Welcome to DART’s Pre-Public Hearing Community Meeting

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

South Dallas
April 15, 2021

Ralph Zaragoza
Project Manager
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>
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<tbody>
<tr>
<td>Red</td>
<td>Purple</td>
<td>4:00-6:00 a.m.</td>
<td>Blue</td>
<td>Light Blue</td>
<td>Pale Blue</td>
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<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>
<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>
<td>15</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>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>
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<th></th>
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<tr>
<td>Red</td>
<td>Purple</td>
<td>4:00-10:00 a.m.</td>
<td>Blue</td>
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<td>Pale Blue</td>
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<td>30</td>
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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>
<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.
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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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&lt;br&gt;Work on Draft Choices Report</td>
</tr>
<tr>
<td>20Q2</td>
<td>Network Concept Design&lt;br&gt;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 *&lt;br&gt;Develop Draft Bus Network Plan</td>
</tr>
<tr>
<td>21Q2</td>
<td>Complete Draft Bus Network Plan *&lt;br&gt;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) *&lt;br&gt;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 - Specific Routes for South 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 15 Lindsley

No major changes from current Route 60.
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 18 Ervay

Similar to current Route 2 between Downtown and Hatcher Station, also serving portions of 12, 26, 35, and 426.
Route 34 Illinois

Similar to current Route 445 but extended to JB Jackson Transfer Center via current 426 routing.
Route 37 Ledbetter

Replaces Route 466 with no major changes from current routing.
Route 115 Buckner

Replaces current Route 467 with modified routing absorbs portions of 475 near Casa Linda.
Route 120 Everglade

JB Jackson feeder route absorbs most of 111 and portions of 475 and 12, extended east of Buckner; also serving some areas now served by 2, 26, and 595.
Route 122 Military

Similar to current Route 597 but only between Lawnview and Scyene/Masters/St. Augustine; also overlaps a portion of current Route 595.
Route 124 Bruton

Replaces current Route 593 with no major changes, also covering portions of current 595 and 597.
Route 126 Lake June

Replaces current Route 592 with no major changes; also covers a portion of 595.
South Dallas - Pilot

- April 26th through end of October
- 9:00 AM to 4:00 PM Weekdays
- Travel within the Zone or Connect to a Transit Station
- Marketing Efforts
  - Social Media
  - Ads/Banners
  - In-Person Events
  - Personal Networking
GoLink – Kleberg

Existing GoLink zone. No changes.

5:00 a.m to 8:00 p.m. Mon-Fri
GoLink – Rylie

Existing GoLink zone, expanded to covers portions of Routes 591, 594, and 597.

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

- Interactive Maps
- Draft Network Report
- Take the Survey!
- 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
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
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