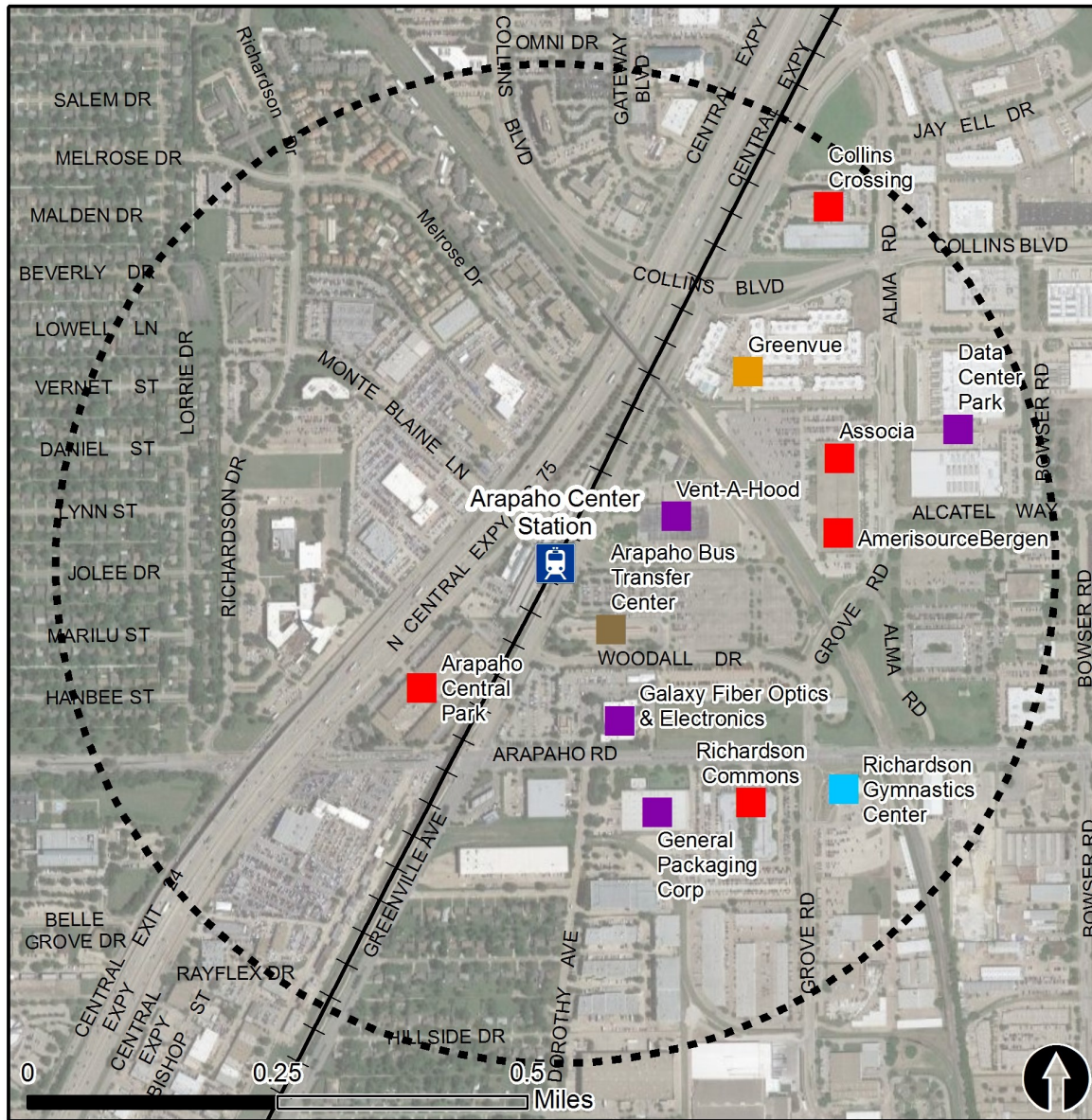


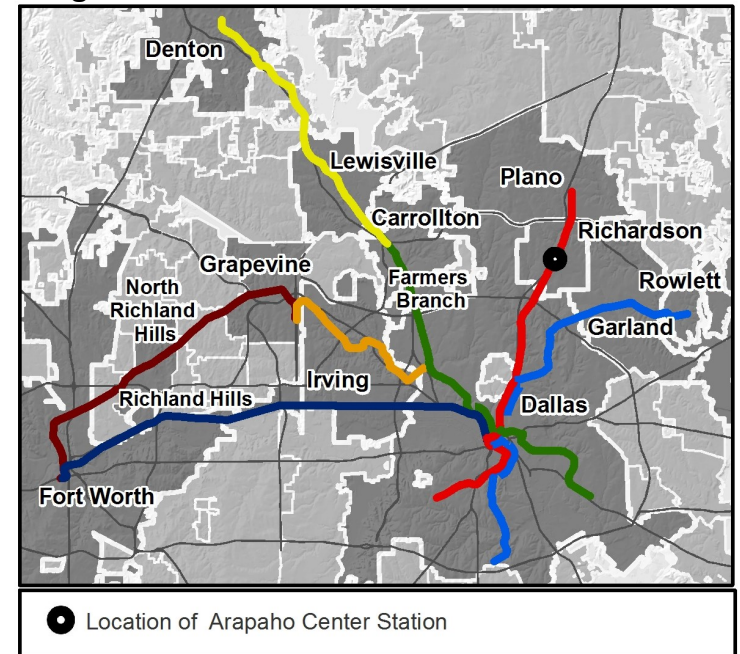
Rail Station Fact Sheet – Arapaho Center Station



Station Overview

Arapaho Center Station is located on Greenville Avenue near Arapaho Road in Richardson. The station opened in 2002 and is served by the DART Rail Red Line and selected weekday rush hour Orange Line trips.

Regional Rail Transit Lines



● Location of Arapaho Center Station

0.5 Mile Station Buffer Rail Lines	Rail Stations	Key Developments				
		Transportation	Industrial	Institutional	Multi-Family	Office

Rail Station Fact Sheet – Arapaho Center Station



Station Characteristics¹

Address	1051 N. Greenville Avenue
City	Richardson
Agency	Dallas Area Rapid Transit
Rail Line(s)	Red Line, Orange Line
Corridor	North Central (NC)
Year Opened	2002
Park & Ride Spaces	1,121

Ridership¹

2015 Avg. Weekday	1,171
2015 Avg. Saturday	414
2015 Avg. Sunday	228

2014 On-Board Transit Survey: Access Mode to Station²

Bike	2.0%
Drive Alone	4.9%
Carpool	2.1%
Walk	23.2%
Drop Off	19.1%
Other	0.0%
Transit Transfer	48.5%

Station Area Plans and Studies

Title	Arapaho Center Station Area Plan
Publisher	City of Richardson
Year	2003
Web Location	http://www.cor.net/todplans

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	8,195
Population Density (pop/sq. mile)	1,977
Average Median Age	35
Average Median Income	\$57,698.63

Housing³

Total Housing Units	3,966
Housing Density (units/sq. mile)	957
Percent Occupied	93%
Percent Owner-Occupied	50%
Percent Renter-Occupied	50%

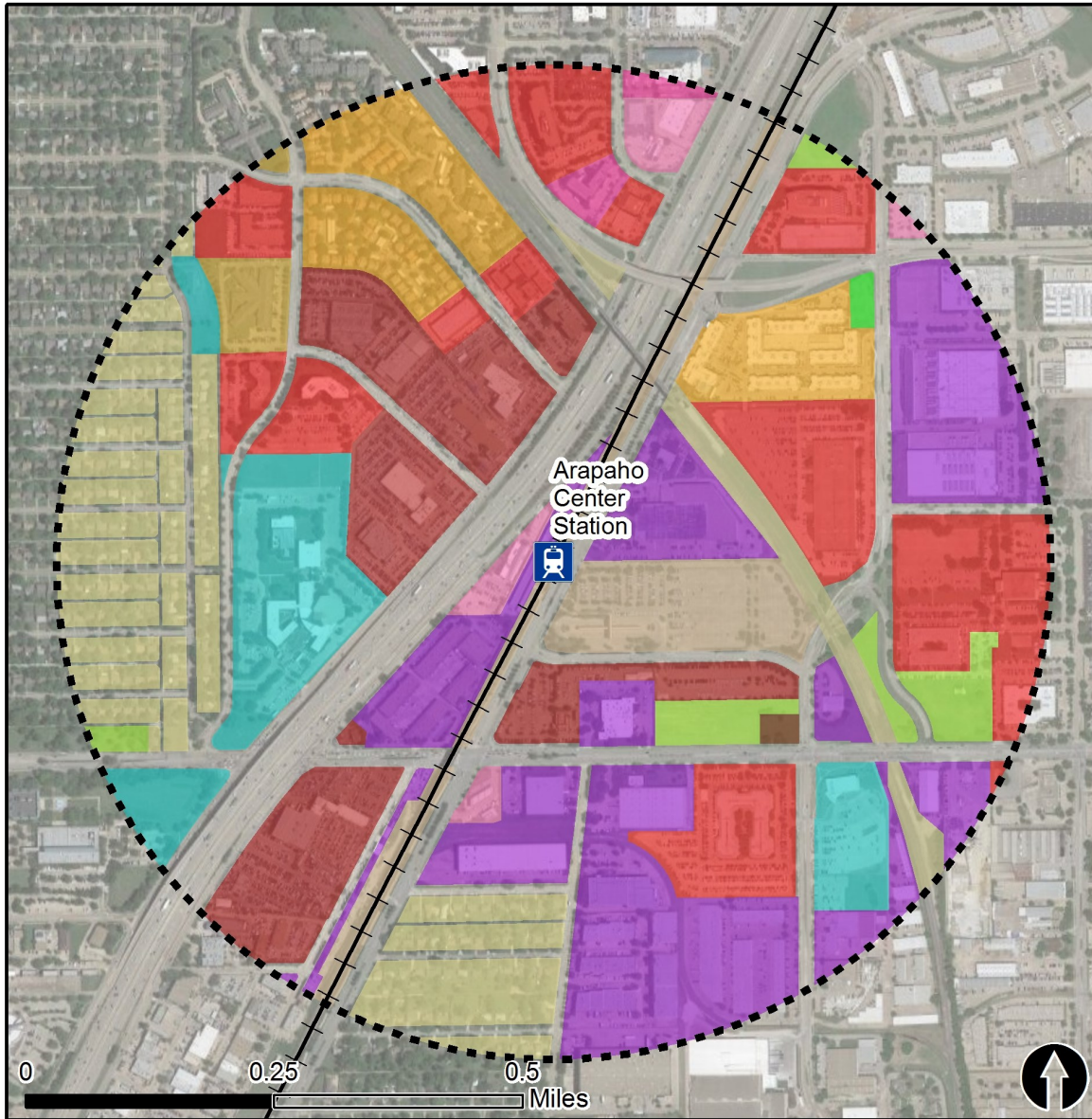
Commute To Work³

Percent Automobile	89.4%
Percent Drive Alone	80.6%
Percent Carpool	8.8%
Percent Transit	3.8%
Percent Bike	0.1%
Percent Walk	2.1%
Percent Other	0.8%
Percent Work from Home	3.8%
Percent Zero-Vehicle Households	3.0%

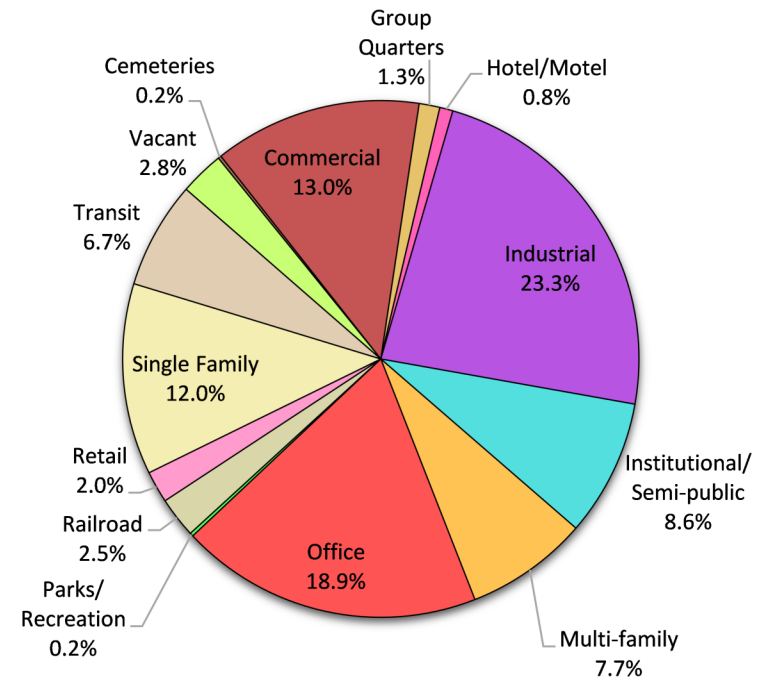
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	30,523
Job Density (jobs/sq. mile)	11,491

Land Use (2016) – Arapaho Center Station



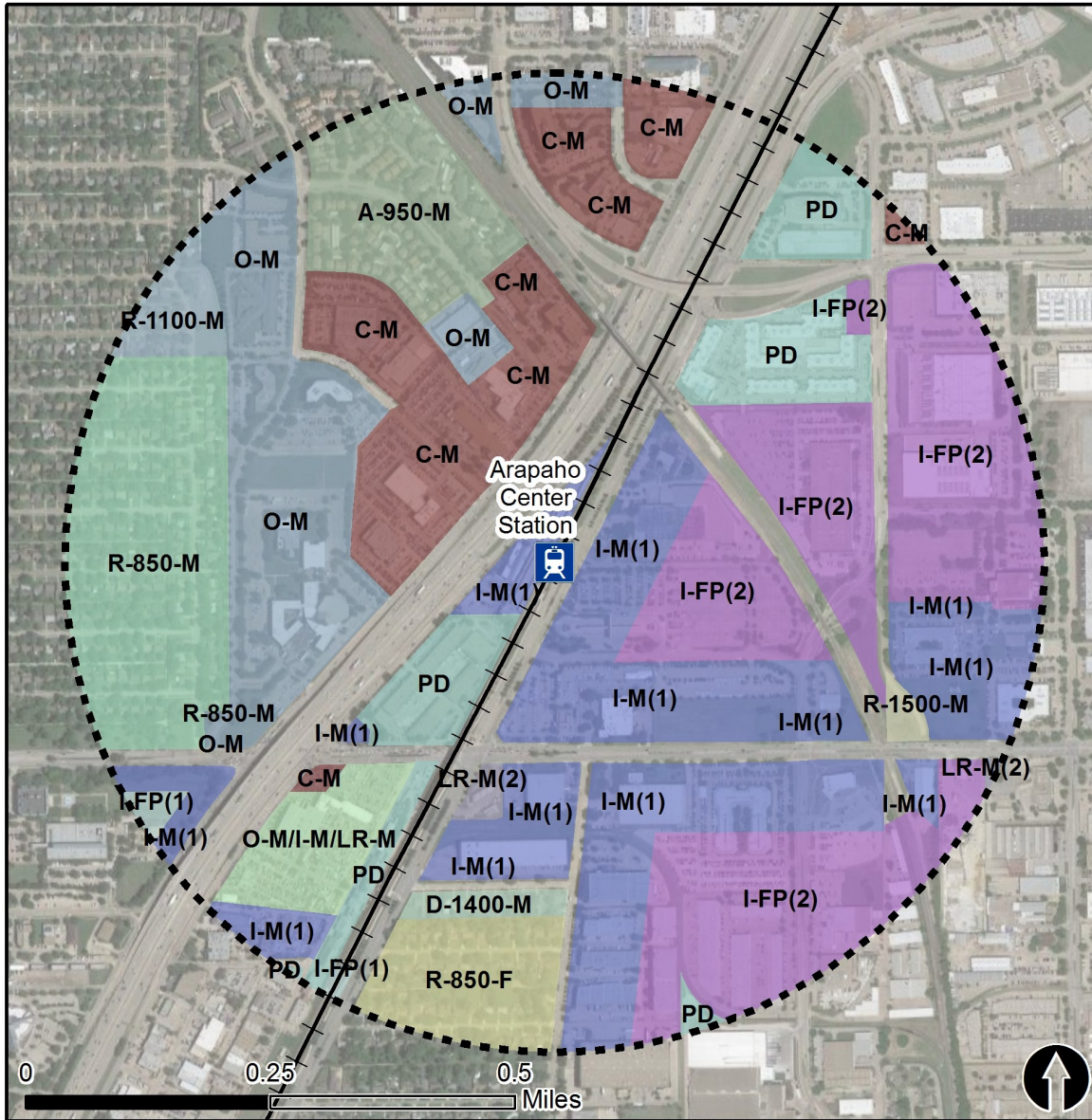
Land Use Percentages



0.5 Mile
Station Buffer

Rail Stations Rail Lines

Zoning (2016) – Arapaho Center Station

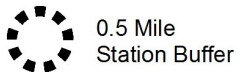


Zoning Districts

- A-950-M – Apartment
- C-M – Commercial
- D-1400-M – Duplex
- I-FP(1) – Industrial
- I-FP(2) – Industrial
- I-M(1) – Industrial
- LR-M(2) – Local Retail
- O-M – Office
- PD – Planned Development
- R-850-M – Residential
- R-1100-M – Residential
- R-1500-M – Residential

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

<http://www.cor.net/index.aspx?page=328>



0.5 Mile
Station Buffer



Rail Stations



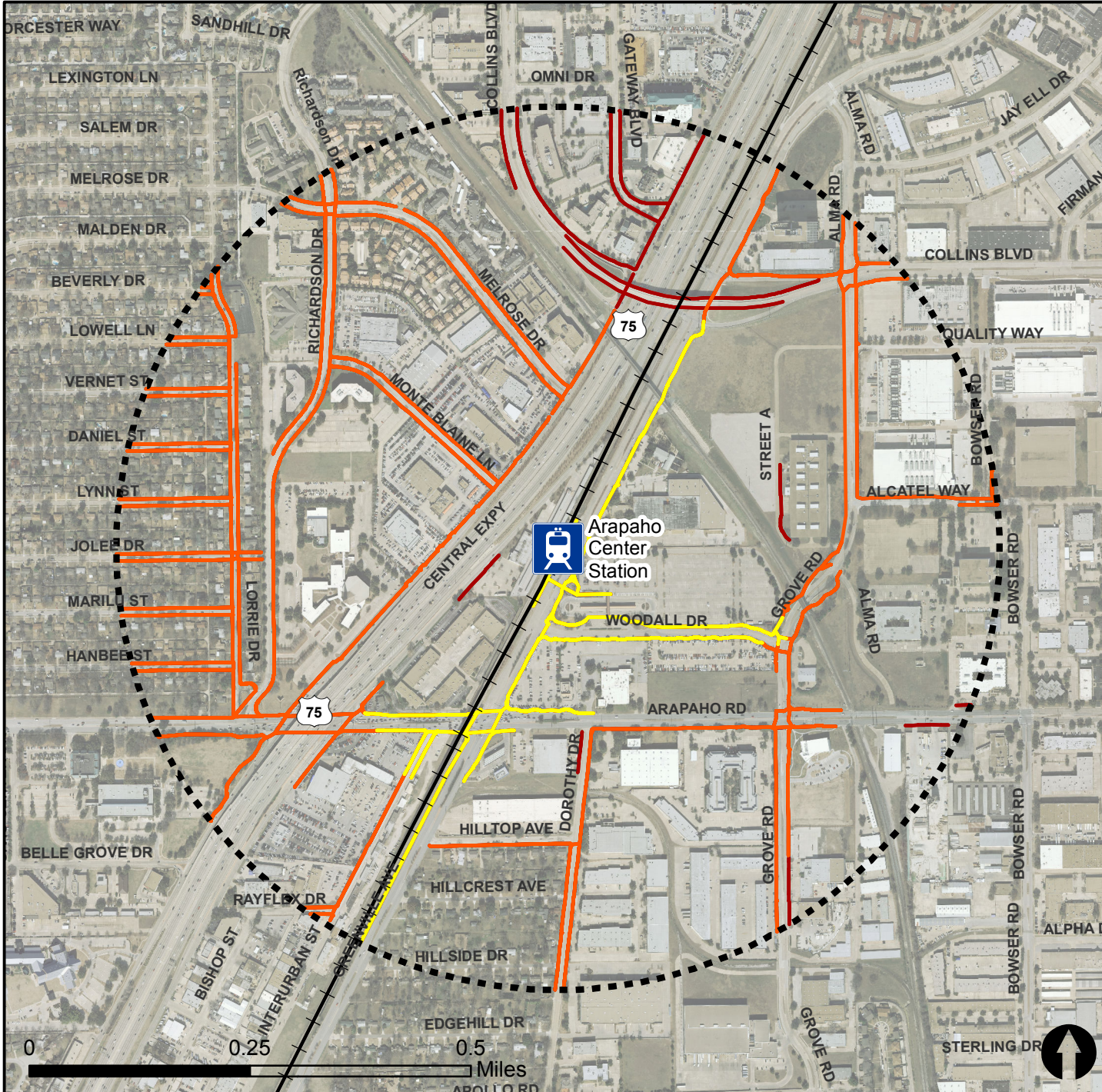
Rail Lines

Pedestrian Routes to Rail - Arapaho Center Station







Last Updated: February 2015



North Central Texas
Council of Governments

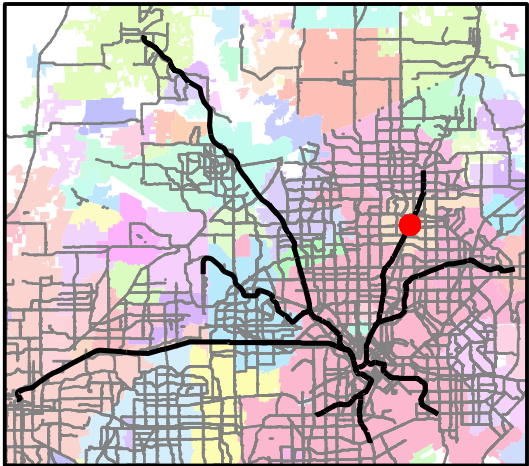


Legend

-  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 - Arapaho Center 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

