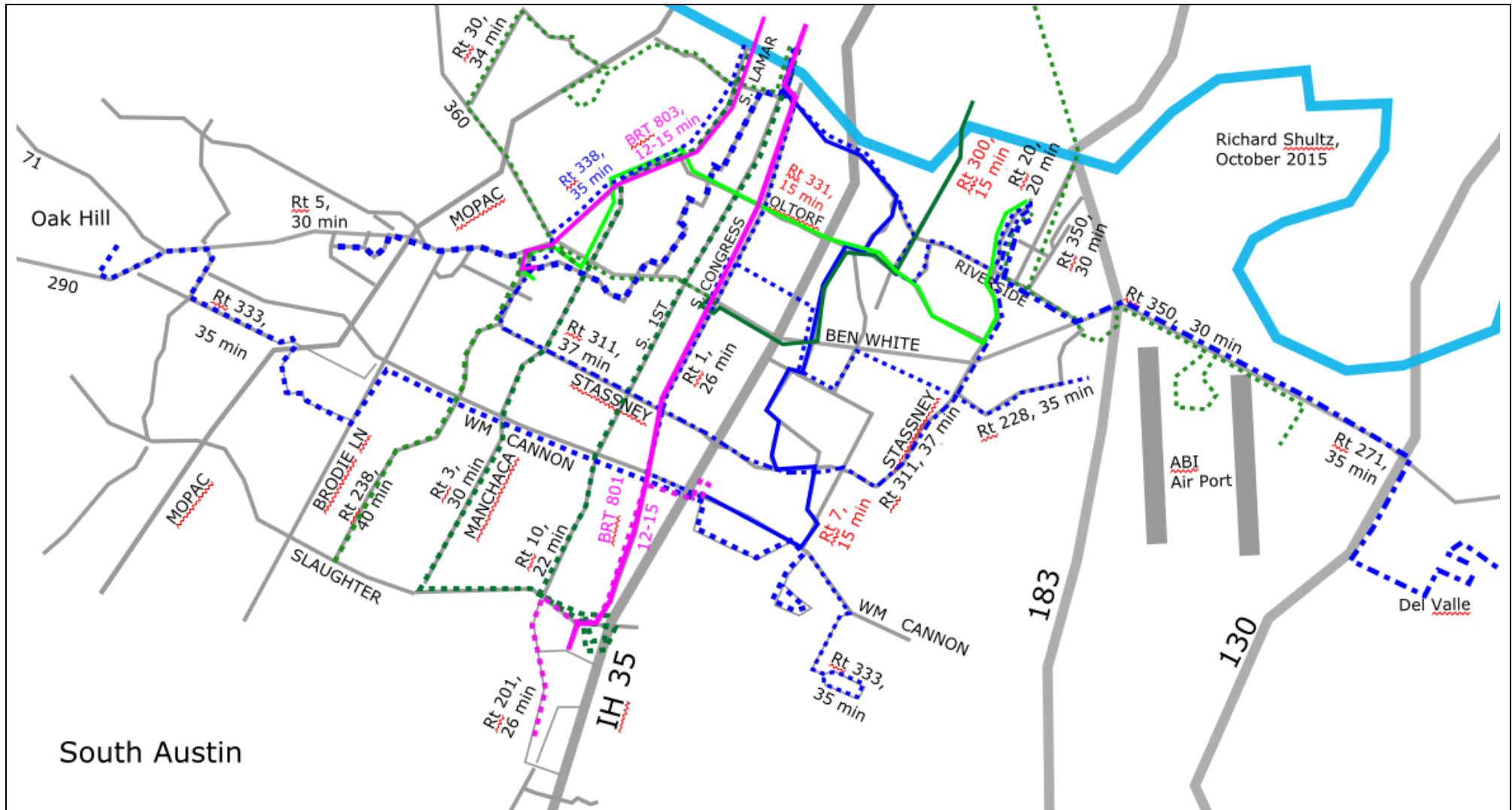


These four maps compare existing service with a future cellular service in south Austin.

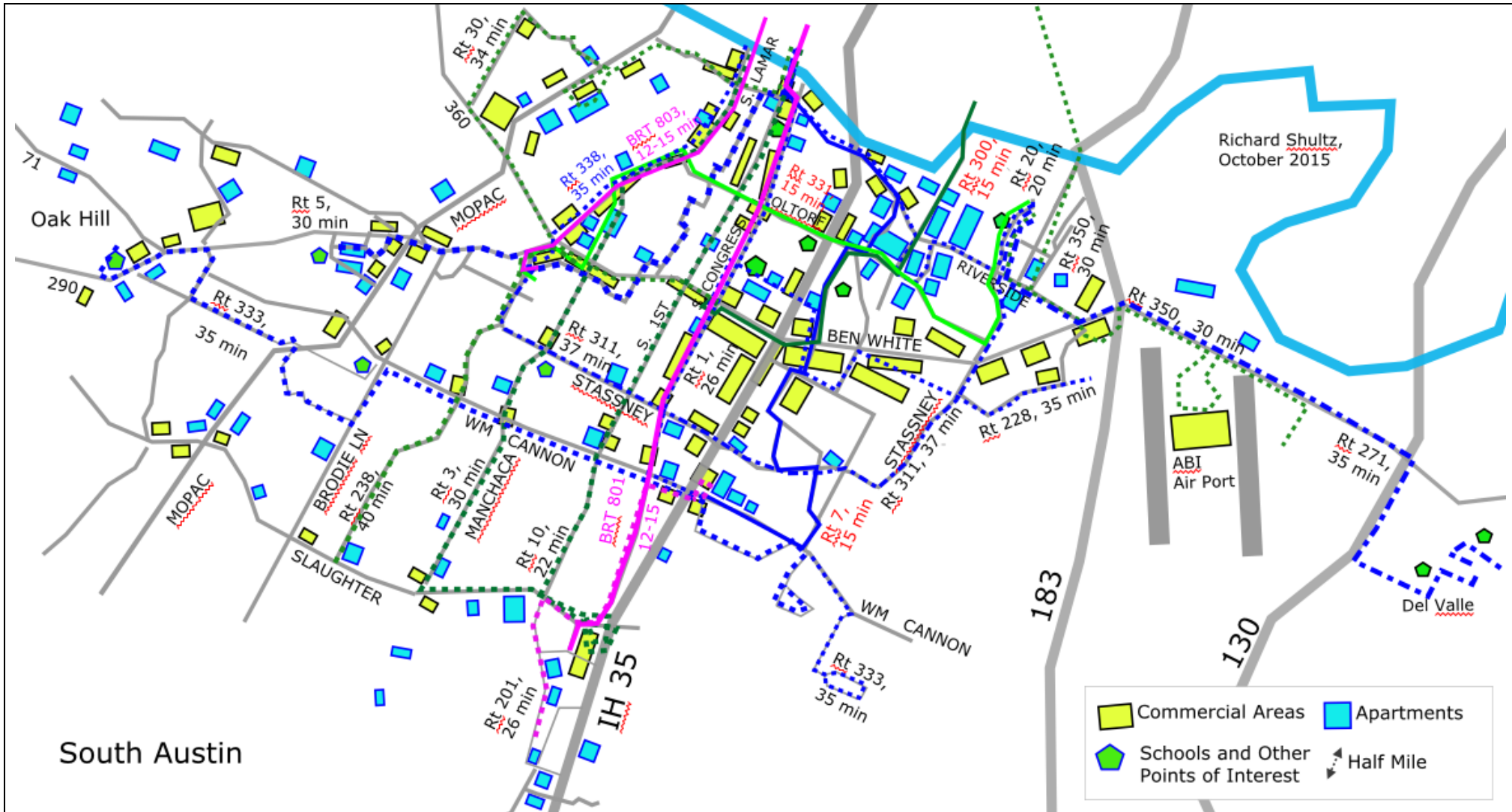
Map one shows roads and existing routes.



Richard Shultz,
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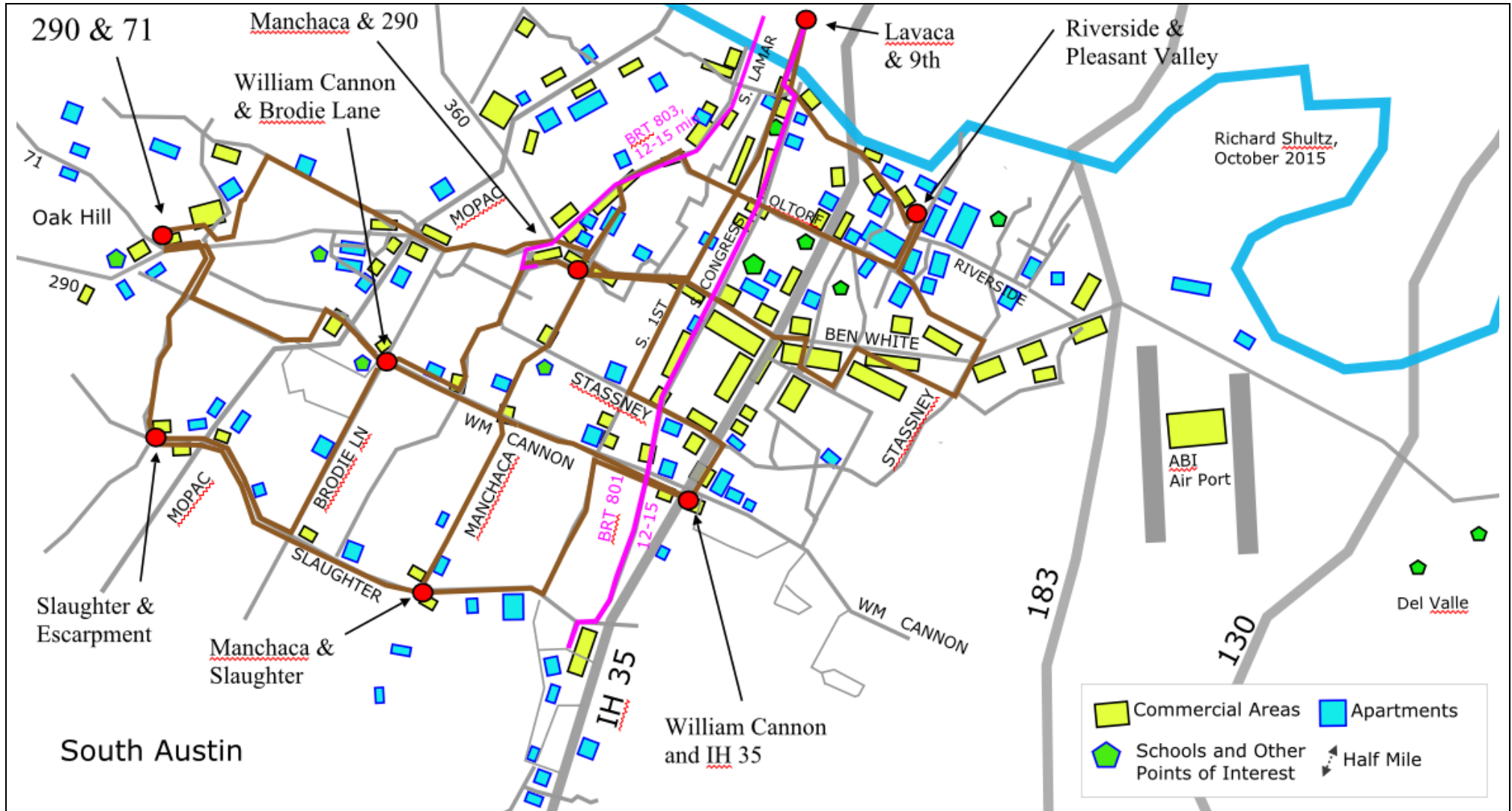
Roads in south Austin are shown as grey lines. Existing bus routes are shown with colored lines. Dashed or dotted line routes have waits of 20 minutes or more between bus runs. Most routes have waits of 30 minutes or more. The 333 that runs along William Cannon has 35 minutes between runs. Only the solid line routes 801 & 803 have less than a 15 minute wait. The nine routes with 30 minutes or more are: 3, 5, 30, 228, 238, 311, 333, 338 and 350. Five routes with 15 minutes or less are: 7, 300, 331, 801 and 803. This does not show express routes, limited routes, or flyers.

Map two includes clusters of apartments and commercial areas



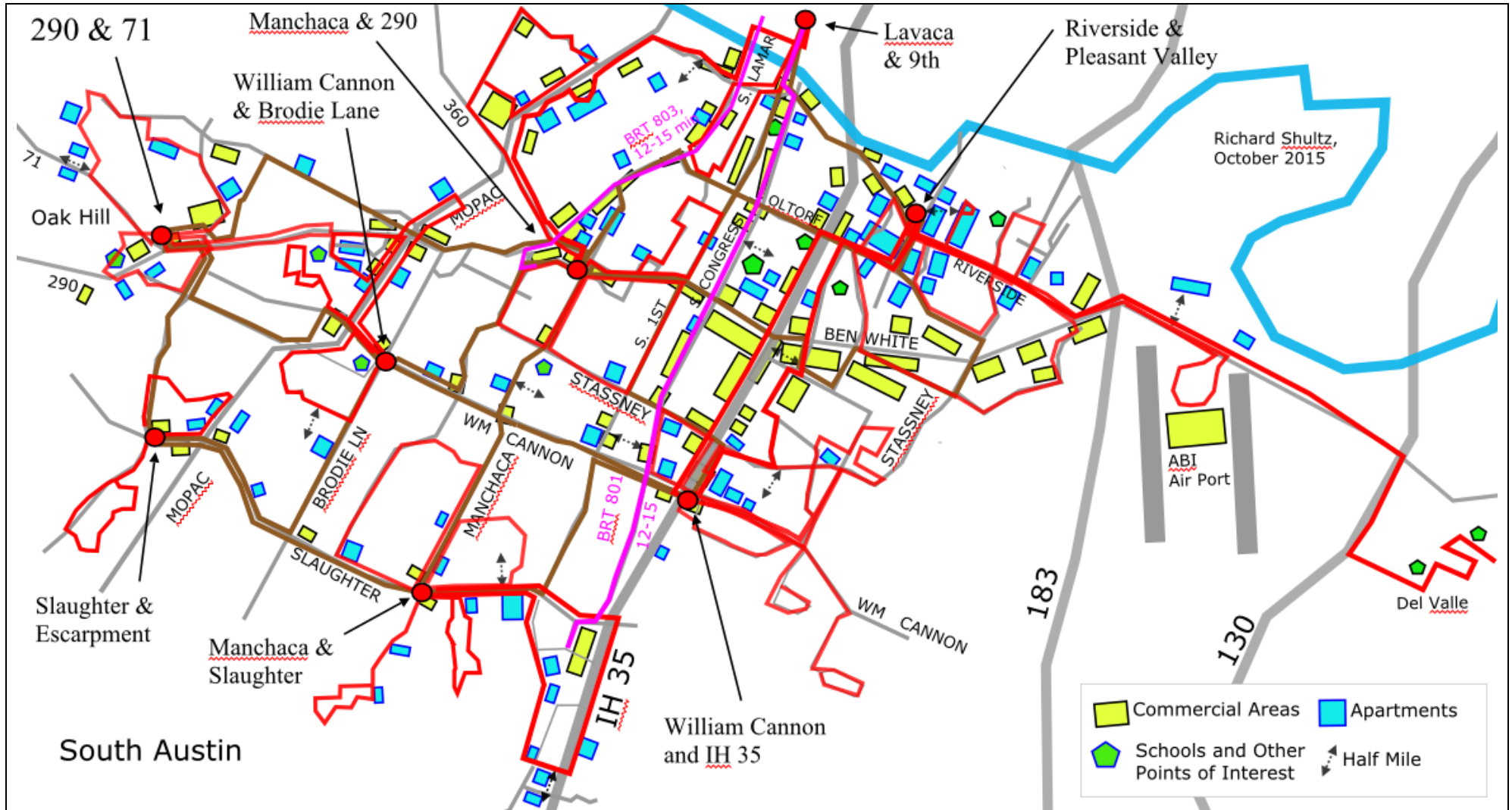
Commercial areas are shown as yellow rectangles. Green pentagons are schools and colleges. Clusters of apartments are shown as blue rectangles. Most of the lower 30% by income live in apartments. The lower 30% are at or below twice the Federal poverty guideline. That is about \$44,000 for a family of four. They can't afford a car and still save for retirement. Many of these apartments get no bus service or infrequent service.

Map three has hubs and connecting feeders that link hubs



This map adds proposed hubs and some of the proposed new feeder routes. Brown lines are new feeder routes that would connect hubs and run in both directions. Several feeder routes would converge at a typical hub (red circles). Hub feeders would run every ten minutes and make 10 or more stops per mile. Most existing routes are not shown on this map. Hubs would also be connected by express routes that are not shown on these maps.

On map four the looping feeders are added.



This map adds looping feeder routes in red. Looping feeders start and end the trip at the same hub. They would run every ten minutes but in only one direction. They would reach many apartments and commercial areas that get little or no service with the current system. Walk distances of .5 miles are shown as short dashed black lines with arrows at both ends. The routes would run six times per hour instead of two. Most of the existing service routes would be eliminated. The BRT routes would remain.