Welcome to DART’s Pre-Public Hearing Community Meeting
We will begin shortly
Pre-Public Hearing
Community Meeting for
Proposed January 2022
Service Changes

Carrollton - April, 28, 2021
Chris Walters
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></th>
<th></th>
<th>WEEKDAY</th>
<th>Blue</th>
<th>Light Blue</th>
<th>Pale Blue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red</td>
<td>Purple</td>
<td>4:00-6:00 a.m.</td>
<td>30</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>30</td>
<td>30</td>
<td>6:00-9:00 a.m. (A.M. peak)</td>
<td>15</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>15</td>
<td>15</td>
<td>9:00 a.m.-3:00 p.m. (midday)</td>
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<td>60</td>
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<td>20</td>
<td>3:00-6:00 p.m. (P.M. peak)</td>
<td>15</td>
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<td>15</td>
<td>20</td>
<td>6:00-10:00 p.m.</td>
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<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>
<thead>
<tr>
<th></th>
<th></th>
<th>WEEKEND</th>
<th>Blue</th>
<th>Light Blue</th>
<th>Pale Blue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red</td>
<td>Purple</td>
<td>4:00-10:00 a.m.</td>
<td>30</td>
<td>60</td>
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<tr>
<td>30</td>
<td>30</td>
<td>10:00 a.m.-7:00 p.m.</td>
<td>30</td>
<td>40</td>
<td>60</td>
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<tr>
<td>15</td>
<td>20</td>
<td>7:00 p.m.-1:00 a.m.</td>
<td>30</td>
<td>60</td>
<td>60</td>
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</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.

DART.org/GoLink
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>
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</table>

Percentages are cumulative
Service Frequency Changes

- 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

<table>
<thead>
<tr>
<th>DART-Funded Routes</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>

<table>
<thead>
<tr>
<th>DART-Funded GoLink Zones</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>
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<tbody>
<tr>
<td>20Q1</td>
<td>Project Kickoff</td>
</tr>
<tr>
<td></td>
<td>Work on Draft Choices Report</td>
</tr>
<tr>
<td>20Q2</td>
<td>Network Concept Design</td>
</tr>
<tr>
<td></td>
<td>Public Involvement, Round 1</td>
</tr>
<tr>
<td>20Q3</td>
<td>Public Involvement, Round 1</td>
</tr>
<tr>
<td>20Q4</td>
<td>Ridership/Coverage Balance *</td>
</tr>
<tr>
<td>21Q1</td>
<td>Ridership/Coverage Balance *</td>
</tr>
<tr>
<td></td>
<td>Develop Draft Bus Network Plan</td>
</tr>
<tr>
<td>21Q2</td>
<td>Complete Draft Bus Network Plan *</td>
</tr>
<tr>
<td></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>21Q4</td>
<td>Approve Service Changes (August 24) *</td>
</tr>
<tr>
<td></td>
<td>Approve Bus Network Plan (August 24) *</td>
</tr>
<tr>
<td>22Q1</td>
<td>Prepare for Implementation</td>
</tr>
<tr>
<td>22Q2</td>
<td>Implementation January 24, 2022</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)
- Network Redesign Plan (www.dartzoom.org)
  * Please take the DARTzoom survey
  * Drawing Prizes - $100 DART fare and $20 Braum’s
- To contact Service Planning staff directly, you may e-mail to ServicePlanning@dart.org
Route 66 MacArthur-Belt Line

Similar to current Route 401, extended from Valley Ranch to Addison absorbing portions of current Routes 402/403.
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.
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
GoLink – Northwest Carrollton

New GoLink zone. Mostly new coverage, also covers a portion of Route 534 (end of route near Trinity Mills).

5:00 a.m to 8:00 p.m. Mon-Fri
Network Redesign Plan (www.dartzoom.org)

- Interactive Maps
- Draft Network Report
- Take the Survey! DRAWING PRIZES
- 13 Questions