2022 Task Force Meeting Schedule

January 20
April 21
July 21
October 20

www.NCTCOG.org/LUTTF
Today’s Meeting

Local Updates
- Downtown Lewisville
- Dallas to Fort Worth Regional Trail Branding Project
- DCTA Routes to Rail

Trail-Oriented Development
- TrOD Coordination, Benefits, and Examples
- Houston-Galveston Area Council
- Fort Worth TrOD Examples/Streams and Valleys
- Grapevine Station Area Zoning

Announcements
Local Updates
OLD TOWN LEWISVILLE
TOD UPDATE

Coordinated Land Use and Transportation Planning Task Force
Thursday, April 21, 2022
2:00 pm – 4:00 pm
Presented by: Richard E. Luedke, AICP, Planning Director, City of Lewisville
PRESENTATION OUTLINE:

COMPLETE STREET PROJECTS:
  MAIN AND MILL STREETS
  EAST COLLEGE STREET
  FUTURE CHURCH STREET

DEVELOPMENT PROJECTS:
  AURA OLD TOWN
  MAIN AND MILL LOFTS
  MILL OLD TOWN
  OLD TOWN STATION
  DECK ON MAIN
  OLD TOWN TOD MASTER PLAN UPDATE
MAIN AND MILL COMPLETE STREET PROJECT

Funded with $3 million TOD Grant

Total Project cost: $9 million

Completed in 2021

Photo: Northeast corner of Main Street and Mill Street facing west
Photo: Southwest corner of Main Street and Mill Street facing east
MAIN AND MILL COMPLETE STREET PROJECT

Photo: West side of Mill Street, north of Purnell Street facing south
MAIN AND MILL COMPLETE STREET PROJECT

Photo: West side of Mill Street, north of Purnell Street facing north
MAIN AND MILL COMPLETE STREET PROJECT

Photo: Northwest corner of Mill Street and Purnell Street facing north
MAIN AND MILL COMPLETE STREET PROJECT

Photo: North side of Main Street, east of Mill Street facing east
MAIN AND MILL COMPLETE STREET PROJECT

Photo: North side of Main Street at rail crossing facing west
MAIN AND MILL COMPLETE STREET PROJECT

Photo: Southwest corner of Main Street and Kealy Street facing west
MAIA AND MILL COMPLETE STREET PROJECT

Photo: South side of Main Street between Mill Street and Kealy Street facing west
EAST COLLEGE STREET COMPLETE STREET
**Complete Street Projects**

- **Green:** Main and Mill Streets (complete)
- **Red:** East College Street (under design)
- **Blue:** East Church Street (Future)
Southeast corner of East College Street and Leonard Street (across tracks from station)

4-story, 286-unit urban residential development with parking garage

Construction began November 2019, completed summer 2021; 96% leased

$40 million investment
Southeast corner of Main Street and Mill Street (Building A)
Northwest corner of Mill Street and Elm Street (Building B)

- 203 urban multi-family units over 2-level parking garages (including 175 public parking spaces)
- Restaurant/retail on ground floor facing Main Street and Mill Street
- Investment of $40 million
- Construction started February 2022
- Redevelopment of former REW Materials, a drywall wholesale distributor – NWC Mill & Purnell
- 4-story, 213 urban multi-family units
- Includes pocket park on north end
- $30 million investment
- Construction starts May 2022
OLD TOWN STATION

- North side of East College Street west or rail line
- 3 buildings, 4-5 stories, 420 urban multi-family units
- $77 million investment
- 23,000 square feet retail ready at ground level along East College Street closest to DCTA station
- Construction starts summer 2022
Under construction

3-story commercial

1st floor – restaurant

2nd floor – Office uses

3rd floor – event space with covered deck overlooking Wayne Ferguson Plaza

$8 million investment
Began summer 2021
Includes expanded areas to the east and southeast
Added infrastructure study component
Completion expected late summer 2022
Fort Worth to Dallas Regional Trail Branding and Wayfinding Project

SHAWN CONRAD | LAND USE & TRANSPORTATION PLANNING TASK FORCE | 4.21.2022
FORT WORTH TO DALLAS REGIONAL TRAIL

- 66-mile multi-use trail spanning five cities: Fort Worth, Arlington, Grand Prairie, Irving, and Dallas
- >50 miles existing, 12.5 miles under construction
- Trail completion expected end of 2023/early 2024
- Goal of Regional Trail:
  - Recreation, transportation, events, and exploration uses
  - Regional, state, and national attraction for events and tourism
Existing: 50.4 miles
Funded: 12.5 miles
Planned: 2.8 miles
TRAIL BRANDING
PROJECT GOALS

Create a unified name, brand and signage package with cobranding of local trails

Recommendations for infrastructure to hold major regional and national events

Integrated regional 911 signage system and lighting recommendations

Electronic message boards/real-time display trail counters recommendations

Build consensus for ongoing marketing and operations
GOALS GUIDING NAME & LOGO DEVELOPMENT

• **Recognizable.** Provides cues as to the location of the trail for those who live outside of the region or state.

• **Easy.** Easily referenced by a broad spectrum of people.

• **Welcoming.** Promotes the trail for all types of users.

• **Encompassing.** Does not reference specific cities and could allow for future expansion to new locations.

• **Supported.** Reflects the broad values and themes that have been identified through public feedback.
STAKEHOLDER AND PUBLIC ENGAGEMENT

• Stakeholder meetings to solicit feedback on naming and branding process
  • Steering Committee & Support Stakeholders

• Virtual Open House Nov/Dec 2021

• Coming soon! Public Feedback Forum – April 25 through May

• General public announcement/promotion of name, brand, recommendations – Fall 2022
VIRTUAL OPEN HOUSE #1

- Open to public November 8 to December 11, 2021

Results:
- Users value trail for peace and quiet/nature and active recreation opportunities
- Prefer natural colors and patterns
- Words or phrases for the trail name: Trinity, region, and nature
- Region-wide wayfinding system should be welcoming, friendly, timeless, and modern
PUBLIC FEEDBACK FORUM

• Open **April 25** through Late May

• **Cast your vote!**
  • Two trail name and logo combinations to choose from. Pick your favorite!

• Advertised to public via press, social media and trail signage

• Participate at [FortWorthtoDallasTrail.com](http://FortWorthtoDallasTrail.com)
UPCOMING ACTIVITIES

• Public Feedback Forum: April 25-Late May
• Steering Committee Meeting #3
• Public promotion of final name, brand, and recommendations
• Project completion: anticipated Fall 2022
MORE INFORMATION:

Trail Branding Project & Regional Trail
www.nctcog.org/FWtoDalTrail

Access the Public Feedback Forum on April 25 and sign up for email updates:
www.FortWorthtoDallasTrail.com
CONTACT US:

Shawn Conrad, PhD  
Principal Transportation Planner  
North Central Texas Council of Governments  
sconrad@nctcog.org

Karla Windsor, AICP  
Senior Program Manager  
North Central Texas Council of Governments  
kwindor@nctcog.org
DCTA Routes-to-Rail Stations

COORDINATED LAND-USE & TRANSPORTATION TASK FORCE MEETING

4/21/2022
Project Goals:

- Identify recommended infrastructure improvements that will improve pedestrian accessibility for residents, workers, and visitors on a continuously connected sidewalk network to and from DCTA rail stations.

- Increase the number of potential transit riders with access to the rail station.

- Provide the opportunity to increase transit ridership.

- Provide high-level opinions of probable construction costs.
Existing Sidewalk Inventory

- Using aerial imagery (NCTCOG aerals and Google Maps/Street-View) to document existing sidewalks and gaps within a half-mile radius of each station evaluated.

- Sidewalks, Crosswalks, Driveways, Unmarked Crossings, Sidewalk Gaps, Crosswalk Gaps, Trails, and the Station Area (platform) are digitized and coded using GIS.

(e.g., Downtown Denton Station)
Parcel Data: Population and Employment

Using methodology that was previously developed for the FTA routes to rail project

Parcel population, employment, and number of visitors is calculated for each parcel:

**Example Calculation:**

a. **Example formula for commercial development:**

\[
\text{People} = \left( \frac{\text{SQFT}}{1000} \right) \times 3.5
\]

b. **Example formula for single family residential**

\[
\text{People} = [\text{UNITS}] \times 2.8
\]

<table>
<thead>
<tr>
<th>COG LU</th>
<th>Description</th>
<th>Units</th>
<th>SQFT</th>
<th>People</th>
<th>SQFT/person</th>
</tr>
</thead>
<tbody>
<tr>
<td>111</td>
<td>single family</td>
<td>1</td>
<td>--</td>
<td>2.8</td>
<td>--</td>
</tr>
<tr>
<td>112</td>
<td>multi-family</td>
<td>1</td>
<td>--</td>
<td>1.8</td>
<td>--</td>
</tr>
<tr>
<td>113</td>
<td>mobile homes</td>
<td>1</td>
<td>--</td>
<td>2.5</td>
<td>--</td>
</tr>
<tr>
<td>114</td>
<td>Group Quarters</td>
<td>1</td>
<td>--</td>
<td>1.25</td>
<td>--</td>
</tr>
<tr>
<td>120</td>
<td>commercial</td>
<td>--</td>
<td>1,000</td>
<td>3.5</td>
<td>286</td>
</tr>
<tr>
<td>121</td>
<td>Office</td>
<td>--</td>
<td>1,000</td>
<td>3</td>
<td>333</td>
</tr>
<tr>
<td>122</td>
<td>Retail</td>
<td>--</td>
<td>1,000</td>
<td>8</td>
<td>125</td>
</tr>
<tr>
<td>124</td>
<td>Hotel/Motel</td>
<td>1</td>
<td>1.1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>125</td>
<td>Institutional/semi public</td>
<td>--</td>
<td>1,000</td>
<td>5</td>
<td>200</td>
</tr>
<tr>
<td>126</td>
<td>education</td>
<td>--</td>
<td>1,000</td>
<td>12</td>
<td>83</td>
</tr>
<tr>
<td>131</td>
<td>industrial</td>
<td>--</td>
<td>1,000</td>
<td>1</td>
<td>1,000</td>
</tr>
<tr>
<td>143</td>
<td>utilities</td>
<td>--</td>
<td>--</td>
<td>0</td>
<td>--</td>
</tr>
<tr>
<td>148</td>
<td>railroad</td>
<td>--</td>
<td>--</td>
<td>0</td>
<td>--</td>
</tr>
<tr>
<td>160</td>
<td>mixed use*</td>
<td>1</td>
<td>1,000</td>
<td>4</td>
<td>250</td>
</tr>
<tr>
<td>170</td>
<td>parks/recreation</td>
<td>--</td>
<td>--</td>
<td>1</td>
<td>--</td>
</tr>
<tr>
<td>173</td>
<td>Under construction</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>174</td>
<td>Cemeteries</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>301</td>
<td>vacant</td>
<td>--</td>
<td>--</td>
<td>0</td>
<td>--</td>
</tr>
<tr>
<td>303</td>
<td>Ranch land</td>
<td>1</td>
<td>--</td>
<td>2.5</td>
<td>--</td>
</tr>
<tr>
<td>401</td>
<td>Parking</td>
<td>--</td>
<td>--</td>
<td>0</td>
<td>--</td>
</tr>
<tr>
<td>501</td>
<td>Water body features</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* total count is combination of residential units and sqft ratio

Legend

- People
  - 0 - 6
  - 6 - 18
  - 18 - 36
  - 36 - 63
  - 63 - 100
  - 100 - 163
  - 163 - 249
  - 249 - 403
  - 403 - 795
  - 795 - 1517

Current as of 12/21/2021
# Sidewalk Evaluation Criteria

<table>
<thead>
<tr>
<th>Category</th>
<th>Weight</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tributary Employment, Population, and Number of Visitors</td>
<td>60 points</td>
<td>Potential riders (Population + Employment) &quot;upstream&quot; of specific sidewalk or crosswalk improvements on a connected route. The population, employment, and projected number of visitors are averaged per parcel to determine the Tributary Employment and Population.</td>
</tr>
<tr>
<td>Distance from Station</td>
<td>25 points</td>
<td>Distance from individual improvements, to station, measured at a straight-line distance (as the crow flies).</td>
</tr>
<tr>
<td>Major Destinations</td>
<td>5 points</td>
<td>Number of key destinations (hospitals/clinics/urgent care, schools, government buildings, grocery stores, malls, supercenters, entertainment, fine arts, parks, libraries, museums). <em>On gap block</em></td>
</tr>
<tr>
<td>Bicycle/Pedestrian Crashes</td>
<td>5 points</td>
<td>Number of bicycle and pedestrian crashes on gap block.</td>
</tr>
<tr>
<td>Posted Speed Limit</td>
<td>5 points</td>
<td>Posted speed limit of parallel street or street being crossed.</td>
</tr>
</tbody>
</table>

Each gap is scored out of 100 points to determine the project’s benefits.
Recommended Sidewalk Construction

High, medium, and low priorities for construction
Existing Walkshed Within Half-Mile Radius

<table>
<thead>
<tr>
<th>Priority</th>
<th>Persons Connected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>8,800</td>
</tr>
<tr>
<td>High</td>
<td></td>
</tr>
<tr>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>8,800</td>
</tr>
</tbody>
</table>
Resulting Improved Walkshed with High Priority Improvements

<table>
<thead>
<tr>
<th>Priority</th>
<th>Persons Connected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>8,800</td>
</tr>
<tr>
<td><strong>High</strong></td>
<td><strong>1,150</strong></td>
</tr>
<tr>
<td>Medium</td>
<td></td>
</tr>
<tr>
<td>Low</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>9,950</strong></td>
</tr>
</tbody>
</table>

Legend
- Green Circle: Downtown Denton Station
- Red Line: High Priority Gaps
- Blue Line: Existing Sidewalks/Trails
- White Area: 1/2 Mile Radius from Station
- Gray: Existing People/Parcels Connected
- Black: People Connected After High Priority Improvements
Resulting Improved Walkshed with High + Medium Priority Improvements

<table>
<thead>
<tr>
<th>Priority</th>
<th>Persons Connected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>8,800</td>
</tr>
<tr>
<td>High</td>
<td>1,150</td>
</tr>
<tr>
<td>Medium</td>
<td>2,360</td>
</tr>
<tr>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>12,310</td>
</tr>
</tbody>
</table>
Fully-Built Walkshed: **High + Medium + Low** Priority Improvements

<table>
<thead>
<tr>
<th>Priority</th>
<th>Total Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>8,817</td>
</tr>
<tr>
<td>High</td>
<td>1,143</td>
</tr>
<tr>
<td>Medium</td>
<td>2,365</td>
</tr>
<tr>
<td><strong>Low</strong></td>
<td><strong>790</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>13,100</strong></td>
</tr>
</tbody>
</table>
The Opinion of Probable Construction Costs is based on a **base** cost per linear feet:

- **The base** cost per linear feet includes construction items considered “standard” along with “standard” multiplier items.

- Specialty construction items that could be included based on the context of a project were **not** included in the base cost:
  - Utility relocation (lines, poles, boxes)
  - Railroad crossings
  - Traffic signals (RRFBs, PHB, countdown pedestrian signal)
  - Illumination
  - Retaining walls
  - Driveway reconstruction
  - Drainage culverts
  - Reinforced concrete pipe (RCP)

- Each project should be assessed by the local government for the context and adjust the base cost as applicable.

---

**Construction Items Included in Base Cost**

<table>
<thead>
<tr>
<th>Item</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk (5’)</td>
<td></td>
</tr>
<tr>
<td>Pedestrian Ramps</td>
<td></td>
</tr>
<tr>
<td>Curb and Gutter Repair</td>
<td></td>
</tr>
<tr>
<td>Drainage inlets (modify)</td>
<td></td>
</tr>
<tr>
<td>Pavement Markings (crosswalks)</td>
<td></td>
</tr>
<tr>
<td>Utility Adjustments (fire hydrant, manholes)</td>
<td></td>
</tr>
<tr>
<td>Signage Adjustments</td>
<td></td>
</tr>
<tr>
<td>Engineering Design (10%)</td>
<td></td>
</tr>
<tr>
<td>General Landscaping (4%)</td>
<td></td>
</tr>
<tr>
<td>SWPPP (2%)</td>
<td></td>
</tr>
<tr>
<td>Traffic Control (3%)</td>
<td></td>
</tr>
<tr>
<td>Mobilization (4%)</td>
<td></td>
</tr>
<tr>
<td>Federal Contingency (2%)</td>
<td></td>
</tr>
</tbody>
</table>

**BASE COST PER LINEAR FEET**

*The cost per linear feet does not include specialty construction items that could be included in a project based on the context of the project area, such as: utility relocation (lines, poles, boxes), railroad crossings, traffic signals (RRFB, Pedestrian Hybrid Beacon, APS/Countdown pedestrian signal, pedestrian signal), illumination, retaining walls, driveway reconstruction, drainage culverts, and reinforced concrete pipe (RCP).*
Questions?

Daniel Snyder, AICP
Senior Transportation Planner
Sustainable Development
dsnyder@nctcog.org
Trail-Oriented Development
Coordination, Benefits, & Examples
What is Trail-Oriented Development?

Trail-Oriented Development (TrOD) aims to create a built environment that integrates adjacent trails with development to result in a building form that holistically benefits all users.
Regional Veloweb and Land Uses for 5 Major Counties

PERCENT AREA OF LAND USES WITHIN .25-MILE OF VELOWEB

- Residential: 49%
- Commercial: 10%
- Institutional: 6%
- Parks/Recreation: 5%
- Industrial: 30%

Legend:
- Regional Veloweb
- Commercial
- Residential
- Institutional
- Industrial
- Counties
- Parks/Recreation
Regional Trail Overview

519 miles of existing trails

128 miles of funded trails

1,256 miles of planned trails

Note: More analysis needed to assess trail usage and plans for other counties
Regional Trail Usage

Increase in Full Week Trail Usage vs Baseline

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

Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in Feb 2021 by week-long winter storm
Benefits of TrOD/Active Transportation

- Encourage healthier lifestyles
- Improve quality of life
- Catalyze real estate development
- Potential to increase property values
- Encourages private-public partnerships
- Attracts tourists and visitors – further supports job and business growth
Fiscal and Economic Benefits of TrOD

• Nation’s trail economy generates more than $34.1 billion annually (Rails to Trails Conservancy Study)

• Could grow to more than $138.5 billion annually as connectivity and Active Transportation increase

• Proximity to trails can raise property values

• Katy Trail in Dallas
  • 3.5-mile Katy Trail has resulted in roughly $907 million in Park-Oriented Development
  • $880,000 in real estate per acre has been created in Uptown and Oak Lawn neighborhoods in Dallas over last 18 years

Resources:
• TrOD: Trails and Economic Development
• TrOD: The Next Frontier in People-Friendly Design

Coordinated Land Use and Transportation Planning Task Force
Making TrOD Work

Coordination and Partnerships
• Need partnerships between planning, economic development, and parks departments
• Could also involve Chamber of Commerce, tourism directors, local developers, property owners, “Friends Of” Groups, and ISDs
• Work with private sector on how is it promoted or “sold”

Policymaking strategies
• Consider how TrOD can be supported through zoning ordinances (set asides? parking?)
• Review building codes to verify trail-friendly retrofits are supported
• Include TrOD in comprehensive, park, or master plans
• Commit to regular maintenance schedule

Funding
• Determine who will pay for what (Capital + Maintenance)
• Strategize on possible incentives for developers and property owners
• Work with Special Districts (Economic Development Corporations, TIFs, PIDS, etc.) to determine funding resources
• Consider test pilot project
Challenges of TrOD

- Vision and Opportunity
- Lack of coordination / communication
- Thinking of trails as assets in a different way
- Lack of project awareness
- Funding availability
- Parking
National Examples of TrOD

**Lafitte Greenway in New Orleans** - 2.6-mile linear park that connects the French Quarter area to City Park that encourages new development

**Spoke Bicycle Café in Los Angeles** – Café located along LA River Bike Path with bicycle shop, outdoor space for gatherings, and a restaurant

**Silver Moon Lodge in Albuquerque** – Workforce housing located near large retail area that substituted covered parking for a bicycle repair shop and bicycle lockers
Have you worked on Trail-Oriented Development (TrOD) projects in your current position?

A. Yes, I have been directly involved with TrOD projects

B. No, but I’ve worked on development projects that included a trail connection

C. I have never worked on projects that incorporated trails

Scan QR code to answer poll question in Mentimeter
Please select challenges preventing your organization from implementing Trail-Oriented Development:

A. Vision and opportunity
B. Funding availability
C. Lack of coordination
D. Parking
E. Lack of project awareness
F. Other (enter in chat)

Scan QR code to answer poll question in Mentimeter
Trail Oriented Development on the Trinity River and Trails
Clearfork | The Trailhead
Hotel Drover
Phyllis J. Tilley Memorial Pedestrian Bridge
River District
Riverwalk Homes
Waterside
West Bend
River Loop Trail
Trail-Oriented Development Primer

April 21, 2022
Published in 2018

Strategies to prompt investment

Local case studies/scenarios:
- City of Liberty
- White Oak Bayou Village
- Lockwood Water Plant

www.h-gac.com/trail-oriented-development
OUTDOOR STRATEGIES

Low-Investment
- Outdoor furniture
- Landscaping
- Bike parking
- Dog water bowls
- Bike tire pump
- Programmed events
- Water station

Moderate-Investment
- Public art
- On-site bike rentals
- Bike tool stations
- Dedicated repair station
- Canopy/shade structure
- Movable water hose
- Open space for events
- Wayfinding signage

High-Investment
- Bike part vending machine
- Direct trail access
  - Trail widening
  - Sidewalks
  - Bike/ped bridges
  - Trail extension

INDOOR STRATEGIES

Low-Investment
- Free water refills
- Discounts for trail users
- Free restroom use

Moderate-Investment
- Dedicated bike storage
- Locker facilities

High-Investment
- Bike valet
- On-site bike mechanic
- Shower facilities
- Widened hallways
- Bike elevators
- Key-card protected storage
Partnerships

- Offer municipal ROW
- Connect key property owners
- Support trail-related events
- Provide information to businesses
Policy

- Data gathering
- Parking demand/ordinances
- Building codes
- TrOD in park and trail plans
Funding

- Matching grant programs
- Donated volunteer time and materials from community groups
- Sales/property tax for trail maintenance
City of Liberty Trailhead

- Liberty County
- Low-investment
- Partnership with Trinity River National Wildlife Refuge
Neighborhood access points
Lockwood Water Plant

- Harris County
- High-investment
- Part of multi-phase trail master plan
Trail Towns in the 1093 Rail Trail Vision

www.h-gac.com Serving Today • Planning for Tomorrow
Thank you!

www.h-gac.com/trail-oriented-development

Sarah Torresen
sarah.torresen@h-gac.com
Meet the Speaker

Erica Marohnic
Director

Dallas Road TOD Corridor/Cotton Belt Trail Extension

Planning Services
Planning Code Enforcement

Kathy Nelson
CIP and Planning Manager, Parks & Recreation Department
2016
Grapevine Strategic Plan
Began May 2016.

2017
NCTCOG Set-Aside Funding Program
Parks & Recreation Department led the funding and schematic planning efforts working with several consultant firms and Grapevine’s Public Works Department.

2020
Construction Begins
Began January 2020.

2021
Construction Completed
Completed September 2021.
Project at a Glance

Alterations and enhancements to the Dallas Road corridor

Facilitation of pedestrian, bicycle and vehicle access to new TexRail Station, downtown and TOD.

Creation of a more comfortable and safer zone for pedestrians and cyclists.

Dallas Road TOD Corridor/Cotton Belt Trail Extension
Cotton Belt Trail
Grapevine

- 57 mile regional trail in the 2045 Regional Veloweb Plan
- Central local trail with many planned connections to the City’s trail system
Cotton Belt Trail Grapevine

- 57 mile regional trail in the 2045 Regional Veloweb Plan
- Central local trail with many planned connections to the City’s trail system

Dallas Road TOD Corridor/Cotton Belt Trail Extension
Cotton Belt Trail Grapevine

- 57 mile regional trail in the 2045 Regional Veloweb Plan
- Central local trail with many planned connections to the City’s trail system

Dallas Road TOD Corridor/Cotton Belt Trail Extension
• Regional Trail - 57 miles from Fort Worth to Plano
• 6.5 miles planned through Grapevine
• 3 miles are existing
• 1.5 miles completed in September 2027
• Remaining 2 miles are funded and in design phase
• June 2022 all 6.5 miles completed

<table>
<thead>
<tr>
<th>Complete Streets</th>
<th>Narrowed lanes, raised landscaped medians, separated multiuse path and did not provide separate bike lane, and pedestrian scale lighting.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Owner Engagement</td>
<td>Spoke with property owner and tenants door to door to gain buy-in. Sought to reduce number of curb cuts.</td>
</tr>
<tr>
<td>Design Specifics</td>
<td>Reduced the number of driveways, tightened up radii, armoured radii, reduced vehicle turning movements (e.g. no free lefts), used different materials to mark trail crossing over driveways.</td>
</tr>
</tbody>
</table>
## Project Specifics

**Cotton Belt Trail Grapevine**

<table>
<thead>
<tr>
<th>Funding</th>
<th>Construction Bid</th>
<th>Construction Timeline</th>
<th>Project Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017 NCTCOG TA Set-a-side Funding - $5 million</td>
<td>$8.4 million</td>
<td>January 2020 to September 2021</td>
<td>Create a more comfortable and safer zone for pedestrians and bicycles as part of the critical last 1/2 mile for the new TexRail Station and rapidly emerging transit oriented development.</td>
</tr>
</tbody>
</table>
Dallas Road Section

Dallas Road TOD Corridor / Cotton Belt Trail Extension

- Complete Streets
  - Narrowed lanes, raised landscaped medians, separated multiuse path and did not provide separate bike lane, and pedestrian scale lighting.

- Property Owner Engagement
  - Spoke with property owner and tenants door to door to gain buy-in. Sought to reduce number of curb cuts.

- Design Specifics
  - Reduced the number of driveways, tightened up radii, armoured radii, reduced vehicle turning movements (e.g. no free lefts), used different materials to mark trail crossing over driveways.
Driveway Treatments

Ex. Driveway To Be Closed

Pavers Across Driveway

Dallas Road TOD Corridor/Cotton Belt Trail Extension
Refuge Islands & Restricted Vehicular Movements

- Proposed Islands
- Prohibited Left Turn onto Dallas
- Hooded Left Turn from Dallas Rd.
- Prohibited Left Turn from Ira E. Woods

Dallas Road TOD Corridor/Cotton Belt Trail Extension
Midblock Crossings, Crosswalks, Sidewalks & Lighting

Dallas Road TOD Corridor/Cotton Belt Trail Extension
Added Components

- 6’-wide sidewalks.
- 125 Shade trees and pedestrian lighting equally spaced with benches and trash receptacles.
- Landscaped center median and 5’-wide landscaped buffers back of curb.
- Narrower travel lanes.
- Reduced number of driveways with tighter radii.

- 3 mid-block crossings with RFB and pavers.
- 1 new signalized intersection with crosswalks and pavers.
- 2 enhanced signalized intersections with refuge islands and paving design.
- 1.5 miles of the regional Cotton Belt Trail with driveway demarcation.
Transit District Overlay (TDO)

Intensity Sub-Districts

Dallas Road TOD Corridor / Cotton Belt Trail Extension

Study Area: 174.61 Acres

Map showing the Intensity Sub-Districts with different color codes indicating various intensity levels.
Grapevine Main/Hotel Vin
Grapevine Main/Hotel Vin Imagery
Before & After Images

Dallas Road TOD Corridor /Cotton Belt Trail Extension
Before & After Images

Dallas Road TOD Corridor / Cotton Belt Trail Extension
Before & After Images

Dallas Road TOD Corridor / Cotton Belt Trail Extension
Thank You
Announcements
Community Gardens Program Guide

- Connection between food access and transportation/land use
- Overview of food desert and food access issues
- Guidance and tools for starting city-led community gardens programs
- Green space analysis to show best potential garden sites on publicly-owned property near transit
- Common challenges and opportunities of garden programs
- Expected completion: late 2022

Photo courtesy of DART
Regional Parking Database: Update

Extending recruitment to **May 20** for survey submissions

**Launching Targeted Recruitment Effort**

- **Land use:** office and multi-family residential
- **Geographies:**
  - Collin County
  - S. Dallas County
  - N. Tarrant County
  - City of Fort Worth
  - City of Dallas
  - City of Arlington
  - City of Denton
  - City of Plano
  - City of Garland

Learn more and help share the project: [NCTCOG.org/PARKING](http://NCTCOG.org/PARKING)
After Today's LUTTF

Log AICP CM Credits

Complete Post-Event Survey
https://forms.office.com/r/629wyQT21N

Access Meeting Recording and Slides
www.NCTCOG.org/LUTTF

Coordinated Land Use and Transportation Task Force – Trail-Oriented Development
CONTACT US

Karla Windsor, AICP
Senior Program Manager
kwindsor@nctcog.org

Shawn Conrad, PhD
Principal Planner
sconrad@nctcog.org

Travis Liska, AICP
Principal Planner
tliska@nctcog.org

Sydnee Mangini
Transportation Planner
smangini@nctcog.org

Stuart Burzette
Transportation Planner
sburzette@nctcog.org

Catherine Osborn
Transportation Planner
cosborn@nctcog.org