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

West Dallas Participants
Dawn M. 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 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>
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</thead>
<tbody>
<tr>
<td>30</td>
<td>30</td>
<td>4:00-6:00 a.m.</td>
<td>30</td>
<td>40</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>
</tr>
<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>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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<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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<td>60</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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"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>
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<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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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
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
<table>
<thead>
<tr>
<th>Timing</th>
<th>Bus Network Redesign Timeline</th>
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| 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 West Dallas
Route 9 Jefferson-Gaston

Includes Jefferson portion of Route 11 with Gaston portion of current 19.
Route 25 Bickers

Follows alignment of current Route 59 between Downtown Dallas and Westmoreland Road only.
Route 28 Singleton

Serves Singleton corridor to Walton Walker, combining current Route 52 with outer portions of 35 and 59.
Route 30 Fort Worth

Similar to western portion of current Route 12 from Downtown Dallas to Westmoreland Road only.
GoLink – West Dallas

New GoLink zone. Covers portions of Routes 35 and 59.

5:00 a.m to 8:00 p.m. Mon-Sun
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 61 Cockrell Hill North

No major changes from current Route 549.
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
  * 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](http://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

Transit System Plan

DARTzoom, Project Studies, Program/Policy Development

Long Range Element

Guidance and Direction

Financial Capacity and Timing

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