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
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
Regional Growth – 2010 to 2020

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://data-nctcoggis.opendata.arcgis.com/search?tags=Demographic
Regional Growth – 2010 to 2020

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

Legend:
- Growth rate of 30% or higher
- Growth rate between 20% and 29%
- Growth rate between 10% and 19%
- Growth rate lower than 10%
<table>
<thead>
<tr>
<th>City</th>
<th>Growth Rate</th>
<th>Population Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Celina</td>
<td>255.52%</td>
<td>15,402</td>
</tr>
<tr>
<td>Prosper</td>
<td>201.18%</td>
<td>18,957</td>
</tr>
<tr>
<td>Northlake</td>
<td>185.96%</td>
<td>3,206</td>
</tr>
<tr>
<td>McLendon-Chisholm</td>
<td>175.31%</td>
<td>2,407</td>
</tr>
<tr>
<td>Melissa</td>
<td>161.77%</td>
<td>7,595</td>
</tr>
<tr>
<td>Fate</td>
<td>158.94%</td>
<td>10,226</td>
</tr>
<tr>
<td>Princeton</td>
<td>109.93%</td>
<td>7,483</td>
</tr>
<tr>
<td>Aubrey</td>
<td>107.32%</td>
<td>2,785</td>
</tr>
<tr>
<td>Josephine</td>
<td>98.28%</td>
<td>798</td>
</tr>
<tr>
<td>Midlothian</td>
<td>91.16%</td>
<td>16,443</td>
</tr>
</tbody>
</table>

**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
705,188 total gain

**Suburban Edge**
33% growth rate
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

- Residential: 15%
- Commercial: 4%
- Institutional: 1%
- Transportation/Utilities: 4%
- Parks/Reserved Land: 8%
- Parks/Reserved Land: 63%
- Vacant: 1%
- Agricultural/Natural: 1%
- Lakes/Ponds: 13%

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

- Residential: 42%
- Commercial: 13%
- Institutional: 11%
- Transportation/Utilities: 3%
- Parks/Reserved Land: 10%
- Vacant: 5%
- Agricultural/Natural: 13%
- Lakes/Ponds: 2%

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

Karla Weaver, AICP
Senior Program Manager
kweaver@nctcog.org

Travis Liska, AICP
Senior Transportation Planner
tliska@nctcog.org

Shawn Conrad, PhD
Principal Transportation Planner
sconrad@nctcog.org

Sydnee Steelman
Transportation Planner
ssteelman@nctcog.org
What is Curb Management?

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

Ranges from signage/striping 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

In most cities, streets constitute the largest percentage of public property, and this space must be reasonably distributed among the needs of the many different uses of urban streets. Designs must accommodate people walking, cycling, riding transit, enjoying public spaces, providing city services, doing business, and driving. This chapter identifies design elements and strategies to support safe and inviting spaces for the varied uses of people using urban streets.

- **Pedestrians**
  - Include people of all abilities and ages, walking, sitting, waiting, and moving within urban streets.
  - Design for human scale, sidewalk continuity, and pedestrian protection.

- **Cyclists**
  - Include people on bicycles, in bike-sharing, and cargo bikes.
  - Facilities should be safe, clear, intuitive, and well-lit.

- **Transit Riders**
  - Include people using collective transport such as city buses, shuttles, or small passenger vehicles.
  - Facilitate the movement of people in transit.

- **Motorists**
  - Include people driving personal vehicles for on-demand, point-to-point transport.
  - Facilitate the movement of people in private vehicles.

- **Freight Operators and Service Providers**
  - Include people driving vehicles that may not be pedestrian-friendly.
  - Facilitate the movement of freight.

- **People Doing Business**
  - Include vendors, street vendors, and others.
  - Facilitate the movement of people and goods.
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 Symposia
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
YOU ARE HERE - THE CURB MANAGEMENT SCALE

Communities in this stage are just beginning their curb management journey. They may have curbs, gutters, and sidewalks in some or most areas, and have clearly delineated where the public right-of-way is located.

Communities in this stage are starting to enforce rules and regulations at the curb, such as parking time limits, loading zones, vehicle storage and abandonment ordinances, and others.

Communities in this stage have started to add public elements to the curb, such as sidewalk improvements, standard bike lanes, and other streetscaping.

Communities in this stage have allocated portions of the right-of-way to active modes of travel, like separated bike lanes and enhanced bus stops.

Communities in this stage are using the right-of-way to create travel areas for their transit systems, such as dedicated bus lanes and protected bike lanes.

Communities in this stage have started to monetize the curb through paid on-street parking.

Communities in this stage are accommodating other demands at the curb, such as parklets, Uber and Lyft pick up and drop off, and enhanced commercial delivery loading zones. Uses for these zones may change throughout the day to accommodate demand.
Curb Management Regional Planning Guide

Land Uses Best Suited for Curb Management
- Central Business Districts
- Downtowns
- Entertainment Districts (theaters, stadiums, arenas)
- Mixed-Use Developments
- Shopping Destinations
- Airports
- Hospitals
- College Campuses

Land Uses that Typically Don’t Need Curb Management
- Single family residential neighborhoods
- Big Box Stores

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
- 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 primary activities occurring at the curb?
- 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

What are the communities' goals for the curb? Consider city-wide mobility & planning goals.
Curb Management Regional Planning Guide

Available online at

www.nctcog.org/parking
Contacts

Karla Weaver, AICP
Senior Program Manager
kweaver@nctcog.org

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

Dallas Morning News
Dallas Business Journal

North Central Texas Council of Governments
Bicycle Count Trends by Region
(Percent Change Sept 2020 vs Sept 2019)

Source: Eco-Counter. The “Southwest” region includes Texas, New Mexico, and Arizona.
The Dallas Morning News

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.

Selected Bike and Pedestrian Count Sites

Bicycle Sales Booming During Coronavirus Pandemic

Business Booming For Bike Sales
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)

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.
# Daily Average Trail Volumes
(May 2019 vs May 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.

<table>
<thead>
<tr>
<th>Route</th>
<th>2019 Volume</th>
<th>2020 Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denton Branch Rail Trail - Morse St</td>
<td>165</td>
<td>255</td>
</tr>
<tr>
<td>Fort Worth Trinity Trails - Clearfork</td>
<td>1,306</td>
<td>2,315</td>
</tr>
<tr>
<td>Plano - Chisholm Trail - Orlando Dr</td>
<td>316</td>
<td>704</td>
</tr>
<tr>
<td>Allen - Watters Trail</td>
<td>866</td>
<td>2,544</td>
</tr>
<tr>
<td>North Richland Hills - Cotton Belt Trail</td>
<td>158</td>
<td>358</td>
</tr>
<tr>
<td>Dallas - Katy Trail - Harvard St</td>
<td>1,765</td>
<td>2,907</td>
</tr>
<tr>
<td>Dallas - Santa Fe Trail - Glasgow Dr</td>
<td>992</td>
<td>2,109</td>
</tr>
<tr>
<td>Dallas - Santa Fe Trail - Winstead</td>
<td>1,045</td>
<td>2,528</td>
</tr>
</tbody>
</table>
Day of Week
(Percent Change May 2019 vs May 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.
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.
Hourly Profile
(Percent Change May 2019 vs May 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.
FORT WORTH BIKE SHARING
(Rider Trips By Month 2019 vs 2020)

Source: Fort Worth Bike Share
350 bikes. 46 stations.
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

Dallas Morning News
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?
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

- 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
- Downtown Association requested meeting to bring Parklet idea to the City - indicated potential support for the program
- 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?
Completed Parklet 126 construction.

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

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

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

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

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

Questions?

matt.jones@mansfieldtexas.gov 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 setback 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.
- Sit 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
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

Trips

2020, 2019  Total  Leisure  Commute

2020 Total
363,099

2019 Total
337,262

Months


STRAYA | METRO
DENVER
BY BIKE

People

2020, 2019
☐ Total ☑ Locals ☐ Visitors

2020 Total 2019 Total
27,968 20,965

Months

2019 Locals 2020 Locals

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

- Lakewood Hills: $118,824
- Lakewood: $96,243
- Cochran Heights: $80,151
- Sunset Hill: $59,422
- Kidd Springs: $57,377
- Parkdale: $55,989
- Winnetka Heights (2): $50,237
- Joppa: $39,863
- Edgewood: $31,295

Dallas Average: $53,921

Source: 2020 Esri Demographics
DALLAS PARKLETS & SLOW STREETS
For Social Distancing & Safe Space Outdoors

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
Bus Rapid Transit (BRT)

Dedicated Lanes

Bus-Only Lanes

Transit Signal Priority
Bus Rapid Transit (BRT)

Level Boarding

Pre-purchased Fares

Rail Like Stations

TRINITY METRO®
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

Phil Dupler
Director of Planning
801 Cherry St., Suite 850
Fort Worth, TX 76102
Phone: 817-215-8701
Email: phil.dupler@rideTM.org
Denton County Transportation Authority

Lindsey Baker
Director of Government Affairs
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
DART Red and Blue Lines
TOD Survey 2019 Results

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Random Sampling</th>
<th>Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residents</td>
<td>Source: 146,196 addresses from USPS database Sample: 15,198 mailed packets (online option) and 51,877 calls</td>
<td>1,540 complete</td>
</tr>
<tr>
<td>Businesses</td>
<td>Source: 16,596 addresses InfoUSA database Sample: 12,853 Mailed packets (online option) and called 10,231 w/ valid phone numbers</td>
<td>1,039 complete</td>
</tr>
<tr>
<td>Employees</td>
<td>Source: Subset of business data Sample: 389 businesses distributed to employees by email or paper</td>
<td>550 completed</td>
</tr>
</tbody>
</table>
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:
- 0.25 mile: 7%
- 0.5 mile from station: 17%
- 1 mile: 23%
Resident Travel Mode Split

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

<table>
<thead>
<tr>
<th>Mode</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drove Alone</td>
<td>80.8%</td>
</tr>
<tr>
<td>Carpooleled</td>
<td>9.5%</td>
</tr>
<tr>
<td>Public Transit</td>
<td>1.3%</td>
</tr>
<tr>
<td>Walked</td>
<td>1.3%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0.1%</td>
</tr>
<tr>
<td>Taxicab, Motorcycle, other</td>
<td>1.2%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>5.8%</td>
</tr>
</tbody>
</table>

DFW Metro Area (Census ACS 2018 5-yr)
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

<table>
<thead>
<tr>
<th>Factor</th>
<th>Essential</th>
<th>Somewhat Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost of housing</td>
<td>82%</td>
<td>16% 98%</td>
</tr>
<tr>
<td>Low crime rate within neighborhood</td>
<td>78%</td>
<td>18% 96%</td>
</tr>
<tr>
<td>Sidewalks throughout the neighborhood</td>
<td>57%</td>
<td>36% 93%</td>
</tr>
<tr>
<td>Quiet neighborhood</td>
<td>51%</td>
<td>38% 89%</td>
</tr>
<tr>
<td>Parks and open spaces nearby</td>
<td>48%</td>
<td>41% 89%</td>
</tr>
<tr>
<td>Easy access to the freeway</td>
<td>46%</td>
<td>40% 86%</td>
</tr>
<tr>
<td>Low level of car traffic on neighborhood streets</td>
<td>42%</td>
<td>43% 85%</td>
</tr>
<tr>
<td>Restaurants, etc. w/i walking distance</td>
<td>39%</td>
<td>43% 82%</td>
</tr>
<tr>
<td>Nearby theaters, libraries, music venues etc.</td>
<td>35%</td>
<td>47% 82%</td>
</tr>
<tr>
<td>Close to workplace</td>
<td>44%</td>
<td>37% 81%</td>
</tr>
<tr>
<td>Food/grocery shopping within walking distance</td>
<td>46%</td>
<td>33% 79%</td>
</tr>
<tr>
<td>Neighborhood character and architecture</td>
<td>37%</td>
<td>41% 78%</td>
</tr>
<tr>
<td>More living space</td>
<td>37%</td>
<td>39% 76%</td>
</tr>
<tr>
<td>Lots of parking</td>
<td>36%</td>
<td>39% 75%</td>
</tr>
<tr>
<td>Easy access to DART service</td>
<td>39%</td>
<td>35% 74%</td>
</tr>
</tbody>
</table>

North Central Texas Council of Governments
Transit Business Location Influence

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

- The availability of parking for customers and employees: 70% strong influence, 28% somewhat of an influence
- Having easy access by car for customers or employees: 69% strong influence, 20% somewhat of an influence
- Having nearby restaurants, coffee shops, or bars viewed as a benefit by your employees: 53% strong influence, 29% somewhat of an influence, 24% no influence
- High visibility of business to cars passing by: 44% strong influence, 16% somewhat of an influence, 28% no influence
- Your employees seeing a DART commute option as a benefit: 34% strong influence, 22% somewhat of an influence, 12% no influence
- Customer foot traffic from employees at nearby businesses: 26% strong influence, 13% somewhat of an influence, 13% no influence
- Having access to a larger workforce through DART: 24% strong influence, 15% somewhat of an influence, 9% no influence
- Customer foot traffic from a rail station: 20% strong influence, 12% somewhat of an influence, 8% no influence
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

- I am highly unlikely to ever use DART for my work commute: 55.1%
- Living closer to a DART stop or station: 27.1%
- More frequent bus/rail service that matches my schedule: 18.4%
- Higher quality, comfort, and security of DART vehicle/train: 17.8%
- Gas prices went way up: 13.9%
- Shuttle service between my work place and a DART station: 12.3%
- More convenient and high quality walking/bicycling path between DART and...: 12.3%
- Lower transit fares: 8.7%
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?

- Better lighting at night: 61%
- More/better sidewalks: 47%
- Reduced speed/volume of traffic: 41%
- More bike lanes/separate bike lanes: 40%
- More safe road crossings: 40%
- More shade/street trees: 37%
- None: 8%
- Street quality*: 2%
- Safety/security*: 1%
- Other*: 12%

* 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)
Contact

Travis Liska, AICP
Senior Transportation Planner
tliska@nctcog.org

Karla Weaver, AICP
Senior Program Manager
kweaver@nctcog.org