



Moving  
Greater  
Des Moines  
**Forward** ▶



**dart** ▶

# Objectives



Engage the public to ensure the updated service plan meets the needs and wants of the community.



Determine how population and development patterns have changed since the original study.

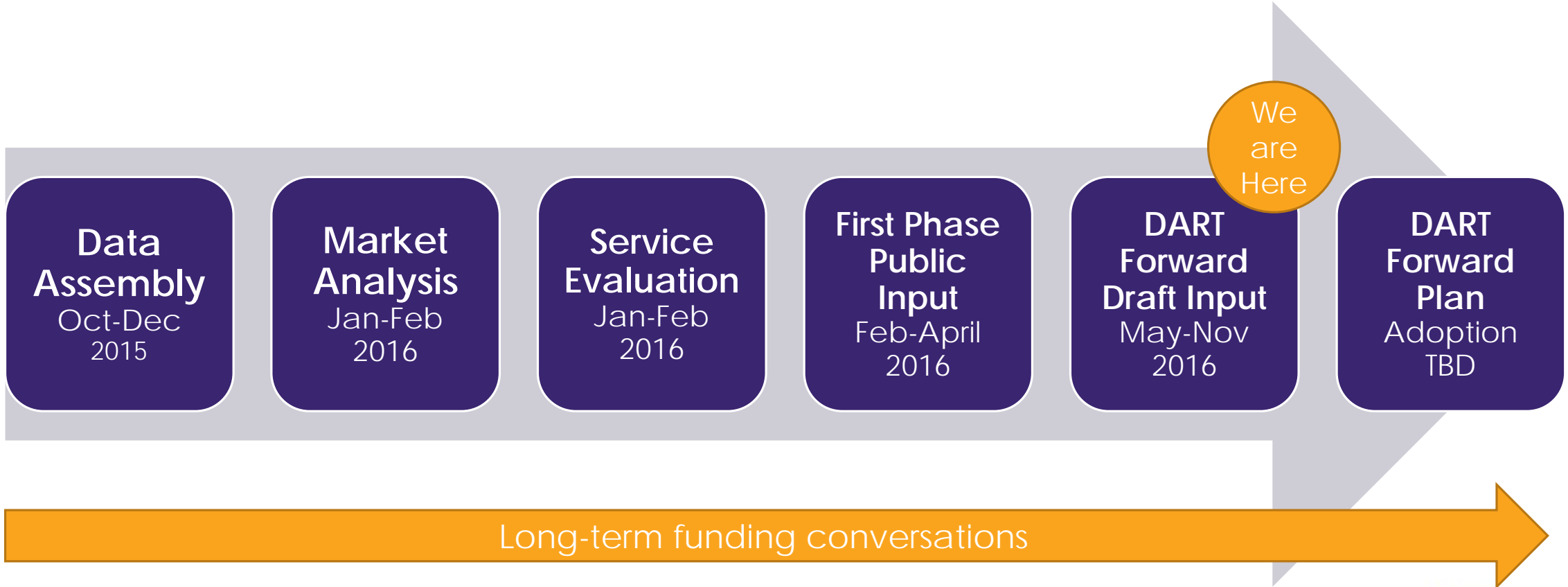


Analyze ridership and service performance to determine how riders responded to recent service changes.



Develop a transit service plan that is consistent with other regional plans.

# Timeline



# Key service elements

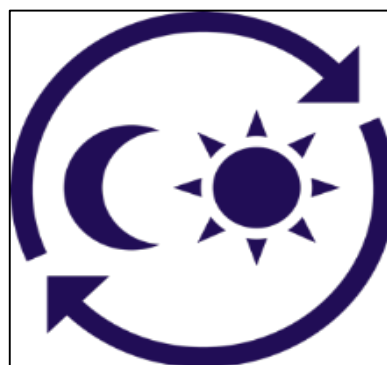
Based on community feedback, the DART Forward 2035 plan focuses on...



Access



Flexibility



Availability



Frequency



Experience



# What the future could look like



Enhanced  
Corridors



On-Demand  
Service



Mobility  
Hubs



Freeway  
Rapid Transit



# Three plan options



# Proposed service tiers

## ENHANCED CORRIDOR

Frequent rapid bus service along major corridors providing sub-regional travel



15 Minute Frequency



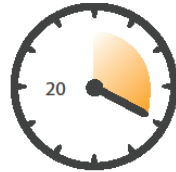
Transit Priority Treatments



Close - Moderate Stop Spacing

## LOCAL

Bus service connecting communities to frequent network and major destinations



20 Minute Frequency



Mixed Traffic



Close Stop Spacing

## FREEWAY-BASED EXPRESS

Peak service connecting Park & Rides to key regional destinations



30 Minute Peak Frequency



Mixed Traffic, Freeway-operating



Wide Stop Spacing

## SHUTTLE

Community routes serving short-distance local trips



Varies based on demand



Mixed Traffic



Close Stop Spacing

## FLEXIBLE MOBILITY

Innovative mobility solutions tailored to meet needs of lower density areas



On-demand Service

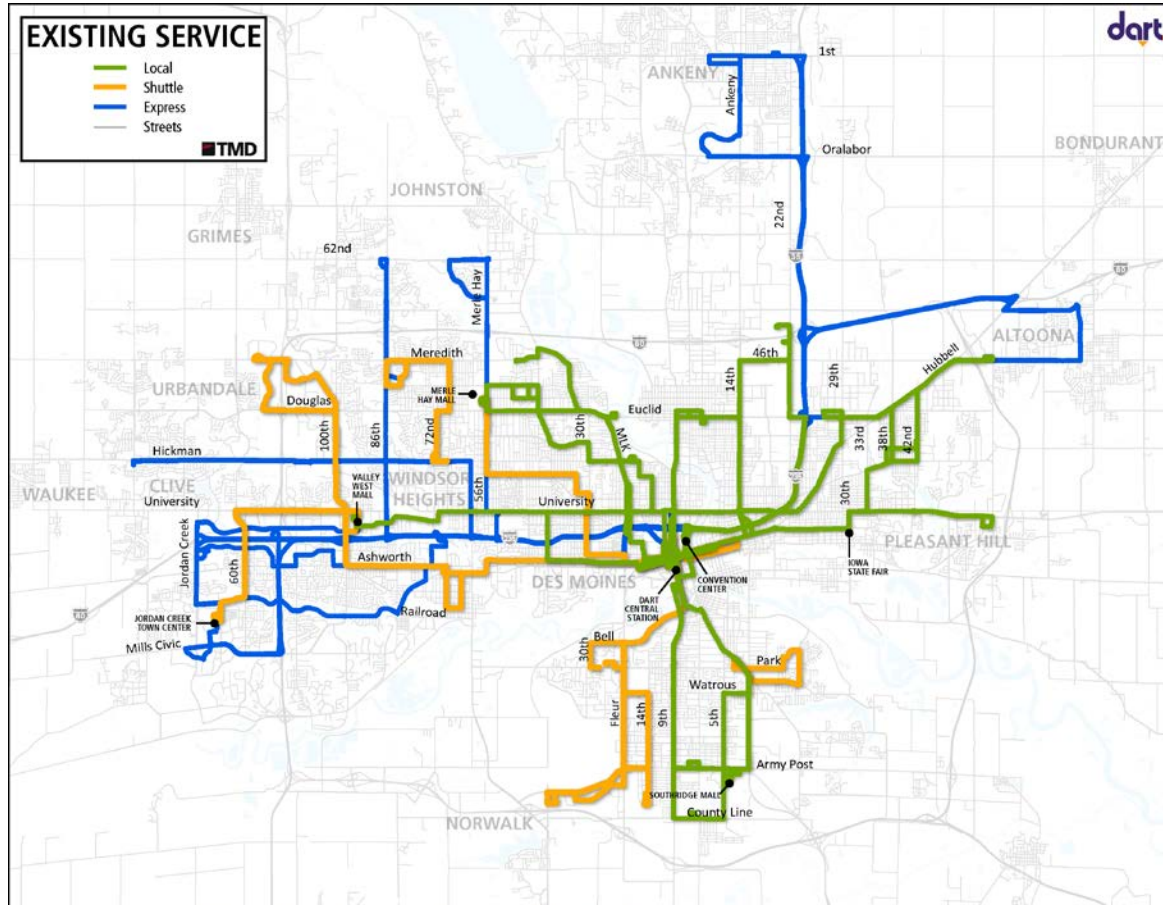


Mixed Traffic

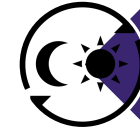


Point-to-point service

# Current System



8% of the population with access to 20-minute frequency



17 hours/weekday service



27 total shelters



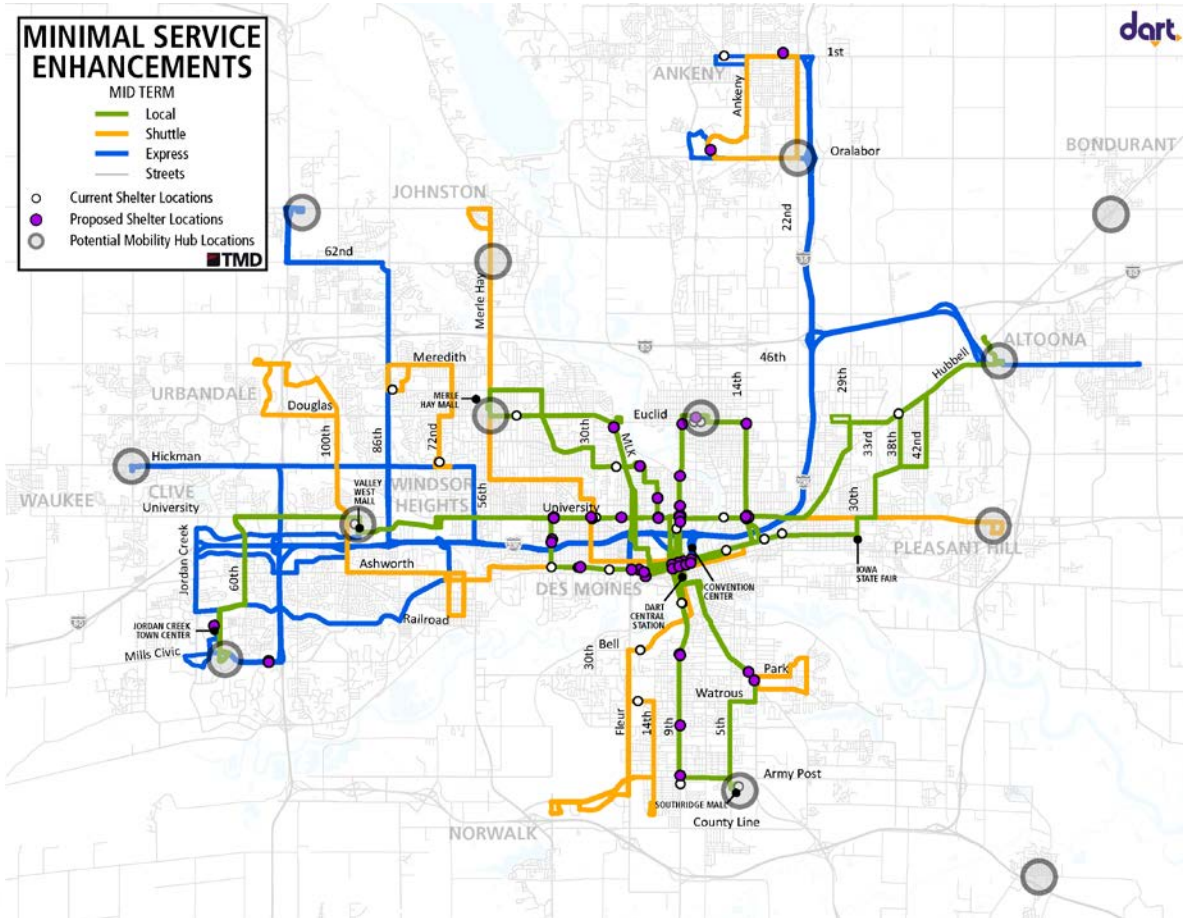
Limited flex and on-demand services



Per capita annual cost in 2025: \$40.99



# Minimal Growth Plan



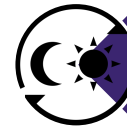
13 mobility hubs



Minimal on-demand service



42% of the population with access to 20-minute frequency



19-hours/weekday service

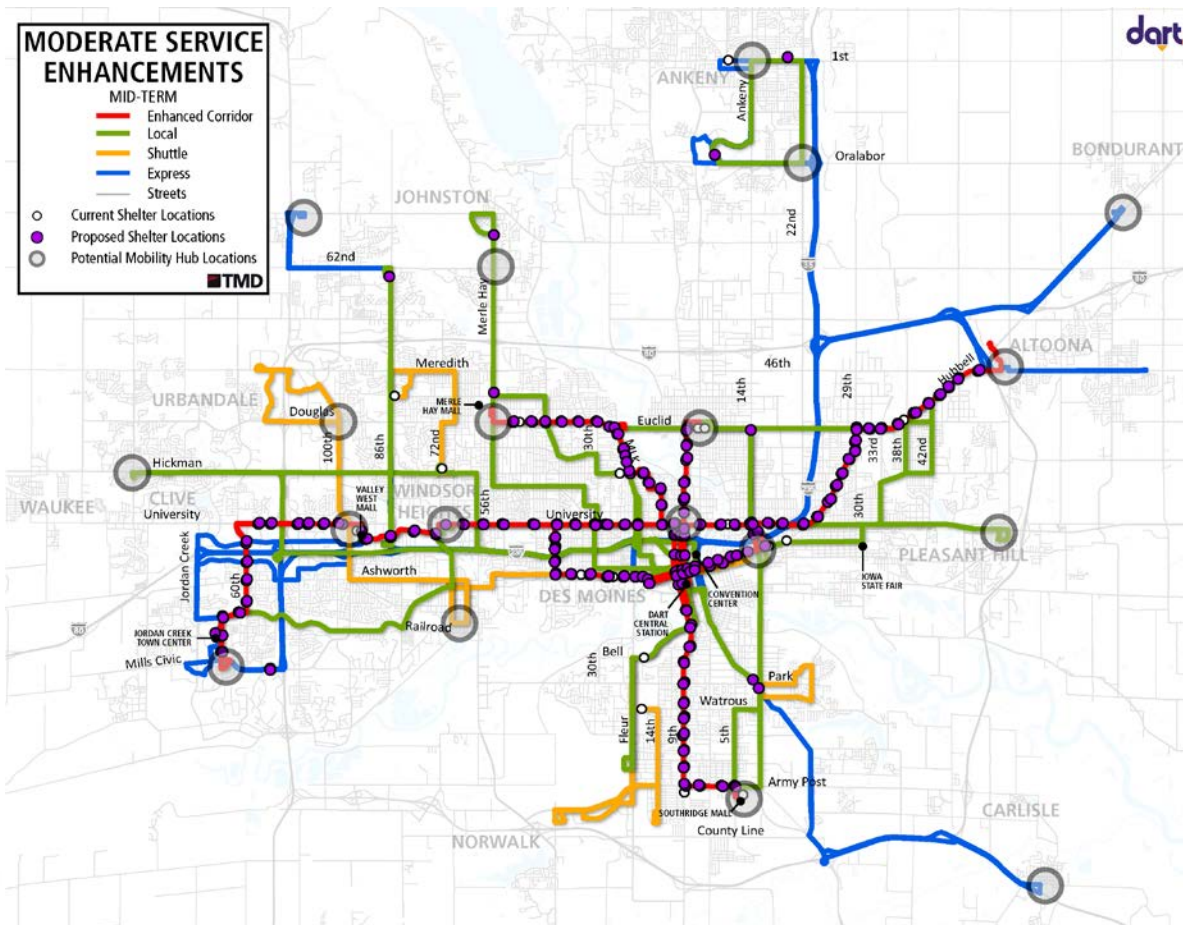


77 total shelters



Per capita annual cost in 2025:  
\$58.20

# Moderate Growth Plan



5 enhanced corridors



19 mobility hubs



Moderate on-demand services



59% of the population with access to 20-minute frequency



19 hours/weekday service

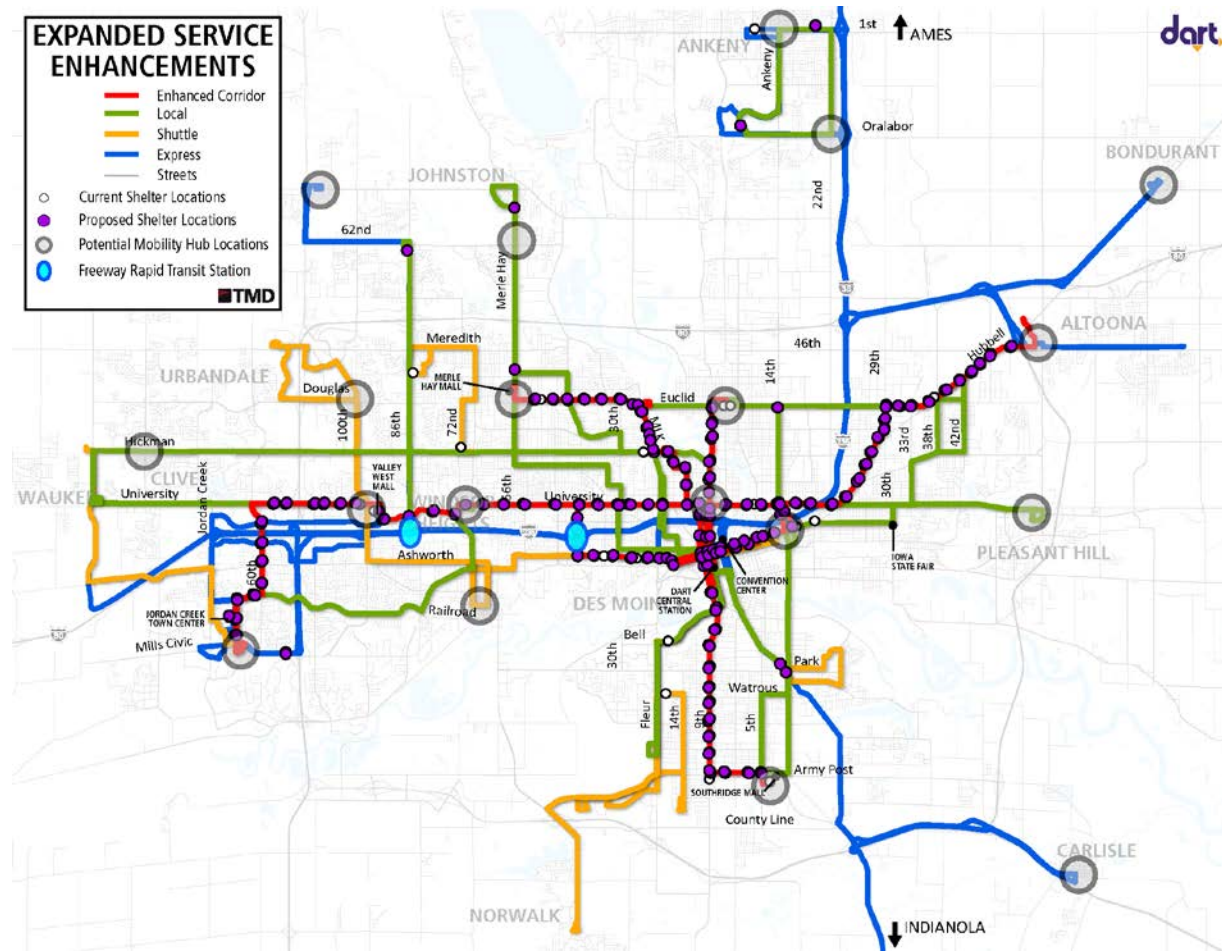









277 total shelters



Per capita annual cost in 2025:  
\$88.61

# Expanded Regional Plan



-  Freeway rapid transit
-  Potential additional communities
-  5 enhanced corridors
-  19 mobility hubs
-  Moderate on-demand services
-  + more
-  Per capita annual cost in 2025: \$98.17\*



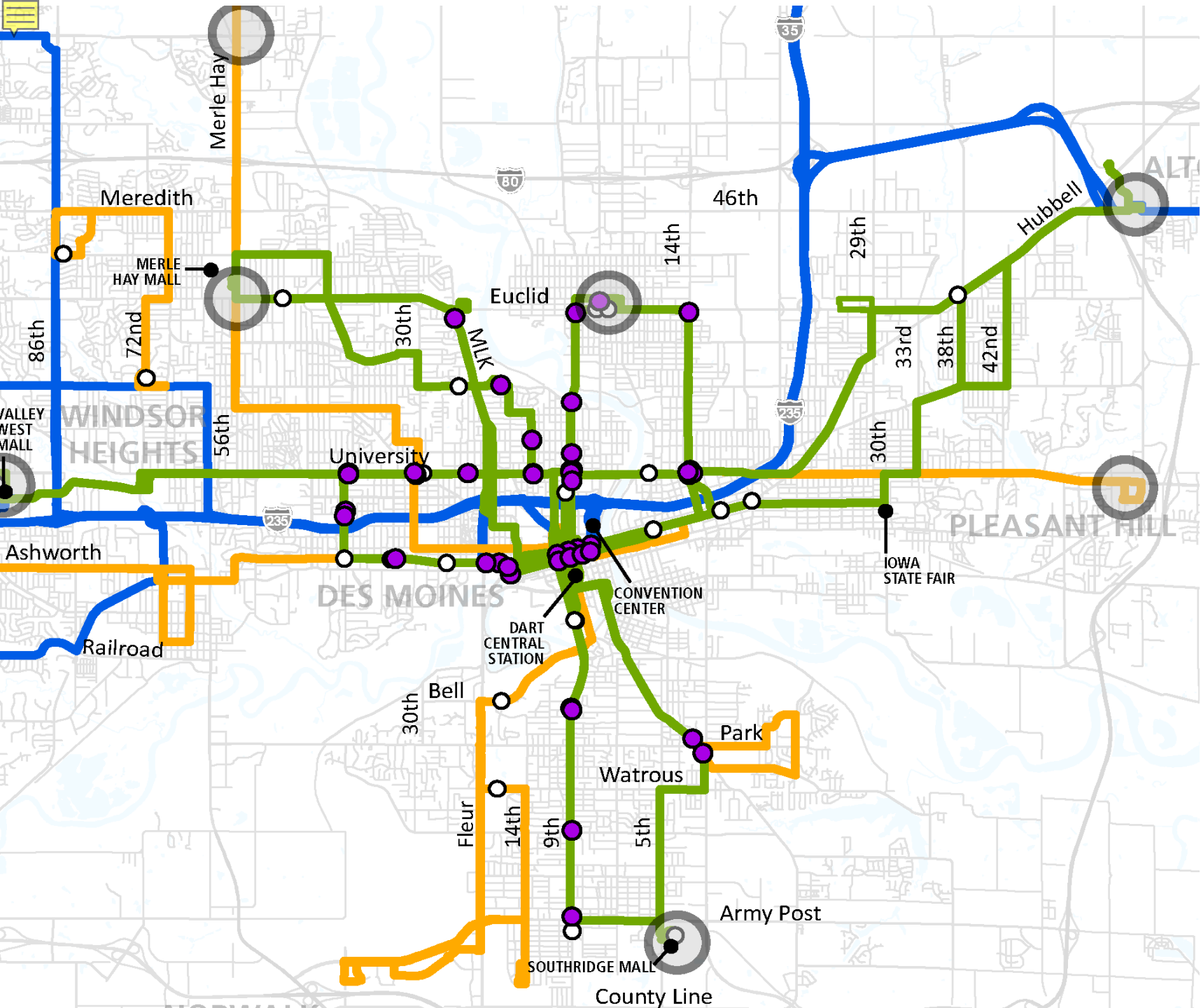
# What could this mean for Des Moines residents?



# Des Moines Minimal Growth Plan

- ▶ 20-minute frequency on local routes
- ▶ Streamlining Service
  - Route 1, Fairgrounds (Nov 2016)
  - Route 6, Indianola Ave
- ▶ New Route 10 (Nov 2016)
- ▶ Three new mobility hubs
- ▶ New shelters





# Des Moines Minimal Growth Plan

# Des Moines Mobility Hubs

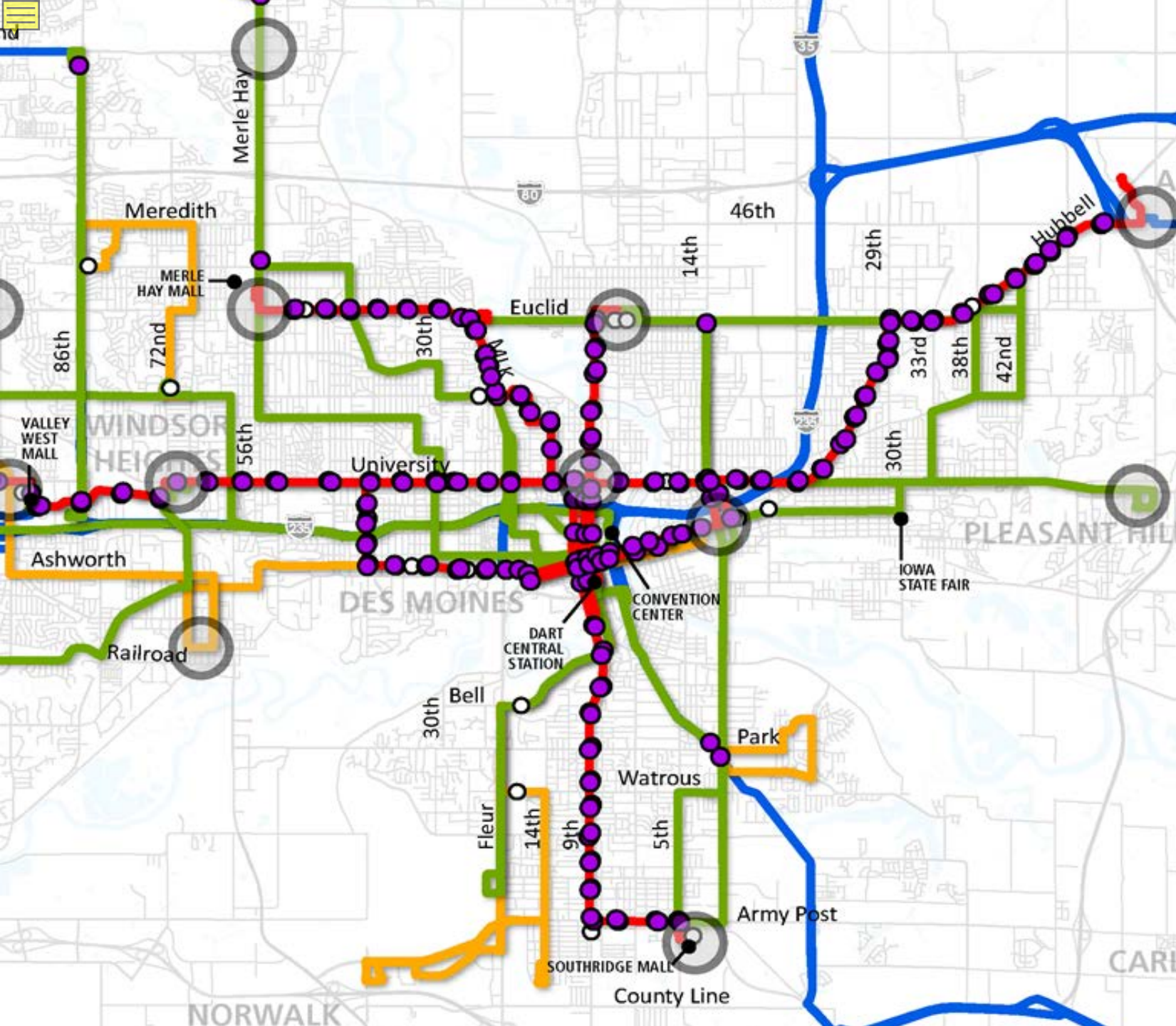


# Des Moines Moderate Growth Plan

- ▶ Enhanced Corridors - University, MLK/Douglas, Hubbell, 6<sup>th</sup> Ave, and SW 9<sup>th</sup>
- ▶ Improved Frequencies - Route 8: Fleur Drive, Route 13: Park Ave and Route 52: Jordan Creek
- ▶ Route 5: Franklin Avenue extension
- ▶ New Route 22: Hickman Road
- ▶ New Route 50: Euclid Avenue
- ▶ New Route 54: E 14<sup>th</sup> Street
- ▶ New Route 97: Carlisle Express
- ▶ Five new mobility hubs
- ▶ More than 200 new shelters





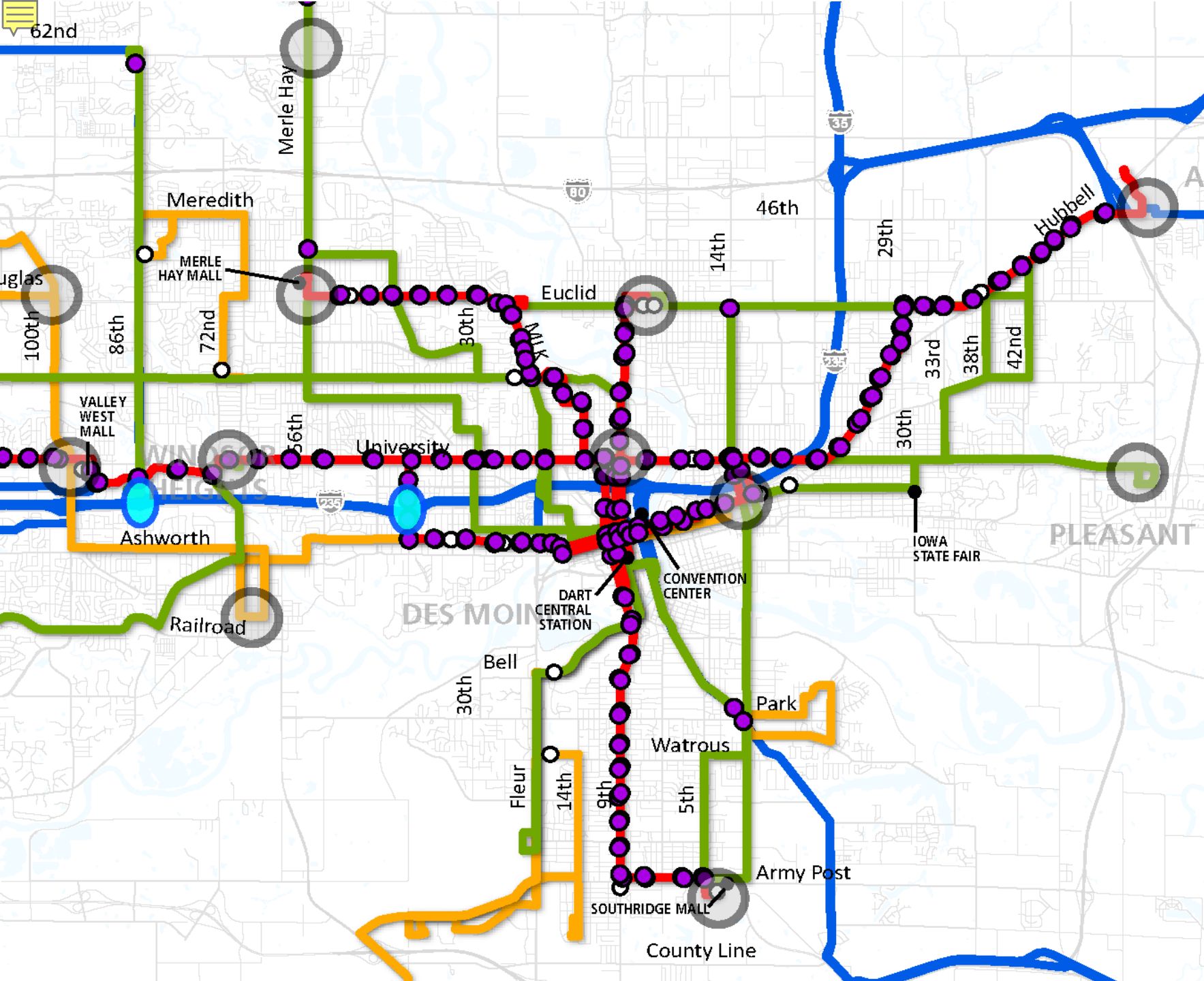


# Des Moines Moderate Growth Plan

# Des Moines Expanded Growth Plan

- ▶ New Route 18: Norwalk
- ▶ New Route 88: Waukee Express
- ▶ New Route 89: Indianola Express
- ▶ Freeway Rapid Transit





# Des Moines Expanded Growth Plan

# Des Moines benefits

- ▶ 236,000 people will have access to transit in 2035 compared to 184,000 people in 2010.
- ▶ 155,000 jobs in 2035 will have access to transit, compared to 123,000 jobs in 2010.





# What's next?



# What other communities are doing

## Nashville

2014 per capita: \$87

Considering expansion of system

Additional \$255 million/year

## Grand Rapids

2014 per capita: \$80

Considering second BRT line

BRT Cost: \$40.5M

## Wake Forest, NC (Raleigh)

2014 per capita: \$72

Considering expansion of bus and rail

Additional \$78 million/year

## Indianapolis

2014 per capita: \$79

Considering expansion of city bus service

Additional \$56 million/year

## Des Moines

2014 per capita: \$47

Considering expansion of bus system

Additional \$10 - 34 million/year



# Costs with capital included

2035 Cost	Existing Network	Minimal Service Growth	Moderate Service Growth	Expanded Regional Network
Annual Operating Cost	\$53.9M	\$66.8M	\$94.8M	\$99.3M
Annual Capital Cost	\$9.6M	\$12.5M	\$17.0M	\$17.0M
Annual Total Cost	\$63.5M	\$79.3M	\$111.8M	\$116.3M
Annual Cost per Capita	\$46.71	\$68.05	\$109.12	\$114.73



# Get involved

- ▶ Give feedback at [www.dartforward2035.com](http://www.dartforward2035.com)
- ▶ Text DART2035 to 41411
- ▶ Host a meeting
- ▶ Like DART on Facebook
- ▶ Follow @ridedart on Twitter
- ▶ Share this information with as many people as possible!



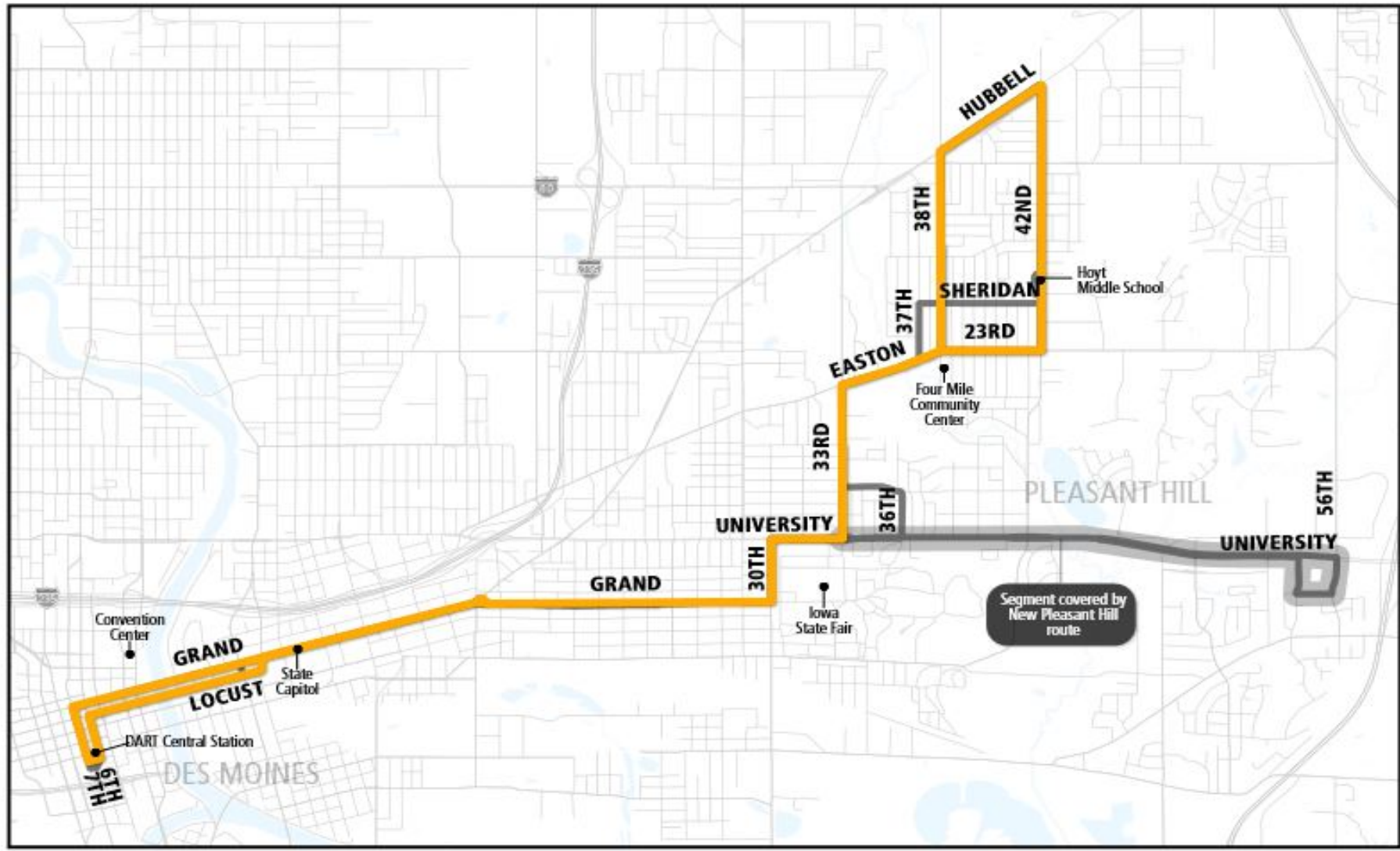




**“Every city is the guardian of its future...plan broadly for tomorrow and build wisely for today.”**

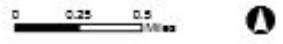
-1925 Los Angeles Transportation Plan





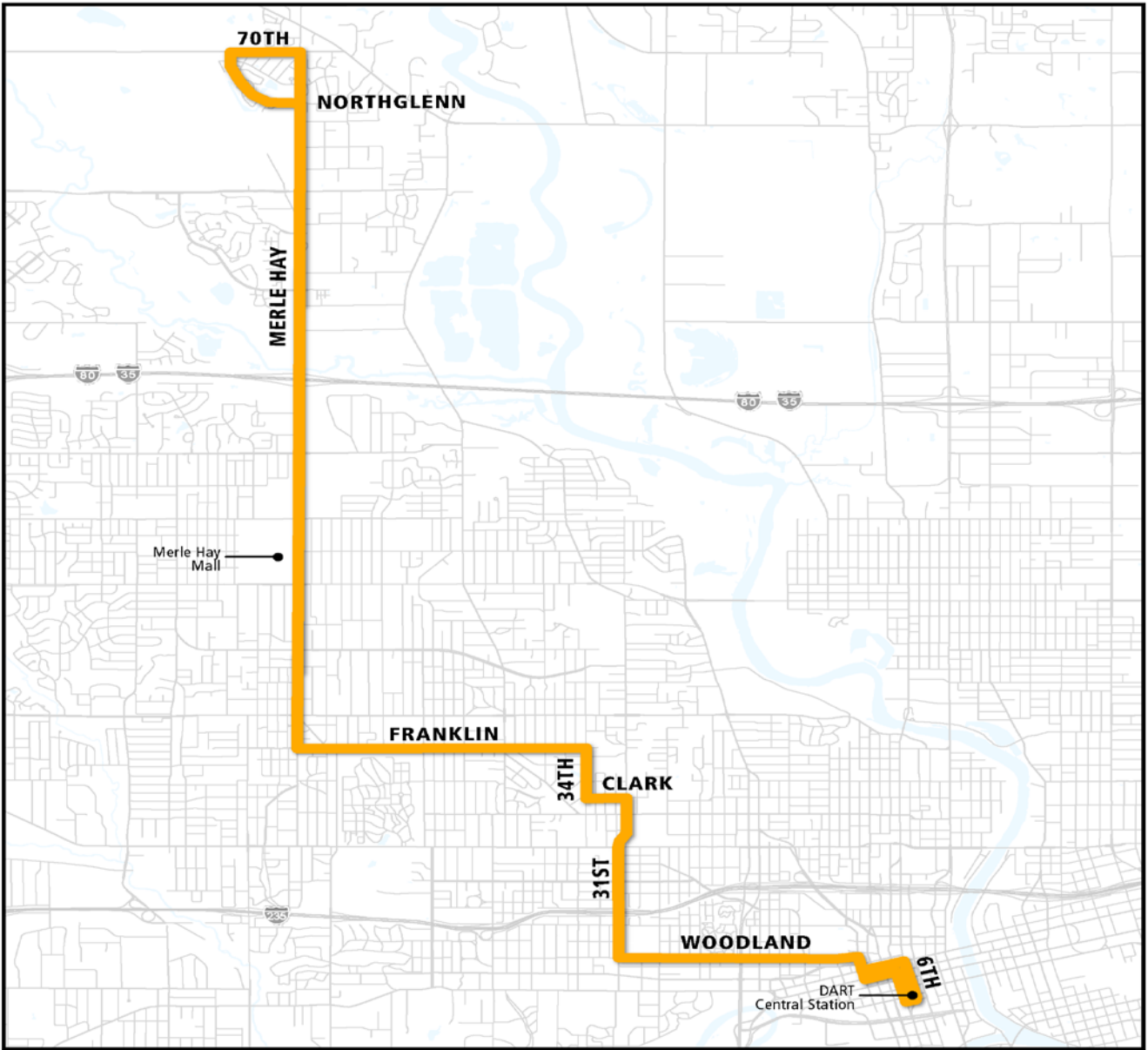
# ROUTE 1- FAIRGROUNDS

- Proposed Route
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**

Figure 26: Route 1 - Fairgrounds



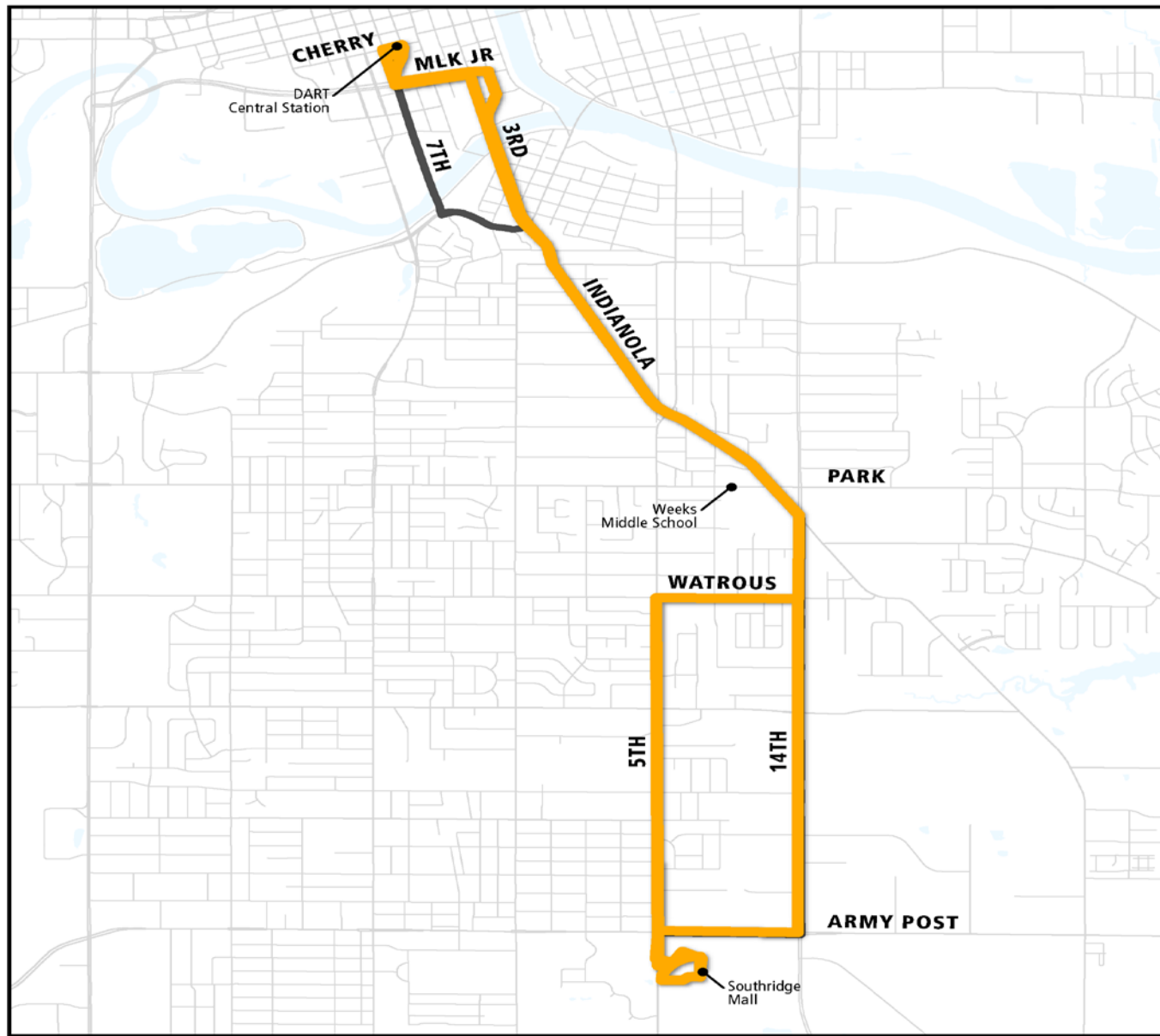
# ROUTE 5 - MERLE HAY ROAD

- Proposed Alignment
- Discontinued Segment
- Streets






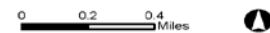
Moving  
Greater  
Des Moines  
**Forward**

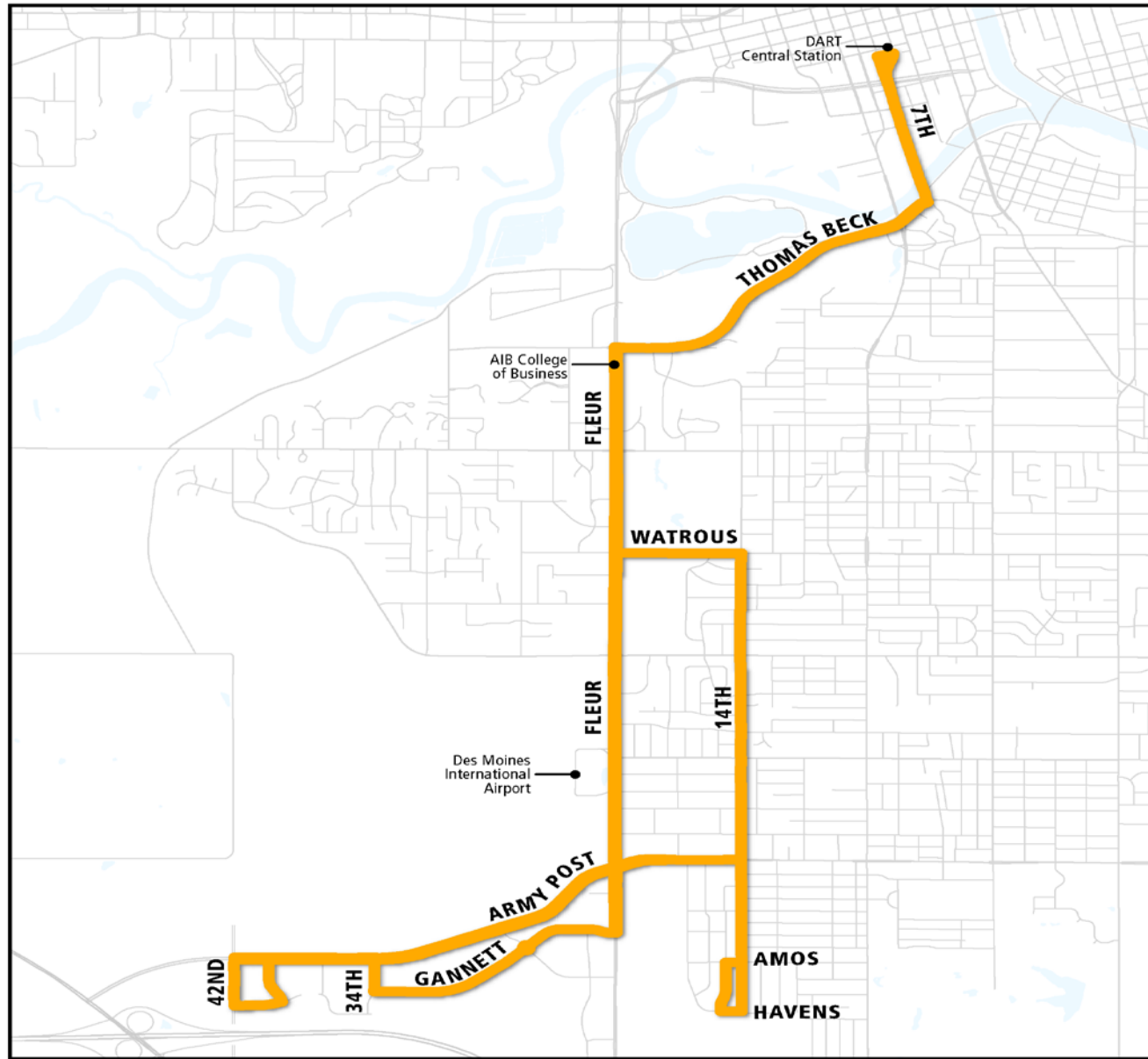




## ROUTE 6 – INDIANOLA AVENUE

-  Proposed Alignment
-  Discontinued Segment
-  Streets





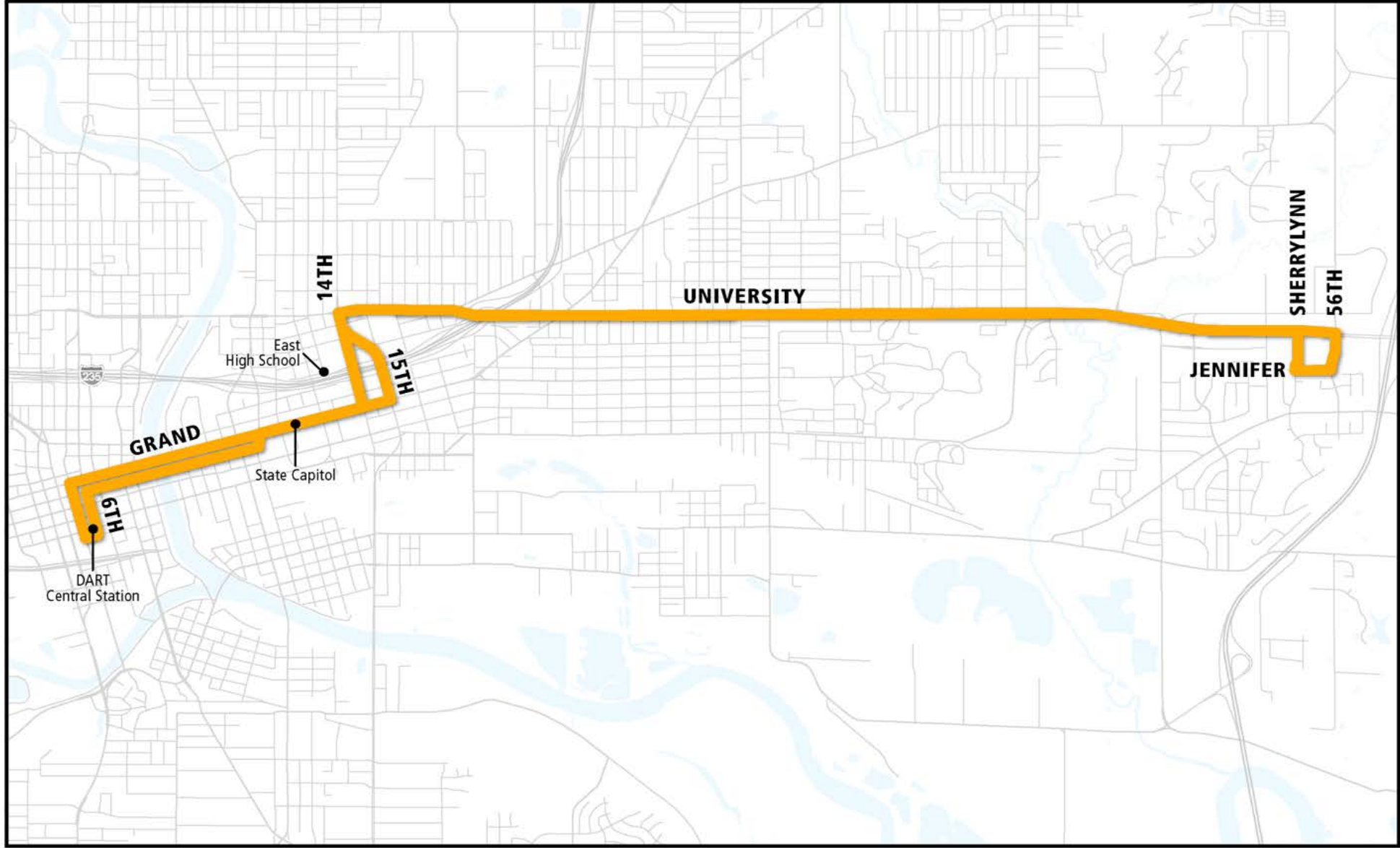
## ROUTE 8 – FLEUR DRIVE

- Proposed Alignment
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**



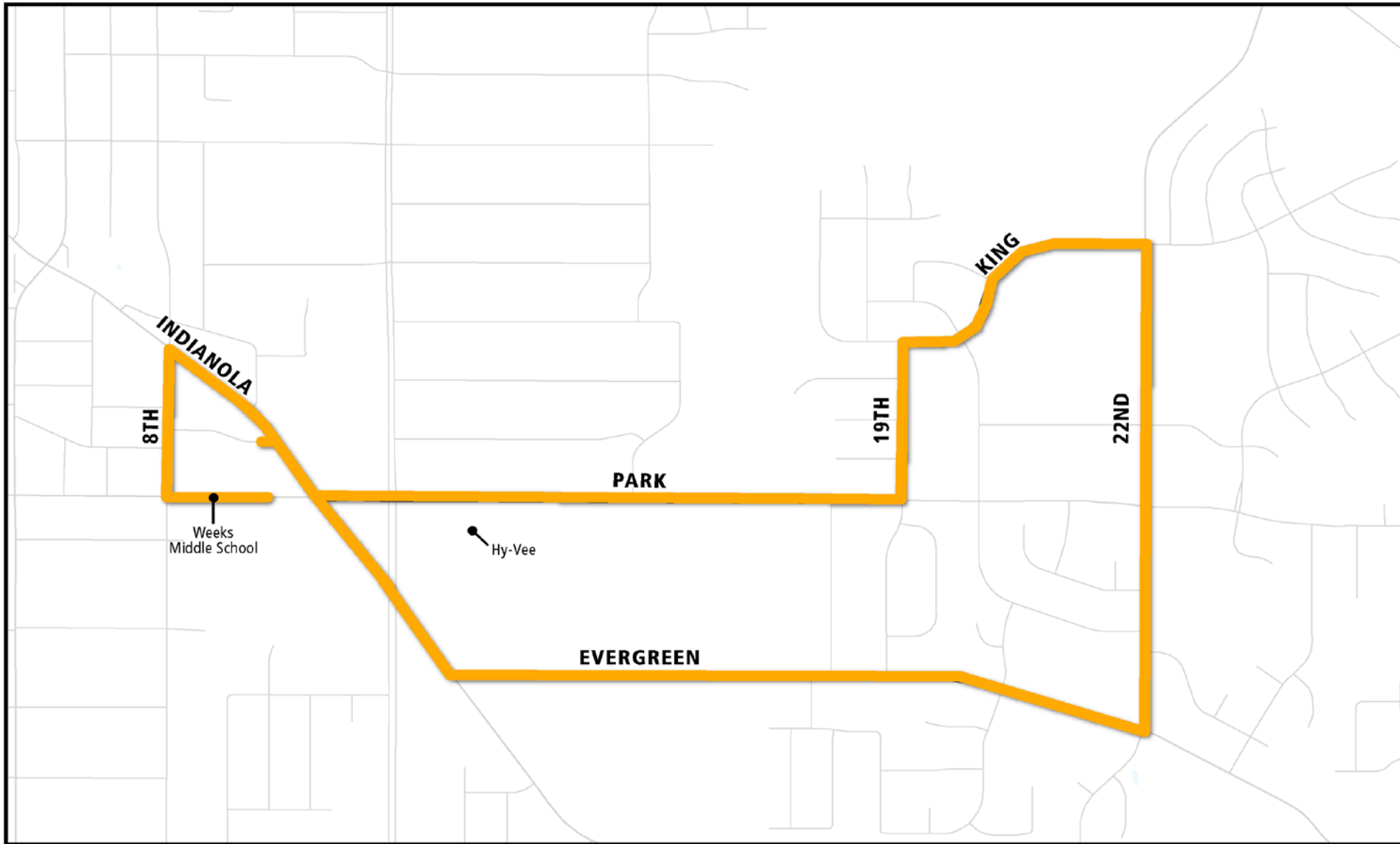


# ROUTE 10 - PLEASANT HILL




- Proposed Alignment
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**

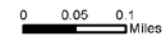


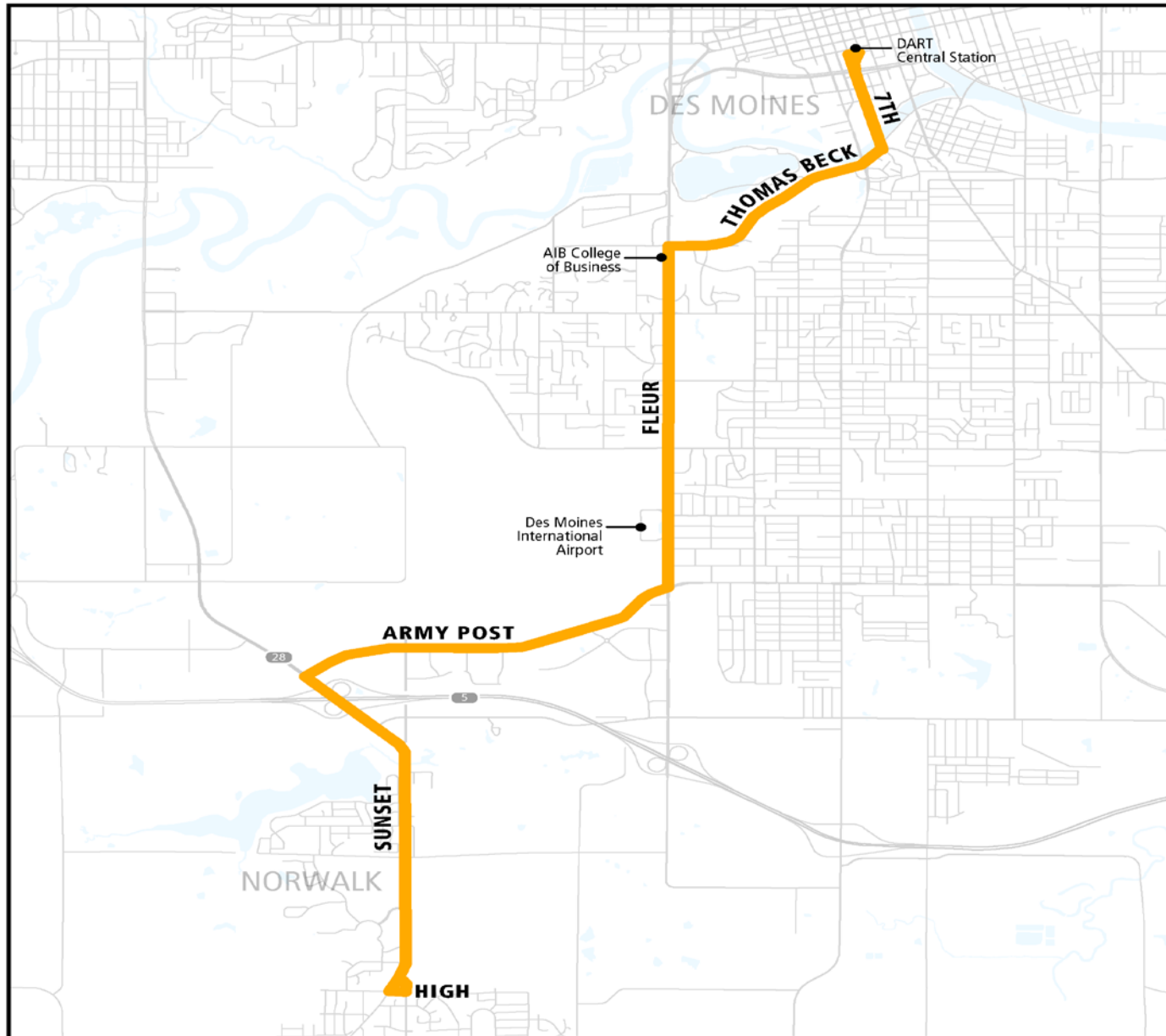
## ROUTE 13 - SE PARK AVE

-  Proposed Alignment
-  Discontinued Segment
-  Streets






Moving  
Greater  
Des Moines  
**Forward**





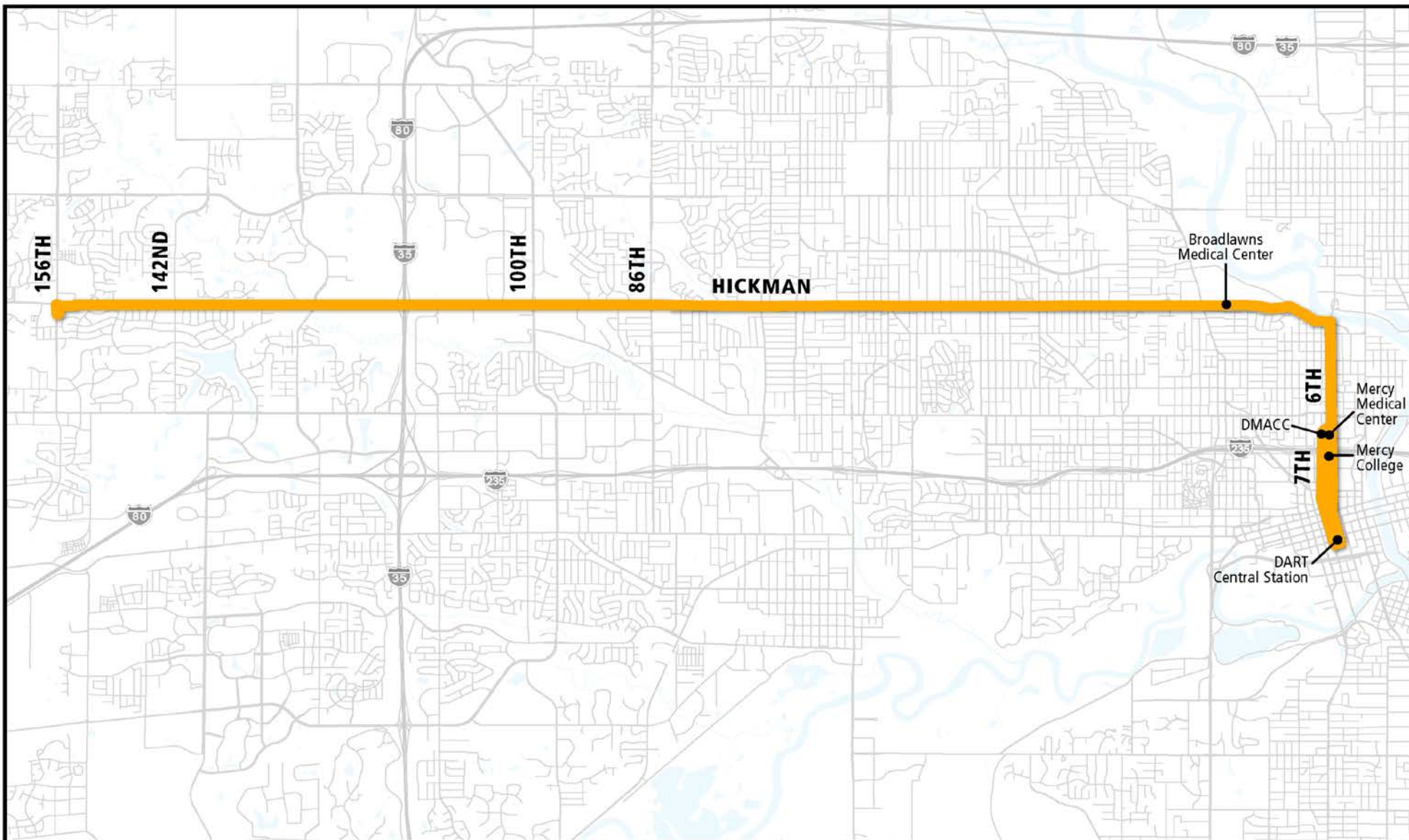
## ROUTE 18 - NORWALK LOCAL

-  Proposed Alignment
-  Discontinued Segment
-  Streets



Moving  
Greater  
Des Moines  
**Forward**



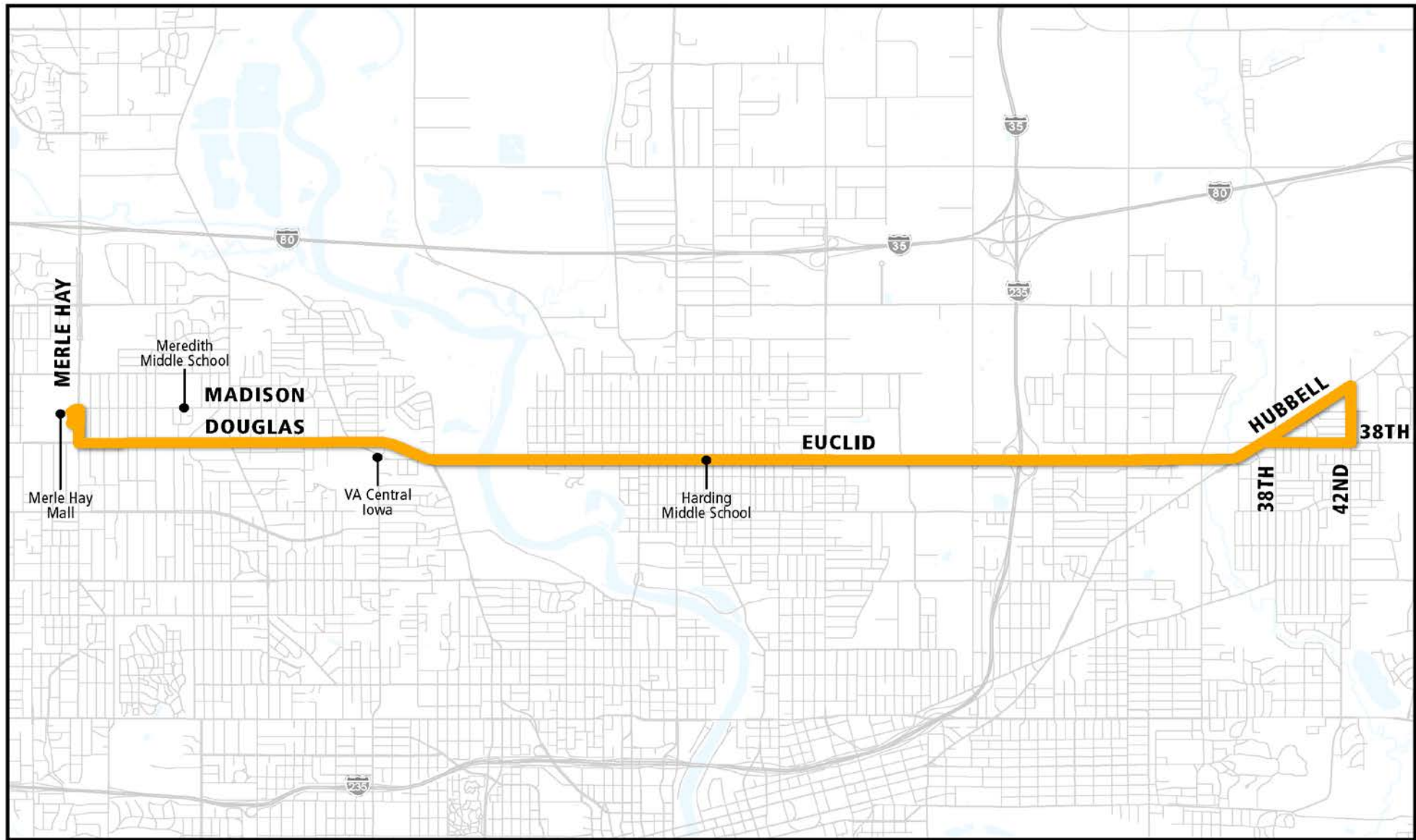


## ROUTE 22 - HICKMAN ROAD

- Proposed Alignment
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**



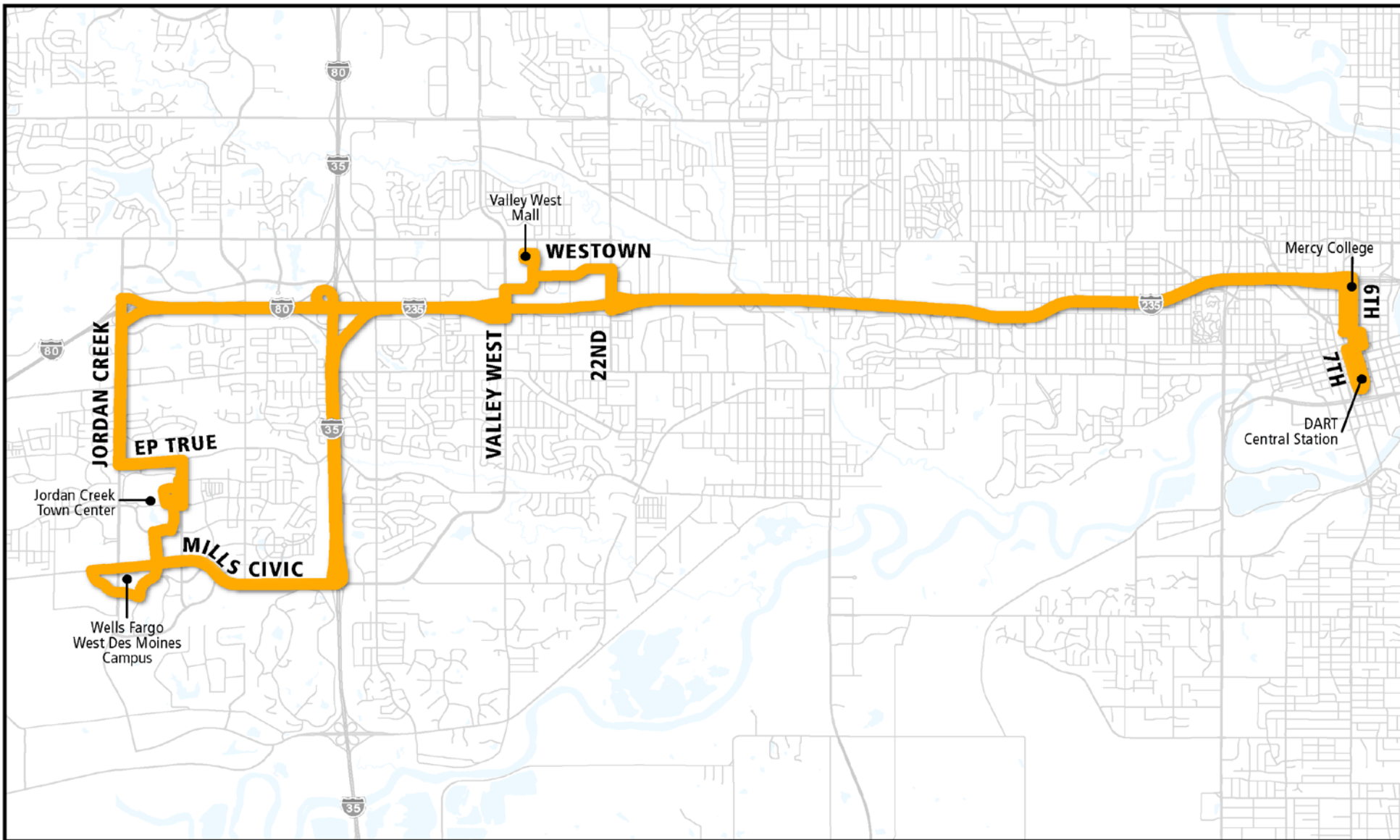
## ROUTE 50 - EUCLID CROSSTOWN

- Proposed Alignment
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**





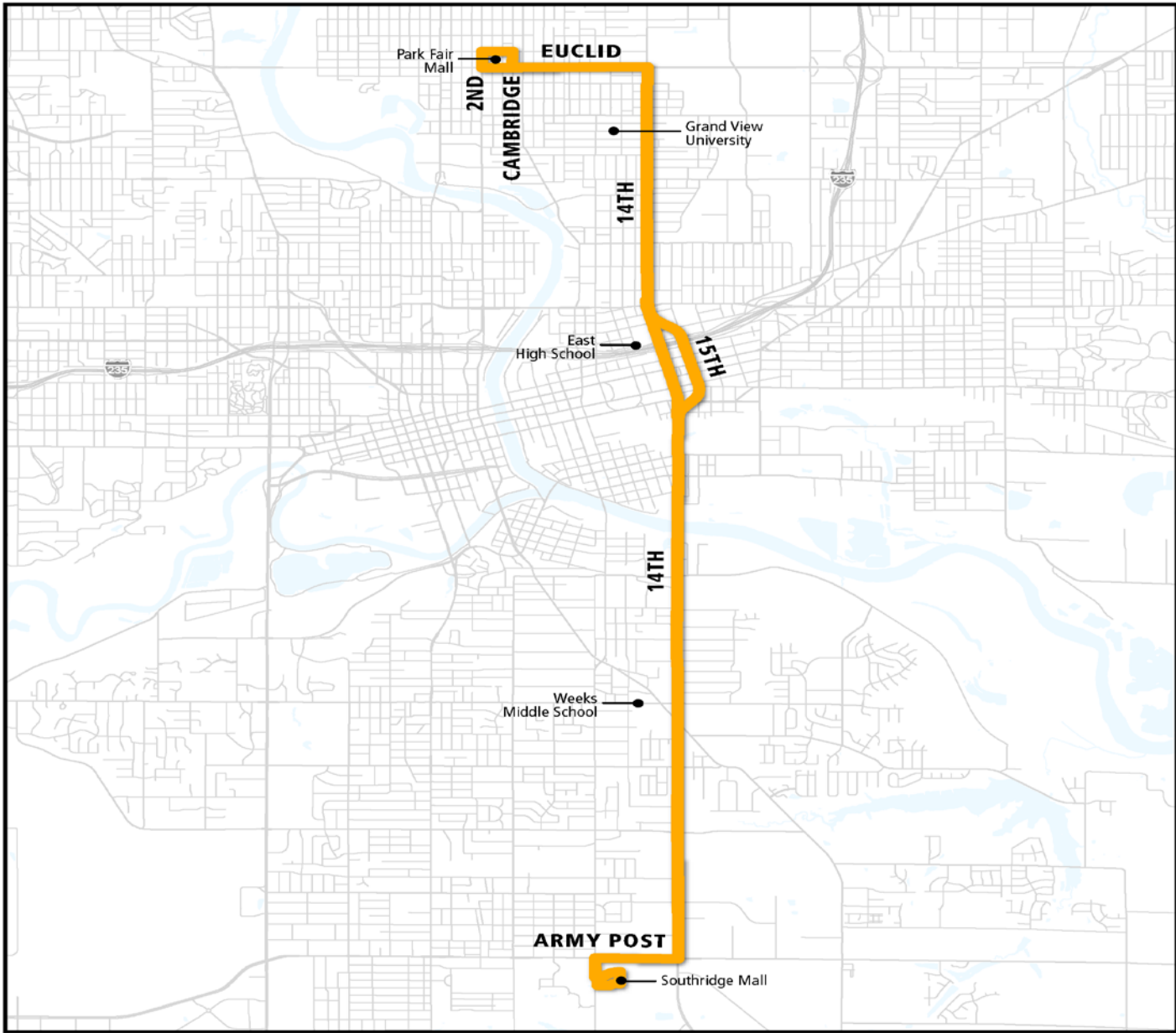
## ROUTE 52 – JORDAN CREEK CROSSTOWN

- Proposed Alignment
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**



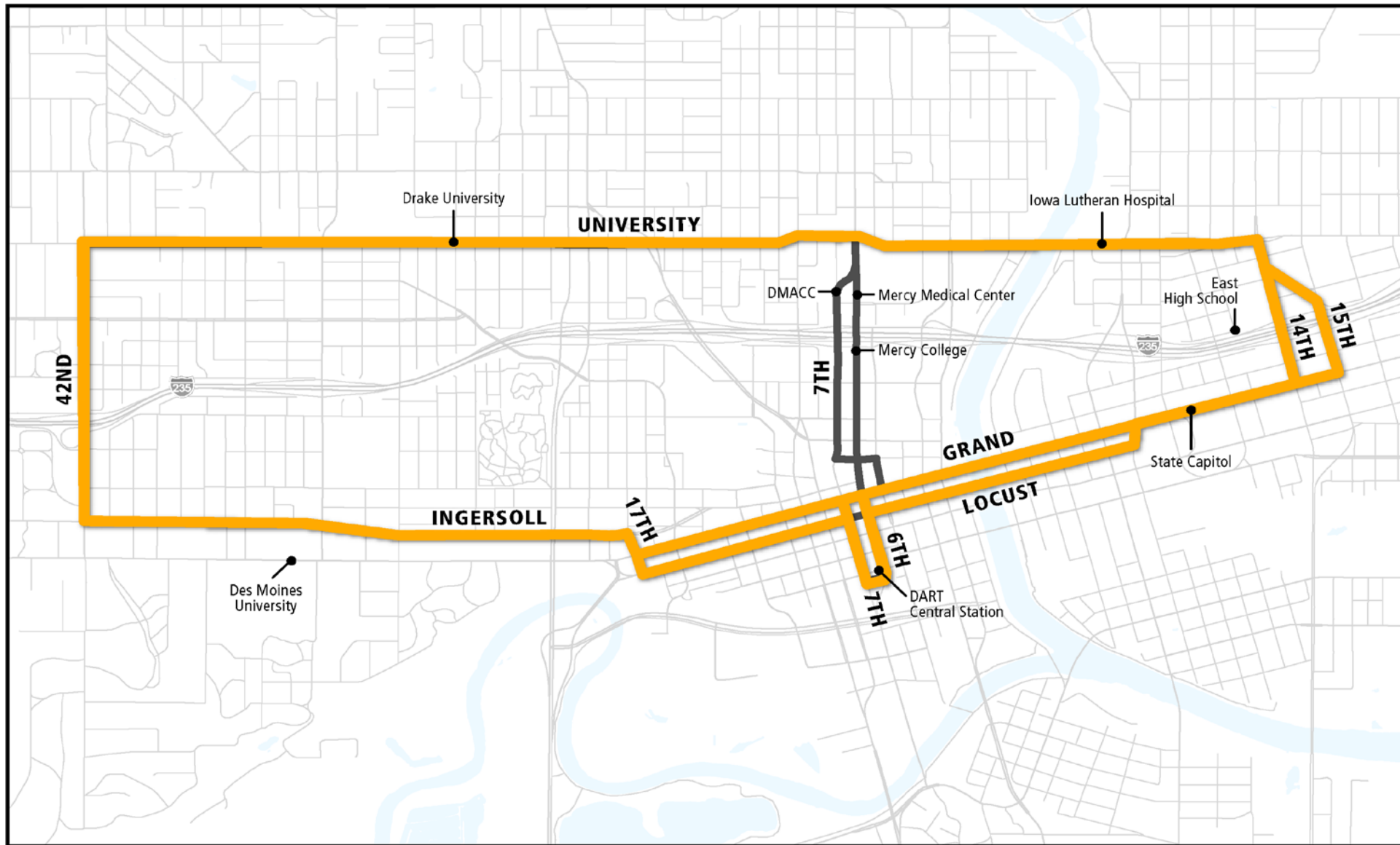


# ROUTE 54 - E 14TH STREET

- Proposed Alignment
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**

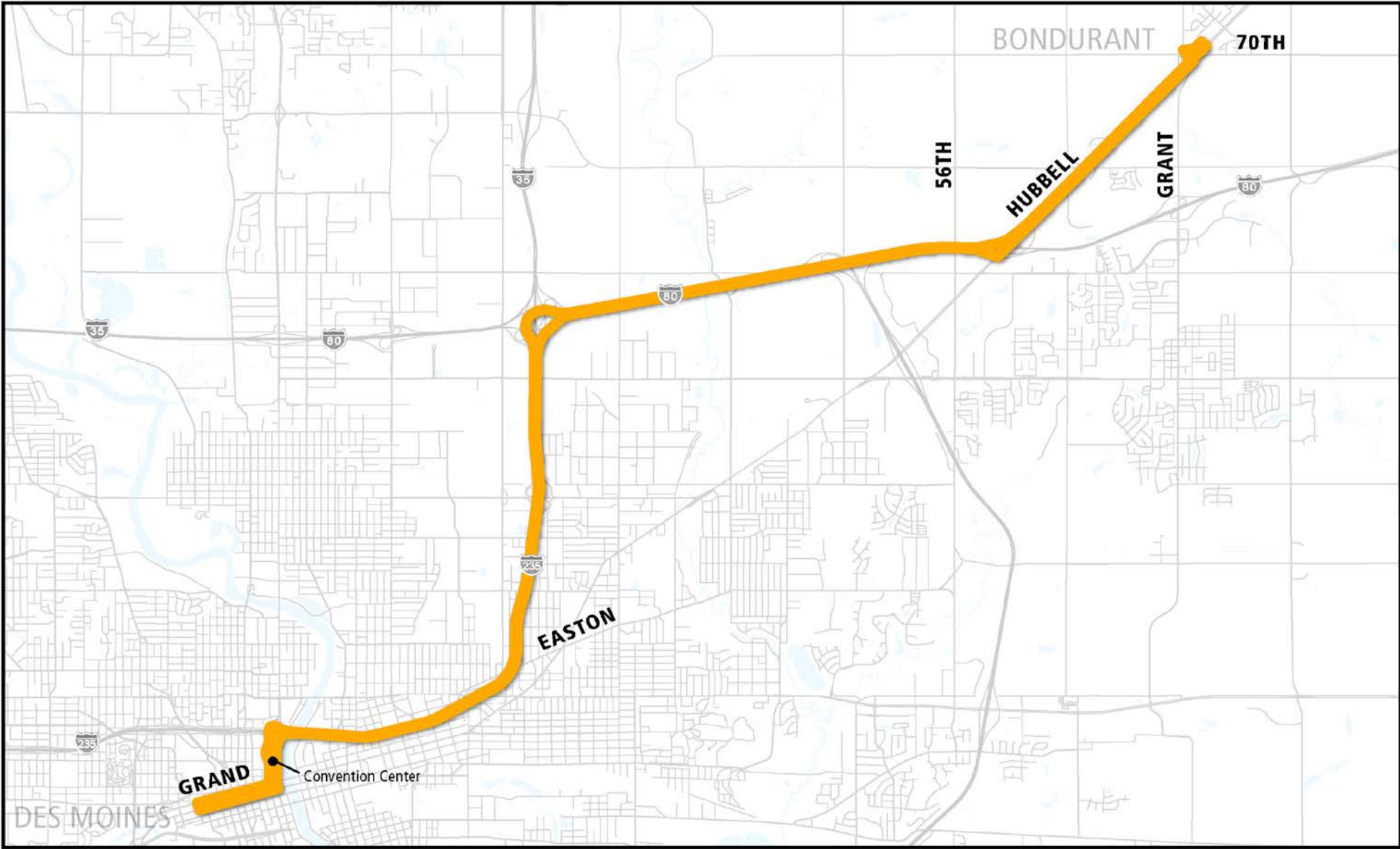


# ROUTE 60 – UNIVERSITY/INGERSOLL

- Proposed Alignment
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**



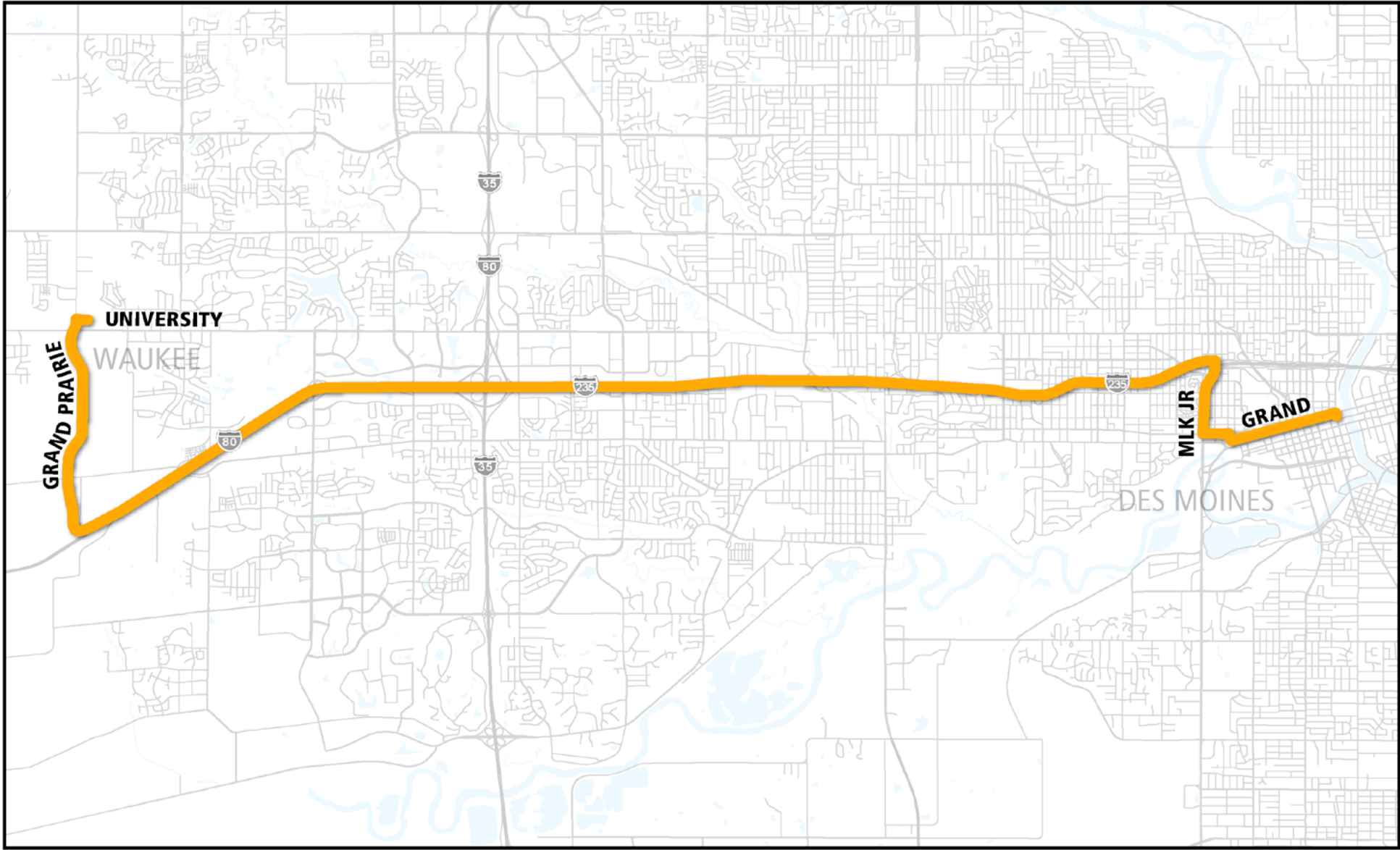
# ROUTE 87 - BONDURANT EXPRESS

- Proposed Alignment
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**



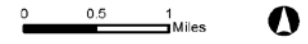


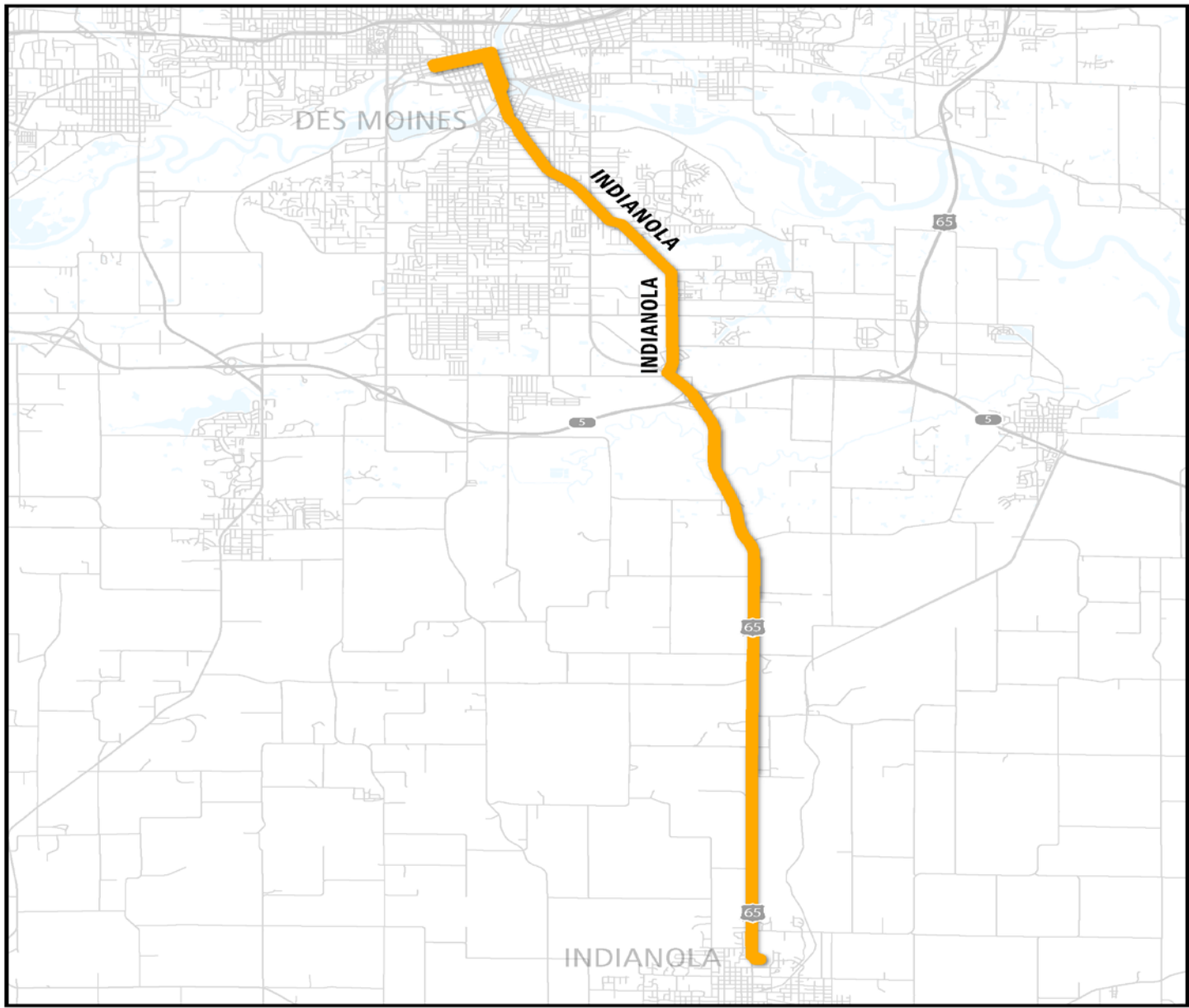
# ROUTE 88 - WAUKEE EXPRESS

- Proposed Route
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**





# ROUTE 89 - INDIANOLA EXPRESS

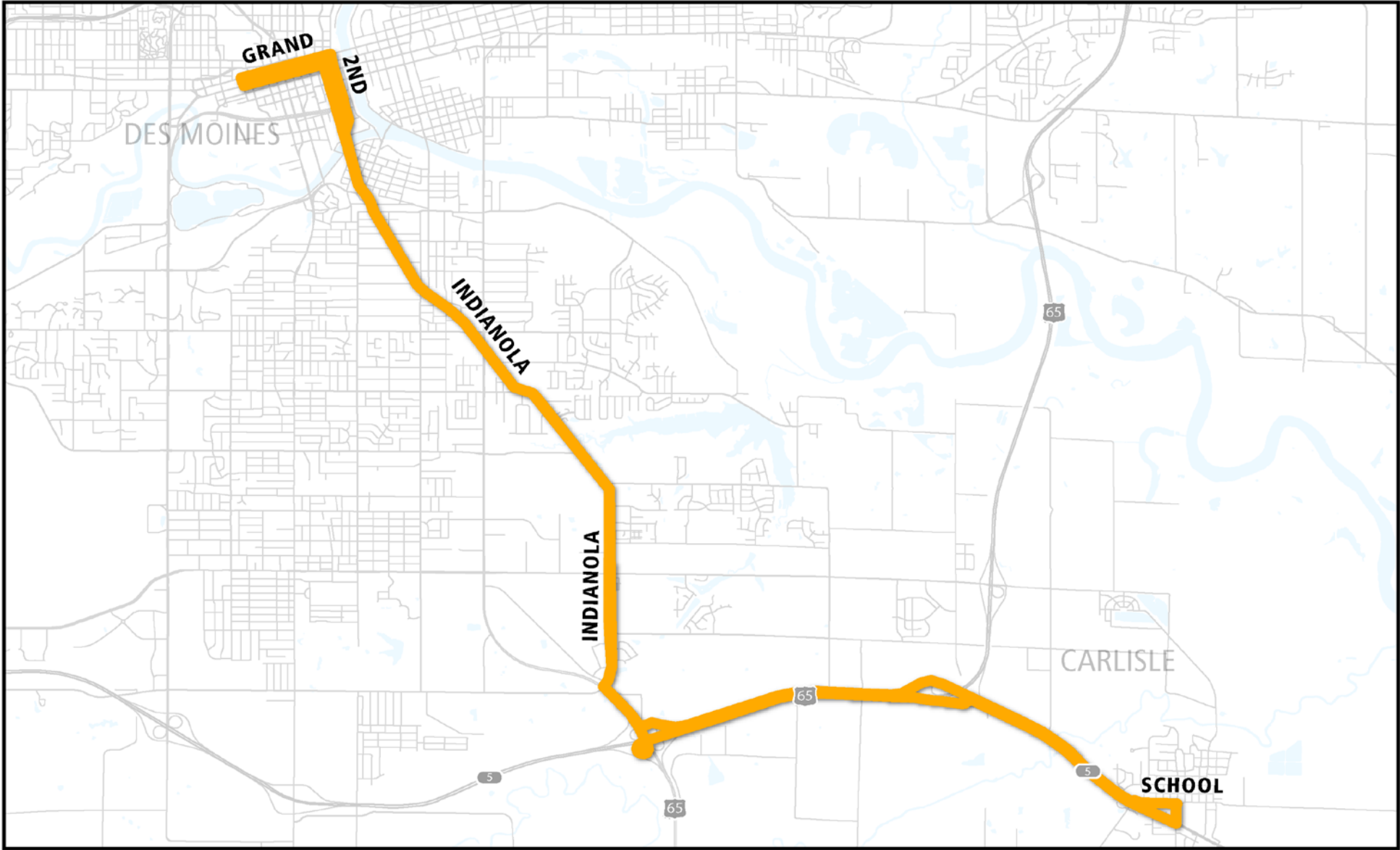
- Proposed Alignment
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**







# ROUTE 97 - CARLISLE EXPRESS

- Proposed Alignment
- Discontinued Segment
- Streets



Moving  
Greater  
Des Moines  
**Forward**



# Enhanced Corridors



HNTB

Moving  
Greater  
Des Moines  
**Forward**

# Des Moines Mobility Hubs





# Freeway Rapid Transit

