Master Transportation Plan

The City's First Transportation Capital Delivery Program

Infrastructure and Growth Committee

May 2026

FORT WORTH®

Transportation and Public Works

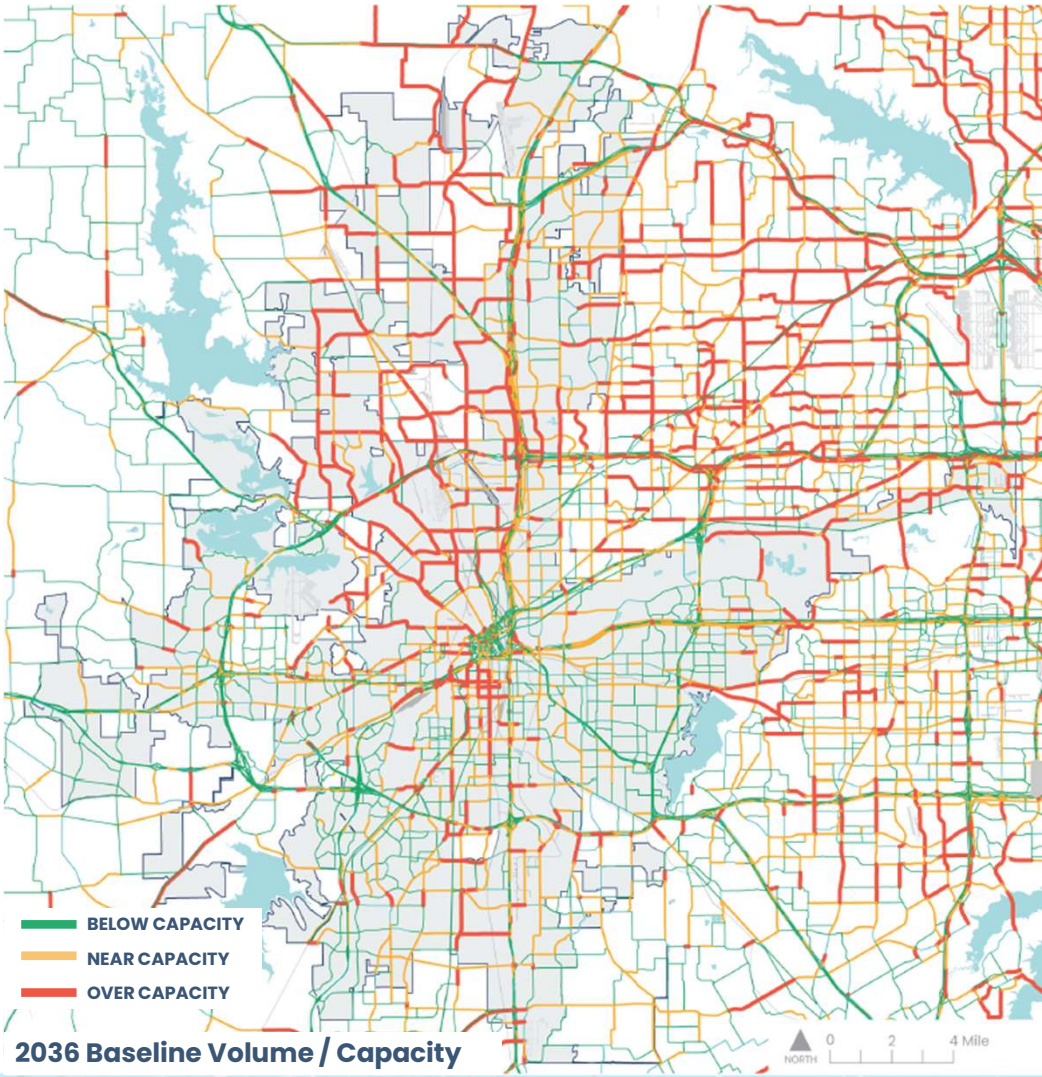
Why a Master Transportation Plan?

- Corridor performance is declining systemwide
- Major corridors remain congested—**even with improvements**
- Growth is outpacing roadway capacity
- We need a **prioritized, fundable capital program** focused on **readiness**
- **Leverage funds** will be critical for delivery

BY 2036:

2.5x
Increase in travel times

67%
Of network at poor levels of service



2036 Baseline Volume / Capacity

Plan Summary & Requested Action

WHAT'S IN THE PLAN

- **Multimodal** network (roadways + active transportation)
- Freight, walkable, and technology **priority areas**
- **Policy framework** to guide design and access
- **Capital program** to prioritize investments

WHAT IT DELIVERS

- **72 priority** roadway connections identified
- 10-year **investment program**
- Projects **aligned** with City, state, and federal partners
- Framework for **implementation** and ongoing updates aligned with funding cycles

ACTION NEEDED:
Adoption of the Plan and Master Roadway Network

Plan Development and Adoption Timeline

Ph 1 – Plan Foundations

- Vision + Goals
- State of the System + State of Safety
- Objectives + Strategic Actions
- Performance Metrics

Ph 2 – Needs + Program

- Gap Analysis + Needs Network
- Safety Action Plan
- Transportation Capital Program
- Master Roadway Network

Ph 3 – Final Plan Review

- 1:1 Stakeholder Briefings
- Inter-departmental Review
- Public Review + Comment Period
- Plan Commission Review + Vote – **May 26**

Safety Action Plan Adopted
September 2025

MTP Council Adoption
June 2026

Community and Stakeholder Engagement

- Technical partners
- Community stakeholders
- Internal departments

33 Open Houses

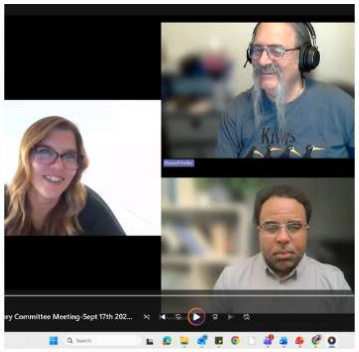
15+ Community Events

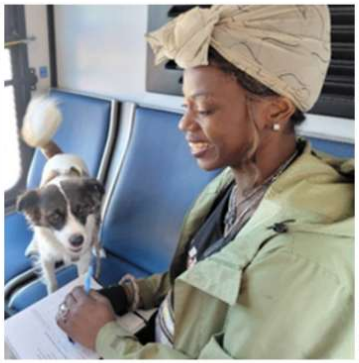
1100 Survey Responses

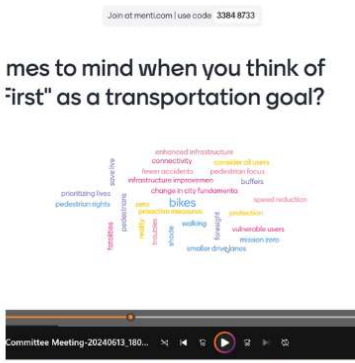
500 Stakeholder Comments

28 Congestion hot-spots mapped

600 Votes on Plan Priorities







Who Shaped the Plan

Technical Stakeholder Collaboration

- Regional and state agencies
- Transportation and infrastructure partners
- Data, modeling, and system coordination

Texas Department of Transportation
North Central Texas Council of Governments
BNSF Railway
Trinity Metro
DFW Dallas Fort Worth International Airport
TRTC
Alliance Texas

Community Stakeholder Engagement

- Residents and community members
- Neighborhood and civic associations
- Council district apponted constituents

North Fort Worth Alliance
Welcome to Riverside
WALSH
All Council Districts Represented
Chisholm Trail Ranch

One City – One Team Interdepartmental

- Capital planning and project delivery
- Trip Generation and development coordination
- Operations, maintenance, and system management

Aviation	Economic Development
FW Lab	Public Events
Development Services	Park & Rec
Police/Fire	Water

Plan Goals

6 guiding principles that shape how Fort Worth prioritizes, funds, and delivers transportation investments.

Safety First
Implement measures to reduce crashes and eliminate fatalities and serious injuries across all modes.

Economic Competitiveness
Support businesses, enhance regional and global connectivity, and promote prosperity.

Fix It First
Prioritize cost-effective maintenance and lifecycle planning to preserve existing assets.

Technology
Embrace flexible, resilient technologies to adapt to evolving transportation needs.

Human Comfort
Create a convenient, connected, and environmentally considerate network that empowers choice.

Opportunity
Build an accessible, affordable, and reliable system for all ages and abilities.

Safety Action Plan adopted as the Master Transportation Plan Safety Element in September 2025

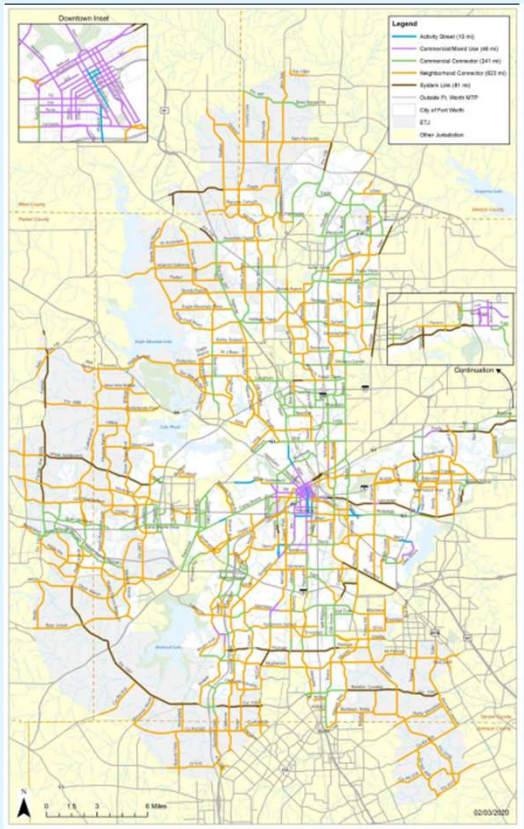
What's Different?

BEFORE	AFTER
Separate Roadway and Ped/Bike Plans	Unified System in One Document includes Roadway, Ped/Bike, Freight, Transit, Railroads Technology, etc.
Build-Out Focus	Funded/Fiscally Constrained Program and Implementation
Limited Prioritization	Data-Driven Priorities and Project Readiness
Incomplete Network (MTP)	Comprehensive Network includes intersections and grade separations

Comparing the Roadway Networks

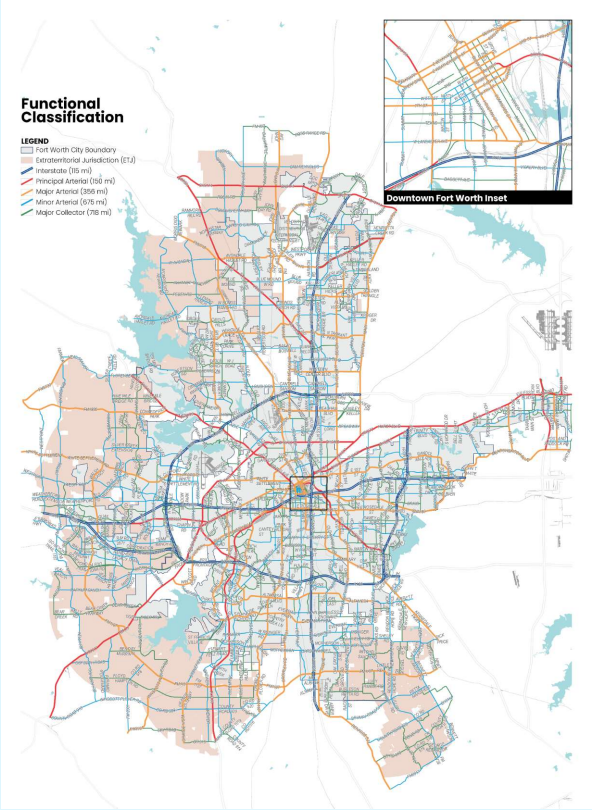
Master Thoroughfare Plan

- **Street-type** classification (land use-based)
- **Does not** include collectors
- **Complex** cross-section assignment
- Land use assumptions **fixed** at time of adoption
- **Limited** alignment with state and federal systems



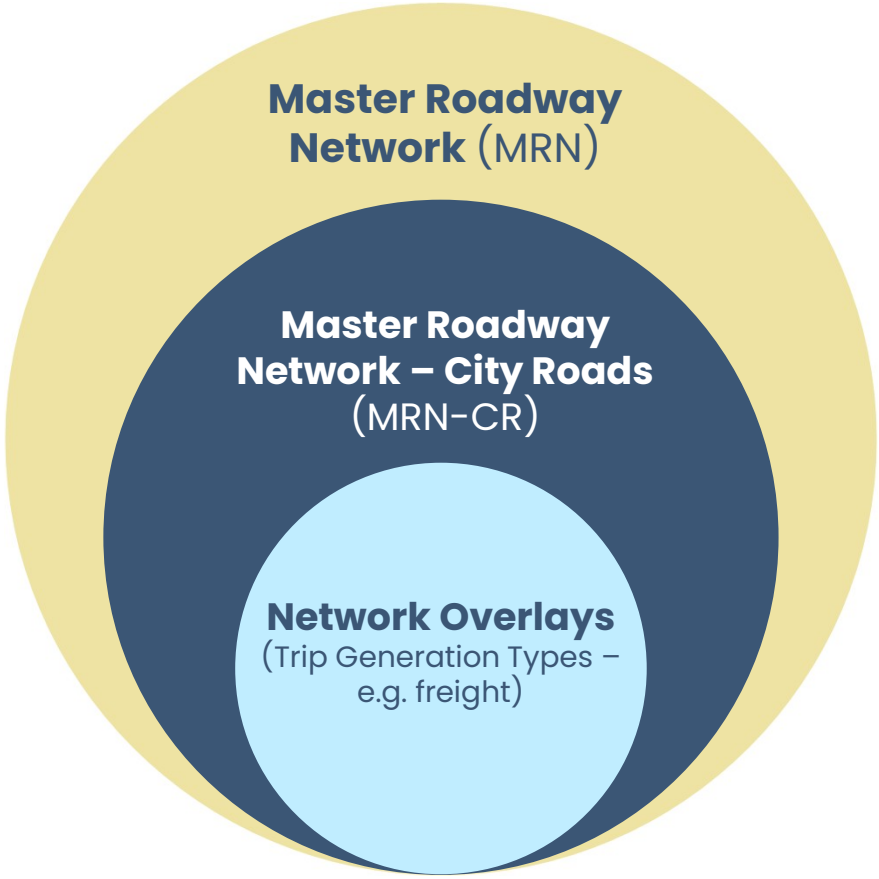
Master Roadway Network

- **Functional classification** aligned with TxDOT and best practices
- **Includes collectors** and full federal-aid network
- **Clear** cross-section standards tied to capacity and future demand
- **Operations and Design integrated** through codes and freight network
- **Better positions** projects for state and federal funding

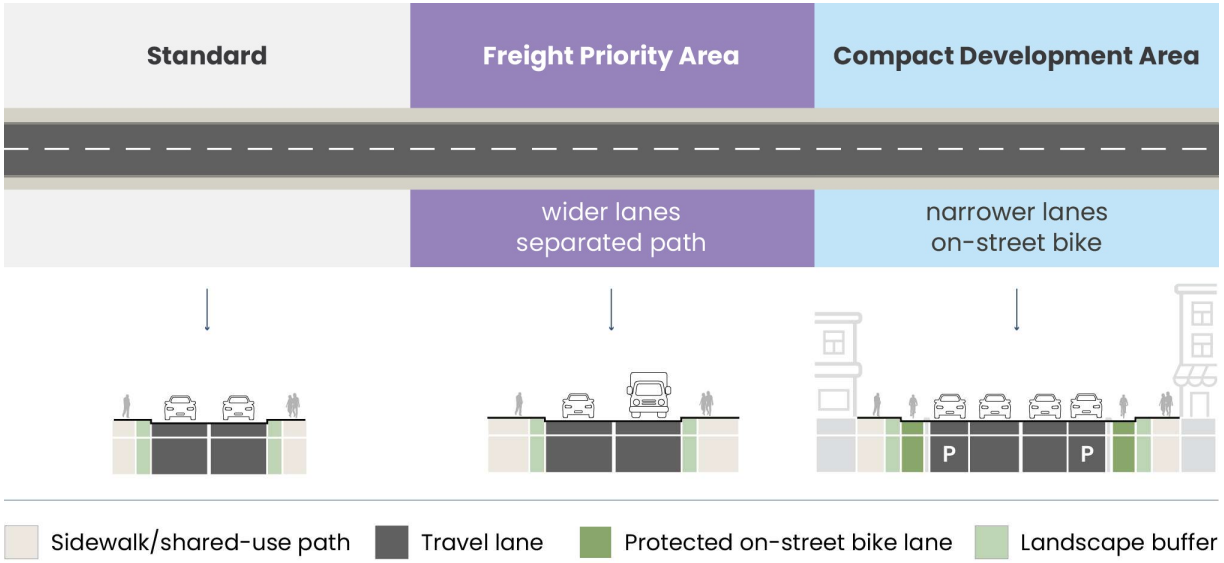


How the Network is Structured

- Defines the full build-out network (MRN)
- Identifies the City-controlled system (MRN-CR) for implementation
- Expands the network to include collectors and key connections
- Uses freight and design district overlays to shape corridor design



Overlays for Land Use Context



Functional Class is based on land use toggling access and mobility
The overlay system will allow the transportation network to evolve as development patterns and land use change.

Freight Priority Area

Includes corridors with significant goods movement. Design accommodates freight via wider lanes, larger turning radii, and greater spacing between driveways, median openings, and intersections to reduce conflict points. Active transportation provided through a separated shared-use path.

INCLUDES

- Freight Priority Corridors
- Truck Routes
- TxDOT Critical Urban Freight Corridors
- Industrial Growth Centers

Compact Development Area

Includes corridors areas where urban, multimodal street design is appropriate. Overlays prioritize pedestrian and bicycle access through on-street bike lanes separated from pedestrians with narrower travel lanes. More frequent intersections and connections support active frontages and shorter trips.

INCLUDES

- Base Zoning: Berry/University, Camp Bowie, Near Southside, Panther Island, Trinity Lakes, Stockyards, MU-1, MU-2, UR
- Overlay Districts: Downtown, Panther Island Peripheral
- Urban Villages · Core Area · Transit 2.0 Station Areas

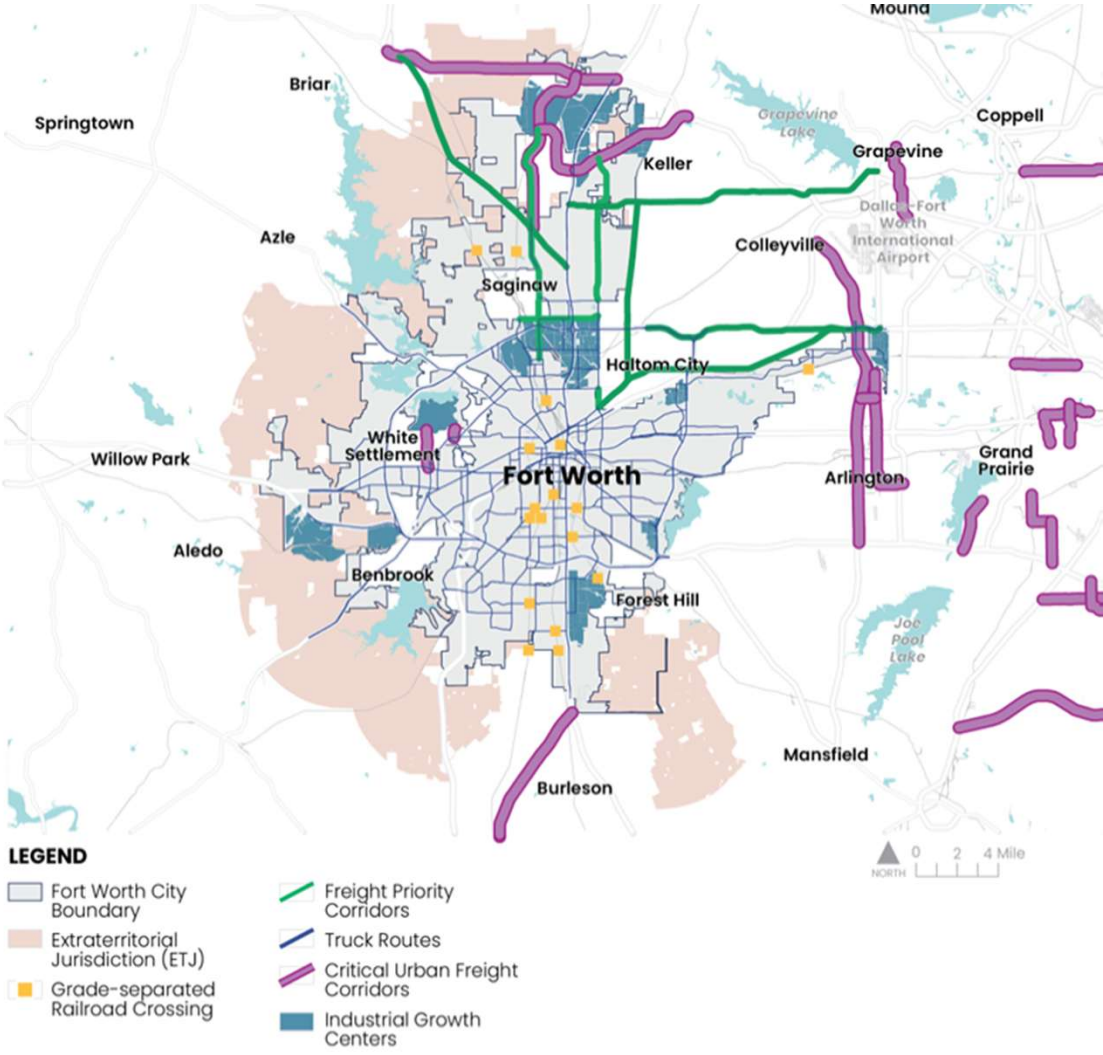
Freight Priority Network

Freight Priority Areas Are Defined By:

- Freight Priority Corridors
- Designated Truck Routes
- Industrial Growth Centers
- Grade-Separated Railroad Crossings

What This Means for the Network:

- Wider lanes and longer turn bays
- Separated bicycle and pedestrian shared-use paths
- Access and spacing standards for efficient operations
- Grade-separated railroad crossings for reliability
- Pavement specs for roadway durability
- Technology to consider vehicle weights, size, and traffic opps



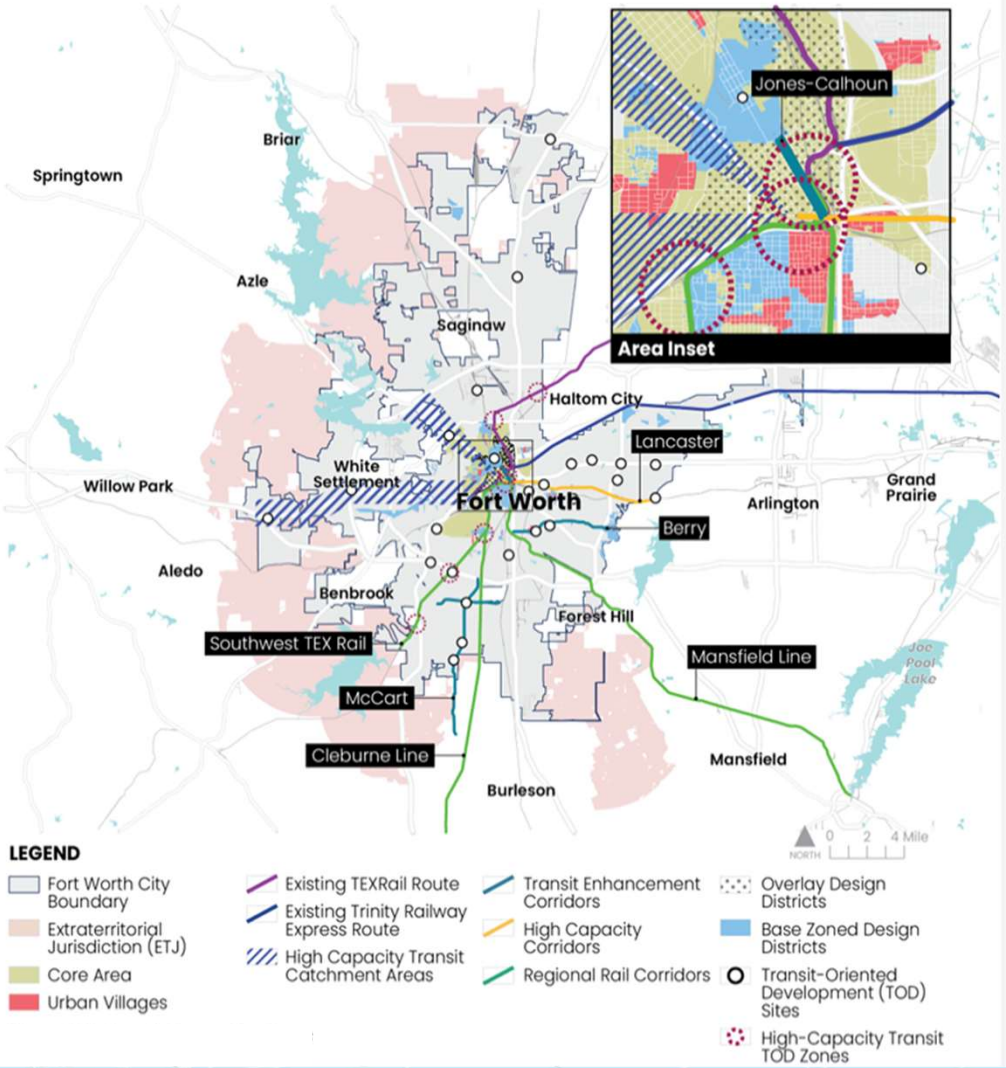
Compact Development Areas

These Areas Are Defined By:

- Design Districts and Urban Villages
- Core Area
- Transit corridors and high-capacity transit catchments
- Transit-oriented development (TOD) areas

What This Means for the Network:

- Cross sections designed for mixed modes (cars, transit, micromodes, peds, etc.)
- Provides on-street bicycle facilities and separate pedestrian sidewalks
- Implements access and spacing that support walkability
- Allocates space for transit priority and technology enhancements



Comparing the Active Transportation (and Micromobility) Networks

Existing Active Transportation Network

- Majority of planned facilities not yet constructed
- Built segments often do not connect into a continuous system
- Limited focus on network-wide contiguity

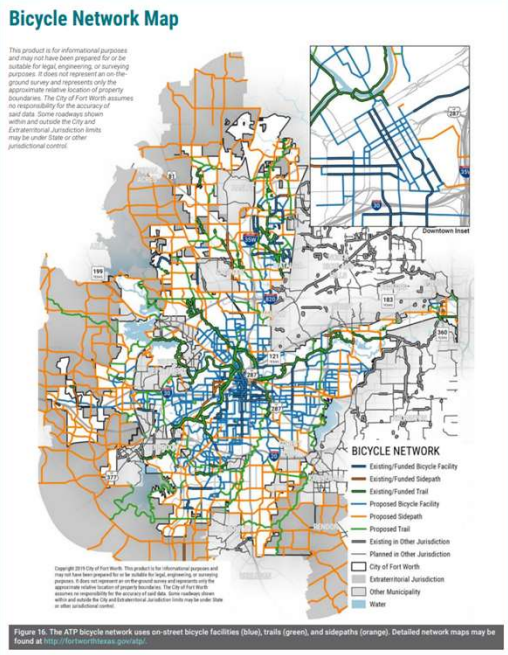
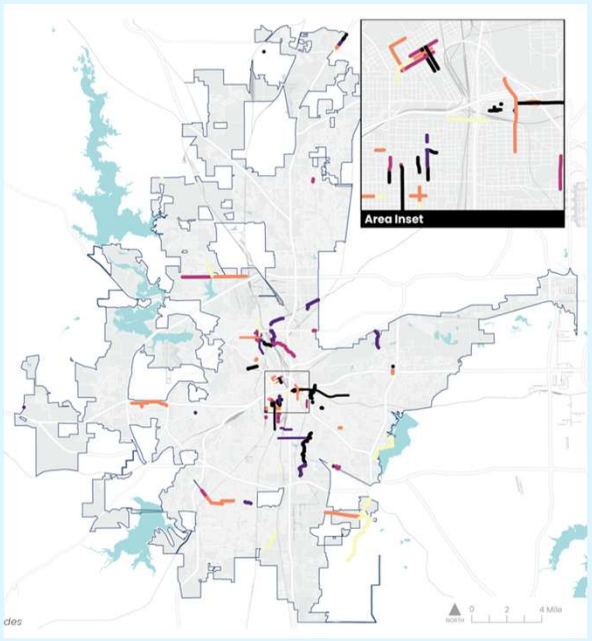


Figure 16. The ATP bicycle network uses on-street bicycle facilities (blue), trails (green), and sidepaths (orange). Detailed network maps may be found at http://fortworthtexas.gov/atp/.

Priority Active Transportation and Micromobility Projects

- Prioritizes segments that create a continuous network
- Builds on existing priorities with updated data
- Targets investments with the greatest system-wide impact
- Includes micromobility such as freight robots, scooters, etc.

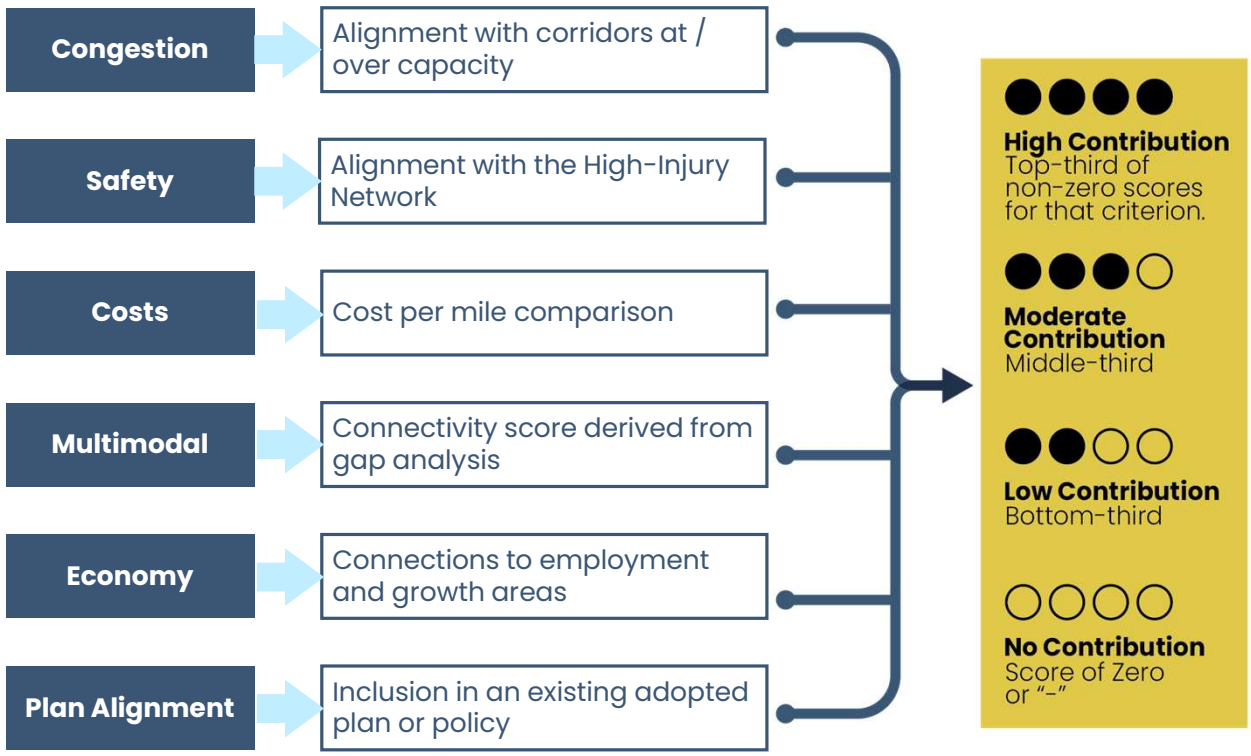


New Active Transportation and Mobility Network (ATM) in MTP Document includes the 2019 Network plus new connections based on post-covid trip demand. Priority projects from new ATM network are shown on the left. Modes considered include pedestrian, bicycle, delivery robots, scooters, etc.

How Projects are Prioritized

Consistent, Transparent Scoring

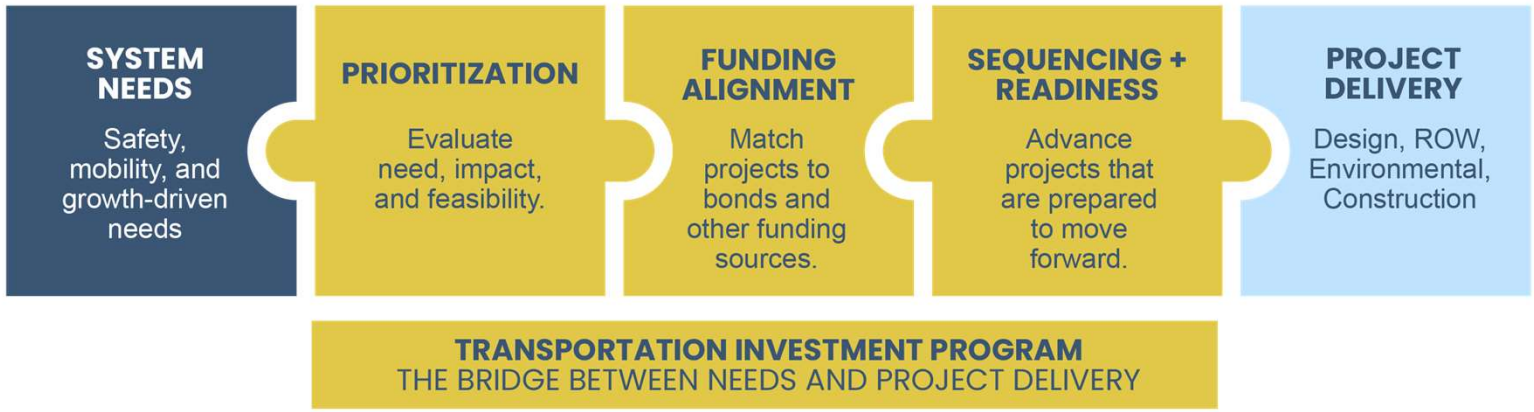
- Projects evaluated using six weighted criteria:
  - Congestion relief
  - Safety
  - Cost effectiveness
  - Access and connectivity
  - Economic access
  - Plan consistency
- Results used to rank and phase projects.



What is the Transportation Investment Program?

4-and 10-year Program

- A fiscally constrained, programmatic framework for advancing transportation projects.
- Focuses on project readiness, phasing, and delivery pathways, not just project need.
- Organizes near- and medium-term investments, generally covering the next 1 to 10 years.
- Similar to TxDOT and NCTCOG Capital programs



Components of the TIP

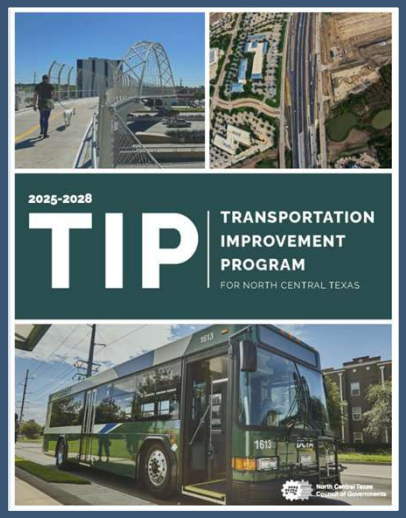
Schematic Design – advancing projects through cost estimates, risk assessments, and approval pipelines.

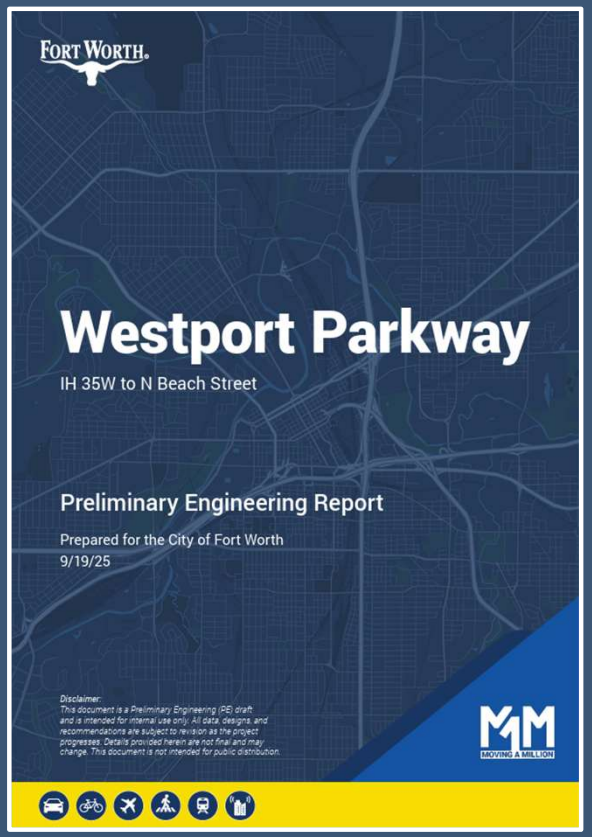
Funding Alignment – tying projects to City bond cycles, grants, and external funding opportunities.

Cashflow and Phasing – distributing costs and delivery across cycles to balance investment and manage risk.

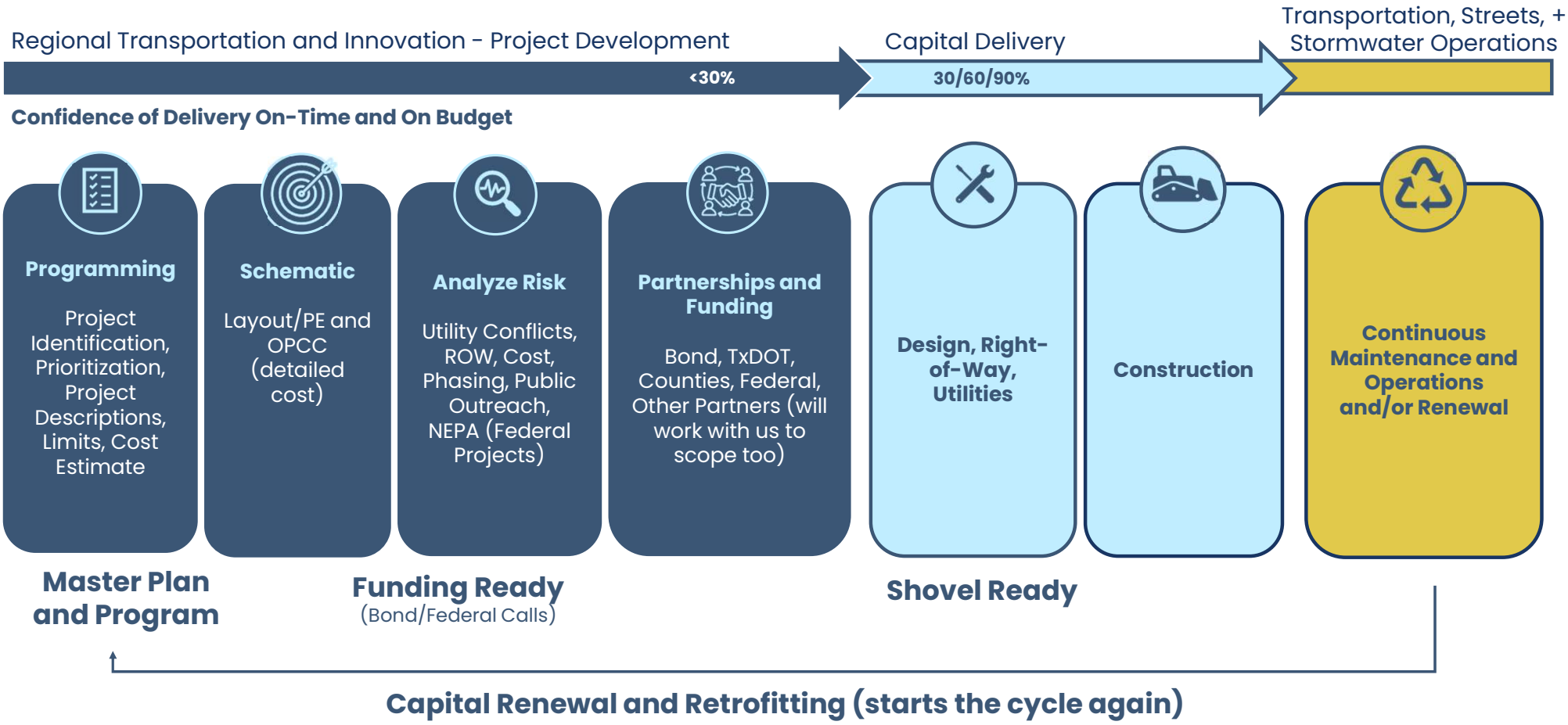
Capital Program – Project development and delivery schedules.

Multimodal Focus – Roadways, Railroads, Sidewalks, Safety, Technology, Operations, etc.

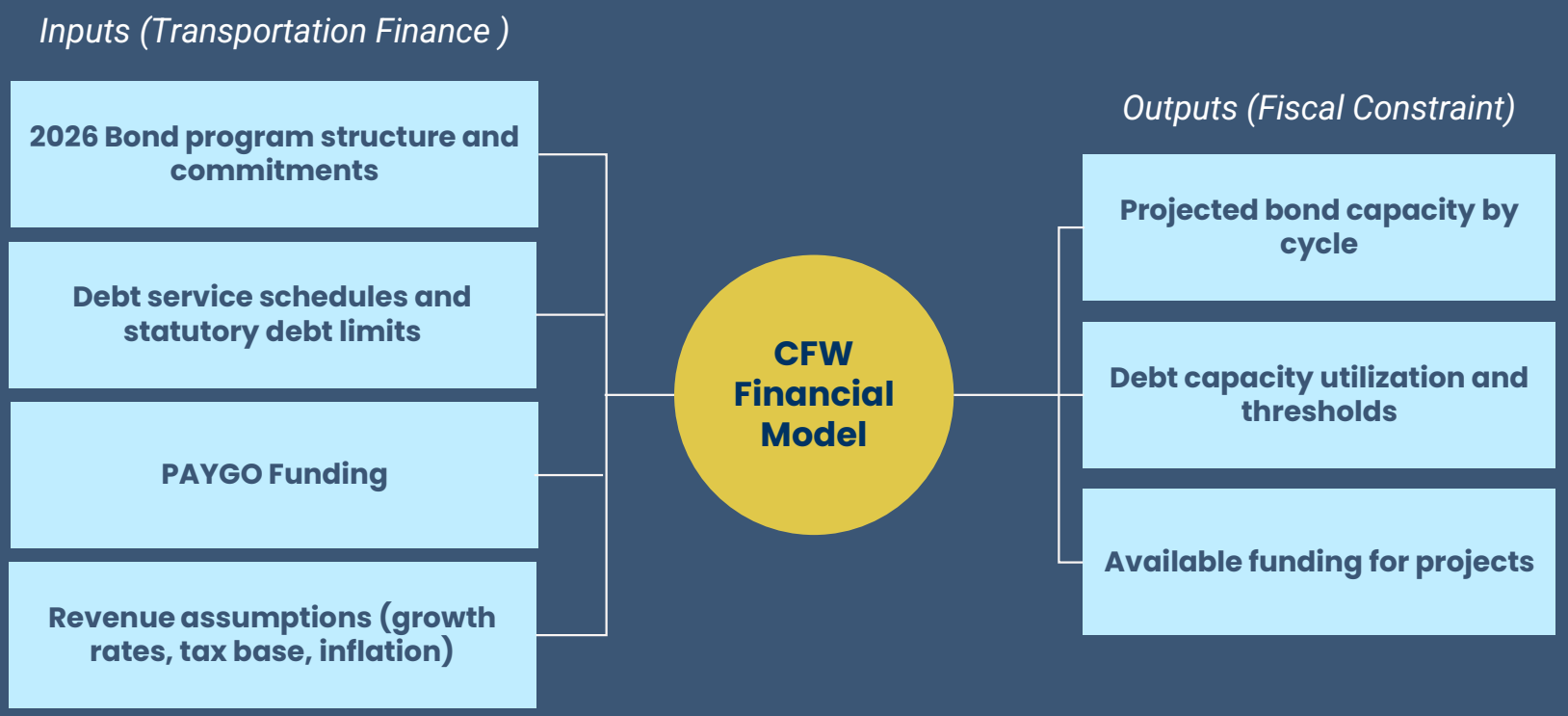




Project Phasing



Fiscal Forecasting and Investment Capacity

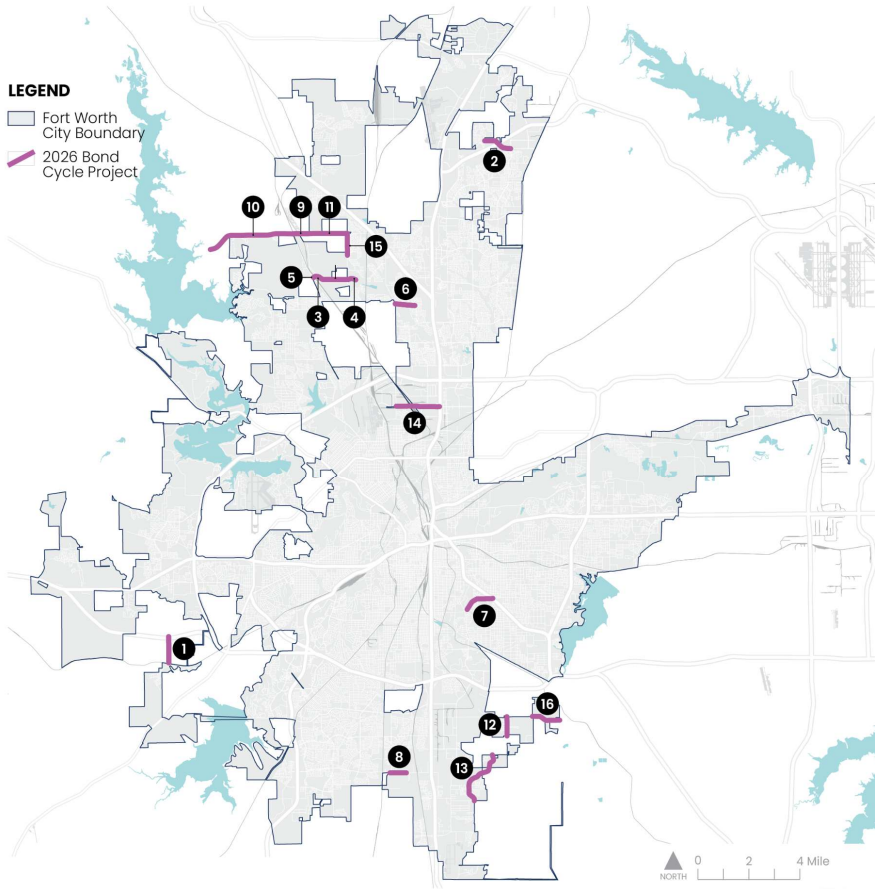


4 Years

2026 Investment Cycle Projects

Ex. Major Roadways Only

#	Facility	From	To	Scope	Bond Cycle Activities	Bond Need
1	Chapin School (RM 2871)	IH-20	City Limit / Aledo Rd	Widen from (2)-lane to (4)-lane divided roadway with a single bridge over the RR.	Design, NEPA, ROW	$ 5,000,000
2	Westport Pkwy	High Mesa Rd	SH 170	Construct a (4)-lane divided roadway with a single bridge over the creek and floodplain.	Design, NEPA, ROW	$ 500,000
		SH 170	Park Vista Blvd	Construct a (4)-lane divided roadway.	Design	$ 300,000
3	Heritage Trace Pkwy, Segment 3	Old Decatur Rd	Future Willow Springs	Construct a (4)-lane divided roadway with a single bridge over the RR and (2) bridge class culverts over the floodplain.	Design, NEPA, ROW	$ 3,600,000
4	Heritage Trace Pkwy, Segment 6A	Wagley Robertson Rd	Boulder Oak	Construct a (4)-lane divided roadway with a single bridge over the RR, (2) bridge class culverts over the floodplain, and shared-use paths.	Design, NEPA, ROW	$ 5,100,000
5	Heritage Trace Pkwy, Segment 6B	BNSF	0	Construct a (4)-lane divided roadway with a single bridge over the RR, (2) bridge class culverts over the floodplain, and shared-use paths.	Design, NEPA, ROW	$ 10,000,000
6	E Bailey Boswell Rd	Blue Mound Rd/FM 156	Horseman Rd	Construct a (4)-lane divided roadway.	Construction	$ 49,700,000
7	E Berry St	Cobb Park Dr	US 287	Reconstruct four (4)-lane divided roadway with TWLTL.	Design, Construction	$ 11,250,000
8	Risinger Rd, Segment 2	Crowley Rd	Hemphill St	Widen from (2)-lane to (4)-lane divided roadway with shared-use paths.	Design, Construction	$ 3,800,000
9	Bonds Ranch Rd, Segment 2	Saginaw Blvd (BUS 287)	Blue Sky Dr	Construct a (4)-lane divided with a bridge over the RR.	Design, ROW	$ 2,500,000
10	Bonds Ranch Rd, Segment 1	Boat Club Rd (FM 1220)	Saginaw Blvd (BUS 287)	Widen from (2)-lane to (4)-lane divided roadway.	Design, Construction	$ 14,800,000
11	Bonds Ranch Rd, Segment 3	BNSF/UP RR	Wagley Robertson Rd	Widen from (2)-lane to (4)-lane divided roadway.	Design, Construction	$ 50,700,000
12	Forest Hill Dr	Lon Stephenson Rd	Bluebell Dr	Widen from (2)-lane to (4)-lane divided roadway	Design, NEPA, ROW	$ 1,030,000
13	Wichita St	FW City Limits	Everman County Line	Widen from (2)-lane to (4)-lane divided roadway	Design, NEPA, ROW	$ 50,000
14	Meacham Blvd (West)	Blue Mound Rd	IH-35W	Widen from (2)-lane to (4)-lane divided roadway.	Design, NEPA, ROW, Construction	$ 11,800,000
15	Wagley Robertson	Bonds Ranch	Quicksilver Trl	Widen from (2)-lane to (4)-lane divided roadway.	Design	$ 3,000,000
16	E Altamesa Blvd	Anglin Dr	Dick Price Rd	Construct a (2)-lane undivided roadway with a shared-use path on one side and a single bridge over the floodplain.	Design, NEPA, ROW	$ 2,900,000

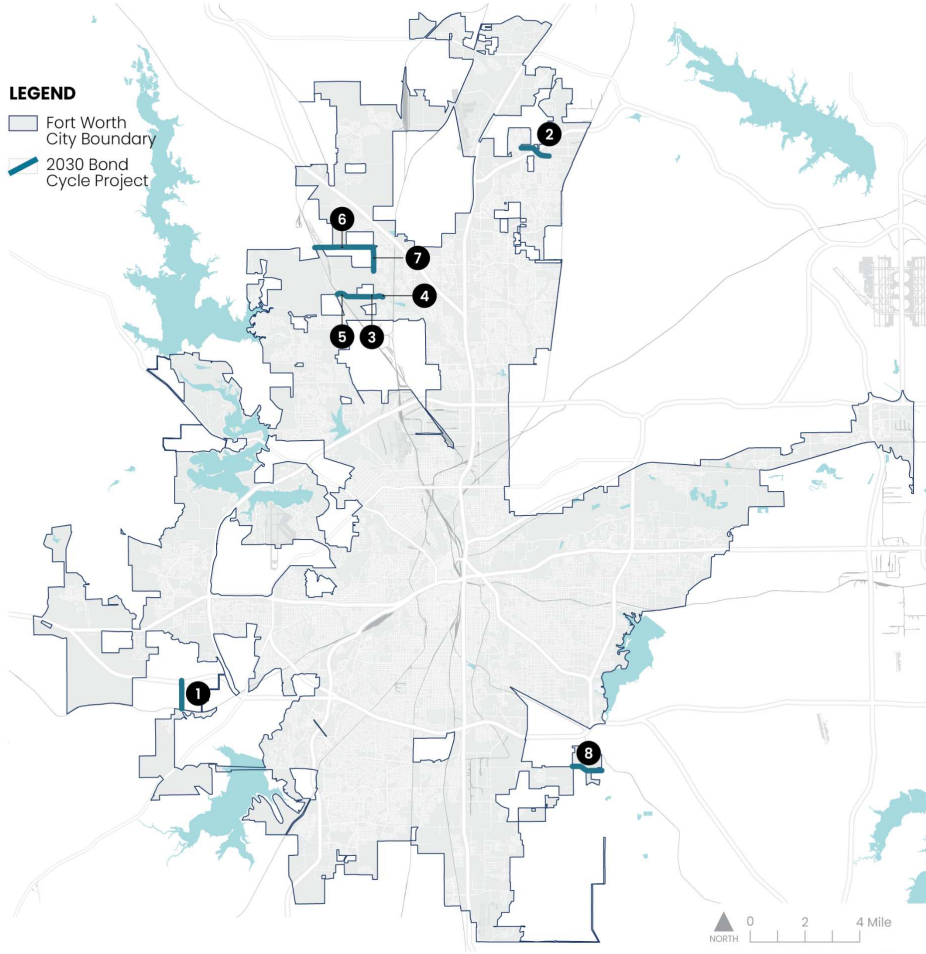


10 Years

2030 Investment Cycle Projects

Ex. Major Roadways Only

Rank	Facility	From	To	Scope	Bond Cycle Activities	Costs (Escalated to YOE)
1	Chapin School (RM 2871)	IH-20	City Limit / Aledo Road	Widen from (2)-lane to (4)-lane divided roadway with a single bridge over the RR.	Construction	$ 20,000,000
2	Westport Pkwy	High Mesa Rd	Park Vista Blvd	Construct a (4)-lane divided roadway with a single bridge over the creek and floodplain.	Construction	$ 92,114,100
3	Heritage Trace Pkwy, Segment 3	Old Decatur Rd	Future Willow Springs	Construct a (4)-lane divided roadway with a single bridge over the RR and (2) bridge class culverts over the floodplain.	Construction	$ 68,989,916
4	Heritage Trace Pkwy, Segment 6A	Wagley Robertson Rd	Boulder Oak	Construct a (4)-lane divided roadway with a single bridge over the RR, (2) bridge class culverts over the floodplain, and shared-use paths.	Construction	$ 71,073,719
5	Heritage Trace Pkwy, Segment 6B	BNSF	0	Construct a (4)-lane divided roadway with a single bridge over the RR, (2) bridge class culverts over the floodplain, and shared-use paths.	Construction	$ 84,520,017
6	Bonds Ranch (Segment 2, ph1)	Saginaw Blvd (BUS 287)	Blue Sky Dr	Construct a (4)-lane divided with a bridge over the RR.	Construction	$ 17,945,354
7	Wagley Robertson	Bonds Ranch	Quicksilver Trl	Widen from (2)-lane to (4)-lane divided roadway.	Construction	$ 62,027,376
8	Altamesa 1	Anglin	Dick Price	Construct a (2)-lane undivided roadway with a shared-use path on one side and a single bridge over the floodplain.	Construction	$ 116,474,319
					Total	**$ 533,144,800**

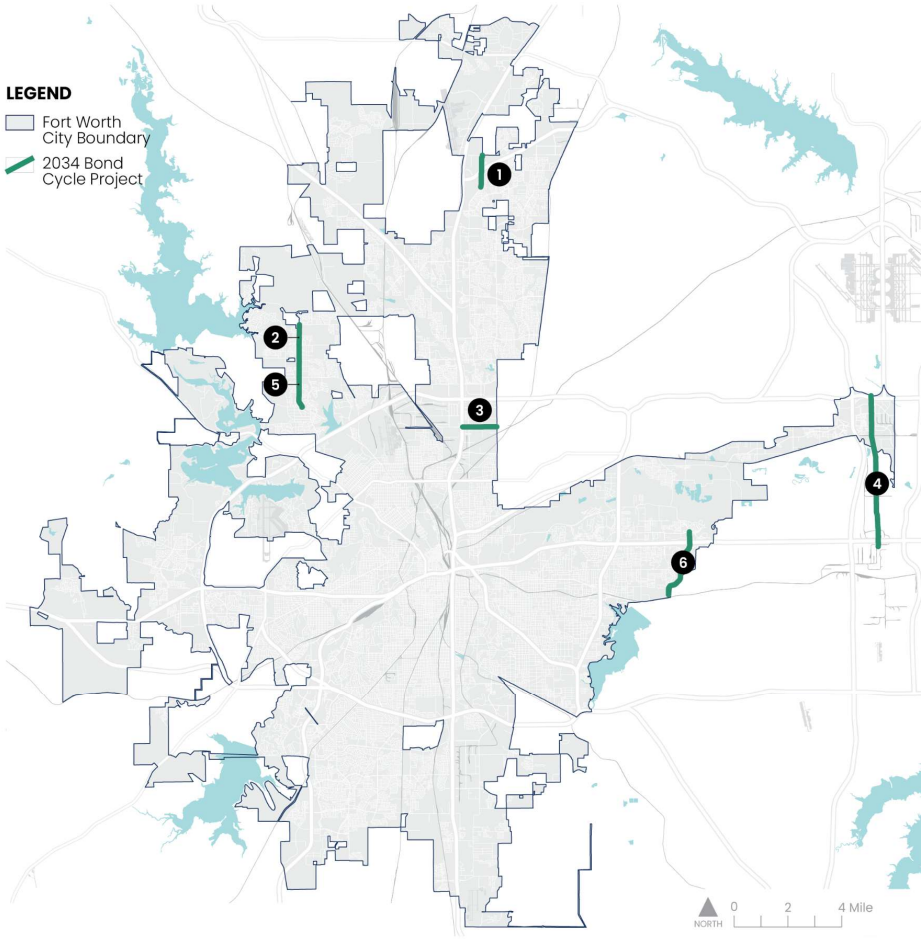


10 Years

2034 Investment Cycle Projects

Ex. Major Roadways Only

Rank	Facility	From	To	Scope	Bond Cycle Activities	Costs (Escalated to YOE)
1	Old Denton/Riverside	Westport	Sawtimber Trl	Widen from (2)-lane to (4)-lane divided roadway with shared-use paths.	Design, Construction	$ 23,404,455.86
2	Bowman Roberts Rd (N Half)	W. Bailey Boswell Rd	WJ Boaz	Widen from (2)-lane to (3)-lane with center turn lane.	Design, ROW	$ 8,585,146.99
3	Meacham Blvd (East)	I-35W	N. Beach St	Widen from (3)-lane to (4)-lane divided roadway with pedestrian and shared-use paths.	Design, ROW	$ 33,893,761.41
4	Amon-Carter Extension	W Fork Trinity River	Trinity Blvd	Construct a (4)-lane divided roadway with shared-use paths and a single bridge over wetlands, a river, and a flood zone.	Design, NEPA, ROW	$ 112,784,754.69
5	Bowman Roberts Rd (S Half)	WJ Boaz	Ten Mile Bridge Rd	Widen from (2)-lane to (3)-lane with center turn lane.	Design, ROW	$ 34,984,441.30
6	Eastchase Pkwy/Dottie Lynn Pkwy	East Lancaster (SH180)	John T. White Rd	Reconstruct roadway to include advanced signals, transit cue jumps, continuous shared-use paths, and intersection treatments.	Design, Construction	$ 162,944,687.71
						$ 376,597,248

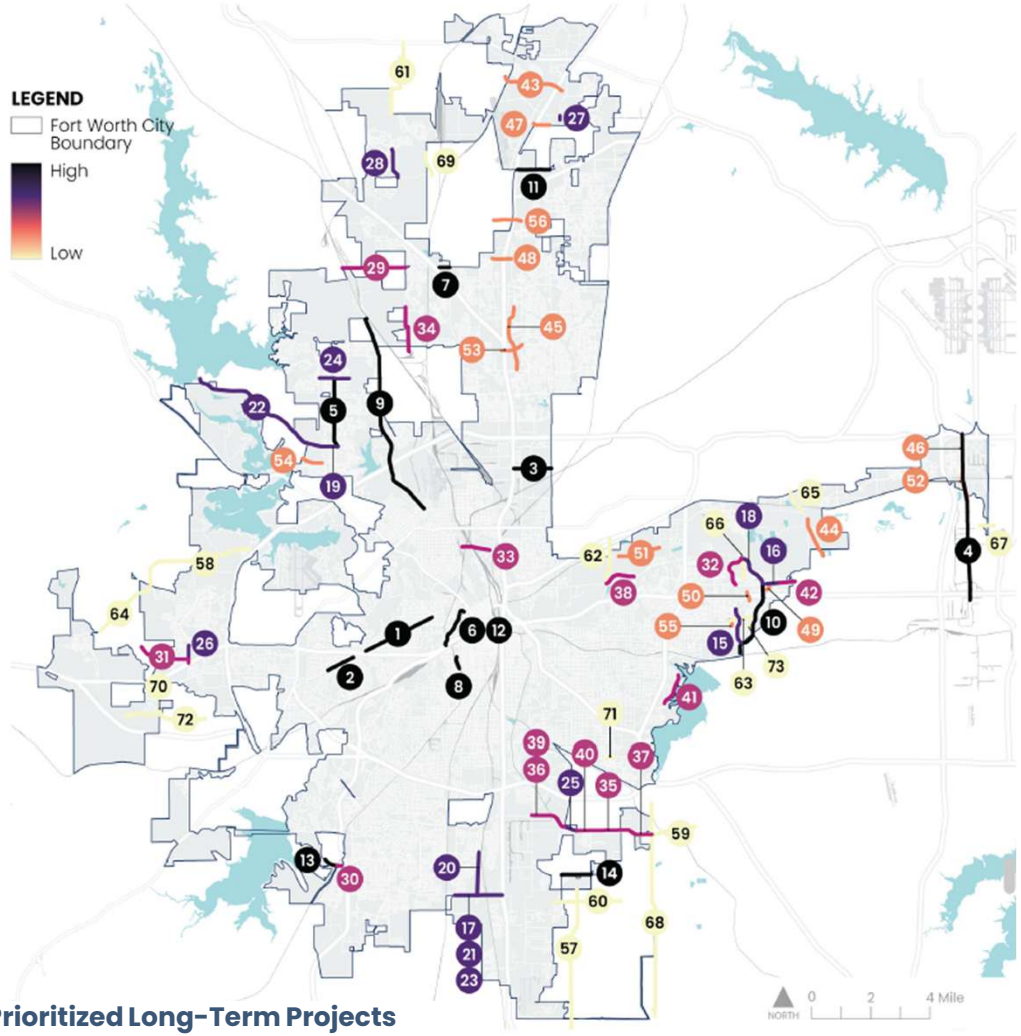


25 years

Long-Term Projects

Ex. Major Roadways Only

- Orphaned Bond Candidates that did not rank high enough for the 2026, 2030, or 2034 Bond Cycles
- Gap Analysis Projects



Prioritized Long-Term Projects

Railroad Priorities

Grade Separated Crossings

Quiet Zone Crossings

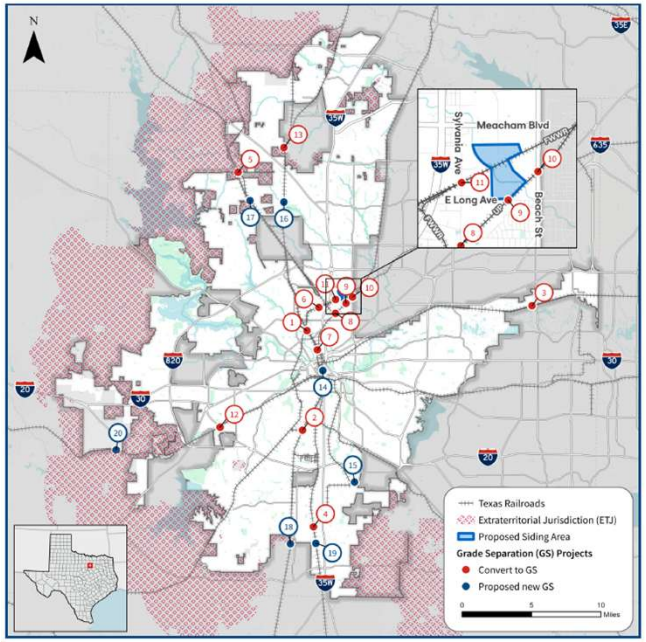
Critical RR Crossings to monitor with technology

Funding Apps for Grade Seperated RR Crossing:

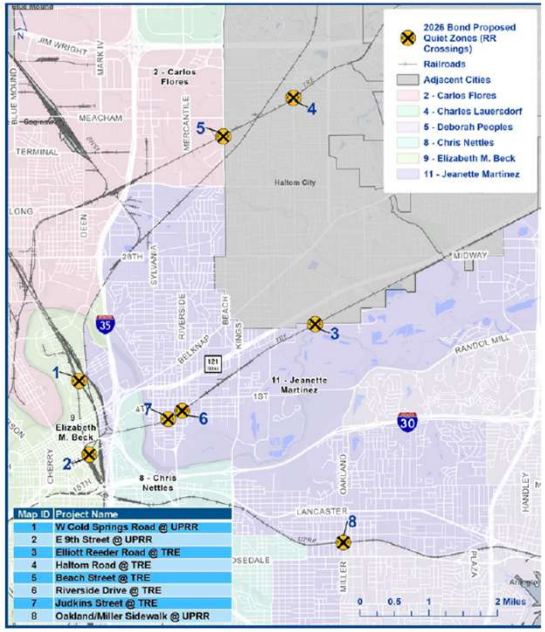
- 23rd and Decatur submitted for SB 1555 TxDOT and Federal Partnership Grant
- Heritage Trace Pkwy at BNSF FW Sub

GRADE SEPARATION MAP

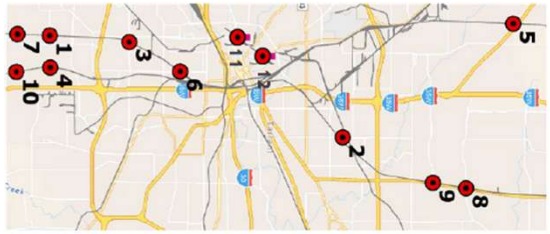
20 High Priority Grade Separations with an estimated total project cost of $1,109,500,000.



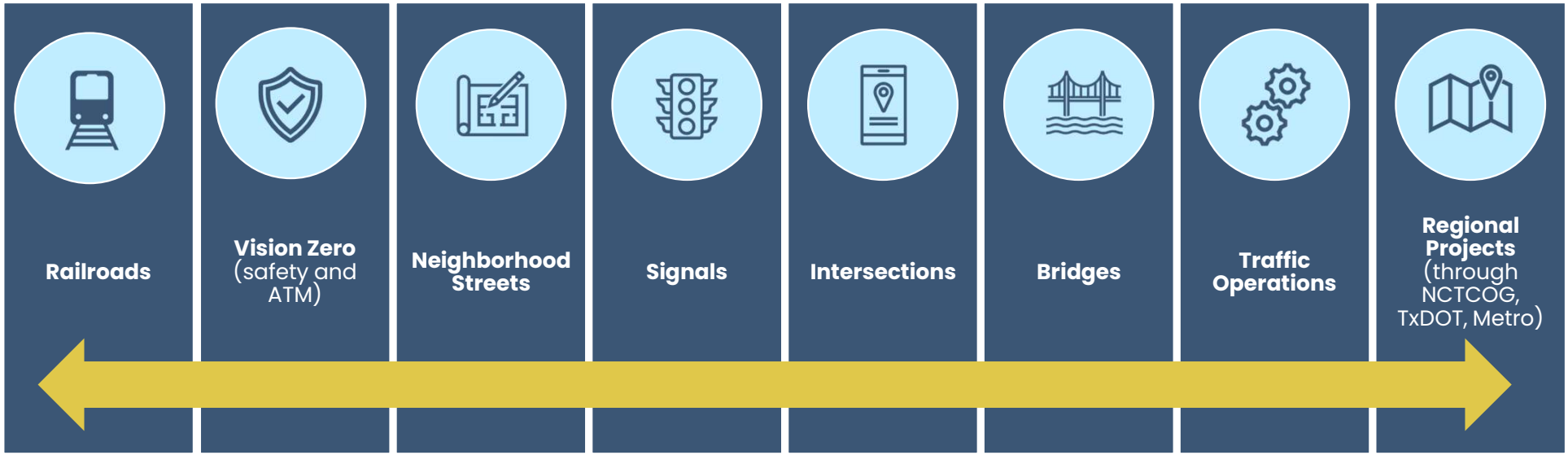
PROPOSED QUIET ZONES



Critical Railroad Crossings



Other Master Transportation Plan (MTP) Priority Project Categories



Key Policy Actions

1 Right-of-Way Preservation

- **Discourage** ROW vacations and closures
- Coordinate with TxDOT for **on-system** ROW acquisition
- Reference the MRN to guide **proactive ROW protection** ahead of development pressures

2 Advance Project Readiness and Delivery

- Establish a formal project development SOP/policy
- Dedicate **minimum 1% of capital funding** to early project development
- Advance projects to defined scope, cost, and risk before bond programming

3 Establish Sustainable Funding Tools

- **Adopt a street maintenance fee** to provide a dedicated, stable funding source for system preservation
- Align local funding with state, federal, and regional opportunities
- Continue fiscal forecasting to guide cash flow, investment cycle capacity, and project timing

4 Strengthen Coordination and Policy Alignment

- Coordinate with MPO, TxDOT, and regional partners on project delivery
- Establish a **4-year plan update cycle** aligned with partner agencies
- Identify and advance required **state or federal legislative actions**

5 Use Technology to Improve Safety and Operations

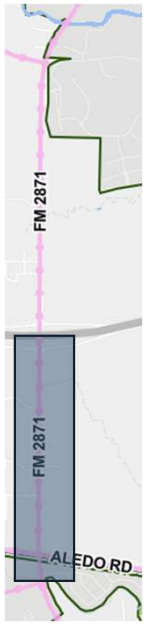
- Deploy tools such as **signal optimization** and transit signal priority, and **real-time rail crossing notifications**
- Use data and performance monitoring to guide investment decisions

Partnerships – Top 10 TxDOT Projects

#	Project	Description	Cost	Year
1	**US 81/287**		**$27M**	
	Wagley Robertson	Construct a four-lane divided roadway from Basket Willow to future SB frontage road — City Let Project	$2M	2027
	Avondale Haslet Road Bridge	Contribute cash to the bridge reconstruction.	$10M	2030
	Other corridorwide projects.	Contribute cash to bridge, safety, and other roadway improvements	$15M	2030
2	**RM 2871 — Aledo Rd to IH 20**	Reconstruct and widen — ROW/Design $5M (2026); Construction $15M (2030)	**$20M**	2026/ 2030
3	**FM 156 — Hillshire to US 81/287**	Reconstruct and widen two-lane undivided to four-lane divided roadway	**$10M**	2032
4	**IH 35W/121 Mixmaster North**	Reconstruct interchange and construct continuous frontage roads	**$10M**	2030
5	**US 377 — Camp Bowie (Horne to Wellington)**	Pavement rehabilitation, curb and sidewalk reconstruction	**$5M**	2030
6	**FM 1220 at Heritage Trace**	Reconstruct and realign intersection — preserve ROW and design	**$10M**	2031
17	**IH 35W at SH 114 Interchange (Dallas District)**	Construct full interchange — preserve ROW and design	**$10M**	2030
8	**IH 30 E — IH 35W to Cooper St**	Reconstruct and expand roadway and frontage roads/Collector Distributor with readiness for High Speed and Butler Place Access Rail	**$30M**	2034
9	**IH 30 W — Loop 820 to Chisolm Trail**	Reconstruct and expand roadway	**$10M**	2034
10	**FM 1187 East of IH 35W**	Various safety breakout projects	**$15M**	2030

Close Up *(Question - What activity? How much cash? When is it needed?)*

RM 2871

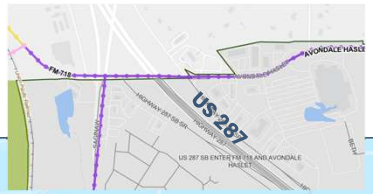


US 81/287

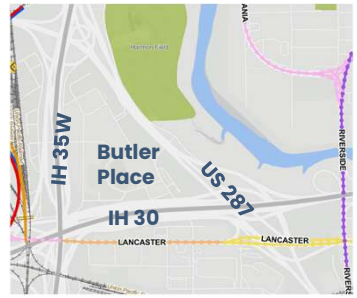
Wagley-Roberston at 287 - Arrowhead

North Tarrant/Harmon (The Box)

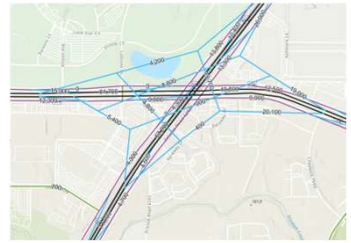
Avondale Bridge



IH 30 East



IH 35W/SH 114 Interchange

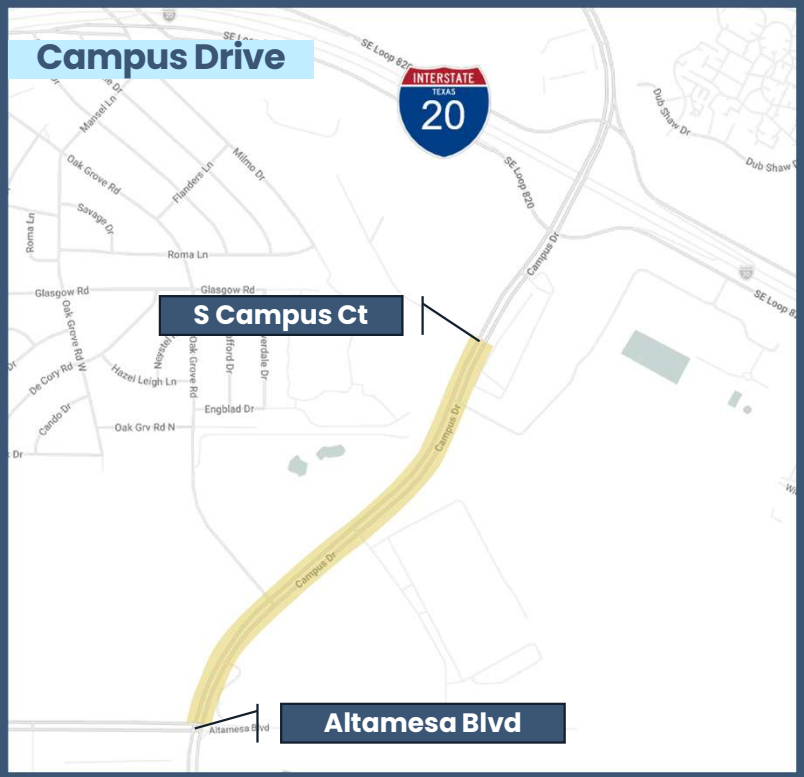


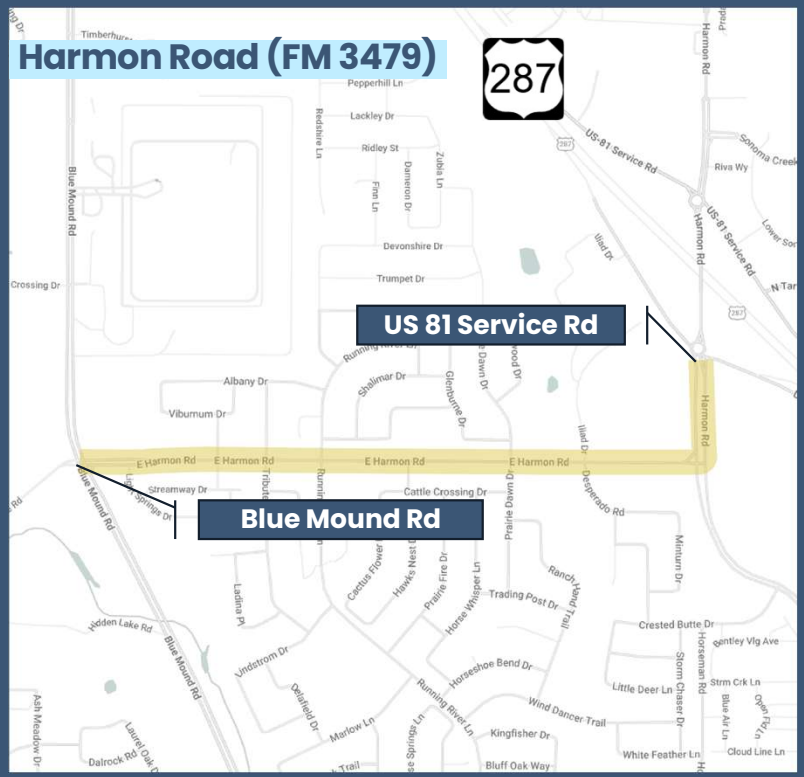
Partnerships –10 Priority Trinity Metro / CoFW Projects

#	Project	Description	Time Horizon
1	TexRail Extension to the Hospital District	Extend TexRail service to the Hospital District	Short
2	Eastside Route 89 Technology-Based Rapid Transit	Technology-based rapid transit improvements along Eastside Route 89	Short
3	SE Downtown — HSR and Central Station Hub Phase and Programming	High-speed rail and Central Station Hub phase planning and programming	Short - Mid
4	Jones and Calhoun Engineering Schematic for Multimodal Design	Engineering schematic for multimodal design at Jones and Calhoun	Short
5	Stockyards Connectivity — 23rd and Decatur Railroad Overpass	Construct railroad overpass at 23rd and Decatur to improve Stockyards connectivity, including transit technology and accommodations	Short - Mid
6	Berry Street Hub of Transportation Technology (HOTT) Corridor	Hub of Transportation Technology corridor improvements along Berry Street	Short - Mid
7	McCart Avenue Hub of Transportation Technology (HOTT) Corridor	Hub of Transportation Technology corridor improvements along McCart Avenue	Mid - Long
8	Bus Stop and Bike Improvement Program	Bus stop and bike improvements through major roadways and neighborhood street bond improvements	Short
9	Alliance Guaranteed Transit and Park and Ride	Guaranteed transit service and Park and Ride facility for the Alliance area, paired with A/V Truckport	Short - Mid
10	Last Mile Circulator Technology — Stockyards and Hospital Area	Last mile circulator technology serving the Stockyards and Hospital Area	Mid - Long

Potential TxDOT Surplus ROW Candidates – Initial Review

Immediate Opportunities:

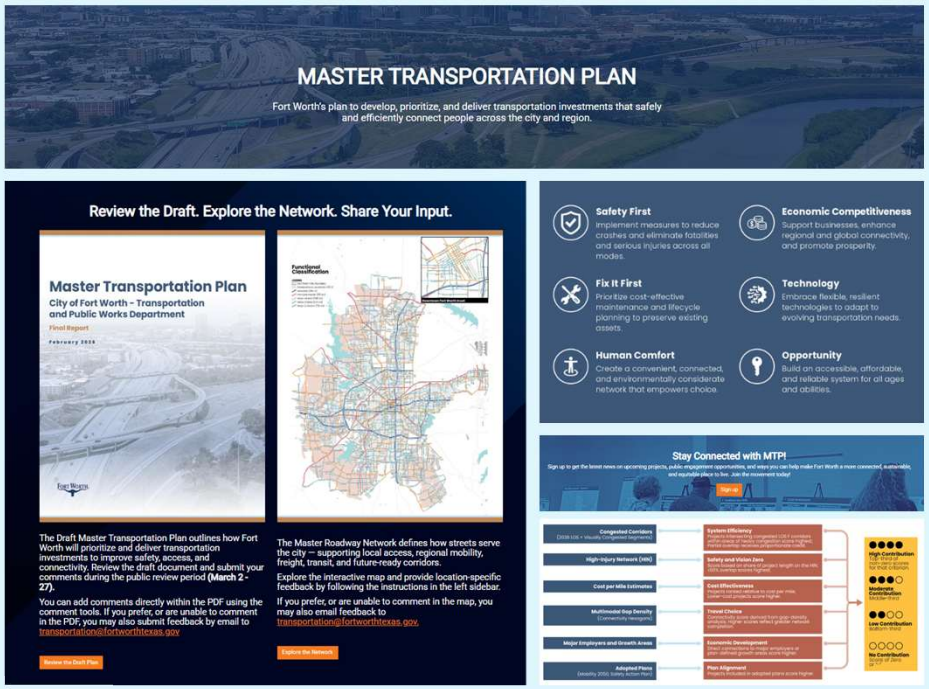




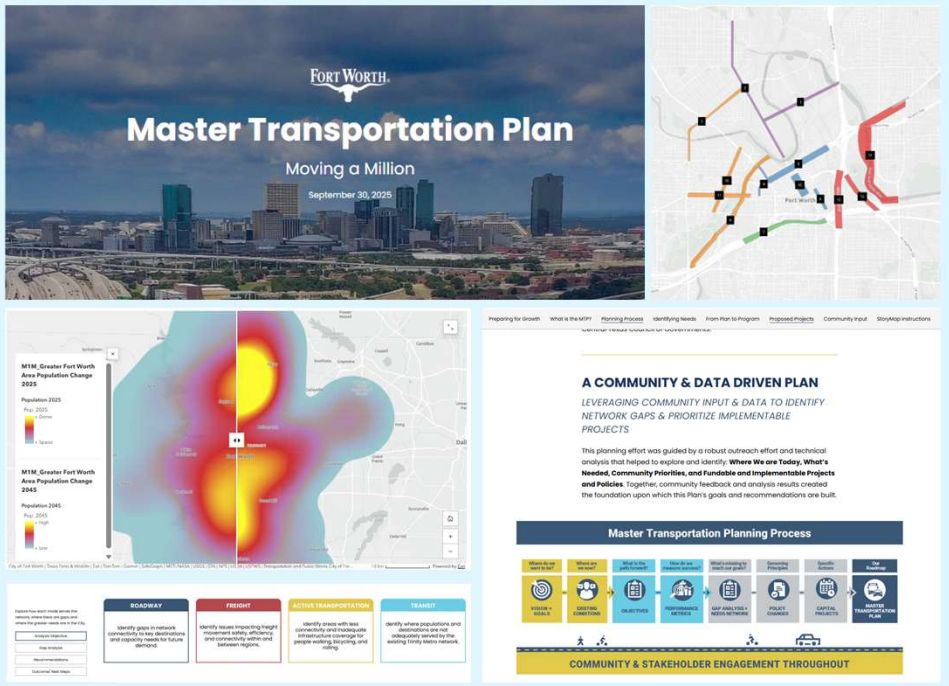
Additional Corridors for Evaluation

- Spur 303 from Stalcup Rd to East Loop 820
- Business 287 (Rosedale) segment swap from Riverside Dr to US-287
- IH-35W / MLK Freeway segment south of Riverside
- General Focus on System Clean-up and stubs

Tools and Transparency



HUBSITE –> www.movingamillion.org



STORYMAP –> https://tinyurl.com/mr22ffdu

What's Next?

1 Public Comment Period

The official public comment period closed April 9th. We still welcome any additional comments — please submit them directly in the document:

https://acrobat.adobe.com/id/urn:aaid:sc:VA6C2:1678bfaf-c1e4-4333-b1c4-8ab759fccc3e

2 Updates from Previous Version

Changes based on public feedback are underway. See the summary to the right.

3 Plan Update Schedule

Full official update every **4 years**
Interim updates may also occur throughout the cycle as needed

Council Adoption on June 9

Revisions Underway

New Section	Location	Purpose
MRN-CR (City Roads layer)	Ch 1 → Functional Hierarchy (§7.5)	City roads classification within the MRN
Overlay → Cross-Section graphic	Ch 1 → Cross-Section Framework (§7.6)	Visual showing overlay relationship to cross-section standards
Regional Coordination	Ch 1 → after §7.3 Relationship to Other Plans	Covers TxDOT turnbacks, transit partnerships, ROW coordination
TxDOT Turnbacks	Within Regional Coordination	Roads being transferred from TxDOT to City
City Center	Ch 6 → Multimodal Network Buildout, after §4.14	Travel patterns, density, and network needs
Partnerships (capital, ROW, cash)	Ch 1 → Regional Coordination	Coordination framework with TxDOT, Trinity Metro, NCTCOG

Questions?

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