



increases in traffic congestion would make the bus transit service with the No-Build Alternative less reliable, regardless of capacity or route expansions.

**TABLE 4-1
2030 TRANSIT SYSTEM LEVEL OF SERVICE
PERFORMANCE MEASURES (DART SYSTEM-WIDE)**

| Daily Performance Measure | Alternative | |
|--|-----------------------|----------------------------|
| | No Build ¹ | LRT Alignment ² |
| Unlinked Transit Trips | | |
| 1) Local Bus | 221,417 | 239,137 |
| 2) Express Bus | 6,811 | 4,622 |
| 3) Fixed Guideway | 139,960 | 158,103 |
| 4) Total | 368,188 | 401,862 |
| 5) Added Trips | | 33,674 |
| Rail Ridership | | |
| 1) Fixed Guideway | 112,695 | 125,270 |
| 2) Added Transit Riders | | 12,575 |
| Passenger Miles | | |
| 1) Total | 1,775,144 | 1,938,114 |
| 2) Percent Change | | 9.18% |
| Passenger Hours | | |
| 1) Total | 78,354 | 83,625 |
| 2) Percent Change | | 6.73% |
| ¹ YR25MAR05_NWIRV_OPTA_NOSLC_RDWY, 2030 No Build model run, DART, December 2005 | | |
| ² YR25MAR05_NWIRV_OPTA_NOSLC_RDWY, 2030 Build model run, DART, December 2005 | | |

Source: NCTCOG, DART; December 2005 and March 2006

The LRT Alternative would expand the geographic coverage of fixed guideway transit service from Dallas along Spur 482 into Irving following SH 114 (John W. Carpenter Freeway) to the Las Colinas Urban Center, then crossing the President George Bush Turnpike onto Dallas/Fort Worth International Airport (DFW Airport) property. This would allow continuous, high-speed transit service along an exclusive guideway with 8 transit stations. A feeder bus system would bring transit riders to the LRT stations. The feeder bus service would expand the geographic coverage of the LRT system far beyond the effective range of the No-Build Alternative through the corridor as a whole.

Hours and Frequency of Service

The LRT Alternative would have a peak-hour headway of 10 minutes and an off-peak (mid-day, evening, and weekend) headway of 20 minutes. The LRT vehicles are capable of a maximum operating speed of 65 miles per hour; however, average speeds are much lower. The vehicles would have an average station dwell time of 20 seconds. **Table 4-2** shows the preliminary operating plan and station-to-station travel times for the LRT Alternative.

Generally, two-vehicle trains would operate most of the day, with three-vehicle trains operating during the peak period, and single-vehicle trains operating during evening hours of low usage. The operating hours for the LRT Alternative would be from about 5:00 AM until 12:30 AM, seven days a week. Peak hour service would be provided Monday through Friday between 6:00 AM and 9:00 AM in the morning, and between 3:00 PM and 6:00 PM in the afternoon. This schedule is the same as that for DART's existing LRT system.

The fares would be based on DART's current fare structure for the existing LRT system (\$1.25 per one-way trip for light rail riders). Transfers to and from the LRT system from the feeder buses would require a second fare (\$1.25 for the bus trip and \$1.25 for the light rail trip). LRT riders