



DART: North Texas' Mobility Manager

Gary C. Thomas
President/Executive Director
Dallas Area Rapid Transit

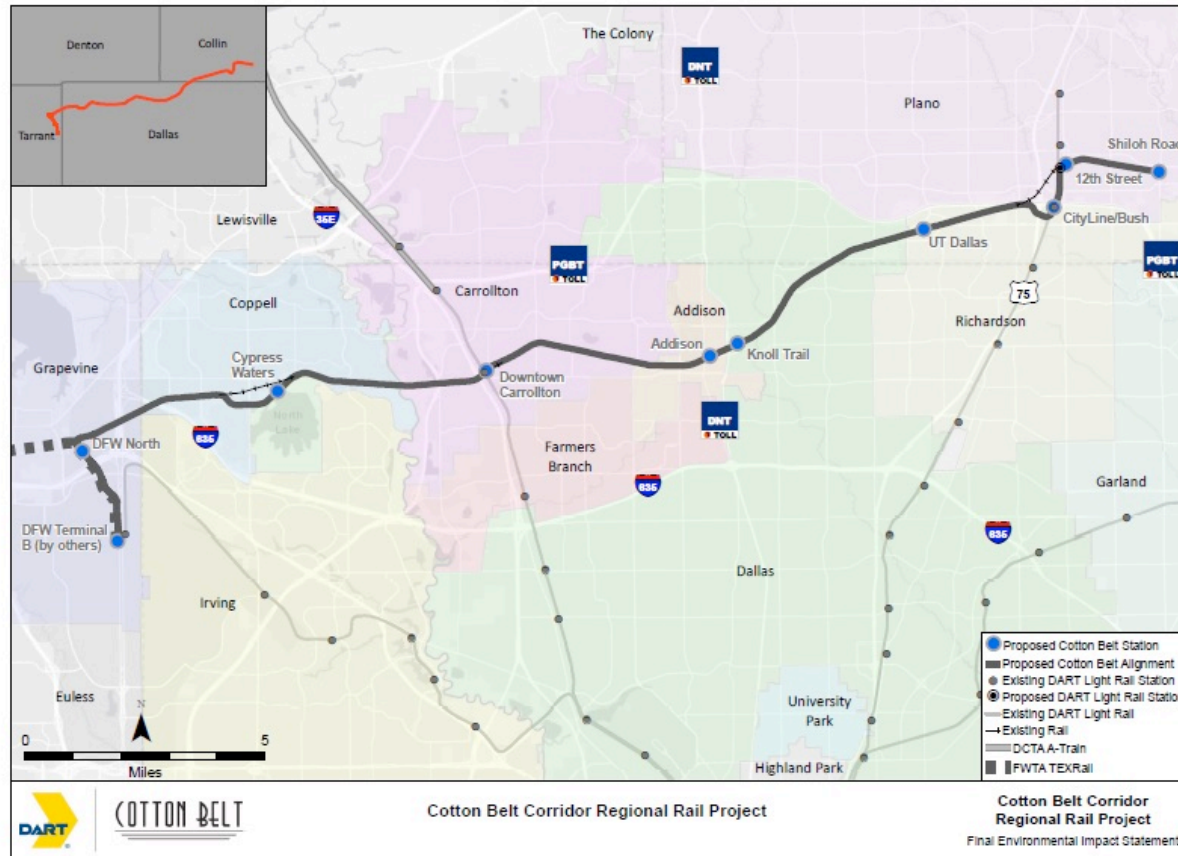


DART Rail

DART Rail System Map



Cotton Belt Passenger Rail



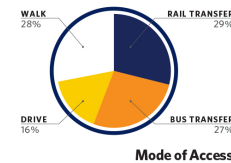
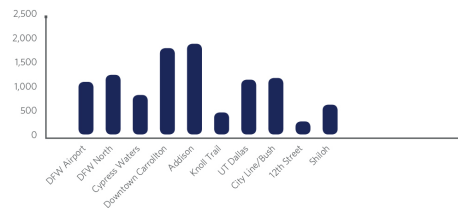
Cotton Belt Passenger Rail



COTTON BELT CORRIDOR AT A GLANCE



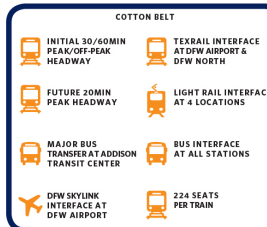
DAILY STATION RIDERSHIP PROJECTIONS * Year 2040



PROJECT TIMELINE



SERVICE CHARACTERISTICS

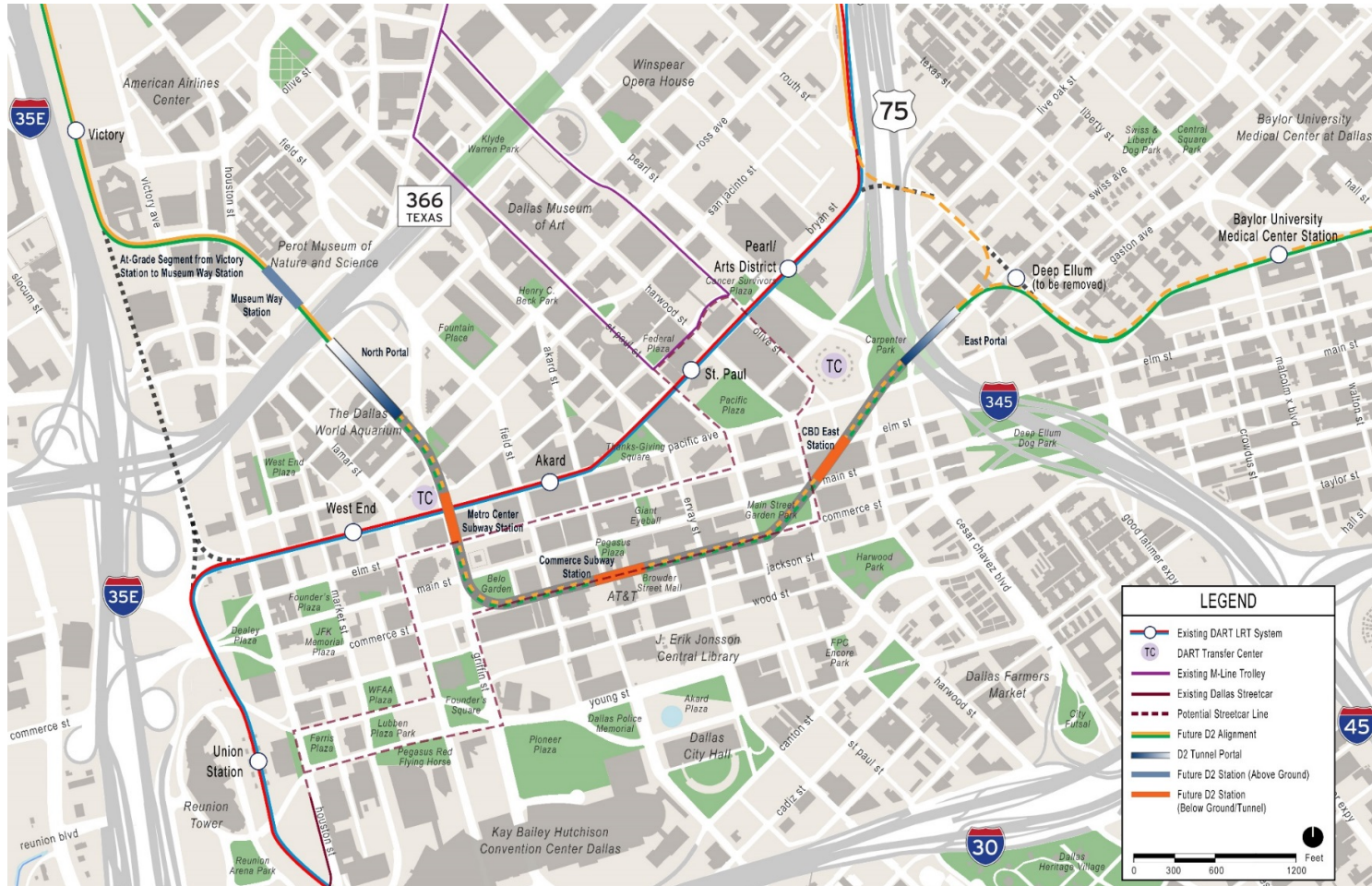


DID YOU KNOW?

The 26-mile alignment traverses three counties (Tarrant, Dallas, and Collin), and seven cities across the northern part of the DART Service Area (Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano).

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D2 Subway Commerce via Victory/Swiss



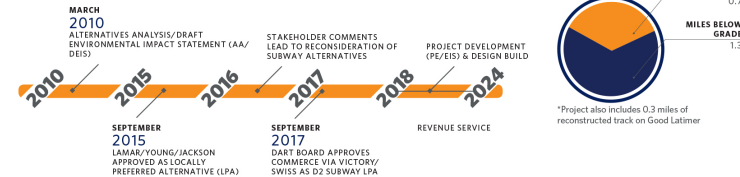
D2 Subway Commerce via Victory/Swiss



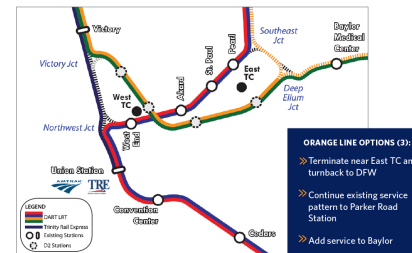
D2 SUBWAY AT A GLANCE



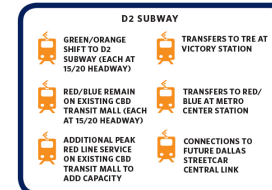
PROJECT TIMELINE



DART RAIL OPERATIONS WITH D2 SUBWAY



PROPOSED OPERATING PLAN

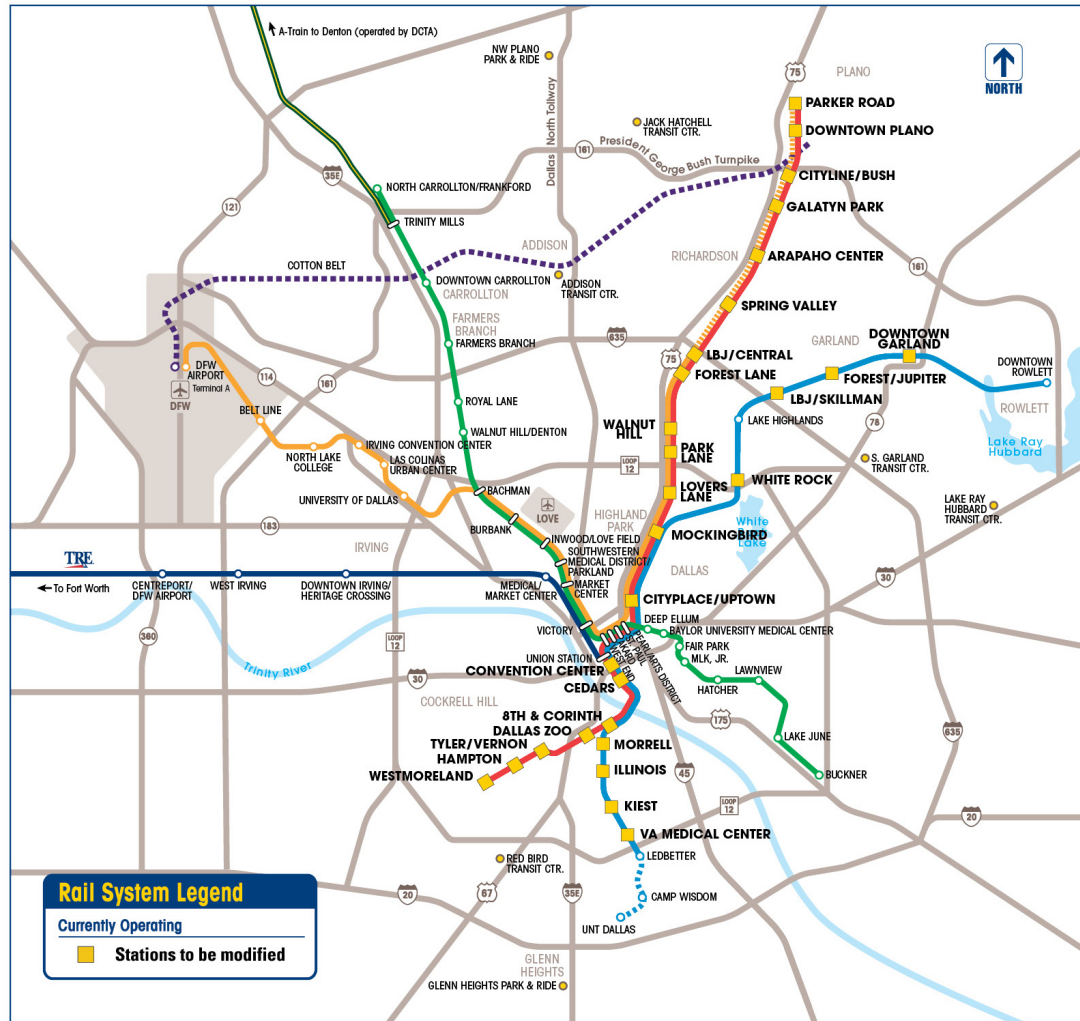


DID YOU KNOW?

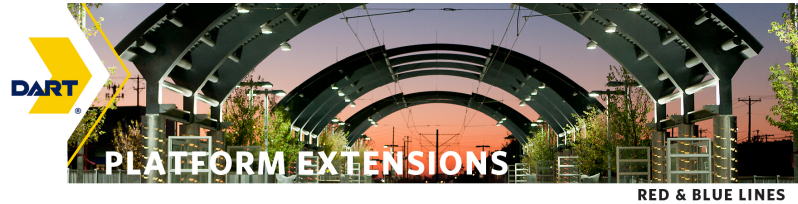
The benefits of the D2 Subway include increasing the capacity of the DART Light Rail system, improving reliability, enhancing operational flexibility, and creating economic development opportunities.

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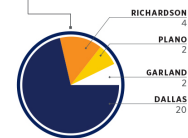
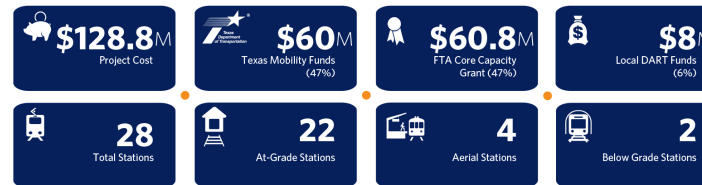
DART Rail Platform Extensions



DART Rail Platform Extensions



PLATFORM EXTENSIONS AT A GLANCE

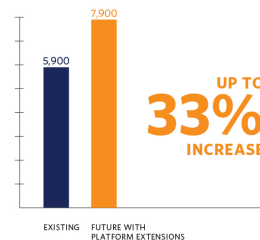


of Stations by Location

PROJECT TIMELINE



PEAK HOUR PASSENGER CAPACITY



PROJECT DESCRIPTION

The Dallas Area Rapid Transit (DART) Red and Blue Line Platform Extension project includes modifications to 28 stations constructed prior to 2004. The modifications will enable the platforms to accommodate 3-car Light Rail Vehicle (LRV) consists. Modifications include extending platforms and/or raising portions of the platform to permit level boarding. The changes will increase system-wide carrying capacity and enhance the network core capacity. DART intends to design and construct the project with minimal impact to patrons and areas in and around the stations.



DID YOU KNOW?

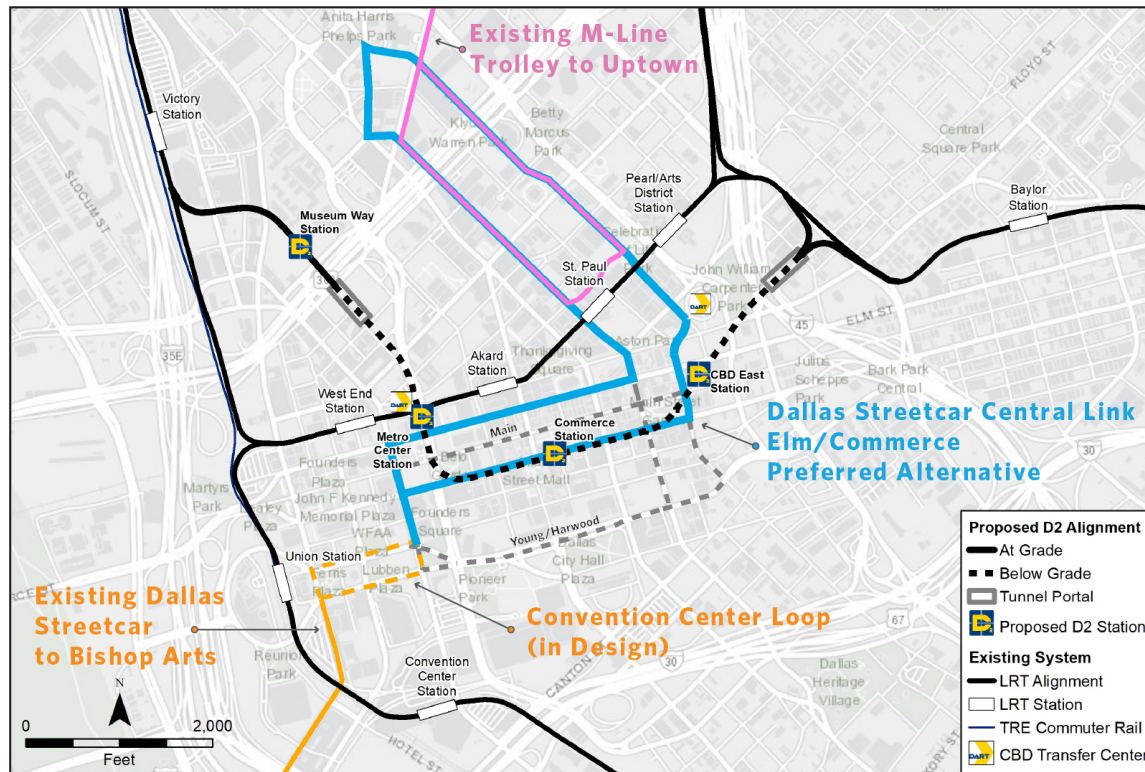
The initial at-grade platforms on the Red and Blue Lines were constructed as 300-foot platforms. The construction preserved a station envelope for the extensions to account for a future extension to accommodate longer trains.

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JANUARY 2019

Dallas Streetcar

CENTRAL LINK ALTERNATIVES



Dallas Streetcar

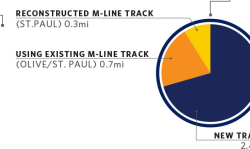


CENTRAL LINK AT A GLANCE



PROJECT DESCRIPTION

The Dallas Streetcar Central Link is a proposed modern streetcar project connecting from the Convention Center area through the central core of Downtown Dallas, linking the current Dallas Streetcar system to the M-Line trolley near Uptown and Klyde Warren Park.



DART, in cooperation with the City of Dallas and Downtown Dallas, Inc. (DDI), evaluated a range of alternatives in 2017. Dallas City Council approved a resolution on September 13, 2017 endorsing the Elm/Commerce alternative as the locally preferred alternative. The resolution also stated the need for additional analysis of the Main Street and Young/Harwood alternatives during subsequent FTA Project Development (PD) efforts.

STREETCAR SYSTEM & PROJECT TIMELINE



* Revenue service date may be adjusted depending on coordination with D2 Subway construction.



DID YOU KNOW?

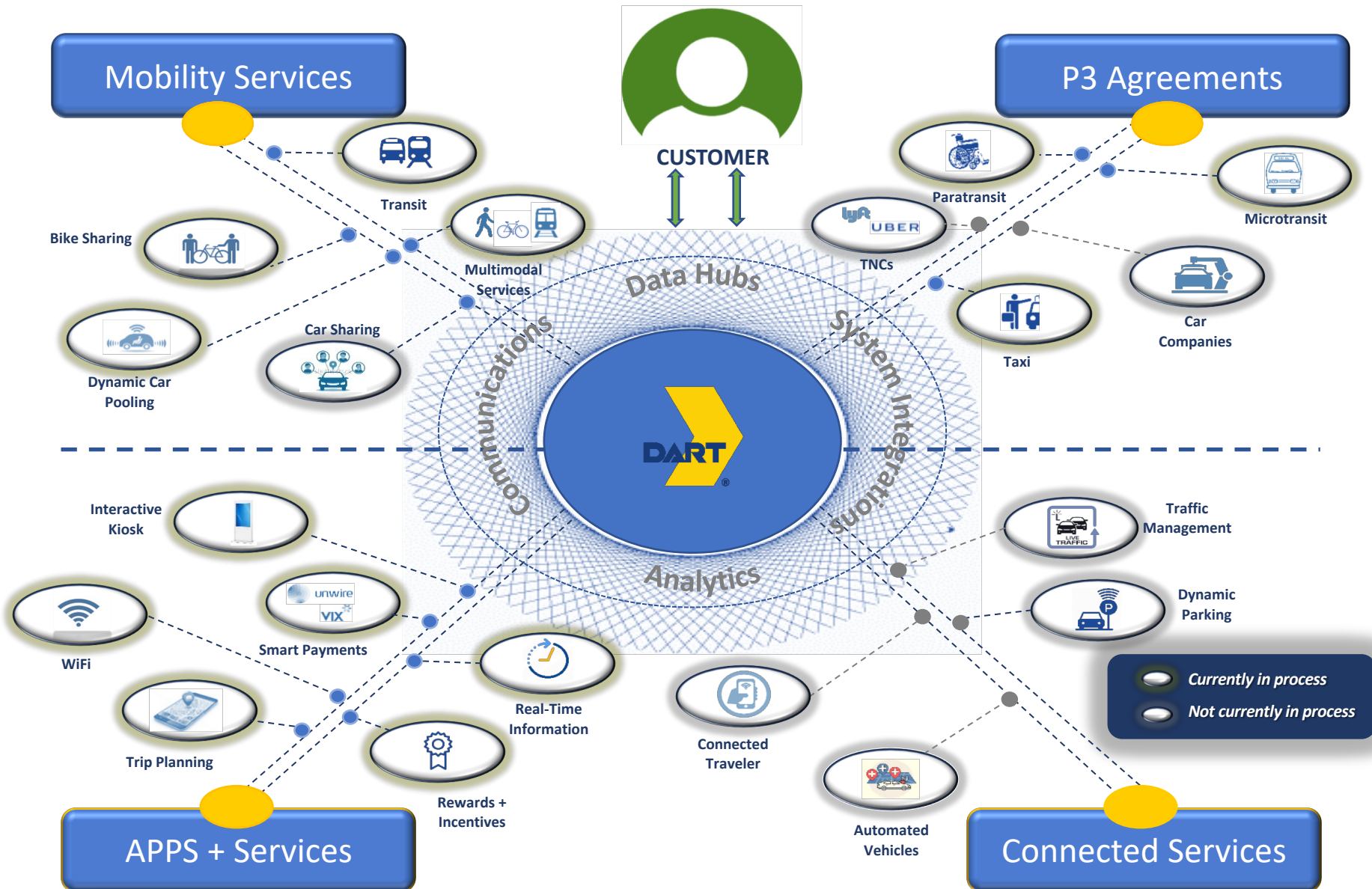
The modern Dallas Streetcar system is owned by the City of Dallas. Through a series of agreements with the city, DART has led project delivery efforts to date, and manages operations and maintenance of the system.

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JANUARY 2019



DART's Mobility as a Service Framework



Thank You

Learn more at www.DART.org



DART.org 12