

Forest Hill Dr. Study

STAKEHOLDERS MEETING

JULY 26, 2023

Michael Morris, P.E. - Director
Jody Loza – Program Manager
Shawn Conrad – Principal Transportation Planner



NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

Description and Purpose

- Established in 1966 as a voluntary association assisting local governments in North Central Texas region:

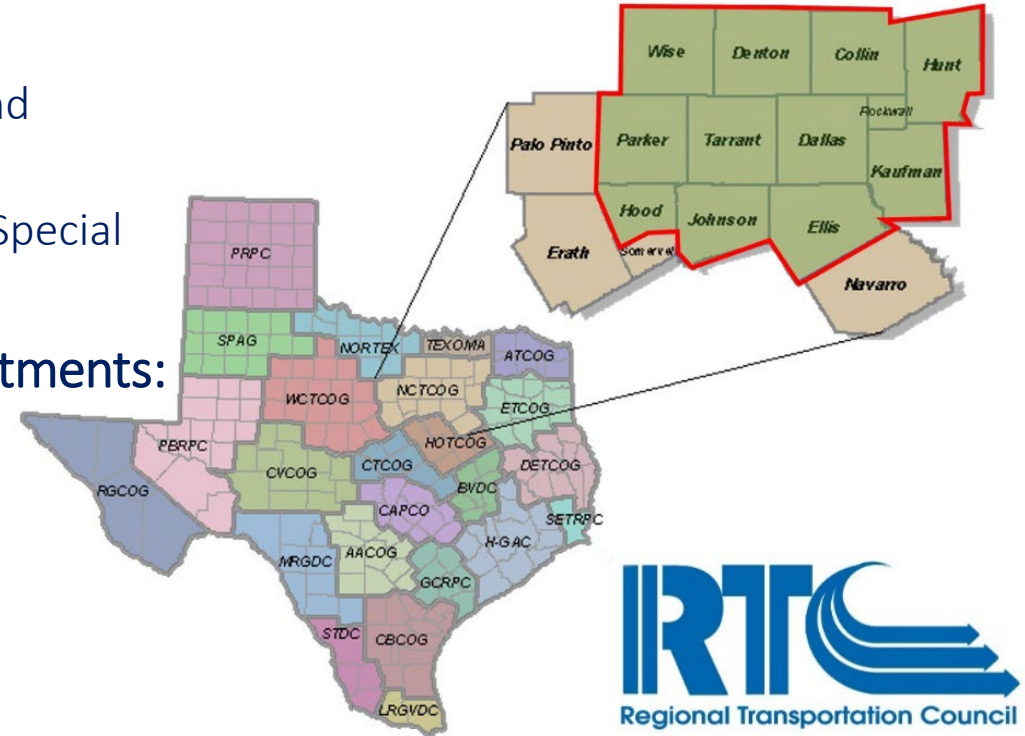
- ❑ PLANNING for common needs, COOPERATING for mutual benefit, and COORDINATING for sound regional development
- ❑ 228 Members – 16 Counties, 169 Cities, 19 School Districts, and 24 Special Districts

- North Central Texas Council of Governments (NCTCOG) Departments:

- | | |
|--------------------------|-------------------------------|
| ❑ Transportation | ❑ Community Services |
| ❑ Workforce Development | ❑ Research and Information |
| ❑ Public Affairs | ❑ Environment and Development |
| ❑ Administration | ❑ Regional Training Center |
| ❑ Emergency Preparedness | ❑ Executive Director's Office |

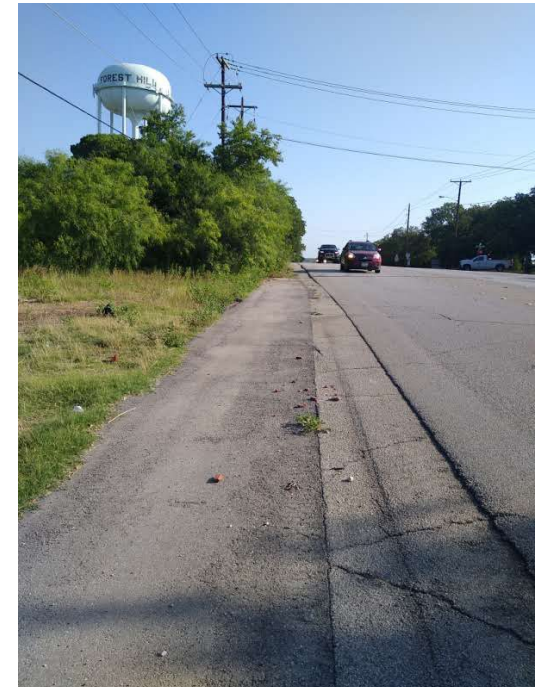
- Federally designated as region's Metropolitan Planning Organization in 1974:

- ❑ Regional Transportation Council (RTC) – Policy Authority (44 members – 36 elected officials and 8 transportation providers)
- ❑ Executive Board – Fiduciary Agent (18 members – elected officials)



WHAT IS THE FOREST HILL DR. STUDY?

NCTCOG shall identify the specific throughfare location and number of lanes for Forest Hill Dr. in Forest Hill, Fort Worth, and Everman. This project will focus on: the storm water impacts (\$110,000), traffic signals (\$500,000), and comprehensive thoroughfare conceptual engineers (\$3.0 M). This project will include public and stakeholder involvement. The goal is to alleviate congestion through road-widening, while having the least impact on existing properties.



TRAFFIC SIGNAL OPERATIONS IN FOREST HILL

Traffic signal queues for both eastbound (EB) and westbound (WB) frontage roads of IH 20 and Forest Hill Drive were backing up on the freeway.

City of Forest Hill, NCTCOG and TxDOT conducted a study to identify the problem and develop recommendations.

Three traffic signals were reviewed.

CITY	LOCATION	OPERATIONS & MAINTENANCE
FOREST HILL	IH 20 EB & FOREST HILL DR.	TxDOT
FOREST HILL	IH 20 WB & FOREST HILL DR.	TxDOT
FOREST HILL	FOREST HILL DR. & FOREST HILL CIR.	FOREST HILL



TRAFFIC SIGNAL RECOMMENDATIONS

Based on the study conducted, the following recommendations were made:

The equipment at the two TxDOT traffic signals at IH 20 and Forest Hill Drive has recently been upgraded, and no signal improvements are needed.

The equipment (cabinet, controller, detection, pedestrian push button, and heads) in the City of Forest Hill was incredibly old, and funding of \$500,000 was allocated in the Transportation Improvement Program to upgrade the traffic signal controller in FY2024.

After the upgrade is completed, NCTCOG will add it to the regional traffic signal retiming program to coordinate signals.

FOREST HILL DR. STUDY DETAILS

Tasks Completed to Date:

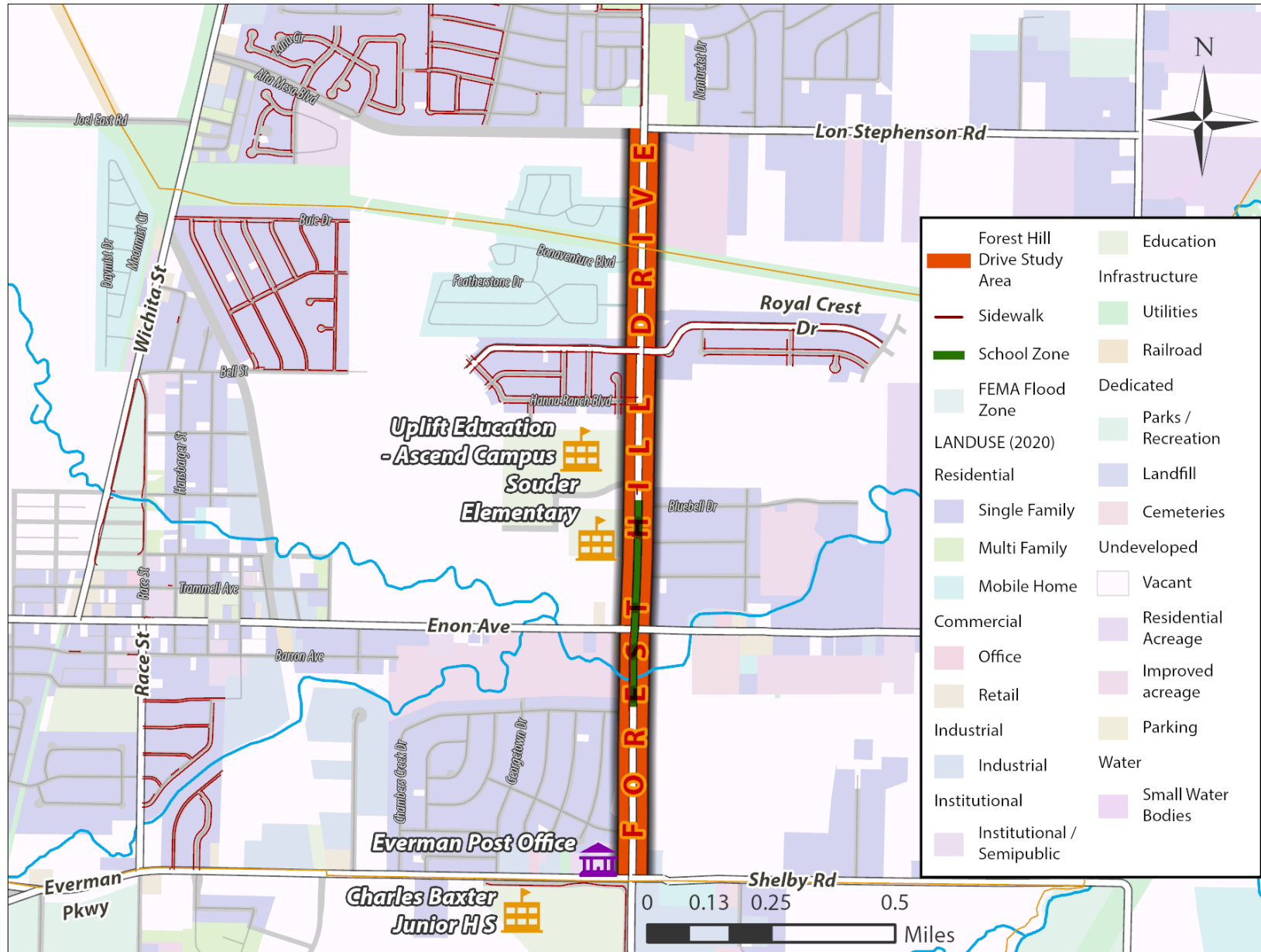
- AM/PM/Off-Peak Traffic Counts – Three Site Visits
- Bike/Pedestrian Walk Audit – Site Visit
- Data Analysis
- Development of GIS Maps
- Land use Evaluation
- Development of Public Outreach Items
- Development of Website Landing Page for the Study Area



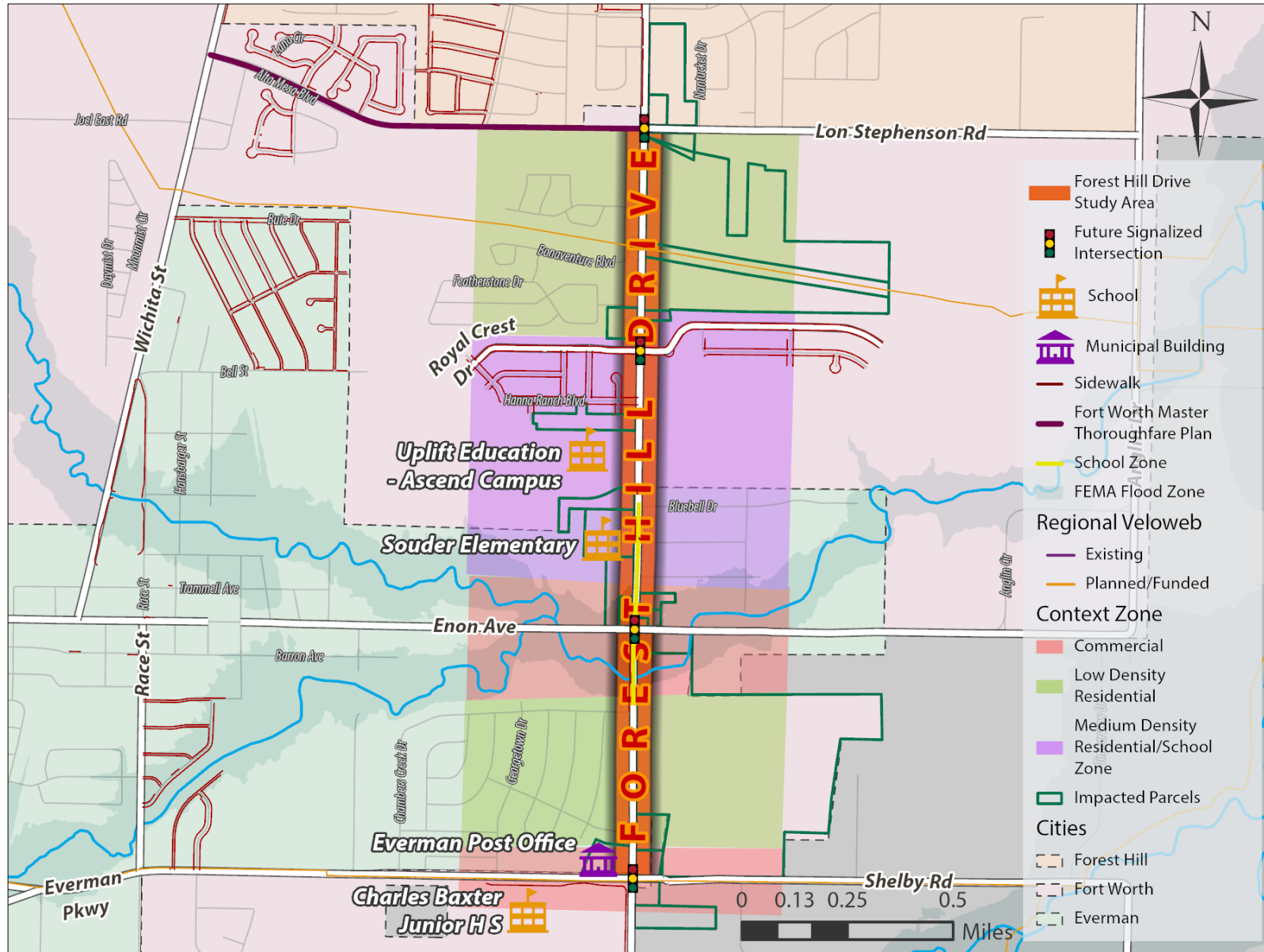
FOREST HILL DR. STUDY AREA – EXISTING CONDITIONS



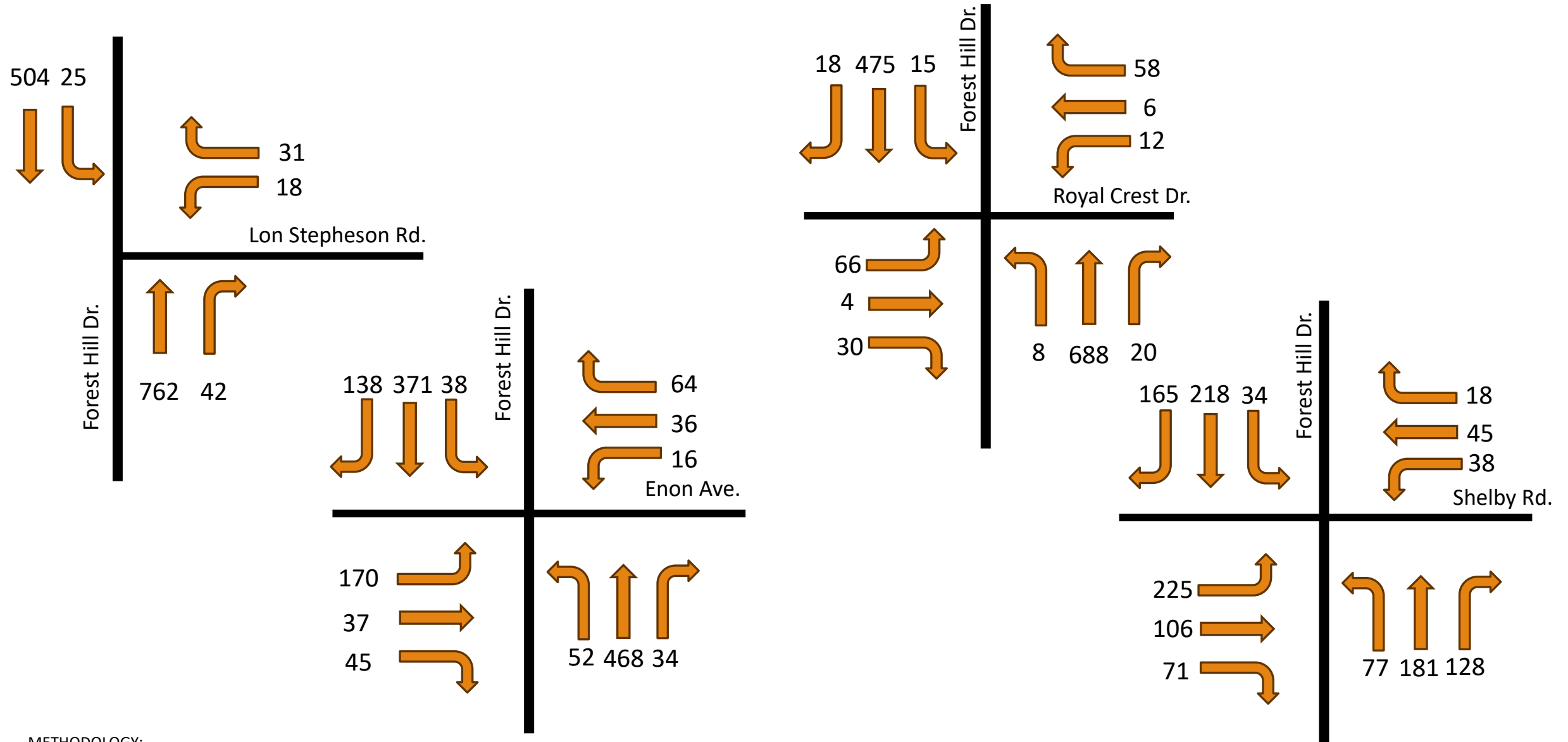
FOREST HILL DR. STUDY AREA – LAND USE MAP



FOREST HILL DR. STUDY AREA – CONTEXT MAP



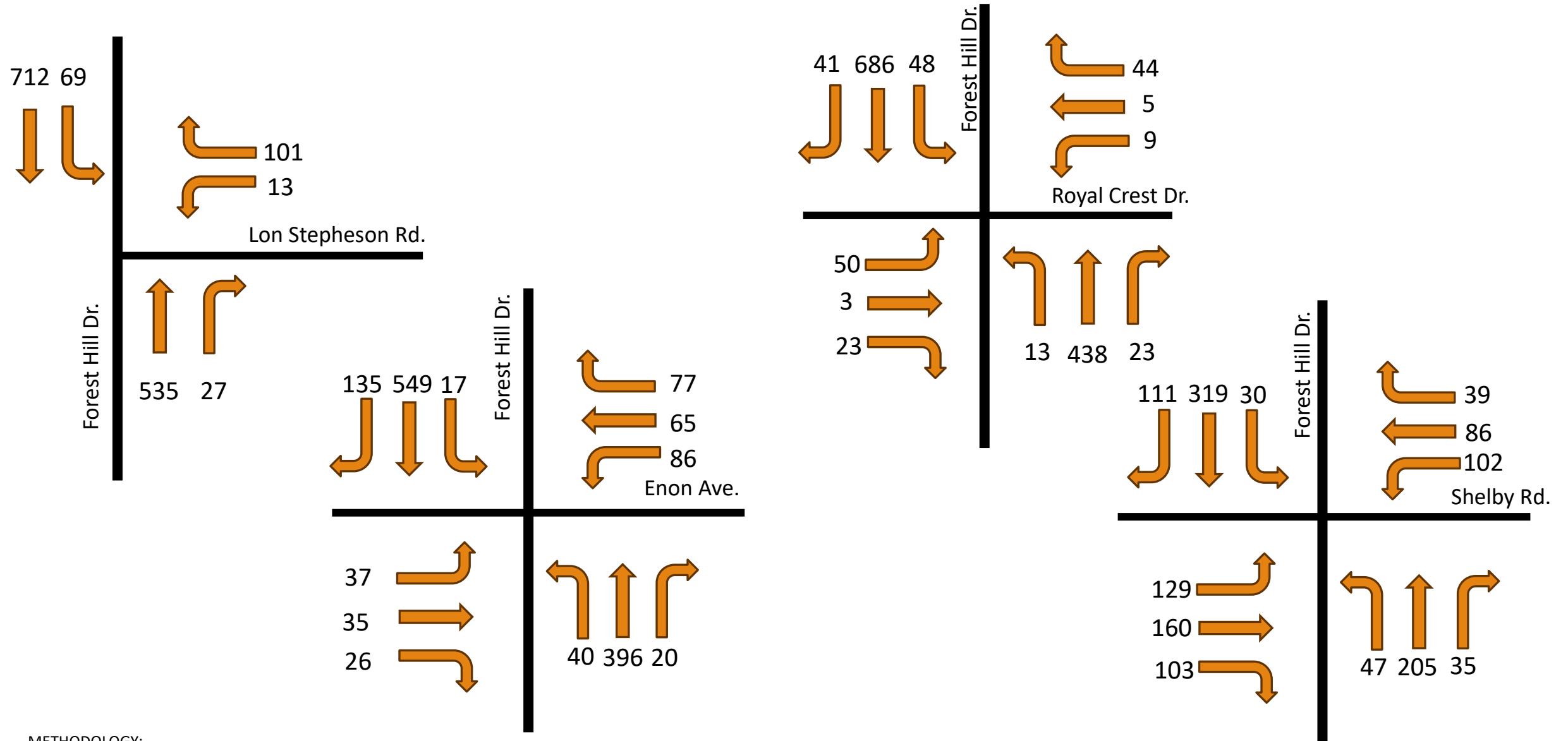
CURRENT AM PEAK HOUR TRAFFIC COUNTS



METHODOLOGY:

1. Traffic counts taken @ 15-minute intervals with 5-minute breaks between intervals (3 intervals during AM peak period starting @ 7:30am; 4 intervals during PM peak period starting @ 4:45pm)
2. Counts reconciled with historical traffic counts and travel speed heat maps to estimate a peak period factor for each interval. Counts are recalculated to determine the highest AM/PM peak hour volume.
3. Highest AM/PM peak hour volume indicated for each through movement and turning movement at each intersection.

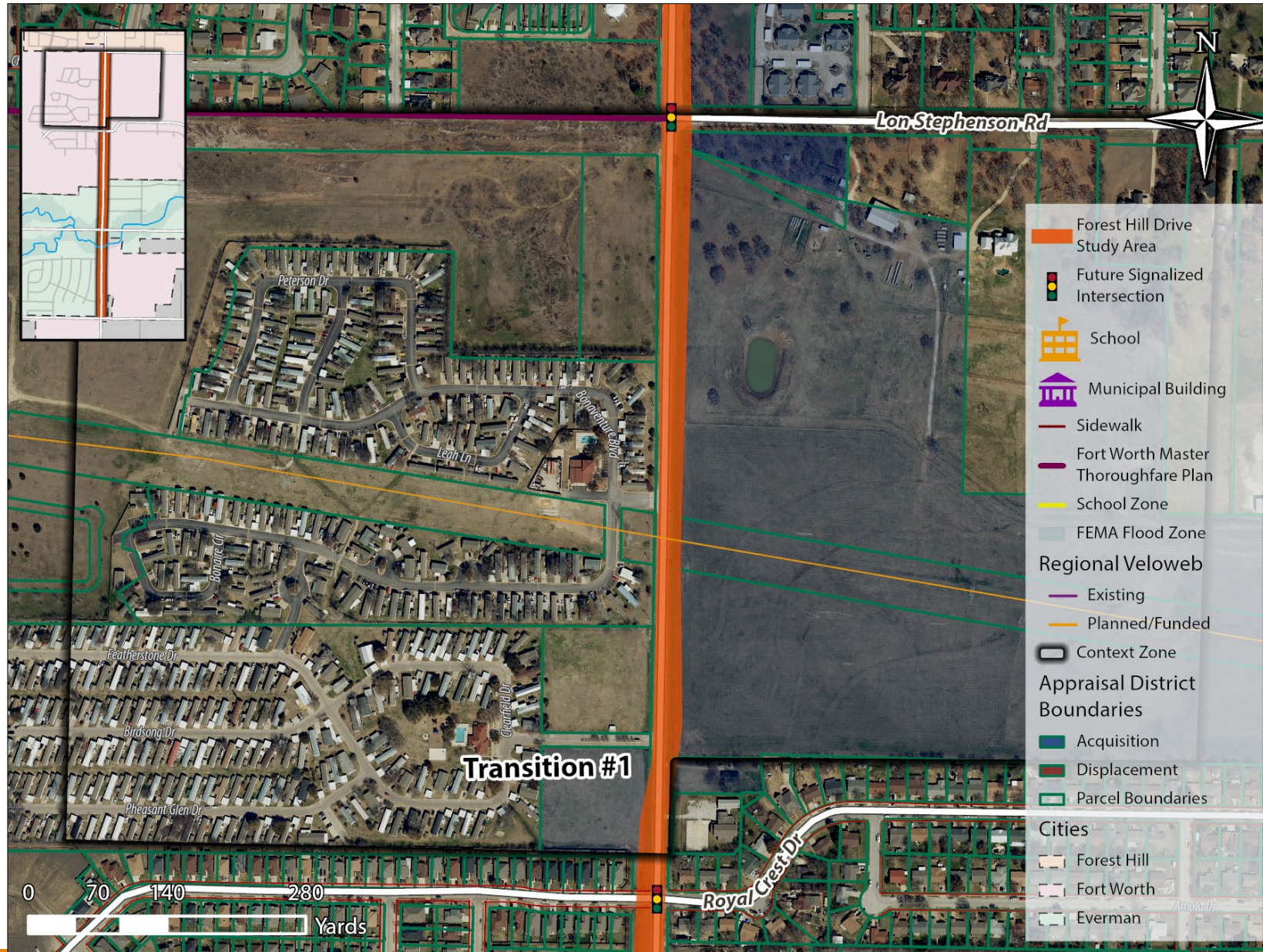
CURRENT PM PEAK HOUR TRAFFIC COUNTS



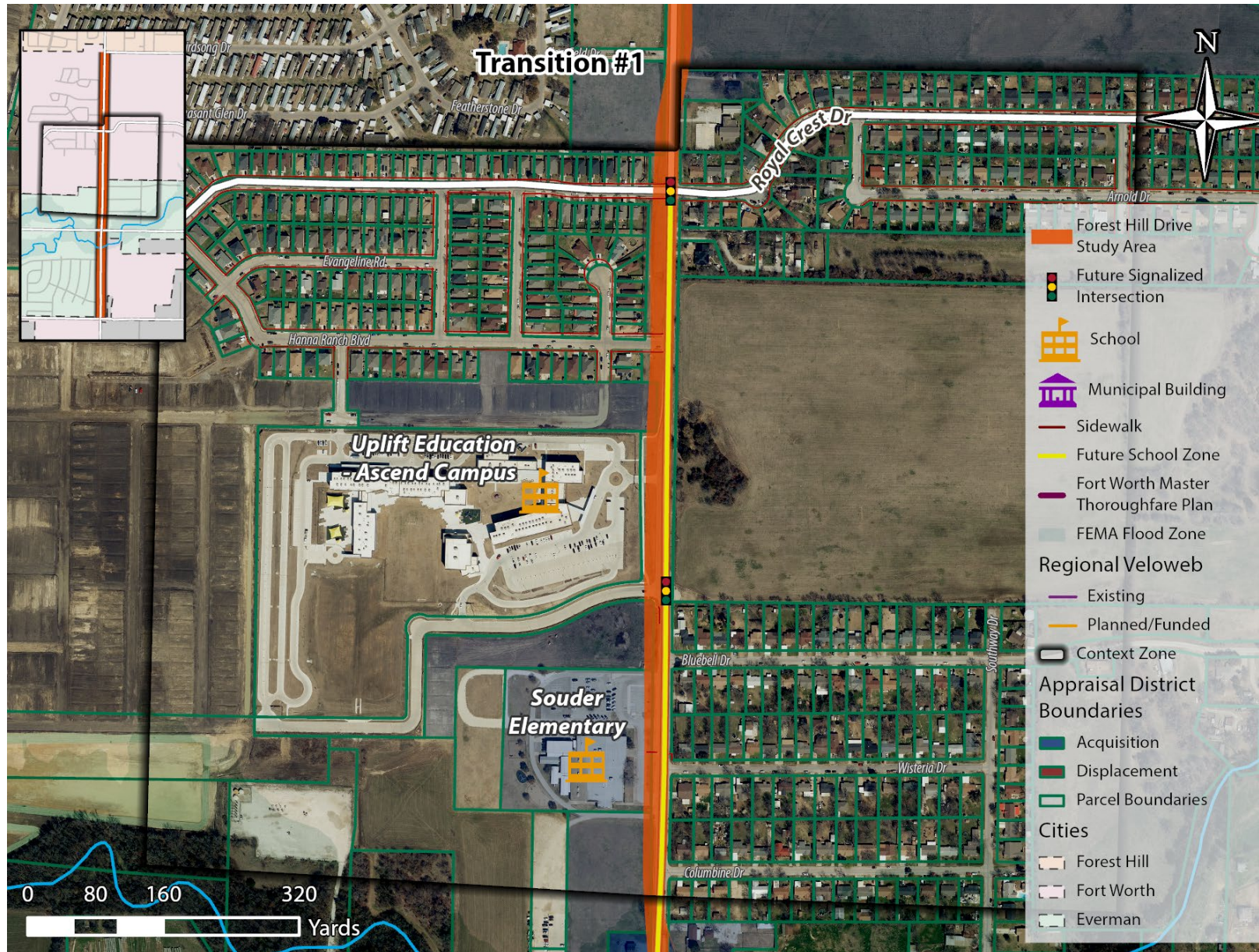
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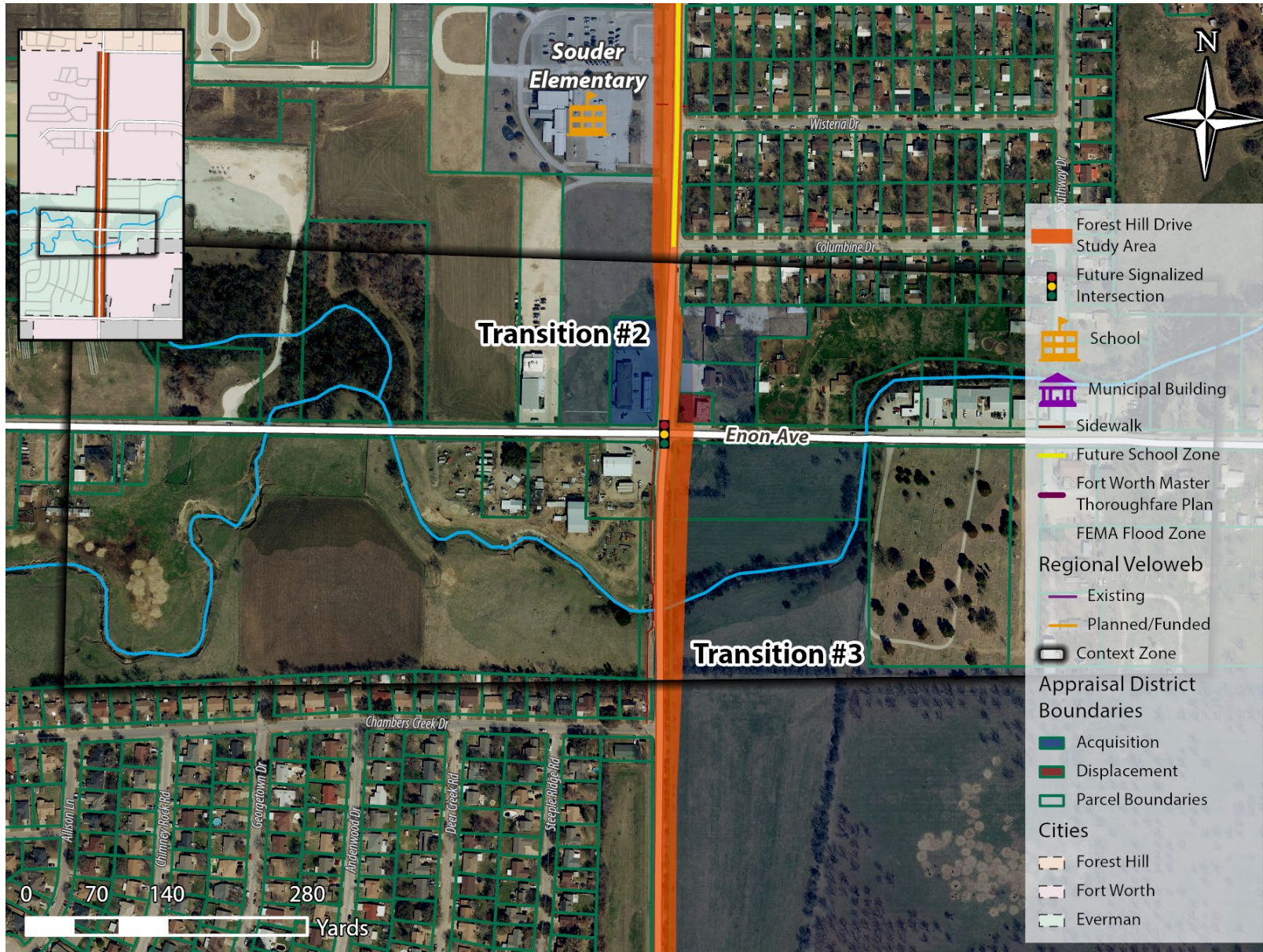
PROPOSED FUTURE ALIGNMENT – 110'



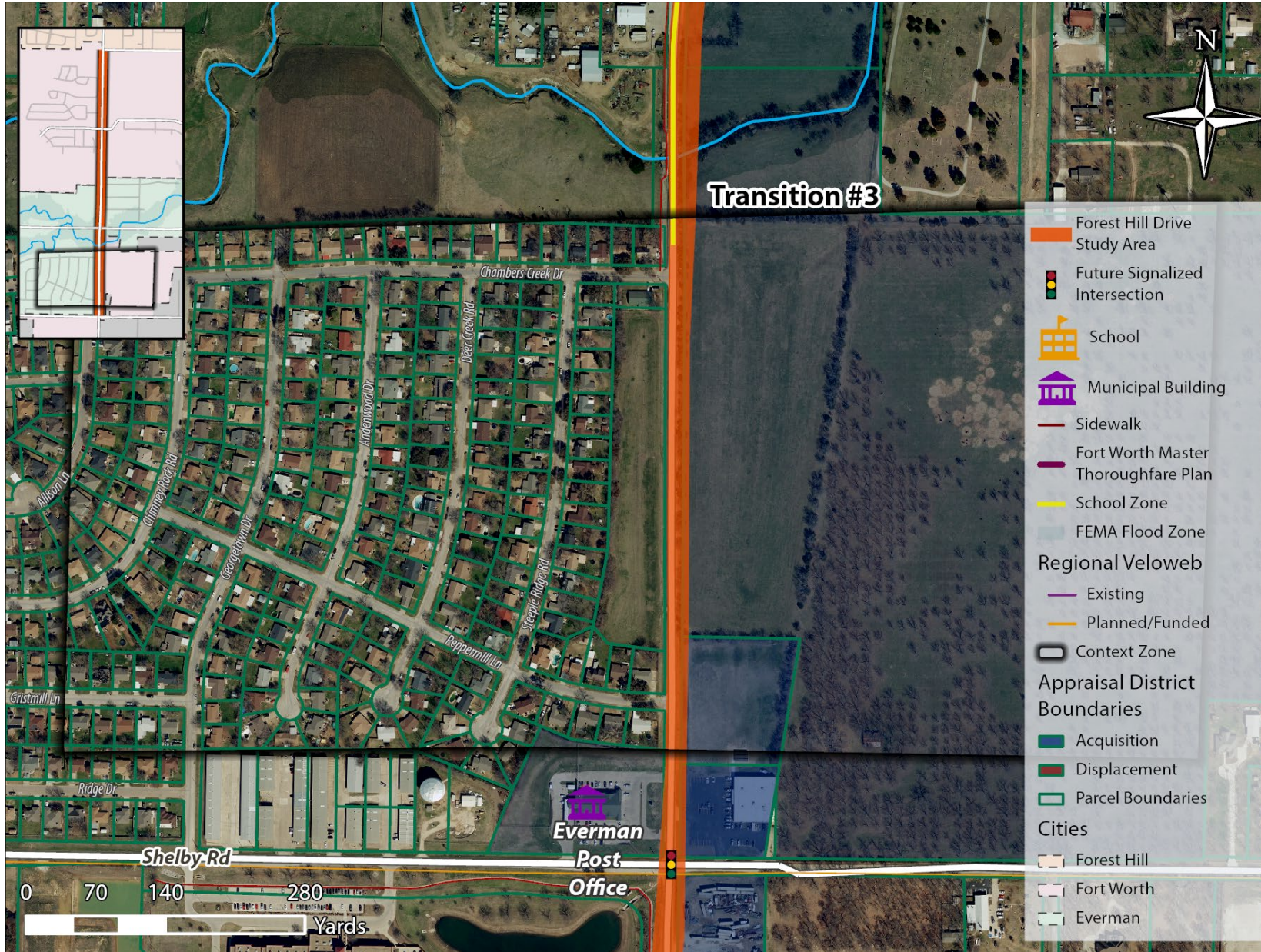
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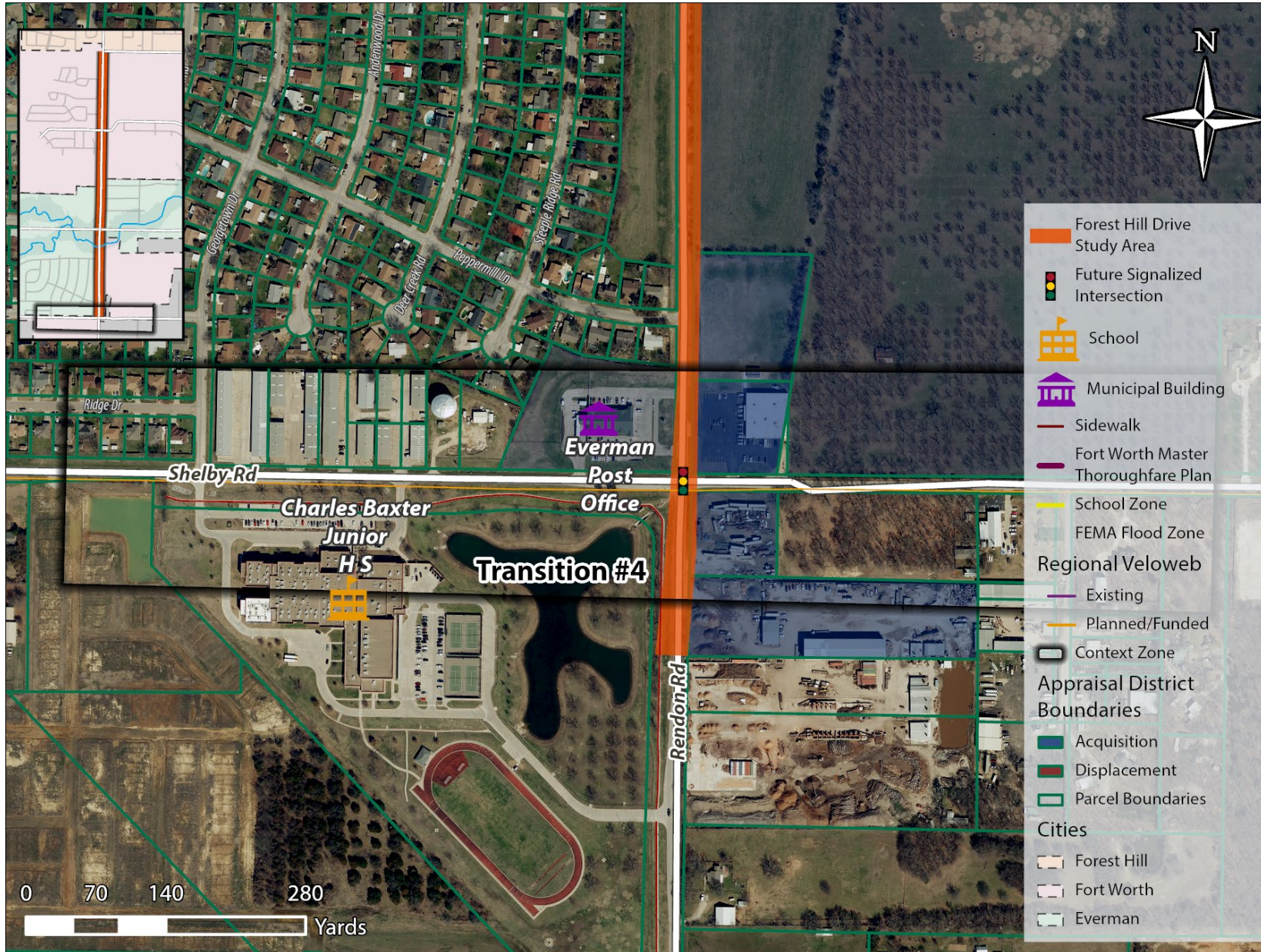
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FUTURE THOROUGHFARE CONSIDERATIONS - OVERVIEW

Urban design section with curbs and stormwater inlets

Increase from two to four-lane, divided roadway will be necessary – final locations under review

Realign roadway where necessary to avoid as many takings and displacements as possible

Add left and right turn lanes in front of Uplift Academy and Souder Elementary

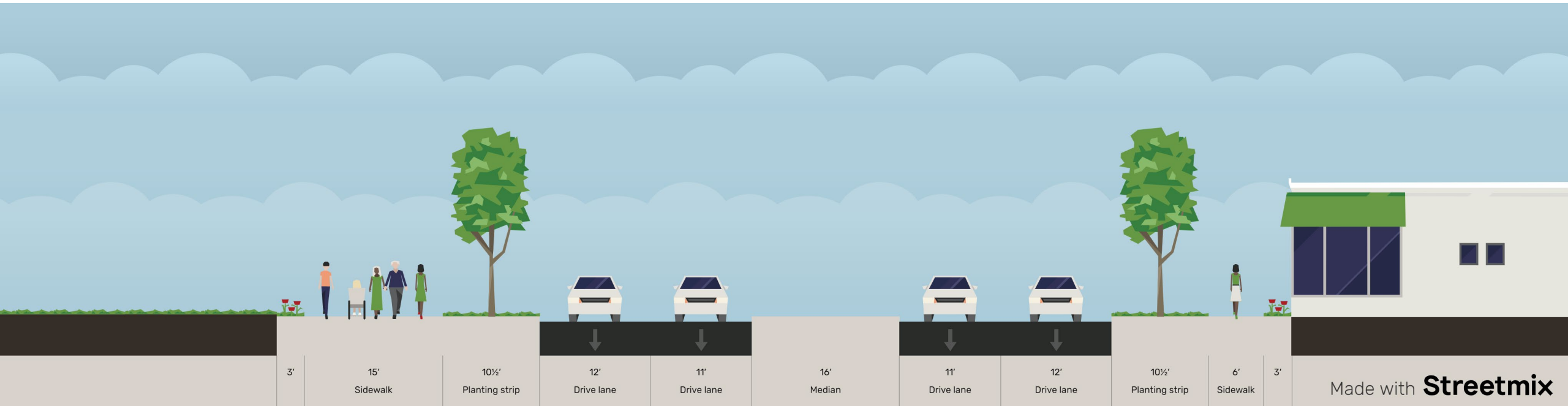
Add stop lights at Lon Stephenson Rd., Turf Paradise Pkwy., E. Enon Ave., and Shelby Rd.

Increase roadway to 110' to account for a median, provide safety buffers along the curb with shared bike use path and/or sidewalks

Possibility of decreasing roadway to 100' cross section if necessary to avoid encroaching on surrounding properties

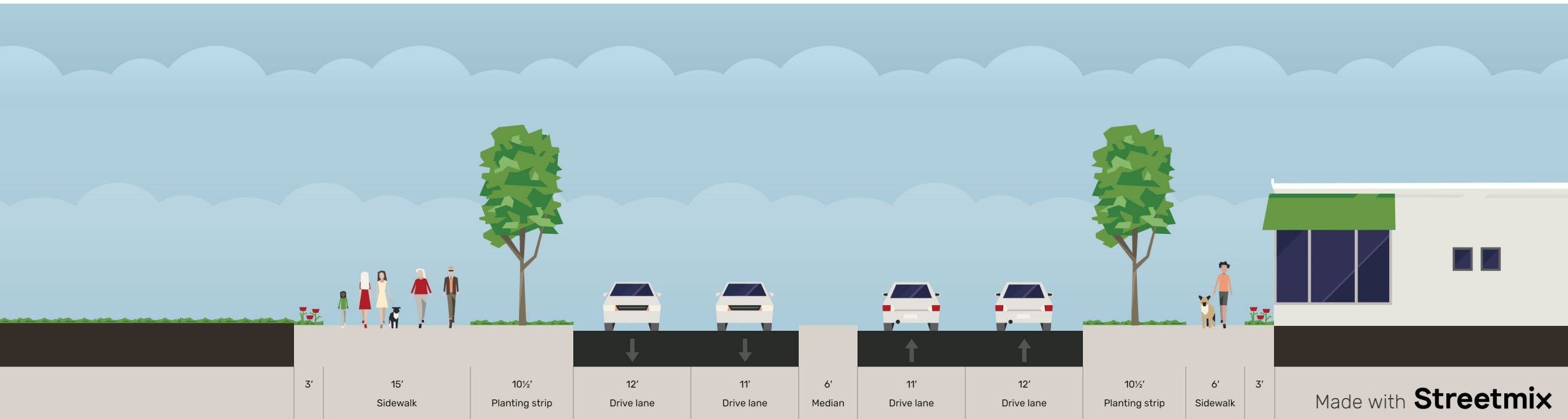
FUTURE THOROUGHFARE CROSS SECTION – CONCEPT 1

110' ROW



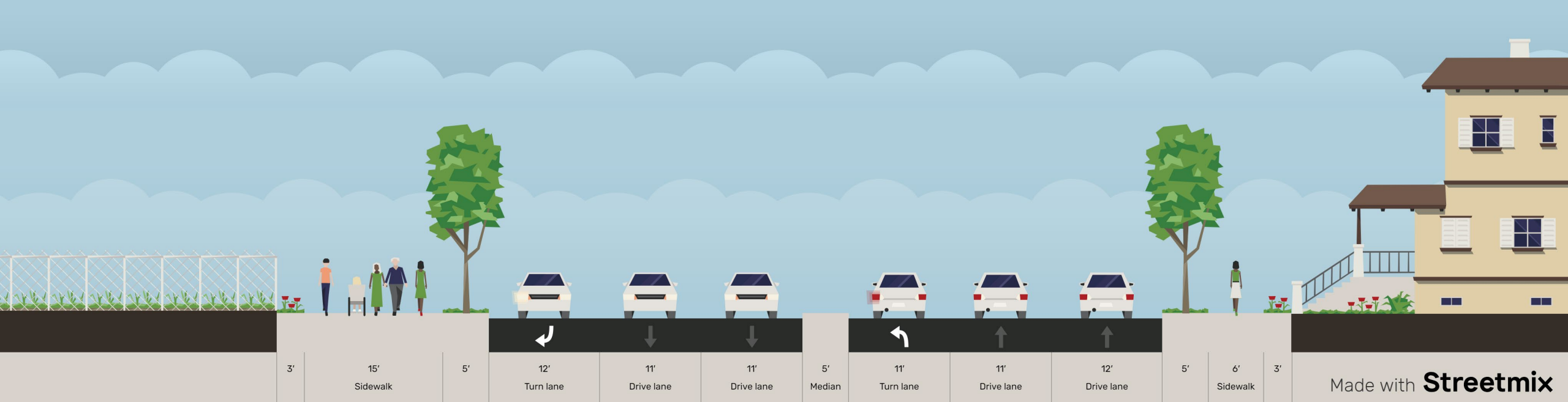
FUTURE THOROUGHFARE CROSS SECTION – CONCEPT 2

100' ROW



FUTURE THOROUGHFARE CROSS SECTION – SCHOOL ZONE CONCEPT

100' ROW



BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Install a shared use path away from the road for pedestrians and cyclists to travel along Forest Hill Drive

Room for travel in both directions separated from the roadway

Wider shared use path on west side of street to accommodate school travel, sidewalk on east side of street



Image Courtesy of the City of Fort Worth

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Crosswalk Visibility Enhancements

Increase safety and visibility of crosswalks and road users

Focus on uncontrolled (no signal or stop sign) crossing locations

Upgraded crosswalks with reflective paint, advance stop lines for vehicles

Pedestrian Signals: Rectangular Rapid Flashing Beacon

Increase yielding by vehicles when activated by pedestrian



Crossing Safety Enhancements: Photo Courtesy of Dan Sundstrom

BICYCLE AND PEDESTRIAN INFRASTRUCTURE

Pedestrian Refuge Island

Median space for pedestrians to cross one lane of traffic at a time at uncontrolled crossing locations

Targeted locations with high demand for pedestrian crossings

Intersections

Upgrade existing curb cuts; add missing curb cuts at crossing points

Provide separated ramps in each crossing direction

Conform to ADA standards

Reduce turning radius where feasible



Image Courtesy of Dan Burden

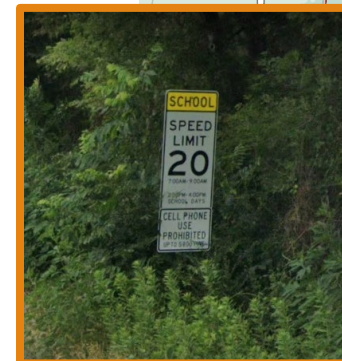
SCHOOL ZONE

Currently only a school zone in Everman for Souder Elementary from Bluebell Dr. to Chambers Creek Dr.

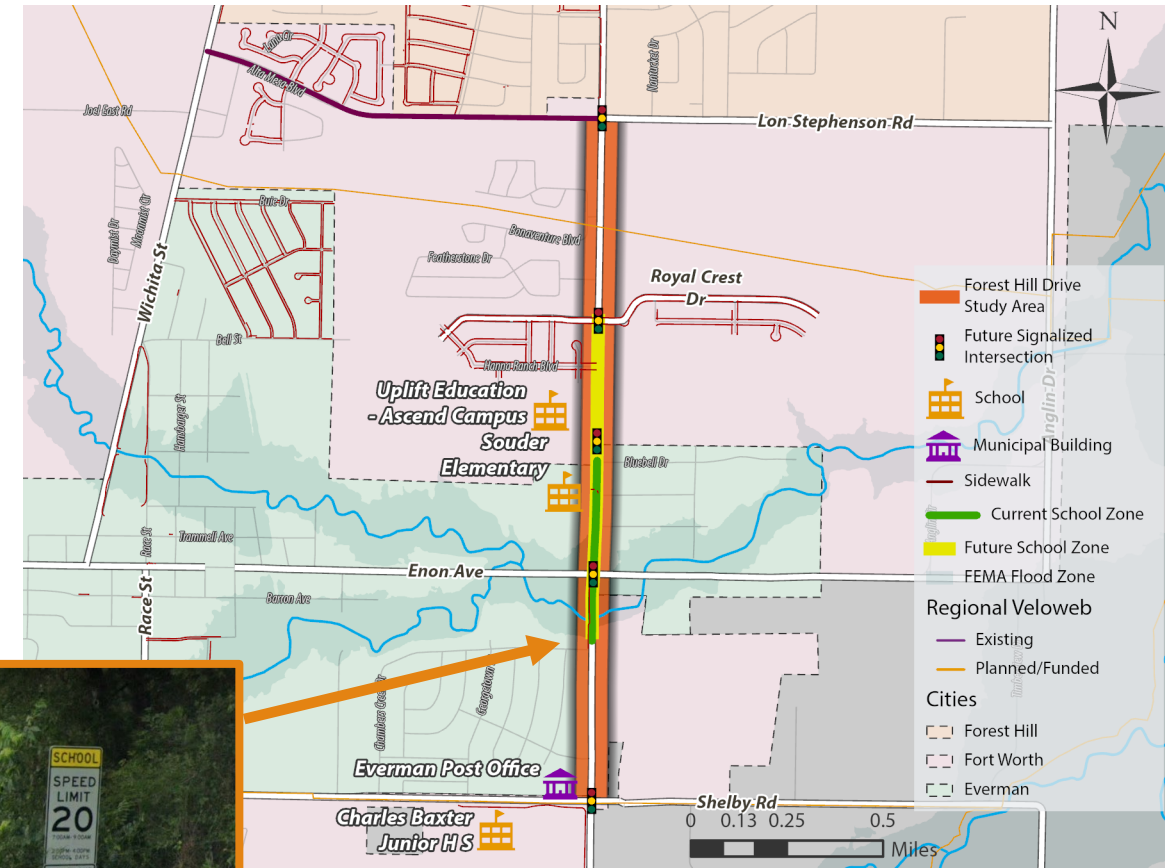
Expand to extend from Royal Crest Dr. to Chambers Creek Dr.

Upgrade sign at Chambers Creek Dr. to a flasher

Expanded school zone to slow vehicle traffic and protect walking children during arrival and dismissal at Uplift Academy



Current School Zone Sign near Chambers Creek Dr.



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