Proposed August 2019 Service Changes and Transit System Plan Meetings

February/March 2019
DART Service Planning & Capital Planning
Purpose of Today’s Meeting

1. To receive community input on proposed August 2019 service changes prior to Public Hearing on March 12, 2019
   - After the Public Hearing, staff will return to the Board in April with final recommendations for Board approval
   - Service changes to be effective Monday, August 12, 2019

2. To receive community input on priorities and opportunities to consider in the long-range 2045 Transit System Plan
   - This future plan will help identify future mobility recommendations
August 2019 Service Changes
Service Planning Objectives

• Our general objectives for service improvements include:
  – Core Frequent Network – in accordance with new Service Standards
  – Straighter and more direct routes -- fewer deviations off the main route path
  – Building ridership through improved service
  – Improving job access, particularly from low-income neighborhoods
August 2019 Resources

- 41 new buses will be available to implement August 2019 service changes
- The 2045 Transit System Plan will identify service improvement options beyond August 2019
- Future service improvements beyond 2019 may require even more buses and possibly a new bus facility (garage)
Core Frequent Routes
Core Frequent Routes

• DART’s newly-adopted Service Standards create a new category of routes called Core Frequent Routes
• These routes would include rail-like frequencies: 15 minutes peak, 20 minutes midday, and 20-30 minutes at other times
• Service spans would also improve to rail-like hours; about 4 a.m. to 1 a.m.
• August candidates include a number of core frequent conversions
• Some of the routes are also candidates for route changes aimed at reducing duplication and straightening route alignment
# Core Frequent Routes: August Proposals

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<td>Minor changes to current route</td>
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Routes 11, 164 and 592 already offer frequent service.
Route 467 – Buckner

• Route 467 would be part of the core frequent route network with its present alignment
• Existing schedule interline with Route 466 would be broken

Note: Maps of the remaining Core Frequent proposed routes are provided in the following (Route Restructuring) section, as they also have proposed route changes.
Route Restructuring
Route Restructuring

- Proposals include a number of changes to straighten out, simplify, and/or improve access on some DART routes
- Some of the routes involved are also proposed to become part of the core frequent route network, and that is noted where applicable (costing covers both route and frequency changes)
- Proposed changes involve routes in West Dallas, Oak Cliff, Medical District, NE Dallas, and South Dallas
Route 52/59 – West Dallas

- Route 52 would be realigned to serve Singleton more directly
- Route 59 would serve areas to the north of Singleton
- Current service frequency
Route 404 – Westmoreland

• Southern end of current route would be truncated at Wheatland, with Route 453 serving Beckleymeade area (Stoneridge Business Park now served on designated trips only)

• All trips would follow same alignment between Medical District and South Oak Cliff

• Core Frequent Network.

• Peak 15-minute service is available now on the southern part of the route, but not for the entire alignment
Route 453 – Hampton

• Route would be extended to Beckleymeade (all trips), replacing service provided by Route 404

• All trips would follow the same alignment between Medical District and South Oak Cliff

• Chaucer service provided by restructured Route 547

• Current service frequency
Route 466 – Ledbetter

• Route would be realigned into a straighter E/W crosstown service and extended to serve Army & Air Force Exchange Service (AAFES)

• Service to Red Bird provided by Routes 404 and 547

• Route 466 would be part of the core frequent route network

• Existing schedule interline with Route 467 would be broken
Route 547 – Cockrell Hill Rd-Red Bird

- Route 547 would be realigned (straightened and extended south and east) to replace parts of changes to Routes 453 and 466
- Current service frequency

Kiest service to Potters House Sunday only
Route 409 – Peak/Haskell

• Includes core N-S part of current Route 409 alignment between Medical District and JB Jackson TC (MLK Station)

• Route 409 would be part of the core frequent route network

• Other sections of Route 409 would become Route 426
Route 426 – MLK-Cedar Crest

• Remaining sections of the former Route 409 alignment would become a separate route

• Current service frequency
Route 428 – Northwest Highway

• Route would see changes to serve Park Lane and Timber Creek

• Current service frequency
Route 583 – Skillman/Audelia

- Realigned to serve the Village and Timber Creek shopping area; Route 502 would cover former service on Lovers and Abrams
- Improve frequency for inclusion in the core frequent route network
Route 502 – Vickery Meadow

• Realigned to serve Abrams and Lovers Lane; Route 583 would cover former service in the Village and on parts of Skillman

• Alignment serves an unusual mix of high density and non-grid street networks
Express Route Changes
Express Routes

• Many of DART’s express routes follow loops or loop-like alignments in Downtown Dallas
• Schedule challenges
• Routes realigned to avoid delaying inbound trips and stranding outbound customers

Proposed new alignments will:
• Provide comparable coverage
• Eliminate loops
• Provide safer layover locations
• Extend service in Uptown, Harwood, Cedars, and parts of Downtown
• Remove express routes from Main Street
Express Route Changes

205

206
Express Route Changes

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Express Route Changes

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Schedule Adjustments
Schedule Adjustments

- For the past several years, DART has been working on a five-year plan to adjust schedules to allow for adequate recovery time and appropriate running speeds.
- For August 2019, we will complete the process, including all remaining changes planned for 2019 and 2020.
- Unlike previous phases, the focus for August will be on peak schedule adjustments – we have not had the equipment to do them sooner.
- Routes targeted: 11, 81, 82, 111, 283, 350, 409, 428, 466, 467, 504, 513, 525, 536, 541, 571, 841.
- Part of this initiative will use new data and software to analyze bus running times and adjust schedules to match observed conditions.
2045 Transit System Plan
What’s Next for DART?

• DART has several projects and programs in development over the next 5-7 years
• Our 2045 Transit System Plan is in development to guide future mobility recommendations beyond the August 2019 service changes
• Your input is needed to understand key priorities, issues, and opportunities as we develop the plan
What is the Transit System Plan?

- Long-range plan coordinated with the DART 20-Year Financial Plan
- Guide for future capital and operating programs to accommodate regional growth
- Policy guidance
- Vision for future – our message to the region
Regional Growth

2018 Employment Density and DART Service

Employment Density per Acre
- < 5
- 5 - 10
- 10 - 15
- 15 - 30
- > 30

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

Data Source: NCTCOG 2018 Employment Forecast

N 0 1 2 4 Miles
2045 Employment Density and DART Service

Employment Density per Acre
- < 5
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Legend:
- Existing Bus Network
- DART Rail
- TRE, DCTA, TEXRail
- Future Rail (Cotton Belt/D2)
- Service Area

Data Source: NCTCOG 2045 Employment Forecast
Current/Future Projects

**LIGHT RAIL**
- Downtown CBD Rail Replacement
- Red/Blue Line Platform Extensions
- D2 Subway
- Orange Line Infill Stations
  (Carpenter Ranch and Loop 12)
- Fleet Rehabilitation and Replacement

**REGIONAL RAIL**
- Cotton Belt Corridor
- TRE Positive Train Control (PTC)
- TRE Bridge Replacements
- Fleet/Operating Facility Expansion

**Dallas Streetcar**
- Central Link Through Downtown Dallas
- Streetcar System Plan to Assess Expansion Opportunities in DART Service Area
Future Opportunities

• Bus Service Plan strategy taking into consideration revised Service Standards
  – New Service Plan will build upon the August 2019 Service Changes and outline future recommendations
• Potential future high capacity corridors
  – Rail, express bus, bus rapid transit, core frequent route
• Streetcar Master Plan for DART Service Area
• Changing mobility options and emerging technology
• Regional transit expansion
Potential Corridors

**DEFERRED CORRIDORS**
2030 Transit System Plan For Re-Evaluation

**VISION CORRIDORS**
2030 Transit System Plan For Re-Evaluation

**NEW CORRIDORS**
For Evaluation as part of 2045 Transit System Plan

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MAP: Various transit corridors including:
- Irving-Legacy Regional Rail
- Tollway Corridor
- Garland Bush Turnpike Extension
- LBJ/Inwood Corridor
- ROWLETT Bayside Extension
- SE Green Line Extension
- Southport Extension
- WOC Red Line Extension
- Knox-Henderson Station
- LBJ Extension To SGTC
- East/Scyene Extension

**DART**: let's go.
Streetcar Master Plan

- DART is preparing a Streetcar Master Plan to identify potential areas where streetcar may be appropriate.
- Other options could be shuttles, buses, bike & pedestrian improvements, or even autonomous vehicles or people mover circulator systems.

**PURPOSES OF STREETCAR**
- Improve mobility and circulation within a community or corridor.
- Support economic development initiatives and mixed-use transit-oriented development.
- Improve transit access to jobs, education, commerce and more.
- Improve connectivity to and between special event venues, entertainment districts, and activity centers.
- Reduce the need to use a car and encourage walking and biking.
- Enhance first/last-mile connections while expanding the reach of the regional transit system.

**STREETCAR CORRIDOR CHARACTERISTICS**
- Mixed-use development that generates demand throughout the day.
- Pedestrian-oriented environments with walkable infrastructure.
- Multi-modal connection opportunities (bus, light rail, regional rail).
- Propensity for short trips of 1 to 3 miles, or need for first/last-mile connections.
- Existing or planned densities to support streetcar such as:
  - 20 to 40 people/jobs per acre.
  - 15 to 30 dwelling units/acre.
- Proximity to land that can be used for vehicle storage and light maintenance.
- Connection to light rail system preferable (for heavy maintenance needs).
What is Important to You?

• What is your vision for transit in your neighborhood and in the region?
• What types of mobility investments would you like to see DART make in the future?
• How do you think new and emerging technologies fit into the future?
• What kinds of trade-offs are you willing to make if resources are limited?

Complete comment card or email 2040Plan@DART.org
Questions?