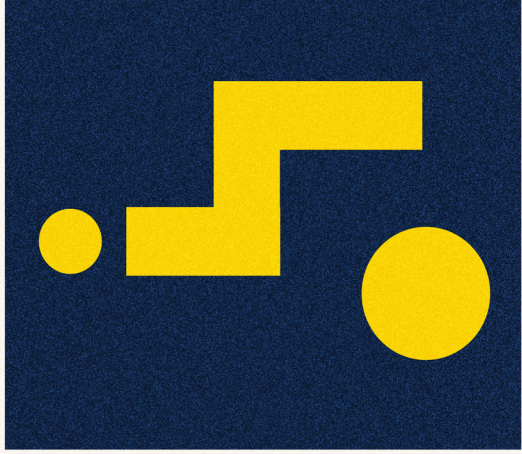
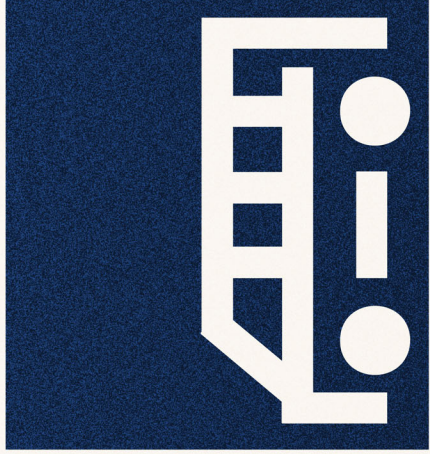




FORT WORTH VISION ZERO SAFETY ACTION PLAN ●●●

April 2025 DRAFT

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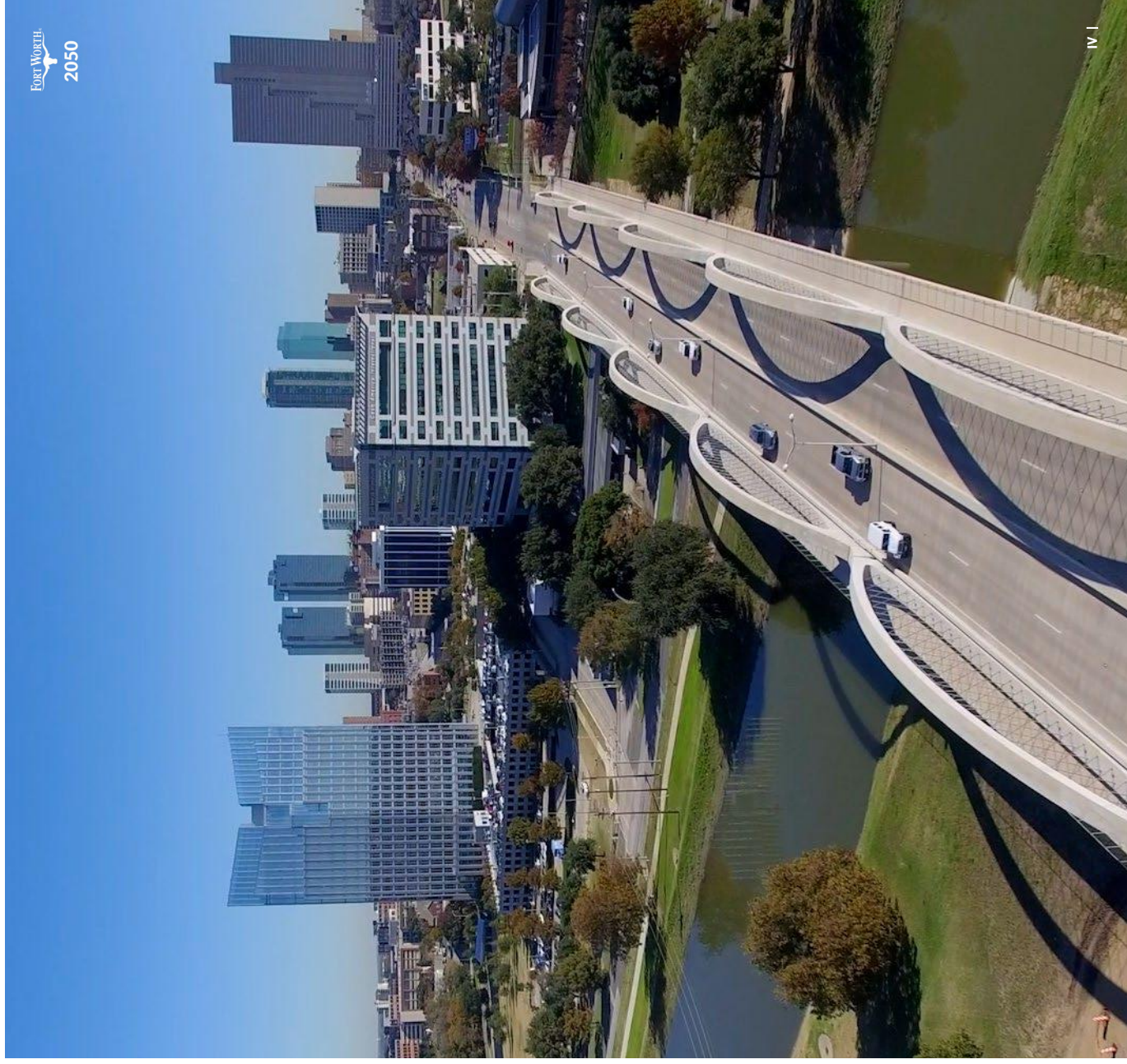
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- Appendix B - State of Safety Report
- Appendix C - Engagement Summary Report
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- Appendix F - Corridor and Intersection Prioritization
- Appendix G - Corridor Road Safety Assessment
- Appendix H - Additional Action Strategies

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein. The overall cost opinions are intended to be general and used only for planning purposes. Toole Design Group, LLC makes no guarantees or warranties regarding the cost estimate herein. Construction costs will vary based on the ultimate project scope, actual site conditions and constraints, schedule, and economic conditions at the time of construction.



OUR GOAL



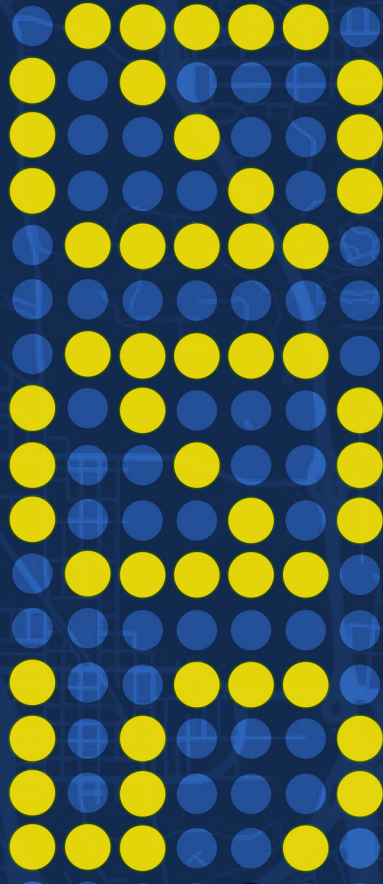
**traffic fatalities and
severe injuries on
City of Fort Worth
roadways by 2050.**

1 INTRODUCTION



**WHY DOES FORT WORTH NEED
A SAFETY ACTION PLAN?**

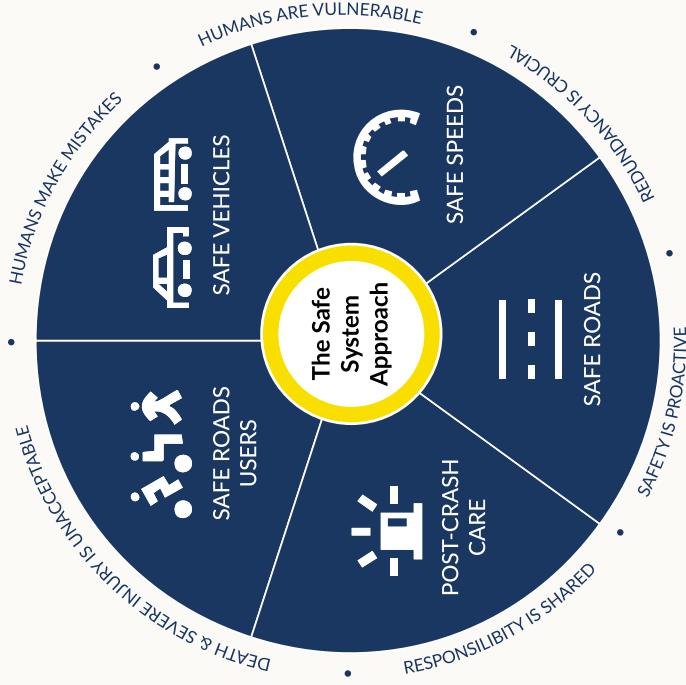
**Over 500 people
are killed or severely
injured on Fort
Worth roadways
each year.**



THE SAFE SYSTEM APPROACH

This Safety Action Plan is Fort Worth's roadmap to reducing roadway deaths and severe injuries. It is grounded in the Safe System Approach, which aims to eliminate deaths and severe injuries by anticipating human mistakes and minimizing impacts on the human body when crashes do occur.

The Safe System Approach is built around **six principles** and is backed by **five elements**.



SAFE SYSTEM APPROACH PRINCIPLES

1. Death & severe injury is unacceptable:

While minor incidents are almost inevitable, this plan focuses on preventing crashes that result in fatalities and severe injuries.

2. Humans make mistakes:

Even the best drivers will inevitably make mistakes that can lead to a crash. How we design and operate our transportation system can ensure these mistakes don't have life-altering impacts.

3. Humans are vulnerable:

Human bodies can only withstand so much impact from a crash before death or severe injuries occur.



SAFE SYSTEM ELEMENTS



1. Safe Road Users:

Working towards a culture of safety requires safe responsible driving and behavior by people who use the transportation system, as well as a network of City and civic partners who work together to address safety concerns.



2. Safe Vehicles:

Making vehicles safer can be done through advanced driver assistance systems and by ensuring future technology prioritizes vulnerable roadway users.



3. Safe Speeds:

Slower vehicle speeds increase visibility and reaction times for drivers and reduce impact forces when a crash occurs. Moving towards safe speeds can be done through speed limit reduction, traffic calming, and roadway design.



4. Safe Roads:

Safer roads come from providing physical separation (like separated bike lanes and sidewalks) as well as designing to accommodate needs.



5. Post Crash Safety:

A system-wide approach means working towards safety even after a crash has occurred. This comes from improving emergency response, traffic incident reporting, and traffic management.

HOW TO READ THIS PLAN

This Safety Action Plan will guide the City of Fort Worth's efforts to improve roadway safety and create safe streets for all users. The Safety Action Plan incorporates input from the Technical and Community Advisory Committees, as well as insights from community members throughout Fort Worth. The Safety Action Plan builds upon the City's past efforts, including the Vision Zero Resolution, Active Transportation Plan, Complete Streets Policy, and Master Thoroughfare Plan.

The implementation of this Plan will not be the responsibility of just one City department or division, rather it will be a collaborative process involving many different parties. The City will focus on both addressing issues on City-owned streets and working with County and State officials to improve streets owned by those agencies.

The Safety Action Plan identifies the state of road safety in Fort Worth by **reviewing past efforts and analyzing crash data** from the past five years. This review allows us to identify areas of concern and to focus our efforts on the areas with greatest need.

To complement this review, the City has worked closely with the **Technical and Community Advisory Committees**, which are composed of community

members, local agency staff, and neighborhood elected officials. These individuals provided their unique perspectives as users of the Fort Worth roadway system to highlight areas of concern and focus our priorities. The study team also performed extensive **community engagement** throughout the development of this plan, which informed the Plan's priorities and actions.

From both the crash data analysis and community engagement, **four goals** were identified for the Safety Action Plan (Vision Zero: Paradigm Shift, Safe Speeds, Reduce Conflicts, Policies and Programs). Supporting these four goals, we have identified **34 safety action strategies** that will help the City improve traffic safety. These action strategies address the most important issues identified. For each safety action

strategy, the Plan highlights the timeline, cost, leading party, and supporting party.

In addition to these Citywide goals and action strategies, we have identified specific **Priority Projects** for the implementation. These projects contain specific changes to corridors that have critical safety needs. These projects can improve roadway safety in Fort Worth.

The Safety Action Plan lays out **implementation strategies, funding strategies, performance measures** as well as a **transparency plan** to hold ourselves accountable. Fort Worth needs your help in implementing the Safety Action Plan. Read this Safety Action Plan and keep informed about the progress of its implementation. Provide feedback and input on the progress as we all work to make Fort Worth a safer place to get around.

CHAPTER 2

ROAD SAFETY TODAY

- Review of Policies/Programs/Regulations
- Crash Data Analysis



CHAPTER 3

COMMUNITY ENGAGEMENT

- Technical & Community Advisory
- Public Engagement



CHAPTER 4

FOCUS AREAS & ACTIONS

- Vision Zero: Paradigm Shift
- Safe Speeds
- Reduce Conflicts
- Policies & Programs



CHAPTER 5

SAFE SYSTEMS PRIORITIES

- Setting Safe Speed Limits
- Truck Traffic Management
- Capital Projects at Priority Locations



CHAPTER 6

MOVING FORWARD

- Systemic Recommendations
- Implementation Strategies
- Transparency & Next Steps



IMPORTANT TERMS

VISION ZERO

A strategy aimed at eliminating all traffic fatalities and severe injuries while increasing safe, healthy, and fair access to mobility for all.

SAFE SYSTEM APPROACH

A holistic framework that acknowledges human error and vulnerability in crashes, emphasizing redundancy in roadway design, vehicle safety, and policies to prevent severe injuries and deaths.

TRAFFIC CRASH [NOT ACCIDENT!]

The word "accident" implies that these harmful and life-changing events are not preventable or avoidable. Traffic-related severe injuries and deaths are often preventable events for which there are proven solutions. As such, the Safety Action Plan refers to them as "crashes," not "accidents."

KILLED AND SEVERELY INJURED (KSI)

Killed and Severely Injured (KSI) stands for the highest level of severity resulting from a traffic crash with at least one person involved in the crash either dead or suffering incapacitating injury.

VULNERABLE ROAD USERS (VRU)

Vulnerable Road Users (VRUs) are those at most risk in a traffic crash by not being inside an enclosed vehicle. When they are involved in crashes, VRUs are more likely to be severely injured or killed.

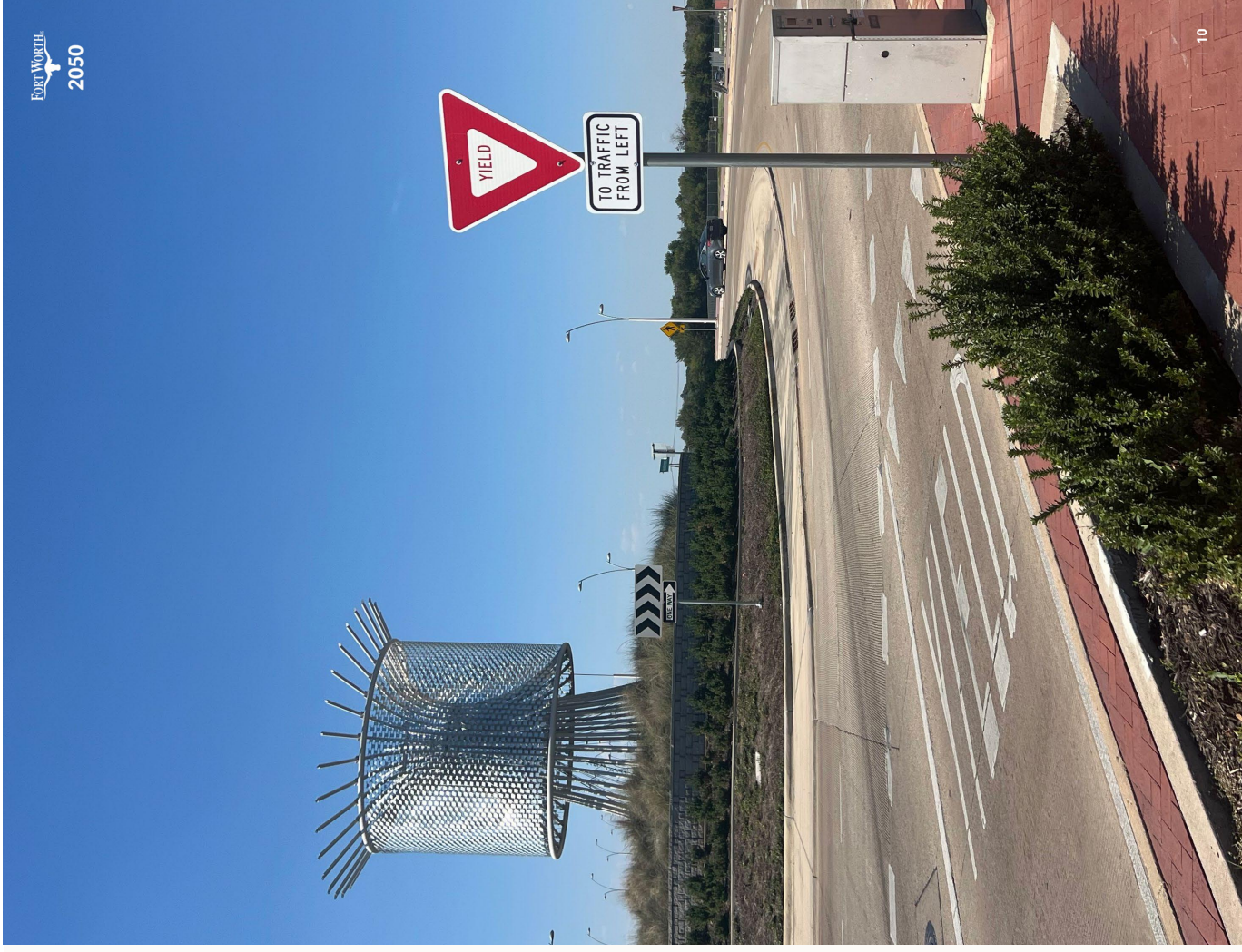
HIGH INJURY NETWORK (HIN)

A data-driven map identifying streets and intersections with the highest concentration of fatal and severe crashes used to identify priority safety improvements.

SOCIAL VULNERABILITY

Social vulnerability refers to the potentially negative effects that external stressors have on communities. The Centers for Disease Control and Prevention (CDC) has developed a tool to help identify and map communities that are most likely to need support before, during, and after hazardous events. It measures the relative vulnerability of each U.S. census tract by ranking them on 16 social factors, including unemployment, racial and ethnic minority status, and disability status. These factors are grouped into four related themes, providing each census tract with a ranking for the individual variables, the four themes, and an overall ranking.

This tool was used to identify the most socially vulnerable communities in Fort Worth.



2 ROAD SAFETY IN FORT WORTH TODAY

PLANS, POLICIES, AND PROGRAMS

The City of Fort Worth's commitment to improving the safety and efficiency of its transportation system has led to numerous policies, regulations, plans, practices, and programs.

In developing the Fort Worth Safety Action Plan, the City reviewed its current plans, policies, and programs that support traffic safety. This includes an overview of policy frameworks, identification of potential policy gaps, and areas for improvement in both new and existing policies. By incorporating the takeaways from the policy review, along with data-informed analysis and public and stakeholder involvement, the SAP creates a holistic effort to identify and develop actionable strategies. A full review of the City's plans, policies, and programs can be found in **Appendix A**.



PLANS

Active Transportation Plan (ATP)

The Fort Worth ATP was adopted in 2019 and provides a shared vision for active transportation infrastructure priorities and a comprehensive framework for implementation. The ATP prioritizes infrastructure investments and emphasizes local, short trips and connections to transit. It includes prioritized project lists, cost opinions, and performance measures to guide investments and accountability.

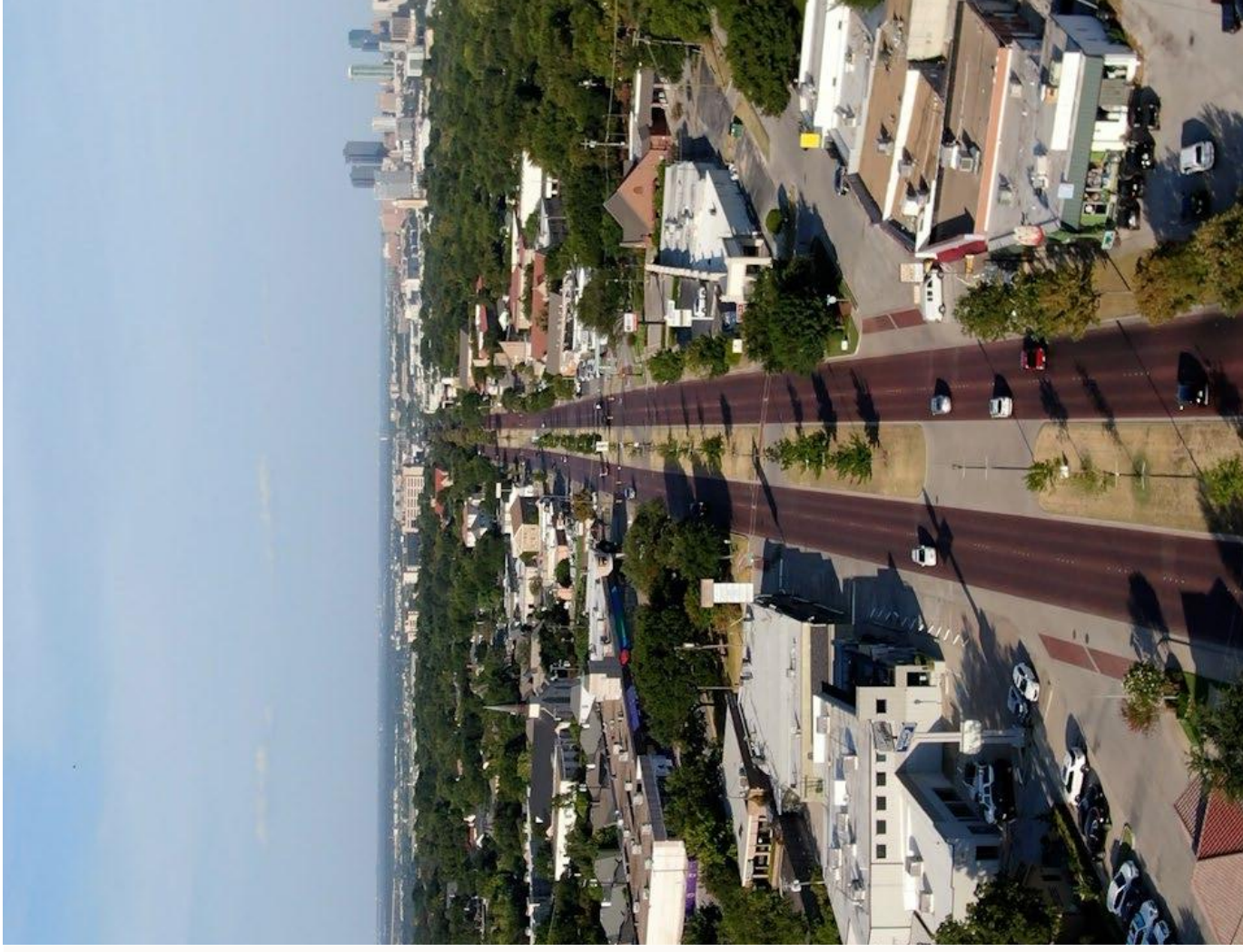
The ATP developed a policy framework based on input from stakeholders. The policy framework includes nine subjects that organize actions needed for implementation: Coordinated, Connected, Safe And Comfortable, Accessible, Equitable, Healthy, Community Awareness And Culture, Funding, and Economic Vitality.

Master Thoroughfare Plan (MTP)

The Fort Worth MTP was adopted by City Council in 2017 and updated in 2020. The goal of the MTP is to provide a complete and connected transportation system that supports mobility, safety and opportunity.

The MTP focuses on safety and comfort by narrowing street width where possible to facilitate pedestrian crossings, buffering people walking and biking from automobile traffic where appropriate, and providing space for streetscape elements to calm traffic.

The MTP sets Complete Streets as an ultimate goal for street design, with most streets in the City intended to have some level of accommodations for pedestrians and bicyclists. The MTP also incorporates the concept of target speed, which is the speed at which the roadway designer intends motorists to travel. This approach attempts to control vehicle speeds by implementing horizontal and vertical curves, narrower lane widths, and vertical elements (such as street trees).



POLICIES

Vision Zero Resolution

The City of Fort Worth adopted its Vision Zero Policy Resolution in 2019. The resolution supports a Vision Zero strategy to eliminate traffic fatalities and severe injuries in the City of Fort Worth.

While Fort Worth's Vision Zero resolution outlines key commitments, there are areas for enhancement. Although Vision Zero policies vary among different cities, key elements often include the safe system approach, community engagement and equity, designing and maintaining roads to prioritize the safety of all road users, using data analysis to understand trends, managing speed for safe travel, and setting a clear timeline to achieve zero traffic deaths and severe injuries.

Complete Streets Policy

The City of Fort Worth adopted its Complete Streets Policy in 2016, together with the MTP. This policy is applicable to all development and redevelopment in the public domain in Fort Worth. To implement the policy, the City is working to incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate. The design guidelines and standards will be updated to effectively implement Complete Streets. Staff trainings, project selection criteria, and project guides are recommended for implementation.

Fort Worth City Ordinances

The City of Fort Worth Ordinance, Chapter 22 covers the regulations related to motor vehicles and traffic. It highlights general traffic rules; truck traffic; operation

of vehicles; crashes; stopping, standing, and parking; bicycle and pedestrian rules; and other aspects of traffic that have implications for the overall safety of all users of the city roads.

Relating to bicycles, the ordinances mandate the use of reflectors from 7pm to 5am, require the use of a proper seat and helmet, and prohibit cyclists from attaching themselves to vehicles or riding in a reckless manner. The ordinances also establish minimum separation distances when motorized vehicles are passing bicyclists or pedestrians.

Relating to pedestrians, the ordinances support pedestrian safety by establishing the right-of-way for pedestrians and vehicles, including that drivers must yield to pedestrians in crosswalks and pedestrians must yield to vehicles outside crosswalks. An update was made to the ordinances in 2001, adding provisions prohibiting solicitation on or near roadways.

Relating to truck traffic, the ordinances include provisions for designated truck and commercial delivery routes, restrictions on hazardous materials, and limits on vehicle dimensions and weight. These elements align with common regulations found in many truck traffic ordinances. This ordinance can support Vision Zero by having designated truck routes that avoid residential areas to limit the exposure of vulnerable road users to large trucks, enforcing weight and size restrictions to reduce the probability of accidents and mitigate crash severity, and providing hazardous materials transporting routes to minimize the risks of dangerous incidents in populated areas.

PROGRAMS

Transportation Management Programs

The Transportation Management division of the City's Transportation and Public Works Department is responsible for traffic operations and safety initiatives in Fort Worth. The division performs citywide maintenance of streetlights, traffic signals, and signs, fulfills utility relocation requests, performs signal retiming and signal design review for private development, and operates the Traffic Management Center. Additionally, the division administers the Sidewalk Program, School Crossing Guard Program, Parking Management and Operations, Right-of-Way Management, and receives all customer traffic safety requests for the city.

Transportation Management has key performance indicators for every service request type.

Transportation Management's integration of Vision Zero-specific measures such as crash reduction targets into key performance indicators will be key to quantifying the division's success in improving traffic safety outcomes.



As part of the Vision Zero SAP process, the following areas have been identified as potential updates to the ordinance:



Setting a clear timeline for achieving zero roadway deaths and severe injuries, also known as Vision Zero.



Prioritizing safe speeds.



Strengthening public engagement, particularly in underserved neighborhoods and the communities most impacted by traffic violence.

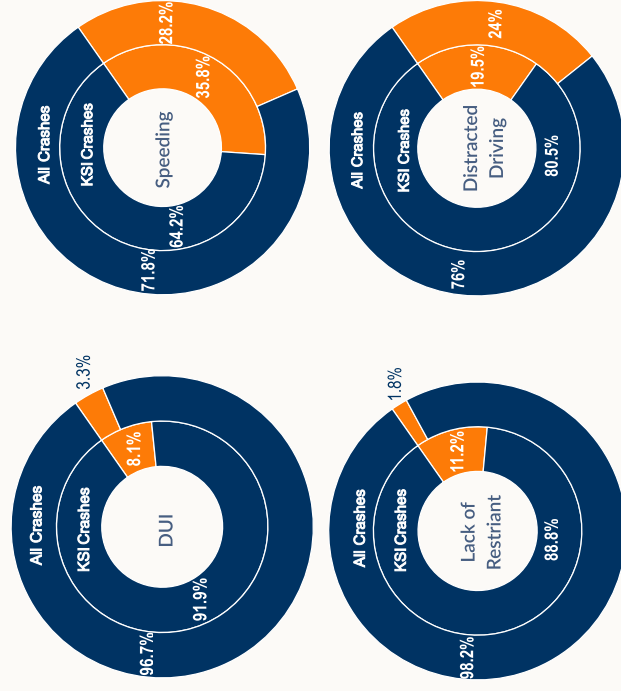


Including clear metrics and responsibilities across city departments.



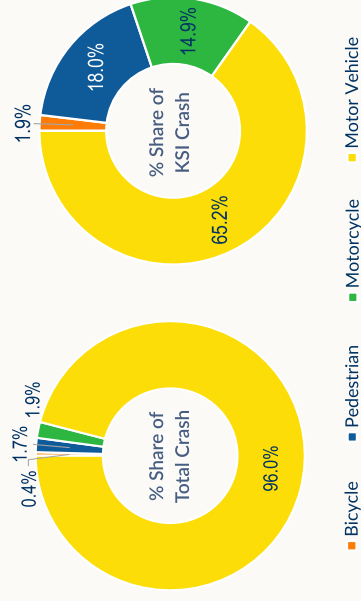
Ensuring regular reporting and public transparency.

SAFETY IN NUMBERS

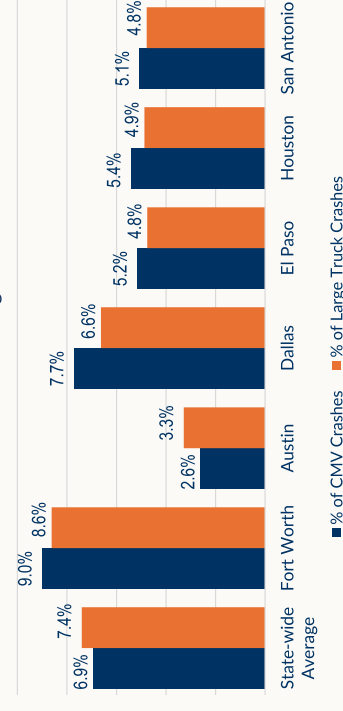


VULNERABLE ROAD USERS

Crashes involving bicycles, pedestrians, and motorcycles are much more likely to result in death or severe injury. These crashes accounted for only 4% of all crashes, but 34% of KSI crashes.



Commercial Vehicle and Large Truck Crashes



TRUCKS AND COMMERCIAL VEHICLES

Crashes involving large trucks and commercial motor vehicles made up a higher percentage of all crashes in Fort Worth, compared to the statewide average and other large Texas cities.



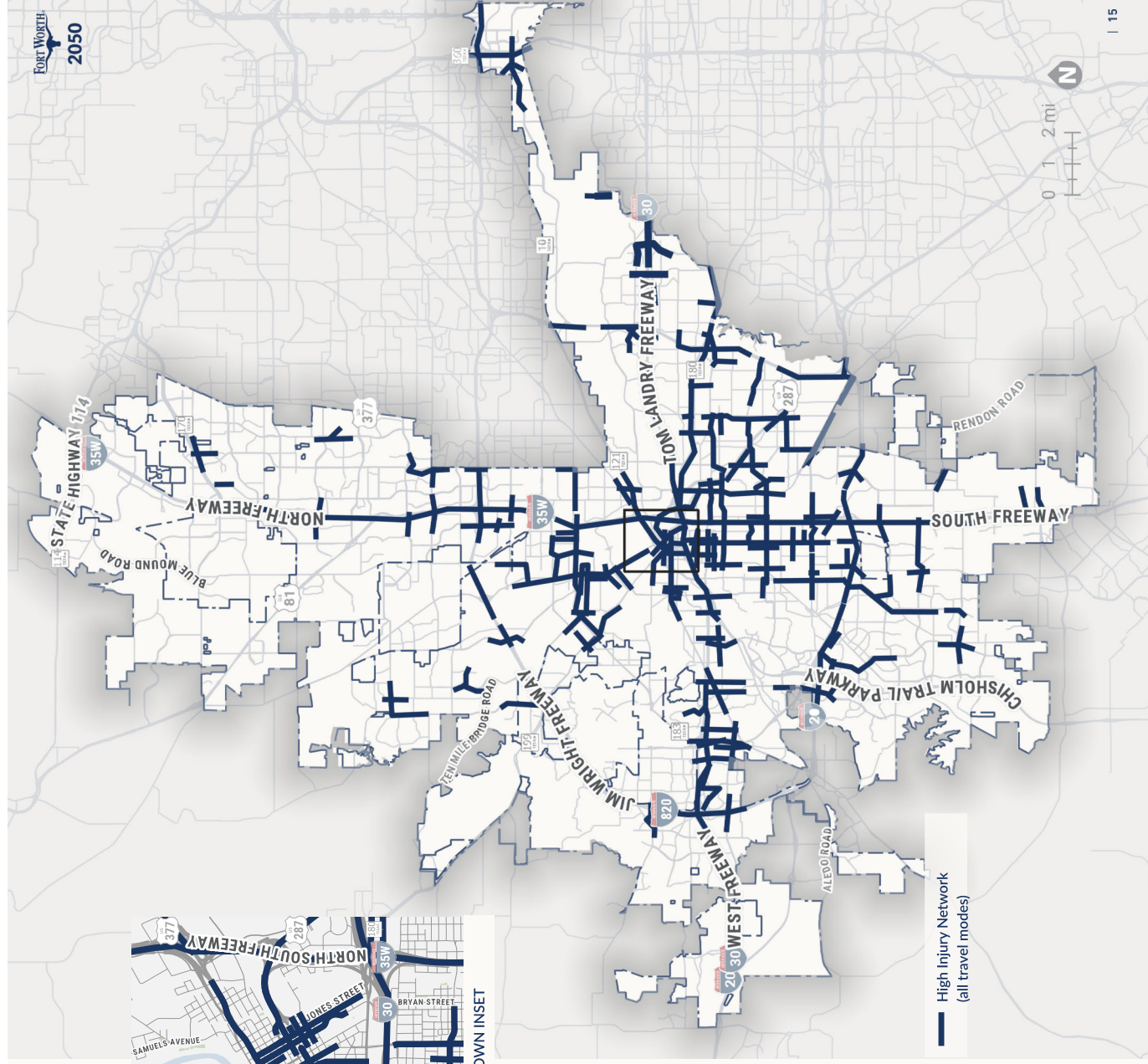
HIGH INJURY NETWORK

The High Injury Network (HIN) highlights corridors in Fort Worth with the highest concentration and severity of crashes, enabling the City to prioritize safety improvements where they are most needed. In developing the HIN, crashes are weighted by severity—fatal and severe injury crashes receive the highest weight.

Although the all-modes HIN covers just 6% of the city's streets, it accounts for 54% of all fatal and severe injury crashes.

Separate High Injury Networks that focus specifically on pedestrians, bicycles, motorcycles, commercial vehicles, and motor vehicles are in **Appendix B**.

The High-Injury Network comprises just 6% of the City's streets yet accounts for 54% of fatal and severe injury crashes.



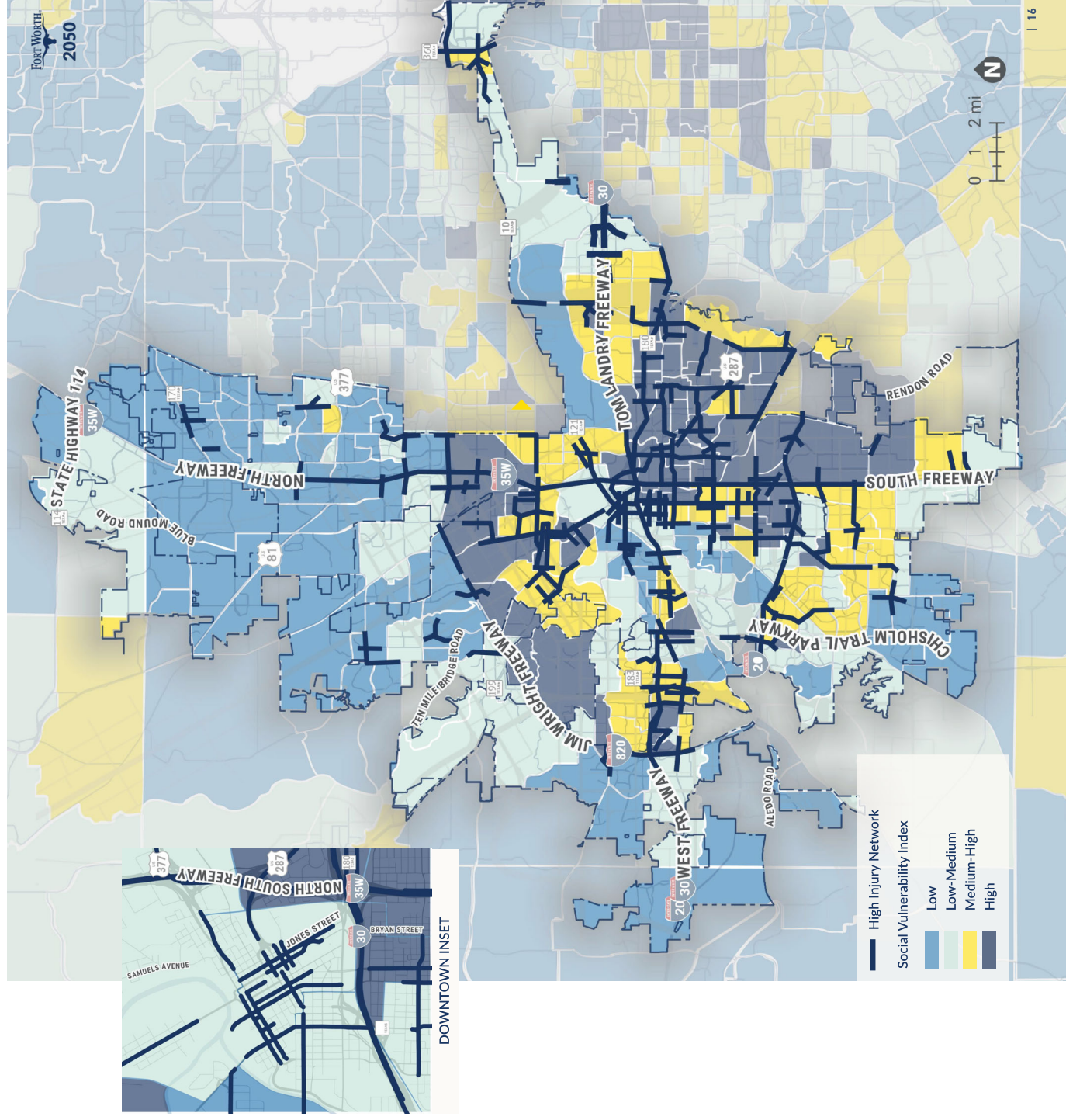
SOCIALLY VULNERABLE COMMUNITIES

Addressing roadway safety in Fort Worth cannot be fully addressed without focusing on communities that face disproportionate roadway safety impacts. The roadway network in Fort Worth must work for everyone. For that reason, vulnerable groups are a focus throughout the Safety Action Plan.

The Safety Action Plan focuses its analysis on areas that score high on the Social Vulnerability Index (SVI), which is a tool developed by the Centers for Disease Control and Prevention (CDC) to help public health officials and emergency response planners identify and map communities that are most likely to need support before, during, and after hazardous events. It measures the relative vulnerability of each U.S. census tract by ranking them on 16 social factors, including unemployment, racial and ethnic minority status, and disability status. These factors are grouped into four related themes, providing each census tract with a ranking for the individual variables, the four themes, and an overall ranking.

These measures of social vulnerability were analyzed and compared with crash data to assess the level of disproportionate impact of crashes on vulnerable communities.

Over 34% of total crashes and 36% of severe and fatal crashes occurred in areas with high social vulnerability. Many of the corridors in the HIN are contained within areas of medium and high social vulnerability. Focusing on the corridors in these communities will help Fort Worth to address roadway safety in an equitable manner.



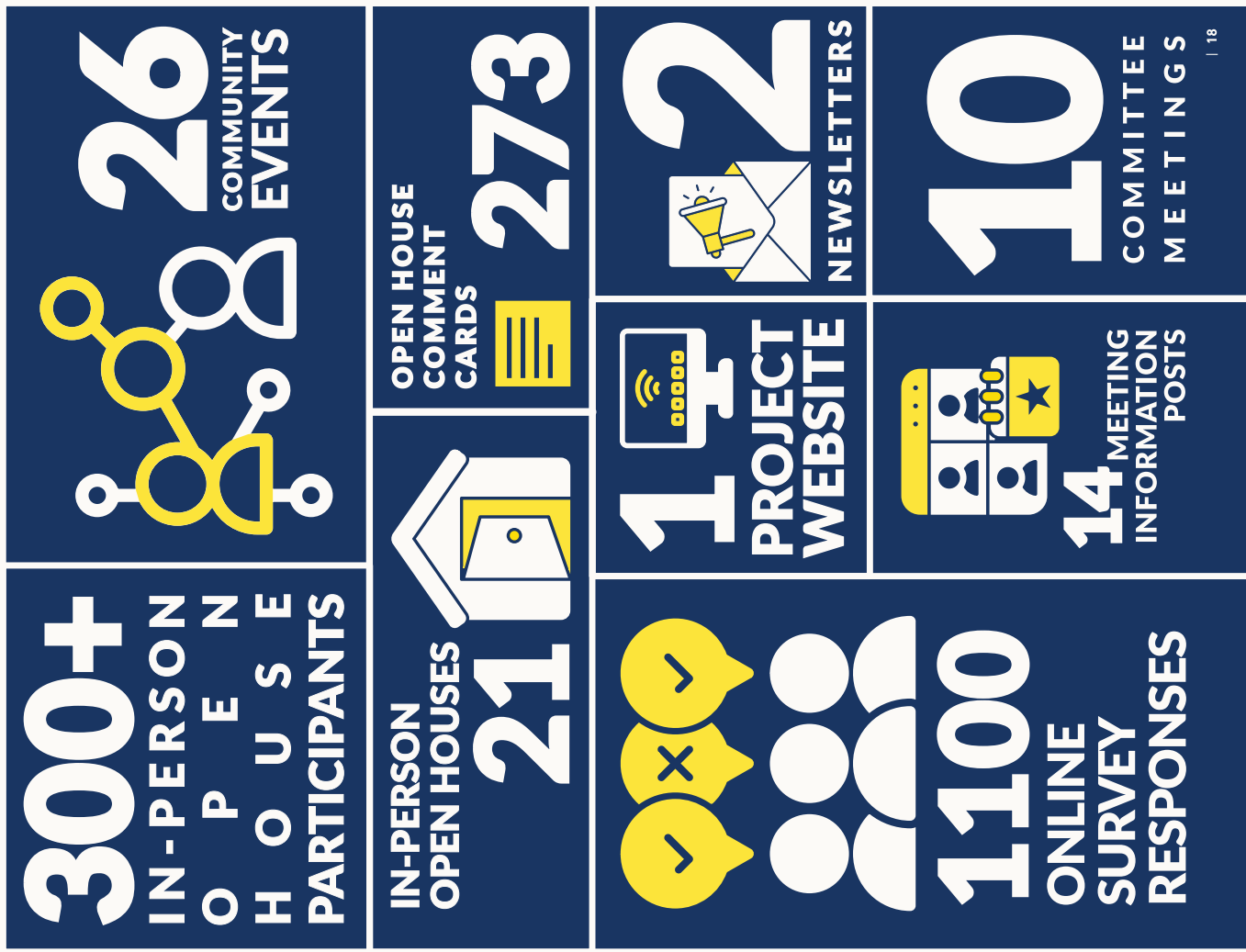
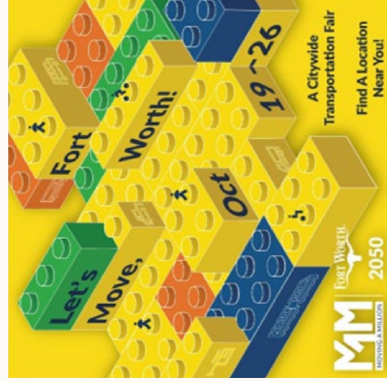
3 OUR COMMUNITY VOICES MATTER

WHAT WE DID

Safety planning, evaluation, and measuring performance are very data-driven processes. However, community input ensures that changes to infrastructure and policy meet the needs of diverse system users and highlights the need for shared responsibility and accountability.

Fort Worth community members participated in a variety of community engagement events where they provided important feedback that amplifies how the City can respond to a commitment to Vision Zero. These voices will drive the action to create safer streets, which our community deserves.

Engagement events and activities ranged from district open houses, steering committee meetings, community festival events, Trinity Metro Station outreach, newsletters, neighborhood association meetings, college campus visits, a project website, and online and paper surveys. Events were advertised through radio and news, neighborhood association email lists, social media, brochures and flyers, yard-signs, and business cards with QR codes.





COMMUNITY AND TECHNICAL ADVISORY COMMITTEES

Fort Worth communities are comprised of many voices, from residents to elected officials, businesses, community advocates, and service agencies. **Two advisory committees** comprised of community advocates and agency representatives were formed to guide the planning process to ensure a strategic action plan customized for Fort Worth's varied contexts. They were tasked with:

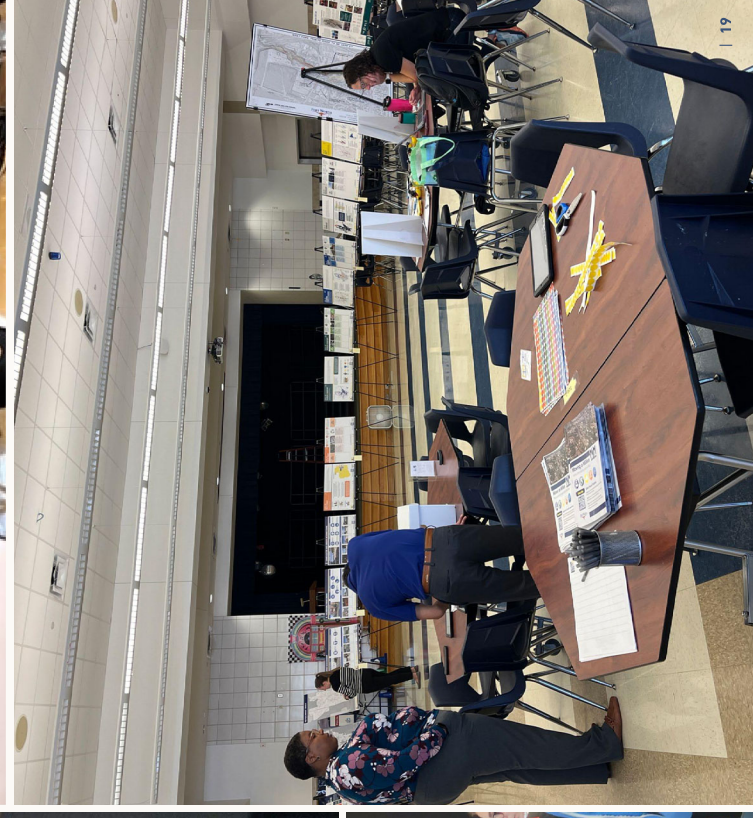
- developing the plan's vision and purpose
- reviewing initial findings and analysis
- participating in discussions regarding messaging for engagement
- guiding the development of action strategies reviewing ongoing plan efforts.

Open House Events

The City held three rounds of open house events consisting of one open house in each council district per round of engagement in the first two rounds, plus a third in-person open house at the Hazel Harvey Peace Center and one virtual open house with live broadcasts on YouTube.

Open house events consisted of engagement activities for community input, including activities to prioritize goals, objectives, and measurable actions, countermeasure themes, participatory mapping of trips, hotspots, and network gaps, comment cards, and surveys.

In total, there were 23 open house events with participation by more than **300** participants generating **273** comments for the SAP.



COMMUNITY EVENTS

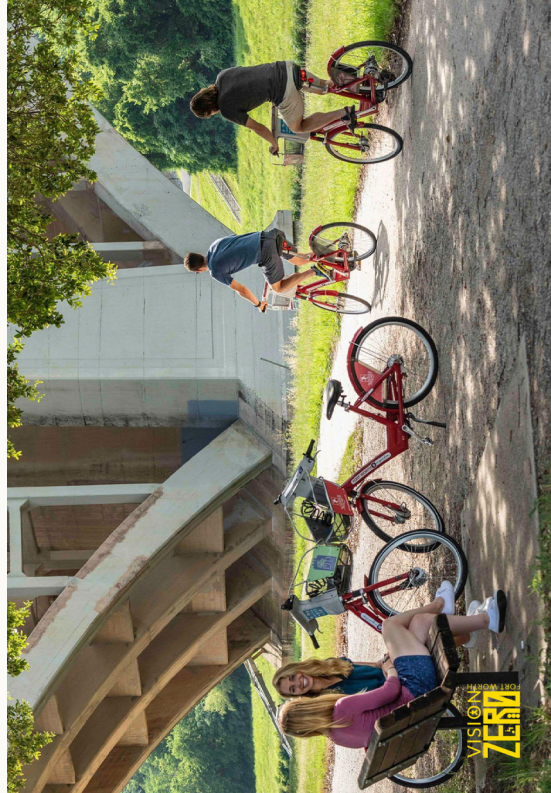
Outreach was conducted at 26 community events to gain input for the Vision Zero SAP and the parallel Moving A Million planning effort. Facilitators distributed traffic safety surveys, project information, and links to the Vision Zero website at each event.

Community events were chosen to engage with a diverse cross section of Fort Worth's population, emphasizing reaching underrepresented segments of the population. Many community events engaged large proportions of young people, people of color, those who are transit-dependent, do not speak English as a first language, and those who live in South/East Fort Worth.

The events varied in participation levels. The largest events were the Tarrant County Back to School Round-Up, Tarrant County Harambee Festival, and ArtsGoggle, each of which was attended by well over 1,000 people each.

LIST OF COMMUNITY EVENTS

DATE	OPPORTUNITY/EVENT	LOCATION
• Aug. 2	Tarrant County Back to School Round-Up	Tarrant County College South Campus
• Aug. 17	Shine With Loving Kindness Festival	Huong Dao Buddhist Temple
• Aug. 24	SteerFW Civic Summit	Amphibian Stage
• Aug. 29	Fort Worth Report: Future of Transportation in Tarrant County panel	Texas Wesleyan University
• Sept. 12	District 10 Town Hall	Texas Motor Speedway
• Sept. 17	Booth at Texas Wesleyan University	Texas Wesleyan University
• Sept. 19	Booth at Texas Wesleyan University	Texas Wesleyan University
• Sept. 23	Polytechnic Neighborhood Association	Ridglea Hills Elementary School
• Sept. 25	Booth at Tarrant County College South Campus	Tarrant County College South Campus
• Sept. 26	Booth at Tarrant County College South Campus	Tarrant County College South Campus
• Oct. 1	National Night Out - Historic Southside: Neighborhood Association	Glenwood Park
• Oct. 1	National Night Out - Ventana HOA	Ventana Amenity Center
• Oct. 5	Tarrant County Harambee Festival	William M. McDonald YMCA
• Oct. 14	Trinity Metro - Sierra Vista	Sierra Vista Transfer Center
• Oct. 14	Trinity Metro - La Gran Plaza	La Gran Plaza Transfer Center
• Oct. 16	Trinity Metro - Central Station	Fort Worth Central Station
• Oct. 17	Trinity Metro - Dr. Dennis Dunkins	Dr. Dennis Dunkins Transit Center
• Oct. 19	Harvest Community Fair	Turning Point Church
• Oct. 19	ArtsGoggle	Near Southside (Magnolia Avenue)



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WHAT WE HEARD

COMMUNITY PRIORITIES

Based on extensive community engagement, the overarching priorities that we heard were:

PEDESTRIAN SAFETY



ACCESSIBILITY



MOBILITY



PROTECTED BIKE FACILITIES



MANAGING CONGESTION

COMMUNITY-DESIRED SAFETY ACTIONS

1



Make the transportation system more connected and accessible by adding and enhancing key infrastructure components such as lighting, wayfinding signage, street trees, sidewalks, crosswalks, ramps, and protected bike facilities.

2



Increase driver safety education and enhance enforcement to mitigate unsafe driving behaviors.

3



Redesign roadways to include complete street elements, reduce vehicle speeds, and prioritize people.

4 GOALS & ACTION STRATEGIES

SAFETY ACTION STRATEGIES

OVERVIEW & ORGANIZATION

The Fort Worth Vision Zero Action Strategies are 34 detailed ways to address specific safety challenges through a holistic approach to reducing fatal and severe injury crashes. These actions are prioritized based on the city's safety needs, crash analysis, and input from the Community and Technical Advisory Committee, as well as city staff. They are intended to supplement and support location-based project recommendations designed to address acute design and infrastructure needs for higher risk roadways.

ACTION STRATEGY SELECTION AND PRIORITIZATION

The basis for the Recommended Action Strategies and additional actions is drawn from best practices in safety planning and a thorough review of safety actions from a variety of regions across Texas and the U.S. Specific attention was given to actions based on FHWA's Proven Safety Countermeasures, which research has shown are particularly effective in reducing fatal and severe crashes. A list of potential action strategies was developed using detailed analysis of Fort Worth's crash data, a review of prior planning and policy efforts, and direct input from the stakeholders who will be involved in implementing the Fort Worth Vision Zero Safety Action Plan.

To further develop the draft Action Strategies list, the project team reviewed recent planning documents, including TxDOT Fort Worth District Safety Plan 2024 and draft findings from concurrent Fort Worth 2050–Moving a Million project deliverables. These introduced specific findings related to freight and commercial vehicle safety, speeds, and speed limit setting, which emerged as primary contributing factors to safety needs.

The project team presented a draft list of 54 potential recommendations during an Action Strategies Workshop in early December 2024. During the workshop, 26 stakeholders representing public, private, and nonprofit-sector stakeholders reviewed and prioritized the draft action strategies.

RECOMMENDED ACTION STRATEGIES

The following tables represent the 34 Safety Action Strategies that were prioritized during the December Stakeholder Workshop, which included city staff as well as members of the Technical Advisory Committee and Community Advisory Committee. An additional 20 strategies that were not indicated as priorities but which may warrant further consideration can be found in **Appendix H**.

The Safety Action Strategies are organized under the Plan's four safety goals: **Vision Zero: Paradigm Shift; Safe Speeds; Reduce Conflicts;** and **Policies and Programs**. They are further categorized under 18 focus areas:



- ACCESS MANAGEMENT
- COMMERCIAL MOTOR VEHICLES (CMV) & FREIGHT
- COMMUNICATIONS
- COORDINATION
- CROSSINGS
- DATA ANALYSIS
- DEMAND MANAGEMENT
- EDUCATION
- GUIDELINES
- INTERSECTIONS
- MAINTENANCE
- NETWORKS
- REPORTING
- ROAD SAFETY AUDITS
- SAFETY COMMITTEE
- SAFE ROUTES TO SCHOOL (SRTS)
- SPEED
- TRANSIT

Each strategy includes stakeholder input on implementation roles, partnerships, and considerations, including a high-level summary of the following factors:



TIIMELINE

- IMMEDIATE:** Less Than 1 Year
- SHORT:** 1 To 3 Years
- MEDIUM:** 3 To 5 Years
- LONG:** Over 5 Years



COST

- \$** Under \$100,000
- \$** \$100,000 TO \$250,000
- \$\$\$** \$250,000 To \$1 Million
- \$\$\$\$** \$1 Million To \$5 Million
- \$\$\$\$\$** Over \$5 Million



GOAL 1

VISION ZERO PARADIGM SHIFT

Vision Zero represents a fundamental change in how we approach transportation safety. Traffic deaths are not inevitable; they are preventable. This goal rejects the status quo and demands a bold commitment: human life must come first in every transportation decision.

GOAL 1 | VISION ZERO - PARADIGM SHIFT

1.4 PUBLIC COMMUNICATIONS CAMPAIGN

- Develop a comprehensive multimedia public communications safety campaign to educate the community and promote transportation safety for all roadway users and all modes. Key considerations and tactics should include:
 - **Aligning** with existing communication efforts to ensure consistency and effectiveness, while incorporating relevant data to support messaging and measure impact.
 - **Focusing** on storytelling, such as stories of the personal and social impacts of traffic violence, neighborhood and project success stories, and messaging from trusted community leaders.
 - **Content** tailored to specific audiences and platforms, including short-form video, earned media, and social media content, targeted print media, radio, television, and streaming services.
 - **Outreach** to media partners to report traffic crashes more accurately and avoid victim blaming, specifically for VRUs.
 - **Messaging & media** targeting drivers to promote safer driving, reduce driver distractions, and improve yielding to pedestrians and other VRUs.
 - **Using languages**, messaging, and ambassadors representative of the cultural, generational, and demographic diversity of the Fort Worth community.



FOCUS AREA
Communications



COST
\$\$-\$\$\$\$



SUPPORT AGENCY
NCTCOG



TIME
Mid to Long



LEAD
City



NEEDS
Partnerships; Plan/
Study, Staff Capacity

GOAL 1 | VISION ZERO - PARADIGM SHIFT

1.5 SAFETY PROJECTS AND PROGRAM ENGAGEMENT

- ▶▶ Embed transportation safety into existing community engagement efforts and increase staff capacity for outreach related to safety-focused programs, policies, and infrastructure projects. Develop standard language regarding Vision Zero and roadway safety that is informed by and reflects the values and perspectives of the community. Conduct training for city agencies, staff, and partners to promote consistent messaging when interacting with media, community partners, and the public. Specific tactics may include:
 - **Maintaining** communications tools that aid staff in sharing traffic safety-related information when doing engagement on street projects.
 - **Developing** processes and funding to support community-based organization participation in the development and delivery of safety efforts.
 - **Piloting** follow-up engagement at select locations where traffic safety improvements were installed as part of project evaluation.
- ▶▶
 - **Routinely incorporating** community input – specifically from underrepresented communities – throughout the planning and implementation of transportation safety projects.
 - **Hosting** Vision Zero / Complete Streets design trainings and workshops for local government staff, elected officials, TxDOT project managers, consultants, and other stakeholders in project delivery.



FOCUS AREA
Communications



COST
\$\$



SUPPORT AGENCY
TxDOT, Mayor Comms Off.



TIMEFRAME
Short to Mid



LEAD AGENCY
TPW



NEEDS
Partnerships; Plan/Study, Staff Capacity

1.6 VISION ZERO COORDINATOR

- ▶▶ Create an upper-management level office Vision Zero coordinator position within City government tasked with promoting collaboration, managing implementation, and evaluating transportation safety progress across agencies and organizations. This position should be supported by cross-departmental staff assigned to the collaborative implementation of this plan and should ensure the City can proactively address safety efforts. The coordinator may also provide additional support in regional and state-level planning and implementation processes. Additionally, assess and consider increasing departmental capacity by redesignating or creating new positions dedicated to planning, designing, and implementing Vision Zero and safety projects.



FOCUS AREA
Coordination



COST
\$\$



SUPPORT AGENCY
City Council



TIMEFRAME
Immediate



LEAD AGENCY
City



NEEDS
Staff Capacity

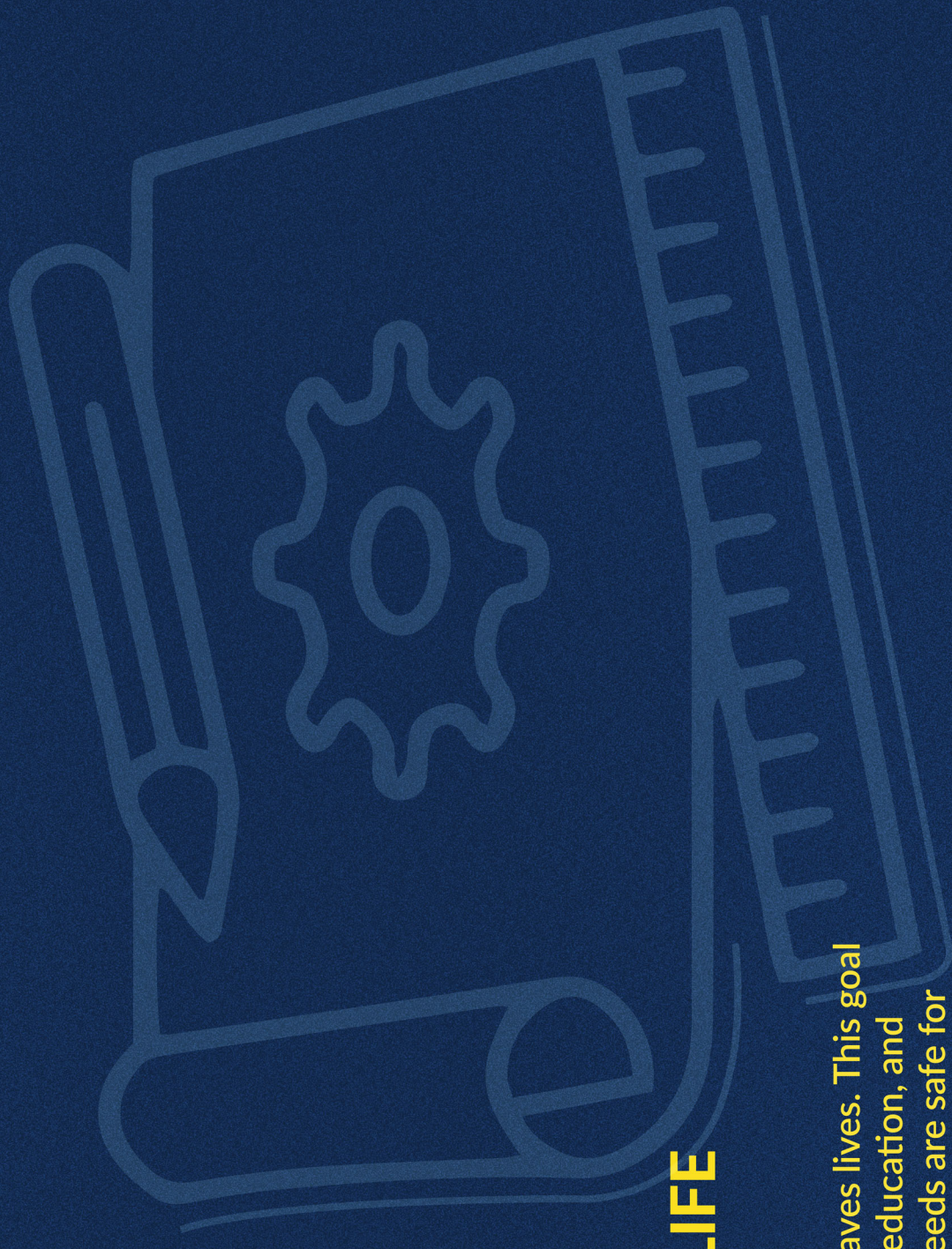
GOAL 1 | VISION ZERO - PARADIGM SHIFT

► 1.9 TRANSPORTATION SAFETY DASHBOARD	►► Develop a citywide Transportation Safety Dashboard to track progress toward Fort Worth's Vision Zero goals, share summary safety data, highlight key safety projects, and communicate successes and lessons learned through implementation and evaluation. Publish an annual report to document implementation status of the Action Plan.	►►  FOCUS AREA Reporting	 COST \$\$	 SUPPORT AGENCY Information Technology, Communications	 TIMEFRAME Short	 LEAD AGENCY TPW	 NEEDS Data Tools, Staff Capacity
► 1.10 VISION ZERO TASK FORCE / ROAD SAFETY ADVISORY COMMITTEE	►► Form a permanent advisory body to advise and support Vision Zero implementation, incorporating diverse perspectives from city departments and key stakeholders. This group should include representatives from Communications, Police, Fire, and Public Works and be tasked with reviewing crash reports and safety data, making recommendations for site-specific and systemic changes to eliminate future risk, and conducting activities like Road Safety Audits (RSAs). The committee's work should also include ride, bike, or walk-along assessments of streets with input from Neighborhood Associations and Neighborhood Patrols to better understand local safety concerns. Staff should provide the group with regular updates on traffic safety data, training in accessing and understanding traffic safety data, and support for tracking Vision Zero performance and determining strategies for improvements.	►►  FOCUS AREA Safety Committee	 COST \$	 SUPPORT AGENCY Police, Fire, TxDOT, NCTCOG, NPOs, NGOs, Advocates	 TIMEFRAME Immediate	 LEAD AGENCY TPW	 NEEDS Data Tools, Legislative Action, Staff Capacity
► 1.11 SAFE ROUTES TO SCHOOL	►► Establish a citywide or district-wide Safe Routes to School (SRTS) program and develop a schedule for completing school travel and safety action plans. Plans should identify both infrastructure and programming recommendations to increase safety, comfort, and convenience of walking, bicycling, or rolling to schools. Install safety projects near schools, including installing high visibility crosswalks and midblock crossings, walkways and bikeways, and enforcement measures.	►►  FOCUS AREA Safe Routes To School (SRTS)	 COST \$\$	 SUPPORT AGENCY NCTCOG, Adjacent Municipalities, School Districts, Charter and Private Schools	 TIMEFRAME Mid	 LEAD AGENCY City, TxDOT	 NEEDS Data Tools, Legislative Action, Staff Capacity

GOAL 2

SAFE SPEEDS DESIGNING FOR LIFE

Speed kills and driving slower saves lives. This goal combines street design, policy, education, and behavioral change to ensure speeds are safe for all. By shaping both infrastructure and culture, we create streets that prevent deadly consequences and prioritize human life.



GOAL 2 | SAFE SPEEDS - DESIGNING FOR LIFE

- ▶

▶▶

2.4 EVALUATE LOCAL NETWORK INTERSECTIONS WITH STATE HIGHWAYS AND INTERSTATES

Assess intersections between the local network and state highways or interstates, including all interstate off-ramps, to identify design and infrastructure opportunities that reduce speeding during transitions to city streets. This evaluation should also consider improvements to signage for motorists to enhance clarity and promote safer driving behavior at these critical transition points.
- ▶

▶▶

2.5 PRIORITIZE SAFETY IMPROVEMENTS ON TWO-LANE ROADWAYS

Identify and prioritize high-risk two-lane corridors and intersections for design improvements, infrastructure enhancements, and appropriate speed limit reductions, as over 40% of total crashes and 35.4% of KSIs—including 31% of VRU KSIs—occur on two-lane roadways that are often under local control for speed management. As a short-term, high-impact opportunity, focus on locations where immediate action is feasible. Develop and implement a data-driven prioritization plan to systematically assess crash history and risk factors, ensuring targeted safety interventions at the most critical locations.
- ▶

▶▶

2.6 FOSTER PARTNERSHIPS WITH PRIVATE-SECTOR EMPLOYERS AND VEHICLE FLEET MANAGERS

Collaborate with private-sector employers and fleet managers to implement safety actions aimed at promoting safe driving and reducing the negative impacts of large commercial vehicles. Begin by engaging with the private industry to understand existing practices and initiatives addressing these issues. Safety strategies could include:

 - **Installation** of speed governors/regulators on trucks and other CMVs.
 - **Safety education** and training for fleet drivers.
 - **Diversifying** fleets with smaller vehicles for service or delivery in specific context zones, particularly for the 31% of trips that are under 10 minutes.
 - **Collaboration** on truck size restriction and truck route setting policies.

▶▶  FOCUS AREA Speed  TIMEFRAME Short to Mid	 COST \$  LEAD AGENCY TPW	 SUPPORT AGENCY TxDOT  NEEDS Plan/Study, Partnerships
▶▶  FOCUS AREA Speed  TIMEFRAME Short to Mid	 COST \$\$\$  LEAD AGENCY TPW	 SUPPORT AGENCY  NEEDS Plan/Study, Project Funding
▶▶  FOCUS AREA CMV/FREIGHT  TIMEFRAME Short to Mid	 COST \$\$  LEAD AGENCY NCTCOG, Regional Freight Advisory Committee (RFAC)	 SUPPORT AGENCY None  NEEDS Partnerships



GOAL 3

REDUCE CONFLICTS PREVENTING CRASHES BEFORE THEY HAPPEN

The more seamlessly different modes of travel interact, the safer our streets become. This goal focuses on street design that minimizes conflicts—through smart infrastructure, clear separation where needed, and intuitive spaces that protect all road users.

GOAL 3 | REDUCE CONFLICTS

► ► 3.1 ACCESS MANAGEMENT NEEDS ASSESSMENT	► ► Conduct a detailed analysis of traffic conditions and crashes related to vehicle turning movements and commercial vehicles access on thoroughfares and other applicable roadways citywide (beginning with the HIN) to identify locations where access management improvements can be used to improve safety for all modes.	► ►  FOCUS AREA Access Management  TIMEFRAME Short  COST \$\$-\$\$\$  LEAD AGENCY City  SUPPORT AGENCY NCTCOG, Counties, TxDOT  NEEDS Plan/Study
► ► 3.2 ACCESS MANAGEMENT POLICY	► ► Update the City's 2018 Access Management Policy based on the findings of the Master Transportation Plan, Safety Action Plan, and related plans (Metropolitan Transportation Plan, Master Thoroughfare Plan, etc.) and recommended Access Management Needs Assessment to strengthen standards and prioritize access management projects, in particular hardened centerline and median installations, in the City's capital improvements.	► ►  FOCUS AREA Access Management  TIMEFRAME Short to Mid  COST \$  LEAD AGENCY City, TPW  SUPPORT AGENCY None  NEEDS Plan/Study
► ► 3.3 COORDINATE WITH REGIONAL PARTNERS	► ► Collaborate with NCTCOG and TxDOT to align Fort Worth's truck routes with regional freight corridors. This coordination will promote a cohesive and efficient regional network that minimizes unexpected detours and bottlenecks. • Update truck route street designations to reflect current freight needs, future freight volume growth, and vehicle weight capacity, ensuring roads are rated appropriately for the vehicles using them. • Incorporate enforcement and communication strategies to ensure compliance and improve awareness among freight operators. • Analyze crash data to identify the percentage of crashes occurring on freight corridors and connect these findings with regional freight corridors to target safety improvements. • Differentiate between smaller commercial vehicles and 18-wheelers when updating route designations and planning infrastructure to meet the specific needs of each vehicle type.	► ►  FOCUS AREA CMV/Freight  TIMEFRAME Short  COST \$  LEAD AGENCY TPW, Planning  SUPPORT AGENCY NCTCOG, TxDOT  NEEDS Data Tools, Partnerships, Staff Capacity

GOAL 3 | REDUCE CONFLICTS

3.4 REAL-TIME MONITORING AND MANAGEMENT ON KEY FREIGHT CORRIDORS

- **Real-Time Monitoring:** Track traffic volumes, crash data, and congestion trends on key freight corridors to quickly identify and address problem areas, leveraging technologies and communications systems, such as cameras and sensors, from initiatives like the Infrastructure for Rebuilding America (INFRA) Grant for Alliance Inland Port.
- **Adaptive Signal Control:** Equip key intersections with adaptive signals that adjust timing based on real-time conditions to reduce delays and congestion-related incidents. Integrate these systems with the existing TPW Traffic Management Center for streamlined operations.
- **Dynamic Lane Management:** Designate truck-only lanes or apply peak-hour lane adjustments to improve flow on freight corridors.
- **Freight and Curb Management:** Develop curb management strategies for freight trucks, ride-sharing services, and parking along busy corridors to optimize space and minimize congestion.
- **Freight Management Strategies:** Expand the use of technologies such as real-time route optimization, smart parking management, adaptive traffic signals, and enhanced data collection. Consider implementing systems to adjust freight drop-off and pick-up times to avoid peak congestion and extend these solutions into the public realm for broader impact.

►► 	FOCUS AREA CMV/Freight		COST \$\$\$-\$\$\$\$		SUPPORT AGENCY TxDOT
►► 	TIMEFRAME Mid to Long		LEAD AGENCY City, NCTCOG		NEEDS Data Tools, Project Funding, Staff Capacity

3.5 OPTIMIZE INTERSECTIONS FOR TRUCK SAFETY

- Redesign intersections on primary freight routes to accommodate large vehicles turning at safe speeds, reducing crash risks and conflicts with other modes. Intersection designs should prioritize safety and efficiency for the specific types of vehicles expected to use the road while ensuring that pedestrian and freight infrastructure are not treated as mutually exclusive. Design solutions should address the needs of both modes, recognizing that certain design choices must balance the safety of all users as the top priority. Incorporate these design considerations into the transportation engineering manual to standardize best practices across future projects.

►► 	FOCUS AREA CMV/Freight		COST \$		SUPPORT AGENCY NCTCOG, TxDOT
►► 	TIMEFRAME Short		LEAD AGENCY TPW, Planning		NEEDS Data Tools, Partnerships, Staff Capacity

GOAL 3 | REDUCE CONFLICTS

- 3.6 INTEGRATE HIGH-WATER WARNING SYSTEM (HWWS)**

The City has identified approximately 400 roadway locations requiring flood mitigation or improved safety and flood warning measures, presenting a vital opportunity to integrate transportation safety with broader hazard and disaster preparedness. Implement high-water warning flashing beacons, enhanced lighting, barriers, and robust emergency communication systems to significantly reduce risks to both motorists and pedestrians during flooding events. Consider installing automated crossing arms to physically restrict access to hazardous areas during high-water incidents, providing an added layer of safety and protection. Integrate flood warning notifications with apps (such as 511DFW and WAZE) and assisted driving within vehicles, and integrate the HWWS with external traffic management signals, e-signs, and roadside signage to better warn and navigate drivers around flooded roadways.

 FOCUS AREA CMV/Freight	 COST \$-\$\$	 SUPPORT AGENCY TxDOT
 TIMEFRAME Short	 LEAD AGENCY City	 NEEDS Legislative Action, Plan/Study

- 3.7 ACTIVE TRANSPORTATION CROSSINGS**

Evaluate warrant requirements and guidance and update city policies according to best practice for the placement, design, and installation of high-visibility crossing treatments, mid-block crossings, flashing or hybrid beacons, pedestrian refuge islands, grade separated active transportation crossings, and safety-focused signal enhancements. Evaluate existing signal timing, crossing distances, and crosswalk spacing to prioritize pedestrian crossing improvements including leading pedestrian intervals, median refuge islands, high-visibility mid-block crossings, rapid rectangular flashing beacons (RRFB), pedestrian hybrid beacons (PHB), and pedestrian friendly cycle lengths based on a maximum of 3 feet per second of walking speed.

 FOCUS AREA Crossings	 COST \$-\$\$	 SUPPORT AGENCY TxDOT
 TIMEFRAME Short	 LEAD AGENCY City	 NEEDS Legislative Action, Plan/Study

- 3.8 IDENTIFY PRIORITY LOCATIONS FOR "DAYLIGHTING" AT INTERSECTIONS**

Identify and prioritize locations for "daylighting" at intersections, focusing on removing obstacles that impair sight lines and formalizing on-street parking restrictions to maximize visibility and crossing safety. Initial efforts should begin along the High Injury Network (HIN), in downtown centers, and in high-volume pedestrian areas. Incorporate considerations for accessibility in all intersection treatments, including addressing challenges associated with roundabouts for people in wheelchairs. Partner with ADA specialists to ensure compliance and proactively address accessibility concerns, as roundabouts are a frequent source of complaints. Leverage existing internal city communications, such as training articles, to educate the public and city staff on effective use of roundabouts and other safety measures.

 FOCUS AREA Intersections	 COST \$	 SUPPORT AGENCY NCTCOG, TxDOT
 TIMEFRAME Short	 LEAD AGENCY City	 NEEDS Data Tools, Partnerships, Staff Capacity

GOAL 3 | REDUCE CONFLICTS

3.9 IMPLEMENT LEADING PEDESTRIAN INTERVALS (LPIs)

- Deploy leading pedestrian intervals (LPIs) at signalized intersections, focusing on applicable High Injury Network (HIN) corridors and urban villages such as 7th Street, Rosedale, Berry, and North Main Street. Revise standard roadway project details to make LPIs the default condition at all intersections and signal replacements. Expand LPI implementation based on the positive impact already observed in improving pedestrian experiences in downtown Fort Worth, ensuring similar benefits are realized in other urban areas with high pedestrian activity.

FOCUS AREA Intersections	COST \$-\$-\$	SUPPORT AGENCY TxDOT
TIMEFRAME Mid to long	LEAD AGENCY TPW	NEEDS Legislative Action, Project Funding

3.10 ACTIVE TRANSPORTATION CROSSINGS

- Based on the City's current Active Transportation Plan and the forthcoming Moving 1 Million Master Transportation Plan, assess and install bicycle and pedestrian projects to increase separation and complete the active transportation network. Ensure that context-sensitive designs are used to ensure a more comfortable active transportation environment for people of all ages and abilities, including:
 - Grade-separated bicycle and pedestrian crossings of roadways with 55 mph+ vehicle speeds.
 - Use of "Bikes May Use Full Lane" signs (vs. "Share the Road") and high visibility lane markings for shared bicycle facilities where applicable (e.g., shared lanes with vehicles that are narrower than 14').
 - Install side paths or separated, raised, or protected bicycle facilities on roadways with speeds exceeding 35 mph, following the guidelines outlined in the FHWA Bikeway Selection Guide.

FOCUS AREA Networks	COST \$-\$-\$-\$-\$	SUPPORT AGENCY None
TIMEFRAME Short to Mid	LEAD AGENCY TPW	NEEDS Project Funding

GOAL 4

POLICY AND PROGRAM EMBEDDING SAFETY IN EVERY DECISION

Achieve vision zero requires more than design—it takes strong policies and programs that prioritize safety. This goal ensures that laws, funding, and initiatives actively support safer streets, reinforcing a culture where protecting lives is always the first priority.

GOAL 4 | POLICY AND PROGRAM

- ► **4.1 ACCESS MANAGEMENT NEEDS ASSESSMENT**

Conduct annual or bi-annual crash analysis updates to track progress and changes in the high injury network and crash risks over time, with a particular focus on:

 - Single-vehicle crash locations for roadway departure risks, fixed object risks, or potential risks to Vulnerable Road Users
 - Crash locations near transit stops and facilities, parks, and schools
 - Locations near recent safety improvement & other infrastructure projects
 - Large vehicle crashes for implications related to commercial motor vehicles
 - Crash trends in areas of persistent poverty and other socially vulnerable communities
- ► **4.2 TRANSPORTATION DEMAND MANAGEMENT (TDM)**

Evaluate current conditions and consider setting a stated mode shift goal for converting trips from single-occupancy vehicles (SOV) to other modes. Update, adopt, and implement land use plans, TDM incentives, and street design policies that increase safety and provide travel and other benefits for people who travel in ways other than driving alone.
- ► **4.3 ADOPT REQUIREMENTS FOR MAINTAINING MULTIMODAL ACCESS DURING TEMPORARY CLOSURES**

Develop and enforce requirements, provide guidance, and coordinate with city engineers, construction companies, and external stakeholders to ensure that access for people walking, bicycling, and using transit is maintained during all phases of roadway or site construction, special events, and other temporary closures. Address challenges experienced by transit users, such as limited access to busy bus stops during construction, by collaborating closely with transit authorities. Promote successful practices, such as the construction of temporary ramps to maintain access to bus stops, as demonstrated during bike lane construction on W 7th Street. Incorporate these best practices into standard operating procedures to improve consistency and accessibility across projects.

► ► 	FOCUS AREA Data Analysis	 COST \$	 SUPPORT AGENCY NCTCOG, TxDOT
	TIMEFRAME Ongoing	 LEAD AGENCY TPW	 NEEDS Data Tools, Plan/Study, Staff Capacity
► ► 	FOCUS AREA Demand Management	 COST \$-\$	 SUPPORT AGENCY NCTCOG, City Council
	TIMEFRAME Short	 LEAD AGENCY City	 NEEDS Legislative Action, Plan/Study
► ► 	FOCUS AREA Guidelines	 COST \$	 SUPPORT AGENCY TPW, City Council
	TIMEFRAME Short to Mid	 LEAD AGENCY City	 NEEDS Legislative Action, Partnerships

GOAL 4 | POLICY AND PROGRAM

4.4 REVIEW AND UPDATE CITY SITE AND STREET DESIGN STANDARDS

- ▶▶ Conduct a comprehensive review and update of all City site and street design standards to ensure alignment with this plan's recommendations, the Complete Streets Policy, and the latest best practices in design guidance. Reference updated resources such as the Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition, AASHTO Bike Guide 5th Edition, FHWA Separated Bike Lane Planning and Design Guide, and Public Rights-of-Way Accessibility Guidelines. Incorporate design guidelines that prioritize speed management, prevent left-angle crashes, and reduce pedestrian and bicycle risks.
- ▶▶ As a first step, add all orphaned roads to the Master Thoroughfare Plan (MTP) to create a consistent and comprehensive network.
- ▶▶ Clearly designate bike-friendly roads, including downtown streets and potential bike highways, and highlight pedestrian-friendly streets with modern sidewalks.
- ▶▶ Update the MTP to reflect these designations and ensure consistency across the network.
- ▶▶ Incorporate buffering infrastructure, such as tree-lined narrow points, to enhance pedestrian and cyclist safety while contributing to speed management.
- ▶▶ Address residential and neighborhood streets, recognizing that smaller streets with on-street parking can naturally reduce speeds and improve safety.

▶▶ 	FOCUS AREA Guidelines		COST \$\$-\$\$\$\$		SUPPORT AGENCY NCTCOG
▶▶ 	TIMEFRAME Short		LEAD AGENCY City		NEEDS Legislative Action, Plan/Study

4.5 ASSESS AND IMPROVE PAVEMENT AND STRIPING CONDITIONS ALONG HIN ROADWAYS

- ▶▶ Evaluate pavement and striping conditions along High Injury Network (HIN) roadways and identify locations where repaving and restriping can be leveraged to implement safer road designs, particularly for vulnerable road users. Coordinate with resurfacing, restriping, and other maintenance programs to prioritize safety improvements at locations with a demonstrated crash history or high-risk factors. Ensure city streets are maintained to accommodate vulnerable road users by integrating safety improvements into ongoing asset management and maintenance plans. Leverage the City's increased funding for street maintenance to support these initiatives and develop a long-term funding strategy to sustain these efforts.

▶▶ 	FOCUS AREA Maintenance		COST \$\$-\$\$\$\$		SUPPORT AGENCY None
▶▶ 	TIMEFRAME Short to Mid		LEAD AGENCY TPW		NEEDS Plan/Study, Project Funding

GOAL 4 | POLICY AND PROGRAM

- 4.6
ESTABLISH A ROAD SAFETY AUDIT (RSA) PROGRAM, POLICY, AND PROCEDURES

Develop a comprehensive RSA program to evaluate locations with a history of KSI crashes, sites of new KSI crashes, and segments or intersections identified through crash risk assessments for safety improvements. Build on any prior City or TPW experiences with internal reviews of KSI locations to ensure continuity and learning. Assign a cross-disciplinary and cross-department RSA team, including representatives from police, fire, EMS, parks, and other relevant departments, to meet regularly to evaluate crash patterns and risks, identify programmatic and infrastructure safety interventions, and provide annual recommendations for budgets and improvements to address identified issues.

The RSA program should emphasize actionable fixes, such as infrastructure upgrades, signage, markings, lighting, and other immediate safety measures, in addition to long-term studies. Equip the RSA team with the capacity for technical analyses, high-level strategic thinking, and driving systemic change toward Fort Worth's goal of [zero KSI/fatal crashes by 2045].

FOCUS AREA Road Safety Audits	COST \$	SUPPORT AGENCY NCTCOG, TxDOT, Corridor Stakeholders, PD, FD, EMS, Parks Department
TIMEFRAME Immediate	LEAD AGENCY City, TPW, FWPD, Admin	NEEDS Data Tools, Plan/Study, Project Funding

- 4.7
COORDINATE WITH TRINITY METRO FOR TRANSIT PLANNING AND INVESTMENTS

Collaborate with Trinity Metro to align this plan with their ongoing transit planning and investments, including route and network organization, bus stop replacements, and transit station access. Work with Trinity Metro to incorporate their upcoming bus stop siting policy, ensuring alignment with the City's goals. Encourage the placement of stops near intersections, preferably far-side locations, and prioritize the installation of high-visibility pedestrian crossings at stops and stations along the transit system.

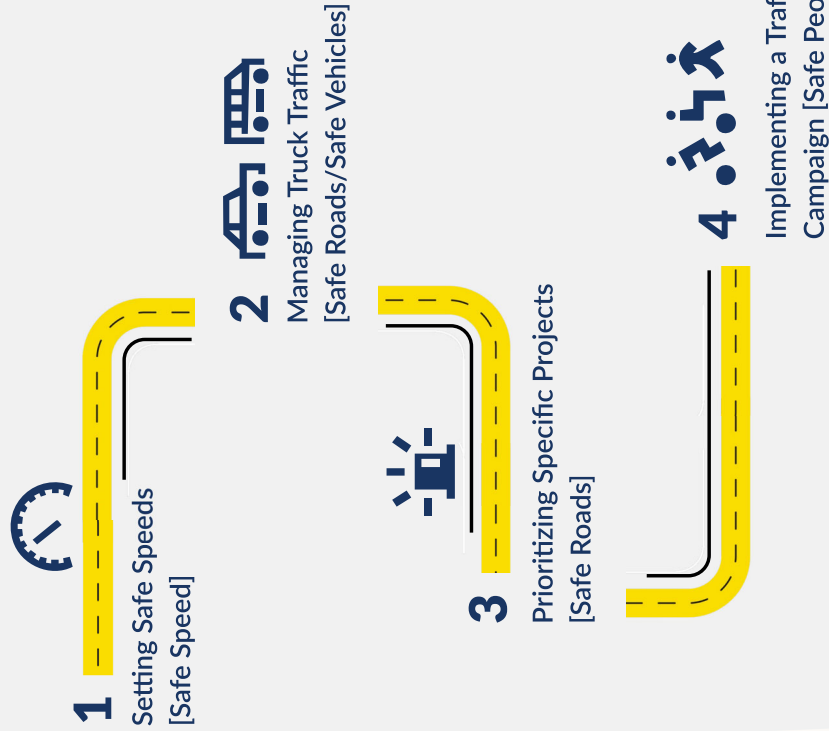
Support Trinity Metro in the development of their Strategic Action Plan and upcoming System Plan (expected in FY26), ensuring consistency with City objectives. Continue coordination on bus stop pad installation and explore funding opportunities, including grants that require a 20% local match, to support these initiatives.

FOCUS AREA Transit	COST \$-\$\$\$	SUPPORT AGENCY NCTCOG, TxDOT
TIMEFRAME Immediate	LEAD AGENCY City, Trinity Metro	NEEDS Partnerships, Project Funding

5 SAFE SYSTEM PRIORITIES

FOCUS AREAS

Based on the existing safety conditions analysis, identified goals and recommended action strategies, the Fort Worth Safety Action Plan identifies four priorities that align with the Safe System Approach elements.



SETTING SAFE SPEEDS



One of the immediate action priorities for the City of Fort Worth is developing a comprehensive policy for setting speed limits that are safer and help reduce the occurrence of KSI crashes. Following a review of national best practices and standards, the City of Fort Worth identified three tools it can use to set safe speeds citywide. A full review of national best practices and standards, and detailed recommendations can be found in **Appendix D**.

1 Default Speed Limit

Establish a streamlined framework for setting speed limits based on street classification and context. This process will be supported by automated tools that analyze key data—including existing speeds, crash history, and roadway characteristics—to determine appropriate speed limits efficiently and consistently.

2 Slow Zones

Evaluate the implementation of 'slow zones' in select areas with higher concentrations of vulnerable road users, such as pedestrians and bicyclists. These zones are typically located near schools, parks, urban villages, and downtown, where lower speed limits can help enhance safety and reduce crash severity.

3 Corridor Speed Limits

Adopt a more detailed, data-driven approach to setting speed limits for select corridors, including those on the High Injury Network. Utilizing a Safe Speed Study, assess current speeds, roadway characteristics, and safety data to establish appropriate speed limits that enhance safety and reduce crash risk.

The City will develop a Safe Speeds Policy and Methodology that integrates these three key tools to guide speed management. As part of this policy, the City will update the ordinance to define all speed limits beyond prima facie speeds and establish guidelines for implementing variable speed limits. Additionally, the City will provide clear guidance for staff and private developers on setting safe speed limits when designing new roads, expanding existing roadways, or extending current corridors.

MANAGING TRUCK TRAFFIC

Fort Worth, when compared to several other larger cities in the state, such as Austin, Dallas, El Paso, Houston and San Antonio, has the highest share of freight trips among all trips and highest share of crashes that involve large trucks. Unsurprisingly, truck traffic was identified by the community as one of the top concerns.

Fort Worth's current truck traffic was evaluated, including freight trips on the city roadway network, top freight trip origins and destinations, locations of truck parking facilities, a review of current truck and commercial vehicle policies, and a review of national leading practices and standards. From this evaluation, the following issues were identified and actions are recommended. A full review of truck and commercial vehicle policies and detailed recommendations can be found in **Appendix E**.

ISSUES

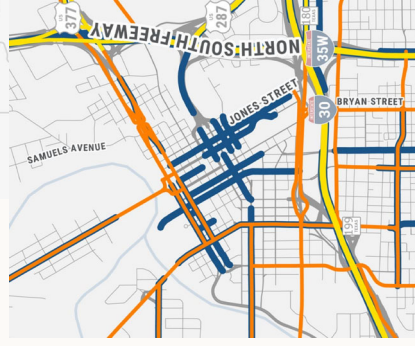
- The City's existing truck routes as designated by the truck traffic ordinance do not capture all high freight volume corridors
- Short-distance freight trips that last less than 10 minutes make up 31% of the total freight trips. Over 50% of total freight trips have a duration of less than 20 minutes. Most freight trips with less than 20 minutes duration are on local roads instead of interstate and other major highways
- No public truck parking facilities exist within the City boundary. Private truck parking facilities are limited and often over capacity, especially those along I-35

RECOMMENDED ACTIONS

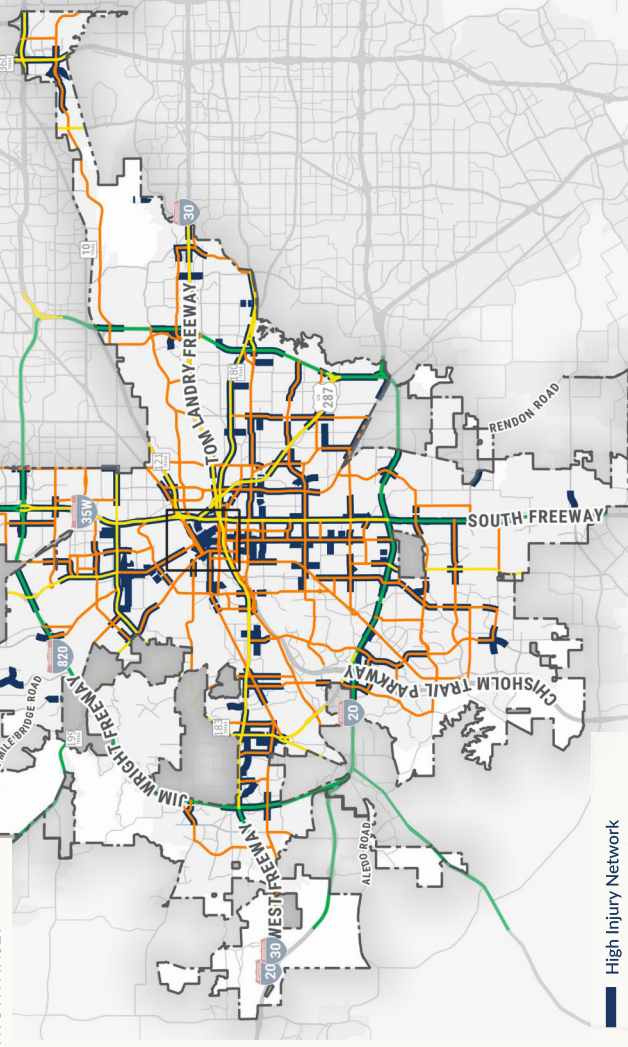
- Establish criteria for adding and removing truck routes to better align freight movement with industrial growth and safety objectives
- Implement no-trucking zones in residential areas and areas sensitive to freight traffic
- Introduce additional regulations on truck parking & loading zones
- Identify high-need locations for truck parking and utilize public-private partnerships to expand truck parking solutions across the city
- Implement technology-driven freight traffic management, such as adaptive signal control and automated incident detection



Close coordination and collaboration between the City and other regional partners, such as TxDOT, counties, and NCTCOG, is crucial to improving truck traffic management and safety.



DOWNTOWN INSET



- High Injury Network
- Fort Worth Truck Routes
- Commercial Delivery Route
- Hazardous Material Route
- Truck Route

0 1 2 mi



TOOLE
DESIGN | 45

PRIORITIZING SPECIFIC PROJECTS

The City of Fort Worth has developed a prioritization framework to identify high-impact locations and projects, ensuring that limited funding is allocated effectively to address the most critical safety concerns. This approach supports the City's goal of eliminating traffic fatalities and severe injuries.

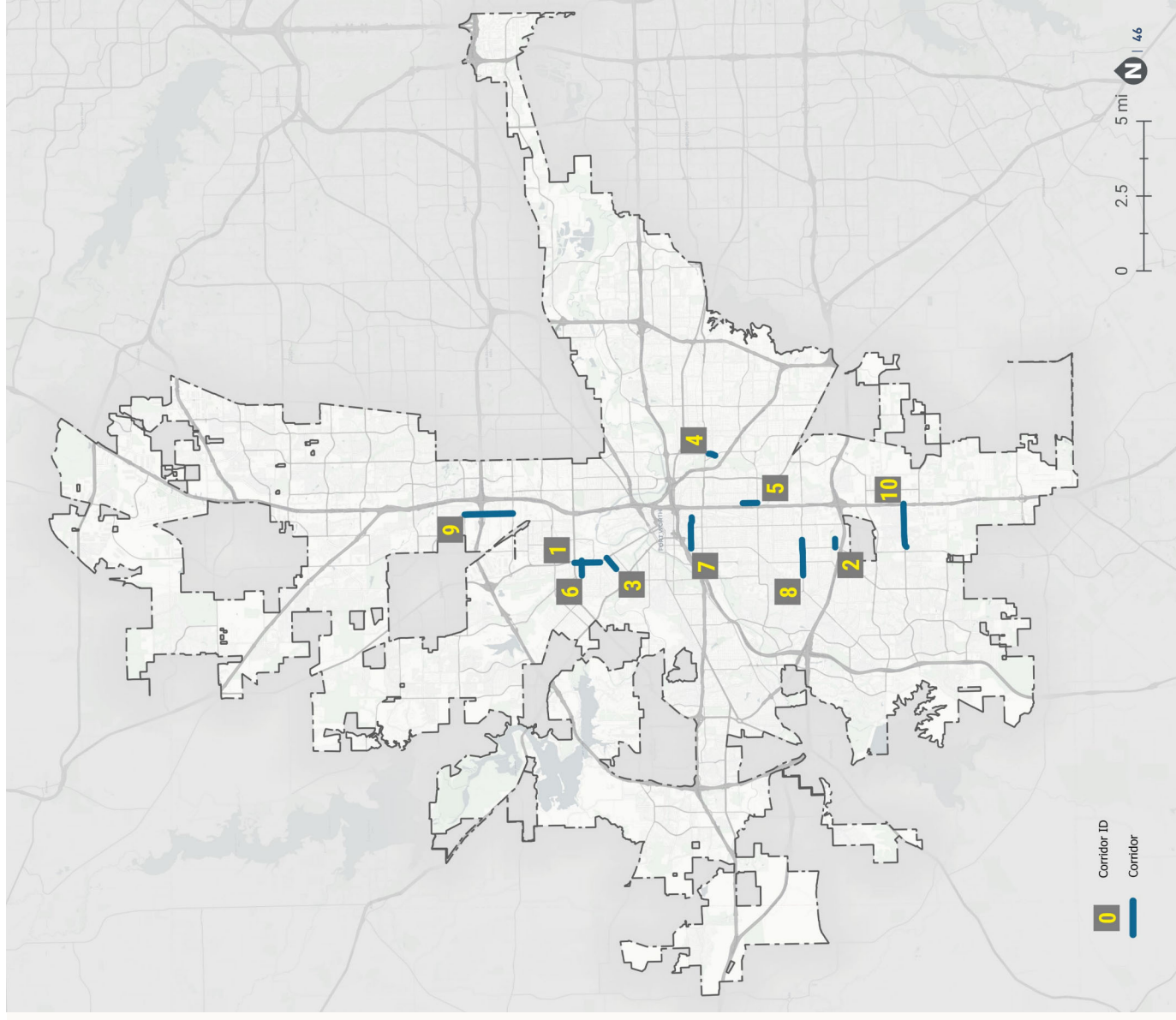

 The framework evaluates locations and projects based on four key categories:

- **CRASH HISTORY**
- **ROADWAY CHARACTERISTICS**
- **LAND USE CONTEXT**
- **EQUITY**

A detailed description of the prioritization framework, along with the top 50 roadway segments and top 30 intersections, is available in **Appendix F**.

Among the top 15 ranked roadways, ten corridors (shown on the map to the right) were selected for a more in-depth roadway safety assessment and capital project recommendations.

Detailed information on the roadway safety assessments, project recommendations for each corridor, and how the benefits and costs were calculated can be found in **Appendix G**.



PRIORITIZING SPECIFIC PROJECTS

Based on field observations and crash data analysis, both corridor-wide countermeasures and location-specific safety improvements were identified for each corridor. Countermeasures were selected primarily from FHWA's **Proven Safety Countermeasures Initiative (PSCI)**, categorized into five key areas:

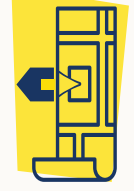
- **Speed Management**
- **Pedestrian/Bicyclist Safety**
- **Roadway Departure**
- **Intersections**
- **Crosscutting Measures**

Additional countermeasures beyond PSCI were recommended where they could provide meaningful safety benefits based on the corridor's crash profile. Each proposed countermeasure includes a suggested implementation timeframe to support project execution.

BENEFIT COST ANALYSIS

A benefit-cost analysis (BCA) compares the total benefits of recommended improvements to their overall cost over a specified period. The benefit-cost ratio is calculated using a **20-year horizon** by estimating the **monetized value of crashes prevented**. Future crashes are projected assuming a stable crash rate with traffic growth, while a **crash modification factor (CMF)** adjusts for expected reductions with safety improvements.

Project costs include **initial expenses** (construction, survey, and engineering) and **ongoing maintenance** over 20 years. Cost estimates,

						
ID	ROADWAY	FROM	TO	FUNCTIONAL CLASSIFICATION	HIN MODE	BENEFIT COST RATIO
1	Ellis Ave	NW 21st St	NW 28th St	Residential	Pedestrian, Motor Vehicle	16.29
2	Sharondale St	6th Ave	James Ave	Residential	Bicycle	22.07
3	NW 14th St	N Main St	Gould Ave	Residential	Pedestrian	48.08
4	S Beach St	Ave H	Mitchell Blvd	Major Arterial	Motor Vehicle	17.04
5	Evans Ave	E Morningside Dr	E Berry St	Major Arterial	Motor Vehicle	5.54
6	NW 26th St	N Main St / Stockyards Blvd	Angle Ave / Refugio Ave	Residential	Pedestrian	6.69
7	Pennsylvania Ave	E Pennsylvania Ave / S Main St	8th Ave	Minor Arterial	Pedestrian, Motor Vehicle	30.90
8	W Seminary Dr	6th Ave	Rector Ave	Major Arterial	Bicycle, Pedestrian	35.82
9	Mark Iv Pkwy	Meacham Blvd	Crossover Ramp	Major Arterial	Motor vehicle, Commercial motor vehicle, Motorcycle	18.26
10	Sycamore School Rd	South Fwy Sr Nb	W Everman Pkwy	Minor Arterial	Bicycle, Pedestrian, Motor vehicle	26.56

ELLIS AVENUE

FROM NW 21ST STREET TO NW 28TH STREET (0.86 MILES)

CONTEXT

This is a minor arterial in the Historic Stockyards District, lined with residential properties and commercial developments. The roadway has four lanes with unmarked parallel parking, a pavement width of 52 to 58 feet, and a right-of-way of 80 to 86 feet. All intersections are stop-controlled, and sidewalks on both sides are mostly continuous. Key destinations include Rodeo Park and All Saints Catholic School. The corridor is part of both the Pedestrian High Injury Network (HIN) and the Motor Vehicle HIN.

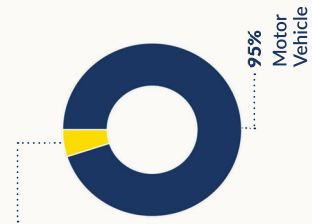
**TOTAL CRASHES
(2019-2023)**

139

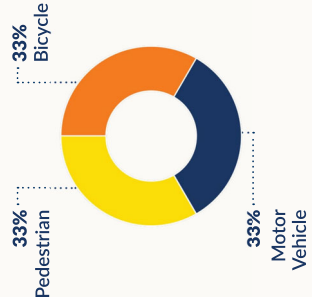
**FATAL & SEVERE
INJURY CRASHES**

3

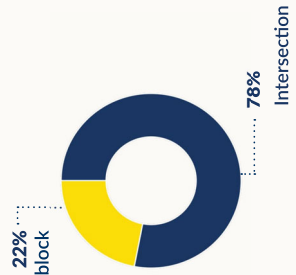
TOTAL CRASHES



FATAL & SEVERE CRASHES



CRASH LOCATION



KEY CRASH TYPES



Angle Crashes



One Motor Vehicle Crashes

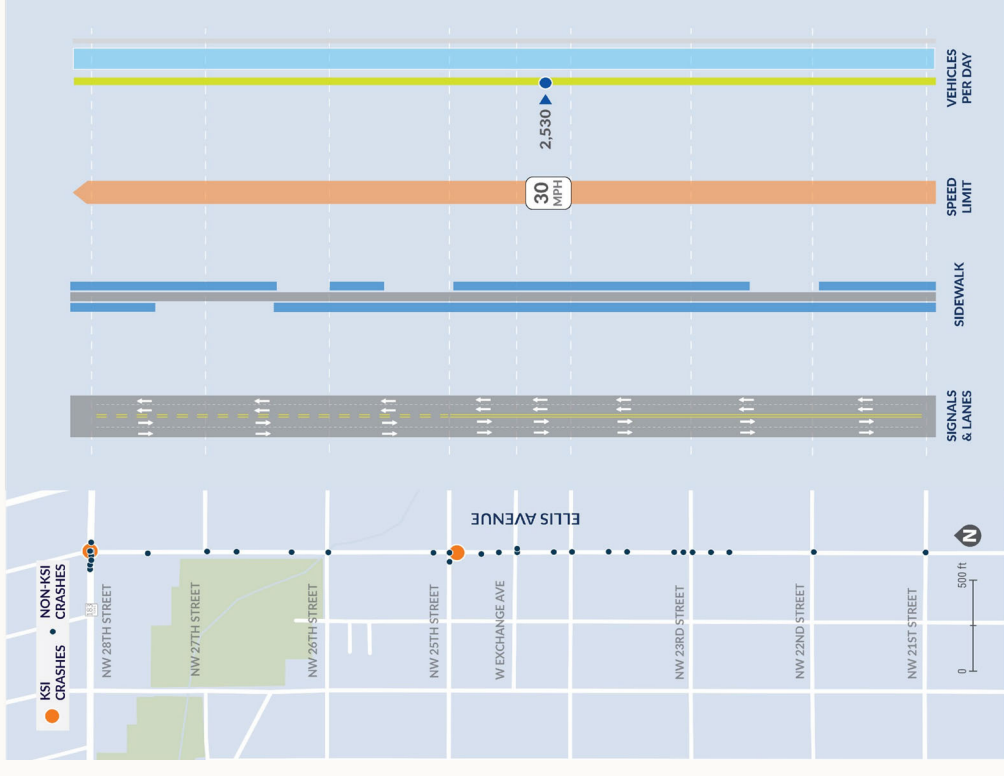


Failed to Yield Right of Way - Stop Sign



Driver Inattention

KEY CONTRIBUTING FACTORS



ELLIS AVENUE

FROM NW 21ST STREET TO NW 28TH STREET (0.86 MILES)

CORRIDOR-WIDE RECOMMENDATIONS



Corridor Access
Management



Crosswalk Visibility
Enhancements



Walkways

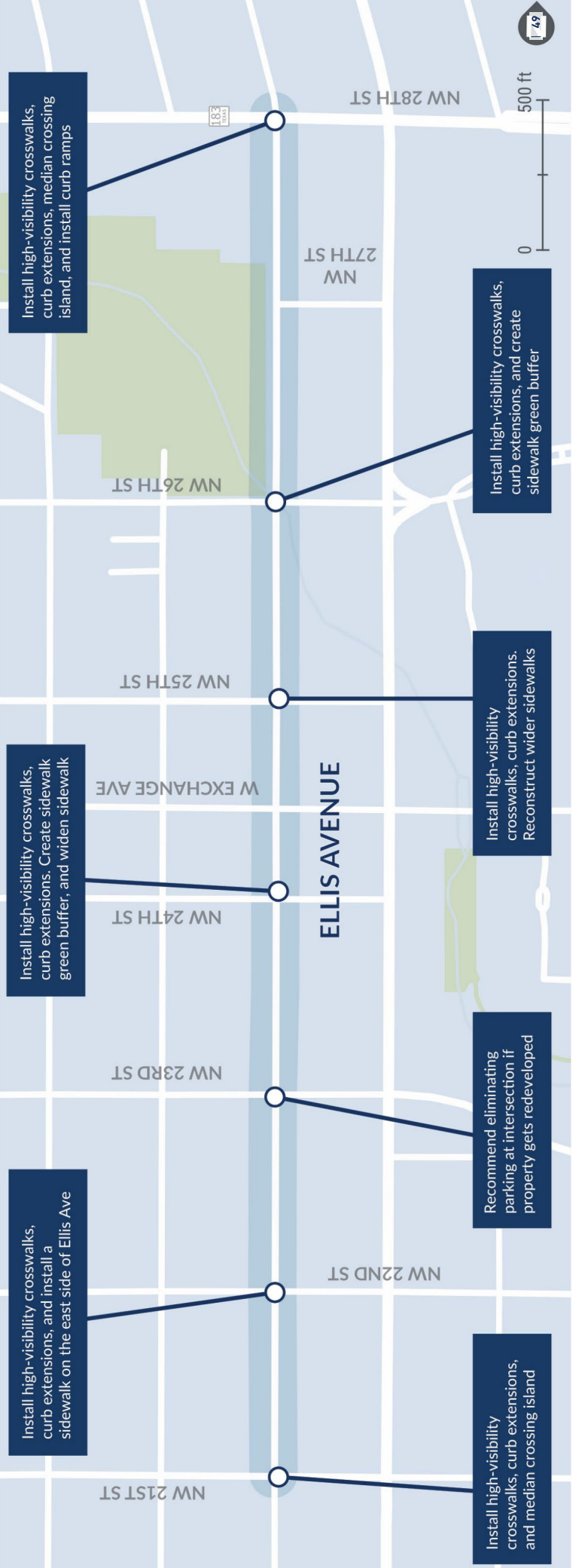
FINAL BENEFIT/
COST RATIO **16.29**

BENEFITS
\$64,680,000

TOTAL COST
\$3,970,400

CONSTRUCTION COST	SHORT TERM (0-2 YEARS)	MEDIUM TERM (2-5 YEARS)	LONG TERM (5+ YEARS)
SEGMENT	\$4,140	\$1,049,738	\$0
INTERSECTION	\$31,828	\$416,700	\$70,000
TOTAL	\$35,968	\$1,466,438	\$70,000

MAP OF INTERSECTION SPECIFIC RECOMMENDATIONS



SHARONDALE STREET

FROM 6TH AVENUE TO JAMES AVENUE (0.28 MILES)

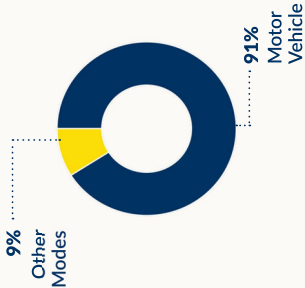
CONTEXT

This is a residential corridor with a two-lane roadway and unmarked on-street parking on both sides. There are no sidewalks, and no posted speed limit. The corridor spans approximately 0.28 miles, with a pavement width of 26 to 28 feet and a right-of-way of about 50 feet. The corridor is part of the Bicycle High Injury Network (HIN).

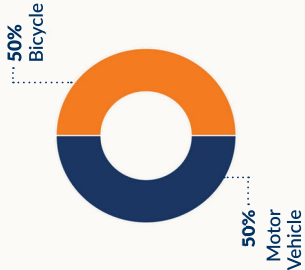
TOTAL CRASHES
(2019-2023) **22**

FATAL & SEVERE
INJURY CRASHES **2**

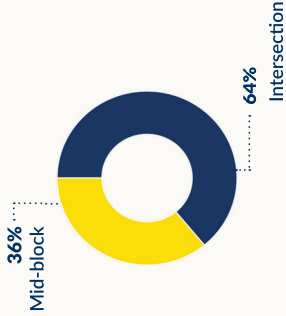
TOTAL CRASHES



FATAL & SEVERE CRASHES



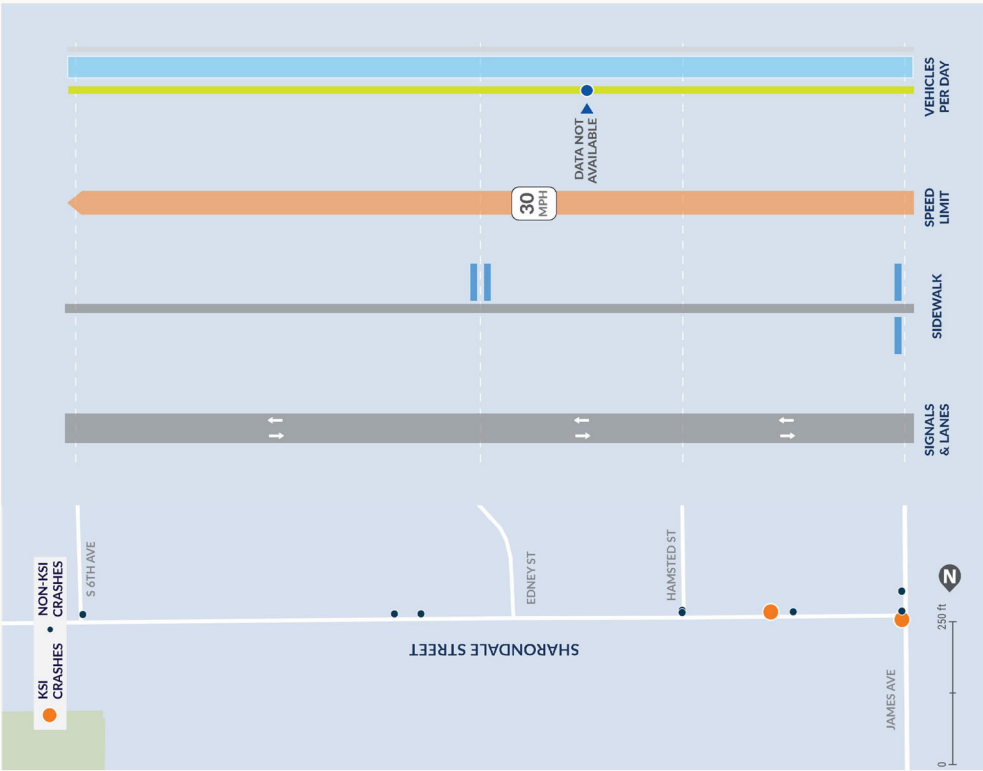
CRASH LOCATION



KEY CRASH TYPES



KEY CONTRIBUTING FACTORS



SHARONDALE STREET

FROM 6TH AVENUE TO JAMES AVENUE (0.28 MILES)

CORRIDOR-WIDE RECOMMENDATIONS



Crosswalk
Visibility
Enhancements



Walkways



Bicycle Lanes

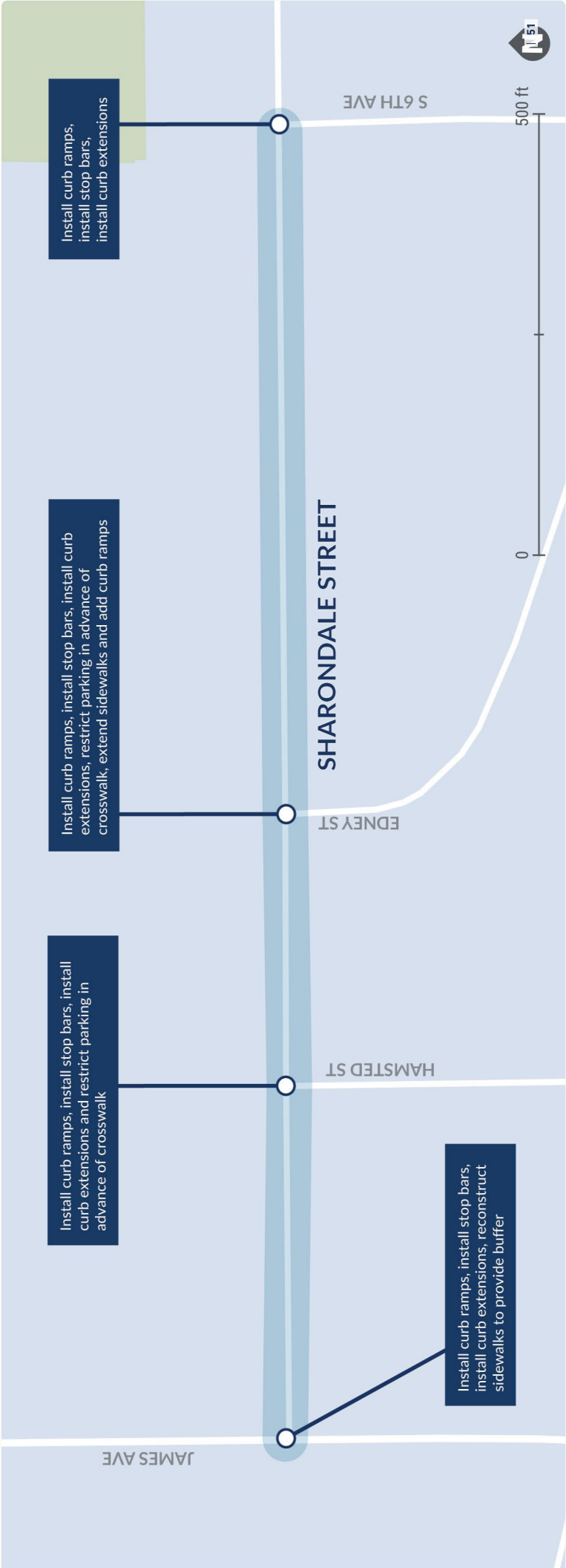
FINAL BENEFIT/
COST RATIO **22.07**

BENEFITS
\$16,880,000

TOTAL COST
\$764,900

CONSTRUCTION COST	SHORT TERM (0-2 YEARS)	MEDIUM TERM (2-5 YEARS)	LONG TERM (5+ YEARS)
SEGMENT	\$0	\$194,738	\$0
INTERSECTION	\$2,100	\$168,000	\$0
TOTAL	\$2,100	\$362,738	\$0

MAP OF INTERSECTION SPECIFIC RECOMMENDATIONS



NORTHWEST 14TH STREET

FROM N MAIN STREET TO GOULD AVENUE (0.49 MILES)

CONTEXT

This corridor is a residential street with some commercial use near its northeastern section. Rufino Mendoza Elementary School is located at the southwest end of the corridor. The roadway has two lanes with unmarked on-street parking and a speed limit of 30 mph. Sidewalks are present on both sides but are not continuous along the entire corridor. Pavement width ranges from 28 to 34 feet, with a right-of-way of approximately 60 to 80 feet. The corridor is part of the Pedestrian High Injury Network (HIN).

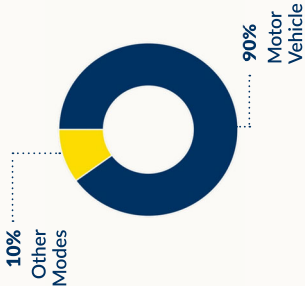
TOTAL CRASHES
(2019-2023)

21

FATAL & SEVERE
INJURY CRASHES

2

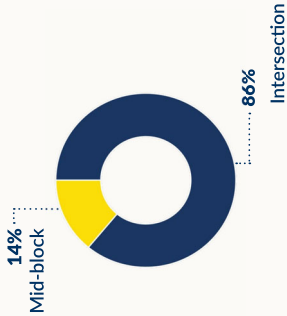
TOTAL CRASHES



FATAL & SEVERE CRASHES



CRASH LOCATION



KEY CRASH TYPES



Angle Crashes



One Motor Vehicle Crashes



Failed to Yield Right of Way - Stop Sign



Driver Inattention



NORTHWEST 14TH STREET

FROM N MAIN STREET TO GOULD AVENUE (0.49 MILES)

CORRIDOR-WIDE RECOMMENDATIONS



Crosswalk
Visibility
Enhancements



Bicycle Pavement
Marking



Speed
Management



Walkways



Lighting
Installation

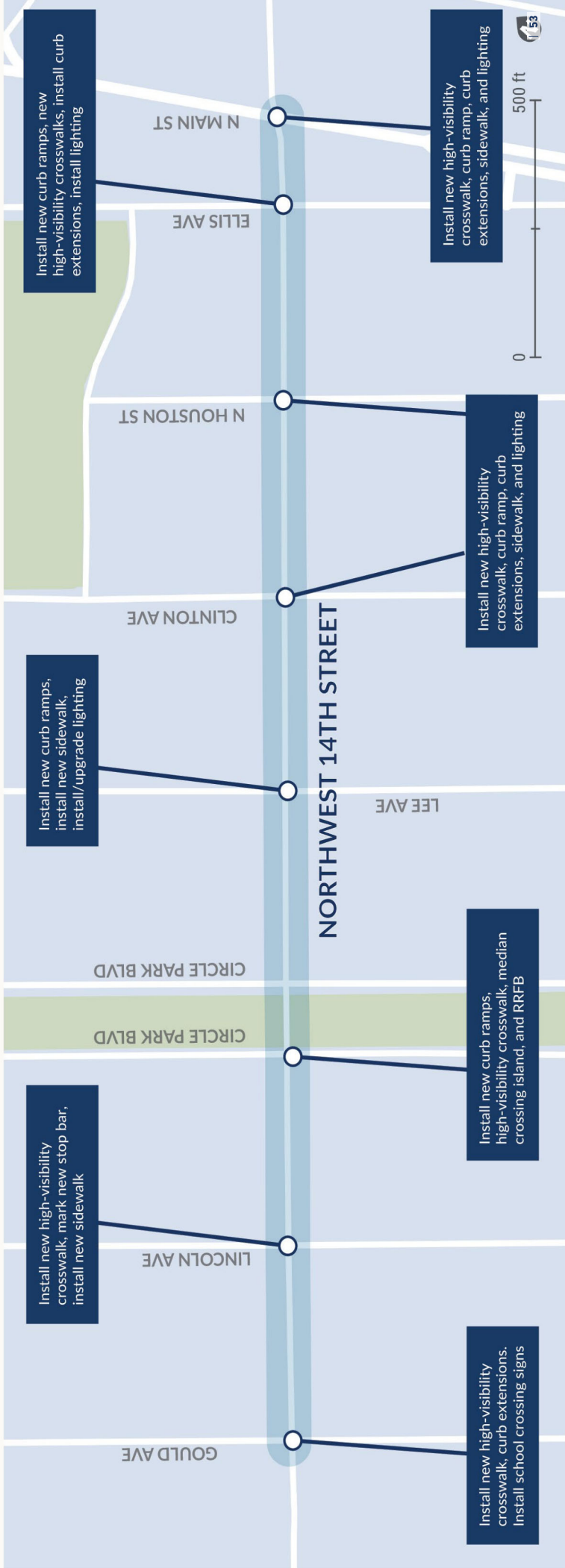
MAP OF INTERSECTION SPECIFIC RECOMMENDATIONS

FINAL BENEFIT/
COST RATIO **48.08**

BENEFITS
\$66,020,000

TOTAL COST
\$1,373,000

CONSTRUCTION COST	SHORT TERM (0-2 YEARS)	MEDIUM TERM (2-5 YEARS)	LONG TERM (5+ YEARS)
SEGMENT	\$6,000	\$337,456	\$0
INTERSECTION	\$25,330	\$221,400	\$0
TOTAL	\$31,330	\$558,856	\$0



SOUTH BEACH STREET

FROM AVENUE H TO MITCHELL BOULEVARD (0.22 MILES)

CONTEXT

This is a major arterial with Sycamore Park and Polytechnic Senior High School located just north of the study area. The roadway has four to five lanes with a median between Avenue I and Mitchell Boulevard. Continuous sidewalks are present on both sides, and the corridor is designated as a commercial delivery route. Pavement width ranges from 62 to 83 feet, including the median, with a right-of-way of approximately 92 to 115 feet. The corridor is part of the Motor Vehicle High Injury Network (HIN).

TOTAL CRASHES
(2019-2023)

66

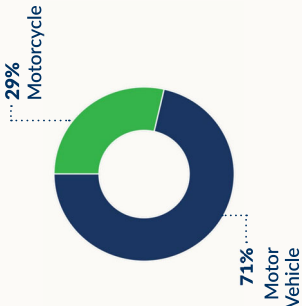
FATAL & SEVERE
INJURY CRASHES

7

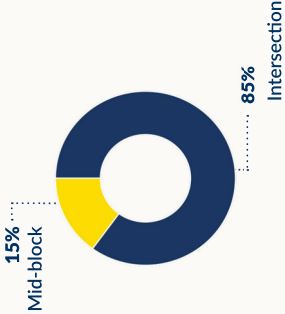
TOTAL CRASHES



FATAL & SEVERE CRASHES



CRASH LOCATION



KEY CRASH TYPES



Angle Crashes



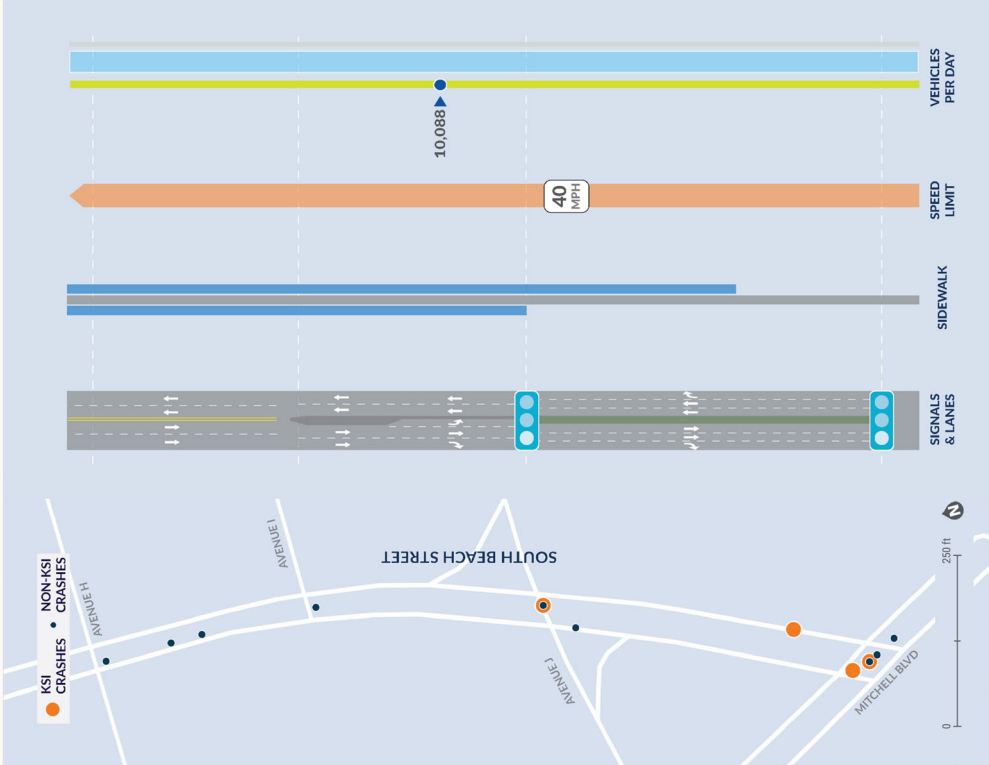
Opposite Direction Crashes



Driver Inattention



Disregard Stop And Go Signal



SOUTH BEACH STREET

FROM AVENUE H TO MITCHELL BOULEVARD (0.22 MILES)

CORRIDOR-WIDE RECOMMENDATIONS



Median Refuge Island



Roadway Reconfiguration



Speed Management



Walkways



Bicycle Lanes

MAP OF INTERSECTION SPECIFIC RECOMMENDATIONS

FINAL BENEFIT/
COST RATIO **17.04**

BENEFITS
\$20,060,000

TOTAL COST
\$1,177,100

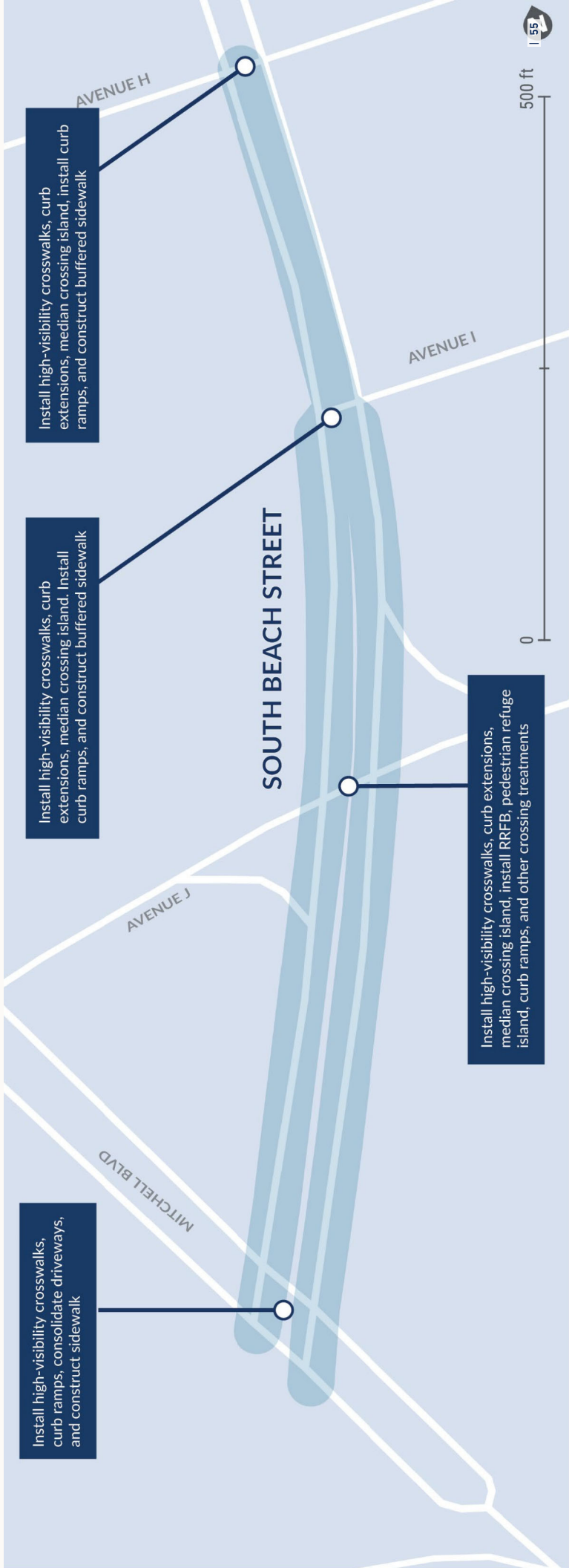
CONSTRUCTION COST	SHORT TERM (0-2 YEARS)	MEDIUM TERM (2-5 YEARS)	LONG TERM (5+ YEARS)
SEGMENT	\$400	\$205,506	\$0
INTERSECTION	\$44,918	\$128,700	\$77,000
TOTAL	\$45,318	\$334,206	\$77,000

Install high-visibility crosswalks, curb ramps, consolidate driveways, and construct sidewalk

Install high-visibility crosswalks, curb extensions, median crossing island. Install curb ramps, and construct buffered sidewalk

Install high-visibility crosswalks, curb extensions, median crossing island. Install curb ramps, and construct buffered sidewalk

Install high-visibility crosswalks, curb extensions, median crossing island, install RRFB, pedestrian refuge island, curb ramps, and other crossing treatments



EVANS AVENUE

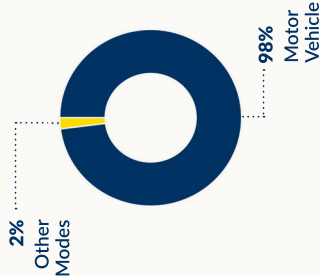
FROM E MORNINGSIDRIVE TO E BERRY STREET (0.5 MILES)

CONTEXT

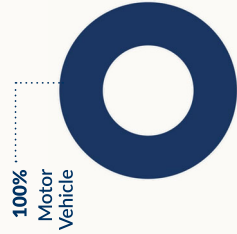
This is a minor arterial lined with residential properties and medium-scale commercial developments. The roadway has continuous sidewalks on both sides throughout the corridor, with a pavement width of 45 to 48 feet and a right-of-way of approximately 80 feet. Morningside Elementary School is located north of the corridor, and a Trinity Metro bus route operates nearby. The corridor is part of the Motor Vehicle High Injury Network (HIN).



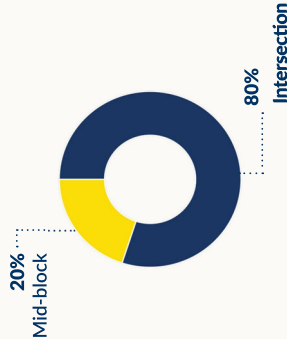
TOTAL CRASHES



FATAL & SEVERE CRASHES



CRASH LOCATION



KEY CRASH TYPES



Angle Crashes



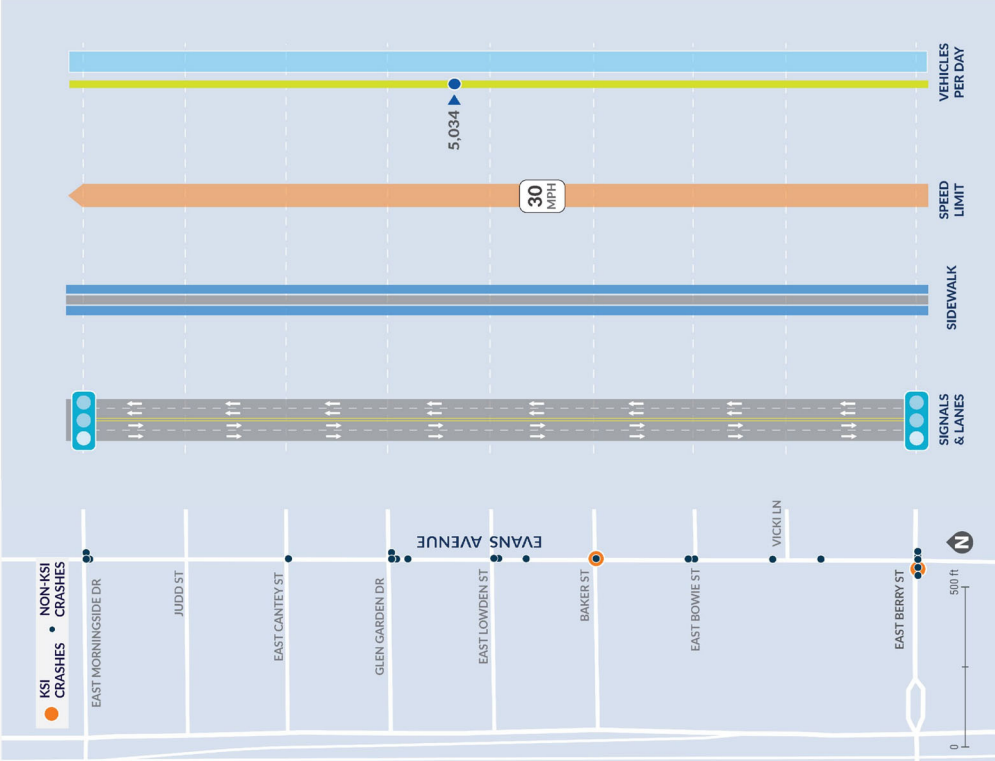
Opposite Direction Crashes



Driver Inattention



Failed To Yield Right of Way - Turning Left



EVANS AVENUE

FROM E MORNINGSIDE DRIVE TO E BERRY STREET (0.5 MILES)

CORRIDOR-WIDE RECOMMENDATIONS



Corridor Access Management



Crosswalk Visibility Enhancements



Speed Management



Walkways



Bicycle Lanes

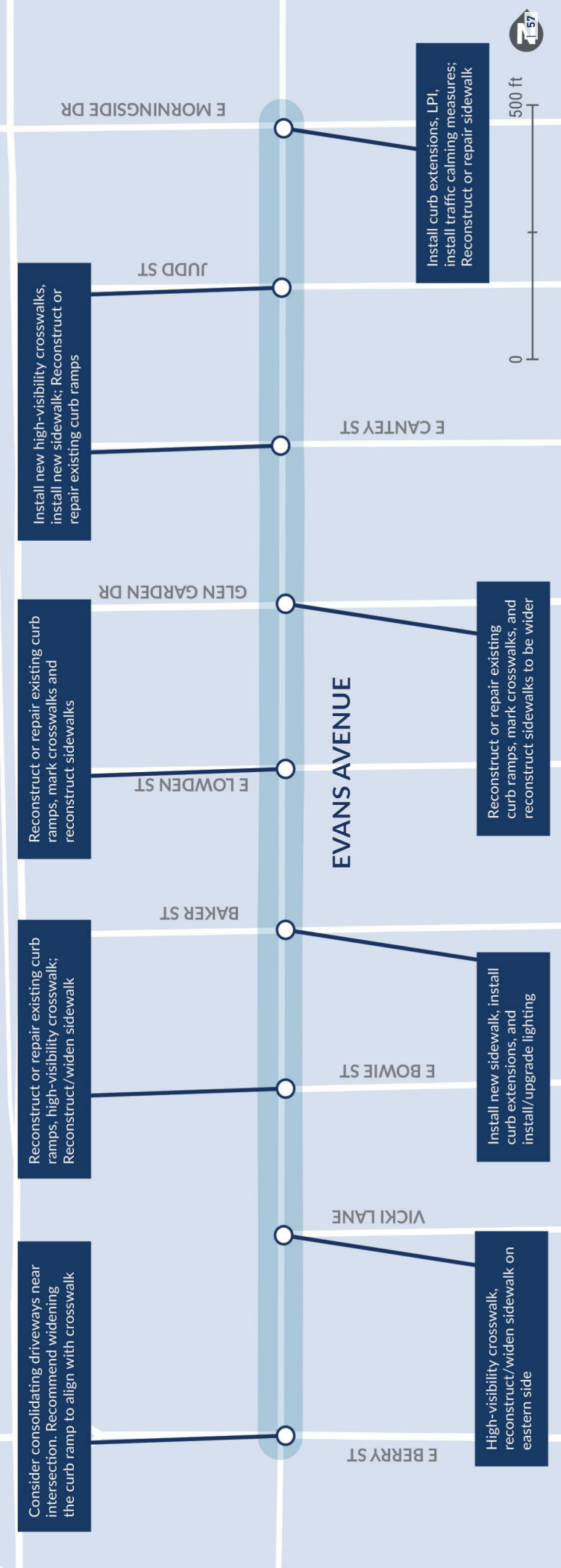
MAP OF INTERSECTION SPECIFIC RECOMMENDATIONS

FINAL BENEFIT/
COST RATIO **5.54**

BENEFITS
\$18,840,000

TOTAL COST
\$3,401,300

CONSTRUCTION COST	SHORT TERM (0-2 YEARS)	MEDIUM TERM (2-5 YEARS)	LONG TERM (5+ YEARS)
SEGMENT	\$0	\$731,577	\$0
INTERSECTION	\$157,085	\$263,790	\$0
TOTAL	\$157,085	\$995,367	\$0



NORTHWEST 26TH STREET

FROM N MAIN STREET TO ANGLE AVENUE (0.5 MILES)

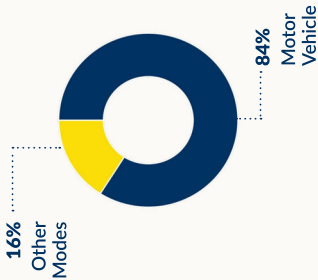
CONTEXT

This corridor is a residential street with commercial use at its eastern end. It intersects with Ellis Avenue at Rodeo Park and terminates in the Historic Stockyards District. The roadway consists of two lanes in residential areas and expands to four lanes in commercial sections, with unmarked on-street parking. Sidewalks are intermittent on both sides. Pavement width ranges from 26 feet in residential areas to 48 feet in commercial areas, with a right-of-way of approximately 68 feet. The corridor is part of the Pedestrian High Injury Network (HIN).

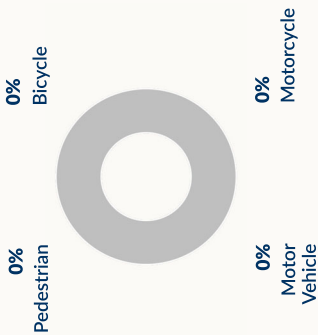
**TOTAL CRASHES
(2019-2023)** 43

**FATAL & SEVERE
INJURY CRASHES** 0

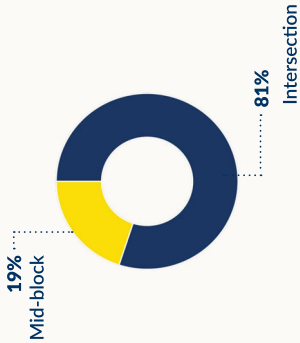
TOTAL CRASHES



FATAL & SEVERE CRASHES



CRASH LOCATION



KEY CRASH TYPES



KEY CONTRIBUTING FACTORS



NORTHWEST 26TH STREET

FROM N MAIN STREET TO ANGLE AVENUE (0.5 MILES)

CORRIDOR-WIDE RECOMMENDATIONS



Crosswalk
Visibility
Enhancements



Bicycle Lanes



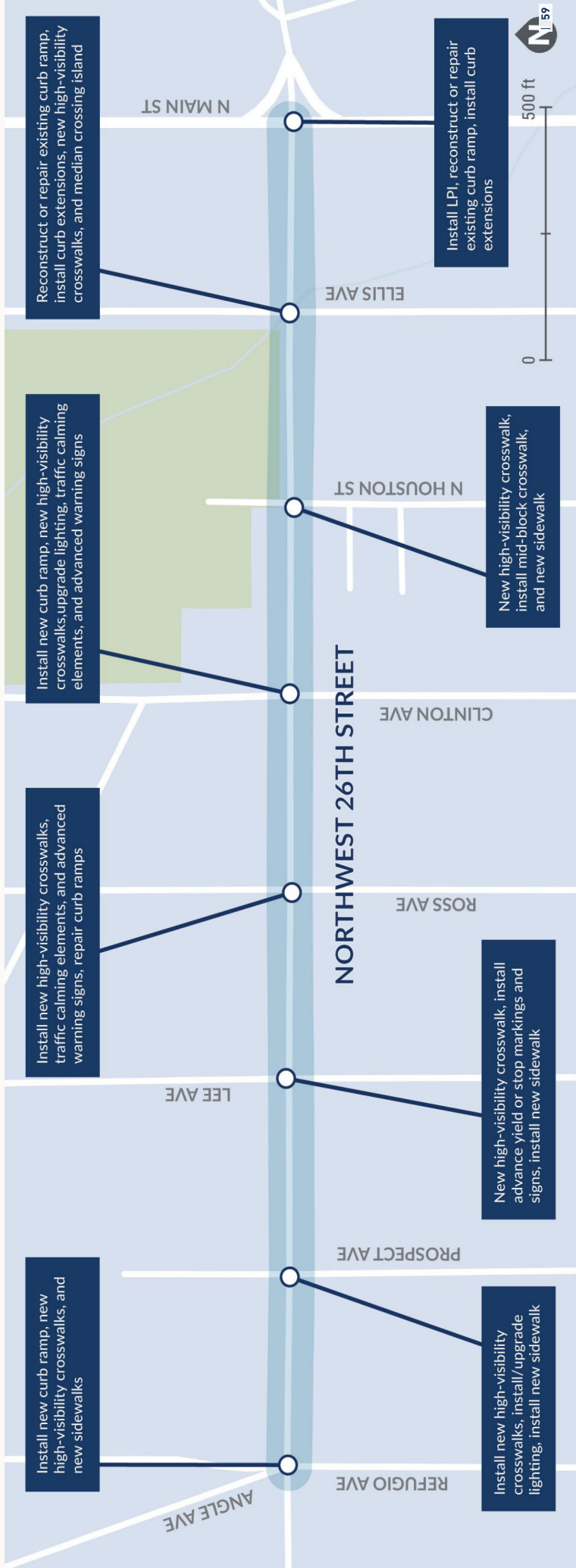
Walkways

FINAL BENEFIT/
COST RATIO **6.69**

BENEFITS \$10,400,000
TOTAL COST \$1,553,700

CONSTRUCTION COST	SHORT TERM (0-2 YEARS)	MEDIUM TERM (2-5 YEARS)	LONG TERM (5+ YEARS)
SEGMENT	\$0	\$93,298	\$335,138
INTERSECTION	\$24,510	\$216,600	\$0
TOTAL	\$24,510	\$309,898	\$335,138

MAP OF INTERSECTION SPECIFIC RECOMMENDATIONS



PENNSYLVANIA AVENUE

FROM S MAIN STREET TO 8TH AVENUE (1.04 MILES)

CONTEXT

This is a minor arterial primarily lined with commercial uses, with a large medical campus—including Cook Children’s Medical Center and Harris Methodist Hospital—at its western end. The roadway has three to five lanes, with marked on-street parking at the eastern end. It is a designated bike route with intermittent directional bike lanes and features continuous sidewalks on both sides. A Trinity Metro bus route serves the corridor. Pavement width ranges from 50 to 60 feet, with a right-of-way of approximately 80 to 84 feet. The corridor is part of the Pedestrian High Injury Network (HIN) and Motor Vehicle HIN.

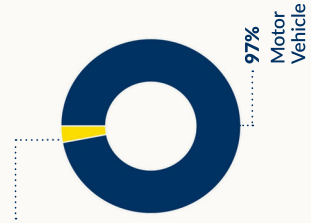
TOTAL CRASHES
(2019-2023)

124

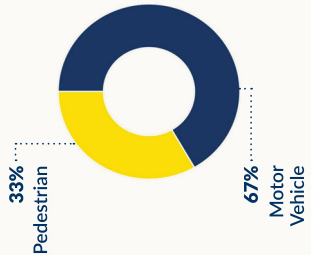
FATAL & SEVERE
INJURY CRASHES

6

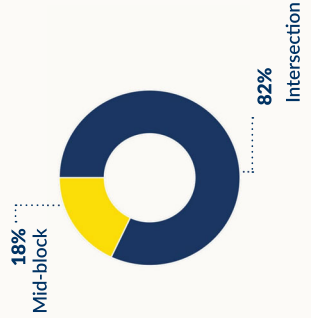
TOTAL CRASHES



FATAL & SEVERE CRASHES



CRASH LOCATION



KEY CRASH TYPES



Angle Crashes



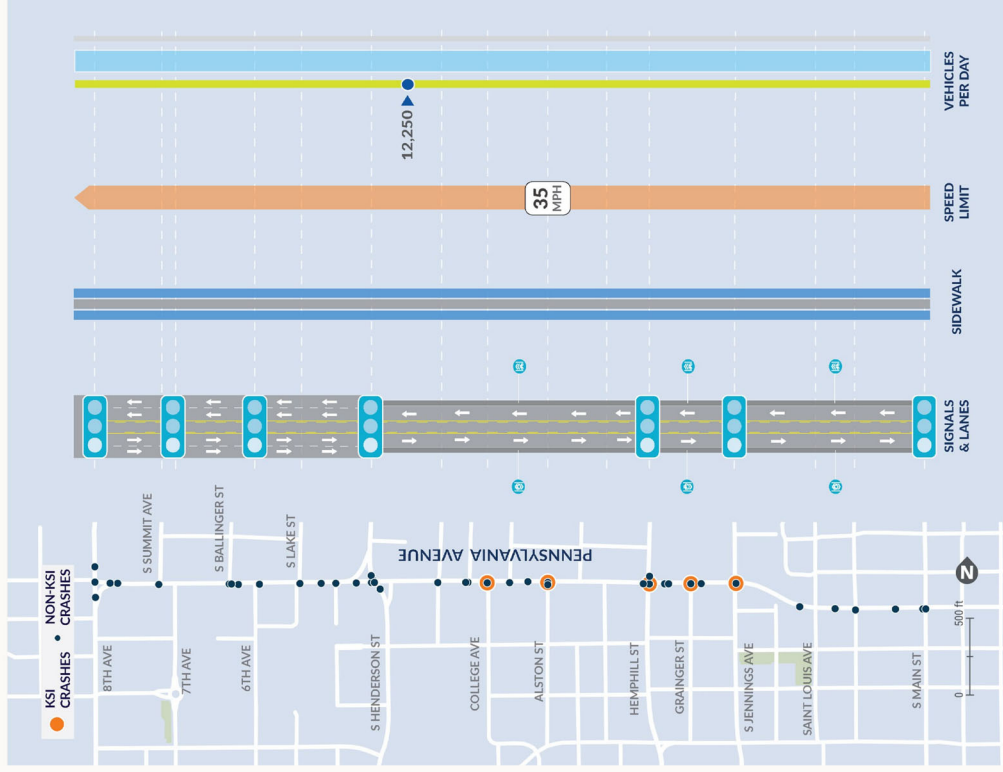
Opposite Direction Crashes



Driver Inattention



Failed To Yield Right of Way – Turning Left



PENNSYLVANIA AVENUE

FROM S MAIN STREET TO 8TH AVENUE (1.04 MILES)

CORRIDOR-WIDE RECOMMENDATIONS



Corridor Access Management



Crosswalk Visibility Enhancements



Roadway Reconfiguration



Walkways



Bicycle Lanes

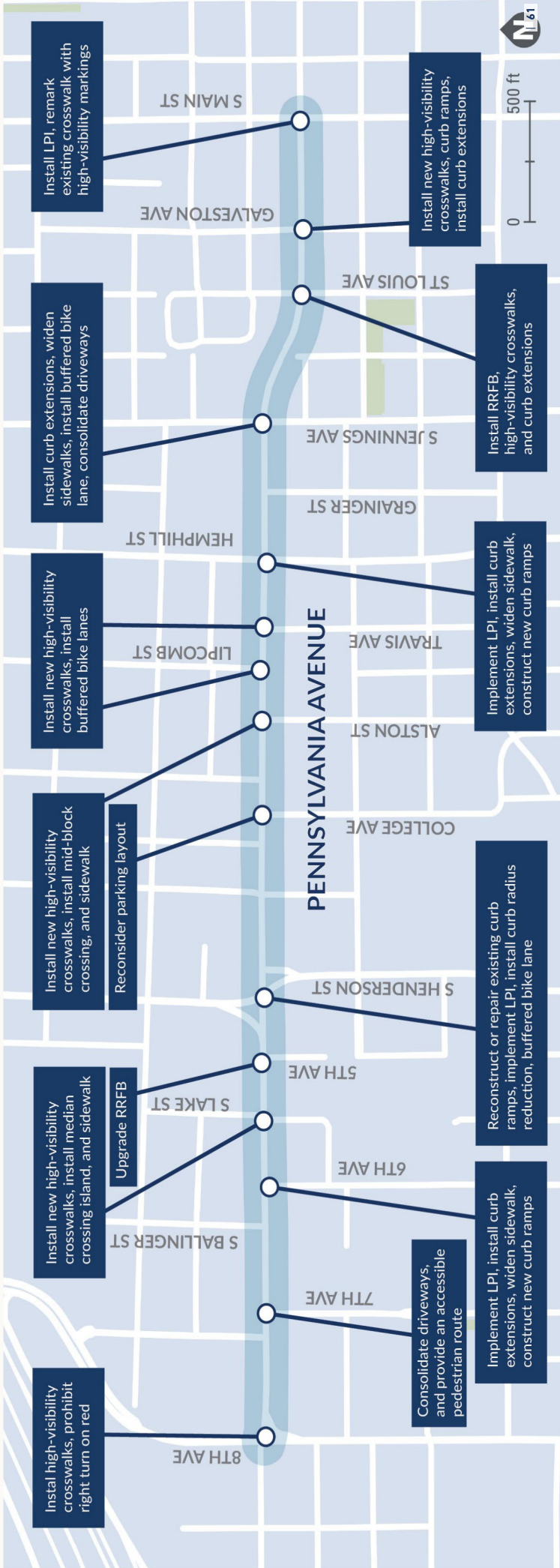
MAP OF INTERSECTION SPECIFIC RECOMMENDATIONS

FINAL BENEFIT/
COST RATIO **30.9**

BENEFITS
\$109,940,000

TOTAL COST
\$3,558,400

CONSTRUCTION COST	SHORT TERM (0-2 YEARS)	MEDIUM TERM (2-5 YEARS)	LONG TERM (5+ YEARS)
SEGMENT	\$0	\$505,616	\$0
INTERSECTION	\$596,726	\$56,904	\$231,000
TOTAL	\$596,726	\$562,520	\$231,000



WEST SEMINARY DRIVE

FROM 6TH AVENUE TO RECTOR AVENUE (1.18 MILES)

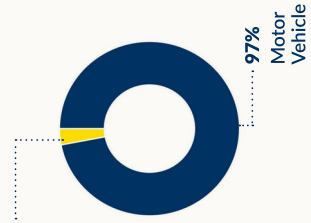
CONTEXT

This is a major arterial with residential uses and key destinations such as Rosemont Middle School, Rosemont Park, and Southwestern Baptist Theological Seminary on its eastern end. An at-grade railroad crossing is located between William Fleming Court and Frazier Avenue. The roadway has four travel lanes and a center lane that functions as a turn lane or median. Sidewalks are mostly continuous on both sides, and a Trinity Metro bus route serves the corridor. Pavement width, including medians, ranges from 58 to 70 feet. The corridor is part of the Pedestrian High Injury Network (HIN) and Bicycle HIN.

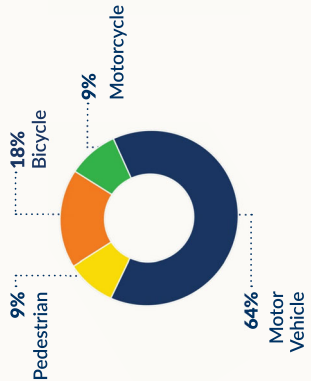
**TOTAL CRASHES
(2019-2023)** 176

**FATAL & SEVERE
INJURY CRASHES** 11

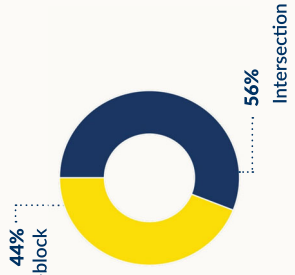
TOTAL CRASHES



FATAL & SEVERE CRASHES



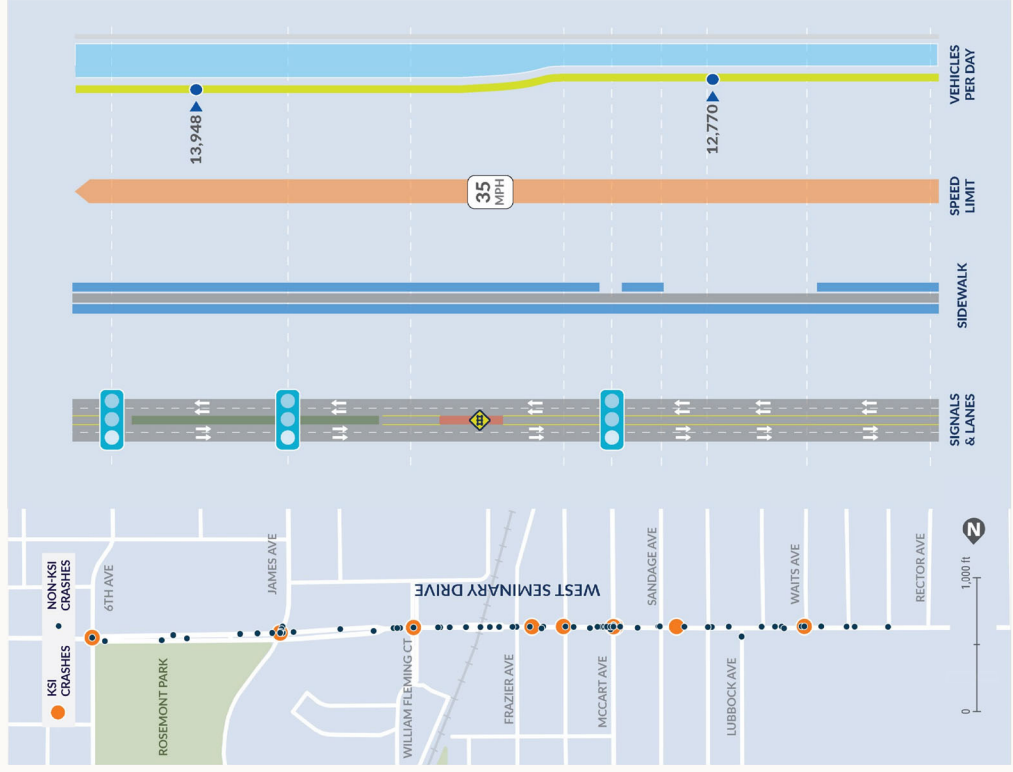
CRASH LOCATION



KEY CRASH TYPES



KEY CONTRIBUTING FACTORS



WEST SEMINARY DRIVE

FROM 6TH AVENUE TO RECTOR AVENUE (1.18 MILES)

CORRIDOR-WIDE RECOMMENDATIONS



Crosswalk
Visibility
Enhancements



Roadway
Reconfiguration



Speed
Management



Walkways



Bicycle Lanes

FINAL BENEFIT/
COST RATIO **35.82**

BENEFITS
\$164,000,000

TOTAL COST
\$4,578,300

CONSTRUCTION COST	SHORT TERM (0-2 YEARS)	MEDIUM TERM (2-5 YEARS)	LONG TERM (5+ YEARS)
SEGMENT	\$223,029	\$147,840	\$0
INTERSECTION	\$221,964	\$466,088	\$0
TOTAL	\$444,993	\$613,928	\$0

MAP OF INTERSECTION SPECIFIC RECOMMENDATIONS



MARK IV PARKWAY

FROM MEACHAM BOULEVARD TO CANTRELL SANSOM ROAD (1.61 MILES)

CONTEXT

This is a major arterial primarily lined with industrial uses, including distribution centers for USPS, FedEx Freight, DHL, and Amazon. The roadway consists of four to six lanes with a grass median featuring curb breaks at major driveways. The median varies in width, with mostly unmarked left turn lanes. Sidewalks are limited but present on both sides north of I-820. Pavement width ranges from 82 to 98 feet, with a right-of-way of approximately 120 to 124 feet. The corridor is part of the Motor Vehicle High Injury Network (HIN), Commercial Motor Vehicle HIN, and Motorcycle HIN.

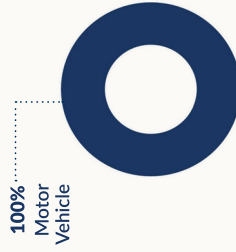
**TOTAL CRASHES
(2019-2023)**

208

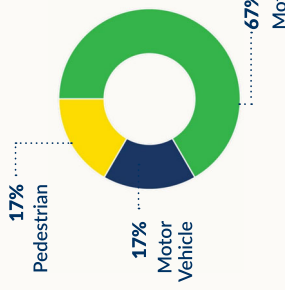
**FATAL & SEVERE
INJURY CRASHES**

6

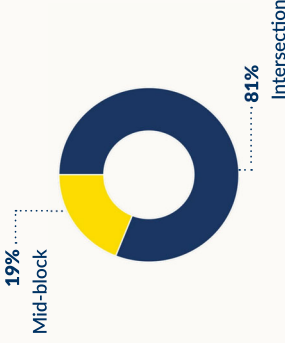
TOTAL CRASHES



FATAL & SEVERE CRASHES



CRASH LOCATION



KEY CRASH TYPES



Opposite
Direction
Crashes



Same Direction
Crashes

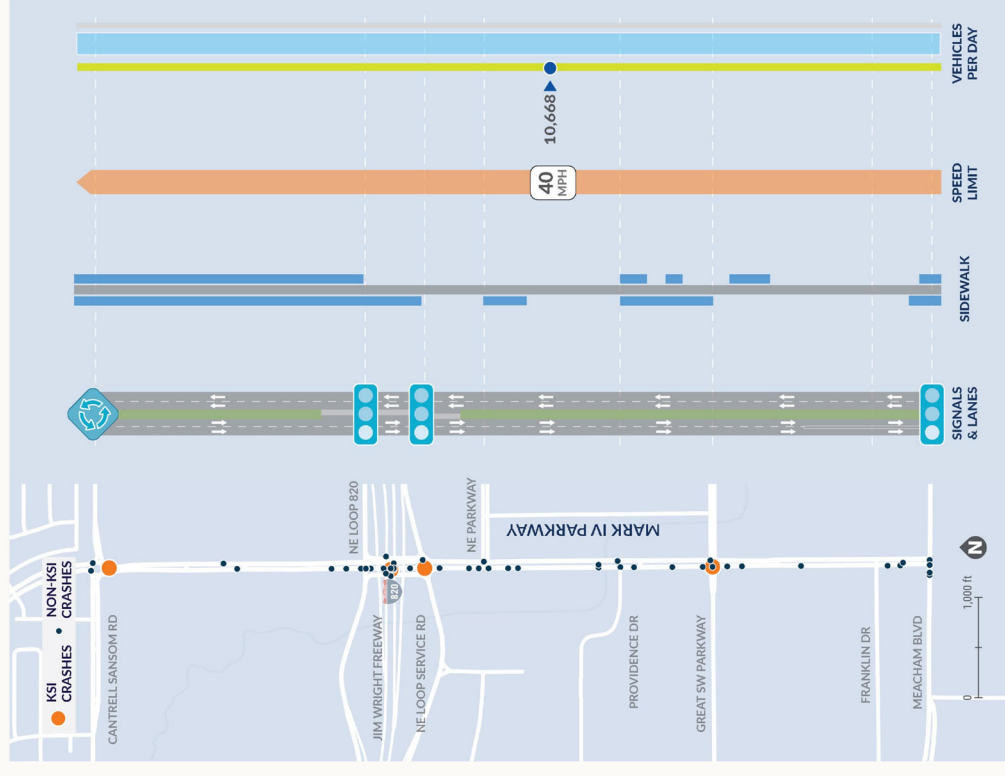


Driver
Inattention



Failed To Yield
Right of Way -
Turning Left

KEY CONTRIBUTING FACTORS



MARK IV PARKWAY

FROM MEACHAM BOULEVARD TO CANTRELL SANSOM ROAD (1.61 MILES)

CORRIDOR-WIDE RECOMMENDATIONS



Corridor Access
Management



Crosswalk Visibility
Enhancements



Dedicated Left-
and Right-Turn
Lanes



Walkways

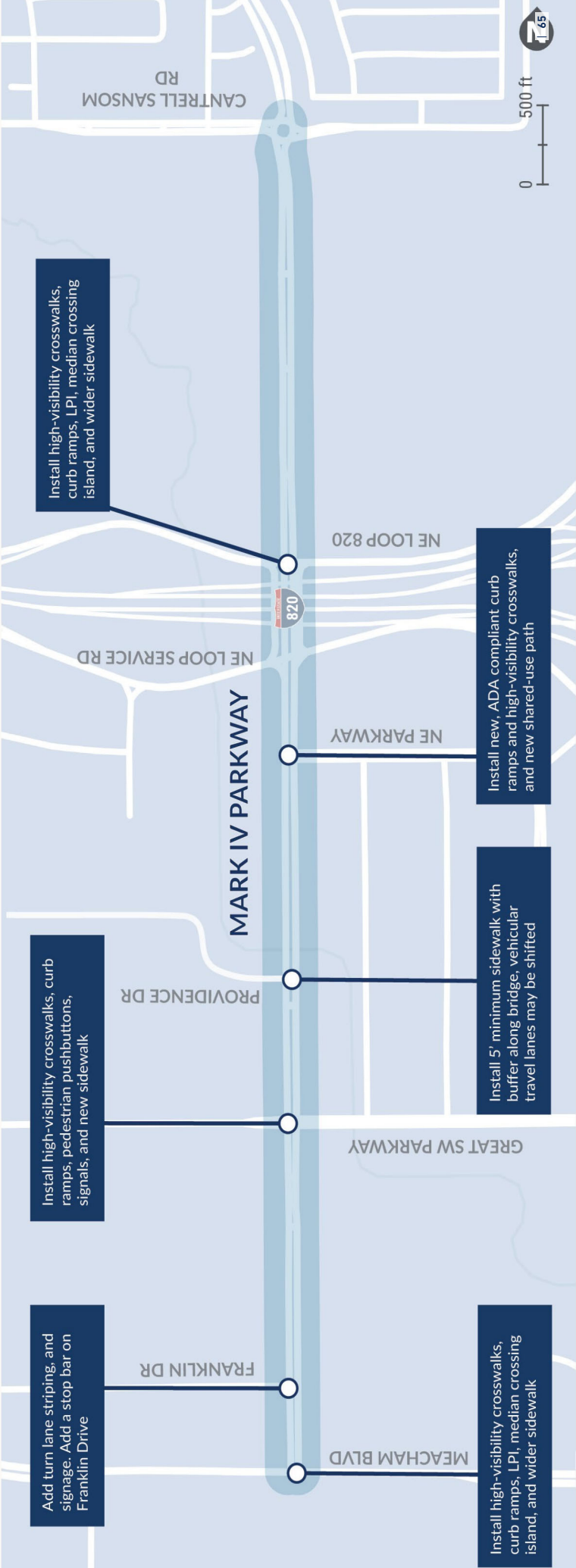
FINAL BENEFIT/
COST RATIO
18.26

BENEFITS
\$92,480,000

TOTAL COST
\$5,063,400

CONSTRUCTION COST	SHORT TERM (0-2 YEARS)	MEDIUM TERM (2-5 YEARS)	LONG TERM (5+ YEARS)
SEGMENT	\$2,910	\$78,095	\$1,406,637
INTERSECTION	\$5,764	\$32,072	\$150,000
TOTAL	\$8,674	\$110,167	\$1,556,637

MAP OF INTERSECTION SPECIFIC RECOMMENDATIONS



SYCAMORE SCHOOL ROAD

FROM SOUTH FREEWAY TO W EVERMAN PARKWAY (1.4 MILES)

CONTEXT

This is a residential minor arterial with some commercial use. Hallmark Park is located midway between the Sycamore Creek bridge and an at-grade railroad crossing. The roadway has four lanes and is designated as a commercial delivery route. Sidewalks are intermittent, with one on the south side extending to the creek and another on the north side from Hemphill Street to W Everman Parkway. Pavement width ranges from 40 to 42 feet. The corridor is part of the Bicycle High Injury Network (HIN), Pedestrian HIN, and Motor Vehicle HIN.

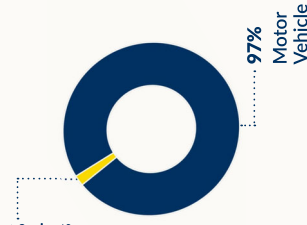
**TOTAL CRASHES
(2019-2023)**

292

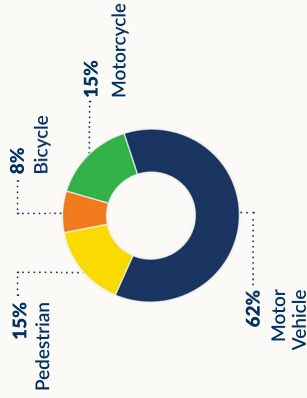
**FATAL & SEVERE
INJURY CRASHES**

13

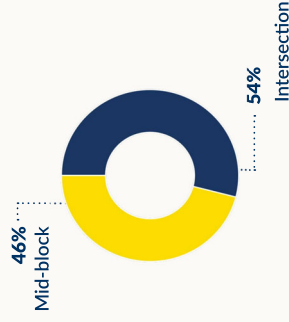
TOTAL CRASHES



FATAL & SEVERE CRASHES



CRASH LOCATION



KEY CRASH TYPES



Opposite
Direction
Crashes



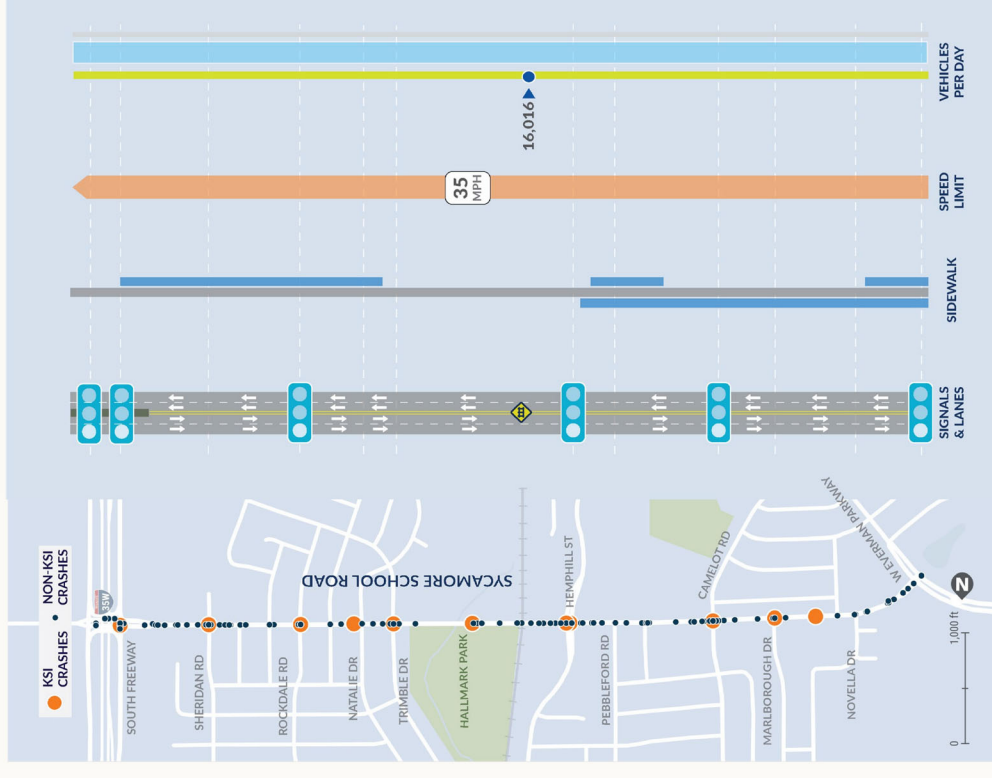
Angle Crashes



Driver
Inattention



Speeding



SYCAMORE SCHOOL ROAD

FROM SOUTH FREEWAY TO W EVERMAN PARKWAY (1.4 MILES)

CORRIDOR-WIDE RECOMMENDATIONS



Crosswalk
Visibility
Enhancements



Roadway
Reconfiguration



Speed
Management



Walkways



Bicycle Lanes

FINAL BENEFIT/
COST RATIO **26.56**

BENEFITS
\$128,960,000

TOTAL COST
\$4,854,600

CONSTRUCTION COST	SHORT TERM (0-2 YEARS)	MEDIUM TERM (2-5 YEARS)	LONG TERM (5+ YEARS)
SEGMENT	\$50,160	\$1,424,844	\$0
INTERSECTION	\$29,160	\$269,960	\$0
TOTAL	\$79,320	\$1,694,804	\$0

MAP OF INTERSECTION SPECIFIC RECOMMENDATIONS



6 MOVING FORWARD

IMPLEMENTATION STRATEGIES

Implementation Strategies outline the key actions Fort Worth will take to achieve Vision Zero, translating recommendations into tangible steps. This section provides a framework for executing safety improvements through demonstration projects, capital investments, policy actions, and community education.

By incorporating a mix of short-term, low-cost interventions and long-term infrastructure upgrades, the city can test innovative solutions, address critical safety needs, and build public support. These strategies serve as a roadmap to guide decision-making, prioritize resources, and ensure sustained progress toward safer streets for all.



DEMONSTRATION PROJECTS

Quick build projects can be used to demonstrate the potential of roadway improvements in a relatively fast and cost-effective way. While typically limited to temporary "paint and plastic" type projects, these initiatives can still have an immediate impact on roadway user safety. Due to their typically low cost, these kinds of projects can be used for communities to experience and explore designs before they become permanent, creating not only an engagement opportunity, but likely a better end design. And by including community members in their design, demonstration projects can also serve as a motivational tool for alternative commuting modes.

In Fort Worth, for example, using paint and temporary materials to create bulb-outs (curb extensions) to slow vehicle speeds and shorten pedestrian crossing distances at key intersections could be used to demonstrate how these kinds of safety treatment can be effective at achieving easy wins.



CAPITAL PROJECTS

These are larger projects that serve the long-term goals of a Safety Action Plan. Therefore, costs are higher, and more design and planning are required. While quick build projects focus on temporary measures, capital projects are permanent changes to the roadway. Capital projects may be former quick build installations that have proved to be effective in improving safety and are ready for long term implementation. Typical examples include traffic calming, enhanced pedestrian lighting, or bike lane installation. Capital projects can help connect Vision Zero projects with other realms of enhanced transportation like transit.



POLICY ACTIONS AND TOOLS

Changes to policy require enabling legislation or local ordinance to support the implementation of specific decisions or actions. Policy changes can be used to establish permanent guidelines in which the city will follow as it implements infrastructure improvements. Improving policies for VRUs (vulnerable road users) can be as simple as evaluating local codes regarding sidewalks or jaywalking. More expansive policies, such as a citywide Complete Streets Policy, will require the institutionalization of its approach, such as retraining engineers, planners, and project managers. Policy tools can also be used for the prioritization of underinvested and underserved communities, a vital element of any Safety Action Plan or approach to achieving Vision Zero.



COMMUNITY EDUCATION

Safe streets in part rely on **user behavior**, which is influenced by a user's understanding of the transportation system in which they are participating. Knowledge of traffic safety issues and their countermeasures equips communities with an awareness of the network around them and allows for more valuable input into the decision-making process. Community education can be provided in the form of **education guides**, **safety campaigns**, or **neighborhood events**. Through the education of users, a culture of safety can be promoted, changing the norms around traffic safety.

FUNDING STRATEGIES

FEDERAL FUNDING

Safe Streets and Roads for All (SS4A)

The SS4A grant is an annual funding opportunity from the Federal Highway Administration that supports improving roadway safety for all users by reducing or eliminating serious-injury and fatal crashes. It requires the development and implementation of a comprehensive safety plan, such as a Safety Action Plan or a Vision Zero Plan. The grant provides funding for planning, demonstration, and implementation grants. This grant requires a local funding match of no less than 20 percent, but North Central Texas Council of Governments (NCTCOG) may help cover local match for some project using Transportation Development Credits (TDCs). The City of Fort Worth has applied TDCs in the past and may do so in the future to help meet the funding needs for implementing the actions and projects identified in this plan.

STATE FUNDING

Highway Safety Improvement Program (HSIP)

Texas's Highway Safety Improvement Plan (HSIP), directed by the Strategic Highway Safety Plan (SHSP), aims to reduce traffic fatalities and severe injuries on all public roads. It provides a standardized approach for identifying and reviewing specific traffic safety concerns throughout the state. Program funds are eligible to cover up to 90 percent of project construction costs. HSIP funds are only eligible to cover construction costs.

Traffic Safety Grant via NHTSA

NHTSA awards grants for occupant protection, state traffic safety information systems, impaired driving countermeasures, distracted driving, motorcyclist safety, state graduated driver licensing laws, and non-motorized safety. Funds are awarded to the state and administered through TxDOT.

Transportation Alternatives Program (TAP)

TAP provides funds for locally sponsored bicycle and pedestrian infrastructure in the state. TAP has four different project categories that decide eligibility and funding amounts: community-based, large scale, network enhancements, and non-infrastructure. All require a local match of 20 percent. The current call for projects will provide funding for FY2027-FY2029.

REGIONAL FUNDING

Metropolitan Transportation Plan (MTP)

The MTP is a long-range plan that serves as a guide for the projects and programs the region would like to implement over the life of the plan. Projects and programs may only be included in the MTP if funding exists or can be identified for their implementation. The Transportation Improvement Plan (TIP) lies within the greater MTP.

Transportation Improvement Program (TIP)

The NCTCOG and TxDOT, along with local governments and transportation agencies, develop a new TIP every two years. It is a staged, multi-year listing of transportation projects and programs within the Dallas-Fort Worth Metropolitan Area

with committed funding from federal, state, and local sources. The TIP outlines four years of funded transportation projects within the long-range Metropolitan Transportation Plan.

Transportation Alternatives Program (TAP)

Fort Worth is also eligible to apply for TAP funds through NCTCOG. Approximately \$50 million in TAP federal funds will be available to award eligible projects which may include Safe Routes to School Planning; Safe Routes to School Infrastructure; Shared-Use Paths (trails); On-street Bikeways; Sidewalks, Crosswalks and Curb Ramps; Sidewalks and Bikeways to Transit; Pedestrian and Bicycle Safety Countermeasures and Technology; and Protected Intersections, according to the 2025 NCTCOG TA Program Call for Projects.

LOCAL FUNDING

Tarrant County Transportation Bond Program

In 2021, Fort Worth proposed and passed a transportation bond program. Projects identified in the bond have a goal to increase mobility, reduce congestion, enhance safety, and improve connectivity

General Obligation (GO) Bond

A General Obligation (GO) Bond provides cities with a tool to raise funds for capital improvement projects that are otherwise not funded by city revenue. This debt is guaranteed by the full faith and credit of the city. The funding source for GO bond payments is property taxes, which are generated each year based on the tax rate adopted by the City Council. GO bonds can only be used to fund the projects authorized in the propositions approved by the voters. These projects

can include initiatives such as the construction and improvement of highways, bridges, ports, airports, rail lines, and public transit systems.

Pay-As-You-Go (PayGo) Financing

Pay-As-You-Go (PayGo) is another alternative to debt financing. It uses cash, not debt to maintain, improve, and reinvest in the city's infrastructure. PayGo financing saves the City from paying interest costs on debt and reduces debt, thereby improving financial flexibility. Improvements can be made in the current fiscal year instead of waiting for the next bond program. Using PayGo to supplement the capital program helps the city meet its capital needs without adding to the total debt outstanding.

Transportation Impact Fee

A transportation impact fee is a one-time charge charged by the city to new development projects to help raise revenue for transportation projects. Impact fees are based on the anticipated demand for infrastructure that the new development creates. The general purpose of impact fees is to help fund transportation improvements that are needed as development occurs and to help pay for the infrastructure necessary to accommodate new development or re-development.



TRANSPARENCY / MEASURING PROGRESS

METRIC OF SUCCESS

Measuring progress toward Vision Zero is crucial for maintaining a data-driven approach to road safety. Regular monitoring and reporting enhance transparency, accountability, and decision-making, helping to identify which strategies are most effective. Analyzing trends allows the city to refine its approach—expanding successful initiatives and adjusting or discontinuing those that fall short.

Achieving Vision Zero requires **sustained commitment** over time. Monitoring efforts should track both **outcomes**—such as reductions in traffic crashes, particularly fatal and severe injuries—and **outputs**, including the number and percentage of safety projects implemented, especially along the High-Injury Network (HIN). These insights ensure resources are directed toward the most impactful safety improvements.

BE TRANSPARENT ABOUT THE CITY'S STATE OF SAFETY

The City will publish the **State of Safety Report** developed as part of this Safety Action Plan (SAP) and update it every 2–3 years as new data becomes available. Regular updates will help the public understand local safety trends and enable the City to monitor and track crash patterns over time. To enhance accessibility, key safety data should be presented through an **online dashboard**, providing the public with an easy-to-use platform for reviewing and analyzing safety trends.

MAINTAIN AND UPDATE ONLINE SAFETY RESOURCES

The City will publish this Safety Action Plan on its **Vision Zero (VZ) webpage** and the **Safety Action Plan website**. As safety strategies are implemented and progress is made toward Vision Zero, the City will continue sharing important updates, such as the **annual safety report**, on these platforms. These online resources will be actively maintained and incorporated into **safety campaigns** to establish them as the primary sources for transportation safety information.

THE FOLLOWING METRICS WILL BE TRACKED ANNUALLY TO GAUGE PROGRESS TOWARDS VISION ZERO:



- Number of traffic fatalities and severe injuries within the region, in total and by mode.
- Number of crashes on and off the High Injury Network (HIN).
- Number of crashes occurring on roadways adjacent to schools, parks, and transit stops within vulnerable areas of the community.
- Percentage of roadways on the High Injury Network with new street safety improvements.
- Number of safety or street reconstruction projects with multimodal facilities, especially along the HIN.
- Number of safety projects on roadways adjacent to vulnerable communities.
- Number of traffic fatalities and severe injuries within the region, in total and by mode.
- Number of crashes on and off the High Injury Network (HIN).
- Number of crashes occurring on roadways adjacent to schools, parks, and transit stops within vulnerable communities.
- Number of safety or street reconstruction projects with multimodal facilities, especially along the HIN.
- Number of safety projects on roadways adjacent to vulnerable communities.
- Commute mode shares for the region.
- Number of people reached through road safety outreach, education campaigns, and Vision Zero engagement activities.
- Number of agencies and representatives participating in Vision Zero working groups.
- Number of safety or street reconstruction projects with multimodal facilities, especially along the HIN.
- Number of safety projects on roadways adjacent to vulnerable communities.
- Miles of sidewalk and bikeways constructed and maintained along the HIN or priority roadways.
- Percentage of the HIN covered by Road Safety Audits within the past 5 years.
- Average travel speeds within the region by roadway functional classification and median speeds on the High Injury Network or priority roadways.
- Commute mode shares for the region.
- Number of people reached through road safety outreach, education campaigns, and Vision Zero engagement activities.
- Number of agencies and representatives participating in Vision Zero working groups.

VISION
FORT WORTH
ZERO



2050

