FORT WORTH EASTSIDE TRANSPORTATION PLAN

WELCOME EASTSIDERS!

FORT WORTH®

EASTSIDE TRANSPORTATION PLAN
PUBLIC OPEN HOUSE #2

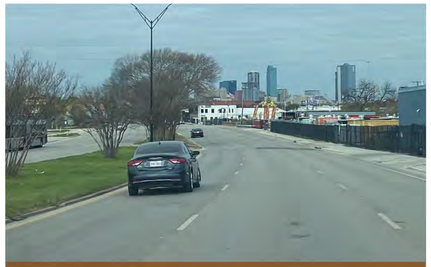
PLAN PURPOSE

Develop Options (Alternatives) and Locally Preferred Options for Corridors

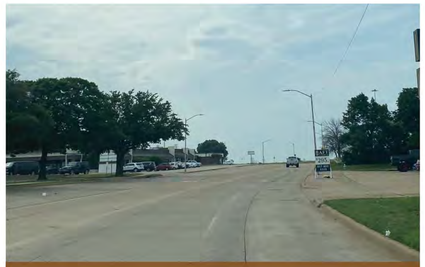
The overall purpose of the Eastside Transportation Plan is to enhance quality of life for residents in the study area through improvements to overall mobility and roadway safety, increase housing options, and develop strategies to create job opportunities.

Locally Preferred Alternative (LPA): means an alternative evaluated through the local planning process, adopted as the desired alternative by the appropriate State and/or local agencies and official boards through a public process and identified as the preferred alternative in the NEPA process. *– Cornell Law*

Roadway



East Lancaster



Brentwood Stair Rd.

Bridge Street

Transit

How Will We Do It?

- **Safety and Operational improvements**
- **Aesthetic improvements**
- **Future Land Use Plan and zoning**
- **Form-Based Code and Regulating Plan**
- **Thoroughfare Plan amendments**

- **Coordination with Project Partners (TxDOT, NCTCOG, and Trinity Metro), community groups and stakeholders, and private sector developers.**

  National Environmental Policy Act (NEPA) process, design, and construction along E. Lancaster Ave and IH 30 corridors.

- **Economic Development**

  Economic Development incentives and stimulus for housing and commercial goals.

- **Coordination with local stakeholders**

FORT WORTH EASTSIDE TRANSPORTATION PLAN

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HERE IS THE PROCESS AND WHERE WE ARE

Feburary 2023
Project Kickoff

March–April 2023
Data Collection & Existing Conditions Analysis

Public Open House I
Spring 2023

Spring–Summer 2023
Reasonable Alternatives Evaluation

Project Survey Closed
August 28, 2023

Fall 2023
Preferred Alternative Selection and Refinement

Public Open House II

WE ARE HERE

December 2023
Adoption of Locally Preferred Alternatives

Solutions Workshop Winter 2024

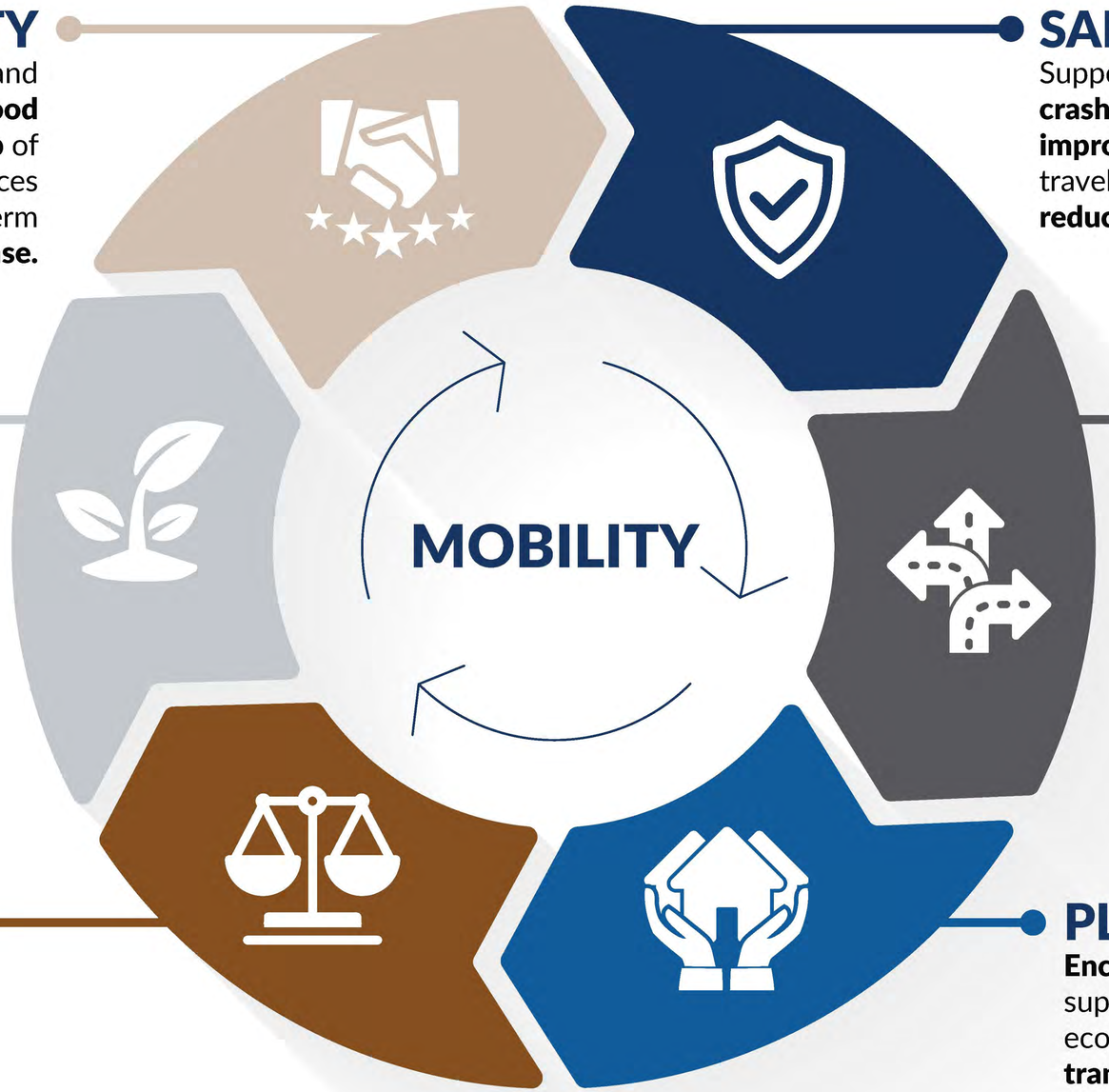
Spring 2024
Zoning, Economic Development Incentives, and Final Council Adoption!

PLAN GOALS AND OBJECTIVES

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

ACCOUNTABILITY
Support Transportation policies and projects to **maintain state of good repair,** foster **good stewardship** of financial and environmental resources and costs, and **strengthen** long-term revenues and the **tax base.**

SAFETY
Support projects and policies to reduce **crash fatalities** and serious injuries, **improve** overall **comfort** levels while traveling within the study area, and **reduce** bike and pedestrian crashes.



ENVIRONMENT
Encourages projects and policies that support **public health,** access to public outdoor space, and **human happiness.**

CONNECTIVITY
Improve **mobility** throughout the study area by enhancing **pedestrian, bicycle, transit,** and roadway connectivity and interoperability, and **eliminating** mobility **barriers.**

EQUITY
Supports projects, policies, and programs to promote **upward mobility, freedom of mobility, inclusion** and **belonging.**

PLACE
Encourage development that supports **housing choice,** economic **development,** and **transportation** options.

FORT WORTH EASTSIDE TRANSPORTATION PLAN

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SURVEY RESULTS AND METRICS

The Public Engagement Story: Efforts have included outreach to a broad range of stakeholders

BY THE NUMBERS

Survey Responses:

750+

3 Rounds of Public Open Houses

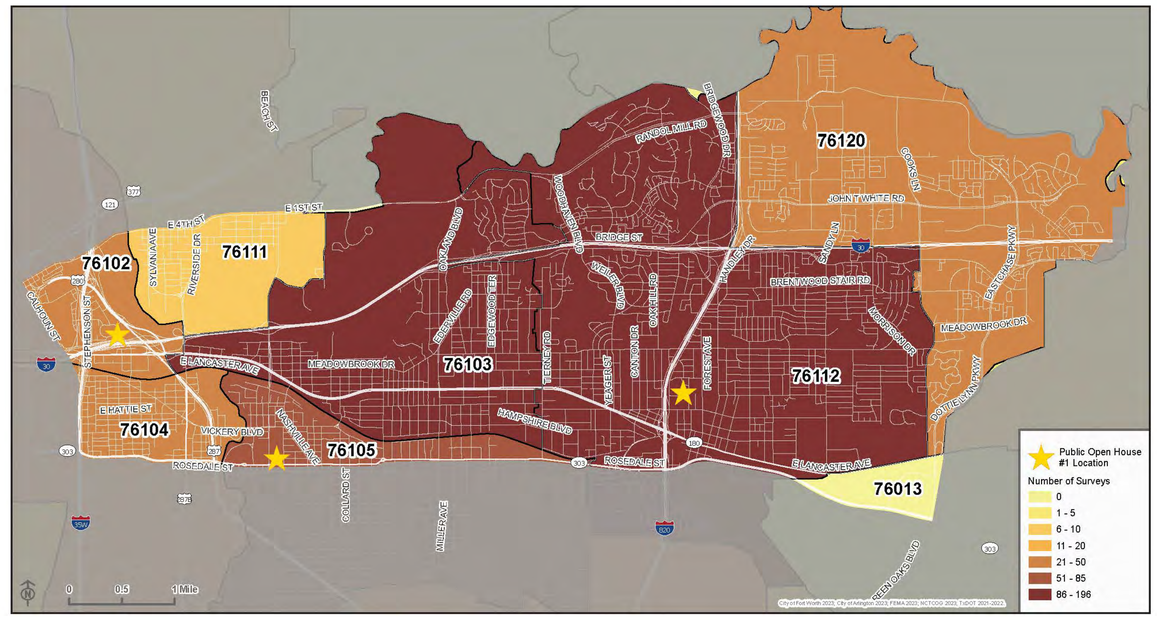
- **Round 1:** June 2023, 56 attendees
- **Round 2:** Oct. 17, 18, 19

92% support **pedestrian safety features,** like sidewalks, along E. Lancaster Ave, Eastchase Pkwy, and other roads in the area.

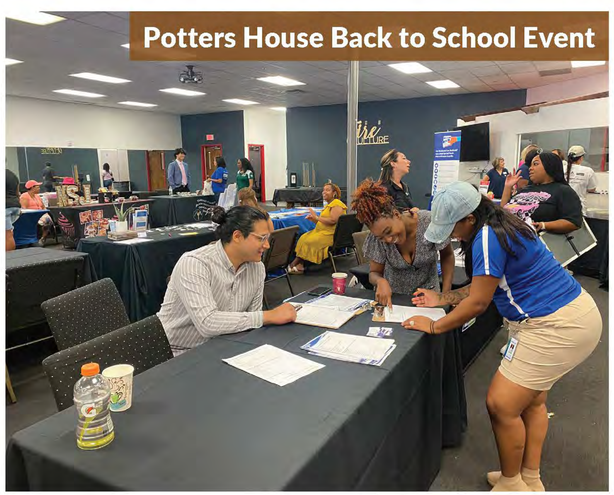
> We need more direct and faster travel to Alliance, DFW Airport, Arlington and Downtown Fort Worth...

80% think its important to have a **walkable and safe street grid** with many routes to destinations.

80% think **access** to trails, bike paths, and **wide sidewalks** is important.



82% of respondents who rent this its important to have **accessible, affordable, and reliable transportation** options.



56% feel unsafe walking in the area because of **speeding vehicles.**

> **Speeding is a big problem.** Designing roads to slow traffic (traffic calming) would make walking and biking feel safer.

58% feel unsafe walking in the area due to missing or **poor condition sidewalks.**

> Better bus stops are needed! Each bus stop should have a covered area, trash can, and ideally a bench...

65% of respondents who regularly use E. Lancaster Ave. would take transit if it were **more safe, convenient, and comfortable.**

60% would bike if there was **better lighting.**

BUILDING THE MARKET FOR HIGH-CAPACITY TRANSIT

How fast is this area growing and where can that growth take place?

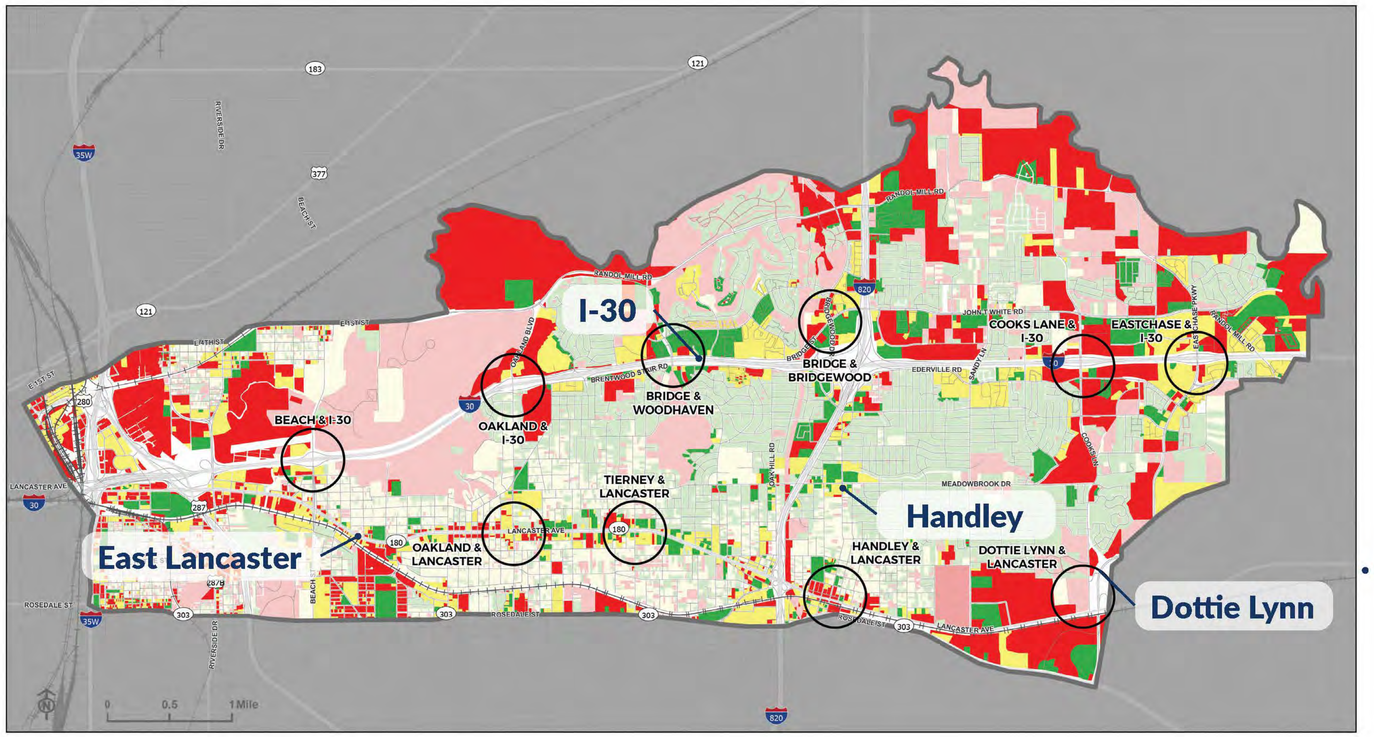
Potential Growth Scenarios

Recommended Goal

	Current 2023	Business as Usual Low Growth Population 2045	Low Growth Rate	Keep Up the Pace Enhanced Growth 2045	Enhanced Growth Percent Increase	Double Down High Growth Population 2045	High Growth Percent Increase
City of Fort Worth	955,621	-	-	**1,525,914**	**59.7%**	-	-
Study Area	109,041	129,368	18.6%	**160,327**	**47.0%**	237,413	118%

Source: City of Fort Worth Comp Plan, NCTCOG, AECOM

Where Growth Can Occur



Fort Worth Eastside Transportation Plan - Land Redevelopment Potential

Land Redvelopment Potential
- Low
- Medium
- High

Potential Redevelopment Areas

WHY?

Because the Eastside deserves its share of the growth.

Key Takeaways

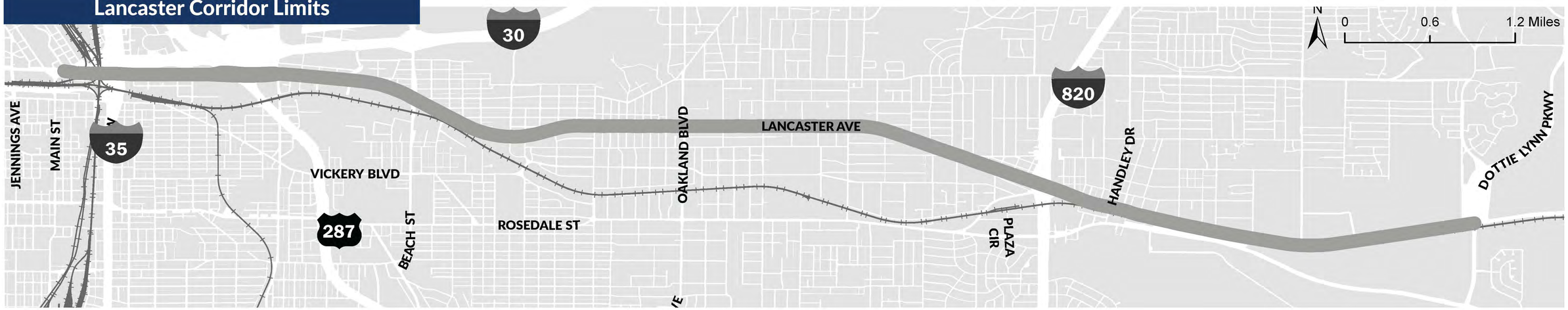
- The region's population is expected to grow 39% and the City's population is expected to grow 29%. How can we capture a portion of the growth on the Eastside?
- Incentivize growth with quality housing, shopping, and dining opportunities to encourage people to move to the Eastside.
- There are opportunities for growth and development along the E. Lancaster Ave. and I-30 corridors.
- Some of the largest undeveloped parcels in the metroplex are located on the Eastside.
- Don't forget about existing residents who want to stay and grow with the community.

PURPOSE AND NEED
(TECHNICAL DESCRIPTION)

Lancaster Avenue has been identified as a corridor for high-capacity frequent and reliable transit due to current ridership along existing routes, the connectivity the corridor would provide, existing pedestrian activity and potential for implementation with minimal ROW acquisitions (corner clips at intersections). The project is needed to provide solutions for increased safety for passenger vehicles and vulnerable road users as well as create a walkable environment for short trips by providing adequate space to increase pedestrian comfort.

Relocation of franchise utilities to multi-use duct banks may be required to achieve the space needed to accommodate safe and high comfort pedestrian elements. This project is needed to make transit more desirable through improved efficiencies in transit service and by creating opportunities for a more economically desirable corridor for equitable transit orientated development that alleviates barriers to social and economic opportunities.

Lancaster Corridor Limits



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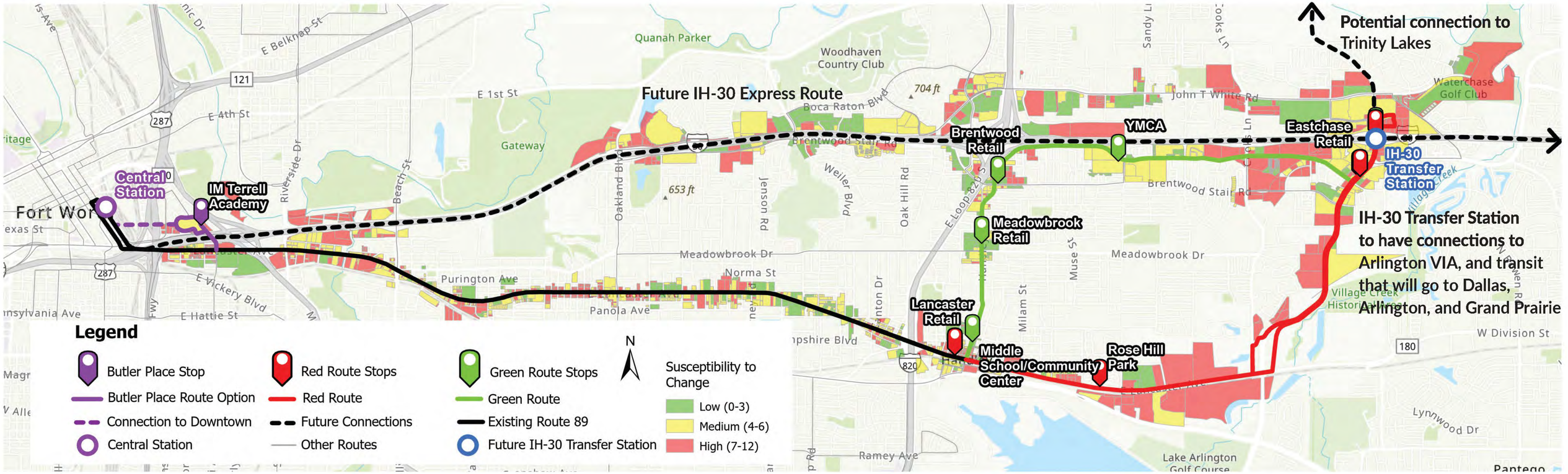
LET'S TALK ABOUT ROUTE 89 & IH-30 TRANSIT ACCESS



LOCALLY PREFERRED ALTERNATIVE - RED ROUTE

Why the Red Route?

- Faster travel time
- Less disruptive and easier to construct
- More available right-of-way
- More development potential

Providing Regional Service: Connecting East Lancaster Avenue to IH-30

- Extend Route 89 along E Lancaster Ave up Dottie Lynn (**Red Route**)
- Maintain service through neighborhoods with increased frequency (**Green Route**)
- Connect to future Express Line along 30 (from downtown to eastern suburbs and Dallas)
- Consider a connection to Butler Place
- Consider connection to Trinity Lakes TRE Station

ROUTE 89 - MODE ANALYSIS

Mode	Description	ROW Type	Vehicle Capacity (Riders)	Maximum Capacity (Riders/Hour)	Riders Per Average Week	Typical Headway (Min)	Potential Crash Reduction Based on CMFs	Construction Costs ($/Mile)	Operating and Maintenance Costs ($/VRH)	Operating and Maintenance Costs ($/UPT)
Local Bus 	Connects neighborhoods to schools, retail, and employment with frequent stops.	Shared	60	1,800	3,000	≥15	0%	$20M	$160	$10
High Capacity Bus 	Premium bus service typically with larger vehicles, higher frequency, enhanced amenities on mixed, dedicated, or partially dedicated busways.	Exclusive or Shared	60-115	10,000	3,000-25,000	5-10 (peak)	13-16%	$27M* (Right-Running) $30M* (Center-Running)	$200	$7
Light Rail (LRT) 	Medium-distance rail service focused in Urban areas with frequent stops and higher density.	Exclusive or Shared	180	15,000	7,900-35,000	5-10 (peak)	13-16%	$60-$120M	$380	$13
Streetcar 	Short-distance shuttle-type rail service for urban areas. Similar to LRT, but smaller in scale.	Shared	90	6,000	3,000-15,000	10	TBD	$35-$50M	$300	$13

*Includes Roadway cost of $20 M per mile, plus $7 M / $10 M for right-running/ center-running high-capacity transit

Performance Against Criteria

- High
- Medium
- Low
- Not Viable

Screening Criteria	Existing Service	High Capacity Bus	Light Rail	Streetcar
Service Justified by Future Ridership Demand & Density	High	High	Low	Medium
Can Efficiently Accommodate Future Ridership Demand	Low	High	High	Medium
Cost Effectiveness	High <$1 M/Mile	Medium $27M/Mile (Right-Running) $30M/mile (Center-Running)	Not Viable $60M-$120M/ mile	Low $35M-$50M/mile
Flexibility to Implement Incrementally ("Future Proofing")	Medium	High	Low	Low
Increases Safety Along the Corridor	Low	High	High	High
Accommodates Regional and Local Trips	Medium	High	High	Low

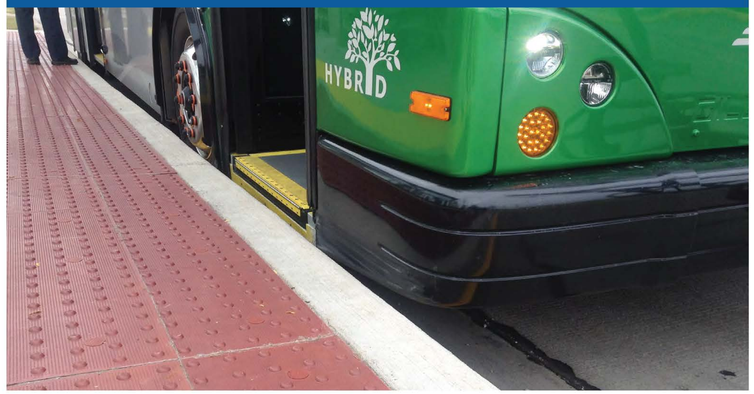
LOCALLY PREFERRD ALTERNATIVE (TECH-BASED RAPID TRANSIT)

Future-Proof Platforms

Platform able to accommodate larger vehicles and additional modes as technology and transit demands to change.

Level Boarding

ADA accessible platforms and bus entrances that allow riders to board without the use of stairs or lifts.



Off-vehicle Fare Collection

Bus riders are able to pay for bus service before getting on the bus.

Premium Shelters

Covered or enclosed bus shelters that provide comfortable seats, Wi-Fi, and air conditioning.

- Wi-Fi Connectivity
- Air Conditioning
- Real-time Arrival Information
- Platform doors
- More Reliable and Frequent Service

High-Capacity Vehicles

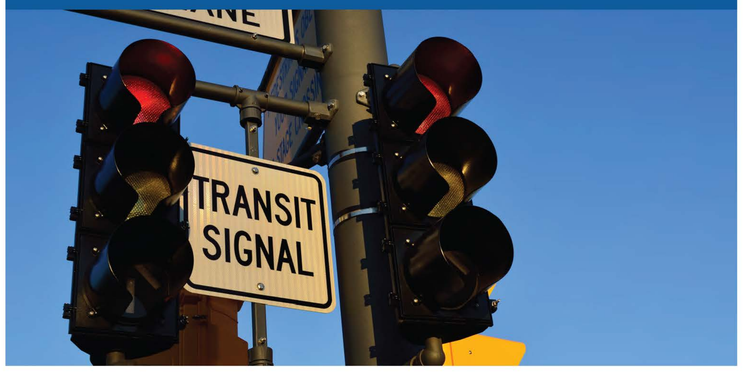
Transit vehicles capable of carrying higher number of passengers of at least 15-minute headways.

Managed Technology Corridor

Use of technology to establish transit reliability and optimize safety and operations for all users.

Intersection Signal Priority

Bus-friendly traffic signals that are programed to favor approaching buses.



World Class High-Capacity Transit Mode with High-Comfort Facilities and High-Frequency Service

ALTERNATIVES SCREENING

Step 1: Universe	Step 2: Screened	Step 3: Feasible	Step 4: Reasonable	Step 5: Preferred
158 Alternatives	42 Alternatives	39 Alternatives	15 Alternatives	1-2 Alternatives
• Every possible combination is on the table (transit, bikes, peds, parking, travel lanes) • First test: What fits within the available ROW	• Fits within the available right-of-way • Next Test: What is Feasible to Construct?	• Fits within the available ROW and is Feasible to Construct • Next test: What are the desired outcomes for the corridor?	• All fit within the ROW, Feasible, and achieve desired outcomes for the corridor • Next test: What scores well with our performance measures?	• Final cross sections to lay out LPA

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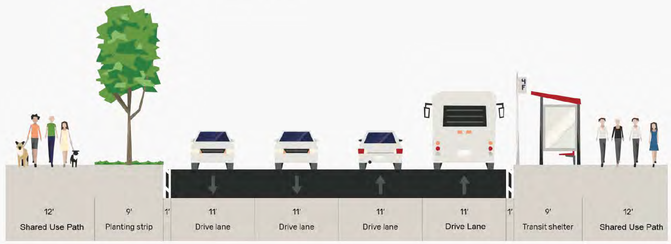
PREFERRED ALTERNATIVES

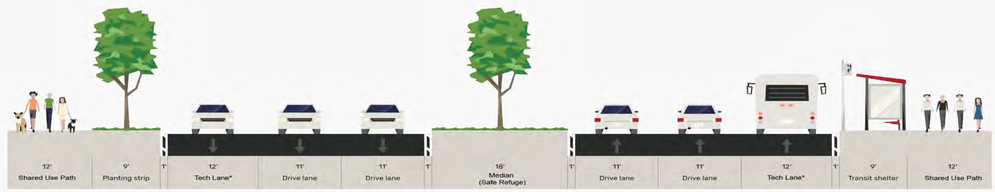
Main St to Riverside Dr

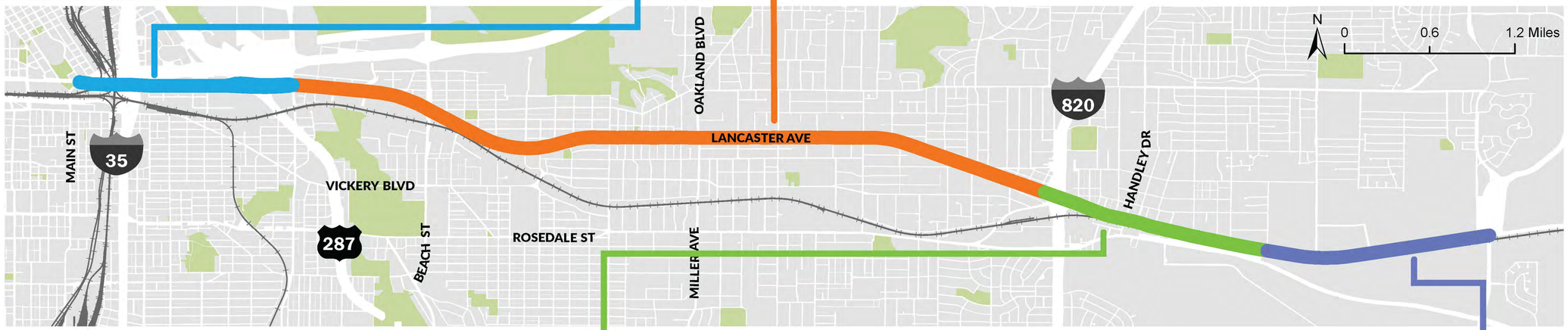
- Shared Use Path
- Mixed Traffic
- 4 Lanes



Riverside Dr to IH-820

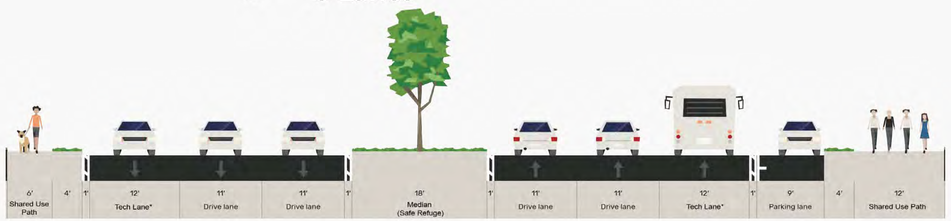
- Shared Use Path
- Managed/Technology Corridor
- 6 Lanes





Historic Handley

- Shared Use Path (North Side)
- On-Street Parking (North Side)
- Managed/Technology Corridor
- 6 Lanes



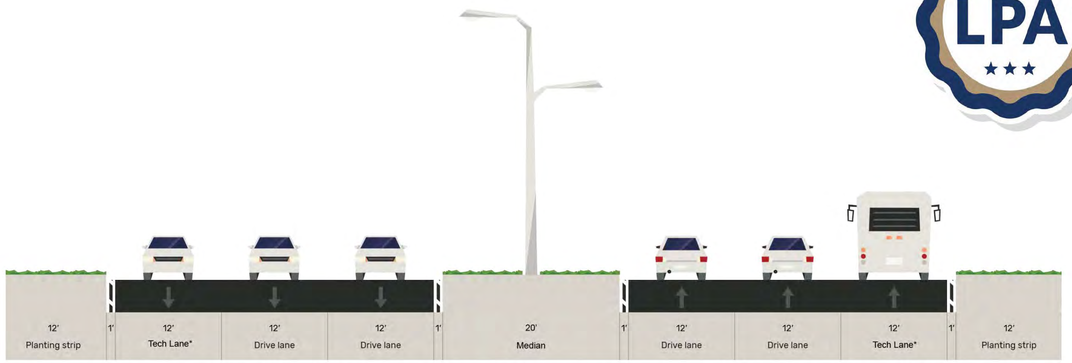
Chilton St to Dottie Lynn Pkwy

- Shared Use Path (North Side)
- Managed/Technology Corridor
- 6 Lanes

*Tech Lane can be managed for all vehicle types depending on roadway conditions and time of day

DOTTIE LYNN PARKWAY/EASTCHASE PARKWAY (CITY-OWNED FACILITY)

Dottie Lynn Parkway Locally Preferred Alternative



*Tech Lane can be managed for all vehicle types depending on roadway conditions and time of day

Dottie Lynn Parkway/Eastchase Parkway Capacity

Scenario	Configuration	Capacity (Vehicle/Hour)
Current	6 General Lanes	5,100
Proposed	6-Lane Managed/ Technology Corridor	3,700 - 5,100

Short-Term Recommendation

At grade Left-turn signal priority

Est Cost: $250k (Striping, Signal Modification)

Long-Term Recommendation

Grade-separated bus flyovers

Est Cost: $6.5M (Elevated bridge construction)

BRIDGE STREET AND BRENTWOOD STAIR ROAD (CITY-OWNED FACILITY)

Screening Criteria

Each alternative given a score from 1-4 based on how well it meets the goals of the project

Goal
Equitable investment for east side residents and businesses that improves quality of life and provides better access to transit, jobs, housing and opportunity, and upward mobility.
Economic development that is inclusive, provides for the community, and leverages transportation investment.
Safe, comfortable, and convenient infrastructure that provides amenities such as lighting and technology, and complete streets with dedicated pedestrian paths and bike lanes that provide mobility options for all users.
Street Design that is respectful of the community, pedestrian-oriented, creates a sense of place, and catalyzes investment.
Encourage and support Affordable Housing and Business Incubator Space that creates aging in place and local business.

Alternative Scoring

Alternative	Score
No Build	1.6
Four-Lane/ Two-Way with Direct Ramps	3.2
One-Way Frontage Road	1.8
Two-Lane/ Two-Way with Direct Ramps	3.4

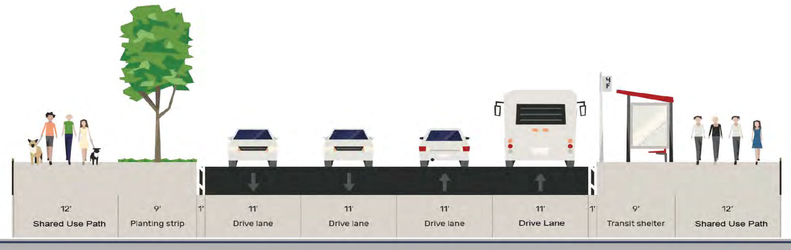
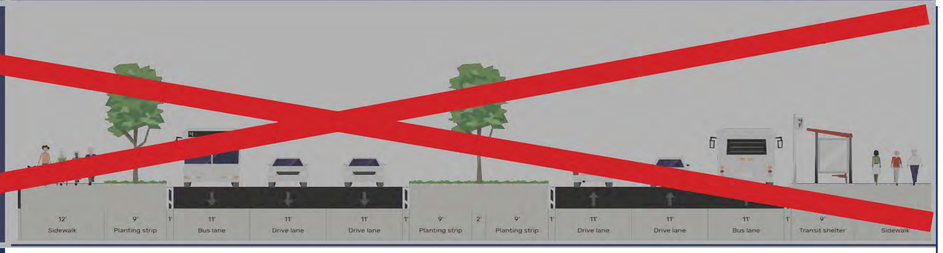
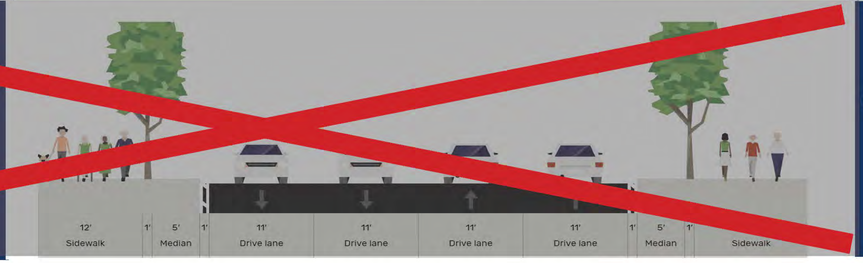
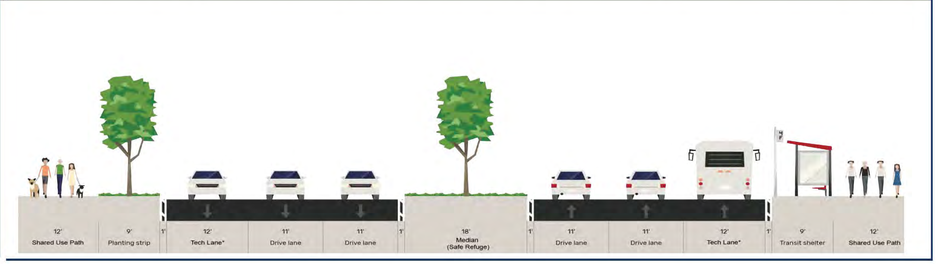
LPA

City will continue to coordinate with TxDOT on final design aspects of the I-30 corridor.

REASONABLE ALTERNATIVE SCREENING

Alternative Grouping	Safety		Traffic Operations							Transit						
	Potential Crash Reduction (All Severities, 20 Years)*	Score	End to End Travel Time (Min.)	Average Speeds (mph)	Link Capacity (vph)	Average Intersection Delay (Seconds)	Average Intersection LOS	Left-Turn Opportunities	Score	Typical Headway (Min.)	Person Carrying Capacity (Per Veh., Per Hour)	End to End Travel Time (Min.)	Transit Signal Priority (Y/N)	Ease of Use (High/ Medium/ Low)	Cost to Implement Mode	Score
6 Vehicle Lanes with Shared Transit	1,500		16	33	5,100	24.6	C	No Change		15	240	75	N	High	$25 M/Mile	
6-Lane Managed/ Technology Corridor	2,100		18	32	3,700	32.8	C	No Change		10	360-690	60	Y	High	$27 M/Mile	
4 Vehicle Lanes + 2 Lanes (Center-Running Dedicated)	2,000		19	28	3,400	40.0	D	Limited to Signalized Intersections		10	360-690	55	Y	Medium	$30 M/Mile	

Performance Against Criteria: High Medium Low

Alternative Grouping	Example Cross Section (Main St to Riverside Dr)	Alternative Grouping	Example Cross Section (Riverside Dr to Dottie Lynn Pkwy)
4 Vehicle Lanes with Shared Transit		6 Vehicle Lanes with Shared Transit	
4 Vehicle Lanes with Alternate Transit Route		6-Lane Managed/ Technology Corridor	

FORT WORTH EASTSIDE TRANSPORTATION PLAN

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ROADWAY ELEMENTS BEING CONSIDERED

INTERSTATE 30

180 TEXAS

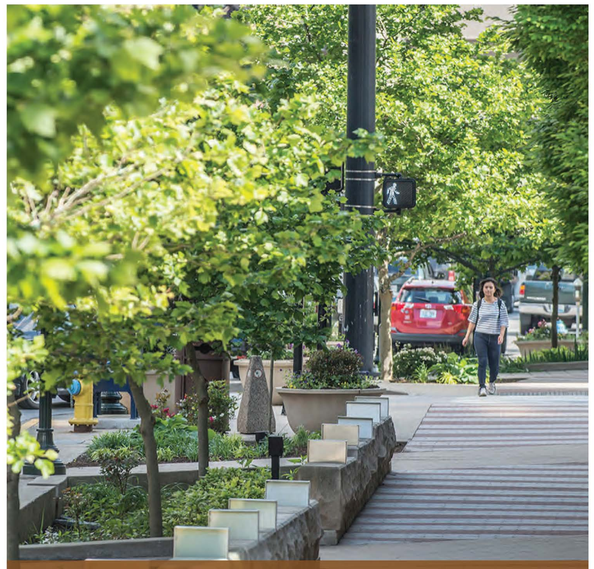
Wide Sidewalks

Flexible Curb Space
(loading/on-street parking)

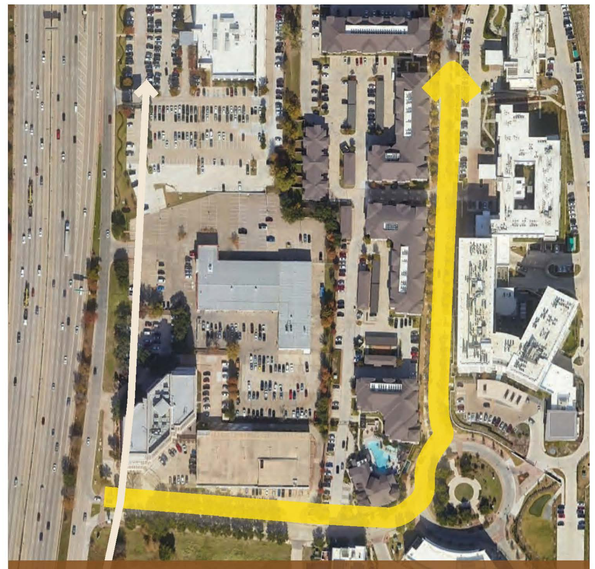
Green Infrastructure

Driveways Consolidation/
Access Management

Next-Gen Traffic Signals
& Operations



Street Trees/Landscaping



Backage Roads

Fiber / Technology Upgrades

FORT WORTH EASTSIDE TRANSPORTATION PLAN

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WHAT ARE WE GETTING FROM THIS PROCESS?

Plan recommendations are being taken to City Council to ensure real success.

Master Thoroughfare Plan Amendments

Cross Sections for Implementation

Note: TxDOT wil take recommendation for this study in considersations for I-30

Economic Development Incentives

Future Land Use Plan Amendments

Zoning Amendments

Form-Based Code and Regulating Plan

FORT WORTH EASTSIDE TRANSPORTATION PLAN

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NEXT STEPS

September 28:

Stakeholder Advisory Committee Meeting

September 13:

Meeting with Project Partners (TxDOT, NCTCOG, Trinity Metro)

October 17:

MITC Presentation on LPA and Public Open House Schedule

WE ARE HERE

October 17, 18, 19:

Public Open House #2 to Present LPA

December 5:

Council Workshop Joint Presentation on the Eastside Transportation Plan Planning Process and LPA

December:

Council Adoption of LPA

TxDOT PS&E Kick-off

Start of TxDOT study for design of SH 180 (E Lancaster)

Fall 2023 & Winter/ Spring 2024:

Continue public engagement and develop zoning and economic development policy to support Eastside development. This will be ready for council adoption by late Spring.

Stay engaged with Environmental work on east Lancaster, I-30, and Fort Worth's upcoming 2026 bond program.

Texas Department of Transportation

Recommended LPA taken to council on December 5th will be city's recommendation.

FORT WORTH EASTSIDE TRANSPORTATION PLAN

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PEER CITY SYSTEMS

Greater Cleveland RTA Health Line BRT
Cleveland, Ohio

36 Stations | **24** Vehicles | **4,428** Riders Per Day

System Features:

- 10 Minute Peak Headways
- Bus Friendly Traffic Signal
- Dedicated Lane
- Off-Board Fare Collection
- Real Time Travel Information Displays
- Level Boarding
- 24-hour service


ABQ Ride, Albuquerque Rapid Transit (ART)
Albuquerque, New Mexico

ART Route 777	**13.8** Miles	**23** Stops	**2,875** Riders per weekday
ART Route 766	**12** Miles	**22** Stops	**2,931** Riders per weekday

System Features:

- 10 Minute Headway
- Bus Friendly Traffic Signals
- Limited Stops
- Contactless Pay
- Partially Dedicated Lane

Omaha Metro, Omaha Rapid Bus Transit (ORBT)
Omaha, Nebraska

Omaha Rapid Bus Transit

8.2 Miles | **23** Stations | **1,673** Riders per weekday

System Features:

- 10 Minute Peak Headways
- Partially Dedicated Lane
- Limited Stops
- Bus Friendly Traffic Signals,

Capital METRO Rapid
Austin, Texas

Capital Metro Rapid 801	**19.3** Miles	**29** Stations	**6,285** Riders per day
Capital Metro Rapid 803	**14** Miles	**28** Stations	**3,489** Riders per day

System Features:

- 10 Minute Peak Headways
- Limited Stops
- Partially Dedicated Lanes
- Bus Friendly Traffic Signals
- Contactless Pay


Houston Metro, Silver Line BRT
Houston, Texas

4.7 Miles | **10** Stations | **860** Riders per weekday

System Features:

- 12 Minute Headways
- Dedicated Lane
- Limited Stops
- Bus Friendly Traffic Signals
- Contactless Pay

VIA Advanced Rapid Transit
San Antonio, Texas

	Primo 100	Primo 102	Primo 103
	10 Miles / **18** Stops	**11.8** Miles / **35** Stops	**10.4** Miles / **35** Stops
	2,628 Riders per weekday	**2,419** Riders per weekday	**3,785** Riders per weekday

System Features:

- 15 Minute Headways
- Contactless Pay
- Bus Friendly Traffic Signals
- Limited stops