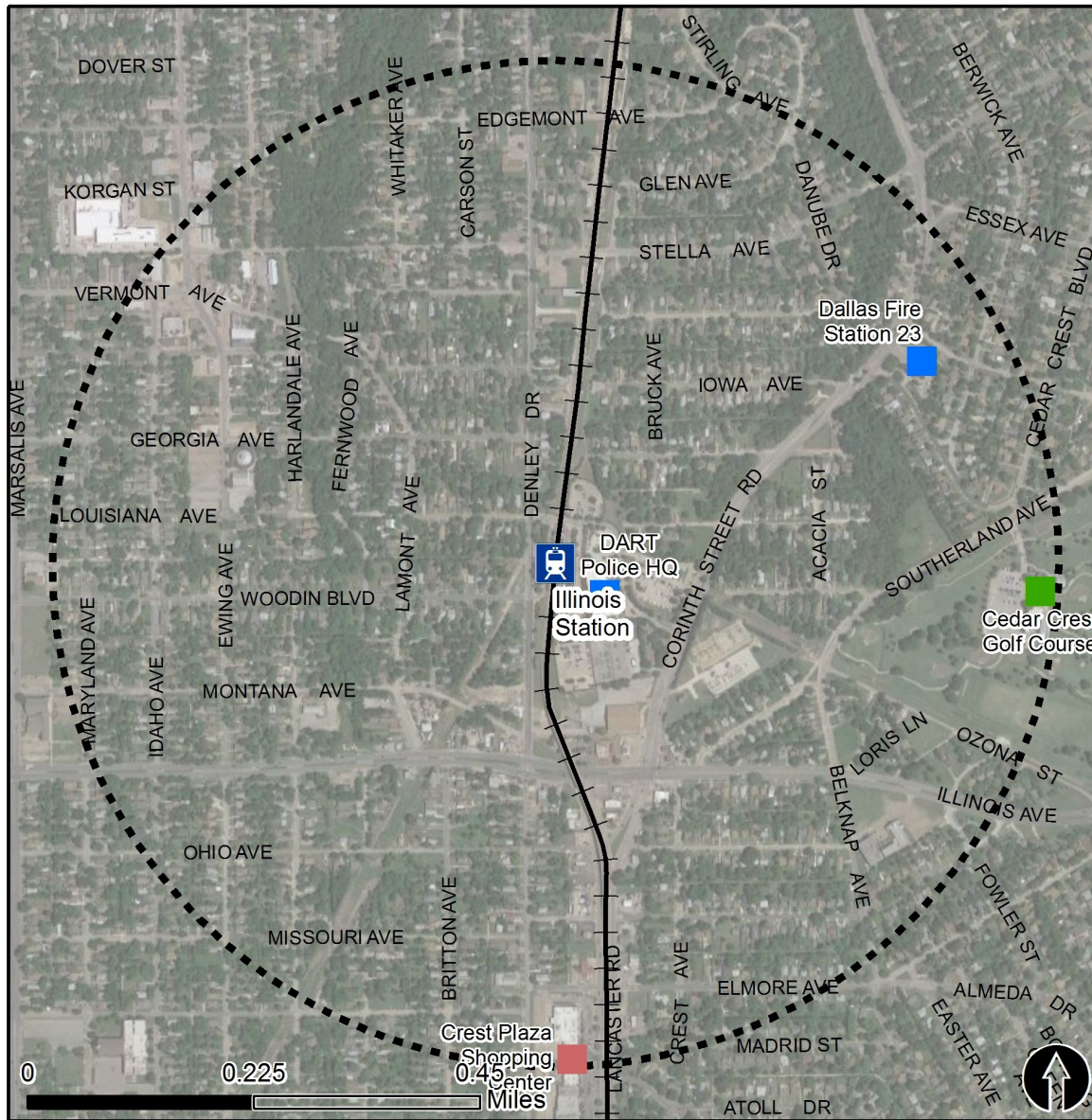


Rail Station Fact Sheet – Illinois Station



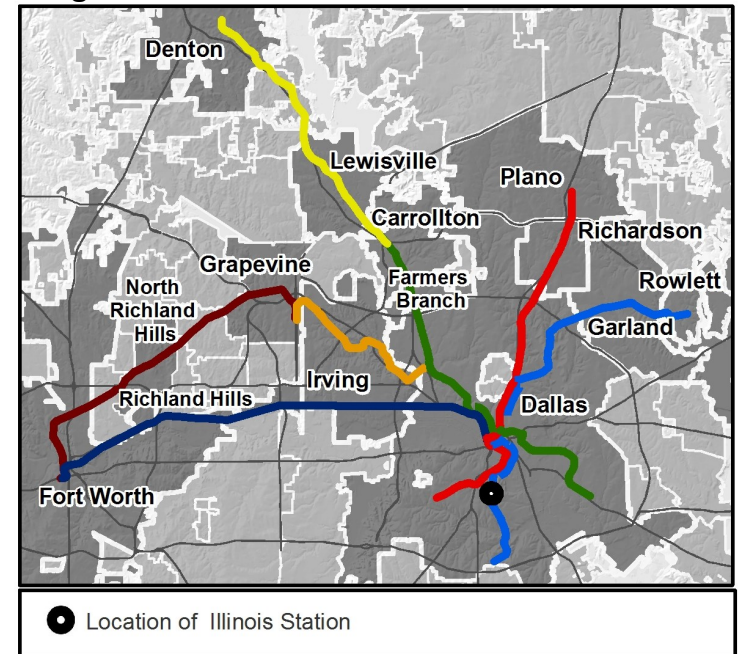
North Central Texas
Council of Governments



Station Overview

Illinois Station is located near Corinth Street Road, north of Illinois Avenue in Dallas. The station is home to DART's Police Department headquarters and opened in 1997 with service 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 – Illinois Station



Station Characteristics¹

Address	2111 S. Corinth Street
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Blue Line
Corridor	South Oak Cliff (SOC)
Year Opened	1997
Park & Ride Spaces	345

Ridership¹

2015 Avg. Weekday	1,070
2015 Avg. Saturday	613
2015 Avg. Sunday	396

2014 On-Board Transit Survey: Access Mode to Station²

Bike	0.8%
Drive Alone	1.3%
Carpool	0.0%
Walk	44.8%
Drop Off	20.9%
Other	1.1%
Transit Transfer	31.0%

Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	7,754
Population Density (pop/sq. mile)	3,750
Average Median Age	38
Average Median Income	\$26,334.88

Housing³

Total Housing Units	3,002
Housing Density (units/sq. mile)	1,452
Percent Occupied	83%
Percent Owner-Occupied	66%
Percent Renter-Occupied	34%

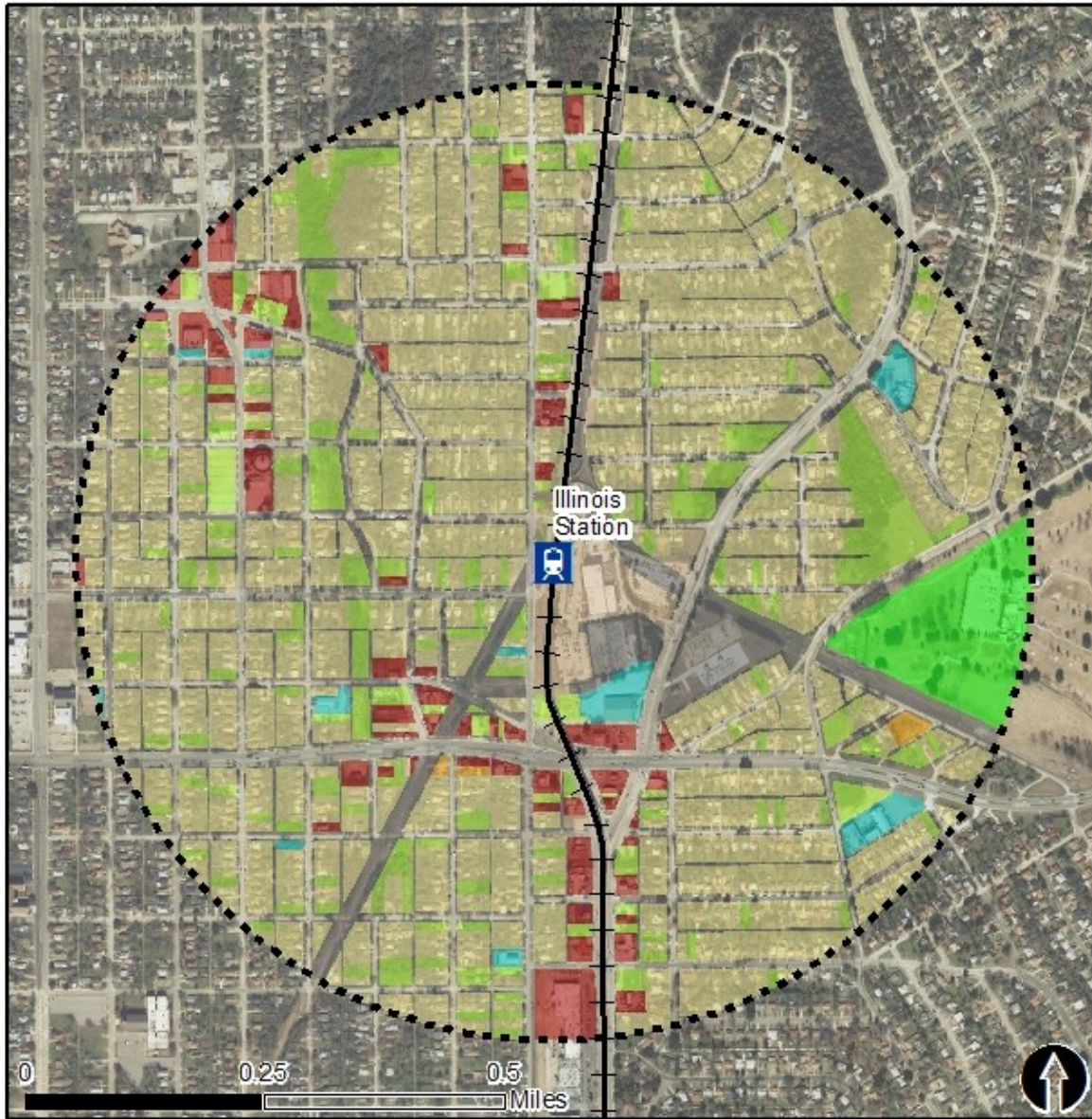
Commute To Work³

Percent Automobile	86.4%
Percent Drive Alone	78.7%
Percent Carpool	7.7%
Percent Transit	2.8%
Percent Bike	0.0%
Percent Walk	0.8%
Percent Other	8.7%
Percent Work from Home	1.4%
Percent Zero-Vehicle Households	15.6%

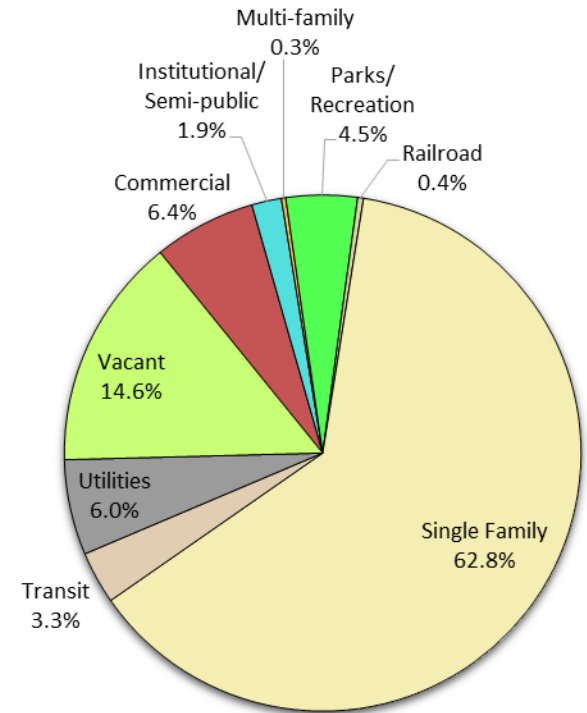
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	1,470
Job Density (jobs/sq. mile)	698



Land Use (2016) – Illinois Station



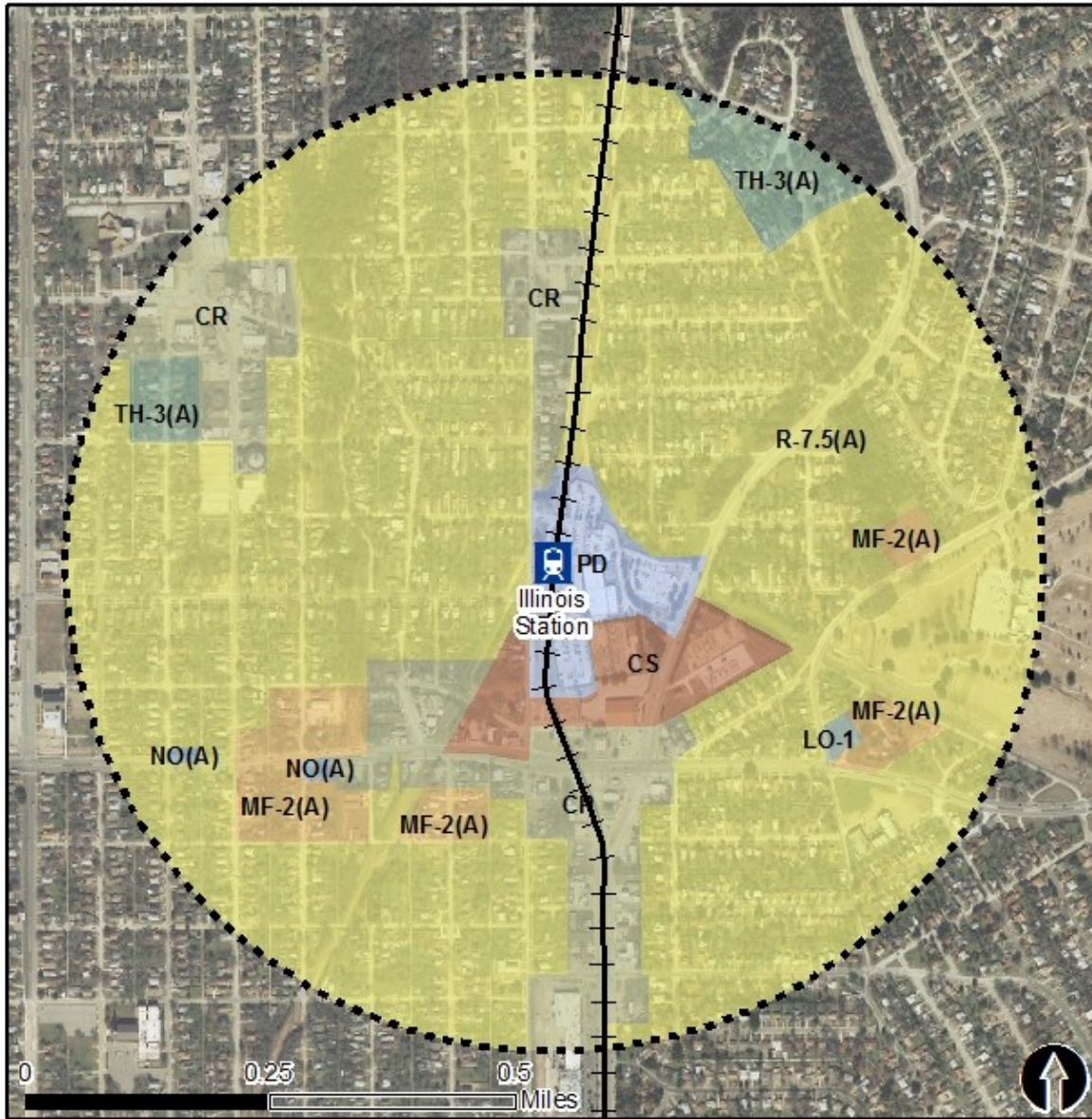
Land Use Percentages



 0.5 Mile
Station Buffer

 Rail Stations  Rail Lines

Zoning (2016) – Illinois Station



Zoning Districts

- CR – Community Retail
- CS – Commercial Service
- LO-1 – Limited Office
- MF-2(A) – Multi-family
- NO(A) – Neighborhood Office
- IR – Industrial Research
- PD – Planned Development
- R-7.5(A) – Single Family
- TH-3(A) – Townhouse

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

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



0.5 Mile
Station Buffer



Rail Stations



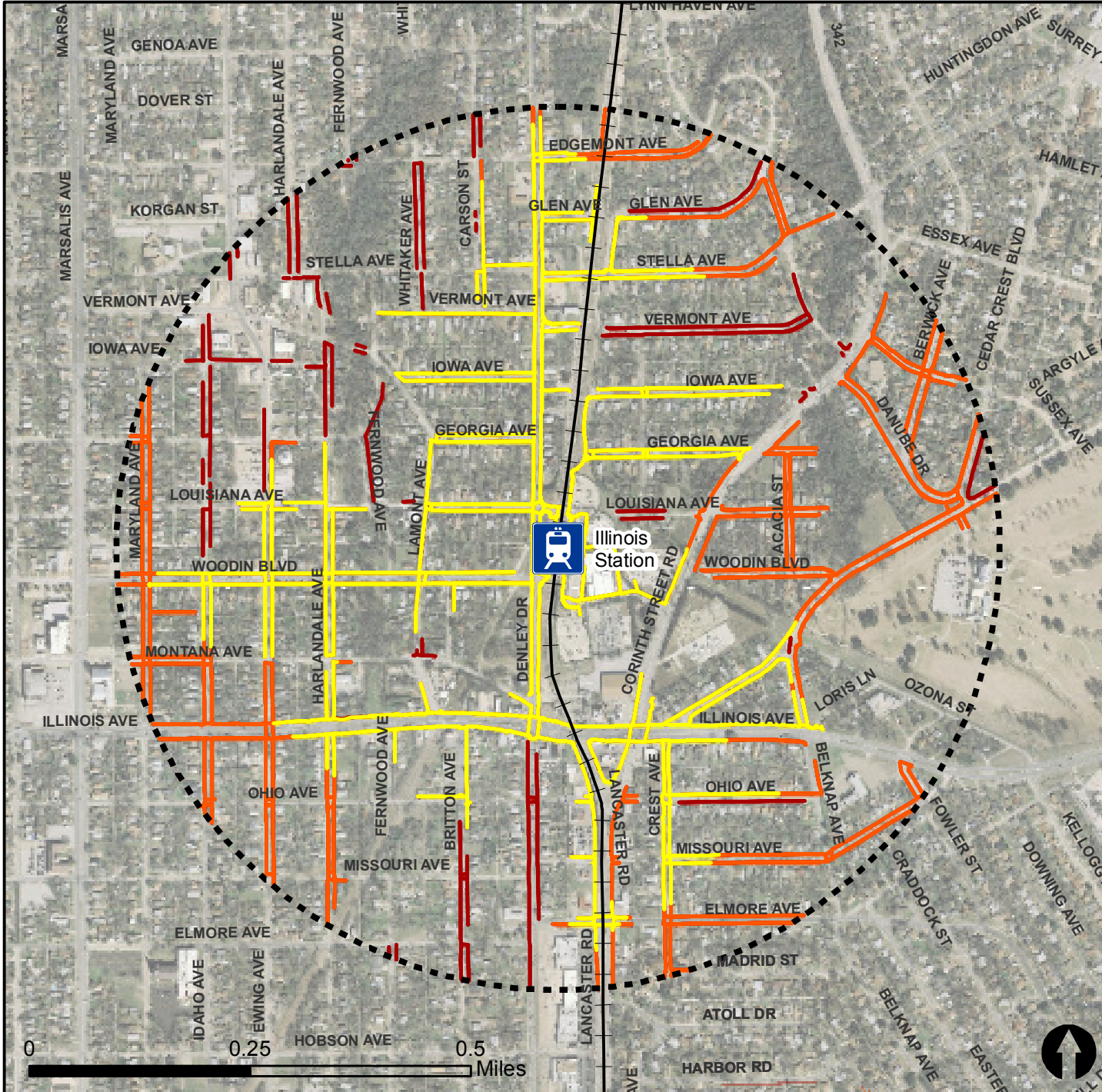
Rail Lines

Pedestrian Routes to Rail - Illinois Station

Last Updated: February 2015



North Central Texas
Council of Governments



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

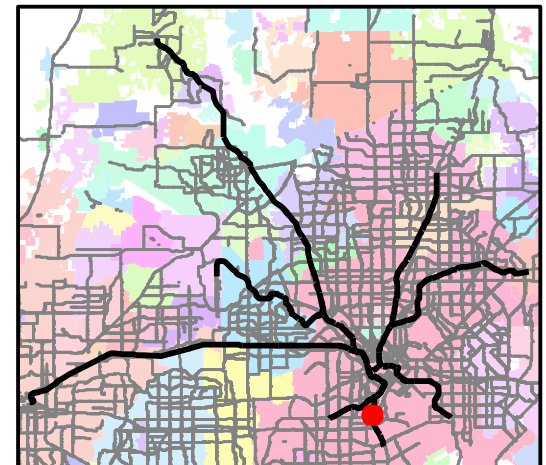


Existing sidewalk facilities that are
disconnected due to a gap in the
network

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 - Illinois Station

Last Updated: October 2016



North Central Texas
Council of Governments



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

