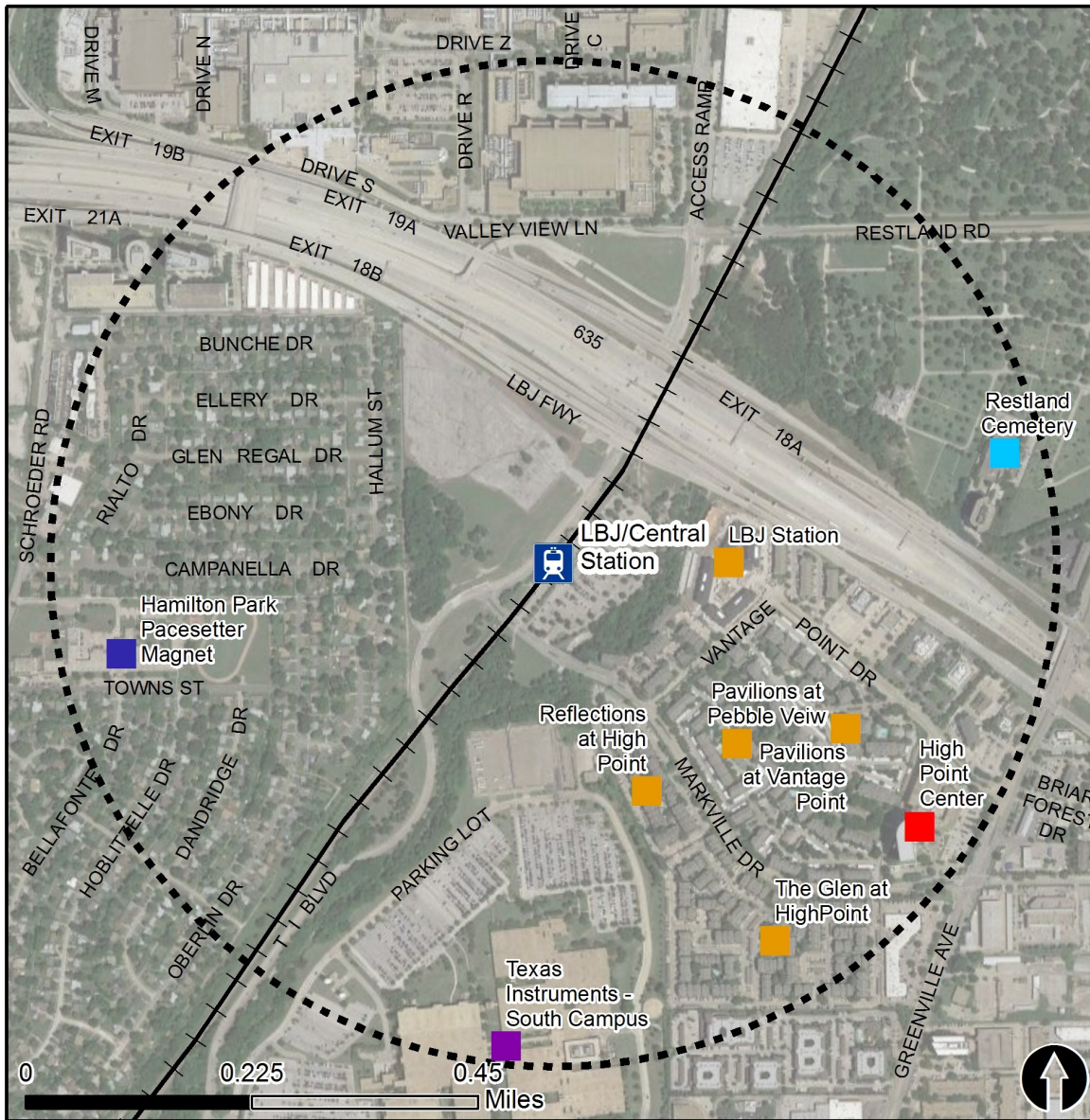


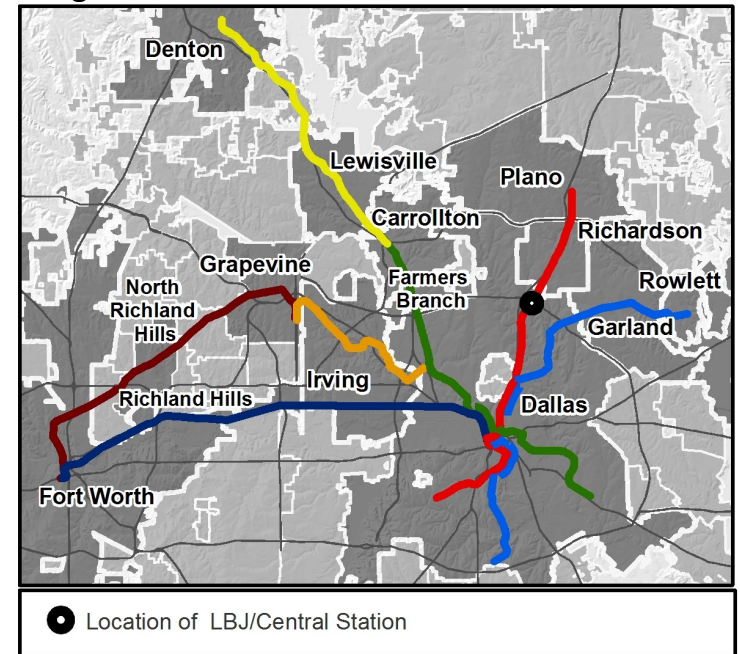
Rail Station Fact Sheet – LBJ/Central Station



Station Overview

LBJ/Central Station is located on T. I. Boulevard at Markville Drive, just south of the LBJ Freeway, and provides a pedestrian path to Texas Instruments South Campus in Dallas. The station opened in 2002 and is served by the DART Rail Red and Orange Lines.

Regional Rail Transit Lines



0.5 Mile
Station Buffer



Rail Stations



Rail Lines

Key Developments



Education



Industrial



Institutional



Multi-Family



Office

Rail Station Fact Sheet – LBJ/Central Station



Station Characteristics¹

Address	8800 Markville Drive
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Red Line, Orange Line
Corridor	North Central (NC)
Year Opened	2002
Park & Ride Spaces	553

Ridership¹

2015 Avg. Weekday	1,137
2015 Avg. Saturday	718
2015 Avg. Sunday	522

2014 On-Board Transit Survey: Access Mode to Station²

Bike	1.7%
Drive Alone	15.8%
Carpool	1.5%
Walk	42.4%
Drop Off	22.1%
Other	0.1%
Transit Transfer	16.3%

Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	7,674
Population Density (pop/sq. mile)	2,599
Average Median Age	30
Average Median Income	\$31,605.00

Housing³

Total Housing Units	3,893
Housing Density (units/sq. mile)	1,318
Percent Occupied	84%
Percent Owner-Occupied	22%
Percent Renter-Occupied	78%

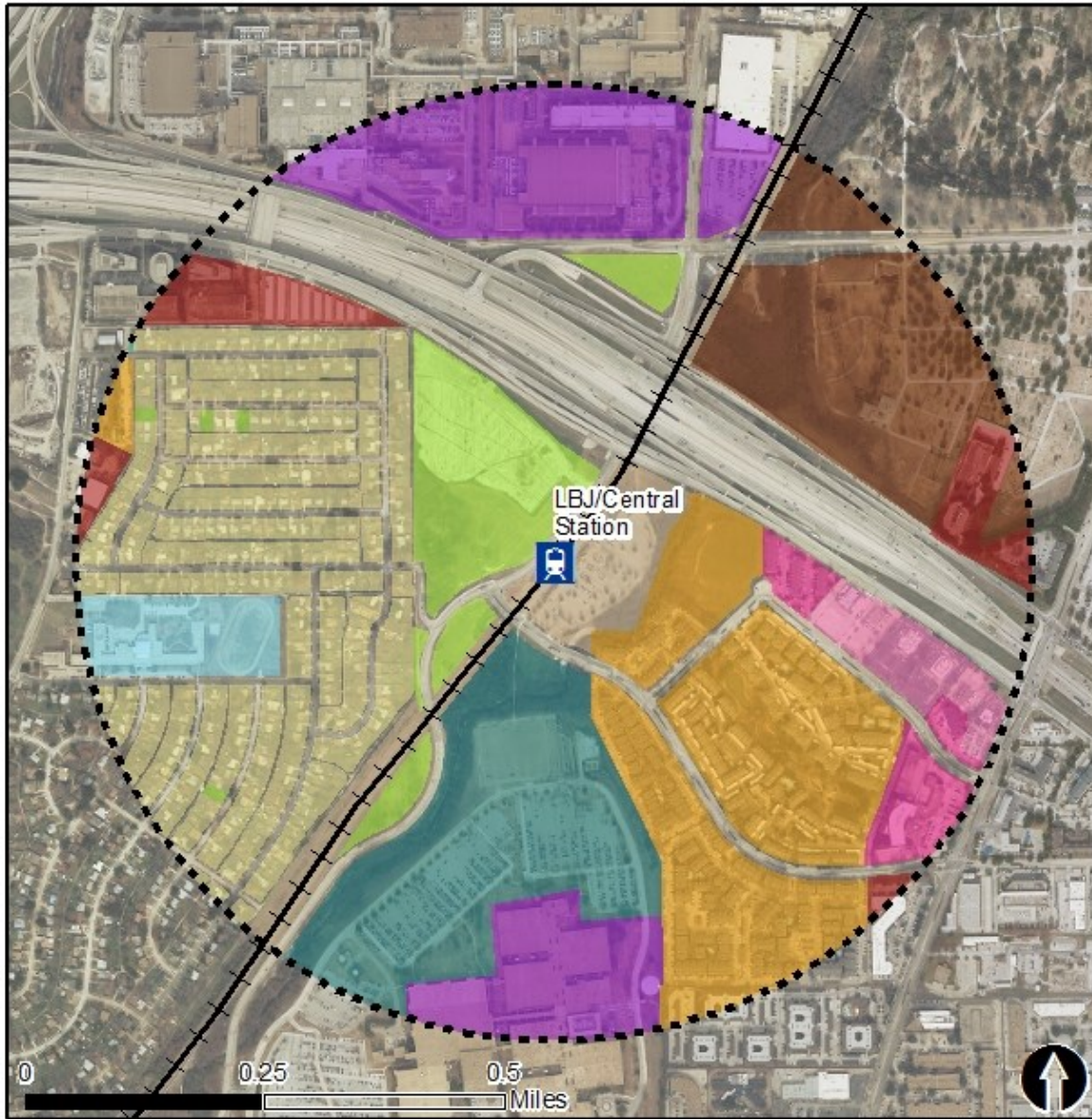
Commute To Work³

Percent Automobile	92.0%
Percent Drive Alone	75.5%
Percent Carpool	16.6%
Percent Transit	2.3%
Percent Bike	0.0%
Percent Walk	2.2%
Percent Other	0.8%
Percent Work from Home	2.7%
Percent Zero-Vehicle Households	7.5%

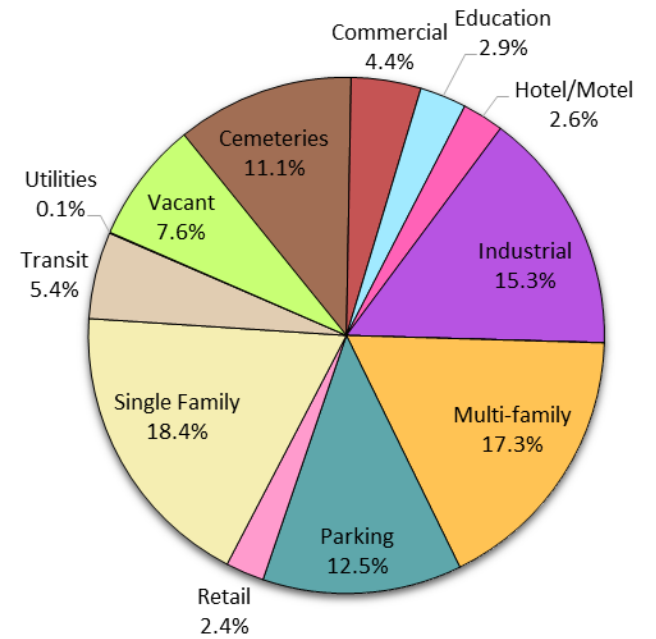
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	31,489
Job Density (jobs/sq. mile)	14,841



Land Use (2016) – LBJ/Central Station



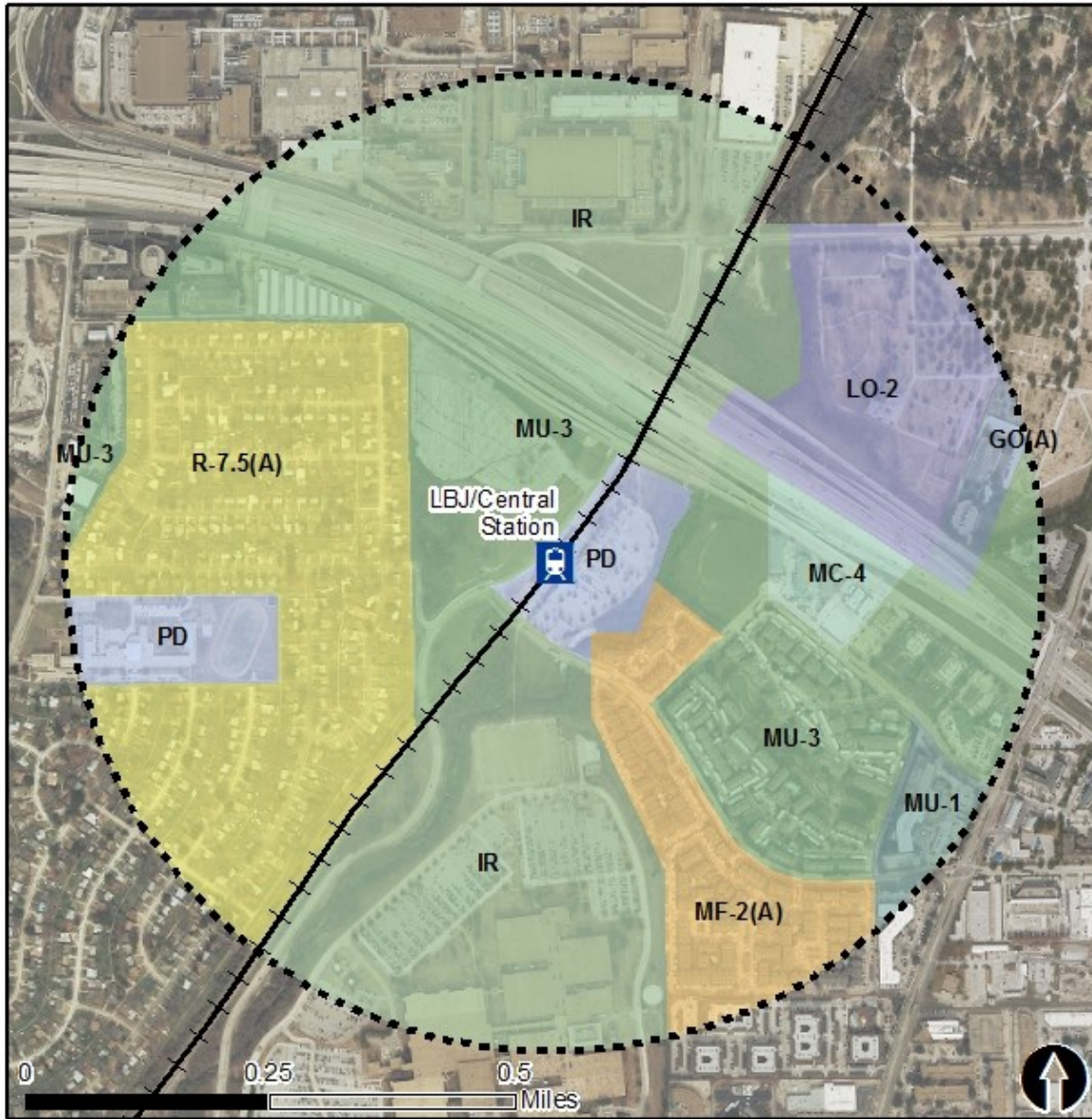
Land Use Percentages



 0.5 Mile
Station Buffer

 Rail Stations  Rail Alignment

Zoning (2016) – LBJ/Central Station



Zoning Districts

- GO(A) – General Office
- IR – Industrial Research
- LO-2 – Limited Office
- MC-4 – Multiple commercial
- MF-2(A) – Multi-family
- MU-1, 2, 3 – Mixed-Use
- PD – Planned Development
- R-7.5(A) – Single Family

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



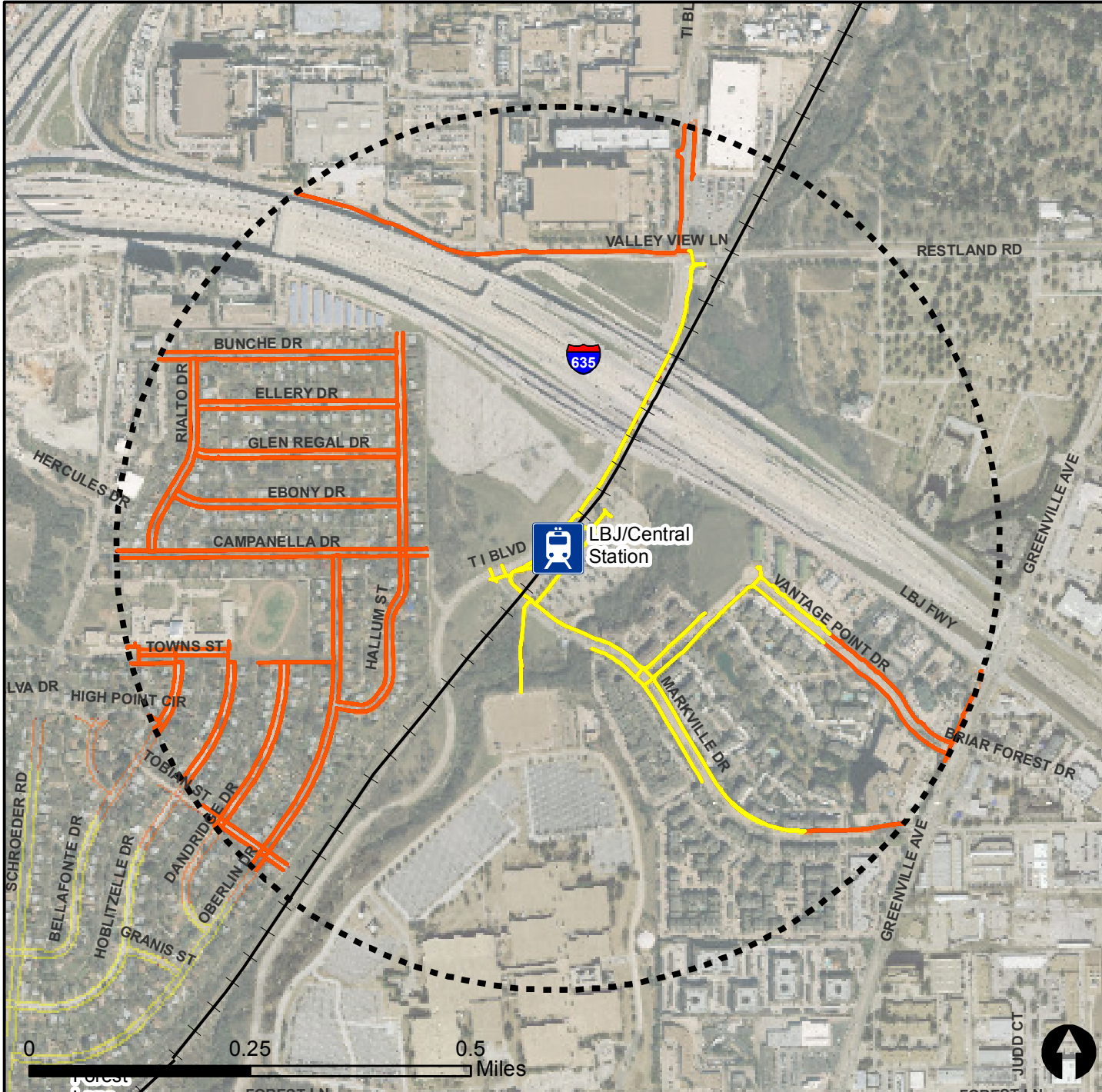
Rail Lines

Pedestrian Routes to Rail - LBJ/Central 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

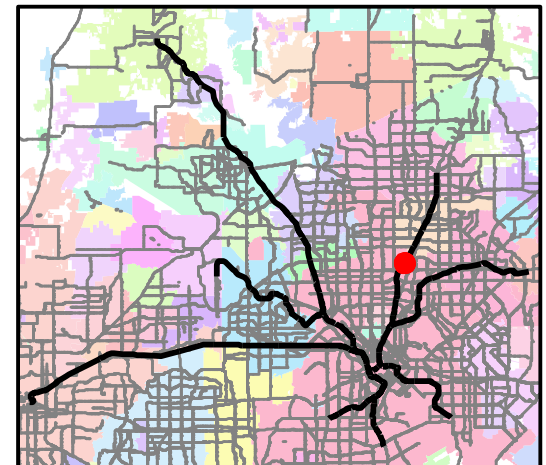
Existing sidewalk facilities greater than a 0.5 mile walk distance

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

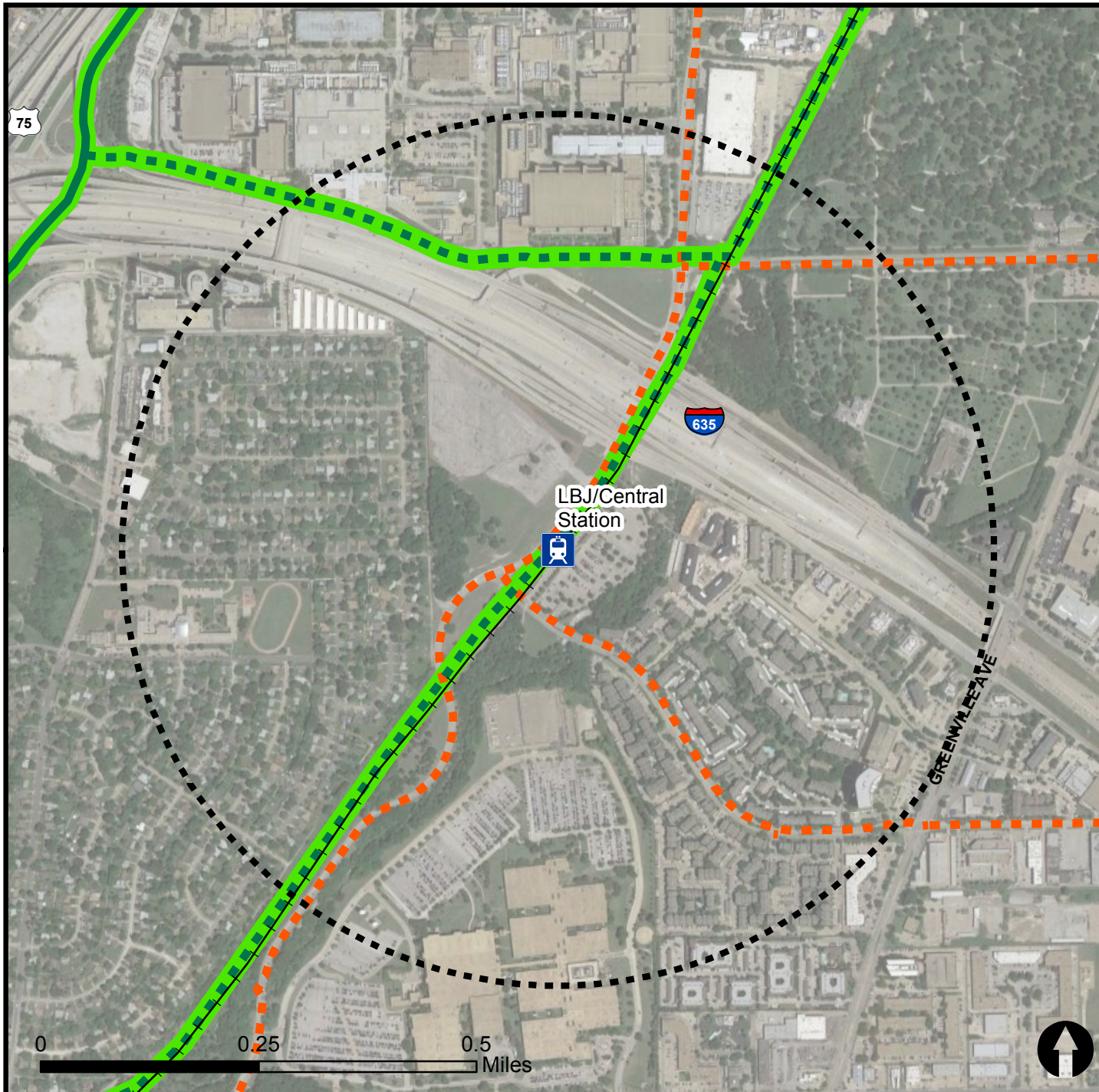


Bicycle Routes to Rail - LBJ/Central Station

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

