

# 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 be recorded.



Recording and presentation will be shared after the meeting: [www.NCTCOG.org/LUTTF](http://www.NCTCOG.org/LUTTF)

Poll: What themes, issues, or topics, would you like to hear about in 2024?

<https://www.menti.com/alzymbfmh3jrv>





North Central Texas Council of Governments

# Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | 10/19/2023



# 2023 Task Force Meeting Schedule

January 19

April 20

July 20

October 19

[www.NCTCOG.org/LUTTF](http://www.NCTCOG.org/LUTTF)



# Today's Meeting

## Local Updates

USDOT RCN Grant submitted by NCTCOG  
Climate Pollution Reduction Grants Overview

## Development around Multimodal Context Sensitive Streets

- The Economic Impact of Walkable and Bikeable Communities - NCTCOG
- Irving Boulevard – Downtown Irving
- South Main Street – Fort Worth
- Main and Mill Streets – Downtown Lewisville

## Panel Discussion

## Announcements



A blue-tinted photograph of a city street scene. In the foreground, two women are walking from left to right, one carrying a white bag. The street is lined with buildings, trees, and outdoor seating areas. A sign for 'PATRIZIO' is visible on a building to the right. The overall atmosphere is urban and active.

# Local Updates

# Reconnecting Communities and Neighborhoods (RCN) USDOT Grant

<https://www.transportation.gov/grants/rcnprogram>

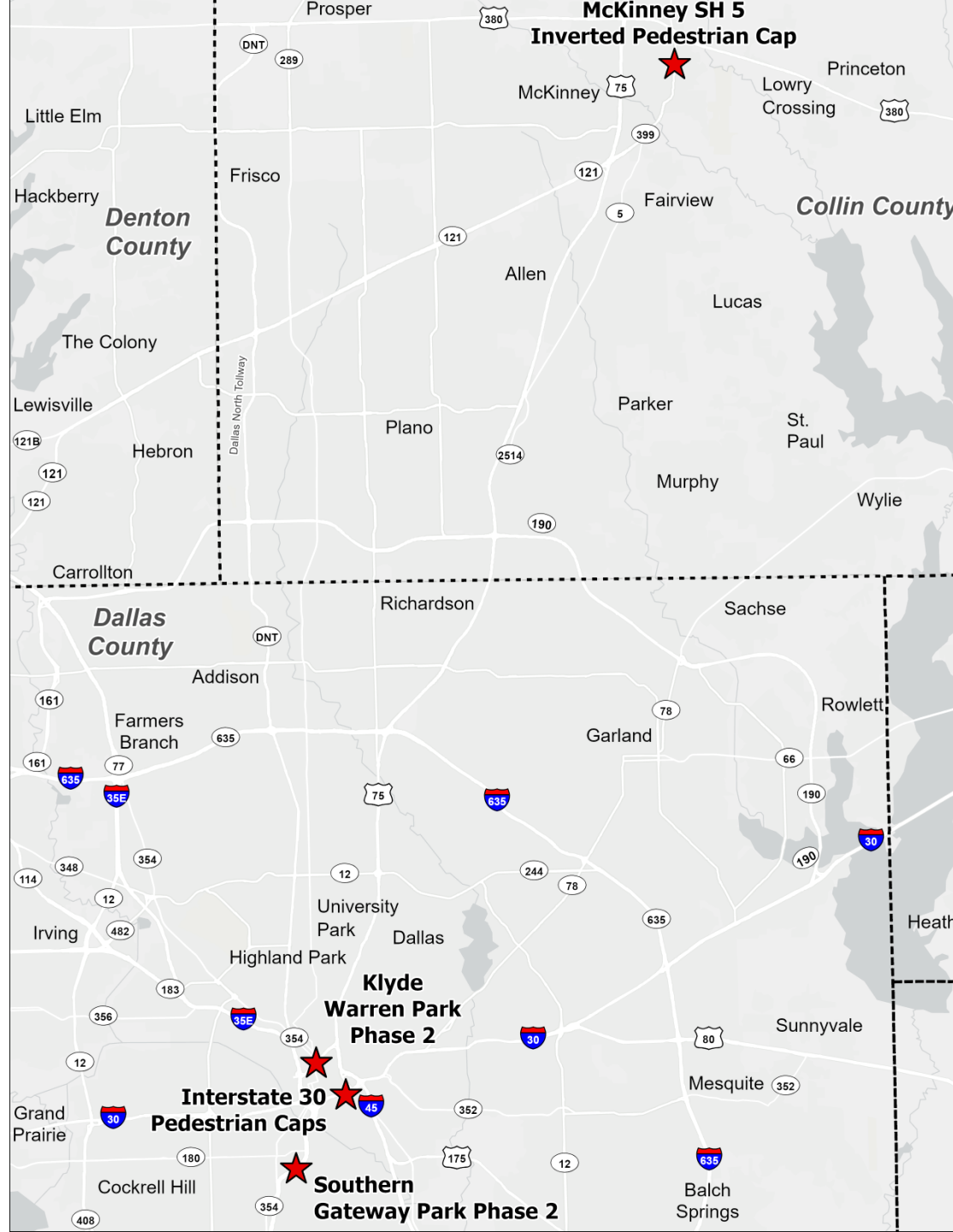
NCTCOG submitted an RCN grant application requesting \$95 million for transportation-related components of four pedestrian cap (deck park) projects:

- Klyde Warren Park Phase 2
- Southern Gateway Park Phase 2
- Dallas Interstate 30 Canyon Caps
- McKinney State Highway 5 “inverted cap”/ below-grade plaza



# Map

Locations of the four pedestrian caps



# KWP 2.0 (left) and SGP (right)





# Dallas IH 30 (left) and McKinney SH 5 (right)





# Climate Pollution Reduction Grants Overview

**Lori Clark, Senior Program Manager  
Coordinated Land Use and Transportation  
Planning Task Force  
10.19.2023**

# CPRG Planning Grants Overview

Climate Pollution Reduction Grants (CPRG) Established by Bipartisan Infrastructure Law

Administered by the Environmental Protection Agency (EPA)

North Central Texas Council of Governments (NCTCOG) received \$1 million to serve as Lead Agency for Dallas-Fort Worth area to develop a regional plan; collaboration includes  
NCTCOG Transportation, Environment and Development, and Workforce Departments  
Local Governments (all 16 counties included)  
Public Engagement

EPA-Required Deliverables Include:

- Priority Climate Action Plan (PCAP) – Due March 1, 2024
- Comprehensive Climate Action Plan (CCAP) – Due Summer 2025
- Status Report – Due Summer 2027

Deliverables will be incorporated into **Dallas-Fort Worth Air Quality Improvement Plan**  
Include Local Air Quality Issues of Regional Importance (Ozone, Particulate Matter)



# CPRG Implementation Grants Overview

## \$4.3 Billion Nationwide for Implementation Grants

### Goals:

- Advance the transition towards a decarbonized economy
- Improve air quality
- Pursue innovative policies and programs that are replicable and can be “scaled up” across jurisdictions
- Benefit low-income and disadvantaged communities
- Incorporate high labor standards
- Support measures for which funding is unavailable or insufficient

### Eligible Measures:

- New stand-alone measures
- Expansion of current measures that are already implemented
- New measures which needs additional funding

**To be eligible for CPRG Implementation Grant funding a measure must be included in a PCAP**



# CPRG Implementation Grant Award Structure

30-115 Awards Anticipated

Eligible Applicants Include Lead Agencies, States, Municipalities, Tribes

Competition Incentivizes Collaborative Applications

- Scoring based on cumulative benefits of proposed initiatives
- EPA will not award multiple grants for the same initiative in the same area
- EPA anticipates no more than 2 awards to applicants at same level of government within a certain area

Tier	Grant Ranges	Funds Targeted for Each Tier	Anticipated Number of Grants to be Awarded
Tier A	\$200M - \$500M	\$2B	4-10
Tier B	\$100M - \$199M	\$1.3B	6-13
Tier C	\$50M - \$99M	\$.6B	6-12
Tier D	\$10M - \$49M	\$.3B	6-30
Tier E	\$2M - \$9.9M	\$.1B	10-50



# Example Measures from EPA Notice of Funding Opportunity (NOFO) – Land Use

Sector	Measures
<b>Transportation</b>	<ul style="list-style-type: none"><li>- Programs to increase electric vehicles (EV) adoption (incentive programs, infrastructure, policies, etc.)</li><li>- Transportation pricing programs, such as parking and road pricing</li><li>- Policies to support transportation management incentive programs to reduce vehicle trips or travel and expand transit use</li><li>- Update building and zoning codes to encourage walkable, bikeable, and transit-oriented development</li><li>- Encourage mode shift from private vehicles to walking, biking, and public transportation (complete streets, bike share programs, low speed e-bike subsidies, public transit subsidies)</li></ul>
<b>Carbon Removal Measures</b>	<ul style="list-style-type: none"><li>- Policies to promote improved forest management</li><li>- Urban afforestation and green infrastructure programs</li><li>- Restoration of degraded lands and forested lands to enhance carbon sequestration</li></ul>



# Potential Measures Suggested in Transportation Workshop

Topic Area	Measures
Clean Fuels and Fuel Efficiency	<ul style="list-style-type: none"><li>- Build more EV and alternative fuel infrastructure *</li><li>- Identify and designate “low-emission corridors”</li></ul>
Sustainable Development	<ul style="list-style-type: none"><li>- Implement the 15-minute city *</li><li>- Improve sidewalks with solar panels or native trees *</li><li>- Add more bike lanes and add barriers to bike lanes *</li><li>- Expand the Safe Routes to Schools program *</li><li>- Deploy “park once” programs *</li><li>- Invest in cool/smart pavement</li></ul>
Congestion Management	<ul style="list-style-type: none"><li>- Identify opportunities to utilize roundabouts</li><li>- Add dedicated turn lanes to reduce congestion</li><li>- Utilize unused lanes (such as service roads) during times of high congestion, or explore the use of contraflow lanes</li><li>- Improve existing railway crossings to minimize vehicle idling</li></ul>
Transit Planning and Operations	<ul style="list-style-type: none"><li>- Create bus/transit only lanes *</li><li>- Improve access to transit stops and minimize wait times *</li><li>- Implement parking maximums to encourage public transportation *</li></ul>



# Seeking Recommendations

Measures to Include in the Priority Climate Action Plan

New Measures to Implement

Current Measures that Should Expand

Measures which Need Additional Funding to Continue

Current Measures which Need to Updating/Improving

Presentation Opportunities to Spread the Word

Send input to [nctcog-cprg@PublicInput.com](mailto:nctcog-cprg@PublicInput.com)

Survey coming soon at <https://nctcog.publicinput.com/F17774>





# Next Steps

Milestone	Date
Public Engagement Opportunities	Ongoing until February 2024
One-on-One Meetings with Local Governments	October - November
CPRG Workshop	November 29, 2023
CPRG Workshop	December 13, 2023
CPRG Workshop	January 17, 2024
Optional Notice of Intent to Apply to CPRG Implementation Grants	February 1, 2024
Priority Climate Action Plan due to EPA	March 1, 2024
CPRG Implementation Grant Applications Due to EPA	April 1, 2024
Anticipated Award of CPRG Implementation Grants	October 2024
Comprehensive Climate Action Plan due to EPA	June 17, 2025
Status Report Due	June 17, 2027



# Contact Us – Transportation



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# Additional Examples from EPA NOFO

Sector	Measures
<b>Transportation</b>	<ul style="list-style-type: none"><li>- Programs to reduce greenhouse gas (GHG) emissions at port and freight terminals</li></ul>
<b>Buildings Sector</b>	<ul style="list-style-type: none"><li>- Adoption of up-to-date energy codes</li><li>- Incentive program for energy efficiency measures in existing government-owned commercial, and residential buildings</li><li>- Incentive programs for energy-efficient appliances</li><li>- Programs and policies to electrify government-owned, commercial, and residential buildings</li><li>- Programs and policies to encourage electrification and EV charging at multi-unit dwellings</li><li>- Implementation of building energy performance management program</li><li>- Program to promote recovery and destruction of high-global warming potential hydrofluorocarbons used in existing appliances</li></ul>
<b>Industrial Sector</b>	<ul style="list-style-type: none"><li>- Standards addressing GHG emissions from industrial facilities</li><li>- Programs to incentivize energy efficiency measures in industry</li><li>- Programs to expand the market for low-embodied carbon materials</li><li>- Incentives for low/no carbon fuels, electrification, renewable energy, and process improvements in industrial facilities</li></ul>



# Additional Examples from EPA NOFO

Sector	Measures
<b>Waste, Water, and Sustainable Materials Management Sector</b>	<ul style="list-style-type: none"> <li>- Standards and incentives to reduce methane emissions from landfills and wastewater treatment facilities, including collection for use or destruction</li> <li>- Programs and incentives to reduce or divert waste</li> <li>- Programs and incentives to reduce GHG emissions associated with plastic production, use, and waste management</li> <li>- Programs to expand composting and bio-digestion infrastructure</li> <li>- Programs and policies to reduce construction and demolition waste through building reuse, deconstruction, and material reuse</li> <li>- Installation of renewable energy and energy efficiency measures at wastewater treatment facilities</li> </ul>
<b>Agriculture Sector</b>	<ul style="list-style-type: none"> <li>- Incentive programs to fund electric agricultural equipment</li> <li>- Incentives to reduce nitrous oxide emissions from fertilizer application</li> <li>- Incentives to promote anaerobic digestors</li> </ul>
<b>Electric Power Sector</b>	<ul style="list-style-type: none"> <li>- Clean electricity and energy efficiency portfolio standards</li> <li>- Emission trading systems</li> <li>- Installation of renewable energy and energy storage on municipal facilities</li> <li>- Targeted incentives for renewable energy and energy storage systems on commercial and residential buildings</li> <li>- Development of community scale renewable energy, microgrids, and vehicle to grid in disadvantaged communities</li> </ul>



# Additional Suggestions from CPRG Transportation Workshop

Topic Area	Measures
<b>Clean Fuels and Fuel Efficiency</b>	<ul style="list-style-type: none"><li>- Install monitors to show emissions produced when idling in areas with high idling (EX: school zones)</li><li>- Incentivize electric vehicles (EV) and e-bikes with rebates*</li><li>- Build more EV and alternative fuel infrastructure *</li><li>- Identify and designate “low-emission corridors”</li></ul>
<b>Sustainable Development</b>	<ul style="list-style-type: none"><li>- Implement the 15-minute city *</li><li>- Improve sidewalks with solar panels or native trees*</li><li>- Add more bike lanes and add barriers to bike lanes*</li><li>- Expand the Safe Routes to Schools program*</li><li>- Deploy “park once” programs*</li><li>- Invest in cool/smart pavement</li></ul>

\*Also listed as example in EPA Notice of Funding Opportunities (NOFO)



# Additional Suggestions from CPRG Transportation Workshop

Topic Area	Measures
<b>Congestion Management</b>	<ul style="list-style-type: none"><li>- Encourage/incentivize flexible start/stop times at workplaces and hybrid work*</li><li>- Encourage/incentivize delivery drivers to drive during off-peak times*</li><li>- Educate the public on autonomous vehicles</li><li>- Identify opportunities to utilize roundabouts</li><li>- Add dedicated turn lanes to reduce congestion</li><li>- Utilize unused lanes (such as service roads) during times of high congestion, or explore the use of contraflow lanes</li><li>- Identify and update unsafe forced merges leading to accidents</li><li>- Install of smart traffic light controllers</li><li>- Improve existing railway crossings to minimize vehicle idling</li></ul>
<b>Transit Planning &amp; Operations</b>	<ul style="list-style-type: none"><li>- Subsidize the cost of public transportation*</li><li>- Increase 511 DFW public awareness</li><li>- Implement higher capacity on-demand vehicles (micro transit)*</li><li>- Create bus/transit only lanes*</li><li>- Improve access to transit stops and minimize wait times*</li><li>- Implement parking maximums to encourage public transportation*</li><li>- Reduce or eliminate toll fees for first/last mile services*</li><li>- Identify and implement transit options for rural areas*</li></ul>



# Suggestions from CPRG Energy Workshop

Focus Area	Measures
<b>Municipal Improvements</b>	<ul style="list-style-type: none"><li>- To minimize urban-heat island effect incentivize trees, install trellises along walls, landscaped islands in parking lots, reduce concrete</li><li>- Retrofit old industrial facilities to community gardens*</li><li>- Create an energy management plan and conduct energy benchmarking/audits*</li><li>- Install renewable energy sources and energy efficient equipment (double paned windows, insulation, etc.)*</li><li>- Create a regional marketing campaign encouraging energy efficiency strategies*</li></ul>
<b>Electricity Generation and Industrial Facilities and Operations</b>	<ul style="list-style-type: none"><li>- Implement more renewable energy projects including enhanced geothermal and solar*</li><li>- Utilize more battery storage for resiliency*</li><li>- Incentivize local industrial facilities to conserve energy*</li><li>- Target industrial facilities utilizing refrigerant buildings*</li></ul>
<b>Commercial and Residential Buildings</b>	<ul style="list-style-type: none"><li>- Update building codes*</li><li>- Create community solar projects*</li><li>- Incentivize residents to purchase renewable or zero-emission electricity from contractors vetted by local governments*</li><li>- Fund the retrofits of older, energy inefficient homes*</li></ul>



# Suggestions from CPRG Water, Wastewater, and Solid Waste Workshop

Focus Area	Measures
<b>Solid Waste Facilities &amp; Operations</b>	<ul style="list-style-type: none"><li>- Burn waste to keep it from going to landfill and, if possible, convert it to energy*</li><li>- Create a regional composting program*</li><li>- Create smaller landfills to minimize refuse trucks miles</li><li>- Utilize brush/tree waste to create bark for parks*</li></ul>
<b>Water Supply and Treatment Facilities and Operations</b>	<ul style="list-style-type: none"><li>- Incentivize more efficient appliances to minimize water consumption*</li><li>- Encourage/incentivize zero-scaping</li><li>- Utilize gray water for lawns</li><li>- Create a policy to mandate gray water systems be installed for irrigation</li><li>- Install automated metering infrastructure/smart water meters</li></ul>
<b>Wastewater Treatment Facilities and Operations</b>	<ul style="list-style-type: none"><li>- Use woody material from brush to create a fuel to energy project</li><li>- Implement more energy efficient blowers/motor/pumps to reduce energy consumption at treatment facilities*</li><li>- Install smart hole manhole covers to quickly be updated on potential blockages</li></ul>

\*Also listed as example in EPA NOFO





A blue-tinted photograph of a city street scene. In the foreground, two women are walking towards the left, one carrying a bag. To their left, there is an outdoor seating area with tables and chairs, some with umbrellas. In the background, several multi-story buildings line the street, and more people can be seen walking further down. The overall atmosphere is that of a busy, pedestrian-friendly urban environment.

# Development around Multimodal Context Sensitive Streets

# The Economic Impact of Walkable and Bikeable Communities

**Multimodal context sensitive streets can create benefits and positive impacts in these areas:**

- Property Value and Property Tax
- Customer Spending and Sales Tax
- Reduced Maintenance
- Job Creation
- New Businesses and Reduced Vacancies
- Rent Premiums
- Car Ownership Costs
- Health



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# Property Value and Tax



**Dallas:** The Katy Trail resulted in an **80 percent increase** in property values within eight years<sup>1</sup>

**Gainesville (FL):** **Seven percent increase** in property tax revenue following a road diet project<sup>4</sup>



**DFW:** Housing in walkable urban areas had a price premium of **103 percent** compared to auto-oriented suburban locations (2019)<sup>2</sup>

**Tempe (AZ):** **\$587,000 total increase** for single-family home values due to the presence of cycling infrastructure<sup>3</sup>



# Customer Spending and Sales Tax

**NYC:** Pedestrians and bicyclists generate about **\$50 more per week** than drivers in retail sales<sup>5</sup>



**San Francisco:** Local establishments had a **22 percent** increase in sales along a context sensitive corridor over a five-year period<sup>6</sup>

**Lancaster (CA):** **26 percent growth** in sales tax revenue within three years of improvements in a single corridor<sup>8</sup>

**DC:** Neighborhoods with higher walkability scores translates to an **80 percent increase** in retail sales compared to less walkable neighborhoods<sup>7</sup>

**San Francisco:** **12 percent increase** in sales tax revenue within three years of improvements, twice the rate of the control corridor<sup>9</sup>



# Reduced Maintenance

**Charlotte (NC):** Increased walkable, bikeable neighborhoods are projected to save the city **\$7 annually per new resident** compared to the current growth pattern<sup>10</sup>

**National Trend:** Increased density (usually cities with more walkable and/or bikeable infrastructure) is associated with decreased per capita construction and operational costs<sup>11</sup>



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# Job Creation



**Lancaster (CA): 64 percent increase in jobs** within three years of complete street project completion<sup>12</sup>

- 61 percent higher than the citywide rate



**Political Economy Research Institute<sup>13</sup>:**

- Every \$1 million spent on bicycle infrastructure projects creates approximately **11.4 jobs**
- Every \$1 million spent on road-only projects creates approximately **7.8 jobs**

# New Business and Reduced Vacancies

**West Jefferson (NC):** Multimodal street reconstruction resulted in **10 new businesses**<sup>14</sup>

**Lancaster (CA):** **Gained 40 new businesses** within two years of a \$10 million pedestrian-oriented improvement project<sup>15</sup>

**NYC Union Square:** **47 percent reduction in commercial vacancies** following the construction of protected bike lanes, pedestrian plaza, and intersection improvements<sup>16</sup>

- 45 percent higher than Manhattan's rate overall



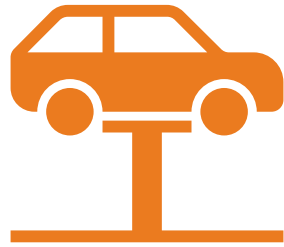
# Rent Premiums

DFW: Offices in walkable areas have a **20 percent rent premium** over auto-oriented locations (2021)<sup>17</sup>





# Car Ownership Cost



“the average yearly cost to own and operate a new vehicle in 2022 is **\$10,728**, or **\$894** per month” – AAA<sup>18</sup>

Equates to...

- **\$206** per week
- **\$29** per day

# Health

**Portland:** Estimated healthcare savings between **\$344 million to \$594 million** as a result of bicycling from 1991 to 2004<sup>19</sup>



# Summary

**Multimodal context sensitive streets can create benefits and positive impacts in these areas:**

- Property Value and Tax
- Customer Spending and Sales Tax
- Reduced Maintenance
- Job Creation
- New Businesses and Reduced Vacancies
- Rent Premiums
- Car Ownership Costs
- Health

See slide deck notes for links to references

**Next steps** – NCTCOG adding report to website soon



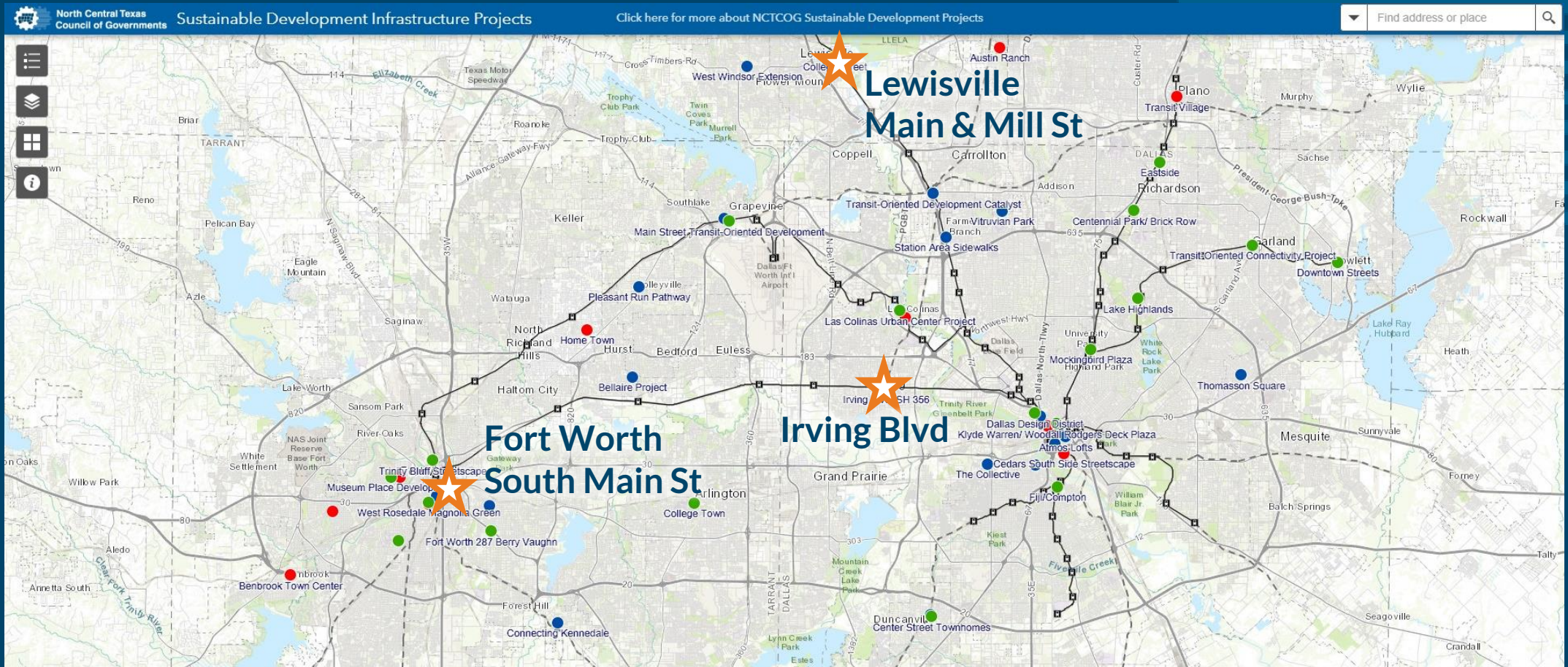
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# Context Sensitive Multimodal Streets

## NCTCOG Sustainable Development Funded Project Examples





HERITAGE DISTRICT

CITY OF IRVING

# Irving Boulevard – Downtown Irving

Coordinated Land Use and Transportation  
Planning Task Force

October 19, 2023

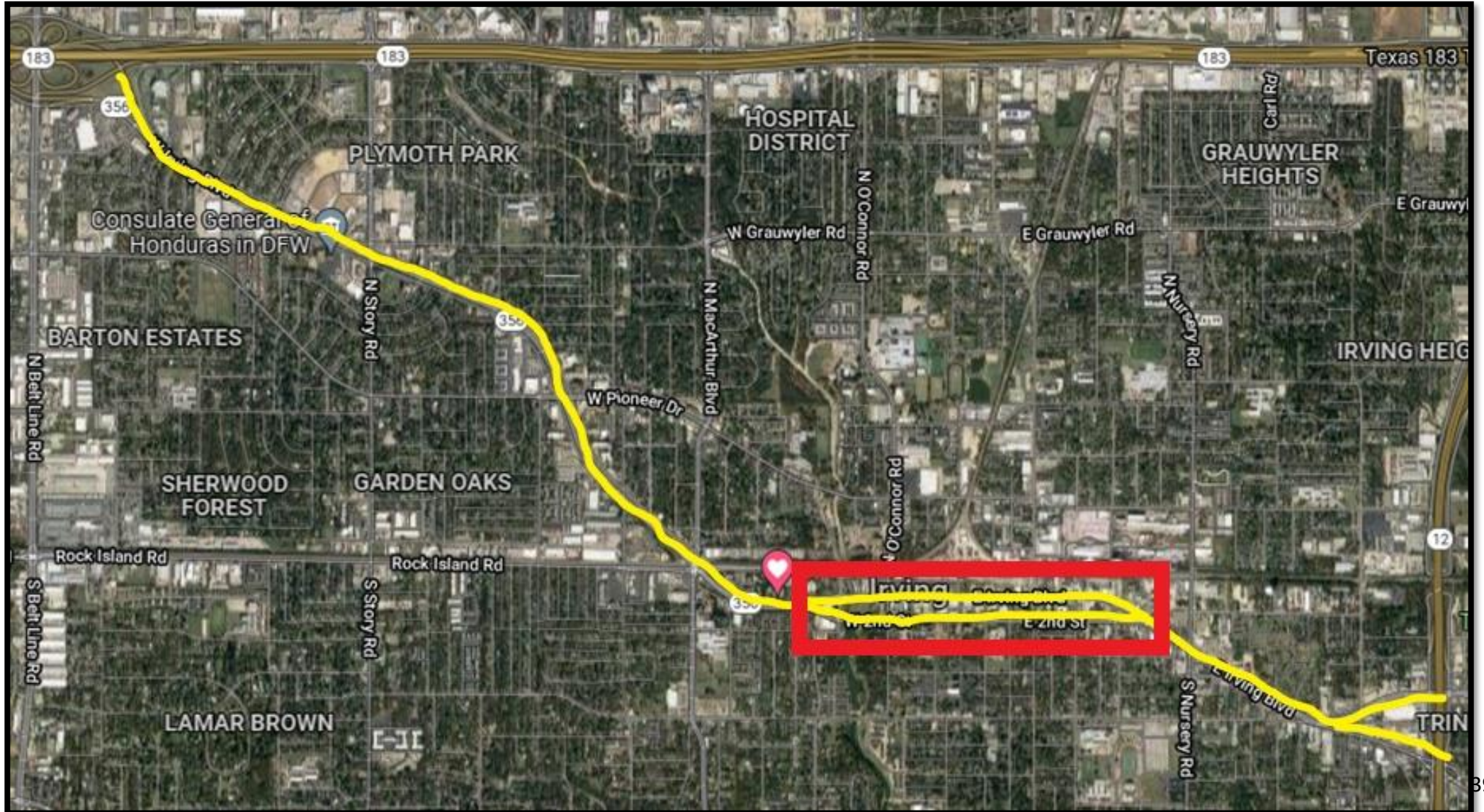
# Overview

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- Irving Blvd/Downtown Background
- Overview of Roadway Project
- Development Highlights



# Irving Boulevard



# Irving Boulevard Reconstruction Background

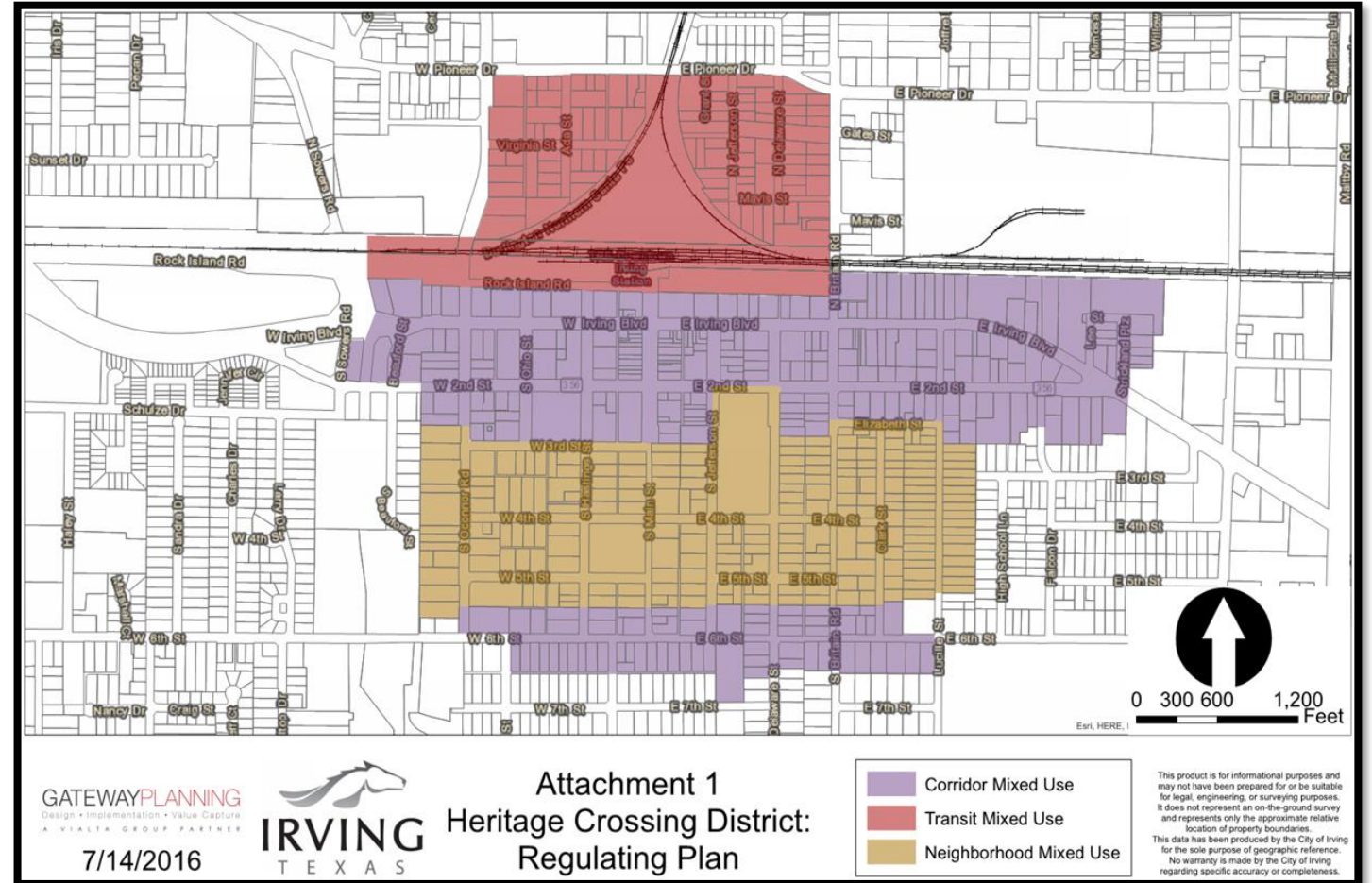
- 2008 – Irving Boulevard Enhancement Study
  - Established vision for redevelopment of Irving Boulevard Corridor
- 2010 – TIRZ No. 2 Creation
  - Revenues to fund long-term redevelopment of Irving Boulevard Corridor
- 2013 – Contracted with Gateway Consulting
  - Worked with the City to initiate removal of a portion of Irving Blvd from state highway system
- 2016/2017 – Secured Turn Back Of Irving Blvd from TxDot





# Project Background Continued

- 2017 Council approved new zoning
- **Codifies vision** to facilitate construction and investment – with predictability and efficiency in permitting
- Ensures **consistency in form** as individual projects are completed
- Allocates **character districts** based on intent for redevelopment of the area



# Key elements of the Form Based Code

- Differs from “typical” zoning by focusing on the form of the **public realm** and practicing **placemaking** best practices
- Encourages **pedestrian oriented** features that creates safe places to encourage walking and gathering
- Reduces the prominence of **auto functions** (parking, drive through lanes) to the rear of the lot to minimize view and conflicts







Irving

ONE WAY  
←

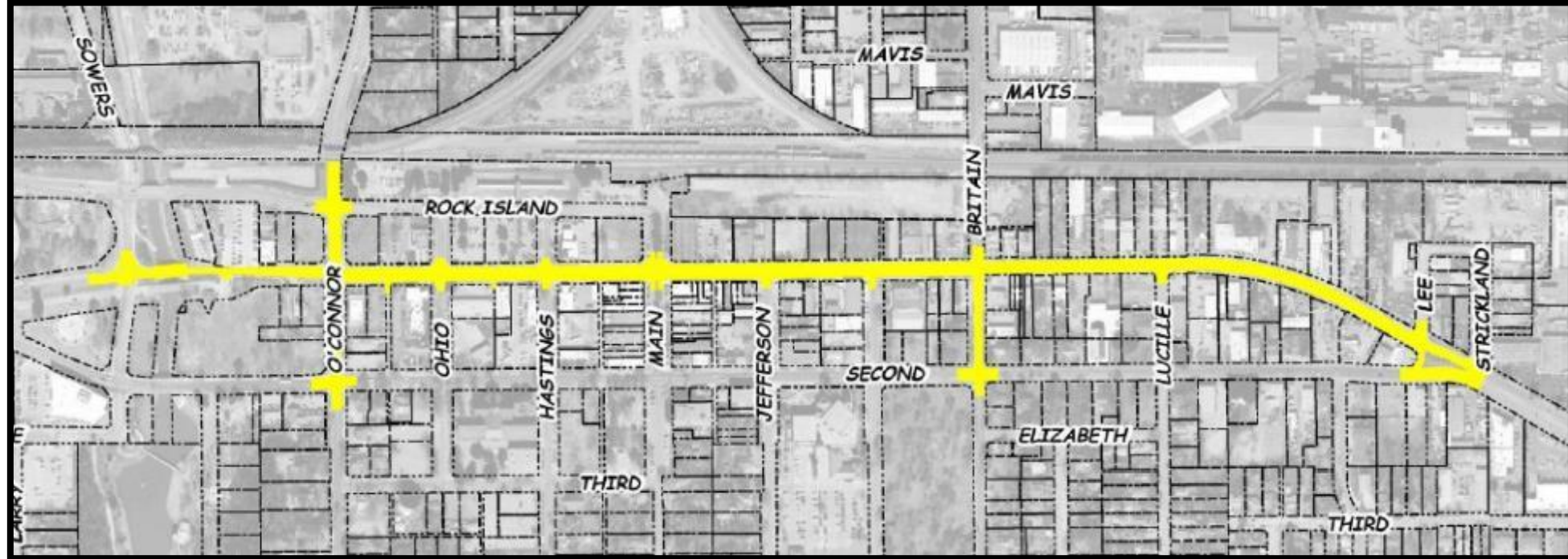
# ASSESSMENTS: EXISTING STREETScape EXPERIENCE



# One Roadway / Diverse Experiences



# Project Improvements



Project includes:

- Roadway improvements
  - Reduce number of lanes
  - Install bulb-outs
  - Increasing number of street parking
  - Install bike lane
  - Enhance pedestrian mobility via sidewalks, landscaping, and light signalization
- Sewer, water, and stormwater improvements will revamp current infrastructure along the project area

# Overall Site Plan

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CITY OF IRVING

Design concepts and imagery are preliminary and subject to change.

# Zones

WEST LANDSCAPE ENHANCEMENT

DOWNTOWN CORE ZONE

EAST LANDSCAPE ENHANCEMENT

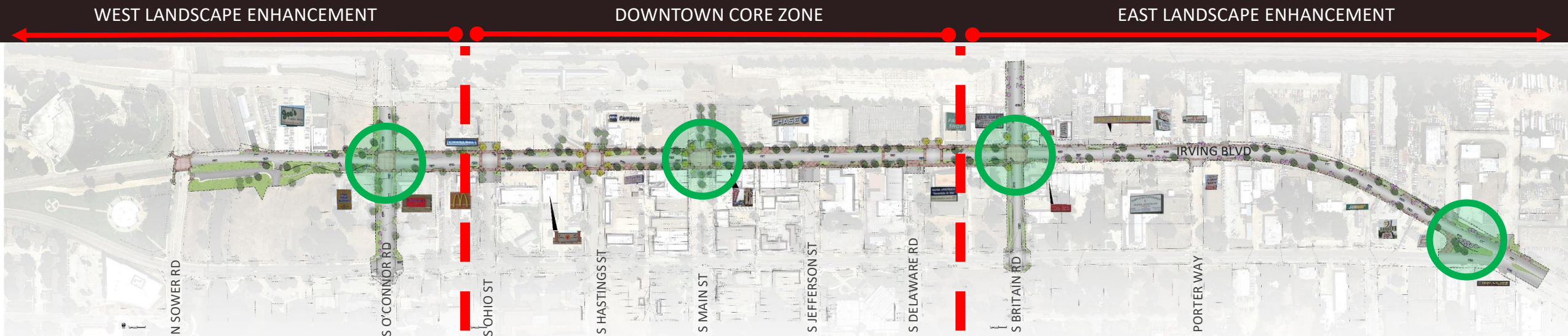


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Design concepts and imagery are preliminary and subject to change.

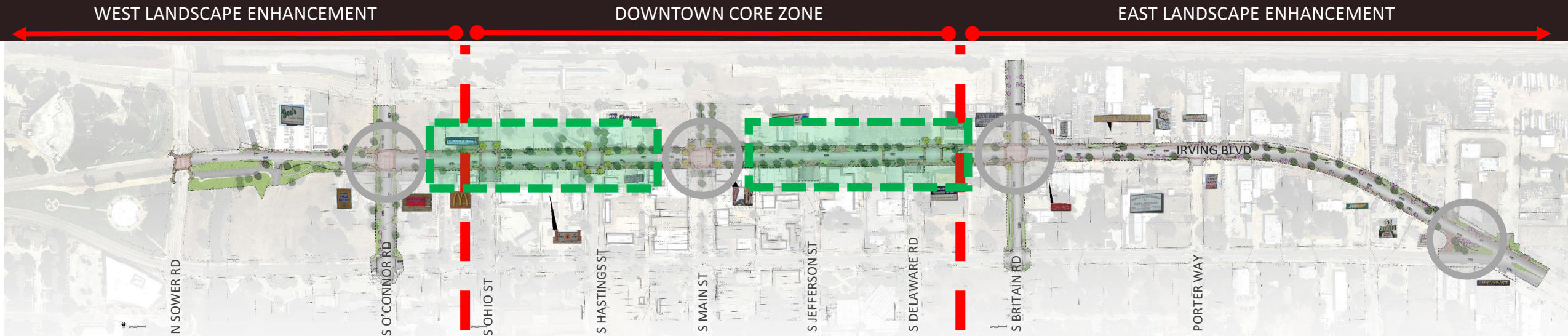


# Key Intersection Identity Gateways



## 1. Intersection Monument Locations

# Downtown Core Streetscape

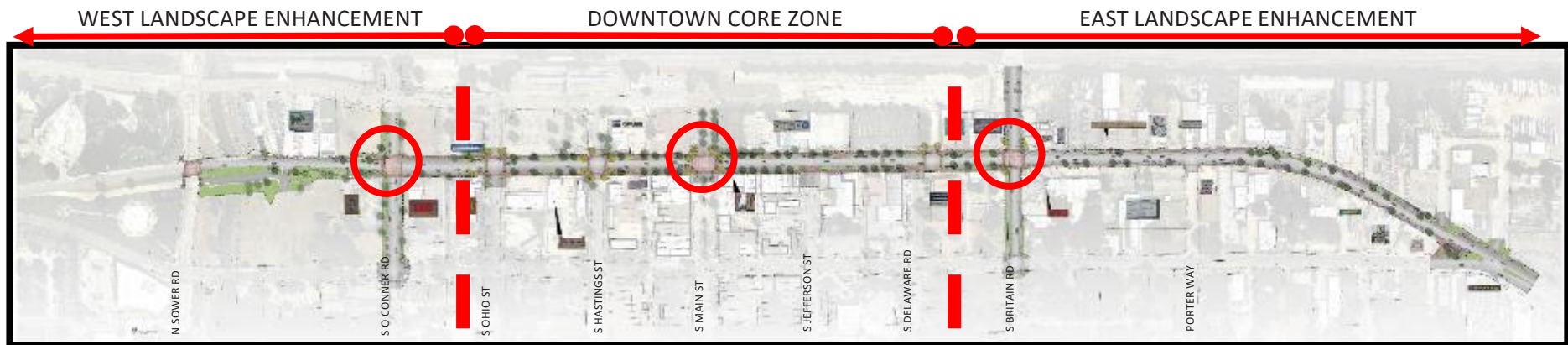
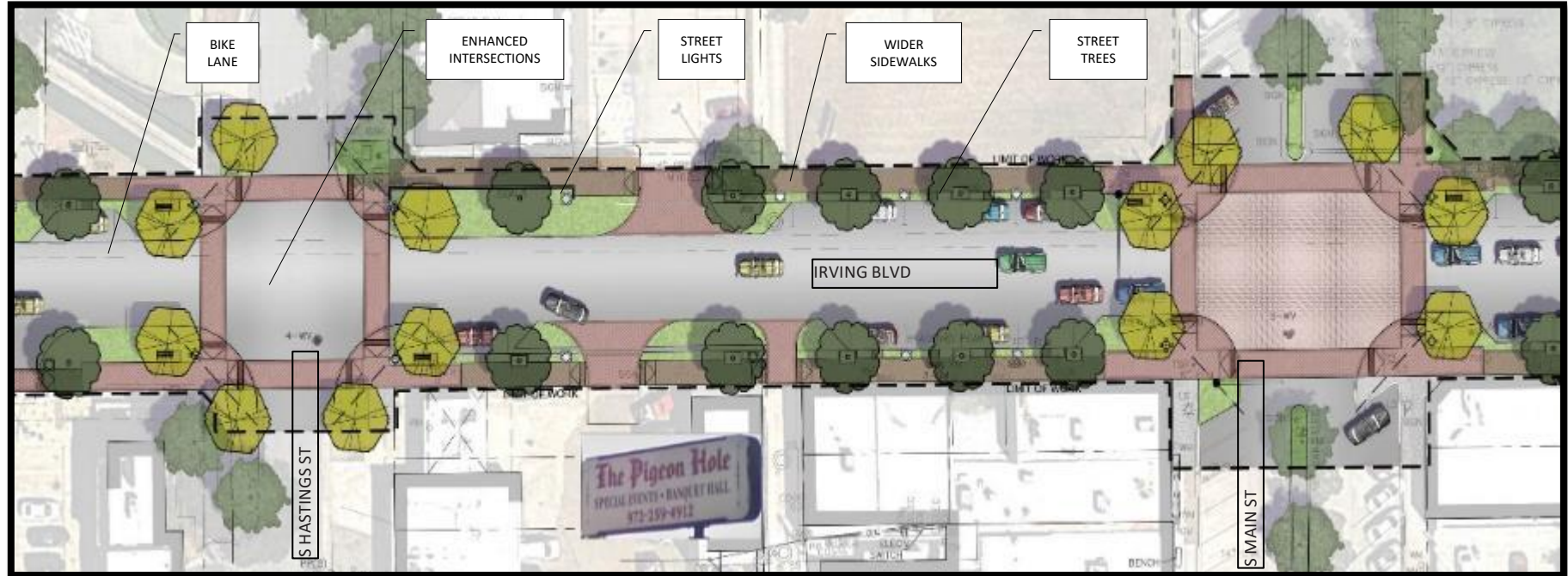


1. Intersection Monument Locations
2. Downtown sidewalks, street trees, and other urban amenities

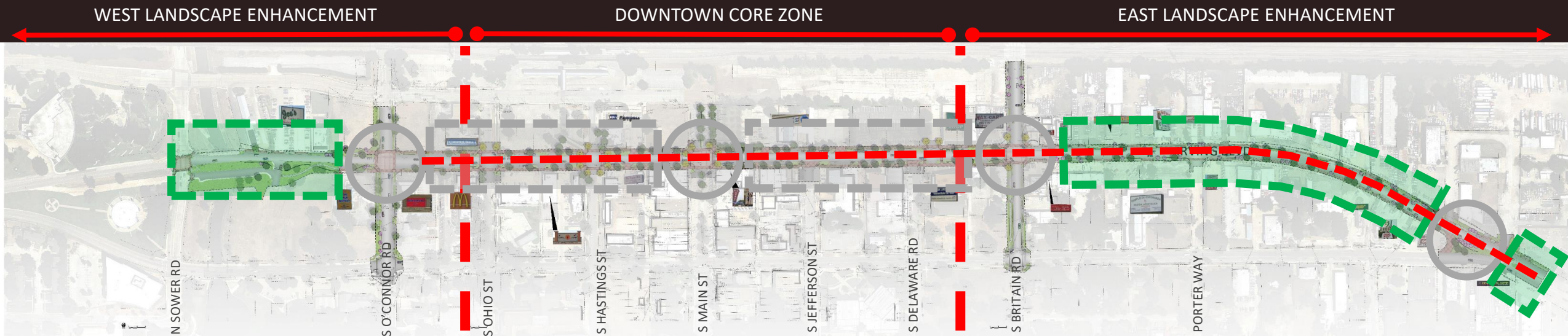


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# INTERSECTION HIERARCHY



# East and West Streetscape Enhancements



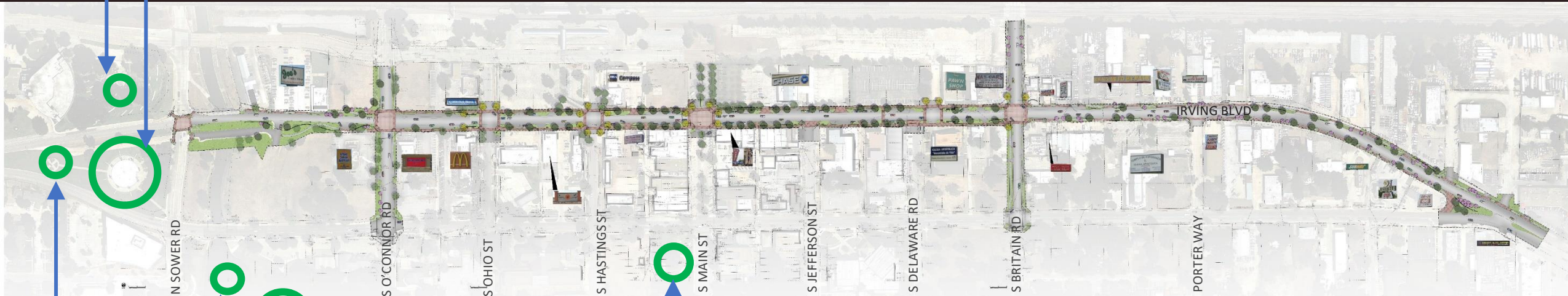
1. Intersection Monument Locations
2. Downtown sidewalks, street trees, and other urban amenities
3. East / West zone planting
4. Bike Lane from Strickland to O'Connor



# Design Inspiration/Context Continuity: Circular Forms

Veterans' Memorial – POOL OF HOPE FOUNTAIN SOURCE

Millennium Park – FOUNTAIN BASIN



Heritage Park – PIONEER CIRCLE WALK

Centennial Park – PEOPLE ARE THE DIFFERENCE PLAZA

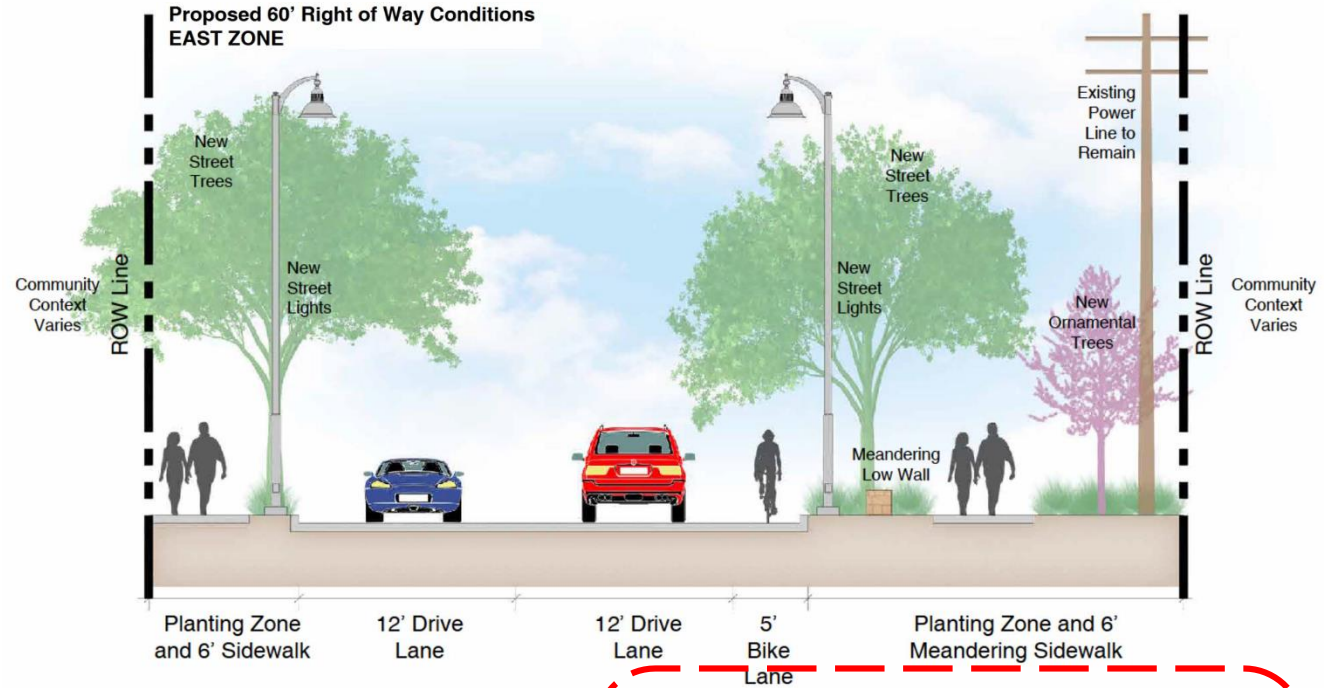
Centennial Park – SURVEYOR FOUNDERS PLAZA

Millennium Park – RAILROAD / COLUMN PLAZA

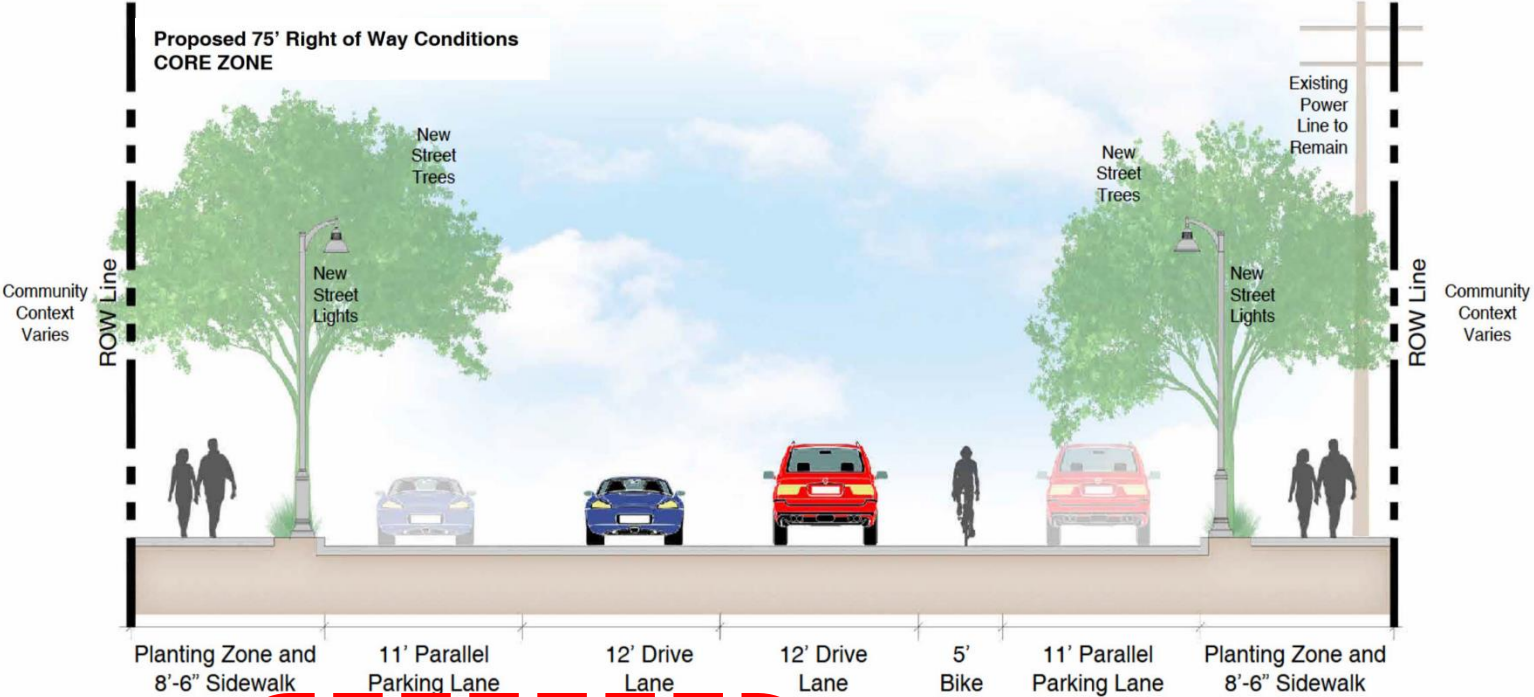


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# EAST LANDSCAPE ENHANCEMENT



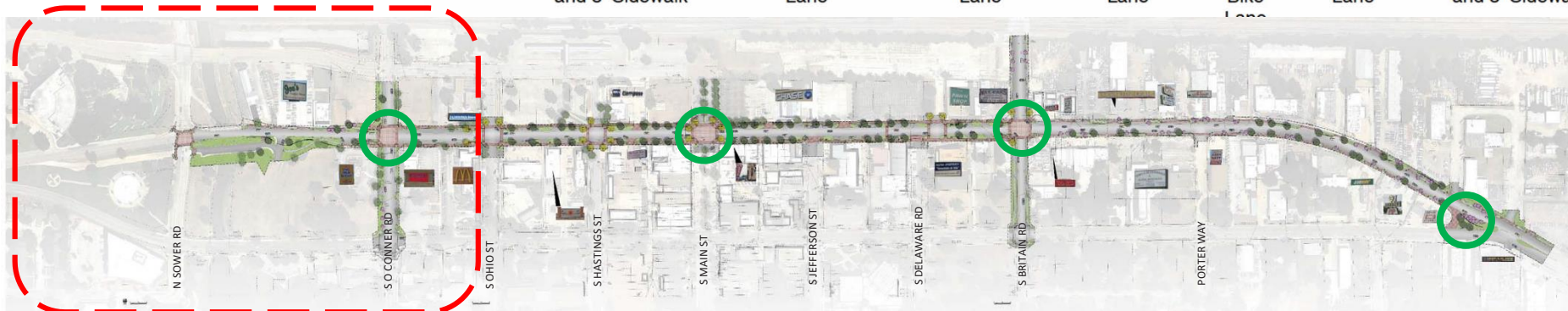
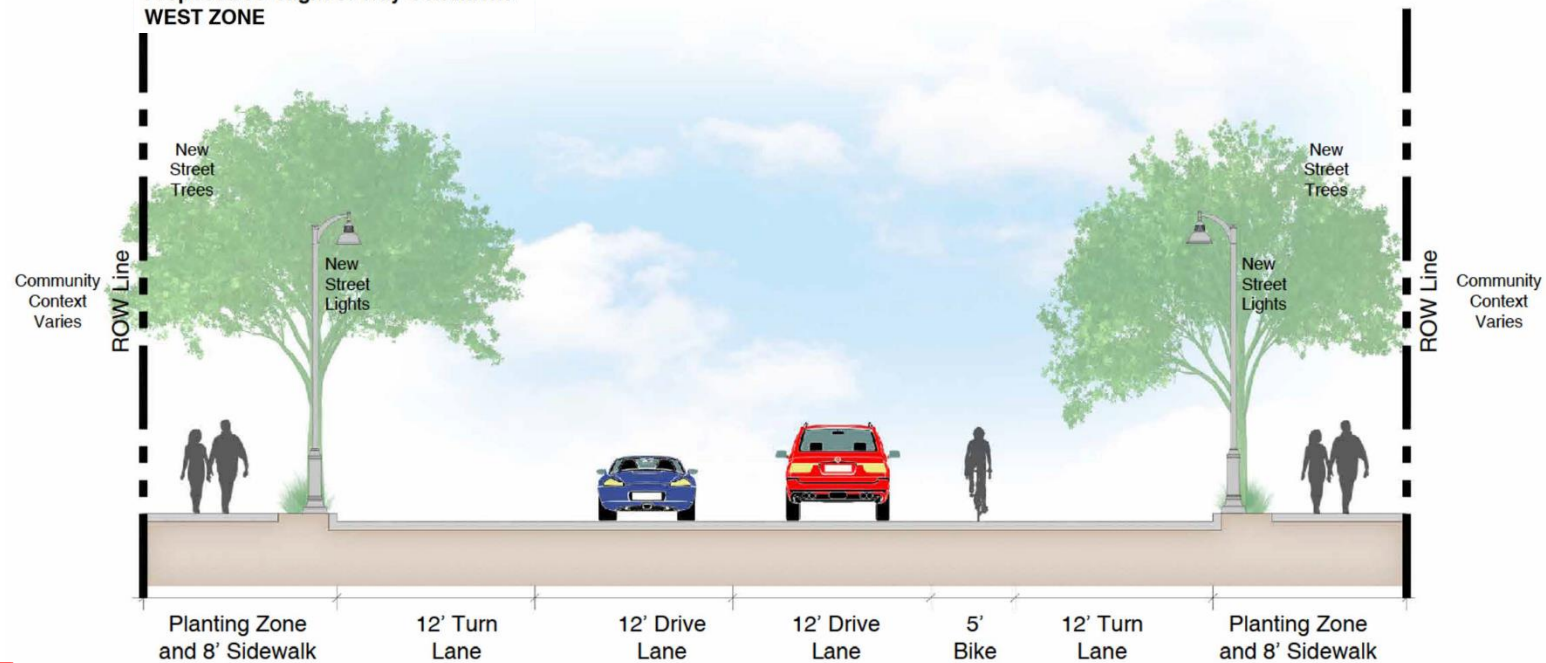
# DOWNTOWN CORE ZONE



# WEST LANDSCAPE ENHANCEMENT



Proposed 75' Right of Way Conditions  
WEST ZONE





NEW TREES AS  
BACKDROP

MASONRY ELEMENTS TIE  
TO CENTENNIAL PARK

**IRVING HERITAGE DISTRICT**

NEW STREET  
LIGHTS

ORNAMENTAL  
PLANTINGS

Eastern Triangle Gateway



TREES IN  
ORGANIC  
DRIFTS

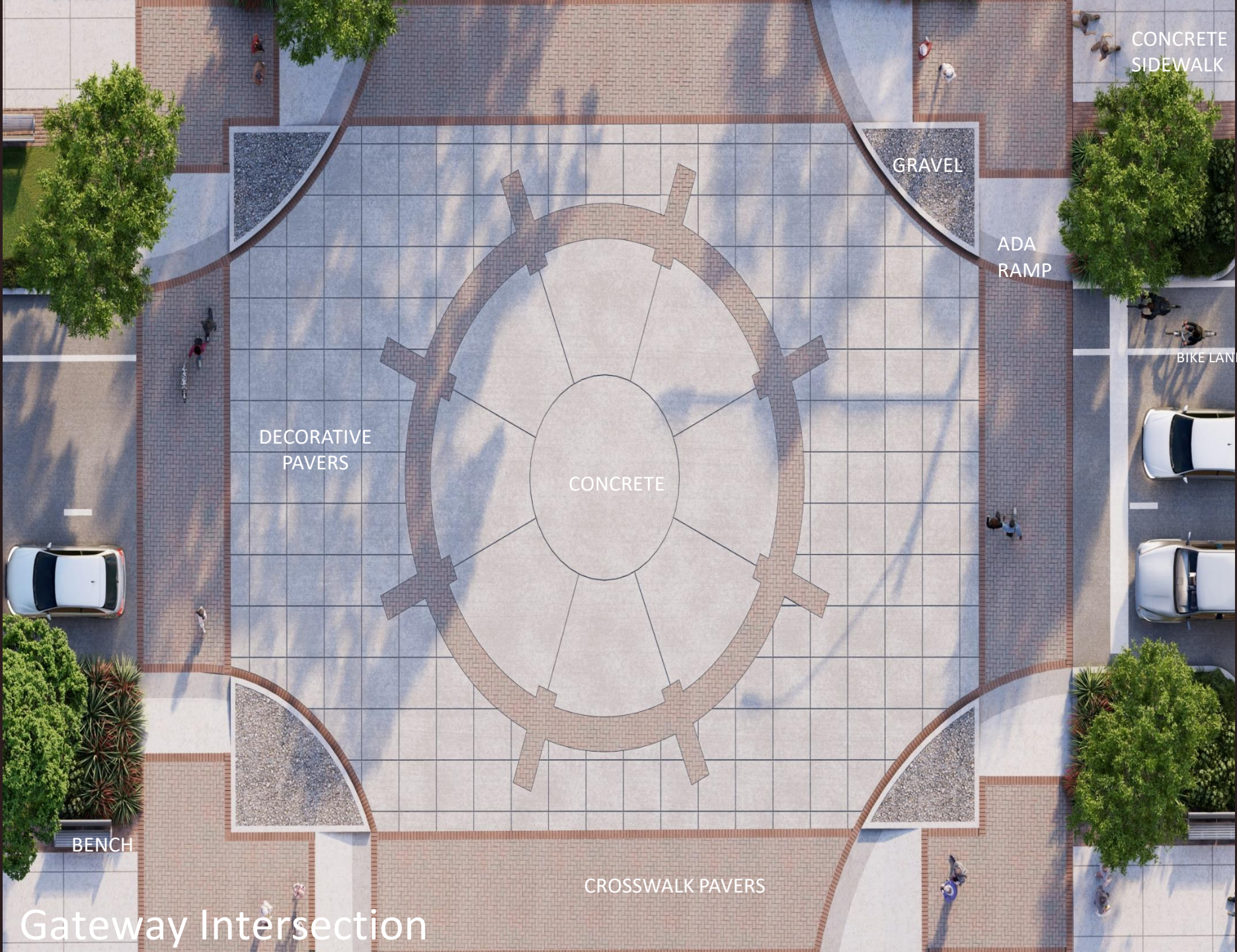
SOME POWERLINES  
REMAIN

BIKE  
LANE

MEANDERING LOW WALLS  
RECALL MILLENIUM  
FOUNTAIN AND  
CENTENNIAL PARK

NEW  
SIDEWALKS  
AND LIGHTING

Eastern Landscape Zone - East Of Britain



CONCRETE  
SIDEWALK

GRAVEL

ADA  
RAMP

BIKE LANE

DECORATIVE  
PAVERS

CONCRETE

BENCH

CROSSWALK PAVERS

# Gateway Intersection



MASONRY  
MONUMENTS CREATE  
GATEWAY EFFECT

INTERSECTION SCORING  
PATTERN AND BRICK PAVER  
PATTERN RECALLS  
MILLENNIUM FOUNTAIN

BRICK PAVER  
CROSSWALKS

STREET FURNISHINGS

8' SIDEWALK AND  
PAVER EDGE BAND

# Britain Road Intersection



ELMS AS PRIMARY STREET TREE AT 40' SPACING

NEW LIGHT POLES

ENHANCED LANDSCAPE ISLANDS

RAILING AT VERTICAL GRADE BREAKS

ENHANCED ROOT ZONE AT DOWNTOWN TREES

PARALLEL PARKING

BIKE LANE

CONTINUOUS PAVER STEP-OFF BAND

# Downtown Core Streetscape



NEW  
SIGNALIZATION  
POLES

INTERSECTION  
SCORING PATTERN  
AND BRICK PAVER  
PATTERN RECALLS  
MILLENNIUM  
FOUNTAIN.

BRICK CROSSWALKS

# Main Street Intersection

June 2023 – Downtown Core



7.2023 – Eastern Monument

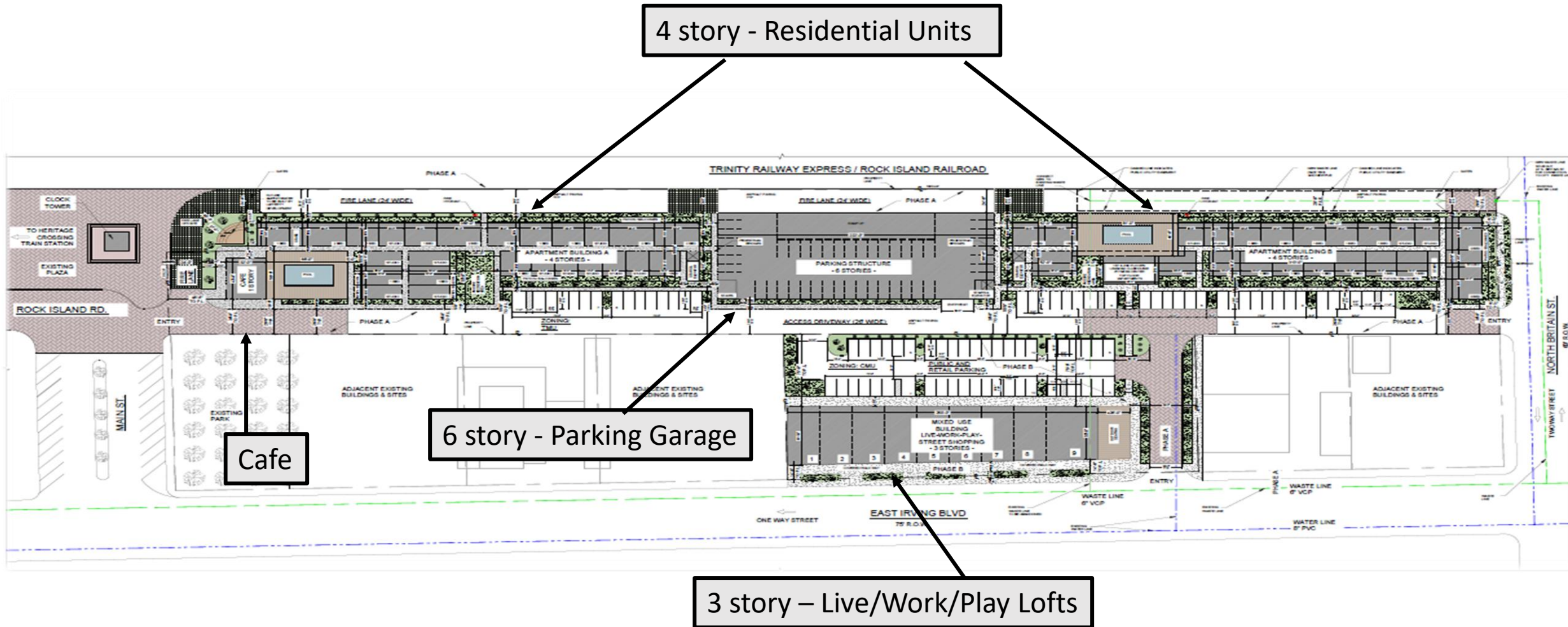
June 2022 – Wastewater Main

# Properties



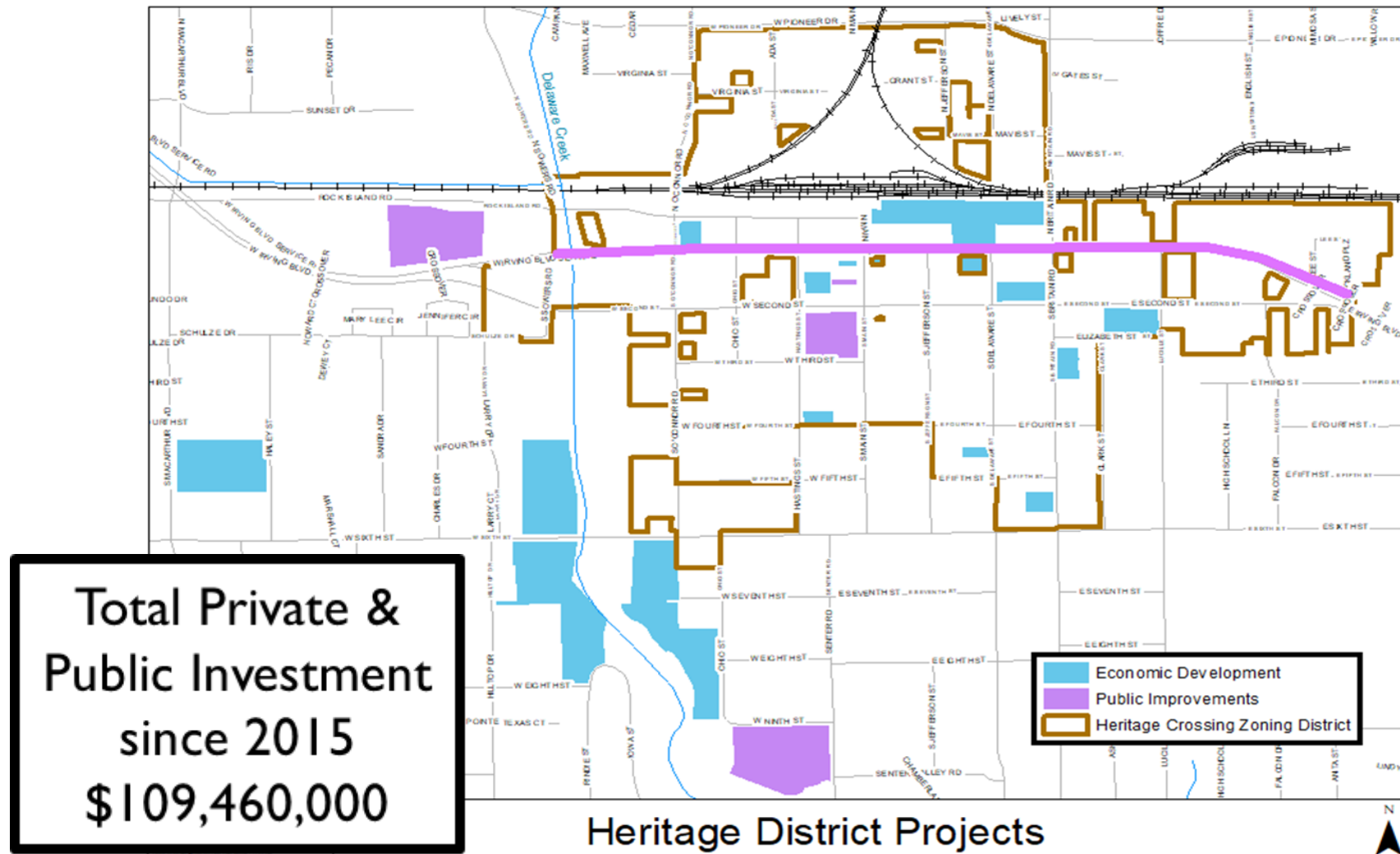


# Proposed Site Plan





# Implementation of Vision



CityofIrving.org



@TheCityofIrving

Thank you!  
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City of Irving  
Housing & Redevelopment  
Senior Manager  
[ispeck@cityofirving.org](mailto:ispeck@cityofirving.org)  
(972) 721-2398



HERITAGE DISTRICT

CITY OF IRVING

*Development Around Multimodal  
Context-Sensitive Streets*

# South Main Street

Rachel Bristow

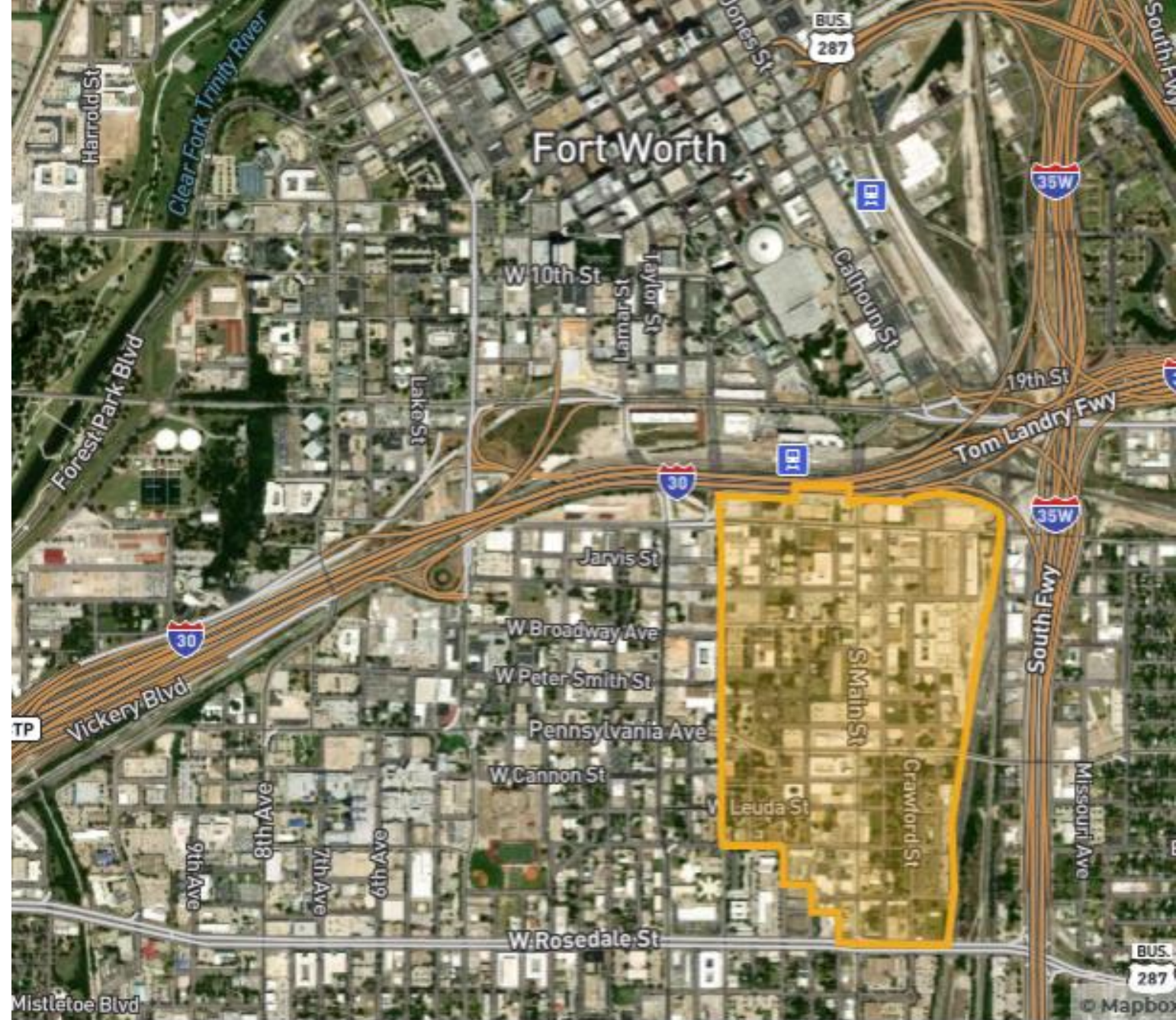
Sr. Planner, FW Lab

[rachel.bristow@fortworthtexas.gov](mailto:rachel.bristow@fortworthtexas.gov)



# South Main Street

- South Main Urban Village was designated in 2005 with a goal of revitalizing this area.
- Urban Village Strategies:
  - Mixed-use zoning
  - Capital improvement projects
  - Economic incentives



South Main

# Reconstruction & Streetscape Project

- South Main Street from Vickery to Magnolia
- \$3.7M in NCTCOG funding for streetscape improvements included sidewalks, landscaping, lighting, crosswalks, curb extensions, bike lanes, traffic signals, and other pedestrian amenities.
- \$8.6M project also included street reconstruction and water & sewer improvements, funded by City, County & TIF.
- Work completed June 2015 – September 2017





Photo Credit: Austin James



# Recent Development Highlights

- UT Southwestern Medical Center (2015)

- 115,000SF multispecialty outpatient facility
- Over 9000% increase in property value since construction
  - 2013 appraised value: \$341,000
  - 2023 appraised value: \$32,704,712

- Residential

- Bottle House on Main (2016) – 226 units
- Bowery Southside (2019) – 303 units
- Montage Southside (2020) – 179 units
- Willow & Wise (under construction 2023) – 250 units

- Retail & Office

- 465 South Main (under construction 2023)
- 451 South Main (2020 addition)
- 710 South Main (2019 renovation)
- 329 South Main (2019 renovation)
- 601 South Main (2018)

- Bars, Restaurants & Entertainment

- Too many to name!

2013



2023



2013



2023



2013



FOR ALL YOUR PLUMBING  
NEEDS FROM A TO Z  
**ALL NEEDZ**  
PLUMBING  
589-1322  
-Hydro Jetting  
-Video  
Inspections  
-Sewer Leak Specialist

ALI

PLUMBING

FOUR SEASON

ATTN

←  
BICYCLE

2023



2018



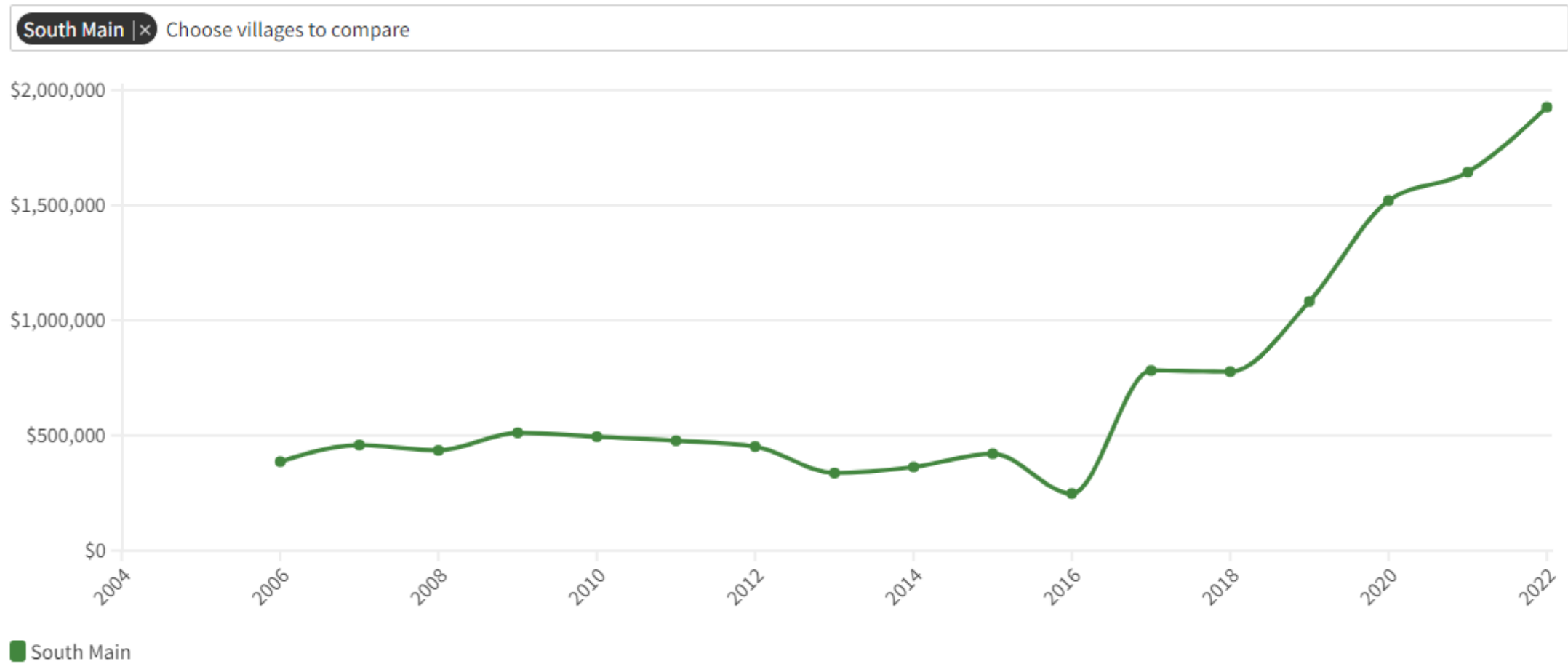


2020



# Investment Trends

## Urban Villages: Property Value per Acre



Source: Tarrant Appraisal District, City of Fort Worth

# Investment Trends

## Urban Villages: Building Permits

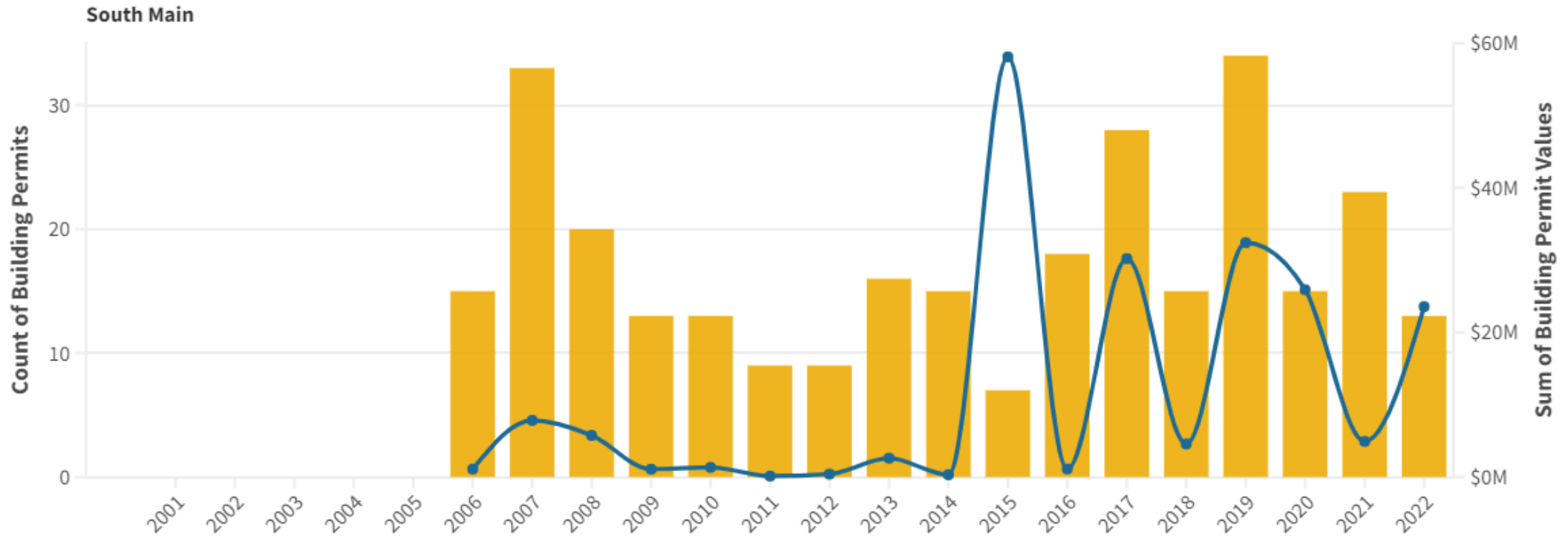
South Main



All



■ Building Permit Value ■ Building Permit Count



Source: City of Fort Worth

# South Main Urban Village Property Values

Parcel height depicts relative property values per square-foot.

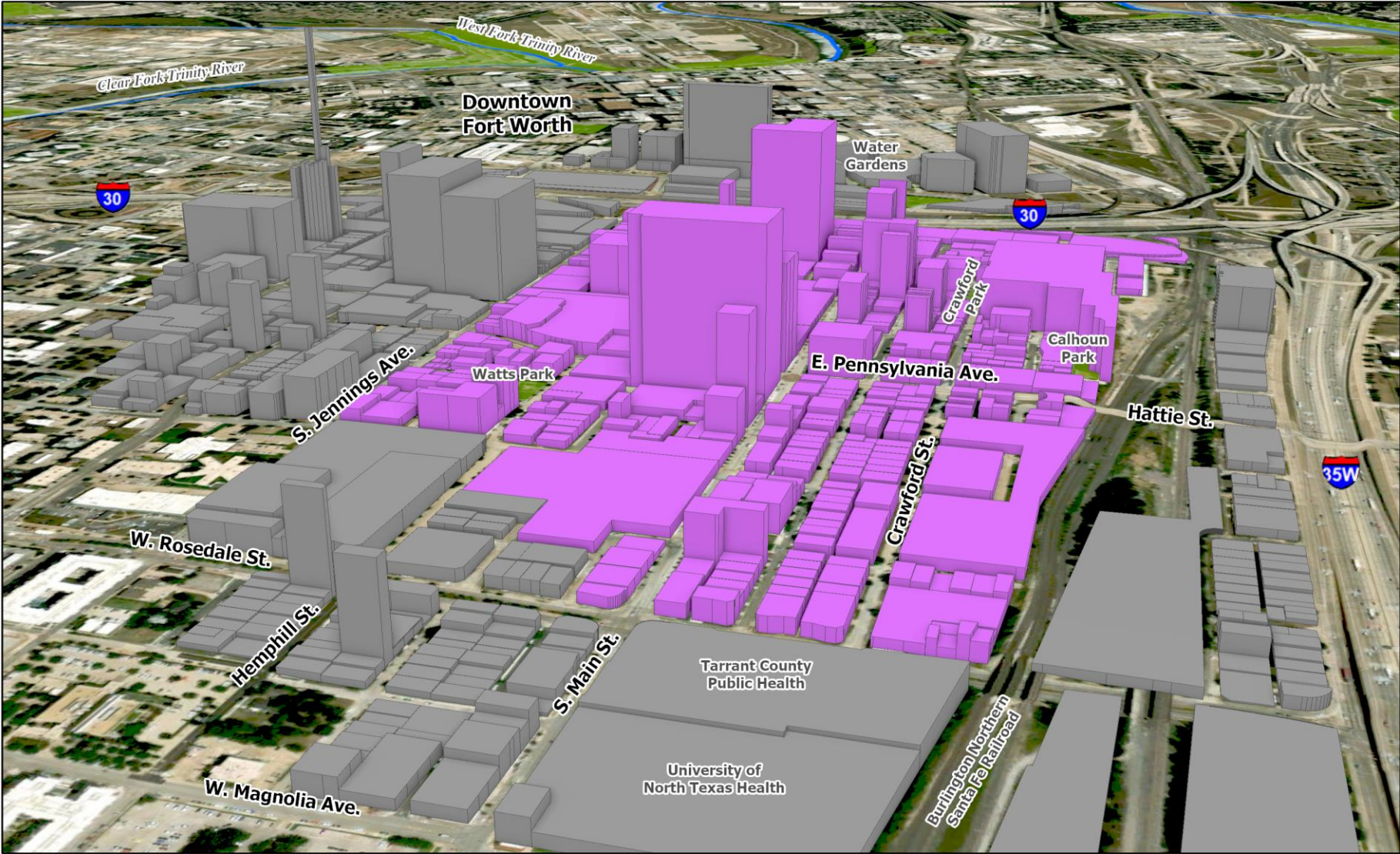
Orange South Main Urban Village, 2006 Property Values    Grey 1/4-Mile Neighborhood Context



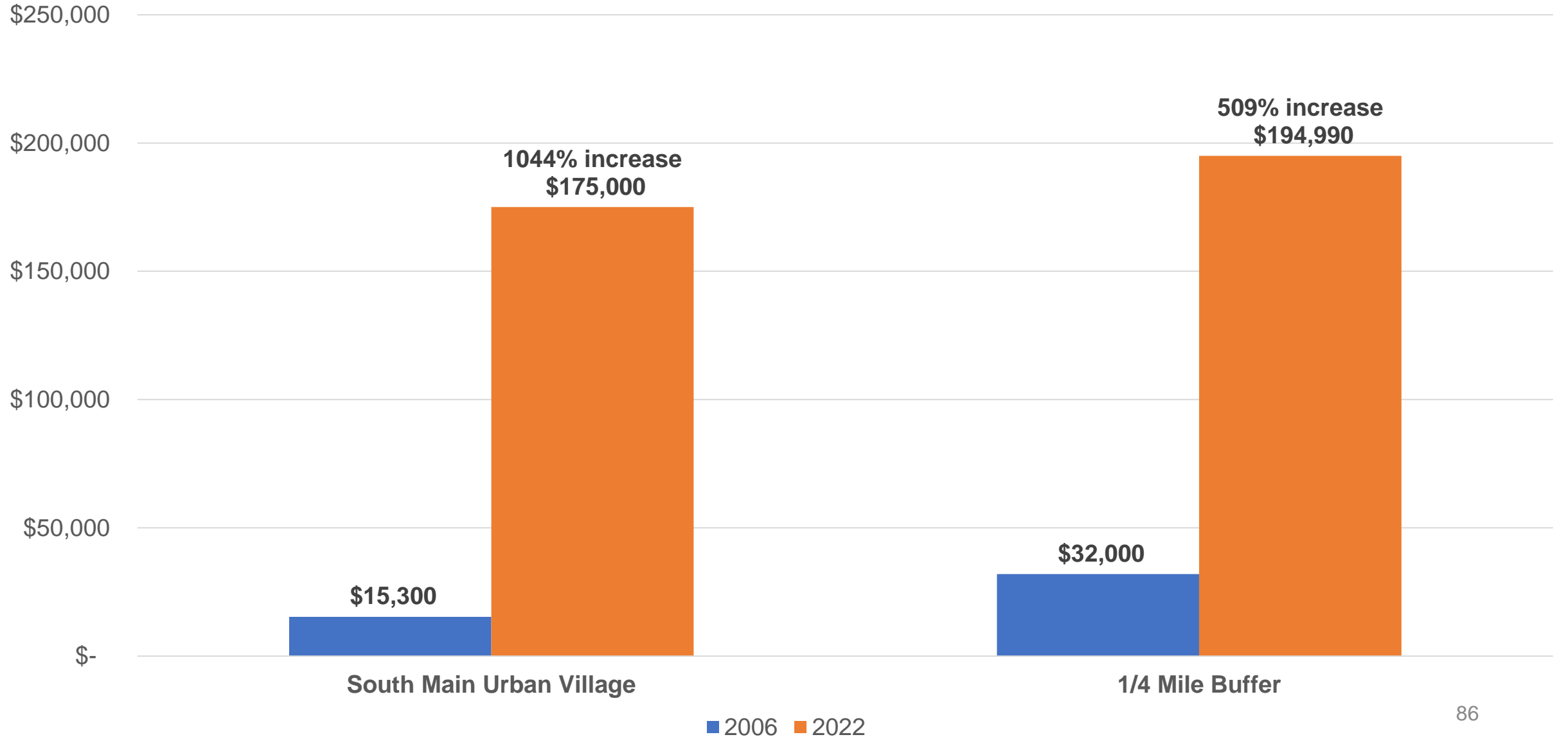
# South Main Urban Village Property Values

Parcel height depicts relative property values per square-foot.

South Main Urban Village, 2022 Property Values 1/4-Mile Neighborhood Context

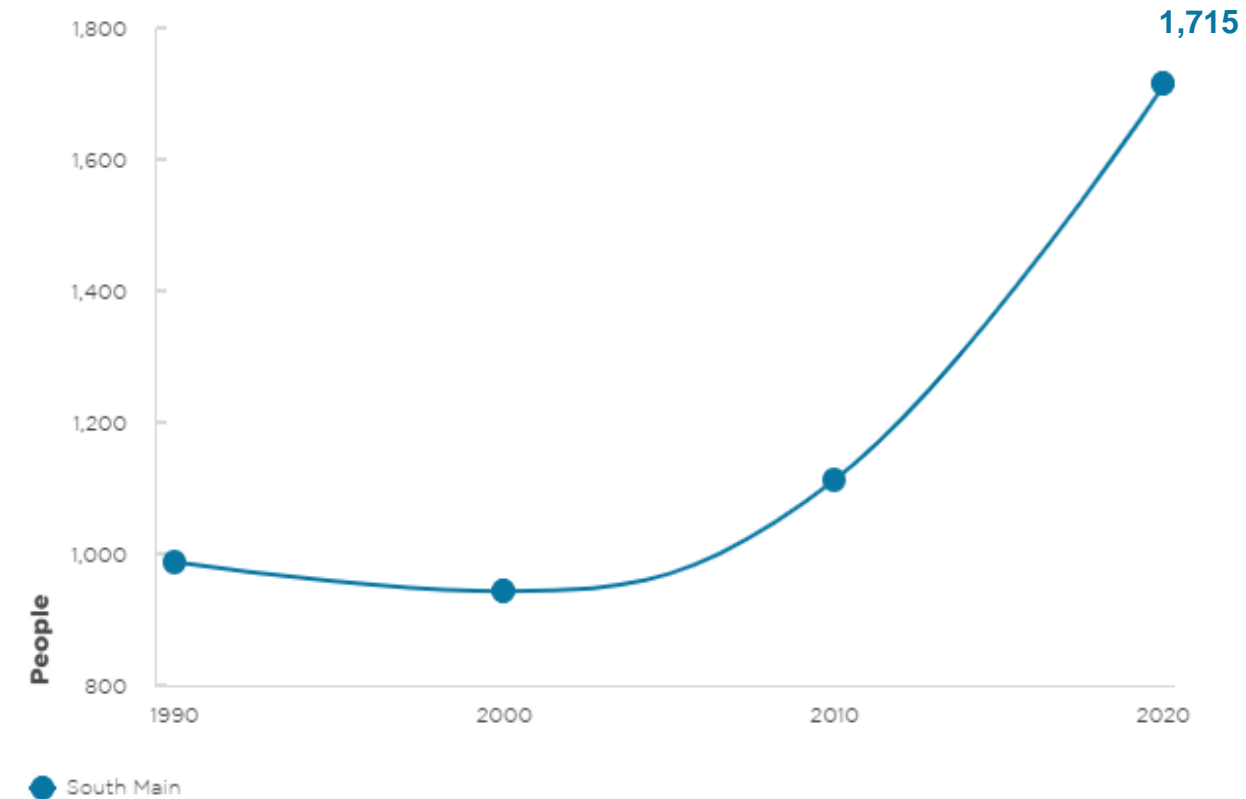


# Median Property Value Increase



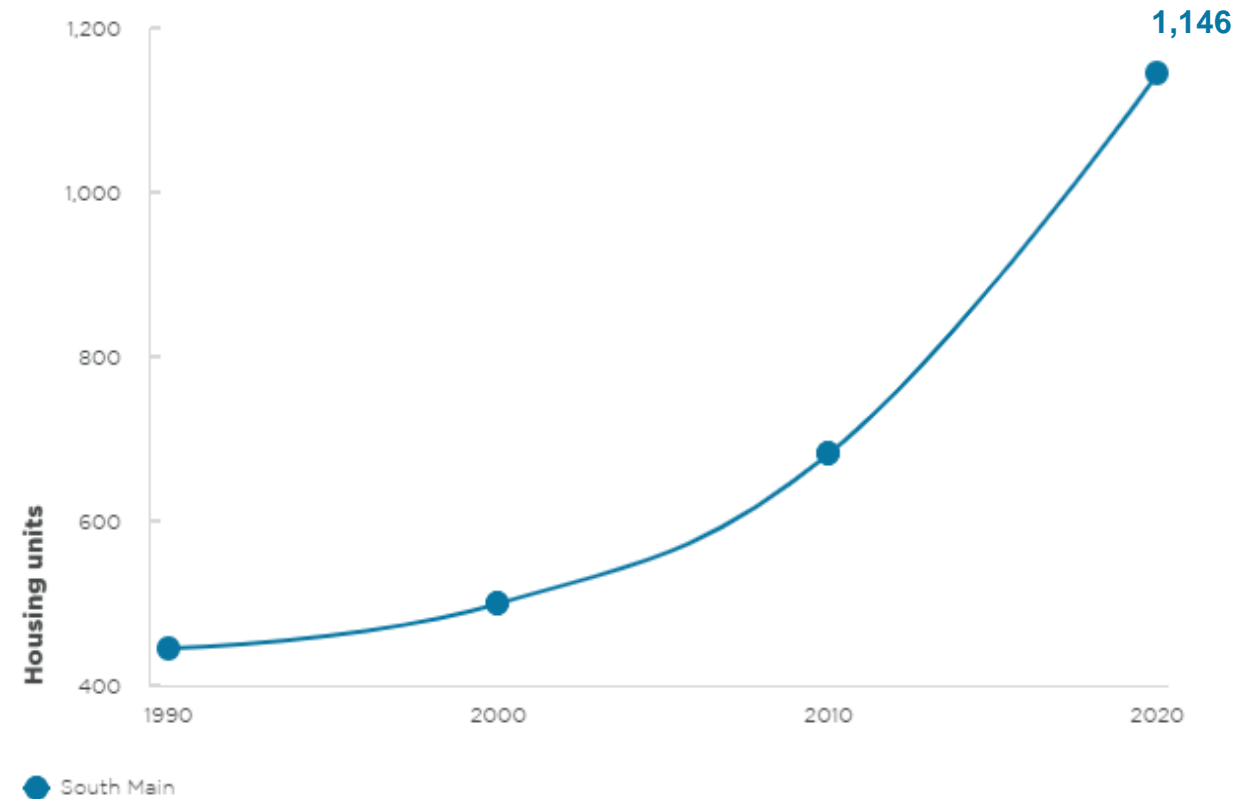
# Demographic Trends

## Total Population



Sources: US Census Bureau; US Census Bureau ACS 5-year

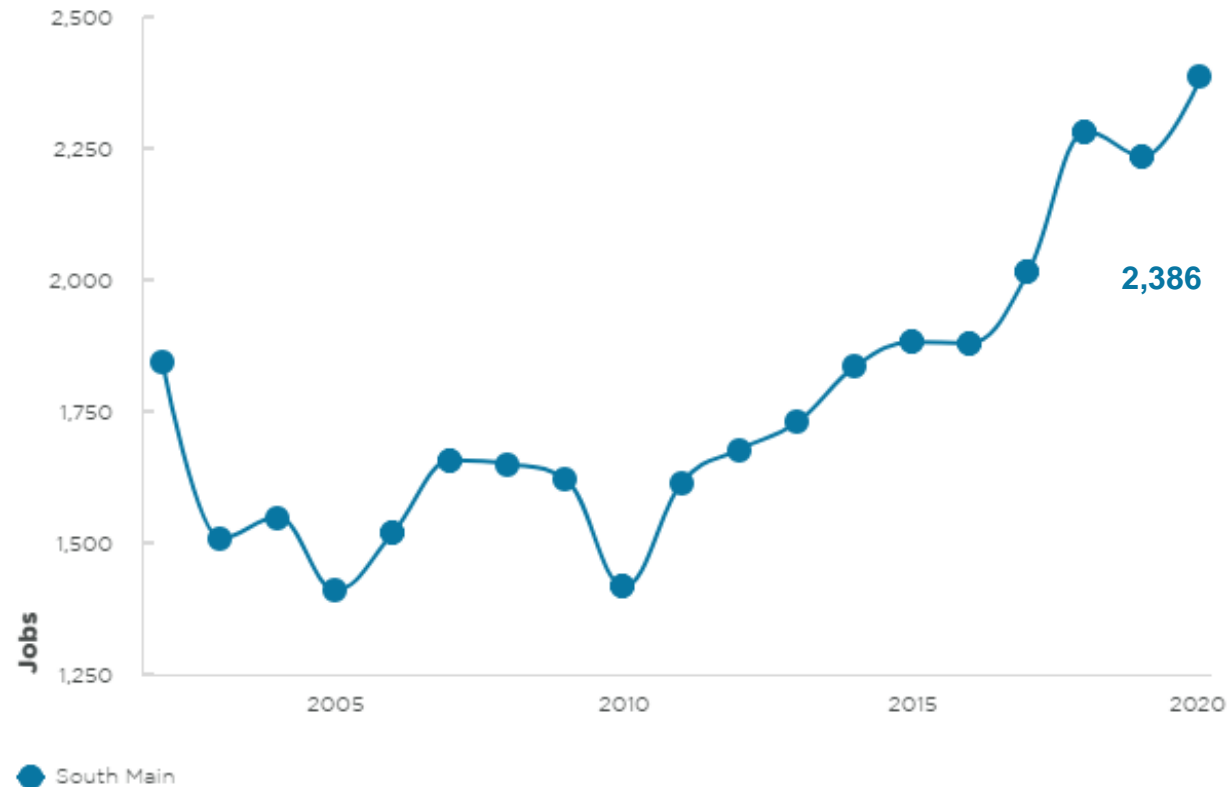
## Total Housing Units



Sources: US Census Bureau; US Census Bureau ACS 5-year

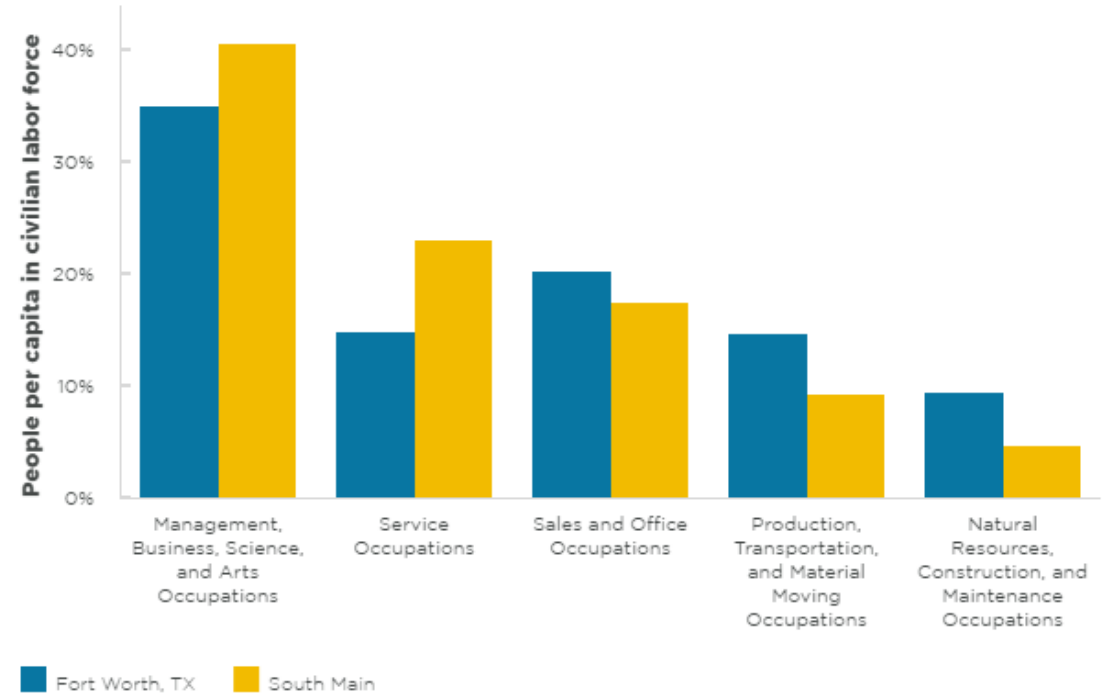
# Demographic Trends

Number of Jobs



Sources: LODES Version 8.0

Civilian People by Occupation Summary



Sources: US Census Bureau ACS 5-year 2017-2021

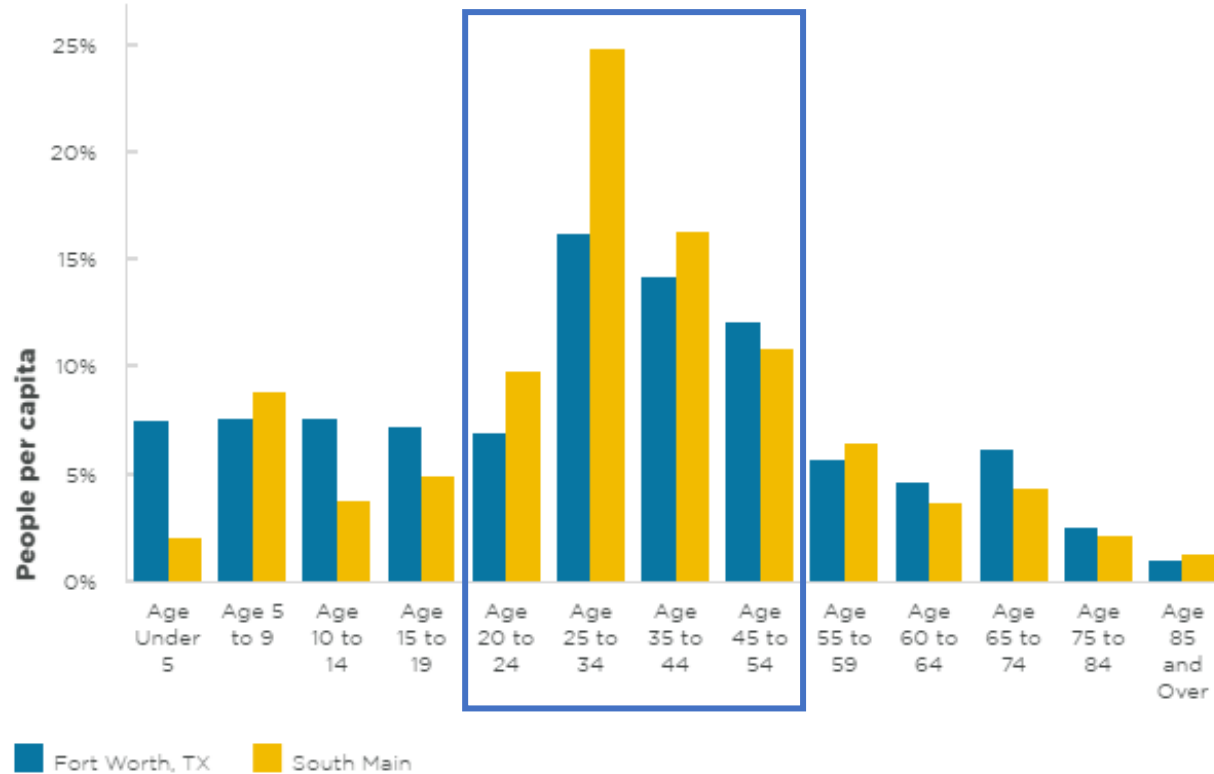
## Top 5 employment industries

- Food Preparation & Serving
- Office and Administrative Support
- Management
- Health Diagnosis and Treating Practitioners
- Business and Finance



# Demographic Trends

## Age Totals



## People Commuting To Work via Walk, Bike, or Public Transit per commuter

**15.1%**

South Main

**2.3%**

Fort Worth, TX

↓ 84.6%

\*% Diff. shows the percentage increase or decrease as compared to the original geography.

Sources: US Census Bureau ACS 5-year 2017-2021

Sources: US Census Bureau ACS 5-year 2017-2021

# Keys to Success

- Vision
- Consensus
- Leadership
- Partnerships
- Action



# Thank you

Rachel Bristow, Sr. Planner

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Eric Fladager, Assistant Director

[Eric.Fladager@fortworthtexas.gov](mailto:Eric.Fladager@fortworthtexas.gov)



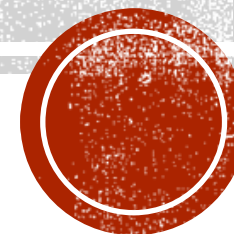
# **OLD TOWN LEWISVILLE TOD UPDATE**

Coordinated Land Use and Transportation Planning Task Force

Thursday, October 19, 2023

2:00 pm – 4:00 pm

Presented by:     Richard E. Luedke, AICP, Planning Director, City of Lewisville  
                          Jon Beckham, AICP, Senior Planner, City of Lewisville



# **PRESENTATION OUTLINE:**

**COMPLETE STREETS POLICY**

**COMPLETE STREET PROJECTS:**

**MAIN AND MILL STREETS**

**EAST COLLEGE STREET**

**WEST COLLEGE STREET**

**FUTURE CHURCH STREET**

**DEVELOPMENT PROJECTS:**

**THE STATION AT OLD TOWN**

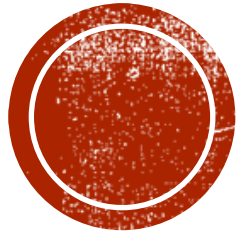
**MAIN AND MILL LOFTS**

**MILL OLD TOWN**

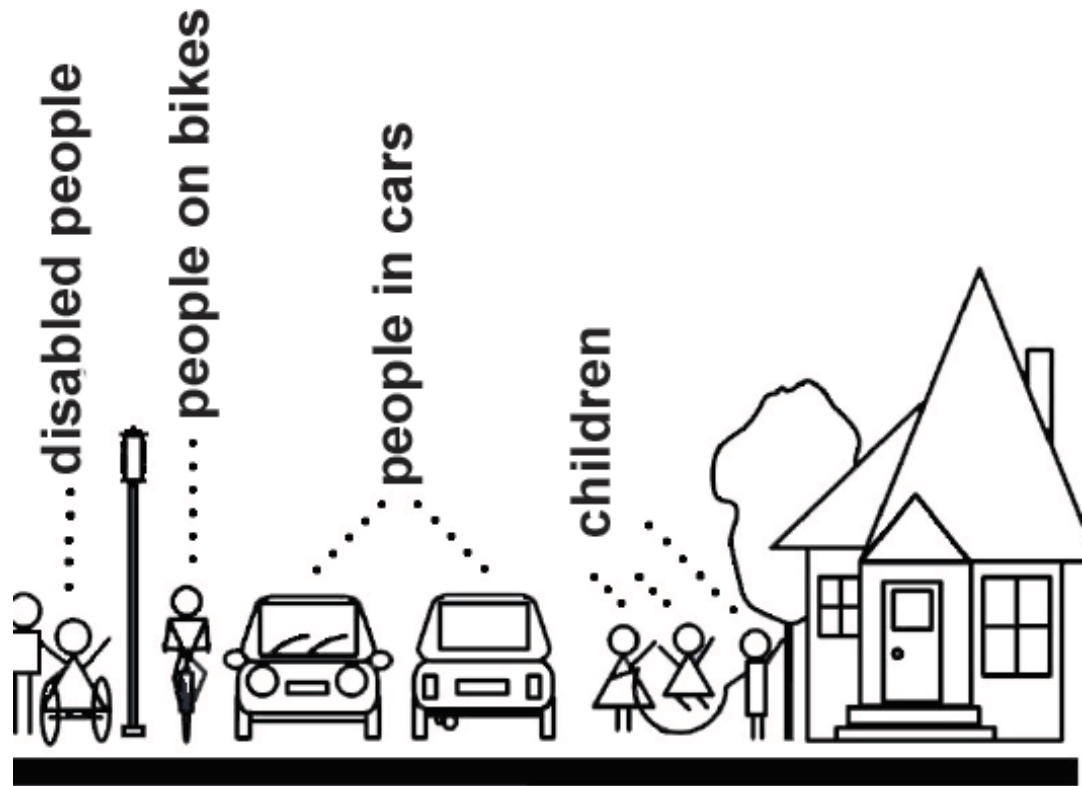
**WHITLOW**

**DECK ON MAIN**

**OLD TOWN TOD MASTER PLAN UPDATE**



# COMPLETE STREETS POLICY



- Adopted by Lewisville City Council December, 2022
- Greatly expands the existing policy
- Requires all new street projects to conform with the policy
- Adds performance measures
- Will allow new funding opportunities





# 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





# MAIN AND MILL COMPLETE STREET PROJECT

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





# **MAIN AND MILL COMPLETE STREET PROJECT**

**Photo: South side of Main Street between Mill Street and Kealy Street facing west**



Before



After



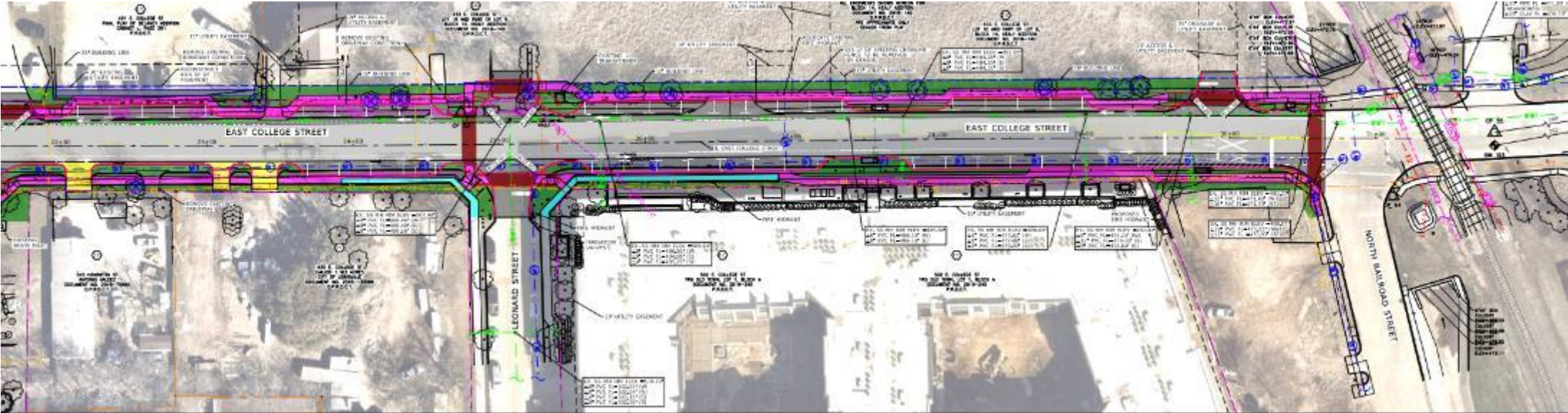
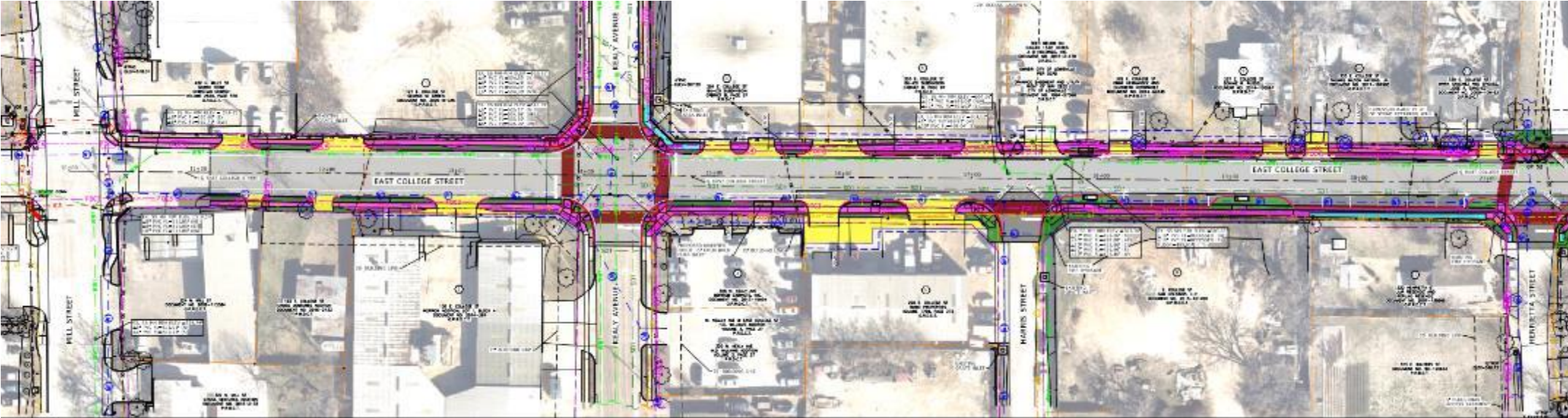
# COLLEGE & LEONARD

- Curb bump outs at intersections and mid-block to shorten pedestrian crossing times (improving walkability) and providing a traffic calming effect.
- Street trees providing shade for pedestrian comfort.
- Wide sidewalks (6' wide)
- LED street lighting (green infrastructure improvement)
- On-street public parking

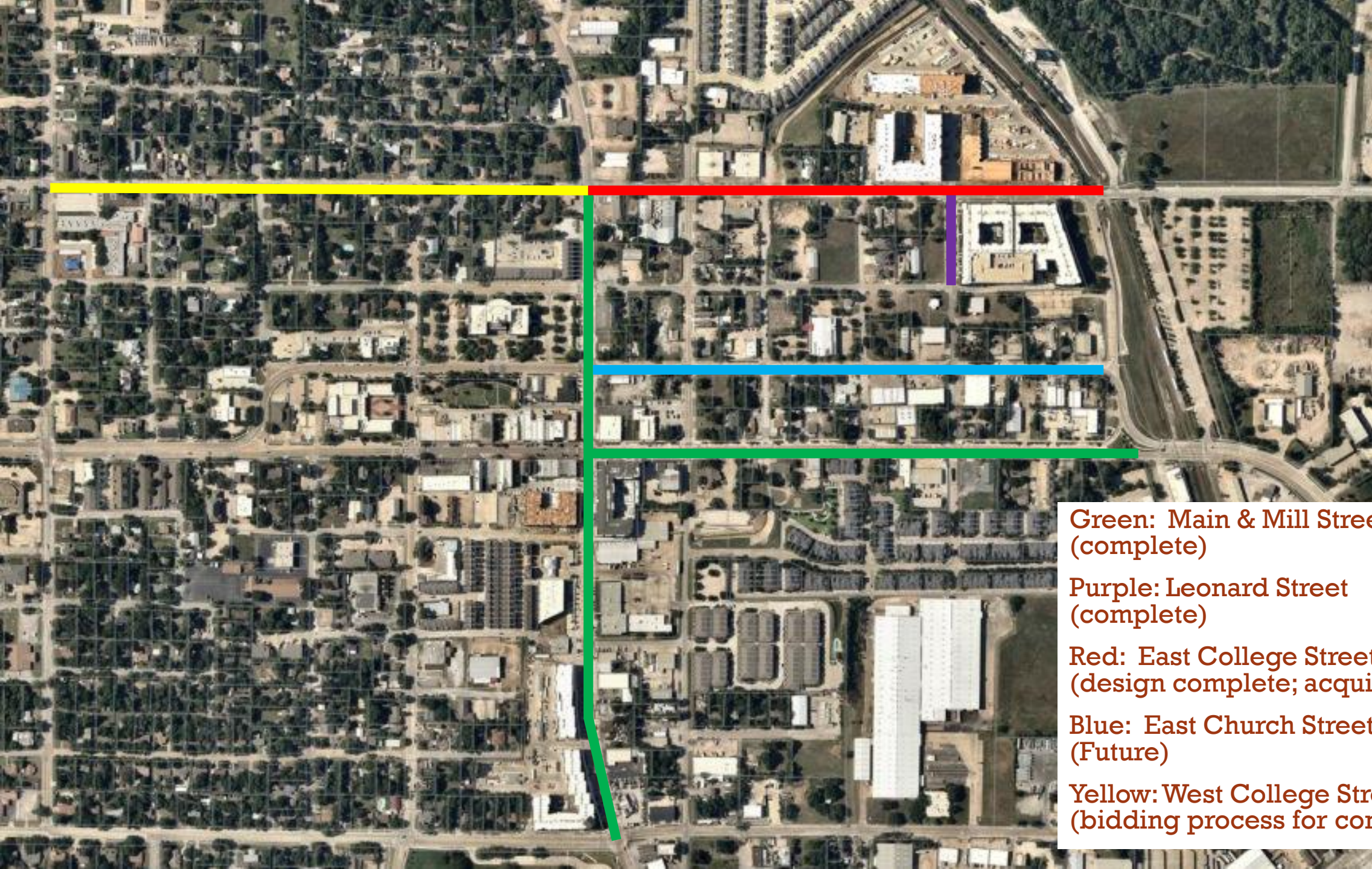




# EAST COLLEGE STREET COMPLETE STREET



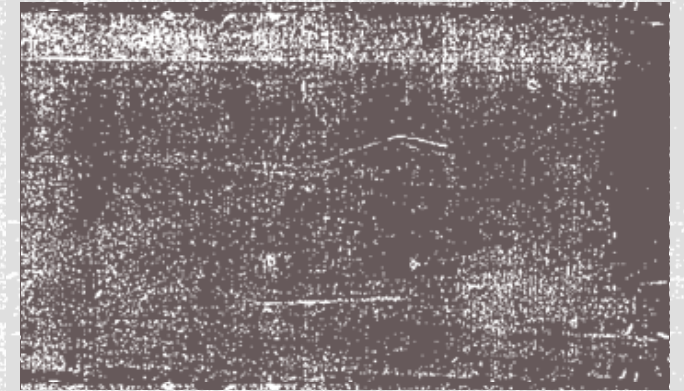
# COMPLETE STREET PROJECTS



- Green: Main & Mill Streets (complete)
- Purple: Leonard Street (complete)
- Red: East College Street (design complete; acquiring ROW)
- Blue: East Church Street (Future)
- Yellow: West College Street (bidding process for construction)

# STATION AT OLD TOWN

- 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; 100 % leased
- \$40 million investment





# MAIN AND MILL LOFTS

- 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





# MILL OLD TOWN

- 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
- Currently Under Construction





# WHITLOW

- North side of East College Street west of 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
- Currently Under Construction

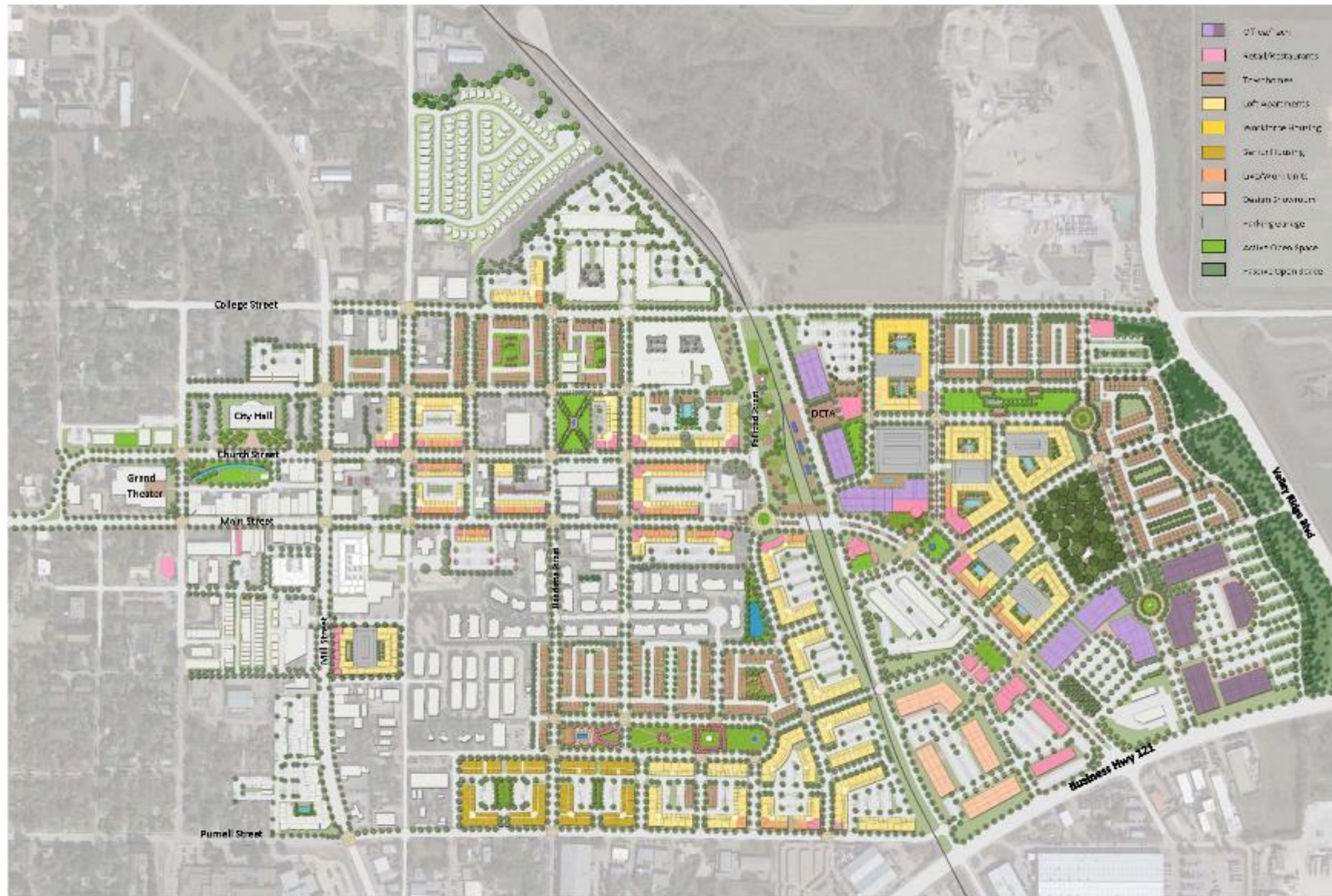




# DECK ON MAIN

- Under construction
- 3-story commercial
- 1<sup>st</sup> floor – restaurant
- 2<sup>nd</sup> floor – Office uses
- 3<sup>rd</sup> floor – event space with covered deck overlooking Wayne Ferguson Plaza
- \$8 million investment





# OLD TOWN LEWISVILLE TOD MASTER PLAN UPDATE

Began summer 2021

Includes expanded areas  
to the east and southeast

Added infrastructure  
study component

Adopted by City Council  
October 16, 2023





A blue-tinted photograph of a city street scene. In the foreground, two women are walking from left to right, one carrying a white bag. The background shows a street with buildings, trees, and other pedestrians. A sign for 'PATRIZIO' is visible on a building to the right. The overall scene is a busy urban environment.

# Panel Discussion



# Announcements

# Upcoming Federal Grant Opportunities

Date	USDOT Grant
<p><u>Due:</u> Large Bridge: November 27, 2023</p> <p><u>Opening:</u> Planning and Bridge Projects: November 2023</p>	<p>Bridge Investment Program</p> <p><a href="https://www.fhwa.dot.gov/bridge/bip/">https://www.fhwa.dot.gov/bridge/bip/</a></p>
<p><u>Opening:</u> October 2023</p>	<p>Railroad Crossing Elimination Program</p> <p><a href="https://www.fra.dot.gov/RAISE">Railroad Crossing Elimination Grant Program   FRA (dot.gov)</a></p>
<p><u>Opening:</u> No later than November 30, 2023</p>	<p>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</p> <p><a href="https://www.transportation.gov/RAISEgrants">https://www.transportation.gov/RAISEgrants</a></p>
<p><u>Due:</u> October 30, 2023</p>	<p>Pathway to Removing Obstacles to Housing (PRO Housing)</p> <p><a href="https://www.hud.gov/program_offices/comm">https://www.hud.gov/program_offices/comm</a></p>



# After Today's Meeting

Access Meeting Recording and Slides:

[www.NCTCOG.org/LUTTf](http://www.NCTCOG.org/LUTTf)

Next meeting scheduled for January 2024

# CONTACT US

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