

Transit Service

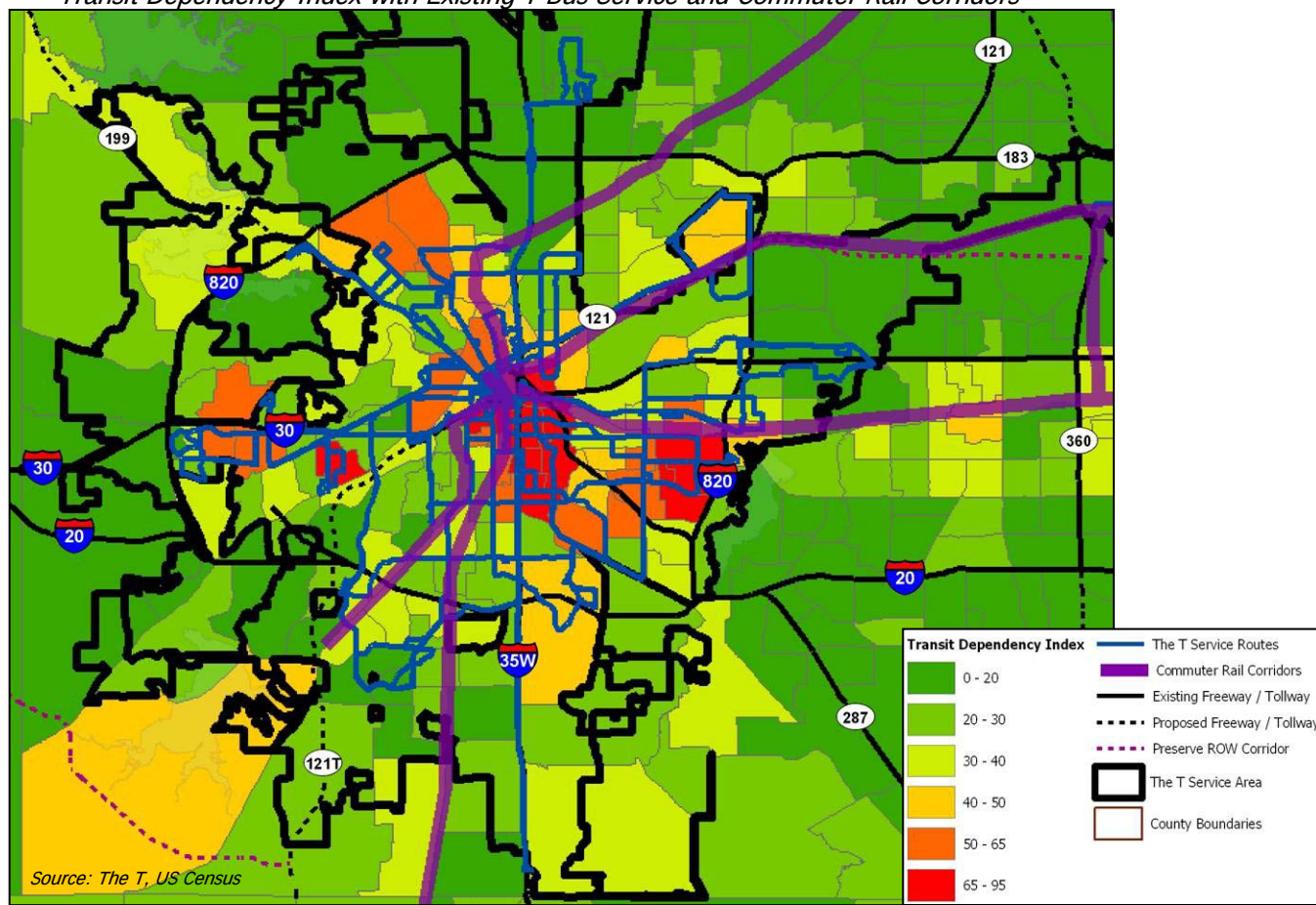
Existing Service

The existing transit system is comprised of a combination of service providers, including both fixed-route and demand response services. Fixed-route service consists of The T bus service and TRE commuter rail. Scheduled bus service primarily serves the Central City, while the TRE provides a connection between the Fort Worth CBD, Bell Helicopter, CentrePort, and the Dallas CBD. The T owns and operates three formal park 'n' ride facilities, but a number of informal sites (e.g., church and shopping center parking lots) exist throughout the study area. Numerous other specialized transit providers serve the elderly and disabled population within the study area with demand response services.

The study team developed a Transit Dependency Index to identify and locate the highest concentration of transit dependent populations within the study area. Transit-dependent (captive) riders are generally characterized by the following factors: income level, access to an automobile, age (those between 10 and 19 or over 65 years of age are more dependent), and physical disability that may limit driving. Data pertaining to these factors were obtained from the 2000 US Census.

A review of where transit dependent populations reside and the current T service routes shows the dependent population is being well-served by the current route structure. In looking outside of the existing T service area, portions of North Arlington, especially around the UT-Arlington campus and downtown Arlington, show a high transit dependent population.

Transit Dependency Index with Existing T Bus Service and Commuter Rail Corridors



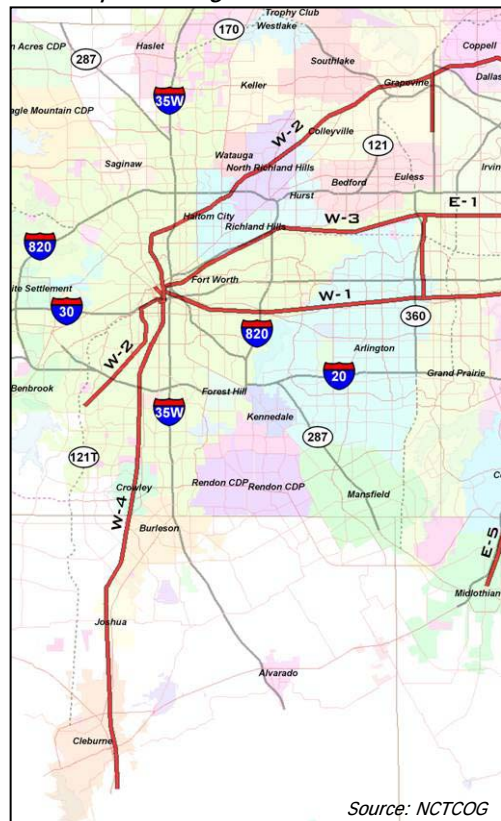
Fort Worth Transportation Gap Analysis



Regional Rail Corridors

The regional rail corridor study currently underway examines how to best implement passenger rail services throughout the DFW Metroplex. Of the 10 corridors currently under study, four are in the western sub-region.

Proposed Regional Rail Corridors



The western corridors include:

- W-1 Union Pacific (UP) and Dorothy Spur
- W-2 Fort Worth & Western / Cotton Belt
- W-3 Trinity Railway Express (TRE) (double-tracking)
- W-4 Burlington Northern Santa Fe (BNSF)

The purpose of the study will refine the recommendations of the metropolitan transportation plan, guide future decisions regarding the staging and implementation of rail service; and outline financing options, institutional structures and legislative communication.

A major issue that has been identified, specifically regarding those corridors in the western sub-region, is the impact of Tower 55, a major at-grade rail intersection immediately to the southeast of the Fort Worth CBD. With the amount of freight traffic currently using these existing rail corridors, the delays experienced by freight traffic are not acceptable for commuter rail. Various options for addressing this need are being examined, such as a grade separation and seeking alternate routes.

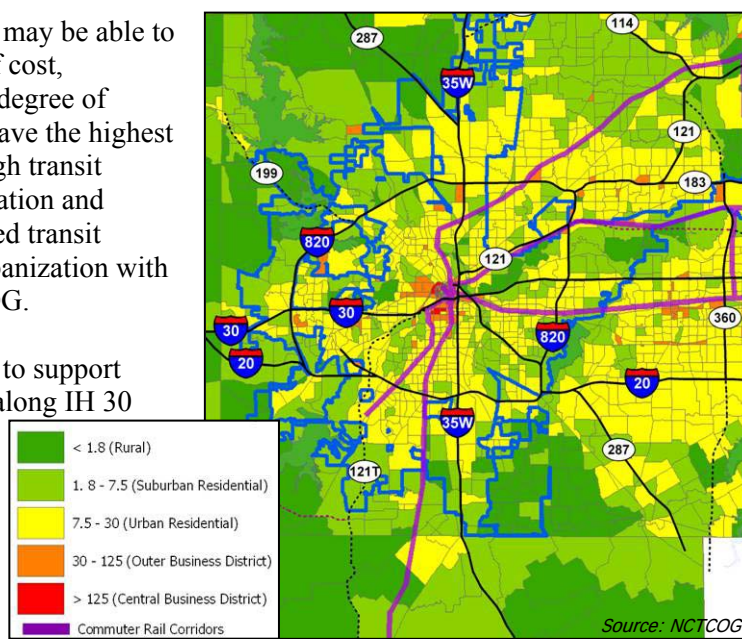
Additionally, there is a number of existing rail corridors that could potentially be used for commuter rail traffic that are not included in the current NCTCOG study. Of greatest concern to the City of Fort Worth are those that could potentially connect the Fort Worth CBD with the Alliance area.

Transit Potential

Unlike captive riders, choice riders are those who may be able to drive, but choose instead to ride transit because of cost, reliability, or roadway congestion concerns. The degree of urbanization was used to identify areas that will have the highest potential for using transit services. Areas with high transit potential have relatively higher densities of population and employment. To measure the potential of proposed transit services, the study team mapped the degree of urbanization with the regional rail corridors under study by NCTCOG.

Several areas have projected densities that appear to support transit, including the CBD to south of Loop 820, along IH 30 West inside Loop 820, and within northeast Tarrant County between the CBD and DFW Airport. While density/urbanization is an indicator of transit potential, other factors should be considered such as roadway congestion and the location of activity centers.

2030 Degree of Urbanization with Proposed Regional Rail Corridors

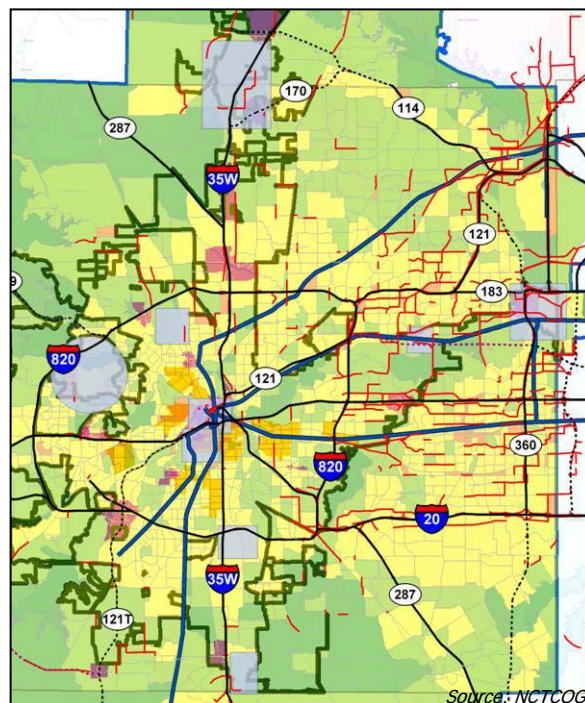


The Remaining Challenge

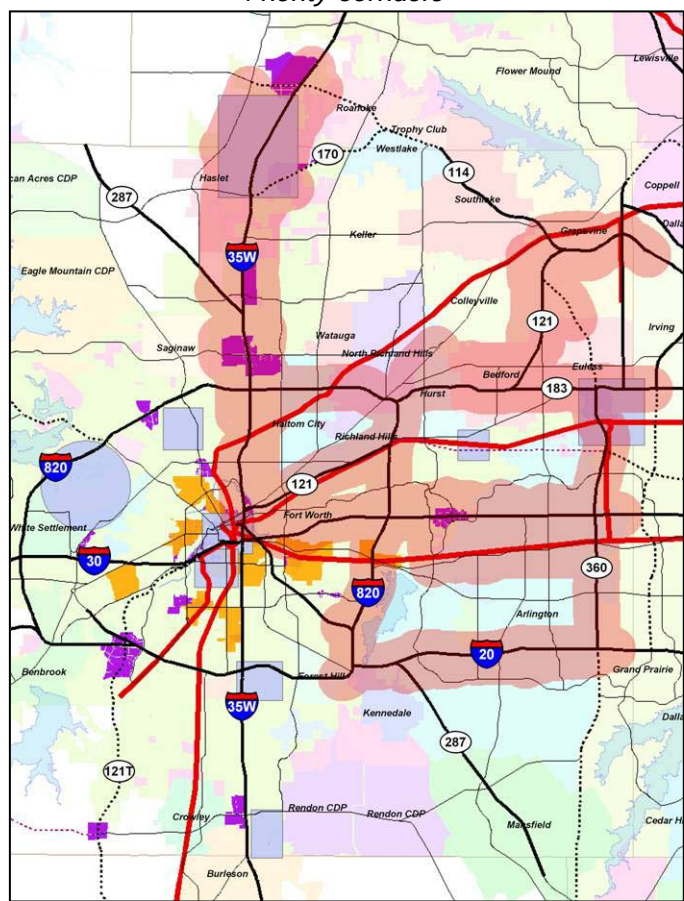
The mobility needs of the area will not be met – even if the planned roadway improvements (2025 Mobility Plan) are funded and constructed. It's clear that we cannot simply pave our way out of congestion; as soon as we add new capacity to the roadway system, it's quickly absorbed by latent demand. Alternative methods of transportation, as well as new funding sources, should be considered and further evaluated.

The residential growth pattern continues to move further away from our major employment centers, thus creating longer commutes and additional burden on our transportation system. As the system deteriorates and becomes more congested, the need grows for land use strategies that are conducive to transportation alternatives. The lack of synergy between development patterns and the transportation system has contributed to the congestion that we experience today.

2030 Degree of Urbanization with Regional Rail Corridors, Activity Centers, and Congested Roadways



Priority Corridors



Overlaying the most congested facilities (V/C ratio greater than 1.5) with the degree of urbanization highlights the disconnect between the suburban residential developments and major employment centers — the difference in where people live and work. The result of this disconnect is a complete breakdown of the transportation system serving these outlying areas. As a result of the congestion on the freeway system, trips are forced onto arterials, collectors, and local streets.

Focusing our attention on specific areas and corridors, the greatest areas of deficiency are found in the northeast and southeast portions of the study area. Demand within the northeast area will exceed capacity by 28%, and demand in the southeast area will exceed capacity by 19%. The following corridors represent the areas that require immediate attention:

- IH 35W from Fort Worth CBD to Alliance;
- SH 121/183 from Fort Worth CBD to DFW Airport;
- Loop 820 from IH 35W to IH 20;
- SH 360 from DFW Airport to IH 20;
- IH 30 from Fort Worth CBD to SH 360; and
- IH 20 from Loop 820/US 287 to SH 360.

Fort Worth Transportation Gap Analysis

These corridors not only include the freeway sections, but also the supporting arterials and local streets. As we look to solutions to alleviate congestion, we cannot ignore the impact of public transportation. Public transportation will attract more riders as highway speeds decrease and traffic congestion increases. The continued introduction of commuter rail and other modes of public transit along these corridors will help make this happen. The rail corridors that support the priority corridors identified in the previous exhibit are as follows:

- W-1 Union Pacific (UP) and Dorothy Spur from Fort Worth CBD to the Tarrant County Line;
- W-2 Fort Worth & Western/Cotton Belt from Fort Worth CBD to north of DFW Airport; and
- W-3 Trinity Railway Express (TRE) from Fort Worth CBD to the Tarrant County Line.

As can be seen, the regional rail corridors have the opportunity to help make up for the shortfall in roadway transportation supply. In order for these rail corridors to be successful, the land use policies along these corridors must support transit-oriented development.

One exception is the lack of future rail service to the Alliance Area in north Fort Worth serving the IH 35W corridor – opportunities must be explored to provide alternative service to this area. As noted with the regional rail corridors, there are existing freight rail lines that could be explored in the future to provide service to the area.

The way we currently do our business must also change. The City must take the lead in recognizing that growth cannot continue with the assumption that transportation will follow. Local municipalities, state transportation agencies, and the development community must reach a consensus to establish a new paradigm for future growth.

Next Steps

Based on our analysis, simply providing additional roadway capacity will not meet the region's transportation needs. It is evident that a comprehensive approach is required to solve these complex transportation issues. The City and The T should pursue the following actions:

- Implement Phase II and III of the MAQ Plan;
 - Conduct full public involvement process;
 - Evaluate alternatives to meet future demand (HOV, rail, bike/ped, etc.);
 - Develop conceptual plan of selected alternatives; and
 - Develop financial and capital plans for proposed alternatives.
- Continue partnership between the City and The T;
- Participate in the regional transit initiative;
- Continue support of Regional Rail Corridor Study;
- Aggressively seek funding to improve Tower 55;
- Become an active participant in the Tarrant Regional Transportation Coalition;
- Participate in Major Investment Studies; and
- Partner with NTTA, TxDOT, and the NCTCOG in toll feasibility projects.

The City and The T, in coordination with citizens and other agencies will ultimately decide the next steps that are taken in addressing the transportation deficiencies that have now been identified. These needs must be analyzed in more detail to determine the appropriate charge for future work. The difficult truth is that urgent needs exist in a variety of places. Consequently, the solutions to the transportation deficiencies identified in this study will come from a combination of strategies, which will no doubt involve continued commitment, progressive thinking, and cooperative effort.