



4.4.3 Non-Motorized Circulation Mitigation

Due to its proximity to the Campion trail, the future South Las Colinas Station will be designed to accommodate trail linkages. Where appropriate, DART will provide bicycle racks and lockers at LRT stations. Specific pedestrian access mitigation for each station is described below

University of Dallas Station: Facilitating access from the University of Dallas campus, pedestrian elements of the rebuilt Tom Braniff Parkway bridge will be linked to the LRT platform through a pedestrian walkway and new vertical circulation. A pedestrian tunnel under the SH 114 westbound frontage road will link the platform to proposed development and bus facilities north of the platform.

Lake Carolyn Station: Crosswalks will provide pedestrian access to nearby land uses and on-street bus stops. A pedestrian bridge will link the LRT station to the Las Colinas Automated People Mover station nearby. The pedestrian bridge will be designed so that development on the east side of Lake Carolyn Parkway can connect to the LRT platform and the Las Colinas people mover.

North Las Colinas Station: DART will work with the City of Irving and adjacent property owners to integrate the station pedestrian access with future development. DART will construct a pedestrian way connecting the existing North Irving Transit Center to the LRT Station.

Carpenter Ranch Station: DART will utilize Carpenter Ranch Road to connect the LRT Station to future development to the south.

North Lake College Station: DART will provide a new pedestrian linkage from the LRT platform to the Mandalay Place community and Hidden Ridge Drive along the right-of-way of Brangus Road, which will be closed to traffic. DART will work with the management and residents of Rosemont Apartments to develop appropriate access to the LRT platform from the adjacent multi-family complex. DART is working with North Lake College to incorporate pedestrian linkages to the campus.

Belt Line Station: DART is working with DFW Airport to develop pedestrian linkage between the LRT platform and future development.

4.5 IMPACTS ON PARKING

Parking within the corridor could be impacted in two ways. First, some existing parking supply could be displaced by the construction of the LRT line or the transit stations (both temporarily and permanently). Second, existing and future parking supply for residences or businesses could be used by transit patrons instead of the intended users. Overall, the LRT Alternative would have a minimal impact on parking within the corridor. However, two parking areas are affected by the construction of the LRT.

The first type of parking impact occurs where the alignment follows southwest bound Spur 482 and curves to follow northwest bound SH 114. Within that curve, the LRT alignment will displace a portion of one of Central Freight's parking lots. An estimated 282 passenger car parking spaces and 50 truck tractor parking spaces will be eliminated by the construction of the LRT alignment. In addition, parking lot space that currently stores 39 truck trailers would be eliminated.

The second type of parking impact could potentially occur at North Lake College where the new North Lake College Station will be located next to the college's north parking lot. Although a 200-space park-and-ride parking lot will be constructed as part of the station, the proximity of the college's 700-space north parking lot may cause some DART patrons to attempt parking there.



Parking Mitigation

DART has worked with the City of Irving and Central Freight in developing an LRT alignment that minimizes the parking impact at this facility. The North Lake Station parking lot has been designed with excess capacity to eliminate the need for commuters to use campus parking. North Lake College has indicated that they will institute a parking sticker requirement to utilize campus parking facilities. This will discourage unauthorized use of campus parking.