
Blue Zones Workshop

Our Vision

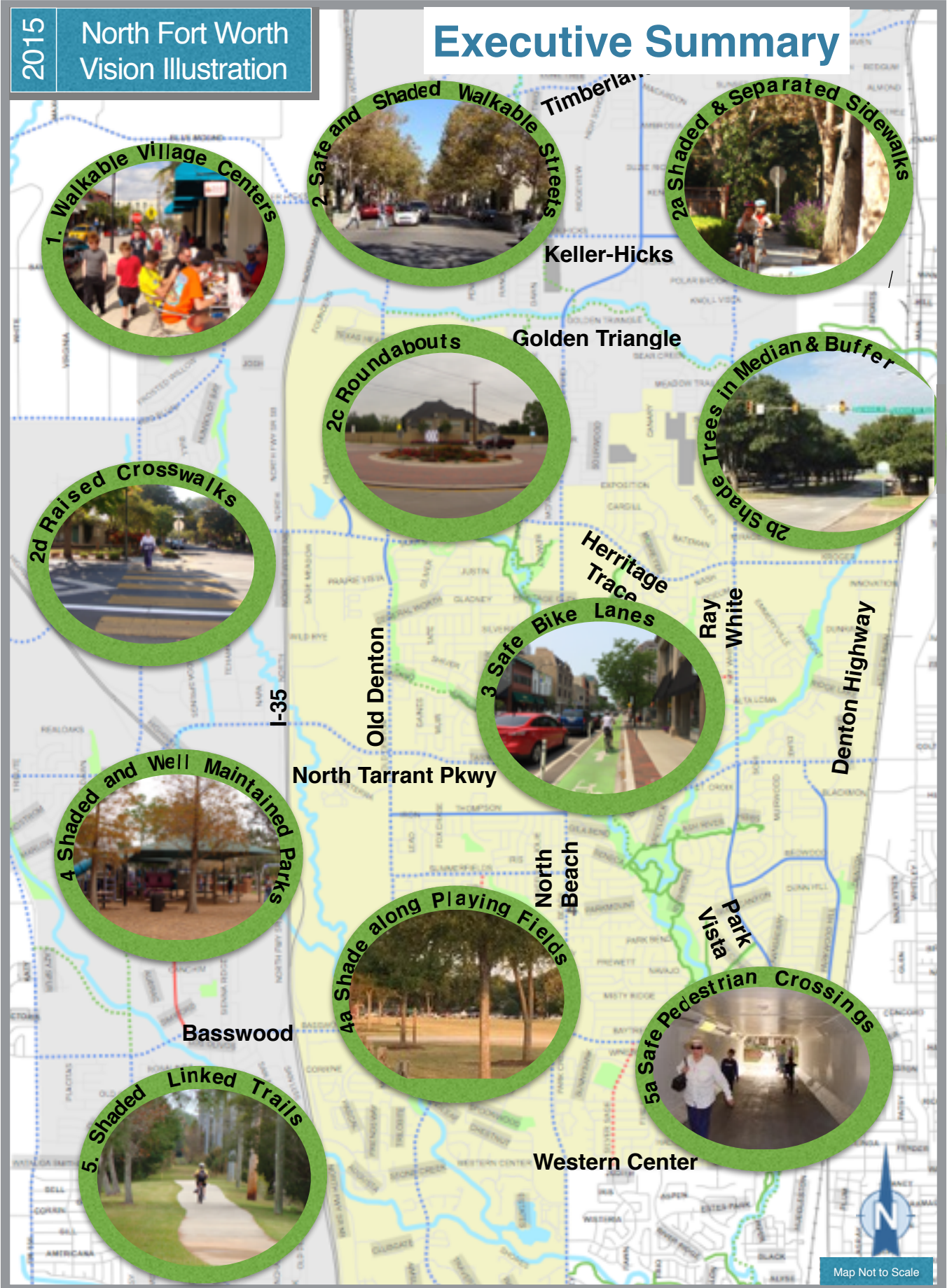
Sunday - May 3, 2015, 2-6 pm

Prepared by North Fort Worth
Community Vision Design Team



Image from The Walkable and Livable Cities Institute

Executive Summary



Executive Summary

2015

North Fort Worth

Vision Concepts

Concept #1: Walkable Village centers at main intersections and along neighborhood and commercial corridors

Some main intersections and properties along neighborhood and commercial corridors could be designed to create a desirable village center where residents can walk or bike to. The village center could include shops, restaurants, outdoor cafes, and miscellaneous services. The idea is to make it appealing and comfortable. A typical example is Southlake Town Square where the street parking and sidewalks are in front of the buildings. The village center could be a destination for the community to gather and mingle. The benefits are mutual for businesses and citizens. It promotes local business and draws local neighbors together.

Concept #2. Safe and shaded walkable streets

Design safe streets where cars drive at slower safe speeds. Sidewalks and bike facilities should be separated from the street using a landscape buffer and shade trees. Shade trees in medians and in landscape buffers create an enclosure to slow cars, cut glare, shield pedestrian from the sun, improve neighborhood aesthetics, and reduce air pollution. Properly designed roundabouts could be used to make intersections safer. Create safe pedestrian crossings such as raised crosswalks. The existing pedestrian refuge areas with bulky curbs and concrete slabs at intersections should be changed to

provide wider ramps and paths for cyclists and pedestrians to maneuver through. Link sidewalks to schools, shopping areas, offices, parks, and adjacent neighborhoods.

Concept #3. Safe bike lanes

Bike lanes should be separated with a buffer from the car travel lanes when car speeds are at 35mph or higher.

Concept #4. Shaded and well maintained parks

Trees should be placed strategically to provide shade to parks, playgrounds, trails, and adjacent to play fields. Parks should be improved by adding a sustainable landscape design. Existing parks and playgrounds should be improved and maintained. Parks should be linked to other green areas and local and regional parks by bike and pedestrian trails. Safety in the parks and along trails can be enhanced with emergency buttons and other future envisioned features.

Concept #5 . Linked Trails

Trails should be linked between parks, green areas, neighborhoods, schools, offices, and shopping areas. Trees should be added along the paths to provide shade to pedestrians. Safe pedestrian crossings such as raised crosswalks, tunnels, and bridges should be provided for trails and sidewalks.

Introduction

A Blue Zones Project is currently being implemented in the City of Fort Worth to make it a healthier place to live. Follow the link below to find out more about it.

LEARN ABOUT BLUE ZONES PROJECT

Blue Zones Project is a community-wide well-being improvement initiative to help make healthy choices easier for everyone in Fort Worth.

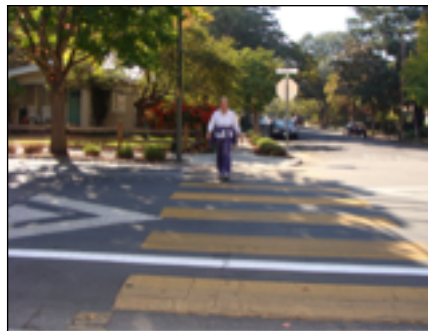
Excerpt from www.fortworth.bluezonesproject.com

As part of this initiative, a public workshop was held for the North Fort Worth area on May 3, 2015, to gather input from residents on how they would like their community to look in the future. The public input from this meeting is summarized in the following paragraphs.

Participants were divided into specific zip code areas for round table discussions and to compile ideas. While each group addressed their specific neighborhood, there were many common suggestions and ideas among all the groups. This report will explain both the prevalent themes and each group's specific suggestions. Common themes include walkable village shopping centers; safe and beautiful streets; well landscaped, shaded and maintained parks and playgrounds; and functional linked sidewalks and trails.



Walkable Village Shopping Center
nearby at main intersection



Safe and Shaded Walkable
Streets



Linked Trails and Parks
shaded and well maintained

Vision Concepts

Walkable Village Shopping Center

The participants said they would like to walk or bike to a nearby desirable village shopping center. Some main intersections and properties along neighborhood and commercial corridors could be converted into walkable village centers. The village center



Photo from Sprawl Repair Manual

Intersection Example



Photo from Sprawl Repair Manual

Intersection designed to create village center

could include shops, restaurants, outdoor cafes, and miscellaneous services. The idea is to make it appealing and comfortable. A typical example is Southlake Town Square where the street parking and sidewalks are in front of the buildings.

The village center could be a destination for the community to gather and mingle. The benefits are mutual for businesses and citizens. It promotes local business and draws local neighbors together. The following photographs are examples of village centers with shops, restaurants, crosswalks, interior streets, sidewalks, and on-street parking.

Examples of Walkable Village Centers



Stores and Restaurants next to sidewalk and on street parking



Shopping Center Crosswalk



Shopping Center Interior Street



Village Center buildings next to sidewalks and on street parking

Safe and Shaded Walkable Streets

The participants expressed their concern about roads being dangerous to pedestrians. They want safe streets with cars driving at slower safe speeds. Some ways to make streets safer for drivers, pedestrians, and bicyclists is to implement traffic calming features. These could include roundabouts, traffic circles, raised crosswalks, raised intersections, treelined streets, etc. Properly designed roundabouts make intersections safer, because they slow cars going through an intersection and reduce serious/fatal crashes. Traffic circles are designed as roundabouts for residential streets. Raised crosswalks and raised intersections slow cars making it safer for pedestrians. In addition, raised intersections protect drivers by reducing high speed impacts.

Residents want sidewalks and bike facilities separated from the streets using a landscape buffer and shade trees. Shade trees in medians and in landscape buffers create an enclosure to slow cars, cut glare, shield pedestrians from the sun, improve neighborhood aesthetics, and reduce air pollution. Pedestrian refuge areas as shown in the picture below provide protection for pedestrians when crossing. The bulky curbs and concrete slabs at intersections should be changed to provide wider ramps and paths for cyclists and pedestrians to maneuver through.



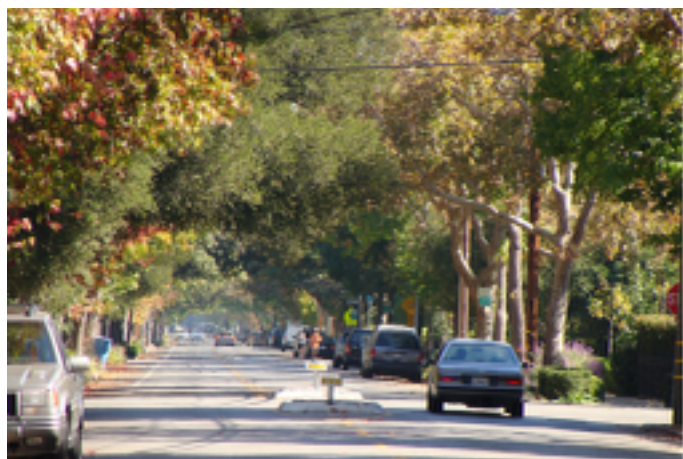
Raised Intersection example



Simple pedestrian refuge example

They would like to see the sidewalks linked to schools, shopping areas, offices, parks, and adjacent neighborhoods. The following photographs are examples of roundabouts and traffic circles, landscaped streets and sidewalks, and separated bike lanes.

Examples of Safe and Shaded Walkable Streets



Landscaped streets calm traffic. Roundabouts and Traffic Circles slow cars at intersections.



Sidewalks separated from street with shade trees in landscaped areas



Bicycle tracks and sidewalks separated from streets with shade trees in landscaped areas



Bike Lanes separated from travel lanes



Linked Trails and Parks that are Shaded and Well Maintained

The participants said they would like to see shade trees at the playgrounds and along trails. Parks could be improved by adding a sustainable landscape design. Landscaping in parks increases comfort and quality of life. They also would like to see existing playgrounds improved and maintained. Parks could be linked to other green areas and local and regional parks by bike and pedestrian trails. Safety in the parks and along trails can be enhanced with emergency buttons and other future envisioned features.



Parks and playgrounds should be landscaped to provide shade. Parks and equipment should be maintained regularly. Beautiful parks increase the neighborhood property values



Shaded linked trails and parks welcome pedestrians and bicyclists and promote outdoor activities

Summary of Vision Concepts

The common themes discussed at the North Fort Worth Blue Zones Meeting could be summarized as follows. See also the executive summary at the beginning of this report for an illustration and description of the vision concepts.

1. Walkable village centers at main intersections and along neighborhood and commercial corridors
2. Safe and shaded walkable streets where cars move at slower safe speeds
 - a) Shaded sidewalks separated from car travel lanes with landscape buffer and shade trees
 - b) Shade trees in medians and in landscape buffer between curb and sidewalk
 - c) Roundabouts and traffic circles
 - d) Raised crosswalks and raised intersections
 - e) Pedestrian refuge areas and wider pedestrian ramps at intersections
3. Bike lanes separated from car travel lanes with buffer when car speeds are at 35mph or higher
4. Shaded and well maintained parks and playgrounds
 - a) Shade along open playing fields
5. Shaded linked trails between parks, green areas, and neighborhoods
 - a) Safe pedestrian crossings for trails and sidewalks



Specific Proposed Improvements

The improvements proposed at the public workshop are listed below in Table 1 by groups. Participants were divided into specific zip code areas for round table discussions and to compile ideas. Suggested improvements are numbered and illustrated in the attached Maps 1, 2, and 3.

Specific comments from the Blue Zones Workshop were divided into 3 categories: village centers, right of way improvements, and linked trails and park improvements. Map 1 is an overall map of all three categories. Map 2 illustrates proposed locations of village centers and road right of way improvements. Likewise, Map 3 shows the locations of proposed improvements to parks and link trails.

Table 1-Summary of proposed improvements discussed at Blue Zone meeting

#	Description
GROUP 1 Zip Code 76137 Park Glen/Fossil Creek	
1	#1 North Tarrant Parkway & Park Vista Blvd Intersection – create village center / urban feel that is walkable
2	#2 Ray White connection – green area from Shiver Road, north to Heritage Trace / Kroger Dr - connect to south of North Tarrant Pkwy. Slow down traffic on Ray White. Roundabout for Central High School parking lot exit.
3	#3 Desire for City of Ft Worth to budget more \$\$ to Arcadia Park / Trail – better playground maintenance
4	#4 Roundabouts on Park Vista at Redwood Trail and Ash River and possible other locations, and Redwood Trail at Grand Teton,
5	#5 Park Vista - have traffic move at safer speeds, cars are going too fast. Also want shade trees in median to beautify and also slow traffic
6	#6 Local roads in Park Glen should be 25 mph
7	#7 City should landscape all new and existing parks and include shade trees to shade playgrounds, park areas, and trails
8	#8 Basswood & Park Vista Blvd. intersection could also possibly be village center
9	#9 Make area walkable to 50+ restaurants and grocery stores on Western Center Blvd. between I-35 and Beach St. (Fossil Creek area)
GROUP 2 Zip Code 76244 Heritage / Bluffs / CHS	
10	#10 Bluffs / Trace Ridge – extend green space from Camp Worth and Heritage Trace Blvd to the east of Super Wal-Mart at NTP

11	#11 Green space good to just South of YMCA on N. Beach - extend trail south to Super Wal-Mart in green space
12	#12 Need trails with trees – from YMCA, South, to NTP and Wal-Mart Super-center
13	#13 Heritage Trace is a speedway – the turn onto Exposition Way is a high speed turn into subdivision. This poses a danger to pedestrians and cars alike.
14	#14 The new development, in the Bluffs (at the top of the ridge), has a 4 lane entrance at Exposition Way (2 lane roadway each way) There is a major trail that crosses the 4 lane portion of the road. It's dangerous.
GROUP 3 Zip Code 76244 Sunset Hills/Crawford Farms	
	SUNSET HILL (Sunset Hill contains 253 homes)
15	#15 There is a retention pond / spillway with trail at Sunset Hills North City Park– open area could be used for a community garden
16	#16 Need connection loop to Heritage Trails from trails on both sides of retention pond at Sunset Hills North City Park, this includes connecting the trail to the dead end loop in Heritage (north of Bamberg Lane)
17	#17 Barksdale Park – would like swings, possible dog park – this park has bad drainage and is very wet
18	#18 Put better trail markers along trails for way finding
19	#19 Heritage Trace / Old Denton Rd needs to be safer for pedestrians and bikes
20	#20 N Beach and Shiver Road has narrow sidewalks and uneven/ strange curbs
	CRAWFORD FARMS
21	#21 Would like a trail at Golden Triangle to connect Crawford Farms
22	#22 Would like trail connection in existing green space from Wexford Drive to trails in Heritage's Sinclair Park
23	#23 Would like bike patrols for the trails (Community Watch Group)
GROUP 4 Zip Code 76244 Villages of Woodland Springs (East of VOWS)	
24	#24 Would like connectivity to other trails/neighborhoods
25	#25 Need road and trail connection on Timberland to Hwy 377 and make pedestrian friendly
26	#26 Need road and trail connection on Park Vista (North / South connection) between Timberland and W. Caylor Rd.
27	#27 General comment – the roads are OVERLOADED, i.e. Keller/Hicks Rd at 377/Railroad crossing
28	#28 Can the walks be placed away from the streets? Can the 20' wide medians be narrower?
29	#29 Would like trail connections to Keller and Bear Creek Park/trails

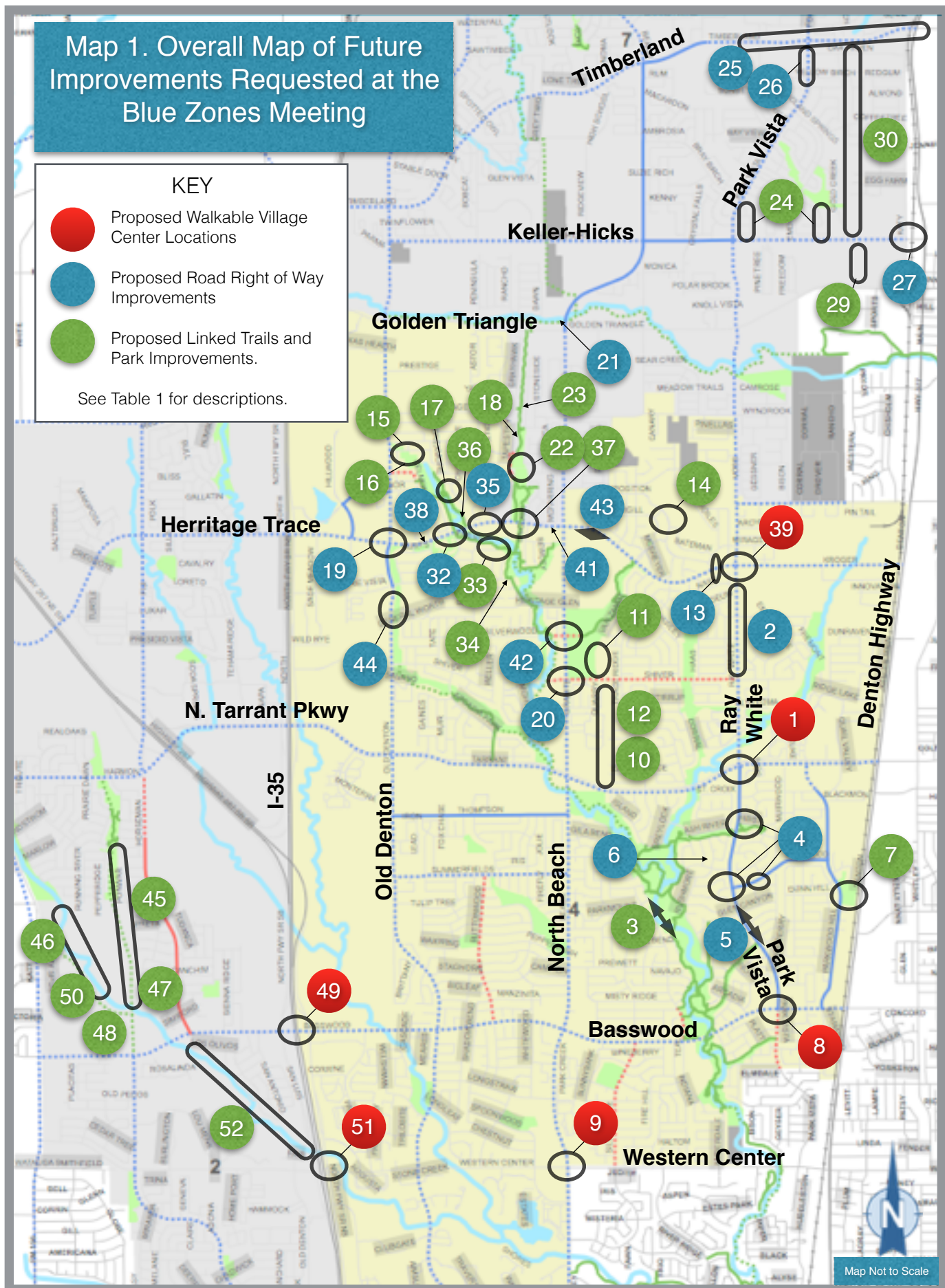
30	#30 Can the power easement for the overhead power lines, located between Park Vista Blvd. and Katy Rd, be used for a trail system? (i.e. like NRH – power line trail)
GROUP 5 Zip Code 76244 Heritage	
31	#31 Safer / accessible trails desired, and lights of paths
32	#32 Safer crosswalks – Heritage Trace Pkwy (east of Heritage Clubhouse, crosswalk has half signal). Would also like more crossings along Heritage Trace Pkwy
33	#33 Would like more trees along the trails
34	#34 Emergency / panic buttons along the trails
35	#35 Wider sidewalk buffer for separation from cars
36	#36 Correct bad drainage along the trails – Barksdale, Crawford Farms,
37	#37 Correct bad drainage under bridge at Heritage Trace Pkwy and Sinclair Park
38	#38 Safe Bike trails / routes to the local stores
39	#39 Intersection of Heritage Trace / Kroger and Ray White (at CHS) – create a village / urban experience
40	#40 Create a “gateway” into Heritage
41	#41 Need more street lights on Heritage Parkway
42	#42 Need pedestrian friendly crossing on Beach St. at YMCA (near Statesman Ln.)
43	#43 Slow traffic along Heritage Trace Pkwy
44	#44 Lower speed limit and cars on Old Denton Hwy
GROUP 6 Zip Code 76131 West of I-35W / N of Western Center	
45	#45 Connect Lancaster Park to Big Fossil Creek
46	#46 NW Community Park area / Chisholm Trail Park – trail connectivity
47	#47 Desire wider minimum 6’ wide walks (3.5+/- miles)
48	#48 Make a Regional Park where the 2 trails meet from Lancaster Park and NW Community Park & Chisholm Trail Park (west side of I-35W, near Basswood)
49	#49 Make Basswood and I-35W more walkable
50	#50 Add pocket parks along the creek for a destination, or a stop along the way, to a destination
51	#51 Western Center / I-35W area (all corners) - make more pedestrian friendly and walkable (village center)
52	#52 Make a trail connection between proposed Regional Park to east side of Western Center / I-35W area

Map 1. Overall Map of Future Improvements Requested at the Blue Zones Meeting

KEY

- Proposed Walkable Village Center Locations
- Proposed Road Right of Way Improvements
- Proposed Linked Trails and Park Improvements.

See Table 1 for descriptions.

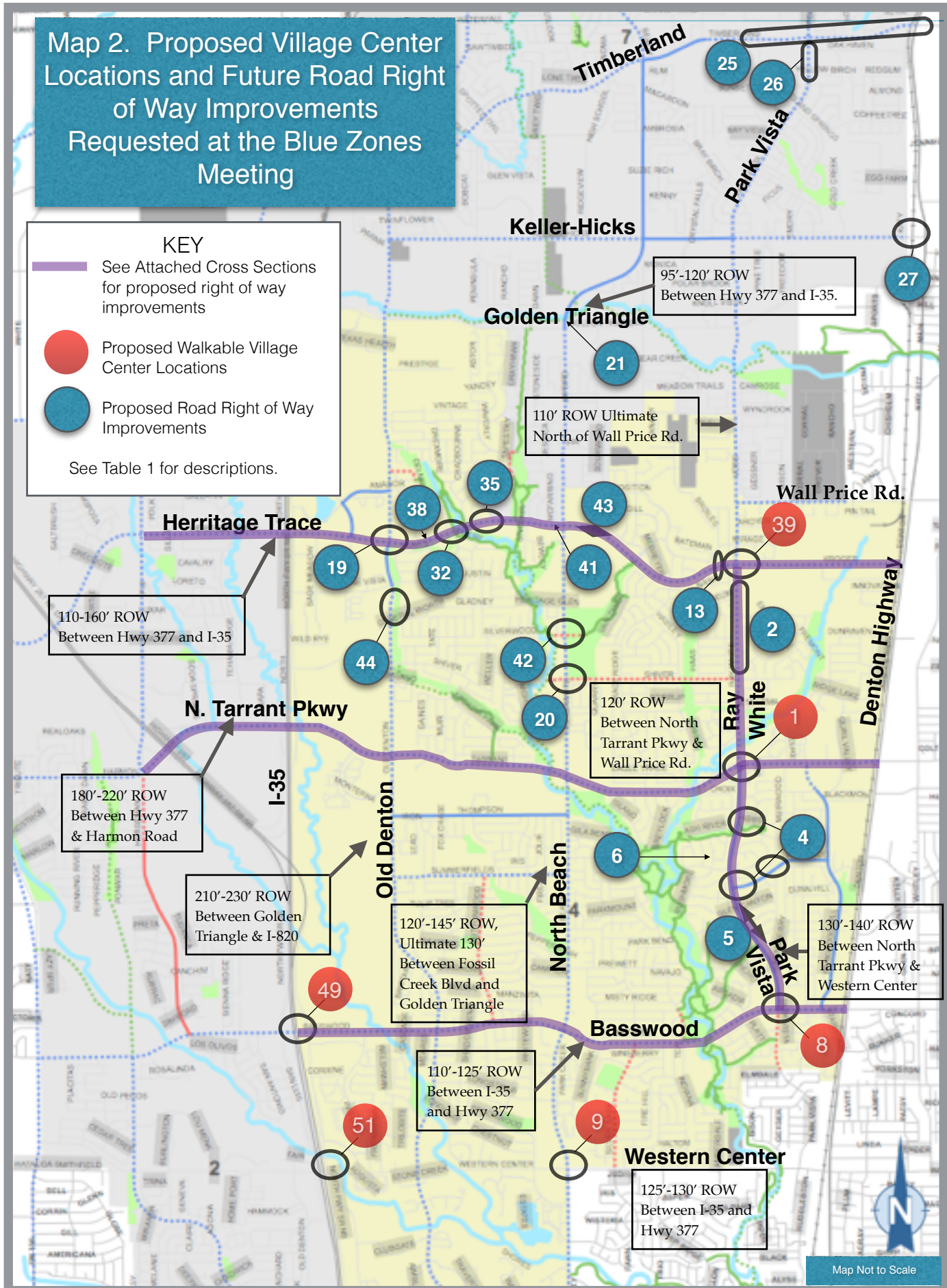


Map 2. Proposed Village Center Locations and Future Road Right of Way Improvements Requested at the Blue Zones Meeting

KEY

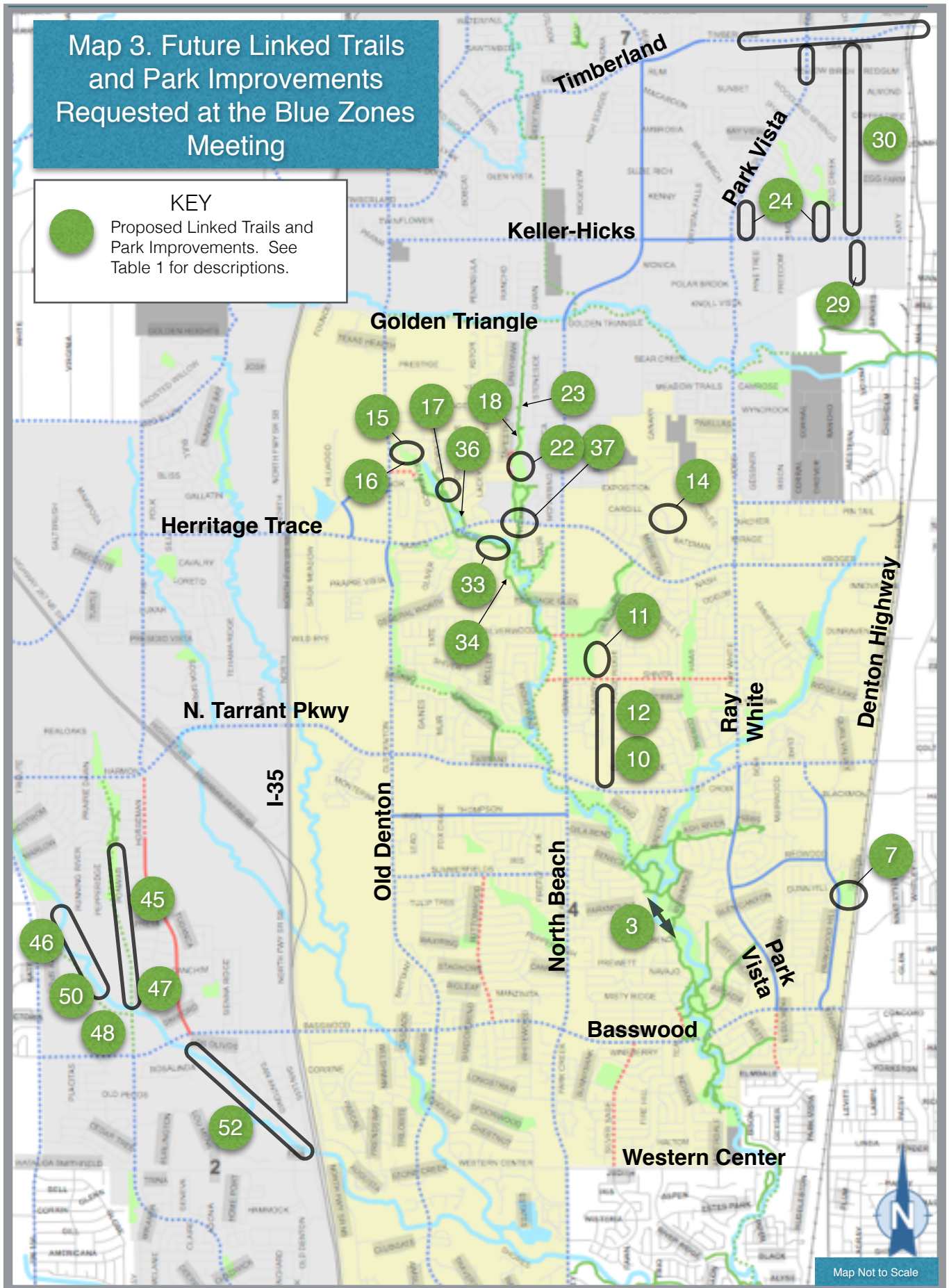
- See Attached Cross Sections for proposed right of way improvements
- Proposed Walkable Village Center Locations
- Proposed Road Right of Way Improvements

See Table 1 for descriptions.



Map 3. Future Linked Trails and Park Improvements Requested at the Blue Zones Meeting

KEY
 Proposed Linked Trails and Park Improvements. See Table 1 for descriptions.



Based upon input from the Blue Zones Workshop, new future right-of-way cross-section designs have been developed for the following right-of-way (R.O.W) widths: 110 feet ('), 120', 130', 160', and 180', see Figures 1-8. If a new road is built or an existing road is rebuilt¹, it is intended that the road design adhere to the proposed cross-sections. Specific R.O.W designs have been developed for North Tarrant Parkway. See Figures 9-12 for four conceptual design options. The conceptual design in Figure 9 is intended to make North Tarrant Parkway safer and bikable / walkable with current commercial and residential development. The three additional alternate designs illustrated in Figures 10 thru 12 are intended to create walkable village centers in the future.

Since it may be many years before many of our existing roads are rebuilt¹, specific R.O.W design improvements have been developed for Basswood Blvd., Park Vista Blvd., Ray White Rd., and Heritage Trace Pkwy in the interim, see Figures 13-16.

See Table 2 for Existing Road R.O.W widths. Please note these are average existing right-of-way widths across the corridor. There may be variations at intersections and other points throughout based on right-of-way dedicated by developer during their development or the right-of-way required at the time of development.

Table 2. Existing Road Right of Way Widths

Park Vista between Western Center Blvd. and North Tarrant Parkway	~130'-140'
Ray White between North Tarrant Pkwy and Wall Price Rd	~120'
Park Vista north of Wall Price Road (may still be called Ray White)	~50' current – ultimate as 110' row
Beach Street between Fossil Creek Blvd. and north to Golden Triangle	ultimate 130' currently between 120' and 145'
North Tarrant Parkway between Denton Hwy (also known as Hwy 377) and Harmon Road	180-220'
Heritage Trace Pkwy between Denton Hwy and I-35	between 110-160'
Golden Triangle between Denton Hwy and I-35	between 95-120'
Basswood between I-35 and Denton Hwy	110-125'
Western Center between I-35 and Denton Hwy	125-130'
Old Denton Highway between Golden Triangle and 820	210-230' (TxDOT controlled ROW)

¹ rebuilt: This does not include minor changes such as milling, resurfacing, maintenance, or installation or repair of utilities (unless this involves substantial reconstruction of curbing, pavement, etc.)

The following notes apply to all Figures 1-16 and all existing R-O-W's in the community.

- Any future reconstruction of sidewalk should include widening to a minimum of 6 feet where feasible, with increased separation from edge of car travel lane where needed.
- Provide attractive lighting where needed.
- Shade trees should be provided where shown and spaced approximately 30 feet on center.
- Ground cover should be low maintenance, low water usage, and attractive. Sod, ground cover, and /or decomposed granite are permitted. No grass seed will be permitted.
- Slow vehicular traffic.
- Provide safe pedestrian crossings.
- Medians should have ground grade built to lowest possible slope in order to not block driver's line of vision. Plants should not block visibility as well.

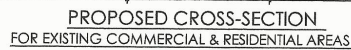
110' R.O.W.



110' R.O.W.



120' R.O.W.



120' R.O.W.



FIGURE 5

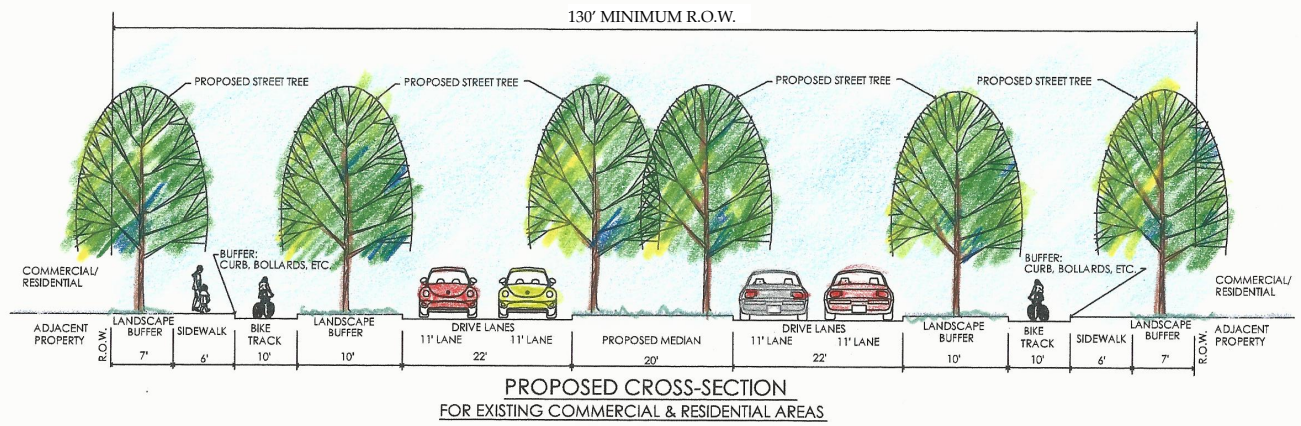


FIGURE 6

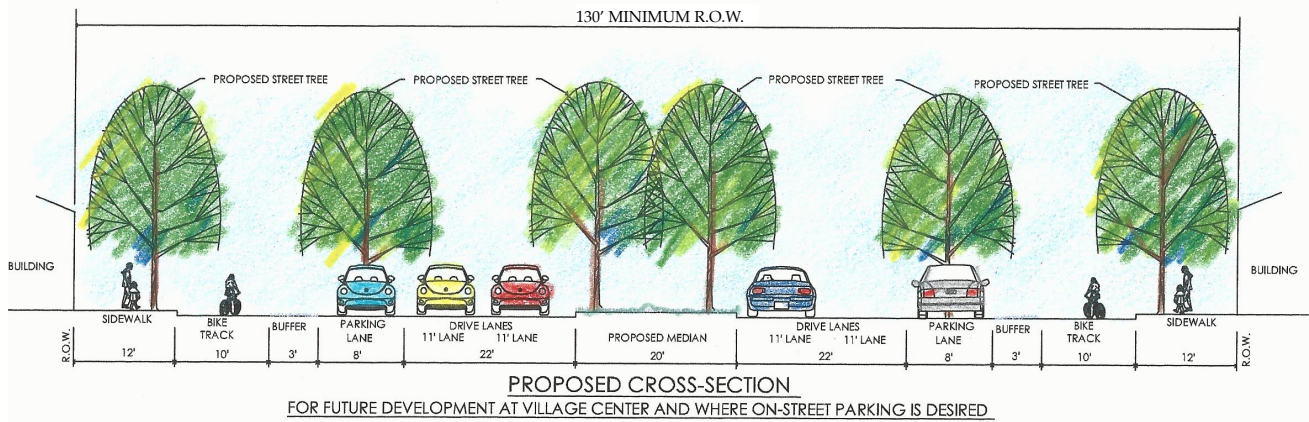


FIGURE 7

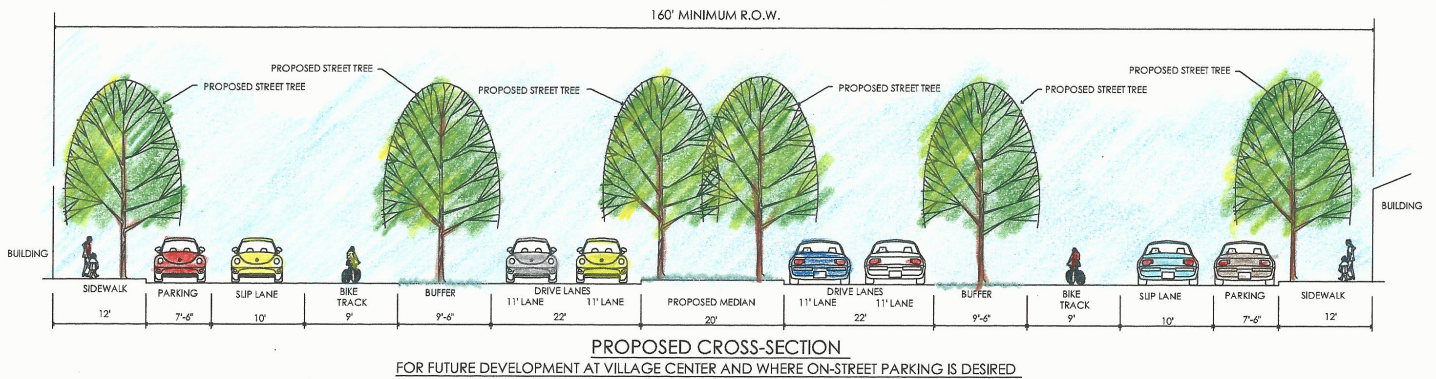
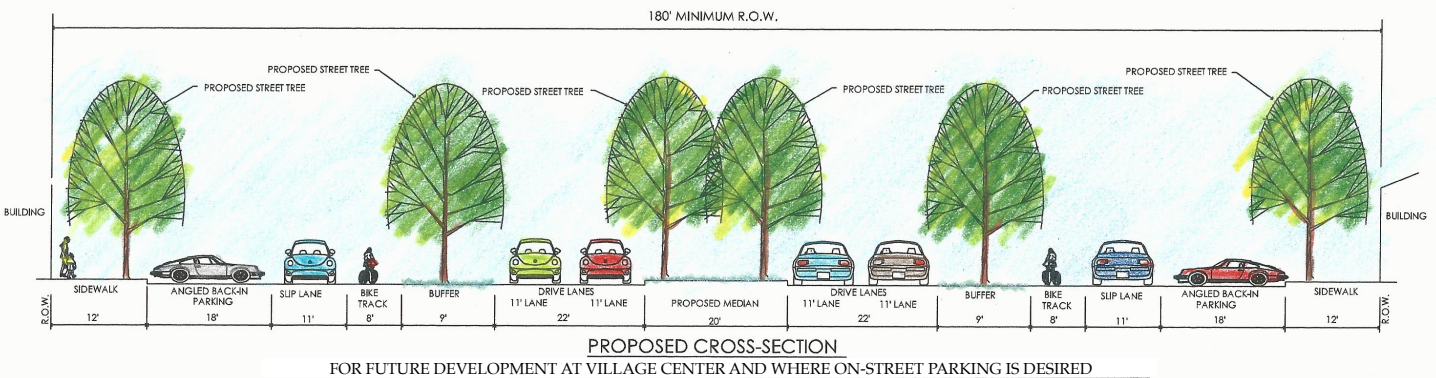


FIGURE 8



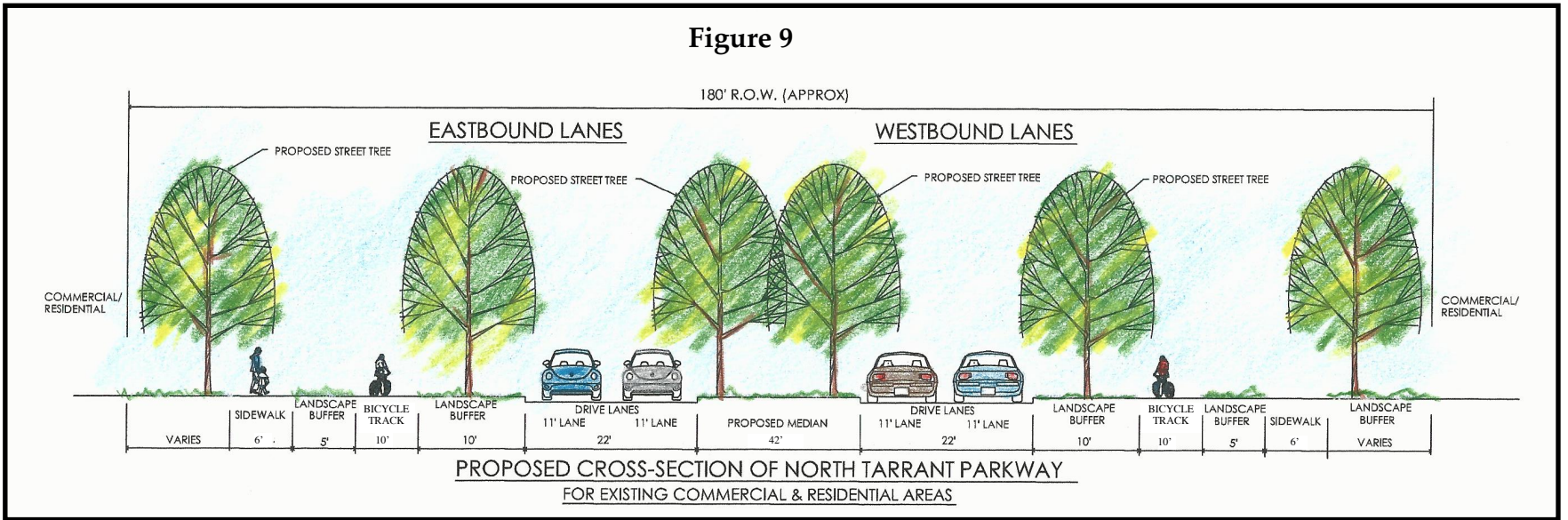
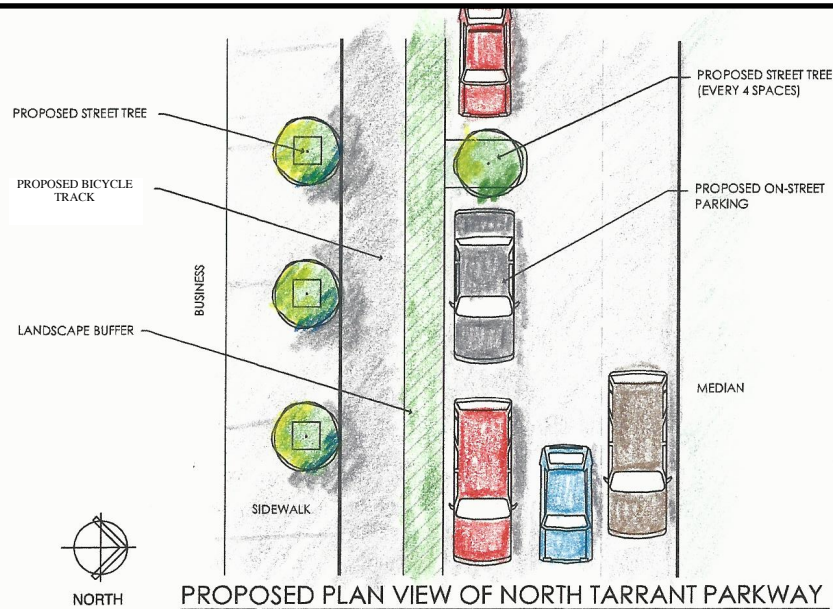


Figure 10

NOTES:

- ANY FUTURE RECONSTRUCTION OF SIDEWALK SHOULD INCLUDE WIDENING TO A MINIMUM OF 6' - 8' WHERE FEASIBLE, WITH INCREASED SEPARATION FROM BACK OF CURB WHERE NEEDED.
- PROVIDE ATTRACTIVE LIGHTING WHERE NEEDED.
- SHADE TREES SHOULD BE PROVIDED BETWEEN SIDEWALK AND CURB, AND IN MEDIAN. IRRIGATION SHOULD BE PROVIDED TO TREES AND GROUNDCOVER.
- GROUNDCOVER SHOULD BE LOW MAINTENANCE, LOW WATER USAGE AND ATTRACTIVE. SOD, GROUNDCOVER AND/OR DECOMPOSED GRANITE ARE PERMITTED. NO GRASS SEED WILL BE PERMITTED.
- SLOW VEHICULAR TRAFFIC
- PROVIDE SAFE PEDESTRIAN CROSSING

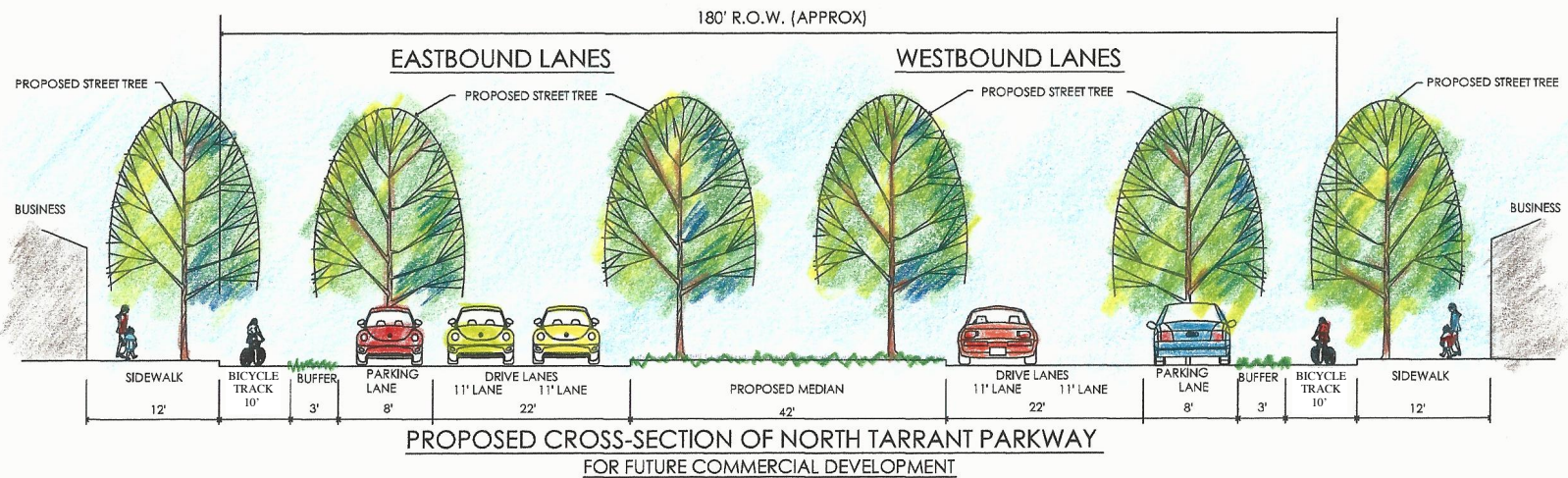


Figure 11

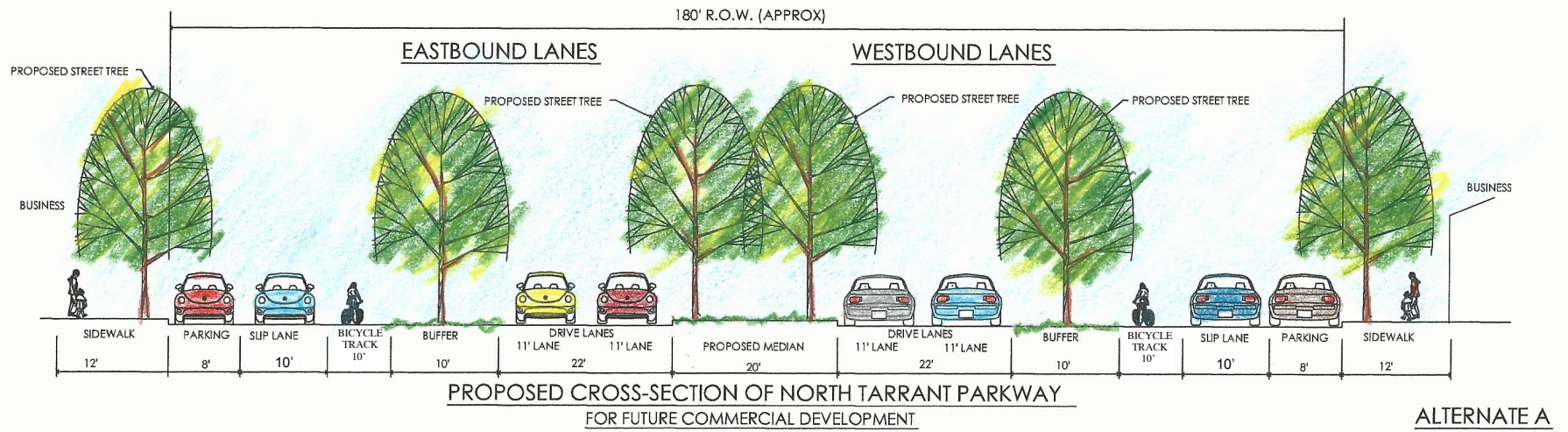
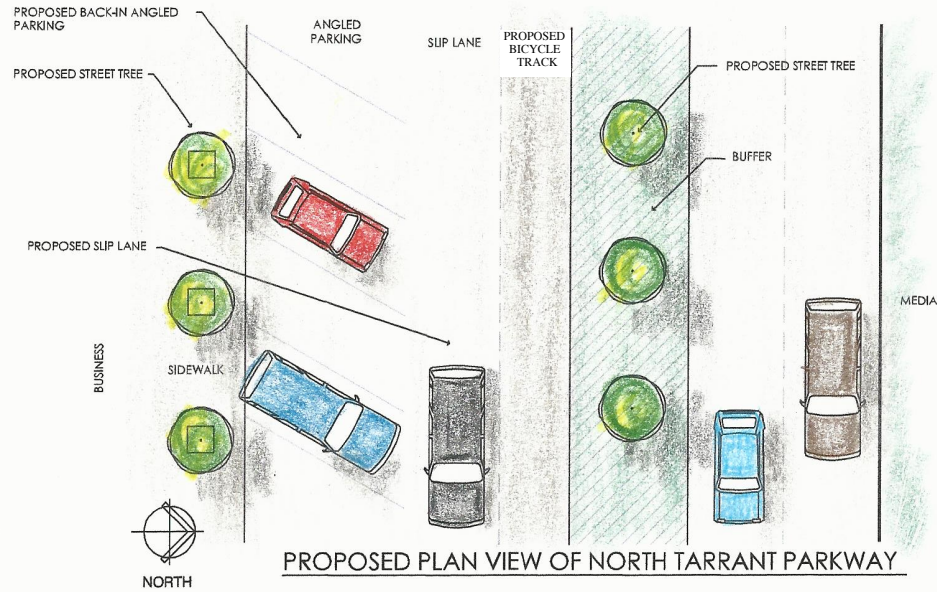
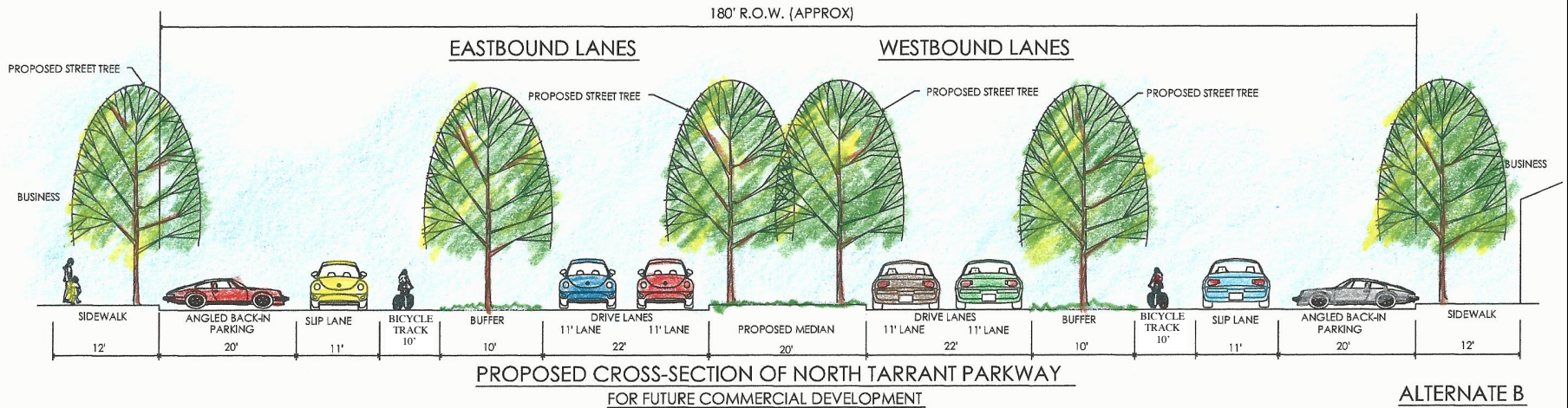


Figure 12



NOTES:

- ANY FUTURE RECONSTRUCTION OF SIDEWALK SHOULD INCLUDE WIDENING TO A MINIMUM OF 6' - 8' WHERE FEASIBLE, WITH INCREASED SEPARATION FROM BACK OF CURB WHERE NEEDED.
- PROVIDE ATTRACTIVE LIGHTING WHERE NEEDED.
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- SLOW VEHICULAR TRAFFIC
- PROVIDE SAFE PEDESTRIAN CROSSING



ALTERNATE B

Figure 13

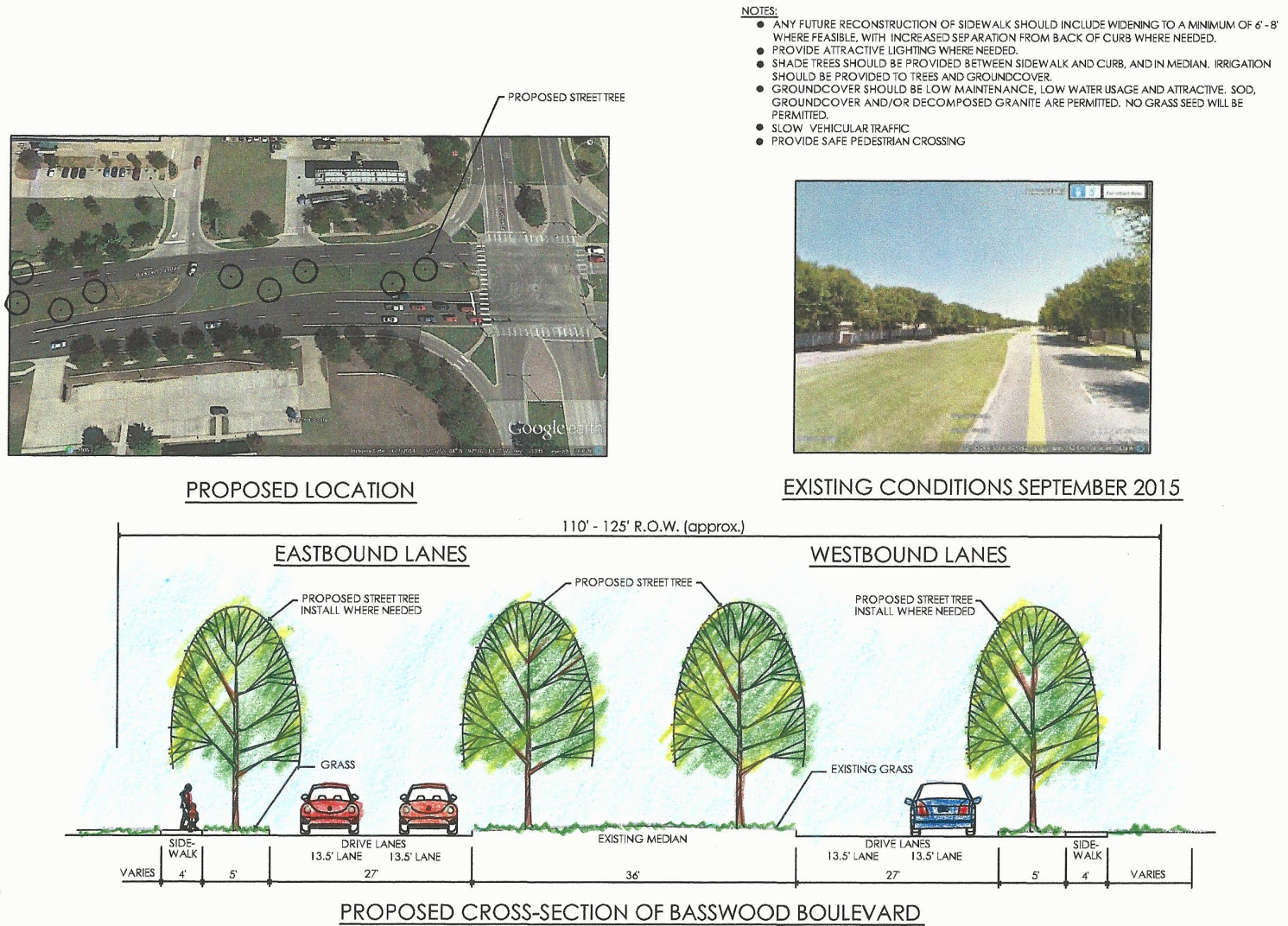
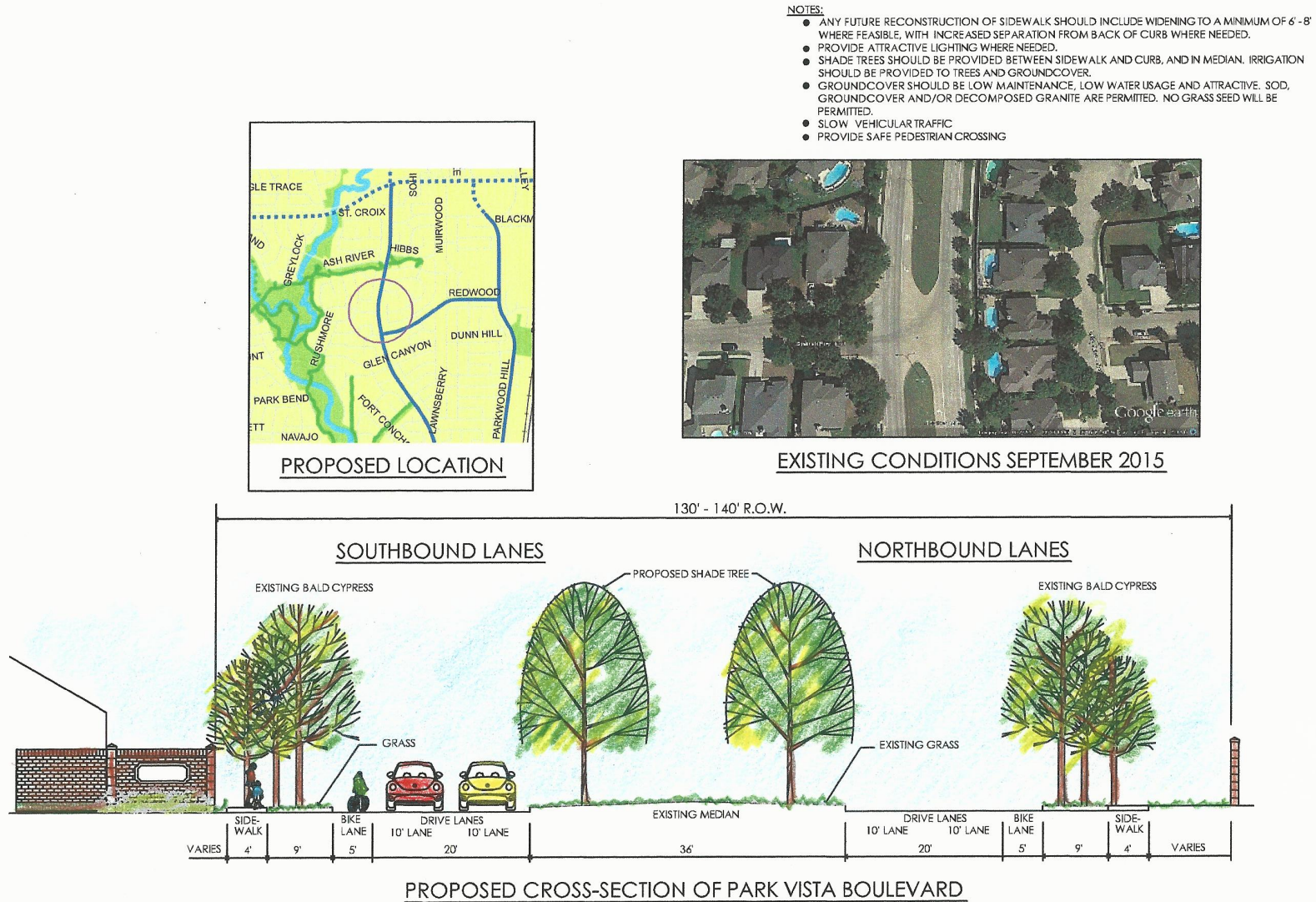


Figure 14



BLUE ZONES PROJECT - FORT WORTH, TEXAS

Figure 15

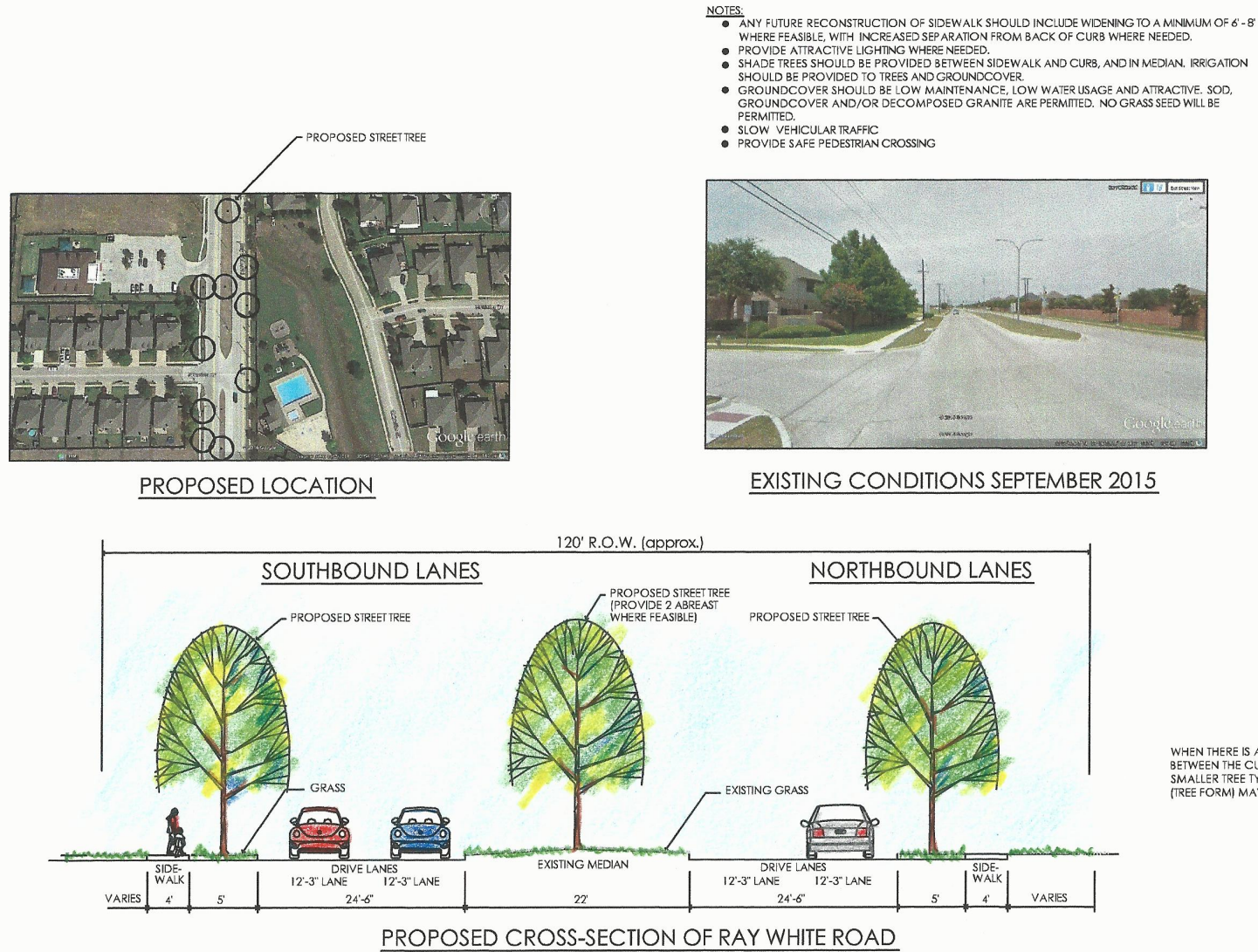


Figure 16

