# Master Transportation Plan

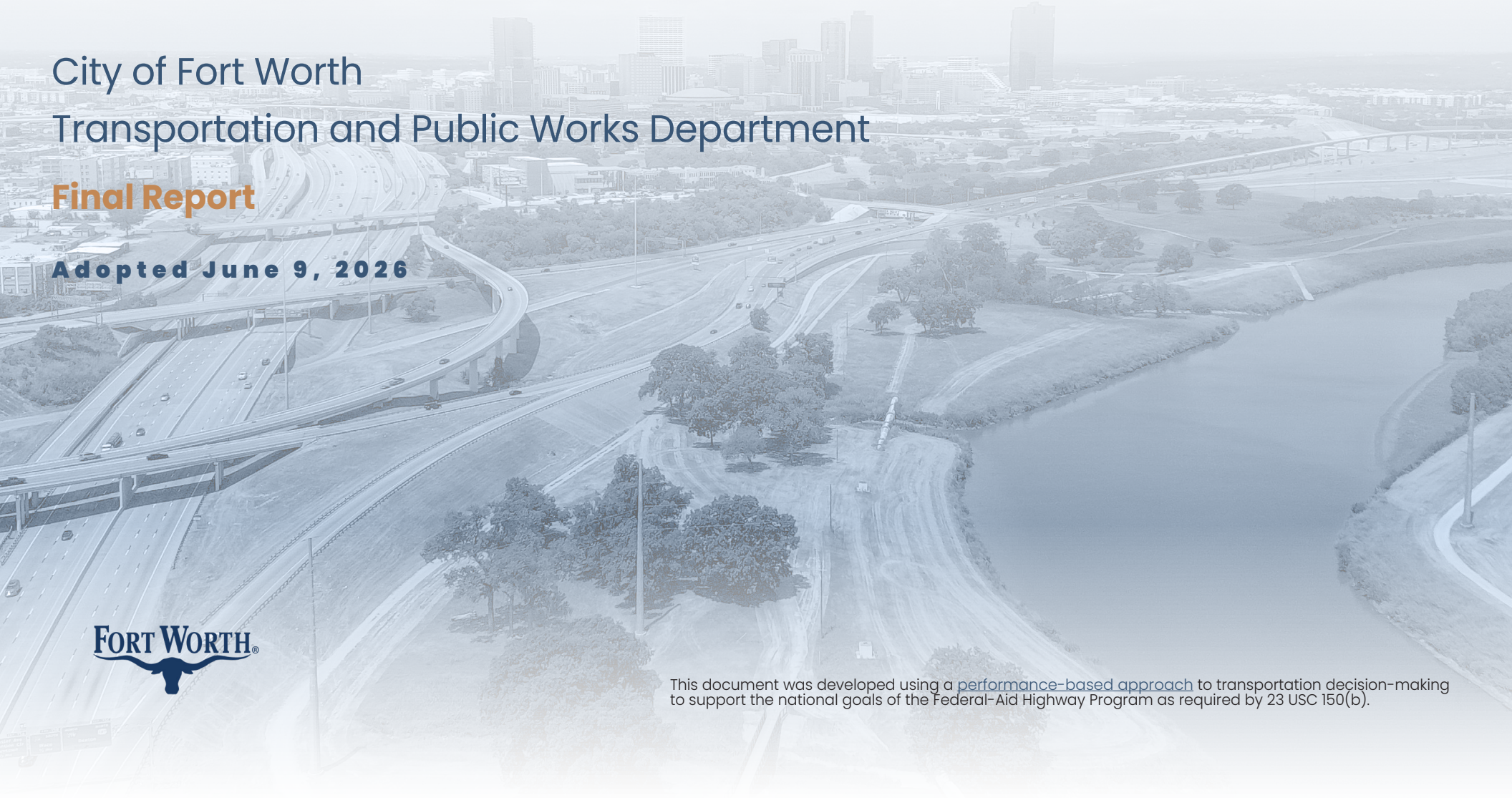
*Moving a Million*

City of Fort Worth

Transportation and Public Works Department

**Final Report**

**Adopted June 9, 2026**



FORT WORTH®

This document was developed using a performance-based approach to transportation decision-making to support the national goals of the Federal-Aid Highway Program as required by 23 USC 150(b).

# ACKNOWLEDGMENTS

The City of Fort Worth Transportation and Public Works Department would like to thank the many individuals and organizations who contributed to the development of the Master Transportation Plan. The Plan reflects extensive coordination across agencies, disciplines, and communities. It also benefited from the technical expertise, stakeholder input, and the sustained level of collaboration that took place during its development.

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The Team provided leadership, technical direction, and coordination to advance the Master Transportation Plan toward implementation.

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## Technical Advisory Committee

The Technical Advisory Committee provided technical guidance, interagency coordination, and implementation-focused insight throughout the planning process.

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- Jeff Neal, North Central Texas Council of Governments
- John Polster, Denton County
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- Tara Crawford, Trinity Metro
- Tim Huya, BNSF
- Travis Clegg, Developer (Westwood Professional Services)
- Victor Vandergriff, Tarrant Regional Transportation Coalition

## Community Advisory Committee

The Community Advisory Committee provided local perspective and feedback that helped inform priorities, tradeoffs, and implementation considerations across Fort Worth.

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## Moving a Million – Outreach & Engagement Initiative

Moving a Million (M1M) served as the public outreach and engagement initiative for the Master Transportation Plan. Through workshops, meetings, pop-up events, surveys, and other engagement activities, residents, businesses, and stakeholders helped inform project priorities and implementation timelines.

## Community Members

The City extends its appreciation to the residents, business owners, and stakeholders who participated in the planning process. Their time, feedback, and local knowledge were essential to shaping a plan that is grounded, responsive, and implementable.

## Consultants

The City acknowledges the consultant team for providing technical analysis, planning, engineering, design, and facilitation services in support of the Master Transportation Plan.

Lead Consultant:

AECOM

With assistance from:

OTHON ENGINEERING

TOOLE DESIGN

PAVLIK AND ASSOCIATES

# FOREWORD

Fort Worth is experiencing sustained growth that places real and measurable demands on its transportation system. As one of the nation's fastest-growing cities, the City must maintain and modernize existing infrastructure while also making targeted investments to support future travel demand. The Master Transportation Plan provides a practical, implementable, performance-based framework to guide these decisions.

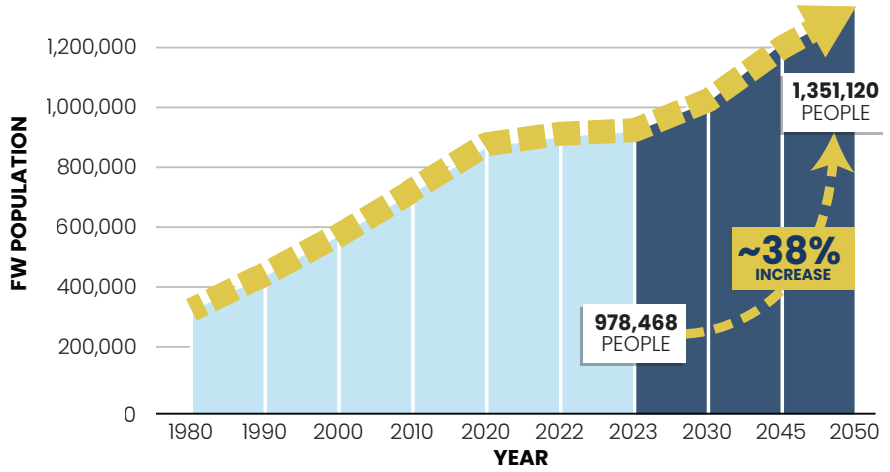
For many years, transportation investments were made incrementally and in response to immediate needs as they arose. While this approach delivered important improvements, it has also resulted in congestion, connectivity gaps, and increasing pressure on aging infrastructure. Many of the most straightforward projects have already been completed. The remaining needs are often more complex, more constrained, and more costly—requiring a higher level of coordination, prioritization, and fiscal discipline.

**Fort Worth's population has grown steadily and is projected to continue growing rapidly, as shown in the chart to the right, increasing demand on the transportation system and the infrastructure that supports it.**

The Master Transportation Plan is intended to function as a data-driven foundation for project development and delivery. Rather than serving as a purely aspirational vision, the Plan focuses on identifying network gaps, addressing aging infrastructure, and establishing clear priorities that can advance into preliminary engineering, funding programs, and ultimately construction. The emphasis is on readiness—helping to prioritize projects that are feasible, defensible, and aligned with available funding, staff, and capital delivery resources.

**Planned increases in roadway lane miles reflect targeted investments across functional classifications to accommodate future demand while maintaining system performance.**

*Fort Worth is expected to welcome over 300,000 new residents over the next twenty-five years—equivalent to adding a major US city to our community. This rapid growth underscores the pressing need to expand infrastructure and services to meet increasing demands.*

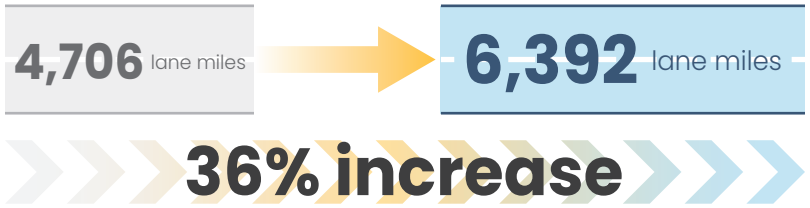



*Fort Worth Population Increase 1980-2050*

The Plan takes a system-wide approach, evaluating roadway, transit, freight, and active transportation needs together rather than in isolation. This approach supports more reliable connections between neighborhoods, employment centers, and regional destinations, while also addressing congestion and operational challenges that affect daily travel. By viewing the transportation system as an interconnected network, the Plan supports investments that improve performance and reliability over time.

A central focus of Fort Worth's Master Transportation Plan is maintaining and reinvesting in existing infrastructure while planning strategically for growth. Preserving a state of good repair, closing critical network gaps, and sequencing improvements are essential to sustaining system performance as demand increases. The Plan establishes a clear framework for project prioritization and phasing, providing predictability in how projects are evaluated, funded, and delivered.

**By 2045, Fort Worth's road network is planned to expand from:**



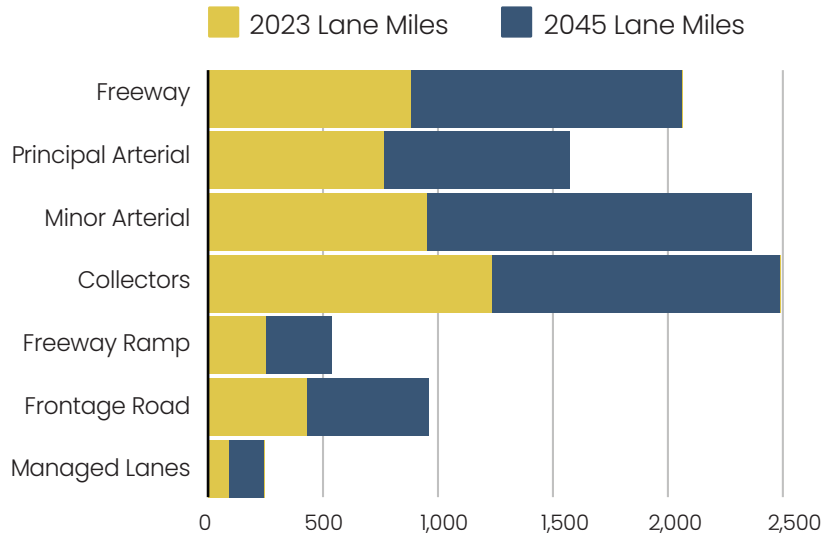

**This requires strategic investments across all functional classifications to meet rising travel demands.**

Public and stakeholder input played an important role in shaping the Plan's priorities and implementation approach. Moving a Million served as the City's outreach and engagement initiative for the Master Transportation Plan, providing opportunities for residents, businesses, partner agencies, and stakeholders to inform priorities, tradeoffs, and areas of focus. That input, combined with technical analysis and interagency coordination, helped the Plan reflect both community perspectives and operational realities.

The Master Transportation Plan may be referenced in some documents as the Master Thoroughfare Plan. Such references shall be understood to mean this adopted Master Transportation Plan and its Master Roadway Network.

**Ultimately, the Master Transportation Plan is a program for project delivery.**

It establishes a clear basis for advancing projects, preserving right-of-way (ROW), aligning funding strategies, and sequencing investments over time. By emphasizing feasibility, prioritization, and delivery, the Plan positions Fort Worth to move deliberately from planning to implementation as the City continues to grow.




*Increase in Fort Worth's Lane Miles from 2023 to 2045*
*Source: NCTCOG 2045 Mobility Plan*

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# ACRONYM LIST & GLOSSARY

## Acronyms

ATMN: Active Transportation and Micromobility Network

BLTS: Bicycle Level of Traffic Stress

BNSF: Burlington Northern Santa Fe Railway

CAC: Community Advisory Committee

CDA: Compact Development Area

CPC: City Plan Commission

CRIS: Crash Records Information System

DAYVOL: Daily Volume

DFW: Dallas-Fort Worth

EPA: Environmental Protection Agency

ETJ: Extraterritorial Jurisdiction

FFCS: Federal Functional Classification System

FHWA: Federal Highway Administration

FPA: Freight Priority Area

FTA: Federal Transit Administration

HCM: Highway Capacity Manual

HIN: High Injury Network

ITS: Intelligent Transportation Systems

KSI: Killed or Seriously Injured

LOS: Level of Service

LTS: Level of Traffic Stress

MaaS: Mobility as a Service

M1M: Moving a Million

MRN: Master Roadway Network

MRN-CR: Master Roadway Network - City Roads

MTP: Master Transportation Plan

NCTCOG: North Central Texas Council of Governments

PCPHPL: Passenger Cars Per Hour Per Lane

PE: Preliminary Engineering

PEI: Pedestrian Experience Index

PHF: Peak Hour Factor

PSA: Planned Service Areas

PxLTS: Pedestrian Crossing Level of Traffic Street

ROW: Right-of-Way

SAP: Vision Zero Safety Action Plan

SLRTP: Statewide Long-Range Transportation Plan

SOV: Single-Occupancy Vehicles

SUP: Shared-Use Path

TAC: Technical Advisory Committee

TAZ: Traffic Analysis Zones

TDM: Travel Demand Model

TIP: Transportation Investment Program

TOD: Transit-oriented Development

TOTLANE: Number of Lanes

TPC: Transit Priority Corridor

TPI: Transit Propensity Index

TPW: City of Fort Worth Transportation and Public Works

TSI: Transportation Supportive Index

TSP: Transit Signal Priority

TTI: Travel Time Index

TWLTL: Two-Way Left-Turn Lane

TxDOT: Texas Department of Transportation

UFMP: Fort Worth Urban Forest Master Plan

USDOT: U.S. Department of Transportation

UTA: University of Texas at Arlington

V/C: Volume-to-Capacity Ratios

VMT: Vehicle Miles Traveled

# Definitions & Glossary

## Access Management

A set of strategies used to regulate the spacing, location, design, and operation of driveways, medians, and intersections to preserve mobility, safety, and the functional integrity of roadway corridors.

## Administrative Adjustment

A minor modification to the adopted Master Roadway Network or cross-section assignment that may be approved by City staff without City Council action. Administrative adjustments are limited to changes that do not materially affect right-of-way needs, functional classification, or mobility outcomes.

## Alignment

The horizontal and vertical location of a roadway centerline. In the Master Roadway Network, alignments represent planning-level centerlines that may shift during engineering design.

## Arterial (Major / Minor)

Roadways that provide mobility across large portions of the city, connect major activity centers, and carry higher traffic volumes than collectors.

- **Major Arterials** emphasize mobility and longer-distance travel.
- **Minor Arterials** balance mobility and access within subareas of the city.

## Capacity (Macro-Level)

The maximum volume of traffic a roadway can accommodate under specified operating conditions. Capacities in this document are associated with LOS-E thresholds and provide a starting point for cross-section assignments.

## Comfort Threshold

A volume threshold below the theoretical LOS-E capacity that reflects practical operating conditions in Fort Worth, including driveway spacing, signal operations, multimodal activity, and corridor context. Comfort thresholds guide cross-section decisions in the Master Roadway Network.

## Collector (Major / Minor)

Roadways that connect local streets to the arterial network and balance access and mobility.

- **Major Collectors** are mapped in the Master Roadway Network and carry higher volumes with more limited access.
- **Minor Collectors** are not mapped and are established through subdivision design.

## Cross-Section

The adopted arrangement of lanes, medians, sidewalks, shared-use paths, buffers, and other elements within the right-of-way. Cross-sections define the ultimate build-out condition for each roadway segment in the network.

## Cross-Section Assignment

The specific cross-section applied to a roadway segment based on functional classification, forecasted demand, operational considerations, and multimodal needs. Cross-section assignments determine right-of-way preservation requirements.

## Dedication (Right-of-Way Dedication)

The requirement that property owners convey right-of-way to the City through the subdivision or development process to achieve the adopted ultimate cross-section.

## Functional Classification

A hierarchy that groups roadways based on their intended role—mobility, access, and connectivity functions—within the transportation system. Functional classifications include freeways, arterials, collectors, and local streets.

## Grade Separation

A roadway or railroad crossing in which travelways operate on different vertical levels (e.g., overpasses, underpasses). Grade separations improve safety and mobility and may require larger right-of-way footprints.

## Interim Cross-Section

A temporary roadway configuration constructed before the ultimate cross-section is built. Interim cross-sections must preserve the full right-of-way and not preclude future expansion.

### Local Street

A roadway that provides direct property access and supports low-speed neighborhood circulation. Local streets are not mapped in the Master Roadway Network (MRN - "Mister N") Network and are regulated through subdivision standards.

### Mapped Roadway

A roadway included in the adopted Master Roadway Network that carries an assigned functional classification and ultimate cross-section. Mapped roadways require right-of-way preservation during development.

### Mode

A means of travel (e.g., walking, bicycling, transit, freight, automotive). Master Roadway Network policies recognize that corridors must support multiple modes.

### Multimodal Accommodation

Facilities or treatments that support the safe movement of all modes, including sidewalks, shared-use paths, protected bicycle lanes, and transit priority features.

### Planning-Level Centerline

A generalized roadway alignment used for long-range planning and right-of-way preservation. The centerline's location may vary during engineering design without requiring a formal amendment if right-of-way needs and connectivity are maintained.

### Principal Arterial / Freeway / Limited Access Route

High-capacity roadways designed primarily for regional travel with limited access and widely spaced intersections or interchanges.

### Right-of-Way

Land reserved or acquired for transportation purposes, including space for travel lanes, medians, sidewalks, utilities, drainage, and multimodal facilities. The adopted cross-section defines the minimum ultimate ROW for each roadway.

### Right-of-Way Preservation

The process of ensuring that adequate right-of-way is secured for the ultimate cross-section of a roadway, whether through development dedication or capital project acquisition.

### Master Roadway Network

The City's adopted long-range thoroughfare plan. It defines functional classifications, cross-sections, and right-of-way needs for Fort Worth's future roadway system. The Master Roadway Network replaces the previous Master Thoroughfare Plan.

### Shared-Use Path

A separated, off-street facility that accommodates bicyclists, pedestrians, and other non-motorized users. SUPs are a required multimodal element for many cross-sections in the Master Roadway Network.

### Subclassifications

Overlays applied to mapped roadways to highlight corridors with specific modal or operational priorities. Subclassifications include Transit Priority Corridors and may include freight, safety, or active transportation overlays.

### Transit Priority Corridor

A mapped subclassification where the City intends to enhance transit speed, reliability, and operational performance through geometric, operational, or technology-based treatments. TPCs do not modify the underlying cross-section but influence design decisions.

### Transit Priority Treatment

A design or operational strategy—such as transit signal priority, queue jumps, or dedicated lanes—intended to improve transit performance along Transit Priority Corridors.

### Travel Demand Model

The Travel Demand Model (TDM) is a regional travel forecasting tool used to estimate future traffic volumes and inform functional classification and cross-section assignments.

### Ultimate Cross-Section

The final, fully built-out roadway configuration adopted by the Master Roadway Network and used to determine required right-of-way dedication.

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# ES

# EXECUTIVE SUMMARY



## Plan Chapters


**ES: Executive Summary** ..... **ES-1**
1: Master Roadway Network ..... 31
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3: Outreach & Engagement ..... 97
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# ES.1. Plan Overview

## ES.1.1. Preparing for Growth

Today, the City of Fort Worth maintains an extensive and multifaceted transportation network, including over 100 miles of active transportation infrastructure, with 24 miles of natural surface trails, 60 miles of paved trails, and 69.3 miles of on-street bike facilities, alongside a robust freight network spanning 524.5 miles, and a transit system with 40 miles of rail and 644.85 miles of bus routes. Additionally, the City maintains approximately 8,609 lane miles of pavement, which includes both city-owned roads and certain TxDOT-owned roadways maintained through formal maintenance agreements.

As shown in **Figure ES.2**, Fort Worth's transportation infrastructure must support both its internal population and the additional 1.9 million residents in the surrounding area as neighboring counties continue to grow and rely on the City for employment, services, and entertainment. **Figure ES.1** illustrates the City of Fort's rapid growth, projecting a 38% increase in population over the next 25 years.

**The Greater Fort Worth region is projected to reach 4.4 million people by 2050, compounding the demands placed on a transportation network that must serve both local and regional trips.**

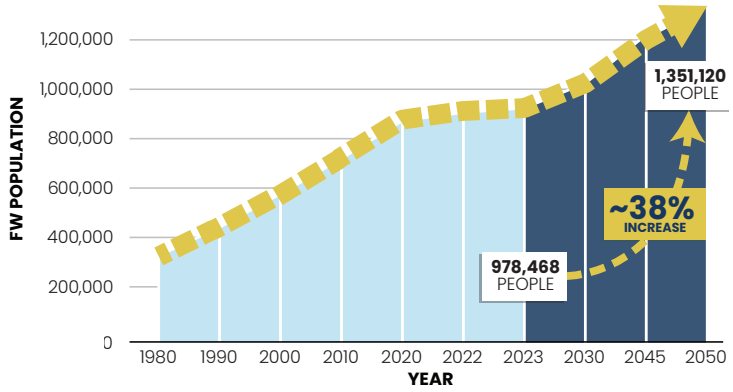
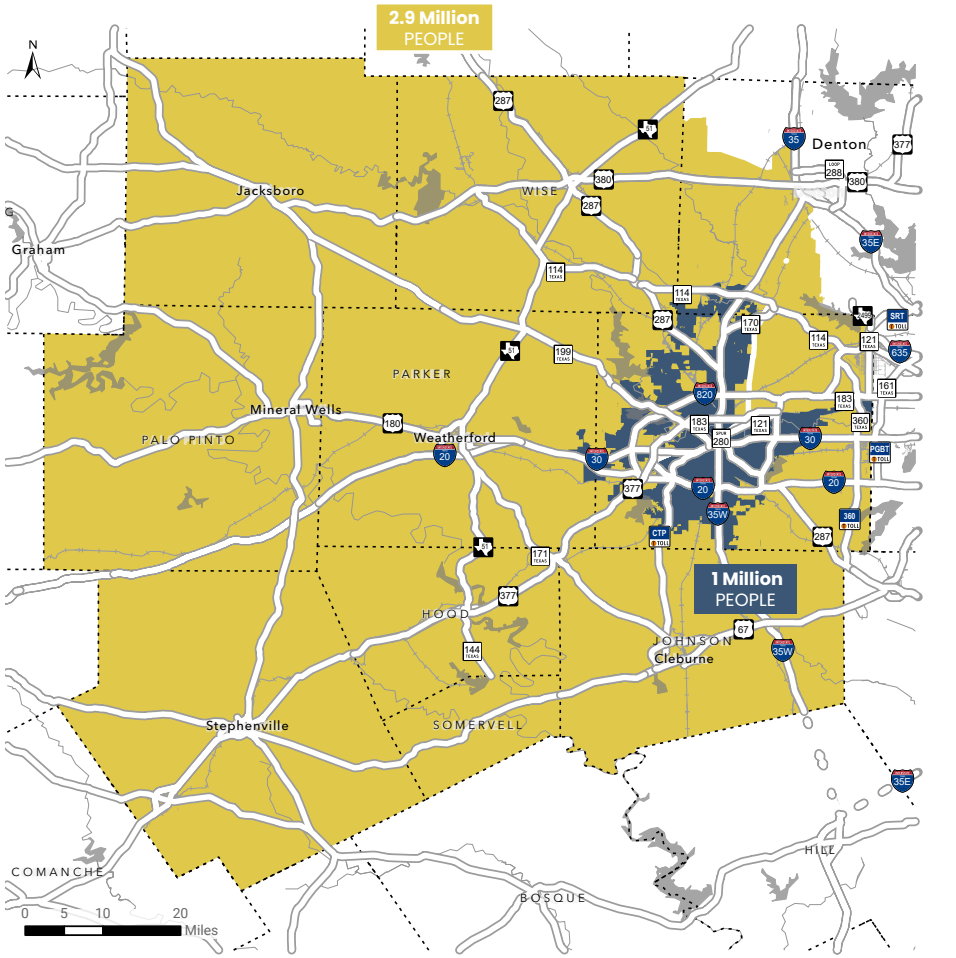



*Figure ES.1: Fort Worth's Population Growth*




*Great Fort Worth includes the MSA Division, Fort Worth TxDOT District, and portions of the SW Denton County and other areas that show strong travel, economic, and cultural ties to Fort Worth.*

*Figure ES.2: Greater Fort Worth Population*

## ES.1.2. Defining the Master Transportation Plan

The MTP is Fort Worth's first unified, city-wide transportation policy and planning framework designed to guide the City's mobility future through 2050, focusing on safely and efficiently connecting people to Fort Worth and beyond through the identification and prioritization of roadway network and transit systems, public realm, and street infrastructure projects.

The MTP links land use and other infrastructure decisions with transportation investment, helping to:

- A clear, data-driven capital program that translates policy direction into prioritized projects
- More strategic funding decisions that support timely and efficient project delivery
- Greater safety, reliability, and economic competitiveness across the transportation system

## ES.1.3. MTP Elements

Grounded in the community's vision and built on established policies and initiatives, MTP brings together four key City of Fort Worth mobility initiatives: Transportation Investment Program (TIP), Master Roadway Network, Active Transportation and Micromobility Network (ATMN), and Vision Zero Safety Action Plan (SAP).

The following defines the purpose of each Plan Element:



The **Transportation Investment Program (4-year and 10-year program)** is Fort Worth's roadmap for funding and delivering transportation capital projects. It identifies and prioritizes roadway, freight, and active transportation improvements, aligning them with bond programs, grants, and developer contributions. The TIP also sequences projects for near, mid, and long-term delivery to move priorities from planning to construction.

MRN

The **Master Roadway Network (MRN)** is the long-range Plan for major transportation facilities in the City of Fort Worth. The Master Roadway Network is not targeted to a specific point in the future, but is intended to accommodate the ultimate development of the City's thoroughfare network.



The **Active Transportation and Micromobility Network (ATMN)** is a citywide network plan for alternative modes of transportation, including walking, cycling and using transit, as well as the needs of wheelchair users and other types of non-motorized mobility devices. Active transportation is an important element of Fort Worth's mobility network, since it not only increases transportation choices but also supports healthy, active living.

VISION ZERO FORT WORTH

This **Vision Zero Safety Action Plan (SAP)** is Fort Worth's roadmap to reducing roadway deaths and severe injuries. It is grounded in the Safe System Approach, which aims to eliminate deaths and severe injuries by anticipating human mistakes and minimizing impacts on the human body when crashes do occur.

## ES.1.4. MTP Focus Areas

As shown in **Figure ES.3**, the current transportation network in Fort Worth comprises four core modes – Roadway, Freight, Active Transportation, and Transit – that together provide a comprehensive multimodal network. Collectively, these modes form an integrated multimodal system that supports Fort Worth's growth by improving connectivity, reducing congestion, and enhancing access to jobs, education, and services. Each mode serves a distinct purpose, contributing to Fort Worth's transportation, accessibility, and economic vitality:

**Roadway:** Streets, arterials, and highways provide the backbone for personal and regional travel, focusing on connectivity and reducing congestion to meet growing demand.

**Freight:** Truck and intermodal routes keep goods moving efficiently, with priority on safe last-mile access and continuous corridors linking industrial hubs and regional markets.

**Active Transportation:** Walking, biking, and rolling options supported by sidewalks and bikeways create safe, connected, and low-stress travel choices that enhance livability and complement transit.

**Transit:** Bus and rail services offer accessibility mobility, connecting people to jobs, schools, and essential services through reliable coverage and frequency.

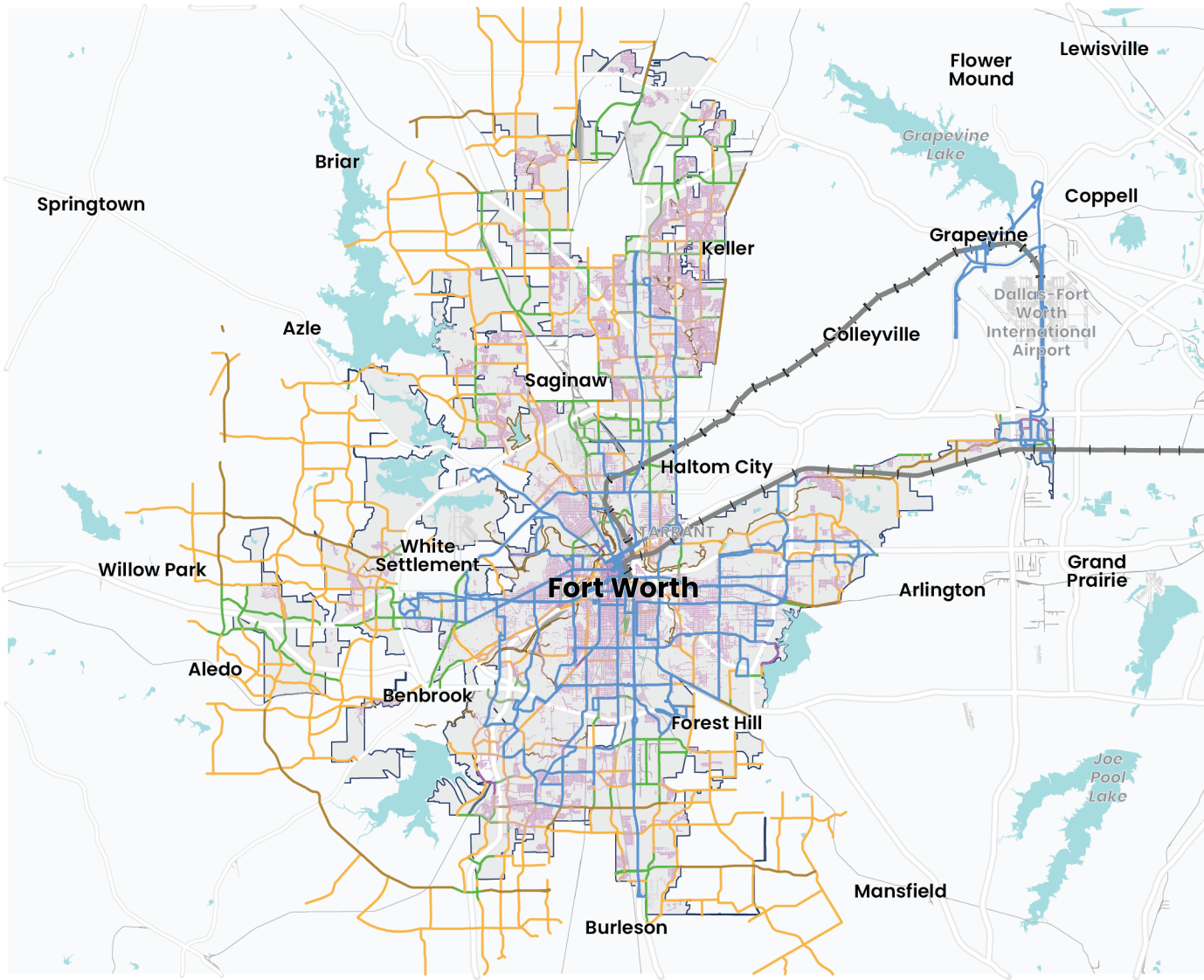
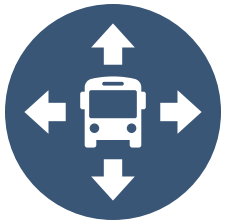



*Figure ES.3: Existing Transportation Network*

Deficiencies or gaps in the network connectivity, accessibility, and safety impact people's travel experience, development patterns, and the City's economic competitiveness. **The MTP prioritizes projects that support local and regional needs focused on:**



Expanding transportation options to meet diverse community needs.



Tackling regional challenges to improve economic competitiveness and reduce traffic.



Closing network gaps caused by railroads, rivers, construction related factors and other barriers.



Rebuilding aging infrastructure to support long-term resilience.

## ES.1.5. Realizing the Plan

The MTP is designed to deliver fundable and implementable projects through a data-driven approach that prioritizes safety, connectivity, and fiscal responsibility. By aligning technical analysis with financial planning and community priorities, the MTP prioritizes investments that are practical and impactful. The following outlines the foundation of this approach, our priority projects, our implementation timeline, and our financial framework, that together guide how Fort Worth will advance its mobility goals:

### What - Our Priority Projects

The MTP identifies a comprehensive Network of multimodal transportation segments that together shape the Fort Worth transportation backbone. This network addresses safety, access, congestion relief, and system connectivity across roadway, transit, freight, and active-transportation systems. The network reflects the outcomes of technical analysis, community priorities, and coordination among City departments and regional partners.

### When - Our Implementation Timeline

Projects are organized into fiscally constrained short-, medium-, and long-term investment tiers that align with City investment cycles, funding availability, and project readiness. The short-term tier includes projects that can advance within the next bond program; mid-term investments extend through the following decade; and long-term projects represent transformative infrastructure solutions identified for future planning horizons. This timeline aligns with other transportation agencies such as North Central Texas Council of Governments (NCTCOG) and Texas Department of Transportation (TxDOT).

### How Much - Our Financial Framework

The Transportation Investment Program (TIP) integrates fiscal capacity with project selection criteria and policy alignment, prioritizing investments that are both impactful and financially feasible. Estimated project costs, available funding sources, and local match requirements inform each tier's delivery schedule. Together, these elements define a data-driven framework that the City can update as priorities, funding, and conditions evolve.

# ES.2. Plan Process

## ES.2.1. A Community & Data-Driven Plan

The MTP planning initiative began in the spring of 2024. **Figure ES.4** illustrates the 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.

Identified projects and network recommendations were informed by technical analysis exploring:

- Existing performance of the City's roadway network
- Identification of a city-wide gap and needs assessment
- Review of proposed projects' impact on system performance

Paired with the community's priorities, the analysis results established a program of implementation projects and policy recommendations. **In total, the planning effort helped identify:**

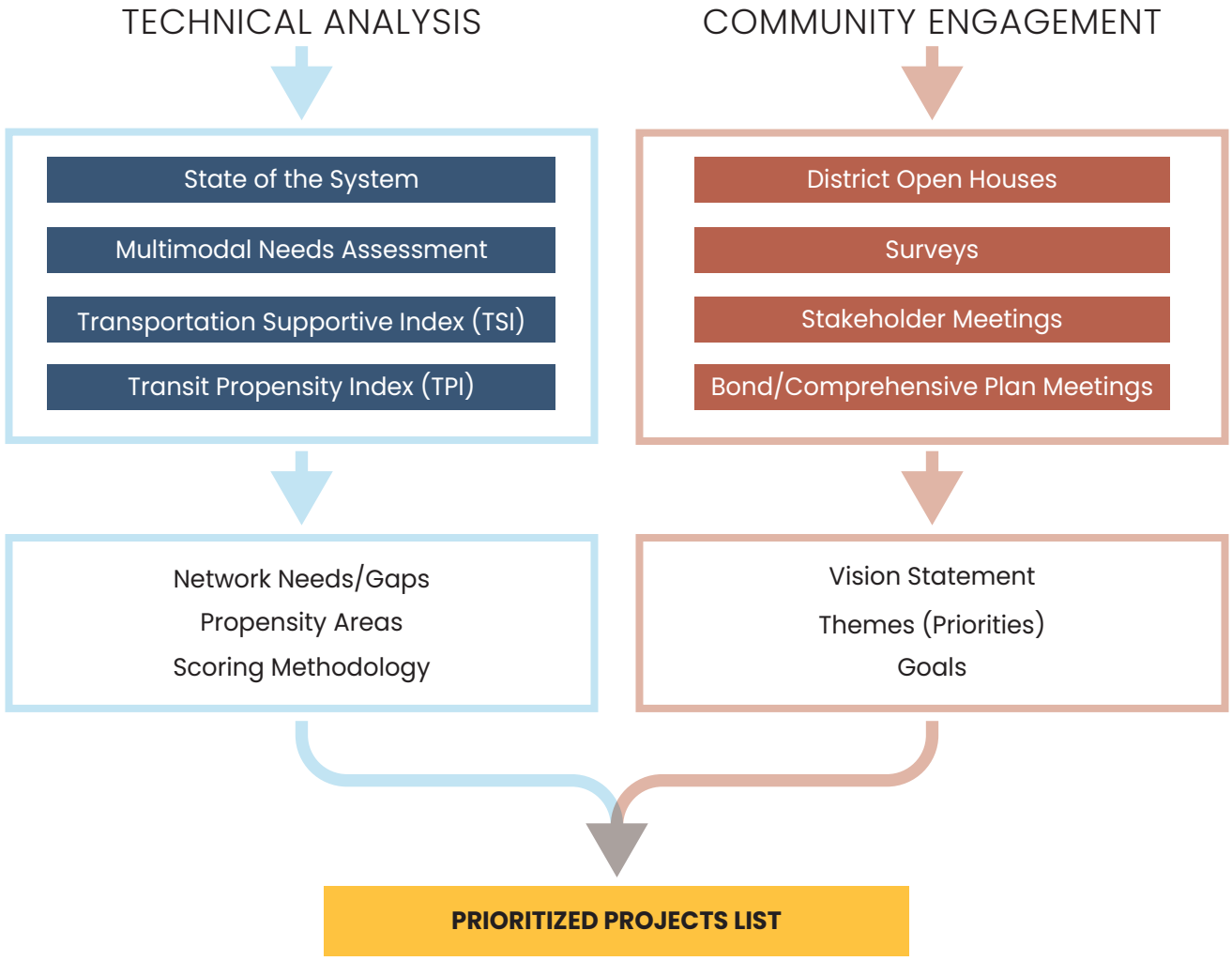



*Figure ES.4: Gap Analysis Process and Outcomes*

**+20**
**Gaps in Policy Areas to be Addressed**

**20**
**Top Prioritized Projects per Active Transportation Modes**

**+75**
**Scored & Potential Medium- & Long-Term Improvement Projects**

## ES.2.2. Community Engagement

The process was guided by two stakeholder groups comprised of local leadership and neighborhood representatives, the MTP Community Advisory Committee (CAC), MTP Technical Advisory Committee (TAC), and Interdepartmental Advisory Committee. Feedback collected from the public and the Committees was used to define and refine the MTP goals, objectives, big ideas, and recommendations. City-wide engagement opportunities included:

- 3 Advisory Groups
- 30+ District Open Houses
- 3 Community-wide Surveys
- 20+ Community Events

Community feedback gathered through in-person and digital engagement shaped the identification of key priorities, emphasizing safety, preservation of existing infrastructure, expanded transportation options, and improved access.

This input laid the foundation for the MTP Vision and Goals, which are organized around six guiding principles that define Fort Worth's transportation vision and inform decisions on infrastructure investments, policy development, and performance metrics.

### Vision Statement

> "In 2050, Fort Worth envisions a safe, reliable, and resilient transportation system that empowers all to choose from a range of options, supports economic vitality, connects communities locally and globally, and enhances quality of life. Through sustainable funding, active community engagement, and congestion management strategies, this world-class system will reflect the needs of those it serves."

### Plan Goals



**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.

# ES.3. Analysis Framework

## ES.3.1. Analysis Objective

The Multimodal Gap Analysis and Need Assessment serve as a foundational component of the MTP by identifying areas with the greatest need for strategic transportation investment, aligned with long-term development and projected regional growth. It informed targeted interventions that improve connectivity, support future growth, increase access to opportunities, and guide infrastructure prioritization.

The analysis focuses on identifying multimodal transportation gaps (i.e., physical, operational, and policy-related) that affect system performance today and will influence future travel demand. The gap analysis is structured around three components, which are detailed in **Table ES.1.**

The outputs of these analyses, as illustrated in **Figure ES.5** informed the geographic focus for investment, define physical and operational needs across modes, and allowed for institutional readiness and regulatory support. Together, they produce a prioritized, multimodal project list and policy roadmap for implementation.

**Table ES.1: MTP Analysis Framework**

| Analysis Type | Objective | Key Outputs | Example Projects / Actions |
|---|---|---|---|
| Transportation Supportive Index (TSI) | A geospatial tool that identifies areas most suitable for investment based on land use, density, and network readiness | Composite scores for districts based on land use, density, and network readiness | TOD strategies, infill development, transit expansion in high-scoring areas |
| Multimodal Gap Analysis | A comprehensive review of physical and operational gaps across roadway, transit, freight, and active transportation networks | Identification of physical and operational gaps across roadways, freight, transit, and active transportation | Roadway lane additions, freight truck routes, sidewalk infill, bikeway extensions |
| Policy Gap Analysis | Benchmarking Fort Worth's policies against best practices to address deficiencies in safety, accessibility, and multimodal integration | Benchmarking policies vs. best practices; identification of gaps in Transit-oriented Development (TOD), curbside management, climate resilience | TOD overlay zones, dynamic curbside management, climate resilience standards |

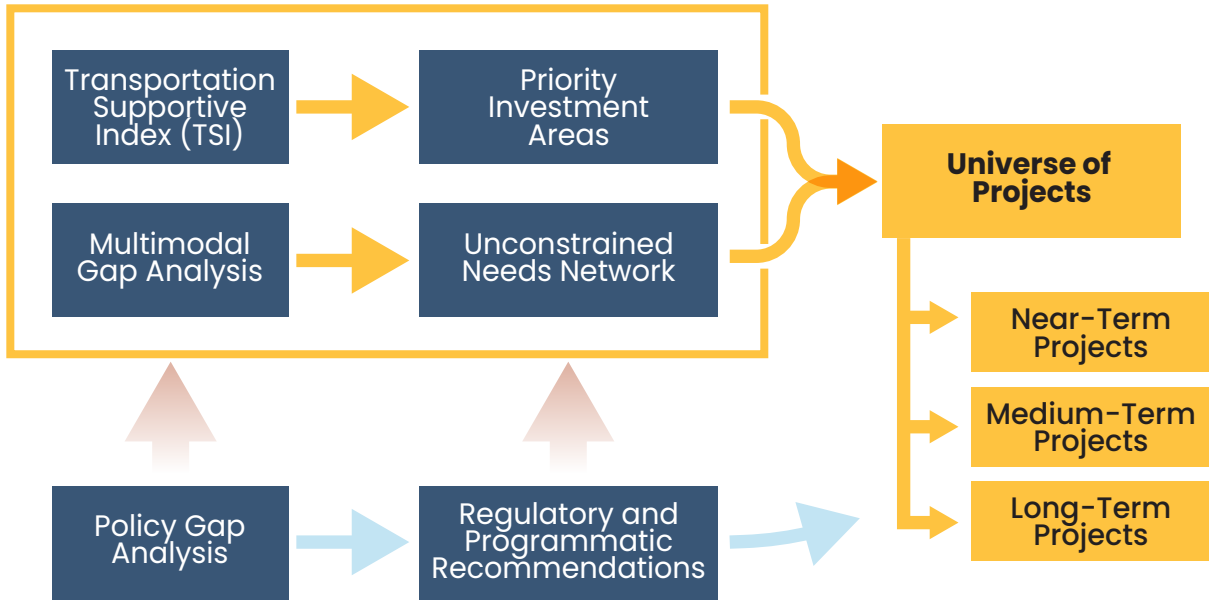



*Figure ES.5: Analysis Objective Flowchart*

## ES.3.2. Analysis Outcomes

Analysis outcomes identified areas most ready for transportation investment, allocating resources where they will have the greatest impact. This location are illustrated in **Figure ES.6** and include the following:

- **Urban Core within I-820 and I-20 Belts:** High population and employment density, strong multimodal connectivity, and existing transit ridership make this zone highly supportive of investment.
- **East Fort Worth near DFW Airport:** Strategic location with regional connectivity, proximity to major employment centers, and potential for TOD.
- **Designated Growth Centers and Urban Villages:** Areas planned for higher-density, mixed-use development that align with City land use goals and support efficient transit and active transportation networks.
- **Corridors with High Intersection Density and Street Connectivity:** These areas facilitate shorter trips and active transportation, reducing reliance on single-occupancy vehicles (SOV).

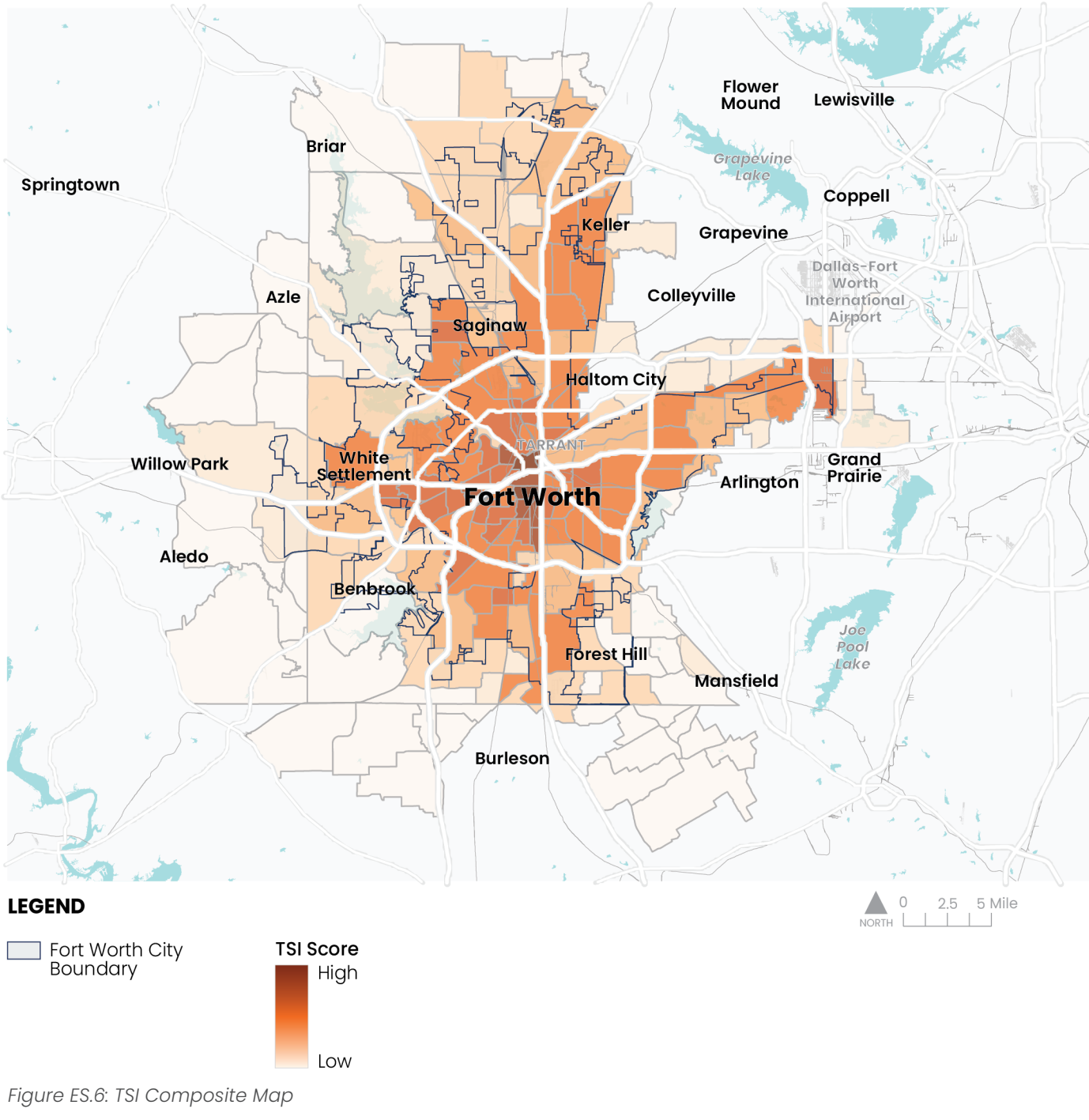



*Figure ES.6: TSI Composite Map*

## ES.3.3. Multimodal Gap Analysis

The performance gap analysis identifies deficiencies across roadway, freight, active transportation, and transit networks in Fort Worth. The following was assessed for each of the modes:

**Roadway:** Identified gaps in network connectivity to key destinations and capacity needs for future demand.

**Freight:** Identified issues impacting freight movement, safety, efficiency, and connectivity within and between regions.

**Active Transportation:** Identified gaps with less connectivity and inadequate infrastructure coverage for multimodal users.

**Transit:** Identified where populations and destinations are not adequately served by the existing Trinity Metro Network.

The analysis identified areas where connectivity, capacity, and accessibility fall short of current and projected demand. Outcomes include spatial mapping of gaps, prioritization of high-need corridors, and development of an **Unconstrained Roadway Needs Network and prioritized project list.** Recommendations focus on targeted infrastructure upgrades, operational improvements, and policy interventions to support multimodal mobility and accessibility.

**Figures ES.7 and ES.8** provide a high-level overview of system-wide gaps and recommendations:

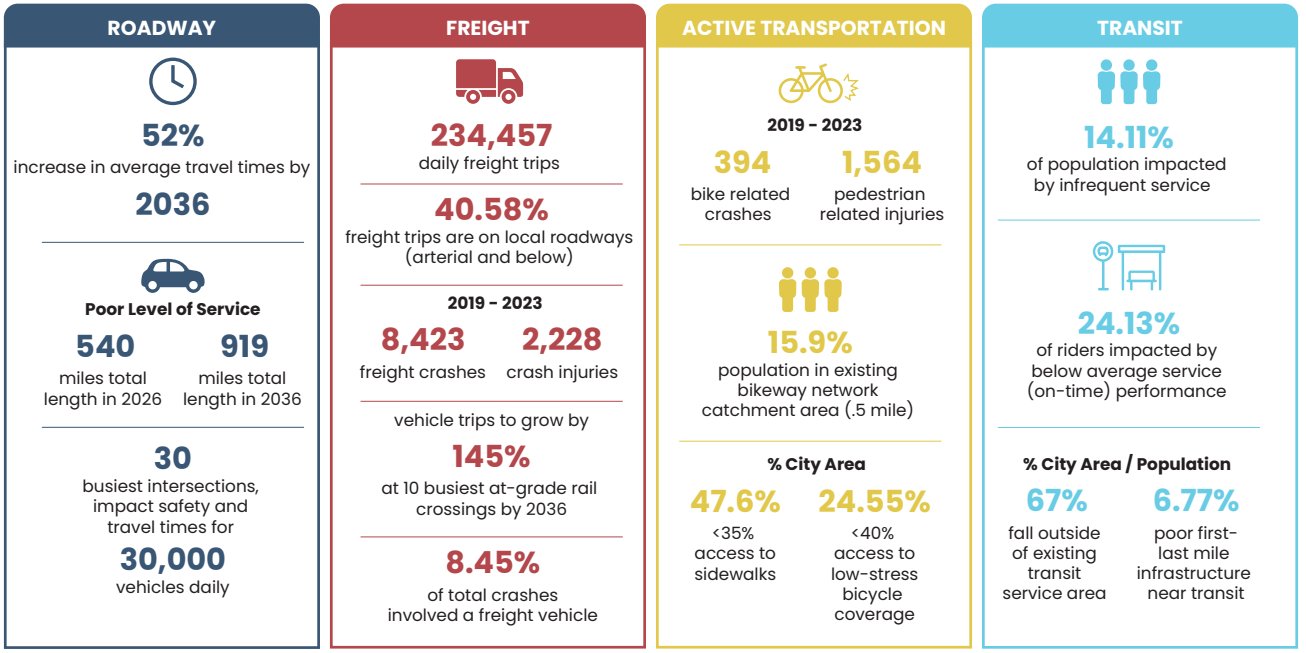



*Figure ES.7: System-Wide Gaps*

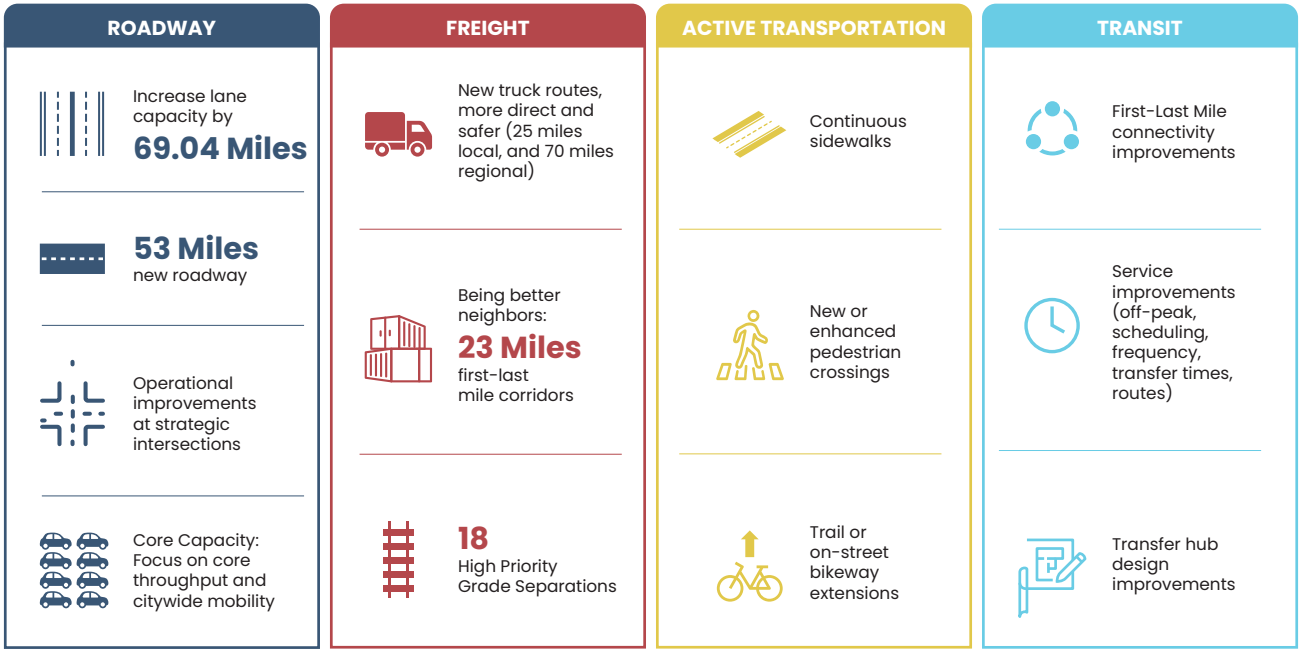
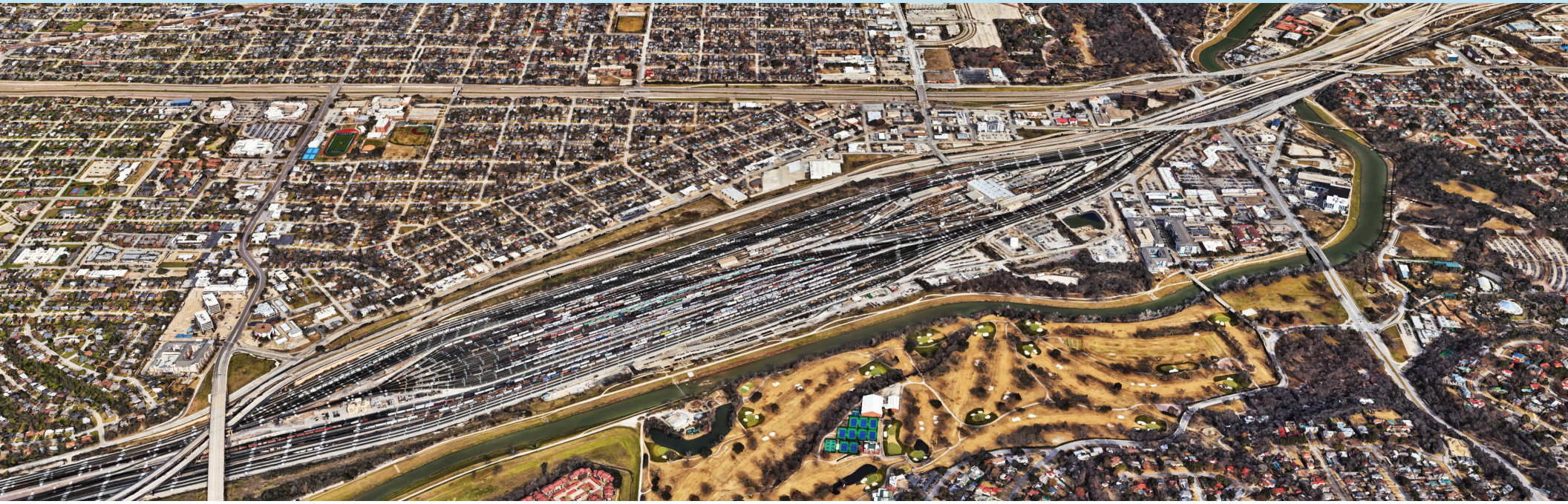



*Figure ES.8: System-Wide Recommendations*



**ROADWAY & FREIGHT**

Potential roadway and freight infrastructure investments to be included in the Master Roadway Network and bond program

**ACTIVE TRANSPORTATION & TRANSIT**

Active transportation priority areas and transit connectivity opportunities will inform ongoing planning by the City and Trinity Metro.

*Figure ES.8: System-Wide Recommendations (cont'd)*

## ES.3.4. Policy Gap Analysis Outcomes

The Policy Gap Analysis establishes a structured approach to evaluate Fort Worth's transportation-related policies against best practices and regional benchmarks. It focuses on how existing policies support multimodal integration, safety, accessibility, and future-ready infrastructure. The framework used a comparative methodology, reviewing peer city policies across the following areas:

- Safe Streets
- Curbside Management
- Transit Oriented Development (TOD)
- Transportation Demand Management
- Vision Zero
- System Maintenance
- Project Readiness

Key policy priorities include strengthening safety and accessibility and adopting performance metrics to track outcomes like crash reduction, mode share, and accessibility. Future readiness requires flexible policies that anticipate emerging technologies and climate risks. Recommended actions include codifying TOD overlays, implementing transit priority measures, deploying dynamic curbside management tools, and enforcing connectivity standards to prevent fragmented development.

Implementation will require targeted amendments to zoning, subdivision, and traffic ordinances, supported by regional coordination and public-private partnerships. By embedding accountability and adaptability into its policy framework, Fort Worth can position itself for sustainable growth and resilient mobility in the decades ahead.

# ES.4. Project Selection & Delivery

## ES.4.1. Project Selection Criteria

Moving from identified needs to funded investments requires a clear and transparent process. The project selection process, outlined in **Figure ES.9**, identified implementable and fundable roadway, freight, active transportation infrastructure projects by broadly assessing community input and developing a data-driven unconstrained needs network.

Identified projects were evaluated against six weighted criteria that balance efficiency, safety, plan alignment, and other priorities, as illustrated in **Figure ES.10.** The six criteria and weights were informed by MTP goals so that prioritized projects reflect and incorporate community priorities defined through this process. Through scoring and comparison, projects were translated, ranked, and prioritized into short-, medium-, and long-term programs.

Past corridor studies by Transportation and Public Works were often tied to bond cycles or regional priorities, such as the East Lancaster study. The MTP introduces a broader framework, combining extensive city-wide outreach with performance-based planning. Corridors requiring reconstruction to modern standards — such as East Berry Street and McCart Avenue — are now prioritized based on data, readiness, community needs, and performance metrics.




*Figure ES.9: Project Selection Process*

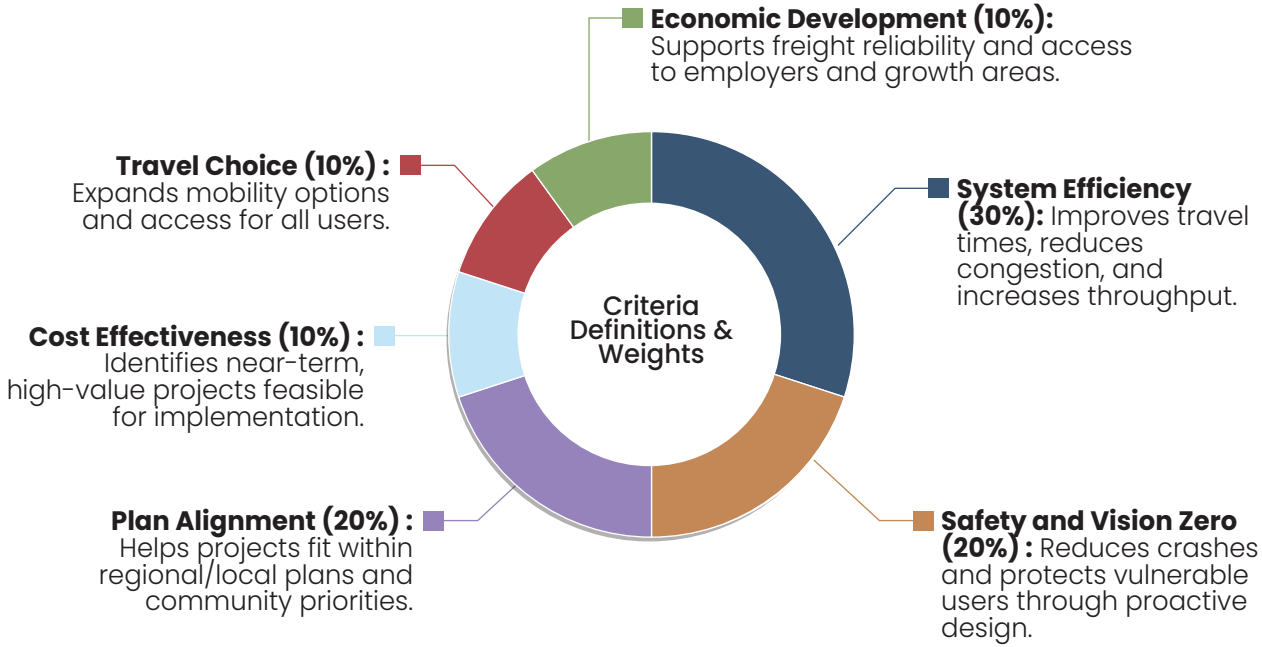



*Figure ES.10: Criteria Definitions and Weights*

## ES.4.2. Transportation Investment Program

The TIP marks a major shift in Fort Worth's approach to transportation planning and delivery. Historically, the City's bond program acted as the default transportation plan, with project selection driven by available funds at a single point in time. The TIP introduces a fiscally constrained, data-driven framework that prioritizes projects across multiple funding sources rather than relying solely on bonds. The TIP maximizes the impact of every dollar by combining strategic prioritization, phased implementation, and multi-source funding alignment.

**Table ES.2: MTP vs. TIP Overview**

| Aspect | Transportation Investment Program (TIP) | Master Transportation Plan (MTP) |
|---|---|---|
| Purpose | Focuses on near- and medium-term delivery (1–10 years) | Provides long-range buildout for mobility and growth (25+ years) |
| Scope | Targeted, fundable projects aligned with MTP priorities | Systemwide framework for future corridors, modes, and policies |
| Time Horizon | 4-year- and 10-year (investment cycles and other funding windows) | Long-term (strategic planning horizon) |
| Funding Role | Fiscally constrained; integrates bond program and other funding streams | Conceptual; does not assign funding sources |
| Project Detail | Specific projects with phasing (design, ROW, construction) | High-level corridors and modal strategies |
| Decision-Making | Drives implementation and prioritization for investment cycles | Guides overall transportation policy and growth patterns |
| Relationship | TIP maximizes bond dollars and external funds advance MTP goals | TIP translates MTP's vision into actionable investments |

### Key features of the TIP include:

- **Phased Project Delivery:** Recognizes that large, complex projects (e.g., grade separations) cannot be completed in one investment cycle. Instead, projects are broken into phases, including design, ROW acquisition, environmental clearance, and construction, which are spread across multiple cycles.
- **Integrated Funding Strategy:** Bonds are now one of several tools, alongside regional, state, federal, and private-sector funding, to accelerate delivery and maximize return on investment.
- **Realistic Expectations:** Sets achievable goals for each cycle, aligning short- and medium-term improvements with long-range objectives.
- **Performance-Based Framework**: Aligns the TIP with federal (23 USC 150(b)) and TxDOT (House Bill 20, 2015) performance-based planning requirements, which use measurable data to guide transportation investment decisions. This approach supports coordinated short-, mid-, and long-range planning while strengthening Fort Worth's competitiveness for federal and state funding partnerships—critical for delivering major projects such as railroad grade separations.

The TIP changes this dynamic by embedding bond-funded projects into a multi-cycle, phased delivery strategy aligned with long-range goals. Table ES.2 compares the differences between the MTP and TIP, underscoring that while the MTP provides the long-term framework for mobility and growth, the TIP focuses on near- and medium-term delivery, so that investments address both immediate needs and future priorities.

Together, MTP and the TIP create a buildout and project delivery framework that balances vision with practicality, helping Fort Worth build for both today and tomorrow.

## ES.4.3. Project Delivery

The MTP establishes this pathway by linking travel demand network modeling with near-term investment decisions. Through the MTP process, projects move from high-level assessments of future capacity and demand into prioritized project lists, which then inform bond programs and construction schedules. This structure, as displayed in **Figure ES.11**, provides a transparent framework for how concepts identified in long-range planning advance into deliverable capital projects.

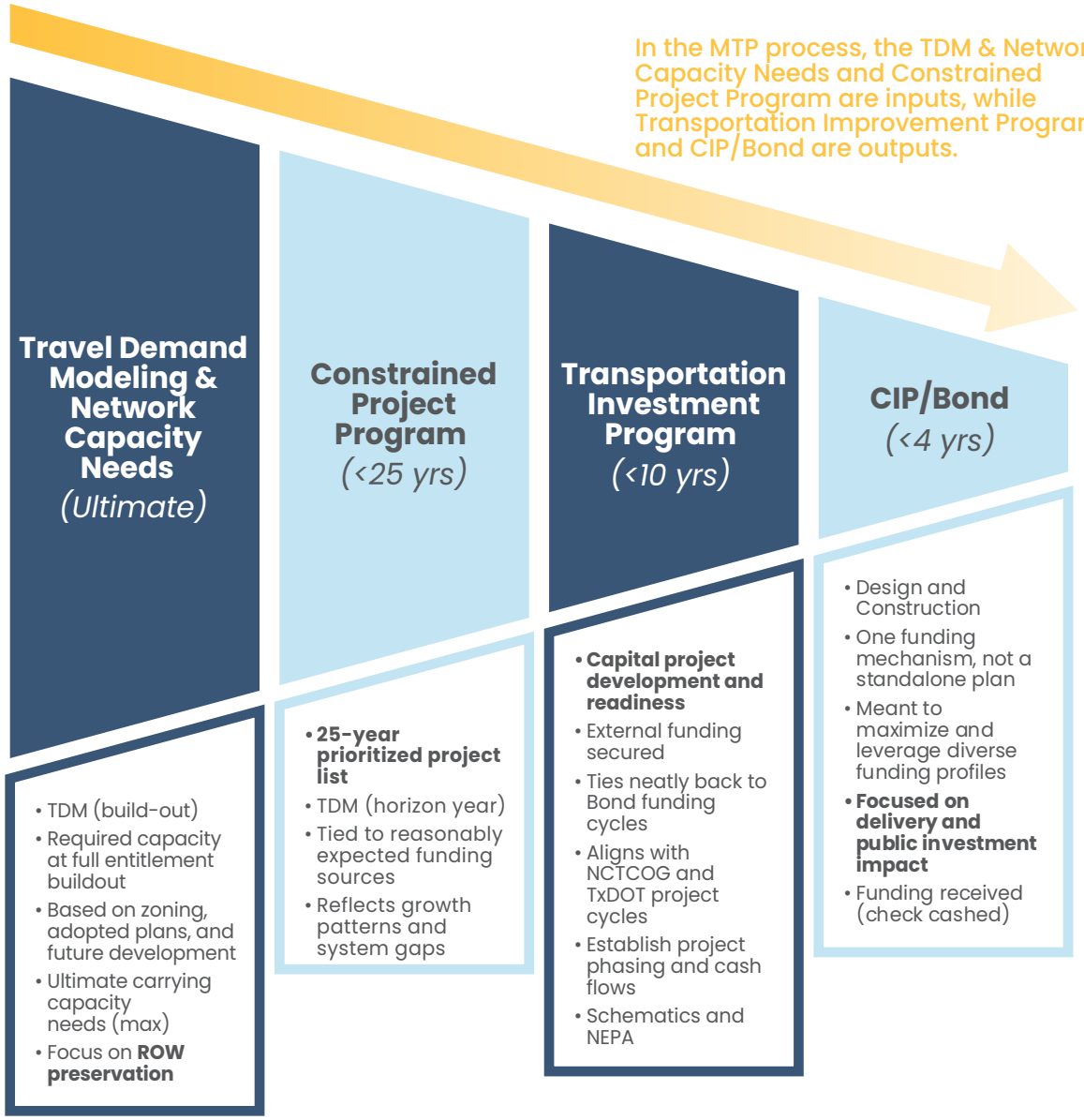



*Figure ES.11: MTP Development to Deliver Funnel*

Upon establishing the revenue baseline and incorporating financial modeling assumptions, future bond investment cycles are forecasted from that baseline to align identified project needs with reasonably expected available funds, supporting clear, actionable decision-making. Grouping investments by the City's established investment cycles provides a practical framework for financial planning, project prioritization, and phased implementation.

**Table ES.3** summarizes forecasted Streets and Mobility debt issuance by category for the 2030 and 2034 investment cycles, illustrating how resources are anticipated to be allocated across major roadways, neighborhood streets, mobility, safety, bridge, and railroad priorities.

**Table ES.3: Streets and Mobility Categories - Debt Issuance by Investment Cycle**

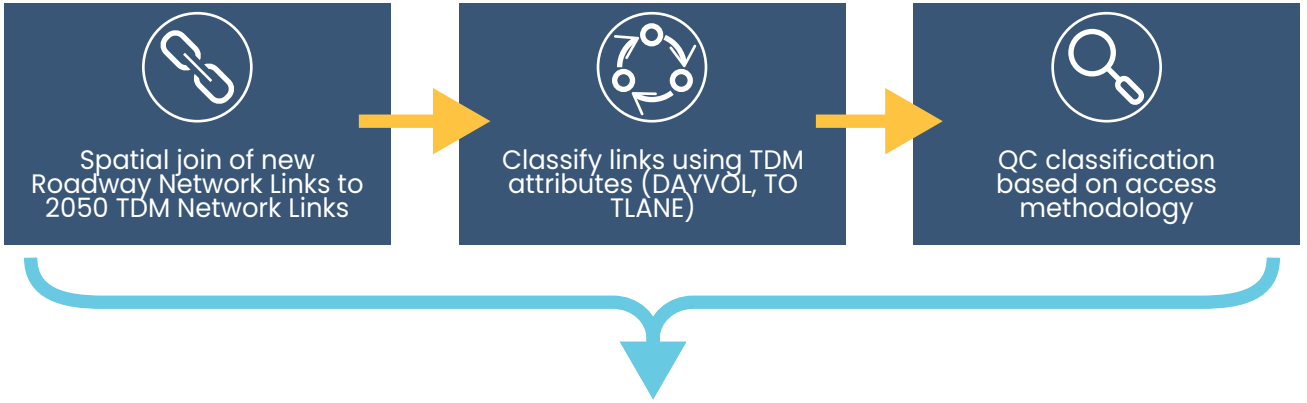
| Category | Share (%) | 2030 ($M) | 2034 ($M) |
|---|---|---|---|
| Major Roadways | 38.9% | ~$118 | ~$134 |
| Neighborhood Streets | 26.2% | ~$80 | ~$90 |
| Mobility (Signals, Intersections, Streetlights) | 17.7% | ~$54 | ~$61 |
| Bridges | 8.0% | ~$24 | ~$27 |
| Vision Zero | 8.0% | ~$24 | ~$27 |
| Railroad | 1.2% | ~$4 | ~$4 |
| **Total Streets & Mobility** | **100%** | **~$304** | **~$343** |

# ES.5. Master Roadway Network

## ES.5.1. Purpose & Role

The Master Roadway Network establishes Fort Worth's long-range framework for planning, preserving, and managing the future roadway system. It replaces the previous Master Thoroughfare Plan and defines how roadways are intended to function, the ROW needed to support ultimate cross-sections, and how corridors are expected to accommodate travel as Fort Worth continues to grow. **Figure ES.12** details the inputs used to establish the new Master Roadway Network classifications and capacities.

As the City evolves, the Master Roadway Network serves as a coordinating tool that aligns land development, transportation planning, and capital investment decisions. By identifying future roadway functions and ROW needs in advance, the network helps support near-term actions that do not limit long-term system performance.




| Functional Class | Access | Capacity | Lanes |
|---|---|---|---|
| **Principal Arterials** | Partially of Fully Controlled / Connects to Limited Access Routes | 60,300 | 6 |
| | | 40,200 | 4 |
| **Major Arterials** | Partially or Uncontrolled / Connects to Limited Access Routes | 55,700 | 6 |
| | | 37,100 | 4 |
| **Minor Arterials** | Uncontrolled / Connects to Major or Principal Arterials | 35,500 | 4 |
| **Major Collectors** | Uncontrolled / Connects to Major or Minor Arterials | 16,100 | 3 |
| | | 20,000 | 4 |

*Figure ES.12: Functional Classification Development Framework*

## ES.5.2. Functional Classification Framework

The updated Master Roadway Network integrates multiple inputs—including the existing roadway system, regional travel demand forecasts, access characteristics, and identified connectivity gaps—into a single, coordinated framework. Each mapped roadway is assigned a functional classification that reflects its intended role within the broader transportation system and establishes expectations for access, capacity, and corridor continuity.

This system informs planning-level capacity assumptions, guides lane configuration decisions, and supports the consistent operation of roadway corridors across the network as development occurs.

## ES.5.3. Master Roadway Network Components

The Master Roadway Network is organized as a nested hierarchy of maps and overlays that together define how Fort Worth's roadway system is classified, designed, and managed over time. The comprehensive network establishes full citywide classification, within which City-controlled roads are identified as a distinct subset, and overlays are then applied to that subset to reflect land use context and design priorities — providing a coordinated framework that guides right-of-way preservation, cross-section design, and capital investment decisions. **Figure ES.13** illustrates how these overlays shape cross-section design across Standard, Freight Priority, and Compact Development Area contexts.

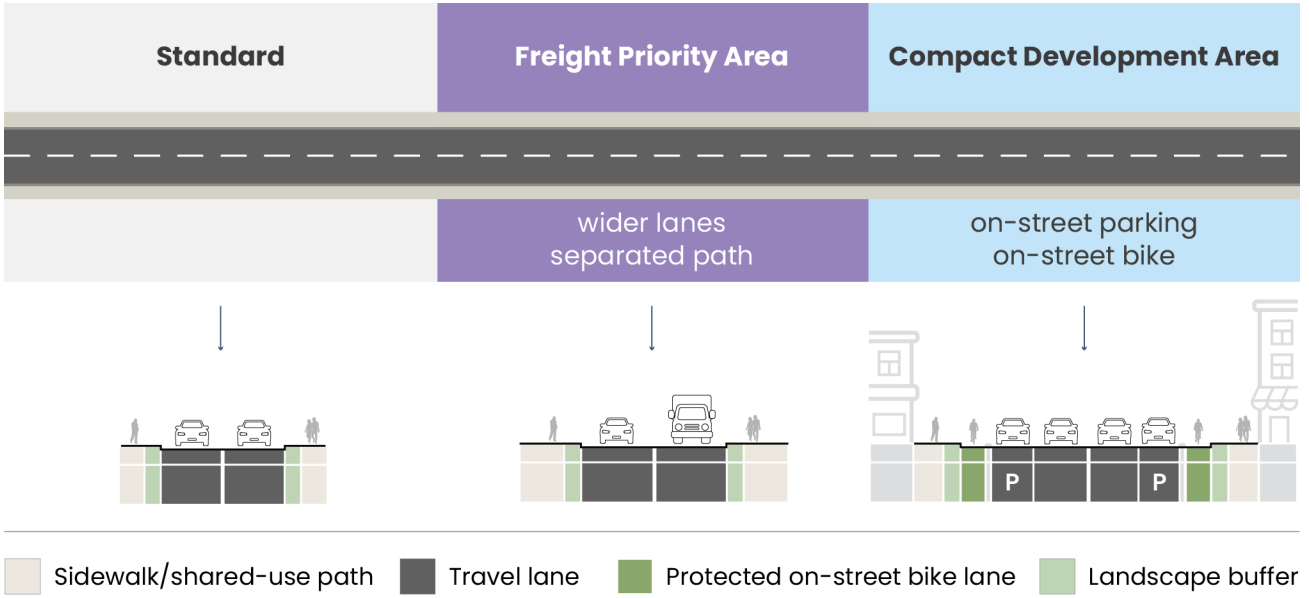



*Figure ES.13: MRN Network Overlays*

## ES.5.4. Network Maps

**Figure ES.14** illustrates the comprehensive Master Roadway Network, which provides full network classification across the city and its extraterritorial jurisdiction, including TxDOT-owned facilities, US and State highways, and all City-controlled roadways.

**Figure ES.15** illustrates the MRN – City Roads (MRN-CR) map, which identifies the subset of City-owned and maintained roads, classifying them as Principal Arterials, Major Arterials, Minor Arterials, and Major Collectors based on their role in connecting people and goods across the city.

**Figure ES.16** illustrates the MRN-CR Ultimate Lane Map, which defines the planned long-term lane configuration for each City-controlled corridor, establishing the baseline for right-of-way preservation, capital project development, and near-term construction decisions.

The official boundaries, extents, and classifications of all network maps are maintained by TPW and available through the City of Fort Worth Open Data Portal at https://data.fortworthtexas.gov/. All static maps shown in this document are illustrative.

**Figure ES.17** illustrates the network overlays, which are applied to the base network to reflect distinct travel patterns, land use, and design priorities in specific areas. Freight Priority Areas identify corridors supporting goods movement, while Compact Development Areas identify urban contexts where multimodal street design —including enhanced pedestrian and bicycle accommodations and on-street parking— is required.

# MRN: Functional Classification

**LEGEND**

- Fort Worth City Boundary
- Extraterritorial Jurisdiction (ETJ)
- Interstate (115 mi)
- Principal Arterial (150 mi)
- Major Arterial (356 mi)
- Minor Arterial (675 mi)
- Major Collector (718 mi)

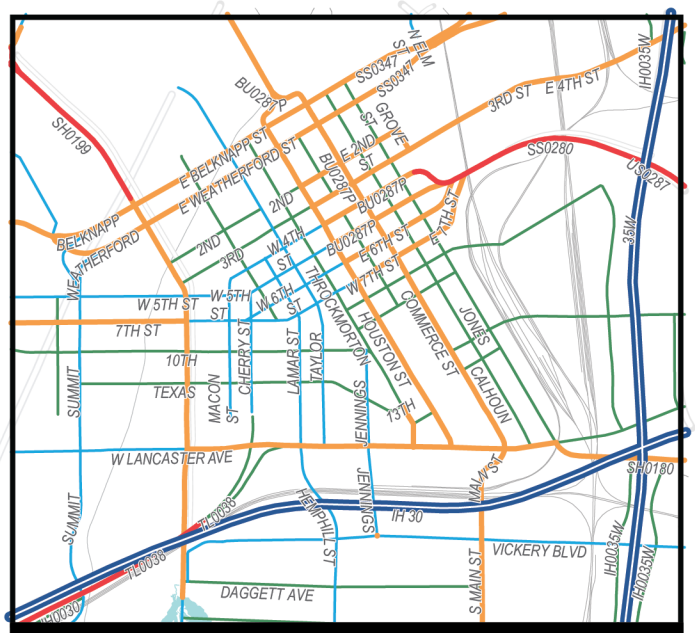
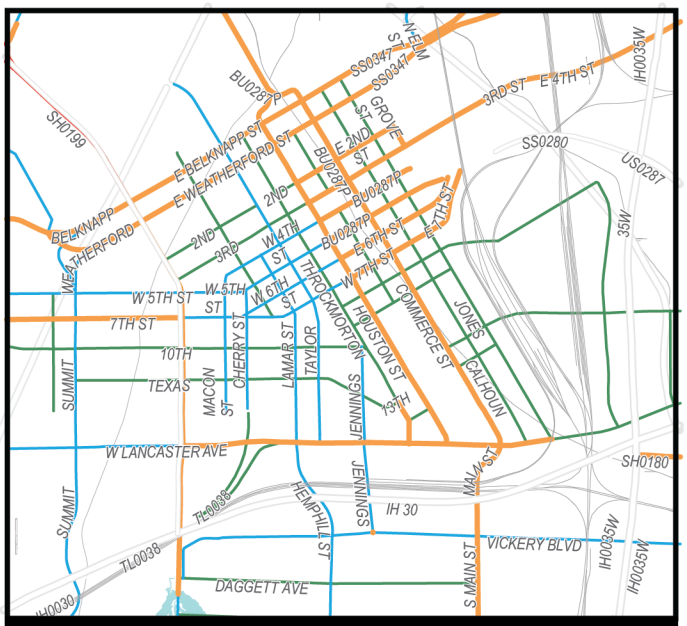



*Figure ES.14: Master Roadway Network (MRN): Functional Classification*

# MRN-CR: Functional Classification - City Roads

**LEGEND**

- Fort Worth City Boundary
- Extraterritorial Jurisdiction (ETJ)
- Principal Arterial (150 mi)
- Major Arterial (356 mi)
- Minor Arterial (675 mi)
- Major Collector (718 mi)




**Downtown Fort Worth Inset**

*Figure ES.15: Master Roadway Network - City Roads (MRN-CR): Functional Classification*

# MRN-CR: Ultimate Lane Map

**LEGEND**

- Fort Worth City Boundary
- Extraterritorial Jurisdiction (ETJ)
- 1 Lane (7 mi)
- 2 Lanes (504 mi)
- 3 Lanes (43 mi)
- 4 Lanes (904 mi)
- 6+ Lanes (72 mi)
- Established Thoroughfare (370 mi)
- TX (115 mi)

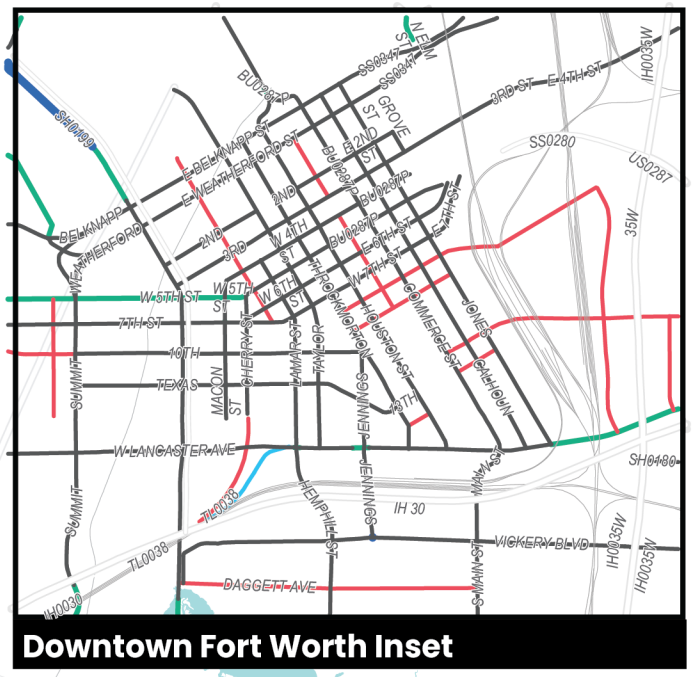



*Figure ES.16: Master Roadway Network - City Roads (MRN - CR): Ultimate Lane Map*

# Functional Classification - Network Overlay

**LEGEND**

- Fort Worth City Boundary
- Connecting the Core (CtC) Boundary
- Extraterritorial Jurisdiction (ETJ)
- Principal Arterial (150 mi)
- Major Arterial (356 mi)
- Minor Arterial (675 mi)
- Major Collector (718 mi)
- Freight Priority Corridors
- Freight Priority Districts
- Compact Development Areas

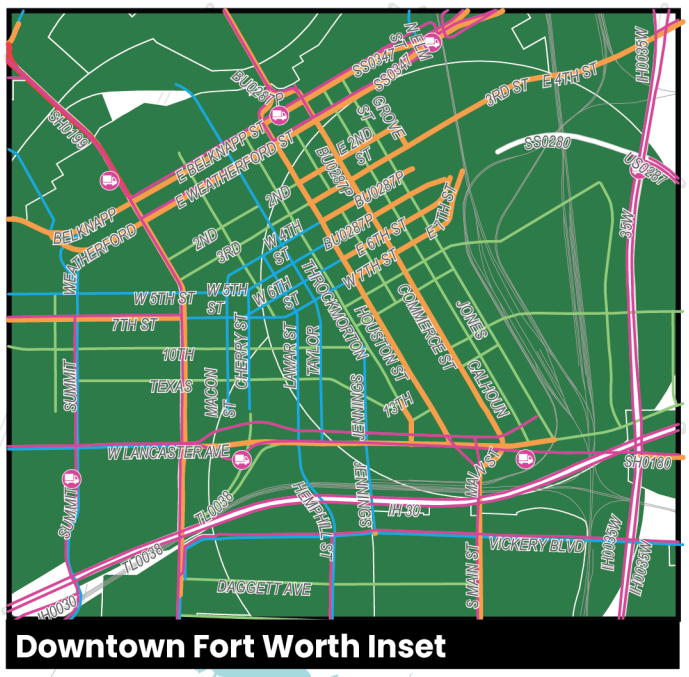



*Figure ES.17: Master Roadway Network - City Roads (MRN - CR): Network Overlays*

# ES.6. Project Evaluation & Prioritization

With an understanding of available funding and delivery capacity, the City next evaluated how candidate projects contribute to system performance and adopted priorities. This screening process provides a consistent basis for comparing projects across corridors and modes.

## ES.6.1. Project Screening Framework

Candidate projects were screened using a consistent, data-driven framework to provide a common basis for comparison across system needs and adopted priorities. The screening focused on relative contribution to key outcomes—such as congestion relief, safety, multimodal connectivity, economic access, and plan alignment.

As shown in **Figure ES.18**, inputs representing existing conditions, future growth, and adopted plans were evaluated across a defined set of performance criteria, with most measures derived through GIS-based analysis to create consistency.

Screening results were summarized using contribution tiers—high, moderate, low, or no contribution—to support clear comparison and inform development of the prioritized project list.

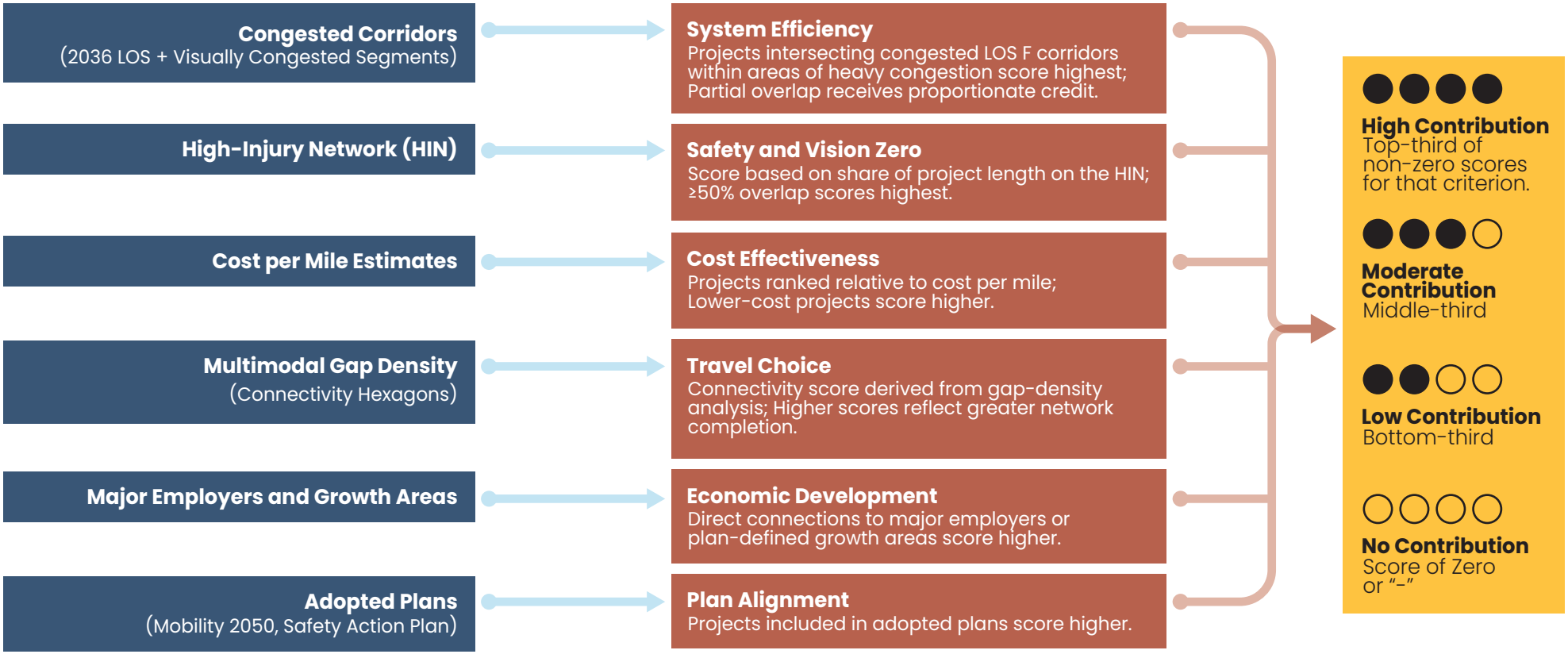



*Figure ES.18: Project Scoring Framework*

## Prioritized Roadway Projects by Planning Horizon

The map **(Figure ES.19)** on this page illustrates the prioritized projects identified through the screening process, organized by planning horizon. Projects shown in **2026**, **2030**, and **2034** reflect near- and medium-term priorities aligned with anticipated investment cycles and delivery timelines.

Projects identified as **long-term** address future system needs beyond the next three investment cycles. These projects are included to guide ongoing planning, preserve corridor continuity, and inform future investment decisions.

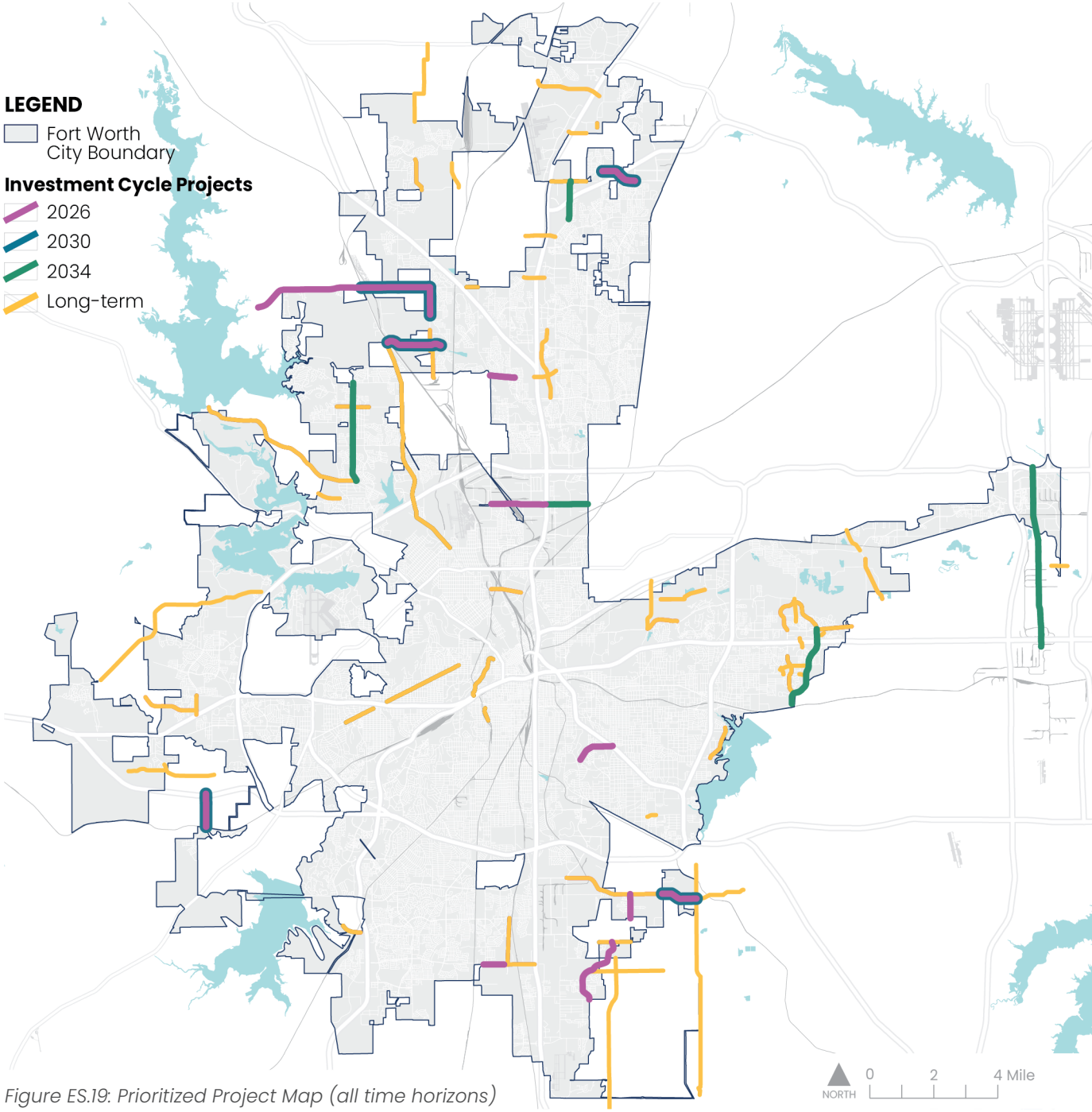



*Figure ES.19: Prioritized Project Map (all time horizons)*

**Table ES.4** provides a summary of the 2026 investment cycle projects, including limits and improvement types, is provided below. Detailed cost information and PE Report documentation are included in Appendix H.

## Table ES.4: 2026 Investment Cycle Projects

| Project ID | Project Sponsor | Facility | From | To | Scope | Investment Cycle Activities | City Funds | Other Funding | Federal Funding |
|---|---|---|---|---|---|---|---|---|---|
| 111 | TxDOT | Chapin School Rd (RM 2871) | IH-20 | City Limit / Aledo Rd | Reconstruct and widen from (2)-lane to (4)-lane divided roadway with a single bridge over the RR | Design, NEPA, ROW | $5,000,000 | | |
| 116 | City of Fort Worth | Westport Pkwy | High Mesa Rd | SH 170 (Alliance Gtwy) | Construct a (4)-lane divided roadway with a single bridge over the creek and floodplain | Design, NEPA, ROW | $500,000 | $9,250,000 | $5,000,000 |
| | | | SH 170 (Alliance Gtwy) | Park Vista Blvd | Construct a (4)-lane divided roadway | Design | $300,000 | $4,200,000 | |
| 105 | City of Fort Worth | Heritage Trace Pkwy | 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 | $3,000,000 | $2,000,000 |
| 105 | City of Fort Worth | Heritage Trace Pkwy | Wagley Robertson Rd | Boulder Oak Blvd | 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 | | |
| 105 | City of Fort Worth | Heritage Trace Pkwy | at BNSF Forth Worth Subdivision | | 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 | | $8,000,000 |
| 104 | City of Fort Worth | E Bailey Boswell Rd | Blue Mound Rd/FM 156 | Horseman Rd | Construct a (4)-lane divided roadway | Construction | $49,700,000 | $2,500,000 | |
| 112 | City of Fort Worth | E Berry St | Cobb Park Dr | US 287 (MLK Fwy) | Reconstruct four (4)-lane divided roadway with TWLTL | Design, Construction | $11,250,000 | | $14,750,000 |
| 204 | City of Fort Worth | West Risinger Rd | Crowley Rd | Hemphill St | Reconstruct and widen from (2)-lane to (4)-lane divided roadway with shared-use paths | Design, Construction | $3,800,000 | $8,300,000 | $41,800,000 |
| 107 | City of Fort Worth | Bonds Ranch Rd | Saginaw Main St (BUS 287) | Blue Sky Dr | Construct a (4)-lane divided with a bridge over the RR | Design, ROW | $2,500,000 | $15,000,000 | $29,000,000 |
| 106 | City of Fort Worth | Bonds Ranch Rd | Boat Club Rd (FM 1220) | Saginaw Main St (BUS 287) | Widen from (2)-lane to (4)-lane divided roadway | Design, Construction | $14,800,000 | $11,380,000 | |
| 107 | City of Fort Worth | Bonds Ranch Rd | Blue Sky Dr | Wagley Robertson Rd | Widen from (2)-lane to (4)-lane divided roadway | Design, Construction | $50,700,000 | $11,958,280 | |
| 0 | Tarrant County | Forest Hill Dr | Lon Stephenson Rd | Bluebell Dr | Widen from (2)-lane to (4)-lane divided roadway | City Soft and ROW | $1,030,000 | | |
| 0 | Tarrant County | Wichita St | FW City Limits | Everman County Line | Widen from (2)-lane to (4)-lane divided roadway | City Soft and ROW | $50,000 | | |
| 103 | City of Fort Worth | Meacham Blvd | Blue Mound Rd | IH-35W (South Fwy) | Widen from (2)-lane to (4)-lane divided roadway | Design, NEPA, ROW, Construction | $11,800,000 | | $28,000,000 |
| 219 | City of Fort Worth | Wagley Robertson Rd | Bonds Ranch Rd | Quicksilver Trl | Widen from (2)-lane to (4)-lane divided roadway | Design | $3,000,000 | | |
| 109 | City of Fort Worth/ Tarrant County | 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 | $11,030,000 | $15,000,000 |

**Table ES.5** provides a summary of the 2030 investment cycle projects is provided in this section, based on project limits and improvement types. Additional detail, including PE Report summaries and updated cost information, is available in Appendix H.

## Table ES.5: 2030 Investment Cycle Projects

| Project ID | Facility | From | To | Scope | Investment Cycle Activities | Bond Activities Costs (Escalated to YOE) |
|---|---|---|---|---|---|---|
| 111 | Chapin School Rd (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 |
| 116 | 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 |
| 105 | Heritage Trace Pkwy | 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 |
| 105 | Heritage Trace Pkwy | Wagley Robertson Rd | Boulder Oak Blvd | 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 |
| 105 | Heritage Trace Pkwy | at BNSF Fort Worth Sub | | 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 |
| 107 | Bonds Ranch Rd | Saginaw Main St (BUS 287) | Blue Sky Dr | Construct a (4)-lane divided with a bridge over the RR | Construction | $17,945,354 |
| 219 | Wagley Robertson Rd | Bonds Ranch Rd | Quicksilver Trl | Widen from (2)-lane to (4)-lane divided roadway | Construction | $62,027,376 |
| 109 | E Altamesa Blvd | Anglin Dr | 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 |

## Table ES.6: 2030 Investment Cycle Forecasted Capacity

| 2030 Investment Cycle | |
|---|---|
| Total Bond Funding Amount | $118,122,819.00 |
| Other Source Funding | $299,226,582.00 |
| Total Funding Available | **$418,349,401.00** |
| Total Funding Used | $533,144,800.12 |
| Balance | $(115,795,399.12) |

**Table ES.7** provides a summary of the 2034 investment cycle projects is included in this section, reflecting project limits and improvement types. More detailed documentation and cost information are provided in Appendix H.

### Table ES.7: 2034 Investment Cycle Projects

| Project ID | Facility | From | To | Scope | Investment Cycle Activities | Bond Activities Costs (Escalated to YOE) |
|---|---|---|---|---|---|---|
| 237 | Old Denton Rd/ Riverside Dr | Westport Pkwy | Sawtimber Trl | Widen from (2)-lane to (4)-lane divided roadway with shared-use paths | Design, Construction | $23,404,455.86 |
| 207 | Bowman Roberts Rd | W. Bailey Boswell Rd | WJ Boaz Rd | Widen from (2)-lane to (3)-lane with center turn lane | Design, ROW | $8,585,146.99 |
| 201 | Meacham Blvd | I-35W (South Fwy) | N. Beach St | Widen from (3)-lane to (4)-lane divided roadway with pedestrian and shared-use paths | Design, ROW | $33,893,761.41 |
| 212 | 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 |
| 222 | Bowman Roberts Rd | WJ Boaz Rd | Ten Mile Bridge Rd | Widen from (2)-lane to (3)-lane with center turn lane | Design, ROW | $34,984,441.30 |
| 202 | Eastchase Pkwy/Dottie Lynn Pkwy | East Lancaster Ave (SH180) | John T. White Rd | Reconstruct roadway to include advanced signals, transit queue jumps, continuous shared-use paths, and intersection treatments | Design, Construction | $162,944,687.71 |

### Table ES.8: 2034 Investment Cycle Forecasted Capacity

| 2034 Investment Cycle | |
|---|---|
| Total Bond Funding Amount | $134,171,213.00 |
| Other Source Funding | $285,284,668.00 |
| Total Funding Available | **$419,455,881.00** |
| Total Funding Used | $376,597,247.95 |
| Balance | $42,858,633.05 |

A ranked summary of long-term projects is provided in **Table ES.9**. Supporting materials, including planning-level cost assumptions and environmental screening notes, are included in Appendix H.

## Table ES.9: Long-Term Projects: Ranked Priority List

| Rank | Facility | From | To | Project ID | Scope | Cost Estimate (2025) |
|---|---|---|---|---|---|---|
| 1 | Camp Bowie Blvd | Hulen St | Boland St | 306 | Reconstruct brick pavement roadway | $27,719,348.86 |
| 2 | Camp Bowie Blvd | Horne St | Wellington Rd | 115 | Reconstruct roadway to include pedestrian and lighting enhancements | $54,016,320.00 |
| 3 | Meacham Blvd | I-35W (North Fwy) | N. Beach St | 201 | Widen from (3)-lane to (4)-lane divided roadway with pedestrian and shared-use paths | $66,188,072.97 |
| 4 | Amon Carter Blvd | W Fork Trinity River | Trinity Blvd | 212 | Construct a (4)-lane divided roadway with shared-use paths and a single bridge over wetlands, a river, and a flood zone | $43,093,000.00 |
| 5 | Bowman Roberts Rd | WJ Boaz | Ten Mile Bridge Rd | 222 | Widen from (2)-lane to (3)-lane with center turn lane | $85,083,123.00 |
| 6 | Forest Park Blvd | IH-30 (West Fwy) | Fort Worth Trl | 123 | Reconstruct four (4)-lane divided roadway | $36,766,248.00 |
| 7 | E. Bonds Ranch Rd | Shire Meadow Roundabout | Blue Mound | 108 | Widen from (2)-lane to (4)-lane divided roadway | $10,921,342.86 |
| 8 | E Leslie Drive | Mistletoe Blvd | Park Place | 228 | Construct a (2)-lane divided roadway with pedestrian/bicycle/technology pathways | $16,451,691.92 |
| 9 | Marine Creek Pkwy | Old Decatur/Angle | NW Loop 820 | 304 | Reconstruct (4)-lane divided roadway | $96,526,765.99 |
| 10 | Dottie Lynn Pkwy/ Green Oaks Pkwy Interchange | Dottie Lynn Pkwy/Green Oaks Pkwy at E. Lancaster Ave (SH 180) | | 202 | Construct interchange | $124,000,000.00 |
| 11 | Westport Pkwy | IH-35W (North Fwy) | Beach St | 117 | Widen from (2)-lane to (4)-lane divided roadway | $56,000,072.00 |
| 13 | Bryant Irvin Rd | Summerglade St | Old Granbury Rd/ Sycamore School Rd | 220 | Construct a (2)-lane roadway, ultimate build is (4)-lane divided roadway | $12,748,611.28 |
| 14 | Shelby Rd | Race St | Forest Hill Dr | 119 | Widen from (2)-lane to (4)-lane undivided roadway with a center turn lane | $28,675,640.00 |
| 15 | Cooks Lane | Brentwood Stair Rd | Dottie Lynn Pkwy | 206 | Widen from (2)-lane to (4)-lane divided roadway | $63,181,401.93 |
| 16 | John T White Rd | Newport Rd | Racquet Club Dr | 214 | Widen from (2)-lane to (4)-lane divided roadway with shared-use paths | $15,936,889.41 |
| 17 | Risinger Rd | Hemphill St | Technology Blvd | 204 | Widen from (2)-lane to (4)-lane with a at-grade RR crossing | $29,166,979.04 |
| 18 | Randol Mill Rd | Precinct Line Rd | Racquet Club | 209 | Construct a (4)-lane divided roadway | $42,185,649.11 |
| 19 | Ten Mile Bridge | Bowman Roberts Rd | FM 1220 (Boat Club Rd | 221 | Widen from (2)-lane to (3)-lane undivided roadway with a center turn lane | $19,848,934.70 |
| 20 | Hemphill St | Rosedale Springs Ln | Sycamore School Rd | 224 | Widen from (2)-lane to (4)-lane divided roadway with shared-use paths | $10,689,265.55 |
| 21 | Risinger Rd | Hemphill St | Technology Blvd | 204 | Widen from (2)-lane to (4)-lane divided roadway with a single bridge over the RR | $42,412,977.36 |
| 22 | Ten Mile Bridge Rd | Boat Club Rd (FM 1220) | Samora Ct | 216 | Widen from (2)-lane to (3)-lane undivided roadway with a center turn lane | $175,138,929.76 |
| 23 | Risinger Rd | Technology Blvd | Crowley Rd (FM 731) | 204 | Widen from (2)-lane to (4)-lane divided roadway | $71,806,248.37 |

## Table ES.9: Long-Term Projects: Ranked Priority List (cont'd)

| Rank | Facility | From | To | Project ID | Scope | Cost Estimate (2025) |
|---|---|---|---|---|---|---|
| 24 | WJ Boaz | Boat Club Rd (FM 1220) | Elkins School Rd | 101 | Widen from (2)-lane to (4)-lane divided roadway with shared-use paths | $ 49,400,000.00 |
| 25 | Altamesa Blvd | Wichita St | Lana Cir | 120 | Construct a (4)-lane divided roadway | $13,756,896.00 |
| 26 | Chapel Creek Blvd | IH 30 (West Fwy) | Barnwell Drive | 227 | Construct a (4)-lane divided roadway | $37,423,097.85 |
| 27 | North Beach | Keller Haslet | Eagle Pkwy | 238 | Construct a (4)-lane divided roadway with shared-use paths | $112,156,245.72 |
| 28 | Sendera Ranch Blvd | Diamondback Rd | Avondale Haslet Rd | 223 | Widen from (2)-lane to (4)-lane divided roadway | $31,719,102.36 |
| 29 | East Bonds Ranch Rd | US 81/287 (Decatur Cut Off) | Wagley Robertson Rd | 107 | Widen from (2)-lane to (4)-lane divided roadway | $ 61,600,000.00 |
| 30 | Columbus Trail/ Sycamore School Rd | Bryant Irvin Rd | Brewer Blvd | 218 | Widen from (2)-lane to (4)-lane roadway | $24,747,586.36 |
| 31 | Chapin Rd | Chapel Creek Blvd | Wispy Trail | 309 | Widen from (3)-lane to (5)-lane divided roadway and reconstruct intersection | $16,756,564.04 |
| 32 | Precinct Line Rd/Cooks Lane | John T. White Rd | Concho Trail | 205 | Construct a (4)-lane divided roadway | $127,556,217.09 |
| 33 | 23rd Street/Decatur Ave/Samuels Ave | Niles City Blvd | Brennan Ave | 122 | Construct roadway with a single bridge over the RR and shared-use paths and widen adjacent roadways | $77,872,254.80 |
| 34 | Wagley Robertson Rd | Coneflower Tr | City Limits | 217 | Widen from (2)-lane to (3)-lane with center turn lane | $40,624,447.33 |
| 35 | E Altamesa Blvd | Forest Hill Dr | Anglin | 121 | Construct a (4)-lane divided roadway | $28,788,692.00 |
| 36 | E Altamesa Blvd | at FWWRR Everman Subdivision | | 126 | Construct a (3)-lane roadway with a TWLTL, at-grade RR crossing, and a single bridge over the creek | $17,544,140.00 |
| 37 | Altamesa Blvd | Anglin Dr | Dick Price Rd | 109 | Widen from (2)-lane to (4)-lane divided roadway with shared-used paths on both sides, a raised median, and a twin bridge over the floodplain | $58,945,880.00 |
| 38 | Randol Mill Rd | Oakland Blvd | Woodhaven Blvd | 211 | Widen from (2)-lane to (4)-lane divided roadway with shared-use paths | $40,095,782.32 |
| 39 | E Altamesa Blvd | Campus Dr | Witchita St | 126 | Construct a (6)-lane divided roadway with a single bridge over the creek | $108,091,340.00 |
| 40 | E Altamesa Blvd | Lana Cir | Forest Hill Dr | 118 | Construct a (4)-lane divided roadway | $23,041,720.00 |
| 41 | Westshore Way (Quail Ridge Rd) | Ramey St | E. Berry St | 210 | Construct a (3)-lane undivided roadway with shared-use path | $67,624,392.24 |
| 42 | John T White Rd | Racquet Club Dr | NW Green Oaks Blvd (in Arlington) | 213 | Construct a (4)-lane divided roadway with shared-use paths and a single bridge over the wetland and a flood zone | $89,934,842.79 |
| 43 | Old Blue Mound Rd | FM 156 | Litsey Rd | 4022 | Construct a new (4)-lane divided roadway crossing I-35W, RR and electric transmission lines and through floodplain | $240,052,736.56 |
| 44 | Greenbelt Rd | Greenbelt Rd | NW Green Oaks Blvd (in Arlington) | 4015 | Construct a new (2)-lane roadway crossing through wide floodplain | $71,985,891.75 |
| 45 | Sandshell Blvd | Alliance Town Ctr | Basswood Blvd | 4016 | Construct a new (2)-lane divided roadway crossing through wide floodplain | $71,658,176.00 |
| 46 | Amon Carter Blvd | SH 183 (Airport Fwy) | Trinity Blvd | 4017 | Reconstruct (6)-lane divided roadway | $27,462,000.00 |
| 47 | Texas Longhorn Way | I-35W SB FR | Old Denton Rd | 4005 | Construct a new (2)-lane roadway crossing of I-35W | $21,329,157.20 |
| 48 | Prestige Rd | Golden Triangle Blvd | Founders Way | 4002 | Construct a new (2)-lane roadway crossing of I-35W | $17,500,213.16 |
| 49 | Winding Ln | Little Cina Ln | Randol Mill Rd | 4033 | Construct a new (2)-lane roadway | $16,145,000.00 |
| 50 | T Square St | Anderson Blvd | Ederville Rd | 4032 | Construct a new (2)-lane roadway crossing I-30 and through floodplain | $26,147,706.96 |
| 51 | Elliott Reeder Rd | Carson St | Jack Newell Blvd | 4052 | Construct a new (4)-lane divided roadway crossing through wide floodplain and electric transmission lines | $34,137,236.35 |
| 52 | Amon Carter Blvd | Trinty Blvd | Great Southwest Pkwy (in Grand Prairie) | 4010 | Construct a new (4)-lane undivided roadway | $17,292,660.00 |
| 53 | Summerfields Blvd | IH 35W (North Fwy) | N Riverside Dr | 4020 | Construct a new (2)-lane divided roadway crossing through floodplain and over I-35W | $49,134,000.00 |

## Table ES.9: Long-Term Projects: Ranked Priority List (cont'd)

| Rank | Facility | From | To | Project ID | Scope | Cost Estimate (2025) |
|---|---|---|---|---|---|---|
| 54 | Overlake Dr | Hodgkins Rd | Over Lake Dr | 4045 | Construct a new (2)-lane roadway | $13,335,840.00 |
| 55 | E Blue Mound Rd | Harmon Rd | N Riverside Dr | 4003 | Construct a new (4)-lane undivided roadway crossing I-35W | $13,568,127.79 |
| 56 | Race St | Oak Grove-Shelby Rd | Hurst Rd | 4073 | Construct a new (2)-lane undivided roadway crossing electric transmission lines and through several floodplains | $82,476,916.40 |
| 57 | Ainjinnie Pkwy | Old Weatherford Rd | N Las Vegas Trail | 4098 | Construct a new (4)-lane divided roadway crossing electric transmission lines | $42,401,416.00 |
| 58 | Averett Rd (in Kennedale) | Anglin Dr (in Kennedale) | N Little School Rd (in Kennedale) | 4009 | Construct a new (2)-lane roadway crossing BUS 287, RR and electric transmission lines | $77,252,000.00 |
| 59 | Shelby Rd | Wichita St | Shelby Rd | 4059 | Construct a new (2)-lane roadway crossing electric transmission lines through wide floodplain | $77,328,816.72 |
| 60 | John Day Rd | Rancho Canyon Way | SH 114 | 4104 | Construct a new (4)-lane roadway crossing through wide floodplain | $102,754,299.28 |
| 61 | Carson St | SH 121 (Airport Fwy) | E 1st St/Randoll Mill Rd | 4036 | Construct a new (4)-lane undivided roadway crossing RR and electric transmission lines and through wide floodplain | $46,574,801.00 |
| 62 | Meadowbrook Dr | Morrison Dr | Dottie Lynn Pkwy | 4030 | Construct a new (2)-lane undivided roadway | $39,827,671.84 |
| 63 | Ainjinnie Pkwy | Old Weatherford Rd | White Settlement Rd | 4106 | Construct a new (4)-lane divided roadway | $29,507,693.95 |
| 64 | Bluebonnet Dr | E Hurst Blvd | Trinity Blvd | 4051 | Construct a new (4)-lane divided roadway crossing RR and through wide floodplain | $39,732,000.00 |
| 65 | Precinct Line Rd | Randol Mill Rd | Sartain Dr/Austonio Dr | 4055 | Construct a new (2)-lane roadway | $103,145,229.60 |
| 66 | Post and Paddock Rd | 114th St (in Grand Prairie) | Roy Orr Blvd (in Irving) | 4041 | Construct a new (4)-lane undivided roadway crossing through wide floodplain (Note: Significant portion of this project is in Grand Prairie and Irving) | $44,905,874.55 |
| 67 | Rendon New Hope Rd | W Kennedale Pkwy (Bus US 287) | Retta Mansfield Rd | 4078 | Construct a new (4)-lane divided roadway crossing several floodplains | $46,361,964.46 |
| 68 | John Day Rd | John Day Rd | Avondale Haslet Rd | 4103 | Construct a new (2)-lane undivided roadway crossing through wide floodplain | $15,120,000.00 |
| 69 | Lost Creek Blvd | Northview Dr | RM 2871 | 4107 | Construct a new (2)-lane undivided roadway | $118,861,337.56 |
| 70 | Oak Hill St | Village Ln | Parker Henderson Rd | 4039 | Construct a new (2)-lane undivided roadway | $135,784,440.77 |
| 71 | RM 2871 | Haywire Ranch Rd | Palencia Dr | 4037 | Construct a new (2)-lane undivided roadway | $42,336,000.00 |
| 72 | Colbi Ln | Ranger Dr | Dottie Lynn Pkwy | 4034 | Construct a new (2)-lane undivided roadway | $14,638,328.00 |

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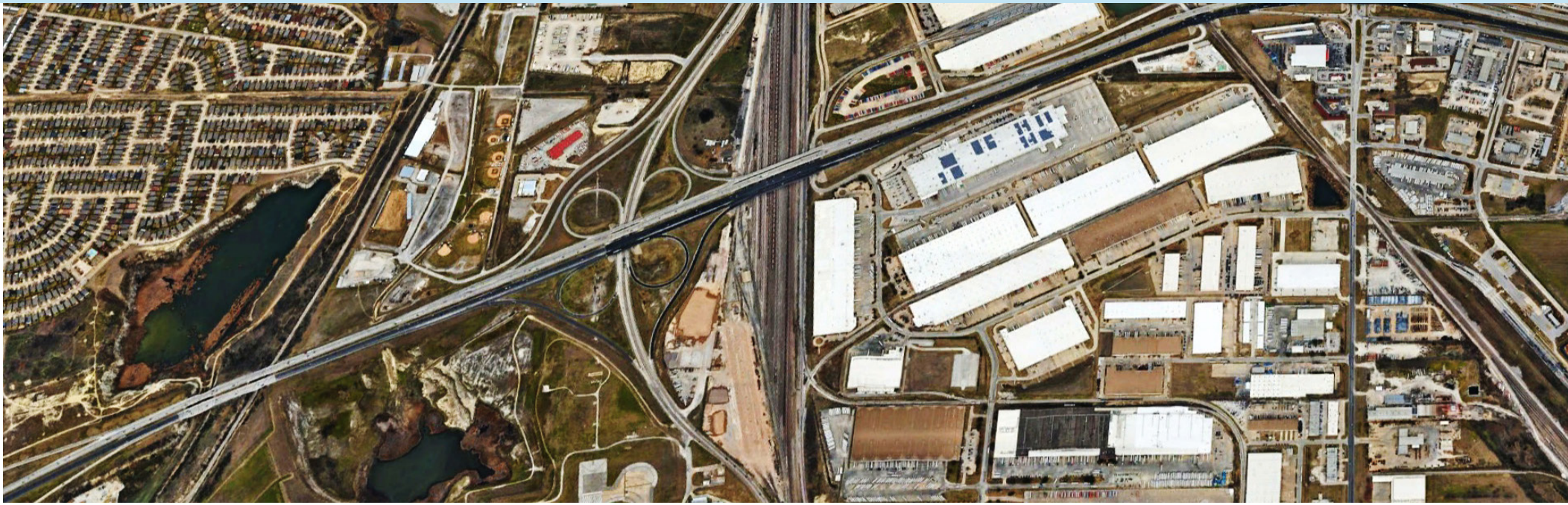
# 01

# MASTER ROADWAY NETWORK



## Plan Chapters


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The Master Roadway Network is the City of Fort Worth's adopted long-range framework for planning, preserving, and managing the future roadway system. It replaces the 2020 Master Thoroughfare Plan and provides a coordinated structure for how the City guides system development, prioritizes investments, and accommodates multimodal mobility as Fort Worth continues to grow.

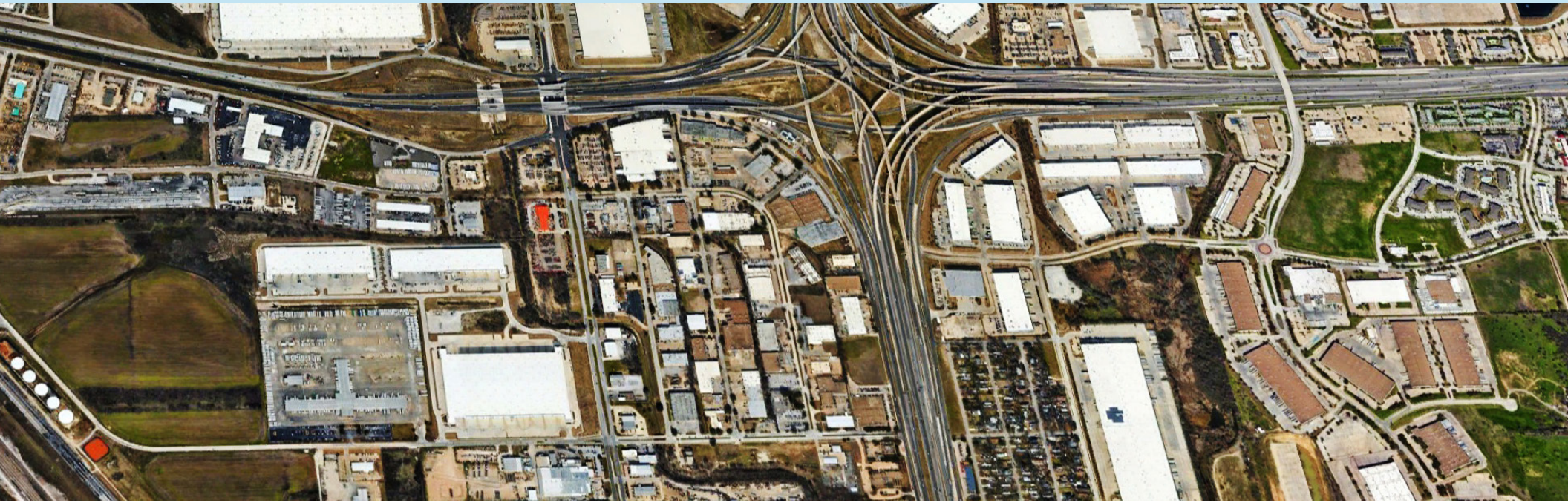
The Master Roadway Network defines the intended function of roadways, the ROW needed to support ultimate cross-sections, and the policies that govern access, connectivity, and corridor design. Together, the mapped network, functional classifications, cross-sections, and implementation policies serve as the foundation for future planning, engineering, and development decisions.

## 1.1. Purpose of the Master Roadway Network

The purpose of the Master Roadway Network is to establish a consistent, forward-looking system for long-range roadway planning and ROW preservation. Specifically, the Master Roadway Network:

- Serves as the City's adopted framework for defining roadway functions, cross-sections, and multimodal system design.
- Replaces the 2020 Master Thoroughfare Plan with an updated, data-driven, and policy-aligned approach.
- Guides development review by identifying ROW needs and outlining expectations for how roadway improvements are planned and coordinated.
- Supports capital programming by providing a long-term basis for project prioritization, corridor studies, and coordination with regional partners.
- Aligns transportation infrastructure with adopted land use plans, growth patterns, and multimodal priorities.

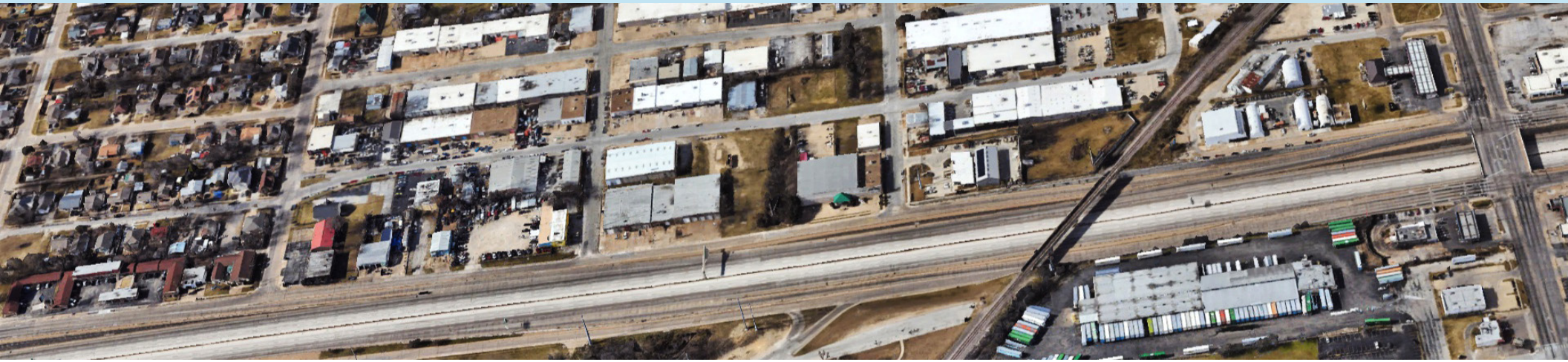
The Master Roadway Network does not change or alter the Transportation Impact Fee (TrIF) Study, the Transportation Improvements Plan (TIP), nor the program's assessment and collection rates.



## 1.2. How to Use This Document

This document presents the policies, procedures, and technical framework that guide the implementation of the Master Roadway Network. Readers should refer to it to understand:

- How roadway classifications, cross-sections, and maps work together to define the long-range transportation system.
- The distinction between “ultimate” and “interim” conditions, and how interim improvements must preserve the ROW necessary for the ultimate cross-section.
- How to interpret mapped centerlines, recognizing that they represent planning-level locations that may shift during engineering design while maintaining functional connectivity and ROW requirements.
- How the Master Roadway Network informs development and capital decisions, including ROW dedication, multimodal accommodation, and application of cross-section guidance.



# 1.3. Relationship to Other Plans

## Introduction

The Master Roadway Network works in coordination with several City plans and policies that collectively guide land use, mobility, development, and infrastructure investment. Together, these documents establish the policy and regulatory framework that shapes how streets are planned, designed, built, and maintained.

## Active Transportation and Micromobility Network

The City's 2019 Active Transportation Plan established a comprehensive framework for walking and bicycling, including network recommendations, design guidance, and programmatic initiatives. That network is carried forward in its entirety and integrated into the Master Transportation Plan, ensuring seamless multimodal connectivity and consistent priorities across both documents.

Building on the 2019 ATP, the Master Transportation Plan expands the network to accommodate emerging micromobility technologies through space allocation, curb management, and safe operating speeds. Through this integration and expansion, the network becomes the Active Transportation and Micromobility Network (ATM).

The Master Roadway Network reflects ATM goals by requiring protected bicycle and pedestrian accommodations on all Major Collector and higher classifications. A priority ATM network — updated with current demand analysis and focused on gap closure for a more contiguous and connected system — is established to guide near-term funding and phasing decisions and is discussed in **Chapter 8**.

## Access Management Policy

The Access Management Policy governs driveway placement, median opening design, and intersection spacing to preserve capacity and safety. It operates in tandem with the MRN: the MRN defines functional classification and corridor roles while the Policy manages access along those corridors. Requirements are applied during development review and capital project design, with stricter standards on Freight Priority Corridors to support efficient goods movement.



## Safety Action Plan

The Safety Action Plan is formally incorporated as the safety element of the Master Transportation Plan. It establishes a framework based on Vision Zero principles, identifies the High-Injury Network, advances safe speed management, and prioritizes infrastructure for vulnerable users. MRN investments and design treatments are aligned with these safety priorities.

## Transportation Engineering Manual (TEM)

The TEM provides detailed design standards and technical specifications. The MRN defines what is needed (network function and cross-section intent); the TEM defines how to build it (geometrics, materials, traffic control, and operations). TEM covers lane and shoulder widths, bikeway and sidewalk design, intersections and signals, transit stops, lighting, drainage, and traffic calming. Projects must be consistent with TEM; deviations follow a documented review and approval process.

## Land Use Plans

The Master Transportation Plan is developed to support the Comprehensive Plan and other city, regional, or state capital programming documents. The Comprehensive Plan and Zoning Ordinance set land use, density, and form. The MRN includes overlay systems—Compact Development Areas (CDAs) and Freight Priority Areas (FPAs)—to align transportation with land use. Compact Development Areas correspond to mixed-use and higher-intensity development patterns and places identified in the Comprehensive Plan and codified through zoning. An integral part of achieving more compact places is streetscape features that enhance walkability, biking, and transit, while supporting placemaking and mobility. Freight Priority Areas reflect the Comprehensive Plan's economic and industrial policies, emphasizing large truck accommodation and reliable access. Roadway and transportation corridor features must align with urban form and land-use priorities to balance access, safety, mobility, and placemaking.

## Subdivision Ordinance

The Subdivision Ordinance regulates platting, development requirements, and right-of-way dedication. The MRN defines standards (classifications, cross-sections, connectivity) that the Subdivision Ordinance implements. Plats must demonstrate consistency with the MRN.

## Transportation Improvement Program (TIP) and Capital Improvement Program

The TIP and CIP identify funded projects and prioritize investments. The MRN serves as the long-range basis for selecting and programming TIP projects. Projects drawn from the network include new connections, corridor upgrades, complete streets, intersection improvements, bridges, and safety enhancements.



## 1.4. Building the New Master Roadway Network

The updated network is built from a defined set of core inputs that together form a single, consolidated representation of Fort Worth's future roadway system. **Figure 1.1** illustrates this framework and shows how these inputs flow into the updated Master Roadway Network. The resulting functional classifications within the network are discussed in the following section.

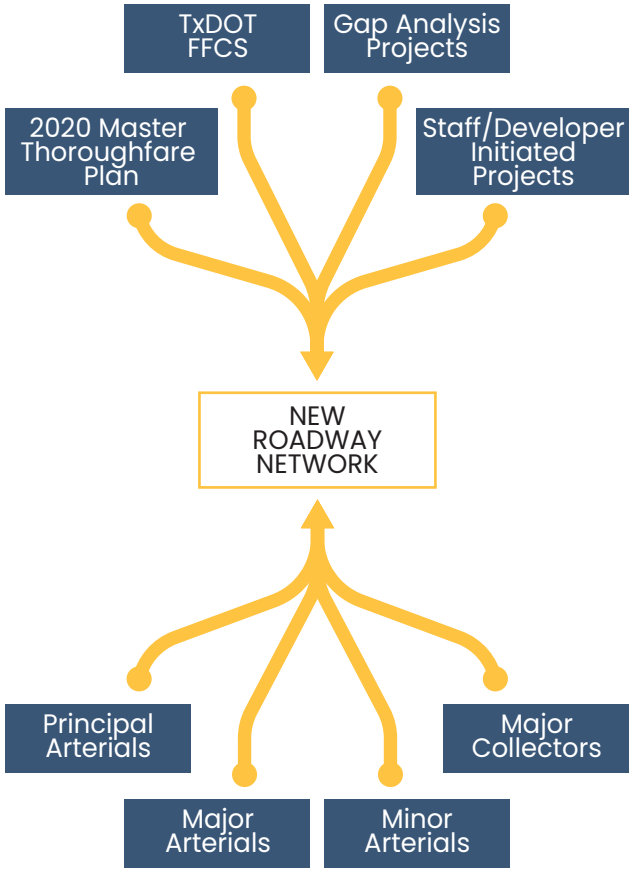



*Figure 1.1: Master Roadway Network Framework Diagram*

The Master Roadway Network update draws from four primary sources:

- **The 2020 Master Thoroughfare Plan network,** which provides the foundation for Fort Worth's long-range roadway structure.
- **TxDOT Federal Functional Classification System (FFCS) facilities** classified as Major Collector or above.
- **New roadway connections identified through the Multimodal Gap Analysis,** representing critical missing links and connectivity needs.
- **Staff and developer proposals** reviewed and refined for consistency with MTP policies and planned system continuity.

Together, these elements form a complete, consolidated roadway network that aligns future development patterns, modal priorities, and long-term system needs.



In addition to defining roadway classifications, the Master Roadway Network establishes the design expectations that will shape future corridors. This includes cross-section typologies based on modeled capacity needs, ROW preservation requirements, and multimodal facility expectations. Consistent with the City's ATMN, all Major Collector and above facilities must include separated and protected active transportation facilities, which may take the form of shared-use paths (SUPs) or protected on-street bicycle facilities with vertical separation, creating a safer and more comfortable multimodal experience on all major roadways.

To support Fort Worth's evolving transit network and improve system reliability, the Master Roadway Network introduces TPC, a new sub-classification applied to selected Arterials and Major Collectors. This designation identifies corridors where the City intends to enhance transit operations through one or more Transit Priority Treatments, such as dedicated transit lanes, TSP, queue jumps, and other tools that improve speed and reliability. The designation does not prescribe a fixed cross-section; instead, it expresses the City's readiness to allocate space or operational priority for transit, with specific treatments determined through future corridor-level studies.

The Master Roadway Network also carries forward key components of the previous Master Thoroughfare Plan, including:

- **Industrial Collector roadway** types, which remain applicable in contexts where freight circulation, industrial loading needs, and access requirements differ from typical commercial or residential collectors
- **Typical footprints and ROW** requirements for grade separations, including both railroad crossings and other major grade-separated structures, helping to preserve ROW needs where grade separation is anticipated or required in the long-term

Implementation of the Master Roadway Network occurs primarily through the land development process. When development or redevelopment occurs along an identified roadway, property owners are required to dedicate the ROW necessary to achieve the adopted cross-section. Depending on the scale of development and proportionality of impacts, construction of portions of the roadway may also be required. This incremental approach enables ongoing build-out of the network, supplemented by City-led capital projects and bond initiatives that deliver major corridors, system connections, or grade separations that cannot be completed through development alone.

# 1.5. Functional Hierarchy & Classification

The Master Roadway Network organizes Fort Worth's streets into a hierarchy that defines their intended function, access characteristics, design expectations, and long-term ROW needs. The system, as shown in , is aligned with the FFCS and provides a consistent framework for corridor planning, development review, and long-term system management.

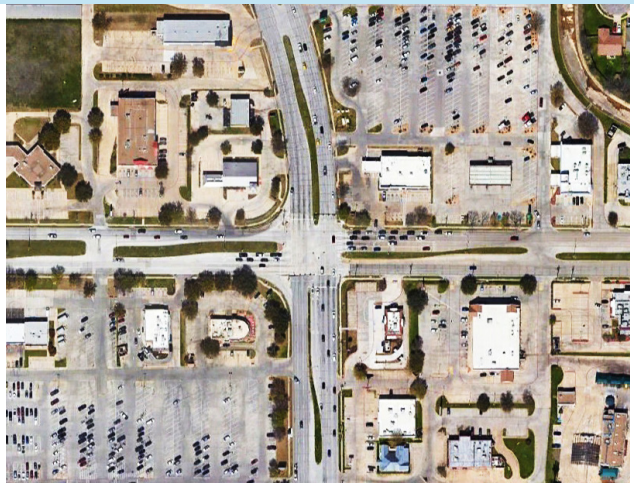
Each roadway classification plays a distinct role within the overall network, supporting mobility, access, connectivity, and goods movement at different scales. The following classifications establish expectations for corridor function, capacity, and operational performance. Specific design elements, typical cross-sections, and multimodal accommodations are addressed in subsequent sections of this document.



## Freeway / Principal Arterial

Freeways and principal arterials provide high-capacity regional mobility and connect major destinations within Fort Worth and the surrounding metropolitan area. These facilities typically feature partial or full access control, widely spaced intersections or interchanges, and limited direct access. They support long-distance travel, freight movement, and major person-throughput needs.

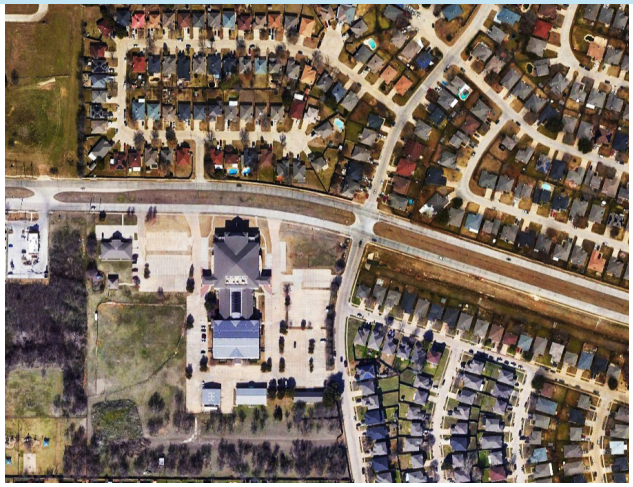
ROW needs for freeways and principal arterials often include space for interchanges, ramps, and future grade separations.



## Major Arterial

Major arterials serve as the primary citywide mobility corridors, carrying substantial traffic volumes over longer distances and linking key residential, employment, commercial, and civic areas. They emphasize mobility over access, with managed driveway spacing and coordinated signal operations to support efficient corridor travel.

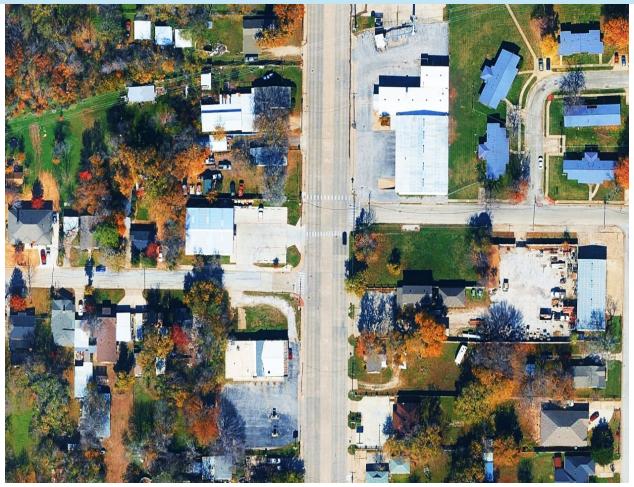
Major arterials may also serve important transit or freight functions depending on corridor context.



## Minor Arterial

Minor arterials provide mobility within subareas of the City and distribute trips between major arterials, collectors, and local street networks. They accommodate moderate traffic volumes and provide more frequent access opportunities than major arterials while still supporting area-wide circulation.

Minor arterials often serve shorter trips and provide connections between neighborhoods, commercial districts, and activity centers.



## Major Collector

Major collectors gather and distribute traffic between arterial roadways and local streets. They balance mobility and access, supporting key local circulation needs for residential, commercial, and industrial development. These facilities provide connections to schools, parks, community amenities, and employment areas.

ROW for major collectors must accommodate the range of uses and modes appropriate to corridor context, as detailed in subsequent cross-section guidance.

## Minor Collector

Minor collectors provide local circulation within neighborhoods or commercial areas. They connect local streets to the broader network and primarily serve adjacent land uses.

Minor collectors are retained for reference but are not mapped as part of the updated Master Roadway Network.



## Industrial Collector

Industrial collectors accommodate truck movements, industrial access needs, and freight-related loading activities. They are designed to support larger turning radii, heavier vehicle loads, and access patterns specific to industrial areas.

Design expectations for industrial collectors are carried forward from the previous Master Thoroughfare Plan and will be refined through future freight and industrial planning efforts.

## Local Streets

Local streets provide direct access to properties and support low-speed travel within neighborhoods and small commercial areas. They are not included in the mapped Master Roadway Network and are governed by subdivision and development standards.

## 1.5.1. Methodology

The updated Master Roadway Network, as shown in , requires a consistent, transparent approach for assigning functional classifications to all roadway links. The methodology summarized in **Figure 1.2** combines attributes from the 2050 Travel Demand Model with local access characteristics to produce a simplified, planning-scale classification system that aligns with Fort Worth's future mobility needs.

The process consisted of three primary steps:

### Step 1: Spatially joining new Master Roadway Network links to 2050 Travel Demand Model links

Newly developed Master Roadway Network segments were first joined to corresponding links in the 2050 Travel Demand Model. This join allowed each link to inherit key model attributes, including daily volume (DAYVOL) and number of lanes (TOTLANE), that serve as the foundation for classification. Where multiple model links intersected a single roadway segment, the most representative link attributes were selected based on alignment and continuity.

### Step 2: Assigning simplified functional classifications using Travel Demand Model attributes

Using DAYVOL and TOTLANE values, each roadway segment was initially categorized into a simplified functional classification, Principal Arterial, Major Arterial, Minor Arterial, or Major Collector. These thresholds reflect typical ranges associated with each facility type and align with TxDOT's Functional Classification System for facilities classified as Major Collector or above. The classification at this stage provides a first-pass, model-informed assignment based on expected traffic demand and lane configuration.

### Step 3: Applying quality control based on access characteristics

For roadway segments that did not cleanly match Travel Demand Model links, or where volume-based classification conflicted with observed access patterns, additional refinement was performed using access methodology. This included evaluating:

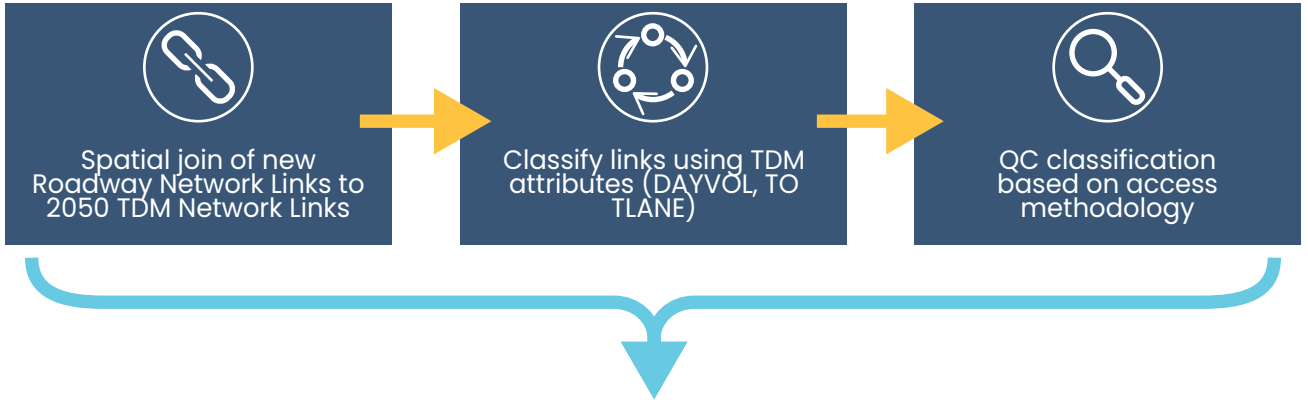
- Degree of access control (full, partial, or uncontrolled)
- Connections to freeways or higher-order arterials
- Corridor continuity and context
- Adjacent land use and spacing of intersections/driveways

Approximately 80 unmatched or ambiguous links were evaluated through this step to create consistency with both modeled demand and functional expectations.

## Final Classification & Threshold Assignment

The results of the three-step process were consolidated into the simplified functional classification system shown in the table in **Figure 1.2**. Each class includes associated access characteristics, planning-level capacity ranges, and typical lane configurations. These thresholds inform the development of cross-section typologies, ROW preservation needs, and long-range system planning throughout the MTP.

This methodology anchors the roadway network in both modeled future demand and Fort Worth's local operational context, creating a functional classification framework that is consistent, scalable, and well-suited for long-range planning.




| Functional Class | Access | Capacity | Lanes |
|---|---|---|---|
| **Principal Arterials** | Partially of Fully Controlled / Connects to Limited Access Route | 60,300 | 6 |
| | | 40,200 | 4 |
| **Major Arterials** | Partially or Uncontrolled / Connects to Limited Access Route | 55,700 | 6 |
| | | 37,100 | 4 |
| **Minor Arterials** | Uncontrolled / Connects to Major or Principal Arterials | 35,500 | 4 |
| **Major Collectors** | Uncontrolled / Connects to Major or Minor Arterials | 16,100 | 3 |
| | | 20,000 | 4 |

*Figure 1.2: Functional Classification Development Framework*



## 1.6. Network Maps

The Master Roadway Network establishes the long-term structure of Fort Worth's transportation system and serves as the foundation for roadway planning, design, and implementation. The network maps in this section define roadway function, long-term capacity, and implementation responsibility across the city and its extraterritorial jurisdiction.

The MRN defines the full build-out network to support system continuity, support growth, and connect key destinations. The Master Roadway Network – City Roadways (MRN-CR) identifies the subset of facilities owned and maintained by the City of Fort Worth.

In addition to the base network, overlays are applied to modify how roadways are designed and operated based on context. These overlays reflect areas with distinct travel patterns, land use conditions, and design priorities. **Figure 1.3** shows the the relationship between the Master Roadway Network, the City roadway subset, and applicable network overlays.

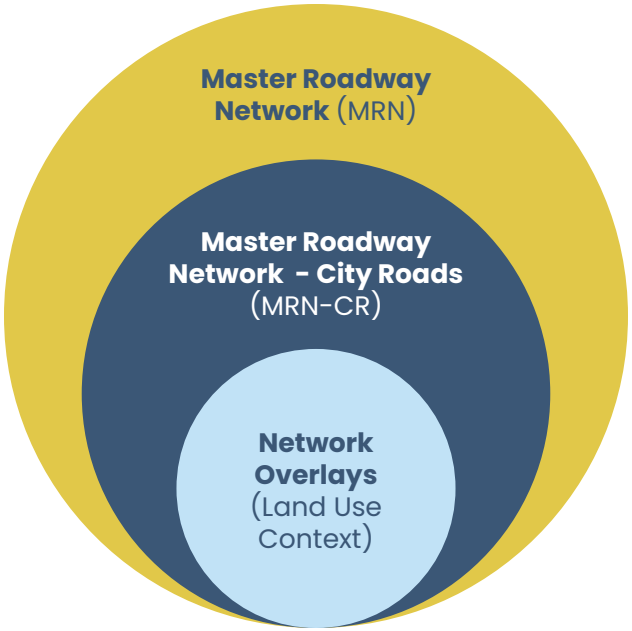



*Figure 1.3: Master Roadway Network Components*



## 1.6.1. Master Roadway Network (MRN): Functional Classification

shows the full Master Roadway Network functional classification across the city and its extraterritorial jurisdiction. This map includes TxDOT-owned facilities — Interstates and US and State highways — for regional context and coordination. TxDOT facilities are not subject to the cross-section standards, target speeds, or overlay designations in this chapter, which apply only to City-controlled roads shown on the MRN-CR maps.

## 1.6.2. Master Roadway Network — City Roads (MRN-CR): Functional Classification

The MRN-CR functional classification map shown in **Figure ES.15** identifies the role each City-controlled roadway plays within the transportation system. Roadways are categorized to distinguish those intended to carry higher volumes of traffic across the city from those that provide connections within and between areas.

The MRN-CR includes the following classifications:

- Principal Arterial
- Major Arterial
- Minor Arterial
- Major Collector

The MRN-CR functional classification system is aligned with the TxDOT Functional Classification System and extends across the city and its extraterritorial jurisdiction. Functional classification establishes the baseline for roadway design and informs cross-section development.

## 1.6.3. Master Roadway Network — City Roads (MRN-CR): Ultimate Lane Map

The lane configuration map identifies the planned ultimate number of lanes for each City-controlled roadway segment. It represents long-term system needs based on projected growth and travel demand and is used to guide right-of-way preservation, capital project development, and long-range planning. represents ultimate build-out conditions and does not represent existing conditions or near-term construction commitments.

In some locations, roadways are designated as Established, indicating that the corridor is largely built out or constrained by surrounding development. For these corridors, changes to the number of through lanes are not anticipated and the existing lane configuration is expected to remain.

Establishing corridors may still be improved over time through resurfacing or capital projects. The City may require improvements as a result of development or redevelopment. Improvements may include lane narrowing, reallocation of space, auxiliary lanes, or the addition of pedestrian, bicycle, or transit facilities.

The ultimate lane map is used in conjunction with functional classification and overlays to determine the applicable cross-section for a given corridor.

## 1.6.4. Network Overlays

Two primary network overlay types are used in the MRN:

**Freight Priority Areas**, which identify corridors with significant goods movement activity and inform design considerations such as lane widths, turning movements, and access management

### Freight Priority Areas include:

**Corridors**

- Freight Priority Corridors
- Truck Routes
- TxDOT Critical Urban Freight Corridors

**Freight-Serving Areas**

- Industrial Growth Centers
- Heavy Industrial Base Zone Districts

**Compact Development Areas (CDAs)** include areas planned for more compact, mixed-use, pedestrian-oriented, and transit-supportive development patterns, where a more multimodal street design is appropriate and desirable, including enhanced pedestrian and micromobility accommodations. In general, areas designated as Transit-Oriented Development (TOD) opportunity areas (also see 1.7.4. Transit-Supportive Areas), Urban Villages, medium- to high-density mixed-use places, and high-density neighborhoods are considered CDAs.

More specifically, existing and planned locations and districts that constitute CDAs include:

**Zoning Districts**

- Berry/University (BU)
- Camp Bowie (CB)
- Near Southside (NS)
- Panther Island (PI)
- Trinity Lakes (TL)
- Stockyards (SY)
- MU-1
- MU-2
- UR
- H

**Other Districts**

- Core Area (includes Downtown, Panther Island, Butler Place, etc.)
- Urban Villages
- Transit 2.0 station areas, which include Trinity Railway Express, TexRail, other planned high-capacity transit corridors identified in NCTCOG's Mobility 2050, Amtrak routes served at Central Station, and Fort Worth-Houston and San Antonio-Laredo High-Speed Rail.

The upcoming comprehensive plan may include policy that drives more form-based/focused zoning and development in the following base-zoning districts occupying one or more block faces and may be considered for inclusion in the CDA designation once zoning changes are adopted.

Additional areas may be added based on Trinity Metro's upcoming 2050 Long-Range Transit Plan.

**Zoning Districts**

- ER
- E
- FR
- F
- G
- R1
- R2
- C
- CR
- D

**Figure 1.4** illustrates how cross-section design changes under each overlay context for a typical classified roadway. See specific cross-section requirements in **Section 1.7.4.**

Within Freight Priority Areas, cross-sections are designed to support efficient goods movement and industrial access where heavy vehicle activity, higher truck volumes, and loading operations shape how streets function. Travel lanes are widened to 12 feet to accommodate the turning radii and operational needs of large vehicles. A separated shared-use path moves active transportation out of the travel way to reduce conflicts with freight traffic and improve safety for all users. These modifications apply across all classifications within Freight Priority Areas.

Within Compact Development Areas, cross-sections are designed to support walkable, mixed-use environments where shorter trips, higher pedestrian activity, and an active street edge shape how streets function. On-street parking is provided to serve adjacent businesses and activate the street edge, while a protected on-street bike lane and separate sidewalk replace the shared-use path used on standard corridors — separating pedestrians and cyclists to improve comfort and safety in environments with high foot traffic and frequent curb activity. Principal Arterials are exempt from these modifications given their regional mobility function.

The applicable overlay designations for each corridor are shown in **Figure ES.17**.

Within Compact Development Areas, the cross-section standards established in this chapter apply to all City-controlled roadways as a baseline. Where adopted CDA sub-district regulations address the same element, the CDA sub-district regulations shall govern.

The cross-section standards and overlay designations established in this chapter constitute the official requirements applicable to City-controlled roadways. The official boundaries, extents, and classifications of all network maps are maintained by TPW and available through the City of Fort Worth Open Data Portal at https://data.fortworthtexas.gov/gov. All static maps shown in this chapter are illustrative.

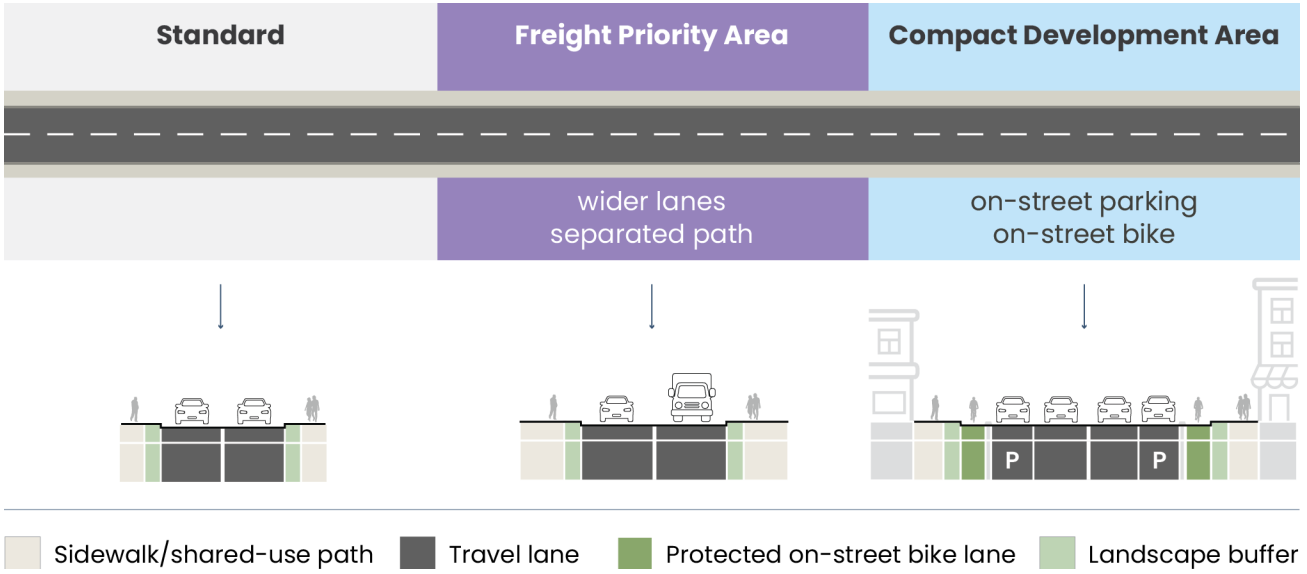



*Figure 1.4: MRN Network Overlays*

# MRN: Functional Classification

**LEGEND**

- Fort Worth City Boundary
- Extraterritorial Jurisdiction (ETJ)
- Interstate (115 mi)
- Principal Arterial (150 mi)
- Major Arterial (356 mi)
- Minor Arterial (675 mi)
- Major Collector (718 mi)

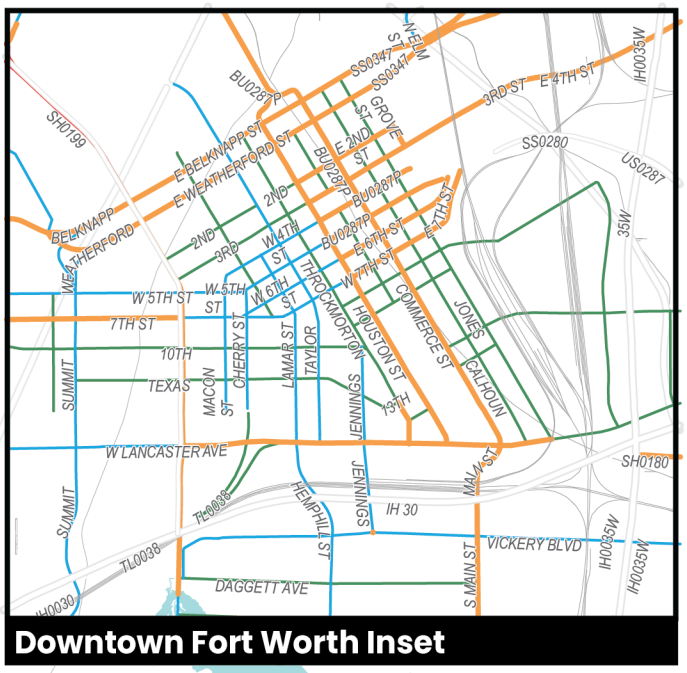
**Downtown Fort Worth Inset**

*Figure 1.5: Master Roadway Network (MRN): Functional Classification*

# MRN-CR: Functional Classification - City Roads

**LEGEND**

- Fort Worth City Boundary
- Extraterritorial Jurisdiction (ETJ)
- Principal Arterial (150 mi)
- Major Arterial (356 mi)
- Minor Arterial (675 mi)
- Major Collector (718 mi)




**Downtown Fort Worth Inset**



*Figure 1.6: Master Roadway Network - City Roads (MRN-CR): Functional Classification*

# MRN-CR: Ultimate Lane Map

**LEGEND**

- Fort Worth City Boundary
- Extraterritorial Jurisdiction (ETJ)
- 1 Lane (7 mi)
- 2 Lanes (504 mi)
- 3 Lanes (43 mi)
- 4 Lanes (904 mi)
- 6+ Lanes (72 mi)
- Established Thoroughfare (370 mi)
- TX (115 mi)

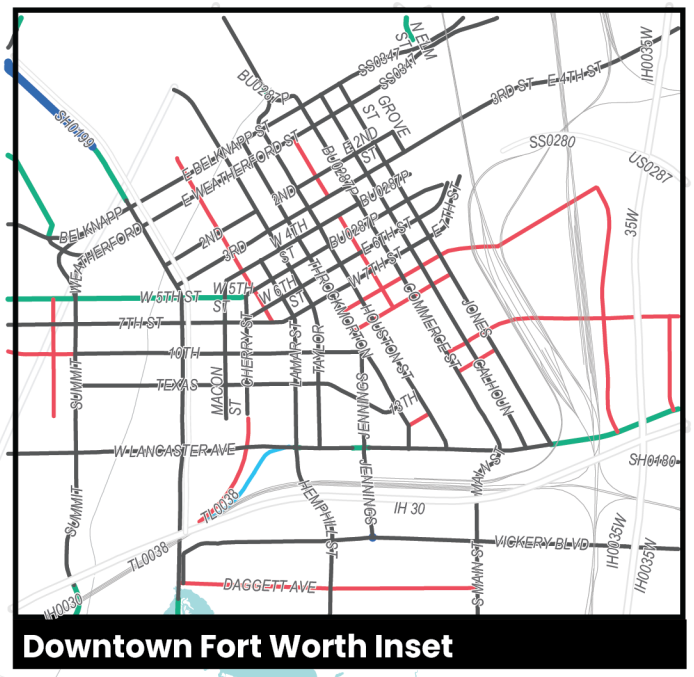



*Figure 1.7: Master Roadway Network - City Roads (MRN - CR): Ultimate Lane Map*

# Functional Classification - Network Overlay

**LEGEND**

- Fort Worth City Boundary
- Connecting the Core (CtC) Boundary
- Extraterritorial Jurisdiction (ETJ)
- Principal Arterial (150 mi)
- Major Arterial (356 mi)
- Minor Arterial (675 mi)
- Major Collector (718 mi)
- Freight Priority Corridors
- Freight Priority Districts
- Compact Development Areas

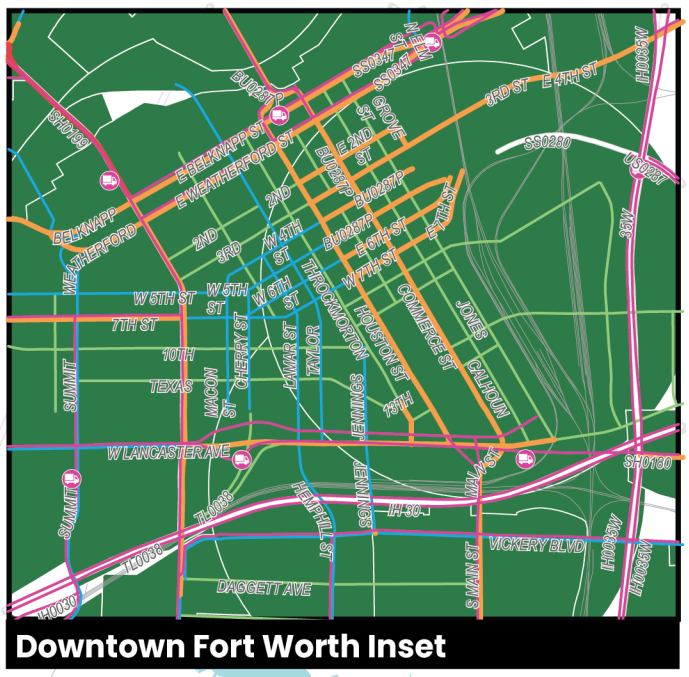



*Figure 1.8: Master Roadway Network - City Roads (MRN - CR): Network Overlays*

# 1.7. Active Transportation and Micromobility Network

Fort Worth's approach to active transportation has evolved significantly over the past decade, culminating in a unified network that connects walking, bicycling, trail use, and emerging shared mobility modes into a single, coherent system. The foundation of that system is the 2019 Active Transportation Plan (ATP), which established a citywide framework encompassing network recommendations, facility design guidance, and programmatic strategies.

The Master Transportation Plan carries the ATP network forward without reduction — embedding it directly into the city's long-range transportation vision and ensuring that multimodal priorities remain consistent and enforceable across both documents. Building on that foundation, the MTP extends the network to address emerging micromobility modes, resulting in the Active Transportation and Micromobility Network (ATM): an integrated framework designed to serve the full spectrum of non-motorized and low-speed mobility in a growing city.

## 1.7.1. Network Structure

The ATM network is organized around three tiers, each serving a distinct trip type and user profile:

| Tier | Role |
|---|---|
| Spine | Long-distance cross-city travel and regional connections, primarily along the Trinity River system and major greenway corridors. |
| Rib | Branches off spines to connect neighborhoods and activity centers, maximizing access while minimizing out-of-direction travel. |
| Neighbor-hood | The densest layer, linking residents to daily destinations — schools, parks, retail, and transit stops — along lower-stress local streets and shared-use paths. |

**ALL AGES AND ABILITIES (AAA) STANDARD**

All three network tiers are designed for the broadest range of users — from an eight-year-old on a bicycle to a senior using a mobility device — regardless of confidence level or physical ability.

## 1.7.2. Integrating Micromobility

Building on the 2019 ATP, the MTP expands the network to accommodate electric scooters, e-bikes, shared mobility services, and other low-speed devices through dedicated right-of-way space allocation. The network's emphasis on fully separated facilities also creates a foundation for future low-speed mobility — autonomous delivery devices and technologies not yet in widespread use. The infrastructure decisions made today will determine whether Fort Worth is positioned to accommodate them.





## 1.7.3. Cost Estimates

Planning-level cost opinions for the Active Transportation and Micromobility Network are derived from the 2019 Active Transportation Plan and escalated to 2026 dollars using the Federal Highway Administration's National Highway Construction Cost Index (NHCCI), which reflects an approximate 85% increase in transportation construction costs over that period. All figures are rounded and should be treated as order-of-magnitude estimates for planning and programming purposes only — actual bid costs will vary based on facility type selection, site conditions, right-of-way constraints, and market conditions at time of construction.

On-street bicycle facility costs are presented in two forms: a pre-markup unit cost reflecting materials and construction, and a fully loaded cost that applies the ATP's standard 15% design and 20% contingency factors. Sidewalk costs are based on a 5-foot concrete cross-section at $966,000 per mile (2019 dollars). Trail costs reflect a 10-foot concrete path averaging $1.9 million per mile, with adjustments for floodplain location and major crossings. Sidepath costs are based on a 10-foot concrete cross-section at $1.7 million per mile. Curb ramp costs are based on an average unit cost of $2,700 per ADA-compliant ramp.

Of note, separated bike lanes account for 267 of the network's 442 total on-street bicycle facility miles — roughly 60% of the mileage and approximately 94% of the total on-street cost. This reflects the network's emphasis on All Ages and Abilities design standards, which prioritize physical separation from motor vehicle traffic as the baseline condition for comfortable bicycling. Achieving that standard citywide is capital-intensive, but it is also what the research consistently shows is necessary to attract the broadest range of users.

See **Figure 1.9** for the full ATM Network map. Where a discrepancy exists between the facility type identified in the MRN Map and the ATM Map for a given corridor, the MRN Map shall govern.

**Table 1.1: ATM Network-Wide Cost Table**

| Facility Type | Network Miles / Units | 2019 ATP Cost | 2026 Est. Cost (×1.85) |
|---|---|---|---|
| 5-ft Concrete Sidewalk (citywide) | 3,395 mi | $3,279,600,000 | ~$6,067,300,000 |
| 5-ft Concrete Sidewalk (top 300 priority) | 151 mi | $145,900,000 | ~$270,000,000 |
| 10-ft Concrete Trail (full network) | ~174 mi | $714,500,000 | ~$1,321,800,000 |
| 10-ft Concrete Sidepath (on existing roads) | 104 mi | $179,600,000 | ~$332,300,000 |
| 10-ft Concrete Sidepath (via new development)* | 581 mi | ~$987,700,000 | ~$1,827,200,000 |
| On-Street Bicycle Facilities (full network) | 442 mi | $54,700,000 | ~$101,200,000 |
| ADA Curb Ramps (citywide) | 92,850 locations | $250,695,000 | ~$463,800,000 |



# Active Transportation and Micromobility Network

**LEGEND**

- Fort Worth City Boundary
- Extraterritorial Jurisdiction (ETJ)
- Priority Bikeway Projects
- Priority Trails Projects
- Priority Sidewalks Projects
- Existing Bicycle Facility
- Existing Natural Surface Trail
- Existing Sidepath
- Existing Signed Route
- Existing Trail
- Proposed Bicycle Facility
- Proposed Sidepath
- Proposed Trail

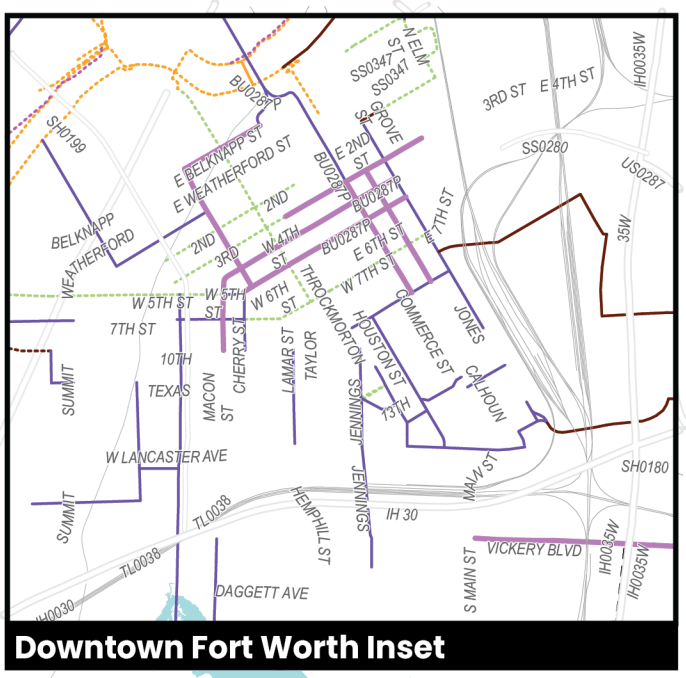
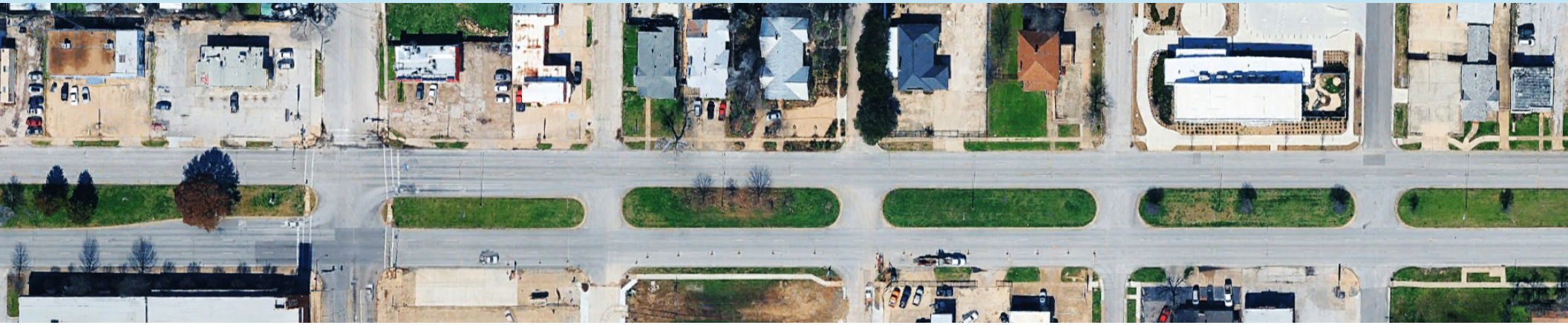



*Figure 1.9: Active Transportation and Micromobility Network*


PANTHER



# 1.8. Capacity Planning & Cross-Section Framework

The Cross-Section Framework translates long-range travel demand, functional classification assignments, and multimodal design objectives into the physical form of Fort Worth's roadway network. It establishes the basis for determining ultimate ROW needs, identifying appropriate cross-section types, and supporting long-term decision-making for both public capital projects and private development.

This framework builds on the functional classification methodology described in the previous section and provides the planning-level structure used to define the future configuration of each roadway segment. It integrates 2050 model forecasts, operational considerations, corridor continuity, access characteristics, and multimodal requirements into a single system for guiding cross-section selection and ROW preservation.

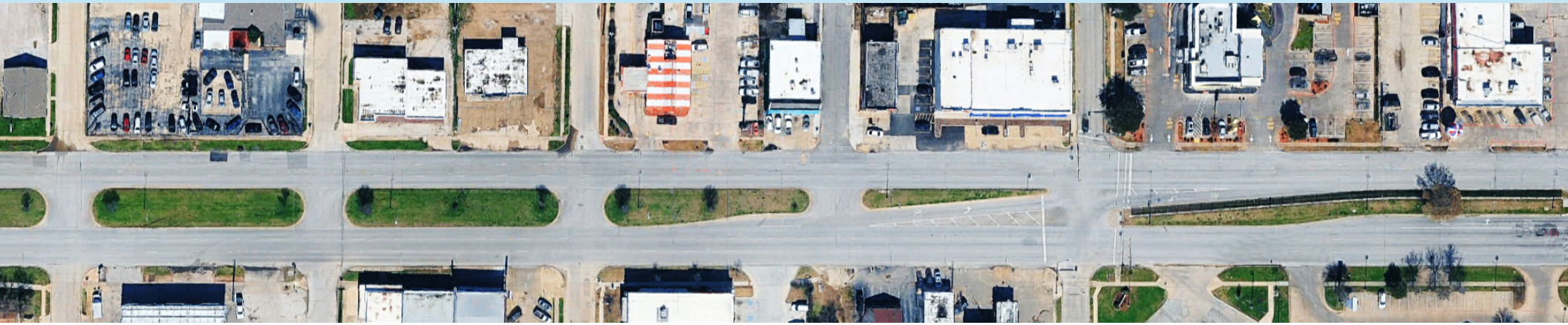
## 1.8.1. Capacity Planning & Cross-Section Assignment

Planning for long-term roadway needs requires a consistent method for relating modeled traffic volumes to the roadway configurations needed to accommodate them. The 2050 Travel Demand Model provides citywide DAYVOL forecasts that indicate where additional lanes, median treatments, access management strategies, or other corridor enhancements may be required.

### Methodology

Forecasted 2050 volumes were compared initially to planning-level capacity thresholds that reflect Level of Service (LOS)-E operating conditions and are consistent with TxDOT and NCTCOG conventions. These LOS-E values serve as a theoretical upper bound and provide a standardized starting point for relating modeled volumes to cross-section needs.

To better reflect how arterial and collector corridors operate under Fort Worth conditions, the City applied a second step using comfort-based thresholds that represent more realistic daily operating ranges. This adjustment acknowledges the influence of access patterns, signal spacing, multimodal activity, and development context, all of which contribute to congestion at volumes lower than the theoretical planning capacity.



## Assigning Cross-Sections

Cross-section assignments were determined by comparing 2050 forecast volumes to the comfort-based thresholds, informed by but not limited to the underlying planning-level LOS-E values. Where projected volumes approached or exceeded a comfort threshold, or where continuity and context supported a higher-capacity section, segments were assigned a larger cross-section.

This two-tiered approach, beginning with LOS-E planning capacities and refining with comfort-based thresholds, supports cross-section decisions that are both analytically grounded and operationally realistic.

## Right-of-Way Preservation

ROW preservation is a core function of the Master Roadway Network. For each corridor, the adopted cross-section establishes the minimum ROW needed to support long-term roadway, operational, and multimodal requirements. Typical ROW elements include:

- Travel lanes and medians
- Sidewalks, SUPs, or other multimodal accommodations (detailed in later sections)
- Space for future operational improvements

Where grade separations or substantial vertical transitions are anticipated, additional ROW may be required to preserve adequate footprints for structures and approaches.

## Interim vs. Ultimate Cross-Sections

Although the Master Roadway Network identifies the ultimate cross-section based on 2050 needs, corridors may be constructed in interim phases that include fewer lanes or reduced median widths. Interim cross-sections are acceptable when they:

- Preserve the full ultimate ROW,
- Do not preclude future expansion, and
- Provide appropriate multimodal and operational accommodations for near-term conditions.

Interim improvements allow flexibility to align infrastructure delivery with available funding, development activity, and evolving demand.

Divided cross-sections with a raised concrete median are the default configuration for Major Arterials, and Minor Arterials. Any deviation from this default is subject to the waiver process in **Section 1.10**



## 1.7.4. Typical Cross-Section Typologies (Mapped Roadway Classifications)

The following figures illustrate the ultimate cross-sections used for mapped roadway classifications in the Fort Worth Master Roadway Network. Each cross-section applies to one or more functional classifications, as noted in the figure title. These cross-sections establish the minimum ROW needed to support long-term corridor development. The number of through lanes for each corridor is shown on the MRN-CR Lane Map in **Figure 1.7**.

For established thoroughfares, the existing lane configuration is generally considered fixed. However, the requirements for sidewalks, shared-use paths, and other multimodal accommodations must be met to the extent practicable consistent with available ROW and proportionality standards must be met.

Any variation from the adopted ultimate configuration is subject to the amendment or waiver processes outlined in **Section 1.10** of this chapter.

### Cross-Section Typologies by Functional Class, Lane Count, and Overlay

The cross-section that applies to any given corridor is determined by three factors: its functional classification, its ultimate lane count as shown on the MRN-CR Lane Map, and whether a Freight Priority Area or Compact Development Area overlay applies. **Figure 1.10** illustrates this relationship. The cross-sections that follow are organized by this combination — find the figure that matches the functional class, lane count, and overlay condition for the corridor in question.

Standard travel lanes are 11 feet. Within **Freight Priority Areas**, travel lanes are 12 feet to accommodate heavy vehicle activity, and active transportation facilities are provided as a separated shared-use path combining bicycle and pedestrian accommodation. Within **Compact Development Areas,** on-street parking is provided alongside a protected on-street bike lane and a separate sidewalk — reflecting the shorter trips and higher pedestrian activity character of these districts

Principal Arterials are exempt from the on-street parking CDA regulations given their regional mobility function.

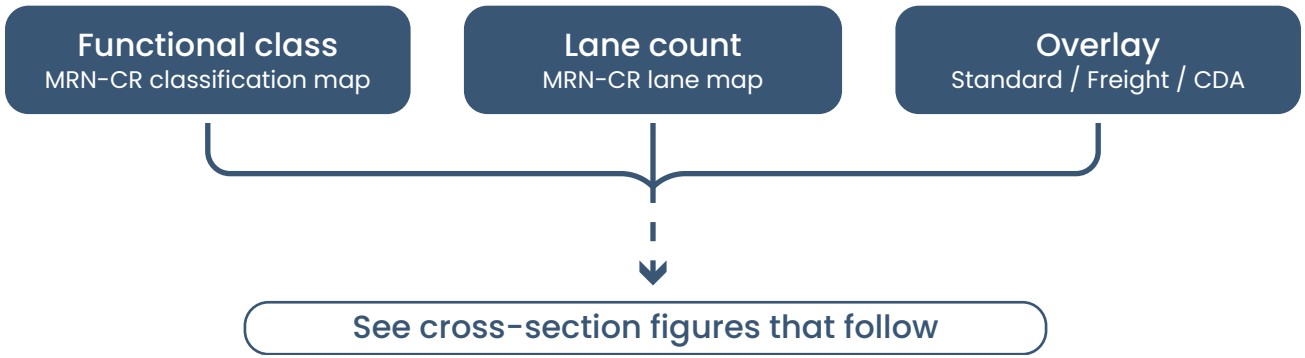



*Figure 1.10: Determining the Applicable Cross-Section*

## Principal Arterials

### Six-Lane Standard

- Shared Use Path
- 11’ lanes

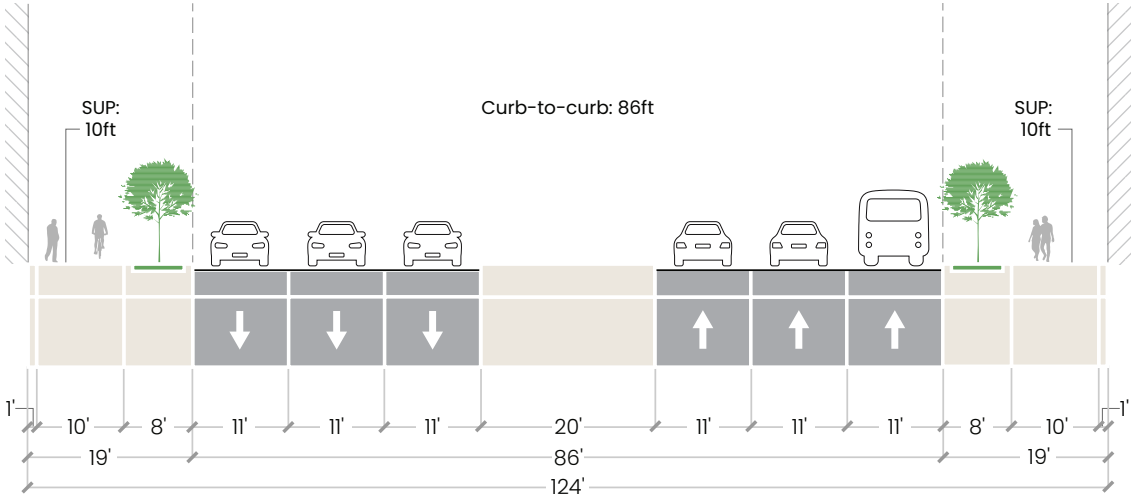



*Figure 1.11: Six-Lane Standard Principal Arterial*

### Six-Lane Freight Priority Area

- Shared Use Path
- 12’ lanes

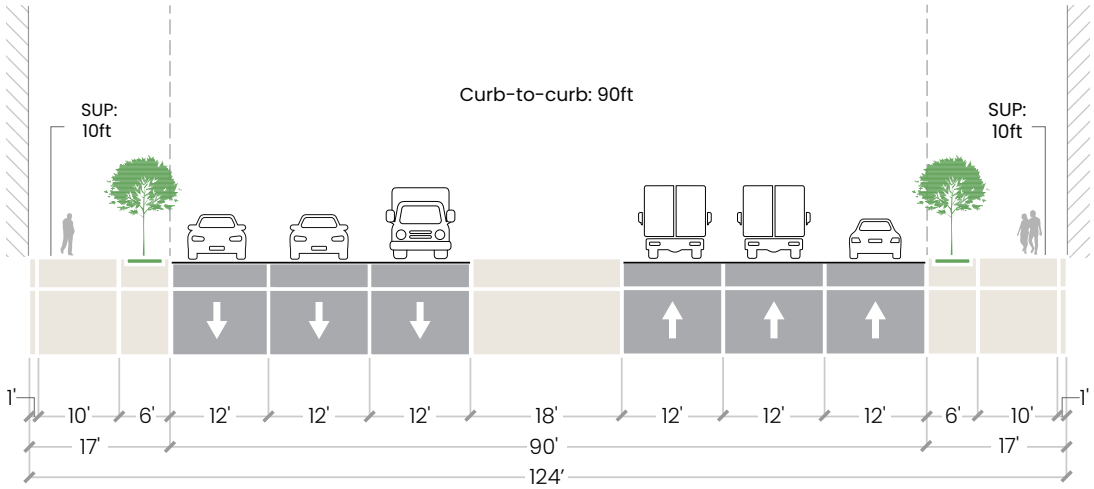



*Figure 1.12: Six-Lane Freight Priority Principal Arterial*

## Six-Lane Compact Development Area

- Protected on-road bicycle + sidewalk
- 11' lanes

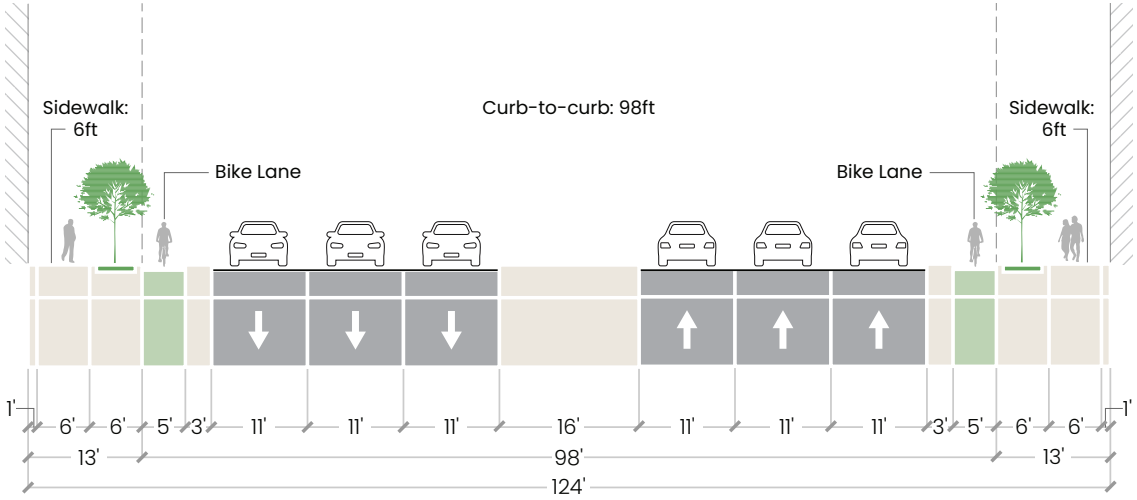



*Figure 1.13: Six-Lane Compact Development Principal Arterial*

## Four-Lane Standard

- Shared Use Path
- 11' lanes

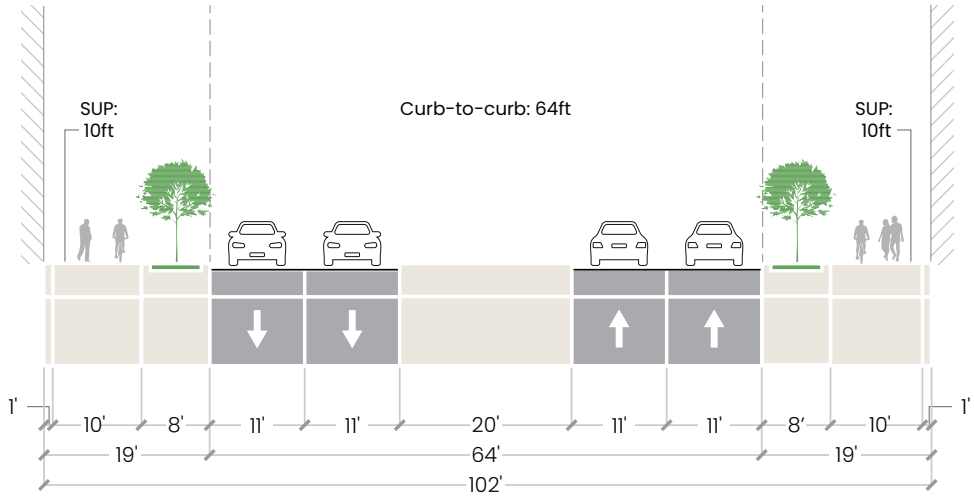



*Figure 1.14: Four-Lane Standard Principal Arterial*

## Four-Lane Freight Priority Area

- Shared Use Path
- 12’ lanes

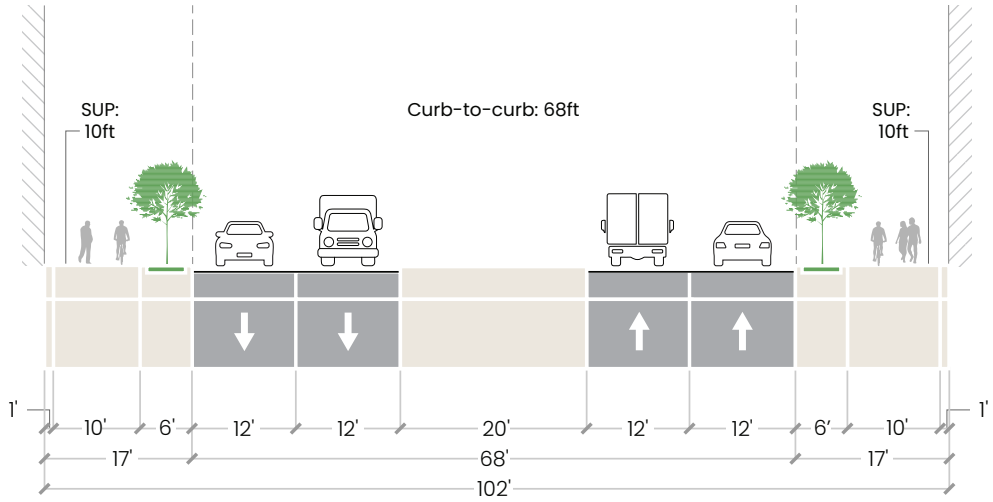



*Figure 1.15: Four-Lane Freight Priority Principal Arterial*

## Four-Lane Compact Development Area

- Protected on-road bicycle + sidewalk
- 11’ lanes

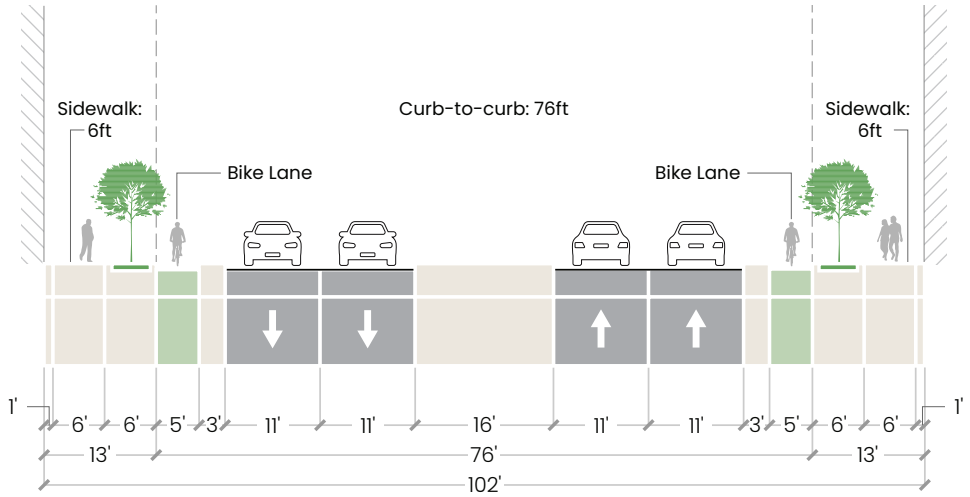



*Figure 1.16: Four-Lane Compact Development Principal Arterial*

## Major Arterials

### Six-Lane Standard

- Shared Use Path
- 11’ lanes

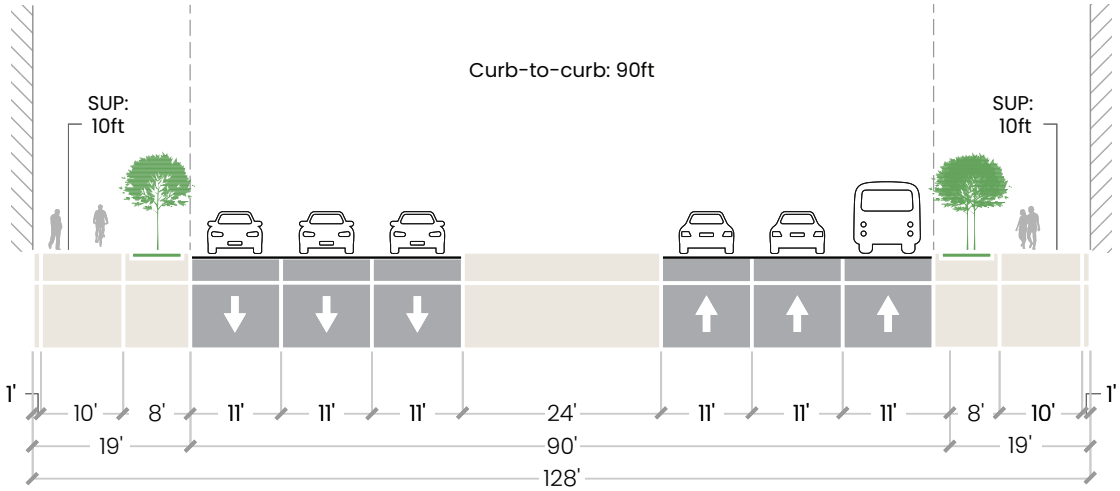



*Figure 1.17: Six-Lane Standard Major Arterial*

### Six-Lane Freight Priority Area

- Shared Use Path
- 12’ lanes

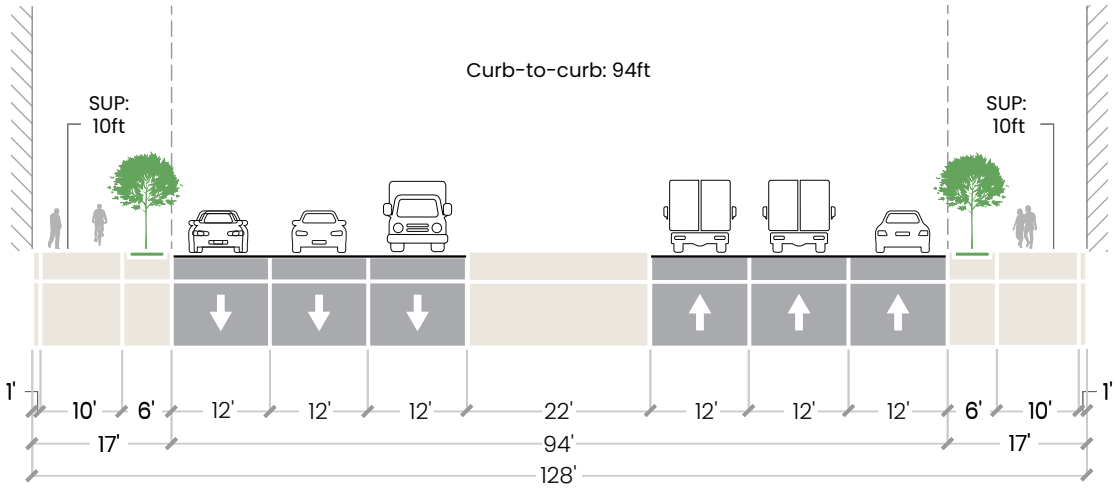



*Figure 1.18: Six-Lane Freight Priority Major Arterial*

## Six-Lane Compact Development Area

- Protected on-road bicycle + sidewalk
- On-street parking
- 11' lanes

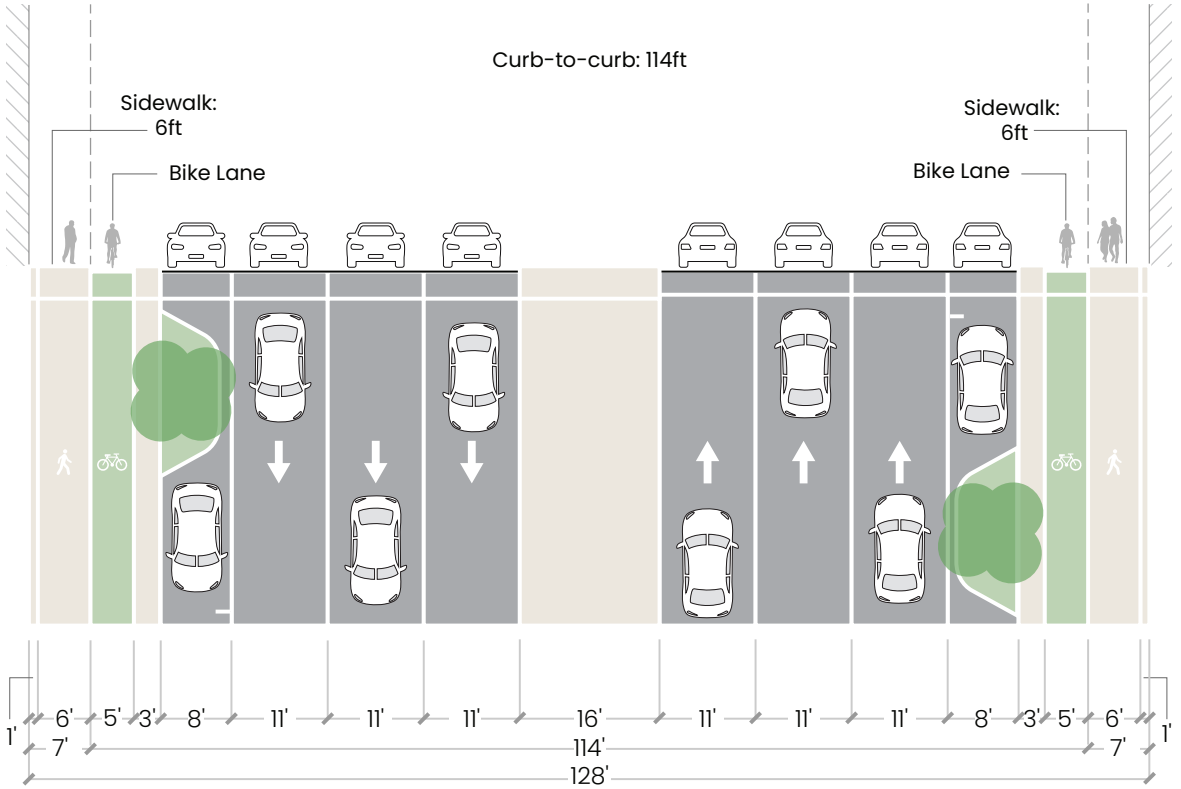



*Figure 1.19: Six-Lane Compact Development Major Arterial*

## Four-Lane Standard

- Shared Use Path
- 11’ lanes

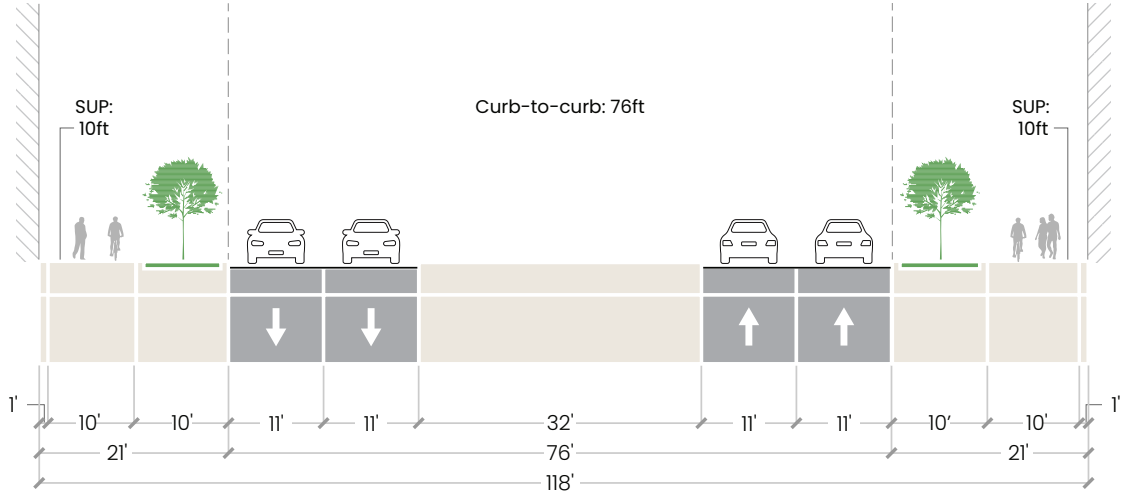



*Figure 1.21: Four-Lane Standard Major Arterial*

## Four-Lane Freight Priority Area

- Shared Use Path
- 12’ lanes

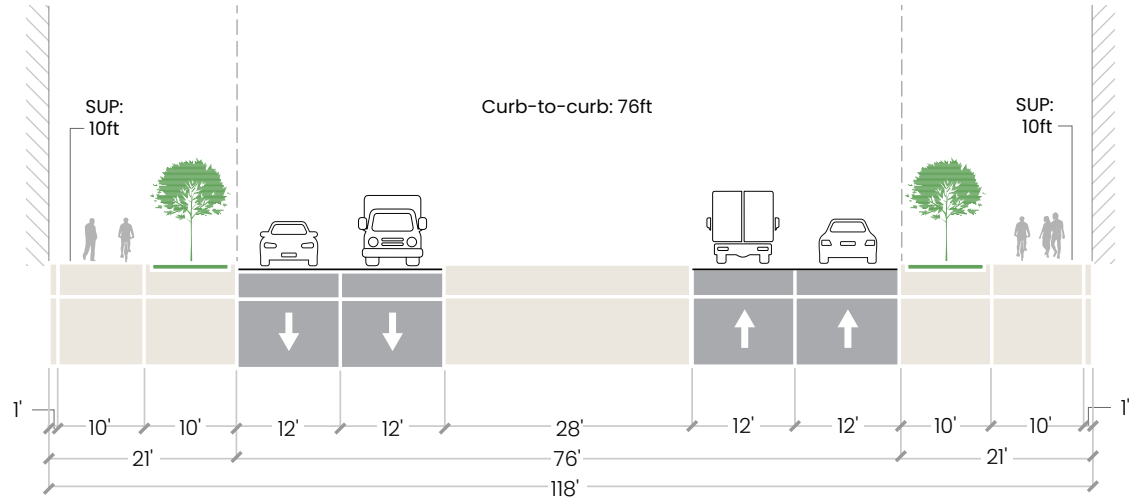



*Figure 1.20: Four-Lane Freight Priority Major Arterial*

## Four-Lane Compact Development Area

- Protected on-road bicycle + sidewalk
- On-street parking
- 11' lanes

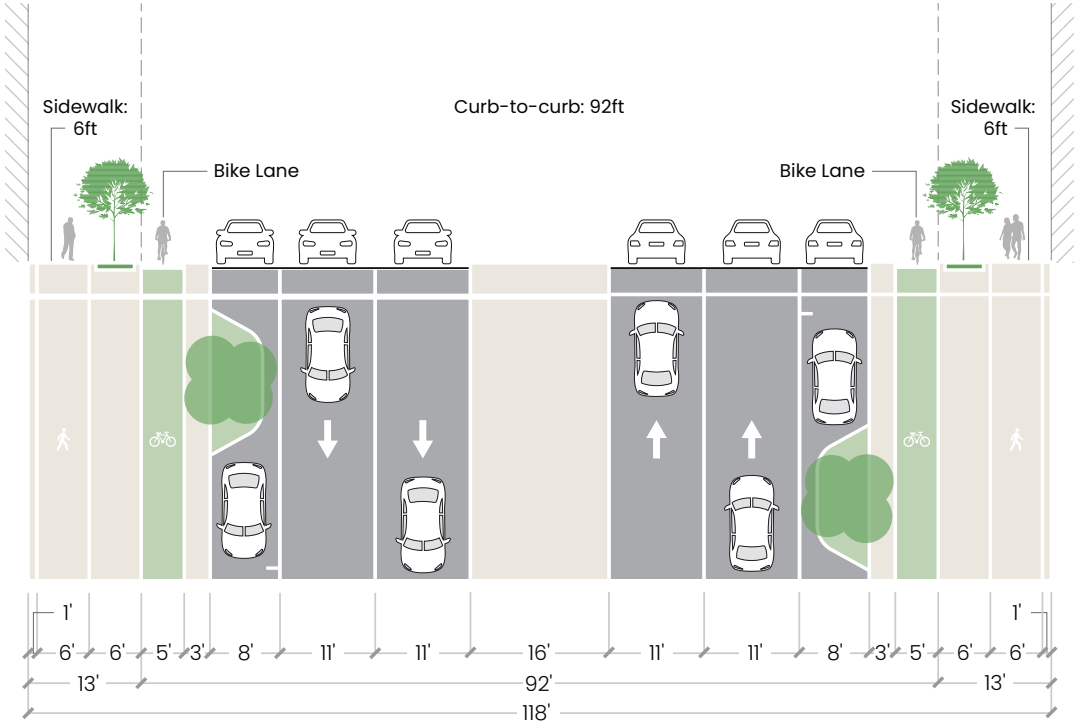



*Figure 1.22: Four-Lane Compact Development Major Arterial*

## Minor Arterials

### Four-Lane Standard

- Shared Use Path
- 11' lanes

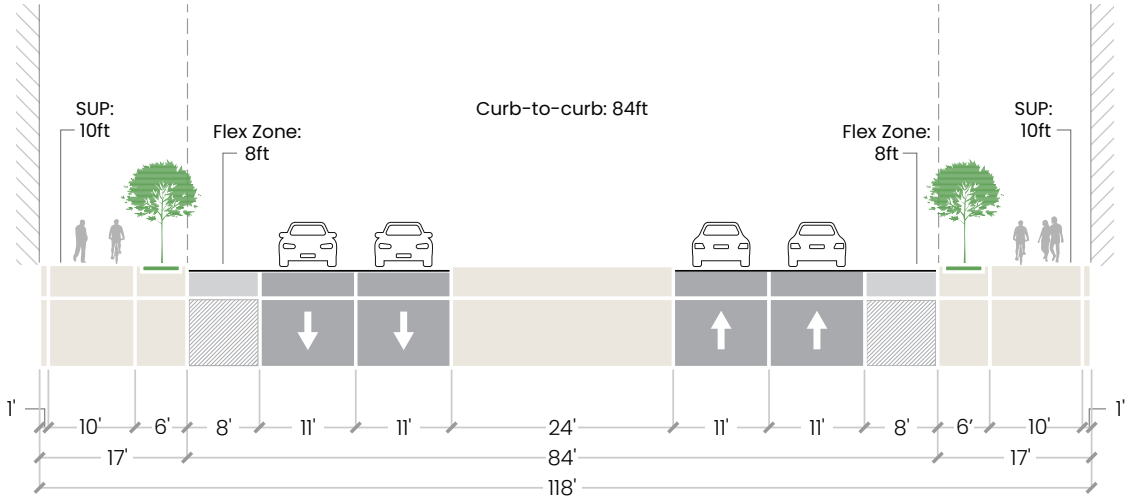



*Figure 1.23: Four-Lane Standard Minor Arterial*

### Four-Lane Freight Priority Area

- Shared Use Path
- 12' lanes

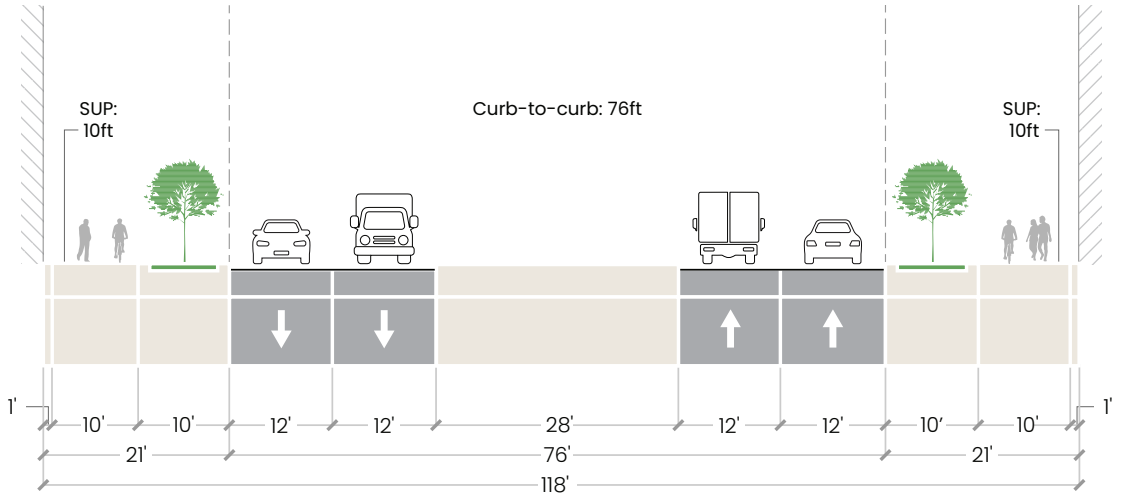



*Figure 1.24: Four-Lane Freight Priority Minor Arterial*

## Four-Lane Compact Development Area

- Protected on-road bicycle + sidewalk
- On-street parking
- 11' lanes

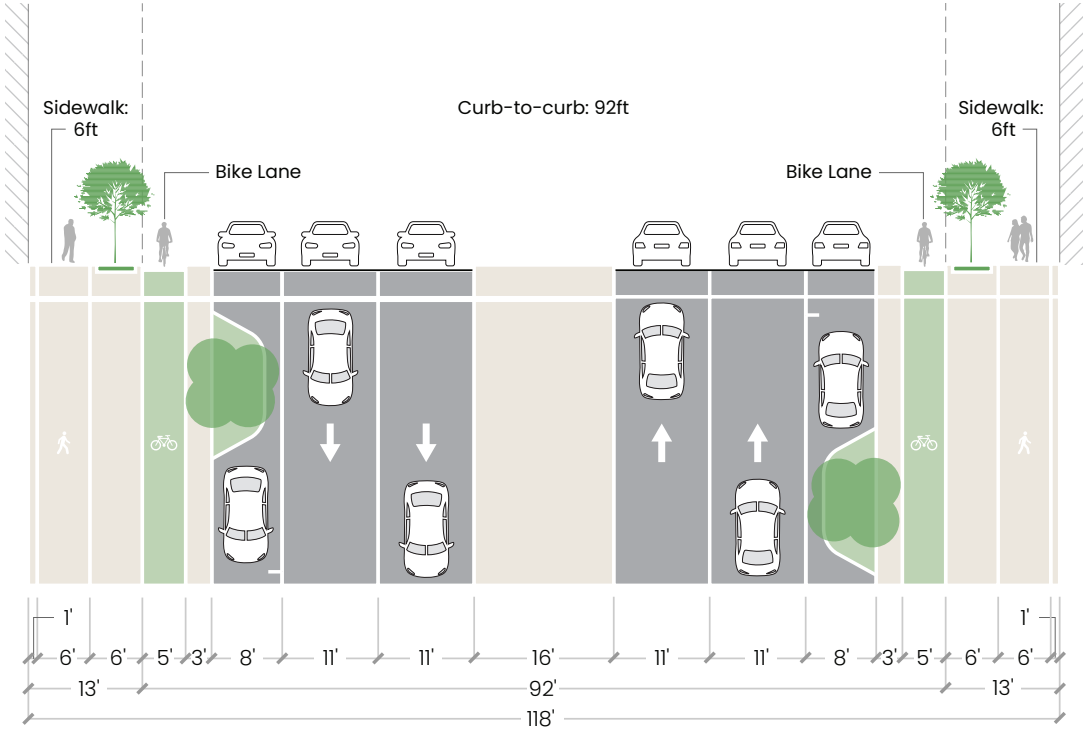



*Figure 1.25: Four-Lane Compact Development Minor Arterial*

## Major Collectors

### Four-Lane Standard

- Shared Use Path
- 11’ lanes

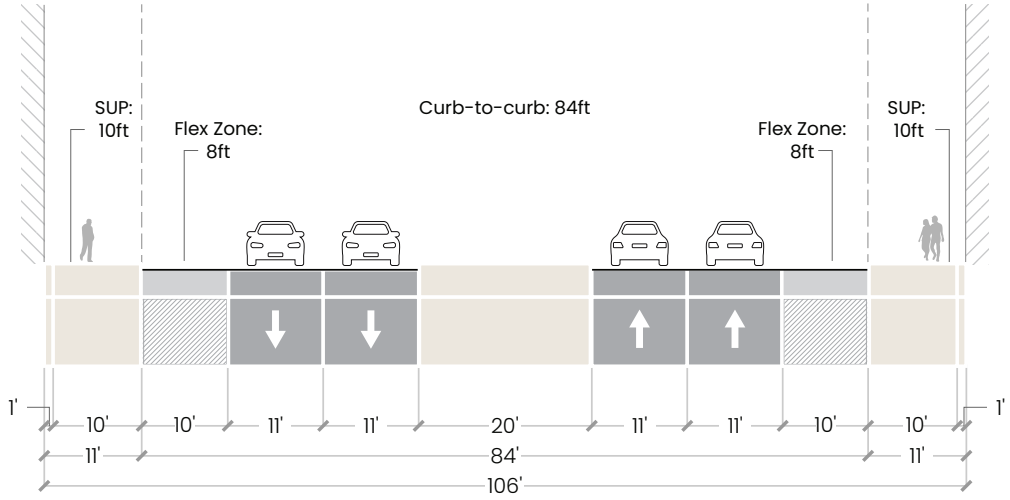



*Figure 1.26: Four-Lane Standard Major Collector*

### Four-Lane Freight Priority Area

- Shared Use Path
- 12’ lanes

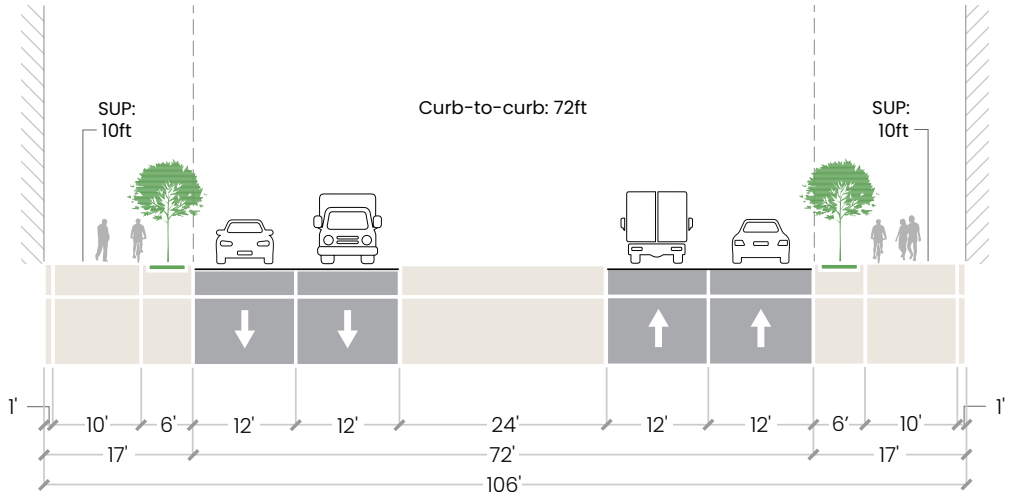



*Figure 1.27: Four-Lane Freight Priority Major Collector*

## Four-Lane Compact Development Area

- Protected on-road bicycle + sidewalk
- On-street parking
- 11' lanes

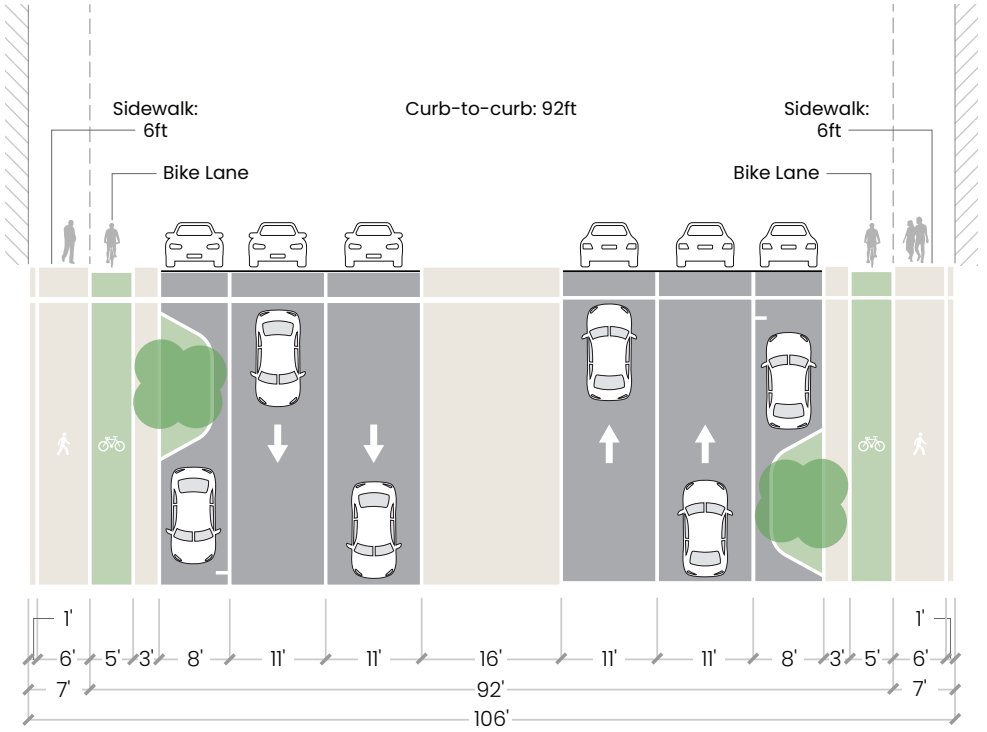



*Figure 1.28: Four-Lane Compact Development Major Collector*

## Three-Lane Standard

- On-street bike
- 11’ lanes

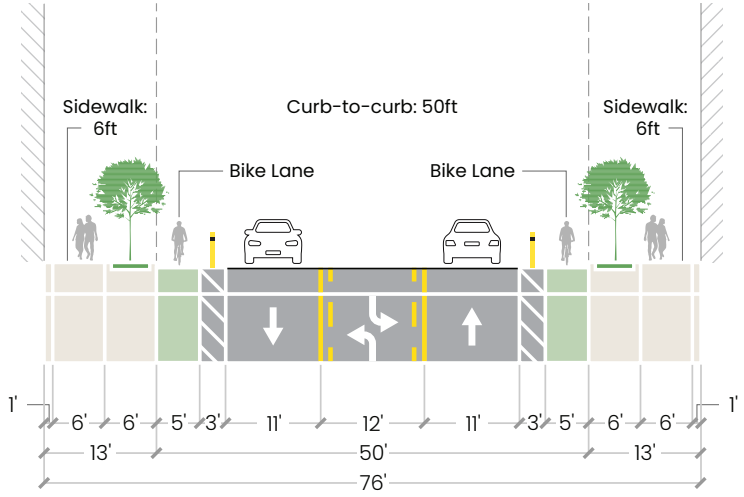



*Figure 1.30: Three-Lane Standard Major Collector*

## Three-Lane Freight Priority Area Major Collector

- Shared Use Path
- 12’ lanes
- 14’ center turn lane

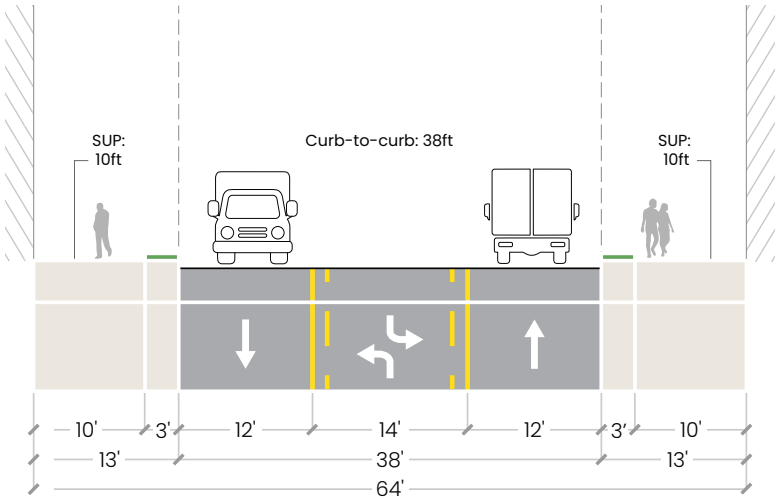



*Figure 1.29: Three-Lane Freight Priority Major Collector*

## Three-Lane Compact Development Major Collector

- Protected on-road bicycle + sidewalk
- On-street parking
- 11' lanes

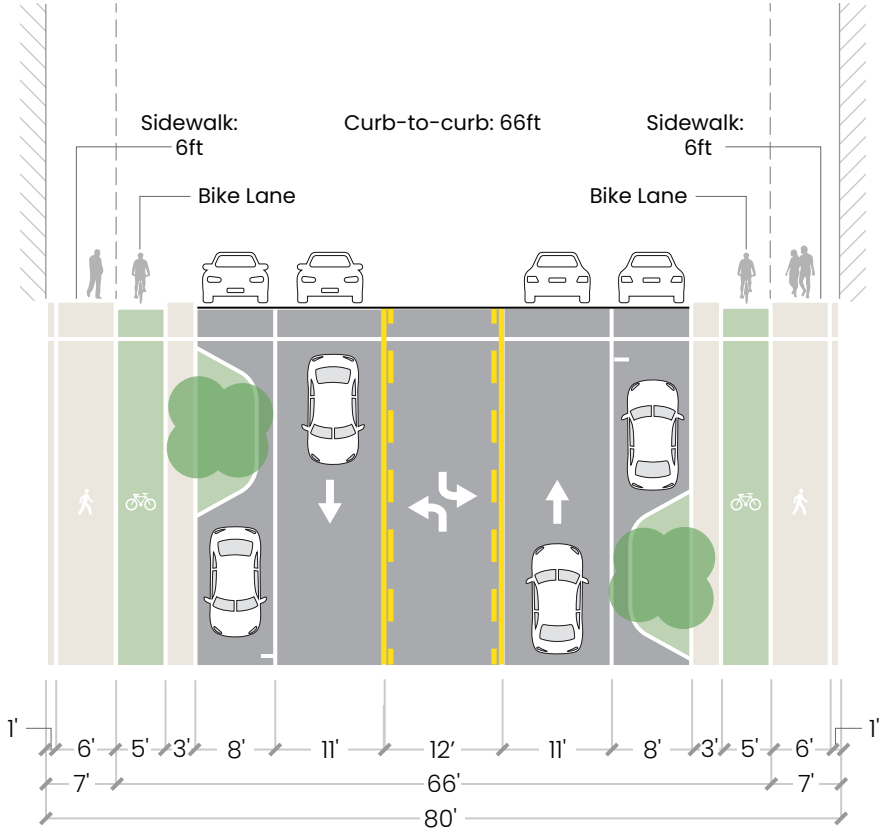



*Figure 1.31: Three-Lane Compact Development Major Collector*

## 1.8.2. Supporting Roadway Classifications (Not Mapped)

Several roadway classifications remain essential to Fort Worth's transportation network but are not mapped in the Master Roadway Network because their design and alignment are determined through subdivision regulations, development review, or context-specific planning processes. These facilities allow for local circulation, industrial access, multimodal safety, and transit-supportive urban conditions. Their inclusion in this framework clarifies how they complement the mapped cross-section hierarchy.

### Minor Collectors

Minor Collectors provide neighborhood- and district-level circulation, connecting local streets to the arterial and major collector network. They serve both residential and non-residential land uses and are designed to provide continuous access between higher-classification facilities while discouraging long-distance through traffic. Minor Collectors carry lower traffic volumes, operate at moderate speeds, and emphasize access and local mobility over throughput.

The Standard Minor Collector cross-section with a shared use path, as shown in **Figure 1.32**, is the default requirement without an administrative waiver..

Within the Compact Development Areas, the Enhanced Minor Collector Cross-Section is encouraged. The enhanced configuration, as shown in **Figure 1.33**, includes separated bicycle and pedestrian facilities and space for on-street parking and seating to support walkable, mixed-use environments.

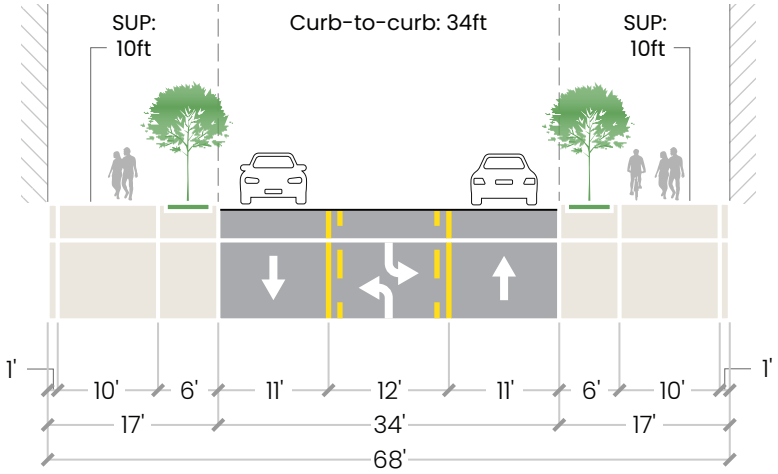



*Figure 1.32: Standard Minor Collector Cross-Section with SUP*

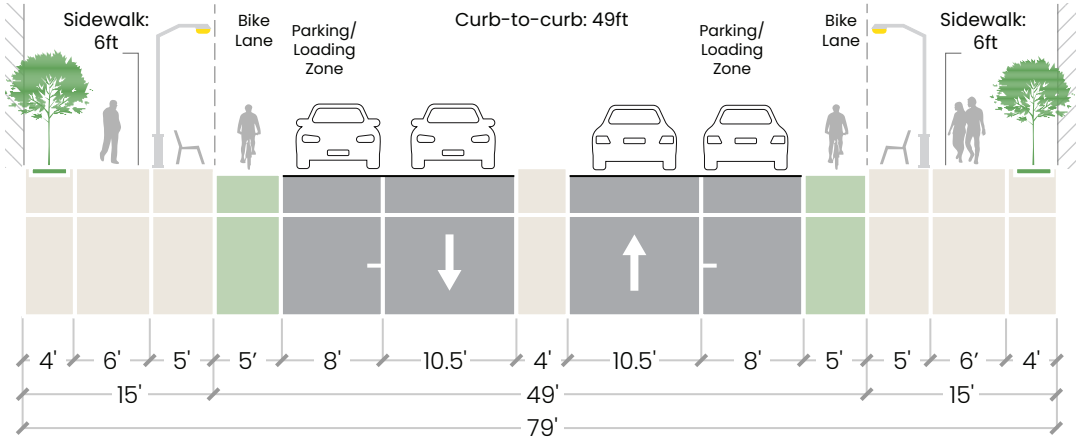



*Figure 1.33: Enhanced Minor Collector Cross-Section*

## Industrial Minor Collectors

Industrial Minor Collectors, as shown in **Figure 1.34**, support industrial and freight-intensive land uses. These facilities are critical connectors between industrial districts, arterial corridors, and regional freight networks. Their design requires pavement structures capable of supporting heavy trucks, curb return radii that accommodate large vehicles, and driveway spacing and access management appropriate to industrial operations.

The Industrial Minor Collector cross-section shall apply within mapped Freight Priority Areas.

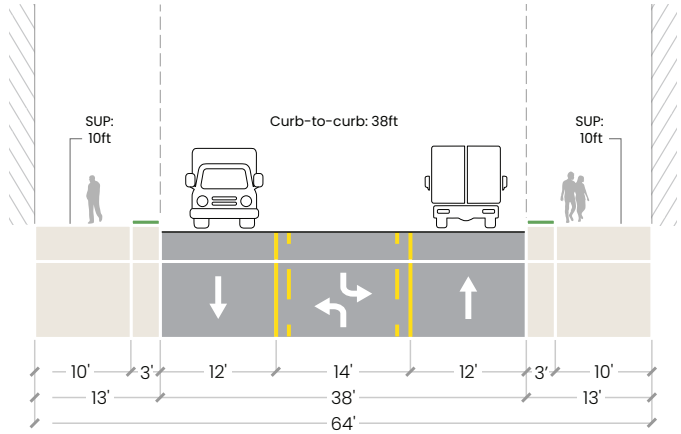



*Figure 1.34: Industrial Collector Cross-Section*

## Local Streets

Local Streets provide direct access to homes, businesses, and other neighborhood destinations and represent the lowest order in Fort Worth's roadway hierarchy. Their primary function is to support property access and local circulation rather than through travel.

Two typical Local Street configurations are used:

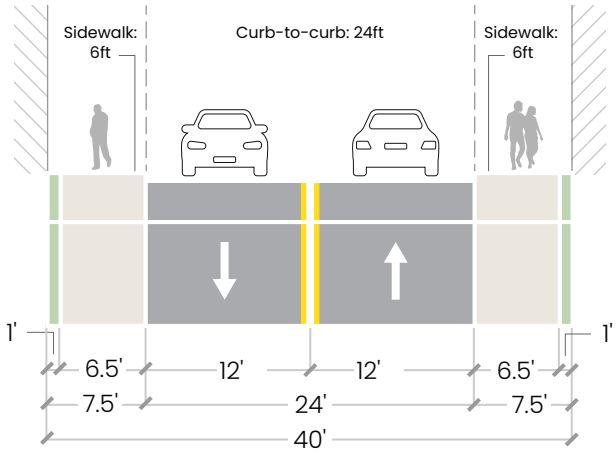



*Figure 1.35: Limited Local Street Cross-Section*

### Limited Local Street (40-foot ROW)

Limited Local Streets, as shown in **Figure 1.35**, serve clusters or zero-lot-line housing and carry daily traffic volumes of 1,000 vehicles or fewer. They cannot exceed 800 feet in length or serve more than 30 dwelling units, and are limited to single-family access only. No on-street parking is allowed beyond clustered on-street areas (in which additional width is supplied for parking stalls).

Local Streets are not intended to accommodate higher-speed travel or large-scale multimodal facilities. Bicycles typically share the roadway with vehicles, and sidewalks or sidepaths are placed according to subdivision requirements and adjacent land-use context.

In new or redeveloping areas, sidewalk placement near the property line may be used to create space for landscaping, street trees, lighting, or other pedestrian amenities. Additional requirements for Local Streets, including standards for the City's ETJs, are governed by the Fort Worth Subdivision Ordinance.

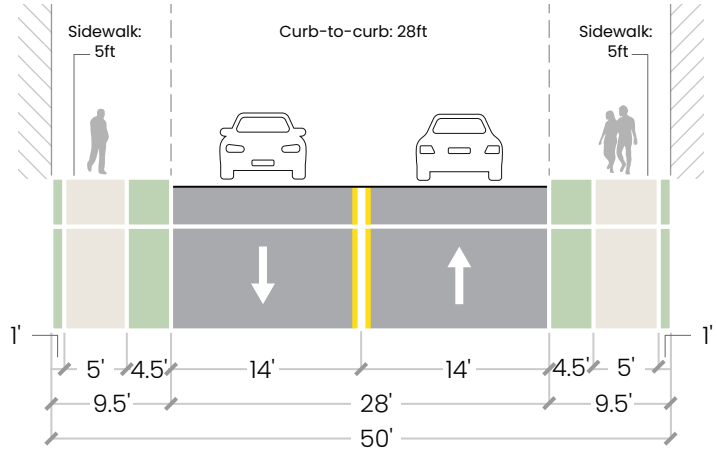



*Figure 1.36: Standard Local Street Cross-Section*

### Standard Local Street (50-foot ROW)

Standard Local Streets, as shown in **Figure 1.36**, are by far the more common local street configuration. These streets are designed to accommodate parking on both sides, a configuration that keeps traffic speeds low in neighborhoods.

## 1.8.3. Transit-Supportive Areas (Subclassification)

Transit-Supportive Areas, as shown in **Figure 1.36**, identify corridors and catchment areas where the city is committed to proactively working with Trinity Metro and NCTCOG to create space for transit and explore how transit priority treatments and enhancement technologies can improve operations and reliability. These areas generally correspond to locations planned for higher transit-supportive densities and trip patterns, with enhanced multimodal access, transit connectivity, and mobility objectives. These areas reflect the City's partnership approach to transit investment as part of a sustainable multimodal transportation system.

Transit-Supportive Areas include:

- NCTCOG Transit 2.0 Station Areas included in Mobility 2050
- Urban Villages
- Core Area
- Current or Future TPW Lead Transportation Engineering Studies
  - East Berry Street Corridor Plan (IH 35W to Lake Arlington)
  - Eastside Transportation Plan (includes East Lancaster, which is TxDOT)
  - McCart Avenue Hub of Transportation Technology (HOTT) Project
- Future high-capacity transit Corridors in engineering design by Trinity Metro or other entities.

These areas do not establish cross-section requirements and do not modify the adopted roadway functional classification. They serve as a prompt for development review — when a project is located within a Transit-Supportive Area, applicants should coordinate with TPW to consider how the Transit Priority Treatments described in the following pages may apply to the corridor.

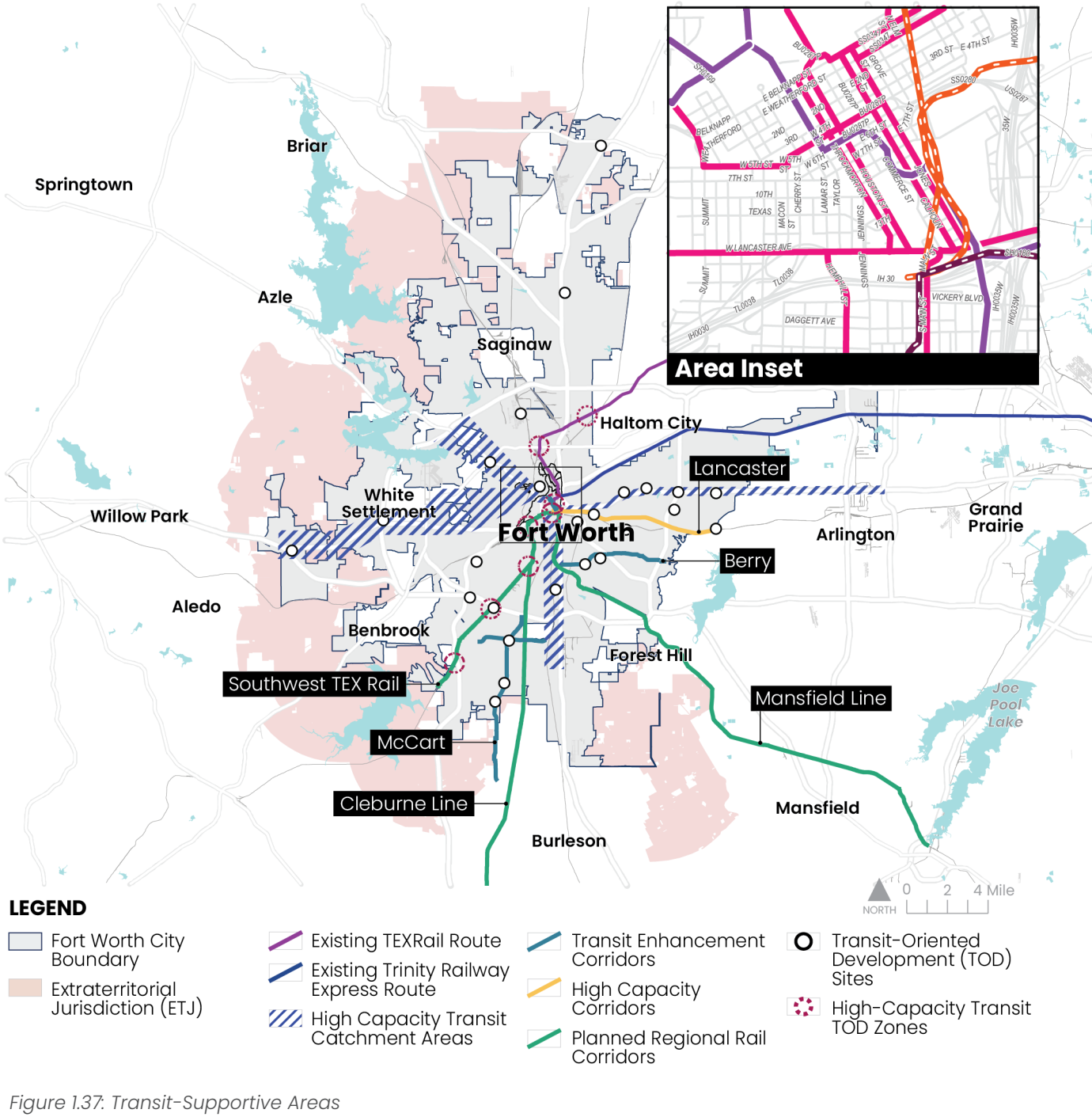



*Figure 1.37: Transit-Supportive Areas*

## Creating Space for Transit

In Transit-Supportive Areas, the preferred way to enhance transit performance is through dedicated transit lanes, which provide the strongest improvements in travel time, reliability, and legibility. Dedicated lanes, as shown in **Figure 1.38**, give transit a clear operational advantage, supporting mode shift and improving service quality in ways that benefit a broad range of riders.

Where ROW, surrounding land uses, or contextual constraints make dedicated transit lanes difficult to implement, the City may apply targeted geometric or technology-based interventions to improve intersection performance and reduce delay. These tools allow transit vehicles to move more efficiently within mixed traffic and can be deployed as standalone improvements or as incremental steps toward future dedicated-lane investments.




*Figure 1.38: Dedicated Transit Lane Example: Madison Rapid Route A (E-W), Madison, WI*

## Transit Priority Treatments Toolkit

The Transit Priority Treatments Toolkit includes geometric, signal, and operational strategies that can be applied along Transit Priority Areas to improve transit travel time and reliability. These treatments, as shown in **Figure 1.39**, may be used individually or combined at key intersections, congested segments, or locations identified through corridor analysis.

### Transit Signal Priority (TSP):

Allows buses to communicate with traffic signals, receiving extended greens or shortened reds to reduce intersection delay.

### Queue Jump Lanes:

Provide a short, dedicated or semi-dedicated lane enabling buses to bypass queued traffic and start ahead of general traffic when the signal turns green.

### Bypass Lanes:

Offer a short priority segment, often shared with right-turning vehicles, that enables buses to move through congested intersections more efficiently.

### Design Guidance for Transit Priority Areas

The Transit Priority Areas designation identifies corridors where transit priority treatments are encouraged for City-led capital projects, based on coordination with Trinity Metro. It does not mandate a specific treatment or require implementation — rather, it serves as guidance for project teams during capital project scoping and corridor planning.

The City's commitment to transit priority helps keep the roadway network ready to accommodate efficient transit movement amid growing demand, tighter ROW constraints, and expanding ridership.

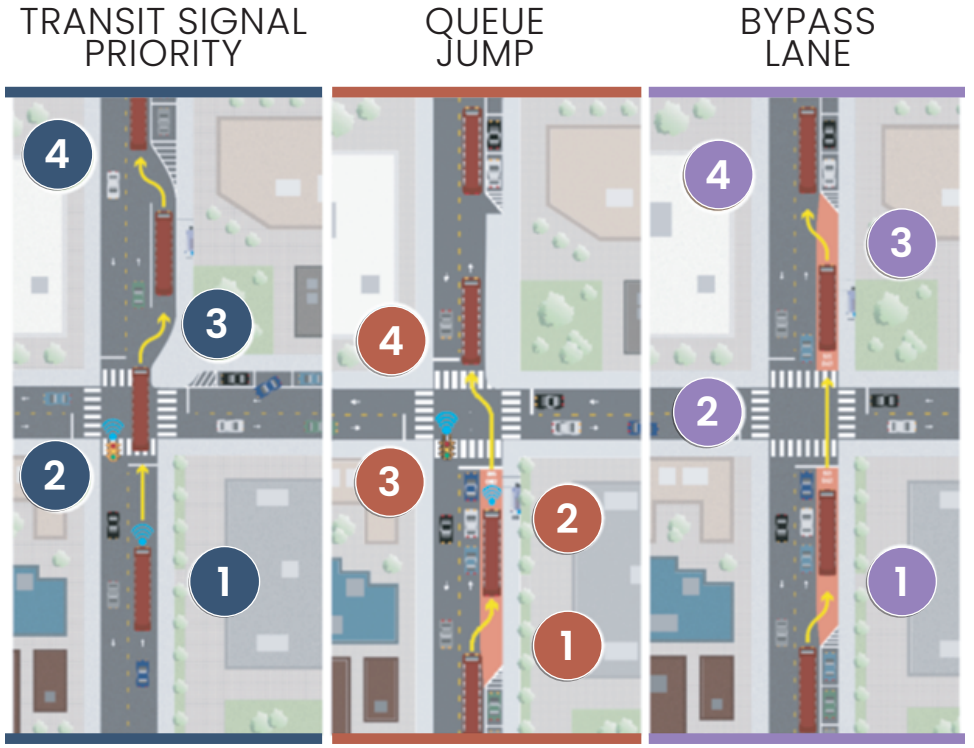



*Figure 1.39: Technology-Based Transit Priority Treatments (Transit Signal Priority, Queue Jump, and Bypass Lane)*

## 1.8.4. Typical Footprints for Interchanges, Intersections, & Grade Separations

Major intersections and grade separations typically require significantly more space than standard roadway cross-sections. To support long-range mobility needs and help future improvements remain feasible, the Master Roadway Network establishes minimum corner clip requirements for large arterial intersections, potential interchange locations, and railroad grade separations.

### Roadway Intersections & Interchange Footprints

The ROW preservation needs of major intersections vary depending on the functional classification and ultimate lane count of the intersecting corridors. Higher-order pairings, particularly those involving Principal or Major Arterials, are more likely to require larger corner clips to accommodate long-term operational needs such as dual left-turn lanes, extended storage, channelization, multimodal facilities, or the potential for future grade separation.

To support consistent ROW preservation, each unique combination of roadway classifications is assigned a required intersection radius. Corner clips are calculated from that radius using the ultimate ROW width of each approach, as established by the adopted cross-sections in **Section 1.7.4**. These values reflect the most space-intensive reasonable configuration for that intersection type, helping prevent underestimation of ROW in locations that may experience high operational demands as the City grows.

### How to use the table:

1. Identify each roadway's classification (PA, MA, MiA, MC) from the MRN-CR Functional Classification Map.
2. Find the matching row in **Table 1.2** to determine the intersection radius.
3. Calculate the corner clip leg for each approach by subtracting one-half the ultimate ROW width of that approach from the radius. Refer to **Figure 1.40** for an illustration of this calculation.
4. Apply the resulting corner clip dimensions when reviewing plats, zoning cases, redevelopment proposals, or capital projects. Requests for deviation are subject to the amendment or waiver process in **Section 1.10**.

## Table 1.2: Required Intersection Radii for ROW Preservation

| Intersection Type | Approach Classes | Conservative Assumption | Radius (ft) |
|---|---|---|---|
| PA_PA | Principal Arterial × Principal Arterial | Interchange-ready major node; future grade separation or dual lefts in all directions | 175 ft |
| PA_MA | Principal Arterial × Major Arterial | Enhanced arterial intersection; dual lefts on PA, long storage | 150 ft |
| PA_MiA | Principal Arterial × Minor Arterial | High-capacity intersection; extended left-turn storage on PA | 130 ft |
| PA_MC | Principal Arterial × Major Collector | Arterial-collector node; full turn lanes on PA | 120 ft |
| MA_MA | Major Arterial × Major Arterial | Major signalized node; dual or long-storage lefts | 150 ft |
| MA_MiA | Major Arterial × Minor Arterial | Enhanced arterial intersection; left-turn pockets on MA | 120 ft |
| MA_MC | Major Arterial × Major Collector | Arterial-collector intersection | 110 ft |
| MiA_MiA | Minor Arterial × Minor Arterial | Minor arterial intersection; single lefts | 100 ft |
| MiA_MC | Minor Arterial × Major Collector | Minor arterial–collector intersection | 90 ft |
| MC_MC | Major Collector × Major Collector | Collector intersection; smallest footprint | 80 ft |

*To determine corner clip dimensions: measure the radius along each approach centerline from the intersection center point. Subtract one-half the ultimate ROW width of that approach to find the corner clip leg length, measured along the ROW line from the intersection corner point, as shown in Figure 1.39. Where intersecting roadways have the same ROW width, both legs are equal. Ultimate ROW widths are established by the adopted cross-sections in Section 1.7.2. Requests for deviation are subject to the amendment or waiver process in Section 1.9.*

*Note: On established corridors where existing ROW is less than the ultimate width, corner clip dimensions shall be calculated using existing ROW. On developing corridors, ultimate ROW as established in the adopted cross-section shall govern. Requests for deviation are subject to the amendment or waiver process in Section 1.9.*

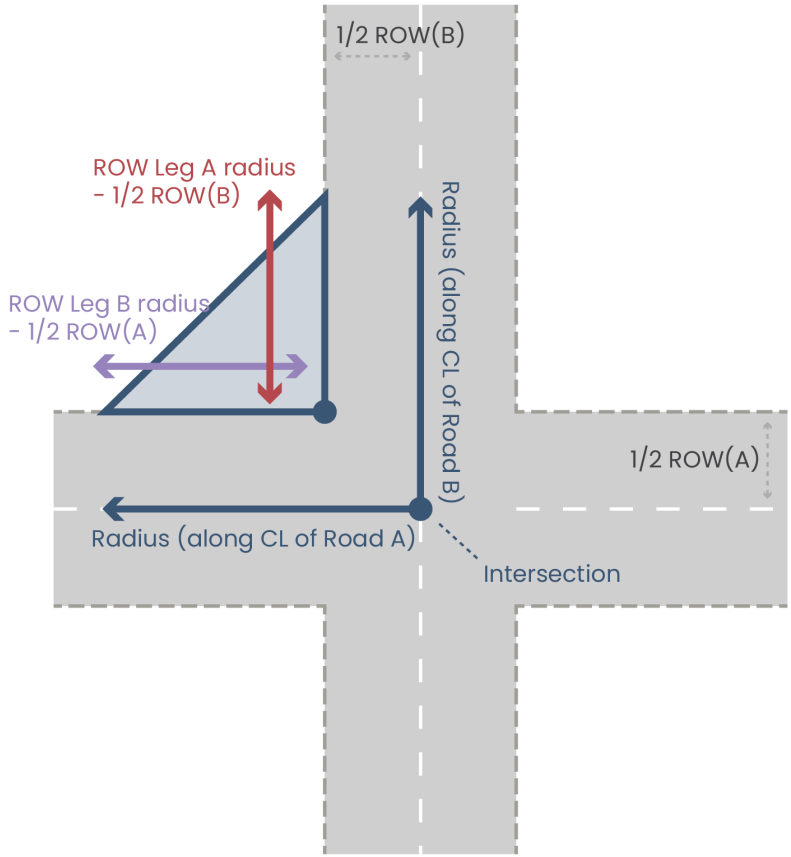



*Figure 1.40: Corner Clip Calculation at Roadway Intersections*

**Corner clip formula**

Leg A = radius - ½ ROW of Road B
Leg B = radius - ½ ROW of Road A

Legs are equal where both roads have the same ROW width.

**Example: MiA x MiA (both 4-lane)**

Radius = 100 ft (from Table 1.1)
ROW(MiA, 4-lane) = 118'
½ ROW(MiA, 4-lane) = 59'

Leg A = 100 - 59 = 41 ft
Leg B = 100 - 59 = 41 ft

## Priority Grade-Separated Railroad Crossings

As a national freight hub supported by major Class I railroads and multiple intermodal terminals, Fort Worth's extensive rail network is essential to the city's transportation system but creates safety concerns, congestion, and

### Table 1.3: Grade-Separated Railroad Crossing Locations

| Rank | Street Name(s) |
|---|---|
| 1 | BNSF/UP/TEXRail & NE 23rd St / Decatur Ave from Niles City Blvd to Decatur Ave |
| 2 | BNSF & W. Biddison St |
| 3 | TRE & Mosier Valley Rd |
| 4 | UP & W. Risinger Rd-East of Crowley Rd |
| 5 | BNSF/UP & Bonds Ranch Rd-East of BR 287 |
| 6 | TEXRail & Deen Rd |
| 7 | UP/Cold Spring Rd |
| 8 | UP/Sylvania Ave/Premier St |
| 9 | UP/Long Ave |
| 10 | UP/N Beach St/Old Denton Rd |
| 11 | TEXRail / Sylvania Ave-North of Long Ave |
| 12 | UP/Riverbend Blvd at West Vickery Blvd |
| 13 | BNSF & Blue Mound Rd |
| 14 | BNSF & Hemphill St |
| 15 | BNSF & W. Seminary Dr |
| 16 | FWWR & W. Seminary Dr |
| 17 | UP & E Seminary Dr |
| 18 | TRE & N. Beach St |
| 1 | UP & Butler Place Connectivity at Butler Place |
| 2 | FWWR & East Altamesa Blvd from Campus Dr to Wichita St |
| 3 | BNSF & Heritage Trace Pkwy |
| 4 | BNSF/UP & Heritage Trace Pkwy at BR 287 |
| 5 | BNSF & McPherson Blvd-West of Crowley Rd |
| 6 | UP & McPherson Blvd-East of Crowley Rd |
| 7 | UP/Bentley Rd at Aledo Rd |

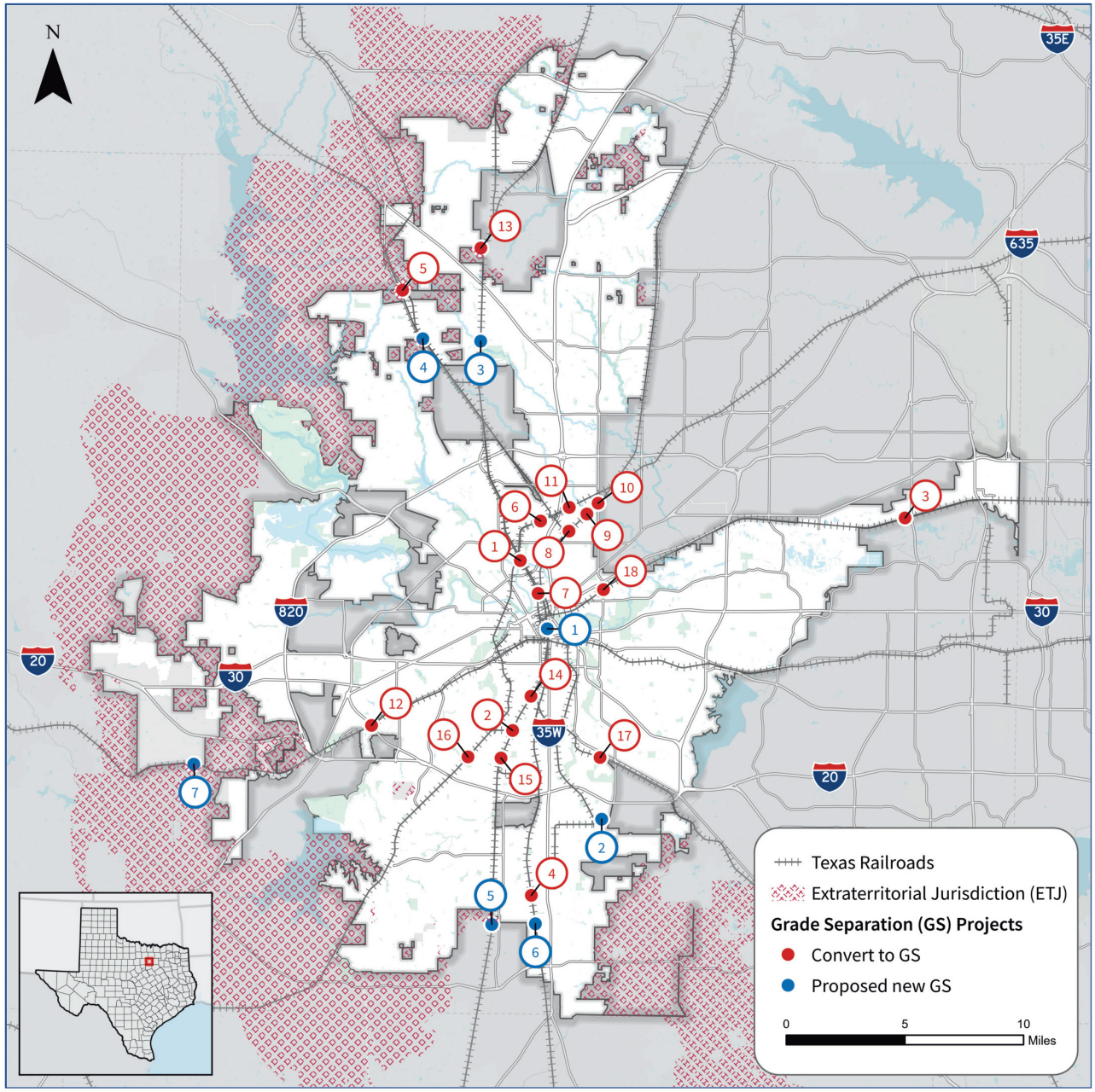



*Figure 1.41: Grade-Separated Railroad Crossing Locations Map*

quality-of-life impacts at numerous at-grade crossings. Grade separations are the most effective long-term solution, though they are challenging to implement in developed areas due to limited right-of-way, construction disruptions, and high costs. To address these challenges, the City of Fort Worth has identified 25 high-priority railroad grade separation projects and is pursuing a coordinated strategy of targeted grade separations—both converting existing at-grade crossings and constructing new ones—alongside strategic funding and collaborative partnerships with freight stakeholders to reduce congestion, improve safety, enhance neighborhood livability, and strengthen the reliability of freight movement throughout the region.

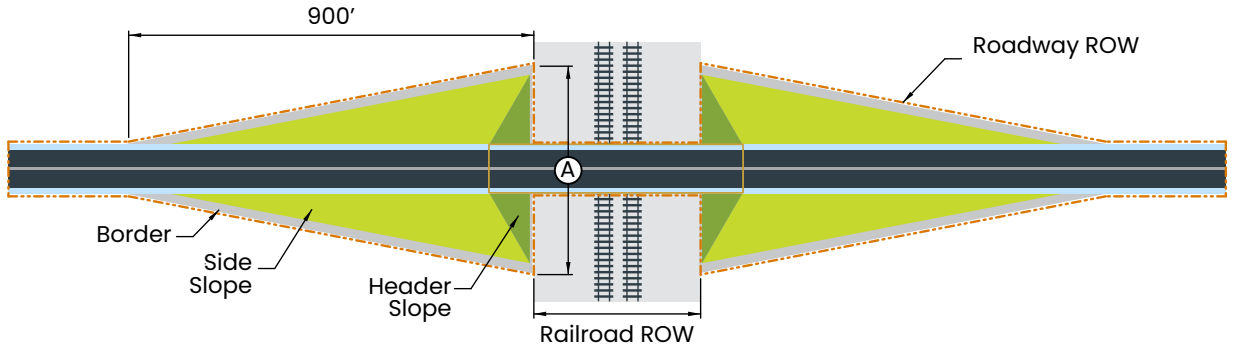
The priority grade separations are shown in **Figure 1.41** and **Table 1.3.**

Further, this section establishes typical footprint requirements for these locations to support long-term right-of-way preservation. These footprints reflect structural and operational considerations — including bridge depth, vertical clearance, approach grading, drainage, and the presence or absence of frontage roads — and are intended to guide long-range right-of-way planning. They are not site-specific design templates. Specific designs, phasing, and funding strategies are developed through future project development in coordination with TxDOT and railroad partners.

Two typical configurations are established in the figures that follow.

## Earth Slopes (No Frontage Roads)

This configuration, as shown in **Figure 1.42** is the default grade separation configuration. This configuration shall be used where right-of-way is available, or could reasonably be made available, to accommodate 3:1 or similar embankment slopes and no parallel frontage roads are required.




| # Lanes | A (ft) |
|---|---|
| 2 lanes | 360 |
| 4 lanes | 400 |
| 6 lanes | 430 |

**Assumptions**

- Bridge height (ground to top of bridge deck): 35.92 feet
- Header slope: 3:1
- Superstructure depth: 65 inches
- Approach roadway grade: 4%
- Sideslope: 4:1
- Border width (utilities/maintenance/drainage): 10 feet
- Header slope is completely outside of railroad ROW.

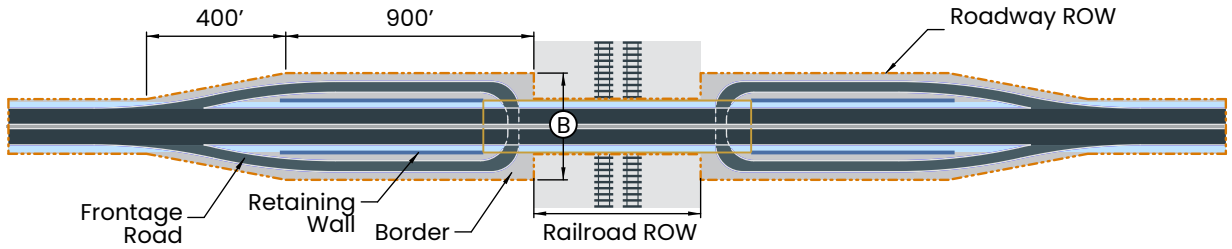
*Figure 1.42: Grade Separation with Earth Slopes (No Frontage Roads)*

## Retaining Walls with Frontage Roads

This configuration, as shown in **Figure 1.43**, shall be used where the construction of a grade separation would eliminate a parcel's only access point to the roadway being grade-separated, necessitating a frontage road to restore and maintain access, and where available right-of-way is insufficient to accommodate earth slopes.

For purposes of this section, right-of-way is considered insufficient where acquiring the ROW necessary for earth slopes would result in one or more of the following:

- Demolition of an existing structure
- Complete loss of direct access to a business or parcel
- Creation of a nonconforming parking condition that cannot be mitigated within the remaining site
- Elimination of required loading, service, or emergency access




| # Lanes | B (ft) |
|---|---|
| 2 lanes | 160 |
| 4 lanes | 200 |
| 6 lanes | 230 |

**Assumptions**

- Bridge height (ground to top of bridge deck): 35.92 feet
- Superstructure depth: 65 inches
- Approach roadway grade: 4%
- Border width (utilities/maintenance/drainage): 10 feet
- Buffer between face of retaining wall and frontage road: 8 feet

*Figure 1.43: Grade Separation with Retaining Walls and Frontage Roads.*

## Making Space for Technology

Technology Priority Corridors identify locations where the City will focus on deploying and coordinating transportation technologies that improve safety, reliability, and system performance. Corridors were identified based on existing and planned initiatives and together create a framework for testing, scaling, and coordinating technology-enabled transportation strategies.

The map identifies several initiative types: HOTT (Hub of Transportation Technology) Corridors target next-generation infrastructure including advanced signals, premium transit, and automated delivery systems. Local Tech Opportunity Corridors support innovative transit technology along potential high-capacity routes. SMARTer Weather Safer Mobility locations deploy micro-weather sensors to reduce weather-related delays. SMART Street Lights transmit real-time traffic and safety data. Automated Port Lanes, the Elevated Direct Connector Bridge, and the Depot Bridge support autonomous freight operations at the Alliance intermodal campus. Managed Lanes on IH-35W provide actively managed freeway capacity. Fiber Sprocket corridors and locations are identified for public WiFi and fiber optic infrastructure deployment.

Together, these investments position Fort Worth as a leader in technology-enabled mobility and establish the corridors where innovation in transportation will be tested, scaled, and integrated into the network over time.

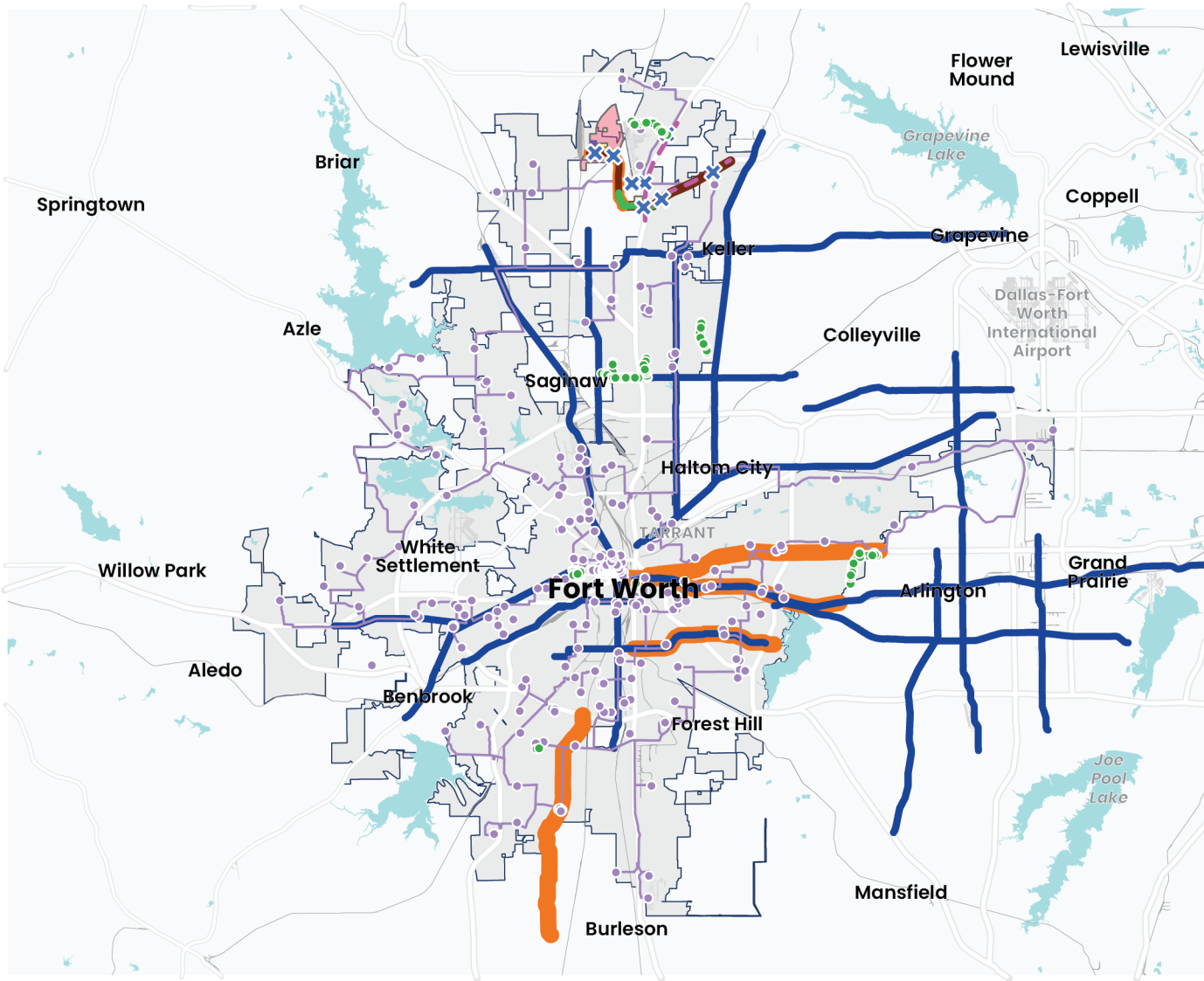



*Figure 1.44: Technology Priority Corridors Map*



## 1.8.5. Target Speed

The Master Transportation Plan incorporates the concept of Target Speed — the speed at which the road designer intends for motorists to travel. Target speed is a foundational element of a Complete Streets and Safe Systems approach to roadway design. This approach influences vehicle speeds through design rather than signage alone — most notably through lane widths, vertical elements such as street trees, block spacing, and intersection frequency.

The City requires the use of target speeds in roadway design. The default target speed informs the design of roadway elements, including horizontal and vertical curvature, and should ultimately be reflected in the posted speed limit. Where site conditions or engineering considerations support a different approach, designers should coordinate with TPW. See the Transportation Engineering Manual for additional guidance.

Target speeds apply to City-controlled (MRN-CR) facilities only. TxDOT on-system facilities, including Interstate, US, and State highways, are governed by TxDOT standards regardless of functional classification or overlay.

The following target speeds in **Table 1.4** are required by functional classification and overlay. Where no overlay applies, the base functional classification governs.

**Table 1.4: Target Speeds by Functional Classification and Overlay**

| Functional Classification | Target Speed (mph) | | |
|---|---|---|---|
| | No Overlay | Compact Development Area | Freight Priority Area |
| Major Collector | 30 | 25 | 30 |
| Minor Arterial | 35 | 25 | 35 |
| Major Arterial | 35 | 30 | 35 |
| Principal Arterial | 40 | 35 | 40 |

Target speeds apply to City-controlled (MRN-CR) facilities only. TxDOT on-system facilities are exempt regardless of functional classification or overlay designation.

## Access Butler Place Potential Projects

These potential access and circulation improvements are derived from the City's Access Butler Place planning effort, which was initiated to address limited connectivity to the Butler Place area. The district is surrounded by elevated freeways and complex transportation infrastructure that restrict direct local access.

The plan evaluated options to improve regional access while strengthening local street connectivity and supporting redevelopment goals within Butler Place and nearby neighborhoods. The concept illustrates a coordinated set of improvements to better connect IH 30, US 287, Butler Place, Harmon Field Park, and surrounding areas.

Key elements include reconfigured ramps, new or modified direct access points, and strengthened local street connections. Together, these changes improve access to IH 30 and IH 35W, reduce indirect travel patterns, and create more intuitive connections between the regional highway system and adjacent neighborhoods.

The concept also supports the transition of US 287 from a high-speed freeway segment to a multimodal thoroughfare, improving connectivity to downtown, Butler Place, and nearby parks and activity centers. Specific designs, phasing, and funding strategies will be developed through future corridor studies and coordination with TxDOT and other partner agencies.

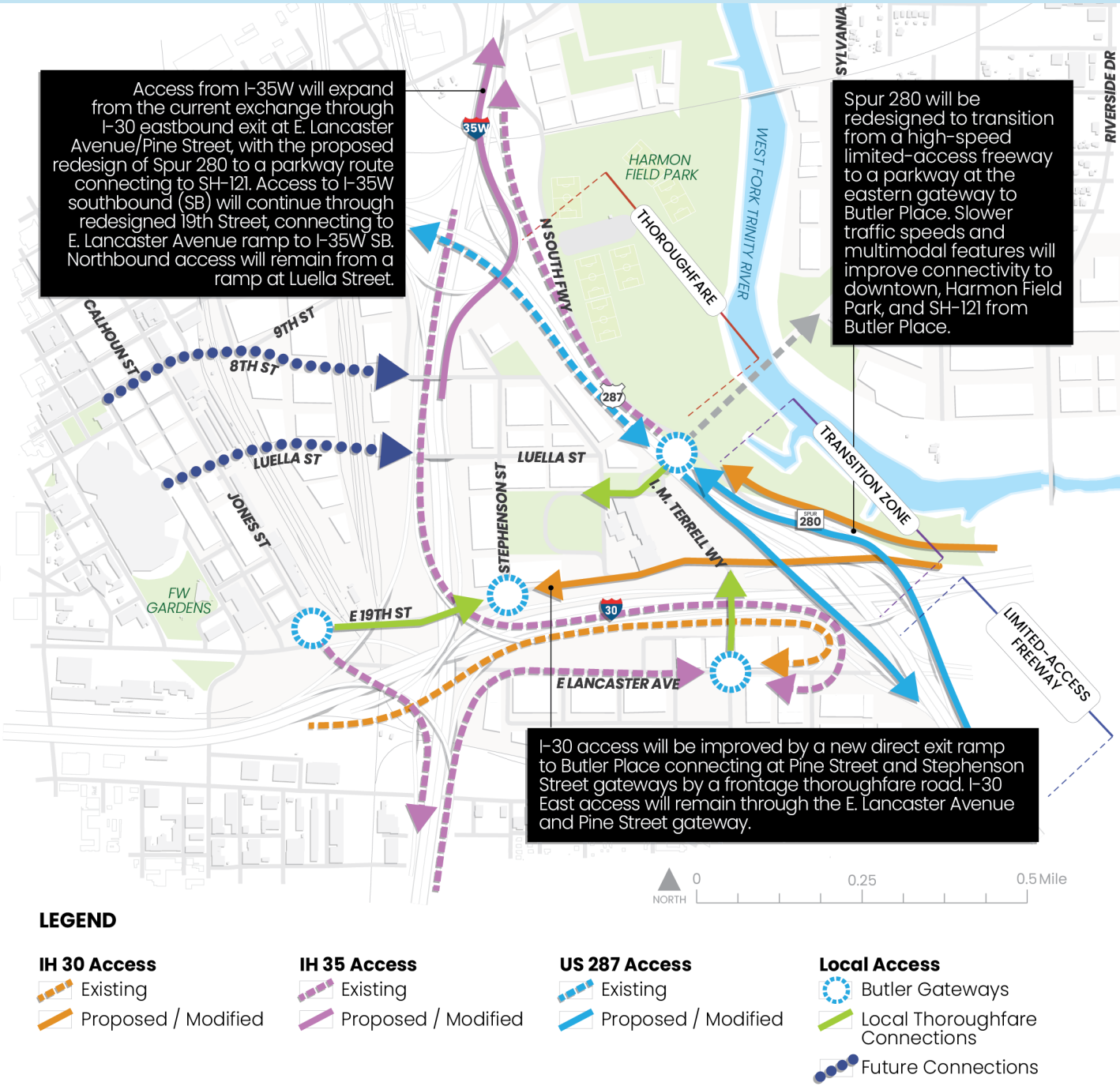



*Figure 1.45: Access Butler Place Potential Projects*



# 1.9. Implementation Policies

The Master Roadway Network establishes the City's long-range vision for future roadway corridors, their functional roles, and the ROW needed to support multimodal mobility. Implementation occurs incrementally through development review, subdivision processes, capital projects, and corridor-level studies. The policies outlined in this section support consistency and transparency in applying the Master Roadway Network across all phases of planning and development.

## 1.9.1. Right-of-Way Dedication Requirements

ROW preservation is a core purpose of the Master Roadway Network. The adopted cross-section for each mapped roadway segment defines the minimum ROW width required to support long-term mobility, safety, and multimodal needs.

**Right-of-way dedication associated with development is governed by state and federal law and is limited to the dedication necessary to support the development.**

When development or redevelopment occurs on property adjacent to a mapped roadway, right-of-way dedication shall be required to the extent necessary to achieve the adopted ultimate cross-section, subject to applicable state or federal laws.

### Key Principles

- **Cross-sections govern dedication.** The ultimate cross-section assigned to each segment establishes the minimum ROW necessary for the ultimate build-out.
- **Interim roadway improvements do not eliminate the need to preserve the ultimate cross-section;** however, required dedication remains subject to applicable state or federal laws.
- **Capital projects complement development.** When major corridors cannot reasonably be constructed through incremental development, the City may acquire remaining ROW.



## 1.9.2. Access Management Principles

Access management supports the safety and operational efficiency of arterial and collector corridors. Driveway placement, median design, and intersection spacing must align with the functional purpose of each roadway and preserve its long-term performance.

Driveway spacing, intersection spacing, median openings, and related access controls are governed by the City's adopted Access Management Policy.

### Key Principles

- **Driveway Spacing.** Driveway locations must adhere to spacing guidelines appropriate for the functional classification of the roadway. More restrictive spacing is required on Major and Minor Arterials to maintain throughput and reduce conflict points.
- **Median Breaks.** Median openings are limited and must align with coordinated intersection spacing, safety considerations, and operational needs. Requests for new openings must demonstrate that they will not degrade corridor performance or compromise safety.
- **Preservation of Mobility.** Mapped arterials and collectors are intended to maintain reliable mobility over time. As adjacent development intensifies, access management becomes increasingly important to support transit operations, maintain travel time reliability, and reduce crash risk.
- **Context Sensitivity.** Access design shall be consistent with the roadway's functional classification and any adopted network overlay including CDAs and FPAs.

These principles are applied during subdivision review, site plan review, and corridor-level engineering to preserve roadway performance as development occurs.

## 1.9.3. Coordination with Subdivision & Zoning Processes

Implementation of the Master Roadway Network occurs primarily through the subdivision and zoning processes, which regulate property development, block structure, and local street connectivity.

Within Compact Development Areas, the cross-section standards established in this chapter apply to all City-controlled roadways as a baseline. Where adopted CDA sub-district regulations address the same element, the CDA sub-district regulations shall govern.

### Preliminary, Final, and Short Plats

- All Preliminary, Final, and Short Plats must demonstrate adequate right-of-way dedication consistent with the adopted roadway classifications and cross-sections, subject to rough proportionality.
- Preliminary Plats and Short Plats shall be used to establish compliance with the Master Roadway Network, including required right-of-way, roadway classification, and preservation of mapped connections and future extensions.
- Final Plats shall be consistent with the approved Preliminary Plat and shall demonstrate that all required right-of-way and roadway connections have been provided or preserved

### Connectivity Expectations

- Subdivisions shall provide street connections to mapped arterials and collectors to the greatest extent practicable, as determined during subdivision review based on documented physical constraints, environmental limitations, or engineering standards.
- Cul-de-sacs and discontinuous street patterns shall be limited and must not impede future roadway extensions identified in the Master Roadway Network, except where the City Plan Commission approves an alternative configuration.

### Zoning Coordination

During zoning and site plan review, TDS staff should note when a proposed development is located along a corridor identified in the Master Roadway Network and coordinate with TPW as appropriate regarding roadway classification, cross-section requirements, and identified ROW needs. This coordination is particularly relevant for site plan approvals on mapped arterials and collectors where access, multimodal accommodations, or ROW dedication may be implicated.

### Landscaping and Street Trees

The adopted roadway cross-sections are designed to allow space for landscaping and streetscape betterments where appropriate, based on corridor function, adjacent land use, safety, and long-term maintenance considerations. Landscaping, street trees, and placemaking elements are preferable in areas planned for walkable, mixed-use environments. These walkable, mixed-use places may provide a higher return on both public and private investment.

TPW, through Master Transportation, supports the Office of Planning and Development Services' Zoning Division in continuing to develop and enact form-focused zoning, such as MU-1, MU-2, and Design Districts, in Compact Development Areas. These efforts establish a regulatory framework that ensures capital projects are context-sensitive to the needs of any future adjacent development.

Street trees, landscaping, and related streetscape improvements may be incorporated in locations where they are compatible with roadway operations and maintenance, such as along residential frontages, parkways, pedestrian-oriented corridors, civic areas, and medians with sufficient width and appropriate setbacks from travel lanes. Betterments may include enhanced landscaping, decorative paving, pedestrian lighting, seating, public art, gateway features, stormwater amenities including rain gardens and bioswales, and other non-standard assets.

The Master Transportation Plan, as the transportation infrastructure capital program for TPW and the City, must recognize the issues of maintenance costs, staff training, capacity, and other factors related to non-standard assets and features in project design, delivery, and operations.

It is suggested that most betterment projects will require the Office of Planning, Development Services Department, the Fort Worth Lab, and Economic Development Department to examine and establish maintenance agreements, special districts (i.e., PIDs, Municipal Management Districts, etc.), and TIFs to accompany any betterments and ensure the long-term financing maintenance, staff, and vendors that will be needed for asset upkeep and operations. As best practice, a pro forma for any proposed special district should be developed to ensure long term financial feasibility and alignment with the City's maintenance and operational standards.

Placement, species selection for trees, tree spacing and furnishings, and maintenance responsibility should be coordinated with the Traffic Engineer, City Forester, and Park and Recreation Department, and be consistent with applicable subdivision and development standards. Responsibility for ongoing maintenance and operations, especially for unique and non-standard assets, should be determined and formalized prior to installation.

Landscaping, street trees, and other betterments may be limited or avoided in locations where they are not compatible with corridor function or long-term viability, including narrow or constrained medians/parkways, designated freight corridors, industrial areas, construction staging areas, constrained ROWs, pose a safety risk, or locations with significant utility or infrastructure conflicts.

# 1.10. Amendment & Waiver Procedures

The Master Roadway Network is a long-range planning tool and may require adjustments over time as development occurs, new plans are adopted, or infrastructure needs evolve. This section provides a simple transparent framework for determining whether a proposed change requires:

- An Amendment (City Plan Commission (CPC) approval)
- An Administrative Adjustment (staff approval)
- A Waiver (staff or CPC approval, depending on scale)

These procedures support updates that maintain the long-term integrity of the Master Roadway Network while allowing reasonable flexibility for site-specific conditions during development.

### Special Provisions for Compact Development Areas

Compact Development Areas street realignments and vacations must be reviewed by CPC with guidance, as necessary from the Urban Design Commission (UDC) due to the importance of maintaining grid patterns and walkability.

Where a street realignment or vacation would result in the elimination of a through connection, mitigation, such as a public access easement or an alternative connection (e.g., a parallel street, a shared access corridor, or a rerouted alignment that preserves equivalent pedestrian, bicycle, and vehicular access), must be evaluated.

The loss of lane mileage and connectivity in the core area places additional strain on the remaining roadways, as lane miles should not be reduced in densifying areas that generate increased trips. Generally, there should be no net cumulative loss of lane miles and/or capacity in these areas.

## 1.10.1. Amendments (CPC Approval Required)

An Amendment modifies the adopted Master Roadway Network map. Amendments apply when **one or more** of the follow criteria are met:

- Functional classification changes
- Alignment changes exceeding 1,000 feet from the adopted centerline
- Alignment changes affecting parkland
- Alignment changes in which written consent from adjacent property owners has not been obtained
- Alignment changes where the corridor does not serve the same endpoints* as the adopted alignment

Note: An amendment changes the map, but it does not waive cross-section requirements. A waiver may also be needed for site-specific implementation.

## 1.10.2. Administrative Adjustments (Staff Approval)

Admin Adjustment can be approved only when **all** of the following criteria are met:

- The functional classification remains unchanged
- The alignment shift does not exceed 1,000 feet from the adopted centerline
- The corridor serves the same endpoints* as the adopted alignment
- The alignment change does not affect parkland
- Written consent has been obtained from adjacent property owners.

Administrative Adjustments are reviewed and approved by the Development Services Department, with guidance from the City Traffic Engineer and consultation with TPW. Where staff determines it is in the public interest, the adjustment may be referred to CPC for amendment review.

**Note: Endpoints are defined as the terminal intersections or termini of an adopted corridor alignment as shown on the Master Roadway Network map.*

## 1.10.3. Waiver Requests (Administrative or Public)

A Waiver applies when a development proposes a deviation from the adopted dimensional standards of a roadway cross-section or ROW requirement. Waivers do not change the Master Roadway Network map; they apply only to implementation on a specific site.

The waiver procedures in this section govern MRN cross-section implementation. Sidewalk construction waivers based on constructability are governed by the City's existing sidewalk waiver process, which is not superseded by this section.

Two levels of waivers are available:

**A. Administrative Waiver (Staff Approval)**

An Administrative Waiver may be approved only when **all** of the following criteria are met:

- All required elements of the adopted cross-section remain present
- The total ROW variance does not exceed 16 feet from the adopted dimension
- The need for the waiver is based on documented constructability or safety issues

Administrative Waivers are reviewed by Development Services Department, with guidance from the City Traffic Engineer and consultation with TPW. Where staff determines it is in the public interest, the adjustment may be referred to CPC for review.

**B. Public Waiver (CPC Approval)**

A Public Waiver is required when **one or more** of the following occur:

- The ROW variance exceeds 16 feet from the adopted dimension
- A required element of the adopted cross-section is removed or cannot be provided
- The proposal does not meet the requirements for an administrative waiver.

Public Waivers require approval by the CPC.

## 1.10.4. Combination Requests

Some proposals may require both an Amendment and a Waiver.

Examples include:

- A roadway realignment (-> Amendment) combined with dimensional deviations (-> Waiver)
- A classification change (-> Amendment) combined with a ROW change (-> Waiver)

Where a proposal requires both an Amendment and a Waiver, both shall be submitted concurrently and reviewed together by the CPC. No administrative waiver shall be granted for elements of a proposal that also requires CPC approval of an Amendment. If a request does not meet the criteria for an Administrative Waiver, a Public Waiver is required.

For purposes of this section, required elements include travel lanes, medians, flex zones, and multimodal facilities (sidewalks, shared-use paths, and on-street bicycle facilities). Parkway and buffer zones are required elements, but reduction in widths and, if necessary, removals are subject to Administrative Waiver procedures.

## Table 1.5: Actions Triggering Master Roadway Network Processes

| Action Category | Description | Amendment | Administrative Adjustment | Administrative Waiver | Public Waiver |
|---|---|---|---|---|---|
| Cycle Update | Comprehensive update every 5–10 years | ■ | ■ | ■ | ■ |
| Alignment Shift — same endpoints | Corridor serves the same endpoints as the adopted alignment | | ■ | | |
| Alignment Shift — different endpoints | Corridor does not serve the same endpoints as the adopted alignment | ■ | | | |
| Alignment Shift — distance | **All** of the following conditions **are** met: Alignment shift ≤ 1,000 ft, does not affect parkland, and written consent has been obtained from adjacent property owners | | ■ | | |
| | **Any** of the following conditions **not** met: Alignment shift ≤ 1,000 ft, does not affect parkland, and written consent has been obtained from adjacent property owners | ■ | | | |
| Functional Classification Change | Change to adopted classification | ■ | | | |
| Dimensional — All Elements Present | Width or ROW adjustment ≤ 16 ft; all required elements remain and cross-section type unchanged | | | ■ | |
| Dimensional — Exceeds 16 ft | ROW variance > 16 ft | | | | ■ |
| Required Element Removed | Required cross-section element cannot be provided | | | | ■ |
| Interim — Feasible Long-Term* | Interim configuration maintains ability to construct ultimate cross-section | | | ■ | |
| Interim — Not Feasible Long-Term* | Interim configuration that cannot accommodate the ultimate cross-section in the future, even with ROW acquisition | | | | ■ |
| Compact Development Area — Map Change | Alignment or classification change within a Compact Development Area | ■ | | | |
| Compact Development Area — Dimensional | Dimensional deviation within adopted framework in a Compact Development Area | | | | ■ |

**For purposes of this section, "feasible long-term" means that the adopted ultimate cross-section and ultimate ROW width can be constructed in the future without requiring additional map amendments or acquisition beyond the adopted alignment. Feasibility is determined during development review by Development Services, with guidance from the City Engineer and in consultation with TPW.*

## Table 1.6: Review Timeline and Process Summary

| | Amendment/Waiver Process | | Amendment | | Waiver | |
|---|---|---|---|---|---|---|
| | | | CPC | Admin | CPC | Admin |
| 1 | Initial Meeting | Requester contacts Development Services Department to arrange a meeting for Requester and City Staff to discuss the proposed change. The meeting will include City Staff from Development Service and transportation and Public Works Departments at a minimum. | | | | |
| 2 | Notifications | The Development Services Department provides courtesy notices by mail to property owners within 300 feet of the proposed amendment or waiver, and courtesy notices *by email) to the registered neighborhood associations that are affected. Any comments received as a result are provided to Development Services staff. Development Services Staff may require a meeting with affected property owners prior to making an official amendment request based on comments received. | | | | |
| 3 | Official Request | Requester submits an official request for a roadway network change to the Development Services Department, who then distributes the request to various City departments for view and comment. | | | | |
| 4 | City Review | City departments review the request. This review includes the City of Fort Worth (Development Services, Water, Transportation and Public Works, Park and Recreation Department, Police, and Fire Departments), school districts, the TxDOT, various utility companies, and adjacent municipalities and counties (if affected). A pre-development review committee meeting is conducted among various City staff to discuss the requested change. | | | | |
| 5 | DRC | Development Review Committee discusses thoroughfare change request with the Requester and makes a staff recommendation. | | | | |
| 6 | Notice | Development Services sends public notices to affected property owners and neighborhood organizations. | | | | |
| 7 | CPC | CPC public hearing and recommendations. (If parkland is affected, a presentation to the Park and Recreation Advisory Board will be necessary prior to CPC.) | | | | |
| 8 | M&C | If the CPC makes a positive recommendation, Development Services writes and routes M&C for placement on the City Council agenda. If the amendment was initiated by City Staff, that department may be asked to contribute to the body of the M&C. | | | | |
| 9 | Council | City Council public hearing and consideration, with M&C by Development Services Department. Various City departments may be called upon to be available to answer technical questions posed by Council and concerned residents regarding the proposed amendment. | | | | |
| 10 | GIS Revision | If the amendment is approved (by Staff for an administrative situation or City Council for a non-administrative situation), TPW revises the Master Roadway Network GIS layer. | | | | |

02

# GOALS, OBJECTIVES & RECOMMENDATIONS



## Plan Chapters


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A well-functioning transportation network is only as strong as the policies, programs, and investments that sustain it. This chapter translates the MTP's physical framework into action, organized around six community-driven goals that define what Fort Worth's transportation system should achieve and for whom. Each goal is supported by objectives and Big Ideas that shaped the nine recommendation areas on the pages that follow.

## 2.1. Goals, Objectives, and Big Ideas

The recommendations in this plan are grounded in six goals developed through the public engagement process. These goals reflect what Fort Worth residents, businesses, and partner agencies identified as the outcomes that matter most, from eliminating traffic fatalities and preserving existing infrastructure, to advancing technology, supporting economic growth, and ensuring equitable access for all. Each goal is supported by objectives that define how it will be achieved, and Big Ideas, the specific projects, policies, and initiatives that translate those objectives into action. Together, they provide the strategic framework that connects community priorities to the recommendations and capital investments that follow.

Goal 1

### Safety First

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

OBJECTIVES

- Build a culture of safety through city policies, strategic partnerships and public communication.
- Design roadways and intersections that account for human mistakes and vulnerability.
- Implement speed management strategies and safe infrastructure design to support safer travel speeds.

BIG IDEAS

- Streets for desired speeds
- Arterial speed management
- Separated ped & bike paths
- Traffic safety messaging

Goal 2

### Fix It First

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

OBJECTIVES

- Implement "life cycle management."
- Proactively manage maintenance and upgrades.
- Promote land use that generates sustainable revenue for the city, balancing development costs with long-term financial returns

BIG IDEAS

- Connect the grid
- Backage roads
- Lifecycle planning

Goal 3

### Human Comfort

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

OBJECTIVES

- Alleviate traffic congestion and improve the flow of traffic on major roadways.
- Promote sustainable transportation modes to reduce vehicle emissions and encourage cycling and walking.
- Improve integration of modes and street connectivity for more efficient and convenient travel experiences.

BIG IDEAS

- Grade-separated rail crossings
- High-capacity city & regional transit
- Expanded tree canopy
- More bus shelters
- Permeable pavement

Goal 4

### Economic Competitiveness

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

OBJECTIVES

- Invest in modernization and expansion of key freight corridors to reduce bottlenecks and improve the flow of goods.
- Develop and upgrade facilities and connections between rail, road, and air to streamline operations and increase efficiency.
- Create an environment that attracts people to stay, work, and engage during the day.

BIG IDEAS

- Transit-oriented development
- Mixed-use centers
- Relief routes for freight

Goal 5

### Technology

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

OBJECTIVES

- Expand upon existing smart infrastructure initiatives to enhance responsiveness and efficiency.
- Enhance public transportation systems with adaptive technologies.
- Promote sustainable and resilient transportation modes.

BIG IDEAS

- Autonomous freight and transit
- Real-time traffic and transit tracking
- Synchronized traffic signals

Goal 6

### Opportunity

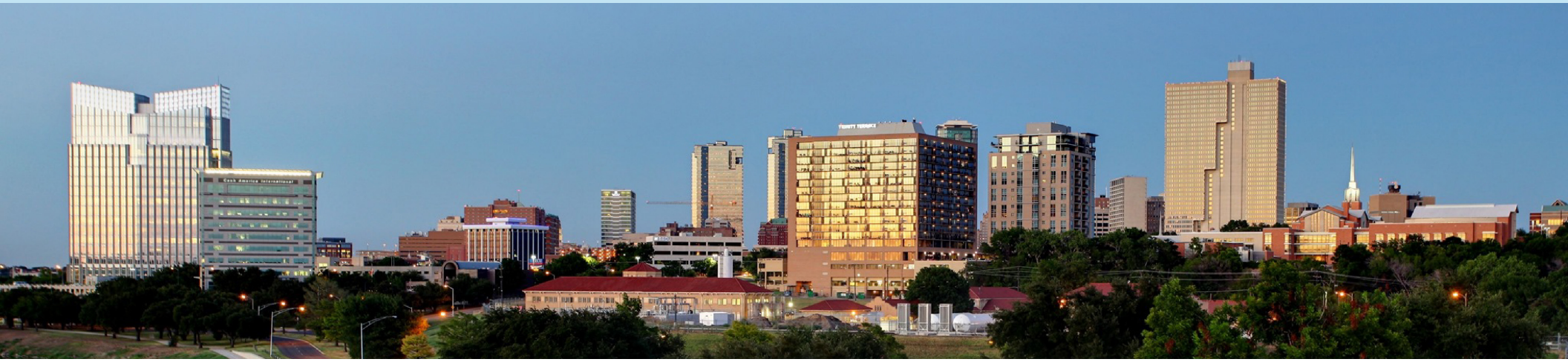
Build an accessible, affordable, and reliable system for all ages and abilities.

OBJECTIVES

- Enhance public transit accessibility and coverage, particularly in transit-dependent areas.
- Improve transportation affordability for low-income residents.
- Ensure reliability and safety across all modes of transportation, particularly for vulnerable road users.

BIG IDEAS

- Transit in underserved areas
- Well-lit network
- ADA-accessible design
- Multimodal in low-vehicle areas



# 2.2. Recommendations

## 2.2.1. Project Development and Readiness

Strengthening the project development process will improve cost certainty, reduce delays, and ensure that projects entering future bond programs are fully scoped and ready to advance.

**Table 2.1: Project Development Recommendations**

| # | Recommendation | Type |
|---|---|---|
| 2.1.1 | Adopt a formal project development policy (established through this plan) requiring all projects to advance to a defined level of scope, cost, and risk understanding prior to bond programming. | Policy |
| 2.1.2 | Dedicate a minimum of 1% of the capital program annually to project development and pre-design activities to ensure project readiness. | Policy |
| 2.1.3 | Establish target confidence levels for cost estimates before projects are submitted for bond consideration. | Program |
| 2.1.4 | Develop standardized project one-pagers for all candidate capital projects to support decision-making. | Program |
| 2.1.5 | Maintain a rolling, ranked project list to inform future bond cycles and capital investment programs. | Program |

## 2.2.2. Capital Program and Funding Strategy

Transportation needs will exceed the capacity of any single funding source. The City should structure capital programs to leverage multiple funding streams and phase projects accordingly.

**Table 2.2: Capital Program Recommendations**

| # | Recommendation | Type |
|---|---|---|
| 2.2.1 | Use bond funding as a catalyst to leverage state, federal, regional, and private funding sources. | Policy |
| 2.2.2 | Phase large projects across multiple bond cycles where appropriate to improve affordability and delivery. | Program |
| 2.2.3 | Align capital planning with grant opportunities at the federal and state levels. | Program |
| 2.2.4 | Apply a consistent prioritization approach that includes both new capacity and system preservation projects. | Policy |



## 2.2.3. Project Delivery Roles and Responsibilities

Clear roles and responsibilities will improve efficiency and allow each team to focus on its core functions within the project delivery process.

**Table 2.3: Project Delivery Roles and Responsibilities Recommendations**

| # | Recommendation | Type |
|---|---|---|
| 2.3.1 | Formalize the separation between project development and design/build phases to improve efficiency and accountability. | Policy |
| 2.3.2 | Establish clear handoff points and documentation requirements between planning, engineering, and construction teams. | Program |
| 2.3.3 | Ensure project scopes are fully defined before entering the design and construction pipeline. | Program |
| 2.3.4 | Update roles, responsibilities, and delivery processes every four years to reassess priorities and evolving needs. | Policy |

## 2.2.4. System Preservation and Maintenance

Maintaining existing infrastructure is essential to system performance and long-term fiscal sustainability. Preservation projects should be considered alongside new capacity projects.

**Table 2.4: Maintenance Recommendations**

| # | Recommendation | Type |
|---|---|---|
| 2.4.1 | Integrate maintenance and rehabilitation projects into the City's overall project prioritization system. | Policy |
| 2.4.2 | Incorporate lifecycle cost considerations into capital project evaluation and selection. | Policy |
| 2.4.3 | Maintain a dedicated, transparent program for system preservation and asset management. | Program |
| 2.4.4 | Adopt a street maintenance fee to provide a dedicated, stable funding source for ongoing roadway preservation. | Policy |



## 2.2.5. Multimodal and Context-Sensitive Design

Fort Worth's policies support multimodal transportation, but updated standards and consistent application are needed to implement those priorities across projects.

**Table 2.5: Multimodal Recommendations**

| # | Recommendation | Type |
|---|---|---|
| 2.5.1 | Update the Complete Streets policy to include clearer design expectations across all project types. | Policy |
| 2.5.2 | Adopt a unified, modern set of multimodal design standards for use across departments. | Policy |
| 2.5.3 | Implement transit-supportive treatments such as signal priority and enhanced stop design where appropriate. | Program |
| 2.5.4 | Develop context-sensitive cross-sections that support phased build-out and multimodal use. | Policy |

## 2.2.6. Network Connectivity and Functional Classification

A clearer, more connected roadway hierarchy will improve system efficiency, support freight and transit, and provide better access across the city.

**Table 2.6: Network Connectivity Recommendations**

| # | Recommendation | Type |
|---|---|---|
| 2.6.1 | Map and formally designate collector roadways in the Master Transportation Plan. | Policy |
| 2.6.2 | Align functional classifications with federal standards. | Policy |
| 2.6.3 | Introduce transit- and freight-priority designations where appropriate. | Policy |
| 2.6.4 | Strengthen connectivity requirements in subdivision regulations and limit waivers. | Policy |



## 2.2.7. Development and Infrastructure Alignment

Coordinating land development with transportation infrastructure will help ensure that growth occurs in areas where the system can support it.

**Table 2.7: Development Alignment Recommendations**

| # | Recommendation | Type |
|---|---|---|
| 2.7.1 | Establish service-matching requirements for infrastructure extensions in the ETJ. | Policy |
| 2.7.2 | Incentivize infill and redevelopment in areas with existing infrastructure capacity. | Program |
| 2.7.3 | Update subdivision regulations to require connected, multimodal street networks. | Policy |
| 2.7.4 | Promote transit-supportive development along major corridors where appropriate. | Policy |

## 2.2.8. Operational Strategies and Parking Management

Operational and demand-management strategies can help improve system efficiency and reduce congestion without requiring major capital investments.

**Table 2.8: Operational Recommendations**

| # | Recommendation | Type |
|---|---|---|
| 2.8.1 | Encourage Transportation Demand Management strategies for large developments and major employers. | Program |
| 2.8.2 | Support employer-based programs such as flexible work schedules, ridesharing, and transit benefits. | Program |
| 2.8.3 | Allow flexibility in parking requirements in targeted areas where market conditions support it. | Policy |
| 2.8.4 | Encourage shared parking and coordinated access management where feasible. | Policy |
| 2.8.5 | Leverage technology to improve safety and operational efficiency, including real-time traffic management, signal coordination, and connected vehicle infrastructure. | Program |

# 03

# OUTREACH & ENGAGEMENT



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## 3.1. Introduction

The MTP planning initiative began in the Summer of 2024. MTP outcomes and recommendations were informed by technical analysis exploring:

- Existing performance of City of Fort Worth's roadway network
- Identification of a city-wide gap and needs assessment
- Review of proposed projects' impact on system performance

The MTP Planning Process, as illustrated in **Figure 3.1**, outlines how the City defined its vision and goals, evaluates existing conditions, identifies gaps and needs, develops performance metrics, and shapes the capital projects that form the TIP. This process makes recommendations transparent, consistent, and aligned with City policies and funding realities.

Public outreach and engagement activities were integrated throughout the planning effort to gather input on transportation goals, priorities, and project ideas. Feedback collected through in-person and digital touchpoints helped shape a TIP that reflects the needs and aspirations of Fort Worth residents.



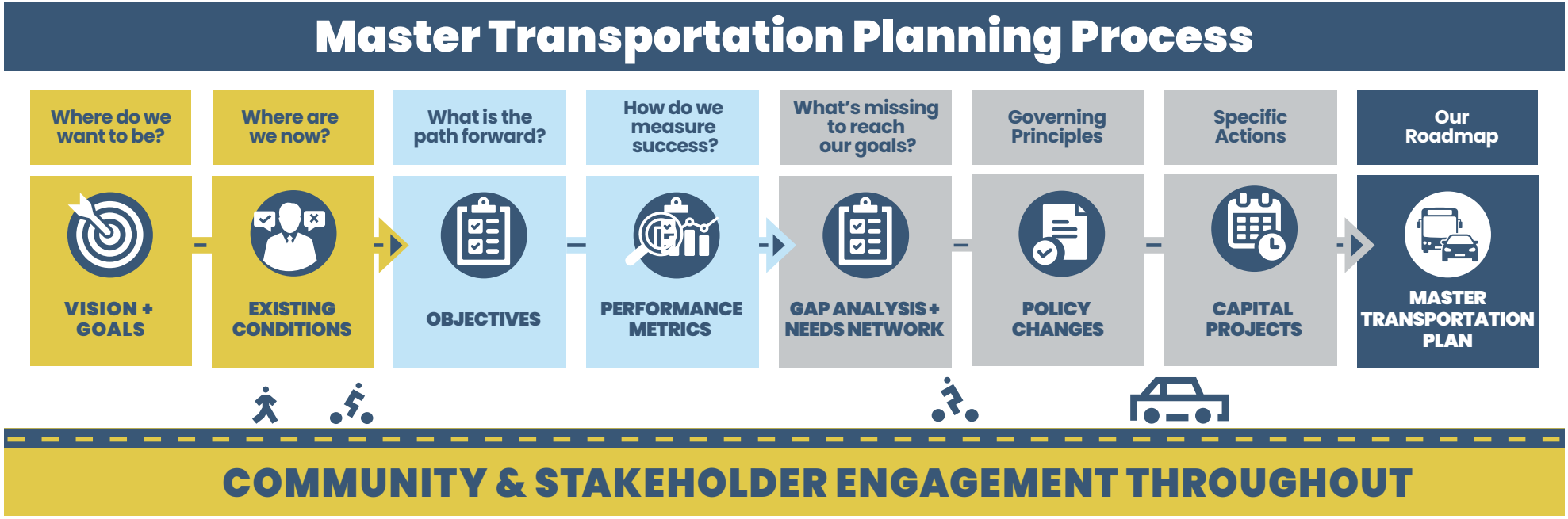



*Figure 3.1: Master Transportation Planning Process*

## 3.2. Moving a Million Campaign

To maximize participation and foster a sense of collective ownership, the City launched an ambitious outreach initiative, M1M, designed to engage residents at every level. This campaign harnessed digital innovation, grassroots engagement, and multilingual accessibility to allow for every voice to be heard. Through a mix of strategies, including distributing flyers in high-traffic community hubs, issuing timely news releases, leveraging dynamic social media content, and maintaining a continuously updated project website, the campaign created multiple entry points for participation.

These efforts were complemented by interactive tools, virtual town halls, and partnerships with local organizations, creating opportunities for residents from diverse backgrounds could not only learn about the MTP process and objectives but also actively shape them. By prioritizing inclusivity and transparency, Moving a Million (M1M) transformed public engagement into a citywide movement, empowering individuals to contribute ideas that will define the future of mobility for generations to come. The following digital and traditional outreach methods generated Plan awareness and promoted participation in all City of Fort Worth planning efforts and communicated planning outcomes:



### M1M Website

M1M serves as the umbrella for all City of Fort Worth TPW projects. The M1M website provides an overview of plans related to the TPW planning efforts and linked to respective project websites, including the Access Butler Place (ABP) Plan.



### MTP StoryMap

The MTP StoryMap outlines the city-wide process for modernizing transportation in Fort Worth with an emphasis on multimodal connections and future growth. It highlights key issues like mobility gaps, accessibility, safety, and funding, presents interactive maps and public-input summaries, and showcases proposed recommendations and next steps for implementation.



### Email Campaigns

Email campaigns were disseminated to stakeholders with networks within the City of Fort Worth and the study area to promote project awareness and participation in engagement opportunities. Notices were also shared through Councilmember distribution lists to broaden project awareness and encourage participation across all districts.



## Social Media

Social media content was developed for each round of open houses. Materials included social media graphics (in English and Spanish), animated graphics, social media captions. These posts helped expand the project's reach by circulating engagement information through widely used community channels and partner accounts.



## In-person Community Events

M1M participated in multiple City of Fort Worth community events, including Arts Google 2024, Open Streets 2024, six Comprehensive Plan Open House Meetings, and 30+ Council District meetings and the FY26 Bond Open Houses. In-person events provided opportunities to directly connect with local Fort Worth residents and visitors to discuss Plan objectives, distribute Plan flyers, and address community questions.



## Project Flyers & Fact Sheets

Multi-project flyers were developed in English and Spanish to connect the community to the project website, describe project purpose and integration of related planning efforts with the MTP, and to promote awareness and participation engagement opportunities, including the survey.



## Newsletter

Two unique newsletters were developed to promote the MTP, Vision Zero, and other City transportation projects. The newsletter ***Fort Worth on the Mooove!*** was designed to be iterative and not directly linked to the MTP, allowing the City to continue distributing transportation-related updates to residents in an engaging and familiar format even after the conclusion of MTP Planning Process.

## 3.3. Engagement Opportunities

This planning effort was grounded in community feedback. A robust 14-month outreach effort and technical analysis 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.

The process was guided by two stakeholder groups comprised of local leadership and neighborhood representatives, the MTP CAC, MTP TAC, and the Interdepartmental Advisory Committee. Feedback collected from the public and committees was used to define and refine the MTP goals, objectives, big ideas, and recommendations, as highlighted in **Figure 3.2**.

City-wide engagement opportunities included:

- Over 30 district open houses
- Multiple community-wide surveys
- Attendance in local community events
- Participation Comprehensive Plan Update and Budget meetings

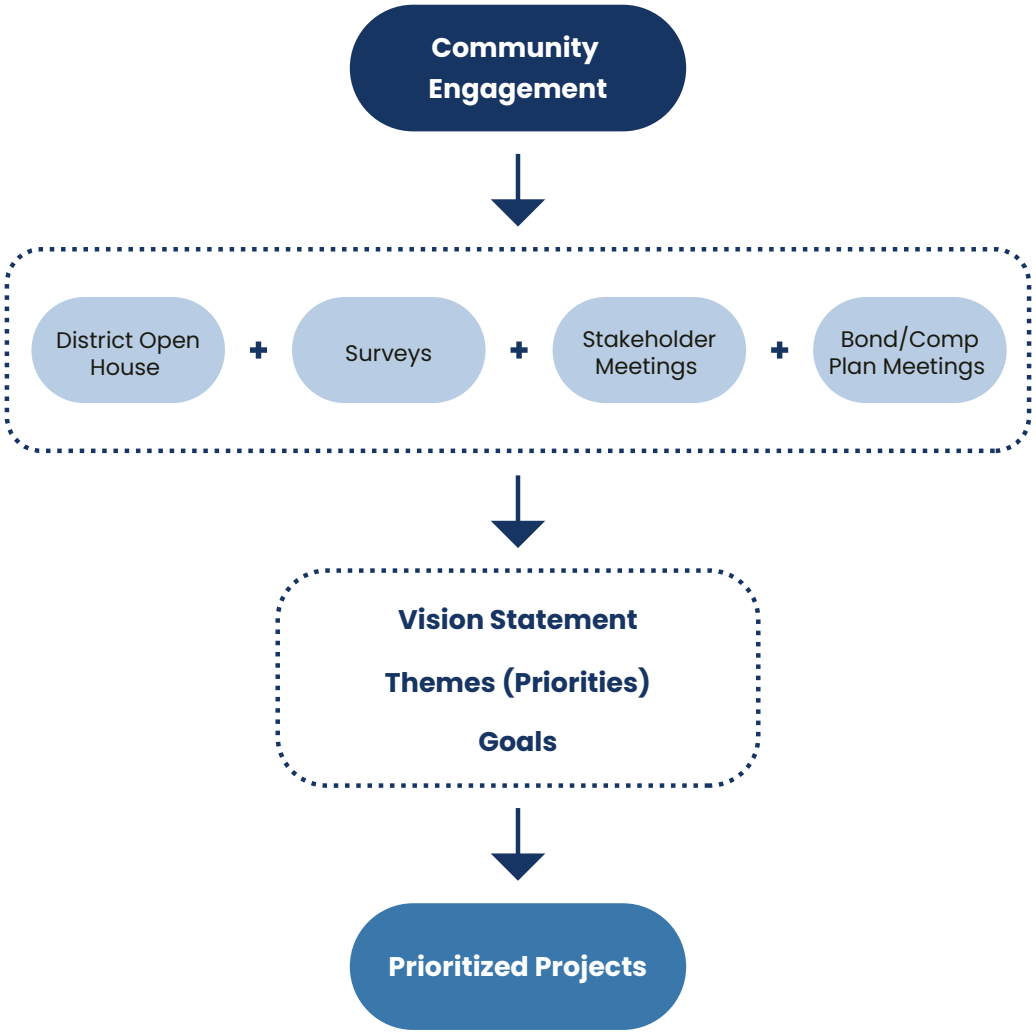



*Figure 3.2: Engagement Process and Outcomes*

## 3.3.1. Engagement Milestones

The engagement process was structured to provide clear opportunities for community input and collaboration at every stage of the planning effort. Beginning in Fall 2024 and continuing through Winter 2025/2026. Each milestone was designed to support transparency, gather feedback, and incorporate diverse perspectives into the final plan. Materials such as exhibit boards, mapping tools, and comment cards facilitated meaningful interaction and data collection across these milestones. **Figure 3.3** illustrates flyers, produced in English and Spanish, used to promote city-wide engagement opportunities. The following graphic timeline provides an overview of the anticipated engagement phases and key events.




*Figure 3.3: Event Flyers*

**Summer 2024**

- District M1M Open House #1
- Digital Survey
- Committee Meetings #1

**Fall/Winter 2024**

- Stakeholder Meetings
- Committee Meetings #2
- Community Events and In-person Surveys

**Winter/Spring 2025**

- District M1M Open House #2
- Committee Meeting #3
- 1:1 Stakeholder Briefings
- Council Workshops

**Summer/Fall 2025**

- District Bond Meetings
- Committee Meeting #4
- 1:1 Stakeholder Briefings

**Winter 2025/2026**

- 1:1 Stakeholder Briefings
- Committee Meeting #5
- Plan Adoption Hearings






*In-person Engagement Opportunities*

## 3.3.2. Stakeholder Groups

Fort Worth communities are comprised of many voices, from residents to elected officials, businesses, community advocates, and service agencies. Two advisory committees representing community advocates and agency representatives were formed to guide the planning process to support a strategic action plan customized for Fort Worth's varied contexts. They were tasked with:

- Developing the plan's vision and purpose
- Reviewing initial findings and analysis
- Shaping engagement messaging
- Guiding the development of action strategies
- Reviewing ongoing Plan development

### Shaping the Draft Vision and Goals

The draft Plan Goals and Vision were shaped through extensive input from both the TAC and the CAC. These committees provided critical feedback to help the Plan to reflect technical best practices and community priorities. Following this collaborative process, the Goals and Vision were presented to the public during district open houses for review and comment, allowing residents to confirm and refine the direction of the Plan before final adoption. **Figure 3.4** illustrates the feedback captured across stakeholder groups, which emphasized the following:

### Importance Of Each Component Of The MTP Vision:

**90%**
- Is well-funded
- Enhances our economy

**86%**
- Improves quality of life
- Connects us

**80%**
- Prioritizes accessibility
- Gives us freedom to choose how we get around

### Stakeholder Feedback On Vision:

**The vision could also include:**
- Promote healthier lifestyle choices.
- Safer Streets for cyclists and pedestrians.
- A broader version of quality of life to include transportation for fun and connecting to leisure.
- Promoting a built environment that the citizens of Fort Worth can be proud of.

### Stakeholder Feedback On Goals:

**Suggested additional goals:**
- Smart infrastructure, data analytics, internet devices, and connectivity.
- Timely transportation to all neighborhoods/downtown from secure parking areas.
- Focus on secondary transportation goals beyond work such as linking major attractions, events, and leisure spots in Fort Worth (e.g., Zoo, Botanical Gardens, Rodeo, Stockyards).

### Biggest Challenges With Vision Zero:

- Changing driver behavior to prioritize safety
- Political will and Stakeholder engagement
- Growth of the city
- Balancing regulations
- Getting businesses to comply with the Vision Zero tax and funding
- Encouraging use of other modes and reducing personal vehicle use/ownership.

*Figure 3.4: Feedback from the Committee*

## The Vision Statement

**"In 2050, Fort Worth envisions a safe, reliable, and resilient transportation system that empowers all to choose from a range of options, supports economic vitality, connects communities locally and globally, and enhances quality of life. Through sustainable funding, active community engagement, and congestion management strategies, this world-class system will reflect the needs of those it serves."**

## Technical Advisory Committee

The TAC served as a key advisory body guiding the development and implementation of Fort Worth's comprehensive transportation strategy. Its primary purpose was to provide technical expertise and stakeholder input to help the development of a data-driven Plan that is aligned with regional growth and infrastructure needs. TAC stakeholders included city planners, transportation engineers, and policy advisors who helped frame the goals and data presented at the events. Their expertise enabled the development of Big Ideas that were both practical and strategically aligned with long-term infrastructure goals.

## Community Advisory Committee

The CAC played a critical role in shaping a transportation strategy that reflects the lived experiences, values, and priorities of Fort Worth residents. The CAC brought together diverse voices to guide decision-making. Members helped to shape the Plan by reviewing analysis outcomes and engagement materials, offering feedback, and helping define criteria for future transportation investments.

Community stakeholders encompassed residents, neighborhood associations, business owners, and advocacy groups. Their input was vital in identifying local priorities, safety concerns, and infrastructure gaps. The City emphasized inclusivity by collecting demographic data and tailoring outreach to underserved areas.

## Interdepartmental Advisory Committee

The Interdepartmental Advisory Committee (IAC) brought together representatives from City departments with roles in transportation planning, capital delivery, operations, and policy implementation. The IAC supported cross-department coordination throughout the planning process, helping align the Master Roadway Network, TIP, and implementation strategies with ongoing City initiatives, regulatory requirements, and capital programs. Their input made the Plan practical, implementable, and fully integrated with City processes for development review, capital budgeting, maintenance, and long-term infrastructure delivery.








*In-person Engagement Opportunities*

## 3.3.3. Open Houses

Beginning with district meetings in Fall 2024, the City of Fort Worth hosted four major open house series under the M1M initiative and MTP to engage residents in shaping transportation priorities.

Objectives across all events included educating the public, gathering feedback on safety and mobility needs, and advancing resilient infrastructure planning. Each series had distinct goals:

- **Summer 2024:** Introduce MTP and collect broad input on safety, transit, and sustainability and Advance SAP with strategies for eliminating severe crashes.
- **Fall 2024:** Refine priorities and address district-specific congestion and infrastructure gaps.
- **Fall 2025:** Shape TIP for future bond-funded projects.

Across all 10 Council Districts, participants explored solutions for safer streets, expanded sidewalks and bike lanes, improved transit connections, and smart traffic technologies. This holistic approach strengthened collaboration between the City and its communities, helping to identify and prioritize future transportation investments reflect local needs and support a safe, accessible, and resilient network for all. The following sections provides an overview of each open house's purpose and outcomes.




*Summer 2024 Open House Engagement*

## Summer 2024: City-wide MTP Open Houses

The first round of Council District open houses introduced Fort Worth's inaugural MTP under the "M1M" initiative. These sessions aimed to gather community input on transportation priorities, safety concerns, and infrastructure needs. Residents engaged in discussions on improving roadway safety, expanding public transit, and integrating sustainable practices. The meetings emphasized economic opportunity, accessibility, and comfort for all users, while encouraging feedback on technology-driven solutions and environmental considerations. Outcomes included a broad set of community-driven ideas that informed the draft goals of the MTP.

### Summer 2024 Open Houses Objectives

- Introduce Fort Worth's inaugural MTP
- Review Draft Vision and Goals for community buy-in and revision
- Collect feedback on transportation priorities, safety concerns, and infrastructure needs
- Emphasize economic opportunity, accessibility, and environmental sustainability

### Key Takeaways:

- Strong demand for roadway safety improvements, including speed enforcement and safer intersections.
- Calls for expanded public transit, such as light rail and improved bus routes.
- Emphasis on pedestrian and cyclist infrastructure, including protected bike lanes and sidewalks.
- Interest in technology upgrades for traffic flow and enforcement.
- Requests for climate comfort through improved tree canopy, green spaces, and electrified transit systems.
- Desire to prioritize access for underserved neighborhoods and ADA accessibility.

## Fall 2024: Follow-up Council District MTP Open Houses

The second round of district meetings focused on refining priorities identified earlier and addressing district-specific concerns. These sessions provided deeper engagement on congestion hotspots, infrastructure gaps, and development impacts. District 10's follow-up meeting was particularly notable for its high turnout and detailed feedback on traffic congestion, emergency access, and infrastructure lagging behind rapid development. The outcomes reinforced the need for coordinated planning between transportation improvements and housing growth, as well as immediate action on critical corridors.

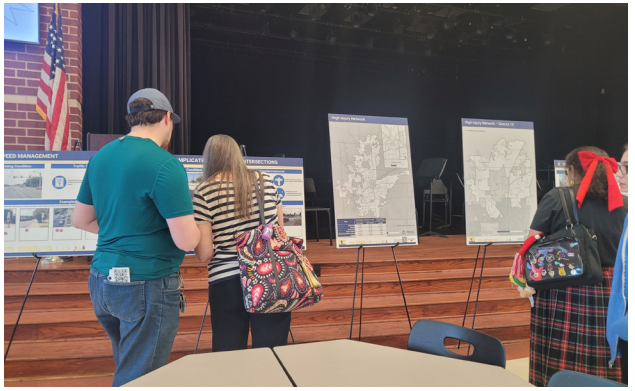
**Fall 2024 Open Houses Objectives**

- Refine priorities identified in Fall 2024 sessions
- Address district-specific concerns like congestion hotspots and infrastructure gaps
- Reinforce need for coordinated planning between transportation and housing growth; highlighting urgent corridor improvements

### Key Takeaways:

- Congestion mitigation emerged as a top priority, especially in rapidly growing areas like Haslet.
- Residents expressed strong opposition to new development without parallel infrastructure upgrades.
- Requests for specific road improvements, including widening bridges, adding turn lanes, and creating east-west routes.
- Concerns about emergency response delays due to traffic backups and train blockages.
- Desire for developer accountability and transportation impact fees.
- Continued emphasis on safety measures, including roundabouts, signal timing, and drainage improvements.





*Fall 2024 Open House Engagement*



*Summer 2025 Open House Engagement*

## Summer & Fall 2024: Safety Action Plan Open Houses

The Fort Worth SAP sets a bold goal: eliminate traffic fatalities and severe injuries by 2050. Grounded in the Safe System Approach, the Plan prioritizes proactive design, speed management, and accessibility. It identifies high-injury corridors, systemic countermeasures, and 34 actionable strategies across four goals: Vision Zero paradigm shift, safe speeds, conflict reduction, and policy integration.

During the Summer and Fall open houses, guests participated in activities to collect input on SAP's goals, priorities. Community engagement played a central role, shaping priorities such as pedestrian safety, protected bike facilities, and managing truck traffic. The Plan also outlines funding strategies and performance measures to establish accountability measures.

### SAP Open Houses Objectives

- Present SAP aiming to eliminate traffic fatalities by 2050
- Engage community on proactive design, speed management, and accessibility strategies
- Review and prioritize 34 actional strategies for pedestrian safety, protected bike facilities, truck traffic management

### The High Injury Network

The HIN Map, illustrated in **Figure 3.5**, served as a critical tool during community engagement by visually identifying the corridors and intersections with the highest concentration of fatal and severe injury crashes. By sharing this map at open houses, advisory committee meetings, and outreach events, the City helped residents understand where safety risks are most acute and invited them to provide feedback on priorities for improvements. This approach helped prioritized community feedback in alignment with the areas of greatest need, fostering informed discussions and decision-making for Vision Zero strategies.

## Key Takeaways:

- Four strategic goals: Vision Zero commitment, safe speeds, reducing conflicts, and embedding safety in policy.
- HIN Map: 6% of streets account for 54% of severe crashes.
- Priority actions: speed limit reforms, truck traffic management, and systemic safety countermeasures (e.g., pedestrian refuge islands, separated bike lanes).
- Community priorities: pedestrian safety, accessibility, congestion management, and education campaigns.
- Accessibility focus: addressing safety in socially vulnerable communities.
- Implementation roadmap: quick-build projects, capital investments, and policy updates supported by federal, state, and local funding.

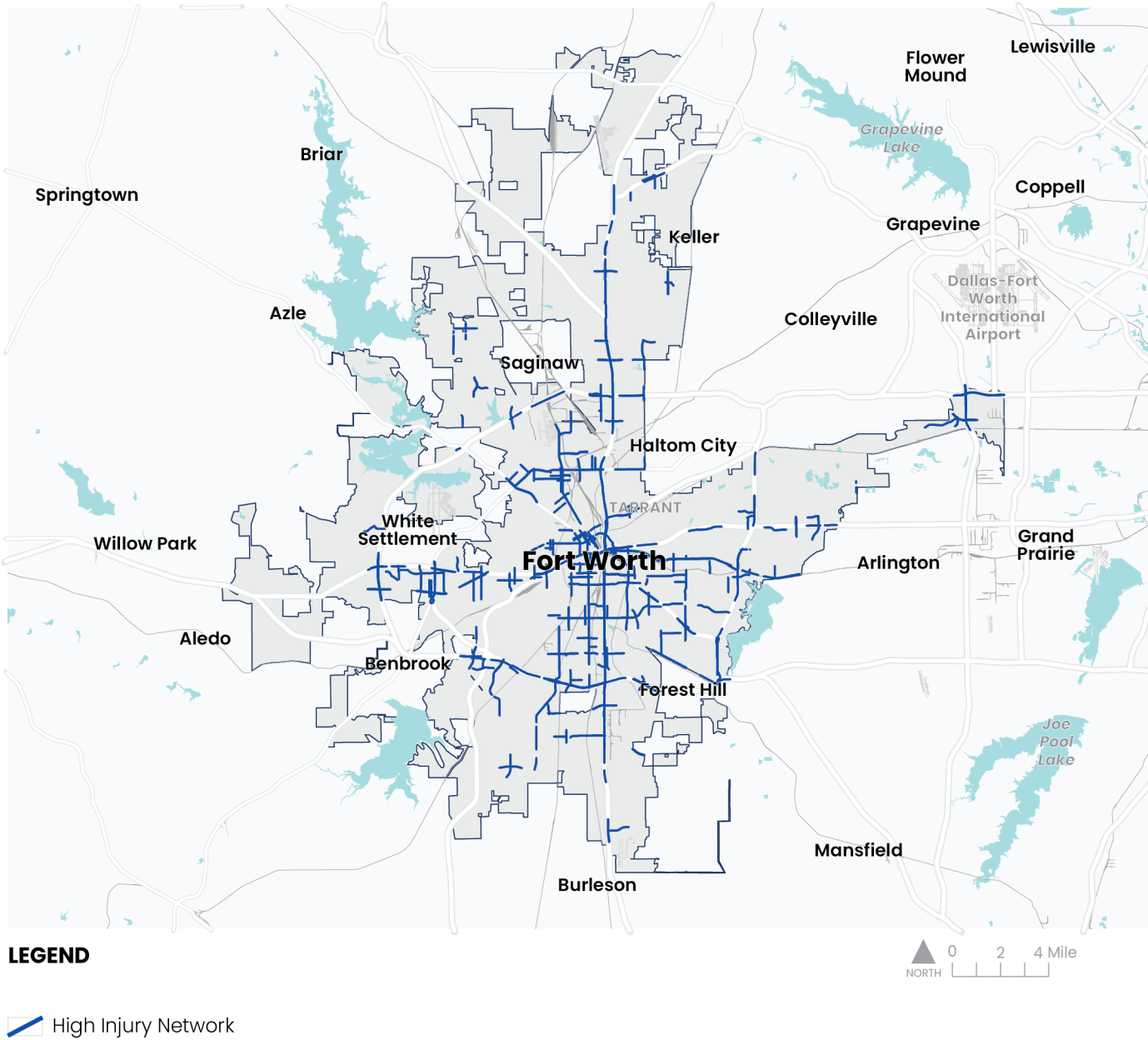



*Figure 3.5: Pedestrian High-Injury Network*




## Fall 2025: Transportation Investment Program Open Houses

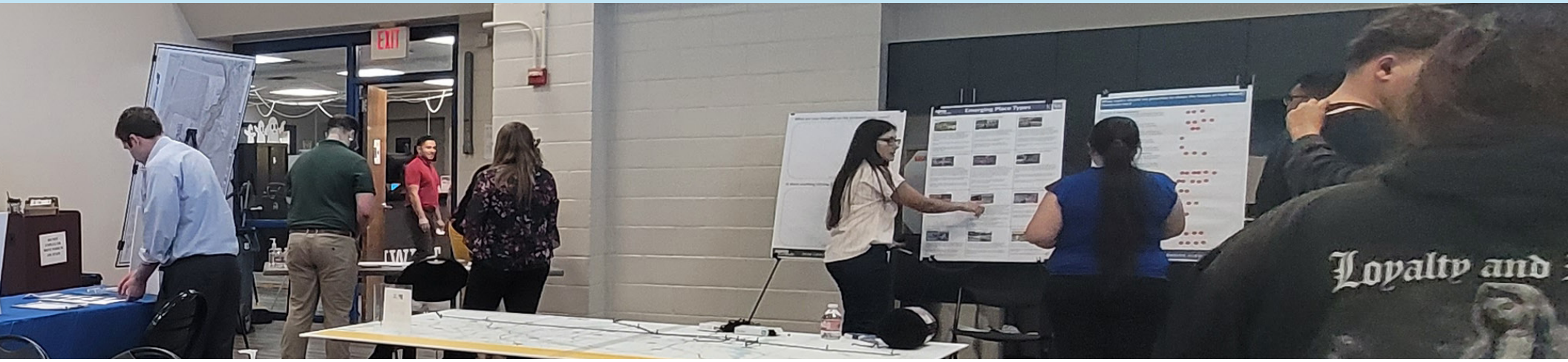
During Fall 2025, the City of Fort Worth hosted a series of open house events across all 10 Council Districts to engage residents in shaping the MTP's TIP. These sessions provided an opportunity for community members to learn about the City's long-term transportation project that will be included in future bond elections. Each open house featured interactive displays and discussions focused on how Fort Worth would address future mobility needs through safer streets, expanded sidewalks and bike lanes, improved transit connections, and the integration of smart traffic technologies.

### Fall 2025 Open Houses Objectives

Residents explored potential changes such as new design standards for complete streets, freight and logistics strategies to support economic growth, and investments in electric vehicle infrastructure. Residents were afforded an opportunity to review and comment on the proposed Streets and Mobility Improvements 2026 Bond Program projects, helping to refine project priorities and inform decisions that will guide funding and implementation through upcoming investment cycles and regional programs.

- Involve residents in shaping long-term transportation projects for future bond elections
- Discuss complete streets design, freight strategies, and EV infrastructure
- Refine project priorities for funding and implementation strengthened district-wide participation.

The engagement series collected feedback from a cross-section of voices from every district, contributing to the development of a unified transportation framework.




## 3.3.4. Surveys

As part of the M1M engagement strategy, three surveys were implemented to capture diverse community input. First, an online survey served as the initial tool for broad outreach, gathering over 1,500 responses. However, results revealed demographic imbalances, with respondents skewing older, whiter, and concentrated in North/West Fort Worth.

To address these gaps, in-person surveys were introduced at in-person community events and open houses, allowing real-time engagement with residents who might not participate online. Two versions were distributed, one focused on identifying traffic safety concerns and another measuring satisfaction with transportation modes. Both were available in English and Spanish. This multi-pronged approach allowed for a more representative dataset and strengthened the inclusivity of the planning process.

### Digital Survey

The Moving Around Today survey gathered input from over 1,000 respondents to better understand transportation behaviors, satisfaction levels, and priorities in Fort Worth. The results provided a snapshot of how residents travel, their perceptions of current infrastructure, and the most pressing challenges they face.

Survey responses revealed that while transportation habits are dominated by driving, with 95% of respondents using a car as their primary mode and 82% driving daily, satisfaction with transportation infrastructure varies. Traffic congestion and poor road conditions emerged as pressing transportation issues, followed by limited public transit options and parking challenges.

Safety concerns are both behavioral and infrastructural, with distracted and aggressive driving topping the list, alongside issues like lack of sidewalks and poor lighting. Survey insights suggest a car-dependent city with major concerns about congestion, road maintenance, and pedestrian safety, while public transit and bike infrastructure remain underdeveloped and underutilized.

When asked about priorities for improvement, respondents emphasized reducing congestion, improving roads, and expanding bike paths and parking availability. There's strong support for improving roads and reducing congestion, but mixed views on transit expansion and bike paths. These insights will help guide future planning efforts to improve mobility, safety, and accessibility across the City.

## Survey Insights

### Transportation Habits

**Driving:** Over 90% drive regularly, making it the primary mode of transport

**Walking:** Only ~17% walk frequently, and biking is even less common

**Public Transit:** Very low usage - most respondents report almost never using buses or trains

### Satisfaction Levels

**Roads:** Mixed - 43% say "Okay", but ~40% unhappy or very unhappy

**Bus System:** Poor ratings - >50% say "Does not apply", and among users, dissatisfaction is high

**Bike Paths and Sidewalks:** Large gaps - many respondents are unhappy or neutral, signaling infrastructure issues

### Top Transportation Issues

**#1 Traffic Congestion:** 754 mentions

**#2 Road Conditions:** 630 mentions

**#3 Public Transit Options:** 361 mentions

**Other Concerns:** lack of services near home/work, heavy truck traffic, and safe walking/biking routes

## Priorities for Improvement



**Reducing Congestion:** Strong priority - >39% rated "Very Important".



**Improving Road Quality:** High priority - 37% "Very Important".



**Safety for Pedestrians:** Critical - 36% "Very Important".



**Adding Bike Paths:** Mixed - many neutral or low priority.



**Expanding Public Transit:** Divided opinions - some see it as very important, others as less relevant.

## Safety Concerns



**Behavioral Risks:** Distracted driving (40%), aggressive driving (35%), and speeding (23%) dominate.



**Infrastructure Risks:** Insufficient sidewalks (40%), dark streets (32%), and unsafe intersections (29%).

## Future Considerations



**Public Transit Improvements:** Nearly 50% would use transit more if it were faster and more frequent.



**Desired Changes:** Better destinations coverage (55%), shorter travel times (50%), and safer, cleaner stations.



**Environmental Priorities:** ~32% rated eco-friendly options "Really Important".

## In-Person Surveys

Recognizing that online survey responses were concentrated among older, white residents in North and West Fort Worth, the City prioritized events that would reach underrepresented groups such as younger residents, transit-dependent individuals, non-English speakers, and communities in South and East Fort Worth. **Figure 3.6** and **Figure 3.7** illustrate the in-person survey designs. Overall, these efforts, which are detailed in **Table 3.1**, resulted in 409 completed in-person surveys, complementing online engagement and resulting in a more representative cross-section of community input.

The combined impact of the outreach effort was significant. A total of 409 physical survey responses were collected, including 267 focused on traffic safety and 142 on transportation satisfaction. The initiative successfully reached underrepresented demographic groups, helping to balance the skew typically seen in online survey participation. Among the high-impact events, ArtsGoggle proved especially productive, yielding 92 completed surveys, while Trinity Metro transfer stations collectively contributed 171 responses, making these venues the most effective engagement points.

**Table 3.1: Survey Respondents by Event**

| Date | Venue | Surveys |
|---|---|---|
| 9/16/2024 | Meadowbrook-Poly United Methodist Church | 6 |
| 9/17/2024 | Texas Wesleyan University | 13 |
| 9/19/2024 | Texas Wesleyan University | 8 |
| 9/25/2024 | Tarrant County College South Campus | 7 |
| 9/26/2024 | Tarrant County College South Campus | 9 |
| 10/1/2024 | Ventana HOA - National Night Out | 15 |
| 10/1/2024 | Historic Southside NA - National Night Out | 28 |
| 10/5/2024 | Tarrant County Harambee Festival | 54 |
| 10/14/2024 | Sierra Vista and La Gran Plaza Transfer Stations | 67 |
| 10/16/2024 | Central Station | 41 |
| 10/17/2024 | Dr. Dennis Dunkins Transfer Station | 63 |
| 10/19/2024 | Harvest Community Safety Fair | 6 |
| 10/19/2024 | ArtsGoggle | 92 |
| | **TOTAL:** | **409** |



*In-person Engagement Opportunities*



*In-person Engagement Opportunities*

## In-person Survey Details

### Traffic Safety Survey

- **Purpose:** Identify the City's most pressing traffic safety concerns.
- **Timeframe:** Distributed September–October 2024.
- **Deployment Methods:** Handed out at community events and transit hubs; bilingual support provided; promoted with flyers and signage; incentive offered ($100 grocery gift card giveaway).
- **Outcomes:** 267 responses collected.

### Transportation Modes Satisfaction Survey

- **Purpose:** Gauge satisfaction with various transportation modes.
- **Timeframe:** Distributed alongside the Traffic Safety Survey during the same period.
- **Deployment Methods:** Same as above; bilingual versions available.
- **Outcomes:** 142 responses collected.

### Key Takeaways

**Traffic Safety Survey**

- Dissatisfaction with public transit reliability and bike infrastructure.
- Moderate satisfaction with personal vehicle travel.
- Desire for improved transit frequency and safer biking options.

**Transportation Modes Satisfaction Survey**

- Speeding and unsafe intersections were top concerns.
- Pedestrian safety issues were frequently cited.
- South/East Fort Worth respondents expressed greater concern about infrastructure gaps.



**Traffic Safety Survey**

Age: Zip code:

What are Fort Worth's biggest traffic safety problems?

MOVING A MILLION · FORT WORTH 2050

What are the most dangerous places in Fort Worth (for driving, biking, walking, etc.)? You may list as many places as you want.

**For a chance to win $100 grocery gift card, please share your email address.** The winner will be notified at the conclusion of the survey.

For more information, visit www.MovingAMillion.org and click on Safety Action Plan.

*Figure 3.6: Traffic Safety Survey (English)*



**Encuesta de Seguridad Vial**

Edad: Código Postal:

Cuáles son los mayores problemas de seguridad vial de Fort Worth?

MOVING A MILLION · FORT WORTH 2050

¿Cuáles son los lugares más peligrosos de Fort Worth (para conducir, ir en bici, caminar, etc.)? Puede enumerar tantos lugares como desee.

**Para tener la oportunidad de ganar una tarjeta regalo de $100 para el supermercado, comparta su dirección de correo electrónico.** El ganador será notificado al final de la encuesta.

Para más información, visite www.MovingAMillion.org y empuje el Plan de Acción de Seguridad.

*Figure 3.7: Traffic Safety Survey (Spanish)*

## 3.3.5. City & Community Events

In addition to hosting open houses, the City led an extensive community engagement effort through participation in nearly 20 in-person events designed to broaden participation in the M1M initiative and showcase related projects like the Eastside Transportation Plan and Safe Streets initiatives. These events helped contextualize M1M within Fort Worth's broader planning landscape.

Events included cultural festivals, neighborhood gatherings, educational settings, and transit hubs. At each event, the City shared project information, distributed bilingual materials, and collected feedback through physical surveys. High-attendance events like Tarrant County Back to School Round-Up, Harambee Festival, and ArtsGoggle attracted more than 1,000 participants each, significantly increasing project visibility.

Outreach at Trinity Metro transfer stations was particularly effective for gathering survey responses and connecting with transit riders.

The following timelines provide an overview of community events attended by the MTP project team.

### August

- **Aug. 2** — Tarrant County Back to School Round-Up
- **Aug. 24** — Shine With Loving Kindness Festival
- **Aug. 17** — SteerFW Civic Summit
- **Aug. 29** — Fort Worth Report: Future of Transportation in Tarrant County panel

### September

- **Sept. 12** — District 10 Town Hall
- **Sept. 17** — M1M booth at Texas Wesleyan University
- **Sept. 19** — M1M booth at Texas Wesleyan University
- **Sept. 23** — Polytechnic Neighborhood Association
- **Sept. 25** — M1M booth at Tarrant County College South Campus
- **Sept. 26** — M1M booth at Tarrant County College South Campus

### October

- **Oct. 1** — National Night Out - Historic Southside Neighborhood Association
- **Oct. 1** — National Night Out - Ventana HOA
- **Oct. 5** — Tarrant County Harambee Festival
- **Oct. 14** — Trinity Metro - Sierra Vista
- **Oct. 14** — Trinity Metro - La Gran Plaza
- **Oct. 16** — Trinity Metro - Central Station
- **Oct. 17** — Trinity Metro - Dr. Dennis Dunkins
- **Oct. 19** — Harvest Community Fair
- **Oct. 19** — ArtsGoggle

# 3.4. Engagement Outcomes

## 3.4.1. Feedback Themes

Community engagement was robust, with over 300 combined participants across in-person and online platforms. The mapping activities and comment cards provided rich qualitative data on travel patterns, congestion hotspots, and infrastructure gaps. Across both in-person and digital engagement opportunities, several consistent themes emerged that reflect community priorities for Fort Worth's transportation future. The following feedback themes underscore a shared vision for a transportation system that is safe, efficient, inclusive, and sustainable:

These were organized into big feedback ideas, which served as the foundation for the Community Priorities, helping to refine and finalize the Plan Vision Statement and Goals.










*Participation at Community Events*

## ECONOMIC DEVELOPMENT

### "Transit oriented hubs for retail and shopping…"

Community members highlighted the importance of TOD to support retail and housing growth. Feedback called for mixed-use centers near transit hubs, more shopping options to reduce cross-town travel, and policies that encourage urban housing to strengthen local economies.

## RAILROAD IMPROVEMENTS

### "TOD around the rail stations."

Attendees stressed the need for overpasses and underpasses to reduce delays caused by railroad crossings. Suggestions also included limiting the number of crossings and improving safety measures to prevent backups and accidents.

## CONGESTION REDUCING MEASURES

### "Redoing traffic circles so they are safer, more modern roundabouts."

Traffic congestion was a major concern, particularly in fast-growing districts. Proposed solutions included widening roads, adding lanes, installing modern roundabouts, and improving traffic signal timing. These measures aim to ease bottlenecks and improve emergency access.

## DEVELOPMENT

> "Creating community connection so people want to live, work and play in Fort Worth"

Residents expressed strong opinions about aligning development with infrastructure capacity. Many advocated for pausing new housing projects until roads and transit systems can support growth. Others supported mixed-use development to create vibrant, connected communities.

## SIDEWALKS, BIKING AND PEDESTRIAN ACCESS

> "Protected bike lanes especially on roads that connect to downtown and other frequently visited areas. Wider sidewalks on busier streets."

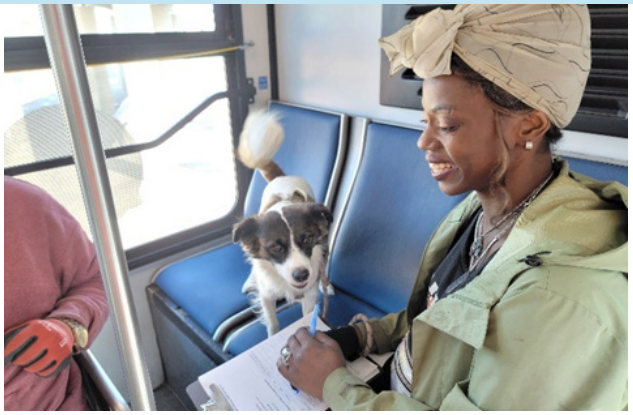
Improving pedestrian and cyclist infrastructure was a recurring theme. Residents requested protected bike lanes on busy streets, better sidewalk connectivity, and enhanced safety features such as traffic signalization and crosswalk visibility. These upgrades were seen as essential for creating a safer, more walkable city.

## PUBLIC TRANSPORTATION

> "Connectivity of routes. Going not just downtown but to other areas will not only help accessibility but increase ridership for everyone"

Participants consistently emphasized the need for a more connected and reliable transit system. Suggestions included developing light rail, improving bus routes, and expanding on-demand services like Trinity Metro. Many saw these improvements as critical for accessibility, reducing car dependency and increasing ridership across all neighborhoods.







*City-wide Engagement Opportunities*

## 3.4.2. Community Priorities

Feedback themes derived from the in-person and digital engagement opportunities helped define the communities' top priorities, which emphasized safety, preservation of existing infrastructure, expanded transportation choices, and accessibility. The priorities include the following:

### Community Priorities

**Infrastructure Improvements:** Invest in infrastructure that adequately meetings the needs of a growing population.

**Pedestrian + Cyclist Safety:** Develop / improve sidewalks, bike lanes, and crosswalks to improve mobility and safety.

**Improve Public Transit:** Expand and enhance public transit options and access.

**Reduce Congestion:** Improve / sync traffic lights and implement strategies to improve mobility.

**Community Involvement:** Provide outreach to the community with information about transportation planning and incorporate feedback.

The MTP goals evolved to incorporate these priorities, creating goals that are not only aspirational but grounded in the realities of Fort Worth's growth and mobility challenges. Starting with the Draft Vision and Goals, residents were invited to share feedback during multiple engagement touchpoints. Their input shaped the final direction identifying gaps, suggesting additions, and resulting in a Vision that reflects Fort Worth's priorities. The result is a set of Goals grounded in shared values and a commitment to creating a transportation system that serves everyone.

## Goals

The final goals are organized around six key principles and serve as the foundation for Fort Worth's transportation Vision, guiding decisions on infrastructure investments, policy changes, and performance metrics:



**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.

## Why Goals Matter

The importance of these goals lies in their ability to address both current challenges and future demands. Fort Worth is one of the fastest-growing cities in the nation, and its transportation network must keep pace with rising population and economic activity. Safety is paramount as crash rates remain high, particularly for pedestrians and vulnerable road users. Maintenance strategies under "Fix It First" helps existing infrastructure to remain functional and cost-efficient, reducing long-term financial burdens.

Goals focused on comfort and opportunities respond to community calls for better transit, walkability, and inclusive access, while technology and economic competitiveness position Fort Worth as a forward-thinking hub in a rapidly evolving mobility landscape. Together, these goals create a roadmap for a transportation system that is safe, sustainable, and capable of supporting the City's growth well into 2050.

## Incorporating Feedback

Moving from identified needs to funded investments requires a clear, transparent process. Findings from community feedback and the Multimodal Gap Analysis **(see Chapter 6)** were used to identify implementable and fundable roadway and freight infrastructure projects, as well as long-term active transportation and transit policy solutions.

Projects recommended through the Multimodal Gap Analysis were evaluated using six weighted criteria, which were informed by the MTP's established goals. These criteria help prioritized projects reflect community priorities identified throughout the planning process. Through scoring and comparison, these evaluations translate into clear rankings, guiding the prioritization of projects into short-, medium-, and long-term programs.



# 04

# EXISTING CONDITIONS



## Plan Chapters


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# 4.1. Planning Context

Fort Worth's transportation planning is shaped by rapid growth and the need to improve mobility and enhance economic competitiveness. The City's transportation network must accommodate the unique needs of its urban, suburban, and rural communities, balancing diverse land uses and infrastructure development to meet growing population demands.

Fort Worth spans 359 square miles, nearly half of which is vacant or underdeveloped. While Fort Worth is the country's 11th largest city in the United States, it ranks 24th of the 30 largest US cities in terms of population density.  Since as early as the 1870s, Fort Worth positioned itself as a transportation hub capitalizing on investments in transportation systems as an impetus for growth. Investments in intersecting highways, namely I-35W, I-30, and I-820, public transit, and freight improved regional connectivity, spurring city-wide growth and economic activity. However, without a whole-systems approach, incremental growth outpaced network connectivity, resulting in incomplete links that slow trips and limit travel choices.

**Looking forward, the City's transportation network must evolve to meet this growth. Now is the time for Fort Worth to take a Generational Leap into becoming a World Class City Anchoring a Megaregion.**



Fort Worth is the fastest-growing city among the top 30 most populous cities, with a 2.2% increase in the past year and a 6.5% rise since 2020. The city is projected to grow by over 200,000 residents by 2050—equivalent to adding a city the size of Frisco. This growth is part of a broader trend: the Greater Fort Worth area is expected to reach 4 million residents by 2050, a 52% increase, while the city itself will grow by 64% to 1.5 million residents. Employment within the city is projected to rise by 77%, and daily trips are expected to increase by 48%, signaling significant impacts on transportation and infrastructure.

Despite being one of the nation's largest cities, Fort Worth's relatively low-density development pattern influences travel behavior, with transit accounting for only a small share of commute trips. Safety remains a critical concern: between 2019 and 2023, the city experienced 68,936 car crashes, including 533 fatalities and 2,056 serious injuries. Notably, 6% of streets account for 54% of severe crashes. The image below highlights these and other key metrics shaping Fort Worth's long-term growth, development, and transportation conditions.

## Fort Worth Quick Facts

Fort Worth is the country's **10th** largest city, but it ranks **24th** in terms of population density

Today, transit (rail and bus) only make up **0.5%** of all commute trips

Between 2019-2023 Fort Worth experienced **68,936** car crashes **4%** of which were fatal or resulted in serious injury

Crashes resulted in **533** fatalities and **2,056** serious injuries between 2019-2023

**6%** of the City's streets account for **54%** of fatal and severe injury crashes

2050 Greater Fort Worth Area Population: **4M**

*Greater Fort Worth is expected to see a 52% increase in residents*

2050 Fort Worth Population: **1.3M**

*Fort Worth population is expected to increase 64%*

2050 Fort Worth Employment: **1M**

*Employment (people working within the city) is expected to increase 77%*

2050 Fort Worth Trips: **6.3M**

*Daily Trips (automobile, transit, and bus trips) are expected to increase by 48%*

2050 Fort Worth Commutes: **3M**

*Commute Trips (trips from home to work and work to home) are expected to increase by 49%*

## 4.2. Local & Regional Growth

Fort Worth is the fastest-growing city among the top 30 most populous cities, with a 2.2% increase in the past year and a 6.5% rise since 2020. The City is projected to grow by over 300,000 new residents over the next twenty-five years—equivalent to adding a major US city to our community. **Figure 4.1** illustrates the level and geographic distribution of population growth over the next 25 years.

This growth directly shapes how the City prioritizes, funds, and delivers transportation investments. The MTP focuses on building the project pipeline needed to keep pace by identifying the corridors, intersections, bridges, and connections that will carry Fort Worth through the next two decades of regional expansion.

Rather than another long-range vision, this effort connects planning with capital project delivery. This Plan delivers a data-driven, well-defined program of projects ready for design, funding, and construction, positioning the City to accommodate growth.

During the development of this plan, Fort Worth rose from the nation's 12th-largest city to its 10th-largest.

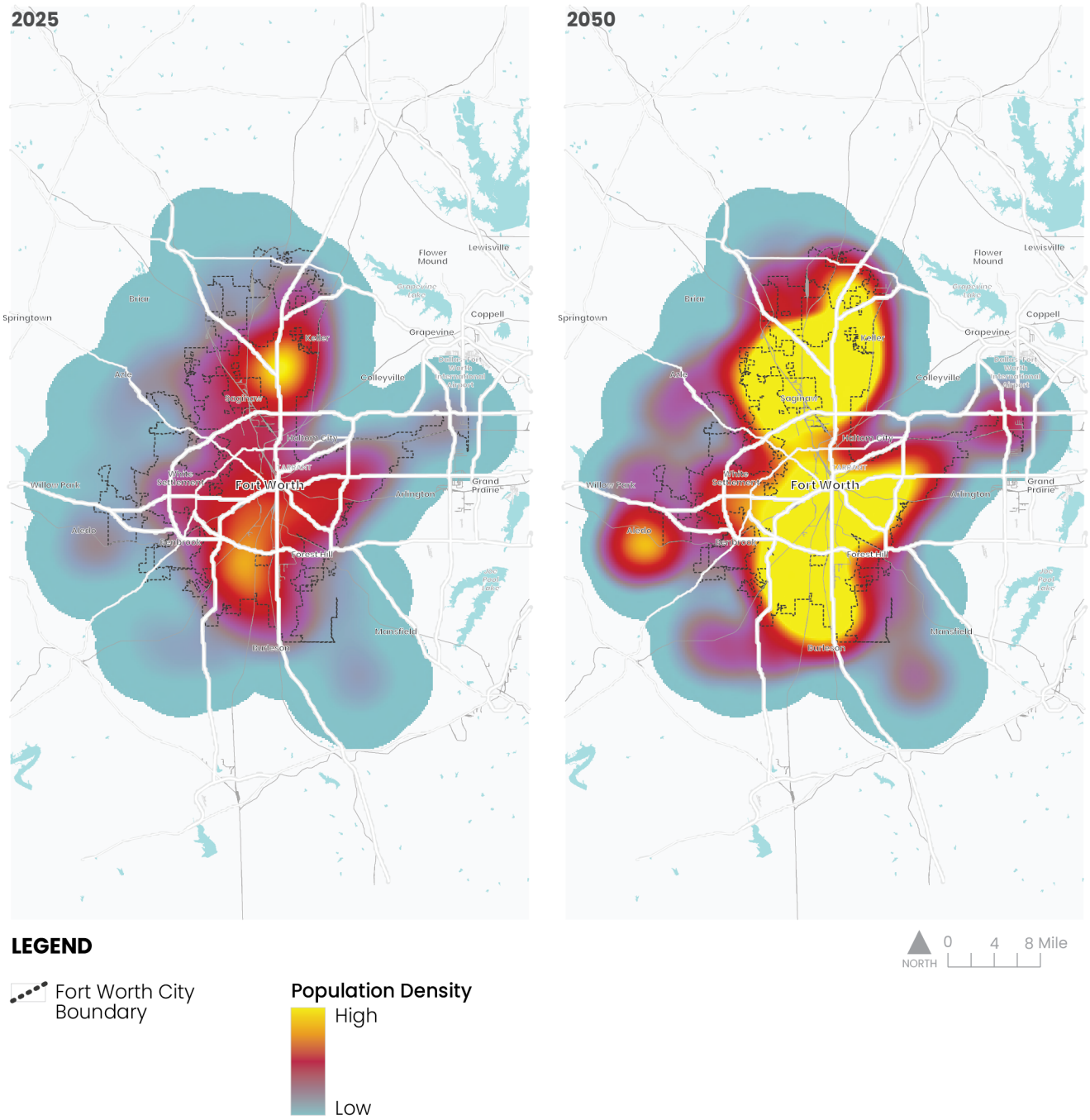



*Figure 4.1: Fort Worth Area Population Density Heat Map (2025, 2050)*

# 4.3. Existing Network

Today, the City maintains an extensive and multifaceted transportation network that includes more than 100 miles of active transportation infrastructure. **Figure 4.2** illustrates this expansive network, which features 24 miles of natural surface trails, 60 miles of paved trails, and 69.3 miles of on-street bike facilities. It also includes a robust freight network spanning 524.5 miles and a transit system with 40 miles of rail and 644.85 miles of bus routes. Additionally, the City maintains approximately 8,609 lane miles of pavement, which includes both city-owned roads and certain TxDOT-owned roadways maintained through formal maintenance agreements.

The scale and complexity of this system call for coordinated planning and disciplined investment. The MTP provides a data-driven process for evaluating needs, prioritizing projects, and aligning funding so the City can maintain a reliable, efficient, and connected transportation network that keeps pace with Fort Worth's growth.

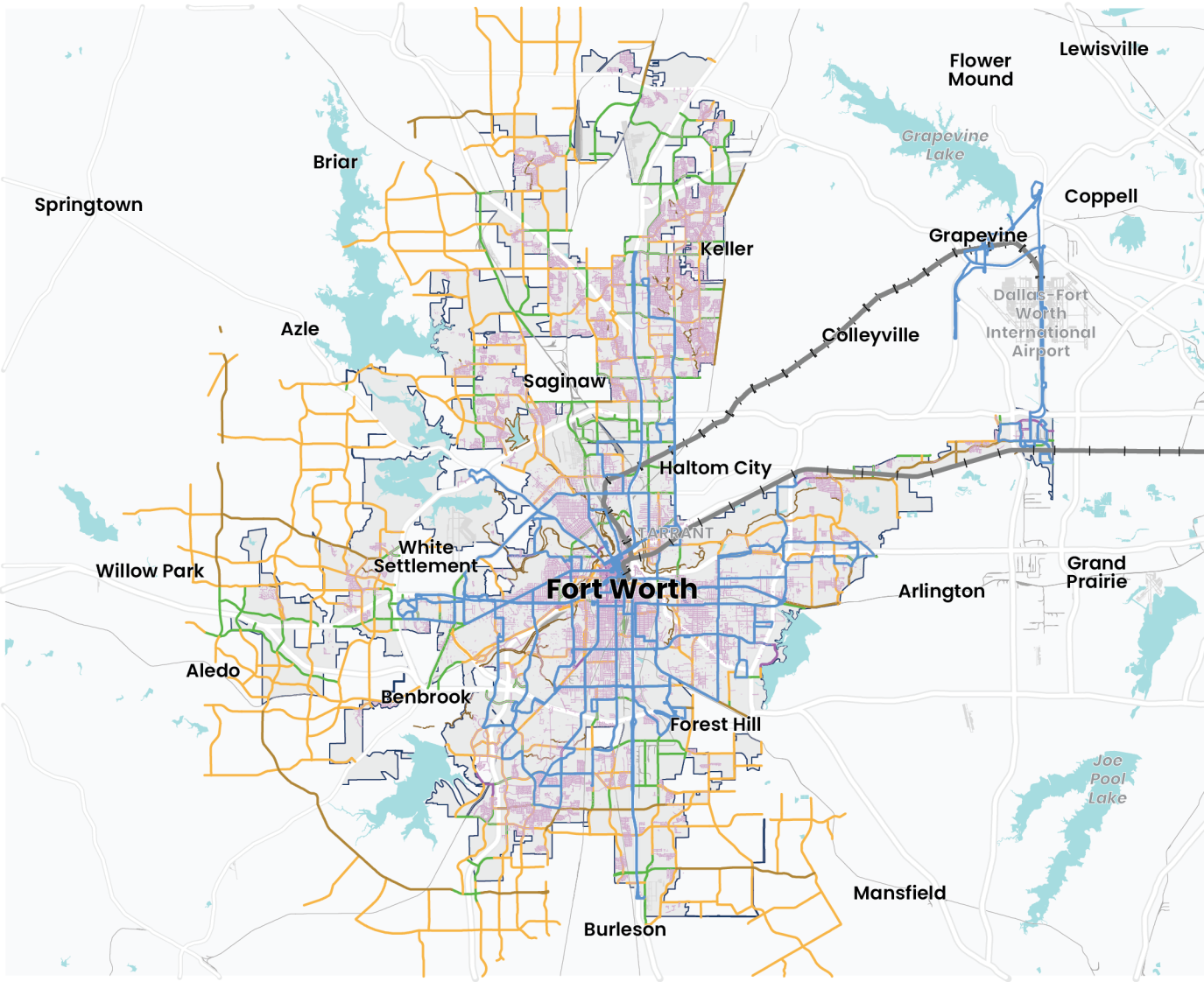



*Figure 4.2: Existing Transportation Network*



*City of Fort Worth Growth and Transportation Network Conditions*

# 4.4. Built & Natural Constraints

Fort Worth encompasses a diverse mix of urban, suburban, and rural landscapes, each presenting unique infrastructure demands and environmental constraints that significantly influence transportation planning. Fort Worth's network must evolve to meet the unique demands of its diverse geographies, with targeted investments in suburban and rural areas to support future growth.

Downtown Fort Worth, with its dense development and multimodal connectivity, faces challenges related to congestion and flood risk, while suburban and extraterritorial jurisdiction (ETJ) areas require expanded infrastructure to accommodate rapid growth and mitigate environmental impacts.

The designation of Planned Service Areas (PSAs) within the ETJ reflects a proactive approach to guiding development in a way that integrates transportation investments with environmental resilience, particularly in areas prone to flooding or near sensitive water bodies. As Fort Worth's network evolves, transportation decisions must account for natural barriers, stormwater runoff, and air quality concerns to promote sustainable and accessible mobility across its varied geography.

### Key Takeaways

- Fort Worth includes a wide range of walkable, auto-oriented, and rural conditions, each with distinct infrastructure needs.
- Economic hubs and regional travel patterns underscore the importance of scalable, multimodal transportation solutions.
- Flood risk and water quality concerns require resilient infrastructure and green stormwater management practices.
- Air quality challenges demand a shift toward cleaner transportation modes and emissions reduction strategies.
- Environmental constraints must be integrated into all aspects of transportation planning to promote a sustainable and accessible future for Fort Worth.

## 4.4.1. Developed Areas

**Figure 4.3** illustrates Fort Worth's built environment, which encompasses a diverse and expansive geography, including Fort Worth's urban core, suburban neighborhoods, and its ETJ. The ETJ spans approximately 265 square miles—nearly the size of El Paso—and plays a critical role in shaping regional travel patterns and future infrastructure needs. The inclusion of surrounding counties in the study area reflects Fort Worth's position as a regional anchor, with key corridors such as US 287, US 377, and SH 114 serving as vital links for commuters and freight.

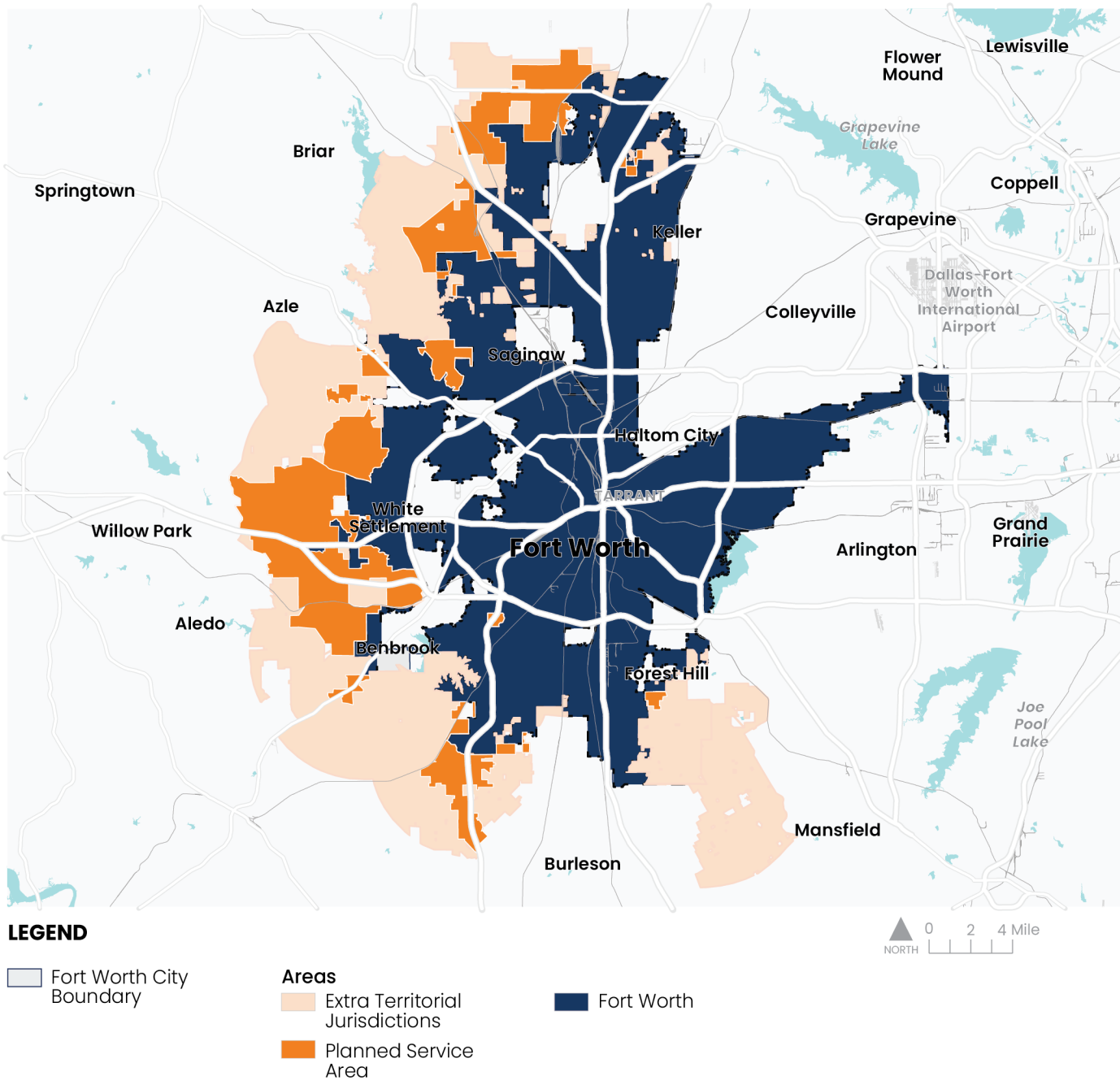



*Figure 4.3: Fort Worth Geographies*

## 4.4.2. Central Area's Growth

The Central Area, depicted in **Figure 4.4**, is foundational to Fort Worth's identity and success, bringing together a confluence of the City's major transportation and infrastructure assets, institutional and commercial opportunities, and recreational destinations.

As the Greater Fort Worth Area continues to grow, traffic will increase on the City's roadway network, intensifying the congestion and overall demand on the city's infrastructure. The projected level of growth will significantly impact Fort Worth's core and connection to key employment clusters and destinations that serve both residents and visitors, such as the Downtown, Stockyards, Near Southside, Alliance, and Trinity Trails network and parks system.

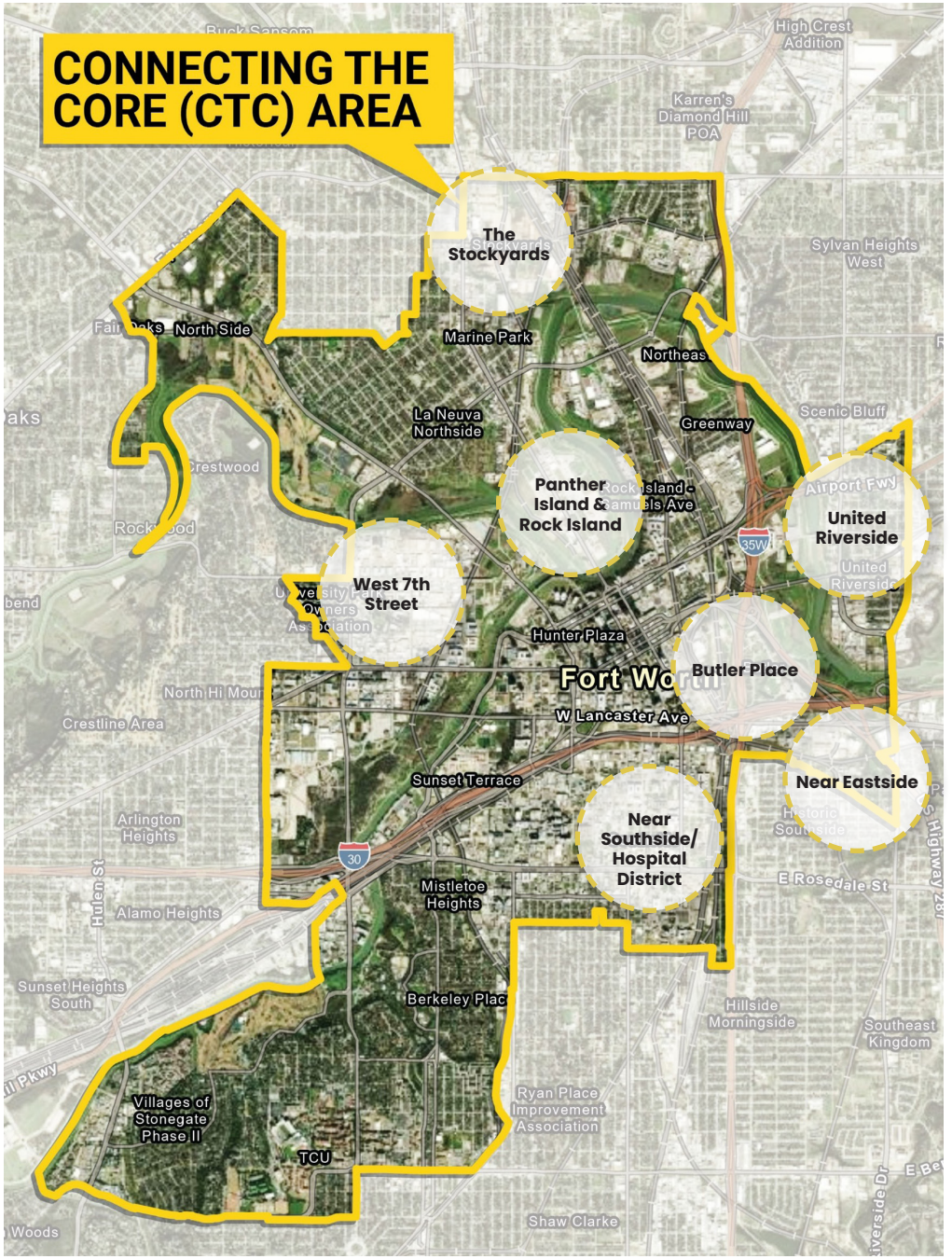



*Figure 4.4: Fort Worth's Central Area*

A significant pipeline of commercial and residential projects are poised to transform the Central Area. This growth will reshape the area's character and amenities while intensifying traffic demands on both the core and citywide roadway network. An overview of these major developments is provided in **Table 4.1**. With these projects on the horizon, the Central Area becomes a focal point of regional growth, requiring strategic investments to expand roadway capacity, strengthen multimodal connectivity, and improve overall travel experience.

The development pipeline captures projects within and adjacent to the Central Area boundary, reflecting the potential for nearby development to generate trips and influence travel demand in the core.

### Growth & Development Takeaways

- Fort Worth is the fastest growing large city in the U.S. with a 4.1% growth in population since 2020, now the 10th largest city in the U.S., and the fourth largest in Texas.
- 6 million SQFT planned development in the Downtown (excluding Butler Place and Panther Island)
- $2.3 billion Infill Redevelopment planning the Downtown
- $2 billion potential Stockyards and Panther Island Development



**Table 4.1: Central Area Development Pipeline**

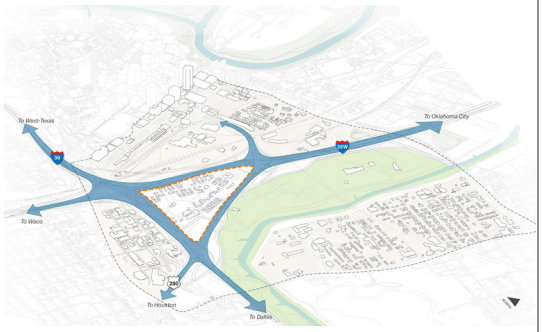
| Project | Description |
|---|---|
| **Access Butler Place Plan**  | The Butler Place project explored ways to transform an historic public housing site into a vibrant, mixed-use district, reconnecting it to Downtown and surrounding neighborhoods. By improving access, multimodal connectivity, and development opportunities, this initiative unlocks long-isolated land, supporting connectivity and growth to and from Fort Worth's urban core. |
| **Convention Center Expansion**  | The Fort Worth Convention Center is undergoing a multi-phase expansion and modernization to increase exhibit and meeting space, add new amenities, and ultimately replace an aging arena with flexible event space to strengthen the City's ability to host large conventions and support adjacent development, including a future hotel pad and improved pedestrian access. |
| **Texas A&M University (TAMU)**  | Texas A&M University has broken ground on the Aplin Center, a $250M+, 211,000-square-foot immersive learning hub and visitor center that will support hospitality, retail, marketing and food science education while serving as a campus "front door," with completion expected in 2028. |

**Table 4.1: Central Area Development Pipeline (cont'd)**

| Project | Description |
|---|---|
| **Fort Worth Medical Innovation District**  | Resolution 5726-03-2023 established the Medical Innovation District, adopted in 2023. In addition to the boundaries of the MID that align with TIF 4, three formally recognized Nodes of Innovation were also established in direct association with Medical Innovation District. These include the campus of the University of North Texas Health Science Center, Texas A&M School of Law, and the University of Texas at Arlington Research Institute. |
| **Eastside Transportation Plan**   | The Plan includes a large study area encompassing the major segments of east Fort Worth. The study will evaluate the potential of high-capacity transit (HCT), improvements for other facilities in the study area, and supportive economic development and land use policies. |

**Table 4.1: Central Area Development Pipeline (cont'd)**

| Project | Description |
|---|---|
| **Panther Island Redevelopment**<br>  | Panther Island combines flood control with mixed-use redevelopment to create a vibrant waterfront and unlock prime land along the Trinity River. By improving mobility and connectivity to Downtown and surrounding districts, it positions Fort Worth to manage growth, attract investment, and strengthen resilience for decades to come. |
| **Stock Yards Phase II**<br>  | The Fort Worth Stockyards' nearly $1 billion expansion, including hotels, commercial space, and parking. Mobility is improving with Trinity Metro's Orange Line, offering frequent bus service connecting the Stockyards to downtown and the broader transit network. |

## Central Area Network Conditions

An existing conditions assessment was undertaken to identify the significant mobility and land use factors impacting core capacity to determine changes in roadway network and development patterns needed to support growth within and around the Central Area.

**Core capacity is measured by a transportation system's ability to move the most people through the busiest areas during peak travel times.**

Its projected by 2050 that many roads leading in and out of Fort Worth's core will not be able to support future traffic demand (or capacity). **Figure 4.5** illustrates the Central Area's projected LOS by 2050. The Level of Service (LOS) for roadways within and around downtown is rated D, E, or F, highlighting that most roadways in the City's core are already at or near capacity.

Population and employment projections indicate that travel demand will far outpace the existing roadway network's ability to move people efficiently, especially in and around the Central Area. With most corridors already operating at failing level, even modest increases in traffic will result in longer delays, reduced reliability, and diminished safety for all modes. Without strategic intervention, congestion will intensify as Fort Worth and the surrounding region continue to grow.

Critical issues were identified that affect capacity, connectivity, safety, and multimodal access as development intensifies.

Through a review of existing conditions and future demand, several recurring themes emerged:

- constrained roadway and bridge capacity
- limited high-capacity transit integration
- safety and operational inefficiencies at major intersections
- gaps in multimodal infrastructure

These challenges are compounded by physical constraints such as floodplains and rail corridors, which create engineering and constructability risks. Addressing these issues is essential to support planned growth, enhance regional mobility, and improve the vibrancy and accessibility of Fort Worth's cultural districts and employment hubs.



## Central Area Key Issues

The following detail the cross-cutting issues and needs identified in the Central Area:

- Increase effective roadway capacity through strategic new connections, grade-separated crossings, and traffic operations technology — rather than road widening, given the Central Area's limited right-of-way — to relieve congestion on existing bridges and unlock development potential between the rail and river west of Downtown.
- **Improve and diversify multimodal access** by establishing new connections for walking, biking, and transit between the Central Area and adjacent neighborhoods such as United Riverside and West 7th.
- **Enhance safety for all modes of transportation** through redesign of high-traffic corridors and intersections—including Henderson, Weatherford, and Belknap—to reduce crashes and improve pedestrian and multimodal comfort.
- **Activate Downtown as a regional transit hub** by creating transit-supportive infrastructure that strengthens connectivity and supports economic growth.

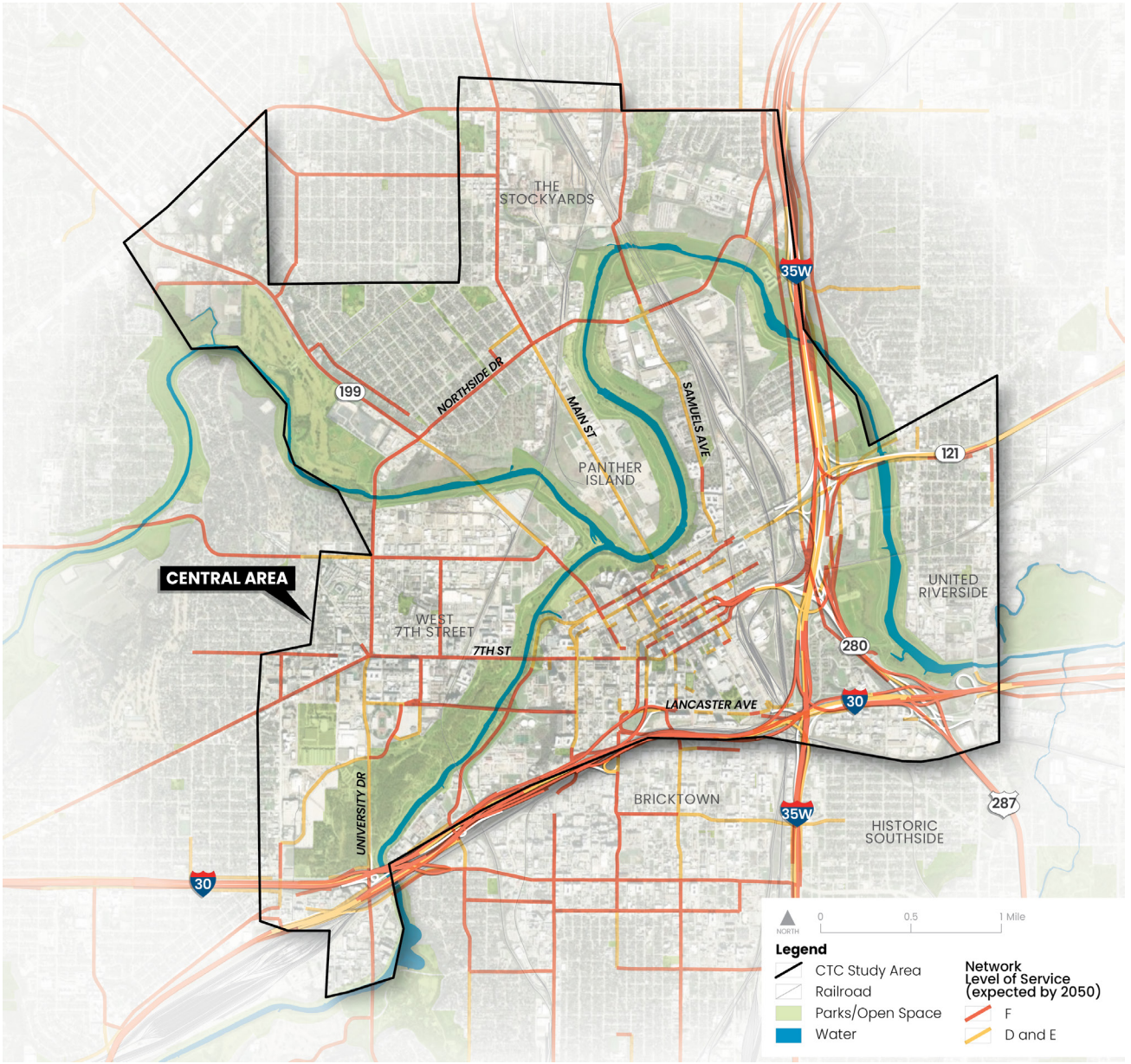



*Figure 4.5: Central Area with Expected LOS by 2050*

### Issues Impacting Critical Neighborhoods and Assets

The assessment highlights how transportation constraints and infrastructure gaps affect key districts within the Central Area. In Panther Island and the Stockyards, limited bridge capacity and lack of grade-separated crossings restrict access from I-35 W, creating congestion and slowing redevelopment. The West 7th Cultural District faces similar challenges, with constrained river crossings and freight rail barriers limiting multimodal connectivity and future growth potential.

In Downtown, high-traffic corridors such as Henderson, Weatherford, and Belknap present safety and operational risks, while the absence of a dedicated transit hub undermines regional mobility. Near Southside struggles with inadequate I-30 crossings for high-capacity transit, and Butler Place and United Riverside remain isolated due to poor multimodal infrastructure and constrained rail underpasses. Addressing these issues through expanded roadway capacity, enhanced multimodal connections, improved safety, and activation of Downtown as a transit hub is critical to unlocking development and creating access across the Central Area.

A detailed overview of the Central Area's roadway and mobility conditions and recommendations is detailed in **Chapter 6.**

## 4.4.3. Prioritizing Core Capacity

Prioritizing integrated mobility and land use strategies is essential to addressing Fort Worth's core capacity challenges, supporting sustainable growth while improving safety and efficiency across the Central Area and the City as a whole. Strategic investments that expand roadway capacity, integrate high-capacity transit, and enhance multimodal connectivity will unlock access to key neighborhoods and assets, including Panther Island, the Stockyards, Butler Place, and Downtown, while supporting the Central Area's catalytic projects and the future transformative infrastructure investment, such as high-speed rail . By right-sizing the core network and aligning development patterns with holistic connectivity, multimodal safety, and regional growth objectives, Fort Worth can manage congestion, strengthen economic vitality, and create a resilient, accessible urban core as the region approaches a population of 12 million by 2050.

## Economic Assets or Hubs

Economic hubs within the study area , which are illustrated in **Figure 4.6**, include DFW Airport, Alliance logistics zone, CentrePort, Meacham Airport, and major employers like Lockheed Martin and Burlington Northern Santa Fe (BNSF) Railway. These hubs are essential for freight and passenger movement, reinforcing Fort Worth's role in regional and national transportation networks

- **Central Area**: High-density development with significant congestion and multimodal infrastructure. It serves as a cultural and economic center with strong transit and pedestrian activity.
- **Auto-Oriented Areas**: Rapidly growing, requiring expanded roadways and transit services. Infrastructure is often lagging behind development.
- **ETJ/Rural Areas**: Characterized by low-density development and limited infrastructure. PSAs are planned to guide future investments.
- **Economic Hubs**: Includes DFW Airport, Alliance logistics zone, and Downtown. These hubs are vital for freight, passenger movement, and regional economic growth.

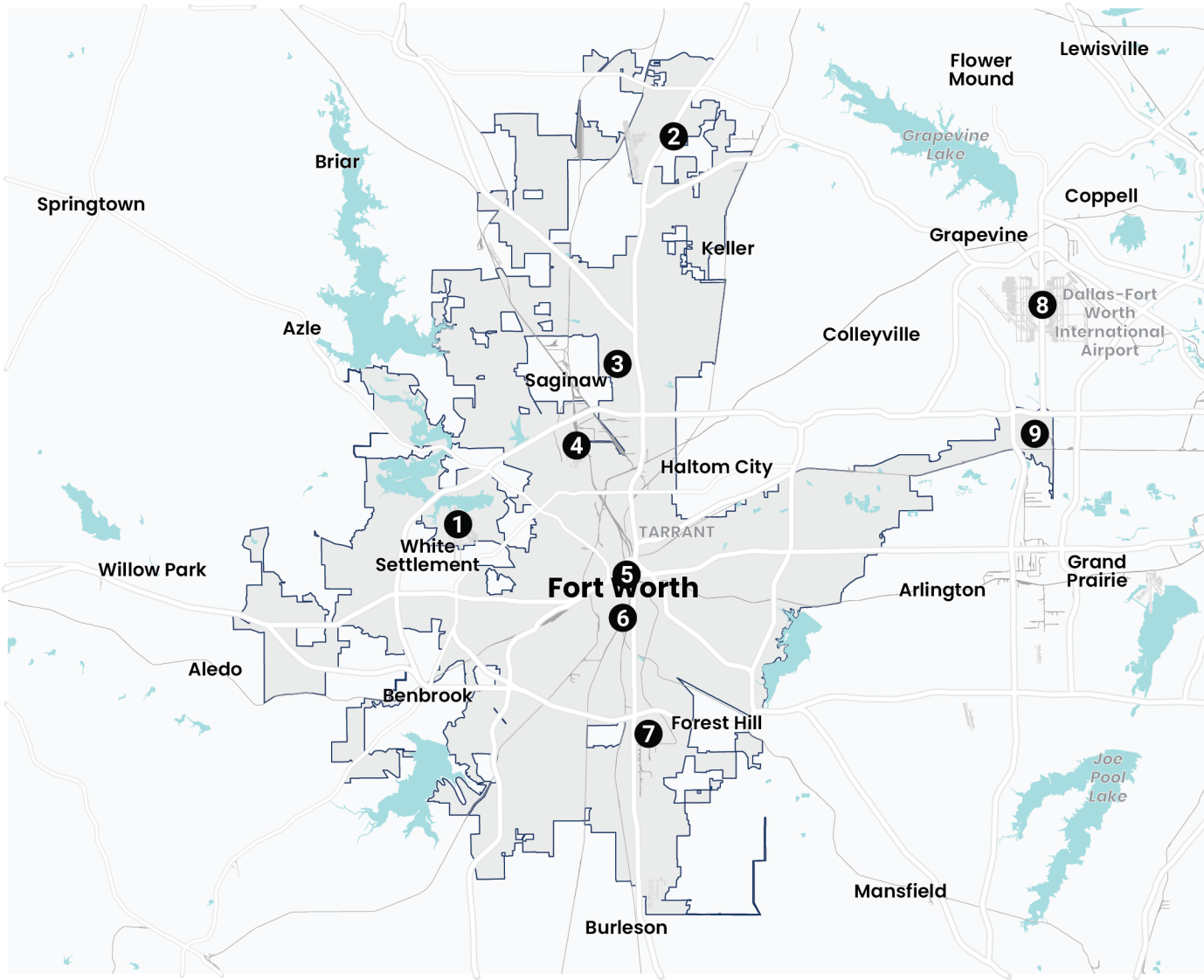



*Figure 4.6: Major Economic Hubs*

## 4.4.4. Environmental Considerations

### Flooding

Fort Worth's environmental constraints significantly influence transportation planning and infrastructure design. Flood risk, as mapped in **Figure 4.7**, is a major concern, with approximately 50 square miles of FEMA-designated floodplains and an additional 33 square miles of non-FEMA flood risk areas identified by the City. These areas require flood-resilient infrastructure, such as elevated bridges and robust stormwater management systems.

Fort Worth has identified approximately 300 Hazardous Roadway Overtopping locations where vehicles are at risk of driving into floodwaters. Originally documented in 2005 with 40 high-priority crossings, the inventory has grown as additional sites were investigated and ranked by safety risk. Improvements to date include high water warning systems and culvert upsizing, with future upgrades planned for guard rails, lighting, and flood warning flashers at the 50 most hazardous locations.

The City's High Water Warning System (HWWS) monitors 52 low-water crossing locations in real time, triggering roadside flashers and alerting first responders, emergency managers, and the National Weather Service when sensors detect rising water. A public-facing webpage displays live road flooding data, and the system will soon integrate with the Office of Emergency Management's notification platform.

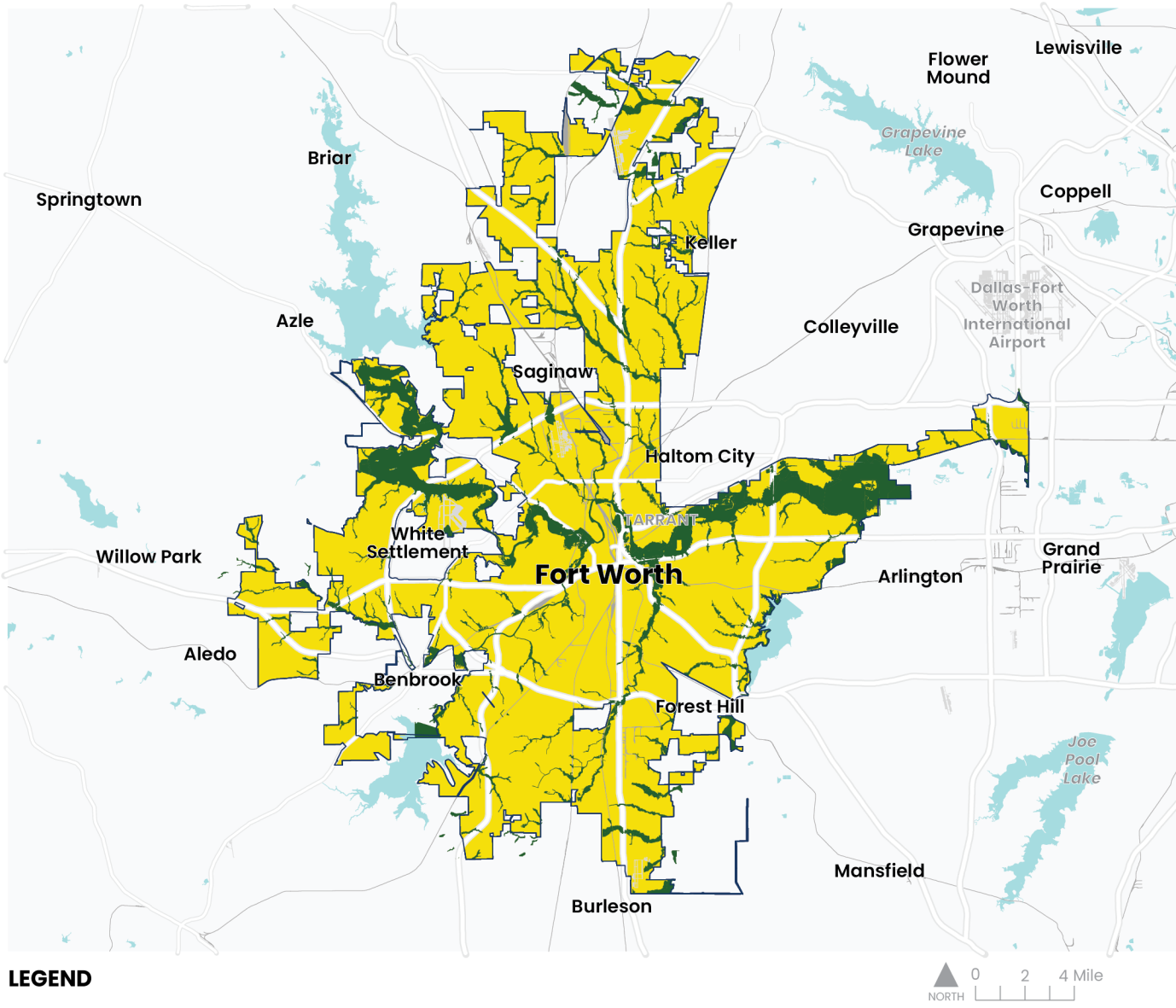



*Figure 4.7: FEMA Flood Hazard Areas*

## Water Quality

Water quality is another critical issue. Pollutants such as dioxins, PCBs, and E. coli have been detected in major water bodies including Lake Worth, the Trinity River, and several creeks. **Figure 4.8** presents a spatial overview of the areas and waterline segments within the City that are impacted by these pollutants. Transportation infrastructure contributes to runoff, which can degrade aquatic ecosystems and drinking water sources. The City promotes green infrastructure solutions, such as bioswales, rain gardens, and sediment traps to mitigate these impacts. The Fort Worth Stormwater Criteria Manual provides guidelines for designing systems that manage runoff and protect water quality.

Pollutants such as dioxins, PCBs, and E. coli impair major water bodies across Fort Worth, with transportation-related runoff contributing to contamination; green infrastructure and stormwater management practices are essential to protect aquatic ecosystems and drinking water sources.

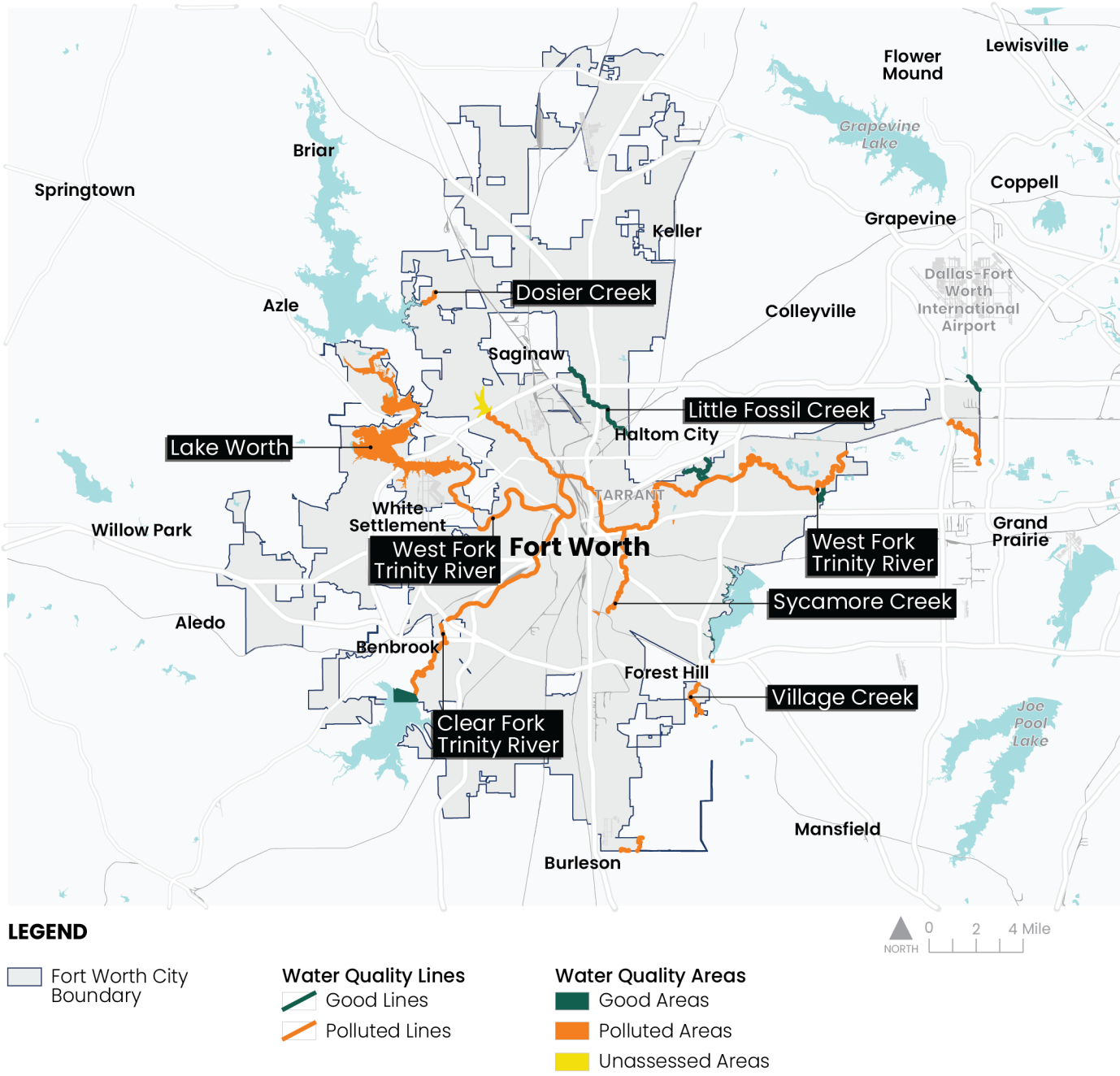



*Figure 4.8: ATTAINS Water Quality Map*

## Air Quality & Emissions

As shown in **Figure 4.9**, air quality remains a persistent challenge throughout the region. Fort Worth is part of a non-attainment zone for ozone under Environmental Protection Agency (EPA) standards. Vehicle emissions and industrial activity contribute to elevated levels of ozone and PM2.5, particularly in densely populated areas. These pollutants pose health risks and complicate efforts to maintain clean air. As the City grows, pressures on air quality will increase, necessitating expanded transit options, cleaner transportation technologies, and strategic land use planning.

Fort Worth is a non-attainment area for ozone. Vehicle emissions and industrial activity contribute to poor air quality, especially in densely populated areas.

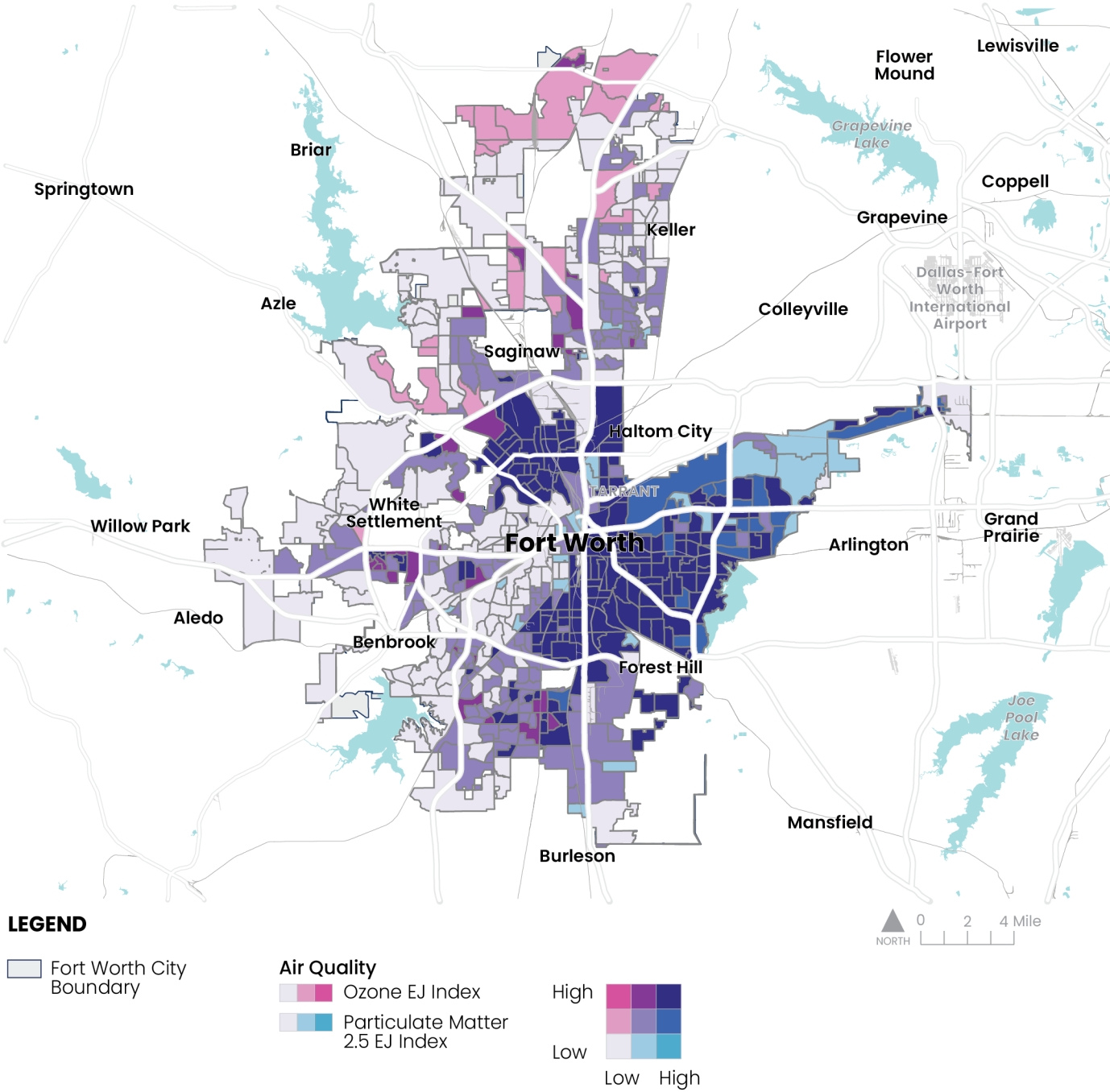



*Figure 4.9: Distribution of Ozone and PM2.5 Concentrations (2023)*

# 4.5. Transportation Related Efforts

## 4.5.1. City of Fort Worth Initiatives

In tandem with the Comprehensive Plan, Stormwater Strategic Plan, and Parks Master Plan updates, the MTP links land use and other infrastructure decisions with transportation investment. The Plan translates policy direction into a clear, data-driven program of projects that supports growth, guides funding, and advances the City's commitment to safety, reliability, and economic competitiveness.

## 4.5.2. Regional Transportation Framework

Fort Worth's transportation plan is supported by a robust framework of local and regional plans that emphasize connectivity, accessibility, inclusiveness, economic resilience, and sustainability.

The MTP aims to integrate insights, background information, and recommendations drawn from the City's previous plans, policies, and programs that guide transportation in Fort Worth today. The following is a summary of the most relevant planning efforts.



PAST TRANSPORTATION PLANNING EFFORTS

**CITY OF FORT WORTH**

MTP

### Master Thoroughfare Plan (MTP)

Adopted in 2016 and updated in 2020, this plan guides the planning, development, and management of the city's arterial network, emphasizing multimodal transportation, roadway classification, and land use integration to support growth.

### Active Transportation Plan (ATP)

Adopted in 2019, this plan envisions a connected and accessible network of sidewalks, trails, and bicycle facilities, prioritizing safety, opportunity, ADA accessibility, and seamless integration with MTP to enhance mobility and reduce reliance on vehicles.

VISION ZERO FORT WORTH

### Vision Zero Safety Action Plan (SAP)

The Safety Action Plan outlines Fort Worth's approach to reducing and ultimately eliminating severe and fatal crashes. As the safety element of MTM, it identifies the streets with the highest crash risk and recommends design and operational improvements that make walking, biking, and driving safer across the city. Adopted in September 2025, the SAP serves as the comprehensive safety component of MTP.

## Access Butler Place Plan (ABP)

This plan seeks to reconnect and strengthen Fort Worth's Central Area by identifying mobility solutions, enhancing infrastructure, and promoting mixed-use development to support a vision for a more accessible and connected downtown.

## Central Area Capacity Study

This study assesses how regional growth will impact mobility in and around downtown, identifying multimodal, streetscape, transit, and infrastructure solutions to enhance connectivity and support Panther Island and ABP Plan recommendations.

## Eastside Transportation Plan

The Eastside Transportation Plan focuses on improving mobility in Fort Worth's east side neighborhoods. The plan evaluates existing conditions and community priorities to identify a preferred roadway alternative and guide future investments that support safer and more reliable travel choices.

## Comprehensive Plan

The Comprehensive Plan is Fort Worth's guide for making decisions about future growth and development, including land use, housing, parks and open spaces, economic development, facilities, infrastructure, and transportation. The 2050 Comp Plan currently being developed will incorporate key components of the new MTP.

## Greenprint Fort Worth

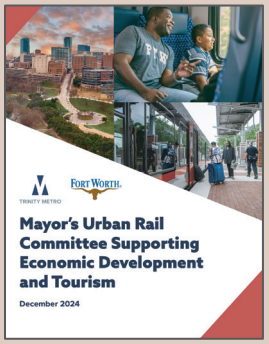
The Park, Recreation, and Open Space Master Plan guides the long-term development of parks, trails, and recreational facilities, with a focus on reinvestment, land acquisition, and integration with MTP to enhance connectivity and active transportation.

## Urban Villages

This program promotes economic growth in key commercial corridors by expanding employment, increasing the tax base, and improving quality of life. Fort Worth's 17 Urban Villages are integral to MTP and models for vibrant mixed use developments.

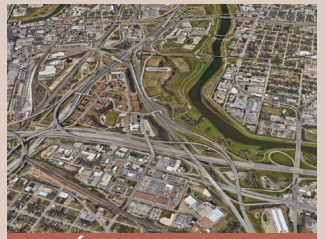
## NCTCOG 2050 Mobility Plan

This federally-mandated comprehensive transportation plan for North Central Texas focuses on improving mobility, enhancing quality of life, and ensuring system sustainability through better transportation options, infrastructure maintenance, and implementation.









I-30 (US-287 - Cooper St) Redesign



NTE35W TEXPRESS



# 4.6. Network Conditions

## 4.6.1. System Performance

Fort Worth's transportation system is under increasing pressure due to rapid population growth, sprawling development, and a vast roadway network. The City maintains over 10,000 lane miles, with a significant portion classified as local roads (5,593.2 lane miles). Compared to peer cities, Fort Worth has a lower population density, which increases infrastructure demands and complicates transit efficiency.

Freight movement is a major component of system performance. Fort Worth's strategic location and infrastructure support high volumes of freight traffic, particularly around key hubs like Alliance, CentrePort, and DFW Airport. However, this also contributes to congestion and safety concerns in employment zones where freight and commuter traffic overlap.

Public transit performance is recovering post-pandemic, with Trinity Metro ridership projected to return to pre-2020 levels by the end of 2024. However, Fort Worth still lags behind peer cities in transit usage, with only 0.20% of trips made by transit compared to over 60% by private auto. Service frequency and coverage remain limited in high-need areas.

Active transportation infrastructure is growing but remains fragmented. Fort Worth has over 100 miles of bike lanes, though most are unprotected. Sidewalk conditions are also a concern, with 22% rated poor or very poor, especially in underserved neighborhoods.

### Key Takeaways

- Fort Worth maintains over 10,000 lane miles, with a large share being local roads.
- The City has a moderate street connectivity ratio (1.23), lower than peer cities like Austin and Seattle.
- Freight movement is concentrated around key hubs like Alliance, CentrePort, and DFW Airport, creating congestion and safety challenges.
- Public transit ridership is recovering post-pandemic but remains lower than peer cities.
- Active transportation infrastructure includes 100+ miles of bike lanes, but most are unprotected; 22% of sidewalks are in poor condition.



## Goal Alignment

### Fix It First

This goal directly addresses system performance by emphasizing lifecycle planning, cost-effective maintenance, and infrastructure preservation. Strategic maintenance can extend pavement lifespan, reduce long-term costs, and improve road conditions.

### Technology

Smart infrastructure tools like predictive maintenance and smart streetlights support proactive asset management and enhance system reliability.

### Economic Competitiveness

A well-maintained network supports freight movement and business operations, reinforcing Fort Worth's role as a regional logistics hub.



## 4.6.2. Congestion

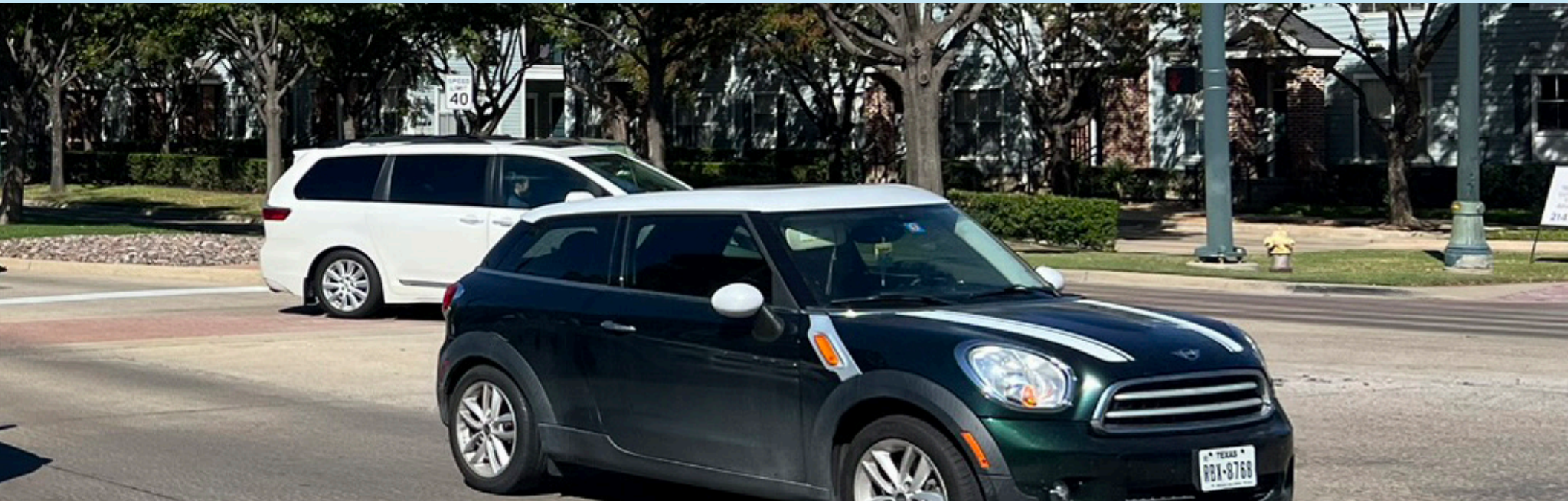
Congestion is a significant issue affecting quality of life and economic productivity. The report identifies 12 major congestion hotspots, including corridors near DFW Airport, Downtown Fort Worth, and Texas Motor Speedway. These areas experience LOS F, indicating severe delays and poor traffic flow.

Average trip duration in Fort Worth is 31 minutes, comparable to Austin and San Antonio. Historical data shows travel times have remained relatively stable despite growth, suggesting some resilience in the system.

Freight corridors often overlap with congested employment zones, exacerbating delays and reducing efficiency. Strategic planning is needed to separate freight and commuter flows to improve overall mobility. Transit and active transportation modes are underutilized, partly due to limited infrastructure and connectivity. Increasing mode share for walking, biking, and transit could help alleviate congestion, but current usage remains low.

### Takeaways

- 12 major congestion hotspots identified, including areas near DFW Airport, Downtown, and Texas Motor Speedway.
- Average trip duration is 31 minutes, comparable to other large cities.
- Private auto use dominates mode share (62%), with transit and biking at 0.2% each.
- Travel patterns show strong commuting flows to/from DFW Airport, Downtown, and northern suburbs.




## Goal Alignment

### Human Comfort

This goal prioritizes reducing congestion and improving travel experience. Strategies include optimizing signal timing, expanding multimodal options, and enhancing connectivity.

### Technology

Real-time traffic monitoring and adaptive signal systems help manage congestion dynamically.

### Opportunity

Expanding transit and active transportation options in underserved areas can reduce car dependency and improve access.



## 4.6.3. Safety

Safety is a critical concern, with Fort Worth experiencing 123 roadway fatalities in 2023, a 13% increase from the previous year. Of these, 50 occurred on City roads, and the rest on TxDOT-managed highways.

Key contributors to crashes include:

- **Speeding:** 28% of all crashes, but 36% of killed or seriously injured (KSI) crashes.
- **Distracted driving:** 24% of all crashes, 20% of KSI crashes.
- **Large trucks:** Fort Worth has a 10.52% rate of truck-involved crashes, significantly higher than the state average of 6.2%.

The HIN highlights corridors with the highest crash severity, often overlapping with socially vulnerable communities. Pedestrian safety is especially concerning, with high injury corridors concentrated in Downtown and Southeast Fort Worth, where zero-car households are prevalent. Public transit safety is supported through paratransit and on-demand services, but gaps in service frequency and infrastructure limit accessibility for seniors and disabled residents. Active transportation safety is hindered by poor sidewalk conditions and limited protected bike lanes. Investments in traffic calming, lighting, and pedestrian crossings are needed to reduce risks.

### Takeaways

- In 2023, 123 traffic fatalities occurred in Fort Worth, a 13% increase from 2022.
- Speeding accounts for 28% of crashes, but 36% of fatal/serious injuries.
- Distracted driving contributes to 24% of crashes.
- Fort Worth has a higher rate of large truck crashes (10.52%) than the Texas average.
- The HIN overlaps with socially vulnerable areas, especially in southeast Fort Worth.
- Pedestrian fatalities are concentrated in areas with zero-car households and limited infrastructure.



## Goal Alignment

### Safety First

The Safety Action Plan (SAP) aims to eliminate fatal and serious injury crashes by 2045 using the Safe System Approach, which emphasizes safer roads, speeds, vehicles, and post-crash care.

### Opportunity

Prioritizing safety improvements in high-risk, underserved areas helps protect vulnerable populations.

### Technology

Speed monitoring, pedestrian signal phasing, and emergency vehicle preemption enhance safety for all users.

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# 05

# PERFORMANCE MEASURES



## Plan Chapters


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## 5.1. Purpose of Performance Measures

Performance measures serve as a critical tool for assessing progress toward strategic transportation goals. They provide a quantifiable way to evaluate whether investments and policies are delivering desired outcomes such as improved safety, system reliability, and accessibility. By establishing clear metrics, agencies can create accountability, enhance transparency, and support data-driven decision-making. These measures also help communicate performance to stakeholders and the public, fostering trust and engagement in the planning process.

# 5.2. Methodology

## 5.2.1. Goal Alignment & Public Input

MTP performance measures are categorized and tied to the established MTP goals. Goals translate the City's long-term vision into strategic targets that guide decision-making and resource allocation across the transportation network. Performance measures quantify progress made towards achieving the goals, and each goal contains multiple performance measures.

Key considerations in establishing performance measures for MTP include:

- Aligning goals and performance measures
- Creating consistency with other relevant planning efforts and coordinating with the NCTCOG, TxDOT, U.S. Department of Transportation (USDOT), and other related agencies
- Incorporating public input
- Leveraging the experience of peer agencies to cover a wide range of anticipated transportation trends
- Managing with available and easily accessible data

### Performance Measures

As described in **Chapter 1**, public input played a vital role in shaping these goals, establishing measures that reflect the values and needs of residents. During the public engagement process, the City gathered over 1,000 responses and categorized them into four themes, which provided valuable guidance for the development of the following performance measures:



**Road & Street Improvements**

The need to reduce traffic congestion and improve road quality (pavement and markings).



**Public Transportation**

The importance of expanding rail service and improving the comfort and availability of public transit options.



**Active Transportation**

The importance of walking and biking infrastructure and pedestrian safety.



**Quality of Life**

Other infrastructure needs to improve living standards such as better access to local services and short commutes.

## 5.2.2. Local & Regional Standards

A performance-based approach is now standard practice in transportation planning and project development. The MTP applies this approach through a comprehensive framework for tracking progress toward Fort Worth's long-term transportation goals, with performance measures serving as quantifiable indicators that assess whether investments and policies are advancing the plan's objectives.

Performance measures should be consistent with local and regional standards, including federal guidelines such as those from the Federal Highway Administration (FHWA) and state Department of Transportation (DOT) requirements. This alignment allows for comparability across jurisdictions and compliance with regulatory frameworks. Where possible, measures should leverage existing datasets and reporting structures to minimize duplication.

A peer review of various agencies was conducted to gather potential performance measures for the MTP. This included federal, state, and regional long-range transportation planning documents, the City's Comprehensive Plan and the 2019 ATP, and other relevant documents. The selected sources provide a holistic overview of transportation performance measures adopted and recommended by the City's funding and planning partner agencies, serving as a strong foundation for tailoring performance measures to the Plan.

### Peer Review Agencies

**Federal, State, and Regional Documents**

- Transportation Performance Management, Federal Highway Administration (FHWA)
- Transit Asset Management, Federal Transit Administration (FTA)
- Strategic Plan 2022 to 2026, USDOT
- Connecting Texas 2050, Statewide Long-Range Transportation Plan (SLRTP), TxDOT
- Metropolitan Transportation Plan, NCTCOG
- TxDOT Fort Worth District Master Plan

**City of Fort Worth Documents**

- Fort Worth Master Thoroughfare Plan
- Fort Worth 2019 Active Transportation and Micromobility Network
- Fort Worth 2023 Comprehensive Plan
- Fort Worth Capital Improvement Plan (2021 to 2025)
- Fort Worth Urban Village Program
- Fort Worth Parks, Recreation, and Open Space Master Plan
- Fort Worth Urban Forest Master Plan
- Fort Worth Task Force on Race and Culture Final Recommendations
- Cavile Place Neighborhood Transformation Plan
- Fort Worth Water Master Plan
- Fort Worth Wastewater Collection System Master Plan
- Other Water Department Master Plans

## 5.2.3. Target Setting

Setting realistic yet ambitious targets is essential for driving progress. Targets should be informed by historical trends, peer benchmarks, and scenario analysis. Agencies may adopt short-term and long-term targets to balance immediate improvements with future aspirations. Targets should also be revisited periodically to reflect changing conditions and priorities.

# 5.3. MTP Performance Measures

The MTP establishes a comprehensive framework for tracking progress toward Fort Worth's long-term transportation goals. Performance measures serve as quantifiable indicators that assess whether investments and policies are advancing the plan's objectives.

**Table 5.1** details how each performance measure is tied to one of six overarching goals and includes a clear methodology for data collection, baseline values, and targets for 2050. These measures enable informed decision-making, promote accountability, and support transportation improvements that align with community priorities and fiscal realities.

## Table 5.1: MTP Performance Measures

| Goal | Objective | Performance Measures | Baseline | Data Source | 2050 Target |
|---|---|---|---|---|---|
| **Safety First** | Reduce crashes and eliminate fatalities and injuries across all modes | Fatal crashes (5-yr avg) | 107 (2023) | TxDOT CRIS; 5-year rolling avg | Zero by 2050 |
| | | Serious injury crashes (5-yr avg) | 411 (2023) | TxDOT CRIS; 5-year rolling avg | Zero by 2050 |
| | | VRU FSI crashes (5-yr avg) | 103 (2023) | TxDOT CRIS; 5-year rolling avg | Zero by 2050 |
| | | CMV crashes (5-yr avg) | 3,015 (2023) | TxDOT CRIS; 5-year rolling avg | 1% annual reduction |
| **Fix It First** | Maintain cost-effective transportation assets | % pavement lane miles in fair–excellent condition | 87% (2021) | PCI scoring; CoFW pavement assessment | 90% |
| | | % bridges in fair–excellent condition | 67.2% (2022) | TxDOT bridge dataset | 90% |
| | | % missing/poor sidewalks | 6% (2021) | CoFW sidewalk condition data | 20% reduction |
| | | Pavement satisfaction | 13% (2024) | Community survey | Upward trend |
| **Human Comfort** | Create a convenient, connected, and reliable network | VMT (daily) | 29,305,520 (2023) | NCTCOG Travel Demand Model model | 1.2% annual reduction |
| | | Travel Time Index | 1.71 AM / 1.92 PM (2023) | NCTCOG Travel Demand Model model | ≤ 1.5 |
| | | Mode split (walk/bike/transit) | 12.4% (2023) | Replica mobility data | 24.8% |
| | | AQI PM2.5 | 46.8 (2023) | EPA AQS | < 50 |
| | | AQI ozone | 67.3 (2023) | EPA AQS | 50 |
| | | Miles of trails/bike lanes | 165.63 (2019) | CoFW ATMN GIS data | 550 miles |
| | | Transit on-time performance | 87.9% (2024) | Trinity Metro | 89% |
| **Economy** | Support businesses and improve connectivity | Job opportunity increase | 430,033 jobs / 756 large employers (2023) | ACS and NCTCOG | Upward trend |
| | | Jobs within ½ mile of frequent transit | 151,258 (2023) | ACS and Remix GIS buffer | Upward trend |
| **Technology** | Embrace resilient and adaptive technology | EV charging stations | 135 (2023) | NCTCOG | Upward trend |
| | | % population with broadband | 92.8% (2023) | ACS | Upward trend |
| | | Transit stops with real-time signs | 51 (2023) | Trinity Metro | Upward trend |
| **Opportunity** | Create accessible, affordable, and reliable options for all | Housing + transportation cost % income (H+T Index) | 42% (2023) | CNT H+T Index | ≤ 30% |
| | | ADA-equipped transit vehicles/facilities | 138 buses + all facilities (2023) | Trinity Metro | Upward trend |

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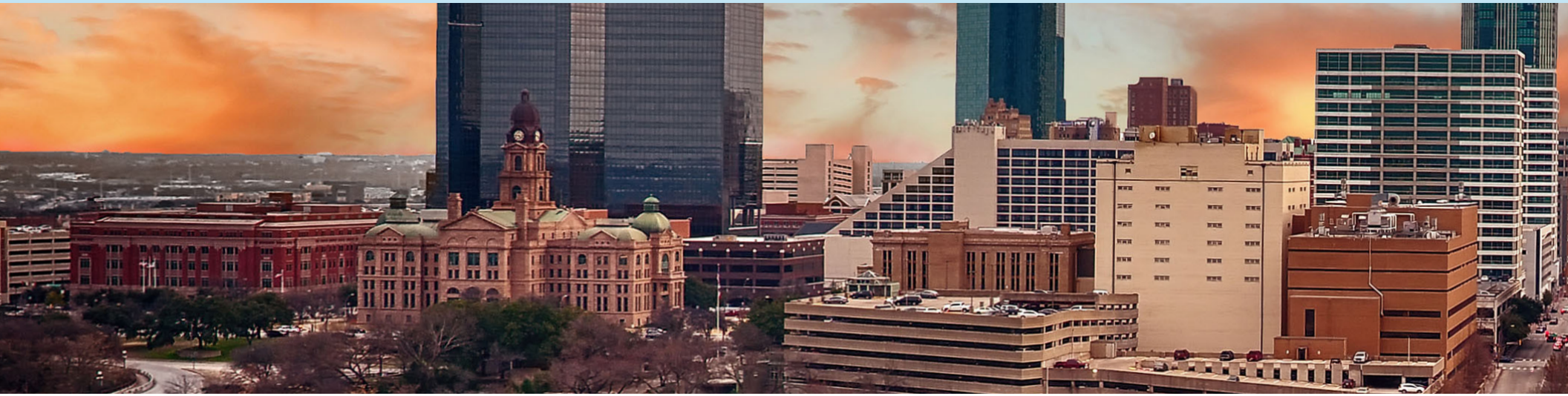
# 06

# MULTIMODAL GAP ANALYSIS & POLICY FRAMEWORK



## Plan Chapters


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# 6.1. Introduction

The current transportation network in Fort Worth comprises four core modes: **Roadway, Freight, Active Transportation, and Transit.** Together, they form a comprehensive multimodal system that supports the City's growing population and economy. Fort Worth's rapid growth, projected to reach approximately 1.54 million residents and nearly 720,000 jobs by 2050, necessitates a transportation system that is resilient, connected, and multimodal. Deficiencies, or gaps, in the network connectivity, accessibility, and safety impact people's travel experience, development patterns, and the City's economic competitiveness.

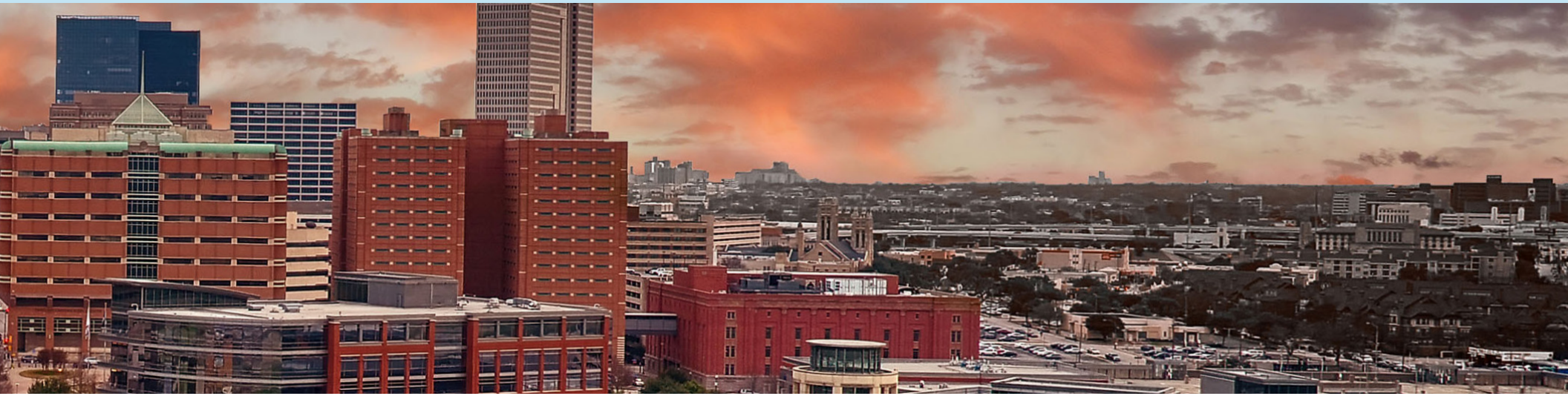
A physical and policy-based gap analysis delivers a comprehensive, data-driven view of Fort Worth's multimodal transportation challenges and opportunities. By integrating spatial analysis with policy benchmarking, the findings shaped the weighted scoring criteria, guided project prioritization, and informed targeted interventions, establishing a foundation for the City's TIP.

## 6.1.1. Purpose & Scope

The Multimodal Gap Analysis and Need Assessment serve as a foundational component of the MTP by identifying areas with the greatest need for strategic transportation investment, aligned with long-term development and projected regional growth. It aims to inform targeted interventions that improve connectivity, support future growth, increase access to opportunities, and guide infrastructure prioritization. The analysis focuses on identifying multimodal transportation gaps (i.e., physical, operational, and policy-related) that affect system performance today and will influence future travel demand.

The gap analysis is structured around three components:

- **TSI:** A geospatial tool that identifies areas most suitable for investment based on land use, density, and network readiness.
- **Multimodal Gap Analysis:** A comprehensive review of physical and operational gaps across roadway, transit, freight, and active transportation networks.
- **Policy Gap Analysis:** Benchmarking Fort Worth's policies against best practices to address deficiencies in safety, inclusiveness, and multimodal integration. This approach helps align future investments growth patterns, maximize return on infrastructure spending, and advance the City's goals for safety, sustainability, and economic vitality.



## 6.2. Transportation Supportive Index

The TSI is a geospatial decision-making tool designed to identify areas in Fort Worth most supportive of new or infill development from a transportation readiness perspective. Its purpose is to guide strategic investments by highlighting locations where infrastructure improvements will yield the greatest benefit in terms of connectivity, efficiency, and alignment with growth objectives. By focusing on areas with existing transportation assets and high development potential, the TSI helps minimize capital and maintenance costs, reduce vehicle miles traveled (VMT), and improve access to jobs, schools, and services.

### 6.2.1. Methodology & Key Indicators

The TSI methodology integrates environmental, infrastructural, and demographic variables into a composite scoring system. Analysis districts were created by aggregating over 5,000 Traffic Analysis Zones (TAZs) into approximately 1,000 standardized districts, creating consistency across all indicators. Each district was evaluated on six key inputs:

- **Population and Employment Density:** Higher densities indicate greater potential for efficient transportation service.
- **Trip Density:** Based on origin-destination (OD) data for peak travel periods, highlighting areas with concentrated travel demand.
- **Land Use:** Incorporates zoning, future land use plans, and designated growth centers to identify areas predisposed to higher-density development.
- **Infrastructure Proximity:** Evaluates adjacency to city boundaries and ETJs for future infrastructure integration.
- **Transportation Network:** Assesses connectivity and capacity for transit, active transportation, and private vehicles using metrics such as intersection density, ridership, and volume-to-capacity (V/C) ratios.
- **Environmental Constraints:** Accounts for parks, floodplains, and water bodies to avoid prioritizing areas with significant natural barriers.

Each input was scored from one to five, weighted according to stakeholder priorities: transportation network conditions (50%) and all other factors (10% each). The maximum composite score per district was thirty points.

## 6.2.2. Analysis Outcomes

The TSI outputs, as illustrated in **Figure 6.1**, reveal that the most transportation-supportive areas are concentrated within the City's core, particularly inside the I-820 and I-20 belt, and along high-capacity corridors. Eastern Fort Worth also scores highly due to proximity to DFW Airport and regional connectivity. These findings underscore the importance of leveraging existing infrastructure and focusing investments where multimodal options and development readiness intersect.

### Incorporating Results

TSI results serve as a foundational layer for prioritizing projects in the TIP **(see Chapter 6)**. By integrating TSI scores into gap analyses for roadway, transit, freight, and active transportation networks, the City can align capital investments with areas of highest return. This approach prioritizes future projects that support compact growth, reduce congestion, and advance sustainability goals. TSI will also inform policy decisions, such as TOD strategies and infrastructure cost-sharing in ETJs.

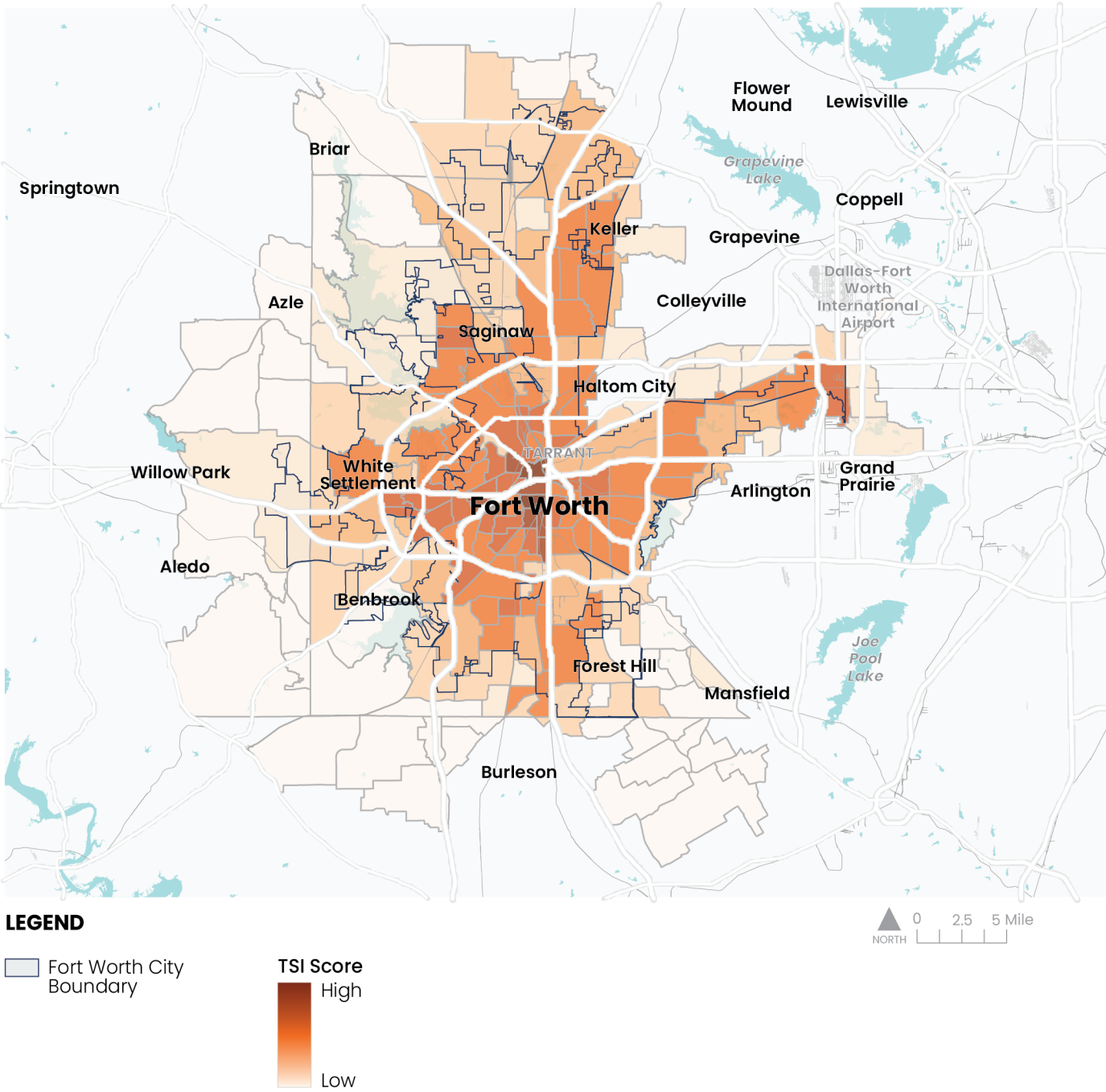



*Figure 6.1: Transportation Supportive Index Map*

## Key Takeaways

### High-Scoring Core Areas

- Districts within the I-820 and I-20 loop consistently scored highest, indicating strong transportation readiness and development potential.
- Central corridors with existing multimodal infrastructure (transit routes, bike lanes, and arterial roads) show the greatest capacity for supporting infill development.

### TOD Potential

- Districts near existing rail stations and high-frequency bus routes scored significantly higher, suggesting opportunities for TOD and mixed-use development.
- These areas also align with planned transit expansions, reinforcing long-term investment value.

### Environmental Constraints

- Low-scoring districts often coincide with floodplains, parks, or protected natural areas, limiting development potential despite proximity to infrastructure.
- These findings help avoid costly investments in environmentally sensitive zones.

### Regional Connectivity Advantages

- Eastern Fort Worth districts benefit from proximity to DFW International Airport and major freight corridors, making them strategic for logistics and employment hubs.
- Areas adjacent to regional highways and intermodal facilities scored above average due to strong connectivity for both passenger and freight movement.

### Active Transportation Readiness

- Neighborhoods with higher intersection density and existing sidewalk coverage scored well, indicating readiness for pedestrian and cycling improvements.
- Gaps remain in peripheral districts where connectivity is limited, highlighting priority zones for future active transportation projects.

### Growth Alignment

- High-scoring districts overlap with the City's designated Growth Centers and 2024 Future Land Use Map (FLUM), creating alignment between transportation investments and citywide development strategies.
- Peripheral districts with low scores may require significant infrastructure upgrades before supporting major growth.




# 6.3. Multimodal Gap & Network Needs Analysis Overview

The Multimodal Gap and Network Needs Analysis serves as a foundational component of the MTP by identifying areas with the greatest need for strategic transportation investment, aligned with long-term development and projected regional growth. It aims to inform targeted interventions that improve connectivity, support future growth, increase access to opportunities, and guide infrastructure prioritization. The analysis focuses on identifying physical, operational, and policy-related gaps (i.e., multimodal transportation gaps) that affect system performance today and will influence future travel demand.

The analysis provides a data-driven foundation for identifying deficiencies across Fort Worth's transportation network. Using geospatial and performance-based metrics, this approach evaluates connectivity, accessibility, and safety across four primary modes: **Roadway, Freight, Transit, and Active Transportation.**

This framework integrates population and employment growth projections, travel demand modeling, and infrastructure inventories to pinpoint where the system falls short today and where future needs will emerge. The analysis informs targeted investments that align with the City's long-term growth strategy and resilience objectives.

The scope of this analysis includes:

- **Roadway Gaps:** Missing links, poor connectivity to employment centers, and corridors projected to experience congestion.
- **Freight Gaps:** Last-mile access issues, safety hotspots, and regional routing inefficiencies.
- **Active transportation Gaps:** Missing sidewalks, bikeways, and safe crossings that limit non-motorized travel.
- **Transit Gaps:** Areas lacking coverage, frequency, or connectivity, as well as performance challenges relative to peer systems.



## 6.3.1. Analysis Approach

The approach combines spatial analysis, operational performance review, and demand forecasting to identify gaps in physical infrastructure and service coverage. Each mode is assessed through a tailored methodology that reflects its unique operational characteristics and role in the regional transportation system. The findings lay the groundwork for targeted investments and policy adjustments that support MTP goals.

### Roadway

The roadway gap analysis focuses on connectivity and capacity challenges within the street network. Using NCTCOG's 2050 Travel Demand Model and spatial analytic tools, the analysis identifies physical breaks in the network, dangling vertices, and missing links that limit access to employment centers and growth areas. It also evaluates operational performance through LOS and V/C ratios to highlight corridors projected to experience severe congestion.

#### Analysis Highlights:

- Mapping travelsheds for major employment centers.
- Identifying areas outside 15-minute travel buffers and congested corridors.
- Scripted generation of potential infill connections to improve network continuity.
- LOS and V/C analysis to prioritize corridors for capacity improvements.

The outcome is an Unconstrained Needs Network that illustrates where roadway enhancements would most improve mobility and system performance.

### Freight

Freight analysis addresses gaps in truck movement efficiency, last-mile connectivity, and safety. The methodology incorporates freight trip data, OD patterns, and designated truck routes to identify clusters of freight activity with poor infrastructure access. Additional layers include intermodal facility connectivity and crash data from the Crash Records Information System (CRIS) to locate safety hotspots.

#### Analysis Highlights:

- Freight clusters with inadequate last-mile access.
- Routing inefficiencies caused by physical or regulatory barriers.
- High-risk corridors for commercial vehicle crashes.

Recommendations focus on improving corridor continuity, enhancing access to industrial hubs, and mitigating safety risks through targeted infrastructure upgrades.




## Active Transportation

The active transportation gap analysis builds on the 2019 ATMN and updates it with recent infrastructure additions. It evaluates sidewalk and bikeway coverage, crossing safety, and connectivity to key destinations such as schools, transit stops, and employment centers.

### Analysis Highlights:

- Bicycle Level of Traffic Stress (BLTS) and Pedestrian Crossing LTS analysis to identify high-stress segments and crossings.
- Mapping sidewalk gaps and assessing sidewalk quality.
- Travel shed analysis for walking and biking access to essential destinations.
- Overlaying gap density with demand indicators to prioritize areas with the greatest need.

This approach prioritizes investments in trails, sidewalks, and bikeways that address both safety and inclusion while supporting short-trip opportunities and multimodal integration.

## Transit

Transit gaps are assessed through spatial, temporal, and performance-based analyses of the Trinity Metro network.

### Analysis Highlights:

- Walkshed analysis (0.25-, 0.5-, and 1-mile buffers) for fixed-route access.
- Identification of coverage gaps in growing suburban and edge communities.
- Temporal gap analysis for frequency and span limitations, especially during evenings and weekends.
- Connectivity gap review for transfer points and route interlining.
- Accessibility evaluation for key destinations such as schools, hospitals, and employment centers.

Performance benchmarking against peer cities and a weighted scoring framework including the TSI, TPI, and population and employment density were used to inform subsequent prioritization of transit needs.

# 6.4. Summary of Findings

## 6.4.1. Performance Gaps

The Performance Gap Analysis helped pinpoint areas where connectivity, capacity, and accessibility fall short of current and projected demand. Outcomes include spatial mapping of gaps, prioritization of high-need corridors, and development of an Unconstrained Roadway Needs Network and prioritized project list. Recommendations focus on targeted infrastructure upgrades, operational improvements, and policy interventions to support multimodal mobility and accessibility.

The following **Figure 6.2** and **Figure 6.3** provide a high-level overview of system-wide gaps and recommendations.




**ROADWAY**

**52%**
increase in average travel times by
**2036**

**Poor Level of Service**

**540** miles total length in 2026

**919** miles total length in 2036

**30**
busiest intersections, impact safety and travel times for
**30,000**
vehicles daily

**FREIGHT**

**234,457**
daily freight trips

**40.58%**
freight trips are on local roadways (arterial and below)

**2019 - 2023**

**8,423** freight crashes

**2,228** crash injuries

vehicle trips to grow by
**145%**
at 10 busiest at-grade rail crossings by 2036

**8.45%**
of total crashes involved a freight vehicle

**ACTIVE TRANSPORTATION**

**2019 - 2023**

**394** bike related crashes

**1,564** pedestrian related injuries

**15.9%**
population in existing bikeway network catchment area (.5 mile)

**% City Area**

**47.6%** <35% access to sidewalks

**24.55%** <40% access to low-stress bicycle coverage

**TRANSIT**

**14.11%**
of population impacted by infrequent service

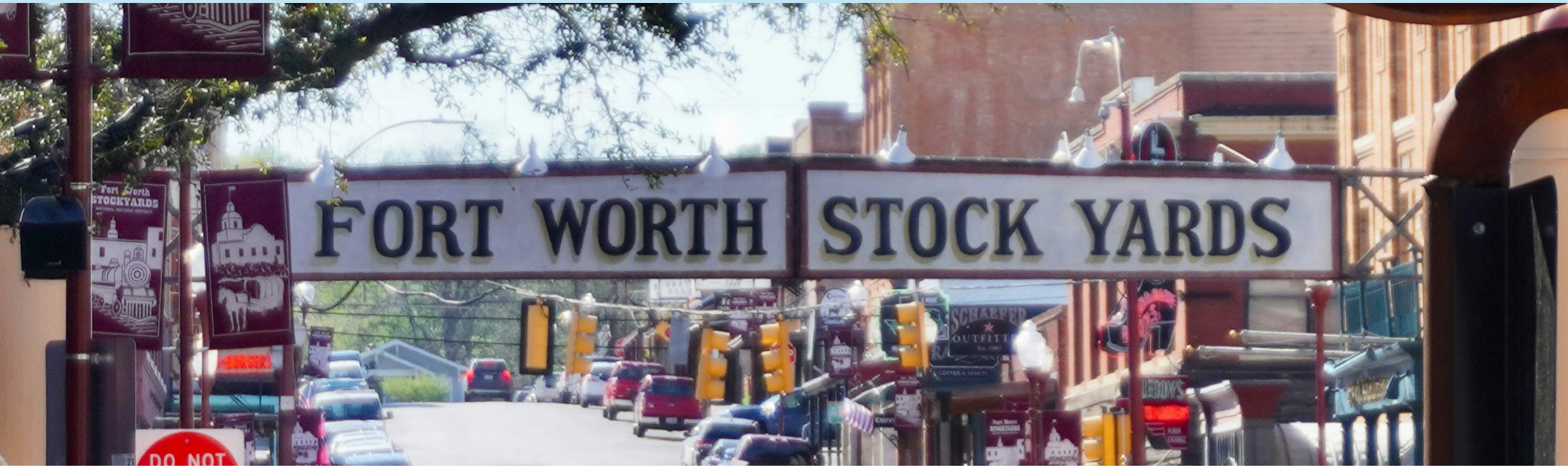
**24.13%**
of riders impacted by below average service (on-time) performance

**% City Area / Population**

**67%** fall outside of existing transit service area

**6.77%** poor first-last mile infrastructure near transit

*Figure 6.2: System-wide Gaps*




## ROADWAY

Increase lane capacity by **69.04 Miles**

**53 Miles** new roadway

Operational improvements at strategic intersections

Core Capacity: Focus on core throughput and citywide mobility

## FREIGHT

New truck routes, more direct and safer (25 miles local, and 70 miles regional)

Being better neighbors: **23 Miles** first-last mile corridors

**18** High Priority Grade Separations

## ACTIVE TRANSPORTATION

Continuous sidewalks

New or enhanced pedestrian crossings

Trail or on-street bikeway extensions

## TRANSIT

First-Last Mile connectivity improvements

Service improvements (off-peak, scheduling, frequency, transfer times, routes)

Transfer hub design improvements

## ROADWAY & FREIGHT

Potential roadway and freight infrastructure investments to be included in the Master Roadway Network and bond program

## ACTIVE TRANSPORTATION & TRANSIT

Active transportation priority areas and transit connectivity opportunities will inform ongoing planning by the City and Trinity Metro.

*Figure 6.3: System-wide Recommendations*

## 6.4.2. Roadway

The Roadway Gap Analysis aimed to identify deficiencies in connectivity, capacity, and operational performance across Fort Worth's roadway network. Using geospatial analysis and the NCTCOG 2050 Travel Demand Model, the approach combined physical network gap identification with operational assessments such as LOS and V/C ratios. As shown in **Figure 6.4**, multiple inputs—such as major employment centers, commute patterns, congestion levels, and roadway discontinuities—were layered to connect network breaks and define the resulting gap areas. The methodology included mapping travel sheds for major employment centers, evaluating coverage gaps, and scripting potential infill connections to resolve dangling vertices and disconnected segments.

The results highlighted over 1,200 potential connections, of which 163 were prioritized for arterials and collectors. Fifteen major corridors were identified as exceeding V/C ratios by 2050, warranting lane additions of up to six lanes. These findings informed the development of an Unconstrained Roadway Needs Network, which illustrates where improvements would most enhance mobility and connectivity.

### Identifying Needs

To build a comprehensive and efficient roadway network, a series of multimodal gap analyses were conducted to identify where the network falls short in meeting current and future travel needs. Analyses explored offered unique insights into system deficiencies and opportunities for improvement.

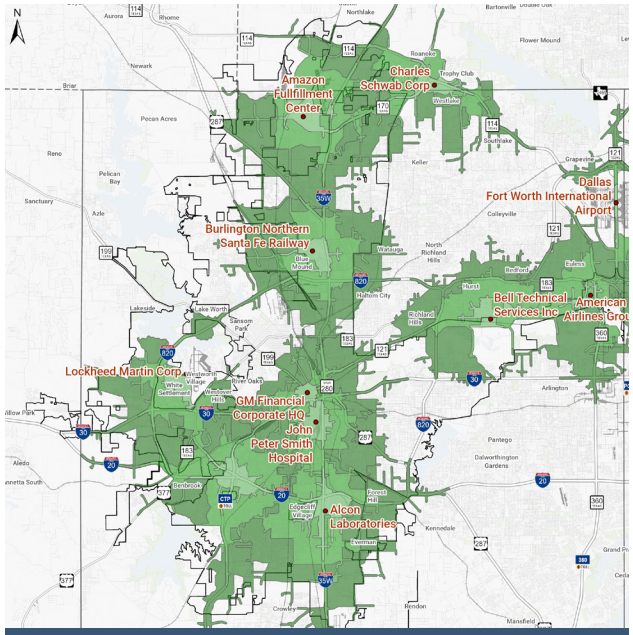
Collectively, these findings informed the **Unconstrained Roadway Needs Network,** which represents all potential projects required to close gaps and enhance multimodal connectivity. This included the following elements:

- **Spatial Gap** results included underserved areas, while poor-performing roads highlighted corridors needing safety and operational upgrades.
- **Capacity Gap Analysis** identified routes where congestion relief and multimodal enhancements are essential.
- **2050 Origin-Destination Analysis** added forward-looking corridors to accommodate projected demand.
- **Intersection Gap** findings targeted critical nodes for safety and efficiency improvements.

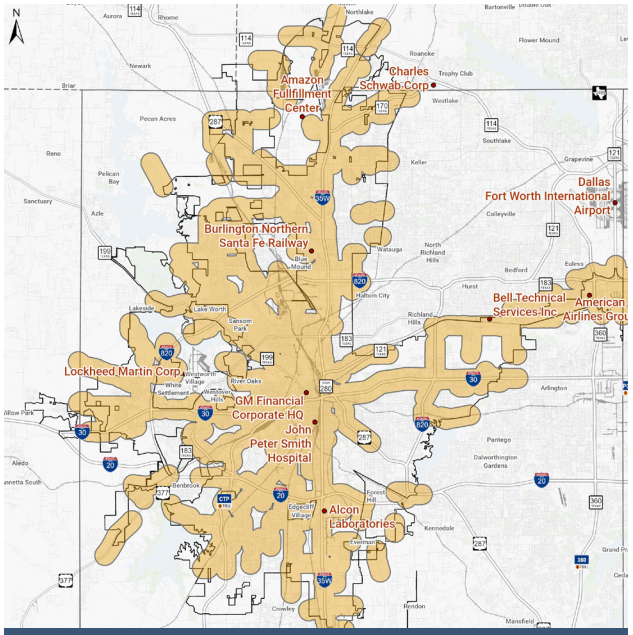
From this comprehensive network, a Priority Project List was developed by applying criteria such as safety impact, community benefits, and demand alignment, focusing on projects with the greatest near-term benefit. A long-term list was then developed to address identified gaps but rank lower in urgency or cost-effectiveness, ensuring they remain part of the long-range vision for a resilient, multimodal system. A complete list of priority and secondary projects is available in Appendix D.

### What We Learned

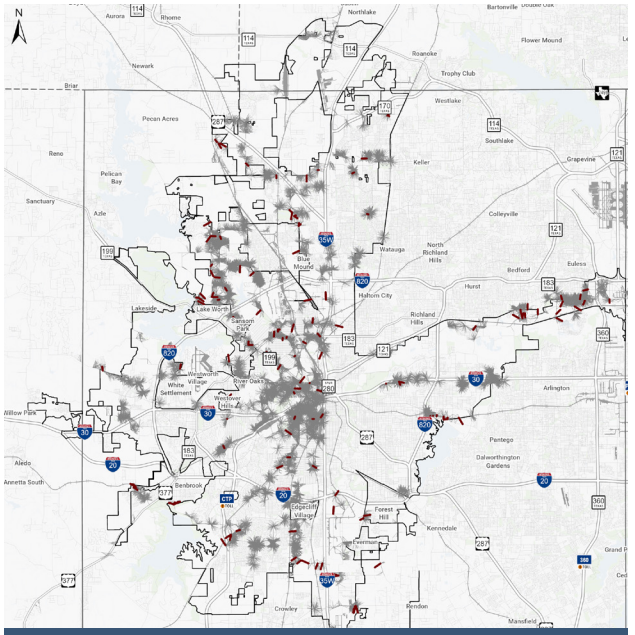
The Roadway Gap Analysis revealed critical deficiencies in Fort Worth's network connectivity and operational capacity, underscoring the need for strategic investments to accommodate projected growth. Key findings include persistent physical gaps, such as disconnected segments and limited access to major employment centers, alongside corridors expected to experience severe congestion by 2050. Analysis of LOS and V/C ratios identified priority corridors, as illustrated in **Figure 6.5**, where capacity upgrades are most feasible and impactful. Together, these insights highlight the importance of targeted improvements to enhance mobility, reduce travel delays, and strengthen regional connectivity, forming the foundation for the City's MTP updates and long-term capital investment strategy.



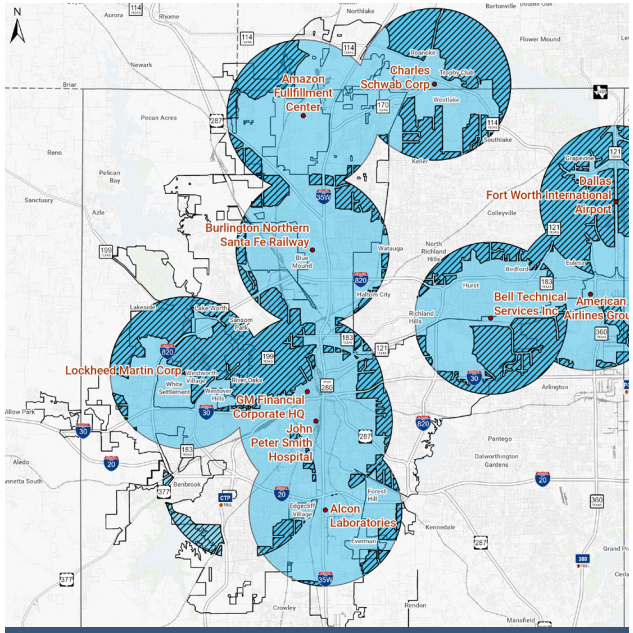

**Major Employers within a 15-minute Driveshed**



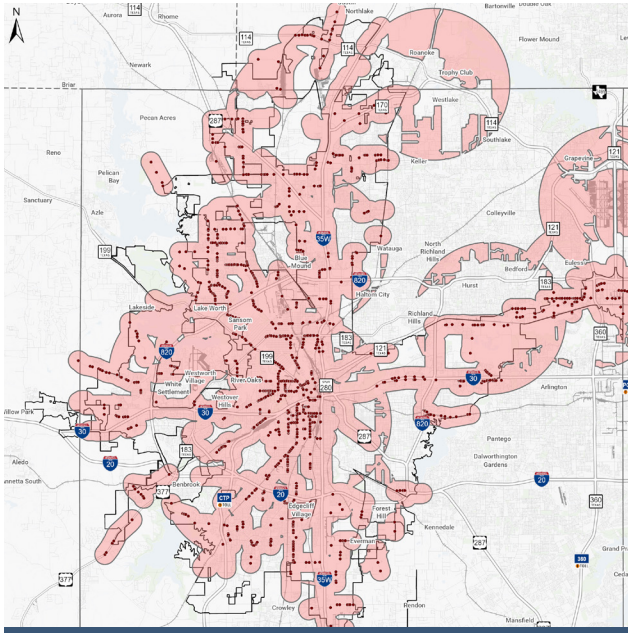

**High VC Ratio Corridors**



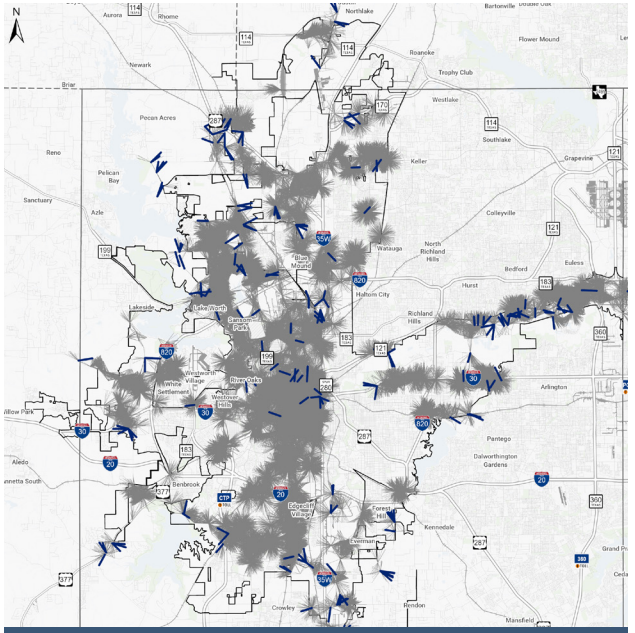
**Roadway Gap Closures (< 5 miles)**




**Commute Gaps**



**Combined Gaps and Intersections**



**Roadway Gap Closures (0.5-1 mile)**

*Figure 6.4: Network Needs Analysis Maps*

## Issue #1: Roadway Capacity

2050 traffic projections exceed the existing roadway capacity, creating greater congestion and travel times across the network.

**Key Outcomes Included:**

- **19.86%** of the existing roadway network is rated LOS D, E, F, which may **increase** to 60.49% in ten years if no capacity improvements are made (AM peak hour).
- Average travel time across the City will **increase by 52%**, from 2.77 min/mile to 4.23 min/mile by 2036 (AM peak hour).
- 30 busiest intersections impact safety and travel times **30,000 vehicles daily**
- **1.6M hours** spent in cars daily by 2050 (+70%)
- **20 million miles** travelled daily by 2050 (+60%)

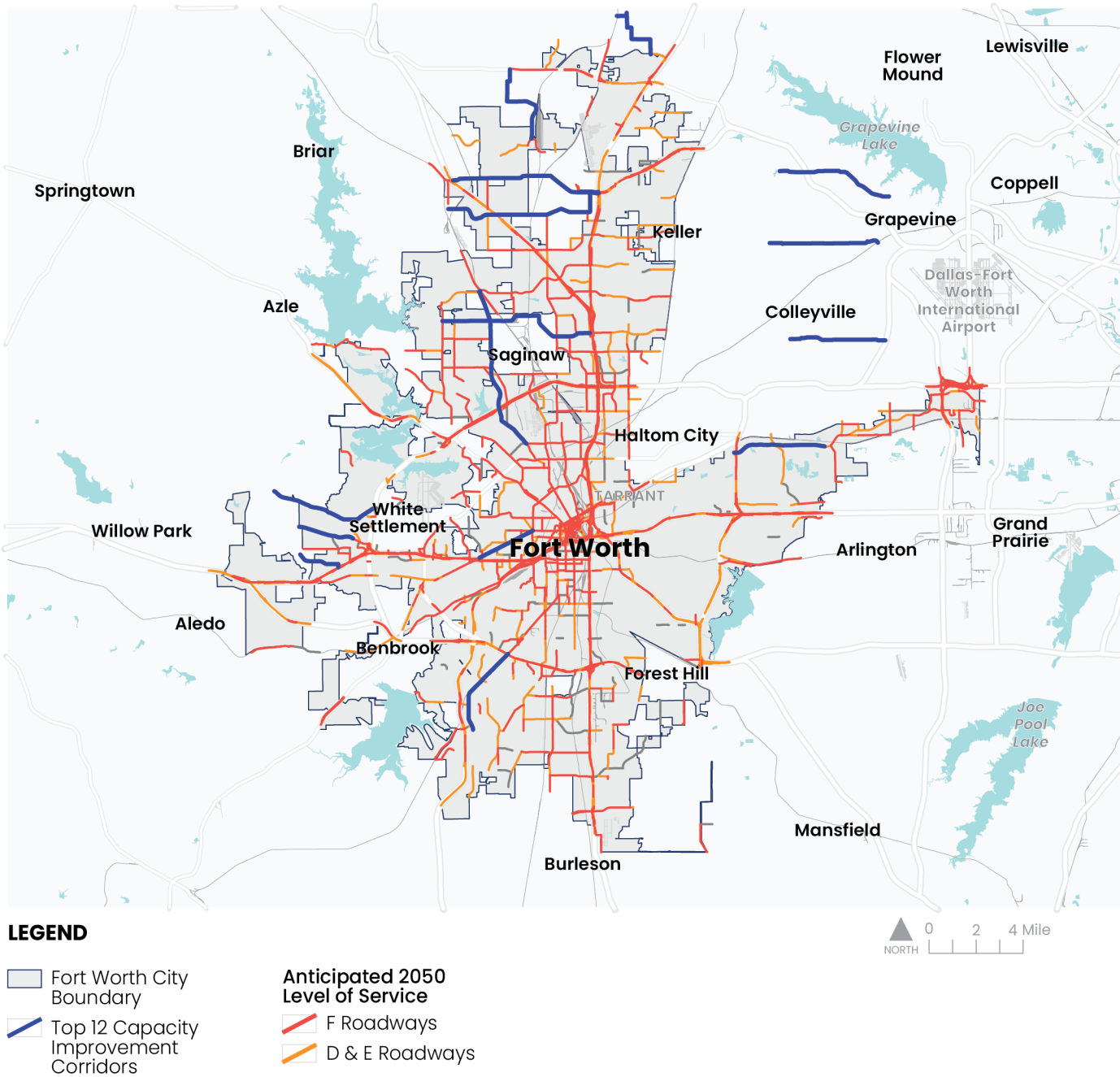



*Figure 6.5: Roadway Anticipated 2050 LOS*

## Issue #2: Core Capacity & Potential in the Central Area

Many key access and circulation roads in the Central Area will reach capacity and suffer increased congestion by 2050. **Figure 6.6** illustrates the anticipated level of congestion in the Central Area by 2050, highlighting reduced capacity within the core. However, a strengthened Core Area – one that catches up with city-wide population and development growth trends – would mean 120,000 more residents and 200,000 more jobs by 2050.

**Key Outcomes Included:**

- Fort Worth ranks 10th for population and 22nd highest employment nationally, while the Central Area ranks 34th in population and 28th for employment, compared to national and regional benchmarks.
- Most corridors leading into Central Area will see at least 10,000 new trips per day, while internal streets generally avoid impacts.
- Main St, N Henderson St, Samuels Ave, and W 7th St will likely perceive a travel time increase of two times or more.
- >$4B planned compact and mixed-use developments across the Central Area including the Stockyards, Panther Island, Butler Place, Texas A&M, West 7th and Southside Fort Worth.
- A stronger Central Area could generate 1.5 million additional daily trips by 2050, doubling 2020 volumes. Without capacity improvements, this growth would lead to a 50% increase in travel delays, with key corridors like Main St, N Henderson St, Samuels Ave, and W 7th St each facing over 10,000 new daily trips.

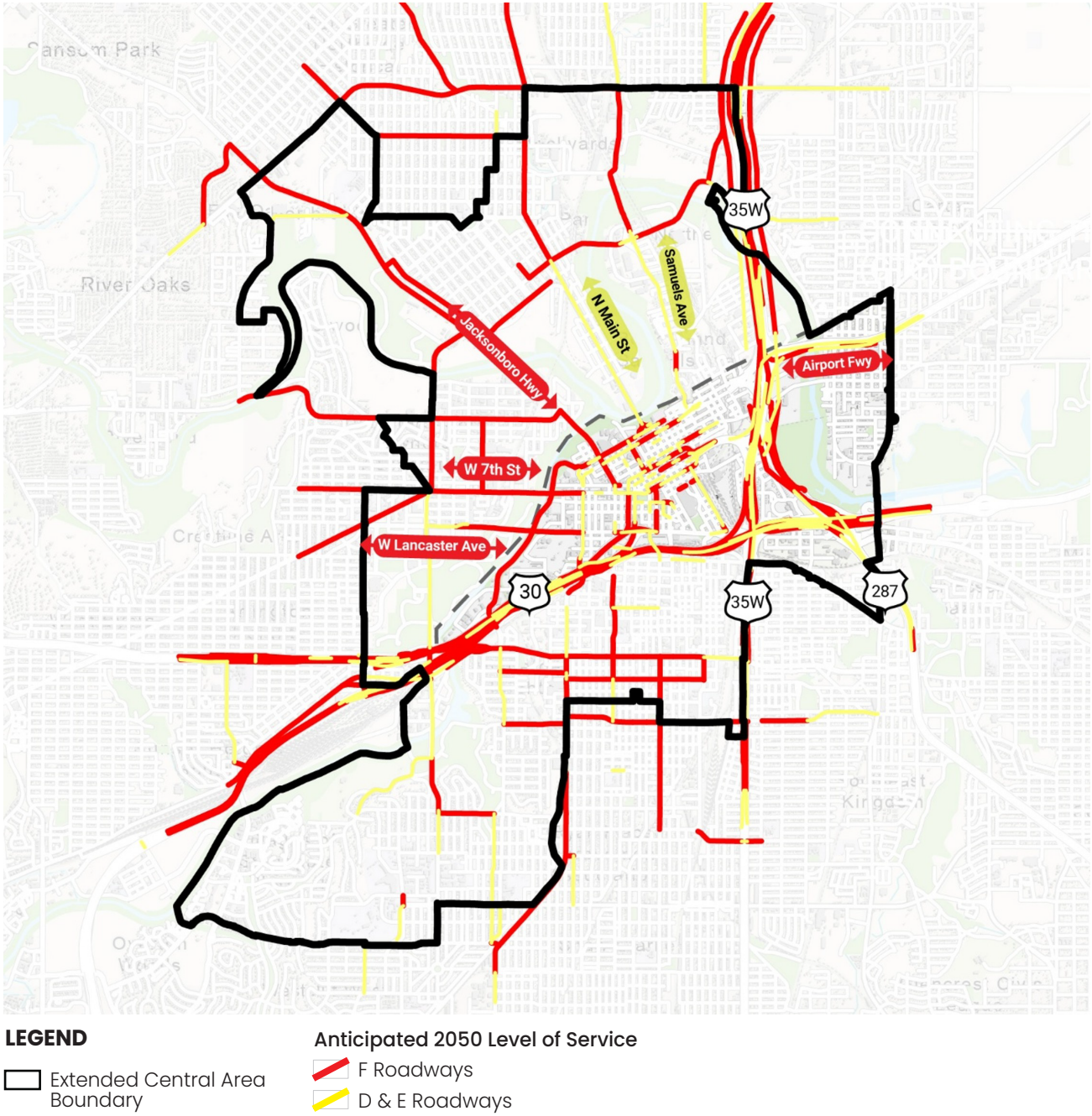



*Figure 6.6: Roadway Anticipated 2050 LOS in Central Area*

## Issue #3: City & Regional Travel Patterns

As illustrated in **Figure 6.7**, almost twice as many people commute into - or out of - Fort Worth each day than those who live and work in Fort Worth. Many commuters from East Fort Worth travel to Dallas and Tarrant Counties, creating non-local traffic across the City. This tells us where people need to go and where gaps in the network or future capacity may be needed to accommodate growth.

**Key Outcomes Included:**

- **~312K daily** commuters travel into Fort Worth.
- **~268K residents travel outside** of Fort Worth daily.
- **~155K residents travel within** the City daily.

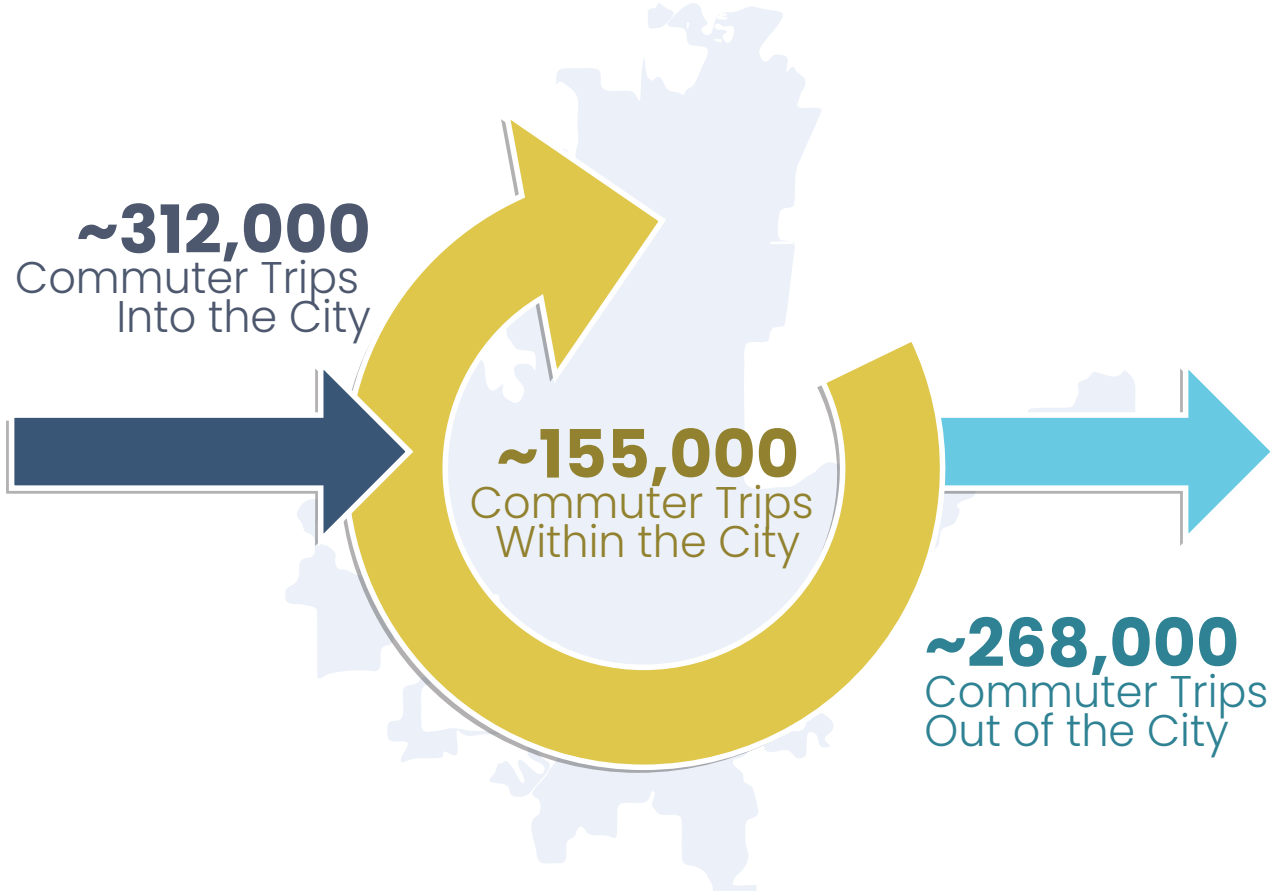



*Figure 6.7: Travel Patterns To, Through, and Within Fort Worth*

## Incorporating Results

### Roadway Needs Network

The Unconstrained Roadway Needs Network as shown in **Figure 6.8** represents a citywide view of improvements required to achieve optimal connectivity and performance without considering real-world constraints such as right-of-way (ROW), environmental impacts, or cost. It integrates connectivity gaps, capacity deficiencies, and operational shortcomings to illustrate where enhancements would most benefit system efficiency.

The Unconstrained Roadway Needs Network was developed by synthesizing results from the Poor-Performing Roads Assessment and the Spatial Gap Analysis. First, corridors identified as failing or projected to fail LOS thresholds by 2050 were mapped to highlight capacity deficiencies. Next, connectivity gaps revealed through the spatial gap analysis, such as missing links, discontinuous arterials, and critical infill connections, were incorporated.

The analysis revealed significant gaps in arterial and collector connectivity, particularly in areas experiencing rapid growth and near major employment hubs. The Unconstrained Roadway Needs Network highlights corridors and intersections where new links or upgrades would alleviate congestion and improve access to key destinations.

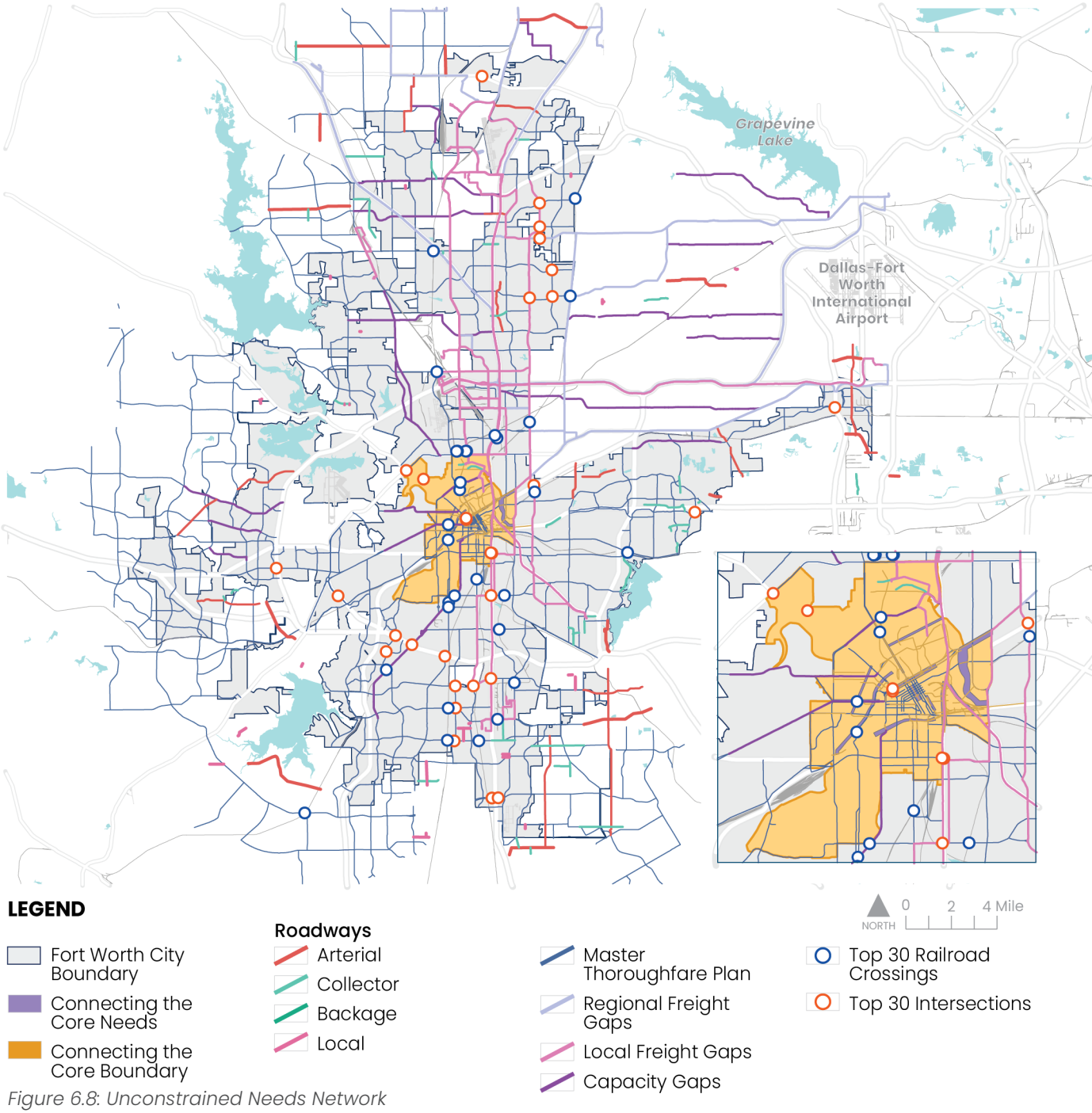



*Figure 6.8: Unconstrained Needs Network*

## Identifying Implementable Projects

While the unconstrained needs network identifies all potential roadway improvements required to meet long-term mobility goals, not every project is feasible for immediate implementation.

Many corridors in the Unconstrained Roadway Needs Network, as illustrated in **Figure 6.9**, involve significant ROW acquisition, environmental clearance, and high construction costs, making improvements suited for long-range planning.

In contrast, projects identified through the Multimodal Gap & Network Needs Analysis represent improvements that can be delivered in the short term due to their relatively lower complexity, minimal property impacts, and alignment with available funding. These projects typically involve targeted infill connections or lane additions within existing corridors, allowing the City to address critical mobility challenges quickly and cost-efficient projects.

**Chapter 8** provides an in-depth overview of high-priority projects identified for upcoming investment cycles, outlining their strategic importance and anticipated impact on the transportation network.

### Unconstrained Network Key Takeaways

- Identified over 200 miles of new or widened corridors required to meet 2050 traffic demand.
- Included major new arterials to connect growth areas in north and west Fort Worth.
- Highlighted corridors needing 4–6 lane expansions to maintain acceptable LOS under future condition.

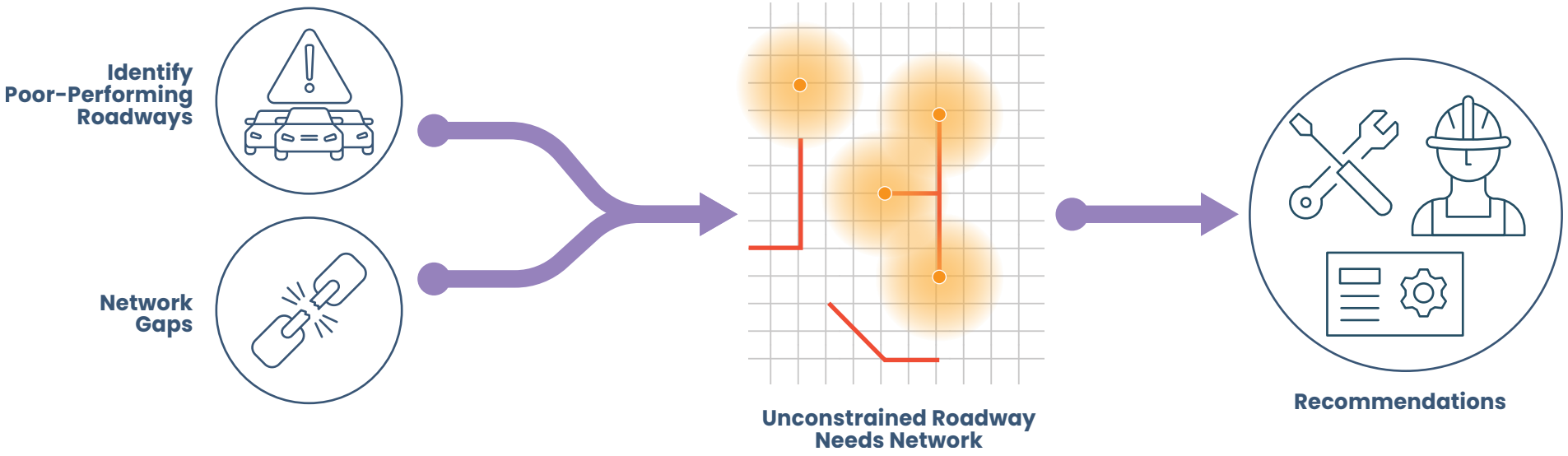



*Figure 6.9: Incorporating Data into Recommendations*

## 6.4.3. Freight

Freight movement is a cornerstone of Fort Worth's economy, supporting regional supply chains and connecting businesses to national and international markets. The Freight Gap Analysis evaluates how well the current network accommodates truck traffic and intermodal connectivity, identifying deficiencies that hinder efficiency, safety, and reliability. Addressing these gaps is critical for reducing congestion, improving last-mile access, and enabling freight corridors to handle projected growth without compromising community livability or roadway safety.

### Identify Needs

The analysis began by mapping the designated freight network, including the National Highway Freight Network, TxDOT truck routes, and intermodal connectors. Using freight trip data and OD analysis at the census tract level, the clusters of high freight activity were identified and connectivity to major industrial hubs, rail yards, and distribution centers was evaluated. Shortest-path routing and LOS projections for 2045 highlighted inefficiencies in primary and alternative routes, particularly where trucks rely on local roads or face circuitous access.

CRIS data was integrated to pinpoint safety hotspots involving commercial vehicles, emphasizing corridors with high KSI crash rates. The methodology prioritized gaps based on freight volume, LOS, last-mile access, and safety risk, producing a set of local and regional gap maps for targeted interventions.

**Key Outcomes Included:**

- Identification of local freight gaps near Alliance, Downtown Fort Worth, and southern distribution hubs.
- Recognition of last-mile deficiencies at industrial clusters where trucks disperse onto low-class roads.
- Mapping of regional connectivity gaps along major corridors linking Fort Worth to surrounding counties.
- Highlighting of freight safety hotspots at intersections and access points with high crash densities.

### What We Learned

The freight gap analysis identified critical deficiencies in Fort Worth's ability to support efficient and safe goods movement, particularly in last-mile connectivity and regional corridor continuity. **Figure 6.10** identifies the high-volume freight clusters, such as Alliance and major intermodal hubs, lack direct, high-capacity links to arterial networks, forcing trucks onto local roads and creating operational inefficiencies. OD analysis revealed circuitous routing patterns and bottlenecks that increase travel times and costs, while crash data highlighted safety hotspots along key freight corridors.

These findings underscore the need for targeted investments in designated truck routes, improved access to industrial clusters, and safety enhancements to reduce conflicts between freight and other modes. Addressing these gaps will be essential to maintaining economic competitiveness and accommodating projected freight growth through 2050.

#### Issue #1: Growth Contributing to Congestion & Accident

Commercial and industrial growth, especially in the north and northeast, are increasing freight traffic on existing congested and indirect roads with higher rates of freight-related injuries.

**Analysis Takeaways**

- **234,457 daily freight trips** (origins and destinations)

## Issue #2: Safety Conflicts with Local Traffic & Multimodal Users

Commercial truck volumes create safety conflicts with local traffic and other roadway users (e.g, pedestrians and cyclists) during their first or last mile, particularly when traveling through or near non-industrial areas. Today, Fort Worth experiences the highest number of freight-related injuries compared to the six largest Texas cities.

### Analysis Takeaways

- **43.17%** of freight volumes use local roadways.
- **9.15%** of all crashes from 2019-2023 were freight related.
- **8,423** freight related crashes and **2,228** injuries occurred between 2019-2023.

## Issue #3: At-Grade Rail Crossings Cause Congestion & Delays

Railroad at-grade crossings create safety and congestion issues with high traffic volume corridors, impacting commercial truck reliability and travel times.

### Analysis Takeaways

- **370,000 daily vehicles** across ten busiest at-grade rail crossings
- Projected **145% traffic volume** growth by 2036

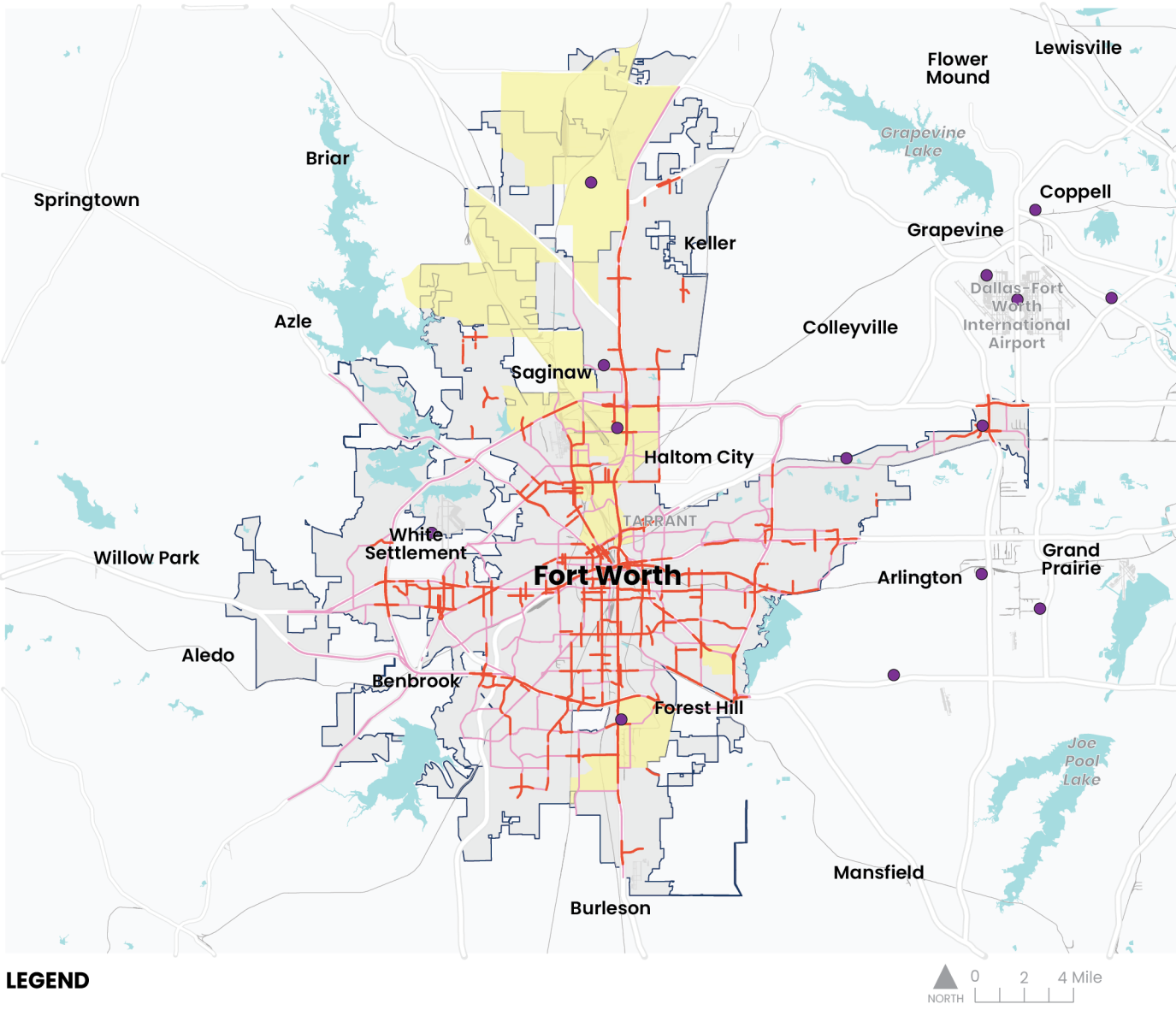



*Figure 6.10: Freight Network Gaps*

## 6.4.4. Active Transportation

Active transportation (e.g, walking, bicycling, and rolling) is essential for creating a safe, connected, and accessible transportation network. It supports short trips, improves public health, and enhances access to transit and community destinations. The Active Transportation Gap Analysis identifies where Fort Worth's pedestrian and bicycle networks fall short in connectivity, comfort, and accessibility. Addressing these gaps is critical to achieving Vision Zero goals, reducing car dependency, and supporting multimodal travel options as the City grows.

### Identify Needs

The analysis builds on the 2019 ATMN and incorporates new infrastructure added since then. The following was evaluated to assess the state of the network:

- **Network Connectivity:** BLTS and Pedestrian Crossing LTS (PxLTS) to measure comfort and safety.
- **Sidewalk Presence and Quality:** Mapping gaps and poor conditions across neighborhoods.
- **Access to Key Destinations:** Walkshed and bikeshed analysis for schools, grocery stores, transit stops, employment centers, and public facilities.
- **Coverage and Performance:** Calculating sidewalk and bikeway coverage indices and identifying high-stress corridors with low infrastructure availability.
- **Demand and Inclusivity or Coverage:** Overlaying gap density with areas of high latent demand and vulnerable populations.

Fort Worth's existing pedestrian and bicycle networks were analyzed to identify sidewalk gaps and poor conditions, evaluating bicycle and pedestrian comfort through Level of Traffic Stress (LTS) and PxLTS. Access to key destinations such as schools, transit stops, and employment centers were also analyzed. Coverage indices highlighted areas with low infrastructure availability, while demand overlays identified neighborhoods with high latent need and accessibility concerns.

### What We Learned

The active transportation gap analysis underscores significant challenges in Fort Worth's pedestrian and bicycle networks, particularly in connectivity, safety, and accessibility. While progress has been made since the 2019 ATMN, gaps persist in sidewalk coverage, low-stress bikeway continuity, and safe crossing opportunities, especially in high-demand areas near schools, transit stops, and employment centers. Analysis of LTS and PxLTS revealed corridors where infrastructure conditions create barriers for all ages and abilities, limiting mode shift potential. These findings highlight the need for targeted investments in sidewalks, bikeways, and first/last-mile connections to improve safety, close network gaps, and support multimodal mobility as the City grows.

**Figure 6.11** illustrates the cumulative effects of missing sidewalks, missing low stress crossing and pending trails and on-street bikeways (planned in 2019 ATMN but not yet constructed). Demand areas highlight areas where people are most likely to walk or bike.

## Issue #1: Active Transportation Network Gaps

Areas unsafe for people walking and bicycling tend to correlate with insufficient sidewalks, safe crossings and low-comfort roadways.

### Analysis Takeaways

- **47.6%** area within the city with less than **35%** of access to streets with sidewalks
- **24.55%** area within the city with less than **40%** of their streets rated "low stress" for bicycle

## Issue #2: Disproportionate Coverage Gaps

A complete active transportation network, with one continuous sidewalk, a denser bikeway network, and frequent pedestrian crossings, is accessible only to residents who live in or near the Central Area (i.e., downtown core), leaving the majority of Fort Worth residents with network gaps.

### Analysis Takeaways

- **15.9%** of population live out of reach of an existing bikeway (more than .5 mile).

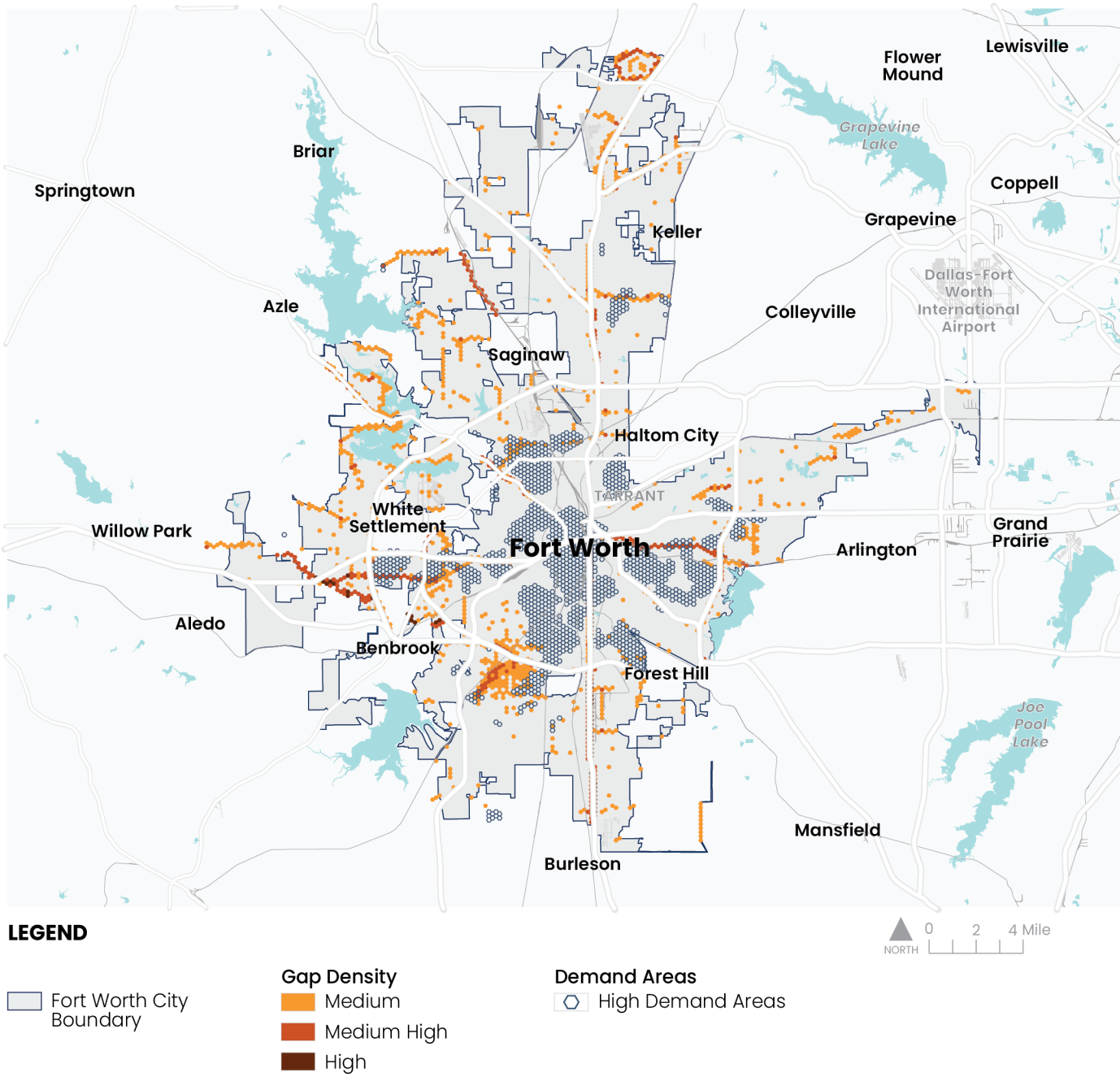



*Figure 6.11: Active Transportation Network Gaps*

## 6.4.5. Transit

Transit plays a critical role in Fort Worth's multimodal transportation network by providing accessible and sustainable mobility options and reducing reliance on SOV. The Transit Gap Analysis evaluates the current Trinity Metro system, identifying deficiencies in coverage, connectivity, and service quality. This analysis is essential for guiding investments that improve access to jobs, education, healthcare, and other vital services, while supporting regional growth and reducing congestion.

### Identify Needs

The analysis used a multi-layered methodology combining spatial, temporal, and performance assessments. A walkshed analysis identified areas beyond a 0.25-mile buffer from fixed-route services, revealing significant coverage gaps in suburban growth areas and outlying communities. Temporal gaps were flagged where headways exceed 60 minutes or weekend/evening service is limited, impacting riders with nontraditional schedules. Connectivity gaps emerged at transfer points with poor schedule alignment or physical integration, limiting seamless travel.

Accessibility to key destinations such as schools, hospitals, SNAP retailers, and employment centers was evaluated using network datasets and population overlays. Performance benchmarking against peer agencies highlighted low productivity in fixed-route and demand-response services, despite strong on-time performance. A weighted scoring model prioritized gaps using TSI, transit propensity, and density metrics, producing a tiered map of high-, medium-, and low-priority areas.

### What We Learned

**Figure 6.12** illustrates the critical limitations in Fort Worth's current transit network, including coverage gaps in rapidly growing suburban areas, temporal gaps that restrict off-peak and weekend travel, and connectivity gaps that hinder seamless transfers across routes. While Trinity Metro demonstrates strong on-time performance compared to peer agencies, overall system productivity remains below regional benchmarks, signaling opportunities for service optimization. Priority gaps were identified in high-density corridors and areas with strong transit propensity, emphasizing the need for expanded coverage, improved frequency, and enhanced first/last-mile connections. These findings underscore the importance of targeted investments and network redesign to improve accessibility and ridership as Fort Worth's population and employment continue to grow.

#### Issue #1: Service Area Coverage Gaps

**6.97%** of Fort Worth's population falls outside of the existing transit service area, including new and recent development at the periphery of the City's boundary. **Outlying Growth Areas** also fall within these service gaps, making them prime candidates for regional service coverage.

## Issue #2: First/Last Mile Accessibility

**6.77%** of Fort Worth's population experience poor first-last mile infrastructure. Poor transit access to key destinations or first/last mile connections to transit can limit quality of life and economic opportunity.

## Issue #3: Service Schedule Gaps

**14.11%** of the total population are impacted by lack of service (or frequency). This often impacts individuals who are transit-dependent and limited to off-peak service. These gaps affect riders who rely on transit most and those without flexible schedules. Areas with significant residential development are within reach of existing service corridors but lack sufficient frequency to attract sufficient transit riders.

## Issue #4: Inconsistent On-Time Performance

Schedule reliability impacts how people trust expected travel and wait times. Trinity Metro performs well in maintaining schedule reliability particularly in its rail and on-demand services, with some pockets of lower performance in the southern and far western parts of the system. 24.13% of daily riders are affected by below average performance - or on-time performance below 85% of fixed-route trips.

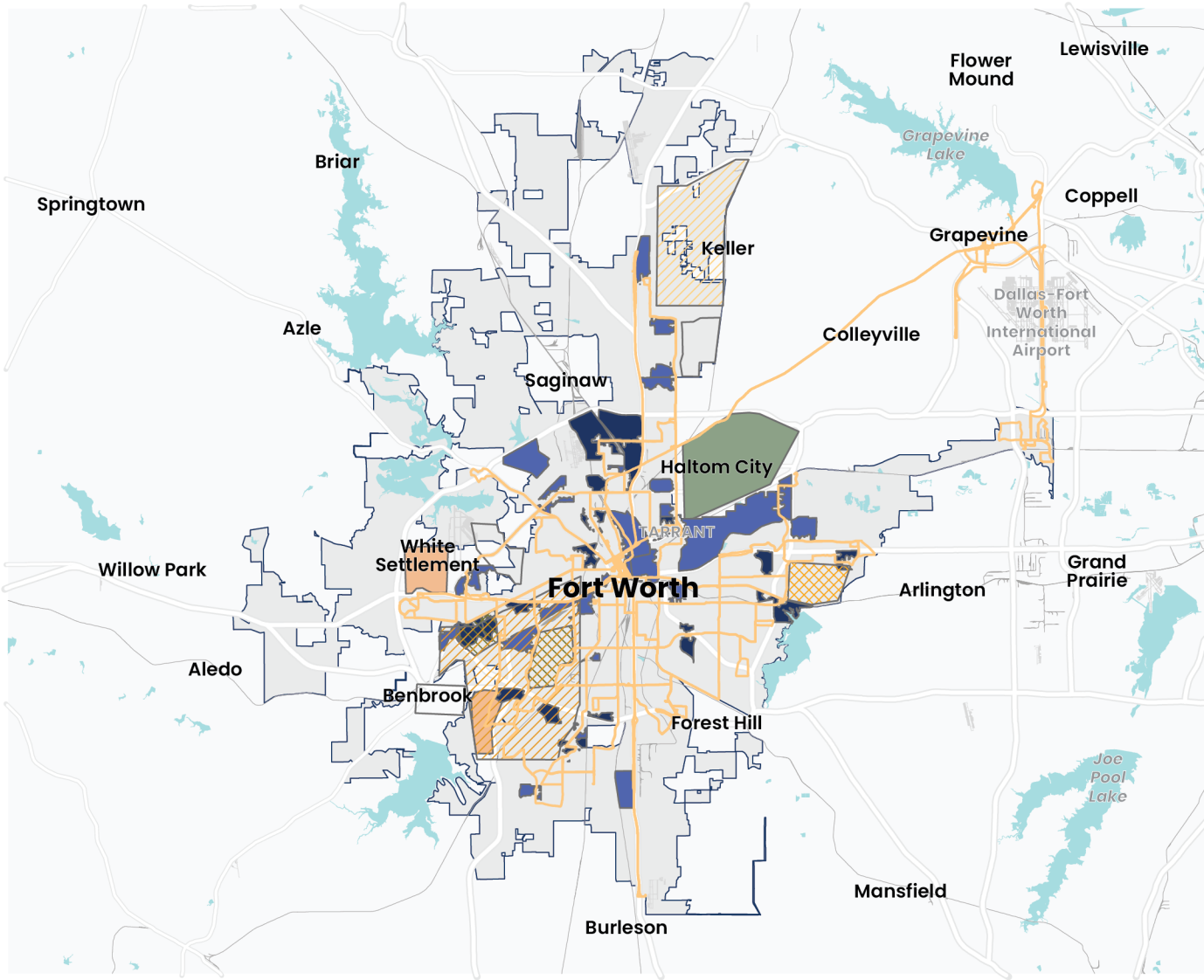



*Figure 6.12: Transit Network Gaps*



## 6.4.6. Connectivity Gaps

### Roadway

The Roadway Gap Analysis revealed significant deficiencies in both physical connectivity and operational performance across Fort Worth's network. Spatial gaps are most pronounced in rapidly growing areas such as the Alliance corridor in north Fort Worth, where missing arterial and collector links limit access to employment centers and emerging residential developments.

East Fort Worth corridors near Trinity Boulevard and southern growth areas also exhibit fragmented connectivity, creating barriers to efficient travel. Operationally, congestion is projected to worsen dramatically by 2050, with several corridors exceeding volume-to-capacity thresholds (V/C > 1). Key arterials such as Blue Mound Road, Avondale Haslet Road, and Camp Bowie Boulevard are expected to experience severe LOS degradation, underscoring the need for targeted capacity improvements. While the unconstrained needs network identifies numerous opportunities for new links and lane additions, real-world constraints such as ROW limitations and environmental impacts will require strategic prioritization.

**Key Takeaways**

- Missing arterial and collector links in north Fort Worth (Alliance), east corridors, and southern growth areas.
- Projected congestion hotspots along major arterials with V/C > 1 by 2050.
- Worsening LOS on corridors such as Blue Mound Rd, Avondale Haslet Rd, and Camp Bowie Blvd.
- ROW constraints will limit widening options, requiring strategic prioritization.



## Freight

Freight movement in Fort Worth faces critical challenges related to last-mile connectivity, network continuity, and safety. Industrial hubs such as Alliance and the FedEx Ground distribution center near I-820 generate high freight volumes, yet access routes often rely on local streets ill-suited for heavy truck traffic.

This inefficiency increases travel times, operational costs, and conflicts with other road users. Regional connectivity gaps compound these issues, particularly along the I-20 corridor west toward Weatherford and the SH 360 corridor serving Arlington and Mansfield. Safety concerns are acute in industrial zones and at intersections where freight routes intersect with high-injury corridors, as evidenced by crash density analyses. Addressing these gaps will require a combination of infrastructure upgrades, functional classification adjustments, and targeted safety interventions to improve freight reliability and reduce crash risk.

### Key Takeaways

- Last-mile connectivity gaps near Alliance industrial hub and FedEx Ground distribution center.
- Regional routing inefficiencies along I-20 west and SH 360 corridor.
- High crash density at intersections of freight clusters and interstate ramps.
- Need for functional classification upgrades and targeted safety improvements.



## Active Transportation

Active transportation infrastructure in Fort Worth exhibits substantial gaps that undermine safe and convenient walking and bicycling. Sidewalk coverage is robust in the urban core but declines sharply in southern and western neighborhoods near I-20, where missing segments and poor-quality sidewalks limit pedestrian mobility. Bicycle network gaps are even more pronounced, with high-stress corridors (LTS 4) such as Avondale Haslet Road, Oak Grove Road, and Trinity Boulevard lacking low-stress bikeway alternatives.

Crossing gaps along major arterials create linear barriers that fragment the pedestrian network, forcing unsafe crossings or circuitous detours. Areas of overlapping pedestrian and bicycle need coincide with high-demand zones, amplifying concerns for residents without access to private vehicles. Addressing these gaps will require a coordinated approach that prioritizes low-stress bikeway expansion, sidewalk infill, and safe crossing improvements near schools, transit stops, and employment centers.

### Key Takeaways

- High-stress corridors (LTS 4) with low bikeway coverage in northwest, east, and south Fort Worth.
- Significant sidewalk gaps in southern and western neighborhoods near I-20.
- Crossing gaps along major arterials fragment pedestrian network.
- Overlapping pedestrian and bicycle needs coincide with high-demand areas, raising accessibility concerns.



## Transit

Transit gaps in Fort Worth reflect a combination of spatial, temporal, and connectivity deficiencies that limit access and system efficiency. Coverage gaps are concentrated in suburban and edge communities such as Saginaw, Keller, Benbrook, and the University of Texas at Arlington (UTA) / Arlington area, where rapid growth has outpaced transit expansion. These areas include major retail and employment centers that could generate significant ridership if connected to the network.

Temporal gaps further constrain mobility, with limited evening and weekend service in high-demand corridors serving essential workers and students. Connectivity gaps within the existing network, such as in Handley, Ridglea Hills, and near Texas Christian University, reduce the effectiveness of transfers and increase travel times. Accessibility to key destinations, including hospitals, schools, and grocery stores, remains uneven, particularly for transit-dependent populations. While Trinity Metro demonstrates strong on-time performance compared to peer agencies, productivity and coverage shortfalls highlight the need for service redesign, frequency improvements, and first/last-mile solutions.

### Key Takeaways

- Coverage gaps in Saginaw, Keller, Benbrook, and UTA/Arlington; outlying gaps along I-20 and SH 183.
- Temporal gaps highlight limited evening/weekend service in high-demand retail and employment areas.
- Connectivity gaps in Handley, Ridglea Hills, and near TCU reduce transfer efficiency.
- Accessibility gaps near hospitals, schools, and grocery stores affect transit-dependent populations.

# 6.5. Policy Review & Coordination Framework

The Policy Gap Analysis establishes a structured approach to evaluate Fort Worth's transportation-related policies against best practices and regional benchmarks. It focuses on how existing policies support multimodal integration, safety, accessibility, and future-ready infrastructure. The framework uses a comparative methodology, reviewing policies across areas such as access management, TOD, curbside management, Vision Zero, and climate resilience. Peer cities like Denver, Austin, and Seattle serve as benchmarks. Appendix X provides a list of documents reviewed as part of the policy gap analysis.

**Policy Approach**

- The framework emphasizes alignment with MTP Goals: safety, connectivity, and sustainability.
- It identifies policy interdependencies. For example, how curbside management links to freight and shared mobility.
- Coordination with regional agencies (NCTCOG) and integration with land use planning are critical for success.
- The review highlights the need for performance metrics and enforceable language in policies to create accountability.

## 6.5.1. Existing Policies & Benchmarking

Fort Worth has established foundational policies such as Complete Streets, Vision Zero, and subdivision ordinances, creating a strong framework for future progress. Benchmarking against peer cities highlights opportunities for growth in areas like TOD, transit priority, and Transportation Demand Management. The City demonstrates notable leadership in initiatives such as broadband expansion and traffic calming, and there is significant potential to build on these successes by strengthening inclusivity, adaptability, and multimodal integration to align with best practices.

### Existing Policy Assessment

- **Strengths:** Complete Streets policy applies to all project phases; Vision Zero commitment is formalized; impact fee structure aligns with state law.
- **Gaps:** TOD policy is absent; Travel Demand Model strategies are not codified; curbside management lacks dynamic tools; climate resilience planning is underdeveloped.
- **Opportunities:** Adopt flexible cross-section standards, integrate AV readiness, and expand neighborhood traffic calming beyond low-volume streets.
- **Benchmark Insight:** Peer cities use data-driven tools, enforceable ordinances, and accessibility-focused engagement, areas where Fort Worth can improve.

## 6.5.2. Policy Gaps & Recommendations

The analysis revealed that while Fort Worth has made strides in areas such as Complete Streets and Vision Zero, significant opportunities remain in TOD, climate resilience, curbside management, and connectivity. Addressing these gaps through targeted policy updates will enable the City to better manage growth, improve mobility choices, and prepare for emerging technologies and environmental challenges.

### Analysis Outcomes

Fort Worth's policy framework must evolve to future-proof transportation systems against emerging trends such as autonomous vehicles, climate change, and new mobility options. This requires proactive planning and flexible policies that anticipate technological and environmental shifts. Safety should remain a central priority, with stronger implementation of Vision Zero, expanded Safe Routes to School and Transit programs, and inclusive engagement strategies to support improvements that benefit all communities.

Performance-based frameworks should be adopted to monitor outcomes, using metrics such as crash reduction, mode share, and accessibility improvements to guide decision-making. Finally, regional coordination and public-private partnerships will be critical for advancing broadband connectivity, freight planning, and TOD initiatives, helping Fort Worth remain competitive and resilient in the face of rapid growth.

### Policy Recommendations

- Recommendations focus on future-proofing policies for AVs, climate change, and emerging mobility trends.
- Emphasis on safety with stronger Vision Zero implementation, Safe Routes programs, and inclusive engagement.
- Suggest performance-based frameworks for monitoring outcomes (e.g., crash reduction, mode share, accessibility metrics).
- Encourage regional coordination and public-private partnerships for broadband, freight, and TOD initiatives.

The analysis identifies gaps in 20+ policy areas, including:

## Transit-Oriented Development

Fort Worth currently lacks a formal TOD policy, which limits its ability to create compact, walkable, and transit-supportive neighborhoods. Without clear guidance, development near transit stations often defaults to auto-centric patterns, undermining ridership potential and accessibility. To address this, the City should adopt form-based codes or TOD-specific overlay zones that prioritize pedestrian-friendly design and mixed-use development. These codes should include affordable housing incentives and density bonuses to prevent displacement and support TOD benefits shared across income levels. Additionally, station-area plans should be developed to integrate land use, transit access, and micromobility options, creating seamless connections between modes. Coordination with green infrastructure and stormwater planning will further enhance resilience and sustainability.

**Outcome**

Fort Worth lacks a formal TOD policy, which limits opportunities for dense, mixed-use development near transit stations. Current zoning and subdivision ordinances do not fully support walkable, transit-friendly environments.

**Recommendations**

- Adopt form-based codes or TOD-specific overlay zones to guide development near transit corridors.
- Include affordable housing incentives and density bonuses to prevent displacement.
- Develop station-area plans that integrate land use, transit access, and micromobility options.
- Coordinate TOD with green infrastructure and stormwater planning for climate resilience.

## Transit Priority

Transit reliability in Fort Worth is constrained by the absence of dedicated priority measures. While Intelligent Transportation Systems (ITS) provide a foundation, there is no systematic implementation of bus lanes or signal priority, leaving transit vulnerable to congestion. The City should implement exclusive bus lanes or queue jump lanes at high-delay intersections to improve travel times. Transit Signal Priority (TSP) should be deployed along major corridors, leveraging existing ITS infrastructure for cost efficiency. Real-time AVL/GPS data can support dynamic scheduling and route optimization, allowing service to respond to actual conditions. Stop design should also be revisited to minimize conflicts with bike lanes and improve accessibility for all users.

**Outcome**

Transit priority measures are minimal. While ITS groundwork exists, there is no systematic implementation of bus lanes or signal priority. This limits transit reliability and competitiveness with private vehicles.

**Recommendations**

- Implement exclusive bus lanes or queue jump lanes at congested intersections.
- Deploy TSP on high-ridership corridors, leveraging existing ITS infrastructure.
- Use AVL/GPS data for dynamic scheduling and route optimization.
- Redesign bus stops to minimize conflicts with bike lanes and improve accessibility.

## Climate Resilience

Fort Worth lacks a comprehensive climate action or resilience plan for transportation infrastructure. Current efforts, such as urban forestry and green space expansion, are positive but insufficient to address systemic risks like flooding, extreme heat, and severe weather. The City should develop a formal climate action/resilience plan that integrates transportation assets and sets measurable adaptation goals. Using GIS-based risk assessments and climate modeling, planners can identify vulnerable corridors and prioritize upgrades. Design standards should be updated to reflect future climate conditions, and climate opportunity metrics should be embedded in project evaluations to help vulnerable communities receive targeted investments. Incorporating nature-based solutions and smart infrastructure for real-time monitoring will further strengthen resilience.

**Outcome**

Fort Worth lacks a formal climate action or resilience plan for transportation infrastructure. Current efforts focus on urban forestry and green space but do not systematically address flooding, heat, or severe weather risks.

**Recommendations**

- Develop a Climate Action/Resilience Plan integrating transportation assets.
- Use GIS-based risk assessments and climate modeling to identify vulnerable corridors.
- Update design standards for future climate conditions and embed climate opportunity metrics in project evaluations.
- Incorporate nature-based solutions and smart infrastructure for real-time monitoring.

## Curbside Management

Curbside regulations in Fort Worth remain static, relying on fixed loading zones and parking meters without accounting for dynamic demand from deliveries, ride-hailing, and micromobility. This approach creates inefficiencies and conflicts in high-demand areas. The City should deploy real-time curb data tools, such as the Curb Data Specification, to enable adaptive management. Flexible curb zones that switch between loading, parking, and bike lanes based on time of day or demand can optimize space utilization. Piloting smart loading zones with reservation systems and dynamic pricing will help manage peak demand and reduce congestion. These strategies should be integrated with Transportation Demand Management incentives to encourage sustainable travel behavior.

**Outcome**

Curbside regulations are static, relying on fixed loading zones and parking meters. There is no dynamic system to manage competing demands from deliveries, ride-hailing, and micromobility.

**Recommendations**

- Deploy real-time curb data tools (e.g., Curb Data Specification) for adaptive management.
- Create flexible curb zones that switch between loading, parking, and bike lanes based on demand.
- Pilot smart loading zones with reservation systems and dynamic pricing.
- Integrate curbside strategies with Transportation Demand Management incentives.

## Connectivity & Access Management

Current policies emphasize site-level standards but lack enforcement of connectivity indices and network-level strategies. This results in fragmented development patterns and poor multimodal integration. Fort Worth should strengthen connectivity index enforcement and minimize waivers to develop a consistent application. Collector continuity planning should be mandated across subdivisions to create a cohesive street network. Introducing network-level access strategies aligned with multimodal priorities will improve safety and efficiency. Connectivity plans should also be coordinated with regional freight and transit corridors to support economic development and reduce congestion.

**Outcome**

Policies focus on site-level standards with weak enforcement of connectivity indices. Collector continuity and network-level strategies are missing, leading to fragmented development patterns.

**Recommendations**

- Strengthen connectivity index enforcement and minimize waivers.
- Require collector continuity planning across subdivisions.
- Introduce network-level access strategies aligned with multimodal priorities.
- Coordinate connectivity plans with regional freight and transit corridors.

## Code Amendments to Address Policy Gaps

To fully implement the outcomes and recommendations identified in the Policy Gap Analysis, the City of Fort Worth should pursue targeted amendments to its municipal code and development ordinances. These changes will provide the legal authority and enforcement mechanisms necessary to operationalize best practices and close critical gaps in areas such as TOD, curbside management, climate resilience, and connectivity.

**Outcome**

Current municipal codes and development ordinances do not fully support the implementation of best practices identified in the Policy Gap Analysis. While Fort Worth has adopted progressive policies in areas such as Complete Streets and Vision Zero, gaps remain in enforceability and integration across zoning, subdivision, and transportation regulations. Without codified requirements, critical initiatives such as TOD, dynamic curbside management, and climate resilience, risk inconsistent application and limited impact.

**Recommendation**

The City of Fort Worth should pursue targeted amendments to its municipal code and related ordinances to institutionalize these policy improvements.

Key actions include:

- **Zoning and Land Use:** Adopt TOD overlay zones and form-based codes to enable mixed-use, pedestrian-friendly development near transit stations, paired with affordable housing incentives and density bonuses.
- **Subdivision and Thoroughfare Ordinances:** Strengthen connectivity requirements, enforce collector continuity, and integrate multimodal access standards to create a cohesive street network.
- **Traffic and Parking Regulations:** Authorize dynamic curbside management through flexible loading zones, demand-responsive pricing, and geofenced TNC pick-up/drop-off areas.

- **Design Standards:** Incorporate climate resilience requirements, including GIS-based risk assessments and adaptation measures for flooding, heat, and severe weather.
- **Transit Priority Provisions:** Amend traffic control ordinances to allow bus lanes, queue jumps, and signal priority treatments, supported by ITS infrastructure.
- **Safety and Accessibility:** Embed enforceable Vision Zero and Complete Streets principles into all relevant codes, creating safe street design and accessibility for all users.

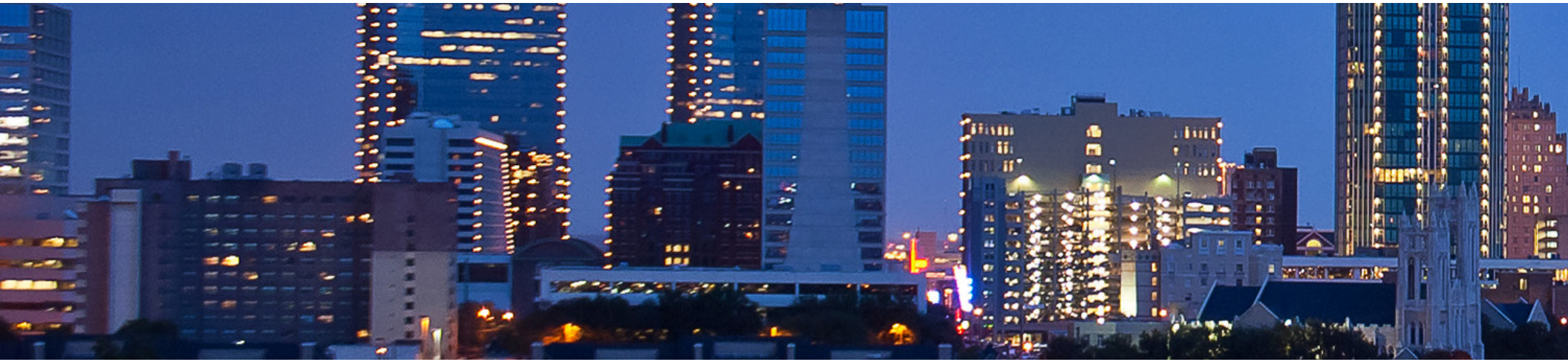
These amendments will provide the legal foundation for consistent implementation, align Fort Worth's regulatory framework with its long-term transportation goals, and help manage future growth in a sustainable, resilient, and accessible manner.

## 6.5.3. Integration with Regional & Citywide Goals

Policies must align with Fort Worth's long-term growth strategy and regional transportation plans. Integration creates consistency across capital planning cycles and leverages funding opportunities. The analysis underscores the importance of embedding multimodal priorities into subdivision ordinances, functional classifications, and capital investment criteria. Coordination with NCTCOG and alignment with Vision Zero, Complete Streets, and environmental goals are essential.

### Key Takeaways

- **Regional Alignment:** Synchronize with NCTCOG's AV initiatives, freight planning, and climate resilience strategies.
- **Citywide Goals:** Policies should reinforce Plan objectives such as connectivity, safety, and accessibility.
- **Implementation:** Use project selection criteria (system efficiency, safety, travel choice, economic development) to operationalize policy goals.
- **Future Readiness:** Integrate technology (ITS, MaaS), climate adaptation, and flexible design standards into all planning phases.



# 6.6. Projects & Policy Recommendations

The MTP aims to close multimodal gaps and align infrastructure investments with Fort Worth's growth trajectory. Recommendations emphasize network performance improvements, priority projects, and policy interventions across roadway, freight, transit, and active transportation.

## 6.6.1. Network Performance Recommendations

Fort Worth's transportation system faces mounting pressure from population and employment growth. Roadway congestion, limited transit coverage, fragmented active transportation networks, and freight bottlenecks threaten mobility and economic competitiveness.

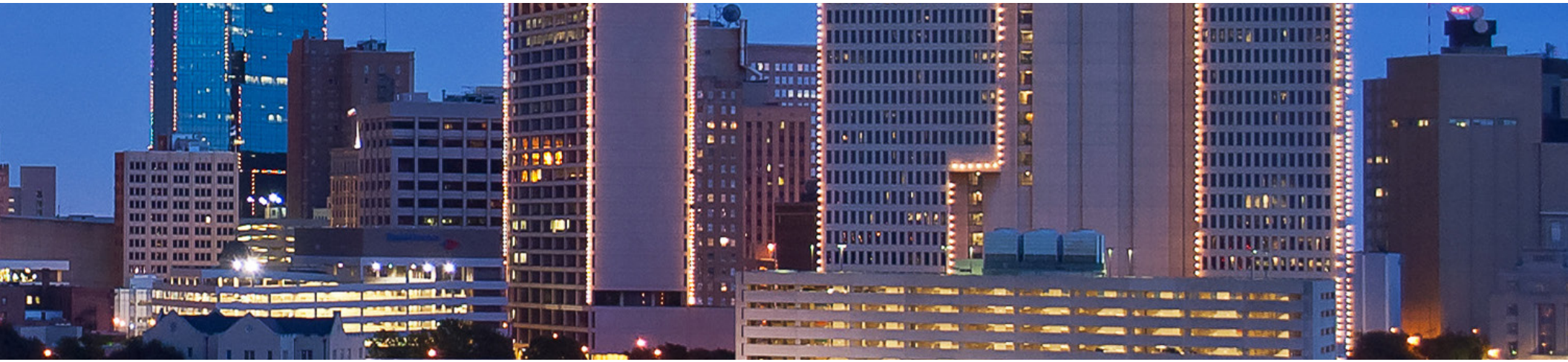
Improving network performance requires targeted interventions across all modes:

**Roadway:** Address LOS degradation on arterials and collectors through capacity upgrades and connectivity improvements. Prioritize corridors with projected V/C > 1 and feasible ROW expansion.

**Active Transportation:** Close sidewalk and bikeway gaps near schools, transit stops, and employment centers. Focus on low-stress bikeway connectivity and safe crossings.

**Freight:** Enhance last-mile access to industrial clusters (Alliance, FedEx hub) and improve safety at high-crash freight corridors. Address regional routing inefficiencies.

**Transit:** Expand service coverage to high-growth suburban gaps (Saginaw, Keller, Grapevine Hwy), improve frequency and span on key corridors, and deploy bus priority treatments.



## 6.6.2. Roadway

Fort Worth's roadway network faces mounting congestion and connectivity challenges as population and employment growth outpaces infrastructure capacity. The gap analysis identified corridors with projected V/C ratios exceeding 1.0 by 2050, signaling severe LOS degradation. Many of these corridors serve as critical links to employment hubs and freight clusters, making their improvement essential for economic vitality.

**Figure 6.13** maps the roadway priority projects, which include arterial and collector links such as Golden Triangle Blvd–Riverside Dr, Blue Mound Rd–Old Denton Rd, and Trinity Blvd–Great Southwest Pkwy. Capacity projects target corridors like Avondale Haslet Rd, Blue Mound Rd, and Camp Bowie Blvd for lane additions (up to six lanes). Intersection upgrades focus on the top thirty intersections ranked by delay (TTI) for signal optimization and geometric improvements.

### Key Takeaway

Prioritize corridors with high congestion and economic significance, integrate multimodal elements into roadway projects, and leverage ROW feasibility for cost-effective delivery.

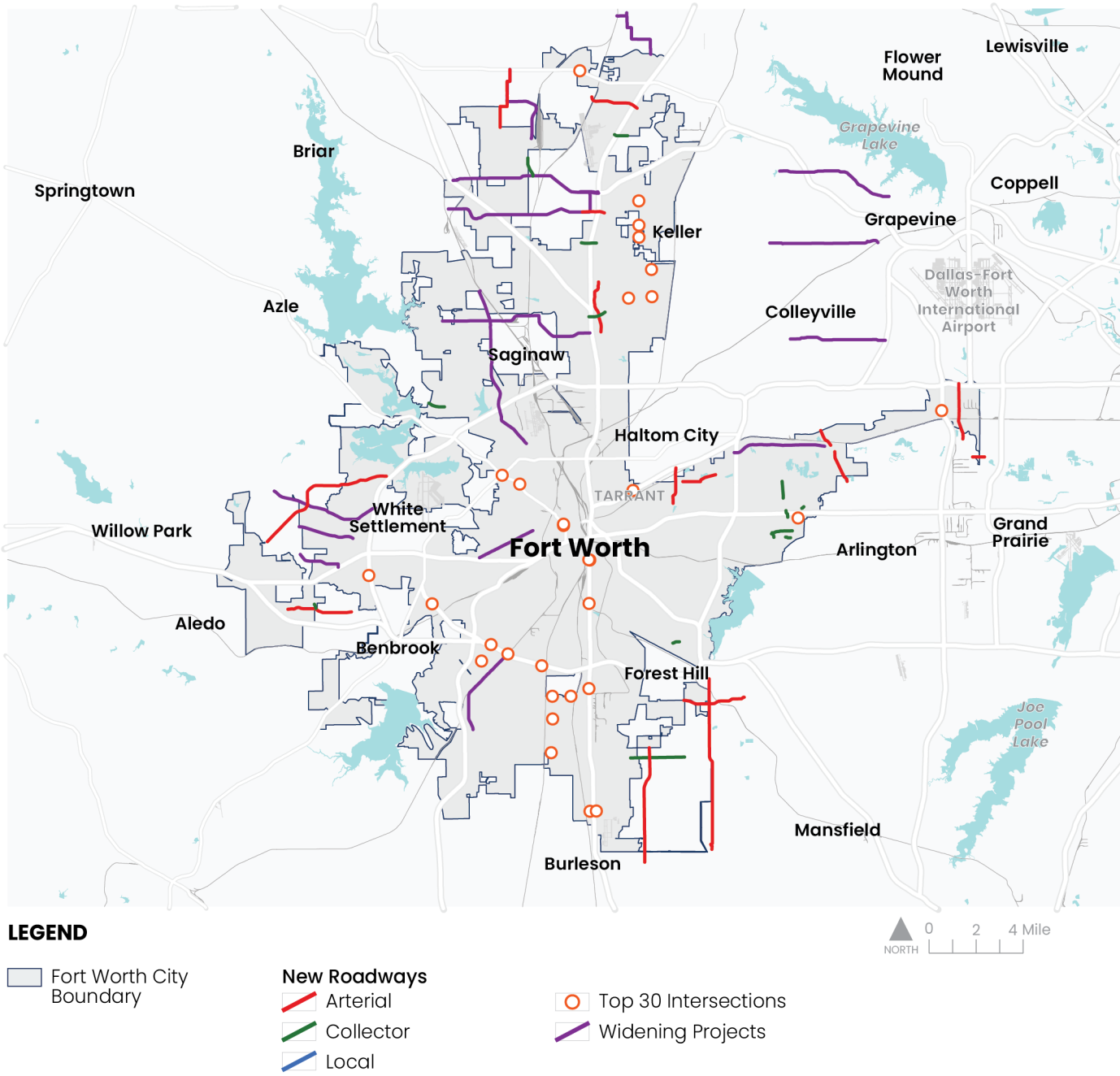



*Figure 6.13: Master Roadway Network Recommendations*




## Recommendations

The following recommendations contextualize the proposed projects that will be funded and implemented over the next 25-years.

### Recommendation #1: Increase Lane Capacity by 69.04 miles

15 corridors were identified to have potential lane expansion projects to help create additional capacity, reduce congestion and improve traffic flow in the future.

### Recommendation #2: Create Connections to New Development & Growth Centers

31 new roadway corridors creating 53 miles of new roadway are proposed to better connect new development and growth areas with the rest of the City network and improve access to key destinations.

### Recommendation #3: Improve Traffic Flow, Efficiency, & Safety at Key Intersections

Operational improvements at 30 strategic intersections aim to improve delays and safety for intersections in the City that have highest traffic volumes (2,700 trips on average).

### Recommendation #4: Increase Roadway Capacity in City's Downtown Core

Additional roadway capacity and multimodal solutions are needed on key corridors to support growth and help move more trips out of cars to other modes. Compact growth and a stronger core will create more traffic on key access corridors to the downtown. Yet city-wide network performance will benefit from denser core with shorter travel times in outer areas.

The needs listed below summarize priorities and potential ideas currently being evaluated for feasibility and are not proposed solutions included in the Plan recommendations. **Figure 6.14** illustrates the locations of the identified needs.

**Identified Recommended Projects**

| | |
|---|---|
| 1 | Alternative capacity to access sub-area from I-35W / supplement constrained 28th St (SH 183) and N Sylvania Dr. |
| 2 | North-south capacity to support Panther and Stockyards development pipeline, multimodal access to downtown transit corridors, and regional access from I-35W. |
| 3 | W. 7th to Panther Island / Stockyards, west access. |
| 4 | Alleviate traffic on Henderson SB, improve safety and intersection operations at Henderson & Belknap / Weatherford. |
| 5 | Alleviate through traffic impacts on Belknap & Weatherford from I-35W to W. 7th & Henderson St on downtown local trip & multimodal options. |
| 6 | Locate downtown transit mall / hub for HCT, for fast and seamless modal transfer, access downtown destinations. |
| 7 | Improve I-30 crossing to support north-south HCT corridor. |
| 8 | Enhance use of downtown public space, & downtown attractiveness / vibrancy. Integrate with transit mall. |
| 9, 10 | New or enhanced river and railroad crossing facilities to improve east-west network resilience, connectivity and multimodality, and support future growth in West 7th and Cultural District areas. |
| 11 | Alternative multimodal capacity needed in W.7th / Cultural District Area other than W7th St to meet growing future demand. |
| 12 | Create new multimodal access to Butler Place from Downtown and IH 30, across IH 35W and railyard barriers. |
| 13 | Enhance Butler Place frontage to Trinity River, integrating with reconfigured IH 35W, IH 30W and US 287 access. |
| 14 | Expand supporting multimodal infrastructure to United Riverside. |

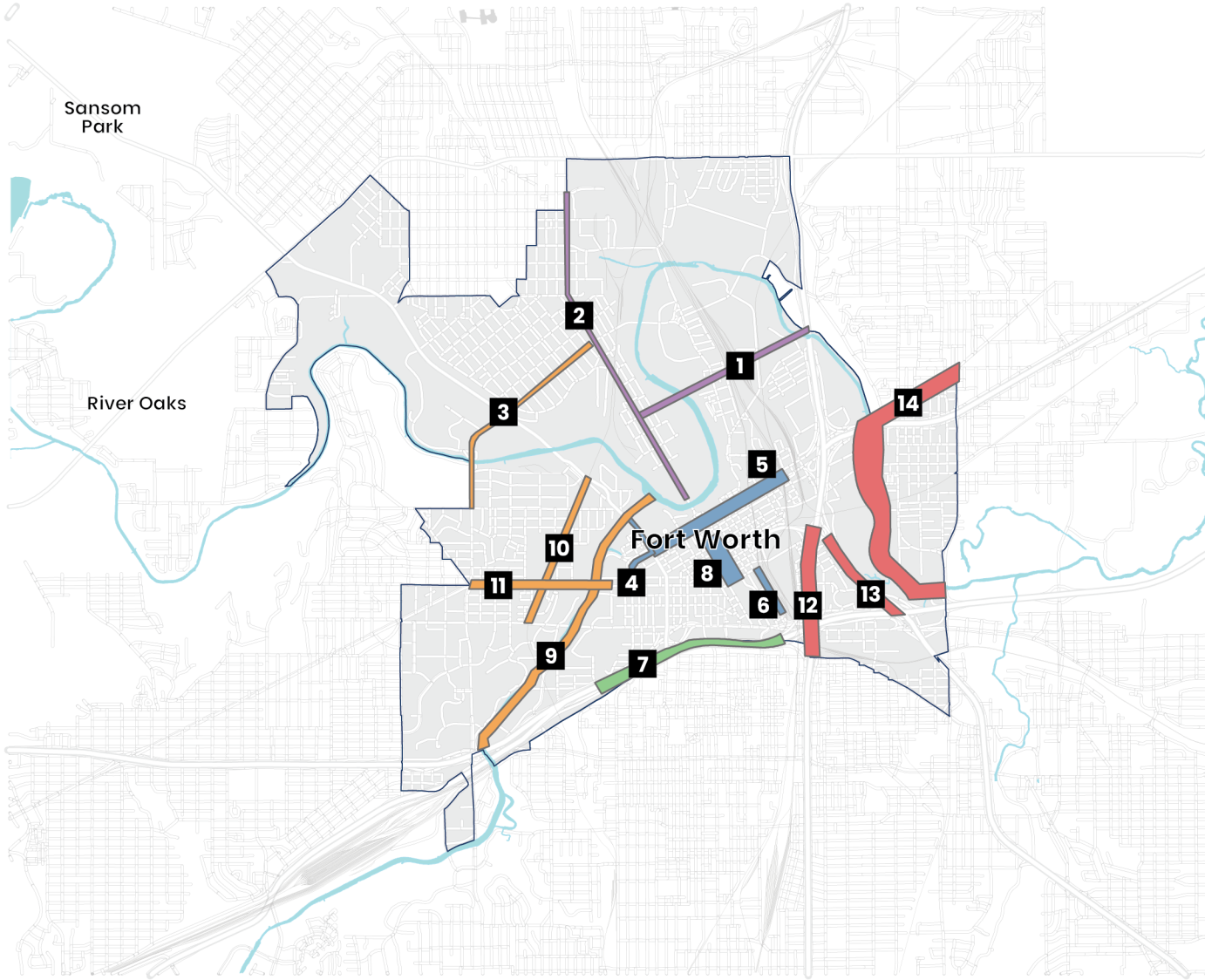



*Figure 6.14: Identified Needs in the Central Area*



## Identified Needs

### Panther / Rock Island to Stockyards

- **Identified Needs:** Alternative routes to the Stockyards besides congested 28th St. and N. Main St. to enable high-capacity transit between Downtown and Panther Island.
- **Potential Project Alternatives:** New Trinity River crossing, railroad grade separation, roadway extension, I-35W exit and frontage roads, dedicated transit ROW.

### West 7th / Cultural District to Downtown & Panther Island / Stockyards

- **Identified Needs:** Improve access to Panther Island/Stockyards and Downtown with additional river crossing options, a new rail crossing to ease congestion, and transportations alternatives to W 7th St.
- **Potential Project Alternatives:** Railroad grade separation, new river crossings, roadway extensions or reconfiguration, dedicated transit ROW.

### Downtown access

- **Identified Needs:** Optimize operations at Henderson and Belknap/Weatherford intersections for safety and reduced travel time delays, create a central transit hub for high-capacity transit, and improve downtown public spaces.
- **Potential Project Alternatives:** Multimodal transit mall, Main St. pedestrianization, Henderson gateway reconfiguration, Belknap & Weatherford surface access reconfiguration.

### Butler Place & United Riverside

- **Identified Needs:** Right-size regional access to Butler Place, create multimodal access and gateways, enhance access to Trinity River open spaces.
- **Potential Project Alternatives:** Roadway reconstruction and reconfiguration to multimodal boulevards, bridges, enhanced overpasses, deck parks, and/or tunnels, river gateway project.

### Near Southside

- **Identified Needs:** Upgrade the I-30 crossing for high-capacity transit access and offer better transit to reduce local car trips.
- **Potential Project Alternatives:** Lane reconfiguration, tunnelling.

## Freight

Freight movement is critical to Fort Worth's economy, yet gaps in last-mile connectivity, regional routing, and safety hinder efficiency. Industrial clusters such as Alliance and the FedEx hub experience poor access and high crash rates, while regional corridors lack continuity and capacity for projected freight demand. **Figure 6.15** maps the freight priorities, which focus on last-mile connections in Alliance and FedEx hubs, functional classification upgrades for freight corridors, and regional connectivity improvements along I-20, SH 121, and US 287. Safety interventions target CRIS-identified KSI hotspots with design changes.

### Key Takeaways

Target infrastructure upgrades where freight activity is most concentrated, integrate safety improvements into design, and align local actions with regional freight strategies.

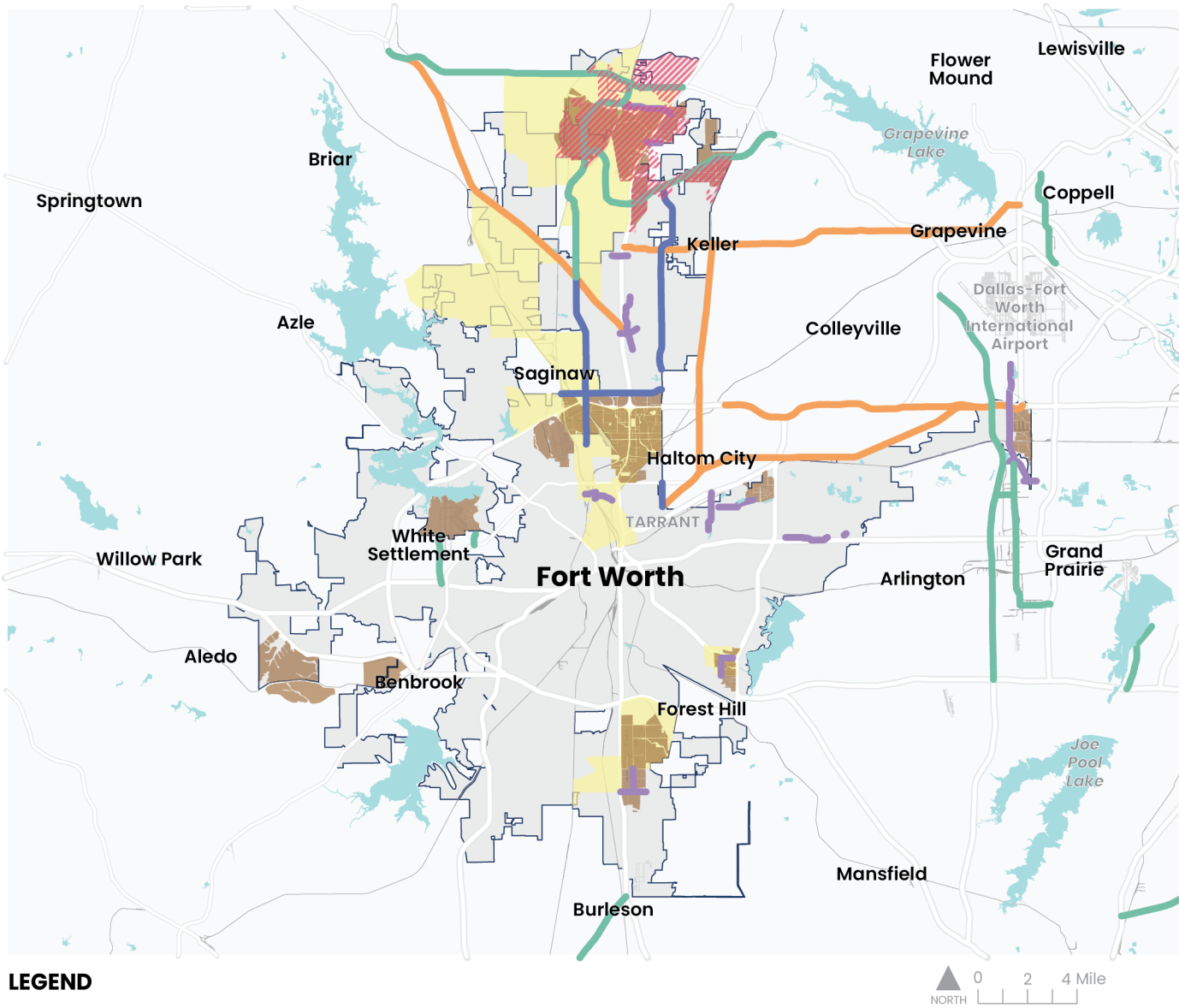



*Figure 6.15: Freight Network Recommendations*




## Recommendations

### Recommendation #1: More Direct & Safer Truck Routes

Local and regional priority freight gap routes will improve connections to major employers and help reduce injuries along key freight corridors. Improvements target the following:

- **7** local freight corridors, including **20** miles of new truck routes and **5** miles existing roadways to be upgraded to truck route classification.
- **5** regional truck routes will add **70** miles to the regional truck network.

### Recommendation #2: First & Last Mile Freight Route Improvements

Investments in lane reconfiguration and medians on local roads (arterials and collectors), identified as first/last mile freight routes, aim to improve traffic safety particularly in residential to industrial areas.

### Recommendation #3: Railroad Grade Separation Projects

Grade separation at 10 at-grade railroad crossings with highest traffic volumes could improve traffic delays due to railroad freight operation.

## Active Transportation and Micromobility

Despite progress since the 2019 ATP, significant gaps remain in sidewalk coverage, bikeway connectivity, and safe crossings. High-stress corridors and fragmented networks limit walking and biking options, particularly in southern and western Fort Worth. These deficiencies disproportionately affect vulnerable populations and undermine multimodal accessibility.

The recommendations active transportation network, as illustrated in **Figure 6.16**, builds on outcomes defined in the 2019 ATP, which focuses on closing gaps in sidewalks, crossings, bikeways, and trails to create a well-connected system of low-stress, high-comfort facilities. The existing ATP network will be reprioritized using updated data, with projects elevated based on results from the TSI. This approach invests in first- and last-mile elements that not only encourage people to walk, roll, or bike for everyday trips, but also strengthen access to transit, community destinations, and economic opportunities.

### Key Takeaways

Focus on closing gaps near key destinations, prioritize safety improvements for vulnerable users, and integrate active transportation requirements into development policies.

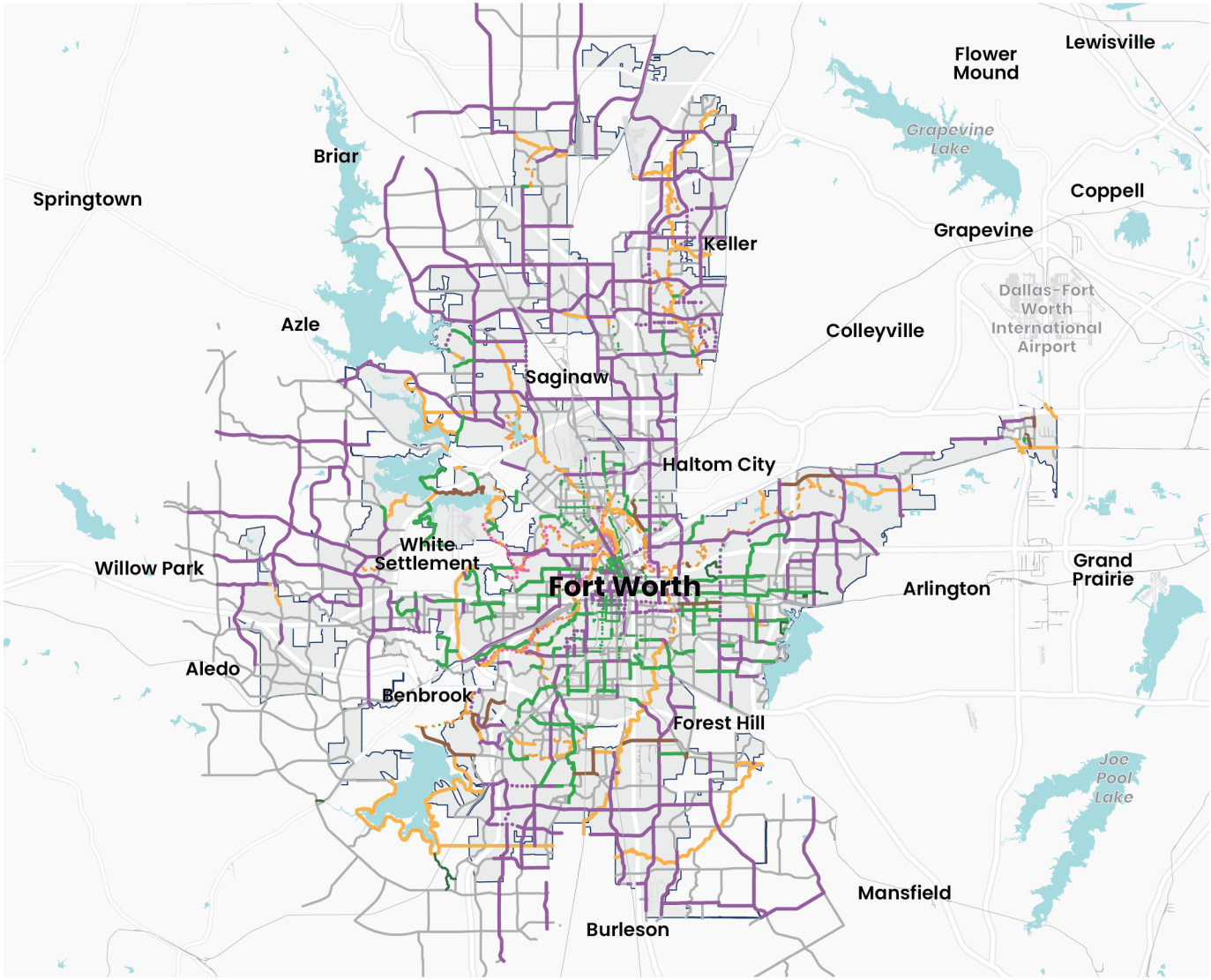



*Figure 6.16: Active Transportation Network Recommendations*



## Recommendations

### Recommendation #1: Close First/ Last Mile Gaps

Targeted first/last mile improvements in high stress, low coverage corridors can help more people use active travel for short trips every day.

### Recommendation #2: Support All Active Transportation Modes

Improvements should result in continuous sidewalks, new or enhanced pedestrian crossings, and trail or on-street bikeway extensions.

### Recommendation #3: Prioritize Areas in Need & Demand

Places where the network coverage is poor despite high demand for walking and bicycling are shown as high priority areas for targeted investment in the map. Priority areas will be integrated into the implementation of the 2019 ATMN. These locations include:

- Avondale Haslet Road in northwestern Fort Worth
- Eagle Parkway in northern Fort Worth
- Oak Grove Road in southeastern Fort Worth
- Cooks Lane in eastern Fort Worth
- Trinity Boulevard in eastern Fort Worth
- White Settlement Road in western Fort Worth

### Recommendation #4: Harden Existing On-Street Facilities

The city is focused on improving on-street bicycle/micromobility facilities by retrofitting routes on the high-injury network with raised barriers such as curb stops or other materials to enhance protection, safety, and comfort for vulnerable users.

## Transit

Transit gaps in Fort Worth are both spatial and temporal, limiting access for growing suburban communities and transit-dependent populations. Coverage gaps exist in high-growth areas such as Saginaw, Keller, Grapevine Highway, and Benbrook, while temporal gaps restrict mobility during evenings and weekends. Performance benchmarking shows Trinity Metro's reliability is strong, but productivity lags behind peer agencies.

Because the City of Fort Worth does not directly operate transit service, recommendations within the MTP are primarily policy-driven, emphasizing strategic coordination and planning to guide regional transit development. Strong coordination with partner transit organizations including Trinity Metro and Amtrak is essential. These partnerships play a critical role in aligning regional mobility goals, optimizing service delivery, and making investments in infrastructure and transit services both strategic and complementary.

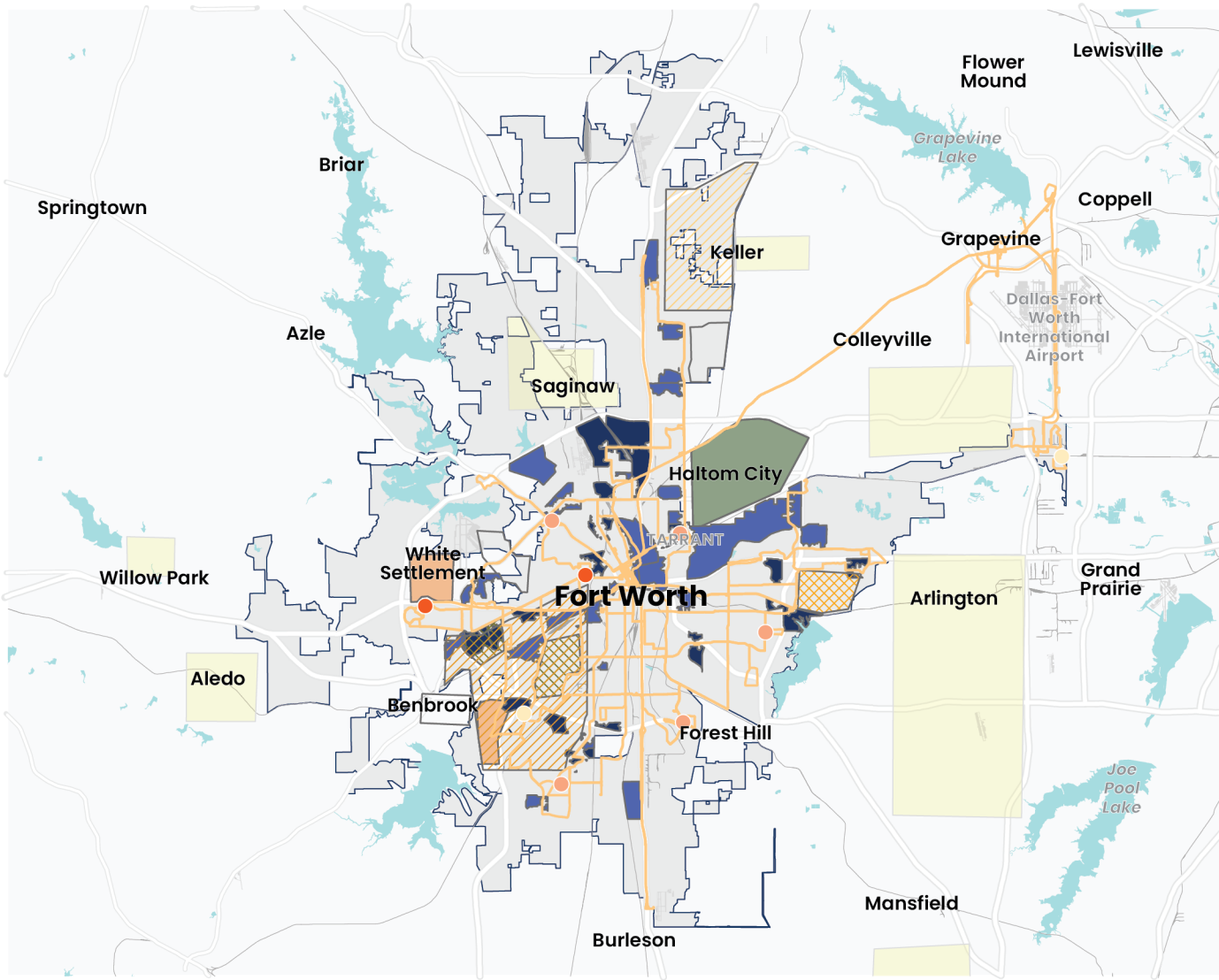



*Figure 6.17: Transit Network Recommendations*

### Key Takeaways

Align transit expansion with land use and accessibility goals, leverage technology for operational efficiency, and prioritize service improvements in high-demand corridors.




## Recommendations

As shown in **Figure 6.17**, transit gaps are concentrated in outlying growth areas and along key corridors, reflecting a mix of coverage, frequency, and connectivity limitations.

### Recommendation #1: Prioritize Transit Near Development

Align new service with future development patterns and pilot flexible or microtransit services in low-density, hard-to-serve areas. Investments should be prioritized by the following needs:

- **High:** Need service enhancement.
- **Medium:** Targeted investments, such as microtransit or first/last-mile infrastructure could meaningfully improve accessibility.
- **Low:** Long-term opportunities for transit investments as growth and development patterns shift.

### Recommendation #2: Improve Connections to Goods & Services

Prioritize first/last mile connectivity improvements near healthcare, education and major employers, which include the following locations:

- I-20 / Granbury Rd area
- US 377 / SH 183 areas
- I-820, I-35W, and Fort Worth Meacham airport
- Alta Mesa Blvd and McCart Ave
- I-820 and SH 180
- Along I-30 and East Chase Parkway

### Recommendation #3: Schedule & Design Enhancements

Identify where schedule changes are needed to reduce transfer wait times, improve route design to optimize transfer and connectivity, and invest in design improvements to transfer hubs to improve rider experience.

### Recommendation #4: Improve & Increase Service Frequency

Increase service frequency or span in early mornings, late nights or weekends. Frequency improvements should prioritize the following:

- **High:** Late-shift employment and shopping activity, pointing to strong cases for extended evening or weekend service.
- **Medium:** Improved weekend or early morning service could increase transit accessibility for students, healthcare users, and workers.
- **Low:** Incrementally improve network access and coverage.

### Recommendation #5: Target Underperforming Routes

Invest in performance monitoring and bus priority treatments on key routes. Review resource allocation for underperforming routes.



## 6.7. Project Selection & Implementation

**Chapter 8** presents a comprehensive overview of the proposed roadway, freight, and active transportation projects prioritized for the upcoming short-term investment cycle. In addition, Appendix G provides a complete inventory of all identified projects planned for implementation over the next 25 years, offering a long-range perspective on Fort Worth's transportation investment strategy.

# 6.8. Center City and Connecting the Core

Fort Worth is growing rapidly, and nowhere is the opportunity, and the challenge, more pronounced than in its urban core. The Central Area, encompassing Downtown Fort Worth and the surrounding neighborhoods of Panther Island, the Stockyards, the Cultural District, West 7th, Southside, Butler Place, and United Riverside, is positioned to become one of the most significant areas of growth and reinvestment in the region. Yet the data tell a clear story: relative to its size and status as a major American city, Downtown Fort Worth is underperforming. Changing that is both the ambition and the analytical foundation of this section.

The Master Transportation Plan addresses this directly through the Connecting the Core (CtC) process, a targeted effort to identify, evaluate, and prioritize transportation investments that can unlock the Core Area's potential while managing the mobility consequences of concentrated growth.

CtC builds on the Plan's citywide roadway gap analysis and extends it inward, applying a finer-grained lens to the physical barriers, connectivity gaps, and capacity constraints that currently limit access to and through the city's most important activity center.

This section synthesizes the full body of CtC analytical work: the national and regional benchmarking that established the growth vision, the neighborhood-level existing conditions and development pipeline, the three growth scenarios developed to test alternative futures, the land use implications of each scenario, the transportation needs assessment and priority projects, the transit strategy, and the build-out scenario modeling.

The CtC initiative was coordinated with the Access Butler Place Plan (ABP), the NCTCOG Transit 2.0 initiative, and ongoing TxDOT corridor studies on IH-35W and IH-30. These complementary efforts are referenced throughout this section and inform several of the priority projects identified herein.

### Related Planning Initiatives

- **Connecting the Core (CtC)**: Targeted needs assessment and project identification for the Core Area, conducted as part of the Master Transportation Plan.
- **Access Butler Place Plan (ABP)**: Focused study of access and connectivity improvements for the Butler Place neighborhood, with priority projects integrated into the CtC project list.
- **NCTCOG Transit 2.0**: Regional transit visioning initiative seeking to expand high-capacity transit throughout North Central Texas by mid-century.
- **TxDOT IH-35W and IH-30 Corridor Studies**: State-led projects with direct implications for access and operations in the Core Area.
- **Panther Island / Trinity River Vision:** Major redevelopment initiative that substantially increases population and employment activity in the northern Core.



## 6.9. Downtown Fort Worth: A City Ready to Catch Up

Fort Worth ranks 11th among the top 35 metro areas nationally by city population and 22nd by employment, a strong position that reflects decades of sustained growth. But when the lens shifts to the downtown specifically, the picture changes sharply. Downtown Fort Worth ranks 34th nationally by population and 28th by employment among comparable downtowns. By both measures, the downtown significantly underperforms relative to the city it anchors.

The downtown population density premium, the ratio of downtown population density to citywide average density, stands at just 1.64 times the citywide average, placing Fort Worth third lowest among the top 20 cities by population nationally. Downtown Fort Worth accounts for only 0.45% to 1.0% of the city's population, compared to a national range of 2% to 8% for peer downtowns. And between 2001 and 2023, downtown Fort Worth's share of citywide jobs declined by approximately 1.8 percentage points, a pattern common among Sun Belt cities where suburban employment growth has outpaced downtown reinvestment.

### 6.9.1. Regional Comparison

When compared against its immediate DFW neighbors, the gap is equally apparent. Among the region's major cities, downtown Fort Worth has a smaller resident population than the downtowns of Dallas, McKinney, Irving, and Plano, despite Fort Worth being the second most populous city in the region.



One data point stands out as particularly telling. Downtown Fort Worth has the highest daytime-to-resident population ratio in the region at 5.80, meaning more than five daytime workers arrive for every one downtown resident. Dallas's downtown, by comparison, has a ratio of 3.51, and other regional peers fall in the 1.87 to 2.81 range. Fort Worth's downtown already functions primarily as a regional employment hub; it has simply not yet become the mixed-use, residential-and-commercial district that would allow that employment strength to anchor a denser, more vibrant urban core.

**5.80X**

Daytime-to-resident ratio, Downtown FW (highest in DFW region)

**0.45%**

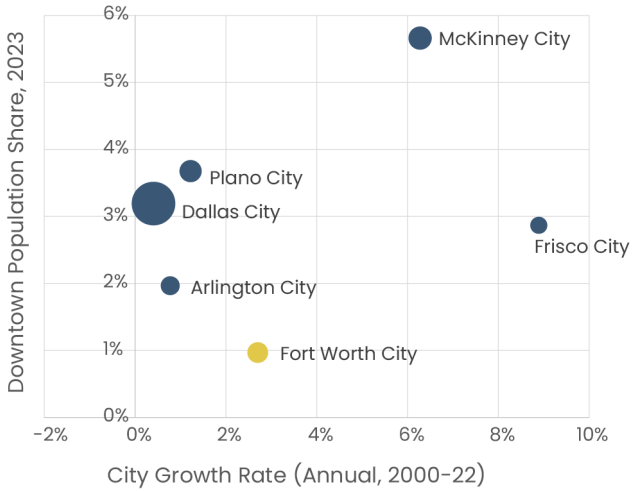
Downtown FW share of city population (national range: 2%–8%)

**34TH**

Downtown FW population rank among top 35 national downtowns

**-1.8PTS**

Change in downtown share of city jobs, 2001–2023




Bubble size shows relative population for each City's downtown
*Source: AECOM, ESRI, US Census and ACS*

*Figure 6.18: City Population Growth and Downtown Share, DFW Region*

The regional population share data further illustrates the gap. Between 2000 and 2022, Dallas's downtown grew its share of city population from 0.9% to 3.1%, McKinney's from 18.4% to 5.5% (a convergence reflecting rapid citywide growth), and Plano held steady at 3.3% to 3.6%. Fort Worth grew from 0.4% to 1.0% over the same period, reflecting real progress but leaving a substantial gap relative to peers.

These findings are not a critique of Fort Worth's trajectory; they are an opportunity statement. The gap between where Fort Worth's downtown is and where comparable downtowns are represents substantial room for growth. Achieving peer-city performance in downtown population and employment share would not require Fort Worth to become a different kind of city; it would simply require the core to catch up to the role it plays in cities of comparable size and regional standing.

**Table 6.1: Downtown Fort Worth Population and Employment Share: Existing, Baseline, and Acting Our Size Scenarios**

| Scenario | Downtown Population Share | Downtown Employment Share |
|---|---|---|
| Existing 2023 | 0.45% | 8.88% |
| Baseline 2050 (NCTCOG) | 0.48% | 5.97% |
| Acting Our Size 2050 | 1.50% | 11.36% |

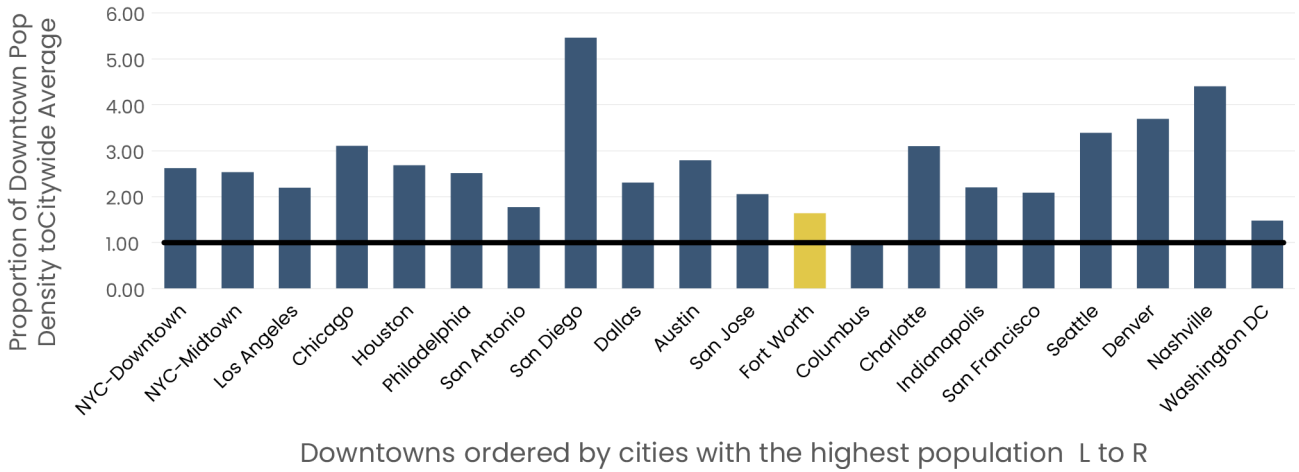



*Figure 6.19: Downtown Population Density Premium, 2022*

# 6.10. Core Area Neighborhoods

The Central Area is not a single place; it is a collection of distinct neighborhoods with different histories, land use patterns, growth trajectories, and transportation conditions. Understanding those differences is essential to developing a transportation strategy that supports growth where it is already happening, prepares for transformation where it is imminent, and acknowledges the real constraints in areas where change will be more incremental.

## 6.10.1. Neighborhood Growth Trends

Population growth trends since 2010 reveal a Core Area with two distinct dynamics. A small number of neighborhoods are growing rapidly, driven by significant new residential investment and increasing desirability as urban living destinations. The majority are holding relatively stable. A few are experiencing modest decline, reflecting ongoing displacement pressures or stagnant land use patterns.

West 7th / Cultural District leads the Core Area in population growth, with a compound annual growth rate of 10.4% between 2010 and 2024. Panther Island / Rock Island follows at 8.5%, reflecting recent residential investment in a neighborhood that is still in the early stages of redevelopment. Downtown Fort Worth has grown at 5.7%, and the Southside area at 4.7%. The Stockyards and Arlington Heights have remained essentially flat at around 0.2%, while Butler Place / United Riverside has actually declined at -0.9%, a trend that the Access Butler Place planning effort seeks to reverse.

**Table 6.2: MTP Performance Measures**

| Neighborhood | 2010–2024 CAGR | 2024 Population |
|---|---|---|
| West 7th / Cultural District | 10.4% | ~5,700 |
| Panther Island / Rock Island | 8.5% | ~4,000 |
| Downtown Fort Worth | 5.7% | ~8,700 |
| Historic Southside / Glenwood Triangle | 2.6% | ~4,100 |
| Southwest (Mistletoe Heights) | 2.7% | ~3,200 |
| Southside | 4.7% | ~5,100 |
| Stockyards / Northeast | 0.2% | ~6,100 |
| Arlington Heights | 0.2% | ~7,400 |
| Butler Place / United Riverside | -0.9% | ~6,400 |

*Source: AECOM analysis; U.S. Census, ACS*

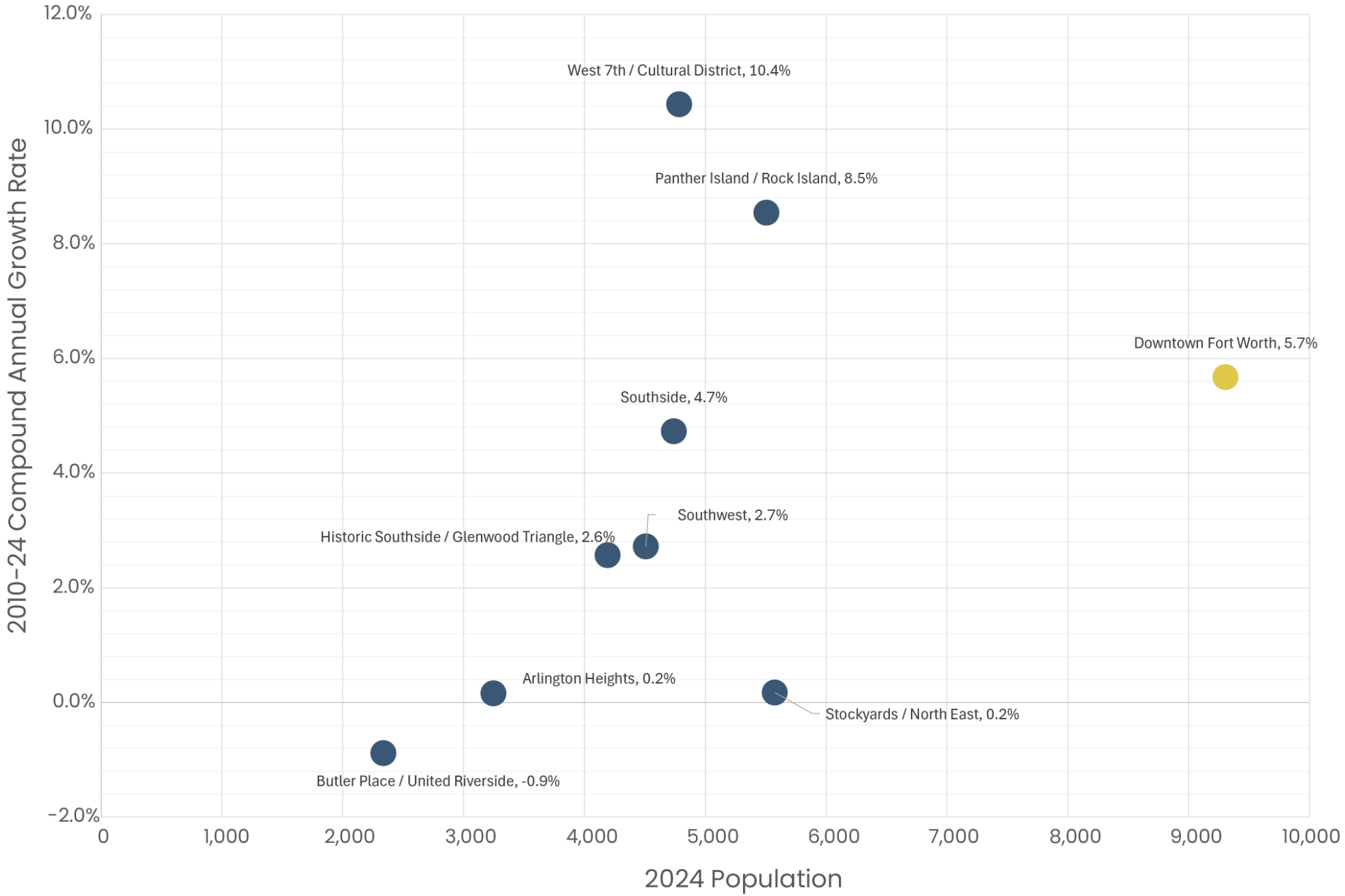



*Figure 6.20: Core Area Neighborhood Population Growth Rates, 2010–2024*

## 6.10.2. Development Pipeline

Planned and proposed development activity across the Central Area represents a substantial near-term investment pipeline that will place growing demands on the transportation network over the next decade, regardless of which long-term growth scenario materializes. A 2023 inventory of planned and proposed projects across the CtC area, based on CoStar data, identified more than 5.7 million square feet of commercial development and nearly 4,000 multifamily residential units and over 3,000 hotel rooms under planning or construction.

Downtown Fort Worth holds the largest single-neighborhood share of planned activity, with 450,000 square feet of office development, 330 multifamily units, and 407 hotel rooms totaling approximately 1.49 million square feet. The Stockyards and West 7th / Cultural District each represent another 1.2 million square feet of planned development, with the Stockyards carrying a particularly large multifamily component of 1,517 units. The pipeline also includes significant activity in the Southside, Southwest (anchored by Texas Health Hospital), and Villages of Stonegate Phase II.

This pipeline represents the near-term layer of growth that will interact with the existing transportation network before any long-range investments are fully realized. Several of the highest-activity neighborhoods, including Downtown and the Stockyards, are also among those where the transportation network is already operating close to capacity during peak periods. The combination of a constrained existing network and a large near-term development pipeline creates an urgent case for the priority projects identified in Section 5.6.

**Table 6.3: Planned and Proposed Development Activity, Core Area Neighborhoods (as of December 2023)**

| Neighborhood | Office (SF) | Industrial (SF) | Flex (SF) | Multi-Family (Units) | Hospitality (Rooms) | Total (SF) |
|---|---|---|---|---|---|---|
| Downtown Fort Worth | 450,000 | — | — | 330 units | 407 rooms | 1,485,093 |
| Stockyards / Northeast | 57,254 | — | — | 1,517 units | 759 rooms | 1,216,530 |
| West 7th / Cultural District | 241,077 | — | — | 478 units | 347 rooms | 1,213,902 |
| Other (North) | — | 494,520 | — | — | 151 rooms | 570,171 |
| Villages of Stonegate Phase II | — | — | — | 330 units | — | 520,308 |
| Southside | 28,667 | — | 4,542 | 583 units | — | 513,244 |
| Southwest | 140,410 | — | — | — | 294 rooms | 325,489 |
| Near Southside / Glenwood Triangle | — | — | 45,000 | 94 units | 148 rooms | 311,538 |

## 6.10.3. Existing Travel Patterns

Travel patterns within the Core Area today reflect the daytime employment dominance of Downtown Fort Worth. The strongest intra-district activity connects West 7th / Cultural District, Downtown, and the Near Southside, reflecting the concentration of office employment, healthcare, cultural destinations, and emerging residential uses in these neighborhoods. White Settlement Road and West 7th Street already carry high volumes of this intra-Core traffic and are projected to reach capacity under baseline growth projections by 2050, even without the additional demand associated with more ambitious growth scenarios.

The Core Area's relationship to the broader city is primarily as an attractor of trips rather than an origin. Most of the access traffic arriving in the Core travels along a small number of principal corridors, including the IH-35W and IH-820 interchange area, the Henderson Street bridge complex, East Northside Drive, and West Lancaster Avenue. The concentration of access on these few facilities means that capacity constraints on any one of them can have outsized effects on mobility throughout the Core.

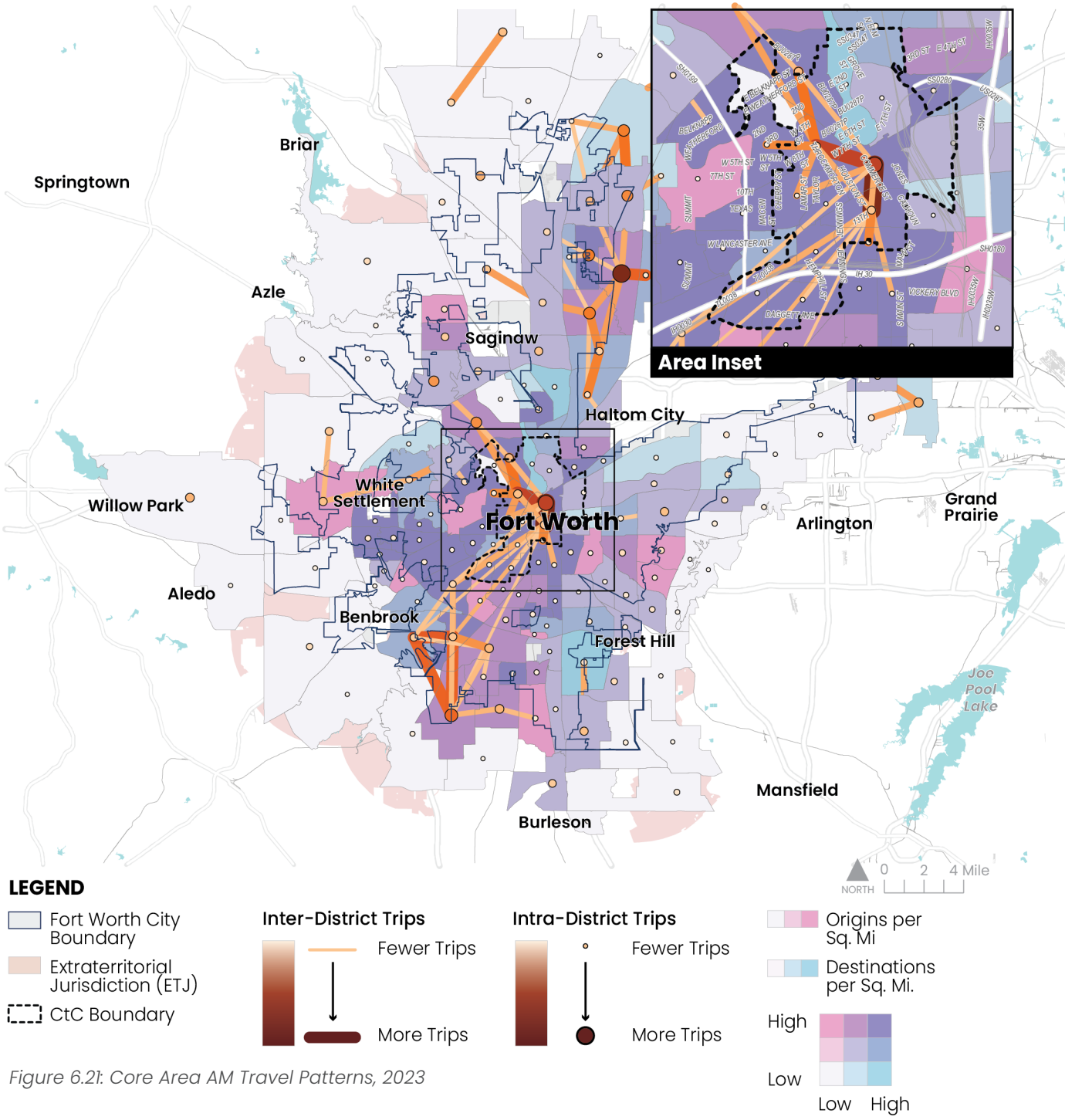



*Figure 6.21: Core Area AM Travel Patterns, 2023*

# 6.11. Growth Scenarios

Three growth scenarios were developed for the Core Area to frame the range of possible futures and their transportation implications. Each scenario holds citywide population and employment totals constant, consistent with NCTCOG's 2050 regional projections; the scenarios differ in how much of that citywide growth is directed to the Central Area and Downtown. This approach reflects the nature of the Core growth strategy: it is not about growing the city faster, but about growing the right way, in the right places.

## 6.11.1. Scenario Definitions

The Baseline 2050 scenario extrapolates NCTCOG's adopted 2050 Mobility Plan projections and represents a continuation of current trends. Under this scenario, the Central Area's share of citywide population would actually decline from 6.2% in 2023 to 5.4% by 2050, and downtown's employment share would fall from 8.88% to 5.97%, reflecting the pattern of continued auto-oriented growth outpacing core reinvestment. This is not an aspirational scenario; it is a cautionary one.

The Course Correction 2050 scenario holds existing population and job shares for the downtown and Central Area constant through 2050, effectively freezing Fort Worth's current performance relative to its own city rather than allowing further erosion.

This scenario represents a modest floor of ambition: maintaining the status quo share of a growing city would still add 13,100 residents and 117,900 jobs to the Central Area. The Acting Our Size (AOS) 2050 scenario is the vision scenario. It reallocates a greater share of citywide growth to the Core Area and Downtown, based on national benchmarking of what peer cities achieve and grounded in Fort Worth's current development pipeline and major planning initiatives. Under AOS, the Central Area would grow to nearly 200,000 residents and 400,000 jobs by 2050, with downtown's population share rising to 1.5% and its employment share to 11.36%.

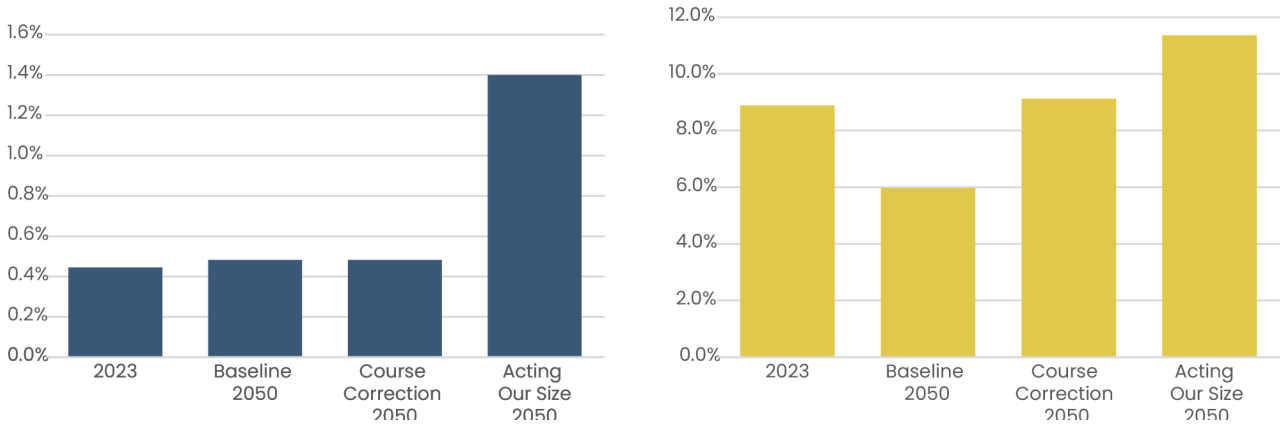



*Figure 6.22: Downtown Fort Worth Share of City Population and Employment by Scenario*

**Table 6.4: Central Area Population Scenarios, 2050**

| Scenario | Total Pop. | Added | % of City | Downtown Pop. Share |
|---|---|---|---|---|
| Existing 2023 | 74,300 | — | 6.2% | 0.45% |
| Baseline 2050 | 99,100 | — | 5.4% | 0.48% |
| Course Correction 2050 | 112,250 | +13,100 | 6.2% | 0.48% |
| Acting Our Size 2050 | 195,700 | +96,500 | 10.7% | 1.50% |

**Table 6.5: Central Area Employment Scenarios, 2050**

| Scenario | Total Emp. | Added | % of City | Downtown Emp. Share |
|---|---|---|---|---|
| Existing 2023 | 196,400 | — | 25.2% | 8.88% |
| Baseline 2050 | 211,300 | — | 16.6% | 5.97% |
| Course Correction 2050 | 329,200 | +117,900 | 25.8% | 9.12% |
| Acting Our Size 2050 | 399,400 | +188,000 | 31.3% | 11.36% |

## 6.11.2. Neighborhood-Level Projections under Acting Our Size

The AOS scenario distributes growth unevenly across the Core Area neighborhoods, reflecting the different development capacities, existing land use patterns, and planning ambitions of each sub-area. The greatest absolute growth in employment is projected in West 7th / Cultural District, which could accommodate more than 50,000 jobs by 2050, leveraging its existing concentration of medical, cultural, and office uses. Panther Island and Rock Island would see the fastest proportional growth rate, with a 564% increase in population and 337% increase in employment consistent with the transformation of what is currently largely vacant or underutilized land into a dense, mixed-use urban district. The Stockyards would add more than 15,000 residents and 16,000 jobs, a 252% and 241% increase respectively. Butler Place, largely underdeveloped today, carries a population growth projection of 1,550% under AOS, reflecting the transformative ambition of the Access Butler Place Plan.

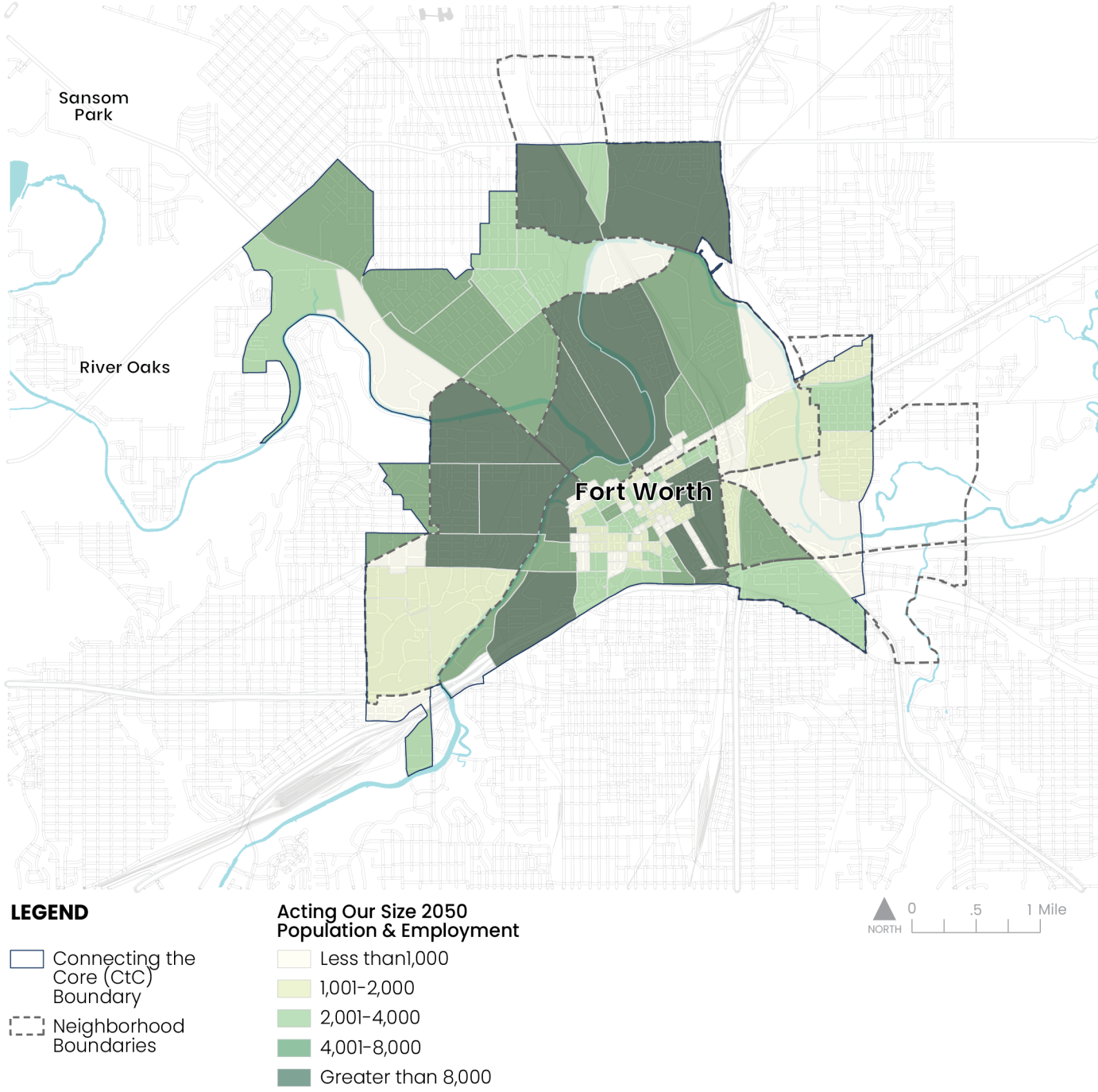



*Figure 6.23: Population and Employment Change by Core Area Neighborhood, Acting Our Size Scenario*

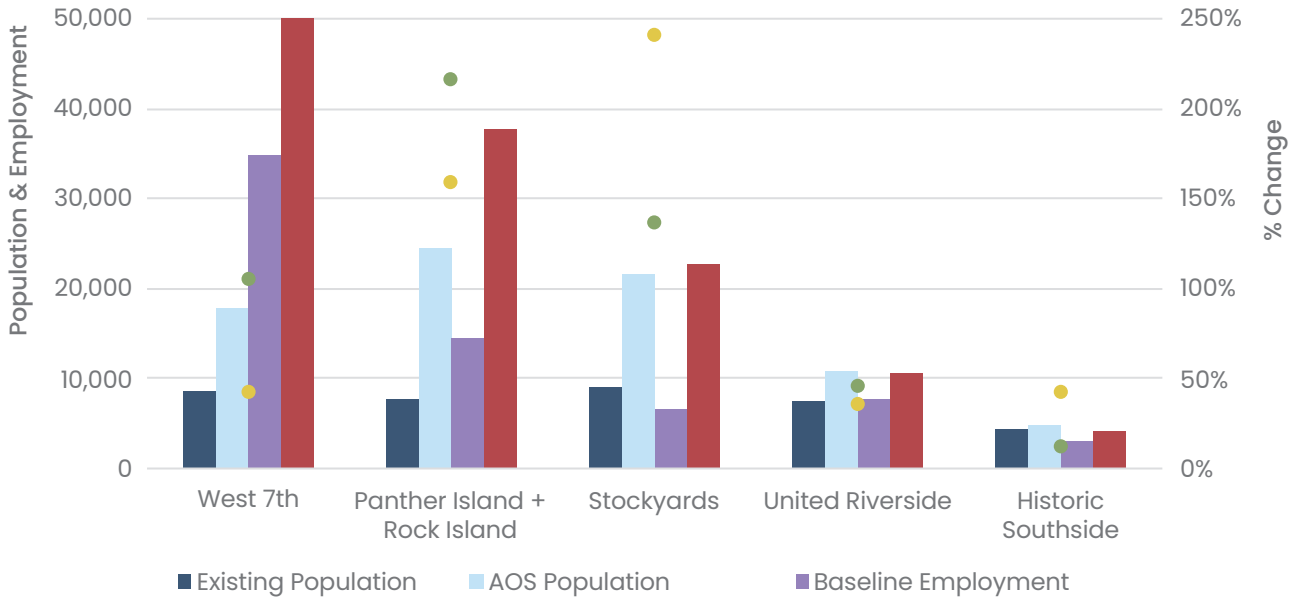



*Figure 6.24: Population and Employment Change by Core Area Neighborhood, Acting Our Size Scenario*

**Table 6.6: Neighborhood-Level Population and Employment Projections, Acting Our Size Scenario, 2050**

| Neighborhood | Existing Pop. | AOS Pop. 2050 | Pop. % Change | Existing Jobs | AOS Jobs 2050 | Jobs % Change |
|---|---|---|---|---|---|---|
| West 7th / Cultural District | 5,170 | 17,870 | +246% | 34,648 | 50,120 | +45% |
| Panther Island + Rock Island | 3,683 | 24,460 | +564% | 8,653 | 37,840 | +337% |
| The Stockyards | 6,154 | 21,670 | +252% | 6,640 | 22,650 | +241% |
| Butler Place | 428 | 7,060 | +1,550% | 208 | 3,980 | +1,815% |
| United Riverside | 5,933 | 10,940 | +84% | 7,790 | 10,630 | +36% |
| Near East Side + Glenwood Triangle | 812 | 2,788 | +41% | 1,993 | 3,608 | +81% |



## 6.12. Land Use Implications

Realizing the AOS growth scenario requires not only transportation investment but also meaningful land use change in several Core Area neighborhoods.

A scenario-based land use analysis was conducted using UrbanFootprint, a parcel-level planning tool, to illustrate the types of land use and development pattern changes that would be needed to accommodate projected population and employment under the enabled buildout potential. These illustrations are analytical tools, not land use recommendations or proposed zoning changes, but they ground the transportation analysis in the physical reality of what it would mean for each neighborhood to grow into its AOS projections.

The analysis found meaningful land use mismatch in five sub-areas where existing patterns are most inconsistent with the density and mix implied by the AOS scenario: West 7th / University Drive, the Stockyards, Panther Island, United Riverside, and the Near East Side / Glenwood Triangle. In each case, the gap between existing land use and the AOS buildout is significant enough that it cannot be bridged incrementally; it requires deliberate planning intervention to enable the kinds of development needed.

## 6.12.1. Sub-Area Land Use Outlook

### The Stockyards

The Stockyards currently has a land use pattern dominated by low-density residential and commercial uses, with the dense, historically character-rich core of the entertainment district occupying a relatively small footprint. Accommodating more than 21,000 residents and 22,000 jobs by 2050 would require a significant expansion of single-family attached, multifamily, mixed-use, and office development beyond the existing Stockyards core.

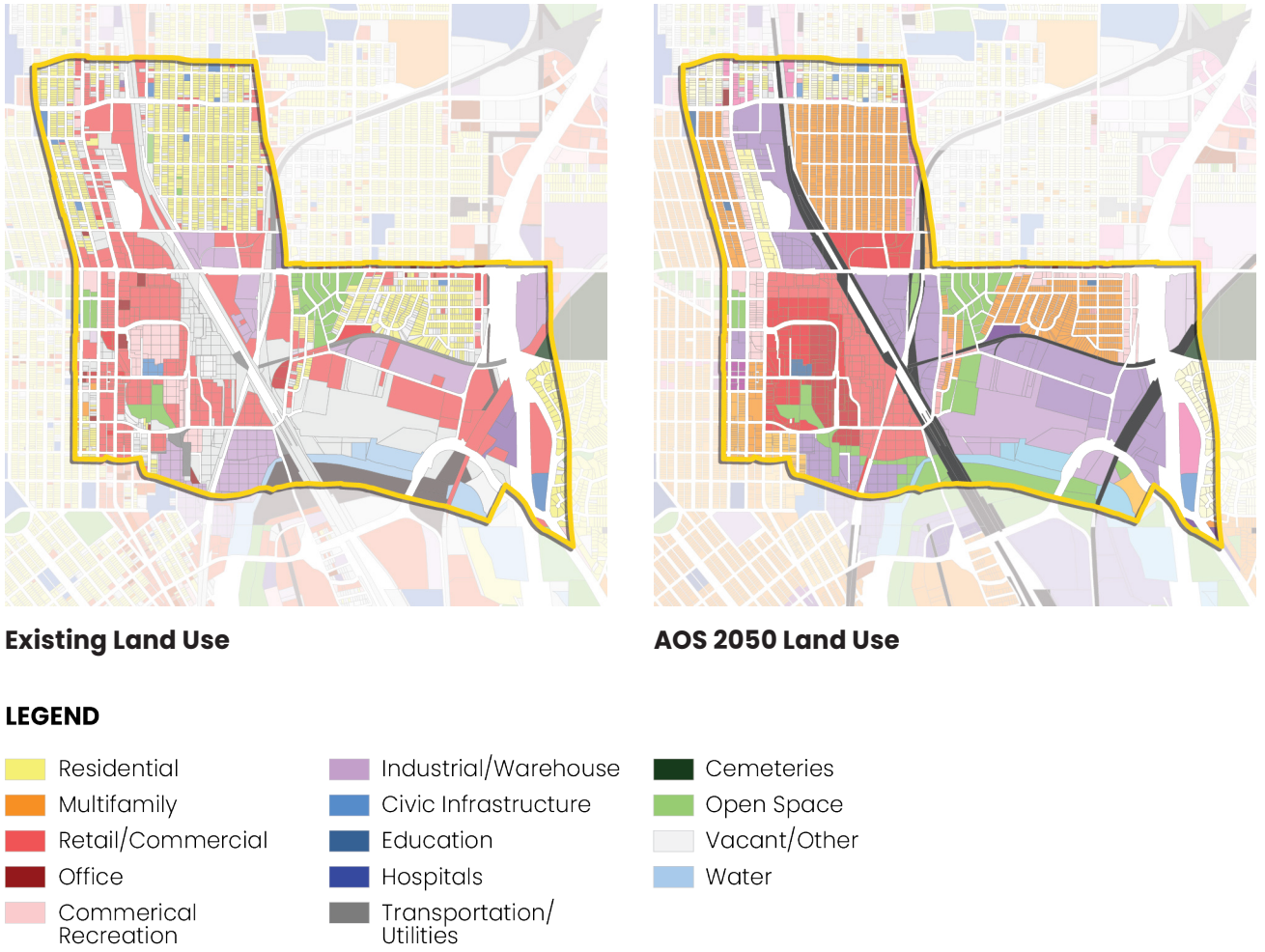



*Figure 6.25: Existing vs. AOS 2050 Land Use Patterns — The Stockyards*

## Panther Island and Rock Island

Panther Island is currently mostly vacant, presenting a largely clean slate for development. Its AOS assumptions of 24,000 residents and nearly 38,000 jobs reflect this capacity. Realizing that potential depends on completing the Trinity River Vision flood control infrastructure, which would open the island to development for the first time, and on ensuring that new connections from the island to the broader network, particularly CtC Priority Projects 1 and 2, are in place to serve the resulting demand.

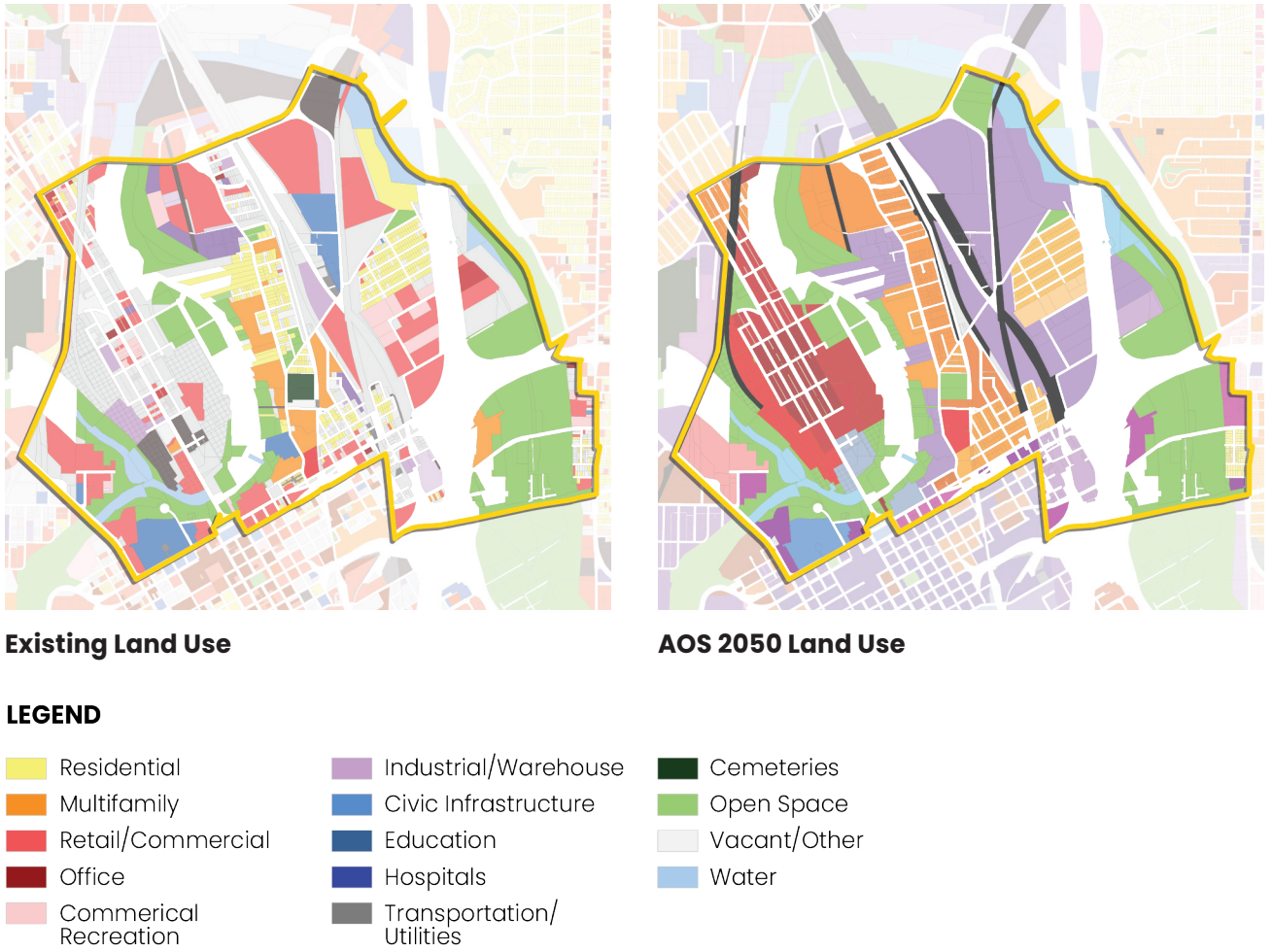



*Figure 6.26: Existing vs. AOS 2050 Land Use Patterns — Panther Island + Rock Island*

## West 7th / Cultural District

The Cultural District corridor already has nodes of mixed-use development, but most of the area remains characterized by standalone commercial uses and single-family detached housing. Accommodating more than 17,000 residents and 50,000 jobs would require intensification of commercial and office development along the West 7th corridor and the conversion of underutilized parcels to multifamily and mixed-use. Civic and cultural assets, including Will Rogers Memorial Center, Farrington Field, and Fort Worth Botanical Garden, would remain.

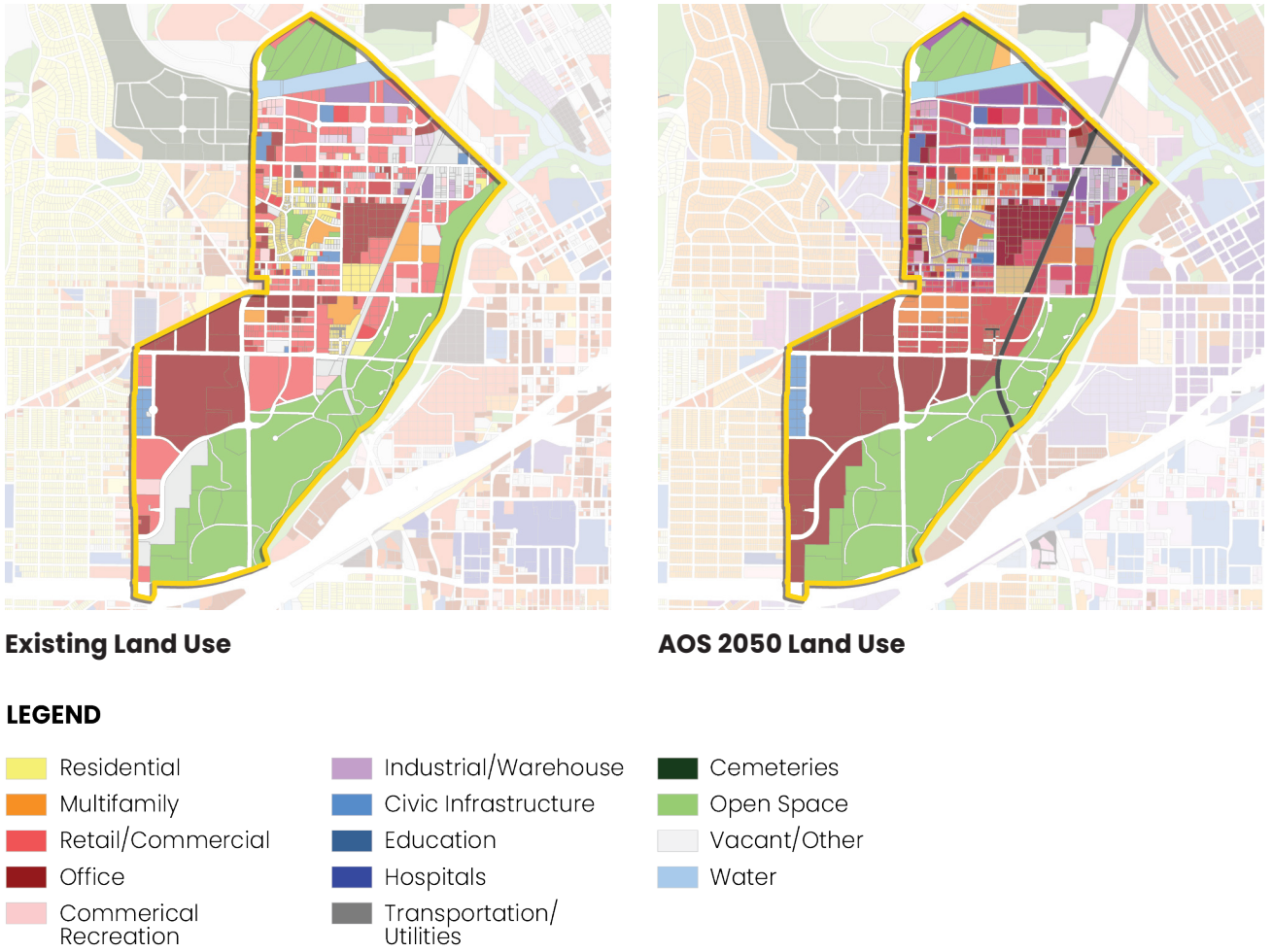



*Figure 6.27: Existing vs. AOS 2050 Land Use Patterns — West 7th / Cultural District*

## Butler Place

Butler Place today consists primarily of multifamily apartment complexes and the I.M. Terrell Academy, with very limited commercial activity and constrained transportation connections. The AOS projections for Butler Place, a 1,550% increase in population and nearly 1,815% increase in employment, reflect the transformative ambition of the Access Butler Place Plan. Realizing this vision requires both the land use changes envisioned in that plan and the transportation access improvements represented by CtC Priority Project 4, the US 287/280 redesign.

A consistent finding across sub-areas is the mismatch between current zoning and land use patterns and the development intensity implied by the AOS scenario. This mismatch is not a reason to discount the scenario; it is a clear identification of where policy action needs to accompany transportation investment. Major development in the Core Area is not currently well coordinated with capacity needs. New solutions are needed to offset future growth across corridors, capacity, and modes, and the land use analysis makes clear that those solutions cannot be transportation-only.




*Figure 6.28: Existing vs. AOS 2050 Land Use Patterns — Butler Place*

# 6.13. Core Area Transportation Needs Assessment

Achieving any of the three growth scenarios, but particularly the AOS vision, requires a transportation network capable of supporting it. The CtC Needs Assessment was conducted to identify the specific capacity, connectivity, safety, and operational challenges that currently limit access to and through the Core Area and that would become significantly more constraining as growth intensifies.

The assessment combined field observations, targeted data analysis, stakeholder discussions, and travel demand modeling to develop a comprehensive picture of existing and future needs. Fifteen priority need statements were identified, organized around five sub-areas: Panther Island and Rock Island to Stockyards; West 7th and the Cultural District; Downtown Access; Butler Place and United Riverside; and Near Southside. Together these needs reflect five cross-cutting themes recurring across the Core.

### Core Area Cross-Cutting Transportation Needs

- **Capacity and Connectivity:** Bridges, underpasses, and key corridors function as bottlenecks, limiting both vehicle movement and transit operations. Network gaps reduce route choices and concentrate traffic on a small number of facilities.
- **High-Capacity Transit Integration**: Several key corridors and districts require dedicated right-of-way or new infrastructure to support high-capacity transit, particularly where development density and trip volumes are projected to increase most sharply under the AOS scenario.
- **Safety and Operational Efficiency:** Intersection geometry and circulation patterns at major downtown gateways, including Henderson/ Belknap and Weatherford, create safety hazards and travel time penalties that worsen with additional growth.
- **Floodplain and Rail Constraints:** Physical constraints imposed by the Trinity River floodplain and the BNSF and TRE rail corridors limit where new connections can be built and add complexity and cost to proposed solutions.
- **Public Realm and Vibrancy**: Opportunities exist throughout the Core to improve pedestrian environments, integrate transit hubs with adjacent development, and create public spaces that support walkable, mixed-use activity patterns.

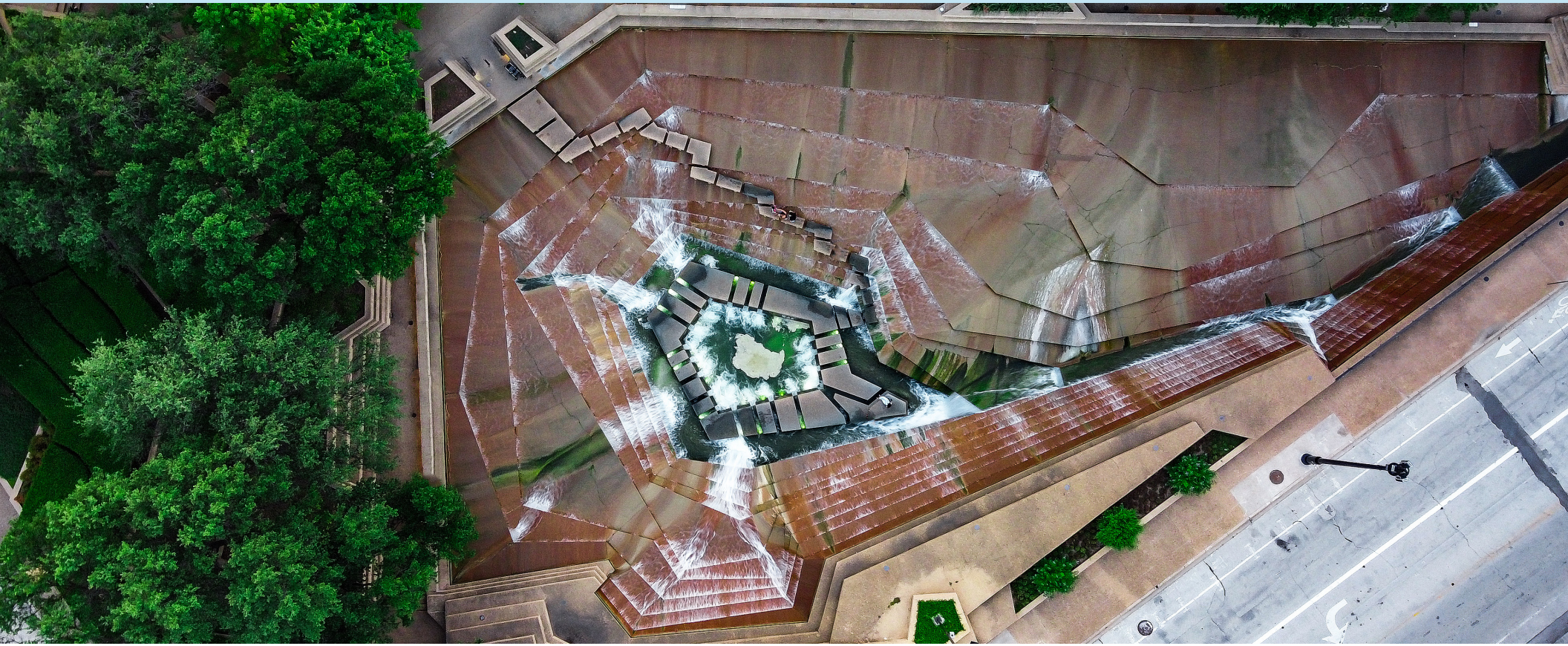
## 6.13.1. Sub-Area Needs

### Panther Island / Rock Island to Stockyards

Connectivity between Panther Island, Downtown, and the Stockyards depends heavily on the 28th Street (SH 183) and N Main Street (Bus US 287) corridors, both heavily congested and constrained by railroad crossings. Improving connectivity requires new Trinity River crossings, railroad grade separations, roadway extensions, improved IH-35W access, and dedicated transit right-of-way. The need for an alternative route to the Stockyards beyond the congested 28th Street and Main Street corridors is one of the most pressing identified in the CtC assessment.

### West 7th / Cultural District

The Cultural District is a major employment and visitor destination, but connections to Downtown and points north are constrained by limited river crossings and rail congestion. The result is that West 7th Street carries a disproportionate share of access traffic. Proposed improvements focus on adding crossings, reconfiguring existing roadways, and introducing dedicated transit corridors to relieve pressure on West 7th while broadening multimodal options.



## Downtown Access

Downtown Fort Worth faces operational challenges at its primary gateways. The Henderson/Belknap/Weatherford intersection, where several regional corridors transition into downtown streets, creates significant congestion and safety concerns. Proposed improvements include gateway reconfiguration, a multi-modal transit hub concept for downtown circulation, and pedestrianization of Main Street to enhance the urban core environment.

## Butler Place and United Riverside

Access to Butler Place and United Riverside involves a complex interaction of regional freeway connections, neighborhood streets, and the Trinity River. The Access Butler Place Plan identified a preferred set of access improvements, including reconfiguration of the US-287/I-35W connector ramp and the redesign of Spur 280 entering downtown, that together improve safety and accessibility for this neighborhood.

## Near Southside

The Near Southside continues to attract significant investment, but several corridors connecting it to Downtown and major regional facilities, including Texas Health Resources and Tarrant County College, face capacity constraints and active transportation gaps. The IH-30 crossing is identified as a key candidate for high-capacity transit integration.

# 6.14. Priority Projects

From the fifteen identified needs, five projects were selected for inclusion in the Master Transportation Plan's long-term roadway network and coded into the travel demand model for analysis. Selection was based on stakeholder review, engineering feasibility, network impact, and the potential to serve multiple mobility needs simultaneously. Together these five projects address the most significant access and connectivity constraints in the Core and directly support the AOS growth vision.

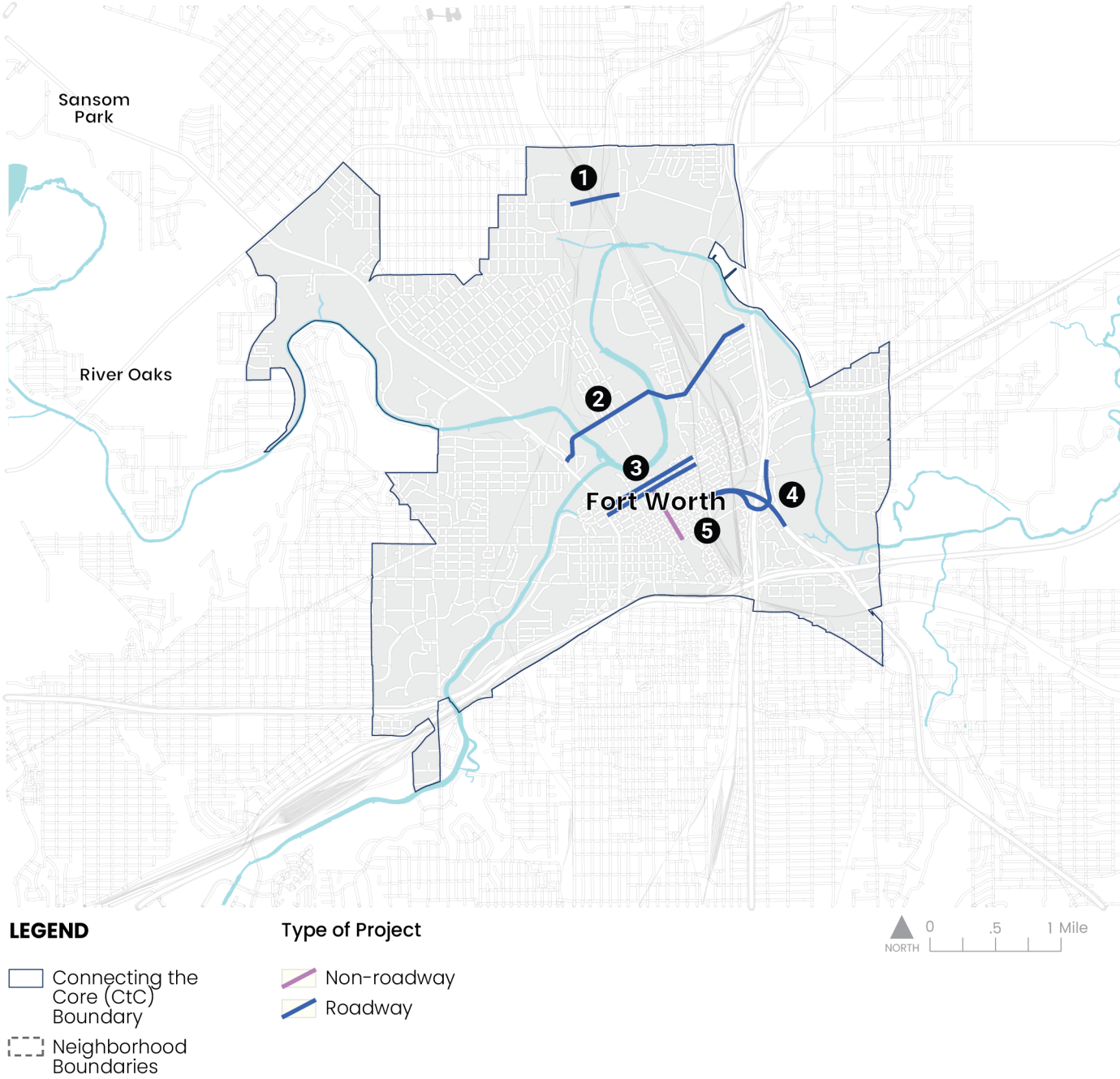



*Figure 6.29: Connecting the Core Priority Projects*

**Table 6.7: CtC Priority Projects**

| No. | Project | Description |
|---|---|---|
| 1 | Stockyards Eastern Access | Extend Brennan Avenue to Stockyards Blvd with a new grade-separated railroad crossing to improve Stockyards connectivity from the east. |
| 2 | Panther Island / I-35W Connection | Leverage the I-35W corridor project to create new frontage roads and a connection to reconfigured Cold Springs Rd, including a new bridge crossing to the east side of Panther Island. Previously identified by NCTCOG as a potential regional priority. |
| 3 | Belknap and Weatherford Tunnel Connection | Dedicated through-traffic tunnel or other direct access link from I-35W/SH 121 to the Henderson St / Forest Park Blvd area, maintaining surface access to Downtown, Rock Island, and Panther Island for multimodal use. Requires further engineering evaluation for building foundations and fire-life safety. |
| 4 | US 287/280 Redesign | Reconfigure Spur 280 between IH-30 and Downtown with slower speeds and enhanced greenery and place-making elements. The US-287/I-35W northbound connector ramp could be relocated to the I-35W/I-30 interchange, or other area of the mixmaster. Prioritized through the Access Butler Place Plan. |
| 5 | Main Street Pedestrian Zone | Consider retrofits to Main Street between Weatherford Street and the Convention Center to allow more pedestrianization similar to the area of Sundance Square. Flexible curb management would maintain access for deliveries, taxi, and drop-off. |

**Projects 1 and 2,** the Stockyards eastern access and the Panther Island/I-35W connection, address the most acute gap in the northern Core and have both been previously identified by NCTCOG as potential regional priorities. Both involve grade-separated railroad crossings, which are critical to eliminating the delay costs imposed by at-grade crossings on heavily traveled corridors.

**Project 3**, the Belknap and Weatherford connection, is the most technically complex of the five. The potential connection would carry through-traffic from I-35W/SH 121 interchange toward the east side of Downtown, freeing the surface network for local access, transit, and pedestrian use. Further engineering evaluation related to building foundations and fire-life safety requirements is needed before this project can advance to programming.

**Project 4**, the US 287/280 redesign, was prioritized through the Access Butler Place Plan process and directly addresses the connectivity challenges. The reconfiguration of Spur 280 as a multimodal parkway with slower speeds and an urban design character transforms a freeway gateway into a street that can support enhanced connectivity between the Butler Place site and Harmon Field park.

**Project 5**, the Main Street Pedestrian Zone, could reimagine the street based on existing mode share and travel patterns rather than adding capacity. Allowing more flexible uses of Main Street between Weatherford Street and the Convention Center creates a high-quality urban spine for downtown that can potentially improve multimodal operation in the core of Downtown.

# 6.15. Transit Strategy for the Core

The transportation investments described in this chapter will not, by themselves, be sufficient to support the AOS growth vision. A Core Area with nearly 200,000 residents and 400,000 jobs by 2050 will generate a volume of trips that cannot be accommodated through roadway investment alone. High-quality, high-frequency transit is both a complement and, over time, a prerequisite for the compact, walkable, economically active downtown Fort Worth aspires to become.

Today, Fort Worth's transit mode share is among the lowest of any comparable city in the country. Current commute transit share for Downtown Fort Worth stands at approximately 0.29%, well below the 1% common in cities with only commuter rail service and far below the 8% to 18% achieved in cities with light rail or heavy rail systems. This gap reflects both the current state of transit supply and the lower-density, auto-oriented development pattern of the Core Area. Limited transit discourages density, and limited density discourages transit investment. Breaking this cycle requires a deliberate, phased approach that grows transit supply in step with growing Core density.

## 6.15.1. Transit Mode Share Benchmarking

A benchmark review of transit commute share was conducted across 18 peer cities with comparable downtown geographies, categorized by the type of rail transit service available. The results confirm a strong relationship between the level of rail investment and transit mode share achieved. Downtowns served by intercity and commuter rail only achieve transit shares of roughly 1%. Those served by light rail reach between 2% and 14%, with Portland, Minneapolis, and Seattle at the higher end. Downtowns with heavy rail or subway service achieve 8% to 22%.

For the scenario analysis, mode share targets were set at three tiers: a Core-High target of 18% reflecting heavy rail and commuter rail service; a Core-Medium target of 8% reflecting light rail and commuter rail; and a Core-Low target of 3% reflecting intercity and commuter rail only. These targets were applied to origin-destination pairs in the transit priority areas at the lower of the two endpoint TAZ targets, ensuring adjustments reflect the least-served end of each trip.

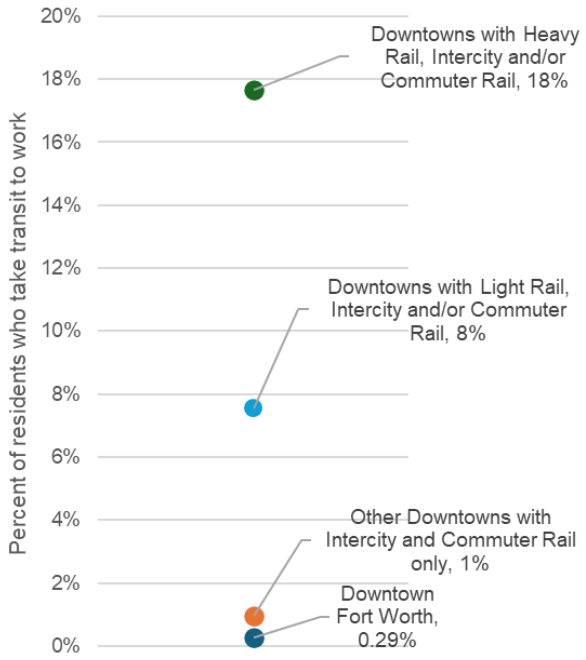



*Figure 6.30: Transit Commute Share, Select Downtowns by Rail Service Type*

## 6.15.2. Transit Priority Areas

Transit priority areas were identified through a tiered spatial analysis combining the Transit Supportive Index (TSI), developed as part of the Plan's gap analysis process, with high-priority origin-destination pair analysis and review of local plans and the Future Land Use Map. The resulting priority map identifies Core-High, Core-Medium, and Core-Low zones within the Central Area, and City-High, City-Medium, and City-Low zones across Fort Worth as a whole.

The priority areas were refined in coordination with Trinity Metro, incorporating operational and service planning priorities including the identification of additional transit-priority zones along East Lancaster Avenue, a corridor with significant near-term development activity and strong connections to the Core.

## 6.15.3. Transit Techway Network Vision

Looking further into the future, the transit strategy points toward a high-capacity transit network, referred to as the transit techway system, that would provide the infrastructure backbone for Core-focused growth. The network concept includes an Eastside Transit Techway connecting eastern Core neighborhoods and emerging employment areas; a Westside Transit Techway linking the Cultural District and western neighborhoods to Downtown; a Central Transit Techway providing high-frequency service through downtown itself; an Alliance Tech Express leveraging managed lanes along I-35W to connect downtown to the Alliance employment area to the north; and a Central Station Hub serving as the primary transfer and intermodal point for the network.

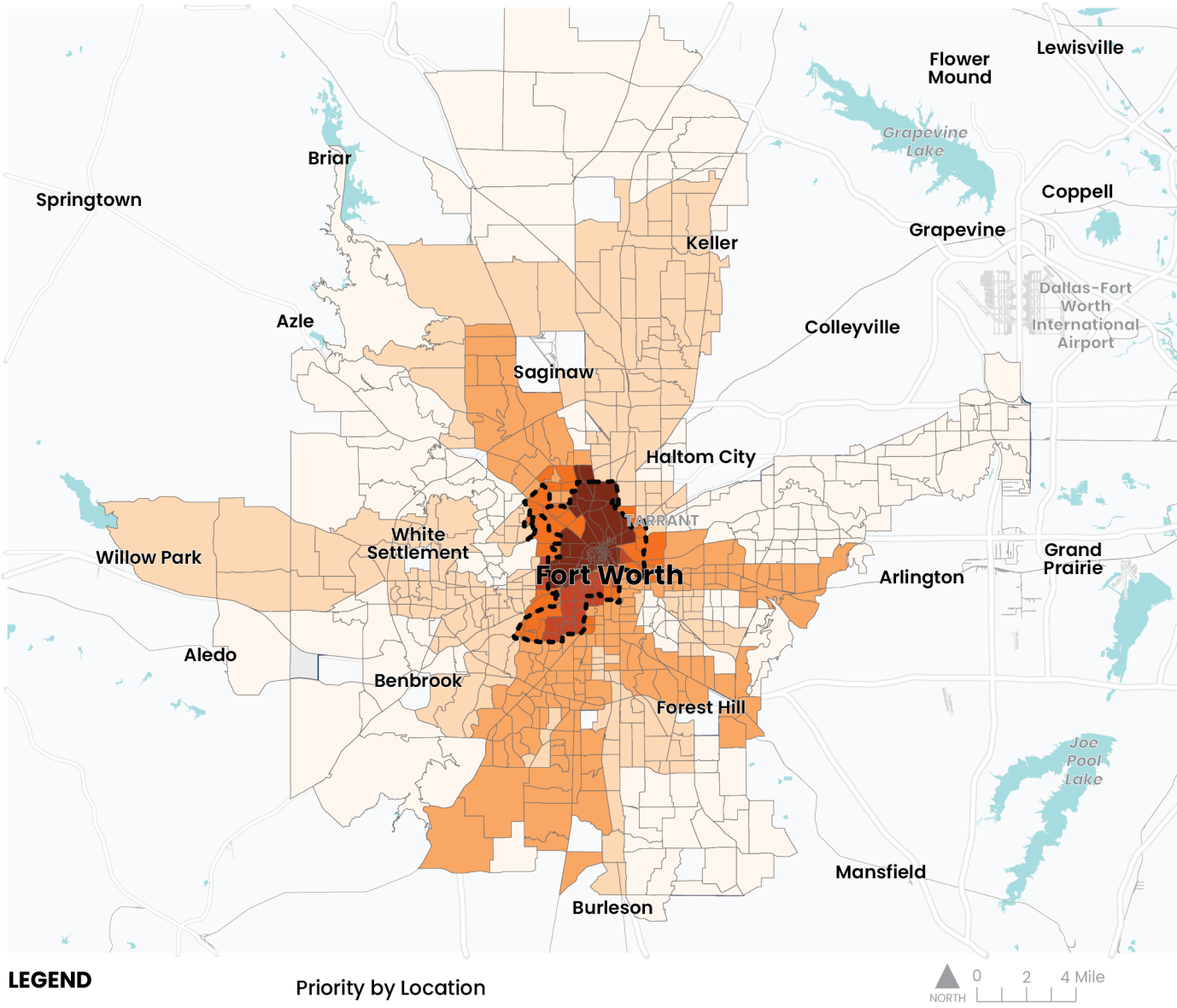



*Figure 6.31: Transit Priority Areas*

The network concept also identifies opportunities to leverage future High Speed Rail infrastructure, including preservation of an existing tunnel and potential co-alignment, as well as connections between the Tandy and HSR tunnel systems. These are long-range planning concepts that require further study and coordination with NCTCOG, state, and federal partners as Fort Worth's transit system evolves.

The transit techway approach is aligned with the NCTCOG Transit 2.0 plan, which seeks to reshape the public transit landscape across North Central Texas by mid-century. Fort Worth's CtC transit strategy is designed to be compatible with and supportive of core capacity and that regional effort.

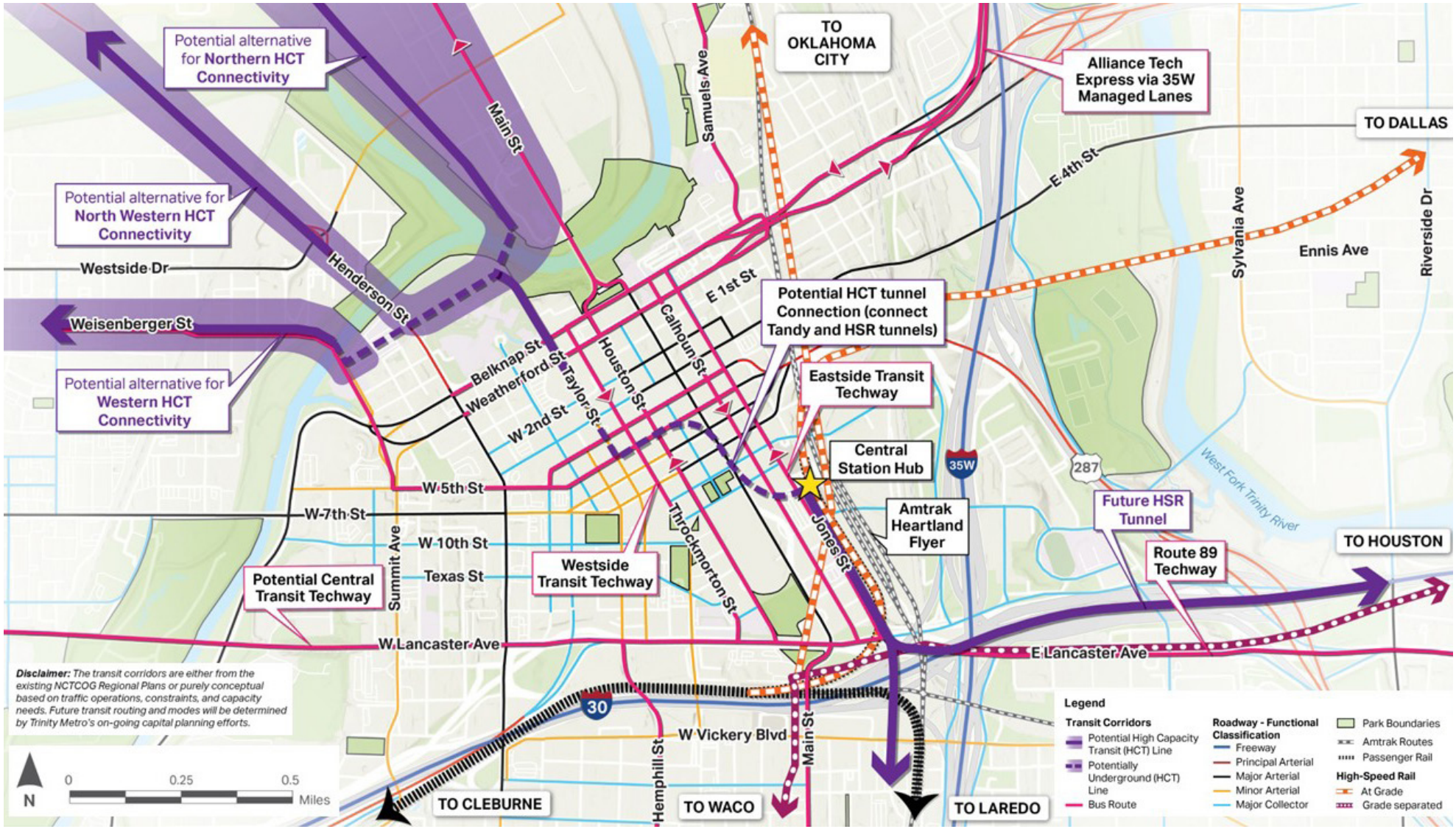



*Figure 6.32: CtC Transit Techways*

# 6.16. Scenario Analysis: What the Modeling Shows

To understand the transportation implications of the AOS growth vision and the effectiveness of planned investments, a build-out scenario analysis was conducted using the NCTCOG 2050 Travel Demand Model as the analytical framework. The analysis evaluated four scenarios, each layering in one or more strategic interventions, allowing the effect of growth concentration, roadway investment, and transit mode shift to be isolated and compared.

**Table 6.8: Comparing Travel Time across Build-out Scenarios**

| Scenario | Demo-graphics | Road-way Network | Transit Strategy | Travel Time Index |
|---|---|---|---|---|
| Baseline 2050 | NCTCOG 2050 | NCTCOG 2050 | NCTCOG 2050 | 2.16 |
| Scenario 1: Acting Our Size | Acting Our Size (AOS) | NCTCOG 2050 | NCTCOG 2050 | 2.23 |
| Scenario 2: AOS + Roadway | Acting Our Size (AOS) | MTP + CtC Projects | NCTCOG 2050 | 1.83 |
| Scenario 3: AOS + Roadway + Transit | Acting Our Size (AOS) | MTP + CtC Projects | Mode shift, priority corridors | 1.86 |

## 6.16.1. Growth Concentration Reshapes Travel Demand (Scenario 1)

Scenario 1, the Acting Our Size demographic scenario applied to the baseline network, demonstrates the scale of transportation demand that Core-focused growth would generate. Under AOS, total daily trips within the Core Area are expected to nearly double relative to existing conditions, from 0.87 million in the baseline to approximately 1.55 million. The Core becomes the dominant generator and attractor of trips, reinforcing its role as the city's primary activity center.

The consequences for the Core Area network are acute. Phase 1 modeling found that, without transportation investment, the AOS scenario produces a 17% increase in Core Area daily vehicle miles traveled, a 43% increase in vehicle hours traveled, and a 51% increase in AM peak delay. These are not marginal changes; they represent a fundamental degradation in how the Core functions as a place. The Travel Time Index for the Core Area rises from 1.72 under baseline conditions to 1.90 under AOS, meaning peak-period travel takes nearly twice as long as free-flow travel.

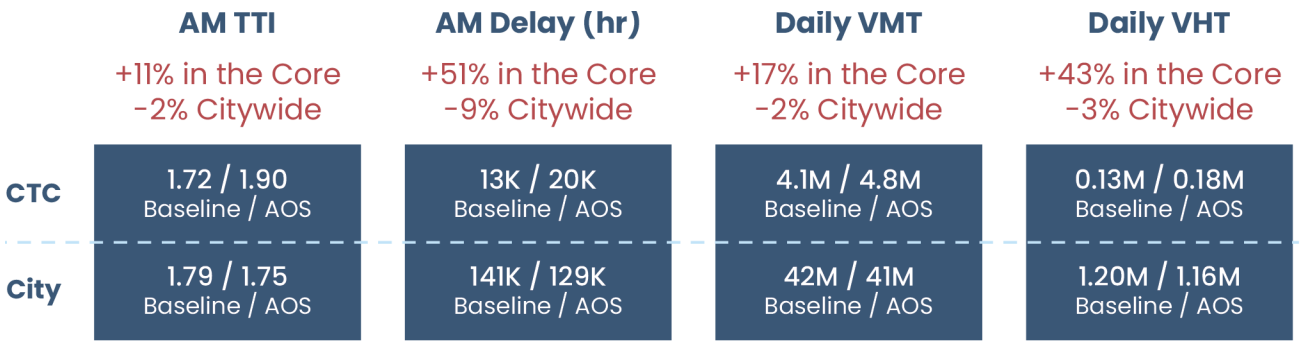



*Figure 6.33: Core Area Transportation Performance, Baseline vs. AOS Scenario*

Key downtown corridors including Main Street, North Henderson Street, Samuels Avenue, and West 7th Street are projected to experience travel time increases of double or more compared to baseline conditions. Interstate ramps and frontage roads experience higher volume-to-capacity ratios, leading to longer queues and cascading delay. Volume increases exceeding 10,000 vehicles per day are projected on Core corridors including IH-35W, IH-30, Main Street, North Henderson Street, East 6th and 7th Streets, Hemphill Street, West Lancaster Avenue, and Forest Park Boulevard.

**+17%**

Core Area daily VMT, AOS vs. Baseline

↓

**+51%**

Core Area AM peak delay, AOS vs. Baseline

**+43%**

Core Area daily vehicle hours traveled, AOS vs. Baseline

↓

**2X+**

Travel time increase on Main St, Henderson St, Samuels Ave, W 7th

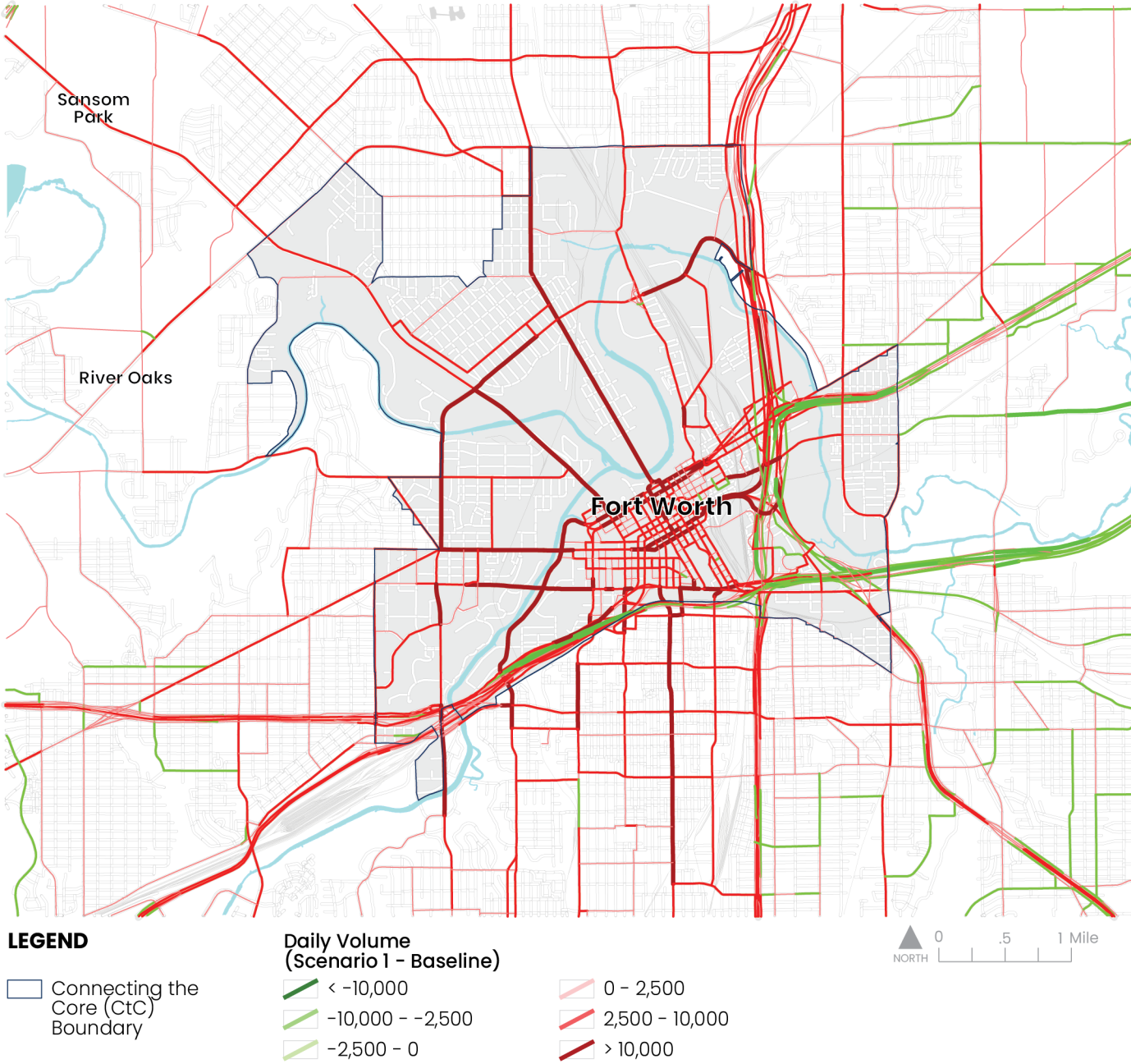



*Figure 6.34: Daily Volume Difference, AOS Scenario vs. Baseline, Core Area*

## 6.16.2. Roadway Investments Restore System Performance (Scenario 2)

Scenario 2 adds the Master Transportation Plan and CtC priority roadway projects to the AOS growth scenario. The results demonstrate that targeted roadway investment meaningfully offsets the congestion generated by Core-focused growth. New facilities absorb demand that would otherwise overwhelm existing corridors; grade separations at railroad crossings reduce delay on adjacent links; and the CtC priority projects improve access to Panther Island, Downtown, and the Stockyards in ways that distribute traffic more efficiently across the network.

System-wide, the addition of roadway projects reduces the Travel Time Index from 2.23 under Scenario 1 to 1.83 under Scenario 2, a substantial improvement that partially reverses the congestion penalty of concentrated growth. The majority of added lane mileage in Scenario 2 occurs on collectors, minor arterials, and principal arterials, consistent with the Plan's strategy of improving local and sub-regional connectivity rather than expanding freeway capacity. Collector lane mileage increases by approximately 41%, minor arterials by 46%, and principal arterials by 40%, while freeway lane mileage remains essentially unchanged.

## 6.16.3. 5.9.3 Transit Investment Provides Additional Relief (Scenario 3)

Scenario 3 applies a planning-level transit mode shift to the AOS plus roadway scenario. The results confirm that transit plays a meaningful supporting role, primarily by reducing shorter, Core-based home-based work trips from the auto network. The Travel Time Index under Scenario 3 is 1.86, modestly higher than Scenario 2 at 1.83, a result of route-rebalancing dynamics within the traffic assignment process, but both represent substantial improvements over Scenario 1.

Scenario 3 should be interpreted as a directional policy test rather than a precise forecast. The transit strategy was applied as a planning-level adjustment to trip tables rather than through a full regional transit assignment. A full regional model run with explicit transit assignment would be needed to fully capture traveler behavioral responses and will be appropriate as specific transit investments advance toward programming.

### Key Findings: Build-Out Analysis

- Growth concentration without investment is unsustainable. Without roadway or transit investment, the AOS scenario produces a 17% increase in Core Area VMT, a 43% increase in vehicle hours traveled, a 51% increase in AM delay, and travel time doubles on key downtown streets.
- Targeted roadway investments restore performance. The addition of MTP and CtC projects reduces the Travel Time Index from 2.23 (Scenario 1) to 1.83 (Scenario 2), improving speeds across all time periods and reducing LOS F mileage on collectors and minor arterials.
- Transit investment provides an additional layer of support. A planning-level transit mode shift in priority corridors further reduces Core-area auto demand and reinforces the AOS growth pattern.
- Integrated strategies yield the best outcomes. Across all key performance indicators including VMT, VHT, speed, TTI, and LOS F mileage, the strongest results occur when growth concentration, roadway investment, and transit strategy are implemented together.
- No single strategy is sufficient on its own. The scenario analysis confirms that land use intensification alone leads to unacceptable congestion, roadway investment alone cannot fully offset the impacts of compact growth, and transit alone is not a standalone solution. Coordinated action is required.




*Figure 6.35: Travel Time Index by Scenario*

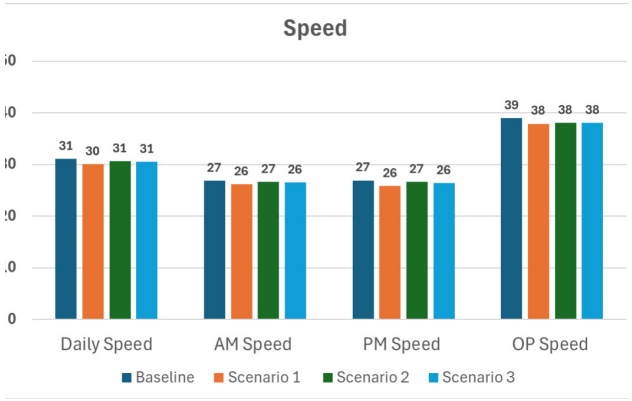



*Figure 6.36: Average Speed by Scenario and Time Period*

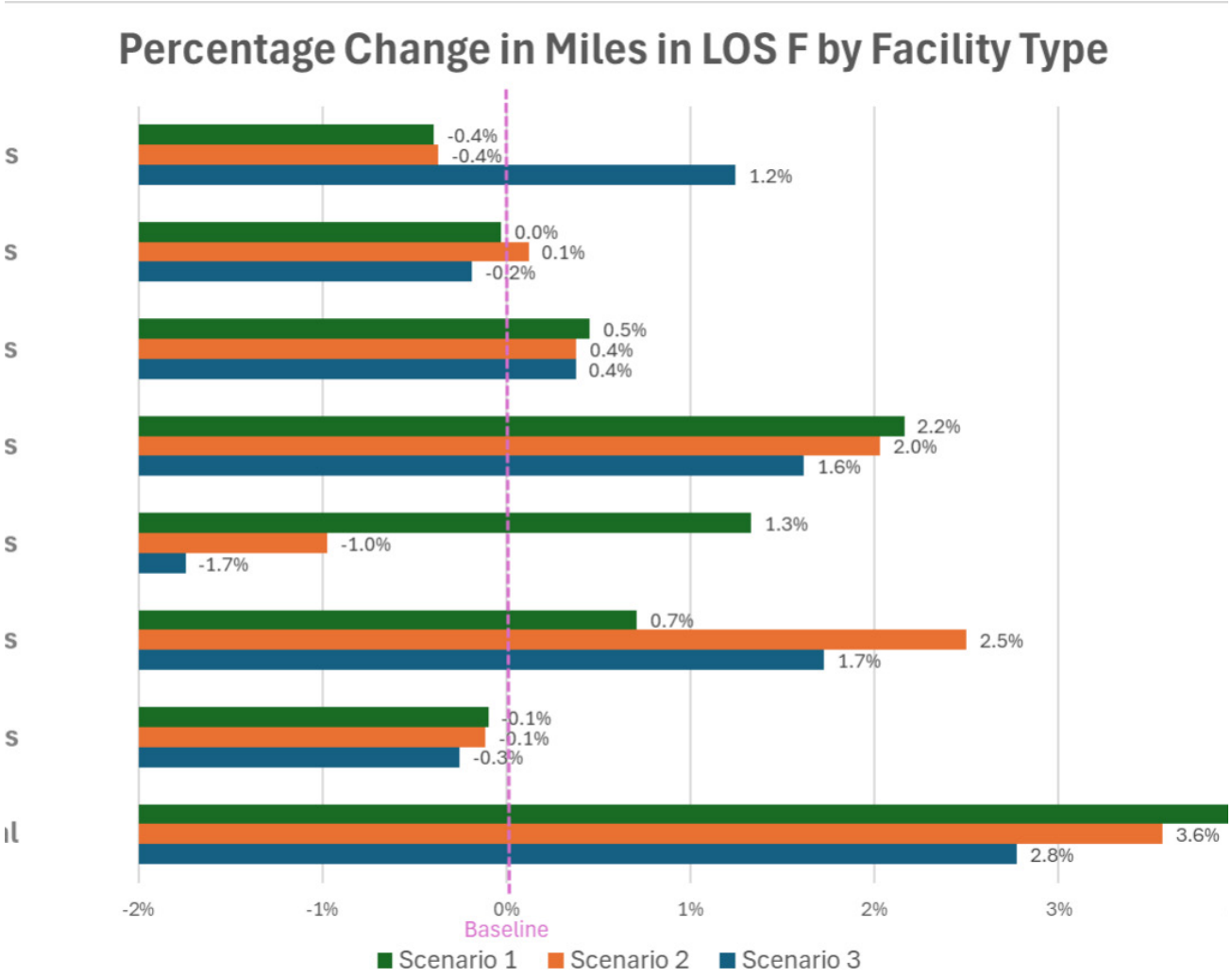



*Figure 6.37: Percentage Change in Miles of Roadway at LOS F by Facility Type and Scenario*

## 6.17. Looking Ahead: Core Investment as a Citywide Priority

The analysis documented in this section makes a clear and actionable case: Fort Worth can successfully pursue a Core-focused growth strategy, but doing so requires deliberate, coordinated investment across land use, roadway, and transit. Key corridors alone will not be able to absorb the city's Core growth aspirations. New solutions are needed to offset future growth across corridors, capacity, and modes, and those solutions must be developed in step with the development activity they are intended to support.

For the Master Transportation Plan, these findings carry several specific implications.

- **First, the five CtC priority projects should be treated as long-term plan commitments and advanced through environmental review, design, and programming as development activity in their respective sub-areas intensifies**. The Stockyards eastern access and Panther Island/I-35W connection are well positioned for early advancement given prior NCTCOG identification. The Main Street Pedestrian Zone can advance in coordination with Downtown Fort Worth, Inc. and the City's public realm programming. The Belknap-Weatherford connection and Spur 280 redesign require additional engineering work before programming, and that work should begin in the next planning cycle.
- **Second, transit investment is not a complement to the Core growth strategy; it is a precondition for it.** The benchmarking analysis shows clearly that cities achieving the density levels the AOS scenario targets also have robust high-capacity transit. The transit techway network vision provides a framework for that investment, and the transit priority area analysis identifies where near-term service improvements would have the most immediate effect. Coordination with Trinity Metro and NCTCOG on specific corridor investments should be a near-term priority.
- **Third, the AOS scenario requires alignment across transportation, land use policy, development standards, public realm investment, and economic development strategy.** Major development in the Core Area is not currently well coordinated with capacity needs. The Master Transportation Plan is one essential element of an aligned strategy, but it works best when the other elements are in place as well. The land use mismatch analysis identifies where that coordination needs to happen most urgently.
- **Finally, the scenario analysis provides a transparent, data-driven foundation for ongoing decision-making.** The results do not prescribe a single path forward; they illuminate the tradeoffs between alternatives and the conditions under which different investments perform best. As development activity in the Core evolves and transit planning advances, the scenario framework can be updated to test new assumptions and refine investment priorities. This approach of keeping planning and investment decisions connected to a clear analytical foundation is how Fort Worth's transportation system can evolve in step with its growth vision.

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# 07

# FINANCE



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# 7.1. Introduction

Delivering transportation improvements requires more than identifying system needs – it requires a defined pathways from long-range planning to project funding and, ultimately, construction. The MTP establishes this pathway by linking future network modeling with near-term investment decisions.

Through the MTP process, projects move from high-level assessments of future capacity and demand into prioritized project lists, which then inform bond programs and construction schedules. This structure, as displayed in **Figure 7.1**, provides a transparent framework for how concepts identified in long-range planning advance into deliverable capital projects.

The MTP's financial framework is built on a combination of debt issuance and diversified revenue sources. The current forecast anticipates more than $2.5 billion in available funding through 2039, with the majority directed toward major roadway and corridor improvements.

This approach balances the City's infrastructure needs with fiscal responsibility by maintaining compliance with established debt policies while maximizing opportunities to leverage federal, state, and intergovernmental funds. Together, these elements support a stable, long-term investment strategy that can adapt to evolving transportation demands.

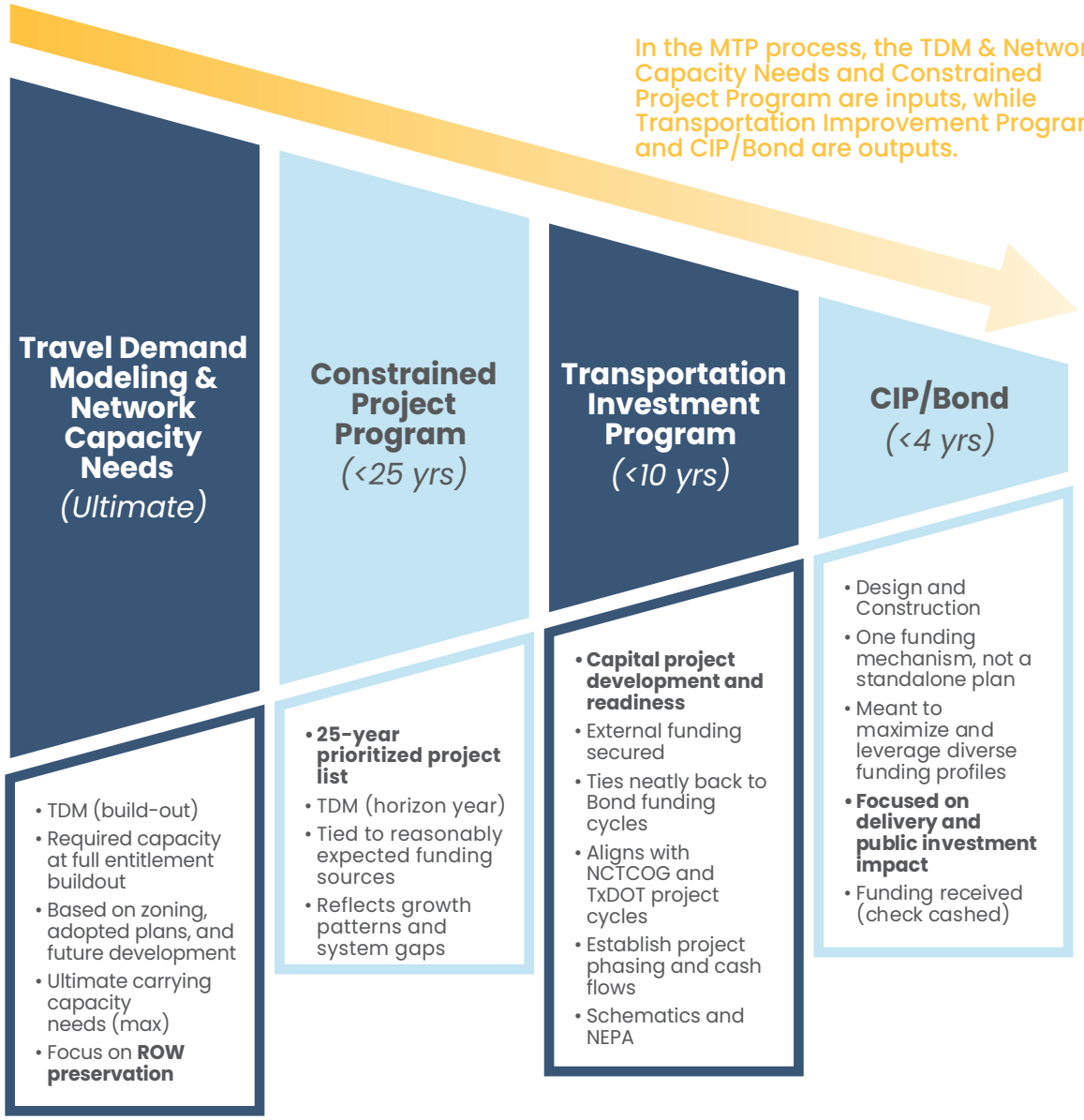



*Figure 7.1: MTP Development to Delivery Funnel*



## 7.1.1. Purpose & Scope of Fiscal Forecast

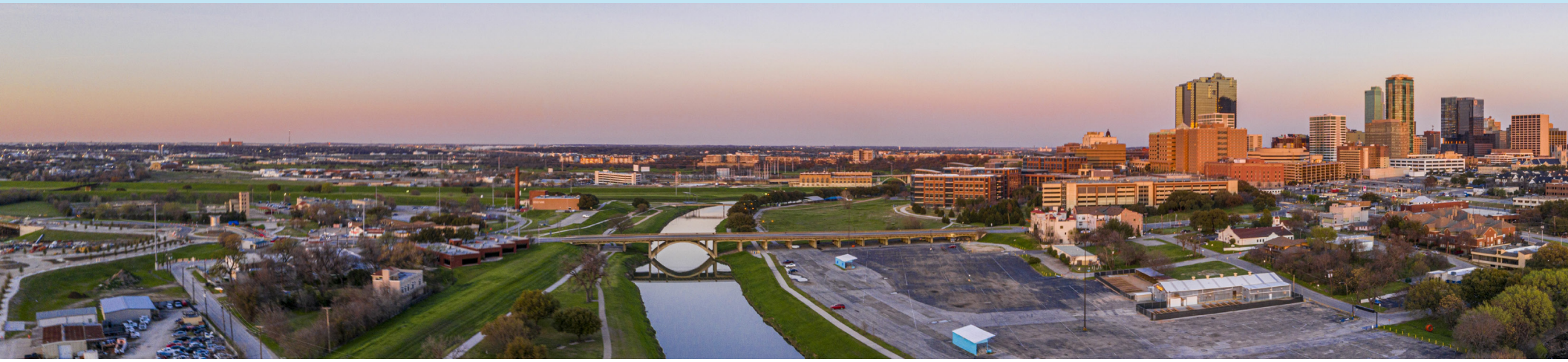
The fiscal forecast outlines a structured methodology for estimating revenues dedicated to transport capital projects, including major roadway improvements. It identifies stable, long-term funding streams and assesses their capacity to advance priority mobility investments over several decades. In doing so, the forecast provides a clear roadmap for aligning available financial resources with the City's transportation objectives.

The analysis encompasses three major investment cycles, 2026, 2030, and 2034, each organized around four-year intervals. These cycles create predictable funding windows that guide the timing of project development, design, and construction.

Together, they form the foundation of the City's capital investment strategy, supporting strategic project implementation while maintaining overall fiscal stability.

### Key Takeaway

- The forecast provides a roadmap for aligning financial resources with transportation objectives.
- Investment cycles provide predictable funding windows for strategic project implementation.



## 7.2. Bond Program Overview

Fort Worth's Bond Program is a strategic investment plan that funds a wide range of municipal services including parks, public safety facilities, libraries, and neighborhood revitalization.

Transportation is a major component of each Investment cycle, reflecting community priorities for mobility, safety, and connectivity.

The City mainly funds transportation capital projects with General Obligation Bonds, repaid through property taxes. The debt model used for this funding factors in existing debt, interest rates (currently around 5.00 – 5.25%), and property tax growth (3.5 – 5%).

Conservative debt policies help annual payments to not rise and yearly funding to remain positive. These safeguards maintain fiscal stability even as the City continues investing in essential infrastructure.

Additional revenue sources, (e.g., Pay-Go allocations, intergovernmental contributions, federal and state grants, developer impact fees, and gas lease revenues) further diversify the funding portfolio, strengthening against economic fluctuations and reducing reliance on debt.

### Key Takeaway

- Conservative debt policies safeguard fiscal stability while enabling infrastructure investment.
- Diversification of revenue streams enhances resilience against economic fluctuations.



# 7.3. Revenue Sources

## 7.3.1. Forecasting Revenue

Historic revenue patterns provide the foundation for long-term financial planning by establishing conservative baselines from multiple years of actual collections. These baselines are escalated by 3% annually through 2039 to reflect growth and inflation, establishing credible and stable forecasts.

Paired with anticipated bond proceeds, these revenue streams, such as Pay-Go allocations averaging $5 million annually and intergovernmental contributions of roughly $15 million per year, create a funding pool exceeding $2.5 billion for major roadway investments.

Strict debt policies, including limits on principal growth and requirements for positive balances, safeguard fiscal sustainability, while contingency planning addresses volatility in external sources like grants and developer contributions.

Together, disciplined forecasting and structured funding deliver a conservative, resilient framework that supports long-term transportation improvements without compromising financial stability.

### Key Takeaways

- **Historic Revenue as Foundation:** Multi-year revenue trends establish conservative baselines, escalated by 3% annually to reflect growth and inflation.
- **Blended Funding Model:** Bond proceeds combined with recurring revenues (e.g., Pay-Go and intergovernmental contributions) create a funding pool exceeding $2.5 billion.
- **Debt Policy Safeguards:** Strict limits on principal growth and requirements for positive balances promote fiscal sustainability.
- **Revenue Volatility Management:** External sources like grants and developer contributions introduce uncertainty, requiring contingency planning.
- **Conservative and Sustainable Framework:** Forecasting and disciplined funding together provide a resilient financial structure for long-term transportation investments.

## 7.3.2. Municipal Sources

The City of Fort Worth employs a multi-faceted and strategically diversified approach to funding its transportation capital projects, creating stability and long-term investment capacity. The foundation of this financial framework is built upon key municipal and county revenue streams, which serve as the primary, stable funding sources used to advance mobility, safety, and connectivity goals. These local sources include the City's own bond capacity, recurring annual allocations, and leveraged contributions derived from local development.

**Key Takeaway**

Local sources remain the cornerstone of transportation funding, complemented by external contributions.



**Bond Program Allocation for Streets & Mobility**

Historically, 65–75% of bond revenues fund Streets and Mobility, with an estimated $1.325 billion allocated across three cycles.



**Pay-Go & Inter-governmental Contributions**

Pay-Go provides steady annual funding for roadway projects, while county bond programs supplement major investments.



**Developer Contributions & Impact Fees**

Impact fees and developer contributions represent significant leveraged funding, projected to grow with development trends and urban expansion.

## 7.3.3. Other Transportation Sources

To maximize the scope and impact of the MTP, the City pursues funding opportunities that extend beyond local revenue bases. These external resources are critical for undertaking large-scale, complex projects, and their strategic use amplifies the City's overall financial capacity.

**Key Takeaway**

Strategic partnerships and grants amplify local investment capacity.



### Federal & State Grant Programs

Federal and state grants remain critical for large-scale projects, with historic averages incorporated into the forecast.



### Leveraging Partnerships for Major Roadway Projects

Public–private partnerships offer opportunities to accelerate delivery and share financial risk, particularly for high-cost corridors.

## 7.4. Future Bond Program Funding

Upon establishing the revenue baseline and incorporating financial modeling assumptions, future bond investment cycles are forecasted from that baseline to align identified project needs with reasonably expected available funds, supporting clear, actionable decision-making. Grouping investments by the City's established investment cycles provides a practical framework for financial planning, project prioritization, and phased implementation.

**Table 7.1** summarizes forecasted Streets and Mobility program funding by category for the 2030 and 2034 investment cycles, illustrating how resources are anticipated to be allocated across major roadways, neighborhood streets, mobility, safety, bridge, and railroad priorities.

**Table 7.1: Streets and Mobility Categories - Debt Issuance by Investment Cycle**

| Category | Share (%) | 2030 ($M) | 2034 ($M) |
|---|---|---|---|
| Major Roadways | 38.9% | ~$118 | ~$134 |
| Neighborhood Streets | 26.2% | ~$80 | ~$90 |
| Mobility (Signals, Intersections, Streetlights) | 17.7% | ~$54 | ~$61 |
| Bridges | 8.0% | ~$24 | ~$27 |
| Vision Zero | 8.0% | ~$24 | ~$27 |
| Railroad | 1.2% | ~$4 | ~$4 |
| **Total Streets & Mobility** | **100%** | **~$304** | **~$343** |

# 08

# PRIORITIZED PROJECT LIST & TIP



## Plan Chapters


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Fort Worth's rapid growth continues to create significant demands on its transportation network, both today and as the City moves toward ultimate build-out. Community feedback throughout the MTP process emphasized a desire for timely and visible improvements, predictable project delivery, and responsible use of public resources. These expectations highlight the need for a more structured, fiscally disciplined approach to identifying and advancing transportation investments.

The Transportation Investment Program (TIP) was developed to meet this need. The TIP provides a programmatic and financially constrained framework for prioritizing and sequencing projects over the next one to ten years. The TIP program structure, as illustrated in **Figure 8.1**, focuses on project readiness, the realities of capital project development, and the phasing requirements associated with major roadway and multimodal improvements.

By organizing investments at the program level rather than solely within individual investment cycles, the TIP helps support more predictable delivery schedules and better coordination with regional and state partners.

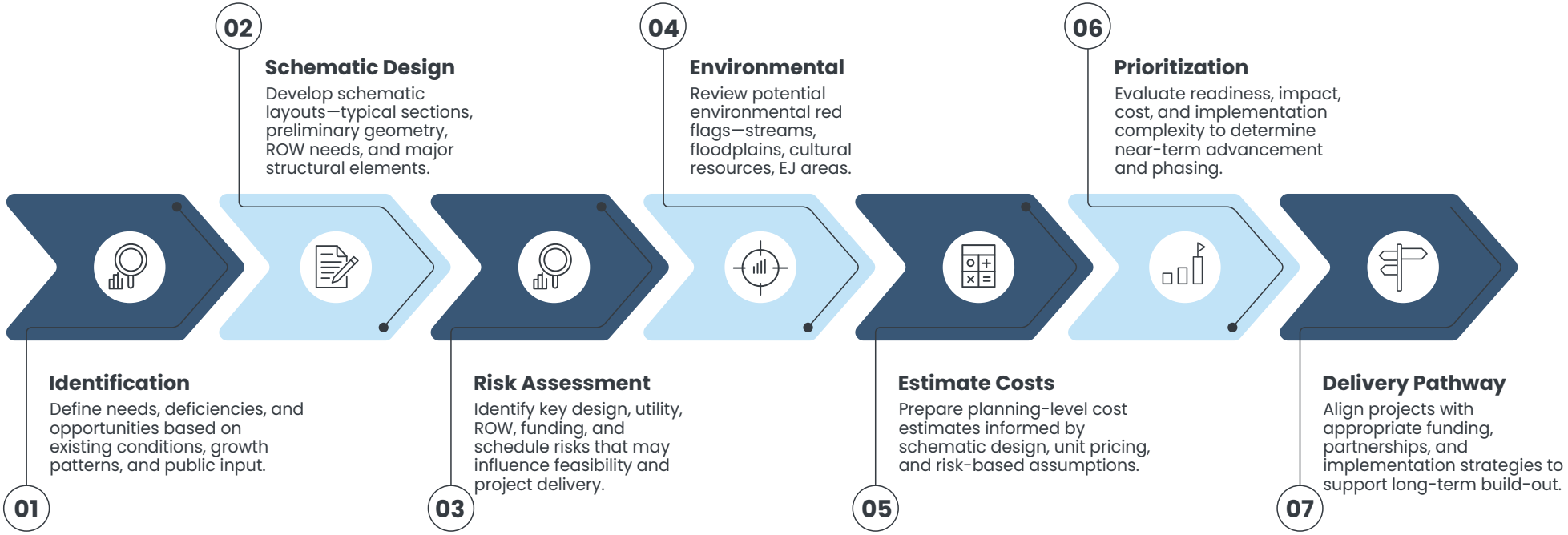



*Figure 8.1: Performance-Based Program Structure*

As part of this effort, the City advanced conceptual engineering (approximately 15 percent design) for many medium-term corridors. This early work offers a clearer understanding of project needs and supports more informed decisions regarding cost, risk, and delivery pathways. Incorporating this level of project development into a citywide plan has strengthened the TIP's ability to function as a practical delivery tool.

The project lists, rankings, horizons, and recommendations included in the Master Transportation Plan are not binding, subject to change at any time, and the City Council is not obligated to follow them.

# 8.1. Purpose & Role of the TIP

The TIP provides a structured and fiscally responsible approach for advancing transportation projects over the next one to ten years. **Figure 8.2** outlines the primary purpose of the TIP, which organizes needs into a clear program that reflects project readiness, funding availability, delivery pathways, and the realities associated with constructing major capital improvements in a rapidly growing city. The TIP directs attention toward what can reasonably be advanced within defined timeframes and financial capacities, while also preparing larger projects for future phases that support the City's ultimate build-out.

**The TIP represents a paradigm shift in how Fort Worth approaches transportation planning and delivery.**

The TIP reframes how Fort Worth develops transportation investments. In the past, projects were often selected during individual investment cycles without a broader programmatic context. The TIP shifts this approach by creating a unified structure that identifies priority projects first, then aligns bond funding and partnership opportunities around them. This results in a more predictable, transparent, and delivery-oriented process.

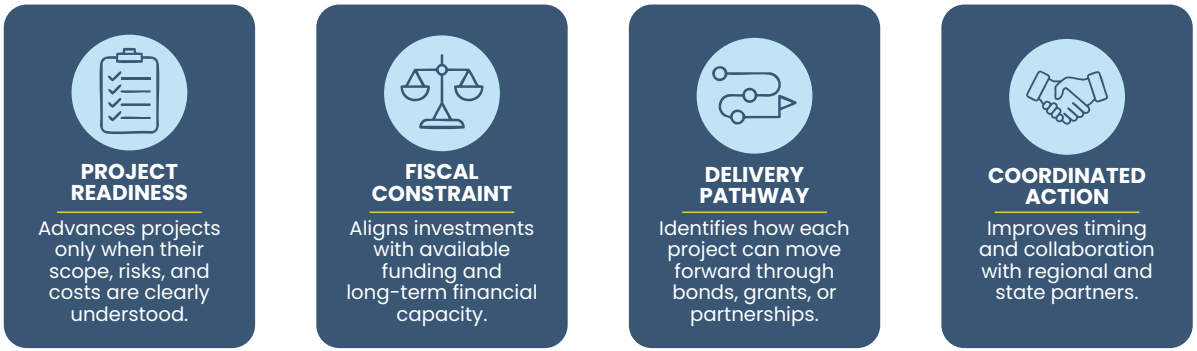



*Figure 8.2: Why TIP?*

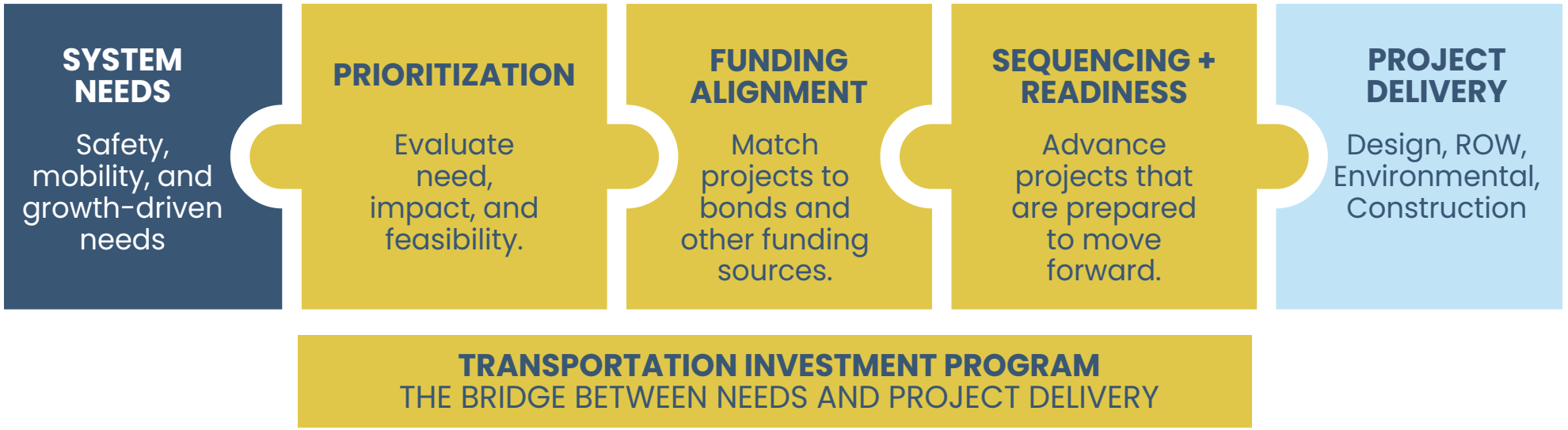



*Figure 8.3: Program Flow Diagram*

The TIP also provides a consistent method for identifying the appropriate level of investment for various parts of the network. Some projects can move directly into design and construction, while others require phased development due to ROW needs, environmental considerations, utility conflicts, or funding complexity. By organizing projects according to these requirements, the TIP helps Fort Worth manage risk, coordinate timing with regional and state partners, and use local funds more effectively.

In addition to its role in sequencing and delivering individual projects, the TIP serves as the bridge between system needs identified in this Plan and the City's capital program. **Figure 8.3** shows how the TIP bridges system needs and project delivery. The process moves from identifying safety, mobility, and growth needs to prioritizing projects, aligning funding, advancing ready projects, and completing delivery through design, right-of-way, environmental review, and construction. It supports a disciplined decision-making process that directs resources to projects that provide operational benefits, improve safety, support economic activity, and accommodate future growth.

Overall, the TIP functions as Fort Worth's implementation tool for advancing a reliable, efficient, and durable transportation network through a balanced program of near-term improvements and longer-term capital commitments.

## 8.2. MTP, TIP & Bond Program Alignment

**Figure 8.4** shows how the MTP identifies long-term system needs and outlines the corridors and connections required to support ultimate build-out. The TIP organizes these needs into a near- and medium-term program that focuses on project readiness, funding capacity, and delivery pathways. This creates a practical bridge between identified system needs and implementable projects.

The TIP reframes how projects enter the bond process by establishing priorities before funding decisions occur. This improves predictability, supports better coordination with regional and state partners, and provides a clearer understanding of which projects are most feasible to advance in each cycle. The bond program then functions as one of several tools used to fund elements of the program.

Together, these elements form a connected structure for managing transportation investments. The MTP defines network needs, the TIP organizes and sequences improvements, and the bond program funds selected projects within a coordinated delivery strategy.

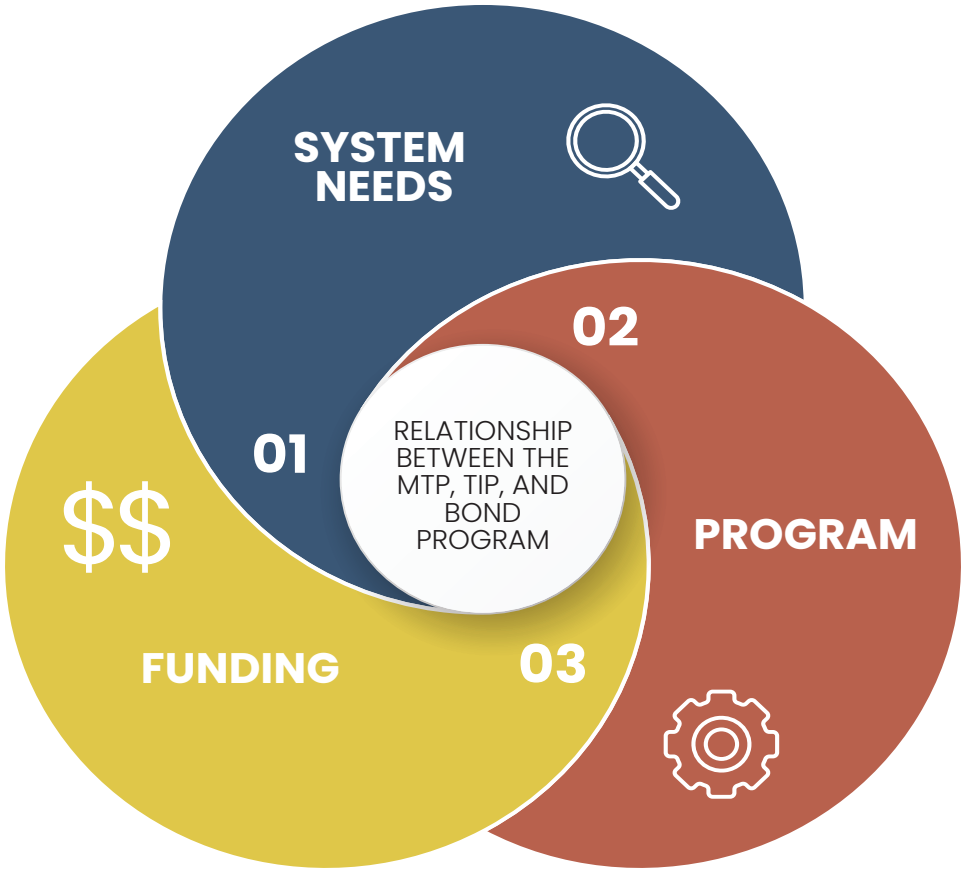



*Figure 8.4: MTP, TIP, and Bond Program Relationship*

## 8.3. From Needs Assessment to Prioritized Project List

Project prioritization in assessed through a four step process, as illustrated in **Figure 8.5**, that begins with a comprehensive review of system needs across all modes. This includes gaps in roadway and active transportation networks, safety concerns, congestion patterns, freight access needs, adopted plans, and areas experiencing the most significant growth. Community feedback also played a key role by highlighting locations where reliability, safety, and access challenges are most visible.

These inputs formed the initial project universe. Each project was then evaluated through a set of weighted criteria that reflect City priorities, including system efficiency, safety benefits, plan alignment, cost considerations, travel choice, and support for economic activity. This approach allows Fort Worth to compare a wide range of improvements using a consistent and transparent framework.

Using this criteria-driven method, the City developed a prioritized list that identifies which projects are most feasible to advance in the near and medium term. The emphasis is on aligning system needs with realistic delivery pathways, available funding, and the role each project plays in supporting the network as Fort Worth moves toward ultimate build-out.

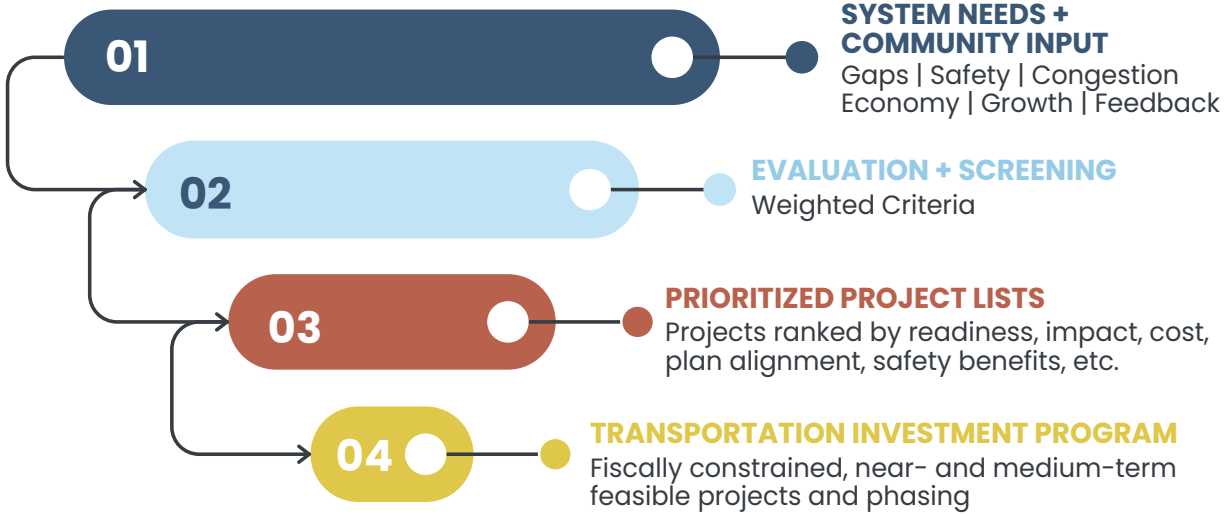



*Figure 8.5: Project Identification and Evaluation Process Diagram*

## 8.4. System Performance Findings

A system-wide travel demand analysis was completed to evaluate how the network is expected to perform under forecasted 2036 conditions and to understand where targeted investments can provide the greatest benefit. This analysis assessed volumes, volume-to-capacity radios (V/C), travel time reliability, speeds, and level of service (LOS). The results provide a consistent, data-driven foundation for prioritizing projects within the program and for determining where phased investment is most appropriate.

Build scenarios are travel demand model (TDM) runs that test how the network would perform under concentrated Core Area growth, comparing a do-nothing case against progressively fuller investment in the MTP's roadway and transit projects.

The modeling showed that Build scenarios improve connectivity and reduce pressure on secondary roads, though several major corridors including I-35W, I-820, and portions of I-20 remain highly congested even with improvements, as shown in **Figure 8.6**. In fast-growing areas, such as North Fort Worth and the airport area, the analysis identified bottlenecks that will continue without operational upgrades or expanded capacity. The review also found that increased connectivity helps reduce diversion to minor arterials, supporting more reliable travel across the network.

Intersection-level operational analysis reinforced these findings by confirming that two key intersections, Old Denton Road at Westport Parkway and Chapin Road at Chapel Creek Boulevard, will not operate effectively under projected volumes. Signalization and geometric improvements offer the most effective solutions for long-term performance and freight movement, and these preferred alternatives have been incorporated into the program.

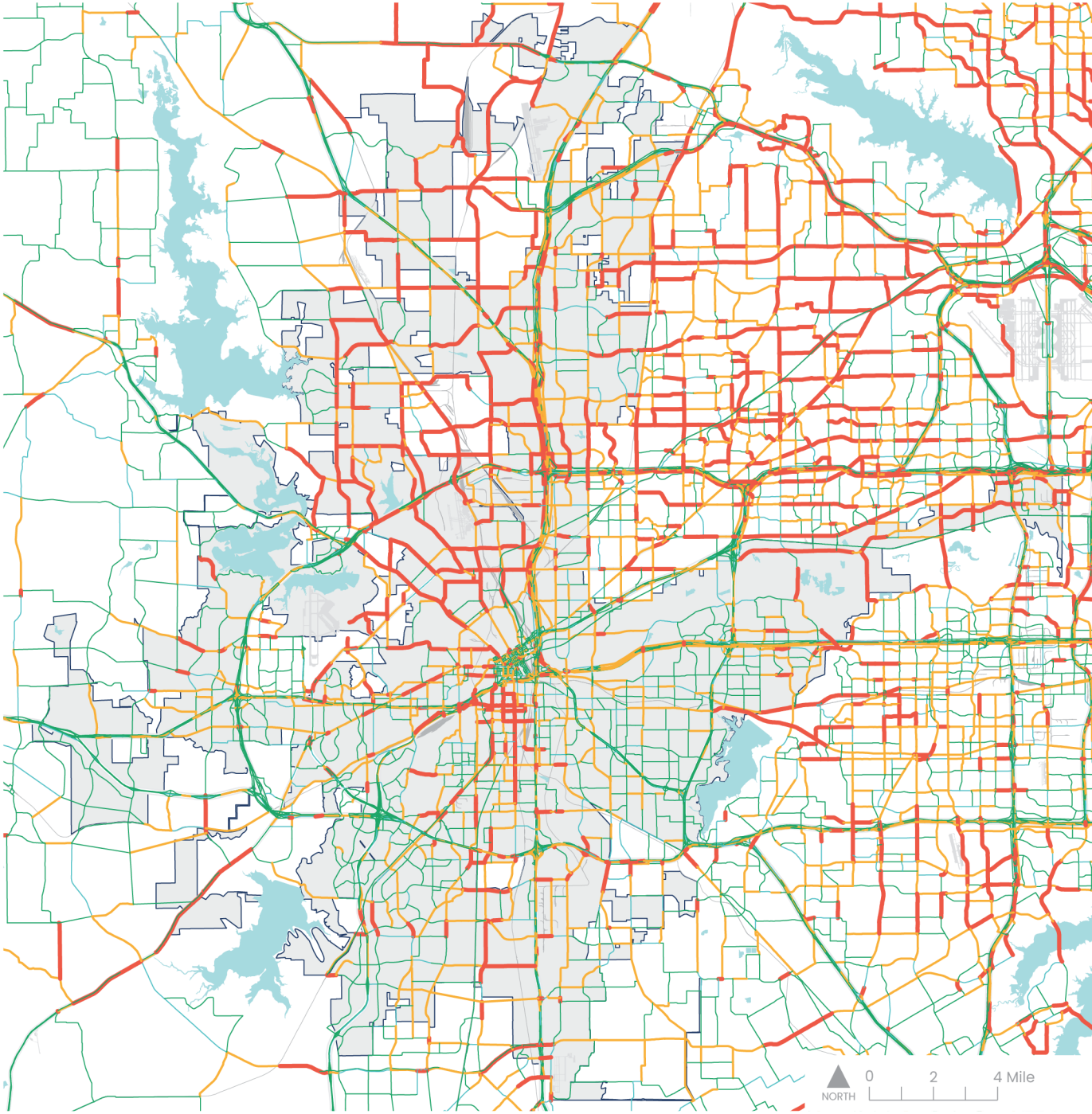



*Figure 8.6: 2036 Baseline Analysis*

To translate the analysis into project priorities, system needs were grouped into thematic areas such as critical corridors, secondary road stress, airport access, and downtown mobility. **Table 8.1** summarizes how the modeling insights informed the program's prioritization.

### Table 8.1: Areas of Need

| Area of Need | Analysis Insight | Implication for TIP |
|---|---|---|
| Critical Corridors (I-35W, I-820, I-20) | Highest volumes and persistent congestion across all scenarios; LOS F hotspots remain even after improvements. | Prioritize capacity and operational upgrades on freeway segments; phased investments for interchanges and connectors. |
| Secondary Road Stress | No-Build and Baseline show heavy diversion to minor arterials; Scenario 1 reduces stress significantly. | Include primary bond projects that improve connectivity to major corridors (e.g., Bonds Ranch Rd, Altamesa Blvd). |
| Airport/North Fort Worth Access | V/C ratios and travel time index (TTI) indicate bottlenecks near airport and northern growth areas. | Target intersection upgrades (Old Denton and Westport Pkwy) and arterial expansions to support freight and regional mobility. |
| Downtown/Core Reliability | Calibration revealed localized overprediction; congestion persists despite Build scenarios. | Advance context-sensitive street reconstructions and multimodal enhancements (e.g., Calhoun/Jones St). |
| Travel Time and Speed Improvements | Scenario 1 and 2 improve TTI and speeds but gains plateau; LOS F mileage persists on arterials. | Bundle arterial retrofits and signalization projects with investment cycles to sustain reliability. |
| Incremental Gains from Scenario 2 | Additional connectivity reduces secondary road volumes and improves speeds slightly beyond Scenario 1. | Defer secondary bond projects (e.g., Risinger Rd, Precinct Line Rd) to later cycles for long-term network resilience. |
| Intersection Operational Needs | Two-way stop control fails under future volumes; signalization and added turn lanes achieve LOS B or better. | Implement preferred alternatives: Old Denton and Westport Pkwy (Alt 1_2) and Chapin Rd and Chapel Creek Blvd (Alt 4) for operational reliability and freight movement. |

### Key takeaways

- Persistent congestion on I-35W and I-820, warranting phased capacity and operational upgrades.
- Reduced diversion to secondary roads under Build scenarios, supporting targeted arterial improvements.
- Intersection and arterial upgrades near the airport and northern growth areas to support freight and regional access.
- Continued need for context-sensitive street improvements in the downtown core.
- Targeted signalization and turn-lane additions as cost-effective solutions for preventing severe delays at key intersections.

More detailed methodology and modeling results are included in the appendix.

# 8.5. Targeted Intersection Operational Analysis

Several intersections were identified as critical locations where projected growth and emerging travel patterns create operational challenges that influence broader corridor performance. To better understand these locations and to support near-term decision-making, targeted intersection analyses were completed for two key sites: Old Denton Road at Westport Parkway, as shown in **Figure 8.7**, and Chapin Road at Chapel Creek Boulevard, as shown in **Figure 8.8**.

At both locations, existing two-way stop control is not expected to accommodate future traffic demand. The analysis reviewed a range of improvement options and found that signalization, combined with added turn-lane capacity, provides reliable operations under future-year conditions. These improvements offer practical, cost-effective solutions that support safety, freight movement, and overall network performance.




*Figure 8.7: Old Denton Road at Westport Parkway*

The preferred concepts for each intersection align with the program's focus on near-term operational benefits and readiness for implementation. These projects represent opportunities to address localized congestion before conditions worsen and to support ongoing development activity in surrounding areas. They also inform the prioritization of corridor improvements within the TIP and reinforce the need for phased investments across multiple investment cycles.

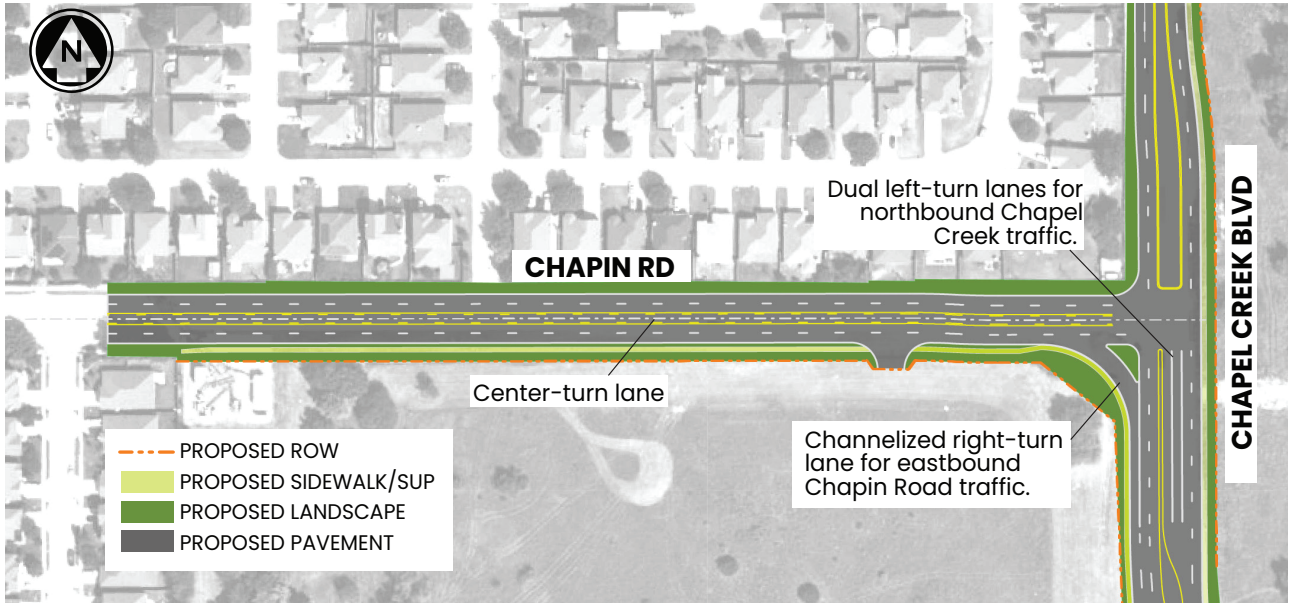



*Figure 8.8: Chapin Road at Chapel Creek Boulevard*

# 8.6. Preliminary Engineering Reports & Project

To support a more predictable and delivery-focused program, the City advanced Preliminary Engineering (PE) Reports for many of the medium-term corridors included in this plan. These reports provide early schematic-level concepts, high-level cost expectations, and initial insights into ROW, environmental, drainage, and utility considerations.

This early engineering work strengthens the program by helping identify which projects are most realistic to advance in each investment cycle and where additional study or coordination is needed. It also helps clarify delivery pathways for larger or more complex corridors that will require phased implementation.

A representative PE Report cover is shown in **Figure 8.9** to acknowledge the materials prepared as part of this effort.

All PE Reports and accompanying Opinions of Probable Cost are included in the appendix to this plan. These materials support more reliable sequencing within the TIP and provide a foundation for fiscally responsible, coordinated project delivery.

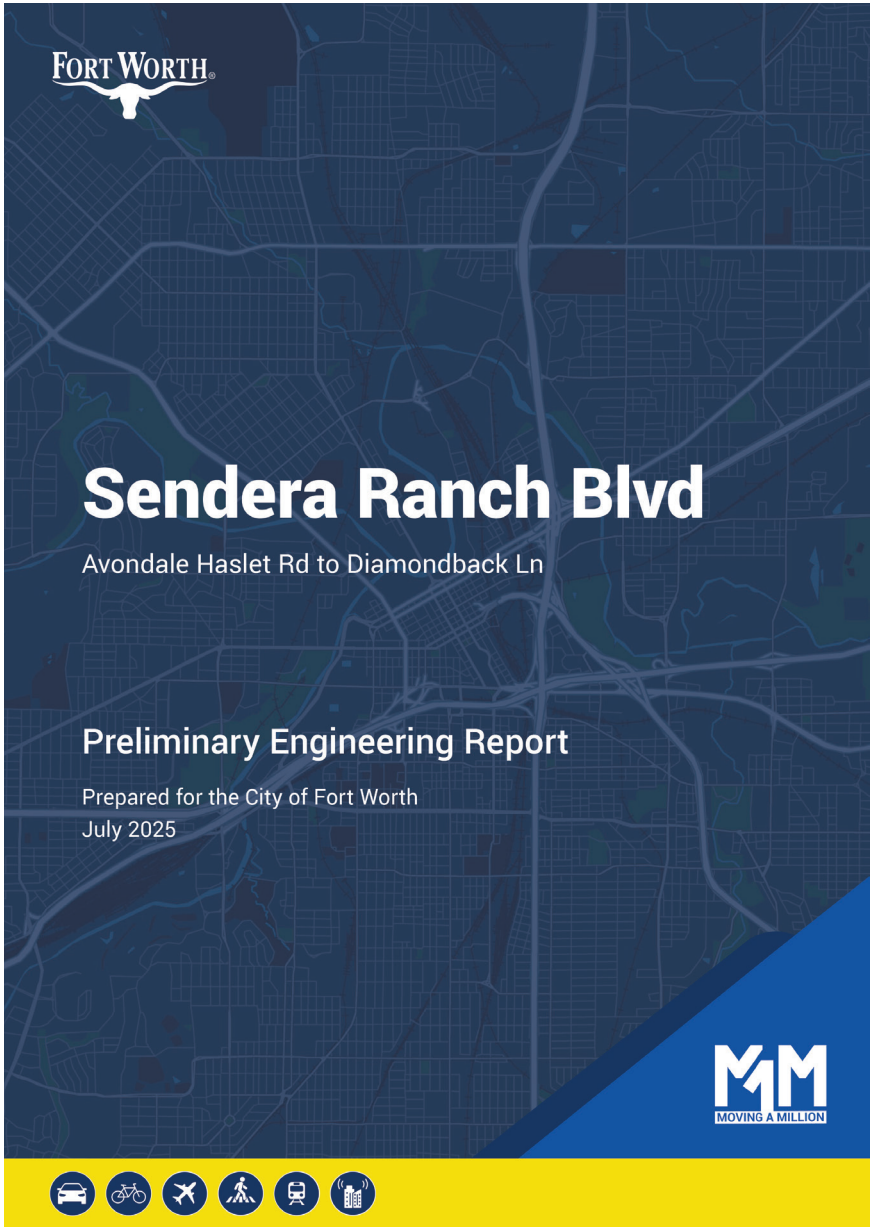



*Figure 8.9: Cover Page of the PE Report for Sendera Ranch Blvd*

# 8.7. Project Selection Criteria

Moving from identified needs to funded investments requires a clear and transparent process. The project selection process, outlined in **Figure 8.10**, identified implementable and fundable roadway, freight, active transportation infrastructure projects by broadly assessing community input and developing a data-driven unconstrained needs network.

Identified projects were evaluated against six weighted criteria that balance efficiency, safety, plan alignment, and other priorities, as shown in **Figure 8.11**. The six criteria and weights were informed by MTP goals so that prioritized projects reflect and incorporate community priorities defined through this process. Appendix D provides a comprehensive overview of the project selection criteria and weighting.




*Figure 8.10: Project Selection Process*

The Six Criteria Definitions and Weights include the following:

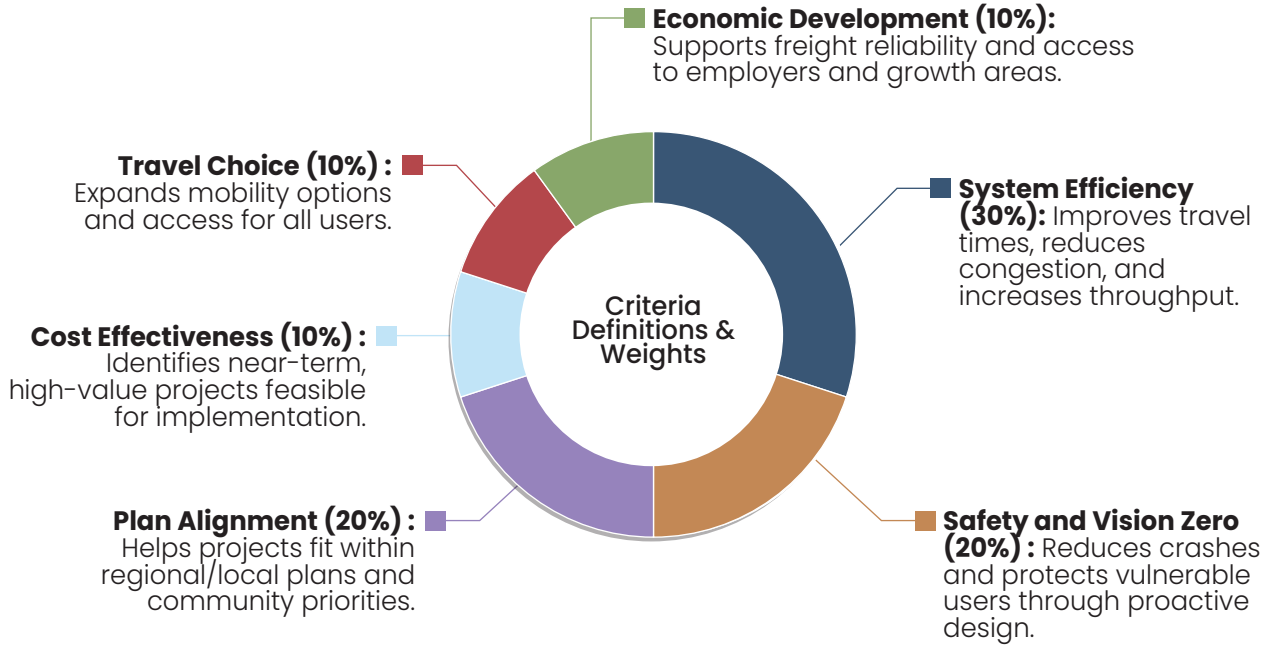



*Figure 8.11: Criteria Definitions and Weights*

# 8.8. Project Scoring

Project scoring provided a consistent, data-driven method for comparing a wide range of roadway and multimodal improvements and determining which projects should advance in the near, medium, and long term. The scoring framework, as shown in **Figure 8.12**, reflects Fort Worth's priorities by emphasizing system performance, safety, cost effectiveness, connectivity, and alignment with adopted plans, while also accounting for each project's role in supporting future growth and access.

Scoring was based on a weighted set of criteria evaluated using defined thresholds and GIS-based spatial analysis. Several criteria, including system efficiency, safety, connectivity, and economic development, were assessed by analyzing how each project intersected with mapped conditions such as congested corridors, the High Injury Network (HIN), multimodal network gaps, major employers, and designated growth areas. Cost effectiveness and plan alignment were evaluated using comparative measures and adopted policy references. This approach made project scores reflect measurable conditions and rule-based evaluations rather than subjective comparisons.

In addition to the narrative scoring framework, a consolidated scoring summary was prepared for all evaluated projects. As shown in **Table 8.2** and **Table 8.3**, this summary illustrates how each project performed across the criteria using a symbolized format that highlights relative strengths and tradeoffs. Combined with project readiness insights from the PE Reports, the scoring results informed the assignment of projects to the 2026, 2030, 2034, and long-term implementation horizons. See **Appendix D** for more information on project scoring.

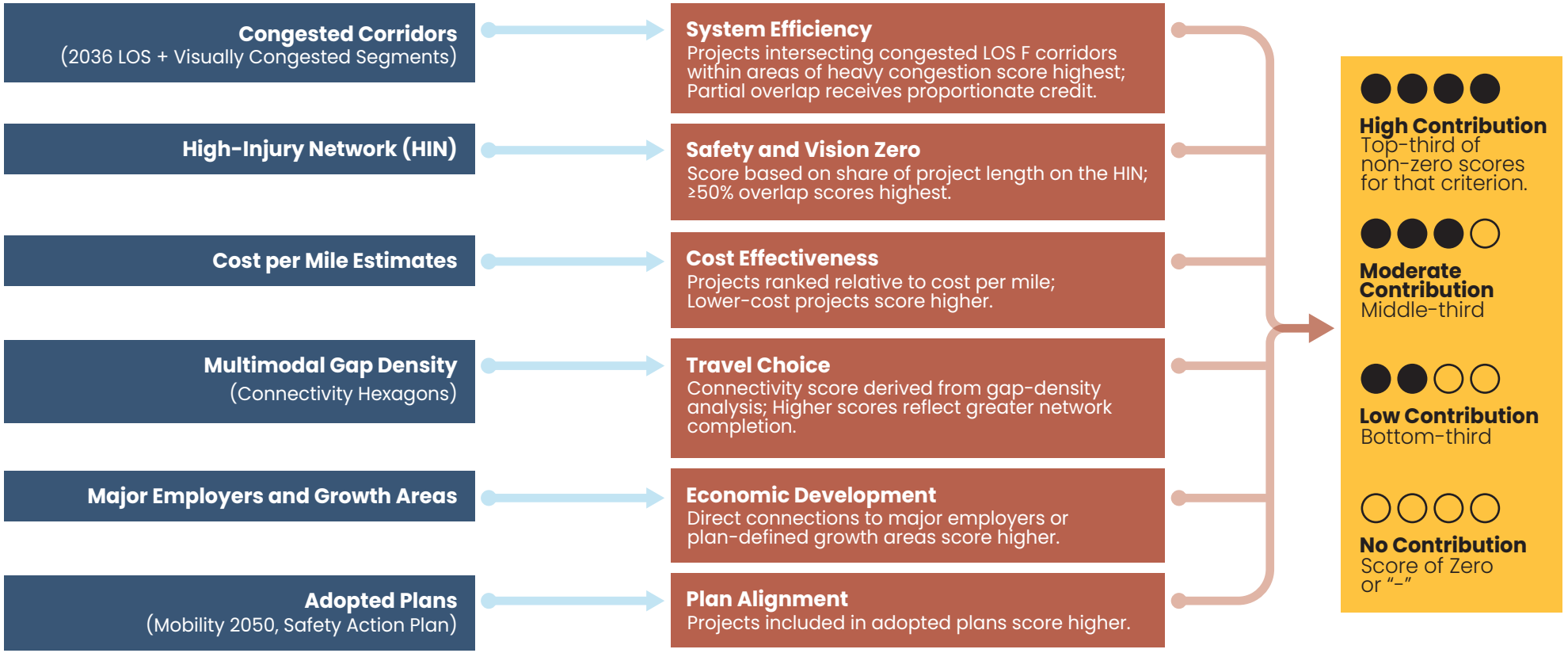



*Figure 8.12: Project Scoring Framework*

## Table 8.2: Project Scoring Summary: Medium-Term Projects

| Project ID # | Facility | From | To | Project Cost Score | Connectivity Score | System Efficiency Score | Safety and Vision Zero Score | Travel Choice Score | Economic Development Score | Alignment with Plans Score |
|---|---|---|---|---|---|---|---|---|---|---|
| 639-1 | Camp Bowie Blvd | Hulen Street | Boland Street | ●●●● | ○○○○ | ●●●● | ●●●● | ●●●● | ●●●● | ○○○○ |
| 237-1 | Old Denton Rd/ Riverside Dr | Westport St | Sawtimber Rd | ●●●● | ○○○○ | ●●●● | ●●●○ | ●●●● | ●●●● | ○○○○ |
| 115-1 | Camp Bowie Blvd | Horne St | Wellington Rd | ●●●○ | ○○○○ | ●●●○ | ●●●● | ●●●● | ●●●● | ○○○○ |
| 207-1 | Bowman Roberts Rd | W. Bailey Boswell Rd | WJ Boaz Rd | ●●●● | ○○○○ | ●●●● | ●●●○ | ●●●● | ●●●● | ○○○○ |
| 201-1 | Meacham Blvd | I-35W | N. Beach St | ●●○○ | ○○○○ | ●●○○ | ●●●● | ●●●● | ●●●● | ○○○○ |
| 212-1 | Amon-Carter Extension | Great Southwest Pkwy | Trinity Blvd | ●●●● | ○○○○ | ●●●● | ●●●● | ●●●● | ○○○○ | ○○○○ |
| 222-1 | Bowman Roberts Rd | WJ Boaz Rd | Ten Mile Bridge Rd | ●●●○ | ○○○○ | ●●●○ | ●●●● | ●●●● | ○○○○ | ○○○○ |
| 202-1 | Eastchase Pkwy/ Dottie Lynn Pkwy | East Lancaster Ave (SH180) | John T. White Rd | ●●●● | ○○○○ | ●●●● | ●●●● | ●●●○ | ●●●● | ○○○○ |
| 108-1 | Bonds Ranch Rd | Shire Meadow Roundabout | FM 156 | ●●●● | ○○○○ | ●●●● | ●●○○ | ●●●● | ○○○○ | ○○○○ |
| 228-1 | Leslie Dr | Mistletoe Blvd | Park Pl | ●●●○ | ○○○○ | ●●●○ | ●●○○ | ●●●● | ○○○○ | ○○○○ |
| 235-1 | Marine Creek Parkway | Old Decatur/ Angle | NW Loop 820 | ●●○○ | ○○○○ | ●●○○ | ●●●○ | ●●●● | ○○○○ | ○○○○ |
| 202-1 | Dottie Lynn Pkwy/ Green Oaks Pkwy Interchange | Dottie Lynn Pkwy/Green Oaks Pkwy at E. Lancaster Ave (SH 180) | | ●●○○ | ○○○○ | ●●○○ | ●●●● | ●●●○ | ●●●● | ○○○○ |
| 117-1 | Westport Pkwy | I-35W (North Fwy) | Beach St | ●●●○ | ○○○○ | ●●●○ | ●●●○ | ●●●● | ○○○○ | ○○○○ |
| 123-1 | Forest Park Blvd | Fort Worth Trail/ Summit Ave | IH30/Vickery Blvd | ●●○○ | ○○○○ | ●●○○ | ●●●● | ●●●● | ○○○○ | ○○○○ |
| 220-1 | Bryant Irvin Rd | Summerglade St | Old Granbury Rd/Sycamore School Rd | ●●●● | ○○○○ | ●●●● | ●●○○ | ●●●● | ○○○○ | ○○○○ |
| 119-1 | Shelby Rd | Race St | Forest Hill Dr | ●●●● | ●●●● | ●●●● | ●●●○ | ●●●○ | ○○○○ | ●●●● |
| 206-1 | Cooks Ln | NW Brentwood Stair Rd | Dottie Lynn Pkwy | ●●○○ | ●●●● | ●●○○ | ●●●● | ●●●○ | ○○○○ | ●●●● |
| 214-1 | John T White Rd | Newport Rd | Racquet Club Dr | ●●●● | ○○○○ | ●●●● | ●●○○ | ●●●● | ○○○○ | ○○○○ |
| 204-2 | Risinger Rd | Hemphill St | Technology Blvd | ●●●● | ○○○○ | ●●●● | ●●●○ | ●●●● | ○○○○ | ○○○○ |

*Score Symbols are defined as the following: ●●●●: High Contribution; ●●●○: Moderate Contribution; ●●○○: Low Contribution; ○○○○: No Contribution*

## Table 8.2: Project Scoring Summary: Medium-Term Projects (cont'd)

| Project ID # | Facility | From | To | Project Cost Score | Connectivity Score | System Efficiency Score | Safety and Vision Zero Score | Travel Choice Score | Economic Development Score | Alignment with Plans Score |
|---|---|---|---|---|---|---|---|---|---|---|
| 209-1 | Randol Mill Rd | Precinct Line Rd | Racquet Club Dr | ●●●● | ●●●● | ●●●● | ●●●○ | ●●●○ | ○○○○ | ●●●● |
| 221-1 | Ten Mile Bridge Rd | Bowman Roberts Rd | Boat Club Rd | ●●●○ | ○○○○ | ●●●○ | ●●○○ | ●●●● | ○○○○ | ○○○○ |
| 204-3 | Risinger Rd | Hemphill St | Technology Blvd | ●●●○ | ○○○○ | ●●●○ | ●●●○ | ●●●● | ○○○○ | ○○○○ |
| 224-1 | Hemphill St | Rosedale Springs Ln | Sycamore School Rd | ●●●● | ○○○○ | ●●●● | ●●●● | ●●●○ | ○○○○ | ○○○○ |
| 216-1 | Ten Mile Bridge Rd | Boat Club Rd | Samora Ct | ●●●● | ○○○○ | ●●●● | ●●●● | ●●●○ | ○○○○ | ○○○○ |
| 204-1 | Risinger Rd | Technology Blvd | Crowley Rd | ●●●○ | ○○○○ | ●●●○ | ●●●○ | ●●●● | ○○○○ | ○○○○ |
| 101-1 | WJ Boaz Rd | Boat Club Rd (FM 1220) | Elkins School Rd | ●●●○ | ○○○○ | ●●●○ | ●●●○ | ●●●● | ○○○○ | ○○○○ |
| 120-1 | Altamesa Blvd | Wichita St | Lana Cir | ●●●● | ○○○○ | ●●●● | ●●○○ | ●●●● | ○○○○ | ○○○○ |
| 227-1 | Chapel Creek Blvd | IH 30 | Barnwell Drive | ●●○○ | ○○○○ | ●●○○ | ●●○○ | ●●●● | ○○○○ | ○○○○ |
| 238-1 | North Beach St | Keller Haslet (Wesport Pkwy) | Eagle Pkwy | ●●○○ | ○○○○ | ●●○○ | ●●●● | ●●●○ | ○○○○ | ○○○○ |
| 223-1 | Sendera Ranch Blvd | Diamondback Ln | Avondale Haslet Rd | ●●●● | ○○○○ | ●●●● | ●●●○ | ●●●○ | ○○○○ | ○○○○ |
| 107-1 | Bonds Ranch Rd | US 81/287 (Decatur Cut-off) | Wagley Robertson Rd | ●●●● | ○○○○ | ●●●● | ●●●● | ●●●○ | ○○○○ | ○○○○ |
| 218-1 | Columbus Trail/ Sycamore School Rd | Bryant Irvin Rd | Brewer Blvd | ○○○○ | ○○○○ | ○○○○ | ●●○○ | ●●●● | ○○○○ | ○○○○ |
| 226-1 | Chapin Rd | Chapel Creek Blvd | Wispy Trail | ●●○○ | ○○○○ | ●●○○ | ●●○○ | ●●●● | ○○○○ | ○○○○ |
| 205-1 | Precinct Line Rd/ Cooks Lane | John T. White Rd | Concho Trail Rd | ●●○○ | ●●●● | ●●○○ | ●●○○ | ●●●○ | ○○○○ | ●●●● |
| 122-1 | 23rd St/Decatur Ave | Niles City Blvd | Brennan Ave | ●●○○ | ○○○○ | ●●○○ | ●●○○ | ●●●● | ○○○○ | ○○○○ |
| 217-1 | Wagley Robertson Rd | Coneflower Tr | City Limits | ●●●● | ○○○○ | ●●●● | ●●●○ | ●●●○ | ○○○○ | ○○○○ |

*Score Symbols are defined as the following: ●●●●: High Contribution; ●●●○: Moderate Contribution; ●●○○: Low Contribution; ○○○○: No Contribution*

## Table 8.2: Project Scoring Summary: Medium-Term Projects (cont'd)

| Project ID # | Facility | From | To | Project Cost Score | Connectivity Score | System Efficiency Score | Safety and Vision Zero Score | Travel Choice Score | Economic Development Score | Alignment with Plans Score |
|---|---|---|---|---|---|---|---|---|---|---|
| 121-1 | E Altamesa | Forest Hill Dr | Anglin Dr | ●●●● | ○○○○ | ●●●● | ●●●● | ●●●○ | ○○○○ | ○○○○ |
| 111-1 | Chapin School Rd (RM 2871) | IH-20 | Rolling Hills Dr | ●●○○ | ●●●● | ●●○○ | ●●○○ | ●●●○ | ○○○○ | ●●●● |
| 126-1 | E Altamesa Blvd | at FWWRR Everman Subdivision | | ●●●● | ○○○○ | ●●●● | ●●○○ | ●●●○ | ○○○○ | ○○○○ |
| 109-2 | E Altamesa Blvd | Anglin Dr | Dick Price Rd | ●●○○ | ○○○○ | ●●○○ | ●●●● | ●●●○ | ○○○○ | ○○○○ |
| 211-1 | Randol Mill Rd | Oakland Blvd | Woodhaven Blvd | ●●●○ | ●●●● | ●●●○ | ●●○○ | ○○○○ | ○○○○ | ●●●● |
| 109-1 | E Altamesa Blvd | Anglin Dr | Dick Price Rd | ●●○○ | ○○○○ | ●●○○ | ●●●● | ●●●○ | ○○○○ | ○○○○ |
| 219-1 | Wagley Robertson Rd | Bonds Ranch Rd | Quicksilver Tr | ●●●○ | ○○○○ | ●●●○ | ●●●○ | ●●●○ | ○○○○ | ○○○○ |
| 118-1 | E Altamesa Blvd | Race St | Forest Hill Dr | ●●○○ | ○○○○ | ●●○○ | ●●○○ | ●●●○ | ○○○○ | ○○○○ |
| 210-1 | Westshore Way (Quail Ridge Rd) | Ramey St | E. Berry St | ●●○○ | ○○○○ | ●●○○ | ●●●○ | ○○○○ | ○○○○ | ○○○○ |
| 213-1 | John T White Rd | Racquet Club Dr | Green Oaks Blvd (in Arlington) | ○○○○ | ○○○○ | ○○○○ | ●●●○ | ●●●○ | ○○○○ | ○○○○ |
| 569-1 | Walsh Ranch Minor | Minor 4 | IH30 (West Fwy) | ●●●● | ○○○○ | ●●●● | ●●●○ | ○○○○ | ○○○○ | ○○○○ |

*Score Symbols are defined as the following: ●●●●: High Contribution; ●●●○: Moderate Contribution; ●●○○: Low Contribution; ○○○○: No Contribution*

## Table 8.3: Project Scoring Summary: Long-Term Projects

| Project ID # | Facility | From | To | Project Cost Score | Connectivity Score | System Efficiency Score | Safety and Vision Zero Score | Travel Choice Score | Economic Development Score | Alignment with Plans Score |
|---|---|---|---|---|---|---|---|---|---|---|
| 22 | Old Blue Mound Rd | FM 156 | Litsey Rd | ●●○○ | ●●●● | ○○○○ | ●●●● | ●●●● | ●●●● | ○○○○ |
| 15 | Greenbelt Rd (Field Rd connection) | Trinity River | NW Green Oaks Blvd (in Arlington) | ●●●○ | ●●●● | ○○○○ | ○○○○ | ●●●○ | ●●●○ | ○○○○ |
| 17 | Amon Carter Blvd | SH 183 (Airport Fwy) | Trinity Blvd | ●●○○ | ●●●● | ○○○○ | ●●●● | ●●●● | ●●●● | ○○○○ |
| 5 | Texas Longhorn Way | I-35W SB FR | Old Denton Rd | ●●●○ | ●●●● | ○○○○ | ●●●● | ●●●○ | ●●●○ | ○○○○ |
| 16 | Sandshell Blvd | Alliance Town Ctr | Basswood Blvd | ●●●● | ●●●● | ○○○○ | ●●●● | ●●●○ | ●●●● | ○○○○ |
| 2 | Prestige Rd | Golden Triangle Blvd | Founders Way | ●●●● | ●●●● | ○○○○ | ●●●● | ●●●○ | ●●●○ | ○○○○ |
| 10 | Amon Carter Blvd | Trinty Blvd | Great Southwest Pkwy (in Gran Prairie) | ●●●○ | ●●●○ | ○○○○ | ●●●● | ●●●● | ●●●● | ○○○○ |
| 32 | T Square St | Anderson Blvd | Ederville Rd | ●●○○ | ●●●● | ○○○○ | ●●●● | ●●○○ | ○○○○ | ○○○○ |
| 52 | Elliott Reeder Rd | Carson St | Jack Newell Blvd | ●●●○ | ●●●○ | ○○○○ | ●●●● | ●●●● | ●●●● | ○○○○ |
| 33 | Winding Ln | Little Cina Ln | Randol Mill Rd | ○○○○ | ●●●● | ○○○○ | ●●●● | ●●○○ | ○○○○ | ○○○○ |
| 20 | Summerfields Blvd | North Fwy | N Riverside Dr | ●●●● | ●●●● | ○○○○ | ○○○○ | ●●○○ | ○○○○ | ○○○○ |
| 45 | Overlake Dr | Hodgkins Rd | Over Lake Dr | ●●●○ | ●●●● | ○○○○ | ○○○○ | ●●○○ | ○○○○ | ○○○○ |
| 55 | Precinct Line Rd | Randol Mill Rd | Sartain Dr/ Austonio Dr | ●●○○ | ●●●○ | ○○○○ | ○○○○ | ●●○○ | ○○○○ | ○○○○ |
| 3 | E Blue Mound Rd | Harmon Rd | N Riverside Dr | ●●●○ | ●●●○ | ○○○○ | ●●●● | ●●●○ | ●●●○ | ○○○○ |
| 73 | Race St | Oak Grove Shelby Rd | Hurst Rd | ●●●● | ●●●○ | ○○○○ | ○○○○ | ●●●● | ●●●● | ○○○○ |
| 98 | Ainjinnie Pkwy | Old Weatherford Rd | N Las Vegas Trail | ●●●● | ●●●○ | ○○○○ | ○○○○ | ●●●● | ●●●● | ○○○○ |
| 36 | Carson St | SH 121 (Airport Fwy) | E 1st St/Randoll Mill Rd | ●●○○ | ●●●○ | ○○○○ | ○○○○ | ●●●● | ●●●● | ○○○○ |
| 59 | Shelby Rd | Wichita St | Shelby Rd | ○○○○ | ●●●○ | ○○○○ | ○○○○ | ●●●● | ●●●● | ○○○○ |
| 9 | Averett Rd (in Kennedale) | Dick Price Rd (in Kennedale) | Little School Rd | ●●○○ | ●●●○ | ○○○○ | ○○○○ | ●●●● | ●●●● | ○○○○ |
| 104 | John Day Rd | Rancho Canyon Way | SH 114 | ●●●● | ●●●○ | ○○○○ | ○○○○ | ●●●○ | ●●●● | ○○○○ |

## Table 8.3: Project Scoring Summary: Long-Term Projects (cont'd)

| Project ID # | Facility | From | To | Project Cost Score | Connectivity Score | System Efficiency Score | Safety and Vision Zero Score | Travel Choice Score | Economic Development Score | Alignment with Plans Score |
|---|---|---|---|---|---|---|---|---|---|---|
| 30 | Meadowbrook Dr | Morrison Dr | Dottie Lynn Pkwy | ●●●○ | ●●●○ | ○○○○ | ○○○○ | ●●●○ | ●●●○ | ○○○○ |
| 106 | Ainjinnie Pkwy | Old Weatherford Rd | White Settlement Rd | ●●●● | ●●●○ | ○○○○ | ○○○○ | ●●●○ | ●●●○ | ○○○○ |
| 51 | Greenbelt Rd (Fielder Rd connection) | SH 10 (E Hurst Blvd) | Trinity Blvd | ●●●○ | ●●●○ | ○○○○ | ○○○○ | ●●●○ | ●●●○ | ○○○○ |
| 78 | Rendon New Hope Rd | W Kennedale Pkwy (BUS 287) | Retta Mansfield Rd | ●●●● | ○○○○ | ○○○○ | ○○○○ | ●●●● | ●●●● | ○○○○ |
| 41 | Post and Paddock Rd | 114th St (in Grand Prairie) | Roy Orr Blvd (in Irving) | ●●●○ | ○○○○ | ○○○○ | ●●●● | ●●●● | ●●●● | ○○○○ |
| 103 | John Day Rd | John Day Rd | Avondale Haslet Rd | ○○○○ | ●●●○ | ○○○○ | ○○○○ | ●●○○ | ○○○○ | ○○○○ |
| 39 | Oak Hill St | Village Ln | Parker Henderson Rd | ●●○○ | ○○○○ | ○○○○ | ○○○○ | ●●○○ | ○○○○ | ○○○○ |
| 37 | Team Ranch Rd | Haywire Ranch | Palencia Dr | ○○○○ | ○○○○ | ○○○○ | ○○○○ | ●●●○ | ●●●○ | ○○○○ |
| 34 | Colbi Ln | Ranger Dr | Dottie Lynn Pkwy | ●●○○ | ○○○○ | ○○○○ | ○○○○ | ●●○○ | ○○○○ | ○○○○ |
| 107 | Lost Creek Blvd | Northview Dr | RM 2871 | ●●●● | ○○○○ | ○○○○ | ○○○○ | ●●○○ | ○○○○ | ○○○○ |



## 8.9. Prioritized Project Lists

The prioritized project lists organize major roadway improvements into four groups that align with the City's planning and funding horizons. The 2026, 2030, and 2034 investment cycle lists represent the fiscally constrained portion of the program. These projects were selected based on readiness, delivery complexity, system performance needs, and available financial capacity within each cycle.

Beyond the near- and medium-term investments, a ranked long-term project list identifies future roadway needs that support continued growth and the City's ultimate network build-out. These projects reflect Fort Worth's priorities based on the goals and performance outcomes of the MTP and provide a clear view of where future investment may be most beneficial.

A separate prioritized list identifies new Active Transportation projects. These improvements were re-evaluated and ranked using updated data to reflect current demand, connectivity gaps, and safety needs. The ranked list highlights system-wide multimodal priorities and helps guide future investment decisions consistent with the goals of the MTP.

Together, these lists form a coordinated program that helps Fort Worth advance ready-to-deliver improvements in the near term while positioning larger, more complex, or future-phase projects for long-term success.

## 8.9.1. 2026 Investment Cycle Project List

The 2026 investment cycle, as shown in **Figure 8.13**, includes a set of high-readiness roadway investments that offer immediate mobility, connectivity, and safety benefits. These projects were selected based on their ability to advance quickly into design or construction, their role in creating continuous corridors, and their contribution to reducing pressure on secondary roads. Several larger or more complex corridors are represented through shorter, implementable segments to support phased delivery while still providing meaningful operational improvements.

Projects in this cycle include a mix of roadway widenings, intersection upgrades, new connections, and design-only efforts that prepare larger corridors for future phases. Together, they address near-term congestion, enhance access to major employment areas, and strengthen connections across rapidly growing parts of the city

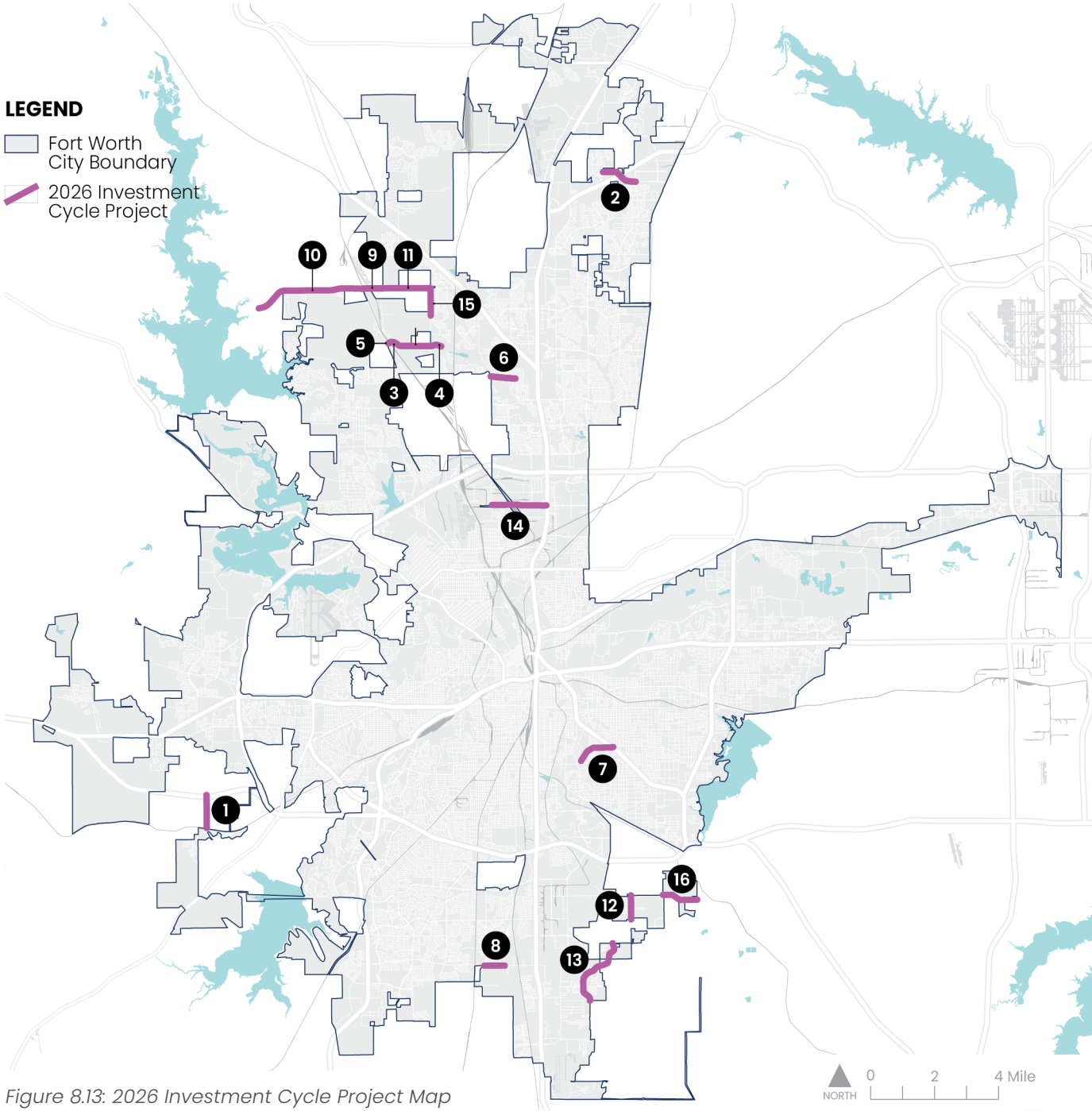



*Figure 8.13: 2026 Investment Cycle Project Map*

**Table 8.4** provides a summary of the 2026 investment cycle projects, including limits and improvement types. Detailed cost information and PE Report documentation are included in Appendix H.

## Table 8.4: 2026 Investment Cycle Projects: Summary of Improvements

| # | Project ID | Project Sponsor | Facility | From | To | Scope | Investment Cycle Activities | COFW Funding Need | Other Funding | Federal Funding |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 111 | TxDOT | Chapin School Rd (RM 2871) | IH-20 | City Limit / Aledo Rd | Reconstruct and widen from (2)-lane to (4)-lane divided roadway with a single bridge over the RR | Design, NEPA, ROW | $5,000,000 | | |
| 2 | 116 | City of Fort Worth | Westport Pkwy | High Mesa Rd | SH 170 (Alliance Gtwy) | Construct a (4)-lane divided roadway with a single bridge over the creek and floodplain | Design, NEPA, ROW | $500,000 | $9,250,000 | $5,000,000 |
| | | | | SH 170 (Alliance Gtwy) | Park Vista Blvd | Construct a (4)-lane divided roadway | Design | $300,000 | $4,200,000 | |
| 3 | 105 | City of Fort Worth | Heritage Trace Pkwy | 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 | $3,000,000 | $2,000,000 |
| 4 | 105 | City of Fort Worth | Heritage Trace Pkwy | Wagley Robertson Rd | Boulder Oak Blvd | 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 | 105 | City of Fort Worth | Heritage Trace Pkwy | at BNSF Fort Worth Subdivision | | 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 | | $8,000,000 |
| 6 | 104 | City of Fort Worth | E Bailey Boswell Rd | Blue Mound Rd/FM 156 | Horseman Rd | Construct a (4)-lane divided roadway | Construction | $49,700,000 | $2,500,000 | |
| 7 | 112 | City of Fort Worth | E Berry St | Cobb Park Dr | US 287 (MLK Fwy) | Reconstruct four (4)-lane divided roadway with TWLTL | Design, Construction | $11,250,000 | | $14,750,000 |
| 8 | 204 | City of Fort Worth | W Risinger Rd | Crowley Rd | Hemphill St | Reconstruct and widen from (2)-lane to (4)-lane divided roadway with shared-use paths | Design, Construction | $3,800,000 | $8,300,000 | $41,800,000 |
| 9 | 107 | City of Fort Worth | E Bonds Ranch Rd | Saginaw Main St (BUS 287) | Blue Sky Dr | Construct a (4)-lane divided with a bridge over the RR | Design, ROW | $2,500,000 | $15,000,000 | $29,000,000 |
| 10 | 106 | City of Fort Worth | E Bonds Ranch Rd | Boat Club Rd (FM 1220) | Saginaw Main St (BUS 287) | Widen from (2)-lane to (4)-lane divided roadway | Design, Construction | $14,800,000 | $11,380,000 | |
| 11 | 107 | City of Fort Worth | E Bonds Ranch Rd | Blue Sky Dr | Wagley Robertson Rd | Widen from (2)-lane to (4)-lane divided roadway | Design, Construction | $50,700,000 | $11,958,280 | |
| 12 | 0 | TxDOT | Forest Hill Dr | Lon Stephenson Rd | Bluebell Dr | Widen from (2)-lane to (4)-lane divided roadway | City Soft and ROW | $1,030,000 | | |
| 13 | 0 | TxDOT | Wichita St | FW City Limits | Everman County Line | Widen from (2)-lane to (4)-lane divided roadway | City Soft and ROW | $50,000 | | |
| 14 | 103 | City of Fort Worth | Meacham Blvd | Blue Mound Rd | IH-35W (South Fwy) | Widen from (2)-lane to (4)-lane divided roadway | Design, NEPA, ROW, Construction | $11,800,000 | | $28,000,000 |
| 15 | 219 | City of Fort Worth | Wagley Robertson Rd | Bonds Ranch Rd | Quicksilver Trl | Widen from (2)-lane to (4)-lane divided roadway | Design | $3,000,000 | | |
| 16 | 109 | City of Fort Worth | 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 | $11,030,000 | $15,000,000 |

## 8.9.2. 2030 Investment Cycle Project List

The 2030 investment cycle, as shown in **Figure 8.14**, includes the next group of roadway projects identified through the prioritization process. These projects ranked highly across the scoring criteria, reflecting their contributions to mobility, safety, connectivity, and support for areas experiencing continued growth. While individual projects vary in scope and development needs, their placement in the 2030 cycle is driven by their overall performance within the evaluation framework rather than by complexity alone.

Together, these improvements expand on the benefits of the 2026 cycle by advancing additional corridor segments, strengthening east–west and north–south connectivity, and improving travel reliability across multiple parts of the city. Many of the projects in this cycle are well-positioned to begin design or preliminary development early on, allowing the City to maintain steady progress toward ultimate corridor build-out.

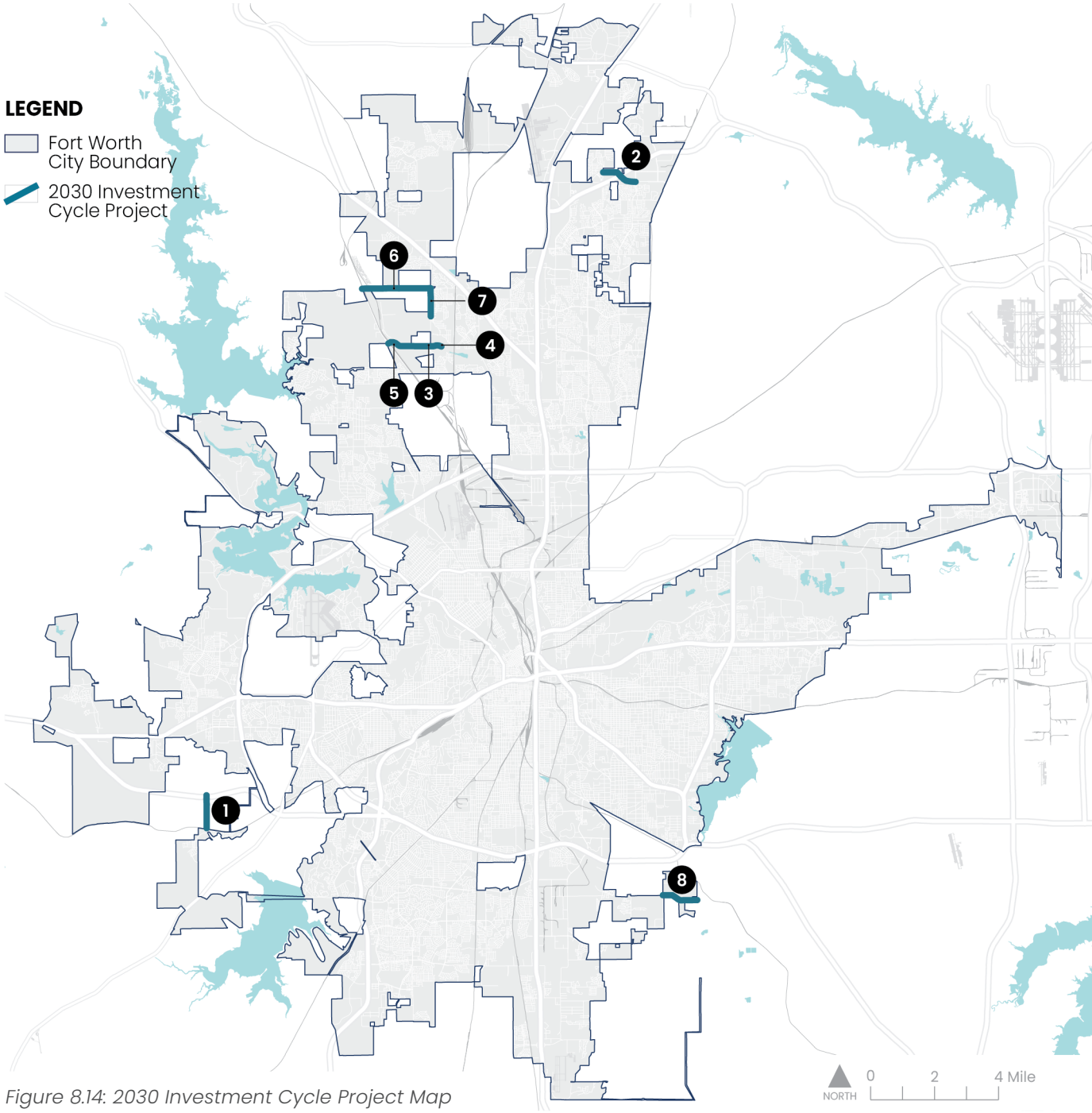



*Figure 8.14: 2030 Investment Cycle Project Map*

**Table 8.5** provides a summary of the 2030 investment cycle projects, based on project limits and improvement types. Additional detail, including PE Report summaries and updated cost information, is available in Appendix H.

## Table 8.5: 2030 Investment Cycle Projects: Summary of Improvements

| # | Project ID | Facility | From | To | Scope | Investment Cycle Activities | Bond Activities Costs *(Escalated to Year of Expenditure)* |
|---|---|---|---|---|---|---|---|
| 1 | 111 | Chapin School Rd (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 | 116 | 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 | 105 | Heritage Trace Pkwy | 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 | 105 | Heritage Trace Pkwy | Wagley Robertson Rd | Boulder Oak Blvd | 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 | 105 | Heritage Trace Pkwy | at BNSF Fort Worth Sub | | 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 | 107 | Bonds Ranch Rd | Saginaw Main Street (BUS 287) | Blue Sky Dr | Construct a (4)-lane divided with a bridge over the RR | Construction | $17,945,354 |
| 7 | 219 | Wagley Robertson Rd | Bonds Ranch Rd | Quicksilver Trl | Widen from (2)-lane to (4)-lane divided roadway | Construction | $62,027,376 |
| 8 | 109 | 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 | Construction | $116,474,319 |

## Table 8.6: 2030 Investment Cycle Forecasted Capacity

| 2030 Investment Cycle | |
|---|---|
| Total Bond Funding Amount | $118,122,819.00 |
| Other Source Funding | $299,226,582.00 |
| Total Funding Available | **$417,349,401.00** |
| Total Funding Used | $533,144,800.12 |
| Balance | $(115,795,399.12) |

## 8.9.3. 2034 Investment Cycle Project List

The 2034 investment cycle, as shown in **Figure 8.15**, includes the next set of roadway projects identified through the prioritization process. These projects reflect how improvements ranked across the scoring criteria, including system performance, safety, connectivity, cost considerations, and support for growth and access. While some projects may require additional development steps, project complexity was not the primary driver for this group. Instead, these investments represent the next tier of priorities once the 2026 and 2030 cycle projects are advanced.

Projects in this cycle continue to strengthen key travel corridors, support improved mobility across the city, and contribute to long-term network continuity. Several corridors included here build on earlier-phase improvements, extending the benefits of prior investment cycles and supporting future travel demand patterns identified through modeling.

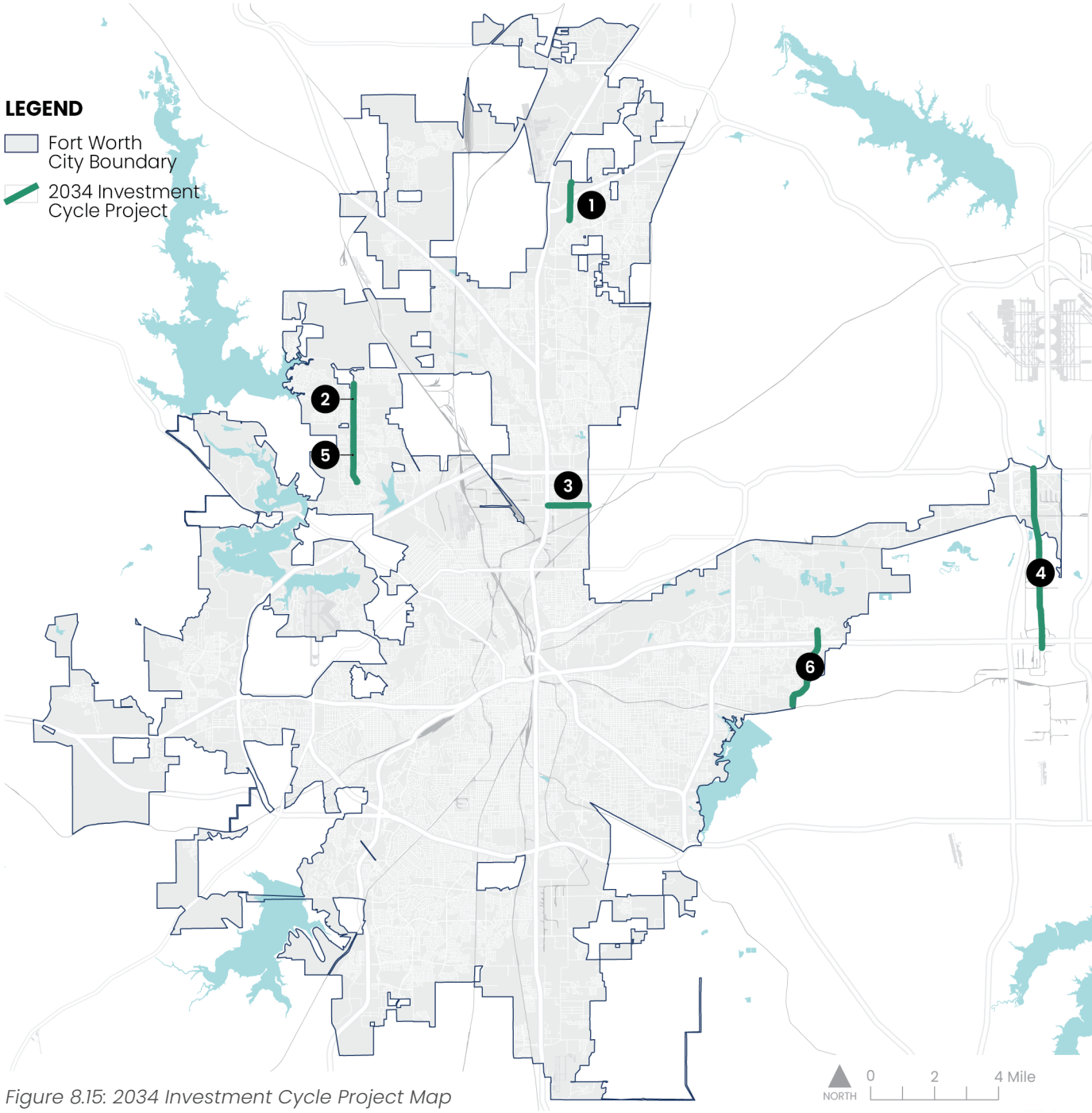



*Figure 8.15: 2034 Investment Cycle Project Map*

**Table 8.7** provides a summary of the 2034 investment cycle projects is included in this section, reflecting project limits and improvement types. More detailed documentation and cost information are provided in Appendix H.

### Table 8.7: 2034 Investment Cycle Projects: Summary of Improvements

| # | Project ID | Facility | From | To | Scope | Investment Cycle Activities | Bond Activities Costs *(Escalated to Year of Expenditure)* |
|---|---|---|---|---|---|---|---|
| 1 | 237 | Old Denton/ Riverside | Westport Pkwy | Sawtimber Trl | Widen from (2)-lane to (4)-lane divided roadway with shared-use paths. | Design, Construction | $23,404,455.86 |
| 2 | 207 | Bowman Roberts Rd | W. Bailey Boswell Rd | WJ Boaz Rd | Widen from (2)-lane to (3)-lane with center turn lane. | Design, ROW | $8,585,146.99 |
| 3 | 201 | Meacham Blvd (East) | I-35W (South Fwy) | 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 | 212 | 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 | 222 | Bowman Roberts Rd | WJ Boaz Rd | Ten Mile Bridge Rd | Widen from (2)-lane to (3)-lane with center turn lane. | Design, ROW | $34,984,441.30 |
| 6 | 202 | Eastchase Pkwy/Dottie Lynn Pkwy | East Lancaster Ave (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 |

### Table 8.8: 2034 Investment Cycle Forecasted Capacity

| 2034 Investment Cycle | |
|---|---|
| Total Bond Funding Amount | $134,171,213.00 |
| Other Source Funding | $285,284,668.00 |
| Total Funding Available | **$419,455,881.00** |
| Total Funding Used | $376,597,247.95 |
| Balance | $42,858,633.05 |

## 8.9.4. Recapitalization and Operational Safety (ROS) Project Corridors

The ROS corridors, as shown in **Figure 8.16**, represent the top priority locations for near-term recapitalization and operational safety improvements within the roadway network. These corridors were identified through a data-driven screening process that evaluated three primary factors: pavement condition, congestion, and safety.

Candidate corridors were first screened based on poor Pavement Condition Index (PCI) ratings to identify locations with significant recapitalization needs. These corridors were then evaluated for high levels of congestion and overlap with the City's High Injury Network. Corridors that exhibited needs across all three factors were prioritized.

The corridors shown on this map represent the top 20 locations where pavement condition, operational performance, and safety concerns intersect.

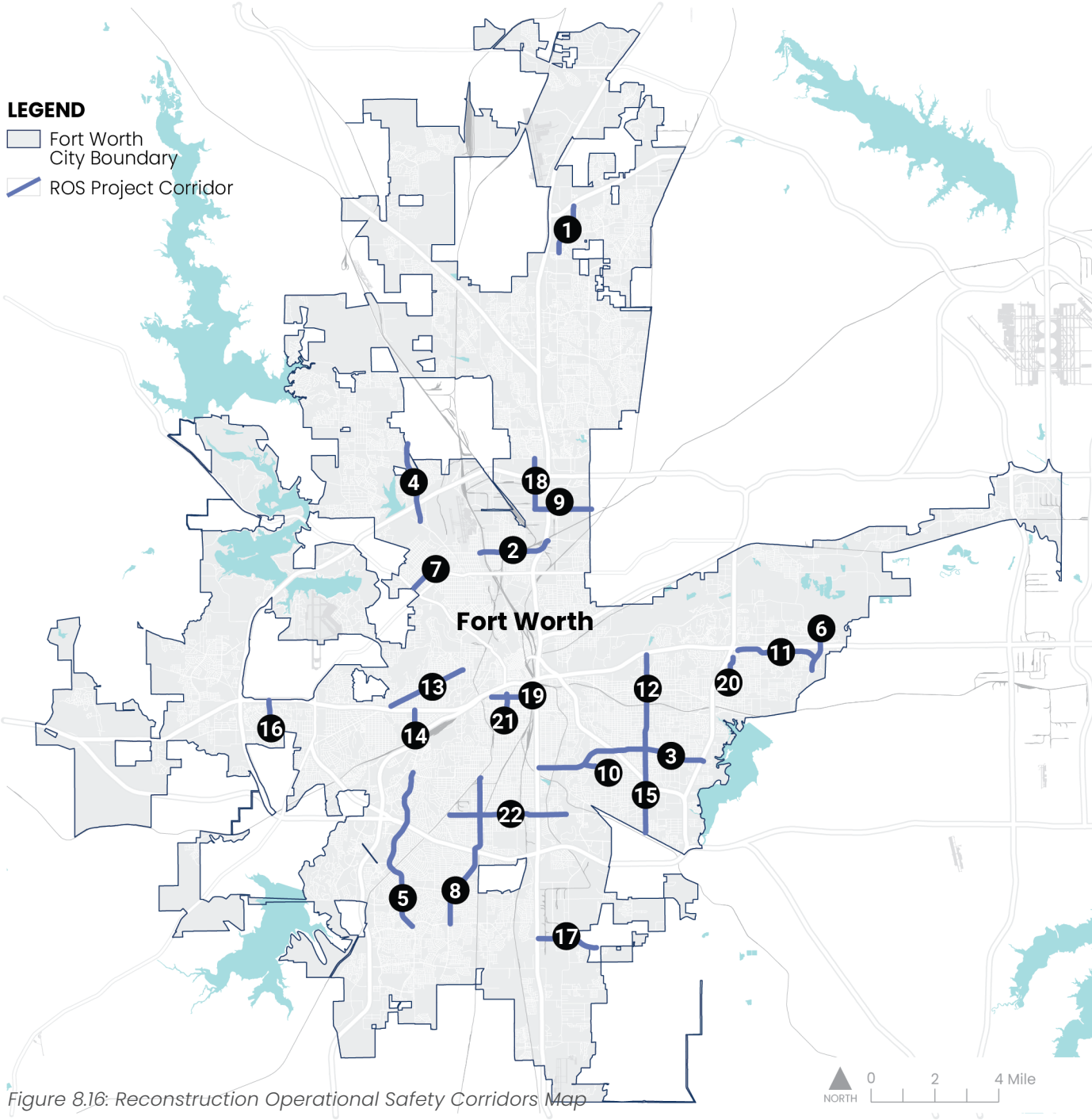



*Figure 8.16: Reconstruction Operational Safety Corridors Map*

## Table 8.9: Reconstruction Operational Safety Corridors Map

| Prioritized Rank | Functional Class | Classification | Jurisdiction | Street Name | Lanes | Street From | Street To | Miles |
|---|---|---|---|---|---|---|---|---|
| 1 | 4 | Minor Arterial | City of FW | Old Denton Rd | 4 | Alliance Gateway Fwy | Timberland Rd | 1.62 |
| 2 | 4 | Minor Arterial | City of FW | E Long | E | N Main St (BUS 287) | I-35W (North Fwy) | 2.33 |
| 3 | 4 | Minor Arterial | City of FW | E Berry St | 4 | I-35 W (South Fwy) | I-820 | 5.51 |
| 4 | 4 | Minor Arterial | City of FW | Marine Creek Pkwy | E | Old Decatur Rd | Angle Ave | 2.57 |
| 5 | 3 | Major Arterial | City of FW | S Hulen St | E | Bellaire Dr | Sycamore School Rd | 5.42 |
| 6 | 3 | Major Arterial | City of FW | Eastchase Pkwy | E | John T White Rd | Meadowbrook Dr | 1.22 |
| 7 | 4 | Minor Arterial | City of FW | W Long Ave | E | Jacksboro Hwy (SH 199) | Azle Ave | 0.82 |
| 8 | 3 | Major Arterial | City of FW | Mccart Ave | E | Benbrook Blvd | Sycamore School Rd | 4.98 |
| 9 | 3 | Major Arterial | City of FW | Meacham Blvd | E | Mark IV Pkwy | N Beach St | 1.79 |
| 10 | 4 | Minor Arterial | City of FW | E Berry Street South | E | East Berry St | Mitchell Blvd | 0.44 |
| 11 | 4 | Minor Arterial | City of FW | Ederville Rd | E | Nottingham Blvd | Eastchase Pkwy | 2.58 |
| 12 | 4 | Minor Arterial | City of FW | Oakland Blvd | E | Menzer Rd | E Rosedale St | 1.78 |
| 13 | 3 | Major Arterial | City of FW | Camp Bowie | E | Prevost St | University Dr | 2.54 |
| 14 | 4 | Minor Arterial | City of FW | Hulen St | E | I-30 (West Fwy) | Hulen Pl | 0.79 |
| 15 | 4 | Minor Arterial | City of FW | Miller Ave | E | E Rosedale St | Mansfield Hwy | 3.85 |
| 16 | 5 | Major Collector | City of FW | Las Vegas Trl | E | I-30 (West Fwy) | Camp Bowie West Blvd | 0.98 |
| 17 | 4 | Minor Arterial | City of FW | Everman Pkwy | E | South Fwy | Dan Meyers Rd | 1.91 |
| 18 | 4 | Minor Arterial | City of FW | Mark Iv Pkwy | 4 | Cantrell Sansom Rd | Meacham Blvd | 1.60 |
| 19 | 5 | Major Collector | City of FW | Pennsylvania Ave | E | 10th Ave | S. Main St | 1.18 |
| 20 | 4 | Minor Arterial | City of FW | Handley Dr | 4 | E Loop 820 | Meadowbrook Dr | 0.68 |
| 21 | 5 | Major Collector | City of FW | Henderson St | 2 | Peter Smith St | Rosedale St | 0.48 |
| 22 | 4 | Minor Arterial | City of FW | E Seminary Dr | 4 | Rogers Ave | Carter Park Dr | 3.68 |

## 8.9.5. Long-Term Project List (2038 & Beyond)

The long-term project list, as shown in **Figure 8.17**, includes roadway improvements that were evaluated using the same prioritization criteria applied across the program but with a different level of supporting detail. Unlike the projects in the 2026, 2030, and 2034 investment cycles, these corridors do not have PE Reports or detailed Opinions of Probable Cost. As a result, factors such as risk, environmental constraints, and potential structure needs were assessed at a higher level using planning-level assumptions and rough-order-of-magnitude cost estimates.

Because the level of design and cost certainty differs from the fiscally constrained project lists, these long-term projects were compared only to one another rather than to the bond-cycle candidates. This approach allows them to be ranked appropriately within their own group while still reflecting how well they perform across the core prioritization criteria.

Many of these improvements emerged from the gap analysis, which identified strategic locations where new or extended corridors would enhance connectivity and reduce pressure on surrounding facilities. Others represent future phases of major corridors or potential new alignments that support ultimate network build-out.

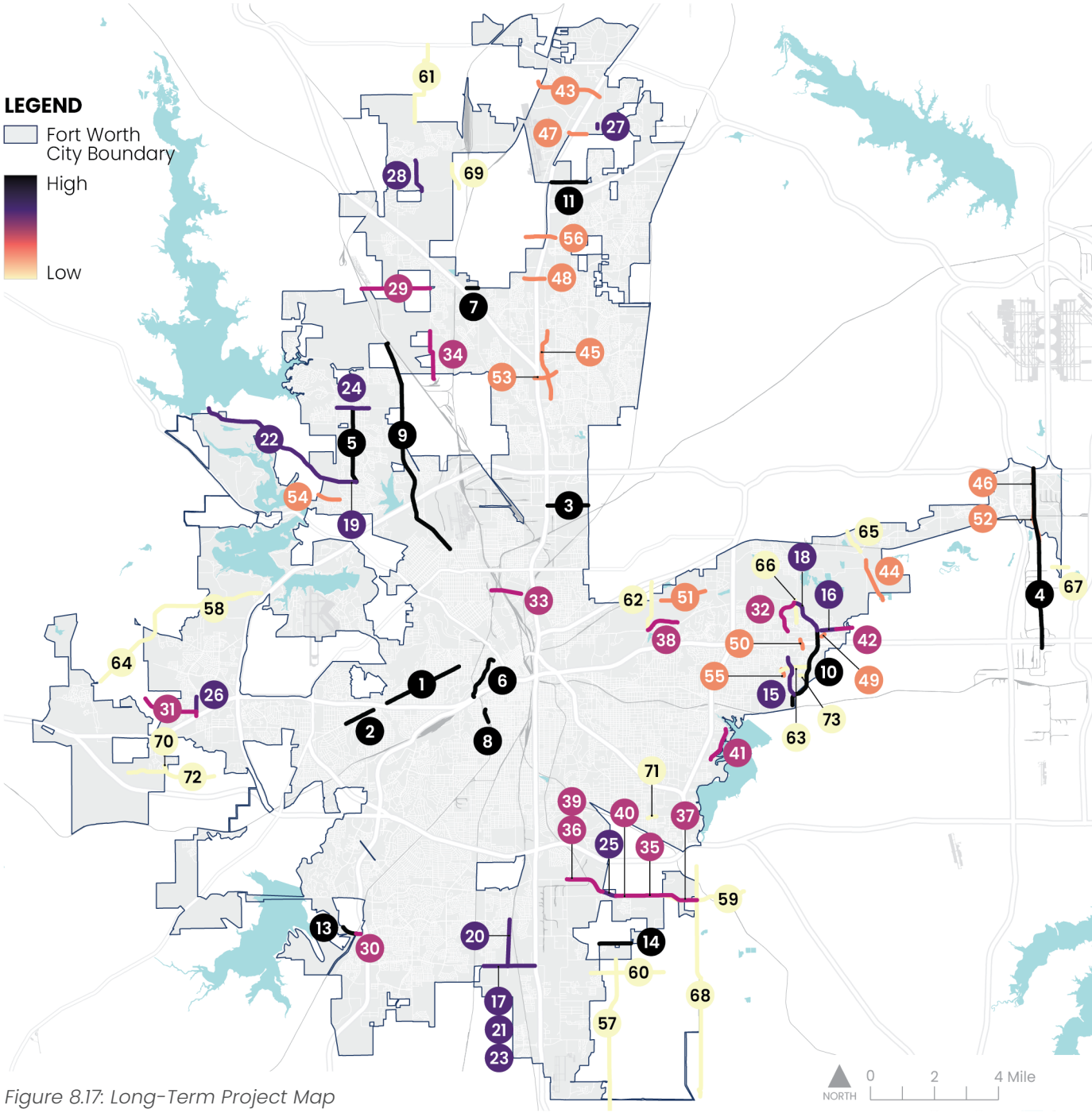



*Figure 8.17: Long-Term Project Map*

A ranked summary of long-term projects is provided in **Table 8.10**. Supporting materials, including planning-level cost assumptions and environmental screening notes, are included in Appendix H.

## Table 8.10: Long-Term Projects: Ranked Priority List

| Prioritized Rank | Facility | From | To | Project ID | Scope | Cost Estimate (2025) |
|---|---|---|---|---|---|---|
| 1 | Camp Bowie Blvd | Hulen St | Boland St | 306 | Reconstruct brick pavement roadway | $27,719,348.86 |
| 2 | Camp Bowie Blvd | Horne St | Wellington Rd | 115 | Reconstruct roadway to include pedestrian and lighting enhancements | $54,016,320.00 |
| 3 | Meacham Blvd (East) | I-35W | N. Beach St | 201 | Widen from (3)-lane to (4)-lane divided roadway with pedestrian and shared-use paths | $66,188,072.97 |
| 4 | Amon-Carter Blvd | W Fork Trinity River | Trinity Blvd | 212 | Construct a (4)-lane divided roadway with shared-use paths and a single bridge over wetlands, a river, and a flood zone | $43,093,000.00 |
| 5 | Bowman Roberts Rd | WJ Boaz Rd | Ten Mile Bridge Rd | 222 | Widen from (2)-lane to (3)-lane with center turn lane | $85,083,123.00 |
| 6 | Forest Park Blvd | IH-30 | Fort Worth Trl | 123 | Reconstruct four (4)-lane divided roadway | $36,766,248.00 |
| 7 | Bonds Ranch Rd | Shire Meadow Roundabout | Blue Mound (FM 156) | 108 | Widen from (2)-lane to (4)-lane divided roadway | $10,921,342.86 |
| 8 | Leslie Drive | Mistletoe Blvd | Park Place | 228 | Construct a (2)-lane divided roadway with pedestrian/bicycle/technology pathways | $16,451,691.92 |
| 9 | Marine Creek Pkwy | Old Decatur/Angle | Loop 820 | 304 | Reconstruct (4)-lane divided roadway | $96,526,765.99 |
| 10 | Dottie Lynn Pkwy/ Green Oaks Pkwy Interchange | Dottie Lynn Pkwy/Green Oaks Pkwy @ E Lancaster Ave (SH 180) | | 202 | Construct interchange | $124,000,000.00 |
| 11 | Westport Pkwy | IH-35W (North Fwy) | Beach St | 117 | Widen from (2)-lane to (4)-lane divided roadway | $56,000,072.00 |
| 13 | Bryant Irvin Rd | Summerglade St | Old Granbury Rd/ Sycamore School Rd | 220 | Construct a (2)-lane roadway, ultimate build is (4)-lane divided roadway | $12,748,611.28 |
| 14 | Shelby Rd | Race St | Forest Hill Dr | 119 | Widen from (2)-lane to (4)-lane undivided roadway with a TWLTL | $28,675,640.00 |
| 15 | Cooks Lane | Brentwood Stair Rd | Dottie Lynn Pkwy | 206 | Widen from (2)-lane to (4)-lane divided roadway | $63,181,401.93 |
| 16 | John T White | Newport Rd | Racquet Club Dr | 214 | Widen from (2)-lane to (4)-lane divided roadway with shared-use paths | $15,936,889.41 |
| 17 | Risinger Rd | Hemphill St | Technology Blvd | 204 | Widen from (2)-lane to (4)-lane with a at-grade RR crossing | $29,166,979.04 |
| 18 | Randol Mill Rd | Precinct Line Rd | Racquet Club Dr | 209 | Construct a (4)-lane divided roadway | $42,185,649.11 |
| 19 | Ten Mile Bridge | Bowman Roberts | Boat Club Rd (FM 1220) | 221 | Widen from (2)-lane to (3)-lane undivided roadway with a TWLTL | $19,848,934.70 |
| 20 | Hemphill St | Rosedale Springs | Sycamore School Rd | 224 | Widen from (2)-lane to (4)-lane divided roadway with shared-use paths | $10,689,265.55 |
| 21 | Risinger Rd | Hemphill St | Technology Blvd | 204 | Widen from (2)-lane to (4)-lane divided roadway with a single bridge over the RR | $42,412,977.36 |
| 22 | Ten Mile Bridge | Boat Club Rd | Samora Ct | 216 | Widen from (2)-lane to (3)-lane undivided roadway with a TWLTL | $175,138,929.76 |
| 23 | Risinger Rd | Technology Blvd | Crowley Rd (FM 731) | 204 | Widen from (2)-lane to (4)-lane divided roadway | $71,806,248.37 |

## Table 8.10: Long-Term Projects: Ranked Priority List (cont'd)

| Prioritized Rank | Facility | From | To | Project ID | Scope | Cost Estimate (2025) |
|---|---|---|---|---|---|---|
| 24 | WJ Boaz Rd | Boat Club Rd (FM 1220) | Elkins School Rd | 101 | Widen from (2)-lane to (4)-lane divided roadway with shared-use paths | $ 49,400,000.00 |
| 25 | Altamesa Blvd | Wichita St | Lana Cir | 120 | Construct a (4)-lane divided roadway | $13,756,896.00 |
| 26 | Chapel Creek Blvd | IH 30 (West Fwy) | Barnwell Drive | 227 | Construct a (4)-lane divided roadway | $37,423,097.85 |
| 27 | North Beach St | Keller Haslet Rd | Eagle Pkwy | 238 | Construct a (4)-lane divided roadway with shared-use paths | $112,156,245.72 |
| 28 | Sendera Ranch Blvd | Diamondback Ln | Avondale Haslet Rd | 223 | Widen from (2)-lane to (4)-lane divided roadway | $31,719,102.36 |
| 29 | Bonds Ranch Rd | US 81/287 (Decatur Cut Off) | Wagley Robertson Rd | 107 | Widen from (2)-lane to (4)-lane divided roadway | $ 61,600,000.00 |
| 30 | Columbus Trail/ Sycamore School Rd | Bryant Irvin Rd | Brewer Blvd | 218 | Widen from (2)-lane to (4)-lane roadway | $24,747,586.36 |
| 31 | Chapin Rd | Chapel Creek Blvd | Wispy Trail | 309 | Widen from (3)-lane to (5)-lane roadway with center turn lane and reconstruct intersection | $16,756,564.04 |
| 32 | Precinct Line Rd/Cooks Lane | John T. White Rd | Concho Trail | 205 | Construct a (4)-lane divided roadway | $127,556,217.09 |
| 33 | 23rd Street/Decatur Ave/Samuels Ave | Niles City Blvd | Brennan Ave | 122 | Construct roadway with a single bridge over the RR and shared-use paths and widen adjacent roadways | $77,872,254.80 |
| 34 | Wagley Robertson Rd | Coneflower Tr | City Limits | 217 | Widen from (2)-lane to (3)-lane with center turn lane | $40,624,447.33 |
| 35 | E Altamesa Blvd | Forest Hill Dr | Anglin | 121 | Construct a (4)-lane divided roadway | $28,788,692.00 |
| 36 | E Altamesa Blvd | at FWRR Everman Subdivision | | 126 | Construct a (3)-lane roadway with a TWLTL, at-grade RR crossing, and a single bridge over the creek | $17,544,140.00 |
| 37 | E Altamesa Blvd | Anglin Dr | Dick Price Rd | 109 | Widen from (2)-lane to (4)-lane divided roadway with shared-used paths on both sides, a raised median, and a twin bridge over the floodplain | $58,945,880.00 |
| 38 | Randol Mill Rd | Oakland Blvd | Woodhaven Blvd | 211 | Widen from (2)-lane to (4)-lane divided roadway with shared-use paths | $40,095,782.32 |
| 39 | E Altamesa Blvd | Campus Dr | Witchita St | 126 | Construct a (6)-lane divided roadway with a single bridge over the creek | $108,091,340.00 |
| 40 | E Altamesa Blvd | Lana Cir | Forest Hill Dr | 118 | Construct a (4)-lane divided roadway | $23,041,720.00 |
| 41 | Westshore Way (Quail Ridge Rd) | Ramey St | E. Berry St | 210 | Construct a (3)-lane undivided roadway with shared-use path | $67,624,392.24 |
| 42 | John T White Rd | Racquet Club Dr | Green Oaks Blvd (in Arlington) | 213 | Construct a (4)-lane divided roadway with shared-use paths and a single bridge over the wetland and a flood zone | $89,934,842.79 |
| 43 | Old Blue Mound Rd | FM 156 | Litsey Rd | 4022 | Construct a new (4)-lane divided roadway crossing I-35W, RR and electric transmission lines and through floodplain | $240,052,736.56 |
| 44 | Greenbelt Rd (Fielder Rd Connection) | Greenbelt Rd | NW Green Oaks Blvd (in Arlington) | 4015 | Construct a new (2)-lane roadway crossing through wide floodplain | $71,985,891.75 |
| 45 | Sandshell Blvd | Alliance Town Ctr | Basswood Blvd | 4016 | Construct a new (2)-lane divided roadway crossing through wide floodplain | $71,658,176.00 |
| 46 | Amon Carter Blvd | SH 183 (Airport Fwy) | Trinity Blvd | 4017 | Reconstruct (6)-lane divided roadway | $27,462,000.00 |
| 47 | Texas Longhorn Way | I-35W SB FR | Old Denton Rd | 4005 | Construct a new (2)-lane roadway crossing of I-35W | $21,329,157.20 |
| 48 | Prestige Rd | Golden Triangle Blvd | Founders Way | 4002 | Construct a new (2)-lane roadway crossing of I-35W | $17,500,213.16 |
| 49 | Winding Ln | Little Cina Ln | Randol Mill Rd | 4033 | Construct a new (2)-lane roadway | $16,145,000.00 |

## Table 8.10: Long-Term Projects: Ranked Priority List (cont'd)

| Prioritized Rank | Facility | From | To | Project ID | Scope | Cost Estimate (2025) |
|---|---|---|---|---|---|---|
| 50 | T Square St | Anderson Blvd | Ederville Rd | 4032 | Construct a new (2)-lane roadway crossing I-30 and through floodplain | $26,147,706.96 |
| 51 | Elliott Reeder Rd | Carson St | Jack Newell Blvd S. | 4052 | Construct a new (4)-lane divided roadway crossing through wide floodplain and electric transmission lines | $34,137,236.35 |
| 52 | Amon Carter Blvd | Trinty Blvd | Great Southwest Pkwy | 4010 | Construct a new (4)-lane undivided roadway | $17,292,660.00 |
| 53 | Summerfields Blvd | IH 35W North Fwy | N Riverside Dr | 4020 | Construct a new (2)-lane divided roadway crossing through floodplain and over I-35W | $49,134,000.00 |
| 54 | Overlake Dr | Hodgkins Rd | Over Lake Dr | 4045 | Construct a new (2)-lane roadway | $13,335,840 |
| 55 | Morrison Dr | Morrison Dr | Meadowbrook Dr | 4029 | Construct a new (2)-lane undivided roadway | $119,065,611.96 |
| 56 | E Blue Mound Rd | Harmon Rd | N Riverside Dr | 4003 | Construct a new (4)-lane undivided roadway crossing I-35W | $13,568,127.79 |
| 57 | Race St | Oak Grove-Shelby Rd | Hurst Rd | 4073 | Construct a new (2)-lane undivided roadway crossing electric transmission lines and through several floodplains | $82,476,916.40 |
| 58 | Ainjinnie Pkwy | Old Weatherford Rd | N Las Vegas Trail | 4098 | Construct a new (4)-lane divided roadway crossing electric transmission lines | $42,401,416.00 |
| 59 | Averett Rd/Broadway/ Sublett Rd (in Kennedale) | Anglin Dr | N Little School Rd (in Kennedale) | 4009 | Construct a new (2)-lane roadway crossing BUS 287, RR and electric transmission lines | $77,252,000.00 |
| 60 | Shelby Rd | Wichita St | Shelby Rd | 4059 | Construct a new (2)-lane roadway crossing electric transmission lines through wide floodplain | $77,328,816.72 |
| 61 | John Day Rd | Rancho Canyon Way | SH 114 | 4104 | Construct a new (4)-lane roadway crossing through wide floodplain | $102,754,299.28 |
| 62 | Carson St | SH 121 (Airport Fwy) | E 1st St/Randoll Mill Rd | 4036 | Construct a new (4)-lane undivided roadway crossing RR and electric transmission lines and through wide floodplain | $46,574,801.00 |
| 63 | Meadowbrook Dr | Morrison Dr | Dottie Lynn Pkwy | 4030 | Construct a new (2)-lane undivided roadway | $39,827,671.84 |
| 64 | Ainjinnie Pkwy | Old Weatherford Rd | White Settlement Rd | 4106 | Construct a new (4)-lane divided roadway | $29,507,693.95 |
| 65 | Bluebonnet Dr | SH 10 (E Hurst Blvd) | Trinity Blvd | 4051 | Construct a new (4)-lane divided roadway crossing RR and through wide floodplain | $39,732,000.00 |
| 66 | Precinct Line Rd | Randol Mill Rd | Sartain Dr/Austonio Dr | 4055 | Construct a new (2)-lane roadway | $103,145,229.60 |
| 67 | Post and Paddock Rd | 114th St (in Grand Prairie) | Roy Orr Blvd (in Irving) | 4041 | Construct a new (4)-lane undivided roadway crossing through wide floodplain (Note: Significant portion of this project is in Grand Prairie and Irving) | $44,905,874.55 |
| 68 | Rendon New Hope Rd | W Kennedale Pkwy (Bus US 287) | Retta Mansfield Rd | 4078 | Construct a new (4)-lane divided roadway crossing several floodplains | $46,361,964.46 |
| 69 | John Day Rd | John Day Rd | Avondale Haslet Rd | 4103 | Construct a new (2)-lane undivided roadway crossing through wide floodplain | $15,120,000.00 |
| 70 | Lost Creek Blvd | Northview Dr | RM 2871 | 4107 | Construct a new (2)-lane undivided roadway | $118,861,337.56 |
| 71 | Oak Hill St | Village Ln | Parker Henderson Rd | 4039 | Construct a new (2)-lane undivided roadway | $135,784,440.77 |
| 72 | RM 2871 | Haywire Ranch Rd | Palencia Dr | 4037 | Construct a new (2)-lane undivided roadway | $42,336,000.00 |
| 73 | Colbi Ln | Ranger Dr | Dottie Lynn Pkwy | 4034 | Construct a new (2)-lane undivided roadway | $14,638,328.00 |

## 8.9.6. Other Transportation Priority Project Categories

The preceding section focused on major roadway investments as the primary driver of Fort Worth's transportation capital program. However, a complete picture of the city's transportation network requires attention across all program categories. In addition to major roadways, the City evaluated priorities in bridges, mobility, neighborhood streets, railroad, and Vision Zero to ensure that investments are balanced, coordinated, and reflective of community needs across all travel modes and infrastructure types.

To support project prioritization across these categories, the City developed a fiscal forecast projecting available funding through three bond cycles spanning 2026 to 2039. **Table 8.11** summarizes combined forecasted bond issuance and other transportation revenue by category and bond cycle, totaling approximately $3.1 billion in anticipated funding over the planning horizon. The project lists that follow reflect priorities within each category, organized to align with this funding framework.

**Table 8.11: Fiscal Forecast: Combined Transportation Funding by Category and Bond Cycle**

| Category | 2026 Bond | | | 2030 Bond | | | 2034 Bond | | | Grand Total |
|---|---|---|---|---|---|---|---|---|---|---|
| | Bond Issuance | Other Revenue | Cycle Total | Bond Issuance | Other Revenue | Cycle Total | Bond Issuance | Other Revenue | Cycle Total | |
| **Bridges** | $41,047,672 | $19,741,631 | $60,789,303 | $24,205,982 | $24,040,500 | $48,246,482 | $27,494,653 | $22,920,377 | $50,415,030 | $159,450,815 |
| **Major Roadways** | $200,308,613 | $245,719,541 | $446,028,154 | $118,122,819 | $299,226,582 | $417,349,401 | $134,171,213 | $285,284,668 | $419,455,881 | $1,282,833,436 |
| **Mobility** | $91,149,977 | $87,858,871 | $179,008,848 | $53,751,519 | $106,990,717 | $160,742,236 | $61,054,304 | $102,005,680 | $163,059,984 | $502,811,068 |
| **Neighborhood Streets** | $135,014,645 | $164,836,789 | $299,851,434 | $79,618,695 | $200,731,080 | $280,349,775 | $90,435,845 | $191,378,383 | $281,814,228 | $862,015,437 |
| **Railroad** | $6,036,422 | $18,579,760 | $24,616,182 | $3,559,703 | $22,625,624 | $26,185,327 | $4,043,331 | $21,571,425 | $25,614,756 | $76,416,265 |
| **Vision Zero** | $41,047,672 | $35,847,166 | $76,894,838 | $24,205,982 | $43,653,121 | $67,859,103 | $27,494,653 | $41,619,184 | $69,113,837 | $213,867,778 |
| **Total** | $514,605,001 | $572,583,758 | $1,087,188,759 | $303,464,700 | $697,267,624 | $1,000,732,324 | $344,693,999 | $664,779,717 | $1,009,473,716 | $3,097,394,799 |

## Railroad

Fort Worth's Railroad Program addresses safety, mobility, and quality of life at railroad crossings throughout the city. The program encompasses three types of projects: grade-separated crossings, which reduce at-grade conflicts between vehicles and trains by constructing overpasses or underpasses; Quiet Zones, which reduce train horn noise in residential and commercial areas by upgrading crossing safety devices to meet Federal Railroad Administration (FRA) standards; and critical crossings, which prioritize at-grade crossings with the highest combined risk based on train volume, vehicle traffic, population exposure, emergency response implications, and crash history.

Grade-separated railroad crossings are addressed in **Chapter 1** as components of the Master Roadway Network. The following subsections address the Quiet Zone program and the Critical Crossings priority list.

### Quiet Zones

The City's Quiet Zone program was established under authority granted by the FRA Train Horn Rule, which took effect in June 2005. The rule allows municipalities to designate Quiet Zones at eligible railroad crossings where supplemental safety measures are in place, eliminating the requirement for trains to sound their horns. Quiet Zone treatments range from raised medians and channelization to wayside horn systems and quad-gate configurations, depending on the geometry and risk profile of each crossing.

As of 2026, the City has established or is actively completing Quiet Zones at 54 crossings across all 11 Council Districts, served by BNSF Railway, Union Pacific Railroad (UPRR), Fort Worth and Western Railroad (FWWR), and the Trinity Railway Express (TRE). An additional 14 crossings are in the programmed or planned pipeline. The Comprehensive Quiet Zone Map shown in **Figure 8.18** identifies existing and planned quiet zones throughout Fort Worth and illustrates their relationship to the broader roadway and rail network. **Table 8.12** identifies the 19 active and forward-looking projects organized by program status.

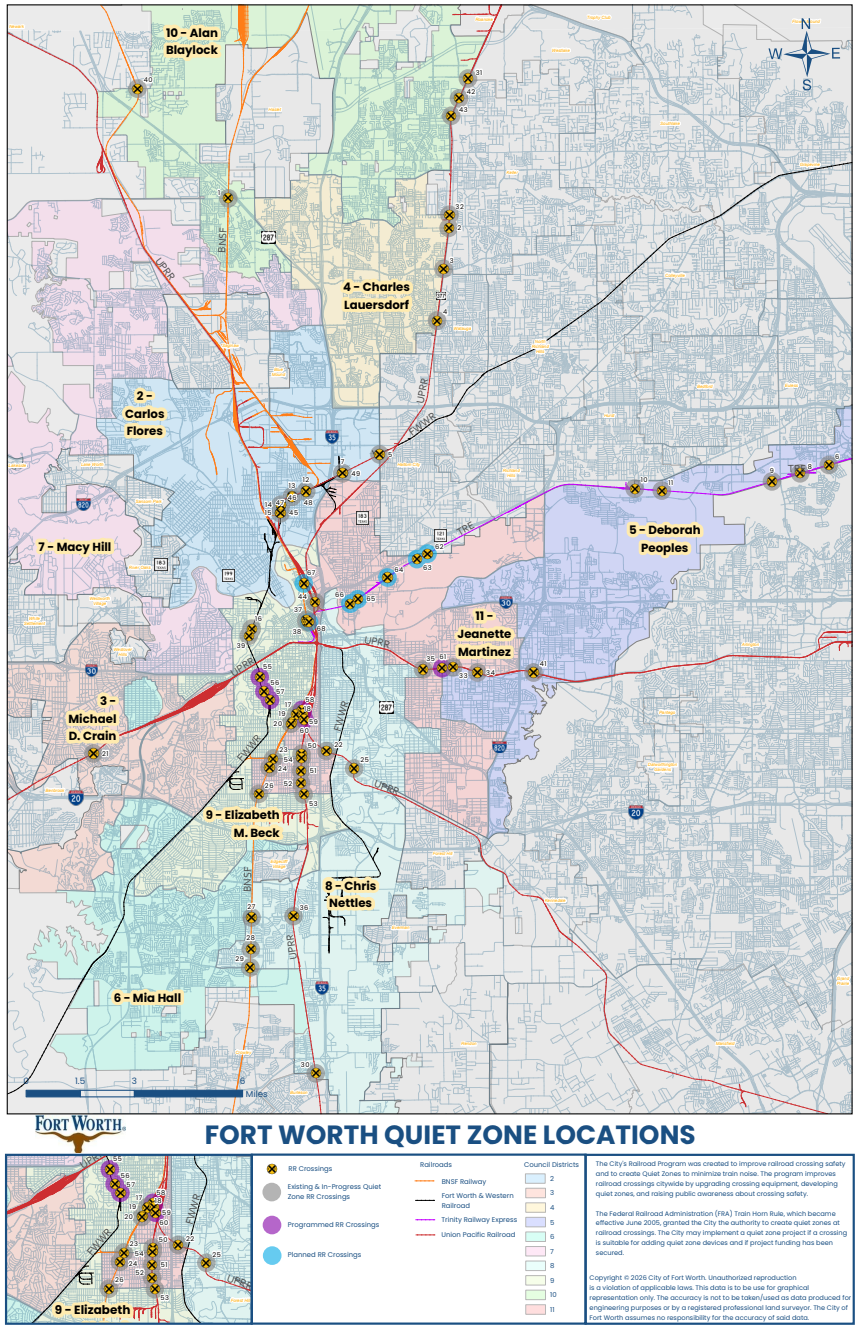



*Figure 8.18: Comprehensive Quiet Zone Map*

## Table 8.12: Quiet Zone Program: Active and Priority Crossings

| Map ID | Railroad | Crossing Location | Program Status | QZ Treatment |
|---|---|---|---|---|
| **In-Progress Quiet Zone Crossings (5)** | | | | |
| 50 | UPRR | W Bewick St | In Progress | Median |
| 51 | UPRR | W Dickson St | In Progress | Median |
| 52 | UPRR | W Bolt St | In Progress | Median |
| 53 | UPRR | W Kellis St | In Progress | Median |
| 54 | UPRR | W Biddison St | In Progress | Median |
| **Programmed Quiet Zone Crossings (7)** | | | | |
| 55 | FWWR | Mistletoe Blvd | Programmed | Median |
| 56 | FWWR | Park Place Ave | Programmed | Four Quad-Gates |
| 57 | FWWR | Windsor Pl | Programmed | Four Quad-Gates |
| 58 | UPRR | W Jessamine St | Programmed | Wayside Horn System |
| 59 | UPRR | Page St | Programmed | Channelization |
| 60 | UPRR | W Morningside Dr | Programmed | Median |
| 61 | UPRR | Oakland/Miller Ave | Programmed | Median |
| **Planned Quiet Zone Crossings (7)** | | | | |
| 62 | TRE | Elliott Reeder Rd | Planned | Median |
| 63 | TRE | Haltom Rd | Planned | Median |
| 64 | TRE | N Beach St | Planned | Median |
| 65 | TRE | Riverside Dr | Planned | Modify Existing Quad Gates |
| 66 | TRE | S Judkins St | Planned | Median |
| 67 | UPRR | Cold Springs Rd | Planned | Wayside Horn System |
| 68 | UPRR | E 9th St | Planned | Four Quad-Gates |

## Critical RR Crossings

In addition to the Quiet Zone program, the City has identified a set of critical at-grade crossings that warrant priority attention due to their combined risk profile. Critical crossings are defined as locations with significant daily train and vehicle volumes that create elevated risk for motorists, pedestrians, and emergency responders.

To qualify for consideration, a crossing must meet both of the following minimum thresholds: an average of at least 10 trains traversing the crossing daily based on Federal Railroad Administration (FRA) data, and at least 10,000 average annual daily trips (AADT) based on TxDOT traffic counts. Trinity Railway Express crossings were removed from consideration given the short crossing times associated with commuter rail operations.

Crossings meeting the minimum thresholds were then ranked using a weighted multi-criteria methodology. Rankings were based on seven factors:

| Criterion | Data Source | Weight |
|---|---|---|
| Daily train volume | Federal Railroad Administration (FRA) | 25% |
| Average annual daily trips (AADT) | TxDOT | 25% |
| Population within half-mile radius | 2020 U.S. Census | 10% |
| School enrollment within half-mile radius | Texas Education Agency | 10% |
| Emergency responder crossing interactions | TRAINFO / CoFW FD Dispatch Logs | 10% |
| Responder delay potential | TRAINFO / CoFW FD Dispatch Logs | 10% |
| Reported crashes | TxDOT | 10% |

**Table 8.13** presents the ten priority critical crossings identified through this methodology, along with two additional locations currently under consideration for inclusion.

### Table 8.13: Critical Railroad Crossings Priority List

| Rank | Crossing ID | Road | Rail Subdivision | Status |
|---|---|---|---|---|
| 1 | 020469T | Sycamore School Road | Fort Worth Sub (BNSF) | Priority |
| 2 | 971462V/795367R | North Beach St | Choctaw/Carrollton Subs (UP) | Priority |
| 3 | 020478S | W Seminary Drive | Fort Worth Sub (BNSF) | Priority |
| 4 | 415961F | Sycamore School Road | Fort Worth Sub (UP) | Priority |
| 5 | 020543V | W Bonds Ranch Road | Fort Worth Sub (BNSF) | Priority |
| 6 | 020486J | Hemphill Street | Fort Worth Sub (BNSF) | Priority |
| 7 | 020467E | W Risinger Road | Fort Worth Sub (BNSF) | Priority |
| 8 | 795359Y | N Tarrant Parkway | Choctaw Sub (UP) | Priority |
| 9 | 795360T | Basswood Boulevard | Choctaw Sub (UP) | Priority |
| 10 | 415963U | W Risinger Road | Fort Worth Sub (UP) | Priority |
| 11 | 672928L | W Seventh Street | Fort Worth Sub (FWWR) | Under Consideration |
| 12 | 672931U | BU0287 / Main Street | Fort Worth Sub (FWWR) | Under Consideration |

*Note: Crossing IDs are Federal Railroad Administration (FRA) identifiers. Rankings reflect combined weighted scores across seven criteria. Lower rank = higher priority. Locations 11 and 12 are under consideration for inclusion in the priority list pending further evaluation.*

## 8.9.7. Mobility, Neighborhood Streets, and Vision Zero

The City's transportation program includes investments across three additional categories beyond major roadways and railroad: Mobility, Neighborhood Streets, and Vision Zero. Each category reflects a distinct set of priorities established through the Master Transportation Plan's evaluation framework and community input process. Projects in each category were scored and ranked using criteria tailored to program objectives, with funding allocations aligned to the program structure.

Projects in the following tables are assigned a planning horizon based on their current funding status. Near-Term projects are confirmed for funding in the current bond program and are either underway or scheduled for delivery in the next one to three years. Mid-Term projects have been scored, submitted for bond funding consideration, and are positioned as candidates for the next program cycle, typically within a four to ten year window. Long-Term projects have been identified and evaluated but carry no current bond request or have not yet achieved a qualifying score, and are expected to advance as future funding becomes available beyond the ten-year horizon. This tiering reflects the City's commitment to transparency about project readiness and fiscal capacity across the full program pipeline.

| Horizon | Definition |
|---|---|
| Near-Term | Confirmed funding in current bond program; delivery within 1-3 years |
| Mid-Term | Scored and submitted for funding consideration; candidate for next program cycle (4-10 years) |
| Long-Term | Identified and evaluated; no current bond request or qualifying score; advances as future funding becomes available (beyond 10 years) |

## Mobility

The Mobility category encompasses intersection improvements, traffic signal installations and upgrades, and streetlight projects. Together these investments improve operational efficiency, reduce conflict points, and extend the functional life of the existing transportation network. The near-term program includes nine intersection projects, 37 signal projects, and eight streetlight projects across all council districts. All listed projects are Near-Term.

### Table 8.14: Intersection Improvements

| Project | Council District | Horizon | Funding |
|---|---|---|---|
| E Exchange Ave and N Main Street | 2 | Near-Term | $6,800,000 |
| NW 25th Street and N Main Street | 2 | Near-Term | $3,200,000 |
| South Hulen St and Bellaire Dr | 3 | Near-Term | $4,400,000 |
| Bryant Irvin Rd and CityView Blvd | 3, 6 | Near-Term | $4,300,000 |
| McCart Ave and Southpark Lane | 6 | Near-Term | $4,500,000 |
| Summer Creek Dr and Sycamore School Rd | 6 | Near-Term | $2,900,000 |
| South Hulen St and Overton Ridge Blvd | 6 | Near-Term | $4,100,000 |
| Hulen Street and Sycamore School Road | 6 | Near-Term | $4,900,000 |
| W Keller Hicks Road and Alta Vista Road | 10 | Near-Term | $5,800,000 |
| **Total** | | | **$40,900,000** |

### Table 8.15: Streetlight Projects

| Project | Council District | Horizon | Funding |
|---|---|---|---|
| Neighborhood / Location | Council District | Horizon | Funding |
| Northbrook | 2 | Near-Term | $356,000 |
| Parker Essex Boaz | 8 | Near-Term | $364,000 |
| The New Mitchell Boulevard | 8 | Near-Term | $996,000 |
| The Parks of Deer Creek | 8 | Near-Term | $492,000 |
| Morningside Park | 8 | Near-Term | $308,000 |
| Sierra Vista | 8 | Near-Term | $248,000 |
| South Hills | 9 | Near-Term | $1,856,000 |
| Near Southside, Inc. | 8, 9, 11 | Near-Term | $576,000 |
| **Total** | | | **$5,196,000** |

## Table 8.16: Traffic Signal Projects

| Location | Type | Council District | Horizon | Cost Estimate |
|---|---|---|---|---|
| Ephriham Ave and NW 24th St | New Signal | 2 | Near-Term | $2,000,000 |
| E Long Ave and N Sylvania Ave | Signal Upgrade | 2, 11 | Near-Term | $600,000 |
| Golden Triangle Blvd and Misty Redwood Trl | New Signal | 4 | Near-Term | $2,000,000 |
| Basswood Blvd and Sandshell Blvd | New Signal | 4 | Near-Term | $2,000,000 |
| N Beach St and Heritage Glen Rd | Signal Upgrade | 4 | Near-Term | $600,000 |
| Tehama Ridge Pkwy and Presidio Vista Dr | New Signal | 4 | Near-Term | $2,000,000 |
| Golden Triangle Blvd and Los Barros Tr | New Signal | 4 | Near-Term | $2,000,000 |
| Tehama Ridge Pkwy and Bello Hill Ln | New Signal | 4 | Near-Term | $2,000,000 |
| N Riverside Dr and Amador Dr | New Signal | 4, 10 | Near-Term | $2,000,000 |
| E Rosedale St and S Handley Dr | Signal Upgrade | 5 | Near-Term | $600,000 |
| Precinct Line Rd and River Trails Blvd | New Signal | 5 | Near-Term | $2,000,000 |
| Boca Raton Blvd and Woodhaven Blvd | Signal Upgrade | 5 | Near-Term | $600,000 |
| Trinity Blvd and Bell Flight Blvd | Signal Upgrade | 5 | Near-Term | $600,000 |
| Trinity Blvd and Frye Rd | New Signal | 5 | Near-Term | $2,000,000 |
| Chapel Creek Blvd and Chapin Rd | New Signal | 7 | Near-Term | $1,000,000 |
| Beach Ave and Avenue J | Signal Upgrade | 8 | Near-Term | $600,000 |
| Mitchell Blvd and Avenue J | Signal Upgrade | 8 | Near-Term | $600,000 |
| Beach St and Scott Ave | Signal Upgrade | 8, 11 | Near-Term | $600,000 |
| E Seminary Dr and Wichita St | Signal Upgrade | 8, 11 | Near-Term | $600,000 |
| Vickery Ave and Conner Ave | Signal Upgrade | 8, 11 | Near-Term | $600,000 |
| S Henderson St and W Pennsylvania Ave | Signal Upgrade | 9 | Near-Term | $600,000 |
| Forest Park Blvd and Peter Smith St | Signal Upgrade | 9 | Near-Term | $600,000 |
| West 5th St and Summit Ave | Signal Upgrade | 9 | Near-Term | $750,000 |
| Seminary Ave and 6th St | Signal Upgrade | 9, 11 | Near-Term | $600,000 |
| Seminary Dr and William Fleming Ct | Signal Upgrade | 9, 11 | Near-Term | $600,000 |
| Beach St and Alta Vista Blvd | New Signal | 10 | Near-Term | $2,000,000 |
| Alta Vista Rd and Bray Birch Dr | New Signal | 10 | Near-Term | $2,000,000 |
| Park Vista Blvd and Bray Birch Dr | New Signal | 10 | Near-Term | $2,000,000 |
| Bryant Irvin Rd and Overton Ridge Blvd | Signal Upgrade | 3, 6 | Near-Term | $600,000 |
| Granbury Rd and S University Dr | Signal Upgrade | 3, 9 | Near-Term | $600,000 |
| Granbury Ave and Belden Ave | Signal Upgrade | 6, 9 | Near-Term | $600,000 |
| Risinger Rd and Poynter St | New Signal | 6, 8 | Near-Term | $2,000,000 |
| Holt St and Brendwood Stair Rd | Signal Upgrade | 11 | Near-Term | $600,000 |
| Communication/PTZ/Roadside Units at 200 Locations | Signal Upgrade | City-wide | Near-Term | $1,000,000 |
| Detection System Technology at 100 Locations | Signal Upgrade | City-wide | Near-Term | $2,000,000 |
| New Pedestrian Hybrid Beacons (PHBs) | New Signal | City-wide | Near-Term | $2,000,000 |
| Traffic Management Upgrades and Video Analytics System | Signal Upgrade | City-wide | Near-Term | $1,000,000 |
| **Total** | | | | **$44,550,000** |

## Neighborhood Streets

The Neighborhood Street Reconstruction program addresses substandard local street conditions citywide through a contract-based delivery model. Projects are identified through pavement condition assessments and prioritized using a scoring methodology that accounts for pavement distress, drainage deficiencies, traffic volumes, and equity considerations. The near-term program includes 22 contracts encompassing 91 street segments totaling 48.28 lane miles at an estimated cost of $122.3 million. All listed projects are Near-Term.

### Table 8.17: Neighborhood Street Reconstruction Projects

| Ctr. | Street Name | From | To | Lane Mi. | Est. Cost | Council District | Horizon |
|---|---|---|---|---|---|---|---|
| 1 | Brookline Ave | Arbor St | Flamingo Rd | 0.57 | $1,450,000 | 11 | Near-Term |
| 1 | Flamingo Rd | Mansfield Hwy | N Dead End | 1.76 | $4,400,000 | 11 | Near-Term |
| 2 | Childress St | Mitchell Blvd | Wichita St | 0.49 | $1,250,000 | 8 | Near-Term |
| 2 | Glen Garden Dr N | Mitchell Blvd | Wichita St | 0.81 | $2,050,000 | 8 | Near-Term |
| 2 | Jackson St | Glen Garden Dr N | Childress St | 0.36 | $1,000,000 | 8 | Near-Term |
| 2 | Trueland Dr | Glen Garden Dr S | Childress St | 0.23 | $625,000 | 8 | Near-Term |
| 3 | Ann St | E Vickery Blvd | Ave C | 0.25 | $650,000 | 8 | Near-Term |
| 3 | Argyle St | Ave D | Ave E | 0.09 | $300,000 | 8 | Near-Term |
| 3 | Ave D | Argyle St | S Riverside Dr | 0.23 | $600,000 | 8 | Near-Term |
| 3 | Ave E | W Dead End | S Riverside Dr | 0.43 | $1,075,000 | 8 | Near-Term |
| 3 | Belzise Ter | Ave C | Vickery Blvd | 0.31 | $775,000 | 8 | Near-Term |
| 3 | Belzise Ter | Ave E | Ave D | 0.13 | $325,000 | 8 | Near-Term |
| 3 | Tucker St | Exeter St | S Riverside Dr | 0.23 | $600,000 | 8 | Near-Term |
| 4 | Fairlane Ave | Miller Ave | Jean Ave | 0.82 | $2,050,000 | 11 | Near-Term |
| 4 | Hillside Ave | N Dead End | Martin St | 0.64 | $1,600,000 | 11 | Near-Term |
| 4 | Jean Ave | Martin St | Fairlane Ave | 0.23 | $600,000 | 11 | Near-Term |
| 4 | Pierce Ave | Miller Ave | E Dead End | 0.72 | $1,800,000 | 11 | Near-Term |
| 5 | Barnett St | Watson St | Tierney Rd | 0.29 | $750,000 | 11 | Near-Term |
| 5 | Grandview Dr | Meadowbrook Dr | Norma St | 0.44 | $1,100,000 | 11 | Near-Term |
| 5 | Greenlee St | Canton Dr | Putnam St | 0.15 | $400,000 | 11 | Near-Term |
| 5 | Putnam St | Rich St | E Lancaster Ave | 0.31 | $800,000 | 11 | Near-Term |
| 6 | Denair Ave | E 1st St | Lawnwood St | 0.61 | $1,525,000 | 11 | Near-Term |
| 6 | Galvez Ave | Gross St | Beach St | 0.15 | $400,000 | 11 | Near-Term |
| 6 | Galvez Ave | Riverside Dr | Denair Ave | 1.30 | $3,250,000 | 11 | Near-Term |
| 6 | Gross St | E 4th St | Lawnwood St | 0.32 | $800,000 | 11 | Near-Term |
| 6 | Lawnwood St | Riverside Dr | Brandies St | 1.30 | $3,250,000 | 11 | Near-Term |
| 6 | Lawnwood St | S De Costa St | Beach St | 0.35 | $875,000 | 11 | Near-Term |

## Table 8.17: Neighborhood Street Reconstruction Projects (cont'd)

| Ctr. | Street Name | From | To | Lane Mi. | Est. Cost | Council District | Horizon |
|---|---|---|---|---|---|---|---|
| 7 | 31st St | Titus St | Sherman Ave | 0.25 | $625,000 | 2 | Near-Term |
| 7 | 32nd St | Rock Island St | McCandless St | 0.23 | $575,000 | 2 | Near-Term |
| 7 | Kearney Ave | Azle Ave | Loraine St | 0.46 | $1,150,000 | 2 | Near-Term |
| 7 | Rock Island St | NW 23rd St | NW 31st St | 1.85 | $4,625,000 | 2 | Near-Term |
| 8 | Moberly St | Trentman St | Miller Ave | 0.60 | $1,500,000 | 11 | Near-Term |
| 8 | Pecos St | Trentman St | E Fairfax Ave | 0.26 | $700,000 | 11 | Near-Term |
| 8 | Shackleford St | Pecos St | Arbor St | 0.48 | $1,200,000 | 11 | Near-Term |
| 9 | 29th St | Commerce St | Decatur Ave | 1.48 | $3,900,000 | 2 | Near-Term |
| 9 | 30th St | N Pecan St | N Hays St | 0.99 | $2,500,000 | 2 | Near-Term |
| 9 | 31st St | N Pecan St | N Hays St | 0.99 | $2,475,000 | 2 | Near-Term |
| 9 | Hays St | NE 30th St | NE 31st St | 0.26 | $650,000 | 2 | Near-Term |
| 9 | Terry St | NE 29th St | NE 30th St | 0.31 | $775,000 | 2 | Near-Term |
| 10 | 29th St | Hanna Ave | Roosevelt Ave | 0.45 | $1,125,000 | 2 | Near-Term |
| 10 | Chestnut Ave | NW 28th St | NW Loraine St | 0.22 | $550,000 | 2 | Near-Term |
| 10 | Gould Ave | NW 26th St | N Dead End | 0.25 | $625,000 | 2 | Near-Term |
| 10 | Loraine St | Loving Ave | Market Ave | 0.57 | $1,425,000 | 2 | Near-Term |
| 10 | Market Ave | NW Loraine St | NW 29th St | 0.12 | $300,000 | 2 | Near-Term |
| 10 | NW 24th St | Roosevelt Ave | Refugio Ave | 1.60 | $4,000,000 | 2 | Near-Term |
| 10 | Pearl Ave | NW Loraine St | NW 29th St | 0.11 | $275,000 | 2 | Near-Term |
| 11 | Arbor Ave | Francis Dr | Cherry Ln | 0.69 | $1,725,000 | 3 | Near-Term |
| 11 | Broadmoor Dr | Julie Ave | Tanner Ave | 0.22 | $550,000 | 3 | Near-Term |
| 11 | Francis Dr | Julie Ave | Doreen Ave | 0.39 | $1,000,000 | 3 | Near-Term |
| 11 | Julie Ave | Karen St | Broadmoor Dr | 0.24 | $600,000 | 3 | Near-Term |
| 11 | Karen St | Julie Ave | Doreen Ave | 0.32 | $800,000 | 3 | Near-Term |
| 11 | Tanner Ave | Karen St | Francis Dr | 0.57 | $1,500,000 | 3 | Near-Term |
| 12 | 6th Ave | W Berry St | W Shaw St | 0.59 | $1,500,000 | 9 | Near-Term |
| 12 | Bowie St | Cleburne Rd | Ryan Place | 1.30 | $3,250,000 | 9 | Near-Term |
| 12 | Devitt St | Gordon Ave | E Dead End | 1.23 | $3,075,000 | 9 | Near-Term |
| 12 | W Shaw St | 8th Ave | 6th Ave | 0.34 | $850,000 | 9 | Near-Term |
| 13 | Collard St | Millet Ave | Tarrant Rd | 1.25 | $3,125,000 | 11 | Near-Term |
| 13 | Fitzhugh Ave | Vaughn Blvd | S Collard St | 0.26 | $650,000 | 11 | Near-Term |
| 13 | Little St | Thannisch Ave | Tarrant Rd | 0.22 | $600,000 | 11 | Near-Term |
| 13 | Tarrant Rd | Bishop St | Campbell St | 0.45 | $1,125,000 | 11 | Near-Term |

## Table 8.17: Neighborhood Street Reconstruction Projects (cont'd)

| Ctr. | Street Name | From | To | Lane Mi. | Est. Cost | Council District | Horizon |
|---|---|---|---|---|---|---|---|
| 14 | Dickson St | McCart Ave | 150 ft East of Gordon Ave | 0.65 | $1,625,000 | 11 | Near-Term |
| 14 | Drew St | Livingston Ave | Gordon Ave | 0.22 | $600,000 | 11 | Near-Term |
| 14 | Livingston Ave | W Waggoman St | W Drew St | 0.42 | $1,050,000 | 11 | Near-Term |
| 14 | Waggoman St | McCart Ave | Livingston Ave | 0.81 | $2,025,000 | 11 | Near-Term |
| 15 | Ave G | Miller Ave | Coleman Ave | 0.31 | $775,000 | 5 | Near-Term |
| 15 | Craig St | Mims St | Rosehill Dr | 0.51 | $1,275,000 | 5 | Near-Term |
| 15 | Griggs Ave | N Dead End | Rosedale St | 0.47 | $1,175,000 | 5 | Near-Term |
| 15 | Rosehill Dr | Craig St | E Lancaster Ave | 1.17 | $2,925,000 | 5 | Near-Term |
| 15 | Windowmere St | Griggs Ave | S Hughes Ave | 0.22 | $550,000 | 5 | Near-Term |
| 16 | W Biddison St N | McCart Ave | E Dead End | 1.10 | $2,750,000 | 9 | Near-Term |
| 16 | Monda St | McCart Ave | E Dead End | 0.72 | $1,800,000 | 11 | Near-Term |
| 17 | Broadway Ave E | W Dead End | Cromwell St | 0.19 | $475,000 | 8 | Near-Term |
| 17 | Cromwell St | N Dead End | Martin Luther King Fwy | 0.44 | $1,100,000 | 8 | Near-Term |
| 17 | Daggett Ave | S Riverside Dr | Cromwell St | 0.22 | $600,000 | 8 | Near-Term |
| 17 | Hattie St | Martin Luther King Fwy | McCurdy St | 0.11 | $300,000 | 8 | Near-Term |
| 17 | Stella St | W Dead End | Cromwell St | 0.09 | $300,000 | 8 | Near-Term |
| 18 | E. Magnolia Ave | New York Ave | Hillside Park Dr | 0.26 | $650,000 | 8 | Near-Term |
| 18 | Magnolia Ave | Argyle St | S Riverside Dr | 0.20 | $500,000 | 8 | Near-Term |
| 18 | Milano St | E Magnolia Ave | E Myrtle St | 0.26 | $650,000 | 8 | Near-Term |
| 18 | Morphy St | Mansfield Ave | S Riverside Dr | 0.51 | $1,500,000 | 8 | Near-Term |
| 19 | Benton Ave | Dallas Ave | Hampshire Blvd S | 0.36 | $900,000 | 11 | Near-Term |
| 19 | Joseph Ln | Dallas Ave | S Hampshire Blvd | 0.24 | $600,000 | 11 | Near-Term |
| 19 | Vinson St | House St | E Dead End | 0.51 | $1,275,000 | 11 | Near-Term |
| 19 | Watson St | E Lancaster Ave | Panola Ave | 0.29 | $725,000 | 11 | Near-Term |
| 20 | Bourine St | Donnelly Ave | Geddes Ave | 0.14 | $500,000 | 6 | Near-Term |
| 20 | Donnelly Ave | Bourine St | Faron St | 0.23 | $600,000 | 6 | Near-Term |
| 20 | Littlepage St | Helmick Ave | Humbert Ave | 0.24 | $600,000 | 6 | Near-Term |
| 20 | Helmick Ave | Littlepage St | Halloran St | 0.22 | $571,000 | 6 | Near-Term |
| 20 | Neville St | Farnsworth Ave | Blackmore Ave | 0.26 | $650,000 | 6 | Near-Term |
| 21 | David Strickland Rd | East Loop 820 South | E Dead End | 0.89 | $2,225,000 | 5 | Near-Term |
| 21 | Vesta Farley Rd | East Loop 820 South | E Dead End | 0.88 | $2,200,000 | 5 | Near-Term |
| 22 | David Strickland Rd | Parker Henderson Rd | East Loop 820 South | 2.07 | $5,175,000 | 11 | Near-Term |
| | **Total** | | | **48.28** | **$122,271,000** | | |

## Vision Zero

The Vision Zero program reflects the City's commitment to eliminating traffic fatalities and serious injuries on Fort Worth streets. The program is organized into three sub-categories: Schools and Neighborhood Safety, which funds infrastructure improvements within a half-mile of middle schools; Sidewalks, which addresses gaps in the pedestrian network using a scored prioritization methodology; and Roadway Safety Upgrades, a citywide program targeting high-injury network corridors. The near-term program funds seven Schools and Neighborhood Safety projects, ten priority sidewalk projects, and a citywide safety upgrade program.

### Table 8.18: Schools and Neighborhood Safety Projects

| Project | CD | Dept. Score | Merged Score | Funding | Horizon |
|---|---|---|---|---|---|
| J Martin Jacquet Middle | 5 | 71 | 62.21 | $1,567,440 | Near-Term |
| Fort Worth Academy of Fine Arts | 3 | 71 | 56.58 | $1,214,304 | Near-Term |
| Meacham Middle | 2 | 57 | 50.53 | $888,272 | Near-Term |
| Monning Middle | 3 | 43 | 45.49 | $6,657,728 | Near-Term |
| Rosemont Middle | 9 | 43 | 44.41 | $1,117,312 | Near-Term |
| Riverside Middle | 11 | 43 | 43.73 | $1,686,496 | Near-Term |
| Forest Oak Middle | 11 | 43 | 43.66 | $798,336 | Near-Term |
| Lucyle Collins Middle School | 2 | 43 | 43.11 | $884,128 | Mid-Term |
| Meadowbrook Middle | 11 | 43 | 42.64 | $1,209,600 | Mid-Term |
| Burton Hill Elementary | 3 | 43 | 40.91 | $810,432 | Mid-Term |
| Meadowcreek Elementary | 6 | 43 | 40.79 | $2,965,200 | Mid-Term |
| Como Elementary | 6 | 43 | 39.43 | $671,888 | Mid-Term |
| North Hi Mount Elementary | 7 | 43 | 39.43 | $173,376 | Mid-Term |
| Howell Elementary | 11 | 43 | 39.43 | $621,824 | Mid-Term |
| John M Tidwell Middle | 10 | 43 | 39.19 | $963,200 | Mid-Term |
| Western Hills Primary and Western Hills Elementary | 4 | 0 | 24.94 | -- | Long-Term |
| Wedgwood 6th | 6 | 0 | 23.32 | -- | Long-Term |
| Sam Rosen Elementary | 2 | 0 | 23.06 | -- | Long-Term |
| Wedgwood Middle | 9 | 0 | 20.51 | -- | Long-Term |
| Sunrise McMillan Elementary | 5 | 0 | 18.00 | -- | Long-Term |

### Table 8.19: Priority Sidewalk Projects

| Project | CD | Merged Score | Funding | Horizon |
|---|---|---|---|---|
| Ellis Ave (south) | 2 | 87.76 | $3,500,000 | Near-Term |
| E Berry Street South | 8 | 83.72 | $2,301,761 | Near-Term |
| Ellis Ave (north) | 2 | 81.44 | $1,170,000 | Near-Term |
| Granbury Road | 6, 9 | 75.89 | $2,084,653 | Near-Term |
| NW 26th St | 2 | 73.10 | $3,442,703 | Near-Term |
| Glen Garden Dr | 8 | 72.96 | $921,025 | Near-Term |
| Ederville Road | 5 | 71.84 | $2,679,000 | Near-Term |
| Cleburne Road | 9 | 69.50 | $2,359,571 | Mid-Term |
| Columbus Avenue | 2 | 68.97 | $927,602 | Mid-Term |
| Stockyards | 2 | 68.32 | $1,170,000 | Mid-Term |
| Ederville Road S | 11 | 66.90 | $1,602,412 | Mid-Term |
| New York Ave | 8 | 66.34 | $1,123,855 | Mid-Term |
| Fletcher Avenue | 6 | 65.05 | $3,312,864 | Mid-Term |

*Projects scoring below 65 remain in the program pipeline subject to future bond cycles and available funding. The full ranked sidewalk inventory is available as an appendix to this Plan.*

### Table 8.20: Vision Zero Roadway Safety Upgrades

| Project | CD | Horizon | Funding |
|---|---|---|---|
| Roadway Safety Upgrades | City-wide | Near-Term | $12,300,000 |

## 8.9.8. Active Transportation Priority Projects

The Active Transportation (AT) priority list reflects a refreshed evaluation of bicycle and pedestrian needs using updated data and a consistent, mode-specific scoring framework, as shown in **Figure 8.18**. Projects were analyzed within four separate categories, sidewalk gaps, bikeways, trails, and crossing gaps, because each facility type serves different functions, has unique design considerations, and requires different inputs for evaluating mobility, safety, and connectivity benefits. As a result, rankings were developed within each category rather than across modes.

Bike and technology lane maintenance is critical to delivering high-quality protected infrastructure. While bike lane cleaning technology has advanced, it is still in its early stages. The City of Fort Worth is currently piloting hand-sweeping of protected bikeways through a partnership between Transportation & Public Works and Environmental Services, with approximately $25,000 allocated annually for this effort. As the City's high-comfort network continues to expand, maintenance funding, staffing, and technology will need to scale accordingly.

To support long-term planning, the Texas A&M Transportation Institute will develop a mid- to long-range maintenance white paper that documents recommended cleaning cycles, estimated costs per mile, and available technologies for efficient system maintenance.

These facilities are no longer used only by cyclists. They also support scooters, e-bikes, and emerging delivery technologies. As Fort Worth's mobility system evolves, bike infrastructure will increasingly serve not just commuters and recreational users, but also last-mile freight and micromobility services—making consistent, reliable maintenance more important than ever.

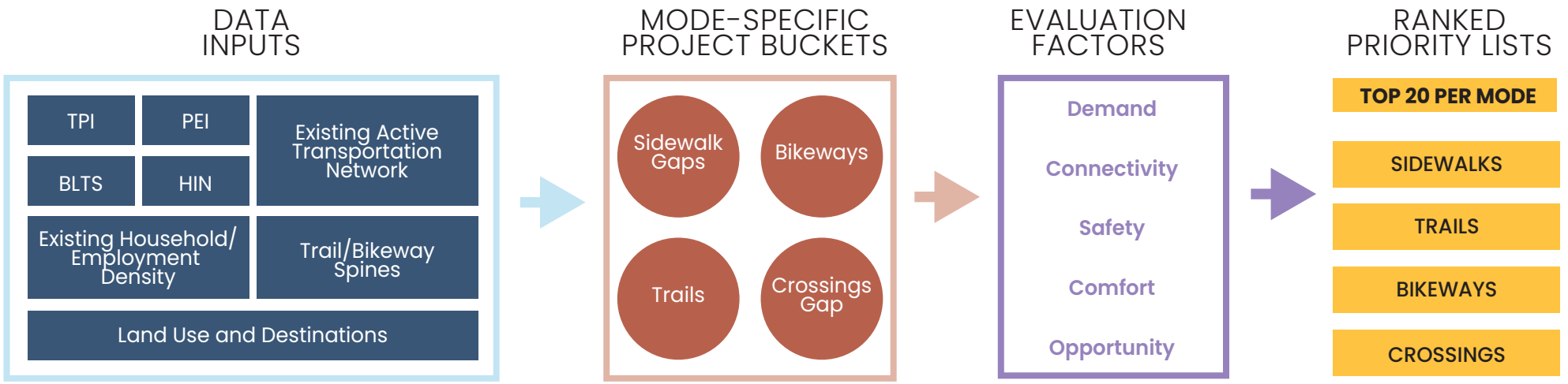



*Figure 8.19: Active Transportation Prioritization Framework*

The AT projects prioritization focuses on planning-level measures of demand, connectivity gaps, safety needs, comfort conditions, and opportunities to connect with transit or other major destinations. The evaluation applies metrics such as the TPI, household and employment density, the HIN, the Pedestrian Experience Index (PEI), and the BLTS, along with network continuity and gap-closure potential. This methodology allows each project to be assessed consistently within its category using the most current data available.

The resulting prioritized lists, as shown in **Figure 8.18**, **Figure 8.21**, **Figure 8.22**, **Figure 8.23**, and **Figure 8.24**, include the top 20 projects within each facility type. These rankings identify where walking and bicycling improvements can have the most meaningful impact and provide a foundation for future multimodal investment that supports the goals of the MTP.

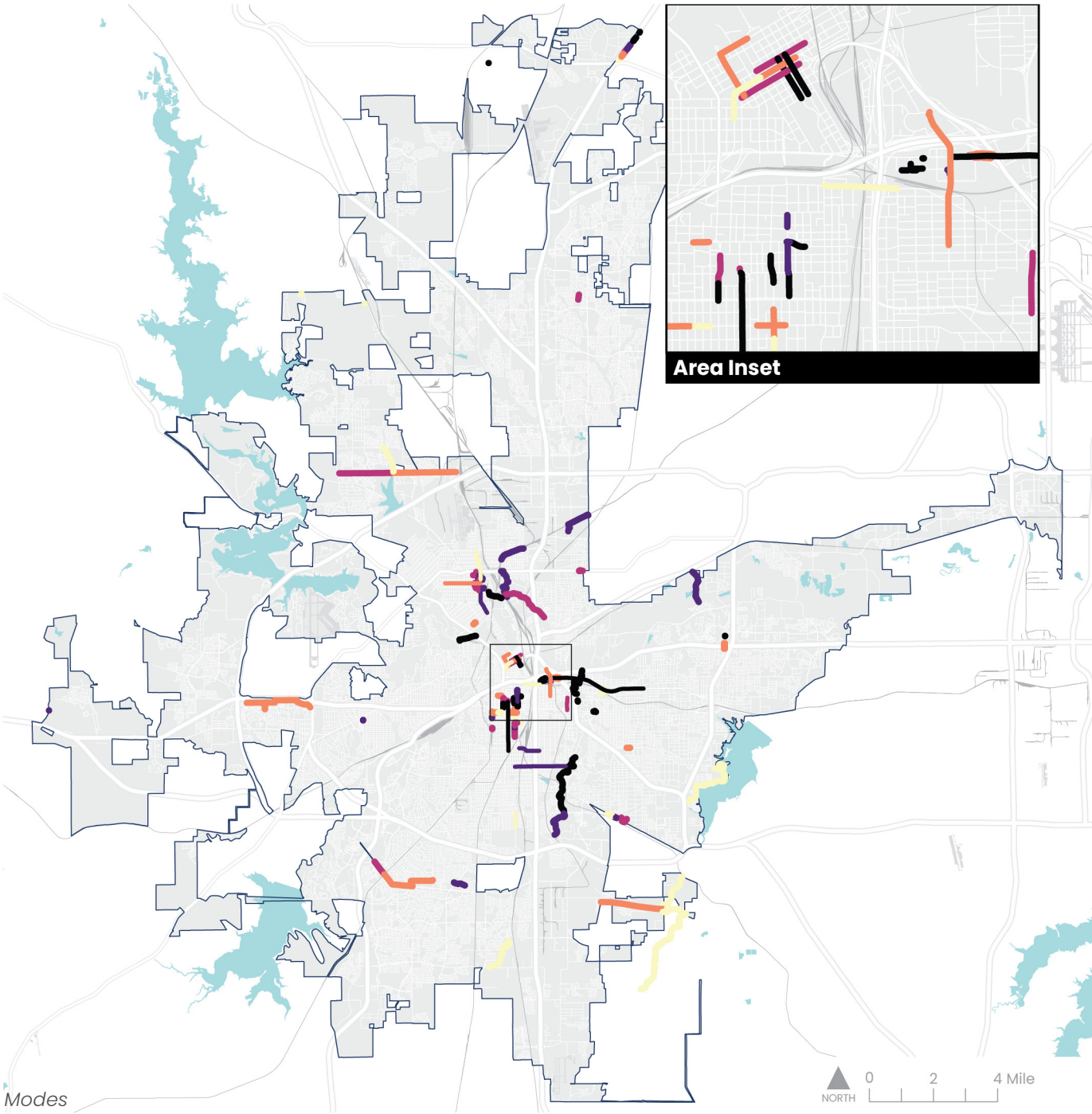



*Figure 8.20: Active Transportation Priority Corridor by All Modes*

A ranked summary of Active Transportation projects for each mode is provided in this section. Supporting materials, including methodology sheets, demand analysis layers, and planning-level cost assumptions, are included in the appendix.

## Table 8.21: Top 20 Priorities by Bikeway Projects

| Project ID | Project Description | Prioritized Rank | Total Score | Opportunity Score | Connectivity Score | # of Connections | Demand Score | Average Demand | Safety Score | HIN Alignment % | Comfort Score | Avg. BLTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1004 | Lancaster Ave from Beach St to Beach St | 1 | ●●●●○ | ●●●●○ | ●●●○○ | 5 | ●●○○○ | 41.69 | ●●●●● | ●●●●● | ●●●●● | 3.81 |
| 1620 | Calhoun St from 9th St to 3rd St | 2 | ●●●●○ | ●●○○○ | ●●●○○ | 5 | ●●●●● | 69.27 | ●●●●● | ●●●●● | ●●●●● | 4.00 |
| 1533 | College Ave from Capps St to Terrell Ave | 3 | ●●●●○ | ●●○○○ | ●●●●● | 8 | ●●●●● | 74.93 | ●○○○○ | ●○○○○ | ●●●●● | 4.00 |
| 384 | Commerce St from 9th St to 3rd St | 4 | ●●●●○ | ●●○○○ | ●●●●○ | 6 | ●●●●● | 69.27 | ●●●●● | ●●●●● | ●●●●● | 3.50 |
| 430 | Berry St from Hemphill St to Riverside Dr | 5 | ●●●●○ | ●●●●● | ●○○○○ | 2 | ●●●○○ | 47.42 | ●●●●● | ●●●●● | ●●●●● | 4.00 |
| 423 | Jennings Ave from Terrell Ave to Pennsylvania Ave | 6 | ●●●●○ | ●●●●○ | ●○○○○ | 2 | ●●●●● | 83.02 | ●●●●● | ●●●●● | ●●●●● | 4.00 |
| 80 | Morningside Dr from May St to Evans Ave | 7 | ●●●●○ | ●●●●● | ●●○○○ | 3 | ●●●○○ | 53.58 | ●●●●○ | ●●●●○ | ●●●●● | 4.00 |
| 440 | Main St from Northside Dr to 23rd St | 8 | ●●●●○ | ●○○○○ | ●●○○○ | 3 | ●●●●○ | 58.66 | ●●●●● | ●●●●● | ●●●●● | 4.00 |
| 238 | Ellis Ave/26th St from 23rd St to Main St | 9 | ●●●●○ | ●●●●● | ●○○○○ | 1 | ●●●●○ | 60.51 | ●●●●● | ●●●●● | ●●●●○ | 3.00 |
| 153 | Riverside Dr from Rosedale St to Vickery Blvd | 10 | ●●●●○ | ●●●●● | ●●○○○ | 3 | ●●●○○ | 21.13 | ●●●●● | ●●●●● | ●●●●● | 4.00 |
| 422 | 5th St from Cherry St to Jones St | 11 | ●●●●○ | ●●●○○ | ●●●●○ | 6 | ●●●●● | 68.38 | ●●○○○ | ●●○○○ | ●●●●● | 3.72 |
| 88 | 3rd St from Throckmorton St to Pecan St | 12 | ●●●●○ | ●●○○○ | ●●●●● | 8 | ●●●●● | 67.82 | ●○○○○ | ●○○○○ | ●●●●○ | 3.28 |
| 374 | 4th St from Throckmorton St to Jones St | 13 | ●●●●○ | ●●○○○ | ●●●●● | 7 | ●●●●● | 68.95 | ●○○○○ | ●○○○○ | ●●●●● | 3.80 |
| 1617 | Burnett St/Belknap St from 5th St to Houston St | 14 | ●●●●○ | ●●○○○ | ●●●●● | 8 | ●●●●● | 66.75 | ●●○○○ | ●●○○○ | ●●●●○ | 3.28 |
| 467 | 25th St from Roosevelt Ave to Main St | 15 | ●●●●○ | ●●●●○ | ●○○○○ | 1 | ●●●●○ | 60.74 | ●●●●● | ●●●●● | ●●●●● | 4.00 |
| 63 | Tennessee Ave/Pine St/IM Terrell Way from Hattie St to IM Terrell Cir | 16 | ●●●●○ | ●●●●○ | ●●●●○ | 6 | ●●●●○ | 57.43 | ●●●○○ | ●●●○○ | ●●○○○ | 2.05 |
| 126 | Main St from 26th St to Long Ave | 17 | ●●●●○ | ●●●●● | ●○○○○ | 0 | ●●●●○ | 56.66 | ●●●●● | ●●●●● | ●●●●● | 4.00 |
| 2 | Macon St/4th St from 10th St to Throckmorton St | 18 | ●●●●○ | ●●○○○ | ●●●●● | 8 | ●●●●○ | 65.32 | ●○○○○ | ●○○○○ | ●●●●○ | 3.24 |
| 81 | Vickery Blvd from Main St to Kentucky Ave | 19 | ●●●●○ | ●●●○○ | ●●●○○ | 4 | ●●●●● | 77.95 | ●○○○○ | ●○○○○ | ●●●●● | 4.00 |
| 48 | Hemphill St from Felix St to Seminary Dr | 20 | ●●●●○ | ●●●●○ | ●○○○○ | 1 | ●●●○○ | 53.92 | ●●●●● | ●●●●● | ●●●●● | 4.00 |

*Score Symbols are defined as the following: ●●●●●: Very High; ●●●●○: High; ●●●○○: Medium; ●●○○○: Low; ●○○○○: Very Low*

# Top 20 Priorities by Bikeway Projects

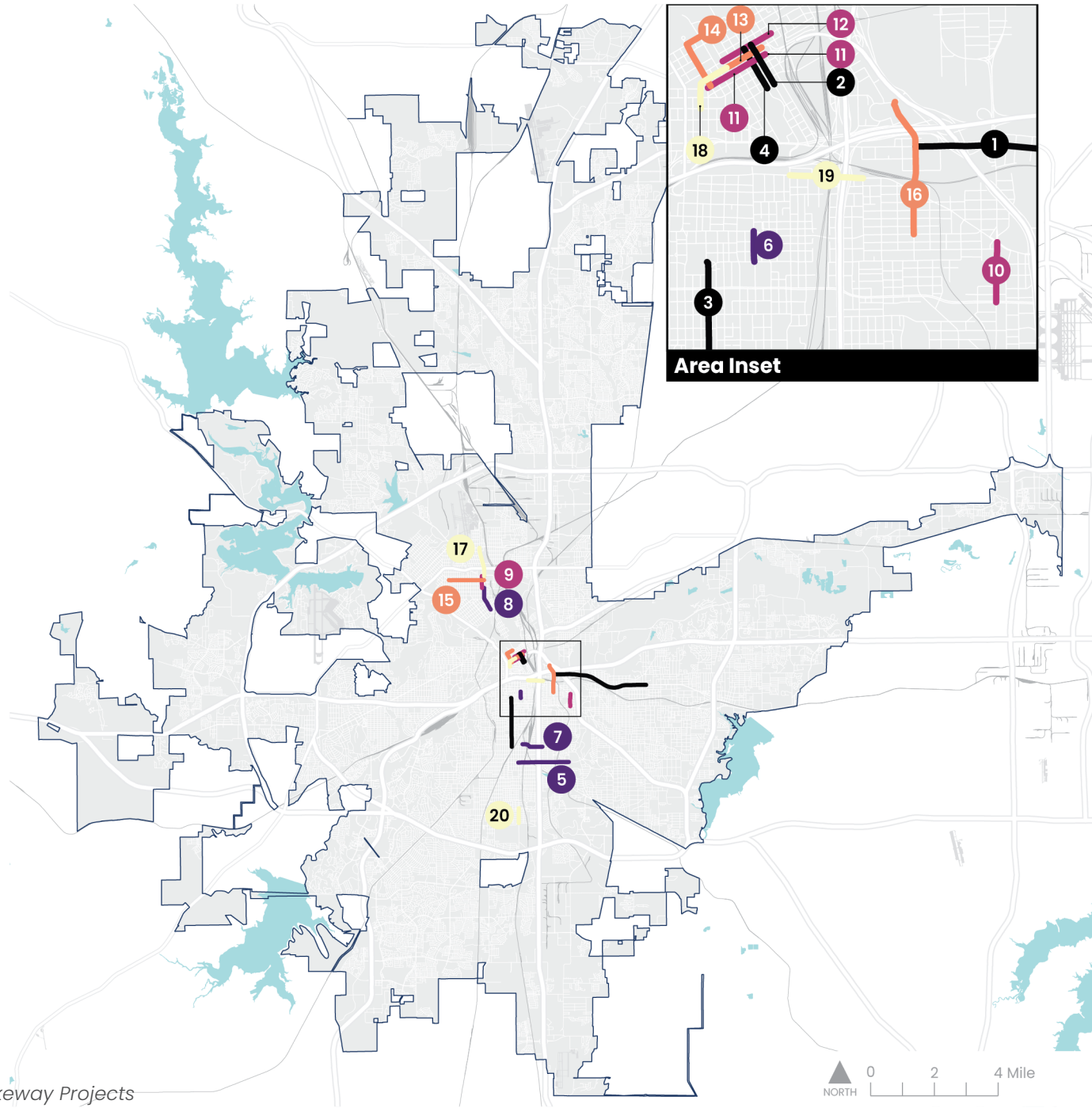



*Figure 8.21: Active Transportation Priority Corridor by Bikeway Projects*

A ranked summary of Active Transportation projects for each mode is provided in this section. Supporting materials, including methodology sheets, demand analysis layers, and planning-level cost assumptions, are included in the appendix.

## Table 8.22: Top 20 Priorities by Trail Projects

| Project ID | Project Description | Prioritized Rank | Total Score | Opportunity Score | Spine Score | Spine Alignment | Connectivity Score | Number of Connections |
|---|---|---|---|---|---|---|---|---|
| 622 | Marine Creek Trail from 23rd St to Trinity River Trail | 1 | ●●●●● | ●●●●○ | 1 | TRUE | ●●●●● | 5 |
| 710 | Trinity Trail (North Bank) from University Dr to SH 199 | 2 | ●●●●● | ●●●●● | 1 | TRUE | ●●●○○ | 3 |
| 605 | Sycamore Creek Trail from I-30 to Sycamore Park | 3 | ●●●●○ | ●●●●○ | 1 | TRUE | ●●●○○ | 3 |
| 704 | Sycamore Creek Trail from Cobb Park (Old Mansfield Rd) to Carter Park (Seminary Dr) | 4 | ●●●●○ | ●●●●● | 1 | TRUE | ●○○○○ | 1 |
| 515 | Krauss Baker Park/Woodmont Park Trail Connection from Krauss Baker Park (McCart Ave) to Woodmont Park (Woodmont Trl) | 5 | ●●●●○ | ●●●●○ | 1 | TRUE | ●●○○○ | 2 |
| 620 | TEXRail Trail Segments from Trinity River (near Trail Drivers Park) to TEXRail Mercantile Center Station | 6 | ●●●●○ | ●●●●○ | 1 | TRUE | ●○○○○ | 1 |
| 2300 | Fossil Creek Trail from TX-121 (Fort Worth/Richland Hills City Limits) to Existing Trinity Trail | 7 | ●●●○○ | ●●●○○ | 1 | TRUE | ●●○○○ | 2 |
| 593 | Sycamore Creek Trail from Seminary Dr to Fair Park Blvd | 8 | ●●●○○ | ●●●●● | 1 | TRUE | ●○○○○ | 0 |
| 642 | Crawford Farms Park Trail Connection from Wexford Dr (Existing Trail) to Sinclair Park Trail (Existing Trail) | 9 | ●●●○○ | ●●○○○ | 1 | TRUE | ●●○○○ | 2 |
| 618 | Trinity Trail (North Bank) from Trinity River (near Trail Drivers Park) to Riverside Park (near Embrey Pl) | 10 | ●●●○○ | ●●●○○ | 1 | TRUE | ●○○○○ | 1 |
| 713 | N/A | 11 | ●●●○○ | ●○○○○ | 1 | TRUE | ●●●○○ | 3 |
| 512 | N/A | 12 | ●●●○○ | ●●●●○ | 1 | TRUE | ●○○○○ | 0 |
| 590 | N/A | 13 | ●●●○○ | ●●●●○ | 1 | TRUE | ●○○○○ | 0 |
| 707 | Western Hills Oncor Trail North from Dale Ln to Calmont Ave (at SH 183) | 14 | ●●●○○ | ●●●●○ | 1 | TRUE | ●○○○○ | 0 |
| 507 | Wedgwood Trail from Granbury Rd to Woodway Dr | 15 | ●●●○○ | ●●○○○ | 1 | TRUE | ●○○○○ | 1 |
| 545 | N/A | 16 | ●●●○○ | ●○○○○ | 1 | TRUE | ●●○○○ | 2 |
| 659 | N/A | 17 | ●●●○○ | ●●●●○ | 1 | TRUE | ●○○○○ | 0 |
| 639 | Marine Creek Trail from Cromwell Marine Creek to Marine Creek Lake Trail | 18 | ●●●○○ | ●○○○○ | 1 | TRUE | ●●○○○ | 2 |
| 694 | N/A | 19 | ●●●○○ | ●●●●○ | 1 | TRUE | ●○○○○ | 0 |
| 596 | N/A | 19 | ●●●○○ | ●●●●○ | 1 | TRUE | ●○○○○ | 0 |
| 692 | N/A | 19 | ●●●○○ | ●●●●○ | 1 | TRUE | ●○○○○ | 0 |
| 584 | N/A | 19 | ●●●○○ | ●●●●○ | 1 | TRUE | ●○○○○ | 0 |
| 703 | N/A | 19 | ●●●○○ | ●●●●○ | 1 | TRUE | ●○○○○ | 0 |

*Score Symbols are defined as the following: ●●●●●: Very High; ●●●●○: High; ●●●○○: Medium; ●●○○○: Low; ●○○○○: Very Low*

# Top 20 Priorities by Trail Projects

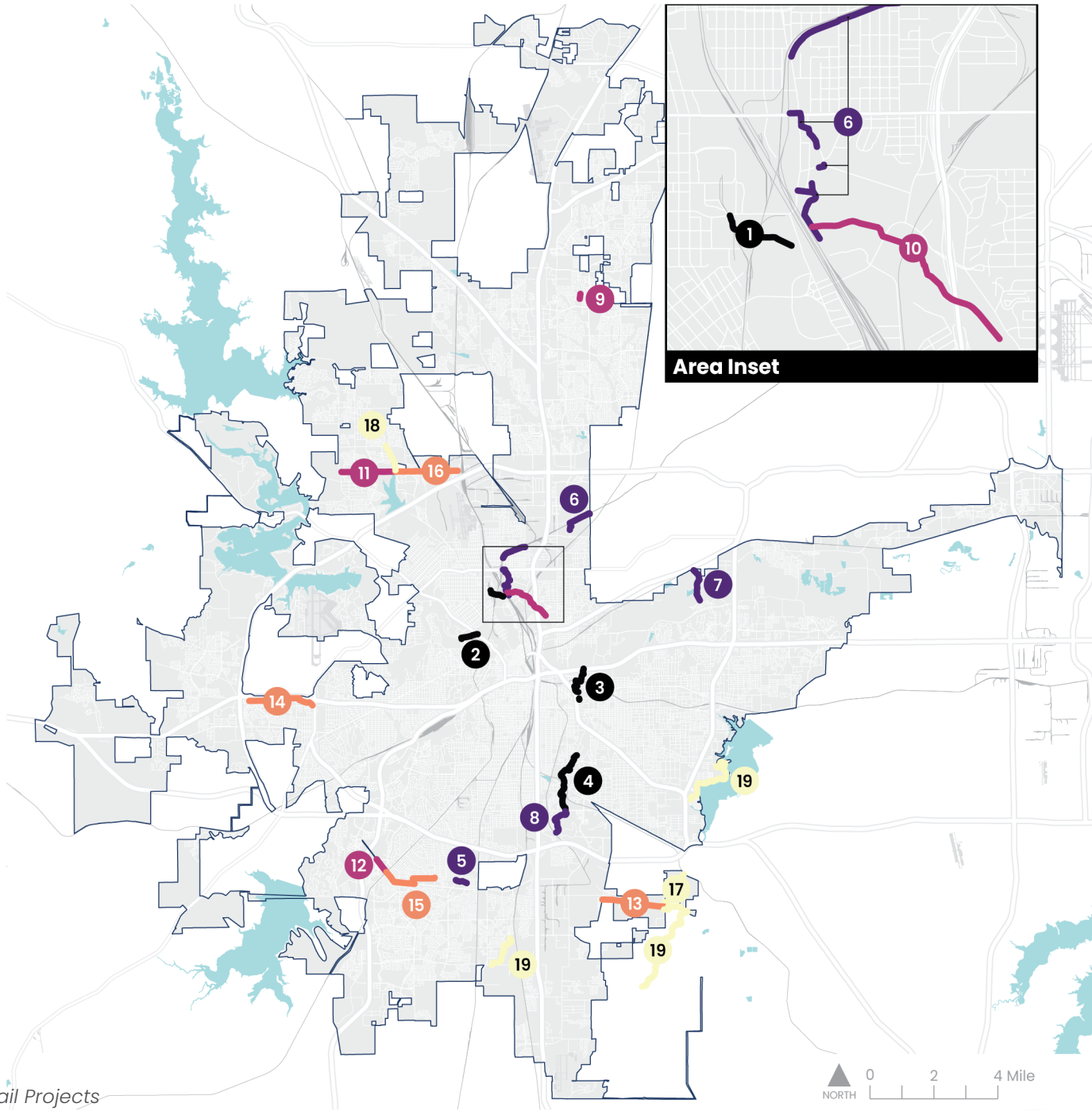



*Figure 8.22: Active Transportation Priority Corridor by Trail Projects*

A ranked summary of Active Transportation projects for each mode is provided in this section. Supporting materials, including methodology sheets, demand analysis layers, and planning-level cost assumptions, are included in the appendix.

## Table 8.23: Top 20 Sidewalk Priority Areas

| Prioritized Rank | Street Name(s) | Total Length (mi) | Total Length (ft) |
|---|---|---|---|
| 1 | East Lancaster Avenue / Poplar Street / East Presidio Street | 0.17 | 923.49 |
| 2 | East Berry Street | 0.08 | 399.62 |
| 3 | Bridgewood Drive | 0.01 | 44.34 |
| 4 | Conner Avenue / East Rosedale Street | 0.02 | 111.37 |
| 5 | East Lancaster Avenue / Pine Street / East Presidio Street | 0.05 | 274.07 |
| 6 | Mansfield Highway | 0.07 | 393.17 |
| 7 | Ellis Avenue / Mule Alley Drive | 0.06 | 292.71 |
| 8 | Northwest 27th Street / Ellis Avenue / Rodeo Plaza / Stockyards Boulevard | 0.22 | 1,170.76 |
| 9 | Northwest 25th Street / Ellis Avenue / West Exchange Avenue / Finney Avenue / North Houston Street | 0.25 | 1,300.66 |
| 10 | Northwest 27th Street / Ellis Avenue / North Houston Street | 0.05 | 246.52 |
| 11 | Mansfield Highway / Nolan Street / Shackleford Street | 0.28 | 1,493.08 |
| 12 | Northeast 28th Street | 0.13 | 692.37 |
| 13 | East Berry Street | 0.07 | 358.93 |
| 14 | Bridgewood Drive | 0.27 | 1,449.47 |
| 15 | East Lancaster Avenue | 0.49 | 2,576.10 |
| 16 | West Northside Drive | 0.03 | 156.67 |
| 17 | East Devitt Street / South Riverside Drive | 0.16 | 856.79 |
| 18 | East Lancaster Avenue / Ludelle Street | 0.19 | 994.10 |
| 19 | North Main Street | 0.03 | 150.27 |
| 20 | Mansfield Highway / Wichita Street | 0.30 | 1,609.63 |

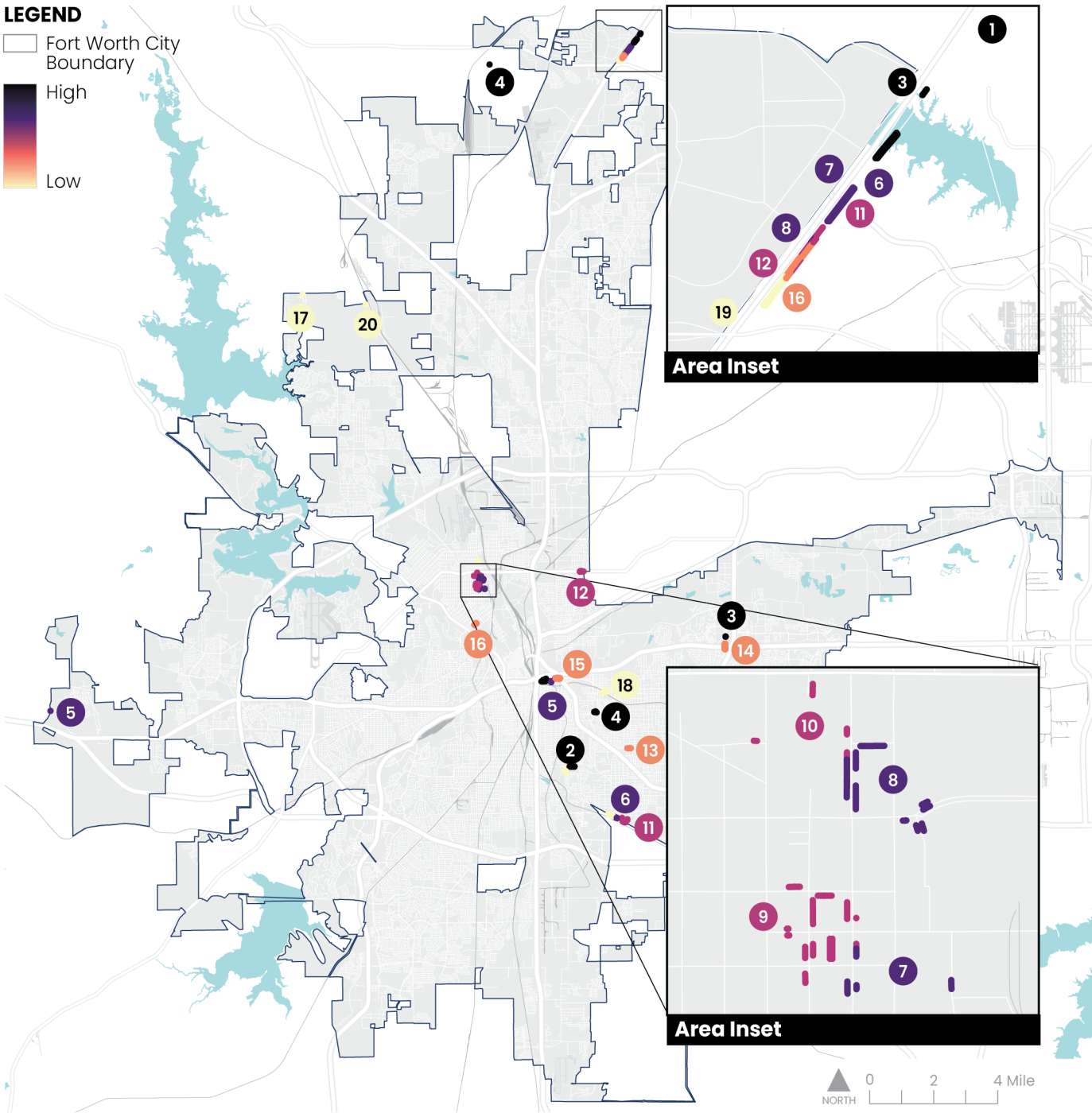



*Figure 8.23: Active Transportation Sidewalk Priority Areas*

A ranked summary of Active Transportation projects for each mode is provided in this section. Supporting materials, including methodology sheets, demand analysis layers, and planning-level cost assumptions, are included in the appendix.

## Table 8.24: Top 20 Priorities by Crossings Projects

| Prioritized Rank | Street Name(s) | Total Length (mi) | Total Length (ft) |
|---|---|---|---|
| 1 | South Henderson Street | 0.12 | 613.40 |
| 2 | South Jennings Avenue / Pennsylvania Avenue | 0.15 | 772.22 |
| 3 | South Jennings Avenue | 0.17 | 918.71 |
| 4 | Hemphill Street | 0.18 | 925.49 |
| 5 | 8th Avenue | 0.04 | 195.19 |
| 6 | South Jennings Avenue / Pennsylvania Avenue | 0.10 | 517.59 |
| 7 | Bryant Irvin Road North | 0.01 | 54.63 |
| 8 | Hemphill Street | 0.17 | 914.63 |
| 9 | 8th Avenue | 0.05 | 242.15 |
| 10 | College Avenue / South Henderson Street | 0.18 | 949.95 |
| 11 | Hemphill Street | 0.17 | 914.55 |
| 12 | West Allen Avenue / Hemphill Street | 0.25 | 1,303.69 |
| 13 | Pennsylvania Avenue | 0.10 | 535.62 |
| 14 | Hemphill Street / West Magnolia Avenue | 0.35 | 1,873.24 |
| 15 | Calmont Avenue / Las Vegas Trail | 0.20 | 1,071.45 |
| 16 | 8th Avenue / West Magnolia Avenue | 0.20 | 1,070.85 |
| 17 | West Allen Avenue | 0.11 | 583.05 |
| 18 | Hemphill Street | 0.17 | 914.61 |
| 19 | West Magnolia Avenue | 0.12 | 652.94 |
| 20 | Ellis Avenue | 0.08 | 400.14 |

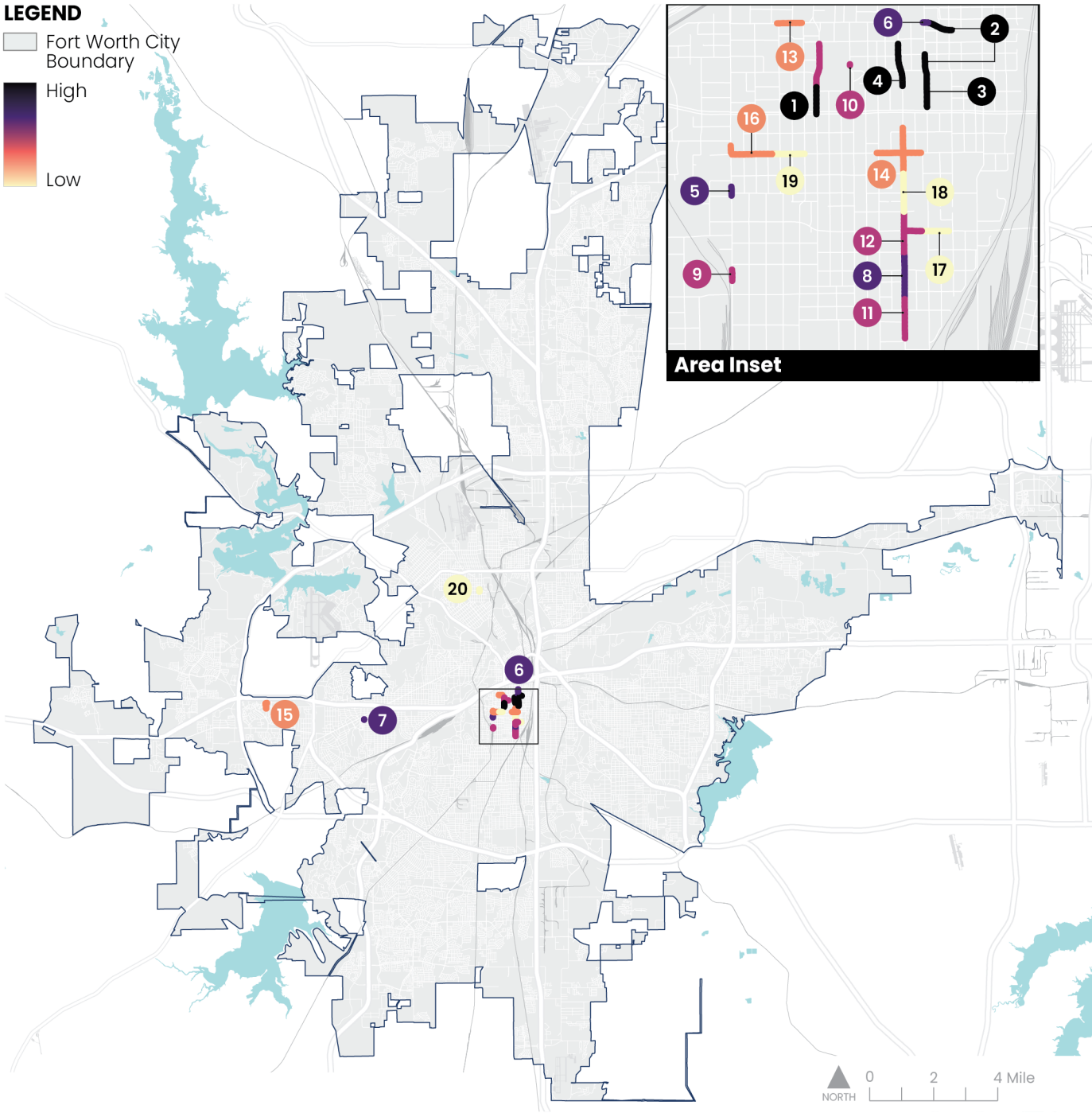



*Figure 8.24: Active Transportation Priority Corridor by Crossings Project*

# 8.10. Regional Transportation Coordination

Growth and development in Fort Worth do not stop at project boundaries. Some proposals, by virtue of their scale, location, or intensity, place demands on the transportation network that extend well beyond the immediate site, requiring a coordinated response across city departments, state agencies, and regional partners. This section addresses three coordination topics: partnerships with TxDOT and transit agencies to advance shared infrastructure priorities, large-scale developments that overwhelm modeled network capacity, and existing residential subdivisions where inadequate access creates ongoing public safety risk.

## 8.10.1. Developments of Regional Impact

Fort Worth's transportation network was modeled against land use assumptions that, in many cases, have been overtaken by growth. As large-scale rezonings and high-intensity developments are increasingly proposed across the city, the standard project-level Traffic Impact Analysis (TIA) is often insufficient to capture the full scope of network impacts. These proposals are referred to as Developments of Regional Impact (DRIs).

A Development of Regional Impact is a proposed rezoning or development that, due to its scale or intensity, has the potential to materially affect the performance of the regional transportation network beyond the immediate site. Two conditions trigger DRI review:

- A proposed up-zoning that deviates from the future land use map in the current Comprehensive Plan or from the land use assumptions used to develop the MTP traffic model, and
- A development projected to generate more than 500 additional peak hour trips above the previously assumed use, consistent with thresholds established in the Traffic Engineering Manual.

When either condition is met, a TIA is required at minimum. In cases involving particularly high trip generation or complex multimodal impacts, sub-regional travel demand modeling may be required in lieu of or in addition to a TIA. Table 8.25 summarizes when each analysis type applies and what outcomes each is designed to produce.

Upon completion of analysis, TPW staff will evaluate whether findings require additions, modifications, or deletions to the arterial network identified in the MTP. Where network changes are warranted, TPW will work with Development Services and other relevant departments to amend project requirements accordingly.

### Illustrative example

Consider a hypothetical rezoning of a large undeveloped tract from low-density single-family to a mixed-use planned development including high-density multifamily, commercial, and light industrial uses. The original MTP modeling assumed modest trip generation consistent with the prior land use designation. The proposed up-zoning would generate substantially higher peak-hour volumes, affecting not just the adjacent collector network but arterial corridors serving the broader sub-area. Under the DRI framework, this proposal would trigger sub-regional modeling, and the findings would inform whether additional arterial capacity, intersection improvements, or connectivity investments are needed. Those needs would be incorporated into the City's project programming and MTP amendment process.

Formalizing the DRI process requires coordination across TPW, Development Services, and City Council, including an adopted definition, updated TEM and zoning ordinance triggers, and a clear process for translating analytical findings into MTP amendments and development conditions.

**Table 8.25: Traffic Impact Analysis vs. Travel Demand Model**

| | Traffic Impact Analysis (TIA) | Travel Demand Model (TDM) |
|---|---|---|
| **Purpose** | Evaluate traffic impacts of a specific development project on the immediately adjacent street network | Evaluate cumulative travel demand impacts across a sub-regional corridor network |
| **Trigger** | Any rezoning or development with a change in land use; required at TPW discretion for significant transportation concerns | Up-zoning deviating from Comp Plan or MTP land use model; OR development generating 500+ additional peak hour trips above prior use (TEM Table 12-1) |
| **Geographic scope** | Site driveways, adjacent intersections, and nearby street segments | Sub-area or corridor network spanning multiple arterials and jurisdictions |
| **Analysis method** | Site-generated trip distribution, level of service analysis at key intersections | Regional travel demand model; may require micro-simulation for complex corridors |
| **Who prepares** | Applicant, per TEM Chapter 12 requirements; reviewed by TPW | TPW staff or consultant, potentially in coordination with NCTCOG |
| **Typical outcome** | Site access design, turn lane requirements, signal warrants, off-site mitigation conditions | Potential MTP network amendments; new arterial capacity, interchange, or connectivity investments added to project program |
| **MTP implication** | Generally no MTP amendment required unless findings reveal a significant gap | May trigger addition, modification, or deletion of arterial network elements in the MTP |

## 8.10.2. Critical Access Connections

While the DRI framework addresses the impacts of new development on the network, a parallel concern involves existing development that was built with inadequate access. Fort Worth has a significant number of large single-family residential subdivisions served by a single point of access — a condition that poses serious public health, safety, and welfare risks.

A single-access condition creates vulnerability to emergency response delays, evacuation failures, and routine congestion that residents have no alternative route to avoid. These risks are compounded when the sole access road crosses a floodplain, railroad, or other feature susceptible to blockage. Fort Worth's Traffic Engineering Manual already establishes that subdivisions exceeding 30 dwelling units should have more than one point of access; however, many existing subdivisions predate consistent enforcement of this standard or received waivers that were not conditioned on future remediation.

The MTP calls for the City to develop a Critical Access Connections program to systematically identify and prioritize these locations. A subdivision or development should be flagged for critical access review if it meets one or more of the following criteria:

- Serves more than 30 dwelling units from a single point of access
- The access road exceeds one-half mile in length from the subdivision entrance to the nearest cross-street or arterial
- The sole access road crosses a floodplain, railroad, or other feature that could be blocked or rendered impassable during an emergency
- The subdivision falls outside acceptable emergency response travel time thresholds given single-route constraints
- No secondary emergency access exists, even in the absence of a second public street

A GIS-based screening exercise using these criteria would identify the highest-risk locations citywide and enable the City to prioritize remediation investments — whether through new street connections, secondary emergency access easements, or coordination with adjacent landowners and developers. Where new development is proposed adjacent to a single-access subdivision, the City should evaluate opportunities to require or incentivize connectivity improvements as a condition of approval.

## 8.10.3. Partnerships

Fort Worth's transportation system does not operate in isolation. Realizing the investments identified in this plan requires sustained coordination with state and regional partners — most significantly the Texas Department of Transportation (TxDOT) and the Trinity Metro regional transit authority. The projects listed below represent Fort Worth's current partnership commitments: corridors and programs where City investment, advocacy, or coordination is essential to project delivery.

### TxDOT Partnerships

Many of Fort Worth's most critical corridors are state-owned facilities. The City maintains an active partnership with TxDOT's Fort Worth and Dallas Districts to advance reconstruction, safety, and capacity improvements on these roadways. Table 8.26 identifies ten priority TxDOT partnership projects totaling approximately $147 million, ranging from near-term right-of-way and design investments to longer-horizon reconstruction and interchange improvements. Projects span the full geography of the city — from the US 81/287 corridor in the north to IH 30 in the east and west — and include direct City cash contributions to bridge reconstruction, interchange construction, and corridor-wide safety improvements. The phased structure of several projects, notably RM 2871 and IH 30 E, reflects a deliberate strategy of investing in design and right-of-way preservation early to enable construction delivery by 2030–2034.

**Table 8.26: 10 Priority TxDOT Partnerships**

| # | Project | Description | Cost | Year |
|---|---|---|---|---|
| 1 | US 81/287 (Decatur Cut-off) | | $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 |
| 7 | 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 |

## Trinity Metro Partnerships

Effective transit requires coordination across jurisdictions, agencies, and funding streams. Fort Worth's partnership with Trinity Metro encompasses a range of investments in fixed-guideway extensions, technology-based rapid transit, hub development, and last-mile connectivity. Table 8.27 identifies ten priority transit partnership projects spanning short- to long-term horizons. Near-term priorities include the TexRail extension to the Hospital District, technology-based rapid transit improvements on Eastside Route 89, and the Jones and Calhoun multimodal engineering schematic. Mid- to long-term efforts focus on Hub of Transportation Technology (HOTT) corridor development along Berry Street and McCart Avenue, last-mile circulator technology serving the Stockyards and Hospital Area, and guaranteed transit service paired with a Park and Ride facility for the Alliance area. Taken together, these investments advance Fort Worth's broader goal of building a transit network that serves existing communities while positioning the city for growth.

### Table 8.27: 10 Priority Trinity Metro Partnerships

| # | Project | Description | Time Horizon |
|---|---|---|---|
| 1 | TexRail Extension to the Hospital District | Extend TexRail service to the Near Southside/Medical 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 Near Southside/ Medical District | Last mile circulator technology serving the Stockyards and Hospital Area | Mid - Long |

# 8.11. Program Delivery, Prioritization, & Next Steps

The TIP and Prioritized Project Lists together provide a comprehensive framework for advancing Fort Worth's transportation priorities across the 2026, 2030, and 2034 investment cycles and beyond. The investment cycles form the fiscally constrained core of the program, while the long-term roadway priorities and Active Transportation (AT) priority lists outline the broader vision for future investments. Together, these components offer a balanced, data-driven approach for managing both near-term delivery and long-term system development.

## 8.11.1. Advancing Projects with Confidence

The project development process demonstrates how Fort Worth moves transportation projects from early ideas into confident, on-budget delivery. As projects progress through each stage, the level of definition, coordination, and accountability increases, reducing uncertainty and strengthening the City's ability to deliver projects on time and within budget.

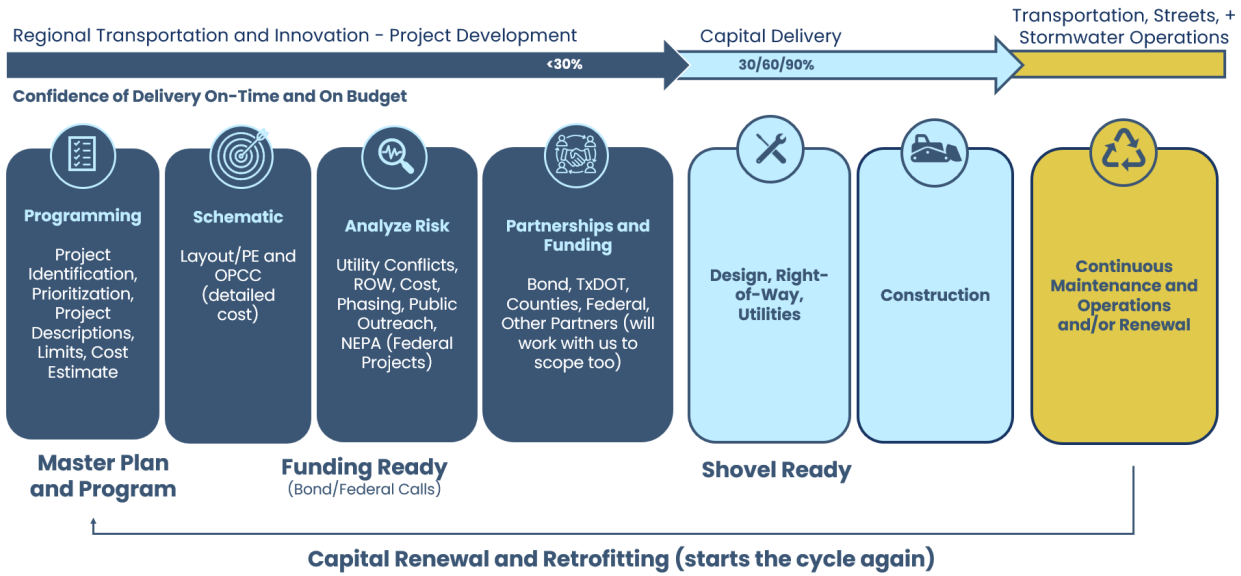



*Figure 8.25: How TPW Project Development Works*

The early phases, shown in dark blue in **Figure 8.25**, represent the core responsibilities of the Regional Transportation and Innovation (RTI) division of the Transportation and Public Works Department (TPW). RTI leads initial coordination, feasibility review, PE, and early scoping efforts, so that every project entering design and construction is well-founded, well-documented, and aligned with City priorities.

As projects move into later stages, collaboration expands across divisions and partner agencies, increasing technical detail, cost confidence, and funding precision. By the time a project reaches design and construction, confidence in cost and schedule is at its highest, reflecting the strength of the foundation built through TPW's performance-based transportation planning and project development work.



## 8.11.2. A Phased & Prioritized Approach to System Investment

Projects across all lists were evaluated using consistent prioritization criteria, supported by modeling, gap analysis, and planning-level engineering. The program reflects:

- Fiscally constrained bond-cycle investments aligned with readiness, mobility benefits, cost considerations, and feasible delivery timelines.
- Phased advancement of major corridors, allowing the City to manage cost and risk while capturing early mobility and safety benefits.
- Ranked long-term roadway projects identified through a high-level planning assessment of connectivity gaps, demand, and ultimate build-out needs.
- Ranked Active Transportation priorities, updated using the latest data on safety, demand, comfort, and connectivity across four facility types.

This combined structure positions Fort Worth to advance ready-to-deliver improvements while planning for long-term system continuity.

## 8.11.3. Implementation Steps & Delivery Considerations

Moving from planning to delivery will require coordinated action across multiple fronts. Key steps include:

- Advancing design for bond-cycle projects and initiating early coordination with utilities and partner agencies.
- Refining engineering assumptions for long-term projects as funding and development conditions shift.
- Sequencing construction to minimize disruptions and maximize corridor continuity.
- Aligning AT investments with roadway projects, where feasible, to strengthen multimodal networks.
- Pursuing external funding, leveraging the strong mobility, safety, and accessibility benefits of many prioritized projects.
- Reassessing priorities periodically, using updated modeling, development trends, and implementation progress.

This approach supports a flexible, adaptive program that remains grounded in both near-term realities and long-term goals.



## Project Pipeline

Identifies projects that are positioned to move into design and delivery as resources allow.



## Long-Term Roadmap

Provides a clear view of how near- and long-term improvements support ultimate system build-out.



## Active Transportation Network

Updates the City's bikeway and pedestrian framework to guide future multimodal investments.



## Phased Implementation Strategy

Coordinates timing, cost, and risk considerations to support realistic project sequencing.



## Flexible Program Structure

Allows the project list to adjust as growth patterns, funding opportunities, and system needs evolve.

Together, the TIP and Prioritized Project Lists provide Fort Worth with:

- A fiscally grounded pipeline of ready-to-advance roadway projects
- A long-term roadmap that supports ultimate system build-out
- An updated, data-driven Active Transportation network vision
- A coordinated, phased strategy that manages cost, risk, and implementation timelines
- A flexible program that can adapt to new growth, funding opportunities, and system performance trends


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