Memo

Date: Wednesday, August 22, 2018

Project: Fort Worth MTP

To: Julia Ryan

From: Christopher Kinzel, Robert Frazier, Molly Nick

Subject: Review: Lone Star/Great Southwest

Several questions have been raised regarding the need for maintaining the currently proposed Lone Star Boulevard connection between Northeast Parkway and Meacham Boulevard on the Master Thoroughfare Plan (MTP). This memo evaluates those concerns.

Maintaining the Lone Star Boulevard connection has been questioned for several reasons:

- 1. The projected traffic volumes are more consistent with a collector than a thoroughfare.
- 2. The Lone Star Boulevard segment is short and runs parallel to other thoroughfares approximately ½ mile away to the east and west.
- 3. The road would add two new at-grade rail crossings along spur tracks in this area.
- 4. The connection at Meacham Boulevard would be difficult due to the existing railroad bridge and the angle at which the existing portion of Lone Star Boulevard is currently built.



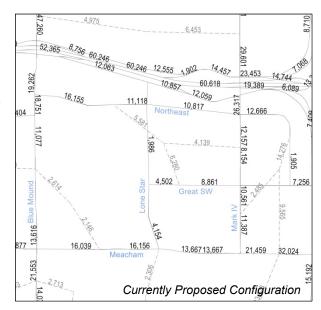
The travel demand model shows that the proposed Lone Star Boulevard connection in question is projected to carry low volumes; approximately 2,000 to 4,000 vehicles per day (vpd). This would primarily be local traffic as north-south through traffic would mainly use Mark IV Parkway and Blue Mound Road. See top figure on the following page.

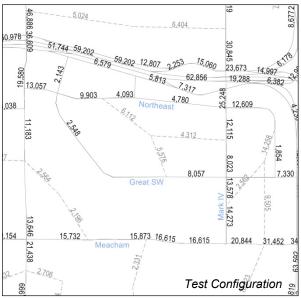
To test where traffic volumes would shift if Lone Star Boulevard were not completed as shown on the MTP, a model run was conducted with Lone Star Boulevard removed. To better represent actual circulation patterns in this area, the existing portion of Great SW Parkway was added to the model in its current alignment. As seen in the middle figure to the right, volumes appear to increase on Mark IV Parkway south of Great SW Parkway and on Meacham Boulevard to the west of Mark IV Parkway. Both of these facilities are planned to be (or currently are) four-lane roads. The projected volumes, even with these increases can be adequately accommodated with four lanes. Other adjacent facilities either decrease in volume or remain relatively constant, indicating that the removal of Lone Star Boulevard would not have a major impact on the overall system.

While Lone Star Boulevard would provide some connectivity benefits, the existing alignment of Great SW Parkway should provide adequate access for existing and proposed developments in this area.

Based on the constructability issues, the low projected traffic volumes, and the alternative access and circulation options, it is recommended that the extension of Lone Star Boulevard between Northeast Parkway and Meacham Boulevard be removed from the MTP. In addition, once the connection to Lone

Star Boulevard is removed, the need for the section of Great SW Parkway between Lone Star Boulevard and Mark IV Parkway to function as a thoroughfare is reduced. Therefore, it is recommended that that section be removed from the MTP as well, although its function as a collector will continue to be valuable. In fact, the entire length of the existing Great SW Parkway from Northeast Parkway to Mark IV Parkway is an important collector and should be maintained as a collector roadway in the future. The segments recommended for removal from the MTP are shown in the bottom figure at the right. The existing section of Atlee Parkway between Northeast Parkway and the NE Loop 820 Service Road and the section of Great SW Parkway between Mark IV





Recommendation 35w) Fossil Cheek Meacham Terminal

Parkway and I-35W should remain in the MTP as shown, due to the connectivity they provide to the interstate system.