Progress Summary

Since the start of the regional rail system in 1996, North Texas has made progress implementing TOD to help with regional goals. This report covered the key progress in the areas of economic development, walkability, and ridership. A quick overview of progress will be provided here followed by recommended actions needed to improve each area.

The station areas have seen economic development with over 350 TODs built at over half of the rail stations (see NCTCOG Regional TOD Inventory in the Economic Development performance measures). Many of these did not have a transit-oriented context prior to the construction of the modern passenger rail system. The station areas are denser than the rest of North Texas, and they provide access to 13 percent of the region's jobs. North Texas station areas have higher rates of walking to work than the region as a whole and 60 percent of rail transit riders are walking from the train platform to their destination. Finally, ridership has increased in the past few years. While there are many factors influencing ridership, increased TOD is likely helpful to this goal.

NCTCOG will continue to track these performance measures as RTC continues to support TOD. While North Texas rail cities have made progress advancing TOD, there is still significant work to do. The public sector including municipalities, transit agencies, counties, the Texas Department of Transportation, and NCTCOG can work together to further implement TOD through the recommendations in the next section.

Recommendations for Increasing TOD

Local governments, including transit agencies, need to take action to improve TOD. All these actions fall within the responsibility of municipalities to lead or support actions. In most cases transit agencies and RTC can be a key partner. All partners can lead the effort to conduct station area plans.

Table 22: Priority Actions and Responsible Parties for Increasing TOD

Action	*Responsibilities for Action*		
	Municipalities	*Transit Agencies*	*NCTCOG RTC*
Zone more land for TOD by-right	Lead city-initiated rezoning		
Improve the sidewalk network	Implement sidewalks in the half-mile station area.	Implement pedestrian access improvements on transit property and ROW. Support city with funding	Assist in the implementation of projects per Mobility 2050 Policy BP3-002
Connect more bike facilities to stations	Implement bikeways in the half-mile station area and beyond connected to the city bike network.	Implement bikeway access on transit property and ROW. Support city with funding	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 the city.	Assist with planning per Mobility 2050 Program SD2-003

Zoning Recommendations:

Only 34% of the region's station area land is zoned to support TOD by-right.

- Rezone more properties to allow for greater density around the rail transit stations including urban design standards to ensure the form, placement, and orientation of development is transit supportive.
- Prioritize rezoning of commercial properties closest to the stations and include strong TOD design requirements.
- Ensure agreements for Planned Development (PDs) zoning within station areas promote form and design standards encouraging transit.
- In areas with higher single-family zoning, evaluate the feasibility to upzone for "missing middle" housing such as duplexes and town homes.

Active Transportation Infrastructure Recommendations:

Only 45% of station area properties are connected by sidewalks within a half-mile walk. Under half of stations have a connecting bike facility (bike lanes, trails, side-paths, etc.)

- Use sidewalk data from this report to identify and prioritize gaps in the sidewalk and crosswalk network to expand the area that can be safely and comfortably walked to from the station platform.
- Improve access and connectivity of bikeway network within the station areas.
    - Ensure bikeways directly connect to the station platform without barriers
    - Future planning and funding efforts should prioritize direct connection to the rail transit stations (ex. project proposed within one or two miles of rail transit station should have a direct connection to the station or build upon existing infrastructure that already connects)
- Use station area plans to identify, prioritize, and create preliminary scopes improving the sidewalk and bicycle networks at each station.
- Corridor, area, and city-wide plans should prioritize bike and sidewalk connections to transit stations as applicable.

Partnerships and Incentives Recommendations:

While not a comprehensive list, there are over 195 (past/present) projects with public partnership or incentive across 53 station areas. Over $2 billion worth of incentives by cities and transit agencies are estimated to have been spent in station areas.

- Cities and transit agencies should continue to partner on redeveloping publicly owned parking lots near rail stations into dense development.
- Cities should continue to use all economic incentive tools at all their station areas to encourage TOD.
- Cities should use station area plans to identify, prioritize, and create preliminary concepts for redeveloping key public properties at rail stations into TOD.
- Cities should organize and coordinate regionally with RTC on better methods of sharing and documenting economic incentives and partnership data to demonstrate commitment to TOD.

Planning Recommendations

31 plans exist for 51 stations. Many are older than 2015 and may need an update.

- Catalyze city-initiated rezoning through updated station area plans.
- Identify and prioritize bike and sidewalk needs through area plans.
- Look at catalytic redevelopment opportunities.
- Understand the community vision and support for creating TOD in the neighborhood.
- Document clear implementation actions in the area plan.
- Using performance, informative and action data measures, NCTCOG staff identified top station areas in **Table 23** which may benefit from further planning. See **Appendix 19** for scoring methodology and **Appendix 18** for full list of station evaluations.

Table 23: Top Stations Likely to Benefit from Station Area Planning

Station Name	City	Transit Corridor	Ongoing/Future Planning Study/RFP?
Mercantile Center	Fort Worth	Trinity Metro TEXRail	***Yes (Trinity Metro TOD Study)***
West Irving	Irving	Trinity Railway Express (TRE)	***Yes (FTA TRE TOD Study)***
Burbank	Dallas	DART Orange and Green Lines	No
University of Dallas	Irving	DART Orange Line	No
VA Medical Center	Dallas	DART Blue Line	No
North Side	Fort Worth	Trinity Metro TEXRail	***Yes (Trinity Metro TOD Study)***
Camp Wisdom	Dallas	DART Blue Line	No
Hatcher	Dallas	DART Green Line	No
Ledbetter	Dallas	DART Blue Line	No
Hampton	Dallas	DART Red Line	No
North Richland Hills/ Iron Horse	North Richland Hills	Trinity Metro TEXRail	***Yes (Trinity Metro TOD Study)***
Westmoreland	Dallas	DART Red Line	***Yes (DART Parking Lot RFP)***
8th & Corinth	Dallas	DART Red and Blue Lines	No
Dallas Zoo	Dallas	DART Red Line	No
Forest/Jupiter	Garland	DART Blue Line	No
Kiest	Dallas	DART Blue Line	No