

Camp Wisdom Road Transportation Safety Study

Limits: Camp Wisdom Road from Cockrell Hill Road to I-35E

Public Meeting
June 25, 2024



Introductions

- **Council Members**

- District 3: Zarin Gracey
- District 8: Tennell Atkins

- **Department of Transportation Staff**

- Ghassan A. Khankarli, P.E. – Director
- Kathryn Rush, AICP – Project Manager
- Jessica Scott, AICP – Deputy Project Manager

- **Consultants**

- HDR Engineering, Inc (Subconsultants: Othon Engineering, GRAM Traffic North Texas, Inc.)



Purpose of Meeting

Present and discuss the preliminary findings and potential safety improvement opportunities for Camp Wisdom Road.

What we want your feedback on at the end of the presentation:

- Are there any existing safety issues we missed?
- Are there any transportation improvement ideas not listed that we should consider (or are listed but we should not consider)?



Outline of Today's Meeting

- Study Overview
- Existing Conditions
- Improvement Options To Be Evaluated
- Next Steps



Study Location and Objectives

Study Objectives

- Assess existing transportation conditions and evaluate multimodal mobility and crash history
- Recommend improvements that will reduce instances of severe traffic crashes and improve the quality of life for all roadway users

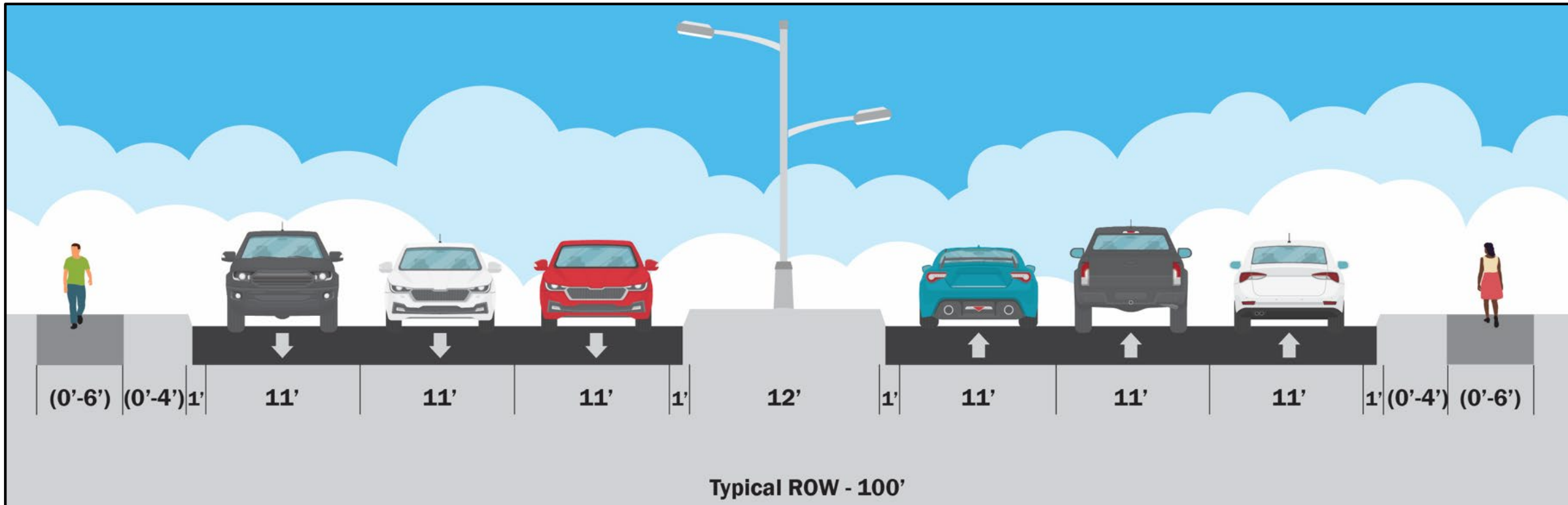
Study Limits: Cockrell Hill to I-35E



EXISTING CONDITIONS



Existing Roadway Typical Section

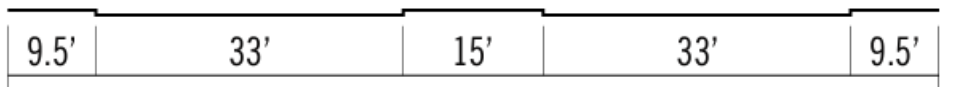


The typical cross-section shown represents a general cross-section at Camp Wisdom Road, away from the influence of any intersections.

- Six-lane divided roadway
- Right-of-way (ROW) varies along the corridor
- Three lanes in each direction – 11-foot width
- Dedicated left turn bays at most major intersections



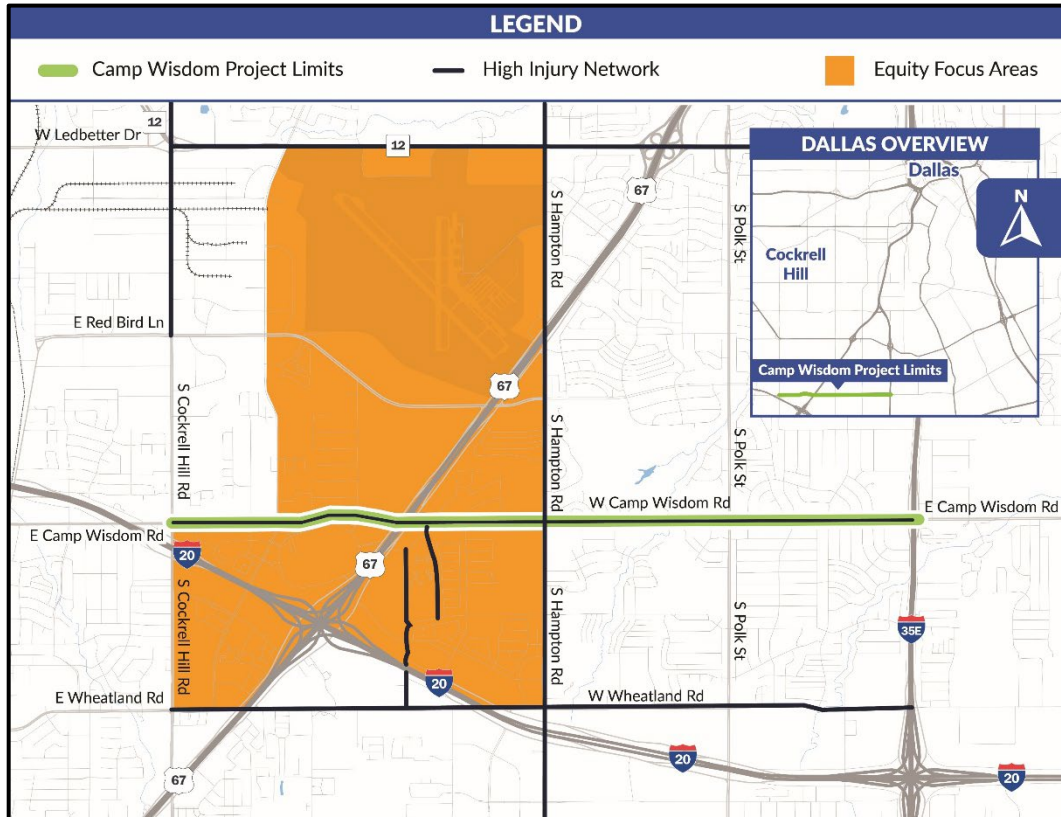
Area Planning Efforts

Planning	Year	Description
City of Dallas Thoroughfare Plan	1991	<ul style="list-style-type: none"> Principal Arterial Designation: M-6-D(A), 6-lane divided roadway 
City of Dallas Vision Zero Action Plan	2022	Part of High Injury Network (HIN) for all modes and pedestrian HIN, and portions of the corridor (between S. Cockrell Hill Road and US 67) are also within “equity focus areas,” given them extra priority.
Rebirth of Red Bird Strategic Neighborhood Action Plan	2016	The target area is in the southern Oak Cliff area of Dallas, bound by Camp Wisdom Road (south), S. Polk Street (east), Ledbetter Drive (north), and US 67 (west).
Dallas Bike Plan (Draft Update)	2023	Camp Wisdom Road is not designated as a proposed bike facility. Crossing streets: Greenspan Avenue from Laureland Road to Kirnwood Drive as proposed bicycle boulevard; S. Polk Street as proposed physically separated facility.
ForwardDallas Land Use Plan (Draft)	Feb. 2024	US 67 to I-35E: Community Residential with some Neighborhood Mixed-Use Cockrell Hill Road to US 67: Community Mixed-Use and Regional Mixed-Use.



Area Planning Efforts (cont.)

City of Dallas Vision Zero Action Plan



www.dallascityhall.com/visionzero

- Goal of Vision Zero: Eliminate all traffic-related deaths and reduce severe injury crashes by 50% by 2030
- This section of Camp Wisdom is part of the High Injury Network—the 7% of Dallas streets that account for 62% of fatal and severe injury crashes
- Corridor was prioritized for this study and future improvements because of the high number of fatal and severe injury crashes and overlap with an equity focus area*

- * "Equity focus areas" meet these criteria:
- Race: ≥70% of people are non-white
 - Transportation Access : ≥ 5% use public transportation
 - Socio-Economic Status : >24% live in poverty
 - Social Vulnerability : High



Area Planning Efforts (cont.)

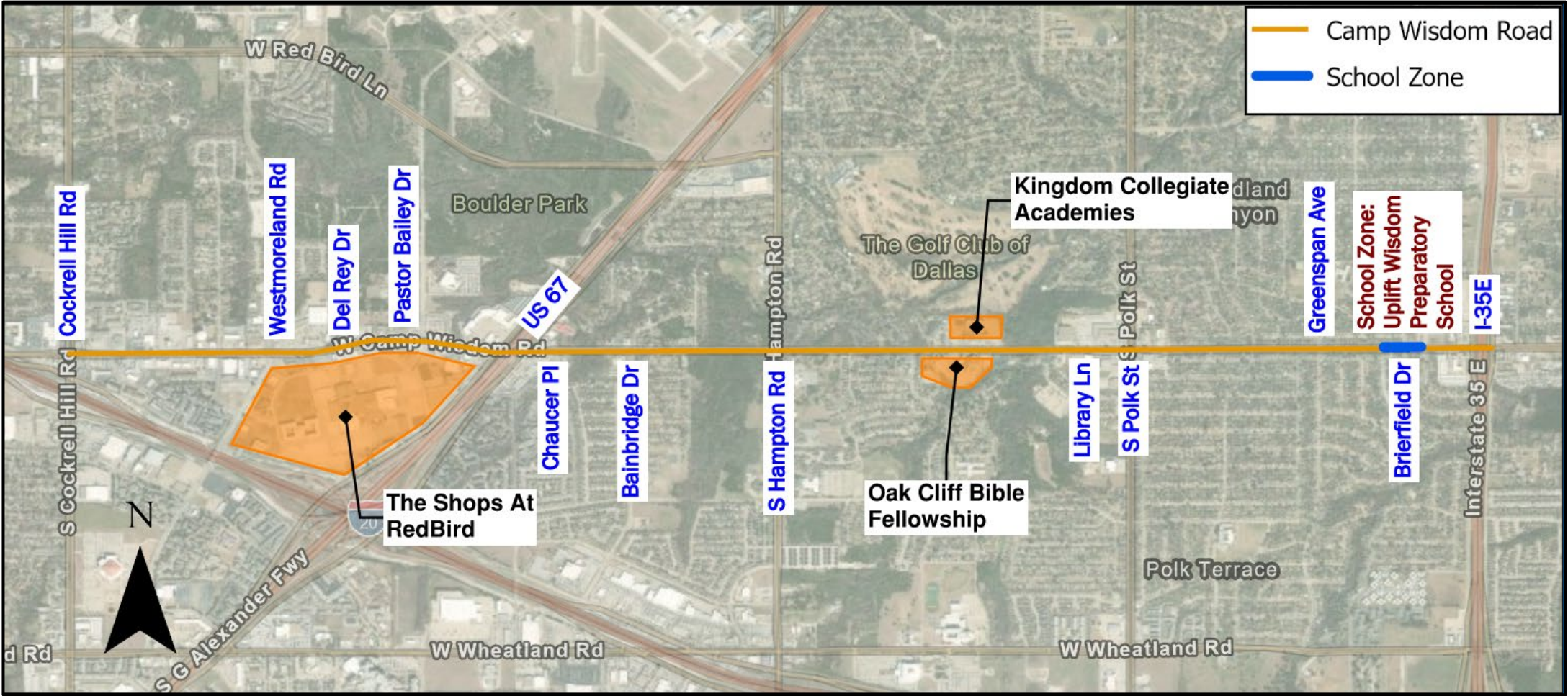
Rebirth of Red Bird Strategic Neighborhood Action Plan

Neighborhood opportunities identified in the plan:

- Redevelopment of school facilities and community participation
- Retail redevelopment to attract more upscale tenants
- Targeted police patrol hot spots
- **Enhanced pedestrian improvements and targeted infrastructure improvements**
- Attracting more middle-class homeowners



Activity Centers



Recent and Upcoming Improvement Projects

Recent Projects

- Street resurfacing between Cockrell Hill and US 67, and between Polk and Woodwick
- Travel lane markings being refreshed this year along entire corridor
- New traffic signals installed at Del Rey Drive and Chaucer Place
- Traffic signals/intersections reconstructed at Hampton and Polk

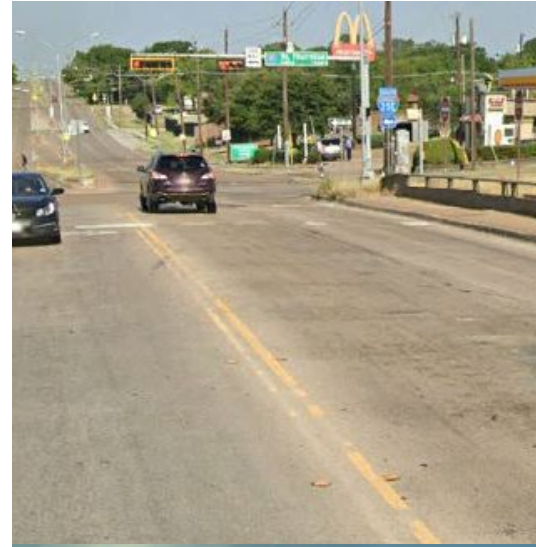
Ongoing/Upcoming Projects

Location	Description	Status
From Westmoreland Road to US 67	Reconstruct and widen sidewalks, install pedestrian lighting, and reconstruct/upgrade crosswalks and associated traffic signal infrastructure (\$7.5 million project)	Design to start in 2024, construction anticipated in 2026
Greenspan Avenue Intersection	Traffic signal/intersection reconstruction	Construction anticipated by end of 2026



Field Visit Observations

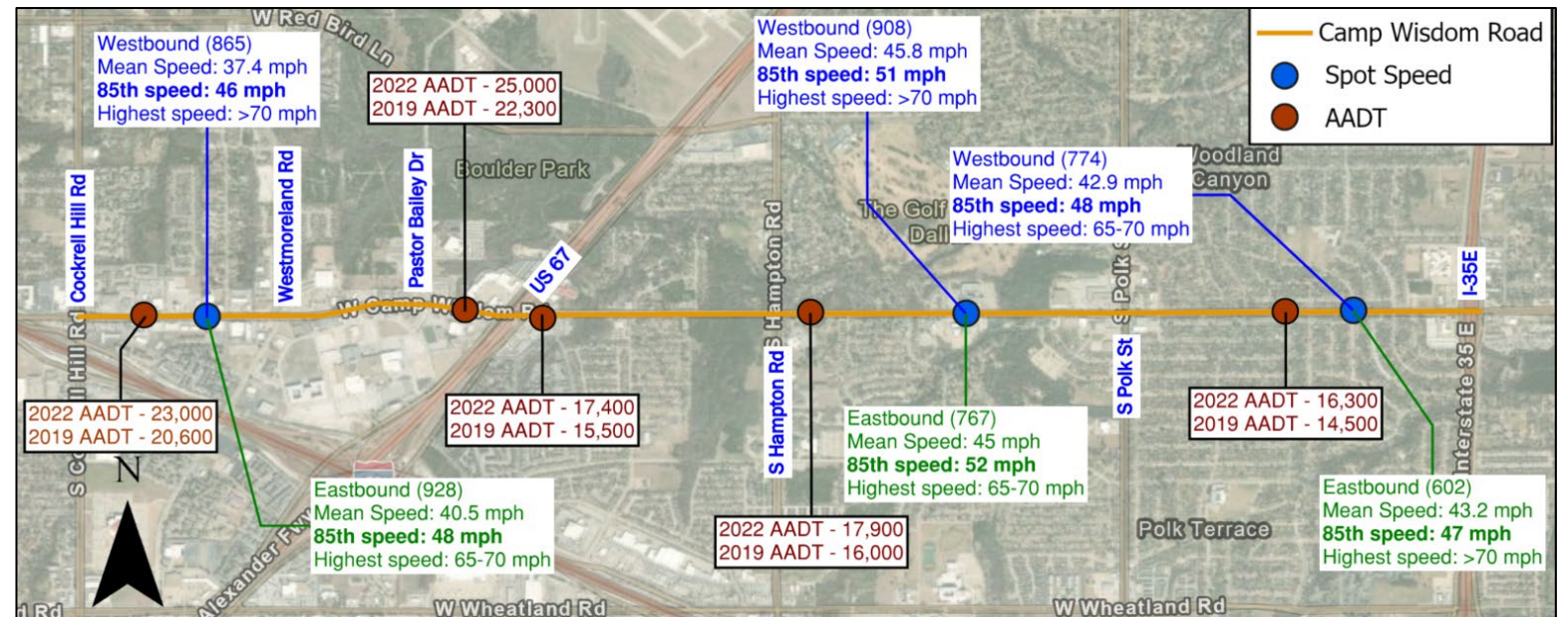
- Pavement markings faded at multiple locations
- Utility poles are blocking sidewalk
- Some signals are outdated
- Many ramps and pedestrian signals are not ADA compliant
- Bus stop locations do not have safe pedestrian crossing nearby
- Easy to drive over speed limit
- Pedestrians attempting to cross east of Polk, east of Cockrell Hill, and west of I-35E
- Some median lights were out between Greenspan and Polk, but well lit in general



Existing Conditions Data

Traffic Volumes and Speeds

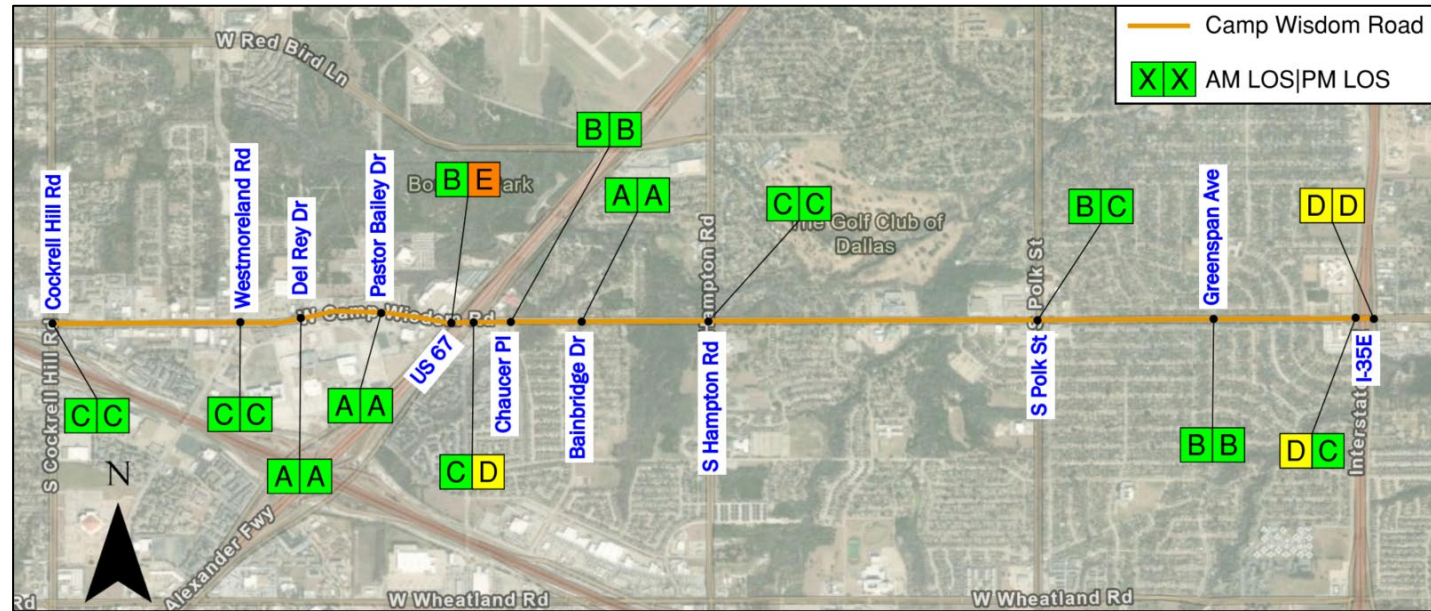
- Highest traffic volumes were observed between Cockrell Hill and US 67
- Traffic was comparatively lighter from Polk Street to I-35E
- Speeding observed throughout the corridor
- Highest speeds observed between Hampton and Polk
- AM Peak Hour traffic was heavier in westbound direction
- PM Peak Hour traffic was heavier in eastbound direction



Existing Conditions Data

Traffic Congestion and Delay Analysis

- AM Peak Hour: 7:15 am – 8:15 am
- PM Peak Hour: 4:45 pm – 5:45 pm
- US 67 Northbound and Southbound Frontage Road intersections operated at level of service (LOS) D/E respectively during the PM peak
- I-35E Northbound and Southbound Frontage Roads intersection operated at LOS D during both AM and PM peaks
- Traffic flows relatively well along the rest of the corridor



Level of Service (LOS)	Descriptions
A	Free Flow
B	Stable Flow (Slight Delay)
C	Stable Flow (Acceptable Delays)
D	Approaching Unstable Flow (tolerable delay)
E	Unstable Flow (intolerable delay)
F	Forced Flow (congested and queues fail to clear)



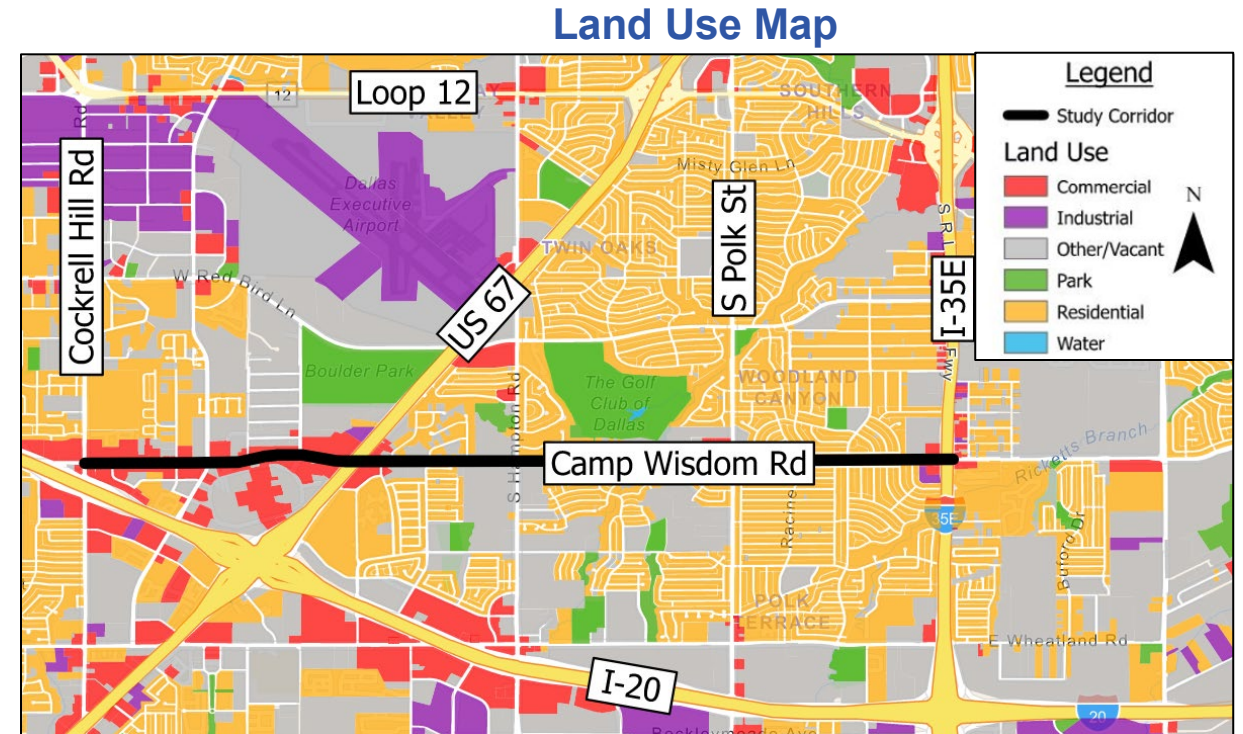
Existing Conditions Data

Land Use

- Commercial between Cockrell Hill and US 67
- Rest of the corridor is residential development and vacant land, with commercial centers surrounding Polk and I-35E intersections

Pavement Condition

- Mostly “Good” or “Excellent” from Cockrell Hill Road to Racine Drive
- “Poor” – Racine Drive to Brierfield Drive; “Fair” – Brierfield Drive to I-35E



Source: NCTCOG 2020



Crash History (2018-2022)

- Total crashes – **818 crashes**
 - Crashes involving a pedestrian or bicyclist – 20
 - Crashes resulting in a fatality – 3 (all were a pedestrian or bicyclist)
 - Crashes resulting in a severe injury – 27
- Most overall crashes and fatal/severe injury crashes occurred between 3 PM and 5 PM
- 70% of crashes occurred during daytime hours, 30% during nighttime hours
- 9% of crashes occurred during wet pavement conditions

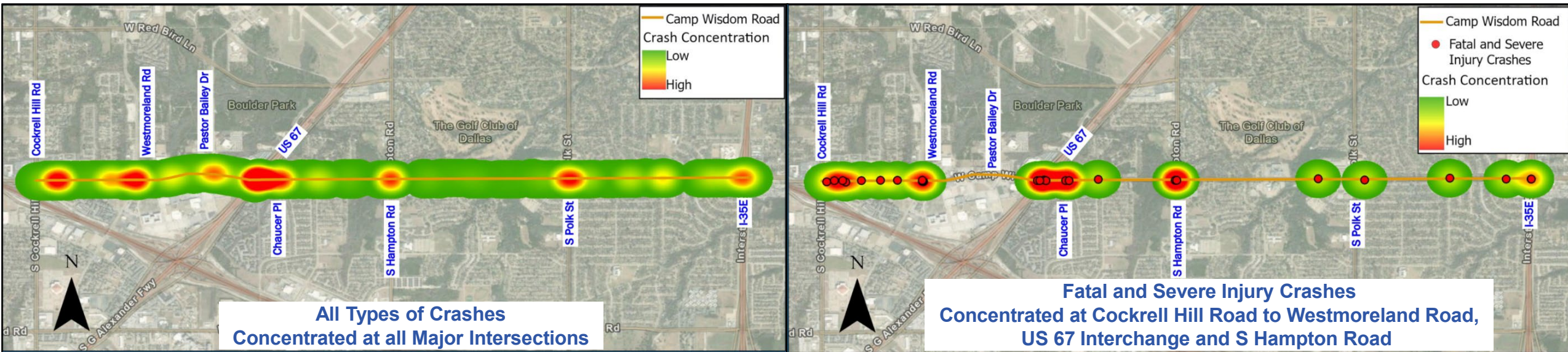
Crash Rate Compared to State Average

	2019	2022
Camp Wisdom Study Corridor Crash Rate	611.9	488.2
Statewide Average Crash Rate	174.7	163.8
Corridor to Statewide Ratio	3.5	3.0



Crash History (2018-2022)

Crash Heat Maps



Intersection Related Crashes

(Signalized and Unsignalized)

- 65% (529) of all crashes occurred at intersections
 - Top 3 intersections with most crashes: US 67, Westmoreland Road, and I-35E
- 14 of the crashes at intersections resulted in a fatality or severe injury
 - The Hampton Road and Chaucer PI intersections had the most fatal and severe injury crashes (3 at each intersection)



Crash History (2018-2022)

Top 5 Contributing Factors

Contributing Factor	Number of Crashes
Failed to Yield Right of Way	307 (38%)
Disregard Traffic Control Device	128 (16%)
Failed to Control Speed	117 (14%)
Failed to Drive in Single Lane	88 (11%)
Other	80 (10%)



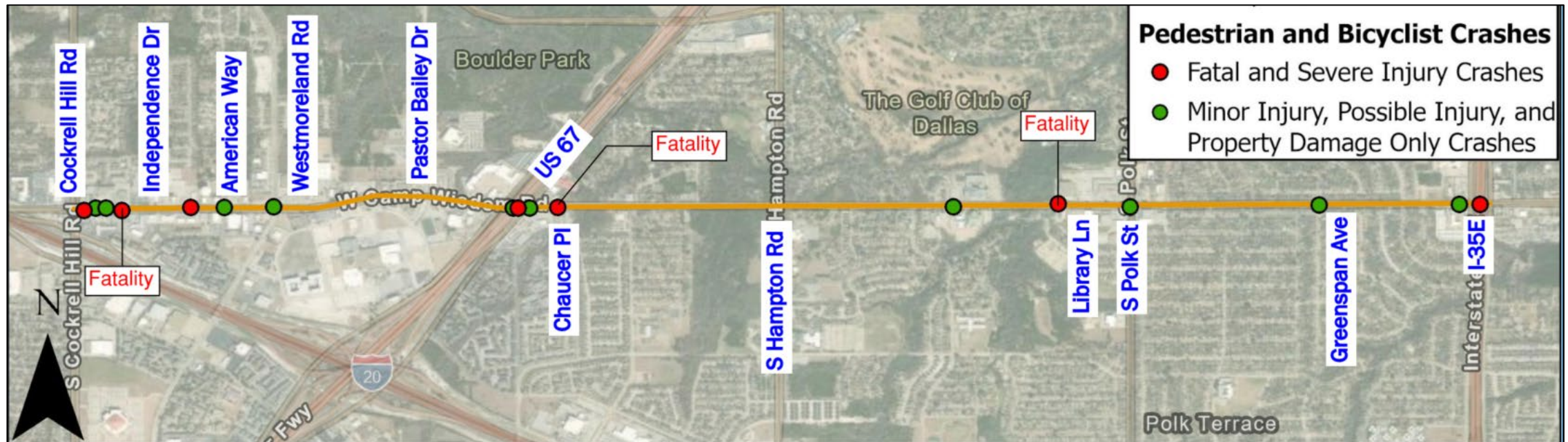
Failure to Yield Crash Type	Number of Crashes
Turning Left	124 (40%)
Stop Sign	91 (30%)
Private Drive	61 (20%)
Pedestrian Failed to Yield to Vehicle	9 (3%)
Vehicle Failed to Yield to Pedestrian	5 (2%)

- Failure to yield the right of way was the highest crash contributing factor, resulting in approximately 307 crashes (38%).
- For the failure to yield right of way crashes, the majority (40%) were caused by left-turning vehicles failing to yield to oncoming traffic.



Crash History (2018-2022)

Pedestrian and Bicyclist Crashes



- 18 pedestrian and 2 bicycle crashes
- Mostly occurred between Cockrell Hill and Westmoreland, and at US 67
- Top contributing factors: pedestrian failed to yield right of way to vehicle (9 crashes), or vehicle failed to yield right of way to pedestrian (5 crashes)



Multimodal Evaluation

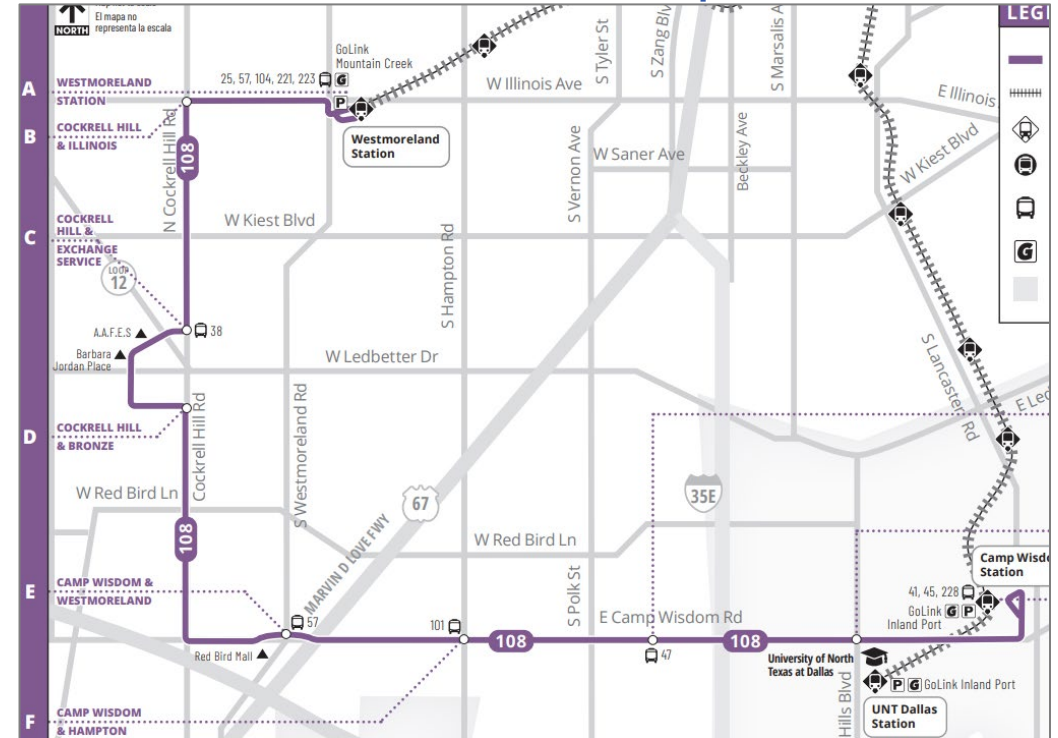
Bicycle Facilities

- No existing bicycle infrastructure along this stretch of Camp Wisdom Road

Transit Facilities

- DART bus route 108 operates every 15 minutes in peak hours, 30 minutes during all other weekday operating hours
- 41 bus stops: 3 have benches, 6 have shelters
- October 2023 ridership:
 - Weekday avg. – 1,200 riders
 - Weekend avg. – 1,493 riders

DART Route 108 Map



Truck/Freight Volumes

- Truck volumes along the corridor are on average 450 vehicles per day (2.7% trucks)



Multimodal Evaluation

Pedestrian Facilities

- Sidewalk condition mostly “Fair” and “Poor” from Cockrell Hill to US 67 and from S. Polk to I-35E; mostly “Good” from US 67 to S. Polk
- Striped crosswalks at most signalized intersections, except for S. Hampton Road
- Striped crosswalk at one unsignalized intersection, Brierfield Drive, serving schools
- Curb ramps are present at most intersections, except American Way
- 37 (40%) of curb ramps are not ADA compliant
- Dense cluster of driveways between Cockrell Hill and US 67; may impact safety and accessibility

Curb ramps missing at American Way



Absence of striped crosswalks at S. Hampton Road



Summary

- The corridor is part of the High Injury Network and experiences about 3 times the crash rate of similar facilities statewide in Texas
- Managing travel speeds along the corridor will provide more efficient flow of traffic and enhance safety for all road users
- Pedestrian facilities require improvements to ensure accessibility for all users
- Improvements such as pavement markings and signage may offer increased safety, improved visibility, and a more pleasant and navigable environment

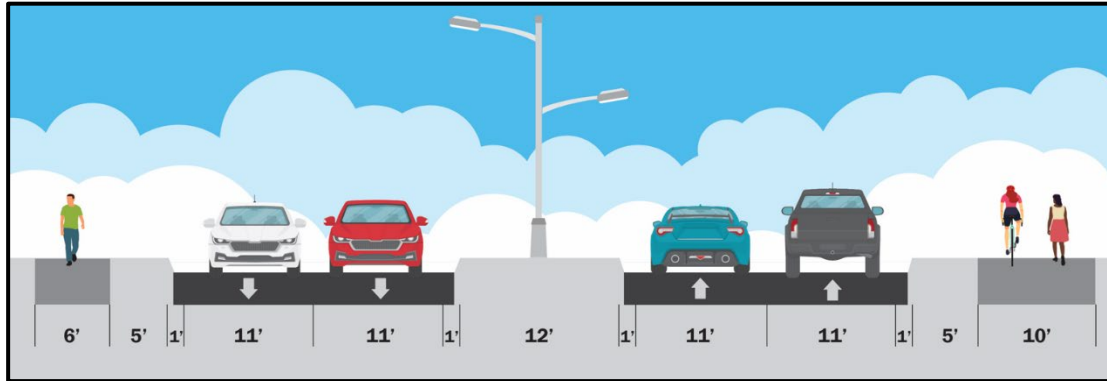


IMPROVEMENT OPTIONS TO BE EVALUATED

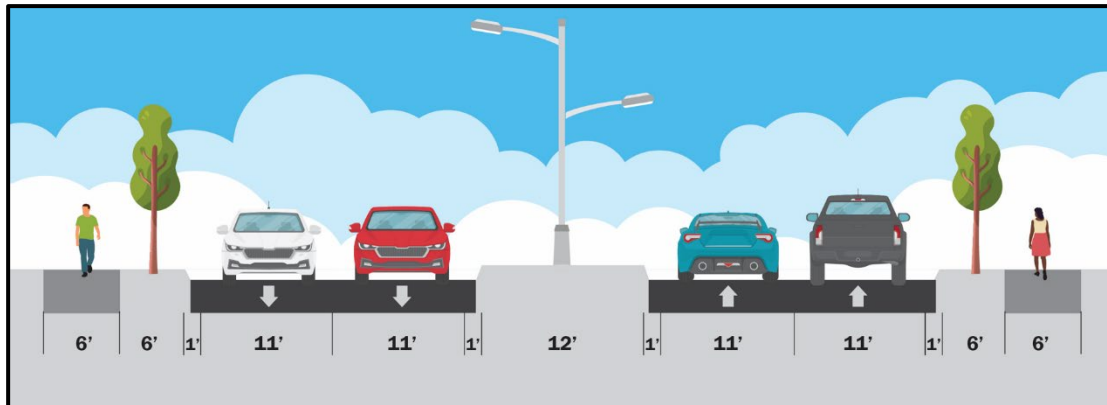


Opportunities - Roadway Configuration

Example: 4-lane cross-section with a trail



Example: 4-lane cross-section with sidewalk



*Reducing the number of travel lanes has been shown to reduce total crashes by approximately 19% - 47%.
(Source: Federal Highway Administration (FHWA))*

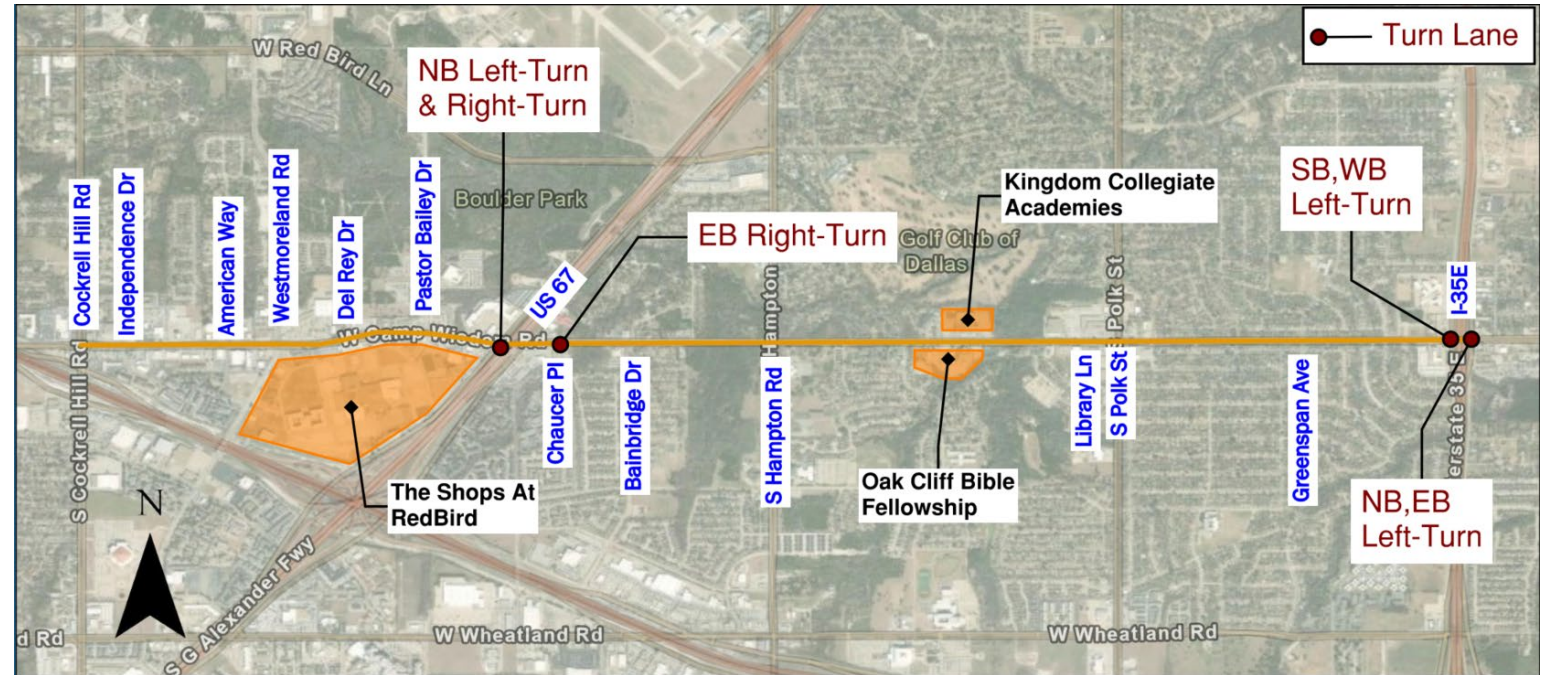
Makes it easier for pedestrians and side-street traffic to cross (fewer lanes to cross), slows traffic, provides more consistent speeds. Additional space could be used for wider sidewalk space, trail, or turn lanes.



Opportunities - Roadway Configuration

Exclusive Turn Lane Locations

- US 67 Interchange: add northbound left-turn and right-turn lane
- Chaucer Place: add eastbound right-turn lane
- I-35E Interchange: add northbound, southbound, eastbound, and westbound left-turn lane



Installing a dedicated left-turn lane has been shown to reduce total crashes by 28-48%.

(Source: FHWA)



Opportunities - Roadway Infrastructure

- **Improve Signs and Markings:** Install/refresh signs and crosswalks with retro-reflectivity; install backplates with retroreflective borders on all traffic signal heads
- **Improve Sidewalks:** Repair existing sidewalks, widen/repave deficient sidewalks; upgrade pedestrian curb ramps to make them ADA compliant
- **Improve Lighting:** Replace streetlights where they are out between Greenspan Avenue and S. Polk Street; install LED lights with break-away poles
- **Bus stop consolidation:** Consolidate bus stops along the corridor with low ridership and in non-optimal locations to improve safety, increase efficiency, and enhance passenger experience
- **Install signal warning flashers:** For queue warning, intersection ahead warning

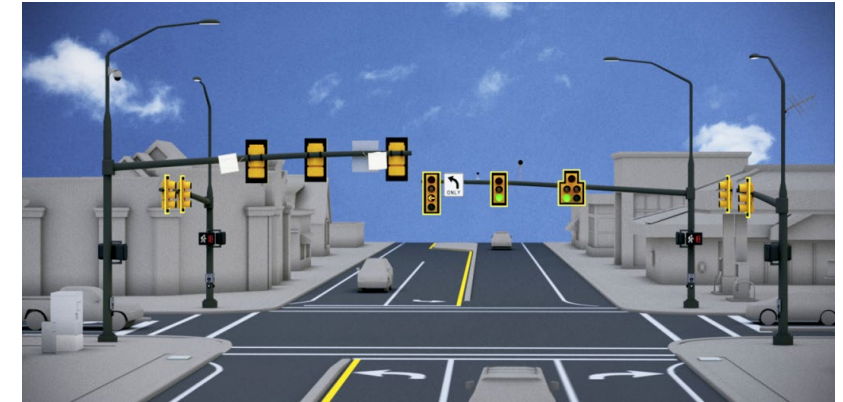


Opportunities - Roadway Infrastructure

New Traffic Signals

Signal warrants were met for new traffic signals:

- Independence Drive
- Racine Drive
- Del Rey Drive (signal recently installed)



Where warranted, traffic signals have been shown to reduce total crashes by 25%. (Source: FHWA)

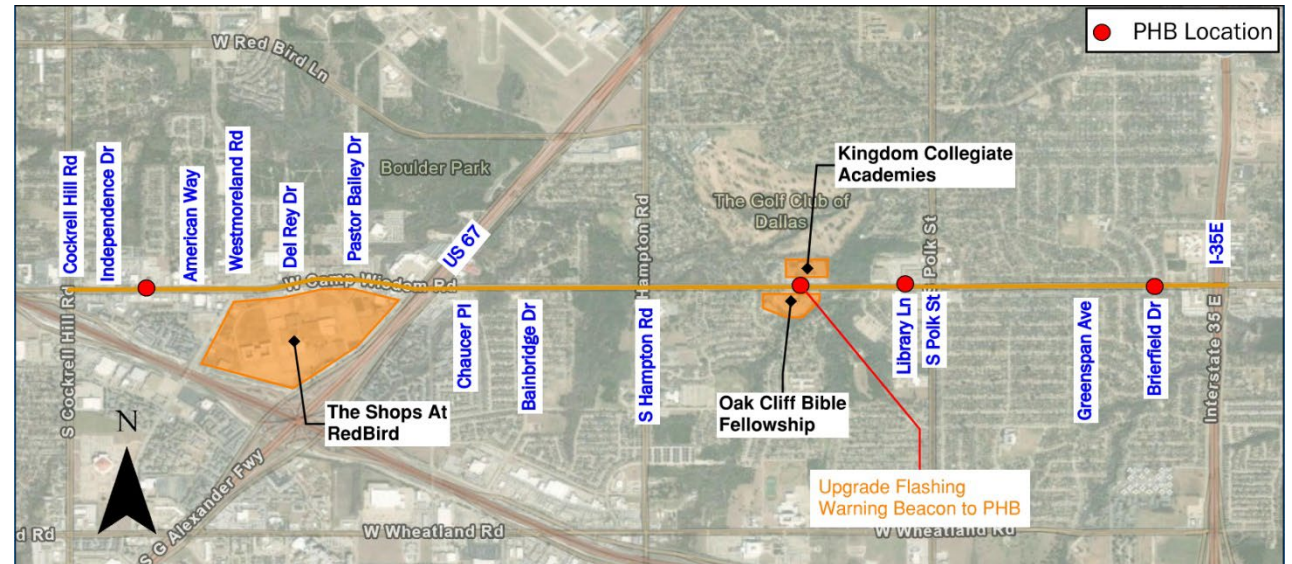
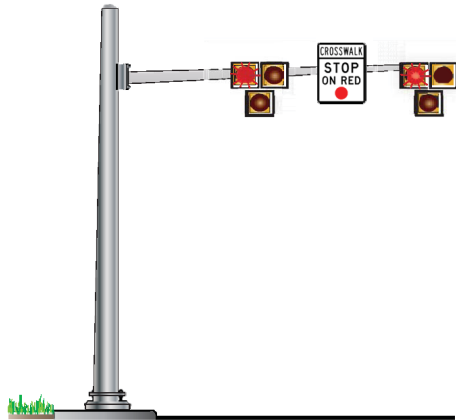


Opportunities - Roadway Infrastructure

New Pedestrian Hybrid Beacon (PHB)

Potential locations:

- Between Independence Drive and American Way at the bus stop
- Upgrade Flashing Warning Beacon near Church area to PHB
- At Library Lane
- At Brierfield Drive



PHBs have been shown to reduce pedestrian crashes by 55%, and total crashes by 29%. (Source: FHWA)

Note: The proposed locations did not meet minimum criteria for installation of PHB. Further analysis will be needed.



Opportunities - Traffic Calming

- **Signal Timing and Phases:** Basic interval timing and left turn phase treatment review; review leading pedestrian interval (LPIs) where high-pedestrian activity is anticipated.
- **Access Management:** Between Cockrell Hill Road and US 67
- **Application of High Friction Surface Treatment (HFST):** To reduce wet pavement crashes.
- **Traffic enforcement:** Increase law enforcement personnel dedicated to traffic enforcement.
- **Install permanent speed feedback signs:** Provide real-time speed display at higher speed locations:

- West of American Way
- West of Indian Ridge Trail
- West of Brierfield Drive



NEXT STEPS



Next Steps



**Existing Conditions
Assessment**



**Identify
Opportunities**



**Evaluate Future
Operations**



**Identify and
Evaluate Potential
Treatments**



**Review and Revise
Potential Treatments**



**Documentation
and Reporting**



Public Meeting #1



WE ARE HERE

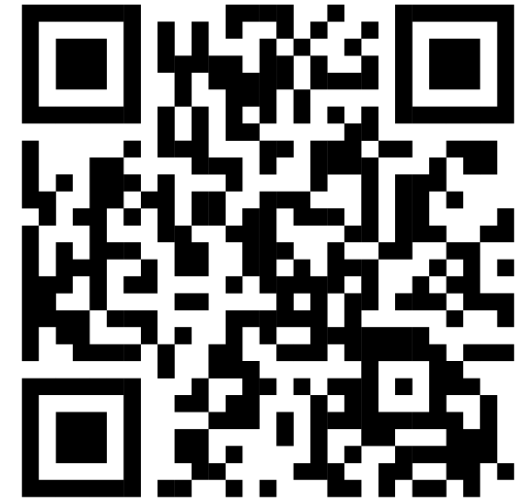


Public Meeting #2



Q&A and Comments

Comments will be accepted through **July 12, 2024**. Fill out one of the comment forms or enter your comments using the QR code.



Project Website:
<https://bit.ly/WCampWisdom>

Survey URL:
<https://bit.ly/45p2Uom>



THANK YOU!

