

Meeting Minutes

Subject	Transit-Oriented Development (TOD) Task Force	Date	Wednesday, March 27, 2019
Facilitator	NCTCOG	Time	12:00 – 2:30 pm
Location	NCTCOG – Metroplex Conference Room	Recorded by	Travis Liska
Attendees	Mandy Clask (Burlison), Scott Williams (Grapevine), Sandip Sen (Trinity Metro), Peter Braster (Plano), Craig Hulse (North Richland Hills), Olga Chernomorets (Addison), Athena Seaton (Duncanville), Nathaniel Barnett (Garland), Patrick Sanders (University Crossing PID), Jack Wierzenski (DART), Luis Tamayo (Dallas), Janna Tidwell (Addison), Daniel Snyder (NCTCOG), Keith Krum (Richardson), Doug McDonald (Richardson), Rachel Albright (Tarrant Transit Alliance), Karla Weaver (NCTCOG), Catherine Osborn (NCTCOG), Travis Liska (NCTCOG), Eric Conner (NCTCOG), Bethany Hyatt (NCTCOG).		

Meeting Purpose	TOD Task Force – Coordinate with cities, transit agencies, and interested parties on TOD planning and implementation. This meeting was focused on sharing best practices and developing strategies for promoting TOD in North Texas.
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Discussion Items
<p>Welcome and introductions by NCTCOG staff and all participants.</p> <p>1. IPMI Webinar: Potential Impacts of City-Level Parking Cash-Out and Transit Benefit Ordinances A webinar by the International Parking Management Institute on parking cash-out policies was presented during the TOD task force lunch. This webinar shared results of an analysis of six different cash-out ordinances in nine US cities by the Federal Highway Administration (FHWA) and provided information on the implementation of cash-out policies.</p> <p>A parking cash-out is a monetary benefit employers offer workers for using modes of transportation other than single occupancy vehicles (SOV). Most employers currently offer their employees free parking, incentivizing and subsidizing SOV use. The monetary benefit from a parking cash-out can be used toward supporting public transit or another transportation alternative such as carpooling, bicycling, or walking.</p> <p>The six cash-out scenarios from the FHWA study included 1) a monthly parking cash-out, 2) a monthly employer-paid transit/ vanpool benefit, 3) a monthly parking cash-out + incentive for daily cash out, 4) a monthly parking cash-out + pre-tax transit option for employees without subsidized parking, 5) an incentive to eliminate subsidized parking + provide employer-paid transit-vanpool benefit, and 6) a peak parking surtax.</p> <p>Results of the study found that scenario 1, with its monthly parking cash-out, scenario 3, with a monthly cash-out + an incentive for a daily cash out, and scenario 4, with a monthly cash out + a pre-tax transit option, all had the highest percentage of vehicle miles traveled (VMT) reductions. Cities where the researchers saw higher VMT than expected were those with pre-existing high parking rates and cities that already have lower drive-alone mode shares. Cities that showed lower VMT than expected were those with high city-wide drive-alone shares and those with a low share of employees receiving subsidized parking. The study concluded that some scenarios work better in certain cities than others, depending on a city's initial conditions.</p>

Discussion near the end of the webinar stated that the initial cost of parking in a city is the most important thing to consider for the success of parking cash-outs at lowering VMT. The lower the initial cost of parking, the larger the response to the change in parking prices.

2. FTA Planning Pilot for TOD Update: TOD Parking Study

Travis Liska, Senior Transportation Planner, NCTCOG updated the task force on the TOD pilot planning study funded by the Federal Transit Administration for the DART Red and Blue lines.

Data collection and field work for Task 1, the bike and pedestrian access study, has been completed, with the ranking of potential projects, development of cost estimates for high-priority projects, development of project phases for implementation plans, and an engineering survey are anticipated to be completed by November 2019. Consultants and NCTCOG staff continue to work with city staff and DART towards completion of the Task 1 study.

Data collection and field work for Task 2, a TOD parking study for 16 locations, has been completed. The parking study's findings revealed that most of the sites had underutilized parking, the number of spaces available exceeded minimum code requirements and most parking is offered free of charge. A brief data table summary of key measures including peak parking use, building occupancy, and parking required was handed out to attendees during the meeting. NCTCOG's next steps for Task 2 are to draft policy and development practice recommendations, review this draft with the private and public sector, then put together a final report that is expected to be ready summer 2019.

The third task, surveying residents, employees, and businesses near stations for their perceptions on the value and their use of transit, is in its initial phase and anticipates data collection starting this summer. Initial reports and summaries should be ready by late fall of 2019. NCTCOG will summarize results into corridor-wide recommendations.

Questions regarding tasks 1-3 of the FTA Planning Pilot were directed to be held until the end of the meeting in the interest of time.

3. Collins/Arapaho TOD and Innovation District Study

Presentation by Doug McDonald, Planning Projects Manager with the City of Richardson. The City of Richardson completed a redevelopment plan for the DART Arapaho Center Station area and the surrounding innovation business district in hopes of maximizing the potential for transit-oriented development near the station. In addition, planning for the immediate station area, half the innovation district is an estimated 10-minute walk from the station and is envisioned with high potential for walkable redevelopment. The city's plan included extensive public involvement, hosting open house events, office and DART station pop-up booths, online surveys, neighborhood leadership discussions, and residential pop-ups at local community events.

The City of Richardson hopes to use 10 strategies to achieve their vision of becoming a premier walkable tech hub:

- 1) managing experience and marketing of the district through wayfinding and identity-building;
- 2) supporting modernization through cosmetic and land use changes;
- 3) allowing flexible zoning in industrial zones by changing parking, FAR, and building height requirements;
- 4) encouraging placemaking activities such as bike trails and public open space;
- 5) improving district edges and gateways with public art;
- 6) redesigning key streets for better mobility through pedestrian mobility improvements to the 10-minute walkshed and redesigning streets to better meet traffic demand;
- 7) creating shared "innovation space" with resources such as 5G connections;
- 8) strengthening relationships with universities;
- 9) creating new public space amenities specifically along Duck Creek; and
- 10) redeveloping key opportunity sites to bring new uses and activities to the district through zoning changes.

Moving forward, the city is implementing the plan first through the district's zoning. Next, the city plans to test mobility improvements this summer in collaboration with Better Blocks and Kimley-Horn such as reducing Greenville Ave. from 6 to 4 lanes, phase 1 trail construction along Duck Creek, installing bike lanes along Alma Road this year, rebranding the district through the formation of a voluntary business association, and continuing discussions with city institutional partners. In addition, a DART at-grade crossing test will be conducted. Overall, the city is working towards building awareness for the project. Additional information and the final plan are available at www.cor.net/collinsarapaho.

4. NCTCOG Multi-Modal Performance Measures

Presentation by Daniel Snyder, Transportation Planner, NCTCOG, Sustainable Development Program. NCTCOG is tracking federally required performance measures including non-single occupancy vehicle (Non-SOV) trips to better evaluate progress in meeting national, state, and local transportation and air quality goals. The Non-SOV measure is defined by the percentage of people commuting to work and not driving alone (non-single occupancy vehicles). This measure includes those who carpool, ride transit, take a taxi, bicycle, walk, or work from home. Targets are set every 2 and 4 years by NCTCOG and reported to TxDOT every 2 years. The current percentage of Non-SOV commute trips for the Dallas-Fort Worth-Arlington urbanized area is around 19.5%. The Regional Transportation Council's most recent target for the 2018-2022 target year is set at 20.2% as the region aspires to have a Non-SOV measure closer to 30% in the coming years.

Moving forward, NCTCOG staff will work with local stakeholders to evaluate potential targets, policies, and programs for individual modes of travel. This spring, proposed mode share targets will be researched and developed. Over the course of the summer, public meetings and presentations to STTC and RTC will be carried out. NCTCOG staff aim for proposed mode share targets to be STTC and RTC action items tentatively by fall 2019.

Question: Will funding be targeted to specifically address these performance measures? Response: No, a specific set of funds has not been allocated but NCTCOG will continue to offer various forms of multi-modal funding through existing programs.

Question: Regarding expanding multimodal performance measures, how many cities have a bike share program? Response: Unsure of how many in our region have addressed dockless bikes or formed other agreements.

Question: Are Uber/Lyft trips covered in the ACS data used for this measure? Response: ACS covers work trips, so they should be covered if reported by survey respondents.

A comment was made that the performance measures should note a large portion of the urban area population doesn't live in the transit service areas.

Announcements

NCTCOG announced it has several transportation resources now available online, including the Regional Trails Map located at www.nctcog.org/veloweb and an updated version of the TOD Interactive Map at www.nctcog.org/TOD. The most recent resource update is a study of gentrification strategies, Transportation and Gentrification: A Toolbox for Positive Neighborhood Change, located at www.nctcog.org/housing.

Additionally, upcoming events of interest to attendees were announced. All presentations and material from this meeting will be available here: <https://www.nctcog.org/trans/plan/land-use/tod/tod-task-force>

Action Item(s)			
	Item	Responsibility	Target Completion Date
1	NCTCOG to post meeting materials on website	NCTCOG	April
2	NCTCOG to distribute meeting notes and other materials to Working Group participants	NCTCOG	April

Next Meeting

Date: TBD

Time: TBD

Location: NCTCOG