



3.3.6 Parking

The supply of parking in the Irving/DFW LRT corridor generally meets or exceeds current demands. Small and large activity centers provide adequate parking in off-street facilities for patrons and employees. While parking is not permitted on principal arterials, free parking is generally allowed on most minor arterials, collectors, and local streets in the corridor.

The vast majority of parking within the corridor is off-street parking that serves specific uses (parking lots and parking garages). Most businesses and institutions along the corridor provide adequate parking capacity for their employees, customers, and suppliers with their own parking lots on their property. In addition, DART provides off-street parking for transit users at the North Irving Transit Center Park-and-Ride.

As **Table 3-19** shows, the North Irving Transit Center is only 15 percent occupied on a typical weekday with about 100 parked cars. The largest concentration of parking exists in the area surrounding Texas Stadium where several large surface lots are located near the proposed alignment. These lots provide 16,500 parking spaces for passenger cars and 500 for buses. These fee-based parking lots are only used on Dallas Cowboys game days, or on days when the stadium hosts other special events. However, it should be noted that a new stadium is being built for the Dallas Cowboys in the city of Arlington, Texas, which will open in 2009. Therefore, the use of Texas Stadium and these parking lots beyond 2009 is unclear.

Transit Center	Parking Spaces	Utilization Rate¹
North Irving	715	15%

¹ Based on a count of occupied spaces during periods of peak parking.

Source: Parsons Transportation Group; Sept. 2005

The second largest concentration of parking exists within the Las Colinas Urban Center where several surface lots and parking garages are located near the proposed alignment. These parking facilities serve the daily demand of the office buildings in the area. Some of these parking facilities are generally free for employees and visitors, while others charge a fee ranging from \$5 to \$16 a day.

3.3.7 Regional Transportation Improvement Plans

Mobility 2025: The Metropolitan Transportation Plan is a 25-year plan to guide the implementation of roadway and transit improvements in the Dallas-Fort Worth Metropolitan Area. The **Mobility 2025 Plan** has served as the regional transportation plan since its adoption in 1990 and has been updated periodically. The original plan was developed as **Mobility 2010** in 1990 and was updated in 1993. In 1997 the plan was updated and renamed the **Mobility 2020 Plan**. In 2000 the plan was updated again and became the **Mobility 2025 Plan**. The **Mobility 2025 Plan** Update was adopted in May 2001, and the **Mobility 2025 Plan** (2004 Update) was adopted in January 2004. The most recent version of the plan is the **Mobility 2025 Plan** (Amended April 2005). Similar to previous versions of the plan, the current plan recommends an extension of DART's light rail system in the corridor. The plan also recommends additional transit-related improvements in the corridor including high occupancy vehicle (HOV) facilities on SH 114; managed HOV facilities on SH 161/Bush Turnpike; express buses serving the HOV facilities; expanded cross-town bus service; circulator service in high density employment areas; and local feeder buses to serve proposed rail lines and park-and-ride lots.

The **Mobility 2025 Plan** (Amended April 2005) also includes recommendations for Congestion Management System (CMS) strategies throughout the region. These CMS strategies are short-range, relatively non-capital intensive measures focusing on transportation system management (TSM) and travel demand management (TDM) strategies such as: