including Downtown, Central Austin, North Austin, and Round Rock. Most of these growth areas are also along planned Project Connect corridors. Expansion of bikeshare into Southeast Austin, East Austin, University of Texas area, and Central Austin would connect well to planned or under construction transit lines.

Propensity Analysis

A micromobility propensity analysis was conducted to identify the most promising areas for CapMetro Bikeshare expansion. This propensity analysis aggregates a range of factors related to ridership demand, revenue drivers, and public need for bikeshare in Austin. Two propensity models were examined. The study team examined demand through a variety of lenses to provide a fuller picture of CapMetro Bikeshare's potential.

- ✓ **High Ridership** highlights areas with a high overall demand for bikeshare.
- ✓ **Public Need** highlights areas where bikeshare stations would have a major impact on public need goals like increasing the diversity of users and improving access to public facilities.

[Table 8](#) provides details on the data included in the propensity analysis. This analysis uses data from a number of publicly available sources, including the American Community Survey, the Longitudinal Employer-Household Dynamics survey, City of Austin and State of Texas open data portals, and Replica.¹



Above: Density of bike commuters and bicycle infrastructure are two measures considered in propensity analysis.

¹ Replica, www.replicahq.com/. Replica is a provider of travel demand data collected through location-based services.

Table 7: Propensity Measures

MEASURES	HIGH RIDERSHIP	PUBLIC NEED
Population density	✓	✓
Job density	✓	✓
Retail job density	✓	
Low-income population density (excluding undergraduate and graduate students)		✓
Minority population density		✓
Density of bicycle commuters	✓	
Count of public services per area (Social Security Offices, Schools in the City of Austin and Travis County, libraries, recreational facilities)		✓
Bicycle infrastructure (bike lanes, bikeways, trails, bridges)	✓	
Project Connect infrastructure	✓	✓
Origins of trips of all transportation modes, of length 0-3 miles, taken by people of ages 18-45	✓	✓

High Ridership

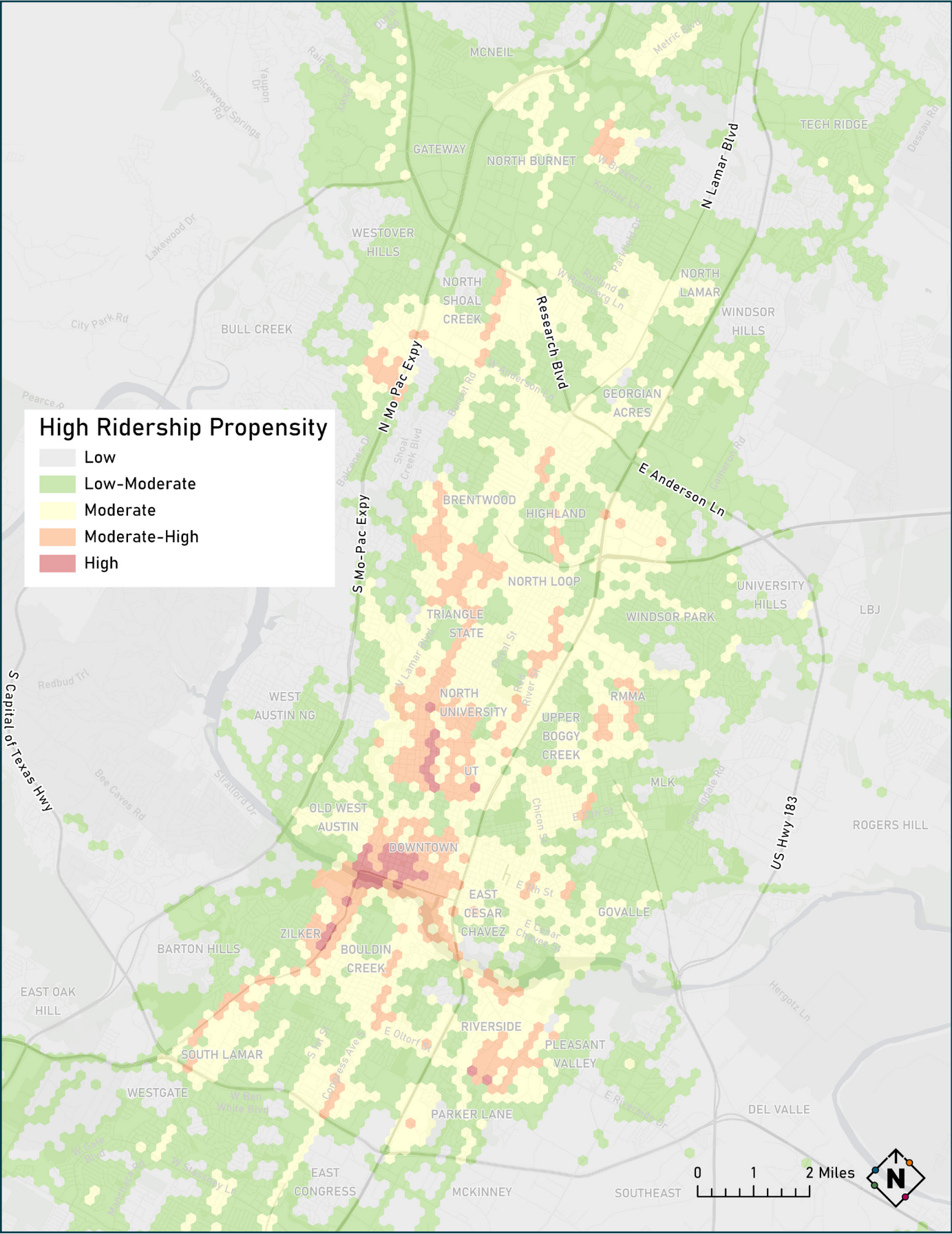
[Figure 14](#) shows high ridership propensity results, which highlights areas within Austin with the greatest ridership demand. This includes areas with high concentrations of people, jobs, and bike commuters. The index also highlights areas with a concentration of travel activity as well as existing bike infrastructure and high-frequency and high-capacity transit services.

The areas of highest ridership propensity generally emanate north and south from Downtown, roughly following the Lamar Boulevard corridor. Portions of East Austin also stand out as having moderate or high ridership propensity. Areas with high propensity that are currently served by CapMetro Bikeshare include West University, UT, Downtown, and Zilker. These areas are some of the highest ridership neighborhoods in the CapMetro Bikeshare service area. In addition, several areas within the City of Austin that are not served by CapMetro Bikeshare score well on this propensity index, including Riverside, South Lamar, North University, and Brentwood. Many of these areas are located within close proximity to existing CapMetro Bikeshare stations.



Above: UT Austin is an area with high existing ridership.

Figure 14: High Ridership Propensity



High Public Need

[Figure 15](#) shows the public need propensity results, which highlights areas with the greatest propensity for bikeshare based on policy goals established by CapMetro. The map highlights areas with concentrations of low-income populations, non-white populations (who are underrepresented among bikeshare users), key public services, and strong existing travel demand.

High scoring areas in this index are dispersed across the City of Austin, largely within the Eastern Crescent. **Propensity for bikeshare based on this index outside of the city is more limited.** Outside of Austin, neighborhoods around US-183, Bell Boulevard, and Interstate 35 all show moderate to high propensity for bikeshare. In north and south Austin, neighborhoods such as Wooten, North Lamar Rundberg, East Riverside, St. John's, Parker Lane, Franklin Park, and Sweetbriar, which are not currently served by CapMetro Bikeshare, and have a high propensity for bikeshare based on the public need propensity index. These areas have high concentrations of low-income and non-white populations, but lower concentrations of jobs compared to other parts of the city. Expanding CapMetro Bikeshare into these areas can help CapMetro achieve CapMetro Bikeshare's equity focused goals.

In addition to areas within the City of Austin that are not currently served by CapMetro Bikeshare, the public need propensity highlights areas within central Austin that are currently served by CapMetro Bikeshare. This includes Downtown, Central East Austin, Old West Austin, Holly, Govalle, and West University. Continuing to invest resources in these areas can enhance CapMetro Bikeshare services in equity focus areas.

→ Key Finding:

From a ridership and policy perspective, there are several areas outside the existing CapMetro Bikeshare service area that are good candidates for future expansion, as seen in [Figure 16](#). East Austin, East Congress, Montopolis, parts of North Austin (notably the Lamar Boulevard Corridor), and Mueller stand out as possible growth markets. The existing CapMetro Bikeshare service area covers the highest ridership and public need propensity.

Public Need Propensity

- Low
- Low-Moderate
- Moderate
- Moderate-High
- High

Map of Austin, Texas, showing Public Need Propensity by neighborhood. The map uses a color scale from Low (light green) to High (dark red). High propensity areas are concentrated in the central and eastern parts of the city, including areas like North Loop, North University, and Downtown. Low propensity areas are found in the western and southern parts of the city, such as Barton Hills and South Lamar. Major roads like S Mo-Pac Expy, N Lamar Blvd, and E Anderson Ln are labeled. A legend in the top left corner defines the color scale, and a scale bar and north arrow are in the bottom right corner.

Propensity

	High	Low
Ridership	Yellow	Orange
Community Need	Blue	Light Blue

0 1 2 Miles

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4. Public Engagement

Public engagement for the CapMetro Bikeshare Expansion Plan (CBEP) focused on gathering community input to inform project initiatives. This process was critical for understanding community needs, raising awareness about CapMetro Bikeshare, and refining the expansion plan for CapMetro Bikeshare. Key engagement activities included an online survey, community events, targeted small group discussions, a community group bike ride, and an open house event.

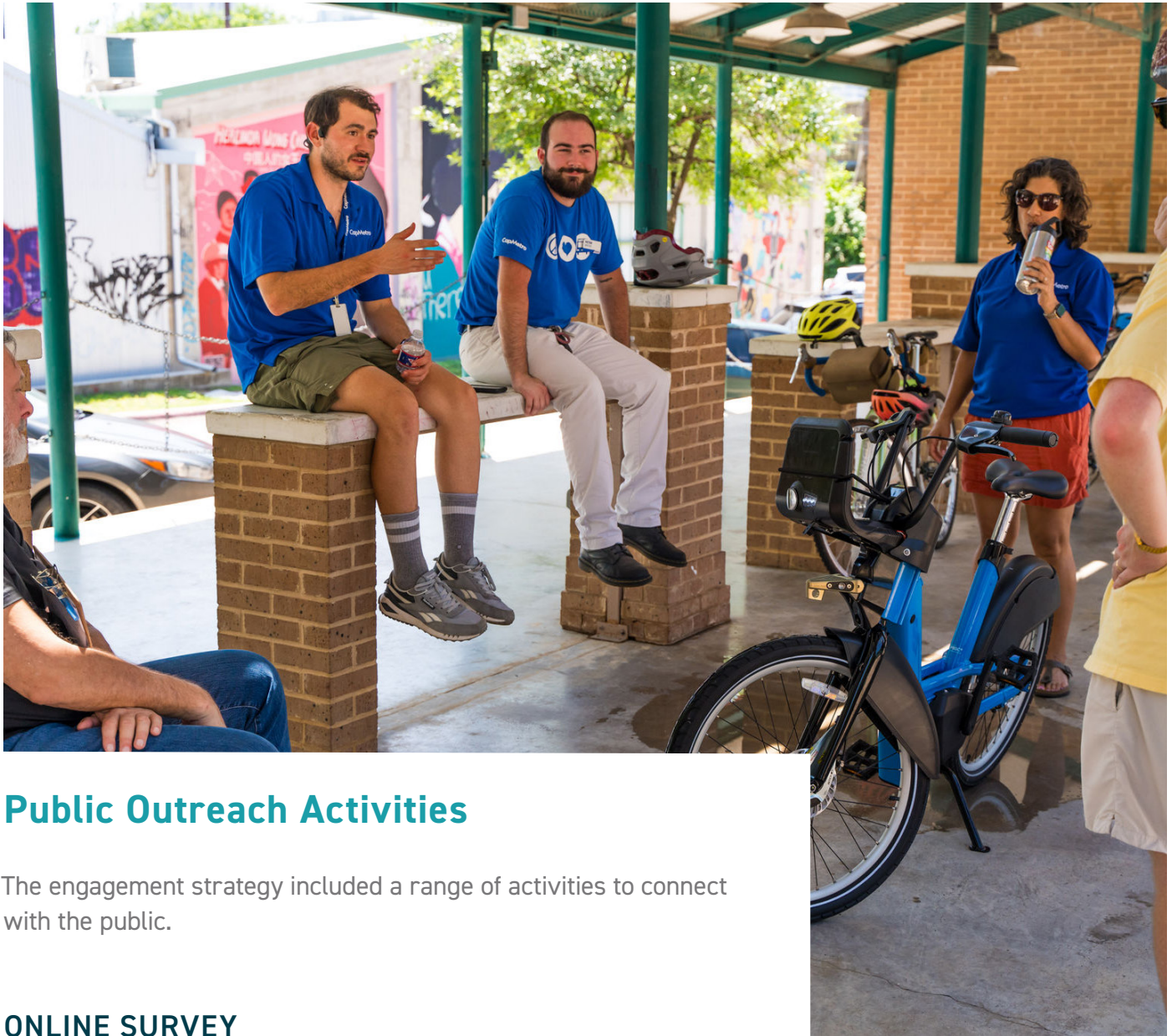
Survey Responses:	1,268
Focus Group Attendance:	42
Community Bike Ride Attendance:	43
Virtual Open House Participation:	150
Community Events Canvassed:	19

Engagement Process

Phases of Engagement

→ **Phase I** of engagement commenced with the project kickoff in November 2023 and extended through April 2024. Outreach activities during this phase focused on understanding community priorities, improving stakeholder awareness, and collecting feedback that would help shape the expansion plan. Activities were structured around community events, surveys, and small group discussions.

→ **Phase II** of engagement continued efforts to deepen community involvement and refine project strategies following Phase I's comprehensive outreach activities. The highlight of Phase II was the Community Bike Ride and open house event held in May 2024, where both in-person and virtual formats provided platforms for gathering community feedback on CapMetro Bikeshare's 10-year expansion plan.



Above: Attendees of the community bike ride and open house in discussion.

Public Outreach Activities

The engagement strategy included a range of activities to connect with the public.

ONLINE SURVEY

The survey ran from January through March 2024 and was aimed at capturing insights on CapMetro Bikeshare usage patterns, barriers to use, and community preferences.

COMMUNITY EVENTS AND POP-UPS

Throughout February and March 2024, CapMetro staff and Community Connectors participated in community events such as the MLK Day Festival, Critical Mass, and Bike Story Night. These events not only promoted CapMetro Bikeshare but also facilitated direct interactions with event attendees to gather feedback on CapMetro Bikeshare and advertise the online survey.

SMALL GROUP DISCUSSIONS

Held in April 2024, these discussions provided a more intimate setting for in-depth feedback from members of the public. Participants included representatives from various community segments, ensuring multiple perspectives were considered.

COMMUNITY BIKE RIDE EVENT AND OPEN HOUSE

Below: Attendees review public engagement materials.

In May 2024, the project team organized a Community Bike Ride with the support of Ride Bikes Austin, a local social cycling club. The ride culminated at the open house, where attendees could interact with CapMetro Bikeshare staff, test ride the new all electric bikes, and review exhibit boards that displayed CapMetro's Bikeshare expansion plan all while offering real-time feedback on expansion initiatives and improving our understanding of community preferences and needs. The in-person open house coincided with the launch of a month-long virtual open house.



Community Connectors

The engagement team relied on Community Connectors throughout the engagement process. Community Connectors were members of the public hired by CapMetro at the start of the study to engage their networks and assist the project team in reaching community members. They played an important role in ensuring information about the CBEP was spread across the City of Austin. These Community Connectors supported engagement in several ways.

- **Engagement at Events:** Community Connectors attended various community events and pop-ups throughout Austin to share information about CapMetro Bikeshare expansion and engage directly with community members.
- **Event Summaries and Feedback:** Community Connectors provided insights from conversations at events like Bike Story Night and collected feedback about CapMetro's Bikeshare expansion.
- **Representation in Discussions:** Community Connectors recruited participants for the small group discussions held in April 2024.
- **Community Bike Ride and Open House:** Community Connectors contributed to the staffing of the community bike ride and open house held in May 2024 by actively engaging with attendees at the comment table.

Public Engagement Successes

Public engagement for the CBEP was focused on understanding community priorities around bikeshare and raising awareness about CapMetro Bikeshare in Austin. As a result of the engagement activities, the study team earned valuable insights into community priorities related to bikesharing services and identified barriers to bikeshare usage in Austin. Targeted outreach at events increased stakeholder and community awareness about CapMetro Bikeshare's expansion plans. The feedback gathered from the public and stakeholders provided vital feedback around station placement, service enhancements, and community engagement strategies.

What We Heard

Throughout the engagement process, several recurring themes emerged in the feedback received via the online survey, small group discussions, and in-person events. These themes not only reflect diverse perspectives but also lay out areas of focus for improving CapMetro Bikeshare services and infrastructure beyond the expansion plan. Addressing these community priorities and concerns is essential for shaping CapMetro Bikeshare into a more accessible, safe, and user-friendly transportation option for the community.

INFRASTRUCTURE AND STATION ACCESSIBILITY

There is a clear consensus regarding the need for increased station availability and better distribution across Austin. Specific recommendations for stations in neighborhoods such as Mueller, Central East Austin, and Bouldin Creek; at major transit hubs such as the MLK Jr. CapMetro Rail Station; and near bike trails were highlighted as priorities by community members.

“ A location within the Mueller Neighborhood, preferably at a bus stop (MetroRapid especially).”

SAFETY AND OPERATIONAL CONCERNS

Community members expressed concern about the lack of supportive bike infrastructure in Austin, including protected bike lanes. The feedback indicated that bike lanes and other supportive bike infrastructure are essential for encouraging more widespread use of CapMetro Bikeshare. Operational issues, such as unfamiliarity with the system and vehicular speed in residential areas, also surfaced as barriers that need addressing.

“ [I] Recommend having more flex posts. There [are often] cars in the bike lane. Metro buses pull into the bike lane when they stop, then you have to decide if you want to go on main road with traffic or stop and wait. Bike lanes have a lot of potholes that can be dangerous.”

SERVICE ENHANCEMENTS AND USER EXPERIENCE

Feedback from the community emphasized the importance of improving the user experience through enhanced mobile app functionalities and the availability of more electric bikes. Survey respondents and event participants expressed a desire for more diverse transportation options and improvements in overall service quality to better meet their needs.

“ Integrate [CapMetro Bikeshare] with the CapMetro app. It's annoying having to use two different apps for CapMetro services.”

DIVERSE USAGE PATTERNS AND PREFERENCES

The survey and feedback from a virtual open house revealed diverse usage patterns, with a significant portion of respondents using CapMetro Bikeshare for exploration and recreational purposes. There was also interest in using the bikes as an alternative to traditional ride-hailing services.

“Bikes near trains. I used to take the train to the Leander station for work and always had to Uber from the station, it would've been nice to have had an option to grab a bike.”

Survey Results

An online survey that ran from January 26, 2024 through March 31, 2024 sought to identify potential expansion areas and address community needs related to CapMetro Bikeshare. The survey aimed to understand user concerns and opportunities regarding future dock locations. Residents were asked to suggest new locations through an interactive “suggest-a-dock” map within the survey.

The survey provided insights into CapMetro Bikeshare usage patterns, trip types, incentives for use, and barriers to usage not related to disabilities.¹ About a quarter of respondents had never used CapMetro Bikeshare, while a quarter used it a few times a year ([Figure 17](#)). Half of respondents used the system to explore Austin and one third of respondents used the system for recreational and exercise purposes. Respondents also mentioned using CapMetro Bikeshare in areas with limited parking or as an alternative to services like Uber or Lyft ([Figure 18](#)). When asked about factors that could encourage increased CapMetro Bikeshare usage, three quarters of respondents prioritized more stations near desired destinations, and half expressed interest in expanding electric bike options. Additionally, respondents highlighted the importance of safer biking infrastructure and the availability of e-bikes at each station ([Figure 19](#)). The survey also revealed significant barriers to use. Half of respondents cited the lack of supportive bike infrastructure such as lanes and trails, and one third found CapMetro Bikeshare not feasible for their regular trips ([Figure 20](#)).

¹ Over 2,014 responses were collected through the survey. Of these responses, just over half were deemed complete and usable. The remaining responses were deemed incomplete or generated by bots and thus not usable in the survey analysis.

Figure 17: How often do you use CapMetro Bikeshare?

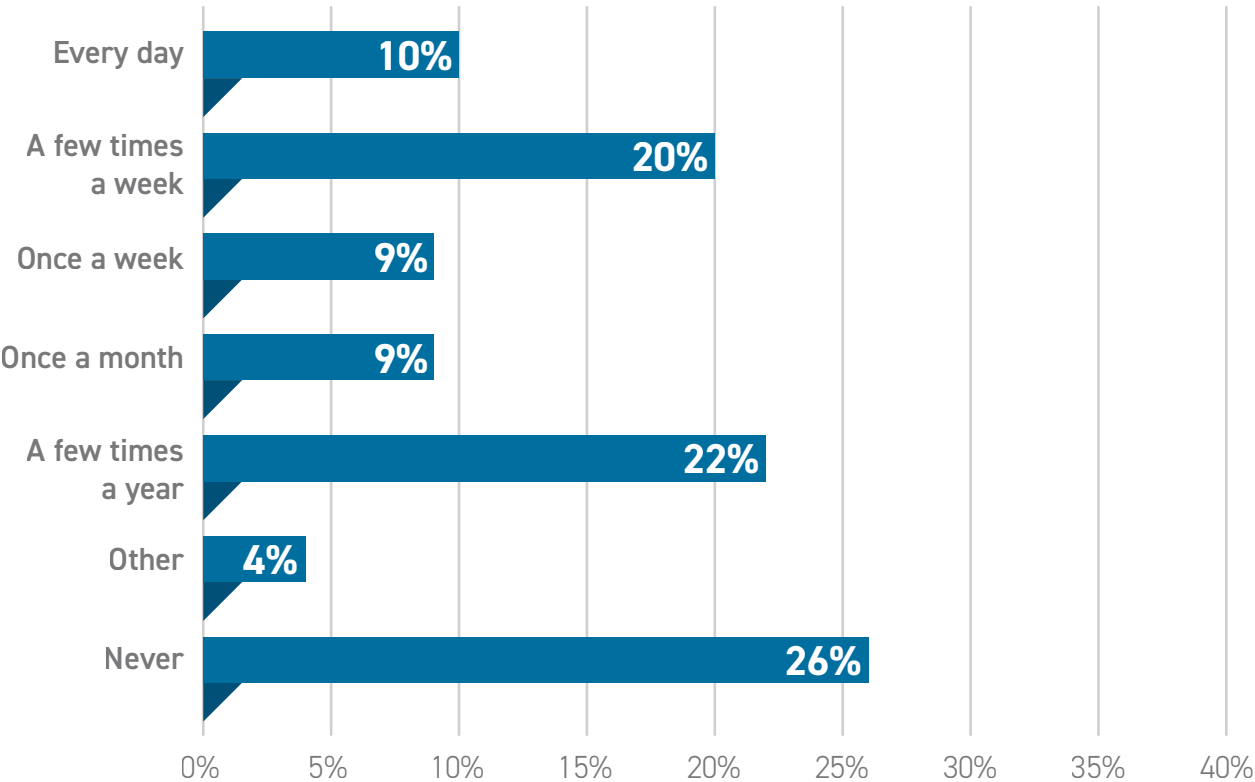


Figure 18: What types of trips do you use CapMetro Bikeshare for?

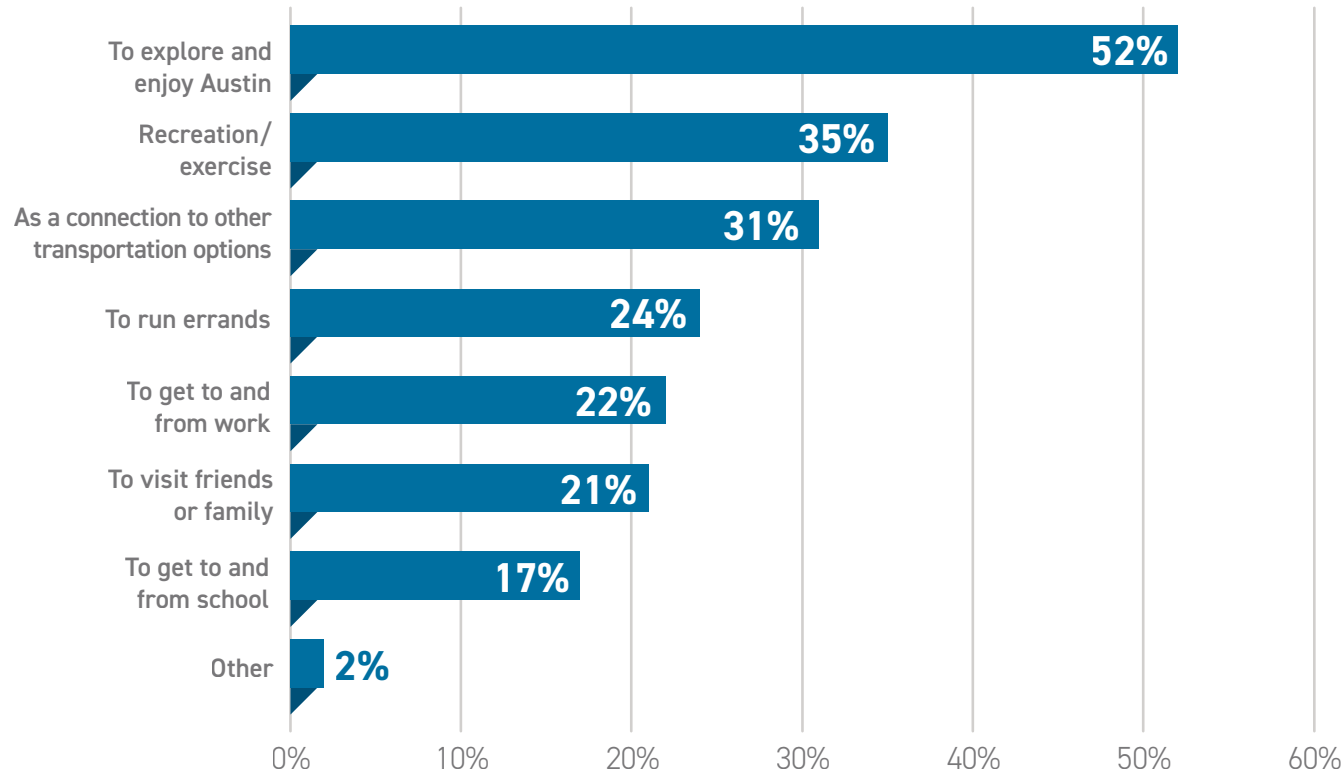


Figure 19: What would make you use CapMetro Bikeshare more often?

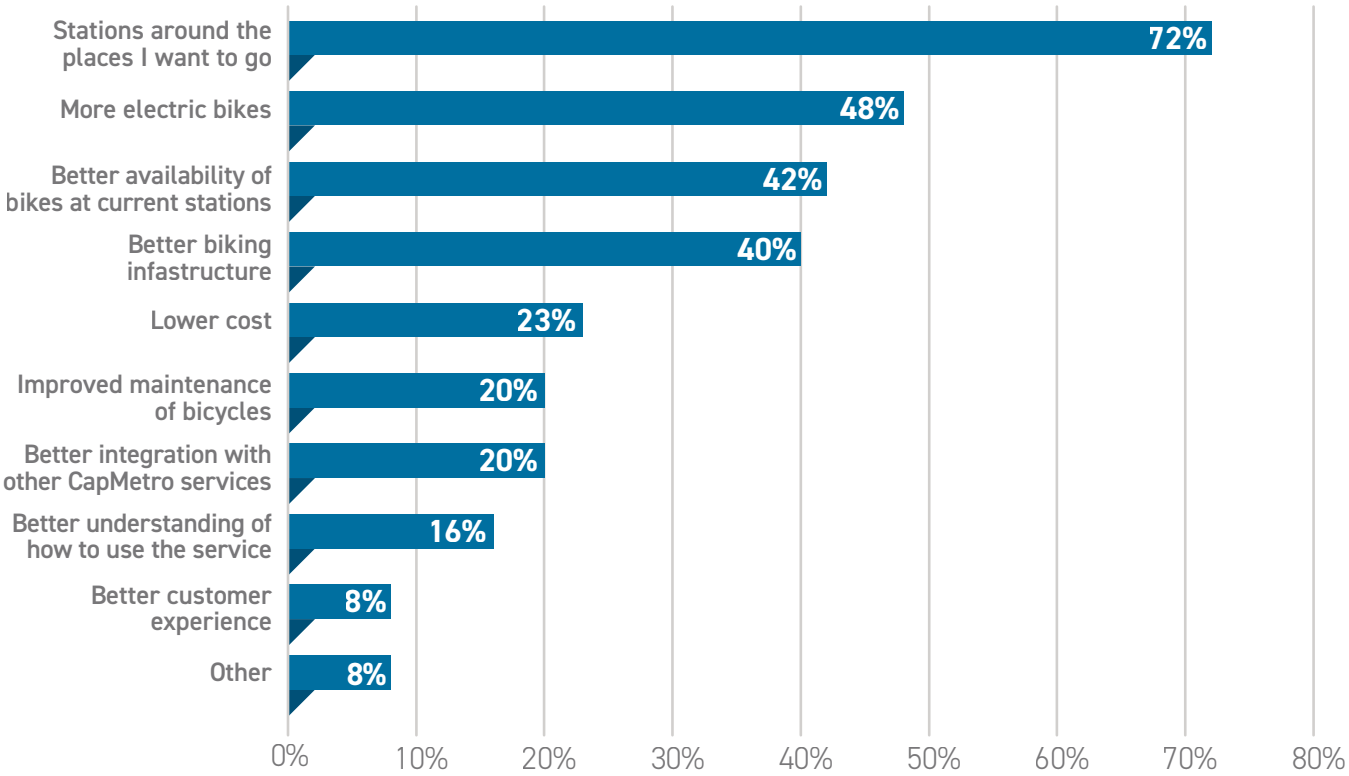
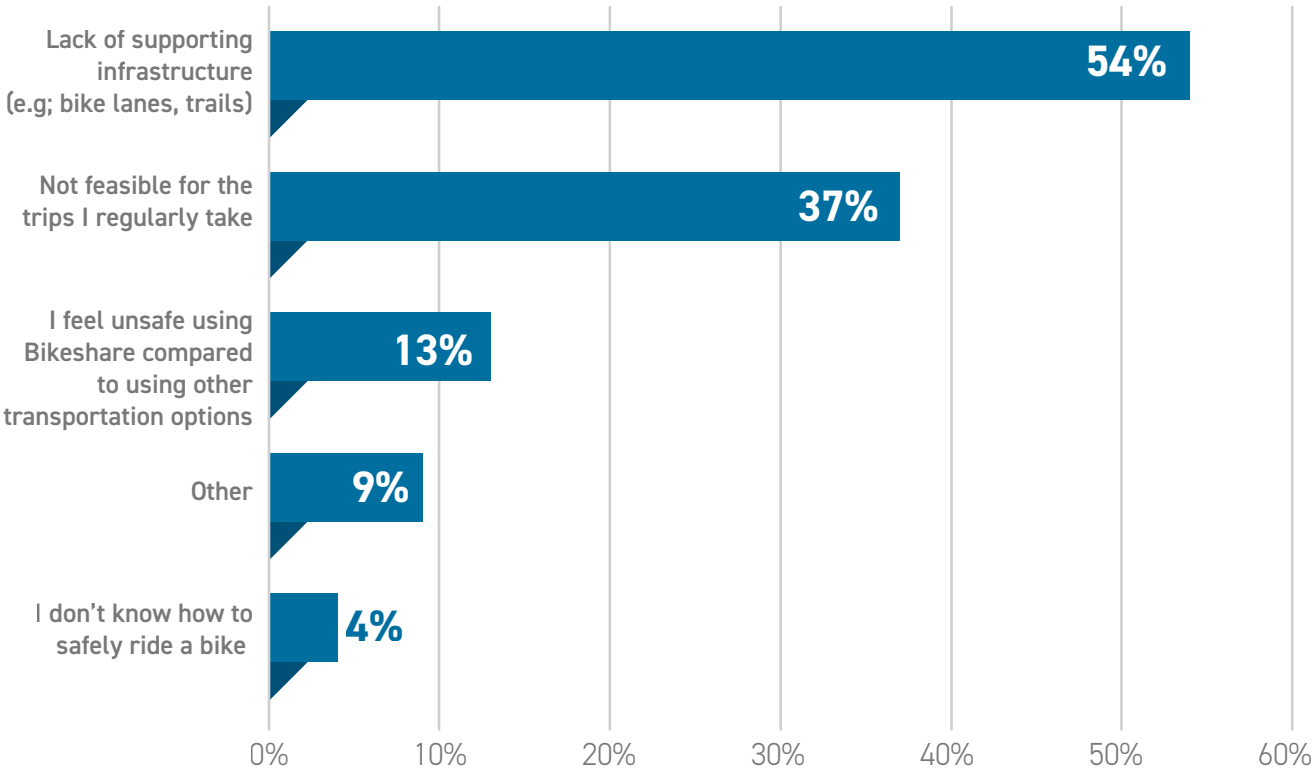


Figure 20: Are there additional barriers not related to CapMetro Bikeshare that prevent you from using the service (other than a disability)?



Small Group Discussion Findings

In April 2024, CapMetro conducted three focus group sessions. These sessions provided an opportunity for dialogue between the project team and various stakeholders. Each session involved eight to 10 participants and featured a dedicated facilitator, support facilitator, and note taker. To ensure a diverse representation, CapMetro selected participants from the pool of Community Connector applicants and engaged the Community Connectors to recruit additional community members. Participants were compensated with \$40 HEB gift cards as a token of appreciation for their contributions to these discussions. One of the focus groups was held in-person at Santa Rosa Courts, a Housing Authority of the City of Austin (HACA) property. CapMetro engaged HACA leaders on the East Side, some of who joined a Resident's Council meeting to talk about bikeshare expansion.

During the discussions, participants answered questions about several topics related to CapMetro Bikeshare and the CBEP. Specific topics covered included an overview of the current CapMetro Bikeshare system, usage patterns of bikesharing services, criteria for selecting bikeshare station locations, and tradeoffs between convenience, cost, and accessibility in CapMetro Bikeshare's expansion plan.

Participants provided insights into their experience with CapMetro Bikeshare, identified barriers to usage (such as station coverage and safety concerns), and suggested enhancements like mobile app improvements and station expansions. They highlighted preferred station locations and communication preferences for system updates and relaunch efforts. These findings informed CapMetro's strategies for optimizing and expanding its bikeshare service to better meet community needs and preferences.

Small Group Discussion 1:

Tuesday, April 2, 2024
5:30-6:30 p.m.

Location:
Virtual

Participants:
Applicants + Connector
Recruitments

Small Group Discussion 2:

Thursday, April 4 2024
5:30-6:30 p.m.

Location:
Virtual

Participants:
Applicants + Connector
Recruitments

Small Group Discussion 3:

Thursday, April 4 2024
11:30 a.m.-1:00 p.m.

Location:
2341 Corta St.
Austin, TX 78702

Participants:
Residents of an east Austin
HACA (Housing Authority
of the City of Austin) site.

Open House Engagement

During Phase II of public engagement, the project team hosted a Community Bike Ride and open house event on May 18, 2024.

The in-person event drew 43 attendees.

Alongside the in-person option, a virtual open house accommodated those unable to attend in-person. The virtual open house ran from May 18, 2024 through June 16, 2024. Both formats provided platforms for community feedback on CapMetro's Bikeshare 10-year expansion plan. CapMetro had Spanish speaking staff at the open house event and virtual open house content was available in Spanish as well as English.

The virtual open house session had significant engagement with:

1,297 views

150 active participants

602 responses to survey questions, and

351 open-ended comments.

In a short survey shared at the in-person open house and uploaded to the virtual open house, participants were asked about their bicycling habits and recommendations for expansion. The survey first asked participants about types of destinations they would like bikeshare to serve. Some recurring interests that arose were **parks and recreation centers, grocery stores, trails, and improved access to public transportation** (Figure 21). The second question explored which types of destinations would entice users to ride bikeshare more often. The most common answers mirrored the first questions: **Parks and recreation, improvements to bike and station availability, and improved public transit access** were common responses (Figure 22). Lastly, participants provided general feedback to the CapMetro Bikeshare team, emphasizing **station recommendations, support for service improvements, and suggestions for more reliable app functionality** (Figure 23).

“ There should definitely be bike docks near major bus or transit stops. I also think there should be more near parks, swimming pools, and major shopping areas or grocery stores.”

“ I love [CapMetro Bikeshare] and have used it for years. Thanks for your service to the community!”

“ Everyone would love to see charging implemented at the stations; there's nothing worse than a (all too often) dead bike.”

“ I would use [CapMetro Bikeshare] every day if there was a stop at my high school and at MLK Jr. Station”

“ I would use [CapMetro Bikeshare] to go to the park, shopping, pool, library, coffee shops, etc.”

Figure 21: This is a ten-year growth plan for CapMetro Bikeshare. What category of Community Amenities/Destinations should we consider for connections as we expand?

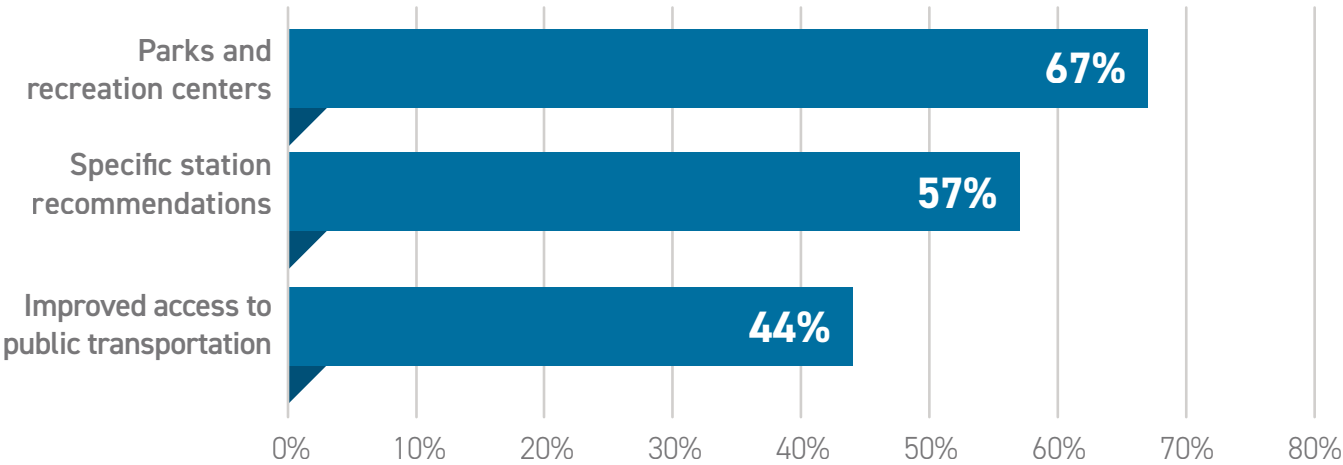


Figure 22: If the expansion would provide you a better connection, what category of Community Amenities/Destinations would get you to use CapMetro Bikeshare more?

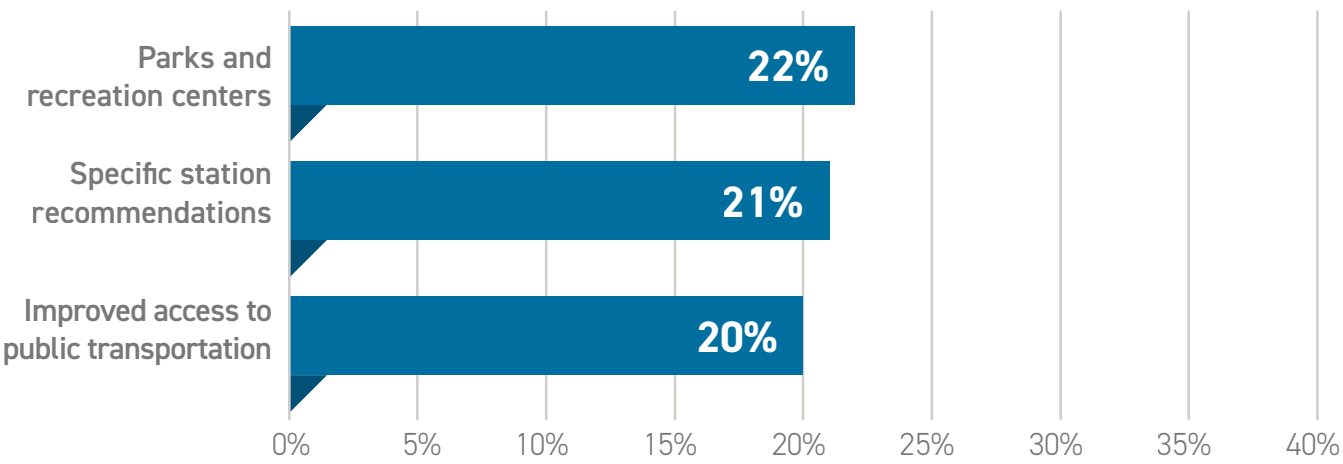
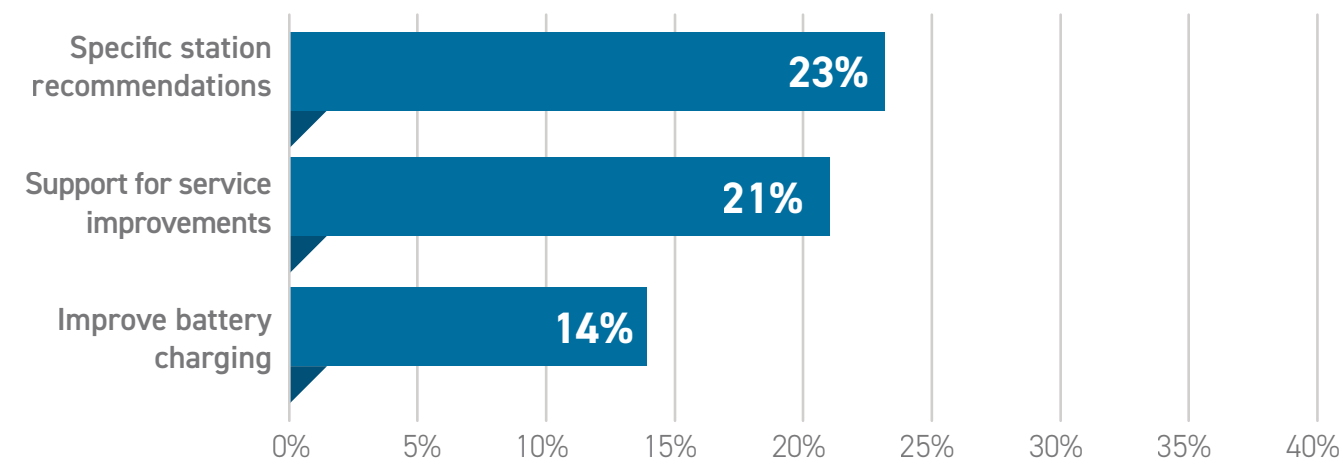


Figure 23: What general feedback do you have for the CapMetro Bikeshare team?





5. System Design Guidelines

CapMetro has an existing set of system design guidelines for the design and modification of fixed-route service. This chapter provides a similar set of guidelines for the design of the CapMetro Bikeshare system, outlining general standards and strategies for how the system should expand over time. These guidelines help shape the 10-year expansion plan for the program and allow it to effectively respond to changing needs and future station requests.

The guidelines are composed of two different components:

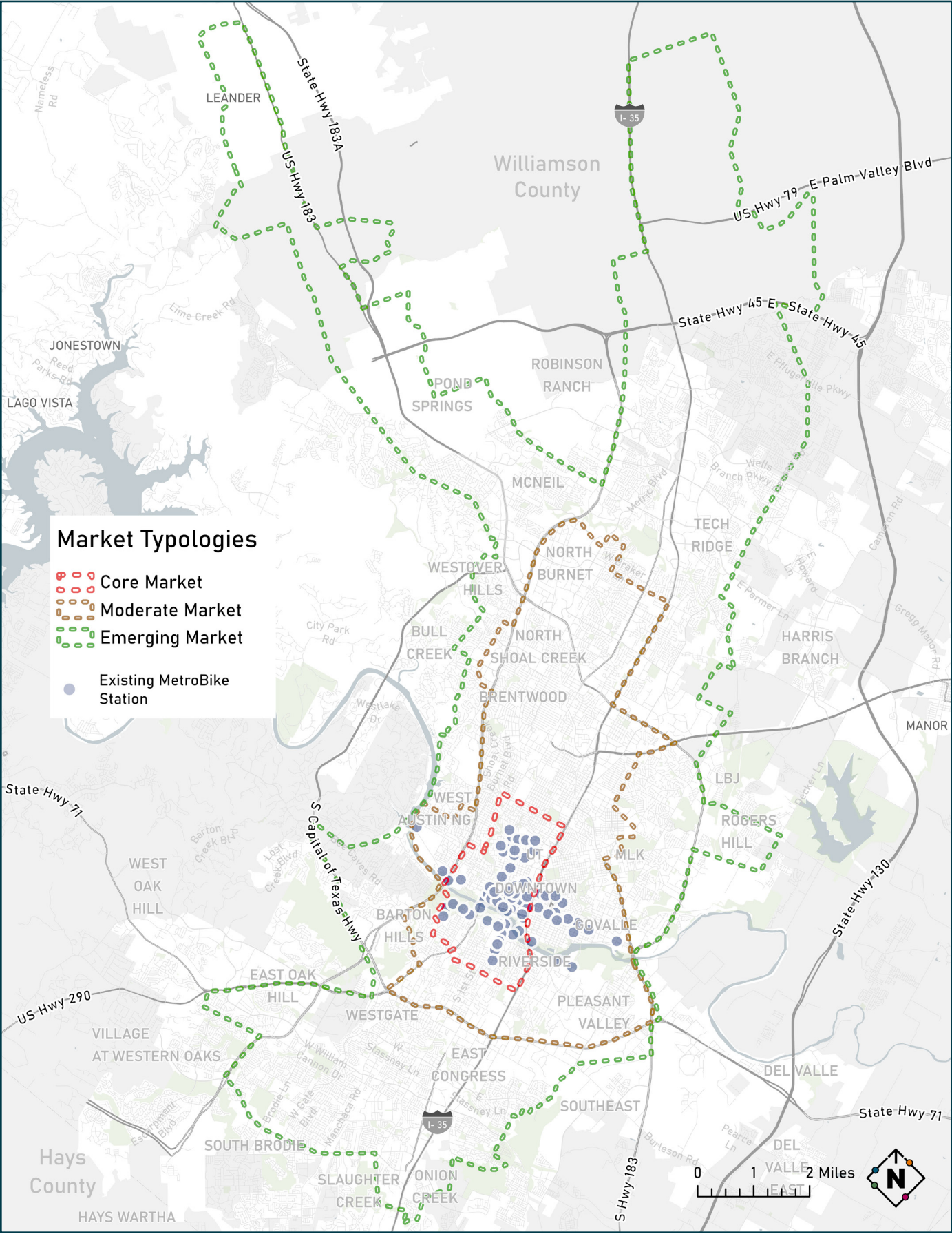
- ✓ **Market Typologies:** Different parts of the region have different demand and ridership characteristics for Bikeshare based on factors such as population density, public need, job density, socio-demographic characteristics, underlying travel demand, and availability of infrastructure. CapMetro Bikeshare has grouped the region into market typology zones – groupings of areas with similar ridership and revenue potential.
- ✓ **Expansion Standards:** CapMetro Bikeshare has defined a set of expansion standards to help guide future program growth. Many of these policies are based around the market typologies. The policies are designed to achieve both the program and CapMetro Bikeshare Expansion Plan vision and goals.

Market Typologies

The CapMetro service area was divided into three market typologies for bikeshare: the **core market**, **moderate market**, and **emerging market**. Each typology represents areas with different bikeshare demand and usage profiles. As CapMetro Bikeshare expands across Austin, the system will face unique challenges and opportunities in each typology. The market typologies are a helpful tool for modeling future system performance, and because of their different characteristics, have different system design guidelines.

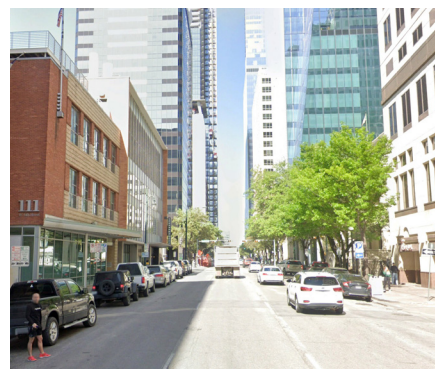
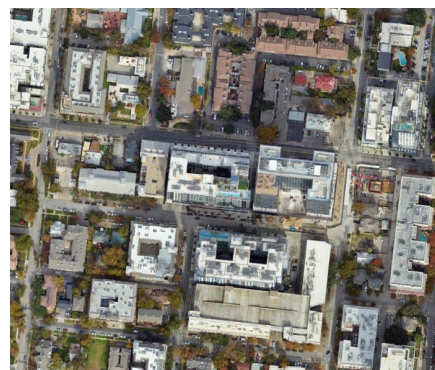
These typologies were defined based on the market analysis and existing CapMetro Bikeshare ridership, as presented in [Chapter 3. Market Study](#). Several key criteria were combined to categorize CapMetro's service area into typologies, including existing mode share, population and job density, public need, land use, and bicycle infrastructure. These criteria and characteristics of each typology are described in [Table 9](#). The three typologies are illustrated in [Figure 24](#). Note that the boundaries of these markets are simplified to create contiguous zone boundaries; as such, there are census tracts within each zone that do not adhere strictly to the criteria outlined below. Finally, a portion of the CapMetro service area falls outside any of the typologies; these locations have insufficient development densities to support bikeshare.

Figure 24: Market Typologies



Core Market

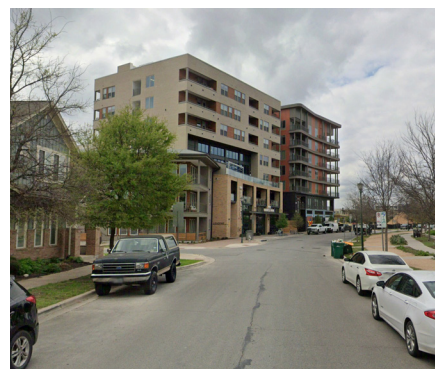
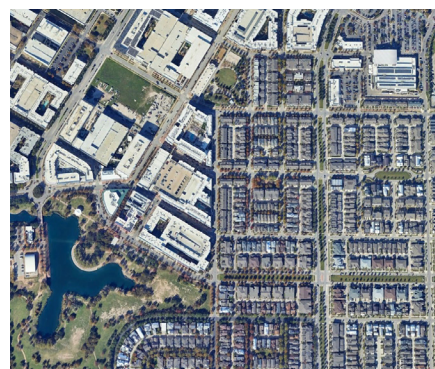
Core market areas are places within Austin that have high walkability, moderate- to high-density land uses, and good access to transit. These places are largely served by CapMetro Bikeshare today but could benefit from additional or expanded stations. Key areas of opportunity in the core market include **Downtown**, and the **University of Texas**. Core market areas have a higher intensity of use than other typologies and destinations within the zone are expected to be a net attractor of trips from other parts of Austin. This market is expected to generate ridership that exceeds CapMetro Bikeshare's existing systemwide average and features a high share of registered user trips due to a high proportion of UT students among users.



Above: examples of core market

Moderate Market

Moderate market areas are places within Austin that have high walkability, moderate- to high-density land uses or are experiencing development, and have good access to transit but fall outside the City's downtown. Most of the moderate market zone is beyond the current CapMetro Bikeshare system and represent new markets for the program. **Areas of opportunity in the moderate market area include Mueller, North Lamar, The Domain, and East Riverside.** This market is expected to generate fewer trips per bike than the core but will also likely see a larger share of casual users among trips.

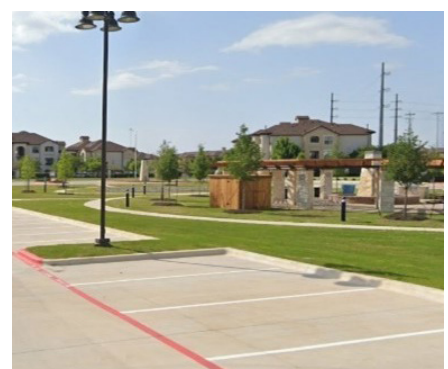
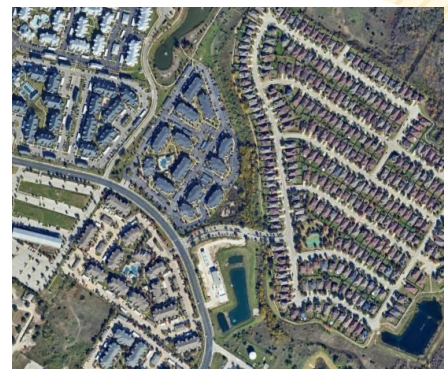


Above: examples of moderate market



→ Each typology represents areas with different CapMetro Bikeshare demand and usage profiles.

Emerging market areas are places within Austin and its suburbs that are located both inside and outside city limits, but feature some demand potential for bikeshare based on underlying land-use and demographics. These areas include large suburban business centers and clusters of high density single-family or moderate density multi-family housing. Many of the areas within this typology are hampered by infrastructure or geographic barriers that could pose accessibility or operational challenges for CapMetro Bikeshare. For example, in suburban areas the lack of street connectivity means that areas that are close to one another lack a safe and convenient bicycle connection. As bicycle infrastructure improves and these areas continue to see development, they will become more promising locations for bikeshare. Areas of opportunity within this typology zone include **South Congress, Tech Ridge, Leander, and Round Rock**. This market is expected to generate the lowest trips per bike within the system, along with the smallest share of trips by program registered users. Expansion into areas outside of Austin would require new agreements between municipalities.



Above: examples of emerging market

Table 8: Market Typology Criteria

Typology	Criteria				Bikeshare Characteristics ¹
	Bike Usage	Density	Propensity	Land Use	
Core	High existing bike usage (areas with top 20 percent of existing bicycle trip origins)	High population density (7,500 or more people per square mile) High job density (12 or more jobs per acre)	Areas with high or moderate-high propensity in either the ridership or public need propensity indices <i>and</i> within or adjacent to the existing CapMetro Bikeshare service area.	Dense and mixed land uses, presence of bike lanes, sidewalks, and high-capacity transit Interconnected road network with multiple travel paths for cyclists	<ul style="list-style-type: none"> ✓ Average trips per bike per day: 2.0 ✓ Average registered user share of trips: 70%
Moderate	Moderate existing bike usage (areas with top 60 percent of existing bicycle trip origins)	Moderate to moderate-high population density (greater than 5,000 people per square mile) Moderate to moderate-high job density (2 to 12 jobs per acre, located outside the core)	Areas with moderate or moderate-high propensity in either the ridership or public need propensity indices Zone located outside existing CapMetro Bikeshare service area	Presence of bike lanes, sidewalks, and high-capacity transit Some moderate or dense clusters of development with lower-density residential or commercial areas in-between. Grid of major arterials but local streets often lack connectivity	<ul style="list-style-type: none"> ✓ Average trips per bike per day: 1.0 ✓ Average registered user share of trips: 60%
Emerging	Low to moderate existing bike usage (areas with the bottom 40 percent of existing bicycle trip origins)	Low to moderate population density (minimum density of 2,500 people per square mile) Low to moderate job density (below 10 jobs per acre)	Areas with low or moderate propensity in either the ridership or public need propensity indices	Auto-oriented land uses with limited street connectivity Bicycle access dependent on availability of bicycle lanes or off-road trails .	<ul style="list-style-type: none"> ✓ Average trips per bike per day: 0.5 ✓ Average registered user share of trips: 50%

¹ Statistics based on average ridership for existing stations located in each zone, rounded to the nearest 0.25 TPB or 10 percent. As no stations today are within the emerging market, estimates for that market based on default assumptions.

Expansion Guidelines

Expansion guidelines help shape the future growth of the CapMetro Bikeshare program. These guidelines fall into three categories: **station placement**, **minimum distance and clustering**, and **station expansion**. The policies are designed to achieve both the program and CBEP's vision and goals. These guidelines provide a broad framework for system expansion and can vary depending on the market typology.

Station Placement Standards

Station placement standards dictate how stations are placed in relation to nearby destinations. For example, to ensure CapMetro Bikeshare stations are easily accessible to CapMetro fixed-route service, stations should be no further than 300 feet from the entrance of a transit station or stop. Station placement standards may vary for each market typology but should consider:

- **Accessibility and convenience:** Stations should be easily accessible for customers to access and return bikes in all seasons and weather conditions. Stations should also be accessible to CapMetro Bikeshare staff to ensure routine maintenance and rebalancing.
- **Safety:** The safety of each station location should be considered in terms of adjacent traffic, lighting, surrounding land uses, bicycle infrastructure, and the ages and abilities of CapMetro Bikeshare customers. Stations should only be placed in the roadway right-of-way on local streets with low traffic speeds. Stations should be located near crosswalks and intersections.
- **Operational appropriateness:** Stations should ideally be located adjacent to a loading zone, where bikes can be rolled to and from a rebalancing van easily. This ensures staff can safely perform their basic job functions.
- **Technically sound:** Station locations should meet CapMetro Bikeshare's technical requirements for drainage, service access, and lighting/utility connections.
- **Consideration of urban context:** When possible, stations should be located near bike infrastructure or along streets that are reasonably appropriate for biking. Station siting should also consider the location of entrances to buildings and other popular destinations like parks and trails.
- **Paired with transit:** Because bikeshare functions as a first and last mile solution, stations should be located within 300 feet of a transit station or stop and clearly visible to people walking and biking. Bikeshare stations should be located near high-frequency train stations and bus stops and connected to another bikeshare station no more than one-half mile away. Stations should be highly visible, and riders should be guided by wayfinding where possible.
- **Predictable and consistent:** For ease of use, stations should be placed in consistent locations and at predictable intervals that are appropriate for the typology.

Minimum Distance and Clustering Standards

Minimum distance and clustering standards refer to the space between bikeshare stations. CapMetro Bikeshare is most effective when users can reach many destinations from a single location. In systems with significant downtime (time a station is completely full or empty), clustering stations can also help limit lost trips (trips that could not be started or ended because a station was empty or completely full). Establishing standards for the maximum distance between stations as well as the size of a minimally viable station cluster will help ensure that stations are set up for success. Minimum distance and clustering standards vary for each market typology. In dense areas, stations should not be more than a three-to-five-minute walk from one to the next; because of strong network effects the higher density of stations will in turn generate greater demand for bikeshare. In moderate and emerging markets, the system can be less dense; in these markets land-uses and availability of bicycle infrastructure may limit how dense CapMetro Bikeshare can cluster stations.

- **Core Market Expansion**
Area: Stations should be within a three-to-five-minute walk from one another, or approximately every 1,500 feet. Ideally, stations along a continuous corridor should be consistently spaced to provide the user predictability.
- **Moderate Market Expansion**
Area: While stations should be placed as closely as possible, stations can be spaced up to 2,500 feet apart, with greater densities encouraged at activity centers.
- **Emerging Market Expansion**
Area: Stations will likely be spaced further apart than Core and Moderate stations, around 2,500 feet apart but in some cases gaps of up to a mile may be permitted. Stations should be linked to the broader service area through at least one consistent corridor of stations.

Station Capacity Adjustment Guidelines

Bikeshare stations have the flexibility to grow or shrink based on ridership demand. Station adjustment guidelines help define the criteria for when bikeshare stations should be resized to ensure infrastructure is well-utilized. Station adjustment is warranted based on three factors:

- ✓ **Adjustment to Meet Anticipated Demand:** As the system grows, existing stations will need to be expanded in popular locations to ensure there is suitable capacity to absorb the additional trips that come from program growth.
- ✓ **Adjustment to Meet Current Demand:** Expansion of high ridership stations will allow these locations to better meet demand by reducing downtime.
- ✓ **Adjustments to Address Operational Issues:** Hard to reach stations may warrant added capacity to reduce the frequency CapMetro staff need to service these locations.

EXPANSION TO MEET ANTICIPATED DEMAND

The market analysis identified two parts of the system – the University of Texas (UT) campus, and Downtown Austin – which experience a net gain of trips in the morning and net loss of trips in the afternoon. These areas act as trip attractors, drawing in riders from other parts of the system. As CapMetro Bikeshare expands, that growth will need to be balanced with additional capacity in the system's core. Based on existing travel flow patterns, CapMetro should add **one dock at UT or Downtown Austin for every 10 docks added elsewhere in the system**. This ratio is based on the net inflow and outflow of trips from across the system to these areas during peak periods. CapMetro should continue to monitor any imbalances in travel flow and adjust this ratio as the system expands.

CAPACITY ADJUSTMENT TO MEET CURRENT DEMAND

Existing stations should be routinely assessed to determine if docks need to be added or removed. The study team recommends evaluating stations for expansion if they report greater than six trips per dock per day averaged on an annualized basis (approximately the 10 percent highest ridership stations in the system) and reduction if they report less than 0.10 trips per dock per day and the location of the station is such that it is not operationally advantageous to maintain an underutilized station. The final decision on whether to expand should be balanced with whether the station triggers regular rebalancing events.

To evaluate how rebalancing events impact ridership, calculate a **station's estimated lost trip factor, defined as:**

$$(Average\ daily\ ridership\ at\ station \div average\ percent\ of\ daily\ uptime) - Average\ daily\ ridership$$

CapMetro Bikeshare should strive to maintain a lost trip factor below 3, which equates approximately to the systemwide average dock utilization rate.

CAPACITY TO ADDRESS OPERATIONAL ISSUES

In some instances, it may be appropriate to have a larger station than the ridership and downtime data suggest is appropriate. For example, stations located in the Emerging Markets expansion area, which are further out from CapMetro Bikeshare's operating facilities compared to stations located within the Core Market and Moderate Market expansion areas, may require a larger overall number of docks as CapMetro Bikeshare staff will be unable to rebalance bicycles in outlying stations as often as core stations. Additional docks provide overflow capacity at these stations and reduce the servicing burden for staff and better availability for users who may have a long trip to the next nearest station.

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6. Expansion Plan

CapMetro envisions a greatly expanded CapMetro Bikeshare program that will closely integrate with Project Connect and provide access to many of the top destinations in the region. The following expansion plan is fiscally unconstrained and illustrates how far CapMetro envisions to expand over the next decade if funding is available.

This plan does not present specific station locations – CapMetro will have to site stations on an annual basis based on a site survey that considers operational constraints, location of available space for stations, property restrictions, and community input. Instead, the team has outlined eleven expansion zones based on an inventory of approximate station locations. The full expansion plan envisions approximately 360 stations spread across 11 zones in the City of Austin. Expansion would be phased concentrically outward from the existing system. Note that the actual final system size may differ for a variety of reasons and, as such, the number of stations presented in this plan are intended to be an approximate guide for system growth.

Expansion Plan Methodology

The expansion plan was developed by first creating an inventory of potential station locations across the CapMetro service area. These locations were selected based on a systematic survey of the CapMetro service area that incorporated the existing conditions analysis, feedback from the public, the existing bicycle infrastructure network, and an in-depth desktop survey of land-use and key destinations in Austin. The study team narrowed the inventory to approximately 290 possible bikeshare station locations spread across all three expansion typologies. These locations, when combined with the system's 76 existing stations, would yield a full build-out of approximately 360 stations over ten years. These general station locations were then used to define 11 expansion areas, representing zones that can be phased-in over time.

Expansion Plan Overview

The proposed system is designed around the guiding principles of the plan:



A. Bikeshare, as part of Austin's public transit network, connects people to where they want to go: The expansion plan is intended to complement CapMetro's existing service as well as service added in the future through Project Connect, providing first and last mile connections to Rapid, Light Rail, and Rail stations. The proposed CapMetro Bikeshare stations provide access to key regional destinations like The Domain, Mueller, and St. Edwards University, while expanding bikeshare coverage in places already served by CapMetro Bikeshare like Downtown and the University of Texas.



B. Bikeshare is a tool to reduce inequalities in transportation: Much of the proposed expansion focuses on providing more equitable transportation access for Austinites. Expansion proposed for places like Southeast Austin and North Austin serve communities that are disproportionately low-income and minority, where many residents today lack access to a car.



C. Bikeshare provides an accessible and affordable transportation option: The proposed network considers existing bicycle infrastructure, placing stations near or adjacent to bicycle lanes and trails. The density of stations is intended to improve accessibility by reducing walking times to and from stations.



D. Bikeshare supports community wellbeing: The expansion includes stations at public parks, recreation centers, pools, schools, and other community assets.



E. Bikeshare is a good steward of public funds: The expansion plan balances the desire to grow the footprint of CapMetro Bikeshare with the need to build density in places with already strong bikeshare ridership like Downtown and UT. This balanced approach to growth will be critical to maintaining the program's cost recovery rate and assures quality service by planning for a measured, deliberate growth of operations and maintenance resources.

The study team identified a fiscally unconstrained expansion plan based upon the guiding principles, and then grouped proposed future stations into eleven geographic zones based on neighborhood and relationship to the existing network. The eleven zones more than quadruple the current system's size to cover an area extending from The Domain and Gateway area to the north all the way to William Cannon in the south ([Figure 25](#)).

Expansion Zone Description

[Figure 25](#) provides a detailed overview of the unconstrained expansion plan across the City of Austin and the CapMetro Service area. Each expansion zone is grouped based on geography and relationship to the existing system. The proposed expansion stations shown on the map represent approximate locations of stations; actual station siting is dependent on several factors outlined in the [Expansion Guidelines](#) section and will require additional evaluation.

Core Capacity is centered on Downtown and illustrates expansion within the highest demand part of the current CapMetro Bikeshare service area. Many of the proposed stations provide infill, adding more stations around Downtown and the University of Texas campus. The proposed new stations in the Core Capacity zone extend south to provide additional service along the city's riverfront, and north to provide connectivity throughout the proposed Light Rail's core segment.

University of Texas provides density in the largely residential neighborhoods around UT that generate much of CapMetro Bikeshare's existing ridership. These stations add increased service to the West Campus, North University, and destinations like St. David's Medical Center.

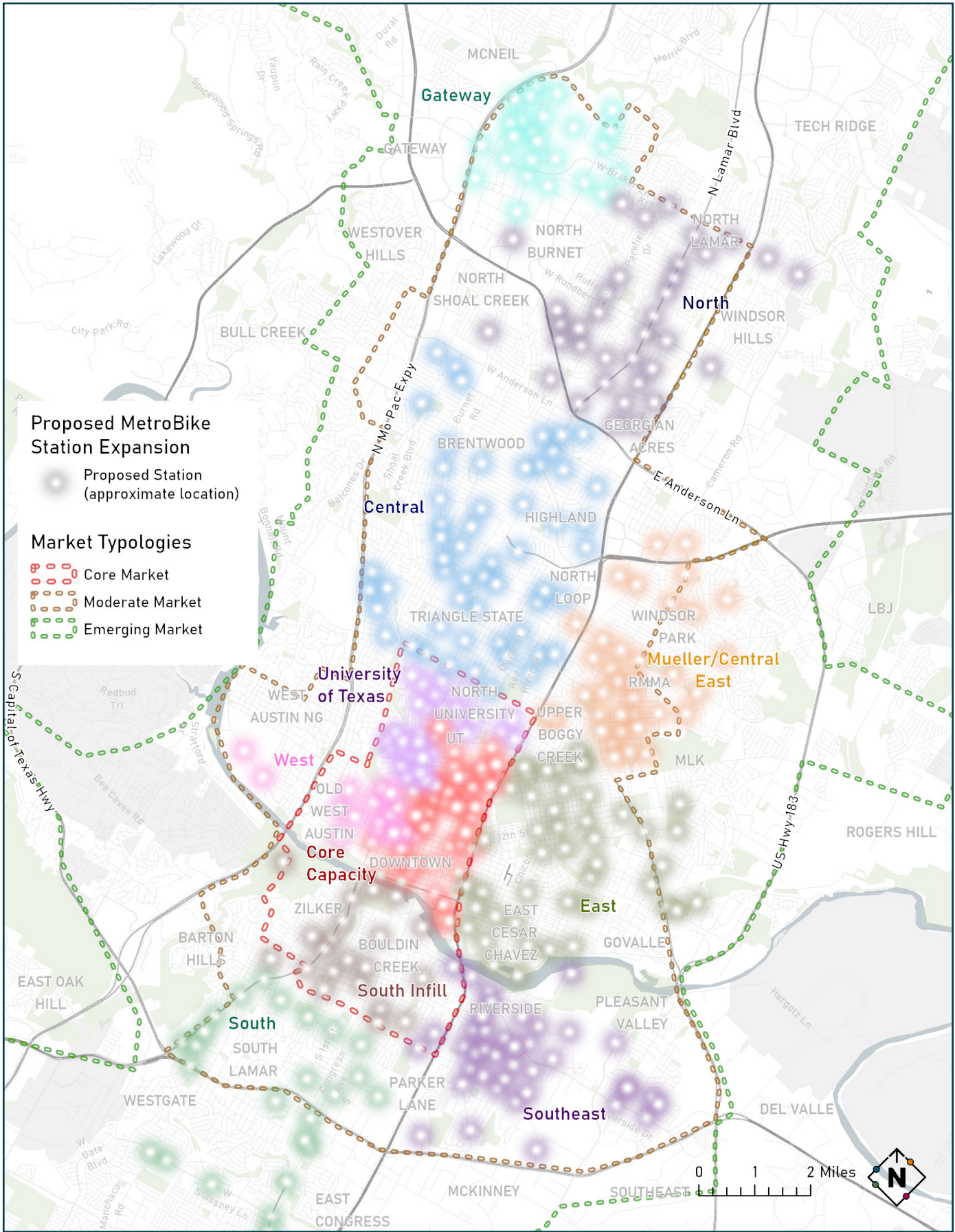
West adds new service to the primarily residential neighborhoods west of Downtown Austin, including Old West Austin. These new stations also provide infill, adding connectivity to stations that are currently outside of the core CapMetro Bikeshare system along the more commercial W 5th St. The proposed stations would provide service to destinations like Pease District Park, Shoal Creek, and Austin Recreation Center.

South Infill stations add density around existing CapMetro Bikeshare stations south of the river, while expanding service further south into the largely residential neighborhoods of Bouldin Creek, Travis Heights, and Zilker. The proposed South Infill stations would also add service along South Lamar, a major commercial artery.

Central illustrates expansion north of the existing service area focused on Central Austin. Expansion in this zone will extend the existing CapMetro Bikeshare service area to the north connecting to the core Rapid routes and the Red Line, as well as to planned Project Connect investments. Bikeshare would serve destinations like Crestview, Seton Medical Center, Austin Community College – Highland campus, and UT Intramural Fields, to name a few.

East illustrates proposed expansion throughout East Austin, where bikeshare would serve the Red Line and two under-construction Rapid lines. Key destinations to be served by CapMetro Bikeshare include Rosewood Neighborhood Park and the Millennium Youth Entertainment Complex, Festival Beach, and various businesses along MLK Jr. Blvd and Manor Rd.

Figure 25: Expansion Zones



Mueller/Central East focuses on the rapidly developing areas of Mueller and the more established Windsor Park. The Mueller area consists of mix of residential, commercial, and recreational destinations that will be linked to the larger Austin area by CapMetro Bikeshare. Key destinations served in this zone include The Thinkery and Mueller Lake Park, Dell Children's Medical Center, and the Austin Creative Reuse Center.

North illustrates expansion into North Austin, focused on the Moderate Market typology to the north of the Central zone and U.S. Route 183. This zone largely centers on the North Lamar corridor, adding access to a part of Austin with a high concentration of low- and moderate-income households.

Gateway is bound by the Mopac Expressway to the north and located just above the North Austin zone. Expansion in this area would serve several regional activity centers like the Q2 Stadium, The Domain, and UT's Pickle Research Center. Stations in Gateway would extend CapMetro Bikeshare service along the Red Line and Rapid Route 803.

South focuses on areas south of the Core Market typology that are currently beyond the existing CapMetro Bikeshare service area. This zone extends CapMetro Bikeshare further into neighborhoods in southern Austin. Expansion here is proposed to follow existing high-capacity transit corridors along Lamar Boulevard and Congress Avenue. New stations in the area would serve destinations like St. Edwards University and the growing South Lamar Boulevard corridor. Expansion would serve areas with significant community need.

Southeast extends service to areas southeast of the Core Market. Expansion here is proposed to follow high-capacity transit corridors along Riverside Drive and Pleasant Valley Rd, connecting the service with the proposed Light Rail and Pleasant Valley Rapid Route. New stations in the area would add CapMetro Bikeshare access to Austin Community College-Riverside and Krieg Fields, and would serve areas with high community needs.

The study team identified additional areas, both inside and outside of Austin's city limits, that could be included in future expansion such as Leander, Round Rock, Tech Ridge, and Manchaca. These areas are too far from the present service area to be feasibly served by bikeshare over the next ten years. However, growth models predict that these areas will see significant change over the next decade and as such should be considered in the future. Additionally, some of these areas are outside of the city of Austin. Expansion into jurisdictions outside of Austin would require additional agreements with the local governments. These areas are not shown in [Figure 25](#).

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7. Performance Monitoring

The following section proposes a performance monitoring program for CapMetro Bikeshare. The tracking of Key Performance Indicators (KPIs) will allow CapMetro to better align bikeshare with its other modes, more quickly identify operational issues, and measure the overall return on program investments. The performance monitoring recommendations are broken down into the following three categories:

- **System performance:**

Metrics developed to monitor overall system health. These are metrics that would be monitored on a frequent and ongoing basis by the CapMetro Bikeshare operations team.
- **Station performance:**

Metrics developed to identify issues at stations regarding ridership and reliability.
- **Goal Attainment:**

Metrics evaluating the long-term attainment of CapMetro Bikeshare’s guiding principles. These KPIs do not need to be tracked at the same frequency as station and system performance metrics.

Each metric is described in detail and includes information such as the metric's purpose, data sources, how the metric is calculated, data ownership, and the frequency of data reporting.

System Performance Metrics

Table 19 outlines the performance metrics designed to monitor the overall system performance and health of CapMetro Bikeshare. These metrics are general in nature and are intended to be tracked on a daily or monthly basis.

Table 9: System Performance Metrics

METRIC	PURPOSE	DATA SOURCES	CALCULATION	OWNER	FREQUENCY
Overall Trips	Measure of system productivity and reach	Raw trip data	Sum of all trips for reporting period	Bikeshare Operations	Daily
Trips per Bicycle per Day (TpB)	Measure of system productivity	Raw trip data	Sum of all trips for reporting period / (sum of dock days for reporting period x 0.5)	Bikeshare Operations	Daily
System Downtime	Measure of system productivity	Station capacity data	Aggregate minutes of downtime broken down into two categories – rebalancing event (station full or empty) and hardware failure	Bikeshare Operations	Daily
Operating Costs	Track budget adherence	Financial data	Tracking percent of operating expenditures to budget	Bikeshare Operations	Monthly
Direct Revenue	Measure of system sustainability	Financial data	Sum of all revenue sources including user fees, advertising, and sponsorship	Finance	Monthly
Unique Users	Measure change in membership base	Financial data	Number of active users each month	Bikeshare Operations	Monthly

Station Performance Metrics

[Table 20](#) describes performance metrics to assess bikeshare station performance. By analyzing and comparing stations using these metrics, CapMetro Bikeshare can determine whether stations are underperforming or need increased capacity. Metrics such as a station's lost trip factor and station revenue offer detailed insights into the financial health of individual stations. Station performance metrics are intended to be tracked on a monthly basis to ensure overall system health.

Table 10: **Station Performance Metrics**

METRIC	PURPOSE	DATA SOURCES	CALCULATION	OWNER	FREQUENCY
Total station ridership	Measure of station productivity	Raw trip data	Total station trips per month	Bikeshare Operations	Monthly
Station Trips per Bicycle Per Day	Measure of station productivity	Raw trip data	Average daily ridership at station divided by number of active bicycles	Bikeshare Operations	Monthly
Station downtime	Measure of station productivity	Station downtime reports	Average daily time a station experiences a downtime event during reporting period	Bikeshare Operations	Monthly
Station lost trip factor	Approximates the number of riders effected by station downtime	Station downtime report and ridership data	(Average daily ridership at station ÷ average percent of daily uptime) – Average daily ridership	Bikeshare Operations	Monthly
Station revenue	Measure of station sustainability	Financial data	Total monthly revenue generated at each station	Finance	Monthly
Unique Users	Measure change in membership base	Financial data	Number of active users each month	Bikeshare Operations	Monthly

Attainment Metrics

[Table 21](#) describes performance metrics which aim to assess the attainment of CapMetro Bikeshare's five guiding principles:



A. CapMetro Bikeshare, as part of Austin's public transit network, connects people to where they want to go.



B. CapMetro Bikeshare is a tool to reduce inequalities in transportation.



C. CapMetro Bikeshare provides an accessible and affordable transportation option.



D. CapMetro Bikeshare supports community wellbeing.



E. CapMetro Bikeshare is a good steward of public funds.

Attainment metrics are intended to be calculated annually, although some of the KPIs listed below are on the list of system performance metrics as well. The purpose of attainment metrics is to better quantify how bikeshare strategically is meeting CapMetro's goals. Note that not all these metrics can currently be calculated. The study team recommends adding a brief demographic survey as part of the sign-up process to better understand the program's rider base.

Table 11: **Attainment Metrics**

METRIC	PURPOSE	DATA SOURCES	CALCULATION	OWNER	FREQUENCY
A. CapMetro Bikeshare connects people where they want to go					
Access to transit	Measure of access to transit connections	CapMetro transit stop and station data	Percent of CapMetro Bikeshare stations within a quarter mile of a transit stop or station	Planning	Annual
Access to jobs	Measure of connectivity to destinations of interest	Longitudinal Employer-Household Dynamics (LEHD) Data	Number of jobs within a quarter mile of a CapMetro Bikeshare station	Planning (publicly available source)	Annual
Access to households	Measure of a system and station accessibility	American Community Survey (ACS) Data	Number of households within a quarter mile of a CapMetro Bikeshare station	Planning (publicly available source)	Annual
B. CapMetro Bikeshare is a tool to reduce inequities in transportation					
Rider demographics	Measure of system equity	Sign-up survey (currently source does not exist)	Percent of users that are minority or low-income based on sign-up survey	Planning (survey data)	Annual
Trips in equity focused areas	Measure of system equity	American Community Survey (ACS) Data	Trips originating or ending in block groups that are majority minority populations or have a poverty rate greater than 30 percent (30%)	Planning	Annual
Discount pass holders	Measure of system equity	User data	Percentage of riders under discounted pass programs (Student passes)	Bikeshare Operations	Annual
C. CapMetro Bikeshare provides an accessible and affordable transportation option					
Average cost per trip	Measure of system affordability	Raw trip data	Annual revenue generated from trips divided by annual rides.	Bikeshare Operations	Annual
Ridership among older adults	Measure of system accessibility	Sign-up survey (currently source does not exist)	Percentage of users that are over 55 years of age.	Planning (survey data)	Annual
Crash Incidents	Measure of system safety	Incident reports	Crashes per 10,000 rides per year	Bikeshare Operations	Annual
Membership Turnover	Measure of system sustainability and reach	Membership records	Percentage of existing registered users who fail to renew once their membership expires	Bikeshare Operations	Annual
D. CapMetro Bikeshare supports Community Wellbeing					
Annual miles biked using CapMetro Bikeshare	Measure of system's effect on environmental sustainability	Raw trip data	Sum of total miles biked across the entire system.	Bikeshare Operations	Annual
User satisfaction and wellbeing	Measure of user and community health and wellbeing.	Annual survey conducted on the CapMetro Bikeshare app	Percent of CapMetro Bikeshare users who report an increase in physical activity due to CapMetro Bikeshare	Planning (survey data)	Annual
E. CapMetro Bikeshare is a good steward of Public Funds					
Trips per Bicycle per Day (TpB)	Measure of system productivity	Raw trip data	Sum of all trips for reporting period / (sum of dock days * 0.5)	Bikeshare Operations	Annual
Cost recovery ratio	Measure of system sustainability	Financial data	Annual revenue / annual costs	Bikeshare Operations	Annual
Average annual operating costs per dock & per bike	Measure of system sustainability	Financial data	Total costs / total docks or total bicycles in operation	Bikeshare Operations	Annual

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8. Conclusion

The CapMetro Bikeshare Expansion Plan presents a comprehensive roadmap for the future of bikeshare in Austin, aiming to address mobility, equity, and climate goals. The plan builds on the foundation laid by SEP I, offering detailed insights into existing market conditions, the public engagement process, system design and expansion guidelines, and financial projections. The CBEP outlines a vision for expanding CapMetro Bikeshare over the next decade, focusing on enhancing accessibility, promoting sustainability, and integrating with public transportation. **The study is guided by a goal to expand access to bikeshare in Austin, especially in areas with high ridership potential and public need, with a special focus on ensuring more equitable access.** The growth of CapMetro Bikeshare will include the replacement of aging equipment and the expansion of the service area to meet increasing demand and further integrate with public transit services as they grow. A significant portion of this expansion is funded by the TASA grant, awarded to the City of Austin in October 2023. This \$12.4 million, a combination of the TASA grant, city match, and state contribution, will enable the procurement of new equipment and support the addition of new bikeshare stations, ensuring that CapMetro Bikeshare can grow to serve a broader range of communities.

CBEP is the result of a collaborative effort involving extensive market analysis, public engagement, and strategic planning. A thorough existing conditions analysis was conducted to identify the areas that would best served by CapMetro Bikeshare expansion. That analysis was incorporated into extensive feedback from surveys, focus groups, and open houses to ensure community voices were included. Based on that analysis and community feedback, guidelines for station placement, expansion, and performance monitoring were designed to create a resilient and adaptable bikeshare system that will grow and changed with Austin. **This plan seeks to make CapMetro Bikeshare a ubiquitous part of Austin's transportation network, transforming the city into a model for sustainable urban mobility.** By integrating bikeshare with public transit, CapMetro Bikeshare seeks to create a seamless and complete transportation system that caters to all residents, prioritizing the needs of the most vulnerable communities.

Market typologies and expansion zones were created to provide a structured framework for CapMetro Bikeshare's CBEP. The proposed expanded service area was divided into three market typologies to encompass high-density areas like Downtown Austin and the University of Texas, which have high existing bike usage and connectivity, developing neighborhoods that are characterized by moderate density and growing transit accessibility, and Emerging Markets that include more suburban and peripheral areas with potential for future bikeshare demand. These typologies guide the phased expansion plan, ensuring that new stations are strategically placed to maximize ridership and meet community needs. The plan's 11 geographic expansion zones, defined based on these typologies, outline a detailed roadmap for extending bikeshare coverage, enhancing connectivity, and supporting sustainable growth.

CapMetro Bikeshare has embarked on a major transformation. The immediate focus has been procuring new equipment and relaunching the system. As the expansion plan implementation continues, the CapMetro Bikeshare team will continually assess and adjust strategies based on the performance metrics outlined in this document. The next decade will see the integration of new bikeshare stations with Project Connect's transit infrastructure, enhancing connectivity and accessibility across Austin. CapMetro will continue to monitor the system's performance and make data-driven decisions to optimize operations and ensure long-term sustainability.

CapMetro *Bikeshare*

Expansion Plan

September 2024

Prepared with support from:
Foursquare ITP
Rifeline
Halff

The background of the slide features a repeating watermark of the CapMetro logo in a light blue color. The logo consists of the word "CapMetro" in a sans-serif font, with a stylized mountain peak above the "M".

Appendix D

Red Line Analysis

Foreword

In support Transit Plan 2035, CapMetro conducted an analysis to understand the long-term vision of the Red Line and its potential, including further evaluation of potential infill stations and service levels. The analysis directly informed the phased recommendations for CapMetro Rail within Transit Plan 2035 and were integrated into the planning and engagement processes (referenced in **Chapter 7**). Although funding is not currently available for additional infill stations, the analysis guides future investments and considerations if the right opportunities arise.

This process included a planning-level assessment of opportunities and challenges for the service. Notably, the analysis does not include short term recommendations, detailed feasibility analysis, design or construction plans, scheduling, TOD opportunities or fare analysis. As such, further study would be needed to fully understand the potential impacts, costs, operating requirements, freight considerations and potential for return on investment. Recommendations and key findings are subject to change and dependent on available partnership(s), funding and right-of-way.

Red Line Analysis

Key Findings


October 2025



CapMetro

Red Line Analysis Overview

As part of CapMetro Transit Plan 2035, the project team completed an assessment of potential infill stations and service recommendations for the Red Line. This was an exercise of doing our “homework” to review the many possible options for an unconstrained long-term vision of the Red Line, and an opportunity to study infill stations that the community has asked about. It provided a planning-level assessment of opportunities and challenges of possible future operating scenarios and potential station infill or relocation opportunities. Further study is needed to fully understand the potential impacts, costs, operating requirements, freight considerations, and potential for return on these investments. Recommendations are also subject to change and dependent on available funding, partnership(s), and right-of-way.



*We're doing
our
homework!*

- Review relevant data, plans and studies
- Document planned improvements and timelines

4.1 Red Line
Baseline

1

- Define boundaries/zones
- Screen potential infill stations for further analysis
- Analyze current stations for relocation

4.2 Station Area
Evaluations

2

- Potential value and outcomes
- Conceptual recommendations for further analysis

4.3 Potential Future
Stations

3

Red Line Analysis Task Overview

Includes things like:

- Doing our “homework” on understanding the long-term vision of the Red Line and its potential
- Studying infill stations that the community has asked about (in coordination with Transit Plan 2035)
- Planning-level data analysis of many possible potential station areas (infill or relocation)
- High-level comparison of opportunities and challenges

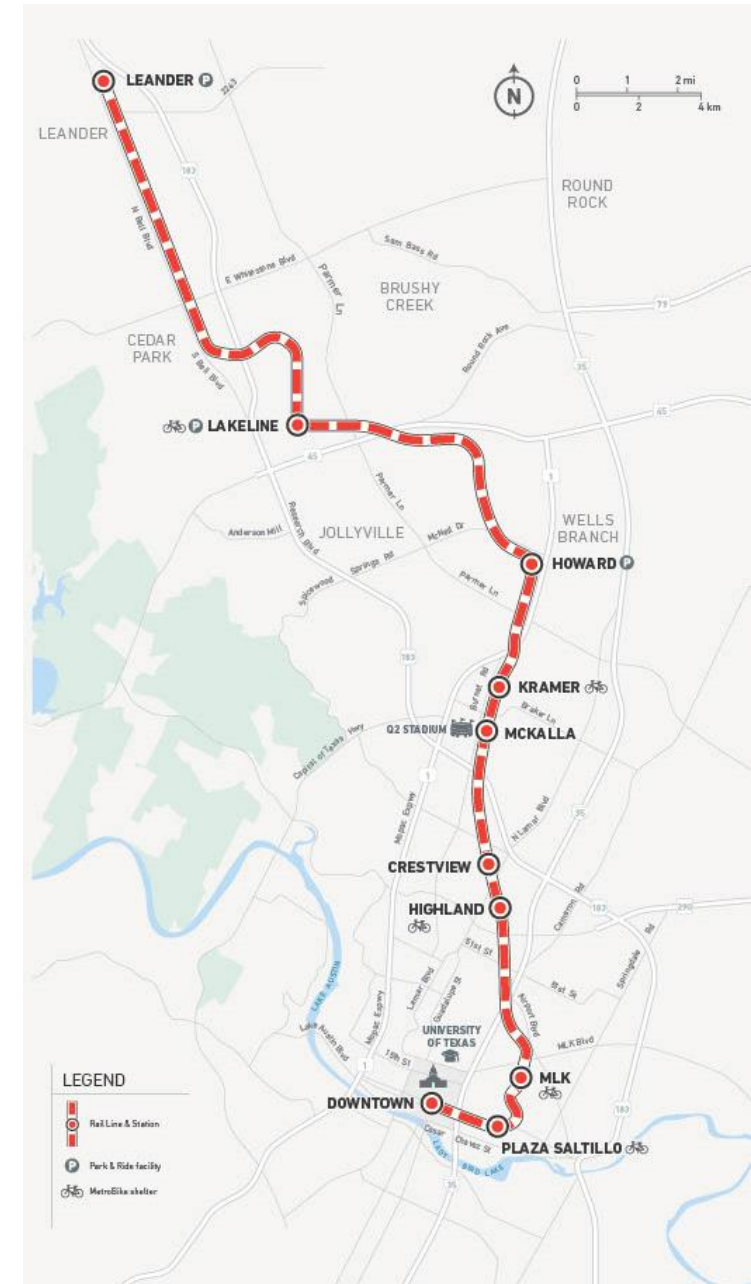
Does not include things like:

- Short-term recommendations
- Detailed feasibility analysis
- Design, engineering or construction plans
- Scheduling
- Fare Analysis
- Funding

The Red Line, Today

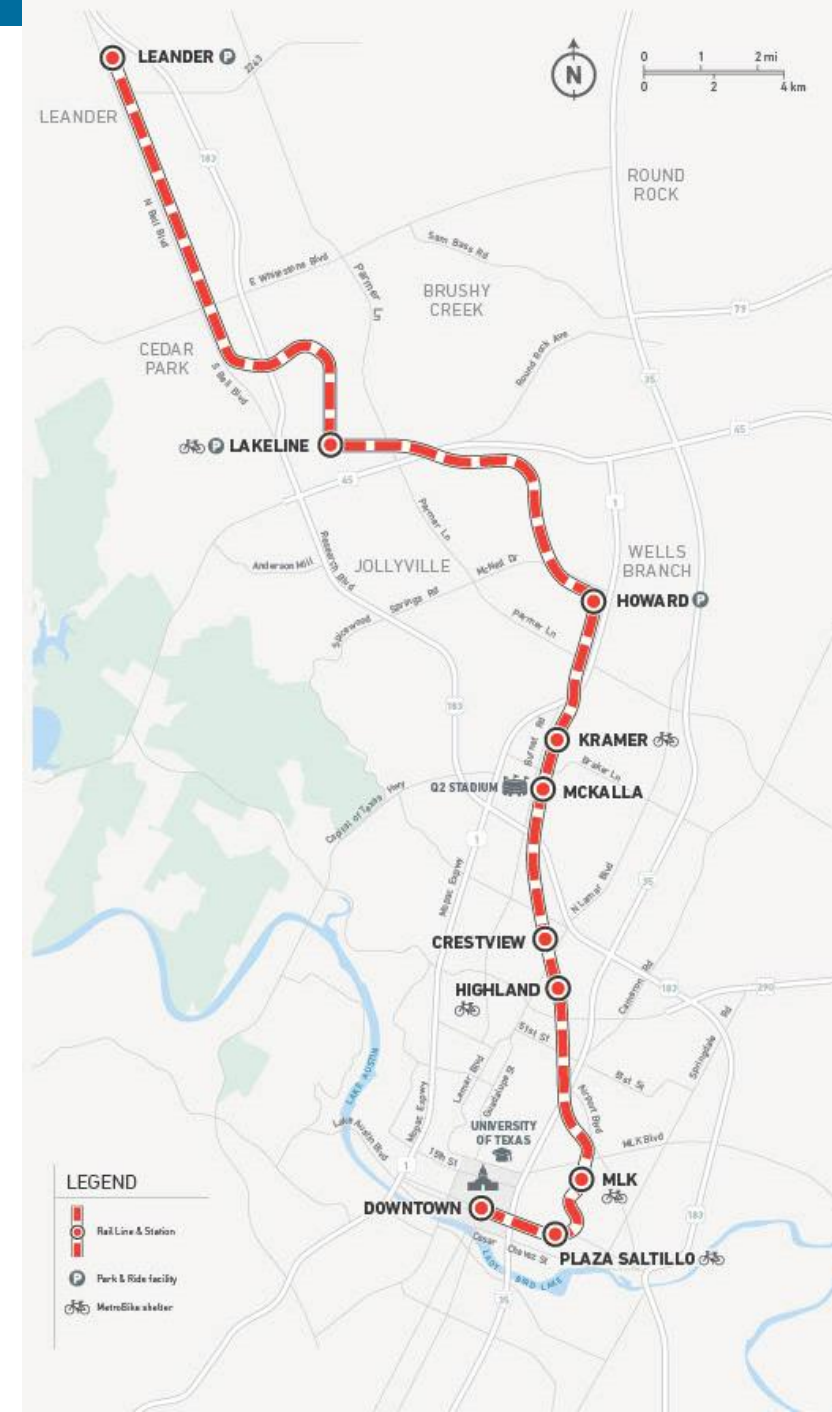
A Brief History of the Red Line

- Before the Red Line,
 - The railroad underwent construction in the 1870s to 1890s and ran from East Austin to Llano
 - Built to haul pink granite for the building of the Texas State Capital
 - The City of Austin and CapMetro purchased the railroad in 1986 for \$9.4 million
- The Red Line was **approved by voters in 2004** and would become the first passenger rail line for the region
- Since opening in 2010, several improvements have been made
 - In 2014, new rail cars were purchased to expand capacity
 - In 2020, the improved Downtown Station opened
 - In 2024, the new McKalla station opened
 - Several sections have been double tracked with more on the way
- The freight route that shares the railroad now moves things like limestone, plastics, beer, chemicals, paper, and lumber between Giddings and Llano



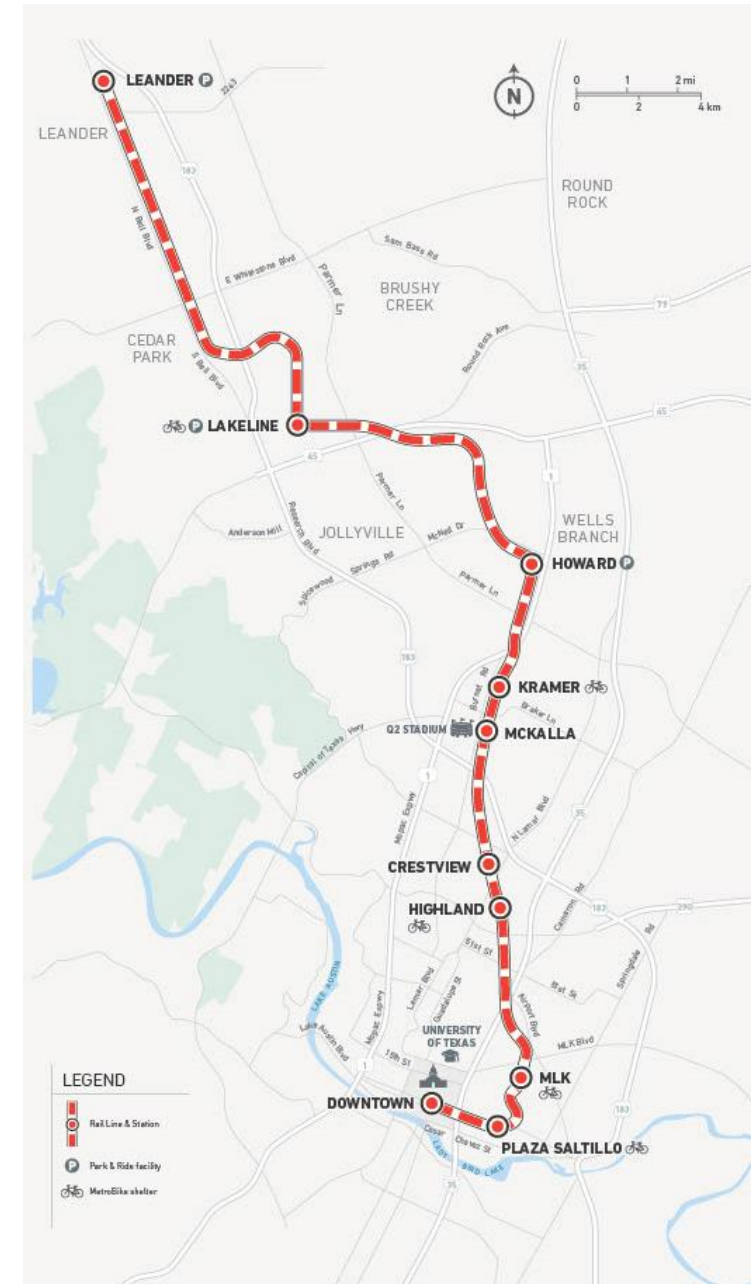
Today's Red Line

- 32-mile passenger rail from Downtown to Leander
 - Within CapMetro's overall 163-mile freight rail system that moves over six million tons of aggregate annually, supporting regional infrastructure and removing an estimated 180,000 trucks from area highways
- Mostly single-track operations, with double tracking in priority locations underway
- Shared use of the railroad with freight
 - This system generates critical revenue and supports the agency's passenger rail infrastructure
 - CapMetro is aiming to expand both freight and passenger service, leveraging freight operations to support future growth
- 10 stations today
 - Varying spacing (from 0.5 mile to more than 6 miles apart)
 - Park & Rides at Howard, Lakeline, and Leander
 - North Burnet-Uptown Station under construction
- Operates:
 - Monday to Saturday
 - No Sunday Service
 - Typically, every 35 minutes
 - Hourly mid-day
 - 5:30am to 7:30pm
 - Service runs later on Fridays and Saturdays until 12:30am
 - Leander does not have mid-day trips



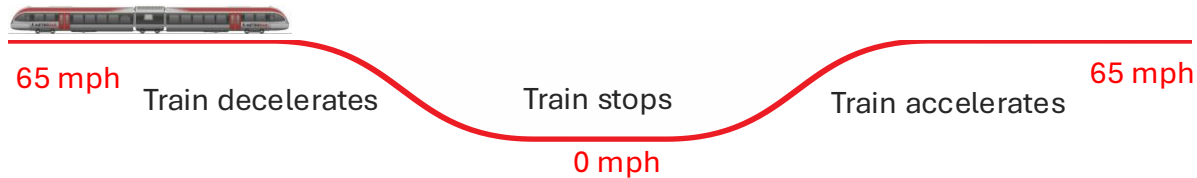
Planned Improvements

- Double tracking more of the railroad
 - Near North Burnet-Uptown Station
 - Near Plaza Saltillo Station
 - Near Crestview Station
 - Near Howard Station
 - and more segments have been prioritized for the future
- North Burnet-Uptown Station under construction through a public-private partnership between Brandywine Realty Trust and CapMetro
 - Located within the 66-acre Uptown ATX development in the growing North Burnet corridor
- Ongoing improvements to positive train control (PTC), which improves overall safety, efficiency, and reliability



Does adding stations help or harm ridership?

Every station adds new riders by making new areas accessible to the line. However, each station adds to the travel time on the line. Adding too many stations could cause some people not to ride as a result unless express service is provided.



Assuming 0.6 m/s/s acceleration/deceleration and 30 second dwell:

- At **65 mph**, train starts decelerating **0.45 miles** before station and a station stop adds *at a minimum* **1½ to 3 minutes** to the schedule.
- At **35 mph**, train starts decelerating **0.15 miles** before station and a station stop adds *at a minimum* **1 to 2 minutes** to the schedule. Adding 5 stations could make a trip from Leander at least 5 to 15 minutes longer (8% - 24% longer).

With the current schedules, even one additional station may require **lowering the frequency** or **implementing technology and capital improvements** (PTC) due to track configurations. This could also hurt ridership.

One rider lives in a neighborhood that currently has no station. With a new infill station near home, they start riding the train.



Another rider was riding already. There's one new station on their ride. It adds 1-2 minutes to their trip. They hardly notice the difference.



A third rider lives at the end of the line. Their trip passes 5 new stations. Their trip is 10 minutes longer. They decide to drive instead.



Public Feedback from Transit Plan 2035

- Existing riders

- Most satisfied with reliability of service, especially among frequent riders
- Frequency and service hours are most desired improvement
- Mixed satisfaction on how well Rail serves destinations, walk distance required to access the station, and travel time

- Open-ended comments

- More frequent service
- General service expansion
- Later evening weekday service
- Sunday service/better weekend service
- Doesn't directly serve major destinations
- Service to the airport
- Better connections to bus service
- Infill stations

Infill stations requested by the community (in order of most commonly heard):

- 51st/North Loop
- Cedar Park
- Stop deeper into downtown/Republic Sq
- Keep Kramer station
- Airport Blvd
- Hancock Center
- Parmer Lane

Challenges and Opportunities



Many of Austin's most dense areas form a north to south spine that will be served by the future Austin Light Rail



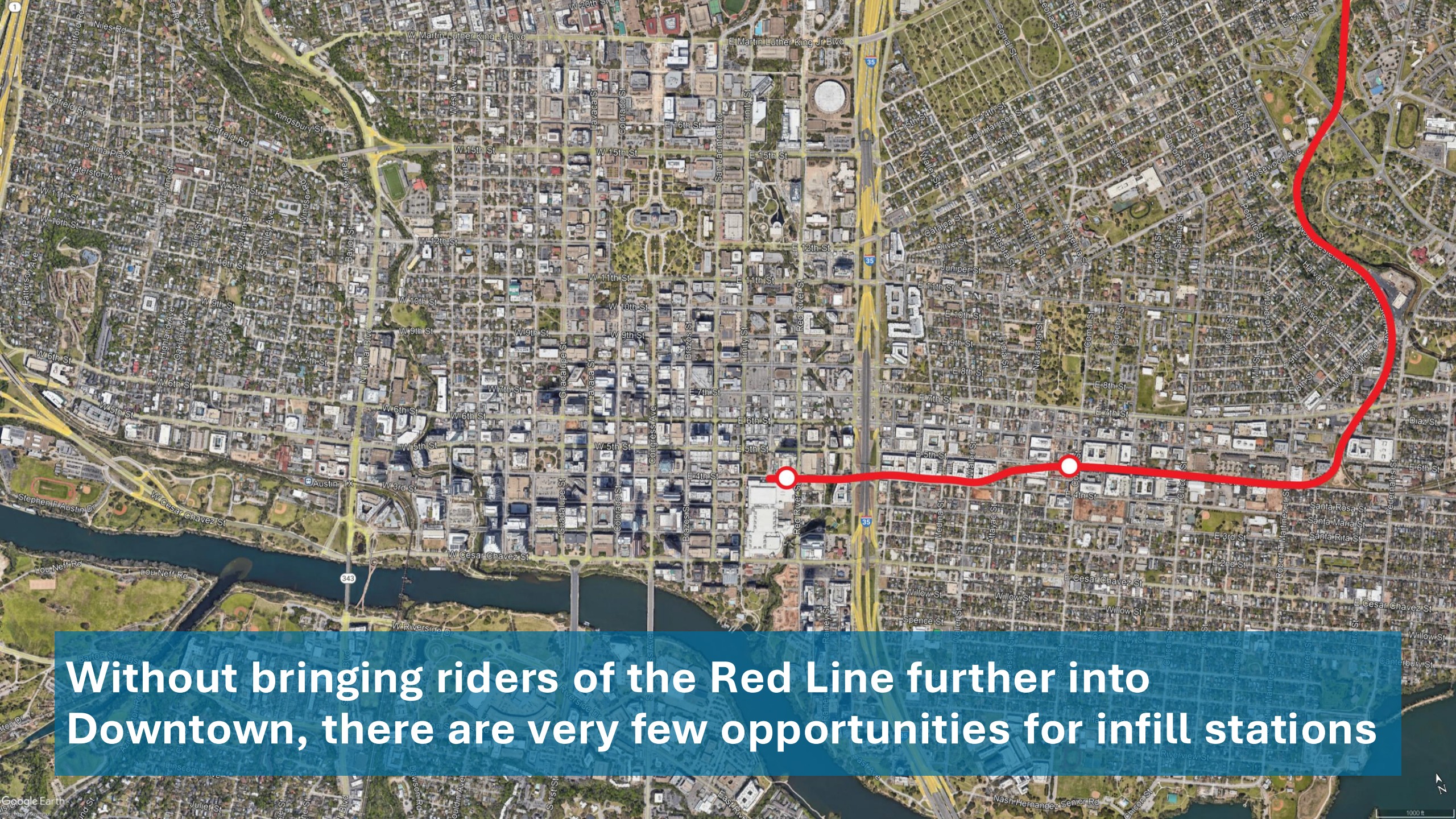
Downtown

Plaza Saltillo

But there is also a growing east to west spine that is partially along the Red Line today



Some limitations of the existing Red Line include its alignment being further from the densest north to south spine and that it only reaches the edge of Downtown Austin, missing major activity centers



**Without bringing riders of the Red Line further into
Downtown, there are very few opportunities for infill stations**

Today, riders of the Red Line can easily make...



9 TO 5 SUBURBAN WORK TRIPS

Long commute trips from Leander, Lakeline, and Howard, to Downtown



SPECIAL EVENT TRIPS

Special event trips such as Austin FC games held at Q2 Stadium and SXSW held at the Convention Center.

But it doesn't really serve riders making...



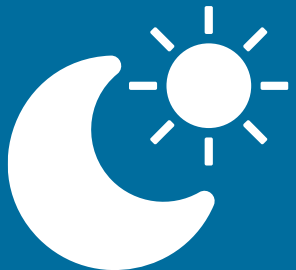
SHORT URBAN WORK TRIPS

For riders in the core urban area, the bus routes are often more convenient because they get people closer to work and they are more frequent.



NON-WORK TRIPS

Non-work trips such as going to class, shopping, going out to eat, doctor's appointments, and more due to the limited span and frequency.



NON-PEAK TRIPS

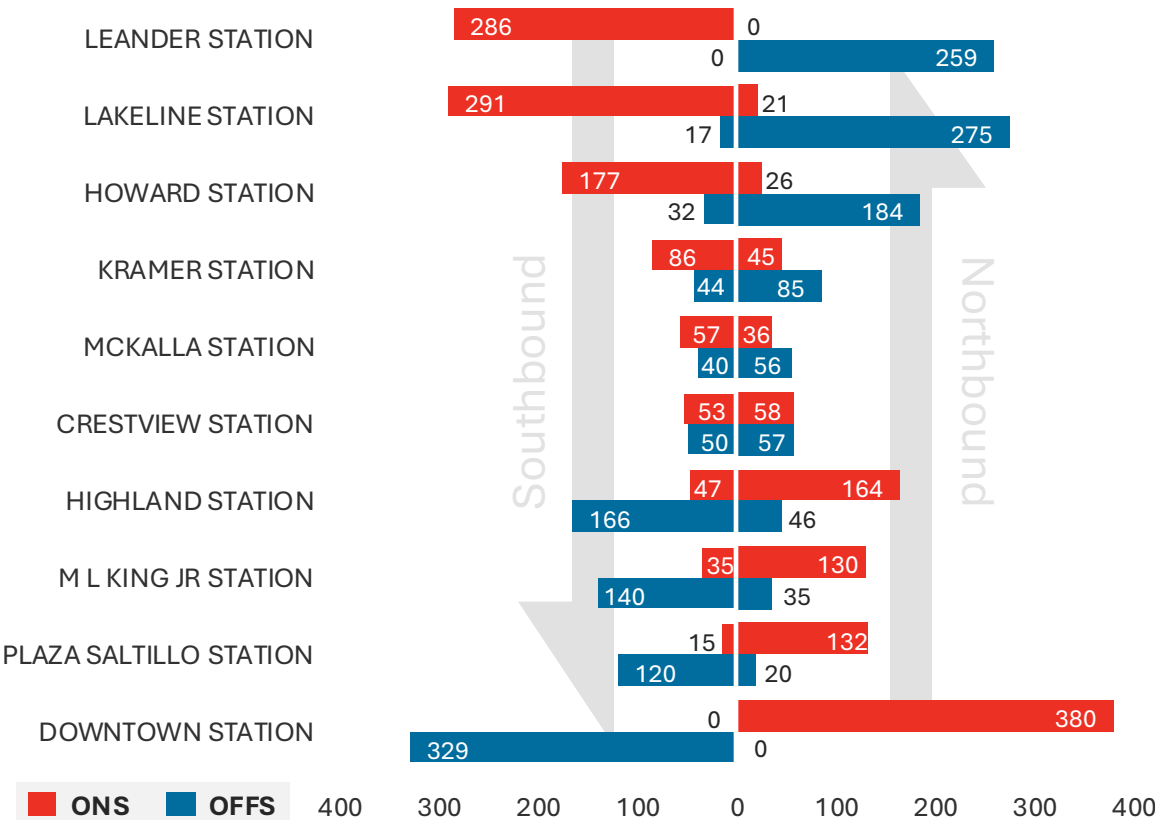
Non-peak trips for anyone trying to get around outside of the typical 9am and 5pm peak times because of limited service during mid-day and evening and no Sunday service.

Red Line Ridership



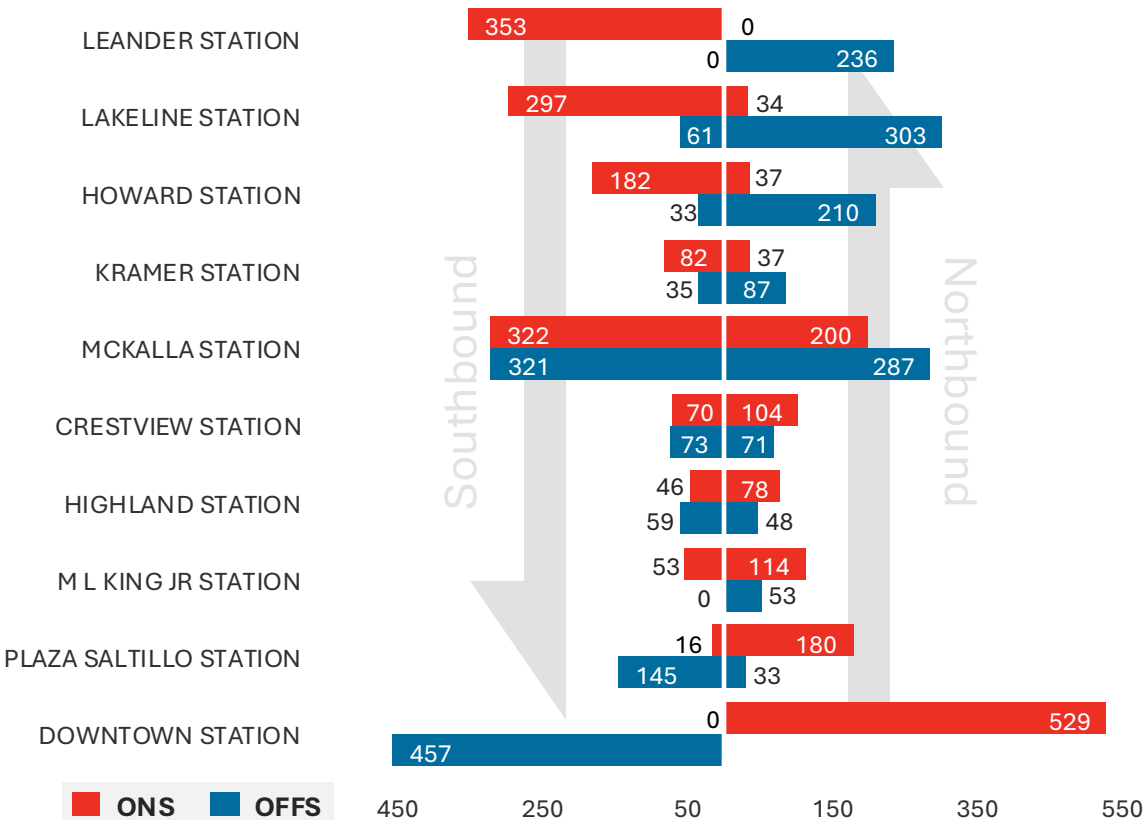
Serves a primarily commuter-focused market on weekdays

RED LINE WEEKDAY RIDERSHIP, SEPTEMBER 2024



Weekends see more variation in ridership near other destinations

RED LINE SATURDAY RIDERSHIP, SEPTEMBER 2024



Today's Red Line

Strengths

- Longer commutes from suburban areas benefit from service with a dedicated ROW
- Provides a direct trip to Downtown for several neighborhoods in East Austin
- Connects two large employment and entertainment hubs in Downtown and the Domain
- Special event service at McKalla Station
- Freight operations

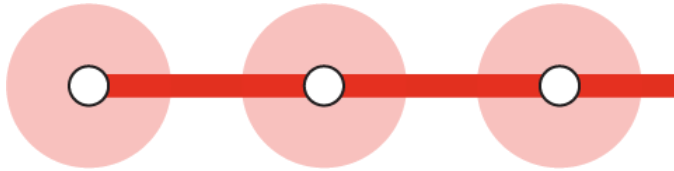
Challenges

- Alignment is further from the dense north-south spine in central Austin that includes the University of Texas campus and State Capitol Complex.
- Downtown Station is located on the east side of Downtown Austin and requires a longer walking distance to many downtown destinations than many CapMetro bus routes that also serve downtown at Republic Square.
- Lower midday frequency and shorter span of service makes trip planning more difficult for riders
- Single track creates inconsistencies in bidirectional service
- No Sunday service

Red Line Scenario Process

Station Prioritization Methodology

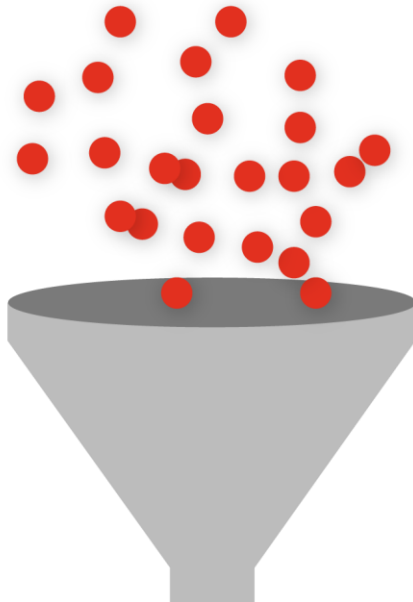
1 Select Potential Station to Study



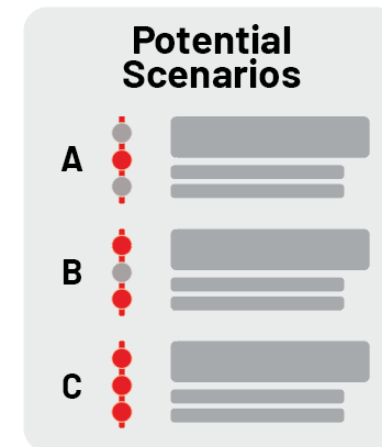
2 Define Screening Criteria



3 Score Stations



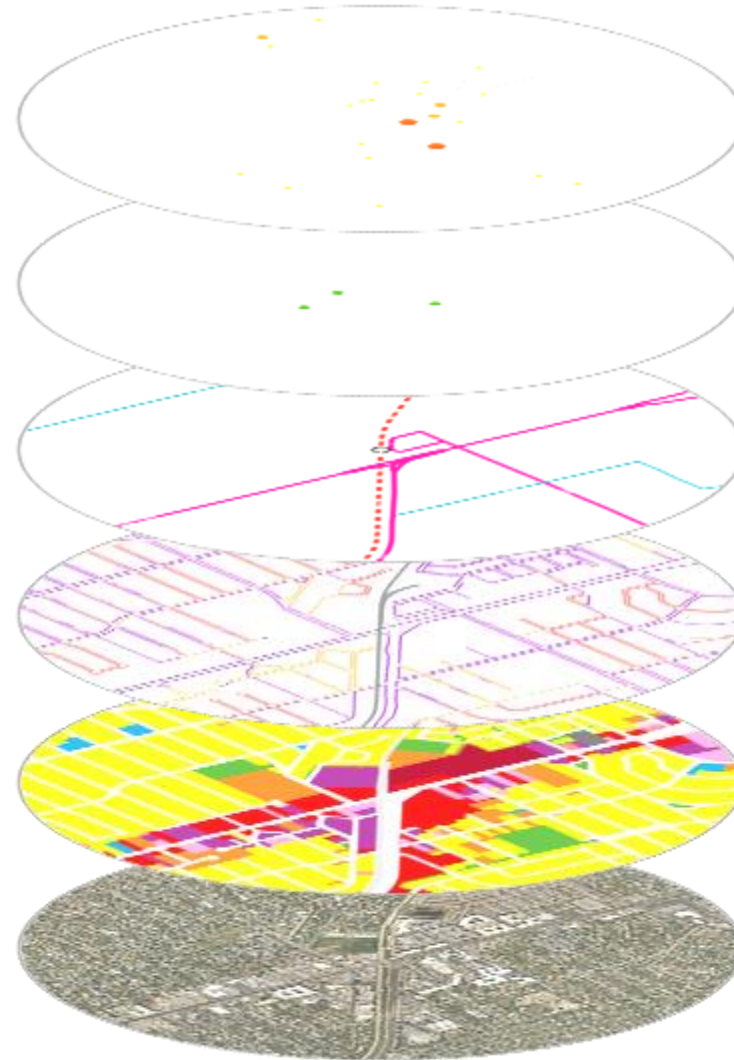
4 Develop Potential Scenarios



Station Areas to Study

CONSIDER NEARBY:

- Public Requests for Stations
- Key Destinations
- Transit Network Connections
- Transportation Connections
- Land Uses
- Development Potential



*We're doing
our
homework!*

Selected **33 possible** locations to study in addition to the existing stations that could be considered for station relocations or infill

Station Prioritization Methodology

Transportation Connections

- Connectivity to Streets and Trails
- Connectivity to Existing and Planned Transit
- Proximity to Major Activity Hubs

Land Use Potential

- Transit-Supportive Land Uses
- Development Pipeline
- Development Potential

Impacts

- Rail Travel Time Impacts
- Traffic Impacts
- Constructability

Demand or Ridership Potential

Transit Propensity

- Population Density 2045
- Job Density 2045
- Destinations 2022
- College Students 2023

Existing Transit Need

- Density of Low-Income Jobs (<\$3,333)
- % of 0 to 1 Vehicle HHs
- % of Older Adults (65+)
- % of Population with a Disability
- Density of Minority (BIPOC) Population
- % of Low-income HH



33 potential locations were identified for screening

Transportation
Connections



Land Use
Potential



Impacts



Demand or
Ridership Potential



Total Score

Score and Rank Stations

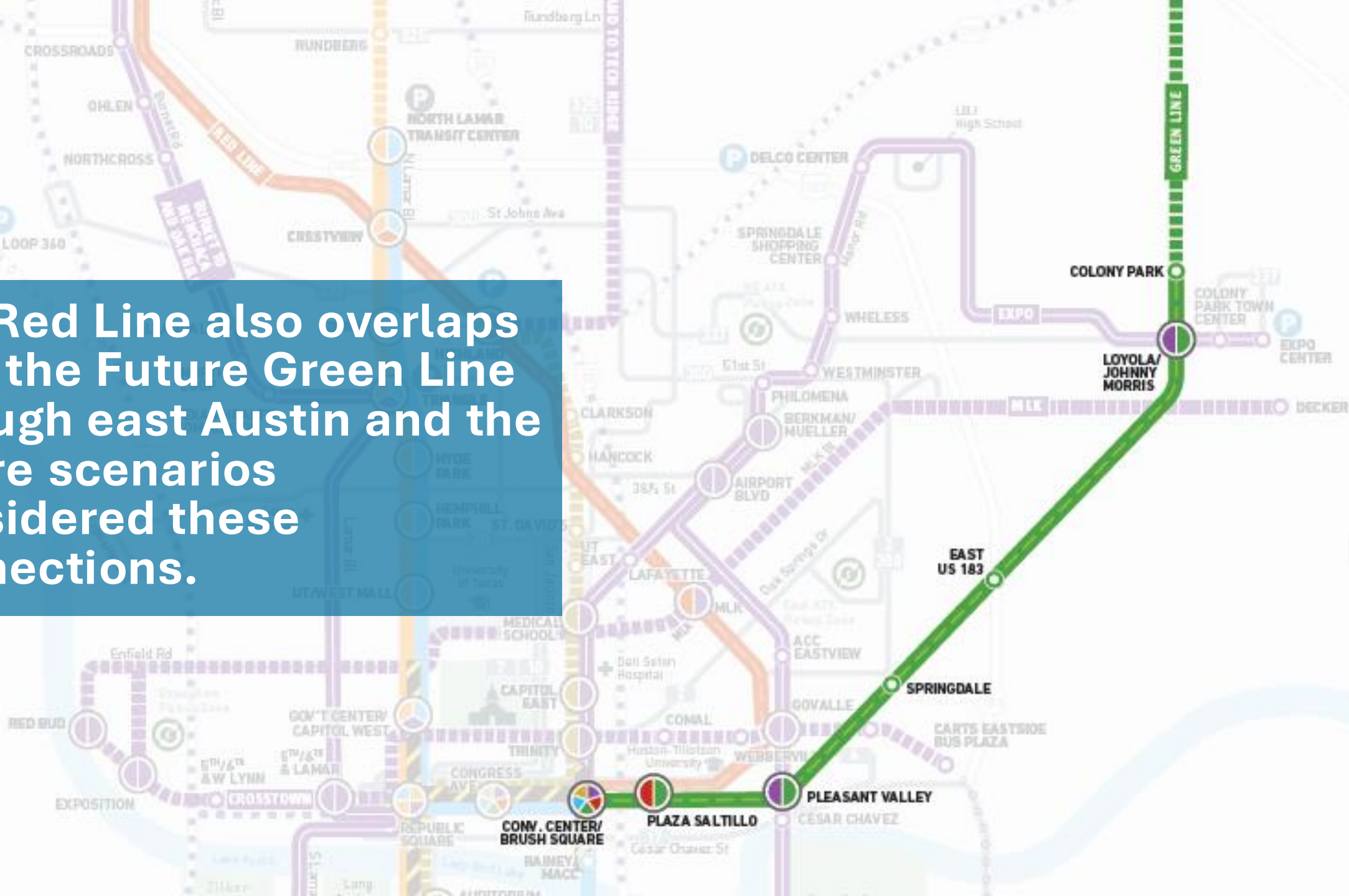
How are we using the list of prioritized stations?



Remember, we're doing our homework! This scoring is just the beginning to get a planning-level understanding of potential infill stations and their tradeoffs.

Just because a station scores highly doesn't mean we're going to build these station anytime soon. It gives us a chance to respond to questions about potential stations and to look at these concepts further to study their potential impacts in the form of scenarios.

The Red Line also overlaps with the Future Green Line through east Austin and the future scenarios considered these connections.

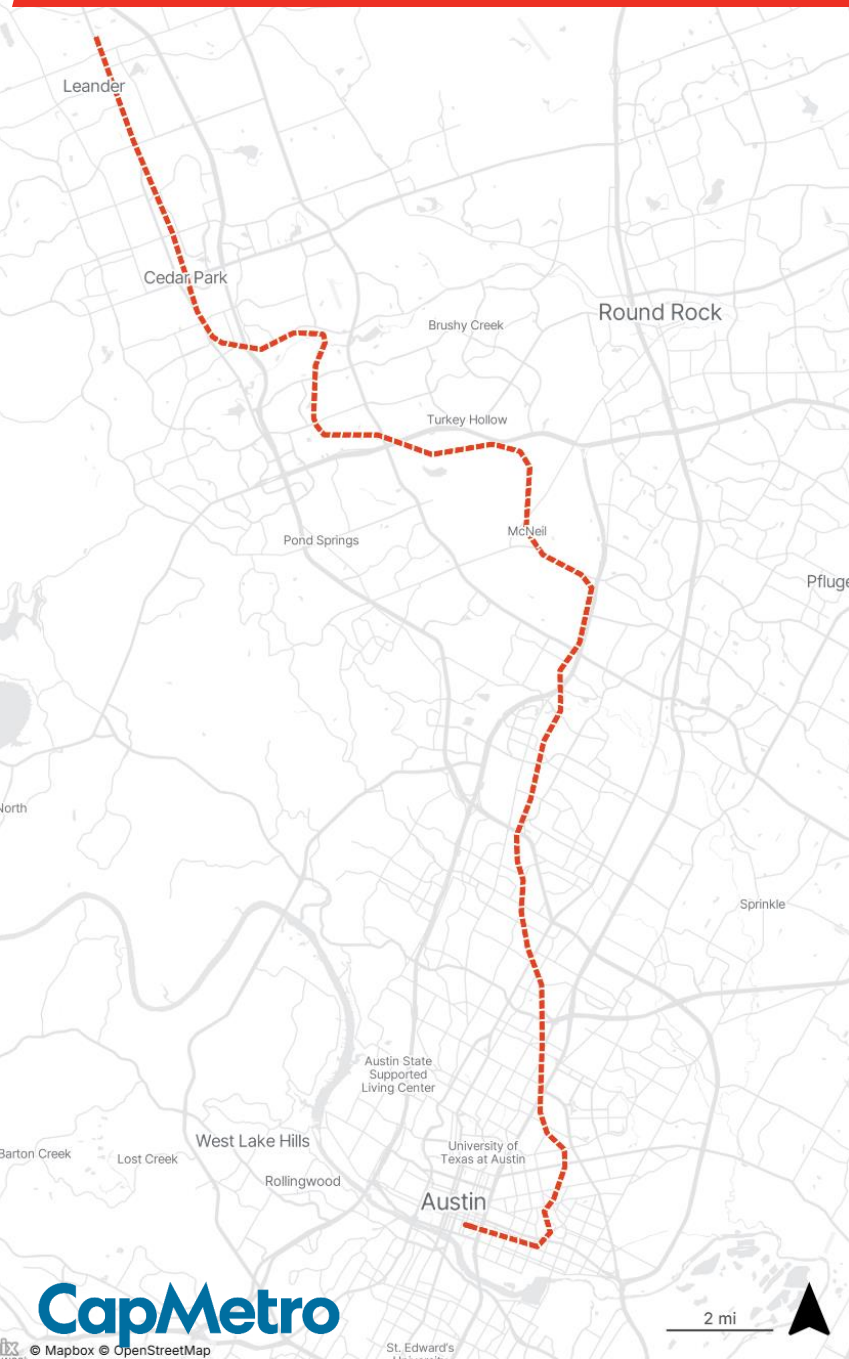




The Red Line is also a freight railroad, and all these scenarios would need to consider freight operations.

Red Line Key Findings

CapMetro Rail: Key Findings



KEY FINDINGS

- 1 Without a connection deeper into downtown, **bus service serves shorter urban trips better than rail** as it typically gets riders closer to destinations.
- 2 Existing Red Line riders are concentrated in suburban regions of the service area. **Longer commuter trips are served well by rail** due to its speed and reliability with dedicated right-of-way and limited stops.
- 3 Red Line riders have noted **a desire for more frequent service**. Additional frequency throughout the day can increase ridership by giving riders more flexibility.
- 4 Running additional trains during peak times in one direction would **make the service more accessible to commuters**. However, this would require some additional double tracking.
- 5 Another common rider request for the Red Line is **extending hours on weekdays and running additional weekend service**.

POTENTIAL ACTIONS

- Urban infill stations could be considered sparingly** to fill large “gaps” or to be in close proximity to major employment hubs with developer support.
- Suburban infill stations or rail extensions could be considered** with jurisdictional and developer support to expand service to new areas.
- Consider increasing the frequency** to a consistent 30-minutes all day.
- Consider increasing the peak direction frequency** to 15-minutes during peak commute times.
- Consider expanding service hours**. Given the shared track with freight, further coordination is needed to determine the appropriate approach.

CapMetro Rail: Transit Plan 2035



Outlook within 5 Years



North Burnet-Uptown Station opening near Domain



Double tracking improvements at Plaza Saltillo



Positive Train Control improvements



Operate later on Weekdays (until 9:00 p.m.)



Operate earlier on Saturdays (starting at 8:00 a.m.)

5+ Years Outlook



Other prioritized double tracking improvements



I-35 rail bridge



Increase Weekday and Saturday service to every 30 minutes

10+ Years Outlook



Additional capital investments, including potential infill stations



Introduce Sunday service on the Red Line



CapMetro Rail Green Line service

Next Steps



This study provides a starting point for further analysis and discussion of CapMetro's vision for the future of the Red Line. **Additional funding is required for future investments, but the analysis guides future investments if the right opportunities arise.** Further study is needed to fully understand the potential impacts, costs, operating requirements, freight considerations, and potential for return on investments.

- This was an exercise of doing our “homework” to review the many possible options for an unconstrained long-term vision of the Red Line, and an opportunity to study infill stations that the community has asked about.
- It provided a planning-level assessment of opportunities and challenges of possible future operating scenarios and potential station infill or relocation opportunities.
- Further study is needed to fully understand the potential impacts, costs, operating requirements, freight considerations, and potential for return on these investments.