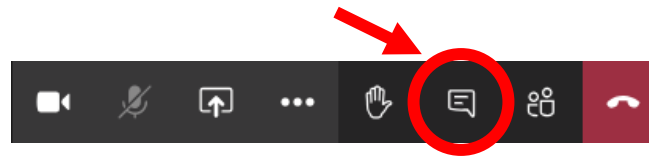
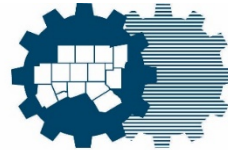


The Irving to Frisco Corridor Project Advisory Committee meeting will begin shortly.

Please mute your microphones and enter your name and organization in the chat box.

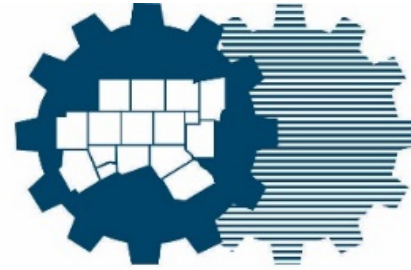


Thank you.



North Central Texas  
Council of Governments





## North Central Texas Council of Governments



FARMERS  
BRANCH



Hebron



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## IRVING TO FRISCO PASSENGER RAIL CORRIDOR STUDY

### Project Advisory Committee 5th Meeting

October 15, 2020

# Meeting Protocols

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## Meeting Protocols

- Please keep your microphone muted unless speaking
- Please enter your name and organization into the [Chat Box](#)
- Please utilize the [Raise your hand](#) feature to ask a question or make a comment; you may also use the [Chat Box](#) for questions and comments



- If joining by phone, please hold your questions and comments until feedback is requested at specified times during presentation

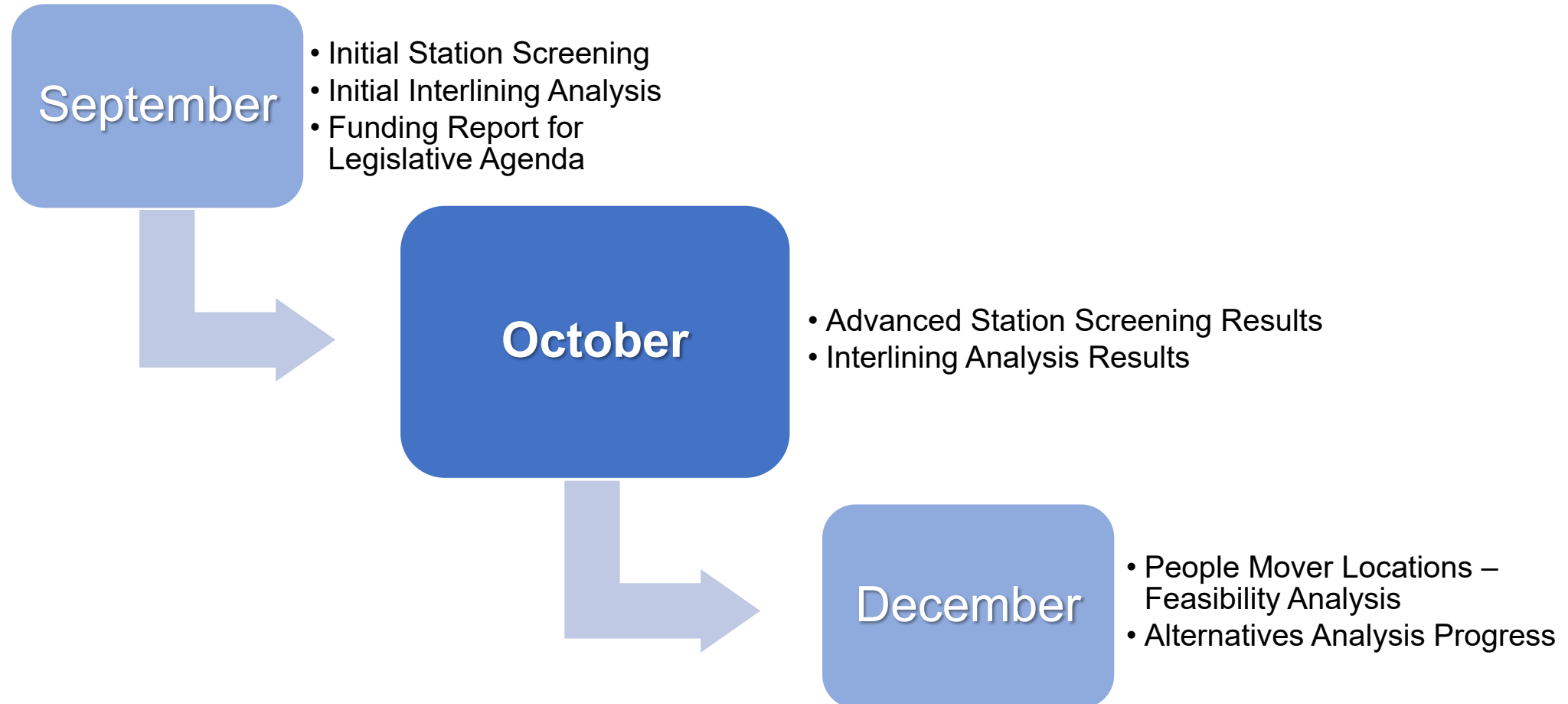
# Agenda

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- Study Milestones Schedule
- Advanced Station Screening Results
- Alternative Demographics/Land Uses near Station Locations
- Interlining Analysis Results
- RTC Funding Options Workshop Debrief
- Collin County Transit Study Update
- Questions & Discussion
- Next Steps

# Study Milestones Schedule

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# Advanced Station Screening

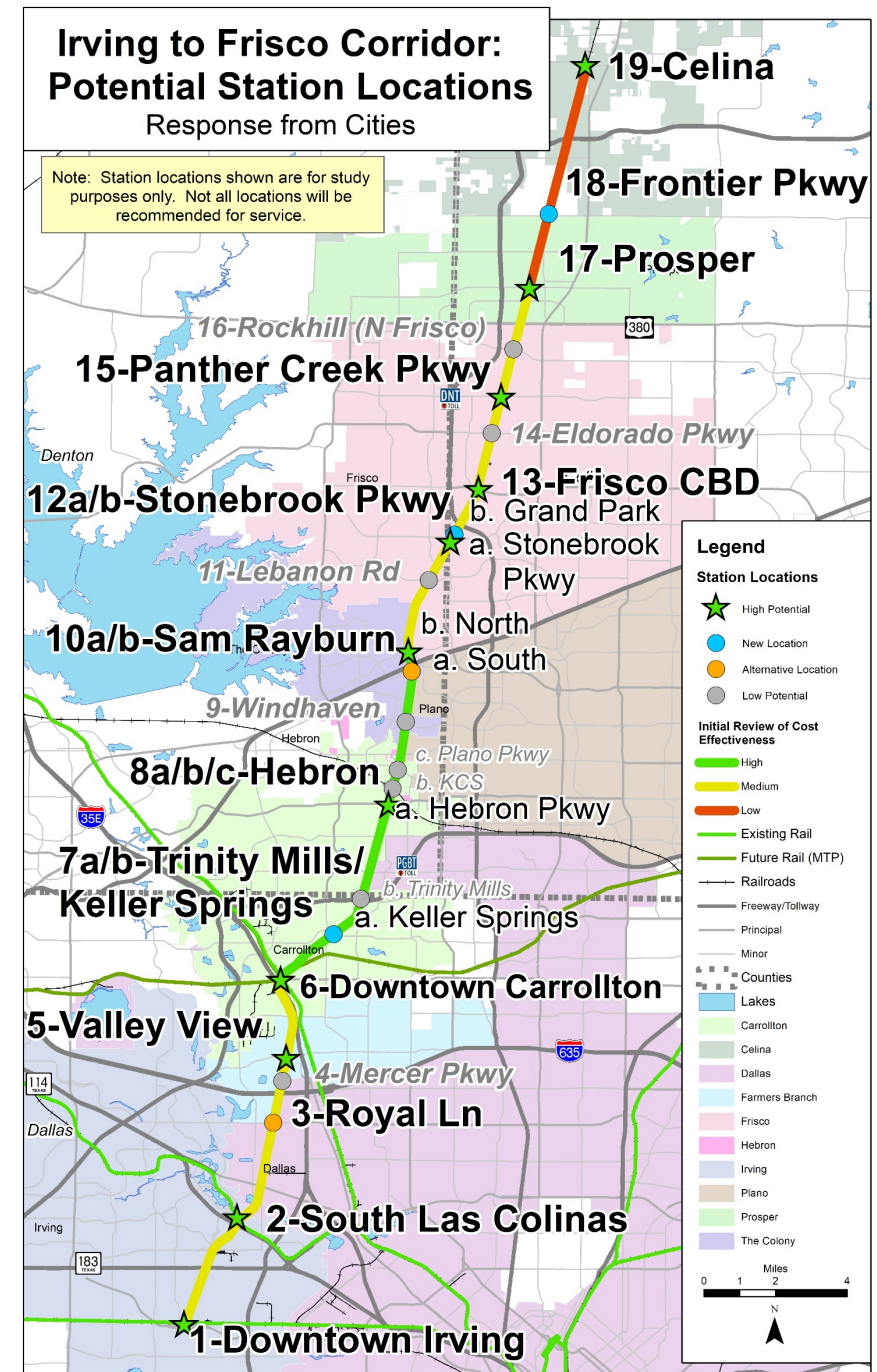
Multiple Step, Multiple Input Process

- Stakeholder Engagement
- Technical Analysis

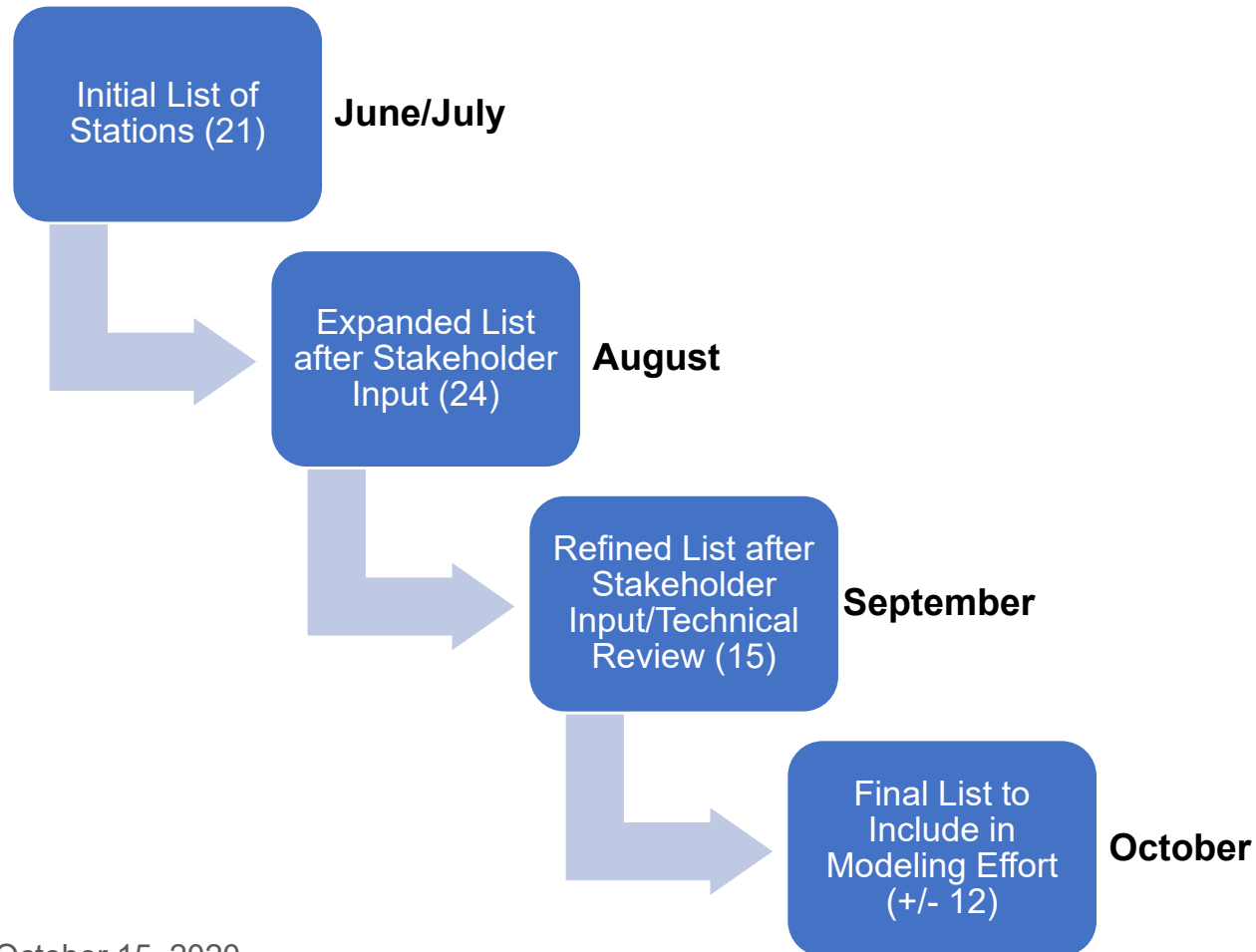
Not Definitive Action - “Final” Station List to Inform Modeling Efforts and Future Work

- Future Environmental and Engineering Work will be Needed
- Further Opportunities for Stakeholder Engagement

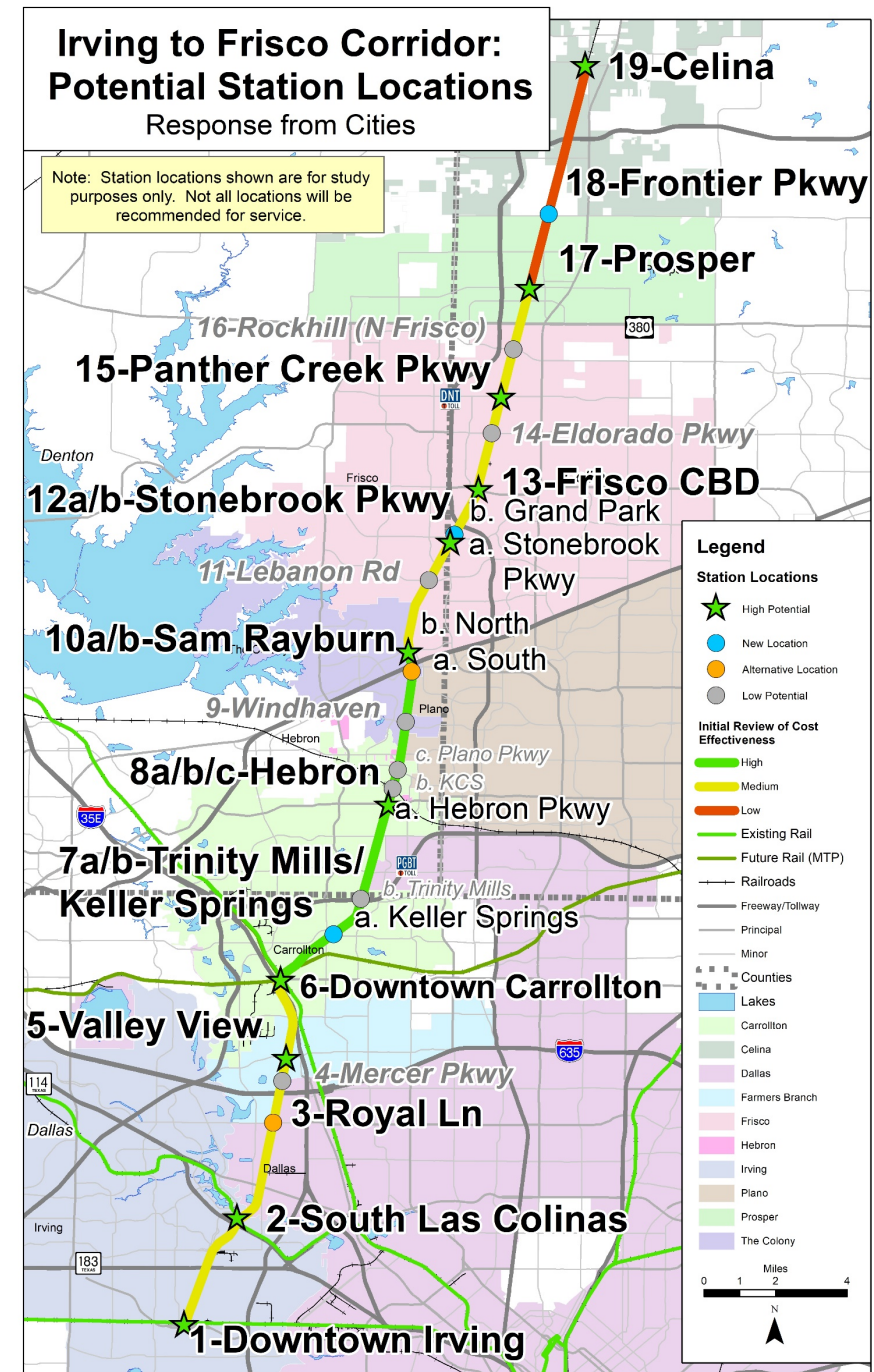
October 15, 2020



# Station Screening Process Overview



October 15, 2020



# Initial Station Evaluations

## With Numeric Scoring

Objective	Metrics	Station Alternatives*																							
		Celina	Frontier Parkway	Prosper	Rockhill (N. Frisco)	Panther Creek Parkway	Eldorado Parkway	Frisco CBD	Grand Park (Alt. Location)	Stonebrook Parkway	Lebanon Road	Sam Rayburn North	Sam Rayburn South (Alt. Location)	Windhaven Parkway	Hebron/Plano Parkway	Hebron/KCS	Hebron/Hebron Parkway	Trinity Mills	Keller Springs (Alt. Location)	Downtown Carrollton	Valley View Lane	Mercer Parkway	Royal Lane (Alt. Location)	South Las Colinas	Downtown Irving
Community / Stakeholder Preference	Local government support; planning/zoning; future land use plans	Green	Red	Green	Red	Green	Red	Green	Yellow	Green	Yellow	Green	Green	Red	Yellow	Yellow	Green	Yellow	Green	Green	Green	Red	Yellow	Green	Green
Access and Connectivity	Adjacent roadway volumes; first/last mile connections; transit connections; land use patterns; roadway network density; ridership catchment area	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Red	Yellow	Yellow	Yellow	Green	Red	Yellow	Red	Yellow	Yellow	Yellow	Green	Green	Red	Green	Green	Yellow
Physical Impacts	(Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening)	Green	Green	Green	Green	Green	Yellow	Green	Yellow	Yellow	Red	Yellow	Green	Red	Yellow	Red	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Red	Green	Yellow
Operations	Station spacing; tangent (straight) track section	Green	Yellow	Green	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Green	Green	Green	Yellow	Yellow	Yellow	Yellow	Green	Yellow	Green	Green	Green	Green	Green	Green
<b>Overall Score</b>		Green	Yellow	Green	Red	Green	Yellow	Green	Red	Yellow	Yellow	Green	Green	Red	Yellow	Red	Yellow	Yellow	Yellow	Green	Green	Red	Yellow	Green	Green
<b>Numeric Score (where red=0; yellow=1; and green=2)</b>		7	4	7	3	6	4	7	3	5	4	6	8	1	4	2	5	5	5	8	7	3	5	8	6

Station Alternatives scoring at 4 or below proposed for removal from advancement into modeling effort.

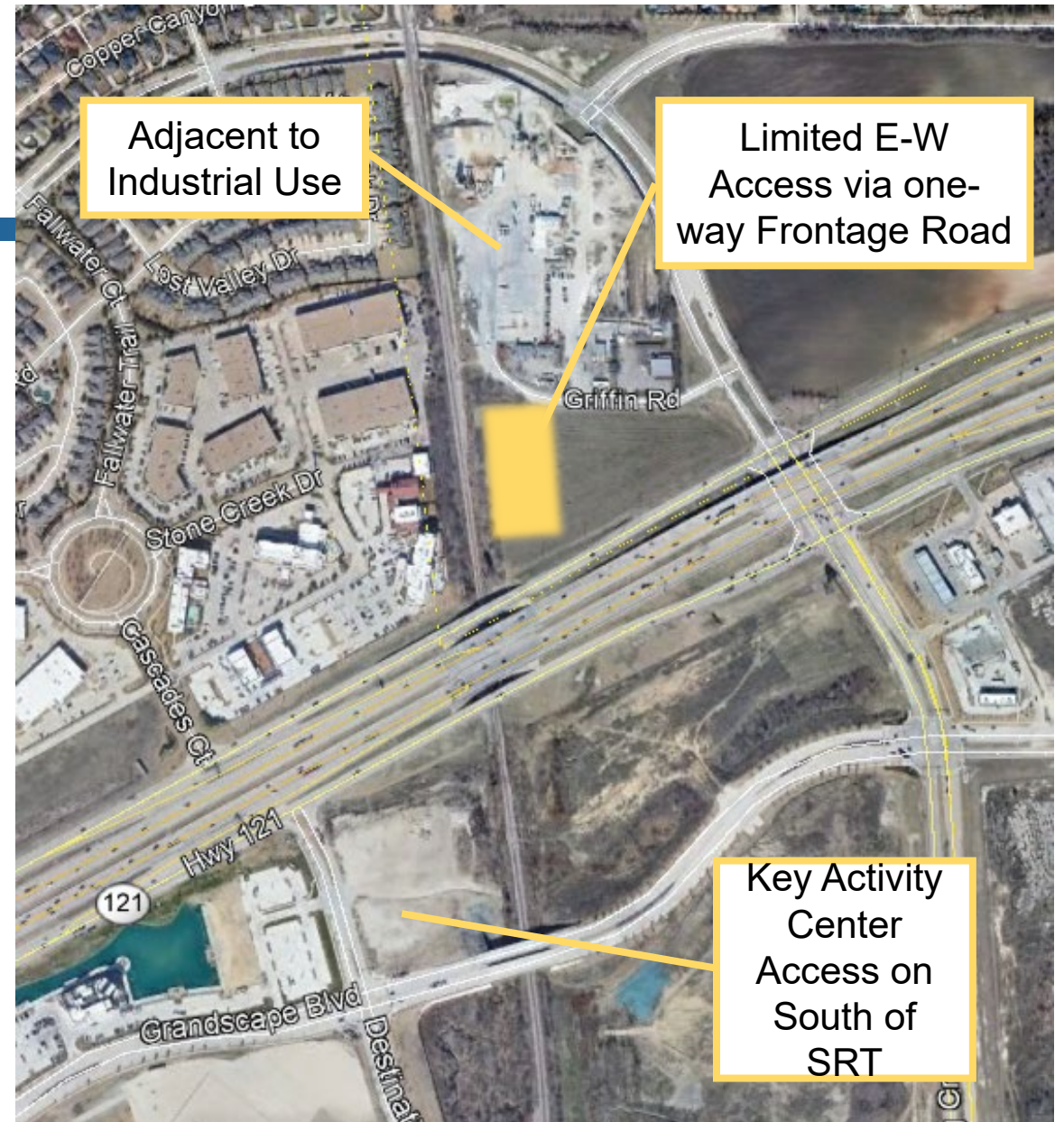


# Station Screening Progression

Station Name	Phase I	Scoring	Phase II	Phase III	Comments
Celina	+	7	+	+	
Frontier Parkway	+	4			
Prosper	+	7	+	+	
Rockhill (N Frisco)	+	3			
Panther Creek Pkwy	+	6	+	+	Good station spacing
Eldorado Pkwy	+	4			
Frisco CBD	+	7	+	+	Good E/W access – people mover connection
Grand Park (Alt Location)	+	3			
Stonebrook Pkwy	+	5	+	+	
Lebanon Road	+	4			
Sam Rayburn North	+	6	+		Poor E/W connectivity (WB one-way frontage road); surrounded by single family residential; fairly small developable site; concrete plant immediately to north
Sam Rayburn South (Alt Location)	+	8	+	+	Best connection/access to GrandScape & Legacy West developments (Toyota HQ)– good E/W access – people mover connection
Windhaven Pkwy	+	1			
Hebron/Plano Pkwy	+	4			
Hebron/KCS	+	2			
Hebron/Hebron Pkwy	+	5	+	+	Good redevelopment potential
Trinity Mills	+	5	+		
Keller Springs (Alt Location)	+	5	+		Poor E/W connectivity; surrounded by single family residential; potential 4(f) park issues; potential waterway floodplain/wetland issues
Downtown Carrollton	+	8	+	+	Interlining connection to Silver Line, Green LRT Line
Valley View Lane	+	7	+	+	Good E/W access – redevelopment potential
Mercer Pkwy	+	3			
Royal Lane (Alt Location)	+	5	+		Fully developed to non-transit supportive; warehouse & light industrial; very poor community support
South Las Colinas (SH 114)	+	8	+	+	Good E/W access
Downtown Irving	+	6	+	+	Connection to TRE/Terminus
<b>Number of Stations</b>	<b>24</b>		<b>15</b>	<b>11</b>	

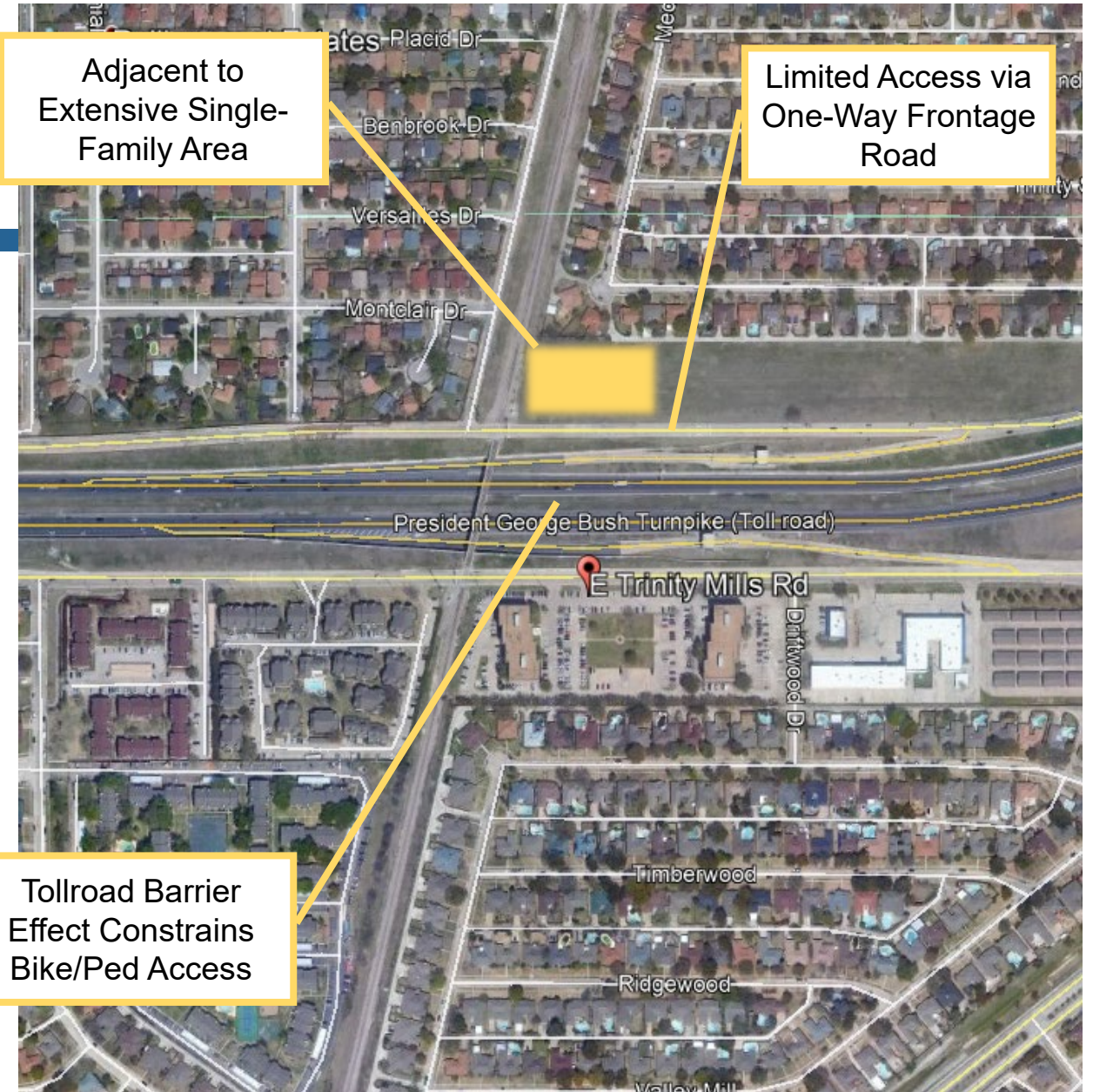
# Sam Rayburn North

Objective	Metrics	Station	
		Sam Rayburn North	Sam Rayburn South (Alt. Location)
Community / Stakeholder Preference	Local government support; planning/zoning; future land use plans	●	●
Access and Connectivity	Adjacent roadway volumes; first/last mile connections; transit connections; land use patterns; roadway network density; ridership catchment area	●	●
Physical Impacts	(Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening)	●	●
Operations	Station spacing; tangent (straight) track section	●	●
<b>Overall Score</b>		●	●
<b>Numeric Score (where red=0; yellow=1; and green=2)</b>		6	8



# Trinity Mills

Objective	Metrics	Station
		Trinity Mills
Community / Stakeholder Preference	Local government support; planning/zoning; future land use plans	●
Access and Connectivity	Adjacent roadway volumes; first/last mile connections; transit connections; land use patterns; roadway network density; ridership catchment area	●
Physical Impacts	(Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening)	●
Operations	Station spacing; tangent (straight) track section	●
<b>Overall Score</b>		●
<b>Numeric Score (where red=0; yellow=1; and green=2)</b>		<b>5</b>



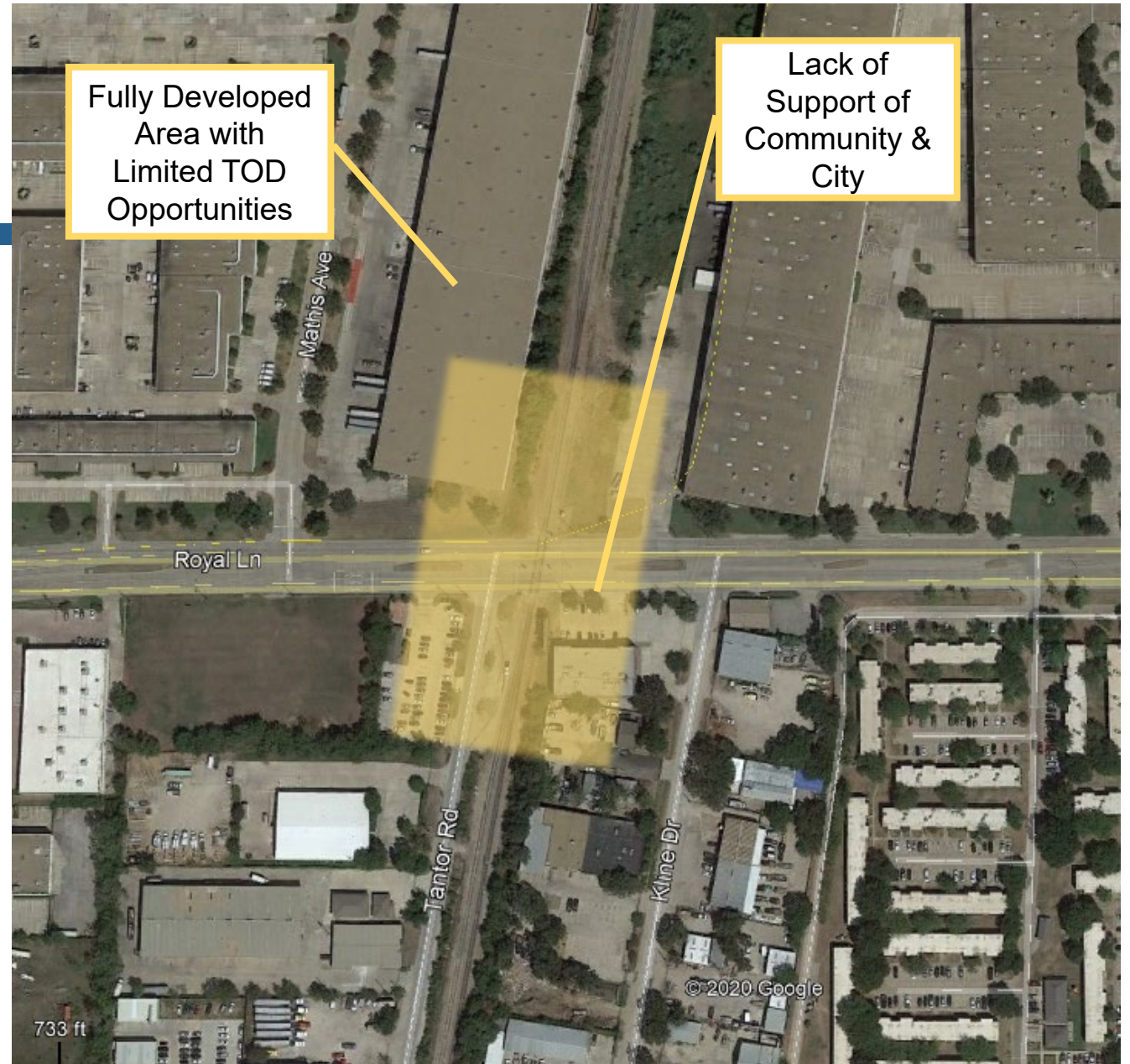
# Keller Springs (Alt. Location)

Objective	Metrics	Station
		Keller Springs (Alt. Location)
Community / Stakeholder Preference	Local government support; planning/zoning; future land use plans	●
Access and Connectivity	Adjacent roadway volumes; first/last mile connections; transit connections; land use patterns; roadway network density; ridership catchment area	●
Physical Impacts	(Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening)	●
Operations	Station spacing; tangent (straight) track section	●
<b>Overall Score</b>		●
<b>Numeric Score (where red=0; yellow=1; and green=2)</b>		<b>5</b>



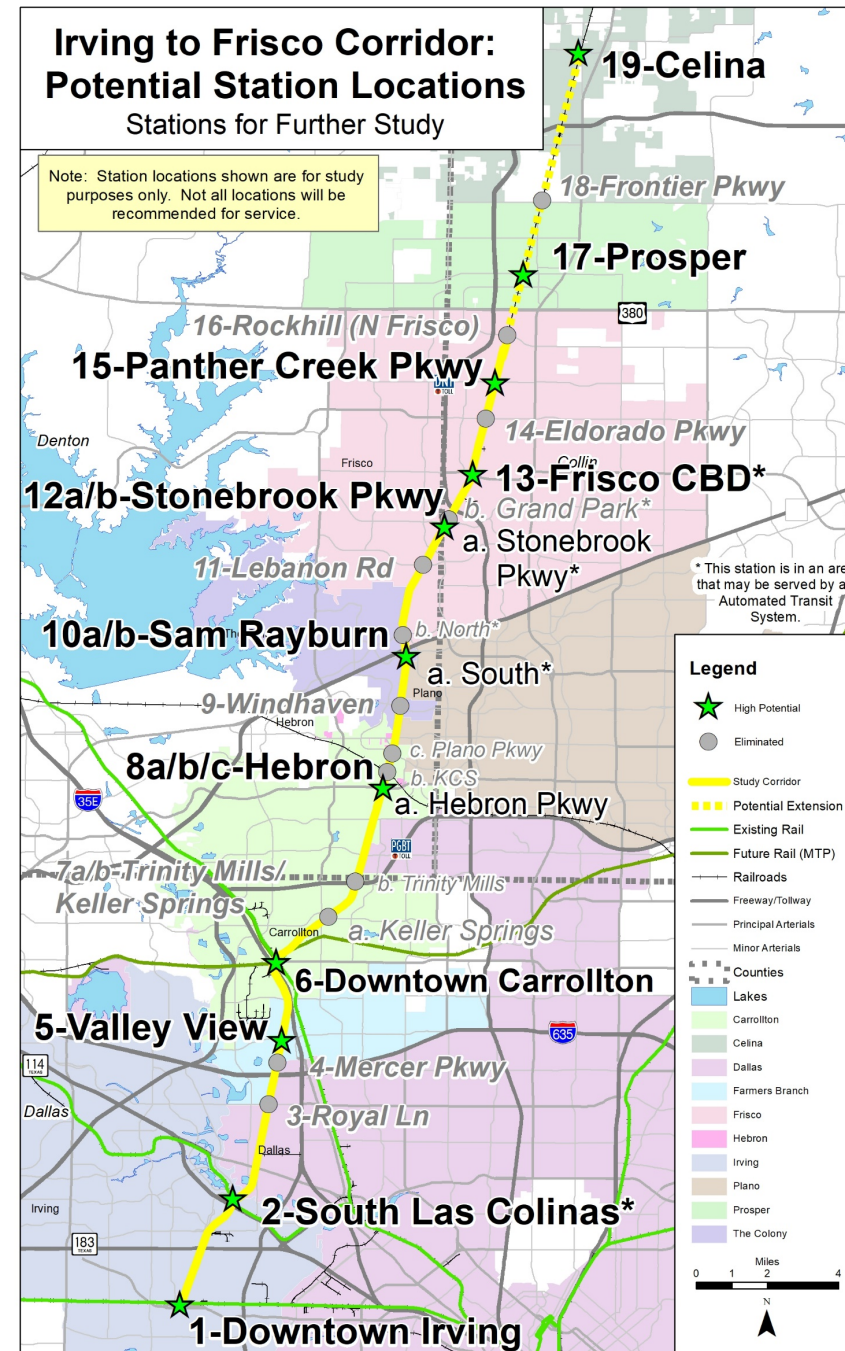
# Royal Lane (Alt. Location)

Objective	Metrics	Station	
		Valley View Lane	Royal Lane (Alt. Location)
Community / Stakeholder Preference	Local government support; planning/zoning; future land use plans	●	●
Access and Connectivity	Adjacent roadway volumes; first/last mile connections; transit connections; land use patterns; roadway network density; ridership catchment area	●	●
Physical Impacts	(Re)Development Potential; Right-of-way; property; environmental; utility impacts (initial screening)	●	●
Operations	Station spacing; tangent (straight) track section	●	●
<b>Overall Score</b>		●	●
<b>Numeric Score (where red=0; yellow=1; and green=2)</b>		<b>7</b>	<b>5</b>



# Advanced Station Screening Results

- Celina
  - Prosper
  - Panther Creek Parkway
  - Frisco CBD\*
  - Stonebrook Parkway
  - Sam Rayburn – South\*
  - Hebron Parkway
  - Downtown Carrollton
  - Valley View Lane
  - South Las Colinas\*
  - Downtown Irving
- \*Possible People Mover Connection



# Alternative Demographics near Station Locations

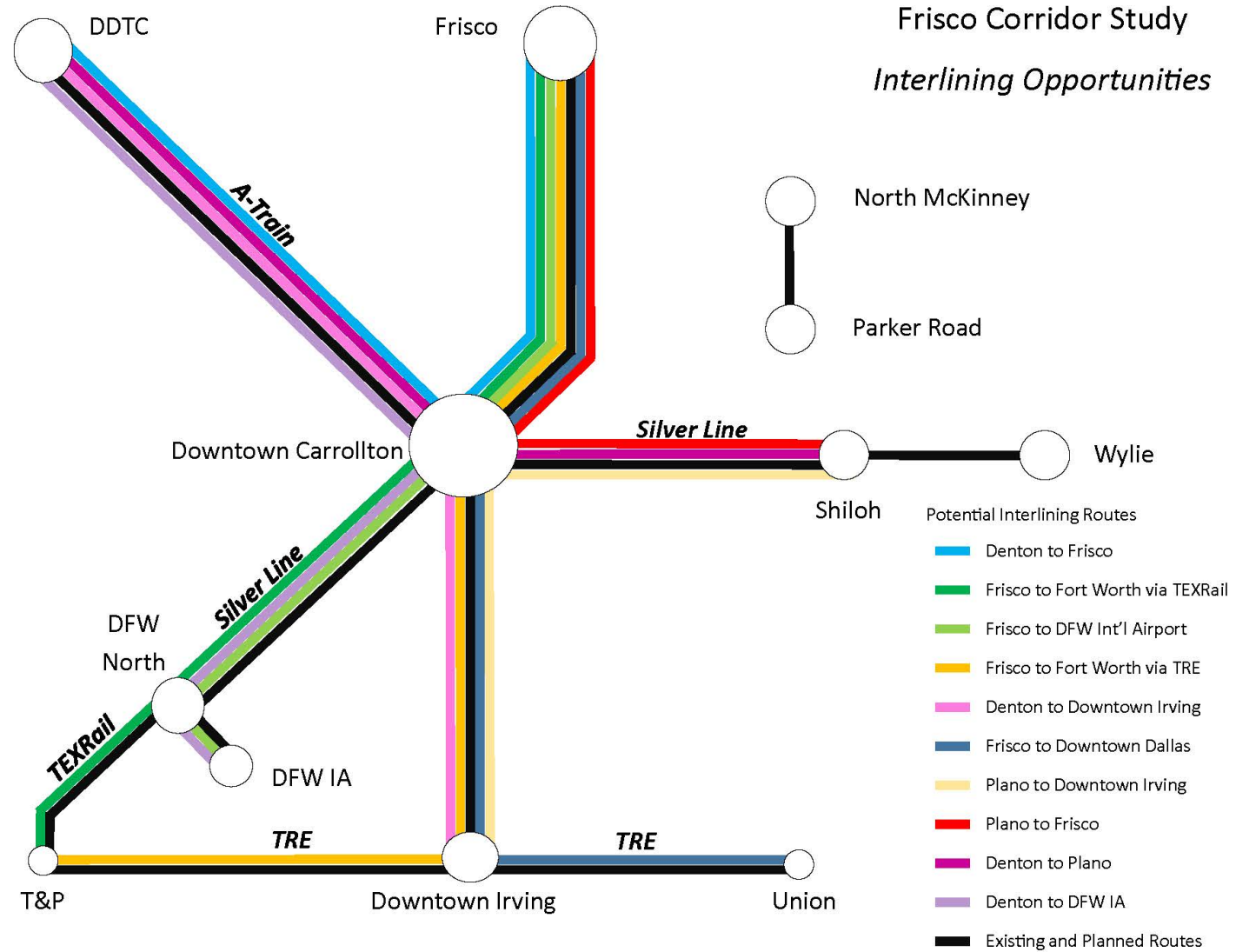
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- NCTCOG Regional Travel Demand Model to determine ridership potential
  - Includes elements such as roadway and transit networks, and population and employment data to calculate the expected demand for transportation facilities.
- In those situations where “alternative scenarios” is of interest at potential station locations, post-processing evaluation can be conducted testing alternative demographics with higher/different growth rates and their effect on ridership

# Regional Rail System

## Frisco Corridor Study

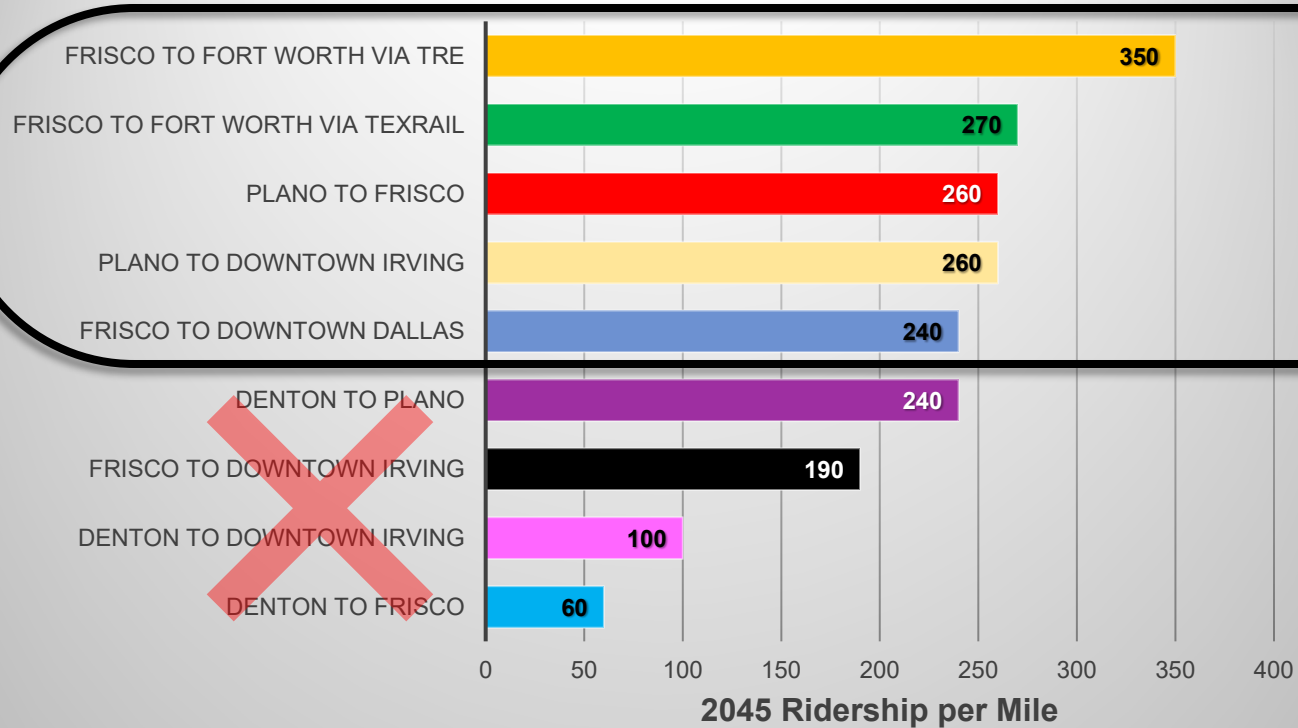
### Interlining Opportunities



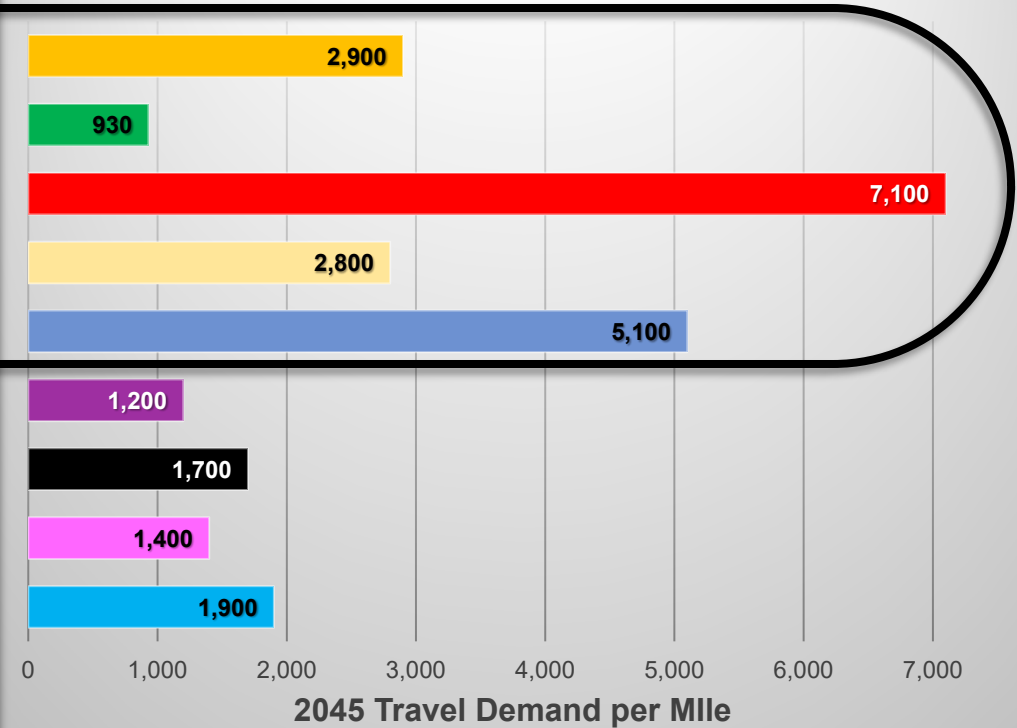


# Initial Analysis Technique Comparison

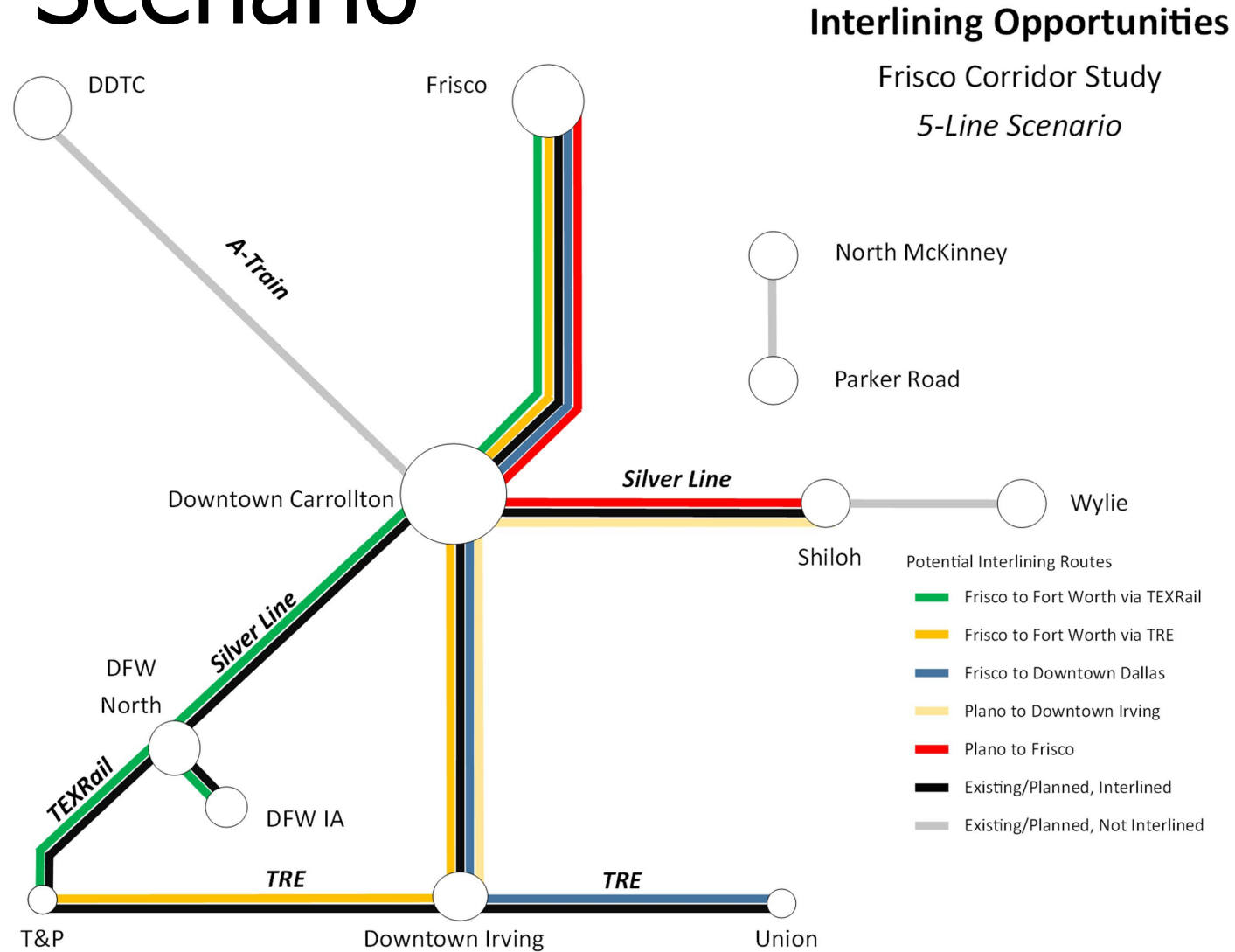
## Interlining Route Ridership per Mile



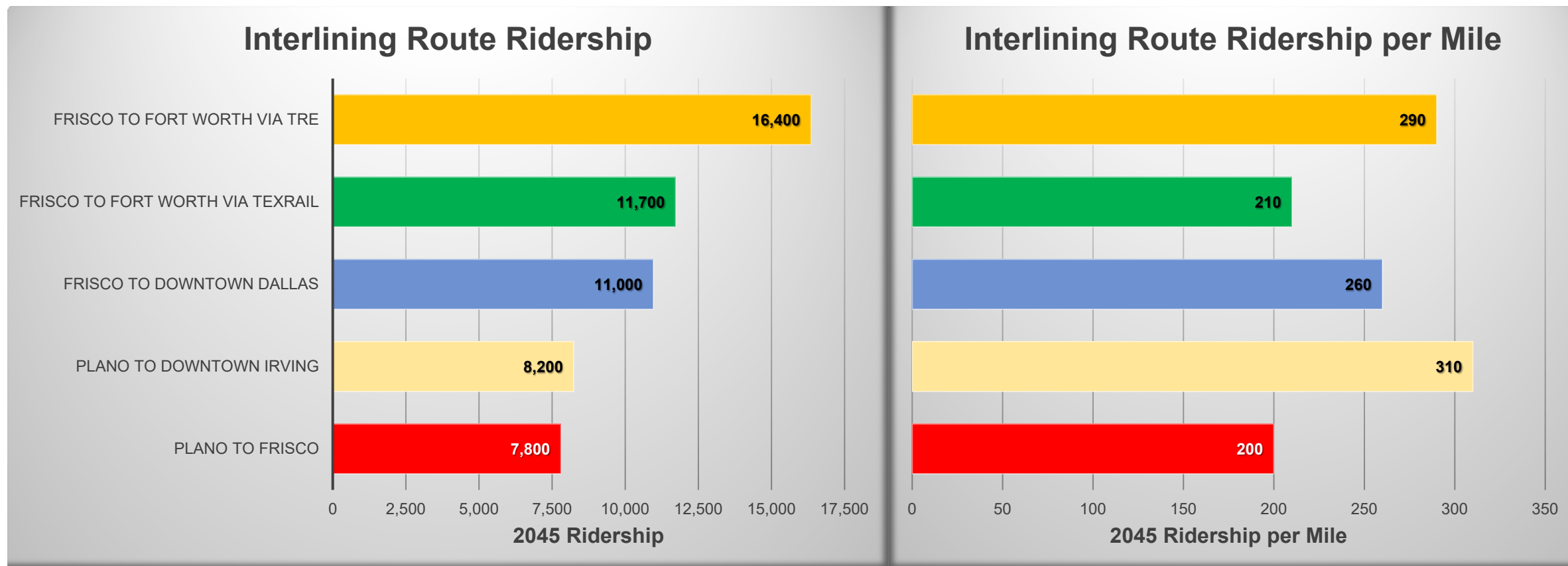
## Travel Demand per Mile



# Five-Line Scenario



# Five Interlined Routes



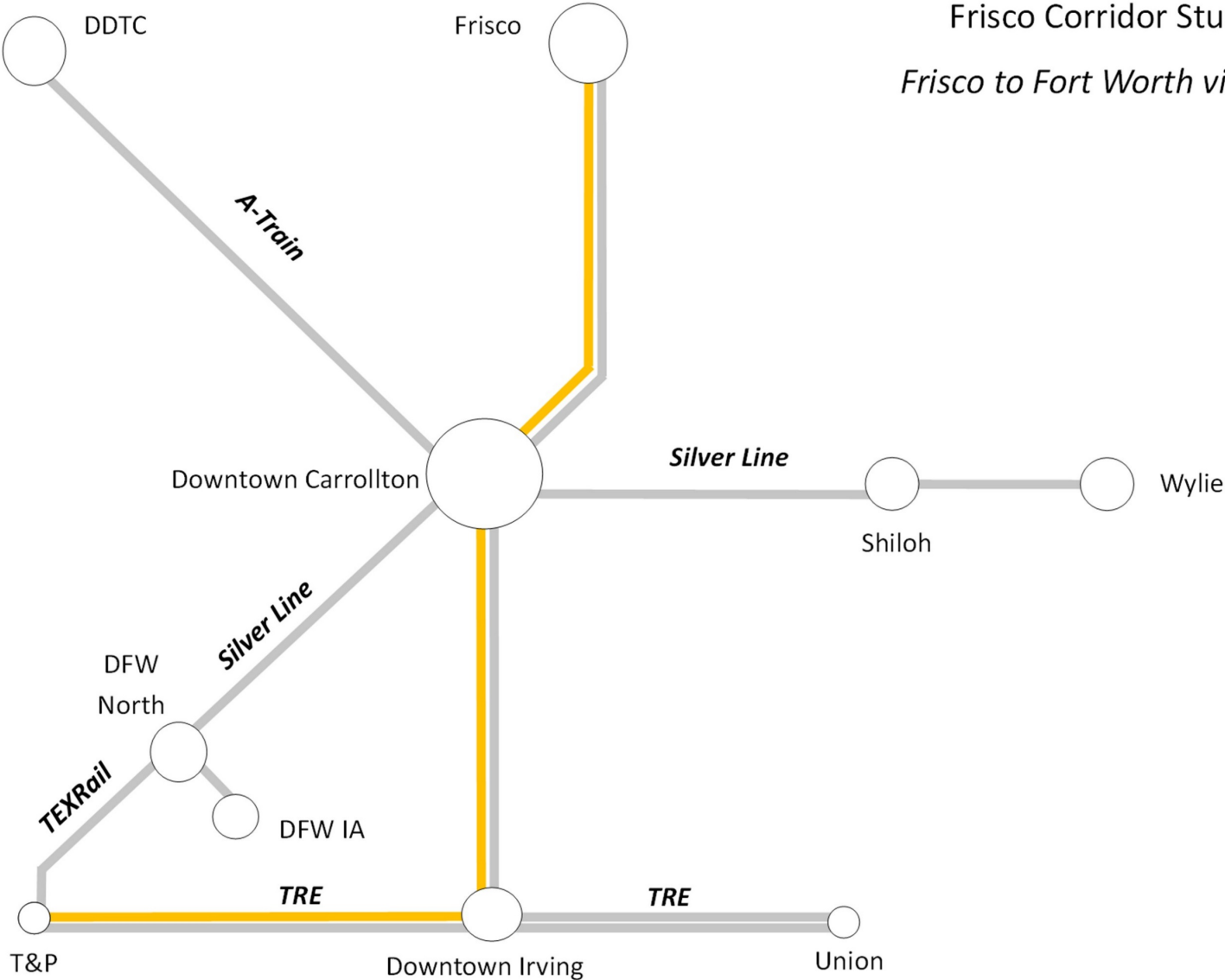
# Interlined Route Selection

		"Five Interlining Routes" Run		
Route		Line Ridership	Carrollton "Through Trips"	Irving "Through Trips"
5-Lines	Frisco to Plano	+	+++	
	Frisco to Dallas	++	++	++
	Frisco to Fort Worth (TEXRail)	++	+	
	Frisco to Fort Worth (TRE)	++	++	++++
	Irving to Plano	+	+	
Mobility 45 Lines	Frisco to South Irving	++	+	
	TEXRail/Cottonbelt	+++	+++	
	TRE	+		++

# Interlining Opportunities

Frisco Corridor Study

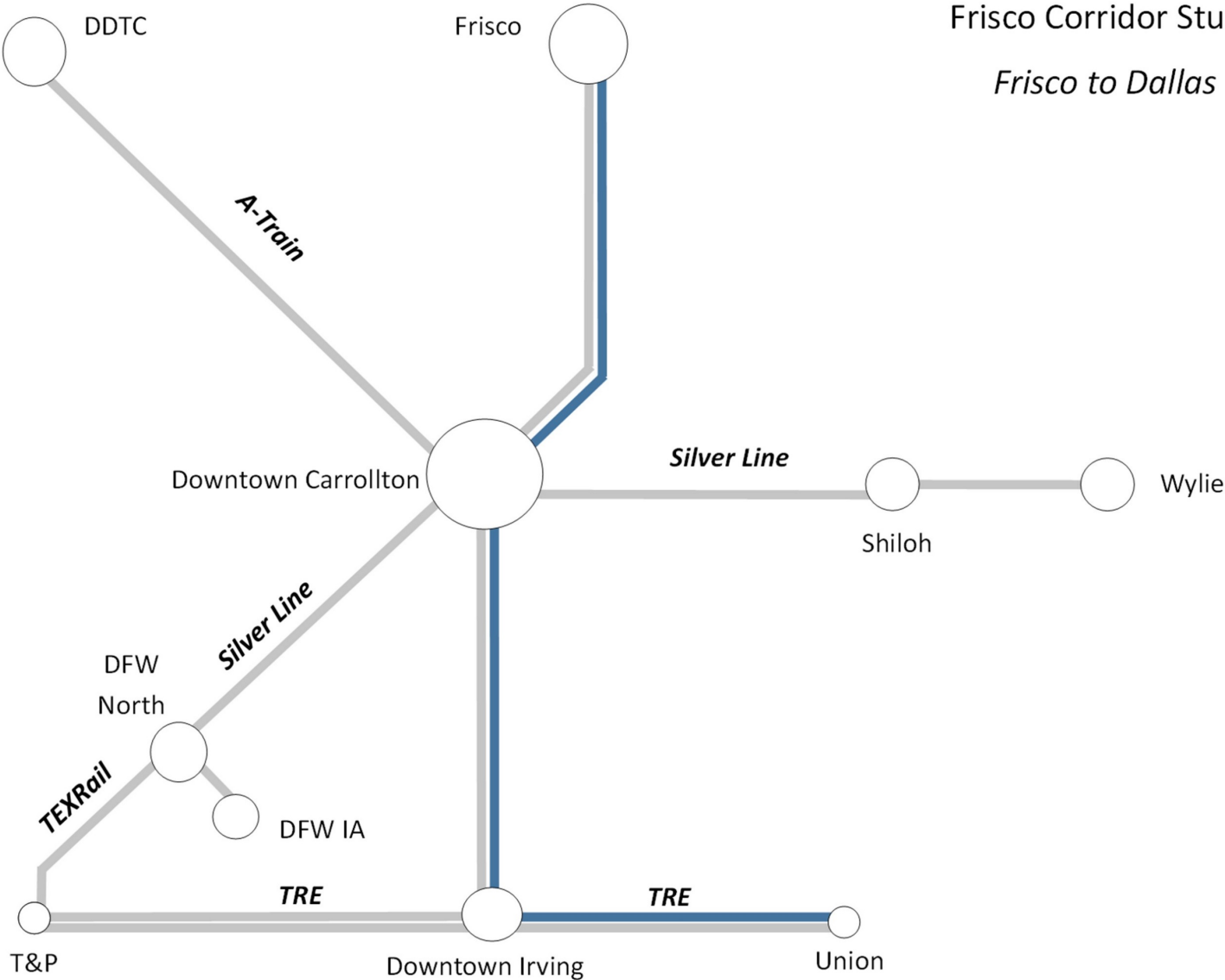
*Frisco to Fort Worth via TRE*



# Interlining Opportunities

Frisco Corridor Study

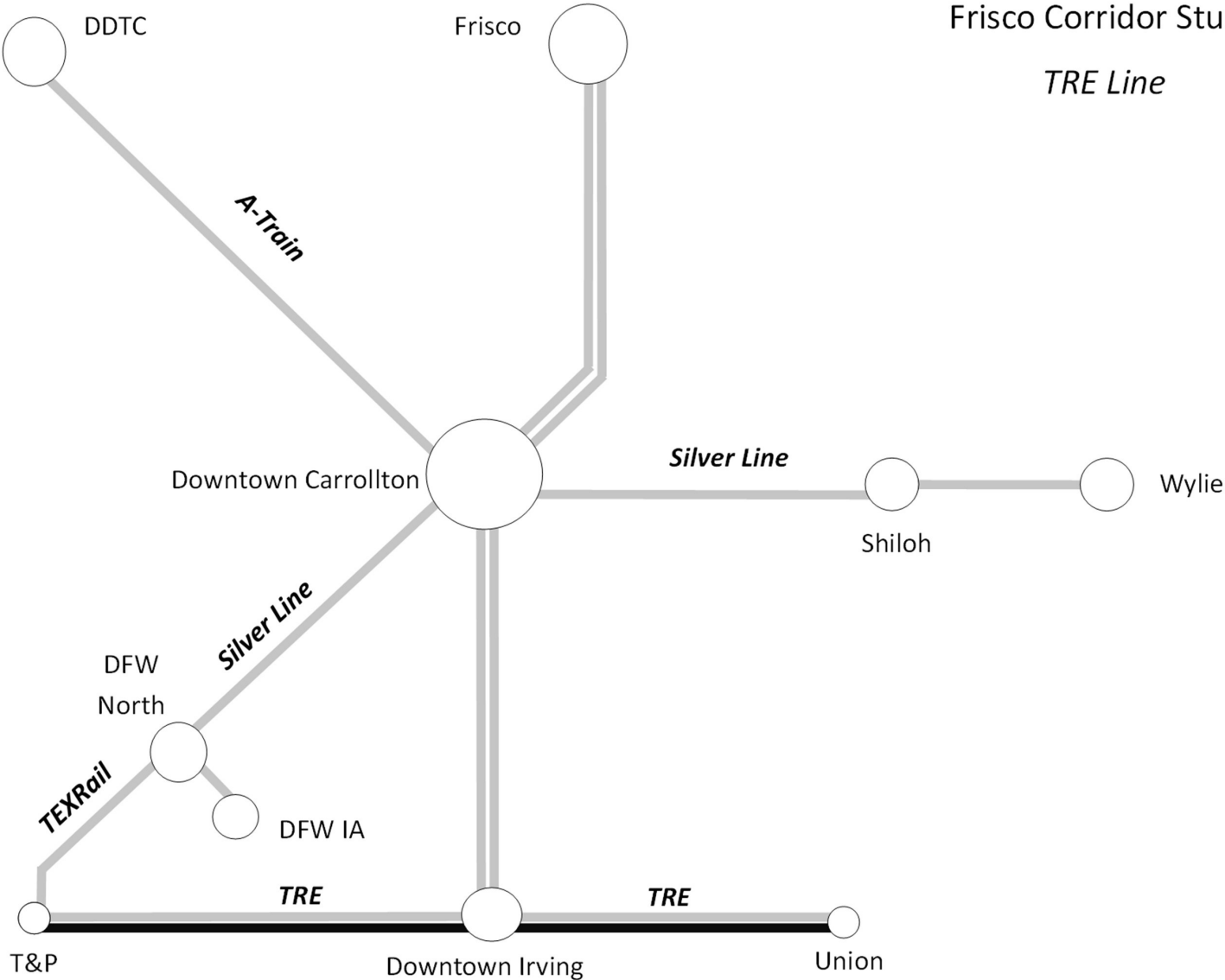
*Frisco to Dallas*



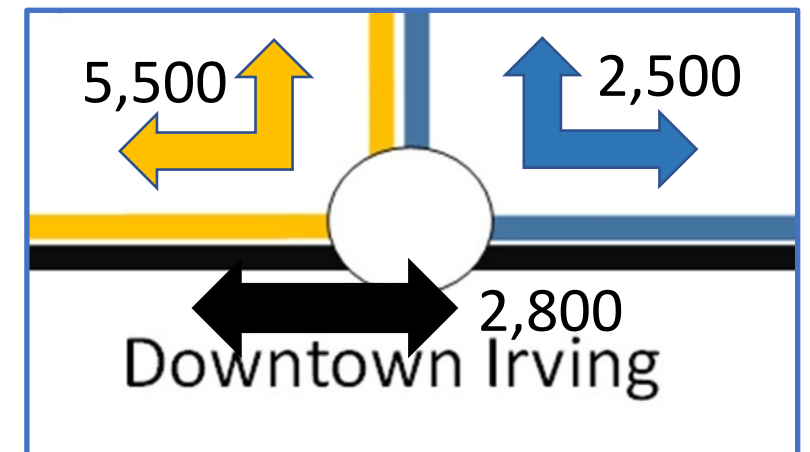
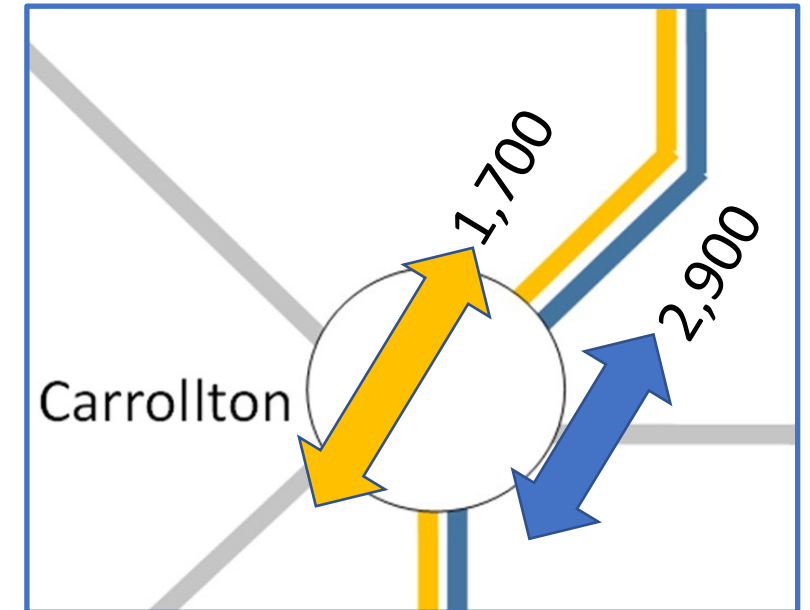
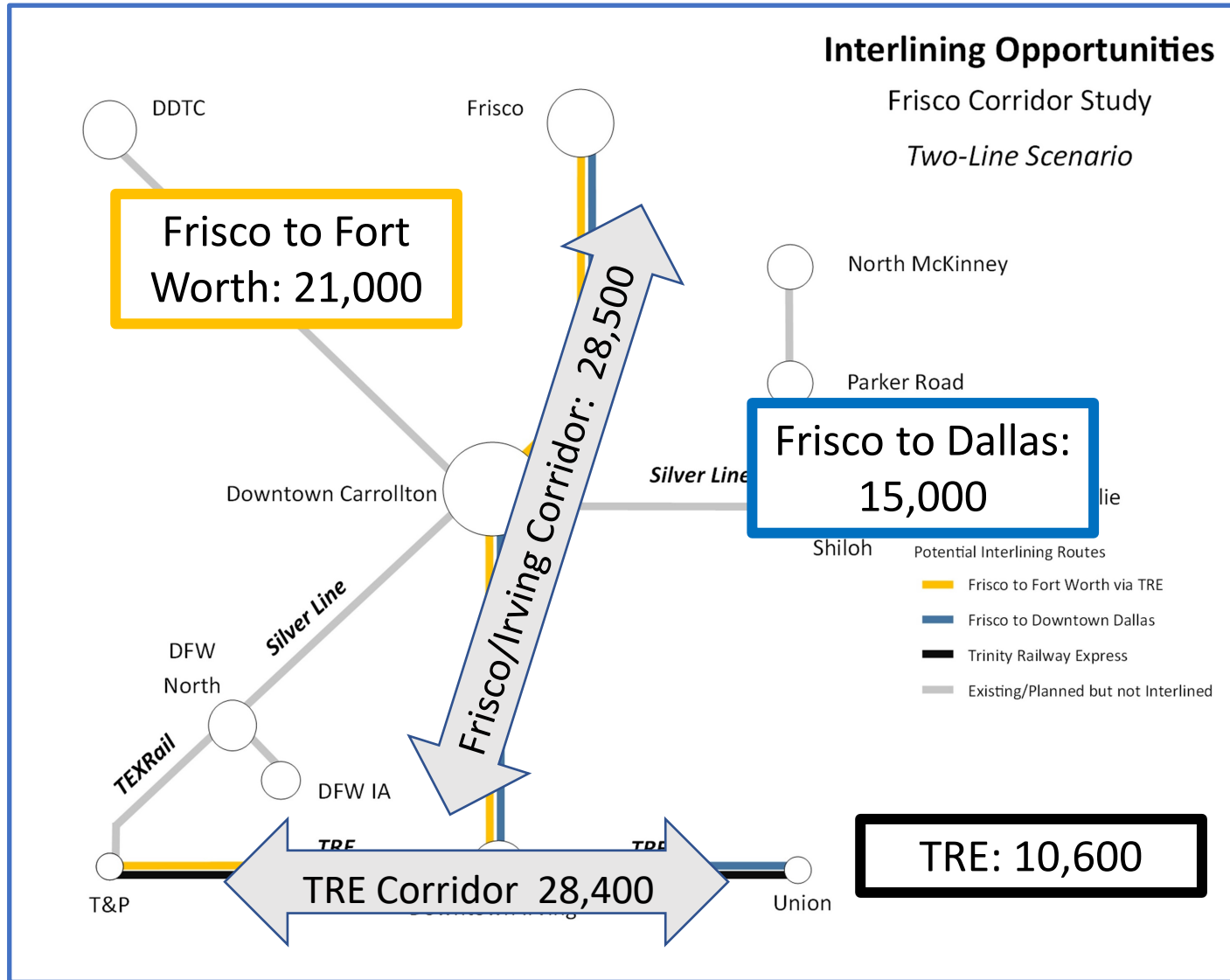
# Interlining Opportunities

Frisco Corridor Study

*TRE Line*



# Line Ridership and Through Trips

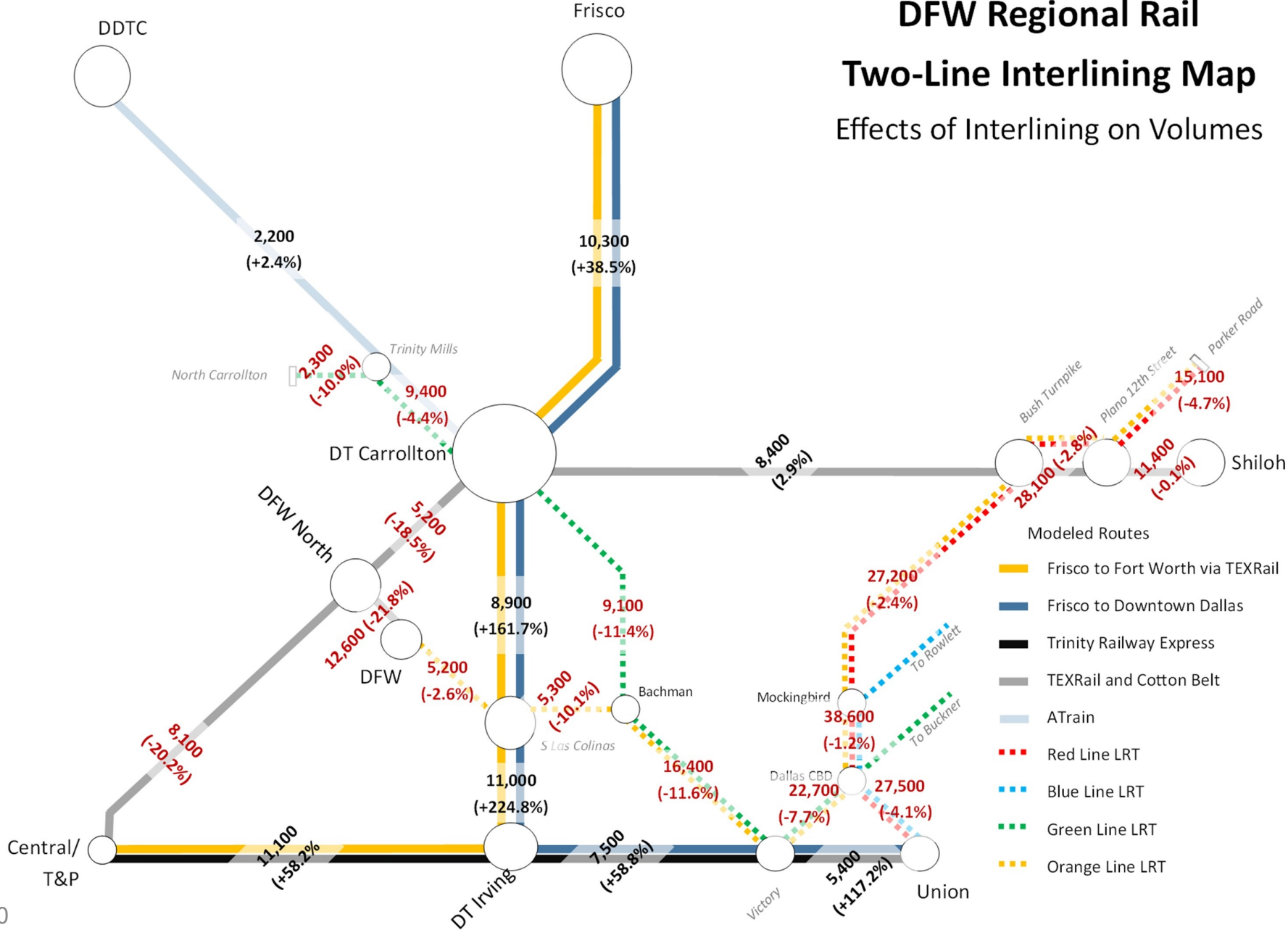




# DFW Regional Rail

## Two-Line Interlining Map

Effects of Interlining on Volumes



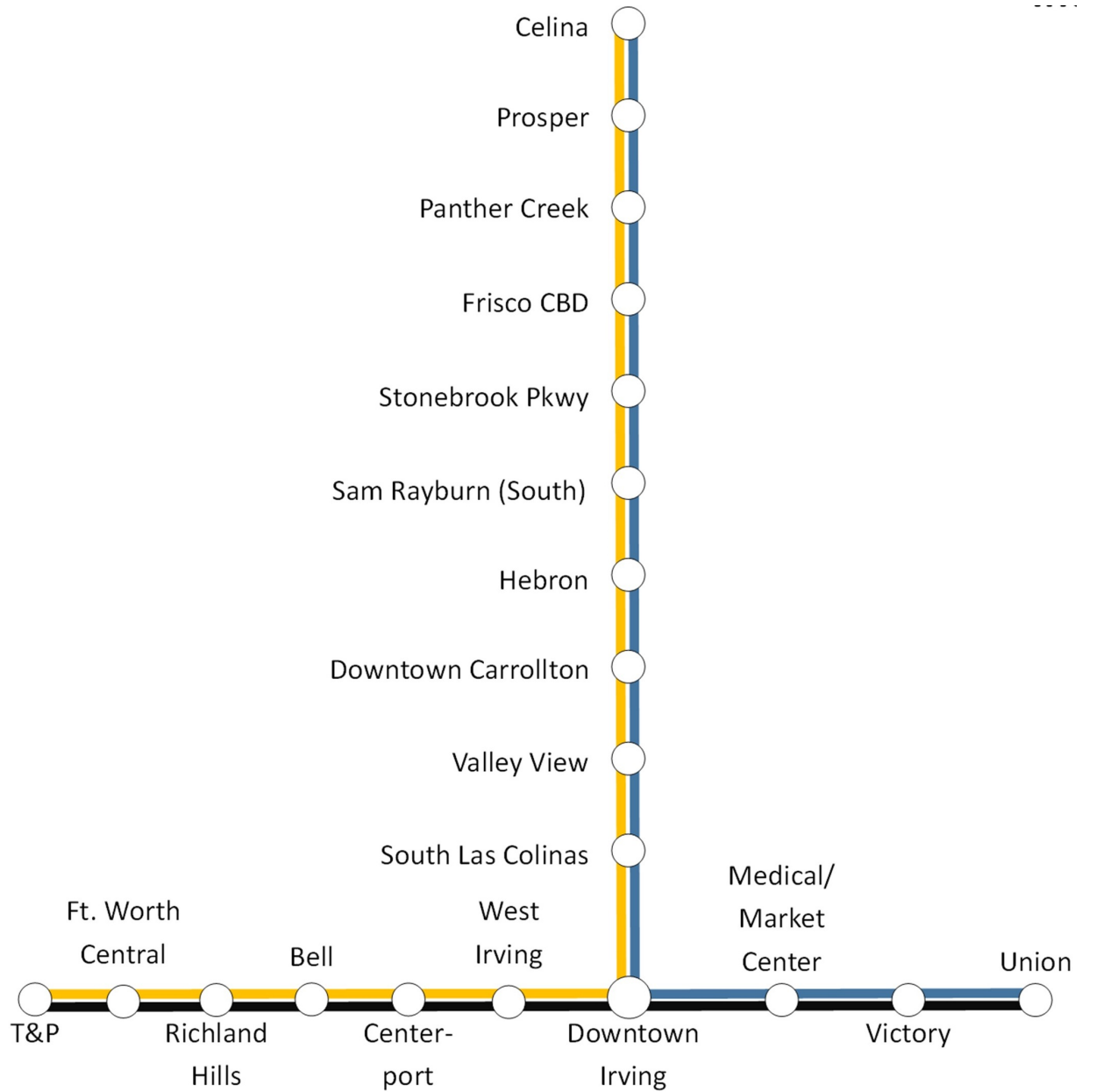
# Implications of Interlining with TRE

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- Reduced headways
- DMU vehicles would operate with push-pull TRE vehicles
- Irving “Y” station/Fatal Flaw analysis

# Next Steps

- Test the “finalist” stations  
Incorporate alternative demographics at stations
- Evaluate Prosper/Celina extension
- Investigate phasing options
- Irving “Y” station/Fatal Flaw analysis
- Cost analysis



# RTC Workshop Overview

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Transit operational needs and funding initiative

Population growth & history of transit in the region

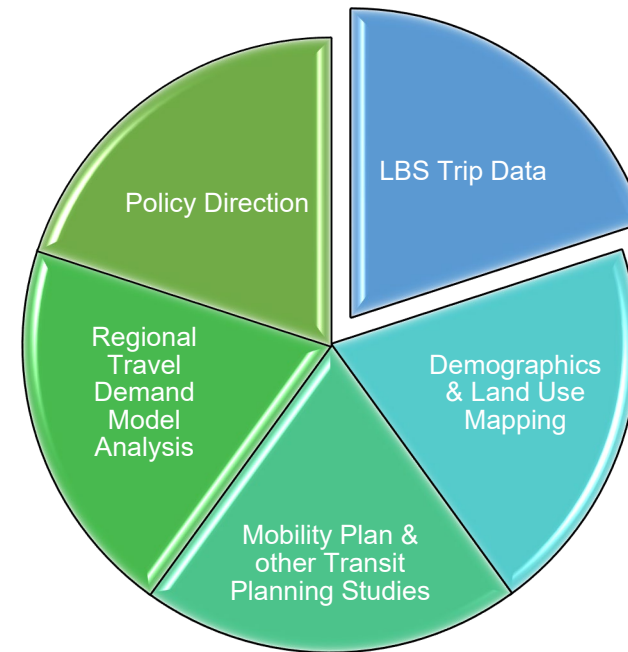
Five approaches

- Reducing cost through shared resources
- Creating state interest in regional rail
- Enticing first approach with second approach
- Local option component
- Funding recommendations from the transit studies

# Collin County Transit Study Update

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- Existing Conditions Report
- Transit Propensity
- Similar Efforts
  - Public Engagement Tools
  - LBS Data
  - People Mover Locations
  - Funding Options for Legislative Request



# Questions & Open Discussion

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- Study Milestones Schedule
- Advanced Station Screening Results
- Alternative Demographics Request
- Interlining Analysis Results

# Next Steps

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- Advance preferred stations into ridership modeling
- Model various alternatives around preferred stations
- Coordinate with cities on alternative demographics for stations
- Incorporate alternative demographics and interlining scenarios into ridership modeling
- Requested city input on land use/demographics for people mover locations analysis; anticipate providing feasibility analysis results by next PAC meeting

Next scheduled meeting is **December 17**

# NCTCOG Team Contacts

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