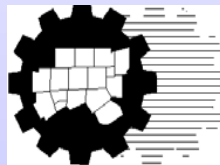


# Planners Roundtable

## Transportation Department Update

December 2, 2004



Transportation Department  
North Central Texas Council of Governments

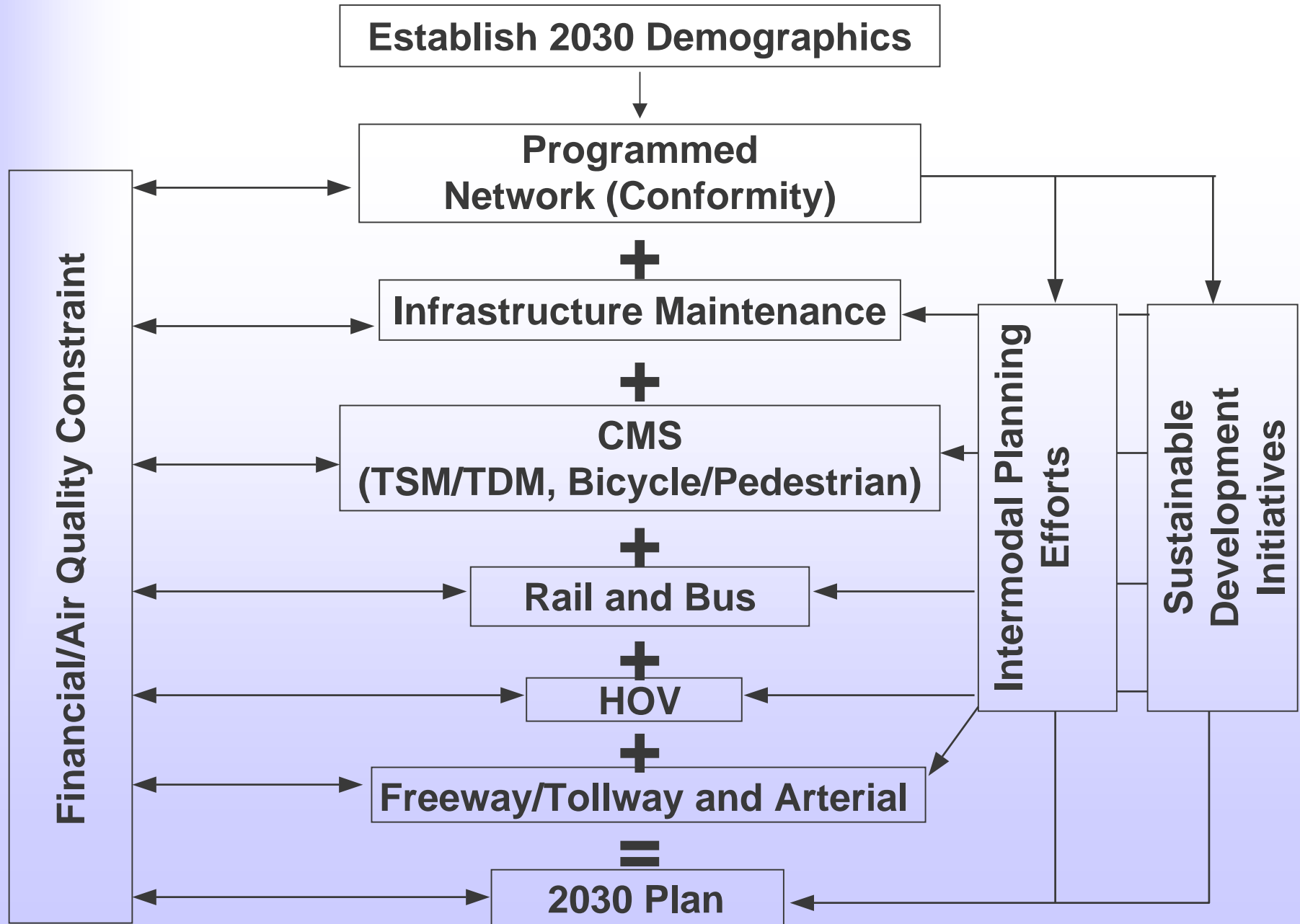


# MTP UPDATE SCHEDULE

<b>Metropolitan Transportation Plan</b>	<b>Conformity Approval (RTC Approval)</b>	<b>Type of Update</b>
<b>Mobility 2025 2004 Update</b>	<b>March 2004 (January 2004)</b>	<b>Administrative Update New Demographics Focus on Priority Projects Already in Plan</b>
<b>Mobility 2025 2005 Update</b>	<b>April 2005 (January 2005)</b>	<b>Administrative Update (Conformity Analysis)</b>
<b>Mobility 2030</b>	<b>March 2007* (January 2007)</b>	<b>New Plan 2030 Horizon Year Consider New Projects Subject to Financial Constraint</b>

\* Based on Current 3-Year Update Cycle Requirement

# Mobility 2030 Development Process



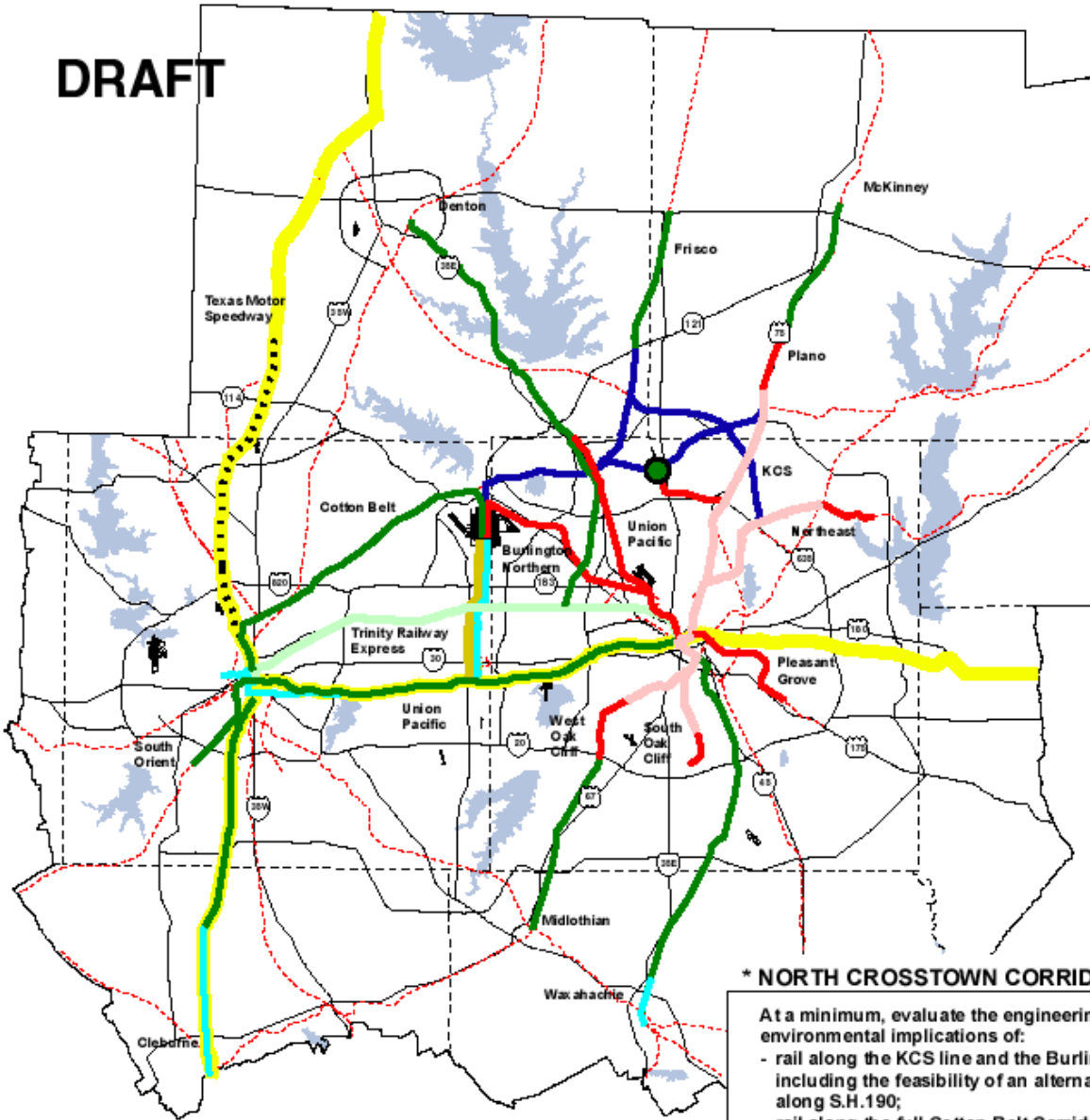
**DRAFT**

# Mobility 2025: The Metropolitan Transportation Plan, 2004 Update

## Rail System

### Legend

- Future Light Rail
- Existing Light Rail
- Future Regional Rail
- Existing Regional Rail
- Future Rail
- Special Events
- Future Intercity Rail
- Existing Intercity Rail
- North Crosstown Corridor Study\*
- Possible Eastern Terminus
- Roadway
- Existing Rail Corridors



Corridor specific design and operational characteristics for the Rail System will be determined through ongoing project development.

New facility locations indicate transportation needs and do not represent specific alignments.

All existing railroad rights-of-way should be monitored for potential future transportation corridors.

Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

Institutional structure being reviewed for the region.

The need for additional rail capacity within the Dallas CBD, Fort Worth CBD, DFW International Airport, and other intermodal centers will be monitored.

### \* NORTH CROSSTOWN CORRIDOR STUDY AREA

- At a minimum, evaluate the engineering feasibility and environmental implications of:
- rail along the KCS line and the Burlington Northern line, including the feasibility of an alternative connection along S.H.190;
  - rail along the full Cotton Belt Corridor, from Parker Road to DFW Airport; and
  - rail along the Cotton Belt Corridor from DFW Airport with an eastern transition to light rail along LBJ Freeway at an Addison Intermodal Center.



North Central Texas  
Council of Governments  
Transportation



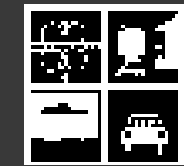
# Regional Transit Initiative (RTI)

## 2025 Profile

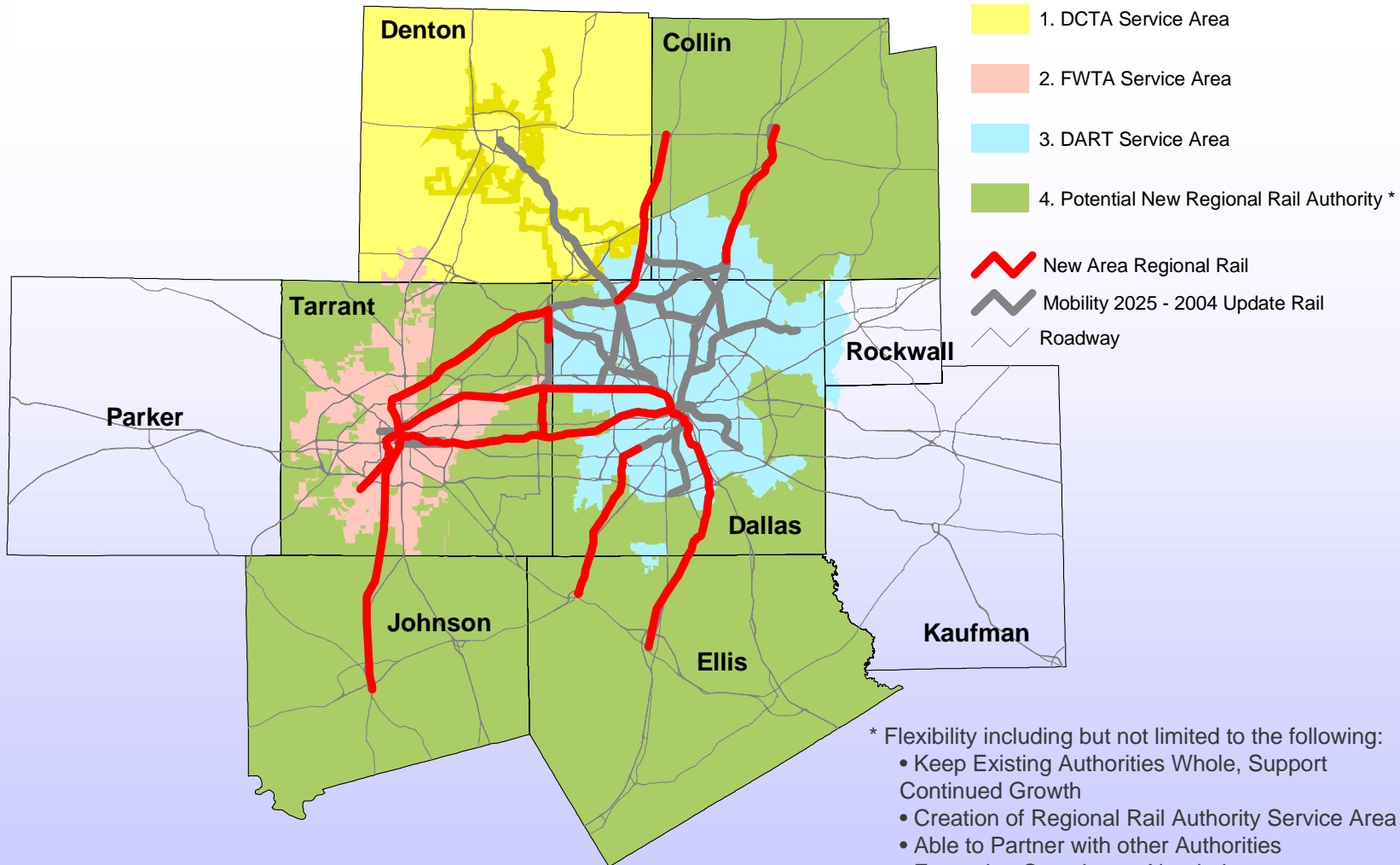
	Within Transportation Authority Service Areas	Outside Transportation Authority Service Areas
<b>Population</b>	3,722,774	4,229,296 53%
<b>Employment</b>	3,325,156	1,617,807 33%
<b>Rail Miles</b>	200	150 43%

# Regional Transit Legislative Program

## Regional Rail System



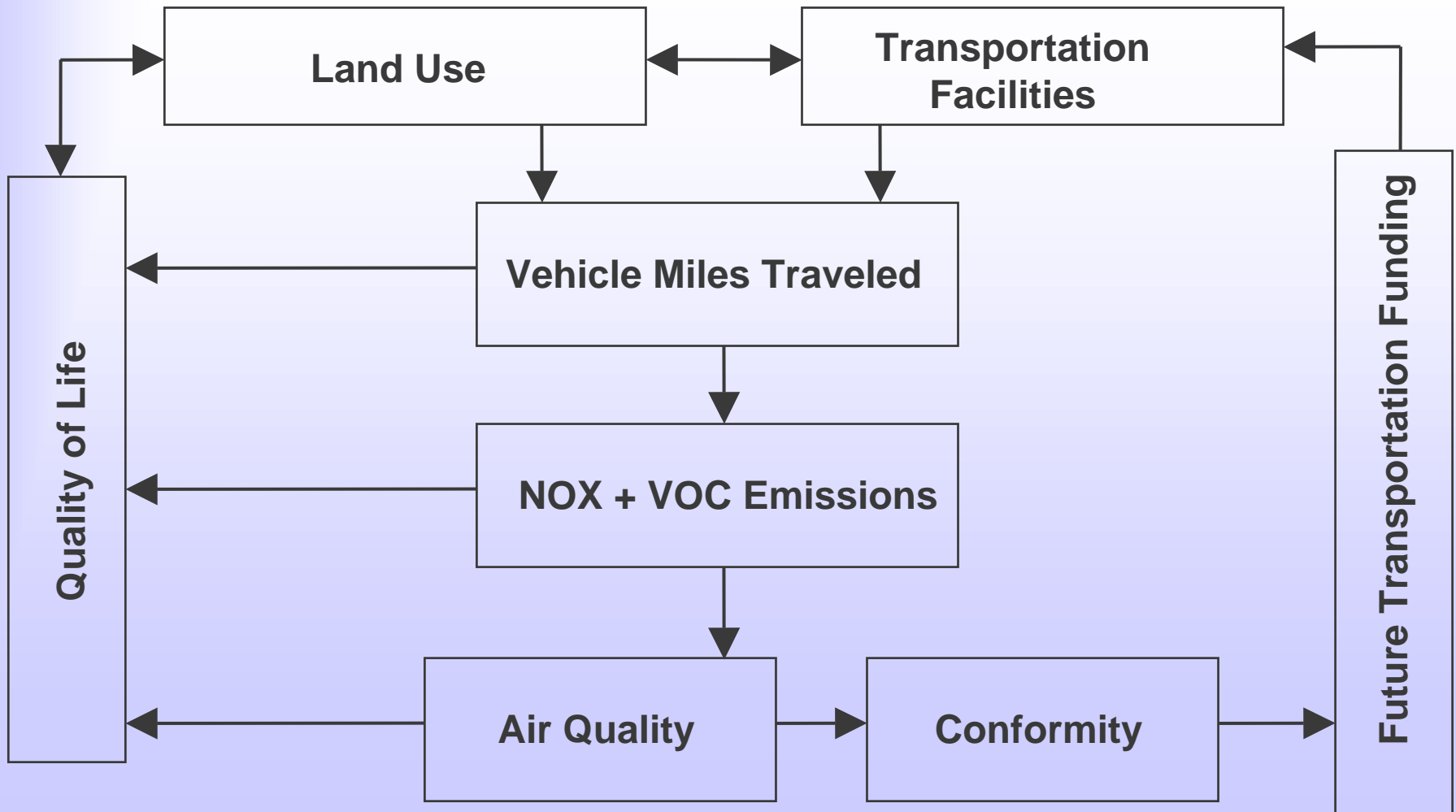
Regional  
Transportation  
Council



- \* Flexibility including but not limited to the following:
- Keep Existing Authorities Whole, Support Continued Growth
  - Creation of Regional Rail Authority Service Area
  - Able to Partner with other Authorities
  - Expand to Counties as Needed
  - Minimal "Feeder" Bus Service
  - Additional Funding Includes: Air Quality Projects, Local Match, Bottleneck Improvements, etc.

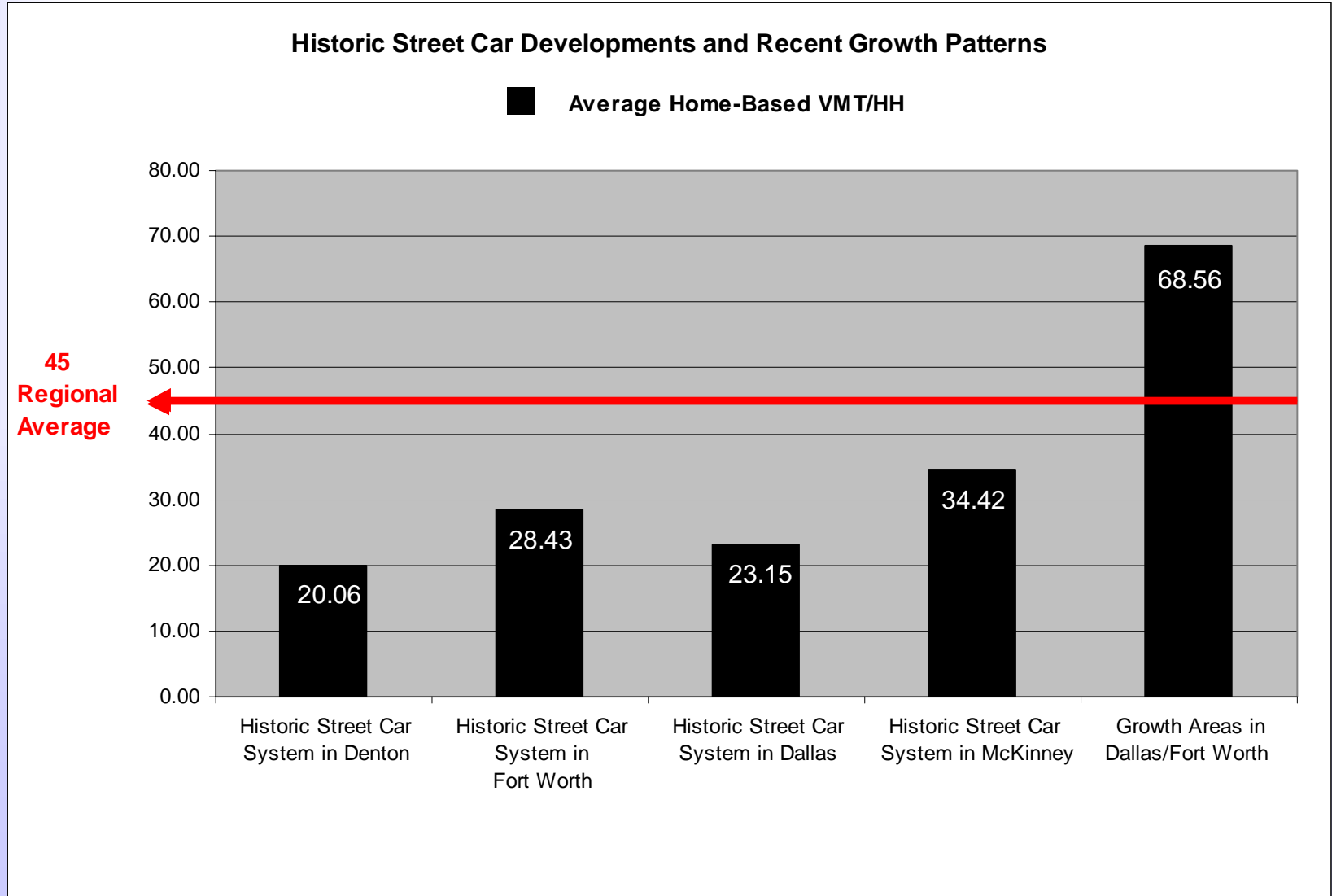
# Sustainable Development

## Relationship between Mobility, Financial Constraints, and Quality of Life



# Development Excellence

## Rail Development Patterns Lower Vehicle Miles Traveled Per Household (1995 data shown below)





# Mobility 2030 Alternative Futures

## Purpose

1. To estimate and evaluate the impact of urban change on vehicle travel, capital needs, and mobile source emissions
2. To determine sensitivity/impact of redistributing anticipated 2010 – 2030 growth on the transportation system
3. To be consistent with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA) case law compliant protocols for creating demographic forecasts
4. To be eligible for related federal incentives
5. To utilize in land use policy discussions

# Mobility 2030 Alternative Futures

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## Alternative Future Scenarios

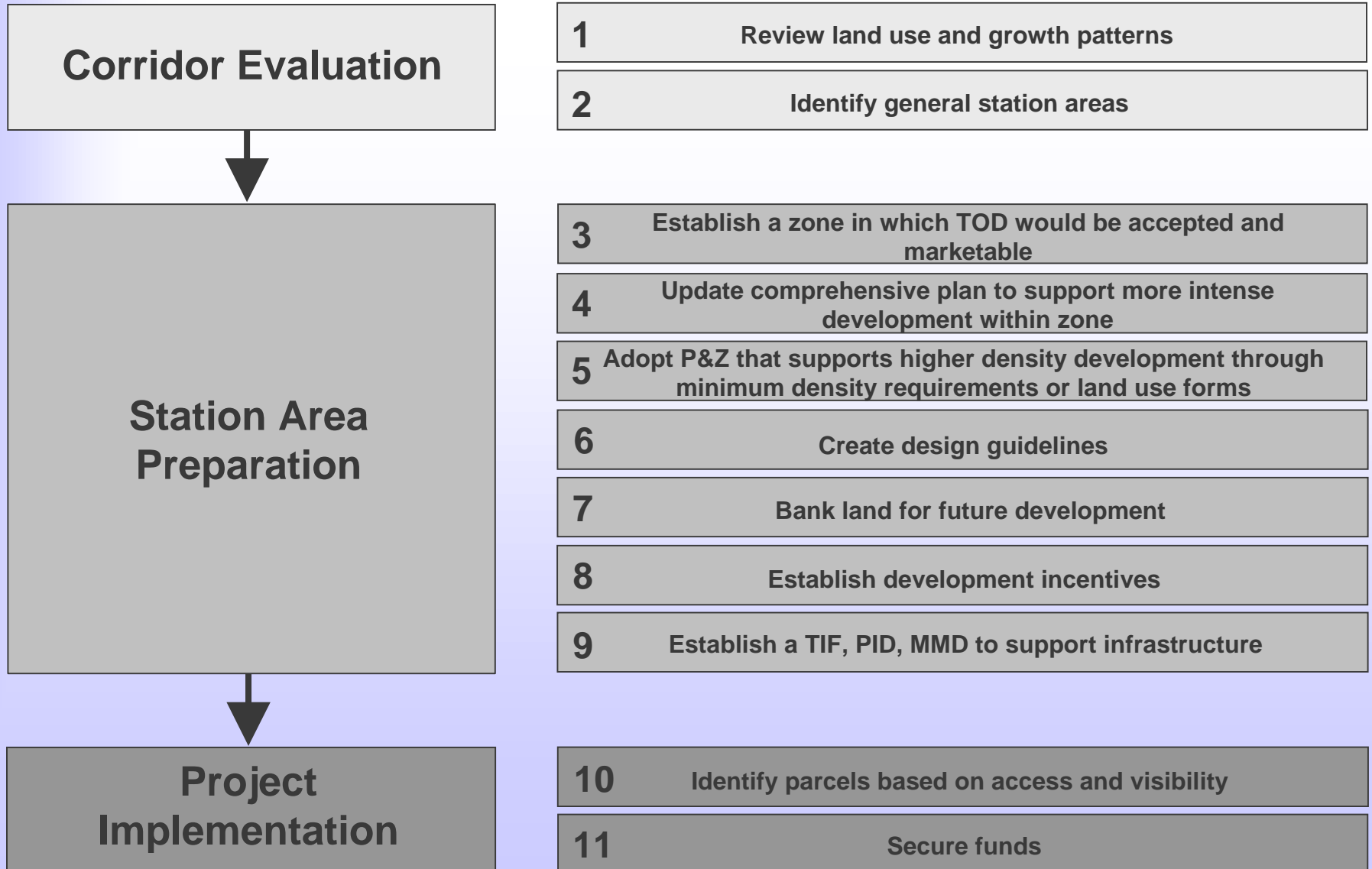
### Scenario One - Rail and Rural



### Scenario Two - Roads and Ranchettes



# Local Government Steps for Creating a Transit-Oriented Development



# Local Benefits of Development Excellence

**Allows the choice of walking for short trips and the option of driving shorter distances.**

**Maximizes the use of public infrastructure.**

**Increases tax base in the district without reducing tax values of surrounding properties.**

**Creates a neighborhood with an authentic sense of place.**



# **Land Use/Transportation Joint Venture Program**

## **Joint Venture Partnership**

### **Private Sector Investment**

**Mixed/Integrated Land Use, Infill Development  
Transit, Pedestrian-Oriented Buildings**

### **City Support**

**Tax Relief, Regulatory Flexibility, Other Development  
Incentives**

**Zoning, Design Guidelines, and Master Plans**

**Design and Maintenance of Public Infrastructure**

**Urban Renewal Strategy**

**Adequate Code Enforcement**

### **MPO Support**

**Funding for Varied Transportation Options**

**Planning Assistance**

# **Land Use/Transportation Joint Venture Program**

## **Next Joint Venture Funding Event**

**Part of Partnership Program 3**

**Reprogram some funds from first round**

**Pursuing additional STEP funds**

**Focus on areas with concentrations of high-emitting vehicles**

**Focus on areas where builders can by right build development excellence**

# Land Use/Transportation Joint Venture Program

## Threshold Development Excellence Projects

			
<b>Threshold Project</b>	Downtown Plano	Addison Circle	SmartCode T5
<b>Building Height</b>	4 stories max	8 stories max	4 stories max
<b>Residential Density</b>	40 units/acre min 100 units/acre max	24 units/acre max	24 units/acre max
<b>Block Size</b>	N/A	Block length shall not exceed 600 feet	Block perimeter shall not exceed 2000 feet
<b>Vertical Mixing of Uses</b>	Ground level residential shall make up no more than 60% of total linear frontage on public ROW (excluding parking structures)	Buildings fronting on a retail street must accommodate ground level retail	Allows live/work units
<b>Parking</b>	In general, should be separated from public street by building, surface parking screened from view	Surface parking screened from view, interior parking lot landscaped	Planter separates sidewalk from vehicular lane, parking accessed from rear alley
<b>Uses</b>	Service, Institutional, Transportation, Utilities & Communications, Single-family – attached residences, Multi-family residential, Retail, Office	Multi-family, Rowhouse, Townhouse/Condo, Hotel, Retail, Office, Civic, Mixed Use	Residential, Lodging, Office, Retail, Civic

# For Additional Information

**Alicia Hopkins**  
**ahopkins@nctcog.org**  
**(817) 608-2380**

<http://www.dfwinfo.com/trans/landuse/index.html>

<http://www.developmentexcellence.com/>

