

DART FORWARD 2035 UPDATE

In October 2016, DART published the Draft *DART Forward 2035 Update*, a five-year update to guide the “vision for public mobility and transit service in the Greater Des Moines region.”¹ The draft plan identifies potential service changes that would increase the frequency, access, and availability of service while also providing improved ridership experience and flexibility. The table below, from the plan, shows the three service recommendations compared to the current DART network.

DART Forward evaluated existing DART service with a data-driven approach that informed the three service recommendation shown in the table. During the public and stakeholder engagement process, DART completed three surveys including a Non-Rider Survey.

¹DART Forward 2035 Update, p. 7

Non-Riders
84%
of respondents believe transit is important to a thriving community

Service Plan Element		Current DART Network	Minimal Growth Plan	Moderate Growth Plan	Expanded Regional Plan
	Frequency Access to 20-minute or better weekday service	8% of the population	42% of the population	59% of the population	60% of the population
		22% of jobs	77% of jobs	73% of jobs	74% of jobs
	Access Within 1/4 mile of all-day service	65% of the population	69% of the population	70% of the population	75% of the population
		80% of jobs	82% of jobs	83% of jobs	85% of jobs
	Availability	Weekdays 5 a.m. to 11 p.m. service	5 a.m. to midnight weekday service	5 a.m. to midnight weekday service	5 a.m. to midnight weekday service
		7 a.m. to 9 p.m. Saturday service	6 a.m. to midnight Saturday service	6 a.m. to midnight Saturday service	6 a.m. to midnight Saturday service
	Experience	77 bus shelters	77 bus shelters	277 bus shelters	277 bus shelters
				5 enhanced corridors with transit priority measures	5 enhanced corridors with transit priority measures
	Flexibility	Limited flex and on-demand services	Minimal investment in on-demand service	Moderate investment in on-demand service	Significant investment in on-demand service
			13 mobility hubs	19 mobility hubs	19 mobility hubs
	Plan Operating Costs	2025 - \$39.6 M/year	2025 - \$49.2 M/year	2025 - \$69.9 M/year	2025 - \$73.3 M/year
		2035 - \$53.9 M/year	2035 - \$66.8 M/year	2035 - \$94.8 M/year	2035 - \$99.3 M/year

(Source: DART Forward 2035 Update, p. 47)

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Freeway Rapid Transit
One approach for faster transit highlighted in the draft plan is freeway rapid transit using managed lanes or roadway shoulders. These approaches have been utilized in other cities to bypass congested travel lanes improving the timeliness of service.



Transit stations along the center of the freeway offer a rapid transit alternative when paired with managed lanes. (Source: DART Forward 2035 Update, p. 33)

Mobility Hubs
As generational demands impact travel behavior, mobility hubs can offer increased access to shared vehicles to support first and last mile trips. Incorporating bike- and car-sharing can reduce the cost of transportation while still providing mobility options for all citizens.



Mobility hubs connect transit to shared modes of transportation to meet travel demands of the sharing economy. (Source: DART Forward 2035 Update, p. 36-7)