



North Central Texas Council of Governments

# Coordinated Land Use and Transportation Planning Task Force

Virtual Meeting | 4/21/2022

# 2022 Task Force Meeting Schedule

January 20

April 21

July 21

October 20

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



# Today's Meeting

## Local Updates

Downtown Lewisville

Dallas to Fort Worth Regional Trail Branding Project

DCTA Routes to Rail

## Trail-Oriented Development

TrOD Coordination, Benefits, and Examples

Houston-Galveston Area Council

Fort Worth TrOD Examples/Streams and Valleys

Grapevine Station Area Zoning

## Announcements



# Local Updates





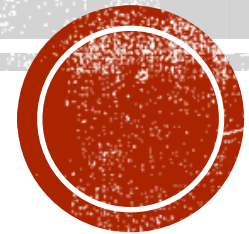
# OLD TOWN LEWISVILLE TOD UPDATE

Coordinated Land Use and Transportation Planning Task Force

Thursday, April 21, 2022

2:00 pm – 4:00 pm

Presented by: Richard E. Luedke, AICP, Planning Director, City of Lewisville



# **PRESENTATION OUTLINE:**

## **COMPLETE STREET PROJECTS:**

**MAIN AND MILL STREETS**

**EAST COLLEGE STREET**

**FUTURE CHURCH STREET**

## **DEVELOPMENT PROJECTS:**

**AURA OLD TOWN**

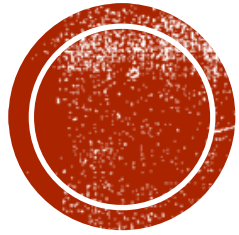
**MAIN AND MILL LOFTS**

**MILL OLD TOWN**

**OLD TOWN STATION**

**DECK ON MAIN**

**OLD TOWN TOD MASTER PLAN UPDATE**







# **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







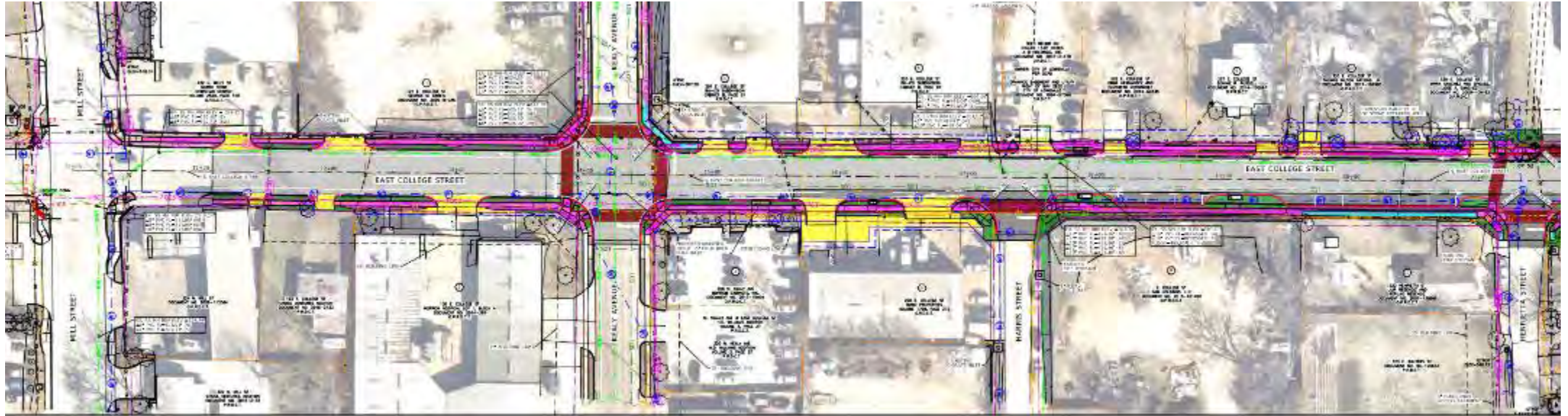
## **MAIN AND MILL COMPLETE STREET PROJECT**

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





# EAST COLLEGE STREET COMPLETE STREET







Eastside Court

Minasian Properties LLC

Street

## COMPLETE STREET PROJECTS

Green: Main and Mill  
Streets (complete)

Red: East College Street  
(under design)

Blue: East Church Street  
(Future)







## AURA 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; 96 % 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

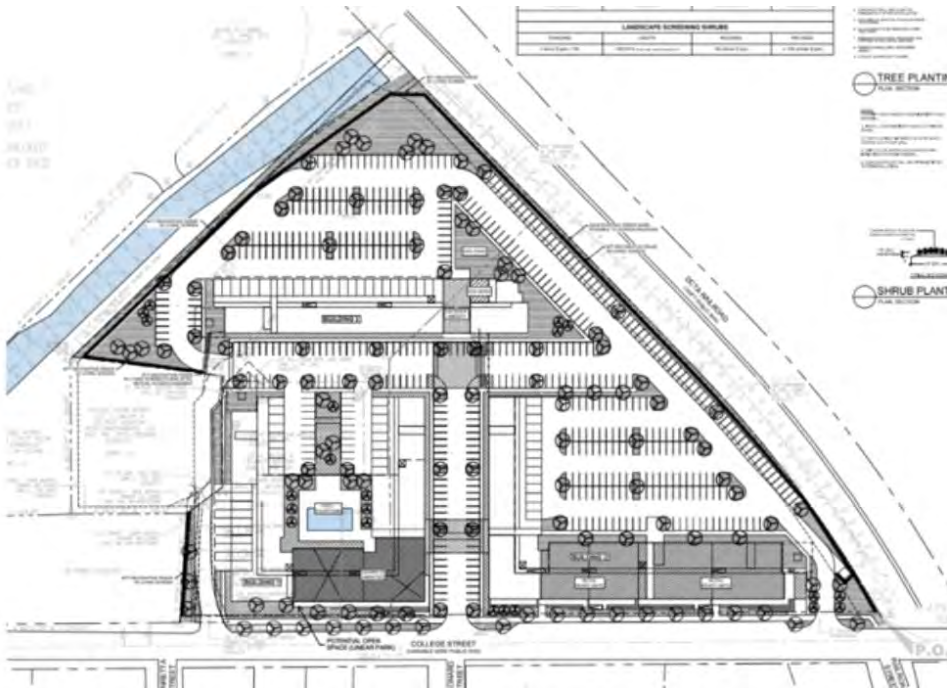
- Redevelopment of former REW Materials, a drywall wholesale distributor – NWC Mill & Purnell
- 4-story, 213 urban multi-family units
- Includes pocket park on north end
- \$30 million investment
- Construction starts May 2022





# OLD TOWN STATION

- 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
- Construction starts summer 2022





# 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

Completion expected  
late summer 2022







NCTCOG PRESENTATION

# Fort Worth to Dallas Regional Trail Branding and Wayfinding Project

SHAWN CONRAD | LAND USE & TRANSPORTATION  
PLANNING TASK FORCE | 4.21.2022



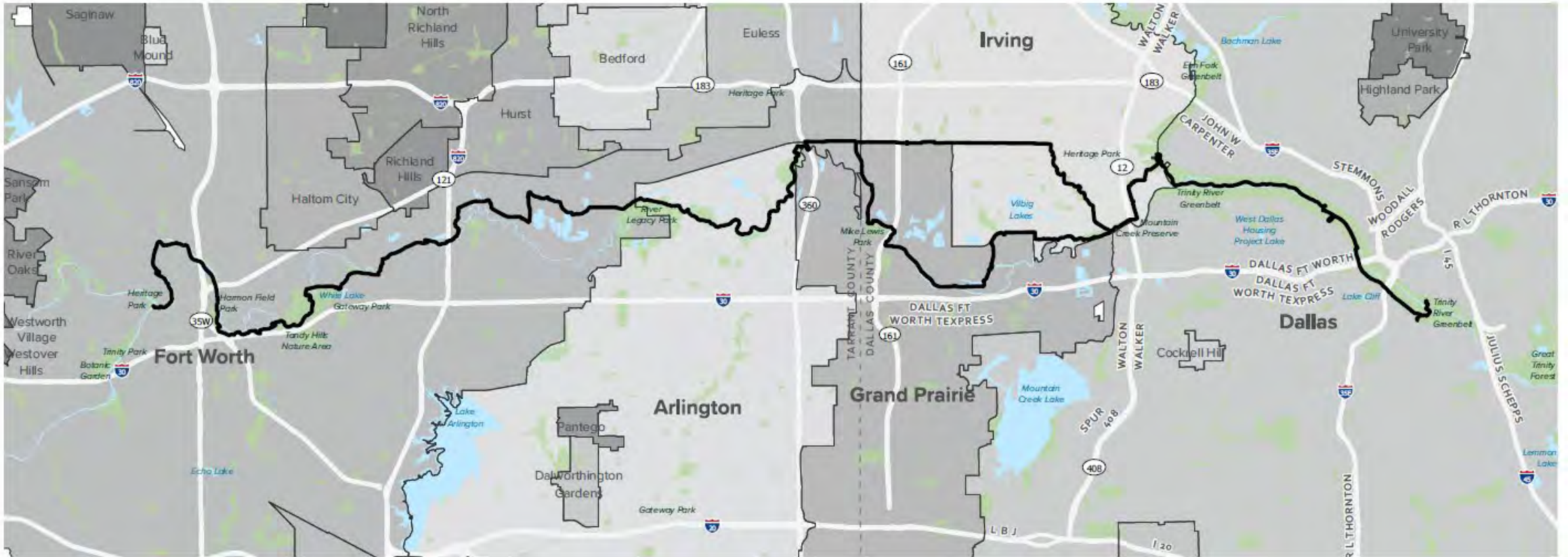
# FORT WORTH TO DALLAS REGIONAL TRAIL

- 66-mile multi-use trail spanning five cities: Fort Worth, Arlington, Grand Prairie, Irving, and Dallas
- >50 miles existing, 12.5 miles under construction
- Trail completion expected end of 2023/early 2024
- Goal of Regional Trail:
  - Recreation, transportation, events, and exploration uses
  - Regional, state, and national attraction for events and tourism





# TRAIL MAP



Existing: 50.4 miles  
Funded: 12.5 miles  
Planned: 2.8 miles



# TRAIL BRANDING PROJECT GOALS

Create a unified name, brand and signage package with cobranding of local trails

Recommendations for infrastructure to hold major regional and national events

Integrated regional 911 signage system and lighting recommendations

Electronic message boards/real-time display trail counters recommendations

Build consensus for ongoing marketing and operations



# GOALS GUIDING NAME & LOGO DEVELOPMENT

- **Recognizable.** Provides cues as to the location of the trail for those who live outside of the region or state.
- **Easy.** Easily referenced by a broad spectrum of people.
- **Welcoming.** Promotes the trail for all types of users.
- **Encompassing.** Does not reference specific cities and could allow for future expansion to new locations.
- **Supported.** Reflects the broad values and themes that have been identified through public feedback.





# STAKEHOLDER AND PUBLIC ENGAGEMENT

- Stakeholder meetings to solicit feedback on naming and branding process
  - Steering Committee & Support Stakeholders
- Virtual Open House Nov/Dec 2021
- **Coming soon!** Public Feedback Forum – **April 25** through May
- General public announcement/promotion of name, brand, recommendations – Fall 2022



# VIRTUAL OPEN HOUSE #1

- Open to public November 8 to December 11, 2021

## Results:

- Users value trail for peace and quiet/nature and active recreation opportunities
- Prefer natural colors and patterns
- Words or phrases for the trail name: Trinity, region, and nature
- Region-wide wayfinding system should be welcoming, friendly, timeless, and modern



# PUBLIC FEEDBACK FORUM

- Open **April 25** through Late May
- **Cast your vote!**
  - Two trail name and logo combinations to choose from. Pick your favorite!
- Advertised to public via press, social media and trail signage
- Participate at [FortWorthtoDallasTrail.com](http://FortWorthtoDallasTrail.com)

*Look for signs like this out on the trail!*





# UPCOMING ACTIVITIES

- Public Feedback Forum: April 25-Late May
- Steering Committee Meeting #3
- Public promotion of final name, brand, and recommendations
- Project completion: anticipated Fall 2022





# MORE INFORMATION:

Trail Branding Project & Regional Trail

[www.nctcog.org/FWtoDalTrail](http://www.nctcog.org/FWtoDalTrail)

Access the Public Feedback Forum on  
April 25 and sign up for email updates:

[www.FortWorthtoDallasTrail.com](http://www.FortWorthtoDallasTrail.com)



# CONTACT US:

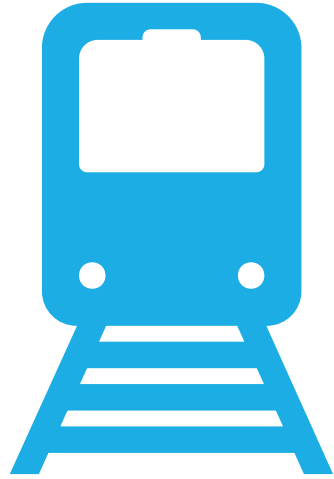


Shawn Conrad, PhD  
Principal Transportation Planner  
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Karla Windsor, AICP  
Senior Program Manager  
North Central Texas Council of Governments  
[kwindsor@nctcog.org](mailto:kwindsor@nctcog.org)





# DCTA Routes-to-Rail Stations



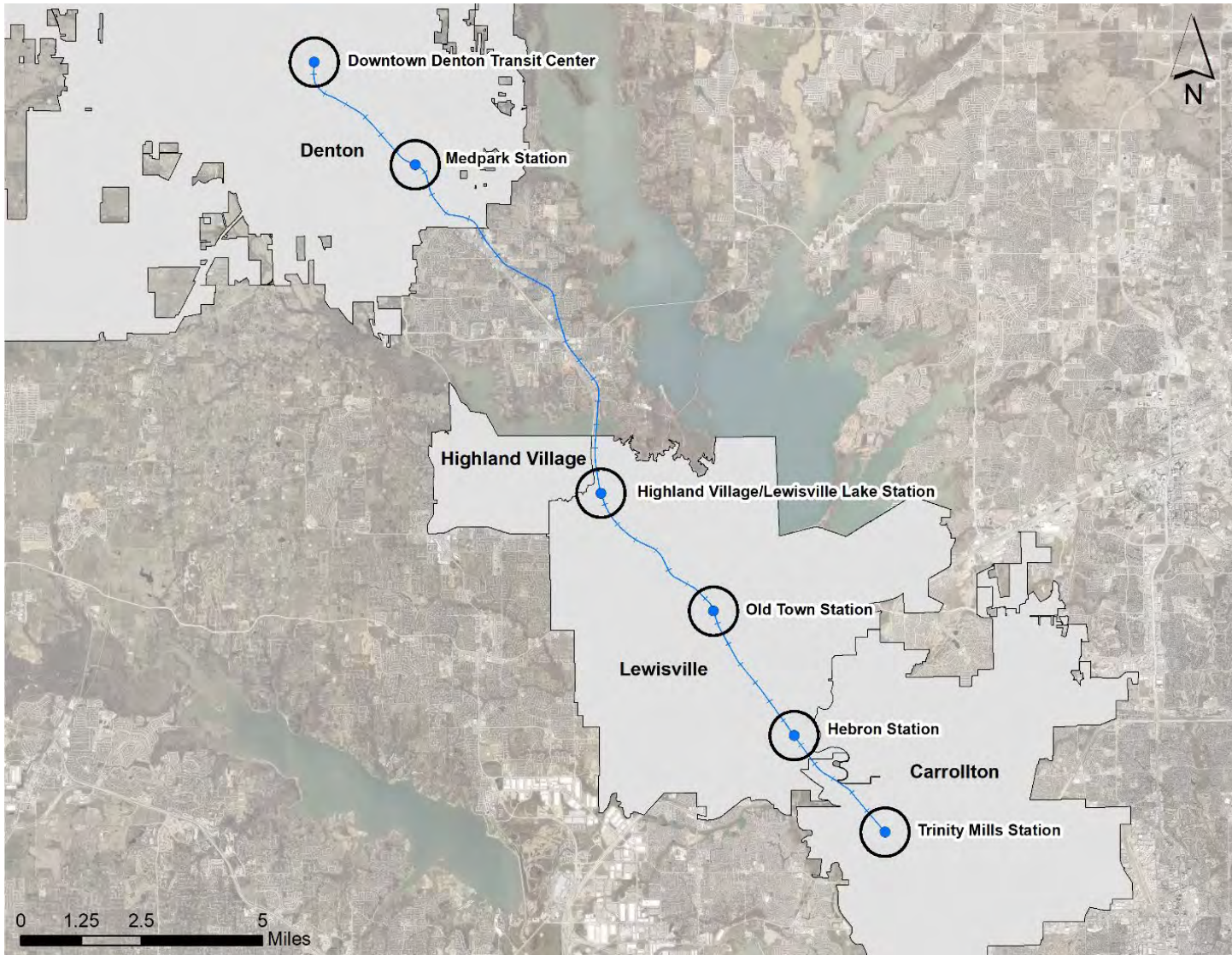
**North Central Texas  
Council of Governments**

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COORDINATED LAND-USE & TRANSPORTATION TASK FORCE MEETING

4/21/2022





# Routes-to-Rail Overview

## Project Goals:

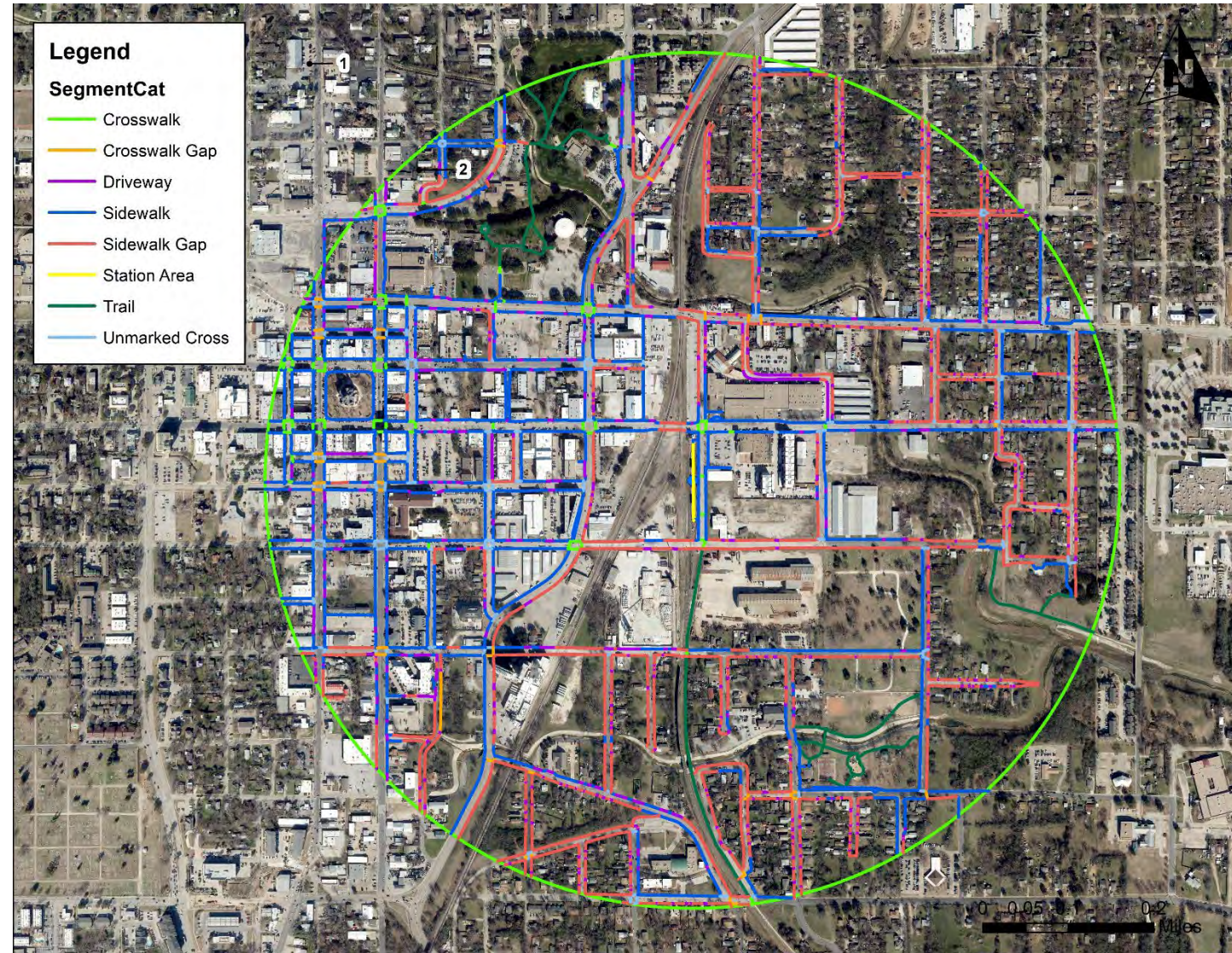
- Identify recommended infrastructure improvements that will improve pedestrian accessibility for residents, workers, and visitors on a continuously connected sidewalk network to and from DCTA rail stations.
- Increase the number of potential transit riders with access to the rail station.
- Provide the opportunity to increase transit ridership.
- Provide high-level opinions of probable construction costs.





# Existing Sidewalk Inventory

- Using aerial imagery (NCTCOG aerials and Google Maps/Street-View) to document existing sidewalks and gaps within a half-mile radius of each station evaluated.
- Sidewalks, Crosswalks, Driveways, Unmarked Crossings, Sidewalk Gaps, Crosswalk Gaps, Trails, and the Station Area (platform) are digitized and coded using GIS.



(e.g., Downtown Denton Station)





# Parcel Data: Population and Employment

Using methodology that was previously developed for the FTA routes to rail project

Parcel population, employment, and number of visitors is calculated for each parcel:

## Example Calculation:

a. Example formula for commercial development:

$$\text{People} = ([\text{SQFT}] / 1000) * 3.5$$

b. Example formula for single family residential

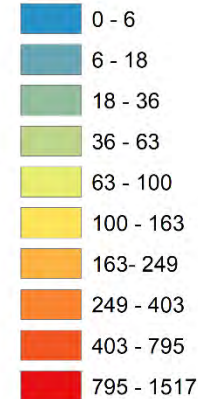
$$\text{People} = [\text{UNITS}] * 2.8$$

COG LU	Description	Units	SQFT	People	SQFT/person
111	single family	1	--	2.8	--
112	multi-family	1	--	1.8	--
113	mobile homes	1	--	2.5	--
114	Group Quarters	1		1.25	
120	commercial	--	1,000	3.5	286
121	Office	--	1,000	3	333
122	Retail	--	1,000	8	125
124	Hotel/Motel	1		1.1	
125	Institutional/semi public	--	1,000	5	200
126	education	--	1,000	12	83
131	industrial	--	1,000	1	1,000
143	utilities	--	--	0	--
148	railroad	--	--	0	--
160	mixed use*	1	1,000	4	250
170	parks/recreation	--	--	1	--
173	Under construction			0	
174	Cemeteries			0	
301	vacant	--	--	0	--
303	Ranch land	1	--	2.5	--
401	Parking	--	--	0	--
501	Water body features			0	

\* total count is combination of residential units and sqft ratio

## Legend

### People



Current as of 12/21/2021



# Sidewalk Evaluation Criteria

Category	Weight	Description
Tributary Employment, Population, and Number of Visitors	60 points	Potential riders (Population + Employment) "upstream" of specific sidewalk or crosswalk improvements on a connected route. The population, employment, and projected number of visitors are averaged per parcel to determine the Tributary Employment and Population.
Distance from Station	25 points	Distance from individual improvements, to station, measured at a straight-line distance (as the crow flies).
Major Destinations	5 points	Number of key destinations (hospitals/clinics/urgent care, schools, government buildings, grocery stores, malls, supercenters, entertainment, fine arts, parks, libraries, museums). *On gap block*
Bicycle/Pedestrian Crashes	5 points	Number of bicycle and pedestrian crashes on gap block.
Posted Speed Limit	5 points	Posted speed limit of parallel street or street being crossed.

Each gap is scored out of 100 points to determine the project's benefits.





# Recommended Sidewalk Construction

High, medium, and low priorities for construction

DCTA Stations  
Last Mile Connections:  
Recommended Sidewalk  
Construction  
February 2022

**Legend**

- Commuter Rail Station
- Existing Sidewalks/Trails
- 1/4 Mile Radius from Station
- 1/2 Mile Radius from Station

**Proposed Sidewalk Gaps by Priority**

- High
- Medium
- Low

**Opinion of Probable Base Construction Cost (2022 \$)**

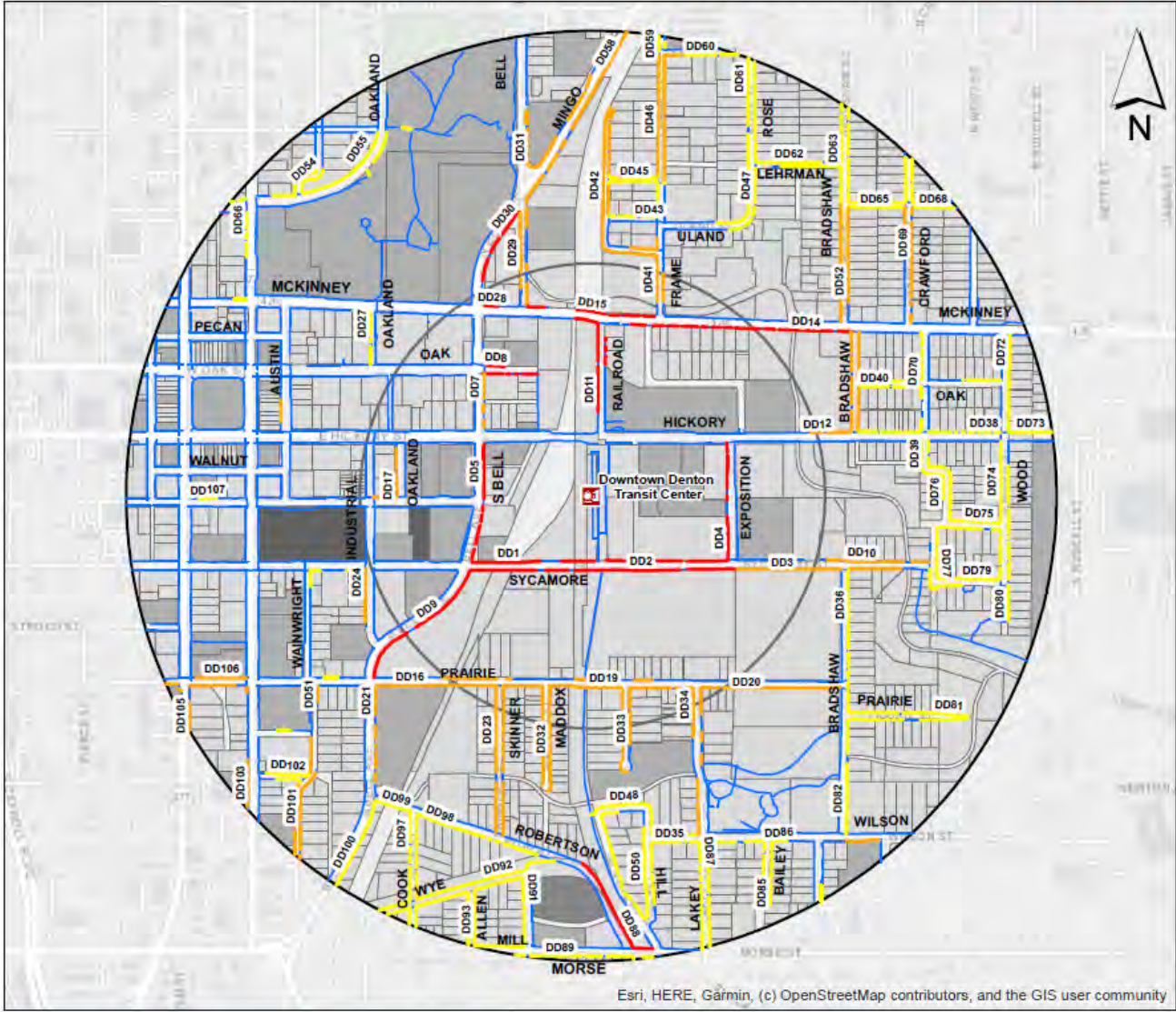
High.....	\$ 1,332,008.38
Medium.....	\$ 3,458,472.45
Low.....	\$ 3,853,329.46
<b>Total.....</b>	<b>\$ 9,643,810.29</b>

*\*See footnote below\**

**Existing Number of People Per Parcel**

	0 - 50
	51 - 300
	301 - 500
	501 - 1,000
	1,001 - 1,517

Figure 1A – Downtown Denton  
Recommended Sidewalk Construction **DRAFT**



\*The cost per linear foot does not include specialty construction items that could be included in a project based on the context of the project area, such as: utility relocation (lines, poles, boxes), railroad crossings, traffic signals (RRFB, Pedestrian Hybrid Beacon, APS/Countdown pedestrian signal, pedestrian signal), illumination, retaining walls, driveway reconstruction, drainage culverts, and reinforced concrete pipe (RCP).

0 500 1,000 Feet

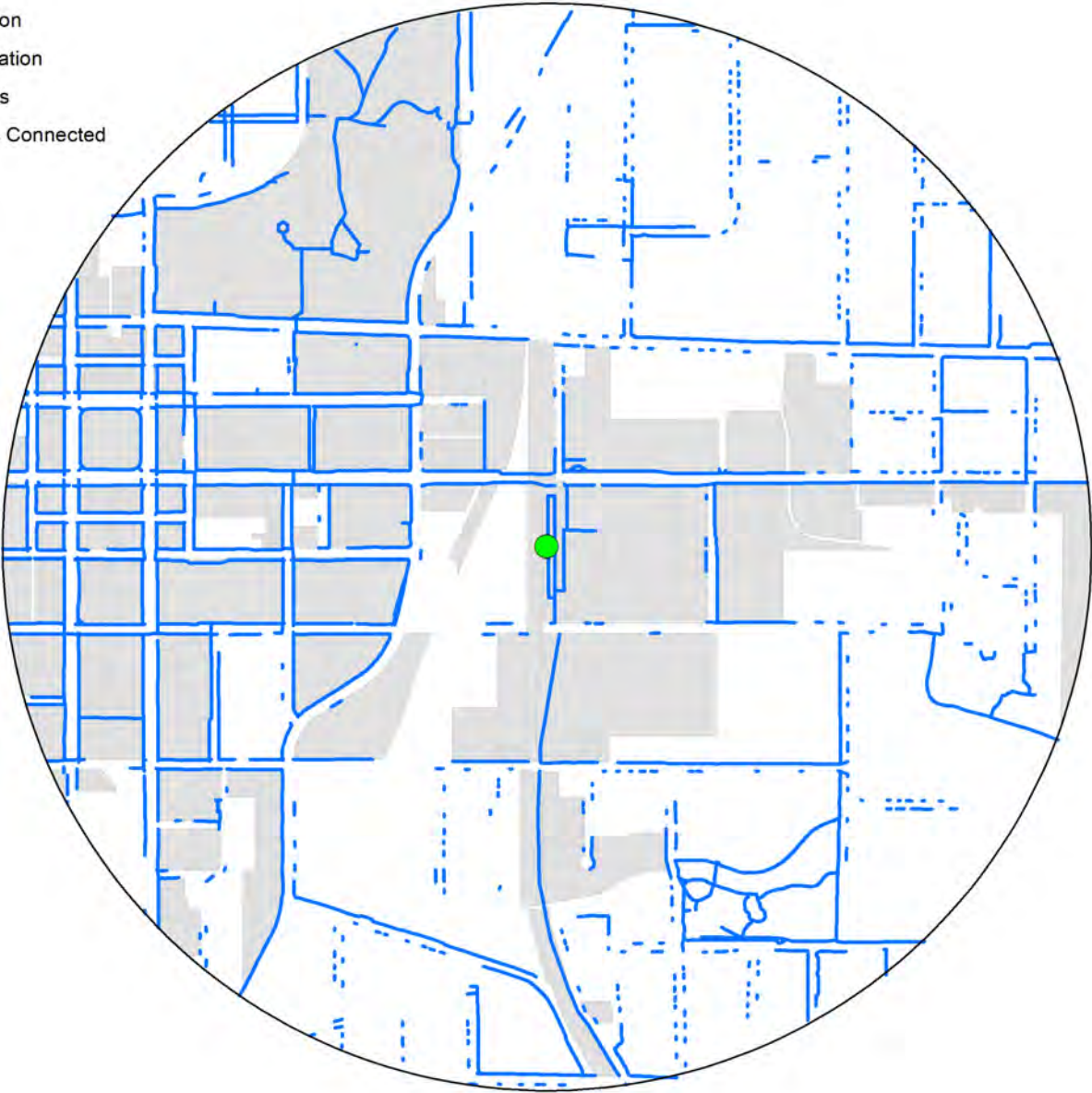
**DRAFT**



- Legend**
- Downtown Denton Station
  - 1/2 Mile Radius from Station
  - Existing Sidewalks/Trails
  - Existing People/Parcels Connected



# Existing Walkshed Within Half-Mile Radius

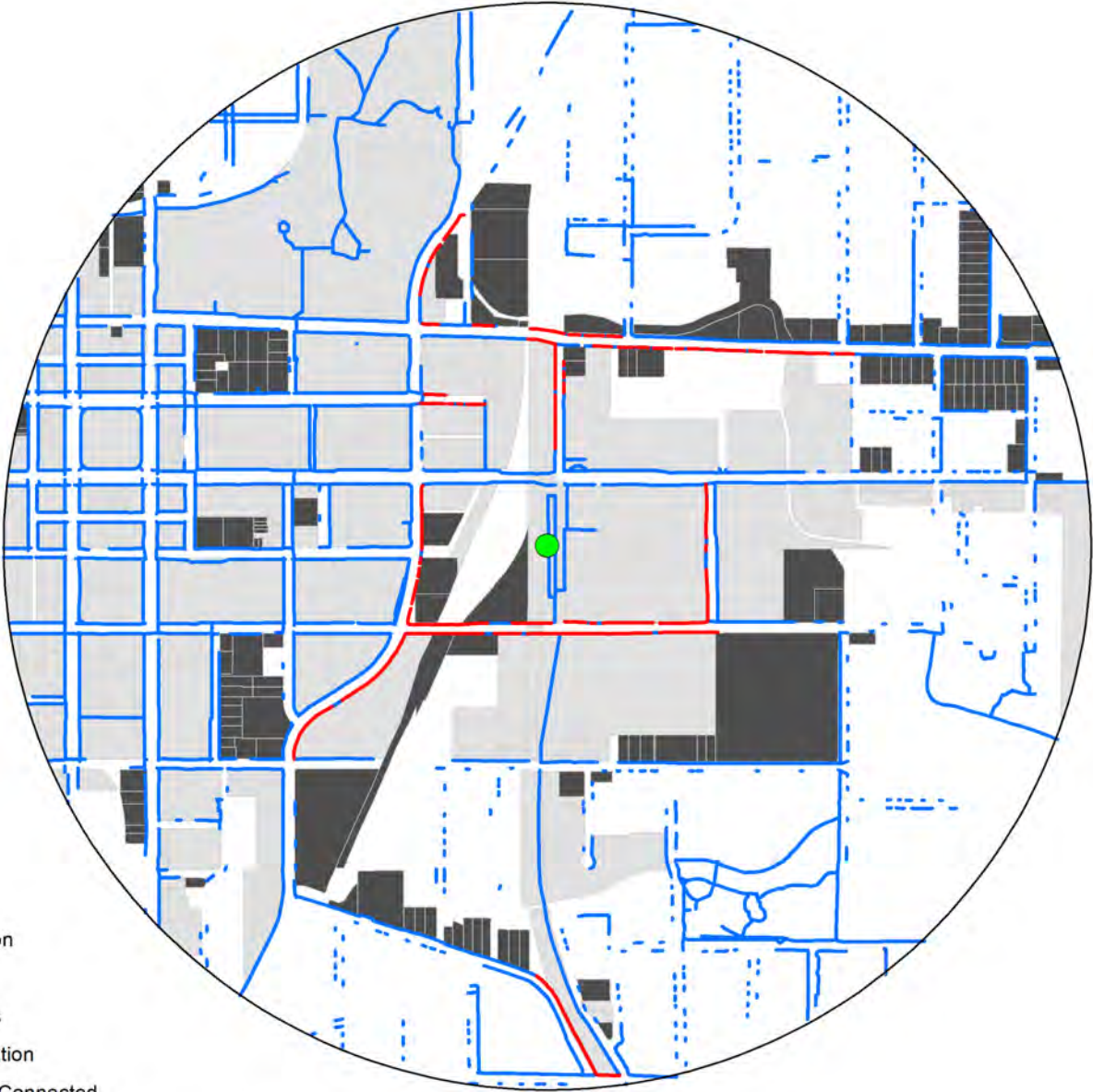


Priority	Persons Connected
Existing	8,800
High	
Medium	
Low	
Total	8,800





Resulting  
Improved  
Walkshed with  
**High** Priority  
Improvements



Legend

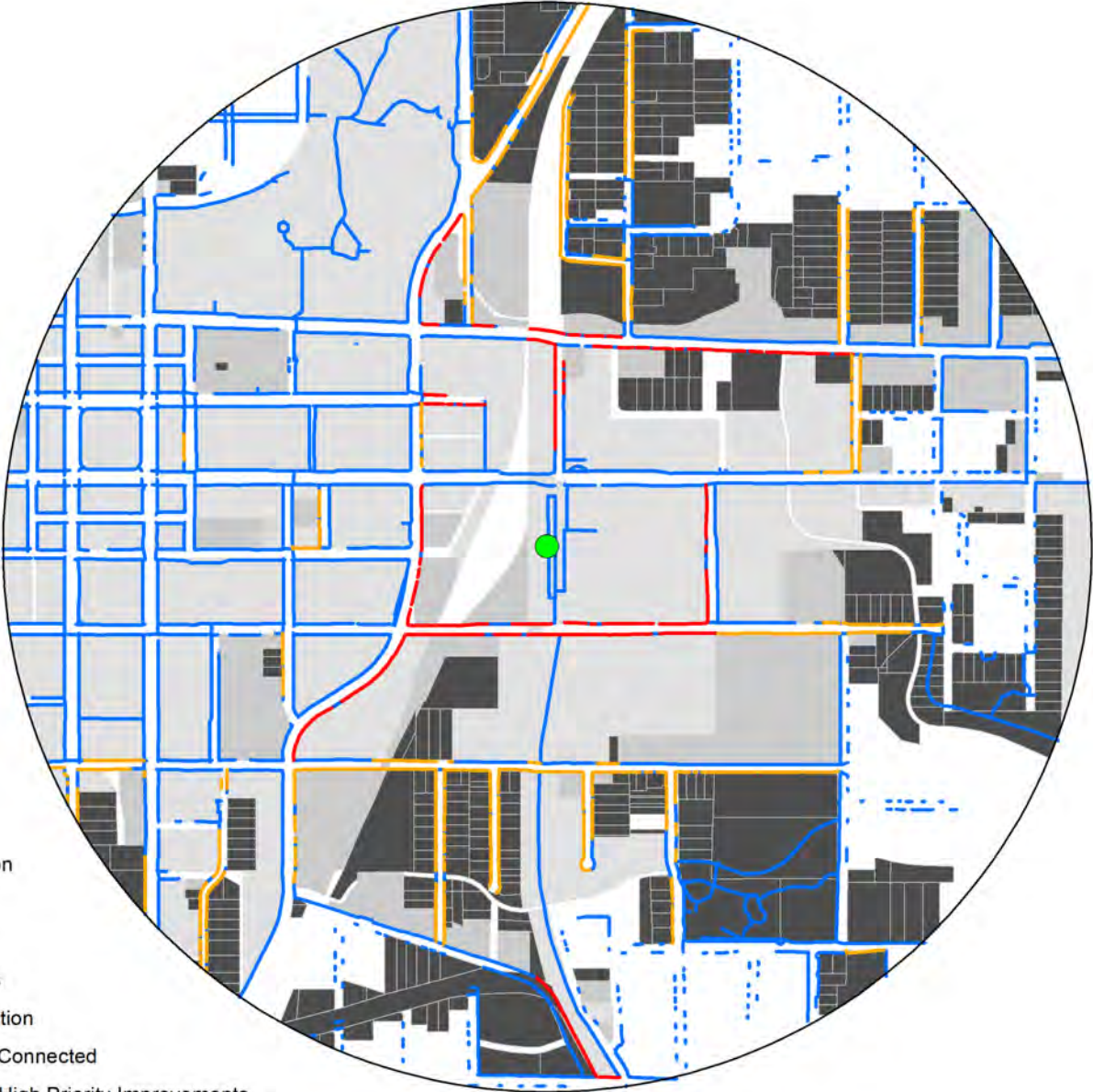
- Downtown Denton Station
- High Priority Gaps
- Existing Sidewalks/Trails
- 1/2 Mile Radius from Station
- Existing People/Parcels Connected
- People Connected After High Priority Improvements

Priority	Persons Connected
Existing	8,800
High	1,150
Medium	
Low	
Total	9,950





Resulting  
Improved  
Walkshed with  
**High + Medium**  
Priority  
Improvements



Legend

- Downtown Denton Station
- High Priority Gaps
- Medium Priority Gaps
- Existing Sidewalks/Trails
- 1/2 Mile Radius from Station
- Existing People/Parcels Connected
- People Connected After High Priority Improvements
- People Connected After Medium Priority Improvements

Priority	Persons Connected
Existing	8,800
High	1,150
Medium	2,360
Low	
Total	12,310

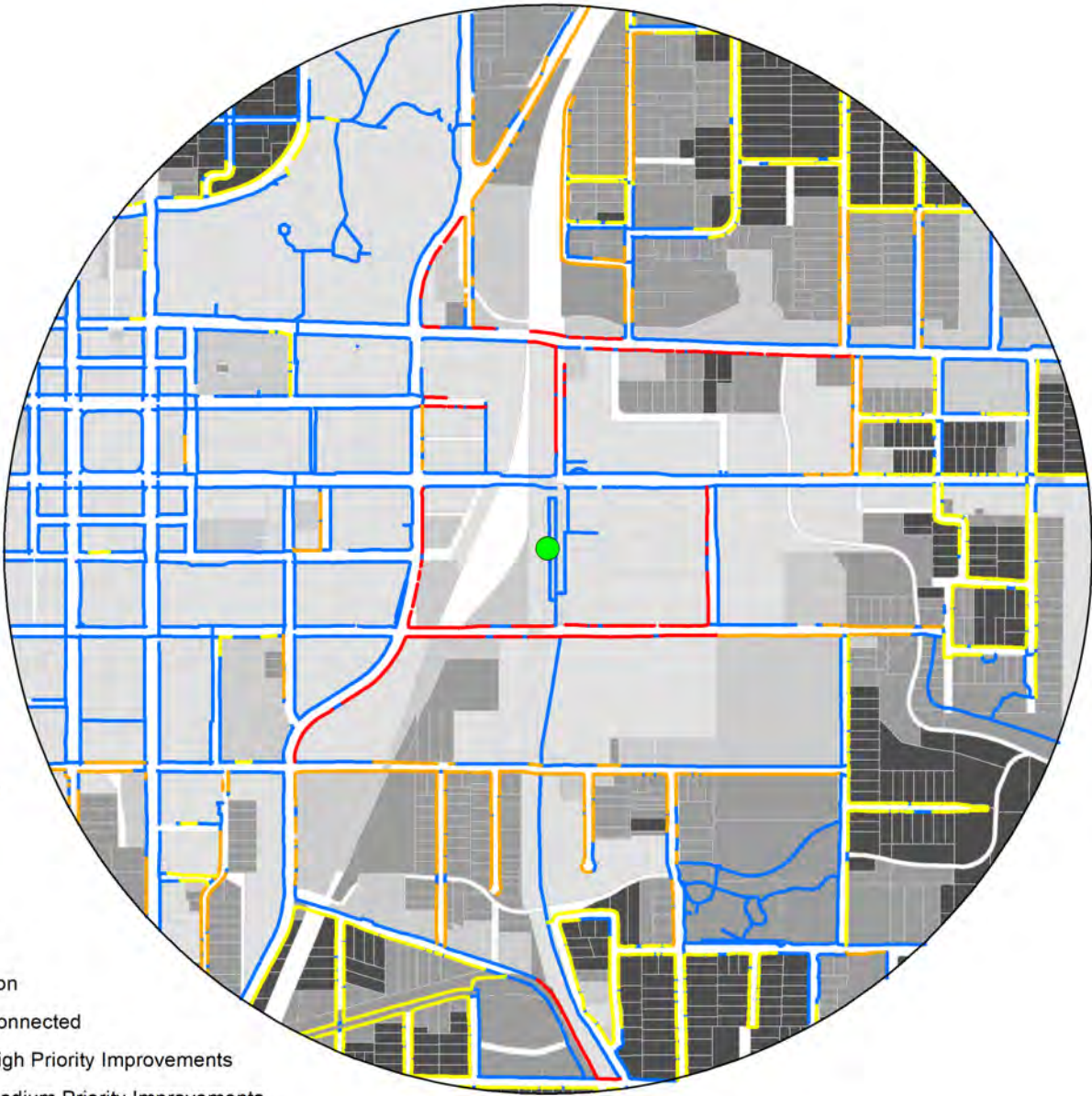




# Fully-Built Walkshed: High + Medium + Low Priority Improvements

### Legend

- Downtown Denton Station
- High Priority Gaps
- Medium Priority Gaps
- Low Priority Gaps
- Existing Sidewalks/Trails
- 1/2 Mile Radius from Station
- Existing People/Parcels Connected
- People Connected After High Priority Improvements
- People Connected After Medium Priority Improvements
- People Connected After Low Priority Improvements



Priority	Total Increase
Existing	8,817
High	1,143
Medium	2,365
Low	790
Total	13,100





# Base Cost per Linear Feet

Construction Items Included in Base Cost	
Sidewalk (5')	
Pedestrian Ramps	
Curb and Gutter Repair	
Drainage inlets (modify)	
Pavement Markings (crosswalks)	
Utility Adjustments (fire hydrant, manholes)	
Signage Adjustments	
Engineering Design (10%)	
General Landscaping (4%)	
SWPPP (2%)	
Traffic Control (3%)	
Mobilization (4%)	
Federal Contingency (2%)	
<b>BASE COST PER LINEAR FEET*</b>	<b>\$200</b>

*\*The cost per linear feet does not include specialty construction items that could be included in a project based on the context of the project area, such as: utility relocation (lines, poles, boxes), railroad crossings, traffic signals (RRFB, Pedestrian Hybrid Beacon, APS/Countdown pedestrian signal, pedestrian signal), illumination, retaining walls, driveway reconstruction, drainage culverts, and reinforced concrete pipe (RCP).*

The Opinion of Probable Construction Costs is based on a **base** cost per linear feet:

- The **base** cost per linear feet includes construction items considered “standard” along with “standard” multiplier items.
- Specialty construction items that could be included based on the context of a project were **not** included in the base cost:
  - Utility relocation (lines, poles, boxes)
  - Railroad crossings
  - Traffic signals (RRFBs, PHB, countdown pedestrian signal)
  - Illumination
  - Retaining walls
  - Driveway reconstruction
  - Drainage culverts
  - Reinforced concrete pipe (RCP)
- Each project should be assessed by the local government for the context and adjust the base cost as applicable.



# Questions?

Daniel Snyder, AICP  
Senior Transportation Planner  
Sustainable Development  
[dsnyder@nctcog.org](mailto:dsnyder@nctcog.org)





The background of the slide is a photograph of a park. It shows a paved path with two people riding bicycles. There are many trees with green foliage, and a bridge or overpass is visible in the distance. The entire image is covered with a semi-transparent blue filter.

# Trail-Oriented Development Coordination, Benefits, & Examples



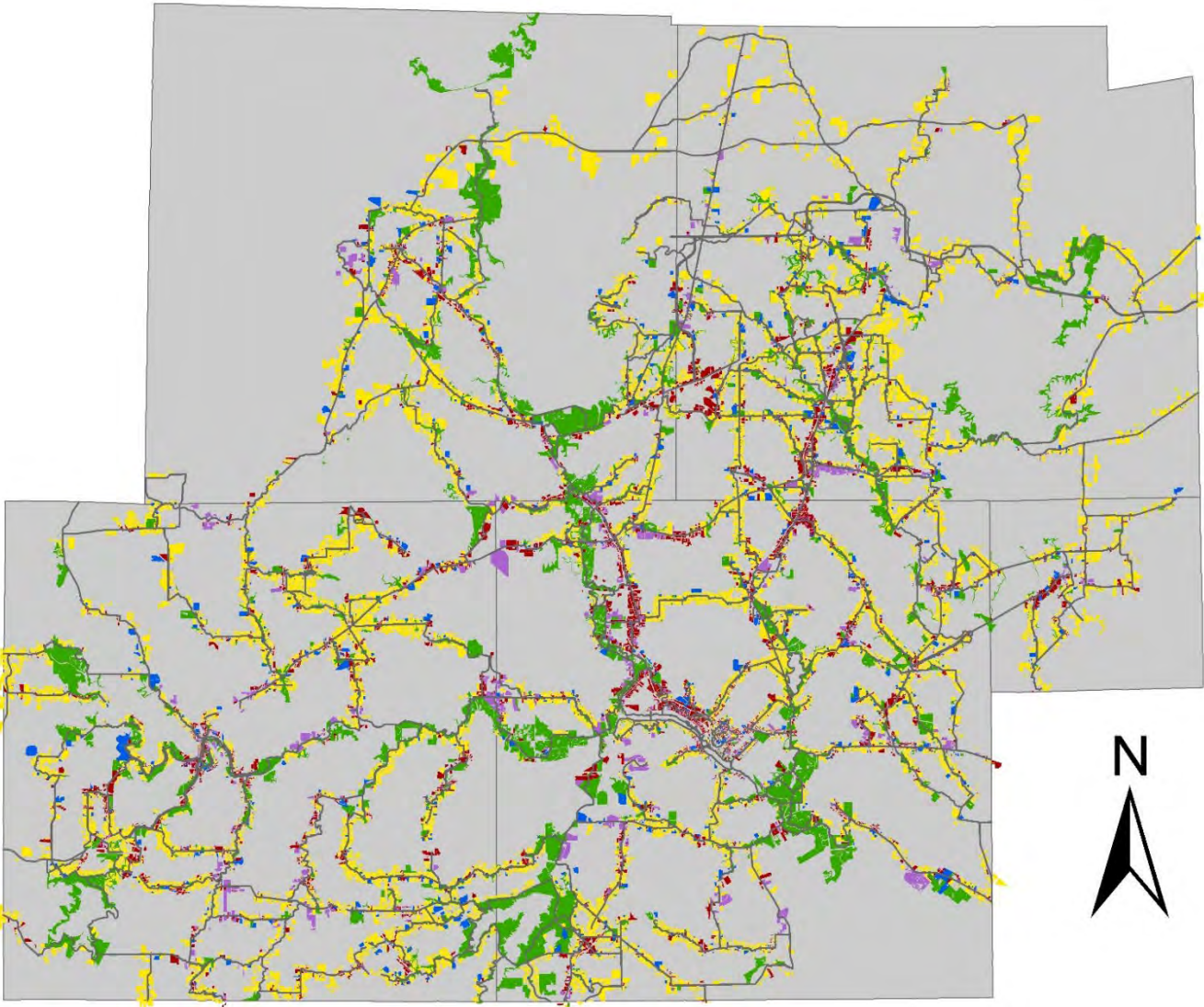
# What is Trail-Oriented Development?

*Trail-Oriented Development (TrOD) aims to create a built environment that integrates adjacent trails with development to result in a building form that holistically benefits all users.*



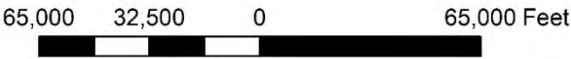


# Regional Veloweb and Land Uses for 5 Major Counties

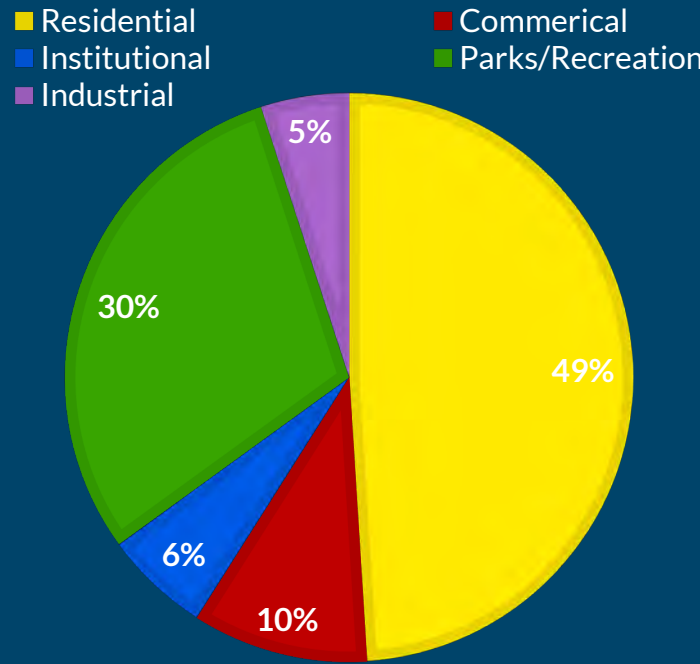


**Legend**

- Regional Veloweb
- Institutional
- Industrial
- Counties
- Commercial
- Residential
- Parks/Recreation



PERCENT AREA OF LAND USES WITHIN .25-MILE OF VELOWEB





# Regional Trail Overview

519 miles of  
existing trails

128 miles of  
funded trails

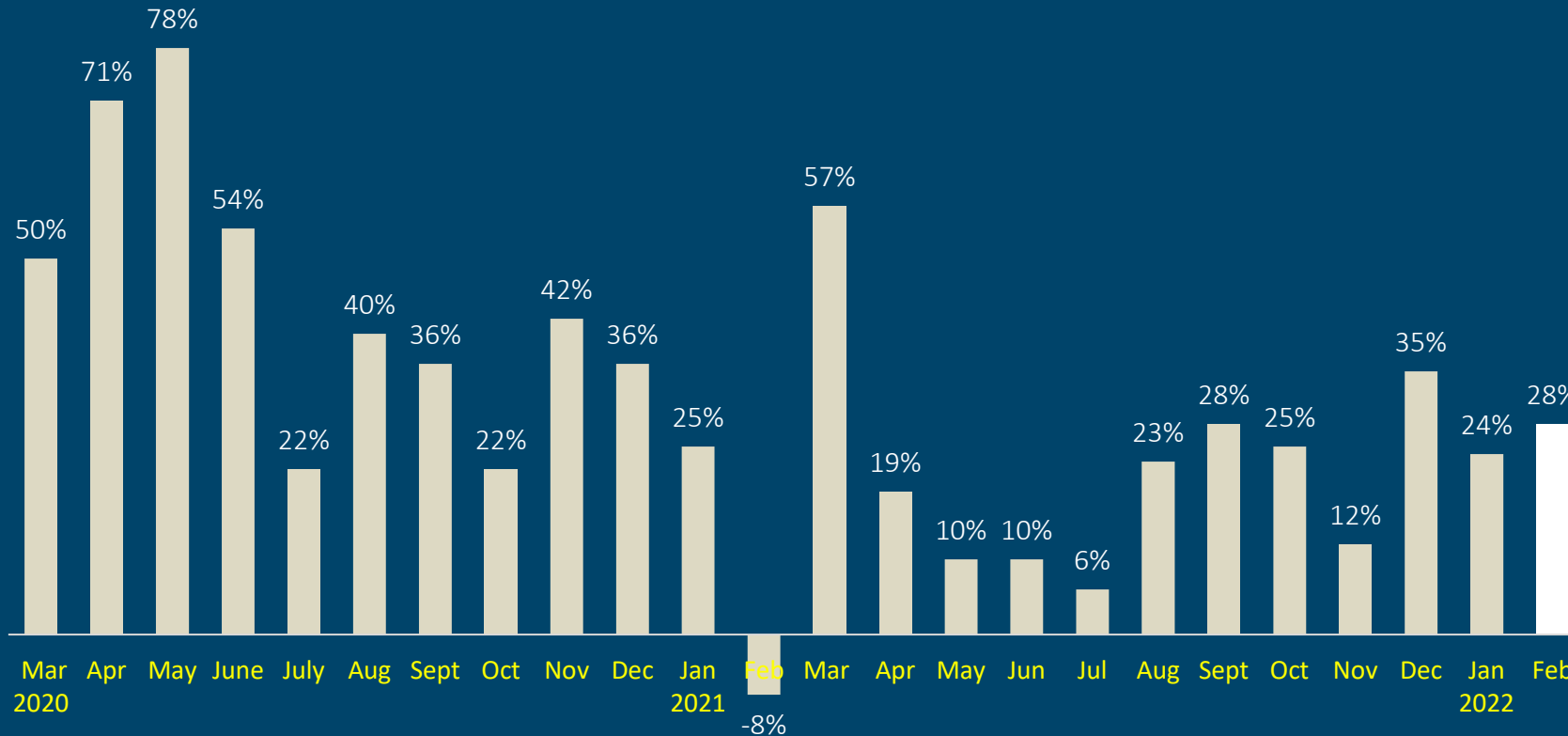
1,256 miles  
of planned  
trails





# Regional Trail Usage

## Increase in Full Week Trail Usage vs Baseline



Source: NCTCOG - collected at sites located in Plano, North Richland Hills, Denton, Dallas, Fort Worth, and Allen

Note: Baseline is March 2019-February 2020; No adjustments for weather were applied.

Note: Trail usage impacted in Feb 2021 by week-long winter storm



Coordinated Land Use and Transportation Planning Task Force



# Benefits of TrOD/Active Transportation

- Encourage healthier lifestyles
- Improve quality of life
- Catalyze real estate development
- Potential to increase property values
- Encourages private-public partnerships
- Attracts tourists and visitors – further supports job and business growth



# Fiscal and Economic Benefits of TrOD

- Nation's trail economy generates more than **\$34.1 billion annually** (Rails to Trails Conservancy Study)
- Could grow to more than **\$138.5 billion annually** as connectivity and Active Transportation increase
- Proximity to trails can raise property values
- Katy Trail in Dallas
  - 3.5-mile Katy Trail has resulted in roughly **\$907 million** in Park-Oriented Development
  - **\$880,000** in real estate per acre has been created in Uptown and Oak Lawn neighborhoods in Dallas over last 18 years

## Resources:

- [TrOD: Trails and Economic Development](#)
- [TrOD: The Next Frontier in People-Friendly Design](#)





# Making TrOD Work

## Coordination and Partnerships

- Need partnerships between planning, economic development, and parks departments
- Could also involve Chamber of Commerce, tourism directors, local developers, property owners, “Friends Of” Groups, and ISDs
- Work with private sector on how is it promoted or “sold”

## Policymaking strategies

- Consider how TrOD can be supported through zoning ordinances (set asides? parking?)
- Review building codes to verify trail-friendly retrofits are supported
- Include TrOD in comprehensive, park, or master plans
- Commit to regular maintenance schedule

## Funding

- Determine who will pay for what (Capital + Maintenance)
- Strategize on possible incentives for developers and property owners
- Work with Special Districts (Economic Development Corporations, TIFs, PIDs, etc.) to determine funding resources
- Consider test pilot project



# Challenges of TrOD

- Vision and Opportunity
- Lack of coordination / communication
- Thinking of trails as assets in a different way
- Lack of project awareness
- Funding availability
- Parking





# National Examples of TrOD

Lafitte Greenway in New Orleans - 2.6-mile linear park that connects the French Quarter area to City Park that encourages new development

Spoke Bicycle Café in Los Angeles – Café located along LA River Bike Path with bicycle shop, outdoor space for gatherings, and a restaurant

Silver Moon Lodge in Albuquerque – Workforce housing located near large retail area that substituted covered parking for a bicycle repair shop and bicycle lockers



Spoke Bicycle Café – Photo from Google Maps Street view



# Have you worked on Trail-Oriented Development (TrOD) projects in your current position?

- A. Yes, I have been directly involved with TrOD projects
- B. No, but I've worked on development projects that included a trail connection
- C. I have never worked on projects that incorporated trails



*Scan QR code to answer poll question in Mentimeter*





# Please select challenges preventing your organization from implementing Trail-Oriented Development:

- A. Vision and opportunity
- B. Funding availability
- C. Lack of coordination
- D. Parking
- E. Lack of project awareness
- F. Other (enter in chat)



*Scan QR code to answer poll question in Mentimeter*

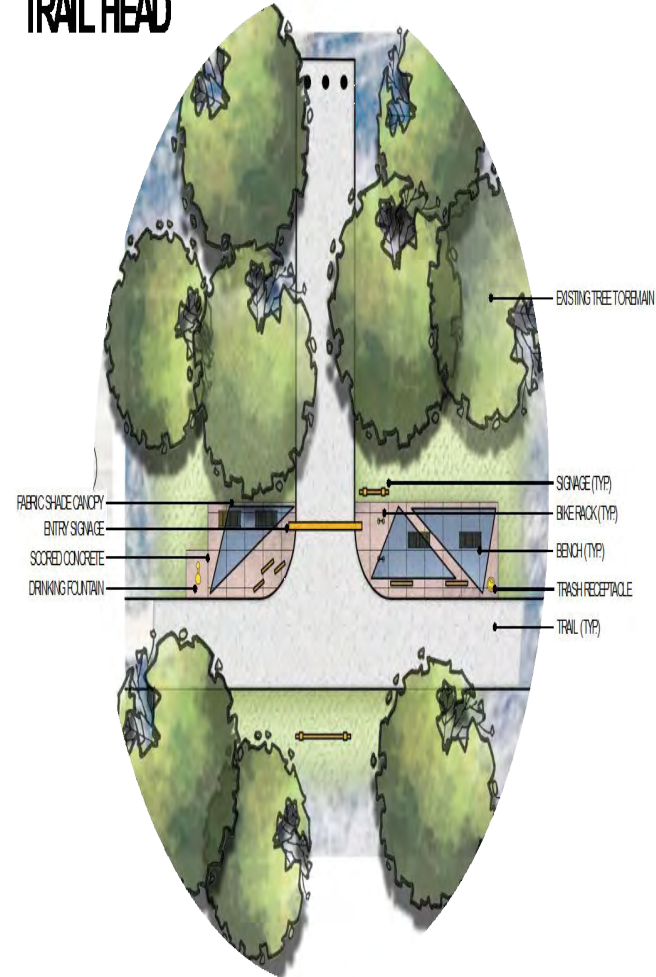




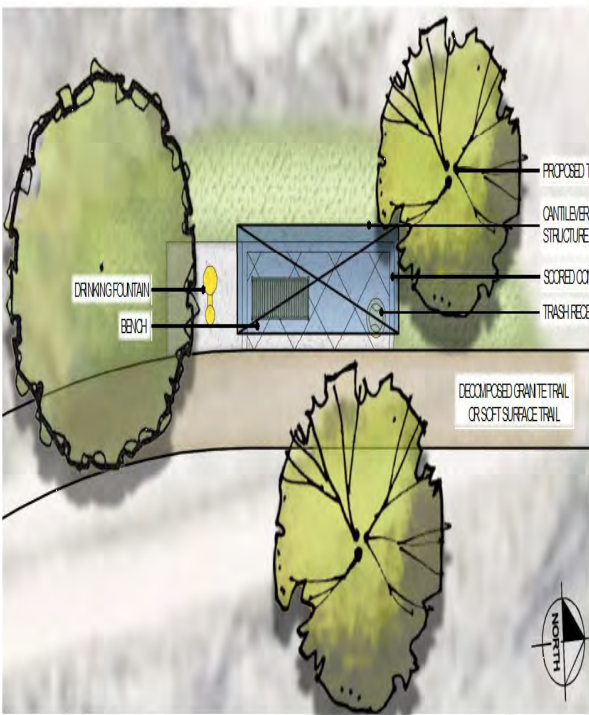
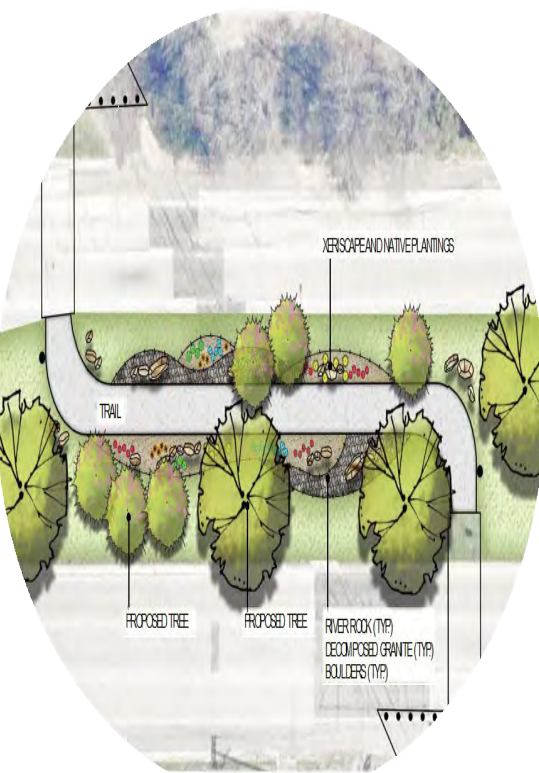
# Trail Oriented Development on the Trinity River and Trails



## TRAIL HEAD

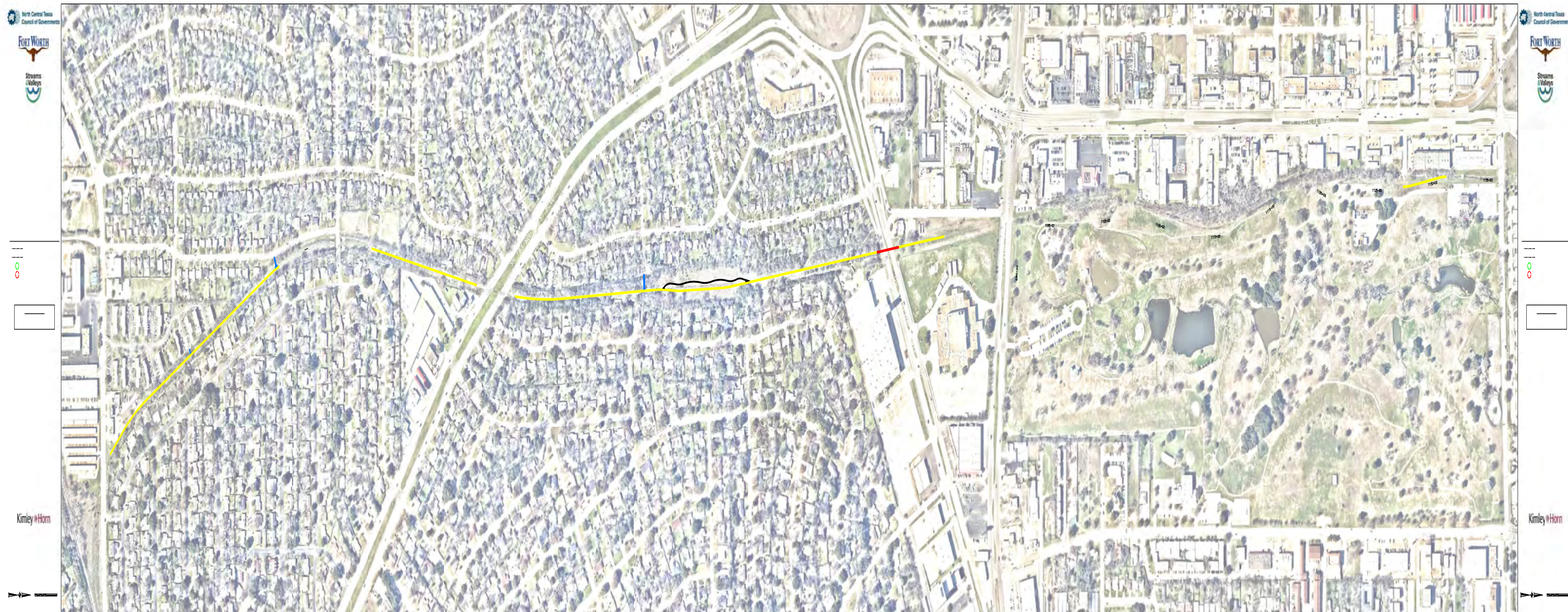


## LANDSCAPE MEDIAN



## REST AREA

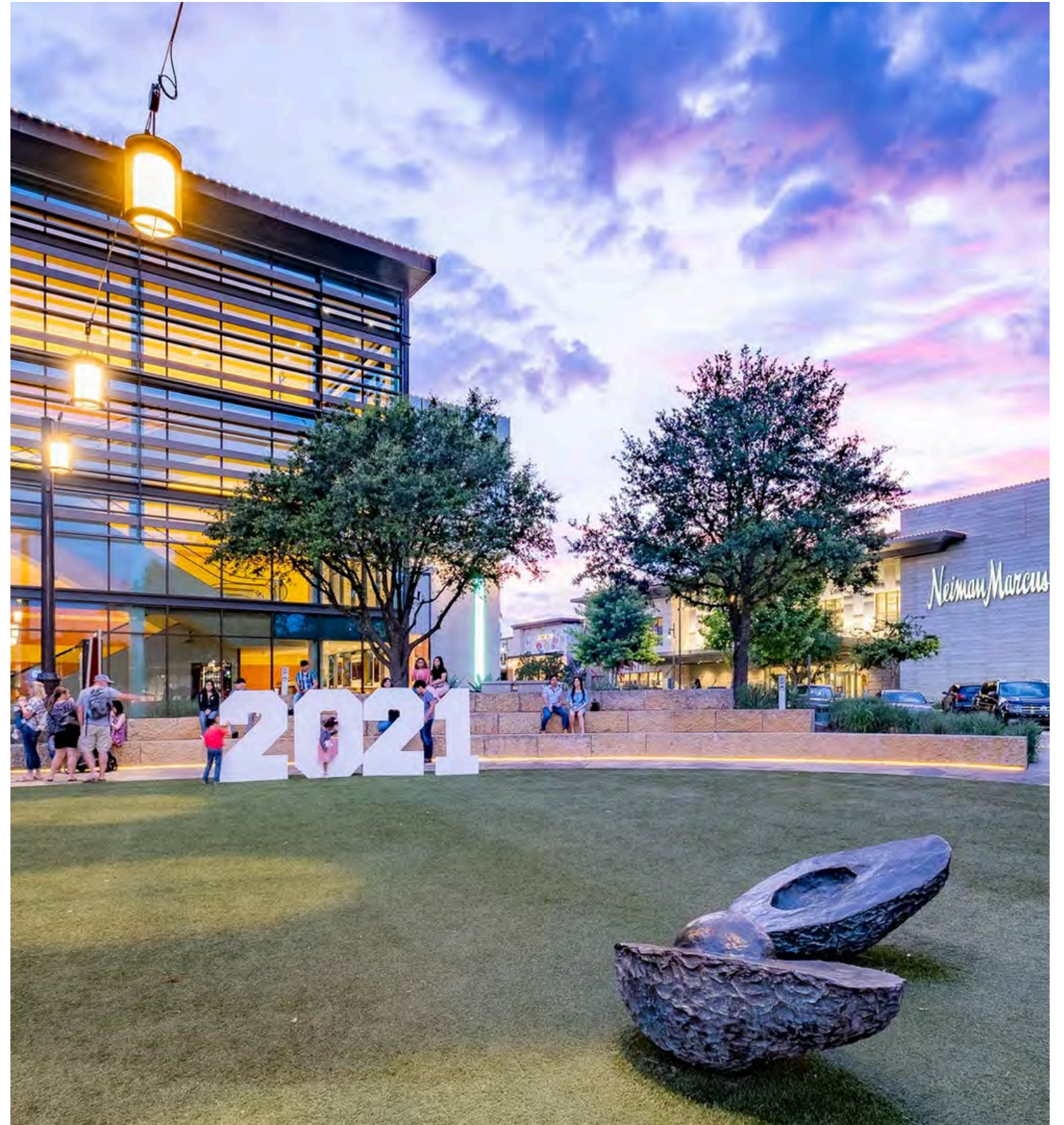
## BOMBER SPUR - TRAIL HEAD, REST AREA, AND LANDSCAPE MEDIAN EXHIBIT



# Bomber Spur

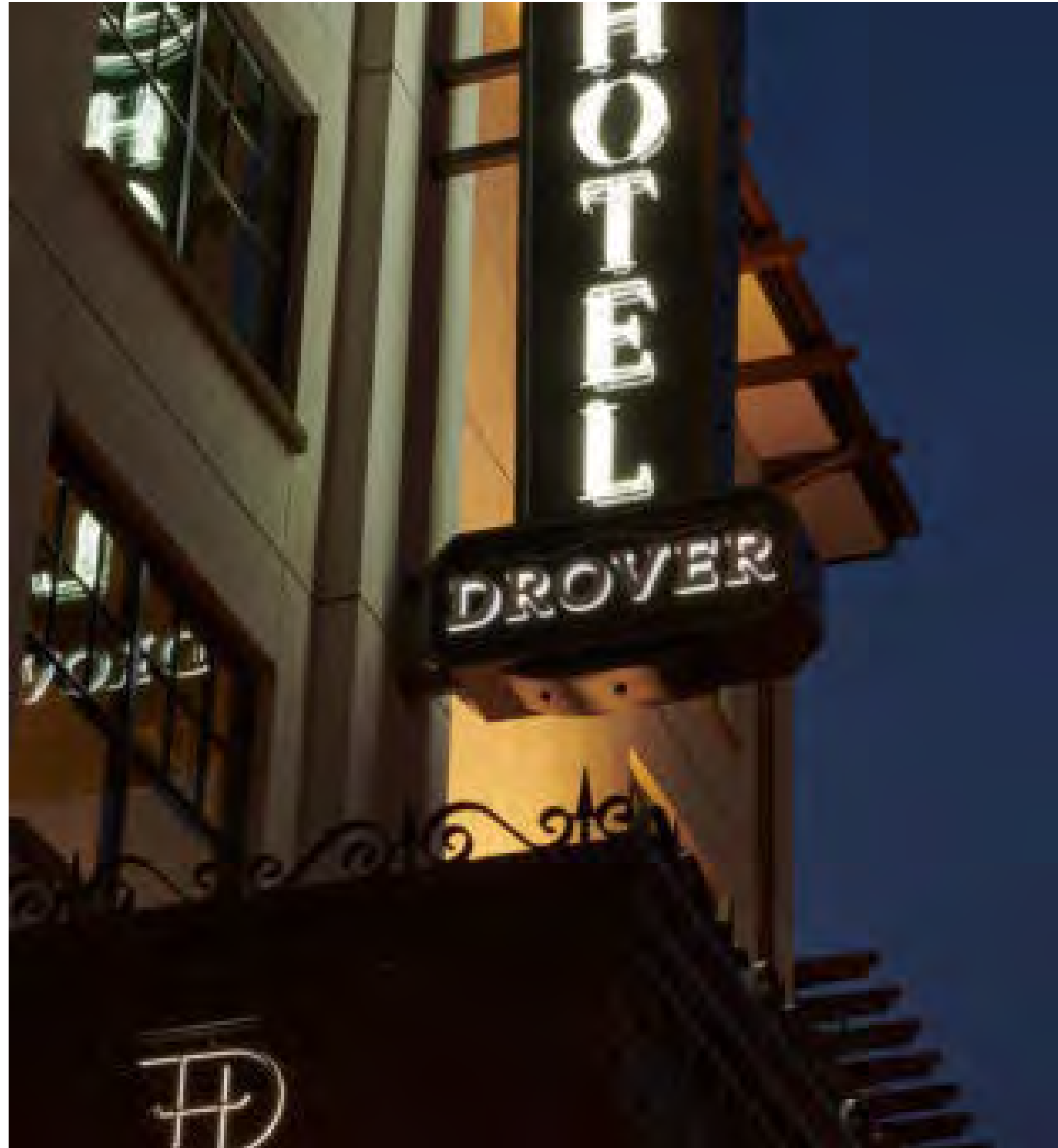
Fort Worth, Texas  
September 2020  
Kimley-Horn





# Clearfork | The Trailhead





# Hotel Drover

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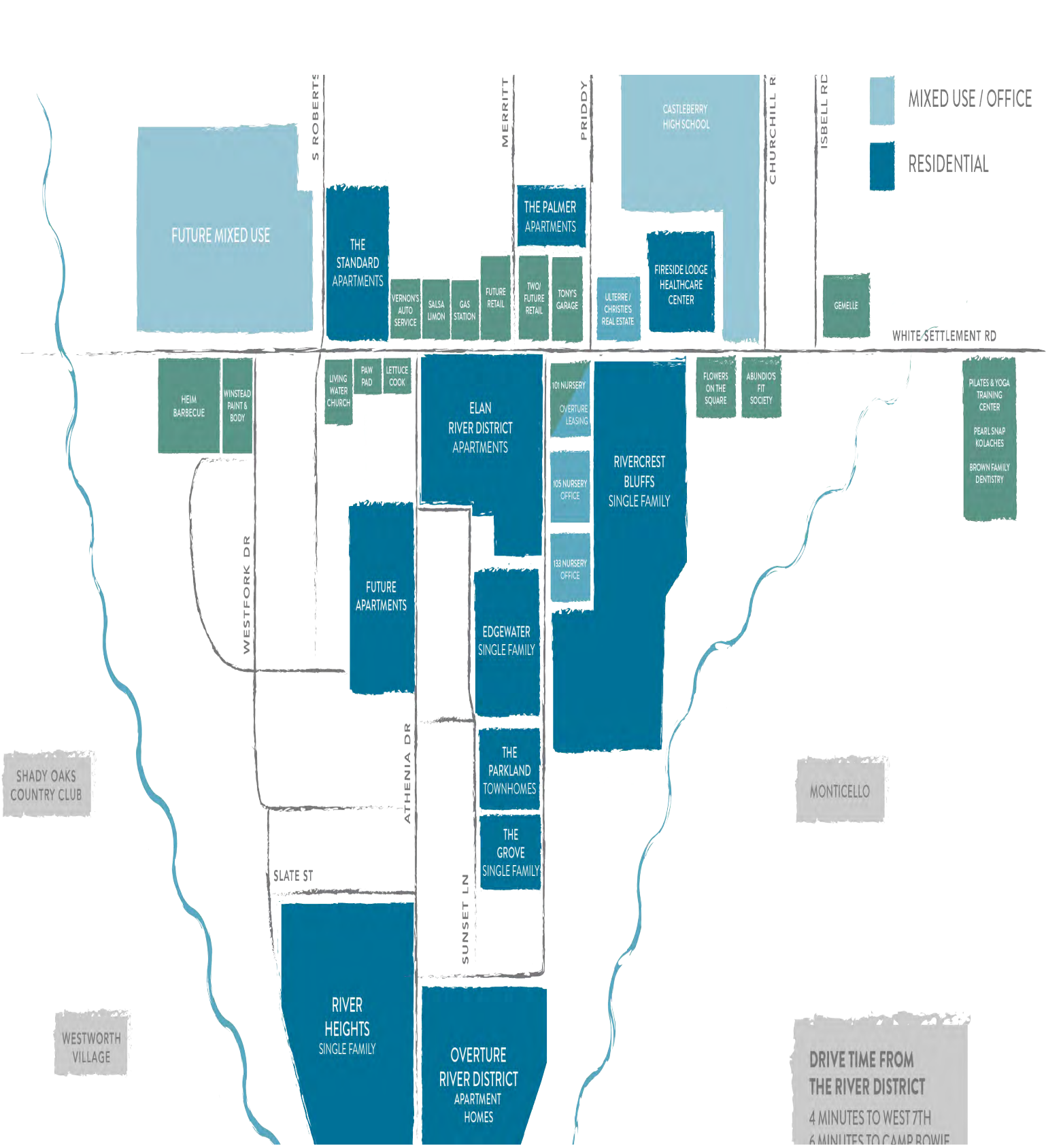




# Phyllis J. Tilley Memorial Pedestrian Bridge

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# River District





# Riverwalk Homes





# Waterside



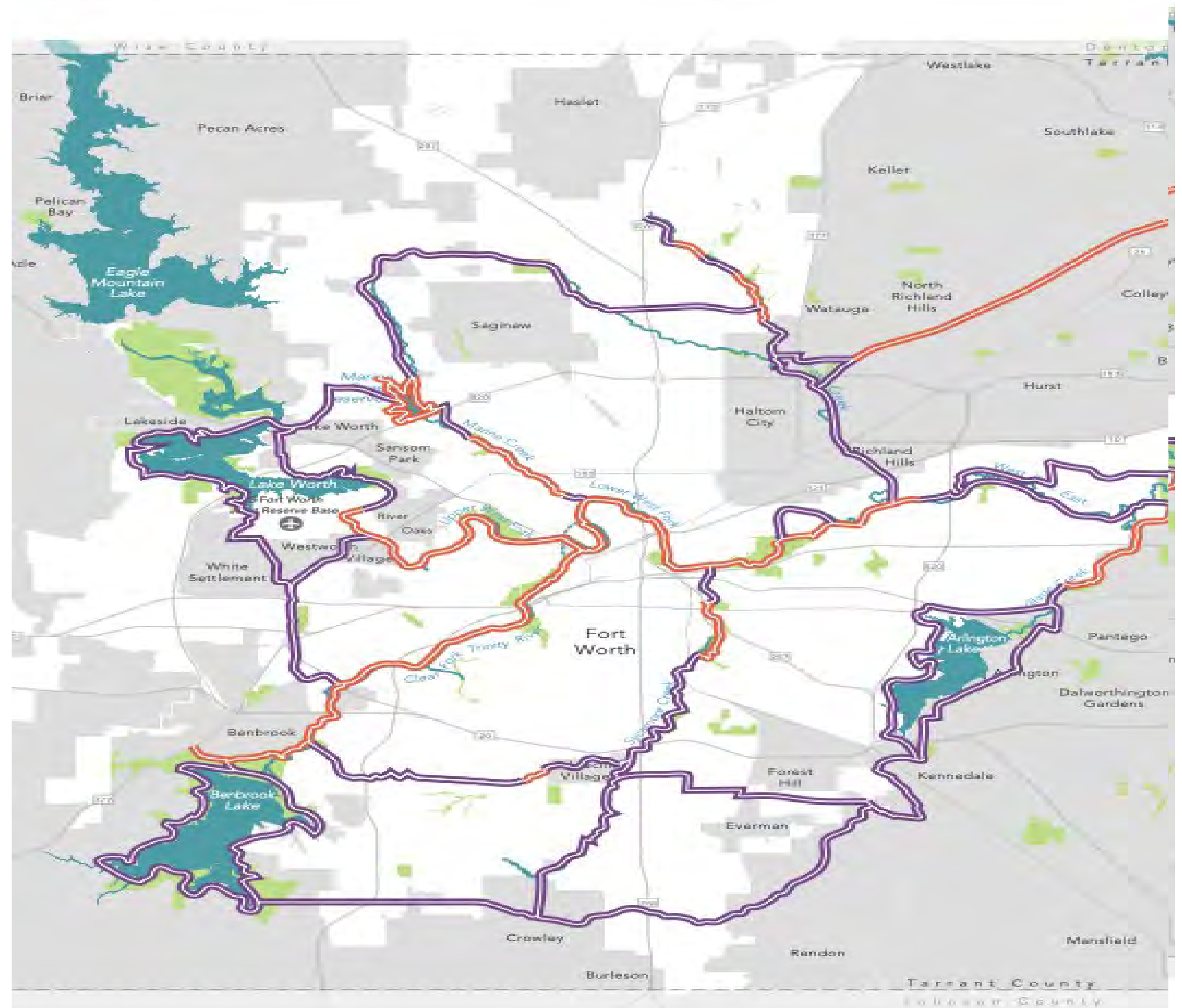


# West Bend



# River Loop Trail

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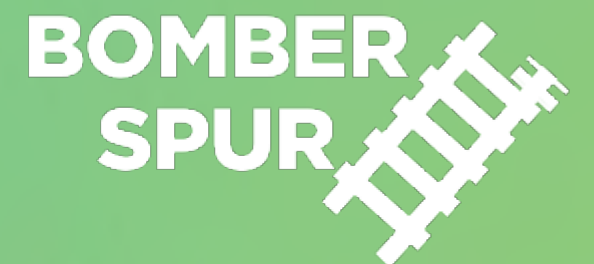
# Streams&Valleys



CONFLUENCE  
THE TRINITY RIVER STRATEGIC MASTER PLAN



THE  
TRAIL RUN





# Trail-Oriented Development Primer



April 21, 2022



# The Right Path

A Trail-Oriented Development Primer



- Published in 2018
- Strategies to prompt investment
- Local case studies/scenarios:
  - City of Liberty
  - White Oak Bayou Village
  - Lockwood Water Plant

[www.h-gac.com/trail-oriented-development](http://www.h-gac.com/trail-oriented-development)



## OUTDOOR STRATEGIES

### Low-Investment

Outdoor furniture  
Landscaping  
Bike parking  
Dog water bowls  
Bike tire pump  
Programmed events  
Water station

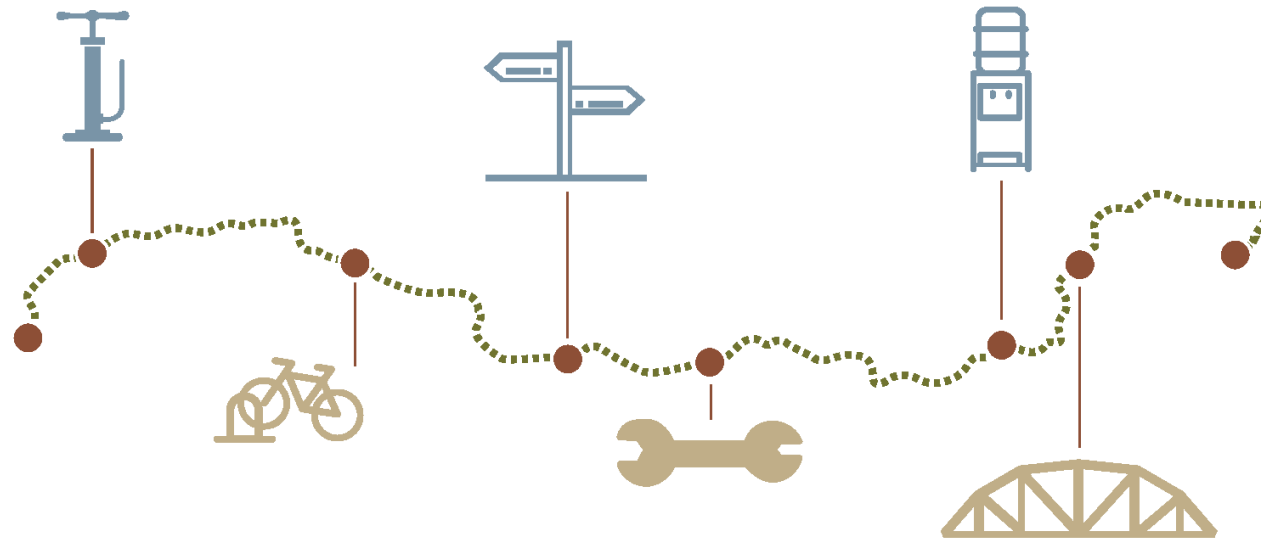
### Moderate-Investment

Public art  
On-site bike rentals  
Bike tool stations  
Dedicated repair station  
Canopy/shade structure  
Movable water hose  
Open space for events  
Wayfinding signage

### High-Investment

Bike part vending machine  
Direct trail access

- Trail widening
- Sidewalks
- Bike/ped bridges
- Trail extension



## INDOOR STRATEGIES

### Low-Investment

Free water refills  
Discounts for trail users  
Free restroom use

### Moderate-Investment

Dedicated bike storage  
Locker facilities

### High-Investment

Bike valet  
On-site bike mechanic  
Shower facilities  
Widened hallways  
Bike elevators  
Key-card protected storage



# Partnerships

- Offer municipal ROW
- Connect key property owners
- Support trail-related events
- Provide information to businesses





# Policy

- Data gathering
- Parking demand/ordinances
- Building codes
- TrOD in park and trail plans





# Funding

- Matching grant programs
- Donated volunteer time and materials from community groups
- Sales/property tax for trail maintenance





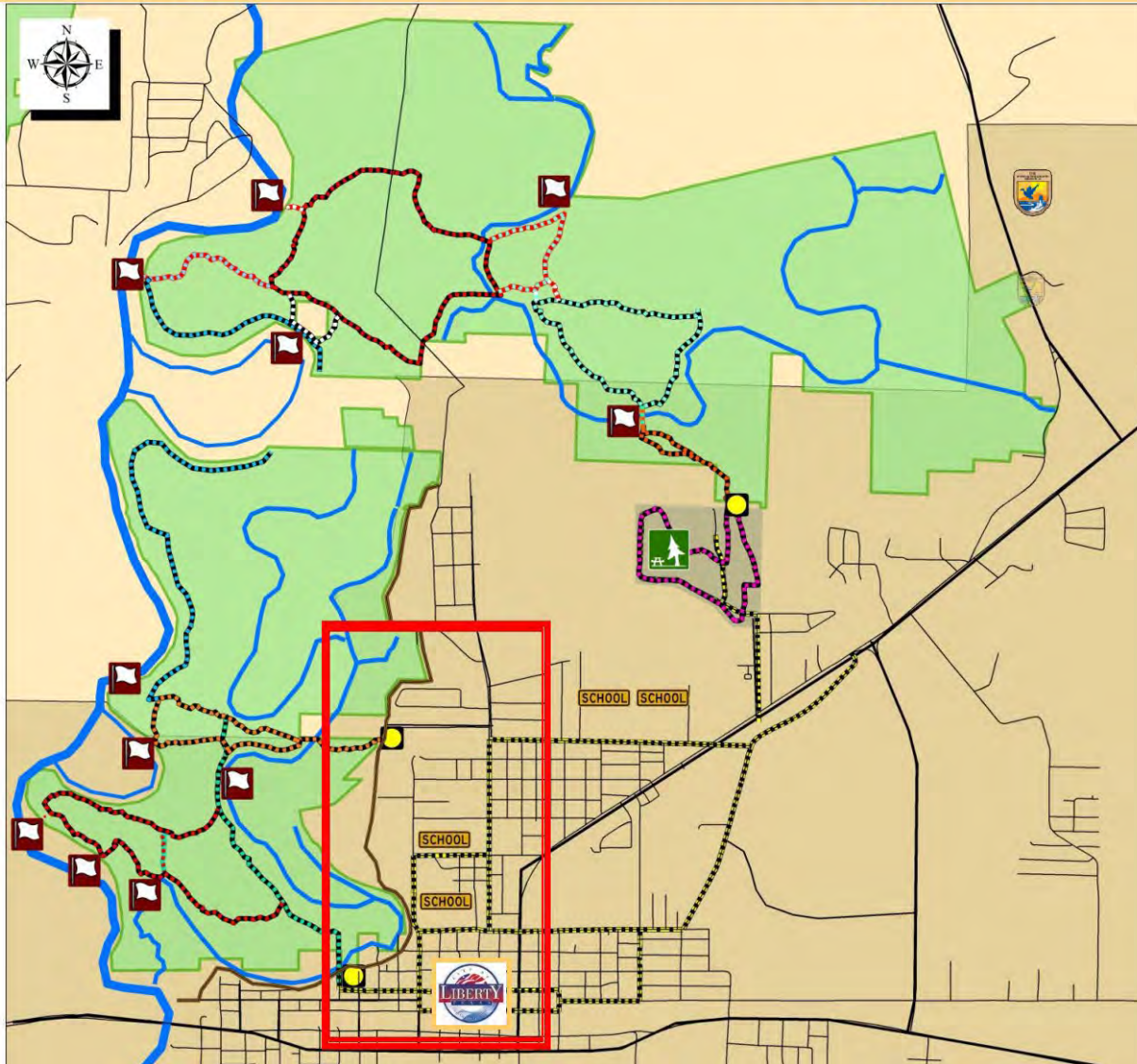
# City of Liberty Trailhead



- Liberty County
- Low-investment
- Partnership with Trinity River National Wildlife Refuge



# Neighborhood access points





# Lockwood Water Plant



- Harris County
- High-investment
- Part of multi-phase trail master plan

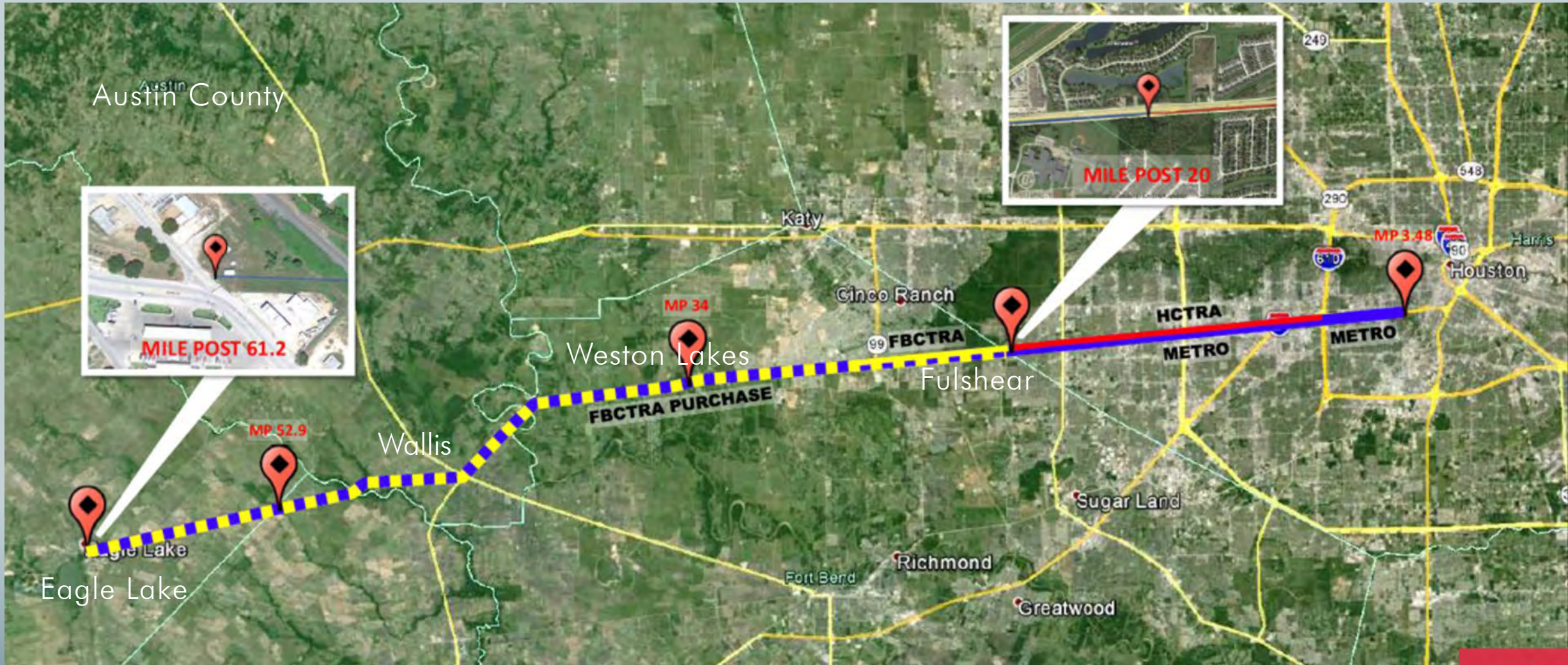


## SCENARIO LOCKWOOD WATER PLANT





# Trail Towns in the 1093 Rail Trail Vision





# Thank you!

[www.h-gac.com/trail-oriented-development](http://www.h-gac.com/trail-oriented-development)



Sarah Torresen

[sarah.torresen@h-gac.com](mailto:sarah.torresen@h-gac.com)



# Dallas Road TOD Corridor/Cotton Belt Trail Extension Project

April 21, 2022





# Meet the Speaker

## Planning Services

Planning  
Code Enforcement



**Erica Marohnic**  
Director



**Kathy Nelson**  
CIP and Planning Manager,  
Parks & Recreation  
Department

**Dallas Road TOD Corridor/Cotton  
Belt Trail Extension**



# Project Timeline

Dallas Road TOD Corridor/Cotton  
Belt Trail Extension

## 2016

Grapevine Strategic  
Plan

Began May 2016.

## 2017

NCTCOG Set-Aside Funding  
Program

Parks & Recreation  
Department led the  
funding and  
schematic planning  
efforts working with  
several consultant  
firms and  
Grapevine's Public  
Works Department.

## 2020

Construction Begins

Began January  
2020.

## 2021

Construction  
Completed

Completed  
September 2021.



# Project at a Glance



Alterations and enhancements to the Dallas Road corridor



Facilitation of pedestrian, bicycle and vehicle access to new TexRail Station, downtown and TOD.

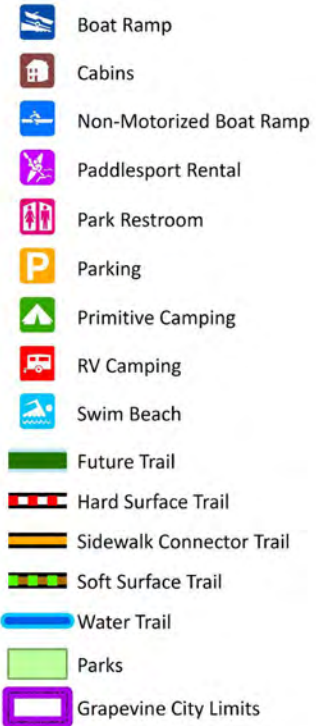


Creation of a more comfortable and safer zone for pedestrians and cyclists.

Dallas Road TOD Corridor/Cotton Belt Trail Extension



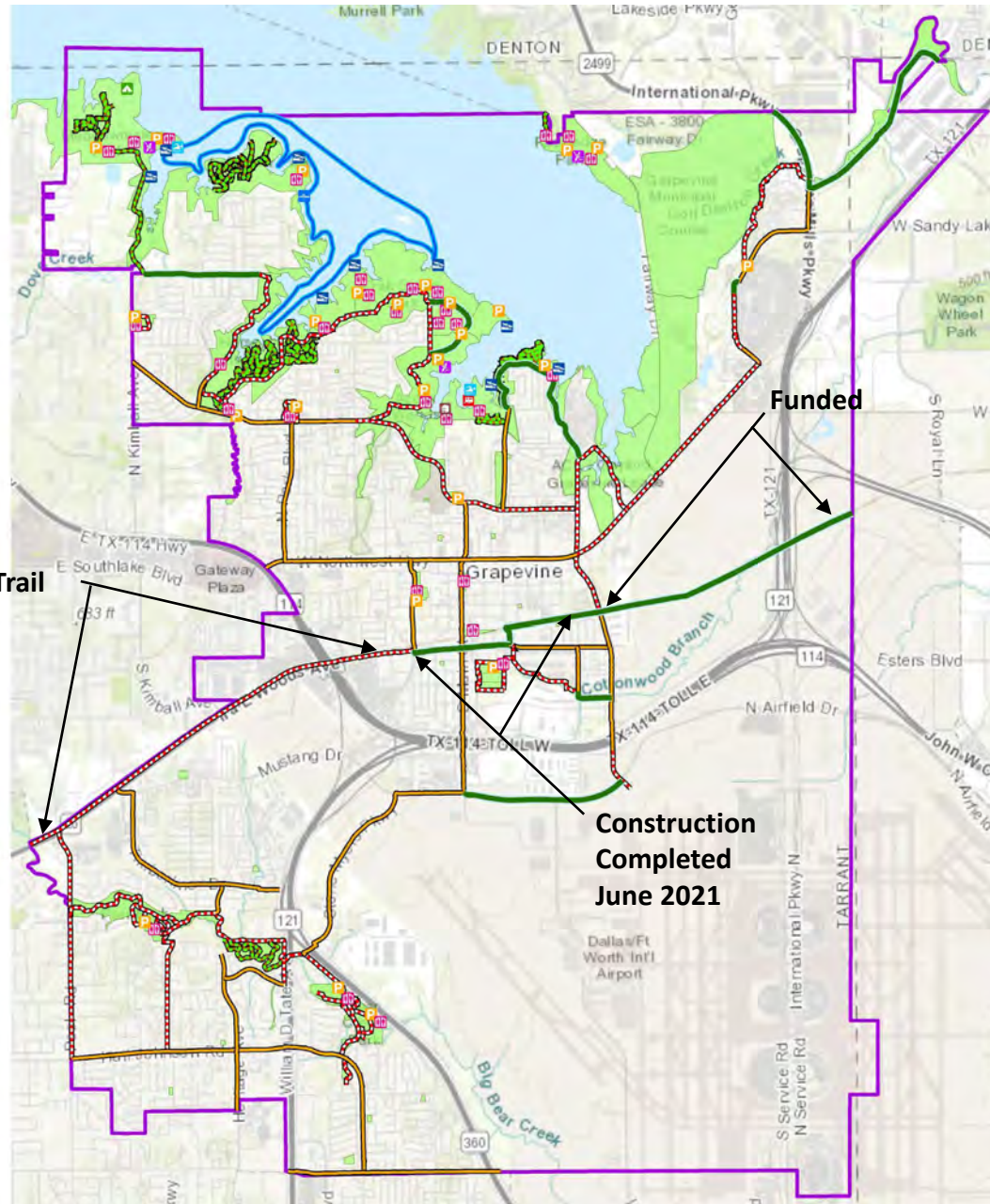
# PARKS & TRAILS SYSTEMS



Existing Trail

Funded

Construction Completed June 2021



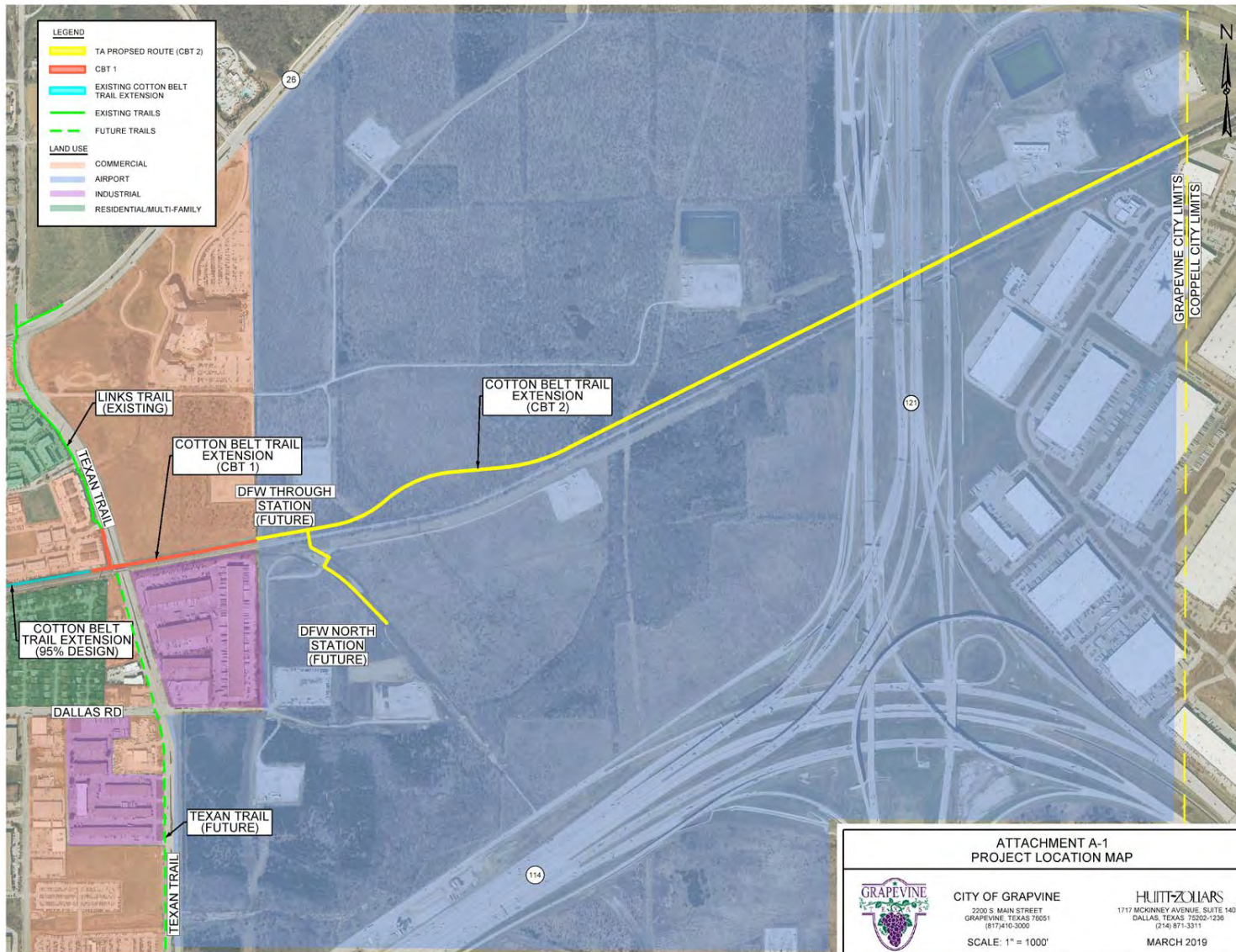
## Cotton Belt Trail Grapevine

- 57 mile regional trail in the 2045 Regional Veloweb Plan
- Central local trail with many planned connections to the City's trail system

Dallas Road TOD Corridor/Cotton Belt Trail Extension



# Cotton Belt Trail Grapevine

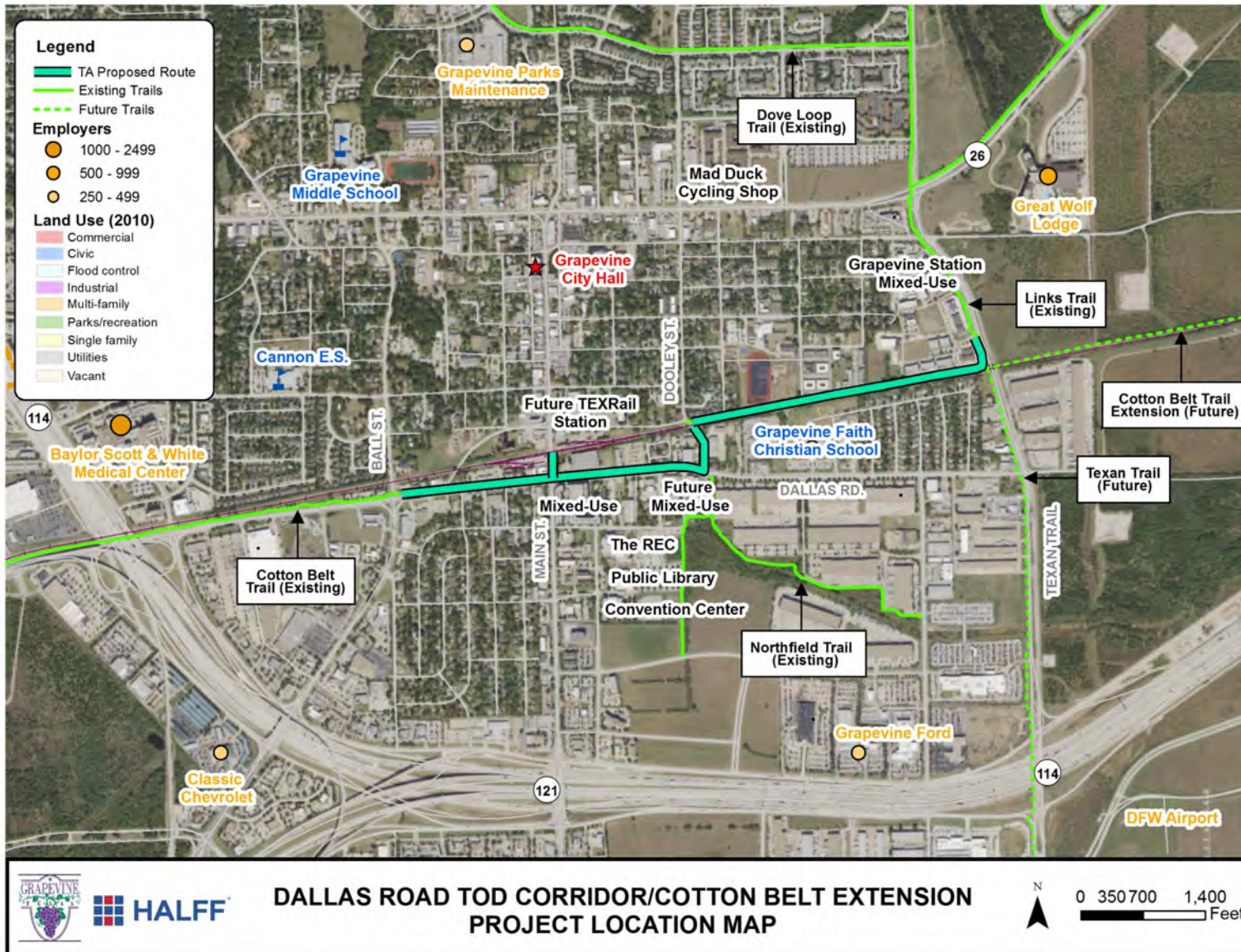


- 57 mile regional trail in the 2045 Regional Veloweb Plan
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**Dallas Road TOD Corridor/Cotton Belt Trail Extension**



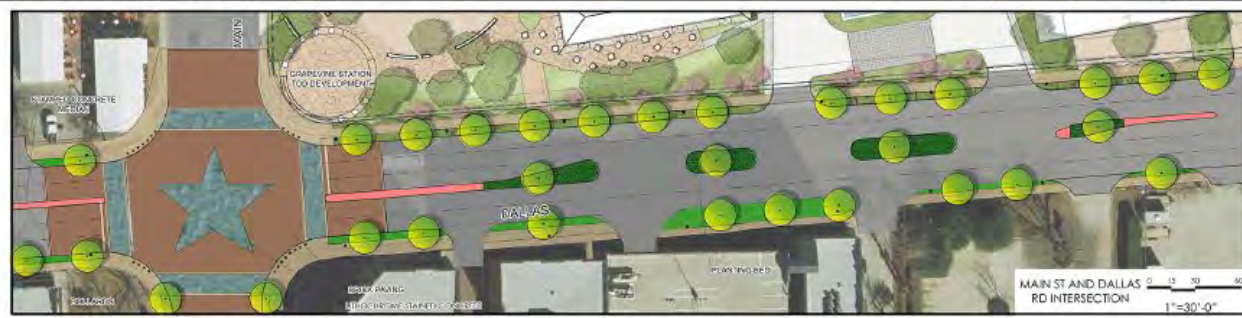
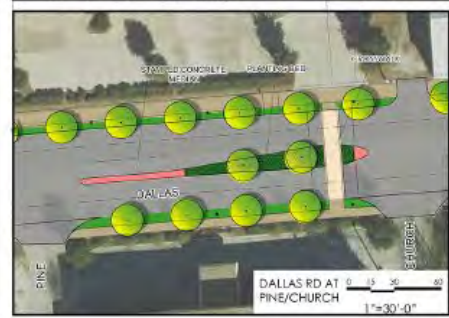
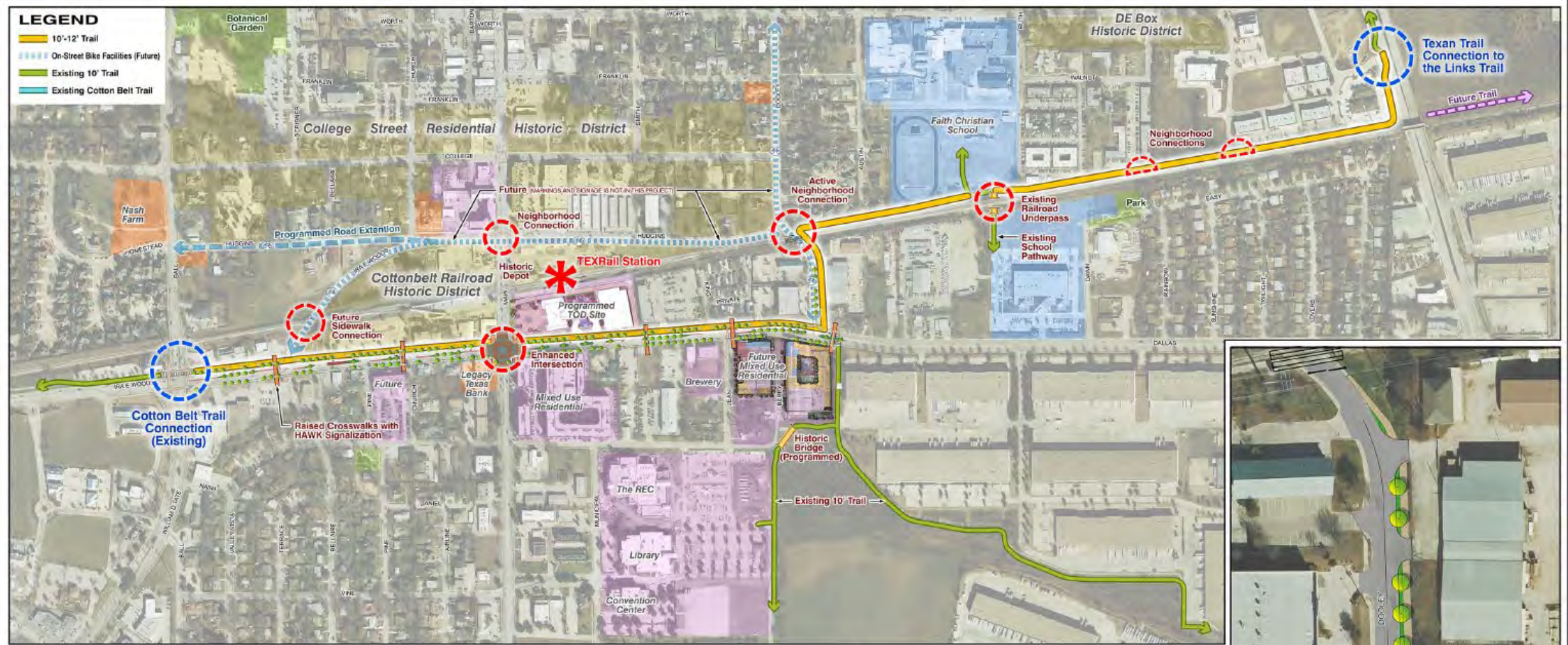
# Cotton Belt Trail Grapevine



- 57 mile regional trail in the 2045 Regional Veloweb Plan
- Central local trail with many planned connections to the City's trail system

Dallas Road TOD Corridor/Cotton Belt Trail Extension





FEBRUARY 24, 2017

## DALLAS RD AND COTTON BELT TRAIL CONCEPT PLAN

GRAPEVINE, TX

Architexas HUNT-ZOLIARS HALF



# Project Specifics



- Regional Trail - 57 miles from Fort Worth to Plano
- 6.5 miles planned through Grapevine
- 3 miles are existing
- 1.5 miles completed in September 2027
- Remaining 2 miles are funded and in design phase
- June 2022 all 6.5 miles completed

## Complete Streets

Narrowed lanes, raised landscaped medians, separated multiuse path and did not provide separate bike lane, and pedestrian scale lighting.

## Property Owner Engagement

Spoke with property owner and tenants door to door to gain buy-in. Sought to reduce number of curb cuts.

## Design Specifics

Reduced the number of driveways, tightened up radii, armoured radii, reduced vehicle turning movements (e.g. no free lefts), used different materials to mark trail crossing over driveways.



# Project Specifics

## Cotton Belt Trail Grapevine

### Funding

2017 NCTCOG TA Set-a-side  
Funding - \$5 million

### Construction Bid

\$8.4 million

### Construction Timeline

January 2020 to September  
2021

### Project Objective

Create a more comfortable and safer  
zone for pedestrians and bicycles as  
part of the critical last 1/2 mile for  
the new TexRail Station and rapidly  
emerging transit oriented  
development.





# Dallas Road Section



Dallas Road TOD Corridor /Cotton Belt Trail  
Extension

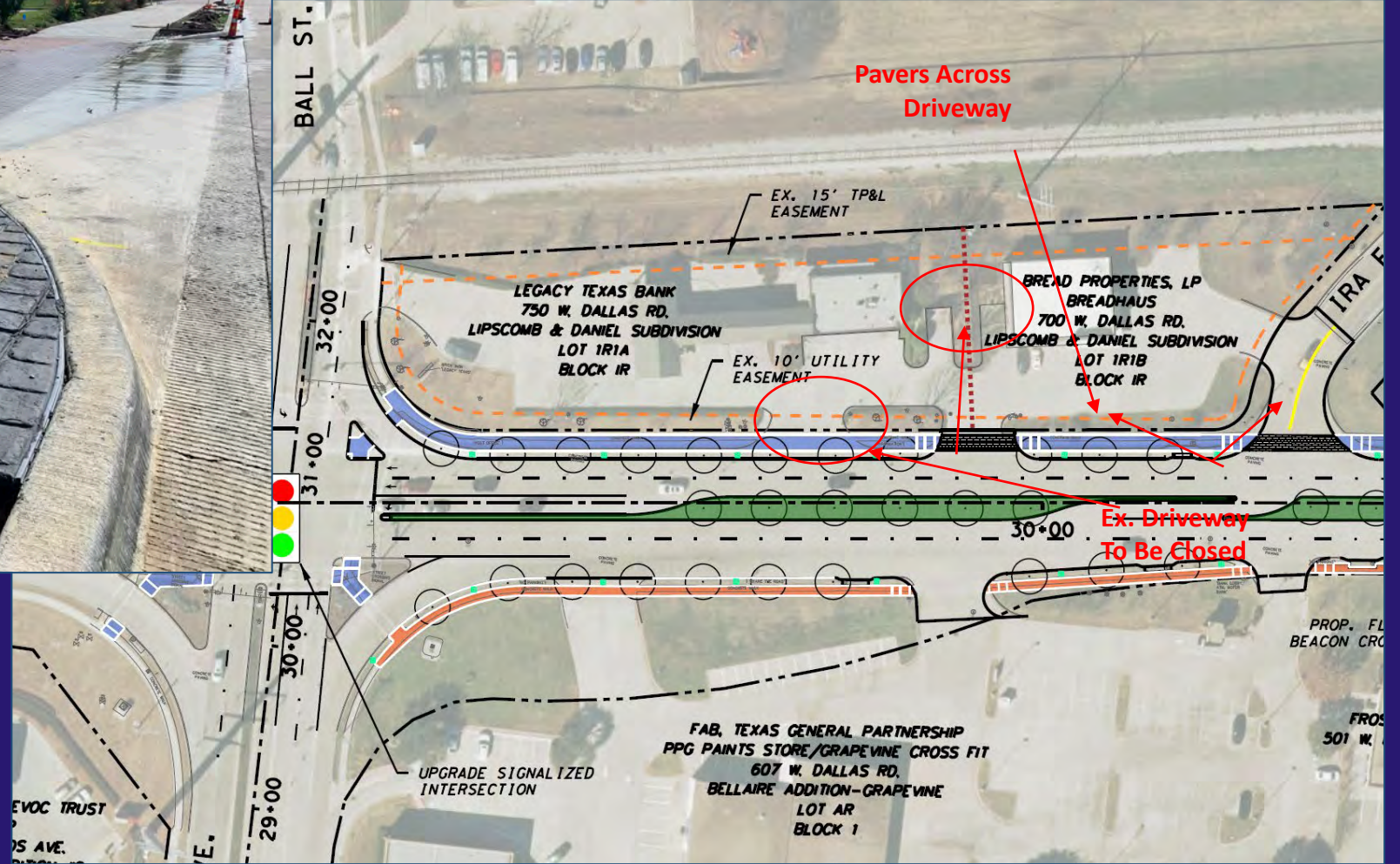
JAN. 31, 2017  
3/8"=1'-0"

DALLAS ROAD SECTION 2  
GRAPEVINE, TX

HUETT-ZOLLARS  
LANDSCAPE ARCHITECTURE  
1171 N. GILBERT AVENUE SUITE 100 DALLAS, TX 75202-1136  
214.871.3011 P. 214.871.0751 WWW.HUETT-ZOLLARS.COM

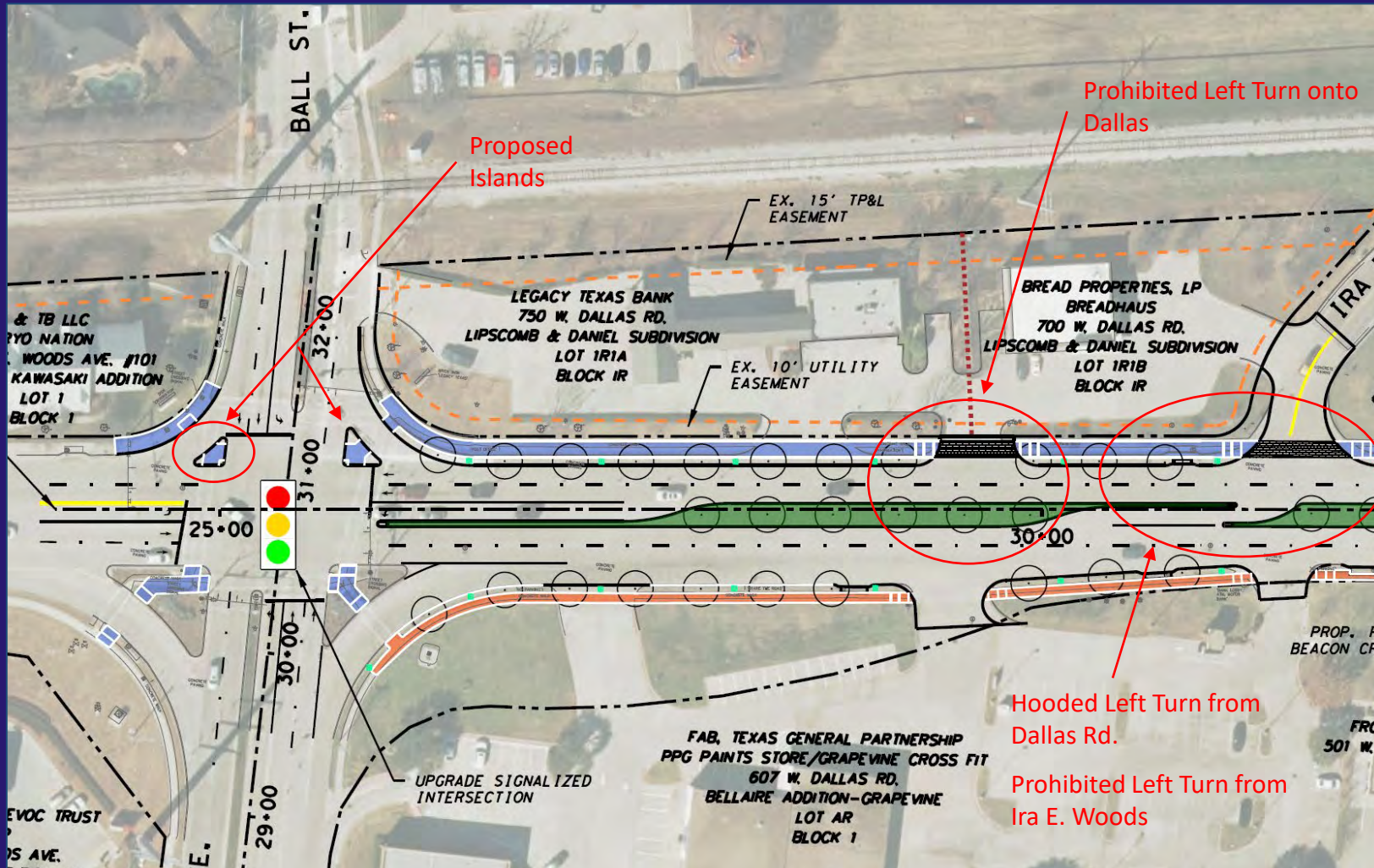


# Driveway Treatments





# Refuge Islands & Restricted Vehicular Movements



Dallas Road TOD Corridor/Cotton Belt Trail Extension



# Midblock Crossings, Crosswalks, Sidewalks & Lighting



Dallas Road TOD Corridor/Cotton  
Belt Trail Extension



# Added Components

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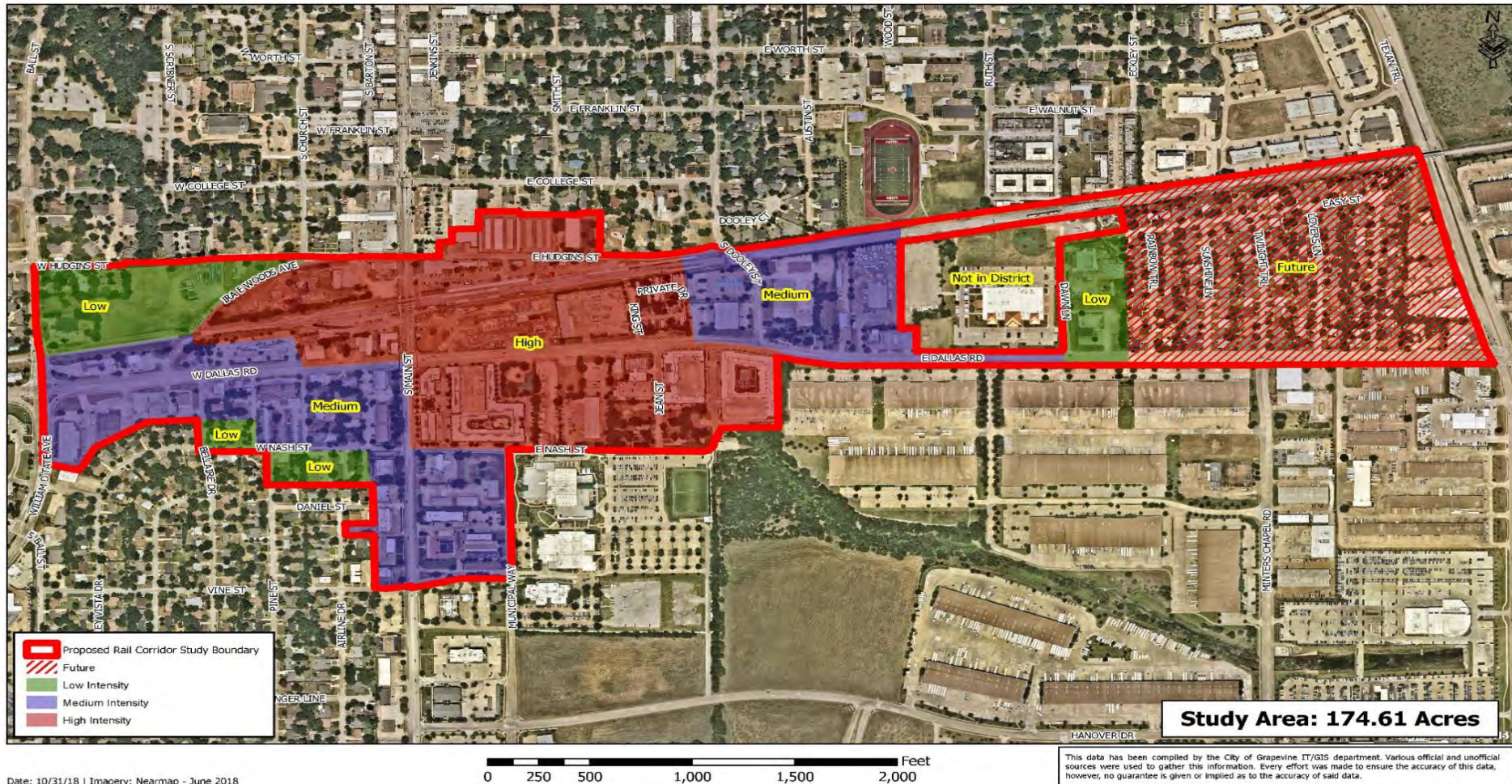


- 6'-wide sidewalks.
- 125 Shade trees and pedestrian lighting equally spaced with benches and trash receptacles.
- Landscaped center median and 5'-wide landscaped buffers back of curb.
- Narrower travel lanes.
- Reduced number of driveways with tighter radii.
- 3 mid-block crossings with RFB and pavers.
- 1 new signalized intersection with crosswalks and pavers.
- 2 enhanced signalized intersections with refuge islands and paving design.
- 1.5 miles of the regional Cotton Belt Trail with driveway demarcation.



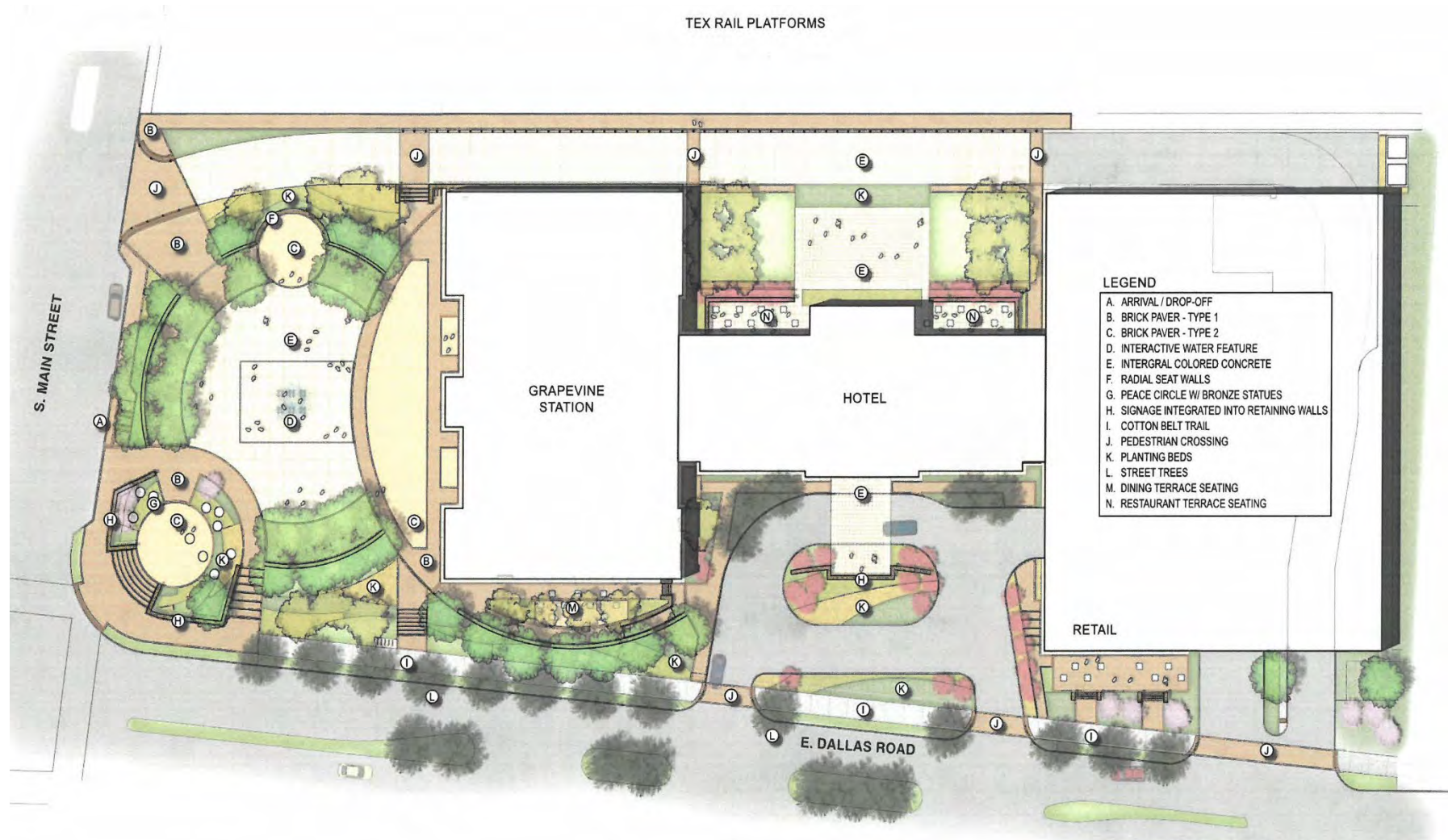
# Transit District Overlay (TDO)

## Intensity Sub-Districts





# Grapevine Main/Hotel Vin





# Grapevine Main/Hotel Vin Imagery





# Before & After Images



Dallas Road TOD Corridor / Cotton Belt Trail  
Extension



# Before & After Images



Dallas Road TOD Corridor /Cotton Belt Trail  
Extension



# Before & After Images



Dallas Road TOD Corridor /Cotton Belt Trail  
Extension



# Project Images



Dallas Road TOD Corridor / Cotton  
Belt Trail Extension



# Project Images



Dallas Road TOD Corridor / Cotton  
Belt Trail Extension



# Thank You







# Announcements



# Community Gardens Program Guide

- Connection between food access and transportation/land use
- Overview of food desert and food access issues
- Guidance and tools for starting city-led community gardens programs
- Green space analysis to show best potential garden sites on publicly-owned property near transit
- Common challenges and opportunities of garden programs
- Expected completion: late 2022

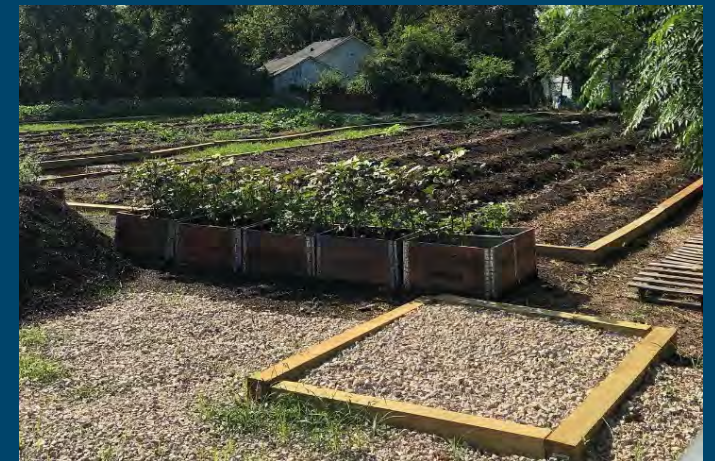


Photo courtesy of DART





# Regional Parking Database: Update

Extending recruitment to **May 20** for survey submissions

## Launching Targeted Recruitment Effort

- Land use: office and multi-family residential
- Geographies:

Collin County  
S. Dallas County  
N. Tarrant County

City of Fort Worth  
City of Dallas  
City of Arlington  
City of Denton

City of Plano  
City of Garland

Learn more and help share the project: **[NCTCOG.org/PARKING](https://NCTCOG.org/PARKING)**





# After Today's LUTTF

## Log AICP CM Credits



Coordinated Land Use and  
Transportation Task Force – Trail-  
Oriented Development

## Complete Post-Event Survey

<https://forms.office.com/r/629wyQT21N>

## Access Meeting Recording and Slides

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





# CONTACT US



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