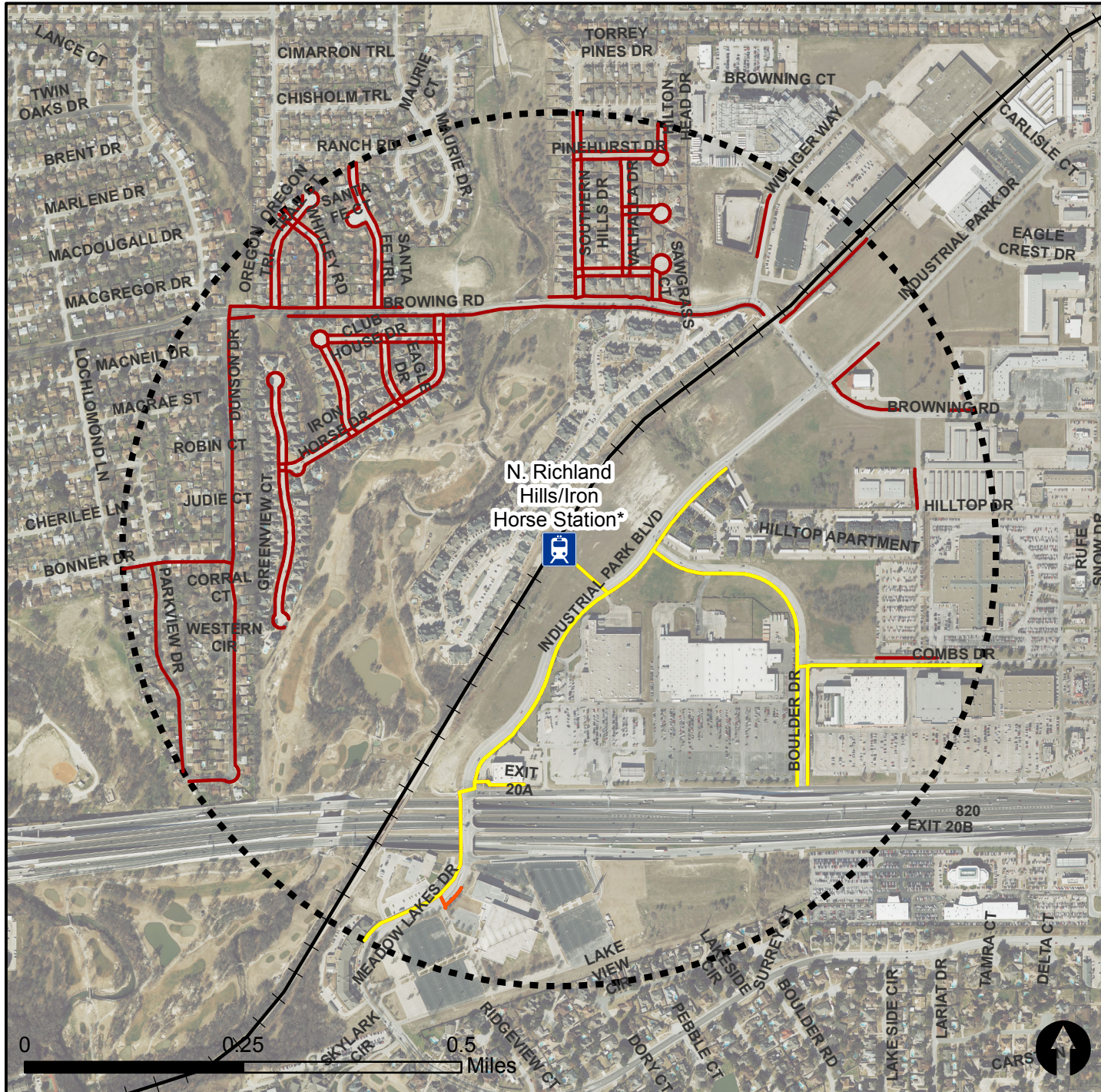


# Pedestrian Routes to Rail - N. Richland Hills/Iron Horse Station\*

Last Updated: October 2016 (\*Station under construction with anticipated start of service in late 2018)



North Central Texas  
Council of Governments



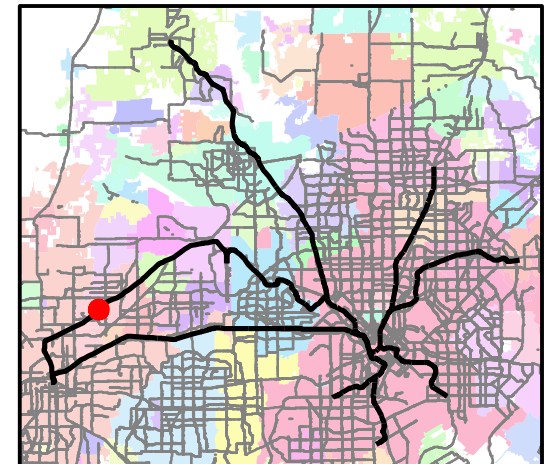
## Legend

- Rail Stations
- 0.5 Mile Station Buffer
- Railroads
- Existing sidewalk facilities within a 0.5 mile walk distance (\*platform connections constructed with station)
- Existing sidewalk facilities greater than a 0.5 mile walk distance
- Existing sidewalk facilities that 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 - N. Richland Hills/Iron Horse Station\*

Last Updated: October 2016 (\*Station under construction with anticipated start of service in late 2018)



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)

