

EXECUTIVE SUMMARY

BIKE FORT WORTH PLAN

Bike Fort Worth is the City's comprehensive bicycle transportation plan for developing a friendlier bicycle environment. Recommendations for supportive policies, programs and facilities are included to increase bicycle transportation within the City of Fort Worth. Implementation of this plan will provide a safe and attractive alternative mode of transportation.

The City has identified three goals to benchmark the success of the plan:

- Triple the number of bicycle commuters (0.2% to 0.6%)
- Decrease the level of bicyclist related crashes by 10%
- Attain official designation as a Bicycle Friendly Community through the League of American Bicyclists.

As the City's population continues to grow, congestion and the resulting air quality problems will only worsen unless viable alternative modes of transportation such as transit, bicycle and pedestrian systems are available. Replacing a small portion of vehicular trips can help alleviate congestion on area roadways. The recommendations in this plan are intended to help accomplish that shift in travel mode.

The *Bike Fort Worth* plan provides the framework for:

- Establishing City policies that are supportive of bicycling;
- Developing and maintaining a safe and comprehensive network of bikeways;
- Educating policy-makers and the public about the benefits derived from integrating bicycling into the transportation system;
- Developing programs for bicycle education, encouragement and law enforcement;
- Promoting bicycling for transportation and recreation; and
- Securing the resources needed to implement the plan and evaluating the success of its implementation in a timely manner.

Study Overview

The *Bike Fort Worth* study area was defined as the City Limits and its extra territorial jurisdiction (ETJ), while understanding the importance of linking bicycle facilities across multiple jurisdictions. Bicycle facilities are identified in the ETJ area for future planning purposes as the City expands. The recommended bikeway network will provide seamless connections to neighboring jurisdictions, providing regional bicycling mobility.

Facility Recommendations

Providing a comprehensive bicycle transportation plan began with identifying the recommended bikeway network. Over 1,000 miles of on-and off-street bicycle facilities are recommended in this plan at ultimate build out. Development of the bicycle network focused on expanding the existing system, overcoming barriers, filling gaps and providing connections to transit and other major destinations.

The *Bike Fort Worth* plan provides on- and off-street facilities, policies and programs to improve bicycling conditions for people who use their bicycle instead of a vehicle to get to destinations rather than for recreation. The bikeway network identified in this plan is highly focused on on-street facilities, but off-street mixed-use trails can provide connections as well. Existing and future off-street trails are included, with special focus on those that provide connectivity to the on-street system and the regional bicycle transportation network.

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Policy and Program Recommendations

These recommendations and guidelines are a supplement to local and national design standards and guidelines. The following are some of the recommendations referenced in the *Bike Fort Worth* plan.

- Establish a permanent, mayor-appointed, ad hoc Bicycle Advisory Committee.
- Adopt a Complete Streets Policy and Ordinance.
- Establish a Bicycling Education program to promote safe bicycling behavior and interaction on the roads between cyclists and motorists.
- Include Bike Fort Worth facility recommendations into the Master Thoroughfare Plan.
- Distribute an updated Bicycle Map and Commuter Guide.
- Ensure bicycle accommodation on all major transit corridors, station areas and transit hubs.
- Develop a Bicycle and Pedestrian Transportation Planning Program.
- Implement a zoning ordinance for bicycle parking.

Funding

On-street bicycle facilities such as signed bicycle routes and lanes account for only 11% of the total network cost, however, comprise over 75% of the total lane miles. In many cases, re-striping or signing is all that is required to complete an on-street bicycle facility. Off-street facilities have a higher cost because of right-of-way acquisition and separate engineering studies.

No specific funding source has been identified to implement the facility recommendations in the *Bike Fort Worth* plan. However, the myriad of funding options available at the federal, regional and local level could be the building blocks to a comprehensive bicycle network. In addition, private developers can assist in constructing many of the off-street facilities through the development of their sites.

Conclusion

Implementation of the *Bike Fort Worth* plan will promote bicycling as a safe and attractive transportation alternative. A bicycle transportation network will serve to improve livability in Fort Worth by providing an alternative travel option to residents of the City and improved access to other modes of transit; allowing for better access to goods, services and activities.