



# Master Thoroughfare Plan Update

Public Meetings



December 2-5, 2015



# Agenda

- Brief Overview of Preliminary Draft MTP
- Project Schedule and Next Steps

# How We Got Here

## Public meeting round 1 (April)

Purpose/History of MTP

Roles of Task Force and Resource Panel

MTP approach and schedule

## Public meeting round 2 (September)

MTP Goals

Draft Cross-sections

Typical Section Selection process

Draft Street Type / Lanes Maps

Peer Cities review

## Public meeting round 3 (December)

Draft Master Thoroughfare Plan policy document

Proposed alignment modifications

# How We Got Here

## Public meeting round 1 (April)

Purpose

Roles of

MTP app

## Public me

MTP Go

Draft Cro

Typical S

Draft Street Type / Lanes Maps

Peer Cities review

Ongoing coordination throughout the project with:

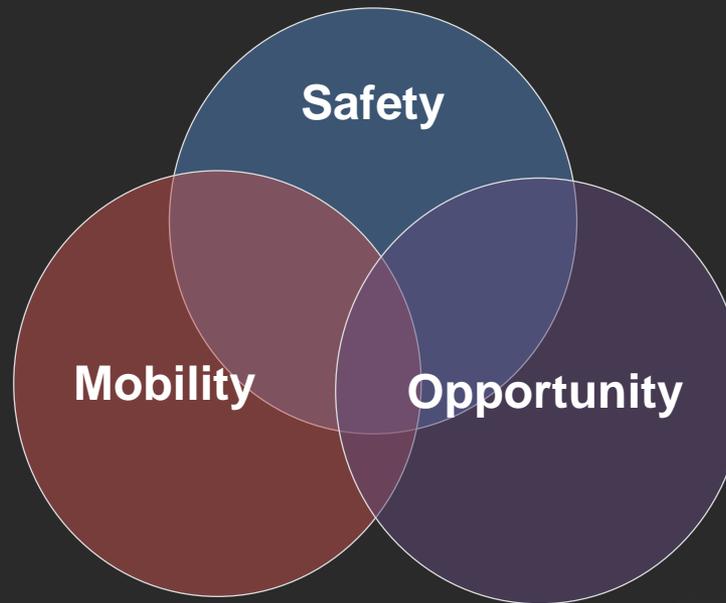
- Task Force
- Resource Panel
- The T
- Adjacent Cities
- TxDOT
- Large land-owners
- Community leaders
- Other stakeholders

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# MTP – Vision, Goals

Safely accommodate all users/modes  
Address safety hazards

Address existing/future  
congestion  
Provide network/  
regional connectivity  
(all modes)



Support strategic  
economic  
development  
Act as catalyst for  
redevelopment

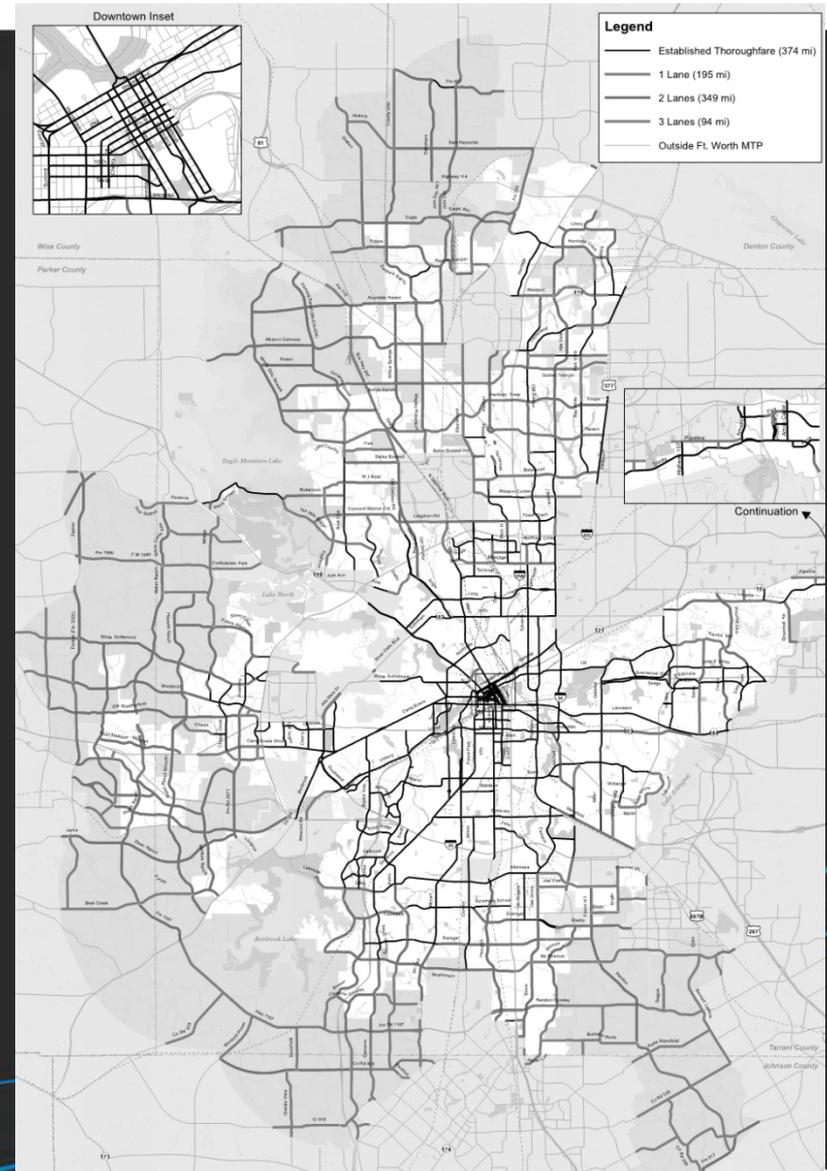
**Balance**

# Two Basic Characteristics:

1

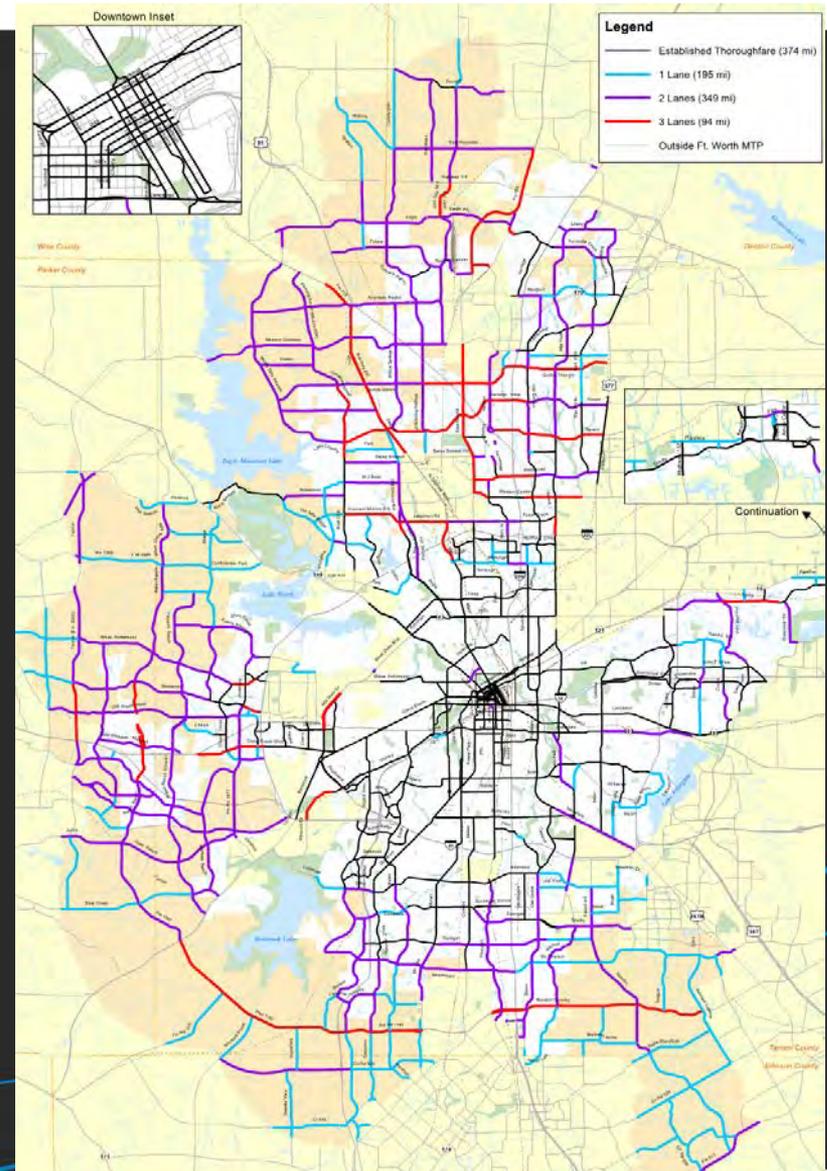
## Alignment:

Where the Roads  
Should Go



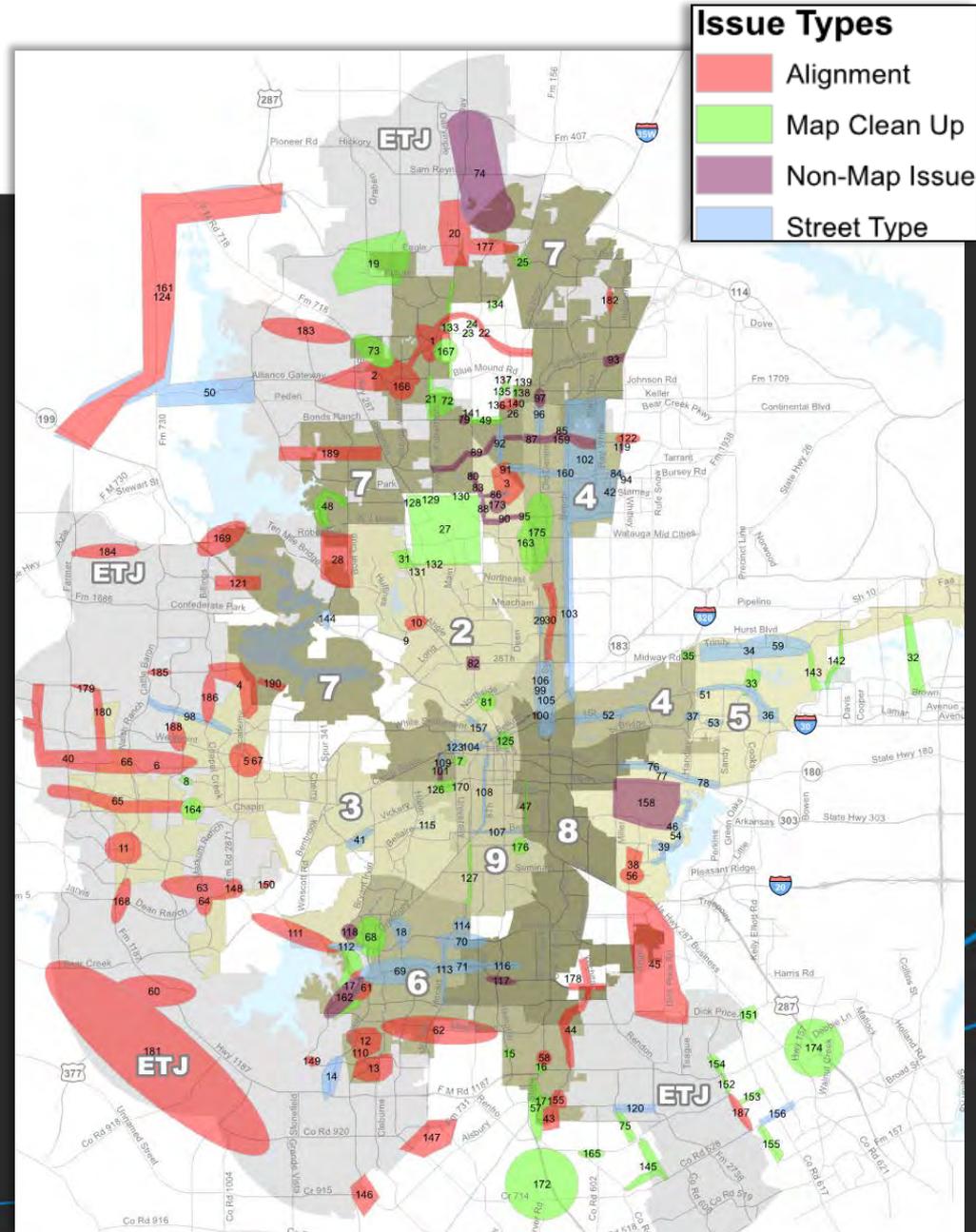
# Two Basic Characteristics:

- 1 Alignment:  
Where the Roads  
Should Go
- 2 **Right-of-Way:**  
How Wide the Roads  
Should Be



# 1 Alignment

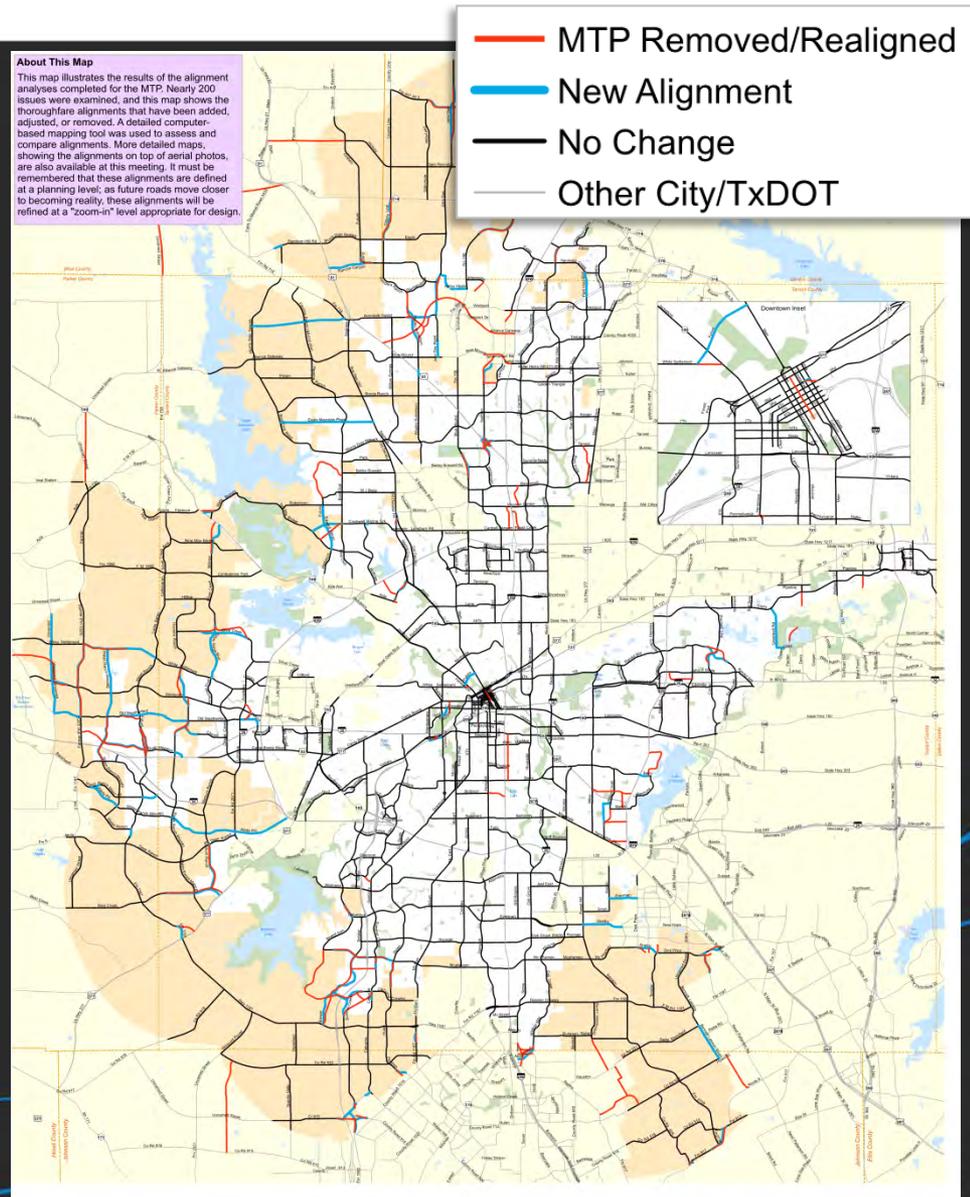
- Nearly 200 issues examined
- Computerized model developed to compare alternatives
- Input from landowners, stakeholders, and public agencies helped shape recommendations



1

## Alignment

- Nearly 200 issues examined
- Computerized model developed to compare alternatives
- Input from landowners, stakeholders, and public agencies helped shape recommendations



# Current Classification System is Limited

Principal Arterial



Major Arterial



Minor Arterial



2

## Right-of-Way

Step 1: Define a series of Street Types desired in Fort Worth

Activity Street



Neighborhood Connector



Commerce/Mixed-Use Street



Commercial Connector



System Link



2

## Right-of-Way

Step 1: Define a series of Street Types

Step 2: Determine desirable elements, with appropriate widths

Auto Lanes



Transit Lanes



Bike Lanes



Medians



Parking



Sidewalks



Shared Paths



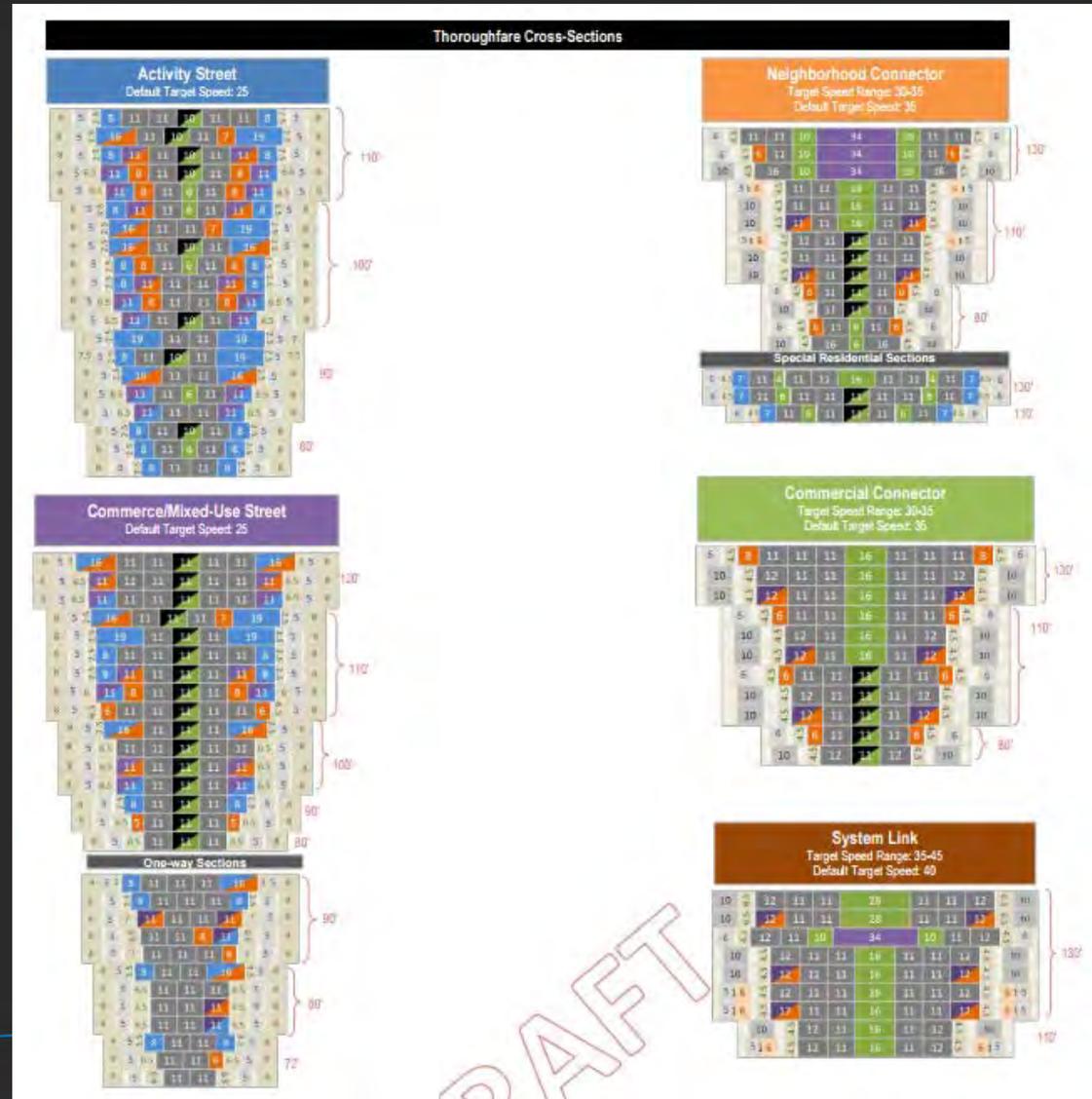
2

## Right-of-Way

Step 1: Define a series of Street Types

Step 2: Determine desirable elements

Step 3: Assemble elements into right-of-way



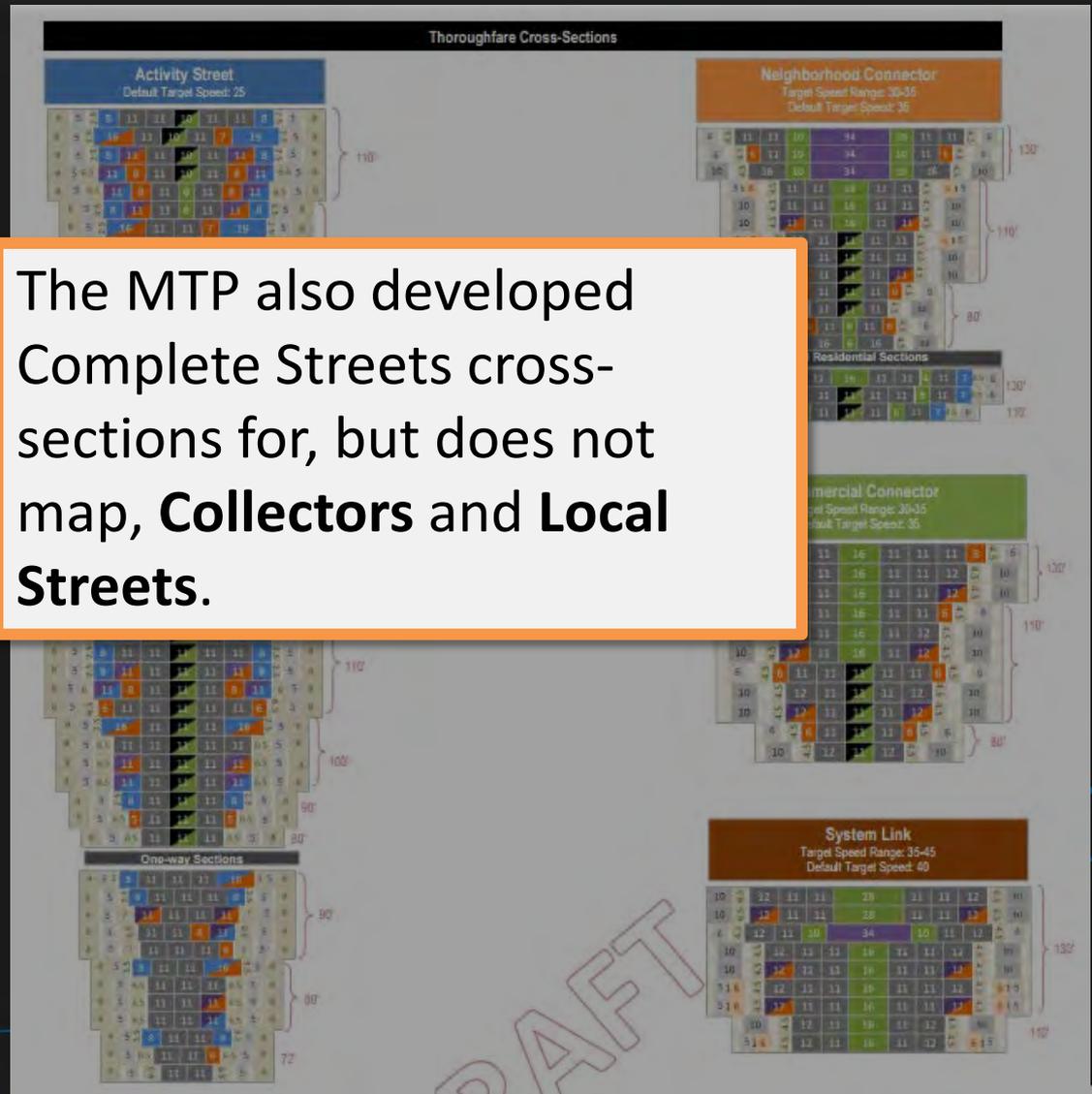
2

## Right-of-Way

Step 1: Define a series of Street Types

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Step 3: Assemble elements into right-of-way



2

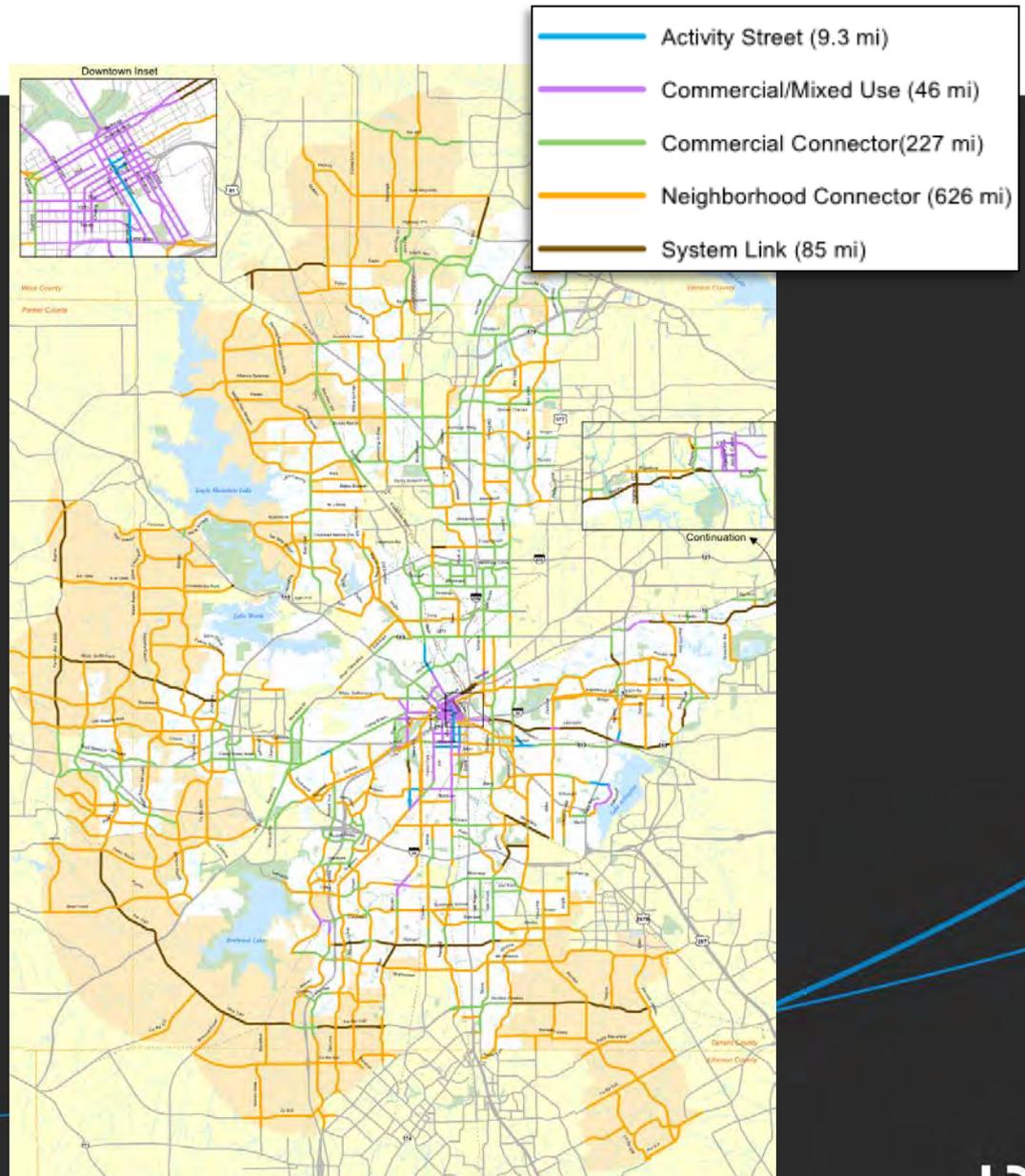
## Right-of-Way

Step 1: Define a series of Street Types

Step 2: Determine desirable elements

Step 3: Assemble elements

Step 4: Map Street Types



2

## Right-of-Way

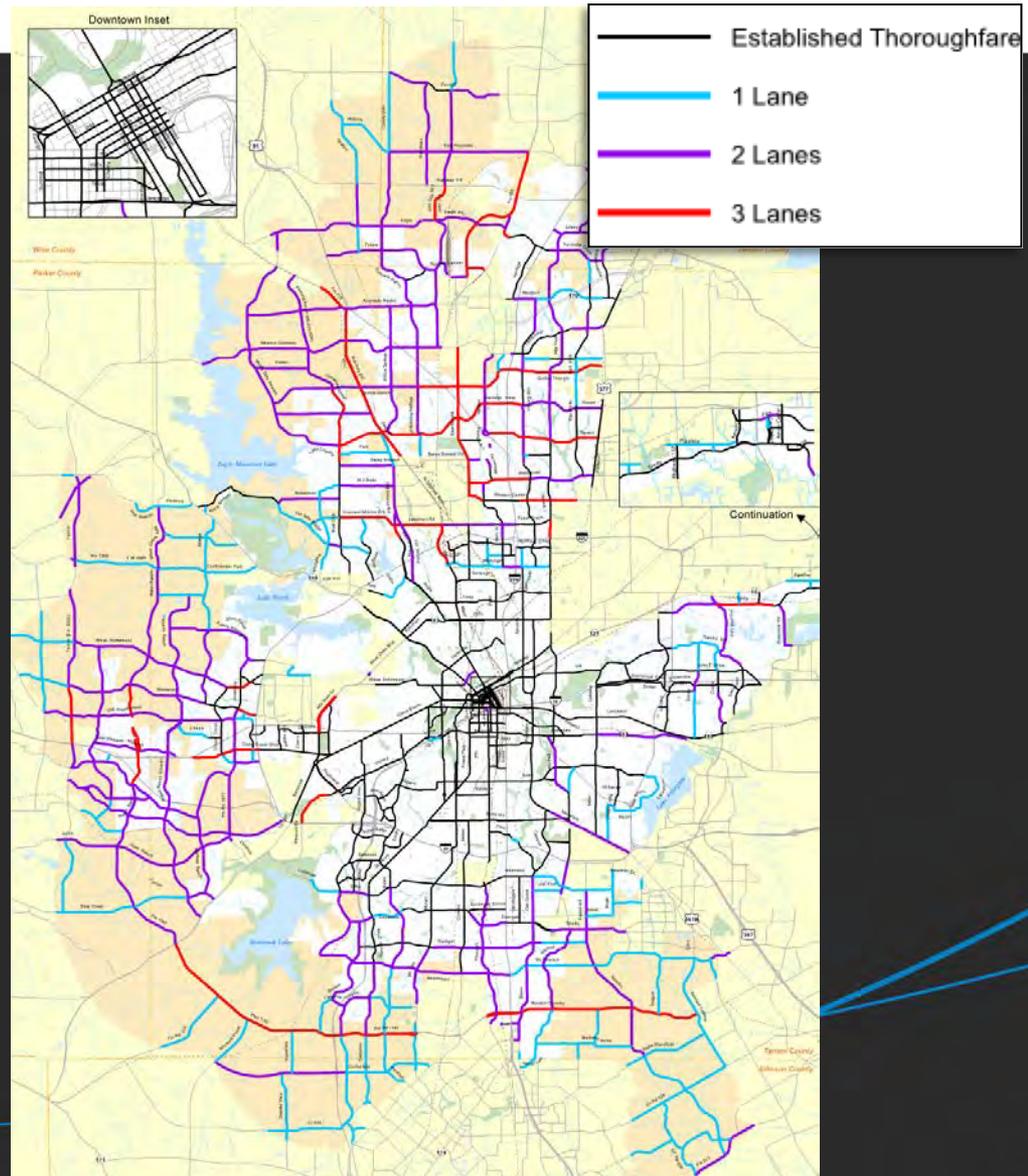
Step 1: Define a series of Street Types

Step 2: Determine desirable elements

Step 3: Assemble elements

Step 4: Map Street Types

Step 5: Determine lane needs based on traffic forecasts



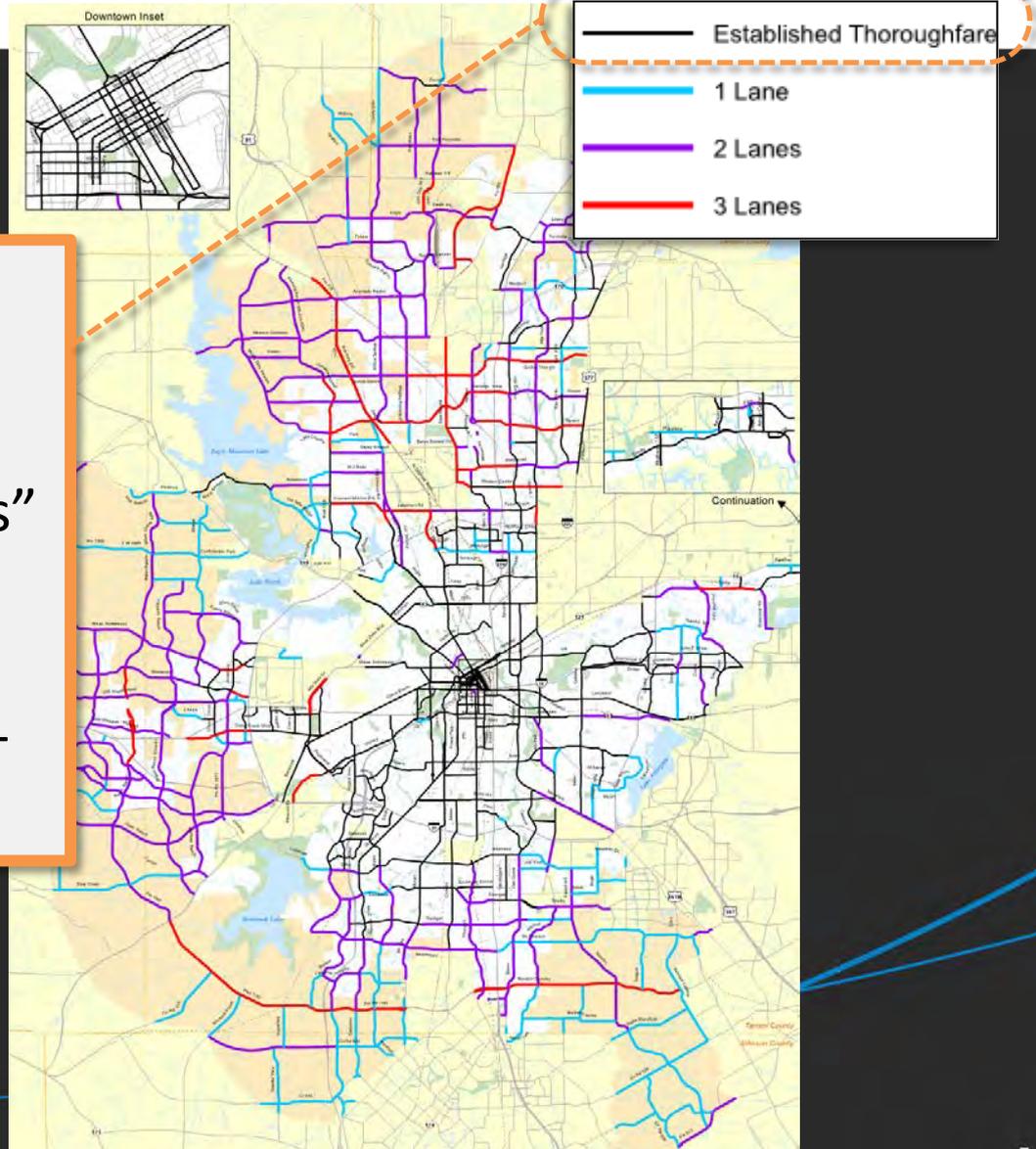
2

## Right-of-Way

Step 1:  
series of  
Step 2:  
desirable  
Step 3:  
element  
Step 4:  
Types

The **Established Thoroughfare** concept allows “Complete Streets” concepts to be incorporated into constrained, built-up areas.

Step 5: Determine Lane Needs based on traffic forecasts



# MTP – Established Thoroughfares

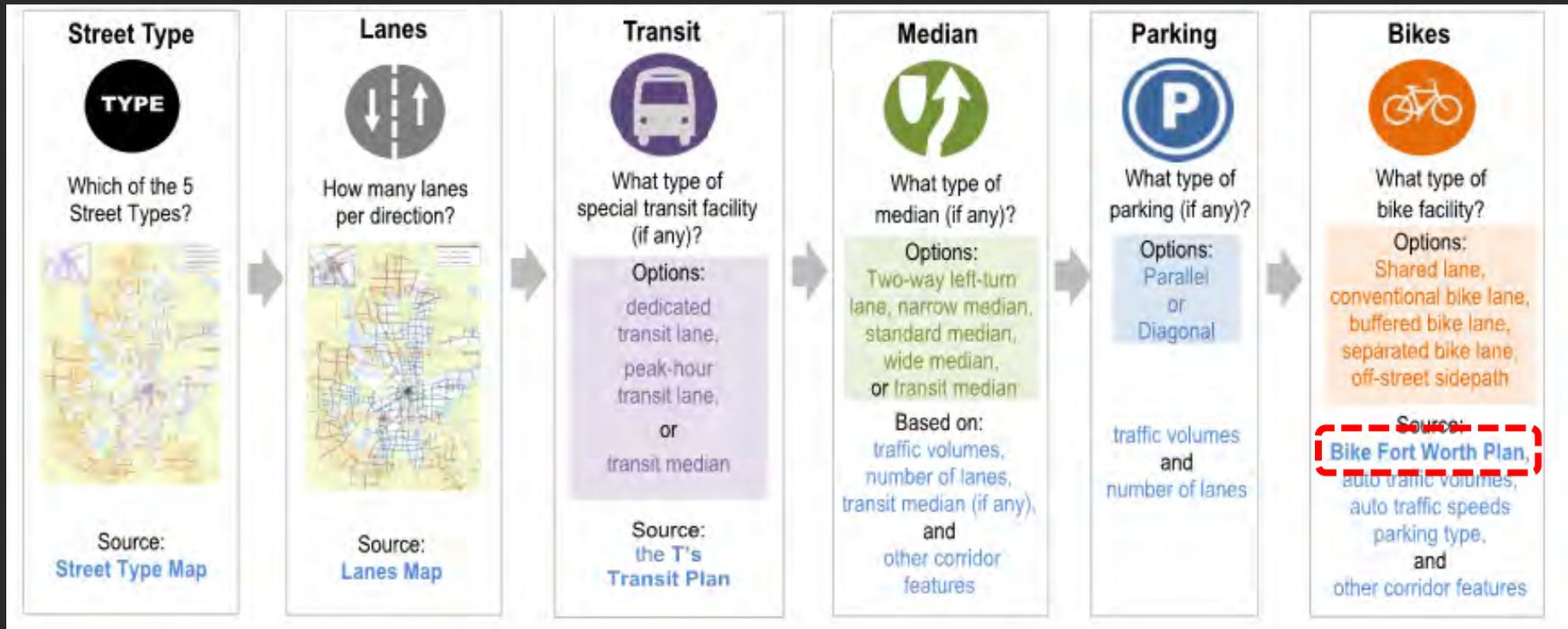
Established Thoroughfares – Width Ranges																														
Auto Lanes			On-Street Dedicated Bike Lanes			On-Street Transit Lanes		On-Street Parking				Non-Traversable Median				Sidewalk		Sidepath		Separated Bike Lane		Clear + Furnishing Zone [minus curb]			Frontage Zone					
Min	Max	preferred	Min	Max	preferred	Min	Max	Parallel		Angle		Standard		Wide		Min	Max	Min	Max	Min	Max	Min	Max	preferred	Min	Max	preferred			
								Min	Max	Min	Max	Min	Max	Min	Max													Min	Max	Min
10	11	11	5	6	6*	-11-	7.5	8	8	-19-	-NA-	-NA-	-5-	-NA-	-NA-	6.5'	NA	NA	7	NA	8'									
10	11	11	5	6	6*	-11-	7.5	8	8	-19-	-NA-	-NA-	-5-	-NA-	-NA-	6.5'	NA	NA	7	NA	8'									
-11-			-6-			-11-		7*		-NA-		14	16	16	-NA-		5	6	6	8	12	10	-6-		4.5	NA	NA	0	NA	6
11	12	*	-6-			11	12	*	-NA-	-NA-	14	16	16	-NA-		5	6	6	8	12	10	-NA-		4.5	NA	NA	0	NA	6	
11	12	*	N.A.			11	12	*	-NA-	-NA-	15	16	16	26	28	28	5	6	6	8	12	10	-NA-		4.5	NA	NA	0	NA	6
The 12 max width is only allowed on outside curb lanes.			For bike lanes adjacent to parking, add a 2' buffer for angle parking and a 3' buffer for parallel parking.			The 12 max width is only allowed on outside curb lanes.		7* Applies to the Special Residential Section.				On streets with on-street parking, 4 feet of the clear/furnishing zone can be reduced with the implementation of curb bulb-outs / tree wells.																		

\*Notes: 

# MTP – Established Thoroughfares

Established Thoroughfares – Section Element Width-Reduction Options	
Activity Street	<ul style="list-style-type: none"> <li>- Reduce flex space</li> <li>- Reduce parking width to 7.5'</li> <li>- Reduce frontage zone (dependent on segment frontage needs)</li> <li>- Reduce through lanes to 10'</li> <li>- Reduce bike lane width by 1 foot</li> <li>- Eliminate bus + parking lane; reduce to parking lane only (7.5' minimum)</li> <li>- Eliminate dedicated bus lane (reduce to 8' or 7' buffered bike lane if bike lane warranted)</li> </ul>
Commerce/Mixed-Use Street	<ul style="list-style-type: none"> <li>- Reduce flex space</li> <li>- Reduce parking width to 7.5'</li> <li>- Reduce frontage zone (dependent on segment frontage needs)</li> <li>- Reduce through lanes to 10'</li> <li>- Reduce bike lane width by 1 foot (except on section with 5' bike lane)</li> <li>- Eliminate bus + parking lane; reduce to parking lane only (7.5' minimum)</li> <li>- Eliminate dedicated bus lane (reduce to 6' or 5' bike lane if bike lane warranted and no parking; 8' or 7' buffered bike lane if bike lane warranted and parking allowed)</li> </ul>
Neighborhood Connector	<ul style="list-style-type: none"> <li>- Reduce median width (14' minimum at intersections, 6' minimum between intersections)</li> <li>- Reduce flex space</li> <li>- Eliminate dedicated bus lane (reduce to 6' bike lane if bike lane warranted)</li> </ul>
Commercial Connector	<ul style="list-style-type: none"> <li>- Reduce median width (14' minimum at intersections, 6' minimum between intersections)</li> <li>- Reduce flex space</li> <li>- Eliminate dedicated bus lane (reduce to 6' bike lane if bike lane warranted)</li> </ul>
System Link	<ul style="list-style-type: none"> <li>- Reduce standard median width (14' minimum at intersections, 6' minimum between intersections)</li> <li>- Reduce wide median width (24' minimum at intersections, 6' minimum between intersections)</li> <li>- Reduce flex space</li> <li>- Convert sidepath to sidewalk on one side</li> <li>- Reduce separated bike lane + sidewalk to sidepath (8' minimum)</li> <li>- Reduce sidepath width (8' minimum)</li> <li>- Eliminate dedicated bus lane</li> </ul>

# Typical Section Selection Process



# Schedule and Next Steps

- **Resource Panel and Task Force Meetings (Final Draft Plan) – January/February**
- **Plan Commission Hearing – March**
- **Council Adoption – April**

**[www.fortworthtexas.gov/MTP/update](http://www.fortworthtexas.gov/MTP/update)**



# Master Thoroughfare Plan Update



Questions/Comments?