

A Resolution

NO. _____

A RESOLUTION IN SUPPORT OF THE EASTSIDE TRANSPORTATION PLAN LOCALLY PREFERRED ALTERNATIVE: TRANSIT ROUTE 89 MODE AND EXTENSION AND CROSS-SECTIONS FOR EAST LANCASTER AVENUE, BRIDGE STREET AND BRENTWOOD STAIR ROAD

WHEREAS, enhancements to East Lancaster Avenue, Bridge Street, and Brentwood Stair Road are necessary to improve safety, multimodal connectivity, and support economic development; and

WHEREAS, City of Fort Worth leadership will empower interdepartmental and interagency collaboration to maximize economic development, expand premium mobility options, enhance the sense of place, promote environmental quality and equitable outcomes for Eastside residents and a world-class city; and

WHEREAS, a Locally Preferred Alternative (LPA) is defined as an alternative evaluated through the local planning process and will be used in Texas Department of Transportation's (TxDOT) National Environmental Policy Act (NEPA) process for East Lancaster Avenue - State Highway 180 (SH-180) and Interstate 30; and

WHEREAS, East Lancaster Avenue (SH-180) is owned and managed by TxDOT and the North Central Texas Council of Governments (NCTCOG) coordinates regional planning needs, and, as such, will decide the final configuration and design of East Lancaster Avenue, Interstate 30, as well as Fort Worth to Houston High-Speed Rail; and

WHEREAS, the Eastside Transportation Plan examines Lancaster Avenue from Jones Street to Dottie Lynn Parkway; and

WHEREAS, the Eastside Transportation Plan examines Bridge Street and Brentwood Stair Road from Oakland Boulevard to IH-820; and

WHEREAS, the City of Fort Worth has ownership of Bridge Street and Brentwood Stair Road which parallel Interstate Highway 30 (IH-30) between Oakland Boulevard and IH-820; and

WHEREAS, TxDOT will soon begin a study to determine the future improvements of IH-30 between IH-35W and the Fort Worth City Limits, extending to Cooper Street in the City of Arlington; and

WHEREAS, Trinity Metro's Route 89 currently provides a transit connection from Fort Worth Central Station to the Historic Handley Urban Village along East Lancaster Avenue; and

WHEREAS, the Route 89 transit service will need to connect into the future I-30 corridor high-intensity transit service between Fort Worth and Dallas and Arlington’s VIA On-Demand Service; and

WHEREAS, the recommended LPA cross-section for East Lancaster Avenue is a technology managed corridor consistent with the NCTCOG Metropolitan Transportation Plan; and

WHEREAS, the recommended LPA cross-section(s) for Bridge Street and Brentwood Stair Road includes a four-lane, two-way road and a two-lane, two-way road; and

WHEREAS, the recommended LPA for Route 89 is the Red Route and Tech-Based Rapid Transit with premium amenities; and

WHEREAS, the LPA was presented for feedback through a series of public open houses on October 17, 18, and 19, 2023 and displayed in a virtual open house on the project website for review and comment from October 16 to November 20, 2023; and

WHEREAS, a list of environmental commitments was compiled to document project features and betterments reflective of City of Fort Worth priorities and public feedback.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FORT WORTH, THAT:

Section 1. The City of Fort Worth supports the Locally Preferred Alternatives in Exhibit A as follows:

1. East Lancaster Avenue as a managed technology corridor consistent with the NCTCOG Metropolitan Transportation Plan.
2. Bridge Street and Brentwood Stair Road, which include a four-lane, two-way and a two-lane, two-way road.
3. For Route 89, the Red Route transit alignment extension along East Lancaster Avenue and Dottie Lynn/Eastchase Parkway; and Tech-Based Rapid Transit with premium transit features.

Section 2. The City of Fort Worth supports Exhibit B, the City’s requested Environmental Commitments for inclusion in design considerations.

Adopted this _____ day of _____ 2024.

ATTEST

Jannette S. Goodall, City Secretary



FORT WORTH EASTSIDE TRANSPORTATION PLAN



**Locally Preferred Alternative
(LPA)**

Draft Executive Summary Report

Exhibit A

January 2024





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Summary and Study Area (Kick off - Fall 2022)

The City of Fort Worth in partnership with TxDOT, NCTCOG, and Trinity Metro is working to develop the Eastside Transportation Plan. The plan will:

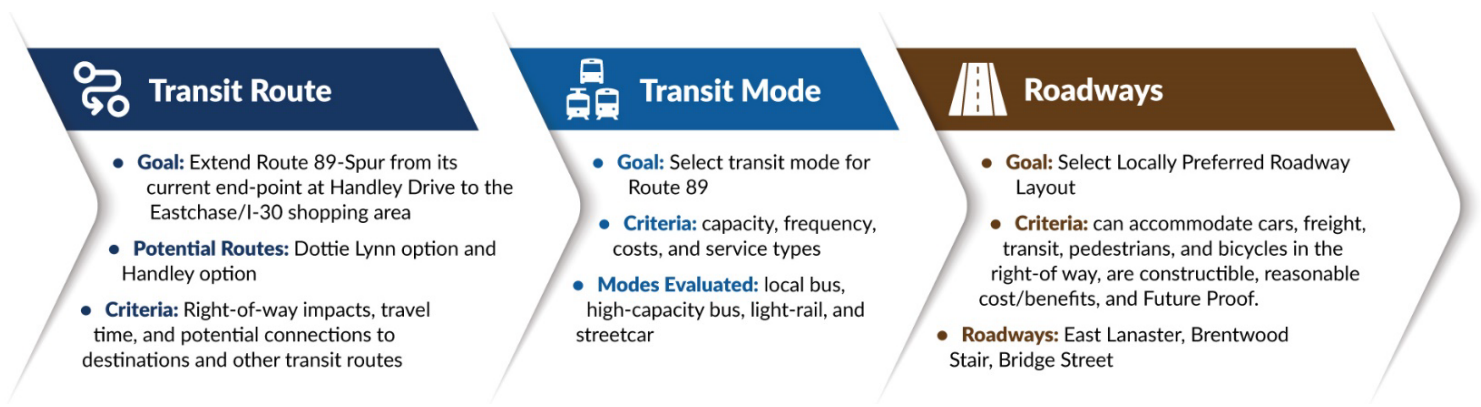
- Develop a locally preferred alternative (LPA) for roadway layouts on East Lancaster Avenue, along with Brentwood Stair Road and Bridge Street (from Oakland Boulevard to Bridgewood Drive) and for premium transit route and vehicle type(s) for Route 89 between Downtown, Handley Drive and the Eastchase Parkway/I-30 shopping area.
- Serve as a coordinating document for federal processes on identified roadway and transit components to inform the National Environmental Policy Act (NEPA) process, design, and construction along East Lancaster Avenue.
- Create a capital plan for transportation improvements on other local roadways and transportation routes.
- Develop form-based zoning and regulating plans for development areas.



Alternatives Analysis Process (January – August 2023)

An analysis of current conditions, and needs assessment were developed reviewing existing transportation data and policy, past plans, economic factors, safety trends, land use, and other information. The City team also conducted an extensive review of relevant examples from peer communities. The City and NCTCOG considered TxDOT performance standards as a part of the road layout design process to maintain consistency with other state projects. They also balanced the need for transit along the corridor with Trinity Metro.

Alternatives were developed and evaluated for the transit mode and route, and roadways using the following processes:



The adopted LPA represents the City’s desired project elements but is subject to changes after adoption by project implementers, in this case TxDOT, due to physical constraints and funding in design process.

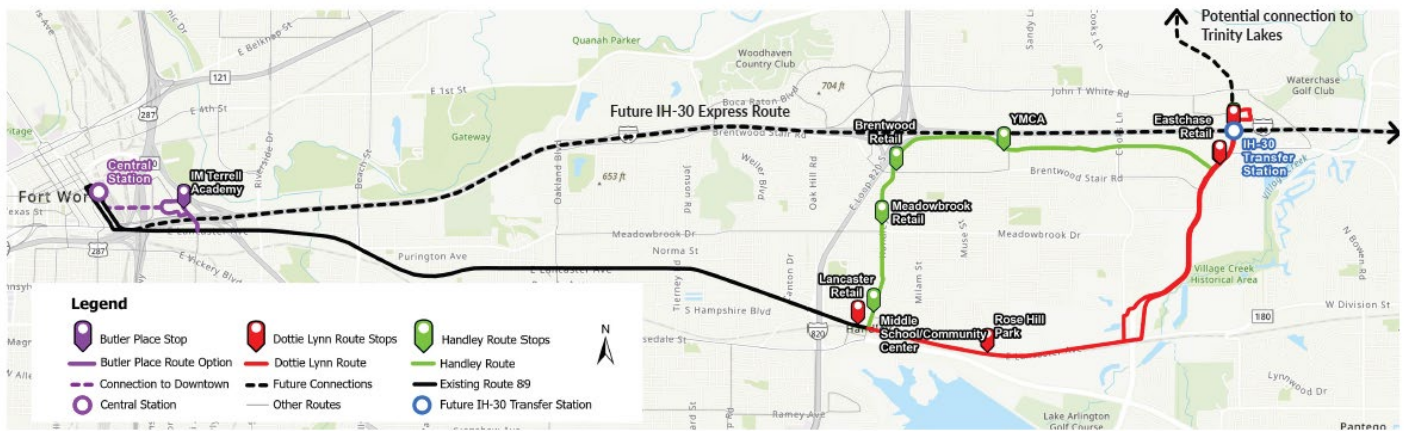
Recommended LPA for Transit Mode/Route 89-Spur (October 2023)

Desired Universal Features for Transit Route 89/Spur LPA:

It’s envisioned that this route will have premium features to enhance rider experience and route reliability, such as high-frequency service, off-board fare collection, Wi-Fi, air-conditioned shelters, restrooms, bike/scooter parking, real-time arrival information, level-boarding (no stairs), and other premium features.

Recommended *Route LPA* (Red Route-Downtown to Eastchase/IH30 using Dottie Lynn):

The recommended LPA for transit route uses East Lancaster Avenue to Eastchase Parkway due to the availability of open land, less disruption to existing communities, constructability, and provides quicker service. This route connects to Eastchase shopping and planned high-intensity transit on IH 30 between Fort Worth and Dallas, opens up opportunities to use transit to get to the eastern suburbs, and connects with Arlington’s on demand “VIA” transit service. This route can also be extended to Trinity Lakes Station in the future. The other route (green) evaluated (not recommended) used Handley Drive and Ederville Road.



Recommended Mode LPA:

Technology Rapid Transit using busses is being recommended as it can handle current and future ridership needs. Advanced technology will be used to create a reliable, safe and premium experience for all modes along the corridor. The route’s infrastructure will be developed to meet future demand and capitalize on new technologies.

Recommended Roadway LPA Cross-Sections (October 2023)

Desired Universal Roadway features:

World-class roadway design is envisioned and will include access management (driveway consolidations and shared access), fiber-optics, enhanced traffic signals, improved pedestrian and bicycle accommodations, flexible

curb space for loading, freight, and parking, street trees and green infrastructure, lighting, and other features. The LPA includes a four-lane section for IH 35W to Riverside Drive and six lanes from Riverside Drive to Dottie Lynn Parkway/City Limit. The segment from *Pine Street to IH-820* is now fully funded. See next steps:

East Lancaster Avenue (SH 180) Pine to IH 820 Funding Profile			
Funding Source	Activities	Funding Amount	Percent Project Cost
State	TxDOT Preliminary Engineering and Right of Way	\$15,000,000	8.2%
Local	Franchise Utilities	\$2,000,000	1.1%
State	TxDOT (Category 2) <i>RAISE Grant</i> Match – Construction	\$5,000,000	2.7%
State	TxDOT Leveraged (Category 2) Match – Construction	\$24,713,968	13.6%
Local	City of Fort Worth – Construction	\$16,430,160	9.0%
Federal	TxDOT Existing Leveraged (Category 2) – Construction	\$98,855,872	54.4%
Federal	<i>RAISE Grant – Construction</i>	<i>\$20,000,000</i>	<i>11.0%</i>
TOTAL PROJECT FUNDING		\$182,000,000	100.0%

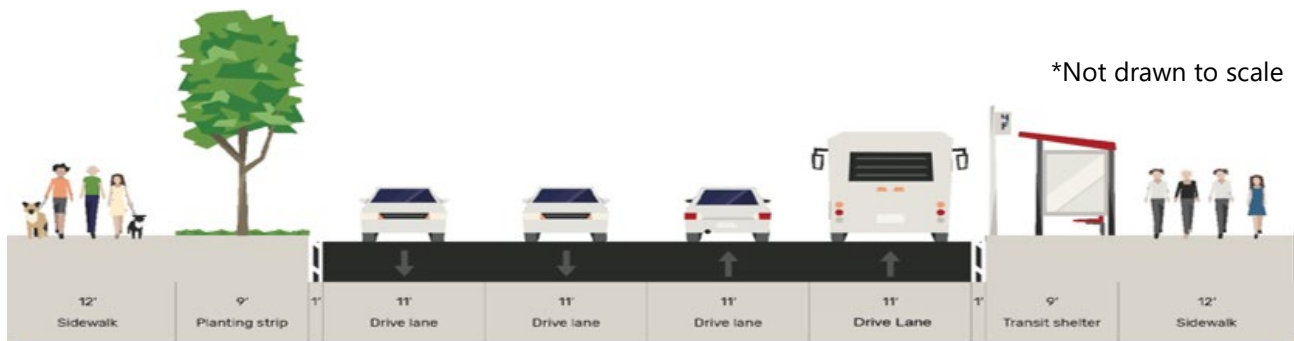
East Lancaster Avenue (Managed Technology Corridor):

The following section illustrates the LPA cross-sections for East Lancaster Avenue. The cross-sections were presented to the public through a series of public open houses held from October 17- 19, 2023 at three locations in the study area. The cross-sections were also displayed in a virtual public open house with a comment period from October 17 – November 20, 2023. It is important to note that NCTCOG and TxDOT have the final say on the design of the East Lancaster Avenue. All cross-sections developed for this study are subject to change based on the Metropolitan Transportation Plan and the environmental and design phases of the project.

Cross-Section Benefits

- Combination of Managed/Tech + access management + shared use path estimated to reduce crashes by 30%+ over the next 20 years.
- Allows more left-turn opportunities at median openings when compared to center-running transit.
- Operates at an acceptable level-of service for vehicles with enhanced multimodal and freight access and connectivity.
- Shorter transit headways, more reliable and efficient transit experience.

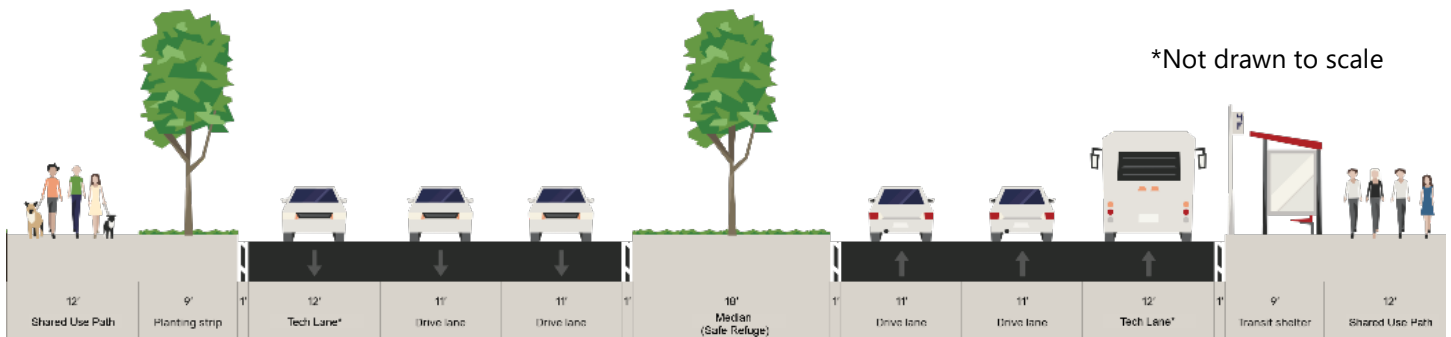
IH 35W to Riverside Drive



Reconstruct four-lane undivided roadway with access management and ped/bike path.

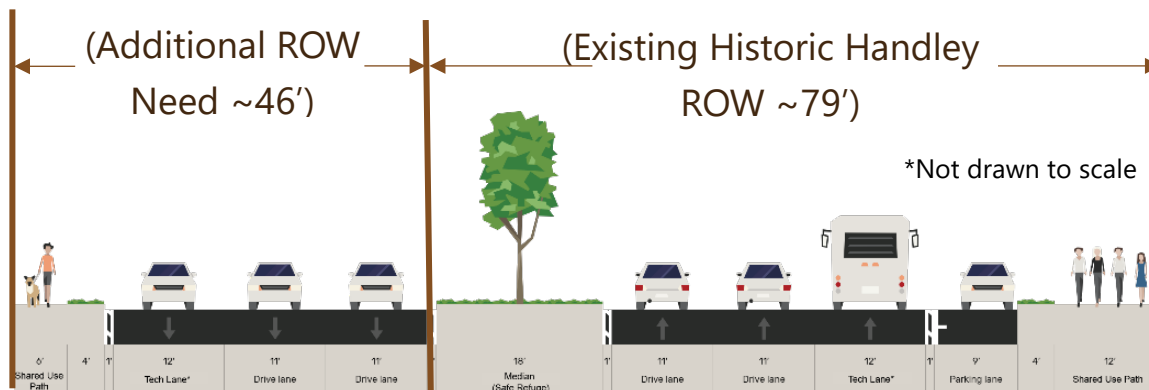
Riverside Drive to Dottie Lynn Parkway

Reconstruct roadway with six lanes (expanded to six lanes east of IH 820) as a technology managed corridor with ped/bike paths, and enhanced signals and operations.



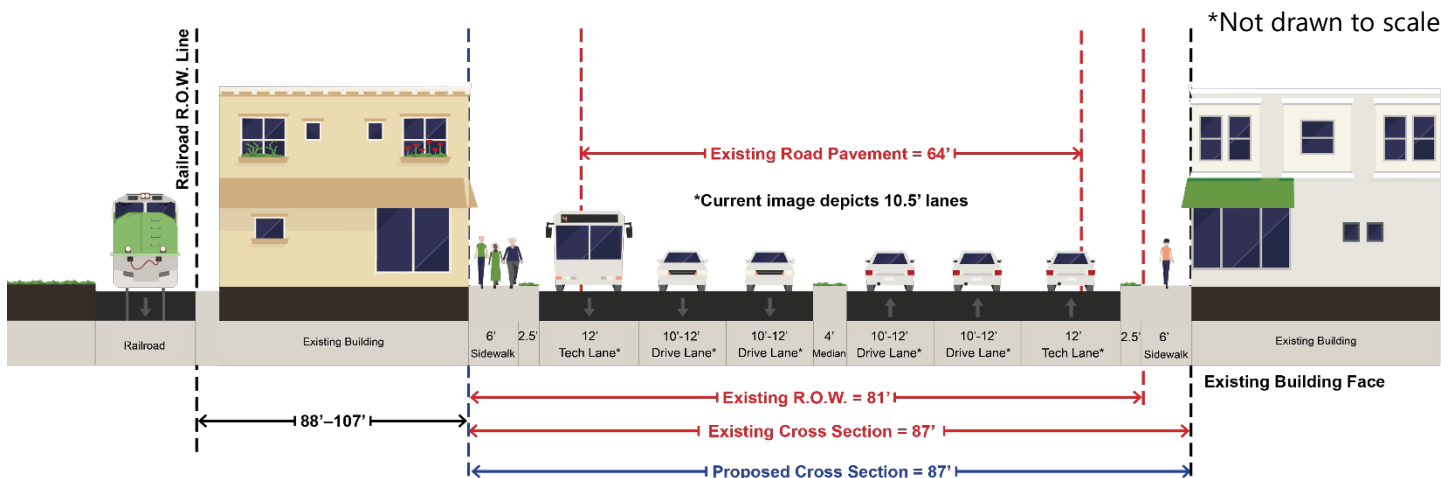
Addressing ROW Concerns in the East of I-820

The right-of-way (ROW) along East Lancaster Avenue is constrained to varying levels east of I-820, narrowing from six lanes divided with a median to four undivided lanes between I-820 and Dottie Lynn Parkway. Constraints are particularly concerning in the Handley Historic District, where the ROW width narrows to as few as 79 feet and several historic buildings line the corridor. The width of the proposed cross-section between I-820 and Dottie Lynn Parkway, illustrated below, exceeds the available ROW in various segments of the corridor. The following alternative cross-sections were developed to address ROW, environmental, and other identified constraints in the corridor.



Erie Street to Forest Street

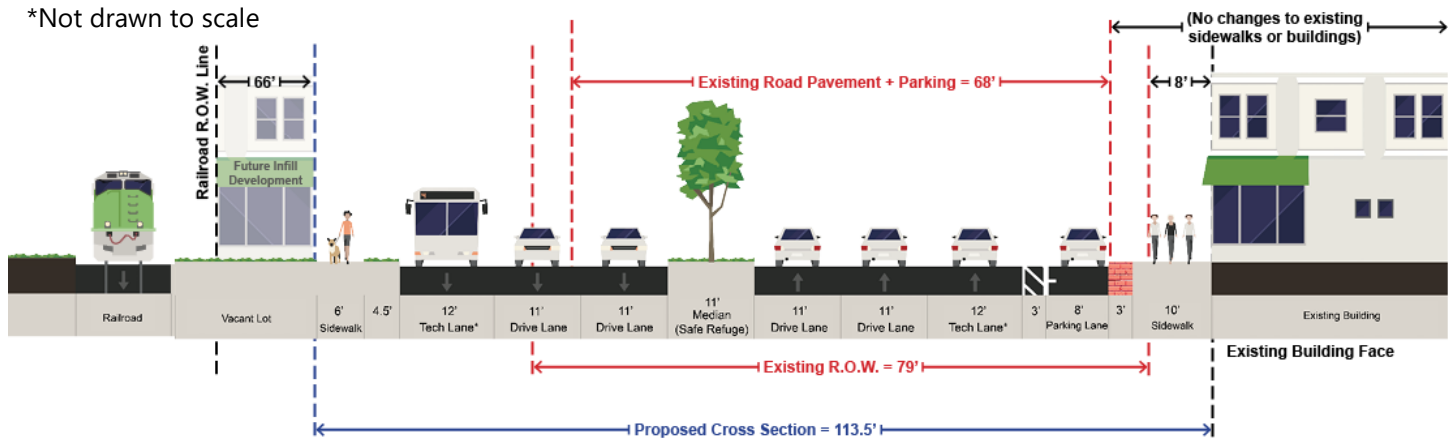
The segment of East Lancaster Avenue between Erie Avenue and Forest Street is constrained by a historic building on the south side of the roadway and limited ROW. The alternative cross-section leverages the existing sidewalk, which extends to the building front, a narrower median, sidewalks, and inside travel lanes to fit the roadway within the available space. The route through the historic district may be moved from in front of the buildings on East Lancaster Avenue to behind the buildings on Kerr Street.



Forest Street to Handley Drive

This segment of East Lancaster Avenue is constrained by historic buildings on the north side of the roadway. The alternative cross-section maintains the existing wide sidewalks, on-street parking, and other streetscapes, and expands the roadway to the south where there are currently no structures in place.

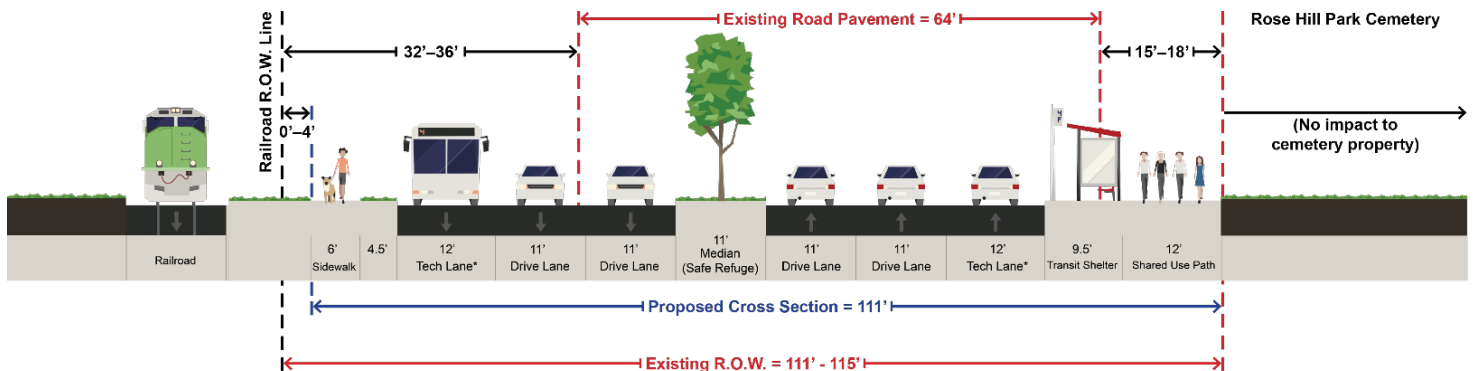
*Not drawn to scale



Rosehill Drive to Sandy Lane

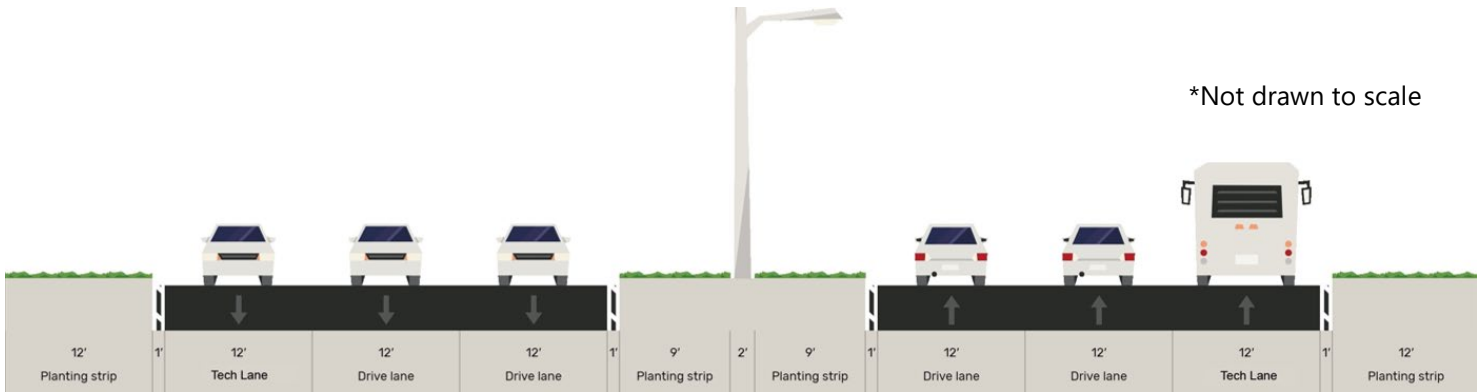
This segment is constrained by Rosehill Cemetery and the Union Pacific rail line. The alternative cross-section fits within the existing ROW by narrowing the median.

*Not drawn to scale



Eastchase Parkway/Dottie Lynn Parkway (Owned by City of Fort Worth):

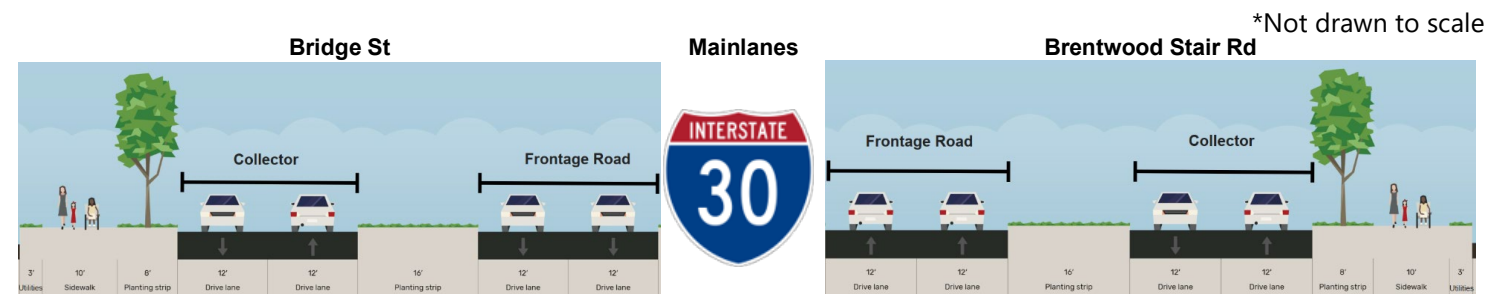
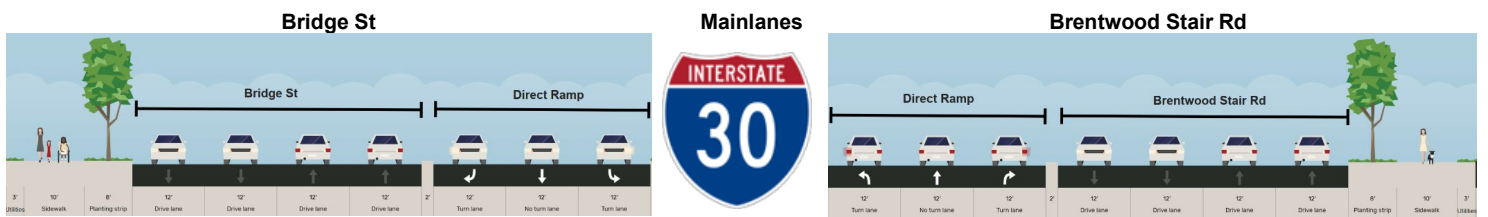
The LPA calls for a six-lane divided roadway with technology enhancements, improving safety and operations.



Bridge Street and Brentwood Stair Road (Owned by City of Fort Worth):

These two roadways currently have the same configuration, four-lanes undivided. The **two (2) LPA options** being shown to **TxDOT** include provision for the state to add frontage roads or off/on ramps as part of the I-30 rebuild. One option keeps the two roads at four lanes (2 lanes each way) and the other reduces the roads to two lanes (1 lane each way).

*Not drawn to scale



Input Process and Next Steps



September 13: Meeting with Project Partners (TxDOT, NCTCOG, Trinity Metro)



September 28: Stakeholder Advisory Committee Meeting



October 17: MITC presentation on the LPA and public open house schedule.



October 17, 18, 19: Public Open House #2 to Present LPA and Alternative Development and Screening Process



December 2023 thru 2026: TxDOT takes LPA for SH 180/East Lancaster into the Environmental/Design Process, there will be the opportunity for additional public comment.



January 9: Council Workshop Joint Presentation on the Eastside Transportation Plan Planning Process and LPA



January 23: Council Adoption of LPA



Winter/ Spring 2024: Solutions workshop and continued public engagement and develop zoning and economic development policy to support Eastside development. This will be ready for council adoption by late Spring.



TBD: TxDOT takes LPA for Brentwood Stair Road and Bridge Street into the Environmental/Design process for the I-30 project. There will be the opportunity for additional public comment.



Exhibit B: Eastside Transportation Plan - Requested Environmental Commitments

I-30 Corridor (Brentwood Stair Road and Bridge Street):

- Maintain two-way traffic for both parallel local roads
- Enhance local connectivity and circulation along and across the interstate
- Mitigate noise from the interstate corridor, including high-speed rail
- Utilize sound/noise walls and other screenings that allow for light/air-flow
- Accommodate transit-oriented development access to I-30 High Intensity Transit
- Accommodate future high-speed rail

SH-180 (East Lancaster):

- Stay within right-of-way to preserve historic and cultural resources
- Preserve trees on north side, specifically east of I-820
- Stay within right-of-way on north side within the Historic Handley area
- Include corridor management features for transit like striping or other dedication
- Exceed standards for pedestrian safety and comfort in median refuge and crossings
- Emphasize access management strategies including driveway closures to minimize conflicts with curb-running transit
- Preserve greenspace and trees on median
- Avoid impacts to Native American and other cultural/historic sites including feed store in Handley area
- Future-proof corridor to accommodate additional modes
- Preserve enough right-of-way between the railroad right-of-way and roadway to accommodate future infill development in the Handley Historic District.
- Stay within right-of-way to avoid cemeteries.
- Consider running the bike lane on parallel streets where right-of-way is too constrained to safely accommodate it on East Lancaster Avenue.
- Maintain on-street parking in historic district with a buffer between parked vehicles and through traffic to improve safety.
- Include enhancements to mitigate noise from passing freight trains.

Universal requested commitments on both corridors:

- Stay within right-of-way footprint whenever possible
- Place/relocate all utilities underground when possible or in alleyways
- Allow for innovative curbside management for loading, freight, parking, and amenities
- Accommodate all modes safely and comfortably
- Minimize impacts to parks and cemeteries
- Minimize impacts to cultural/historic sites
- Add greenery and other beautification like trees, other landscaping and public art
- Include fiber and other technology
- Include access management strategies including driveway closures and consolidation
- Include traffic calming measures
- Optimize drainage and stormwater improvements consistent with the City's Good-Natured Greenspace Initiative
- Continue outreach with public as design progresses