



transferring to or form an express bus route (i.e., premium service) would pay a one-way fare of \$2.50. Senior citizens, the mobility impaired, and students would have reduced fares of \$0.50.

**TABLE 4-2  
PRELIMINARY OPERATING PLAN FOR THE LRT ALTERNATIVE**

LRT Alternative		
6 Stations	Distance from Station to Station (Miles)	Travel Time between Stations (Minutes)
Bachman Station to University of Dallas	2.8	4.09
to Lake Carolyn	1.9	3.45
to North Las Colinas	0.7	1.83
to Carpenter Ranch	1.0	2.14
to North Lake College	1.0	2.00
to Belt Line Road	1.6	2.28
TOTAL *	9.0	15.79

\* Total Project length is 9.3 miles, including 0.3 miles of tail track extending beyond the Belt Line station platform.

Source: DART; January 2006

Parking in park-and-ride lots would be free. These fares are similar to the No-Build Alternative bus service fares. A variety of annual passes, monthly passes and day passes would also be offered for trips throughout the DART LRT and Commuter Rail system.

**Travel Times**

Ideally, transit alternatives should provide reduced travel times to downtown Dallas when compared to automobile travel (the No-Build Alternative). Due to longer routes and dwell times at each stop and/or station, transit alternatives can take more time to reach their destination than passenger cars, particularly during off-peak hours. However, the benefits of ease of travel, consistent travel time due to an exclusive guideway that is not subject to incidents or accidents, and elimination of the inconvenience and expense of parking in downtown can outweigh the lack of a travel time savings. During peak periods, transit can provide considerable travel time savings, particularly when roadway incidents are present.

In addition, the LRT Alternative would provide travel time savings to existing transit riders destined to downtown Dallas from within the project corridor. **Table 4-3** shows the difference in average transit travel times from existing transit stops to downtown Dallas for the No-Build Alternative (bus transit) and for the LRT Alternative. Depending on the time of day, the LRT Alternative would save up to 67 minutes for transit riders from the Belt Line Station, up to 32 minutes from the North lake College Station, and up to 49 minutes from University of Dallas Station over the No-Build Alternative.

**Transfers**

The No-Build and LRT Alternatives would both use the DART bus network to transfer riders to and from the LRT system. With the No-Build Alternative, transit patrons would use the DART bus system to transfer to other bus routes at the North Irving Transit Center. A limited number of transit patrons within the corridor would also use the DART bus system to transfer to the existing LRT system at the current West CBD Transfer Center, which is close to the West End LRT Station. Transit patrons would also be able to use the bus system to access the future Carrollton-Farmers