

City of Fort Worth, Texas
TPW MMA – Pedestrian Safety
Recovery Plan

State and Local Fiscal Recovery Funds
2025 Report

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2025 Recovery Plan

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GENERAL OVERVIEW

Executive Summary

The City of Fort Worth (COFW) has identified priority projects to be funded by the Revenue Recovery Provision provided by the American Rescue Plan Act (ARPA). Several capital improvement projects in the Transportation Public Works Department, deferred and suspended due to the loss of revenue as a direct result of the COVID-19 pandemic, have been reinstated. The City will use ARPA dollars to provide necessary funding for a pedestrian safety improvement project along the Long Ave Corridor to enhance services provided to citizens and the community.

Uses of Funds- EC1, Public Health

Expenditure Category: 2.22-Strong Healthy Communities: Neighborhood Features that Promote Health and Safety

The design of this project has been completed. Bids for the construction contract were opened on Thursday, July 18, 2024. Construction of the project started on March 31, 2025, and will cost approximately \$4,000,000.00.

The scope of work to be provided during the construction project includes the following:

- Implementing safety measures along the Long Ave Corridor such as adding intersection lighting, installing flashing yellow arrows, accessible pedestrian signals, a pedestrian hybrid beacon, constructing driveway closures and relocations, raised medians, sidewalks/pathways, zero or positive offset left turn lanes, ADA compliant curb ramps, new traffic signals, upgrading existing signals and installing signing and striping.
- Adding left turn lanes in the median at 28th Street, 29th Street, 31st Street, and 32nd Street. These turn lanes will be constructed with positive left-turn offsets to increase safety for left-turning vehicles. In addition to these added turn lanes, it is recommended that the existing median openings at 27th Street, Loraine Street, 30th Street, 33rd Street, and 34th Street be closed for access management purposes.
- The intersection of Azle Avenue and Long Avenue is the highest volume intersection along this corridor. Several traffic signal upgrades include the addition of accessible pedestrian signals and push buttons, installing flashing yellow arrows in the signal phasing, refurbishing the existing pavement markings, adding retroreflective backplates to the existing signal heads, and retrofitting the existing countdown heads to include accessible pedestrian indications
- The intersection of 32nd Street and Long Avenue is adjacent to the campus of Dolores Huertas Elementary School. The scope includes the installation of a pedestrian hybrid beacon to improve pedestrian safety for students crossing Long Avenue.
- The 35th Street intersection is located near a large horizontal and vertical curve. The existing curve limits sight distances for all vehicles approaching this intersection.
- Additionally, along the west of this intersection, an extension of McKinley Avenue conflicts with 35th Street. Since there are no homes that rely on this section of McKinley for access, it is recommended that this segment be closed to vehicular traffic. This would allow for easier flow of traffic through the 35th Street intersection.
- Lastly, it was observed in the field that there was not adequate lighting at the 35th Street intersection. It is recommended that this be upgraded with the addition of a signal.

Promoting equitable outcomes

As a part of this project, the City of Fort Worth will improve pedestrian and vehicular safety for the people along the Long Avenue corridor.

- a. Goals: The section on Long Ave being worked on for this project comes under the City of Fort Worth's Super Major Minority Area (SMMA). This project will serve the underserved community.
- b. Awareness: The Transportation and Public Works Department conducted multiple public outreach sessions to promote awareness among the residents.
- c. Access and Distribution: The improvements will be accessible and beneficial for all the roadway users along the corridor. They will also improve safety and accessibility for pedestrians of all groups. They will also improve businesses with much safer accessibility.
- d. Outcomes: This project will improve the level of service for vehicular traffic along the corridor and increase safety for pedestrians and all roadway users.

Community Engagement

The City of Fort Worth, TPW, has performed multiple public engagement meetings and methods to keep the community informed and aware of the upcoming improvements. The City conducted a public open-house style meeting before finalizing the scope of the project. This meeting allowed residents an opportunity to provide input and feedback on the proposed improvements. It also gave a chance to raise any further concerns that residents might have along the corridor.

The City created a website for the Long Ave Corridor project that includes elements like details of scope, an opportunity to provide surveys/feedback and comments, and prioritization of the elements that the community wants to see as a part of this project. The website has been updated periodically to provide the latest updates about the project.

The City conducted community meetings during the design phase and immediately before construction to inform residents about the progress of the project and address any concerns that they had. The residents were informed about these meetings by a mailer with both English and Spanish language on it. The City also had Spanish-speaking personnel for the community meetings to engage limited English language proficient populations and other traditionally underserved groups.

Labor Practices

In compliance with other federal regulations, notice of the project was posted, as well as any available job opportunities. The construction contract was executed and awarded, and the construction contract is now underway and includes language regarding hiring practices, wages, etc.

We hired local engineers and a local contractor for the project. The engineer and contractor met the City's requirement for the Minority/Women Business Equity goal for the project. This provides jobs to minority and women business enterprises, giving them a chance to improve TPW MMA Pedestrian Safety 2025 Recovery Plan Performance Report

the community.

The engineering firm was selected from a list of pre-qualified firms for intersection/pedestrian safety improvement types of projects for effective and efficient delivery of this project.

Use of Evidence

The scope of this project was finalized after intensive study and analysis of the corridor. This 0.91-mile-long corridor ranked 3rd on the Pedestrian High Injury Network, making it one of the more prioritized segments. Its existing cross-section is four-lane divided and has an estimated traffic volume of 15,000 vehicles per day and 88 ft of pavement width. The roadway is classified as a Neighborhood Connector with a speed limit of 35 mph. There are existing sidewalks along both sides of Long Avenue, but they are not completely connected. The Fort Worth Active Transportation Plan identified sections of the sidewalks along this roadway as high-priority gaps to be addressed.

Along this evaluated corridor of Long Avenue, a total of 329 crashes occurred from 2015 to 2020. Nearly half of these crashes occurred at night (121 of 329). 64% of crashes happened at intersections, making them the focal point of this evaluation.

In September 2021, project team members and City staff conducted in-field observations of the corridor to obtain a better understanding of the existing operations and barriers.

Along with this, warrant studies were also conducted to check if a traffic signal is warranted at the proposed intersections.

The engineers collected traffic and pedestrian counts as part of this project to design the additional left turn lanes and the wider sidewalks.

The City will monitor the crashes and operations of the corridor after the construction is complete to measure the efficiency of the project.

Performance Report

The City hired an engineering company, and the design and bidding are complete. A survey was done prior to the award of the design contract to complete the traffic analysis and back up the scope of the project. The City conducted community outreach to get residents' support for the scope of the project.

The project was awarded to a local contractor, and the City was able to verify the suitability of the low bidder. Execution of a construction contract and encumbrance of the construction funds were completed before the end of 2024.

The City, along with the contractor, will continue to monitor the safety and operations during construction. The City's inspectors are currently supervising the construction to make sure the contractor complies with all regulations.

City's Transportation Management department will be monitoring the safety and operations of the corridor after the construction is complete. The performance will be evaluated based on the reduction in delays at the intersection and the reduction in the number of crashes.