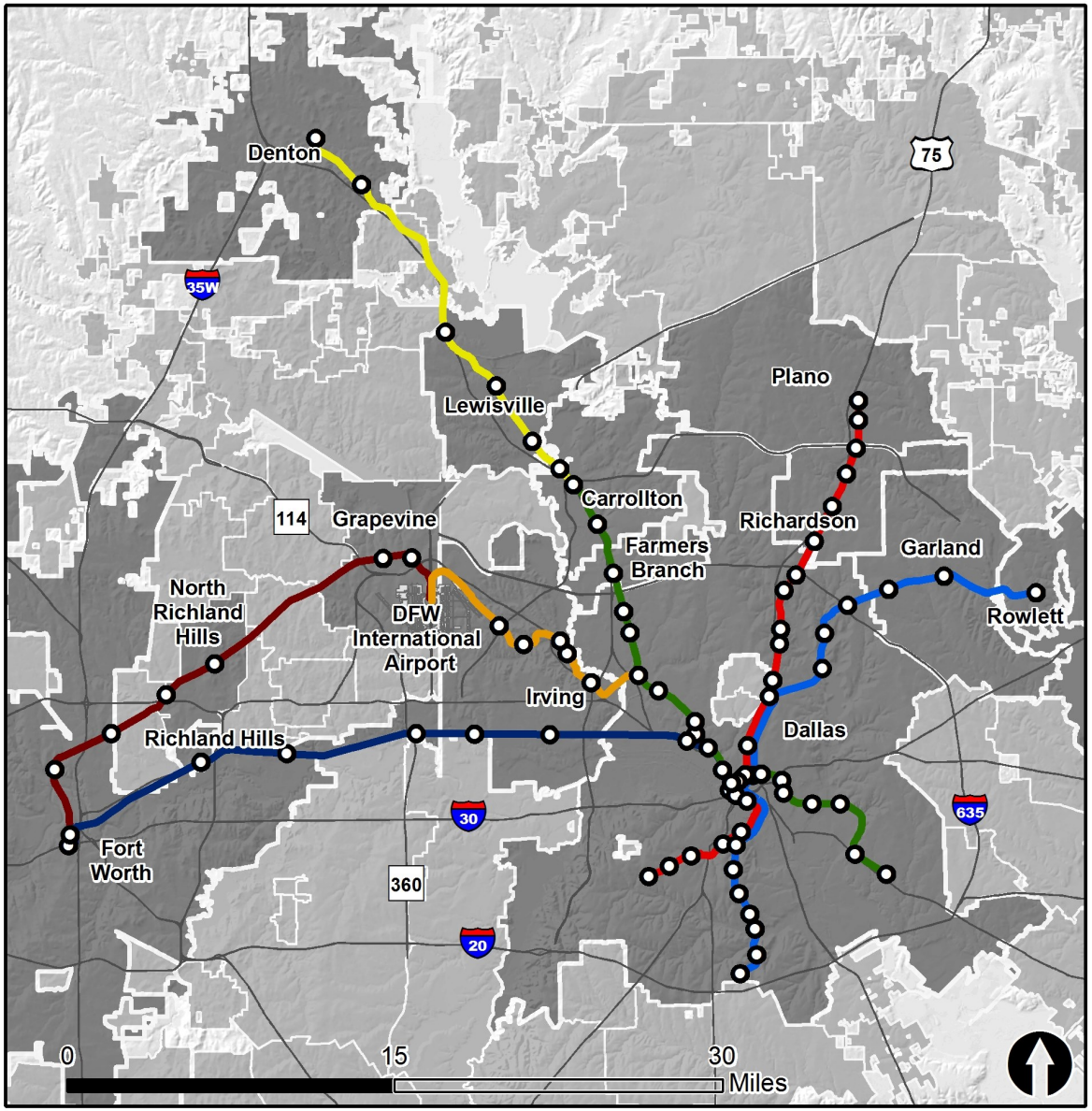
North Central Texas Rail Station Fact Sheets Guide 2017

North Central Texas Council of Governments



Summary

The 2017 North Central Texas Rail Station Fact Sheets represent a snapshot of data describing development, demographics, and station characteristics for 82 of the region's active and under construction rail stations. This is the second edition of the fact sheets released by NCTCOG since 2015. New to the 2017 edition are DART's South Oak Cliff Blue Line extension and FWTA's TEX Rail line. Each fact sheet has six pages containing:

- Overview and regional location
- Station transit information, demographics, and other area characteristics
- Land use Map
- Zoning Map
- Pedestrian Routes to Rail
- Bicycle Routes to Rail

This guide explains the methodology and data sources used to produce the fact sheets as part of the Transit-Oriented Development (TOD) data collection program.

More information on TOD Data Collection: nctcog.org/TODdata

Rail Stations

DART
- Red Line
- Green Line
- Blue Line
- Orange Line

DART/FWTA
- TRE

FWTA
- TEX Rail

DCTA
- A-Train

Rail Station Fact Sheets Guide 2017 — Station Area Data

North Central Texas Council of Governments

Key Developments

Destinations likely to attract trips from the rail station. These should be accessible by a sidewalk from the rail station platform in the 0.5 mile station area.

Station Characteristics and Ridership

Address, city, agency, rail line(s), corridor, year opened, park & ride spaces, and average daily ridership

All data items above are from the corresponding transit agencies: Dallas Area Rapid Transit (DART), Denton County Transportation Authority (DCTA), and Fort Worth Transportation Authority (FWTA).

2014 On-Board Transit Survey: Access Mode to Station

The 2014 On-Board Transit Survey collected by NCTCOG includes data from over 36,000 riders on fixed route transit service from DART, DCTA, and FWTA. Access mode data here is based on where riders boarded transit.

Station Area Plans and Studies

Plans and studies highlighted here concern long-range planning for the development of land and infrastructure around the station. They may be from a city, transit agency, or group involved in development of a station area.

Station Area Characteristics: Demographics, Housing, Commute to Work

All data in these categories are from the 2010-2014 American Community Survey 5-year estimates at the Census Block Group level. Block Groups intersecting the 0.5 mile station area were selected and values summed or averaged, as appropriate.

Traffic Survey Zone 2017 Employment Forecast

NCTCOC Demographic Forecast for long-range population and employment growth to 2040. Includes a model base year of 2017.

All station area characteristics are analyzed from geographies intersecting the 0.5 mile station area, used as an approximate boundary for preferable walking distances to transit. This analysis is discussed further on the next page.

More information on TOD Data Collection: nctcog.org/TODdata

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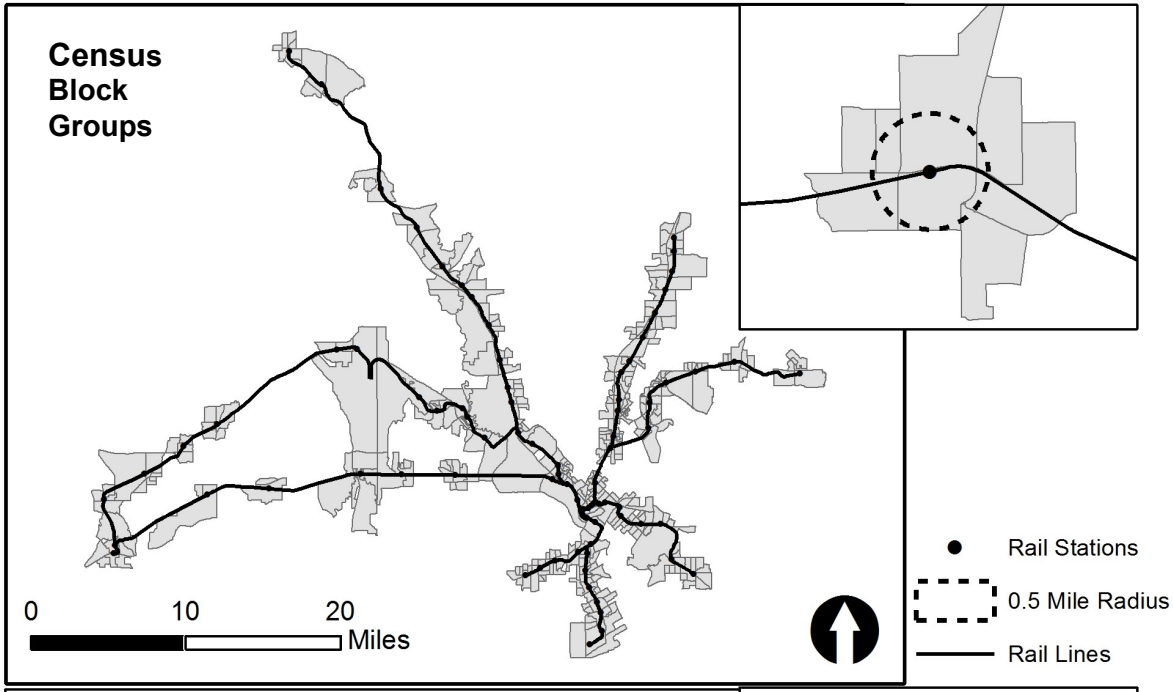

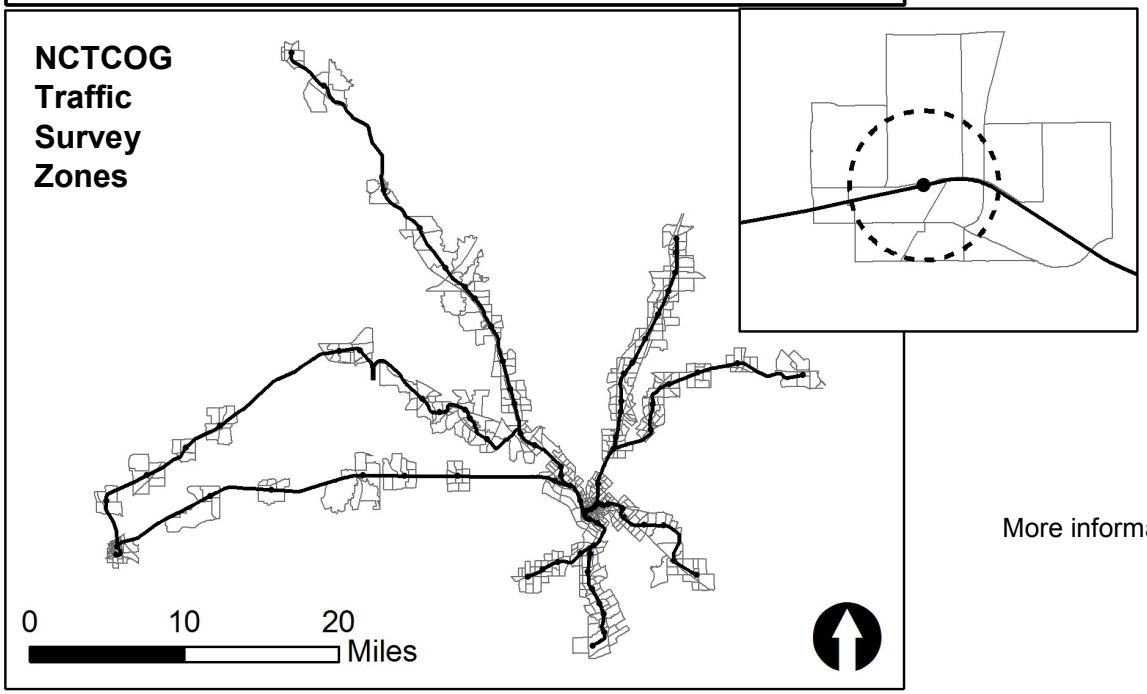

Demographic and Forecast Data

Data for the demographics, housing, and commute to work portion of the fact sheet are taken from 2010-2014 American Community Survey 5-year estimates data for Census Block Groups intersecting the 0.5 mile station area.

Data for employment forecast is taken from the NCTCOG Demographic Forecast data for the model year 2017, for Traffic Survey Zones (TSZ) intersecting the 0.5 mile station area.

The maps to the left display the Census and TSZ geographies intersecting the 82 rail station areas in the fact sheets. The geographies of the data layers from the Census and NCTCOG do not match exactly with the station area radius; thus, station area data may not reflect population, employment, housing, etc., precisely near the station. However, the data is highly related to station area character and thus provides a useful indicator of factors such as density and market potential.

More information on TOD Data Collection: nctcog.org/TODdata

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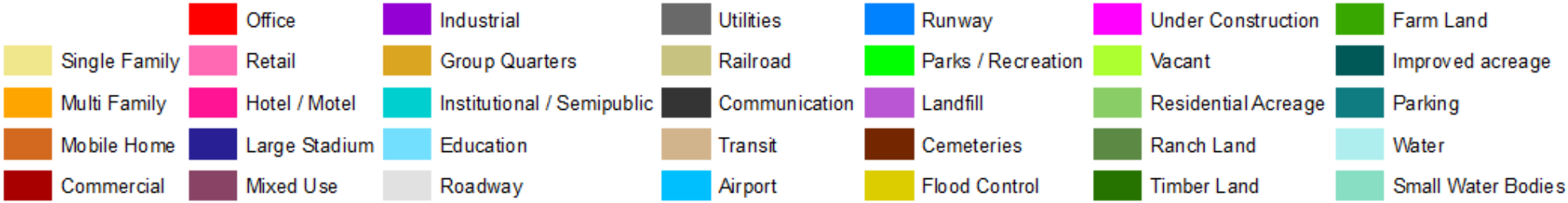
North Central Texas Council of Governments

Land Use

The land use information is based on NCTCOG's 2010 Regional Land Use dataset. The TOD Data Collection program updates the land use information on the 0.5 mile station areas using specific project information. Please see the NCTCOG Regional Data Center FAQ for more information on Land Use data: http://rdc.nctcog.org/FAQ.aspx

NCTCOG 2010 Land Use Categories



Zoning

Zoning information for the cities intersecting the 0.5 mile station area was collected by NCTCOG staff based on publicly available information. The boundaries and designations depicted in these maps are approximate and subject to change. Appropriate city staff should be consulted for more information.

More information on TOD Data Collection: nctcog.org/TODdata

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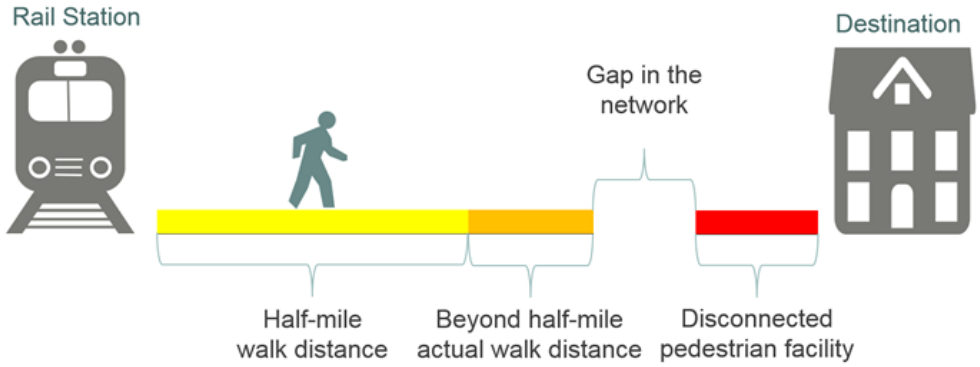
Pedestrian Routes to Rail

Pedestrian Routes to Rail is a GIS network-based assessment that focuses on the routes and walking distances from rail stations. The ArcGIS Network Analyst tool was used to identify continuous pedestrian routes that are less than or greater than a half-mile actual walking distance from each station, as conceptually illustrated below. For this analysis existing pedestrian facilities are defined as sidewalks and multi-use paths.



Bicycle Routes to Rail

The Bicycle Routes to Rail portion of this study identifies all existing and planned bikeways near existing light rail and commuter rail stations in the DFW 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 which by state law may be used by bicyclists.

More information: http://www.nctcog.org/trans/sustdev/bikeped/routes_to_rail/index.asp