2045 Transit System Plan Update

Virtual Public Meetings
December 3, 2020

DART Capital Planning
Thank you for joining us!

We will start the meeting momentarily

- Things to remember:
  1. Please remain on **mute** unless called on
  2. If you have questions:
     1. Type your question in the chat box anytime
     2. Staff will call on you if clarification is needed
  3. If you have comments or questions after the meeting please email transitsystemplan@DART.org
  4. More information can be found at [www.DART.org/transitsystemplan](http://www.DART.org/transitsystemplan)
Meeting Objectives

• Provide an overview of the DART Transit System Plan
  – What is it, why is it important?
• Describe the framework of the 2045 Transit System Plan
• Outline the key themes and highlight draft goals
  – What are our key opportunities for the future?
• Let you know how you can provide feedback
  – What’s important to you?
  – How can you help shape DART’s new mobility future?
Transit System Plan Overview
DART Overview

• Formed in 1983 by voters
• 13-city Service Area of about 700 square miles
• Each city contributes 1% of their sales tax to fund capital and operations of the system
• Policy allows for contracting service outside of our Service Area
What is the Transit System Plan?

- Vision for future transit mobility
- Strategic guide to improve bus, rail, and other mobility programs to serve riders and accommodate growth
- Policy and planning guidance

1983
1989
1995
2006

Customer Focus
Mobility
Innovation
Sustainability
Leadership
Fiscal Responsibility
Common Vision
Plan Relationships

DART Service Plan

Location Specific

Long Range Element

Financial Capacity and Timing

Transit System Plan

Guidance and Direction

Transit Element

DART Financial Plan

Project Studies, Service Plans, Program/Policy Development

NCTCOG Regional Mobility Plan
The 2045 Transit System Plan will shape DART’s new mobility future

The 2045 TSP will strive to:
- incorporate innovation,
- better integrate transit-supportive land use planning,
- prioritize service and system enhancements, and
- drive customer-focused programs to benefit existing and future riders.

Our big opportunity is to leverage the existing and future system to create a more accessible, sustainable and resilient region that enhances quality of life for all residents.

The 2045 TSP positions our communities for continued success through enhanced access and mobility while supporting their economic growth objectives.
Plan Framework

**OUR SYSTEM**

- Mobility
  - Regional
  - Core Frequent
  - Local
  - Circulator
  - Walk/Bike
  - New Mobility

**OUR OPPORTUNITY**

- Rider Experience
- Mobility & Innovation
- Service & Expansion
- Land Use & Econ Develop.
- Collaboration

**OUR GUIDE**

**GOALS & ACTIONS**

- Ongoing
- Short
- Mid
- Long

**DART 20-YEAR FINANCIAL PLAN**
Our System
Our System

- What we do and how’s it changing
  - Vision and Mission
  - DART today and who we serve
  - Future conditions in region
  - Evolution of our system
DART Vision and Mission

DART VISION STATEMENT
Transforming our region with mobility options that connect people, communities, and destinations

DART MISSION STATEMENT
To benefit the region by providing a sustainable system of innovative, affordable, reliable and safe mobility options for our riders that enhances quality of life and stimulates economic development.
Our System

122
Bus Routes

93 miles
of DART Light Rail

34 miles
of TRE Commuter Rail

2.4 miles
of Dallas Streetcar

24
Shuttles/FLEX Routes

64
Light Rail Stations

10
TRE Stations

6
Streetcar Stops

13
GoLink Zones

2
Light Rail Operating Facilities

1
TRE Operating Facility

14
Passenger Transit Facilities

171
Vanpools

3
Bus Operating Facilities

Owner: City of Dallas
Built, operated and maintained by DART through Interlocal Agreement

Mobility Management Services
Ridership and Service

- DART provided over 240,000 rides daily in FY2019
- Due to COVID-19 and work-from-home orders, our ridership levels dropped 50% since March 2020
- 90% of service was restored in October 2020 to ensure we still serve our communities during this time and are prepared for 2021

<table>
<thead>
<tr>
<th>Mode</th>
<th>FY19 Average Weekday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>138,300</td>
</tr>
<tr>
<td>Light Rail</td>
<td>92,700</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>7,100</td>
</tr>
<tr>
<td>Paratransit</td>
<td>3,100</td>
</tr>
<tr>
<td>Vanpool</td>
<td>2,400</td>
</tr>
<tr>
<td><strong>Total System</strong></td>
<td><strong>243,600</strong></td>
</tr>
</tbody>
</table>

Source: DART Reference Book Version 11.0 (March 2020)
Our Riders

- **Reliant Commuter**: uses DART for nearly all trips (work & personal)
- **Corporate Commuter**: chooses DART over alternatives for work
- **Task Rider**: primarily students and those running errands
- **Event Rider**: occasionally uses DART for social/special events

Source: 2019 DART Customer Segmentation Study
Regional Growth Trends
2018 Jobs per Acre

2018 Employment Density per Acre

Employment Density

- < 5 (No Color)
- 5 - 10
- 10 - 15
- 15 - 30
- > 30

- DART Rail
- TRE, DCTA, TEXRail
- Future Rail (Cotton Belt/D2)
- Service Area

Data Source: NCTCOG 2018 Employment Forecasts
Regional Growth Trends
2045 Jobs per Acre

More than 2 million jobs will be added to the 16-county North Texas region by 2045 – nearly half are projected to be in the DART Service Area.

Data Source: NCTCOG 2045 Employment Forecasts
Regional Growth Trends
2018 People per Acre

2018 Population Density per Acre

Data Source: NCTCOG 2018 Population Forecasts
Regional Growth Trends
2045 People per Acre

Nearly 4 million will move to the 16-county North Texas region by 2045 – only about 20% of them to the DART Service Area.
Transit in the Region

Northeast Transportation Service (NETS)
Collin County Rides
Frisco Demand Response Service
Collin County Transit
Grand Connection
Handi tran
Denton County Transportation Authority (DCTA)
Trinity Metro
Dallas Area Rapid Transit (DART)
SPAN
Community Transit Services (CTS)
Senior Center Resources and Public Transit (The Connection)
City/County Transportation
The Transit System (TTS)
City and Rural Rides (CARR)
Public Transit Services (PTS)
Texoma Area Paratransit System (TAPS)
STAR Transit

North Central Texas Council of Governments
Regional Transit Studies

Transit Corridor Projects

Collin County Transit Study (underway)

Tarrant County Transit Study (underway)

East Area Transit Study (2021)

Southern Dallas County Transit Study (underway)

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
How DART is Evolving

• DART continues to be a regional leader
• DART is establishing itself as a mobility integrator with the GoPass app and innovative services
  – Mobility as a Service (MaaS) will influence long range vision
• Transit industry is in an “adapt and learn” phase
• DART is already advancing several pilots related to service and technology but there are many more opportunities
• Transit System Plan can help to define the vision and goals, and provide strategic direction
First Q&A Session Break

Do you have questions about the DART system, service, or growth trends?

- Type your question in the chat box
- DART staff will call on you if we need clarification
Our Opportunity
Our Opportunity

• How we’re preparing for our future mobility
• Extensive system in place
  – What are we doing and how can it be better?
  – How can we collaborate to leverage transit investment?
Five Themes Focus

- Rider Experience
- Mobility & Innovation
- Land Use & Economic Development
- Service & Expansion
- Collaboration
Rider Experience

Access

GOAL 1
Enhance pedestrian access to bus stops and rail stations to make it easier for people to access transit and improve ridership potential especially for reliant and task riders.

Amenities

GOAL 2
Expand bus stop amenities for local buses, core frequent bus routes, and future bus rapid transit (BRT) focusing on those benefiting reliant and task riders.

Security at Facilities

GOAL 3
Strengthen riders’ sense of safety and security at bus transit centers and rail stations in collaboration with DART police and service area cities.

Security on Vehicles

GOAL 4
Continue improving perceptions of safety and security on buses and rail vehicles in collaboration with DART police and service area cities.

Communication

GOAL 5
Continue providing timely communications to customers and the general public about DART services, convenience, safety, and reliability.

NCTCOG completed sidewalk gap analyses for DART Rail Red and Blue line stations. This information can be supplemented with additional system data to help inform priorities to enhance access to transit.
Enhance pedestrian access to bus stops and rail stations

Illinois Station Area Sidewalk Gap Analysis (NCTCOG)

Collaborate with cities and other agencies to program, fund, and construct prioritized sidewalks consistent with proposed new cost-sharing program.
Expand bus stop amenities for local buses, core frequent bus routes, and future bus rapid transit (BRT)

- Develop and regularly update a multi-year program to implement and replace bus stop amenities per DART Service Standards
- Review and incorporate advancements in design, materials, information, and technology.

LED/Solar
WiFi
Charging Ports
Transit and Community Information
Mobility & Innovation

**Mobility as a Service**

**GOAL 1**
Be a leader in Mobility as a Service (MAAS) innovations to support the transit system and enhance the customer experience.

**Pilot Programs**

**GOAL 2**
Advance pilot programs to test new ideas and technology to generate data and support decision-making.

**Mobility Hubs**

**GOAL 3**
Integrate public and private mobility options at DART facilities to reduce reliance on the automobile and enhance connectivity.

**GoPass Features**

**GOAL 4**
Continue to enhance GoPass™ and other tools with innovative features to enhance customer information.

**Fleet & Facility**

**GOAL 5**
Explore fleet options and facility enhancements that support local and regional air quality and climate action goals.

Mobility Hubs can seamlessly integrate different modes of transportation, multimodal infrastructure, and placemaking strategies to create community centers that maximize first and last mile connectivity.
Be a leader in Mobility as a Service (MaaS) innovations to support the transit system and enhance the customer experience

- First/Last mile transportation combining public transit, on-demand and shared mobility services
- Personalized journey planning and management
- Hassle-free digital payment and ticketing
Integrate public and private mobility options at DART facilities to reduce reliance on the automobile and enhance connectivity.
Explore fleet options and facility enhancements that support local and regional air quality and climate action goals

- New technologies allow for no or low emission buses which means less fumes, noise & heat for people waiting for a bus
- DART’s bus fleet was converted to compressed natural gas (CNG)
- DART also has seven zero-emission, all electric buses
- DART is continuing to explore new technology for future fleet replacements

Did you know?
100% of DART buses are electric or powered by renewable natural gas
Service & Expansion

• Goals for maintaining our system and all modes

GOAL 1
Prioritize asset management and maintain a state of good repair for vehicles, facilities and systems to provide safe, cost-effective, reliable service

GOAL 2
Implement bus network and service improvements to create more direct, fast, and reliable routes that enhance mobility and job access

GOAL 3
Promote transit priority within key bus corridors to enhance operational efficiency and increase ridership

GOAL 4
Define and develop bus rapid transit (BRT) corridors that appeal to existing riders, attract new riders, and support major job centers

GOAL 5
Expand express bus network to attract new riders and enhance access to regional job centers

GOAL 6
Enhance and optimize the existing LRT system to leverage investments already made and provide the ability for long-term service flexibility

GOAL 7
Advance potential high-capacity transit corridors where benefits and costs demonstrate added value and accommodate future regional growth

GOAL 8
Explore opportunities for regional rail improvements for TRE and Silver Line

GOAL 9
Expand GoLink® zones to enhance mobility and provide first/last mile connectivity in low-density communities

GOAL 10
Optimize paratransit performance to improve service delivery and minimize operating costs

GOAL 11
Continue to grow and market rideshare programs to offer alternatives to driving alone, reduce congestion, and minimize pollution
Current Projects and Future Opportunities

**BUS SYSTEM**

**FUTURE**
- DART Zoom Bus Network Redesign
- Bus Corridor Enhancements
- Innovative Mobility Solutions

**LIGHT RAIL**

**COMMITTED**
- Red/Blue Line Platform Extensions  
  **Under Construction**
- D2 Subway  
  **Under Design**
- Orange Line Infill Stations

**FUTURE**
- Fleet/Operating Facility Expansion
- Full Level-Boarding Platforms
- System Enhancements: Capacity, Operations, Reliability

**REGIONAL RAIL**

**COMMITTED**
- Silver Line Corridor  
  **Design/Construction**
- TRE Positive Train Control  
  **Under Testing**

**FUTURE**
- Silver Line Service Improvements
- TRE Corridor/Service Improvements
- Fleet/Operating Facility Expansion

**Dallas Streetcar**

**COMMITTED**
- Central Link  
  **Under Study**

**FUTURE**
- Streetcar Master Plan to Assess Expansion Opportunities
Implement bus network and service improvements to create more direct, fast and reliable routes that enhance mobility and job access

• DART is in the process of redesigning the existing bus system

• The redesign will address a blend of ridership and coverage goals

• The new bus plan will be complete in mid-2021 to support service changes in January 2022
Service and Expansion Optimize/Enhance System

- Potential to grow core frequent bus network through DARTzoom
- Proposed Corridor Improvement Program to define and advance transit priority treatments
- Future goals: 15-minute all day service and Bus Rapid Transit (BRT)
Advance potential high-capacity transit corridors where benefits and costs demonstrate added value and accommodate future regional growth.

Potential Infill Stations
- Baylor near Main/Exposition Plaza
- Knox/Henderson Subway station
## Land Use & Economic Development

<table>
<thead>
<tr>
<th>Quality of Life/Access</th>
<th>GOAL 1</th>
<th>Enhance Quality of Life through Coordinated Development of Pedestrian and Non-Motorized Environments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership/Land Use</td>
<td>GOAL 2</td>
<td>Increase Transit Ridership through Coordinated Land Use Planning and Quality Development</td>
</tr>
<tr>
<td>Future TOD</td>
<td>GOAL 3</td>
<td>Enhance the Value of DART Property and Assets by Designing Transit Facilities to Accommodate Future TOD</td>
</tr>
<tr>
<td>Economic Benefits</td>
<td>GOAL 4</td>
<td>Contribute to the on-going Economic Vitality of Service Area Cities, while Expanding a Range of Housing and Employment Options for Diversified Populations</td>
</tr>
</tbody>
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Based on a May 2020 study by University of North Texas, development projects between 2016 and 2018 within a quarter mile of DART stations generated $286.4 million in state and local tax revenue.
Station Area Population Density 2018

Station Demographics

2018 Population Density (residents per acre)
- High (>30)
- Medium High (15-30)
- Medium (10-14)
- Low Medium (5-9)
- Low (<5)

DART Rail
TRE, DCTA, TEXRail, Streetcar
Future Rail (Silver Line/D2)
Service Area

Data Source: NCTCOG 2018/2045 Demographic Forecasts

let’s go.
Station Area Population Density 2045

![Map showing population density and station locations](image-url)

Station Demographics

2045 Population Density (residents per acre):
- High (>30)
- Medium High (15-30)
- Medium (10-14)
- Low Medium (5-9)
- Low (<5)

- DART Rail
- TRE, DCTA, TEXRail, Streetcar
- Future Rail (Silver Line/32)
- Service Area

Data Source: NCTCOG 2018/2045 Demographic Forecasts
Station Area Job Density 2045
Contribute to the on-going economic vitality of service area cities, while expanding a range of housing and employment options for diversified populations.

$16.1 billion worth of existing development, under construction or planned within 1/4 mile of DART Rail Stations.
Land Use & Economic Development
Addison Example

- 18-acre mixed use development at future Silver Line Addison station
- $500 million project
Collaboration

**Leadership**

**GOAL 1**
CONTINUE TO BE A LEADER IN ADVANCING TRANSIT SUPPORTIVE FUNDING PROGRAMS AND POLICIES

**DART Interests**

**GOAL 2**
ENSURE DART INTERESTS ARE REFLECTED IN REGIONAL AND STATE TRANSPORTATION PLANS AND EFFORTS

**City Plans**

**GOAL 3**
COLLABORATE WITH SERVICE AREA CITIES ON THEIR LAND USE AND TRANSPORTATION PLANS TO SUPPORT EXISTING AND FUTURE TRANSIT

**Transit Supportive Policy**

**GOAL 4**
COLLABORATE WITH LOCAL AND REGIONAL AGENCIES ON POLICIES AND PROGRAMS THAT PROMOTE TRANSIT THROUGH ACCESS, EQUITY, RESILIENCY AND AIR QUALITY RELATED INITIATIVES

**Public Engagement**

**GOAL 5**
ENGAGE WITH THE PUBLIC, PRIVATE STAKEHOLDERS AND COMMUNITY ORGANIZATIONS TO BUILD SUPPORT FOR AND ADVANCE TRANSIT INITIATIVES
Collaborate with Service Area cities on their land use and transportation plans to support existing and future transit.
Engage with the public, stakeholders and community organizations to build support for and advance transit initiatives

- Inform and seek input from advisory groups and community organizations
- Engage chambers and business groups
- Work with private developers to advance agreements and partnerships
Our Guide
Our Guide – Goals and Actions Development

- We reviewed information from prior public outreach and customer surveys
- We held internal interviews to discuss key opportunities and issues
- We developed a draft set of goals and corresponding actions for each theme
- Draft goals and actions were included in Project Update brochure
Draft Goals & Actions Matrix

- Consolidates all the goals and actions reviewed with DART Board committee
- Includes proposed timelines and responsibilities
- Will continue to refine based on public and city feedback
Second Q&A Session Break

Do you have questions about our themes or key opportunities and goals for the future?

• Type your question in the chat box
• DART staff will call on you if we need clarification
How to Provide Feedback
Progress Report Brochure

- Overview of framework, five themes, and draft goals and actions
- Posted on DART website for public review and comment
Feedback Form

We encourage you to complete our Public Feedback Form!

https://www.DART.org/transitsystemplan

• This form will provide insights to help refine our goals and shape DART’s future
  – What are your future priorities?
  – What types of enhancements and innovations are important?
  – What would it take to have a car-free lifestyle?
  – How can your community and neighborhood better support and integrate transit?
More Information and Resources

LET US KNOW WHAT YOU THINK!

Email: TransitSystemPlan@DART.org
Visit: www.DART.org/TransitSystemPlan

Learn more about what DART is doing:
DART.org/Growth
DARTzoom.org
**Schedule and Next Steps**

- Incorporate public and city staff feedback
- Integrate DARTzoom recommendations
- Review and assess goal priorities within context of FY21 Financial Plan
Thank you!