Welcome to DART’s
Pre-Public Hearing Community Meeting

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

City of Garland
May 24, 2021

Linicha Hunter, DART Service Planning
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>Color</th>
<th>Purple</th>
<th>WEEKDAY</th>
<th>Blue</th>
<th>Light Blue</th>
<th>Pale Blue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red</td>
<td>30</td>
<td>4:00-6:00 a.m.</td>
<td>30</td>
<td>40</td>
<td>40</td>
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<tr>
<td></td>
<td>15</td>
<td>6:00-9:00 a.m. (A.M. peak)</td>
<td>15</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>15</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></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></td>
<td>15</td>
<td>6:00-10:00 p.m.</td>
<td>30</td>
<td>40</td>
<td>60</td>
</tr>
<tr>
<td></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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</tbody>
</table>

**WEEKEND**

<table>
<thead>
<tr>
<th>Color</th>
<th>Purple</th>
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<th>Blue</th>
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<tr>
<td>Red</td>
<td>30</td>
<td>4:00-10:00 a.m.</td>
<td>30</td>
<td>60</td>
<td>60</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>10:00 a.m.-7:00 p.m.</td>
<td>30</td>
<td>40</td>
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<tr>
<td></td>
<td>30</td>
<td>7:00 p.m.-1:00 a.m.</td>
<td>30</td>
<td>60</td>
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</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)

Inland Port GoLink now serves entire Inland Port zone
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

Dallas Area Rapid Transit Draft Network

Frequency at noon on a weekday:
- 15 min or better
- 20 min
- 30 min
- 40 min
- 60 min
  - Rush hour or certain times only
- GoLink Zone
  - Light rail and commuter rail
- Route branches continue at lower frequency

Transit Center
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

• Service launched February 2018

• 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
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>
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</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
Draft Recommended DART Network – City of Garland
Route 15 Lindsley

No major changes from current Route 60.
Route 16 Ferguson

Similar to current Route 164; all trips will travel the length of Ferguson and continue to South Garland T.C.
Route 17 Samuell

Similar to current 110 reconfigured to serve portions of current Routes 2, 164, 475, and 597 and terminate at South Garland T.C.
Route 86 Jupiter

Replaces current Route 551 with no major changes.
Route 87 Shiloh

Similar to 372 from South Garland; extended north on Shiloh and through Telecom area to absorb portions of 841 and terminate at CityLine/Bush Station.
Route 95 Naaman Forest

Similar to current Route 513; modified at Firewheel Town Center and extended west to serve portions of 566 and 372, Arapaho Center Station, and Richardson Civic Center (from 361).
Route 96 East Belt Line

Similar to current Route 402 between Downtown Garland Station and Spring Valley Station only; route modified to travel more directly between First/Buckingham and Downtown Garland Station.
Route 97 Buckingham

Similar to current Route 571, serving Buckingham corridor, with modifications near TI campus; utilizes Glenbrook routing (similar to current Route 402) between Buckingham and Walnut.
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 100 Northwest Highway

Replaces current Route 428 with no major changes; also overlaps a portion of current 502 near Park Lane Station.
Route 101 I-30 - Broadway

Combines current Route 378 between Downtown Garland and Lake Ray Hubbard TC with full-time freeway "skip" service to Downtown Dallas, absorbing 283 with special peak non-stop trips.
Route 102 Saturn

Replaces current Route 377 with minor routing changes in Downtown Garland.
Route 103 Centerville

Replaces Route 380, using 1st Street rather than 5th between Miller and Downtown Garland, and Northwest Highway rather than Marketplace.
Route 105 Miller

Similar to current Route 560 but travels directly on Miller to LBJ/Skillman Station.
Route 106 Walnut Hill

Similar to current Route 374 but travels directly on Walnut Hill to Lake Highlands Station.
Route 109 La Prada

Replaces southern portion of current Route 378 (Lake Ray Hubbard TC to South Garland TC), modified to serve Marketplace (current 380) and Woodmeadow (current 164 and 374).
Route 115 Buckner

Replaces current Route 467 with modified routing absorbs portions of 475 near Casa Linda.
GoLink – Southeast Garland

Existing GoLink zone extended West of Lake Ray Hubbard TC adding Saturday service.

- 5:00 a.m. to 8:30 p.m. Mon-Sat
Timeline, Process
## Bus Network Redesign Timeline

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

Long Range Element

Guidance and Direction

Transit Element

Financial Capacity and Timing
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