Agenda


2. FTA Planning Pilot for TOD Update

3. City of Richardson - Collins/Arapaho TOD Innovation District

4. NCTCOG Multi-Modal Performance Measures
FTA Planning Pilot for TOD Update

Travis Liska - NCTCOG
Grant Overview

28 DART Stations – FTA Capital Funds

Dallas, Richardson, Garland, Plano, and DART

Study Elements

1. First/Last Mile Pedestrian Routes to Rails Connectivity
2. TOD Parking Study
3. TOD Survey
Bike and Pedestrian Routes to Rail (Task 1)

**Completed**
- Station areas pedestrian challenges and sidewalk gaps
- DART property access recommendations and cost estimates
- Determined ranking and prioritizing method

**To Do**
- Rank potential projects
- Develop cost estimates for high priority projects
- Develop projects phasing and implementation plans
- Engineering survey and 15% design plans for selected corridors by November
TOD Survey (Task 3)

Residents, Businesses, Employees

• How important is transit availability in influencing location choice decisions?
• Does transit availability change travel (including parking) behavior?
• Do walking-supportive urban design factors play a large role in first/last mile travel with transit?
• What are the key barriers to transit use, including physical or perceptional for those not using transit?
• To what extent do businesses value transit and encourage employees to use it?
TOD Parking Study (Task 2)

Generate data to inform and guide policy such as **TOD-appropriate parking ratios**

**Best practices** for TOD parking management

Identify ways better parking policy increase **TOD performance** such as ridership and dense development.
TOD Parking Study – Methodology

Identify TOD Sites
- Near the 28 DART stations
- Within 1,000 feet of station platform
- Have pedestrian connection to the platform
- Be pedestrian-oriented, dense buildings (exception for some office properties)

Contact site owners/managers for permission to study property (contacted 26 sites)
TOD Parking Study – Data Collection

16 sites, 11 stations, 4 cities

Counts were conducted in July, August, and October 2018

Steps:
1. Initial counts and site details
2. Automated counts for 72 hours
3. Property manager questionnaire on site policies

City zoning code requirement research
TOD Parking Study – Data Collection

• Initial parking space inventory counts, map out entrances/exits for camera mounting, restricted spaces, gates, other physical limits

• Video data collection
  • 72 consecutive hours per site
  • Thursday 12:00 A.M. to Saturday 11:59 P.M.

• Property Manager Interviews
  • How are spaces allocated and accessed? (rules/restrictions/payment/enforcement)
  • Unit/lease space occupancy
  • Anecdotal information
TOD Parking Study – Findings

• More than 15% of spaces available at peak times.
• 13 of 16 sites never peaked above 80% utilization.
• Majority of sites have spaces exceeding minimum code requirements.
• Most of the parking provided is offered free of charge.
TOD Parking Study – Findings

- Highest peak occupancy 93%
  - Modena Apartments, Walnut Hill Station

- Lowest peak occupancy 38% (ignores weekend office)
  - 5th Street Crossing City Station, Downtown Garland

- See data results table handout

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th># Sites</th>
<th>Average Weekday Peak Occupancy</th>
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</thead>
<tbody>
<tr>
<td>Office-Dominant</td>
<td>2</td>
<td>59%</td>
</tr>
<tr>
<td>Office-Mixed</td>
<td>1</td>
<td>56%</td>
</tr>
<tr>
<td>Residential-Dominant</td>
<td>8</td>
<td>70%</td>
</tr>
<tr>
<td>Residential-Mixed</td>
<td>5</td>
<td>61%</td>
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TOD Parking Discussion

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Range of Facility Peak Occupancy Times</th>
<th>Total Spaces</th>
<th>Total # Occupied Spaces at Peak</th>
<th>Total Excess Spaces* at Peak</th>
<th>Observed Peak Parking Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office-Dominant</td>
<td>Weekdays, 10:15 to 11:00 AM</td>
<td>2,492</td>
<td>1,493</td>
<td>750</td>
<td>1.93 per 1K SF</td>
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<tr>
<td>Office-Mixed</td>
<td>Weekdays, 1:00 PM</td>
<td>6,184</td>
<td>3,789</td>
<td>2,344</td>
<td>3.13 per 1K SF</td>
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<tr>
<td>Residential-Dominant</td>
<td>All Days, 2:30 – 5:45 AM</td>
<td>3,592</td>
<td>2,503</td>
<td>725</td>
<td>1.03 per Dwelling Unit</td>
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<tr>
<td>Residential-Mixed</td>
<td>Weekdays, 9:40 AM – 7:00 PM Saturdays, 1:00 PM</td>
<td>2,217</td>
<td>1,290</td>
<td>687</td>
<td>1.25 per Dwelling Unit</td>
</tr>
</tbody>
</table>
TOD Parking Discussion

Current median price of single parking space (above-ground garage) in the Dallas region (not including the cost of land, or for operations and maintenance) = $17,464*

The Belleview’s construction of 69 parking spaces above the requirement translates to an additional capital cost of about $1.2 million


Image source: Graphing Parking - https://graphingparking.com/
TOD Parking Next Steps

• Draft recommended policy and development practice changes

• Review with public sector

• Review with private commercial real estate brokers, bankers, developers – May 2019

• Final Report Ready – July 2019
Collins/Arapahoe TOD
Innovation District
Doug McDonald - City of Richardson
NCTCOG Multi-Modal Performance Measures

Daniel Snyder - NCTCOG
Transportation Mobile Apps Workshop

• Friday, March 29th – 10 am to Noon

• NCTCOG Transportation Council Room
Regional Trails Map

nctcog.org/veloweb
TOD Map Update

nctcog.org/TOD
Gentrification Study

nctcog.org/housing

Transportation and Gentrification: A Toolbox for Positive Neighborhood Change

Prepared by the North Central Texas Council of Governments Transportation Department
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