



Denton City Council Update

August 19, 2025

Agenda

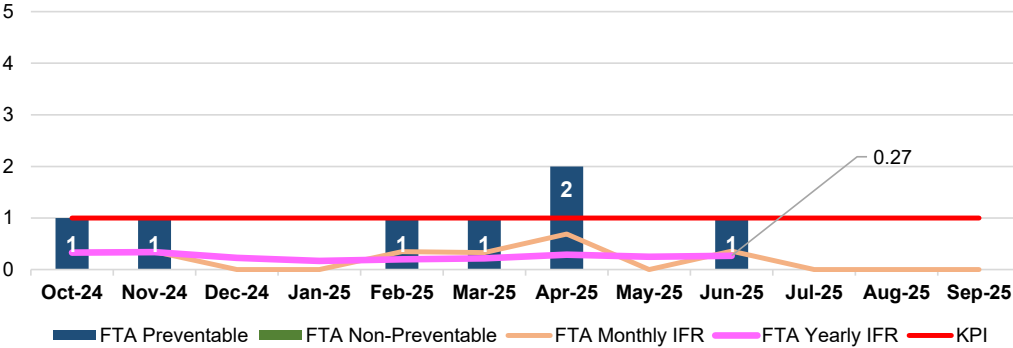


- Safety, Service, Ridership Results
- A-train Enhancement Program
- Intermediate Service Plan Outcomes and Next Steps
- Safety and Service Upgrades
- Transit-Oriented Development
- Transportation Reinvestment Program
- Questions / Discussion

Safety Performance Year to Date (June)

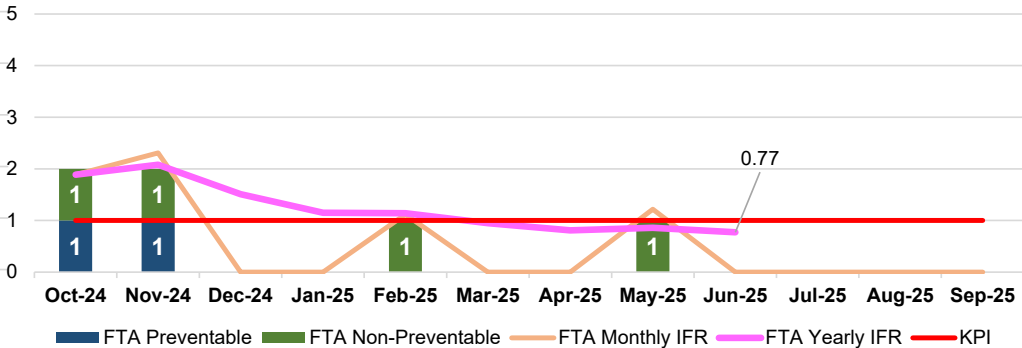


FY2025 FTA - GoZone Incident Frequency Rate (IFR)



FY2024 IFR : 0.30

FY2025 FTA - Bus Operations Incident Frequency Rate (IFR)

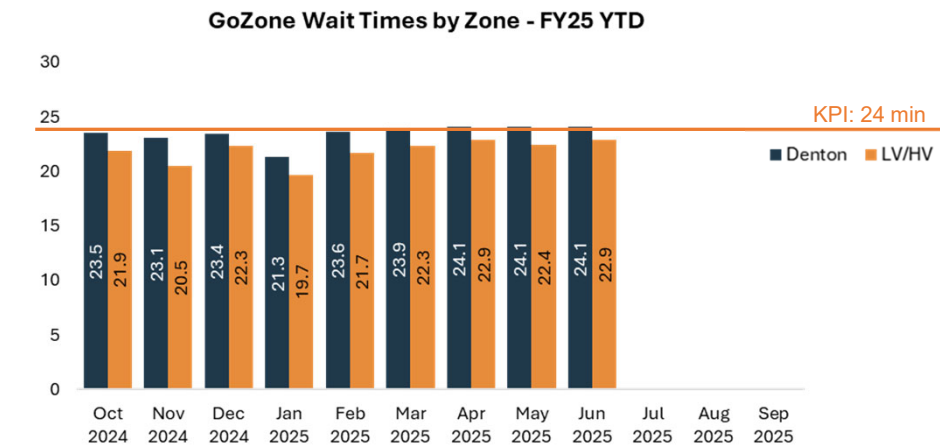
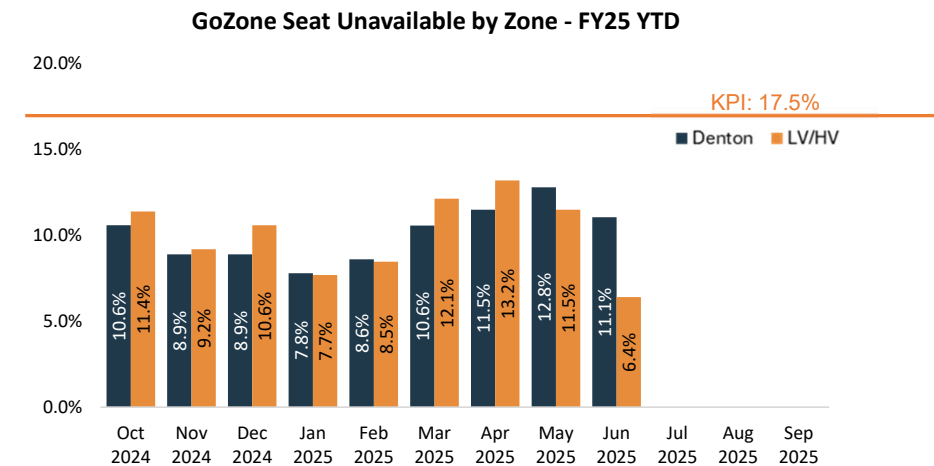
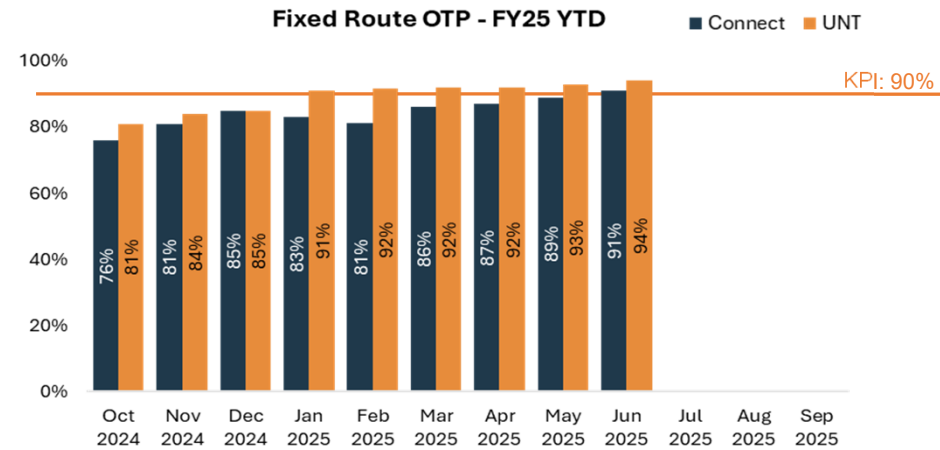
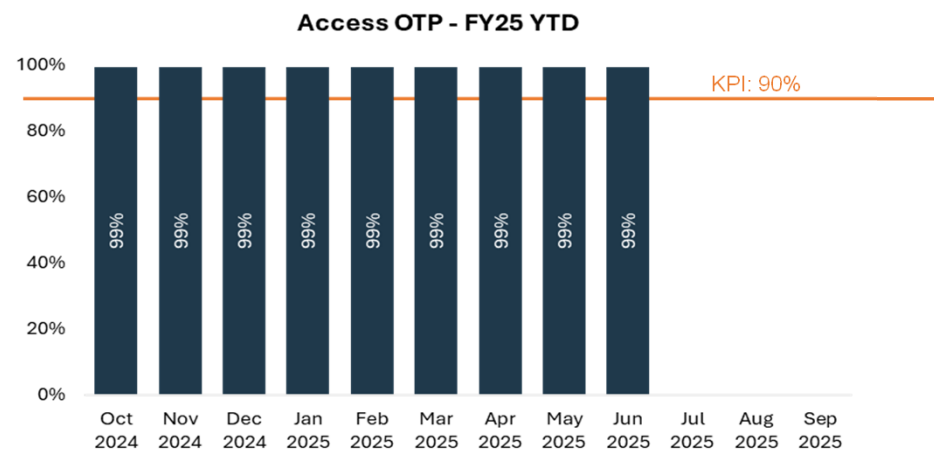


FY2024 IFR : 0.42

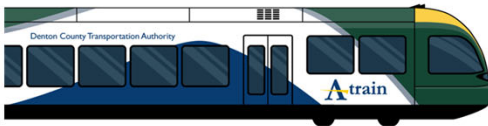
	Rail											
Rio Grande Pacific Operations	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25
FRA Incidents	0	0	0	0	0	0	0	0	0			
FRA Monthly IFR	0	0	0	0	0	0	0	0	0			
FRA Yearly IFR	0	0	0	0	0	0	0	0	0			
FRA Preventable	0	0	0	0	0	0	0	0	0			
FRA Non-Preventable	0	0	0	0	0	0	0	0	0			
FRA Rail Crossing Reportable	0	0	0	0	0	0	0	0	0			

FY2024 IFR : 0.76

Service Performance Year to Date (June)

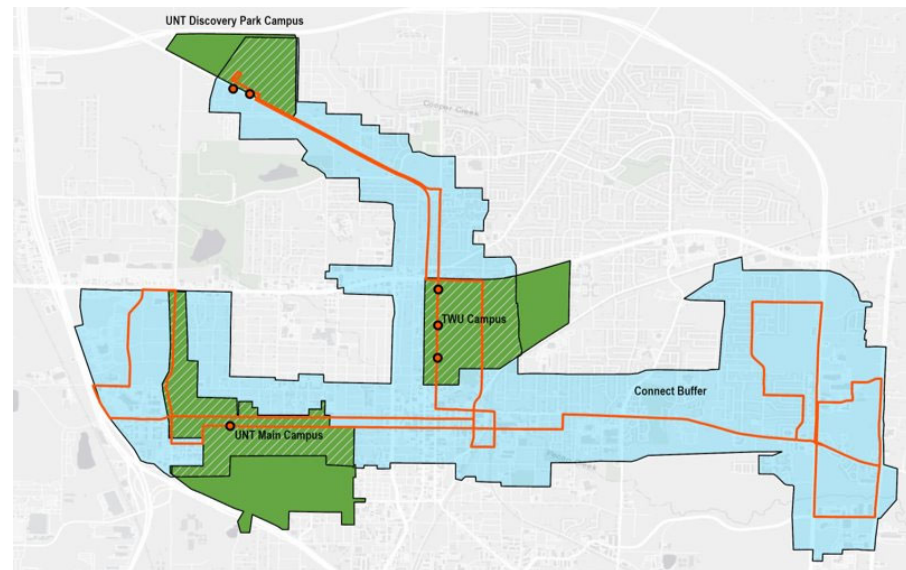
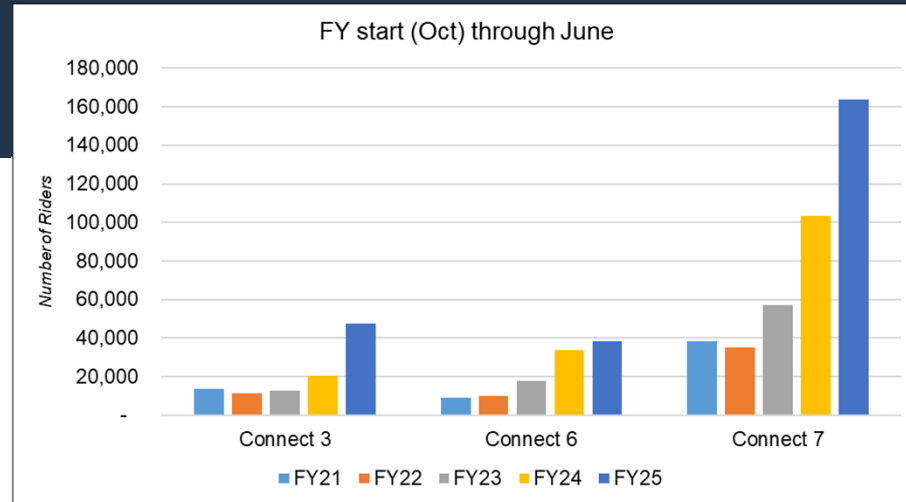


Ridership Performance Year to Date (June)



		Year over Year Gain
Overall:	2,246,001	-9.5%
Rail:	207,152	8.5%
Bus:		
Connect	249,502	58.3%
UNT Shuttle	948,770	-25.2%
Vanpool:	188,725	-2.1%
GoZone:	627,763	-3.6%
Access:	22,432	22.1%

- All non-university ridership is up 7% year over year
- A-train ridership up 8.5% year over year
- Intermediate Service Plan Phase 1 took effect 8/19/24
 - 20 minute frequency on 3, 6, 7 from 7:00 a.m. – 9:00 p.m., Monday – Friday
 - GoZone requests in boundary are directed to nearest Connect stop
 - Connect ridership is up 58% FYTD



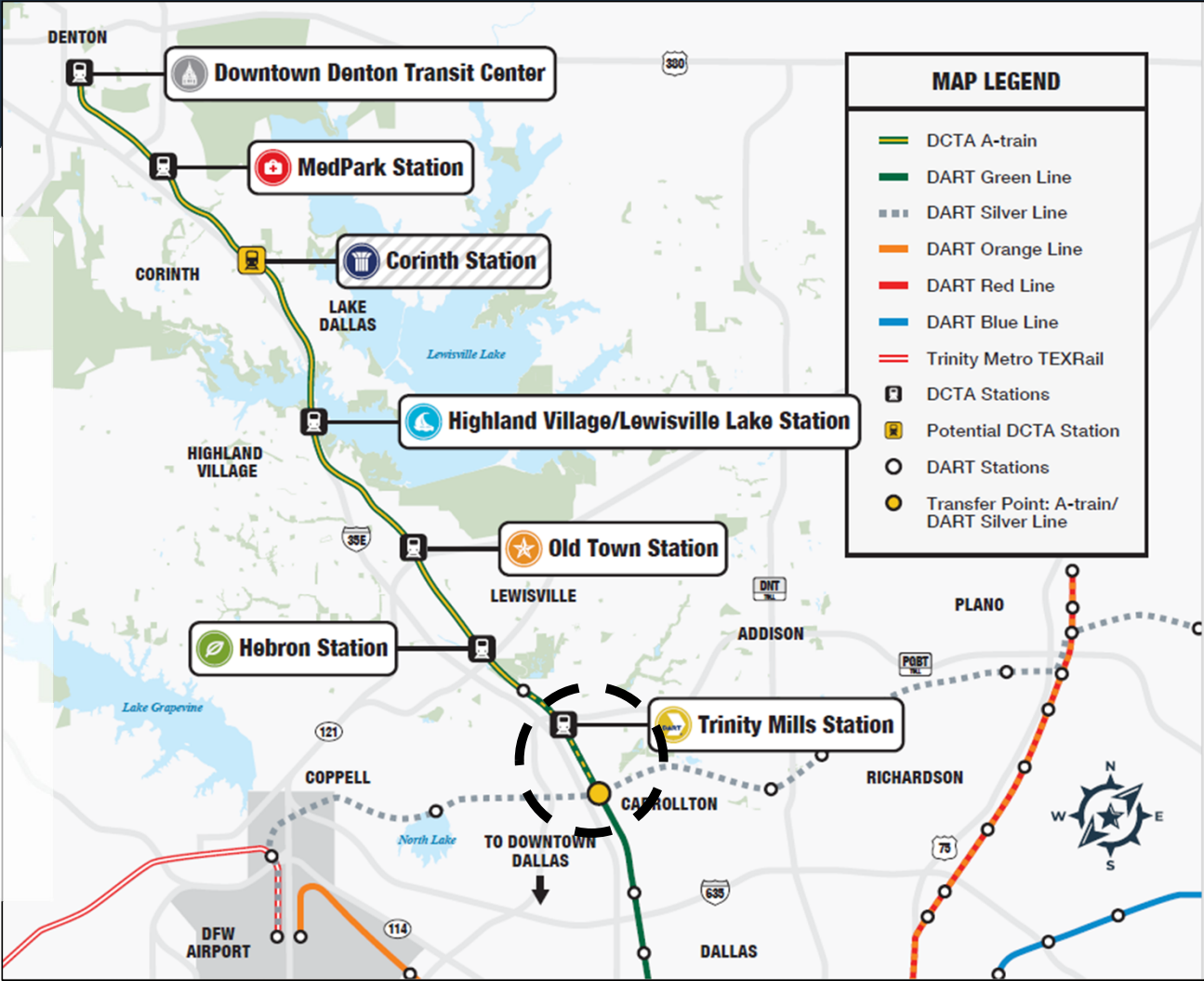
A-train Enhancement Program Overview

Phase 1: Curve and Speed Improvements

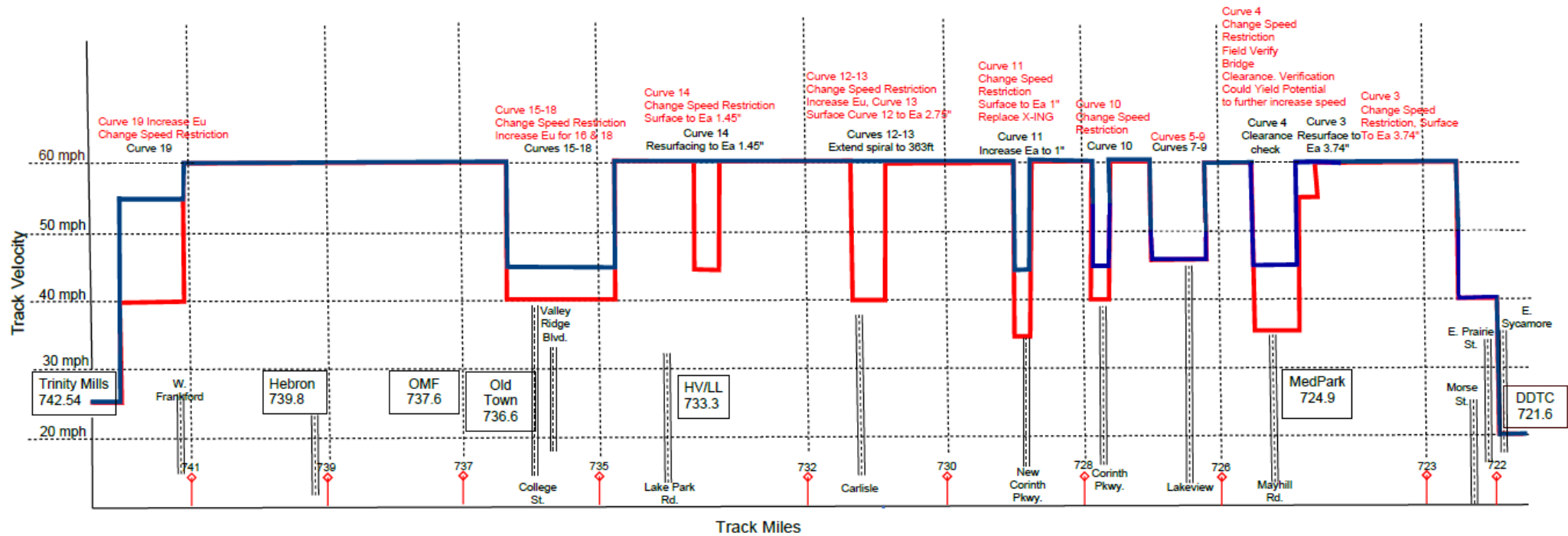
Phase 2: Downtown Carrollton Extension

Phase 3: 15-Minute Headway Improvement

*Potential Scope Add:
Corinth Station and Associated Infrastructure*



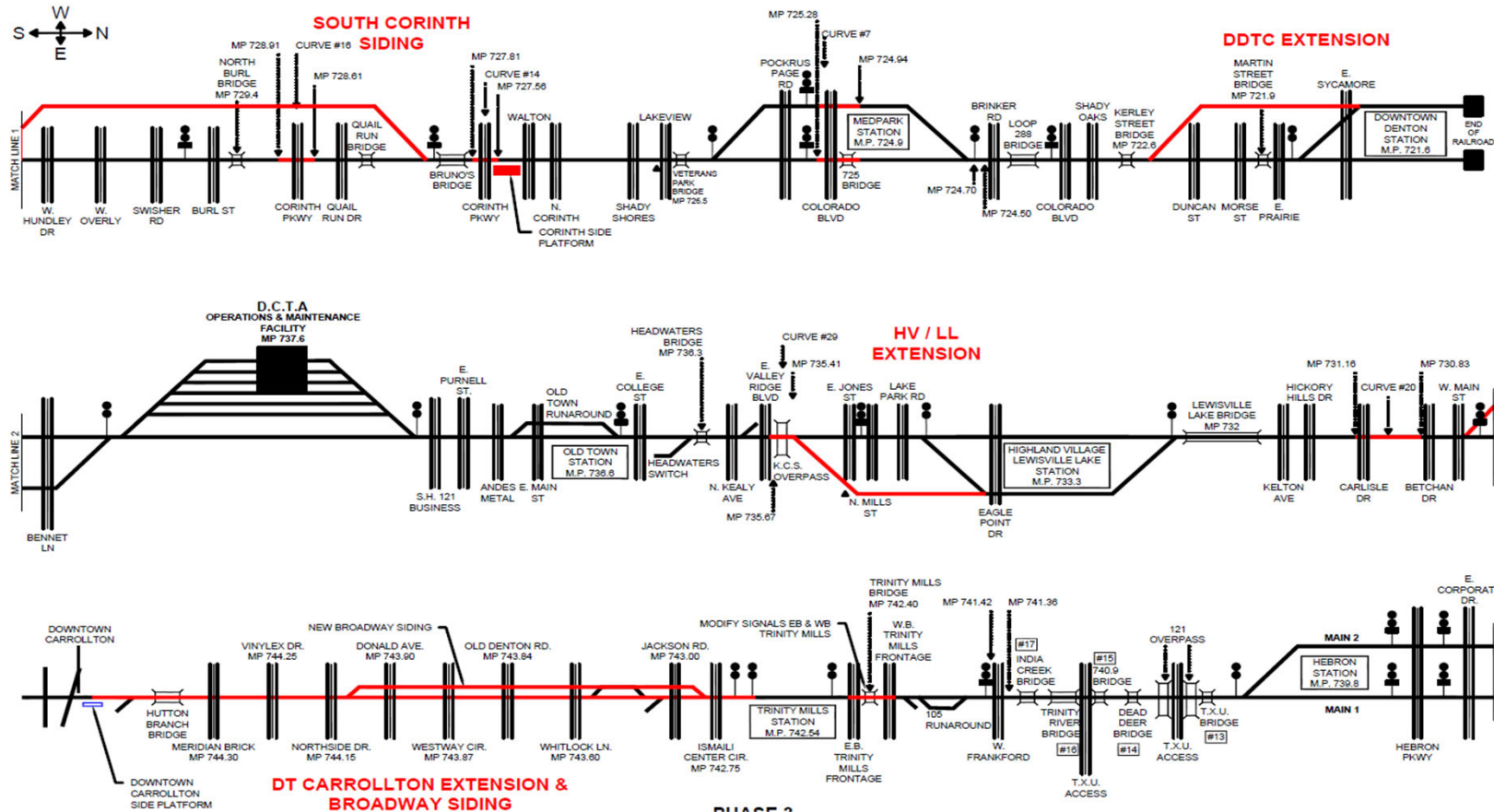
A-train Enhancement Phase 1: Curve and Speed Improvements



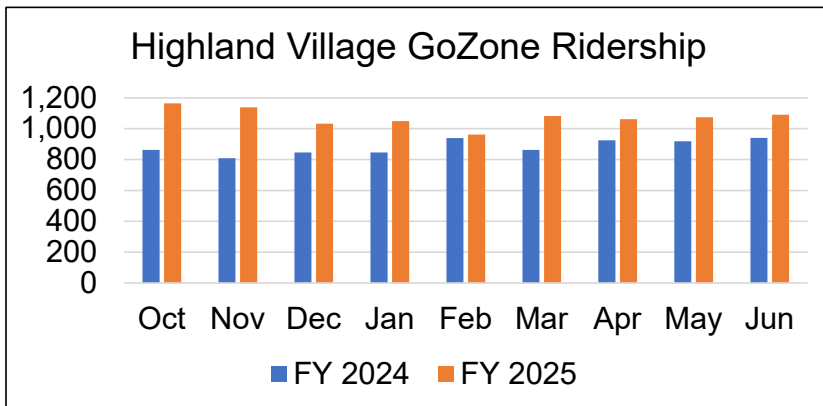
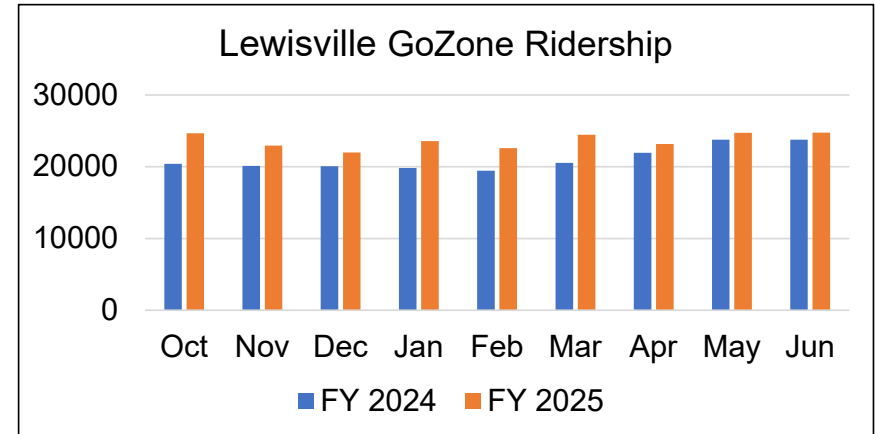
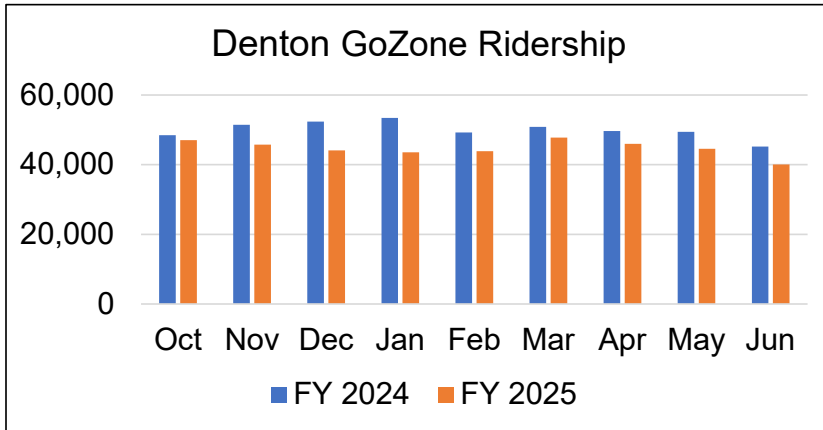
- Anticipate Board approval in Fall 2025
- Anticipate construction complete in Spring 2026

LEGEND	
—	Current Track Speeds
—	Proposed Track Speeds

A-train Enhancement Phases 2 and 3:



Intermediate Service Plan and Modal Optimization Outcomes



- Year to date, ISP Phase 1 has reduced GoZone ridership 11% in Denton and enabled 12% and 22% increases in Lewisville and Highland Village
- Connect Ridership increased 58% in Denton
- 18 new bus stops added

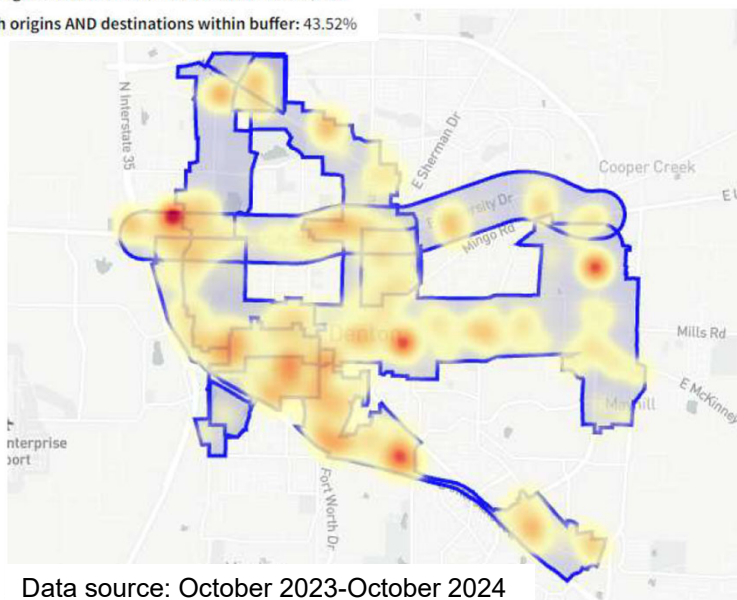
	Denton YOY Ridership Change
Connect	+ 91,867
GoZone	- 47,509
Net Change	+ 44,358

Intermediate Service Plan: Next Steps

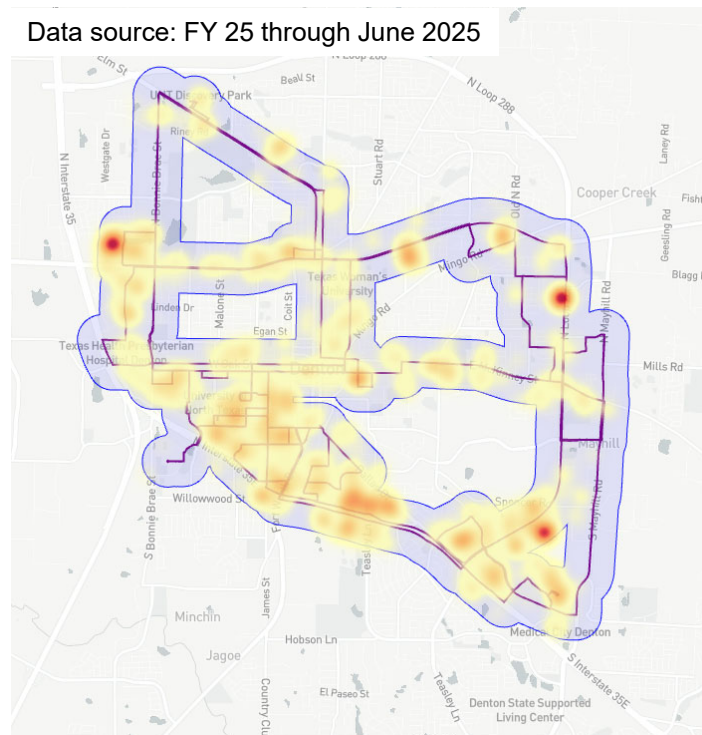
Considering unified, year-round bus network that delivers overall ridership increase with more cost-effective service.

Trip Analysis Summary

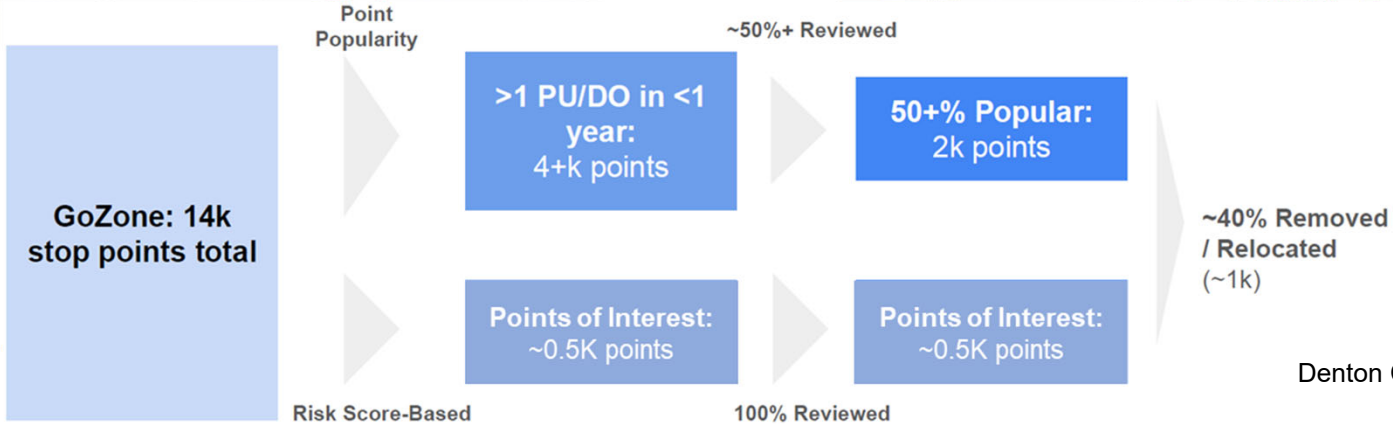
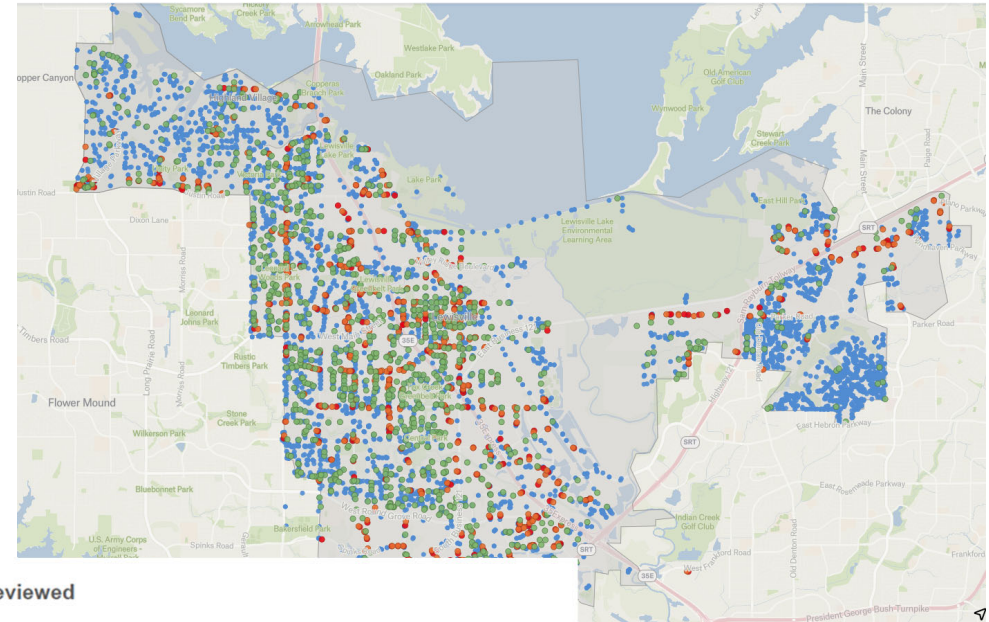
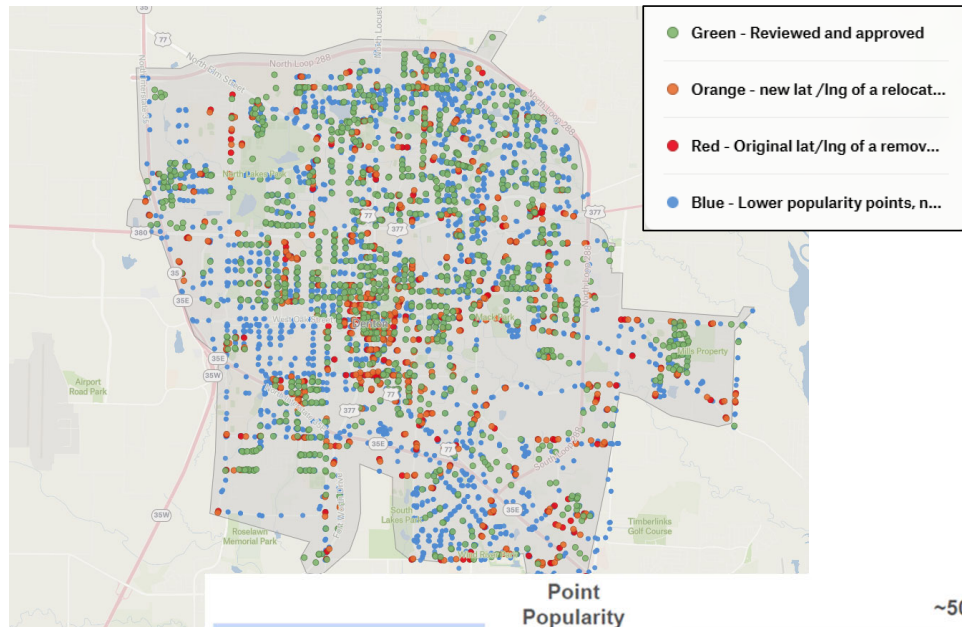
- Number of Trip Requests in filtered data: 803,565
- Trip Requests with origins AND destinations within buffer: 349,708
- % Trip Requests with origins AND destinations within buffer: 43.52%



Data source: FY 25 through June 2025



GoZone Safety and Service Progress: Virtual Stop Review



GoZone Safety and Service Progress: Virtual Stop Review



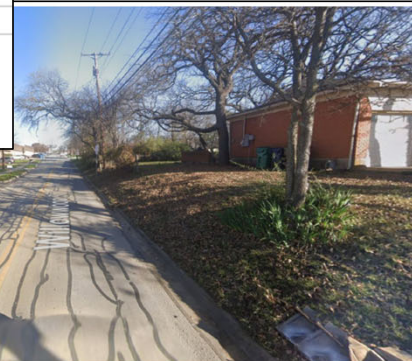
[Google Maps Link](#)

Panhandle St and Ponder Ave, Denton, TX

RETAINED

Overall Visibility	Good
Visibility Obstructions	No
Vehicle Traffic Volume	Light
Pull-Over Space	Yes
Does the act of stopping cause risk to traffic disruption?	No
Proximity to Blind Curve/Hill	No
Sidewalks	Yes, on all sides
Crosswalks Nearby	No
Boarding/Disembarking Space	Yes
Potential hazards in the surrounding area (construction, industrial areas)	No
Fire Hydrant Proximity	No
Emergency Vehicle Exit	No

Moderate traffic street with little room to pull over and no adjacent sidewalk on right side



[Google Maps Link](#)

Willowwood St and Jacqueline Dr, Denton, TX

Proprietary & Confidential.

REMOVED

Overall Visibility	Good
Visibility Obstructions	No
Vehicle Traffic Volume	Moderate
Pull-Over Space	No
Does the act of stopping cause risk to traffic disruption?	Yes
Proximity to Blind Curve/Hill	No
Sidewalks	Yes, on some sides
Crosswalks Nearby	No
Boarding/Disembarking Space	No
Potential hazards in the surrounding area (construction, industrial areas)	No
Fire Hydrant Proximity	No
Emergency Vehicle Exit	No

Light traffic street with room to pull over and adjacent sidewalk

DCTA Safety Upgrades



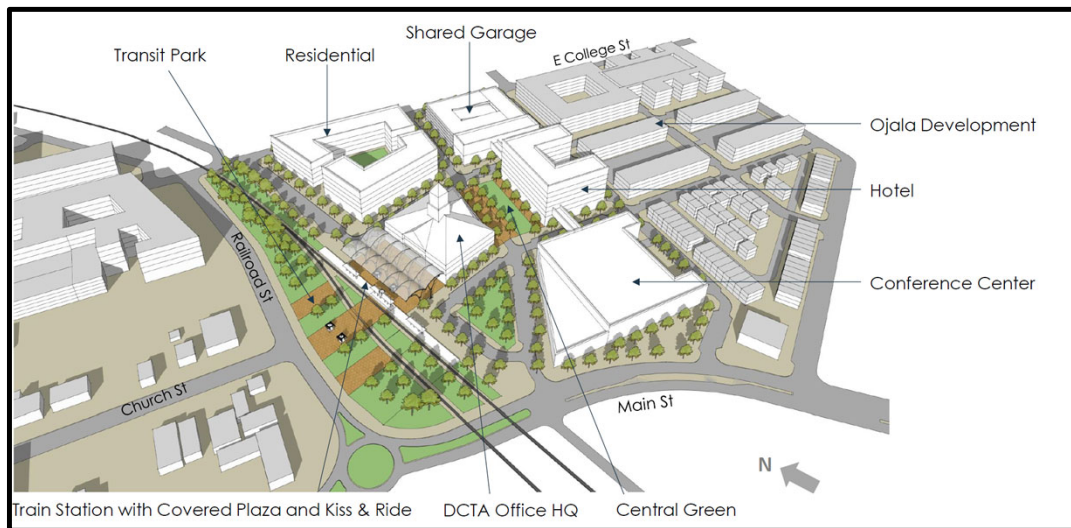
- Fleet-wide bus surveillance cameras estimated for completion in summer 2026
- Two pilot vehicles (example shown here) have hardware installed and will begin testing in September



- Camera installation at A-train platforms scheduled for completion in fall 2025.
- Platforms will also receive additional emergency callboxes.
- A-train fleet scheduled to begin camera installation in summer 2026

Transit-Oriented Development

- Anticipate release of developer RFQ for Old Town Lewisville in coming months
- Potential template to progress discussions around Downtown Denton Transit Center



Transportation Reinvestment Program (TRiP)



The **TRiP** program aligns with the DCTA mission of “improving mobility, air quality, economic development and livability” for the DCTA service area and Denton County at large by providing financial assistance to DCTA member cities for transit-supportive projects

The City of Denton has been **authorized \$20.8M** from the TRiP program between FY21 – FY25 and has obligated **\$20.8M** of those funds to projects including:

- All- Way Crossing
- A-Train to UNT Bike and Pedestrian Path
- UPRR Quiet Zone
- Loop 288 Sidewalks
- Riney Road Sidepath and Safety Improvements

FY21-25 Project Awards

CFP Year	Project ID	Project Name	Funding Award	Invoiced to Date	Project Status
FY 2021	D1	All-Way Crosswalk Design	\$68,210	\$68,210	Complete
	D2	A-Train to UNT Bike and Pedestrian Path	\$1,626,865	\$309,690	Construction to begin after D4
	D3	Bell Sidewalk Construction	\$98,357	\$98,357	Complete
	D4	Ginnings & Alexander Elementary Sidewalks	\$505,861	\$294,074	Under Construction
	D5	Medpark Sidewalk Construction	\$81,412	\$81,412	Complete
	D6	Wilson & Pecan Elementary Sidewalks	\$137,292	\$137,292	Complete
FY 2022	D7	Mayhill Road Extension Phase 2	\$592,500	\$592,500	Complete
	D8	SED-A Bundle	\$82,500	\$82,500	Complete
	D9	SED-B Bundle	\$228,750	\$228,750	Complete
	D10	UPRR Quiet Zone	\$568,578	\$348,098	Bid for Construction Q3 2025
	D11	Loop 288 Sidewalks	\$360,000	\$360,000	Complete
	D12	Downtown Sidewalks	\$1,089,750	\$0	Under Construction
	D13	Morse On-Street Trail	\$152,500	\$0	Planning Phase
	D14	A-Train to UNT Bike and Pedestrian Path (added funding)	\$88,490	\$0	Construction to begin after D4
	D15	All-Way Crossing Construction	\$817,510	\$333,561	Complete - Excess funds returned to FY25 CFP
	D16	Shady Oaks DCTA Crossing Quiet Zone Improvements	\$75,000	\$0	Bid for Construction Q3 2025
FY 2023	D17	Katy Trail Extension - Mayhill/Colorado (aka Grade Crossing Closure at Mayhill/Edwards)	\$514,560	\$0	Final Design
	D18	Bonnie Brae Phase 3 - UNT Sidepath Improvements	\$5,000,000	\$0	Under Construction
	D19	McKinney Street Multimodal Improvements	\$1,519,060.00	\$0	Planning Phase
FY 2024	D20	Woodrow Lane Multimodal Improvements	\$850,000.00	\$0	Planning Phase
	D21	Morse St/Woodrow Signal/Safety Improvements	\$850,000.00	\$40,000	Bid for Construction
	D22	Riney Road Sidepath and Safety Improvements	\$750,000.00	\$252,754	Under Construction
	D23	Sidewalk Connectivity and Shelter Pad Allowance	\$1,000,000.00	\$0	Not Started - Pending discussion with DCTA
	D24	Colorado Boulevard Multimodal Improvements	\$1,000,000.00	\$0	Pending Agreement Execution
FY 2025	D25	Fry Street Multimodal Improvements	\$257,902.54	\$0	Pending Agreement Execution
	D26	Katy Trail Extension (requesting name change)	\$2,500,000.00	\$0	Pending Agreement Execution
	D27	UPRR Quiet Zone Phase 2	\$483,949.00	\$0	Pending Agreement Execution

END