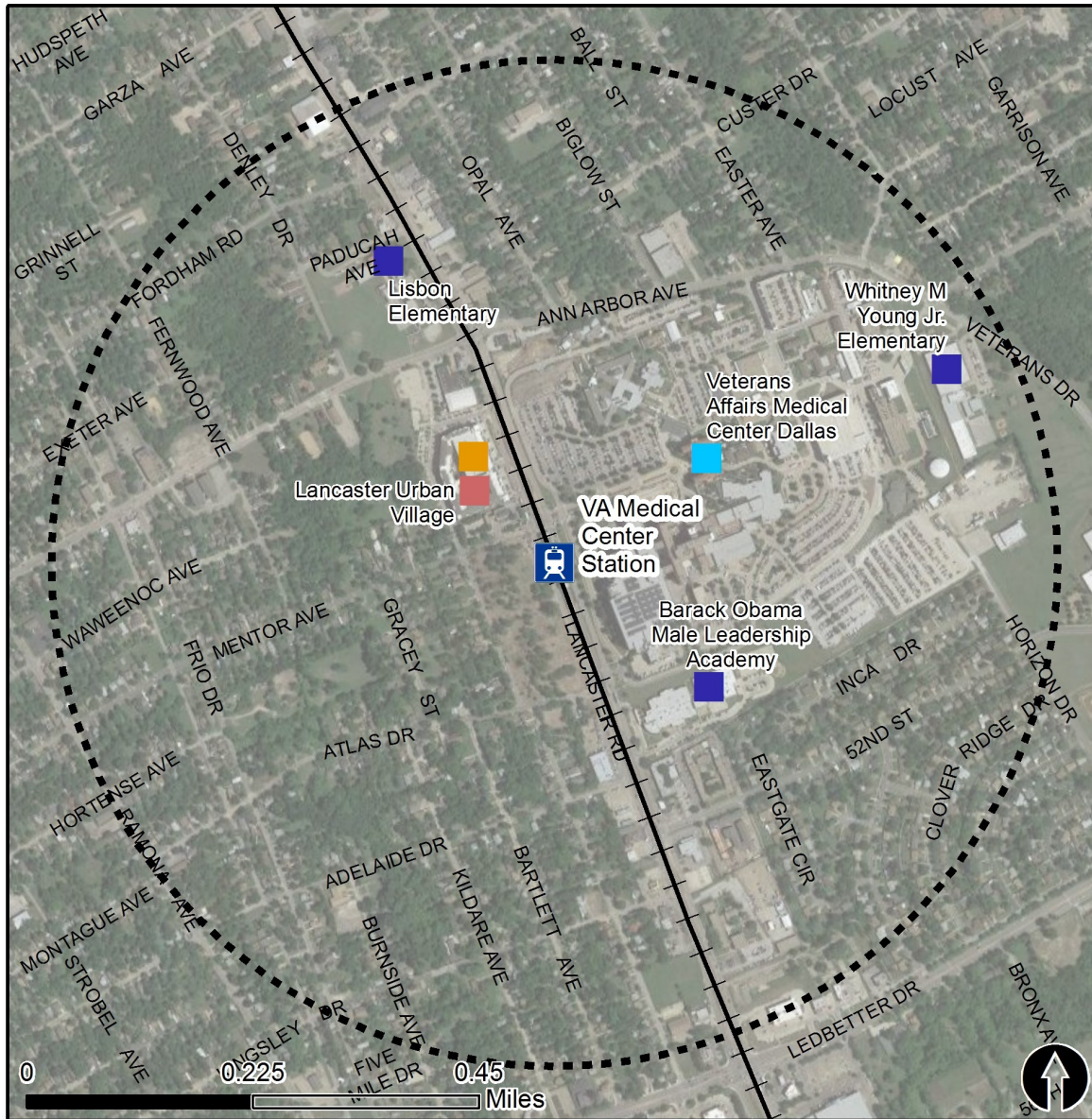


Rail Station Fact Sheet – VA Medical Center Station



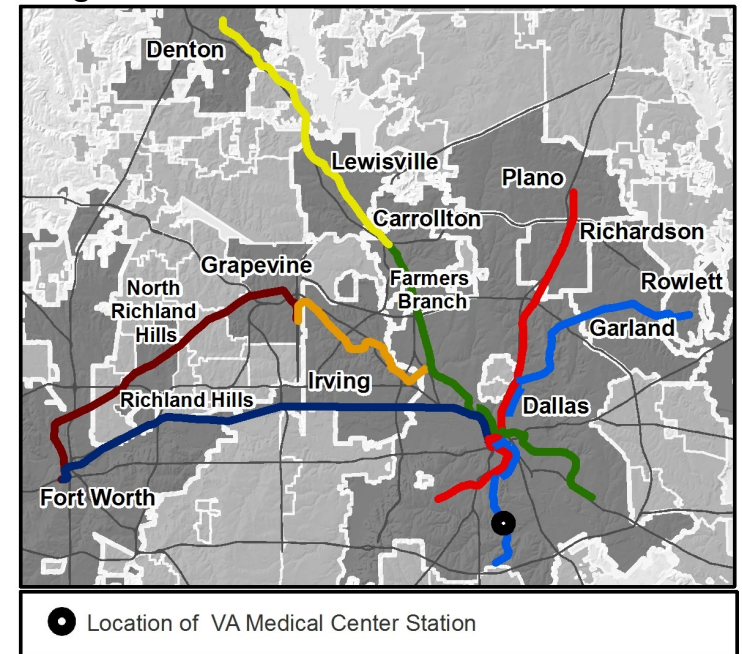
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Station Overview

VA Medical Center Station is on South Lancaster Avenue at its intersection with Mentor Avenue, in front of the Veterans Affairs Medical Center of Dallas. The station opened in 1997 and is served by the DART Rail Blue Line.

Regional Rail Transit Lines



0.5 Mile
Station Buffer



Rail Stations



Rail Lines

Key Developments



Education



Institutional



Multi-Family



Retail

Rail Station Fact Sheet – VA Medical Center Station



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Station Characteristics¹

Address	4510 S. Lancaster Road
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Blue Line
Corridor	South Oak Cliff (SOC)
Year Opened	1997
Park & Ride Spaces	0

Ridership¹

2015 Avg. Weekday	825
2015 Avg. Saturday	215
2015 Avg. Sunday	171

2014 On-Board Transit Survey: Access Mode to Station²

Bike	0.0%
Drive Alone	0.0%
Carpool	0.0%
Walk	88.4%
Drop Off	4.2%
Other	3.6%
Transit Transfer	3.9%

Station Area Plans and Studies

Title	forwardDallas! Comp Plan Amendment: Lancaster Corridor Station Area Plan
Publisher	City of Dallas
Year	2013
Web Location	http://dallascityhall.com/departments/pnv/ strategic-planning/Pages/forward-dallas.aspx

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	8,183
Population Density (pop/sq. mile)	3,758
Average Median Age	42
Average Median Income	\$26,213.50

Housing³

Total Housing Units	3,379
Housing Density (units/sq. mile)	1,552
Percent Occupied	87%
Percent Owner-Occupied	55%
Percent Renter-Occupied	45%

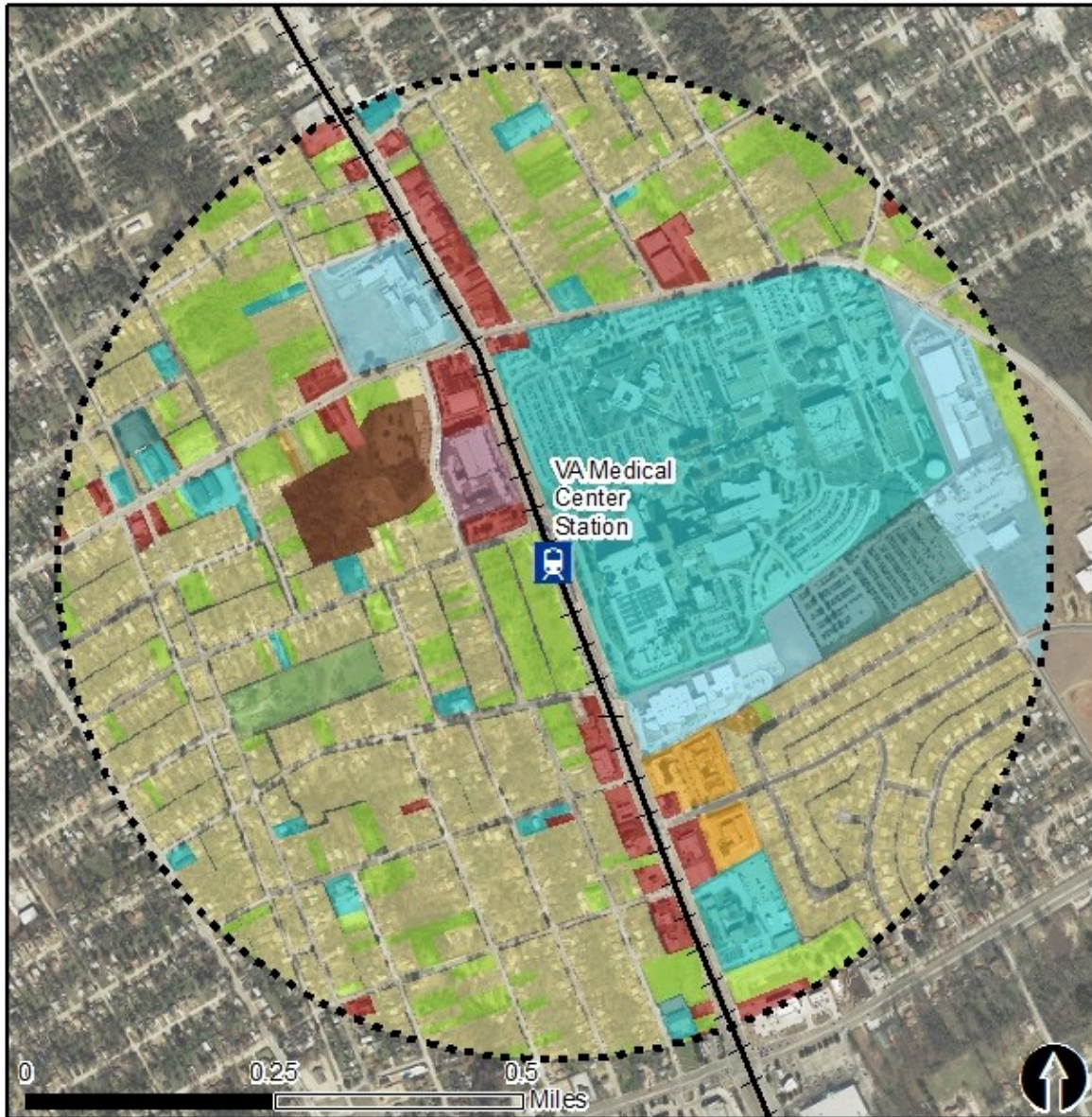
Commute To Work³

Percent Automobile	88.1%
Percent Drive Alone	77.9%
Percent Carpool	10.1%
Percent Transit	5.9%
Percent Bike	0.0%
Percent Walk	1.2%
Percent Other	0.7%
Percent Work from Home	4.1%
Percent Zero-Vehicle Households	12.7%

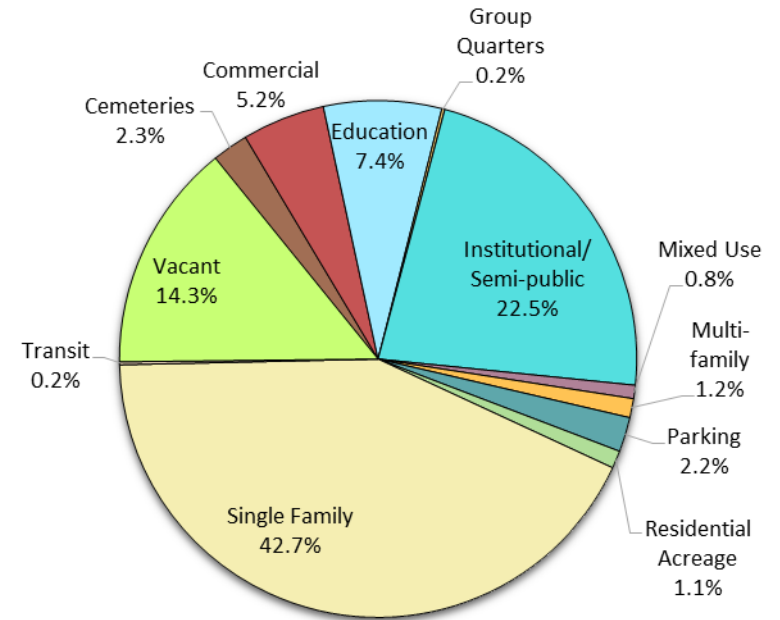
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	5,095
Job Density (jobs/sq. mile)	2,244

Land Use (2016) – VA Medical Center Station

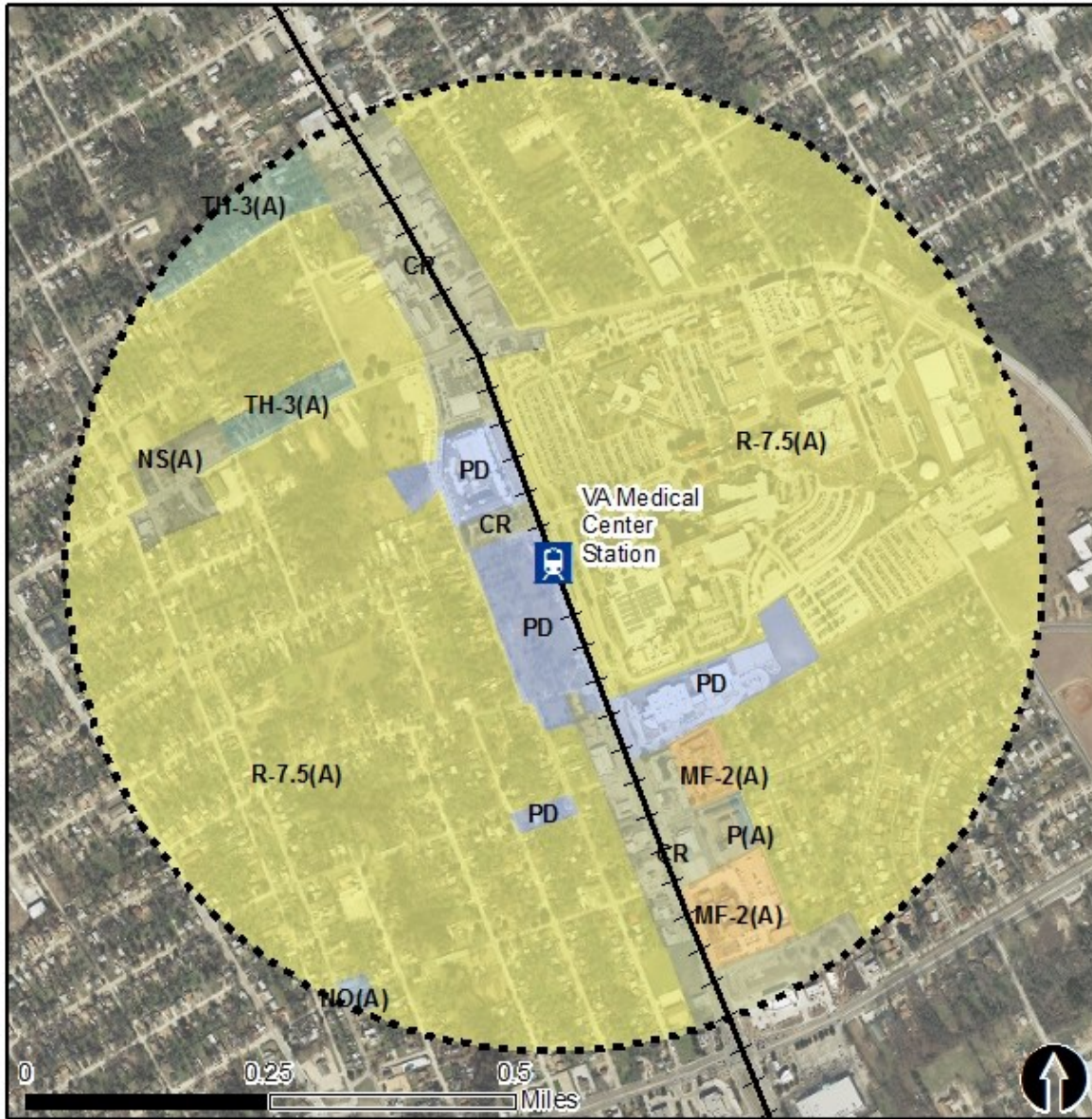


Land Use Percentages



Rail Stations + + Rail Lines

Zoning (2016) – VA Medical Center Station



Zoning Districts

- CR – Community Retail
- MF-2(A) – Multifamily
- NS(A) – Neighborhood Service
- PD – Planned Development
- R-7.5(A) – Single Family
- TH-3(A) – Townhouse

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

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



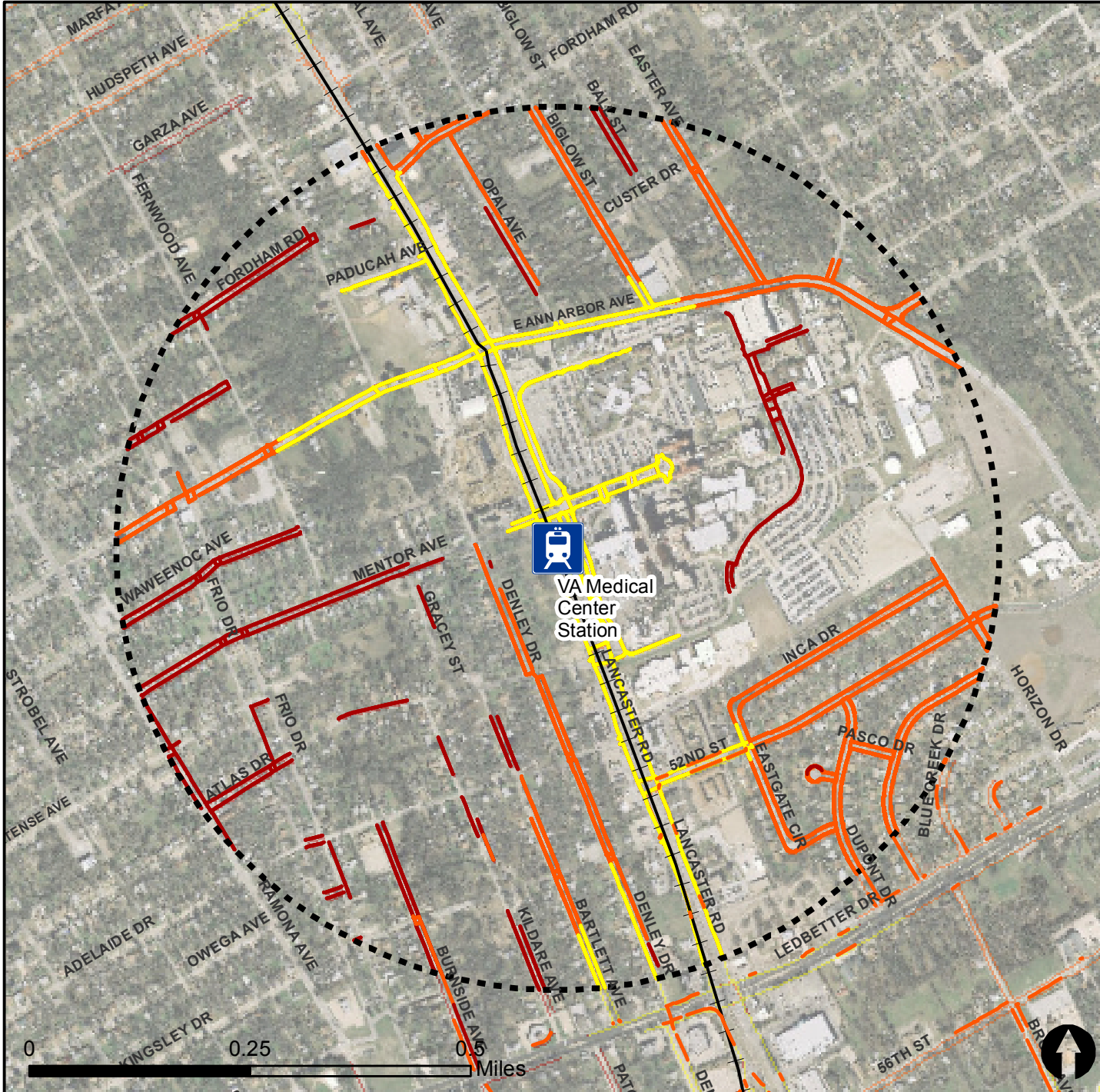
Rail Stations









Rail Lines

Pedestrian Routes to Rail - VA Medical Center Station

Last Updated: February 2015

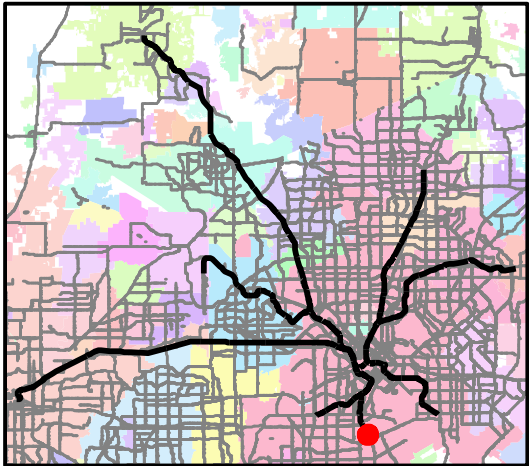


Legend

-  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

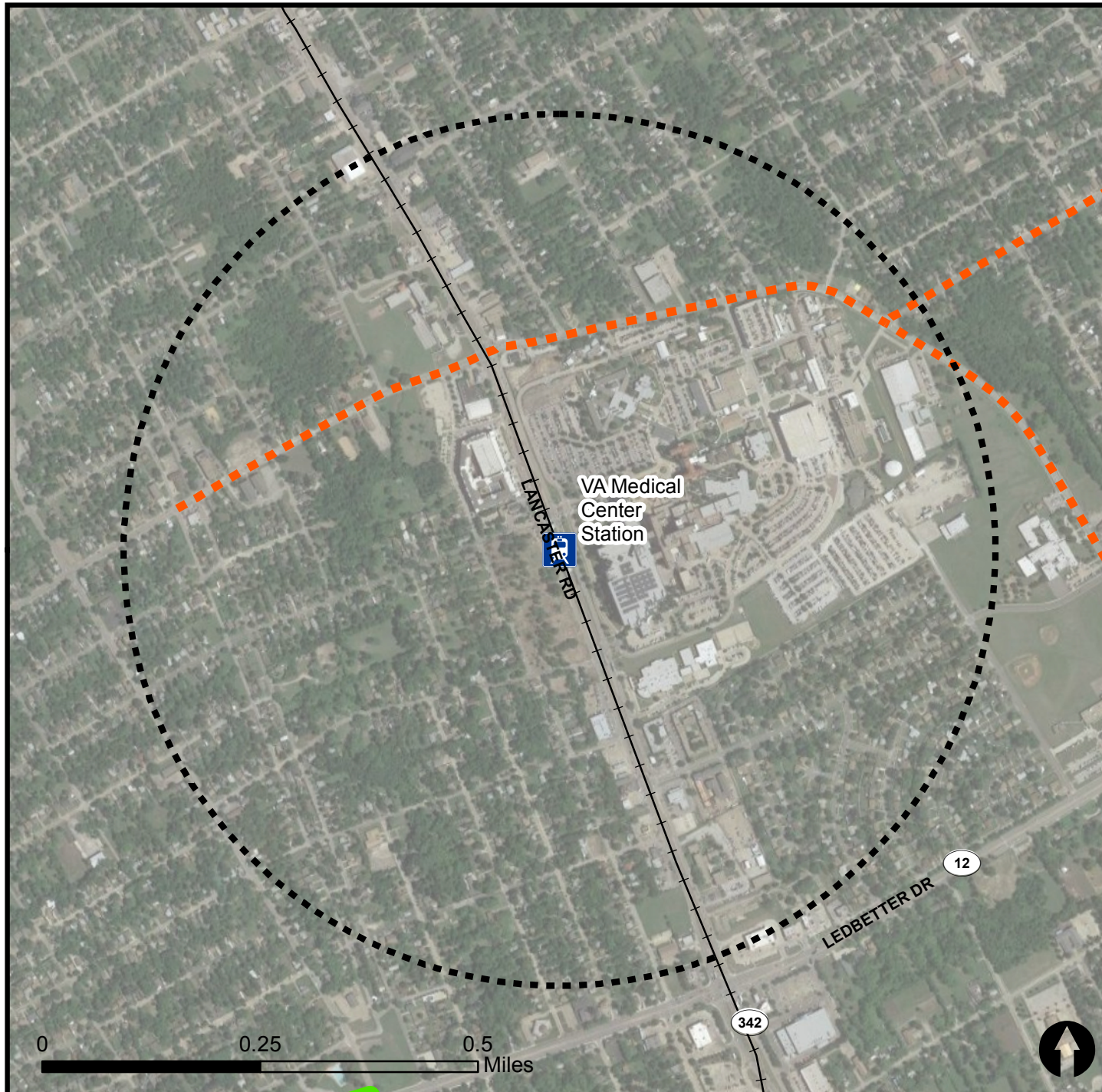


Bicycle Routes to Rail - VA Medical Center Station

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

