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The Dallas Application of Responsible Transportation: How can public transportation systems work effectively for a city subject to urban sprawl? DART as a case study.

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THE DALLAS APPLICATION OF RESPONSIBLE TRANSPORTATION

**How can public transportation work for a city
subject to urban sprawl? DART as a case study.**

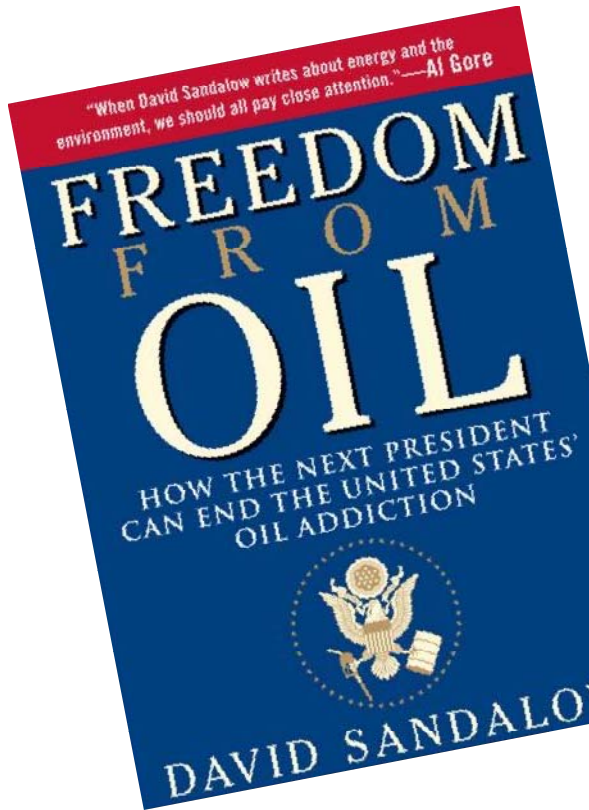
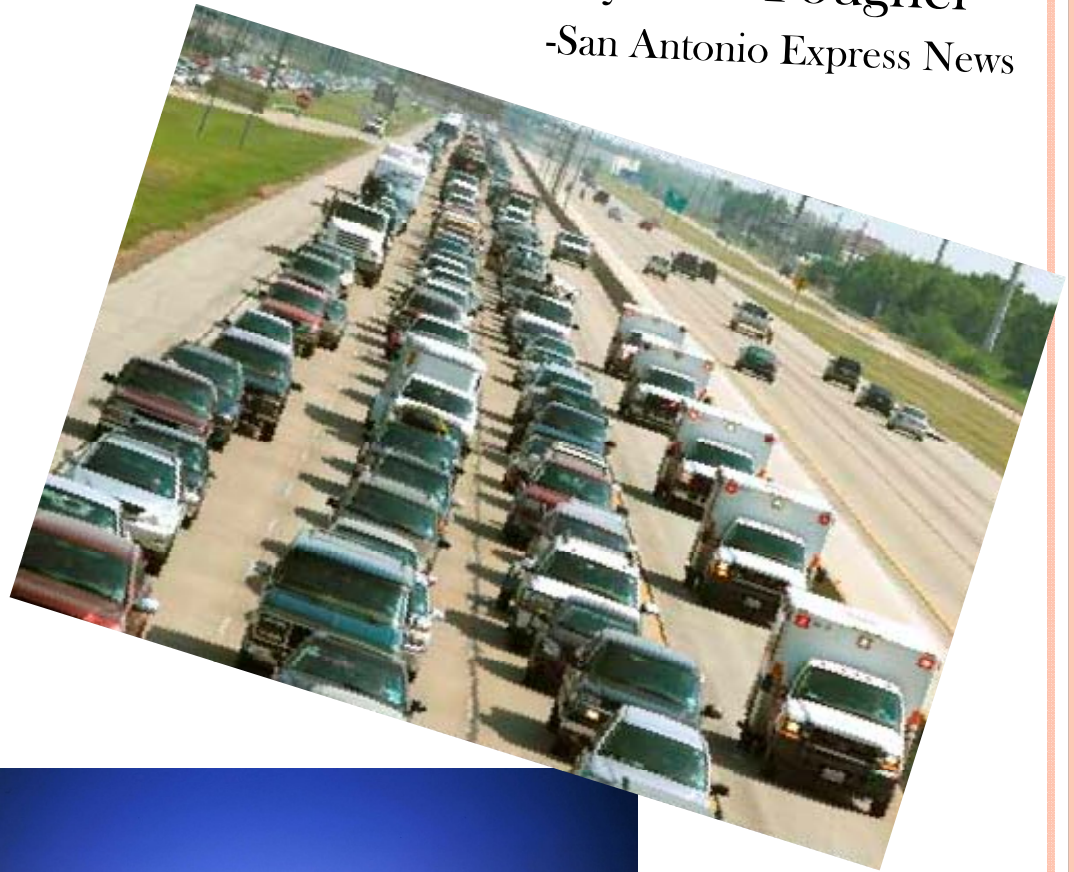
OUTLINE


- The relevance of this study
- Dallas' specific issue
- The History of the Issue
- DART's Plan
- The Assumption of the Plan
- Verifying or Disproving the Assumption
- What we've done already
- Future Plans



EPA Says Dallas Air Rules May Get Tougher

-San Antonio Express News





“IF SKY-HIGH GAS PRICES SENT DALLAS
RESIDENTS LOOKING FOR SEATS ON DART
BUSES AND TRAINS THIS SUMMER, WILL
FALLING PRICES SEND THE COMMUTERS
BACK TO THEIR CARS?”

DALLAS MORNING NEWS
OCTOBER 24 2008



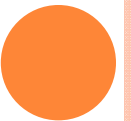




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Build Something
Include Developers
Funding

















Current and Future Services

DART's 2030 Transit System Plan includes:

- 110 miles of light rail transit (DART Rail)
- 60 miles of express or commuter rail
- 116 miles of managed high occupancy vehicle (HOV) lanes
- 97 miles of enhanced and rapid bus corridors
- Mobility programs (Intelligent Transportation Systems, Transportation System Management, Passenger Facilities, Travel Demand Management, Bicycle/Pedestrian Integration, Safety and Security, and System Accessibility)



RAIL		MANAGED HOV LANES		FACILITIES	
					
RAIL LINES & STATIONS	TRE & STATIONS	GREEN LINE (UNDER CONSTRUCTION)	BLUE LINE (UNDER DESIGN)	HOV LANES	BUS TRANSFER CENTER/ TRANSFER LOCATION
					
		ORANGE LINE (UNDER DESIGN-BUILD)	FUTURE EXTENSIONS	OUTSIDE DART SERVICE AREA (NO DART FUNDING)	PARKING AVAILABLE
					
					BUS TRANSIT CENTERS (parking available)
					
					FUTURE TRANSIT CENTER/ PARK & RIDE






BUT WHAT ABOUT THE USERS?





WHAT WE'VE DONE

- Chosen a Target Group
 - Determined Dallas Business Locations
 - Written and Began Survey Distribution
 - Completed Real Time Run-Throughs
- 



Morning

Evening

Average Dart Trip

53 min 52 sec

54 min 6 sec

Average Car Trip

36 min 5 sec

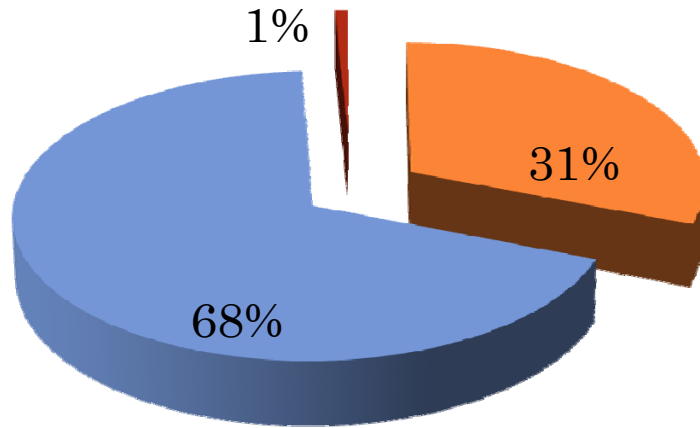
48 min 33 sec

Difference

17 min 47 sec

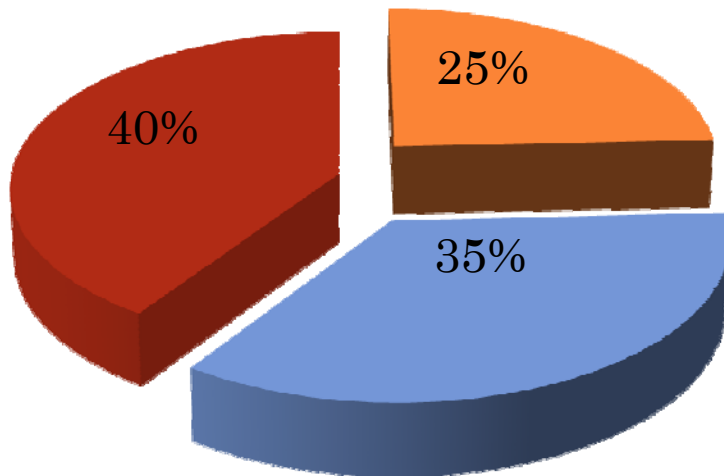
5 min 33 sec

Morning Commute



- additional wait for train to arrive
- additional wait for time at station
- addition due to trip time

Evening Commute



- additional wait for train to arrive
- additional wait for time at station
- addition due to trip time



WHAT'S NEXT

- Compile and Analyze Survey Results
- Focus on another target group
- Propose solutions to attract more DART riders
- Analyze the impact of these solutions

