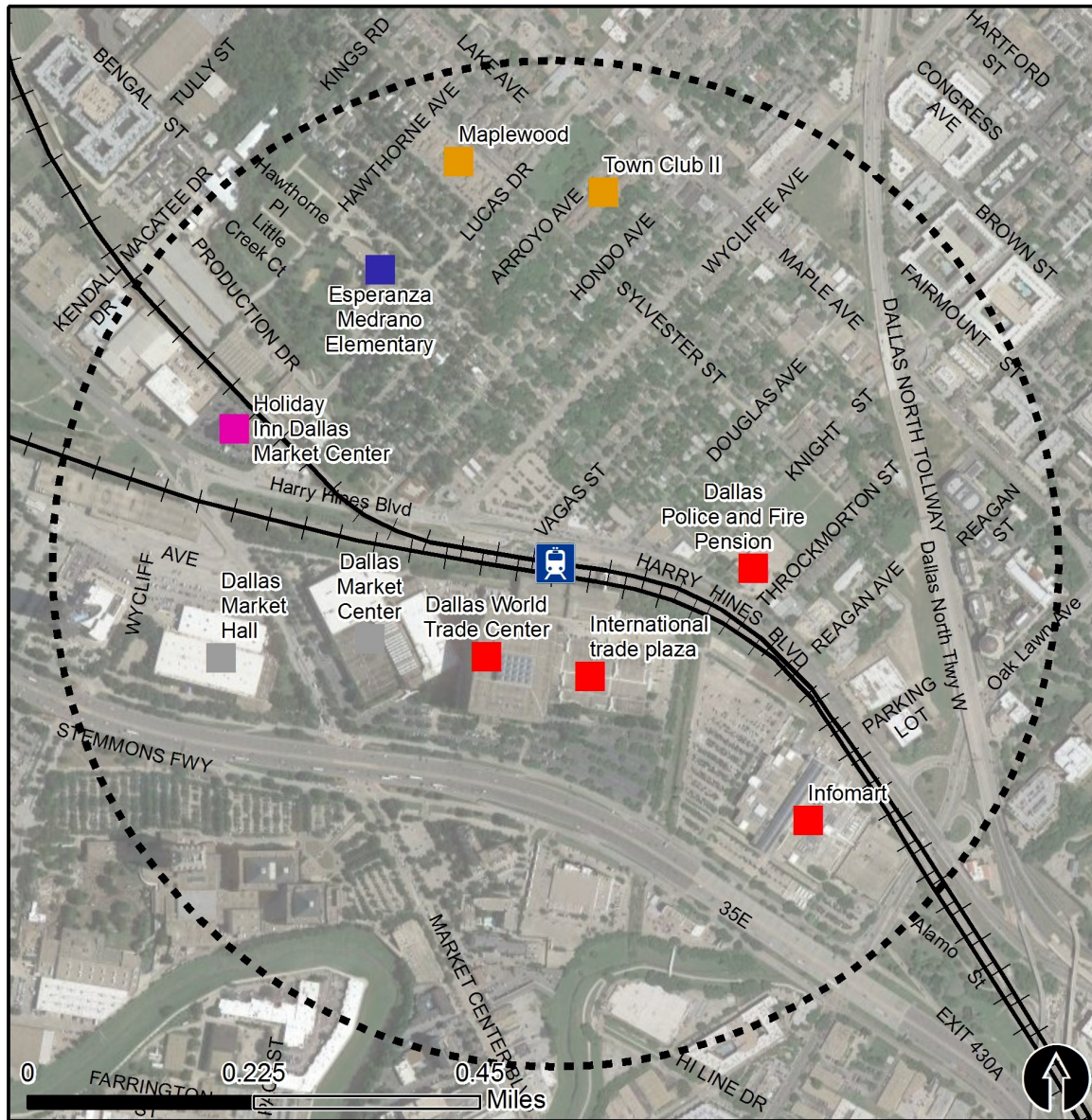


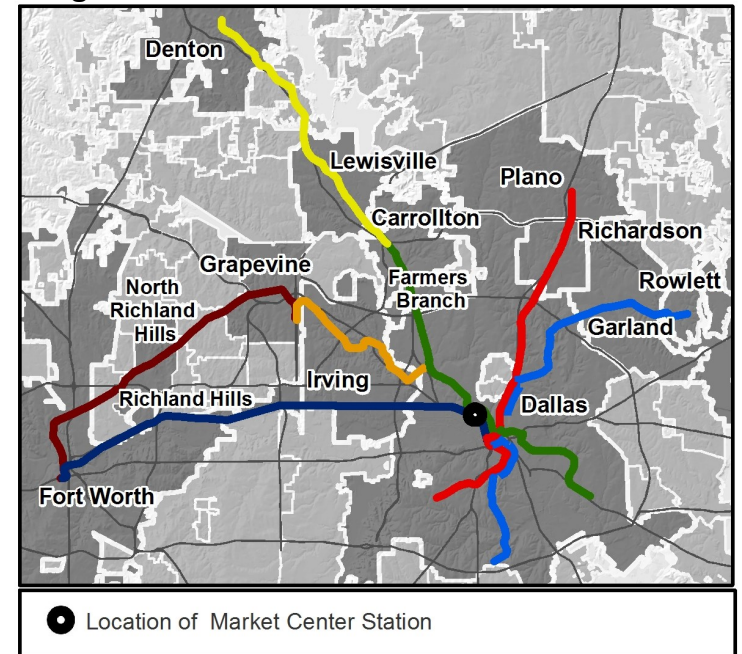
Rail Station Fact Sheet – Market Center Station



Station Overview

Market Center Station is located along Harry Hines Boulevard and Wycliff Avenue in Dallas. The station is connected via pedestrian bridge to the Dallas Market Center. The station opened in 2010 and is served by the DART Rail Green and Orange Lines.

Regional Rail Transit Lines



0.5 Mile
Station Buffer



Rail Stations



Key Developments



Education



Hotel



Multi-Family



Office



Other

Rail Station Fact Sheet – Market Center Station



Station Characteristics¹

Address	4301 Harry Hines Boulevard
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Green Line, Orange Line
Corridor	Northwest (NW)
Year Opened	2010
Park & Ride Spaces	238

Ridership¹

2015 Avg. Weekday	536
2015 Avg. Saturday	348
2015 Avg. Sunday	226

2014 On-Board Transit Survey: Access Mode to Station²

Bike	0.6%
Drive Alone	14.6%
Carpool	0.0%
Walk	59.3%
Drop Off	23.5%
Other	0.2%
Transit Transfer	1.8%

Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	19,269
Population Density (pop/sq. mile)	3,736
Average Median Age	35
Average Median Income	\$51,769.14

Housing³

Total Housing Units	5,790
Housing Density (units/sq. mile)	1,123
Percent Occupied	85%
Percent Owner-Occupied	26%
Percent Renter-Occupied	74%

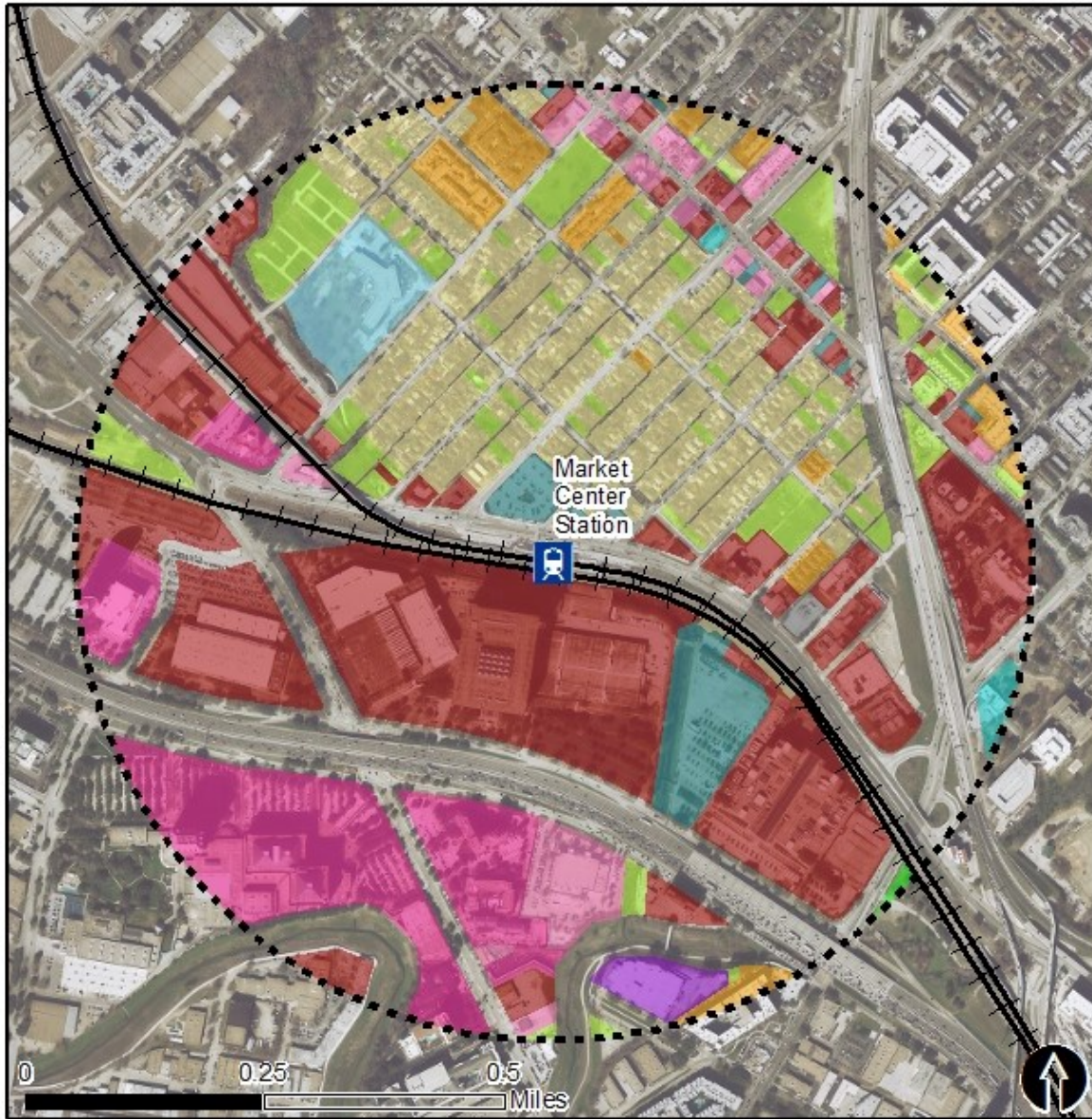
Commute To Work³

Percent Automobile	86.6%
Percent Drive Alone	75.8%
Percent Carpool	10.8%
Percent Transit	3.9%
Percent Bike	0.0%
Percent Walk	4.3%
Percent Other	0.7%
Percent Work from Home	4.5%
Percent Zero-Vehicle Households	6.8%

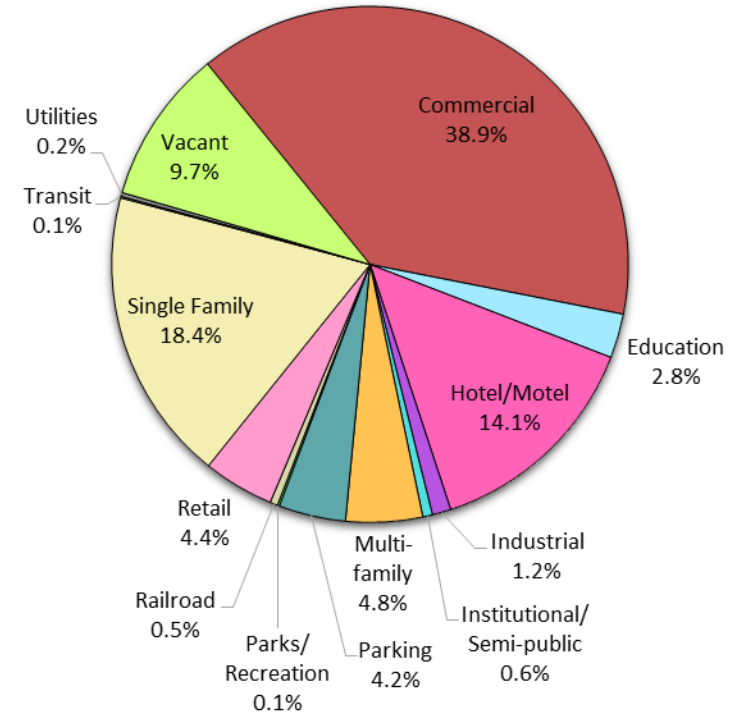
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	32,630
Job Density (jobs/sq. mile)	12,544

Land Use (2016) – Market Center Station



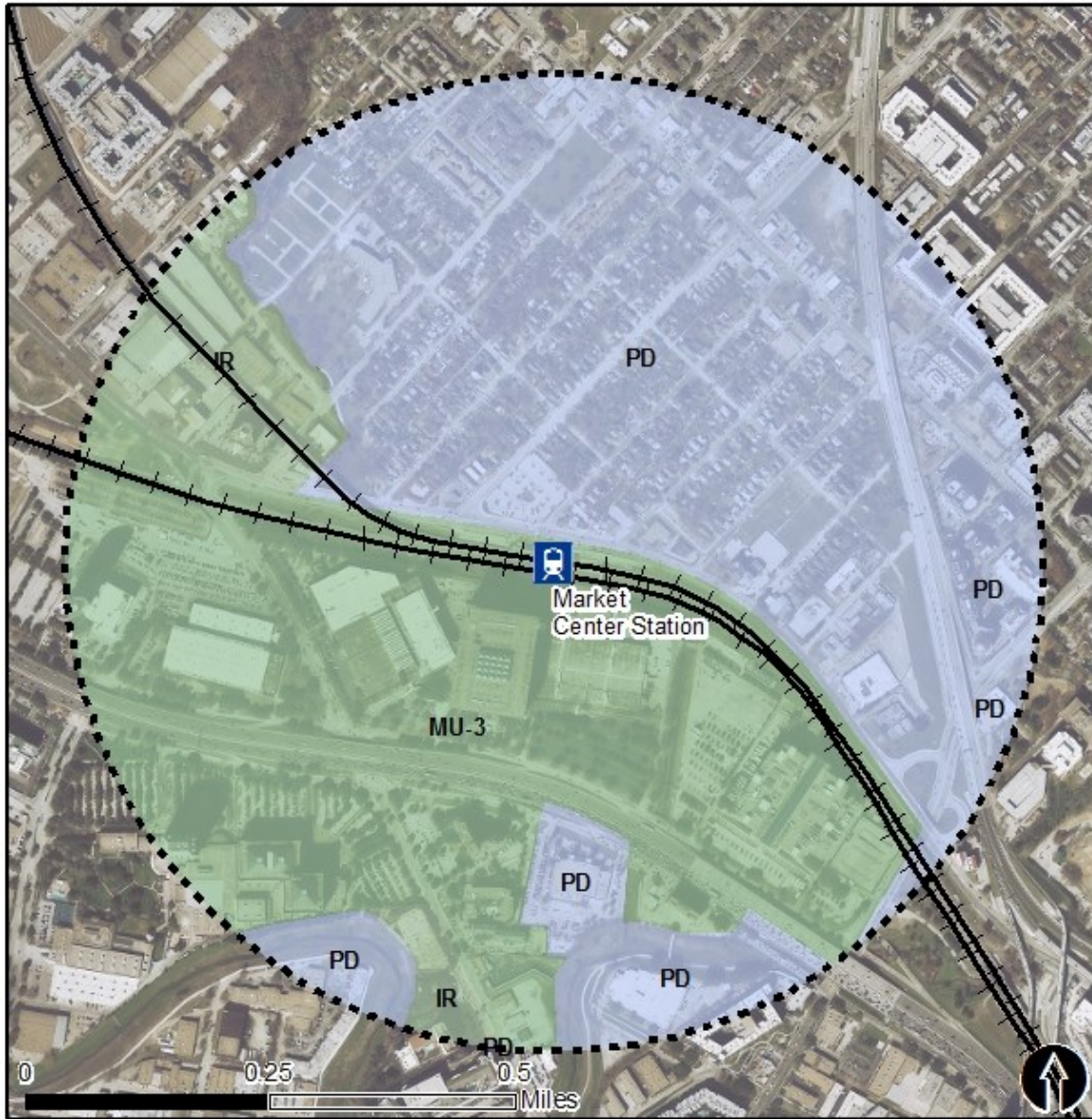
Land Use Percentages



0.5 Mile
Station Buffer

Rail Stations Rail Alignment

Zoning (2016) – Market Center Station



Zoning Districts

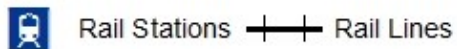
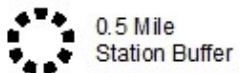
IR – Industrial Research

MU-3 – Mixed-Use

PD – Planned Development

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

<http://gis.dallascityhall.com/zoningweb/>

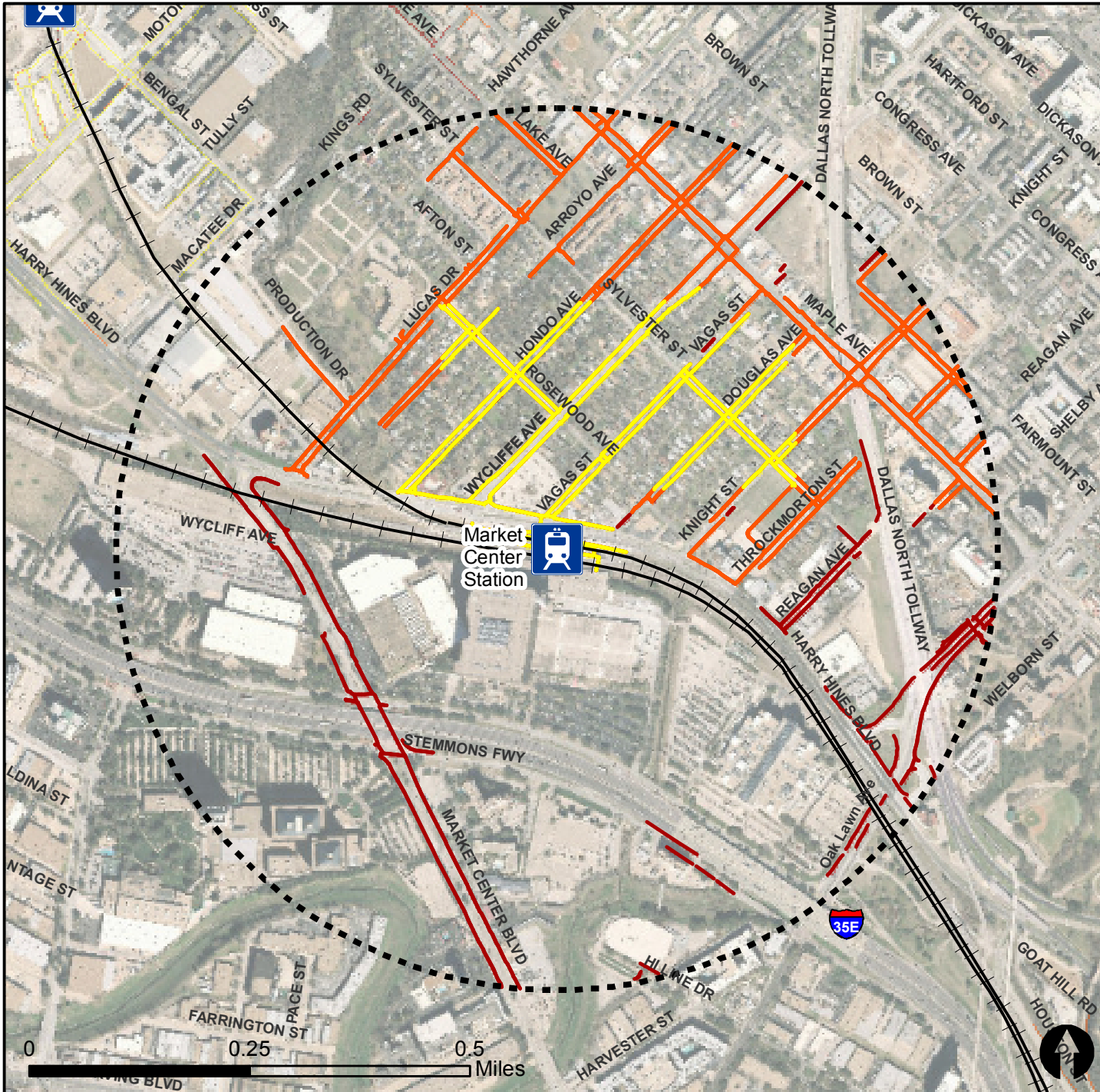


Pedestrian Routes to Rail - Market Center Station



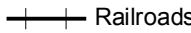



Last Updated: February 2015



North Central Texas
Council of Governments

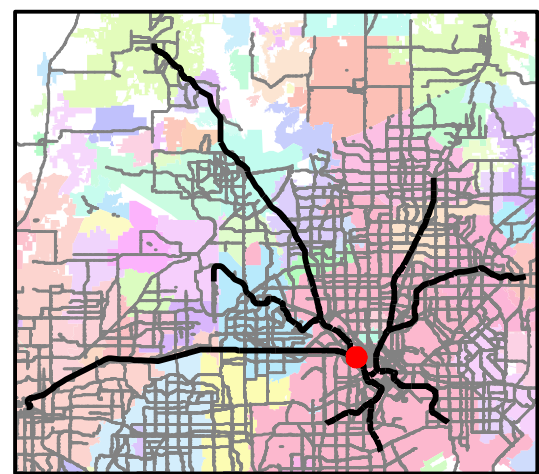


Legend

-  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

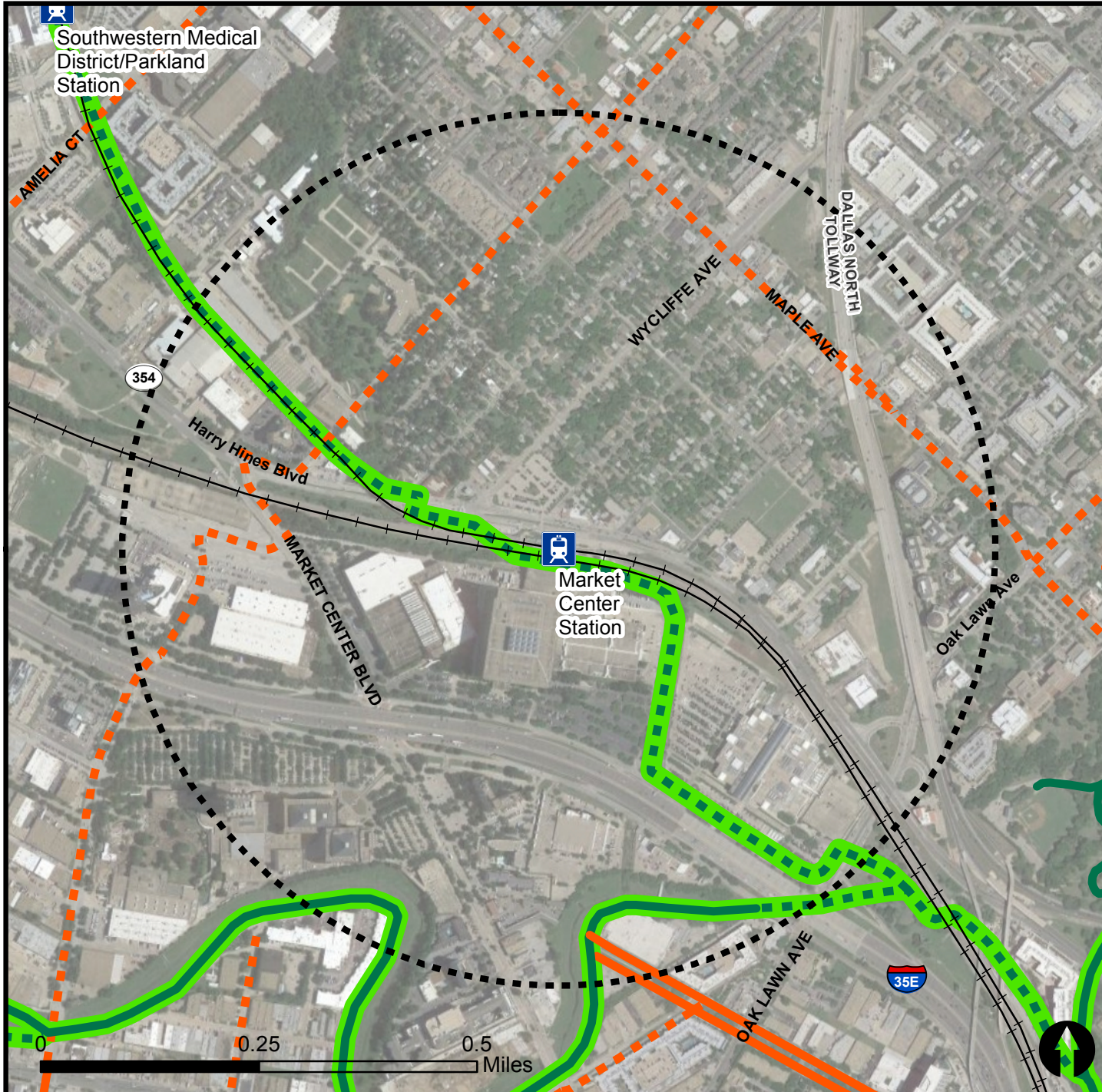


Bicycle Routes to Rail - Market Center Station




Last Updated: October 2016



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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

