



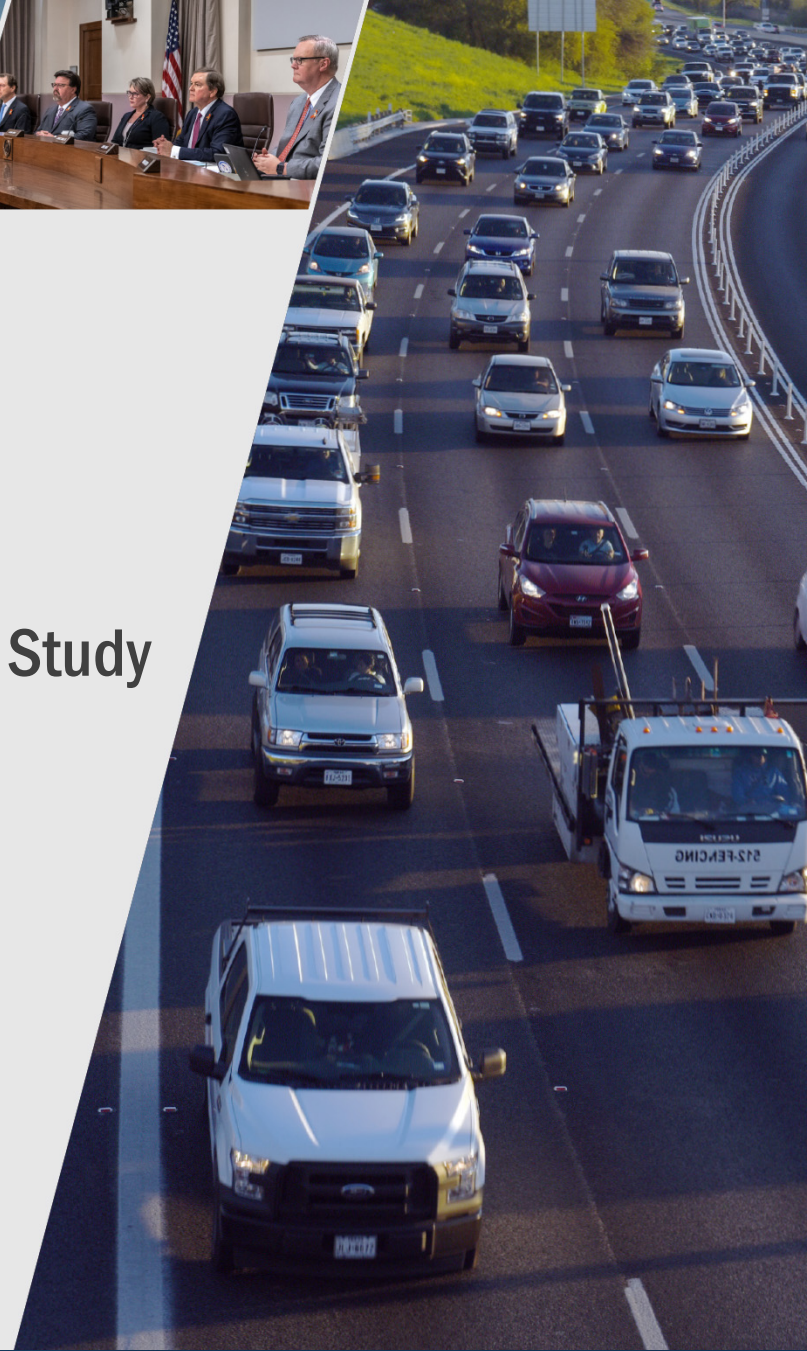
Virtual Public Meeting

Northwest Highway (Loop 12) Feasibility Study

Northwest Highway from Inwood Road to Hillcrest Ave.

December 7, 2020

Dallas County, Texas

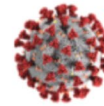




TxDOT changed the in-person public meeting to a virtual format only, in response to the COVID-19 outbreak.

The virtual public meeting and TxDOT website will provide the same information as an in-person meeting would have.

What you should know about COVID-19 to protect yourself and others



Know about COVID-19

- Coronavirus (COVID-19) is an illness caused by a virus that can spread from person to person.
- The virus that causes COVID-19 is a new coronavirus that has spread throughout the world.
- COVID-19 symptoms can range from mild (or no symptoms) to severe illness.



Know how COVID-19 is spread

- You can become infected by coming into close contact (about 6 feet or two arm lengths) with a person who has COVID-19. COVID-19 is primarily spread from person to person.
- You can become infected from respiratory droplets when an infected person coughs, sneezes, or talks.
- You may also be able to get it by touching a surface or object that has the virus on it, and then by touching your mouth, nose, or eyes.



Protect yourself and others from COVID-19

- There is currently no vaccine to protect against COVID-19. The best way to protect yourself is to avoid being exposed to the virus that causes COVID-19.
- Stay home as much as possible and avoid close contact with others.
- Wear a mask that covers your nose and mouth in public settings.
- Clean and disinfect frequently touched surfaces.
- Wash your hands often with soap and water for at least 20 seconds, or use an alcohol-based hand sanitizer that contains at least 60% alcohol.



Practice social distancing

- Buy groceries and medicine, go to the doctor, and complete banking activities online when possible.
- If you must go in person, stay at least 6 feet away from others and disinfect items you must touch.
- Get deliveries and takeout, and limit in-person contact as much as possible.



Prevent the spread of COVID-19 if you are sick

- Stay home if you are sick, except to get medical care.
- Avoid public transportation, ride-sharing, or taxis.
- Separate yourself from other people and pets in your home.
- There is no specific treatment for COVID-19, but you can seek medical care to help relieve your symptoms.
- If you need medical attention, call ahead.



Know your risk for severe illness

- Everyone is at risk of getting COVID-19.
- Older adults and people of any age who have serious underlying medical conditions may be at higher risk for more severe illness.



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cdc.gov/coronavirus



1. Inform the public of project status and present recommendations.
2. Describe the project so the public can determine how they may be affected.
3. Provide the public the opportunity to provide input.
4. Develop a record of public participation.



Please submit your comments regarding the design modifications presented in this Virtual Public Meeting by using any of the five methods below by our deadline, **December 22, 2020**.



Survey

Click the provided link on the website



Comment Online

Opportunity to comment on an interactive map.



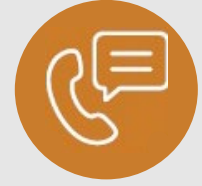
Email Us

Stephen.Endres@txdot.gov



Mail-in Comments

TxDOT Dallas District Office
Attn: Stephen Endres, P.E.
4777 E. Highway 80
Mesquite, TX 75150



Leave a Voicemail

(833) 933-0437

For general questions about the presentation or the project, please contact TxDOT Project Manager, Stephen Endres, P.E. at Stephen.Endres@txdot.gov.



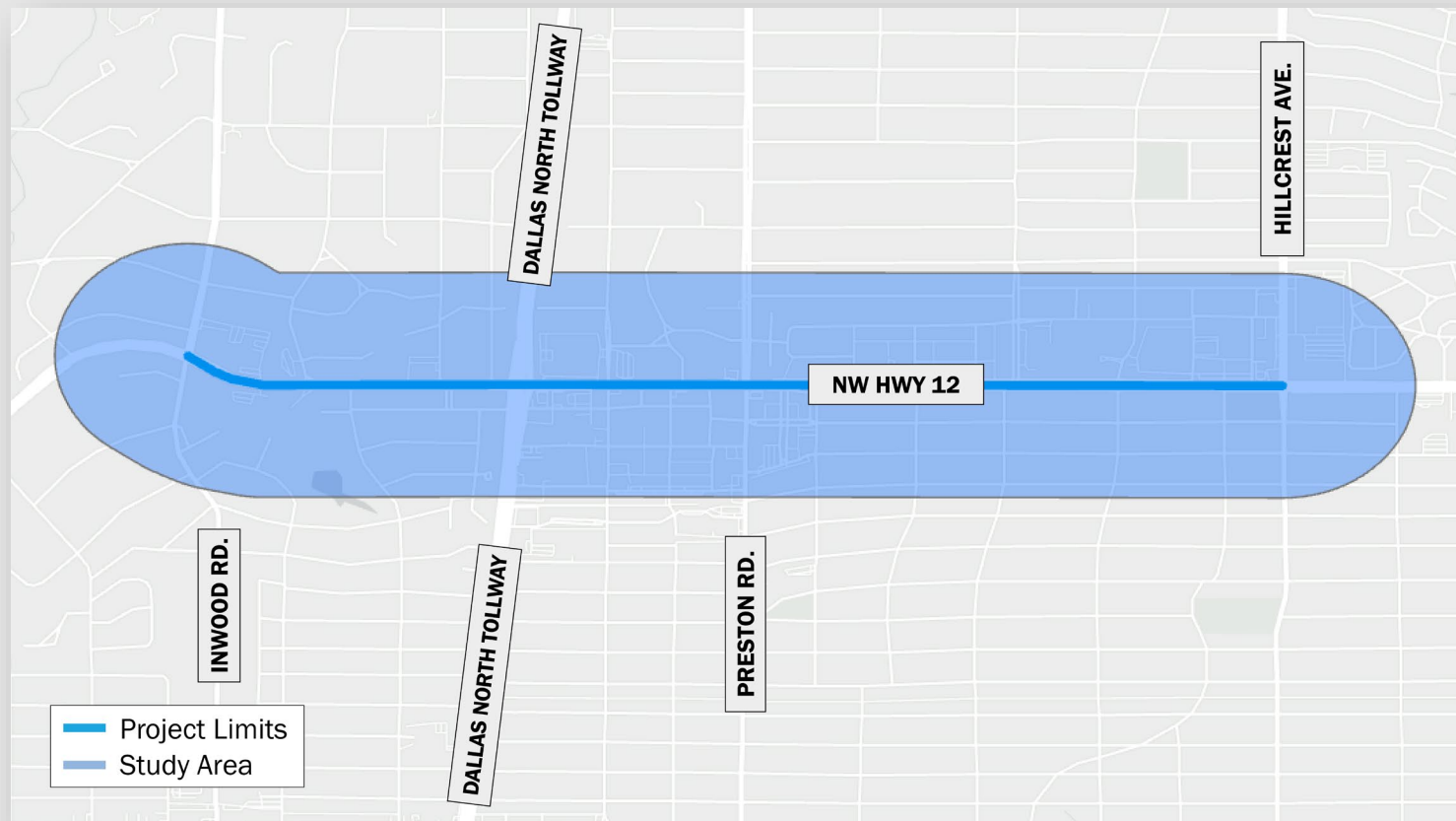
Websites

- www.keepitmovingdallas.com/
Under “Public Hearings/Meetings”
- <http://www.keepitmovingdallas.com/northwesthighway/publicmeeting>
Direct site link to the posted materials

Northwest Highway (Loop 12) Feasibility Study

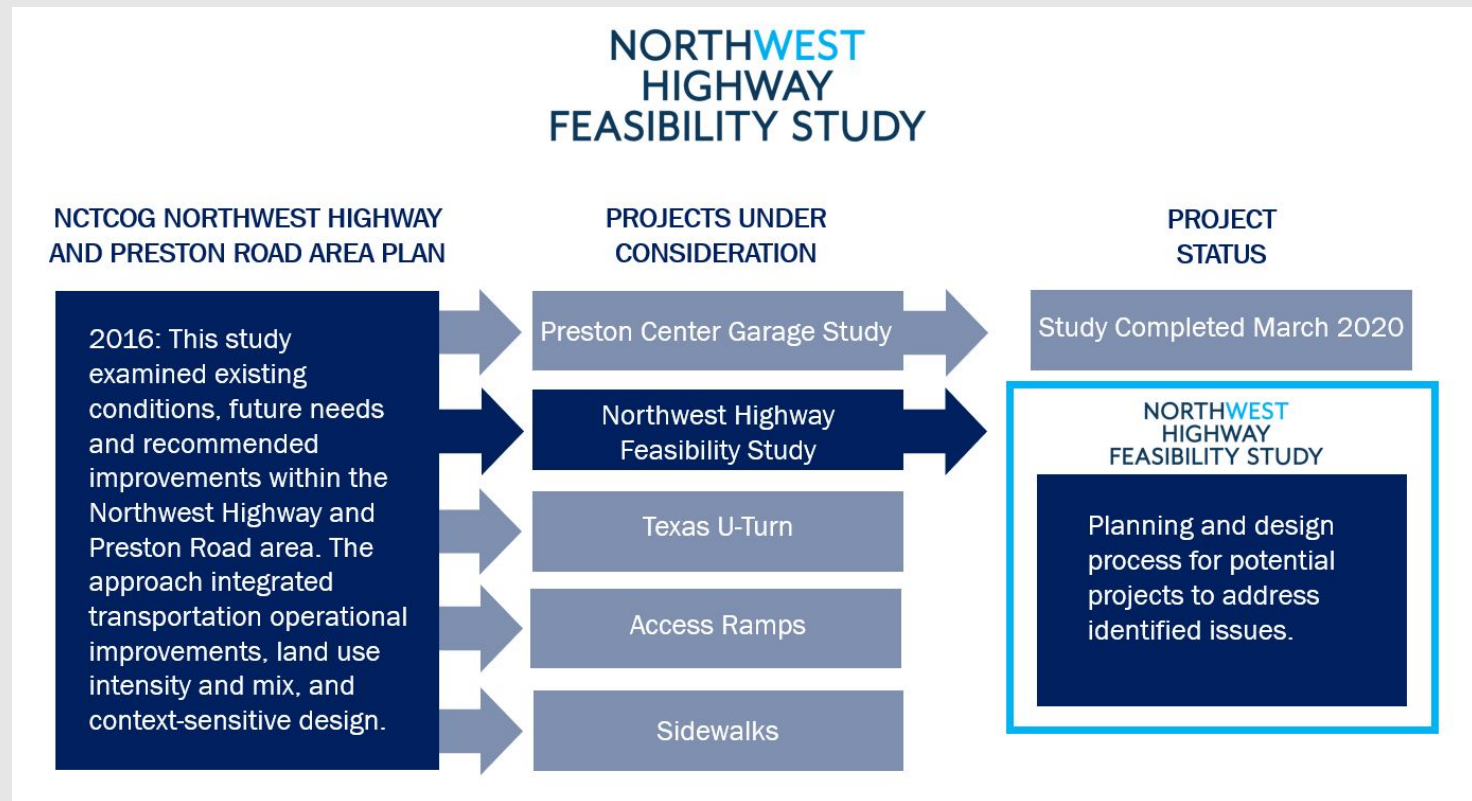
STUDY LIMITS: From Inwood Road to Hillcrest Avenue

COUNTY: Dallas





- Study builds on the Northwest Highway and Preston Road Area Plan completed by NCTCOG in 2016 to further study:
 - Traffic Congestion
 - Parking
 - Walkability
 - Drainage



■ Preliminary Study Goals



SAFETY

Increase safety for
all transportation
modes



ENVIRONMENTAL

Minimize impacts
to the surrounding
environment



TRAFFIC/ TECHNOLOGY

Improve traffic flow
in the project area



MOBILITY CHOICE

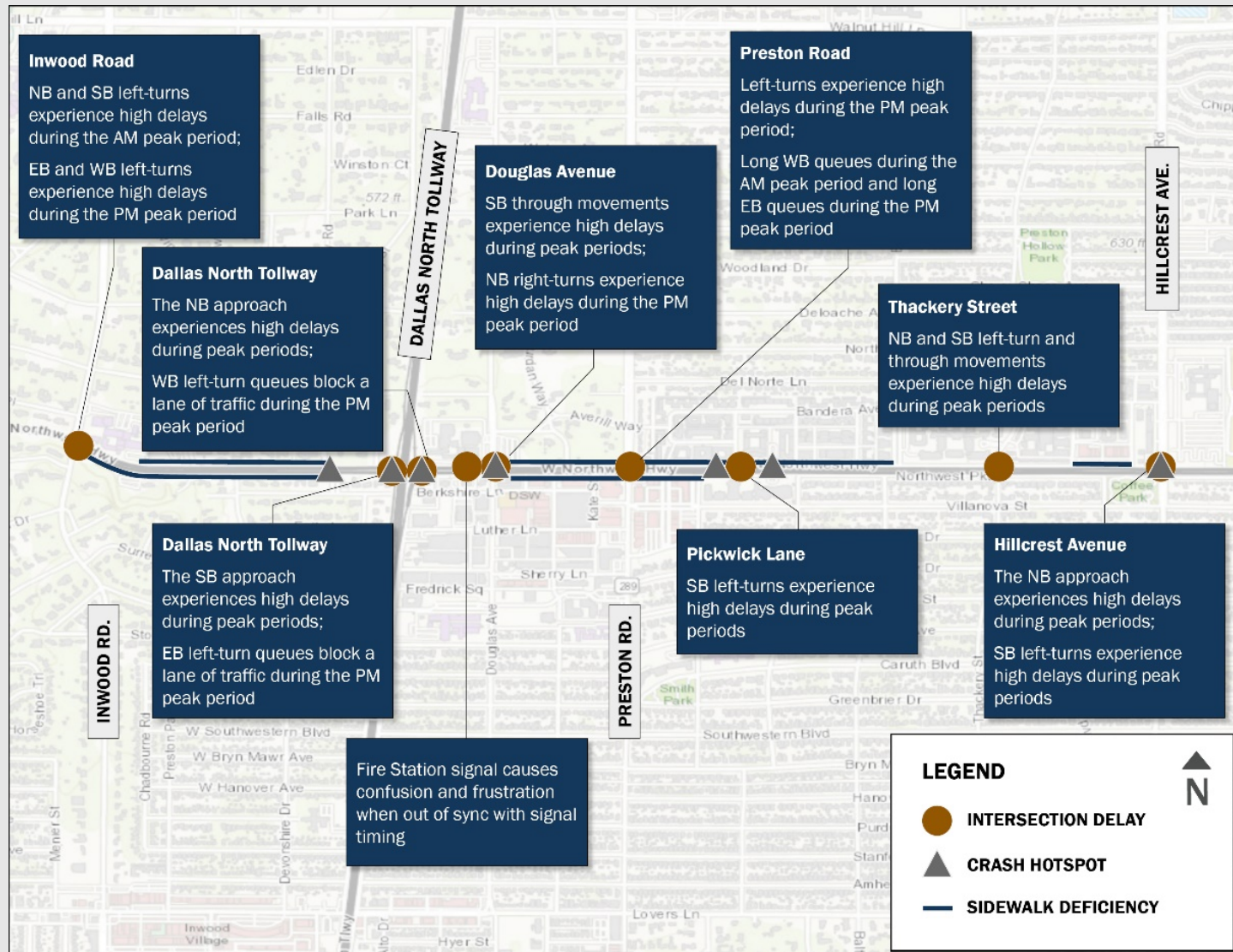
Improve the user
experience for non-
car modes



VALUE

Achieve a good
return on investment

Existing Conditions – Problem Areas



Existing Conditions – Problem Areas



Discontinuous Sidewalks & Parking Access



Discontinuous Sidewalks

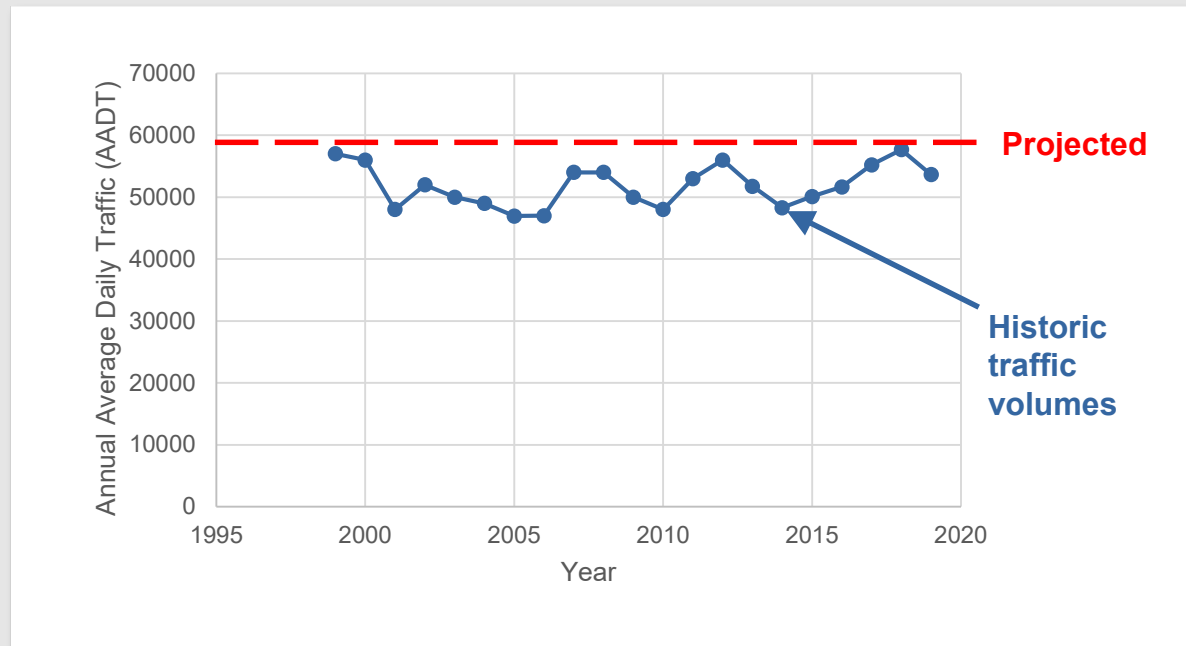


Left Turn Traffic Delay



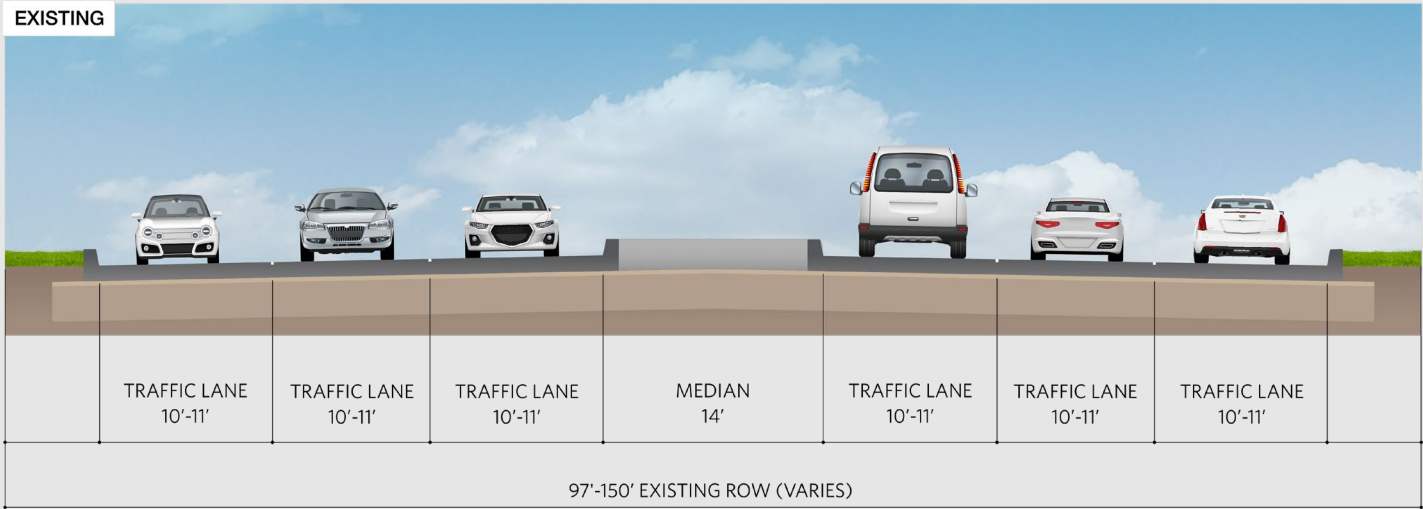
Left Turn Traffic Congestion

- Traffic volume between Douglas Avenue and Dallas North Tollway have remained relatively constant over the past 20 years
- The study team anticipates about 5% growth in traffic volume by 2045 due to development in the area
- Traffic impacts from COVID-19 are assumed to be short-term for this study.





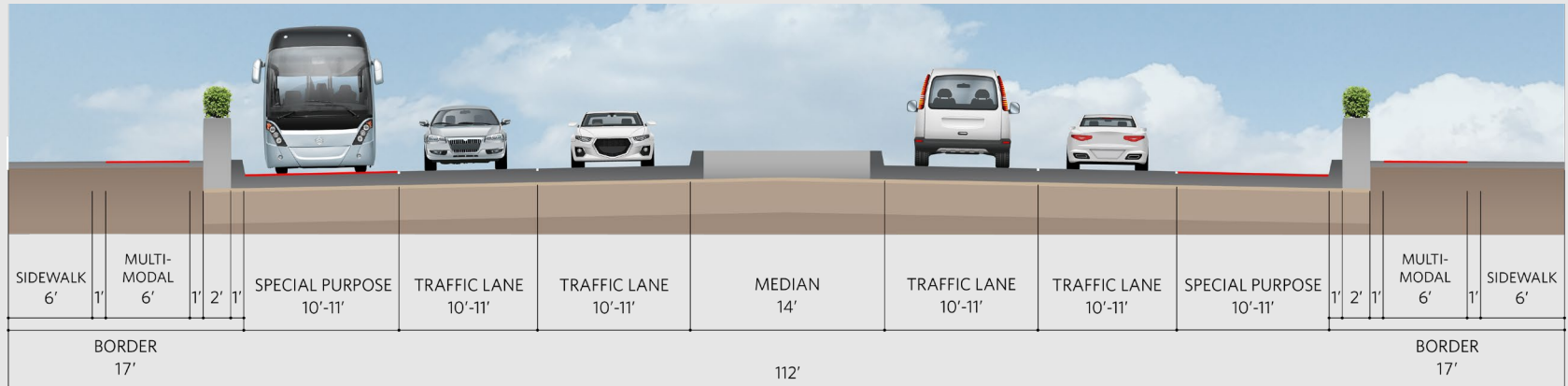
- Existing (No Build)





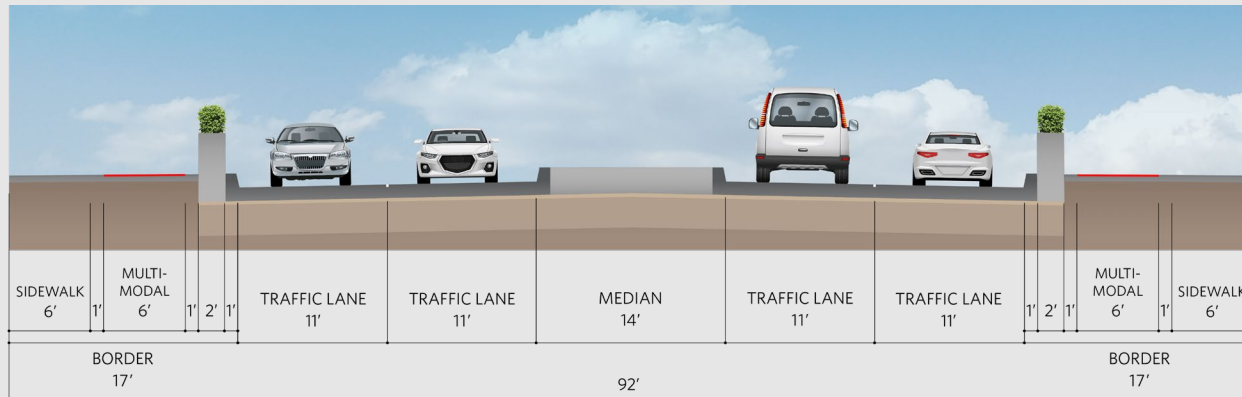
- Tradeoffs
 - No construction, no construction costs, no construction related closures/delays
 - No additional right-of-way is needed
 - Existing drainage issues and traffic congestion will remain
 - Continued lack of connectivity for pedestrians and cyclists
 - Transit will continue to experience delays that are difficult to predict

Operational Improvements



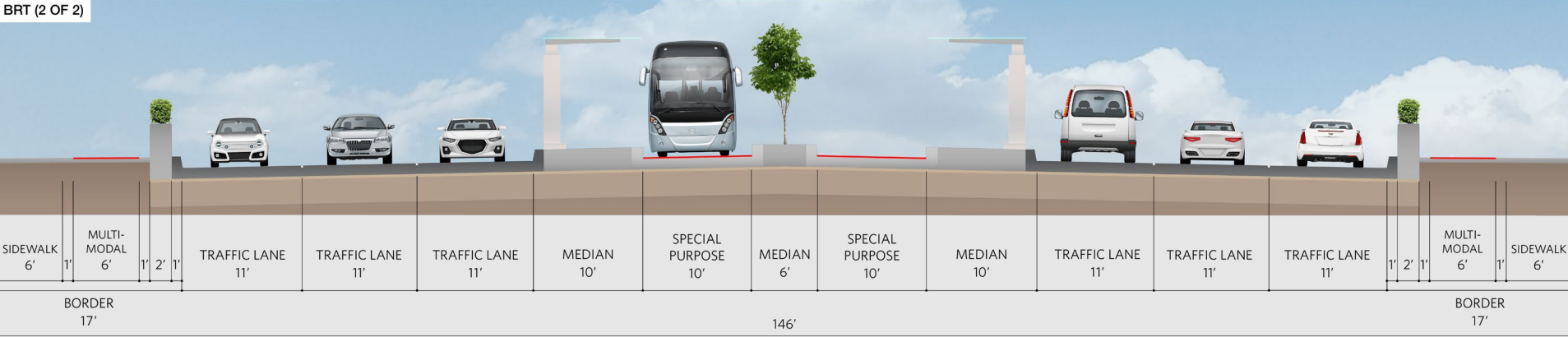
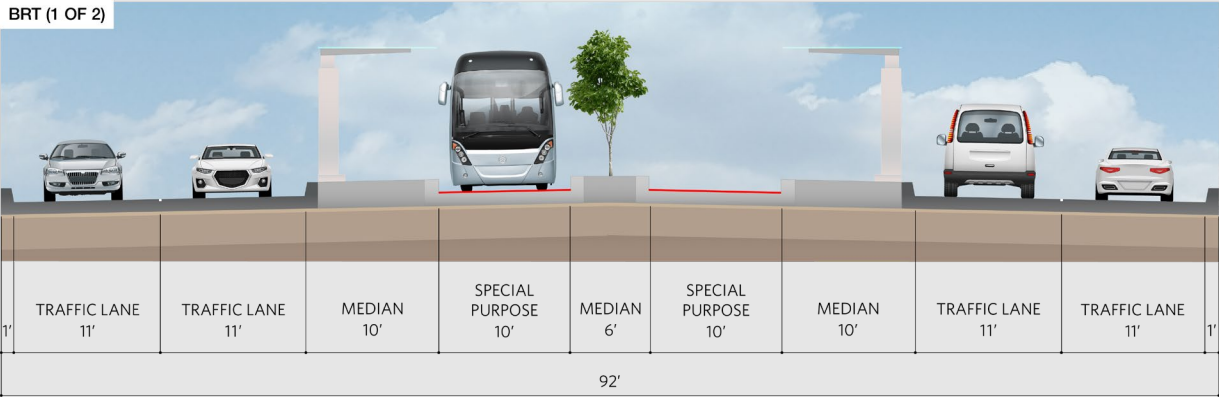
■ Tradeoffs

- Additional right-of-way may be needed in some locations
- Existing drainage issues could be resolved
- Traffic flow could be improved
- Bike and pedestrian connections could be provided
- Transit could be removed from congestion (may impact other travel lanes)



■ Tradeoffs

- Fewer vehicles and narrower roadway to provide more non-vehicular focused corridor
- Minimal right-of-way impacts
- Traffic congestion may worsen
- Would likely see traffic shift to nearby streets
- Corridor could become friendly to pedestrians and cyclists
- Transit may be difficult to accommodate



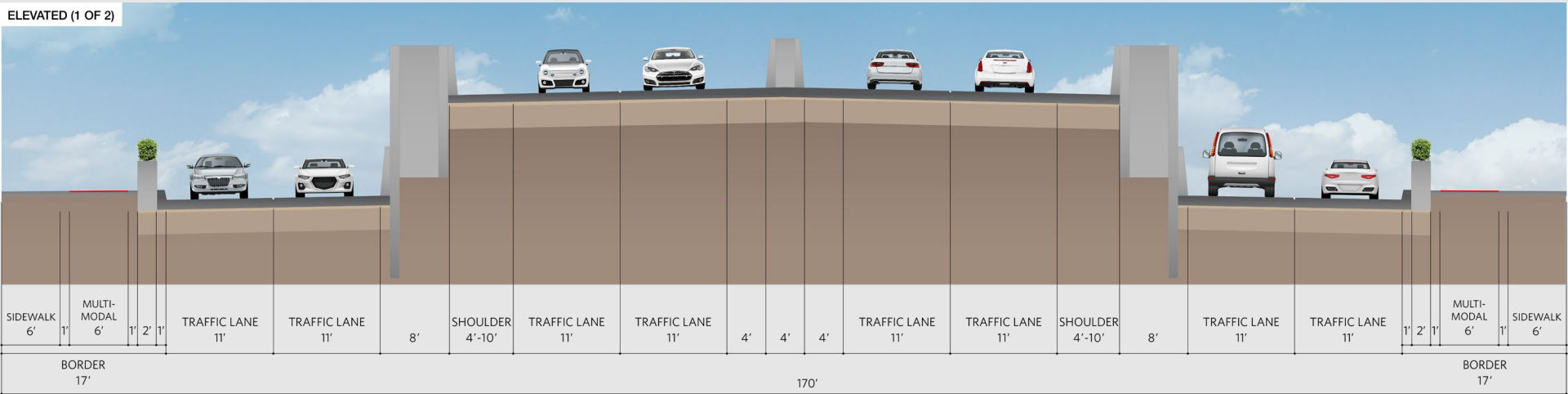


- Tradeoffs
 - Significant additional right-of-way needed to maintain six lanes for car traffic and provide sidewalks and/or multimodal lanes
 - All left-turns would likely need to be signalized in the BRT section
 - Transit along the corridor could be significantly improved
 - More reliable trips, greater frequency, faster travel times
 - Person-capacity of the corridor could increase to support higher density development

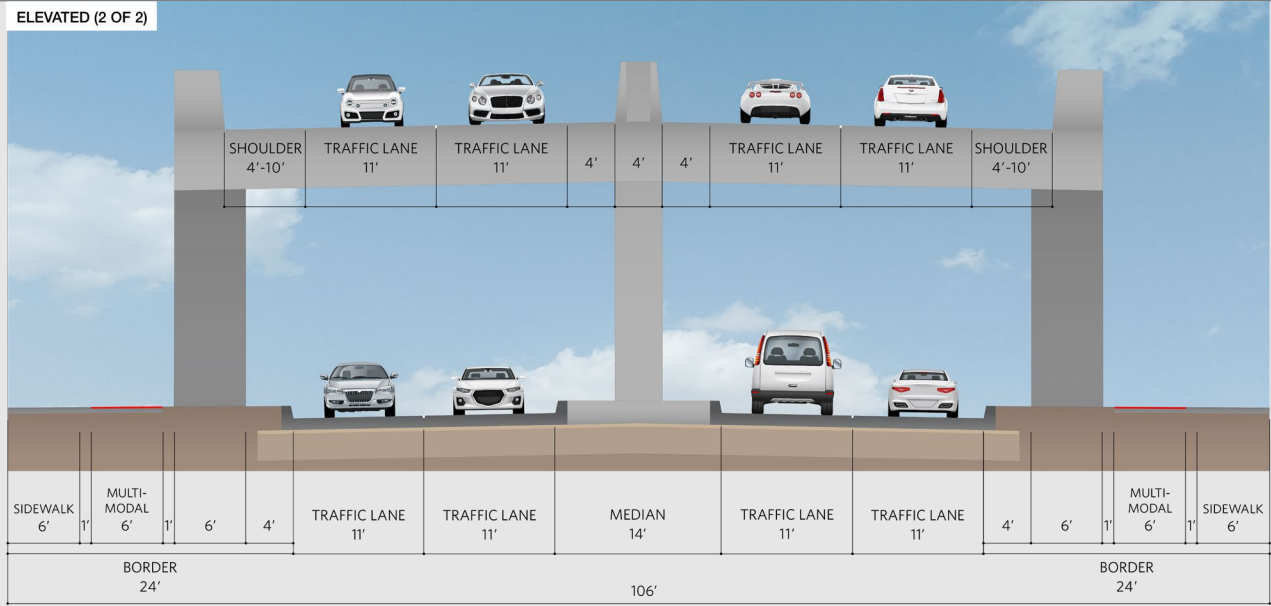
Early Concepts – Elevated



ELEVATED (1 OF 2)

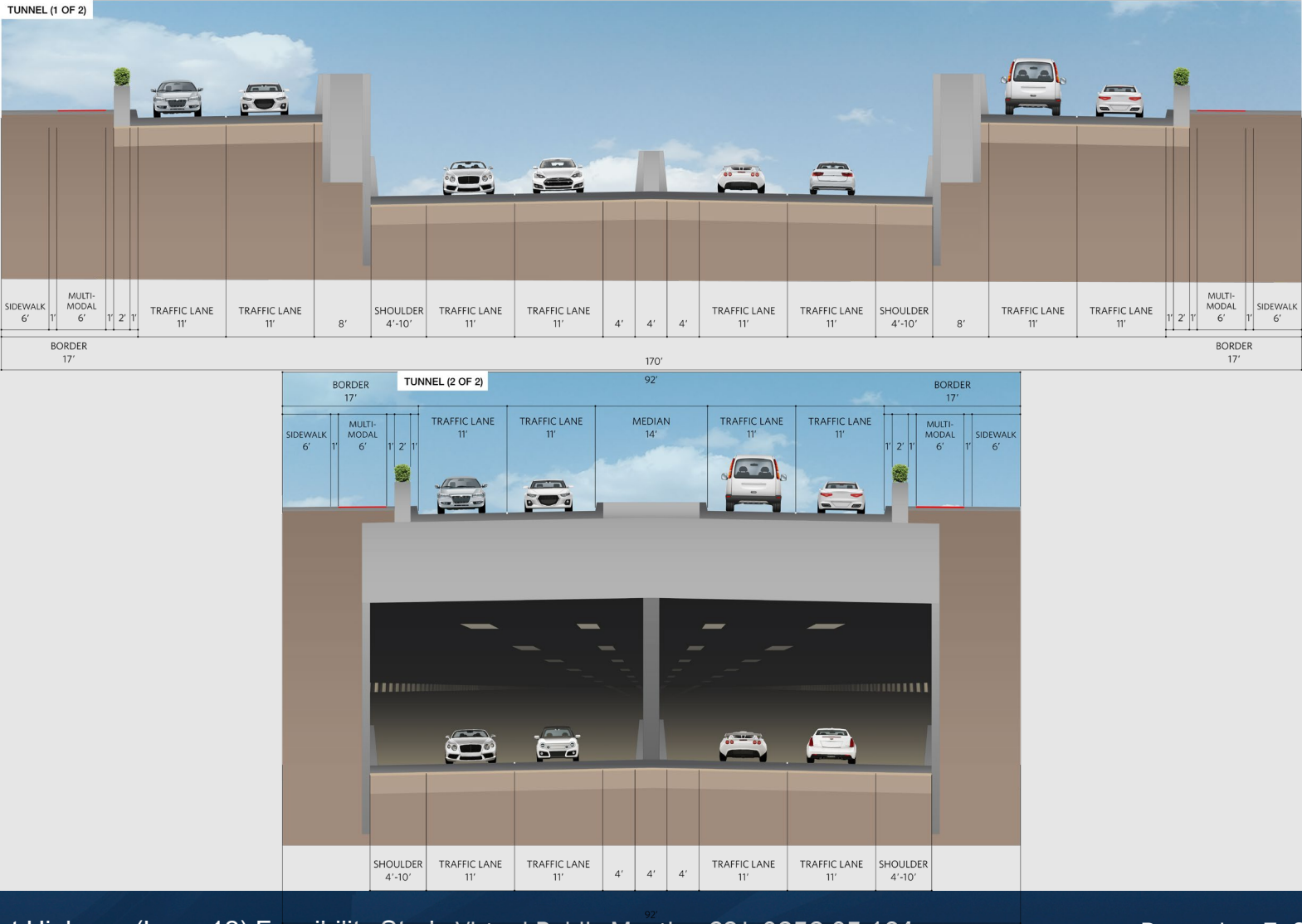


ELEVATED (2 OF 2)





- Tradeoffs
 - Significant additional right-of-way would be needed at both ends where bypass lanes are separating and raising above ground level
 - Better accommodations for traffic traveling through the corridor
 - Removes through traffic from surface street
 - Aesthetics and noise impacts may prevent multimodal benefits
 - Second most expensive concept





- Tradeoffs
 - Significant additional right-of-way would be needed at both ends where bypass lanes are separating and lowering beneath ground level
 - Better accommodations for traffic traveling through the corridor
 - Removes through traffic from surface street
 - Could offer similar benefits to the Road Diet concept in the stacked section
 - Most expensive concept

West Portal near Devonshire Drive

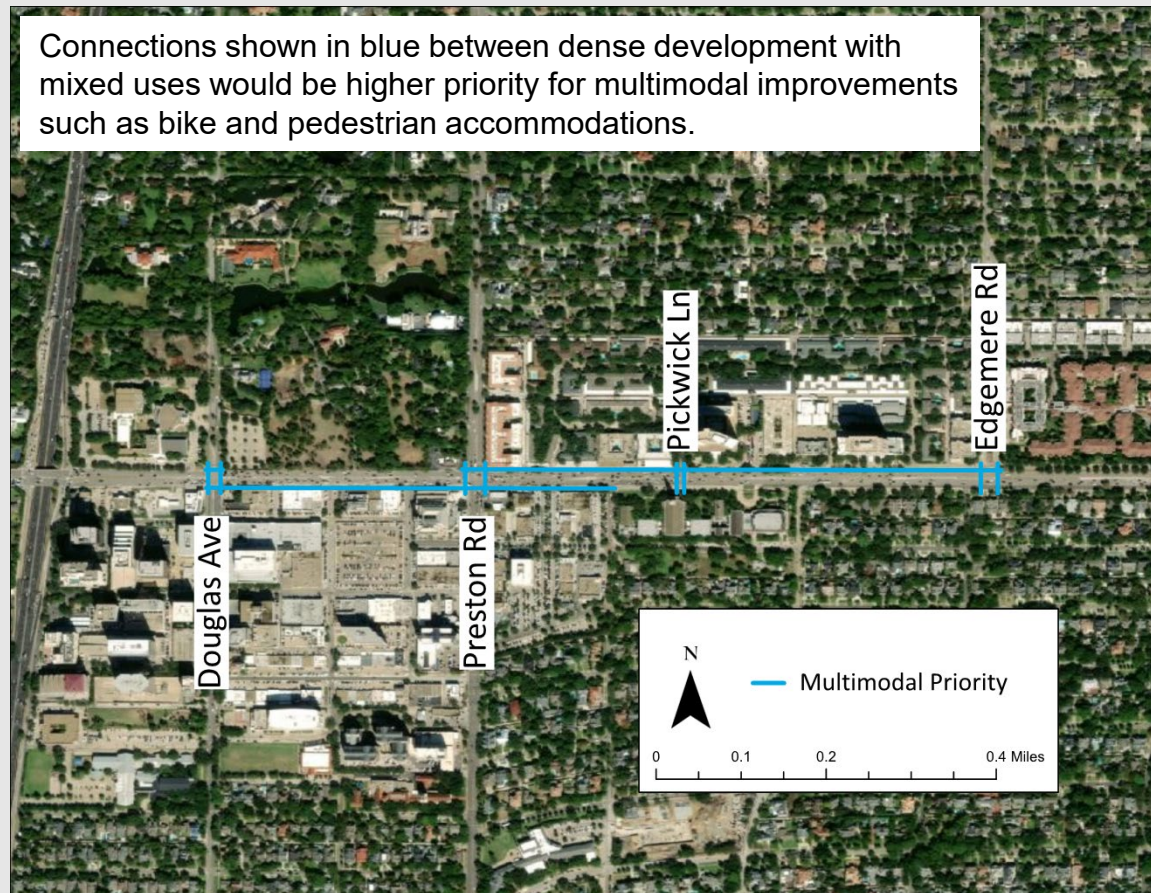
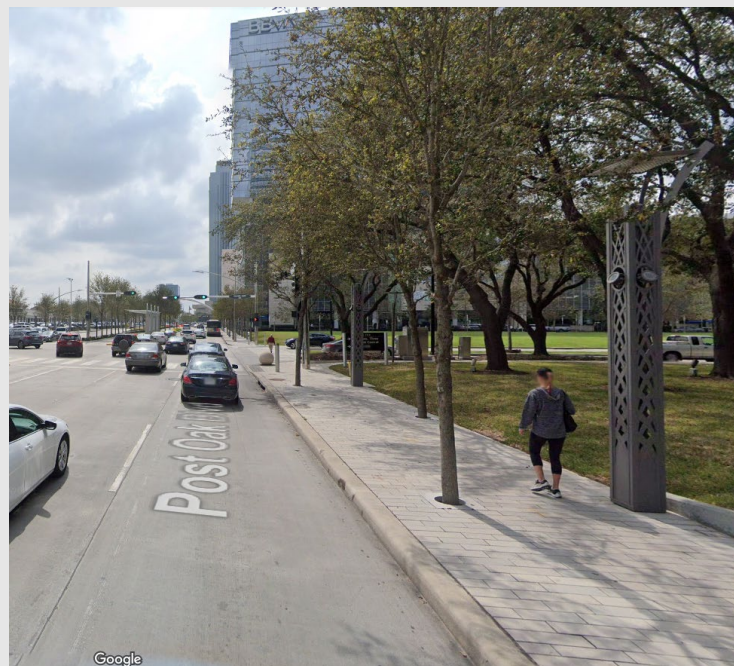


This image shows potential right-of-way requirements for the entrance/exit to a potential tunnel concept.

East Portal near Thackery Street



- May require right-of-way or impacts in some locations
- Changes to the existing configuration may be needed to provide multimodal facilities that are comfortable to use due to potential operational issues:
 - Speed
 - Driveways
 - Crossing lengths



Operational Improvements – Hooded Left-Turns



Benefits:

- Improves safety by reducing conflicts
- Reduces delay on cross-streets by preventing left-turns



Before

After



Operational Improvements – Driveway Consolidation



Benefits:

- Reduces conflict points and improves traffic flow
- Increases level of comfort for pedestrians and cyclists

Existing



Option 1

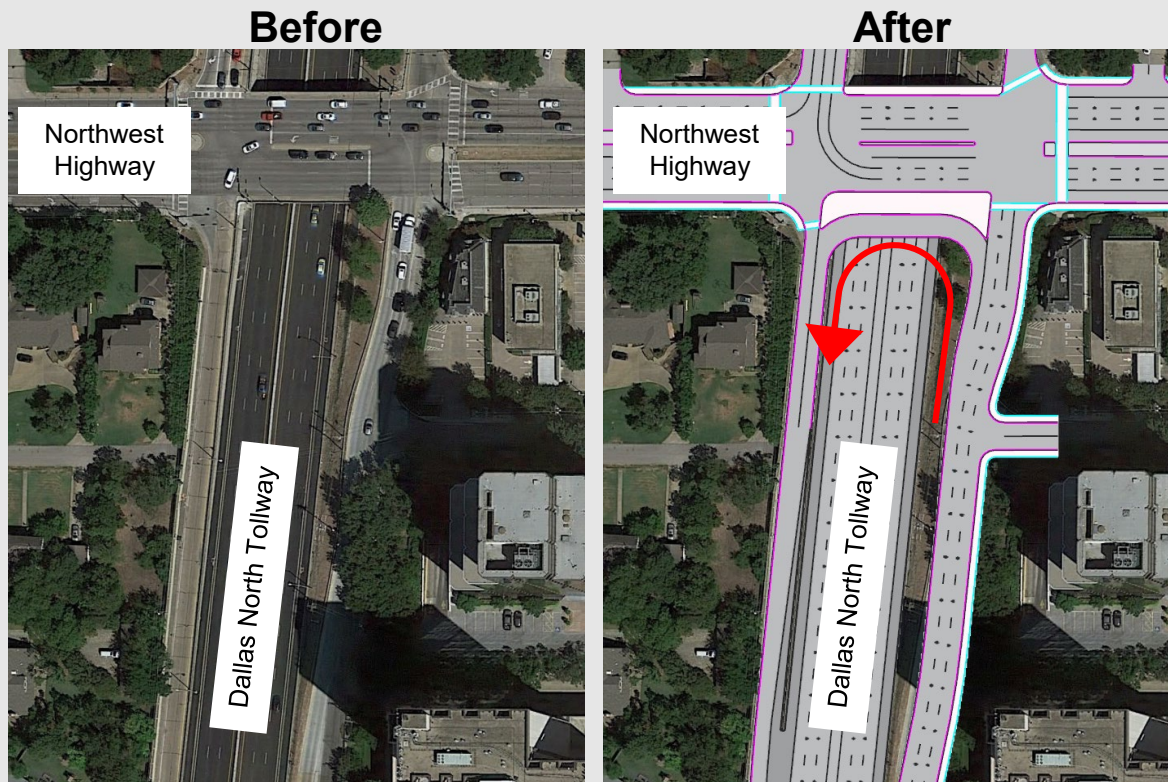


Option 2



Benefits:

- Provides more direct access between Preston Center West and Dallas North Tollway
- Reduces delay by removing traffic volume from Dallas North Tollway and Douglas Avenue intersections



Benefits:

- Provides additional intersection capacity
- Makes intersections more adaptable to changes in demand

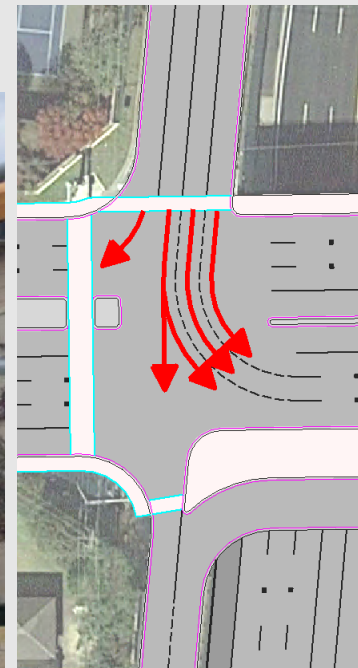
Dynamic Lane Assignment – Left-Turn Only



Dynamic Lane Assignment – Optional Left-Turn



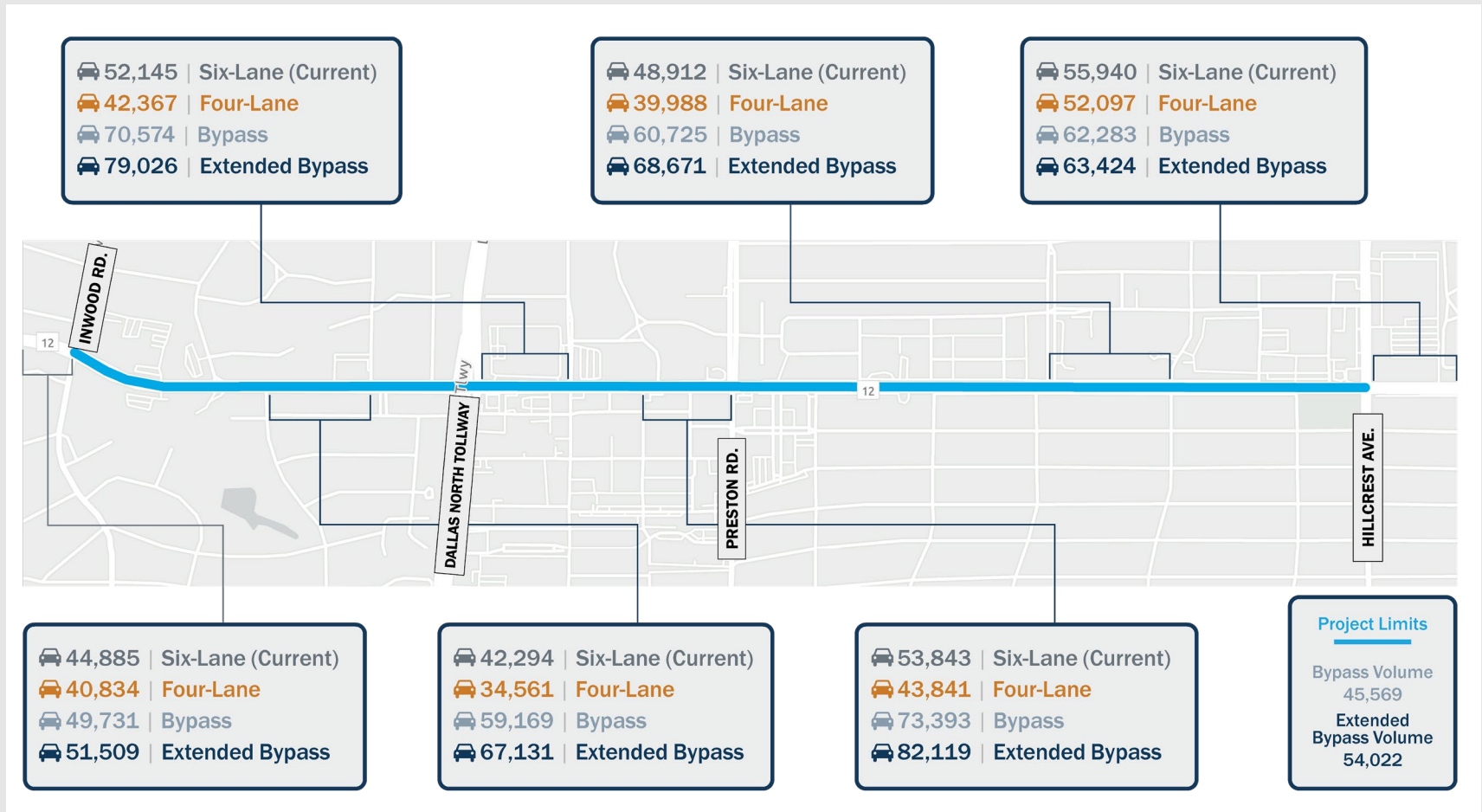
Optional Triple Left-Turn



Traffic Projection



Diagram shows the amount of anticipated traffic along Northwest Highway based on each alternative analyzed.

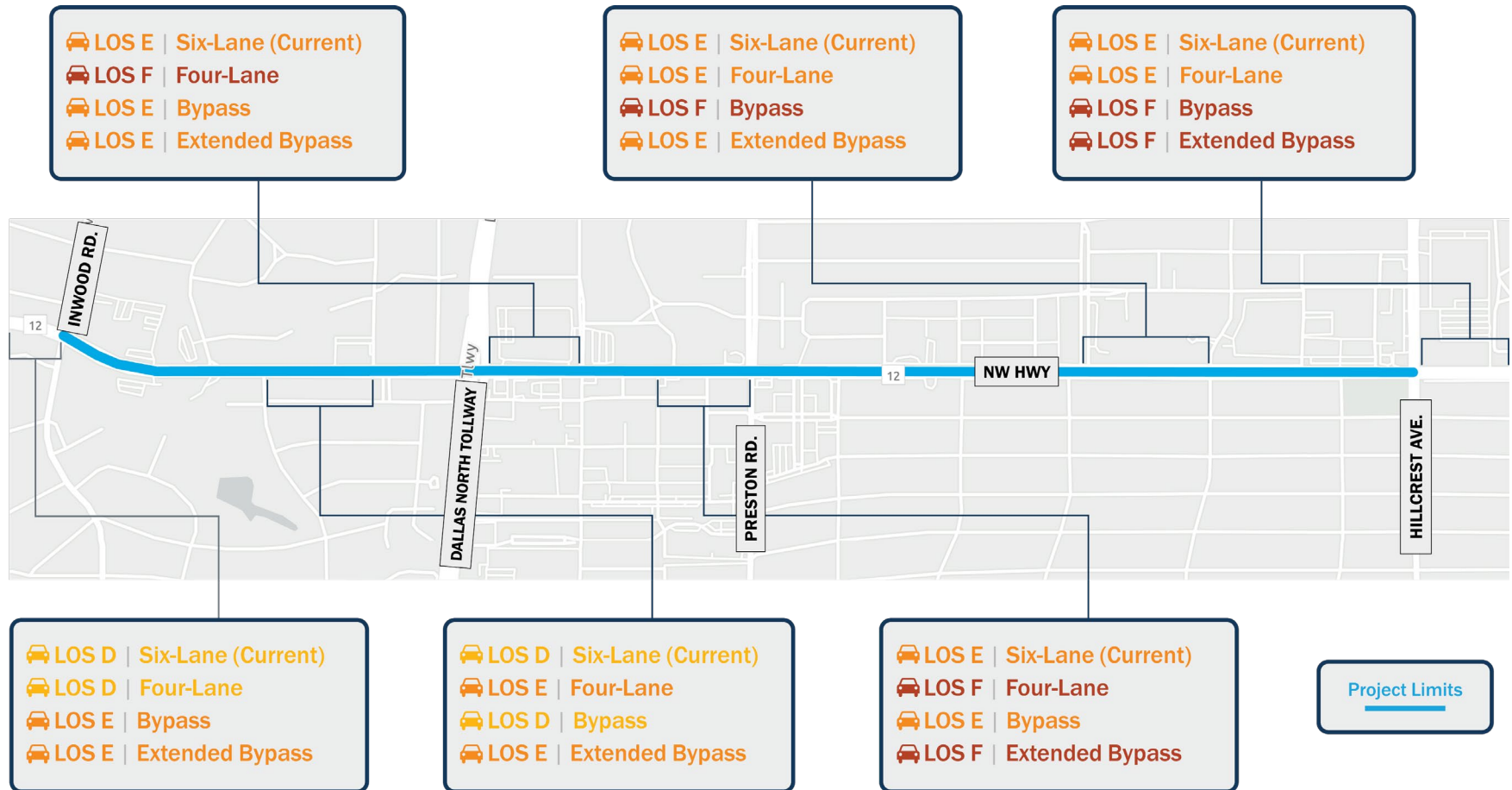


North Central Texas Council Of Government's (NCTCOG) Travel Demand Model (TDM) was used to estimate the effects of changes in roadway capacity on traffic volumes.

Traffic Level of Service

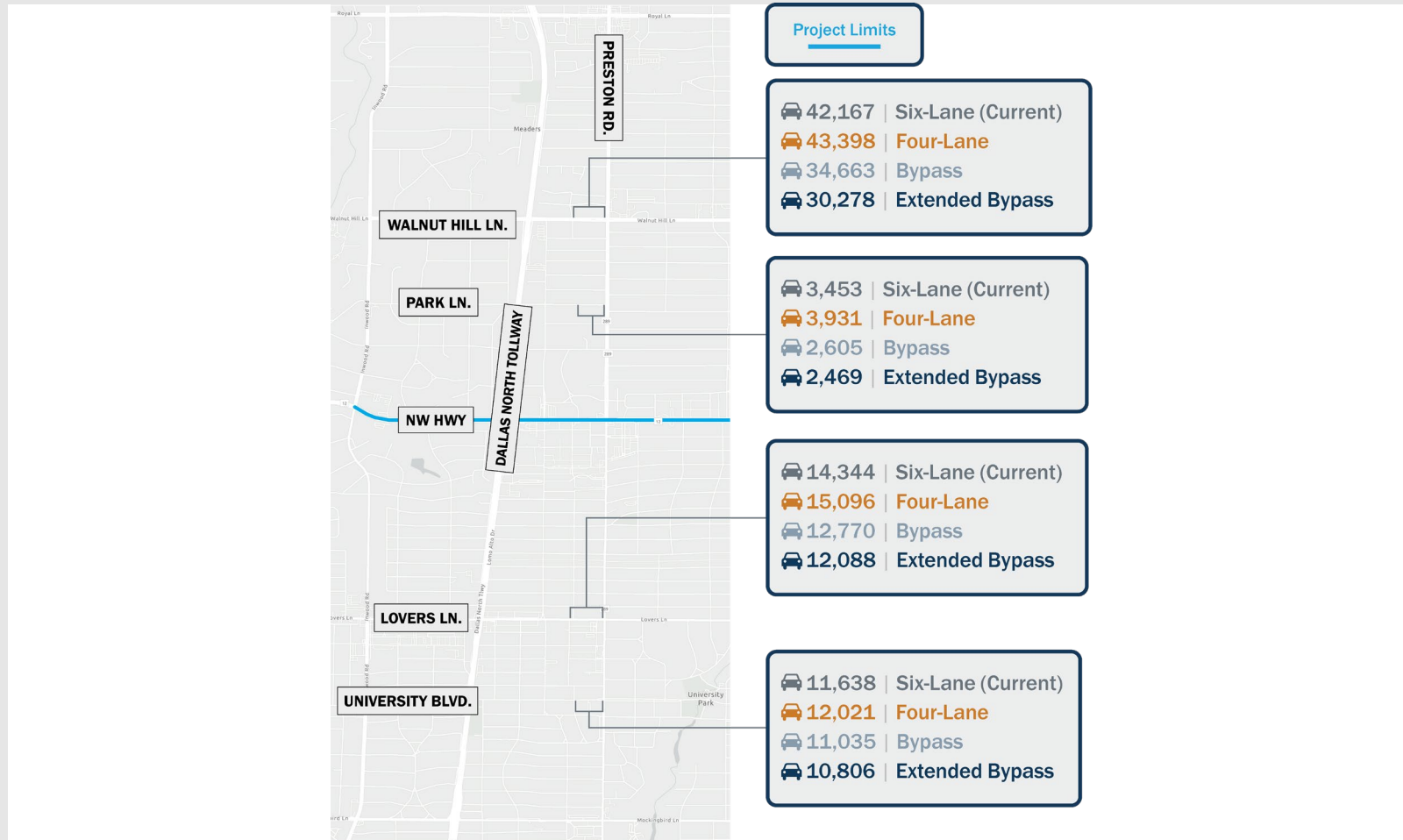


Diagram shows the level of service for each roadway configuration based on anticipated traffic in 2045. Level of service is designated by A (best) to F (worst) ratings.



North Central Texas Council Of Government's (NCTCOG) Travel Demand Model (TDM) was used to estimate the effects of changes in roadway capacity on traffic volumes.

Diagram shows the amount of traffic that would use adjacent parallel roadways rather than Northwest Highway for each alternative analyzed.



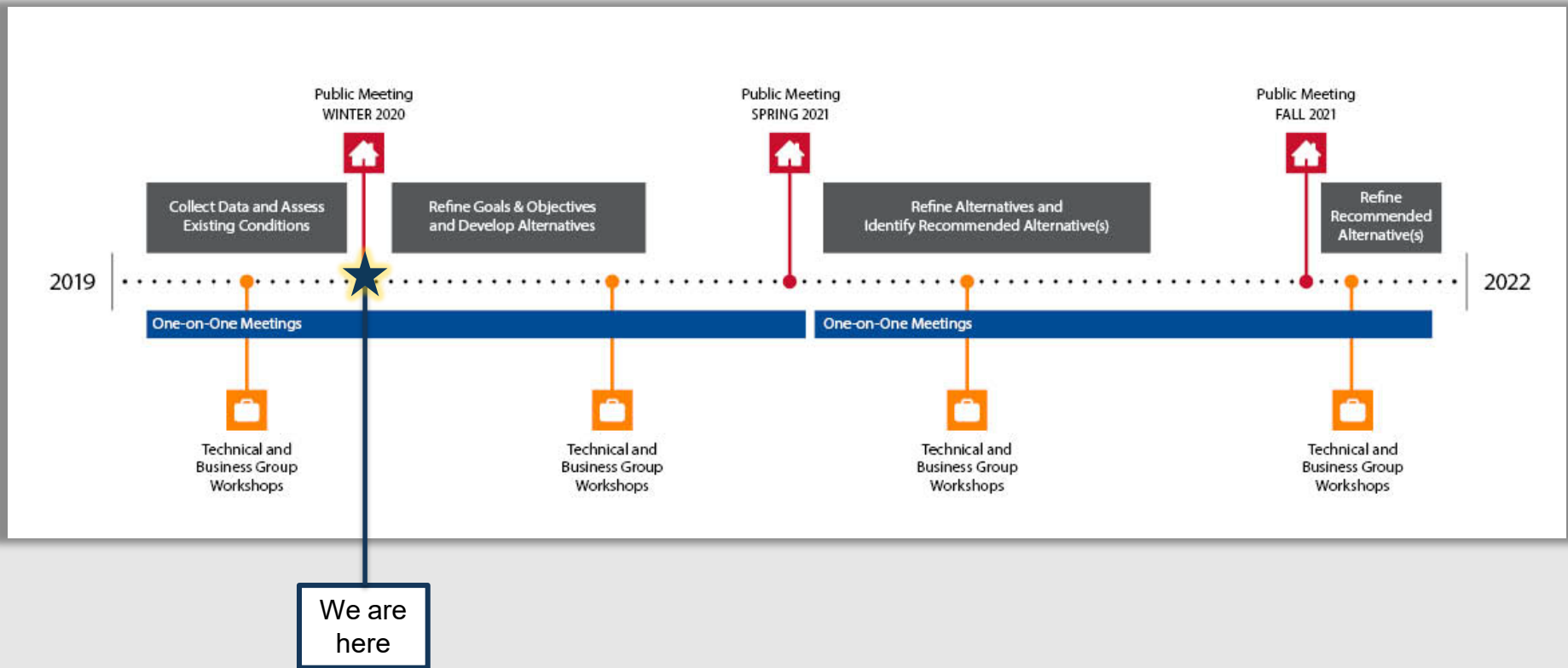
North Central Texas Council Of Government's (NCTCOG) Travel Demand Model (TDM) was used to estimate the effects of changes in roadway capacity on traffic volumes.

Diagram shows the amount of traffic on cross streets based on each alternative analyzed.



North Central Texas Council Of Government's (NCTCOG) Travel Demand Model (TDM) was used to estimate the effects of changes in roadway capacity on traffic volumes.

Project Timeline



Subject to Change

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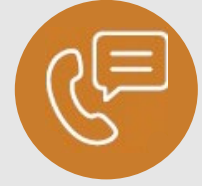
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Thank you!

NORTHWEST HIGHWAY FEASIBILITY STUDY