

The meeting will begin shortly



Please mute your microphone until called on for questions.



Questions will be addressed at end of each section. Please insert questions in chat or raise hand to speak.



This meeting will not be recorded.



The presentation will be shared after the meeting: www.NCTCOG.org/LUTTF





Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | October 21, 2020



North Central Texas
Council of Governments

Today's Meeting

NCTCOG Updates

Regional Growth Demographics - Setting the Stage

Curb Management Regional Planning Guide

Rethinking Right of Way for Business Support

NCTCOG Active Transportation Data, Mansfield, Fort Worth, Dallas

Transit-Oriented Development Planning Pilot – Federal Transit Administration Grants

DART, Trinity Metro, DCTA, NCTCOG TOD Survey Results



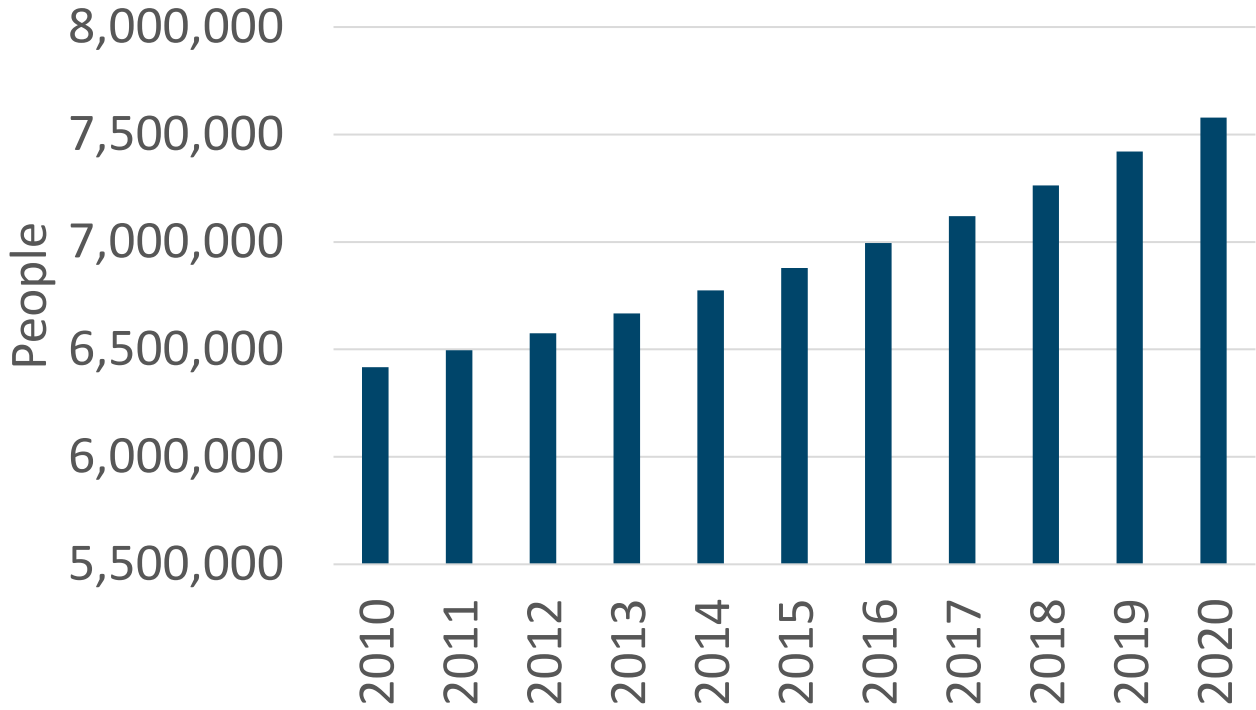
North Texas 2010 to 2020 Growth



North Central Texas
Council of Governments

Regional Growth – 2010 to 2020

12-County North Central Texas Population



Over 1.1 million new residents, 18% increase since 2010

Like adding the whole population of Rhode Island

Total population over 7.5 million people

Bigger than the countries of:

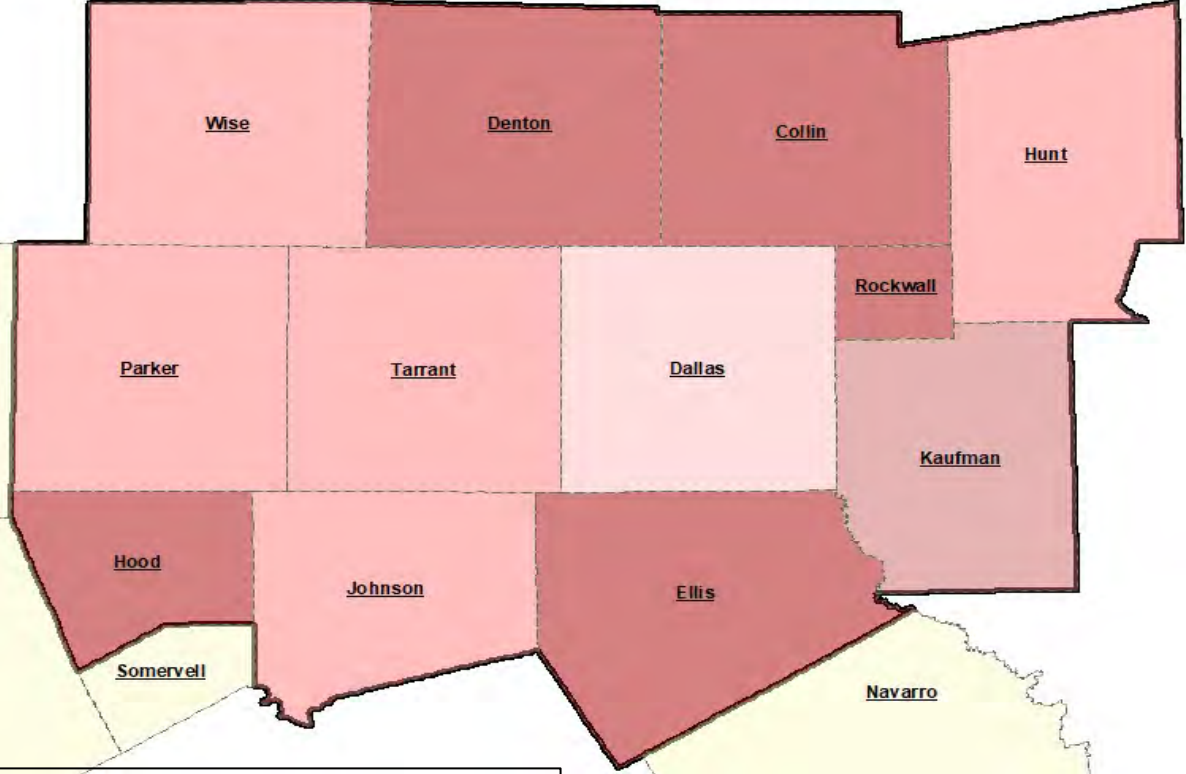
- Libya (6.8 million)
- Finland (5.5 million)
- New Zealand (4.9 million)

<https://www.cia.gov/library/publications/the-world-factbook/fields/335rank.html>

<https://data-nctcogis.opendata.arcgis.com/search?tags=Demographic>

Regional Growth – 2010 to 2020

County	Growth Rate	Population Increase
Denton	35.99%	238,506
Rockwall	35.75%	28,003
Collin	33.34%	260,799
Ellis	32.20%	48,170
Hood	30.69%	15,708
Kaufman	24.35%	25,170
Johnson	17.87%	26,966
Parker	16.83%	19,673
Hunt	15.27%	13,151
Tarrant	14.10%	255,026
Wise	10.44%	6,173
Dallas	9.45%	223,681
Regional Growth:	18%	1,161,026



Legend:

- Growth rate of 30% or higher
- Growth rate between 20% and 29%
- Growth rate between 10% and 19%
- Growth rate lower than 10%

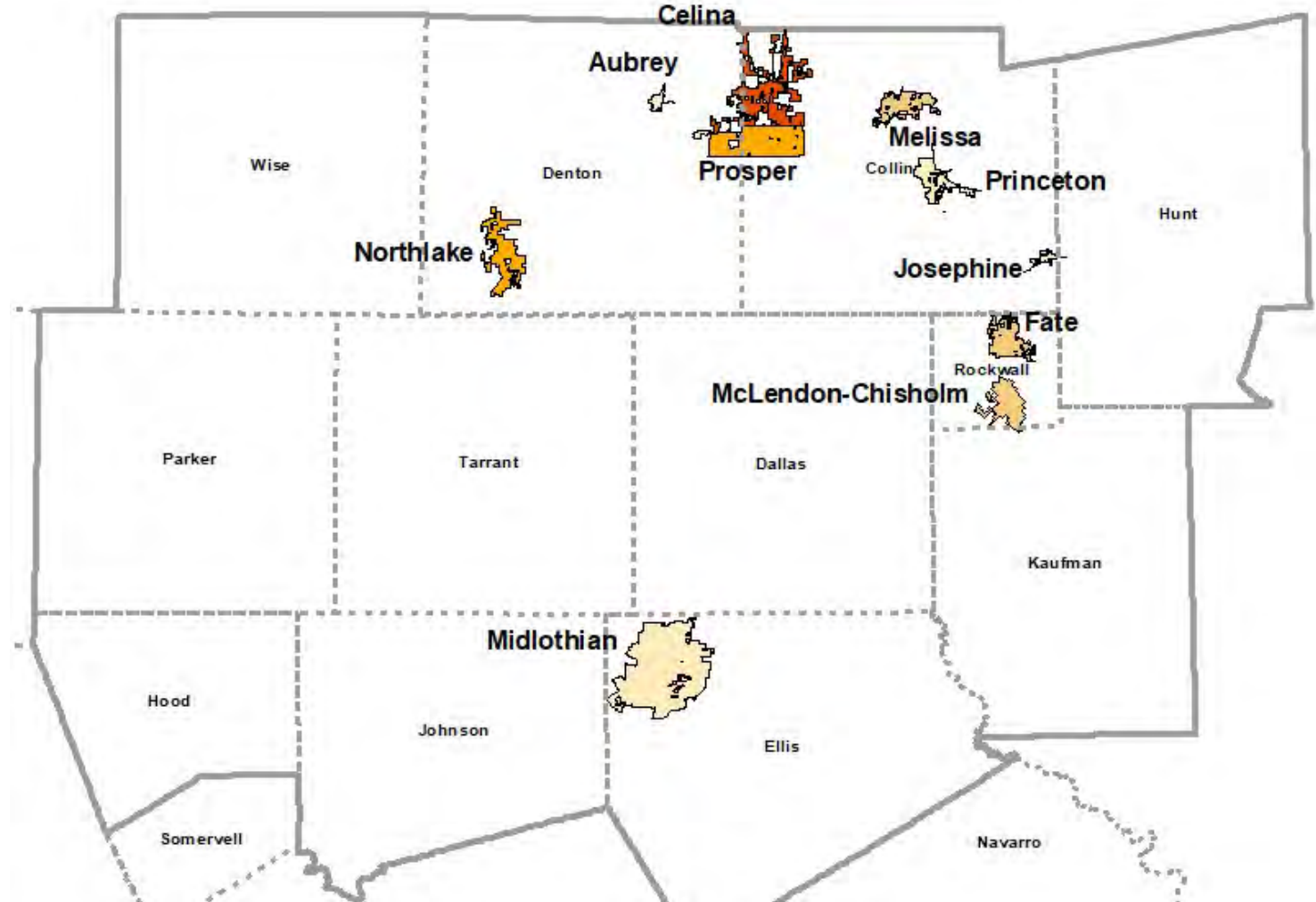
Fastest Growing Cities 2010 to 2020

City	Growth Rate	Population Increase
Celina	255.52%	15,402
Prosper	201.18%	18,957
Northlake	185.96%	3,206
McLendon-Chisholm	175.31%	2,407
Melissa	161.77%	7,595
Fate	158.94%	10,226
Princeton	109.93%	7,483
Aubrey	107.32%	2,785
Josephine	98.28%	798
Midlothian	91.16%	16,443

Legend

— MPA Boundary

--- County Boundaries



Growth by Area 2010 to 2020

Urban Area

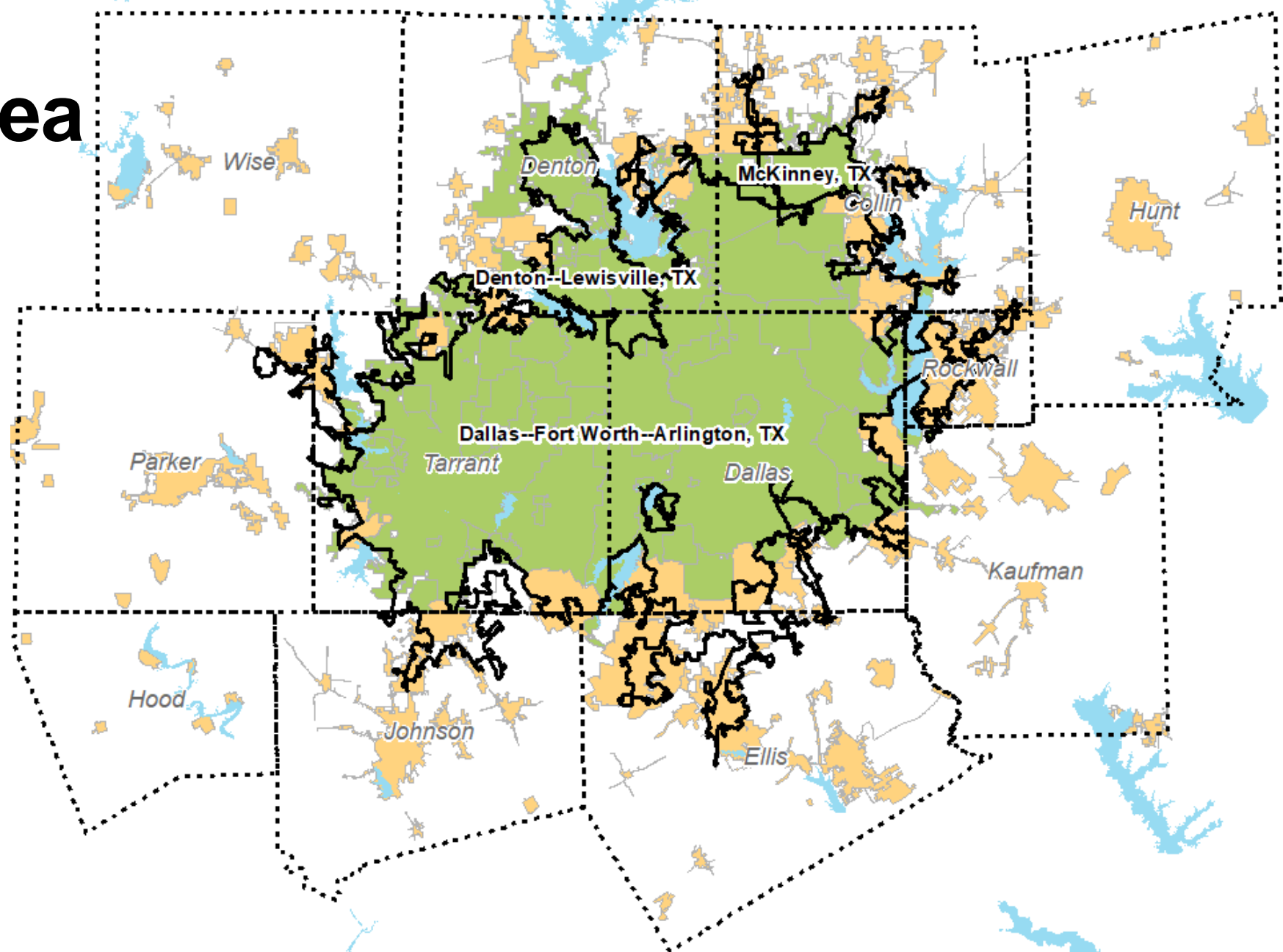
14% growth rate
705,188 total gain

Suburban Edge

33% growth rate
264,108 total gain

Unincorporated County/ ETJ

34% growth rate
191,730 total gain



Growth by Area 2010 to 2020

Urban Area

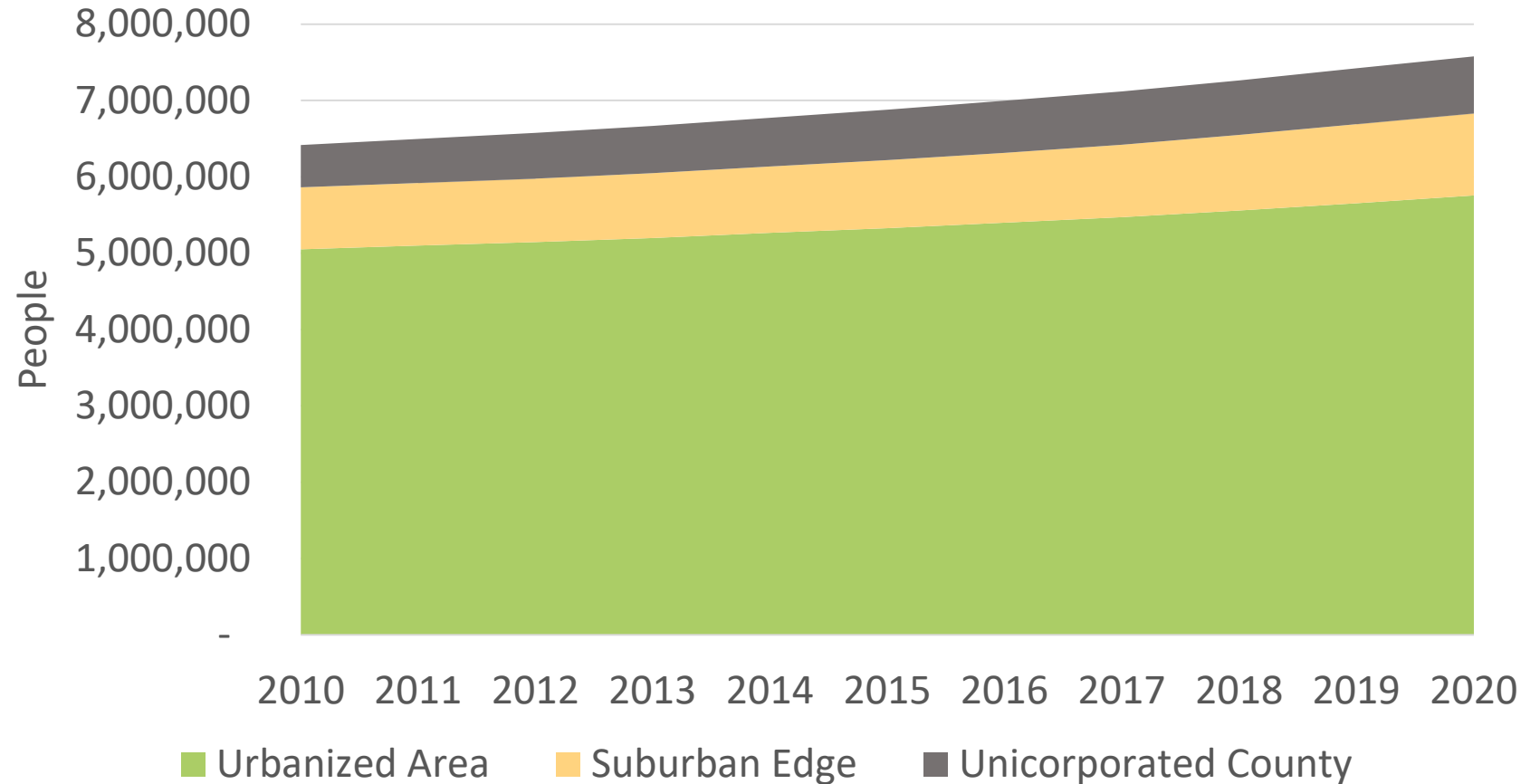
14% growth rate
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Suburban Edge

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264,108 total gain

Unincorporated County/ ETJ

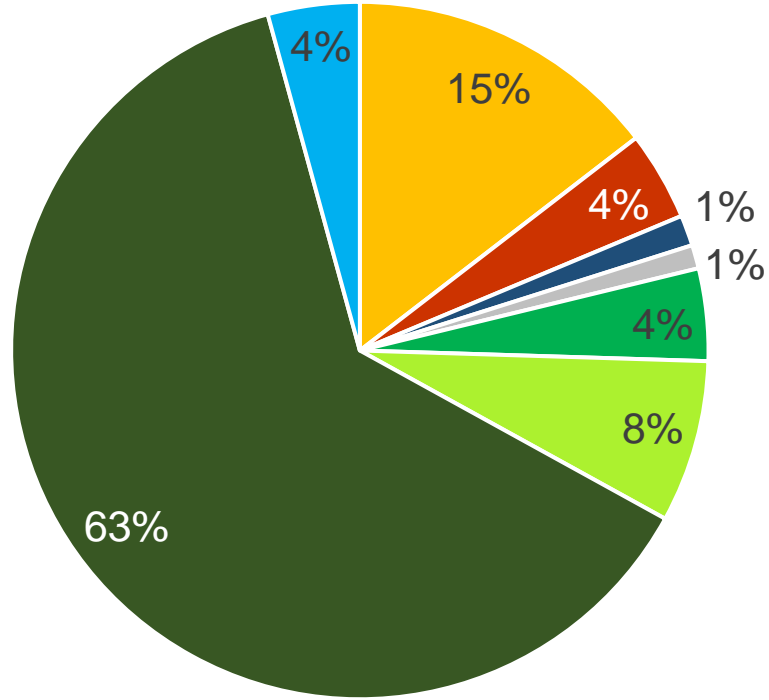
34% growth rate
191,730 total gain



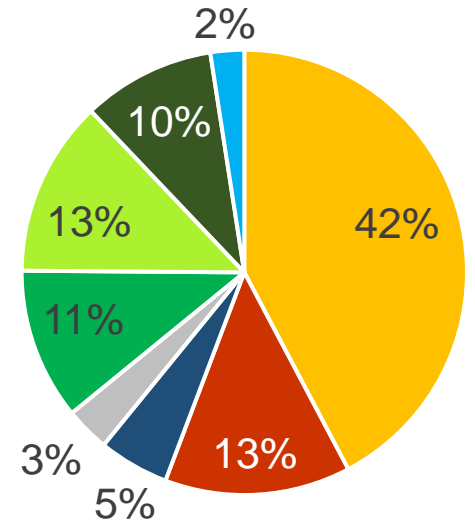
Land Use Classification – 2015



12 County Region
5,700,865 acres – Est. Pop. 7.5 million



Census 2010 Urbanized Area (3 contiguous)
1,085,727 acres – Est Pop – 6.3 million



Source: NCTCOG Regional Data Center - <https://data-nctcoggis.opendata.arcgis.com/search?tags=landuse>

Contacts

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CURB MANAGEMENT REGIONAL PLANNING GUIDE

Coordinated Land Use and Transportation
Planning Task Force

October 21, 2020

What is Curb Management?

Any intentional practice to bring order to the curb and determine specific priorities for space.

Ranges from signage/stripping distinguishing the public ROW to permanent curb changes, geofencing, or designated pickup/drop-off areas.



Why is Curb Management Important?



Can make access more equitable



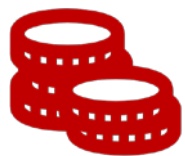
Improves level of service for multiple competing modes



Facilitates data collection for planning

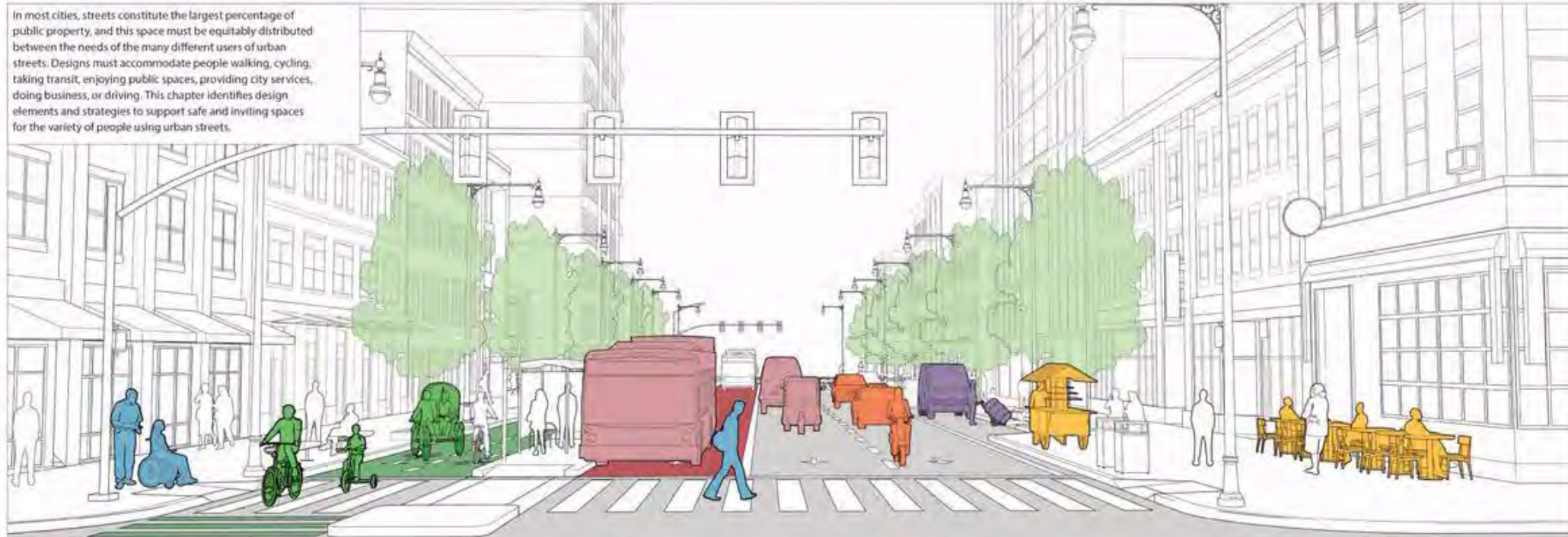


Enables planning for new technologies using the curb



Can facilitate monetizing the curb

Balancing Competing Curb Uses



Pedestrians

Pedestrians include people of all abilities and ages, sitting, walking, pausing, and resting within urban streets. Designing for pedestrians means making streets accessible to the most vulnerable users. Design safe spaces with continuous, unobstructed sidewalks. Include visual variety, engage building frontages, design for human scale, and incorporate protection from extreme weather to ensure an enjoyable street experience.

Cyclists

Cyclists include people on bicycles, cycle-rickshaws, and cargo bikes. Facilities should be safe, direct, intuitive, clearly delineated, and part of a cohesive, connected network to encourage use by people of all ages and confidence levels. Cycle tracks that create an effective division from traffic, are well coordinated with signal timing, and are incorporated in intersection design form the basis of an accessible and connected cycle network.

Transit Riders

Transit riders are people using collective transport such as rail, bus, or small collective vehicles. This sustainable mode of transportation dramatically increases the overall capacity and efficiency of the street. Dedicated space for transit supports convenient, reliable, and predictable service for riders. Accessible boarding areas promote safe and equitable use. The space dedicated to a transit network should be aligned with demand, meeting service needs without sacrificing streetscape quality.

Motorists

Motorists are people driving personal motor vehicles for on-demand, point-to-point transportation. This includes drivers of private cars, for-hire vehicles, and motorized two- and three-wheelers. Streets and intersections must be designed to facilitate safe movement and manage interactions between motor vehicles, pedestrians, and cyclists.

Freight Operators and Service Providers

Freight operators and service providers are people driving vehicles that move goods or conduct critical city services. These users benefit from dedicated curb access and allocation of space for easy loading and unloading as well as dedicated routes and hours of operation. Emergency responders and cleaning vehicles need adequate space to operate, which must be accommodated while ensuring the safety of all other street users.

People Doing Business

People doing business include vendors, street stall operators, and owners or renters of commercial storefronts. These users provide important services that support vibrant, active, and engaging street environments. Adequate space should be allocated to these uses. Provide regular cleaning, maintenance schedules, power, and water to support commercial activity and improve local quality of life.

NCTCOG Curb Management Workshop

Held February 5, 2020 with attendees from across the region

Topics:

- Importance of curb management
- Planning for a dynamic curb
- Planning for curb in a variety of settings

Workshop materials online at:
www.nctcog.org/parking → Parking Events and Symposiums

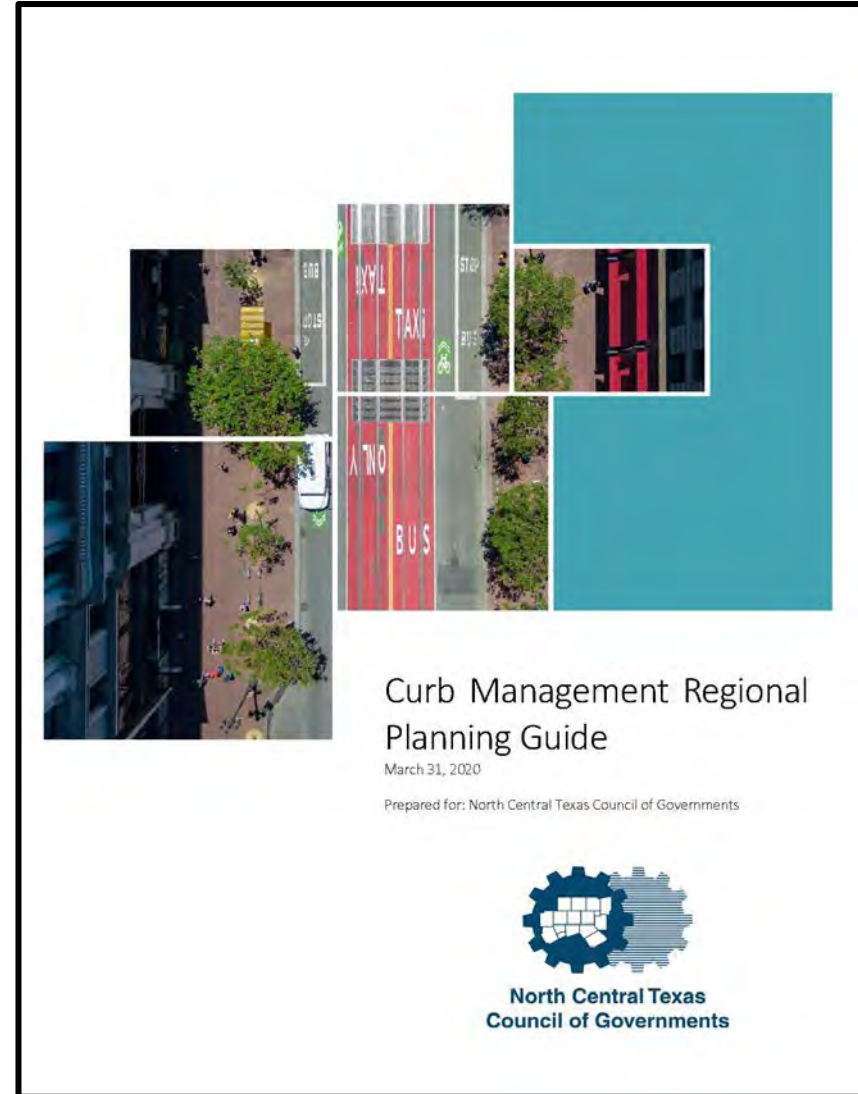


Curb Management Regional Planning Guide

Completed March 2020

Includes:

- Curb management best practices
- Tools for planning in a variety of contexts, assigning priorities, and evaluating tradeoffs
- Data collection and evaluation guidance

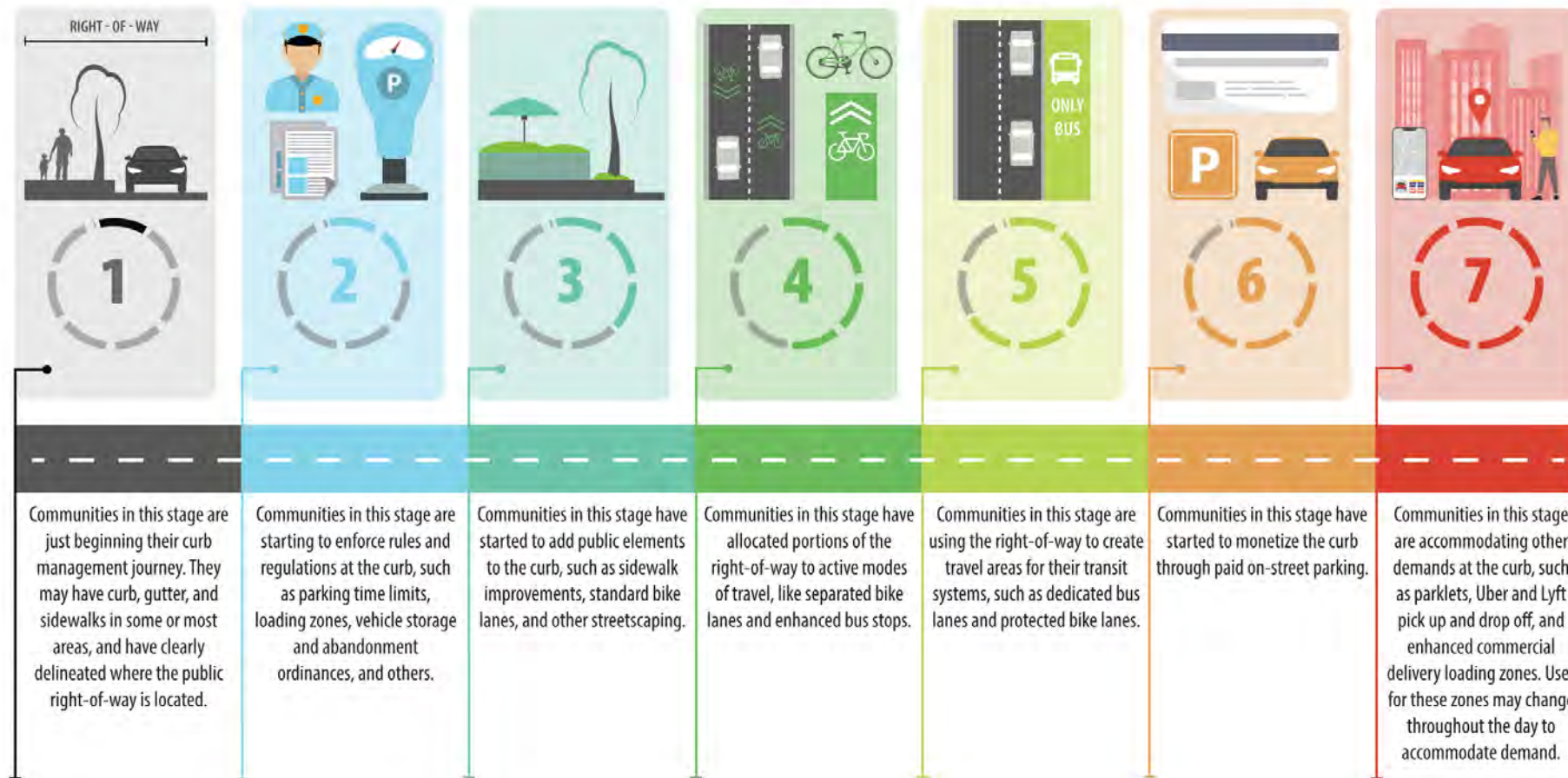


Curb Management Regional Planning Guide



Curb Management Regional Planning Guide

YOU ARE HERE - THE CURB MANAGEMENT SCALE



Curb Management Regional Planning Guide



Who are the primary user groups?

- Pedestrians
- Cyclists
- Transit (bus or rail)
- Vehicles
- Delivery

What types of land uses are present?

- Commercial, retail, offices
- Restaurants, bars, cafes
- Mixed-use developments

What are the primary activities occurring at the curb?

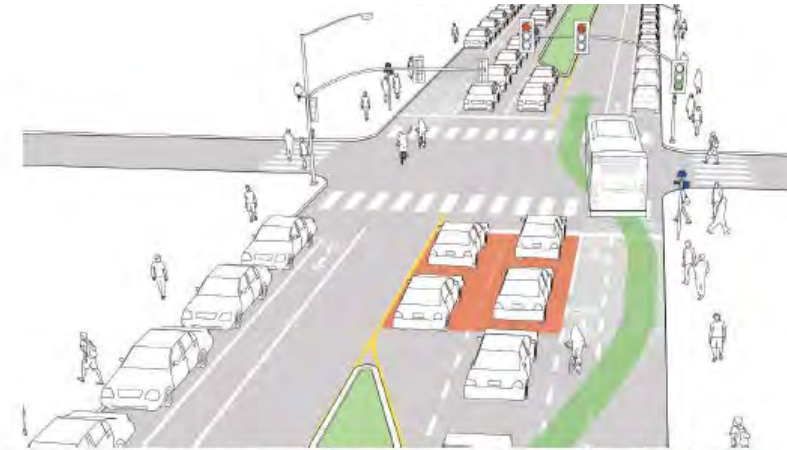
- Transportation and mobility
- Social gathering: street furniture, public art, parklets, street festivals, food trucks
- Retail & shopping: restaurants, outdoor dining, cafes, shops
- Pickup/drop-off: TNCs, deliveries
- Parking

What are the communities' goals for the curb? Consider city-wide mobility & planning goals.

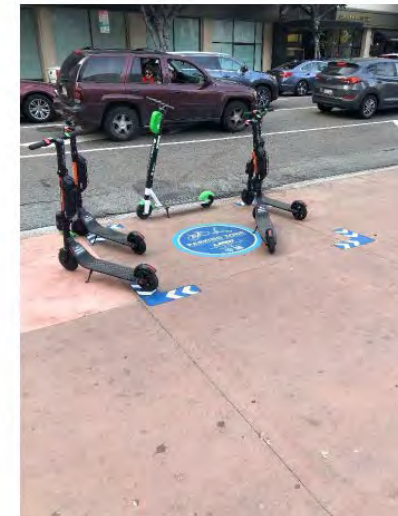
- Reduce single occupancy vehicle mode share
- Improve pedestrian walkability
- Increase transit service
- Reduce vehicle congestion
- Accommodate pickup/drop-off activities
- Improve safety for bike and pedestrian activity
- Reduce conflicts between various modes and activities
- Provide on-street parking for surrounding land uses
- Reduce on-street parking
- Increase turnover of on-street parking
- Encourage economic development
- Provide space for social gathering
- Bringing order and safety

Curb Management Regional Planning Guide

Available online at
www.nctcog.org/parking



Source: National Association of City Transportation Officials, *Transit Street Design Guide*, 2016



Contacts

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Shawn Conrad

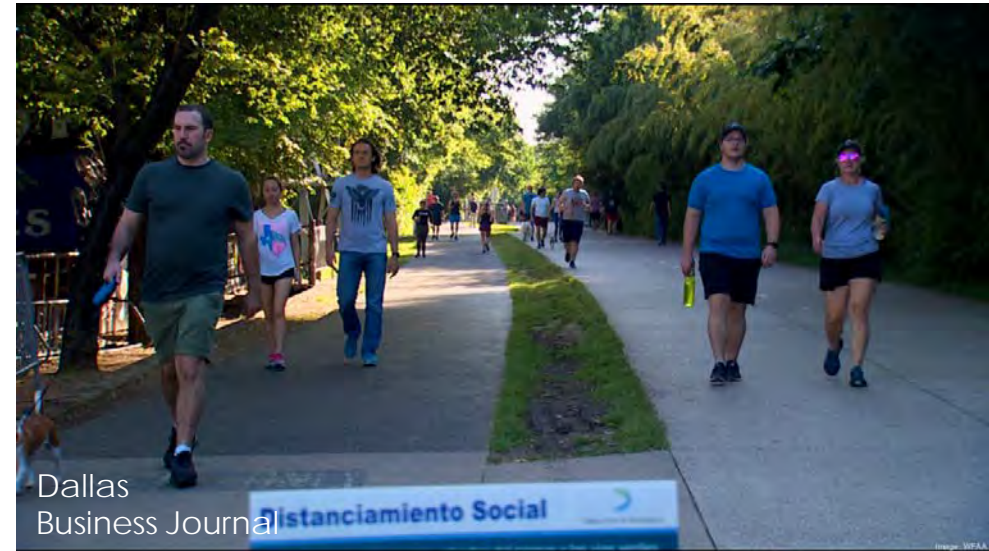
Principal Transportation Planner

sconrad@nctcog.org



COVID-19 Impacts on Active Transportation

Pedestrian and Bicycle Travel on Trails in North Texas



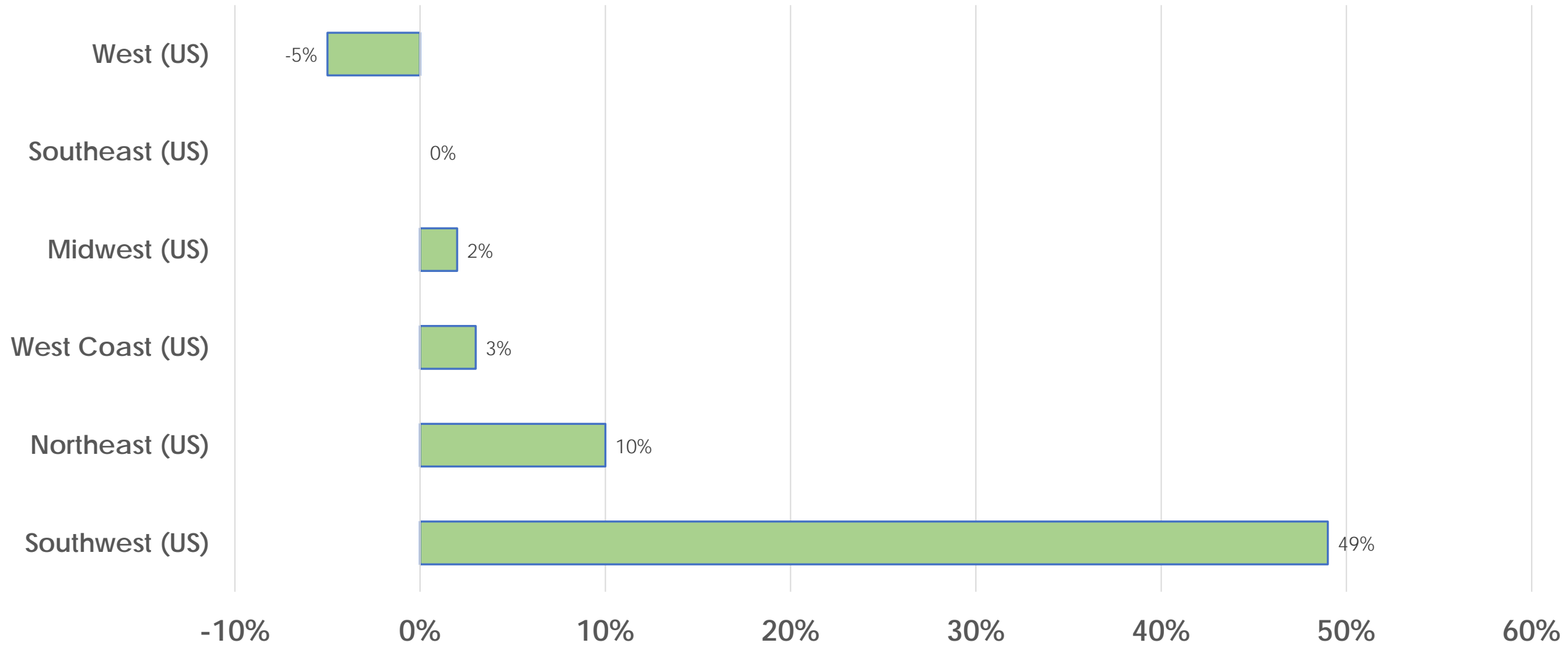
October 21, 2020
Kevin Kokes, AICP



**North Central Texas
Council of Governments**

Bicycle Count Trends by Region

(Percent Change Sept 2020 vs Sept 2019)



Selected Bike and Pedestrian Count Sites

The Dallas Morning News

NEWS / PUBLIC HEALTH

Where your last name falls in the alphabet will determine when you can use the Katy Trail

For four days of the week, residents can only use the trail on specific days, but it's open to all from Monday through Wednesday.



Groups of walkers, joggers and bicyclists use the Katy Trail near the Katy Trail headquarters in Dallas, April 24, 2020. Credit: Corrie Jordan Cole, senior assistant secretary of Dallas County to provide shelter as they start Monday at 10:30am. Visitors can go out to see the trail and enjoy the outdoors, and also practice social distancing. Photo by Corrie Jordan Cole, senior assistant secretary of Dallas County to provide shelter as they start Monday at 10:30am.

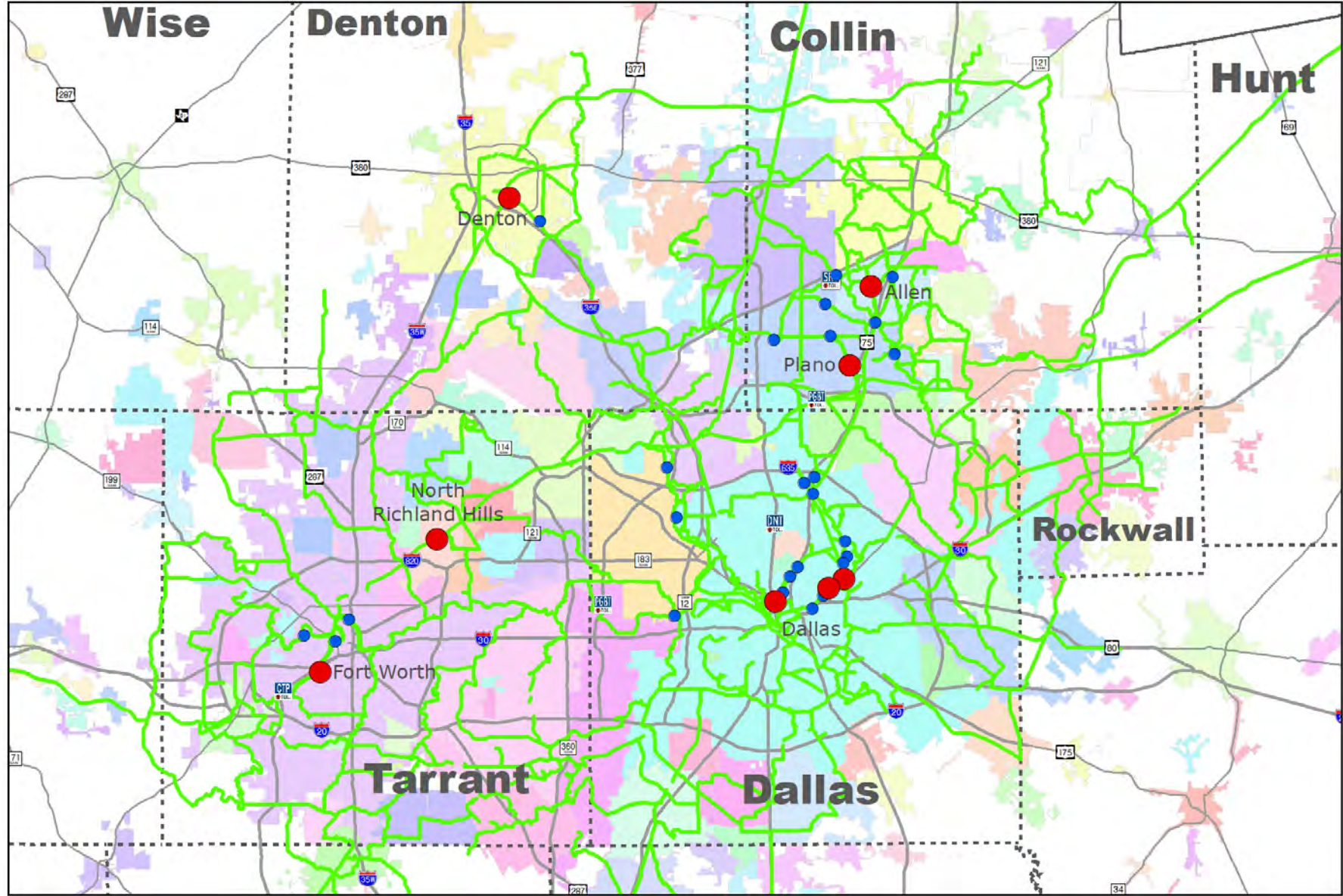


Bicycle Sales Booming During Coronavirus Pandemic

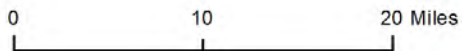
By Brooke Rogers May 25, 2020 at 4:55 pm Filed Under: Bike, Business Booming, Coronavirus, deadly virus, News, Pandemic, People Outside, sales, Social Distancing, Trails



Business Booming For Bike Sales



North Central Texas Council of Governments

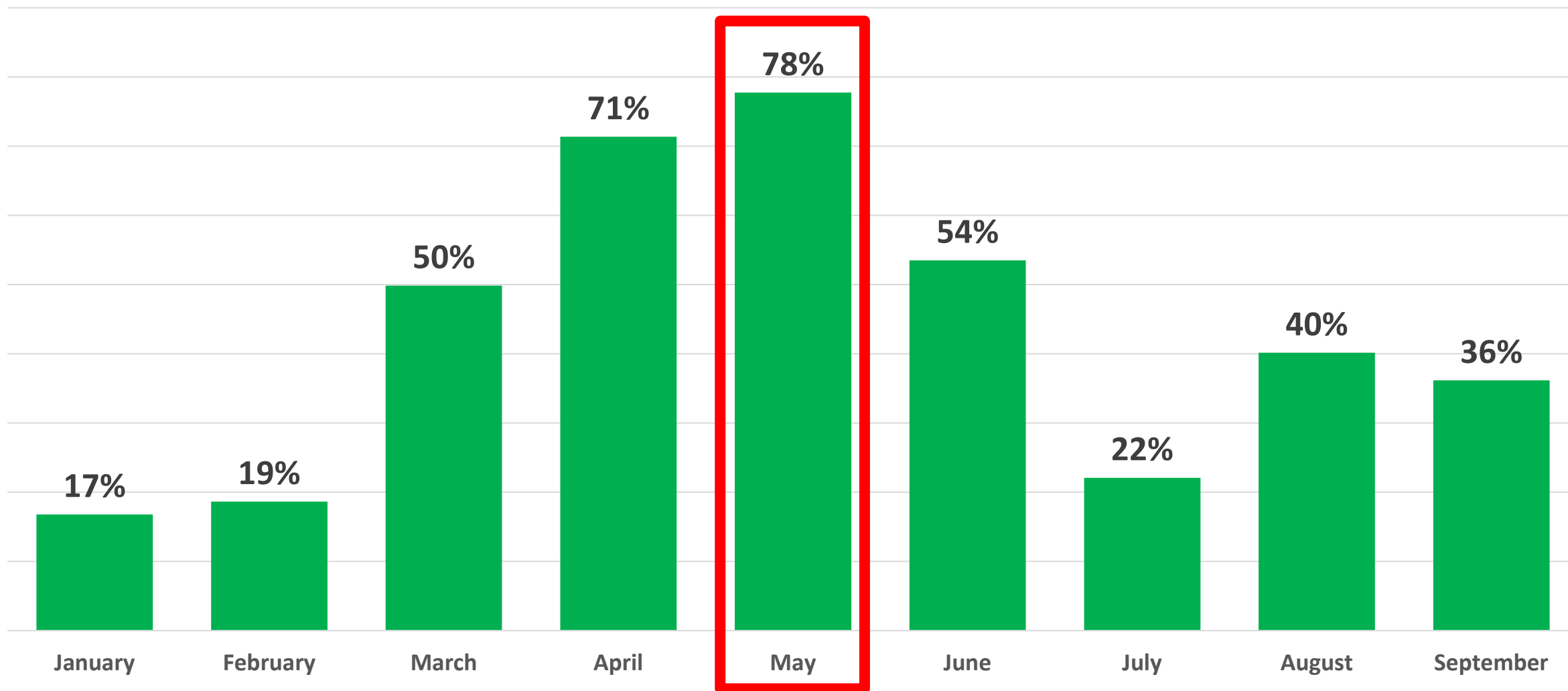


- Selected Trail Count Site(8)
- Other Trail Count Site(25)
- Regional Veloweb



Monthly Trail Usage

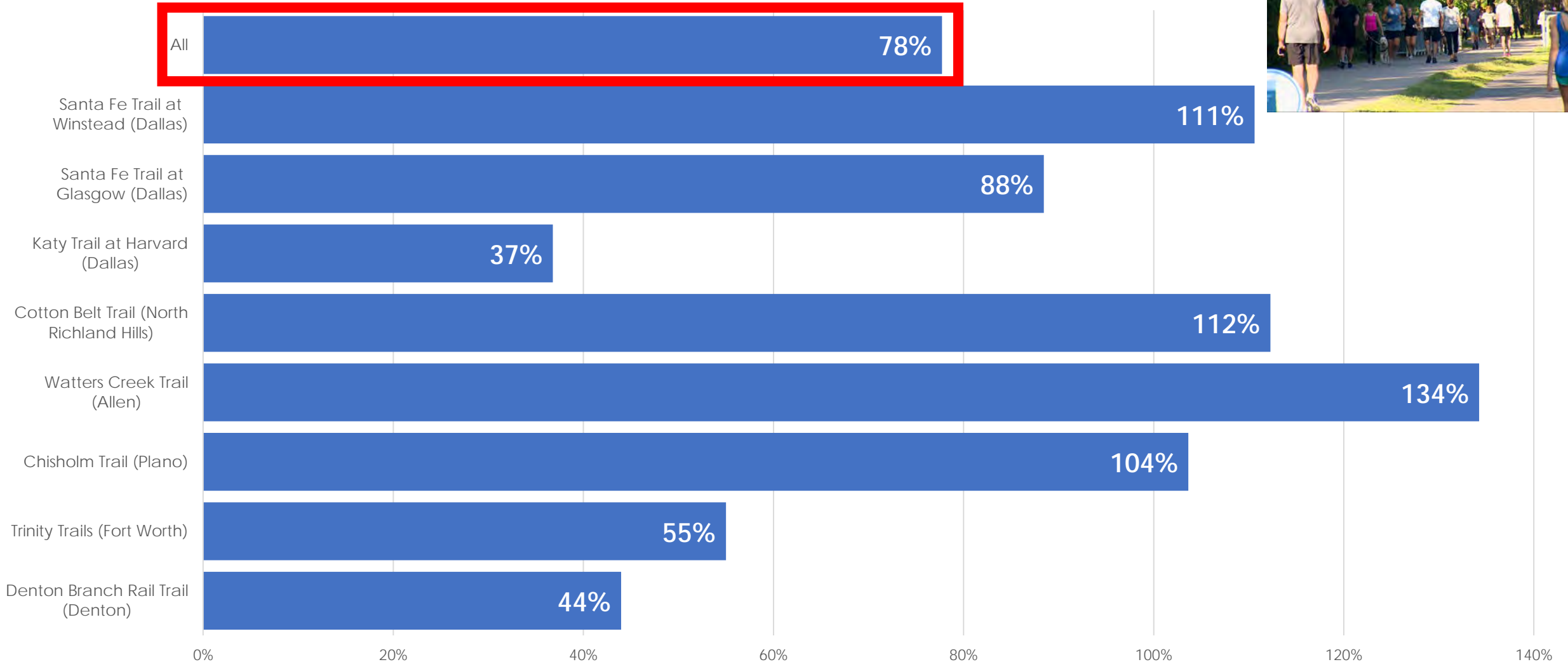
(Percent Change 2019 vs 2020)



Source: NCTCOG - collected at 8 sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen.

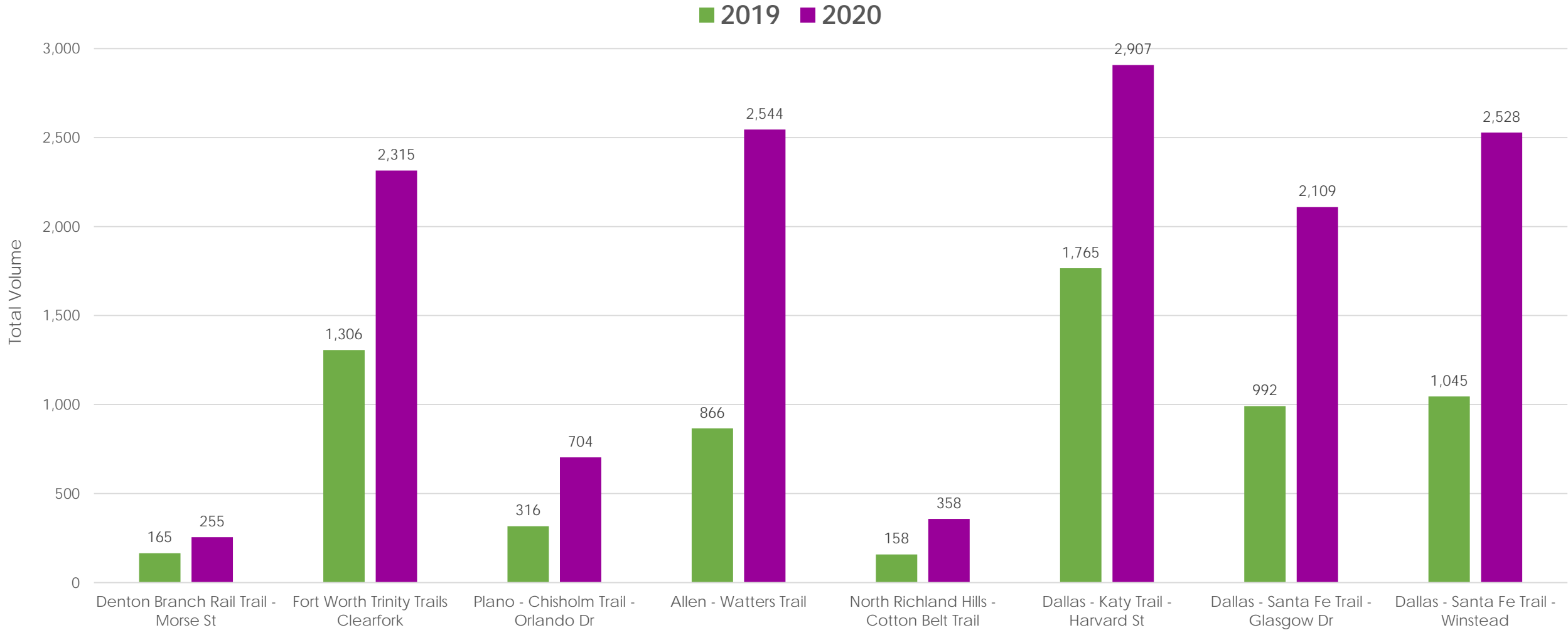
Note: No adjustments for weather were applied.

Full Week Trail Volumes by Location (Percent Change May 2019 vs May 2020)



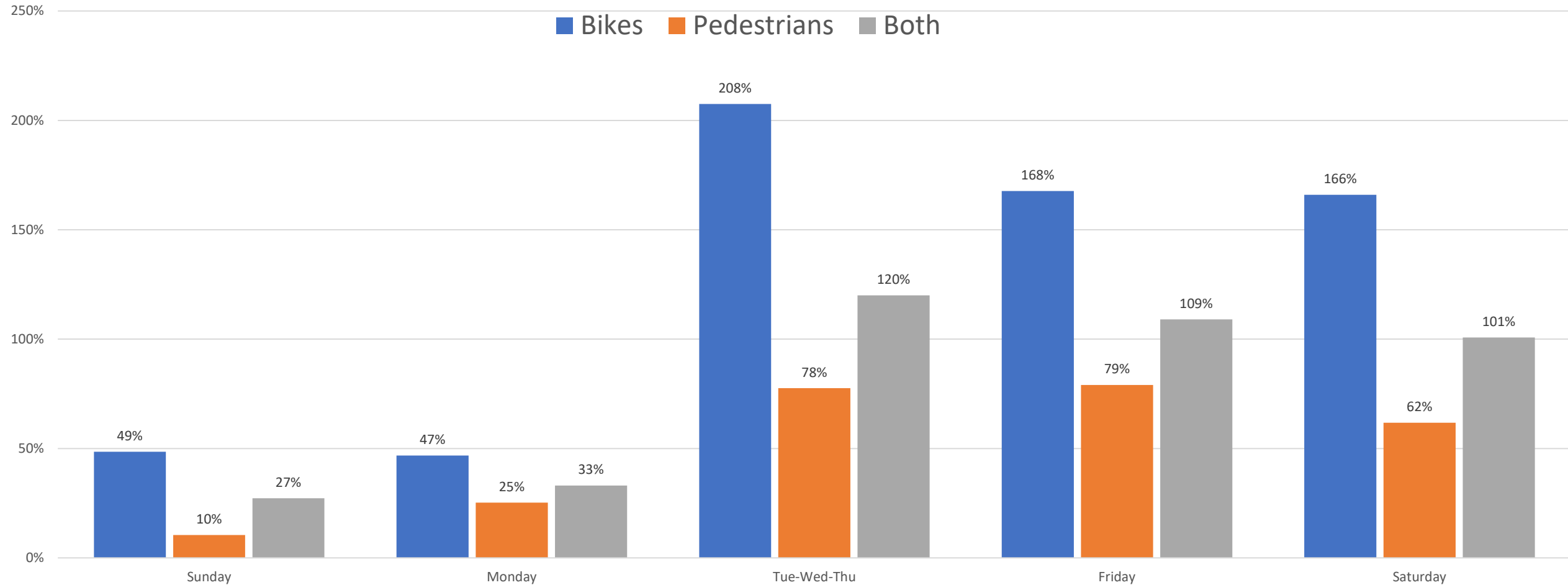
Daily Average Trail Volumes

(May 2019 vs May 2020)

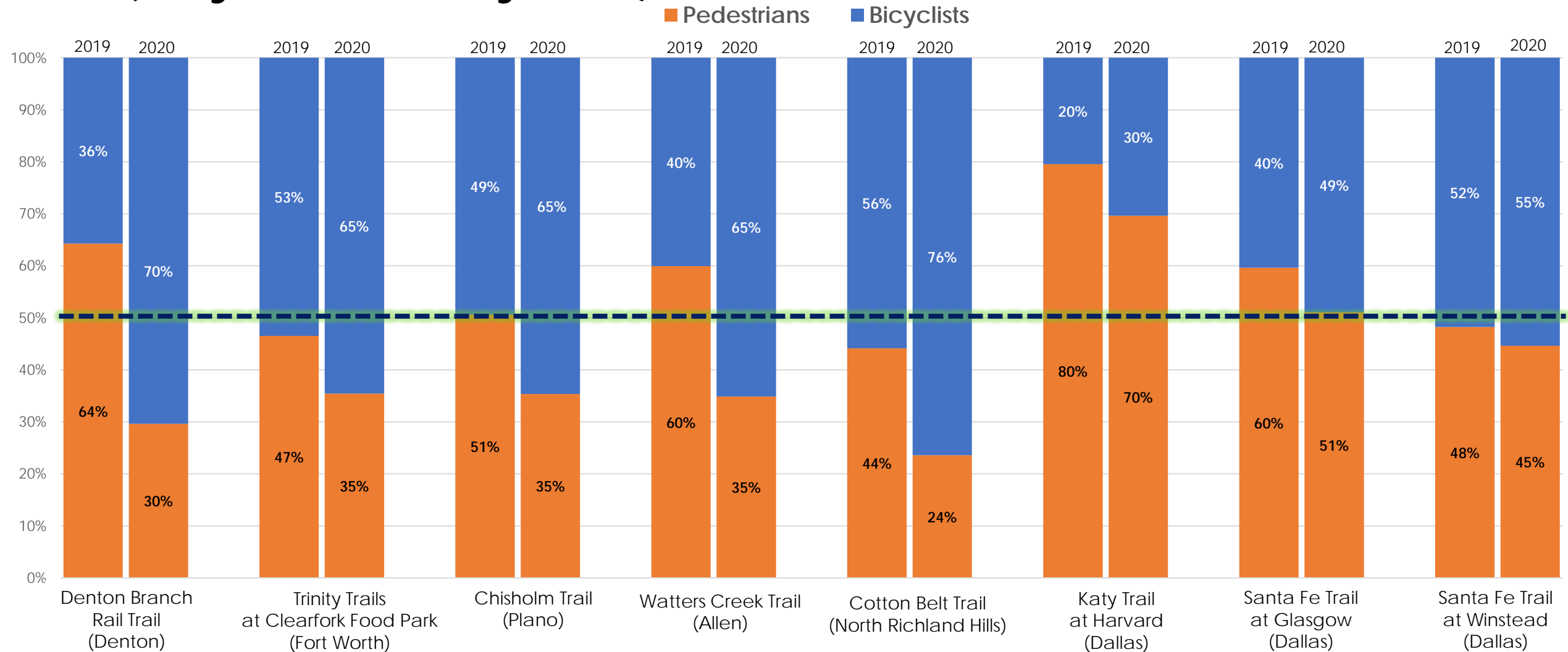


Day of Week

(Percent Change May 2019 vs May 2020)

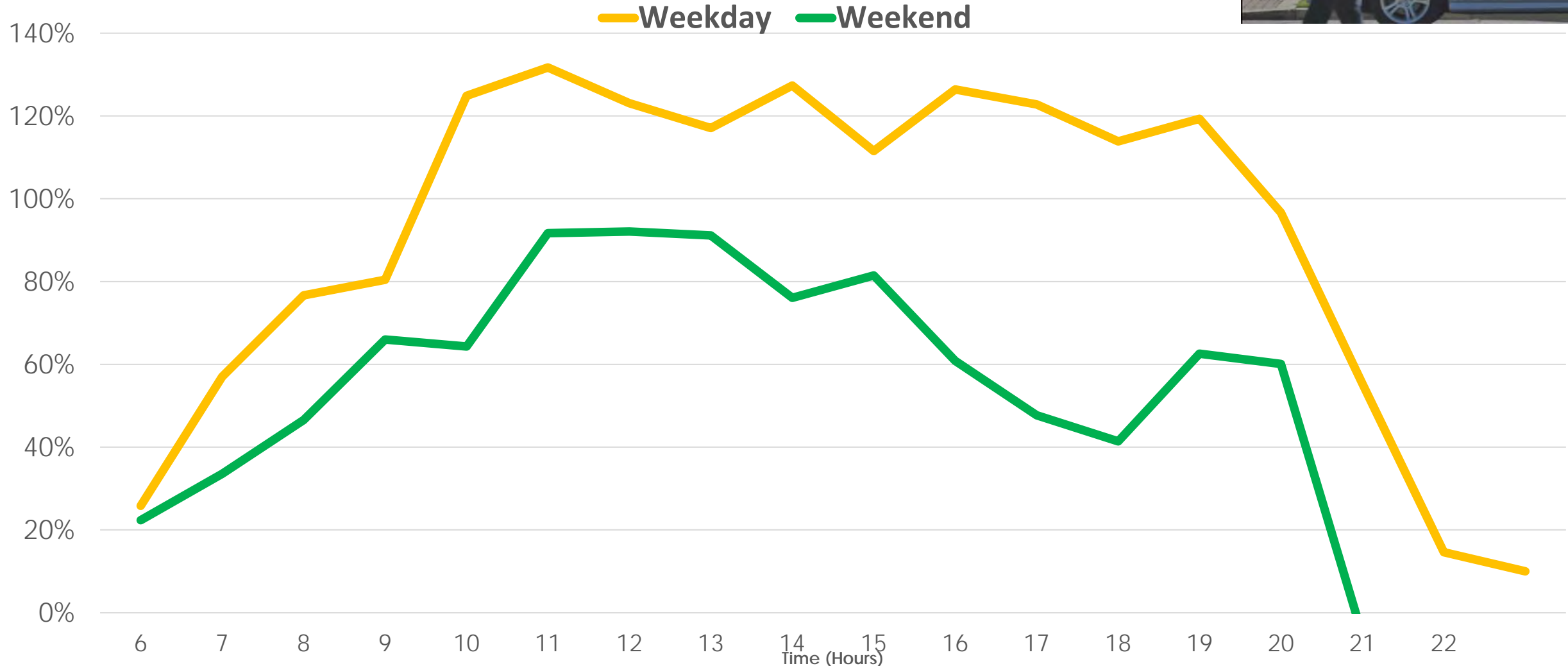


Mode Share (May 2019 vs May 2020)



Hourly Profile

(Percent Change May 2019 vs May 2020)

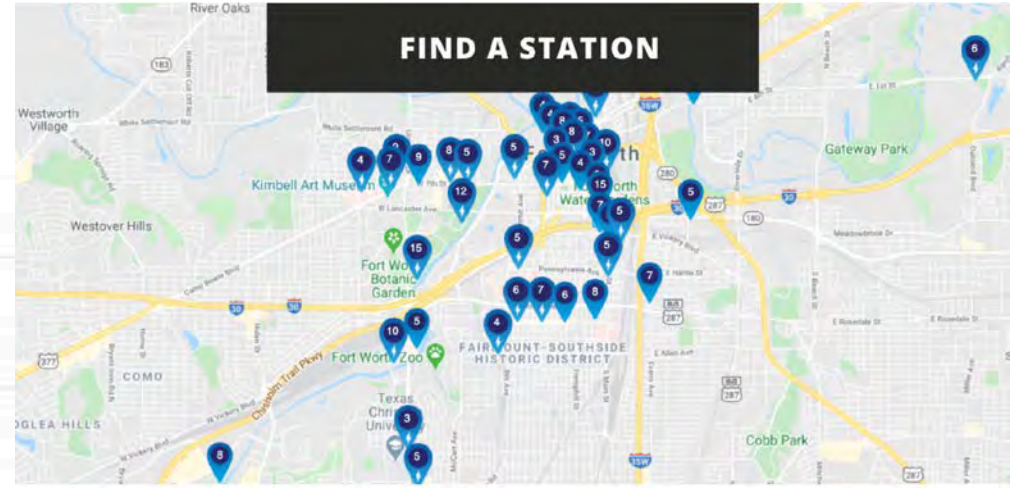
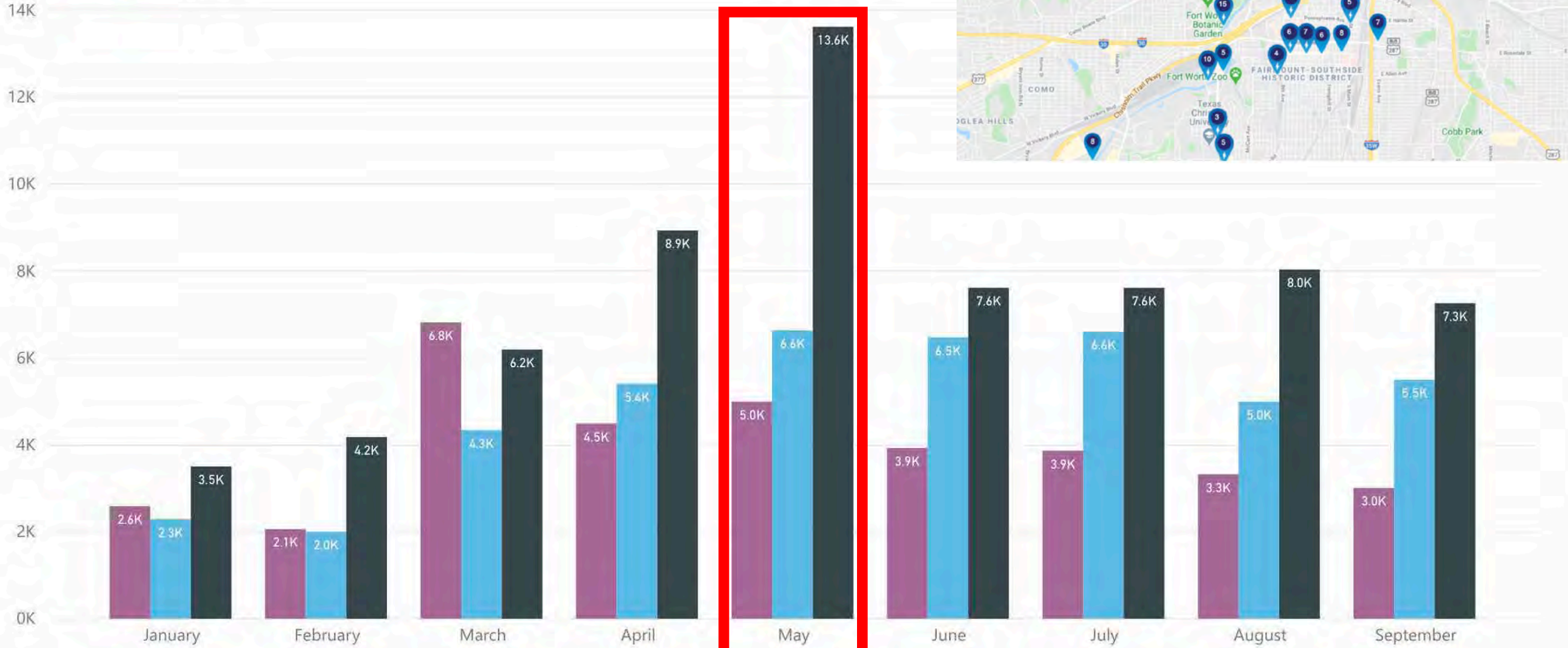




FORT WORTH BIKE SHARING

(Rider Trips By Month 2019 vs 2020)

Year ● 2018 ● 2019 ● 2020



Dallas Slow Streets Pilot Program

- 30-day pilot projects
- Closing neighborhood streets to thru traffic, and opening them to activities such as walking, running, and bicycling
- Neighborhoods responsible for the installation and removal of barricades, and the cleanup of streets as needed
- Must be open to local traffic, deliveries, and emergencies
- City partnership with Better Block Foundation, BikeDFW, and the Coalition for a New Dallas



Parklets Program

Regional Transportation Council funded Bike Parking Pilot (Blue-Green-Grey Initiative) in lieu of on-street parking spaces



Contact Information:

Kevin Kokes, AICP

Program Manager

kkokes@nctcog.org



MANSFIELD PILOT PARKLET PROGRAM

NCTCOG October 21, 2020



THE TEAM

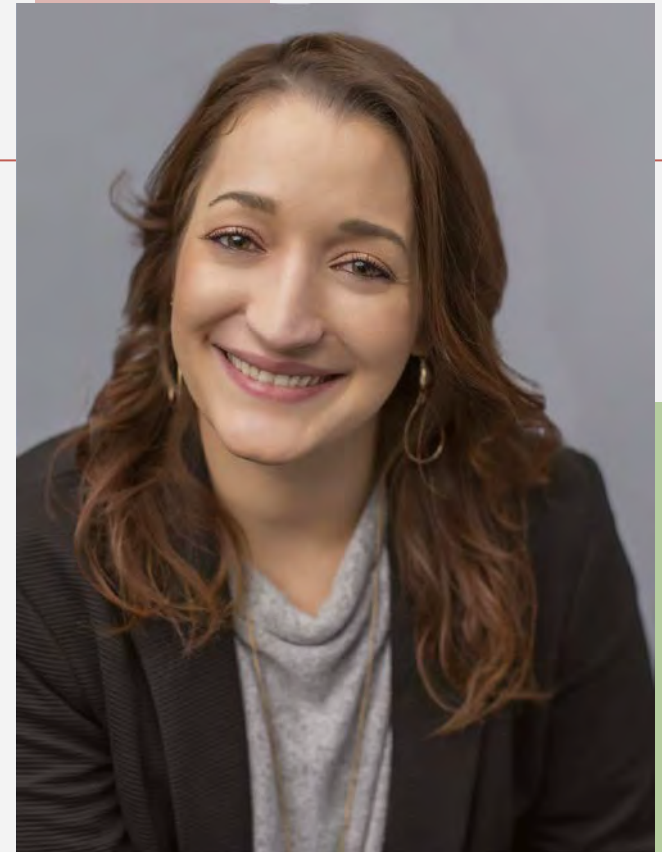


**MATT
JONES**

Director of Planning
and Development,
AICP, CPM

**NICOLETTE
ALLEN**

Downtown Coordinator /
Assistant to the City
Manager, CNU-A





THE PROGRAM

Permit process to allow persons to apply for a *temporary* permit to construct in public ROW

Pilot Program to evaluate effectiveness/popularity

Instituted in Historic Downtown Main Street - has heavy traffic and (often) speeding

- Potential Traffic Calming?
- Outdoor Gathering Space?
- Increased Pedestrian Activity?



ACTIVATION ON MAIN STREET



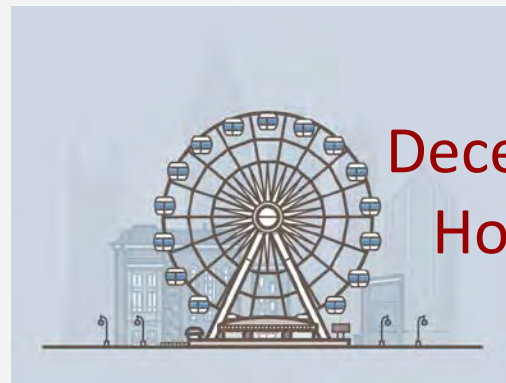
MUSIC ALLEY
MUSIC AND ARTS
FESTIVAL



PICKLE PARADE



HOMETOWN
HOLIDAYS PARADE



December 2020:
Hometown Holidays, FEATURING:
Merry Main Street Midway

PROGRAM EVOLUTION

Downtown Association requested meeting to bring Parklet idea to the City - indicated potential support for the program

Researched Parklet programs, guidelines, and requirements in cities with established programs (San Francisco, Seattle, Fort Worth, Dallas)

Approved by City Council and first application approved July 27, 2020 - Construction began August 13, 2020

Staff already looking at parklets and other projects for activation opportunities on Main Street, especially sidewalk/streetscape improvements

Had group give presentation to City Council to expedite process - received full support for staff to develop program

Created Design Guidelines, Permit Application, and Information Pamphlet - reviewed by all development departments





CHALLENGES

INSURANCE

Will insurance be a barrier to entry?

DESIGN/GUIDELINES

Making solid design guidelines, ADA accessibility concerns. Coming to an agreement with all development staff.

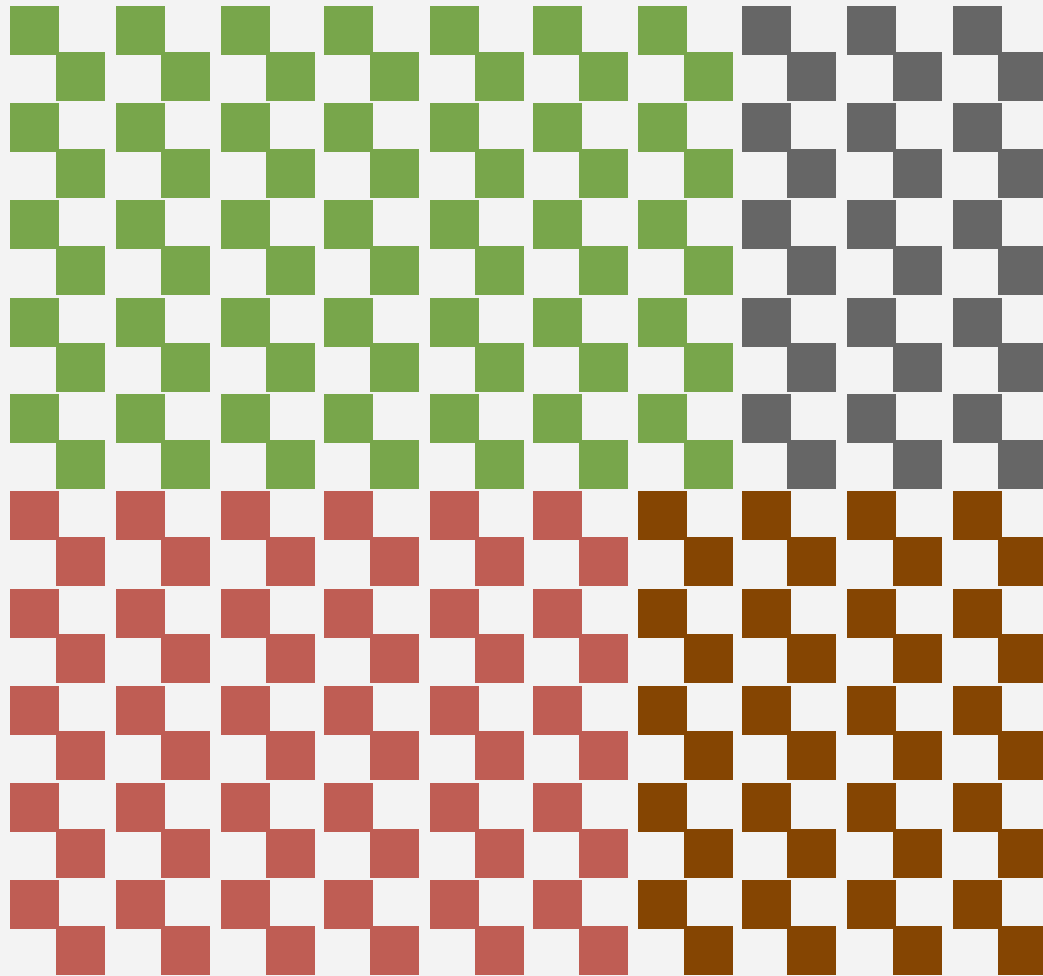
FUNDING/TIME

Structures are expensive to construct, even using relatively inexpensive materials.

Pilot Program was originally scheduled through the end of the year (Dec 2020). Now extended through Dec 2021.

ALCOHOL

Can you drink in your parklet?



POSTWAR ROMANTICISM

	
Westchester Gray SW 2847	Peace Yellow SW 2857
	
Chelsea Gray SW 2850	Harvest Gold SW 2858
	
Sage Green Light SW 2851	Beige SW 2859
	
Plymouth Green SW 2852	Sage SW 2860
	
New Colonial Yellow SW 2853	Avocado SW 2861
	
Caribbean Coral SW 2854	Burna Jade SW 2862
	
Sycamore Tan SW 2855	Powder Blue SW 2863
	
Fairfax Brown SW 2856	Stratford Blue SW 2864

*NOT AVAILABLE IN STAIN





City designed Parklet 117 and approached business to be the permit holder (responsible for maintenance and operation).



Worked with permit holder to secure sponsorships. Permit holder raised \$5,000 and City raised \$3,500.



Construction underway and Parklet 117 will be installed October 31, 2020.

PROJECT DEVELOPMENT

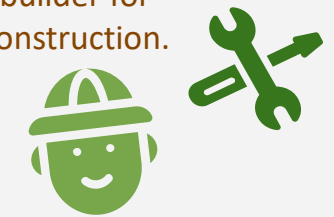
Completed Parklet 126 construction.

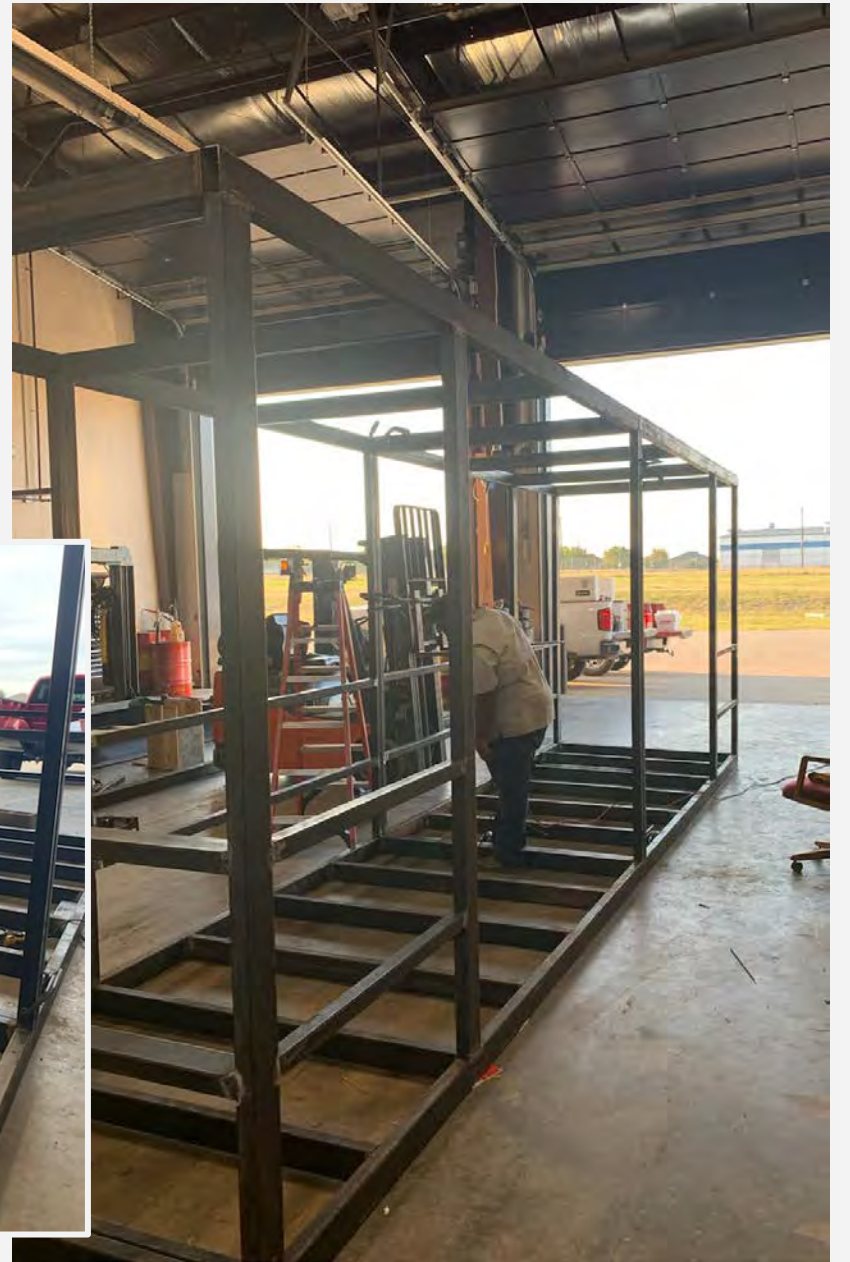


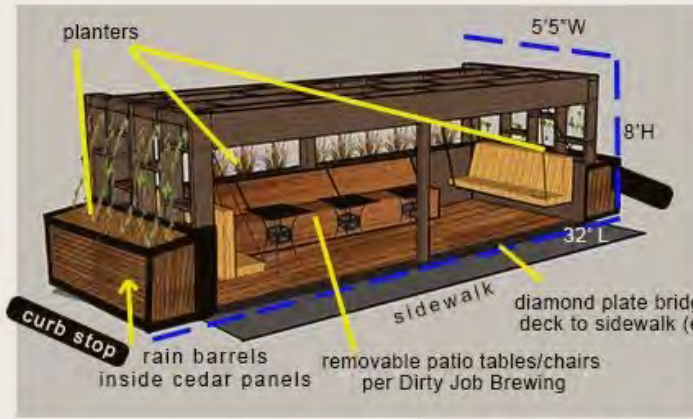
September 14, 2020 second parklet application approved by City Council. Elected to extend the pilot program through the end of December 2021.



City identified builder to construct Parklet. Permit holder is privately contracting with the builder for construction.







117 N. Main St.
 Mansfield, TX 76063
 Applicant: Dirty Job Brewing
 Design: City of Mansfield
 Construction: City of Mansfield

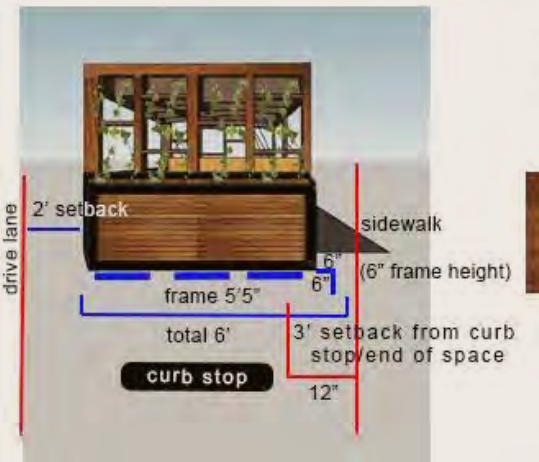
Materials:
 Composite wood deck and bench
 Deck frame made of 2" square metal tubing
 Cedar pergola
 Cedar slats set into metal tubing frame to create wall panels
 Rain barrels in end caps to improve crash safety

Will include reflective tape on streetside corners and curb stops

Parklet will be set 2' in from drive lane and 6" back from sidewalk curb (allow for drainage)

A prefab hanging porch swing will be hung on each end, additional metal framing will be added as needed for support

No utility obstruction or nearby fire hydrant



THANKS

Questions?

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 817 276 4228

nicolette.allen@mansfieldtexas.gov
 817 276 4264

mansfieldtexas.gov/parklets

City of Fort Worth Pilot Parklet/Street Patio Program

Tanya Brooks, Assistant Director
Transportation and Public Works
Department
October 21, 2020

North Central Texas Council of
Government
Coordinated Land Use and
Transportation Planning Task
Force

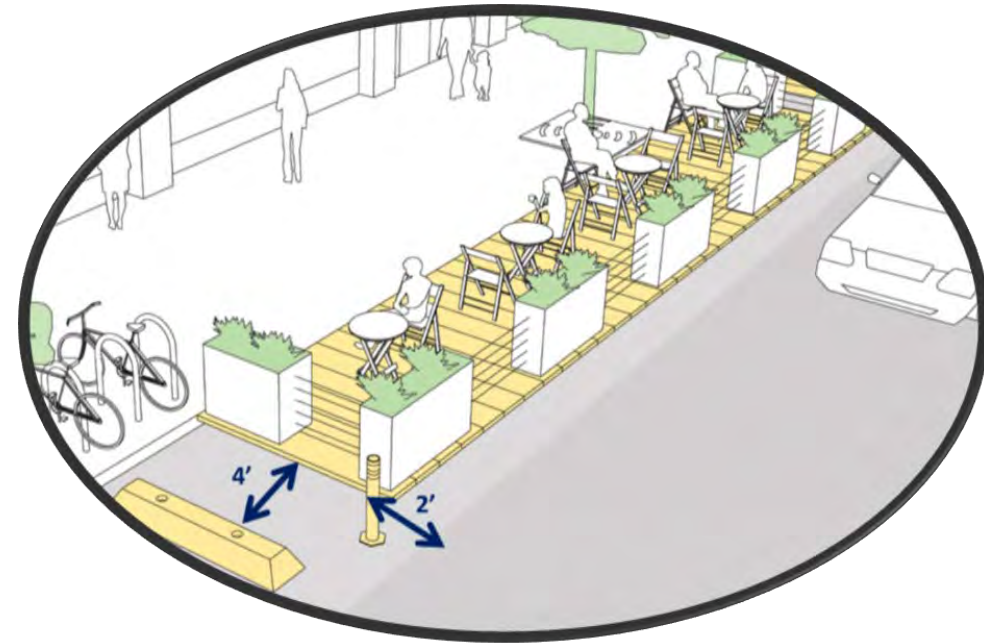
PARK(ing) Day

- Annual global event that is celebrated the third Friday of September by more than 30 different countries and over 160 cities.
- Near Southside hosts the event annually in Fort Worth along Magnolia Avenue and Main Street.
- September 2019 was the first time that the City's T/PW Department participated in event.
- The Department's parklet focused on educating visitors about multimodal traffic safety.



What is a Parklet?

- A **pedestrian space** created by building temporary sidewalk extension within an on-street parking space with amenities such as seating, art, and landscaping.



Fort Worth Pilot Parklet/Street Patio Program

- Initiated in response to interest from stakeholders within Fort Worth entertainment districts and commercial corridors.
- Stakeholders had interest in parklets as a tool to expand seating capacity for businesses impacted by COVID-19 capacity restrictions.
- Pilot design guidelines crafted for sensitivity to business financial constraints

Pilot Parklet/Street Patio Checklist

Eligibility is determined based on meeting all requirements as verified by Transportation Management staff field visit.

- I understand the Parklet/Street Patio is a 6 month temporary pilot program starting on June 15, 2020 and ending on December 15, 2020.
- Parklet is located within entertainment district, mixed use or along a commercial corridor
- Parklet is located on a roadway with 30 mph or less speed limit.
- Parklet is located on a street with dedicated parking.
- Adjacent sidewalk has a minimum unobstructed pedestrian zone of 6 feet.
- Parklet is limited to a minimum of two and a maximum of three parallel parking or three perpendicular (head-in/back-in) spaces.
- Parklet maintains at least 60 feet of clearance from any bus loading zone.
- Parklet maintains at least 15 feet from any fire hydrant.
- Parklet maintains at least 30 feet from an intersection.
- Parklet maintains at least 30 feet from a crosswalk.
- Parklet maintains at least five feet of clearance to on-street utility access points, i.e. stormwater drainage, electrical poles, underground utility access, electrical transformer vaults, etc.
- Proposed Parklet is not in a designated Valet Zone; Commercial Loading Zone, or Transportation Network Zone.

Parklet Design – NACTO Guidelines

Required

- Ensure visibility to moving traffic and parking cars.
- Parklet must be buffered using wheel stops, 4 feet from the parklet on either side.
- Parklet must have vertical elements that make them visible to traffic, such as flexible posts or bollards.
- Parklets have a desired minimum width of 6 feet, or a 2-foot set-back from the width of the parking lane.
- The design of the parklet must not inhibit drainage of stormwater runoff.
- There should be small channels between the base and the platform to facilitate drainage under the platform.
- Parklets must have a flush transition at the sidewalk and curb to permit easy access and avoid tripping hazards.

Recommended

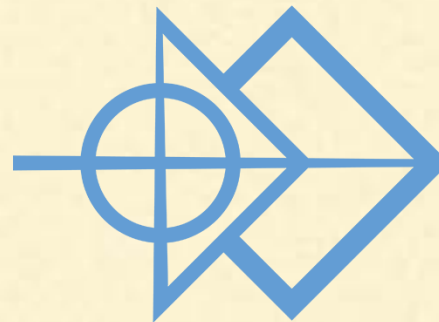
- Avoid corners and be placed at least one parking space away from the intersection corner.
- If proposed site is near a corner, considerations should include: turning traffic volumes, sightlines, visibility, and daylighting.
- Parklet should be heavy enough to make theft impossible or unlikely.
- Site selection should consider a level of surveillance both during the day and at night.
- Parklet should incorporate seating, either integrated into the design itself or moveable tables and chairs.
- Designs for the substructure of the parklet must accommodate the crown of the road and provide a level surface for the parklet.

Thank You



Dallas BISHOP ARTS Parklet

A Bike Parking Initiative While Creating Outdoor Space in a Pandemic

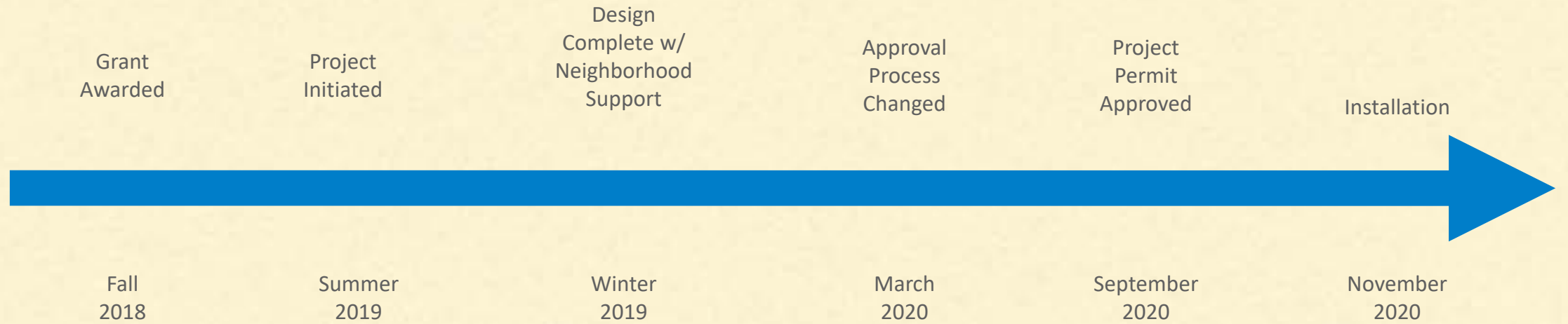


**Amanda Popken
Development**

THE DRIVING FORCES

- Green Blue Grey Grant - NCTCOG
 - Parking in Walkable Historic Districts is always a problem
 - Bike Parking needs to be an experience as elegant and elevated as Valet Parking
 - These Districts tend to also need outdoor social space & enhanced greenery
-

TIMELINE



THE DRIVING FORCES

- Virus transmission is lower outdoors than indoors
 - Patio space allows businesses to serve more customers
 - Isolation is becoming a public health crisis
 - Being outdoors: alleviates stress, raises endorphins & Vitamin D levels
 - More people are biking now than ever
-

DENVER BY BIKE



DENVER BY BIKE

People

2020, 2019 Total Locals Visitors

2020 Total
27,968

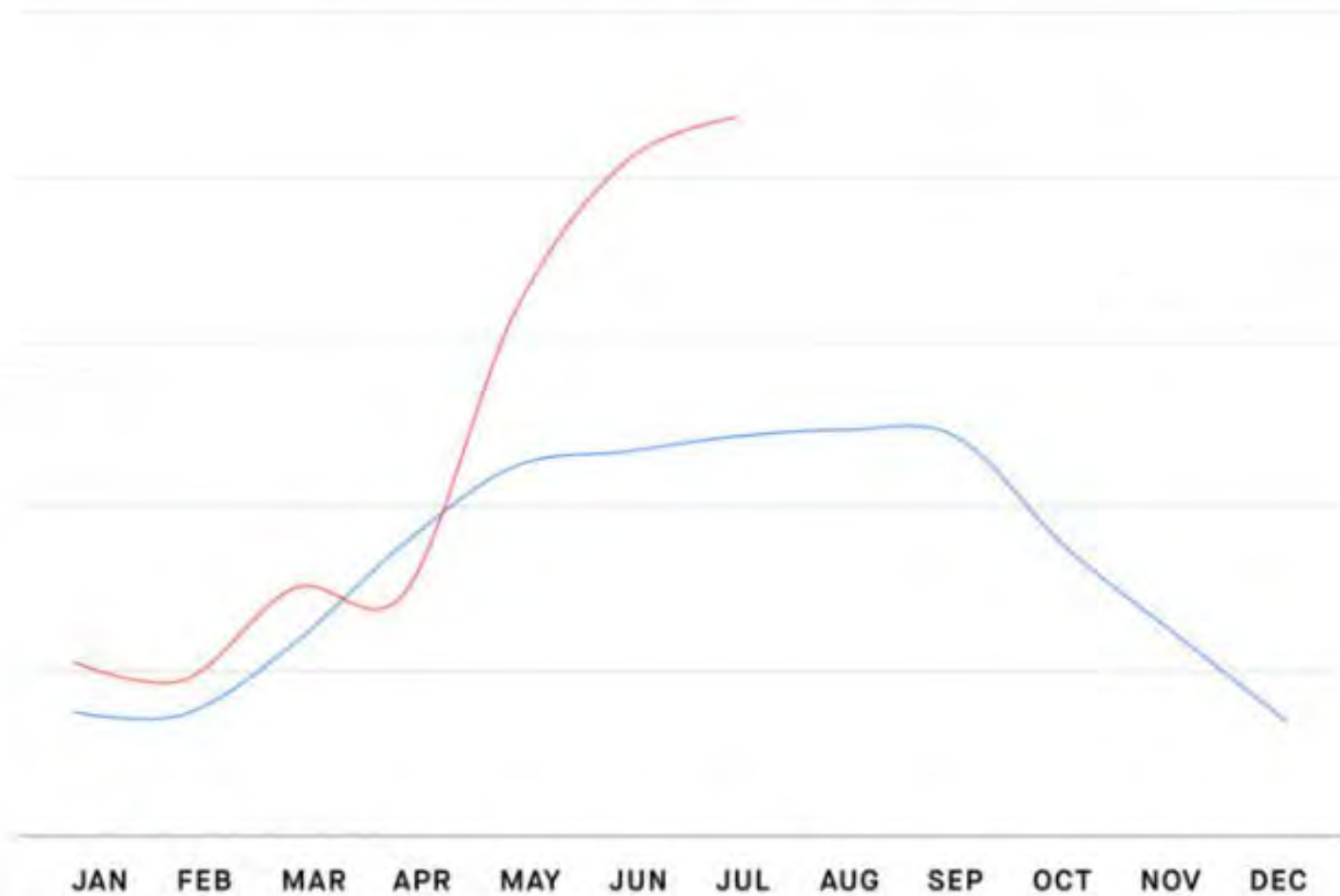
2019 Total
20,965



● 2019 Locals ● 2020 Locals

Bicycle Trips - New York City

— 2020
— 2019



STRAVA | METRO

Coming Fall 2020

Cafe Veracruz







DALLAS PARKLET PROGRAM



Temporary Parklet Application available (May)

- Bring movable furniture indoors at night
- Small fee (# parking spaces used, alcohol served)
- 10 day permit (with extensions)
- Program may be extended into Spring 2021

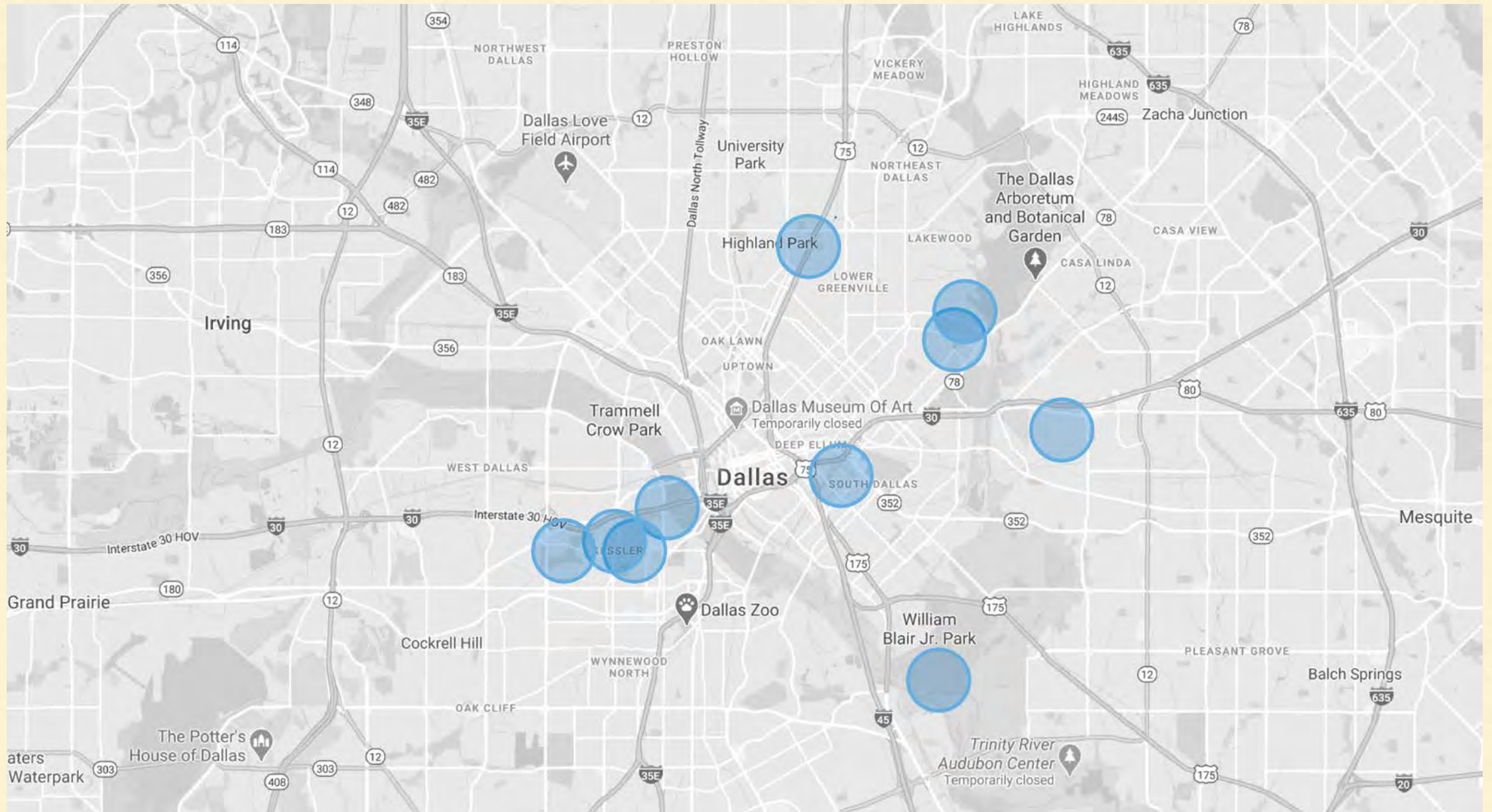
Permanent Parklet Program in development

- Proposed Program to Council November/December 2020
-

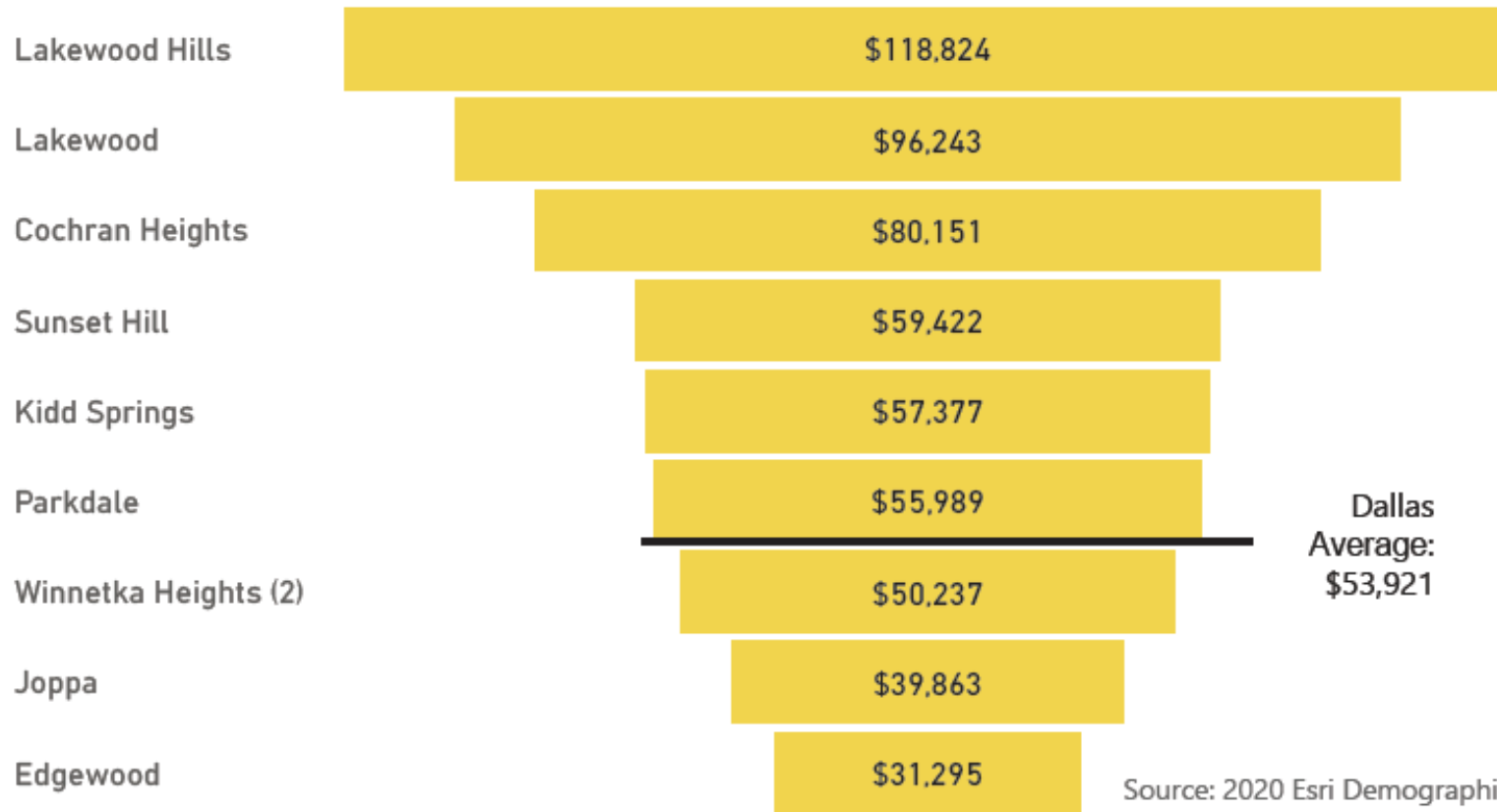
DALLAS SLOW STREETS PILOT

- 10 residential streets
- Road closed to all but local traffic, emergency vehicles, city service vehicles
- 30 day Permits
- One block - intersection to intersection
- Administered through Public Work Dept
- Better Block, Bike DFW, Coalition for New Dallas



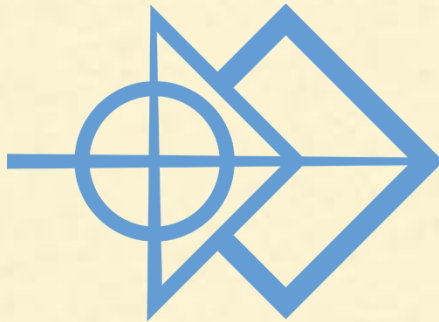


Slow Streets Median Household Income



DALLAS PARKLETS & SLOW STREETS

For Social Distancing & Safe Space Outdoors



**Amanda Popken
Development**

Amanda Popken

ap@amandapopken.com





Dallas Area Rapid Transit

Jack Wierzenski
Director of Economic Development

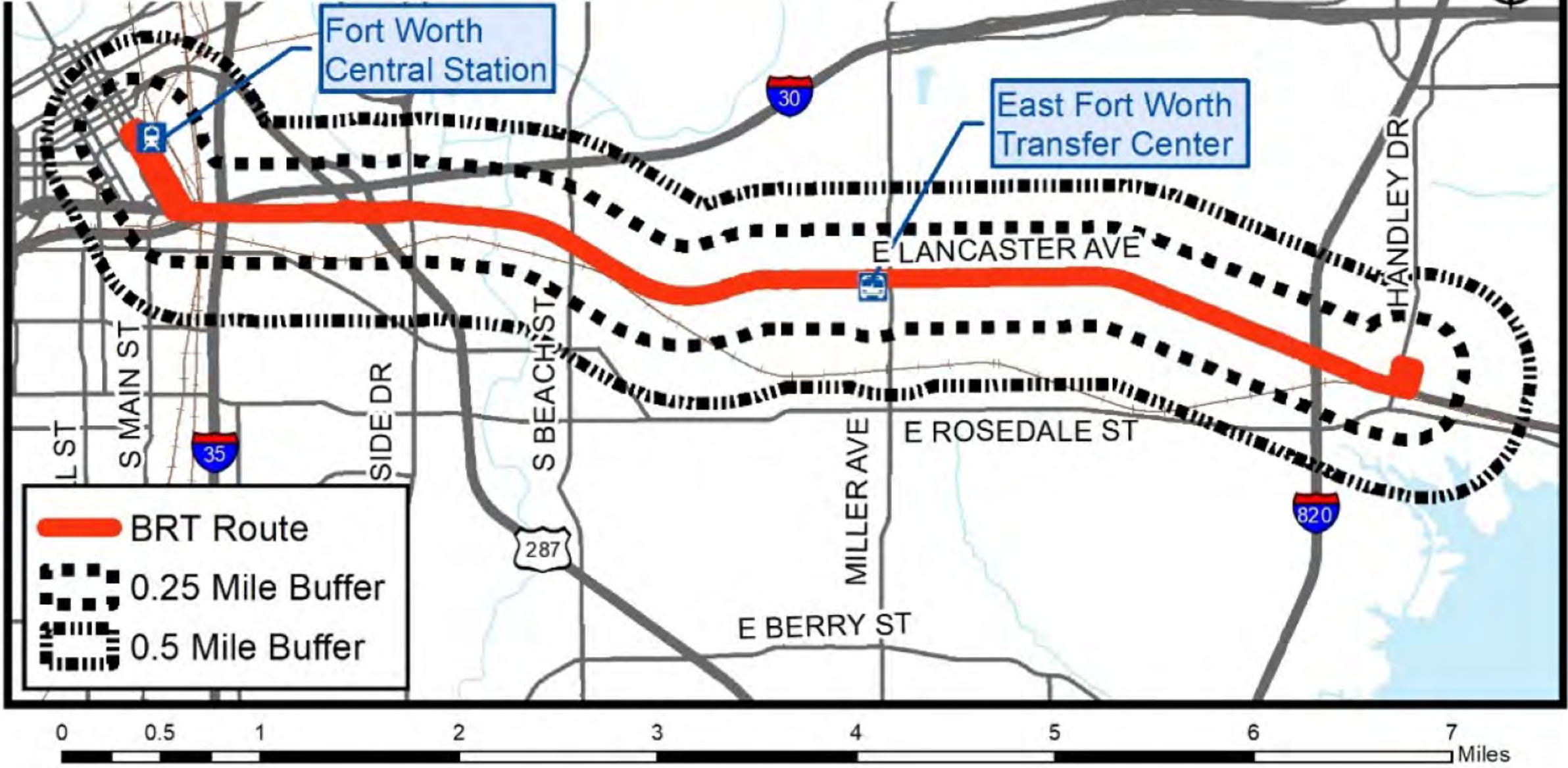
Lancaster Avenue Transit Oriented Development Plan

Phil Dupler

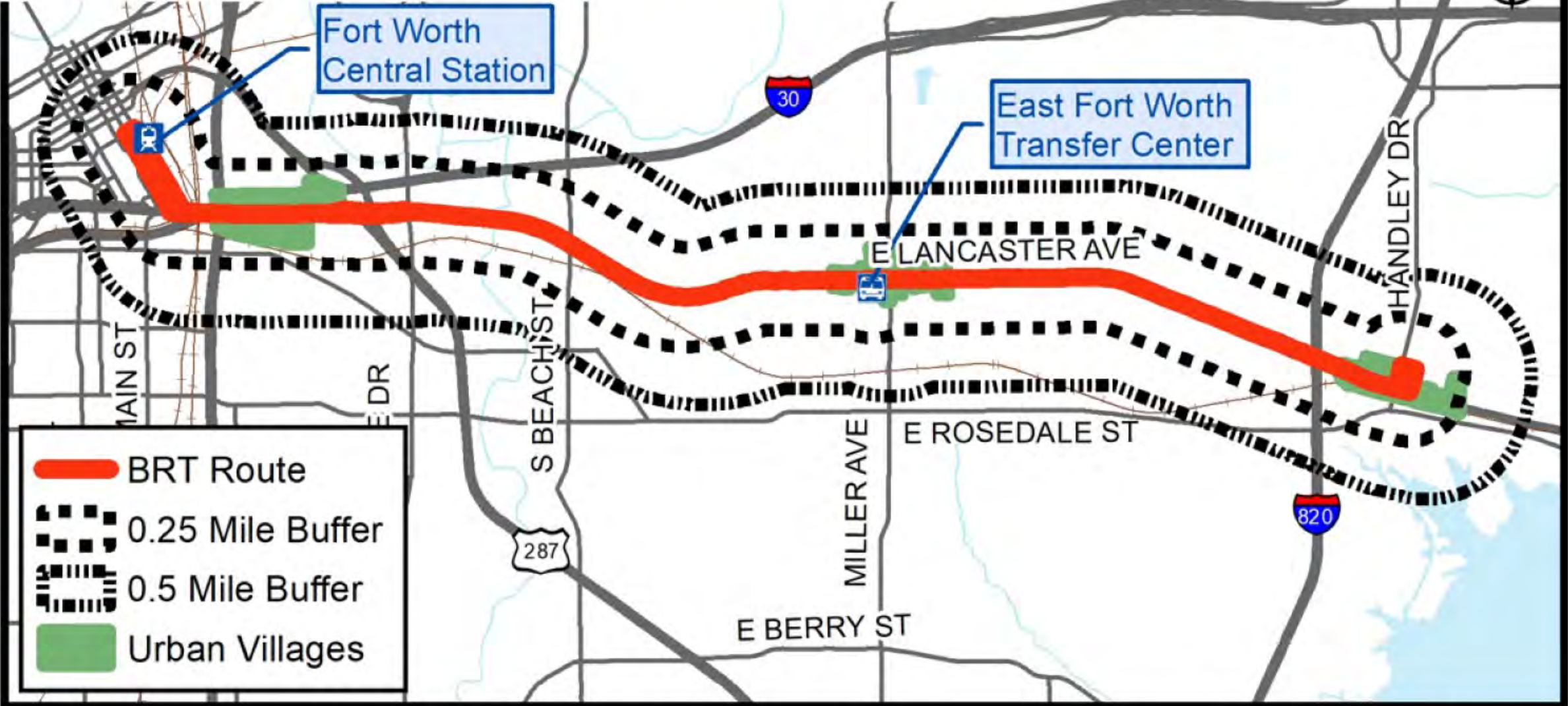
Director of Planning



East Lancaster BRT



East Lancaster BRT

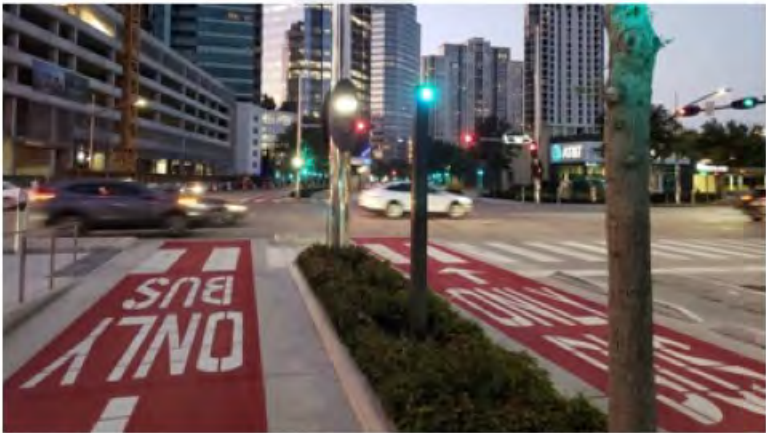


Bus Rapid Transit (BRT)



Dedicated Lanes

Bus-Only Lanes



Transit Signal Priority

Bus Rapid Transit (BRT)

Level Boarding



Rail Like Stations



Pre-purchased Fares

Existing Transit on Lancaster

“The Spur” launched in 2011 featuring some features of BRT:



Background - Grant

Pilot Program for Transit Oriented Development Planning Section 2005(b)

- Application Submitted November 12, 2019
- \$23 million total awarded June 11, 2020
- 23 projects nationwide
- Local projects
 - DART - \$1 million for TOD along the D2 subway project
 - DCTA - \$600,000 for TOD along A-Train corridor
 - Trinity Metro - \$600,000 for TOD planning along East Lancaster



Project Proposal

Comprehensive Transit Oriented Development Plan for East Lancaster Avenue

- Future Bus Rapid Transit Line as the Nucleus

Goals:

- Enhance Economic Development
- Facilitate Multimodal Connectivity
- Increase Access to Transit
- Enable Mixed-Use Development
- Identify Infrastructure Needs
- Encourage Private Sector Investment

Specific Deliverables

Inventory of Existing Conditions:

- Land Use, Housing, Business/Industry types
- Infrastructure, Parking, Sidewalks, Water, Sewer, Stormwater, etc.

Assessment of Existing Development Capacity

Assessment of Development Regulations and Revenue

- Recommendations for zoning ordinances, subdivision rules, building codes, etc.

Multimodal Connectivity Plans

- Mobility Hubs, Bicycle Lanes, Bikeshare Stations, Bus Transfer Points, Pedestrian Facilities, Crosswalks, etc.
- Street Layouts

Specific Deliverables

Strategy for funding, investing in and maintaining necessary public infrastructure

Recommended TOD Best Practices

- Examples from successful BRT corridors

Station Area Concept Plans

Phased Implementation Plan

Project Schedule

Request for Proposals - October

- Expert in Transit Oriented Development
- Experience on Bus Rapid Transit

Tentative Schedule

- Consultant Selection – Fall 2020
- First Round of Public Input – Winter 2021
- Intermediate Rounds of Public Input – Spring/Summer 2021
- Final Plan/Last Round of Public Input – Fall 2021
- Project Completion – December 2021

Contact Information

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Denton County Transportation Authority

Lindsey Baker
Director of Government Affairs



KCS TOD Study Area

DCTA's TOD Study Objectives:

- Include Private Sector Participation
- Enhance Economic Development and Ridership
- Facilitate Multi-Modal Connectivity and Accessibility
- Increase Access to Transit Hubs for Pedestrian & Bicycle Traffic
- Enable Mixed-Use Development
- Identify Infrastructure Needs Associated with the Project

Kansas City Southern Rail Line: Denton County Future Corridor Rail Alignment and Potential TOD Study Areas



LEGEND

- KCS Existing Rail Alignment
- KCS Existing Rail Alignment – Proposed Project Corridor
- Potential TOD Study Areas / Potential Future Transit Stations
- Potential TOD Study Areas / Existing Transit Stations
- Existing DCTA's A-train Commuter Rail Line



DART Red and Blue Lines TOD Survey 2019 Results

Coordinated Land Use and Transportation Planning Task Force | October 21, 2020



**North Central Texas
Council of Governments**

Background

Are TODs influencing travel behavior, demographics, and location choice preferences?

Three populations

- Residents
- Businesses
- Employees

Report and data online:
www.nctcog.org/TOD (FTA Pilot)

Part of Federal Transit Administration
TOD Planning Pilot Grant

Transit-Oriented Development (TOD)



Higher density with a mix of uses designed for convenient walk and bike access from a high-frequency transit station.

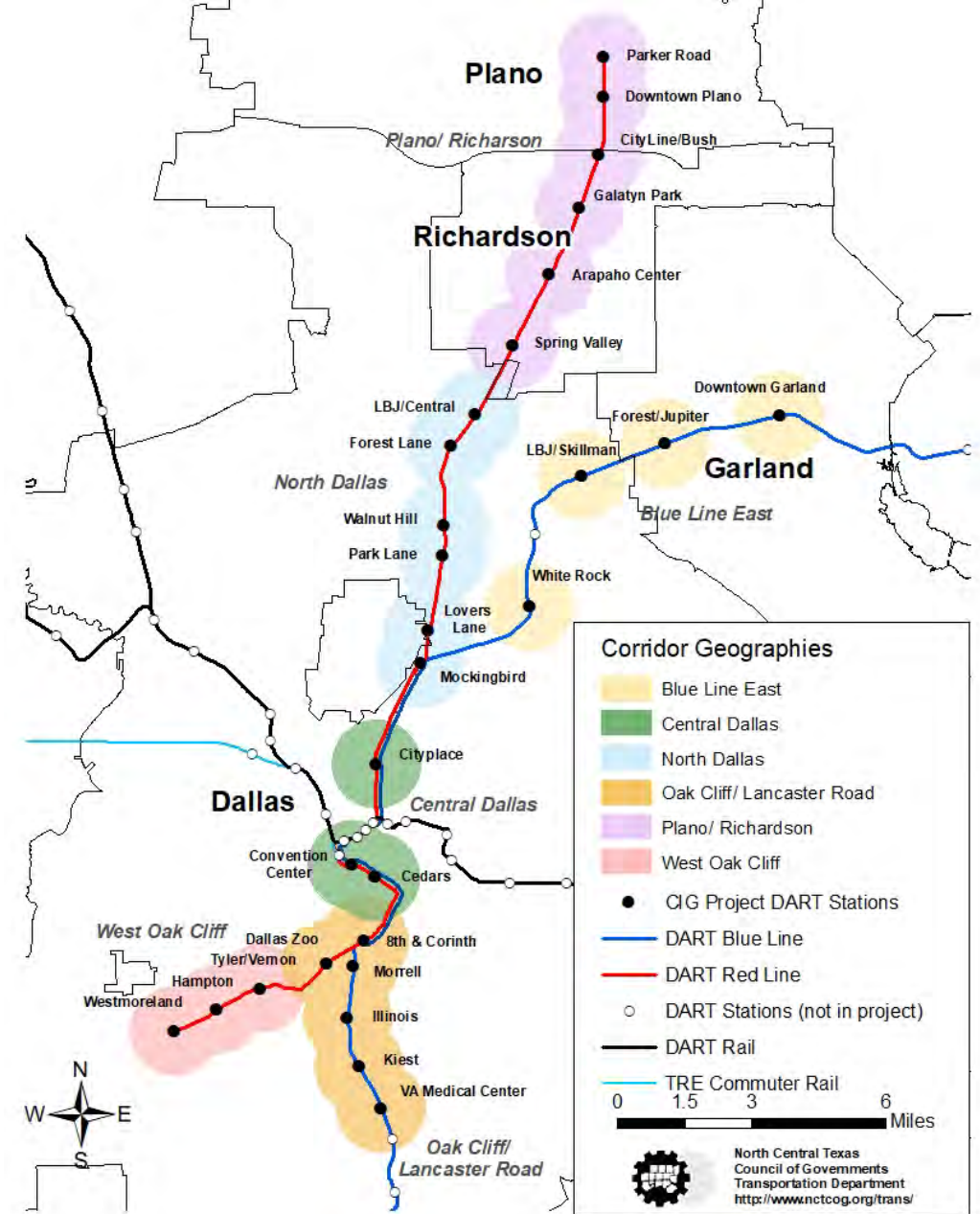
Study Area

28 DART Stations on Red and Blue Lines (FTA TOD Planning Pilot Grant)




Cities of Dallas, Richardson, Garland, and Plano

One-mile radius around stations

Data collected August 2019 – February 2020



Sampling and Response

	Random Sampling	Responses
Residents 	Source:146,196 addresses from USPS database Sample:15,198 mailed packets (online option) and 51,877 calls	1,540 complete
Businesses 	Source:16,596 addresses InfoUSA database Sample:12,853 Mailed packets (online option) and called 10,231 w/ valid phone numbers	1,039 complete
Employees 	Source: Subset of business data Sample: 389 businesses distributed to employees by email or paper	550 completed

Survey Content

Today's focus:



Travel and
Transit Use



Location
Impacts



TOD
Challenges
and
Opportunities

Survey Topics

- Travel patterns and behaviors
- Travel preferences and hypothetical improvements
- Location preferences
- Housing characteristics
- Demographics
- Parking perceptions and availability
- Travel Demand Management programs
- Business characteristics



TOD Residents' Transit Use

TOD residents are more likely than most DFW residents to commute via transit

13% of TOD residents used for their commute in the week prior to the survey. Compared to only **2.8%** of all residents in Dallas County.

(Census ACS 2018 5-year Estimates – Selected Economic Characteristics)

Non-work trip DART use slightly higher than commuting for some trips

23% use for restaurant, bars, coffee shops, **20%** for retail

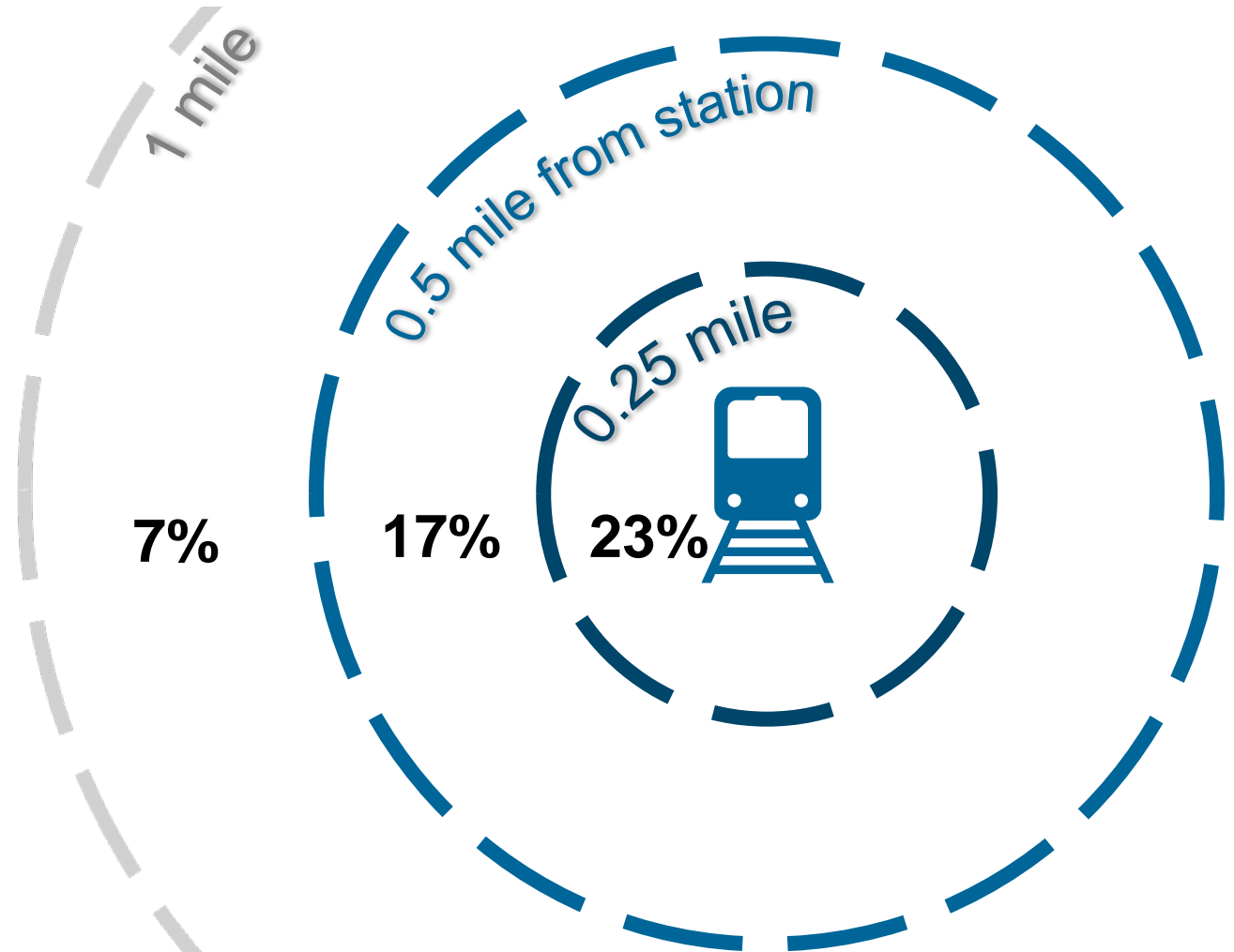
Lower for a few like social services **9%** and child-care **12%**



TOD Residents' Transit Use

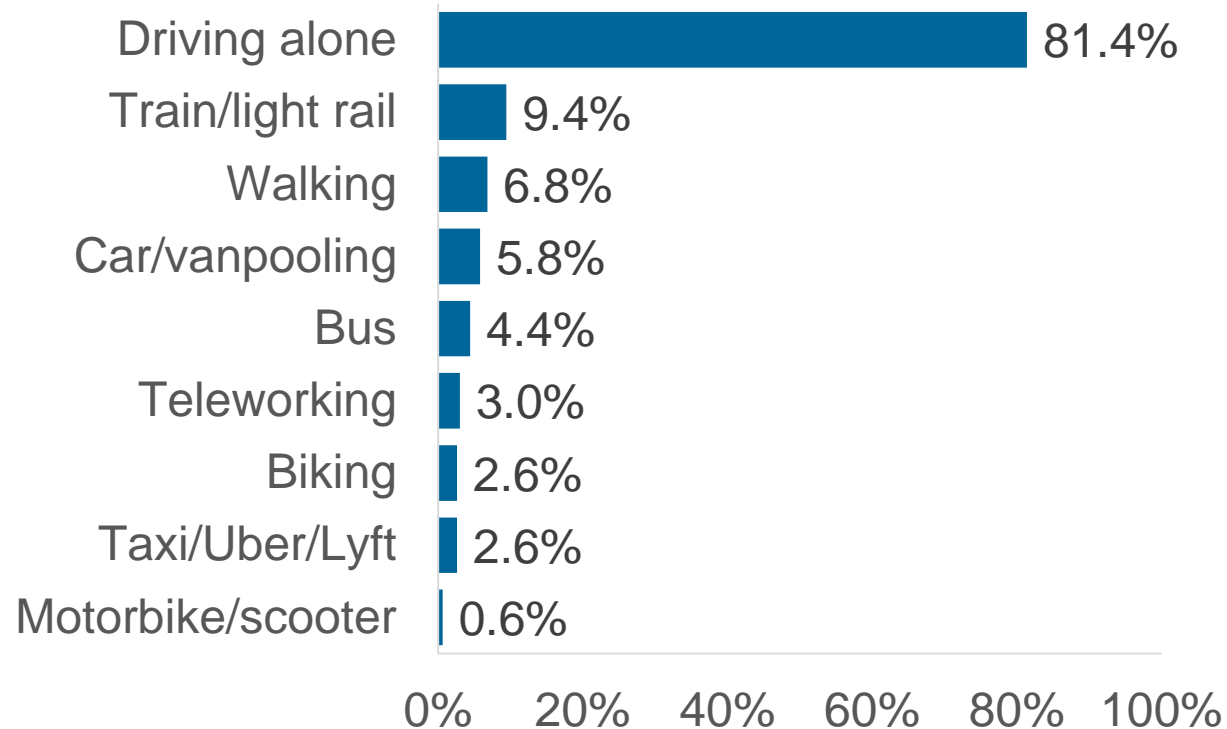
Respondents who live closer to DART rail stations are more likely to commute by transit

Percent who commute using a train or bus



Resident Travel Mode Split

Thinking about last week, how did you get to and from work or school each day?



DFW Metro Area (Census ACS 2018 5-yr)	
Mode	Percent
Drove Alone	80.8%
Carpooled	9.5%
Public Transit	1.3%
Walked	1.3%
Bicycle	0.1%
Taxicab, Motorcycle, other	1.2%
Worked at home	5.8%

Locations for Active Transportation

Employers within a half-mile of DART stations are more likely to report customer foot traffic as an influence on their location decision

16% of high-density station areas (57-305 people per acre) residents report commuting by walking or bicycling while only **6%** report the same at lower densities

Likelihood of a walk or bicycle commute by housing type:

12% for majority multi-family housing areas

9% for mixed housing areas

4% for majority single-family housing areas

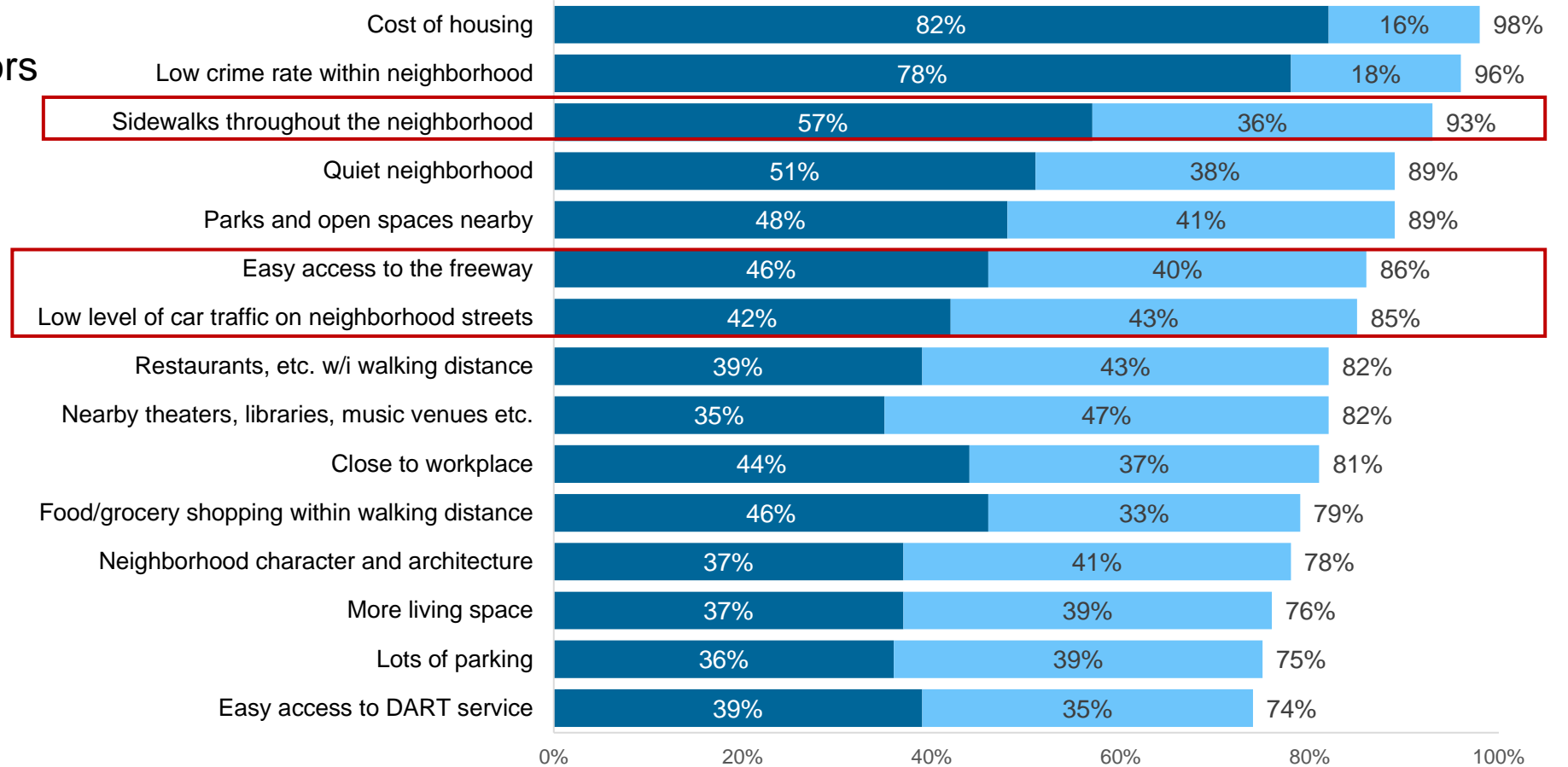


Factors in Home Choice

What were the factors most important to you when you were looking for a home?

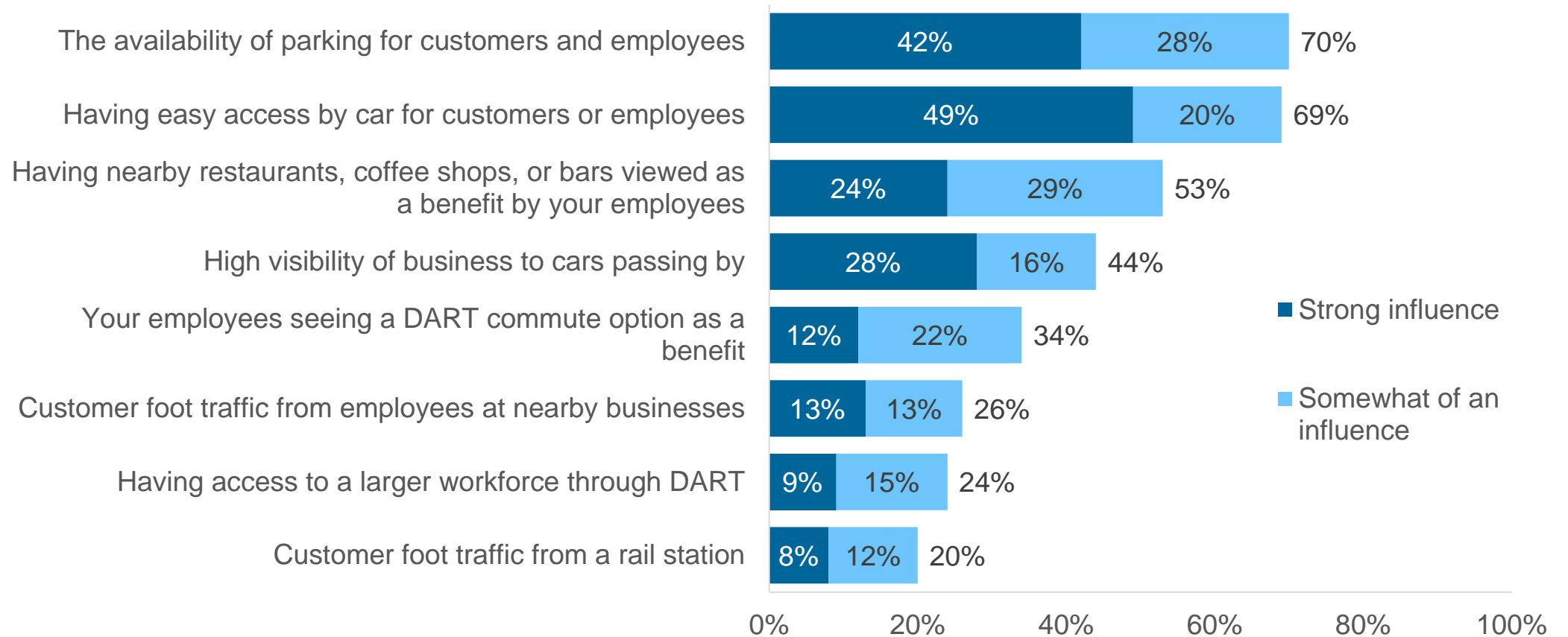
*15 out of 36 factors shown

- Essential
- Somewhat important



Transit Business Location Influence

How much of an influence was each item in choosing this location? (showing 8 of 13)



TOD Challenges

TOD residents still use cars more than transit

81% of residents commute by driving alone

23% of residents stated their place of employment was within walking distance but only **6%** reported a walk commute

Residents cite need for frequent stops, long trips, too many transfers, as barriers to transit use

Business and Employees see transit as less influential

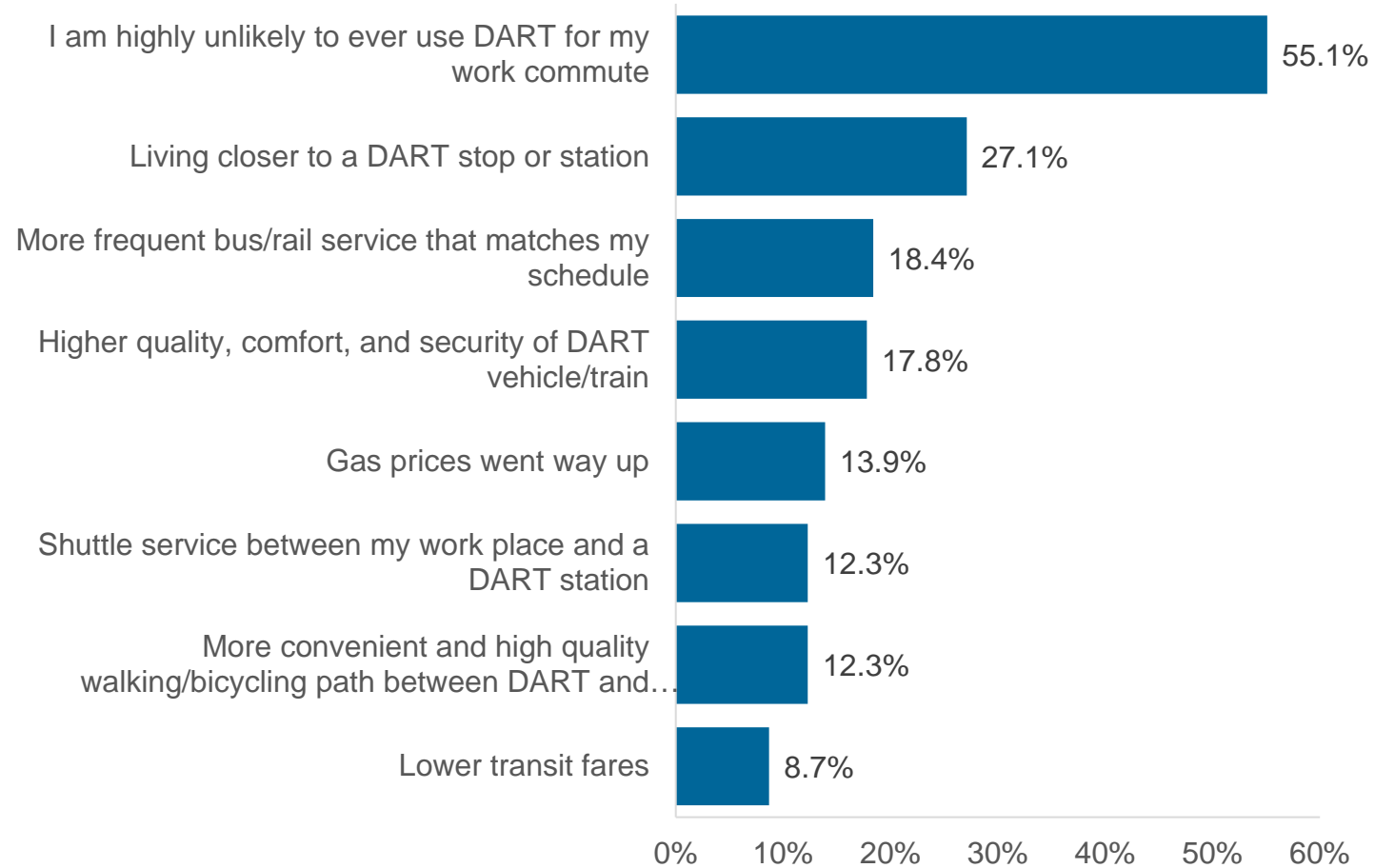
70% of businesses said easy parking and access by car was a strong or somewhat strong influence in location versus only **34%** saying the same for DART access



Employees Unlikely to Change Commute

If you usually drive to work now, what might lead you to switch your commute to DART?

3% wrote in that their job makes DART use unlikely



TOD Opportunities

Understanding of demographic impacts

27% of residents age 18-34 report typically walking or biking to restaurants/bars/coffee shops whereas only **18%** of older groups report the same

Residents prefer walkability and being close to daily activities

93% see sidewalks as important to neighborhood, would prefer to walk or bike to many destinations

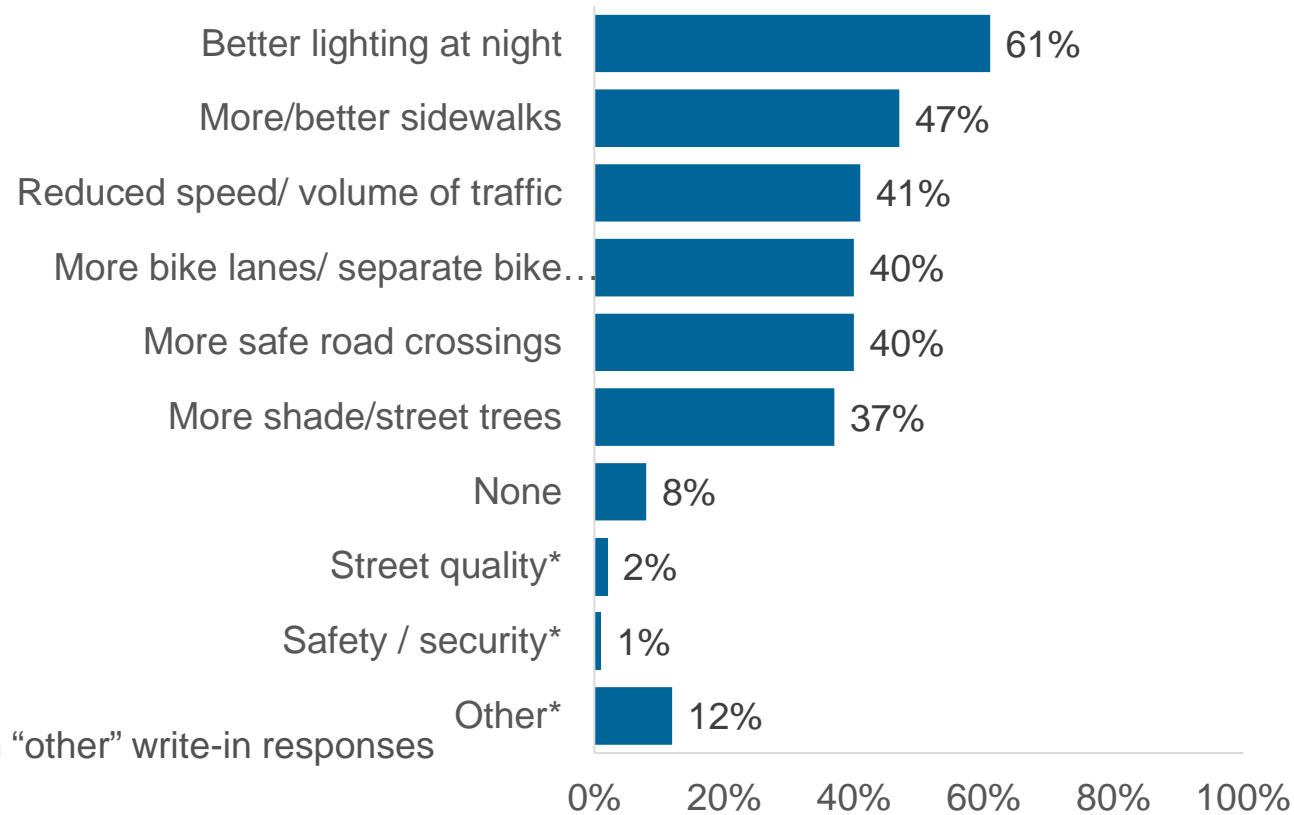
Businesses have capacity to be smarter about parking

87% said they have enough or more than enough parking



How to increase walking or biking?

What street improvements in your neighborhood might better encourage or enable you to walk or bike more?



* Classified from "other" write-in responses

Summary

- Better understanding of challenges and opportunities for TOD in the region
- Insight on general topics of walking, biking, and relationship to land use
- Detailed data set: future analysis in interest areas

Full report online: www.nctcog.org/TOD
(FTA Pilot)



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