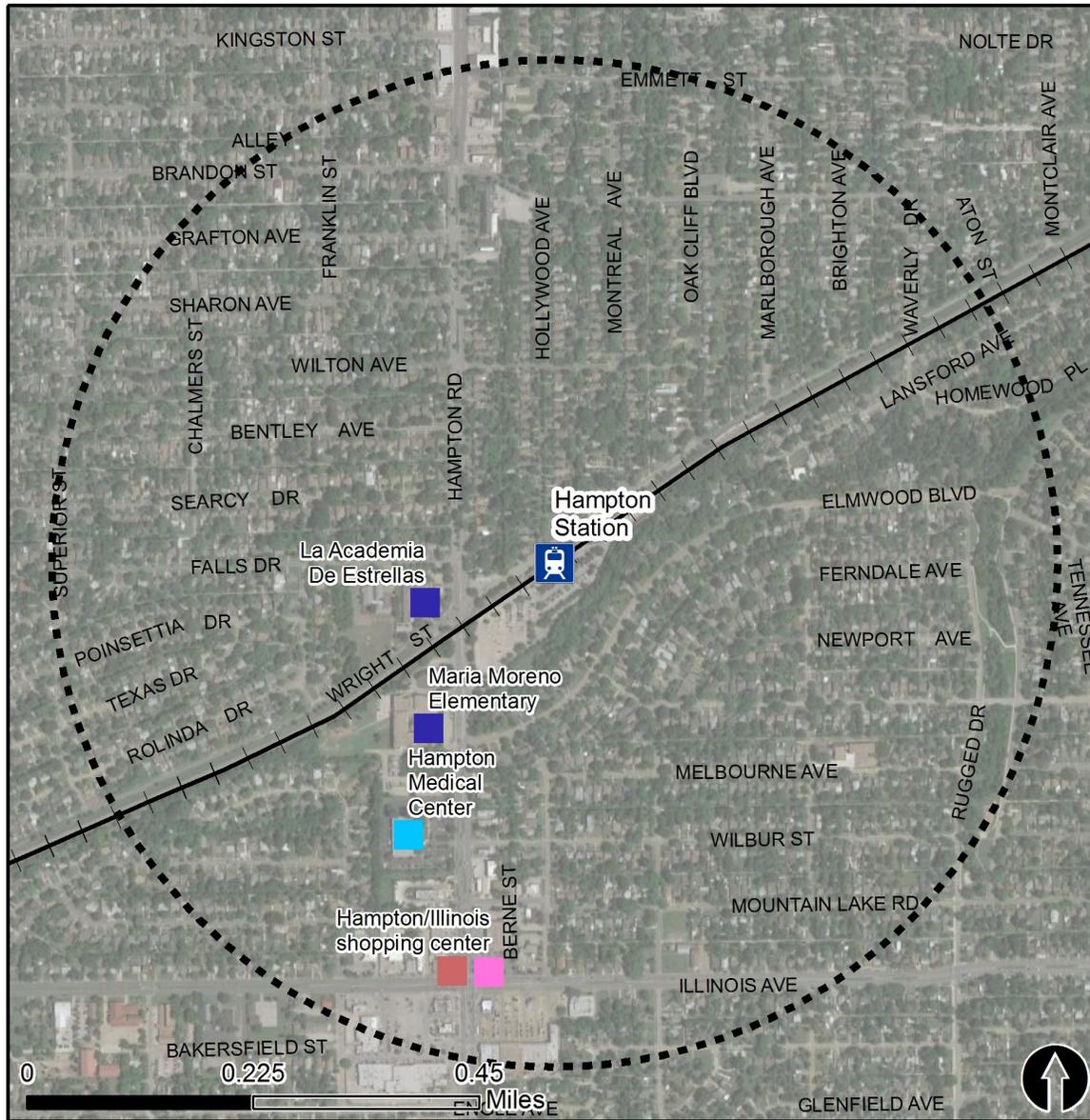
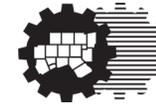


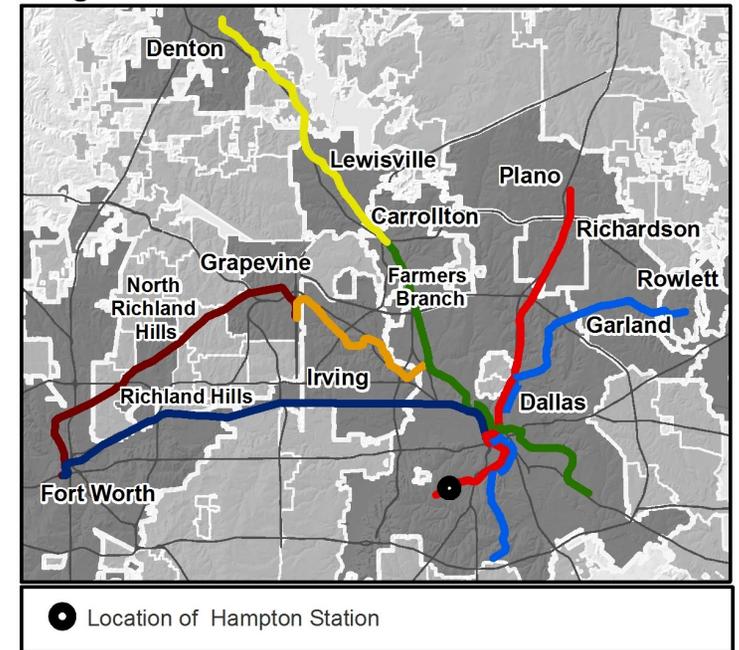
Rail Station Fact Sheet – Hampton Station



Station Overview

Hampton Station is located along Wright Street at South Hampton Road in Dallas. The station opened in 1996 and is served by the DART Rail Red Line.

Regional Rail Transit Lines



0.5 Mile
Station Buffer



Rail Stations

Rail Lines

Key Developments



Education



Institutional



Retail



Service

Rail Station Fact Sheet – Hampton Station



Station Characteristics¹

Address	2002 S. Hampton Road
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Red Line
Corridor	West Oak Cliff (WOC)
Year Opened	1996
Park & Ride Spaces	455

Ridership¹

2015 Avg. Weekday	903
2015 Avg. Saturday	497
2015 Avg. Sunday	359

2014 On-Board Transit Survey: Access Mode to Station²

Bike	0.8%
Drive Alone	7.4%
Carpool	0.0%
Walk	40.5%
Drop Off	14.0%
Other	0.0%
Transit Transfer	37.4%

Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	13,924
Population Density (pop/sq. mile)	6,557
Average Median Age	31
Average Median Income	\$41,443.60

Housing³

Total Housing Units	4,238
Housing Density (units/sq. mile)	1,996
Percent Occupied	94%
Percent Owner-Occupied	67%
Percent Renter-Occupied	33%

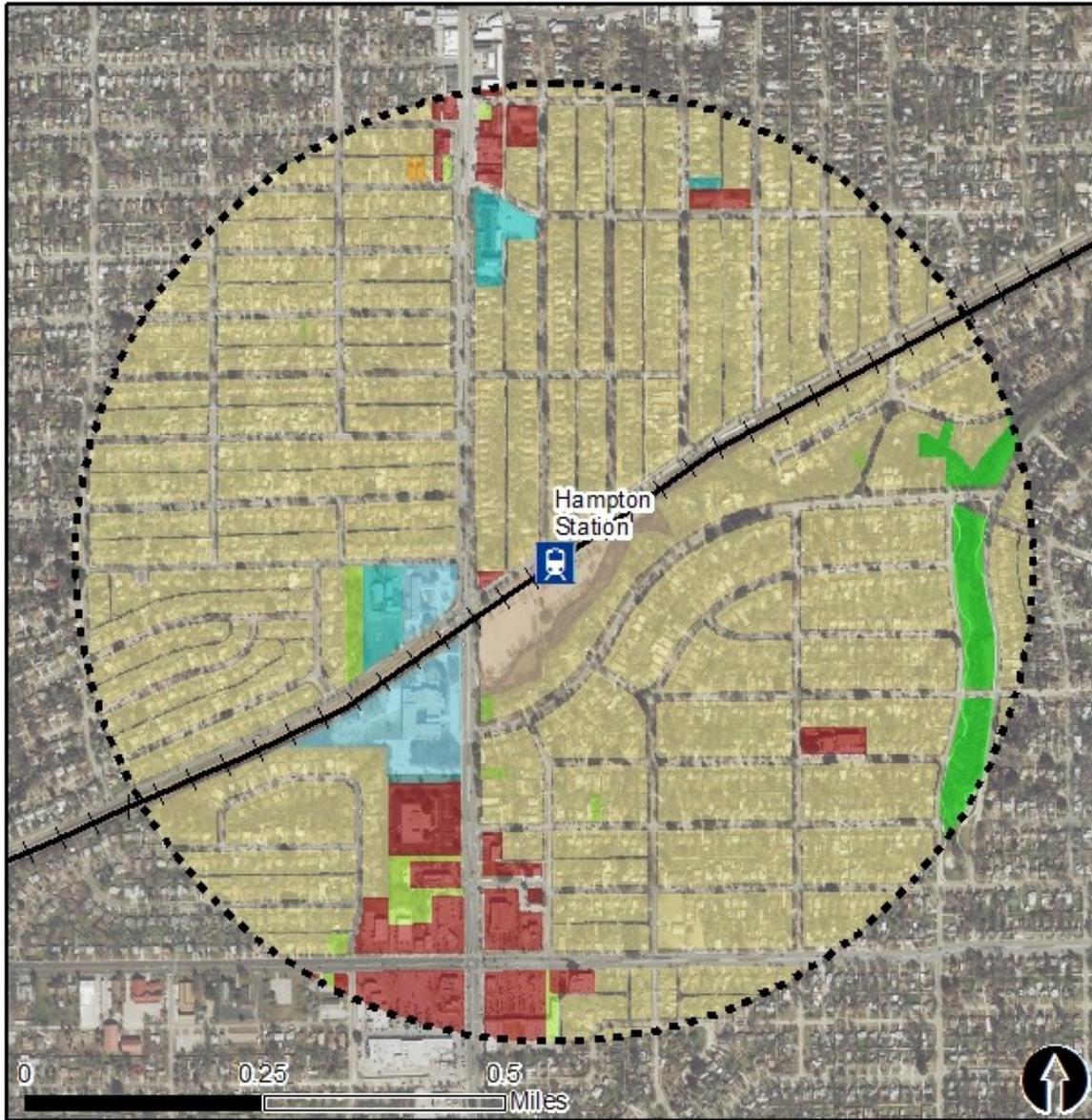
Commute To Work³

Percent Automobile	91.8%
Percent Drive Alone	80.5%
Percent Carpool	11.3%
Percent Transit	1.9%
Percent Bike	0.2%
Percent Walk	0.2%
Percent Other	2.9%
Percent Work from Home	3.1%
Percent Zero-Vehicle Households	9.8%

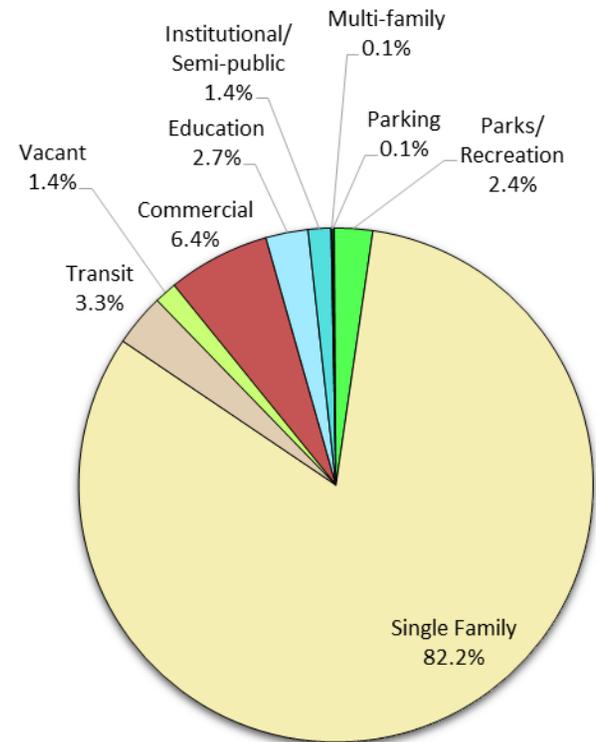
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	1,940
Job Density (jobs/sq. mile)	916

Land Use (2016) – Hampton Station



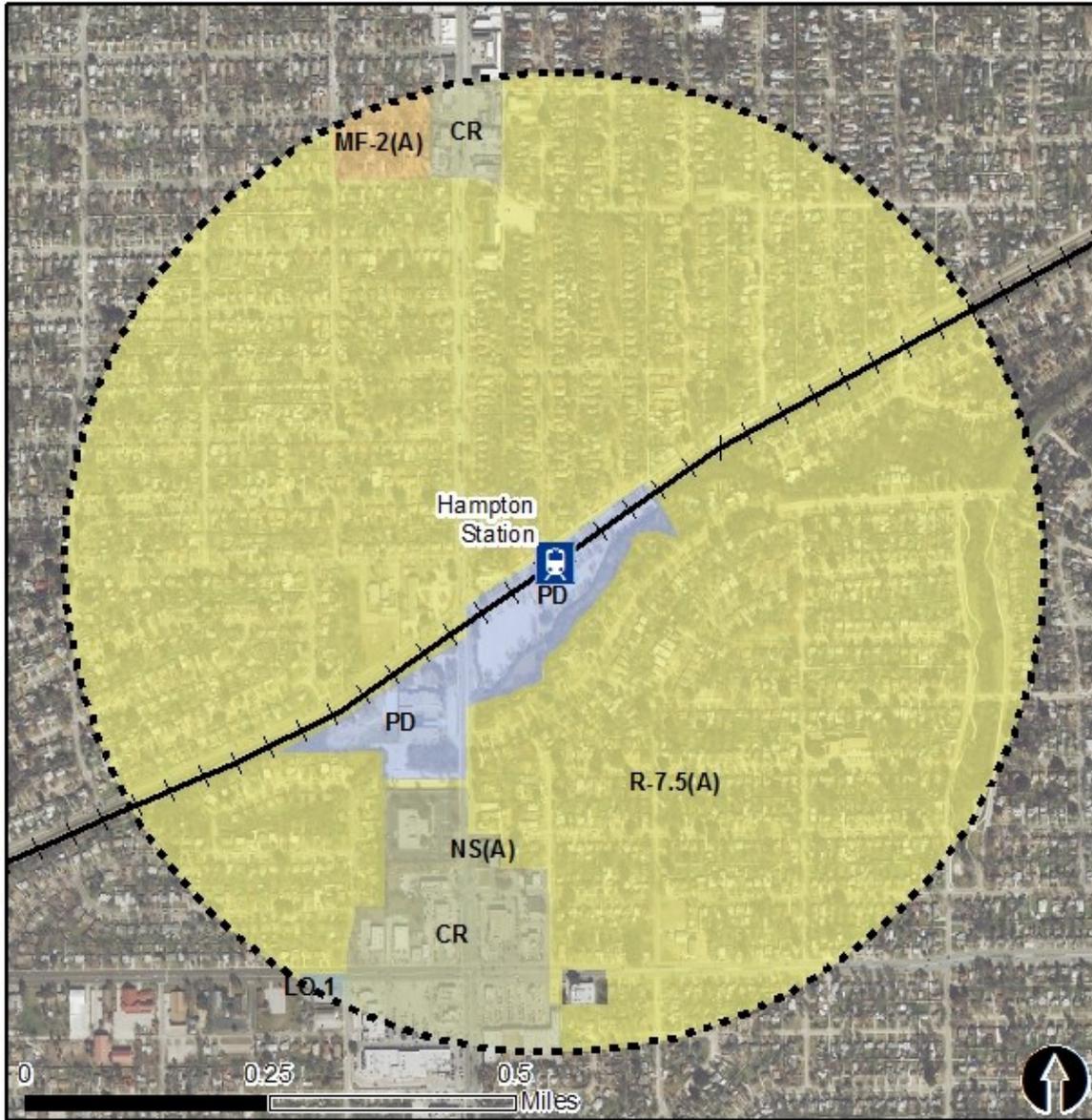
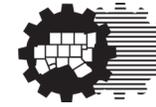
Land Use Percentages



0.5 Mile
Station Buffer

Rail Stations Rail Lines

Zoning (2016) – Hampton Station



Zoning Districts

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

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

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



0.5 Mile
Station Buffer



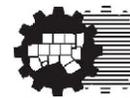
Rail Stations



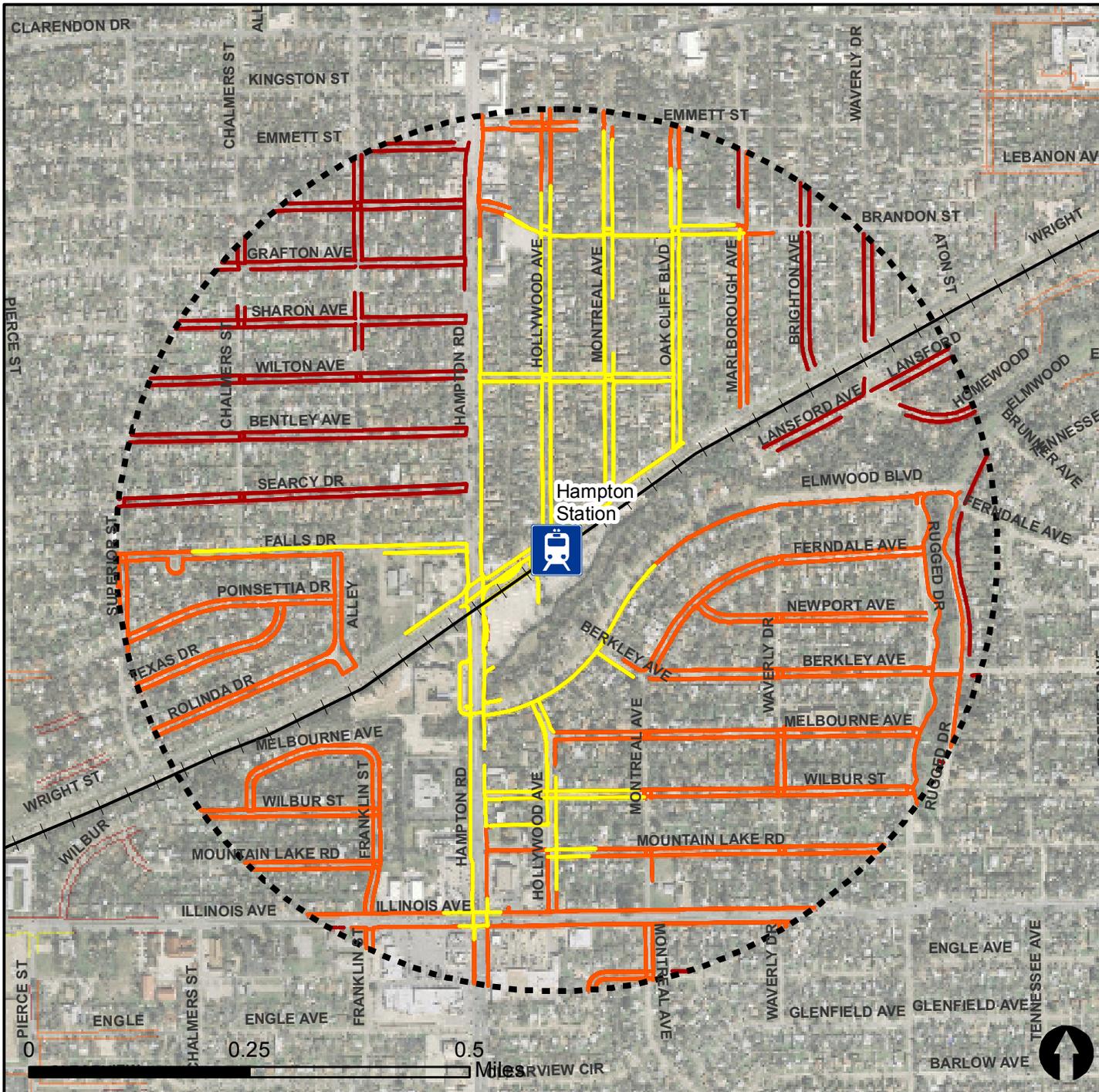
Rail Lines

Pedestrian Routes to Rail - Hampton Station

Last Updated: February 2015



North Central Texas
Council of Governments



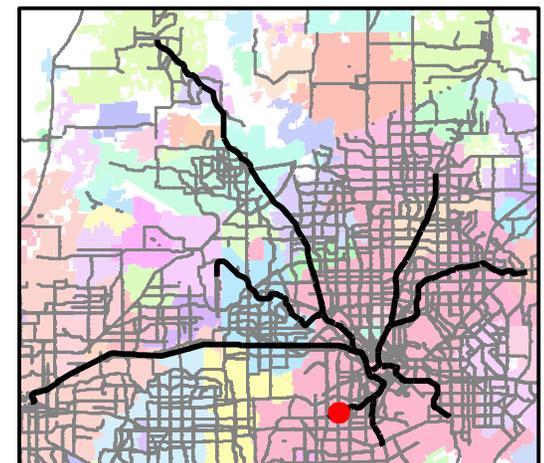
Legend

-  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

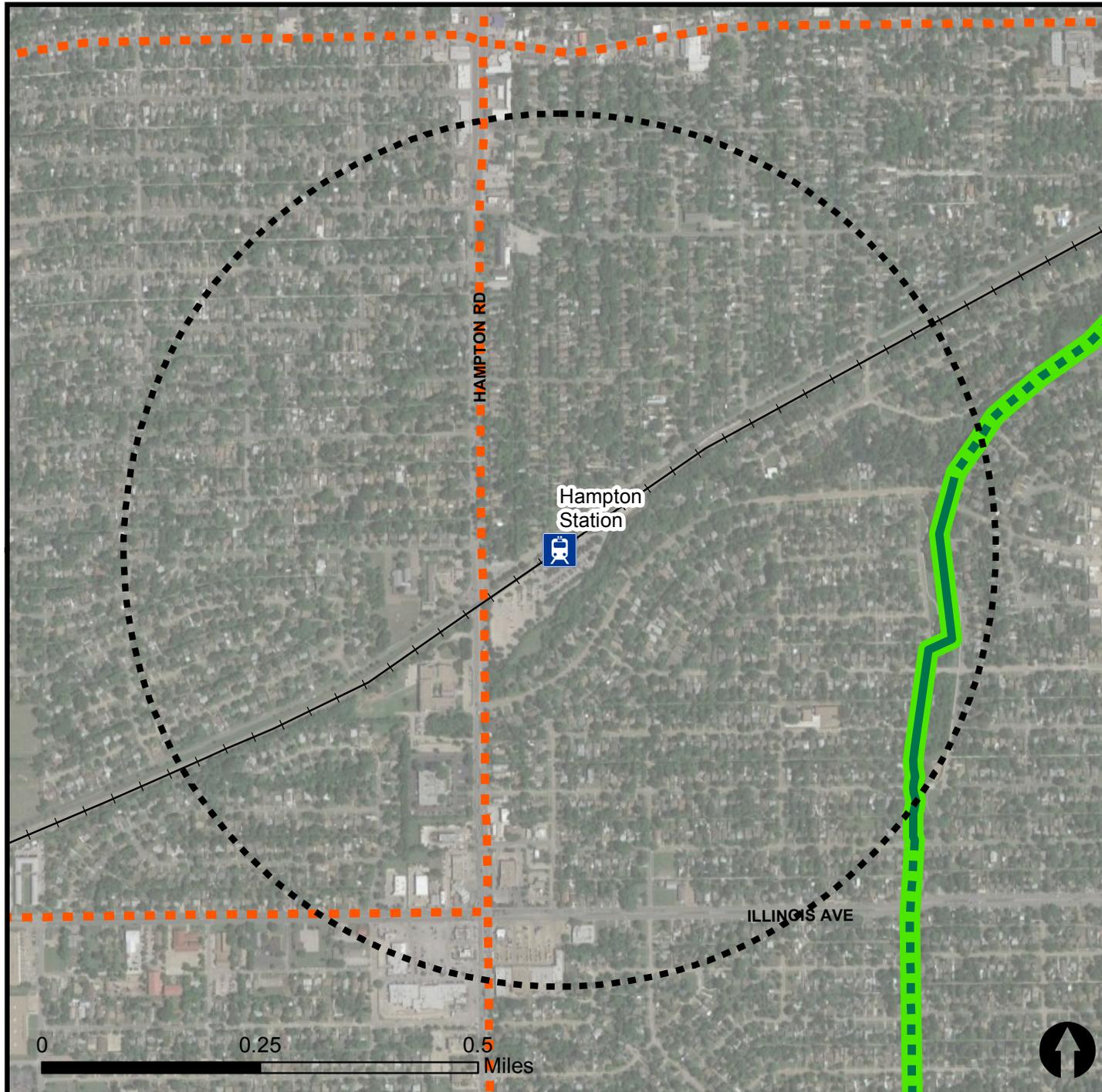


Bicycle Routes to Rail - Hampton Station

Last Updated: October 2016



North Central Texas
Council of Governments



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

