



FORT WORTH EASTSIDE TRANSPORTATION PLAN



**Locally Preferred Alternative
(LPA)**

Draft Executive Summary Report

January 2024





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Summary and Study Area (Kick off - Fall 2022)

The City of Fort Worth in partnership with TxDOT, NCTCOG, and Trinity Metro is working to develop the Eastside Transportation Plan. The plan will:

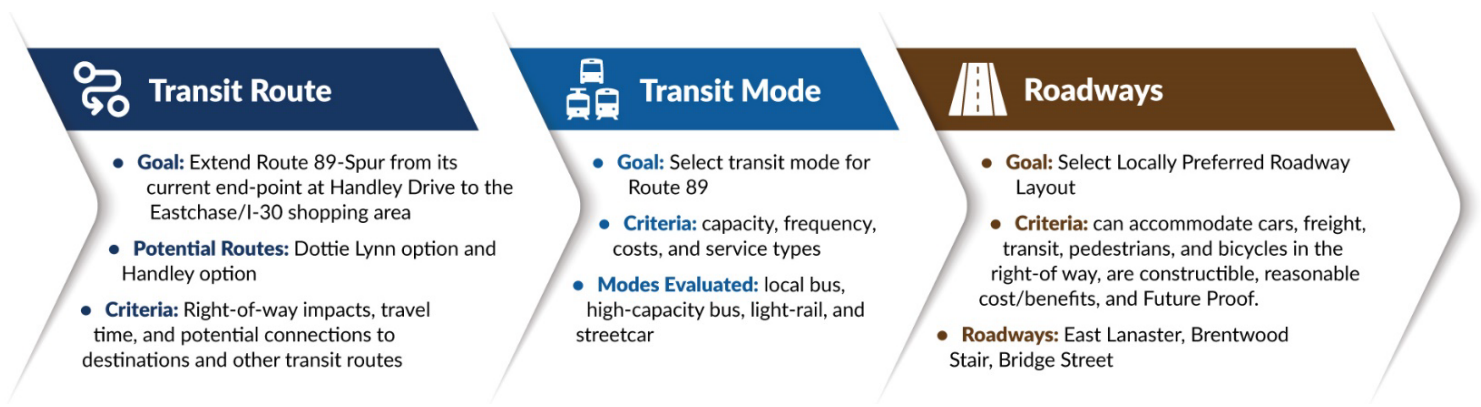
- Develop a locally preferred alternative (LPA) for roadway layouts on East Lancaster Avenue, along with Brentwood Stair Road and Bridge Street (from Oakland Boulevard to Bridgewood Drive) and for premium transit route and vehicle type(s) for Route 89 between Downtown, Handley Drive and the Eastchase Parkway/I-30 shopping area.
- Serve as a coordinating document for federal processes on identified roadway and transit components to inform the National Environmental Policy Act (NEPA) process, design, and construction along East Lancaster Avenue.
- Create a capital plan for transportation improvements on other local roadways and transportation routes.
- Develop form-based zoning and regulating plans for development areas.



Alternatives Analysis Process (January – August 2023)

An analysis of current conditions, and needs assessment were developed reviewing existing transportation data and policy, past plans, economic factors, safety trends, land use, and other information. The City team also conducted an extensive review of relevant examples from peer communities. The City and NCTCOG considered TxDOT performance standards as a part of the road layout design process to maintain consistency with other state projects. They also balanced the need for transit along the corridor with Trinity Metro.

Alternatives were developed and evaluated for the transit mode and route, and roadways using the following processes:



The adopted LPA represents the City’s desired project elements but is subject to changes after adoption by project implementers, in this case TxDOT, due to physical constraints and funding in design process.

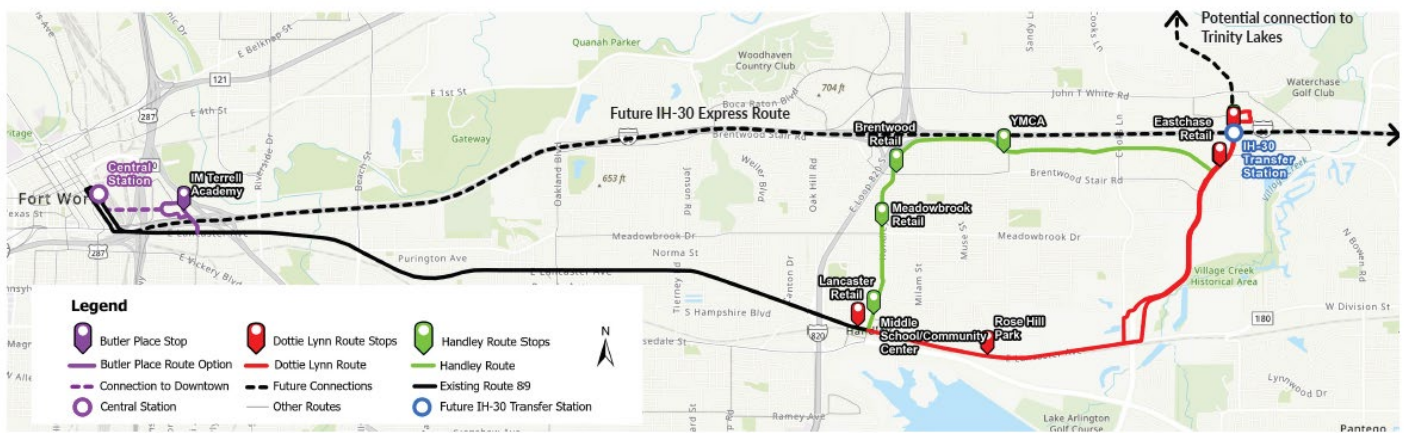
Recommended LPA for Transit Mode/Route 89-Spur (October 2023)

Desired Universal Features for Transit Route 89/Spur LPA:

It’s envisioned that this route will have premium features to enhance rider experience and route reliability, such as high-frequency service, off-board fare collection, Wi-Fi, air-conditioned shelters, restrooms, bike/scooter parking, real-time arrival information, level-boarding (no stairs), and other premium features.

Recommended *Route LPA* (Red Route-Downtown to Eastchase/IH30 using Dottie Lynn):

The recommended LPA for transit route uses East Lancaster Avenue to Eastchase Parkway due to the availability of open land, less disruption to existing communities, constructability, and provides quicker service. This route connects to Eastchase shopping and planned high-intensity transit on IH 30 between Fort Worth and Dallas, opens up opportunities to use transit to get to the eastern suburbs, and connects with Arlington’s on demand “VIA” transit service. This route can also be extended to Trinity Lakes Station in the future. The other route (green) evaluated (not recommended) used Handley Drive and Ederville Road.



Recommended Mode LPA:

Technology Rapid Transit using busses is being recommended as it can handle current and future ridership needs. Advanced technology will be used to create a reliable, safe and premium experience for all modes along the corridor. The route’s infrastructure will be developed to meet future demand and capitalize on new technologies.

Recommended Roadway LPA Cross-Sections (October 2023)

Desired Universal Roadway features:

World-class roadway design is envisioned and will include access management (driveway consolidations and shared access), fiber-optics, enhanced traffic signals, improved pedestrian and bicycle accommodations, flexible

curb space for loading, freight, and parking, street trees and green infrastructure, lighting, and other features. The LPA includes a four-lane section for IH 35W to Riverside Drive and six lanes from Riverside Drive to Dottie Lynn Parkway/City Limit. The segment from *Pine Street to IH-820* is now fully funded. See next steps:

East Lancaster Avenue (SH 180) Pine to IH 820 Funding Profile			
Funding Source	Activities	Funding Amount	Percent Project Cost
State	TxDOT Preliminary Engineering and Right of Way	\$15,000,000	8.2%
Local	Franchise Utilities	\$2,000,000	1.1%
State	TxDOT (Category 2) <i>RAISE Grant</i> Match – Construction	\$5,000,000	2.7%
State	TxDOT Leveraged (Category 2) Match – Construction	\$24,713,968	13.6%
Local	City of Fort Worth – Construction	\$16,430,160	9.0%
Federal	TxDOT Existing Leveraged (Category 2) – Construction	\$98,855,872	54.4%
Federal	<i>RAISE Grant – Construction</i>	<i>\$20,000,000</i>	<i>11.0%</i>
TOTAL PROJECT FUNDING		\$182,000,000	100.0%

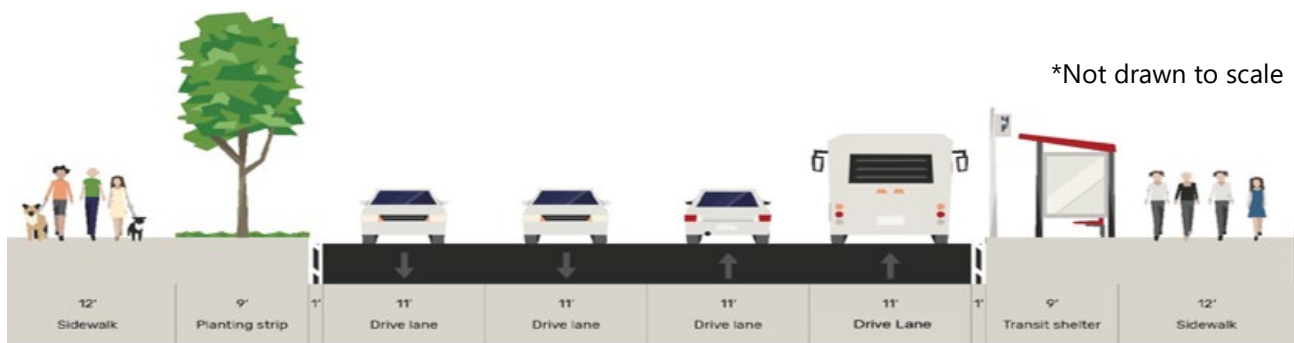
East Lancaster Avenue (Managed Technology Corridor):

The following section illustrates the LPA cross-sections for East Lancaster Avenue. The cross-sections were presented to the public through a series of public open houses held from October 17- 19, 2023 at three locations in the study area. The cross-sections were also displayed in a virtual public open house with a comment period from October 17 – November 20, 2023. It is important to note that TxDOT has the final say on the design of the East Lancaster Avenue. All cross-sections developed for this study are subject to change based on the environmental and design phases of the project.

Cross-Section Benefits

- Combination of Managed/Tech + access management + shared use path estimated to reduce crashes by 30%+ over the next 20 years.
- Allows more left-turn opportunities at median openings when compared to center-running transit.
- Operates at an acceptable level-of service for vehicles with enhanced multimodal and freight access and connectivity.
- Shorter transit headways, more reliable and efficient transit experience.

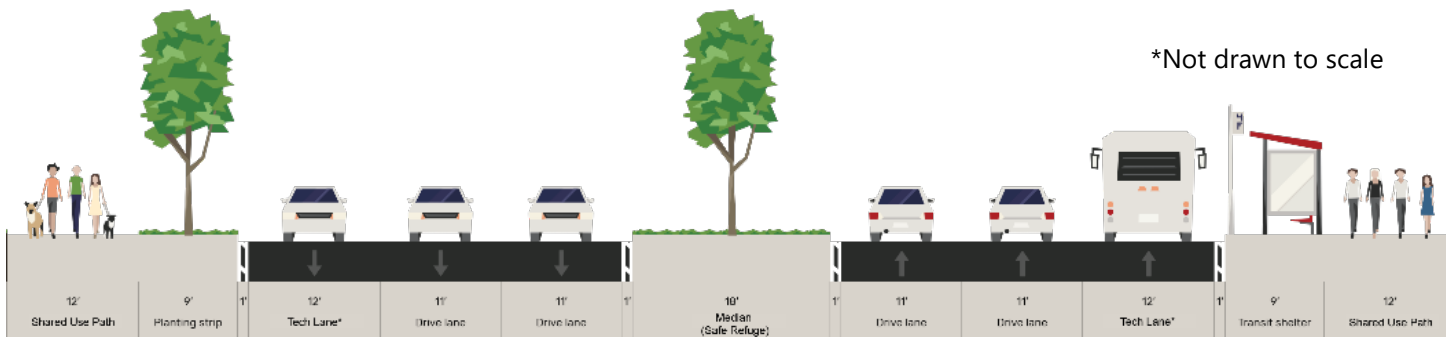
IH 35W to Riverside Drive



Reconstruct four-lane undivided roadway with access management and ped/bike path.

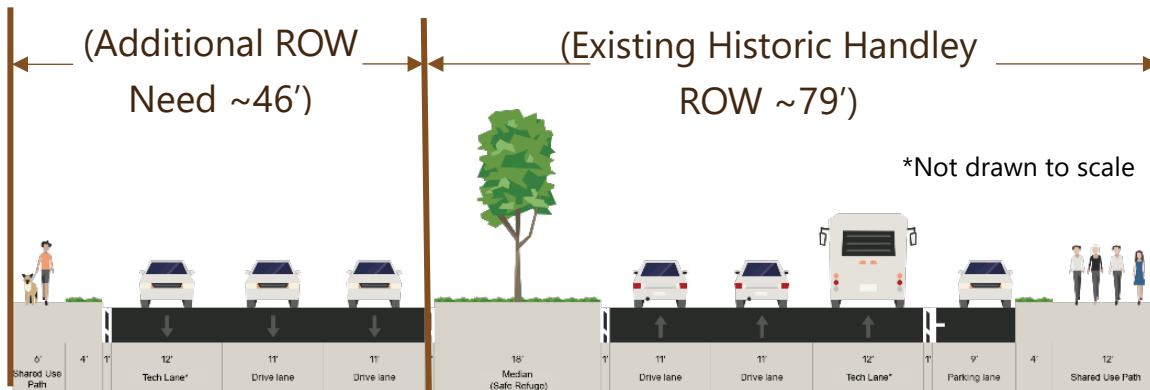
Riverside Drive to Dottie Lynn Parkway

Reconstruct roadway with six lanes (expanded to six lanes east of IH 820) as a technology managed corridor with ped/bike paths, and enhanced signals and operations.



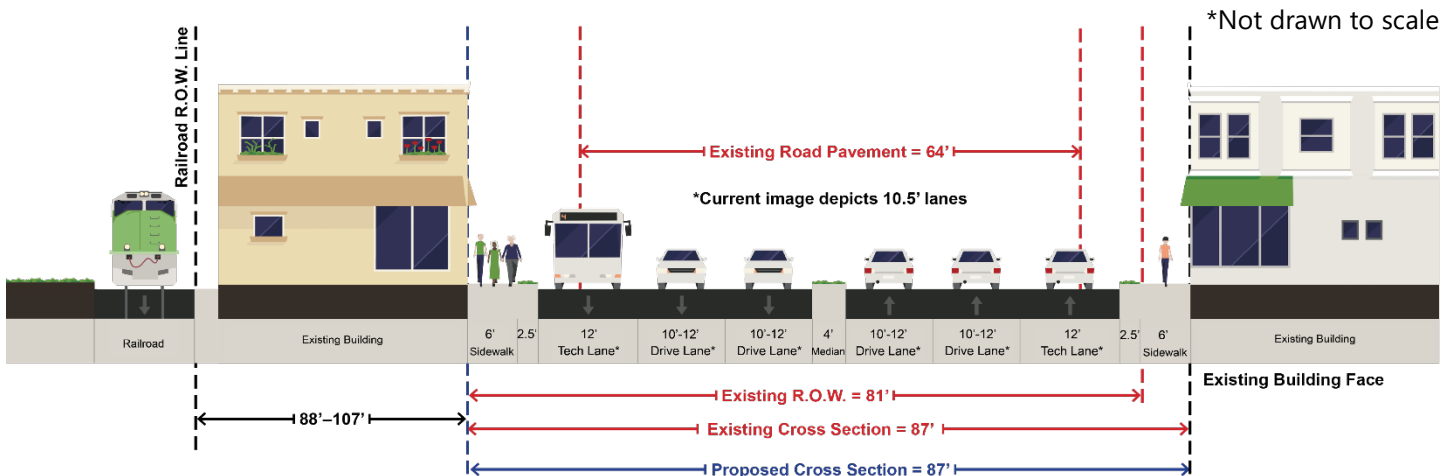
Addressing ROW Concerns in the East of I-820

The right-of-way (ROW) along East Lancaster Avenue is constrained to varying levels east of I-820, narrowing from six lanes divided with a median to four undivided lanes between I-820 and Dottie Lynn Parkway. Constraints are particularly concerning in the Handley Historic District, where the ROW width narrows to as few as 79 feet and several historic buildings line the corridor. The width of the proposed cross-section between I-820 and Dottie Lynn Parkway, illustrated below, exceeds the available ROW in various segments of the corridor. The following alternative cross-sections were developed to address ROW, environmental, and other identified constraints in the corridor.



Erie Street to Forest Street

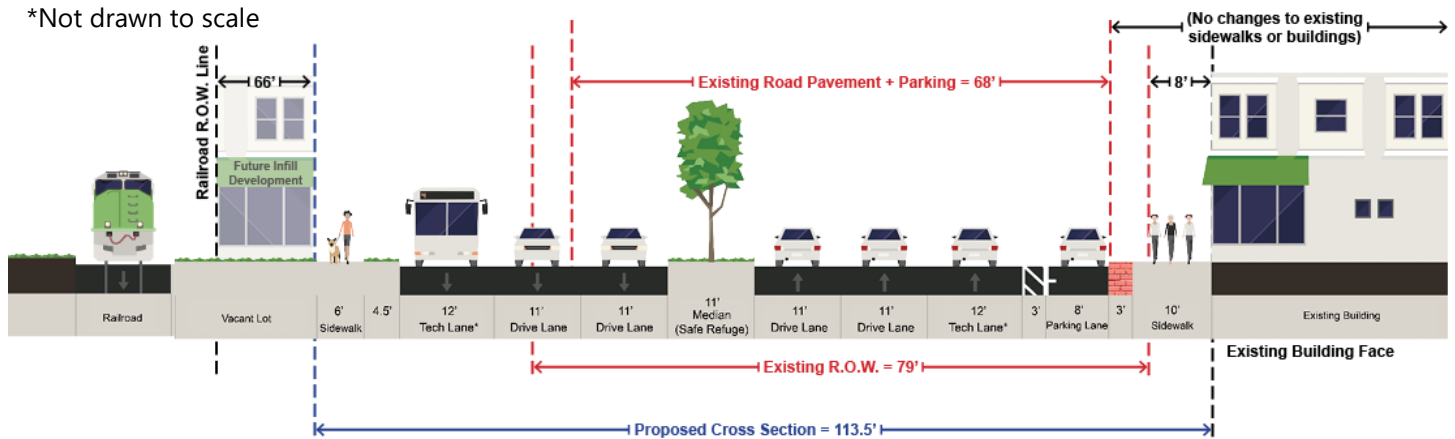
The segment of East Lancaster Avenue between Erie Avenue and Forest Street is constrained by a historic building on the south side of the roadway and limited ROW. The alternative cross-section leverages the existing sidewalk, which extends to the building front, a narrower median, sidewalks, and inside travel lanes to fit the roadway within the available space. The route through the historic district may be moved from in front of the buildings on East Lancaster Avenue to behind the buildings on Kerr Street.



Forest Street to Handley Drive

This segment of East Lancaster Avenue is constrained by historic buildings on the north side of the roadway. The alternative cross-section maintains the existing wide sidewalks, on-street parking, and other streetscapes, and expands the roadway to the south where there are currently no structures in place.

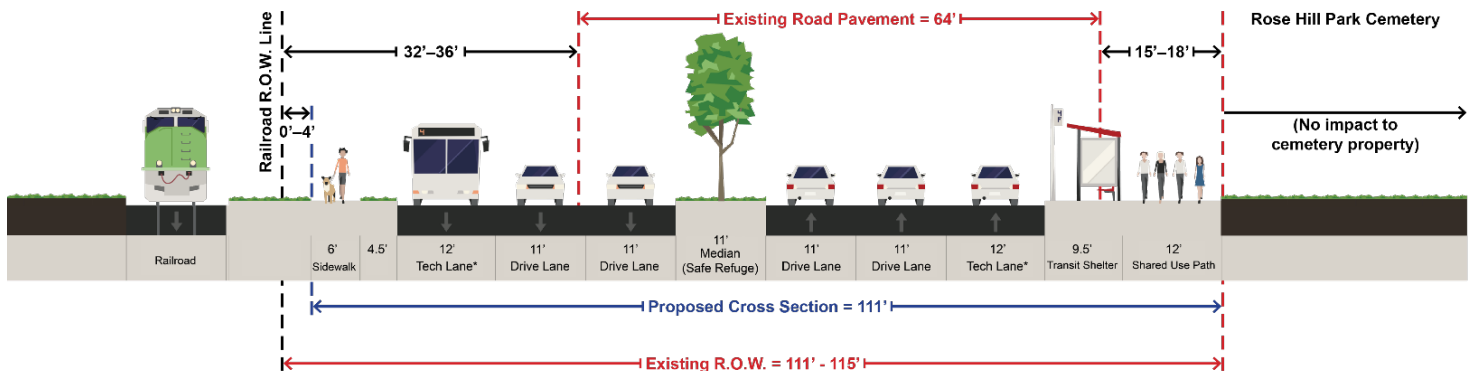
*Not drawn to scale



Rosehill Drive to Sandy Lane

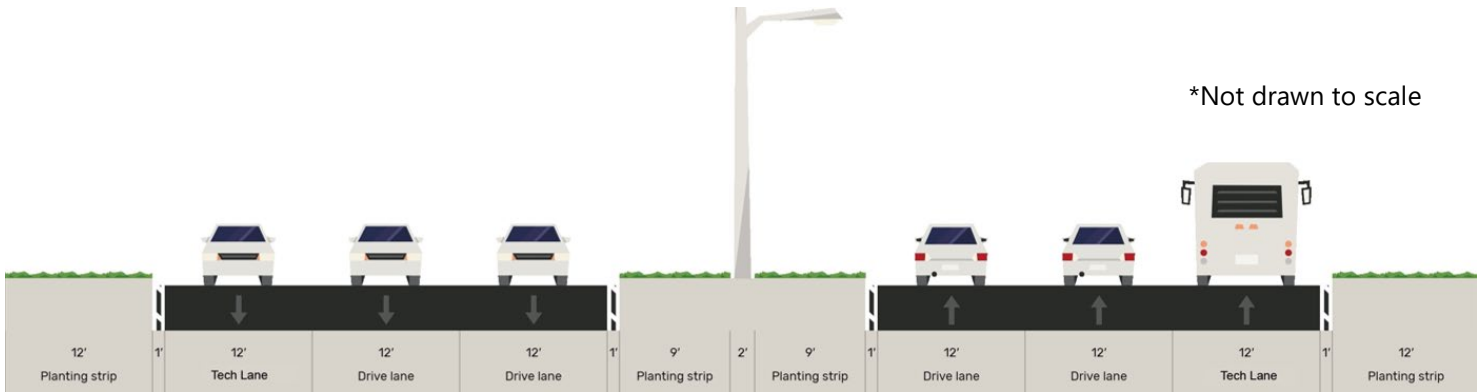
This segment is constrained by Rosehill Cemetery and the Union Pacific rail line. The alternative cross-section fits within the existing ROW by narrowing the median.

*Not drawn to scale



Eastchase Parkway/Dottie Lynn Parkway (Owned by City of Fort Worth):

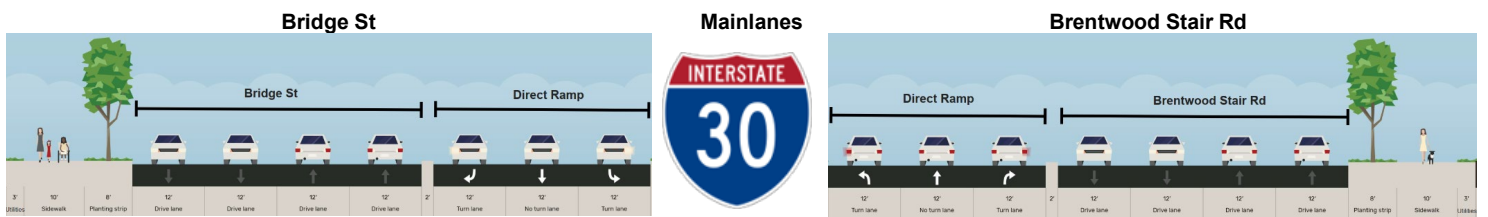
The LPA calls for a six-lane divided roadway with technology enhancements, improving safety and operations.



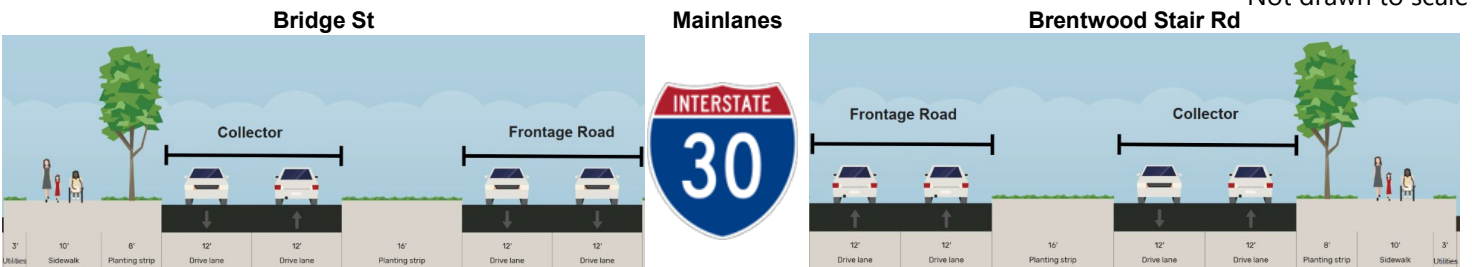
Bridge Street and Brentwood Stair Road (Owned by City of Fort Worth):

These two roadways currently have the same configuration, four-lanes undivided. The **two (2) LPA options** being shown to **TxDOT** include provision for the state to add frontage roads or off/on ramps as part of the I-30 rebuild. One option keeps the two roads at four lanes (2 lanes each way) and the other reduces the roads to two lanes (1 lane each way).


*Not drawn to scale





*Not drawn to scale





Input Process and Next Steps


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September 13: Meeting with Project Partners (TxDOT, NCTCOG, Trinity Metro)
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September 28: Stakeholder Advisory Committee Meeting
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October 17: MITC presentation on the LPA and public open house schedule.
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October 17, 18, 19: Public Open House #2 to Present LPA and Alternative Development and Screening Process
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December 2023 thru 2026: TxDOT takes LPA for SH 180/East Lancaster into the Environmental/Design Process, there will be the opportunity for additional public comment.
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January 9: Council Workshop Joint Presentation on the Eastside Transportation Plan Planning Process and LPA
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January 23: Council Adoption of LPA
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Winter/ Spring 2024: Solutions workshop and continued public engagement and develop zoning and economic development policy to support Eastside development. This will be ready for council adoption by late Spring.
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TBD: TxDOT takes LPA for Brentwood Stair Road and Bridge Street into the Environmental/Design process for the I-30 project. There will be the opportunity for additional public comment.