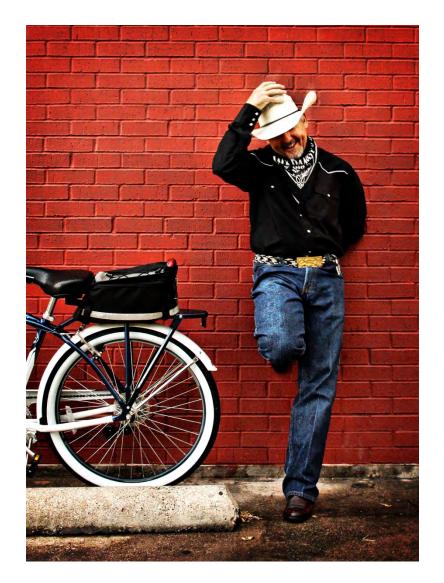


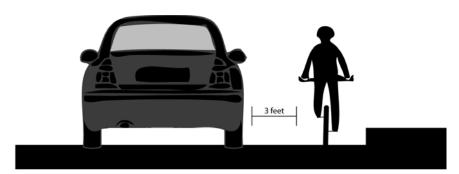
### Agenda

- Brief history of Pedestrian and Bicycle Planning
- Master Thoroughfare
   Plan & Complete Streets
   Overview



# Pedestrian and Bicycle Plans, Policies, Programs

- Bike Fort Worth plan adoption (2010)
- Bicycle Parking requirements in Zoning Ordinance (2010)
- Safe Passing Ordinance (2011)
- Fort Worth Bike Sharing (2013)
- Walk Fort Worth (2014)
- Fort Worth Bond Program (2014)
- Pedestrian and Bicycle Advisory Commission (2015)
- Complete Streets Policy and Master Thoroughfare Plan Update (5/2016)





## Designing for Complete Streets



#### Designing for Complete Streets

Four Types of Cyclists
By Proportion of Population

Interested But Concerned - 60%

No Way No How 33%

Strong & Fearless

Enthused & Confident 7%

Source - Portland, OR DOT



Sharrow: Marked, wide



Conventional bike lane



Buffered bike lane



Cycle track: Protected by parking spaces



Cycle track: With Protective barrier



Cycle track: Curb separated

## **Design Considerations**





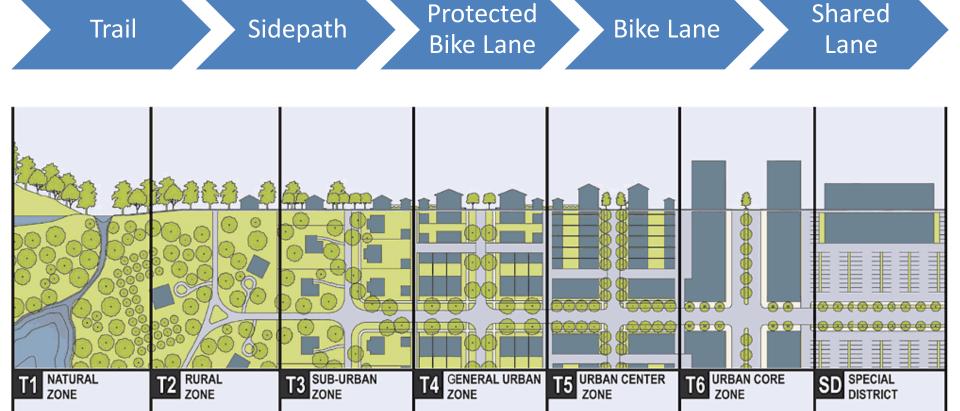
# Master Thoroughfare Plan Update and Complete Streets Policy

- Complete change in philosophy in transportation planning
  - Context Sensitive and Complete Streets based cross-sections
    - Bicycle, Pedestrian, Transit
  - Guidance on retrofits
  - Incorporation of Green Infrastructure concepts
- Proposed Complete Streets Policy addresses non-MTP issues

#### **Project Goals**

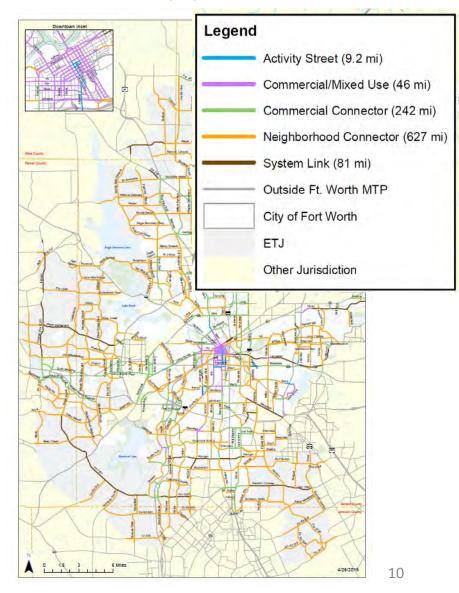
- Context Sensitivity Street design that reflects and supports surrounding land use
- Complete Streets Safe accommodation for all users, and integration of transit, pedestrian, and bicycle plans
- Fiscal Stewardship Right sizing of streets and efficient travel routes
- Prioritization Criteria Established measures for evaluating arterial-project priority, in harmony with MTP Goals

#### Complete Streets and Context Sensitivity



#### Component: Street Type

- Activity Streets
   Destination streets
- Commercial/Mixed Use
   Serve business districts/
   downtown
- Neighborhood Connectors
   Provide access from neighborhoods to services
- Commercial Connectors
   Serve retail portions of the City
- System Links
   Support longer-distance
   travel

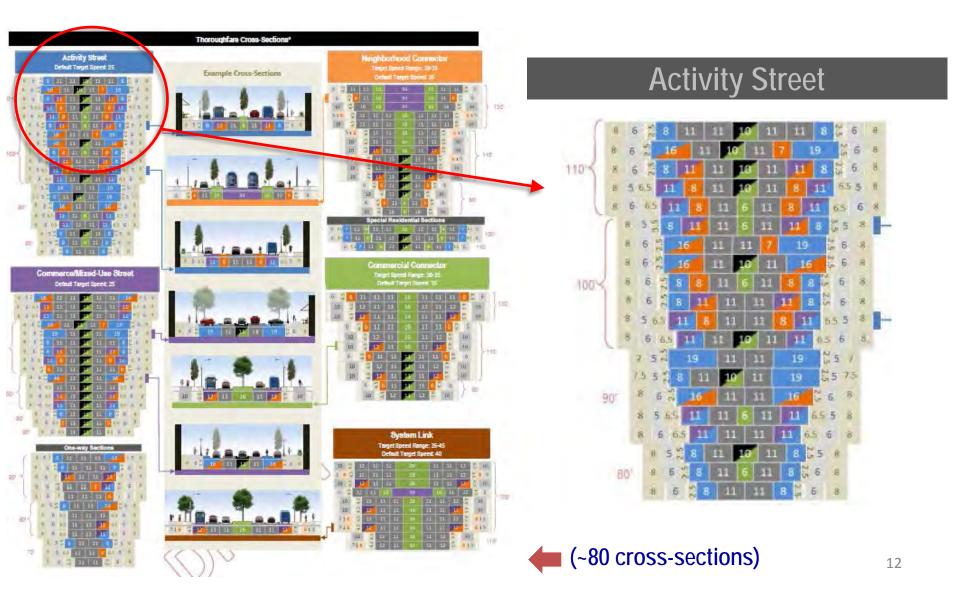


#### **Component: Cross Sections**

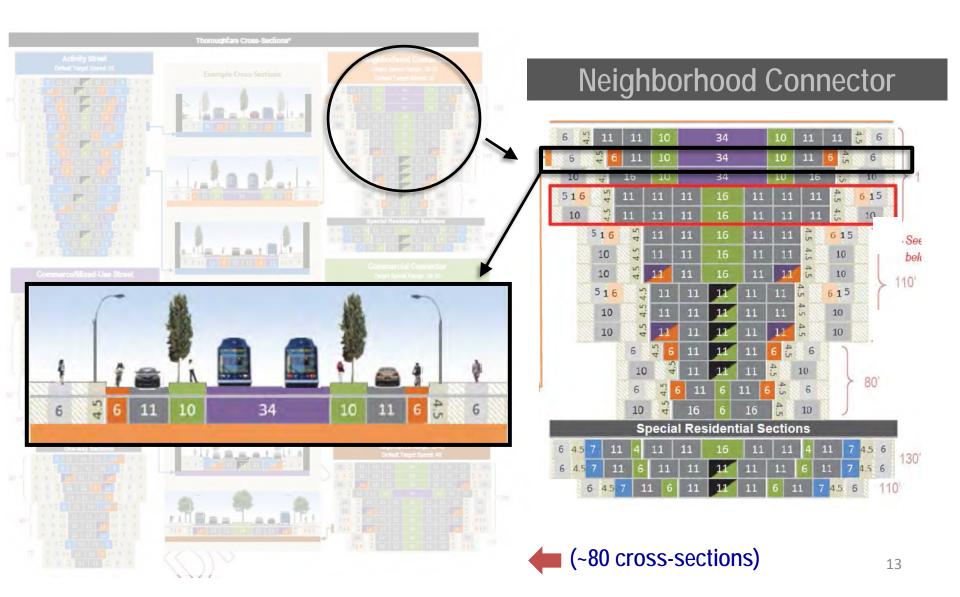
Determined desirable Complete Streets elements and their dimensions depending on context



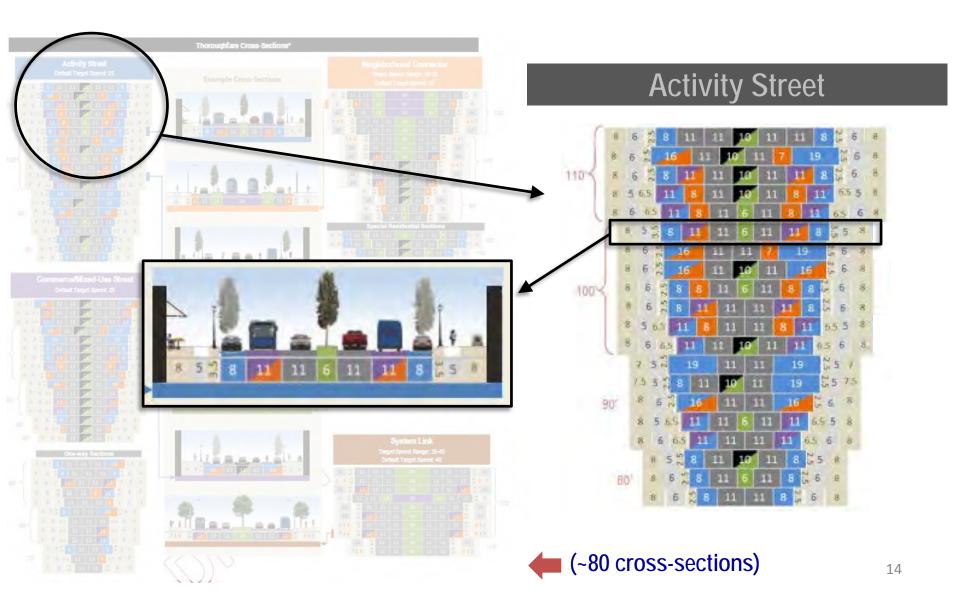
#### Component: Cross-Sections



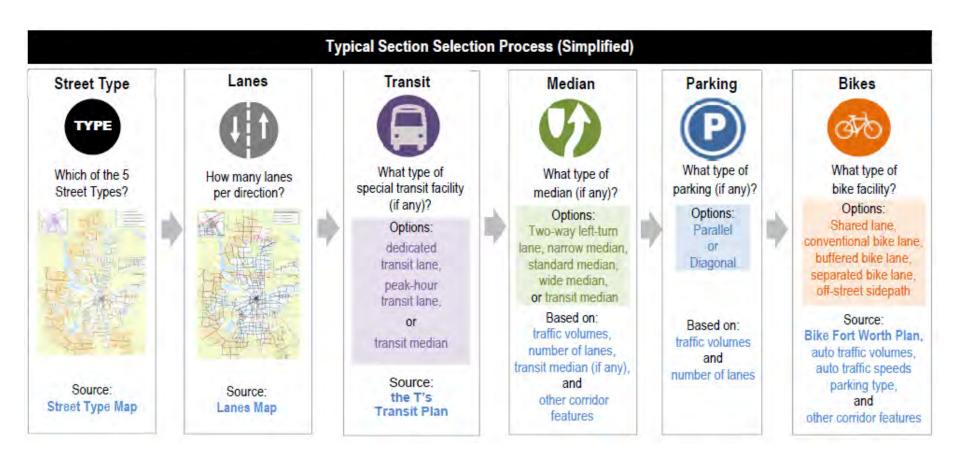
#### **Component: Cross-Sections**

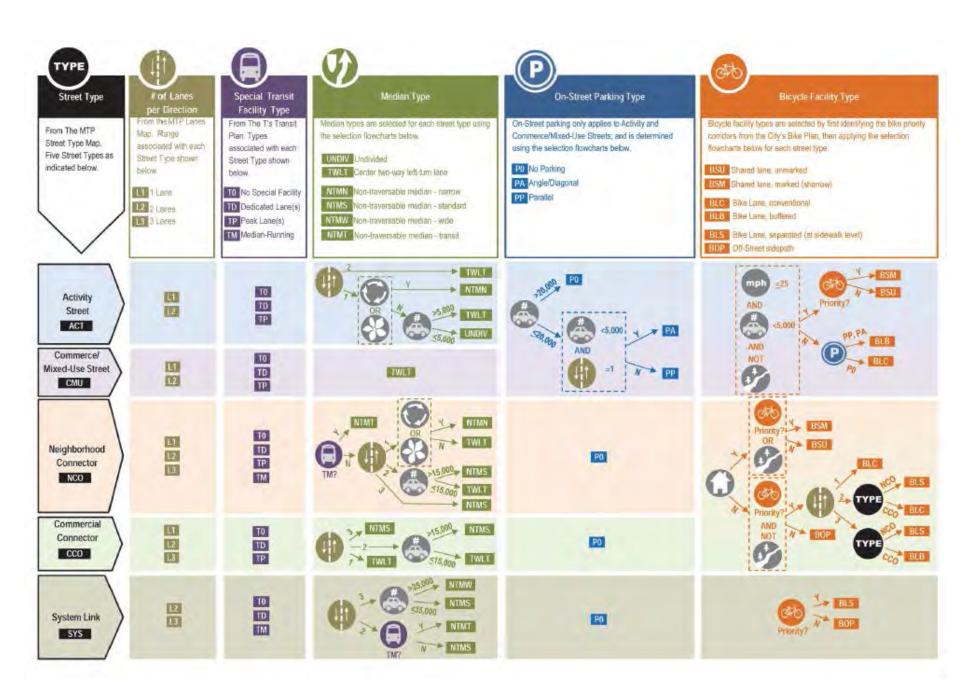


### **Component: Cross-Sections**



#### MTP Update: Section Selection





## MTP Update: Bicycle Facility Selection Matrix

Table 1: Bicycle Facility Types Applicable to Fort Worth MTP Street Types

	Target Speed range	Default Target speed
	(mph)	(mph)
Activity Street	20-25	20
Commerce/Mixed-Use Street	20-25	25
Connector Corridor	30-35	35
Commercial Corridor	30-35	35
System Link	35-45	40

	ared ine	On-Street Bike Lane		Off- Street			
No marking	Marked – sharrow	Conventional	Buffered	Parking-protected	Sidepath	separated bike lane	Sidewalk-level
•	•		•	•			
•	•	•	•	•			
		•			•	•	
		•	•		•		
					•	•	

#### MTP Update: Zone System

- Prioritizes parkway needs for:
  - ADA walkway
  - Street furniture
  - Outdoor seating
  - Curb buffer





#### Fort Worth Complete Streets means

- High-level policy direction
- Modify everyday decisionmaking processes and systems
- Incremental approach
- Long-term results





#### Policy: Vision

Provide a safe, accessible, complete, connected, comfortable, efficient, and community oriented **transportation system for all people** that supports mobility options, healthy living and economic benefit.

#### Policy: Scope and Application

- All transportation facilities approved by the City including but not limited to, facilities in the public right-of-way, access easements, private streets, and trails
- Every transportation improvement and project phase
- Partnerships with other agencies, such as the T and school districts

#### Policy: Exceptions

- Subdivision Ordinance and Master Thoroughfare Plan provide for waivers and amendments.
- Other exceptions may be considered for approval when:
  - An affected roadway prohibits, by law, use by specified users
  - Unduly cost prohibitive (20% of project budget)

#### Policy: Performance Measures

- Reductions in related injuries and fatalities
- Reduction in transportation gaps
- Improved emergency services response times
- Impacts and benefits for traditionally disadvantaged communities
- Increased usage of alternative transportation modes
- Reduction obesity related illnesses
- Economic performance of transportation investments

#### Policy: Implementation

- Update existing plans, manuals, checklists, and decision-trees
- Review and update current design standards
- Encourage staff training
- Prioritize projects that create a complete and connected transportation network
- Promote inter-departmental project coordination
- Include educational components in projects

#### **Looking Ahead**

- Complete Streets Implementation Plan
- Development of new intersection and street design standards
- Updating 2010 Bike Plan
- Creation of an Active Transportation Plan

#### Questions/Comments?

www.fortworthtexas.gov/mtp

www.fortworthtexas.gov/complete-streets