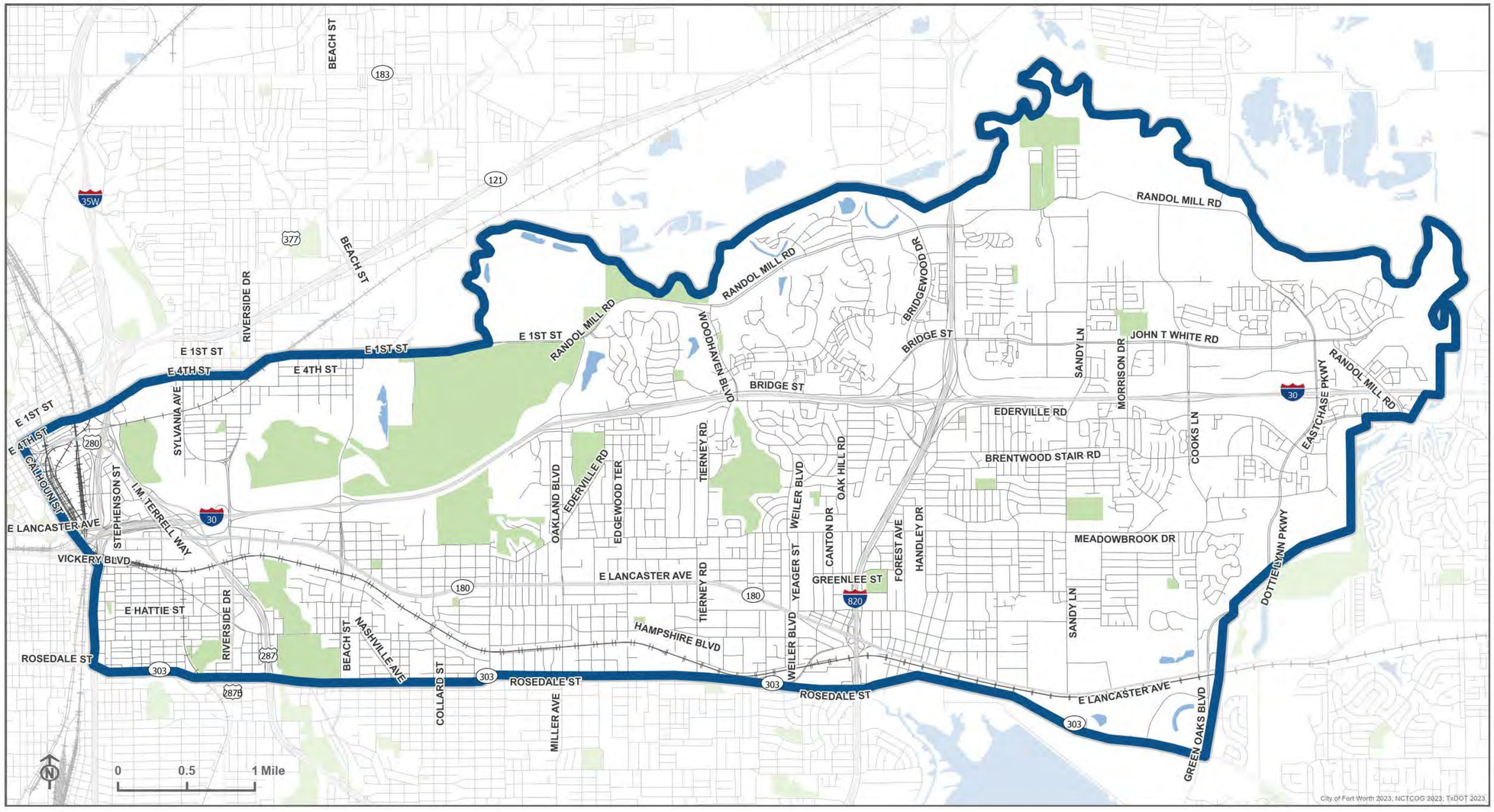
FORT WORTH EASTSIDE TRANSPORTATION PLAN

Welcome Eastsiders!



Your Input Matters!

FORT WORTH EASTSIDE TRANSPORTATION PLAN

PROJECT PARTNERS

FORT WORTH®

TRINITY METRO

Texas Department of Transportation

North Central Texas Council of Governments

STAKEHOLDER ADVISORY COMMITTEE PARTNER ORGANIZATIONS

- Fort Worth Independent School District
- Texas Health Resources
- Healthy Tarrant County
- Tarrant County
- Workforce Solutions for Tarrant County
- Texas Wesleyan University
- Southeast Fort Worth, Inc.

FORT WORTH EASTSIDE TRANSPORTATION PLAN

PLAN PURPOSE

1. Develop Options (Alternatives) and Select Preferred Options for:

- **Roadway:** East Lancaster, Brentwood Stair Road and Bridge Street (from Oakland to Bridgewood)
- **Transit:** routing and mode(s) between Downtown the Eastchase/IH 30 shopping area

2. Elements

- Safety, operational, and aesthetic improvements for parallel, adjacent, and connecting corridors to identified nodes

3. Land Use and Street Grid

- Form-based code and regulating plan for the East Lancaster area and other key nodes and corridors
    - *(i.e. lane mileage, access management, safety, built form, operations, etc.)*
- Thoroughfare Plan Amendments

4. State Coordination

- TxDOT's National Environmental Policy Act (NEPA) process, design, and construction along East Lancaster Avenue and IH 30.

5. Economic Development

- **Economic development incentives and stimulus needs for housing and commercial goals.**

FORT WORTH EASTSIDE TRANSPORTATION PLAN

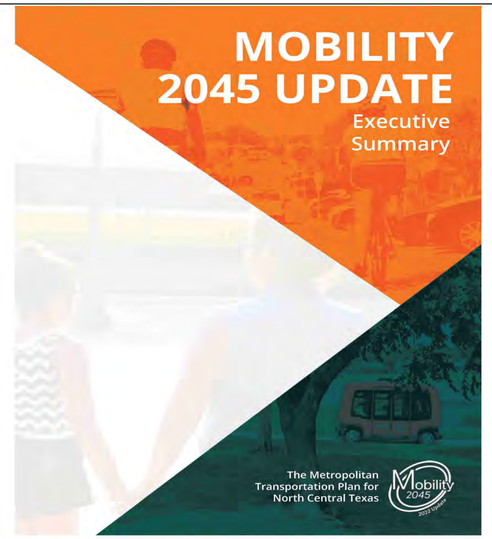
More Planning?
No, this is Implementation and Here is Why!

The Eastside Transportation Plan will build off past plans, policies, and ongoing studies and influence implementation of existing governing documents.

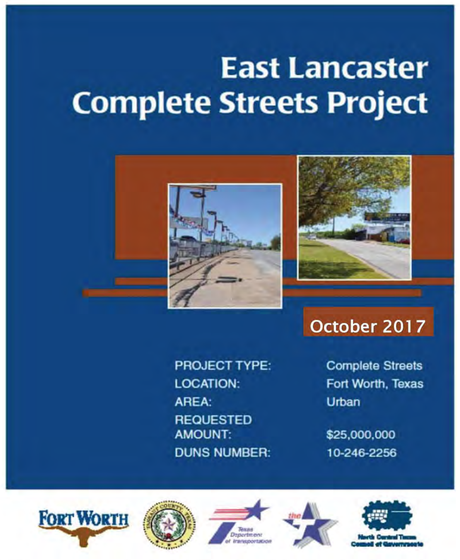
Advancing E. Lancaster - Examined development if high-capacity transit were implemented (did not change the zoning).

Fort Worth Master Thoroughfare Plan - Identified how the city's arterials will be built out and preserves right-of-way.

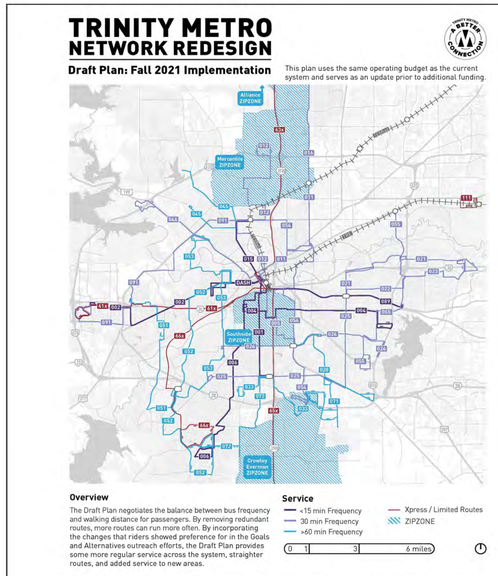
2022 Comprehensive Plan - Provides guidance for the city's orderly development along with policies and operations.



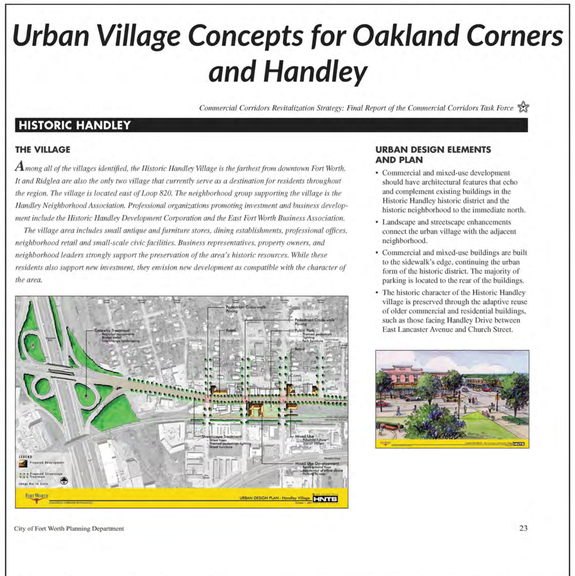
Mobility 2045 Update - The region's long-range transportation plan for roads, ped/bike, and transit.



East Lancaster Complete Streets Project - Created a vision for the rebuilding of the Avenue.



Trinity Metro Redesign - Reorganized the bus system for better service.



Urban Village Concepts for Handley and Oakland Corners - Developed a vision for more walkable living and working opportunities.

DRAFT GOALS

Goals are based on existing and on-going City of Fort Worth Plans, and input from the Plan's Stakeholder Advisory Committee.

Draft Goals

USE A STICKY NOTE TO PROVIDE INPUT ON PROPOSED GOALS

SAFETY: Support projects and policies to:
- Reduce crash fatalities and serious injuries
- Improve overall comfort levels while traveling within the study area
- Reduce bike and pedestrian crashes

CONNECTIVITY: Improve mobility throughout the study area by enhancing:
- Pedestrian, bicycle, transit, and roadway connectivity and interoperability
- Eliminating mobility barriers

PLACE: Encourage development that supports:
- Housing choice
- Economic development
- Transportation options

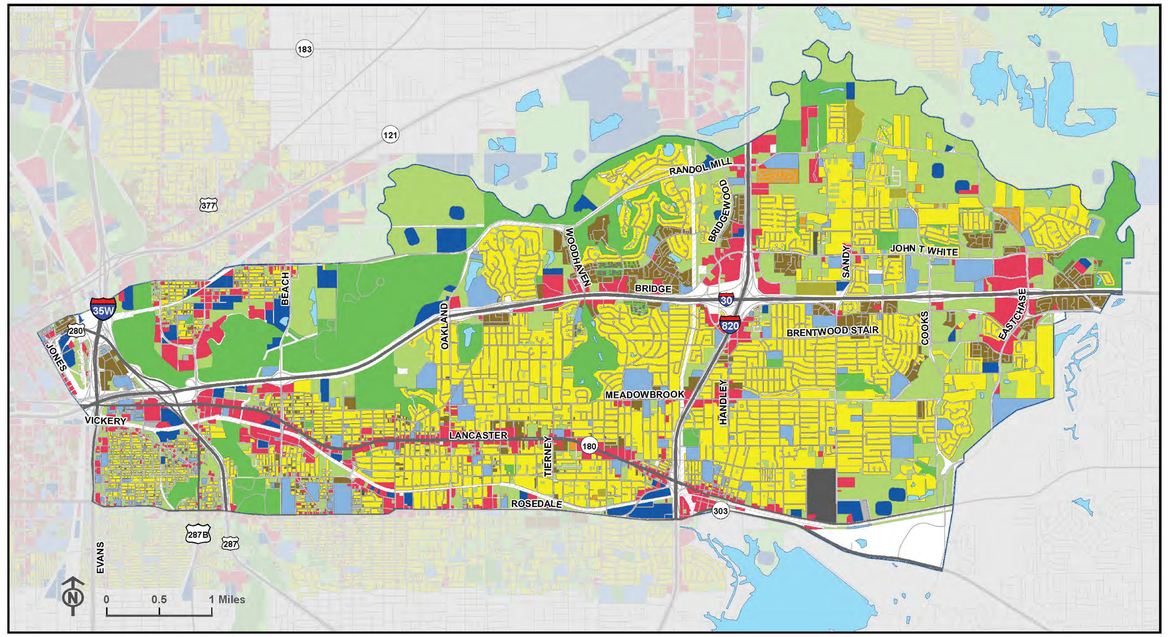
EQUITY: Supports projects, policies, and programs to promote:
- Upward mobility
- Freedom of mobility
- Inclusion and belonging

ENVIRONMENT: Encourage projects and policies that support:
- Public health
- Access to public outdoor space
- Human happiness

ACCOUNTABILITY: Support transportation policies and projects to:
- Maintain state of good repair
- Foster good stewardship of financial and environmental resources and costs
- Strengthen long-term revenues and the tax base

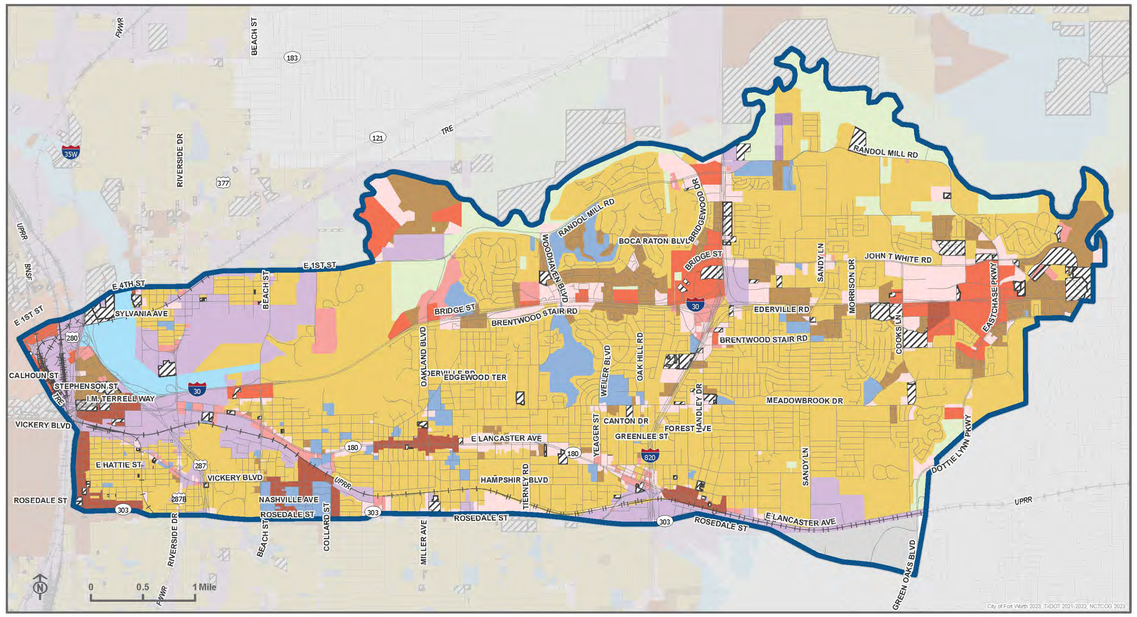
FORT WORTH EASTSIDE TRANSPORTATION PLAN

Existing Land Use, Future Land Use, and Zoning



Existing Land Use

- Cemetery
- Commercial
- Industrial
- Infrastructure
- Institutional
- Mixed-Use
- Mobile Home
- Multifamily
- Office
- Park/ Open Space
- Parking
- Residential Acreage
- Single-Family
- Vacant, Undeveloped, Agricultural

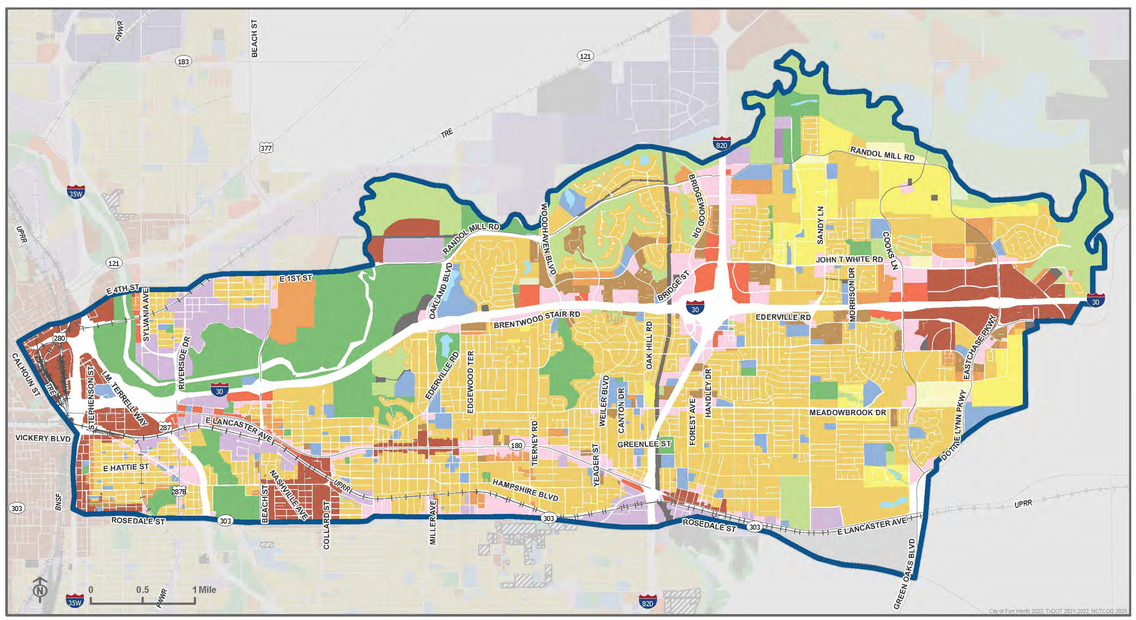


Zoning

- Study Area Boundary
- Road
- Railroad

Zoning Type

- Agricultural
- Community Facility
- Floodplain
- Industrial
- Industrial Park
- Office
- Planned Commercial
- Low-intensity Commercial
- Moderate-intensity Commercial
- High-intensity Commercial
- Mixed Use/Form Based
- Manufactured Housing
- Single Family Residential
- Multi-family Residential
- Outside City Limits
- Planned Development
- Stockyards
- Trinity Uptown



Future Land Use

- Study Area Boundary
- Master Thoroughfare Plan 2045 Road
- Railroad

Land Use Type

- General Commercial
- Neighborhood Commercial
- Mixed-Use
- Heavy Industrial
- Light Industrial
- Industrial Growth Center
- Infrastructure
- Institutional
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Rural Residential
- Single Family Residential
- Suburban Residential
- Urban Residential
- Manufactured Housing
- Outside City Boundary
- Lakes and Ponds
- Public Park, Recreation, Open Space
- Private Park, Recreation, Open Space
- Vacant, Undeveloped, Agricultural

Key Takeaways

Existing Land Use - How is the land currently being used?

- Single-family residential use is the bulk of the study area at 35%.
- Vacant, undeveloped, agricultural uses is 22%. Park use is 16%. Industrial use is 3%. Commercial use is 8%. Multifamily use is 5%.
- Uses adjacent to E Lancaster Ave are commercial, industrial, parking, institutional, and vacant/undeveloped uses.
  Vacant, undeveloped, agricultural and parking uses pose as potential redevelopment opportunities.
- There is a considerable amount of single-family housing but little multi-family housing, showing a need for multifamily housing.

Future Land Use - How is the land going to be used in the future?

- Single-family residential use will continue to be dominant at 38% of the study area. No high-density residential is present, but medium-density residential use is 3%.
- Public park, recreation, open space use is 12%. Private park, recreation, open space use is 10%. General Commercial use is 2%. Neighborhood commercial use is 6%. Heavy industrial is <1% and light industrial use is 5%.
- Some of the public park, recreation, and open spaces use would become light industrial and low-density residential use.
- It is anticipated along E Lancaster Ave will increase in mixed-use, light industrial, and neighborhood commercial uses.
- Keeping land uses homogeneous in an area eliminates competing uses in an area at one time.

Zoning - How is the land currently zoned to be used?

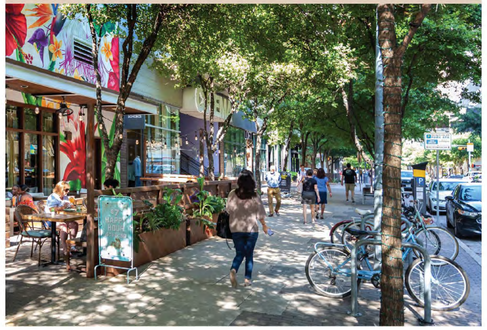
- Single-family residential is zoned for most of the study area at 54% while multifamily is zoned for 7%. Multi-family housing is zoned along I-30 and I-820 with little on E Lancaster Ave, but ultimately there is a need for multifamily housing.
- Industrial is zoned for 9%. Agricultural is zoned for 6%. High-intensity commercial is zoned for 4%. Moderate-intensity commercial is zoned for 2%. Low-intensity commercial is zoned for 7%.
- Mixed-use/form-based code and low-intensity commercial zoning occur along E Lancaster Ave, and industrial zoning occurs due to the railroad proximity.
- No high-intensity commercial areas are along E Lancaster Ave. E Lancaster Ave residents must travel north near I-30 or other areas to reach dense commercial areas.
- It is ideal when the zoning and actual use functions coincide.

FORT WORTH EASTSIDE TRANSPORTATION PLAN

What Types of Land Uses would you like to see in the Study Area?

Place a Dot in the Space Above the Land Uses you Would Most Like to See:

Mix of Housing Options



Walkable Retail

Restaurants and Bars

Parks and Public Plazas

Schools and Playgrounds

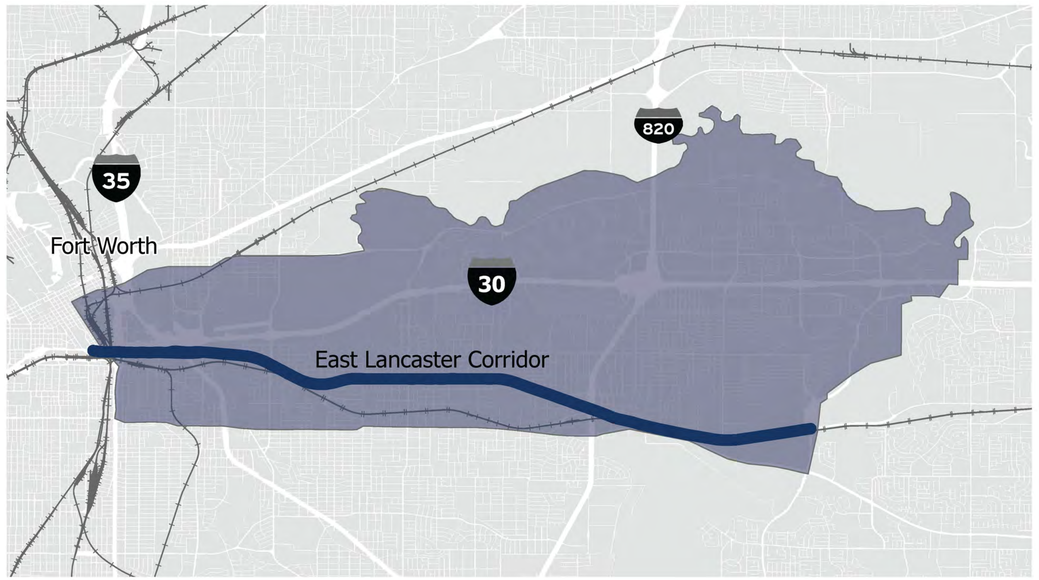
Grocery Stores

Light Manufacturing

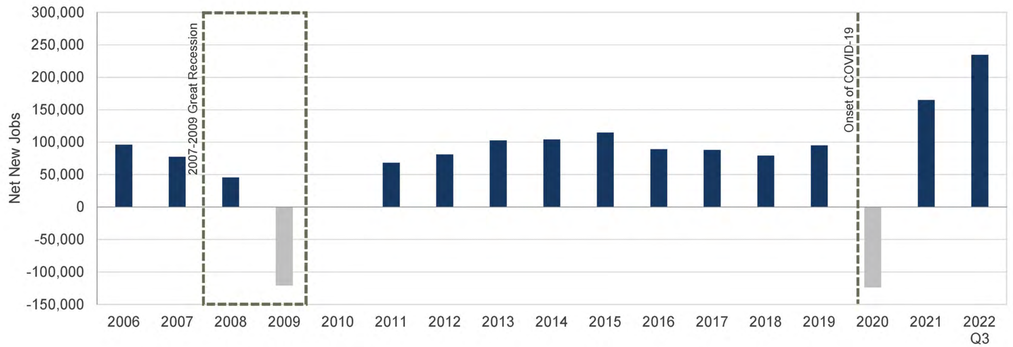
Other Ideas?

Economic Development
The Dollars and Sense of it all

ECONOMIC DEVELOPMENT STUDY BOUNDARY



EMPLOYMENT



COMMUTING PATTERNS

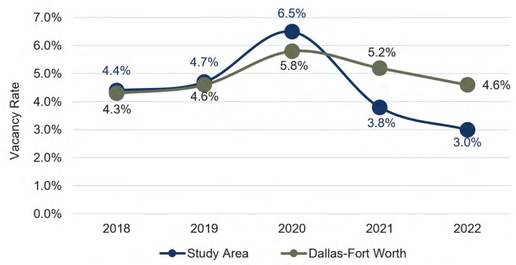
RETAIL

Study Area Retail Trade Gap (2022)

Stores Sold
$995 million

Local Consumers Spent
$755 million

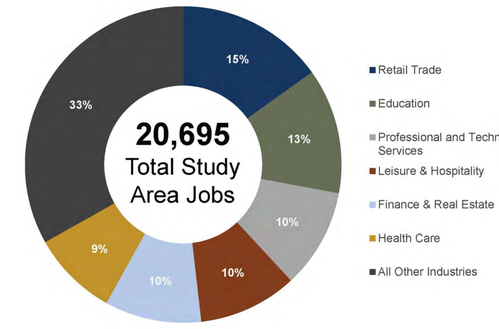
Retail Exports of
-$239 million

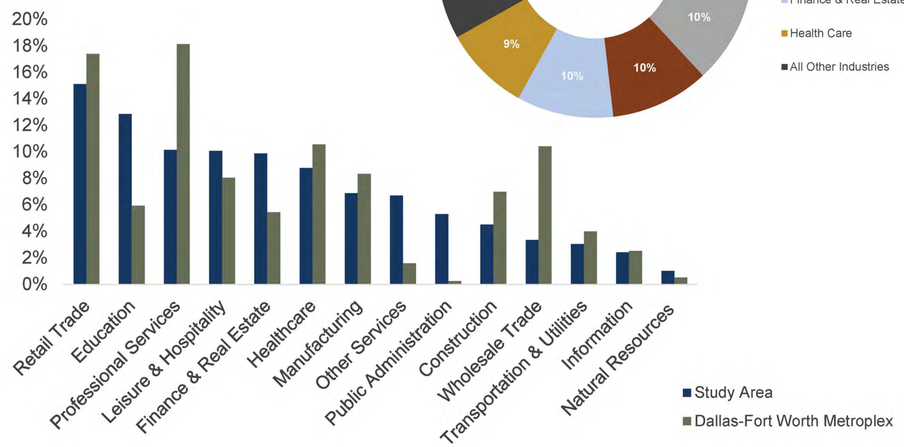


Vacancy rates in both the Study Area and the Dallas-Fort Worth Metroplex have been improving following a spike during the COVID-19 pandemic. The Study Area has a low 3.0% vacancy rate, compared to 4.6% for the larger region. Based on the total inventory, the Study Area has approximately 122,333 square feet of space available to lease, one of the lowest levels in recent history.

LOCAL EMPLOYMENT DYNAMICS

SHARE OF JOBS BY INDUSTRY

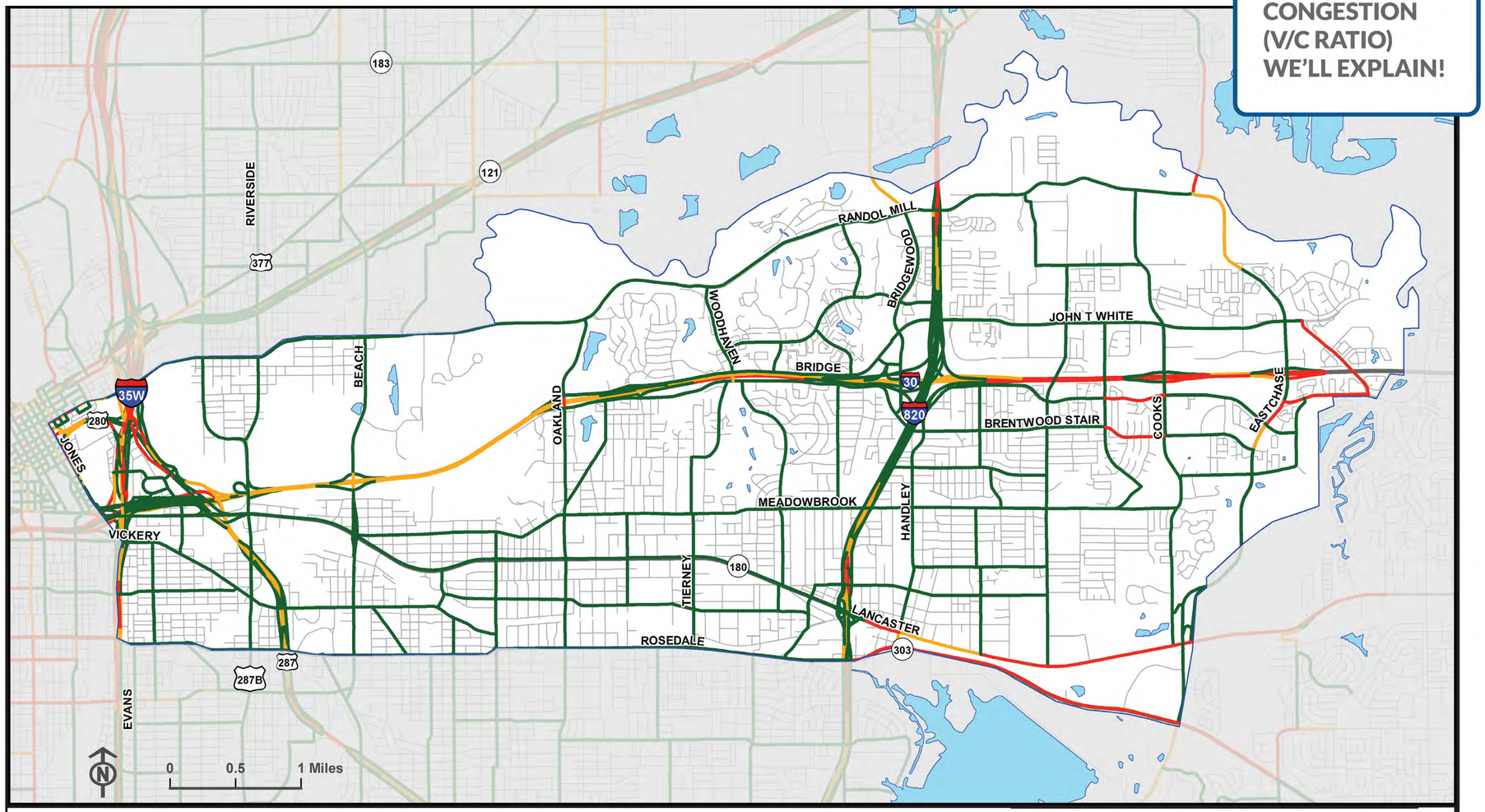




FORT WORTH EASTSIDE TRANSPORTATION PLAN

2023 TRAFFIC/ CONGESTION

Red means stop, Green means go, Yellow means slow



Fort Worth Eastside Transportation Plan - 2023 Daily Hour Volume to Capacity Ratio

Go Slow Stop

CONGESTION (V/C RATIO) WE'LL EXPLAIN!

KEY TAKEAWAYS

01 The highest daily traffic volumes along E. Lancaster Ave are east of I-820 where the corridor narrows to 4 lanes

02 The segment of East Rosedale St. east of I-820 experiences the highest traffic volumes (over 30,000 VPD) amongst arterials in the study area.

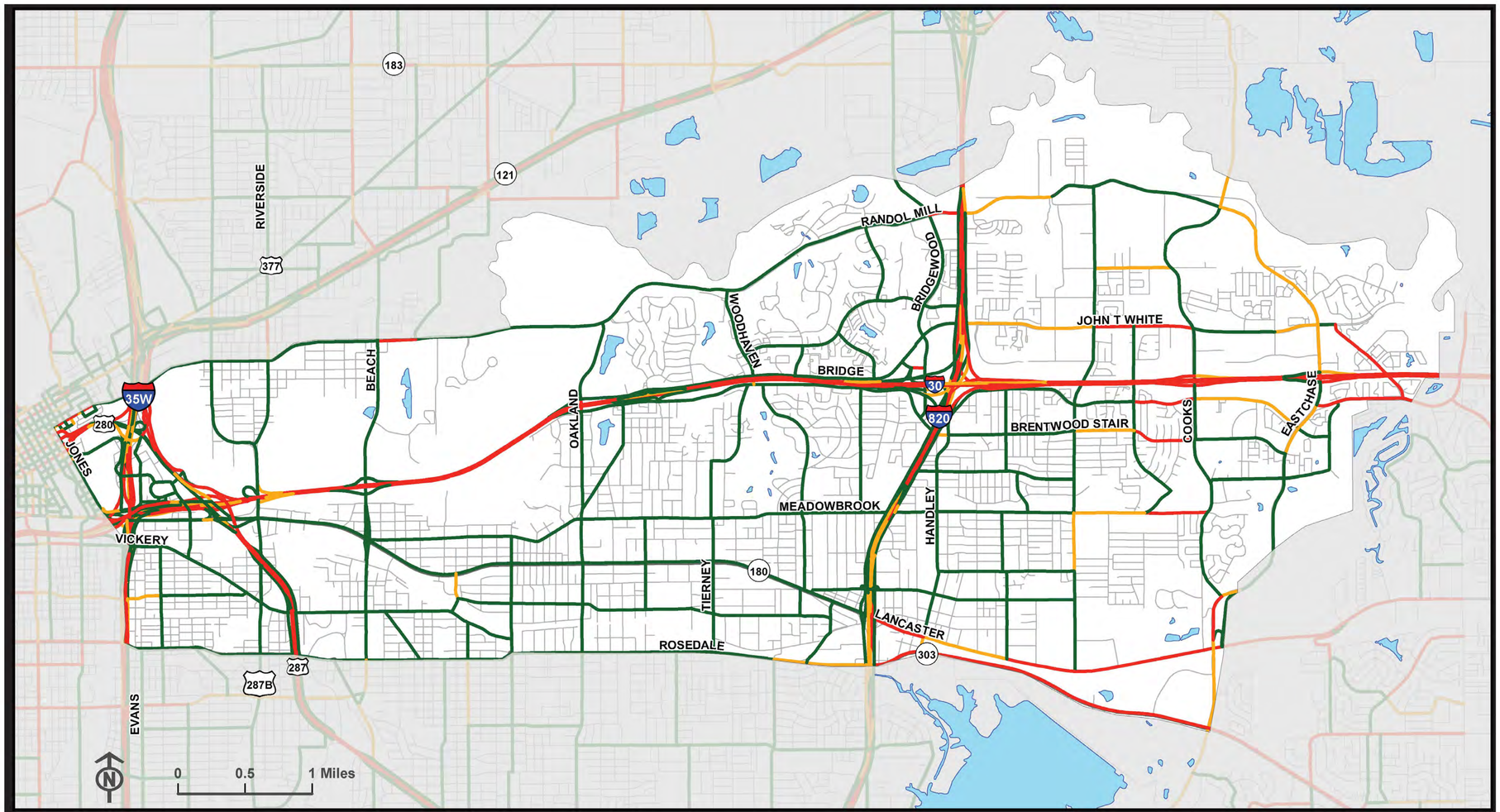
03 Ederville Rd and Brentwood Stair Rd experience high levels of congestion during the AM rush hour.

04 The segments of E. Rosedale St. and E. Lancaster Ave east of I-820 are congested during the AM and PM rush hours.

FORT WORTH EASTSIDE TRANSPORTATION PLAN

TRAFFIC CONGESTION

Yeah, it's getting worse, but this plan will help us do something about it.



Fort Worth Eastside Transportation Plan - 2045 Daily Hour Volume to Capacity Ratio

Go Slow Stop

KEY TAKEAWAYS

01 The highest forecasted daily traffic volumes were along the segment of E. Rosedale St east of I-820 (32,000 VPD).

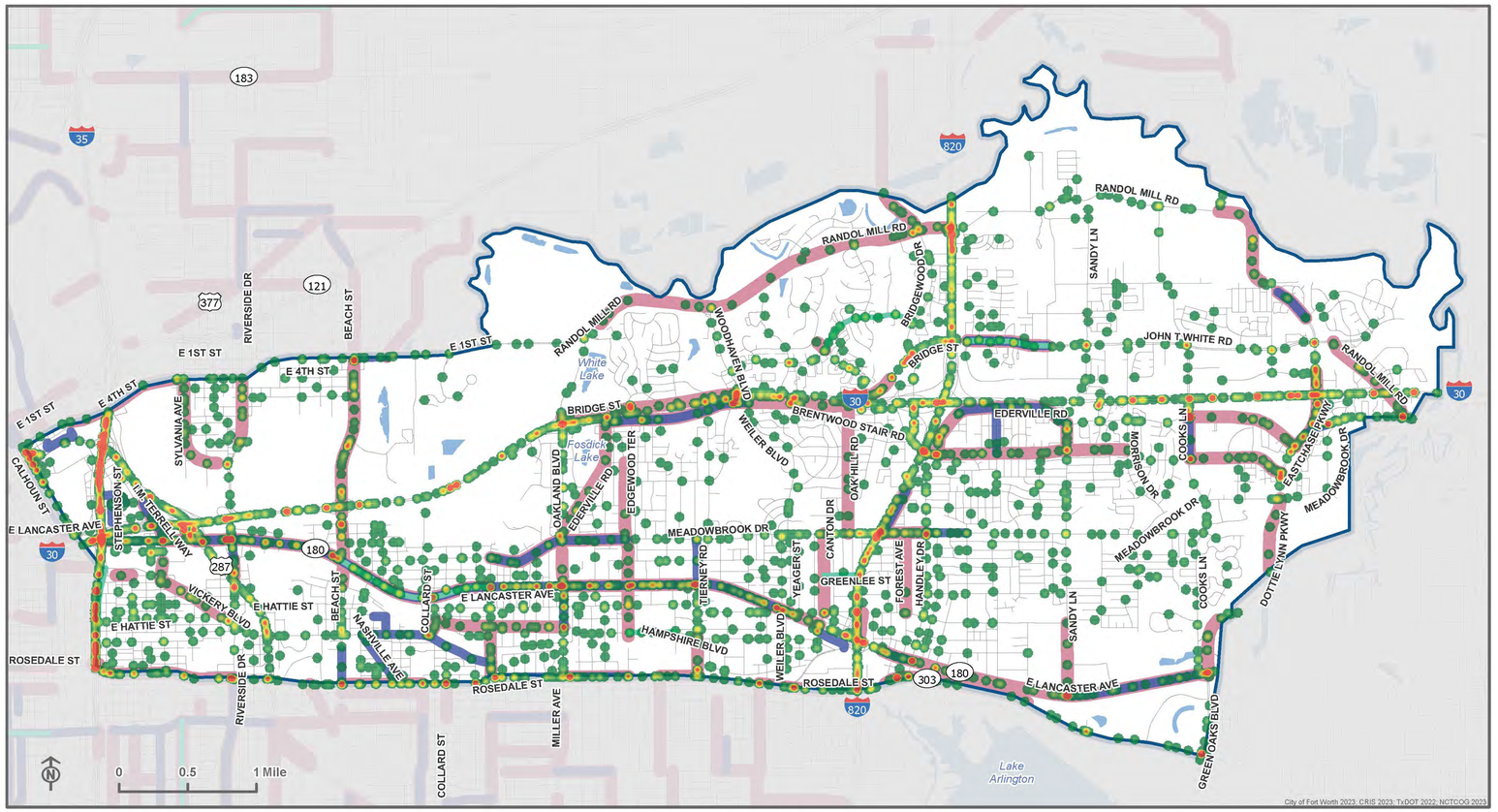
02 Forecasted traffic volumes along the segments of E-Lancaster Ave west of I-820 were higher in 2045, but congestion along the roadway continued to be manageable.

03 Ederville Rd and Brentwood Stair Rd are forecasted to continue experiencing high levels of congestion during the AM rush hour in 2045.

04 The segments of John T. White east of I-820 are forecasted to experience high levels of congestion during the PM rush hour in 2045.

FORT WORTH EASTSIDE TRANSPORTATION PLAN

HOW SAFE ARE OUR STREETS?



Fort Worth Eastside Transportation Plan - Crash Density (2018 - 2022)

- Study Area Boundary
- Road
- Bicycle High Injury Network
- Pedestrian High Injury Network
- Vehicle High Injury Network
- Density of Crashes per Square Foot: Sparse (0.03) to Dense (0.50)

The City of Fort Worth has established a Vision Zero pledge, while TxDOT has its "Road to Zero" with an aspirational goal of joining other entities around the world to achieve zero deaths on our roadways. Let's keep this in mind during this planning process. Safety is critical.

High Crash Road Segments

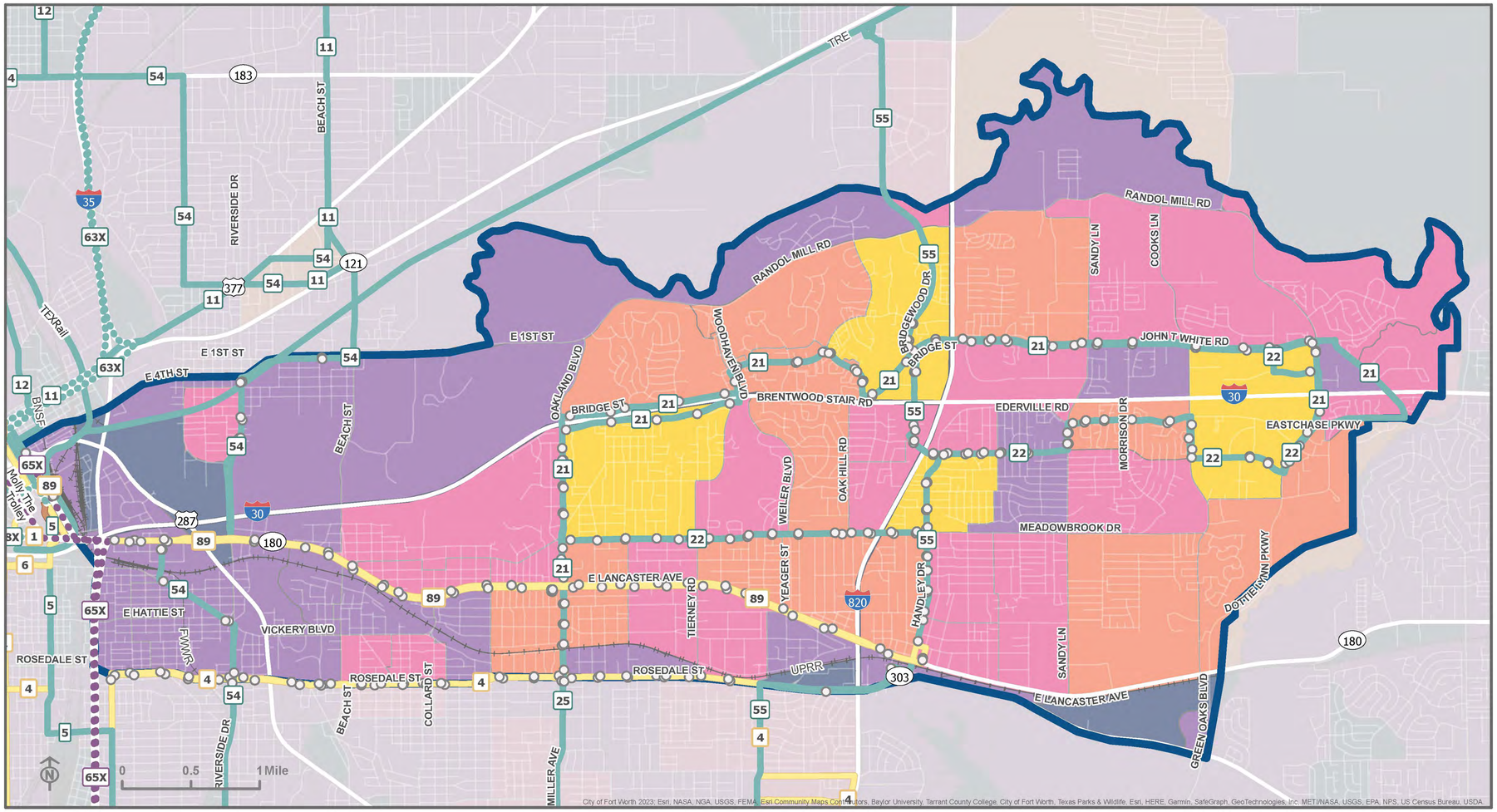
STREET	SEGMENT	CRASH COUNT	CRASH RATE
E Lancaster Ave	Ayers Ave to Oakland Blvd	167	9.00
E Rosedale St	Tierney to I-820 SB Frontage	146	2.90
E Lancaster Ave	Mims St to Sandy Ln	136	6.90
Cooks Ln	I-30 EB Frontage to Ederville	124	50.62
E Lancaster Ave	Oakland to Edgewood	121	8.61
Bridge St	Woodhaven to Oak-land Hills Dr	120	22.35
Eastchase Pkwy	Meadowbrook to Brentwood Stair Rd	118	2.73
E Lancaster Ave	Edgwood Terrace to Tierney Rd	117	8.57

High Crash Intersections

INTERSECTION	CRASH COUNT
E Lancaster Ave and Sandy Ln	87
Cooks Ln and Ederville Rd	85
Brentwood Stair Rd and I-820 Underpass	84
I-30 EB Frontage and Cooks Ln	62
E Lancaster Ave and Riverside Dr	62
Meadowbrook Dr and I-820 Underpass	54
E Lancaster Ave and I-35 Underpass	54
Bridge St/ John T White Rd and I-820 Bridge	53
Oakland Blvd and I-30 Bridge	51
Randol Mill Rd and I-820 Bridge	48

FORT WORTH EASTSIDE TRANSPORTATION PLAN

TRANSIT CHARACTERISTICS



TRIP DESTINATION VOLUME (ALL MODES)

- Study Area Boundary
- Study Area Boundary Zone
- Railroad
- Bus Stops

Bus Routes

- Up to every 10 minutes
- Up to every 15 minutes
- Up to every 30 minutes
- Up to every 30 minutes (nonstop service)
- Up to every 45 minutes (nonstop service)

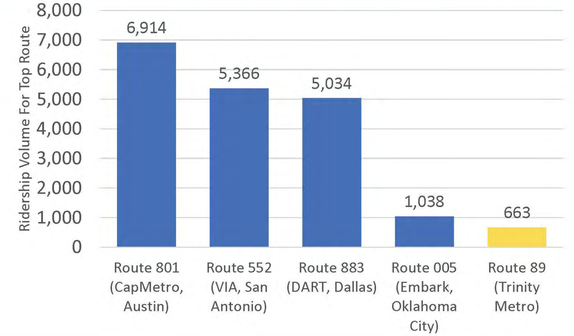
Trip Volume By Destination TAZ

- 1 - 200
- 201 - 1,000
- 1,001 - 2,000
- 2,001 - 4,000
- 4,001 - 8,900

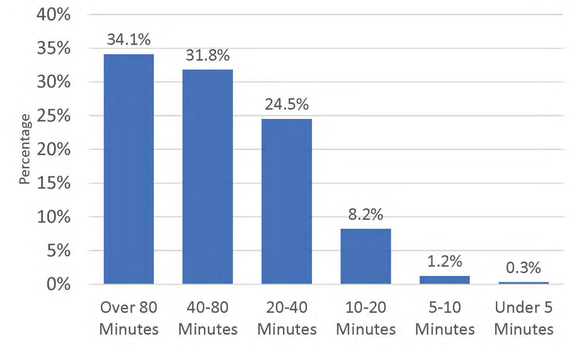
This plan seeks to create a strong premium transit network on the Eastside. Potential transit on Lancaster may connect with the planned transit along IH 30, connecting Downtown Fort Worth with Arlington, Grand Prairie and eastern parts of DFW.

TOTAL DAILY TRANSIT TRIPS FROM STUDY AREA

COMPARISON OF PEER CITY TOP ROUTE RIDERSHIP



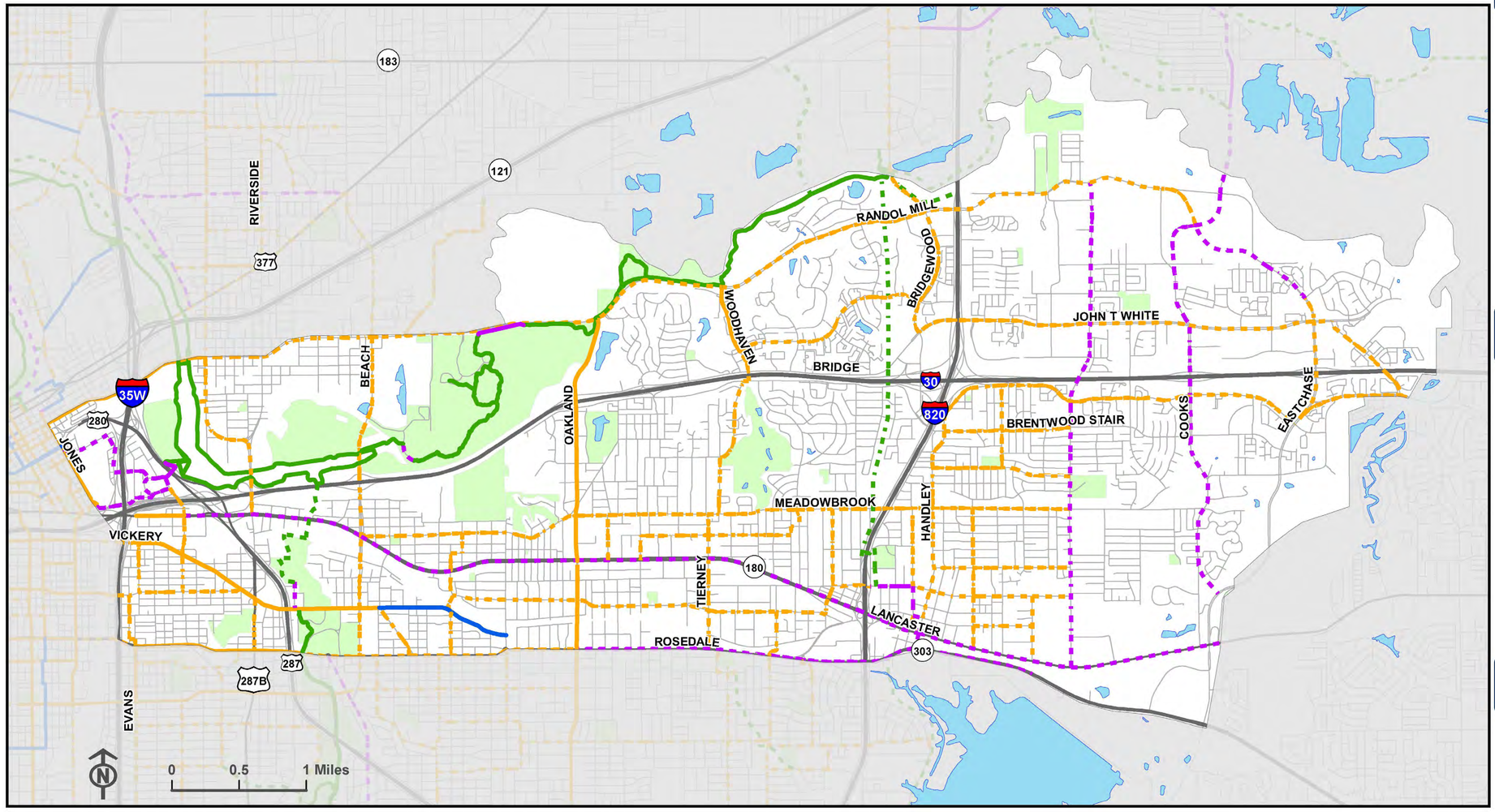
TRANSIT TRIP DURATION FROM STUDY AREA



FORT WORTH EASTSIDE TRANSPORTATION PLAN

ACTIVE TRANSPORTATION CHARACTERISTICS:

These streets are made for walking



EXISTING TRAIL NETWORK

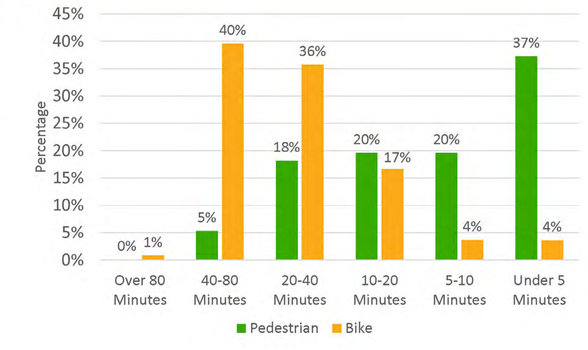
Existing Bicycle Facility · Existing Signed Route · Proposed Bicycle Facility · Proposed Trail

Existing Sidepath · Existing Trail · Proposed Sidepath

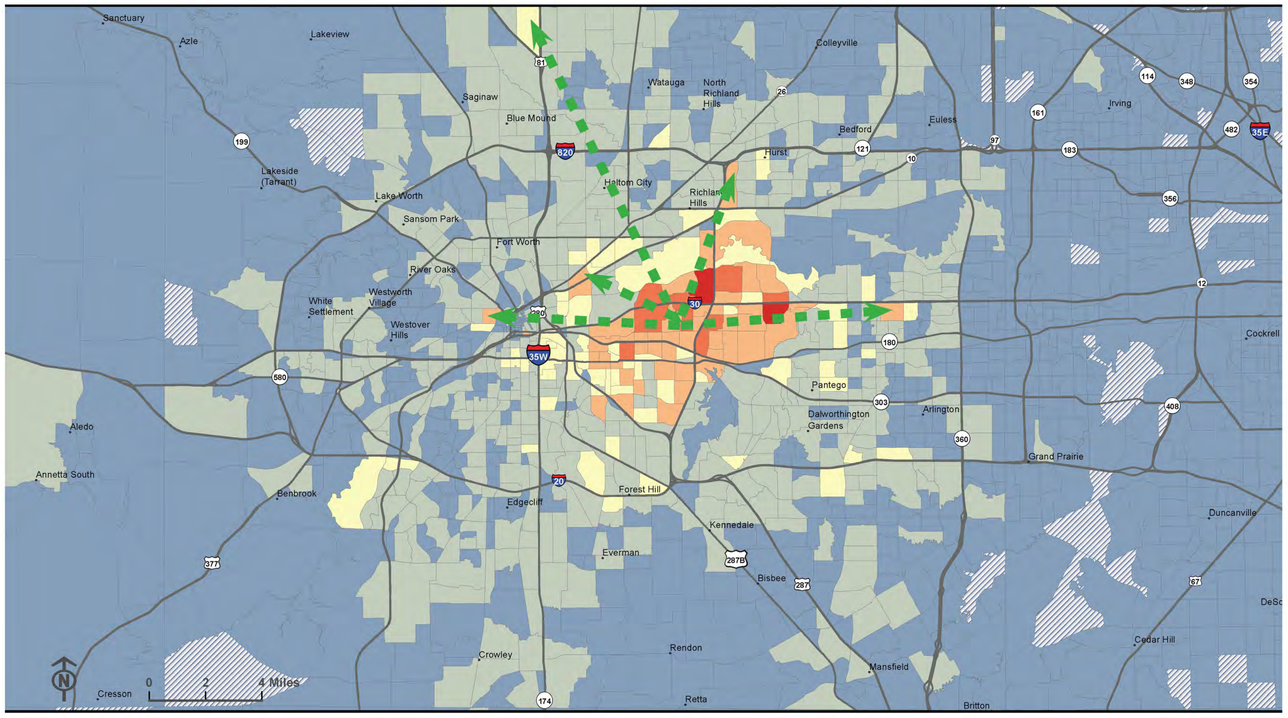
DAILY STUDY AREA PEDESTRIAN TRIPS

DAILY STUDY AREA BIKE TRIPS

STUDY AREA BIKE & PEDESTRIAN TRIP DURATION



Study Area Travel Trends
How do Eastsiders Travel? And Why?



Fort Worth Eastside Transportation Plan - Top Trip Destinations Originating in the Study Area

0 | 1 - 100 | 501 - 1,000 | 1,001 - 3,000 | 5,001 - 9,745

TOP DESTINATIONS WITHIN THE STUDY AREA

- *Summit at Bridgewood Shopping Center Area (I-820 & Bridge St)*
- *Eastchase Market Shopping Center Area (Eastchase Pkwy & I-30)*
- *Ryanwood Area (Brentwood Stair Rd & Handley Dr)*
- *Oakland Lake Park Area (Brentwood Stair Rd & Oakland Blvd)*
- *Eastchase Village Shopping Center Area (Eastchase Pkwy & I-820)*

TOP DESTINATION OUTSIDE THE STUDY AREA

- *Downtown Fort Worth*
- *River Trails Plaza Area (Trinity Blvd & Precienct Line Rd)*
- *Renaissance Square Area (E. Berry Street & Vaughn Blvd)*
- *Sylvania Park Area (N. Beach St & SH 121)*
- *Northeast Mall Area (W. Pipeline Rd & I-820)*

Transit Trips
1,080 per day

Up 47%
Since January, 2023

Private Car Trips
142,890 per day

Up 5%
Since January 2023

Roadway Lane Miles
1,117 Miles

Biking Trips
440 per day

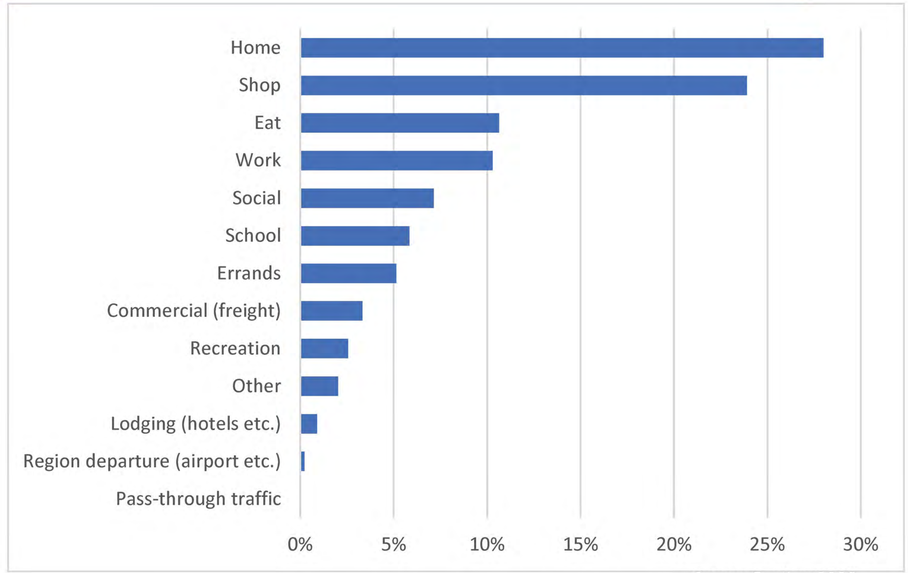
Down 41%
Since January, 2023

Walking Trips
31,200 per day

Up 3%
Since January 2023

Average Commute time to Work
23.7 Minutes

Where are people going in the study area?



Source: Replica, 2023

CROSS SECTION ALTERNATIVES DEVELOPMENT PROCESS

All cross sections will include bike, pedestrian, transit, and safety, and operational improvements such as timed lights.

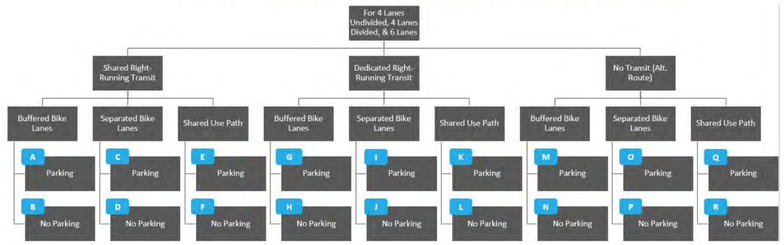
ASSUMPTIONS

- Parallel streets will be created with redevelopment
- Transit will be frequent, safe, and reliable
- Features such as wi-fi, charging stations, restrooms, street trees, lighting, and bike share will be included

1 UNIVERSE

Every possible combination is on the table for transit facilities, bike lanes, pedestrian facilities, parking, and vehicular lanes.
First test: What fits within the available right-of-way?

EXAMPLE: RIVERSIDE TO 820 UNIVERSE OF ALTERNATIVES



2 SCREENED

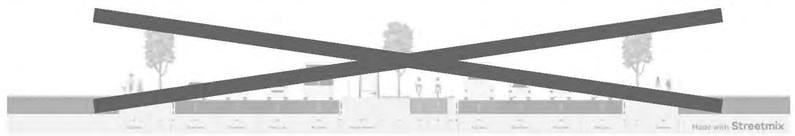
Every alternative that fits within the available right-of-way.
Second test: What are the feasible outcomes for the corridor?

WE ARE HERE

EXAMPLE: RIVERSIDE TO 820 SCREENED ALTERNATIVES

Alt. 2-f (132')
Keep

Alt. 2-f (150')
Eliminated, Does not fit



3 FEASIBLE

Every alternative that is feasible to construct in terms of utilities and constructibility.
Third test: What scores well with the performance measures?

EXAMPLE: RIVERSIDE TO 820 REASONABLE ALTERNATIVES

	Safety	Traffic Ops	Bicycle/ Ped	Environmental Sustainability	Economic
2-a	✓	✗	✗	✗	✓
2-b	✓	✗	✓	✗	✗
2-c	✓	✓	✓	✓	✗
2-d	✗	✓	✗	✗	✓

4 REASONABLE

Every alternative that fits within the right-of-way and achieves desired outcomes for the corridor.
Fourth test: What scores well with the performance measures?

5 COST/BENEFIT

Final few of the alternatives. Every alternative that scores well with the performance measures.
These alternatives will be those whose benefits outweigh the costs.

THIS IS WHERE WE WILL BE LATER THIS SUMMER

PREFERRED ALTERNATIVE

Final cross sections lay out per context area.
E. Lancaster Ave
Brentwood Stair Rd
Bridge St

FORT WORTH®

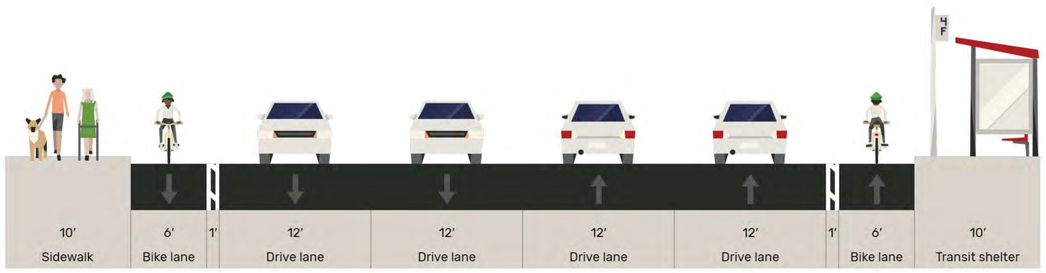
FORT WORTH EASTSIDE TRANSPORTATION PLAN

Screened Alternatives: Segment 1 - Main to Riverside (80-90’ ROW)

For this part of the process, alternatives have been screened to determine if we can fit pedestrian/bike facilities, transit, and cars in the right-of-way. Please see the alternatives process board for additional information on the process that will lead to a preferred alternative.

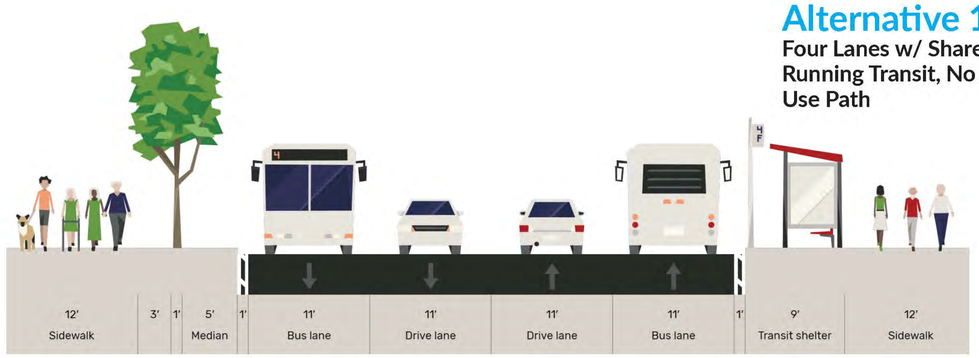
Alternative NB

No Build



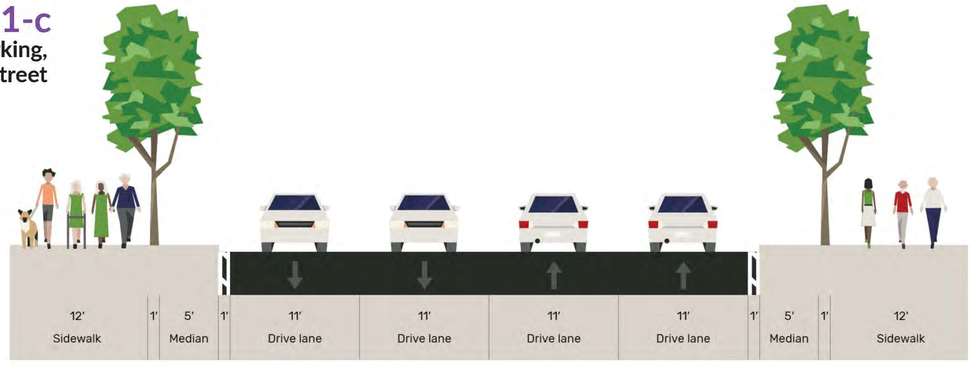
Alternative 1-a

Four Lanes w/ Shared Right-Running Transit, No Parking, Shared Use Path



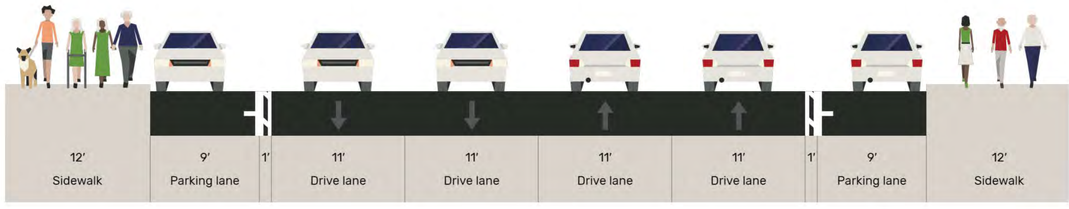
Alternative 1-c

Four Lanes, No Parking, Shared Use Path, Street Trees Only



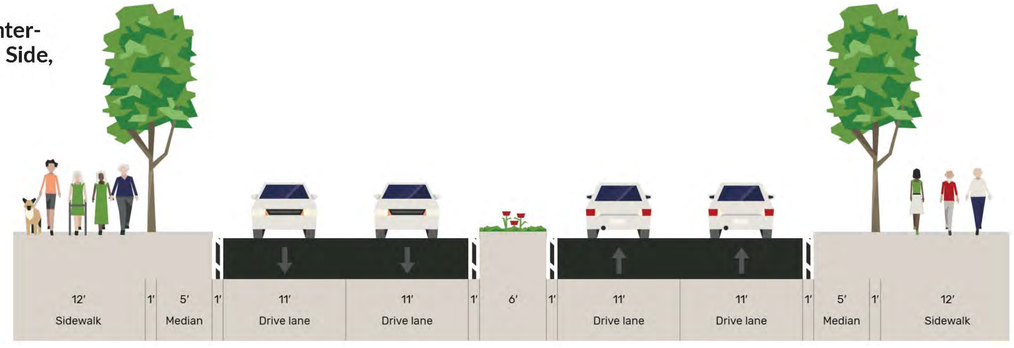
Alternative 1-b

Four Lanes, Parking Both Sides, Shared Use Path, No Street Trees



Alternative 1-d

Four Lanes w/ Dedicated Center-Running Transit, Parking One Side, Shared Use Path



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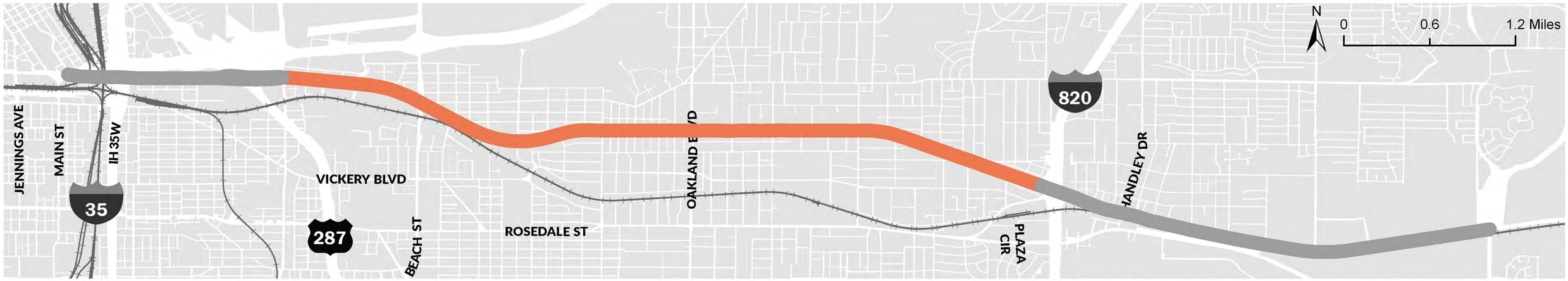
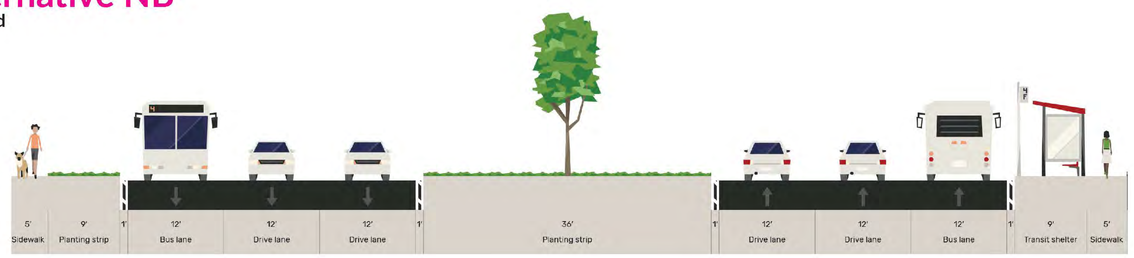
FORT WORTH EASTSIDE TRANSPORTATION PLAN

Screened Alternatives: Segment 2 - Riverside to Loop 820 (130-140’ ROW)

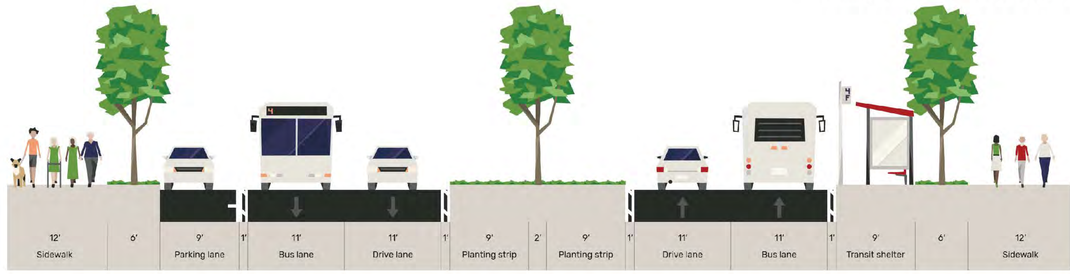


For this part of the process, alternatives have been screened to determine if we can fit pedestrian/bike facilities, transit, and cars in the right-of-way. Please see the alternatives process board for additional information on the process that will lead to a preferred alternative.

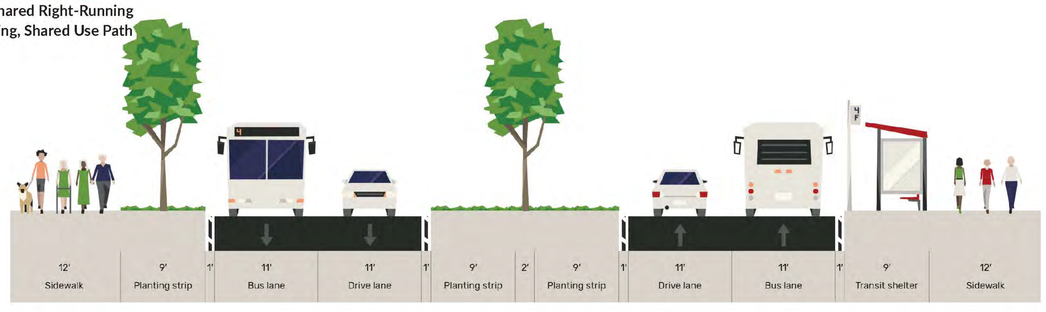
Alternative NB
No Build



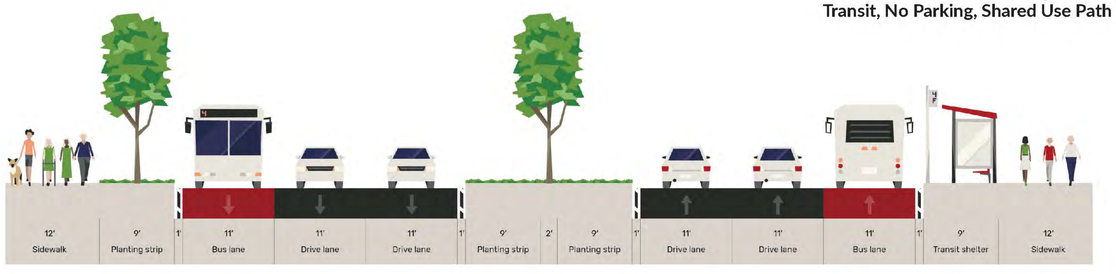
Alternative 2-a
Four Lanes w/ Shared Right-Running Transit, Parking One Side, Shared Use Path



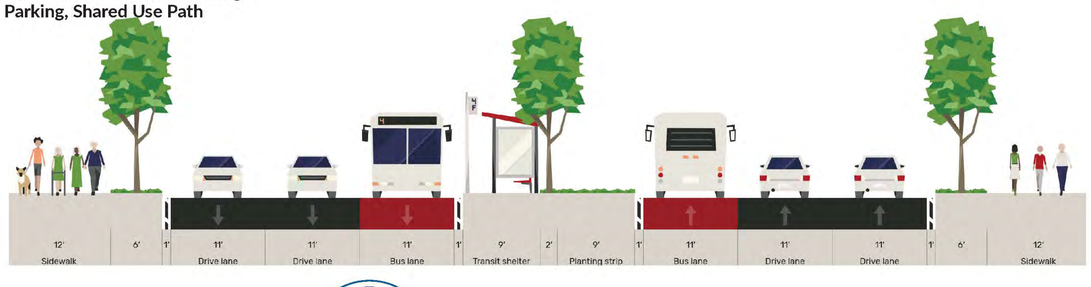
Alternative 2-b
Four Lanes w/ Shared Right-Running Transit, No Parking, Shared Use Path



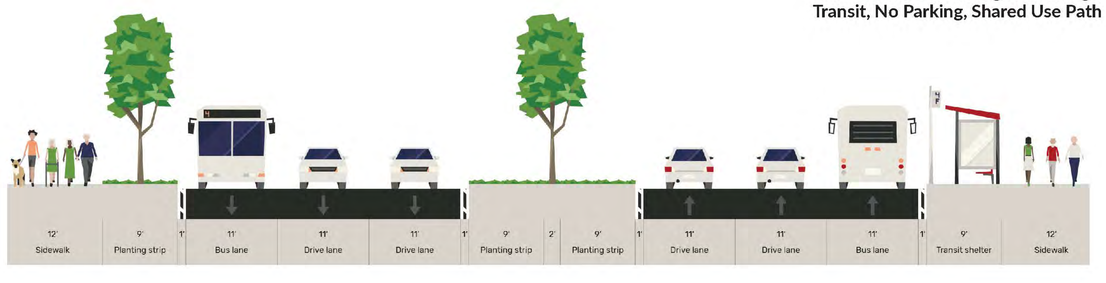
Alternative 2-c
Four Lanes w/ Dedicated Right-Running Transit, No Parking, Shared Use Path



Alternative 2-d
Four Lanes w/ Dedicated Center-Running Transit, No Parking, Shared Use Path



Alternative 2-f
Six Lanes w/ Shared Right-Running Transit, No Parking, Shared Use Path



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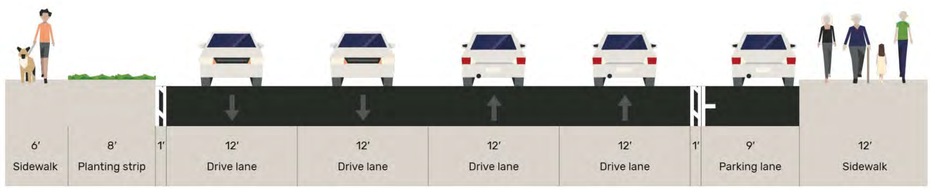
FORT WORTH EASTSIDE TRANSPORTATION PLAN

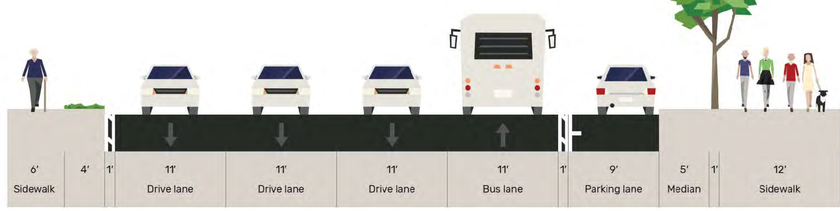
Screened Alternatives: Segment 3 - Historic Handley (80-90’ ROW)

For this part of the process, alternatives have been screened to determine if we can fit pedestrian/bike facilities, transit, and cars in the right-of-way. Please see the alternatives process board for additional information on the process that will lead to a preferred alternative.

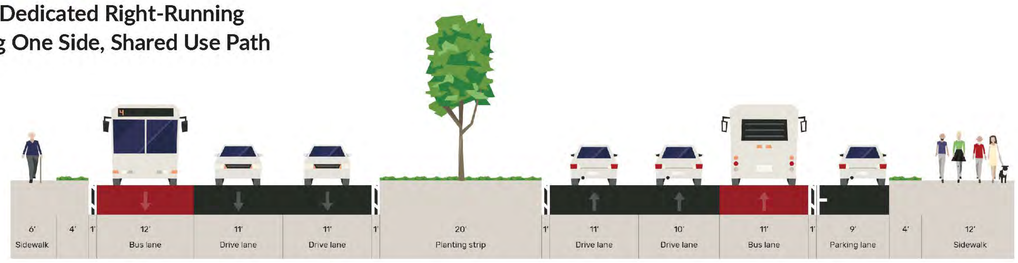
Alternative NB
No Build



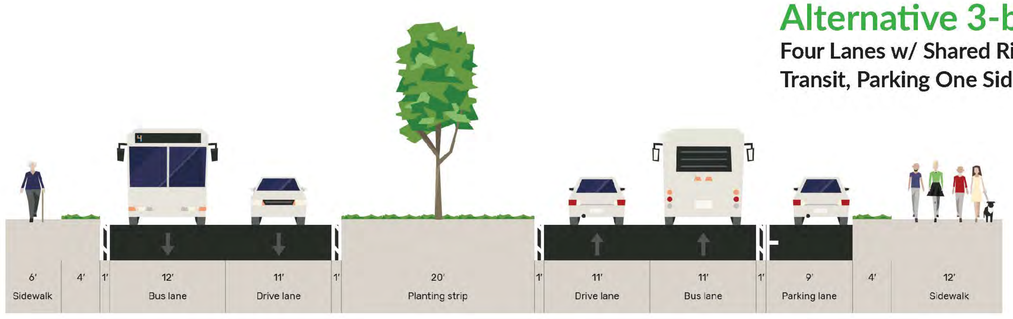
Alternative NB-E
No Build - Enhanced Parkways



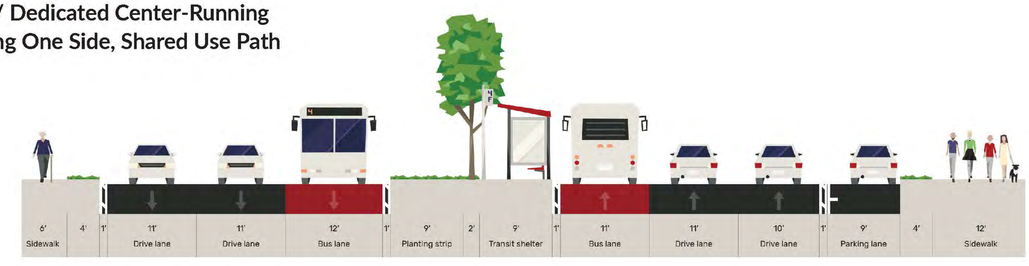
Alternative 3-a
Four Lanes w/ Dedicated Right-Running
Transit, Parking One Side, Shared Use Path



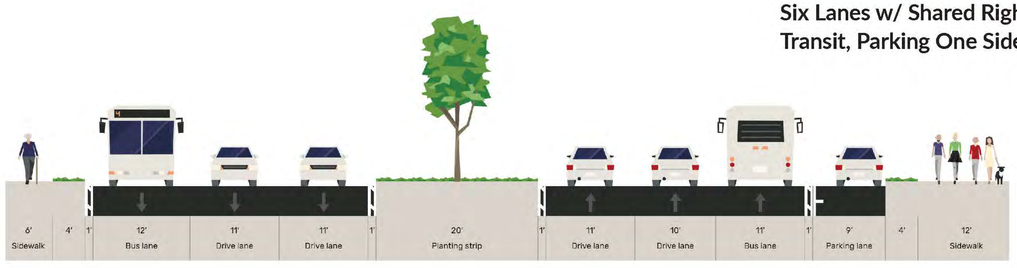
Alternative 3-b
Four Lanes w/ Shared Right-Running
Transit, Parking One Side, Shared Use Path



Alternative 3-c
Four Lanes w/ Dedicated Center-Running
Transit, Parking One Side, Shared Use Path



Alternative 3-d
Six Lanes w/ Shared Right-Running
Transit, Parking One Side, Shared Use Path



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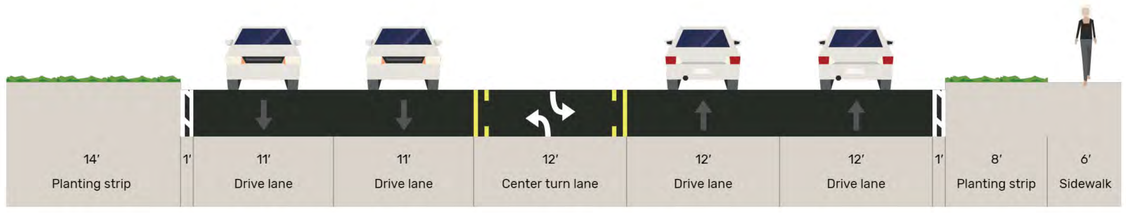
FORT WORTH EASTSIDE TRANSPORTATION PLAN

Screened Alternatives: Segment 4 - Chilton to Dottie Lynn (110-130’ ROW)

For this part of the process, alternatives have been screened to determine if we can fit pedestrian/bike facilities, transit, and cars in the right-of-way. Please see the alternatives process board for additional information on the process that will lead to a preferred alternative.

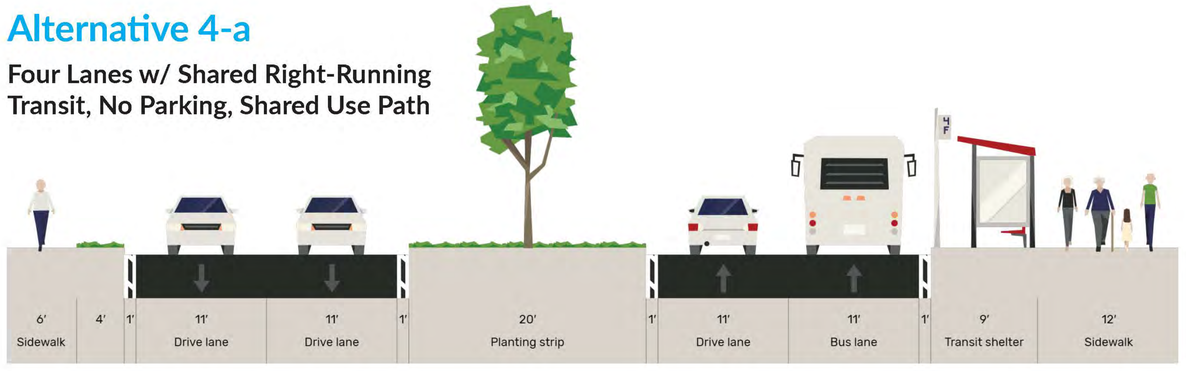
Alternative NB

No Build



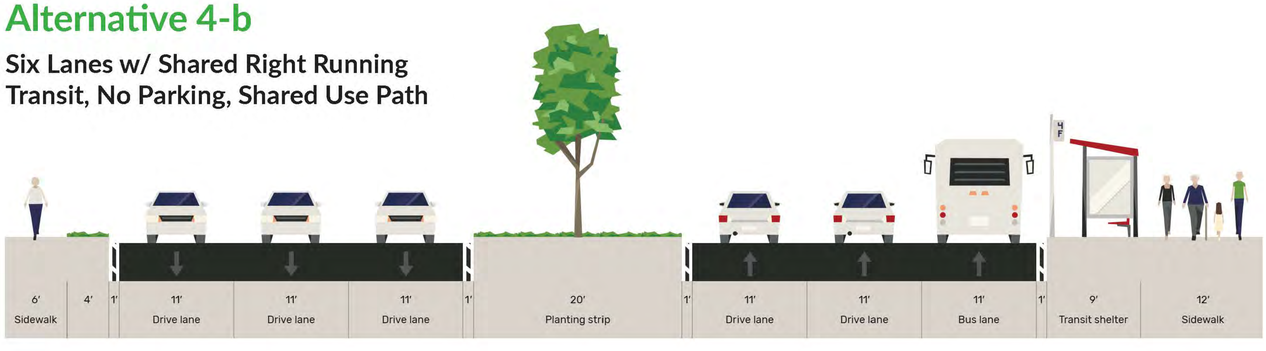
Alternative 4-a

Four Lanes w/ Shared Right-Running Transit, No Parking, Shared Use Path



Alternative 4-b

Six Lanes w/ Shared Right Running Transit, No Parking, Shared Use Path



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Transit Routes

Existing Transit Routes

Currently, there are three ways go from Downtown Fort Worth to the Eastchase/IH-30 retail area, but all involve taking multiple bus routes and transfer points.

Option 1: Route 89 to Route 21

Option 2: Route 89 to Route 22

Option 3: Route 89 to Route 55 to Route 22

Route 89 operates at a 15 minute frequency while Routes 21, 22, and 55 run at a 30 minute frequency.

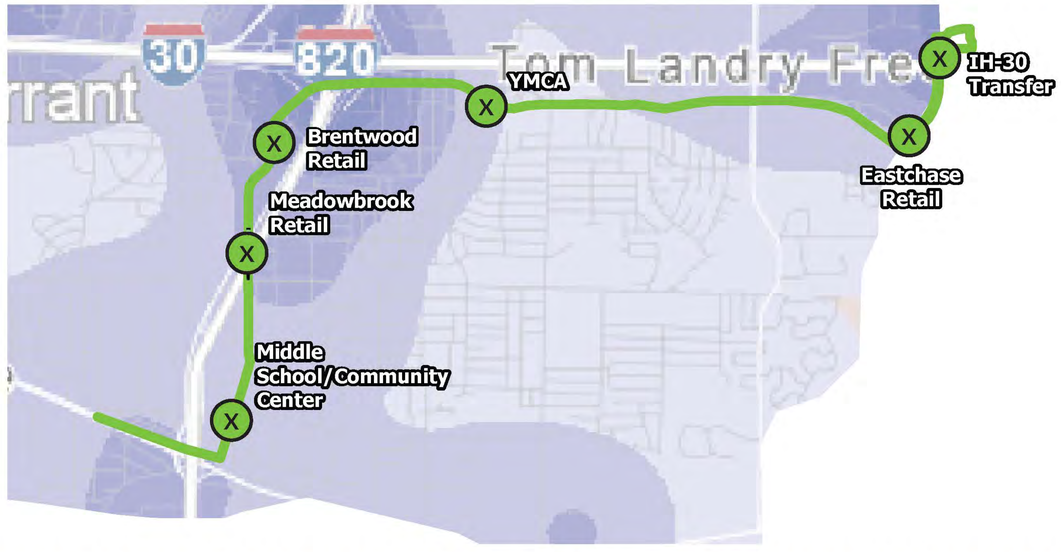
Handley Route

Features

- Direct Route along Handley Dr
- Route Transfer at IH-30
- 5.5 miles one-way
- 1.1 stops/mile
- 8,900 households within ½ mile
- 3.2/6 average transit dependency index (TDI)

Stops

- Retail and Park along Lancaster
- Retail along Eastchase
- IH-30 In-line Station



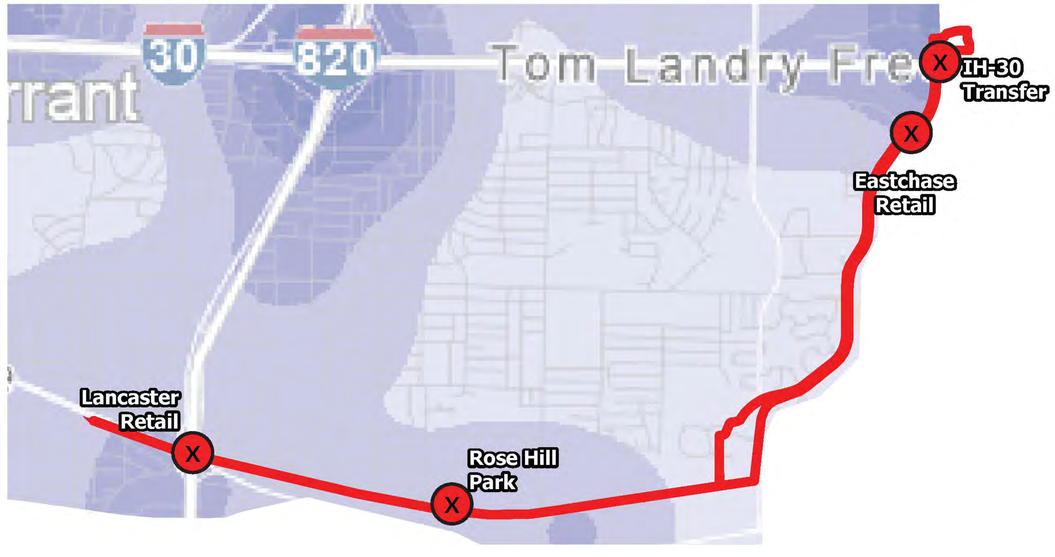
Dottie Lynn Route

Features

- Direct route along Lancaster/ Dottie Lynn
- Route Transfer at IH-30
- 6.58 miles one-way
- 0.61 stops/mile
- 4,600 households within ½ mile
- 3.0/6 Average Transit Dependency Index (TDI)

Stops

- Retail and Park along Lancaster
- Retail along Eastchase
- IH-30 In-line Station



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FORT WORTH EASTSIDE TRANSPORTATION PLAN

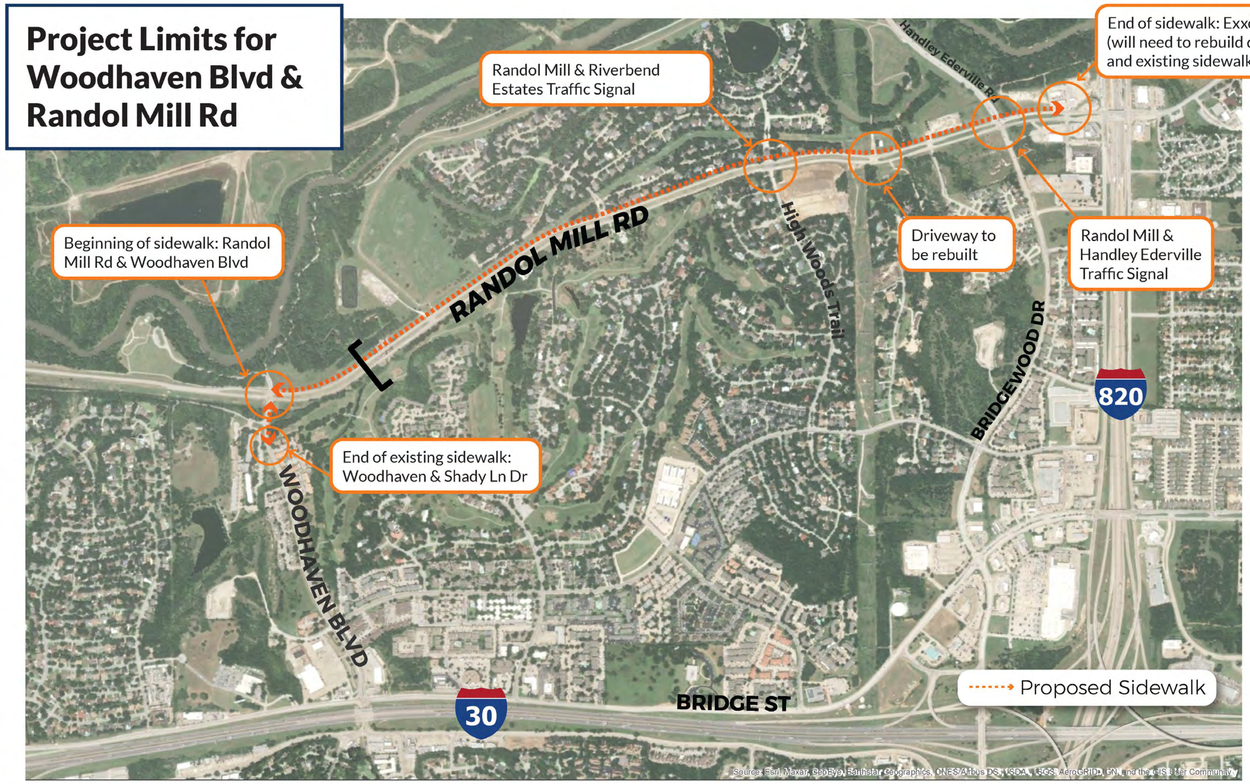
Reasonable Matrix

On a scale of 1-5, how important are these to you?

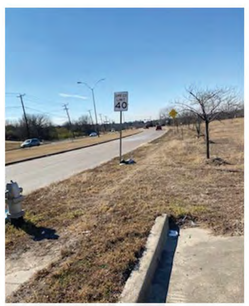
SAFETY - **Reducing crashes and roadway accidents**	1 - Very Important	2	3	4	5 - Not Important
TRAVEL TIMES - **Reducing time it takes to reach destinations**	1 - Very Important	2	3	4	5 - Not Important
SPEEDS - **Travel speed on roads**	1 - Very Important	2	3	4	5 - Not Important
COMFORT - **Reducing stress and increasing satisfaction on roadway**	1 - Very Important	2	3	4	5 - Not Important
EASE OF USE - **How easily it is to use the transit mode chosen for the corridor**	1 - Very Important	2	3	4	5 - Not Important
CAPACITY AND ABILITY TO GROW - **Maintaining capacity and ability to adapt to traffic, density, development/ redevelopment potential context, and technology**	1 - Very Important	2	3	4	5 - Not Important
SEPARATION OF MODES - **Ability for motorists, transit riders, cyclists, and pedestrians to utilize the same road comfortably**	1 - Very Important	2	3	4	5 - Not Important
CONNECTIVITY - **Increasing connectivity between public transportation and other modes of travel**	1 - Very Important	2	3	4	5 - Not Important
COMPATIBILITY - **How well different cross sections along the corridor connect**	1 - Very Important	2	3	4	5 - Not Important

Sidewalk Improvements for Randol Mill Road

Project Limits for Woodhaven Blvd & Randol Mill Rd



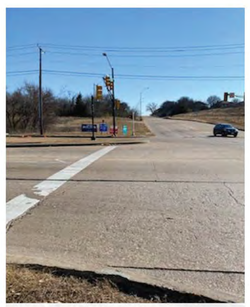
Beginning of Trail on West Side



End of Trail on East Side

Trees recently planted along path

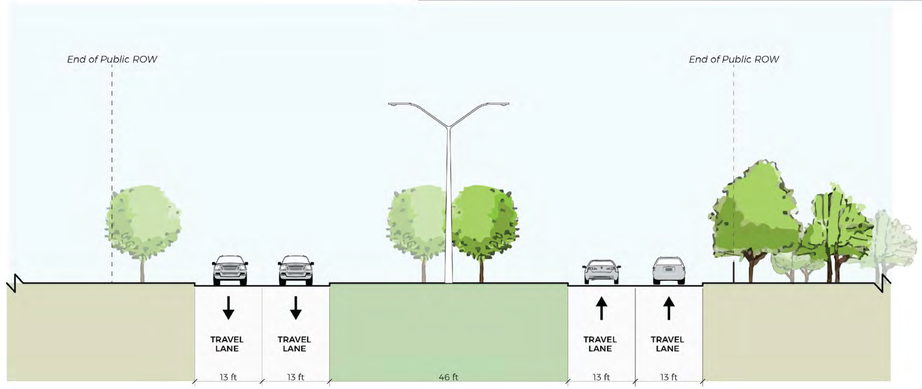
Drainage swale; will need sidewalk bridge



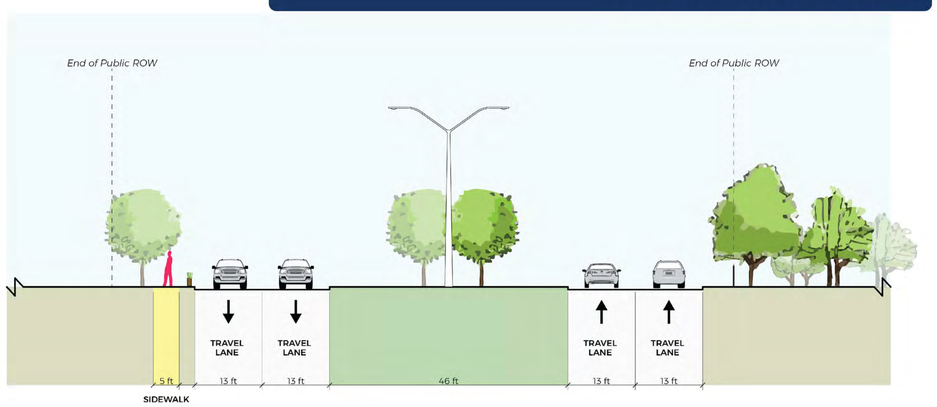
Intersections will need to be made ADA compliance

General Considerations
- Drainage swales will need sidewalk bridge.
- All intersections will need to be brought up to Americans with Disabilities Act (ADA) standards.
- Some intersections along Randol Mill Rd will need pedestrian crossing markings and signals

Randol Mill Rd Existing Cross-Section



Potential Cross-Section



FORT WORTH EASTSIDE TRANSPORTATION PLAN

Project Timeline