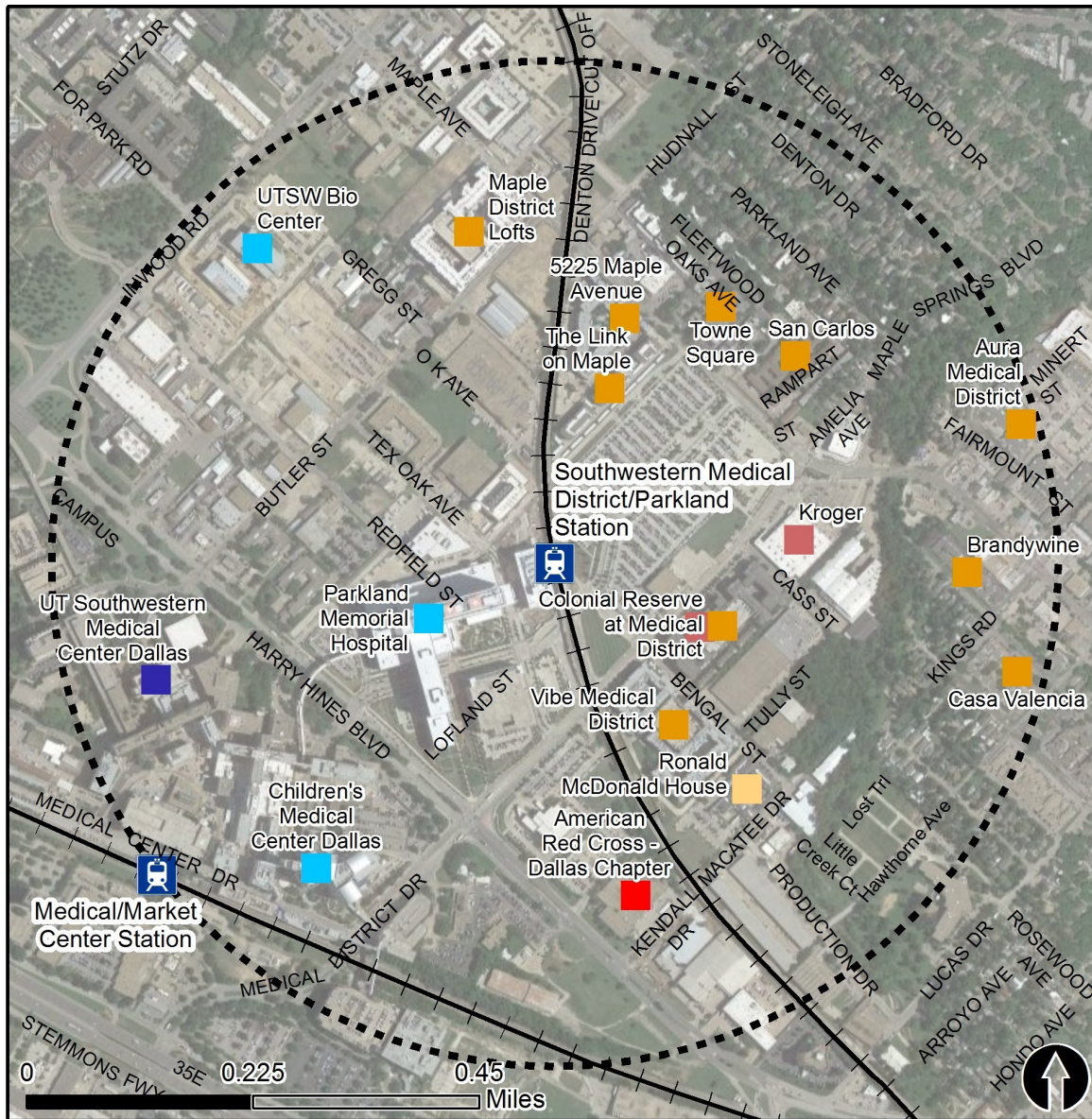


Rail Station Fact Sheet – Southwestern Medical District/Parkland Station



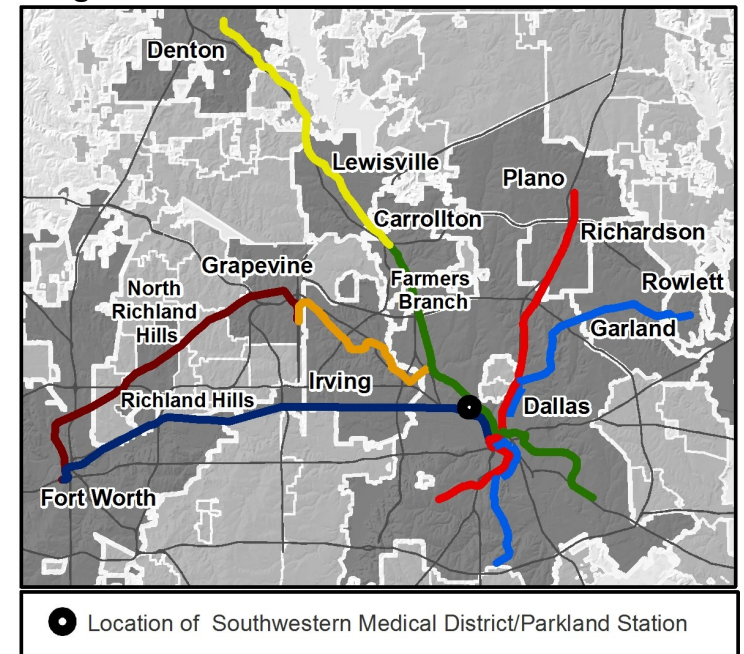
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Station Overview

Southwestern Medical District/Parkland Station is near Parkland Memorial Hospital and the Medical District Drive and Harry Hines Boulevard intersection in Dallas. The station opened in 2010 and is served by the DART Rail Green and Orange Lines.

Regional Rail Transit Lines



● Location of Southwestern Medical District/Parkland Station

0.5 Mile Station Buffer Rail Lines	Rail Stations	Key Developments				
		Education	Group Quarters	Institutional	Multi-Family	Office Retail

Rail Station Fact Sheet – Southwestern Medical District/Parkland Station



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Station Characteristics¹

Address	2101 Medical District Drive
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Green Line, Orange Line
Corridor	Northwest (NW)
Year Opened	2010
Park & Ride Spaces	0

Ridership¹

2015 Avg. Weekday	2,446
2015 Avg. Saturday	997
2015 Avg. Sunday	802

2014 On-Board Transit Survey: Access Mode to Station²

Bike	1.0%
Drive Alone	0.1%
Carpool	0.3%
Walk	58.6%
Drop Off	6.8%
Other	2.8%
Transit Transfer	30.4%

Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	20,457
Population Density (pop/sq. mile)	3,399
Average Median Age	34
Average Median Income	\$47,283.00

Housing³

Total Housing Units	6,360
Housing Density (units/sq. mile)	1,057
Percent Occupied	89%
Percent Owner-Occupied	24%
Percent Renter-Occupied	76%

Commute To Work³

Percent Automobile	82.9%
Percent Drive Alone	72.3%
Percent Carpool	10.6%
Percent Transit	5.3%
Percent Bike	0.3%
Percent Walk	8.2%
Percent Other	0.7%
Percent Work from Home	2.7%
Percent Zero-Vehicle Households	5.4%

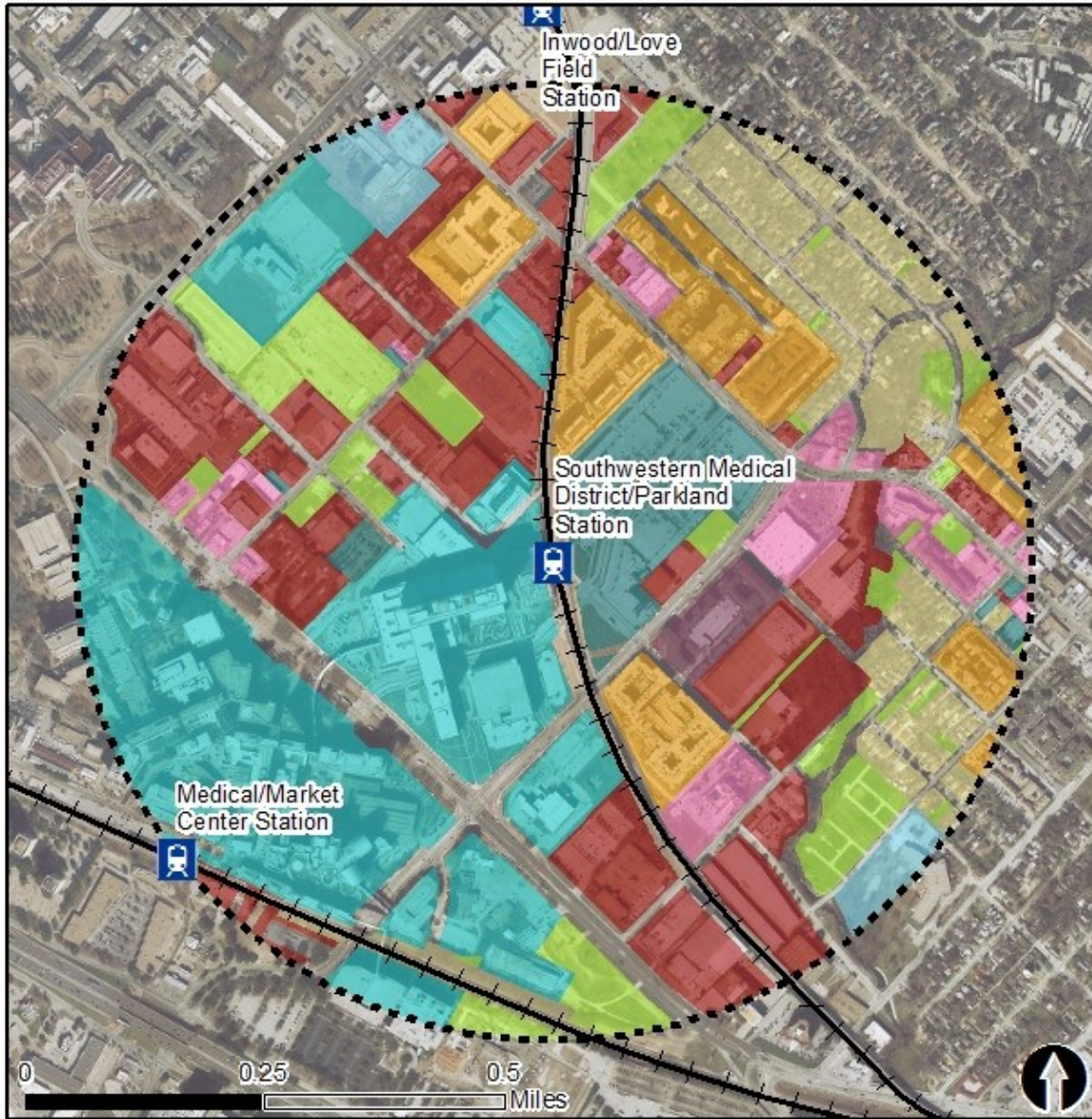
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	41,792
Job Density (jobs/sq. mile)	21,944

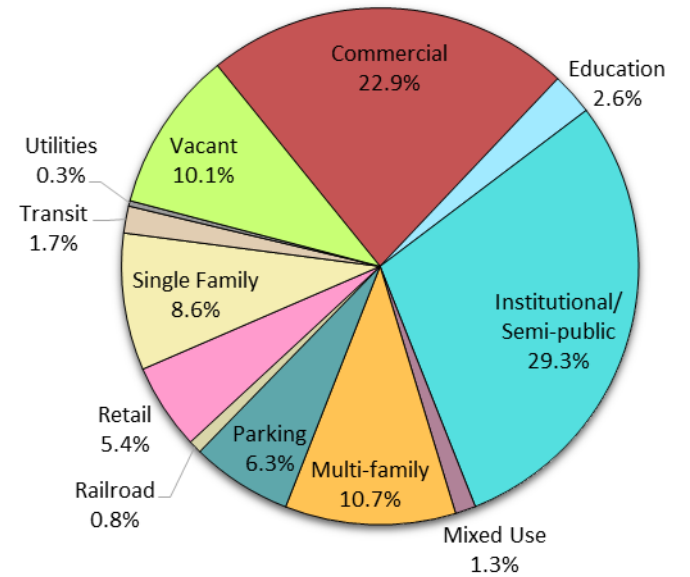
Land Use (2016) – Southwestern Medical District/Parkland Station



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Land Use Percentages

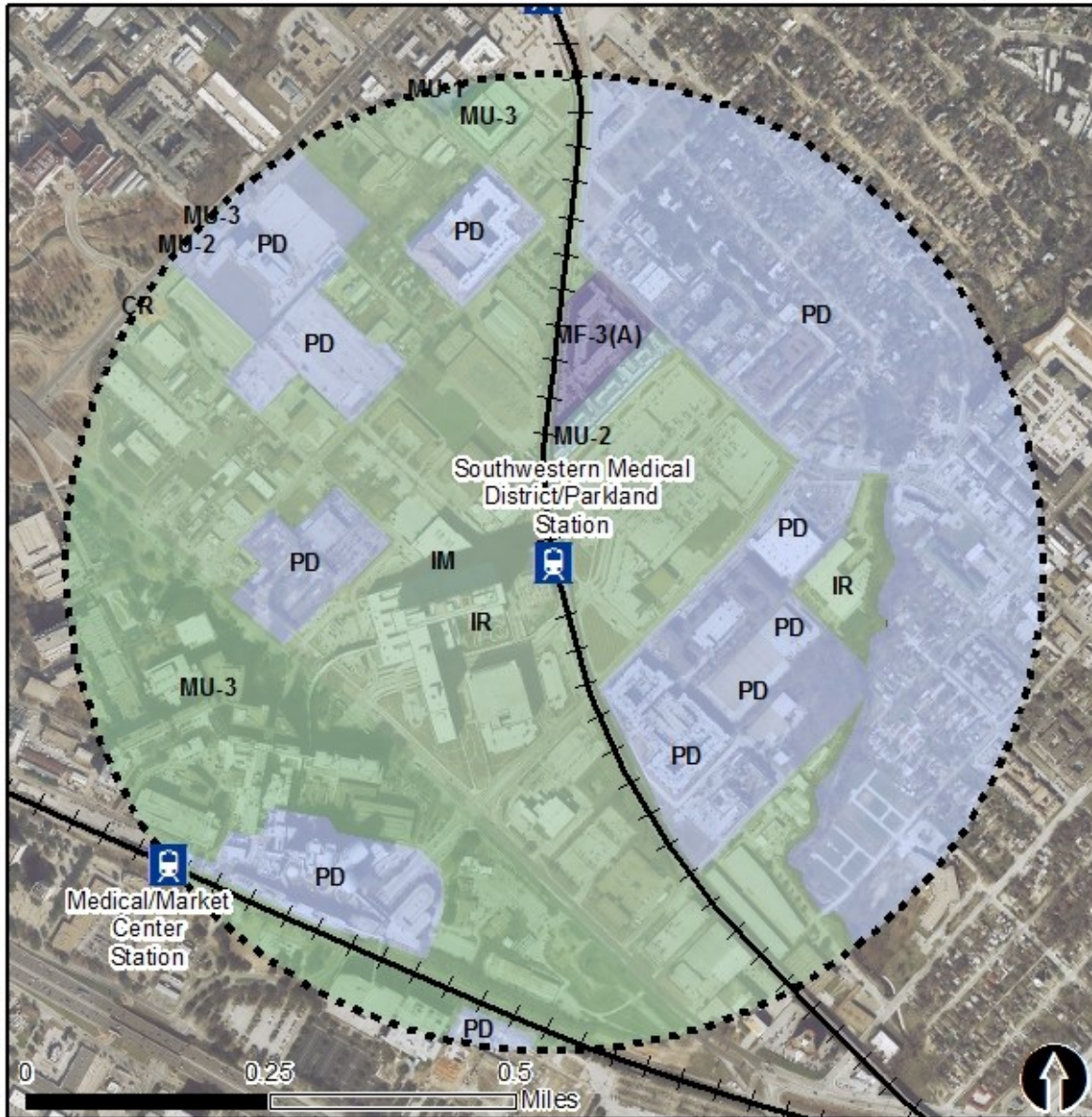


0.5 Mile
Station Buffer



Rail Stations + + Rail Lines

Zoning (2016) – Southwestern Medical District/Parkland Station



Zoning Districts

- CR – Community Retail
- IM – Industrial Manufacturing
- IR – Industrial Research
- MU-1 – Mixed Use
- MU-2 – Mixed Use
- MU-3 – Mixed Use
- MF-3(A) – Multifamily
- PD – Planned Development

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

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



0.5 Mile
Station Buffer



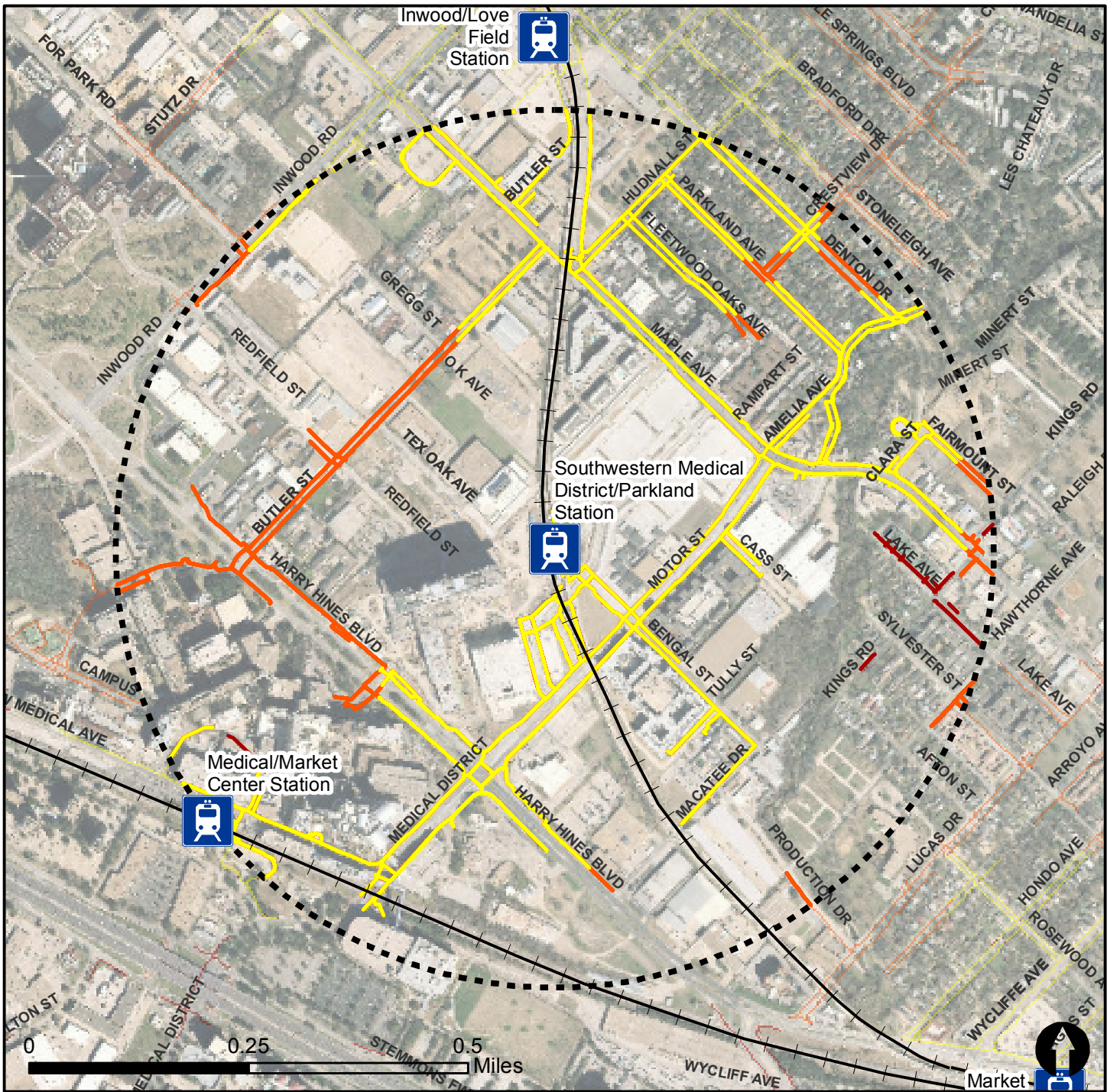
Rail Stations + + Rail Lines

Pedestrian Routes to Rail - Southwestern Medical District/Parkland Station



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Last Updated: February 2015

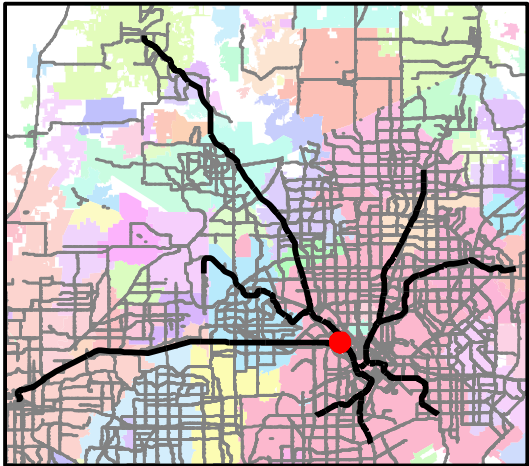


Legend

- 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

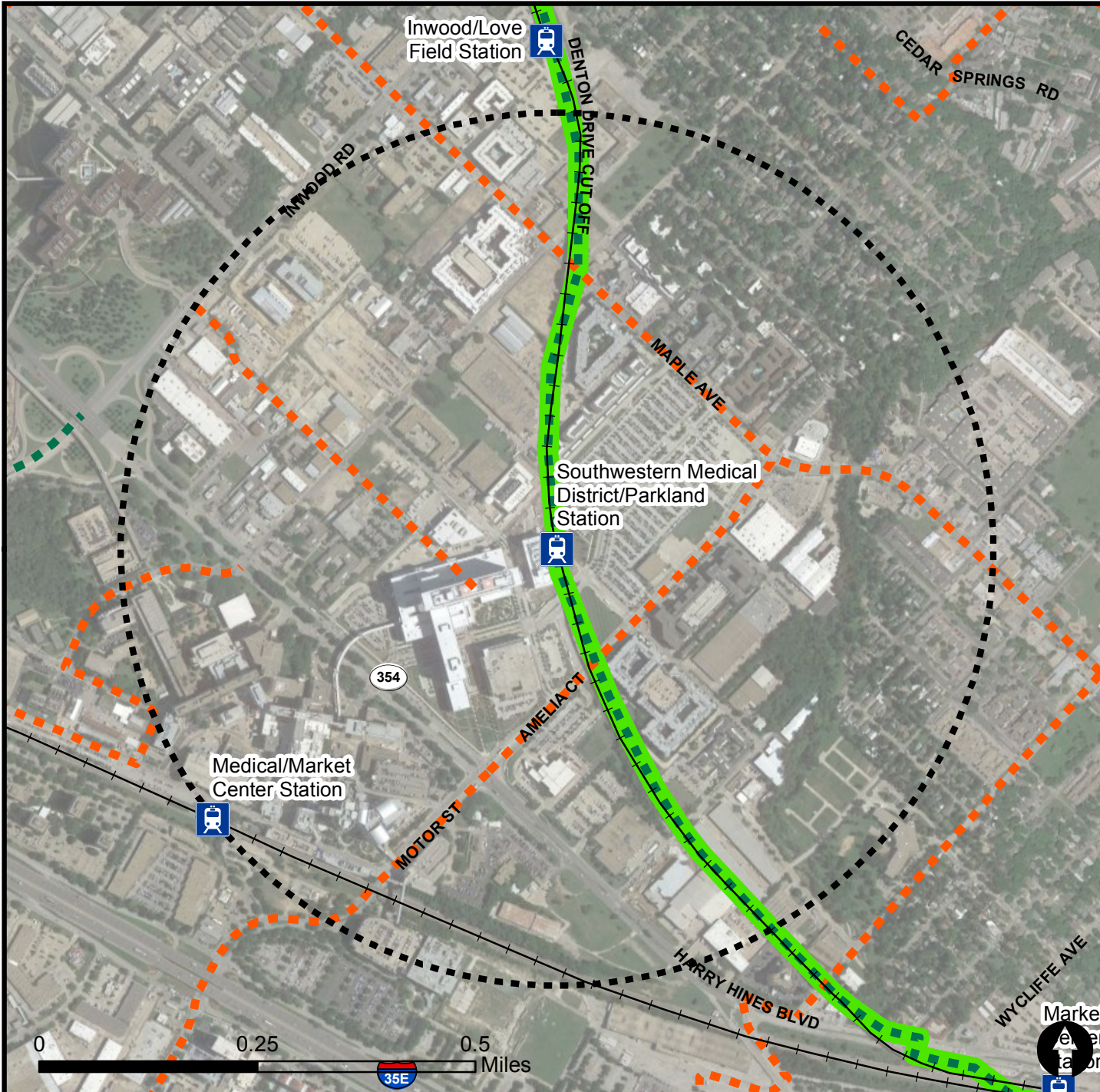


Bicycle Routes to Rail - Southwestern Medical District/Parkland Station

Last Updated: October 2016



North Central Texas
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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

