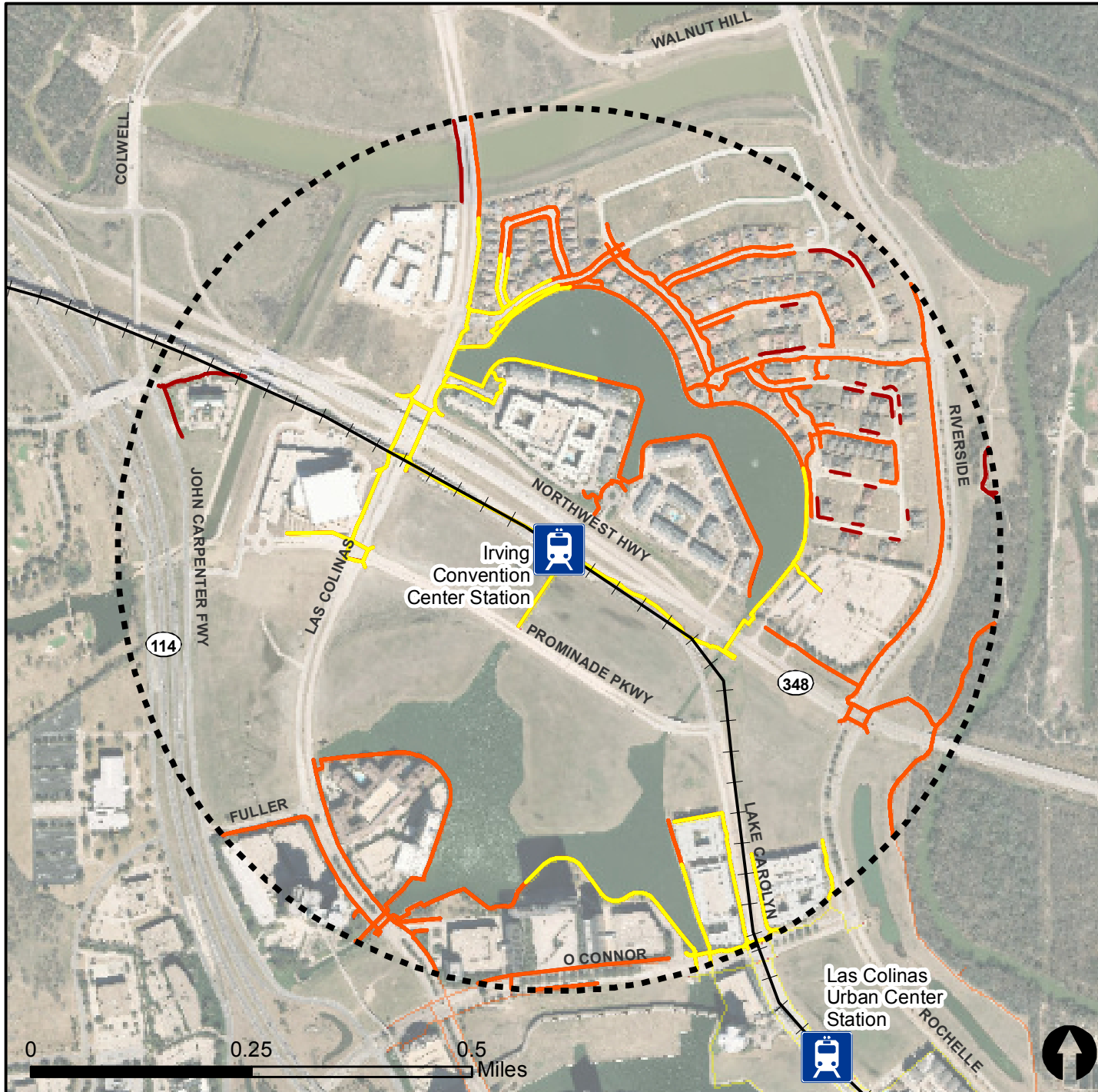


Pedestrian Routes to Rail - Irving Convention Center Station

Last Updated: February 2015



North Central Texas
Council of Governments



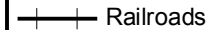
Legend



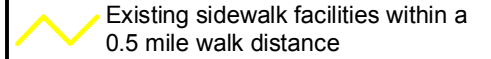
Rail Stations



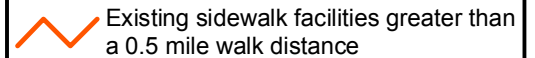
0.5 Mile
Station Buffer



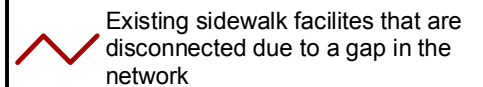
Railroads



Existing sidewalk facilities within a
0.5 mile walk distance



Existing sidewalk facilities greater than
a 0.5 mile walk distance

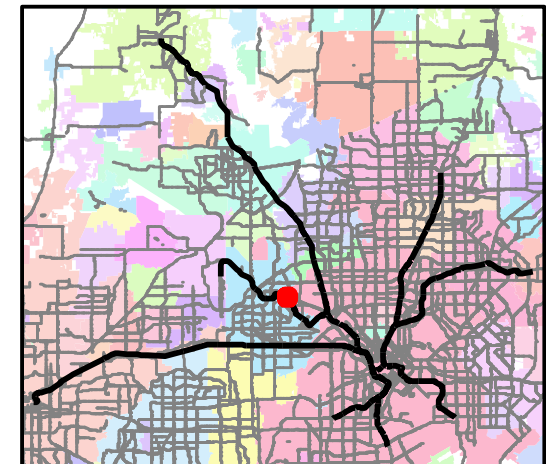


Existing sidewalk facilities that are
disconnected due to a gap in the
network

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

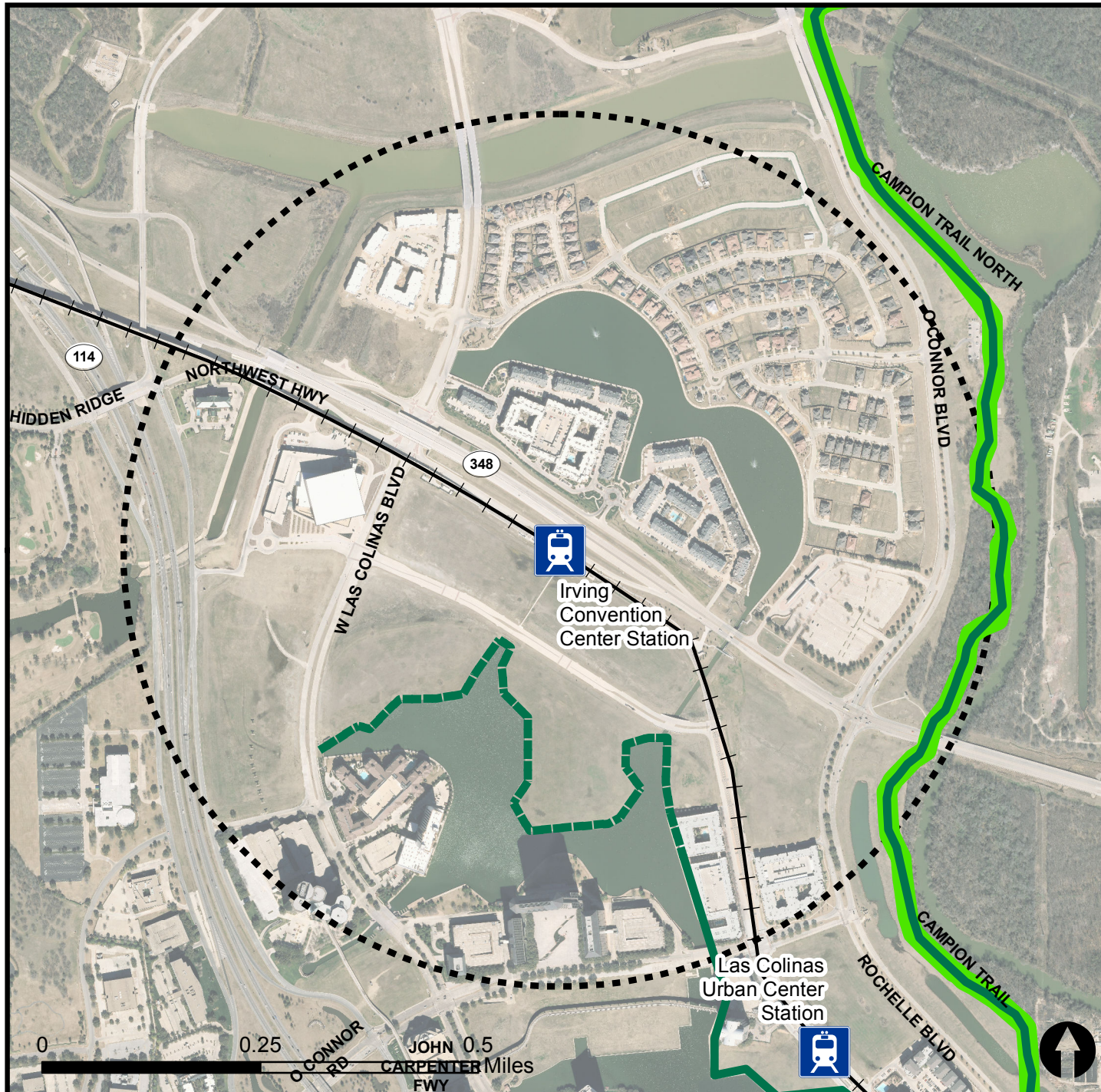


Bicycle Routes to Rail - Irving Convention Center Station

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Legend



Rail Stations



0.5 Mile
Station Buffer



Railroads



On-Street Bikeway, Existing



On-Street Bikeway, Planned



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 light rail and commuter rail stations in the Dallas / Fort Worth region based on 2014 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

