



VALUE OF TRANSIT STUDY CITY OF GARLAND — SUMMARY —

The initial settlement of northeastern Dallas County began in the 1850s. The communities of Embree and Duck Creek were among the early settlements in the area.

In the late 1880s, the communities resolved their dispute over the location of a proposed post office by selecting a site between them. The post office was named after the U.S. Attorney General at the time, Augustus Garland. In 1891, Duck Creek and Embree combined and incorporated as the City of Garland. Garland prospered and grew to cover 57.3 square miles and now has a population of nearly 240,000. Garland has a well-diversified economy with more than 120,000 jobs.

Garland voted to establish DART in August 1983. Soon after the election Garland received bus transit service. The Blue Line to Garland opened in 2002. The City of Garland has worked for more than 20 years to reinvent and revitalize its downtown as a transit-oriented mixed-use center. In addition to the light rail station, infill housing, restored and repurposed commercial buildings, a theater and art center, and open space improvements have given new energy to the city's historic core.



Garland Supports Systemwide Benefits



Economic Impact

Annual DART operating expenditures and travel cost savings ripple through the economy

41.2K
jobs

\$730M
in wages

\$1B
in GDP

Annual savings include:

- **\$630 million** in reduced travel costs
- Average travel time savings of **15 hours** for DART Service Area households



Accessibility & Mobility

The DART network provides access and mobility options to 94% of service area residents and jobs

- **2.3 million people** within ½ mile of service
- **1.75 million jobs** within ½ mile of service
- **Connections** to jobs, medical service, housing, educational opportunities, and special events



Environmental & Safety

Transit reduces annual vehicle miles of travel by 400 million, creating environmental and safety benefits

- **\$42 million** saved in congestion delay
- **240 million pounds** of reduced carbon emissions
- **\$106 million** in reduced crash costs (600 crashes avoided)

Current DART Services and Facilities

DART provides an extensive multi-modal network of services that provide mobility and access to jobs, medical services, educational opportunities, special events and more.

Garland benefits from:

- **Blue Line** serving Downtown Garland and Forest/Jupiter Stations
 - Station platforms were extended in 2022 to accommodate longer trains
- **Three transit centers** (Lake Ray Hubbard, Downtown Garland, and South Garland)
- **Express bus service** from Lake Ray Hubbard Transit Center to Downtown Dallas
- **19 local bus routes** connecting Garland to the rest of the DART Service Area
- **Two GoLink microtransit zones** providing on-demand service for customer flexibility
- **Paratransit services** for temporarily or permanently mobility impaired citizens



In 2019, DART provided nearly 2.7 million transit trips in Garland, over 76% of these were by bus.

- Most transit trips to and from Garland are completed by individuals belonging to traditionally disadvantaged populations.
- **58%** of transit trips beginning and/or ending in Garland were for work purposes¹
- **88%** of Garland trips begin or end outside of the city
 - The average length of these trips is nearly **30%** more than the regional average (12.8 miles vs. 9.9 miles)
- The cost of driving to and from Garland is over **five times** the cost of a comparable transit trip.
 - This is nearly **\$15 million** in annual savings for transit riders



Garland employers benefit from DART.

74% of Garland's **72,000 jobs²** are within ½ mile of DART service

80% of these jobs are filled by non-residents, and 25% commute from Dallas, Rowlett, and Plano

61% of jobs in Garland qualify as low-income – those employees are more likely transit-reliant³

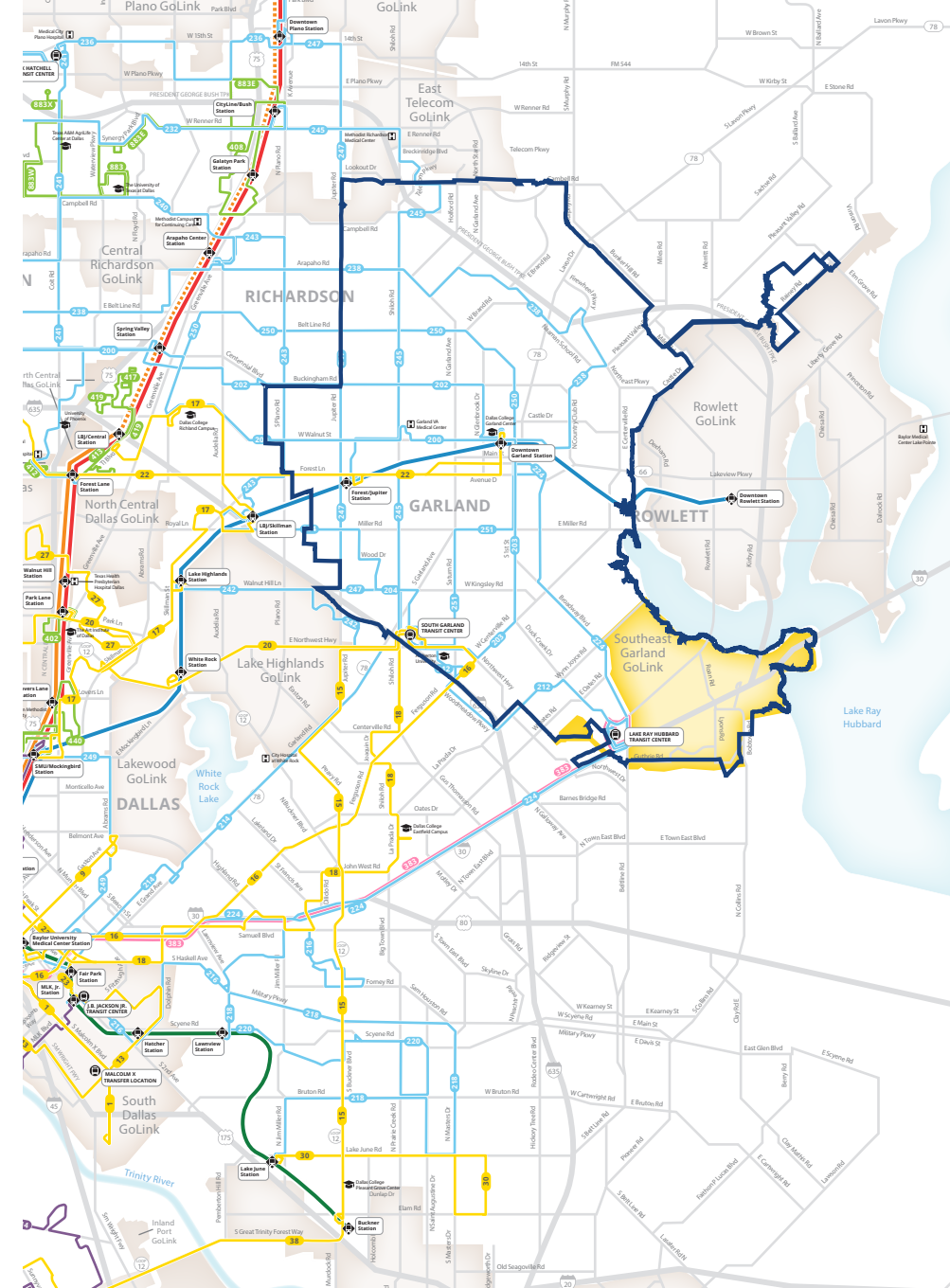
The **Silver Line** will further support economic competitiveness by providing direct access to DFW Airport, benefitting U.S. and international business travelers



DART benefits Garland residents.

- **91%** of Garland's residents and **93%** of low-income⁴ residents are within ½ mile of DART service
- **91%** of Garland's labor-force⁵ are within ½ mile of DART service
- **97,000** Garland residents (**86%** of Garland Workforce) are employed outside the city
 - **57%** commute to jobs within the DART Service Area, over half of those commute to Dallas

¹ 2014 NCTCOG/DART On-Board Survey
² Jobs data based on LEHD 2019 (latest available data)
³ Jobs with earnings less than \$3,333 per month, which translates to less than \$40,000 per year
⁴ Defined as earning incomes within 150% of the poverty line
⁵ ACS 5-Year estimates (2021)



Project and service investments support Garland's future.

- **Light Rail Modernization** investments to update rail vehicles, stations, and systems
- **Mobility+ Program**, focusing on bus service, amenities, facilities, and corridor investments
- **\$110M investment** in enhanced security, reliability, and cleanliness improvements on the system
- **Silver Line Regional Rail** (opening 2026), providing rail service between Plano and DFW Airport, and opening up access to the northern part of the service area

DART Adds Value for Garland Residents



The accessibility of public transit makes an everyday life easier by providing options on moving around the city, whether it be work or circumstances, & minimize transportation expenses for anyone.

After moving from Plano to Garland, Transit has allowed me to keep working at my job which I really love as a 5-day rider.

Transit lets me avoid traffic, so I have less stress end of each day. It also helps in reducing traffic and pollution.

Having transit means that you do not have to confine within your community, but rather, expand outwards to a greater reach.



Feedback from survey conducted Fall 2022

Transit-Oriented Development

Promoting transit-supportive land use can elevate quality of life, attract riders, create thriving live-work-play destinations, and deliver higher values and fiscal benefits.

The most recent 2020 DART Economic Impact Study found that development within ¼ mile of DART stations between 2016 and 2018 had a total value of \$5.1 billion and generated:

\$10B

in GDP

61K

construction jobs

\$286M

in state and local tax revenues

In 2021, the City of Garland and DART signed a Memorandum of Understanding (MOU) to work jointly to bring development around the transit centers located in the city.

Downtown Garland Station

The Downtown Garland Station is a prominent community feature and amenity. It serves as a community hub from which people can navigate, use as a reference point, or position themselves to better access Garland. The services DART provides support opportunity, orientation, and placemaking. The Downtown Station presents opportunities for continued transit-oriented development growth including areas immediately east of the station, and the transit center and parking on the northside of West Walnut Street.



Forest/Jupiter Station

In 2019, the City embarked on the development of transit-oriented development district revitalization strategies. These strategies include planning concepts for redevelopment of the area surrounding the Forest/Jupiter DART Station. Mixed-use infill development was identified north of the station, creating a mix of dense residential and commercial development. This concept creates a Station Plaza as a focal point for station access and a gateway into the redeveloped area. Station parking is moved south of the tracks to existing industrial land use parcels.

Lake Ray Hubbard Transit Center

As a result of the DART/City MOU, the City initiated the Greenbelt Parkway Property – Special Area Study to examine the redevelopment strategies and solutions for several parcels in District 4 of the City. The parcels within this area include the DART Lake Ray Hubbard Transit Center. As part of the redevelopment vision, the transit center would be modified and right-sized to continue to serve as a prominent feature in the neighborhood and an anchor to open space.



A new 340-unit multifamily complex is planned at the Lake Ray Hubbard Transit Center as part of a redevelopment plan for the site.

South Garland Transit Center

The South Garland Transit Center is near I-635 (between Shiloh Road and Leon Road) and is surrounded by large amounts of unused parking. As a major transit hub in the region served by 12 bus routes, this site offers significant potential for transit-oriented development with plans in discussion.