Pre-Public Hearing
Community Meeting for
Proposed January 2022
Service Changes

City of Plano
April 1, 2021

Linicha Hunter, 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>
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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>
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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>
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<tr>
<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>

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<tr>
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<tr>
<td>15</td>
<td>20</td>
<td>10:00 a.m.-7:00 p.m.</td>
<td>30</td>
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<tr>
<td>30</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)
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
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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</tbody>
</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
Draft Recommended DART Network – Details for City of Plano
Route 72 Dallas-Addison-Legacy

Similar to current Route 183 with extension to NW Plano that will replace Route 347.
Route 78 Coit Road

Absorbs portions of Route 360 between LBJ and Spring Valley; also modified routing in Legacy area.
Route 86 Jupiter

Replaces current Route 410
Route 91 Parker

Replaces most of current Route 452 with minor change; will no longer go inside Campus at Legacy Circle.
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 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 Plano

New GoLink zone. Covers portion of Routes 350, 841, and 870.

<table>
<thead>
<tr>
<th>Day</th>
<th>Anchor Station</th>
<th>Secondary Station</th>
<th>Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday - Friday</td>
<td>Parker Rd</td>
<td>Downtown Plano</td>
<td>5 AM – 8 PM</td>
</tr>
<tr>
<td>Saturday - Sunday</td>
<td>No Service</td>
<td>No Service</td>
<td>No Service</td>
</tr>
</tbody>
</table>

- Lorimar, Darion, Fallwheat, Town Bluff, Vickers, & Lexington to the North
- Central Expressway & Brentwood to the East
- Meadow Crest, Westridge, & Lotus to the South
- Woodburn, Eldorado, & Ohio to the West
GoLink – East Plano

New GoLink zone. Covers portions of Routes 843 and 870.

- Parker Rd to the North
- Country Club & Los Rios to the East
- Rigsbee, 14th & 15th to the South
- N Ave to the West

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<th>Hours</th>
</tr>
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<tbody>
<tr>
<td>Monday – Friday</td>
<td>Parker Road</td>
<td>Downtown Plano</td>
<td>5 AM – 8 PM</td>
</tr>
<tr>
<td>Saturday – Sunday</td>
<td>No Service</td>
<td>No Service</td>
<td>No Service</td>
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GoLink – Far North Plano

Existing GoLink zone. No changes.

- SH-121 (Sam Rayburn Tollway) to the North
- Custer Rd. to the East
- Just South of Spring Creek Pkwy to the South
- Ohio to the West

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</tr>
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<tbody>
<tr>
<td>Monday – Friday</td>
<td>Parker Rd</td>
<td>None</td>
<td>5 AM – 8 PM</td>
</tr>
<tr>
<td>Saturday – Sunday</td>
<td>No Service</td>
<td>No Service</td>
<td>No Service</td>
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GoLink – Legacy

Existing GoLink zone new Saturday Service

- SH-121 (Sam Rayburn Tollway) to the North
- Ohio Dr. to the East
- Spring Creek Pkwy to the South and West

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<th>Day</th>
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<tbody>
<tr>
<td>Monday – Saturday</td>
<td>Northwest Plano P&amp;R</td>
<td>None</td>
<td>5:00 AM – 8:00 PM</td>
</tr>
<tr>
<td>Sunday</td>
<td>No Service</td>
<td>No Service</td>
<td>No Service</td>
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</table>
GoLink – North Central Plano

Existing GoLink zone new Saturday Service. Covers portions of Route 350 Collin College Loop.

- Hedgcoxe Rd., Rollins, & Chase Oaks Blvd to the North
- U.S. 75 North Central Expwy/K Ave /Des Moines, Jupiter to the East
- Parker Rd. to the South
- Custer Rd to the West

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<tbody>
<tr>
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<td>Parker Rd</td>
<td>None</td>
<td>5:00 AM – 8:00 PM</td>
</tr>
<tr>
<td>Sunday</td>
<td>No Service</td>
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Timeline, Process
## Bus Network Redesign Timeline

<table>
<thead>
<tr>
<th>Timing</th>
<th>Bus Network Redesign Timeline</th>
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</thead>
</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
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)
- Network Redesign Plan (www.dartzoom.org)

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

Final Service Plan and Supporting Documentation

Adopted April 14, 1983

Long Range Element

Financial Capacity and Timing

Transit System Plan

Guidance and Direction

Transit Element

DARTzoom, Project Studies, Program/Policy Development

NCTCOG Regional Mobility Plan
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