



### 4.2.3 Transit Station Access

Most of the initial stations in the LRT Alternative would include park-and-ride facilities. These stations include North Las Colinas, Carpenter Ranch, North Lake College and Belt Line Road Stations. The two deferred stations will not provide parking. In addition to generating automobile traffic related to park-and-ride facilities, each of the park-and-ride stations would have bus traffic resulting from feeder bus service. **Table 4-10** summarizes the amount of parking that would be provided and the proposed number of bus routes and bus bays serving each station.

**TABLE 4-10  
PROPOSED PARKING AND BUS FACILITIES AT LRT STATIONS**

Station	Estimated Parking Spaces	Bus Bays	Bus Weekday Routes	Max. Weekday Buses per Hour
University of Dallas	0	5	3	10
Lake Carolyn	0	4	2	10
North Las Colinas	85 (715 additional spaces available at North Irving Transit Center)	7	5	20
Carpenter Ranch	169	7	5	16
North Lake College	194	5	4	12
Belt Line	743	8	8	37

Source: DART, January 2007

As shown in the table, Belt Line Station would provide the most parking (743 spaces), and the most bus bays. The Belt Line Station would be the northwestern terminus of the line and therefore would attract automobile traffic from a wide area. Conversely, the North Las Colinas Station would be located in a high-density commercial and institutional area where more trips would be attracted by the existing and proposed transit system.

Each LRT station would have different impacts on its neighborhood depending on the configuration of the park-and-ride and bus facilities in relationship to the surrounding transportation system. The general layout and traffic impacts of each station are described below. The specific impacts of each station will be determined during preliminary engineering and final design based on a comparison of 2030 intersection operations in the No-Build Alternative with those in the LRT Alternative once the layouts of future roadways and stations are finalized. This effort will be coordinated with the City of Irving.

#### University of Dallas Station

The University of Dallas Station would have an at-grade platform located between the westbound SH 114 frontage road and main lanes between Loop 12 and Tom Braniff Parkway. A bus transfer area would be constructed nearby on the north side of the frontage road with driveway access on the westbound SH 114 frontage road as well as Tom Braniff Parkway. The bus transfer area would contain five bus bays to serve the feeder bus system. A pedestrian walkway under the frontage road will connect the platform to the bus transfer area.

No park-and-ride facility would be constructed for this station due to the pedestrian nature of the university area. Therefore, this station would have minimal traffic impact on the surrounding roadway network since it would only attract kiss-and-ride and feeder bus traffic.

#### Lake Carolyn Station

The Lake Carolyn Station would have an at-grade platform located in the median of Lake Carolyn Parkway south of O'Connor Boulevard. Four on-street bus bays would be provided along the street to serve the feeder bus system. Crosswalks will provide pedestrian access to nearby land uses and a pedestrian bridge would provide pedestrian access to the Las Colinas Automated People Mover station nearby. No park-and-ride facility would be constructed for this station due to