Zooming Toward a New Bus Network

In just a few months, DART expects to implement the work of the DARTzoom: A New Bus Network Panel. The panel is building on a team’s work to develop a new bus network that serves the needs of people who live, work, learn, and play in the Dallas area.

The goal is to create a new system that will provide a higher frequency of service for riders and make the process of taking the bus more enjoyable and reliable. The new system is intended to be a major step toward the agency’s long-term goal of implementing a second-generation GoLink program, which will include both fixed bus routes and dedicated bus lanes. The agency has proposed increasing the number of high-frequency routes to approximately 40% of its routes.

The DART Board of Directors reached this decision in November 2020 when it unanimously adopted a broad policy called DARTzoom: A New Bus Network. The policy is based on the idea that riders should be able to walk or bike to a curb stop, use the bus system to reach their destinations, and be able to walk or bike to their final destination. The policy also includes an emphasis on creating a system that is more reliable and convenient for riders.

Do Not Panic

While many changes are planned, riders using the current system will notice only minor adjustments. In fact, roughly half of DART’s current service is based on high ridership corridors. The remaining 25%-30% of resources is governed by the balance of ridership on lower-ridership corridors. The agency’s goal is to restore service to those corridors. DART has proposed increasing the number of high-frequency routes to approximately 40% of its routes.

Major route changes ahead

According to Smith, many of DART’s proposed local and limited bus service will be noticeably different. “I can say that 100% of the bus routes will be affected in some way,” Smith said.

With the planned changes, more than 95% of service area residents will have at least half-hour service, versus the current service of about 75%.

Customers will see new routes that serve new destinations, express routes that serve the same destinations but have improved frequency, and dedicated bus lanes that will make it easier for riders to get on and off the bus.

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System redesign strives to increase ridership, protect coverage

Expensive bus routes and stop-specific service—driven by the circumstances with some instrument and employees—will be reduced or eliminated.

Currently, a large area of Dallas is now served by bus routes with zero frequency during the day. In the new bus network, DART will combine many of these routes into longer ones with more connections between corridors, while getting rid of some transit halls.

The key characteristics of the new system are improved frequency on more routes, with ridership targeted to go up significantly from an anticipated 90% of routes.

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