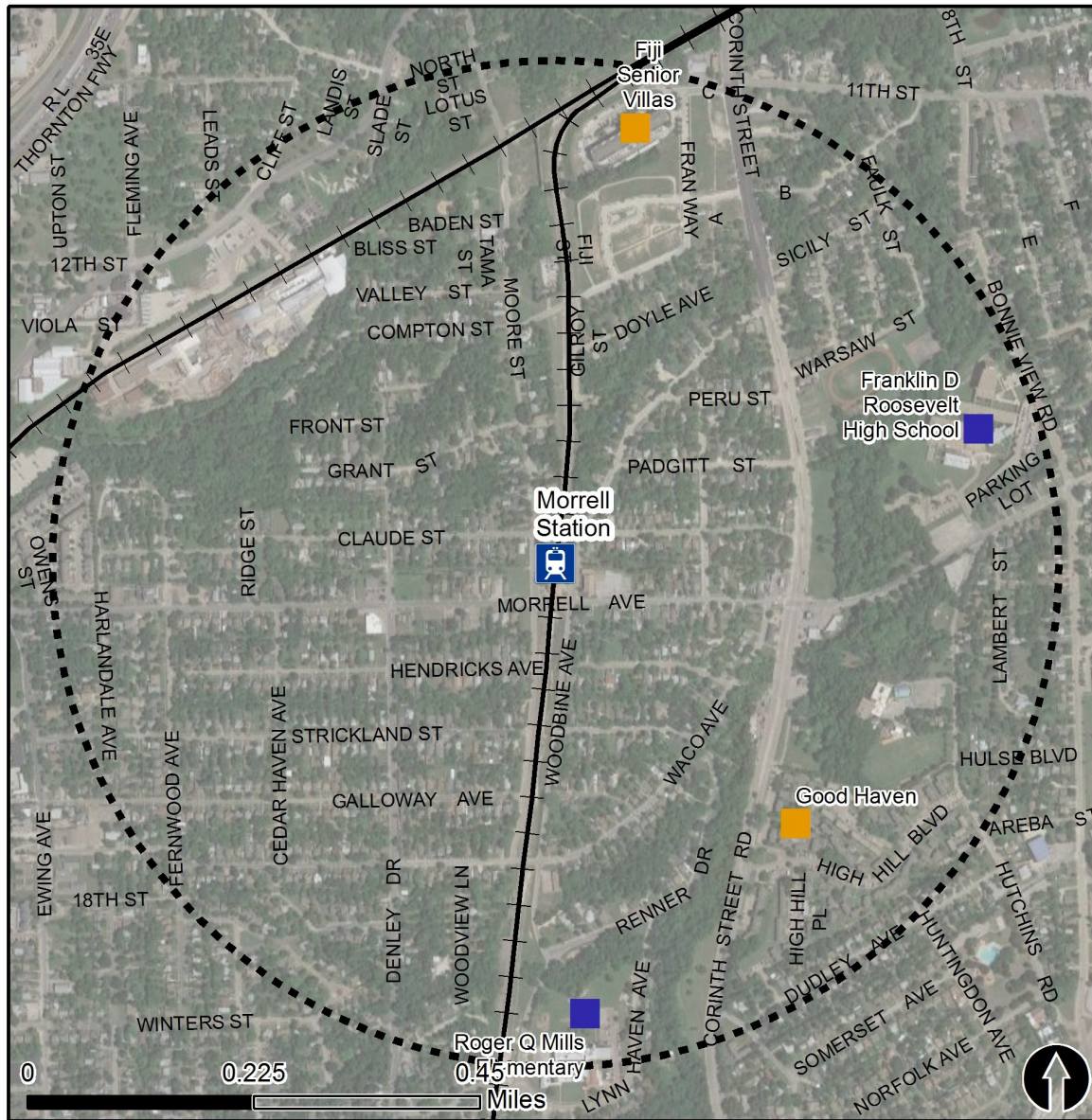


Rail Station Fact Sheet – Morrell Station



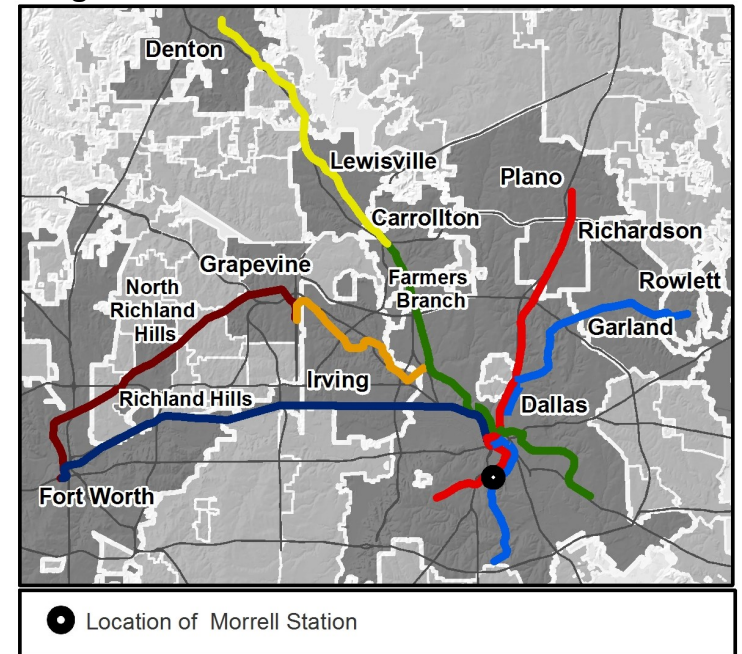
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Station Overview

Morrell Station is located on Morrell Avenue between its intersection with South Moore Street and Woodbine Avenue in Dallas. The station opened in 1996 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



Multi-Family

Rail Station Fact Sheet – Morrell Station



Station Characteristics¹

Address	1363 Morrell Avenue
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Blue Line
Corridor	South Oak Cliff (SOC)
Year Opened	1996
Park & Ride Spaces	0

Ridership¹

2015 Avg. Weekday	410
2015 Avg. Saturday	272
2015 Avg. Sunday	234

2014 On-Board Transit Survey: Access Mode to Station²

Bike	0.4%
Drive Alone	1.4%
Carpool	0.0%
Walk	86.4%
Drop Off	11.2%
Other	0.1%
Transit Transfer	0.4%

Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	6,555
Population Density (pop/sq. mile)	4,246
Average Median Age	34
Average Median Income	\$20,935.00

Housing³

Total Housing Units	2,595
Housing Density (units/sq. mile)	1,681
Percent Occupied	86%
Percent Owner-Occupied	48%
Percent Renter-Occupied	52%

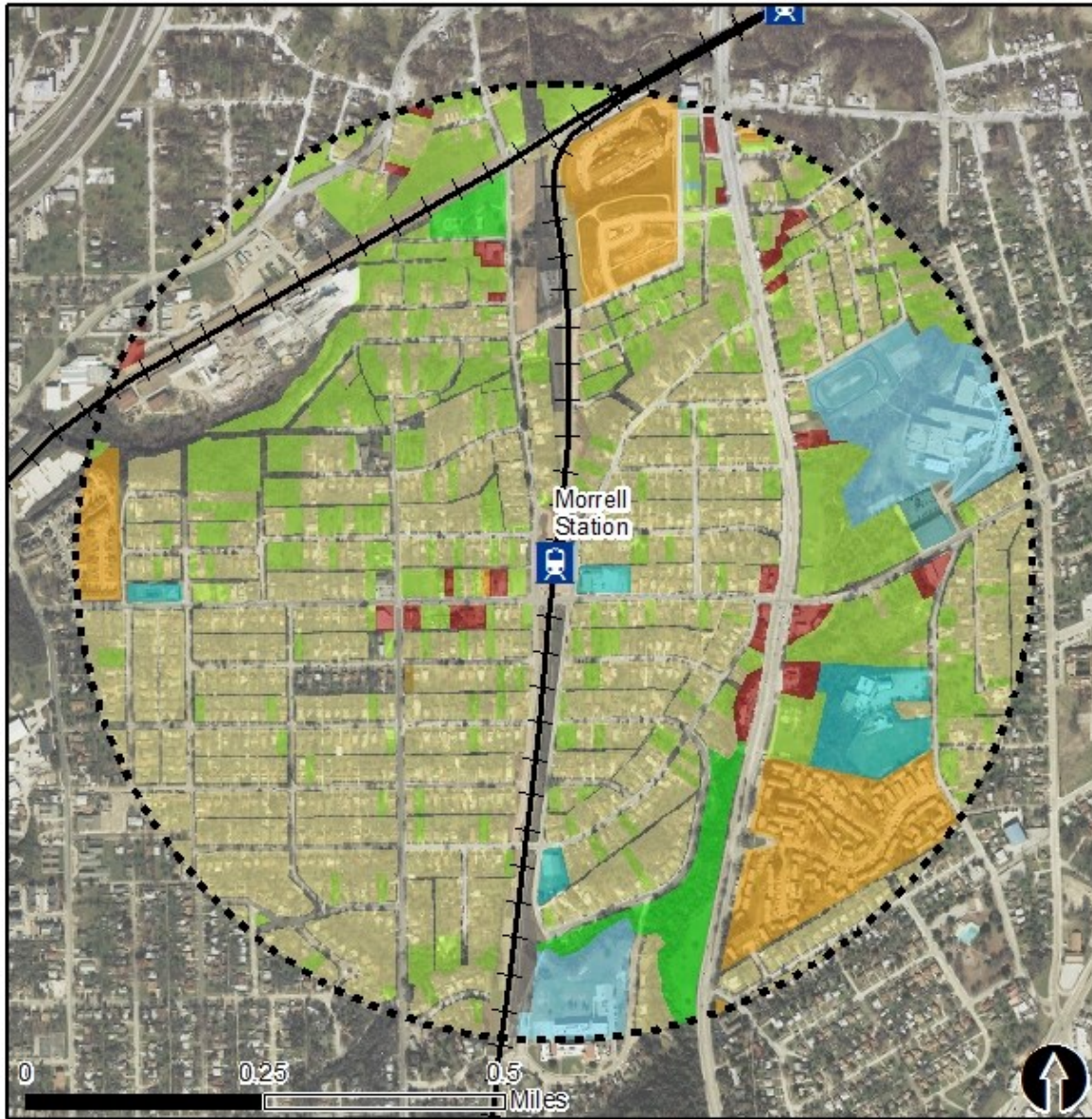
Commute To Work³

Percent Automobile	83.6%
Percent Drive Alone	67.8%
Percent Carpool	15.9%
Percent Transit	8.0%
Percent Bike	0.0%
Percent Walk	1.6%
Percent Other	5.3%
Percent Work from Home	1.4%
Percent Zero-Vehicle Households	14.1%

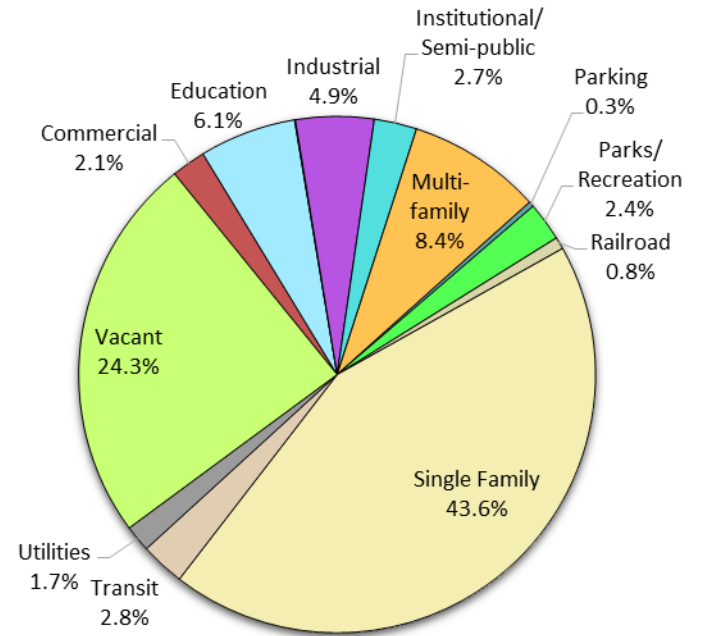
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	1,174
Job Density (jobs/sq. mile)	794



Land Use (2016) – Morrell Station



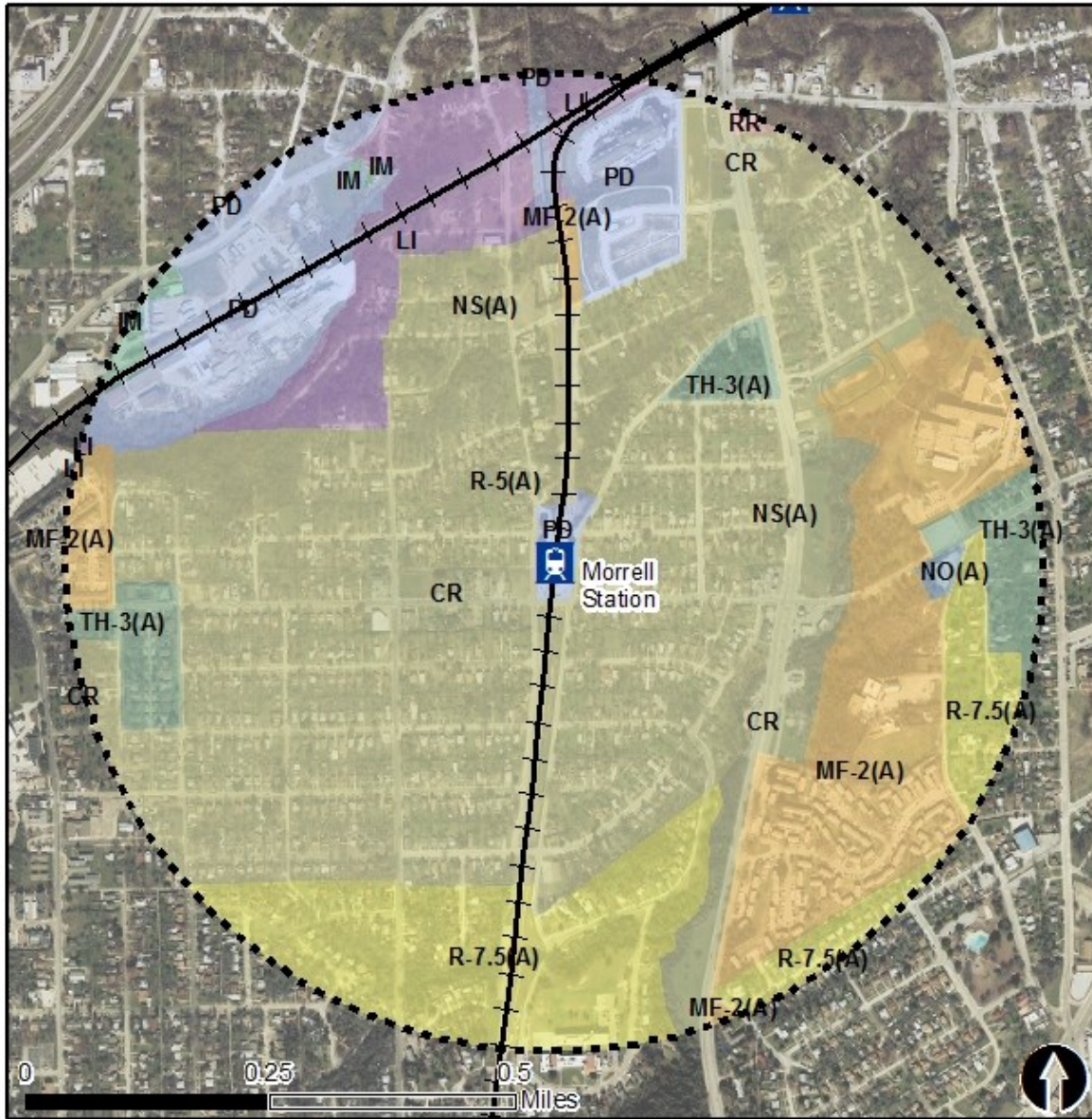
Land Use Percentages



 0.5 Mile
Station Buffer

 Rail Stations  Rail Alignment

Zoning (2016) – Morrell Station



Zoning Districts

- CR – Community Retail
- IM – Industrial Manufacturing
- LI – Light Industrial
- MF-2(A) – Multi-family
- NO(A) – Neighborhood Office
- NS(A) – Neighborhood Service
- PD – Planned Development
- R-5, 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/>



0.5 Mile
Station Buffer



Rail Stations



Rail Lines

Pedestrian Routes to Rail - Morrell Station

Last Updated: February 2015



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Legend



Rail Stations



0.5 Mile
Station Buffer

—+— Railroads

Existing sidewalk facilities within a 0.5 mile walk distance

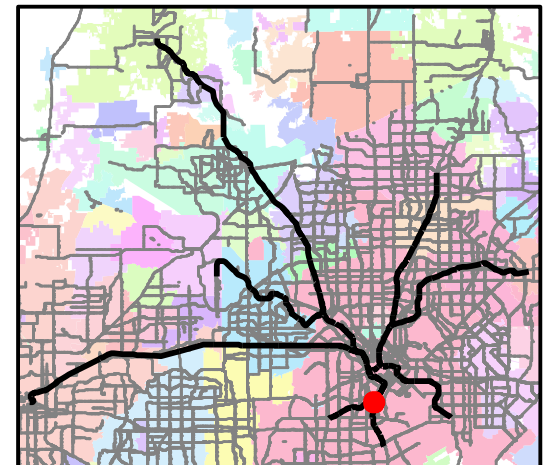
Existing sidewalk facilities greater than a 0.5 mile walk distance

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

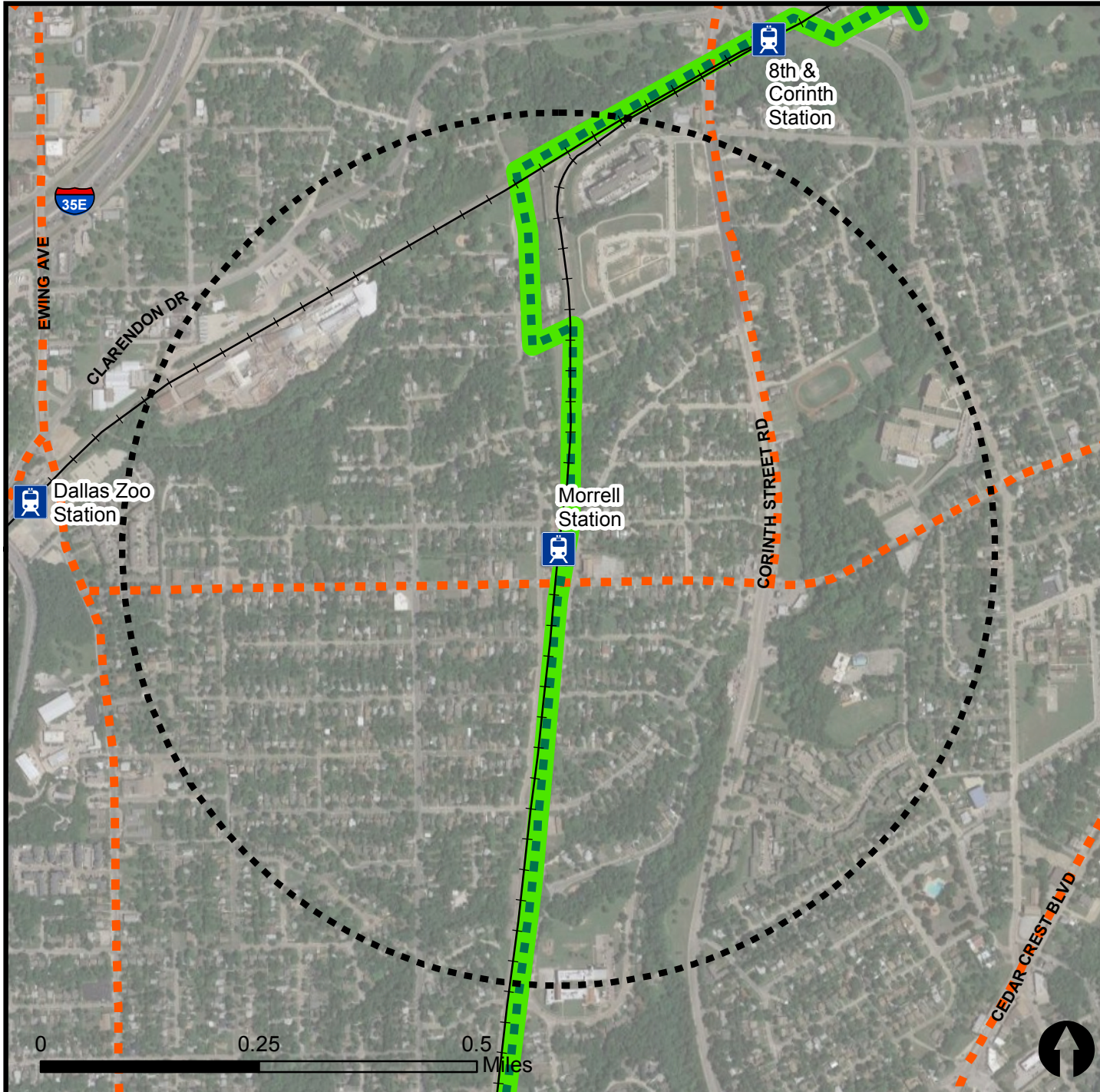


Bicycle Routes to Rail - Morrell Station

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

