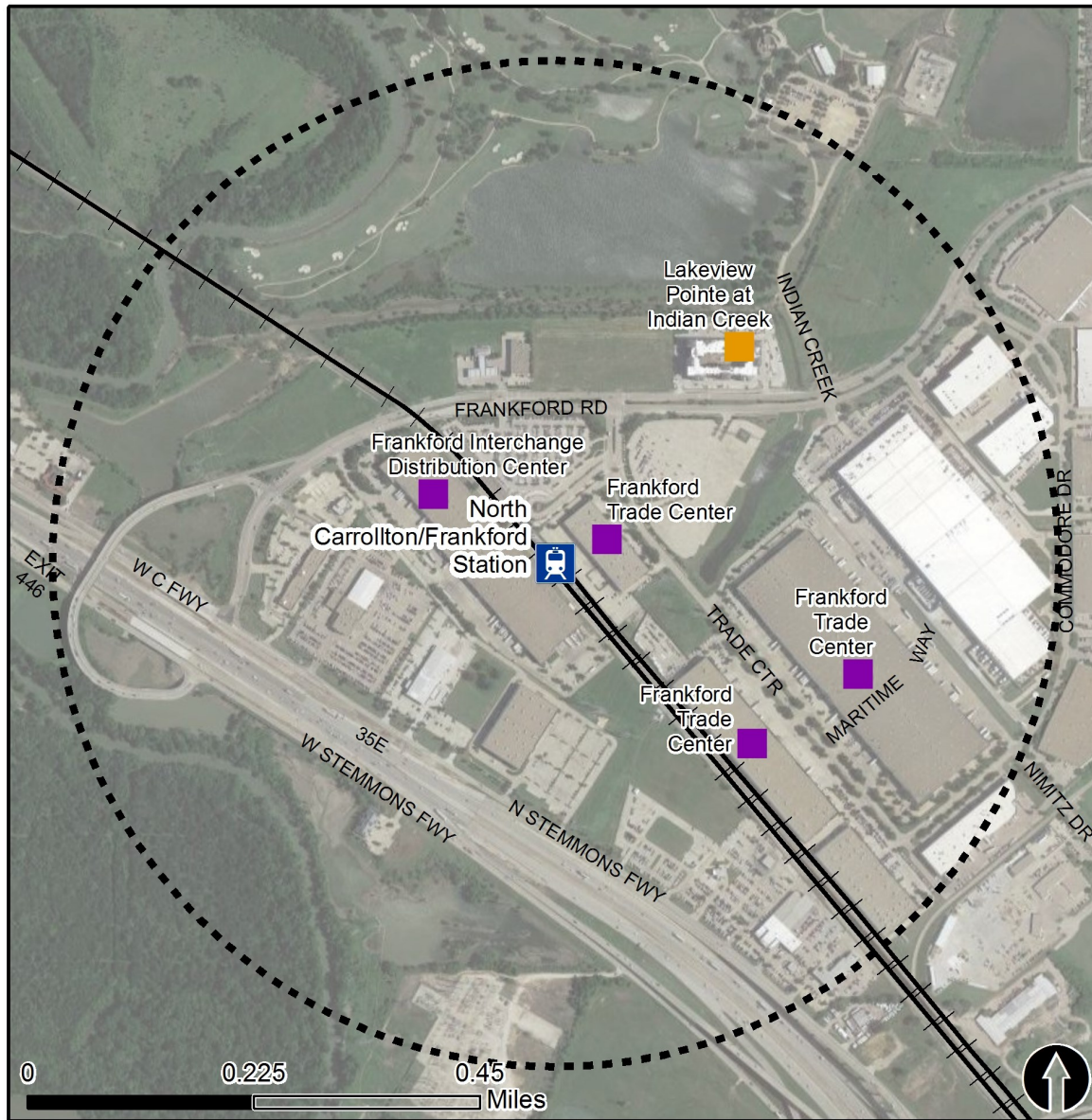


# Rail Station Fact Sheet – North Carrollton/Frankford Station



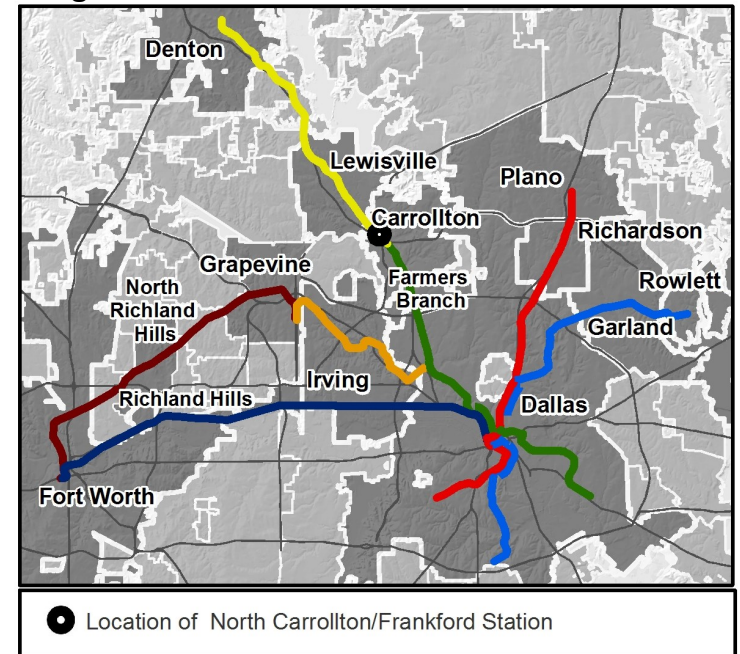
North Central Texas  
Council of Governments



## Station Overview

North Carrollton/Frankford Station is located south of Frankford Road and northeast of IH 35E in Carrollton. The station opened in 2010 and serves as the northern terminus of the DART Rail Green Line.

## Regional Rail Transit Lines



0.5 Mile  
Station Buffer



Rail Stations



Rail Lines

### Key Developments



Industrial



Multi-Family

# Rail Station Fact Sheet – North Carrollton/Frankford Station



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## Station Characteristics<sup>1</sup>

Address	1717 W. Frankford Road
City	Carrollton
Agency	Dallas Area Rapid Transit
Rail Line(s)	Green Line
Corridor	Northwest (NW)
Year Opened	2010
Park & Ride Spaces	1677

## Ridership<sup>1</sup>

2015 Avg. Weekday	1,048
2015 Avg. Saturday	672
2015 Avg. Sunday	460

## 2014 On-Board Transit Survey: Access Mode to Station<sup>2</sup>

Bike	0.0%
Drive Alone	37.9%
Carpool	8.4%
Walk	13.6%
Drop Off	39.5%
Other	0.0%
Transit Transfer	0.7%

## Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

## Station Area Characteristics (1/2 mile radius)

### Demographics<sup>3</sup>

Total Population	13,517
Population Density (pop/sq. mile)	967
Average Median Age	42
Average Median Income	\$91,322.25

### Housing<sup>3</sup>

Total Housing Units	4,900
Housing Density (units/sq. mile)	351
Percent Occupied	96%
Percent Owner-Occupied	67%
Percent Renter-Occupied	33%

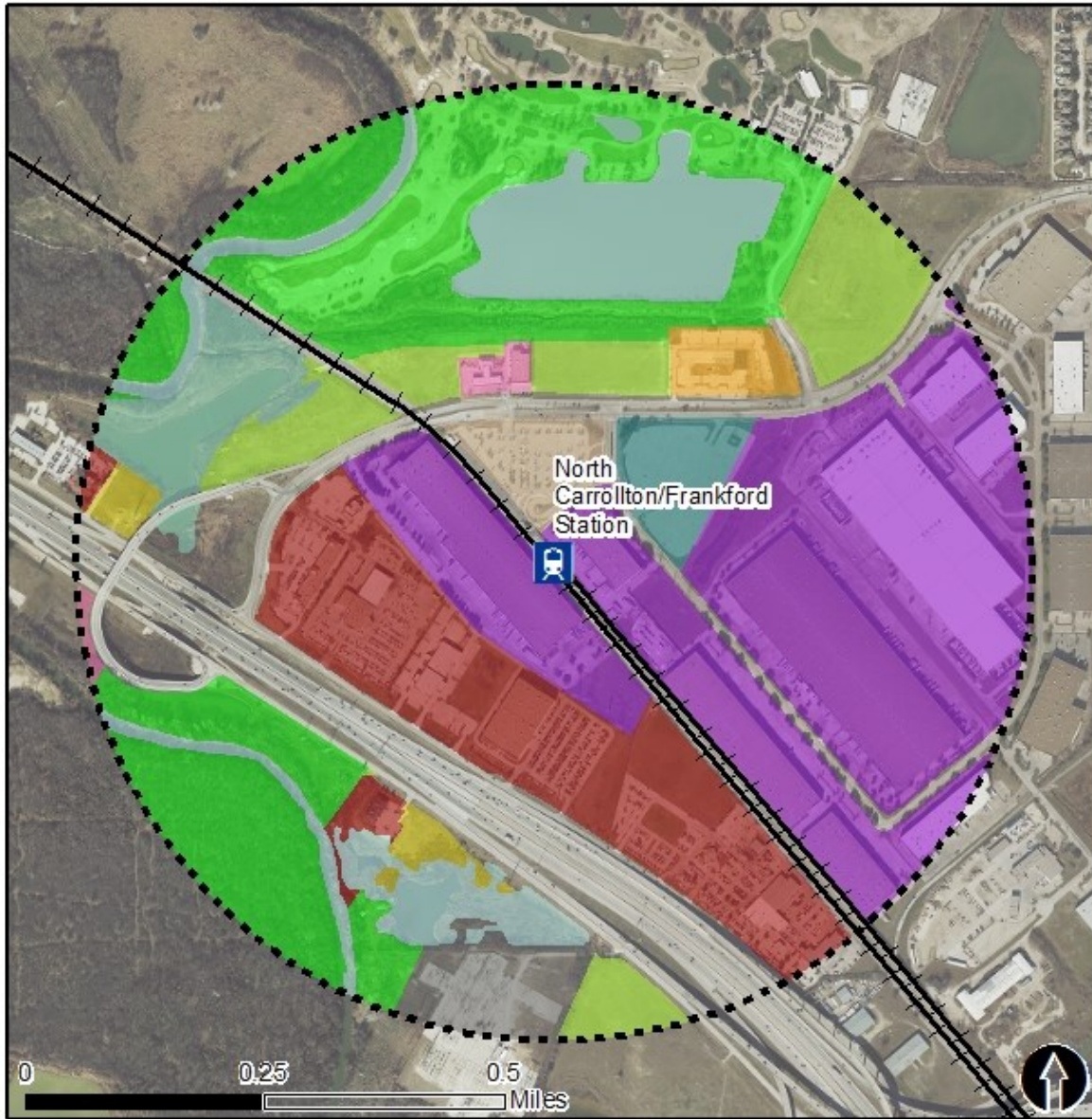
### Commute To Work<sup>3</sup>

Percent Automobile	89.7%
Percent Drive Alone	82.3%
Percent Carpool	7.4%
Percent Transit	1.9%
Percent Bike	0.0%
Percent Walk	1.7%
Percent Other	0.3%
Percent Work from Home	6.3%
Percent Zero-Vehicle Households	2.3%

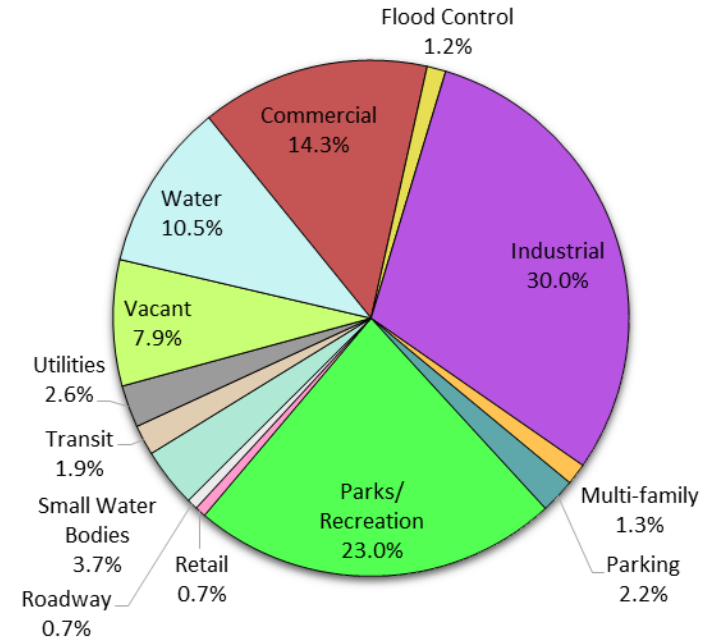
### Traffic Survey Zone 2017 Employment Forecast<sup>2</sup>

Total Jobs	9,786
Job Density (jobs/sq. mile)	1,558

# Land Use (2016) – North Carrollton/Frankford Station



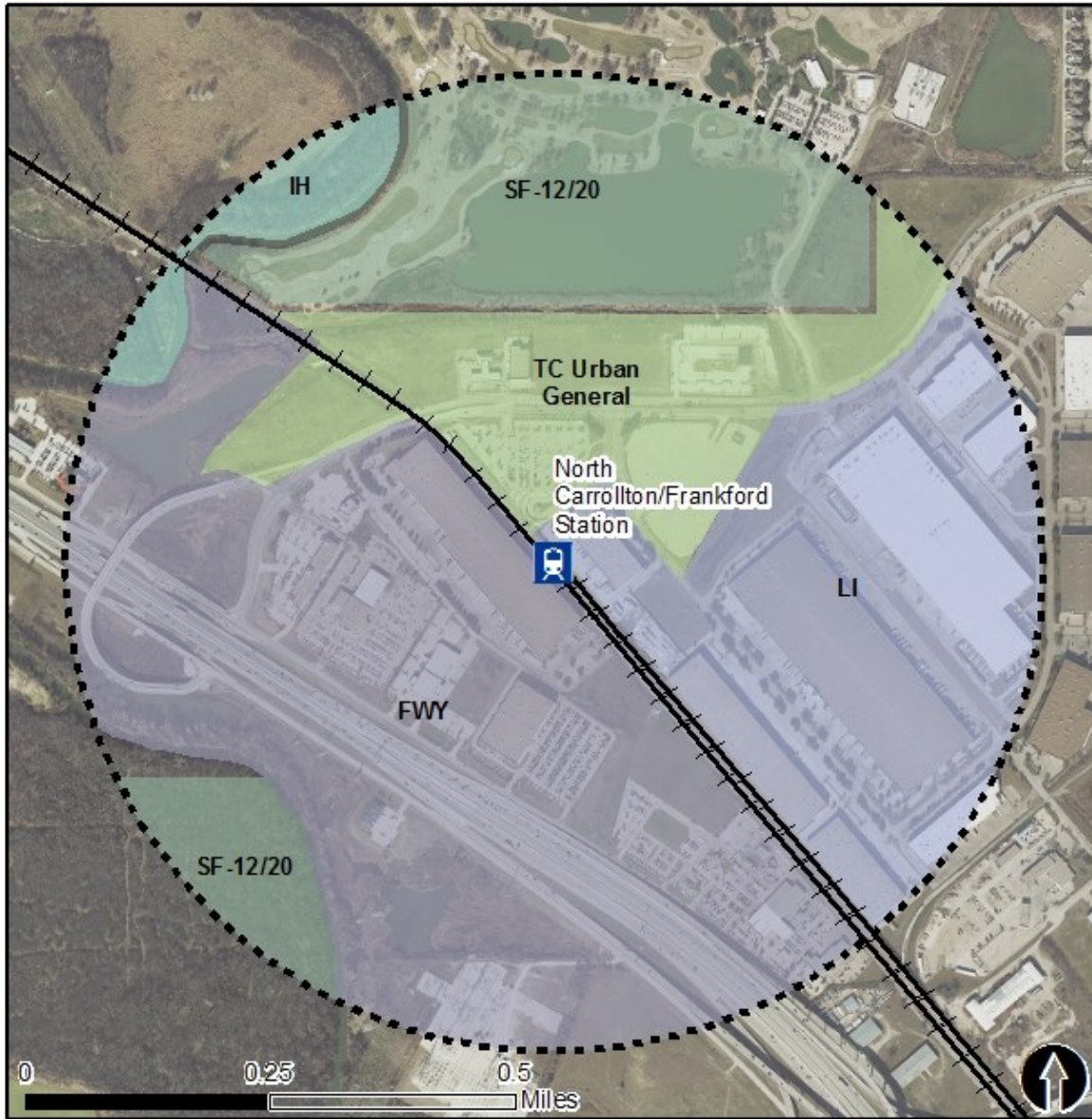
## Land Use Percentages



0.5 Mile  
Station Buffer

Rail Stations Rail Alignment

# Zoning (2016) – North Carrollton/Frankford Station



## Zoning Districts

FWY – Freeway

LI – Light Industrial

IH – Heavy Industrial

SF-12/20 – Single Family

TC Urban General – Transit Center Urban General

For more information on zoning, please visit the City of Carrollton Planning and Zoning website at:

[www.northcarrollton.org](http://www.northcarrollton.org)



0.5 Mile  
Station Buffer



Rail Stations



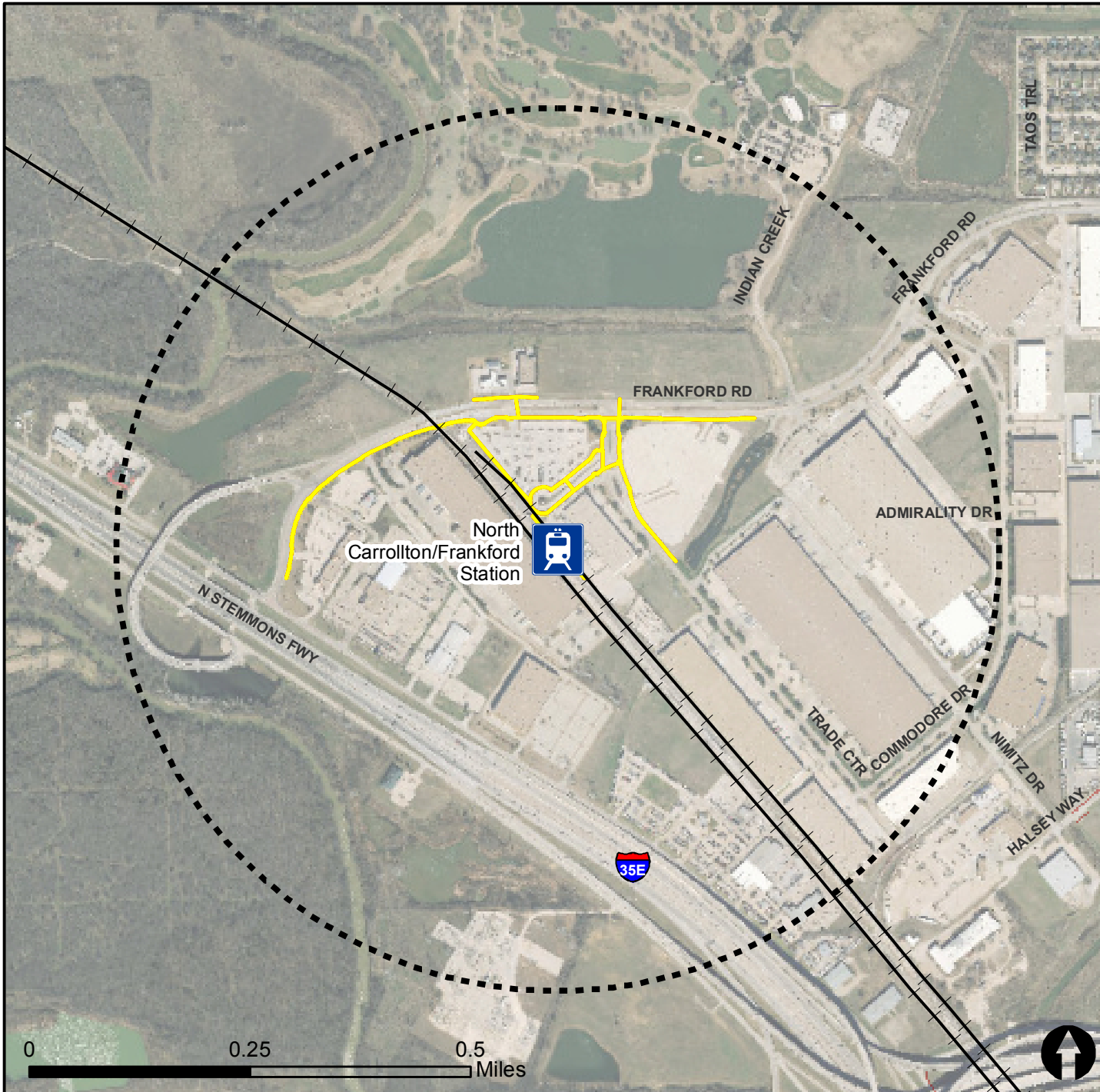
Rail Lines

# Pedestrian Routes to Rail - North Carrollton/Frankford Station

Last Updated: February 2015



North Central Texas  
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## Legend



Rail Stations



0.5 Mile  
Station Buffer

Railroads

Existing sidewalk facilities within a 0.5 mile walk distance

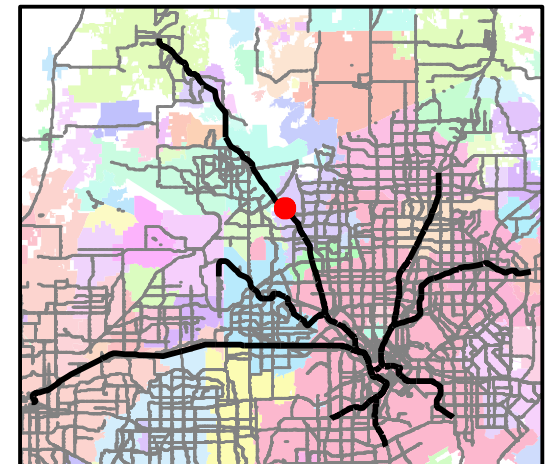
Existing sidewalk facilities greater than a 0.5 mile walk distance

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](http://nctcog.org/RoutesToRail)



# Bicycle Routes to Rail - North Carrollton/Frankford 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](http://nctcog.org/RoutesToRail)

