

The DART Perspective



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Dallas Area Rapid Transit

Why DART?

- Growing Mobility Problems
- “World Class” Image
- Vision
 - ✓ Fixed Guideway
 - ✓ Multi-modal
 - ✓ Regional Mobility



History

- **DART was created to implement a vision**
 - ✓ Fixed Guideway
 - ✓ Multi-modal
- **We had some problems along the way**
 - ✓ Local economy
 - ✓ Public input
 - ✓ Political support
 - ✓ Credibility
 - ✓ Failure of Bond Referendum



History

- 1983 – DART established
- 1988 – Bond referendum failure
- 1989 – New Directions System Plan campaign
- 1992 – Rail construction begins
- 1996 – Opening of LRT Starter System
- 2000 – Long term debt package passed
- 2001-02 – Opening of extensions
- 2006 – \$700 Million FFGA



The Mission

To build and operate a safe, efficient and effective transportation system that, within the DART Service Area, provides mobility, improves the quality of life, and stimulates economic development.



FY 2006 Ridership by Mode



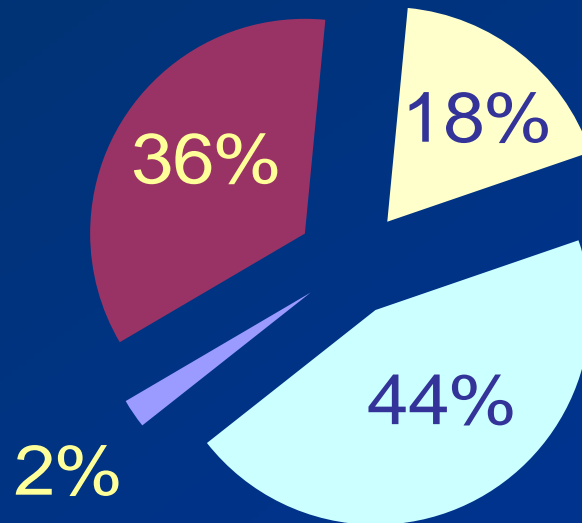
36.1 Million



18.6 Million



2.4 Million



44.3 Million



System Overview

THE DART SYSTEM

BUS

- **Provides area-wide coverage**
 - ✓ 700 square miles
 - ✓ Over 100 routes
- **Flexible**
 - ✓ Local
 - ✓ Express
 - ✓ Crosstown
 - ✓ Feeders
 - ✓ Paratransit
 - ✓ Innovative services
- **Carries 44.3 million riders/year** (FY '06)



System Overview

THE DART SYSTEM

Light Rail

- Provides high capacity, quality transit within busiest corridors
 - ✓ 20 mile Starter System
 - ✓ Additional 25 miles in 2002-3
 - ✓ Another 48 miles in planning & design
- Benefits include
 - ✓ Service Reliability
 - ✓ Consistent time savings
 - ✓ Attracts new users
 - ✓ Stimulates sustainable development
- Carries 18.6 million riders/year (FY '06)



System Overview

THE DART SYSTEM

Commuter Rail

- **Provides quality transit service for longer-distance commuter trips**
 - ✓ Opened first 10 miles in 1996
 - ✓ 17 miles opened in 2000
 - ✓ Fort Worth Extension opened Fall 2001
- **Benefits include**
 - ✓ Dependable service for long distance trips
 - Consistent time savings
 - Fewer stops than LRT
 - Faster travel time over long distances
 - ✓ Can utilize existing freight railroad corridors
 - ✓ Lower capital costs than LRT
- **Carries 2.4 million riders/year** (FY '06)



System Overview

THE DART SYSTEM

HOV

- **High Occupancy Vehicle (HOV) Lanes** offer travel time savings to carpools, van pools and buses.
 - Partnership with TxDOT
 - Currently 34 miles in operation
 - Approximately 150 miles planned
- **Benefits include**
 - Average travel time savings of DART HOV System is 14 to 17 minutes
 - Encourages ride-sharing
 - Efficient & cost-effective use of existing infrastructure
- **Carries 36.1 million riders/year** (FY '06)



System Overview

THE DART SYSTEM

Paratransit

- **Curb-to-curb service for disabled patrons unable to use DART buses or trains**
 - ✓ Shared-ride service
 - ✓ 7,000 eligible passengers
 - ✓ 170 vehicles
- **Benefits include**
 - ✓ Eligible riders may schedule trips within DART Service Area
 - ✓ Travel training to eligible patrons
- **Carries 607,000 riders/year** (FY '06)



System Overview

THE DART SYSTEM

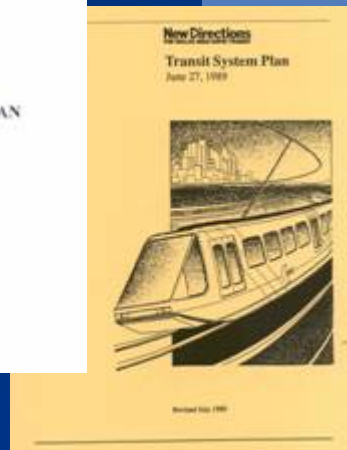
General Mobility

- **ITS**
 - ✓ Intelligent Transportation Systems
- **TSM**
 - ✓ Transportation System Management
- **TDM**
 - ✓ Transportation Demand Management
- **LAP**
 - ✓ Local Assistance Program



The Plan

- **Transit System Plan**
 - ✓ Defines commitments
 - ✓ Multi modal
 - ✓ Focus on markets



- **Provide Choices**
- **Improve Quality of Life**



System Overview



FIGURE 6-1
2030 Transit System Plan

- Light Rail Blue Line & Station (Existing)
- Light Rail Red Line & Station (Existing)
- Trinity Railway Express **TRE** Commuter Rail & Station (Existing)
- Light Rail Orange Line & Station (Committed)
- Light Rail Green Line & Station (Committed)

2030 Rail

- Express Rail
- Rapid Rail

2030 Bus

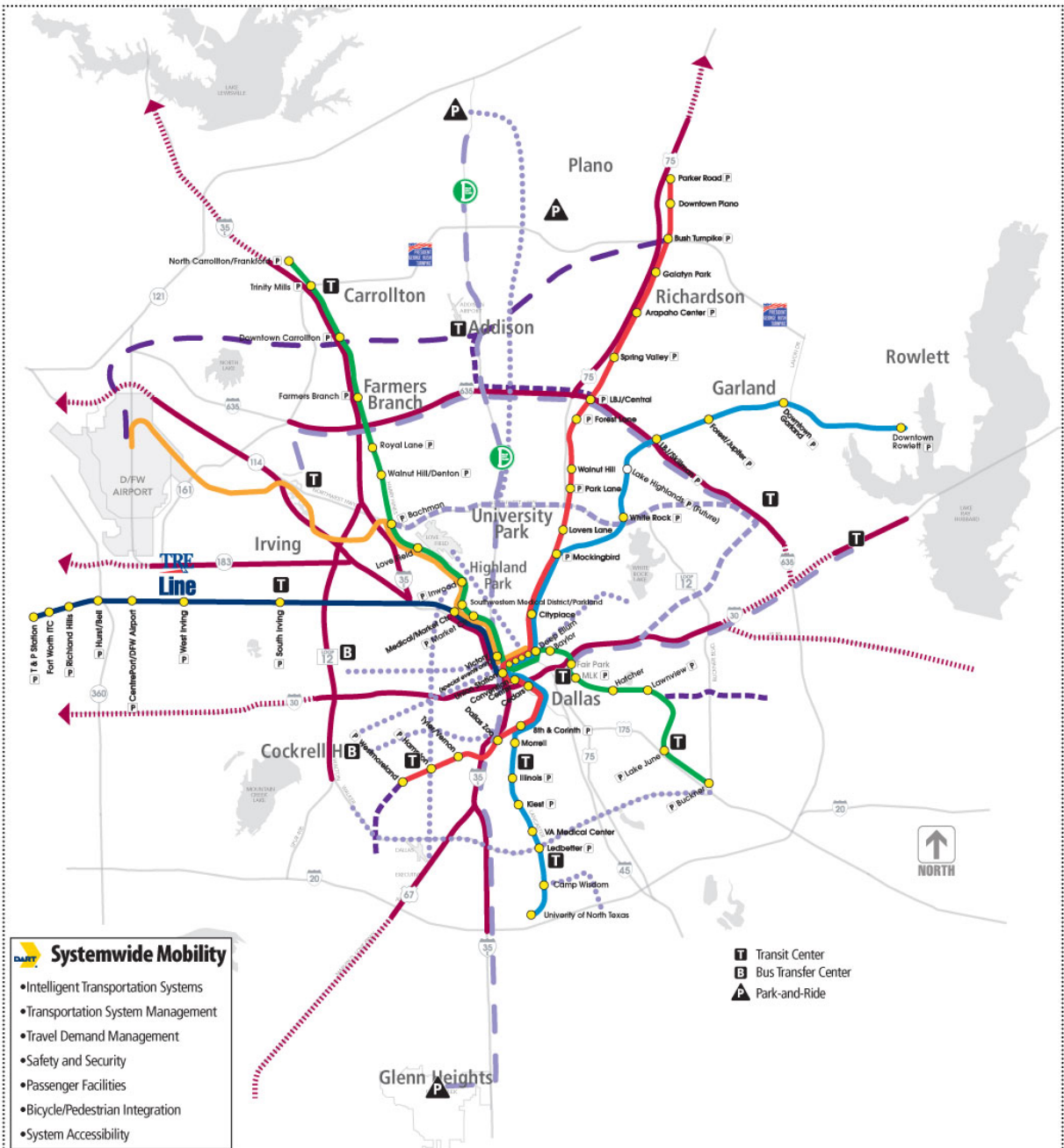
- Express Bus
- Enhanced Bus
- Rapid Bus

2030 Managed HOV Lanes

- DART Participation
- No DART Participation

2030 Paratransit (service provided systemwide)

2030 Systemwide Mobility



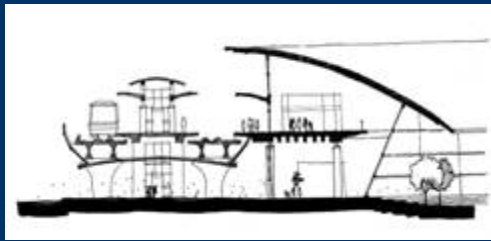
Systemwide Mobility

- Intelligent Transportation Systems
- Transportation System Management
- Travel Demand Management
- Safety and Security
- Passenger Facilities
- Bicycle/Pedestrian Integration
- System Accessibility

- Transit Center
- Bus Transfer Center
- Park-and-Ride



Rail Buildout



Irving/DFW Corridor
2012 - 2013

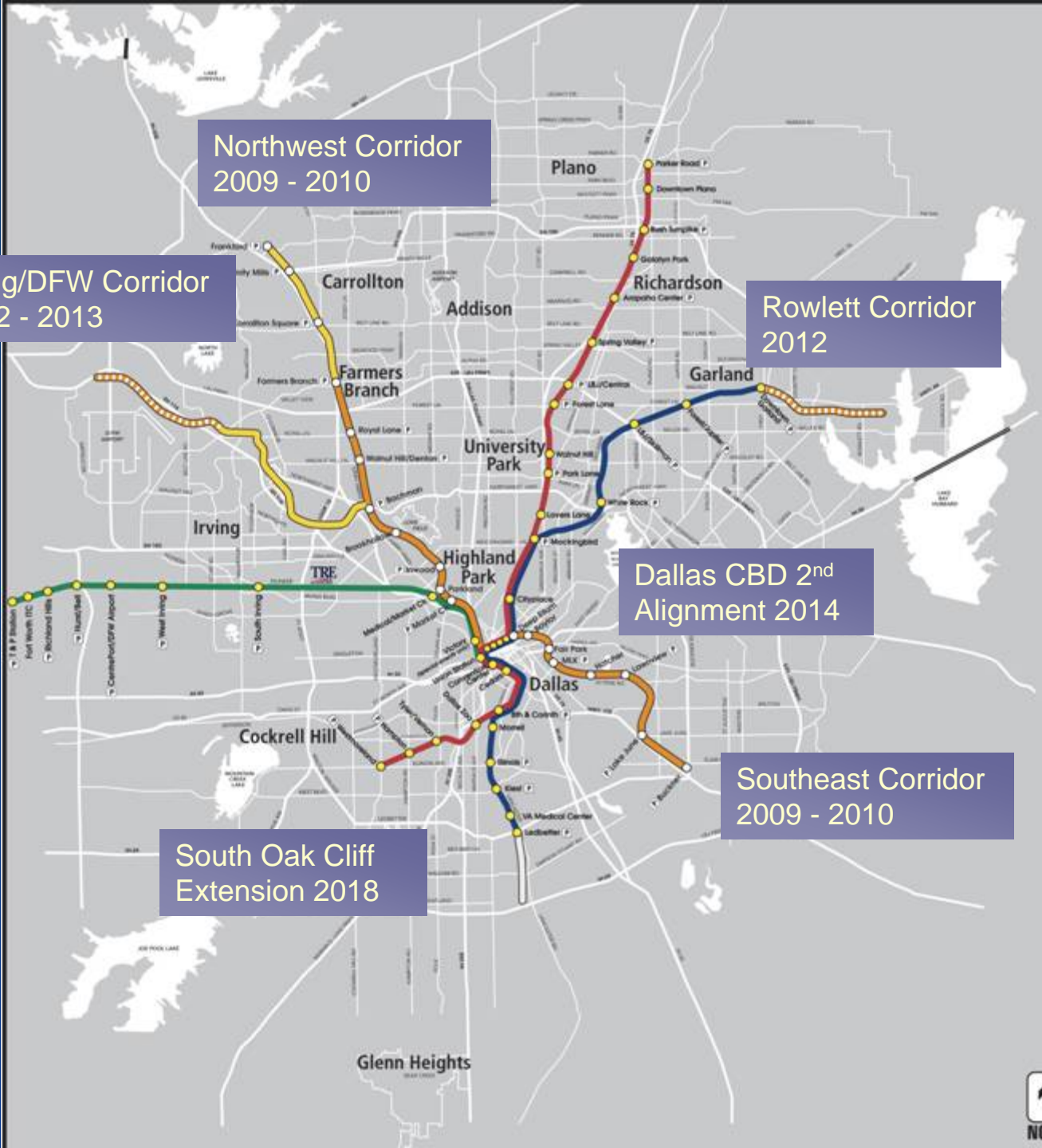
Northwest Corridor
2009 - 2010

Rowlett Corridor
2012

Dallas CBD 2nd
Alignment 2014

Southeast Corridor
2009 - 2010

South Oak Cliff
Extension 2018



Carries the equivalent of 2-1/2 Freeway Lanes of Traffic

CityPlace Station



Mobility – Reliable Travel Time / Congestion Relief

Pearl Station



Mobility – Access to Jobs, Healthcare, Education, Entertainment

Walnut Hill Station



Mobility – Access to Jobs, Healthcare, Education



Victory Station



Mobility – Access to Jobs, Home, Entertainment

LBJ Skillman Station



Mobility – Reliable Travel Time / Congestion Relief

Quality Service



Quality of Life – Attractive, Clean, Safe Environment

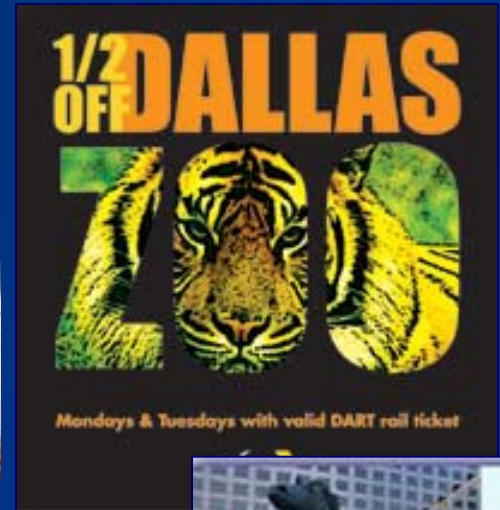
West End Entertainment District



Quality of Life – Livable Communities, Opportunity



Quality of Life – Art Program



Dallas Love Field



Quality of Life – Destinations



Economic Development Transit Oriented Development

“One of the key ingredients for the consolidation of KPMG back downtown is DART.”

Carl Ewert



Economic Development Job Creation and Attraction

Mockingbird Station



Economic Development **Commitment Attracts Development**



“Proximity to DART and growing ridership made the project attractive and doable.”

Ken Hughes



“The critical factors in the decision to purchase that property were DART’s Cedars Station and proximity to the central business district and Convention Center.”

Pete Coughlin

Downtown Plano Station



Economic Development Promotes Strategic Planning

Downtown Plano Station



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Downtown Plano Station



Economic Development Promotes Strategic Planning

Galatyn Park Station



Economic Development Promotes Strategic Planning

Galatyn Park Station



Economic Development Promotes Strategic Planning



Galatyn Park Station



Economic Development Promotes Strategic Planning

Summary



- **Provide Choices**
 - ✓ **Access**
 - Service options
 - Mobility Choices
 - ✓ **Location**
 - Where to live
 - Where to work
 - Where to play
- **Improve Quality of Life**
 - ✓ Reduced congestion
 - ✓ Air quality benefits
 - ✓ Economic benefits

Thanks Folks !