

North Texas Transit-Oriented Development Task Force

September 5, 2018

William J. Pitstick Executive Board Room



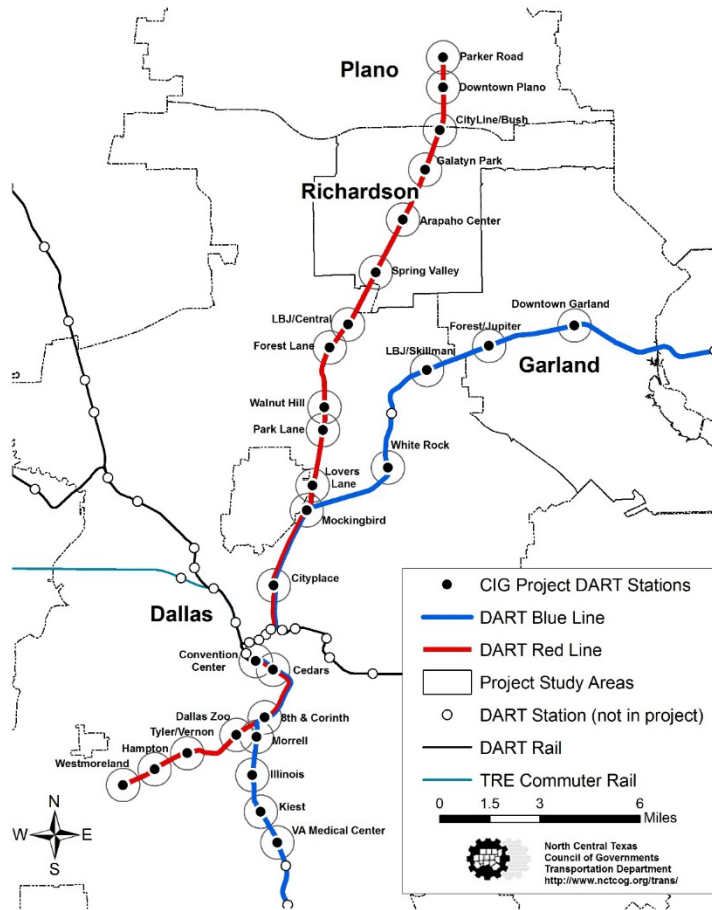
North Central Texas
Council of Governments

Meeting Outline

1. City of North Richland Hills TOD Projects – Clayton Comstock
2. City of Garland TOD Projects - Nathaniel Barnett
3. Implementation of Regional Trails to Rail Stations- Kevin Kokes
4. Update on FTA Planning Pilot for TOD
5. Announcements and Upcoming Events



Federal Transit Administration: TOD Planning Pilot Grant



- First/Last Mile Pedestrian Routes to Rails Connectivity
- TOD Parking Utilization Study
- TOD Resident / Employee Survey



FTA TOD Pilot Progress

First/Last Mile Pedestrian Routes to Rails Connectivity

- Conditions analysis and review in station areas underway
- Anticipated final report - Summer 2019

Parking Utilization Study

- Data collection at selected sites underway
- Anticipated final report - Spring 2019

Resident / Business Survey

- Anticipated procurement - Winter 2018



FTA TOD Planning Pilot Deliverables



Recommendations for targeted sidewalk or path construction, some preliminary design on key corridors, and priority tool for future identification



Observed TOD parking use data and policy recommendations

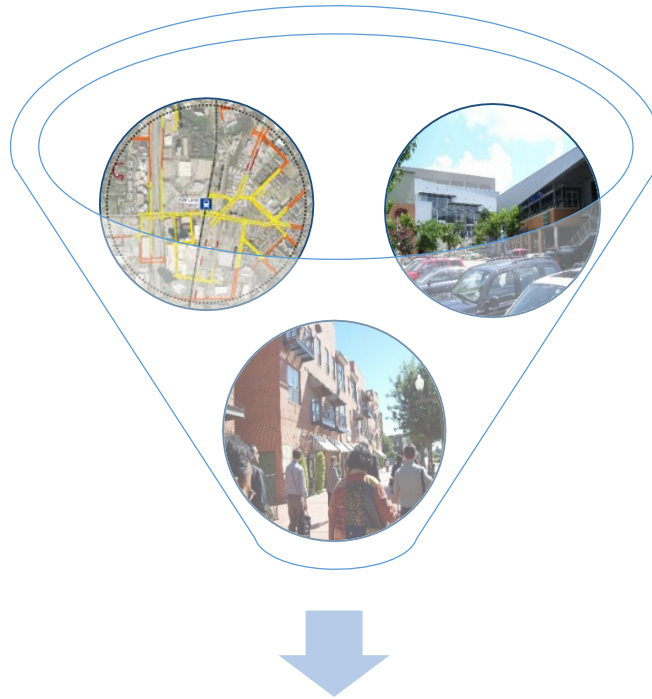


Travel behavior, preferences, and demographics on who lives, works, or has a business near rail stations



FTA TOD Planning Pilot Deliverables

Task 4



Comprehensive corridor TOD recommendations
(tentatively Fall 2019)



Announcements

- ULI Technical Planning Assistance (TAP) for parks, trails, and open space
 - \$20,000 in free technical assistance
 - Applications due 9/28/18
 - <https://northtexas.uli.org/get-involved/taps/>



Updated Website



Home > Transportation > Regional Planning & Projects > Sustainable Development > Transit-Oriented Development

Transit-Oriented Development



Transit-Oriented Development (TOD) is a style of planning and development that encourages pedestrian activity with a mix of higher density employment, housing, and commercial land uses within a half-mile walking distance of a passenger rail station. TOD encourages the choice to bike or walk in combination with transit use through a well-designed, accessible built environment and connected network of bike and

nctcog.org/tod

- Regional Planning & Projects
- Congestion Management
- Maps, Models & Data
- Quality of Life
- Funding & Business
- Plans, Studies, Reports
- Get Involved
- About Transportation



TOD Mixed-Income Housing

Trinity Metro (Fort Worth Transportation Authority)/Fort Worth Housing Authority – Strategic Partnership with NCTCOG



Walkable Districts in North Texas

URBANISM

You Should Be Able to Safely Walk in Dallas-Fort Worth

Other regions have discovered huge value in walkable urban places while North Texas lags. But that is changing—fast.

BY CHRISTOPHER B. LEINBERGER AND TRACY LOH | PUBLISHED IN D MAGAZINE DALLAS AND THE
NEW URBANISM 2018

<https://www.dmagazine.com/publications/d-magazine/2018/dallas-and-the-new-urbanism/the-walkability-premium/>



Upcoming Events

- September 27 - Tarrant Transit Alliance, Transit Academy - <https://ttatransitacademy2018.splashthat.com/>
- October 21 – 24 – Rail~Volution – Building Livable Communities with Transit, Pittsburgh - <https://railvolution.org/>
- November 5 – Mobility on Demand Working Group - <https://www.nctcog.org/trans/plan/transit/emerging-transit-trends/mobility-on-demand-working-group>
- November 14 – Bicycle and Pedestrian Advisory Committee - nctcog.org/trans/committees/bpac



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