

Transit Level of Service Matrix

	Name	Provider	Assignment	Geographic Access Criteria	Trip Frequency Criteria	Data Source	Justification
Phase 1: Fixed Routes	CMTA Bus Stops	Capital Metro	1/4 Mile Buffer of Bus Stops	5 Points	Multiplier based on # of trips per day.	CMTA	Industry research cites people typically will walk 1/4 mile to ride bus
	San Marcos CAT	CARTS	1/4 Mile Buffer of Bus Route	3 Points	Same as Above	CAPCOG geocoding of CARTS routes	
	Bastrop CAT	CARTS	1/4 Mile Buffer of Bus Route	3 Points	Same as Above	CAPCOG geocoding of CARTS routes	
	Future Georgetown Service	CARTS	1/4 Mile Buffer of Bus Route	3 Points	Same as Above	CAPCOG geocoding of CARTS routes	
	Bobcat Tram	TX State	1/4 Mile Buffer of Bus Stops	5 Points	Same as Above	TX State	
Phase 2: Demand Response and Rural Transit	CARTS Community Transit, Paratransit	CARTS	Service Area	1 Point	Multiplier based on # of trips per week.	CAPCOG geocoding of CARTS routes	
	CARTS Commuter and Intercity Transit	CARTS	Buffer of Stations/Park and rides	1 point	Same as Above	CAPCOG geocoding of CARTS routes	
	HOP Paratransit	The HOP	Buffer of Route	1 Point	Same as Above	HOP or CAPCOG	
	<b>Additional Areas of Inquiry</b>						
	Rail Stations- Capital Metro						
	Additional points for being within reasonable bike/drive of Park and Rides- Capital Metro and CARTS						
	Other Paratransit: Medicaid, Elderly, and Persons with Disability Services						

Note: Points will be assigned to a grid of 1/4 square mile

Results will be converted to a Raster image

Results from this Matrix only represent the Supply side of Transit service in the region. The Demand side will be captured with overlays of Population and Commuter Data. Only after overlaying the supply with the demand will gaps in service be identified.