



VALUE OF TRANSIT STUDY

CITY OF RICHARDSON

SUMMARY

The City of Richardson was founded in 1873, shortly after the opening of the Houston and Texas Central Railroad connecting to Dallas. Today, DART Rail operates in the former railroad’s right of way.

Richardson’s four light rail stations have been a catalyst for the area’s transformation to a major urbanizing mixed-use corridor. Richardson is approximately 29 square miles in size with a population of 120,000. The city is a major employment center with nearly 120,000 locally based jobs, many of which are along the US 75 and DART Rail corridors.

DART’s new Silver Line will open in 2026, linking Plano to DFW International Airport with two stations in Richardson. The Cityline/Bush Station will serve the large mixed-use development anchored by the regional offices of State Farm Insurance and provide a transfer connection to the DART Red and Orange Lines connecting to Plano, Dallas, and Irving.

The Silver Line UT Dallas Station will provide convenient access to the university and corporate offices for Richardson residents, and provide a car-free transit option for students and employees that live outside of Richardson.

DART also provides fixed-route bus service, on-demand GoLink, paratransit, and other transit services to the city. Route 883, the UTD Comet Cruiser, is the highest ridership route in the DART system.

Richardson 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 affordable mobility by providing reliable access to jobs, education, health care, and special events. This results in better health outcomes, more workforce housing choices, educational and job opportunities for residents, and enhanced economic competitiveness.

Richardson benefits from:

- **Red and Orange Lines servicing four stations** (Spring Valley, Arapaho Center, Galatyn Park and CityLine/Bush)
 - Station platforms were extended in 2022 to accommodate longer trains
 - Stations accommodate connections to Richardson's extensive trail system
- **One Transit Center** (Arapaho Center)
- **10 local bus routes** connecting Richardson to the rest of the DART Service Area
- **Two GoLink microtransit zones** (Central Richardson and a portion of East Telecom)
- **Paratransit services** for temporarily or permanently mobility impaired citizens



In 2019, DART provided nearly 3 million transit trips in Richardson, over 60% of these were by bus.

- Most transit trips to and from Richardson are completed by traditionally disadvantaged populations
- **63%** of transit trips beginning and/or ending in Richardson were for work purposes
- **93%** of Richardson trips begin or end outside of the city
 - The average length of these trips is nearly **40%** more than the regional average (13.1 miles vs. 9.9 miles)
- The cost of driving to and from Richardson is more than **five times** the cost of a comparable transit trip
 - This is **over \$11.8 million** in annual savings for transit riders



Richardson employers benefit from DART. The city is a net importer of employees.

98%

of Richardson's 119,000 jobs are within ½ mile of DART service

93%

of these jobs are filled by non-residents, and over 40% commute from Dallas, Plano, and Garland

41%

of jobs in Richardson qualify as low-income; those employees are more likely to be transit-reliant¹

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



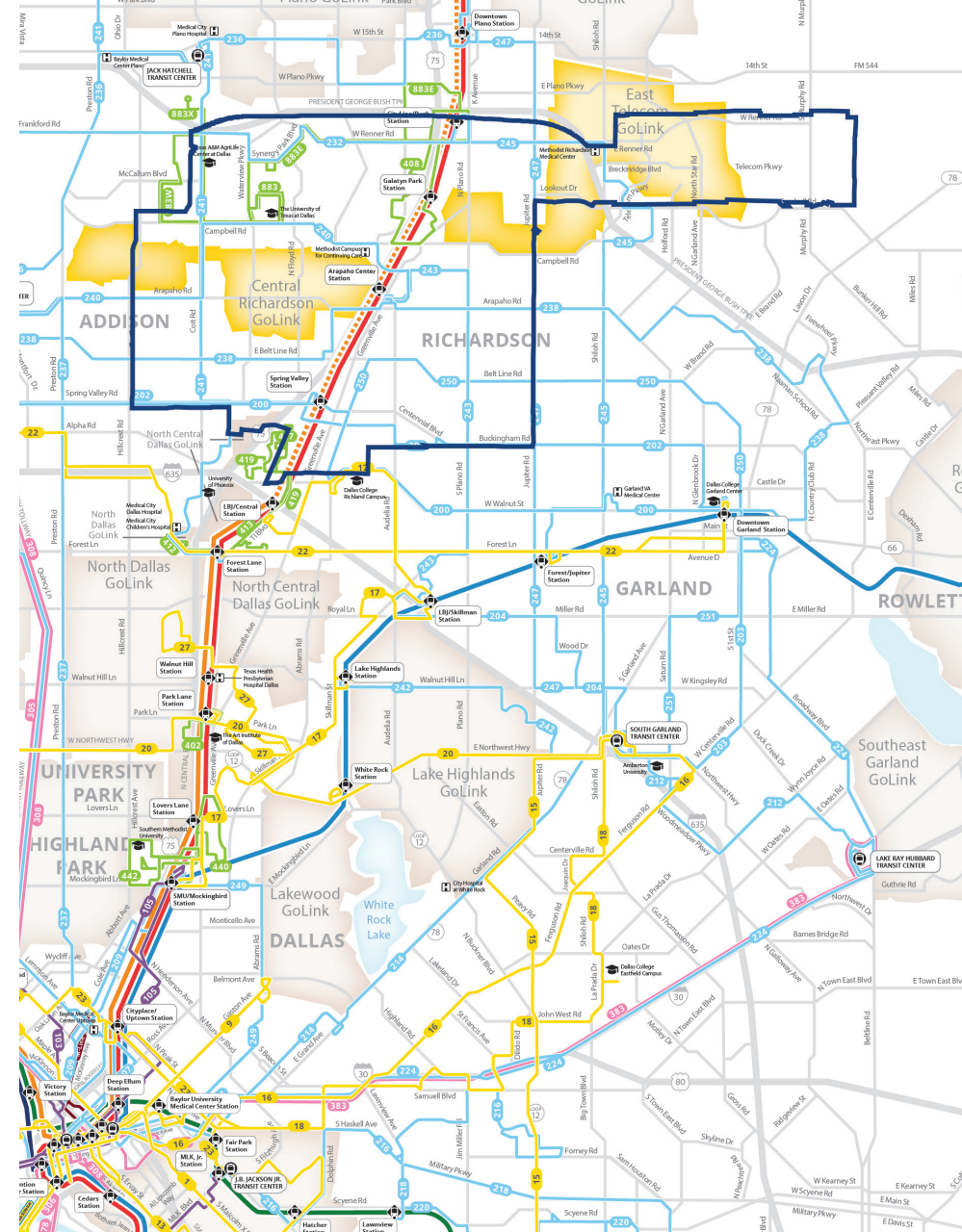
DART benefits Richardson residents.

Richardson is the sixth-largest city within the DART Service Area by population.

- **96%** of Richardson's 112,000 residents and **98%** of low-income residents² are within ½ mile of DART service
- **47,000** Richardson residents (76% of Richardson Workforce) are employed outside the city
 - **60%** commute to jobs within the DART Service Area, more than half of those commute to Dallas

¹ Jobs with earnings less than \$3,333 per month, which translates to less than \$40,000 per year

² Defined as earning incomes within 150% of the poverty line.



Project and service investments support Richardson's future.

- **Silver Line Regional Rail** (opening 2026), connecting Plano to DFW international Airport, and linking Richardson employment, travelers, and activity centers to more of the region
 - Cotton Belt Regional Trail along the Silver Line
- **Two Silver Line stations** at CityLine/Bush and UT Dallas
- **Light Rail Modernization** investments to update rail vehicles, stations, and systems
- **Mobility+Program**, focusing on bus service, amenities, facilities, and corridor investments
- **\$110M effort** to enhance security, reliability, and cleanliness on the system

DART Adds Value for Richardson Residents



For environmental and economic reasons, my wife and I choose to share one car. Transportation through DART has enabled us to do this successfully. Public transportation allows the whole community to access more of the DFW region without the hassles and environmental impact of cars.

I do not use DART daily, but I do live in Richardson, and it is an option to other areas when and if I need it. Great for the State Fair and other activities where parking can be expensive. Saves on gas.

It provides me with a way of traveling that is far better for the environment, much less stressful than driving, and allows me time to relax.

Gets me to my job, gets me to my pharmacy, gets me around DFW. Transit also makes better use for space, and eliminates the need for big parking lots, allowing for more taxable assets to be built on the limited land we have.



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

The City of Richardson has developed a transit-oriented development strategy over the past two decades that continues to examine the potential for development and redevelopment near rail stations. The City of Richardson has shown commitment to its riders and its residents, endorsing the benefits of accessibility, land use potential, economic growth, and commuter choices for city residents and visitors.

Recent efforts to continue successful transit-oriented development include the Collins/Arapaho Transit-Oriented Development and Innovation Quarter (IQ) District, and the University of Texas at Dallas (UTD) Silver Line Station Master Plan.

UT DALLAS SILVER LINE STATION

In anticipation of the new UTD Silver Line Station, the City of Richardson worked with UTD in creating a new transit-oriented development near the UTD Silver Line Station site. This collaboration identified a new mixed-use transit community designed to enhance campus life while providing opportunities for continued residential development and economic growth in the area. The City, UTD and private property owners are currently discussing further expanding this transit-oriented development to the north of the UTD, Silver Line Station. Proposed land uses include campus-related residential, other residential units, and retail, office, research and development facilities, an event center, a hotel, and public open spaces. DART is also supporting UTD with the development of a mobility hub at the station.



The design of The University of Texas at Dallas Station included an Art & Design program that

engaged key stakeholders and an artist to pay tribute to and complement the university.

ARAPAHO CENTER STATION

The Collins/Arapaho Transit-Oriented Development and Innovation District Study is a City-initiated visioning effort for an approximately 1,200-acre area, generally bounded by Central Expressway (US 75), Campbell Road, Plano Road, and Apollo Road. The DART Arapaho Center Station is located within the district and designated as the Station Area Sub-district. Parking adjacent to the station is an opportunity site for a new high-density transit-oriented development to serve as a mixed-use gateway to the Innovation District in partnership with DART. The Sub-district will encourage efficient, compact land use patterns and be highly walkable and bikeable to connect residents and employees to jobs and amenities while capitalizing on the Sub-district's light rail and bus transit assets.



RICHARDSON CORE DISTRICT

The CORE District, Richardson's historic downtown area, is undergoing major changes and serves as the eclectic heart of Richardson. The area is served by several bus stops and linked to DART stations to the north and south via the Central Trail. DART is partnering with the City to repurpose DART right of way through the area to support revitalization and placemaking efforts.

The Richardson IQ® vision is to foster growth, attract and retain talent, and encourage collaboration, promoting this unique part of Richardson as a prime location to live, work and invent.