



# From Policy to Action

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Not making  
data based  
decisions



Ignoring land  
use context

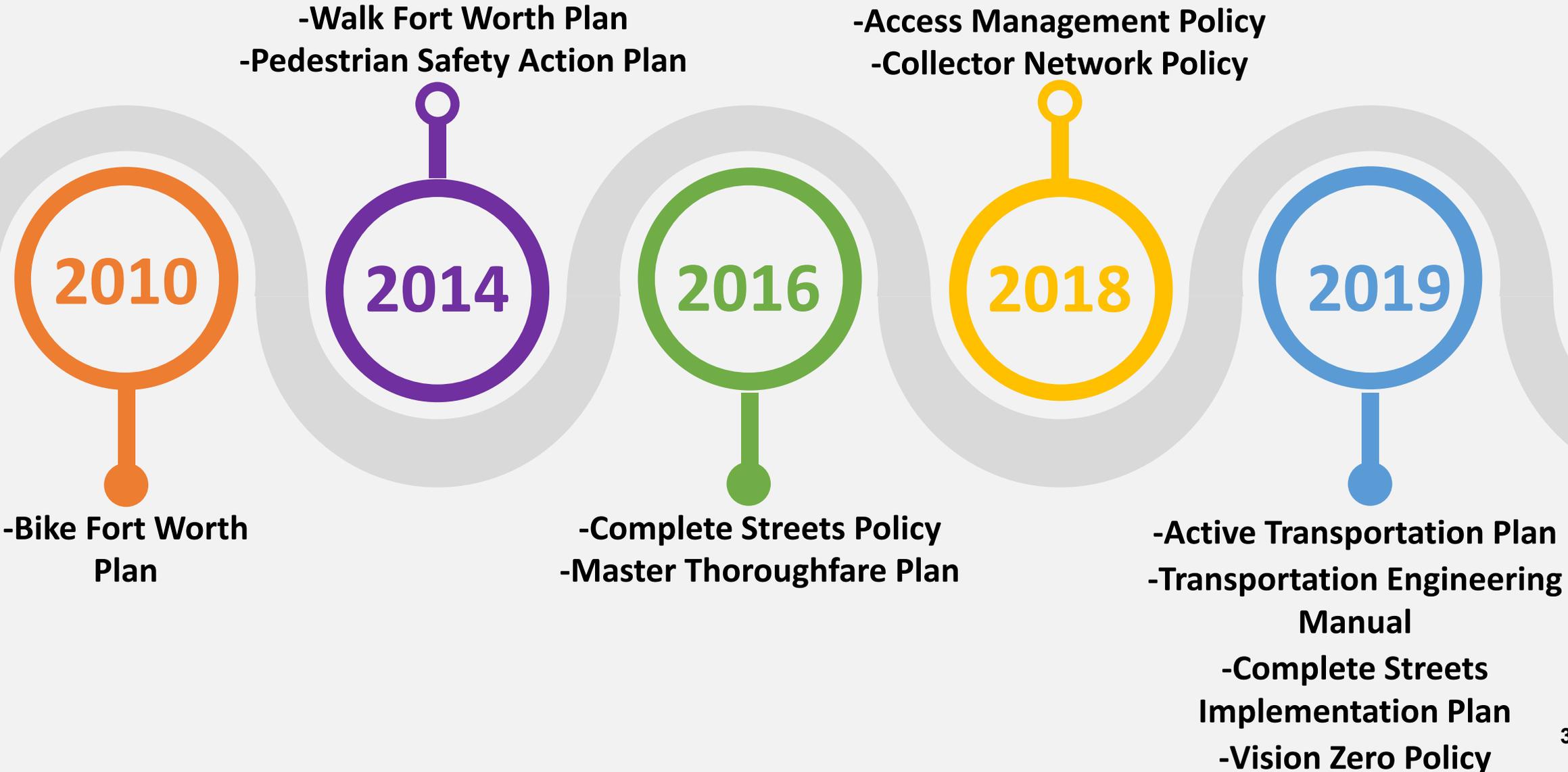


Walking and  
biking an  
afterthought



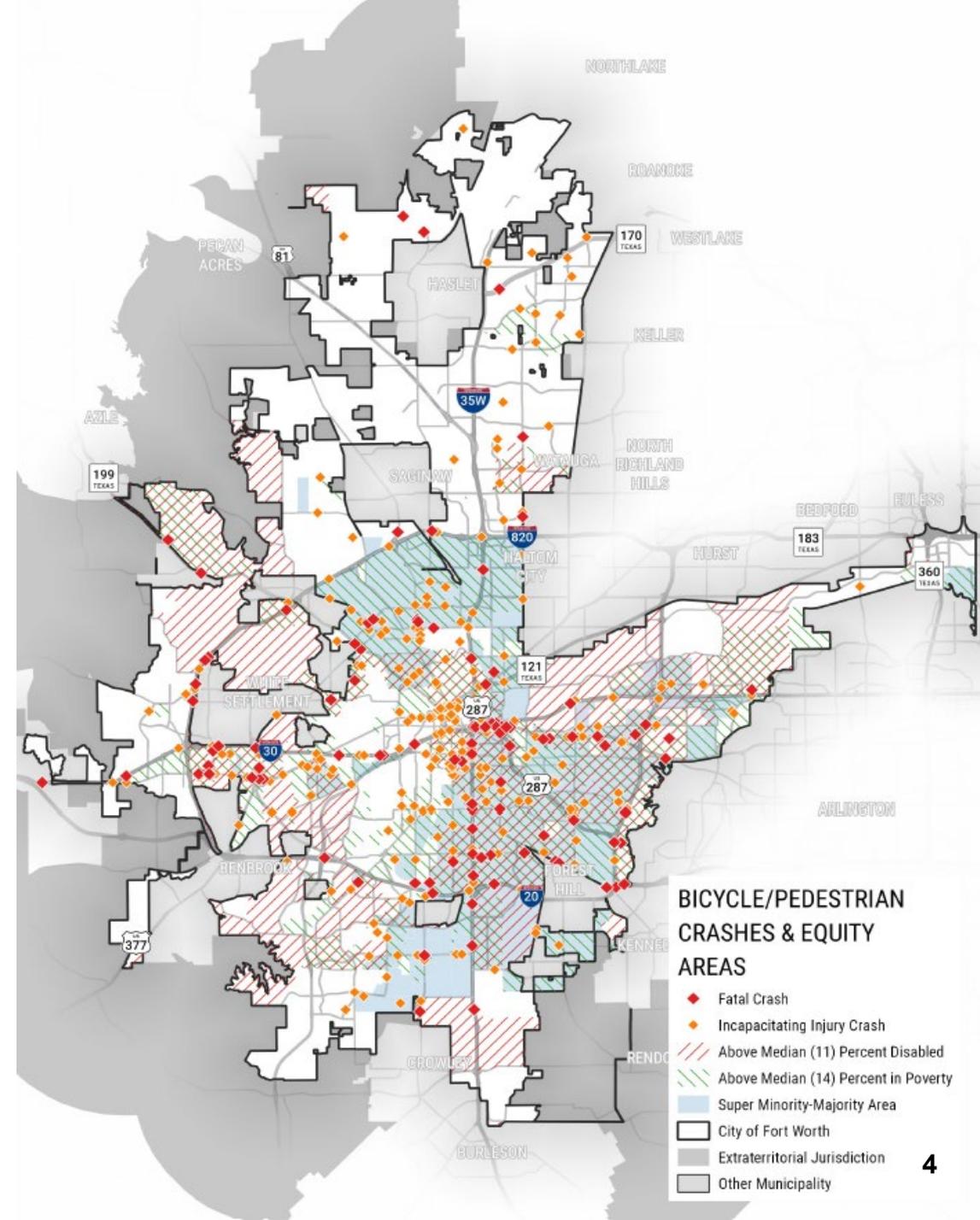
Narrow  
Project Focus

# Timeline of Progress



# Impetus for Planning

- **No traffic fatalities** are acceptable
- Roadways were **not compatible** with land use
- **Inflexible design** standards favored unsafe road behaviors
- Planned roadway **capacity exceeded need**
- Multimodal plans were **not integrated** into planning process
- **Lack of street connectivity** requirements led to more traffic congestion
- **Racial equity disparities** in transportation funding and implementation





# Context Sensitive Arterials

- Functional classification replaced with Street Types
- Street Types established to reflect and support surrounding land use
- Right-of-way/capacity changes within each street type based on future demand
- Complete Streets elements change based on context and traffic characteristics

## Street Types

Streets



Connectors



Regional





# Target Speed

- Adopted into the Master Thoroughfare Plan and memorialized in the Transportation Engineering Manual
- Design speed is the **maximum speed at which the motor vehicle can safely travel** on a roadway or street based on its horizontal and vertical geometry.
- Target speed is the **highest speed at which vehicles should operate** on a street in a specific context to provide both mobility for motor vehicles and a safe environment for people walking and bicycling.

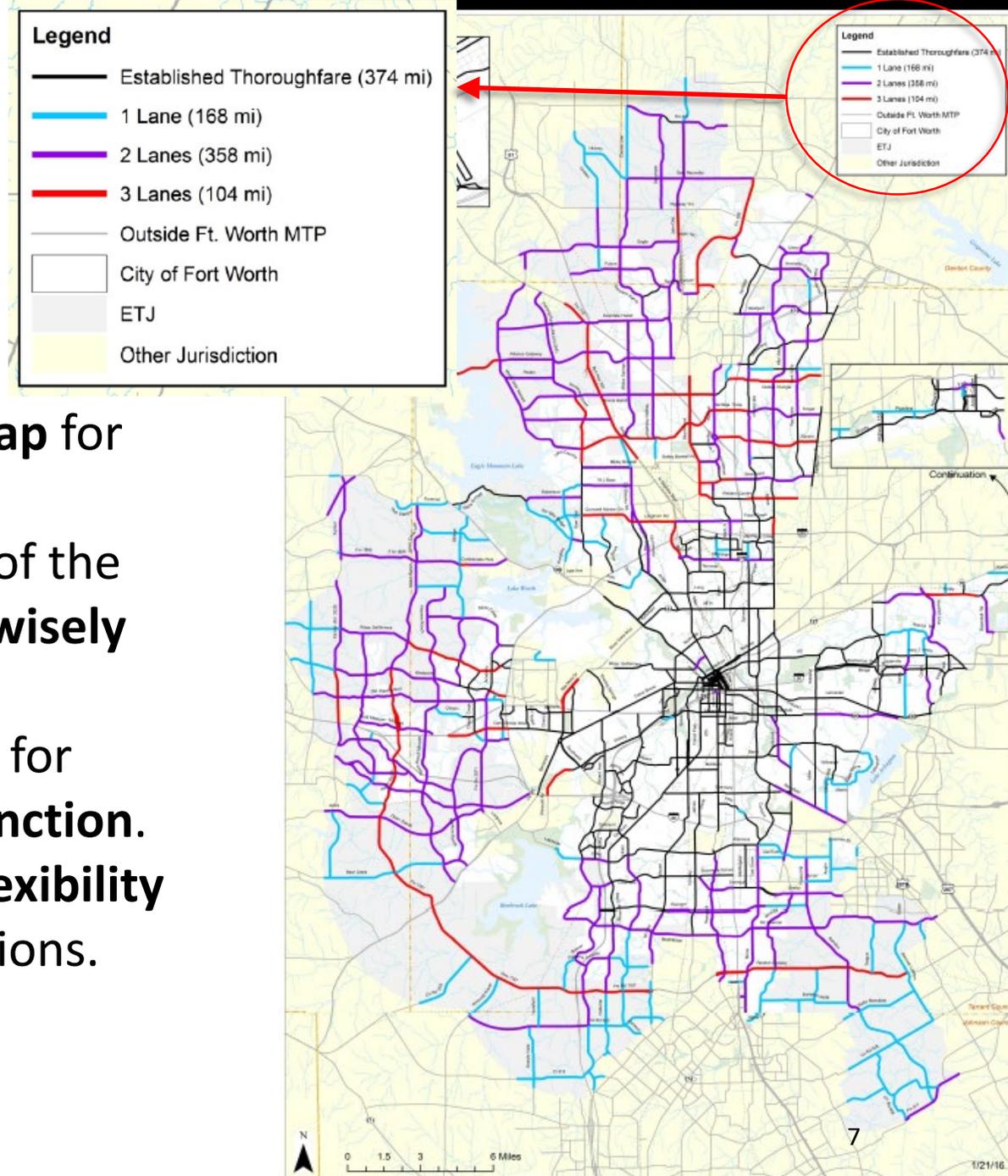
*Table 3-6. Street Type Target Speeds (mph)*

Street Type	Default Target Speed	Target Speed Range
System Link	40	35-45
Commercial Collector	35	30-35
Neighborhood Connector	35	30-35
Commerce/Mixed-Use Street	25	-
Activity Street	25	-
Standard Collectors	25	-
Industrial Collectors	25	-
Local Street	25	-

2019 Transportation Engineering Manual Target Speeds

# Fiscal Stewardship

- The City is faced with a roughly **\$1.5B funding gap** for arterial needs.
- Right sizing streets and analyzing the efficiency of the network, we ensure that **limited resources are wisely allocated**.
- Modeling assigned the number of lanes needed for future traffic **demand rather than spacing or function**.
- Established Thoroughfares provide additional **flexibility and opportunities** for complete streets applications.



# Designing for Bicyclist Comfort

- Applies to roadways not assigned a cross-section in the Master Thoroughfare Plan
- Assists in planning appropriate bicycle facility based on roadway and land use context
- **Eliminates improper facility selection** (e.g., bike lane on high speed roadway)

## Facility Selection Table

Roadway Type/ Characteristics	Posted Speed	Lanes Per Direction	Presence of Parking	Traffic Volume (ADT)	Trails	Sidepaths; Separated Bike Lanes	Buffered Bike Lanes (8'+); Botts Dots	Conventional Bike Lanes (5'-6')	Signs and Shared Lane Markings (no roadways with no treatment)	Bicycle Boulevards with Traffic Calming
Independent Right of Way	n/a	n/a	n/a	n/a	1	n/a	n/a	n/a	n/a	n/a
Thoroughfares										
System Link	45	3	No	All Volumes	n/a	1	4	4	4	n/a
System Link	45	2	No	All Volumes	n/a	1	3	4	4	n/a
Commercial or Neighborhood Connector	35	3	No	All Volumes	n/a	1	3	4	4	n/a
Commercial or Neighborhood Connector	35	2	No	20,001+	n/a	1	3	4	4	n/a
Commercial or Neighborhood Connector	35	2	No	8,001 - 20,000	n/a	1	3	3	4	n/a
Commercial or Neighborhood Connector	35	2	No	<8,000	n/a	1	2	3	3	n/a
Commercial or Neighborhood Connector	35	1	No	1501+	n/a	1	2	2/3*	4	n/a
Commercial or Neighborhood Connector	35	1	No	751-1500	n/a	1	2	2	3	n/a
Commercial or Neighborhood Connector	35	1	No	<750	n/a	1	2	2	2	n/a
Commerce/Mixed Use or Activity Street	35	2	Yes	>8,000	n/a	1	3	3	4	n/a
Commerce/Mixed Use or Activity Street	35	2	Yes	<8,000	n/a	1	2	3	3	n/a



# Data Driven Decisions: Harmon Road Case Study



- *City* planned as 4-lane median divided thoroughfare (110') with 4' sidewalks;
- *City* modeling showed need for only 1-lane per direction - downgraded to 80' cross-section with two 10' paths;
- *Developer* constructed nearly 2,000 feet of full width and saved 1.3 acres of right-of-way dedication and construction;
- *City* reduced future concrete maintenance need by 30%;
- *City* reduced median maintenance (mowing) needs by 1 acre; and
- *City* could recoup more than \$3 million in taxable value over 30 years.



# Getting Political Buy-In

- Better **return on investments** using context sensitivity
- **Process and efficiency improvements** to capital delivery process (Complete Streets Implementation Plan)
- Fiscal stewardship by building and maintaining only what is needed using **data driven decisions**
- Understand and **address concerns of politicians and stakeholders**
- Utilize **advocacy champions**



2010 Bike Lane Ribbon Cutting with Mayor Moncrief and Councilmember Joel Burns



Using data for decisions



Honoring land use context



Putting vulnerable road users first



Planning for the big picture

# Thank You

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