



# East Lancaster 2.0

## Corridor and Sub-Regional Planning Study

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City Council Workshop  
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## Client



**Transportation and Public Works  
Department**

## Study Partners



# Plan Purpose

- Develop a **city council adopted preferred alternative** for roadways and transit mode and route to advance to NEPA clearance
- Outreach and data analysis to develop solutions
- Coordinate with TxDOT's environmental review and construction
- Safety, operational, and aesthetic improvements for parallel, adjacent, and connecting corridors to identified nodes
- Form-based code(s) and regulating plan



The city council adopted preferred alternative(s) will advance to final design and construction.

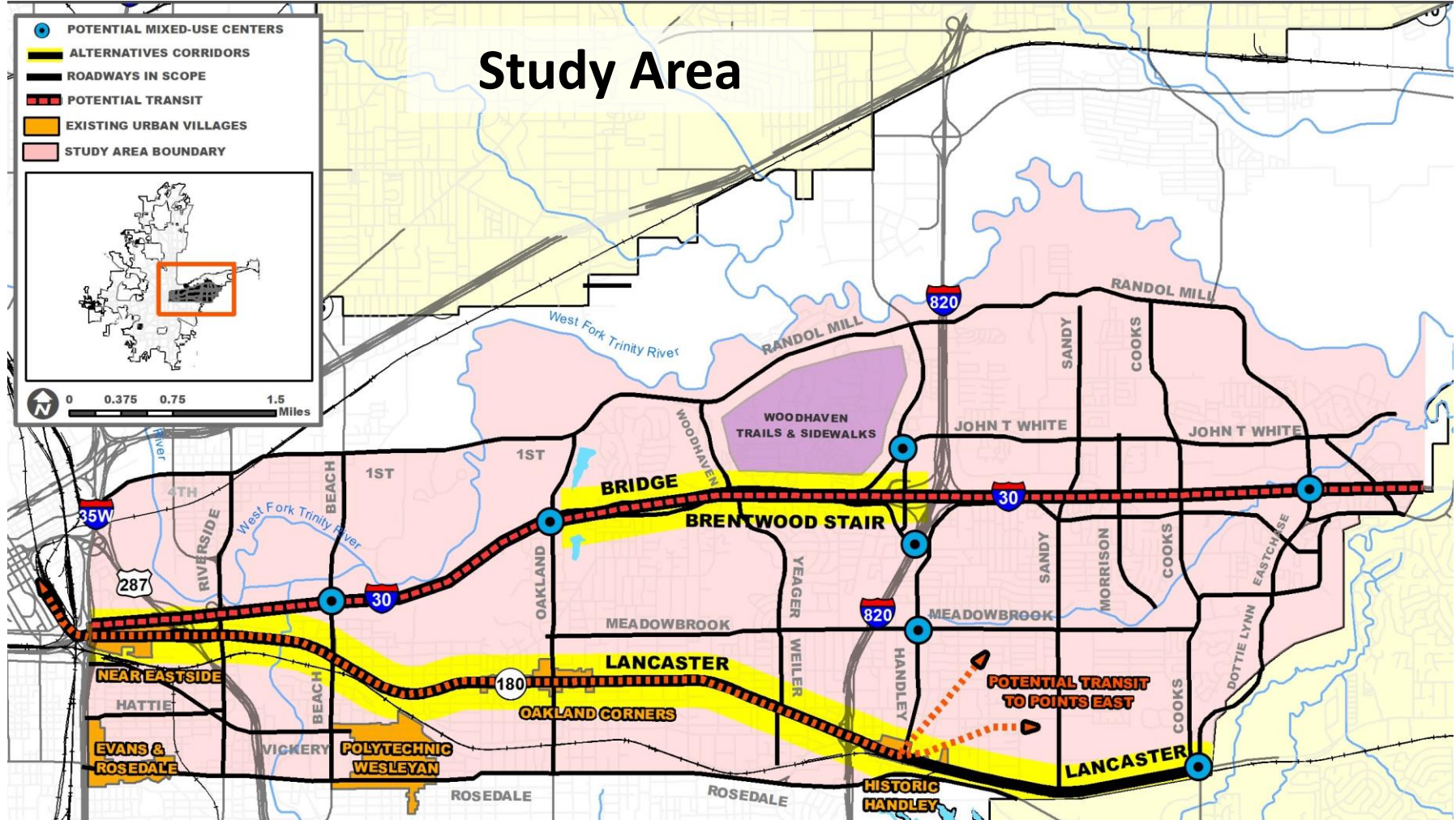
*This means no more planning studies.* The council's adoption is final and will be based on data, as well as community and regional consensus.

## Five (5) Guiding Principles

1. **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.
2. **Economic development** that is inclusive, provides for the community, and leverages transportation investment.
3. **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.
4. Street Design that is respectful of the community, **pedestrian-oriented**, creates a sense of place, and catalyzes investment.
5. Encourage and support **affordable housing and business incubator** space that creates aging in place and local business.

***“Hot Corridor”** that includes fiber, E/V charging, premium transit amenities, wi-fi, and other smart cities improvements.*

# Study Area



# Four Step Planning Process

1. Needs Assessment/Existing Conditions
2. Alternatives Analysis – Preferred Alternative for Roadway(s) and Transit (mode and route) \*
3. Concept Planning
4. Final Plan and Project Program
  - 18-Month Planning Process (Kick off to Final Adoption)\*
  - Robust Public Outreach

# Task 1 - Public and Stakeholder Outreach

- Stakeholder Advisory Committee (Steering Committee)
- Vision, Goals, and Objectives
- Public open houses at milestones (5 rounds with 3 meetings each)
- Focus Groups and Surveys
- Ensure vulnerable populations are included in planning efforts
- Project website will be developed to communicate information



## Task 2 - Past and Ongoing Work



**TOD Study  
Downtown to Handley**





Rebuild with  
Managed  
Lanes, High  
Intensity Bus,  
High-Speed  
Rail







East Lancaster High Capacity Transit  
I-30 High Intensity Bus  
NCTCOG 2045 Metropolitan Transportation Plan  
Update

### East Lancaster Complete Streets Project

**October 2017**

PROJECT TYPE:	Complete Streets
LOCATION:	Fort Worth, Texas
AREA:	Urban
REQUESTED AMOUNT:	\$25,000,000
DUNS NUMBER:	10-246-2256

## Task 2 - Existing Conditions/Needs Assessment

- Relevant Plans and Studies
- Market Analysis
- Current Zoning
- Traffic Counts
- Ridership (w/COG and TM)
- Mode Split
- Utilities/ROW (TxDOT)
- Safety
- Access Management
- Environmental Data
- Street Grid
- Others



## Task 3 - Alternatives Analysis

1. Purpose and Need (Coordinates into NEPA)
2. Alternatives Screening Criteria (environmental, costs, safety, etc.)
3. Universe of Alternatives Screening (multiple)
4. Reasonable Alternatives (3 to 5) to be presented to public
5. Preferred alternative recommendation and council adoption
  - **Roadway:** East Lancaster, Brentwood Stair Road and Bridge Street (from Oakland to Bridgewood)
  - **Transit:** Routing and mode(s) between Downtown and the Eastchase/IH 30 shopping area

## Task 4 - Concept Plan

- Multimodal Network and Smart Cities
  - Street Grid, Cross-sections
  - Fiber, WIFI, smart signals
- Land Use
  - Zoning
  - Form-Based Code
- Housing and Economic Development
  - Catalytic project proformas
  - Potential incentives
  - Fiscal impact analysis
- Environment and Place
  - Stormwater
  - Air quality
  - Heat island
  - Public art



# Task 5 – Final Plan, Program, and Code

- Strategies will include near-term, short-term (2-4 years), medium-term (5-10 years) and long-term (11+ years)
- Final cross-sections and transit mode and route
- Recommended zoning with form-based code and regulating plan
- Prioritized project list with cost estimates and funding sources
- Proposed amendments to planning documents
- Proposed Environmental Commitments from TxDOT
- Council adoption** of final plan and policy recommendations\*

Time-frame	No.	Action Item	Length	Project Cost Estimate	Potential Funding Source	Funded / Committed	Partners
Mid (5- 10 years)	T-18	Reconfigure Northwest Blvd's 40 foot wide roadway to accommodate a 10 foot center turn lane, two 10 foot through lanes, and two 5-foot bike lanes on either side of the roadway	1.2 miles	\$4,093,856	City General Fund		
	T-19	new roadway to connect riverly Blvd to riverside Dr	0.40 miles	\$4,224,000	TMR funds		
	T-20	implement a center island on Northwest Blvd at Windmill Cove	N/A	\$38,016	City General Fund		
	T-21	implement shared streets within the Georgetown Independent School District site	N/A	N/A	Developer Funds		GISD
	T-22	extend Apple Creek Dr to connect to Northwest Blvd	0.10 miles	\$1,051,000	Developer/Bonds		Developer
	T-23	install raised, planted center medians with left hand turn pockets in the corridor Area (Lakeway Dr to DB Wood Blvd)	2.3 miles	\$4,324,320	Bonds		
	T-24	New construction of Frontage road on northbound IH 35 from Williams Dr to Lakeway Bridge (Build)	1.90 miles	\$7,000,000	2015 Road Bond	X	
	T-25	Reconstruction of DB Wood Dr from Oak Ridge Dr to Lake Overlook Dr (Plan)	1.46 miles	\$8,000,000	2015 Road Bond	X	
	T-26	Reconstruction of Shell Rd from Williams Dr to Shell Spur Rd (Plan)	2.45 miles	\$18,480,000	2015 Road Bond	X	
	T-27	Reconstruction of IH 35 SB Frontage Rd from Williams Dr to River Blvd (Plan)	.54 miles	\$4,136,000	2015 Road Bond	X	
Long (beyond 10 years)* *Program to be developed when	T-28	Intersection improvements along Williams Dr from Riverly Blvd to IH 35 Frontage Rd (Plan)	.38 miles	\$1,894,000	2015 Road Bond	X	
	T-29	New Roadway connecting Limestone Lake Dr to Williams Dr	0.5 miles	\$5,280,000	Developer/Bonds		Developer
	T-30	New Roadway connecting Verde Vista Dr to Williams Dr at Woodlake Dr	0.35 miles	\$2,640,000	Developer/Bonds		Developer
	T-31	New Roadway to connect La Paloma Dr to Sabine Dr	0.50 miles	\$5,280,000	Developer/Bonds		Developer
	T-32	New Roadway to connect Country Rd to Pecan Lane at Booty's Crossing Rd	0.40 miles	\$4,224,000	Developer/Bonds		Developer
	T-33	New Roadway to connect Serenada Dr to Oak Crest Lane at Booty's Crossing Rd	0.50 miles	\$5,280,000	Developer/Bonds		Developer
	T-34	New Roadway to connect Lakeway Dr to River Bend Dr at Westwood Lane	0.40 miles	\$4,224,000	Developer/Bonds		Developer
	T-35	New Roadway to connect River Bend Lane to Park Lane	0.30 miles	\$3,168,000	Developer/Bonds		Developer
	T-36	New Roadway to connect Oak Lane Circle between Ranch Rd and Parkway Street	0.06 miles	\$63,300	Developer/Bonds		Developer
	T-37	New Roadway to connect W Jans Dr to Park Lane	0.25 miles	\$2,640,000	Developer/Bonds		Developer
	T-38	install raised, planted center medians with left hand turn pockets in the corridor Area (DB Wood Blvd to Jim Hogg Blvd)	2.3 miles	\$4,324,320	Bonds		



## High Level Timeline

- TxDOT and City tasks will overlap (saves time and money)
- Study Duration: Fall 2022 – Winter/Spring 2024
  - Preferred Alternative Adoption: Summer 2023
  - Final Plan and Code Adoption: Spring 2024
- TxDOT Preliminary Engineering (PS&E): Spring 2023
- Environmental Clearance: Summer 2025
- Construction Start (Downtown to Handley): Early 2026



## Questions?

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