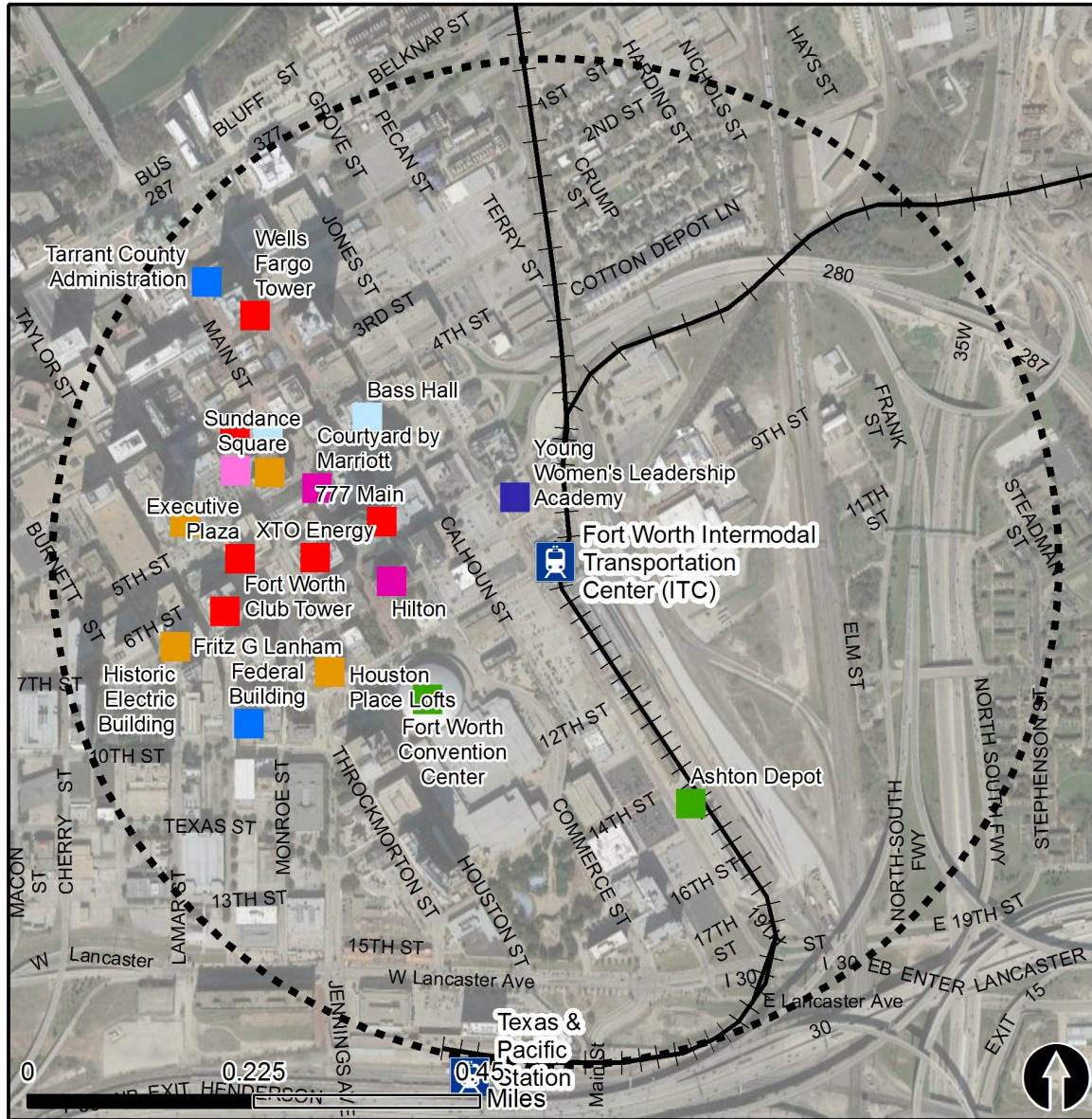


# Rail Station Fact Sheet – Fort Worth Intermodal Transportation Center



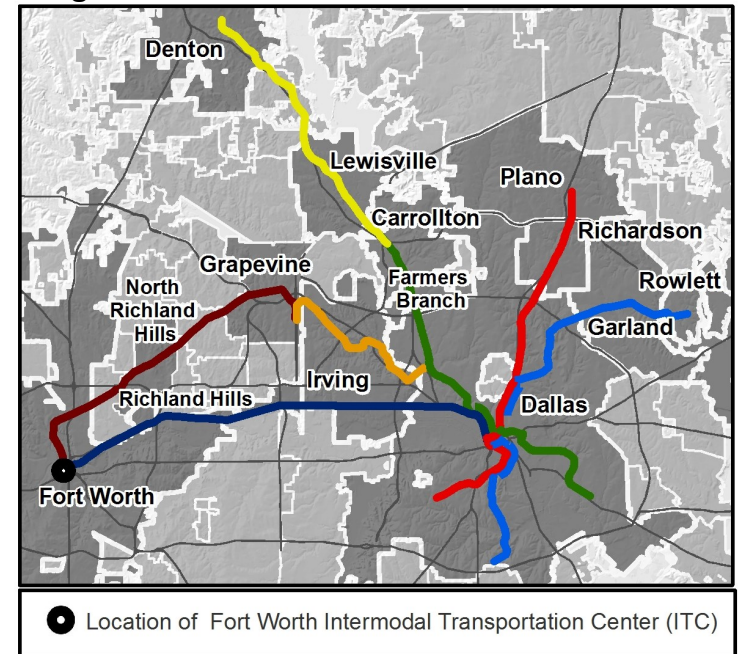
North Central Texas  
Council of Governments














## Station Overview

Fort Worth Intermodal Transportation Center Station is located on the corner of 9th and Jones Streets in downtown Fort Worth. The station was opened in 2001 and is served by the Trinity Railway Express (TRE) commuter rail.

## Regional Rail Transit Lines



● Location of Fort Worth Intermodal Transportation Center (ITC)

 0.5 Mile Station Buffer	 Rail Stations	<b>Key Developments</b>			
 Rail Lines	 Cultural	 Government	 Multi-Family	 Recreation	
	 Education	 Hotel	 Office	 Service	

# Rail Station Fact Sheet – Fort Worth Intermodal Transportation Center



North Central Texas  
Council of Governments

## Station Characteristics<sup>1</sup>

Address	1001 Jones Street
City	Fort Worth
Agency	Trinity Railway Express
Rail Line(s)	TRE
Corridor	Trinity Railway Express
Year Opened	2001
Park & Ride Spaces	0

## Ridership<sup>1</sup>

2015 Avg. Weekday	790
2015 Avg. Saturday	530
2015 Avg. Sunday	NA

## 2014 On-Board Transit Survey: Access Mode to Station<sup>2</sup>

Bike	2.9%
Drive Alone	13.0%
Carpool	1.7%
Walk	31.7%
Drop Off	14.0%
Other	0.0%
Transit Transfer	36.7%

## Station Area Plans and Studies

Title	Downtown Fort Worth Strategic Action Plan 2023
Publisher	Downtown Fort Worth, Inc.
Year	2013
Web Location	<a href="http://www.dfwf.org/what-we-do/projects/plan-2023">http://www.dfwf.org/what-we-do/projects/plan-2023</a>

## Station Area Characteristics (1/2 mile radius)

### Demographics<sup>3</sup>

Total Population	9,911
Population Density (pop/sq. mile)	1,750
Average Median Age	37
Average Median Income	\$43,868.40

### Housing<sup>3</sup>

Total Housing Units	4,192
Housing Density (units/sq. mile)	740
Percent Occupied	85%
Percent Owner-Occupied	25%
Percent Renter-Occupied	75%

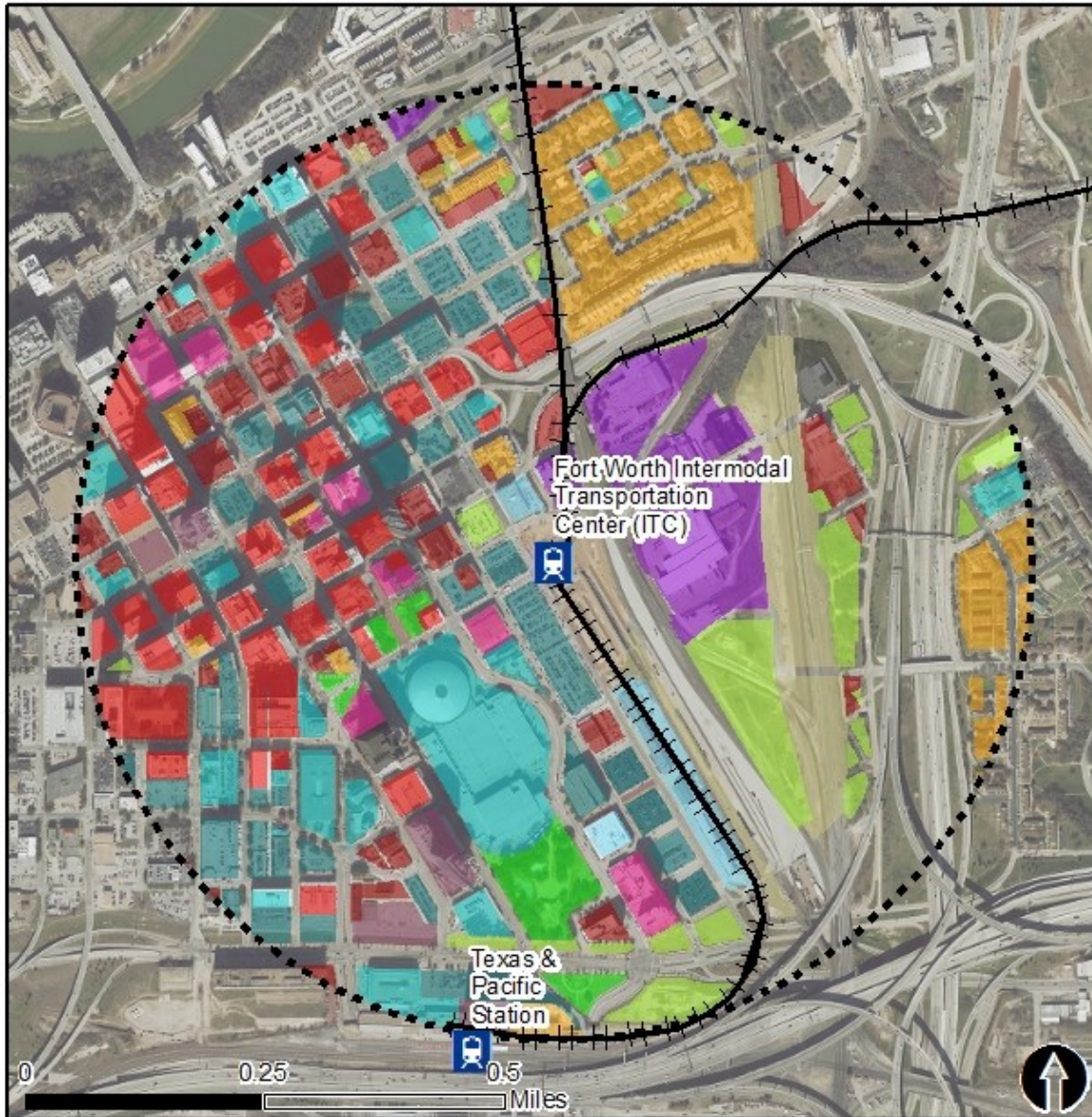
### Commute To Work<sup>3</sup>

Percent Automobile	80.5%
Percent Drive Alone	72.8%
Percent Carpool	7.7%
Percent Transit	3.8%
Percent Bike	0.8%
Percent Walk	8.0%
Percent Other	2.4%
Percent Work from Home	4.4%
Percent Zero-Vehicle Households	8.9%

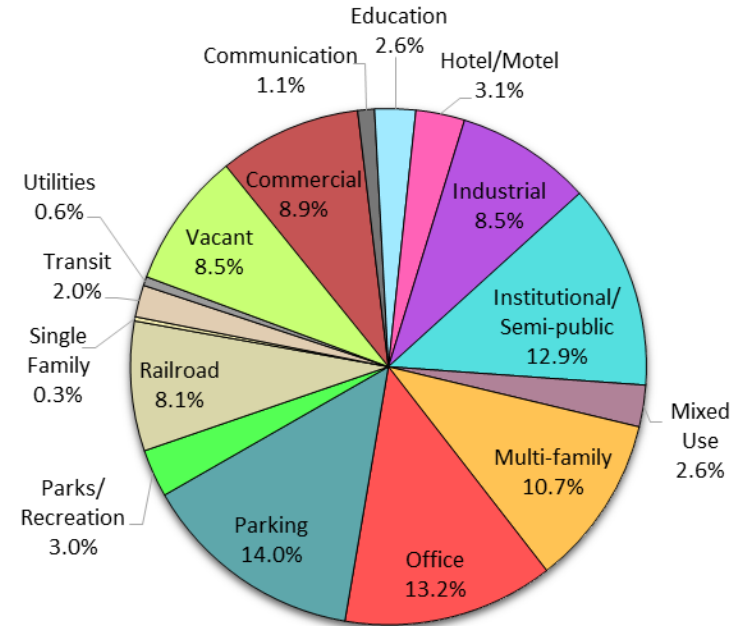
### Traffic Survey Zone 2017 Employment Forecast<sup>2</sup>

Total Jobs	68,421
Job Density (jobs/sq. mile)	34,301

# Land Use (2016) – Fort Worth Intermodal Transportation Center



Land Use Percentages



0.5 Mile  
Station Buffer

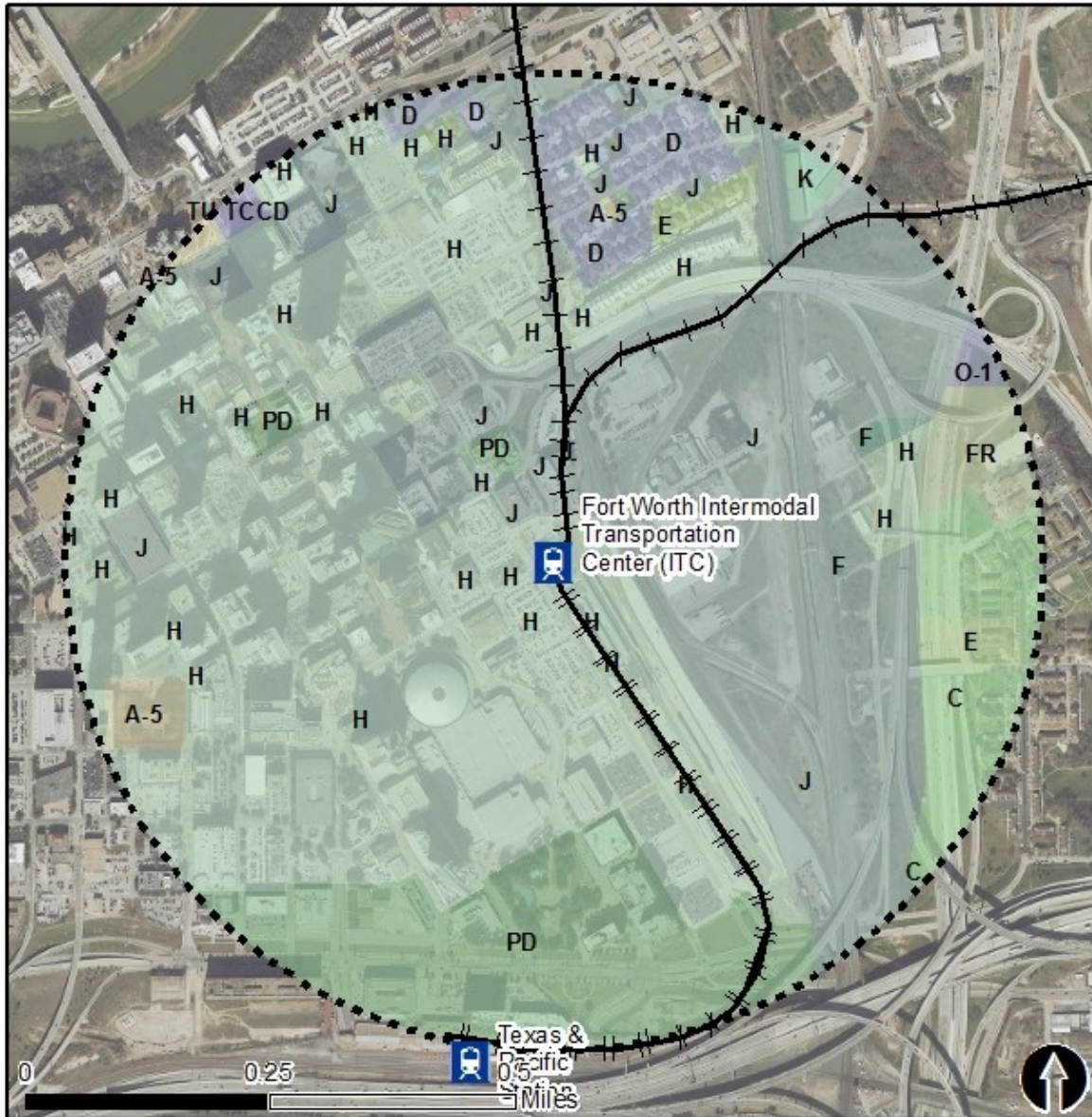


Rail Stations



Rail Lines

# Zoning (2016) – Fort Worth Intermodal Transportation Center



## Zoning Districts

- A-5 – One Family
- C – Medium Density Multi-family
- D – High Density Multi-family
- E – Neighborhood Commercial
- F – General Commercial
- FR – General Commercial Restricted
- H – Central Business District
- J – Medium Industrial
- K – Heavy Industrial
- PD – Planned Development
- O-1 – Flood Plain
- TU TCCD – Trinity Uptown Tarrant County College District

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

<http://fortworthtexas.gov/zoning/>



0.5 Mile  
Station Buffer



Rail Stations

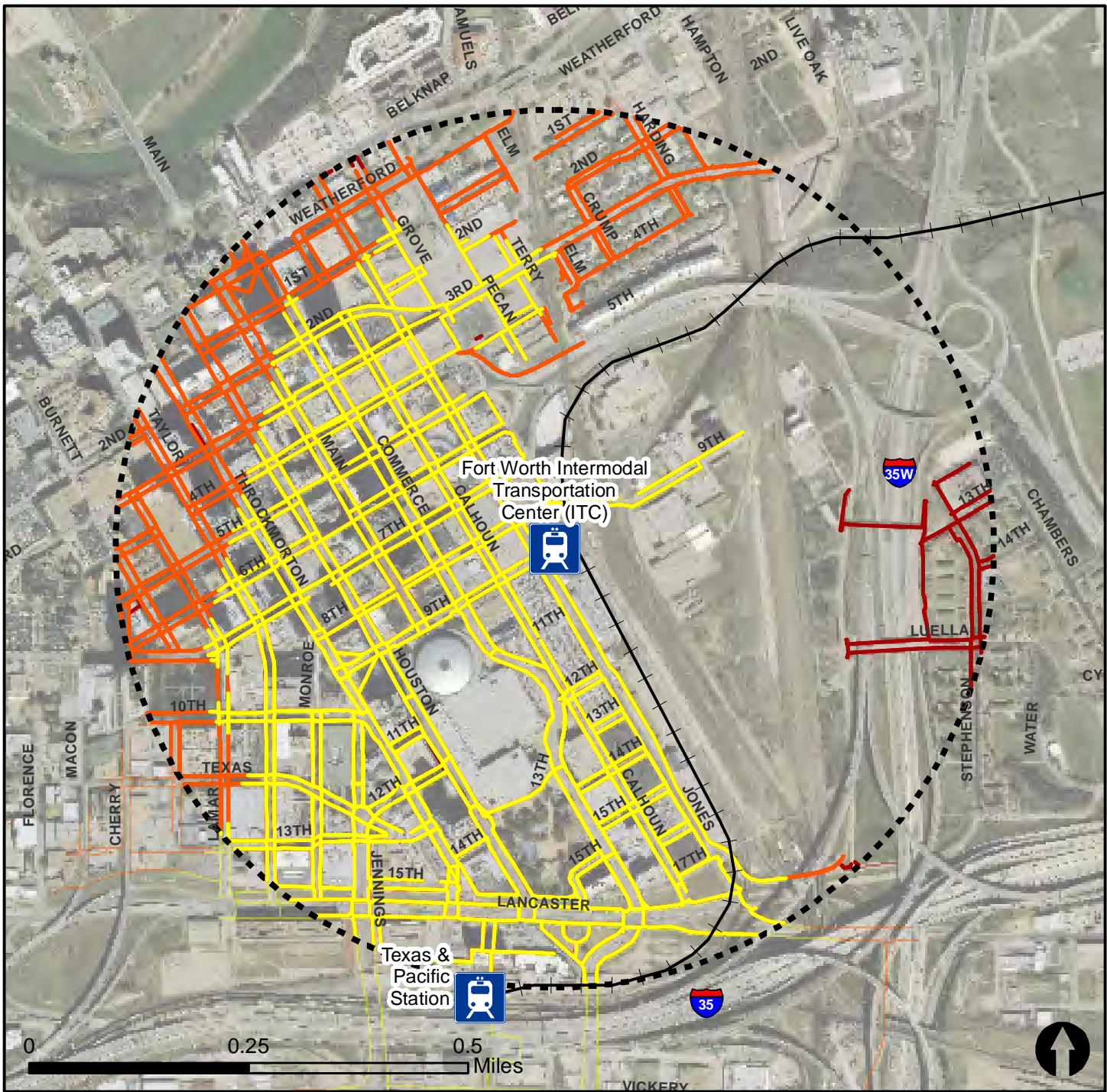


Rail Lines

# Pedestrian Routes to Rail - Fort Worth Intermodal Transportation Center



Last Updated: February 2015

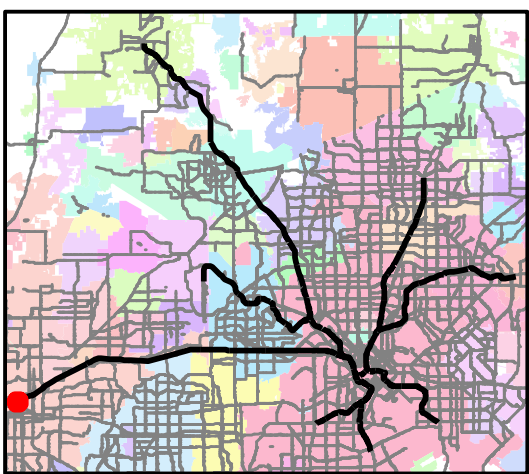


### Legend

- 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](http://nctcog.org/RoutesToRail)

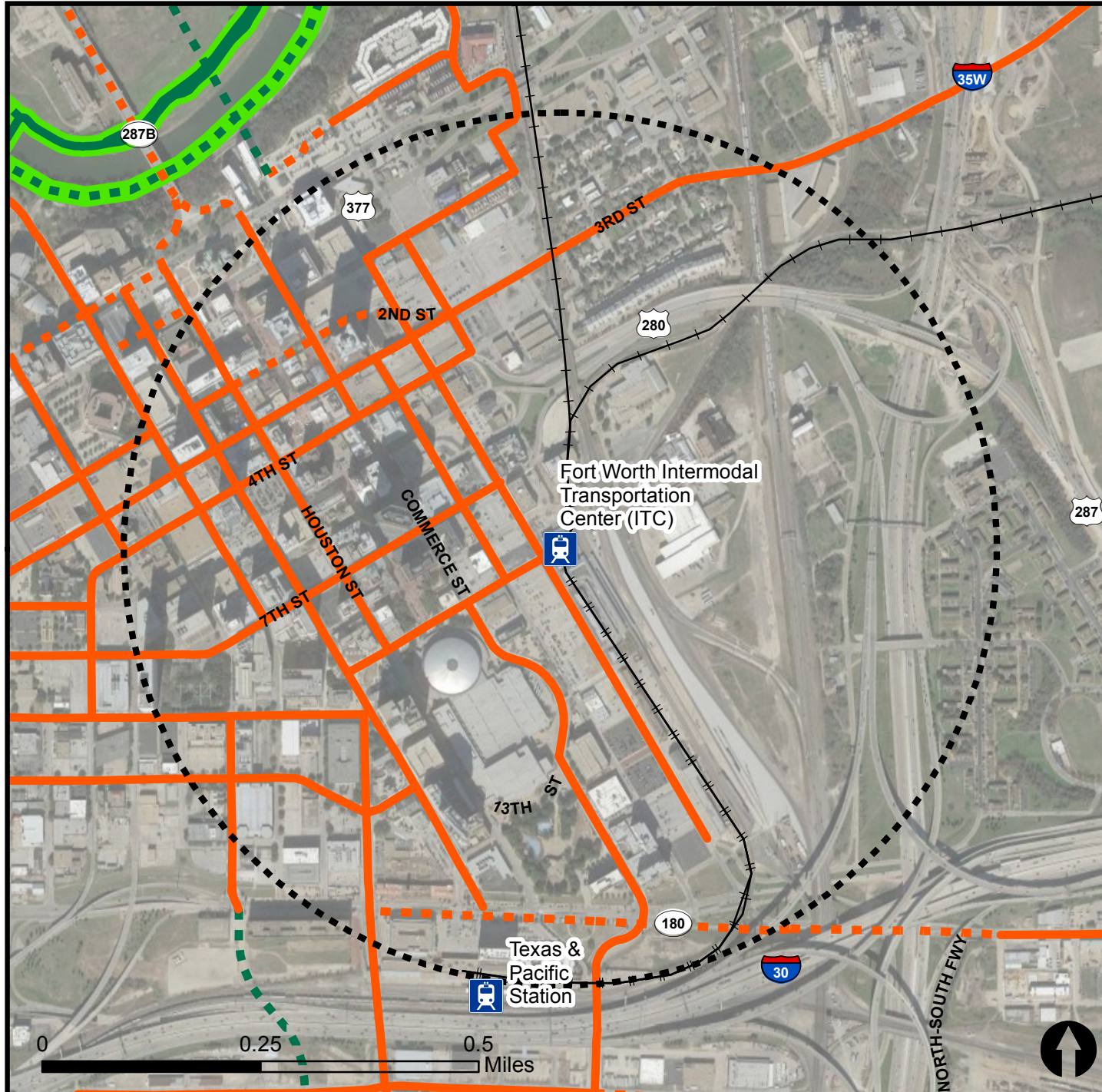


# Bicycle Routes to Rail - Fort Worth Intermodal Transportation Center

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](http://nctcog.org/RoutesToRail)

