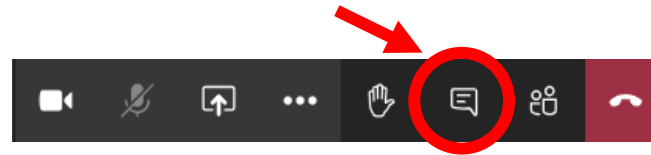


The Collin County Transit Study Project Advisory Committee meeting will begin shortly.

Please mute your microphones and enter your name and organization in the chat box.

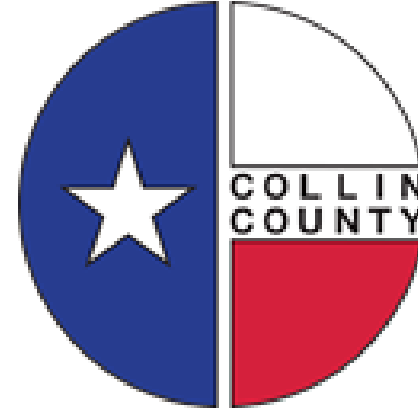


Thank you.





**North Central Texas
Council of Governments**



**COLLIN COUNTY TRANSIT PLANNING
STUDY**

**Project Advisory Committee
2nd Meeting**

June 18, 2020

Agenda

- Welcome/Introductions
- Study Purpose & Scope
- Current State of Transit in Collin County
 - Transit 101
 - Current Collin County services
 - Access North Texas: Collin County recommendations
- Mobility 2045 Transit Recommendations
 - Dart Red Line extension
 - Other rail corridors to consider?
 - East-west transit service
 - Post COVID-19 implications affecting Mobility Plan
- Survey to PAC Members
- Map of Collin County: Areas Conducive to Transit Service
- Questions & Open Discussion
- Future Meetings

Welcome/Introductions

- Meeting Protocols

- Please enter your name and organization into the [Chat Box](#)
- Please utilize the **Raise your hand** feature to ask a question or make a comment; you may also use the [Chat Box](#) for questions and comments



- Two Committee Process (eventually integrate into one process?)
 - Irving to Frisco Passenger Rail Corridor: TRE/Irving to Frisco/Celina
 - Collin County Transit Planning/Funding Study

Study Purpose

Transit Planning in Collin County Focused on:

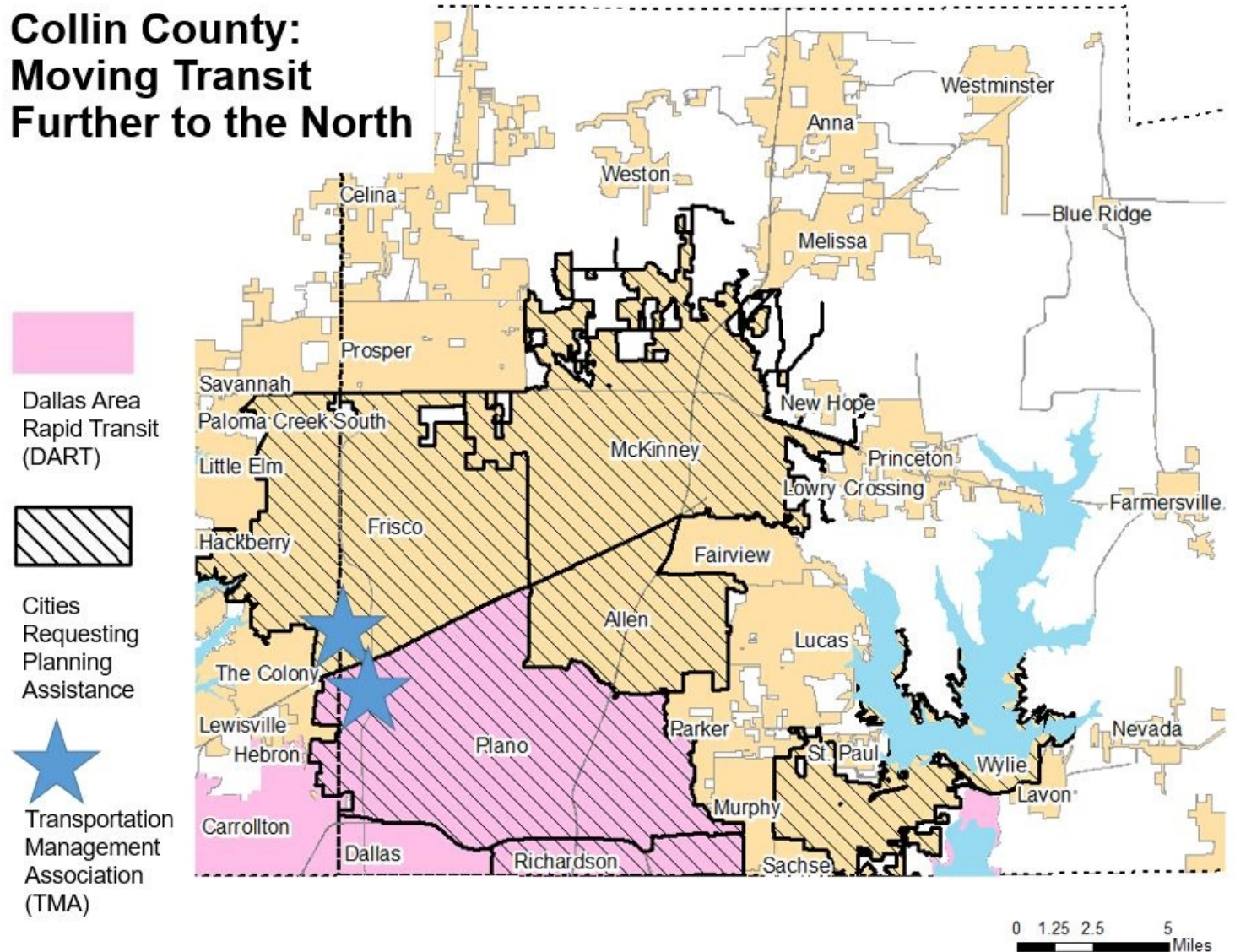
- Internal and Regional Connections
- Increased Transportation Options
- Funding Options
- Near-Term, Strategic Implementation
- Private Sector Involvement
- Integrating Irving to Frisco Passenger Rail Corridor into Planning Scenarios

Study Area

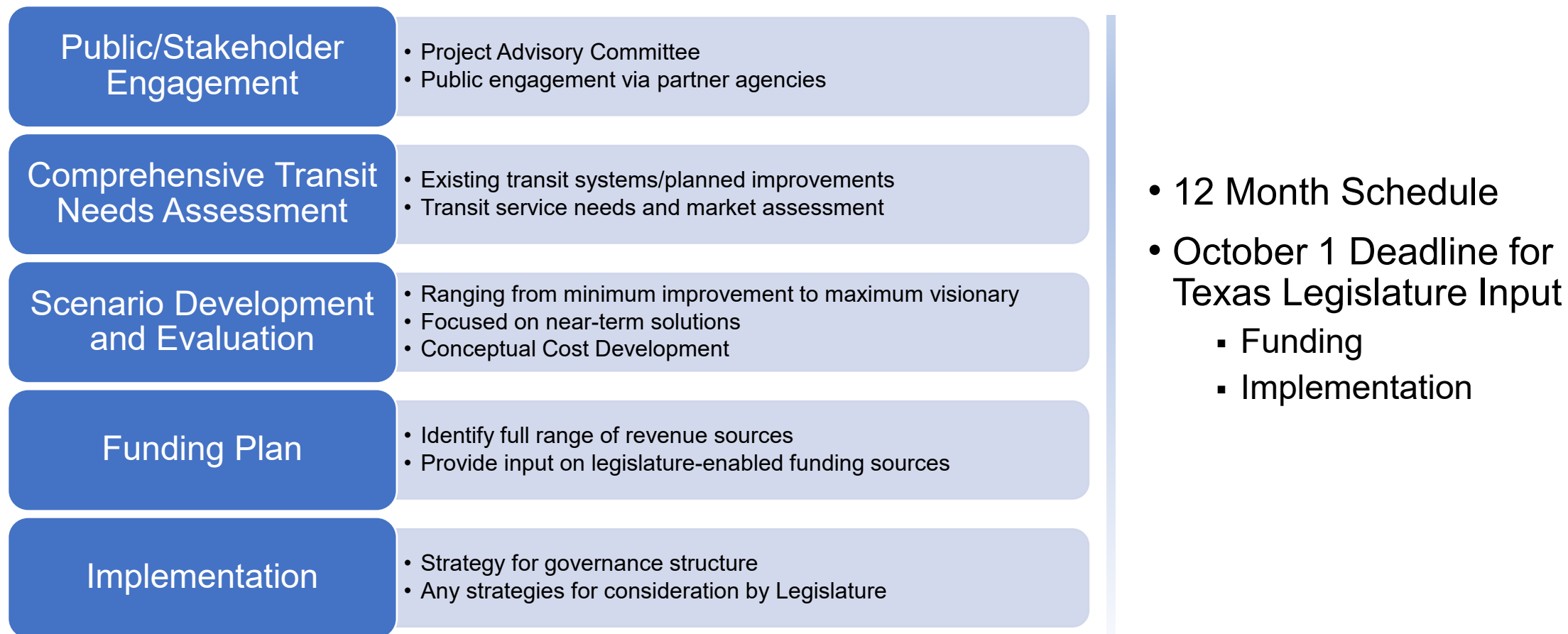
- Collin County
- Cities
 - Allen*
 - Anna
 - Celina
 - Fairview
 - Farmersville
 - Frisco*
 - McKinney*
 - Melissa
 - Plano*
 - Princeton
 - Prosper
 - Richardson*
 - Wylie*
- Transit Agencies
 - DART
 - DCTA

*Cities requesting planning assistance

Collin County: Moving Transit Further to the North



Scope of Work & Schedule



Transit 101

General Types of Transit Service

Fixed Route



- Vehicle operates along a prescribed route according to a fixed schedule
- Typically implemented in areas where transit demand can support it

Commuter Bus



- A variation of fixed route, primarily connects outlying areas to a central city/area
- Typically operates in one direction during peak periods

Demand Response or On-Demand



- Shared-ride service that uses smaller vehicles to provide flexible curb-to-curb service
- Typically used for first/last mile applications or in areas with lower transit demand

Rail or HIB



- Serves long-distance regional corridors with high transit demand
- Rail requires exclusive ROW, whereas exclusive bus lanes for HIB is not required

High-Intensity Bus

- Utilize Managed Lanes
- High frequency service
- Possibly guaranteed transit
- Premium operational features
 - Luxury motor coaches
 - Onboard amenities
 - Transit stations
- Station locations
 - Limited locations
 - Often Park & Rides



Images for demonstration purpose only.

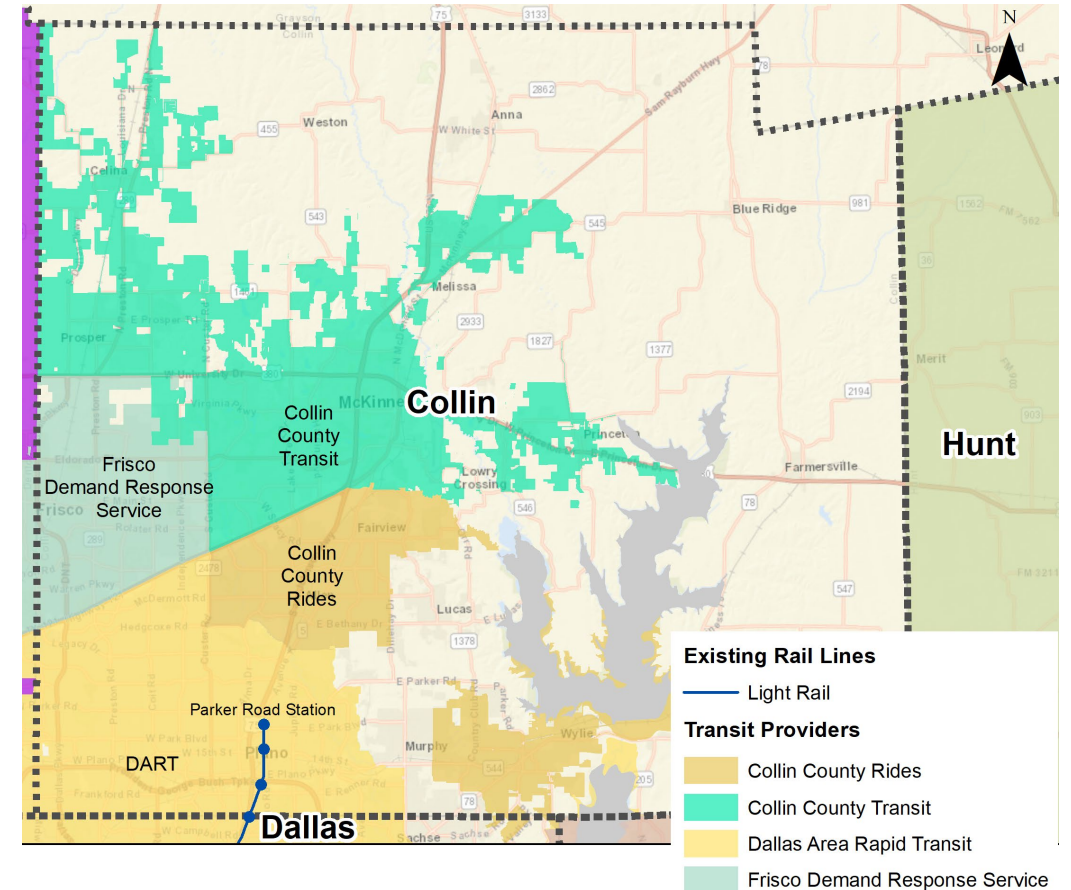


Source: VonLane

Current Collin County Services

Transit Service	Audience	Service Type
Collin County Rides (operated by DART)	<ul style="list-style-type: none"> Seniors Individuals with Disabilities 	Demand-Response*
Collin County Transit (operated by Irving Holdings, DCTA contractor)	<ul style="list-style-type: none"> Seniors Individuals with Disabilities Low-income 	Demand-Response*
DART	<ul style="list-style-type: none"> General Public 	All Services
Frisco Demand Response (operated by DCTA)	<ul style="list-style-type: none"> Seniors Individuals with Disabilities Individuals needing medical care 	Demand-Response*

*Requires a phone reservation to book a trip



Access North Texas

2018 Plan Background & Strategy

Identify strategies to improve transportation access for seniors, individuals with disabilities, and individuals with lower incomes

Specify strategies to increase efficiency, eliminate duplication, and mitigate risk

Meet federal and state requirements

Approved by the Regional Transportation Council in March 2018

June 18, 2020

Access North Texas Plan Recommendations

Availability	Affordability
Address Gaps in Service	Increase affordability of fares for individuals most in need
Explore non-traditional ways to deliver public transit	Integrate transit funding sources
Simplicity	Advocacy
Improve seamlessness for regional trips	Recruit influential champions for public transit
Pursue simplified regional fares	

www.AccessNorthTexas.org

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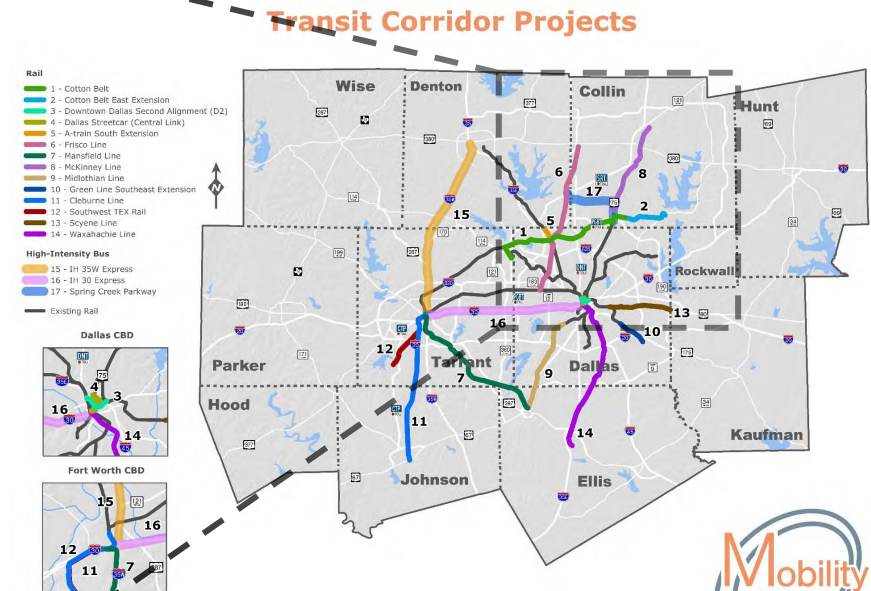
Access North Texas

Collin County Strategies

Assess Community Needs	Improve partnerships and coordination	Identify, recruit, educate, and support champions
Identify, evaluate, and implement non-traditional transportation service	Increase service options	Coordinate with 2-1-1 biannually
Increase public awareness	Advocate for agencies	Explore partnerships

Mobility 2045 Transit Recommendations

- Rail**
- 1 - Cotton Belt
 - 2 - Cotton Belt East Extension
 - 3 - Downtown Dallas Second Alignment (D2)
 - 4 - Dallas Streetcar (Central Link)
 - 5 - A-train South Extension
 - 6 - Frisco Line
 - 7 - Mansfield Line
 - 8 - McKinney Line
 - 9 - Midlothian Line
 - 10 - Green Line Southeast Extension
 - 11 - Cleburne Line
 - 12 - Southwest TEX Rail
 - 13 - Scyene Line
 - 14 - Waxahachie Line
- High-Intensity Bus**
- 15 - IH 35W Express
 - 16 - IH 30 Express
 - 17 - Spring Creek Parkway
- Existing Rail



North Central Texas Council of Governments
July 2018

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.



Mobility Plan Update

- Dart Red Line extension
- Irving to Frisco extension
- East-west transit service



Post COVID-19 Behavior Implications Affecting Mobility Plan

- Potential for Less Transit Demand
 - Fewer total trips generated
 - Social distancing concerns
 - Greater use of technology
 - Less roadway volume (less congestion)
- Possible Funding Implications
 - Less sales tax generated
 - Less motor fuel tax generated
- Possible Land Use Implications
- Long-Term Implications Unknown

Survey to PAC Members

Survey sent to both PAC groups on June 10; additional responses needed

Survey Questions:

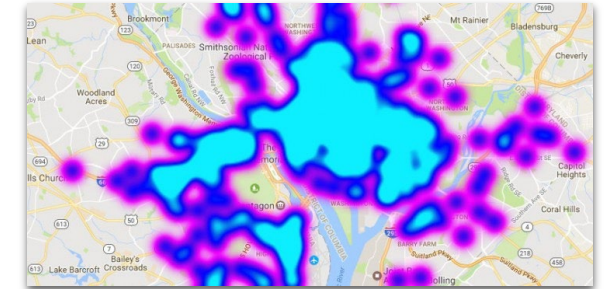
- Contact Information
- Should we combine both PAC meetings?
- Collin County specific questions – the role of transit in Collin County, specific transit needs, transit priorities?
- Irving to Frisco Passenger Rail specific question – have you planned for stations along the route?
- Public Engagement – which resources will assist your outreach efforts?

The survey is still open: [Click Here for Survey](#)

Areas Conducive to Transit Service

Based on “Push” factors

- Population and employment concentration
- Current and future land uses and development
 - Walkability
 - Mixed-use
- Youth, senior, and low-income populations
- Auto ownership and parking availability
- Dependent and non-dependent transit populations
- Other factors?



Heat Map Example

Note: “Pull” factors relating to the quality, quantity, and pricing of transit service also significantly impact transit ridership

Questions & Open Discussion

Collin County: Moving Transit Further to the North

