Sustainable Public Rights Of Way City of Fort Worth Bicycle and Pedestrian Trends

FORT WORTH.

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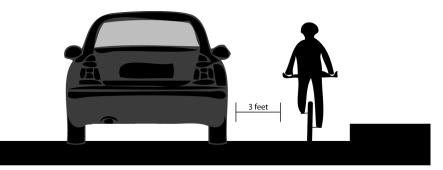
Agenda

- Brief history of Pedestrian and Bicycle Planning
- Implementation Issues
- Master Thoroughfare
 Plan Update



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 (anticipated 5/2016)





Bike: On-Street Implementation

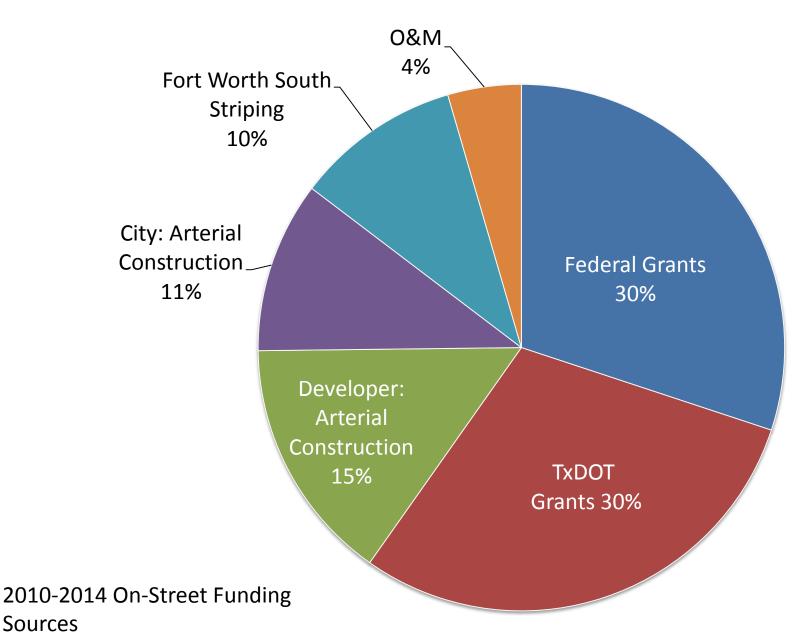
	2010 lane miles	2016 lane miles*				
Bike Lanes	9.6	73.5				
Bike Routes	68	73.1				



Bike Lane

Bike Route (Shared Lane)

Bike: Funding Sources



Next 5 Years: 2014 Bond Program

- \$1.26 million for bicycle facilities
- \$10 million for **sidewalk** improvements
- \$9 million in Urban
 Village improvements
- \$7 million Transit
 Oriented Development
 projects



Designing for Complete Streets

Four Types of Cyclists



Source: Jefferson Parish Bicycle Master Plan

Dan Swenson, NOLA.com | The Times-Picayune

Change in Practice: Protecting Users



Change in Practice: Design Solutions



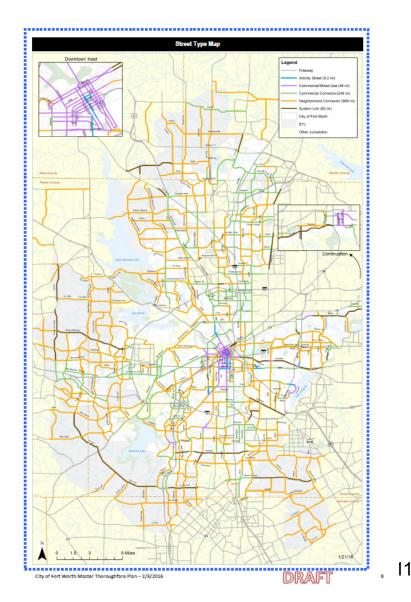
Master Thoroughfare Plan Update and Complete Streets Policy

- 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

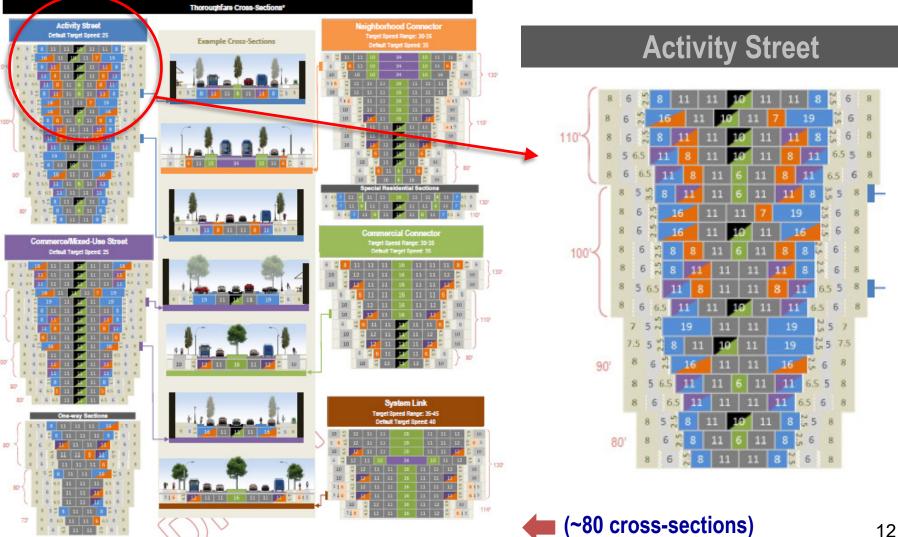
Component: Street Type

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

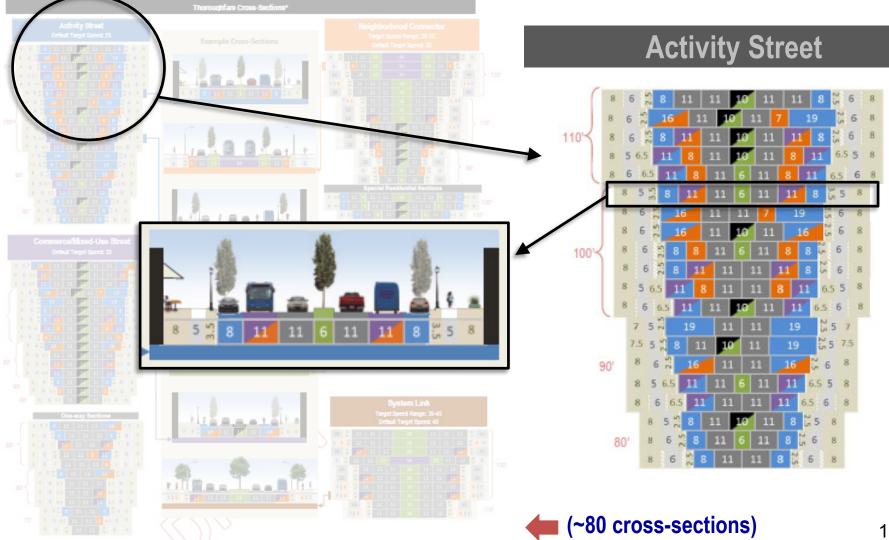
Support longer-distance travel



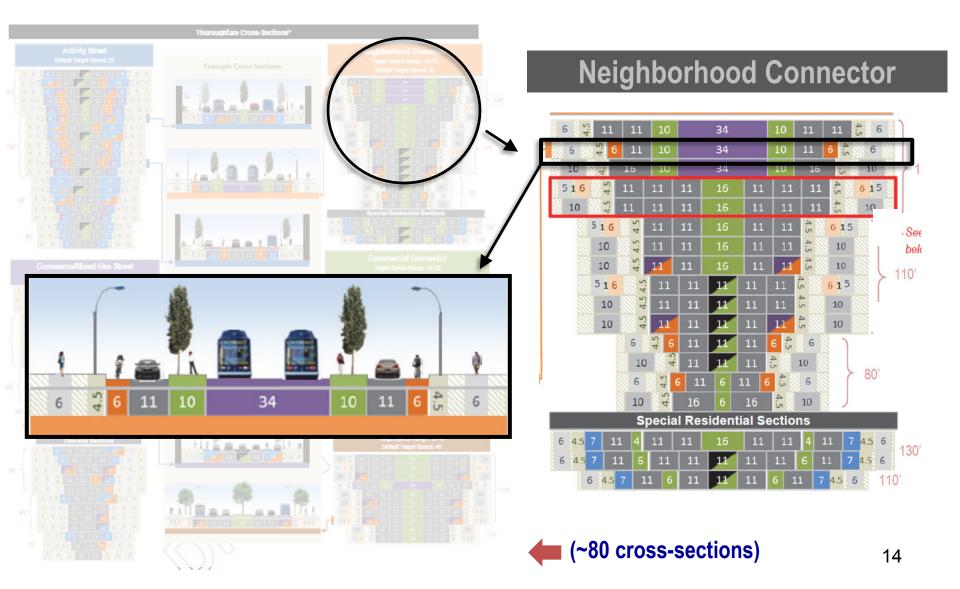
Component: Cross-Sections



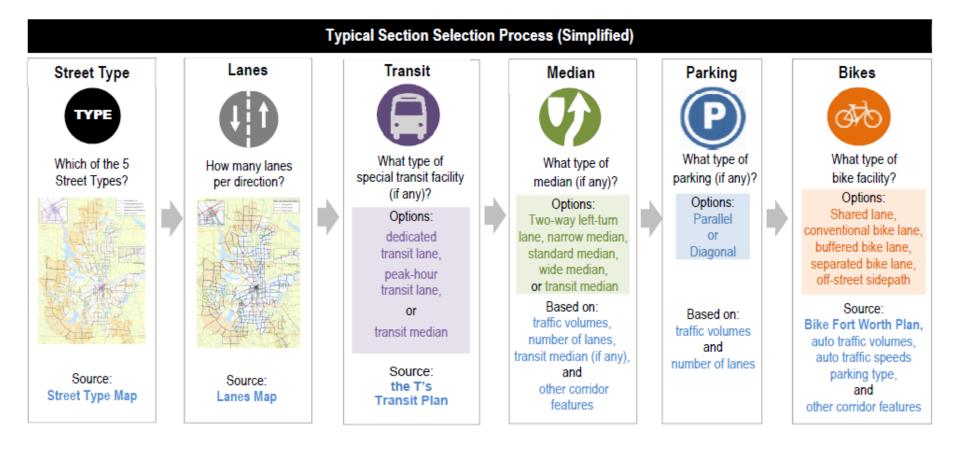
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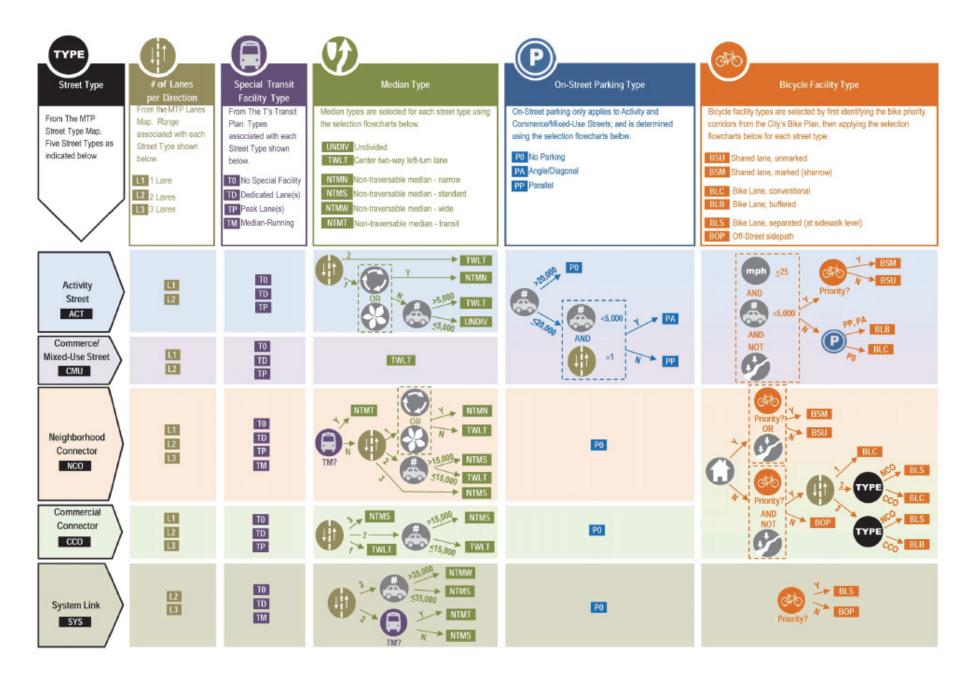
Section Selection



Bicycle Facility Selection Matrix

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

					Shared Lane		On-Street Bike Lane			Off- Street	
	Target Speed range (mph)	Default Target speed (mph)		No marking	Marked – sharrow	Conventional	Buffered	Parking-protected		Sidewalk-level separated bike lane	
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							•	•	



MTP Update: On Street Bicycle

- Applies different bike types depending on land use conditions
 - Conventional bike lane
 - Buffered/Protected bike lane



MTP Update: Off Street

- Sidepath
- Curb-level separated bike lane
- Wider sidewalks





MTP Update: Green Infrastructure

- Allows application of GI concepts in arterial projects, such as
 - Bioretention, rain gardens, bioswales, tree wells, etc..
 - Parkway application of permeable pavement
- Requires long-term operations and maintenance plan



Looking Ahead

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

Questions/Comments?