



findings include:

- Most of the projected population growth is expected to be outside of Loop 820 in the form of low-density residential development.
- The majority of employment growth will occur within existing activity centers and along major highway corridors.
- The combination of the above two factors create increasingly complex travel patterns for the area.
- Growth patterns create longer commutes and additional burden on our future transportation system and air quality.
- The majority of “choice” transit riders—who are not dependent on transit for their travel needs—are outside of The T’s existing service area.
- Mobility needs of the area will not be met even if the planned roadway improvements of the Mobility 2030 plan are funded and constructed.

The MAQ Plan examined the performance conditions of the roadway system and estimated the percent of hours of congestion per weekday at 13 percent for freeways and 14 percent for arterials in the study area. The study projected that this congestion will increase to 54 percent for freeways and 37 percent for arterials by the year 2030 if no new transportation projects are constructed after the year 2015.

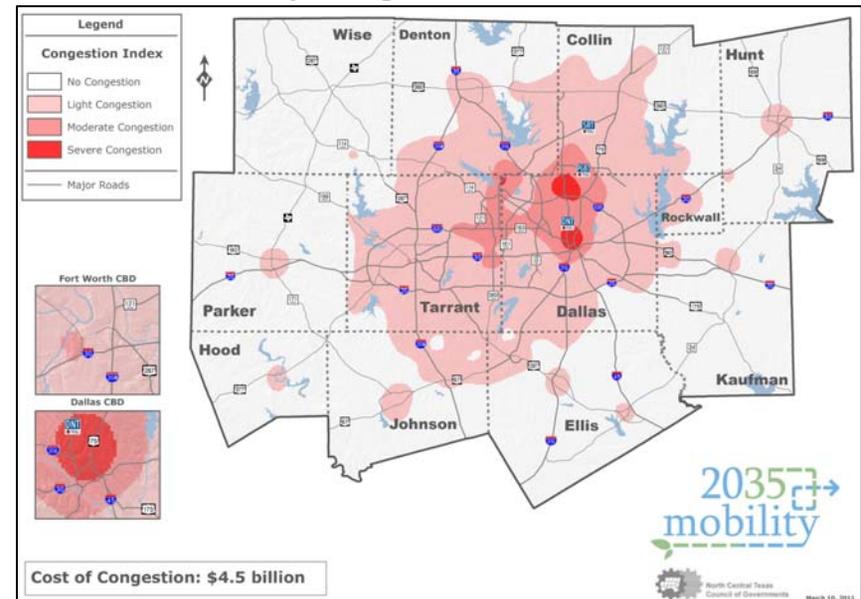
In 2009, the City Council adopted Phase II of the MAQ Plan, which recommended projects, programs and policies to reduce congestion and air pollution. The MAQ Plan also provided a strategic implementation plan, including a financial element. The final product is a comprehensive and multimodal transportation system plan and a programmed effort to improve mobility and air quality. For more information on the MAQ Plan, visit the City’s Website at <http://www.fortworthgov.org/sustainability>. (click on Mobility/Air Quality Plan under “Transportation”).

### Roadway System

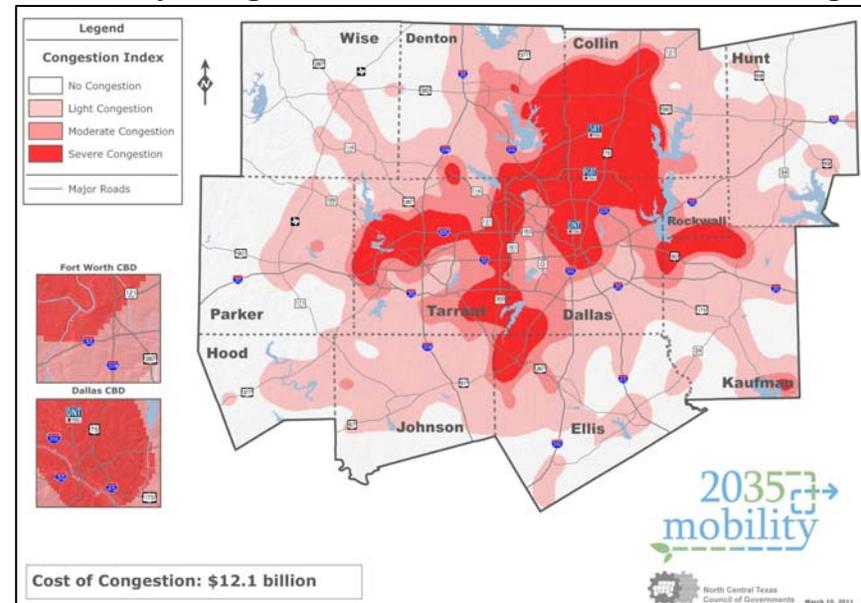
The City of Fort Worth maintains approximately 7,291 lane miles of street surface, which is equivalent to driving from Fort Worth to New York and back twice. Development throughout the city is generating greater demand for street improvements to move traffic efficiently on the north-south and east-west major corridors. Citizens desire increased mobility, while maintaining pedestrian-oriented neighborhoods. Neighborhoods and commercial areas in the city are also requesting street improvements that include landscaping and sidewalks, as well as traffic mitigation measures to assist inner city areas with redevelopment. For a description of efforts aimed at addressing neighborhood transportation issues, see the Programs and Projects section of this chapter.

Maintenance of the city’s existing street infrastructure is critical for the roadway system to function efficiently and at its intended capacity. An aging infrastructure, increasing number of traffic miles, and annexation of sometimes substandard streets require additional resources to ensure adequate maintenance. In the central city, maintenance of public alleys is particularly challenging. A recently completed pavement inventory and collection assessment rated 32.2 percent of the city’s roads in ‘excellent’ condition, 39.8 percent in ‘good’ condition, 22 percent in ‘fair’ condition, and 6 percent in ‘poor’ condition.

## Roadway Congestion Levels in 2012



## Roadway Congestion Levels in 2035 Without Funding



According to the North Central Texas Council of Governments, congestion levels in the region will substantially increase through 2035 if identified projects are not built. (Source: North Central Texas Council of Governments, 2011.)

To ensure sufficient funding for necessary street maintenance projects in the future, the City could create a transportation utility. Similar in function to the City's water and stormwater utilities, the transportation utility could create a dedicated source of revenue for street maintenance and construction, which would help the City avoid falling further behind on addressing street priorities.

In addition to maintaining existing streets, new roadways are needed to improve the transportation system due to urban sprawl. The lack of a contiguous roadway network is most notable in far north and southwest Fort Worth. The rural roadway systems in these areas are being replaced with urban arterials as development occurs and new schools are built. This practice often results in arterial system gaps and bottlenecks. The intensity of existing land uses and new development in these corridors is creating pressure for the completion of road improvements to eliminate arterial gaps. Deficiencies in the roadway system are subjecting some areas of the city to increased congestion because streets do not adequately support existing or changing land uses. The lack of street connectivity within and between subdivisions exacerbates the problem by forcing all traffic onto a small number of arterials that are quickly pushed beyond their capacity to efficiently carry the growing traffic.

In order to help address many of these issues, the City maintains a Master Thoroughfare Plan (MTP) and associated Street Development Standards, which were adopted in 2002 and updated in 2004. The standards were revised and a new MTP map was adopted in 2009. Together, these documents provide comprehensive transportation standards for the street system within the city and its extraterritorial jurisdiction. The standards also recommend specific pavement cross sections for each street classification and provide the framework for a hierarchical system of freeways, arterials, collectors, and local streets. For the first time, the 2009 standards included specific measures that support travel by walking, bicycling, and transit rather than focusing solely on vehicle travel. The MTP guides the ultimate development of the City's thoroughfare system.

In 2004, the citizens of Fort Worth approved a bond package allocating \$65 million for the rehabilitation of 206 neighborhood streets and \$57 million for 12 arterial street projects. The 2004 Bond Program is in its seventh year of implementation, with 100 percent of approved projects either complete or under construction at the end of 2011. In the 2007 Critical Capital Needs Program, the City Council funded the design and reconstruction of 110 neighborhood streets. Work is currently underway to design and initiate reconstruction of these streets, with 75 percent of the neighborhood street projects complete or under construction at the end of 2011. In 2008, citizens approved another bond program allocating \$150 million to pay for transportation improvements and public art across the City, without a tax increase. Of the 2008 Bond Program projects approved, 9 percent are under construction or in design.

In May 2008, City Council approved the use of transportation impact fees to fund new roadway construction. Transportation impact fees are charges assessed by local governments on new development and certain change of use projects. These charges are intended to recover the cost incurred by the government for the expansion of the arterial street network necessary to accommodate traffic generated by new

## Mobility and Air Quality Plan Commuter Rail Priorities



The Fort Worth Mobility and Air Quality (MAQ) Plan identified priority commuter rail corridors based on projected travel demand and the availability of rail corridors. (Sources: Transportation and Public Works Department, North Central Texas Council of Governments, 2009.)

development. Impact fees cannot be used to remedy existing transportation deficiencies. The transportation impact fee ordinance was drafted by city staff with input from local developers and a citizen advisory committee. In accordance with Chapter 395 of the Texas Local Government Code, transportation impact fees can be collected in, and used for improvements within, discrete geographic “service areas.” Service areas come with their own maximum impact fee rate based on projected growth and needed arterial street improvements. The City Council has approved 27 total service areas in Fort Worth, limited to six miles across. In accordance with the transportation impact fee ordinance, fees are collected in 19 of the 27 service areas. The fee took effect on July 1, 2008. Visit <http://www.fortworthgov.org/impactfees> for more information.

### **Public Transportation**

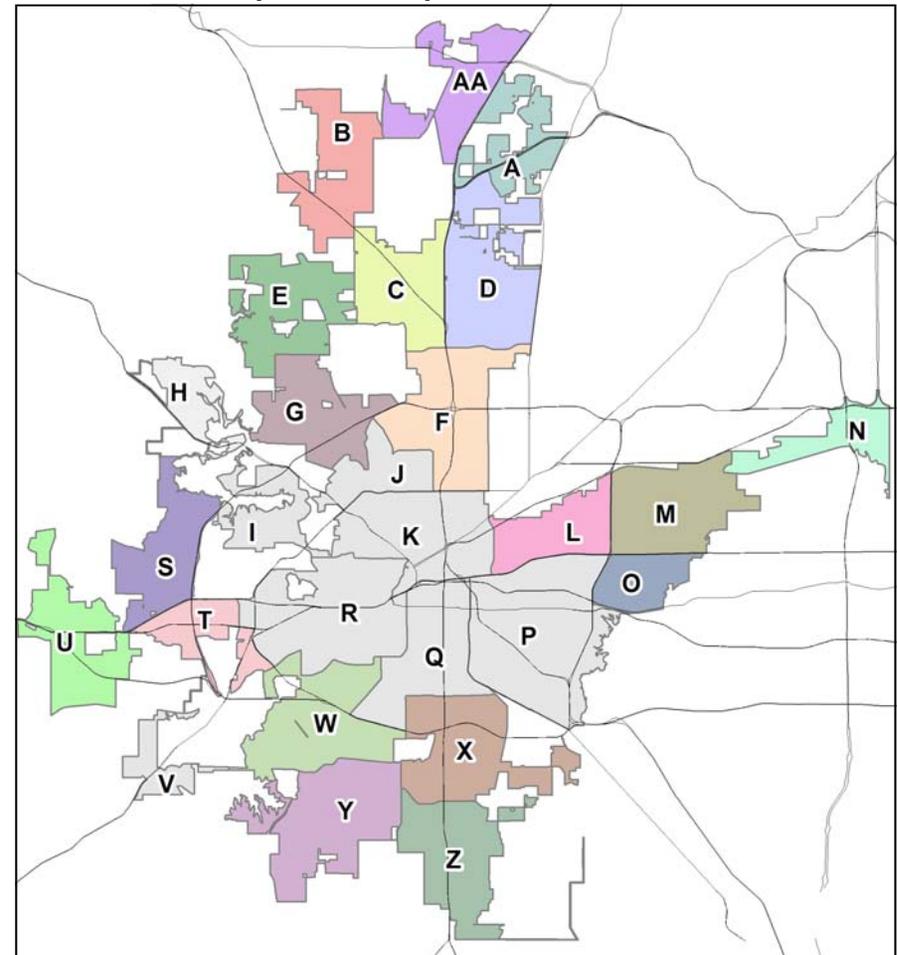
The Fort Worth Transportation Authority (The T) has provided public transportation services since 1983, and its services have expanded steadily over the years. In addition to Fort Worth, The T provides service to Richland Hills and Blue Mound. Ridership increased from 5.1 million in 1997 to 8.6 million in fiscal year 2010. This includes ridership from the Trinity Railway Express, Scheduled Bus Service, Mobility Impaired Transportation Services, and Vanpool programs.

Thirty-four bus routes cover the city and extend to the suburban city of Richland Hills. The current bus service plan focuses on incremental expansion to serve a larger regional area. Six transfer centers are strategically located in destination areas: The Historic Stockyards (NW 25<sup>th</sup> and Houston), East Fort Worth (East Lancaster and Sargent), La Gran Plaza (formerly Town Center Mall), Ridgmar Mall, and two Downtown locations (Intermodal Transportation Center and T&P Vickery Boulevard park-and-ride lot). New transfer centers are planned near the intersection of East Berry Street and Riverside Drive, as well as near the intersection of West Berry Street and the Fort Worth and Western Railroad. The transfer centers are integral parts of the transportation system. They provide central points for transfers between the various transportation modes.

Almost all of The T’s bus fleet is equipped with a Compressed Natural Gas (CNG) fuel system, which burns cleaner and reduces bus emissions. The T offers a number of additional services, including:

- Five Express Routes, which provide limited stop service to Downtown.
- Four routes that utilize The T’s replica (rubber-tire) trolleys. These routes include service to the Fort Worth Zoo, the Stockyards, Pier 1, and RadioShack. Molly the Trolley provides free service in Downtown and to the Stockyards.
- Free Downtown service within a zone bounded by Henderson on the west, Jones on the east, Belknap to the north, and Vickery to the south.
- Rider Request Service (Route 41) within the City of Richland Hills provides curb-to-curb bus transportation within Richland Hills city limits. Riders may also use this route to access Downtown Fort Worth at specified times.
- The T’s Employer Services Department (formerly Rideshare) provides information and assistance with carpools, vanpools, employer-subsidized transit (E-Pass), and other similar services.

**Transportation Impact Fee Service Areas**



Transportation Impact Fees are not collected on developments within service areas H, I, J, K, P, Q, R or V. (Source: Planning and Development Department, 2011.)

- Guaranteed Ride Home Service is provided for all monthly or E-Pass holders.
- Bicycle racks on the front of all fixed-route buses.

The T also provides Mobility Impaired Transportation Service (MITS) for residents who have disabilities that restrict them from using the regular fixed bus routes. MITS is door-to-door service that allows participants to schedule trips up to 14 days in advance. Riders who qualify for MITS will receive a MITS+1 card that allows them to use fixed-route bus service for free.

Balancing public transportation costs, routes, and schedules with the needs of transit passengers is an ongoing challenge. The T provides public transportation to major areas of employment, including Downtown, the Medical District, CentrePort, and area malls such as Hulen, Ridgmar, and La Gran Plaza. As the city continues to expand, especially in the north and west, The T continues to study possible enhancements and additions to its service to allow all Fort Worth residents access to important employment growth centers. Continued cooperation and partnerships with the City, employers, and public agencies are critical to this effort.

There are over 2,100 bus stops in The T's service area. The T provides benches and passenger shelters at a number of these bus stops for the comfort and convenience of its passengers. The goal is to place benches at frequently used stops distributed equally throughout the service area. Currently, there are over 420 benches in place.

Passenger shelters provide seating and protection from bad weather and are particularly important to senior citizens, parents with small children, and persons with disabilities. Although shelters are a popular amenity option at bus stops, only a limited number of shelters are feasible throughout the service area. To identify the most appropriate locations, The T uses a point system to prioritize and rank bus stops using factors such as daily boarding, existing land use, and the presence of a public facility or employment center, among other criteria. There are currently over 120 shelters located throughout The T's member city area. In 2005, The T began working with a Task Force of Downtown business and civic leaders and City of Fort Worth staff to redesign the twelve passenger shelters along Houston and Throckmorton Streets. The new shelters were installed in 2009.

The T is currently working to implement an Enhanced Bus Corridor along East Lancaster Street, which will use new 60-foot articulated buses for greater capacity and faster loading and unloading. Enhancements along the corridor, to be known as SPUR (short for Signal Priority Urban Route), include improved passenger waiting areas and signage at all stops in the corridor, a unique branding throughout the corridor, passenger real-time information, and transit signal priority (TSP) to decrease travel time. The enhancements will be complete in the fall of 2011. Should this project prove successful, the Enhanced Bus Corridor concept could be expanded to other parts of the city as demand warrants.

In 2009, The T completed a Strategic Parking Plan. The plan's purpose was to forecast parking demand at transit facilities in the future and identify future parking needs for the transit system. The T currently operates a number of parking facilities in Tarrant County and shares other lots. A new Park & Ride lot is planned to open in North Fort Worth in 2012. As demand continues to grow for park and ride services,

### Passenger Shelter



The T replaced 12 shelters along Houston and Throckmorton streets with a new aesthetically pleasing style in 2009. (Source: Fort Worth Transportation Authority, 2009.)

### Intermodal Transportation Center



The Intermodal Transportation Center (ITC) in Downtown Fort Worth is home to the TRE commuter rail line, a major bus transfer center, Amtrak, a Greyhound bus terminal, and Enterprise Rent-A-Car. (Source: Planning and Development Department, 2011.)

more facilities will be needed along with expansion of current parking areas. The T expects to more than double the available Park and Ride lot spaces it operates in the next ten years.

### **T Strategic Plan**

In November 2010, The T Board adopted a new Strategic Plan. The plan was the result of months of input from elected officials, business and community leaders, and the public. The T held numerous input sessions, solicited input online, and conducted a household survey for Tarrant County. The plan focuses on several key goals and objectives, most to be completed in the next five years. Among the initiatives are:

- Expanding Commuter Rail
- Adding additional Park & Ride and Express services
- Creating enhanced bus corridors
- Expanded local bus service
- Adding several new local mobility services
- Creating more transit-friendly environments
- Improving the public's perception of transit
- Improving customer information
- Using technology to improve efficiency
- Addressing the funding challenges faced by The T

The top priority for the plan is the completion of the TEX Rail project connecting southwest Fort Worth through Downtown to DFW airport. Several other projects are now underway to address the objectives of the Strategic Plan.

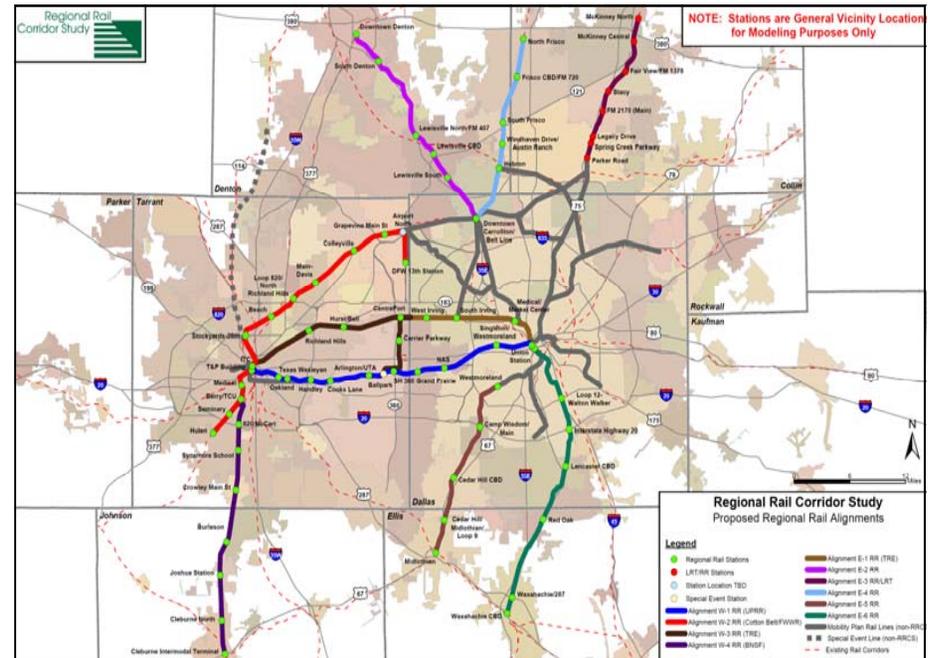
### **Rail Transit**

The Trinity Railway Express (TRE) commuter rail connects Downtown Dallas to Downtown Fort Worth. It is jointly operated by The T and Dallas Area Rapid Transit (DART) Downtown Fort Worth has two stations: the Intermodal Transportation Center at 9th and Jones Streets, and the T&P Terminal on Lancaster Avenue. Both terminals opened in January 2002. During 2010, the TRE had more than 1.1 million riders (T side only).

The T is currently planning and designing its next commuter rail line – the TEX Rail project. The line had been identified in past mobility plans and the T's Strategic Plan in 2005.

In 2006, The T completed an Alternatives Analysis study called the Southwest-to-Northeast Transportation Corridor Study (TCS), which identified major transit improvements that would best serve southwest and northeast Tarrant County. The final recommended improvement is identified as the Locally Preferred Alternative (LPA). The TCS is the first step toward obtaining federal funding for major capital investment in transit improvements. The area studied covered approximately 40 miles from southwest of Downtown Fort Worth to north of Dallas Fort Worth International Airport, and into the airport. The TCS investigated options involving both commuter and light rail, and bus rapid transit. The study also looked at ways

## **Regional Rail Corridor Study**



The City of Fort Worth participated with The T in the North Central Texas Council of Governments' Regional Rail Corridor Study. Completed in 2004, the study evaluated the feasibility of implementing passenger rail service along existing rail corridors in the Dallas-Fort Worth Metroplex. (Source: North Central Texas Council of Governments, 2009.)



The Trinity Railway Express commuter rail connects Downtown Dallas to Downtown Fort Worth. (Source: The T, 2009.)

transit improvements could enhance movement of privately-owned vehicle traffic, such as by implementing High Occupancy Vehicle Lanes, promoting carpooling, or other transportation management options.

The T's Board of Directors formally endorsed the preliminary LPA in November 2006. A series of public meetings were held to get input from the community in October 2006. The regional rail line recommended as the preliminary LPA will use existing tracks of the Fort Worth and Western and Union Pacific railroads, and the Cotton Belt route. The LPA would provide direct access to all activity centers and would connect with other transportation modes in Downtown Fort Worth. To move forward with implementing the LPA, The T will need to complete appropriate federal documents and fulfill environmental review requirements. This phase of the TEX Rail project, known as the Draft Environmental Impact Study and Preliminary Engineering phase, began in April 2007 and consists of the following tasks:

- Completing engineering tasks to a level sufficient for developing more detailed cost estimates and identifying more precise locations for stations; and,
- Conducting an environmental review and submitting an Environmental Impact Statement (EIS) document to the Federal Transit Administration (FTA) that will document any environmental issues and allow The T to request federal funding assistance to build the project.

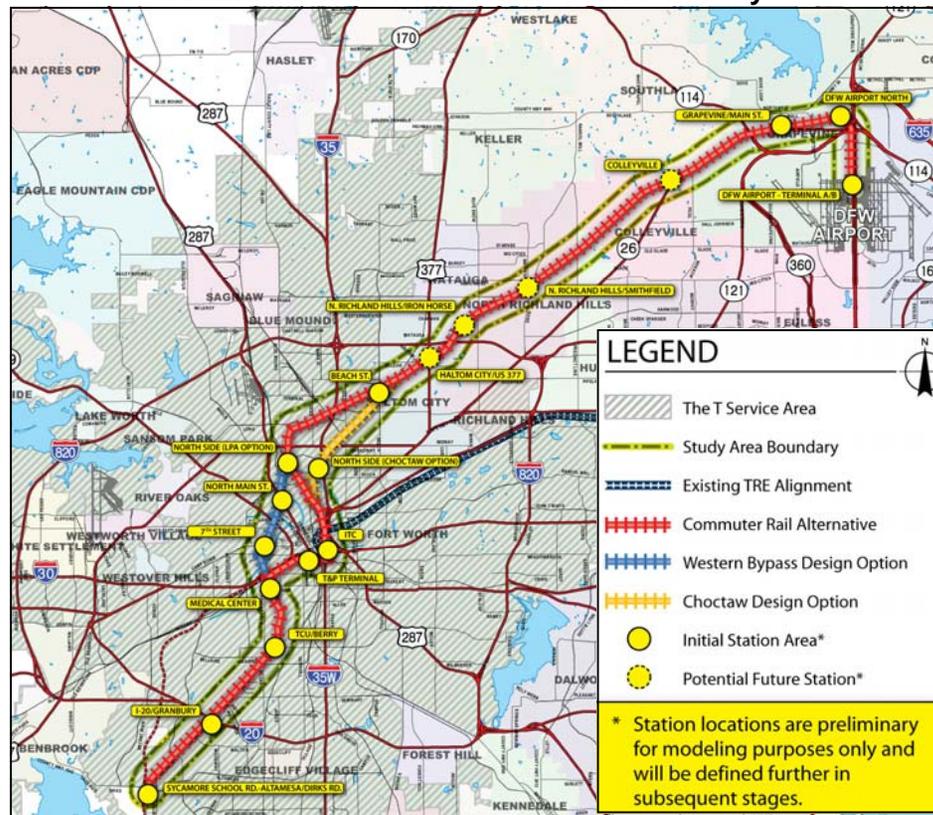
Public meetings were held throughout 2007 and 2008 to share information and get public input on the project scope and schedule, proposed station locations and configurations, and opportunities for transit-oriented development (TOD) at key stations. A TOD design charrette was conducted for the Summer Creek/Sycamore School Road station in July 2008. The TOD charrette resulted in broad consensus that the Summer Creek station presented a unique opportunity to apply transit-oriented development principles to this largely undeveloped site. TOD charrettes were subsequently held for the proposed I-20/Granbury, TCU/Berry, and Beach Street station sites. See Chapter 4: Land Use for more on transit-oriented development.

The T held public hearings on the Draft Environmental Impact Statement (DEIS) in December 2008. The T is continuing work on the EIS and anticipates receiving a Record of Decision (ROD) from the Federal Transit Administration in early 2013. The T submitted a New Starts application for federal funding, which includes a detailed cost/benefit analysis of the project. The T expects to complete Preliminary Engineering in 2012, with full design and construction to be complete in 2015.

NCTCOG's Mobility 2035, the City's Mobility and Air Quality (MAQ) Plan, and the T's Strategic Plan all envision a significantly expanded commuter rail system within Tarrant County. Among the rail corridors studied or recommended include lines stretching from Downtown Fort Worth to Arlington, Mansfield, the Alliance area in North Fort Worth, Johnson County, and Parker County. Efforts in the next several years will be directed at seeking ways to fund these rail corridors.

On May 17, 2007, The T Board of Directors passed a resolution to acknowledge and affirm that building and operating passenger rail service in southeast Fort Worth is its next top priority. The T is currently conducting a study evaluating the various

### Southwest-to-Northeast Rail Corridor Study



This regional rail line from southwest Fort Worth to DFW Airport was identified as the preliminary Locally Preferred Alternative and the best transportation investment The T could make in the TEX Rail corridor. It was endorsed by The T's Board of Directors in November 2006. (Source: The T, 2009.)

options for meeting this goal. The plan will be completed in 2011. Passenger rail service in southeast Fort Worth would provide economic development benefits, serve public transportation needs, and further sustainable development in southeast Fort Worth.

High speed passenger rail in North Texas has taken the first step toward reality with the recent award of federal funds for two high speed rail corridor studies. The Oklahoma City to South Texas Corridor will be studied using a \$5.6 million award to TxDOT for a feasibility study and environmental analysis. TxDOT received an additional \$15 million for preliminary engineering and full NEPA environmental clearance of a new Dallas/Fort Worth to Houston Core Express high speed rail corridor. Within the D/FW MPO boundary, NCTCOG will assist TxDOT—starting in late 2011 with local components of the studies, including technology, alignment and station analysis, ridership analysis, air quality analysis, intergovernmental coordination, and public involvement.

### **Other Rail**

Existing passenger rail service in Fort Worth includes Amtrak, which provides passenger service from Fort Worth to Houston, Oklahoma City, and San Antonio. The Intermodal Transportation Center at Ninth and Jones Streets houses the Amtrak station.

The Tower 55 freight rail intersection in downtown Fort Worth serves as a principal east-west and north-south intersection for the Union Pacific and BNSF railroads and is one of the most congested rail intersections in the nation. Train delays associated with Tower 55 have a negative impact on economic and business activities, vehicular and pedestrian access, air quality, and plans for passenger rail expansion. A congressional earmark of \$1.6 million was included in the last federal transportation bill (SAFETEA-LU) for the purpose of conducting a study of Tower 55 in order to identify a solution to this freight bottleneck. The City participated with The T, BNSF, UP, City of Arlington, and Tarrant County to provide a local funding match of \$400,000 for the \$2 million study. The City's portion of the local match was \$66,600. The Tower 55 study began in early 2007.

The Tower 55 study has identified several alternative approaches to providing a grade-separated railroad intersection at Tower 55, including a north-south railroad trench option that would place the BNSF tracks under Union Pacific's east-west tracks at Tower 55. Public meetings were held in Fort Worth in February and August 2009. The study narrowed potential solutions down to two, and a locally preferred alternative was preliminarily selected. The study also assessed potential environmental impacts of the project. Completion of the study is pending while the project partners focus on implementing the at-grade improvements funded through a TIGER grant in 2010. The at-grade railroad improvements could resolve most of the railroad congestion problems at Tower 55 for up to 15 years.

### **Grade Crossings and Quiet Zones**

Fort Worth has more railroad crossings per capita than any other large city in Texas. Because of significant historical railroad developments dating back to the first railroad, the Texas and Pacific in 1876, today there are nearly 200 grade crossings in

## **Tower 55 Study**



Tower 55 at-grade railroad intersection east of Downtown Fort Worth. Tower 55 is one of the busiest at-grade railroad intersections in the country. (Source: Planning and Development Department, 2009.)



Railroad trench example in the Los Angeles area. This concept is being considered as a mid-term solution to railroad congestion at Tower 55. (Source: Planning and Development Department, 2009.)

the city. With the high amount of train activity and large number of at-grade crossings in Fort Worth, the City is committed to improving railroad crossing safety and developing new quiet zones.

Quiet zones are improved railroad grade crossings where locomotives are not required to sound their horn. A quiet zone can therefore significantly improve the environmental quality of a neighborhood. A crossing or a group of railroad crossings can qualify for a quiet zone if, in addition to modern crossing flashers and gates, additional specific crossing devices are used to increase the safety of each crossing. City projects underway include quiet zone projects, new railroad crossing signal upgrades, crossing surface projects, grade separations (bridges and underpasses), and other rail projects.

### **Sustainable Development**

Sustainable development, as it relates to transportation, can be defined as:

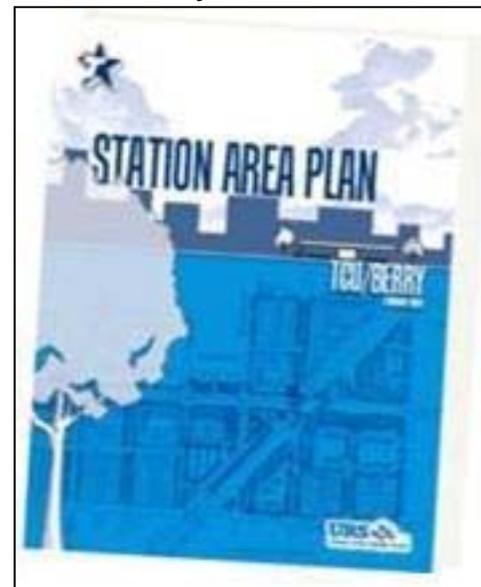
- Land use and transportation practices that promote economic development while using limited resources in an efficient manner.
- Transportation decision-making that seeks to reduce the adverse impacts of congestion and vehicle miles traveled, while maximizing compatibility with adjacent land uses and the viability of alternative transportation modes.
- Planning efforts that effectively balance access, finance, mobility, affordability, community cohesion, and environmental quality.

Sustainable development leverages the land use and transportation relationship to improve mobility, enhance air quality, support economic growth, and ensure the financial stability of the transportation system. A successful multi-modal transportation system will support and encourage sustainable development. Transit-oriented development (TOD) is an important component of sustainable development. TOD refers to a compact urban village that is centered around and coordinated with a transit station in its use and design. The purpose of TOD is to establish land uses and to design structures and public spaces that will encourage residents, workers, and shoppers to drive their cars less while walking and riding mass transit more.

In 2006, the City of Fort Worth, The T, and NCTCOG began work on a study to develop TOD guidelines for future capital-intensive transit projects in Fort Worth. In order to encourage mixed-use and transit-oriented development, the City of Fort Worth adopted mixed-use zoning classifications in March 2001 that were updated significantly in 2011. These categories encourage mixed-use (MU) and higher-density developments, especially in designated mixed-use growth centers and urban villages (see Chapter 4: Land Use). Mixed-use zoning significantly reduces parking requirements and provides urban design standards that are transit- and pedestrian-friendly. Beginning in 2011, the Planning and Development Department will work with stakeholders on a TCU/Berry Station Transit-Oriented Development Plan and a Form-Based Code to replace the existing MU zoning around this TEX Rail Corridor station.

Streetcar systems are making a comeback in a number of cities because of their demonstrated ability to provide an attractive transit option for locals and visitors, while serving as a catalyst for pedestrian friendly transit-oriented development

### **TCU/Berry Station Area Plan**



The TCU/Berry Station Area Plan completed by The T with the assistance of City staff recommends a high density, walkable urban neighborhood adjacent to the TCU/Berry TEX rail station. (Source: *The T; Planning and Development Department, 2011.*)

(TOD). Modern streetcars are particularly well suited for providing urban circulation within downtowns and redeveloping central city neighborhoods. Streetcars operate within existing city streets in shared lanes with automobiles, have frequent stops, and complement regional rail transit facilities such as the Trinity Railway Express. Streetcars have recently been reintroduced in the cities of Portland, Seattle, and Tacoma with great success. Modern streetcar systems are also being developed in Phoenix, Little Rock, and Dallas.

The Fort Worth Central City Redevelopment Committee reintroduced the need to examine the feasibility of modern streetcars with its report, *Modern Streetcars for Fort Worth: An Update on Transit Planning and Proposed Implementation Strategy*, which was presented to the City Council in January 2008. In response, the Mayor and Council appointed an 18-member committee in July 2008 to determine if a streetcar system should be pursued. Based on a series of analyses by City staff and numerous public meetings, the study committee determined that a streetcar system is desirable for Fort Worth. Based on this determination, the City began a more rigorous NCTCOG-funded study of Modern Streetcar feasibility in Fort Worth. After receiving a portion of the consultant's work in November 2010, the City Council narrowly voted to terminate the study before its completion, deciding that the time was not yet right to invest in a modern streetcar system.

Encouraging mixed-use and transit-oriented development leverages the strong relationship between land use and transportation to support sustainable development. Historically, Fort Worth's transportation system has been based on a system of roadways that primarily serve automobiles. Federal, state, and local governments have recognized the need to use resources more effectively and to improve air quality by planning for alternative transportation choices within an interconnected transportation system. Congress has directed state and local governments to consider "Complete Streets" policies designed to accommodate all users when constructing new roadways or rehabilitating existing facilities, addressing the needs of motorists, pedestrians, cyclists, transit riders, and people of all ages and abilities.

Context Sensitive Street Design (CSS) is a philosophy whereby safe transportation solutions are designed in harmony with the community. These solutions use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. The Transportation and Public Works Department (TPW) created a CSS program and developed design guidelines for use in designated urban villages and mixed-use growth centers. Some of the issues that TPW addresses when considering CSS implementation at specific locations include funding feasibility, maintenance feasibility, traffic demand, impact on alternate routes and safety, and ensuring adherence to relevant laws, rules, and regulations.

In 2007, TPW collaborated with local residents, businesses, developers, City departments, and other stakeholders to develop a comprehensive CSS design policy included in the update of the Master Thoroughfare Plan and its Street Development Standards. Adopted by the City Council in 2009, this policy provides stakeholders with additional flexibility for achieving community goals.

## Transit-Oriented Development



Plano, TX



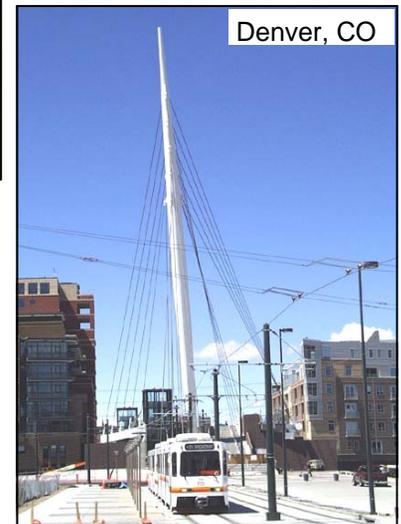
Los Angeles, CA



Pasadena, CA



Dallas, TX



Denver, CO

Transit-Oriented Development (TOD) is an important component of sustainable development. TOD refers to a compact urban village that is centered around and coordinated with a rail transit station in its use and design. (Source: Planning and Development Department, 2009.)

## Intelligent Transportation System

Part of the solution to congestion is to efficiently use existing street facilities. This can be accomplished through the implementation of an intelligent transportation system (ITS). ITS uses technology and effective management strategies to mitigate real-time traffic congestion with the rapid adjustment of traffic signal timing and the coordination of response activities with local or regional transportation and emergency services. ITS uses technology to manage traffic and ultimately provide a seamless regional transportation system.

The City has developed an Intelligent Transportation System Plan for Fort Worth. The plan has several elements, including an incident management system to provide timely information to responding agencies such as fire, police, and emergency medical services; a coordinated traffic signal system to manage the timing of signals to improve traffic flow; methods to alert motorists of congested areas and offer alternative routes or modes of travel; and a traffic monitoring system to monitor system flow. Fort Worth's ITS plan was developed in coordination with TxDOT's regional ITS plan and in cooperation with NCTCOG.

An important step in implementing the ITS Plan was the development of a Communication Master Plan that identifies how all of the City's ITS devices (traffic signals, traffic cameras, etc.) can be connected to the City's Traffic Management Center. The City completed a Communication Master Plan in 2003. In 2009, the City began a project to plan and upgrade the communication network to include traffic signals and traffic cameras citywide. In this first project phase, 300 traffic signals are to receive updated communication links.

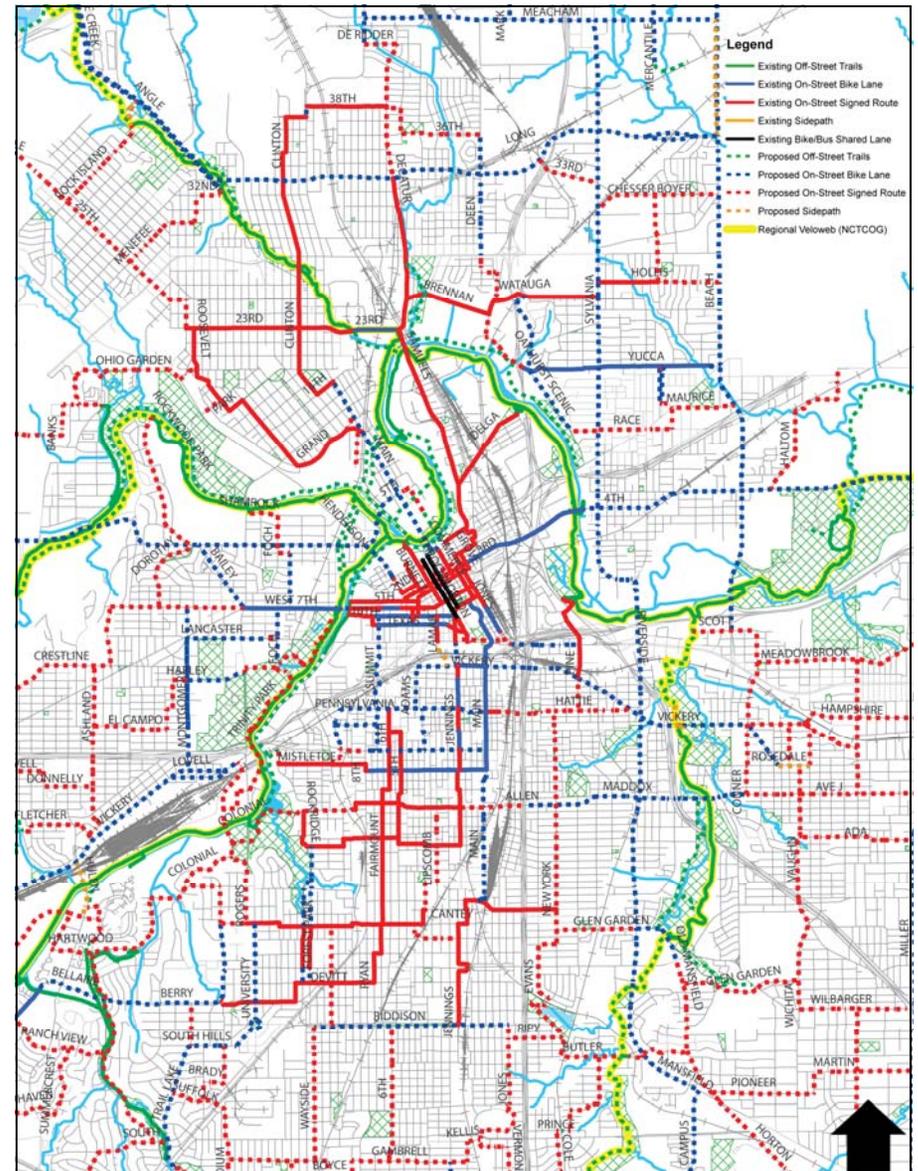
The City constructed a new Traffic Management Center (TMC) in 2011. The TMC was constructed within the City's new Joint Emergency Operations Center. The TMC houses the central traffic signal system, the central traffic camera system, and many communication gateways providing connections to field devices. City staff use the TMC to monitor traffic signal operation and traffic flow on city arterials and state highways. The TMC includes a fiber optic connection to TxDOT's TransVision freeway management center, and video images are exchanged by both agencies.

The City has also worked with The T on an ITS Transit Signal Priority (TSP) test project to allow The T's buses to have signal priority along selected bus routes that historically have had difficulties maintaining the route schedule. Future deployment of TSP may take place along specific corridors with high levels of transit usage or may be used to help speed transit vehicles to outlying service areas, thereby decreasing travel time. This TSP project was conducted in 2005 and 2006. In early 2006, The T began the development of an ITS plan consisting of cameras on all buses to increase passenger security; Automatic Passenger Counters on select vehicles to improve data collection and analysis efforts; and Global Positioning System units on buses to pave the way for future real time information.

## Bicycle Transportation

Riding a bicycle provides benefits for the cyclist and the community. A cyclist benefits from improved health and inexpensive transportation while reducing automobile congestion and improving air quality. Every time someone rides a bicycle

## Bike Fort Worth Plan



Fort Worth has over 60 miles of on-street bicycle lanes and routes. Over 15 miles of on-street facilities have been installed since the Bike Fort Worth plan was adopted in 2010. (Source: Planning and Development Department 2011.)

rather than driving a car, it contributes to less congestion, cleaner air, and a more livable environment.

Through implementation of the 2010 Bike Fort Worth Plan, the City is providing a higher level of bicycling accommodation, including the provision of dedicated bicycle lanes on arterial streets designated as bike routes; better connections between the on-street and off-street bicycling networks and between facilities in Fort Worth and those in neighboring communities; additional bicycle parking and end-of-trip facilities for bicyclists; and work with partner agencies to provide public safety, education, and promotional programs. Visit <http://www.fortworthgov.org/bikeFW> to stay updated on new projects.

The City currently has over 60 miles of existing on-street bicycle facilities, including new bike lanes on West 7th Street, West 10th Street, Texas Street, South Main Street, and in the Near South Side. The Trinity Trail network includes more than 40 miles of multi-use trails that follow Marine Creek and the Clear Fork and West Fork of the Trinity River.

The City of Fort Worth received \$400,000 from the Department of Energy's Energy Efficiency and Conservation Block Grant Program in 2009 for the installation of bike racks, on-street bike lanes and routes. The purpose of this grant is to encourage bicycle transportation, helping to decrease single-occupant vehicle travel and alleviate traffic congestion. The City is using these funds to install approximately 13 miles of additional on-street bicycle routes and lanes and 250 bike racks within the greater downtown Fort Worth area. Installation of on-street facilities is scheduled to begin in summer 2011 and take approximately 6-9 months to complete.

City Council unanimously passed the first Fort Worth bike parking zoning ordinance in November 2010. This ordinance now requires installation of bike racks for most new nonresidential and multifamily developments. The presence of well-designed and positioned bike racks has been shown to increase bicycle trips. Bike racks help legitimize cycling as a transportation mode by providing parking opportunities equal to motorized modes.

Bicyclists traveling on Fort Worth's roadways face risks associated with motorists passing too closely, even when cyclists are riding as far to the right as practicable. To protect vulnerable roadway users, the City Council adopted a Safe Passing Ordinance in March 2011 that creates a minimum passing distance (3 feet for private vehicles and 6 feet for Commercial Vehicles). Examples of users protected by the ordinance included pedestrians, cyclists, physically disabled persons, firefighters and peace officers, and persons on horseback. This standard safe passing distance will help protect vulnerable road users and will be a valuable component of educational programs and safety awareness campaigns.

To provide bicycle riders with greater transportation options, The T provides bicycle racks on all of its fixed-route buses. A survey conducted by The T found that over 2,300 cyclists use The T's bus bike racks each month, and the City has provided bicycle racks throughout Downtown, West 7th and Medical District. Bicycles are also allowed on the front cars of Trinity Railway Express commuter trains.

### New Downtown Bicycle Racks



Fort Worth installed approximately 100 new bike racks in the greater downtown area in 2011. (Source: Planning and Development Department, 2011.)

### Trinity Trails Network



The Trinity Trails network provides opportunities for hiking, biking, and in-line skating. These trails enjoy high levels of recreational use, and are also included in NCTCOG's regional veloweb, a bicycle commuting and pedestrian network encompassing the Fort Worth/Dallas area. (Source: North Central Texas Council of Governments, 2009.)

Additionally, when the City revised its street development standards in February 2002, the street cross-sections were modified to provide wide outside curb lanes on all arterial roads, facilitating their use as on-street bicycle facilities when bike lanes are not provided.

### **Pedestrian Transportation**

Many Fort Worth neighborhoods have incomplete sidewalk networks, sometimes characterized by segments that are broken or overgrown with weeds. Incomplete pedestrian networks can prevent residents from walking to nearby destinations and public transportation, discouraging residents from walking active, healthy lifestyles and contributing to rising obesity rates and associated healthcare costs. Complete and accessible sidewalk networks increase the accessibility and attractiveness of alternative modes of transportation like bus and rail transit. Properly-designed pedestrian accommodations are particularly important for persons with disabilities, the elderly, and children who walk to school.

In 2011, the City of Fort Worth began the planning process for its first Pedestrian Master Plan, known as Walk Fort Worth. This plan will make recommendations on policies, programs, and infrastructure to improve pedestrian conditions in the city. The plan vision is to promote and provide a safe, efficient, equitable, and accessible comprehensive pedestrian network to encourage healthy behaviors and community building. Staff will conduct public meetings during the fall of 2011, with Council adoption anticipated in summer 2012.

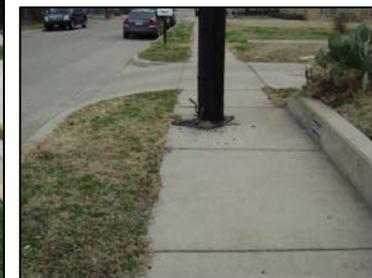
In 2007, with guidance from the Access Subcommittee of the Mayor's Committee on Persons with Disabilities, the City initiated a pedestrian curb ramp improvement program. The objective of this program is to retrofit deficient intersections with pedestrian curb ramps that are compliant with the accessibility guidelines of the Americans with Disabilities Act (ADA). The City hired an engineering consultant to develop the program's methodology for evaluating curb ramp deficiencies and developing cost estimates. The Transportation and Public Works Department has used that methodology to evaluate and implement curb ramp improvements. Deficiencies are ranked based on the importance of the location for attracting pedestrians as well as the severity of the deficiency. Repairs are made in priority order as funding becomes available.

Along with the curb ramp improvement program, a citywide survey and assessment of sidewalks was also developed. The results of the sidewalk survey are being used to identify future sidewalk investment needs and priorities, with special emphasis on accessibility to schools, transit stations, commercial districts, and other major pedestrian attractors.

The City is also working with local Independent School Districts and individual schools to identify projects to be implemented under the Texas Department of Transportation's Safe Routes to Schools program. This federally-funded program aims to construct infrastructure and implement programs that encourage more children to walk to school and that provide them with safe facilities for walking and bicycling.

The City is undertaking a number of initiatives in urban villages along commercial

### **Examples of Existing Pedestrian Impediments**



Fort Worth is working on a Pedestrian Master Plan, known as Walk Fort Worth, to improve the pedestrian environment citywide. (Source: Planning and Development Department, 2011.)

corridors that will improve the pedestrian environment within the villages and enhance connections to adjacent neighborhoods. Specific projects are discussed in Chapter 10: Economic Development and Chapter 14: Urban Design. The initiatives discussed in these chapters, such as mixed-use zoning, streetscape projects, crosswalks, and wider sidewalks will encourage increased pedestrian activity and economic revitalization within these project areas.

Many neighborhoods and commercial areas can be connected to the Trinity Trails network, thereby improving livability and recreational opportunities, as well as enhancing economic vitality. The City's Parks and Community Services Department has received more than \$1.6 million in grant funding from the Federal Highway Administration for the Trinity River Neighborhood Trails Program. A study to assess and prioritize possible trail connection routes was completed in 2006. Neighborhood trail connections are currently being designed with this funding.

### **Aviation**

Air transportation is an important component of the overall transportation system. Four publicly owned airports serve the City of Fort Worth. Three of these airports are owned by the City of Fort Worth, those being Alliance, Meacham, and Spinks airports. The fourth is Dallas-Fort Worth International Airport (DFW), which is jointly owned by the cities of Fort Worth and Dallas. In addition to these existing facilities, the City of Fort Worth is exploring the feasibility of a public heliport in the downtown area.

The City of Fort Worth Aviation Department oversees three airports: Alliance Airport, Meacham International Airport, and Spinks Airport, which are categorized as general aviation relievers by the Federal Aviation Administration (FAA). These airports are important to the metroplex airport system because they handle general aviation aircraft, thus allowing Dallas-Fort Worth International Airport (DFW) to best accommodate commercial service. All three airports are located adjacent to interstate highways and major arterials, which connect them to other major modes of transportation. Additionally, rail transportation is located near Alliance and Meacham Airports.

Alliance Airport serves the needs of industrial, business, and general aviation users rather than commercial airlines. It is owned by the City of Fort Worth and operated by privately held Alliance Air Services. In the spring of 2001, Alliance Airport began a runway extension project. Completion of the runway extension requires the relocation of the BNSF railroad, FM 156, and Eagle Parkway. The relocation of FM 156 was completed in 2009. The design and engineering of the BNSF mainline will be completed by the end of 2011. Construction of the BNSF Mainline will take approximately 18 months to complete. Eagle Parkway will be relocated following the relocation of the BNSF railroad mainline. The runway extension, which will increase the runway length to 11,000 feet, is expected to be completed in 2015.

The Alliance runway extension will provide a platform for cargo-laden aircraft to conduct international flight operations from Alliance Airport to destinations around the world. Cargo operators based at Alliance Airport will be able to connect the Alliance Global Logistics Hub more directly to world markets. To accommodate

## **Dallas-Fort Worth International Airport**



The Dallas-Fort Worth (DFW) International Airport is jointly owned by the City of Dallas and the City of Fort Worth. (Source: DFW Airport, 2011.)

## **Alliance Airport**



The Alliance Airport is the newest addition (1989) to the City of Fort Worth aviation system. It is the first industrial airport in this region, a concept that has proven effective for economic development. A runway extension that will increase the runway length to 11,000 feet is expected to be completed in 2015. (Source: Aviation Department, 2011.)

anticipated airline cargo activity, Alliance Airport, working with the City and Hillwood Development, constructed a cargo apron and connecting taxiways on the southwest corner of the airport. Hillwood also constructed a 99,000 square-foot cargo facility adjacent to the apron.

Meacham Airport was constructed in 1925 and has undergone many changes since its opening. In recent years Meacham Airport has completed a noise mitigation project funded by the FAA, and a series of pavement repair and expansion projects to increase parking aprons and improve pavement conditions. Recognizing the need to make optimum use of space, the airport completed a Zone Redevelopment Plan in the area of the General Aviation Terminal. This plan, now completed, lays the groundwork to make room for additional hangar development. In addition, design is underway to renovate and expand the 40+ year old General Aviation Terminal, which is used by a variety of aviation businesses.

Spinks Airport was developed in 1988 in the southern part of Fort Worth. Spinks Airport has become increasingly important for economic development in the southern part of the city. Recently, the airport has expanded apron areas for additional hangar development, and made other airfield improvements. To ensure the most efficient use of available space at Spinks Airport, a Zone Redevelopment Plan was completed for the east side of the airport. The first phase of this redevelopment is in design. Plans are also underway to extend Stone Road and associated utilities to the north from Alsbury to FM 1187 to make this area available for hangar development. The extension of Stone Road will also allow for construction of a Fire Station to meet the needs of both the airport and community.

Dallas Fort Worth International Airport (DFW) is a large hub, jointly owned by the cities of Fort Worth and Dallas. The airport encompasses approximately 18,000 acres, with almost 7,000 acres developed for aviation purposes. DFW's 2007 land use plan has identified approximately 5,200 acres available for future commercial development. An additional 1,300 acres have been designed for open space/greenbelt areas.

The airport's strategic location and state-of-the-art facilities have proven advantageous in the development of global networks. There are 189 non-stop domestic and international routes operating from DFW Airport that serve North, South and Central America, Europe, Asia, and the Caribbean. In addition, over 20 cargo air carriers operate from DFW, with more than 250 weekly cargo flights. In 2010, DFW Airport opened a new corporate aviation area northeast of the existing airline terminals. This general aviation terminal is an 8,500 sf facility which made use of a former remote regional airline terminal. As DFW nears 40 years in operation, its economic impact on the North Texas region has grown to \$16.6 billion.

After completing the 2009 Airport Development Plan (ADP), DFW embarked on a terminal renewal and improvement program (TRIP) that will extensively improve the DFW travel experience with enhancements to Terminals A, B, C and E and the related parking garages. The first phase of construction began at Terminal A in February 2011 and renewal of the last terminal is anticipated by 2017.

## Meacham Airport



## Spinks Airport



The City has adopted master plans for Meacham and Spinks Airports. (Source: Aviation Department, 2011.)

Another major component of the ADP was defining the optimal terminal interface with light rail and commuter rail. The terminal interface will be a multi-modal facility linked to Terminals A and B with connecting walkways for convenient access to the terminals, rail transfers, and bus connections. DART light rail service is anticipated to begin by December 2014 and the TEX commuter rail service is anticipated to start by December 2015.

Alliance Airport (AFW)

- Located 15 miles north of Downtown Fort Worth
- One 9,600' x 150' runway
- One 8,200' x 150' Visual Flight Rule (VFR) runway
- Owned by the City of Fort Worth, operated by Alliance Air Services
- Aircraft Rescue and Firefighting Index E
- 24-hour FAA Air Traffic Control Tower
- Aircraft operation: 258/day. Based Aircraft: 107. Based Helicopters: 48.
- Category III Instrument Landing System

Dallas-Fort Worth International Airport (DFW)

Located between the cities of Dallas and Fort Worth  
 Four N-S Parallel Runways 13,400 feet long  
 One N-S Parallel Runway 8,500 feet long  
 One NW-SE Parallel Runway 9,300 feet long  
 One NW-SE Parallel Runway 9,000 feet long  
 Gates: 155

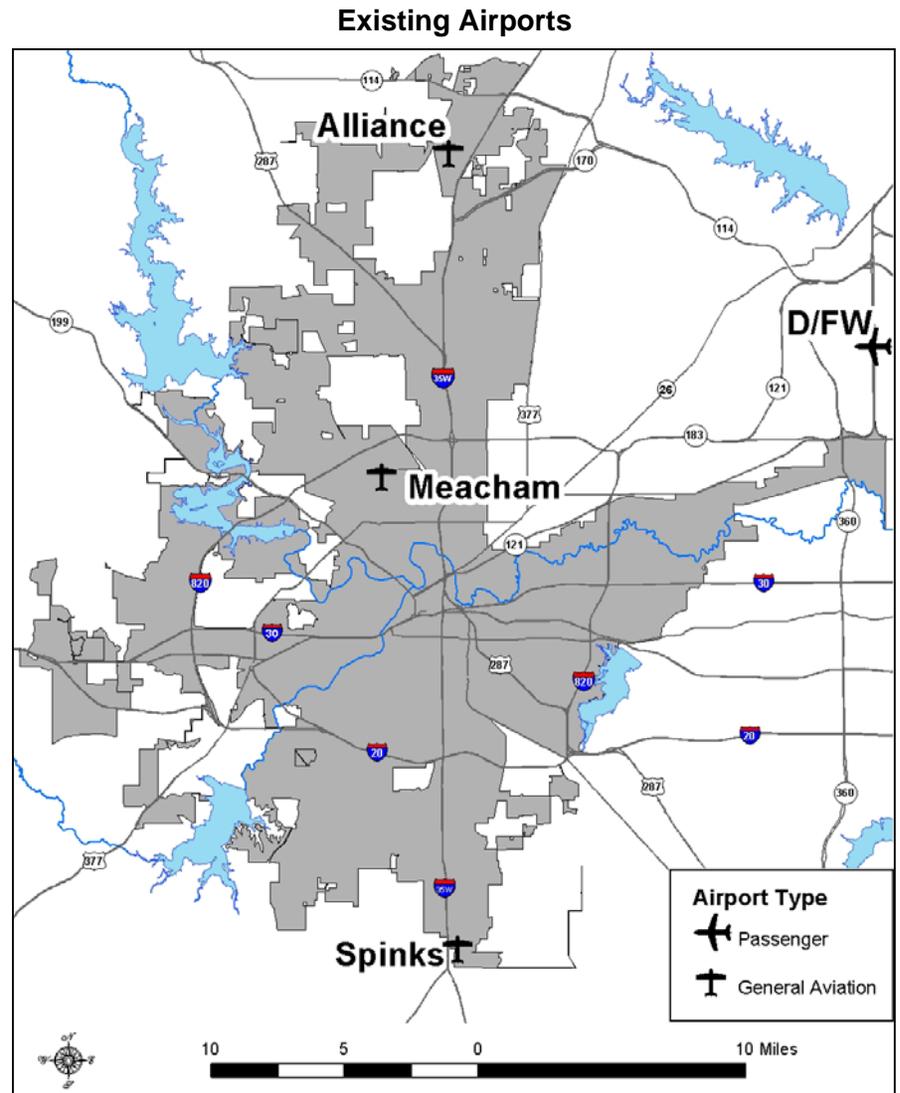
Owned by the Cities of Dallas and Fort Worth  
 Aircraft Rescue and Firefighting Index E  
 24-hour FAA Air Traffic Control Tower  
 Aircraft operations: 279/hour in VFR conditions and 186/hour in IFR conditions  
 Category III Instrument Landing System

Meacham Airport (FTW)

- Located 5 miles north of Downtown Fort Worth
- One 7,501' x 150' runway
- One 4,006' x 75' runway
- One 3,677' x 100' runway
- Owned and operated by the City of Fort Worth
- Aircraft Rescue and Firefighting Index C
- FAA Air Traffic Control Tower
- Aircraft operation: 215/day. Based Aircraft: 198. Based Helicopters: 17.
- Category I Instrument landing system

Spinks Airport (FWS)

- Located 15 miles south of Downtown Fort Worth
- One 6,002' x 100' runway
- One 4,000' x 60' turf runway
- Owned and operated by the City of Fort Worth
- FAA Contracted Air Traffic Control Tower
- Aircraft operation: 158/day. Based Aircraft: 168. Based Helicopters 2.
- Category I Instrument landing system



Dallas-Fort Worth International Airport (DFW), jointly owned by the cities of Fort Worth and Dallas, is a large hub airport serving the North Texas region, and providing nonstop services to over 160 cities worldwide. Three other airports, Alliance, Meacham, and Spinks, handle smaller aircraft, relieving DFW of this traffic. (Sources: Transportation and Public Works Department, Planning and Development Department, 2009.)

## Heliports

The helicopter can provide a wide variety of important services to any community that integrates this aircraft into its local transportation system. The State of Texas has a total of 445 heliports in use, with 327 sites in non-hospital use and 118 sites used by emergency medical facilities. Fort Worth has 16 private heliports in place for a variety of users. These facilities are private use, prior permission required, typically without supporting services such as fuel, terminal, ground transportation, hangaring or maintenance. Helicopter access available publicly is only at the City's airports. Hospitals with existing heliports in Fort Worth include Baylor All Saints, Plaza Medical Center, Harris Methodist Hospital, Cook Children's Medical Center, and John Peter Smith.

## **GOALS AND OBJECTIVES**

Improve mobility and air quality by providing a multimodal transportation system that is effectively coordinated with existing and planned adjacent land uses.

- Plan for and begin implementing Transit-Oriented Development adjacent to regional rail stations in 2015.
  - Create a Transit-Oriented Development Plan and implementing Form-Based Code for the TCU/Berry rail station area in 2013.
  - Implement the Context Sensitive Street Design policy adopted into the Master Thoroughfare Plan's Street Development Standards.
  - Increase the miles of bikeways from 104 miles to 150 miles in 2013.
  - In 2012, secure annual funding for a bicycle rack request program and annual funding for installation of on-street bicycle facilities.
  - Adopt the Walk Fort Worth Pedestrian Master Plan in 2012.
  - Implement projects identified in the pedestrian curb ramp improvement study.
- Develop and maintain a safe, efficient, and economically sound transportation system.

- Periodically review safety, operation, and construction activities that impact the efficient movement of all modes of transportation.
- Evaluate traffic, cyclist, and pedestrian safety near shopping, schools, and other pedestrian-oriented areas on a continuous basis.
- Prepare five-year transportation Capital Improvement Program in 2012.
- Begin transportation impact fee study in 2012.
- Increase the percentage of City streets in good and excellent condition from 72.5% to 73.5 %.

Improve transportation coordination with area transportation agencies.

- Coordinate with TxDOT on State projects within the city's boundary.
- Coordinate with the NCTCOG's Metropolitan Planning Organization.
- Coordinate with other City departments on transportation projects.
- Coordinate with Independent School Districts on new school locations and needs.

## **Key Near-Term Transportation Objectives**

- Plan for and begin implementing Transit-Oriented Development adjacent to regional rail stations in 2015.
- Create a Transit-Oriented Development Plan and implementing Form-Based Code for the TCU/Berry rail station area in 2013.
- Increase the miles of bikeways from 104 miles to 150 miles in 2013.
- In 2012, secure annual funding for a bicycle rack request program and annual funding for installation of on-street bicycle facilities.
- Adopt the Walk Fort Worth Pedestrian Master Plan in 2012.

### **On-Street Bike Lanes**



On-street bike lanes were added to Downtown streets in 2011 including West 10th Street in front of City Hall. (Source: Planning and Development Department, 2011.)

## POLICIES AND STRATEGIES

The City of Fort Worth uses the following policies and strategies to provide a multi-modal transportation system that builds community, supports economic growth, and improves air quality.

### Policies

- Evaluate development proposals and transportation investments based on the impacts of land use and platting decisions on the overall transportation system, and the impacts of transportation decisions on land use.
- Emphasize public transportation, bicycle, and pedestrian improvements in designated growth centers, urban villages, and transit-oriented developments.
- Support and encourage appropriate mixed-use zoning and mixed-use development in designated growth centers, urban villages, and transit-oriented developments.
- Promote street system patterns that provide greater connectivity between streets and between developments to reduce traffic demands on arterial streets, improve emergency access, and make bicycling and walking more attractive transportation options.
- Preserve and maintain the existing street infrastructure.
- Promote sustainable development patterns that include greater density at appropriate locations, mixed-use development, public transit, park-and-ride facilities, and access management (e.g. encouraging shared driveways and limiting the number of curb cuts) to reduce vehicle trips.
- Encourage the use of parallel local access streets along collector and minor arterial roadways to allow the front façade of homes to face the street without the need for multiple driveway curb-cuts on the main street, thereby preserving traffic safety while increasing the pedestrian friendliness of the collector or minor arterial.
- Protect residential and historic areas from the impacts of excessive traffic.
- Encourage appropriate development through the planning and implementation of a multimodal transportation system.
- Incorporate the needs of pedestrians, bicyclists, transit riders, and persons of all ages and abilities when planning and designing transportation projects.
- Use the existing Community Facilities Agreement (CFA) program to develop transportation facilities in conjunction with new private development.
- Integrate the City's airport system as part of the overall transportation system.

### Strategies

- Promote the expansion of rail transit.
- Identify and promote potential locations for transit-oriented development, especially in designated growth centers and urban villages.
- Protect planned transit-oriented development locations from inappropriate new low-density development by adopting high-intensity mixed-use zoning or form-based codes in planned TOD areas.

**Pedestrians at Sundance Square**



Facilities that encourage pedestrian movement include continuous sidewalks with crosswalks, landscaping, and lighting. Sundance Square in Downtown Fort Worth has used good urban design to create an environment that encourages walking. (Source: *Transportation and Public Works Department, 2009.*)

- Continue to work with The T to expand and integrate public transit, including rail transit, into the City’s transportation system.
- Develop a Complete Streets policy that requires streets to be designed to accommodate all likely users.
- Ensure collaboration among City departments, The T, and the community to ensure effective coordination among the various transportation modes.
- Promote park-and-ride facilities to increase the use of public transit.
- Incorporate all modes of transportation in corridor studies.
- Seek input from other entities, including schools, cities, counties, The T, NCTCOG, and TxDOT when making land use and transportation decisions.
- Continue to coordinate with NCTCOG to use the travel forecasting model.
- Implement the Intelligent Transportation System Plan for Fort Worth, in coordination with TxDOT, NCTCOG, The T, and other Metroplex cities.
- Establish links for pedestrians and bicyclists to cross natural barriers, such as rivers and creeks, and man-made obstacles, such as railroads and highways.
- Improve linkages between adjacent neighborhoods and integrate nearby land uses to decrease vehicle miles traveled.
- Provide pedestrian access from residential areas to shopping, parks, public buildings, and neighboring subdivisions.
- Promote and participate in local and regional activities that encourage bicycling and walking as a means of transportation.
- Foster roadway designs that decrease noise and improve air quality along major arterials.
- Include landscaping plans in corridor projects.
- Develop an appropriate strategy to address the maintenance of public alleys.

## PROGRAMS AND PROJECTS

The following programs and projects assist the City in developing and maintaining a safe, efficient, and multimodal transportation system.

### Programs

- The Sidewalk Program addresses needs for new or repaired sidewalks. Potential sidewalk projects are prioritized based on technical criteria and implemented as funding becomes available.
- The ISD Coordination/Outreach Program works to ensure proper vehicular and pedestrian circulation at and near existing and planned schools. City staff works with ISD officials to obtain information on future school sites to ensure implementation of proper infrastructure (i.e. roadway, signals, sidewalks, school zone flashers, pavement markings, crosswalks, crossing guards, etc.) prior to opening day.
- The Annual Street Maintenance Program assists in the maintenance of all City streets, including asphalt, concrete, and brick surfaces. Streets that are maintained through the program are selected each year based on citizen’s requests and staff evaluation of conditions. Some streets outside the city limits are also maintained through jointly funded interlocal agreements between the City and other jurisdictions.

### SH 121T: Conceptual Toll Plaza



This conceptual illustration of the preferred walls and railing on SH 121T, Chisholm Trail Tollway, reflects the commitment to create a road in a “park-like” environment. The road is planned to traverse the southwest part of Fort Worth. Sections of the Chisholm Trail Tollway are already under construction. (Source: Transportation and Public Works Department, 2011.)

- The Street Management Program coordinates and manages all aspects of street construction, closures, and uses that affect vehicular and/or pedestrian traffic flow. This includes review of traffic control plans for street and sidewalk closures due to special events, construction, and utility work. The program aims to keep city streets and sidewalks open for public use to the extent possible.

### **Projects**

- The City is currently a partner with the North Texas Tollway Authority (NTTA) and the Texas Department of Transportation (TxDOT) in the development of SH 121T, the Chisholm Trail. This tollway will eventually extend from I-30 at Forest Park Boulevard through the southwest part of Fort Worth to U.S. Highway 67 in Cleburne. Major improvements to interchanges at I-30 and at I-20/SH 183 will be a part of this project as well. The parkway is scheduled to be completed in **2013**.
- As part of the Communication Master Plan, the City installed cable modems and radio systems into several hundred intelligent transportation system (ITS) devices citywide. This allows the ITS devices to be managed from the City's Traffic Management Center downtown.
- A number of Major Transportation Corridor Studies (MTCS) are underway in the region. A MTCS must identify all reasonable alternative strategies for addressing transportation demand, congestion, or other issues in a corridor. Active studies in the Fort Worth area include the I-820 Southeast MTCS from Meadowbrook Drive to I-20 and on US 287 from I-820 to Reed Street; the I-820 East MTCS from SH 121 to Randol Mill Road; the I-35W MTCS from Northside Drive to I-820; SH 121/ SH 183 MTCS from IH 820 to SH 161; the SH 121 (Johnson County) MTCS from FM 1187 to US 67; and the I-820 Northeast MTCS from I-35W to SH 26. The TxDOT-Fort Worth District is the lead agency for these studies.
- The Texas Motor Speedway (TMS) Area Master Plan, adopted by Council in September 2009, assesses economic and environmental impacts of proposed developments in the area, and recommends compatible land uses and transportation improvements to support future development surrounding TMS.

### **Capital Improvement Projects**

Capital improvement projects identified for the next 20 years are listed in Appendix D and Appendix E, along with estimated costs, completion dates, and potential funding sources.

Beginning with the 2012 Comprehensive Plan, transportation projects will be prioritized based on the degree to which they implement the City Council's Strategic Goals and meet a predetermined set of ranking criteria approved by Council. The matrix used to rank the first set of unfunded transportation projects is included in Appendix E, along with the priority ranking results. These rankings may change over time due to changing circumstances.

**Major Transportation Corridors**



Major Transportation Corridor Studies are currently underway for several areas of the city, including along I-35W (above). The studies will address transportation demand, congestion, and other issues. (Sources: Transportation and Public Works Department, Planning and Development Department, 2009.)