



ONLINE OPEN HOUSE MEETING

Presentation and Video Online: June 15 – June 26, 2020
Available at RideDCTA.net

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DCTA'S COVID-19 RESPONSE



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- DCTA is closely monitoring what is happening with the [novel coronavirus \(COVID-19\)](#)
- At DCTA, our top priorities are keeping our passengers and employees healthy and ensure a safe commute for our riders
- DCTA has continued to operate as an essential business during COVID-19
- Due to the current COVID-19 risks, DCTA has increased precautions to protect our passengers and staff and have dedicated a webpage to communicate actions and updates with riders
- Information on the dedicated webpage includes, but is not limited to:
 - Efforts to keep passengers and staff safe
 - DCTA service updates related to COVID-19
 - Appreciation video dedicated to frontline workers
 - COVID-19 facts and resources
 - How to protect yourself and prevent the spread of illness
 - Downloadable resources
 - FAQs
- To view DCTA's dedicated webpage, visit <https://www.dcta.net/media-center/news/2020/denton-county-transportation-authority-coronavirus-covid-19-update>

PROPOSED SERVICE CHANGE MODIFICATION OVERVIEW



PROPOSED SERVICE CHANGE MODIFICATION OVERVIEW



- Due to COVID-19, stay-at-home orders and state-wide disaster declarations, DCTA experienced ridership declines across the system.
- Due to existing ridership declines and the impacts of projected ridership growth as businesses reopen, DCTA is proposing system-wide service modifications.
- On March 23, 2020, DCTA implemented temporary system-wide service modifications due to the impacts of COVID-19
- On May 11, 2020, DCTA implemented additional temporary system-wide service modifications due to the continued impacts of COVID-19
- On August 24, 2020, DCTA is proposing the permanent adoption of the system-wide service modifications made in March and May

PROPOSED CONNECT BUS SERVICE MODIFICATIONS



PROPOSED CONNECT BUS SERVICE MODIFICATIONS

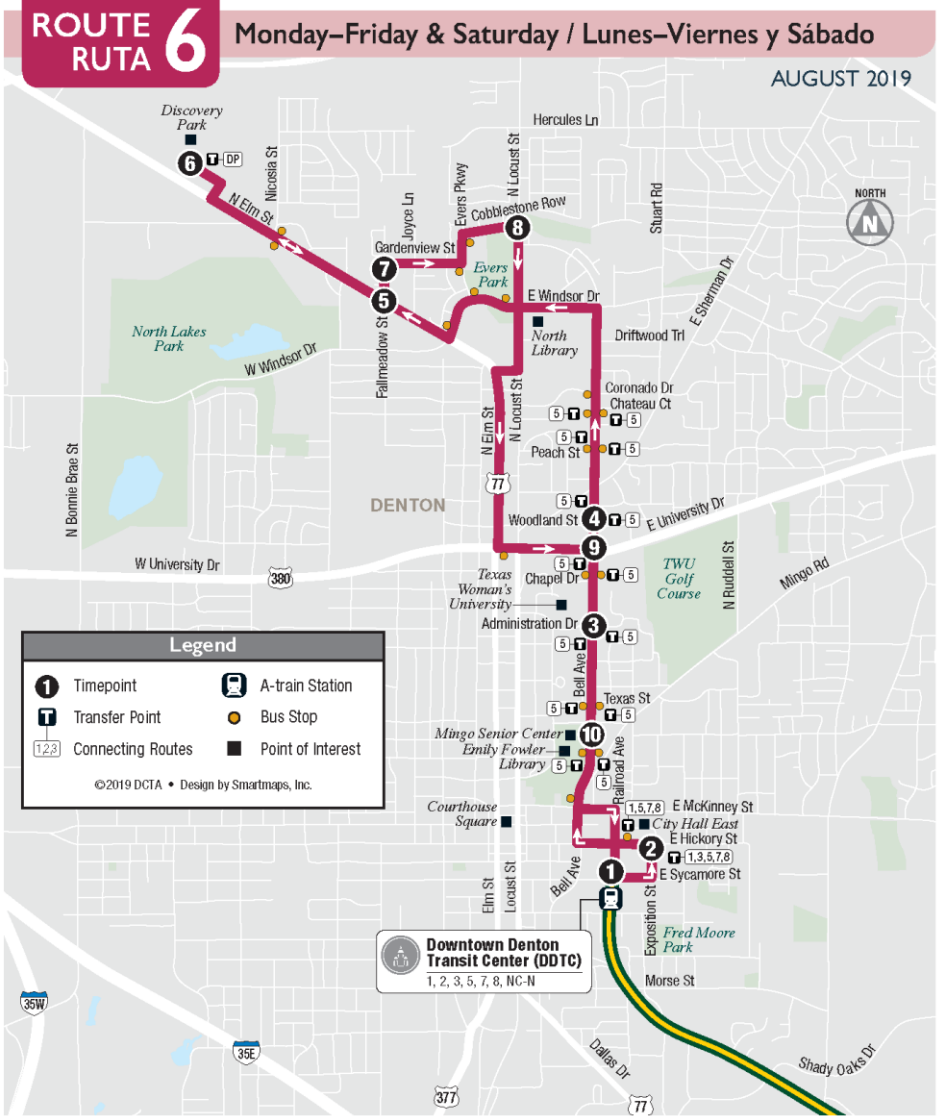
The table below showcases the individual Connect service modifications that were made in both March and April, as well as the proposed modifications slated for August

Service	March 23 Changes	May 11 Changes	August 24 Changes
Route 1	<ul style="list-style-type: none"> • Saturday schedule with 60-minute frequency • Additional morning run 	Continued	Continued
Route 2	<ul style="list-style-type: none"> • Saturday schedule with 60-minute frequency • Additional morning run 	Continued	Continued
Route 3	<ul style="list-style-type: none"> • Saturday schedule with 60-minute frequency • Additional morning run 	Continued	Continued
Route 4	<ul style="list-style-type: none"> • Saturday schedule with 60-minute frequency • Additional morning run 	Continued	Continued
Route 5	<ul style="list-style-type: none"> • Saturday schedule with 60-minute frequency • Additional morning run 	Suspended Service	Removal of Route
Route 6	<ul style="list-style-type: none"> • Saturday schedule with 60-minute frequency • Additional morning run 	Continued	Continued
Route 7	<ul style="list-style-type: none"> • Saturday schedule with 60-minute frequency • Additional morning run 	Continued	Continued
Route 8	<ul style="list-style-type: none"> • Saturday schedule with 60-minute frequency • Additional morning run 	Suspended Service	Removal of Route
Route 21	<ul style="list-style-type: none"> • Saturday schedule with 60-minute frequency • Additional morning run 	Continued	Continued
Route 22	<ul style="list-style-type: none"> • Saturday schedule with 60-minute frequency • Additional morning run 	Continued	Continued
Highland Village Connect Shuttle	<ul style="list-style-type: none"> • Discontinued of service 	N/A	N/A

PROPOSED CONNECT BUS SERVICE MODIFICATIONS



Passengers who previously utilized Denton Connect Route 5 can utilize Denton Connect Route 6 to get to the majority of destinations.



PROPOSED CONNECT BUS SERVICE MODIFICATIONS



Passengers who previously utilized Denton Connect Route 8 can ride Denton Connect Route 7 to get to the majority of their destinations.



PROPOSED A-TRAIN SERVICE MODIFICATIONS



PROPOSED A-TRAIN SERVICE MODIFICATIONS

- A-train service will be provided hourly Monday through Friday from 6 a.m. to 9 p.m.
- Saturday service will remain the same



PROPOSED ON-DEMAND SERVICE MODIFICATIONS



PROPOSED ON-DEMAND SERVICE MODIFICATIONS

- Due to Connect bus service modifications, Connect bus service ends prior to A-train service
- To address last-mile connections during that time, DCTA implemented an on-demand service from four A-train stations
- On May 11, 2020, DCTA maintained the on-demand service at both the Hebron Station and the DDTC Station due to prior ridership trends
- On August 24, 2020, DCTA is recommending maintaining the on-demand service at the DDTC Station and utilizing the existing Lewisville Lakeway on-demand service for trips out of the Hebron Station

March 23 Changes	May 11 Changes	August 24 Changes
Hebron Station	Continued	Discontinued (Lewisville Lakeway Zone meets the needs)
Old Town Station	Discontinued	N/A
MedPark Station	Discontinued	N/A
DDTC Station	Continued	Made Permanent

NOTE: On-demand service was never added to the Highland Village/Lewisville Lake Station due to existing service through the Highland Village Lyft Program that met the last-mile needs of riders

PROPOSED UNT SERVICE MODIFICATIONS



PROPOSED UNT SERVICE MODIFICATIONS – FALL/SPRING ROUTES



- **{NEW} Parking Express (PE)** →

- Will operate two (2) buses from 7:30 a.m. until 3:15 p.m. each scheduled weekday
- Frequency of 20 minutes



- **Mean Green (MG)**

- Will operate one (1) bus from 7 a.m. until 5 p.m. each scheduled weekday
- Frequency of 20 minutes



- **North Texan (NT)**

- Will operate one (1) bus from 7 a.m. until 5 p.m. each scheduled weekday
- This route will also include one (1) morning peak vehicle that will provide additional service from 7 a.m. until 11 a.m., Monday through Friday on scheduled days
- Frequency
 - 11 minutes from 7 a.m. until 11 a.m.
 - 21 minutes from 11 a.m. until 5 p.m.



PROPOSED UNT SERVICE MODIFICATIONS – FALL/SPRING ROUTES



- **Eagle Point (EP)**

- Will operate one (1) bus from 7 a.m. until 5 p.m. each scheduled weekday
- Frequency of 30 minutes



- **Colorado Express (CE)**

- Will operate one (1) bus from 7 a.m. until 5 p.m. each scheduled weekday
- This route will also include one (1) morning peak vehicle that will provide additional service from 7 a.m. until 11 a.m., Monday through Thursday on scheduled days



- **Centre Place (CP)**

- Will operate four (4) buses from 7 a.m. until 5 p.m. each scheduled weekday
- This route will also include
 - Extended evening service that will operate one (1) bus until 9 p.m., Monday through Thursday on scheduled days
- Frequency
 - 28 minutes from 7 a.m. until 11 a.m.
 - 55 minutes from 11 a.m. until 5 p.m.

PROPOSED UNT SERVICE MODIFICATIONS – FALL/SPRING ROUTES



- **Discovery Park (DP)**
 - Will operate three (3) buses from 7 a.m. until 5 p.m. each scheduled weekday
 - This route will also include
 - {NEW} One (1) mid-day peak vehicle that will provide additional service from 9 a.m. until 3 p.m., Monday through Friday on scheduled days
 - Extended evening service that will operate one (1) bus until 9 p.m., Monday thru Friday on scheduled days
 - Frequency
 - 12 minutes from 7 a.m. until 9 a.m.
 - 9 minutes from 9 a.m. until 3 p.m.
 - 12 minutes from 3 p.m. until 5 p.m.



- **Bernard Street (BST)**
 - Will operate two (2) buses from 7 a.m. until 5 p.m. each scheduled weekday
 - Frequency of 10 minutes

PROPOSED UNT SERVICE MODIFICATIONS – FALL/SPRING ROUTES



- **Mean Green Night Rider (MGNR)**

- Will operate one (1) bus from 6 p.m. until 10 p.m. each scheduled weekday
- Frequency of 30 minutes



- **Mean Green Night Rider Late-Night (MGNR-LN)**

- Will operate one (1) bus from 10 p.m. until 2 a.m. each scheduled weekday
- Frequency of 30 minutes



PROPOSED UNT SERVICE MODIFICATIONS – SUMMER ROUTES



- **Mean Green (MG)**

- Will operate one (1) bus from 7 a.m. until 5 p.m. each scheduled weekday
- Frequency of 20 minutes



- **North Texan (NT)**

- Will operate one (1) bus from 7 a.m. until 5 p.m. each scheduled weekday
- Frequency of 21 minutes



- **Eagle Point (EP)**

- Will operate one (1) bus from 7 a.m. until 5 p.m. each scheduled weekday
- Frequency of 30 minutes



- **Colorado Express (CE)**

- Will operate one (1) bus from 7 a.m. until 5 p.m. each scheduled weekday
- Frequency of 55 minutes

PROPOSED UNT SERVICE MODIFICATIONS – SUMMER ROUTES



- **Centre Place (CP)**

- Will operate one (1) bus from 7 a.m. until 5 p.m. each scheduled weekday
- Frequency of 27 minutes



- **Discovery Park (DP)**

- Will operate one (1) bus from 7 a.m. until 7 p.m. each scheduled weekday
- Frequency of 35 minutes



- **Bernard Street (BST)**

- Will operate one (1) bus from 7 a.m. until 5 p.m. each scheduled weekday
- Frequency of 20 minutes



- **Mean Green Night Rider (MGNR)**

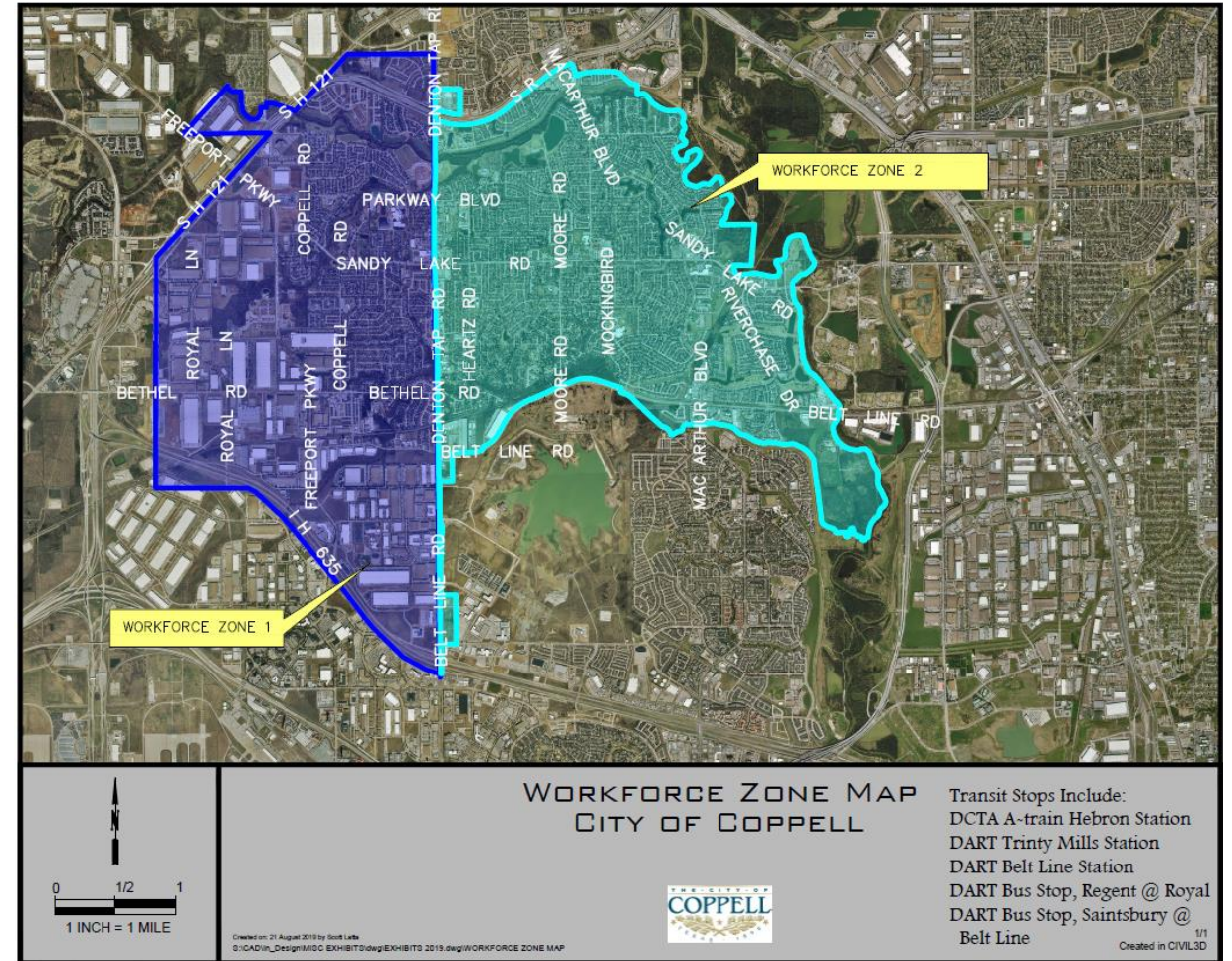
- Will operate one (1) bus from 5 p.m. until 9 p.m. each scheduled weekday
- Frequency of 30 minutes

CITY OF COPPELL LYFT PROGRAM CONTINUATION

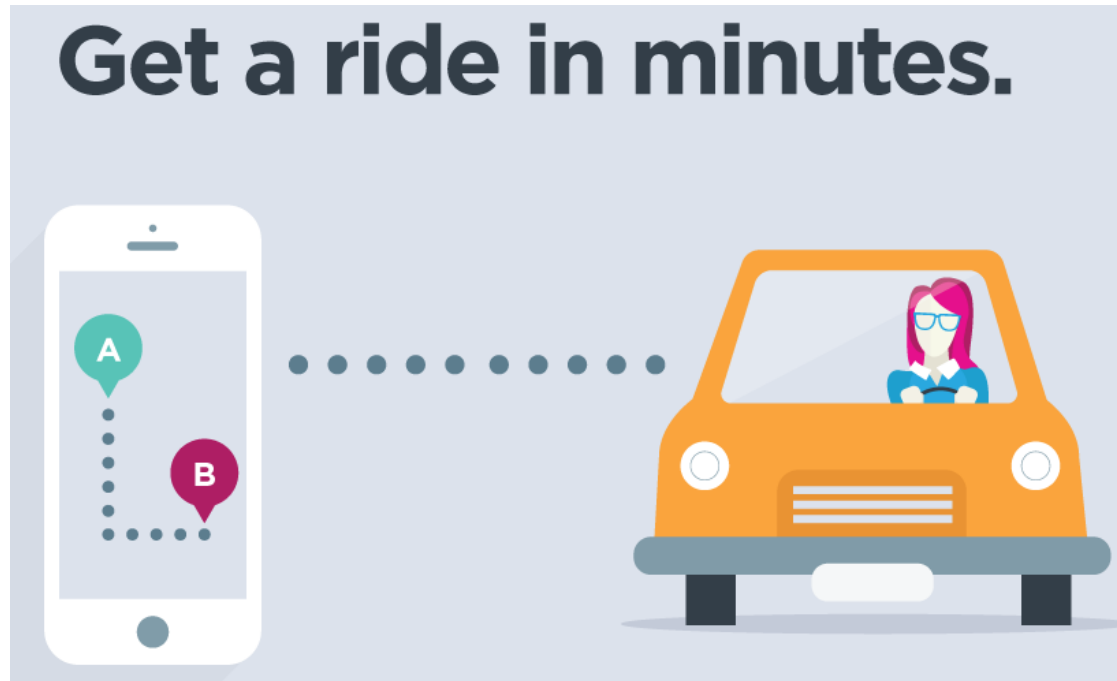


CITY OF COPPELL LYFT PROGRAM CONTINUATION

- DCTA and the City of Coppell partnered to provide workforce transportation to Coppell's west side business park, which includes large distribution facilities, and an east side zone
- The program began on October 1, 2019 as a 12-month pilot, scheduled to end September 30, 2020
- DCTA and the City of Coppell are in discussion to continue the Lyft Program for another 12 months, beginning October 1, 2020
- DCTA's agreement with Lyft provides first/last mile connections between area transit stops and the east and west side zones within the City of Coppell



CITY OF COPPELL LYFT PROGRAM CONTINUATION



- Services are available from 4 a.m. – 12 a.m., Monday - Sunday
- The customer pays the first \$2 and the City of Coppell pays the next \$12 for a total trip cost of \$17
- Anything over \$17 is the customer's responsibility
- The average Lyft trip using this program is \$12

TITLE VI ANALYSIS (FIXED ROUTE ONLY)



TITLE VI ANALYSIS - OVERVIEW

What is Title VI?

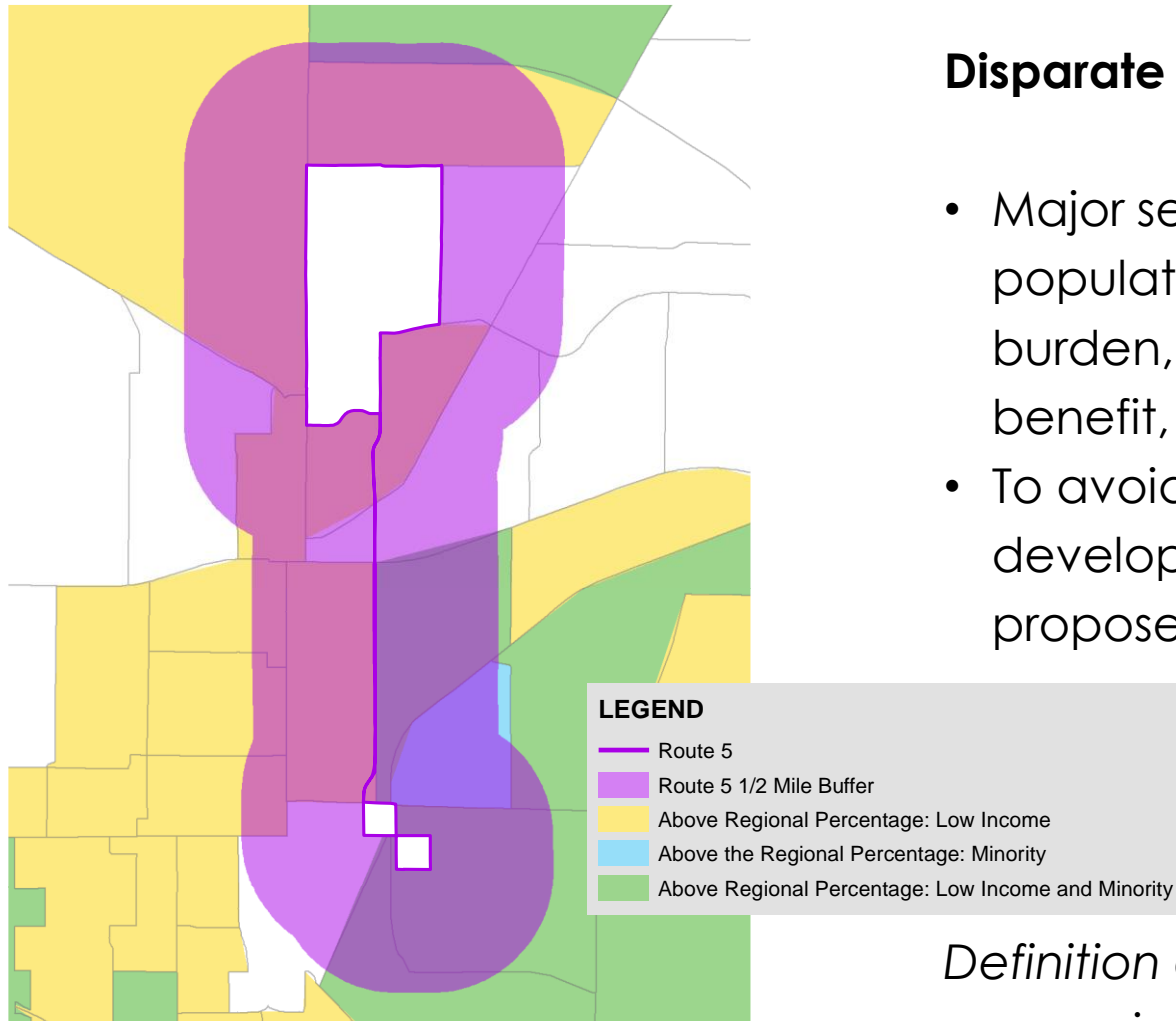
Title VI is part of the Civil Rights Act of 1964 which ensures that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

What is a Title VI Analysis?

It is a detailed analysis of proposed fixed-route bus service modifications and/or fare media adjustments to ensure that those modifications do not result in a disparate impact or a disproportionate burden on low-income populations.

DCTA is committed to ensuring that no person is excluded from participation in, or denied benefits of, its transit services based on race, color, or national origin.

TITLE VI ANALYSIS – DISPARATE IMPACT

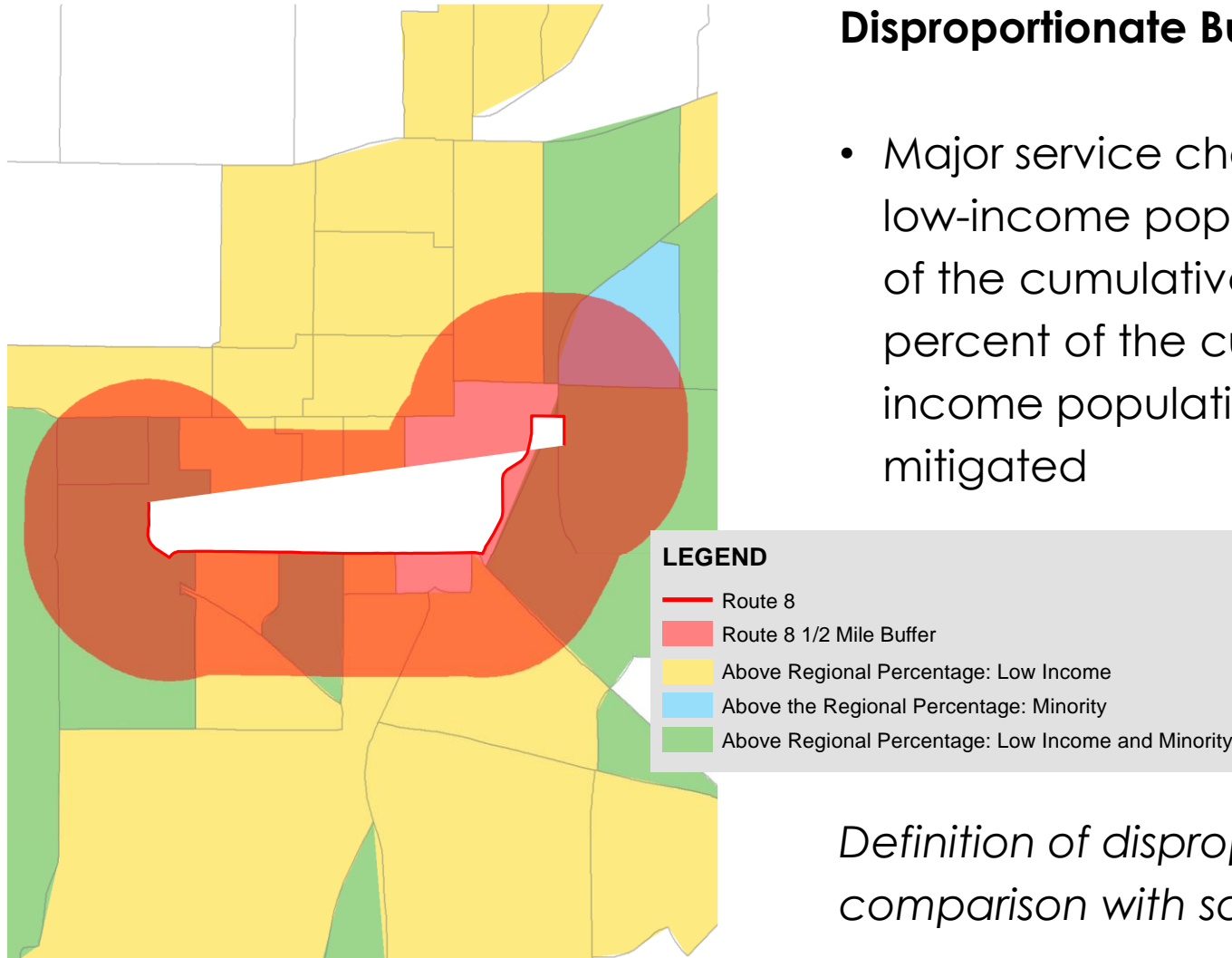


Disparate Impact Test

- Major service changes have a **disparate impact** if the minority populations experience five percent more of the cumulative burden, or experience less than five percent of the cumulative benefit, relative to the non-minority populations
- To avoid, minimize, or mitigate disparate impacts, DCTA develops and assesses alternatives and/or modifications to proposed changes that result in adverse impacts

Definition of disparate – essentially different in kind; not allowing comparison

TITLE VI ANALYSIS – DISPROPORTIONATE BURDEN



Disproportionate Burden Test

- Major service changes have a **disproportionate burden** if low-income populations experience more than five percent of the cumulative burden, or experience less than five percent of the cumulative benefit, relative to non-low-income populations unless the disproportionate impacts are mitigated

Definition of disproportionate – too large or too small in comparison with something else

TITLE VI ANALYSIS – ROUTE 5 RESULTS

Census Block Groups With 1/2 Mile of Denton Connect Route 5

Census Tract	Block Group	Total Population	Total Minority Population	Percent Total Minority	Ratio Total Minority to Regional Percentage	Individuals for Whom Poverty Status in Known	Total Below Poverty Population	Percent Below Poverty	Ratio Below Poverty to Regional Percentage	Minority Population Above Regional Percentage	Low Income Above Regional Percentage	Minority and Low Income Above Regional Percentage	SERVED BY DENTON CONNECT ROUTE 6
0211001	1	883	316	35.8%	0.683	883	129	14.6%	0.803	N	N	N	YES
0205042	2	2,033	979	48.2%	0.919	2,016	655	32.5%	1.785	N	Y	N	YES
0212023	3	2,402	1,628	67.8%	1.293	1,077	485	45.0%	2.475	Y	Y	Y	YES
0205041	1	1,231	725	58.9%	1.124	1,231	286	23.2%	1.277	Y	Y	Y	
0205053	3	950	101	10.6%	0.203	950	88	9.3%	0.509	N	N	N	
0212021	1	1,369	1,281	93.6%	1.785	1,323	593	44.8%	2.463	Y	Y	Y	YES
0206013	3	2,979	1,491	50.1%	0.955	1,197	444	37.1%	2.038	N	Y	N	YES
0205034	4	1,310	539	41.1%	0.785	1,310	234	17.9%	0.982	N	N	N	
0206012	2	813	586	72.1%	1.375	675	339	50.2%	2.760	Y	Y	Y	YES
0206022	2	2,525	1,654	65.5%	1.250	2,525	650	25.7%	1.415	Y	Y	Y	YES
0206023	3	577	500	86.7%	1.653	577	59	10.2%	0.562	Y	N	N	YES
0207003	3	614	203	33.1%	0.631	614	266	43.3%	2.381	N	Y	N	YES
0204011	1	4,984	1,925	38.6%	0.737	4,965	1,448	29.2%	1.603	N	Y	N	YES
0204023	3	1,251	128	10.2%	0.195	1,043	36	3.5%	0.190	N	N	N	YES
0204024	4	762	383	50.3%	0.959	699	132	18.9%	1.038	N	Y	N	YES
0204031	1	628	67	10.7%	0.204	628	206	32.8%	1.803	N	Y	N	YES
0204033	3	834	375	45.0%	0.858	834	380	45.6%	2.504	N	Y	N	YES
0205031	1	3,064	1,799	58.7%	1.120	3,064	1,091	35.6%	1.957	Y	Y	Y	YES
0205032	2	918	374	40.7%	0.777	918	234	25.5%	1.401	N	Y	N	YES
0205033	3	1,376	230	16.7%	0.319	1,376	621	45.1%	2.480	N	Y	N	YES
0205054	4	1,230	110	8.9%	0.171	1,230	17	1.4%	0.076	N	N	N	
0205055	5	1,151	263	22.8%	0.436	1,139	115	10.1%	0.555	N	N	N	
0205051	1	971	99	10.2%	0.195	971	133	13.7%	0.753	N	N	N	YES

Source: US Census Geodatabase: 'ACS_2017_5YR_BG_48_Texas.gdb'

TITLE VI ANALYSIS – ROUTE 8 RESULTS

Census Block Groups With 1/2 Mile of Denton Connect Route 8

Census Tract	Block Group	Total Population	Total Minority Population	Percent Total Minority	Ratio Total Minority to Regional Percentage	Individuals for Whom Poverty Status in Known	Total Below Poverty Population	Percent Below Poverty	Ratio Below Poverty to Regional Percentage	Minority Population Above Regional Percentage	Low Income Above Regional Percentage	Minority and Low Income Above Regional Percentage	SERVED BY DENTON CONNECT ROUTE 7
0211003	3	1,256	622	49.5%	0.945	1,256	859	68.4%	3.758	N	Y	N	YES
0211001	1	883	316	35.8%	0.683	883	129	14.6%	0.803	N	N	N	YES
0212023	3	2,402	1,628	67.8%	1.293	1,077	485	45.0%	2.475	Y	Y	Y	YES
0209002	2	2,575	1,398	54.3%	1.036	493	115	23.3%	1.282	Y	Y	Y	YES
0211002	2	995	506	50.9%	0.970	995	600	60.3%	3.314	N	Y	N	YES
0208001	1	1,570	1,025	65.3%	1.246	1,570	848	54.0%	2.968	Y	Y	Y	YES
0207001	1	1,253	454	36.2%	0.691	1,135	399	35.2%	1.932	N	Y	N	YES
0212021	1	1,369	1,281	93.6%	1.785	1,323	593	44.8%	2.463	Y	Y	Y	YES
0206013	3	2,979	1,491	50.1%	0.955	1,197	444	37.1%	2.038	N	Y	N	YES
0207002	2	935	441	47.2%	0.900	935	589	63.0%	3.462	N	Y	N	YES
0208002	2	3,248	1,069	32.9%	0.628	3,248	1,393	42.9%	2.357	N	Y	N	YES
0210004	4	944	492	52.1%	0.994	944	366	38.8%	2.131	N	Y	N	YES
0206012	2	813	586	72.1%	1.375	675	339	50.2%	2.760	Y	Y	Y	YES
0206022	2	2,525	1,654	65.5%	1.250	2,525	650	25.7%	1.415	Y	Y	Y	YES
0206023	3	577	500	86.7%	1.653	577	59	10.2%	0.562	Y	N	N	YES
0207003	3	614	203	33.1%	0.631	614	266	43.3%	2.381	N	Y	N	YES
0209001	1	2,301	1,498	65.1%	1.242	1,863	1,127	60.5%	3.324	Y	Y	Y	YES
0210001	1	694	303	43.7%	0.833	438	297	67.8%	3.726	N	Y	N	YES
0210002	2	3,704	1,793	48.4%	0.924	715	450	62.9%	3.459	N	Y	N	YES
0210003	3	785	464	59.1%	1.128	726	462	63.6%	3.497	Y	Y	Y	YES
0213011	1	3,254	983	30.2%	0.576	3,254	1,727	53.1%	2.916	N	Y	N	

Source: US Census Geodatabase: 'ACS_2017_5YR_BG_48_Texas.gdb'

TITLE VI ANALYSIS - FINDINGS

Route 5 Results:

- 18 of the 23 census block groups associated with Route 5's service area are also located in the Route 6 service area
- Findings demonstrate that Routes 5 and Route 6 serve the same communities and that minority and low-income populations will be able to access Route 6 to get to their destinations and connect to the larger DCTA network

Route 8 Results:

- 20 of the 21 census block groups associated with Route 8's service area also located in the Route 8 service area
- Findings demonstrate that Routes 8 and 7 serve the same communities and that minority and low-income populations will be able to access Route 7 to get to their destinations and connect to the larger DCTA network

DCTA's initial Title VI Analysis and review of demographic characteristics associated with the proposed fixed route modifications demonstrates that no adverse disparate impacts will result from the proposed service changes.

TITLE VI ANALYSIS

Denton County Transportation Authority (DCTA) complies with Title VI of the Civil Rights Act and provides services and operates programs without regard to race, color, and national origin in accordance with Title VI. Any person who believes he or she has been subjected to an unlawful discriminatory practice under Title VI may file a complaint with DCTA.

For more Information about DCTA's Title VI obligations and the [procedures to file a complaint](#) contact 972.221.4600, email dctainfo@dcta.net or visit our offices 1955 Lakeway Drive, Suite 260, Lewisville, TX 75057.

A complaint may also be filed directly with the Federal Transit Administration's Office of Civil Rights, Attention: Title VI Programs Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.



FEEDBACK OPPORTUNITIES



FEEDBACK OPPORTUNITIES

Your feedback is critical to best inform the agency's decision-making process related to services, programs and projects.

DCTA welcomes all feedback. Below are various options you can use to submit detailed feedback for consideration.

- **Online Feedback Form** – <https://www.dcta.net/about-dcta/public-engagement>
- **Email** – mworthington@dcta.net
- **Mail** – Written feedback can be sent to DCTA, Attn: Community Relations, P.O. Box 96, Lewisville, TX 75067
- **Phone** – Contact Mary Worthington at 972.316.6121
- **GORequest** – Available via mobile and desktop at <https://www.dcta.net/gorequest>



CONTACT INFORMATION



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For any questions related to DCTA's public involvement process, please contact:

Mary Worthington
Community Relations Manager
972.316.6121
mworthington@dcta.net