



The existing North Irving Transit Center would be incorporated into the North Las Colinas Station. It would also be the busiest station in terms of bus service. In addition to the listed fixed-route services, each station would also be served by DART's paratransit services; however, no new on-call zones are being proposed.

Details of the bus-operating plan are provided in **Table 2-2**. The table lists the bus routes serving each station, the peak headway of each route, and whether the route terminates at a given station.

TABLE 2-2 BUS OPERATING PLAN LRT ALTERNATIVE			
Station	Route	Peak Headway¹	Station is terminus?
University of Dallas	306	30	yes
	307	30	yes
	UTD/183 Shuttle	20	no
Lake Carolyn	507	30	no
	South Las Colinas Shuttle	20	no
North Las Colinas	400	15	yes
	428	15	yes
	486	15	yes
	438 (weekend)	60	yes
	507	30	yes
	South Las Colinas Shuttle	20	no
Carpenter Ranch	301	30	yes
	303	30	yes
	308	30	no
	310	30	yes
	314e (weekend)	15	yes
	North Las Colinas Shuttle	20	no
North Lake College	301	30	no
	302	30	no
	303	30	no
	308	30	yes
	314w (weekend)	60	yes
Belt Line	311	30	no
	290	20	yes
	A & C Shuttle	20	no
	B & E Shuttle	20	no
	D Shuttle	20	no
	Freeport Shuttle	20	no
	Private Shuttle	20	no
	500	30	yes

¹Based on AM peak headways

Source: DART, 2007

2.2.7 Rail Operating Plan

The proposed project is planned to accommodate a single LRT route, which would operate from its northwestern terminus at Belt Line Road, through Irving, to its junction with Farmers Branch / Carrollton Line just north of Bachman Station. From this point, the route would run concurrently with the Farmers Branch/Carrollton Line into downtown Dallas. The route would continue out of Dallas along the North Central line to its terminus at LBJ Station (see **Figure 2-18**). In the future, the project would be extended from its northwestern terminus at Belt Line Station to DFW Airport.