



- NOTES**
- Artist rendering of potential system map. Not a final plan or inclusive of engineering and environmental studies.
  - Autonomous connected electric technology may be applied BRT or LRT or may be defined as its own ART vehicle/mode definition.
  - BRT Light corridors are a near term solution. Long term aspiration is to advance BRT Light corridors to full BRT on dedicated pathways.
  - The completion of the Navy Line is dependent upon roadway development needed to connect Pleasant Valley to Bureson Rd.
  - Capital-Alamo Connections Study: Potential regional connection to San Antonio

**LEGEND - Project Connect Long Term Vision Plan**

<p><b>High Capacity Rapid Transit</b> BRT/LRT/ART (Dedicated Pathways)</p> <ul style="list-style-type: none"> <li>Blue Line - Riverside</li> <li>Blue Line - Potential Future Extension</li> <li>Orange Line - N Lamar/ S Congress</li> <li>Orange Line - Potential Future Extension</li> </ul>	<p><b>Commuter Rail</b></p> <ul style="list-style-type: none"> <li>Green Line</li> <li>Green Line - Potential Future Extension</li> <li>Red Line</li> </ul>
<p><b>Bus Rapid Transit Light</b> (Transit Priority Treatments)</p> <ul style="list-style-type: none"> <li>Expo Center</li> <li>Burnet/S Lamar/Manchaca</li> <li>Burnet/S Lamar/Manchaca Conceptual Alignment</li> <li>Crosstown</li> <li>Pleasant Valley</li> <li>Pleasant Valley Potential Future Extension</li> <li>Parmer</li> <li>ACC Highland to Tech Ridge</li> <li>MLK</li> <li>MLK Potential Future Extension</li> </ul>	<p><b>Other Items</b></p> <ul style="list-style-type: none"> <li>Highway</li> <li>Frequent Local Routes</li> <li>Local Routes (Current)</li> <li>Local Routes (Proposed)</li> <li>Express Routes (Current)</li> <li>Express Routes (Proposed)</li> <li>Park &amp; Ride (Current)</li> <li>Park &amp; Ride (Proposed)</li> <li>Neighborhood Circulator</li> <li>Transfer Hub</li> <li>Potential Station</li> </ul>