I-3
DFW Connection
Public Meeting
June 17, 2009
Agenda:

• Introduction
• Transit System Plan
• I-3/DFW LRT Connection
  – Project History
  – Alternatives Considered
• Board Action
• Cotton Belt Project
• Questions for Clarification
• Public Comments
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I-3 DFW Connection

- Advance I-3 Planning to maintain the schedule to serve DFW by 2013
- Transit System Plan Amendment
Transit System Plan:

DART’s long range plan that contemplates future mobility issues and recommends long term strategies for transit services.

- Periodically Updated
- Consistent with Mobility Plan (NCTCOG)
- Starting point for corridor specific studies
Project Development Process

- Transit System Plan
  - Alternatives Analysis
    - Locally Preferred Alternative
      - Preliminary Engineering/Environmental Document
        - Service Plan Amendment
          - Final Design
            - Construction
              - Revenue Service
Orange Line
Orange Line

Transit System Plan (2000)

Approved Alignment (2008)
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DART Orange Line

Legend:
- Proposed Station
- Proposed LRT Line to Irving/DFW
- Potential Future Extension to DFW

Source: Parsons, 2005

2013: I-3
2012: I-2
2011: I-1

DFW International Airport

Southwestern Medical Center District/Parkland

Southwestern Medical Center District/Parkland

University of Dallas

Loop 12 (deferred)

Lake Carolyn

South Las Colinas

North Las Colinas

Belt Line

Carpenter Ranch

North Lake College

Royal Lane

Farmers Branch

Trinity Mills

Trinity Railway Express

I-3

I-2

I-1

2013

2012

2011

N

DART Orange Line

DFW

Southern Methodist University

University Park

University Park

University Park

Lovers Ln

Northwest Hwy

McKee

McKee

Highland Park

Highland Park

West End

Dallas CBD

West End

Dallas CBD

West End

Dallas CBD

West End

Dallas CBD

West End

Dallas CBD
**LRT Terminus Stations Considered**

- **1983**: Final Service Plan (Only Service Plan for DFW)
- **1989**: None (TSP*)
- **1995**: None (TSP*)
- **2000**: DFW North (TSP*)
- **2002**: 13th Station
- **2006**: Terminal A-B (TSP*)
- **2008**: DFW North/Cotton Belt
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DFW Transit Options Overview

Terminal A-B Option

DFW North Option

LRT Cottonbelt Approach Option

Phased Approach
Advantages:
• Quickest to DFW
• Direct to DFW
• Independent

Disadvantages:
• Transit Inefficiencies
Disadvantages:
- Indirect to DFW
- Little Support
- Interdependency

DFW Shuttle
- The T New Starts
- DART TSP 2028
- Potential PPP

Advantages:
- Added Transit Benefits

Not Recommended
Disadvantages:
- Cost
- Travel Time
- Distance
- Interdependency

Advantages:
- Direct to DFW
- Transit Benefits

Not needed until Cotton Belt Service is established.
Phased Approach

Advantages
- Short Term Costs
- Maintain 2013
- Independent
- Cotton Belt Timing
- Flexibility

Disadvantages
- Interface/Station
- Long Term Costs
- Infrastructure

Recommended
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Action will allow DART to Launch the I-3 DFW Connection Project

**Board Action:**
Amend Transit System Plan to include Phased Approach:
Two Phases:
1. LRT to Terminal A
2. Extension to Cotton Belt
I-3 DFW Connection Coordination

• May 26, 2009: DART Planning Committee Briefing
• June 11, 2009: Multi-Agency Meeting
  – DFW, DART, FWTA, NCTCOG
• June 17, 2009: Public Meeting
  – DART Board Room
  – 6:30 pm
• June 23, 2009: DART Board Recommendation
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Any advancement of the Cotton Belt Project and Phase 2 of the Phased Approach will require a Financial Plan Amendment.
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