



# SYSTEM REIMAGINING



Changes Affecting Energy Corridor Transit

METRO Reimagine Network  
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<b>Eldridge Service</b>	
<b>Existing Service</b>	<b>Reimagine Network</b>
Route Identity: 75 Eldridge Crosstown	Route Identity: 32 Eldridge
20 minutes peak/30 minutes off-peak	30 minutes peak/60 minutes off-peak
Span of Service: 12 hours daily	Span of Service: 14 hours daily
At southern end, route terminates at the Mission Bend Park & Ride located at Westpark Toll Road & Eldridge.	At southern end, route is extended to provide service to Mission Bend area communities and to West Oaks Mall.
Route operates Monday thru Friday.	Route operates 7 days per week.
<p><b>Analysis:</b> The route would not exist without the financial support of the District by leveraging federal grant funds to start new service. Currently, the operating cost for the Eldridge route is approximately \$56,000 per month and the District provides approximately \$7,500 per month as part of local match. METRO pays about \$21,000 of local match and federal funds cover the remainder of the costs. The grant funding will expire on September 30, 2014 and METRO will assume responsibility for operating the route without federal and ECD financial assistance.</p> <p>The goal of the grant project has always been to start a new route for Energy Corridor workers, otherwise not feasible for METRO to operate, and increase ridership to the level required for METRO to maintain in their system of bus services.</p> <p>The altered Eldridge route in the Reimagine Network is a demonstration that the District has accomplished its primary goal. In addition, the Reimagine Network extends route service to weekends and provides a larger service area for transit patrons. Moreover, the funds budgeted for this grant project will be available for other transportation projects in the next budget cycle.</p>	

<b>Dairy Ashford Service</b>	
<b>Existing Service</b>	<b>Reimagine Network</b>
Route Identity: 67 Dairy Ashford Crosstown	Route Identity: 33 Dairy Ashford
35 minutes peak/40 minutes off-peak	30 minutes peak/60 minutes off-peak
Span of Service: 12 hours daily	Span of Service: 14 hours daily
At northern end, route terminates at St Mary's Lane @ Dairy Ashford.	At northern end, route is extended to the Addicks P&R, providing service to N. Dairy Ashford and Park Row work sites.
Route operates Monday thru Saturday.	Route operates 7 days per week.
<p><b>Analysis:</b> Adjusted route will expand service to 7 days a week and provide increased span of service. Route service is extended north of IH-10W to the Addicks P&amp;R via Park Row (once construction is completed). This will provide a much need local bus service to the N. Dairy Ashford work sites (Shell / ConocoPhillips / Energy Center I &amp; II), as well as providing service to the new development on Park Row.</p>	

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<b>Memorial Services</b>	
<b>Existing Service</b>	<b>Reimagine Network</b>
Route Identity: <b>131 Memorial Express</b>	Route Identity: <b>60 Outer Memorial</b> (all day service)
15 minutes peak/45 minutes off-peak	60 minutes all day
Span of Service: 14 hours daily	Span of Service: 14 hours daily
At western end, route terminates at SH 6.	At western end, route terminates at Addicks P&R, providing connections to additional routes.
Route operates Monday thru Saturday	Route operates 7 days per week.
<b>Analysis:</b> Route adjusted with increased headways to match service performance. Extension to Addicks P&R will provide additional connections for patrons.	

<b>Memorial Services</b>	
<b>Existing Service</b>	<b>Reimagine Network</b>
Route Identity: <b>131 Memorial Express</b>	Route Identity: <b>161 Memorial Express</b>
15 minutes peak/45 minutes off-peak	15 minutes peak period service only
Span of Service: 14 hours daily	Span of Service: 5.5 hours daily
At western end, route terminates at SH 6.	At western end, route terminates at Addicks P&R, providing connections to additional routes.
Route operates Monday thru Saturday	Route operates Monday thru Friday.
<b>Analysis:</b> This is a commuter service that will operate at frequent intervals during peak commuting periods. Area residents will utilize the peak period service as an alternative to Addicks for commuting to downtown. The service also provides a number of transfer opportunities for commuters into the Energy Corridor. This service will operate with coach buses and we can expect a fare increase from \$1.25 (standard local bus fare) to \$2.00 or \$2.50,.	

<b>Briar Forest Service</b>	
<b>Existing Service</b>	<b>Reimagine Network</b>
Route Identity: 53 Briar Forest Limited	Route Identity: <b>152 Harwin Briar Forest Flyer</b>
12 minutes peak/25 minutes off-peak	15 minutes peak/30 minutes off peak
Span of Service: 17 hours daily	Span of Service: 18 hours daily
Route operates 7 days per week.	Route operates 7 days per week.
<b>Analysis:</b> The Briar Forest route is in METRO's "frequent network" providing optimal service. The route provides access into the Energy Corridor from downtown, southwest Houston and Westchase and is utilized by Westside High students. The route also provides service for Energy Corridor area residents to Westchase businesses and METRO rail.	

**Westheimer Service**

Although not in the District, the 82 Westheimer route, which will be designated the 8 Westheimer, provides the single most frequent transfer service into the Energy Corridor. In the Reimagine Network, the Westheimer route will have more frequent headways of 8 - 10 minutes versus the existing 12 - 20 minute headways currently. This should increase ridership on the Eldridge and Dairy Ashford routes.