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**Introduction**

The DARTzoom New Bus Network is completely redesigning the bus network in all 13 of the DART cities. This bus network redesign is a collaborative planning effort to decide where bus lines should go, when they should run, and how frequent the service should be, starting from a clean slate.

**Why redesign the bus network?**

Nearly every city in the world with a high-riderhip rail network also has a high-riderhip bus network. People who use DART are more likely to use a bus than light rail. As of 2014, 71% of transit trips included at least one bus ride.

**An outdated system**

Some DART bus routes have been running the same paths since World War II, and most of the network was designed in the 1980s. Since then, the urban area has grown enormously and the places people go for work, recreation, socializing, and other purposes have changed. The rail and bus network was originally designed to focus on downtown Dallas, but more of the region’s activity happens far outside of that center today than in the past.

**Declining ridership**

In the past twenty years, DART’s transit ridership grew and then declined. Most U.S. transit agencies have seen declining transit ridership over the past decade. The exceptions are those cities where transit service has been increased or redesigned.

One of the biggest drivers of ridership gains or losses is how much service is provided. But even considering the amount of service provided, DART ridership relative to service has slowly declined for buses since 1994 and for light rail since 2009.

**Time to reevaluate goals**

High ridership is just one goal that a transit network can achieve. Transit serves other values besides high ridership which can lead to economic, environmental, social, health and personal liberty goals.

A complete, blank-slate redesign allows DART to ask the public: How can the transit network best serve peoples’ values today?

The Draft New Bus Network introduced in this report is designed to spend a greater share of the budget on high-riderhip services, to make the network more useful to a larger number of people.

**How is the Draft New Bus Network different?**

The Draft Network is extremely different from the existing network in many big and small ways. Nearly every route is changed.

**A blank slate, but a limited budget**

The Draft New Bus Network was drawn from a blank slate. Some routes are similar to the routes running today, but there are proposed changes to nearly every single route in the system.

The Draft New Bus Network uses the same limited budget as the existing bus network.

**Less spent on coverage, more spent on ridership**

The biggest difference, and the change that drives all of the other differences, is that the new network focuses more of DART’s bus service in the places and the routes where the most people ride.

Within a limited budget for transit service, any transit agency must balance these competing goals: focusing service into frequent routes that serve more riders, or spreading service out so that minimal service covers a large area. For more about this trade-off, see the DART Network Choices Report.

Whether DART should make that trade-off differently in the future was one question posed to the public in 2020. In consideration of public input, the DART Board decided to make a modest shift to a higher ridership network.

In the existing bus network, about 55% of the budget is spent on routes that attract high ridership relative to cost; the other 45% is spent on routes with low ridership relative to cost. The DART Board directed staff to spend 70-75% of the bus budget on high ridership services, reducing spending on low ridership services.

**Better frequencies and longer hours**

Shifting budget away from covering small numbers of people, and towards higher ridership, means most existing riders would get better service. The Draft New Bus Network includes better frequencies, longer hours of service, and more weekend service, in the places where many people live and work, and where many people already ride today.

**More direct routes**

Routes designed for high ridership go straight, rather than deviating or wiggling, because the majority of riders want to go straight to major destinations. In the Draft New Bus Network, routes are straighter, only deviating if there is someplace off the main road that large numbers of people travel to.

**More coverage provided with GoLink**

To cover places where ridership is low, DART can use a flexible service rather than a scheduled transit route. This service is called “GoLink.” Because of its low cost to provide in low-ridership areas, it is a useful coverage tool. The Draft New Network includes more GoLink zones, and in some places it adds GoLink on weekends as well.

**Timed connections for better crosstown trips**

Today DART carefully times some routes so that people can make a quicker transfer among buses and trains without a long wait. In the Draft New Network there are several locations with major time connections, including Addison, Downtown Irving, and South Garland transit centers.

In these three centers, nearly every route connects with every other route, so people can make a quick transfer in either direction.

The result is good for many other cities, like Plano, Carrollton, Farmers Branch, and Richardson, because it means people can travel through major transit centers, to jobs beyond, with less waiting.
Next Steps

This is a draft network, and DART is collecting feedback in response to it. Once that feedback has been gathered and considered, DART will finalize the New Bus Network in Summer 2021. That Final New Bus Network is expected to be implemented in January 2022.

This Draft New Bus Network uses no more funding for bus service than was provided in January 2020. An additional network plan will be developed that shows where and how service levels could be increased if new funding were to become available.

Learn More
- View the Draft New Network in an online, searchable map
- See scheduled events
- Sign up for project emails

Give Input
- Take the survey
- Join an online meeting
- Send an email to serviceplanning@dart.org

Share with Others
- Find videos, articles and reports to share
- Request a presentation

All routes in the Draft New Network have new numbers!
A route-by-route number guide is available here.

Click or go to www.dart-draft-new-network-viewer.s3.amazonaws.com/index.html for an online, searchable map of the Draft New Network

Get Involved

For more information and to stay involved in the project, go to dartzoom.org and:

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Anyone who wants additional information, has questions, or wishes to make a comment should contact the project team at serviceplanning@dart.org.
Draft New Network Routes

The map at right shows the Draft New Bus Network.

To look closely at this Draft, and to compare its routes to existing routes, you can:

- Open the interactive map. You can search for an address and look at the area more closely. You can also see how many jobs would be reachable by transit from every place in the service area.
- Go to page 11, where maps and charts show how many people would be near service at different times of the day and week.
- Go to page 16, to look at each quarter of the map more closely.

Better frequency

In all of these maps, each route is color-coded based on its frequency and times of service. Brighter colors mean better frequency.

In the map at right, routes are colored according to their midday frequency.

More hours and days of service

Brighter colors on these maps also generally mean long hours of service each day and good service on weekends. The Draft New Network offers better weekend service on the routes that the most riders use.

More GoLink zones

In places where ridership is very low, DART may provide a flexible service called GoLink instead of a scheduled bus. GoLink will pick people up within 30 minutes of a request. In the Draft New Network some of the lowest-ridership routes are replaced by GoLink zones, shown in yellow.

The vast majority of riders would have better or similar service - 97.9% of existing boardings would be within 1/4 mile of a stop. Just 0.4% of existing boardings would be more than 1/2 mile from service.
What Would the New Network Mean in Your Area?

You can find out how the Draft New Network would affect travel time in your area, or to and from any place you care about.

Four examples are provided below, for four major destinations:

- Baylor Medical Center in central Dallas
- Estelle Village Apartments, near the intersection of Bonnie View and Simpson Stuart Roads
- Northlake College in Irving
- Parker Road Station in downtown Plano.

On each of the maps below,

- The light blue areas are the places that the Draft New Network would make accessible from that major destination, in an hour, by transit.
- The grey areas are places that are reachable today that would not longer be reachable in the Draft New Network.
- Where the two colors overlap, access wouldn’t change.

When access to major destinations like these improves, it means that more people could apply for jobs there (as at Baylor), or enroll in school there (as at Northlake campus), or run errands there (as in downtown Plano), or visit friends and family there (as at the Estelle Village Apartments).

Expanding the places people can go in a reasonable amount of time expands their access to opportunity.

This is also one of the most important strategies transit agencies can use for attracting, retaining, and serving more riders.

You can make maps like this for yourself, for any place in the DART service area, in the interactive online map.

Click here to map out YOUR transit access on the Draft New Network.
Improved Access to Jobs

Compared to the existing network, the Draft New Bus Network would increase by 28% the jobs that the average resident of the DART service area could reach in an hour.

It would deliver bigger increases in job access to non-white residents than to white residents, and to lower-income residents than to high-income residents.

The map at right shows how residents’ job access would change.

- In most places, and for the great majority of residents, more jobs would be reachable; they are shown in shades of blue.
- In a few places, fewer jobs would be reachable; they are shown in shades of orange.
- On this map, more dots mean more people, so the more intense the color the more people experience that gain or loss.

On this map, the vast majority of dots are blue, and in some zones there are so many blue dots that they appear as a solid block of color. These are places that are dense with residents, and the network is designed to be particularly useful where so many people live.

There are some access losses by Pleasant Grove due to existing routes running an extra vehicle just at midday. However, these existing routes mostly run at a 20 min frequency, so accessibility in this area would be likely to remain the same.

To look closely at how job access would change for a place you care about, visit the interactive map at [interactive map].

Increasing average access to jobs for the people who need it the most.

Jobs aren’t all that matters – access to services, education, and other opportunities would increase too.
Job Access Improvement by Demographic Group

The table at right reports how average job access within 60 minutes of transit travel would change for different demographic groups.

The graphs below show the same information, as well as the change in access for 45- and 75-minute commutes, for four specific demographic groups: minority and white residents (at left), and lower- and higher-income residents (at right).

These graphs illustrate the gains in job access for a wide range of commute times would be equally good for minority and white residents, and would be much better (+26%) for lower-income residents than for higher income residents (+14%).

<table>
<thead>
<tr>
<th>Residents, by demographic</th>
<th>Additional jobs reachable by transit in 60 minutes (incl. waiting time)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All</td>
<td>+28%</td>
</tr>
<tr>
<td>Non-white¹</td>
<td>+30%</td>
</tr>
<tr>
<td>Black</td>
<td>+28%</td>
</tr>
<tr>
<td>White</td>
<td>+26%</td>
</tr>
<tr>
<td>Hispanic</td>
<td>+29%</td>
</tr>
<tr>
<td>Lower income (earning &lt; 150% of the fed. poverty level)</td>
<td>+27%</td>
</tr>
<tr>
<td>Medium- and higher-income (earning &gt; 150% of the fed. poverty level)</td>
<td>+29%</td>
</tr>
<tr>
<td>Higher-income (earning &gt; 200% of the fed. poverty level)</td>
<td>+11%</td>
</tr>
<tr>
<td>Over the age of 65</td>
<td>+29%</td>
</tr>
</tbody>
</table>

¹ Non-white residents include Black, Hispanic, Asian, and other races.

---

How many jobs can the average minority resident reach in... by transit and walking during weekday midday?

How many jobs can the average white resident reach in... by transit and walking during weekday midday?

How many jobs can the average person reach in... by transit and walking during weekday midday?

How many jobs can the average person over the poverty level reach in... by transit and walking during weekday midday?
# Increases in Job Access for 45-, 60- and 75-minute Commutes

<table>
<thead>
<tr>
<th>Residents, by demographic</th>
<th>Average additional jobs reachable by transit in the Draft New Network, compared to the existing network</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>in 45 minutes or less</td>
</tr>
<tr>
<td>All</td>
<td>13,611</td>
</tr>
<tr>
<td>Non-white[^1]</td>
<td>13,372</td>
</tr>
<tr>
<td>Black</td>
<td>11,715</td>
</tr>
<tr>
<td>White</td>
<td>14,047</td>
</tr>
<tr>
<td>Hispanic</td>
<td>14,120</td>
</tr>
<tr>
<td>Lower income (earning &lt; 150% of the fed. poverty level)</td>
<td>13,900</td>
</tr>
<tr>
<td>Medium- and higher-income (earning &gt; 150% of the fed. poverty level)</td>
<td>13,500</td>
</tr>
<tr>
<td>Higher-income (earning &gt; 200% of the fed. poverty level)</td>
<td>8,532</td>
</tr>
<tr>
<td>Over the age of 65</td>
<td>12,733</td>
</tr>
</tbody>
</table>

1 Non-white residents include Black, Hispanic, Asian, and other races.

The table above reports how many additional jobs the average members of each demographic group could reach in the Draft New Network.

These job access estimates include:
- The use of bus, rail and/or walking.
- Transfers, if they make the trip to reach the jobs faster.
- Waiting time

Data on job and resident location is from the U.S. Census Bureau’s 2017 ACS 5-Year Estimate. Transit travel times for the new network were compared to travel times on DART’s October 2020 transit network.

To calculate the number of jobs reachable for residents in 45-, 60- or 75-minutes, we counted all of the transit travel time, including:
- Waiting for the first bus or train of the trip.
- Riding the bus or train.
- Waiting again for a second bus or train, if the trip involves a transfer.
- Riding that second bus or train.
- Additional waiting and riding time, if the trip involves a third vehicle.
- Waiting at the destination, if necessary.[^2]

The Draft New Bus Network can increase job access, or shorten commutes, for most residents and riders, by offering better frequencies and shorter waits in the places where the most people live and work.

[^1]: When comparing transit commute times to commutes by car, by bike or by walking, it is important to remember waiting time. A commute that takes a total of 60 minutes, for example, might involve 40 minutes of riding and 20 minutes of waiting. Bus and train schedules don’t get workers to their jobs at precisely the time they would want to arrive, which means people either wait at the start of their trip or after their arrival. The more frequent the service, the less waiting contributes to travel time.
Improved Access to Workers and Customers

The previous map showed where and by how much residents’ access to jobs would change with the Draft New Network.

This map shows the opposite: how much job locations’ access to potential workers, clients, and customers, would change.1

From each location on this map, the change in the number of residents who could reach that location within 60 minutes is color-coded.

- Jobs (or other destinations) that could be reached by more residents are shown in shades of blue.
- Jobs (or other destinations) that could be reached by fewer residents in 60 minutes are shown in shades of orange.
- On this map, more dots mean more jobs, so the more intense the color the more destinations experience that type of gain or loss.

Transit is important not just for getting workers to work, but also for getting customers and clients to the many businesses and services that want to attract them. This map shows how the value of a location might be affected by the Draft New Network, if the business or organization located there wants to be easy-to-reach by workers, customers or clients.

On the map, the vast majority of dots are blue, indicating an increase in the number of people who could reach those job locations. This is another way to show how overall job access would increase by 30% for all residents.

1 The degree of change shown on this map appears much smaller than on the map on page 7 because while residents are spread out all over the service area, jobs are much more concentrated.

Most commercial, industrial, and service areas would be easier to reach by transit in a reasonable amount of time.
Weekday Rush Hour

The graphs below show how many residents and jobs would be close to service of various frequencies during morning and evening rush hours.

**Existing Network**

How many people and jobs would be within 1/2 mile of transit, and what kind of transit?

**Draft New Bus Network**

How many people and jobs are today within 1/2 mile of transit, and what kind of transit?

With the Draft New Bus Network, nearly four times more low-income residents would be near frequent service at rush hours.

The percentage of low-income and minority residents with access to no service at all would decrease.

But slightly fewer residents in total would have access to any service at all. The people losing coverage would be disproportionately white and higher-income.
Middays are an important time for many non-office commutes as well as for shopping, medical, and school trips.

How many people and jobs would be within 1/2 mile of transit, and what kind of transit?

<table>
<thead>
<tr>
<th>Residents</th>
<th>Jobs</th>
<th>Low-Income Residents</th>
<th>Residents of Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>12%</td>
<td>14%</td>
<td>31%</td>
<td>13%</td>
</tr>
<tr>
<td>9%</td>
<td>12%</td>
<td>3%</td>
<td>16%</td>
</tr>
<tr>
<td>12%</td>
<td>12%</td>
<td>3%</td>
<td>31%</td>
</tr>
<tr>
<td>9%</td>
<td>9%</td>
<td>3%</td>
<td>7%</td>
</tr>
</tbody>
</table>

Map legend:
- **Rail**: 15 minutes or better
- **Bus**: 20 minutes
- **GoLink**: 30 minutes
- **Over 30 minutes**: Frequent Service

Chart legend:
- **Residents**: 15 minutes or better
- **Jobs**: 20 minutes
- **Low-Income Residents**: 30 minutes
- **Residents of Color**: GoLink

With the Draft New Bus Network, the number of residents near service coming every 30 minutes or better wouldn’t change a great deal. However, many routes that today run every 30 minutes at midday would be improved to every 15 or 20 minutes.

The number of residents and jobs without access to service at all during the midday would decrease slightly, thanks to new GoLink zones.
Night service rarely gets as many riders as daytime service, but it is an important part of a high-ridership network because it allows so many people to rely on transit. This page shows who is near service at 11 pm on weekdays.

### Existing Network

#### How many people and jobs would be within 1/2 mile of transit, and what kind of transit?

<table>
<thead>
<tr>
<th></th>
<th>Residents</th>
<th>Jobs</th>
<th>Low-Income Residents</th>
<th>Residents of Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>16%</td>
<td>14%</td>
<td>23%</td>
<td>19%</td>
</tr>
<tr>
<td>Network</td>
<td>26%</td>
<td>26%</td>
<td>30%</td>
<td>27%</td>
</tr>
<tr>
<td>Draft New</td>
<td>56%</td>
<td>53%</td>
<td>44%</td>
<td>52%</td>
</tr>
<tr>
<td>Bus Network</td>
<td>2.70 million</td>
<td>2.00 million</td>
<td>0.72 million</td>
<td>1.72 million</td>
</tr>
</tbody>
</table>

The number of residents and jobs that are unreachable by transit at night would go down. Slightly more people would have access to frequent service at night, especially low-income and minority residents.

### Draft New Bus Network

#### How many people and jobs are today within 1/2 mile of transit, and what kind of transit?

<table>
<thead>
<tr>
<th></th>
<th>Residents</th>
<th>Jobs</th>
<th>Low-Income Residents</th>
<th>Residents of Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>24%</td>
<td>26%</td>
<td>34%</td>
<td>28%</td>
</tr>
<tr>
<td>Network</td>
<td>25%</td>
<td>24%</td>
<td>24%</td>
<td>25%</td>
</tr>
<tr>
<td>Draft New</td>
<td>48%</td>
<td>45%</td>
<td>36%</td>
<td>43%</td>
</tr>
<tr>
<td>Bus Network</td>
<td>2.70 million</td>
<td>2.00 million</td>
<td>0.72 million</td>
<td>1.72 million</td>
</tr>
</tbody>
</table>

In the Existing Network, frequent service barely exists at night, except in a few places.
Weekend travel has grown over the past 50 years, as the U.S. economy has shifted towards consumption and services. Most retail and service workers are required to take at least one weekend shift per week, so weekend transit service is essential for their commutes.

### Existing Network

How many people and jobs would be within 1/2 mile of transit, and what kind of transit?

<table>
<thead>
<tr>
<th></th>
<th>Residents</th>
<th>Jobs</th>
<th>Low-Income Residents</th>
<th>Residents of Color</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1%</td>
<td>1%</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td></td>
<td>13%</td>
<td>11%</td>
<td>20%</td>
<td>16%</td>
</tr>
<tr>
<td></td>
<td>15%</td>
<td>11%</td>
<td>13%</td>
<td>11%</td>
</tr>
<tr>
<td></td>
<td>31%</td>
<td>32%</td>
<td>33%</td>
<td>32%</td>
</tr>
<tr>
<td></td>
<td>44%</td>
<td>41%</td>
<td>33%</td>
<td>40%</td>
</tr>
</tbody>
</table>

- Residents: 2.70 million
- Jobs: 2.00 million
- Low-Income Residents: 0.72 million
- Residents of Color: 1.73 million

**Map legend:**
- Red: 15 minutes or better
- Blue: 20 minutes
- Light blue: 30 minutes
- Green: 40 minutes
- Purple: 60 minutes
- Gray: GoLink
- Pink: 40-60 minutes
- Yellow: over 1.5 hr

### Draft New Bus Network

How many people and jobs are today within 1/2 mile of transit, and what kind of transit?

<table>
<thead>
<tr>
<th></th>
<th>Residents</th>
<th>Jobs</th>
<th>Low-Income Residents</th>
<th>Residents of Color</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1%</td>
<td>1%</td>
<td>2%</td>
<td>1%</td>
</tr>
<tr>
<td></td>
<td>19%</td>
<td>12%</td>
<td>23%</td>
<td>23%</td>
</tr>
<tr>
<td></td>
<td>25%</td>
<td>24%</td>
<td>25%</td>
<td>25%</td>
</tr>
<tr>
<td></td>
<td>9%</td>
<td>10%</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td></td>
<td>30%</td>
<td>35%</td>
<td>50%</td>
<td>39%</td>
</tr>
</tbody>
</table>

- Residents: 3.31 million
- Jobs: 2.00 million
- Low-Income Residents: 0.72 million
- Residents of Color: 1.73 million

**Chart legend:**
- Red: 15 minutes or better
- Blue: 20 minutes
- Light blue: 30 minutes
- Purple: 40 minutes
- Gray: GoLink
- Pink: 40-60 minutes
- Yellow: over 1.5 hr

Many more jobs would be close to frequent service on weekends.

- Lower-income residents and residents of color would have more access to frequent service on weekends.

The number of residents with no access to any service on weekends would go down.
Night service rarely carries as many riders as daytime service, but it allows people to build their lives around transit. Weekend night service is also critical for bar, restaurant, and airport workers. This page shows who is near service at 11 pm on weekends.

### Existing Network

How many people and jobs would be within 1/2 mile of transit, and what kind of transit?

<table>
<thead>
<tr>
<th>Residents</th>
<th>Jobs</th>
<th>Low-Income Residents</th>
<th>Residents of Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>14% 1% 63%</td>
<td>4% 11% 64%</td>
<td>21% 23% 31%</td>
<td>17% 21% 59%</td>
</tr>
</tbody>
</table>

**Map legend:**
- Rail
- Bus

**Chart legend:**
- 15 minutes or better
- 20 minutes
- 30 minutes
- 40 minutes
- 60 minutes
- GoLink

### Draft New Bus Network

How many people and jobs are today within 1/2 mile of transit, and what kind of transit?

<table>
<thead>
<tr>
<th>Residents</th>
<th>Jobs</th>
<th>Low-Income Residents</th>
<th>Residents of Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>26% 25% 40%</td>
<td>6% 24% 43%</td>
<td>37% 25% 36%</td>
<td>30% 29% 43%</td>
</tr>
</tbody>
</table>

**Map legend:**
- Rail
- Bus

**Chart legend:**
- 15 minutes or better
- 20 minutes
- 30 minutes
- 40-60 minutes
- GoLink

A few routes would offer 30- instead of 20-minute frequencies at night in the Draft New Bus Network, so slightly fewer people would be near frequent service late at night.

However, the network of 30-, 40- and 60-minute routes would expand a great deal at night. As a result, many fewer people would find themselves stuck with no way home at night. This would especially improve for low-income residents and residents of color.
Zoom in on the Northeast Quadrant

The best way to look closely and compare the Draft New Network to the existing network is by using the interactive map at https://dart-draft-new-network-viewer.s3.amazonaws.com/index.html.
Zoom in on the Southeast Quadrant

The best way to look closely and compare the Draft New Network to the existing network is by using the interactive map at https://dart-draft-new-network-viewer.s3.amazonaws.com/index.html.
Zoom in on the Southwest Quadrant

The best way to look closely and compare the Draft New Network to the existing network is by using the interactive map at https://dart-draft-new-network-viewer.s3.amazonaws.com/index.html.
Zoom in on the Northwest Quadrant

The best way to look closely and compare the Draft New Network to the existing network is by using the interactive map at https://dart-draft-new-network-viewer.s3.amazonaws.com/index.html.
Zoom in on Downtown Dallas

The best way to look closely and compare the Draft New Network to the existing network is by using the interactive map at https://dart-draft-new-network-viewer.s3.amazonaws.com/index.html

Existing Network

Draft New Network

Legend

- **Multiple lines & frequencies**
- **Light rail**
- **Trinity Railway Express (TRE)**
- **McMillen Trolley**
- **Route branches continue at lower frequency**
- **Transit Center**
Frequencies and Hours of Service for Each Draft New Route

<table>
<thead>
<tr>
<th>Route</th>
<th>Service Days</th>
<th>Hours of Service</th>
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</thead>
<tbody>
<tr>
<td>1 - Malcom X / Maple</td>
<td>Weekdays, Saturdays, Sundays</td>
<td>7:00 AM - 11:30 PM</td>
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<tr>
<td>8 - Ross</td>
<td>Weekdays, Saturdays, Sundays</td>
<td>7:00 AM - 11:30 PM</td>
</tr>
<tr>
<td>9 - Jefferson / Gaston</td>
<td>Weekdays, Saturdays, Sundays</td>
<td>7:00 AM - 11:30 PM</td>
</tr>
<tr>
<td>704 - Harry Hines Shuttle</td>
<td>Weekdays, Saturdays, Sundays</td>
<td>7:00 AM - 11:30 PM</td>
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<tr>
<td>705 - Medical Market Shuttle</td>
<td>Weekdays, Saturdays, Sundays</td>
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<tr>
<td>802 - Airport Parking D/E</td>
<td>Weekdays, Saturdays, Sundays</td>
<td>7:00 AM - 11:30 PM</td>
</tr>
<tr>
<td>883A - UTD West Loop</td>
<td>Weekdays, Saturdays, Sundays</td>
<td>7:00 AM - 11:30 PM</td>
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</tbody>
</table>

Tips:
- GoLINK: A transit vehicle comes every 7 - 15 min.
- All routes now have new numbers! Click here to find the routes near you.
- Tip: To quickly find a route in the table at left, search this document for its number or name.
DRAFT NEW BUS NETWORK

30 Minutes Midday
- 5 - Cedar Springs
- 7 - Henderson
- 25 - Stuckers
- 30 - Fort Worth
- 34 - Illinois
- 38 - Camp Wisdom
- 46 - Beckley
- 50 - Hampton
- 743 - Bush Shuttle
- 803 - Campionport Remote
- 823 - UT Southwestern North
- 883B - UTD East
- 833 - Baylor Cryan Tower

40 Minutes Midday
- 14 - Columbia
- 15 - Lindley
- 22 - Harry Hines
- 23 - Regal Row
- 62 - Nursery
- 64 - O’Connor / Valley View
- 66 - MacArthur / Belt Line
- 68 - South Belt Line
- 69 - Irving Blvd to DFW
- 70 - Josey
- 71 - Frankford
- 72 - Addison / Legacy
- 73 - Preston
- 74 - Campbell
- 78 - Coit
- 85 - plano Road
- 86 - Jupiter
- 87 - Shiloh
- 91 - Parker
- 92 - West 15th
- 95 - Naaman Forest
- 96 - East Belt Line
- 97 - Buckingham
- 98E - Walnut
- 101 - 130 / Broadway
- 105 - Miller
- 106 - Walnut Hill
- 109 - La Prada
- 122 - Military Pkwy
- 124 - Bruton
- 133 - Lancaster / Ramona
- 139 - Simpson Stuart
- 283 - Lake Ray Hubbard Exp

A transit vehicle comes every 7 - 15 min 20 min 30 min 40 min 60 min GoLINK
# Draft New Bus Network Frequencies and Spans

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<thead>
<tr>
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## Express and Shuttle Services

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