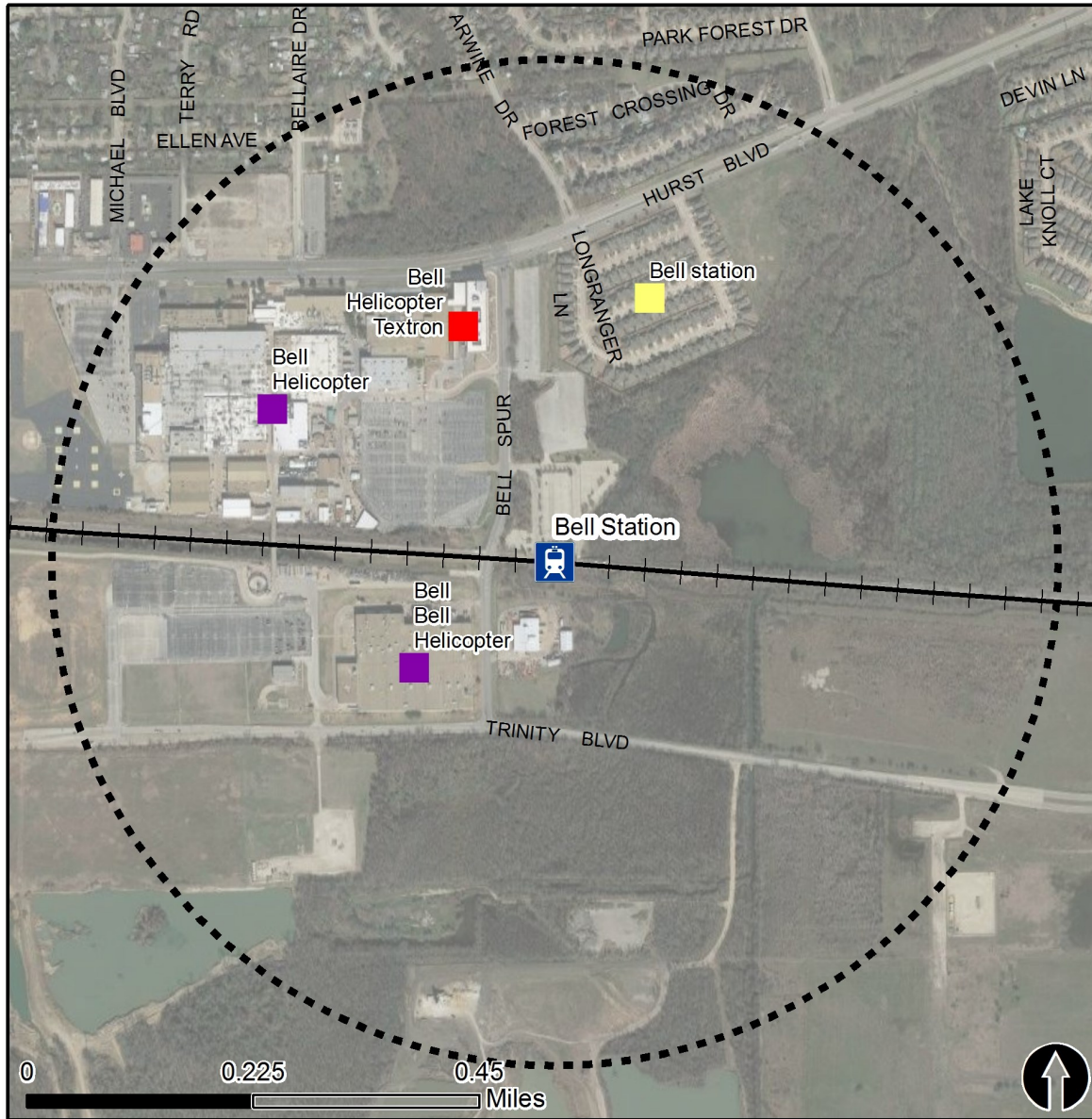


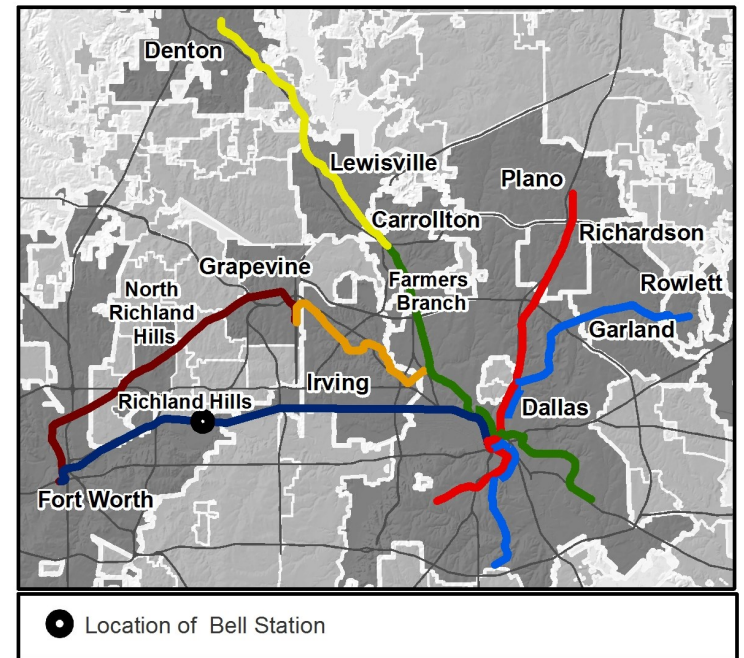
Rail Station Fact Sheet – Bell Station



Station Overview

Bell Station is located on Bell Spur Road between Hurst and Trinity Boulevards adjacent to the Bell Helicopter Textron facility in Fort Worth. The station opened in 2000 and is served by the Trinity Railway Express (TRE) commuter rail.

Regional Rail Transit Lines



| | | | |
|--|-------------------------|--------|---------------|
| 0.5 Mile Station Buffer Rail Stations Rail Lines | Key Developments | | |
| | Industrial | Office | Single Family |

Rail Station Fact Sheet – Bell Station



Station Characteristics¹

| | |
|--------------------|----------------------------|
| Address | 3232 Bell Helicopter Drive |
| City | Fort Worth |
| Agency | Trinity Railway Express |
| Rail Line(s) | TRE |
| Corridor | Trinity Railway Express |
| Year Opened | 2000 |
| Park & Ride Spaces | 407 |

Ridership¹

| | |
|--------------------|-----|
| 2015 Avg. Weekday | 480 |
| 2015 Avg. Saturday | 150 |
| 2015 Avg. Sunday | N/A |

2014 On-Board Transit Survey: Access Mode to Station²

| | |
|------------------|-------|
| Bike | 3.7% |
| Drive Alone | 45.0% |
| Carpool | 7.5% |
| Walk | 11.7% |
| Drop Off | 29.9% |
| Other | 0.0% |
| Transit Transfer | 2.1% |

Station Area Plans and Studies

| | |
|--------------|--|
| Title | |
| Publisher | |
| Year | |
| Web Location | |

Station Area Characteristics (1/2 mile radius)

Demographics³

| | |
|-----------------------------------|-------------|
| Total Population | 3,063 |
| Population Density (pop/sq. mile) | 1,000 |
| Average Median Age | 36 |
| Average Median Income | \$74,980.50 |

Housing³

| | |
|----------------------------------|-------|
| Total Housing Units | 1,066 |
| Housing Density (units/sq. mile) | 348 |
| Percent Occupied | 95% |
| Percent Owner-Occupied | 76% |
| Percent Renter-Occupied | 24% |

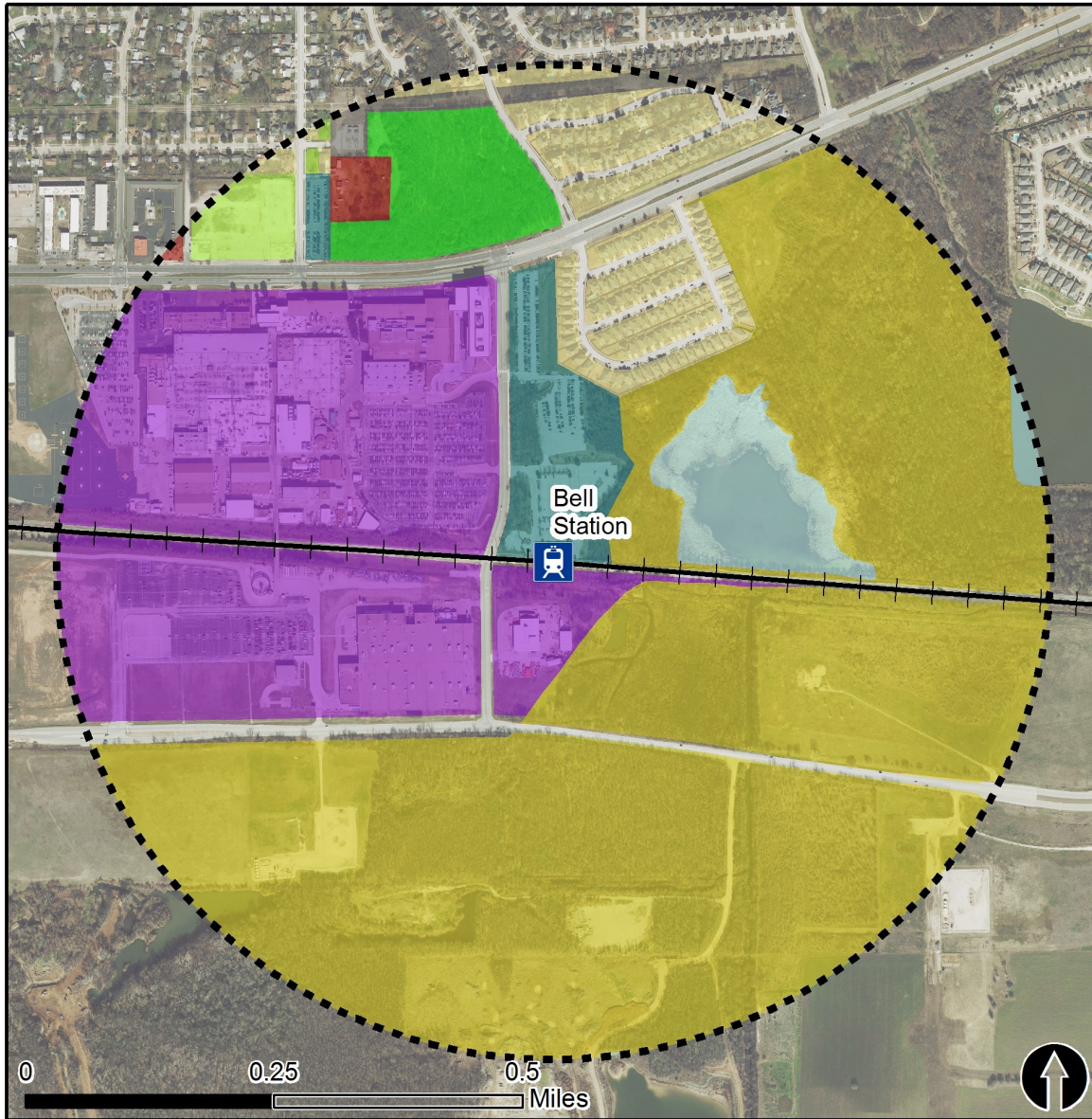
Commute To Work³

| | |
|---------------------------------|-------|
| Percent Automobile | 93.6% |
| Percent Drive Alone | 81.4% |
| Percent Carpool | 12.2% |
| Percent Transit | 1.7% |
| Percent Bike | 0.0% |
| Percent Walk | 0.6% |
| Percent Other | 0.0% |
| Percent Work from Home | 4.1% |
| Percent Zero-Vehicle Households | 3.5% |

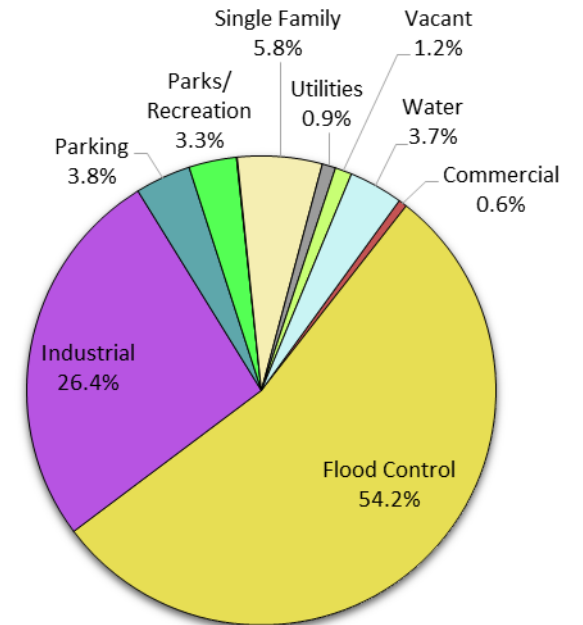
Traffic Survey Zone 2017 Employment Forecast²

| | |
|-----------------------------|-------|
| Total Jobs | 9,622 |
| Job Density (jobs/sq. mile) | 4,085 |

Land Use (2016) – Bell Station



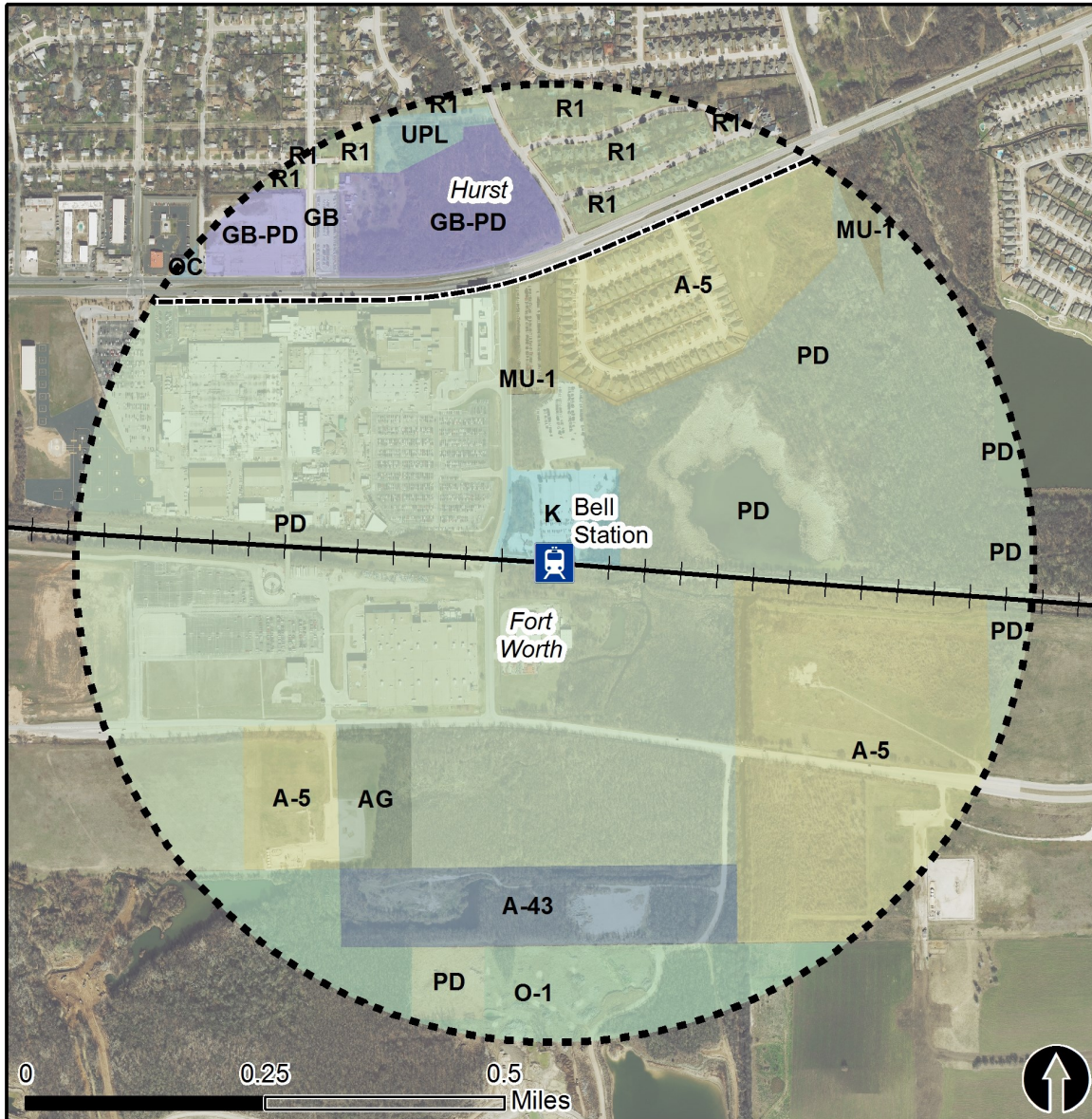
Land Use Percentages



0.5 Mile
Station Buffer

Rail Stations Rail Lines

Zoning (2016) – Bell Station



Zoning Districts

Forth Worth (2014)

- A-43, A-5 – One Family
- AG – Agricultural
- K – Heavy Industrial
- PD – Planned Development
- MU-1 – Mixed-Use One
- O-1 – Flood Plain



Hurst (2014)

- GB-PD – General Business Planned Development
- R1 – Dwelling District
- OC – Outdoor Commercial
- UPL – Parks & Open Space

For more information on zoning, please visit the City of Fort Worth Zoning website at:
<http://fortworthtexas.gov/zoning/>

City of Hurst at :
<http://www.hursttx.gov/index.aspx?page=141>

 0.5 Mile
Station Buffer

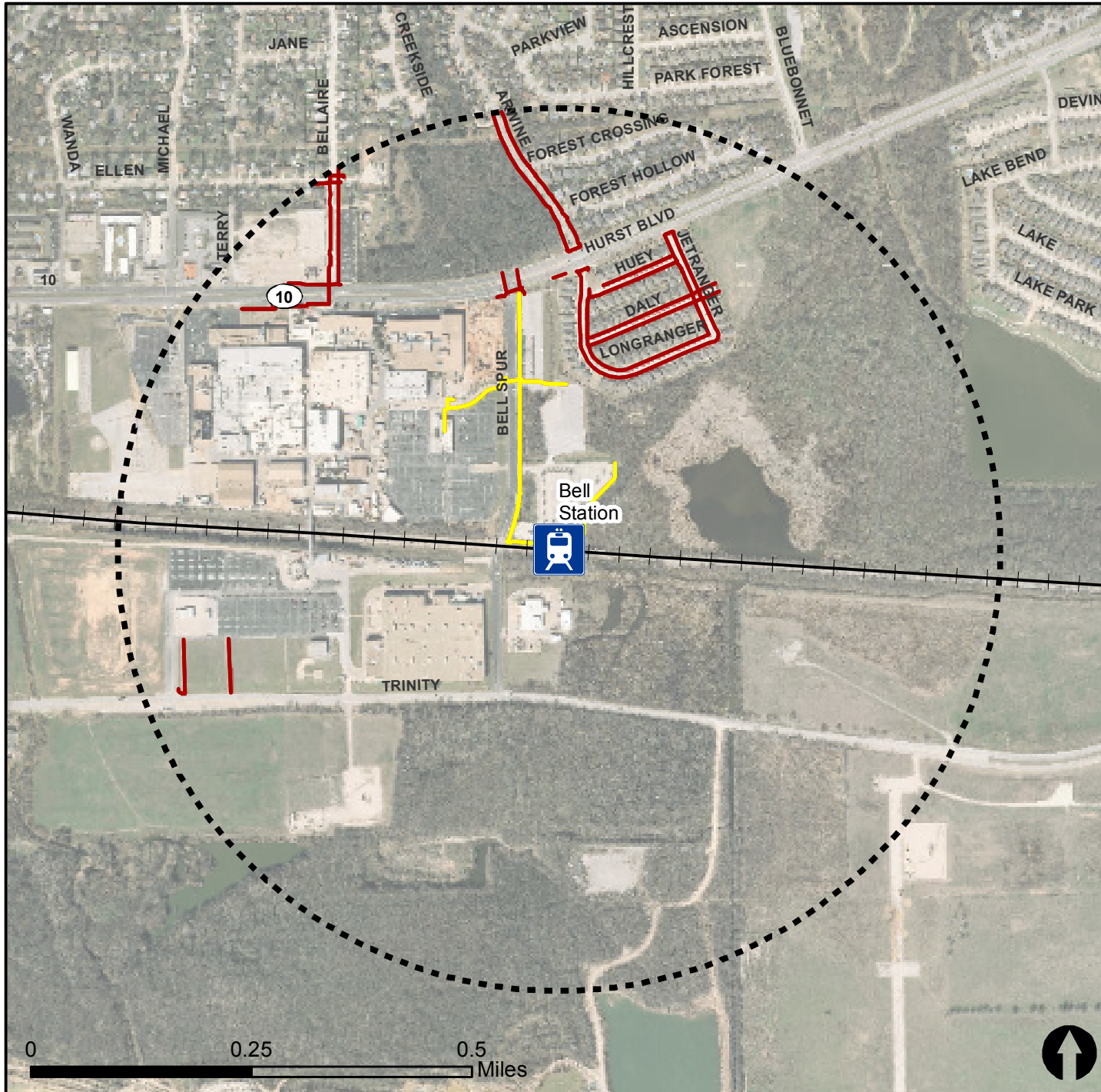
 Rail Stations  Rail Alignment

Pedestrian Routes to Rail - Bell Station

Last Updated: February 2015



North Central Texas
Council of Governments



Legend



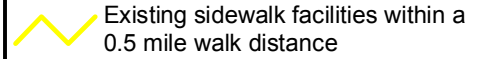
Rail Stations



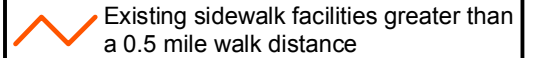
0.5 Mile
Station Buffer



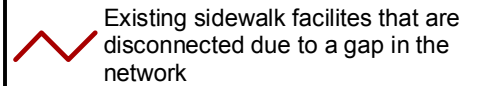
Railroads



Existing sidewalk facilities within a
0.5 mile walk distance



Existing sidewalk facilities greater than
a 0.5 mile walk distance

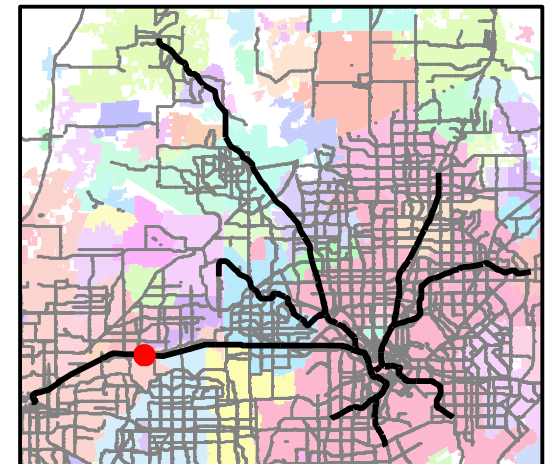


Existing sidewalk facilities that are
disconnected due to a gap in the
network

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

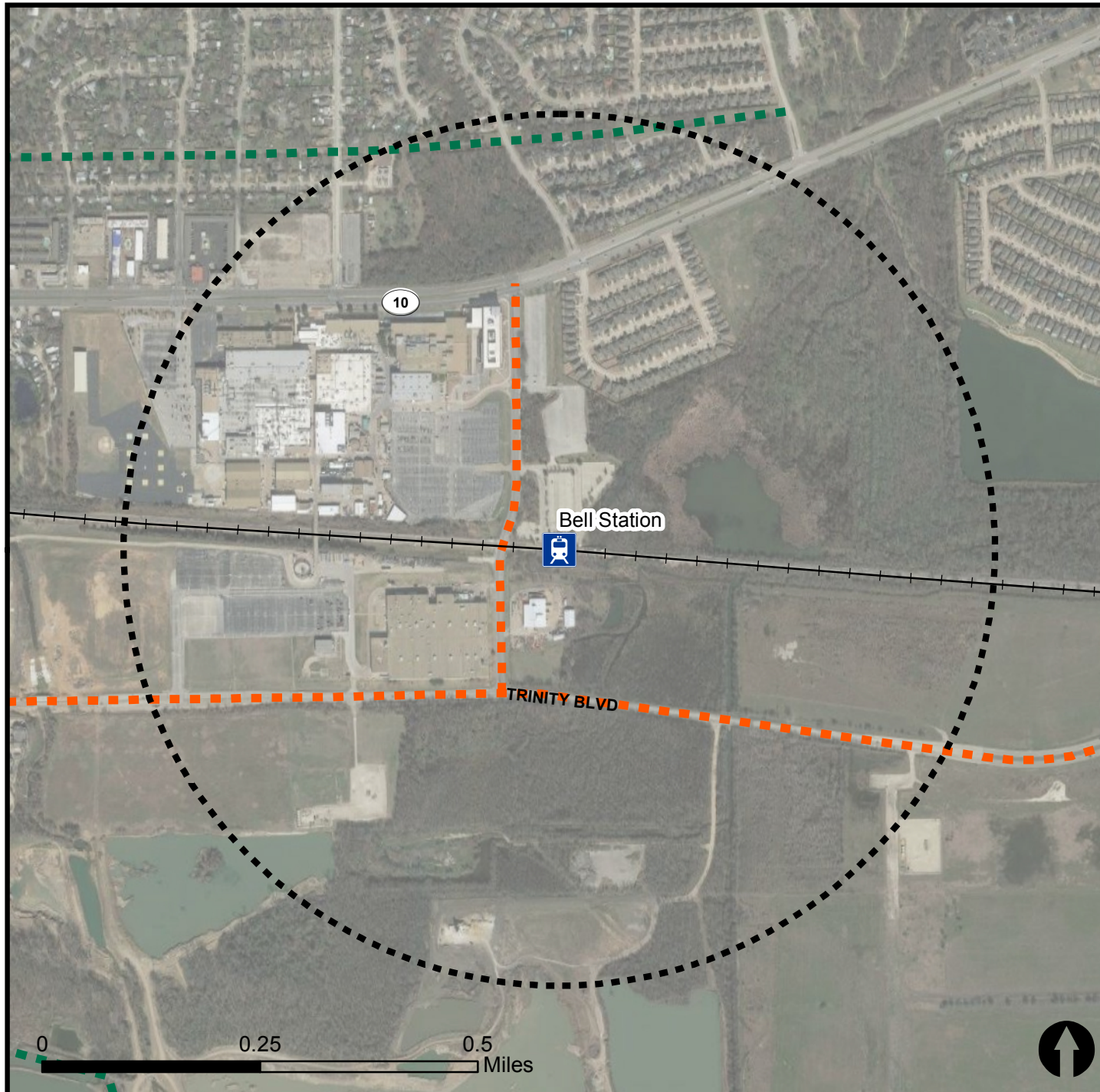


Bicycle Routes to Rail - Bell Station

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

