

WALK FORT WORTH EXECUTIVE SUMMARY

Walk Fort Worth is the City's comprehensive pedestrian transportation plan for developing a more pedestrian friendly environment for those who travel by foot, wheelchair, motorized scooter, or other mobility aid. Investing transportation funds in sidewalks, traffic-calming devices, greenways, trails and public transit makes it easier for people to walk to destinations. The most successful business districts in Fort Worth rely on high levels of foot traffic. Cities with vibrant walkable places attract tourists as well as visitors from nearby communities.

The Walk Fort Worth plan was created to accomplish the following:

- ✎ *Recommend* appropriate pedestrian **infrastructure** and improve **design standards**
- ✎ *Identify* highest **priority needs** to direct limited funding
- ✎ *Recommend* targeted **policies**

NECESSITY OF THE WALK FORT WORTH PLAN

People want to live in neighborhoods that are safe and walkable. Walking is the only mode of transportation universally affordable to everyone, but it is not always accessible due to lack of appropriate pedestrian infrastructure. Among the 52 largest cities in the United States, Fort Worth ranks last in walking trips taken by residents.

High pedestrian fatality and crash rates. The City of Fort Worth uses crash and fatality data from the Texas Department of Transportation. During the years 2005-2010, only 1.3 percent of roadway crashes involved a pedestrian, but those crashes represented close to 25 percent of the total roadway fatalities for that time. Studies show fewer pedestrian crashes with the presence of a sidewalk. Overall, 60 percent of arterials and collectors were without sidewalks.

One in four traffic fatalities in Fort Worth is a pedestrian.

-TxDOT reportable crashes 2005-2010

Provide mobility options for all residents and visitors. An estimated 85 percent of Americans living to full life expectancy will experience some sort of permanent disability sometime in their lifetime. For persons with disabilities, having safe, predictable, and convenient pedestrian facilities is a necessity to live an independent lifestyle.

Citywide, 73,000 residents over the age of 16 report having a disability

-American Community Survey, 2009

Encourage physical activity through built environment. Lack of physical activity hurts the population and the economy. Obesity related health care costs exceed \$5.7 billion annually in Texas. Walkable cities promote healthy citizens. In order to promote a healthier community, this plan recommends investing time and resources into providing pedestrian friendly infrastructure and encouragement for residents who wish to be more physically active.

Citywide, 19% of children aged 2-14 are considered obese

-Tarrant County Public Health, 2009

PURPOSE OF THE WALK FORT WORTH PLAN

This plan is intended to identify the opportunities for improving the pedestrian realm within the City of Fort Worth. The recommendations contained in this plan should be used as a blueprint in moving forward with new policies, design standards, and programs. The intent of the plan is to identify the City's strengths, weaknesses, and identify

opportunities for improvement. The Walk Fort Worth goals and performance measures are listed below.

Goal One: Create a Safe and Accessible Pedestrian Network

- ✎ Reduce 5-year average pedestrian fatality rate by 50% by 2025 using TxDOT Crash Records. The 2005-2010 average is 16 fatalities per year.
- ✎ Increase pedestrian trips from 1.2% in 2012 to 3.2% by 2025 using the five-year estimates from the American Community Survey

Goal Two: Improve the Walking Experience for a Healthier Community.

- ✎ Increase adults meeting recommendations for physical activity from 47.4% in 2009 to 60% by 2025
- ✎ Decrease obesity from 19% in 2009 to 9% in children ages 2 to 14 by 2025

PLAN RECOMMENDATIONS

The cities most successful at improving the pedestrian environment have done so with a comprehensive focus that includes municipal policies, statutes and ordinances, as well as substantial efforts regarding safety, education, enforcement, and encouragement. Key policy recommendations for implementation include the following:

- ✎ Update and implement the citywide Complete Streets Policy
- ✎ Increase the minimum sidewalk width
- ✎ Design streets for safer speeds
- ✎ Update the 1992 ADA Transition Plan
- ✎ Update and implement the policy on Street Connectivity
- ✎ Educate all road users on traffic laws
- ✎ Coordinate with schools to implement safe routes to school