

2008 Thoroughfare Plan meeting
Aug. 19 at Southwest Regional Library, 4001 Library Lane
6:30pm-7:30pm

Speaker: Don Koski, Senior Planner in the City of Fort Worth's Transportation and Public Works Department at 817-392-6592 or by email: don.koski@fortworthgov.org.

Purpose of the Meeting:

- Describe the 2008 Master Thoroughfare Plan (MTP) including 60 proposed amendments
- Describe the 2008 update to the MTP street development standards
- Describe proposed process for public input and approval.

PowerPoint Presentation

MTP Background

Purpose:

- Identify existing and future roadways
- Preserve Right of Way (ROW)
- Official map was last updated in 2004

Street Development Standards

Purpose

- Guide roadway network decision making and design.
- Last updated in 2002

MTP Map Update

- Incorporate all approved amendments since 2004
- Based on staff analysis, 60 amendments were proposed

The Master Thoroughfare Plan was developed based on the following criteria:

- Coordination with the North Central Texas Council of Government's Regional Transportation Plan and with adjacent cities' plans.
- The City of Fort Worth Comprehensive Plan;
- Future traffic capacity needs;
- Environmental issues (floodplain, drainage, topographic features, etc.)
- Safe utilization by pedestrians, bicyclists, buses, and truck traffic;
- Existing and planned neighborhoods;
- Existing roadways;
- Construction feasibility;

Two types of amendments.

- Reclassification (49). Factors
 1. ROW constraints
 2. Reflect existing status – older areas that are being redeveloped
 3. Consistency with plans/plats/studies project submittals
 4. Lack of need
- Realignments (11). Factors
 1. Topography & floodplain
 2. Existing and proposed development (gas drilling sites, for example)
 3. Minimize/consolidate rail crossings (at-grade railway crossings, for example)

Example of a Reclassification is 8th avenue: Rosedale to Penn which is currently an existing major arterial and will be repurposed as a minor arterial.

2008 Street Development Standards

- Update language and street crossing section designs
- Focus changes: From functional classification/Vehicle counts to Mobility, People and Goods
- 3 lane minor arterial/major collector alternative – 1 lane in each direction and continual left lane in the middle.
- Pedestrian and bike accommodations – there is currently a bike FW study in progress that will impact the thoroughfare map
- Cul-de-sac – provide bike/pedestrian access to roads

A major update will to the MTP will be the creation of "context sensitive" street designs to blend better with surrounding land uses; proposed Traffic Impact Study guidelines; language promoting greater street connectivity; and bicycle, pedestrian, and transit accommodations.

Context sensitive street design means allowing for flexibility to meet local objectives, improve compatibility with adjacent land use, balance land use/transportation functions, support for adjacent activity and economic development, truly multimodal functions, streets that are quality public spaces.

It's a collaborative approach that reflects and fits the physical setting. Meets community, environmental and transportation needs. This concept understands that 'One Size Does Not Fit All.'

2008 Street Development Standards Updates:

- Traffic Calming on residential collectors
- Improved street connectivity
- Grade separated rail/arterial crossings
- Updated traffic impact study guidelines
- New multi-modal arterial concept

Next Steps

- September 24 – Plan Community Public Hearing and recommendations
- October – City Council Public hearing and approval
- November – Publish new map and standards document

Additional Comment: There has been for some time a discussion about another outer loop. There is another outer loop included on the NCTCOG study – they are moving the southern loop further south than originally projected – the west side of the loop has several options 1) original alignment and the others suggest it should be moved more westward. The north maintains where projected (north of the TX Motor Speedway).

Q/A

1. Will the new MTP standards apply to ETJ – yes.
2. With regard to the multi-modal plan, will there be a rail down 7th street and Lancaster? It's a concept that is being looked at to integrate street cars with autos. Consider operate in outside land vs. the inside land because it allows the vehicle to be closer to stops. McKinney Avenue is an example. This concept is utilized around the country. 7th street will likely be the route and the road will remain a 2-way road. They are also looking at transit bay locations.
3. With regard to Gas Pipelines – how does the MTP map incorporate future gas drilling. Pipeline companies come to us (T/PW) and look at the thoroughfare map to determine where to put lines. We do want them to consult with us, and for the most part, they do consult with us. We don't want the lines to go under the roads. We've got some pipeline work outlined, but not all of it. Gas companies have a lot of power. If cross existing street, they are required to come to us before they proceed.
4. The 2004 amendments that are being incorporated – is there a list of those we could look at? We could pull one together for you through the secretary's office.
5. Camp Bowie/7thStreet at Arch Adams – currently there is angled parking and trees on both sides of the street AND they are knocking down lanes. Why? This is a collector street and not part of the master arterial plan therefore, the developer

has more flexibility on collector streets but they still had to have gone through the city before proceeding.

6. What's going to happen with Vickery? It's going to stay the way it is currently and nothing is going to be altered along Montgomery.