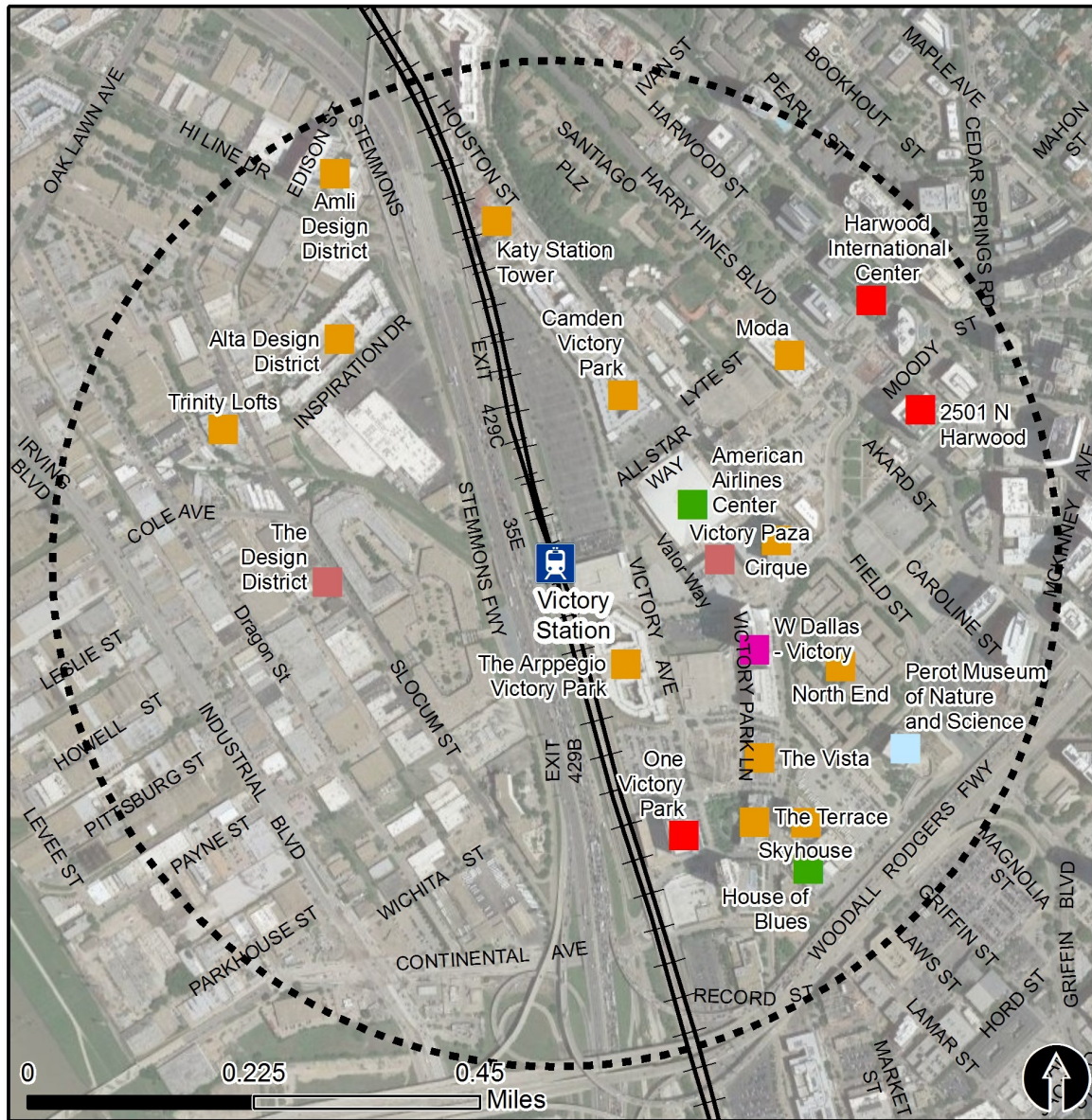


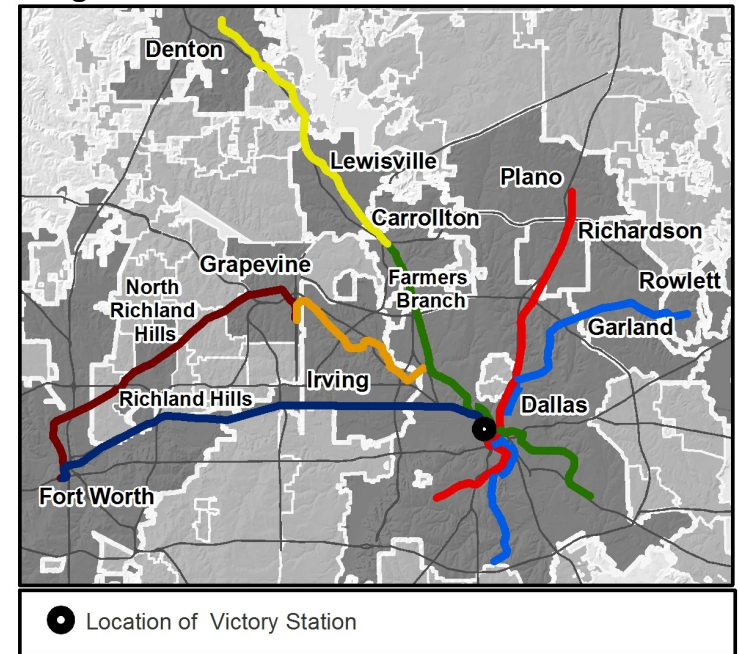
Rail Station Fact Sheet –Victory Station



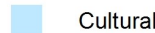
Station Overview

Victory Station is located west of Victory Avenue and is the stop for American Airlines Center. The station opened in 2003 and is served by the DART Rail Green, Orange and special event Red and Blue Lines, as well as the Trinity Railway Express (TRE).

Regional Rail Transit Lines



Key Developments



Cultural



Hotel



Multi-Family



Office



Recreation



Retail

Rail Station Fact Sheet – Victory Station



Station Characteristics¹

Address	2525 Victory Avenue
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Green Line, Orange Line, TRE
Corridor	Northwest (NW)
Year Opened	2003
Park & Ride Spaces	0

Ridership¹

2015 Avg. Weekday	2,126
2015 Avg. Saturday	1,776
2015 Avg. Sunday	1,021

2014 On-Board Transit Survey: Access Mode to Station²

Bike	1.3%
Drive Alone	2.0%
Carpool	0.0%
Walk	43.0%
Drop Off	8.0%
Other	0.0%
Transit Transfer	45.7%

Station Area Plans and Studies

Title	forwardDallas! Vision and Policy Plan: Stemmons Corridor (2010)
Publisher	City of Dallas
Year	2010
Web Location	http://dallascityhall.com/departments/pnv/strategic-planning/DCH%20Documents/pdf/Vision-PolicyPlan_StemmonsCorridor.pdf

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	18,206
Population Density (pop/sq. mile)	3,782
Average Median Age	35
Average Median Income	\$89,037.67

Housing³

Total Housing Units	7,789
Housing Density (units/sq. mile)	1,618
Percent Occupied	81%
Percent Owner-Occupied	7%
Percent Renter-Occupied	93%

Commute To Work³

Percent Automobile	83.1%
Percent Drive Alone	78.4%
Percent Carpool	4.7%
Percent Transit	2.7%
Percent Bike	0.0%
Percent Walk	6.8%
Percent Other	0.7%
Percent Work from Home	6.6%
Percent Zero-Vehicle Households	3.6%

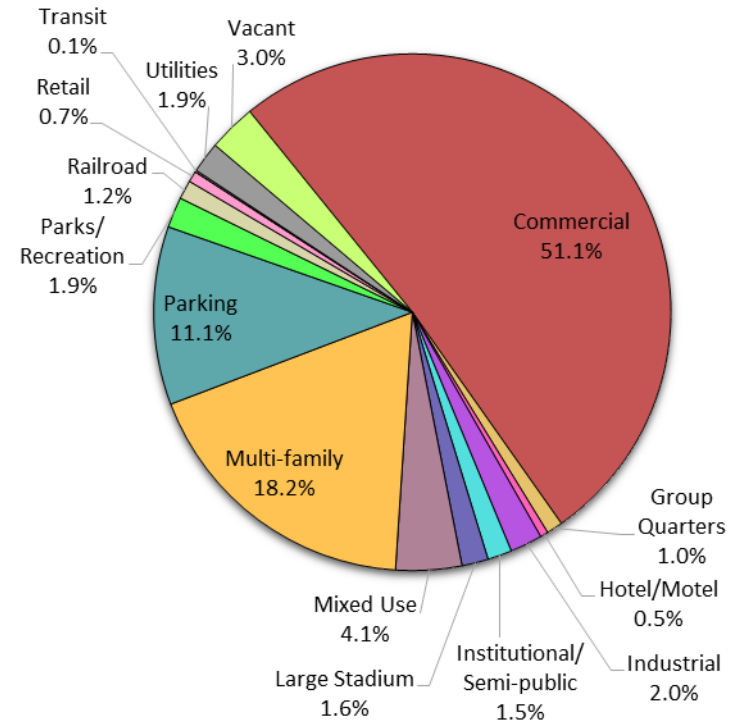
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	39,982
Job Density (jobs/sq. mile)	16,742

Land Use (2016) – Victory Station



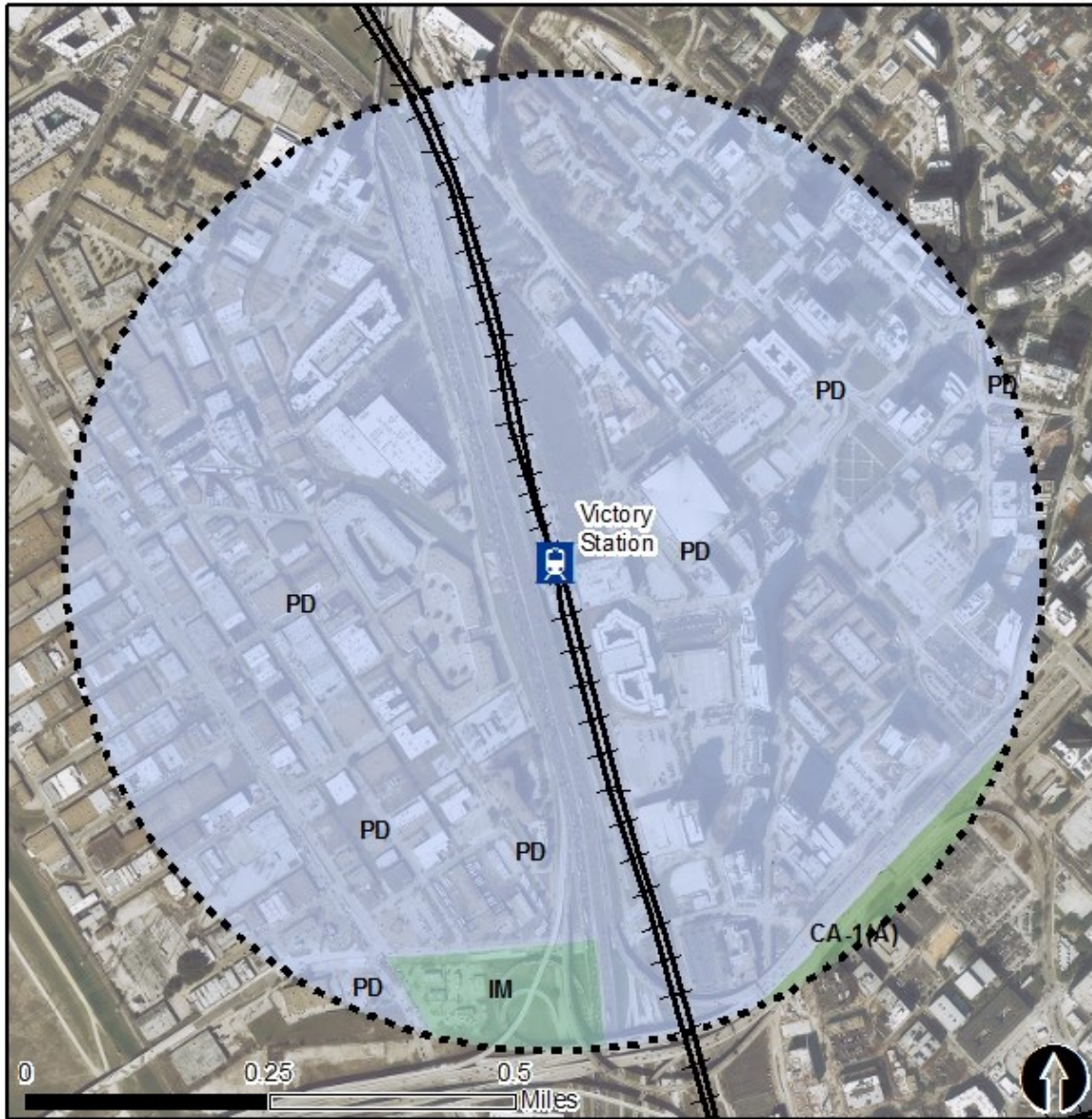
Land Use Percentages



0.5 Mile
Station Buffer

Rail Stations Rail Lines

Zoning (2016) – Victory Station



Zoning Districts

CA-1(A) – Central Area 1

IM – Industrial Manufacturing

PD – Planned Development District

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 - Victory Station



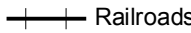



Last Updated: February 2015



North Central Texas
Council of Governments



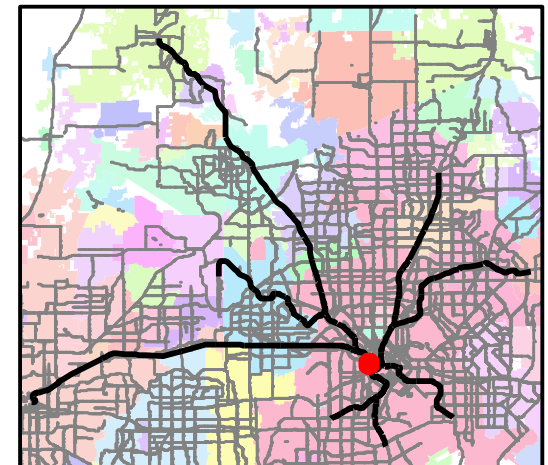
Legend

-  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 - Victory 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

