City of Fort Worth, Texas

Mayor and Council Communication

DATE: 06/09/26 **M&C FILE NUMBER:** M&C 26-0506

LOG NAME: 20MASTER TRANSPORTATION PLAN ADOPTION

SUBJECT

(ALL) Conduct Public Hearing and Adopt Ordinance Adopting the Master Transportation Plan and Incorporating the Plan into the Comprehensive Plan, Adopt Ordinances Amending the City Code and Access Management Policy to Align with the Master Transportation Plan

(PUBLIC HEARING - a. Staff Available for Questions: Kelly Porter; b. Public Comment; c. Council Action: Close Public Hearing and Act on M&C)

RECOMMENDATION:

It is recommended that the City Council conduct a public hearing and:

1. Adopt the attached ordinance adopting the Master Transportation Plan and incorporating the Plan into the Comprehensive Plan;
2. Adopt the attached ordinance amending the City Code to align with the Master Transportation Plan; and
3. Adopt the attached ordinance amending the Access Management Policy to align with the Master Transportation Plan

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DISCUSSION:

The purpose of this Mayor and Council Communication (M&C) is to adopt a Master Transportation Plan (MTP). On September 12, 2023, City Council approved funding for the development of the Master Transportation Plan (MTP) – themed Moving A Million “M1M” (M&C 23-0757). A contract with AECOM Technical Services, Inc. was executed on March 11, 2024 (City Secretary Contract No. 61087), and the project officially kicked off shortly thereafter. The MTP aligns the City of Fort Worth’s (City) transportation plans and policies into one unified document and guides the capital program using federal and state performance-based transportation planning and programming guidelines. The plan will inform future transportation investments by prioritizing projects over a 25-year window for development of funding, design, and construction. The Comprehensive Safety Action Plan (CSAP), called Vision Zero, serves as the safety component of the MTP and was adopted on September 30, 2025 (M&C 25-0935).

The Master Transportation Plan is the City's first true transportation capital planning document that incorporates identifying projects and tying them with funding sources and delivery cycles. It also lays the foundation for sound project development, increasing confidence in scoping, funding, and timing.

The Master Roadway Network (MRN) is a core component of the MTP and replaces the City’s previous Master Thoroughfare Plan. The MRN establishes the ultimate roadway network needed to support Fort Worth’s long-term growth and development, identifying future alignments, required right-of-way, and functional classifications across the system. It also defines the design expectations for each roadway type, including multimodal elements, to provide greater clarity and consistency in how streets are engineered, delivered, and maintained. By tying network definitions to cross sections and access management standards, the MRN serves as the foundation for project development, coordination with development, funding partnerships, and long-term capital delivery.

The MTP includes a Master Roadway Network-City Roads (MRN-CR), which consists solely of City roadways to align with the Transportation Impact Fee Program's Transportation Improvement Plan and to ensure consistency in development reviews and impact fee assessments.

Within the MRN-CR, a land-use overlay system guides the design and operation of each roadway, replacing uniform citywide standards with context-specific expectations. Functional class shifts between access and mobility priorities based on surrounding land use. Two overlays—Freight Priority Areas and Compact Development Areas—tailor lane widths, intersection frequency, driveway spacing, and multimodal features to reflect either freight-oriented or pedestrian-focused environments. This framework supports wider lanes, larger turning radii, and greater spacing along freight corridors, narrower lanes, protected bike facilities, and more frequent intersections in compact areas. The overlay system enables the network to evolve as development patterns and land use change over time.

Active Transportation and Micromobility (ATM)

The ATM updates the Active Transportation Plan using post-COVID trip data and focuses on closing network gaps while incorporating pedestrian and bicycle infrastructure with other forms of micromobility, such as e-scooters and delivery robots.

Transportation Investment Cycles (4-year and 10-year Program)

Project lists for 2026, 2030, 2034, and beyond identify high-impact, data-driven priorities. While not financially binding, these lists position the City to pursue competitive funding opportunities. Many of these projects have been advanced through schematic design and risk assessments. Extensive methodology was documented for cost estimates and project readiness.

Interim Equivalency Appendix

An interim equivalency framework aligns previous street type classifications with the new functional system for pavement and design

standards until the Transportation Engineering Manual is fully updated.

TxDOT Surplus Right-of-Way Criteria

Criteria are established for the City to consider accepting surplus right-of-way. The establishment of criteria does not officially oblige the City to take on additional right-of-way. Corridors with heavy freight traffic, high-volumes, or high-risk assets will be avoided.

Other elements

The City Code and Access Management Policies are being amended to align with the MTP, including replacing all references to the Master Thoroughfare Plan with references to the MTP, MRN, or MRN-CR.

In accordance with Section 212.0021 of the Local Government Code, notice of the public hearing was published in the Star-Telegram on May 08th, 2026. Please see the Development Advisory Committee Document and Recommendation attached. The MTP and City Code amendments were recommended for approval by the City Plan Commission on May 14, 2026,

Next Steps and Schedule

Following adoption, the Transportation and Public Works Department will conduct a citywide speed study, update the Transportation Engineering Manual, and advance the first four years of the Transportation Investment Cycle, which aligns with recently approved bond projects. Staff will also pursue regional, state, and federal funding partnerships for priority projects.

This will serve ALL COUNCIL DISTRICTS.

A Form 1295 is not required because: This M&C does not request approval of a contract with a business entity.

FISCAL INFORMATION / CERTIFICATION:

The Director of Finance certifies that approval of this recommendation will have no material effect on City funds.

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