Welcome to DART’s Pre-Public Hearing Community Meeting

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

City of Richardson
April 8, 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></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>30</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.</td>
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<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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<td>15</td>
<td>15</td>
<td>15</td>
<td>3:00-6:00 p.m.</td>
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<td>30</td>
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<tr>
<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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<td>60</td>
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<tr>
<td>15</td>
<td>20</td>
<td>20</td>
<td>10:00 a.m.-7:00 p.m.</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)
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

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
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>
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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 Richardson
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 85 Plano Road

Replaces current Route 551 with no major changes.
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)
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 – East Telecom

New GoLink zone. Covers portions of Routes 360 (Lookout), 841, and 843.

5:00 a.m to 8:00 p.m. Mon-Fri
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 2019 Dec</td>
<td>Project Kickoff&lt;br&gt;Work on Draft Choices Report</td>
</tr>
<tr>
<td>20Q2 2020 Jan-Mar</td>
<td>Network Concept Design&lt;br&gt;Public Involvement, Round 1</td>
</tr>
<tr>
<td>20Q3 2020 Apr-Jun</td>
<td>Public Involvement, Round 1</td>
</tr>
<tr>
<td>20Q4 2020 Jul-Sep</td>
<td>Ridership/Coverage Balance *</td>
</tr>
<tr>
<td>21Q1 2020 Oct-Dec</td>
<td>Ridership/Coverage Balance *&lt;br&gt;Develop Draft Bus Network Plan</td>
</tr>
<tr>
<td>21Q2 2021 Jan-Mar</td>
<td>Complete Draft Bus Network Plan *&lt;br&gt;Initiate Service Change Process *</td>
</tr>
<tr>
<td>21Q3 2021 Apr-Jun</td>
<td>Combined Public Involvement (Public Hearing on June 8)</td>
</tr>
<tr>
<td>21Q4 2021 Jul-Sep</td>
<td>Approve Service Changes (August 24) *&lt;br&gt;Approve Bus Network Plan (August 24) *</td>
</tr>
<tr>
<td>22Q1 2021 Oct-Dec</td>
<td>Prepare for Implementation</td>
</tr>
<tr>
<td>22Q2 2022 Jan-Mar</td>
<td>Implementation January 24, 2022</td>
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* 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)
  * 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