

Funding has been secured to extend the M-Line further into the CBD to provide better connections to DART light rail, specifically at the Pearl Station near the Arts District and extending toward Main Street to Federal, a short walk from the St. Paul Station.

Another significant component of the rapidly-emerging rail network in Downtown Dallas is a modern streetcar system. Originally envisioned to connect major landmarks and destinations such as the Convention Center, West End and Main Street, streetcars are now being examined for their potential to knit together Downtown districts and their surrounding neighborhoods. As an early commitment to the nascent streetcar system, the City and other partners have been successful in securing grant funding for a “starter line” that would connect Downtown (specifically the Union Station area) with adjacent Oak Cliff across the Trinity River. This line will become a key feature in a Streetcar System Study and subsequent planning efforts that will examine the opportunities for modern streetcars to connect in-town neighborhoods to Downtown and each other, extend the reach of light rail transit, supplement or replace bus lines, and stimulate economic development.

These existing transit lines, planned improvements, and ongoing studies demonstrate an unwavering commitment to expanding mobility options for the urban core of Dallas. To support these efforts, the 360 plan puts forth recommendations to comprehensively guide transit investment in the coming decades. The plan’s proposed “Complete Transit System”, presented in the figure at right, comprises existing and planned light rail and streetcar lines, emphasizing ultimate versatility to ensure long-term flexibility. Components of the Complete Transit System are multiple modes; route flexibility; and coverage and access.

