

Master Transportation Plan

The City's First Transportation Capital Delivery Program

Infrastructure and Growth Committee

May 2026

Why a Master Transportation Plan?

- Corridor performance is declining systemwide
- Major corridors remain congested—**even with improvements**
- Growth is outpacing roadway capacity
- We need a **prioritized, fundable capital program** focused on **readiness**
- **Leverage funds** will be critical for delivery

BY 2036:



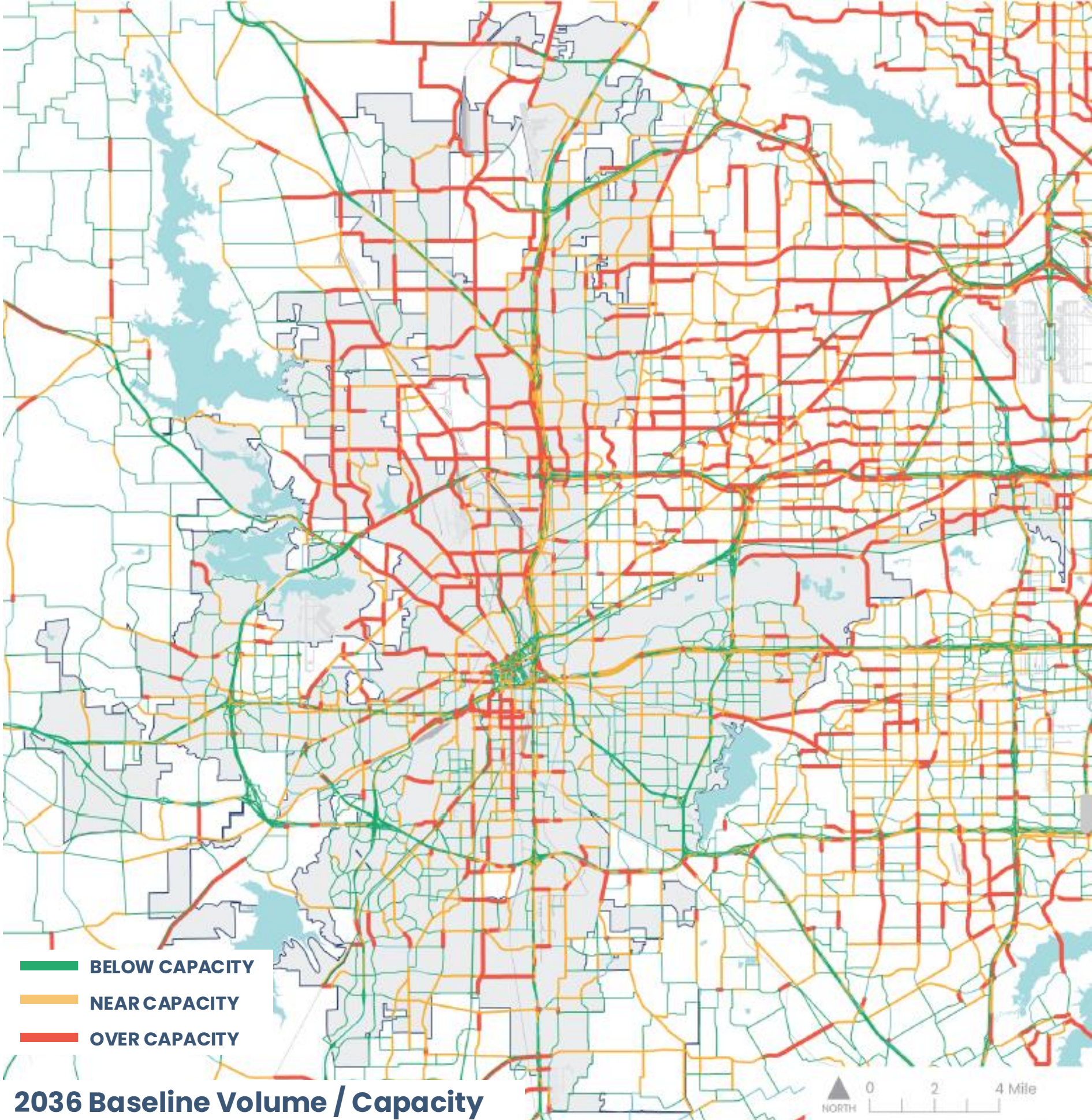
2.5x

Increase in travel times

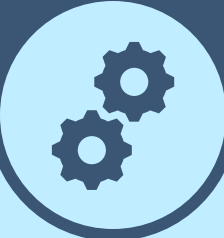


67%

Of network at poor levels of service

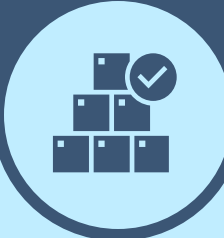


Plan Summary & Requested Action



WHAT'S IN THE PLAN

- **Multimodal** network (roadways + active transportation)
- Freight, walkable, and technology **priority areas**
- **Policy framework** to guide design and access
- **Capital program** to prioritize investments



WHAT IT DELIVERS

- **72 priority** roadway connections identified
- 10-year **investment program**
- Projects **aligned** with City, state, and federal partners
- Framework for **implementation** and ongoing updates aligned with funding cycles



ACTION NEEDED:

Adoption of the Plan and Master Roadway Network



Plan Development and Adoption Timeline


Vision + Goals 


State of the System + State of Safety 


Objectives + Strategic Actions 


Performance Metrics 

★ Ph 1 – Plan Foundations

Gap Analysis + Needs Network 

Safety Action Plan 

Transportation Capital Program 

Master Roadway Network 

★ Ph 2 – Needs + Program

1:1 Stakeholder Briefings 

Inter-departmental Review 

Public Review + Comment Period 

Plan Commission Review + Vote – **May 26** 

★ Ph 3 – Final Plan Review

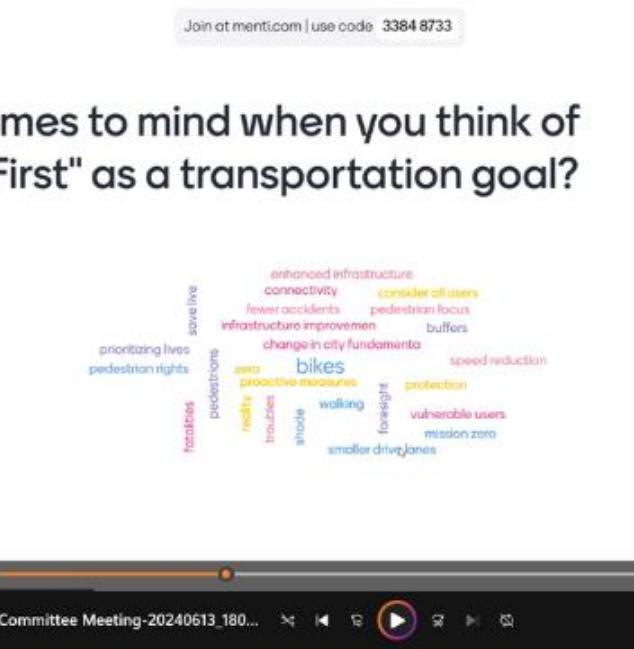
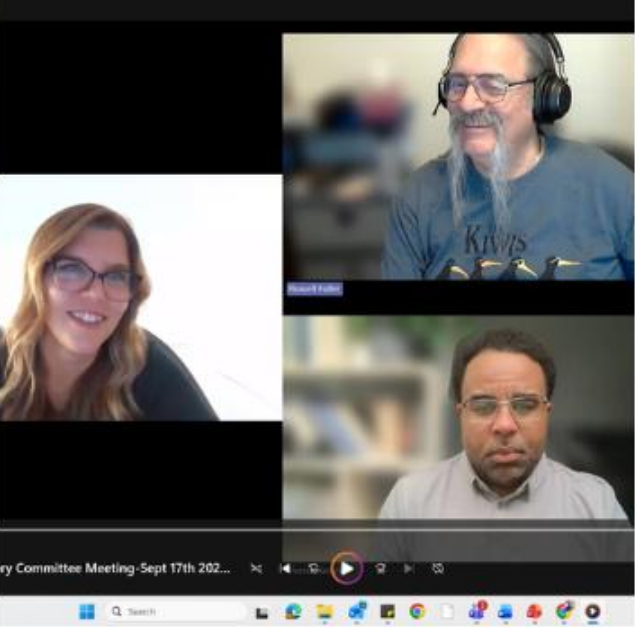

Safety Action Plan Adopted
 September 2025



MTP Council Adoption
 June 2026




Community and Stakeholder Engagement

- Technical partners
- Community stakeholders
- Internal departments





 **33**
Open Houses

 **15+**
Community Events

 **1100**
Survey Responses

 **500**
Stakeholder Comments

 **28**
Congestion hot-spots mapped

 **600**
Votes on Plan Priorities



Who Shaped the Plan



Technical Stakeholder Collaboration

- Regional and state agencies
- Transportation and infrastructure partners
- Data, modeling, and system coordination



Community Stakeholder Engagement

- Residents and community members
- Neighborhood and civic associations
- Council district appointed constituents



One City – One Team Interdepartmental

- Capital planning and project delivery
- Trip Generation and development coordination
- Operations, maintenance, and system management



Plan Goals

6

guiding principles that shape how Fort Worth prioritizes, funds, and delivers transportation investments.



Safety First

Implement measures to reduce crashes and eliminate fatalities and serious injuries across all modes.



Fix It First

Prioritize cost-effective maintenance and lifecycle planning to preserve existing assets.



Human Comfort

Create a convenient, connected, and environmentally considerate network that empowers choice.



Economic Competitiveness

Support businesses, enhance regional and global connectivity, and promote prosperity.



Technology

Embrace flexible, resilient technologies to adapt to evolving transportation needs.















Opportunity

Build an accessible, affordable, and reliable system for all ages and abilities.

Safety Action Plan adopted as the Master Transportation Plan Safety Element in September 2025

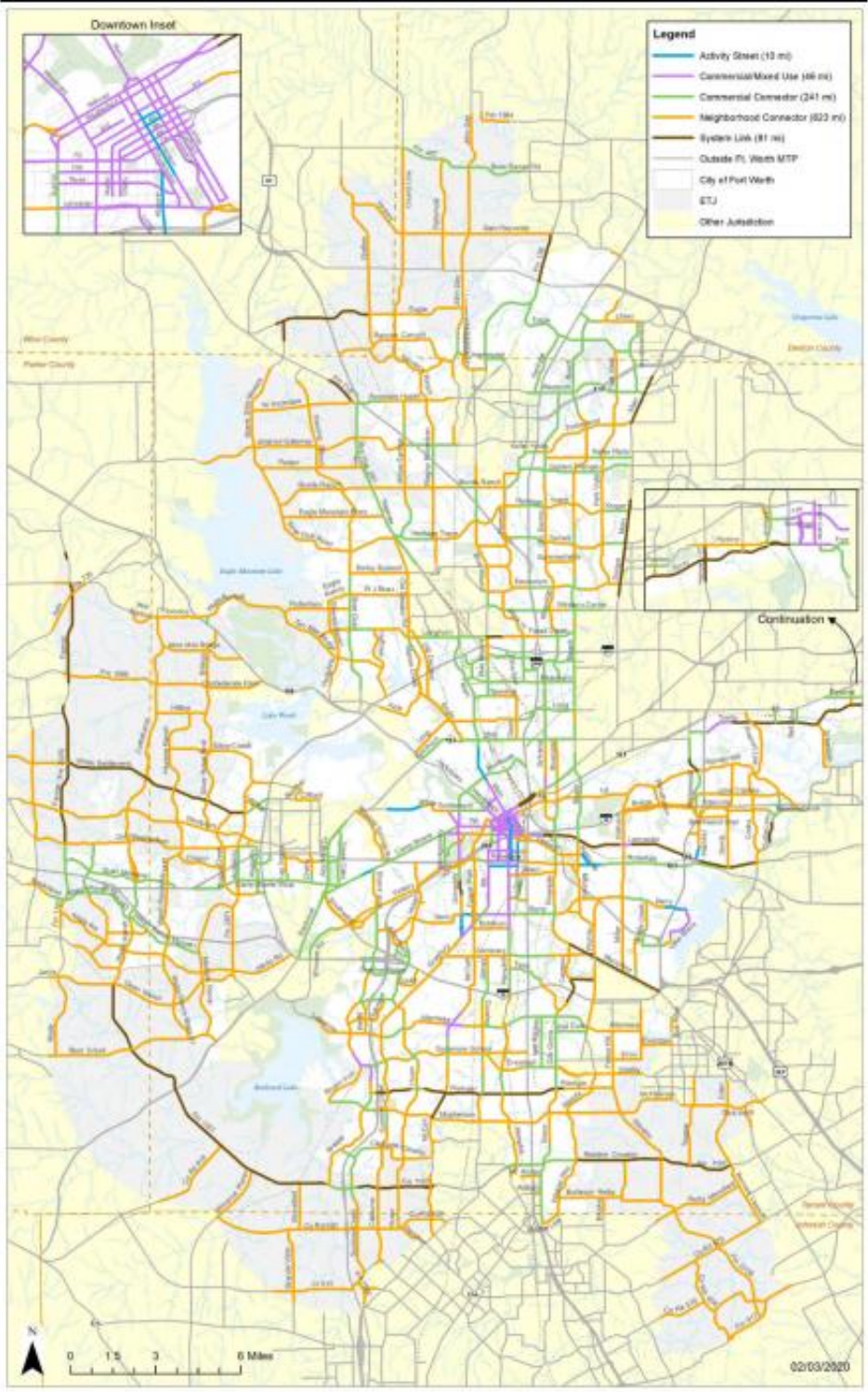
What's Different?

BEFORE			AFTER	
	Separate Roadway and Ped/Bike Plans			Unified System in One Document includes Roadway, Ped/Bike, Freight, Transit, Railroads Technology, etc.
	Build-Out Focus			Funded/Fiscally Constrained Program and Implementation
	Limited Prioritization			Data-Driven Priorities and Project Readiness
	Incomplete Network (MTP)			Comprehensive Network includes intersections and grade separations

Comparing the Roadway Networks

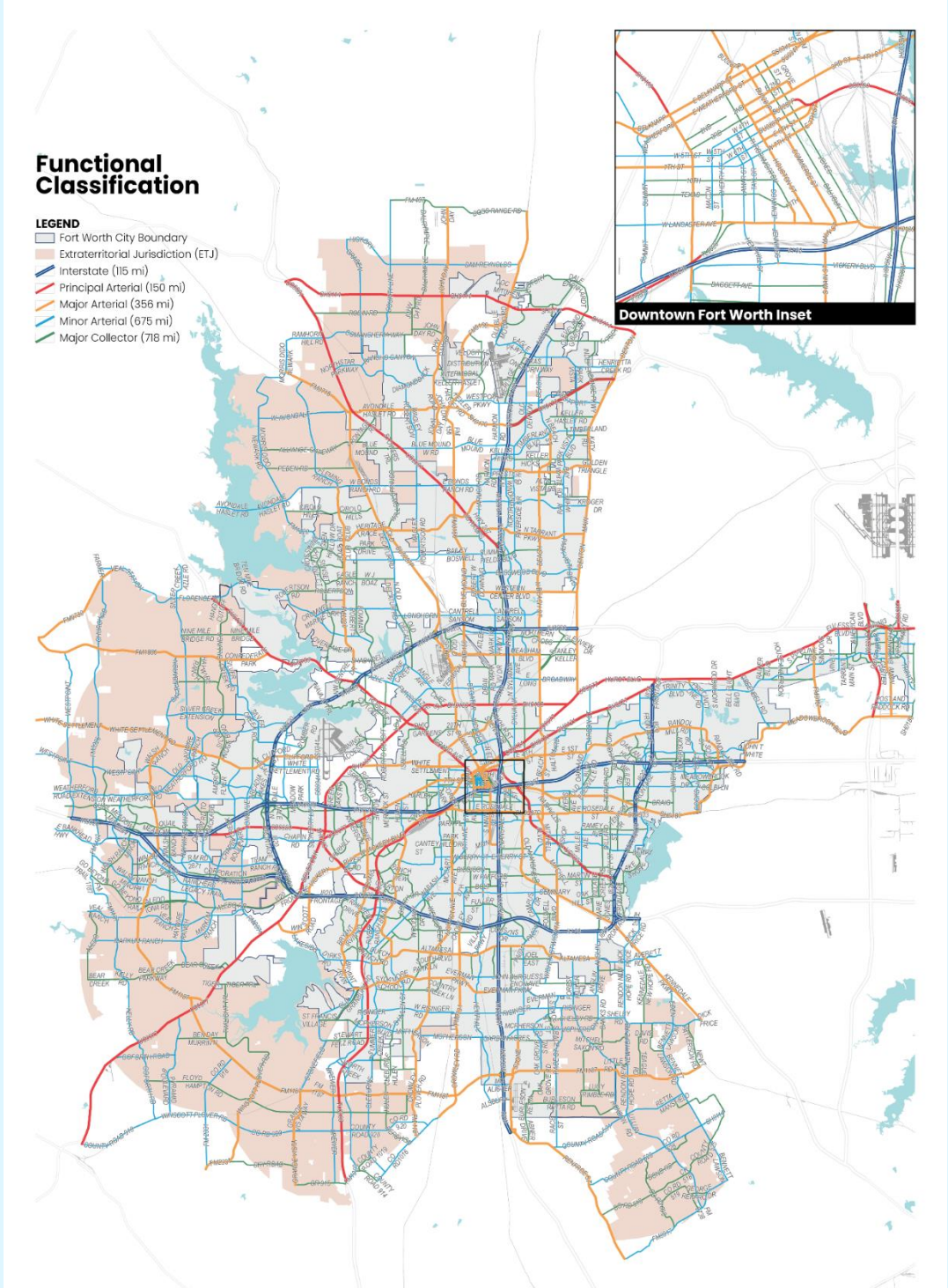
Master Thoroughfare Plan

- **Street-type** classification (land use-based)
- **Does not** include collectors
- **Complex** cross-section assignment
- Land use assumptions **fixed** at time of adoption
- **Limited** alignment with state and federal systems



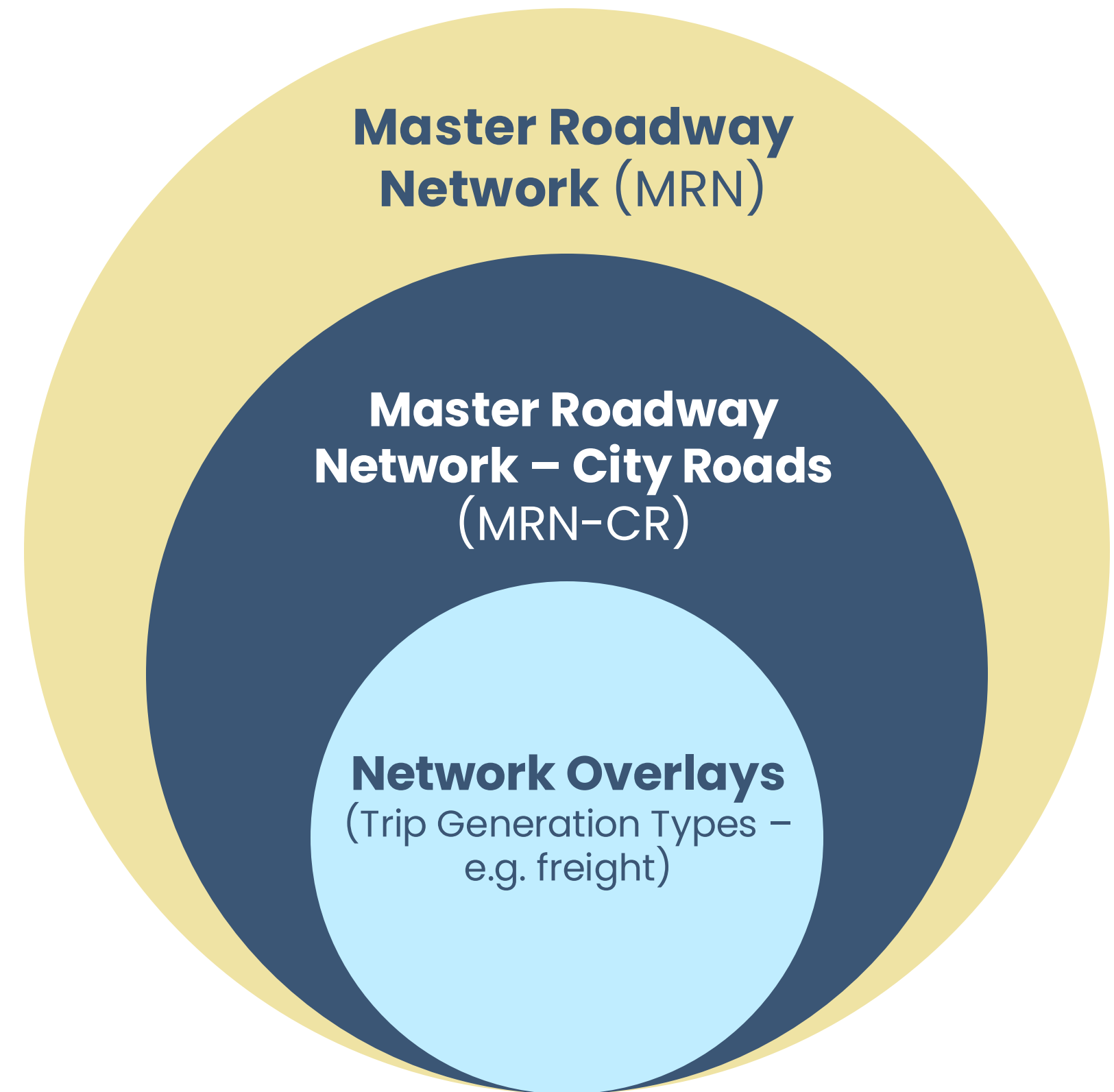
Master Roadway Network

- **Functional classification** aligned with TxDOT and best practices
- **Includes collectors** and full federal-aid network
- **Clear** cross-section standards tied to capacity and future demand
- **Operations and Design integrated** through codes and freight network
- **Better positions** projects for state and federal funding

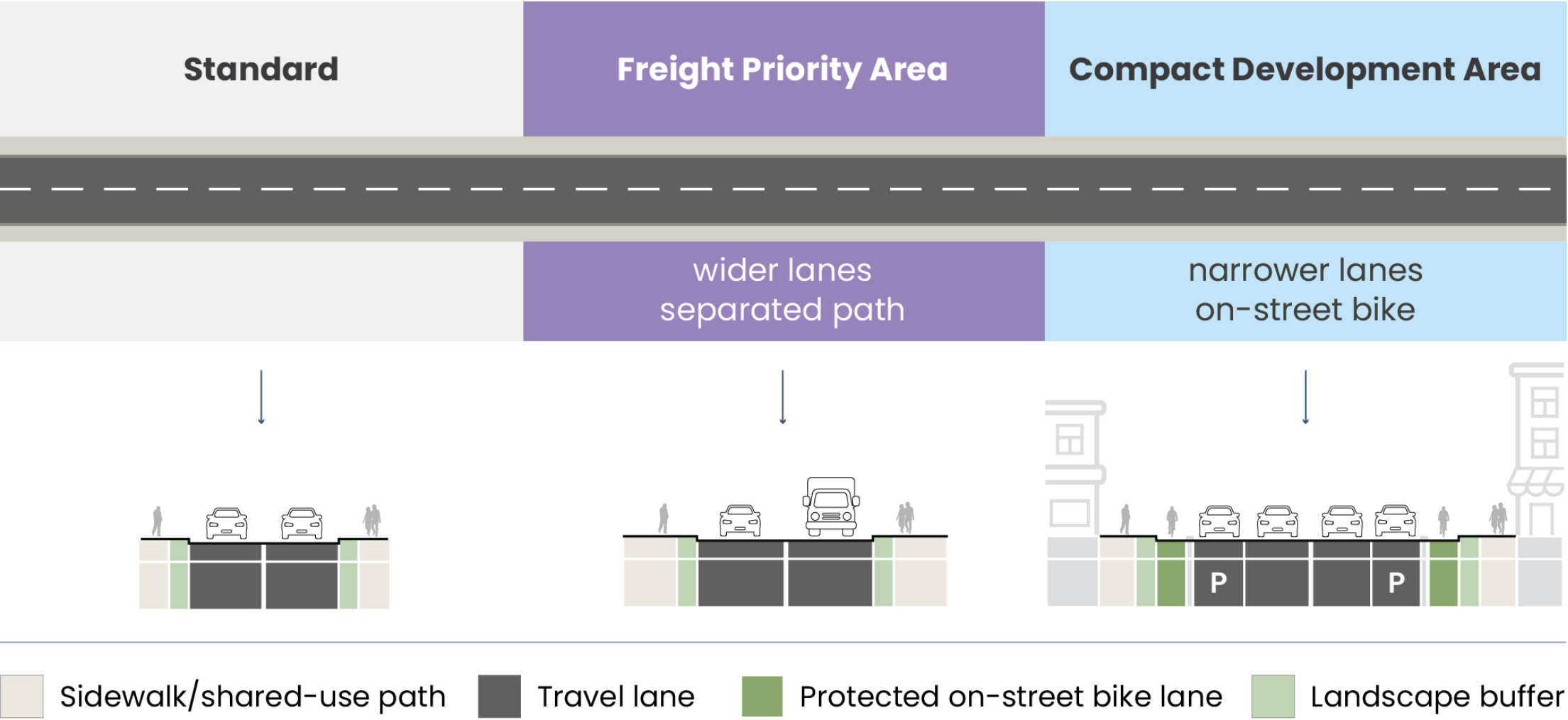


How the Network is Structured

- Defines the full build-out network (MRN)
- Identifies the City-controlled system (MRN-CR) for implementation
- Expands the network to include collectors and key connections
- Uses freight and design district overlays to shape corridor design



Overlays for Land Use Context



Functional Class is based on land use toggling access and mobility
 The overlay system will allow the transportation network to evolve as development patterns and land use change.

Freight Priority Area

Includes corridors with significant goods movement. Design accommodates freight via wider lanes, larger turning radii, and greater spacing between driveways, median openings, and intersections to reduce conflict points. Active transportation provided through a separated shared-use path.

INCLUDES

- Freight Priority Corridors
- Truck Routes
- TxDOT Critical Urban Freight Corridors
- Industrial Growth Centers

Compact Development Area

Includes corridors areas where urban, multimodal street design is appropriate. Overlays prioritize pedestrian and bicycle access through on-street bike lanes separated from pedestrians with narrower travel lanes. More frequent intersections and connections support active frontages and shorter trips.

INCLUDES

- Base Zoning: Berry/University, Camp Bowie, Near Southside, Panther Island, Trinity Lakes, Stockyards, MU-1, MU-2, UR
- Overlay Districts: Downtown, Panther Island Peripheral
- Urban Villages · Core Area · Transit 2.0 Station Areas

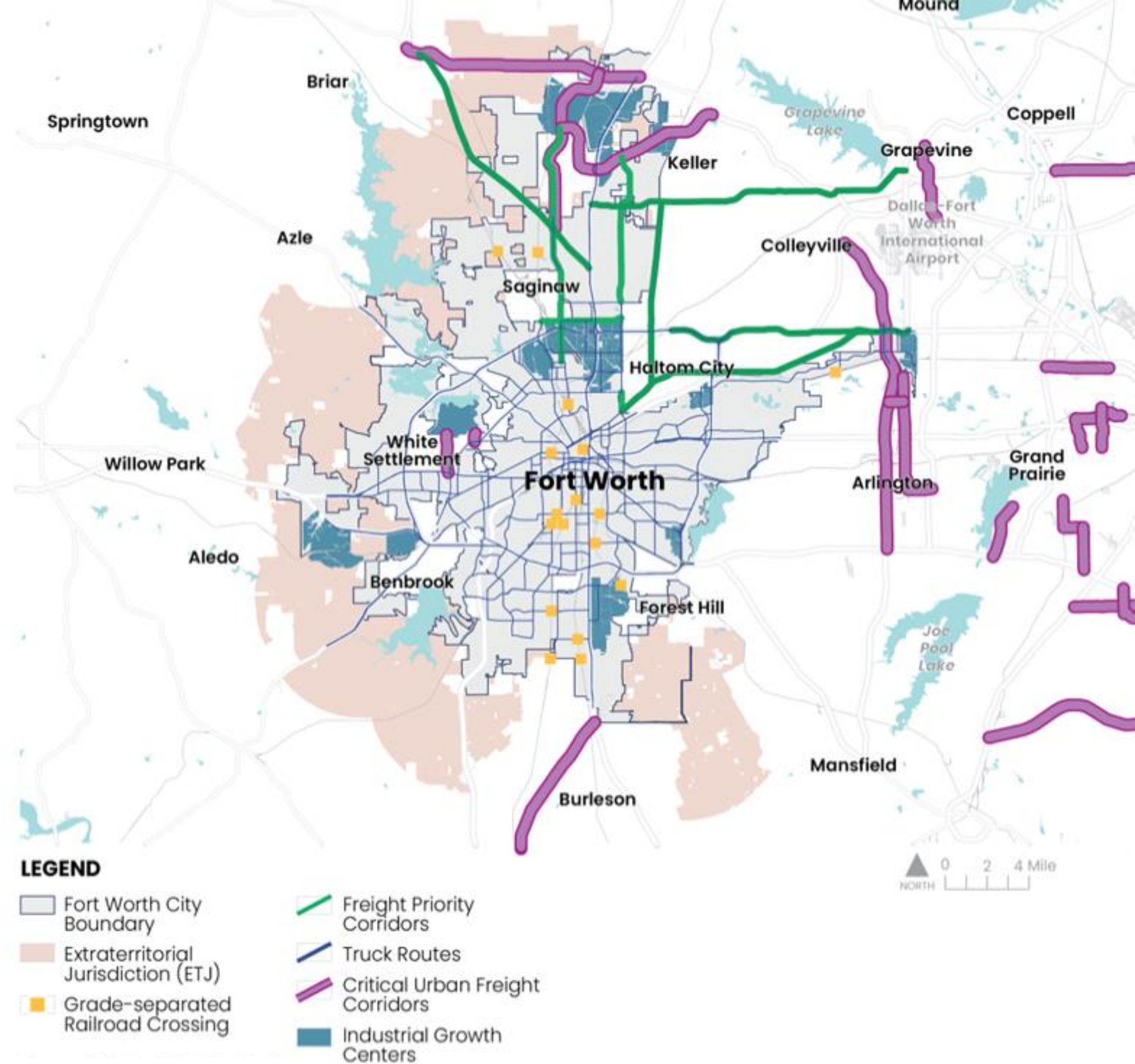
Freight Priority Network

Freight Priority Areas Are Defined By:

- Freight Priority Corridors
- Designated Truck Routes
- Industrial Growth Centers
- Grade-Separated Railroad Crossings

What This Means for the Network:

- Wider lanes and longer turn bays
- Separated bicycle and pedestrian shared-use paths
- Access and spacing standards for efficient operations
- Grade-separated railroad crossings for reliability
- Pavement specs for roadway durability
- Technology to consider vehicle weights, size, and traffic opps



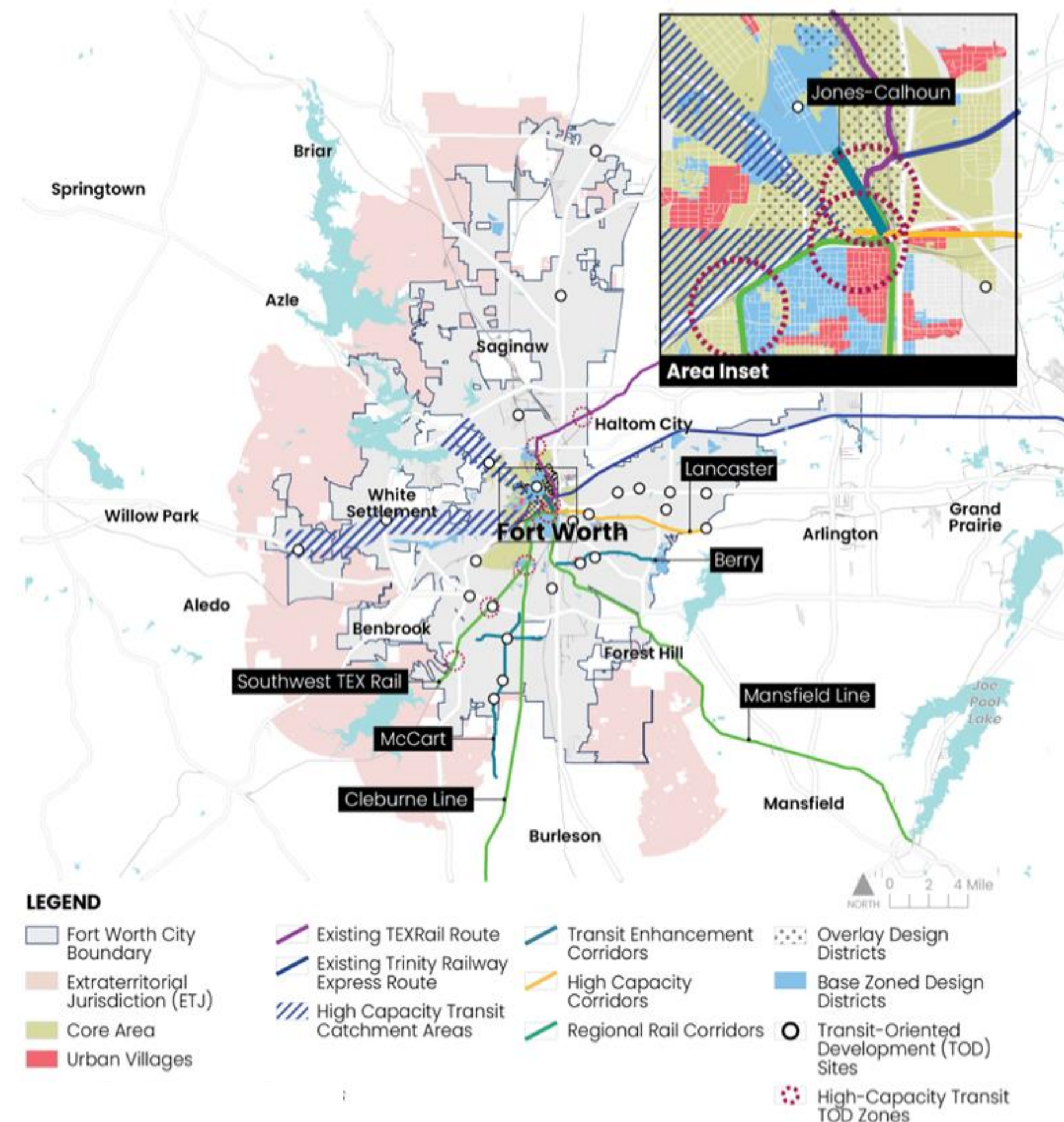
Compact Development Areas

These Areas Are Defined By:

- Design Districts and Urban Villages
- Core Area
- Transit corridors and high-capacity transit catchments
- Transit-oriented development (TOD) areas

What This Means for the Network:

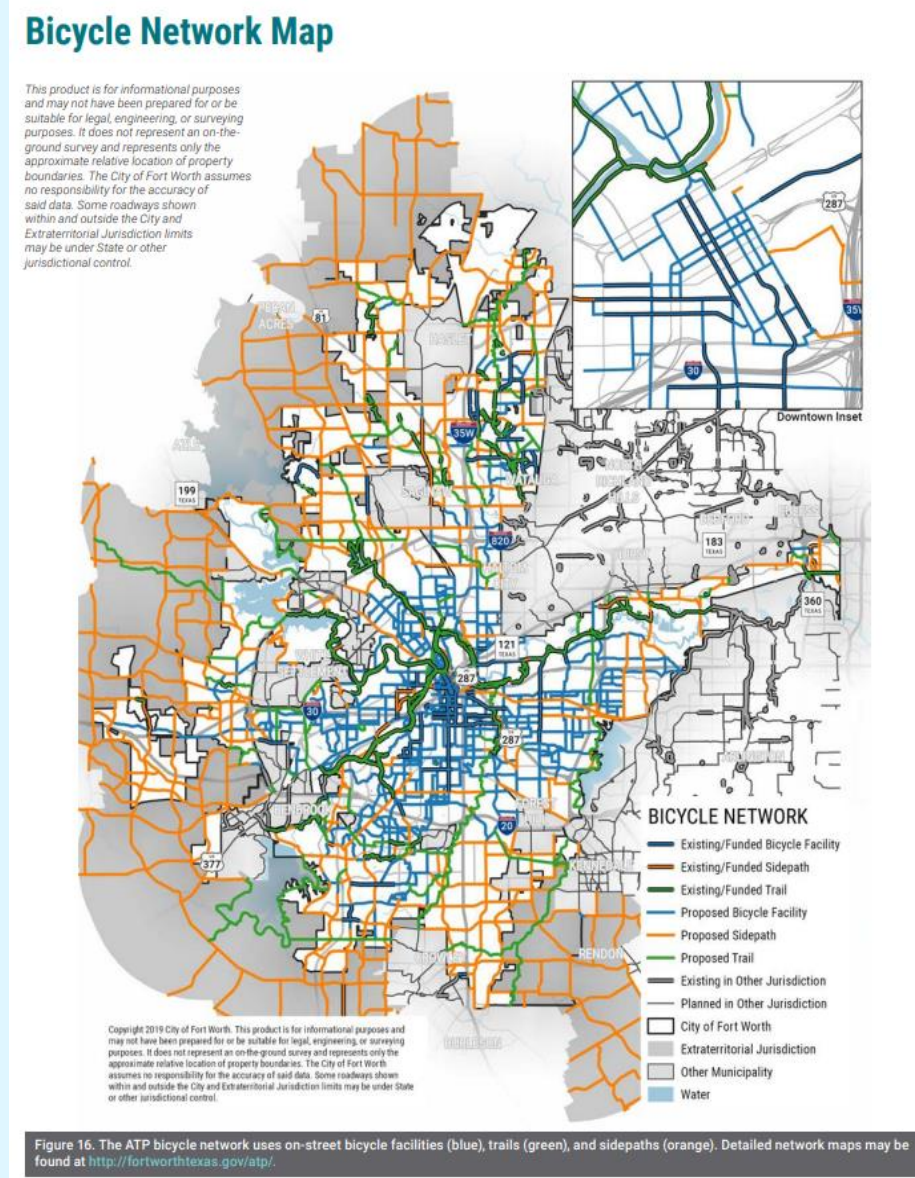
- Cross sections designed for mixed modes (cars, transit, micromodes, peds, etc.)
- Provides on-street bicycle facilities and separate pedestrian sidewalks
- Implements access and spacing that support walkability
- Allocates space for transit priority and technology enhancements



Comparing the Active Transportation (and Micromobility) Networks

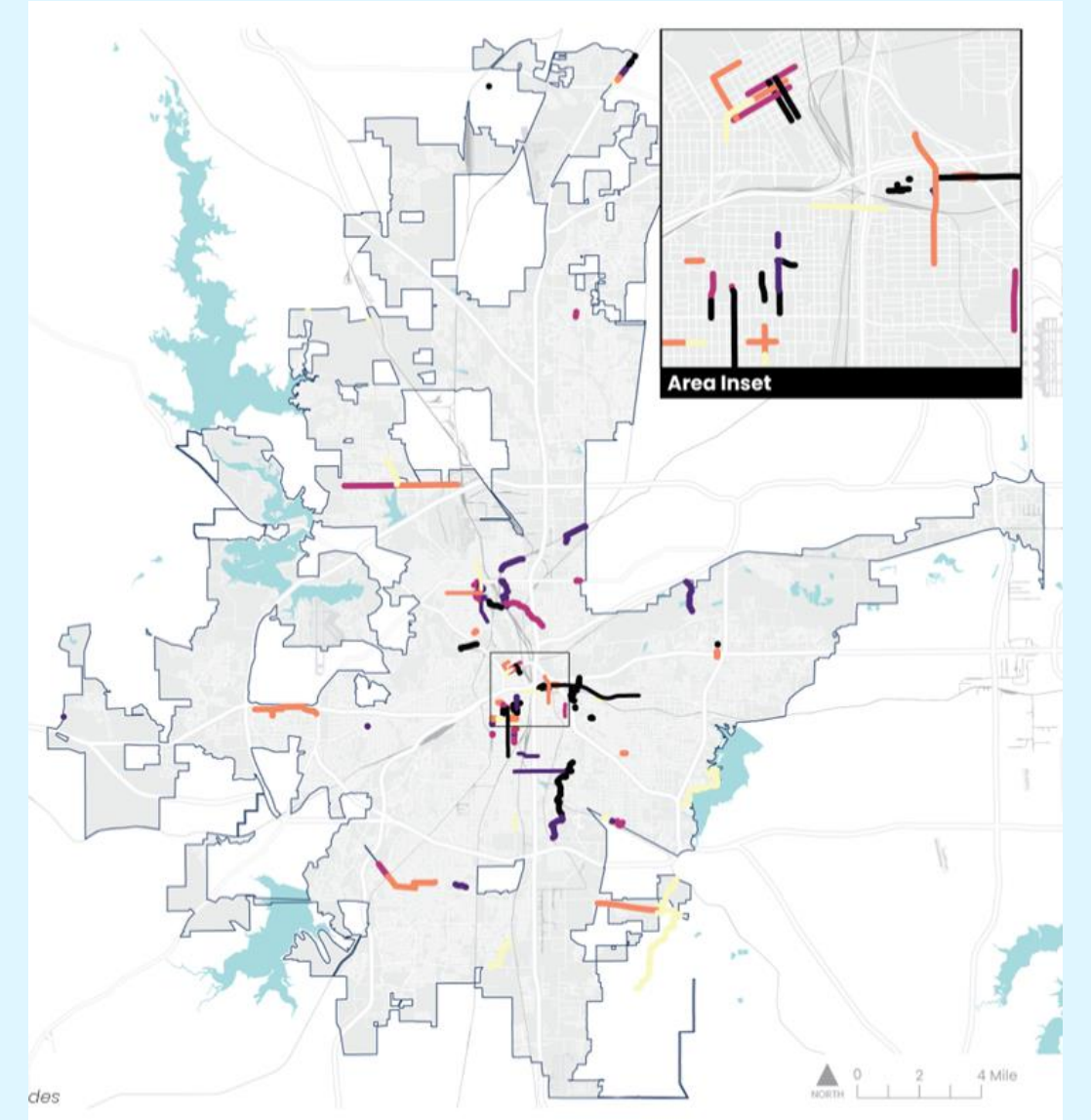
Existing Active Transportation Network

- Majority of planned facilities not yet constructed
- Built segments often do not connect into a continuous system
- Limited focus on network-wide contiguity



Priority Active Transportation and Micromobility Projects

- Prioritizes segments that create a continuous network
- Builds on existing priorities with updated data
- Targets investments with the greatest system-wide impact
- Includes micromobility such as freight robots, scooters, etc.

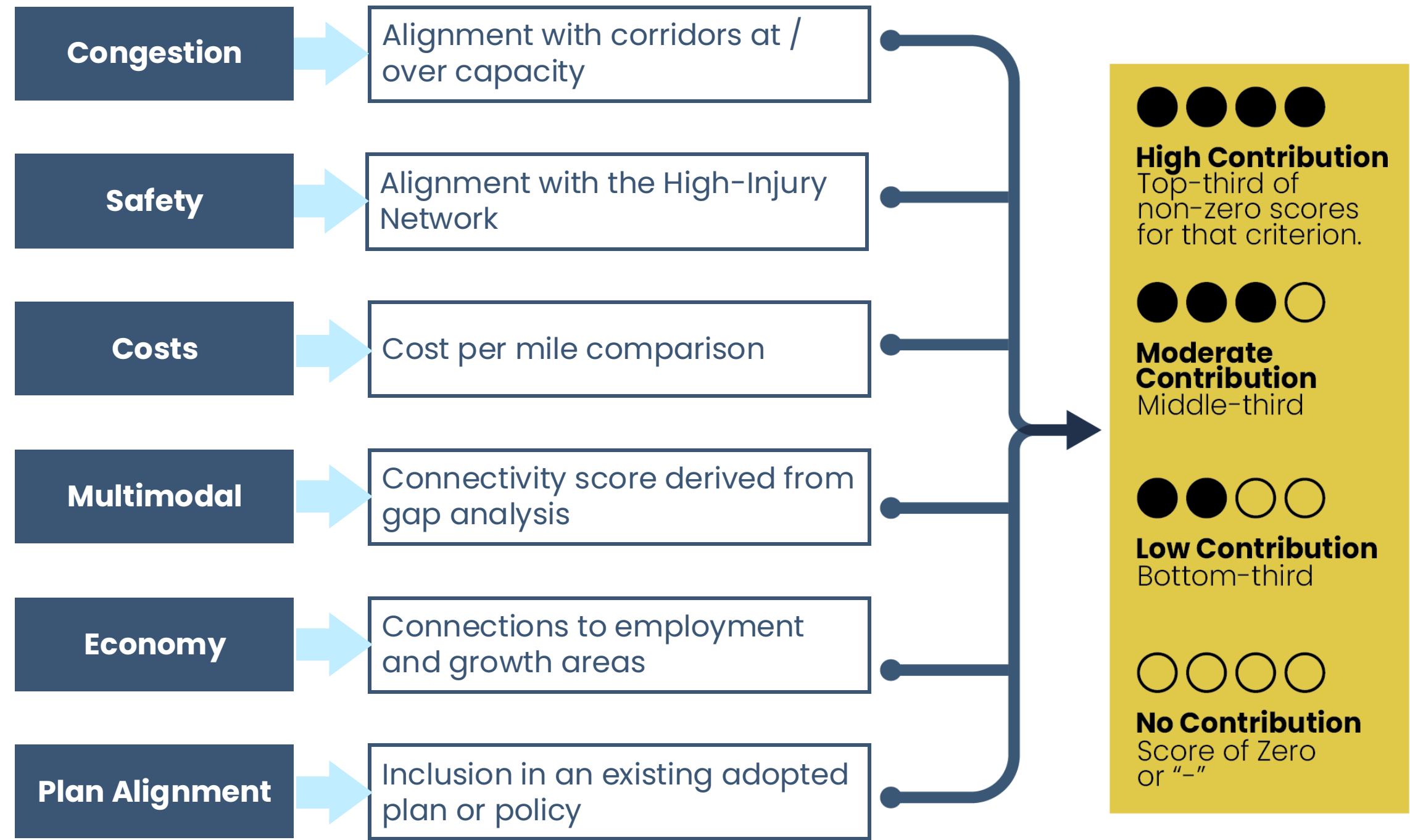


New Active Transportation and Mobility Network (ATM) in MTP Document includes the 2019 Network plus new connections based on post-covid trip demand. Priority projects from new ATM network are shown on the left. Modes considered include pedestrian, bicycle, delivery robots, scooters, etc.

How Projects are Prioritized

Consistent, Transparent Scoring

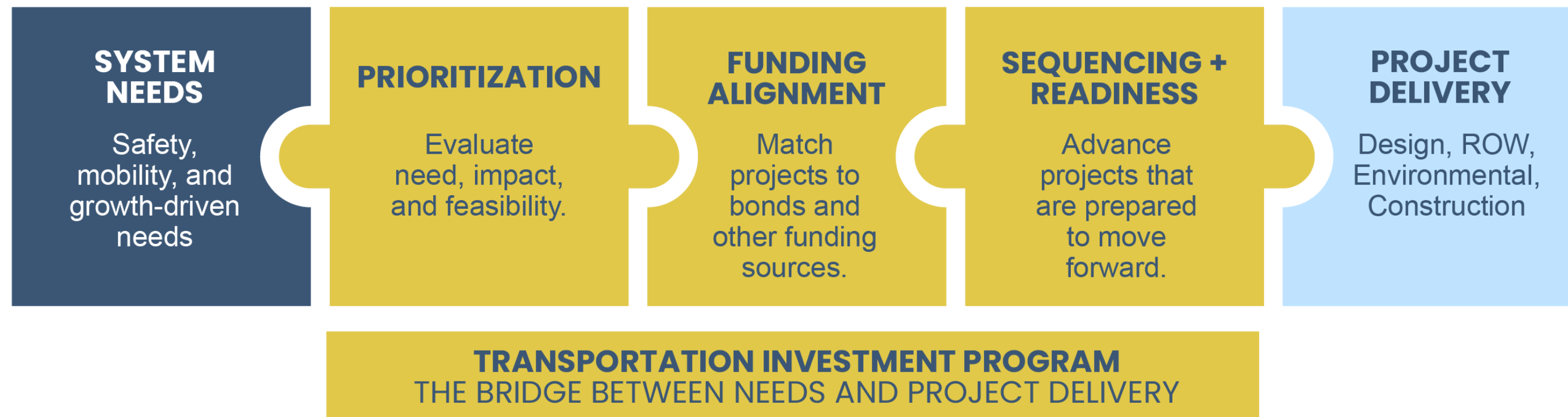
- Projects evaluated using six weighted criteria:
 - Congestion relief
 - Safety
 - Cost effectiveness
 - Access and connectivity
 - Economic access
 - Plan consistency
- Results used to rank and phase projects.



What is the Transportation Investment Program? 4- and 10-year Program



- A fiscally constrained, programmatic framework for advancing transportation projects.
- Focuses on project readiness, phasing, and delivery pathways, not just project need.
- Organizes near- and medium-term investments, generally covering the next 1 to 10 years.
- Similar to TxDOT and NCTCOG Capital programs



Components of the TIP

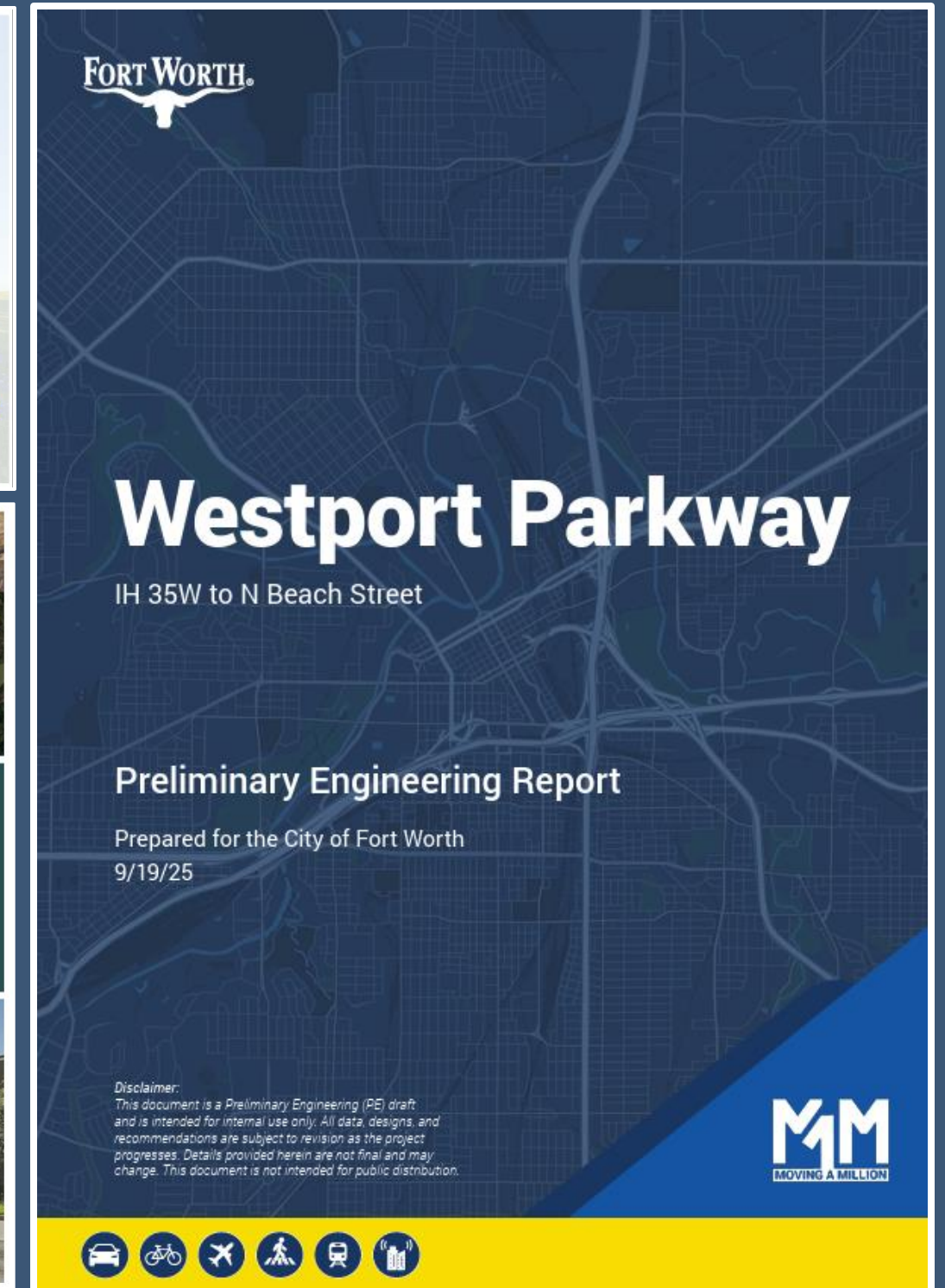
Schematic Design – advancing projects through cost estimates, risk assessments, and approval pipelines.

Funding Alignment – tying projects to City bond cycles, grants, and external funding opportunities.

Cashflow and Phasing – distributing costs and delivery across cycles to balance investment and manage risk.

Capital Program – Project development and delivery schedules.

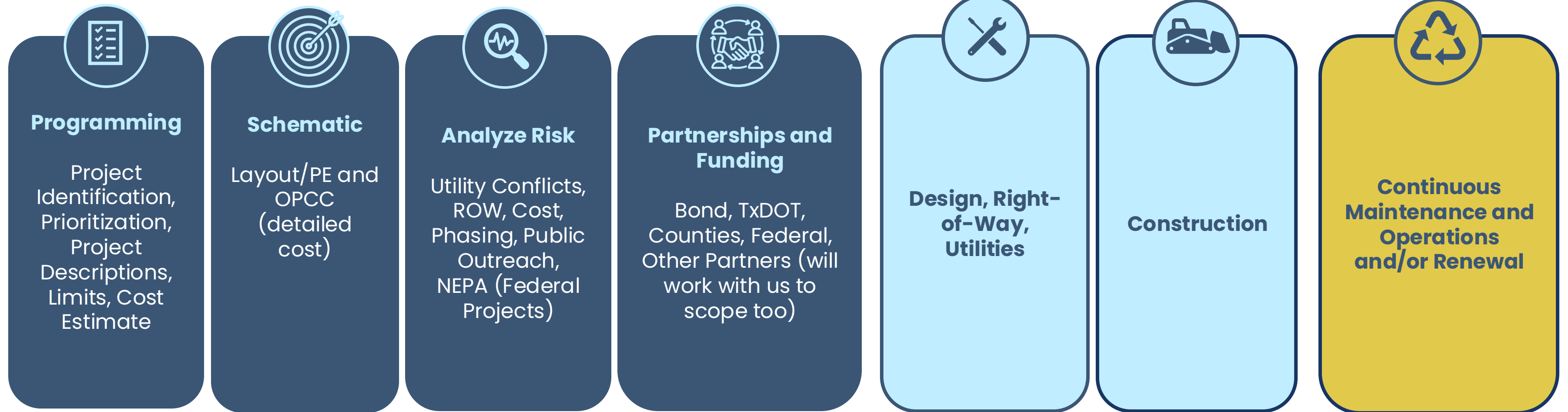
Multimodal Focus – Roadways, Railroads, Sidewalks, Safety, Technology, Operations, etc.



Project Phasing



Confidence of Delivery On-Time and On Budget



Master Plan and Program

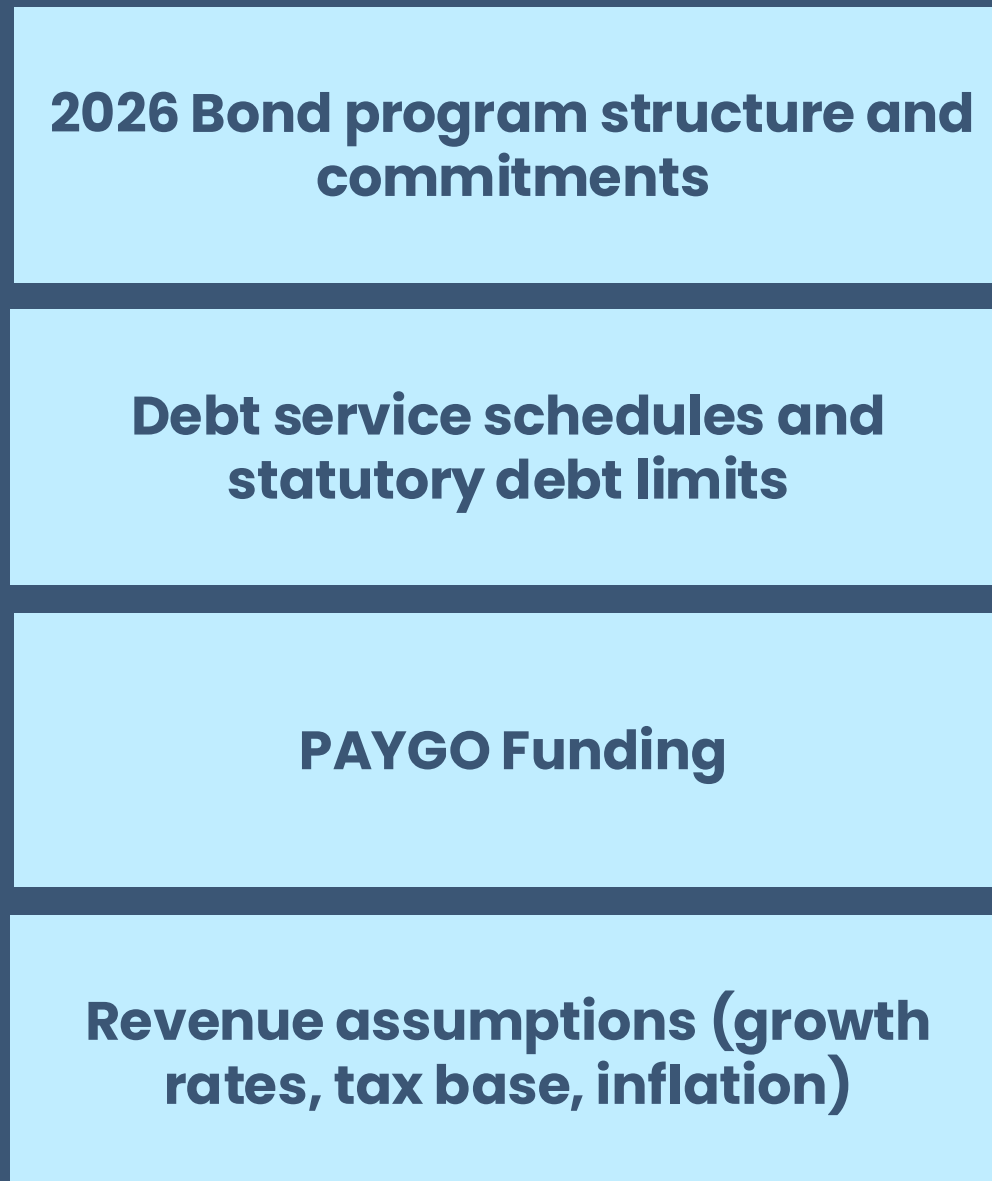
Funding Ready
(Bond/Federal Calls)

Shovel Ready

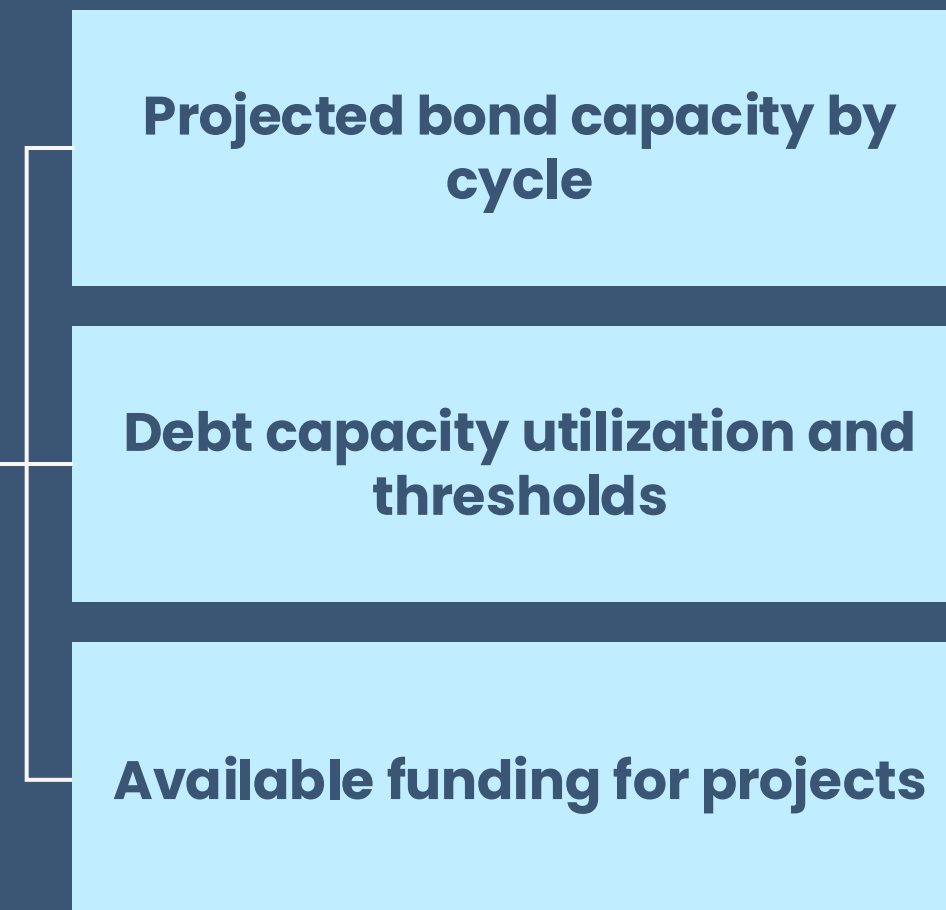
Capital Renewal and Retrofitting (starts the cycle again)

Fiscal Forecasting and Investment Capacity

Inputs (Transportation Finance)



Outputs (Fiscal Constraint)

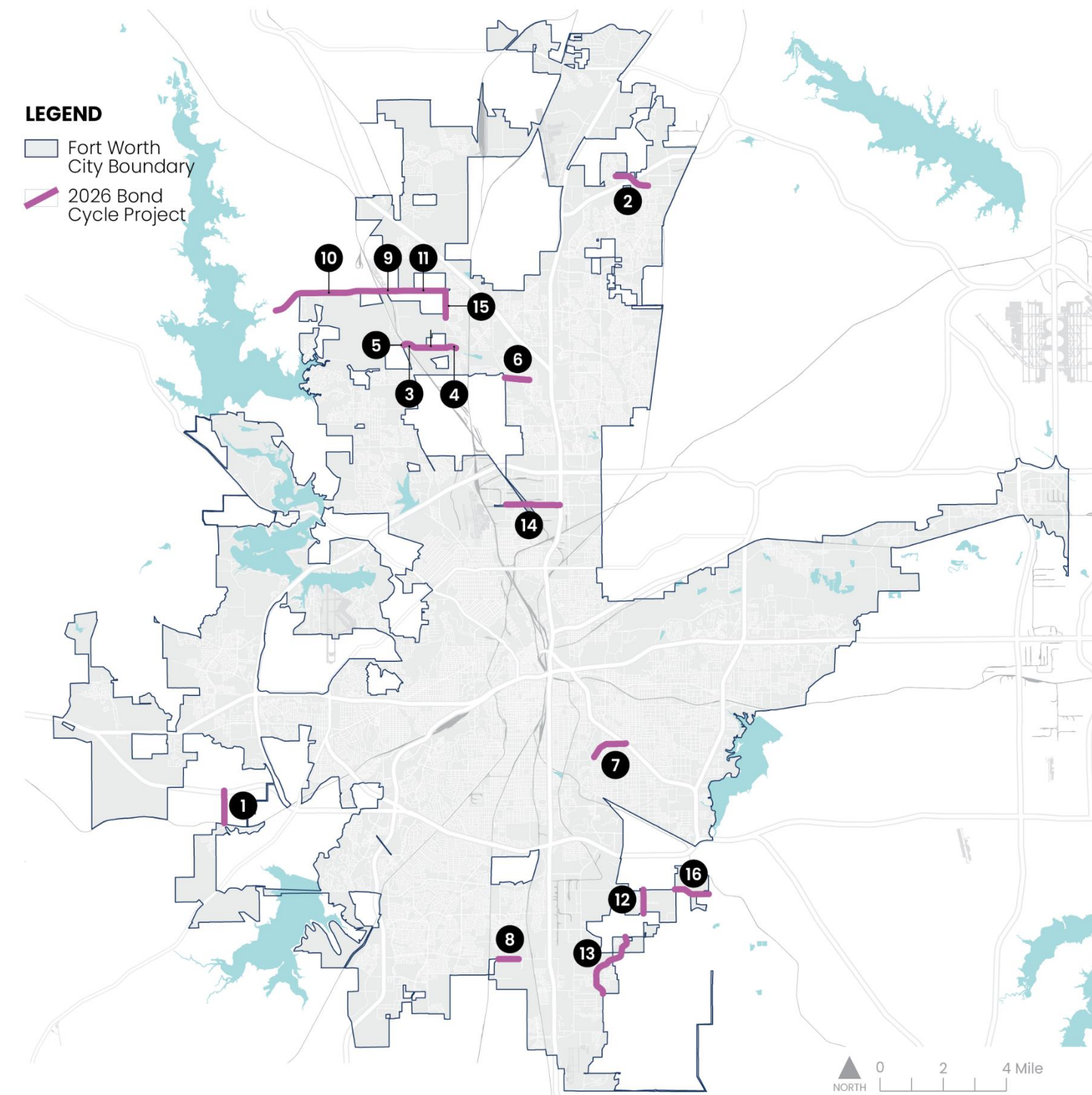


4 Years

2026 Investment Cycle Projects

Ex. Major Roadways Only

#	Facility	From	To	Scope	Bond Cycle Activities	Bond Need
1	Chapin School (RM 2871)	IH-20	City Limit / Aledo Rd	Widen from (2)-lane to (4)-lane divided roadway with a single bridge over the RR.	Design, NEPA, ROW	\$ 5,000,000
2	Westport Pkwy	High Mesa Rd	SH 170	Construct a (4)-lane divided roadway with a single bridge over the creek and floodplain.	Design, NEPA, ROW	\$ 500,000
		SH 170	Park Vista Blvd	Construct a (4)-lane divided roadway.	Design	\$ 300,000
3	Heritage Trace Pkwy, Segment 3	Old Decatur Rd	Future Willow Springs	Construct a (4)-lane divided roadway with a single bridge over the RR and (2) bridge class culverts over the floodplain.	Design, NEPA, ROW	\$ 3,600,000
4	Heritage Trace Pkwy, Segment 6A	Wagley Robertson Rd	Boulder Oak	Construct a (4)-lane divided roadway with a single bridge over the RR, (2) bridge class culverts over the floodplain, and shared-use paths.	Design, NEPA, ROW	\$ 5,100,000
5	Heritage Trace Pkwy, Segment 6B	BNSF	0	Construct a (4)-lane divided roadway with a single bridge over the RR, (2) bridge class culverts over the floodplain, and shared-use paths.	Design, NEPA, ROW	\$ 10,000,000
6	E Bailey Boswell Rd	Blue Mound Rd/FM 156	Horseman Rd	Construct a (4)-lane divided roadway.	Construction	\$ 49,700,000
7	E Berry St	Cobb Park Dr	US 287	Reconstruct four (4)-lane divided roadway with TWLTL.	Design, Construction	\$ 11,250,000
8	Risinger Rd, Segment 2	Crowley Rd	Hemphill St	Widen from (2)-lane to (4)-lane divided roadway with shared-use paths.	Design, Construction	\$ 3,800,000
9	Bonds Ranch Rd, Segment 2	Saginaw Blvd (BUS 287)	Blue Sky Dr	Construct a (4)-lane divided with a bridge over the RR.	Design, ROW	\$ 2,500,000
10	Bonds Ranch Rd, Segment 1	Boat Club Rd (FM 1220)	Saginaw Blvd (BUS 287)	Widen from (2)-lane to (4)-lane divided roadway.	Design, Construction	\$ 14,800,000
11	Bonds Ranch Rd, Segment 3	BNSF/UP RR	Wagley Robertson Rd	Widen from (2)-lane to (4)-lane divided roadway.	Design, Construction	\$ 50,700,000
12	Forest Hill Dr	Lon Stephenson Rd	Bluebell Dr	Widen from (2)-lane to (4)-lane divided roadway	Design, NEPA, ROW	\$ 1,030,000
13	Wichita St	FW City Limits	Everman County Line	Widen from (2)-lane to (4)-lane divided roadway	Design, NEPA, ROW	\$ 50,000
14	Meacham Blvd (West)	Blue Mound Rd	IH-35W	Widen from (2)-lane to (4)-lane divided roadway.	Design, NEPA, ROW, Construction	\$ 11,800,000
15	Wagley Robertson	Bonds Ranch	Quicksilver Trl	Widen from (2)-lane to (4)-lane divided roadway.	Design	\$ 3,000,000
16	E Altamesa Blvd	Anglin Dr	Dick Price Rd	Construct a (2)-lane undivided roadway with a shared-use path on one side and a single bridge over the floodplain.	Design, NEPA, ROW	\$ 2,900,000



10 Years

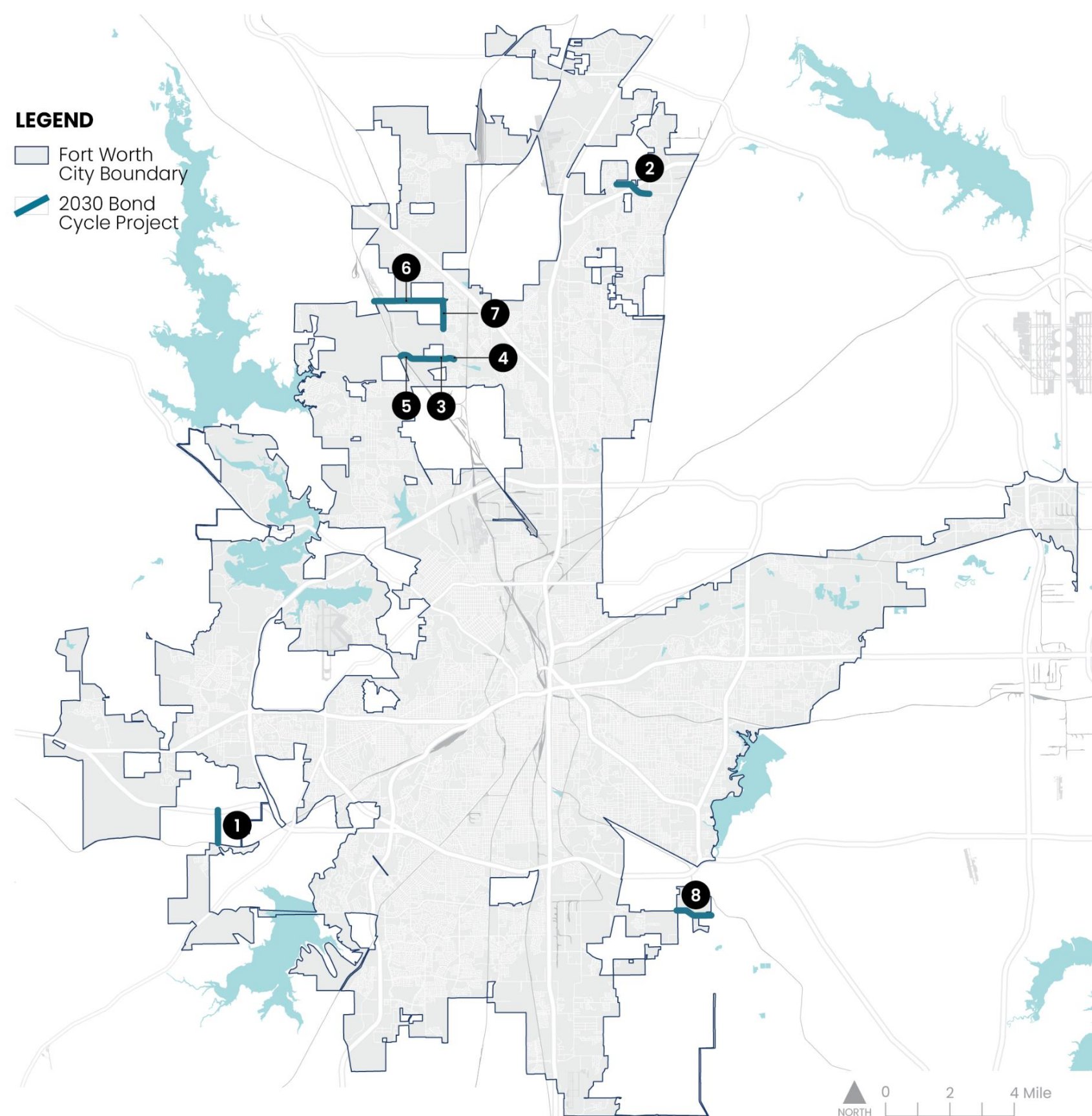
2030 Investment Cycle Projects

Ex. Major Roadways Only

Rank	Facility	From	To	Scope	Bond Cycle Activities	Costs (Escalated to YOE)
1	Chapin School (RM 2871)	IH-20	City Limit / Aledo Road	Widen from (2)-lane to (4)-lane divided roadway with a single bridge over the RR.	Construction	\$ 20,000,000
2	Westport Pkwy	High Mesa Rd	Park Vista Blvd	Construct a (4)-lane divided roadway with a single bridge over the creek and floodplain.	Construction	\$ 92,114,100
3	Heritage Trace Pkwy, Segment 3	Old Decatur Rd	Future Willow Springs	Construct a (4)-lane divided roadway with a single bridge over the RR and (2) bridge class culverts over the floodplain.	Construction	\$ 68,989,916
4	Heritage Trace Pkwy, Segment 6A	Wagley Robertson Rd	Boulder Oak	Construct a (4)-lane divided roadway with a single bridge over the RR, (2) bridge class culverts over the floodplain, and shared-use paths.	Construction	\$ 71,073,719
5	Heritage Trace Pkwy, Segment 6B	BNSF	0	Construct a (4)-lane divided roadway with a single bridge over the RR, (2) bridge class culverts over the floodplain, and shared-use paths.	Construction	\$ 84,520,017
6	Bonds Ranch (Segment 2, ph1)	Saginaw Blvd (BUS 287)	Blue Sky Dr	Construct a (4)-lane divided with a bridge over the RR.	Construction	\$ 17,945,354
7	Wagley Robertson	Bonds Ranch	Quicksilver Trl	Widen from (2)-lane to (4)-lane divided roadway.	Construction	\$ 62,027,376
8	Altamesa 1	Anglin	Dick Price	Construct a (2)-lane undivided roadway with a shared-use path on one side and a single bridge over the floodplain.	Construction	\$ 116,474,319
					Total	\$ 533,144,800

LEGEND

- Fort Worth City Boundary
- 2030 Bond Cycle Project





10 Years

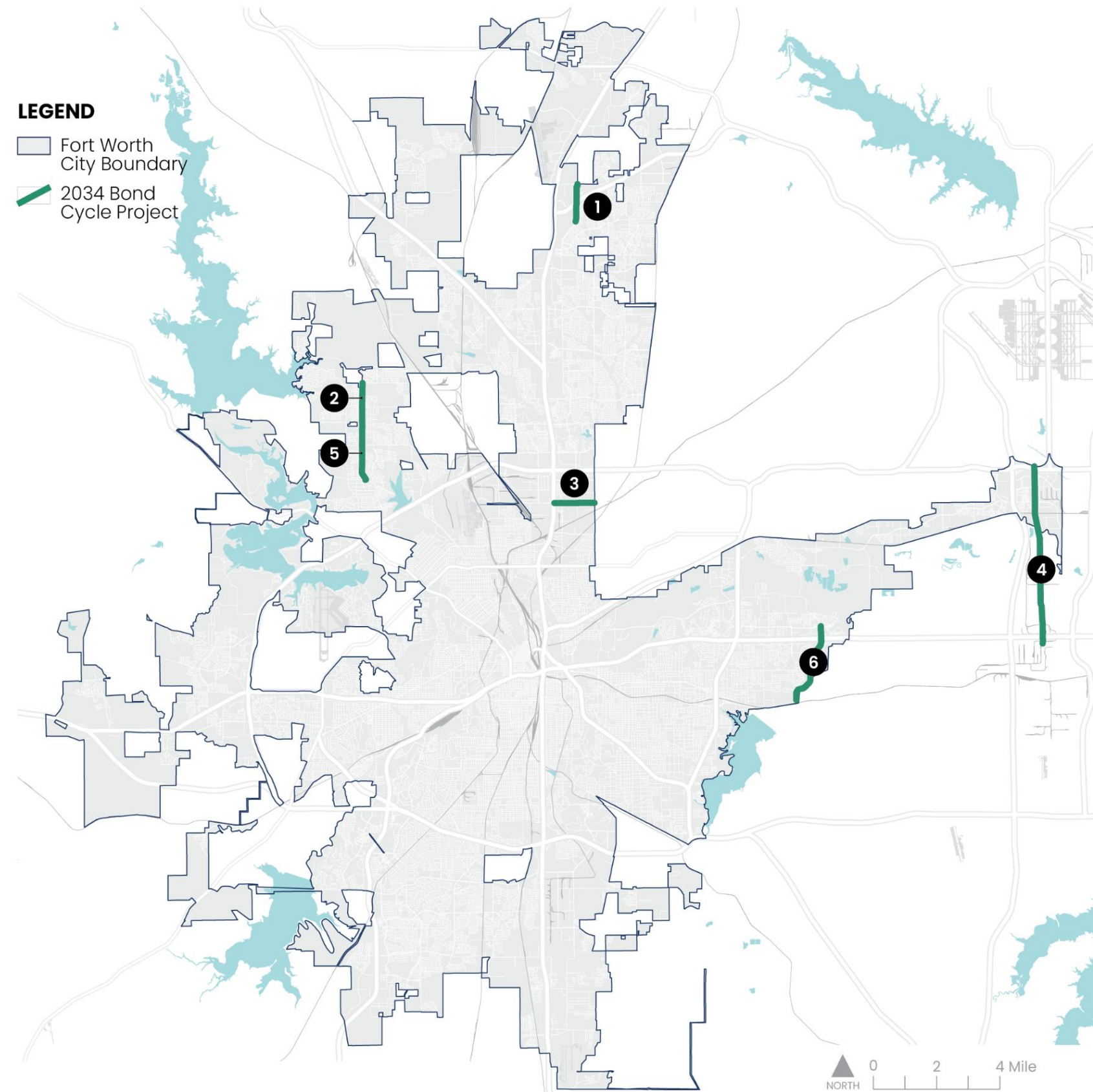
2034 Investment Cycle Projects

Ex. Major Roadways Only

Rank	Facility	From	To	Scope	Bond Cycle Activities	Costs (Escalated to YOE)
1	Old Denton/Riverside	Westport	Sawtimber Trl	Widen from (2)-lane to (4)-lane divided roadway with shared-use paths.	Design, Construction	\$ 23,404,455.86
2	Bowman Roberts Rd (N Half)	W. Bailey Boswell Rd	WJ Boaz	Widen from (2)-lane to (3)-lane with center turn lane.	Design, ROW	\$ 8,585,146.99
3	Meacham Blvd (East)	I-35W	N. Beach St	Widen from (3)-lane to (4)-lane divided roadway with pedestrian and shared-use paths.	Design, ROW	\$ 33,893,761.41
4	Amon-Carter Extension	W Fork Trinity River	Trinity Blvd	Construct a (4)-lane divided roadway with shared-use paths and a single bridge over wetlands, a river, and a flood zone.	Design, NEPA, ROW	\$ 112,784,754.69
5	Bowman Roberts Rd (S Half)	WJ Boaz	Ten Mile Bridge Rd	Widen from (2)-lane to (3)-lane with center turn lane.	Design, ROW	\$ 34,984,441.30
6	Eastchase Pkwy/Dottie Lynn Pkwy	East Lancaster (SH180)	John T. White Rd	Reconstruct roadway to include advanced signals, transit cue jumps, continuous shared-use paths, and intersection treatments.	Design, Construction	\$ 162,944,687.71
						\$ 376,597,248

LEGEND

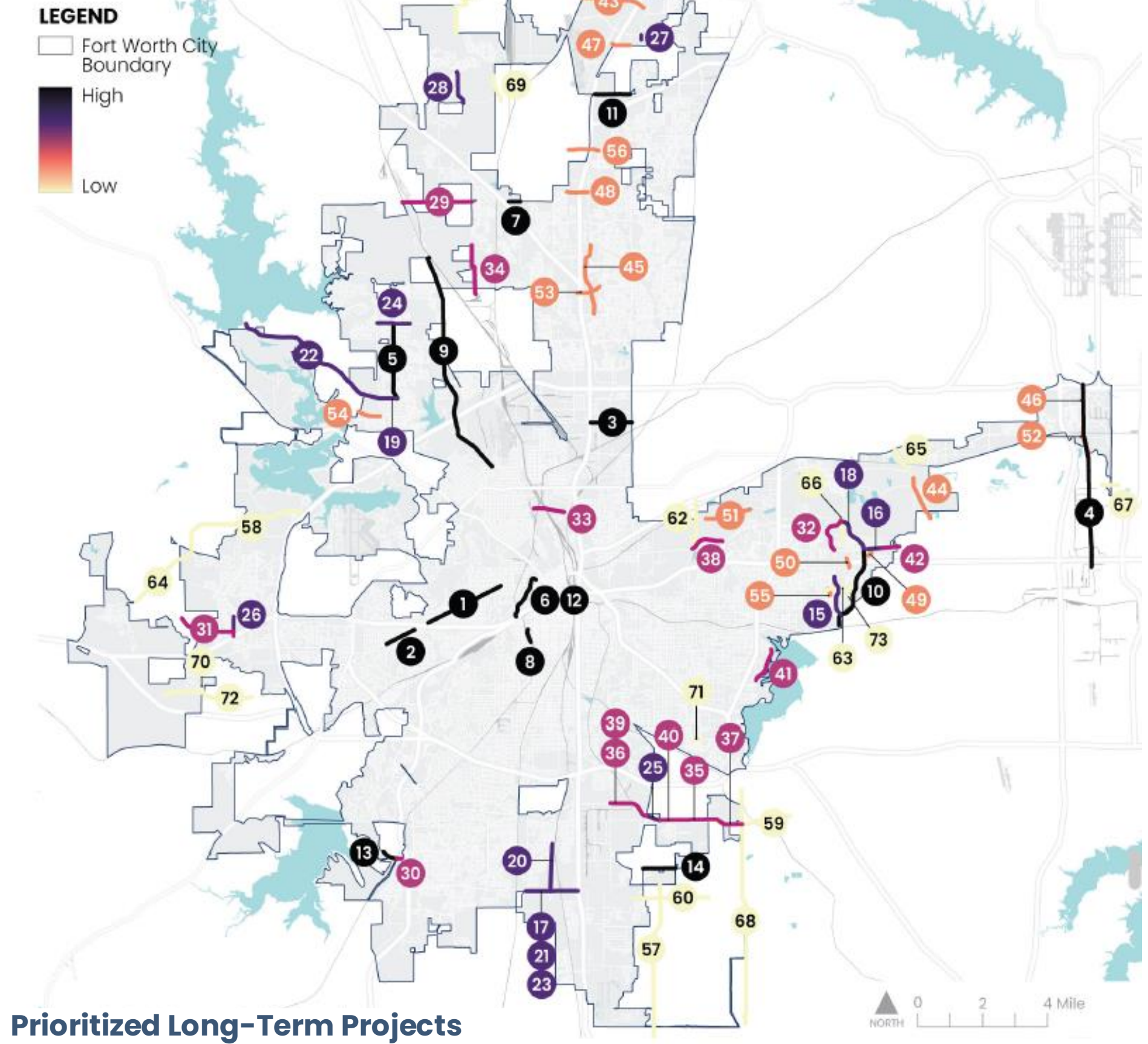
-  Fort Worth City Boundary
-  2034 Bond Cycle Project



25 years
**Long-Term
Projects**

Ex. Major Roadways Only

- Orphaned Bond Candidates that did not rank high enough for the 2026, 2030, or 2034 Bond Cycles
- Gap Analysis Projects



Railroad Priorities

Grade Separated Crossings

Quiet Zone Crossings

Critical RR Crossings to monitor with technology

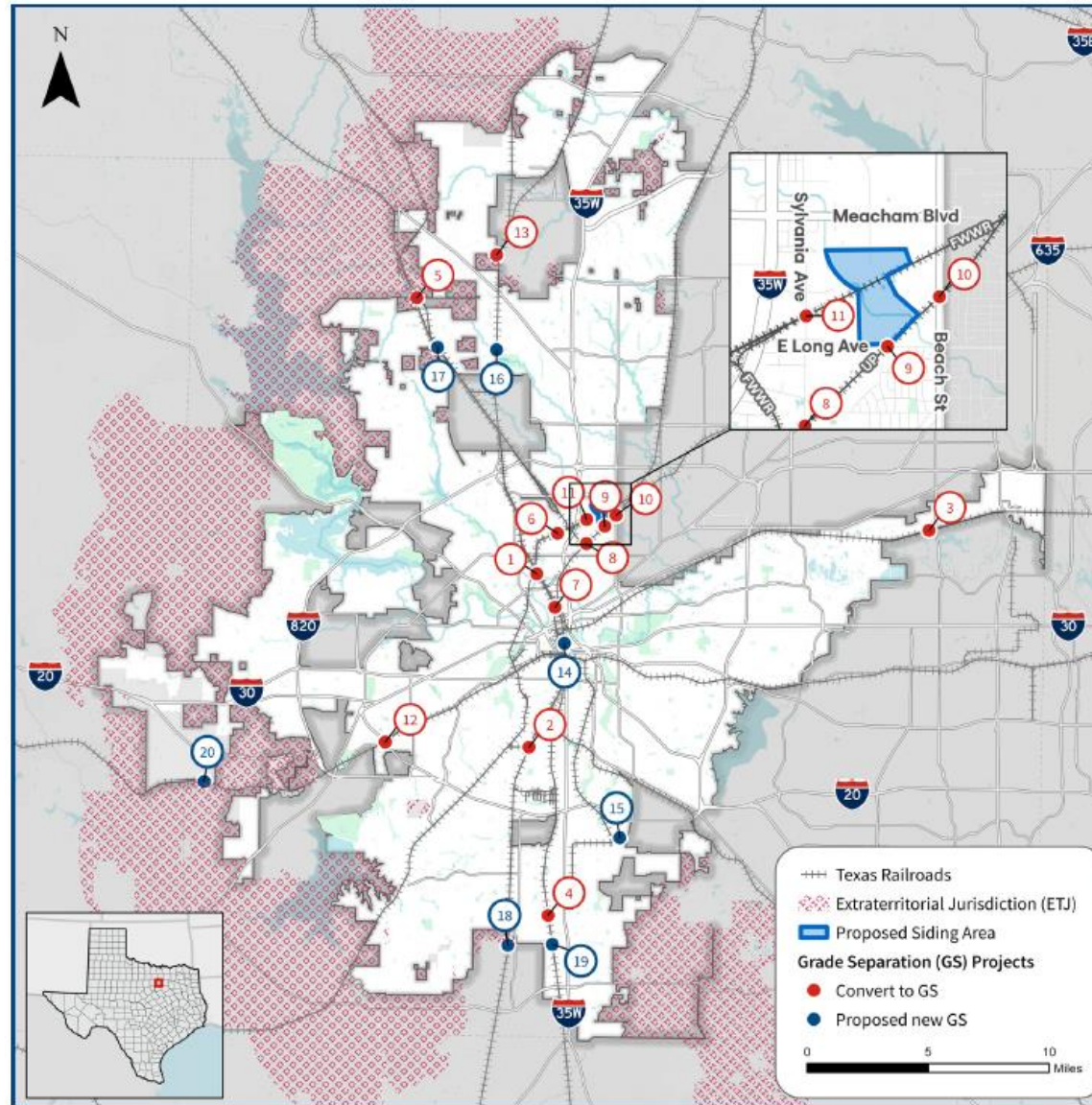
Funding Apps for Grade Separated RR Crossing:

- 23rd and Decatur submitted for SB 1555 TxDOT and Federal Partnership Grant
- Heritage Trace Pkwy at BNSF FW Sub

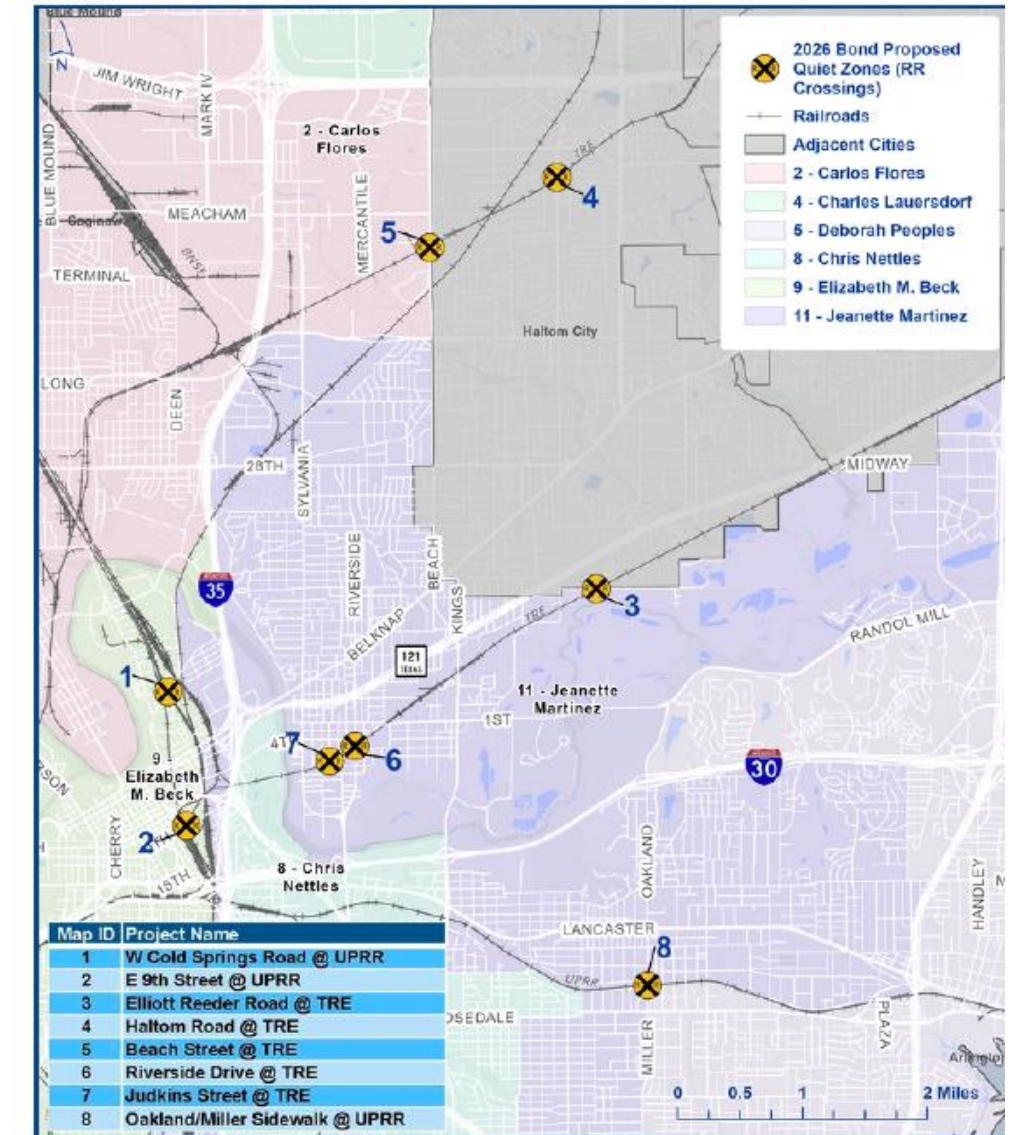


GRADE SEPARATION MAP

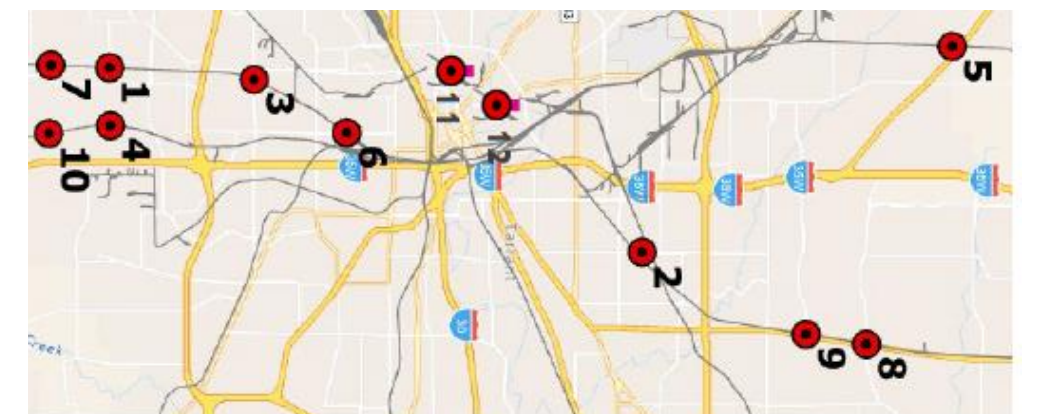
20 High Priority Grade Separations with an estimated total project cost of \$1,109,500,000.



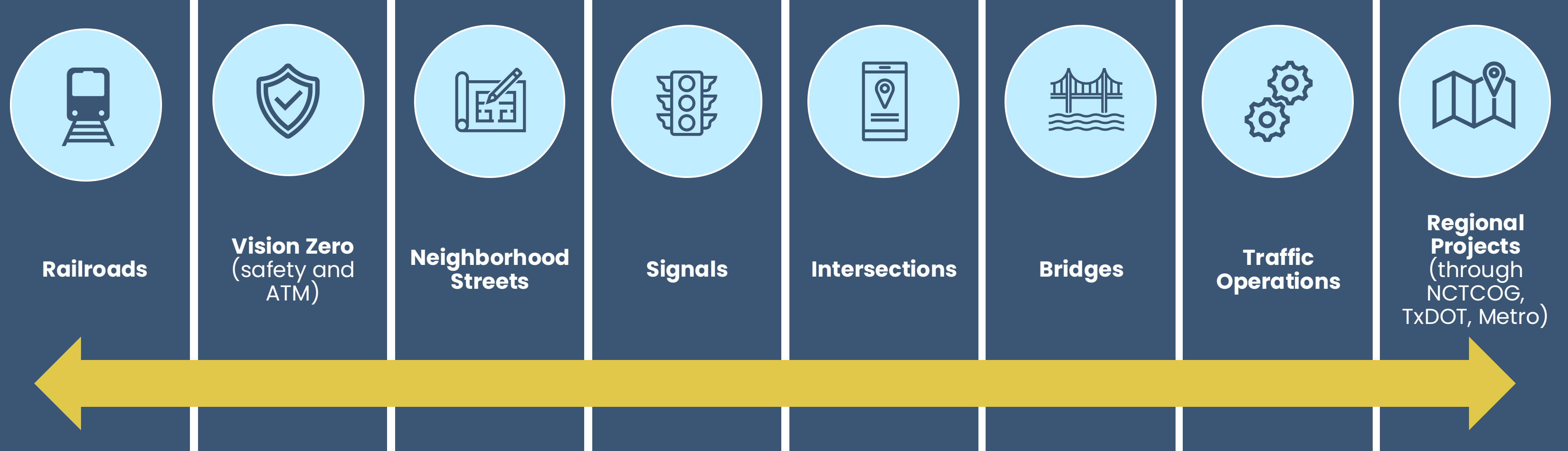
PROPOSED QUIET ZONES



Critical Railroad Crossings



Other Master Transportation Plan (MTP) Priority Project Categories



Key Policy Actions

1

Right-of-Way Preservation

- **Discourage** ROW vacations and closures
- Coordinate with TxDOT for **on-system** ROW acquisition
- Reference the MRN to guide **proactive ROW protection** ahead of development pressures

2

Advance Project Readiness and Delivery

- Establish a formal project development SOP/policy
- Dedicate **minimum 1% of capital funding** to early project development
- Advance projects to defined scope, cost, and risk before bond programming

3

Establish Sustainable Funding Tools

- **Adopt a street maintenance fee** to provide a dedicated, stable funding source for system preservation
- Align local funding with state, federal, and regional opportunities
- Continue fiscal forecasting to guide cash flow, investment cycle capacity, and project timing

4

Strengthen Coordination and Policy Alignment

- Coordinate with MPO, TxDOT, and regional partners on project delivery
- Establish a **4-year plan update cycle** aligned with partner agencies
- Identify and advance required **state or federal legislative actions**

5

Use Technology to Improve Safety and Operations

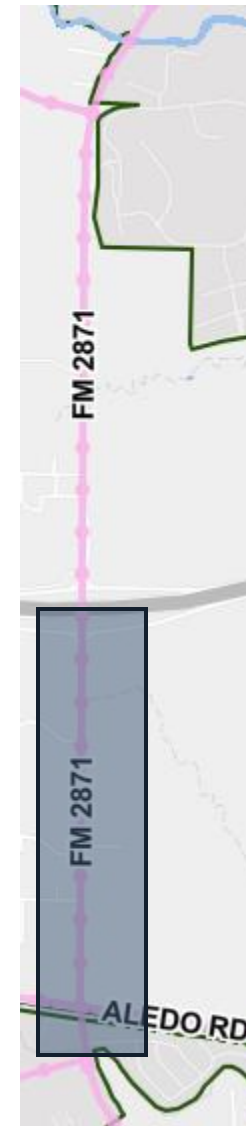
- Deploy tools such as **signal optimization** and transit signal priority, and **real-time rail crossing notifications**
- Use data and performance monitoring to guide investment decisions

Partnerships – Top 10 TxDOT Projects

#	Project	Description	Cost	Year
1	US 81/287		\$27M	
	Wagley Robertson	Construct a four-lane divided roadway from Basket Willow to future SB frontage road – City Let Project	\$2M	2027
	Avondale Haslet Road Bridge	Contribute cash to the bridge reconstruction.	\$10M	2030
	Other corridorwide projects.	Contribute cash to bridge, safety, and other roadway improvements	\$15M	2030
2	RM 2871 – Aledo Rd to IH 20	Reconstruct and widen – ROW/Design \$5M (2026); Construction \$15M (2030)	\$20M	2026/ 2030
3	FM 156 – Hillshire to US 81/287	Reconstruct and widen two-lane undivided to four-lane divided roadway	\$10M	2032
4	IH 35W/121 Mixmaster North	Reconstruct interchange and construct continuous frontage roads	\$10M	2030
5	US 377 – Camp Bowie (Horne to Wellington)	Pavement rehabilitation, curb and sidewalk reconstruction	\$5M	2030
6	FM 1220 at Heritage Trace	Reconstruct and realign intersection – preserve ROW and design	\$10M	2031
17	IH 35W at SH 114 Interchange (Dallas District)	Construct full interchange – preserve ROW and design	\$10M	2030
8	IH 30 E – IH 35W to Cooper St	Reconstruct and expand roadway and frontage roads/Collector Distributor with readiness for High Speed and Butler Place Access Rail	\$30M	2034
9	IH 30 W – Loop 820 to Chisolm Trail	Reconstruct and expand roadway	\$10M	2034
10	FM 1187 East of IH 35W	Various safety breakout projects	\$15M	2030

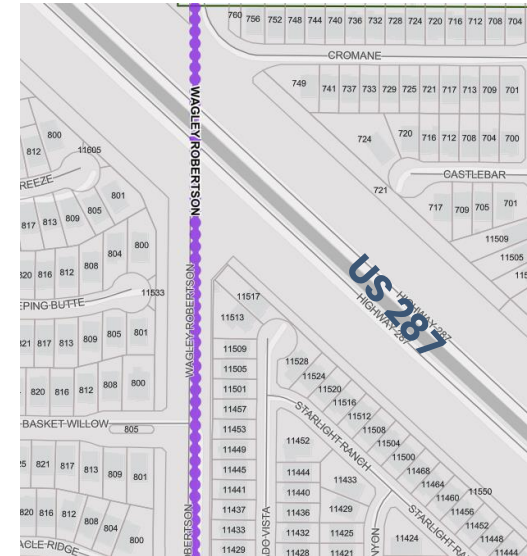
Close Up (Question – What activity? How much cash? When is it needed?)

RM 2871

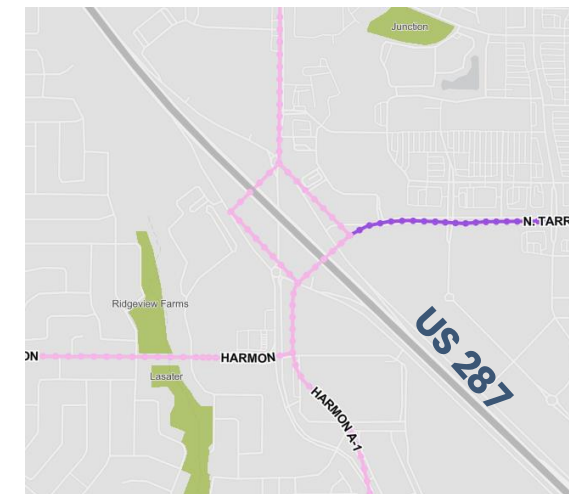


US 81/287

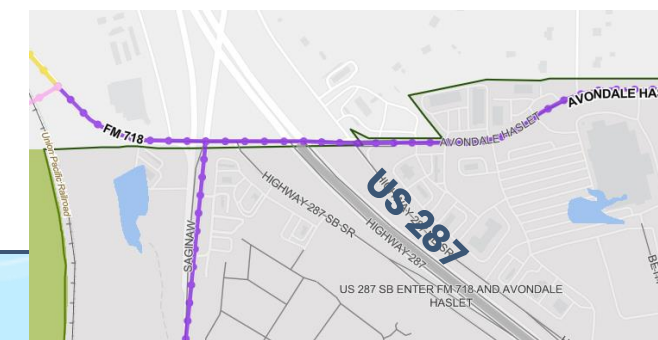
Wagley-Roberston at 287 – Arrowhead



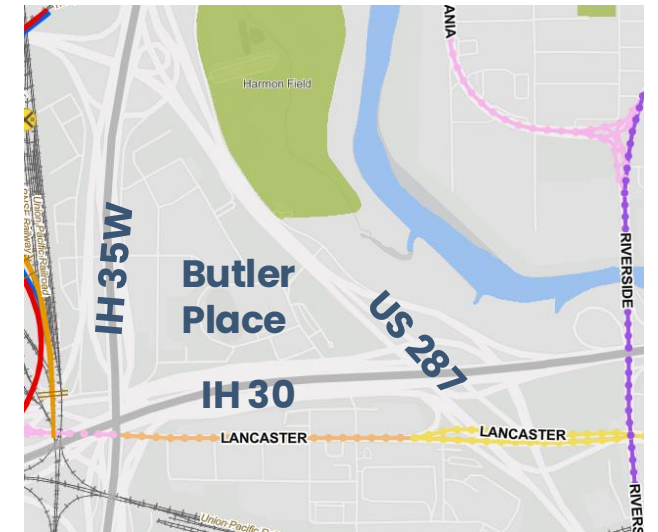
North Tarrant/Harmon (The Box)



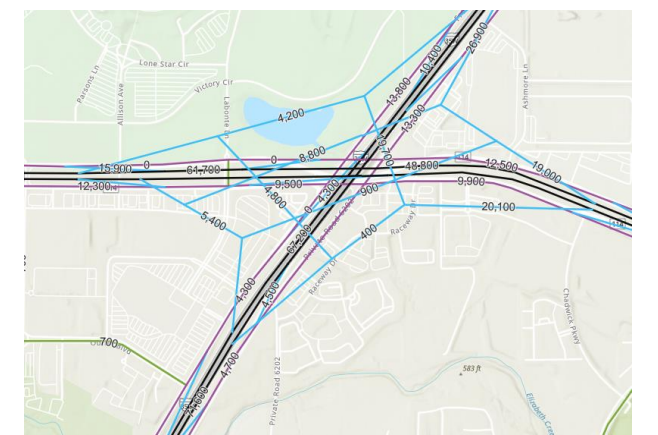
Avondale Bridge



IH 30 East



IH 35W/SH 114 Interchange



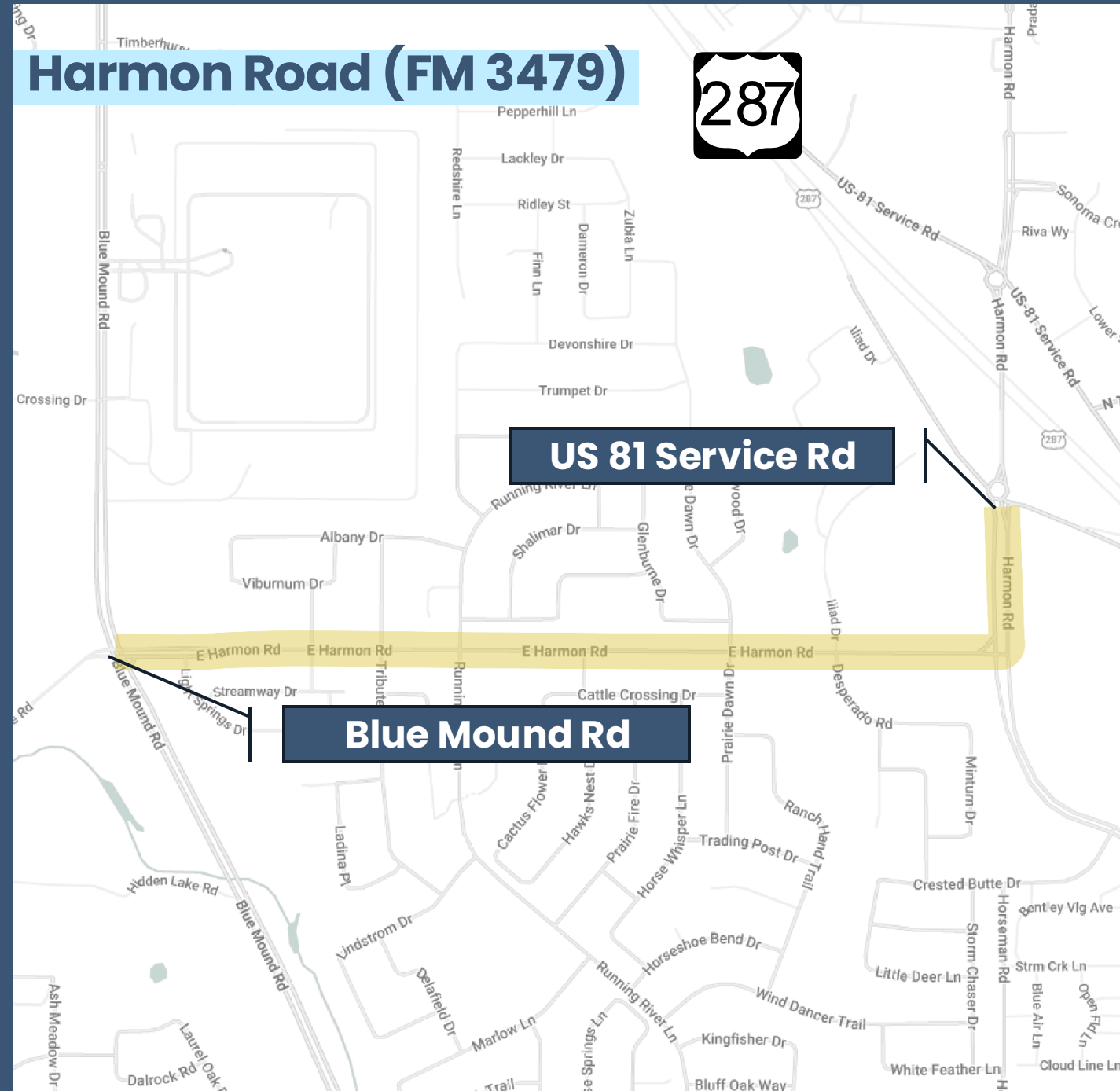
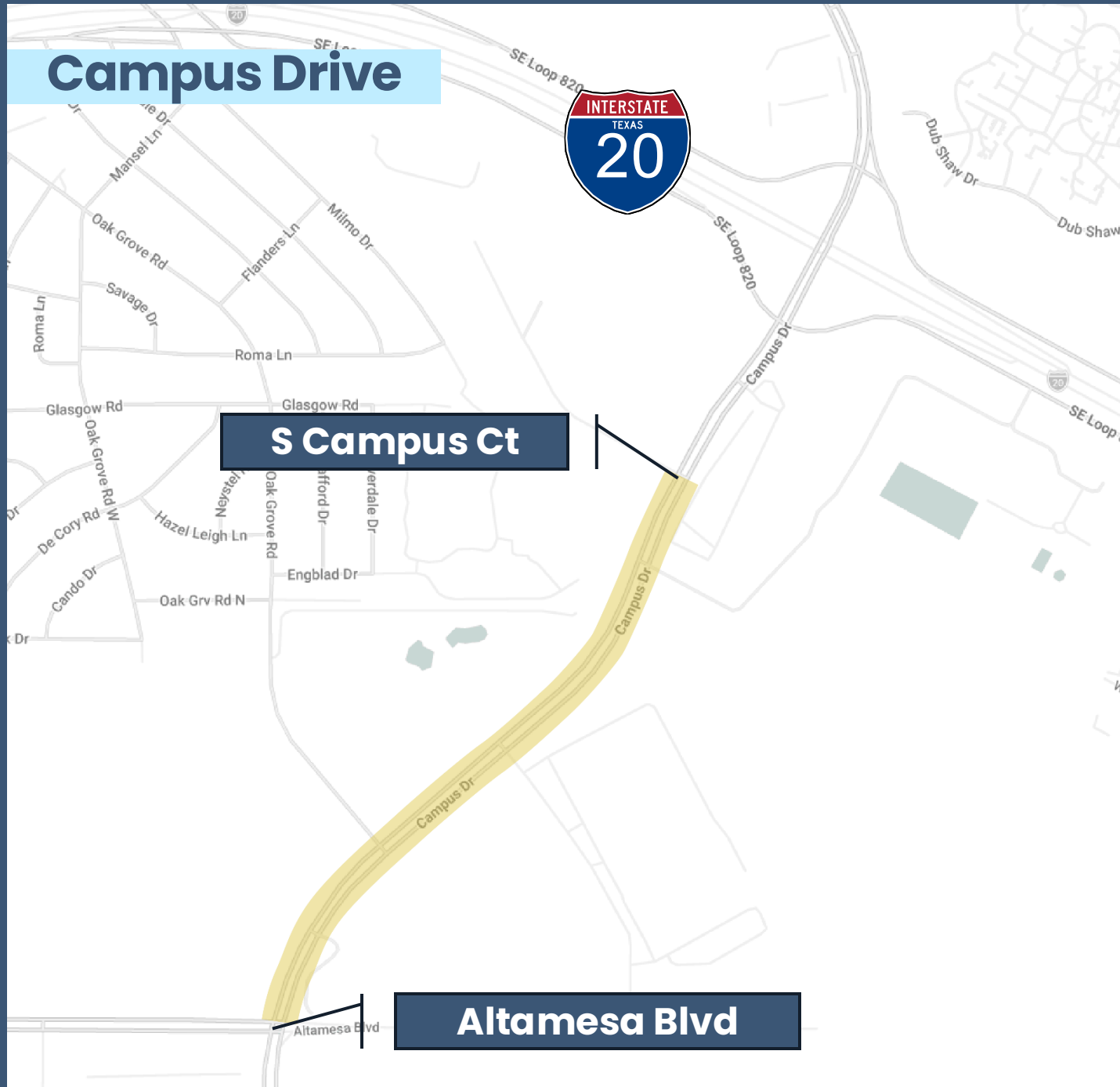
Partnerships – 10 Priority Trinity Metro / CoFW Projects

#	Project	Description	Time Horizon
1	TexRail Extension to the Hospital District	Extend TexRail service to the Hospital District	Short
2	Eastside Route 89 Technology-Based Rapid Transit	Technology-based rapid transit improvements along Eastside Route 89	Short
3	SE Downtown — HSR and Central Station Hub Phase and Programming	High-speed rail and Central Station Hub phase planning and programming	Short - Mid
4	Jones and Calhoun Engineering Schematic for Multimodal Design	Engineering schematic for multimodal design at Jones and Calhoun	Short
5	Stockyards Connectivity — 23rd and Decatur Railroad Overpass	Construct railroad overpass at 23rd and Decatur to improve Stockyards connectivity, including transit technology and accommodations	Short - Mid
6	Berry Street Hub of Transportation Technology (HOTT) Corridor	Hub of Transportation Technology corridor improvements along Berry Street	Short - Mid
7	McCart Avenue Hub of Transportation Technology (HOTT) Corridor	Hub of Transportation Technology corridor improvements along McCart Avenue	Mid - Long
8	Bus Stop and Bike Improvement Program	Bus stop and bike improvements through major roadways and neighborhood street bond improvements	Short
9	Alliance Guaranteed Transit and Park and Ride	Guaranteed transit service and Park and Ride facility for the Alliance area, paired with A/V Truckport	Short - Mid
10	Last Mile Circulator Technology — Stockyards and Hospital Area	Last mile circulator technology serving the Stockyards and Hospital Area	Mid - Long



Potential TxDOT Surplus ROW Candidates – Initial Review

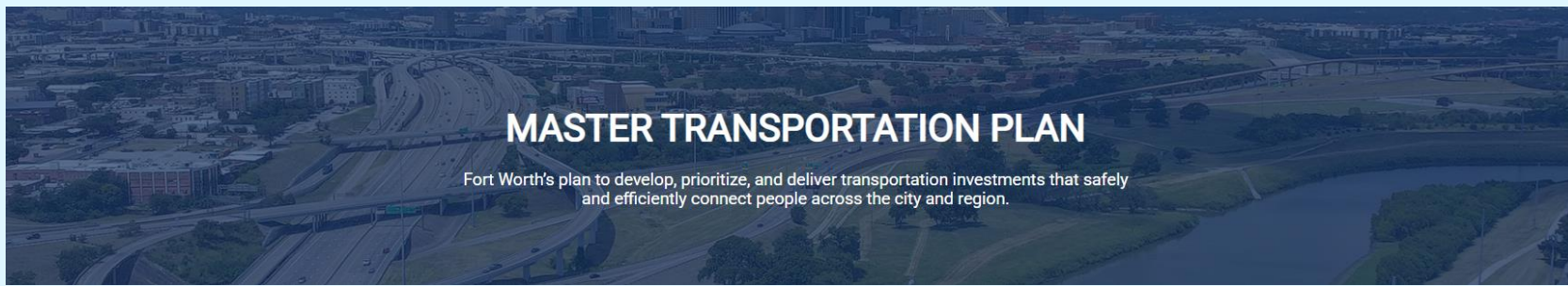
Immediate Opportunities:



Additional Corridors for Evaluation

- Spur 303 from Stalcup Rd to East Loop 820
- Business 287 (Rosedale) segment swap from Riverside Dr to US-287
- IH-35W / MLK Freeway segment south of Riverside
- General Focus on System Clean-up and stubs

Tools and Transparency



MASTER TRANSPORTATION PLAN

Fort Worth's plan to develop, prioritize, and deliver transportation investments that safely and efficiently connect people across the city and region.

Review the Draft. Explore the Network. Share Your Input.

Master Transportation Plan
City of Fort Worth - Transportation and Public Works Department
Final Report
February 2026

Functional Classification

The Draft Master Transportation Plan outlines how Fort Worth will prioritize and deliver transportation investments to improve safety, access, and connectivity. Review the draft document and submit your comments during the public review period (**March 2-27**).

You can add comments directly within the PDF using the comment tools. If you prefer, or are unable to comment in the PDF, you may also submit feedback by email to transportation@fortworthtexas.gov.

The Master Roadway Network defines how streets serve the city — supporting local access, regional mobility, freight, transit, and future-ready corridors. Explore the interactive map and provide location-specific feedback by following the instructions in the left sidebar. If you prefer, or are unable to comment in the map, you may also email feedback to transportation@fortworthtexas.gov.

[Review the Draft Plan](#) [Explore the Network](#)

- Safety First**
Implement measures to reduce crashes and eliminate fatalities and serious injuries across all modes.
- Economic Competitiveness**
Support businesses, enhance regional and global connectivity, and promote prosperity.
- Fix It First**
Prioritize cost-effective maintenance and lifecycle planning to preserve existing assets.
- Technology**
Embrace flexible, resilient technologies to adapt to evolving transportation needs.
- Human Comfort**
Create a convenient, connected, and environmentally considerate network that empowers choice.
- Opportunity**
Build an accessible, affordable, and reliable system for all ages and abilities.

Stay Connected with MTP!
Sign up to get the latest news on upcoming projects, public engagement opportunities, and ways you can help make Fort Worth a more connected, sustainable, and equitable place to live. Join the movement today!

Congested Corridors (2036 LOS + Visually Congested Segments)	System Efficiency Projects intersecting congested LOS F corridors with areas of heavy congestion score highest. Partial overlap receives proportional credit.	High Contribution Top 25% of projects for that criterion Moderate Contribution Middle-third Low Contribution Bottom-third No Contribution Score of zero
High-Injury Network (HIN)	Safety and Vision Zero Score based on share of project length on the HIN. High overlap receives highest score.	
Cost per Mile Estimates	Cost Effectiveness Projects scored relative to cost per mile. Lower-cost projects score higher.	
Multimodal Gap Density (Connectivity Heaviness)	Travel Choice Connectivity score derived from gap-density analysis. Higher scores reflect greater network competition.	
Major Employers and Growth Areas	Economic Development Direct connections to major employers or growth areas score higher.	
Adopted Plans (Mobility 2050, Safety Action Plan)	Plan Alignment Projects included in adopted plans score higher.	

HUBSITE -> www.movingamillion.org



Master Transportation Plan

Moving a Million

September 30, 2025

Preparing for Growth | What is the MTP? | Planning Process | Identifying Needs | From Plan to Program | Proposed Projects | Community Input | StoryMap Instructions

A COMMUNITY & DATA DRIVEN PLAN

LEVERAGING COMMUNITY INPUT & DATA TO IDENTIFY NETWORK GAPS & PRIORITIZE IMPLEMENTABLE PROJECTS

This planning effort was guided by a robust outreach effort and technical analysis that helped to explore and identify: **Where We are Today, What's Needed, Community Priorities, and Fundable and Implementable Projects and Policies.** Together, community feedback and analysis results created the foundation upon which this Plan's goals and recommendations are built.

Master Transportation Planning Process

Where do we want to be? | Where are we now? | What is the path forward? | How do we measure success? | What's missing to reach our goals? | Governing Principles | Specific Actions | The Roadmap

VISION + GOALS | EXISTING CONDITIONS | OBJECTIVES | PERFORMANCE METRICS | GAP ANALYSIS + NEEDS NETWORK | POLICY CHANGES | CAPITAL PROJECTS | MASTER TRANSPORTATION PLAN

ROADWAY
Identify gaps in network connectivity to key destinations and capacity needs for future demand.

FREIGHT
Identify issues impacting freight movement safety, efficiency, and connectivity within and between regions.

ACTIVE TRANSPORTATION
Identify areas with less connectivity and inadequate infrastructure coverage for people walking, bicycling, and rolling.

TRANSIT
Identify where populations and destinations are not adequately served by the existing Tandy Metro network.

COMMUNITY & STAKEHOLDER ENGAGEMENT THROUGHOUT

STORYMAP -> <https://tinyurl.com/mr22ffdu>



Transportation and Public Works

What's Next?

1 Public Comment Period

The official public comment period closed April 9th. We still welcome any additional comments — please submit them directly in the document:



<https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:1678bfaf-c1e4-4333-b1c4-8ab759fccc3e>

2 Updates from Previous Version

Changes based on public feedback are underway. See the summary to the right.

3 Plan Update Schedule

Full official update every **4 years**
Interim updates may also occur throughout the cycle as needed

Revisions Underway

New Section	Location	Purpose
MRN-CR (City Roads layer)	Ch 1 → Functional Hierarchy (§7.5)	City roads classification within the MRN
Overlay → Cross-Section graphic	Ch 1 → Cross-Section Framework (§7.6)	Visual showing overlay relationship to cross-section standards
Regional Coordination	Ch 1 → after §7.3 Relationship to Other Plans	Covers TxDOT turnbacks, transit partnerships, ROW coordination
TxDOT Turnbacks	Within Regional Coordination	Roads being transferred from TxDOT to City
City Center	Ch 6 → Multimodal Network Buildout, after §4.14	Travel patterns, density, and network needs
Partnerships (capital, ROW, cash)	Ch 1 → Regional Coordination	Coordination framework with TxDOT, Trinity Metro, NCTCOG

Council Adoption on June 9



Questions?



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