

Fort Worth Active Transportation Plan

EXECUTIVE SUMMARY

April 2019



FORT WORTH®



North Central Texas
Council of Governments

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, cost opinions, and commentary contained herein are based on limited data and information, and on existing conditions that are subject to change.

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Table of Contents

About the Fort Worth Active Transportation Plan	1
ATP Vision	1
Navigating the Plan	2
Plan Objectives	2
Existing Conditions	3
Coordination	4
All Ages and Abilities Networks and ATP Comfort Analyses	5
Project Prioritization.....	6
Priority Projects	7
Pedestrian Projects.....	8
Bicycle Projects.....	12
Trail Projects.....	12
Policies	17
Top Policies	18
Performance Measures	19

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About the Fort Worth Active Transportation Plan

The Fort Worth Active Transportation Plan (ATP) serves as an update to the 2010 Bike Fort Worth Plan and the 2014 Walk Fort Worth Plan, and it is Fort Worth’s first ever citywide trails master plan. Active transportation includes walking, bicycling, wheelchair use, and all non-motorized means of travel for transportation and recreation. Each of these elements supports access to the city’s transit network.

The ATP provides a shared vision for active transportation priorities and a comprehensive framework for implementation. It identifies the priority infrastructure network for citywide and regional active transportation travel, placing an emphasis on local, short trips and connections to transit. It also includes policy recommendations, performance measures to guide investments and accountability, and prioritized project lists with cost opinions.

ATP Vision

The following statement, derived from extensive public and stakeholder input, identifies the vision of the ATP. The vision provides the framework for policy recommendations:

*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.*

“ If we are to improve our city, we must think big—initiate our own changes and assume the leadership that is our responsibility. ”

—Phyllis J. Tilley
 Founder, Streams & Valleys

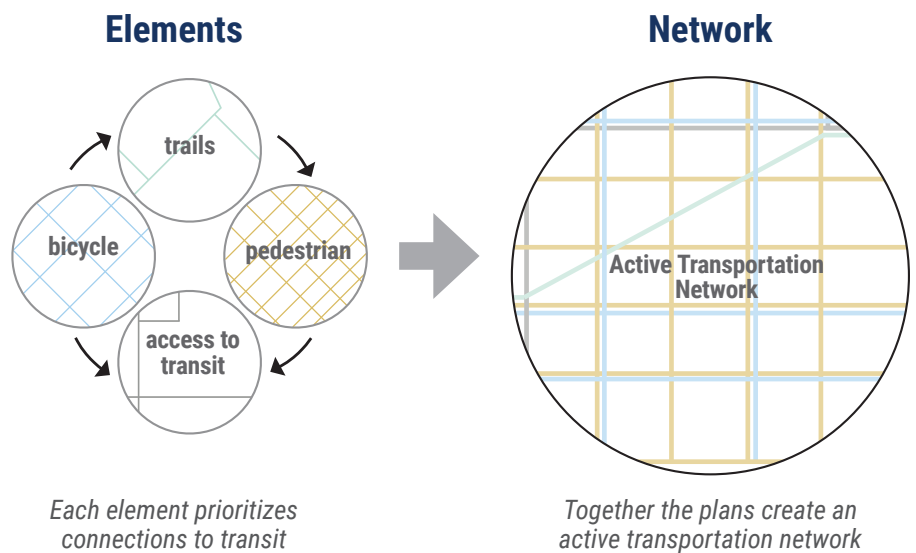


Figure 1. The Fort Worth Active Transportation Plan (ATP) serves as an update to the Bike Fort Worth Plan and the Walk Fort Worth Plan, and it is Fort Worth’s first ever citywide trails master plan. Each of these elements supports access to the city’s transit network. “Access to transit” refers to a priority woven into all of the modal networks.

Plan Objectives

The objectives listed below will help to achieve the vision described on the previous page and are expanded upon in the full AT Plan.

- 1 Identify a seamless citywide network of on- and off-street bicycle and pedestrian facilities for people of all ages and abilities to walk, access transit, and bicycle.**
- 2 Develop a level of comfort analysis for walking and bicycling in Fort Worth.**
- 3 Update the Bike Fort Worth and Walk Fort Worth plans, and serve as the citywide trails master plan.**
- 4 Develop principles and criteria for network alternatives.**
- 5 Recommend policies, performance measures, and design guidelines.**
- 6 Prioritize trail, bicycle, and pedestrian projects.**
- 7 Develop an implementation and funding plan.**

Navigating the Plan

The ATP is organized as follows:

Executive Summary – Brief summary of ATP recommendations.

Chapter 1. Introduction – Description of plan vision, objectives, coordination, and process.

Chapter 2. Existing Conditions Summary – Overview of existing conditions and findings.

Chapter 3. Network Development and Analysis – Discussion of network priorities, structures, inputs, and analyses, and network maps.

Chapter 4. Prioritization, Projects, and Cost Opinions – Description of how projects were identified and prioritized, with priority project lists, maps, and cost estimates.

Chapter 5. Policies and Procedures – Recommended policies, performance measures, project lists and maps, network maps, partners, and funding strategies.

Appendices, Reports, and Memoranda

1. Existing Conditions Report
2. Public Engagement Process and Findings
3. Pedestrian Experience Index (PEI) Methodology Memorandum
4. Level of Traffic Stress (LTS) Analysis Methodology Memorandum
5. Network Planning Approach Memorandum
6. Trails Master Plan Executive Summary

Guides

Facility Selection Guide and Active Transportation Design Toolbox – Information on the design of active transportation facilities and identifying the appropriate facility for the roadway context.

Pop-Up Projects: A Community Guide for Fort Worth – Information on community-driven demonstration projects.

Existing Conditions

As of early 2018, there were 89 miles of paved trails, 30 miles of natural surface trails, and 45 miles of on-street bicycle facilities in Fort Worth.

Fort Worth has been named a pedestrian and bicycle safety focus city by the Federal Highway Administration due to high numbers of pedestrian and bicycle crashes and fatalities.¹ Bicycle crashes have been trending up recently, with 50 crashes in 2010 and 74 in 2018. The top factors leading to bicycle crashes were driver

inattention, bicyclist failure to yield to traffic controls or pedestrians, and failure of drivers to control their speed.²

There are roughly 4,000 miles of streets in Fort Worth that lack sidewalks. Pedestrian fatalities in Fort Worth increased from 11 in 2010 to 36 in 2018. The most common causes of pedestrian crashes in Fort Worth were driver inattention, failure to yield to pedestrians, motorist failure to control their speed, unsafe backing, and impaired vision.

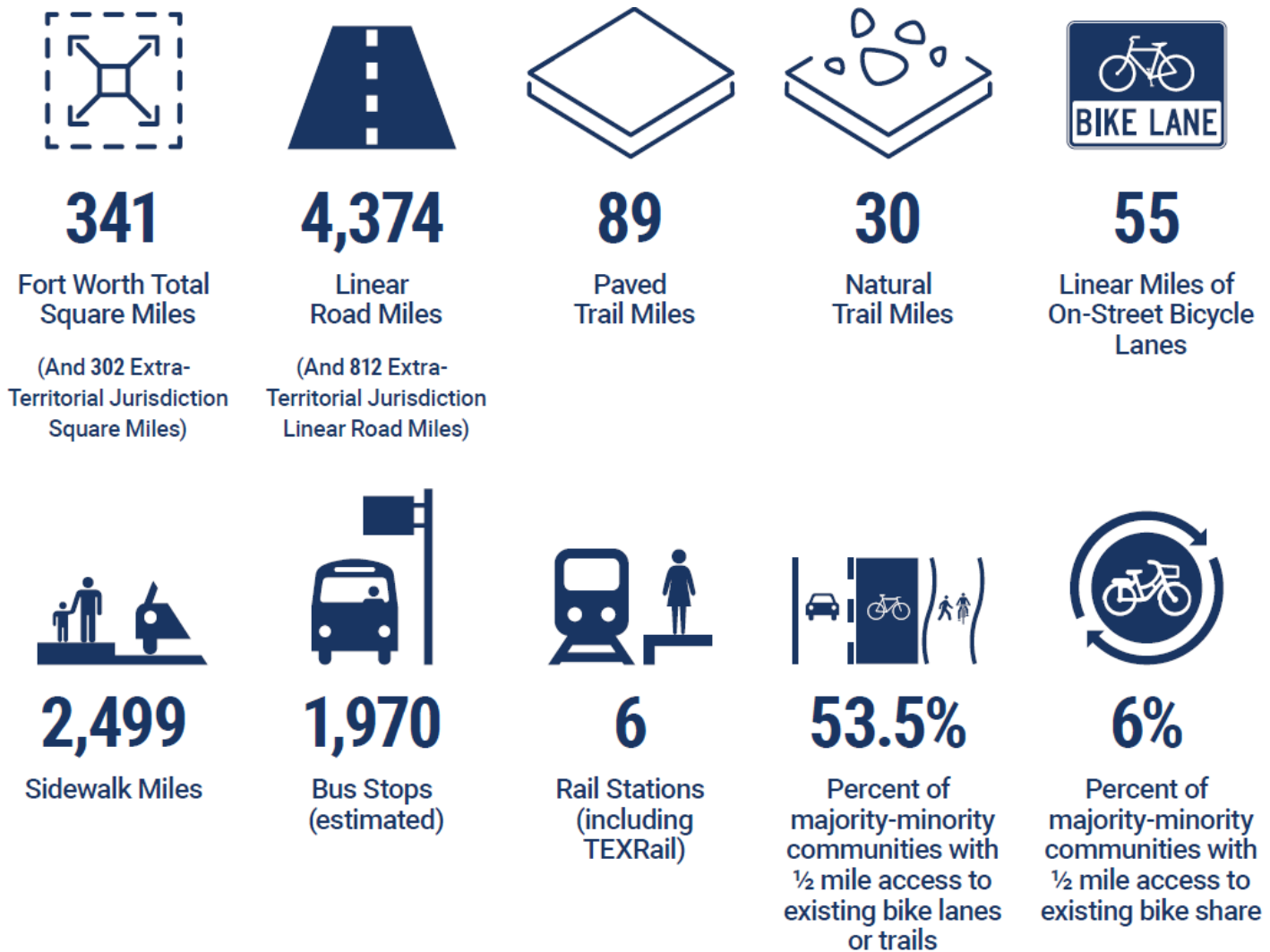


Figure 2. Existing Conditions Statistics

1 Pedestrian and Bicycle Safety States and Cities, FHWA, https://safety.fhwa.dot.gov/ped_bike/ped_focus/

2 City of Fort Worth Police Department, Report Beam

Coordination

Implementing walking, bicycling, and trail networks requires coordination with various agencies and stakeholders. Recognizing this, the planning process for this ATP included coordination with several concurrent planning efforts, and the plan builds upon previous planning efforts.



Figure 3. Many projects, programs, and initiatives informed, and are supported by the ATP.



Figure 4. Active Transportation Plan Public Meeting in March 2018



Figure 5. A bicyclist rides in a two-way bike lane with green paint marking the driveway conflict. Photo Credit: City of Fort Worth

All Ages and Abilities Networks and ATP Comfort Analyses

All Ages and Abilities (AAA) active transportation networks are safe, comfortable, and equitable networks for all residents and visitors in Fort Worth.

In an All Ages and Abilities network, bicycle facilities separate people biking from traffic. A pedestrian All Ages and Abilities network requires a complete Americans with Disabilities Act (ADA)-accessible sidewalk and street crossing network with direct connections to transit. Trails should be designed to comfortably accommodate the anticipated number of trail users.

The ATP calls for a connected All Ages and Abilities network for pedestrian, bicyclists, and trail and transit users. It accomplishes this through analysis, network planning, and design guidance.

Walking conditions were analyzed using a Pedestrian Experience Index (PEI) developed specifically for the ATP, and bicycling conditions were analyzed using a Level of Traffic Stress analysis based on nationally accepted best practices.

The results of these analyses—which identify more and less comfortable blocks and intersections— informed the development of the ATP’s network recommendations from the network design through project identification and prioritization.

The ATP Facility Selection Guide provides procedures for selecting an appropriate bicycle facility for users of All Ages and Abilities based on traffic volumes, lanes, and motor vehicle speeds.

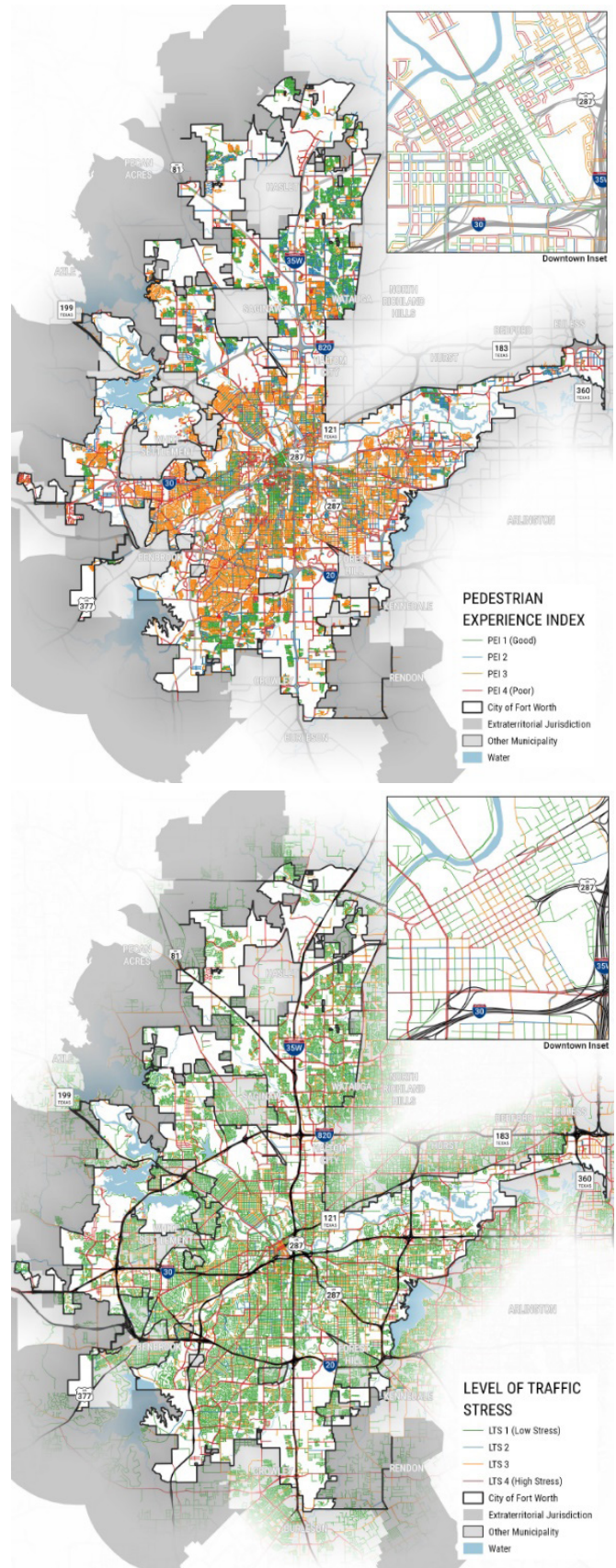


Figure 6. Maps of the results of the Pedestrian Experience Index (above) and the Bicycle Level of Traffic Street (Below). Larger versions are provided in the full ATP.

Project Prioritization

Recognizing that there are limited funds and resources for project implementation, the prioritization process used in the ATP provides information on which projects should be funded and implemented first. The ATP’s data-driven prioritization process scored and ranked each project in the pedestrian, bicycle, and trails networks.

Trails and bikeways were broken into linear project segments. Sidewalk gaps were bundled into half-mile wide project hexagons. These projects were prioritized using factors and weights based on stakeholder input and tailored for pedestrian, bikeway, and trail projects (See Table 1).

The factors were derived from project goals and stakeholder input. Scoring connectivity ensures that

new projects support the existing system. Scoring demand ensures that projects get built where they are likely to be well-used. Scoring crash history and comfort addresses safety. Scoring stakeholder input ensures that projects the public sees as important are the ones that move forward. Projects located in equity areas are weighted highly because they contain a disproportionate number of pedestrian and bicycle crashes. Crashes are concentrated in majority minority areas, areas with high rates of poverty, and areas with high populations of people with disabilities. For example, 69% of all pedestrian crashes and 79% of fatal pedestrian crashes occurred in MMAs from 2013 to 2017. During the same period, MMAs had 60% of all bike crashes and 86% of fatal bike crashes.

Prioritization Factor	Description	Weight		
		Sidewalks	Bikeways	Trails
Equity	Majority Minority Area, low-income populations, population of people with disabilities	40%	30%	30%
Spine Trail	On a Spine network alignment	--	--	30%
Connectivity	Intersection with existing bikeway or trail	--	25%	30%
Demand	Population density, employment density, transit stations/stops, trail heads, schools, and households without access to a motor vehicle	30%	20%	--
Crash History	Available crash record	20%	10%	--
Comfort	Pedestrian Experience Index or Level of Traffic Stress	5%	10%	--
Stakeholder Input	Interactive map priority	5%	5%	10%
Funding	20% funding from external sources	--	--	10% (bonus)
Feasibility	Evaluated through 30% design	--	--	10% (bonus)

Table 1. Prioritization factors and weights for pedestrian, bicycle, and trail projects

Priority Projects

The ATP identifies the most highly prioritized projects. The cost opinions are based on currently available information, without the benefit of preliminary engineering studies. Construction costs will vary based on the ultimate project scope, actual site

conditions and constraints, schedule, and economic conditions at the time of construction. *The ATP cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its planning-level cost opinions.*

Sidewalk Gap Location	All		Priority (Top 300)	
	Mileage	Cost Opinion	Mileage	Cost Opinion
Citywide	3,395	\$3,279,600,000	151	\$145,900,000
In Majority-Minority Areas (MMA)	2,212	\$2,137,100,000	149	\$144,400,000
In Super Majority-Minority Areas (75%+ minority)	1,437	\$1,387,900,000	138	\$133,600,000
In Neighborhood Profile Areas	1,535	\$1,483,200,000	90	\$87,400,000
Near Schools (1/4 mile)	879	\$849,600,000	55	\$53,600,000
Near Higher Education (1/2 mile)	135	\$130,700,000	12	\$11,400,000
Near Transit (1/4 mile)	1,218	\$1,176,800,000	105	\$101,800,000
In High Disability Areas (>13% people with disabilities)	1,013	\$979,000,000	104	\$100,700,000

Table 2. Sidewalk Project Cost Opinions

Pedestrian Projects

Table 3 lists the streets with the most mileage of sidewalk gaps located within the 50 highest ranked project hexagons. Cost opinions in the table below are based on an estimated cost of \$966,000 per mile of 5-foot wide sidewalk. Overall, adding sidewalk to all 3,395 miles in the City would cost an estimated \$3,279,600,000. Adding sidewalk to the 151 miles in

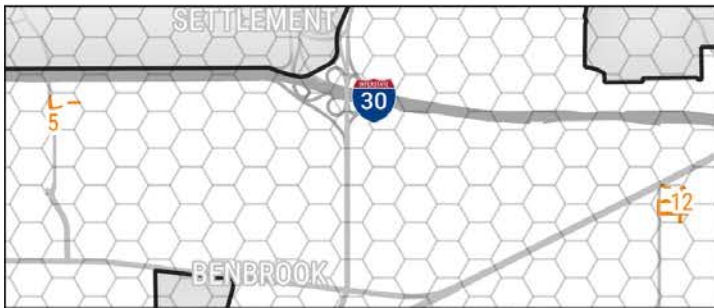
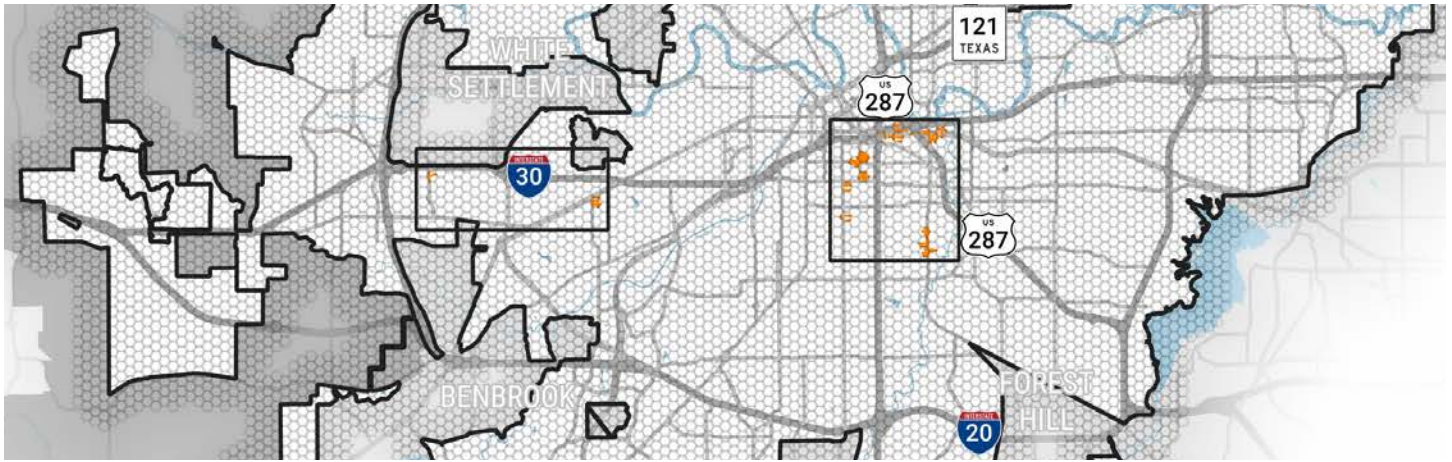
the top 300 project areas would cost an estimated \$145,900,000. Table 4 and Figure 5 show the 20 top project hexagons (project bundles). Figure 6 shows the location of the top 300 project hexagons. During implementation, it may be more efficient to fill sidewalks gaps in groups of hexagons that are in close proximity, rather than going in strict numerical ranked order.

Street Name	Length of Sidewalk Gap (Miles) Located in Top 300 Project Hexagons	Cost Opinion Assuming \$966,000/ Mile, Rounded
South Riverside Drive	3.08	\$3,000,000
Camp Bowie West Boulevard	1.60	\$1,600,000
East Lancaster Avenue	1.55	\$1,500,000
Mansfield Highway	1.47	\$1,500,000
Northwest 28th Street	1.36	\$1,400,000
Calmont Avenue	1.36	\$1,400,000
East Rosedale Street	1.36	\$1,400,000
Ash Crescent Street	1.23	\$1,200,000
East Seminary Drive	1.16	\$1,200,000
East Vickery Boulevard	1.08	\$1,100,000
Littlepage Street	1.06	\$1,100,000
Kearney Avenue	0.99	\$1,000,000
Crawford Street	0.95	\$1,000,000
Coleman Avenue	0.89	\$900,000
South Freeway	0.87	\$900,000
South Jennings Avenue	0.85	\$900,000

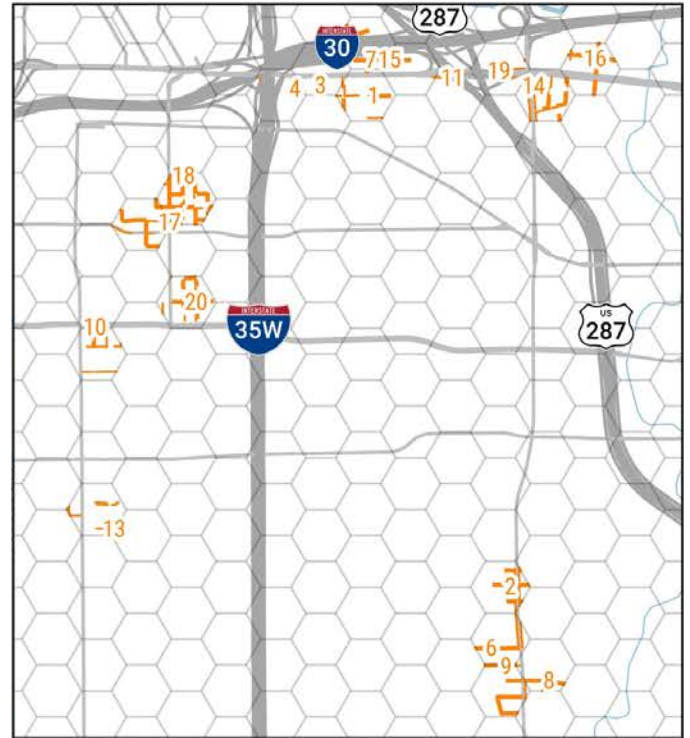
Table 3. Streets in Fort Worth with the greatest length of sidewalk gap in the top 50 priority project hexagons.

Priority Rank	Street in Sidewalk Project Hexagon	Length of Sidewalk Gap in Miles	Cost Opinion Assuming \$966,000/Mile, Rounded
1	Cedar Street / Cypress Street / East el Paso Street / East Presidio Street	0.38	\$400,000
2	East Harvey Avenue / East Jessamine Street / East Powell Avenue / South Riverside Drive	0.64	\$700,000
3	Cedar Street / Poplar Street	0.06	\$100,000
4	East Presidio Street / North Kentucky Avenue / South Freeway	0.09	\$100,000
5	Calmont Avenue / Las Vegas Trail	0.28	\$300,000
6	East Mulkey Street / East Robert Street / South Riverside Drive	0.64	\$700,000
7	19th Street / Chambers Street / Cypress Street / Kennedy Street	0.46	\$500,000
8	Ash Crescent Street / Colvin Avenue / East Robert Street / South Riverside Drive	0.36	\$400,000
9	Colvin Avenue / East Morningside Drive / East Robert Street / South Riverside Drive / Talton Avenue	0.68	\$700,000
10	Grainger Street / May Street / South Jennings Avenue / West Magnolia Avenue / West Oleander Street	0.33	\$400,000
11	East Lancaster Avenue	0.04	\$100,000
12	Bryant Irvin Road / Camp Bowie Boulevard / Diaz Avenue / Donnelly Avenue / Geddes Avenue / Littlepage Street	0.84	\$900,000
13	Travis Avenue / West Arlington Avenue / West Baltimore Avenue / West Richmond Avenue	0.23	\$300,000
14	Chester Street / Cromwell Street / East Avenue / Grafton Street / Riverside Drive / South Riverside Drive	0.69	\$700,000
15	East Lancaster Avenue / Kennedy Street	0.11	\$200,000
16	Bomar Avenue / Grafton Street / Windham Street	0.62	\$600,000
17	Cleveland Avenue / Galveston Avenue / Pennsylvania Avenue / South Main Street / West Annie Street / West Cannon Street / West Tucker Street	0.77	\$800,000
18	Bryan Street / Cleveland Avenue / Crawford Street / East Annie Street / East Peter Smith Street / East Tucker Street / South Calhoun Street / South Main Street / West Annie Street / West Tucker Street	1.18	\$1,200,000
19	East Lancaster Avenue / Riverside Drive	0.20	\$200,000
20	Bryan Street / Crawford Street / East Dashwood Street / East Terrell Avenue / Oak Grove Street / South Main Street	0.60	\$600,000

Table 4. List of 20 highest ranked sidewalk project hexagons, total length of sidewalk gap, and high-level cost opinion.



West Inset



Central Inset

Note:
Sidewalk gap labels display project prioritization ranking.

Figure 7. Priority Sidewalk Gaps. Top map shows the location of insets. Central Inset and West Inset maps show high priority sidewalk project locations.

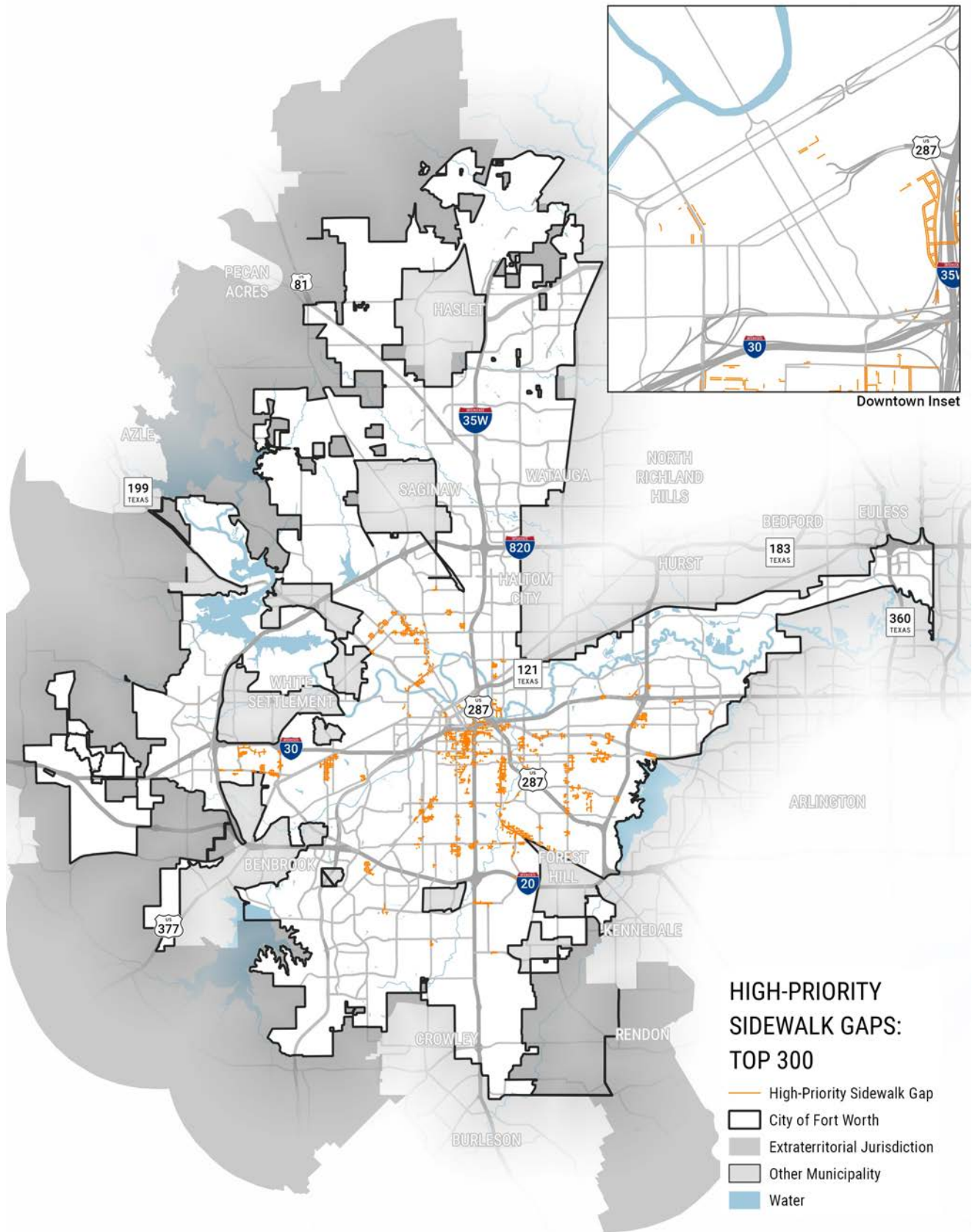


Figure 8. 300 priority sidewalk gaps, grouped into project hexagons.

Bicycle Projects

The on-street bicycle projects in Table 6 on the next page scored highest in the ATP’s prioritization process. The ATP Facility Selection Guide should be used to select the appropriate facility to provide bicyclist comfort given the roadway conditions and context. See the project list appendix for the full prioritized list.

On-Street Bicycle Facility Costs

Project-specific costs are not available without knowing what will be constructed, and those decisions will be made in the future using the ATP Facility Selection guide, which provides information on which facilities are appropriate. Therefore, network-wide costs were generated instead.

Unit costs by bicycle facility type in both directions, based on information provided by the City of Fort Worth, are presented in Table 5. Also presented are mileage estimations for recommended on-street bicycle projects by bicycle facility type. The development of cost opinions consisted of high-level assignments for each project based on Fort Worth Master Thoroughfare Plan street types; available existing data related to traffic volume, travel lanes, and the presence of parking; and Level of Traffic Stress considerations. The actual mileage of facilities selected and implemented may vary from this estimate.

On-Street Bicycle Facility Type	Mileage	Cost Opinion
Street-Level SBL	267	\$38,200,000
Buffered Bike Lanes	35	\$1,800,000
Bike Lanes	5	\$200,000
Bicycle Route	136	\$300,000
Bicycle Facility Total	442	\$40,500,000

Table 5. On-Street Bicycle Facility Project Cost Opinions

Trail Projects

The trail projects in Table 7 scored highest in the ATP prioritization process. The ATP’s recommended trail network includes approximately 174 miles of trail, 94 river crossings, 331 street crossings, 34 highway crossings, and 25 railroad crossings. The cost opinion for implementation of the entire recommended trail network is \$714,500,000.

Trails Cost Assumptions

A 10-foot-wide concrete path is estimated to cost an average of \$1.9 million per mile based on observed trail cost estimates in Fort Worth, including the cost for design, right-of-way acquisition, and contingency. The citywide cost opinion for recommended trail projects also includes adjustments for recommended trails in floodplains and major crossings:

- In floodplain: +\$250,000
- In floodplain with one river crossing: +\$500,000
- In floodplain with two or more river crossings: +\$500,000 per 2,000 feet of trail in floodplain or +500,000 per river crossing, whichever total is less
- Street crossing: +\$250,000
- Highway crossing: +\$3,000,000
- Railroad crossing: +\$500,000



Figure 9. Recent investments in bike lanes form the backbone of the network. (Photo credit: City of Fort Worth)

Rank	On-Street Bicycle Project	In an MMA or Super MMA?	Within 1/4 Miles of a School?	Within 1/2 Mile of Higher Education?	Within 1/4 Mile of a Transit Corridor?
1	Rosedale Street from Main Street to Evans Ave	Super MMA			Yes
2	Tennessee Ave/Pine Street/IM Terrell Way from Hattie Street to IM Terrell Circle	Super MMA	Yes		Yes
3	Lancaster Ave from Pine Street to Riverside Drive	Super MMA	Yes		Yes
4	Vickery Blvd from Main Street to Kentucky Ave	Super MMA	Yes	Yes	Yes
5	Cantey Street from University Drive to Willing Ave	MMA	Yes	Yes	Yes
6	Jennings Ave from Terrell Ave to Pennsylvania Ave	MMA			Yes
7	Evans Ave from Berry Street to Allen Ave	Super MMA	Yes		Yes
8	Vickery Blvd / Rogers Rd / Colinsworth Street / S. University Dr from Montgomery Street to Old University Drive	Super MMA	Yes		Yes
9	Main Street from Morningside Drive to Allen Ave	Super MMA			Yes
10	Terrell Ave from College Ave to Jennings Ave	MMA	Yes		Yes
11	Adams Street from Pennsylvania Ave to Vickery Blvd	MMA	Yes		
12	McCart Ave from Berry Street to Park Hill Dr		Yes	Yes	Yes
13	University Drive from Benbrook Blvd to Bellaire Drive			Yes	Yes
14	Riverside Drive/Sylvania Ave from Trinity Trails to 4th Street	Super MMA	Yes		Yes
15	Cannon Street from Henderson Street to Hemphill Street	MMA	Yes		Yes
16	9th Street/Harding Street/Luella Street/IM Terrell Circle from Jones Street to 19th Street	Super MMA	Yes	Yes	Yes
17	Park Vista Blvd from Keller Hicks Road to Caylor Road	MMA			
18	Henderson Street from Terrell Ave to Pennsylvania Ave		Yes		
19	Henderson Street from Pennsylvania Ave to Lancaster Ave	MMA	Yes		
20	Jennings Ave from Jarvis Street to Lancaster Ave	MMA		Yes	Yes

Table 6. List of 20 highest ranked bicycle projects.

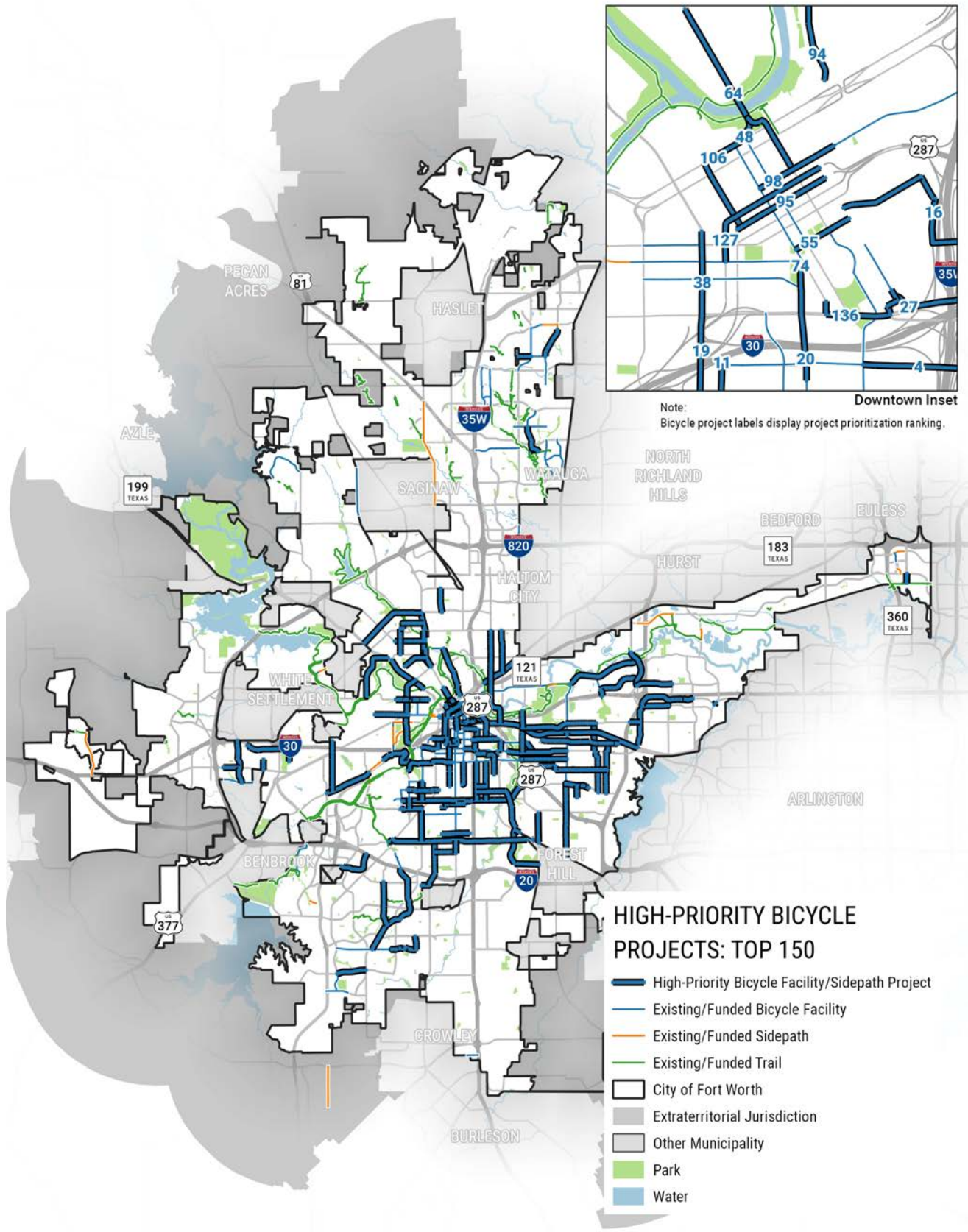


Figure 10. Top 150 priority bicycle projects

Priority Rank	Trail Name	From	To	Length (feet)	Cost Opinion
1	TEXRail Trail Segments	Trinity River (near Trail Drivers Park)	TEXRail Mercantile Center Station	14,054	\$14,000,000
2	Marine Creek Trail	23rd St	Trinity River Trail	2,547	\$2,200,000
3	Bomber Spur Trail (South Extension)	Calmont Ave	Vickery Blvd	12,916	\$21,100,000
4	Sycamore Creek Trail	I-30	Sycamore Park	6,118	\$14,200,000
5	Marine Creek Trail	Cromwell Marine Creek	Marine Creek Lake Trail	4,399	\$2,700,000
6	Krauss Baker Park/ Woodmont Park Trail Connection	Krauss Baker Park (McCart Ave)	Woodmont Park (Woodmont Trl)	1,974	\$1,900,000
7	Western Hills Oncor Trail North	Dale Ln	Calmont Ave (at SH 183)	11,466	\$7,100,000
8	Trinity Trail (North Bank)	Trinity River (near Trail Drivers Park)	Riverside Park (near Embrey Pl)	8,217	\$9,300,000
9	Western Hills Oncor Trail South	Calmont Ave (at Glenrock Dr)	Chapin Rd	7,265	\$11,300,000
10	Sycamore Creek Trail	Cobb Park (Old Mansfield Rd)	Carter Park (Seminary Dr)	11,982	\$11,800,000
11	Big Bear Creek Trail	Existing Trail (near Golden Triangle Blvd and Goldrush Dr)	Fort Worth/Keller City Limits	10,743	\$5,700,000
12	Bomber Spur Trail (North Extension)	Sherry Ln (Fort Worth/ Westworth Village City Limits)	Calmont Ave	8,512	\$12,800,000
13	Trinity Trail (North Bank)	University Dr	SH 199	2,999	\$7,100,000
14	Wedgwood Trail	Granbury Rd	Woodway Dr	10,043	\$8,900,000
15	Fossil Creek Trail	TX-121 (Fort Worth/Richland Hills City Limits)	Existing Trinity Trail	5,640	\$3,600,000
16	Sycamore Creek Trail	Seminary Dr	Fair Park Blvd	5,262	\$2,700,000
17	Altamesa Rail Trail	Campus Dr	Wichita St	7,154	\$4,800,000
18	Sycamore Creek Trail	Fair Park Blvd	Altamesa Blvd	13,862	\$21,800,000
19	Crawford Farms Park Trail Connection	Wexford Dr (Existing Trail)	Sinclair Park Trail (Existing Trail)	805	\$1,100,000
20	Lake Arlington Trail	Rosedale St	Berry St	10,436	\$4,100,000

Table 7. Top 20 priority trail projects and cost opinions.

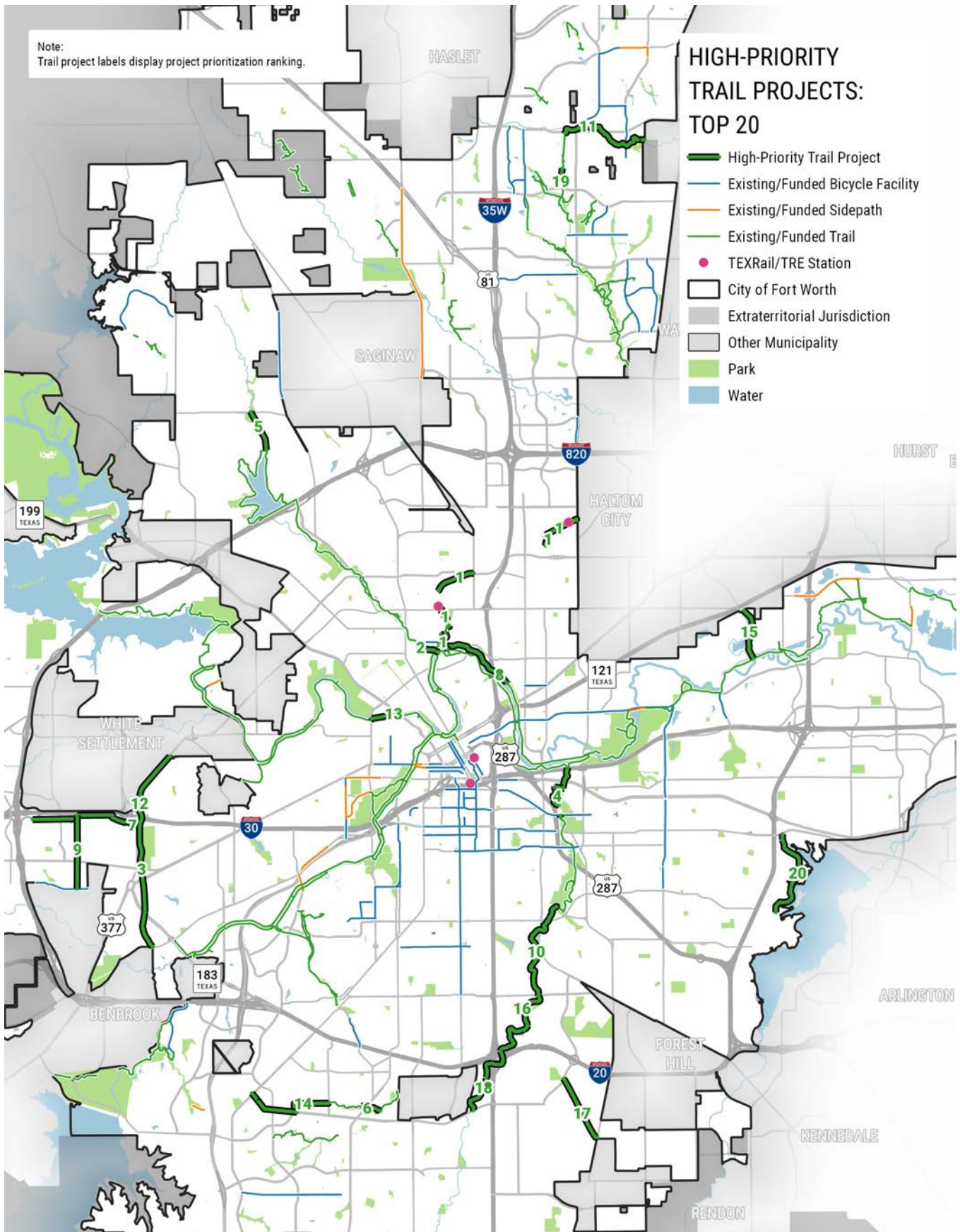


Figure 11. Top 20 priority trail projects.

Policies

The policy framework supports a policy vision statement based on input from stakeholders. There are nine subjects addressed in the policy statement that organize the actions necessary for implementation. Each subject has a set of actions associated with it, along with performance measures to track progress.

Policy Overview

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.

In this policy framework, the actions were divided into nine subjects.



1. Coordinated

Frequent coordination between regional entities is important to foster continuity and cohesiveness in active transportation efforts.



2. Connected

By connecting origins to destinations and building a network that is complete and continuous, more people will be attracted to active transportation modes.



3. Safe and Comfortable

A network must be safe and comfortable for it to be usable by pedestrians and bicyclists of all skill levels and abilities.



4. Accessible

The design of the network should be accessible to users of all ages and abilities. For users with limited mobility, it is important that there are no gaps in the accessible network.



5. Equitable

Adopting an Equity in Transportation policy is necessary to facilitate the ongoing identification and eradication of racial and cultural disparities in transportation affordability, access, and safety.



6. Healthy

Active transportation is a major part of maintaining a healthy lifestyle. By implementing programs to support the active transportation network, residents will have more incentive to make healthy choices.



7. Community Awareness and Culture

Community awareness of the active transportation network and programs is essential to increasing the number of users across the city.



8. Funding

Ideas cannot become a reality without the funding needed to make them happen. This plan supports efforts to obtain funding for the implementation of active transportation projects and programs.



9. Economic Vitality

When transportation and economic development work well together, the result is stronger development and efficient infrastructure for all residents.

Top Policies

The ATP stakeholder group was surveyed to determine the relative importance of the Plan’s policies. The policies listed below are policies that more than half of respondents believed should be prioritized in the implementation process. The table shows the top 13 policies, the implementers in charge of them, and the recommended timeline for completing them.

Subject	Policy	Implementers	Timeline	
Coordinated	1.1	Implement the Complete Streets Implementation Plan to ensure interdepartmental and interagency coordination during project scoping and consideration of all users and modes, connected travel networks, and nearby land uses.	Transportation / Public Works, Planning & Development	1-2 years
	1.2	On TxDOT projects, continue to coordinate with TxDOT to ensure comfortable sidewalks and appropriate bicycle facilities are included in all projects for the land use context where identified in this plan.	Transportation / Public Works, Planning & Development, Park and Recreation	1-2 years
Connected	2.1	Continue to prioritize opportunities that create a complete transportation network that provides connected facilities to serve all people and modes of travel now, and in the future. Use project selection criteria that supports Complete Streets projects.	Transportation / Public Works, Planning & Development	Ongoing
	2.2	Promote street system patterns that provide greater connectivity between streets and developments to reduce traffic demands on arterial streets, improve emergency access, and make bicycling and walking more attractive transportation options.	Transportation / Public Works, Planning & Development	1-2 years
Safe and Comfortable	3.1	Develop traffic signal timing and actuation along transit, bicycle, and heavy pedestrian use areas.	Transportation / Public Works, Planning & Development, Park and Recreation	2-3 years
Accessible	4.1	Adopt ADA infrastructure standards for all infrastructure types in the active transportation network.	Transportation / Public Works	2-3 years
	4.2	Inventory and prioritize corrections to accessibility barriers at traffic signals, such as lack of curb ramps, or presence of physical barriers in the pedestrian right of way as defined in the ADA Transition Plan. Update and implement the ADA Transition Plan.	ADA Coordinator, Transportation / Public Works, Planning & Development	5 years
Equitable	5.1	Achieve the sidewalk condition and gap-filling targets established in the Race and Culture Task Force final report.	Transportation / Public Works, Planning & Development	5 years
Healthy	6.1	Improve citywide connections between bus shelters, bus stops, and medical facilities.	Trinity Metro, Transportation / Public Works, Planning & Development	2-3 years
	6.2	Add bicycle parking and accommodations in the design of transit station areas, along roadways leading to the stations, and along the transit corridors.	Transportation / Public Works, Planning & Development	2-3 years
Community Awareness and Culture	7.1	Continue to educate the public on safe behavior and interaction on the roads between all road users including people walking, bicycling, using transit, and driving.	Planning & Development, Fort Worth Police Department	1-2 years
Funding	8.1	Continue to coordinate with school districts to create and implement Safe Routes to School plans.	Transportation / Public Works	Ongoing
Economic Vitality	9.1	Work closely with developers of new economic development to provide multimodal access to transportation for future residents/visitors.	Transportation / Public Works, Planning & Development	Ongoing

Table 8. Top policies for prioritization in the implementation process.

Performance Measures

Performance measures were developed to help the City of Fort Worth track its progress on key aspects of the ATP. To achieve the objectives, the Active Transportation Plan recommends implementing the policies, programs, and infrastructure improvements within this plan. The following table presents measures of success, current conditions of each measure, with target improvements. An annual scorecard will be posted at www.fortworthtexas.gov/atp.

Improve safety and access to sidewalks, bikeways, and trails			
Measure	Baseline	Target	Data Source
Eliminate pedestrian and bicyclist fatalities on Fort Worth roadways	Average annual bicycle fatalities*: 1 Average annual pedestrian fatalities*: 22.4	Zero Fatalities by 2030	Fort Worth Police Department
Decrease the percent of missing curb ramps in Super MMAs	32,800 curb ramps (68.6%) are missing in Super MMAs (2017)	20% point reduction (68.6% to 48.6%) by 2025	TPW Asset Management Database/ US Census
Decrease percent of missing or poor condition sidewalks in Super MMAs**	1,437 miles of sidewalks (67%) in Super MMAs are poor condition or missing (2017)	20% point reduction (67% to 47%) by 2023**	TPW Asset Management Database/ US Census
Decrease in percent of Fort Worth residents 18 or older who are overweight or obese	68.1% of Fort Worth residents are considered overweight or obese (2015)	10% reduction (68.1% to 61.3%) by 2030	Tarrant County Behavioral Risk Factor Surveillance System (BRFSS) (available every five years)
Increase percent of majority-minority land area within half-mile access of trails or bike lanes	34% of majority-minority land area is within a half mile of a trail or bike lane. (2018)	10% increase (34% to 44%) by 2025	City of Fort Worth/US Census

Increase funding dedicated to new sidewalks, bikeways, and trails		
Measure	Baseline	Target
Sidewalks and Pedestrian Safety	2014 Bond Funded - \$10.0 million 2018 Bond Funded - \$17.0 million***	Next Bond Program - \$34 million Subsequent Bond Program \$68 million
On-Street Bicycle Facilities	2014 Bond Funded - \$1.2 million 2018 Bond Funded - \$3.0 million	Next Bond Program - \$6 million Subsequent Bond Program - \$12 million General Fund (new bike lanes) - \$250,000 annually by 2022
Trails	2014 Bond Funded - \$1.9 million 2018 Bond Funded - \$7.5 million	Next Bond Program - \$14 million Subsequent Bond Program - \$28 million

* 2014-2018

** Race and Culture Task Force Recommended Target

*** \$12 million for sidewalks, \$5 million for School/Neighborhood Safety

Table 9. Performance measures to track plan implementation.

Fort Worth Active Transportation Plan
EXECUTIVE SUMMARY
April 2019



North Central Texas
Council of Governments