



Memorandum

Date: July 17, 2020

To: Comprehensive Plan Review Committee Members

From: Michael Bell, AICP, Comprehensive Planning Manager

Subject: Plano DART Ridership and Bicycle Commuting Statistics

Questions were raised at recent Comprehensive Plan Review Committee meetings about DART ridership within the City of Plano and bicycle ridership data. Staff has prepared the supporting information below.

1. Is DART ridership decreasing?

DART representatives provide regular updates to Council. The most recent DART Report presented to Plano City Council was on December 19, 2019 and can be viewed [here](#) (starts at 30:25).

DART also releases an annual Reference Book which compiles the latest information on the DART system, including information on ridership, operations, facilities, and budget. The most recent update is the [March 2020 DART Reference Book](#). The information below is sourced from the current and past editions of the reference books.

Plano Average Weekday Ridership

Average weekday ridership for Plano's light rail transit stations in FY2019 are as follows:

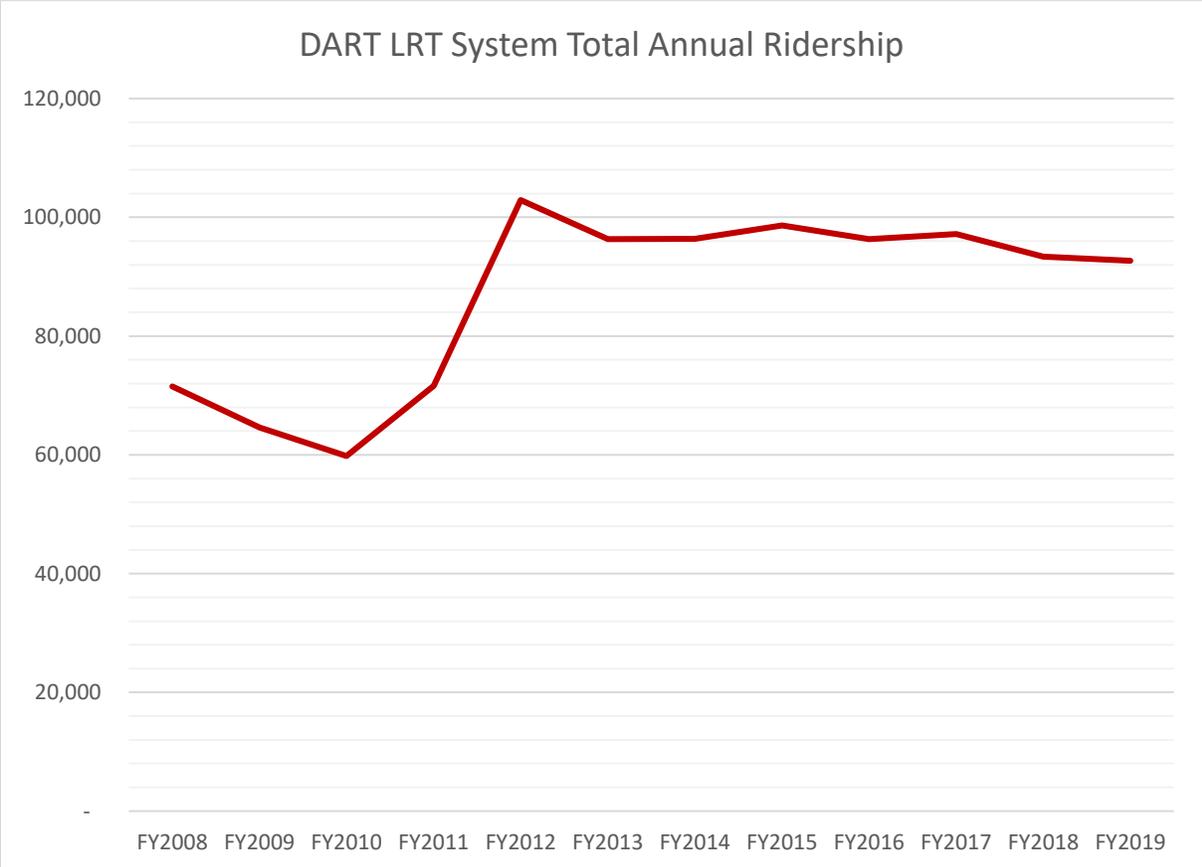
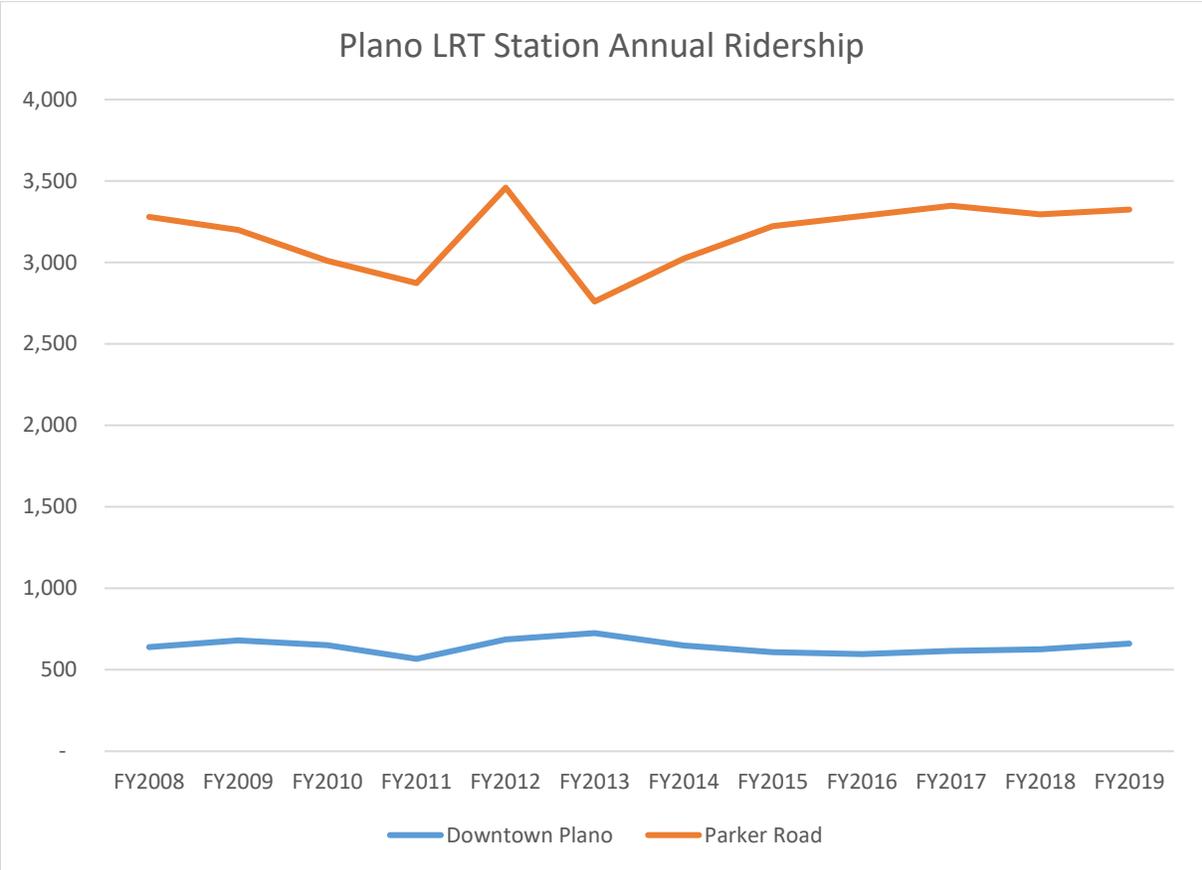
- Parker Road – 3,325
- Downtown Plano – 660

Parker Road Station currently has the 5th highest ridership within the light rail system, and the highest ridership outside of the Dallas Central Business District. Total average weekday light rail transit ridership across the DART network is 92,700. Total average weekday bus ridership across the DART network is 138,300.

Light Rail Transit (LRT) Ridership

The following table summarizes average weekday ridership for Plano's Light Rail Transit (LRT) stations and the overall DART LRT System ridership. Although the overall LRT ridership has decreased in recent years, the Plano station ridership has remained relatively constant.

Average Weekday LRT Ridership	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Downtown Plano	640	680	650	567	686	725	648	607	597	616	626	660
Parker Road	3,280	3,200	3,010	2,874	3,459	2,760	3,024	3,222	3,286	3,348	3,295	3,325
DART LRT System	71,500	64,600	59,800	71,600	102,900	96,300	96,400	98,600	96,300	97,200	93,400	92,700



*Note: The increase in system ridership in 2012 is largely attributed to service expansions of the Orange and Blue LRT lines.

Bus System Ridership

DART's bus service in Plano includes local and express bus routes, Flex Routes, and GoLink bus service. Flex Routes are similar to fixed route bus service, but can "flex" to provide scheduled pickup/drop off away from the designated stops. GoLink is a demand-response service that builds upon DART's previous On Call services by providing "last mile" access to and from the rest of the DART rail and bus network.

The following table summarizes average weekday ridership for Plano's Flex and GoLink bus service.

Average Weekday Bus Ridership	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Flex Bus 843 - South Plano*	76	100	80	63	82
Flex Bus 870 - East Plano*	234	182	238	169	207
GoLink - North Central Plano**	n/a	n/a	n/a	115	167
GoLink - Plano Legacy**	n/a	n/a	n/a	133	187
GoLink - Far North Plano**	n/a	n/a	n/a	40	84

* Note: The Flex routes were recently changed to local route service only and no longer provide flex service. Link: <https://dart.org/news/news.asp?ID=1500>

** Note: The GoLink service was introduced in 2018, replacing the previous on call service.

In 2018, the DART Board authorized a new Bus Service Plan effort. Called the DARTZoom Bus Network Redesign, this effort includes extensive public and stakeholder input and will be complete in Spring 2021 to guide bus network changes in 2022 and beyond. Two network scenarios have been developed that could be implemented without any additional funding for bus service as early as 2022 – one that prioritizes high coverage, the other high ridership. The high coverage concept maintains some transit service close to nearly every existing rider, but on average most travel times would not improve. The high ridership concept concentrates frequent service in areas with the largest number of people and jobs, resulting in shorter wait times and faster trips between many high-demand locations. Following public and stakeholder input, a preferred network will be developed.

2. How many people ride bicycles to work in Plano compared to our neighboring cities?

The American Community Survey (ACS) [collects commuting statistics](#) focused on travel to work for persons over the age of 16. The ACS determines travel time, time of departure, and workplace location by asking respondents "about where they work, what time they leave home for work, the means of transportation used to get there, the number of workers riding in a car, truck, or van, and how long it takes to travel to work." The chart below compares the 2018 American Community Survey 5-Year Estimates Means of Transportation to Work for Plano and other nearby cities.

2018 American Community Survey 5-Year Estimates (Table S0801 with margin of error)

City	Drive Alone	Car Pool	Public Transit	Walk	Bicycle	Taxi, Motorcycle, or Other	Work at Home
Plano Census	76.4% (+/-0.1)	9.1% (+/-0.1)	5.0% (+/-0.1)	2.7% (+/-0.1)	0.6% (+/-0.1)	1.2% (+/-0.1)	4.9% (+/-0.1)
Allen Census	82.3% (+/-1.7)	7.1% (+/-1.2)	1.4% (+/-0.5)	0.9% (+/-0.4)	0.0% (+/-0.1)	0.8% (+/-0.3)	7.4% (+/-1.2)
Carrollton Census	82.4% (+/-1.0)	8.1% (+/-0.8)	2.0% (+/-0.5)	1.2% (+/-0.3)	0.0% (+/-0.1)	0.7% (+/-0.2)	5.4% (+/-0.6)
The Colony Census	83.6% (+/-1.9)	6.8% (+/-1.7)	0.4% (+/-0.3)	0.8% (+/-0.5)	0.1% (+/-0.2)	1.5% (+/-0.6)	6.7% (+/-1.7)
Dallas Census	76.5% (+/-0.4)	11.1% (+/-0.4)	4.1% (+/-0.2)	1.9% (+/-0.1)	0.2% (+/-0.1)	1.4% (+/-0.1)	4.7% (+/-0.2)
Fort Worth Census	81.9% (+/-0.6)	11.1% (+/-0.5)	0.8% (+/-0.1)	1.3% (+/-0.2)	0.2% (+/-0.1)	1.0% (+/-0.1)	3.7% (+/-0.3)
Frisco Census	78.7% (+/-1.1)	6.6% (+/-0.7)	0.4% (+/-0.2)	0.6% (+/-0.2)	0.0% (+/-0.1)	1.1% (+/-0.2)	12.5% (+/-0.8)
McKinney Census	82.6% (+/-1.1)	6.5% (+/-0.8)	0.4% (+/-0.2)	0.5% (+/-0.2)	0.1% (+/-0.1)	1.6% (+/-0.5)	8.3% (+/-0.6)
Murphy Census	82.2% (+/-4.0)	3.1% (+/-1.4)	3.0% (+/-1.3)	0.3% (+/-0.4)	0.0% (+/-0.4)	2.4% (+/-2.1)	9.0% (+/-2.4)
Parker Census	71.1% (+/-9.6)	9.9% (+/-8.2)	2.7% (+/-2.7)	1.5% (+/-2.3)	0.0% (+/-2.0)	3.7% (+/-4.2)	11.1% (+/-4.0)
Richardson Census	78.4% (+/-1.7)	7.2% (+/-0.9)	3.1% (+/-0.6)	2.0% (+/-0.5)	0.3% (+/-0.1)	0.9% (+/-0.7)	8.0% (+/-1.0)