



MCTS Network Redesign

Transportation and Transit Committee Meeting
July 15, 2026

Who we are, What we do

Mission:

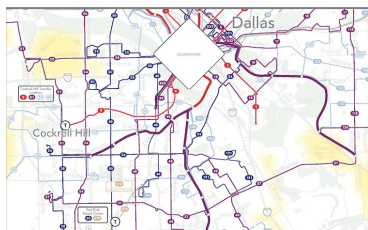
We foster clear conversations about transit, leading to confident decisions.

- Evaluate existing networks.
- Advise on network changes, including whole-network redesigns.
- Advise on crafting network policies.

Houston



Dallas



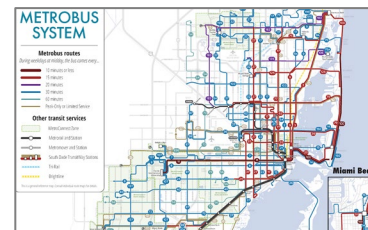
Richmond



Indianapolis



Miami



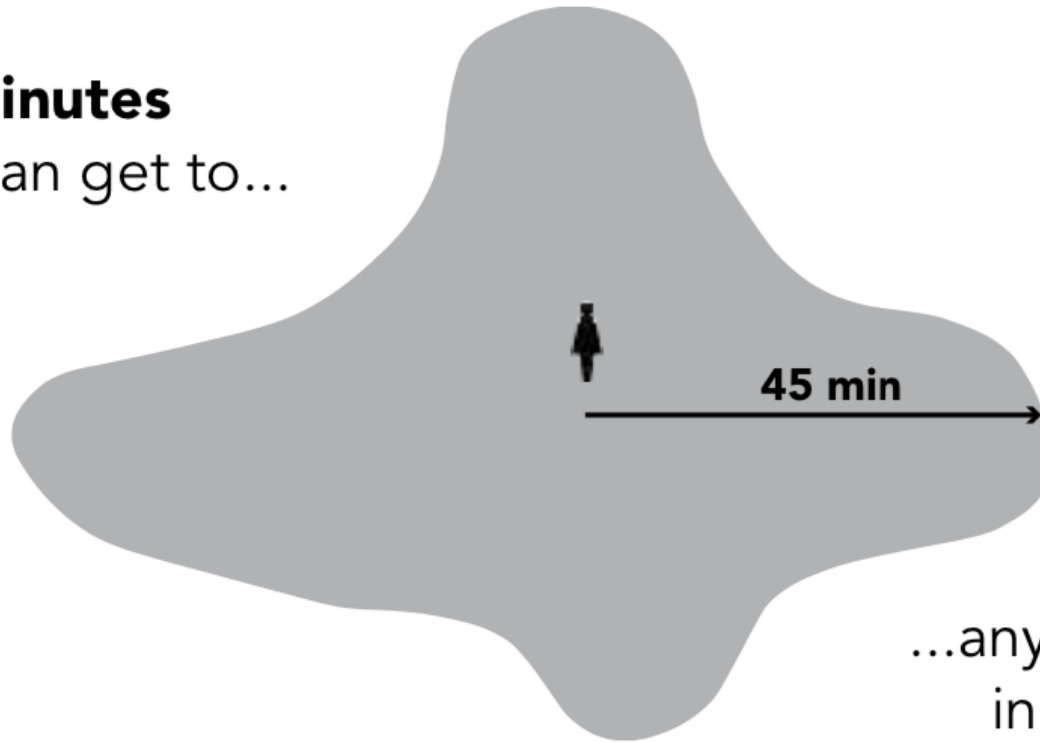
The wall around your life.

What is access?

Here is a person.



In **45 minutes**
she can get to...



...anywhere
in a **certain area.**

The travel time calculation



WALK



WAIT

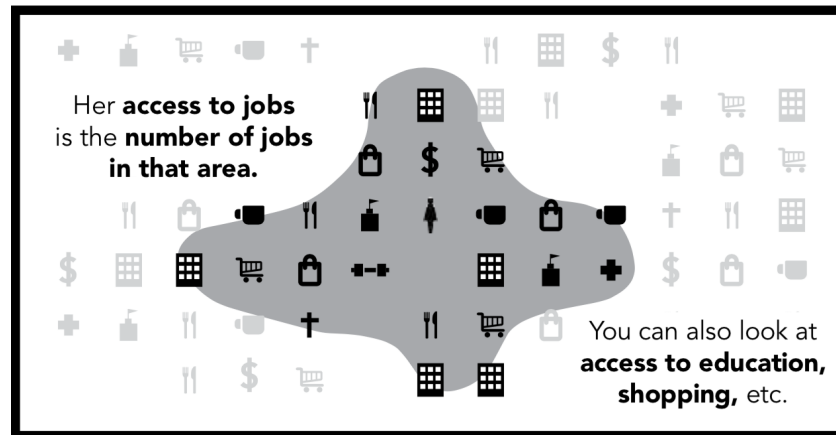


RIDE

Maximizing Ridership by Maximizing Access

How to maximize ridership

- Network of high **Frequency** Lines
- Focused on **Transit-Efficient Places**
 - Dense
 - Walkable

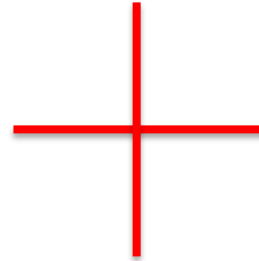


Why? Because this is how you bring the most useful destinations within reasonable travel time of the most people.

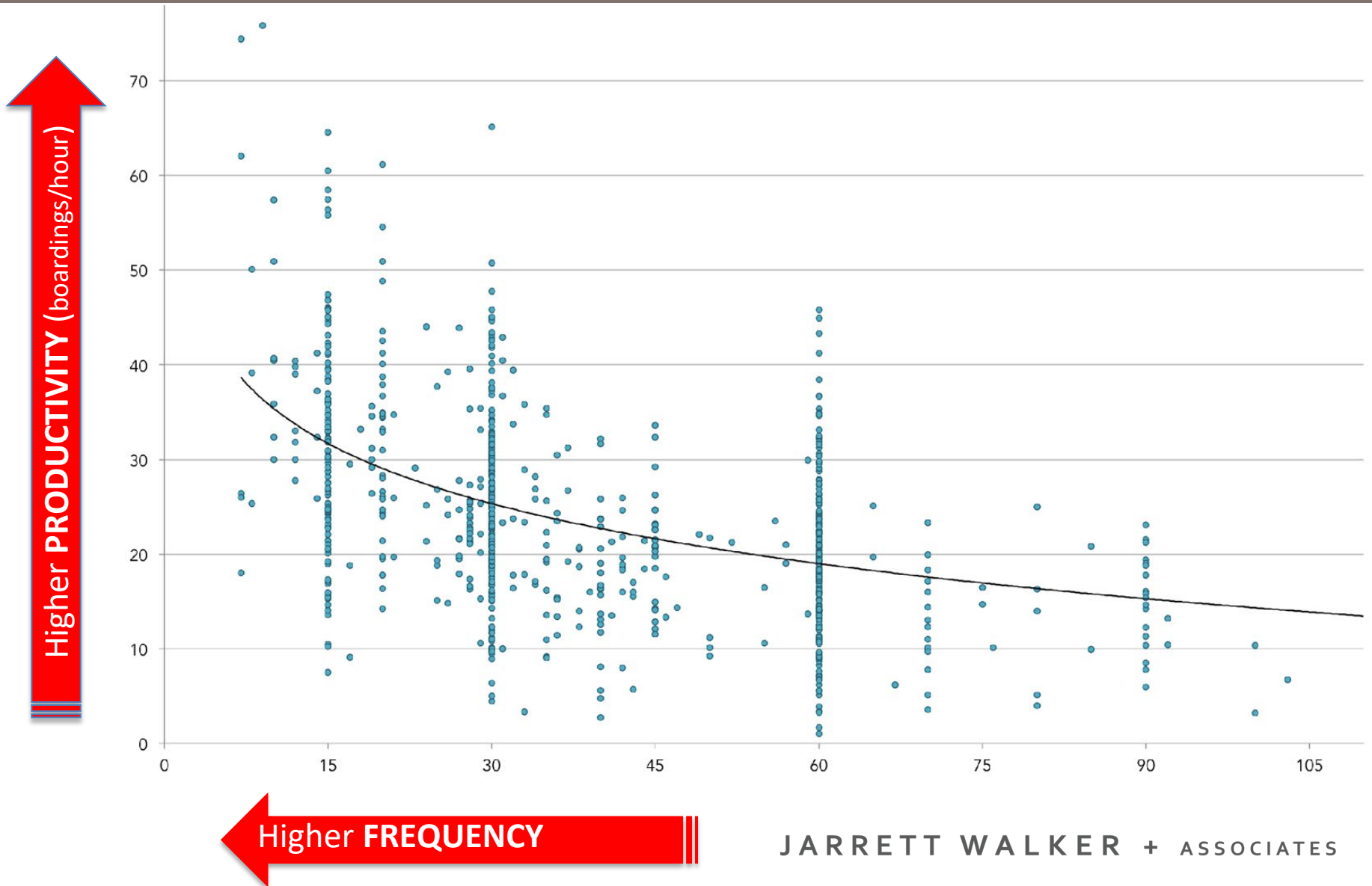
Frequency comes first

Frequency is a cubed benefit:

- Less waiting
- Make connections easily
- Better reliability



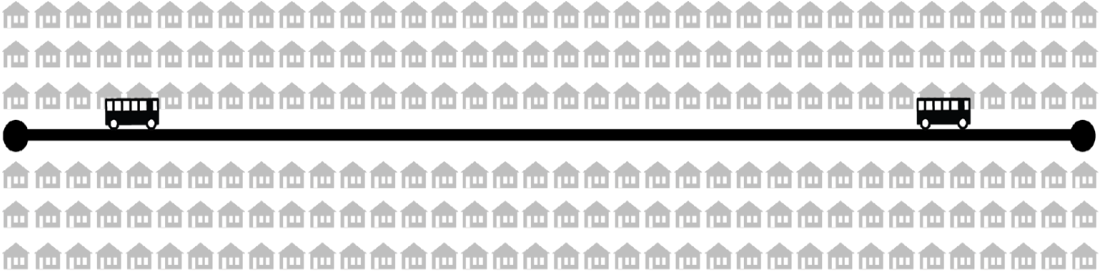
High frequency → More riders at less cost



Density

How many people are going to and from the area around each stop?

Higher ridership



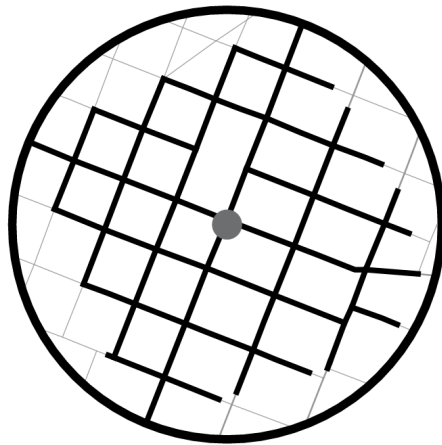
Lower ridership



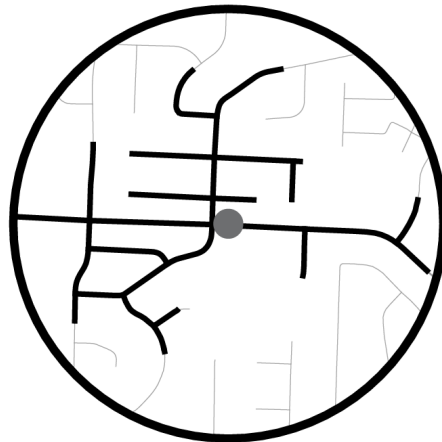
Walkability

Can the people around the stop walk to the stop?

Higher ridership



Lower ridership



The ridership-coverage tradeoff

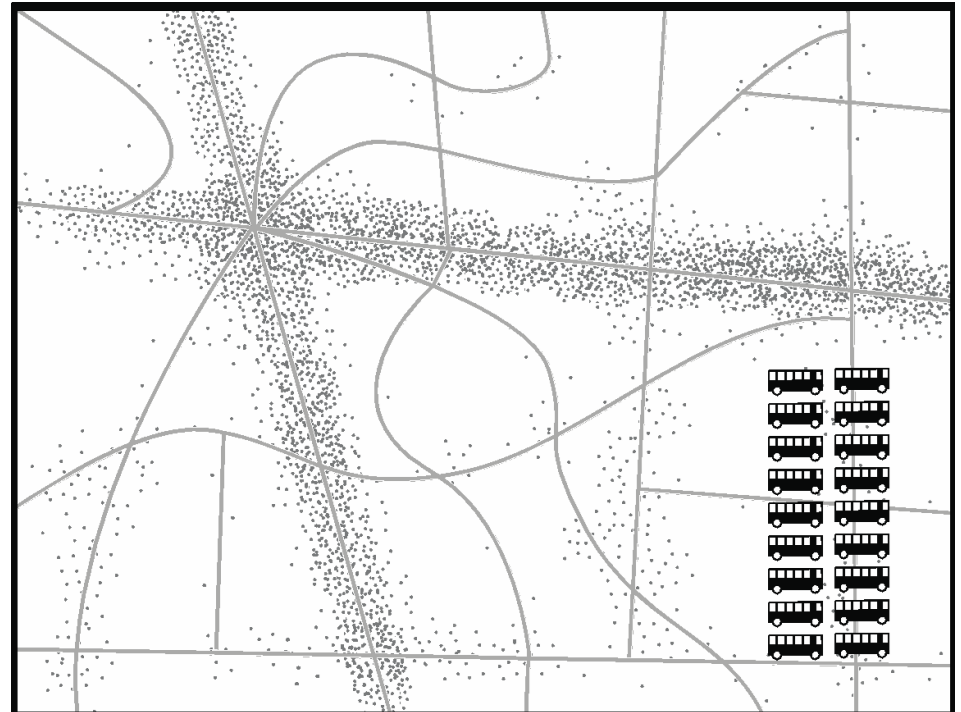
But is Ridership What you Want?

How should you allocate resources?

Fictional Urban Area

Dots = residents and jobs

You have 18 buses

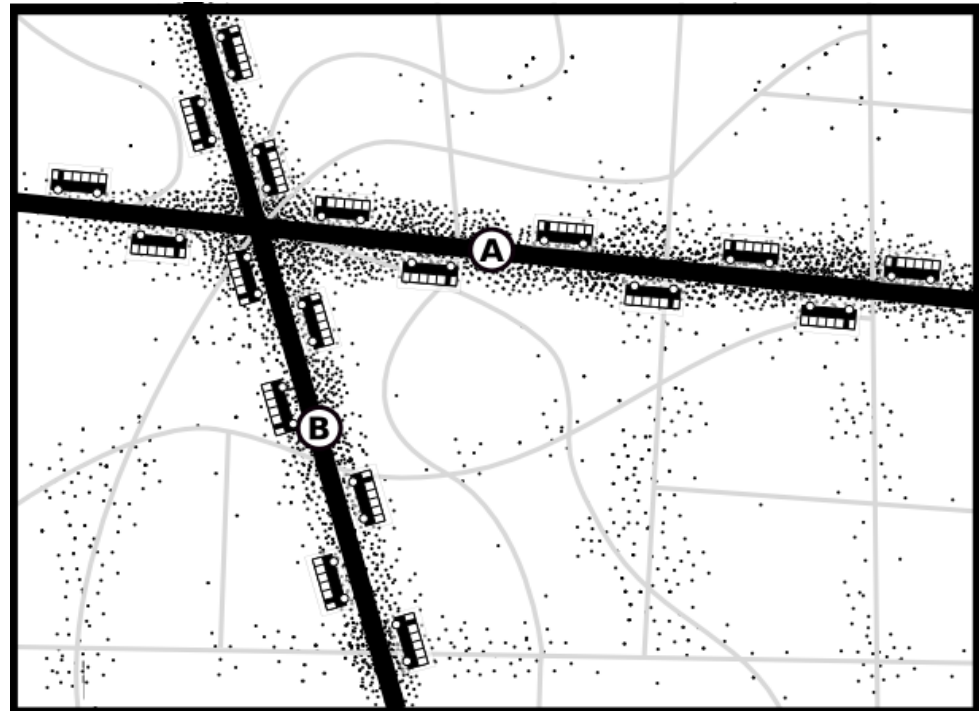


Ridership Goal “Maximum Ridership”

Think like a business, *choosing which markets you will enter.*

The straight lines offer density, walkability, and an efficient transit path, so you focus service there.

Because all 18 buses are focused on few lines, they are frequent.



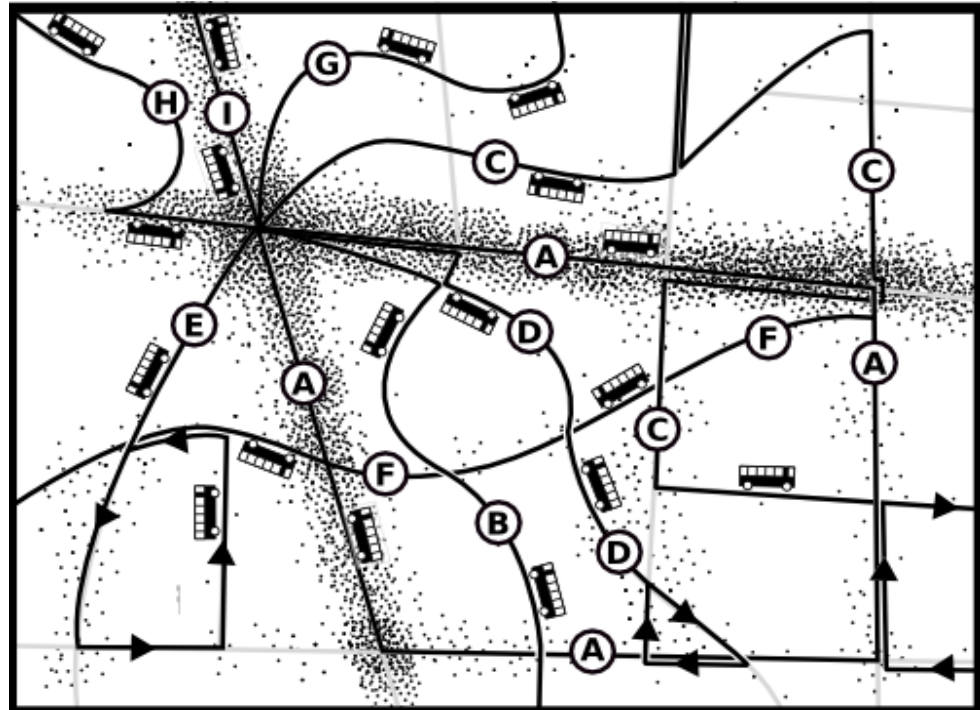
Performance Measure: *Productivity*

Ridership relative to cost

Coverage Goal “Some service for everyone”

Think like a government service.
Try to serve everyone, *even those in expensive-to-serve places.*

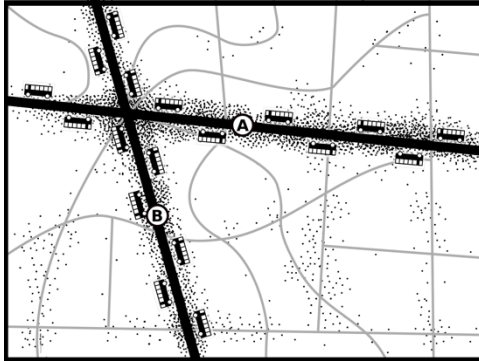
The result is more routes covering everyone, but less frequency, more complexity, and lower ridership.



Performance Measure: *Coverage*

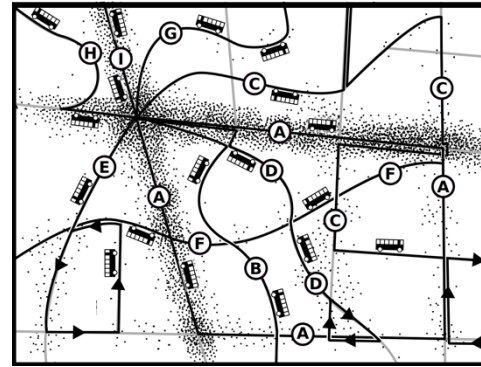
% of population and jobs near some service

Both goals are important, but they lead opposite directions!



Ridership Goal

- *“Think like a business.”*
- Low subsidy per passenger.
- Support dense and walkable development.
- Maximum reduction in VMT and emissions.

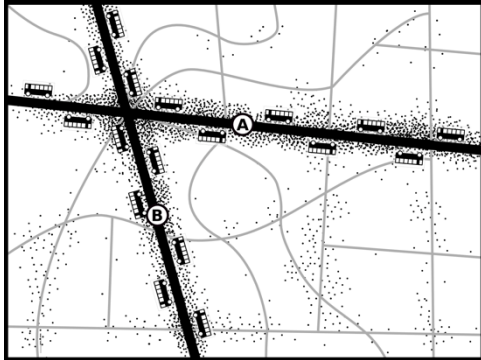


Coverage Goal

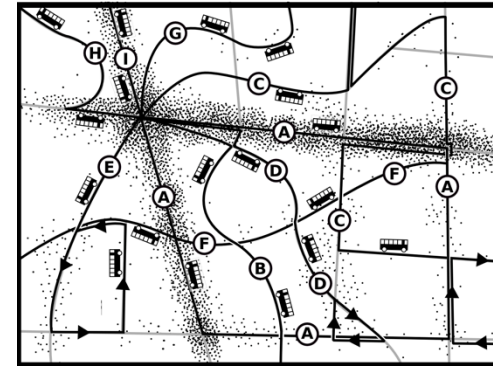
- *“Access for all”*
- Support suburban low-density development.
- Lifeline access for everyone, no matter where they live.
- Service to every city or electoral district.



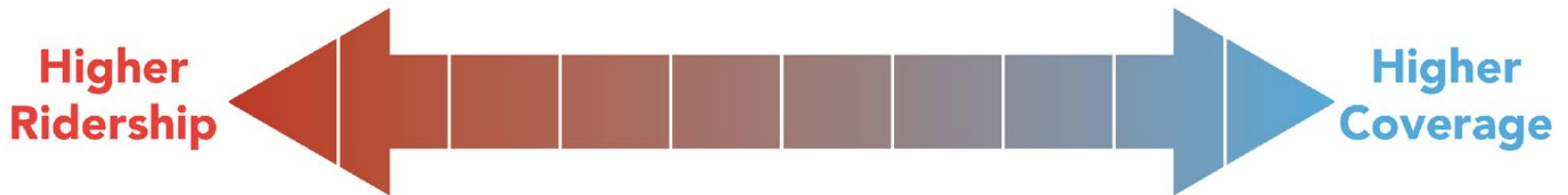
Ridership or Coverage?



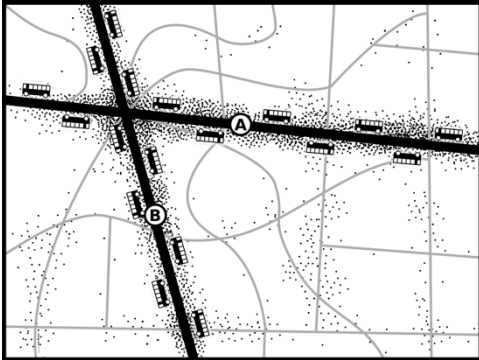
Ridership Concept



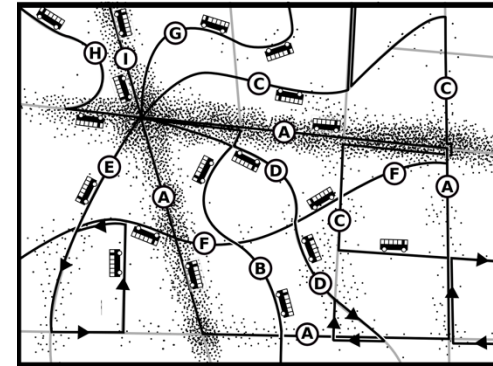
Coverage Concept



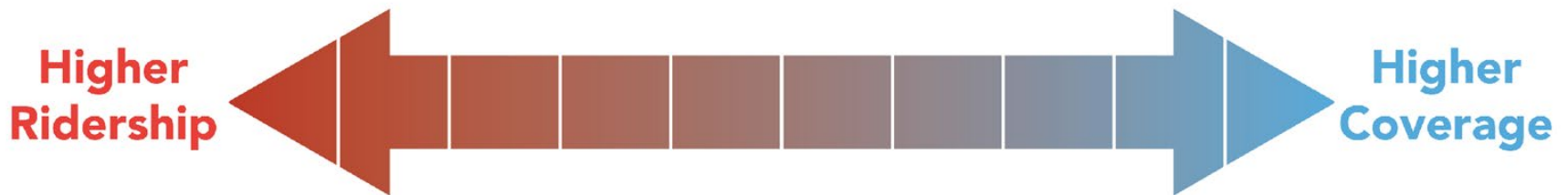
We'll develop concepts



Ridership Concept



Coverage Concept



What's next?

We'll develop concepts

September

Engagement (4 weeks)

Late October

Engagement Results and
Board Direction on
Ridership vs Coverage

Questions and Discussion
