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

North/NE Dallas
April 26, 2021

Ralph Zaragoza
Project Manager
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></th>
<th>Red</th>
<th>Purple</th>
<th>WEEKDAY</th>
<th>Blue</th>
<th>Light Blue</th>
<th>Pale Blue</th>
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<tbody>
<tr>
<td></td>
<td>30</td>
<td>30</td>
<td>4:00-6:00 a.m.</td>
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<td>6:00-9:00 a.m. (A.M. peak)</td>
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<td>30</td>
<td>30</td>
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<tr>
<td>15</td>
<td>20</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>15</td>
<td>3:00-6:00 p.m. (P.M. peak)</td>
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<td>30</td>
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<td>15</td>
<td>20</td>
<td>20</td>
<td>6:00-10:00 p.m.</td>
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<td>40</td>
<td>60</td>
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<tr>
<td>30</td>
<td>30</td>
<td>30</td>
<td>10:00 p.m.-1:00 a.m.</td>
<td>30</td>
<td>60</td>
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<tr>
<th></th>
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<td>60</td>
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<td>15</td>
<td>20</td>
<td>20</td>
<td>10:00 a.m.-7:00 p.m.</td>
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<td>60</td>
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<tr>
<td>30</td>
<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>
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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)

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

• 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>
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</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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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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<tbody>
<tr>
<td>Saturday</td>
<td>79%</td>
<td>94%</td>
</tr>
<tr>
<td>Sunday</td>
<td>68%</td>
<td>94%</td>
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<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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</table>
| 20Q1 Oct-Dec 2019 | Project Kickoff  
Work on Draft Choices Report                                                      |
| 20Q2 Jan-Mar 2020 | Network Concept Design  
Public Involvement, Round 1                                                      |
| 20Q3 Apr-Jun 2020 | Public Involvement, Round 1                                                      |
| 20Q4 Jul-Sep 2020 | Ridership/Coverage Balance *                                                    |
| 21Q1 Oct-Dec 2020 | Ridership/Coverage Balance *  
Develop Draft Bus Network Plan                                                   |
| 21Q2 Jan-Mar 2021 | Complete Draft Bus Network Plan *  
Initiate Service Change Process *                                                 |
| 21Q3 Apr-Jun 2021 | Combined Public Involvement (Public Hearing on June 8) |
| 21Q4 Jul-Sep 2021 | Approve Service Changes (August 24) *  
Approve Bus Network Plan (August 24) *                                           |
| 22Q1 Oct-Dec 2021 | Prepare for Implementation                                                      |
| 22Q2 Jan-Mar 2022 | Implementation January 24, 2022                                                 |

* Board decision points; Board briefings and discussions normally monthly
Draft Recommended DART Network - Specific Routes for North/NE Dallas
Route 1 Malcolm X-Maple

Includes most of current 29 along Maple between Downtown Dallas and Parkland, with Malcolm X-Bexar portion of current 11.
Route 4 Lemmon

Similar to current 31 between Inwood-Love Field Station and Downtown Dallas only.
Route 5 Haskell

Similar to current Route 409, modified near Oak Lawn.
Route 6 Cole

Includes most of current 521; operates between Downtown Dallas and Mockingbird Station.
Route 7 Henderson

Similar to current 84 (south of Mockingbird only) but uses Live Oak (currently 81/82) rather than Ross.
Route 8 Ross

Similar to north part of current 81 but uses Ross (currently 24/84) rather than Live Oak.
Route 9 Jefferson-Gaston

Includes Jefferson portion of Route 11 with Gaston portion of current 19.
Route 14 Columbia

No major changes from current Route 76.
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 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 78 Coit Road

Absorbs portions of Route 360 between LBJ and Spring Valley; also modified routing in Legacy area.
Route 79 Ridgecrest

Replaces current Route 506 with no major changes.
Route 80 Skillman

Similar to current Route 583; extended from Richland College to LBJ/Central via current 582 routing.
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 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 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 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 – Lake Highlands

Existing GoLink zone, expanded to cover Audellia portion of Routes 374 and portions of Route 475.

5:30 a.m to 8:30 p.m. Mon-Fri
GoLink – Lakewood

Existing GoLink Zone. No changes.

5:30 a.m to 8:00 p.m. Mon-Fri
GoLink – North Dallas

Existing GoLink zone, expanded to covers 585 (Hamilton Park) and portions of 84, 502, 582.

5:00 a.m to 8:00 p.m. Mon-Sun
GoLink – Park Cities

Existing GoLink zone, expanded to cover portions of Routes 31, 521, and 529.

Service Hours
6:25 a.m to 6:25 p.m. Mon-Sun
GoLink – Preston Hollow

New GoLink zone. Covers portions of Routes 31, 529, 532, and 535.

Service Hours
5:00 a.m to 8:00 p.m.
Mon-Fri
Network Redesign Plan ([www.dartzoom.org](http://www.dartzoom.org))

- Interactive Maps
- Draft Network Report
- Take the Survey!
  - Drawing Prizes - $100 DART fare and $20 Braum’s
- 13 Questions
Additional Information

For more detailed information please visit these links:

- Public Meeting Brochure
  (https://www.dart.org/meetings/publicmeetings.asp)

- To contact Service Planning staff directly, you may e-mail to ServicePlanning@dart.org