



Fort Worth Eastside Transportation Plan
City Council Work Session
Kelly Porter, AICP

January 9, 2023

Study Area

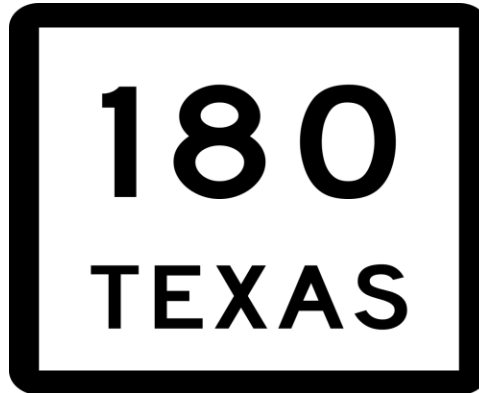


Purpose

Step 1: Adopt a Publicly Supported and Data Driven “locally preferred alternative” (LPA) for:



Transit Route 89
Enhancements



East Lancaster Avenue
Reconstruction



Brentwood Stair Road and
Bridge Street

- TxDOT and Trinity Metro will use the LPA for *environmental clearance, funding, project development, and construction*

Step 2: Concept Plan Development Adoption

- Technology
- Form-Based Code and Zoning
- Thoroughfare Plan Amendments
- Economic Development Incentives
- Project List

Locally Preferred Alternative – “LPA”

- Locally preferred alternative 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
- Subject to changes due to constraints and funding in design process.

One Fort Worth

- Development Services
- Code Compliance
- Environmental Services
- Fort Worth Lab
- Neighborhood Services
- Information Technology
- City Commission Members (ex. PABAC, Zoning)
- Parks and Recreation
- Economic Development
- Property Management
- Police
- Business Equity
- Neighborhood Associations
- Business Associations

Study Partners



Transportation and Public Works
Department



Stakeholder Advisory Committee Members

- Study Partners
- Tarrant County
- Texas Health (Blue Zones)
- Woodhaven TIF 13
- Tarrant County Workforce Solutions
- Southeast Fort Worth Inc.
- Texas Wesleyan University
- Neighborhoods of East Fort Worth
- East Lancaster PID #20
- East Fort Worth Business Association
- Social Services
- Fort Worth ISD

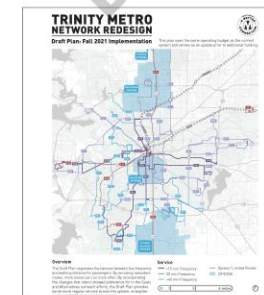
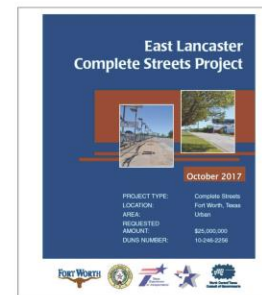
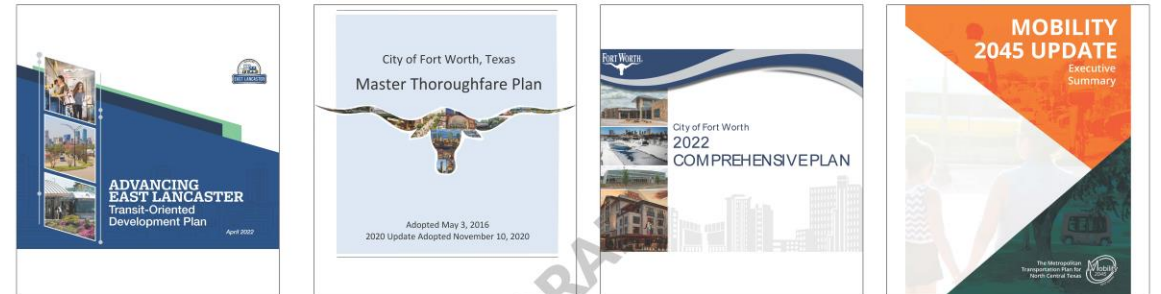
Previous Plans and Studies

- 2016 COG Corridor Plan
- Handley and Oakland Corners Urban Village Plans
- Advancing East Lancaster
- A Better Connection
- 2022 Comprehensive Plan
- 2020 Master Thoroughfare Plan
- 2045 Metropolitan Transportation Plan



Past Studies and Ongoing Studies, Plans, and Policies

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



Eastside Wins so Far!

- East Lancaster RAISE Grant (2023) - \$20M
- Juneteenth Museum Rosedale Improvements (2023) - \$3M
- Southeast Fort Worth Transportation Technology Project - Texas Innovation Alliance Award (2023)
- Oakland-Miller Safe Streets - \$2M (2022)
- Stop Six Improvements - \$2.16M (2021)



East Lancaster Funding Picture* (Pine Street to IH-820)

ACTIVITY TYPE	NON-FEDERAL					FEDERAL			COST		
	Local	Private	State		Regional	COST SHAR E (%)	Regional	Other		COST SHAR E (%)	
	Fort Worth	Franchise Utilities	TxDOT ENV/PE	TxDOT ROW	RTC/TxDOT Category 2		RTC/TxDOT Category 2	RAISE Grant			
COMMITTED FUNDS											
Engineering			\$10,000,000			5.5%				\$10,000,000	
Right-of-Way (ROW)				\$5,000,000		2.7%				\$5,000,000	
Construction	\$16,430,160				\$19,000,000	19.4%	\$56,000,000	\$20,000,000	41.9%	\$111,430,160	
SUBTOTAL	\$50,430,160						\$76,000,000			\$126,430,160	
FUNDS TO BE ACQUIRED											
Utilities		\$2,000,000				1.1%				\$2,000,000	
Construction					\$10,713,968	5.9%	\$42,855,872		23.5%	\$53,569,840	
SUBTOTAL	\$12,713,968						\$42,855,872			\$55,569,840	
PROJECT - GRAND TOTAL											
ALL ACTIVITIES	\$63,144,128							\$118,855,872		65.4%	\$182,000,000

1. RAISE Grant to be obligated prior to construction (Deadline - 9/30/2027)
 2. RTC/TxDOT in partnership to secure remaining Category 2 funds via 2025 UTP (Unified Transportation Program)

*The last \$45 Million included in the total project funding amount is expected to be added through the FY2025 UTP

Path Forward

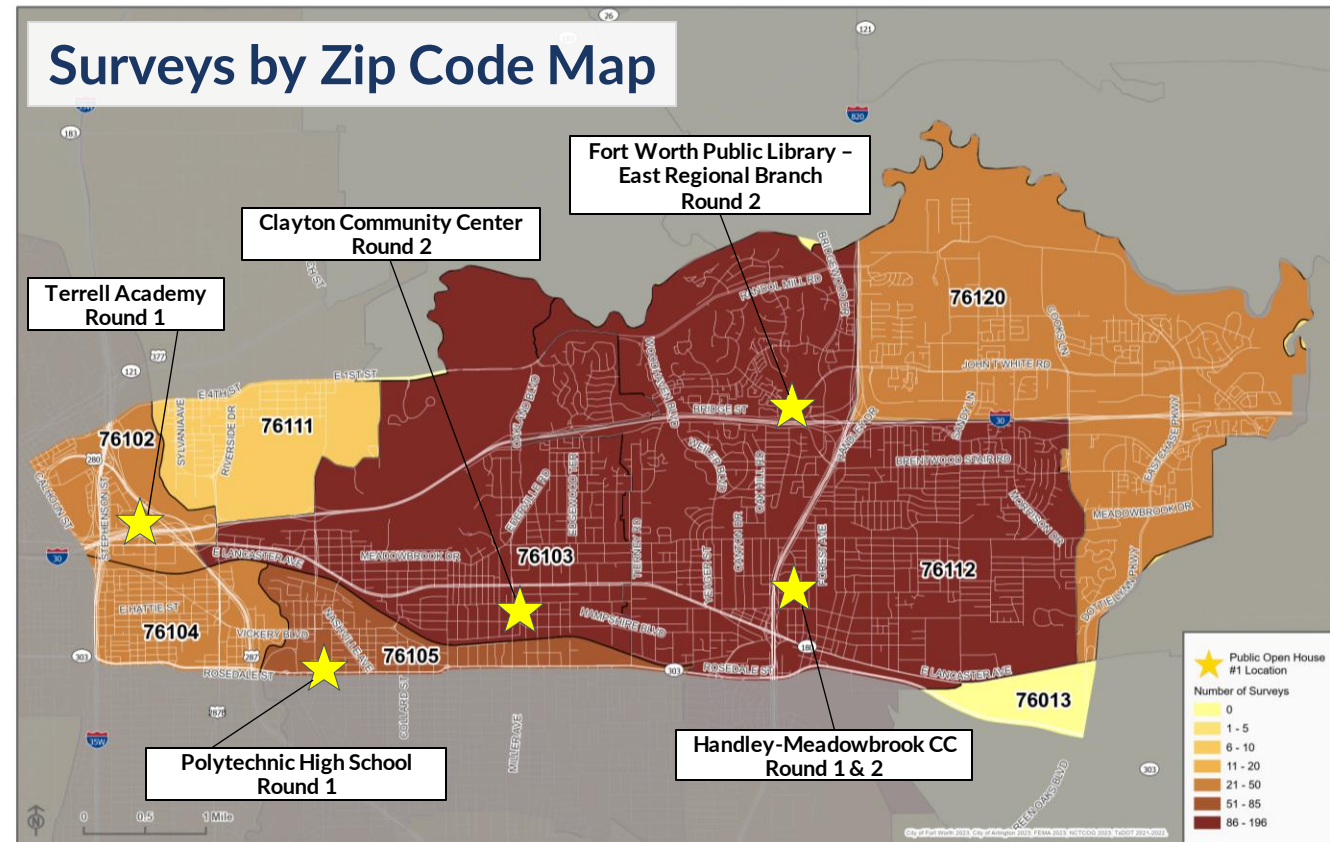
(From Planning to Construction)



- Construction funds identified for segment from **Pine St. to I-820**
 - Summer 2023 - NCTCOG-led team receives \$20M federal grant
 - Fall 2023 – TxDOT begins environmental and preliminary design work
 - Fall 2027 – Construction must begin
 - Fall 2029 – Anticipated construction completion
- 2024 - The Fort Worth to Dallas High-Speed Rail NCTCOG Study is anticipated to be environmentally cleared
- Summer 2024 - TxDOT will start their I-30 study from I-35 W to Cooper Street
- Spring 2027 - NEPA clearance anticipated by TxDOT for that segment of I-30

Public Involvement to Date

- 750 + Survey Responses
- Three rounds of public open houses
 - Round 1: Needs Assessment/Alternatives
June 2023 – 63 attendees
 - Round 2: Locally Preferred Alternative (LPA)
October 2023 – 82 attendees
 - Round 3: Final Concept Plan
TBD Spring/Summer 2024
 - Multiple small presentations and conversations



Round #1 - What We Heard.....

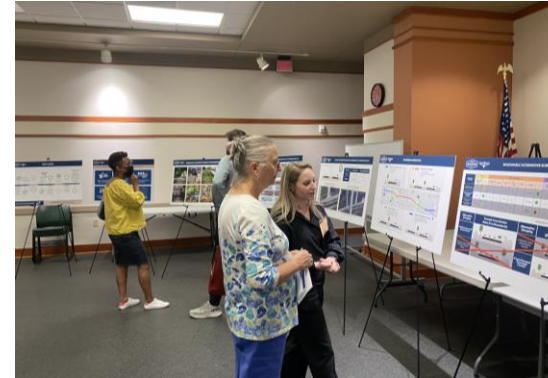
- 59% of respondents **would take transit if it were safe, convenient and comfortable**.
- 64% of survey respondents **would like to see more restaurants**.
- 46% of respondents who drive and do not use transit said they would use transit if there was **direct service to more destinations**.
- 41% said they **would take transit if there was more frequent service**.
- 80% think a **walkable and safe street grid is important**.
- 71% think **affordable and reliable transportation options are important**.



Round #2 -What We Heard.....

Comment Summary (Online and in-person)

- “Pedestrianization is critical, especially to access businesses/retail.”
- “Traffic calming, safety, and more regular bus service is necessary.”
- “Lancaster is deserving of revitalization.”
- “More bike lanes are helpful.”
- “Make sure large, high-capacity buses are not disruptive.”
- “Ensure maintenance is included in plans.”



Total attendance: **82**

Comments received: **93**

Total in-person comments received: **17**

Total online comments received: **76**

Comments directly related to the LPA: **56**

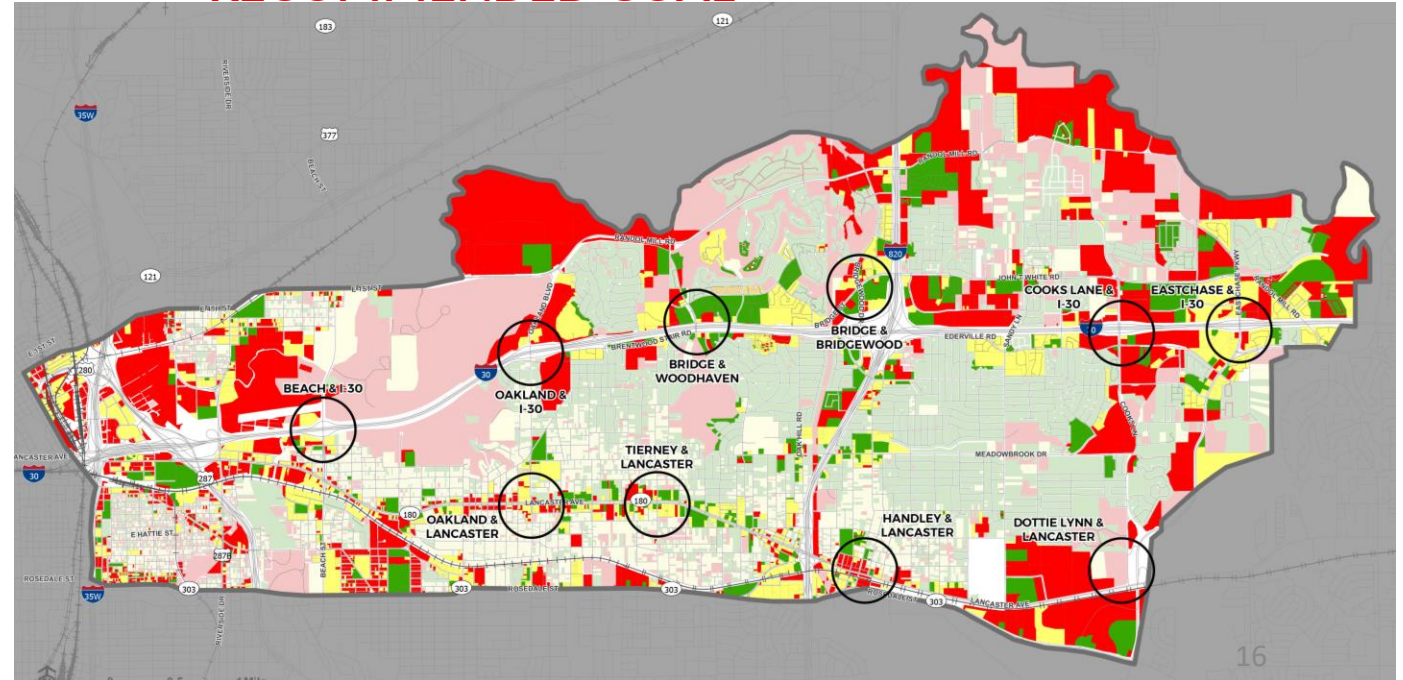
Assumptions Let's Talk Population and Trips...

	Current 2023	Business as Usual Low Growth Population 2045	Low Growth Rate	Keep Up the Pace Enhanced Growth 2045	Enhanced Growth Rate	Double Down High Growth Population 2045	High Growth Rate
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%

RECOMMENDED GOAL

Fort Worth Eastside Transportation Plan - Land Redevelopment Potential

- Susceptibility to Change
- Low
 - Medium
 - High
- Potential Redevelopment Areas



(1) Base on NCTCOG Traffic Analysis Zones (TAZs), some TAZs in the 2 corridors overlap.

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

Let's Talk about Alternatives



Route 89
Transit
Route and Mode
Features



East Lancaster Avenue
Roadway
Cross-Sections
Features



Brentwood Stair Road
Bridge Street
Roadway Cross-
Sections
Features

Let's Discuss the Transit LPA



Route and Mode

Universal Transit Enhancements

- Future Proof Platforms
- Level Boarding



- Premium Shelters
 - Wi-Fi Connectivity
 - Air Conditioning
 - Bike & Scooter Parking
 - Real-time arrival information
 - Platform doors



- High-capacity vehicles
- Managed guideways



- Off-vehicle fare collection




- Intersection Signal Priority

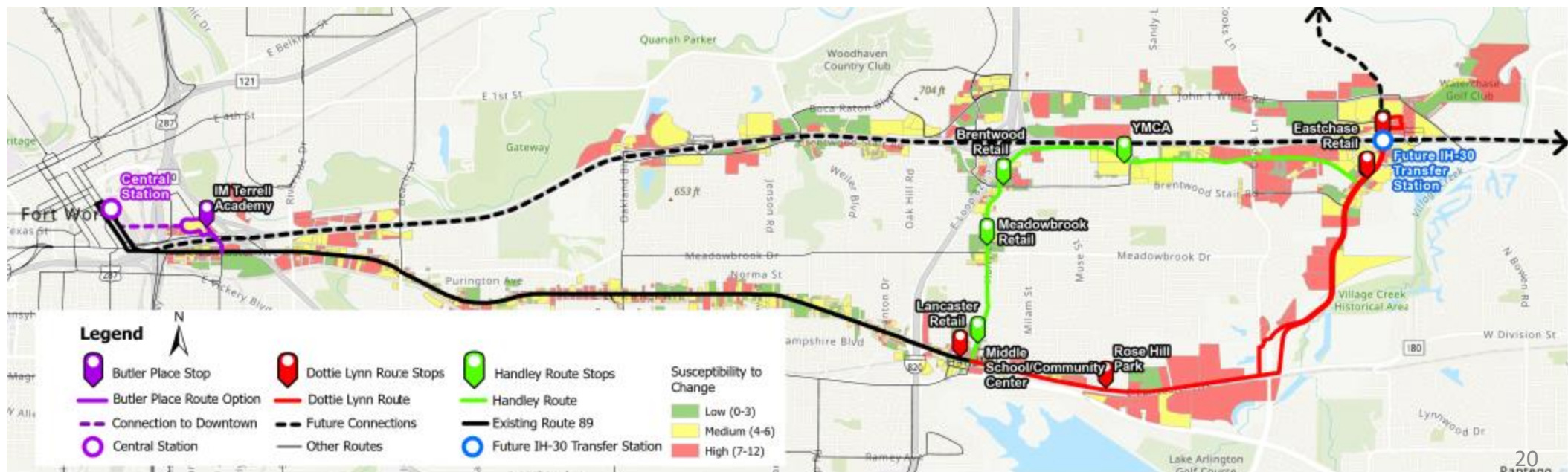


World Class Service – A New Standard for Transit!

Route 89 Extension Alternatives

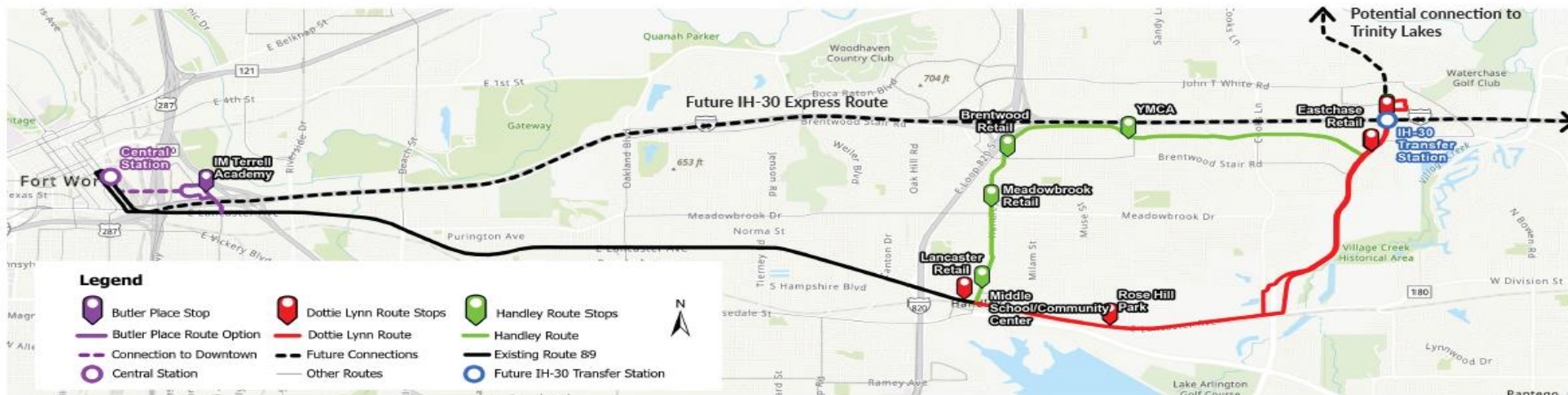


- Option 1: E Lancaster Ave up Dottie Lynn/Eastchase (**Red Route**)
- Option 2: Handley via Ederville (**Green Route**)
- Connect to future Express Line (along  from downtown to eastern suburbs and Dallas)
- Consider a connection to Butler Place
- Possible extension to Trinity Lakes TRE Station

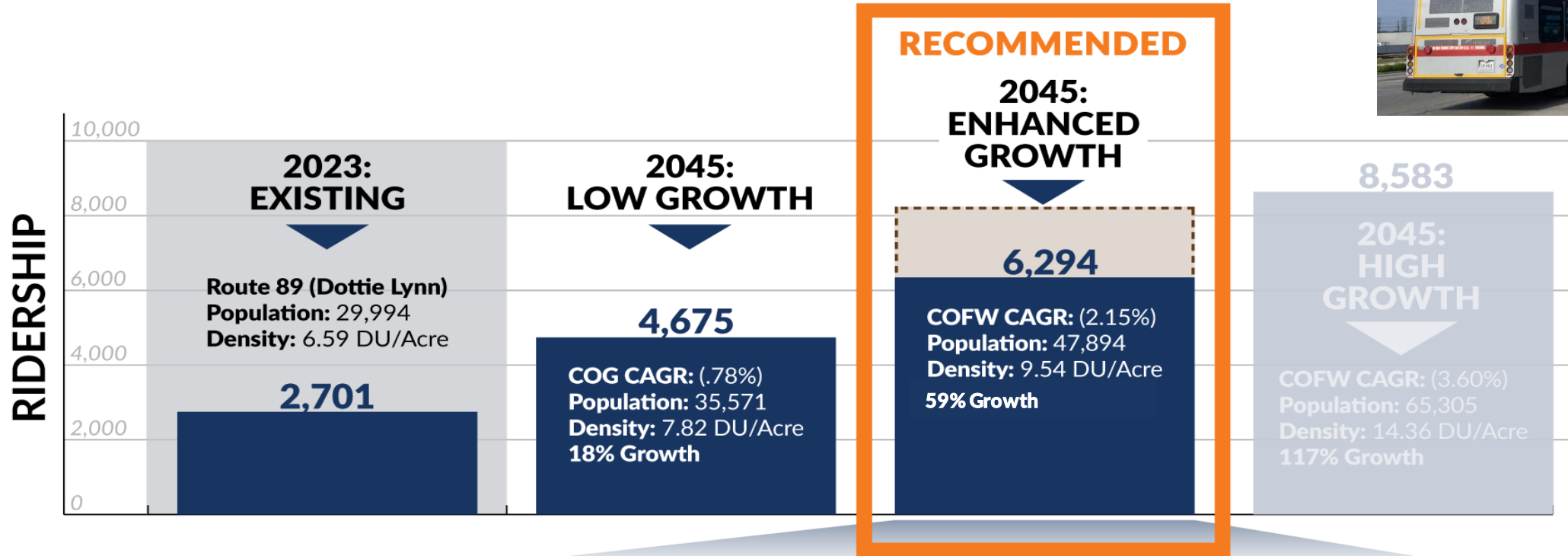


Recommended Route 89 LPA: Red Route - Dottie Lynn/Eastchase

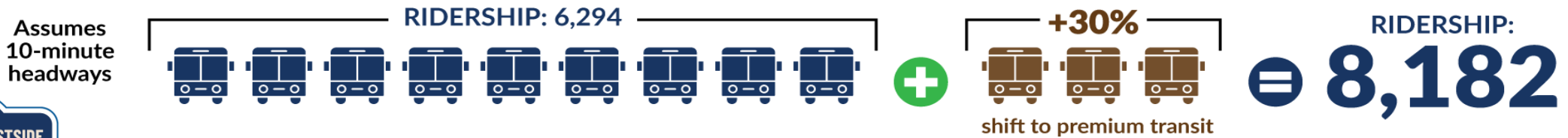
1. Faster Travel Time
2. Less disruptive and easier to construct
3. More available right-of-way
4. More development potential



Ridership Forecast



2045: Enhanced growth with premium transit mode shift



* Assumes transit captures the same percentage of population Route 89 captures in 2023 throughout entire route.

Mode Analysis



Screening Criteria	Existing Service	High-Capacity Bus	Light Rail	Streetcar
Service Justified by Future Ridership Demand & Density	●	●	●	●
Can Efficiently Accommodate Future Ridership Demand	●	●	●	●
Cost Effectiveness	\$20 M/mile	●	○	●
		\$27 M/mile Managed/Tech Right Lane \$30 M/mile Center-Running Dedicated Bus	\$60M-\$120M/mile	\$35M-\$50M/mile
Flexibility to Implement Incrementally ("Future Proofing")	●	●	●	●
Increases Safety Along the Corridor	●	●	●	●
Accommodates Regional and Local Trips	●	●	●	●

Performance Against Criteria

- High
- Medium
- Low
- Not Viable

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

Recommended Mode LPA: Tech-Based Rapid Transit



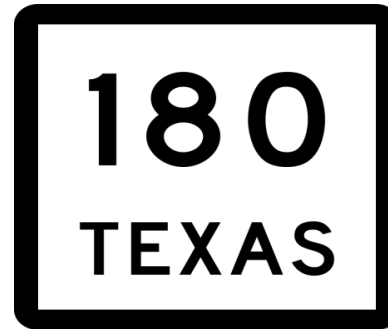
- World-class premium transit experience*
- Technology - based rapid transit system that delivers fast and efficient service
- Provides a higher quality rider experience via improved technology, shelters (bus transit stations), better reliability and increased frequency
- Provides many of the benefits of LRT with lower up-front costs/commitment
- Introduces Traffic Signal Priority with next generation traffic signals (buses given priority similar to ambulances)
- Integrates Enhanced Stations into land use/development (e.g., air conditioning, amenities, food/drink, etc.)

* Future-proofed infrastructure that could accommodate streetcar service based on further regional analysis

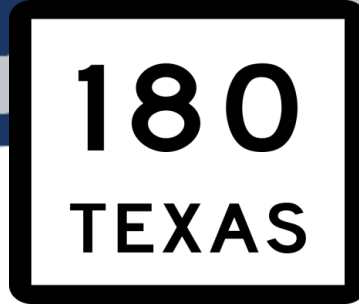
Roadway - LPA



**Bridge Street
Brentwood Stair Road**



East Lancaster Avenue

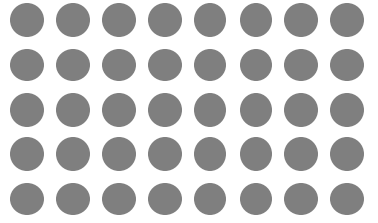


Universal Roadway Alternative Assumptions

- HOT Corridors - Technology
- All modes seamlessly accommodated (Cars, Transit, Bikes, Peds, Freight)
- Increase Safety with Emphasis on Bicycles and Pedestrians
- Maintain or Increase Lane Miles
 - Parallel Street Grid
- Enhanced Technology and Operations
- Limited Change in ROW west of IH-820
- Access Management (Driveways and Median)

East Lancaster Alternatives Screening

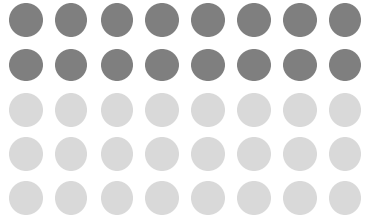
1. UNIVERSE



- Every possible combination is on the table (transit, bikes, peds, parking, travel lanes)
- First test: What fits within the available ROW

158 Alternatives

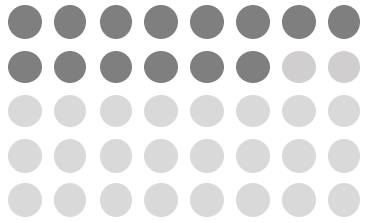
2. SCREENED



- Fits within the available ROW
- Next Test: What is Feasible to Construct?

42 Alternatives

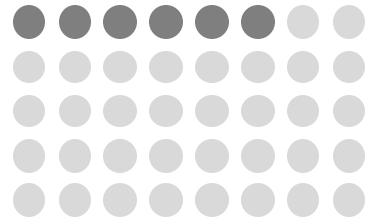
3. FEASIBLE



- Fits within the available ROW and is Feasible to Construct
- Next test: What are the desired outcomes for the corridor?

39 Alternatives

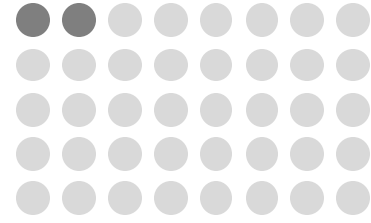
4. REASONABLE



- All fit within the ROW, Feasible, and achieve desired outcomes for the corridor
- Next test: What scores well with our performance measures?

15 Alternatives

5. PREFERRED



- Final cross sections to lay out (1-2 per context area)

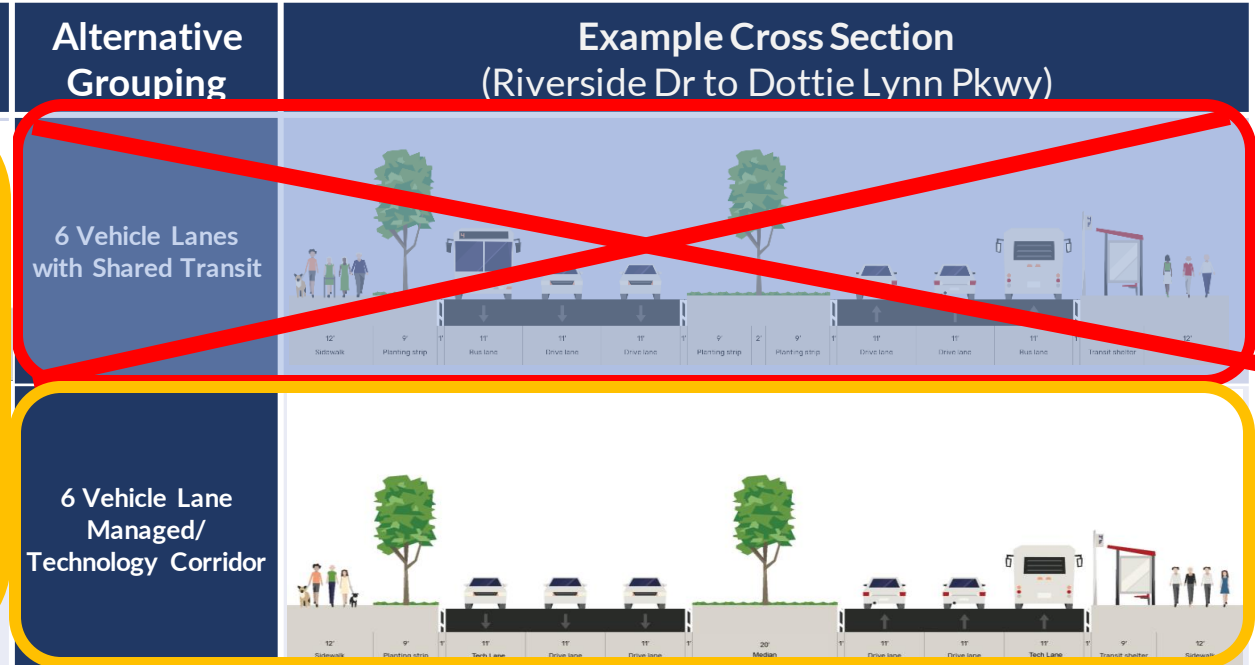
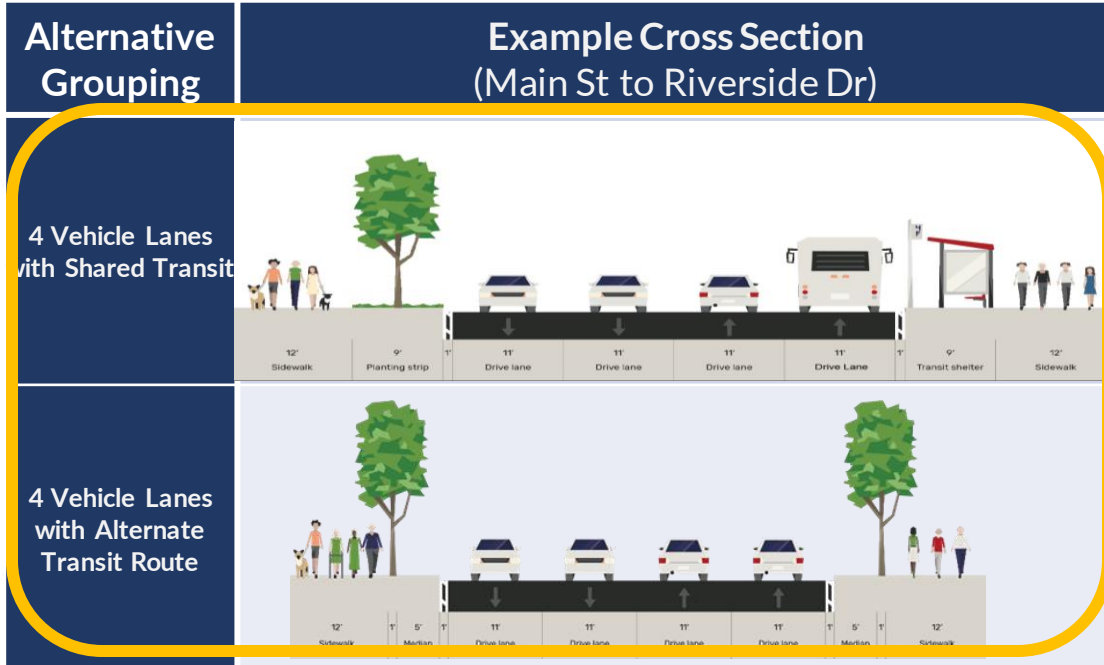
LPA

-116 Alternatives

-3 Alternatives

-24 Alternatives

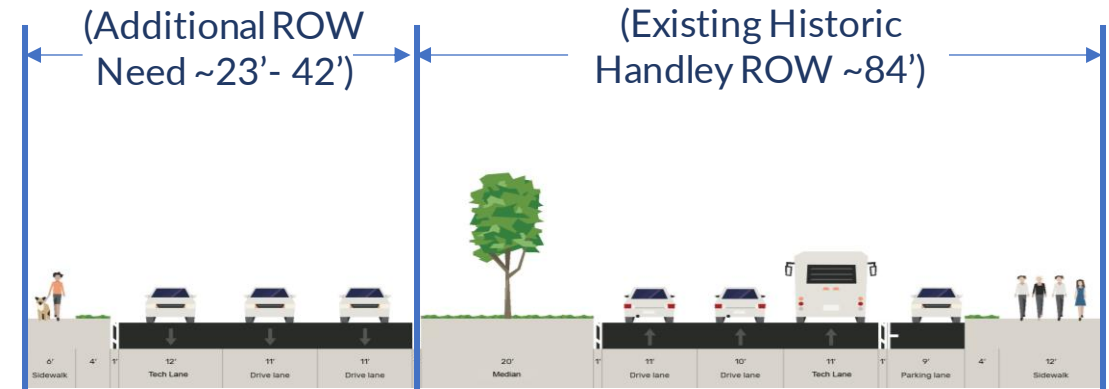
LPA - East Lancaster Avenue




**Lower Cost Benefit
Operational Impacts
Design Issues**

LPA: Managed/Technology Corridor

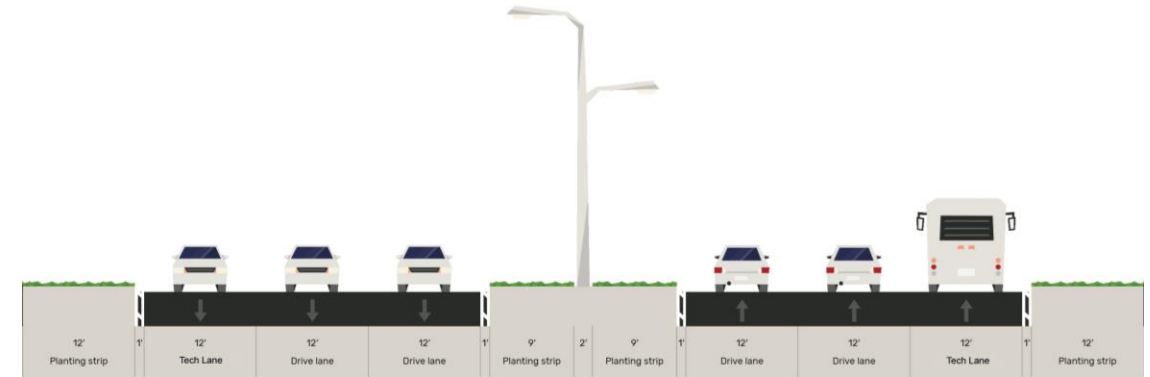
- Combination of Managed/Tech + access management + shared use path estimated to reduce crashes by 30%+ over the next 20 years
- Allows more left-turn opportunities at median openings when compared to center-running
- Operates at an acceptable Level of Service for vehicles, better multimodal and freight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



IH-820 to Dottie Lynn Parkway*



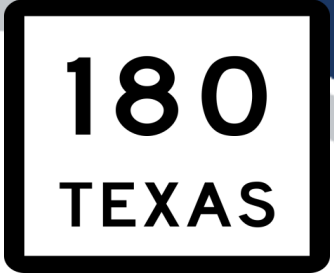
Riverside Drive to IH-820



Dottie Lynn Parkway (City Owned Facility)

*Depicts LPA cross-section from October public open house. It has since been revised to address public comments. LPA for SH 180 east of IH 820 requires additional coordination and evaluation by NCTCOG and TxDOT

Access Management – IS A MUST!

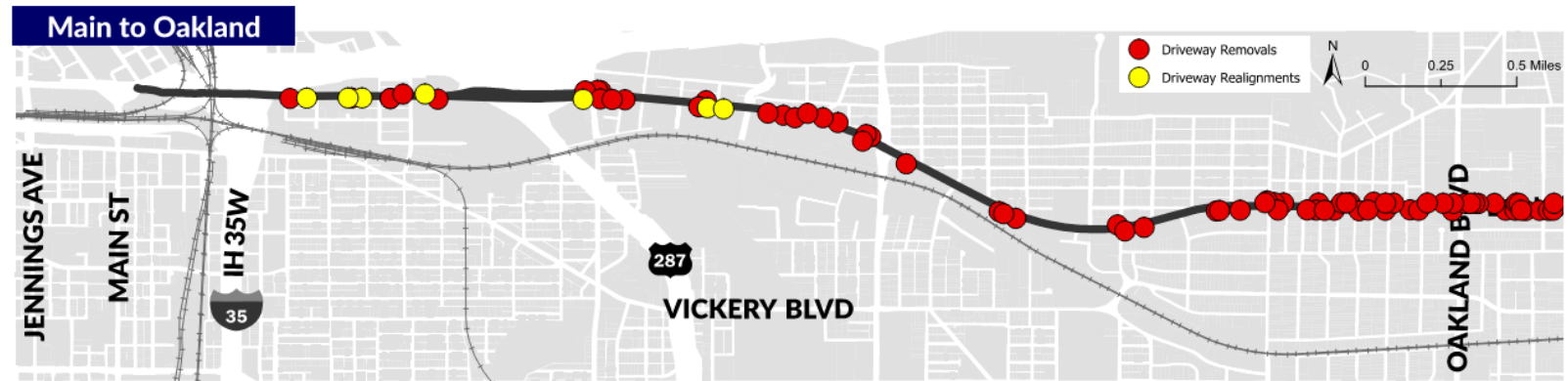


- 138 Driveways Identified for Removal/Realignment over 5.62 miles
 - Existing Eastbound Density: 33.6/mile
 - Proposed Eastbound Density: 21.5/mile
 - Existing Westbound Density: 29.4/mile
 - Proposed Westbound Density: 18.3/mile

• Benefits

- More consistent sidewalk grade
- Fewer pedestrian/bicycle/vehicle conflict points
- Increased mobility
- **Reducing driveway density alone can reduce crashes by 31%**

(Handbook of Road Safety Measures, Elvik, R. and VAA, T., 2004)





Bridge and Brentwood Stair Alternatives Analysis



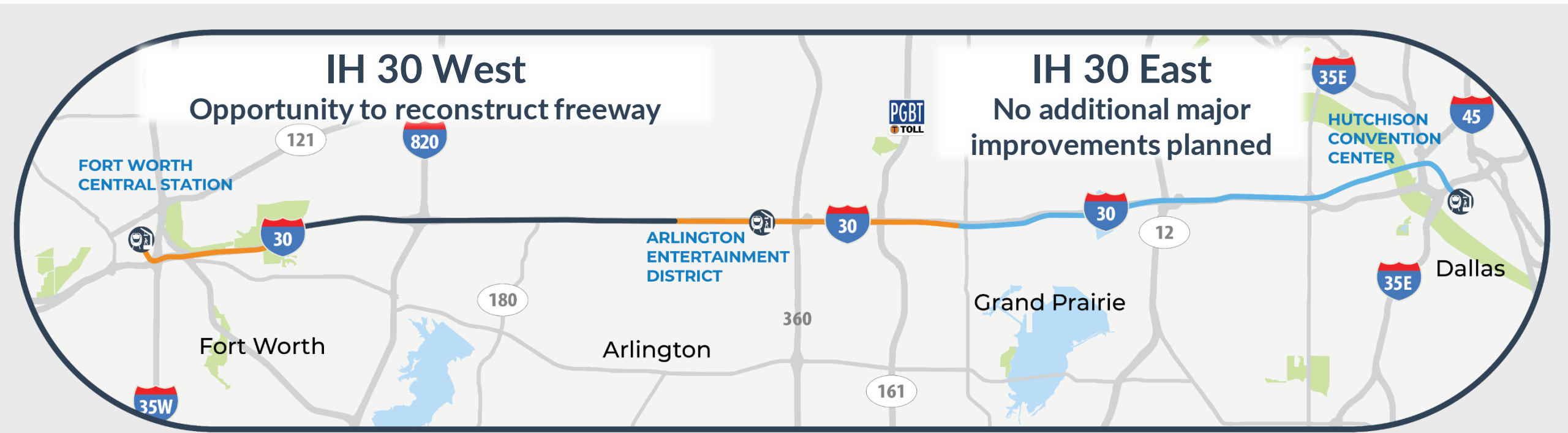
Planned Improvements to IH 30 Corridor

- One (1) Additional General Purpose Lane in Each Direction
- One (1) Managed Lane in Each Direction
- High Intensity Transit in Managed Lanes
- High Speed Rail

Options (4) examined for Bridge St and Brentwood Stair Rd

1. No Build
2. One-Way Frontage Roads
3. Two Lane/Two Way
4. Four Lane/Two-Way

Recommended HSR Alignment for NEPA Analysis*



* HSR = High Speed Rail
 NEPA = National Environmental Policy Act



Alternative Scoring

		Alternative	Score
		No Build	1.6
	<p>Mainlanes</p> <p>BY OTHERS</p>	Four Lane/Two-Way w/ Direct Ramps	3.2
		One-Way Frontage Road	1.8
	<p>Mainlanes</p> <p>BY OTHERS</p>	Two Lane/Two Way with Direct Ramps	3.4



Next Steps

- ✓ September 13: Meeting with Project Partners (TxDOT, NCTCOG, Trinity Metro)
- ✓ September 28: Stakeholder Advisory Committee Meeting
- ✓ October 17, 18, 19: Public Open House #2 to Present LPA and Alternative Development and Screening Process
- ✓ January 9: Council Workshop Joint Presentation on the Eastside Transportation Plan Planning Process and LPA
- **January 23: Council Adoption of LPA with Environmental Commitments**
- 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.



Thank you and Questions

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Regional Transportation and Innovation

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- Project Webpage: <https://www.fortworthetp.com/>
- Facebook: <https://www.facebook.com/FWETP/>
- X (Formerly Twitter): <https://twitter.com/FWEastsideTP>