



DART's Future Direction

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December 2, 2022



Current and Future Services

Map Legend

Blue Line

Red Line

Green Line

Orange Line

Orange Line
Weekdays Peak Only

Trinity Railway Express
(No Sunday Service)

TEXRail (Trinity Metro)

A-Train (DCTA)

M-Line Trolley

Dallas Streetcar

Transit Center or
Park & Ride

TRE

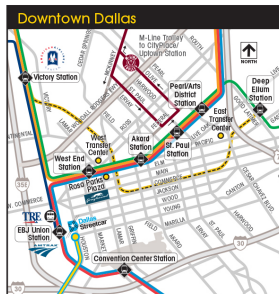
Trinity Metro
TEXRail

A-Train

M-Line

Dallas Streetcar

Inset Map



Future Services

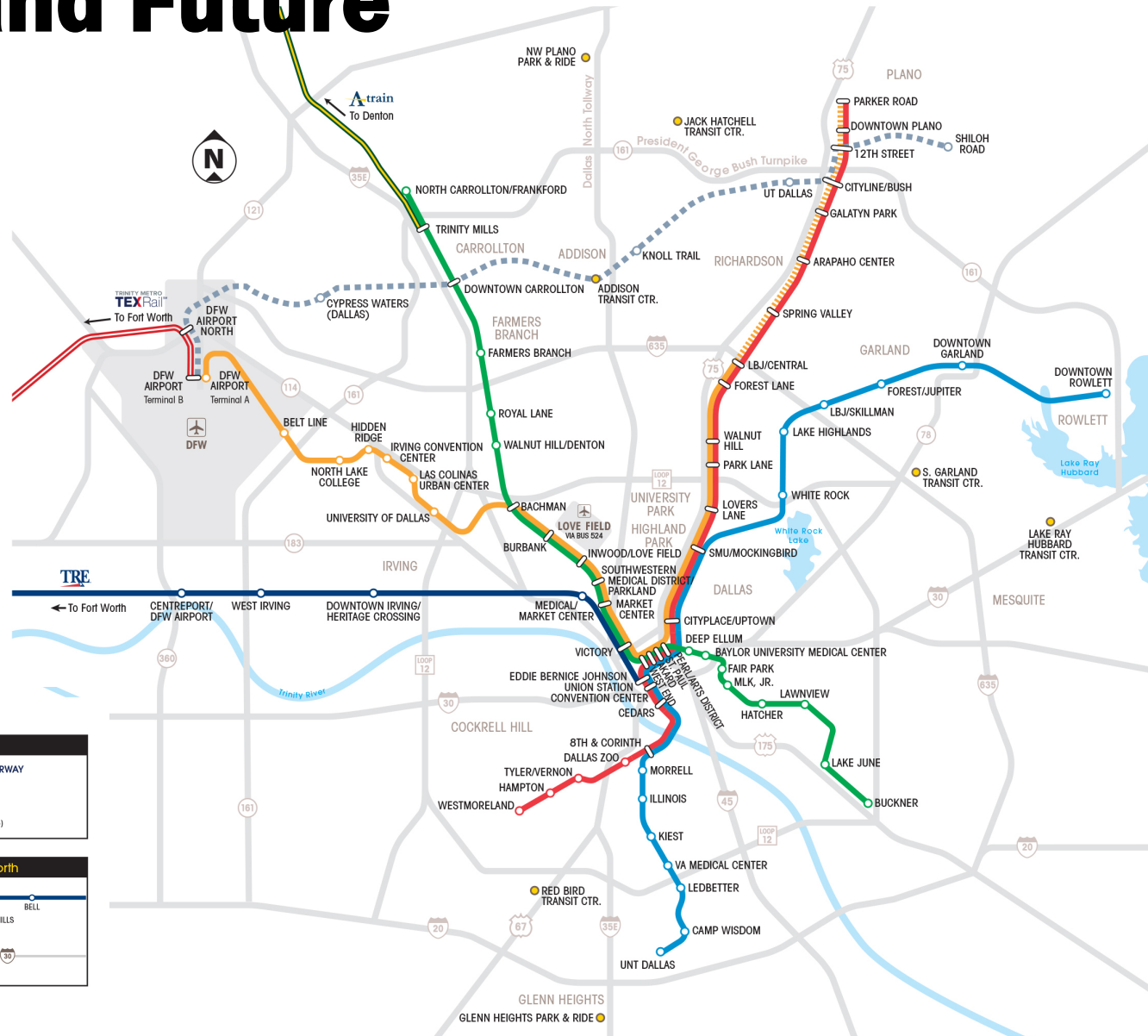
DESIGN/CONSTRUCTION UNDERWAY

Silver Line (2024)

PLANNING/DESIGN UNDERWAY

D2 Subway (Inset Map)

TRE and TEXRail to Fort Worth



DART 2045 Transit System Plan

The 2045 Transit System Plan is shaping DART's new mobility future through strategic improvements and investments to create a more accessible, sustainable, and reliable system. The System Plan Map illustrates our committed transit network. The five plan themes on this map highlight key goals that will guide enhancements to our system in the future.

Rider Experience

Focus on access, safety/security, customer information, and system enhancements to improve rider experience

- Enhance pedestrian access to transit
- Expand bus stop amenities
- Strengthen safety and security
- Timely communications to riders

Mobility & Innovation

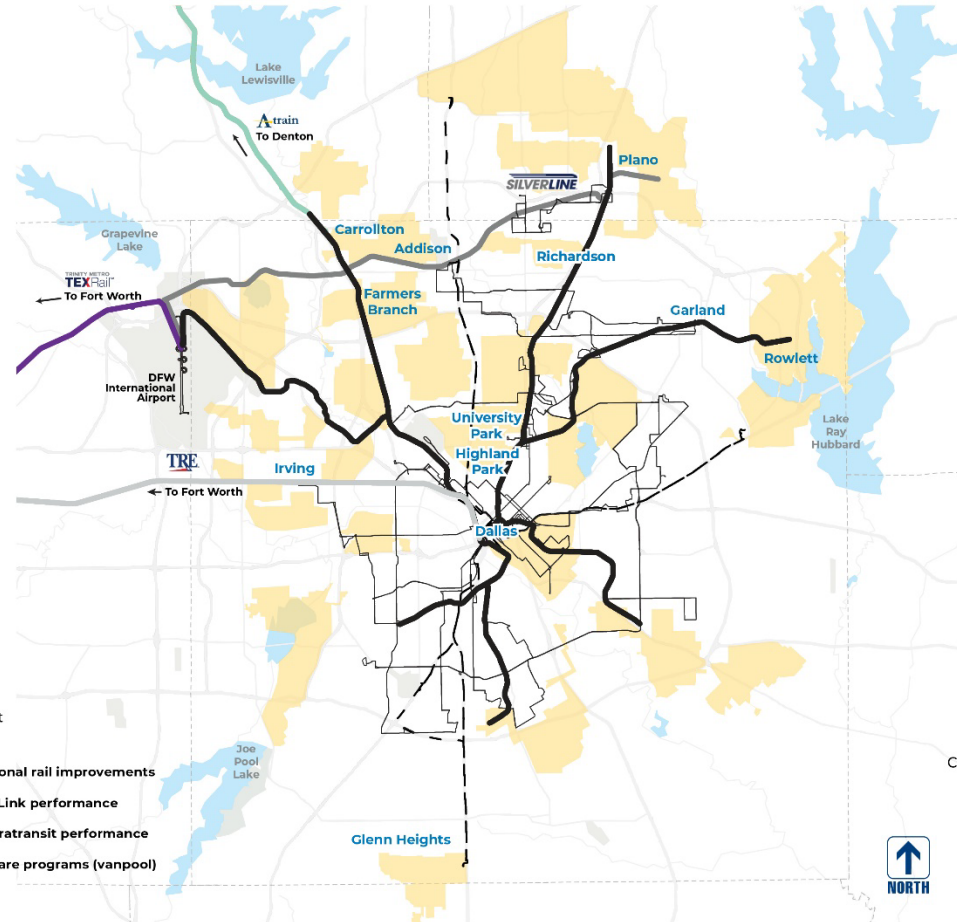
Advance mobility options through innovation, technology, and customer initiatives

- "Mobility as a Service" innovations to improve rider experience
- Advance pilot programs to test new technology
- Increase multimodal connectivity with mobility hubs
- Continue enhancing GoPass® with innovative features
- Explore fleet and facility options to support air quality and climate action goals

Service and Expansion

Target service improvements and system expansion to support an equitable and sustainable network

- Maintain state of good repair
- Implement new bus network (DARTzoom)
- Promote transit signal priority
- Develop future bus rapid transit (BRT)
- Expand express bus network
- Enhance and optimize light rail system
- Study potential high-capacity corridors
- Explore regional rail improvements
- Evaluate GoLink performance
- Optimize paratransit performance
- Grow rideshare programs (vanpool)



LEGEND (As of January 2022)

- LIGHT RAIL NETWORK
- CORE FREQUENT BUS NETWORK
- EXPRESS BUS
- GOLINK ZONES
- SILVER LINE REGIONAL RAIL (2024)
- TRE REGIONAL RAIL (DART/TRINITY METRO)
- A-TRAIN (DCTA)
- TEXRAIL (TRINITY METRO)

Note: Local bus network is too detailed for this map. Please visit www.dart.org.

Land Use and Economic Development

Integrate land use and transit planning to grow ridership and create transit-oriented development (TOD)

- Coordinate pedestrian and non-motorized enhancements
- Increase transit ridership through coordinated land use planning and development
- Enhance value of DART property by design and accommodate future TOD
- Contribute to economic vitality and housing and employment options

Collaboration

Collaborate with public and private partners on transit supportive programs, policies, and projects

- Advance transit supportive funding programs and policies
- Reflect DART interests in regional and state plans
- Collaborate on local plans to support transit
- Collaborate with agencies on transit access, equity, resiliency, and air quality initiatives
- Engage the public, private sector, and community organizations to support transit

DALLAS AREA RAPID TRANSIT 2045 TRANSIT SYSTEM PLAN

Mobility+ Program Initiatives

Advancing Justice40 Goals

- A series of initiatives aimed at short- and long-term bus program improvements, aligned with Justice40 goals
- Justice40 is a Federal program targeting investments in disadvantaged communities



Mobility+ goes beyond the basics and will focus on adding (+) benefits that specifically address disadvantaged community needs while collectively creating better results for all.

Program Goals

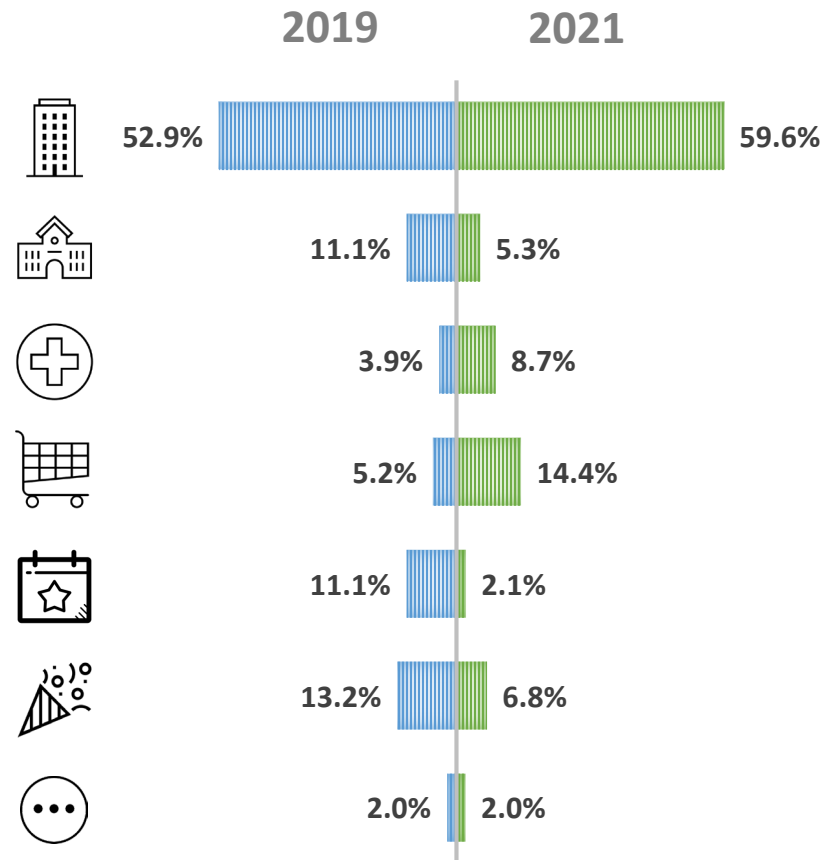
- Support Strategic Priorities and customer experience focus
- Enhance bus service, operations, and facilities
- Advance Transit System Plan near-term recommendations
- Prepare for FY24 budget and financial plan discussions
- Position DART for external funding opportunities
- Align with DART Service Area city plans and goals to enhance transit within their communities

A photograph of a city street with a blue and yellow bus in the center. The bus has a banner on its side that reads 'Hunger Action Month' and '8-6-30'. Above the bus, there is a semi-transparent blue rectangular box with a yellow border. Inside this box, the words 'Rider Experience' are written in a bold, dark blue font. In the background, there are tall buildings and a traffic light. A yellow sign on a building in the upper right corner also features the text '#HungerActionMonth' and a logo of a stylized plant.

Rider Experience

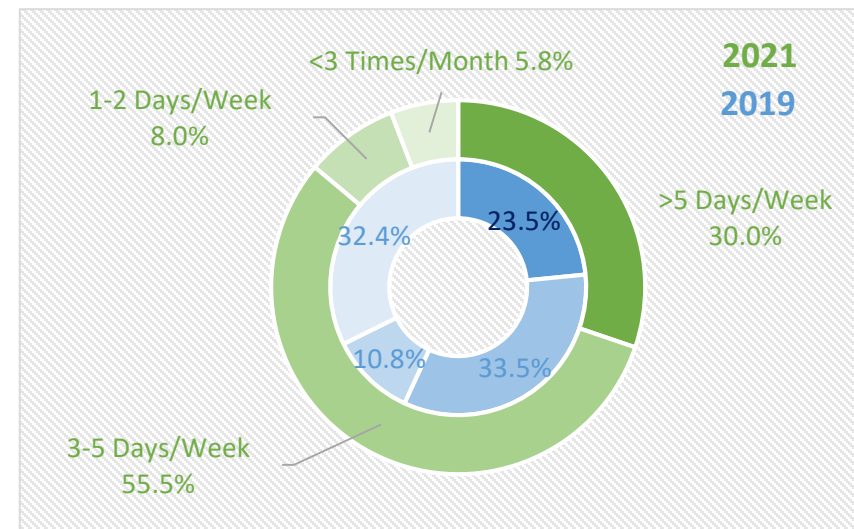
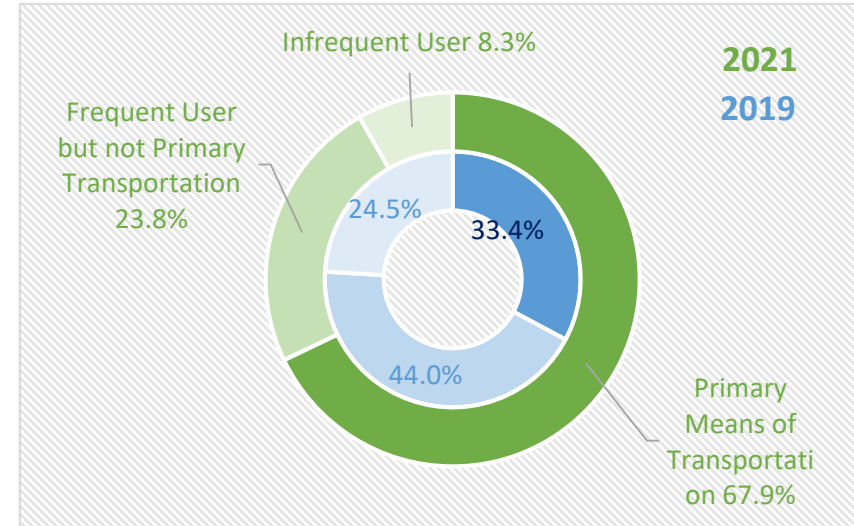
Trip Purpose

- Transit was more used for essential purposes in 2021, such as
 - Work
 - Shopping and errands
 - Medical service
- Transit was less used for non-essential purposes or purpose with alternative option to achieve in 2021, such as
 - Casual outing and entertainment
 - Special events
 - School or college



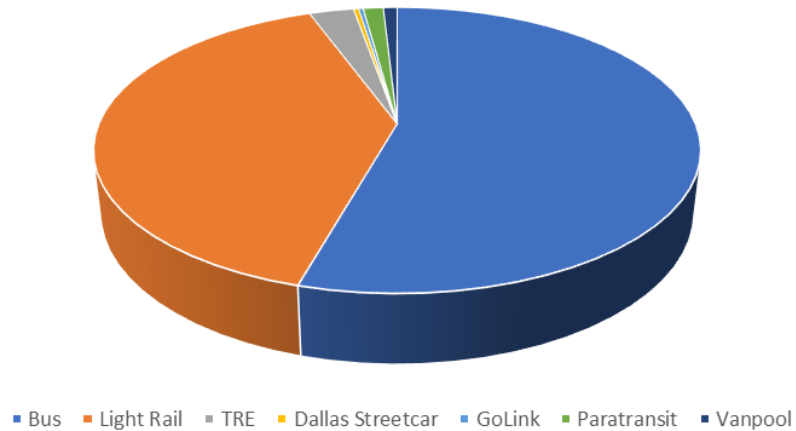
Transit Reliance

- Dominantly, 67.9% of the riders in 2021 were transit dependent that relied on DART as the primary means of transportation, compared to 33.4% in 2019
- Riders in 2021 also tended to use transit more frequently. 85.5% riders used transit three days and more each week, compared to 57.0% in 2019

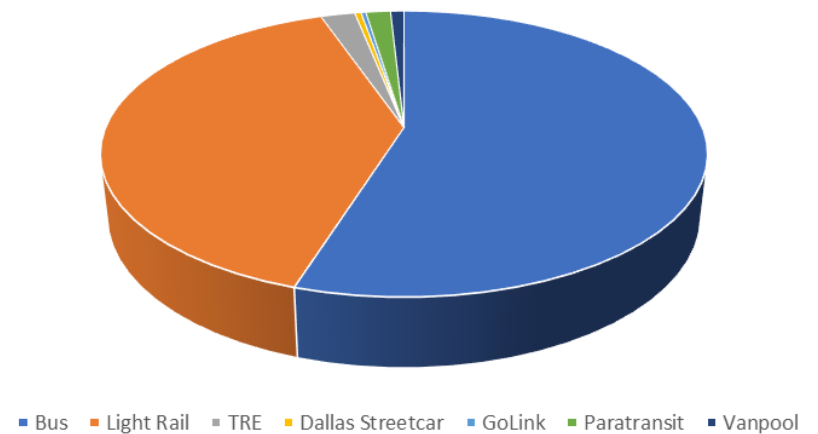


Ridership by Mode

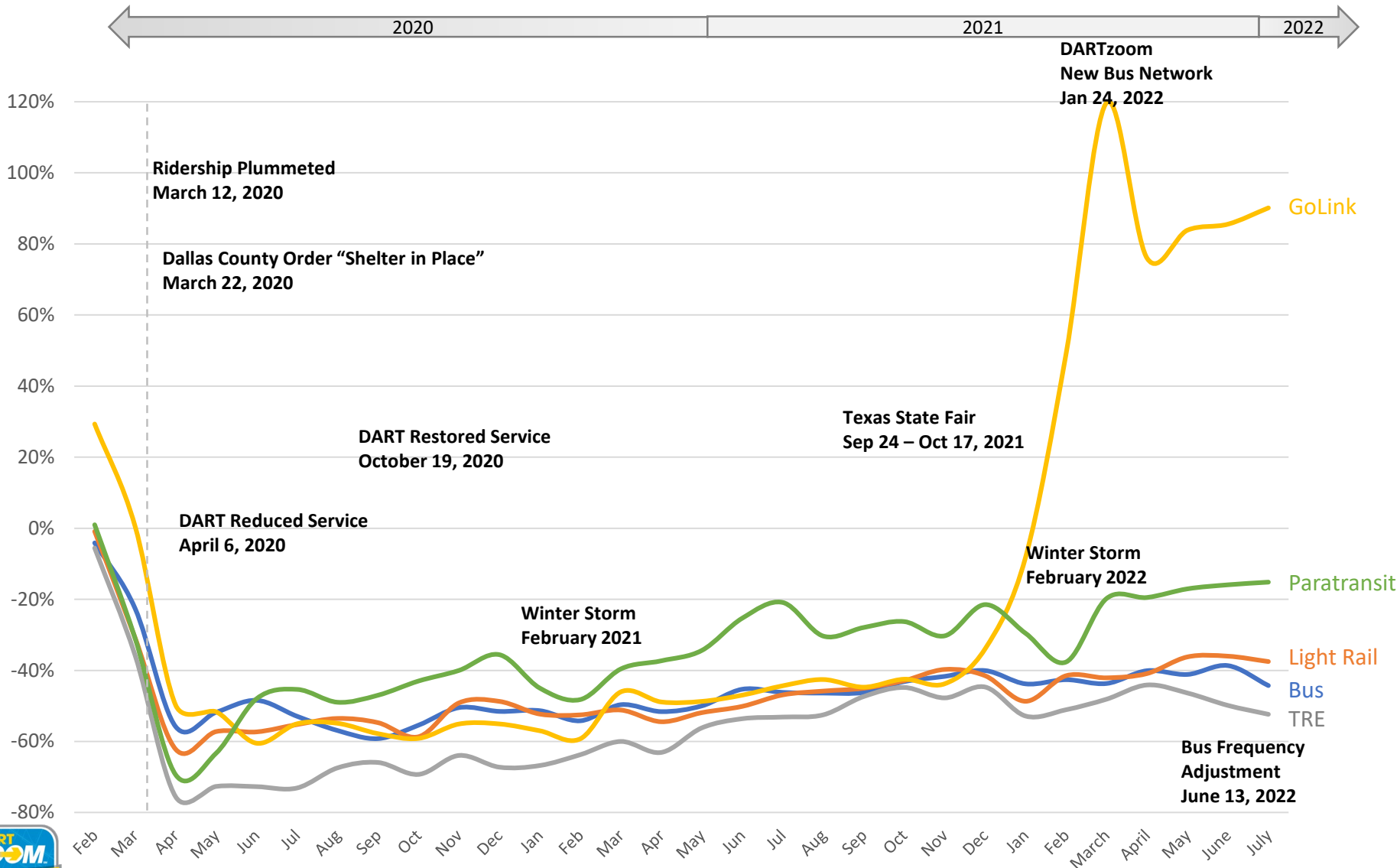
FY2019



FY2021

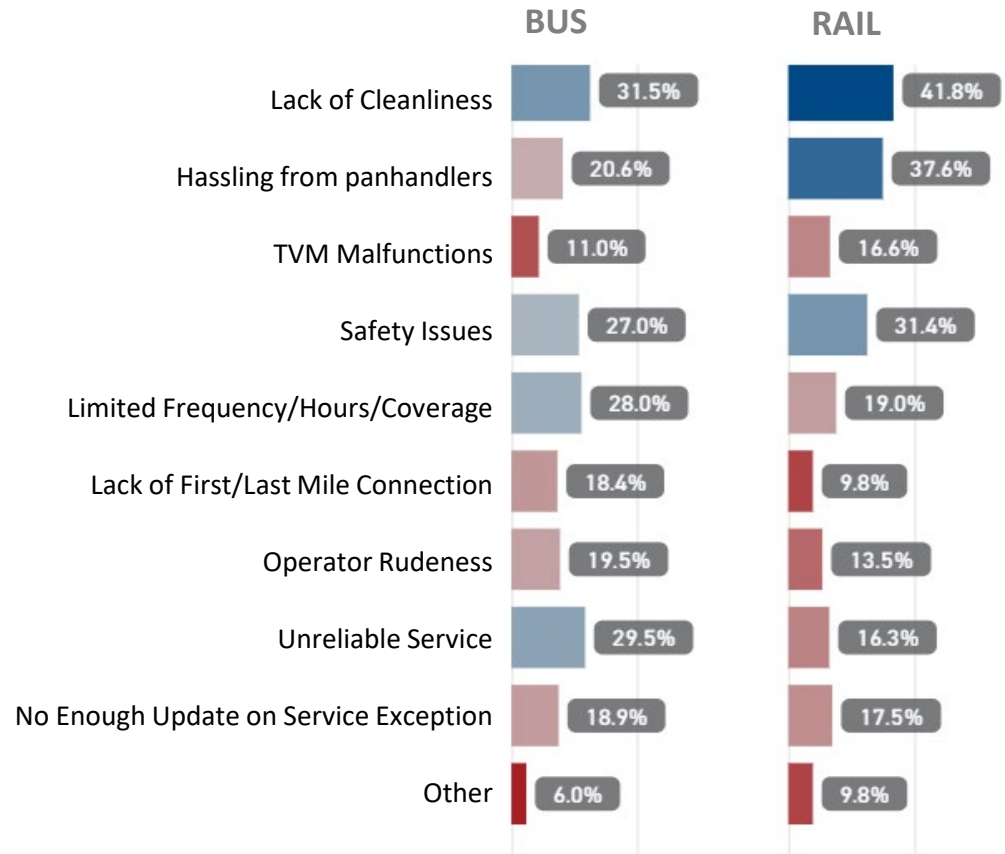


Change from Pre-Pandemic Weekday Ridership



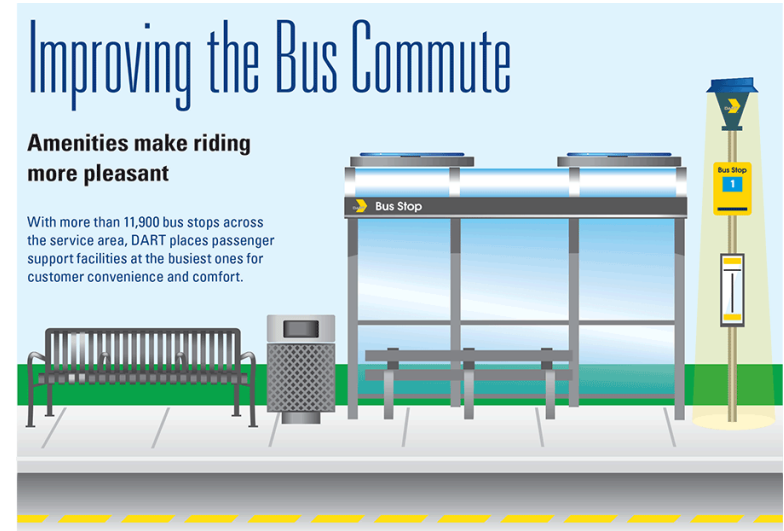
Top Issues DART Needs to Resolve

- Bus Top 3 Issues
 - Lack of Cleanliness
 - Unreliable Service
 - Limited Service Frequency, Hours, Coverage
- Rail Top 3 Issues
 - Lack of Cleanliness
 - Hassling from Panhandlers
 - Safety Issues



Rider Experience

- Enhanced first/last mile access in collaboration with cities and NCTCOG
- Expanding funding for bus stop amenities for local and Core Frequent bus routes
- Technology improvements that provide more accurate and timely passenger information
- Improving system safety and security



UTA Community Design Build Lab



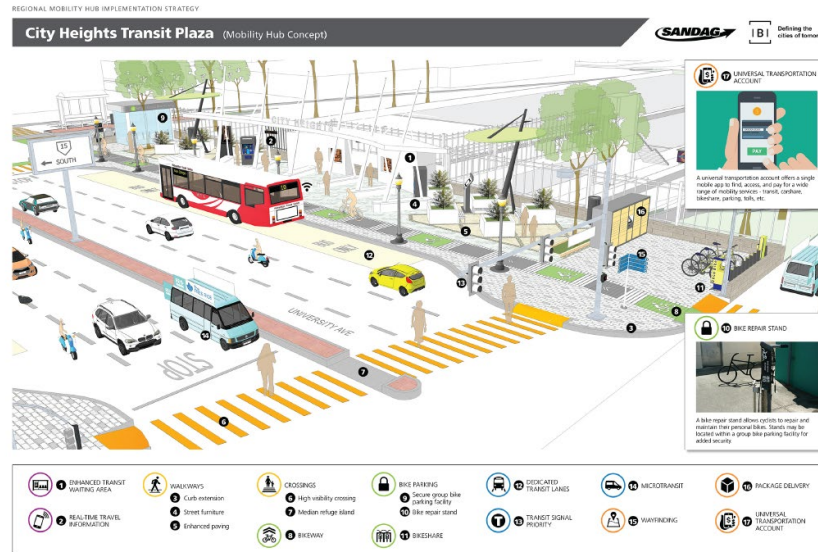
Collaborative effort during Fall 2022 semester to design shelter of the future



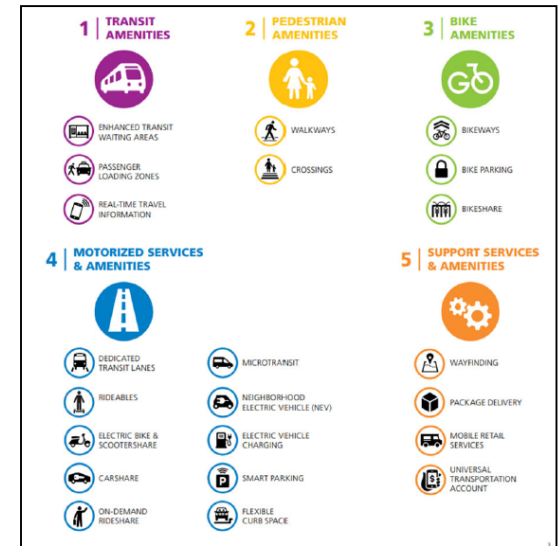
Mobility and Innovation

Mobility Hub Guidelines

Elements to Enhance Access and Mobility at DART Facilities



Source Image: SANDAG Regional Mobility Hub Implementation Strategy, City Heights Transit Plaza



Best Practice

LA Metro's Mobility Hubs



LA Metro's Willowbrook-Rosa Parks Station, where Metro's Green and Blue rail lines meet, was recently renovated and include typical mobility hub amenities. The pedestrian access to the station is incorporated into a retail center, and the new facilities feature a secure bicycle parking space and repair shop, a customer center, and a security center.

EV Chargers at DART Facilities

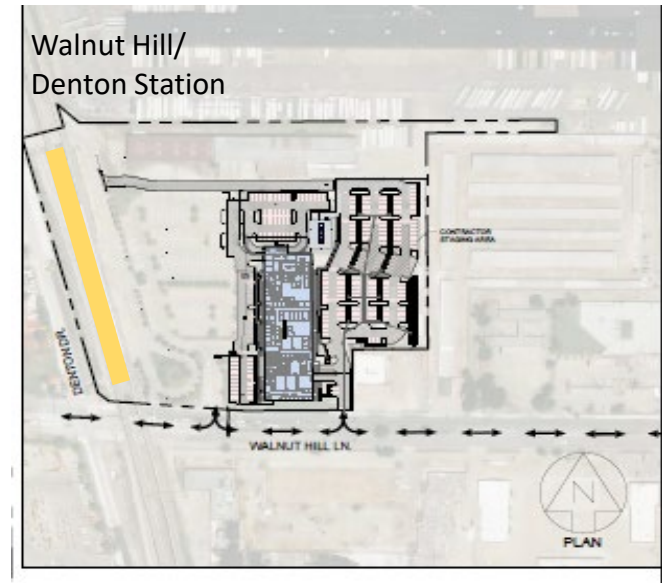
- NCTCOG Electric Vehicle (EV) Charging Station Call for Projects
- DART applied for five sites and was awarded \$80,000 to install Level 2 dual port chargers at:
 - Illinois Station
 - Glenn Heights Park-and-Ride
- Opportunity to expand EV chargers at DART property throughout the the service area to support transition and support climate goals



- ☐ Fill charging infrastructure gaps or advance fleet
- ☐ Justice40 communities
- ☐ Minimize grid impacts

Walnut Hill Facility Sustainability & Resiliency

- 292 solar panels will supply 75% of power to facility
- First DART facility project to use solar power
- Will support future decisions for new/retrofitted facilities



BUILDING A - ENTRY VIEW
SCALE: 1/8" = 1'-0"

- ☐ Police Substation
- ☐ Finance count room
- ☐ Training Facility
- ☐ New LRV acceptance site

A photograph of a city street with a blue and yellow bus in the center. The bus has a banner on its side that reads 'Hunger Action Month' and '8-6-30'. Above the bus, there is a semi-transparent yellow rectangular box with the text 'Service and Expansion' in bold, dark blue font. In the background, there are tall buildings and a traffic light. A yellow sign on a building in the upper right corner also features the text '#HungerActionMonth' and a logo of a stylized plant.

Service and Expansion

DARTzoom Background

- Work on the bus network redesign started in October 2019, and continued through the pandemic
- On January 24, 2022 DART implemented a completely re-designed bus network
- The New Bus Network was the most significant change to bus service in DART's history
- Along with the redesign, services on bus and light rail were restored to pre-pandemic levels
- Operator shortages led to impacts on reliability so service was temporarily adjusted in June 2022
- Aggressive hiring campaign will allow DART to re-establish original service levels by January 2023

Improved Access and Coverage

Key measure of new network performance: increase in jobs accessible by transit within 60 minutes travel

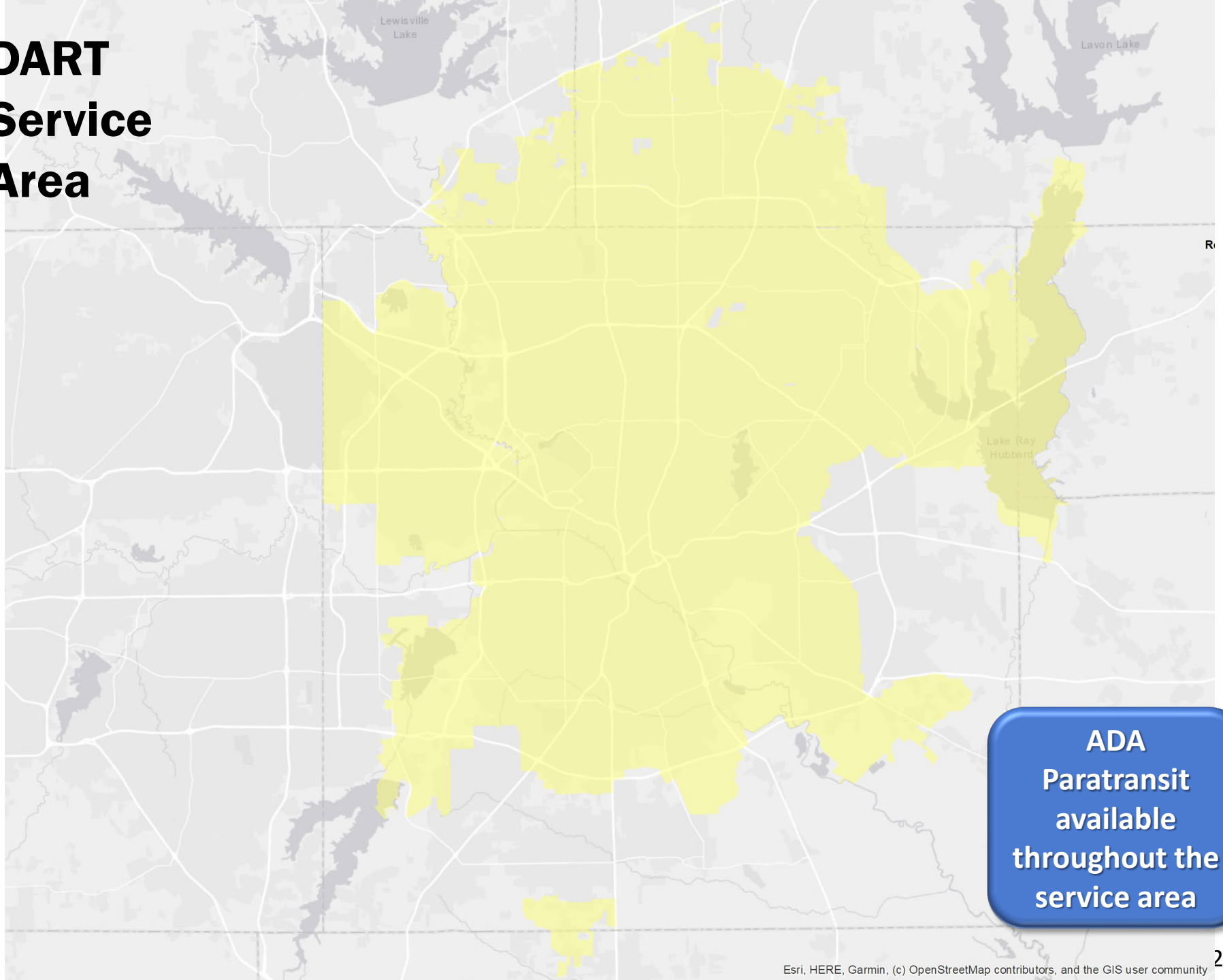
Average improvement in jobs reachable within 60 minutes by transit:
+34%

Access improves for every socioeconomic and demographic group

98% of pre-pandemic boardings within walking distance of service

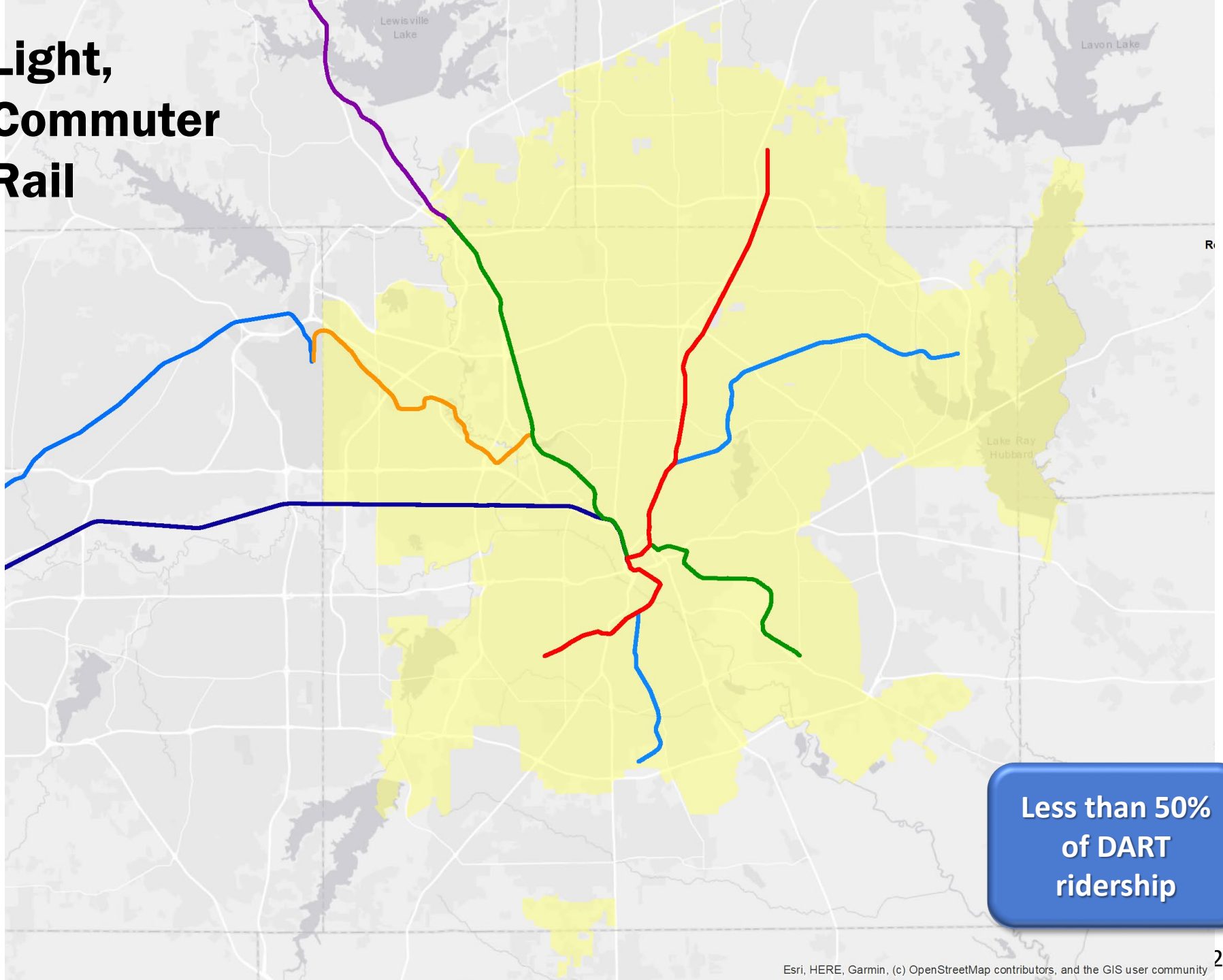
Improved overall service coverage

DART Service Area



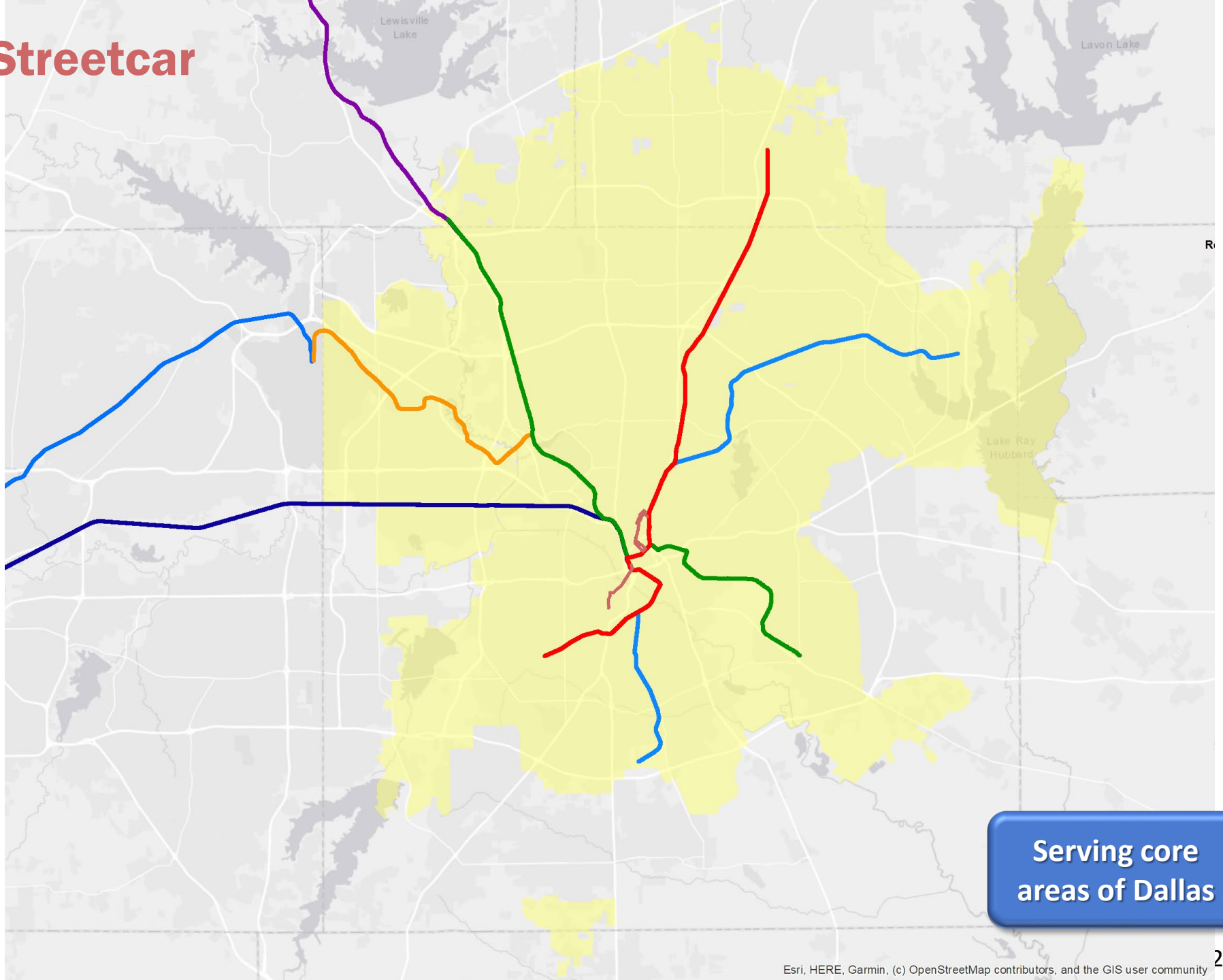
**ADA
Paratransit
available
throughout the
service area**

Light, Commuter Rail



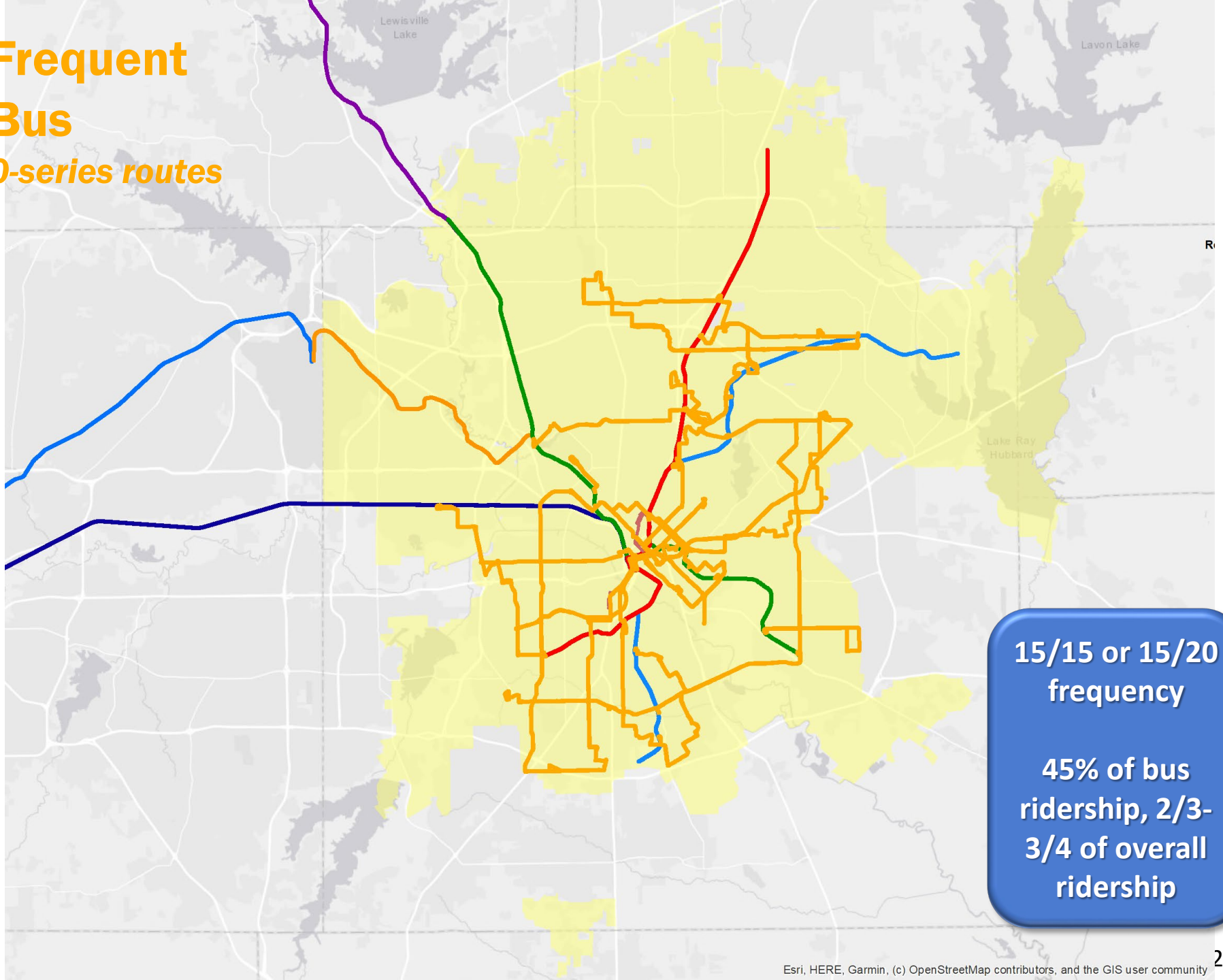
Less than 50%
of DART
ridership

Streetcar



Serving core
areas of Dallas

Frequent Bus 0-series routes

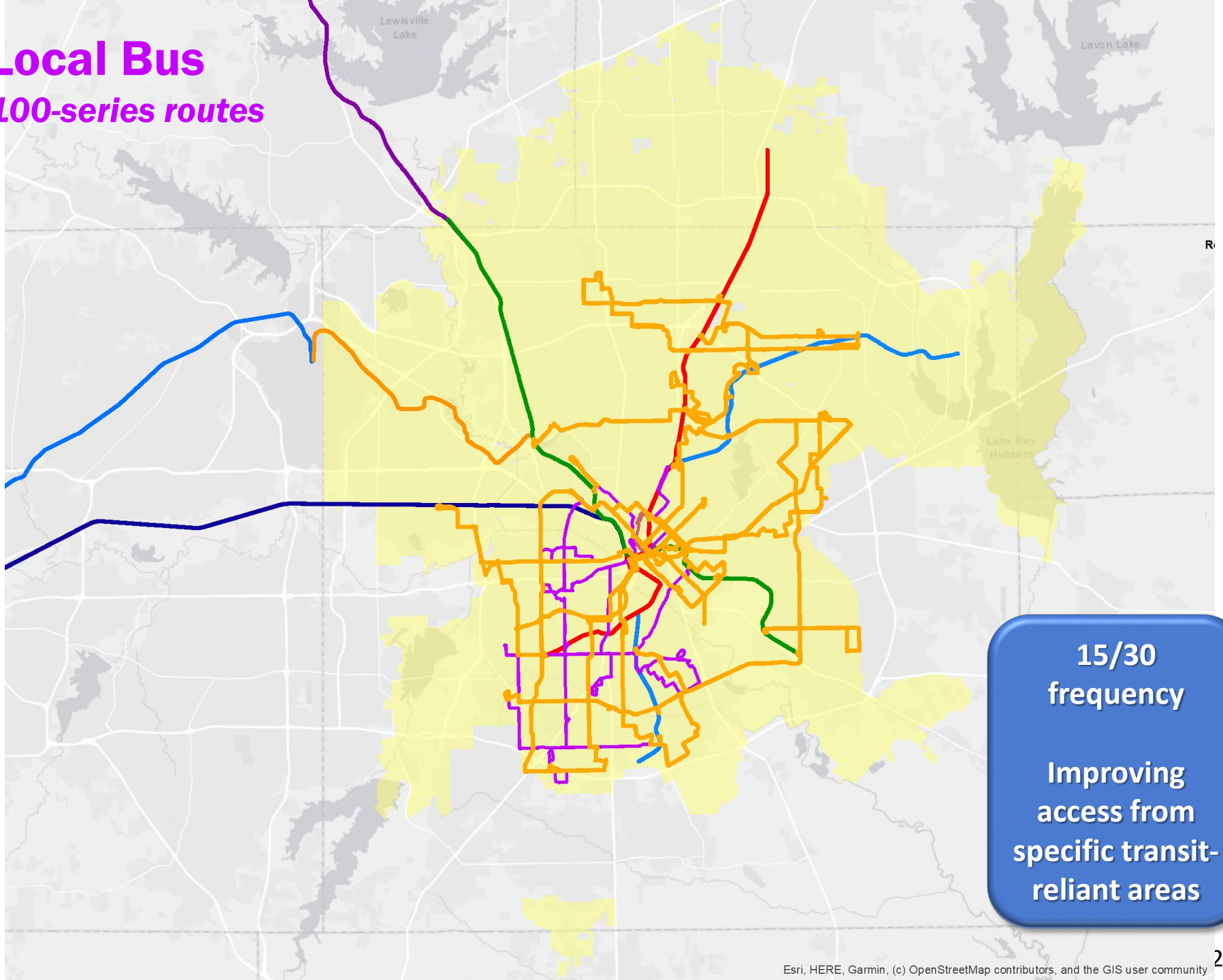


15/15 or 15/20
frequency

45% of bus
ridership, 2/3-
3/4 of overall
ridership

Local Bus

100-series routes

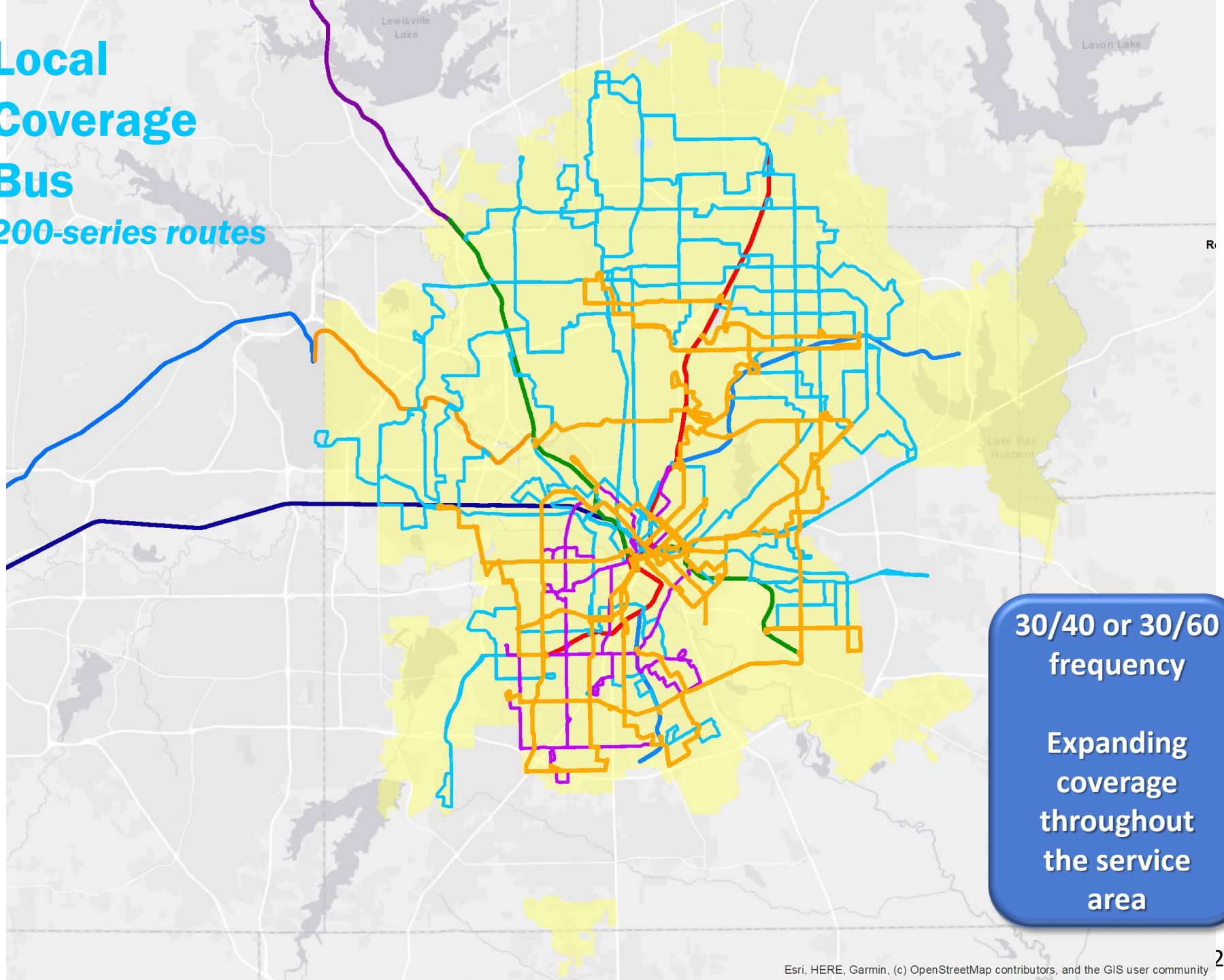


15/30
frequency

Improving
access from
specific transit-
reliant areas

Local Coverage Bus

200-series routes



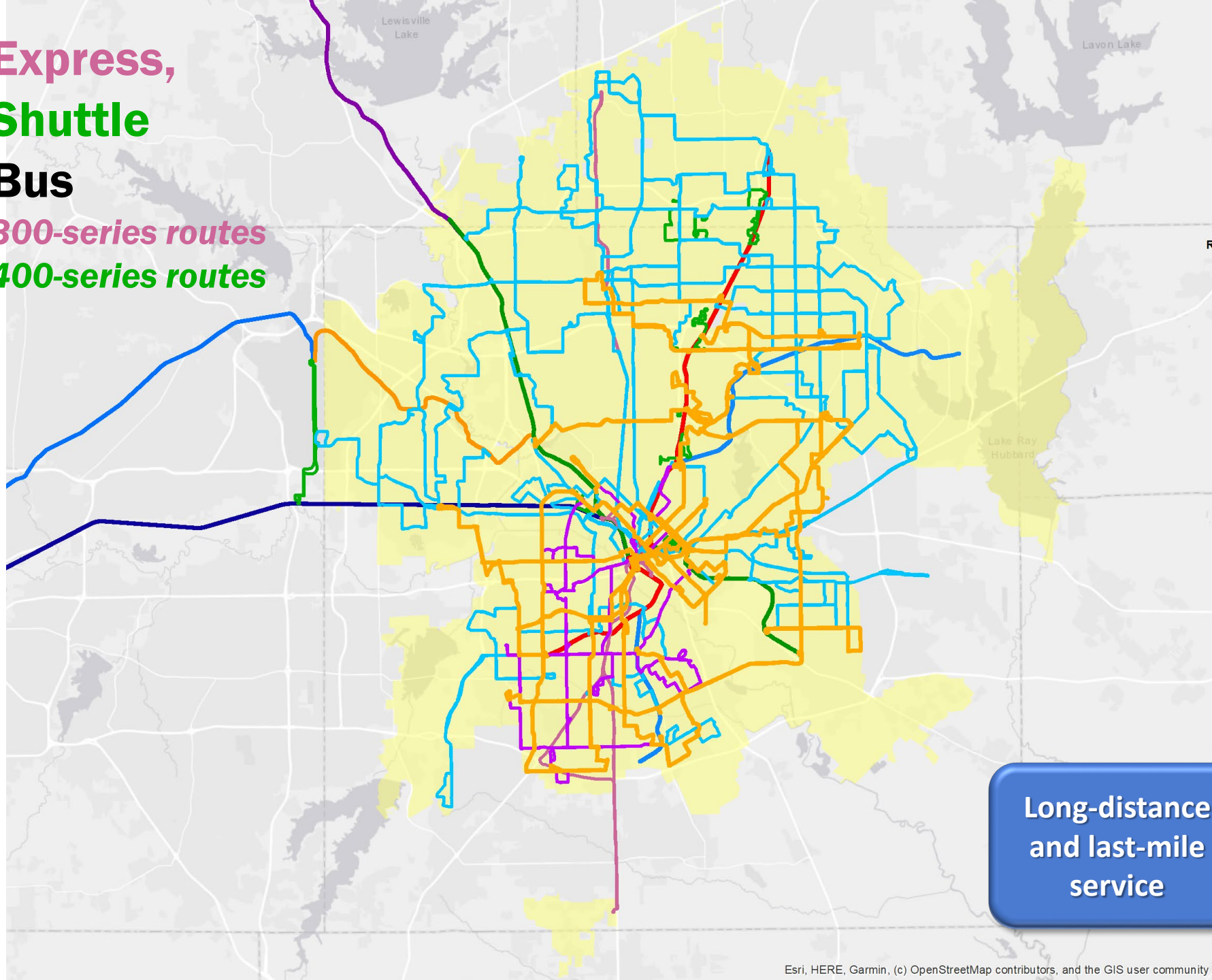
**30/40 or 30/60
frequency**

**Expanding
coverage
throughout
the service
area**

Express, Shuttle Bus

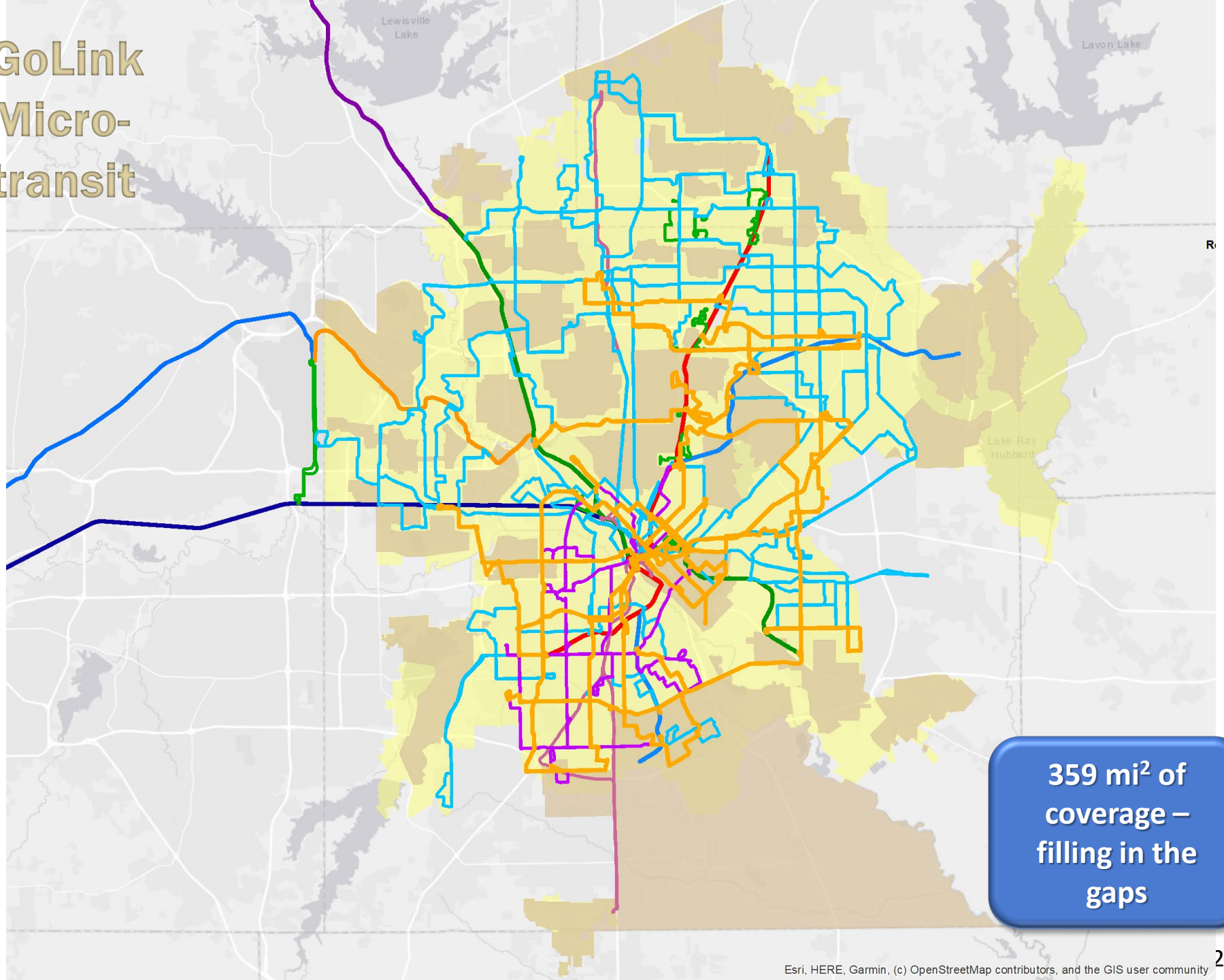
300-series routes

400-series routes



Long-distance
and last-mile
service

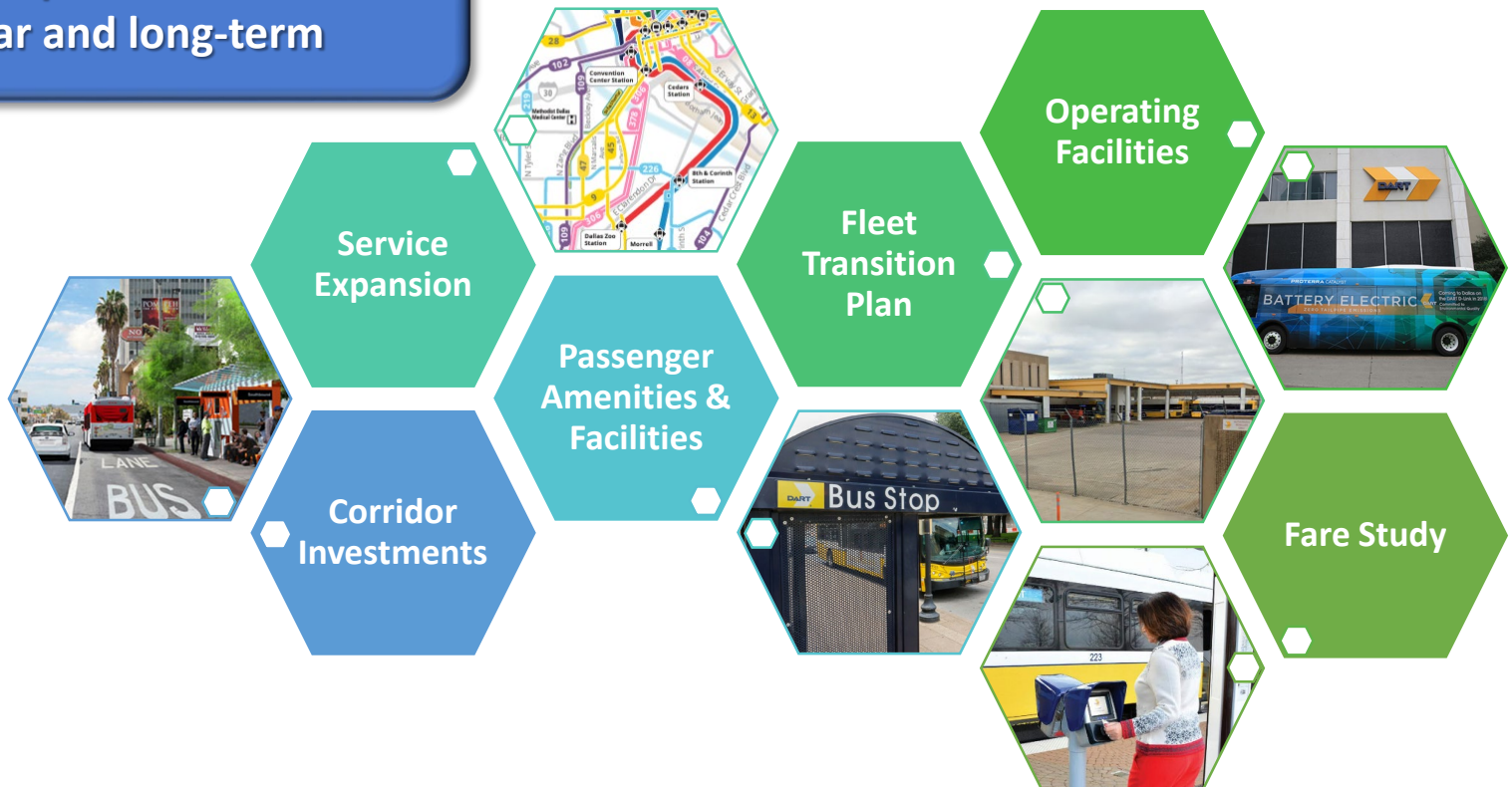
GoLink Micro- transit



359 mi² of
coverage –
filling in the
gaps

Mobility+ Program Initiatives

Guides bus operating and capital improvements for the near and long-term



Service, Amenities



Service
Expansion



Passenger
Amenities &
Facilities

BUS NETWORK REDESIGN, PHASE 2

- Additional service improvements using the New Bus Network as a starting point
- Aspirational - Implementation timeline will depend upon funding, resources
- Potential projects:
 - Frequency improvements
 - Routes designed to speed up long passenger trips
 - Others will be identified early in the work program

AMENITIES PROGRAM

- Bus stop amenities program – stops, benches, shelters, lighting, ADA accessibility improvements
- New bus shelter design collaboration effort and corresponding updates to other amenities
- Mobility Hub guidelines to enhance customer experience, connectivity, and community integration
- Off-Street Transit Facilities – new, expanded, and/or modernized

Fare Study, Corridor Investments

Fare Study

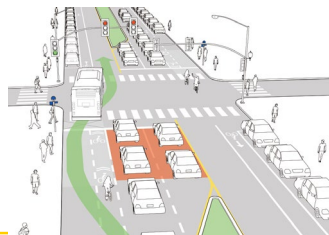
Corridor Investments

FARE STUDY

- Evaluate potential changes to DART's fare policy and structure All modes, all communities
- Explore use of fare capping and other rider benefits over all modes and payment types
- Review and evaluate special programs
 - Student programs
 - Loyalty programs
 - Other discount programs

BUS CORRIDOR INVESTMENTS

- Phased capital investments within key bus corridors to enhance speed and reliability
 - Transit signal priority / traffic signal system upgrades
 - Intersection treatments – bus priority and pedestrian safety
 - Bus priority lanes
 - Curb management
- Program will also consider:
 - Sidewalk/access improvements
 - Design guidelines
 - Bus Rapid Transit/Rapid Ride



Fleet, Bus Operating Facilities



Fleet
Transition
Plan

Operating
Facilities

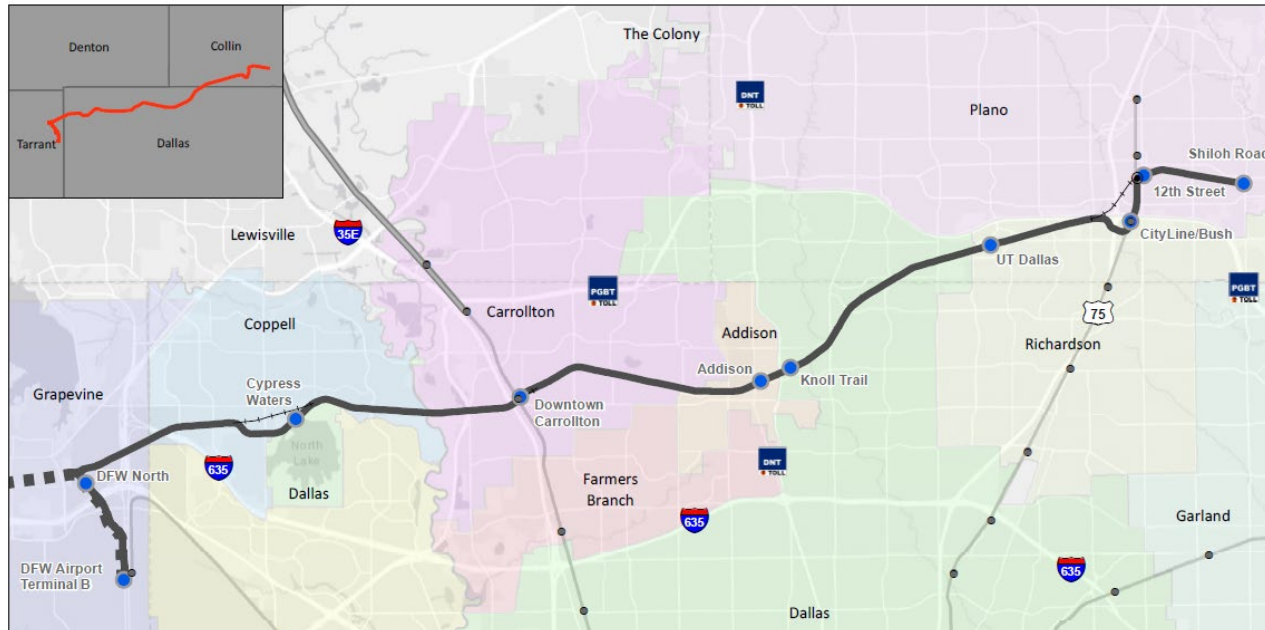
FLEET TRANSITION PLAN

- Current fleet requirements are less with Bus Network Redesign
- Seven electric buses in fleet (first generation, short range)
- Zero Emission Bus (ZEB) Fleet Transition Plan in development
- Automated Bus Consortium participation

BUS OPERATING FACILITIES

- Optimize the use of existing assets, including land
- Improve the efficiency, safety, and productivity of facilities in a cost-effective manner
- Provide flexibility to adapt to industry changes and fleet transition plan
- Be open to new and innovative business practices and work environments
- Incorporate sustainability into planning and design

Silver Line Regional Rail Project



*Source: Cotton Belt Final Environmental Impact Statement/Record of Decision

Silver Line TOD Projects

- 2M sq ft project expansion of office space at Cypress Waters
- Infill development in downtown Carrollton
- \$472M in mixed use development in Addison
- Northside development at UT Dallas
- \$1.5B City Line development in Richardson
- 12th Street Station area planning in Plano

BUSINESS > REAL ESTATE

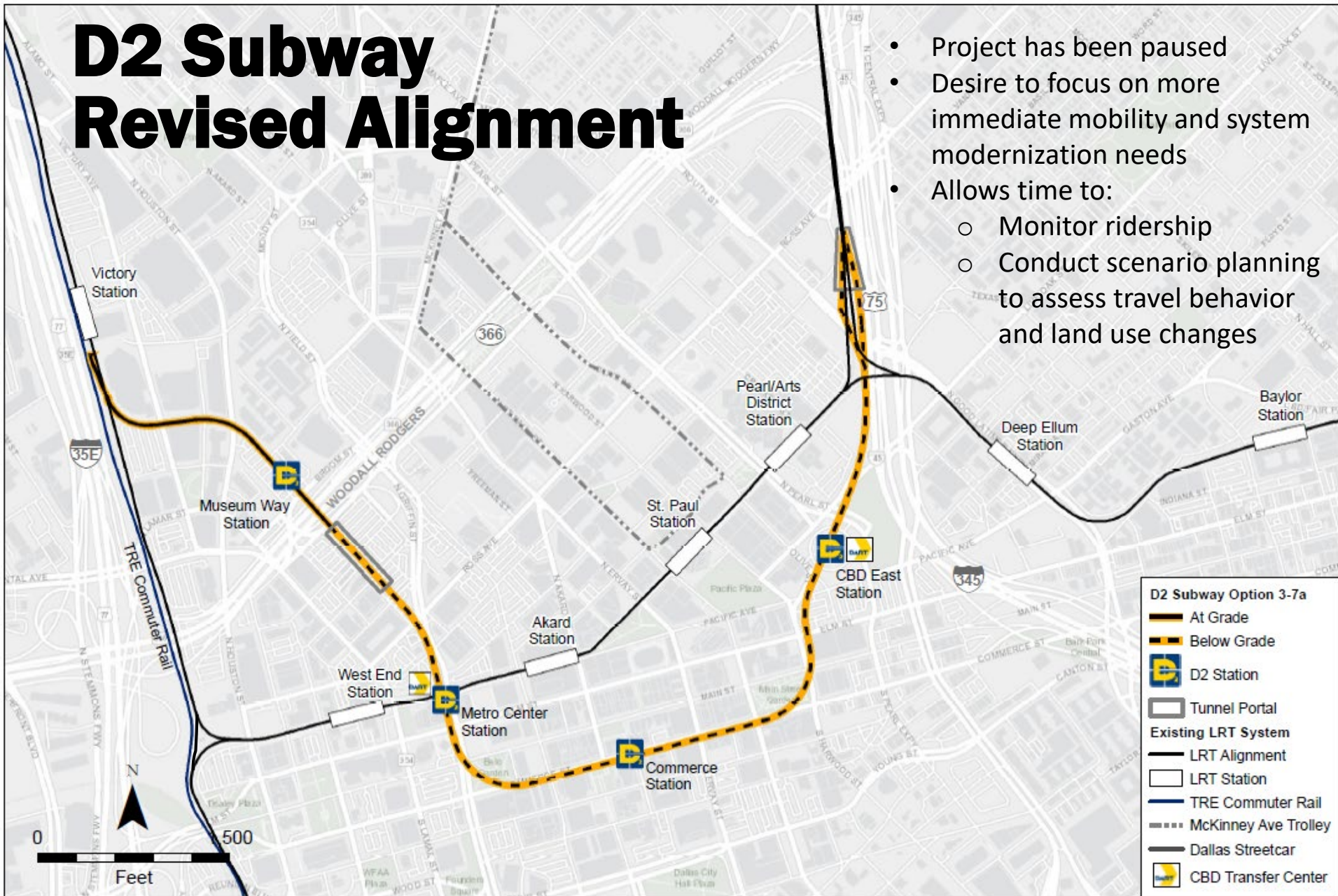
Developers put down billions in bets on DART's new Silver Line

Billions of dollars in building deals are already in the works along the 26-mile rail line running between DFW International Airport and Plano.



D2 Subway Revised Alignment

- Project has been paused
- Desire to focus on more immediate mobility and system modernization needs
- Allows time to:
 - Monitor ridership
 - Conduct scenario planning to assess travel behavior and land use changes



Future Opportunities

- State of Good Repair
- System Modernization
- Rail Fleet Replacement
 - Light Rail and TRE
- Facility Planning and Enhancements
- Sustainability Initiatives
- Agency Strategic Plan
 - Strategic priorities to focus efforts
 - Update vision and mission



A blurred city street scene with a yellow bus in the center. A yellow rectangular box is superimposed over the middle of the image, containing the title text. In the background, there are tall buildings and a traffic light. A yellow sign with the text "#HungerActionMonth" is visible on the right side.

Land Use and Economic Development

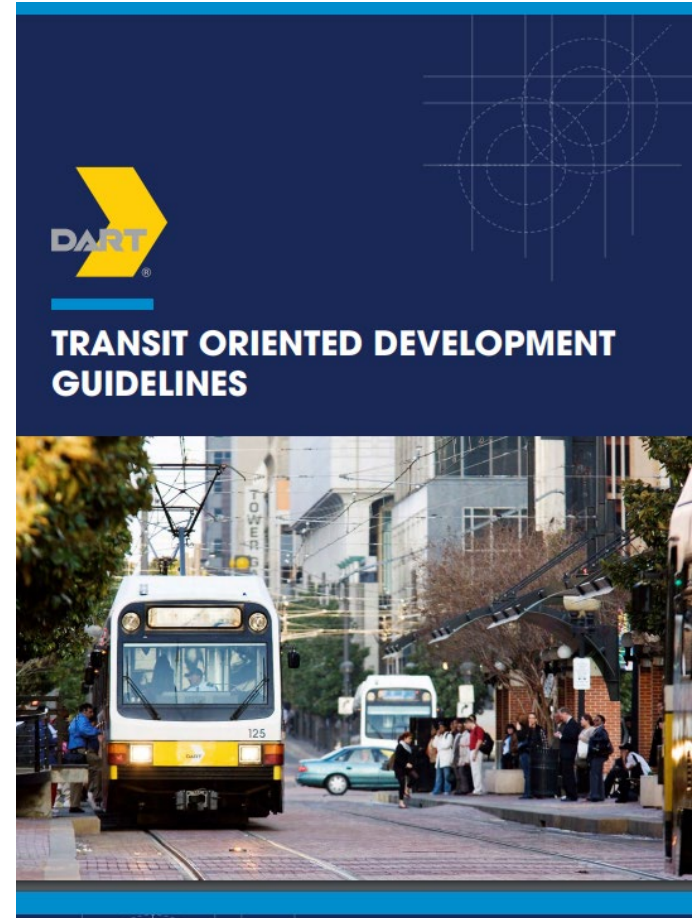
Roles in Delivering TOD



DART Transit Oriented Development (TOD) Policy & Program

Strategies

- Foster cooperative relationships with other governmental entities and private sector...
- ... reallocating surface parking spaces to incorporate eventual TOD...
- ... expanding opportunities for a broad range of housing and employment options serving increasingly diverse populations.
- ... incorporate service area cities housing goals....



TOD Around DART Stations

City Line Station Total Development



City Line Station Today



Downtown Plano Station

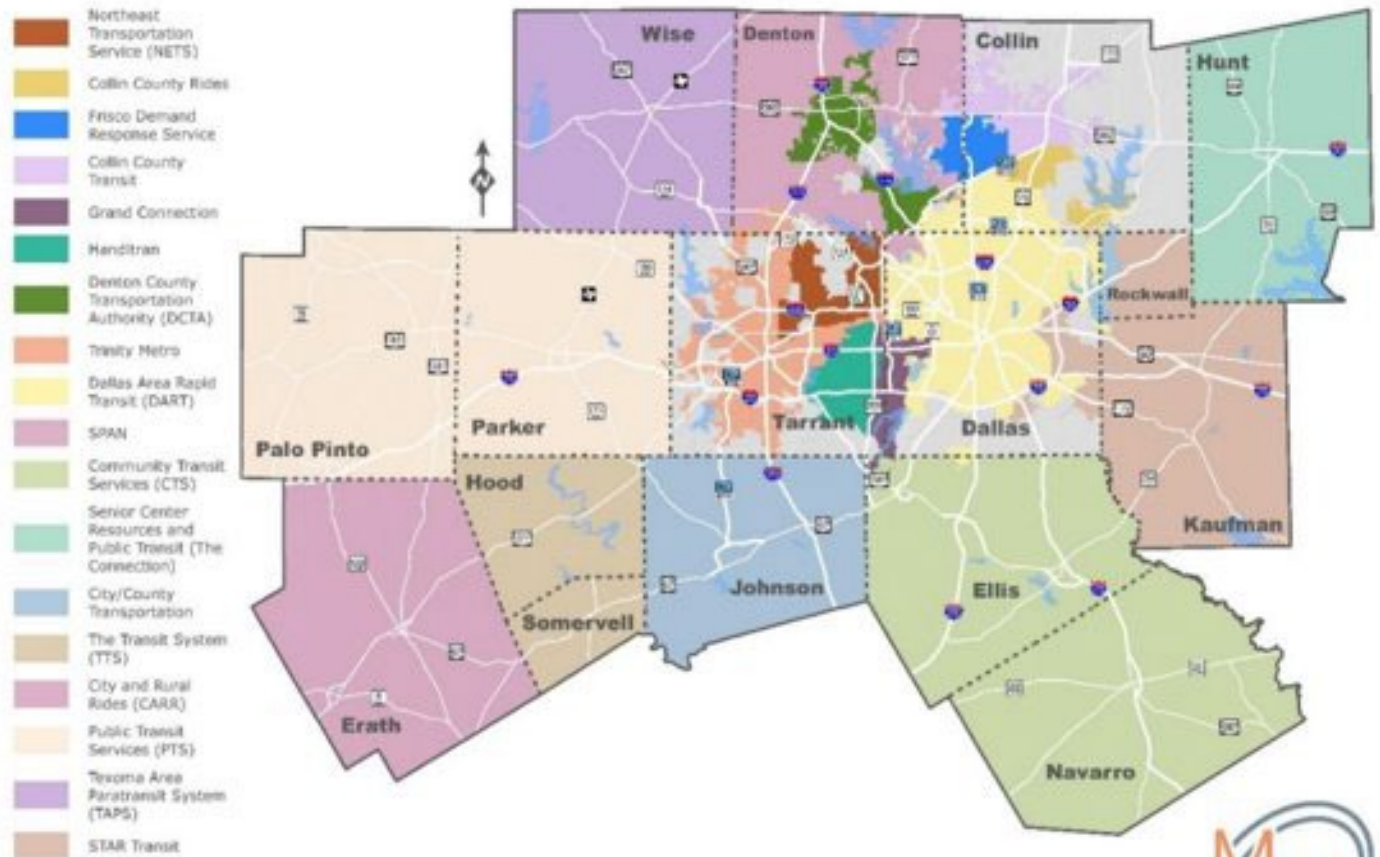


Mockingbird Station



Collaboration

Regional Partners and Challenges



TRE Noble Branch & Inwood Bridge Proposed Improvements for FY20 BUILD Grant



LEGEND



EXISTING TRE BRIDGE



PROPOSED TRE BRIDGE REHAB



PROPOSED TRE BRIDGE



PROPOSED TRE 2ND TRACK

Vehicle/Joint Rail Operating Facility (JROF)

Vehicle

- Design: 100 % complete
- Manufacturing in progress

Joint Rail Operations Facility (JROF)

- Agreement with Denton County Transportation Authority (DCTA) for joint facility



Summary

- Current focus on improving the rider experience and addressing issues related to reliability, cleanliness and security
- Future focus on:
 - Opportunities to leverage and enhance our system through better integration of transit into communities to improve mobility, connectivity, and quality of life
 - Modernization of the system to incorporate new technologies and fleets that improve reliability, operations and safety

Thank You

Learn more at www.DART.org



DART.org