North Texas Regional TOD Progress Report

Executive Summary

Dallas Area Rapid Transit (DART) opened the first modern rail line of the North Texas transit system over 30 years ago in 1996. The rail transit system has expanded to 91 stations today and continues to grow. Cities and transit agencies with those stations have been working since the 1990s to transform land around each into walkable, higher density, and mixed-use destinations. This process of developing land to encourage transit trips is called Transit-Oriented Development (TOD).

This North Texas Regional TOD Progress Report used data from existing sources and collected new information for this effort to measure how far the region has come at building TOD. The Regional Transportation Council (RTC) at North Central Texas Council of Governments (NCTCOG) has supported TOD since 2001 with the creation of its Sustainable Development Policy. To support RTC on continuing to advance TOD, the information in the North Texas Regional TOD Progress Report expands on topics brought up in the Transit 2.0 report[1].

Transit 2.0 was a regional look at transit systems and emphasized the importance of TOD in achieving better transit in North Texas. This TOD Progress Report structures its data measures around the goals and topics brought up in Transit 2.0, but adds a greater focus on data-driven findings. Statistics on TOD progress, findings for TOD needs, and recommendations are highlighted here with the full report details including data sources available at www.NCTCOG.org/TOD.

TOD PROGRESS

Economic Development

- Over 350 TODs have been built within a half mile of regional rail since 1995 (see Figure 1 on next page).
- The half-mile area around rail stations has greater population density than most of North Texas but could continue to increase density to better support transit.

[1] Regional Transit 2.0 https://www.nctcog.org/trans/plan/lumo/transit-management-and-planning/general-public-information/transit-planning-activities/transit-planning-projects/regional-transit-2-0

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- Approximately 800,000 jobs, or 13% of the region's total jobs are located on the half-mile area around rail stations (less than 1% of the region's land).

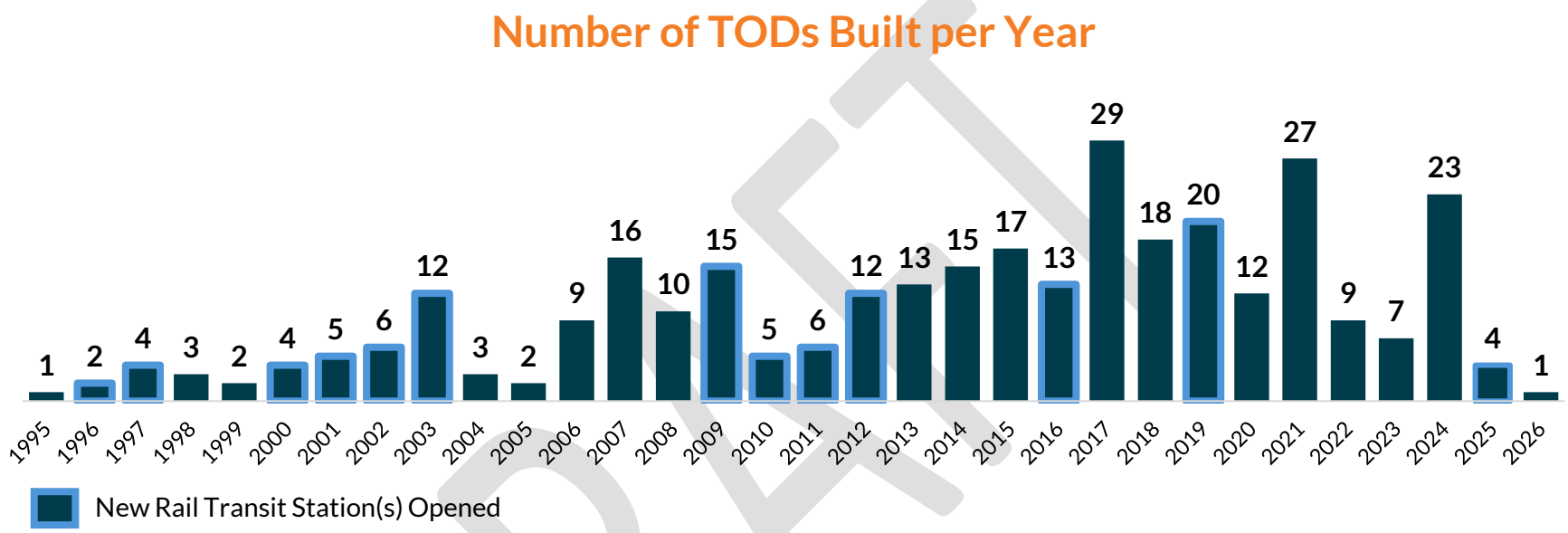


Figure 1 - Number of TODs built since 1995 (inventory of TOD projects developed by NCTCOG staff)

Walking Access

- Census data reports, only 5% of those who live around rail stations are estimated to walk as part of their daily commute.
- For those who use rail transit for any type of trip, 60% of them walk to and from the station.

Ridership

- Rail ridership is increasing from 2020, but only one quarter of stations have more than 1,000 daily riders.

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FINDINGS FOR TOD NEEDS

Five data driven findings summarize the key TOD issues found in the report:

1. Only 34% of station area land is zoned to support TOD by-right
2. Only 45% of station area properties are connected by sidewalks within a half-mile walk.
3. Under half of stations have a connecting bike facility (bike lanes, trails, side-paths, etc.)
4. Over 195 (past/present) projects with public partnership or incentives are in use across 53 stations to support TOD.
5. 31 area plans cover 51 stations but only 25 focus on TOD. 38 stations do not have an area plan. Additionally, 4 corridor plans and 16 special studies address specific topics for many stations.

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RECOMMENDATIONS

These are numerous actions to support TOD. Below are the strategies based on key data collected and reviewed for this report:

Action	*Responsibilities for Action*		
	Municipalities	*Transit Agencies*	*NCTCOG RTC*
Zone more land for TOD by-right	Lead city-initiated rezoning		Support cities through programs such as the MTP Policy Bundle
Improve the sidewalk network	Fund and implement sidewalks in the half-mile station area.	Fund and implement pedestrian improvements on transit property and ROW. Support city efforts as applicable.	Assist in the implementation of projects per Mobility 2050 Policy BP3-002
Connect more bike facilities to stations	Fund and implement bikeways in the half-mile station area and beyond connected to the city bike network.	Fund and implement bikeway access on transit property and ROW. Support city efforts as applicable.	Assist in the implementation of projects per Mobility 2050 Policy BP3-002
Continue economic incentives and partnerships	Lead in providing tax abatement, use of TIRZ, Chapter 380 agreements, and reuse of city land.	Lead in partnering on reuse of transit agency land.	Assist in the implementation of projects per Mobility 2050 Program SD2-004
Use area plans for stations to focus on addressing TOD needs	Lead, fund, and conduct station area plans.	Lead, fund, and conduct station area plans in coordination with cities.	Assist with planning per Mobility 2050 Program SD2-003

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