Welcome to DART’s Pre-Public Hearing Community Meeting

We will begin shortly
Pre-Public Hearing
Community Meeting for Proposed January 2022 Service Changes

Addison - April, 12, 2021
Carlos Huerta
Community Affairs
Hans-Michael Ruthe
Presenting on behalf of DART Service Planning
Housekeeping Rules

• Submit questions via the chat feature

• Please stay on topic. Questions about the proposed 2022 service changes will be addressed first.

• Use of profanity or inappropriate language is prohibited

• If your question is not answered in the chat, the presenter will respond after the presentation

• All questions and answers from this meeting will be posted on DART.org

• Questions and comments can be submitted to serviceplanning@dart.org

• Interactive maps are available at DARTzoom.org
Introduction

• At today’s meeting, we will present the proposed New Bus Network Plan, with an implementation date of January 24, 2022
• This is the result of the Network Redesign Process that started in 2019
• Today’s presentation will cover the following topics:
  1. A description of the proposed New Bus Network
  2. Analysis and comparison
  3. Timeline and process for next steps
  4. Information about specific routes
  5. 2045 Transit System Plan overview
Why Redesign DART’s Bus Network?

- The transportation needs of the service area have changed over the years; fewer trips focus on Downtown Dallas, and fewer workers work “traditional” work schedules.
- Ridership has been trending downward on the bus network since 1994 and on the rail network since 2009.
- While the community has invested significantly in new DART infrastructure over the years, the bus service needs to be “reimagined” to make the most of that investment.
- Service needs to be redesigned to improve transfer connections and facilitate more direct travel paths.
Proposed New Bus Network
Proposed New Bus Network Plan

• The current draft bus network with GoLink zones is shown on the next slide

• It is designed to improve service (frequency, hours) in the areas with the heaviest ridership potential, while providing GoLink coverage in areas where demand for service is lightest

• Fixed routes have a more widely-spaced (some routes farther apart), ridership-oriented design, but more routes offer frequent service with longer hours (including weekends)

• Many new GoLink zones are proposed to maintain service coverage; more zones will have weekend service
Proposed New Bus Network
# Frequency-Based Color Codes

**Frequency Guide by Time of Day (based on midday frequency colors used on maps)**

<table>
<thead>
<tr>
<th>Red</th>
<th>Purple</th>
<th>WEEKDAY</th>
<th>Blue</th>
<th>Light Blue</th>
<th>Pale Blue</th>
</tr>
</thead>
<tbody>
<tr>
<td>30</td>
<td>30</td>
<td>4:00-6:00 a.m.</td>
<td>30</td>
<td>40</td>
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<tr>
<td>15</td>
<td>15</td>
<td>6:00-9:00 a.m. (A.M. peak)</td>
<td>15</td>
<td>30</td>
<td>30</td>
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<tr>
<td>15</td>
<td>20</td>
<td>9:00 a.m.-3:00 p.m. (midday)</td>
<td>30</td>
<td>40</td>
<td>60</td>
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<tr>
<td>15</td>
<td>15</td>
<td>3:00-6:00 p.m. (P.M. peak)</td>
<td>15</td>
<td>30</td>
<td>30</td>
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<tr>
<td>15</td>
<td>20</td>
<td>6:00-10:00 p.m.</td>
<td>30</td>
<td>40</td>
<td>60</td>
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<tr>
<td>30</td>
<td>30</td>
<td>10:00 p.m.-1:00 a.m.</td>
<td>30</td>
<td>60</td>
<td>60</td>
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</table>

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<thead>
<tr>
<th>Red</th>
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<td>30</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>15</td>
<td>20</td>
<td>10:00 a.m.-7:00 p.m.</td>
<td>30</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td>30</td>
<td>30</td>
<td>7:00 p.m.-1:00 a.m.</td>
<td>30</td>
<td>60</td>
<td>60</td>
</tr>
</tbody>
</table>

"Core Frequent" (**Red & Purple**) from 4:00 a.m.-1:00 a.m.

Service is from 5:00 a.m.-midnight

Final schedules may vary slightly
Southwest Quadrant
West Dallas, Oak Cliff, Cockrell Hill, Glenn Heights

Highlights:
• More core frequent routes (Singleton, Westmoreland, Polk, Ledbetter, Marsalis, Bonnie View, Jefferson)
• New and expanded GoLink zones
• Less “in-between” coverage (off mile street grid)
Southeast Quadrant
South Dallas, East Dallas, Pleasant Grove, SE Garland

Highlights:
• More core frequent routes (Ferguson, Buckner, Samuell, Lake June, South Dallas)
• New and expanded GoLink zones
• Fixed-route segments replaced by GoLink
Northeast Quadrant
Plano, Richardson, NE Dallas, Rowlett, Garland, University Park, Highland Park

Highlights:
• More core frequent routes (Forest, Northwest, Ferguson, Samuell, Vickery Meadow, Spring Valley)
• New and expanded GoLink zones
• Fixed-route segments replaced by GoLink
• Note: future shuttle to Collin Creek Mall area not shown here
Northwest Quadrant
Carrollton, Farmers Branch, Addison, Irving, NW Dallas

Highlights:
• More core frequent routes (Forest, Spring Valley, LoveLink)
• New and expanded GoLink zones
• Many fixed-route segments replaced by GoLink
Draft Bus Network with GoLink Zones

Draft Bus Network (Midday Frequency):
- 15 minutes
- 20 minutes
- 30 minutes
- 40 minutes
- 60 minutes
- Other

GRAY: Current Routes
BLACK: Light Rail
GoLink: Zones
GoLink Facts

- DART Fares can be used towards GoLink service.
- UberPool available in all GoLink Zones.
- Book a trip with the GoPass app or call 214-515-7272 to make a reservation.
Analysis and Comparison
Service Frequency Changes

- Overall, there are many improvements – particularly for midday and off-peak service
- The chart on the right compares the January 2020 network and the New Network by midday frequency impact

<table>
<thead>
<tr>
<th>Weekday Midday Frequency</th>
<th>% of Routes, January 2020 Service Levels</th>
<th>% of Routes, Proposed New Network</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 minutes or better</td>
<td>1%</td>
<td>4%</td>
</tr>
<tr>
<td>20 minutes or better</td>
<td>9%</td>
<td>30%</td>
</tr>
<tr>
<td>30 minutes or better</td>
<td>22%</td>
<td>40%</td>
</tr>
<tr>
<td>40 minutes or better</td>
<td>40%</td>
<td>84%</td>
</tr>
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</table>

Percentages are cumulative
There are 22 core frequent routes in the draft network, vs. 7 in the current system

Core frequent routes operate with service frequencies similar to the light rail system
  – 15 minutes peak,
  – 20 minutes midday, and
  – Never less than every 30 minutes,
  – And have wider service hours (4am-1am)

An additional 8 routes have 30-minute midday service with improved 15-minute peak frequencies

These routes operate every
  – 15 minutes peak, and
  – Never less than every 30 minutes
Weekday Midday Frequency Comparison

January 2020 Frequencies

Draft Plan
Weekend Midday Frequency Comparison

January 2020 Frequencies

Draft Plan
Weekend Service Changes

- All 72 local routes would have both Saturday and Sunday service.
- 5 express routes continue Weekday only service.
- 13 GoLink zones would have Saturday service and 6 zones would have Sunday service.
- Currently only one zone has weekend service.

### DART-Funded Routes

<table>
<thead>
<tr>
<th>Day</th>
<th>Current Service</th>
<th>Draft Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday</td>
<td>79%</td>
<td>94%</td>
</tr>
<tr>
<td>Sunday</td>
<td>68%</td>
<td>94%</td>
</tr>
</tbody>
</table>

### DART-Funded GoLink Zones

<table>
<thead>
<tr>
<th>Day</th>
<th>Current Service</th>
<th>Draft Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saturday</td>
<td>7%</td>
<td>46%</td>
</tr>
<tr>
<td>Sunday</td>
<td>7%</td>
<td>21%</td>
</tr>
</tbody>
</table>
Impact on Access to Service

- The draft Network improves overall coverage access to service, measured by looking at residents, jobs, and people.
- Overall, 74% of Service Area residents would have access to service within ½-mile weekday midday, compared to 68% for the existing network.
- 70% of Service Area jobs would be located within ½-mile weekday midday, compared to 66% for the existing network.
Timeline, Process
## Bus Network Redesign Timeline

<table>
<thead>
<tr>
<th>Timing</th>
<th>Bus Network Redesign Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>20Q1</td>
<td>Project Kickoff</td>
</tr>
<tr>
<td>Oct-Dec 2019</td>
<td>Work on Draft Choices Report</td>
</tr>
<tr>
<td>20Q2</td>
<td>Network Concept Design</td>
</tr>
<tr>
<td>Jan-Mar 2020</td>
<td>Public Involvement, Round 1</td>
</tr>
<tr>
<td>20Q3</td>
<td>Public Involvement, Round 1</td>
</tr>
<tr>
<td>Apr-Jun 2020</td>
<td></td>
</tr>
<tr>
<td>20Q4</td>
<td>Ridership/Coverage Balance *</td>
</tr>
<tr>
<td>Jul-Sep 2020</td>
<td></td>
</tr>
<tr>
<td>21Q1</td>
<td>Ridership/Coverage Balance *</td>
</tr>
<tr>
<td>Oct-Dec 2020</td>
<td>Develop Draft Bus Network Plan</td>
</tr>
<tr>
<td>21Q2</td>
<td>Complete Draft Bus Network Plan *</td>
</tr>
<tr>
<td>Jan-Mar 2021</td>
<td>Initiate Service Change Process *</td>
</tr>
<tr>
<td>21Q3</td>
<td>Combined Public Involvement (Public Hearing on June 8)</td>
</tr>
<tr>
<td>Apr-Jun 2021</td>
<td></td>
</tr>
<tr>
<td>21Q4</td>
<td>Approve Service Changes (August 24) *</td>
</tr>
<tr>
<td>Jul-Sep 2021</td>
<td>Approve Bus Network Plan (August 24) *</td>
</tr>
<tr>
<td>22Q1</td>
<td>Prepare for Implementation</td>
</tr>
<tr>
<td>Oct-Dec 2021</td>
<td></td>
</tr>
<tr>
<td>22Q2</td>
<td>Implementation January 24, 2022</td>
</tr>
<tr>
<td>Jan-Mar 2022</td>
<td></td>
</tr>
</tbody>
</table>

* Board decision points; Board briefings and discussions normally monthly
Draft Recommended DART Network – Details on Specific Routes
Details on Specific Routes

For more detailed information please visit these links:

- Public Meeting Brochure ([https://www.dart.org/meetings/publicmeetings.asp](https://www.dart.org/meetings/publicmeetings.asp))
- Network Redesign Plan ([www.dartzoom.org](http://www.dartzoom.org))
  * Please take the DARTzoom survey
- To contact Service Planning staff directly, you may e-mail to ServicePlanning@dart.org
Network Redesign Plan (www.dartzoom.org)

- Interactive Maps
- Draft Network Report
- Take the Survey!
- 13 Questions
Route 64 O’Connor-Luna-Valley View

Combines current Route 507 with portions of 403, 463, 488, 514, and 535 to provide crosstown service between Irving and Addison.
Route 66 MacArthur-Belt Line

Similar to current Route 401, extended from Valley Ranch to Addison absorbing portions of current Routes 402/403.
Route 68 South Belt Line

Similar to current Route 501 between Downtown Irving and North Lake College only.
Route 69 Irving Blvd (Dallas-DFW)

Absorbs Routes 63 and 408, serving Parkland and DFW Airport. Also covers small portions of Route 505 (Esters, Grauwyler) and Stemmons Frontage segments of 749.
Route 70 Josey

Similar to current Route 531 with extension to Bachman Station that absorbs portions of 534 and 535.
Route 71 Frankford

Similar to 534 with routing changes (to follow current 536) near Trinity Mills Station; also covers small portion of 333 near Frankford.
Route 72 Dallas-Addison-Legacy

Similar to current Route 183 with extension to NW Plano that will replace Route 347.
Route 73 Preston

Replaces current Route 36 on Preston corridor with no major changes.
Route 74 Campbell

Follows 362 routing east of Coit; modified to follow 361 routing on Arapaho west of Coit.
Route 92 West 15th

Similar to current Route 350; Addison to Parker Road Station only; follows 362 routing on Preston and Keller Springs; routing modified east of Custer to serve portions of 841 and 870.
Route 98 Spring Valley

Replaces current Route 463 with addition of short-haul trips for enhanced frequency between Spring Valley and Addison. (Eastern and western portions have different frequencies during weekday daytime)
Route 99 Forest Lane

Combines portions of current Routes 486 and 488 into a frequent Forest Lane service between Downtown Garland and Addison.
Route 205 Addison Express

No major changes from current Route 205 service.
Route 208 NW Plano Express

Similar to current Route 208 but terminating at Northwest Plano Park & Ride without Frito-Lay extension (served by GoLink) in Legacy.
GoLink – Central Richardson

New GoLink zone. Covers portions of Routes 361, 402, 403.

5:00 a.m to 8:00 p.m. Mon-Sat
GoLink – Farmers Branch

Existing GoLink zone, expanded to cover Route 533 and a portion of Route 488.

5:00 a.m. to 9:00 p.m. Mon-Fri
GoLink – Keller Springs

New GoLink zone. Covers portions of Routes 333 and 536.

5:00 a.m to 8:00 p.m. Mon-Fri
2045 Transit System Plan Overview
What is the 2045 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
Plan Relationships

DART Service Plan

DART Financial Plan

NCTCOG Regional Mobility Plan

DARTzoom, Project Studies, Program/Policy Development

Transit System Plan

FINAL SERVICE PLAN
AND SUPPORTING DOCUMENTATION

Adopted April 14, 1983

Long Range Element

Financial Capacity and Timing

Guidance and Direction

Transit Element
Next Steps

• Integrate DARTzoom recommendations
• Review and assess priorities within context of FY21 Financial Plan
• Draft 2045 Transit System Plan for public review in late Spring 2021
• Final 2045 Transit System Plan after DARTzoom’s adoption this Fall

LET US KNOW WHAT YOU THINK!

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

• Questions?
• Comments?
• Thank you for attending!