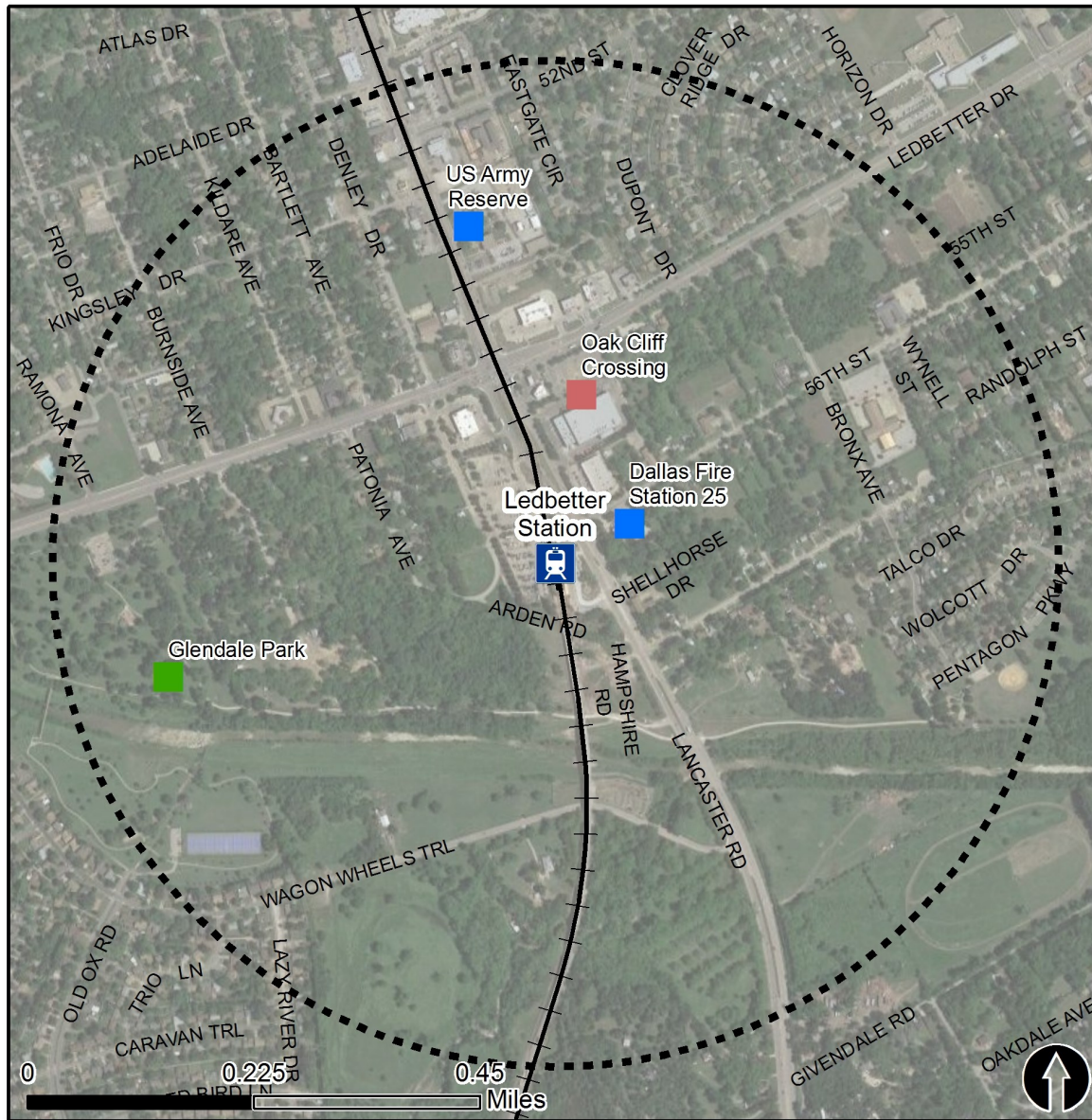


Rail Station Fact Sheet – Ledbetter Station



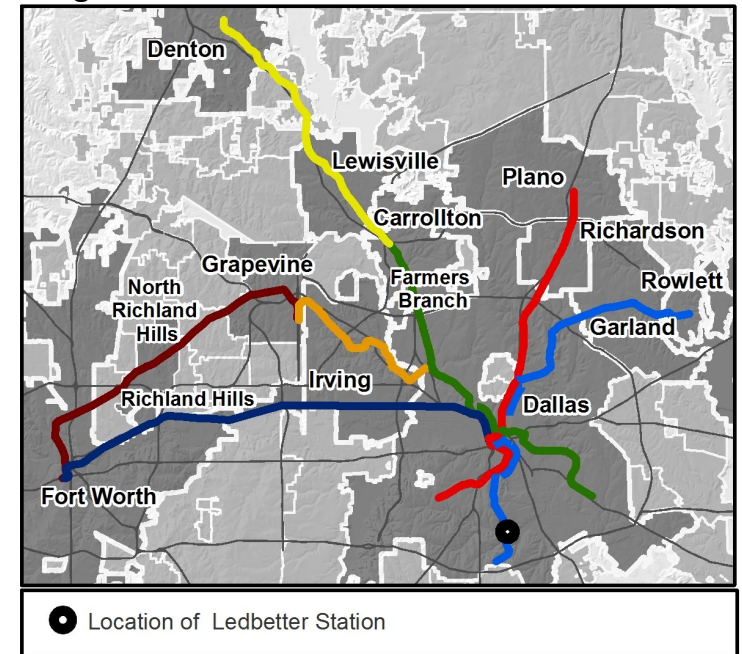
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Station Overview

Ledbetter Station is located between South Denley Drive and South Lancaster Road a block south of East Ledbetter Drive in Dallas. The station opened in 1997 and is served by the DART Rail Blue Line.

Regional Rail Transit Lines



0.5 Mile
Station Buffer



Rail Stations



Rail Lines

Key Developments



Government



Recreation



Retail

Rail Station Fact Sheet – Ledbetter Station



Station Characteristics¹

Address	2006 E. Ledbetter Drive
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Blue Line
Corridor	South Oak Cliff (SOC)
Year Opened	1997
Park & Ride Spaces	399

Ridership¹

2015 Avg. Weekday	2,283
2015 Avg. Saturday	1,294
2015 Avg. Sunday	962

2014 On-Board Transit Survey: Access Mode to Station²

Bike	0.3%
Drive Alone	6.5%
Carpool	0.0%
Walk	24.7%
Drop Off	20.3%
Other	0.0%
Transit Transfer	48.1%

Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	8,728
Population Density (pop/sq. mile)	1,684
Average Median Age	40
Average Median Income	\$30,570.38

Housing³

Total Housing Units	3,587
Housing Density (units/sq. mile)	692
Percent Occupied	87%
Percent Owner-Occupied	68%
Percent Renter-Occupied	32%

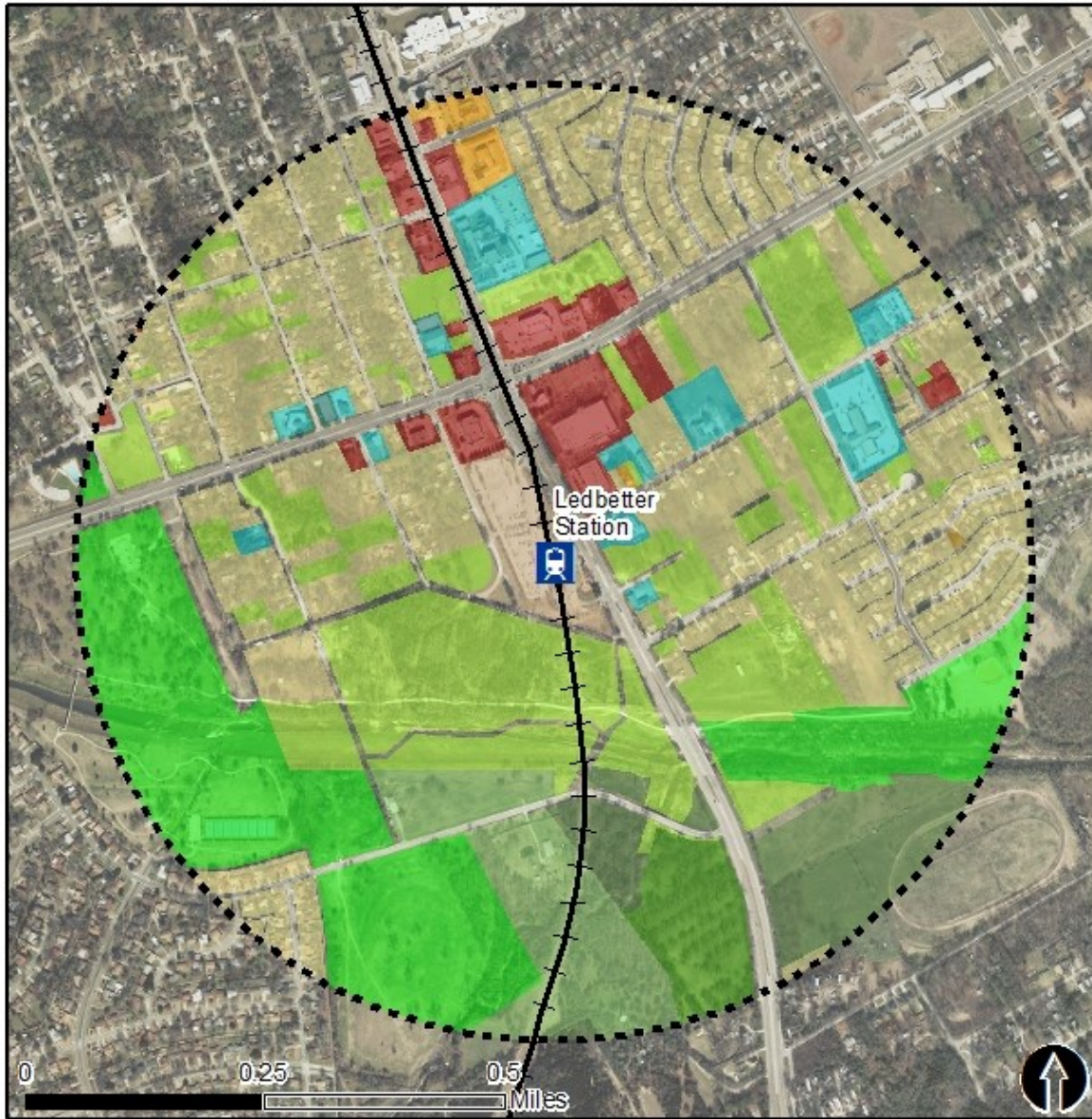
Commute To Work³

Percent Automobile	91.8%
Percent Drive Alone	81.9%
Percent Carpool	9.9%
Percent Transit	4.6%
Percent Bike	0.0%
Percent Walk	0.5%
Percent Other	0.0%
Percent Work from Home	3.1%
Percent Zero-Vehicle Households	8.3%

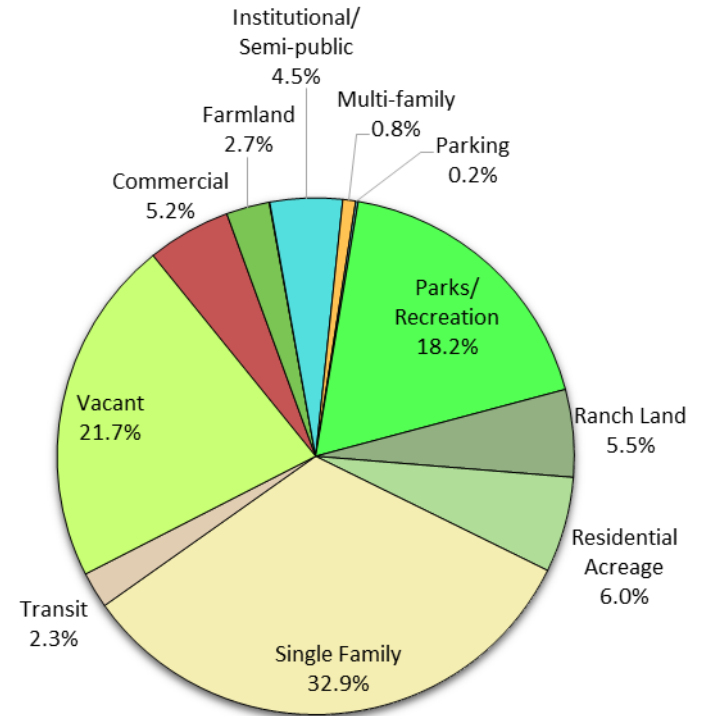
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	5,327
Job Density (jobs/sq. mile)	1,667

Land Use (2016) – Ledbetter Station



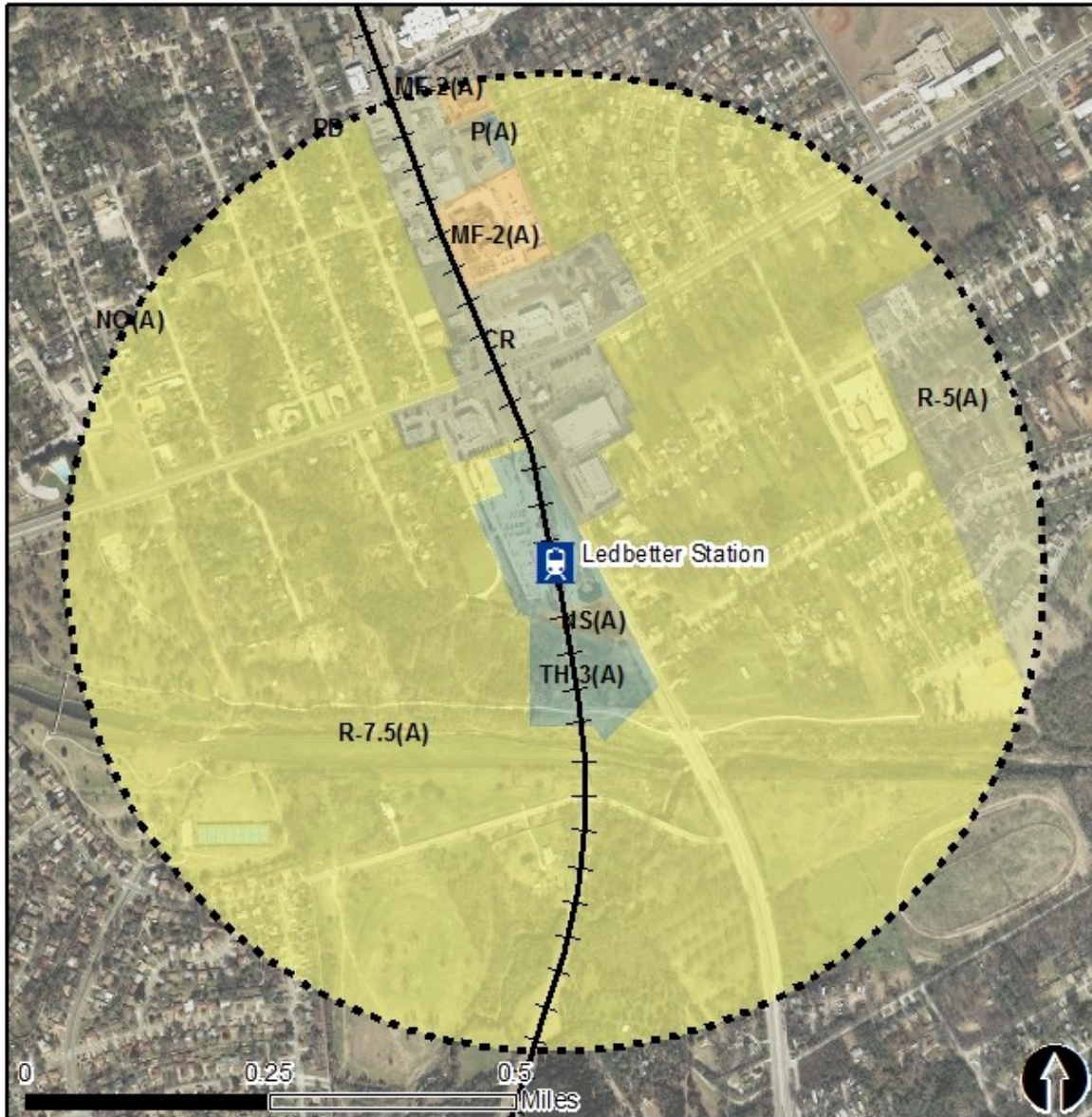
Land Use Percentages



0.5 Mile
Station Buffer

Rail Stations Rail Alignment

Zoning (2016) – Ledbetter Station



Zoning Districts

- CR – Community Retail
- MF-2(A) – Multifamily
- NS(A) – Neighborhood Service
- P(A) – Parking
- PD – Planned Development
- R-7.5, R-5(A) – Single Family
- TH – Townhome

For more information on zoning, please visit the City of Dallas Zoning website at:

<http://gis.dallascityhall.com/zoningweb/>



Rail Stations



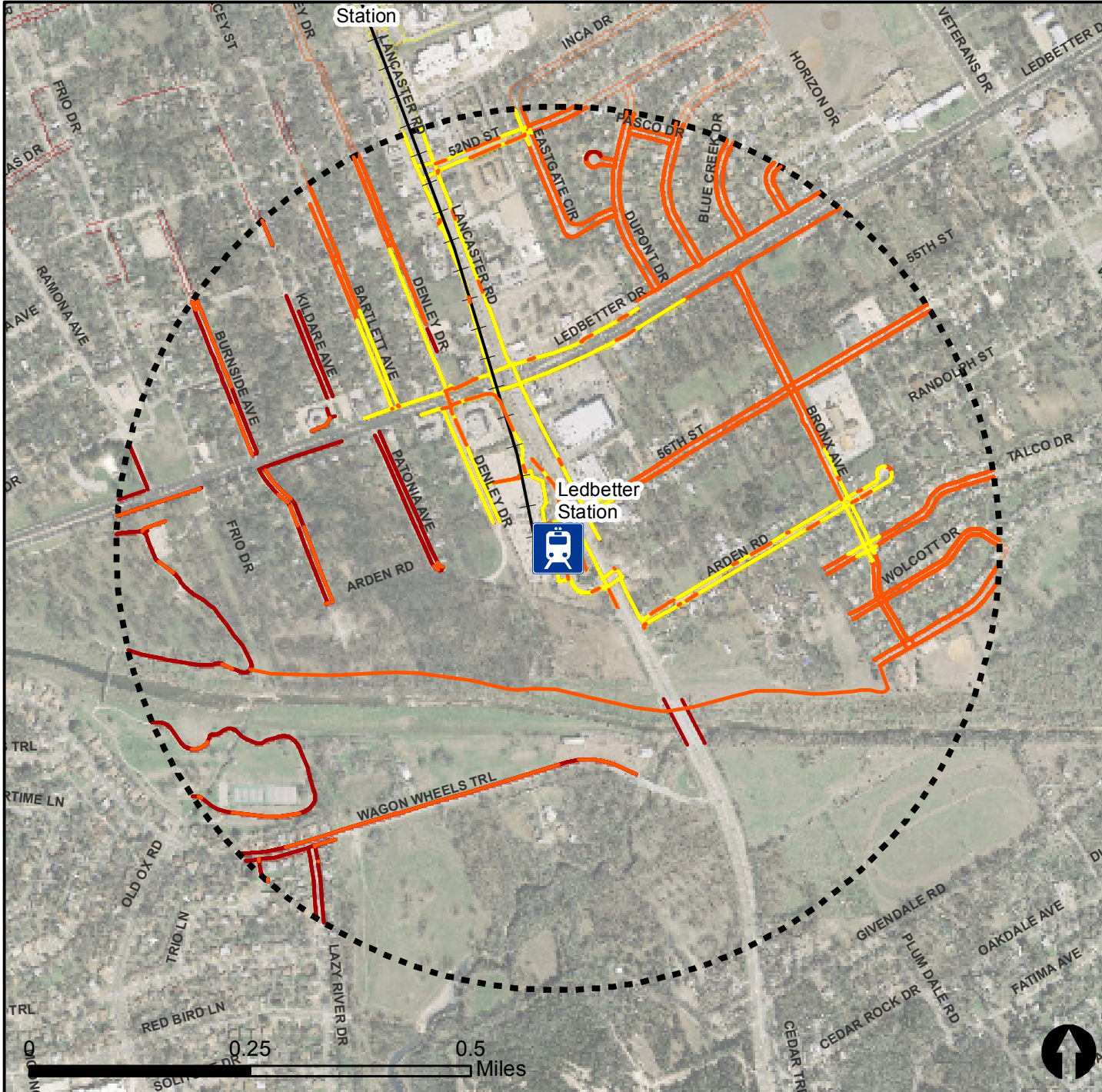
Rail Lines

Pedestrian Routes to Rail - Ledbetter Station







Last Updated: February 2015



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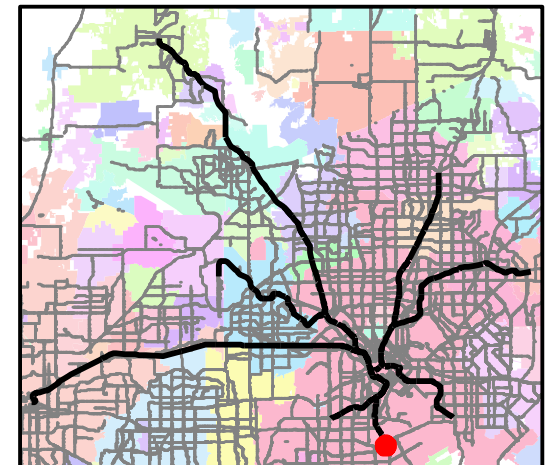
Legend

-  Rail Stations
-  0.5 Mile Station Buffer
-  Railroads
-  Existing sidewalk facilities within a 0.5 mile walk distance
-  Existing sidewalk facilities greater than a 0.5 mile walk distance
-  Existing sidewalk facilities that are disconnected due to a gap in the network

Project Overview

The Pedestrian Routes to Rail study identifies all existing pedestrian facilities within a half-mile radius of existing light rail and commuter rail stations in the Dallas-Fort Worth region based on 2014 data. ArcGIS Network Analyst tool was used to identify continuous facilities that are less than or greater than a half-mile actual walking distance to a station. The maps also reflect existing facilities that are disconnected due to gaps or other barriers not allowing a continuous pedestrian route to a station. The maps do not reflect the condition or ADA compliance of the existing infrastructure. More information on the Routes to Rail study and methodology is available at:

nctcog.org/RoutesToRail

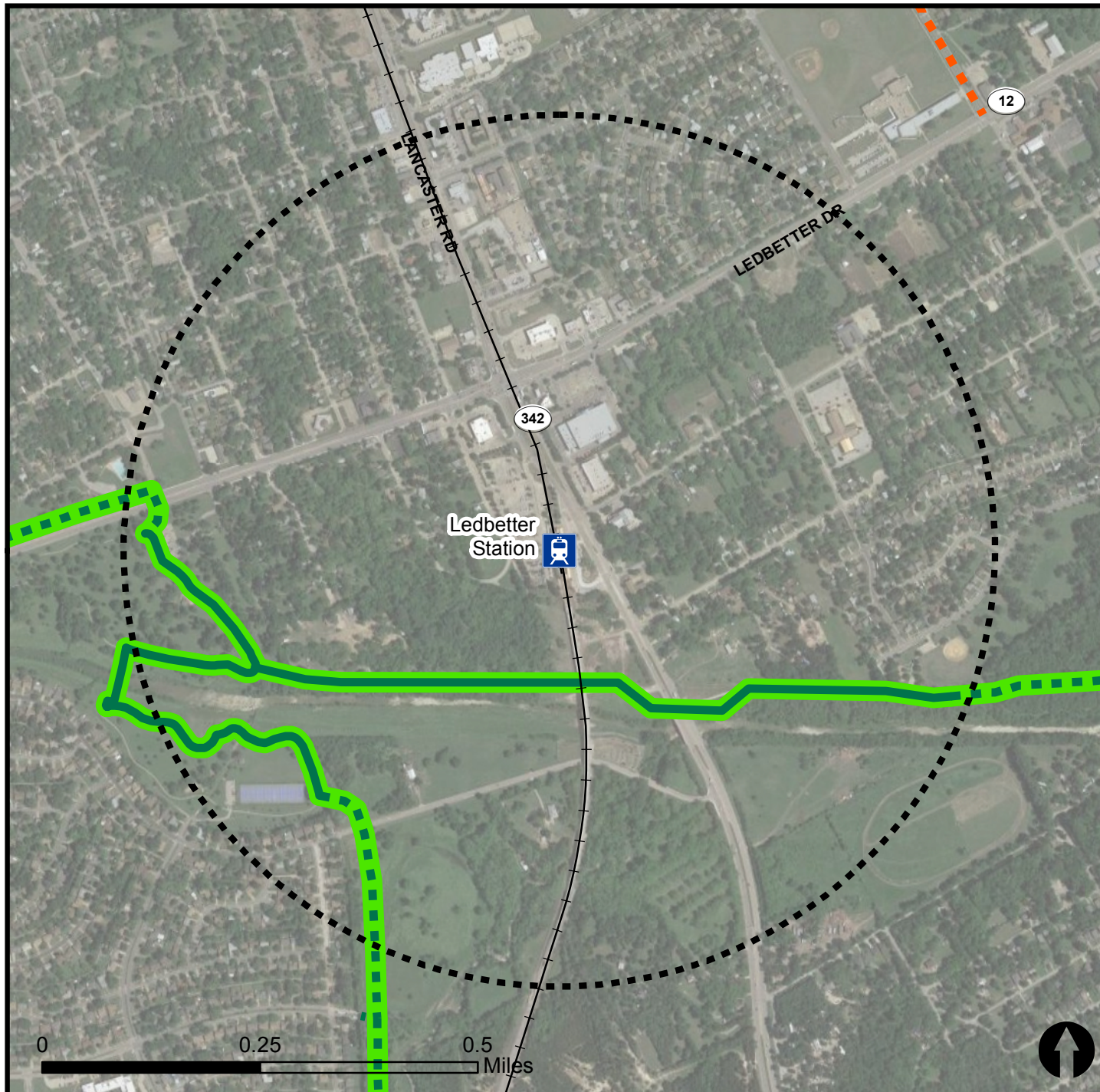


Bicycle Routes to Rail - Ledbetter Station

Last Updated: October 2016



North Central Texas
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Legend

- Rail Stations
- 0.5 Mile Station Buffer
- Rail Lines
- On-Street Bikeway, Existing
- On-Street Bikeway, Planned
- 2040 Veloweb
- Off-Street Path, Existing
- Off-Street Path, Planned

Project Overview

The Bicycle Routes to Rail study identifies all existing and planned bikeways in proximity to existing or under-construction light rail and commuter rail stations in the Dallas / Fort Worth region based on 2016 data. The maps reflect off-street paths (trails) and streets designated by local adopted master plans for dedicated bikeways (e.g. bike lanes, cycle tracks) located on the street. In accordance with the Texas Transportation Code, bicyclists have a right to the road. As such, the map does not reflect other roadways around the station that may have signed bike routes or by state law may be used by bicyclists. More information about the Routes to Rail study and methodology is available at:

nctcog.org/RoutesToRail

