



# **Approval of a Call for Public Hearing for Potential May 2026 Service Changes**

Committee-of-the-Whole  
Development & Innovation Subcommittee

January 13, 2026

Rob Smith  
VP Service Planning & Scheduling



# Today's Action

- Approval of a resolution authorizing the President & Chief Executive Officer or her designee to call a Public Hearing on March 24 , 2026, to receive public comments on potential service modifications necessary should any cities decide to withdraw from DART in May 2026 elections
- This is not an action on the changes themselves – just to initiate the Public Hearing process
- Changes would only happen if a city actually withdraws

# Background

- Should voters in any city calling a withdrawal election choose to leave, DART is required to cease all services to that jurisdiction the day after votes are canvassed
- This would require a series of immediate service discontinuations and modifications
- DART is also required by law and policy to call a formal Public Hearing in advance of any discontinuation or major modification of service

A yellow and black bus is driving through a city street, with tall buildings in the background. The bus has a large advertisement on its side featuring a woman's face. The text "Potential Changes" is overlaid on the image within a yellow-bordered box.

# Potential Changes

# Potential Rail Station Closures

- Belt Line Station
- Downtown Irving/Heritage Crossing Station
- Downtown Plano Station
- Farmers Branch Station
- Hidden Ridge Station
- Irving Convention Center Station
- Las Colinas Urban Center Station
- North Lake College Station
- Parker Road Station
- Shiloh Road Station
- University of Dallas Station
- West Irving Station
- 12th Street Station

# Potential Bus Stop Closures on Sections of Routes

- 200 Spring Valley
- 202 Buckingham
- 233 Josey
- 237 Preston

- These routes would have sections operating non-stop

# Potential Bus Route Shortened Alignments

- 25 Cockrell Hill North
  - Would be combined with Route 108
- 229 Macarthur/Belt Line
- 230 Irving Blvd
- 236 West 15th
- 239 Dallas/Addison/Legacy
- 241 Coit
- 247 Jupiter
- 883 UTD Comet Cruiser

- These routes would be shortened, with some segments no longer operating

# Potential Bus Route Discontinuations

- 231 South Belt Line
- 234 Parker
- 308 Northwest Plano Express

- These routes would be discontinued

# Potential Bus Route Realignments

- 227 O'Connor/Luna/Valley View
  - Three different variations
  - One if both Irving and Farmers Branch pull out
  - Second if Irving pulls out and Farmers Branch does not
  - Third if Farmers Branch pulls out and Irving does not

- **This route operates through four different jurisdictions and would be realigned depending upon vote outcomes**

# Potential GoLink Zone Modifications

- Cypress Waters reduced
- Keller Springs expanded
- Park Cities reduced

- These zones would see coverage reductions or expansions, depending upon election outcomes

# Potential GoLink Zone Discontinuations

- East Plano
- Far North Plano
- Farmers Branch
- Legacy
- North Central Irving
- North Central Plano/Chase Oaks
- Passport Park/Bear Creek
- Plano Zone-to-Zone
- South Central Plano
- South Irving

- These zones would be discontinued

# Potential Paratransit Discontinuations

- ADA Paratransit service would be discontinued for any city withdrawing from DART
- This would include Paratransit trips
  - entirely within that city
  - trips to that city from a different city
  - and trips to a different city from that city

A yellow double-decker bus is driving through a city street, with tall buildings in the background. The bus has an advertisement on its side featuring a woman and text. The overall scene is slightly blurred, giving it a sense of motion.

# **Review of Customer Impacts**

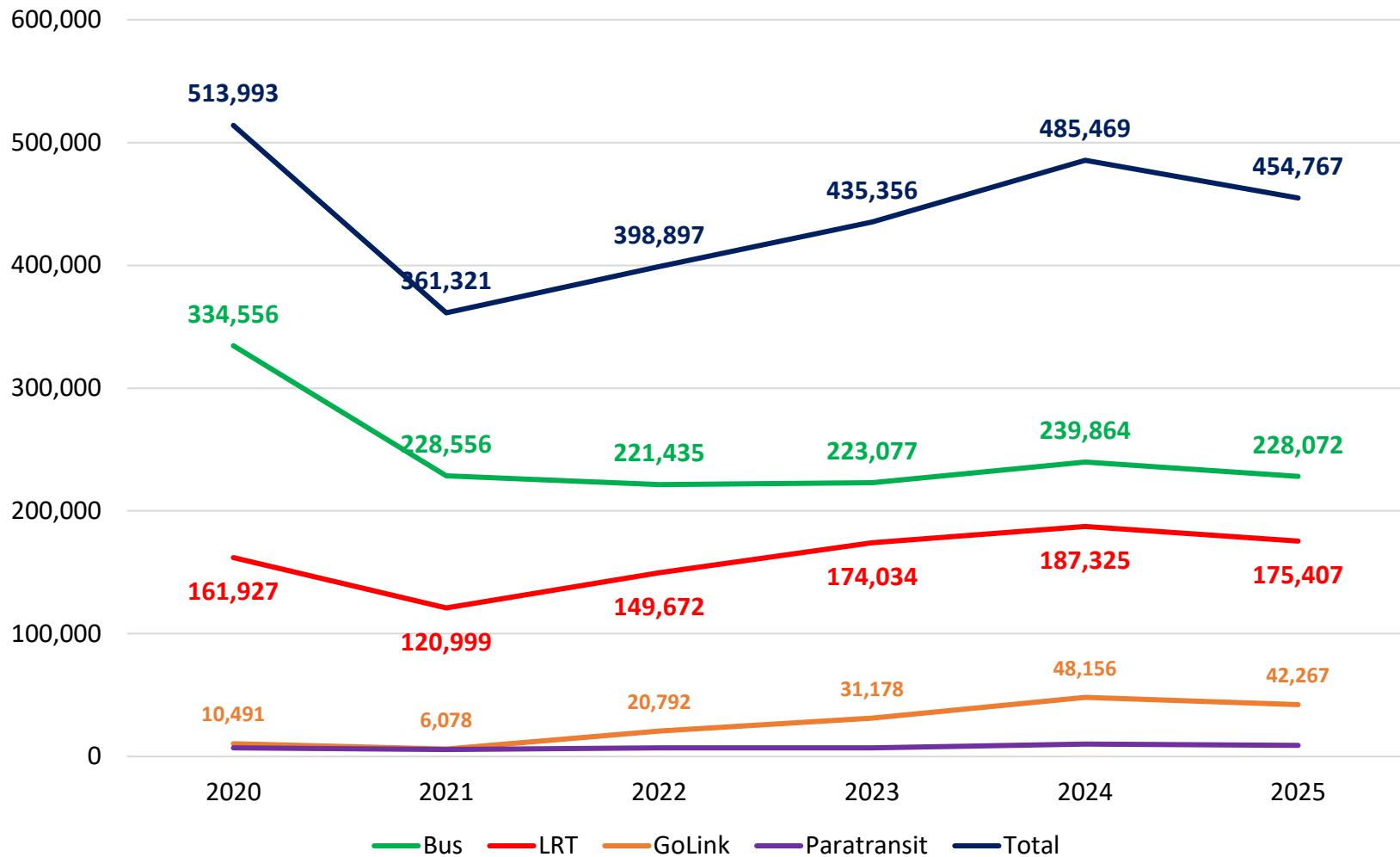
# Review of Customer Impacts

- DART staff have been reviewing October 2025 ridership data to estimate ridership impacts
- The analysis placed special emphasis on volumes of DART customers traveling into each city considering withdrawal
- We have not had sufficient time to address University Park for this presentation
- We do not know whether each city would charge an extra fare for alternative services; if charged this may increase total fare payments for trips to/from the city

A yellow and white bus is driving through a city street. The bus has "41041" on the front and "DART" on the side. It is passing by a modern building with a grid-like facade. The background shows a city skyline with many skyscrapers under a cloudy sky.

# **Farmers Branch**

# Farmers Branch Ridership

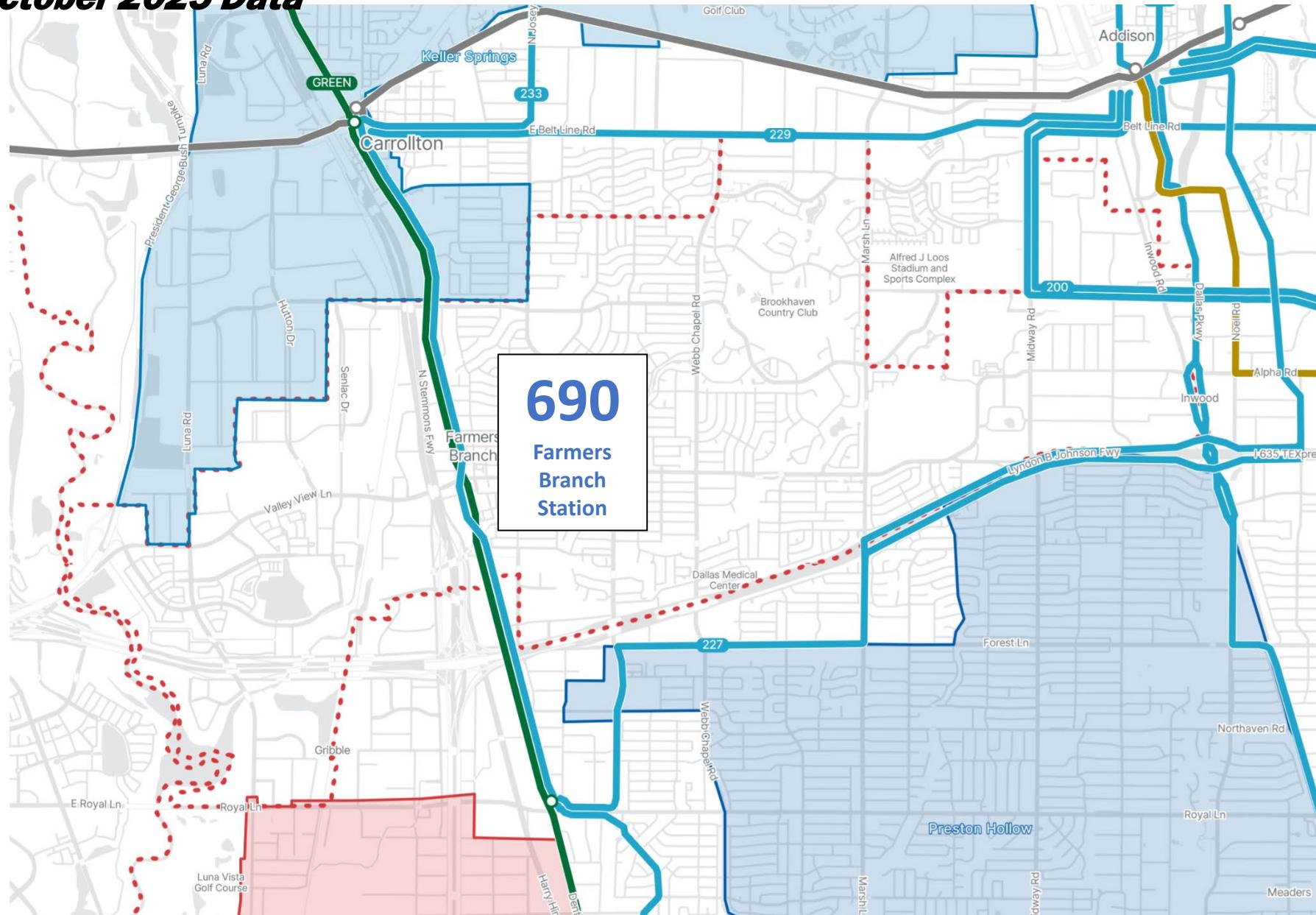


# Farmers Branch Rider Impacts

- Current riders traveling to/from Farmers Branch destinations would need to use alternative services operated by the city
- Extra transfers required for some riders
- Longer travel times for riders who do not currently transfer within Farmers Branch

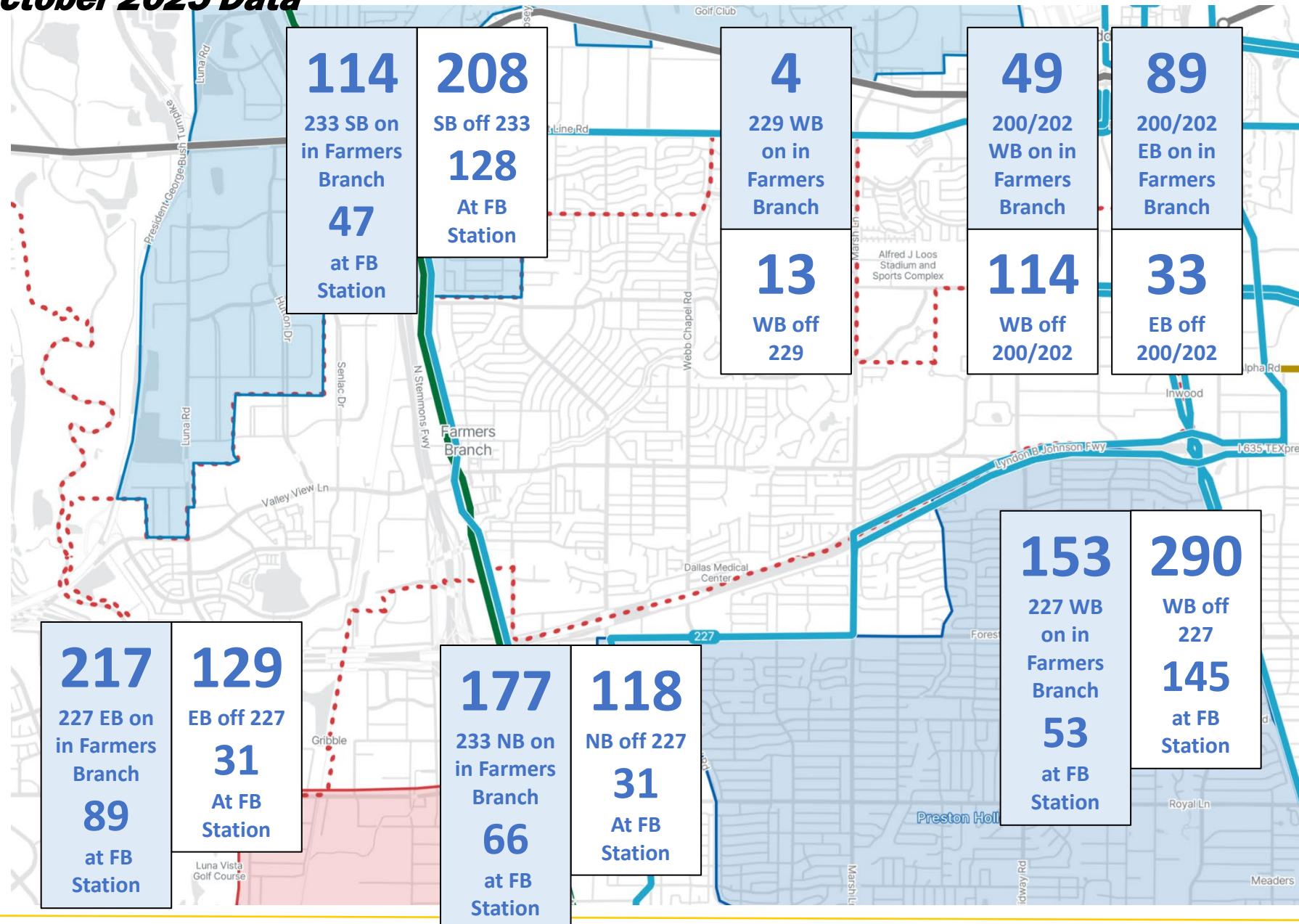
# Weekday Rail Ridership at Farmers Branch Station

October 2025 Data



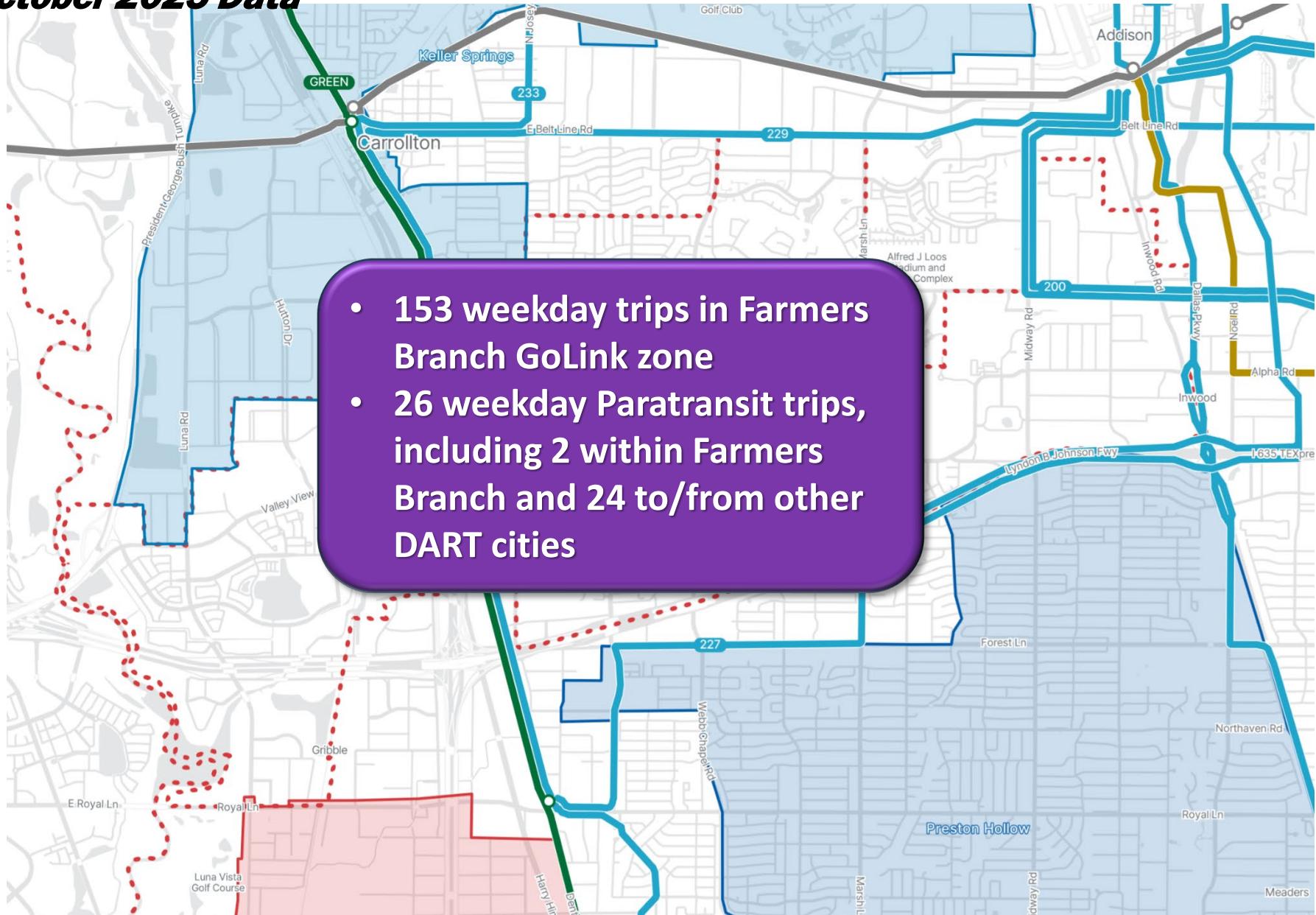
# Weekday Bus Ridership in Farmers Branch

October 2025 Data



# Other Farmers Branch Customers

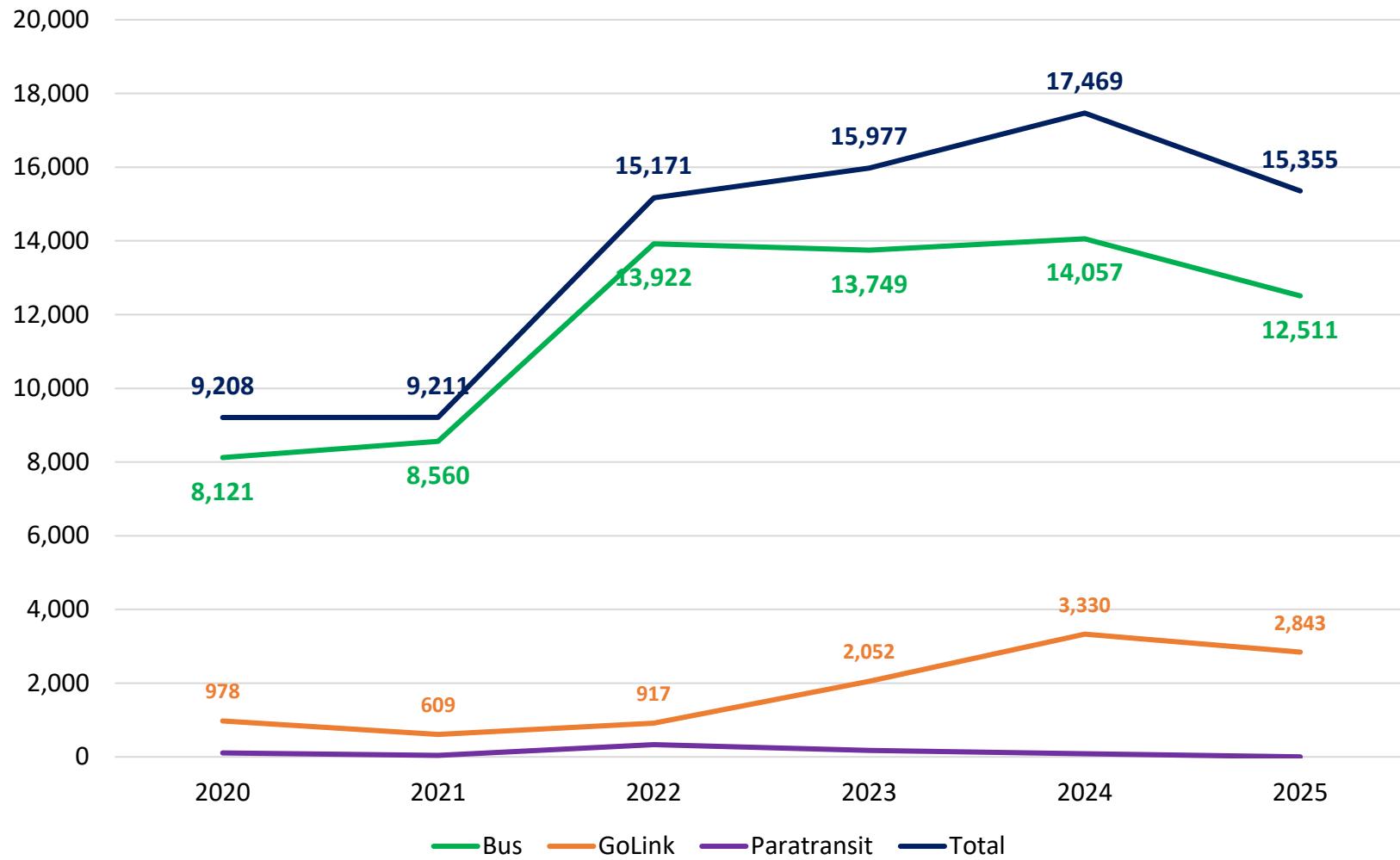
October 2025 Data





# Highland Park

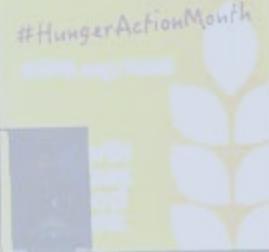
# Highland Park Ridership



# Highland Park Village

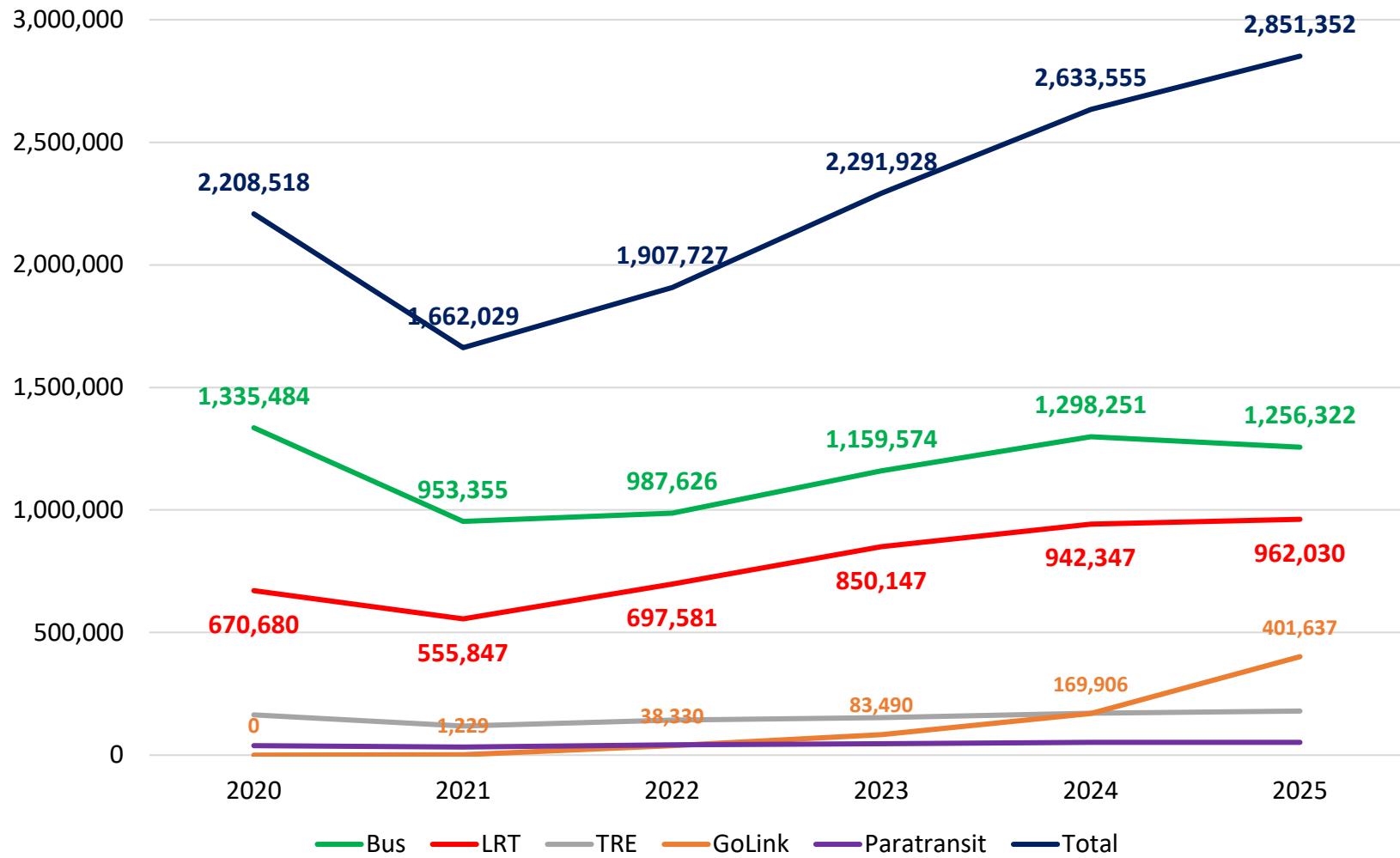
- The largest group of Highland Park customers travel to one of two stop pairs near Highland Park Village
- These riders and others traveling to/from Highland Park would need to transfer to any alternative services set up by the Town

# Rider Impacts



**Irving**

# Irving Ridership

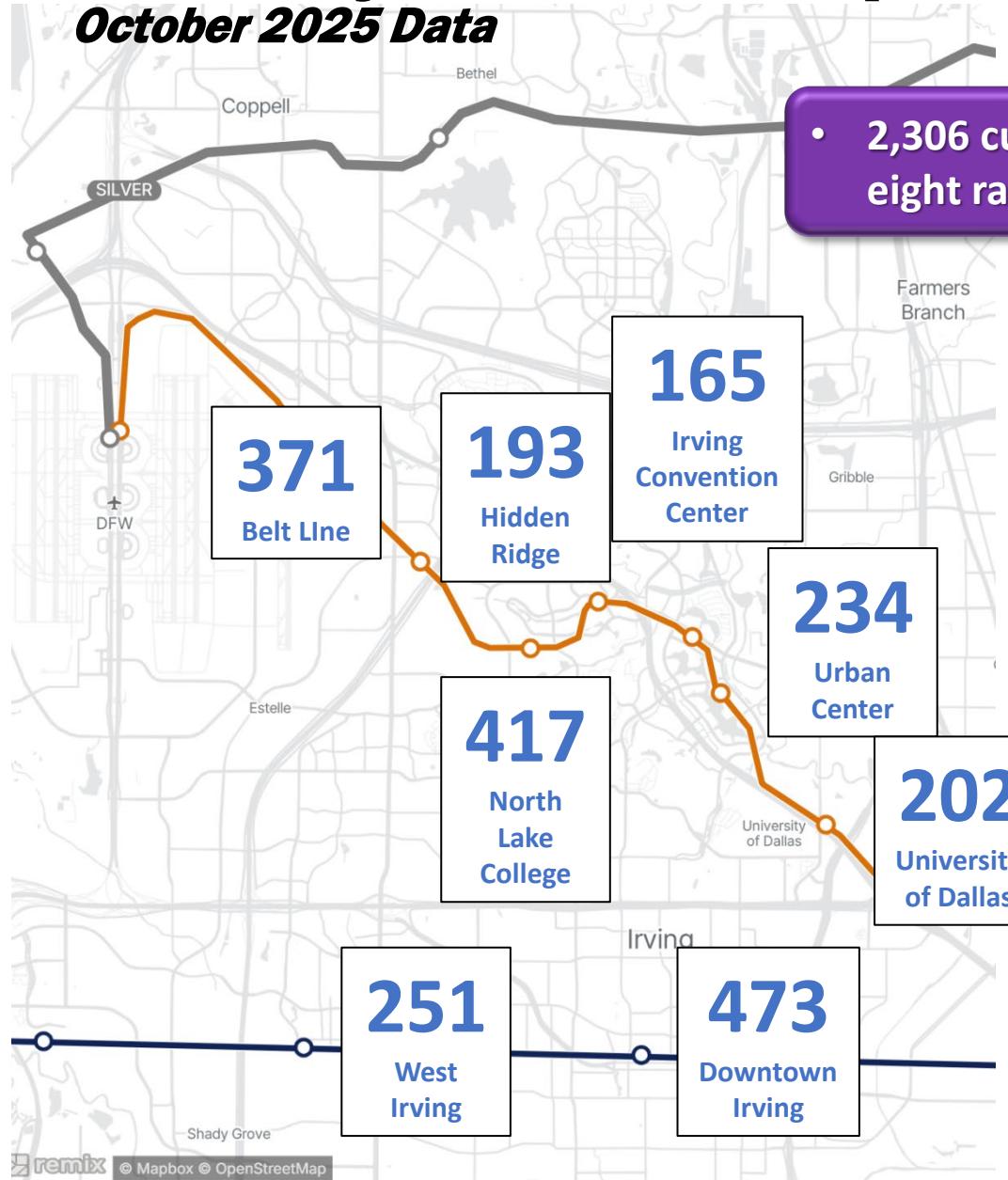


# Irving Customer Impacts

- Current riders traveling to/from Irving locations would need to use any alternative services arranged by the city
- Extra transfers will likely be required for many customers
- Longer travel times
- Extra fares, depending upon what Irving would charge
- We would expect most Park & Ride customers would choose to drive to the nearest alternative location

# Weekday Rail Ridership at Irving Stations

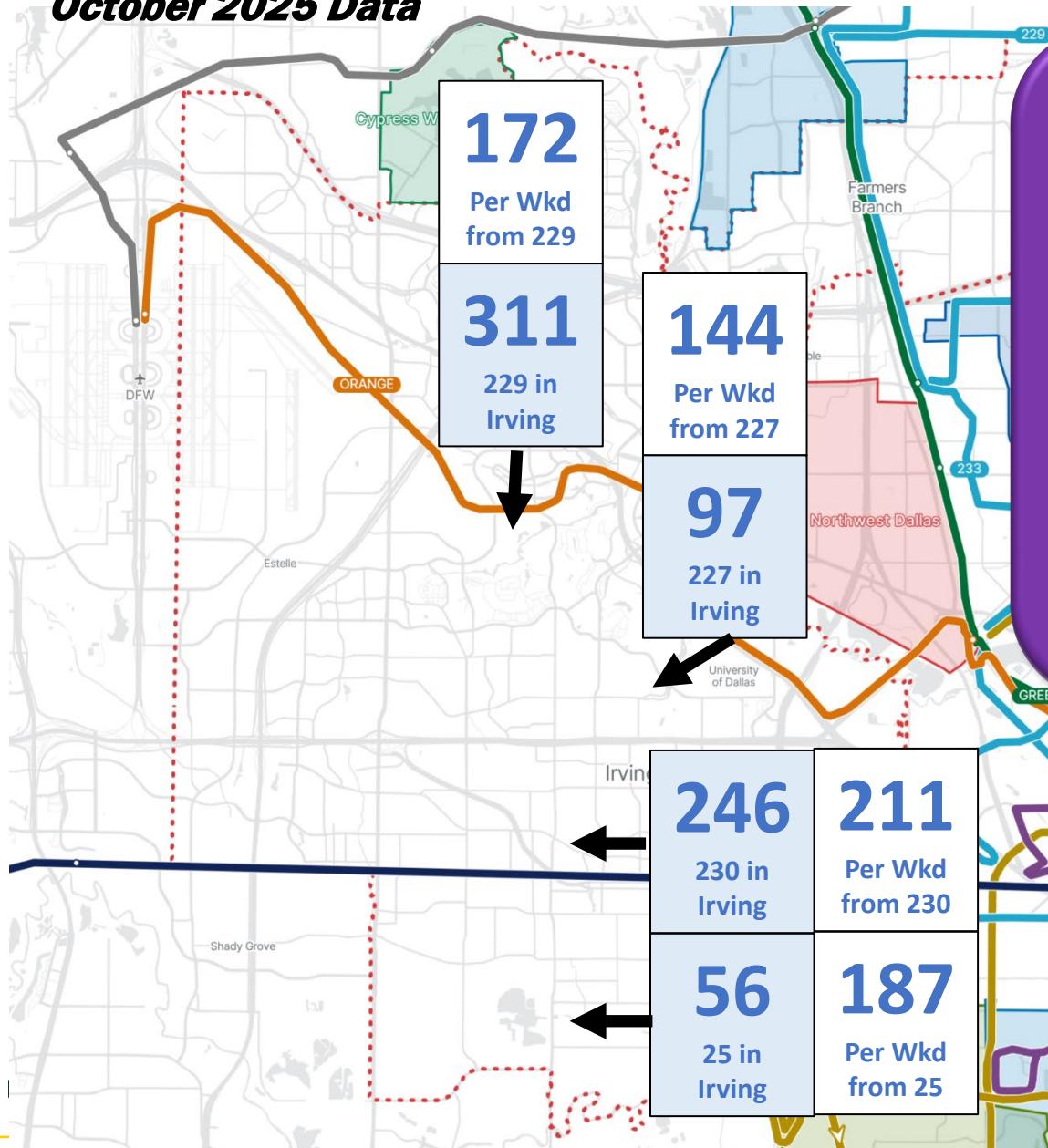
October 2025 Data



- 2,306 customers per weekday use the eight rail stations in Irving

# Bus Customers Traveling into Irving Weekdays

October 2025 Data

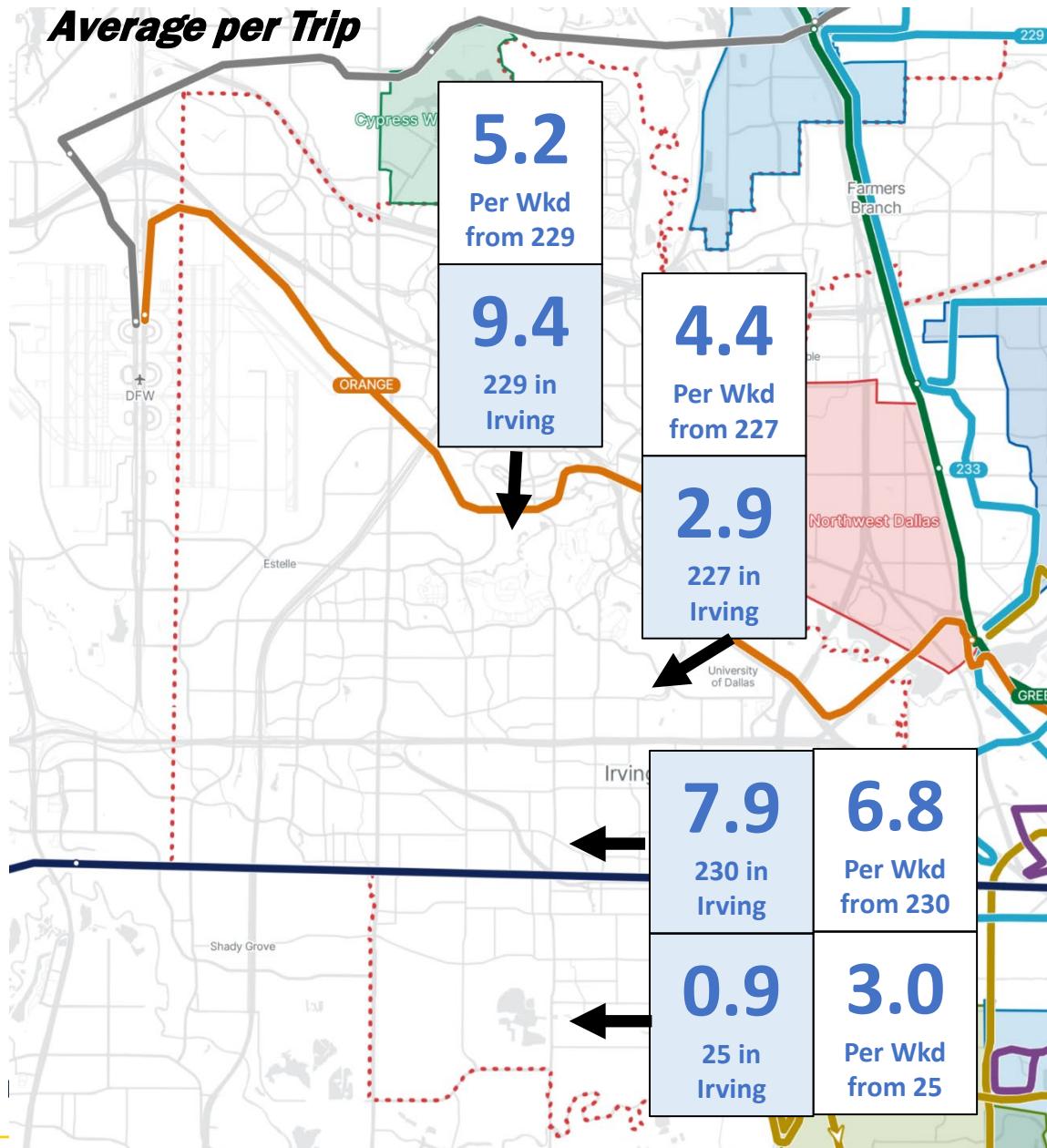


- One group of customers rides the four bus routes into Irving from other cities: 714 per weekday
- A second group of customers board and alight within Irving: 710 per weekday
- Most of these customers will also make a return trip in the opposite direction

710	Per Wkd inside
714	Per Wkd from outside

# Bus Customers Travelling into Irving Weekdays

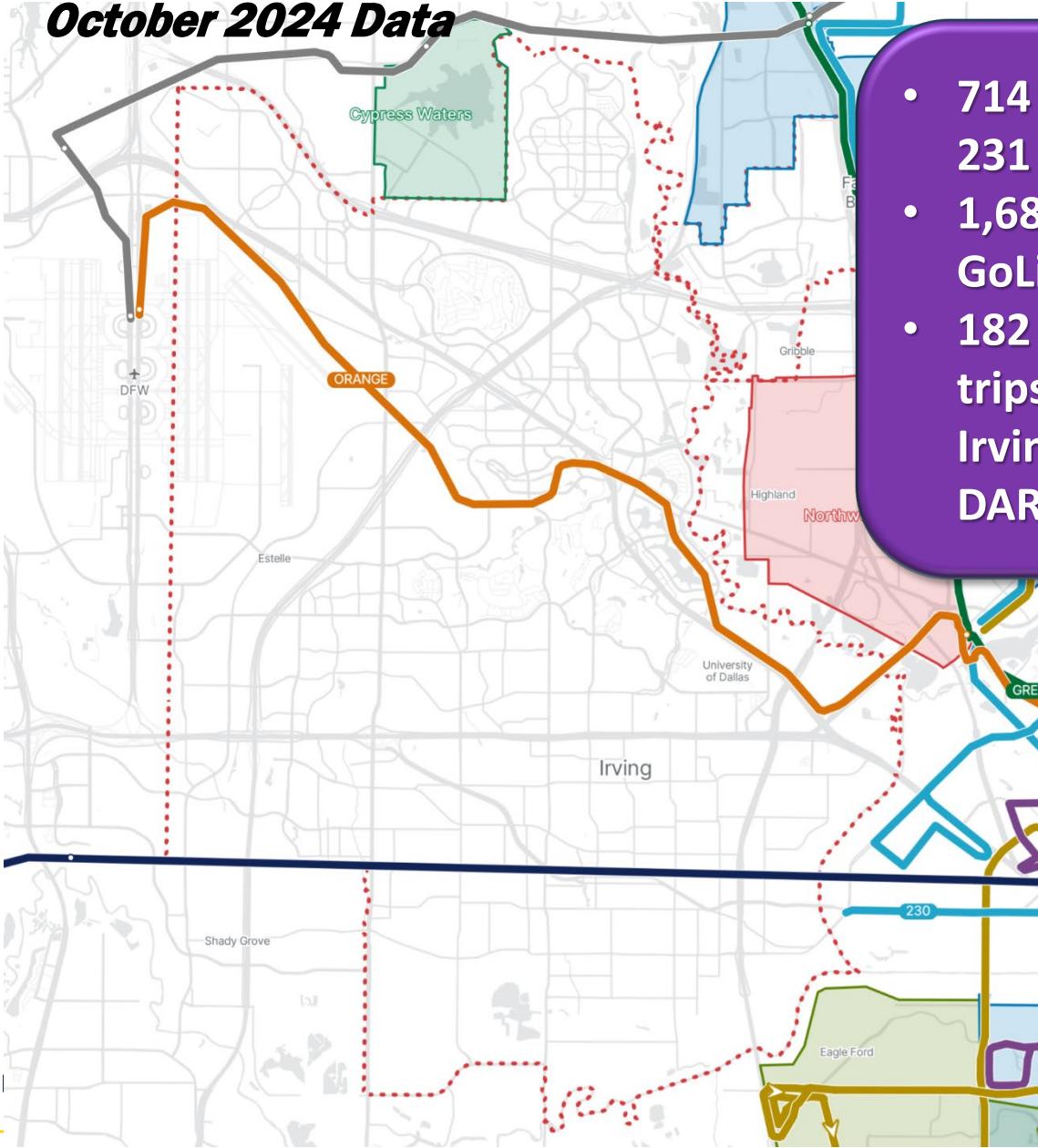
October 2025 Data  
Average per Trip



- This graphic converts total weekday ridership to averages per trip operated on each route

# Other Irving Customers

*October 2024 Data*

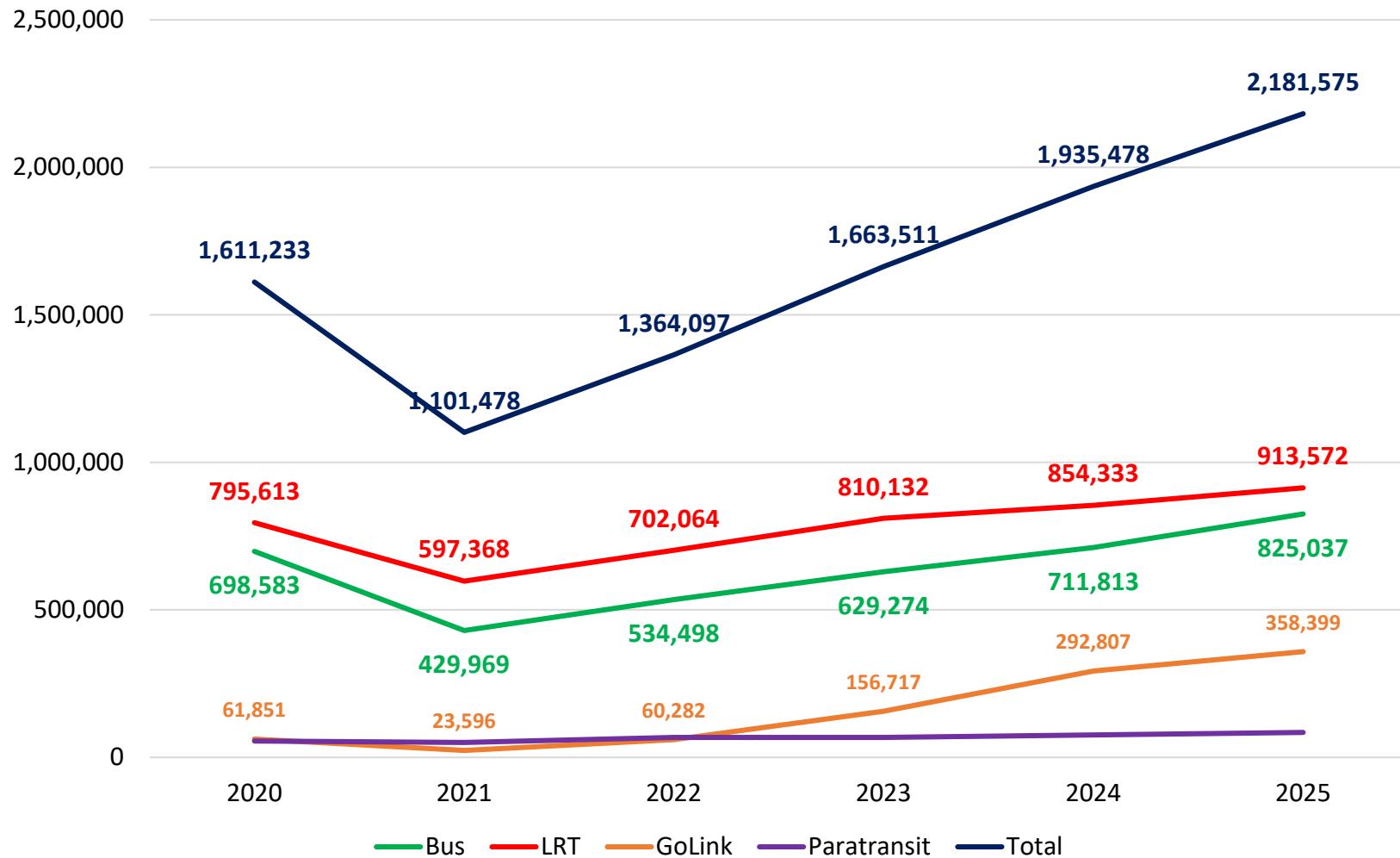


- 714 weekday trips on Route 231
- 1,683 weekday trips in Irving GoLink zones
- 182 weekday Paratransit trips, including 99 within Irving and 83 to/from other DART cities



**Plano**

# Plano Ridership

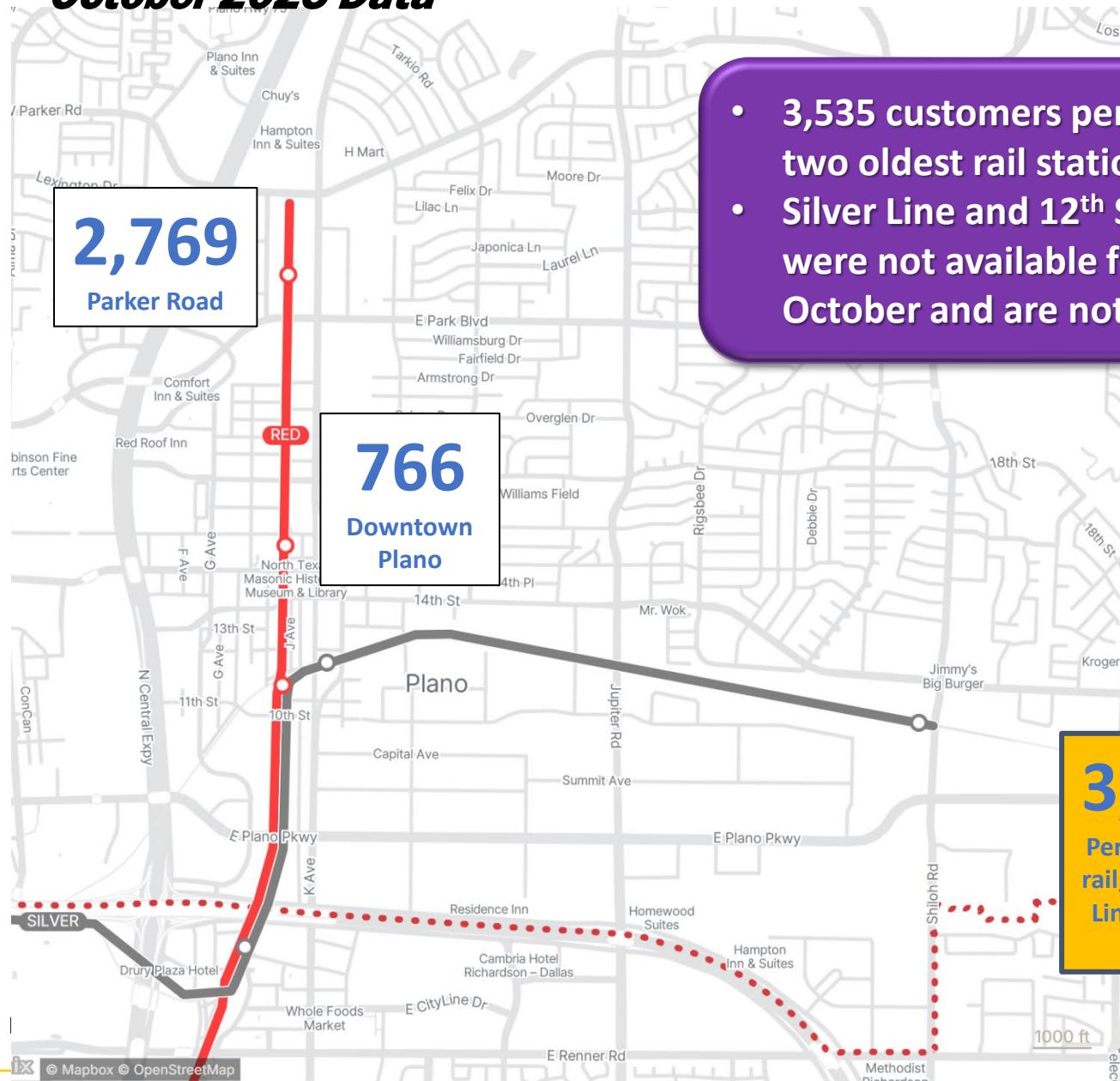


# Plano Customer Impacts

- Current riders traveling to/from Plano locations would need to use any alternative services arranged by the city
- Extra transfers will likely be required for a majority of customers
- Longer travel times
- We would expect most Park & Ride customers would choose to drive to the nearest alternative location (CityLine/Bush Station)

# Weekday Rail Ridership at Plano Stations

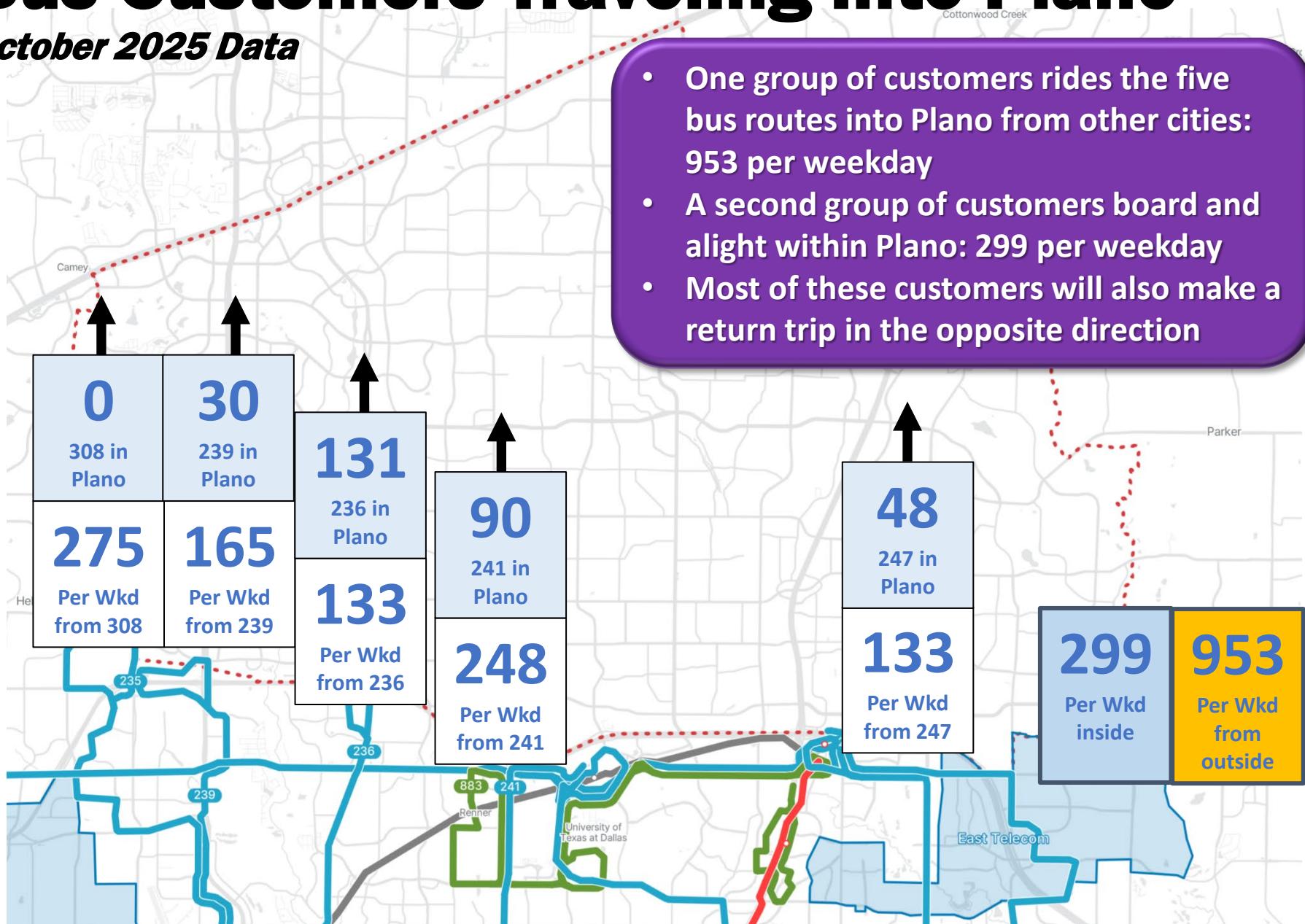
October 2025 Data



- 3,535 customers per weekday use the two oldest rail stations in Plano
- Silver Line and 12<sup>th</sup> Street Station data were not available for the full month of October and are not included here

# Bus Customers Traveling Into Plano

October 2025 Data

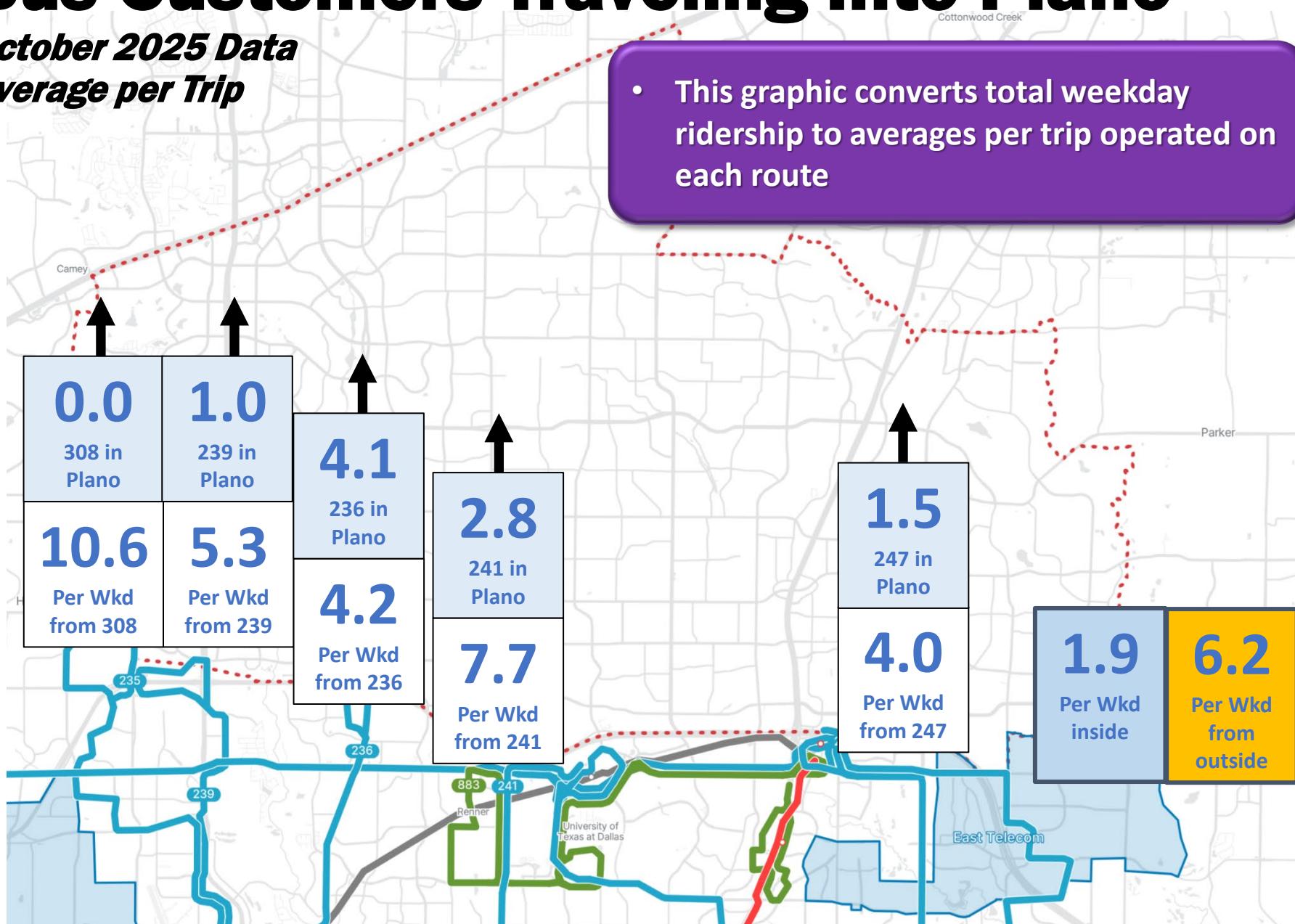


# Bus Customers Traveling Into Plano

Cottonwood Creek

October 2025 Data  
Average per Trip

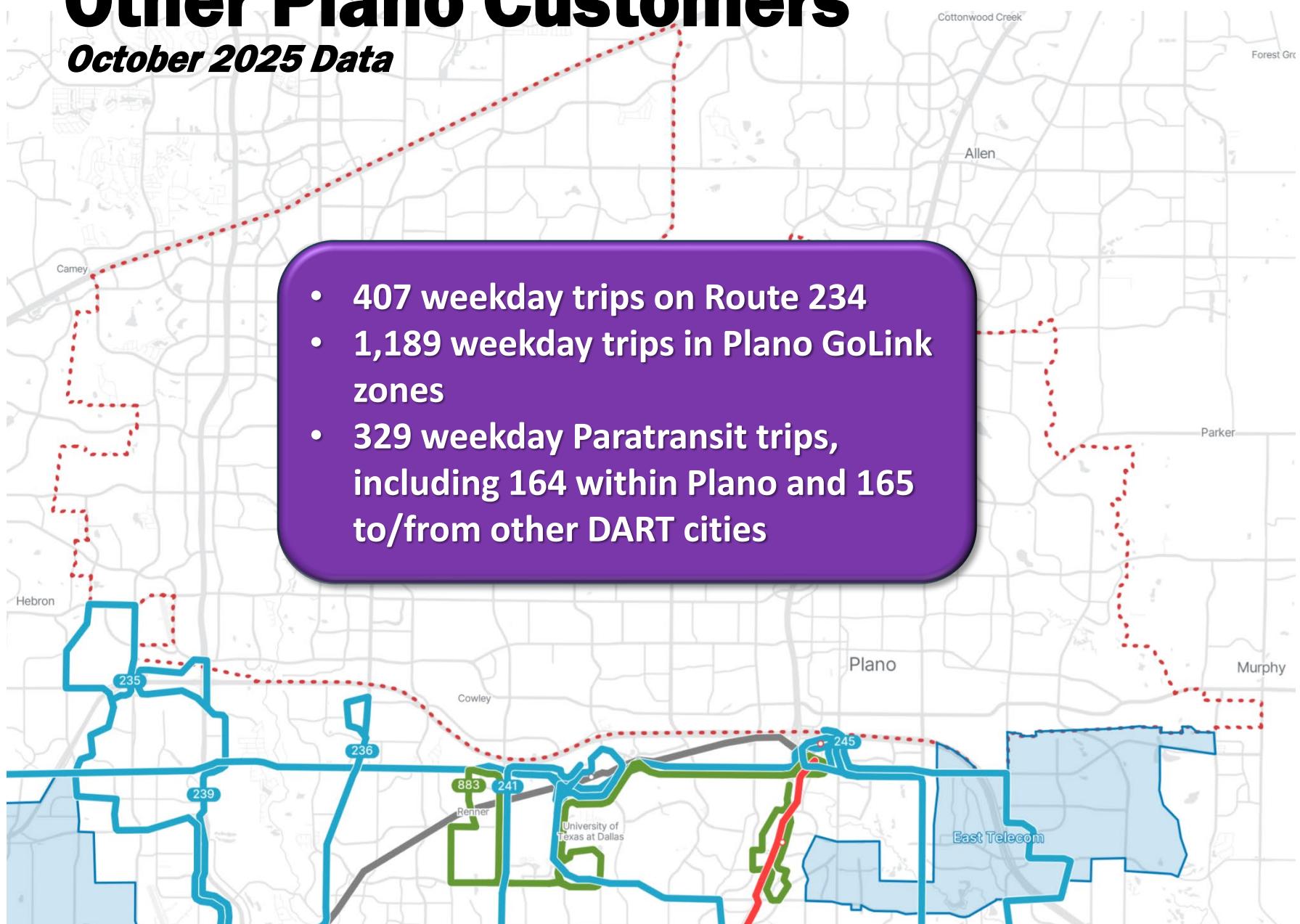
- This graphic converts total weekday ridership to averages per trip operated on each route



# Other Plano Customers

*October 2025 Data*

- 407 weekday trips on Route 234
- 1,189 weekday trips in Plano GoLink zones
- 329 weekday Paratransit trips, including 164 within Plano and 165 to/from other DART cities



# Next Steps and Timeline

# Calendar of Key Events

Date	Action/Briefing
January 2026	COTW/Board Approval of Call for Public Hearing
February – March	Pre-Public Hearing Community Meetings
March 24	Public Hearing
May 2	Withdrawal Election
Day after vote canvass	Cessation of Operations

# Longer Term

- The public hearing call addresses immediate actions that would be required in response to election outcomes
- Over the longer term there are likely to be additional financial and service implications that DART may have to address
- The General Planning Consultant (GPC) team is currently engaged in a study of the longer-term implications of potential withdrawals
- Goal is to complete study work by the end of February
- Future budget and service change actions will be discussed in later meetings

# Recommendation

- Approval of a resolution authorizing the President & Chief Executive Officer or her designee to call a Public Hearing on March 24 , 2026, to receive public comments on potential service modifications necessary should any cities decide to withdraw from DART in May 2026 elections

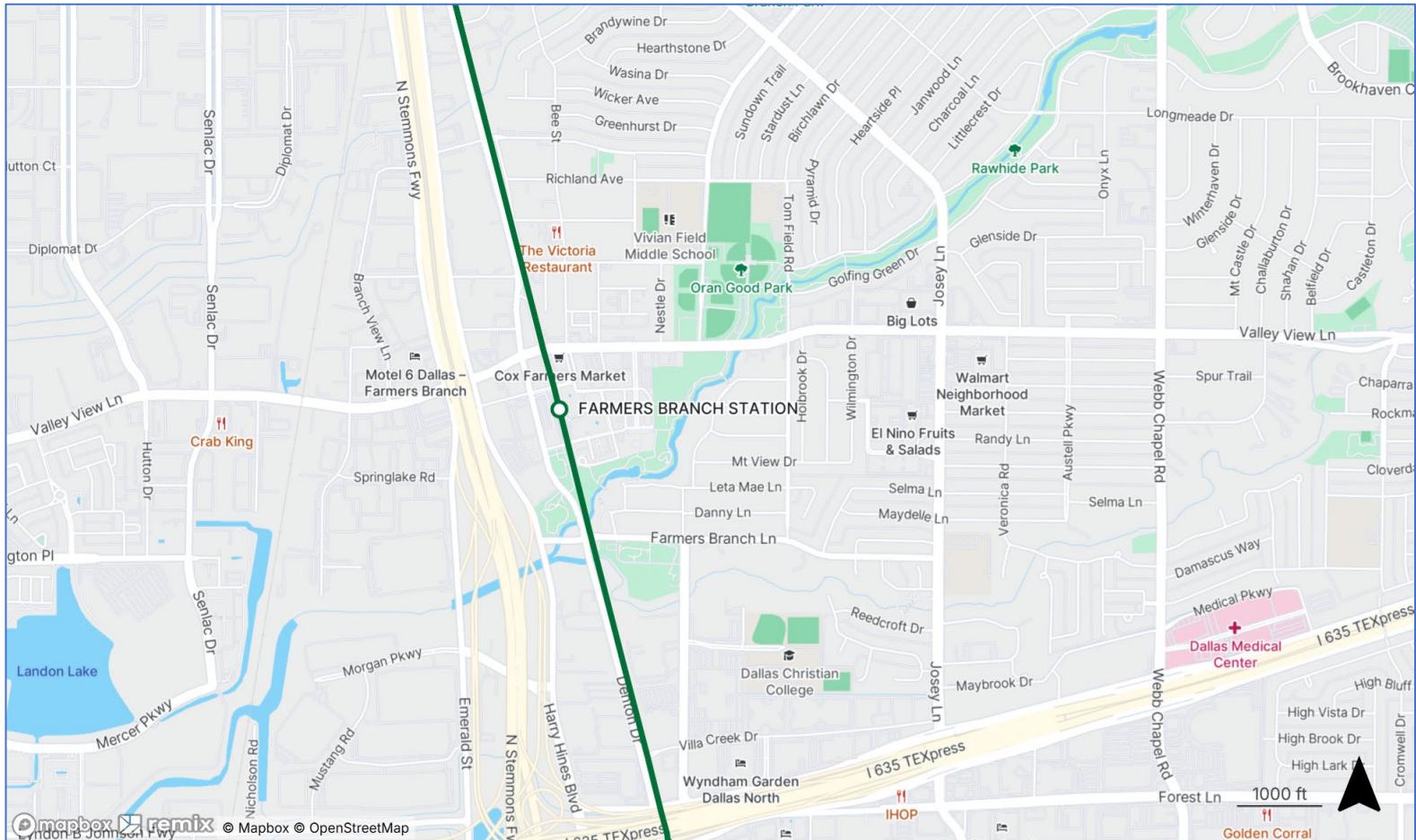


*let's go.*



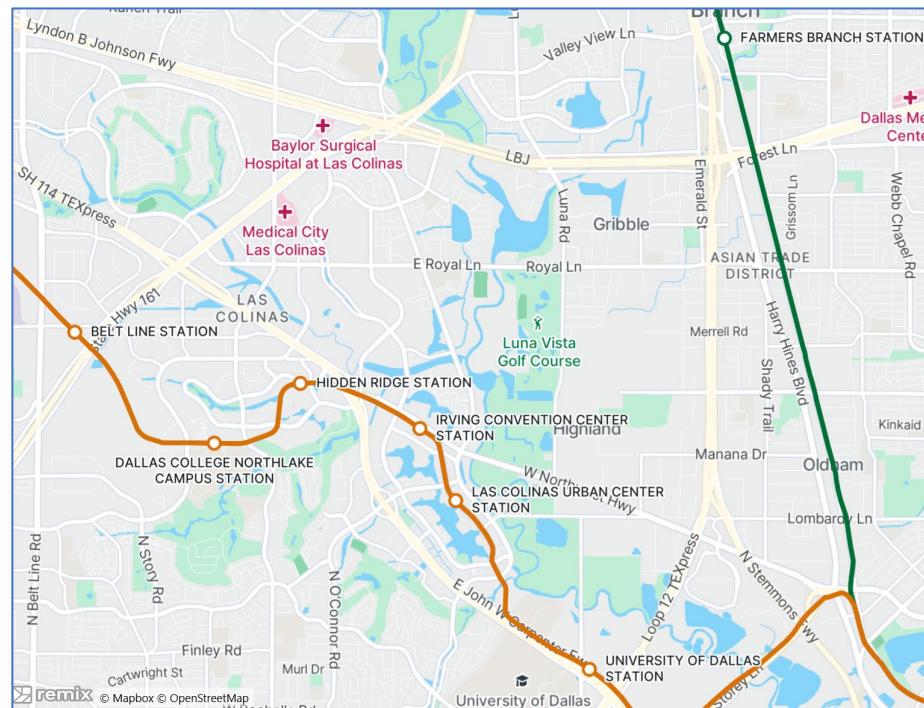
[DART.org](http://DART.org)

# Green Line *Modified*



# Orange Line *Modified*

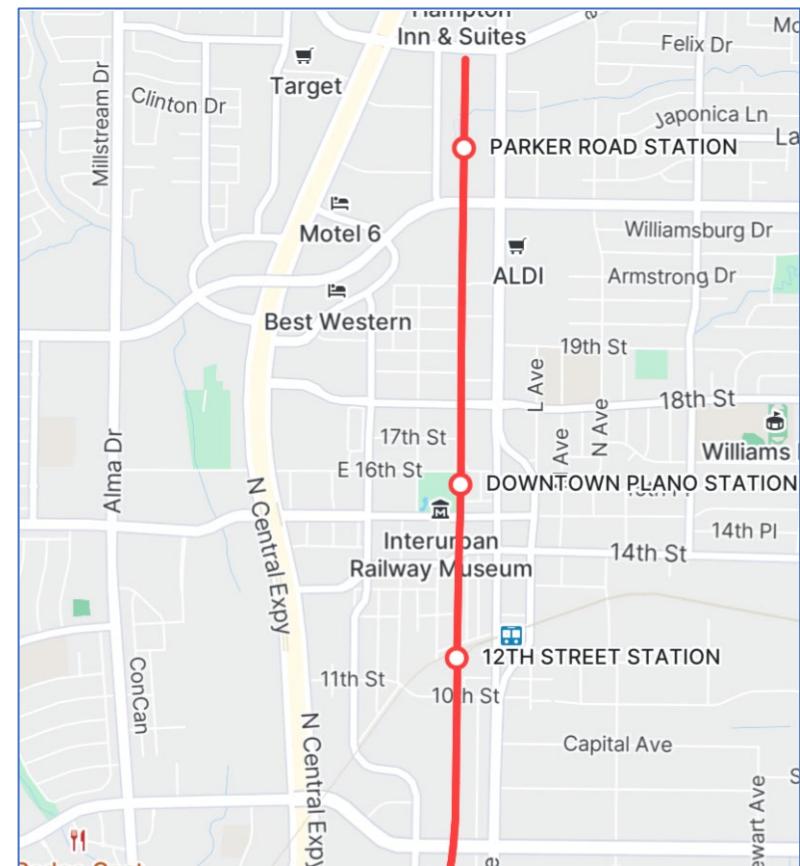
- 6 LRT stations closed
- Trains will pass through to DFW Airport Station



# Red/Orange Line

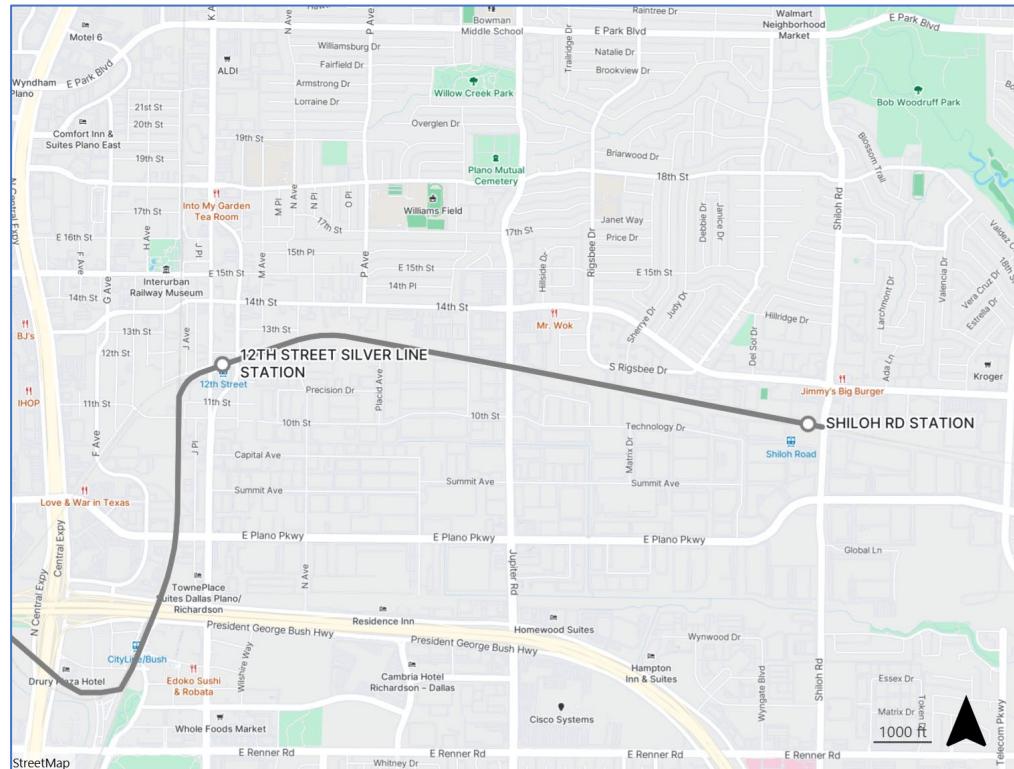
## *Modified*

- 3 light rail stations closed



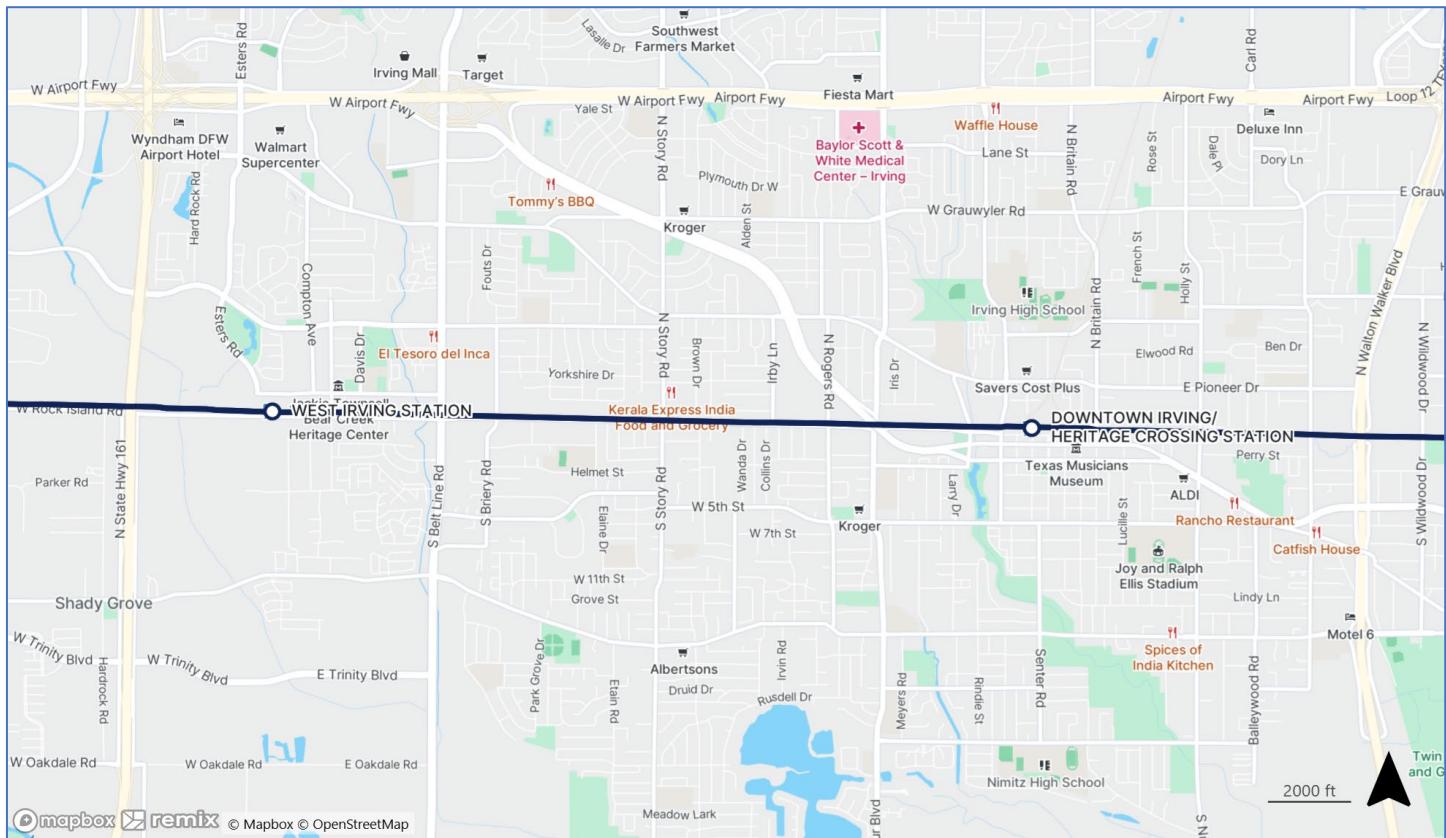
# Silver Line *Modified*

- 2 Silver Line stations closed



# Trinity Railway Express Modified

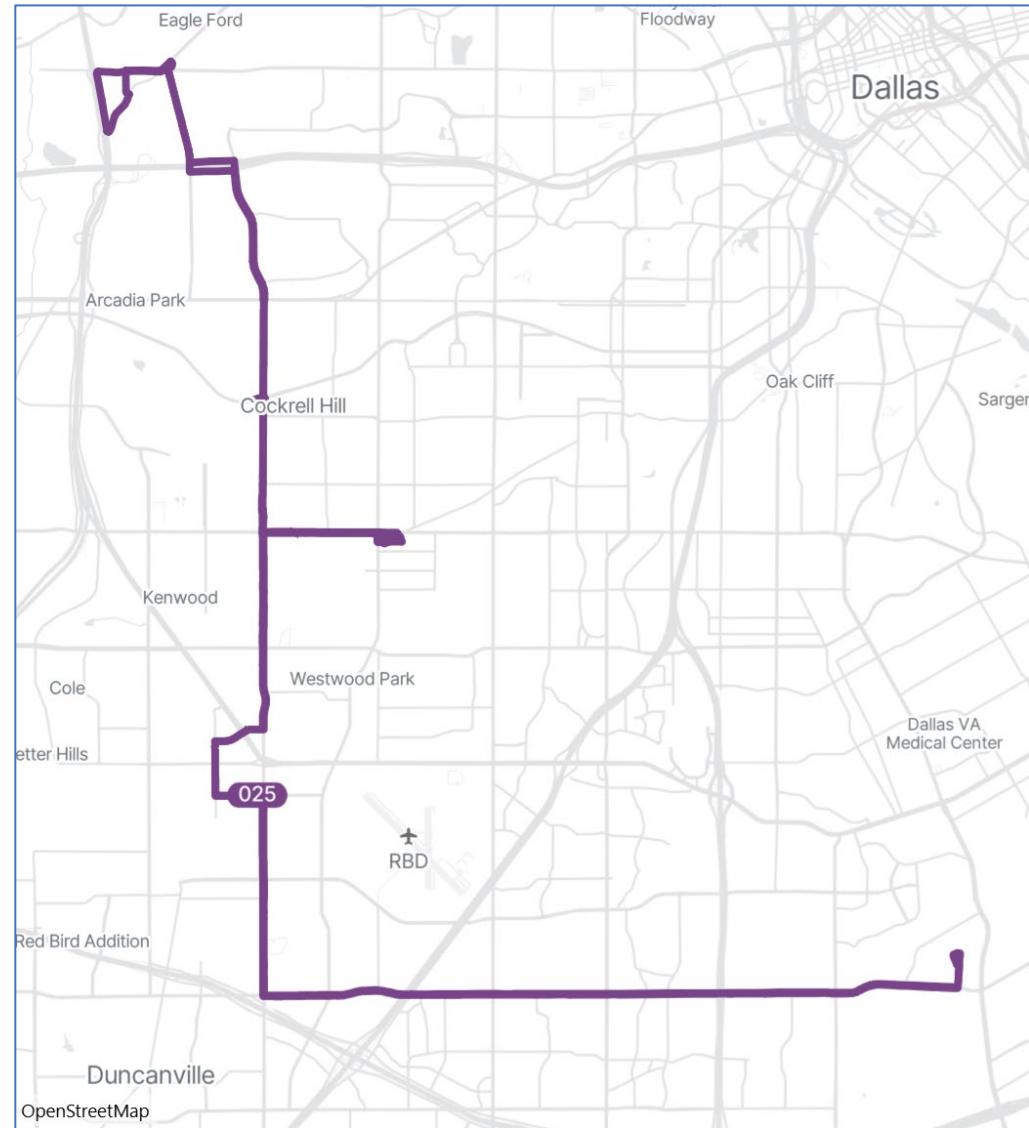
- 2 TRE stations closed; trains will pass through



# Route 25 Cockrell Hill

## *Modified*

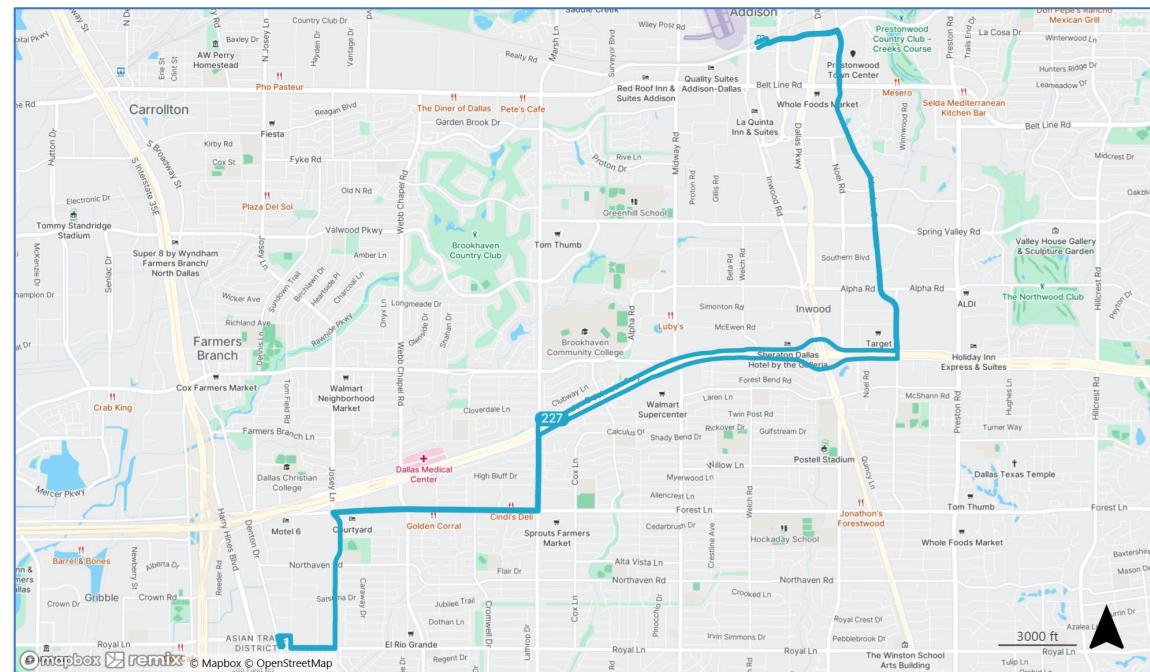
- Stop short of Irving city limits
- Connecting Bernal / Singleton TC to Westmoreland Station via Cockrell Hill Blvd and extend to combine with current Route 108 Camp Wisdom



# Route 227 O'Connor-Luna-Valley View

## *Modified if Farmers Branch, Irving Both Pull Out*

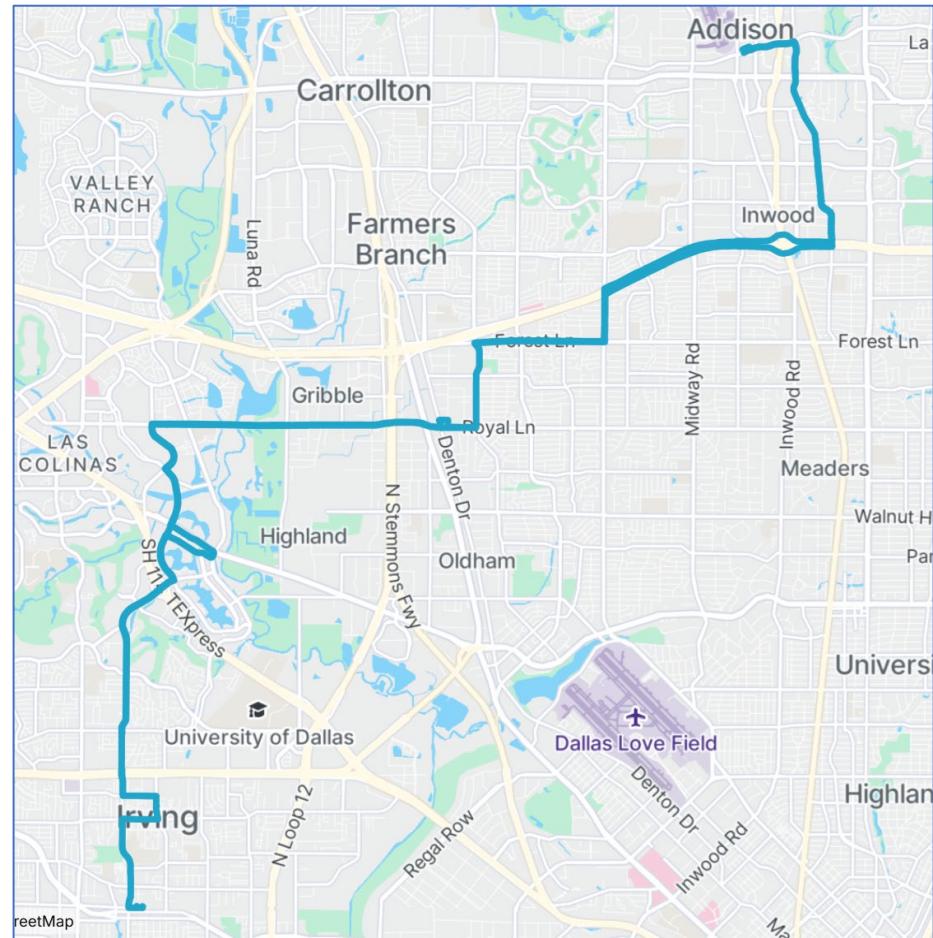
- Connects Royal Lane Station with Addison Station via Dennis / Northaven, Forest Lane, IH 635 frontage roads, and Montfort
- Avoids Irving and Farmers Branch service



# Route 227 O'Connor-Luna-Valley View

## ***Modified if Farmers Branch Pulls Out***

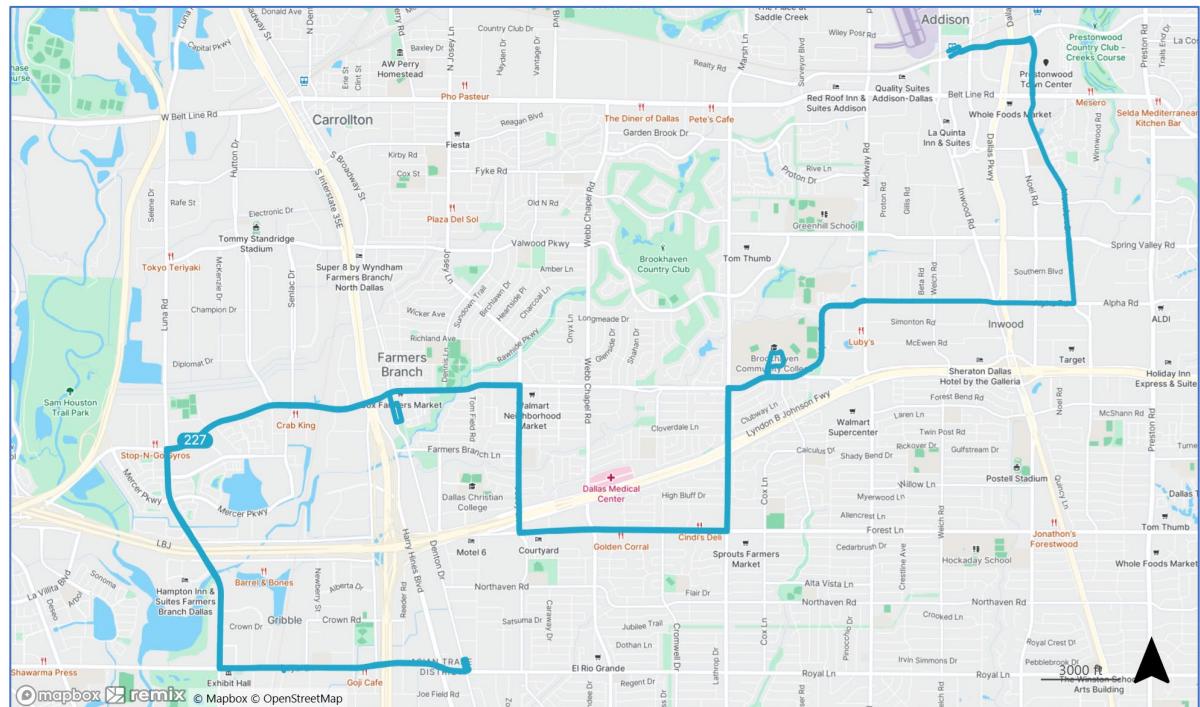
- Connects Downtown Irving / Heritage Crossing Station with Addison Station via Irving Convention Center Station, Royal Lane, Royal Lane Station, Dennis / Northaven, Forest Lane, IH 635 frontage, and Montfort
- Avoids Farmers Branch service



# Route 227 O'Connor-Luna-Valley View

## *Modified if Irving Pulls Out*

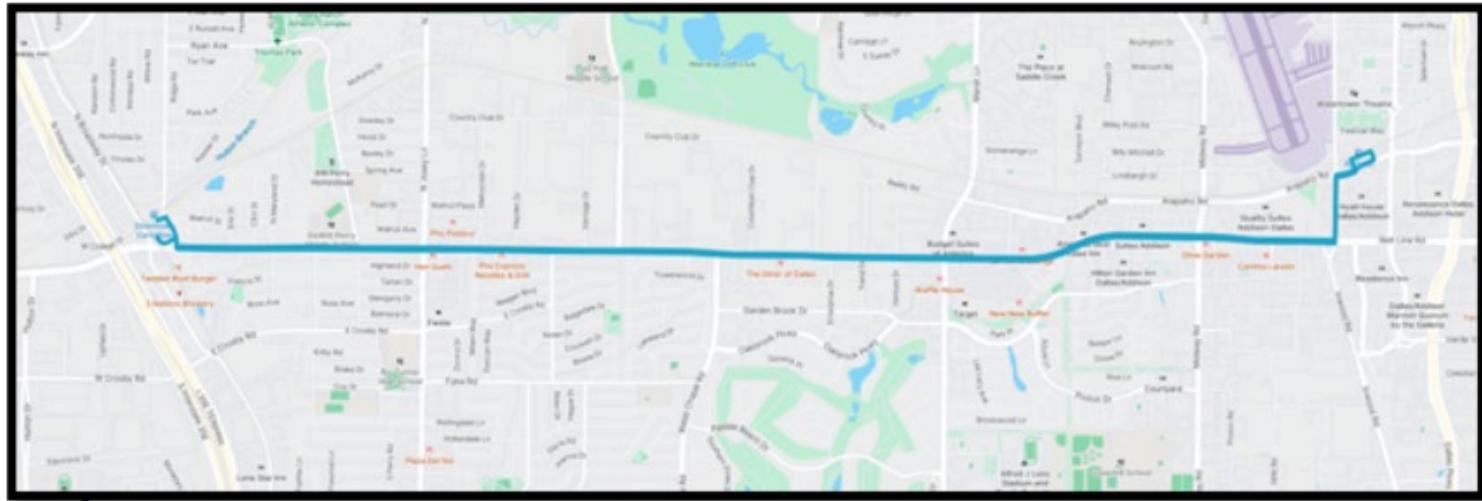
- Connects Downtown Irving / Heritage Crossing Station with Addison Station via Royal Lane Station, Luna, Valley View, Forest Lane, and Montfort



# Route 229 MacArthur-Belt Line

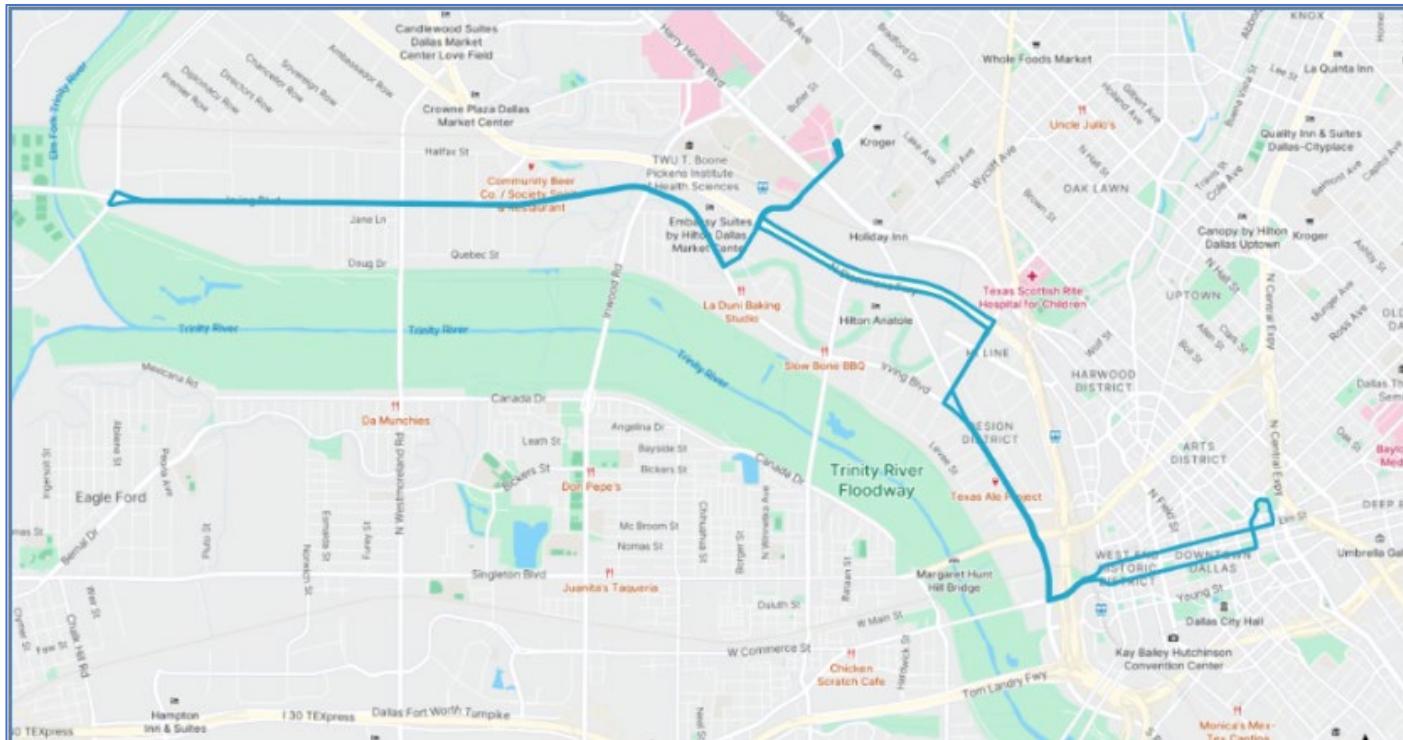
## *Modified*

- Remove from Irving and stop short of Farmers Branch city limits
- Connecting Downtown Carrollton Station and Addison Center Station via Belt Line
- This would reduce the current route's service miles by more than half



# Route 230 Irving Blvd *Modified*

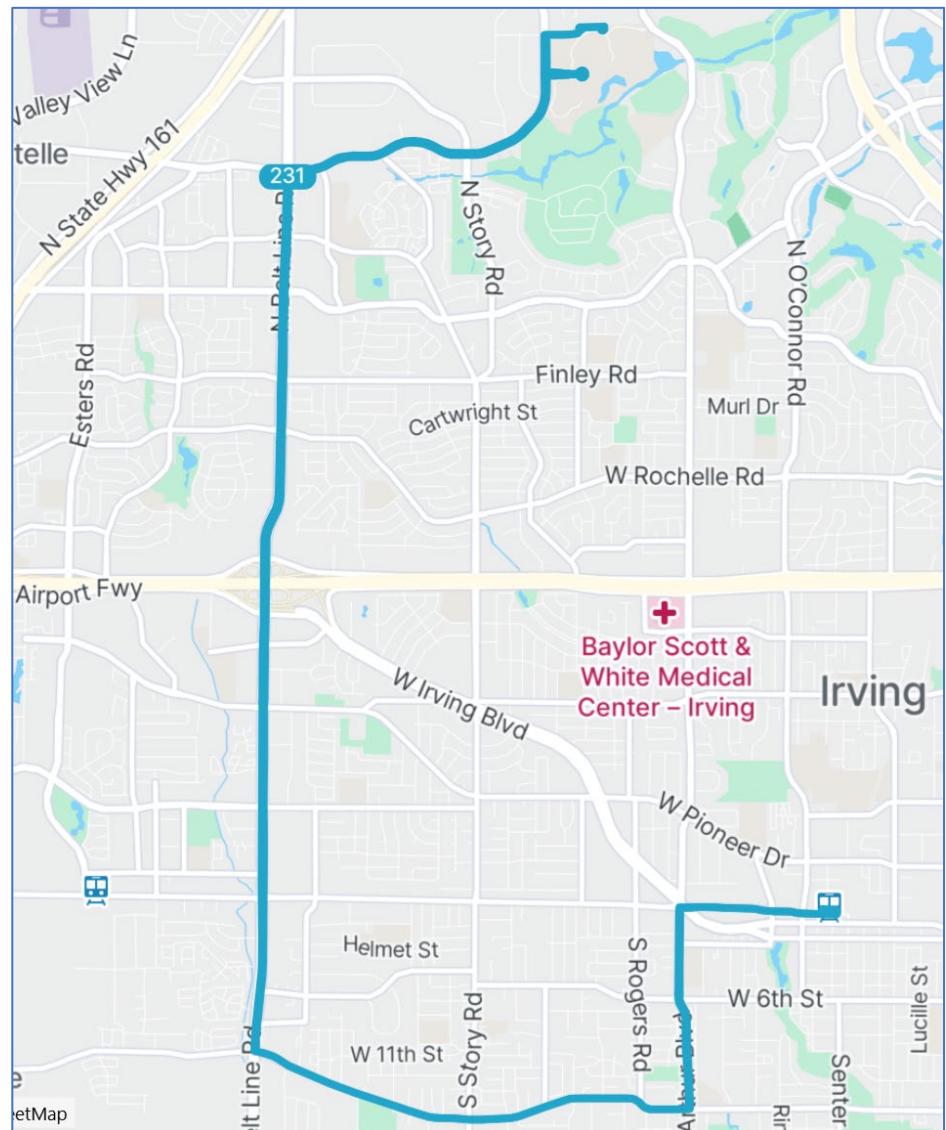
- Modified short to serve between Downtown Dallas and the Irving city limits (at Regal Row and Irving Blvd)



# Route 231 South Belt Line

## ***Discontinued***

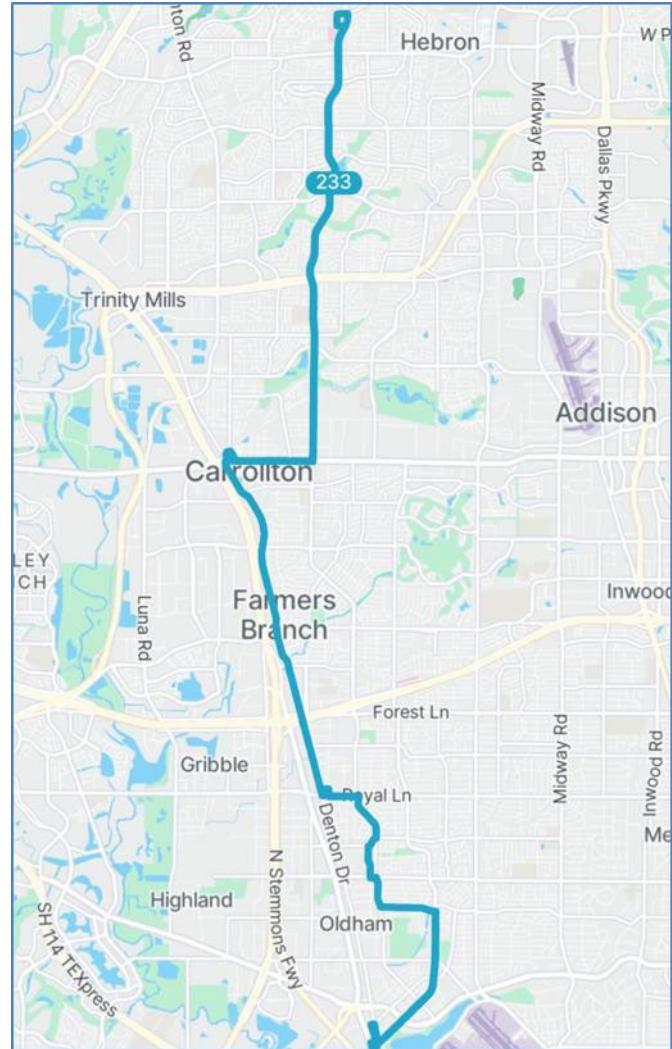
- Serves Downtown Irving / Heritage Crossing Station to Dallas College North Lake Station via Belt Line
- Irving
- 766 Weekday riders



# Route 233 Josey

## ***Modified***

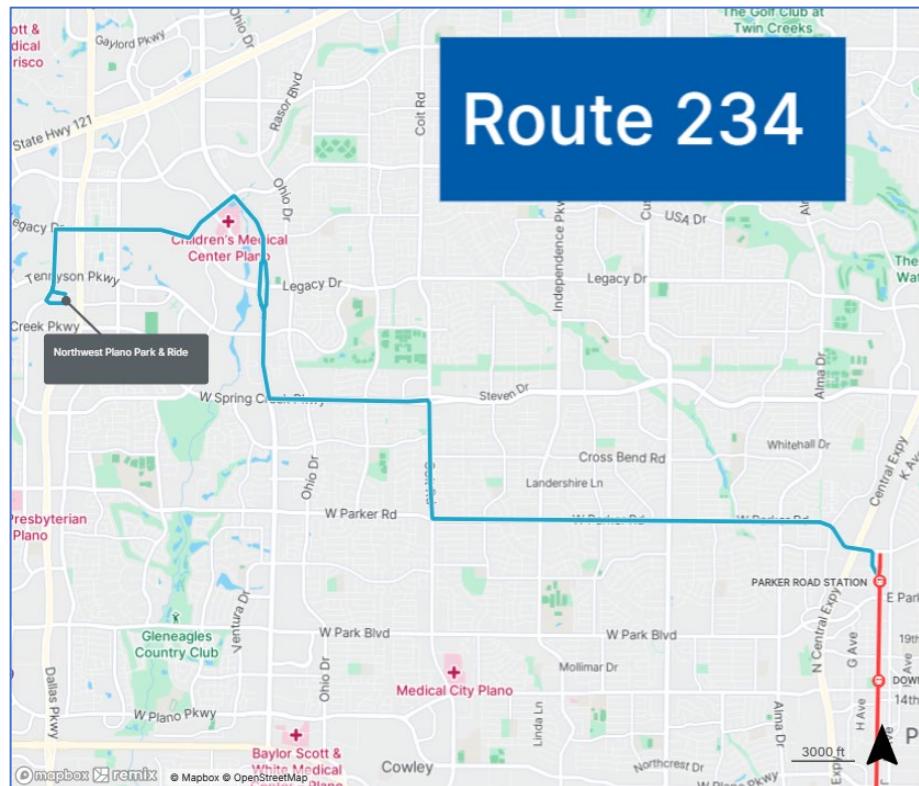
- Service would close its doors to within Farmers Branch city limits and alter alignment between Royal Lane Station and Valley View to reflect the discontinuation of Farmers Branch Station



# Route 234 Parker Road

## *Discontinued*

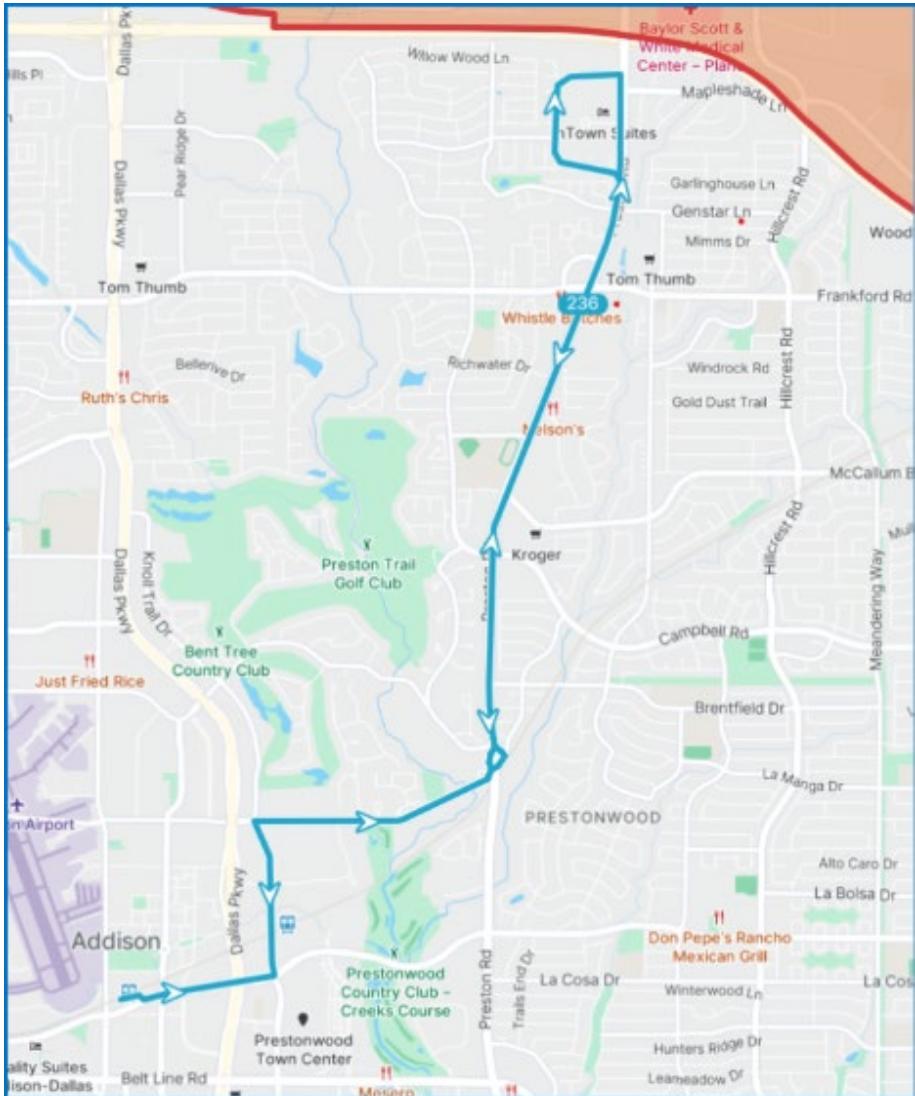
- Connects Northwest Plano Park and Ride to Parker Road Station via Parker Road
- Plano
- 399 average weekday riders



# Route 236 W 15th

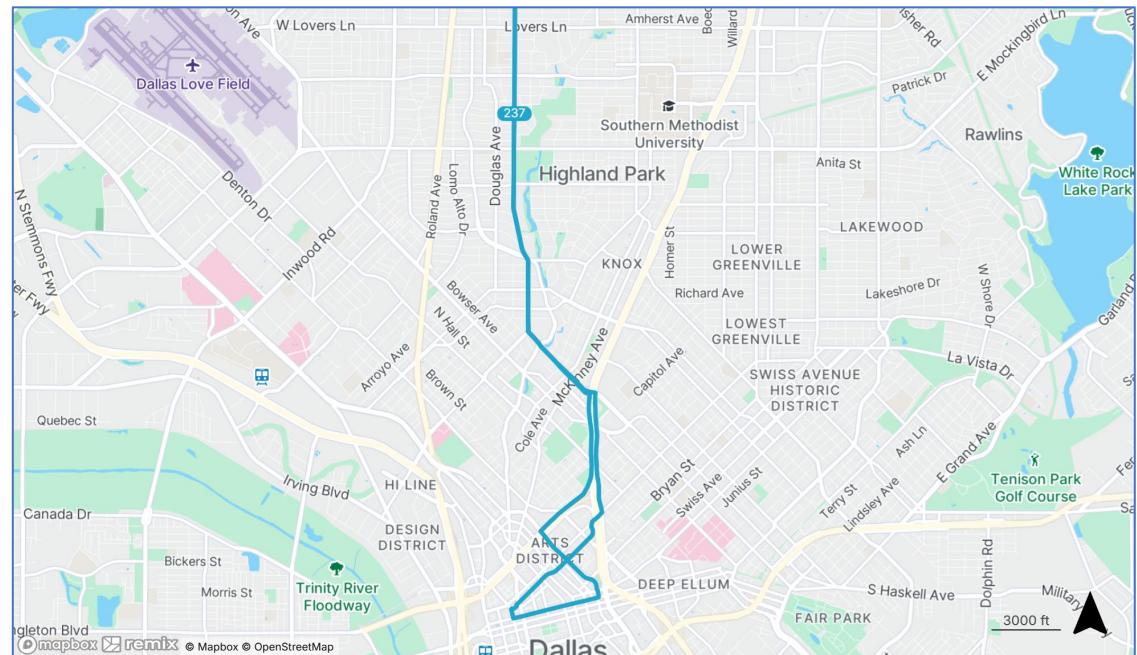
## *Modified*

- Reduced by more than half its service miles by turning back at Preston and Mapleshade south of President George Bush Turnpike and Plano city limits



# Route 237 Preston *Modified*

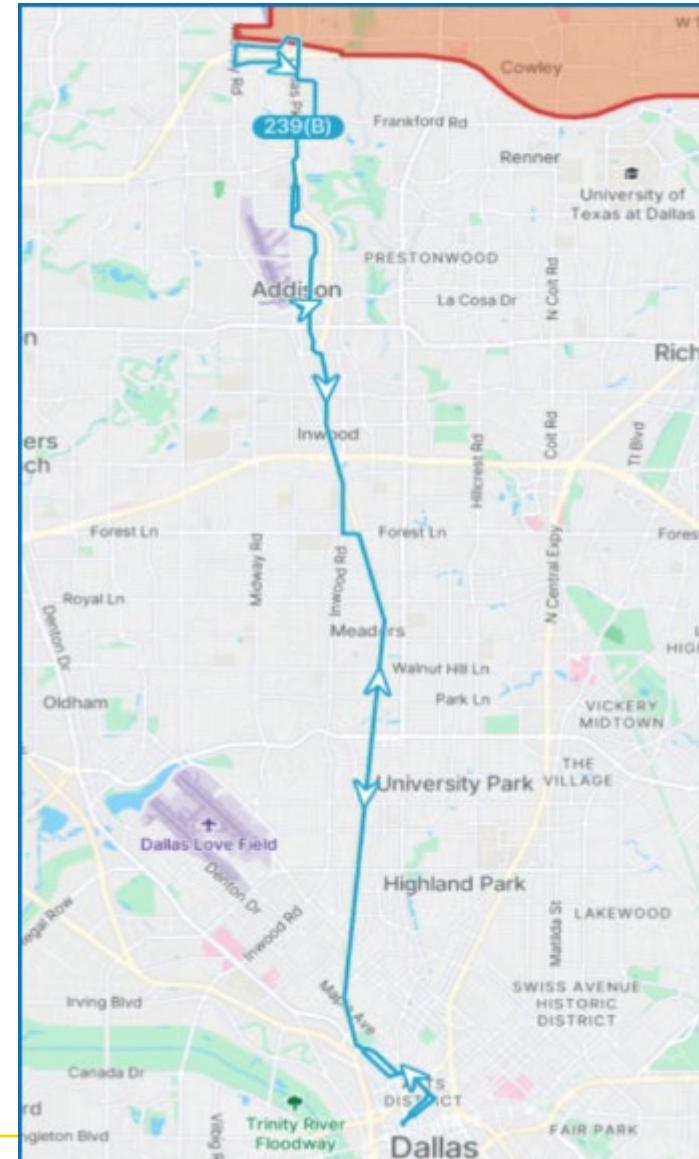
- Service would close its doors within University Park and/or Highland Park
- Main impact would be to Highland Park Village at Preston @ Mockingbird



# Route 239 Dallas North Tollway

## ***Modified***

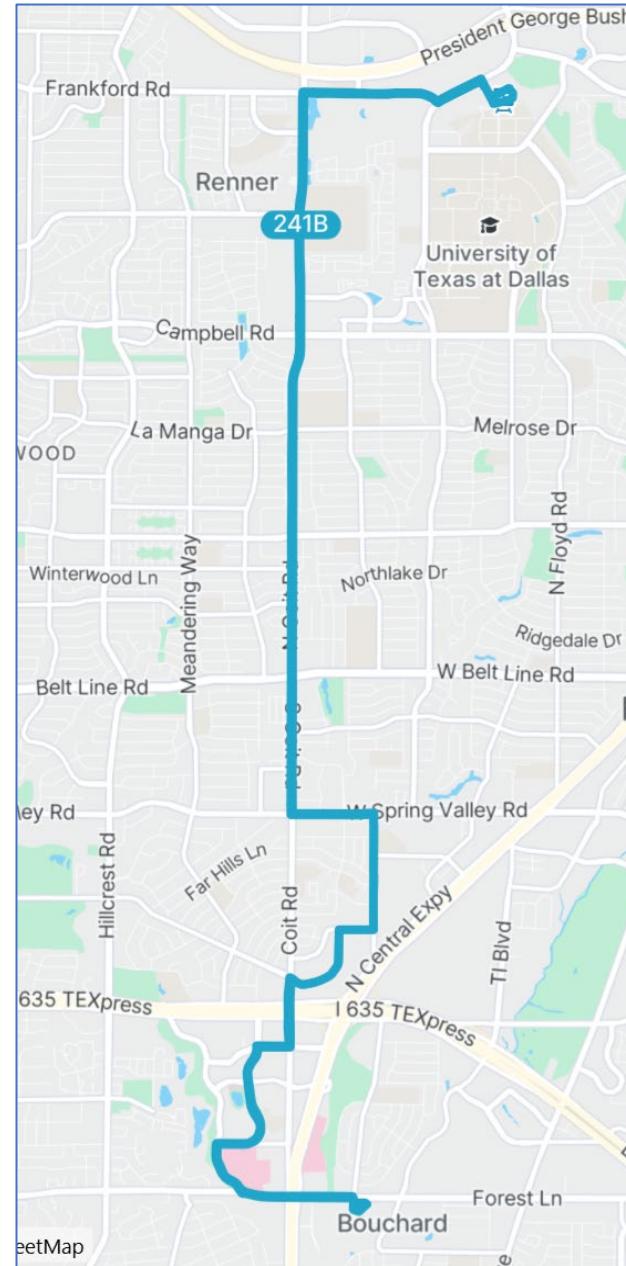
- Route 239 would turn around at Horizon just north of President George Bush Turnpike at Dallas North Tollway, thereby avoid the Plano city limits while serving transit demand in the area



# Route 241 Colt

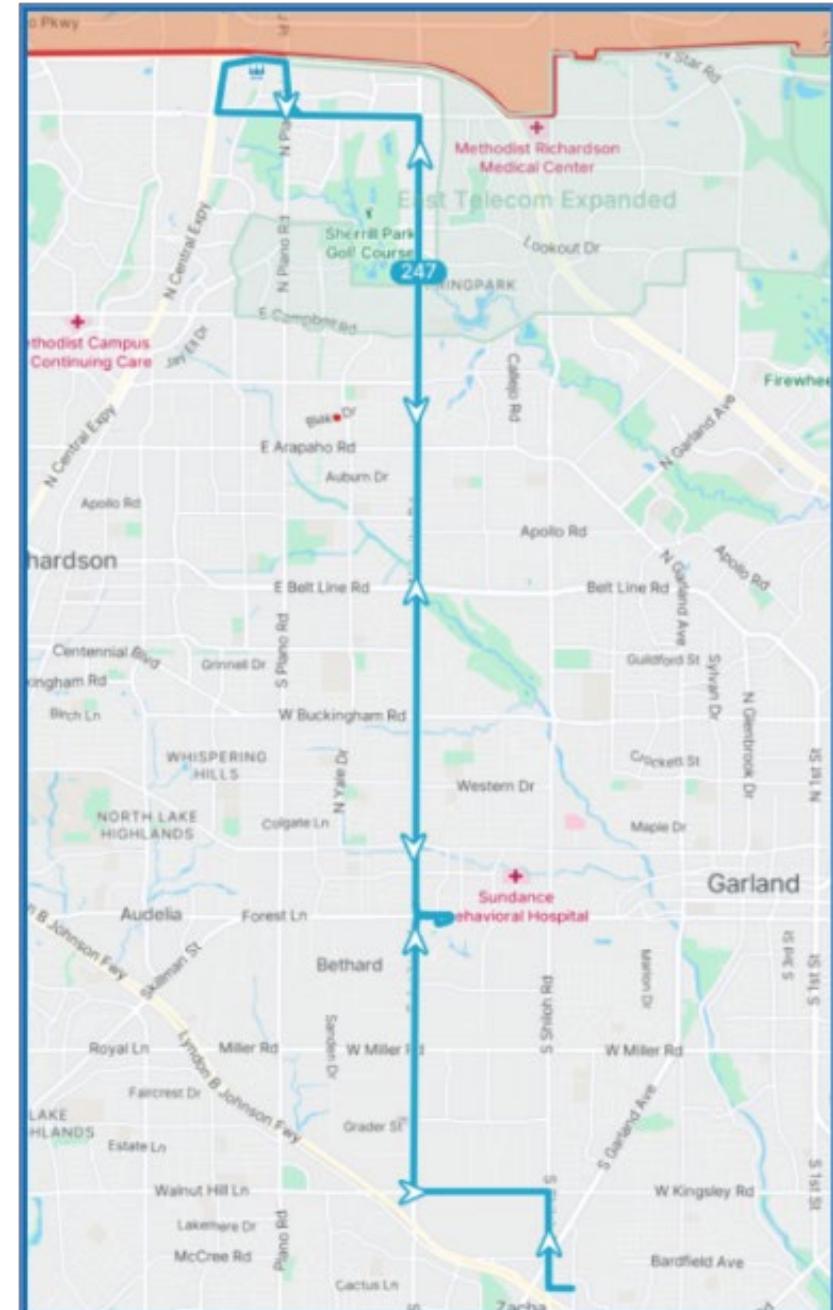
## *Modified*

- Route 241 would be modified short of Plano City Limits and begin service to UTD Station and turn back to its regular route on Coit from the Station via Frankford



# Route 247 Shiloh *Modified*

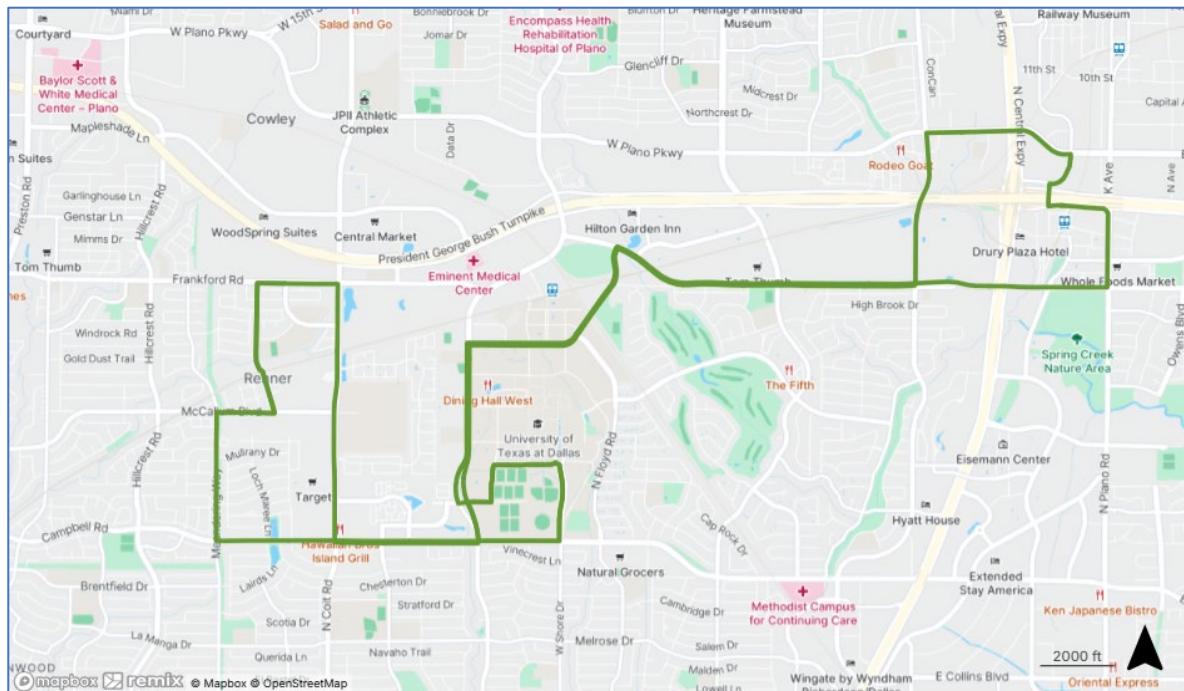
- Route 247 would add service to CityLine / Bush Station via Frankford rather than continue north to downtown Plano



# Route 883 UTD

## *Modified*

- Route 883 non-stop on Plano Parkway
- Friday / Saturday service to WalMart in Plano would be discontinued
- Current service to Target and Tom Thumb would be preserved



# Cypress Waters GoLink

## *Modified*

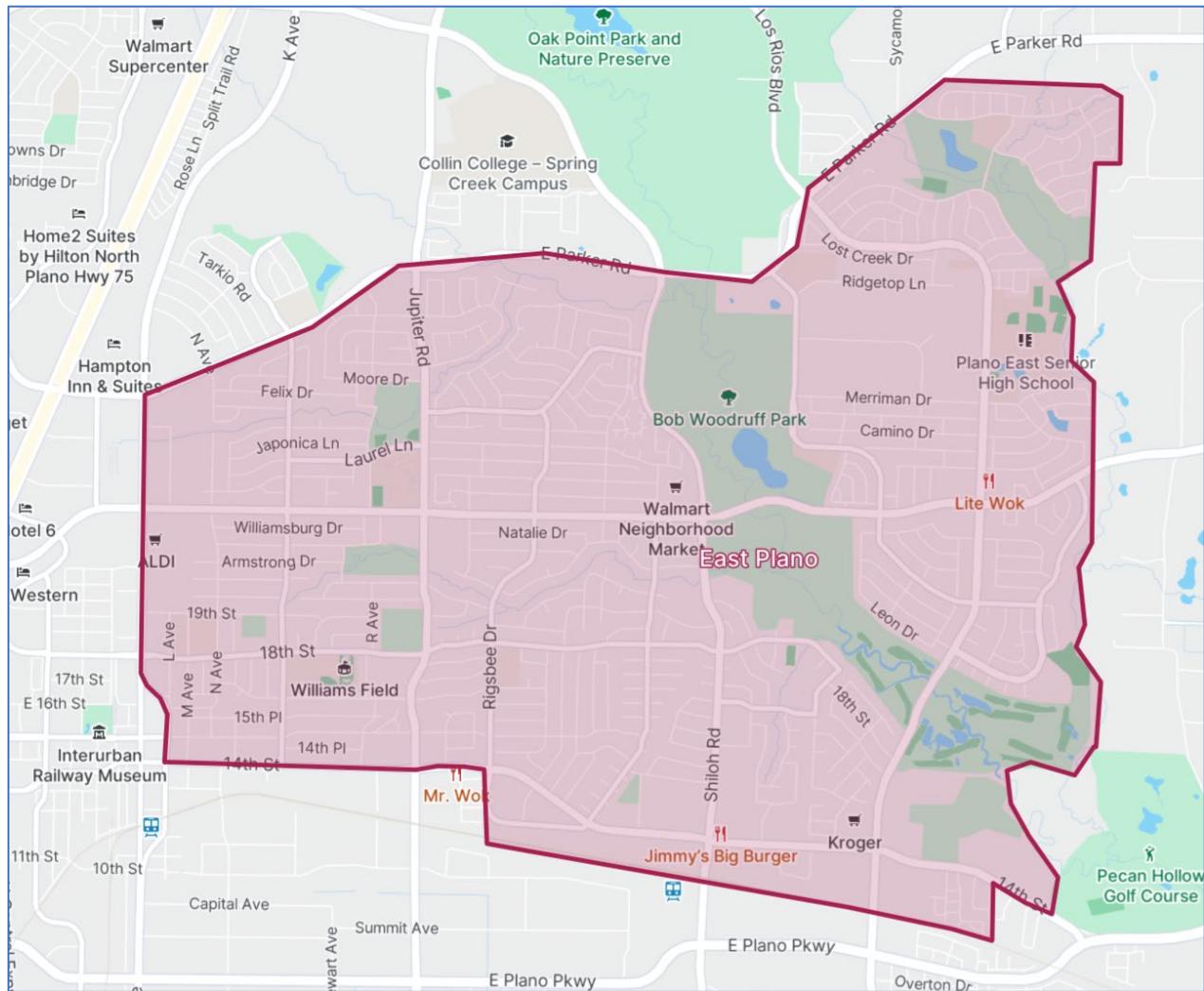
- Covers Dallas and Irving
- Reduced by about 80% to 2.5 square miles
- Refocus service on North Lake and Cypress Waters in Dallas



# East Plano GoLink

## *Discontinued*

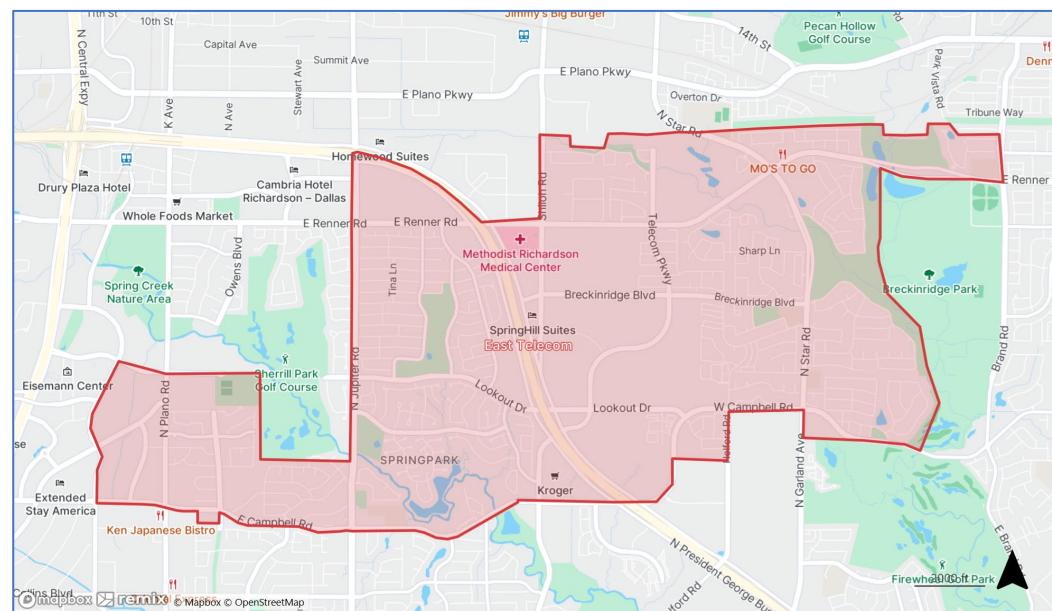
- 7.1 square miles
- 98 average weekday riders
- Completely within city limits



# East Telecom GoLink

## *Modified*

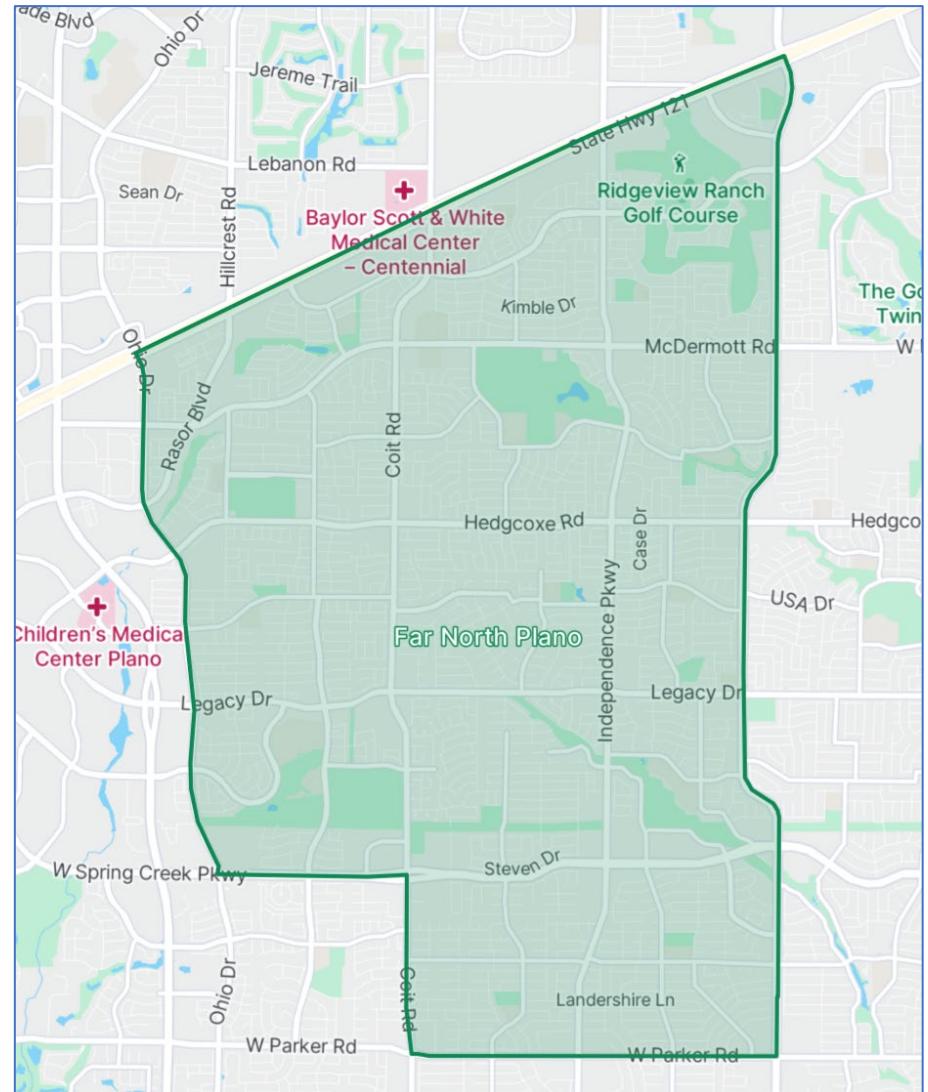
- Covers Richardson and Plano
- Reduced by about 1 square mile
- Refocus service on northeast Richardson



# Far North Plano GoLink

## *Discontinued*

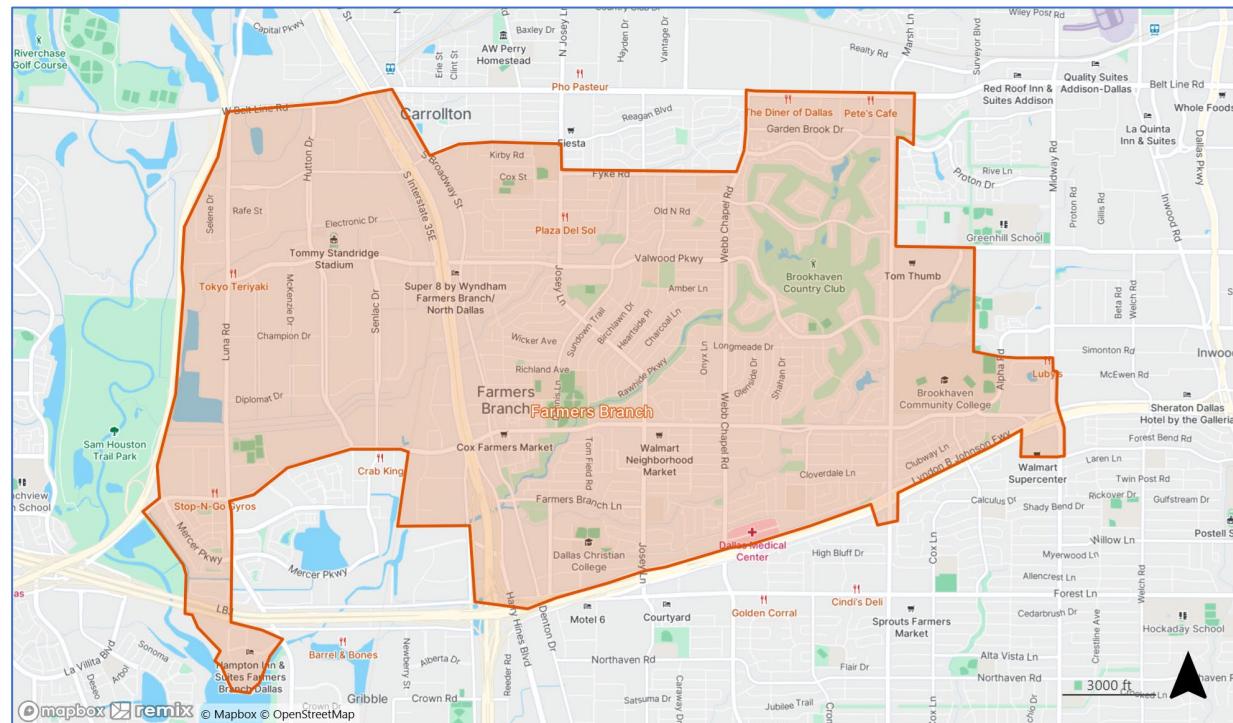
- 15.9 square miles
- 156 average weekday riders
- Completely within city limits



# Farmers Branch GoLink

## *Discontinued*

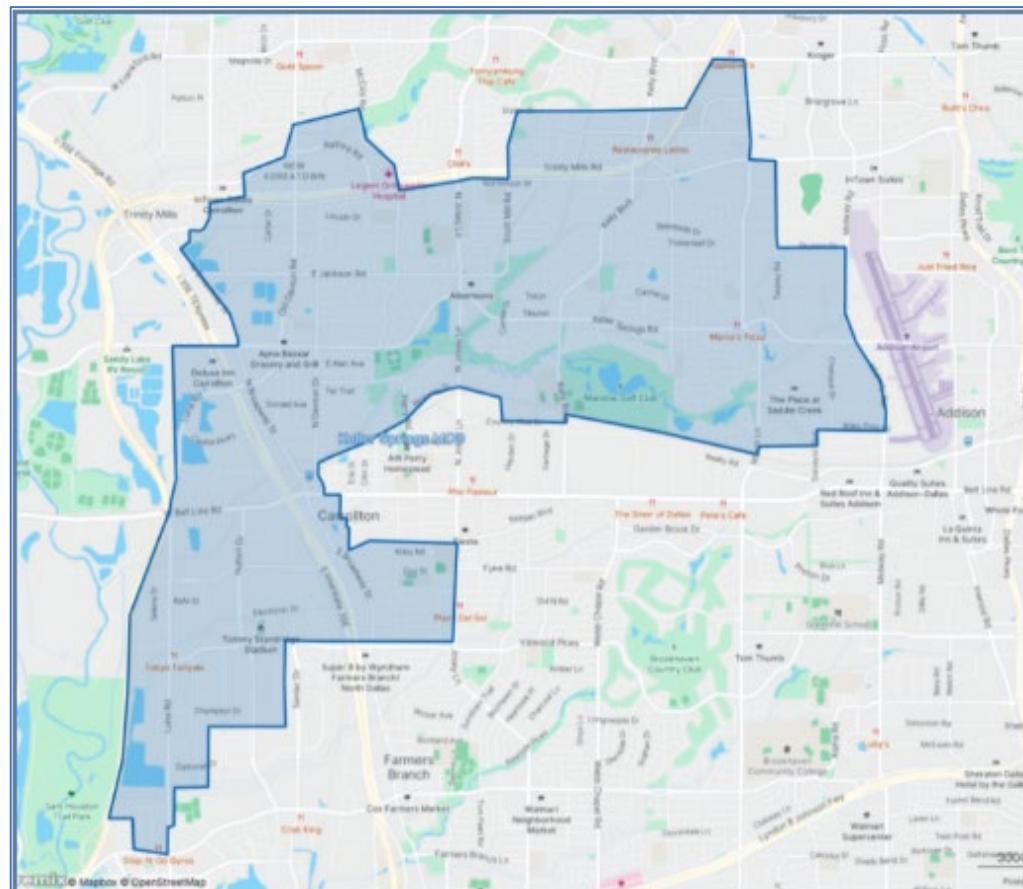
- 11.9 square miles
- 242 average weekday riders
- Majority within city limits



# Keller Springs GoLink

## *Modified*

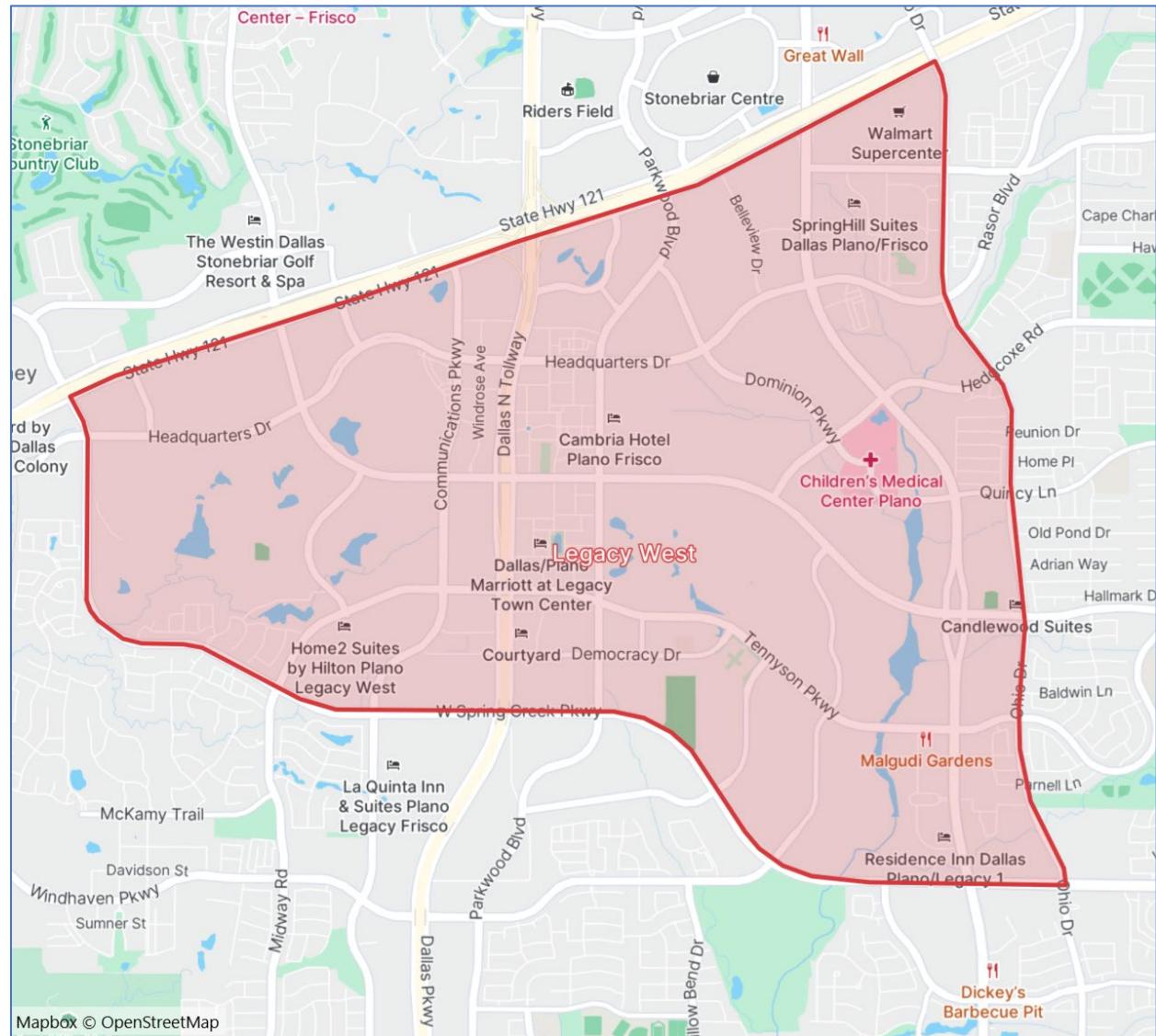
- Covers Richardson and Plano
- Increase size about a half square mile to extend into Valwood Industrial Park



# Legacy West GoLink

*Discontinued*

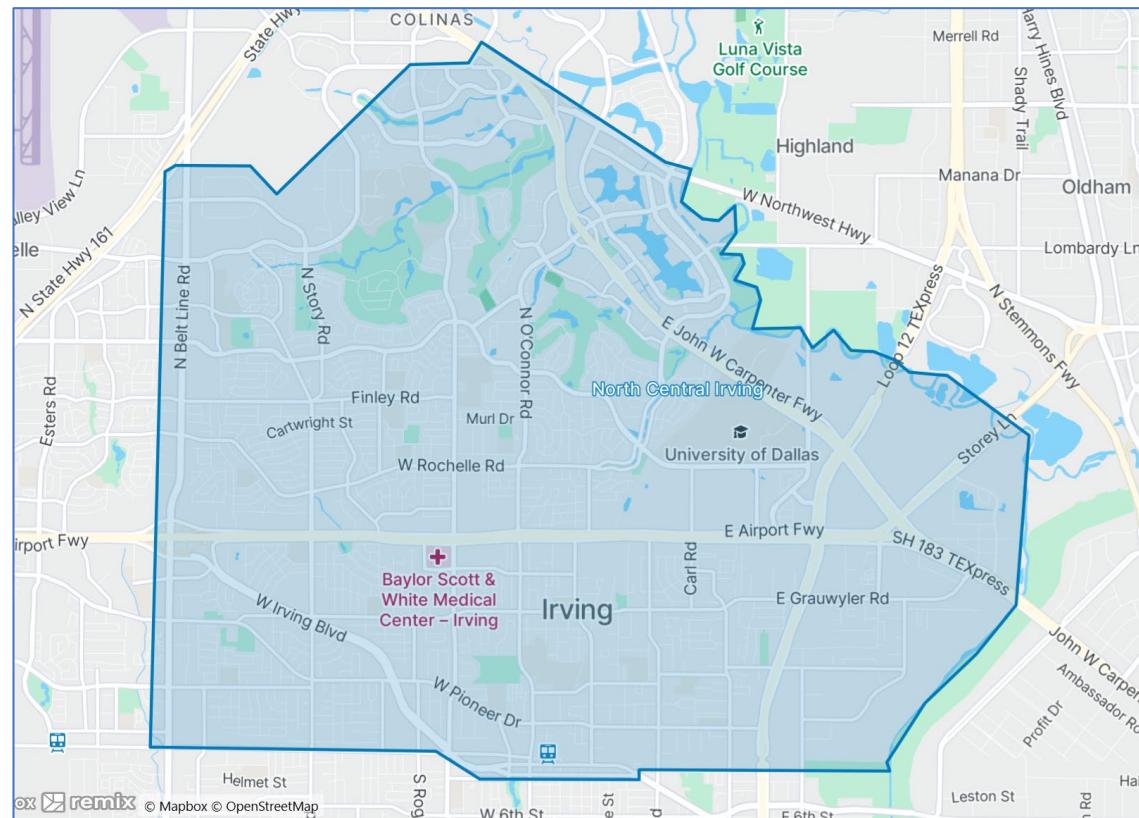
- 6.3 square miles
- 188 average weekday riders
- Completely within Plano city limits



# North Central Irving GoLink

## *Discontinued*

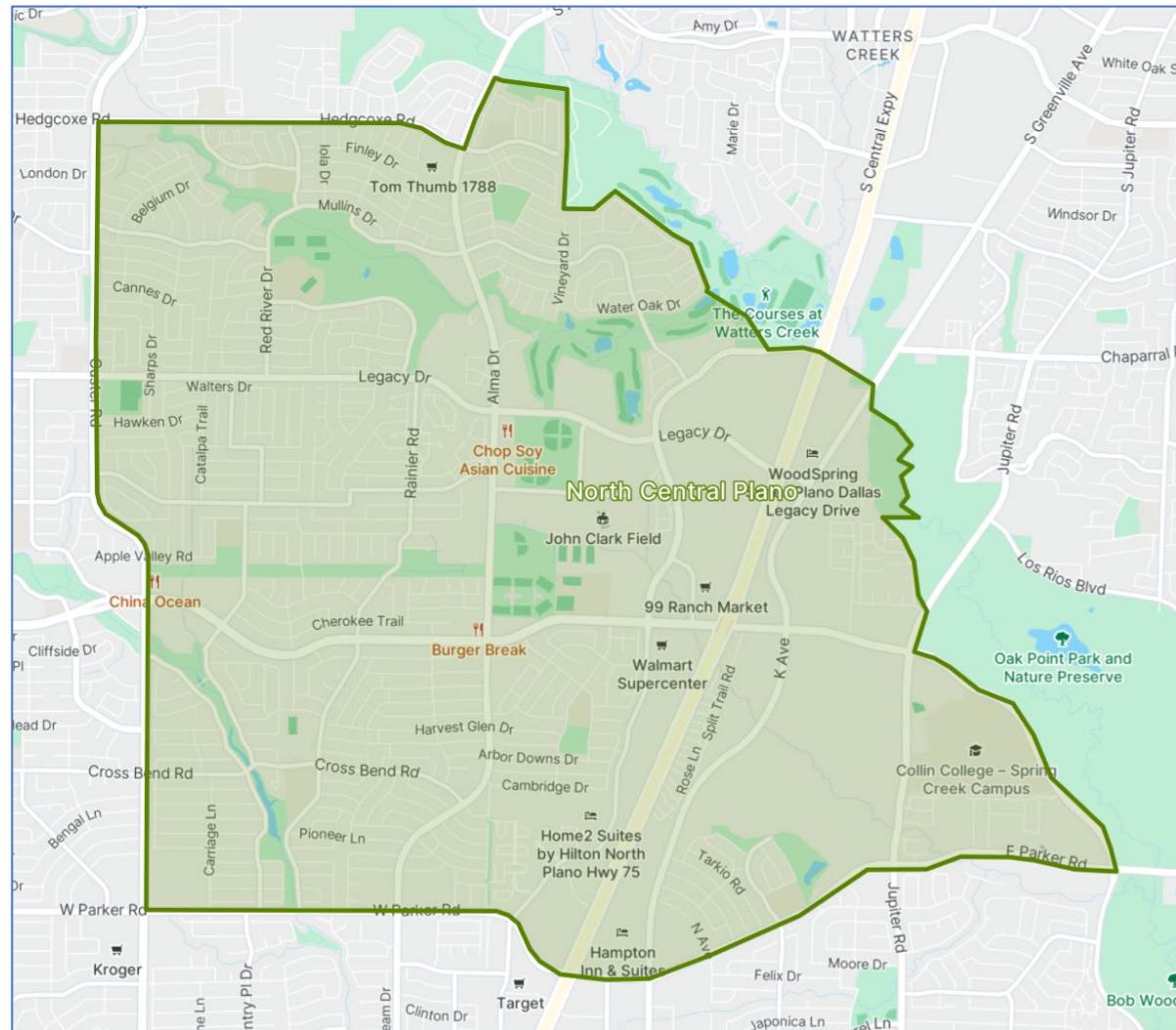
- 23.5 square miles
- 690 average weekday riders
- Completely within city limits



# North Central Plano GoLink

## *Discontinued*

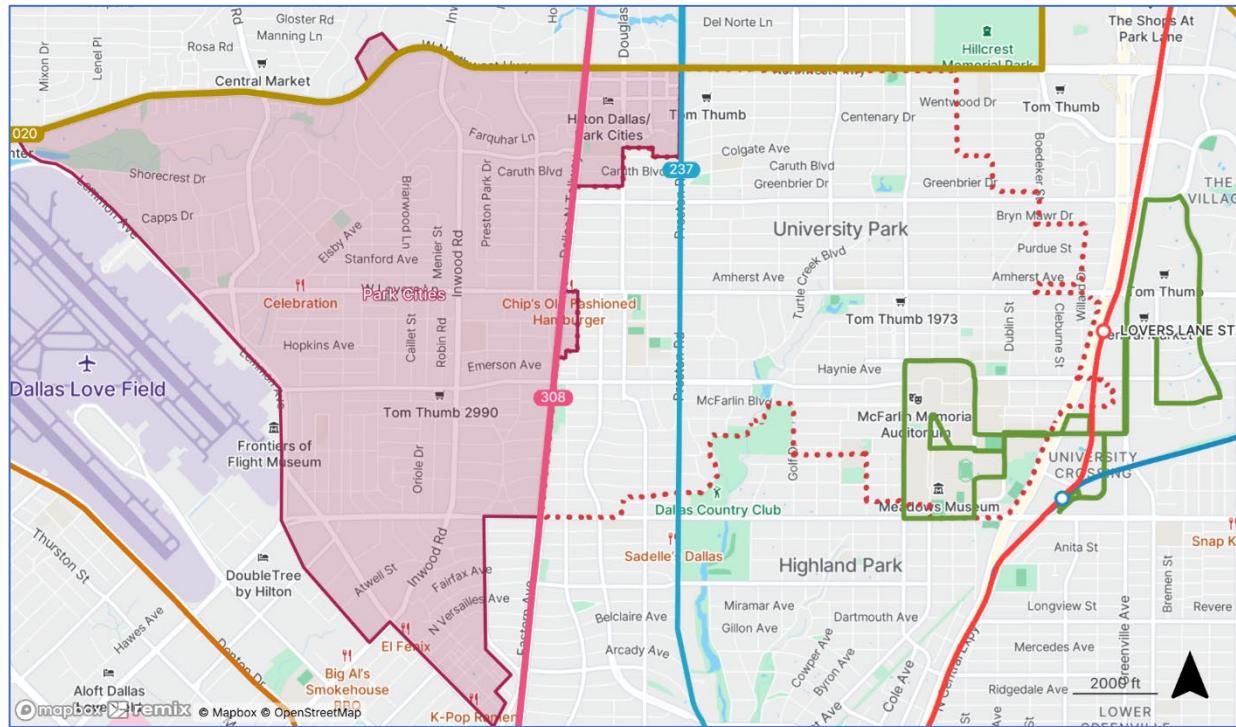
- 9.3 square miles
- 284 average weekday riders
- Completely within city limits



# Park Cities GoLink

## *Modified*

- Covers Dallas, University Park, and Highland Park
- Highland Park and/or University Park service removed
- Knox-area service preserved via rally stops

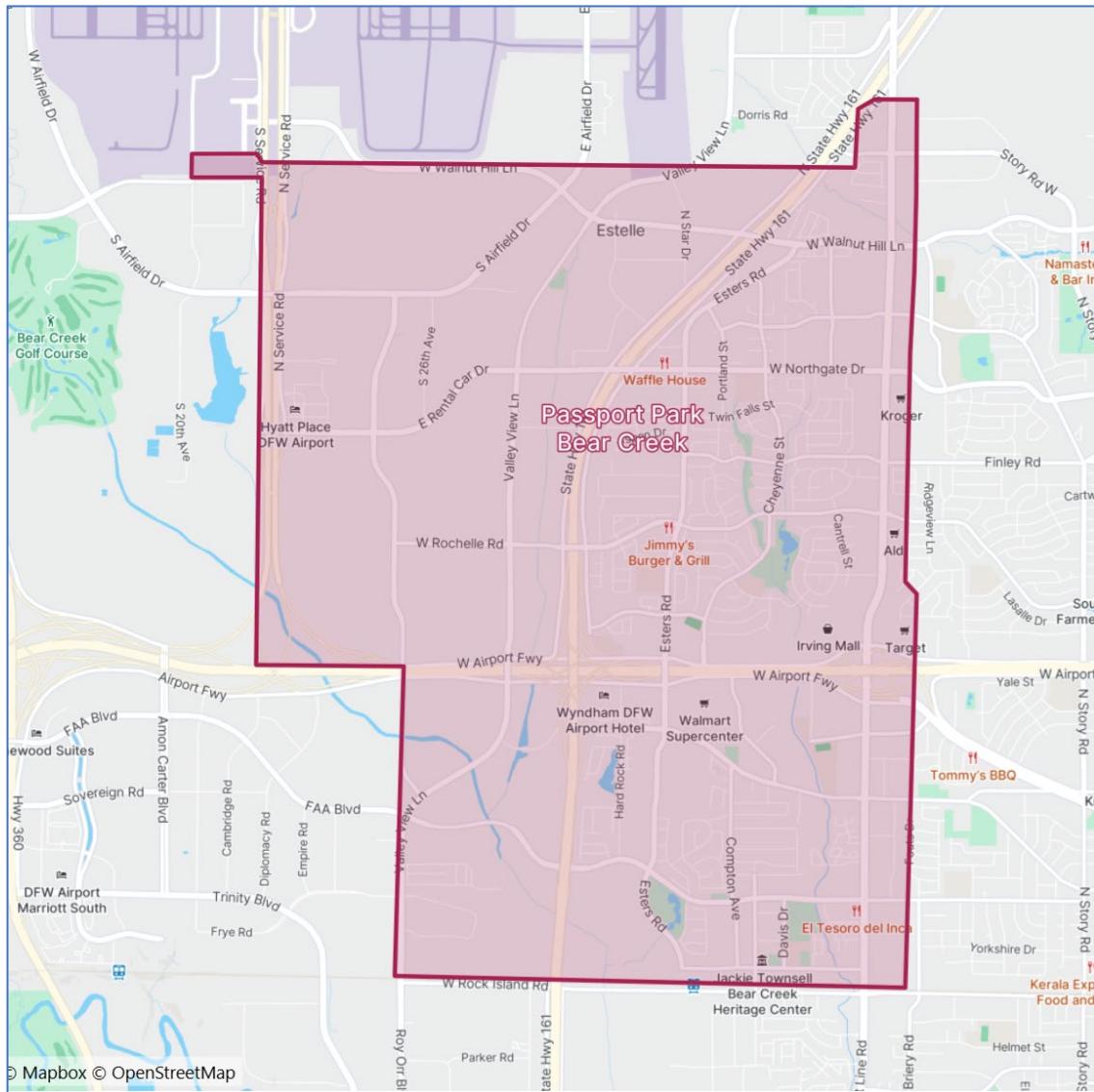


# Passport Park / Bear Creek

## GoLink

### *Discontinued*

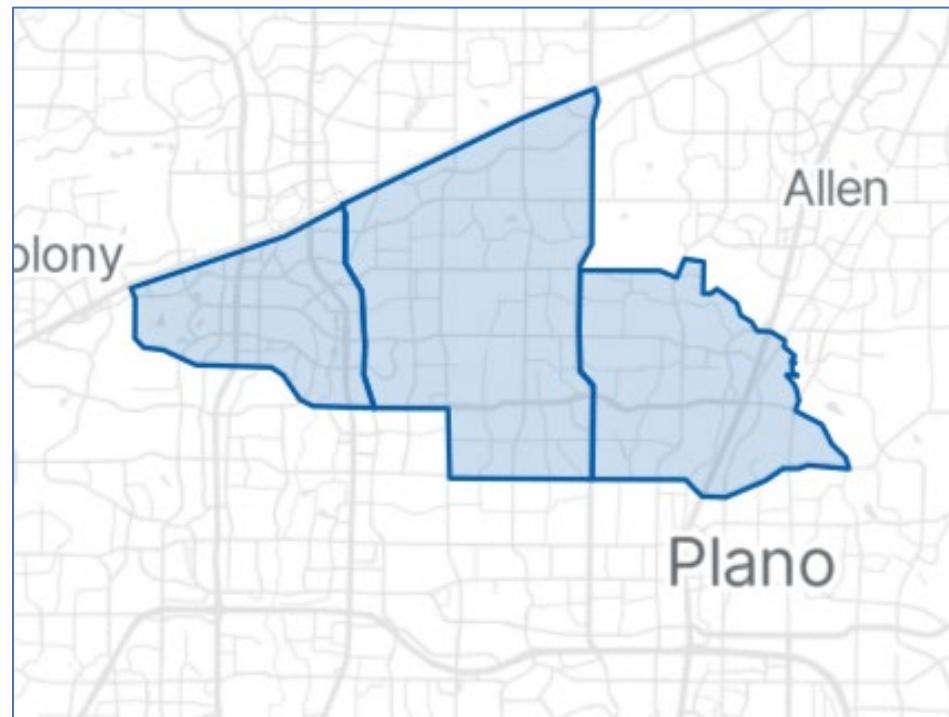
- 10.4 square miles
- 385 average weekday riders
- Substantially within city limits



# Plano Zone to Zone Pilot

## ***Discontinued***

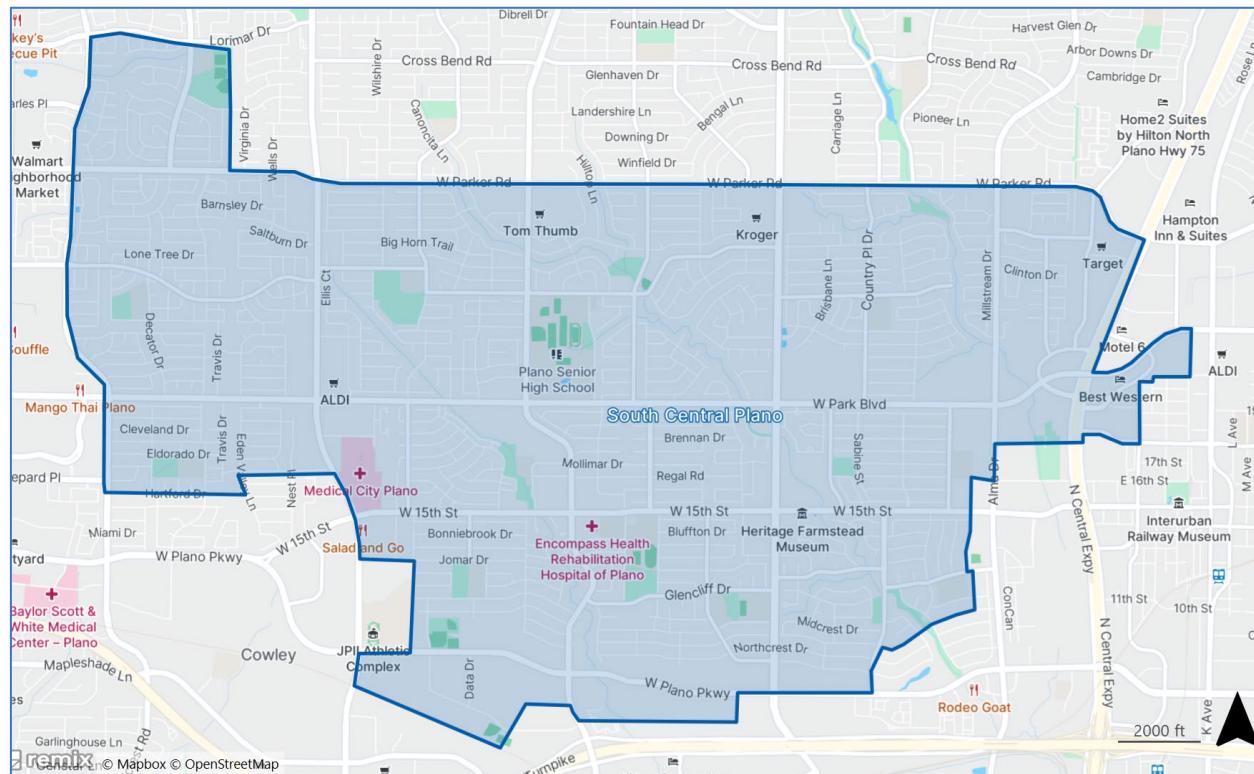
- Active long-running pilot program allowing GoLink customers to travel across zone boundaries without transfers
- Covers Legacy, Far North Plano, and North Central Plano zones
- 1,116 average weekday riders



# South Central Plano GoLink

## *Discontinued*

- 9.6 square miles
- 126 average weekday riders
- Completely within city limits



# South Irving GoLink

## *Discontinued*

- 11.7 square miles
- 94 average weekday riders
- Completely within city limits

