

Appendix 2: Public Engagement Process and Findings

Fort Worth Active Transportation Plan
April 2019



North Central Texas
Council of Governments

Introduction

A multi-pronged public engagement strategy guided the development of the Fort Worth Active Transportation Plan (ATP). Public engagement efforts included stakeholder meetings, interviews with stakeholders, three rounds of public meetings, public events and outreach, two interactive online surveys, and presentations to boards and commissions.

Initial stakeholder and public input focused on existing conditions, priorities, challenges, and opportunities. Public engagement later in the planning process included detailed discussions around projects, policies,

and priorities. Stakeholder and public input influenced the ATP by informing the development of the network, project prioritization, and policy recommendations. See page 6 for a graphic describing the full Active Transportation Plan project process and timeline.

This appendix summarizes:

- Stakeholder meetings (page 2)
- Public meetings (page 3)
- Interactive map surveys (page 5)
- Findings (page 7)



Figure 1. Stakeholders provide feedback on the draft network. (Photo credit: Toole Design)

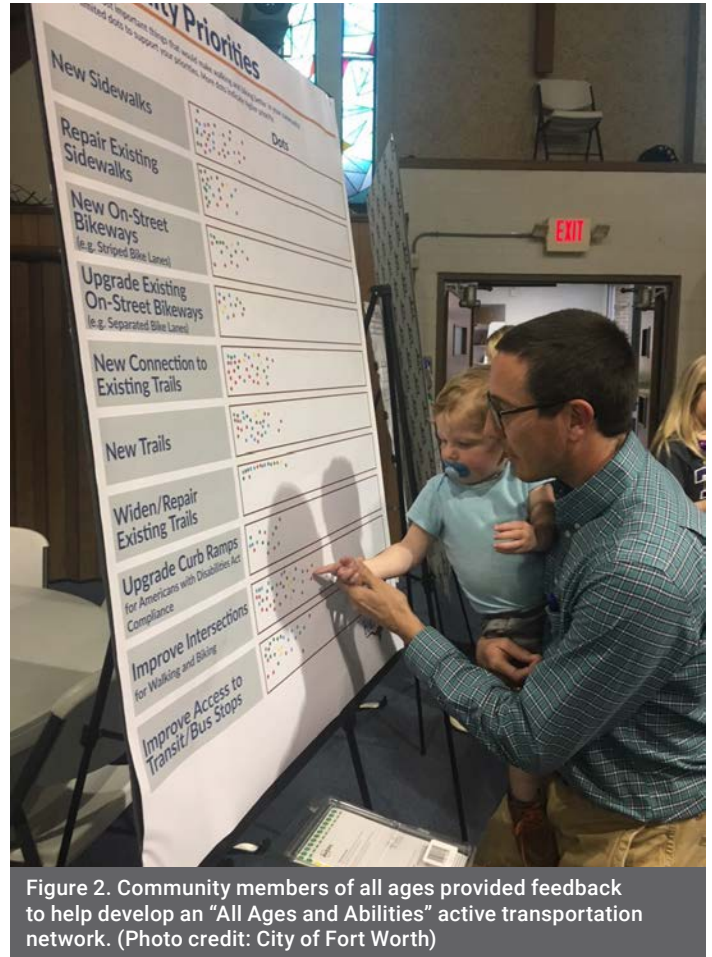


Figure 2. Community members of all ages provided feedback to help develop an "All Ages and Abilities" active transportation network. (Photo credit: City of Fort Worth)

Stakeholder Meetings

At the beginning of the project, an Active Transportation Stakeholder Committee was formed to provide guidance and input throughout the planning process. Five stakeholder meetings were held over the course of 13 months. Stakeholders represented a range of organizations in Fort Worth including school districts, higher education, health agencies and organizations, boards and commissions, advocacy organizations, and community groups. In addition to meeting with the City of Fort Worth stakeholder group, staff from neighboring jurisdictions were engaged to coordinate on trail and bicycle facility connections between communities. See list of partner agencies on page 16.

Stakeholders provided valuable input on the network methodology, the draft networks, and project prioritization. Throughout the project, stakeholders emphasized the importance of accessibility for people with disabilities, and of improving intersections, transit connections, and access to schools.

As an example of technical feedback provided, stakeholders gave information on ways to apply and refine the methodology used to evaluate the pedestrian environment, called the Pedestrian Experience Index (PEI). Specifically, stakeholders recommended that the PEI measure different areas of the city differently based on their density. As a result of this feedback, the PEI scoring methodology was tailored for high-density areas to measure some additional factors that were not applied to less dense parts of the city. See Chapter 3 of the ATP for more information on the PEI.

Stakeholder Interviews

The following entities participated in stakeholder interviews:

Transportation Providers

- Trinity Metro
- Fort Worth Bike Sharing

Aging and Disability

- City of Fort Worth ADA Coordinator

Trails

- Park & Recreation
- Tarrant Regional Water District
- Streams and Valleys

Safety

- Trinity River Vision Authority (TRVA)
- Fort Worth Police Department
- Fort Worth Safe Communities Coalition

Public Health

- FitWorth
- Tarrant County Public Health
- Blue Zones

Development Community

- Dunaway
- Greater Fort Worth Association of Realtors
- North Fort Worth Alliance
- Real Estate Council of Greater Fort Worth

Bicycle Advocates

- Pedestrian and Bicycle Advisory Commission
- Clear Fork Bicycle Club

Central City

- Near South Side
- Downtown Fort Worth, Inc. (DFWI)

Education

- Texas Christian University (TCU)
- TCU Public Health
- University of North Texas Health Science Center
- Eagle Mountain ISD
- Tarrant County College (TCC)

State and County Agencies

- Texas Department of Transportation
- Tarrant County

Public Meetings

March 2018

The initial round of four public meetings in late March 2018 introduced the public to the ATP and solicited input on existing conditions and the community's vision for bicycling and walking in Fort Worth. Community members identified the most pressing active transportation needs, the most common walking and bicycling trip purposes, and the most common destinations for walking and bicycling trips.

September/October 2018

Public meetings and community outreach events were held in September and October of 2018. The plan's purpose, schedule, existing conditions review, pedestrian, trails, and bikeway network recommendations, and next steps were presented for feedback. Input on the draft network and network priorities was incorporated in the network. Stakeholder comments on community priorities, which were solicited through an interactive activity, influenced the weight assigned to different factors in the prioritization process.

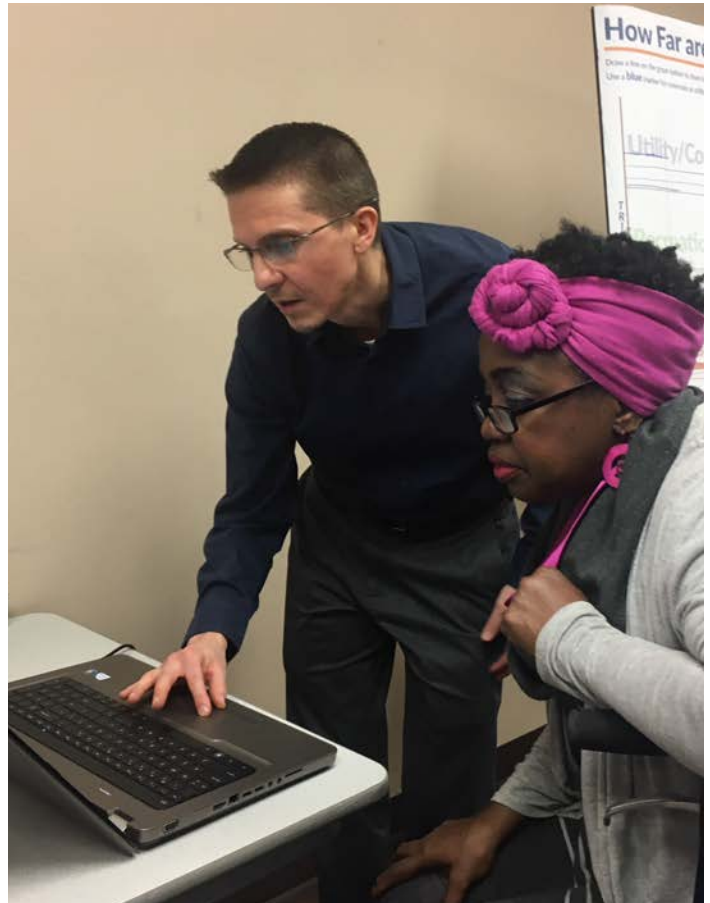


Figure 3. NCTCOG staff works with a stakeholder to solicit feedback on an interactive map survey. (Photo credit: City of Fort Worth)



Figure 4. Attendees provide feedback on the draft active transportation network at the September 25th public meeting at the Fort Worth Central Library. (Photo credit: City of Fort Worth (left); Toole Design (right))

January 2019

The final round of four public meetings occurred in January 2019. Plan maps, policies, and performance measures were presented to the public. An overview presentation summarized existing conditions research, public engagement, the active transportation network, and draft project prioritization and costs. The public provided input on the policies and network maps and engaged in conversation with the project staff.

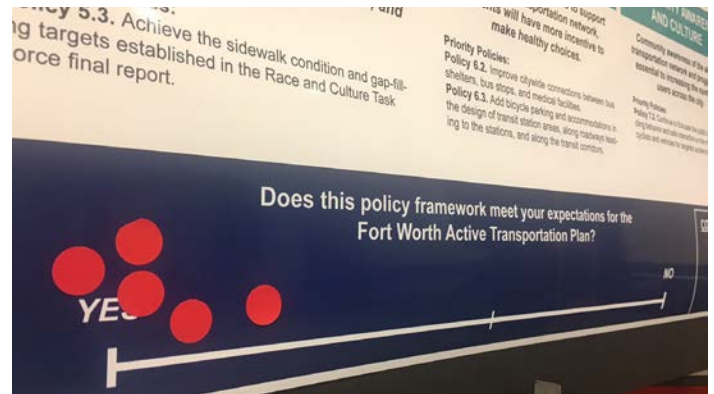


Figure 5. Public meeting responses to draft policy recommendations. (Photo credit: City of Fort Worth)



Figure 6. Stakeholders at the Northwest Branch Library provide input on the ATP. (Photo credit: City of Fort Worth)



Interactive Map Surveys

Two interactive map surveys were used during the ATP planning process. The first gathered information on existing conditions and the second on priority areas for improvement. For the first map, the ATP and Streams and Valley’s Confluence Plan planning teams collaborated on a single interactive map survey to gather information from the public. This strategy was deployed to reduce “survey fatigue” from the public. In coordination with Trinity Metro, notices were posted on buses in May of 2018 to promote use of the interactive map. The interactive map survey was also promoted on social media. It was active between March and June of 2018 and received over 1,000 responses. The results were used to identify desired routes and specific barriers to be addressed in the ATP network. See Chapter 3 of the ATP for more information on how the network was developed using this and other input.

The second interactive survey map allowed users to identify areas on the draft network they consider to be high priority for walking, bicycling, trail, or transit access improvements. It was active from September to November 2018. The results of this map survey were incorporated into the project prioritization process as part of the stakeholder input factor. See Chapter 4 of the ATP for more information on project prioritization.

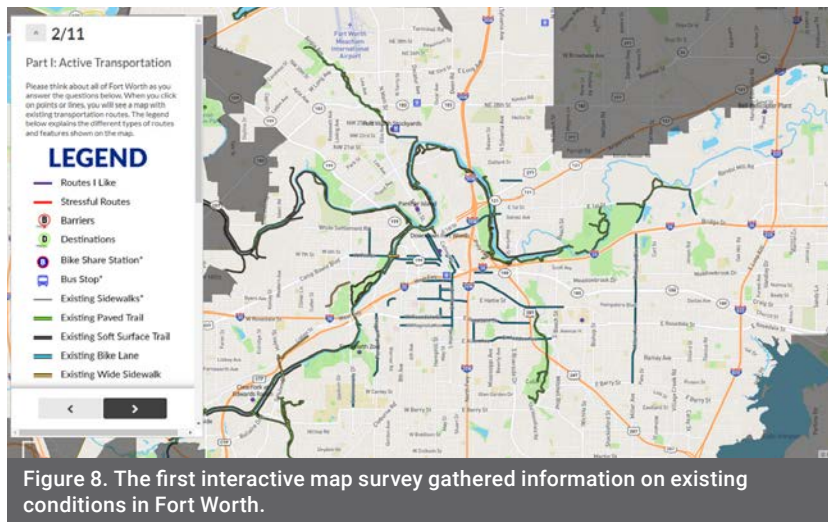


Figure 8. The first interactive map survey gathered information on existing conditions in Fort Worth.



Figure 7. A flyer posted in Trinity Metro buses promoting the interactive map survey.

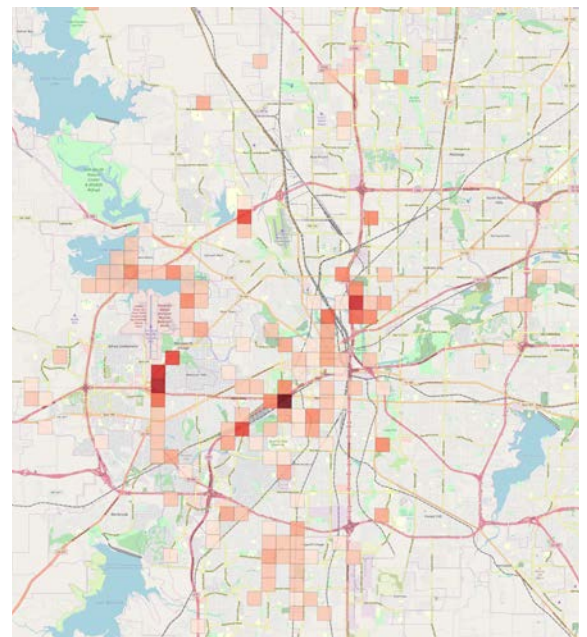


Figure 9. After the draft network was developed a second online interactive map was published, which allowed the public to identify priority areas for walking, bicycling, trail use, and access to transit. Darker areas on the map had more comments.

Active Transportation Plan Project Process and Timeline

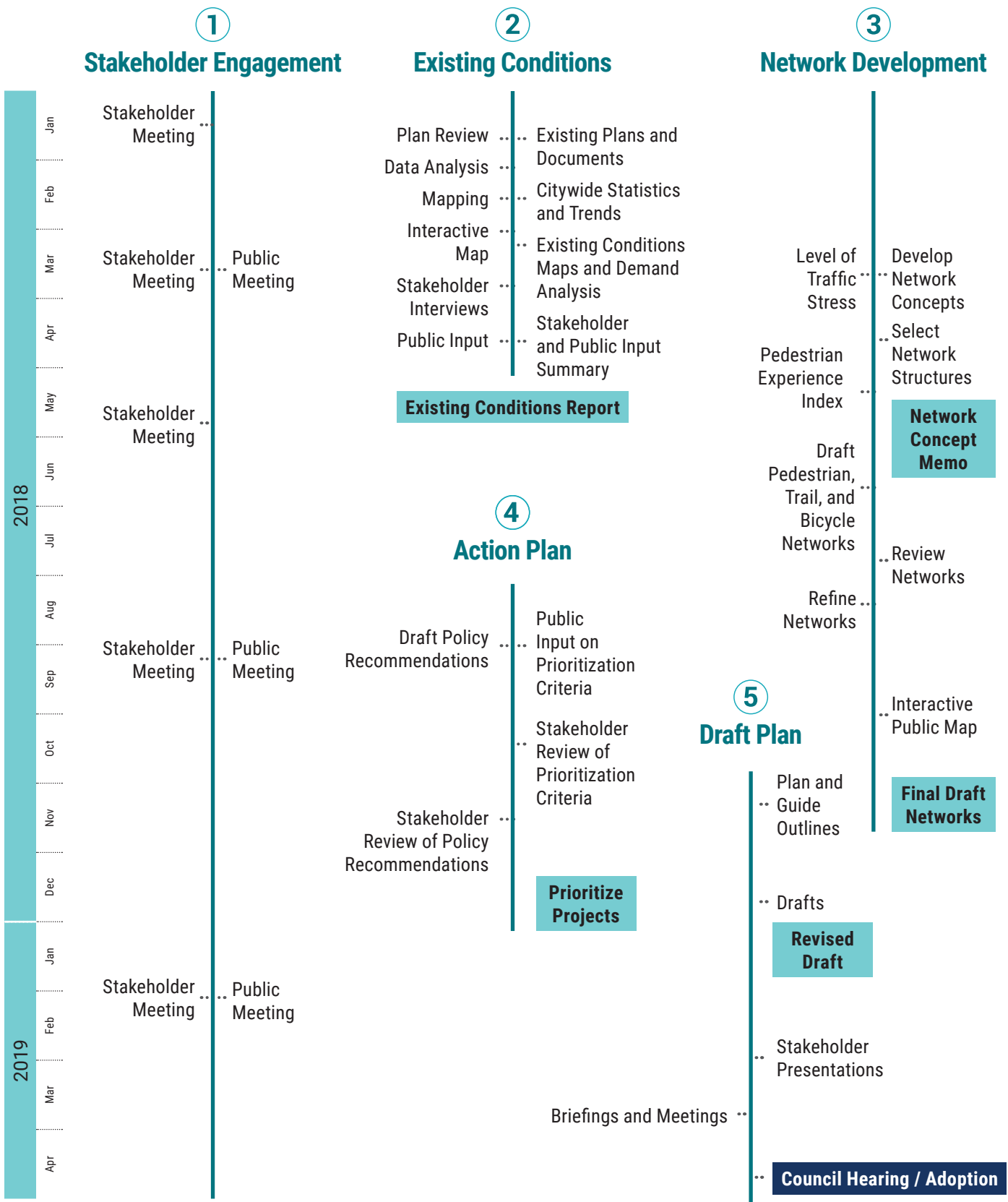


Figure 10. The development of the ATP included several major elements over the course of 15 months.

Findings

Stakeholder Interview Summary

The following are summary findings of the stakeholder interviews conducted January through March of 2018.

What is the biggest strength related to walking and biking in Fort Worth?

Stakeholders identified downtown, the trail system, and mayoral support as the City's biggest strengths related to bicycling and walking. They noted that downtown has walkable areas, such as Sundance Square, and that it is well-served by bike share and transit. The 10th Street cycle track was mentioned as an example of a good connection to the Trinity Trails. Stakeholders noted the City's high-quality trails and parks, including Trinity Trails, Trinity Park, Bluestem Park at Alliance Town Center, and Heritage Trace. They recognized the generally good connectivity of the trail system, and the fact that most sections of existing trail are flat and thus appealing to a variety of users. A consistent theme in the feedback was that there is a need to improve access to the trails. Stakeholders stated that the mayor is very supportive of active transportation in Fort Worth, citing the walking and biking Town Hall meetings. The Urban Villages program was mentioned as a good framework for investments in livability.

What are some of the biggest challenges to walking and biking—and improving conditions—in Fort Worth?

One of the biggest challenges related to walking and bicycling noted by stakeholders was the lack of dedicated funding and the high cost of infrastructure and maintenance. Stakeholders also highlighted the lack of access for people with disabilities, including missing curb ramps on older sidewalks and insufficient sidewalk width for people using larger power chairs and mobility devices. They discussed challenges related to the complicated organizational structures within agencies and the difficulty of coordinating between agencies and initiatives. There was concern that the public does

not know how to route complaints effectively, and a suggestion to combine this process with the existing systems for logging complaints about pot holes and street sweeping. It was suggested that a formal city position of Bicycle and Pedestrian Coordinator would help with these organizational challenges, and that clarity is needed around who is ultimately responsible for overseeing implementation of the ATP.

There was significant discussion about the design and connectivity of facilities. Fragmented sections of trail were noted as a barrier to people making complete trips—from origin to destination—on the trail system. Stakeholders also highlighted the need to make sure new sidewalks, trails and bikeways built by developers connect to existing facilities. They noted that many existing trails are eight feet wide, which is insufficient, and that design strategies are needed to slow bicyclists in areas with a heavy mix of pedestrians and bicyclists. It was stated that, when trees are used to provide shade on sidewalks and trails, there needs to be a long-term maintenance plan to maintain the canopy.

Another theme from the stakeholder discussions was the challenge of building an active transportation network that works for everyone, including families. Stakeholders noted that families want separation from traffic and avoid difficult intersection crossings. Bellaire Drive South was mentioned as an example of a bike lane that is welcoming to a broader range of riders. The method used to rate ski slopes from beginner to advanced was mentioned as a model to consider for bicycling facilities.

The long distance between destinations was highlighted as a challenge to bicycling and walking in Fort Worth. The discussion centered on the need to continue building more mixed-use, walkable development that is connected by trails, sidewalks,

and bicycle facilities. There was a recognition that this will be a long-term change that will require a regional approach, so that walkable “nodes” of development are not isolated from one another.

The last theme in the challenges identified by stakeholders was the need for more education and enforcement. Some stakeholders felt that there is a negative stigma associated with bicycling and using trails, and a need for greater awareness amongst the public about the presence and benefits of bicycling and trails. They suggested the development of a mobile phone application that consolidates educational information on biking and walking. They also flagged the lack of enforcement as an issue, specifically related to crosswalk use by pedestrians and yielding by drivers. Stakeholders suggested that one possible solution was better placement of crosswalks, to shorten the distance between crossings and better connect to destinations.

What are the biggest opportunities for Active Transportation in Fort Worth?

The stakeholders identified a wide range of opportunities related to improving biking and walking in Fort Worth. There was discussion about the need to understand and plan for all types of trips - including commuting, errands and other utilitarian trips, and recreation/fitness. Similarly, stakeholders discussed the different needs that exist in different parts of the city (e.g., in suburbs, there may be more children walking/biking and more fitness/recreational riding). They highlighted the need to plan for the future, considering potential changes in federal funding, demographics, and technologies (i.e., autonomous vehicles).

Prioritization and funding were recurring themes in the discussion. Stakeholders expressed a desire to prioritize “low hanging fruit” projects, those that connect neighborhoods, and linear corridors along rail lines, utilities and rivers. They suggested that the city should fund partnerships with smaller local organizations to support implementation, maintenance, and outreach.

Stakeholders recommended a focus on incentives to encourage developers to provide facilities, and the use of tax incentive packages as an opportunity to require more from developers related to active transportation improvements.

Transit and bike share were important areas of opportunity identified by stakeholders. They suggested that the city should do a brochure to explain critical elements of transit stop design and transit access. They also noted the importance of maintaining pedestrian access to transit, especially for people using wheelchairs, during construction. Related to bike share, the conversation focused on the need to make the system accessible to lower income people.

Stakeholders flagged the opportunity to improve data collection, especially related to crash data. Last, they noted the importance of improved coordination and communication between the entities and departments involved in active transportation, and with other parallel planning/policy efforts (e.g., Blue Zones).

Public Engagement Findings

The following is a summary of findings from the ATP public engagement process.

Community Vision

Members of the community shared their vision for walking and bicycling in Fort Worth. Participants emphasized safe routes to schools, connected networks, sidewalks near transit and connecting to neighborhoods, accessibility improvements, and connections to daily destinations within and between neighborhoods.

The following comments were received during public meetings and describe the community’s vision for the City’s active transportation system. These notes from the public meeting board were paraphrased and organized into broad themes. When a comment was received several times, this is indicated by a number in parentheses. Figure



Figure 11. Public meeting participants provided input on their visions for walking and biking in Fort Worth.

12 shows a snapshot of the activity board used to solicit this input at public meetings.

Safety/Safe Routes to School

- Safer routes to schools for kids (x9)
- Safer routes for children via sidewalks and trails
- Safe crossings

Connectivity/Infrastructure

- Vision: hop on my bike to the nearest bus stop via local trails, bus to work and utilize my bike & bus/train to get to various meetings around the city safely and efficiently
- Vision: connect all neighborhoods via sidewalks and trails to main rivers/greenways trail system and to parks and community centers
- My vision is to be able to walk anywhere in the city and feel like you are “somewhere” and connected
- My vision is to be able to get around to various types of activity (eat, work, shop)
- I want the bike network to connect trails, neighborhood parks, and school zones, 25 MPH zones, and urban villages
- More sidewalks and trail systems for our community (x2)
- Wider sidewalks and buffers from traffic (x2)
- Designated bike lanes on streets
- Low traffic low speeds for Minimum Grid bike network

Connections to Transit

- I would like to see safe routes and more access to transit for a healthy lifestyle
- Improve sidewalks near transit, especially back into neighborhoods
- Focus walking improvements near transit stations
- Connected trails and transit
- Safe Routes to Transit—visible bus stops, visible bus benches
- More bus shelters
- High frequency transit corridors in all of Fort Worth/A robust transit system
- A Blue Zones Transit Pass pilot program
- Measure how transit (and active transportation planning) increases physical activity
- Connect suburban Fort Worth to transit

Accessibility

- Time signals for accessible street crossings
- More accessible parking
- Create ADA Accessibility Districts
- Wider sidewalks for people with disabilities
- Update current sidewalks that are not ADA accessible (x2)
- ADA transition plan—incorporate into the Active Transportation Plan
- Navigating (walking and bicycling) safely through roundabouts (including wheelchairs and all disabilities, such as visually impaired)

Trails

- Connected trails
- Trails along busy roads for children and families
- More trails for recreational use around Fort Worth
- Lake Worth Trail (x2)

- Trail to Dallas
- Wildflower bluebonnet trail system, local tourism
- An extension of the biking trail past Bryant Irvin
- A separate bike and running trail along the Trinity River
- Comprehensive map of trail system as it exists, what is proposed (with colors representing priorities for order of completion)

Intersections/Barriers

- Better connectivity across barriers
- Audible pedestrian systems/signals
- Provide pedestrian signal indicators
- Uniform corner design
- All way stoplights at complex intersections e.g., Camp Bowie at West 7th area

Addressing Dense Areas

- Focus efforts on the urban core to truly create urban neighborhood districts that provide those looking to live, work, play to have easy walkability and bike options supporting retail, restaurants, urban living, and economic development
- Increasing walkability in urban core districts creating an active outdoor lifestyle
- High density areas need separated bicycle facilities
- Focus on urban neighborhoods first: near southside, west side, Panther Island, Downtown
- Increasing accessible and affordable housing (x2) in areas with high walk score and transit score
- I think we need to think about people who live outside the urban center, but maybe want to come to Fort Worth for the day and use active transportation to get around
- A transportation plan that helps connect cities without public transportation

Education/Programs/Policy

- Promote cyclist education
- Different facilities for faster cyclists
- Reduced residential speed limits
- Reducing parking requirements
- Use NACTO or CNU approach to trip generation and parking requirements instead of ITE's
- Attracting millennials is key to Fort Worth growth and prosperity
- Design for multimodal level of service
- Don't design for car traffic flow/Design to reduce car trips
- Can you change the site development review process to optimize pedestrian access instead of traffic flow?
- Robust, price-adjusted network of ride-share or other non-fixed route solutions to personal transit and/or mode access

ATP Vision

The following statement presents the ATP Vision Statement that was ultimately developed based on public and stakeholder input:

*The Fort Worth Active Transportation Plan aims to create a **regionally coordinated** and **locally connected** bicycle and pedestrian system that provides a **safe, comfortable, accessible, and equitable network** of trails, sidewalks, and on-street bicycle facilities for people of all ages and abilities that encourages a **healthy lifestyle, economic development, and increases community awareness and funding** for alternative modes of transportation.*

“ Focus efforts on the urban core to truly create urban neighborhood districts that provide those looking to live, work, play to have easy walkability and bike options supporting retail, restaurants, urban living, and economic development. ”

“ I would like to see safe routes and more access to transit for a healthy lifestyle. ”

“ Vision: hop on my bike to the nearest bus stop via local trails, bus to work and utilize my bike and bus/train to get to various meetings around the city safely and efficiently. ”

“ My vision is to be able to walk anywhere in the city and feel like you are 'somewhere' and connected. ”

Figure 12. Direct quotes responding to “What is your vision for walking and bicycling in Fort Worth?”

Desired Destinations for Walking and Bicycling

Participants indicated the types of destinations to which they would like to walk and bike (Figure 16). The results show that active transportation can serve several purposes beyond commuting to work. Participants indicated a desire for connections to a wide range of destinations, often around the neighborhoods where they live.

Community Priorities

Meeting participants indicated that new sidewalks, safer intersections, new trails, and more connections to existing trails were the most important priorities for the ATP (Figure 17).

Typical Trip Distance

Planning for active transportation requires understanding how far people are generally willing to travel by foot, by wheelchair, and by bike, varying by trip purpose. Most walking trips are short (fewer than three miles). Recreational bicycling trips can be quite long, exceeding five miles and reaching several dozen miles, depending on the rider. Bicycling trips for transportation (such as running errands or traveling to work) tend to be shorter, i.e., five miles or fewer.



Figure 13. City staff in Trinity Park to engage trail users and gather input on the ATP. (Photo credit: City of Fort Worth)

How Far are Your Typical Bike and Walk Trips?

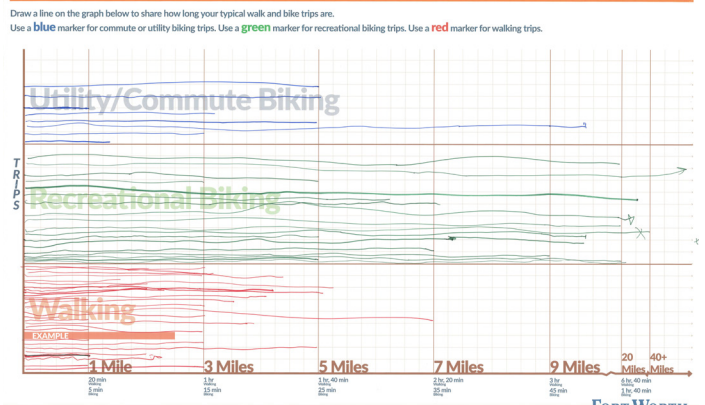


Figure 14. Results of a public meeting board that solicited information on typical trip distance for walking, transportation bicycling and recreational bicycling.

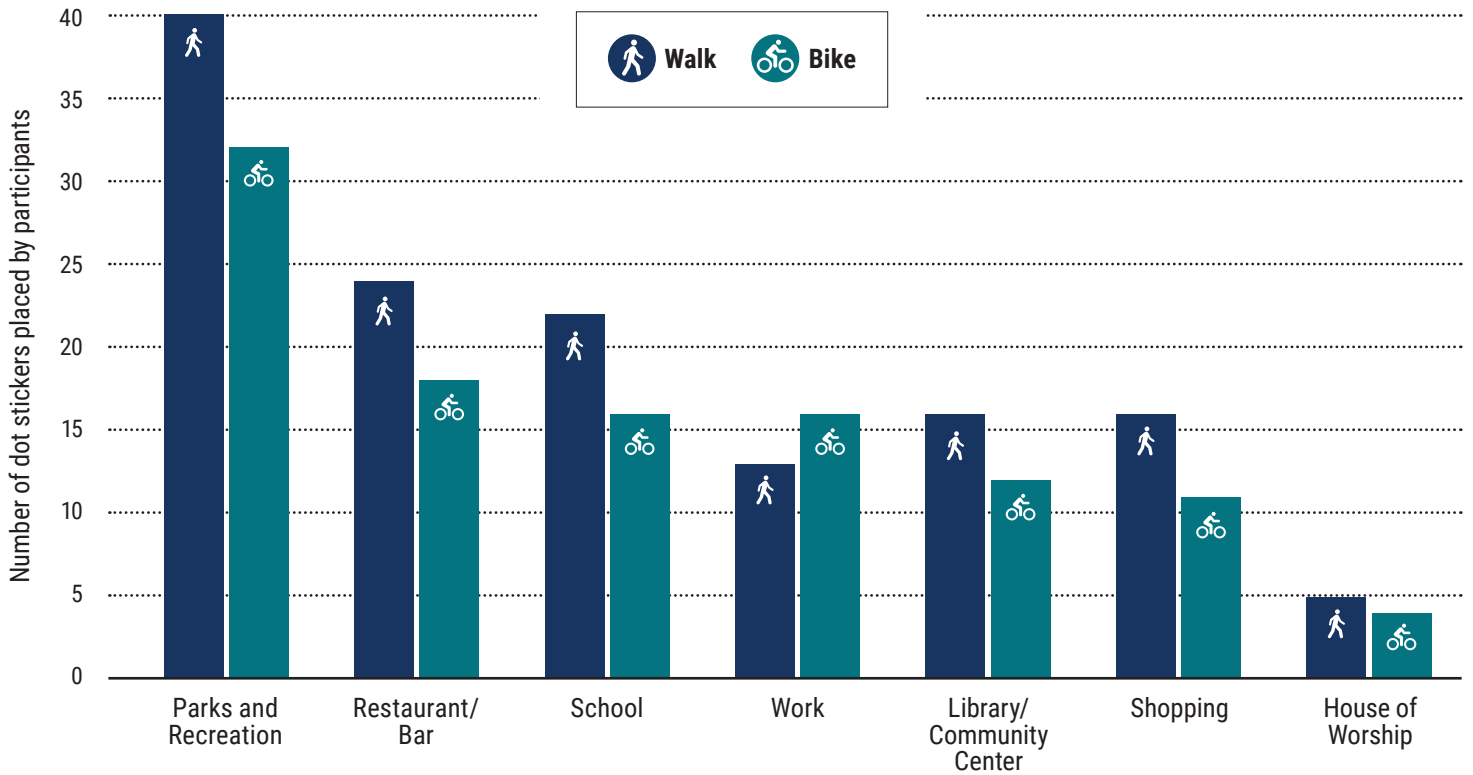


Figure 15. Public responses to “What types of destinations would you like to walk and bicycle to?”

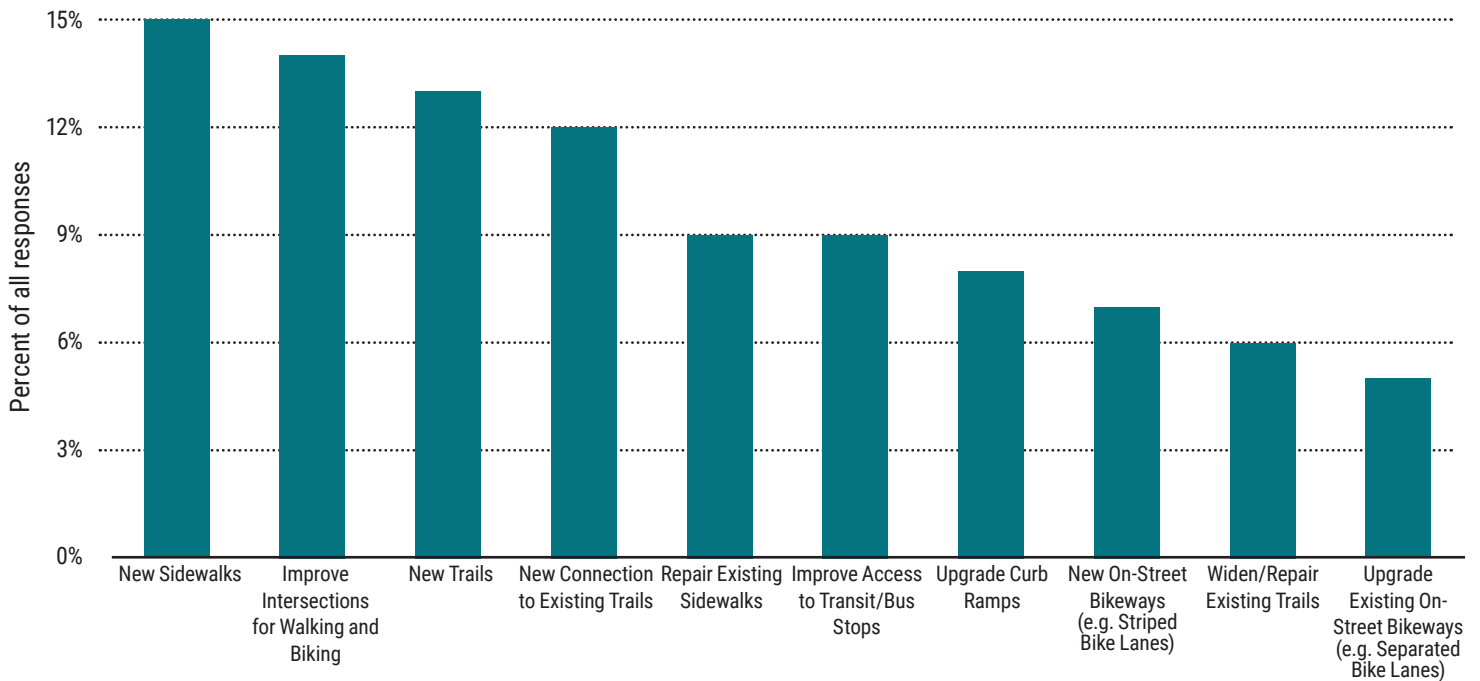


Figure 16. Public responses to “What are your top priorities for active transportation improvements?”

The following Word Clouds summarize the most frequently occurring words used by stakeholders during interviews.



Figure 17. Stakeholder responses to “What is Fort Worth’s biggest strength related to walking and bicycling?”



Figure 18. Stakeholder responses to “What are the biggest challenges for walking and bicycling in Fort Worth?”



Figure 19. Stakeholder responses to “What are the biggest opportunities for walking and bicycling in Fort Worth?”

Partner Agencies

Aledo Independent School District	Mayor's Committee On Persons With Disabilities
American Association of Retired Persons	MedStar
Area Agency on Aging	Mental Health Mental Retardation/Tarrant County
Azle Independent School District	Near South Side
Bike Friendly Fort Worth	North Fort Worth Alliance
Blue Zones Project	Northwest Independent School District
Burleson Independent School District	Oncor
Castleberry Independent School District	Park & Recreation Advisory Board
Central City Committee	Pedestrian and Bicycle Advisory Commission
Clear Fork Bicycle Club	Real Estate Council of Greater Fort Worth
Crowley Independent School District	Sixty and Better
Cultural District Alliance	SteerFW
Development Advisory Committee	Streams and Valleys, Inc.
Downtown Fort Worth Inc	Tarrant County
Eagle Mountain Saginaw Independent School District	Tarrant County Community College
Everman Independent School District	Tarrant County Public Health
FitWorth	Tarrant Regional Water District
Fort Worth Bike Sharing	Tarrant Transit Alliance
Fort Worth Independent School District	Texas Christian University
Fort Worth League of Neighborhoods	Texas Wesleyan University
Fort Worth Safe Communities Coalition	Trinity Metro
Greater Fort Worth Association of Realtors	Trinity River Vision Authority
Greater Fort Worth Builders Association	TxDOT
Hurst Eules Bedford Independent School District	University of North Texas Health Sciences Center
Keller Independent School District	White Settlement Independent School District
Lake Worth Independent School District	YMCA

**Fort Worth Active Transportation Plan
Public Engagement Summary**

April 2019

