

Meeting Summary

Subject	Coordinated Land Use and Transportation Planning Task Force	Date	October 21, 2020
Facilitator(s)	Travis Liska, Shawn Conrad, Sydnee Steelman	Time	1:30 pm – 3:30 pm
Location	Zoom Meeting	Recorded by	Sydnee Steelman
Meeting Purpose	Coordinate with cities and other interested parties on the coordination of land use and transportation planning in North Texas. The purpose of this meeting was to highlight Land Use/Transportation coordination efforts in the region focused on repurposing right of way to support businesses and share transit-oriented development planning.		

Discussion Items

Welcome and introductions by NCTCOG staff.

1. NCTCOG Updates

Sydnee Steelman briefly presented on the regional growth and population changes of the greater DFW region over the last decade as context for understanding the need for greater coordination of land use and transportation. The presentation included information regarding the NCTCOG’s Research and Information Services open data portal and the various offered data sets.

Shawn Conrad presented on the NCTCOG Curb Management Guide, which covers various contexts, practices, and examples of curb management across the region. The guide is available for review online.

2. Rethinking Right of Way for Business Support

Kevin Kokes, NCTCOG, presented on the impacts of COVID-19 on active transportation. He discussed the substantial increase in bicycle/pedestrian usage within the last six months and the emergence of slow streets programs in the region.

Matt Jones and Nicolette Allen with the City of Mansfield presented on the City’s very recent efforts of starting a parklet program. Both spoke on the efforts made by the city and local businesses to launch the pilot parklet program and discussed the various challenges and workarounds they have encountered. Main challenges included insurance liabilities, design, guidelines, funding, time, as well as alcohol consumption on the premises. They mentioned the large amount of coordination efforts it took between the various stakeholders to overcome these challenges and the solutions the City found. Specific information regarding the parklet program (i.e. application and liability waiver) is available on the City’s website for interested parties to review.

Tanya Brooks with the City of Forth Worth discussed the Pilot Parklet/Street Patio Program the City has been working on recently. This builds on their previous experience repurposing curb parking through PARK(ing) Day events, which is used to educate citizens on bike/ped safety and allows businesses to temporarily install parklets, as well as the progress the City has made towards establishing its own parklet program. Due to restaurant capacity limits from COVID-19, the City was able to test its program by allowing temporary outdoor seating in the Fort Worth Entertainment District. The City established an eligibility checklist and parklet design guides for businesses.

Amanda Popken from Amanda Popken Development presented on her efforts on the Bishop Arts Dallas Parklet Project. Her work was partially funded by a NCTCOG Blue-Green-Grey grant for use of parklets as bike parking.

She discussed the installation of a soon-to-be permanent parklet in the Bishop Arts District which may serve as a catalyst for similar projects in the district and all over the region. Parklets can create a hub of energy in a downtown or entertainment district, which in turn increases sales numbers. The impact of COVID-19 was a major driving force for this project. Implementing a temporary parklet was a way to easily accommodate the increased need for businesses to provide patio and outdoor space when capacity limits were implemented.

3. Transit-Oriented Development Planning Pilot – Federal Transit Administration Grants

Jack Wierzenski, Director of Economic Development for Dallas Area Rapid Transit (DART), discussed the planned DART D2 Subway TOD. DART plans to use a general planning consultant to determine project scope and timeline. Their proposal for planning needs includes stakeholder engagement, zoning reforms needed, potential catalyst sites, and multimodal infrastructure improvements. They will be coordinating closely with City of Dallas on these planning efforts, especially zoning recommendations. The TOD planning effort for the corridor is expected to take about a year and a half to complete.

Phil Duper with Trinity Metro presented on the Lancaster Avenue Transit-Oriented Development Plan. The plan focuses along East Lancaster Avenue in Fort Worth, from Handley Drive and IH 35 supporting “the Spur” Bus Rapid Transit (BRT) line. The goals include increasing access to transit, encouraging economic development/private sector development, enabling mixed-use development, and facilitating multimodal connectivity. Trinity Metro also anticipates future bus rapid transit enhancements to the Spur Line and will pursue FTA Small Starts funding. Consultant services will be procured and project completion is currently projected for December 2021.

Lindsey N. Baker, with the Denton County Transit Authority (DCTA), presented DCTA’s Kansas City Southern (KCS) Rail Line TOD study. The purpose of the KCS TOD study is to analyze the TOD potential of possible future corridor rail stations. The study objectives include facilitating multi-modal connectivity/accessibility, enabling mixed-use development, identifying infrastructure needs, including private sector participation, and enhancing economic development and ridership.

Travis Liska, NCTCOG, presented TOD survey results for the DART Red and Blue Lines Pilot Study. The purpose of the survey was to determine whether TODs are influencing travel behavior, demographics, and location choice preferences. The study area consisted of the one-mile radius around 28 DART stations along the Red and Blue lines. Survey population sampling included residents, businesses, and employees. Highlighted results included the relationship of higher ridership with those living closer to stations and the general preference for walkability. Challenges identified included transit service improvement needs and general car dependence among all populations. Full results are available online at www.nctcog.org/TOD (FTA grant).

4. Q&A

What is the reasoning behind the two-parking space minimum for parklets?

- It is more cost effective. One space may not provide enough room, while three spaces may be too much.

If parklets are taking over an existing "parking space" where do people park? Are these relatively unused spaces? Were parking lots built to replace the spaces? I know the number of spaces involved in parklets is not great, but if it were allowed on a permanent, large scale basis, what effect would it have on parking?

- In Downtown Mansfield there is not a parking problem, just a perceived parking problem. Utilizing parklets typically requires a shift in perception of the expectation of parking – people may have to take a short walk to get to a downtown area for example. The goal is to create something worth walking to.

Is NCTCOG changing modeling in DFW with regard to COVID-19 impacts on traffic?

- NCTCOG is looking at the impacts of COVID-19 on modeling. We are looking at a survey on travel patterns that impact certain assumptions and we have a pilot to look at enhancing modeling features to capture better multi-modal impacts.

Action Item(s)			
	Item	Responsibility	Target Completion Date
1	NCTCOG to post meeting materials on website	NCTCOG	Late October
2	NCTCOG to distribute meeting notes and other materials to Task Force participants	NCTCOG	Late October

Next Meeting if Applicable

Date: January 20

Time: 2:00 pm – 4:00 pm

Location: Virtual Meeting

Virtual Attendees			
AGENCY REPRESENTING	NAME	AGENCY REPRESENTING	NAME
Amanda Popken Dev.	Amanda Popken	City of Midlothian	Trent Robertson
City of Arlington	Anthony Cisneros	City of North Richland Hills	Clayton Comstock
City of Benbrook	Doug Howard	City of Plano	Drew Brawner
City of Burleson	Mandy Clark	City of Red Oak	Ben Hartman
City of Celina	Dustin McAfee	City of Rowlett	Alex Koenig
City of Dallas	Andrew Pagano	City of Waxahachie	Shon Brooks
City of Dallas	Don Raines	City of White Settlement	Kyle Reeves
City of Dallas	Luis Tamayo	City of Wylie	Renaee' Ollie
City of Dallas	Arturo del Castillo	Collin County	Clarence Daugherty
City of Dallas	Megan O'Neal	DART	Jack Wierzenski
City of DeSoto	Crystal Owens	DCTA	Lindsey Baker
City of Fate	Michael Kovacs	NCTCOG	Shawn Conrad
City of Farmers Branch	Tina Furgens	NCTCOG	Travis Liska
City of Fort Worth	Eric Fladager	NCTCOG	Brian Salvesen
City of Fort Worth	Robert Sturns	NCTCOG	Sydnee Steelman
City of Fort Worth	Tanya Brooks	NCTCOG	Karla Weaver
City of Fort Worth	Chelsea St. Louis	NCTCOG	Cauner McDonald
City of Garland	Jose de la Vega	NCTCOG	Daniel Snyder
City of Garland	Nathaniel Barnett	NCTCOG	Kevin Kokes
City of Garland	Angela Self	Town of Addison	Wilson Kerr
City of Kaufman	Marcy Ratcliff	Town of Flower Mound	Andrea Roy
City of Keene	Michael Talley	Town of Prosper	Alex Glushko

City of Lancaster	Karl Stundins	Town of Providence Village	Brian Markheim
City of Lewisville	Richard Luedke	Town of Trophy Club	Tommy Uzee
City of Mansfield	Nicolette Allen	Trinity Metro	Phil Dupler
City of Mansfield	Matt Jones	Trinity Metro	Sandip Sen
City of McKinney	Aaron Bloxham		
City of Mesquite	Jeff Armstrong		