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 Oak Cliff Participants

Dawn Dorman
Community Affairs

Lucious Newhouse,
Presenting on Behalf of 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>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<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>
</tr>
<tr>
<td>30</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>40</td>
<td></td>
</tr>
<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></td>
</tr>
<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>
</tr>
<tr>
<td>15</td>
<td>15</td>
<td>3:00-6:00 p.m. (P.M. peak)</td>
<td>15</td>
<td>30</td>
<td>30</td>
</tr>
<tr>
<td>15</td>
<td>20</td>
<td>6:00-10:00 p.m.</td>
<td>30</td>
<td>40</td>
<td>60</td>
</tr>
<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>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th>WEEKEND</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Red</td>
<td>Purple</td>
<td>4:00-10:00 a.m.</td>
<td>Blue</td>
<td>Light Blue</td>
<td>Pale Blue</td>
</tr>
<tr>
<td>30</td>
<td>30</td>
<td>30</td>
<td>60</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>20</td>
<td>10:00 a.m.-7:00 p.m.</td>
<td>30</td>
<td>40</td>
<td>60</td>
</tr>
<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>
</tr>
</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>
</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.
Timeline, Process
## Bus Network Redesign Timeline

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

* Board decision points; Board briefings and discussions normally monthly
Details of Routes of Concern for South Oak Cliff
Route 9 Jefferson-Gaston

Includes Jefferson portion of Route 11 with Gaston portion of current 19.
Route 134 Kiest

Similar to 541, streamlined on Kiest, where it overlaps a portion of the current 405; also serves Fran Way and Corinth north of Morrell (from 444).
Route 33 Clarendon

Similar to current 444 between 8th/Corinth and Cockrell Hill only.
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 40 Bonnie View

Connects portions of current Routes 553, 554, and 538, primarily on Bonnie View, to Illinois Station.
Route 139 Simpson Stuart

One-way loop anchored at Camp Wisdom Station, combining portions of the current 554 and 553 loops.
Route 131 East Oak Cliff

2-way loop similar to current Route 538, modified to include southeast portions of 405.
Route 133 Lancaster-Ramona

Similar to current Route 444 between Illinois and Ledbetter Stations, with a deviation to serve part of Ramona (current 515).
Route 46 Beckley

Downtown Dallas to Illinois via Beckley, then Fawn Ridge, combining portions of 81/82, 522, and 541.
Route 45 Marsalis

Combines Marsalis portion of current 19 with 516 from Singing Hills to Camp Wisdom Station.
Route 49 Sylvan

Similar to current Route 405, Parkland to Tyler-Vernon Station only.
Route 50 Hampton

Similar to Route 453 in Hampton corridor; modified south of Camp Wisdom Road to cover Chaucer segments of Route 547.
Route 54 Westmoreland

Replaces Route 404 in Westmoreland corridor with no major changes; Pierce/Pentagon moved to 56.
Route 48 Polk

Downtown to Wheatland primarily via Polk, combining portions of current Routes 21, 161, 405, and 415.
Route 38 Camp Wisdom

Similar to current Route 547 between Westmoreland Station and Camp Wisdom Road & Hwy 67; then extended east to Camp Wisdom Station.
GoLink – Inland Port

Existing GoLink zone, expanded to covers Joppa extension of Route 444 and Route 555.

5:00 a.m to 8:00 p.m. Mon-Sun
GoLink – Mountain Creek

New GoLink zone. Covers small portions of Routes 376 and 568 near Loop 12 as well as Mountain Creek industrial area and Dallas Baptist University.

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

Website: inlandport.org
5:00 am to 8:00 pm Mon. – Fri.
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
  * By taking the survey you get a chance to win a DART Monthly Pass ($100) and a $20 pass to Braum’s

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

FINAL SERVICE PLAN AND SUPPORTING DOCUMENTATION
Adopted April 14, 1983

Long Range Element

Financial Capacity and Timing

Guidance and Direction

Transit Element
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