



alignment has one potential special events venue along the corridor: the Las Colinas Urban Center, which includes the Irving Convention Center.

### Station Volumes and Boardings/Alightings

The stations proposed for the LRT Alternative were selected due to their proximity to population and employment centers, major existing transportation facilities, and ease of access by bus, car, or walking. **Table 4-4** shows the anticipated 2030 daily volumes of transit passengers at each of the stations in the LRT Alternative. As shown in the table, most stations can be categorized as primarily an origin station or a destination station. A few stations serve both functions roughly equally. The two deferred stations (Loop 12 and South Las Colinas) are not included in the ridership projection. These stations may be implemented as development warrants.

<b>TABLE 4-4 DAILY LRT ALTERNATIVE STATION PASSENGER VOLUMES IN 2030</b>				
<b>Station</b>	<b>Boardings<sup>1</sup></b>	<b>Alightings<sup>2</sup></b>	<b>Total Station Volume</b>	<b>Total Station Riders</b>
<b>LRT ALTERNATIVE<sup>4</sup></b>				
University of Dallas	859	1604	2463	1232
Lake Carolyn	327	1585	1912	956
North Las Colinas	1174	2838	4012	2006
Carpenter Ranch	312	548	860	430
North Lake College	1687	735	2422	1211
Belt Line Road	2081	1955	4036	2018
<b>TOTALS<sup>3</sup></b>	<b>6440</b>	<b>9265</b>	<b>15705</b>	<b>7853</b>
<sup>1</sup> Number of trips to and from station where station is the origin of a one-way or round trip. <sup>2</sup> Number of trips to and from station where station is the destination of a one-way or round trip. <sup>3</sup> Total Boardings and Alightings are not equal because the entire DART LRT system is not represented in this table; many of those who board within this study corridor have destinations outside of the study corridor. <sup>4</sup> YR25MAR05_NWIRV_OPTA_NOSLC_RDWY, 2030 Build model run, DART, Dec. 2005.				

Source: Parsons Transportation Group; DART; December 2005

Most stations in the corridor would serve as origin stations for round trips to downtown or other areas within Dallas, but some stations in the corridor would serve as destinations in their own right. Specifically, the University of Dallas, Lake Carolyn, North Las Colinas and Belt Line stations would be major destination stations within the corridor due to the high-density employment in those areas and the high number of patrons and visitors that use those facilities. North Las Colinas is the largest destination station due to the Urban Center. North Las Colinas, North Lake College and Belt Line Stations are the origin stations with Belt Line being the largest origin station because it is at the end of the line.

As shown in **Table 4-4**, the stations anticipated to have the greatest volumes of passengers are Belt Line and North Las Colinas Stations; both having nearly the same volumes. They serve as major origin and destination stations because Belt Line is at the end of the line and North Las Colinas serves employment and residents in the Urban Center.

Four of the six stations would have park-and-ride lots and all would have substantial feeder bus service. Major destination stations (University of Dallas and Lake Carolyn) would also be served by feeder bus service, but would not have park-and-ride lots. The Belt Line Station (a major origin and destination station) would be the northwestern terminus of the LRT Alternative and is expected to draw riders from a broad area of the corridor and beyond via automobile. This station would have the largest park-and-ride lot with approximately 743 spaces.

## 4.2 HIGHWAY AND ROADWAY IMPACTS

The existing highway system in the Irving/DFW LRT corridor includes several freeways, a tollway and a network of arterial and local streets (see **Figure 4-1**).