

Rail Station Fact Sheet – Walnut Hill Station



Station Characteristics¹

Address	8150 Walnut Hill Lane
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Red Line, Orange Line
Corridor	North Central (NC)
Year Opened	2002
Park & Ride Spaces	170

Ridership¹

2015 Avg. Weekday	1,158
2015 Avg. Saturday	525
2015 Avg. Sunday	370

2014 On-Board Transit Survey: Access Mode to Station²

Bike	1.1%
Drive Alone	10.2%
Carpool	0.9%
Walk	55.4%
Drop Off	15.5%
Other	1.1%
Transit Transfer	15.8%

Station Area Plans and Studies

Title	forwardDallas! Comp Plan Amendment: Vickery Meadow 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	11,759
Population Density (pop/sq. mile)	4,326
Average Median Age	45
Average Median Income	\$53,158.75

Housing³

Total Housing Units	6,267
Housing Density (units/sq. mile)	2,305
Percent Occupied	83%
Percent Owner-Occupied	19%
Percent Renter-Occupied	81%

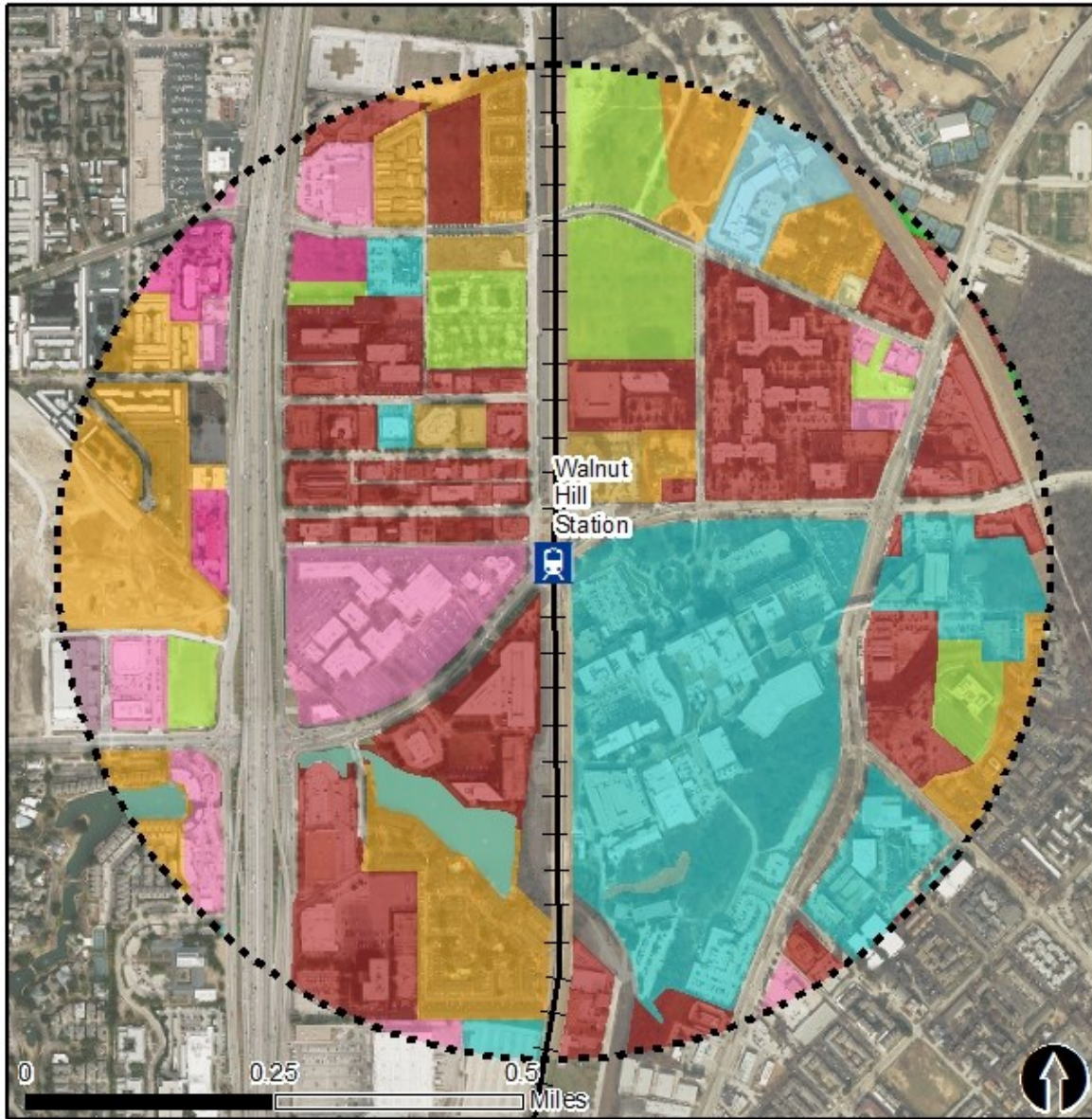
Commute To Work³

Percent Automobile	82.7%
Percent Drive Alone	72.5%
Percent Carpool	10.2%
Percent Transit	6.3%
Percent Bike	0.8%
Percent Walk	0.9%
Percent Other	6.2%
Percent Work from Home	3.0%
Percent Zero-Vehicle Households	13.6%

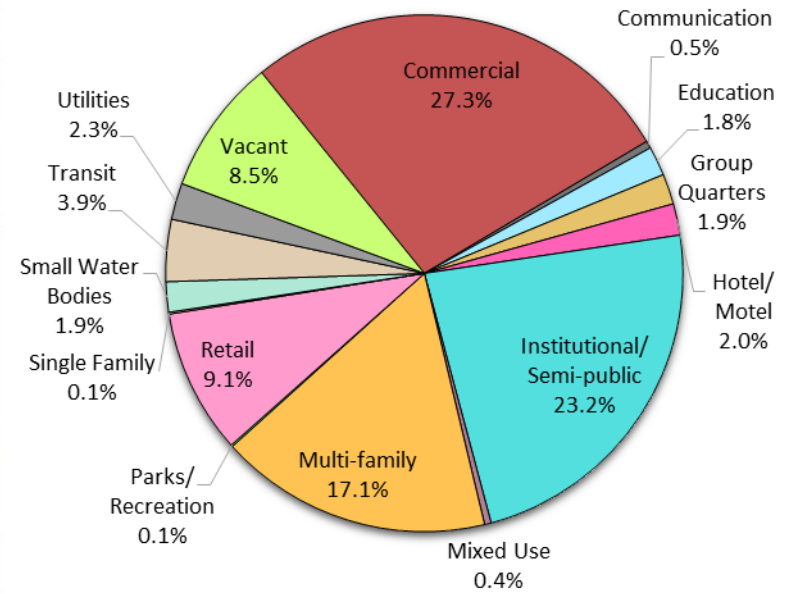
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	39,014
Job Density (jobs/sq. mile)	16,690

Land Use (2016) – Walnut Hill Station



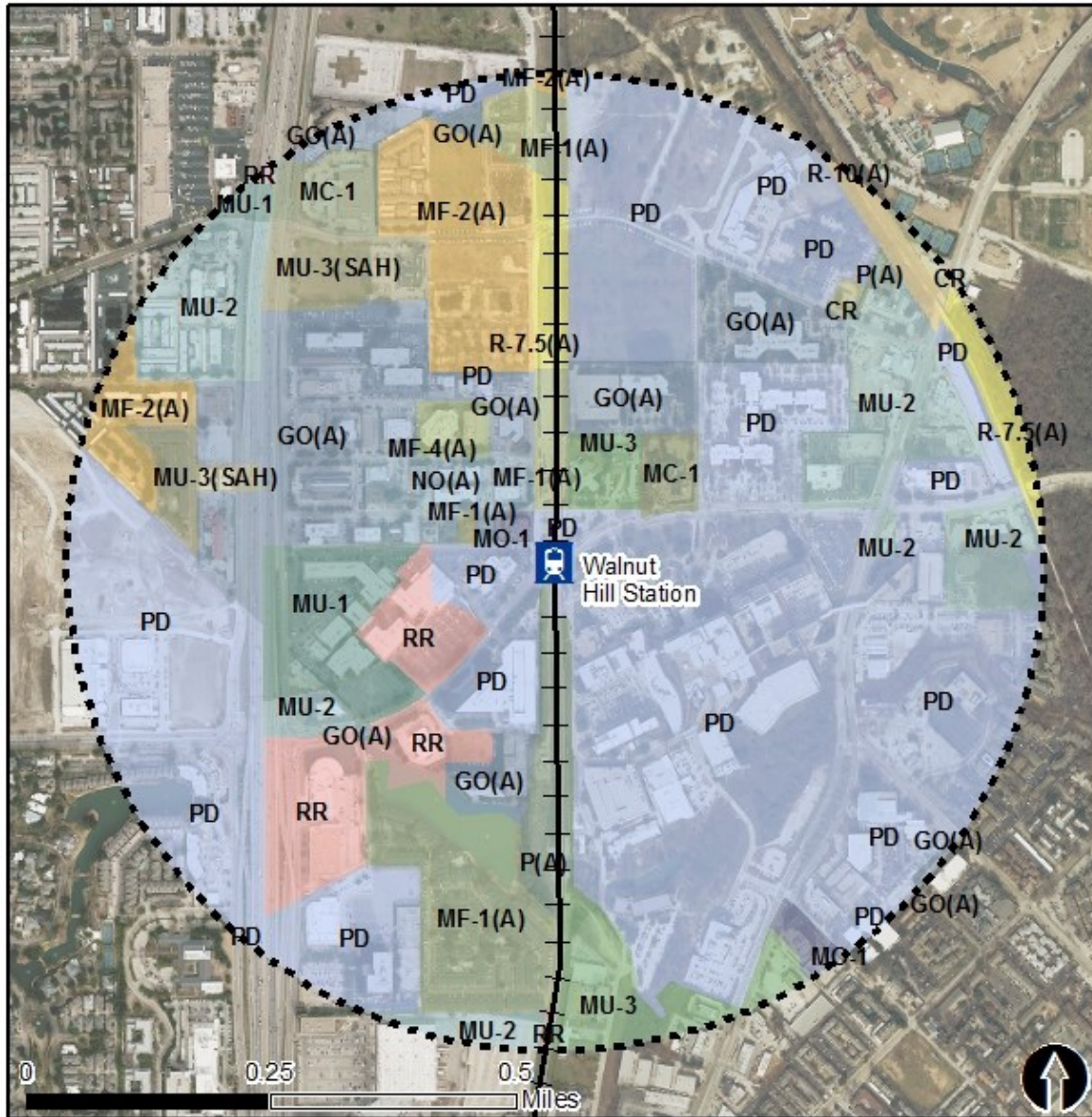
Land Use Percentages



0.5 Mile Station Buffer

Rail Stations Rail Lines

Zoning (2016) – Walnut Hill Station



Zoning Districts

- CR – Community Retail
- GO(A) – General Office
- LI – Light Industrial
- MC-1 – Multiple Commercial
- MF-2(A) – Multi-family
- MU-1, 2, 3 – Mixed Use
- MO – Mid-range Office
- NO(A) – Neighborhood Office
- P(A) – Parking
- PD – Planned Development
- RR – Regional Retail
- R-7, R-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



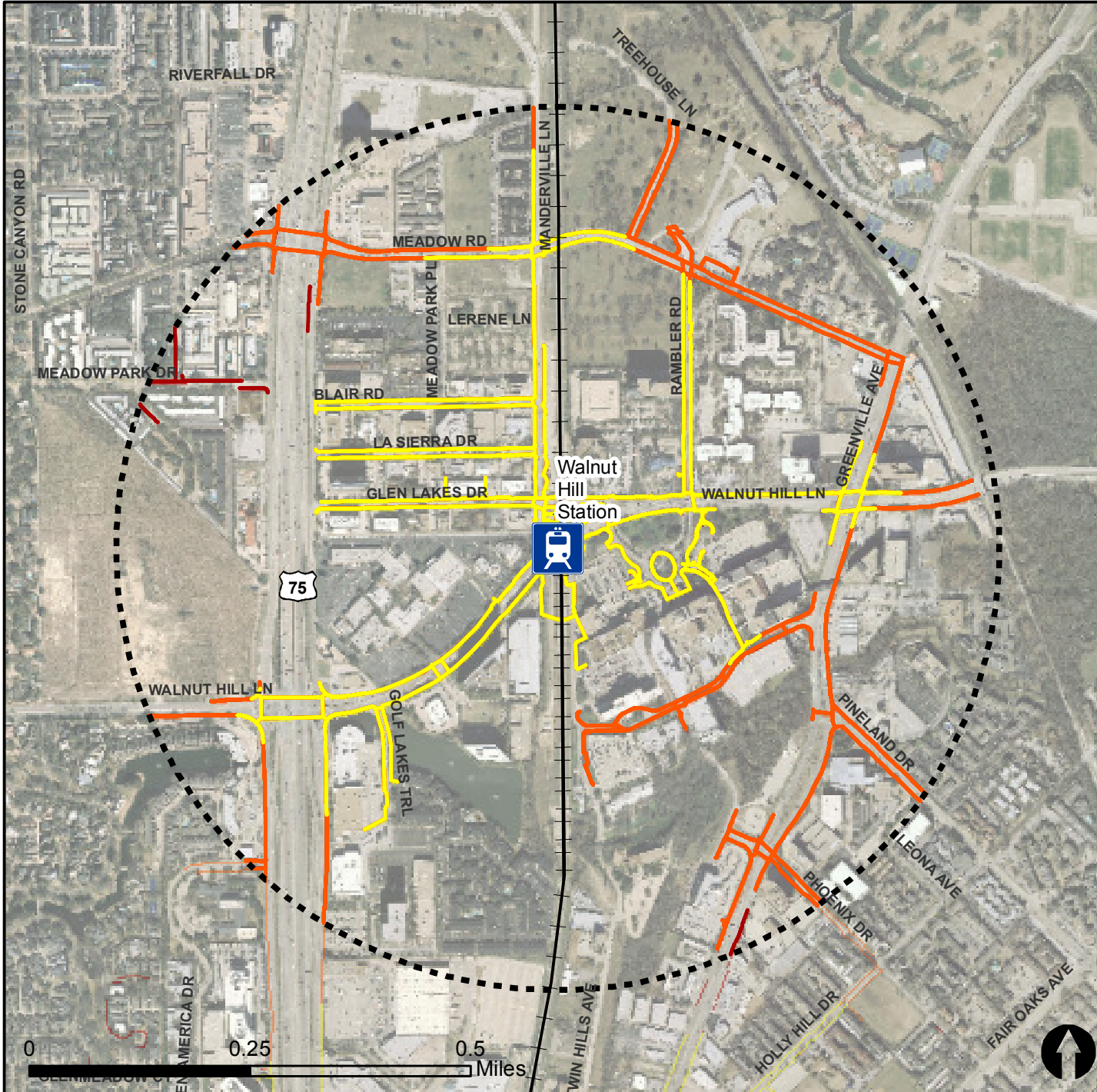
Rail Lines

Pedestrian Routes to Rail - Walnut Hill Station



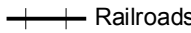



Last Updated: February 2015



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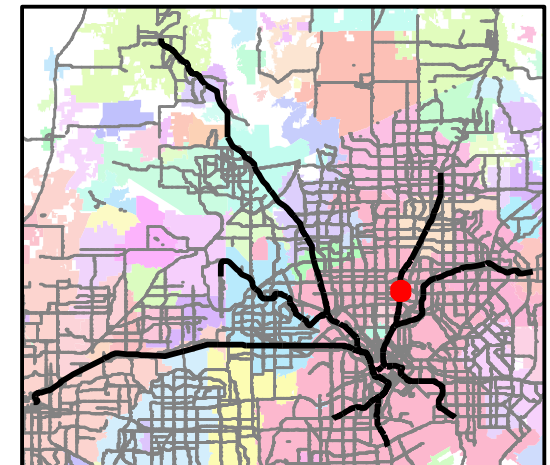
Legend

-  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

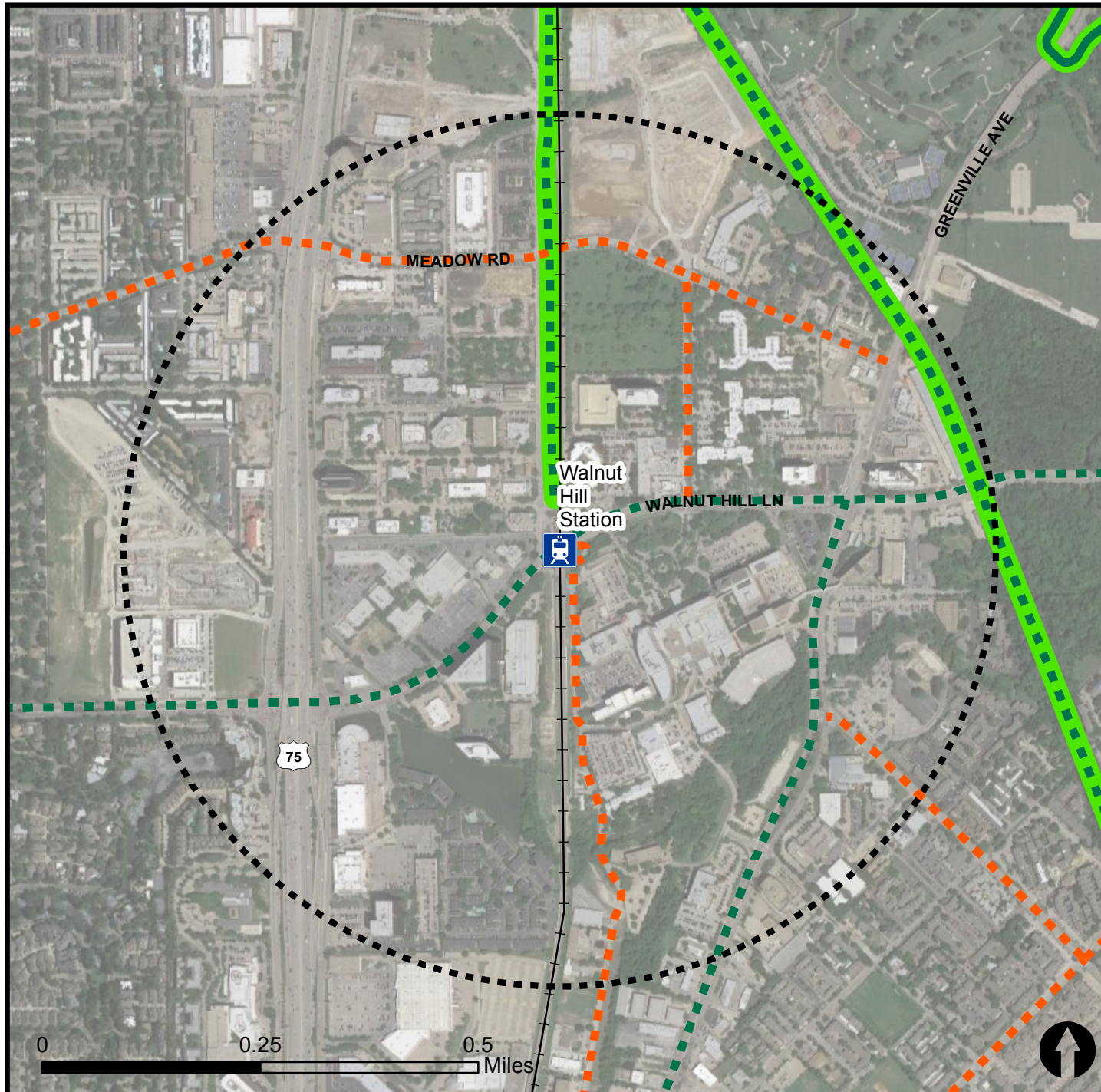


Bicycle Routes to Rail - Walnut Hill Station

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

