

TRE TOD STRATEGIC PLAN

EXISTING CONDITIONS REPORT

Corridor Summary

FTA TOD Pilot Grant

September 2026



North Central Texas
Council of Governments

Contents

Introduction.....	3
Background	3
Travel Behavior and Context	5
Ridership Summary	5
ACS Commute Mode Split	8
Transit Destinations	9
Land Use and Context	11
Building Density Estimates	12
Property Ownership	14
Environmental Constraints	15
Demographic Context	16
Planning and Policy Context.....	19
Zoning.....	19
Planning Studies.....	21
Economic Incentives and Development.....	22
Transportation Connections.....	23
Sidewalks	23
Bicycle Facilities.....	24
Transit Connections.....	25
Corridor Conclusions.....	26

Introduction

The Trinity Railway Express (TRE) Transit-Oriented Development (TOD) Strategic Plan is funded by a 2024 Federal Transit Administration TOD Pilot Grant and will create a plan for advancing TOD in seven areas around TRE rail stations in Fort Worth, Irving, and Dallas. These seven stations were eligible for the grant as a core capacity improvement associated with the TRE double tracking and coordination with local stakeholders. The plan will focus on improving first/last mile active transportation connections and land use redevelopment actions to advance TOD opportunities, economic development, and increased ridership. The Existing Conditions report provides insight into the opportunities and challenges currently facing the TRE for increasing TOD and its benefits.

The seven stations included in this TRE Corridor study are: Trinity Lakes, Bell, CentrePort/DFW Airport, West Irving, Downtown Irving/Heritage Crossing, Medical/Market Center, and Victory. The downtown Dallas and Fort Worth TRE stations will also appear in select areas of the Existing Conditions for needed context. This document starts with a full TRE corridor-level conditions summary and background. The report then includes an existing conditions assessment for each of the seven study stations.

Background

North Texas TOD Area

This report includes frequent comparisons of data to the “North Texas TOD Area.” This represents statistical averages and total values for data from the half-mile radius around all 89 rail stations in the North Central Texas region. Data used in the TRE Existing Conditions reflects effort from the 2026 North Texas Regional TOD Progress Report. See the Progress Report at www.NCTCOG.org/TOD for more details.

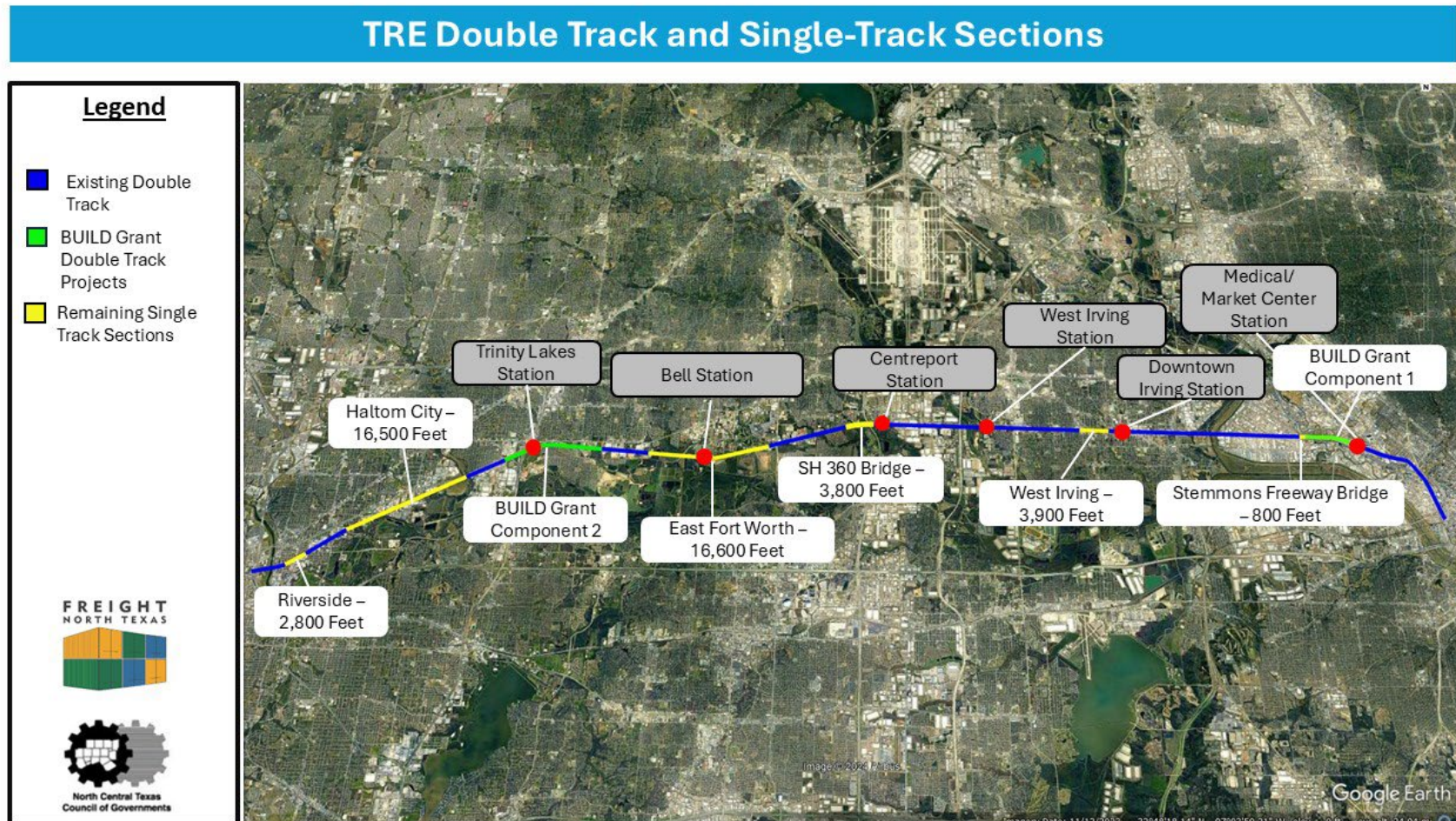
TRE Double Tracking and Future Service

NCTCOG, Trinity Metro, and DART have committed local and federal funds to advance double tracking of the TRE throughout the corridor. This will support future increases in frequency and level of service. However, a timeline for adding this is unknown

TRE TOD Strategic Plan – Existing Conditions Summary

and may require long-term expenditures beyond the double tracking to increase service. **Figure 1** on page 3 shows over 8.4 miles of double tracking is still unfunded, including bridges over SH 360 and IH-35E.

Figure 1: Map of TRE Corridor Double Tracking



Travel Behavior and Context

Ridership Summary

The TRE corridor has relatively low ridership when compared with the region.

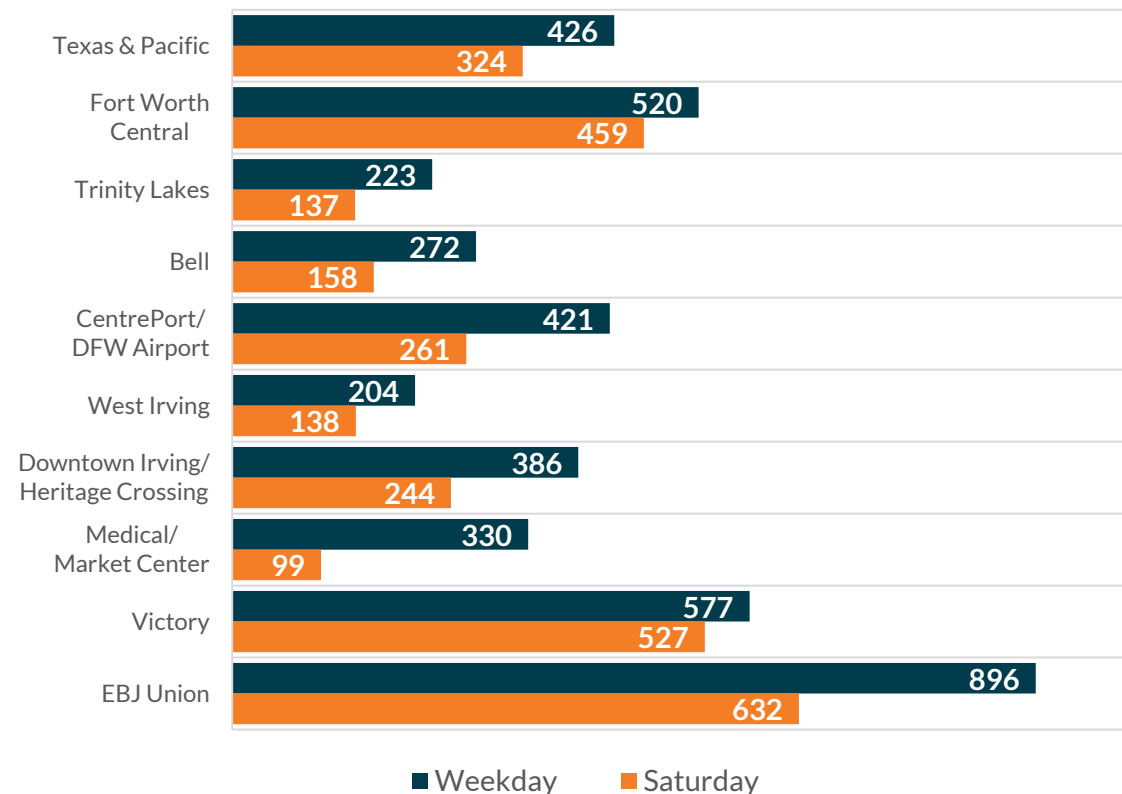
Table 1 shows TRE corridor ridership for the average weekday and average Saturday for Fiscal Year 2024 (FY 24). Between the 10 TRE corridor stations, the average daily weekday ridership and average Saturday ridership are significantly lower than the Region's averages of 876 weekday riders and 606 weekend riders.

In addition to ridership being low, the corridor's ridership is unevenly distributed across the 10 stations as shown in **Figure 2**. The downtown Dallas and downtown Fort Worth stations have the highest ridership for the TRE corridor with over 20% of the corridor's total average daily weekday ridership occurring at EBJ Union Station.

Table 1: TRE Corridor Ridership for FY 24

	Average Weekday	Average Saturday
Total Corridor Ridership	4,255	2,979
Average Riders per Station	426	298

Figure 2: TRE Corridor Ridership by Station for FY 24



TRE Transit Service Context

While the TOD planning study will not recommend changes to transit services, it's important to understand the TRE transit service as it sets expectations for ridership relative to TOD efforts.

TRE service frequency is set around traditional AM and PM peak commuting patterns from approximately 4 AM to 1 AM. Additionally, because of the shared arrangement between DART and Trinity Metro, service times differ between stations in Tarrant and Dallas County. Table 2 provides a high-level overview of normal TRE service times and frequency. Times listed are approximate as they differ at each station for the last train of the day.

The peak service headways are the same across the corridor at 30 minutes for peak service and 60 minutes for off-peak. Saturday is a 60-minute headway all day and there is no TRE service on Sundays. The TRE also features support for American Airlines Center events, offering modified schedules for some events indicated on their Events page:

<https://www.trinityrailwayexpress.org/events/>.

Table 2: Transit Service Levels and Times for the TRE Corridor

Trinity Metro TRE Service Levels			
Days	Service	AM Hours	PM Hours
Mon - Friday	30-minute headway	5 to 11 AM	5 to 8 PM
Mon - Friday	60-minute headway	11 AM to 5 PM	8 PM to 12 AM
Saturday	60-minute headway	6:00 AM	1:00 AM
Sunday	No service		

DART TRE Service Levels			
Days	Service	AM Hours	PM Hours
Mon - Friday	30-minute headway	4 to 9 AM	2 to 7 PM
Mon - Friday	60-minute headway	10 AM to 2 PM	7 PM to 11 AM
Saturday	60-minute headway	5:00 AM	12:00 AM
Sunday	No service		

Comparison with Other Rail Lines

TRE service is like the Silver Line commuter rail, which also offers 30-minute headways during morning and afternoon peak periods, while service all other times operates every 60 minutes. Unlike the TRE, the Silver Line operates both Saturday and Sunday with 60-minute headways.

TEXRail provides more frequent and consistent service throughout the day and week. Thirty-minute headways are from approximately 4 AM to 7:00 PM, Monday through Sunday, with service decreasing to 60-minute intervals until the service ends around 12:00 AM.

DART's Light rail service also operates more frequently than the region's commuter rail lines. On weekdays, trains generally operate every 30 minutes during the early morning, approximately every 20 minutes during morning and afternoon peak travel periods, and every 30 minutes later in the evening. Across the light rail system trains start as early as 4 AM and run as late as 1:30 AM. Unlike the region's commuter rail, DART light rail operates with 20-minute headways at peak times and 30-minute off peak on Saturday and Sunday.

ACS Commute Mode Split

Based on US Census American Community Survey 2020-2024 data tables, the commuting behavior of residents from Census block groups near the seven (7) TRE corridor study stations is comparable to the North Texas TOD Area residents. Shown in **Table 3**, residents from block groups near the TRE corridor study stations primarily reported driving alone for work commutes. Only a few residents reported walking, biking, or using public transit.

Table 3: ACS Commute Mode Split Comparison with North Texas TOD Area

	TRE Corridor Study Stations**	North Texas TOD Area*
<i>Drove Alone</i>	70.0%	66.0%
<i>Carpooled</i>	9.3%	9.6%
<i>Public Transit</i>	2.1%	2.0%
<i>Walked</i>	4.1%	3.0%
<i>Biked</i>	0.1%	0.2%
<i>Taxi, Motorcycle, Other</i>	1.3%	1.6%
<i>Worked from Home</i>	13.1%	17.7%

*North Texas TOD Area is the half-mile radius around the region's 89 rail stations

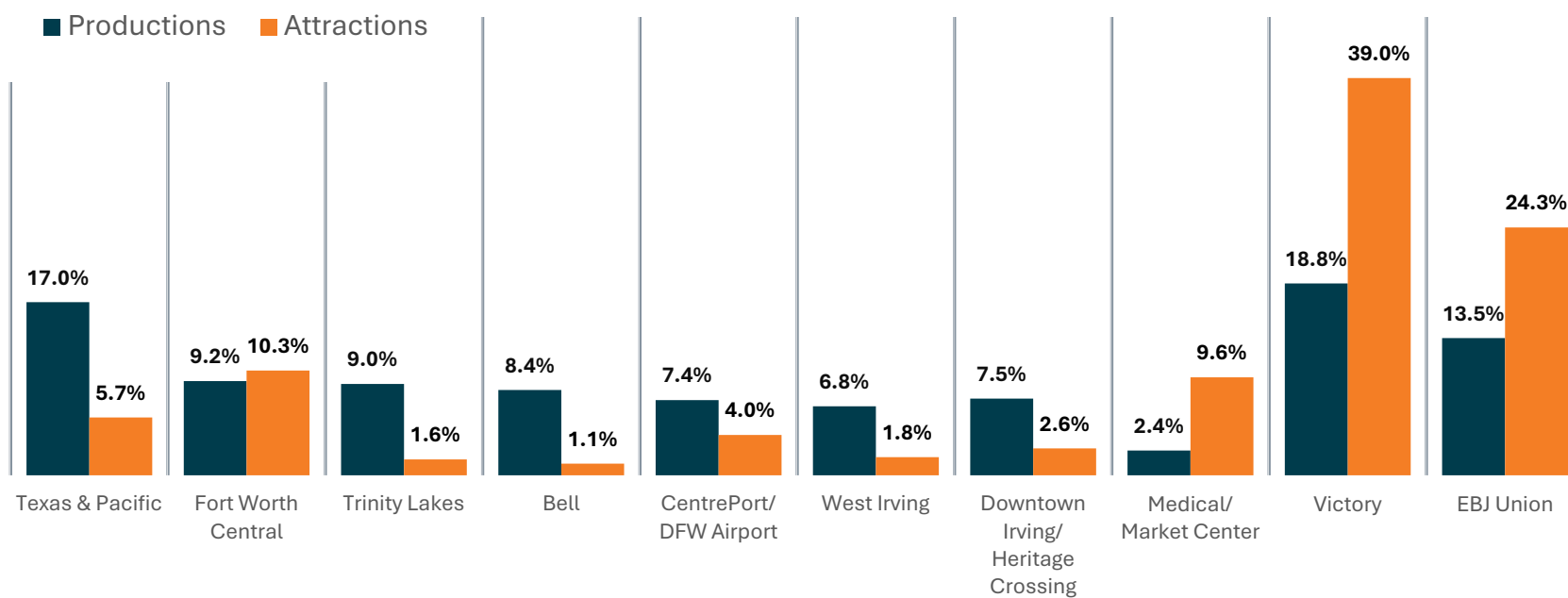
** Data excludes EBJ Union, Fort Worth Central and T&P stations

Transit Destinations

Transit destinations and travel behavior data comes from the 2022-2023 North Central Texas Regional Transit On-Board Survey. Data obtained from this survey for the study was isolated to transit trips where the passenger either boarded or alighted from a rail transit station. These rail transit trips were further classified by whether the trip was produced or attracted to associated rail transit stations (see Data **Appendix A** and <https://www.nctcog.org/trans/data/info/travel-surveys> for more details).

The TRE attracts more rail transit trips to the corridor than are produced from its stations. Additionally, as shown in **Figure 3**, rail transit trips attracted to the TRE corridor are primarily attracted to downtown Dallas stations. *However, because the On-Board Survey data used does not distinguish riders by transit line, stations serviced by multiple transit lines likely report riders boarding or alighting from a rail line other than the TRE.*

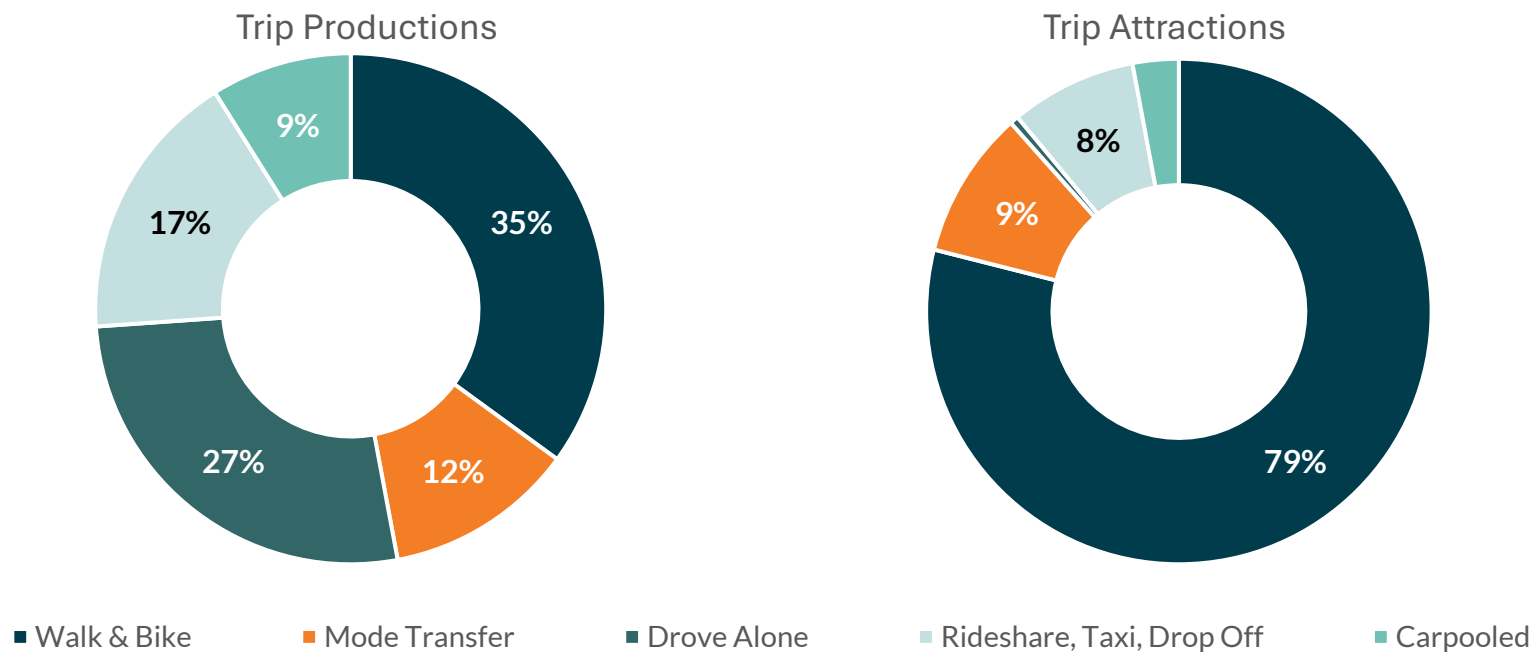
Figure 3: Distribution of Trip Productions and Attractions across TRE Corridor Stations



First/Last Mile Travel

According to responses from the 2022-2023 Transit On-Board Survey, the first/last mile trip for rail transit riders differs on whether the trip is produced at or attracted to the TRE Corridor. Shown in **Figure 4**, when trips are produced from corridor stations (including EBJ Union, Fort Worth Central and T&P stations), rail transit riders report using a variety of first/last mile travel modes; however, most indicate walking and biking. Yet, when trips are attracted to corridor stations, rail transit riders primarily report pedestrian-oriented first/last mile travel modes.

Figure 4: Rail Transit Trip First/Last Mile Travel for TRE Corridor



Land Use and Context

Table 4: TRE Corridor Land Use Mix

Land Use Type	Percentage
Vacant	20.70%
Roadway	19.32%
Industrial	10.45%
Single family	7.34%
Retail	6.20%
Office	5.04%
Multi-family	4.78%
Institutional/semi-public	4.67%
Parking	4.63%
Transit	4.02%
Parks/recreation	3.30%
Mixed-use	1.86%
Flood control	1.77%
Small water bodies	1.24%
Utilities	1.07%
Education	0.78%
Water	0.64%
Railroad	0.64%
Hotel/motel	0.62%
Venue	0.26%
Group quarters	0.25%
Mobile home	0.23%
Runway	0.08%
Cemeteries	0.07%
Communication	0.04%

Table 5: Predominant Station Area Land Use*

Station Area	Land Use	Percentage
Trinity Lakes	Vacant	30.4%
Bell	Vacant	46.6%
CentrePort/DFW Airport	Vacant	31.3%
West Irving	Vacant	23.5%
Downtown Irving/ Heritage Crossing	Single Family	19.8%
Medical/Market Center	Institutional/semi-public	18.8%
Victory	Retail	16.4%
<i>*Predominant station area land use excludes roadways</i>		

Shown in **Table 4**, vacant land constitutes the largest share of land across the TRE corridor, reflected largely by undeveloped properties and flood plains within Trinity Lakes, Bell, CentrePort/DFW Airport, and West Irving station areas.

The land use mix for the TRE corridor station areas vary due to station area context and constraints. **Table 5** indicates the predominant land use for each of the TRE study stations.

Overall, the TRE corridor's land use theme is lower density uses with the exceptions of the two Dallas stations. However, large areas of vacant and industrial land may present opportunities for future redevelopment and established uses can be better connected to the station to support ridership. Roadways consume a lot of land in the corridor and sometimes represent highly grided streets or the barrier of a highway. Detailed station area maps are provided in each station's section of the existing conditions report.

Building Density Estimates

Table 6 shows the housing and commercial building densities for the TRE Corridor compared to the Regional North Texas TOD area. Examining building density estimates at the corridor-level, the TRE Corridor is comparable to the Regional North Texas TOD area. The slightly greater commercial building density estimate is reflective of corridor’s employment supportive land use distribution and high job density. However, housing at these 7 stations accounts for less than 7% of the total estimated housing units within the North Texas region’s rail station areas.

Table 6: Housing and Commercial Building Densities

	TRE Corridor Study Stations	North Texas TOD Area
Total Housing Unit Estimate (units)	16,355	248,130
Housing Density Estimate (housing units/acre)	5	6
Commercial Building Density Estimate (SQFT/acre)	12,781	8,336

Figure 5 and **Figure 6** highlight the uneven distribution of building density estimates across the 7 study stations. Nearly 60% of the corridor’s housing units are within half a mile of Victory Station and more than 60% of the corridor’s commercial building SQFT is located at the Medical/Market Center and Victory stations. Additionally, CentrePort/DFW Airport and Victory stations are the only stations with a housing density of more than 5 housing units per acre.

Figure 5: Total Housing Unit Estimates per Station

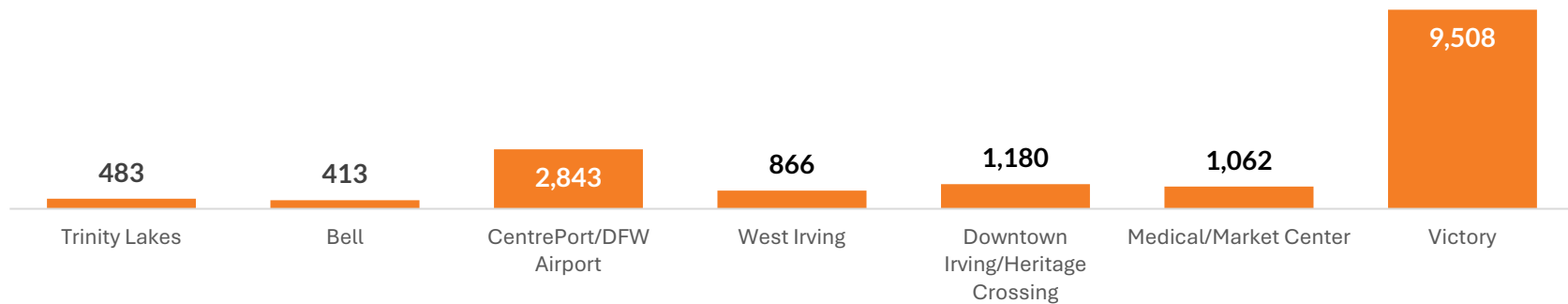
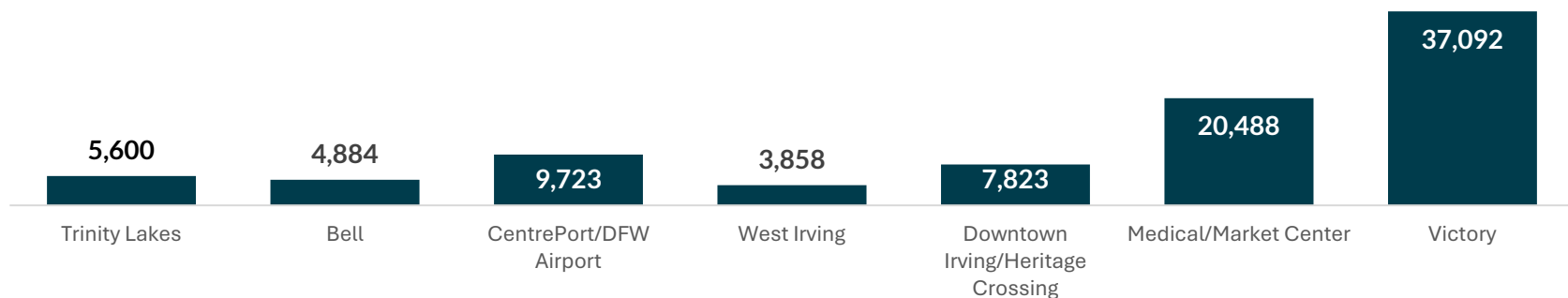


Figure 6: Commercial Building Density (SQFT per acre) per Station



Property Ownership

Large properties with single owners could be more likely to develop into catalytic TOD. Shown in **Figure 7**, approximately 15 large landowners hold a significant amount of land at stations along the TRE corridor. The focus in this analysis is large single-owner properties that are vacant or surface parking. **Table 7** identifies the estimated amount of vacant, or surface parking land held by these large single-owner properties across the TRE corridor stations. Even though land listed here is parking or vacant, floodplains and other constraints may limit its potential.

Figure 7: Portion of TRE Station Area Land in Large Single-Owner Properties

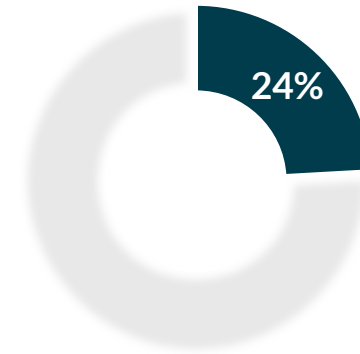


Table 7: Amount of Vacant or Surface Parking Held by Large Single-Owner Properties

Property Owner	Station	Land Acreage Estimate
<i>Bell Helicopter Inc</i>	Bell	289
<i>360 Riverside LLC</i>	CentrePort/DFW Airport	124
<i>Trinity Metro</i>	CentrePort/DFW Airport	15
<i>City of Irving</i>	Downtown Irving/Heritage Crossing	12
<i>Childrens Medical Center of Dallas</i>	Medical/Market	5.4
<i>Dallas County Hospital District</i>	Medical/Market	28
<i>Riverbend Investment LTD</i>	Trinity Lakes	63
<i>Total E&P USA Real Estate LLC</i>	Trinity Lakes	35
<i>Trinity Realty Capital JV</i>	Trinity Lakes	82
<i>Anland North Commercial LP</i>	Victory	5.5
<i>DART</i>	West Irving	5.8
<i>Mehdi Sharifan Family LLC</i>	West Irving	96
Total Acres:		759

Environmental Constraints

Across the TRE corridor station areas, more than 20% of the land is within the flood plain. Shown in **Table 8**, it impacts a large part of several stations.

Table 8: Percent of TRE Corridor Station Area within Flood Plain

Station	Percent of Station Area within Flood Plain
<i>Trinity Lakes</i>	22%
<i>Bell</i>	57%
<i>CentrePort/DFW Airport</i>	37%
<i>West Irving</i>	18%
<i>Downtown Irving/Heritage Crossing</i>	7%
<i>Medical/Market Center</i>	5%
<i>Victory</i>	0%

Demographic Context

Table 9 compares TRE Corridor demographics with the North Texas TOD area totals and averages. A complete methodology on demographic data collection and synthesis as well as a list of the specific data tables used can be found in **Appendix A**.

Based on the TRE corridor’s demographic context, the corridor is slightly less dense than the average rail station in North Texas for both population and housing. Yet, the corridor is notably denser for jobs. Station area residents are likely younger. Educational attainment is slightly higher for the TRE corridor.

Compared with the North Texas regional TOD area average, household incomes are slightly lower. Additionally, the share of zero-car households is lower for the TRE corridor, suggesting a dependence on automobiles.

The TRE corridor has a higher share of rental housing units and lower rental housing costs than the average rail station in North Texas, however, home values are higher for the TRE corridor. Multi-family housing represents the largest share of the corridor’s housing stock.

Table 9: Key Corridor Demographics Compared to North Texas TOD Area

Population Statistics		
	TRE Corridor	North Texas TOD Area
<i>Population Estimate</i>	20,183	293,617
<i>Population Density (people/acre)</i>	6	7
<i>Employment Estimate</i>	59,324	795,575
<i>Job Density (jobs/acre)</i>	17	14
<i>Estimated Median Age</i>	34	36
<i>Percent High School Diploma or Higher (%)</i>	83%	80%
<i>Percent Bachelor's Degree or Higher (%)</i>	42%	41%

Household Statistics		
	TRE Corridor	North Texas TOD Area
<i>Average Estimated Median Household Income (\$)</i>	\$83,248	\$85,575
<i>Estimated Average Household Size</i>	2.5	2.5
<i>Percent Zero Car Households</i>	6%	8%

Housing Unit Statistics		
	TRE Corridor	North Texas TOD Area
<i>Housing Unit Estimate</i>	16,355	248,130
<i>Housing Density (units/acre)</i>	5	6
<i>Average Estimated Median Gross Rent (\$)</i>	\$1,496	\$1,666
<i>Average Estimated Median Home Value (\$)</i>	\$405,164	\$371,881
<i>Percent Renter Occupied</i>	72%	60%
<i>Vacancy Rate</i>	9%	9%
<i>Percent Single Family, Detached (%)</i>	24.4%	35.3%
<i>Percent Single Family, Attached (%)</i>	2.2%	3.6%
<i>Percent Multi-family (%)</i>	68.7%	59.6%
<i>Percent Other (%)</i>	4.8%	1.5%

Jobs/Housing Mismatch

Figure 8 illustrates the significant jobs and housing imbalance across the TRE corridor. To improve measurement accuracy, NCTCOG staff used 30x30-meter grid cell data from the NCTCOG Demographic Forecast for population and job estimates and parcel level data for housing unit estimates.

Across the TRE corridor, there are approximately 59,324 total estimated jobs and approximately 16,355 total estimated housing units. Most stations have nearly 2-3 times as many jobs compared to housing units, reflecting the high job density and low housing density of the corridor. A notable amount of the jobs and housing are located within Victory station area, likely inflating the TRE corridor averages.

Figure 8: Jobs, Population, and Housing Estimates per Station



Planning and Policy Context

Zoning

Zoning that allows TOD is essential to its creation around TRE stations. Unfortunately, today only 49% of land allows TOD by-right around TRE stations (see **Figure 9**). **Table 10** on the next page outlines the high-level zoning composition for each station with a detailed station-level evaluation provided in each station's section of the existing conditions report. Shown in **Table 10**, special zoning approvals (also known as Planned Development districts) account for the largest share of zoning along the TRE corridor. However, over half of special approval/planned development (PD) zoning does not permit TOD by right. While Planned Developments (PDs) are increasingly used in North Central Texas, they do not guarantee TOD without additional guiding regulations.

Table 11 summarizes the share of each station area zoned for TOD by-right and shows that some TRE stations do have most of the land zoned for TOD by-right. For the other station areas zoning districts such as industrial, single-family residential, and certain Planned Developments (PDs) typically do not permit the density, mix of uses, or urban form associated with TOD. Multiple stations on the corridor also have station area land in other cities who are not transit members, but their zoning was evaluated in this document for the applicable station area. For more on zoning evaluation methods see the **Appendix B**.

Figure 9: Does TRE Zoning Support TOD By-Right

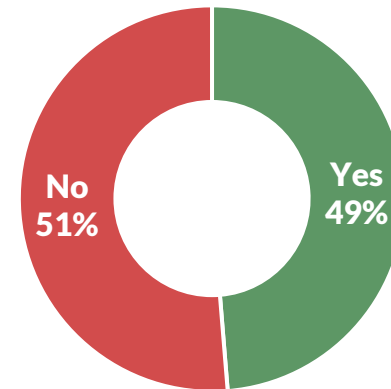


Table 10: Zoning Composition for Each Station Area

Zoning Type	Trinity Lakes	Bell	CentrePort/ DFW Airport	West Irving	Downtown Irving/ Heritage Crossing	Medical/ Market Center	Victory	Full corridor
<i>Agricultural</i>	0%	2%	3.8%	0%	3.0%	0%	0%	1.2%
<i>Commercial</i>	16%	5%	6.3%	3.6%	6.8%	2.8%	0%	5.4%
<i>Industrial</i>	8%	2%	21.9%	36.6%	5.7%	31.2%	2.4%	15.7%
<i>Institution</i>	0%	0%	1.5%	0%	0%	0%	0%	0.2%
<i>Mixed Use</i>	58%	1%	13.3%	0%	0%	49.9%	0%	15.0%
<i>Multifamily</i>	1%	0%	17.9%	0.1%	6.4%	0%	0%	5.1%
<i>Office</i>	0%	0%	0%	0%	2.4%	0.4%	0%	0.4%
<i>Open Space</i>	0%	4%	0%	0%	0%	0%	0%	0.5%
<i>Retail</i>	3%	0%	0%	1.2%	0%	0%	0%	0.5%
<i>Single Family</i>	9%	25%	0%	26.2%	13.8%	0%	0%	10.8%
<i>Special Zoning Approvals</i>	4%	61%	35.3%	32.3%	15.8%	15.7%	96.2%	38.1%
<i>Urban Core/TOD</i>	0%	0%	0%	0%	46%	0%	1.4%	7.0%

Table 11: Percentage of TOD Supportiveness By-Right for Each Station Area

TOD Supportive By-Right	Trinity Lakes	Bell	CentrePort/ DFW Airport	West Irving	Downtown Irving/ Heritage Crossing	Medical/ Market Center	Victory
Yes	27%	1%	34%	0%	51%	65%	89%
No	73%	99%	66%	100%	49%	35%	11%

Planning Studies

Station area planning has occurred at only a few of the TRE corridor stations. See **Table 12** for the most recent or TOD relevant plans for the TRE corridor.

Table 12: Most Recent or TOD Relevant Plans for TRE Stations

Station	City	Plans
<i>Trinity Lakes</i>	Hurst	Hurst Boulevard Vision / SH 10 Corridor Redevelopment Plan
<i>Downtown Irving</i>	Irving	Heritage Crossing Neighborhood Plan Better Block -Downtown Irving Reimagined After-Action Report
<i>Medical/Market Center</i>	Dallas	Southwestern Medical District Master Plan

While area planning for the stations has been somewhat limited, all three cities have comprehensive plans supporting TOD and numerous other citywide transportation, housing, and economic development plans and policies relevant to TOD at each station. See each Stations section in the Existing Conditions report for further details.

Also applicable to this corridor are DART's TOD Guidelines with recommendations of transit-friendly design and [DART's Inventory of Prospective TOD Properties](#) which includes their station parking lots with redevelopment potential.

Economic Incentives and Development

Partnerships and Economic Incentives

For [NCTCOG's 2026 North Texas Regional TOD Progress Report](#), city staff were engaged regarding the use of economic incentives to support TOD across the Region's rail stations. Information provided by city staff suggests that few projects at TRE corridor stations have received public funding support (see **Table 13**). However, nearly all the stations along the TRE corridor contain a Tax Increment Financing (TIF) district or Tax Increment Reinvestment Zone (TIRZ) within their station area.

Table 13: Partnerships and Economic Incentives by Station

Station Name	TIF District within Station Area	Number of Projects	TIF/TIRZ Projects	380 Agreement Projects	Tax Abatement Projects	P3/PPP Projects	Other Incentive Type (Development Bonus, Grant Program, City Fund, etc.) Projects
<i>Trinity Lakes</i>	Yes	1	0	0	0	1*	0
<i>Bell</i>	Yes	0	0	0	0	0	0
<i>CentrePort/DFW Airport</i>	Yes	0	0	0	0	0	0
<i>West Irving</i>	No	0	0	0	0	0	0
<i>Downtown Irving/Heritage Crossing</i>	Yes	10	0	0	0	0	10
<i>Medical/Market Center</i>	Yes	0	0	0	0	0	0
<i>Victory</i>	Yes	2	1	0	0	0	1
*Trinity Metro constructed surface parking for \$4.5M on developer-owned land.							

Transportation Connections

Sidewalks

Sidewalk availability varies throughout the TRE corridor. For example, Downtown Irving/Heritage Crossing has over 21 miles of sidewalk while Bell Station has less than 4 connected miles. See **Table 14** for the total sidewalk coverage and access at all stations. Using GIS, NCTCOG estimated the half mile “walkshed”, representing the area a person can reasonably walk within the station area via connected sidewalks and safe pedestrian crossings. For the North Texas TOD area, the average half-mile walkshed is roughly 83.5 acres and covers approximately 16.6% of the station area.

Additionally, NCTCOG utilized Tarrant and Dallas County appraisal district parcel data to identify residential and commercial properties within the half-mile radius of each station. The half-mile walkshed was then overlaid with the parcel data to identify properties accessible through the existing connected pedestrian network.

Table 14: TRE Station Areas by Sidewalk Coverage and Access

Station Name	Total Miles of Sidewalk	Walkshed Area (Acres)	Percentage of Station Area Land Within Walkshed*	Housing Units with Sidewalk Access
<i>Trinity Lakes</i>	4.9	2.7	1%	0
<i>Bell</i>	3.3	8.2	2%	0
<i>CentrePort/DFW Airport</i>	4.7	15.9	3%	994
<i>West Irving</i>	10	46.4	9%	145
<i>Downtown Irving/Heritage Crossing</i>	21.9	114.4	23%	185
<i>Medical/Market Center</i>	10	41.6	8%	681
<i>Victory</i>	21.6	90.8	18%	5,073

Bicycle Facilities

This report utilizes NCTCOG's Trails and Bikeways database including the Regional Veloweb, community shared-use paths, and on-street bikeways, to evaluate bicycle connectivity and accessibility within the TRE station. As seen in **Table 15**, most TRE stations have at least one bikeway at or near the station, but connectivity overall is limited in the corridor. See each station's individual Existing Conditions pages for maps of the bike facilities.

Table 15: Bicycle Facilities by TRE Station Areas and Status

Station Name	Off Street - Miles of Bike Facility			On Street - Miles of Bike Facility			Total Existing (mi)
	Existing	Funded	Planned	Existing	Funded	Planned	
<i>Trinity Lakes</i>	1.1	0.5	1.2	0.0	0.0	0.6	1.1
<i>Bell</i>	0	0.0	2.1	0.0	0.0	0.0	0.0
<i>CentrePort/DFW Airport</i>	1.2	0.6	1.3	0.0	0.0	0.4	1.2
<i>West Irving</i>	0.5	0.0	1.1	0.0	0.0	2.2	0.5
<i>Downtown Irving/Heritage Crossing</i>	0.7	0.4	0.3	0.9	0.1	5.0	1.6
<i>Medical/Market Center</i>	1.8	0.5	0.2	0.2	0.0	1.6	2.0
<i>Victory</i>	1.1	0.2	0.1	2.5	0.1	1.9	3.6
<i>Corridor</i>	6.4	2.1	4.2	3.6	0.2	11.7	10.0

The TRE corridor benefits from the DFW Discovery Trail initiative, a planned 63-mile continuous paved trail designed to connect Fort Worth and Dallas mostly parallel to the TRE and Trinity River. Segments of the trail, such as the connection from TRE CentrePort Station to Arlington's River Legacy Trail, have recently been completed. Approximately 6 miles connecting the station to area beyond are funded for construction (see **Table 16**).

Table 16: DFW Discovery Trail Funded Segments Connecting to TRE Stations

City	Trail Name	Location	Distance (mi)
<i>Fort Worth</i>	<i>Trinity Lakes Trail</i>	Existing Trinity Trails to Existing River Legacy Trail	3.46
<i>Fort Worth</i>	<i>CentrePort Station Trail (East)</i>	CentrePort Station to Irving city limits	1.41
<i>Irving</i>	<i>Rock Island Trail (East)</i>	Existing Rock Island Trail to Centennial Park Trail	1.07

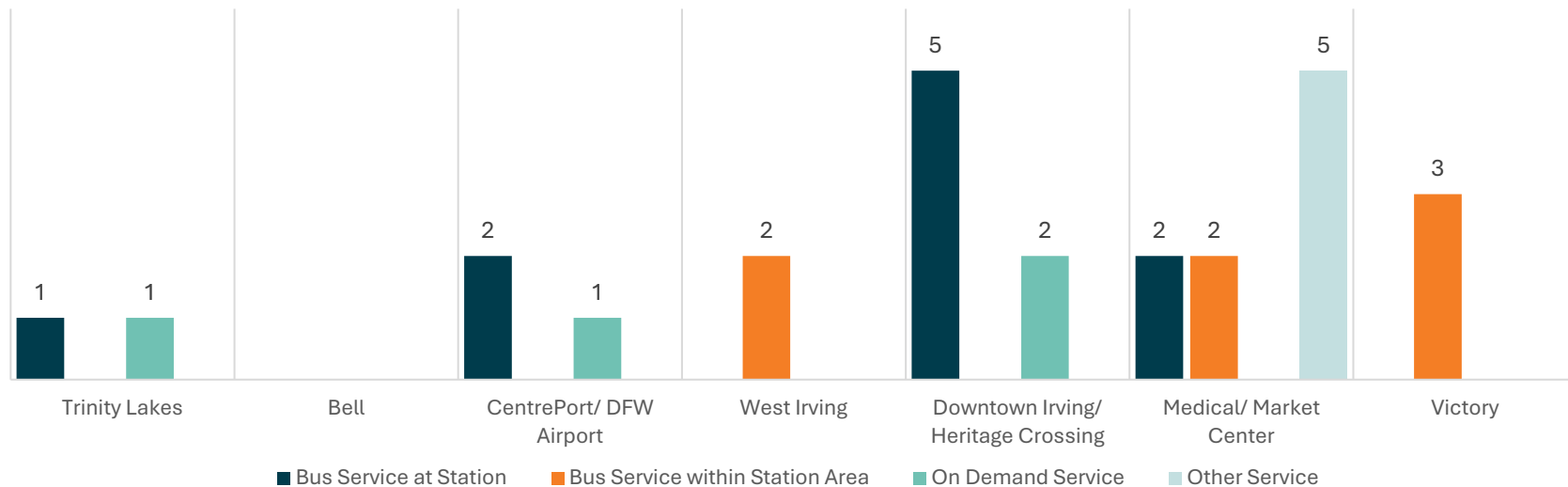
Transit Connections

First/last mile transit connectivity varies across the TRE corridor. There are four transit connection types on the corridor:

1. Bus Service at the station: Fixed-route DART or Trinity Metro buses that pick up and drop off at the station property.
2. Bus Service within the Station area: Fixed route DART or Trinity Metro buses with stops a few blocks from the station.
3. On-Demand Service: Passenger vans offering shared rides that respond to request by mobile application including Arlington Transportation, Via Grand Prairie, and DART GoLink.
4. Other Service: On the TRE corridor this includes private shuttles run by UT Southwestern and Children’s Hospital at Medical Market Center Station.

Most TRE stations have at least 2 transit first/last mile options, but service varies with Bell having zero connections and Medical/Market Station featuring 9 connecting routes.

Figure 10: Type and Number of Transit Connections for Each TRE Station



Corridor Conclusions

Opportunities

- Even though ridership along the TRE corridor is low compared to the average North Texas TOD area ridership, the double tracking of the TRE corridor could improve future service potentially making the TRE a more desirable transportation option for residents, workers, and visitors to the Dallas-Fort Worth region.
- Although likely impacted by various constraints, the significant amount of vacant land across the TRE corridor stations provides an opportunity for development.
- Rail transit riders report primarily walking and biking for first/last mile travel for trips produced at and attracted to the TRE corridor, highlighting the walkability of some TRE station destinations.
- Some stations along the TRE corridor have multiple transit/shuttle/on-demand connections, providing rail transit riders with a variety of first/last mile travel modes.
- The terminus of the TRE on both the west and east end in the downtowns of Fort Worth and Dallas (not part of this study) create significant opportunities for continued ridership.

Challenges

- While much of the corridor has vacant land, a notable amount is controlled by large landowners who may not have TOD goals and/or the land is environmentally constrained by the flood plain.
- At multiple stations, large highways near the stations act as barriers to TOD limiting the land where connected development can occur.
- Less than half of the land is currently zoned to be TOD supportive by right.
- Although more rail transit riders are attracted rather than produced from corridor stations, these trip attractions are primarily to downtown Dallas TRE stations. A smaller percentage of rail transit riders are attracted to the TRE corridor study stations, reflective of the land use and transportation connections context.
- There are significantly more jobs than housing at stations across the TRE corridor, impacting opportunities to live and work in the transit corridor.