

# Welcome

## Camp Wisdom Road Transportation Safety Study Public Meeting

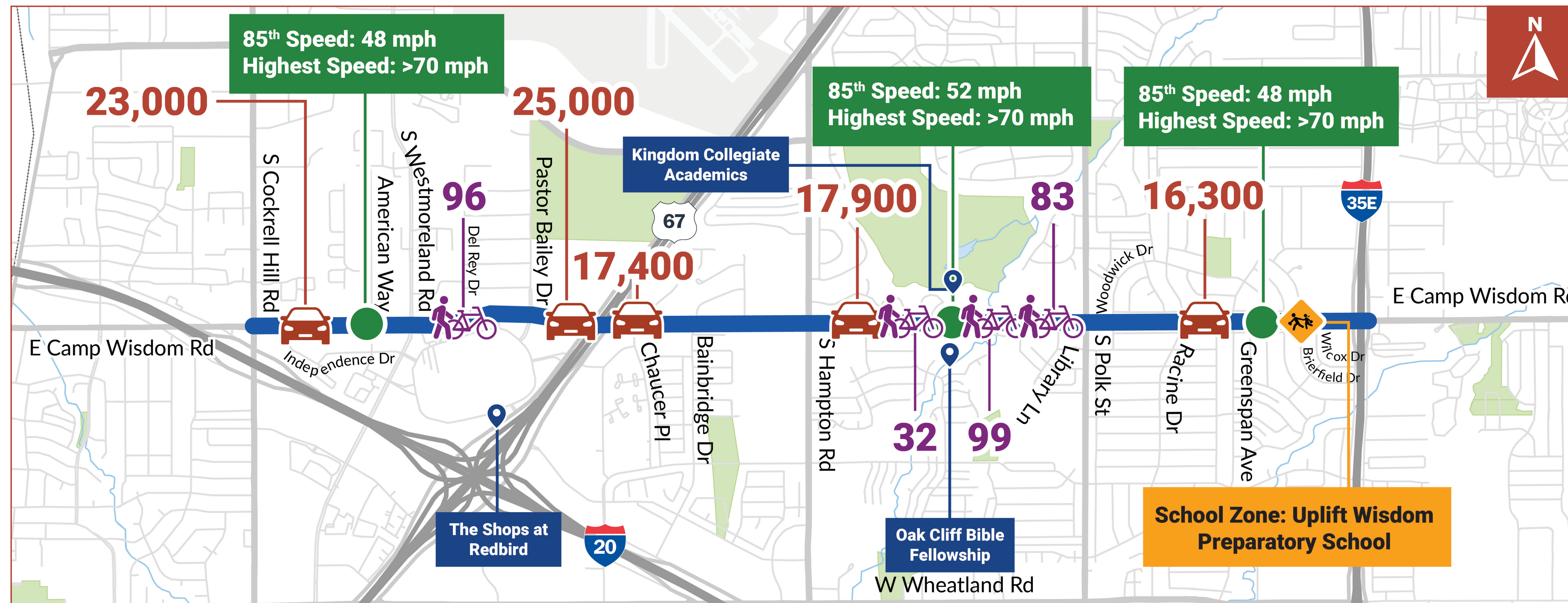


City of Dallas



## Corridor Characteristics

**LEGEND** Camp Wisdom Road Spot Speed School Zone 2022 Traffic Volumes (vehicles/day) Pedestrian/Bicyclist Counts (12 hour)

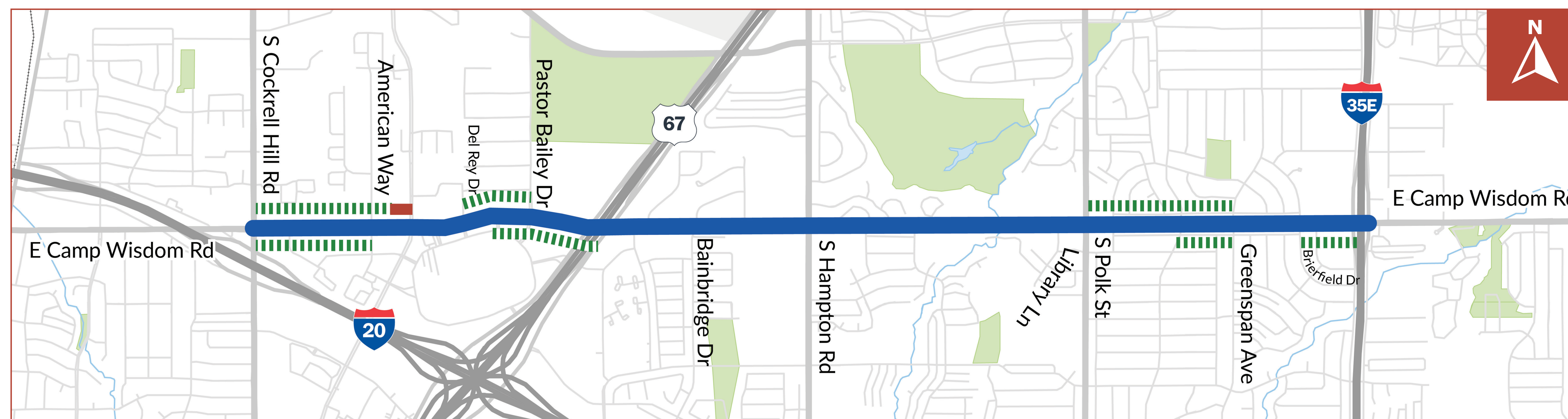


## Corridor Information

- Approximately 4 miles
- Principal Arterial, six-lane divided roadway
- Posted speed limit (40 mph)
- 41 bus stops (3 have benches, 6 have shelters)
- 16,000 - 25,000 vehicles per day

## Existing Sidewalk Deficiencies

**LEGEND** Camp Wisdom Road Poor Condition Sidewalk No Sidewalk



## Pedestrian Facilities

- 37 curb ramps (40%) are not ADA compliant
- Sidewalk is mostly in "Poor" condition from Cockrell Hill to US 67 and from S Polk to I-35E
- No sidewalk just west of Westmoreland on north side
- Dense cluster of driveways between Cockrell and US 67



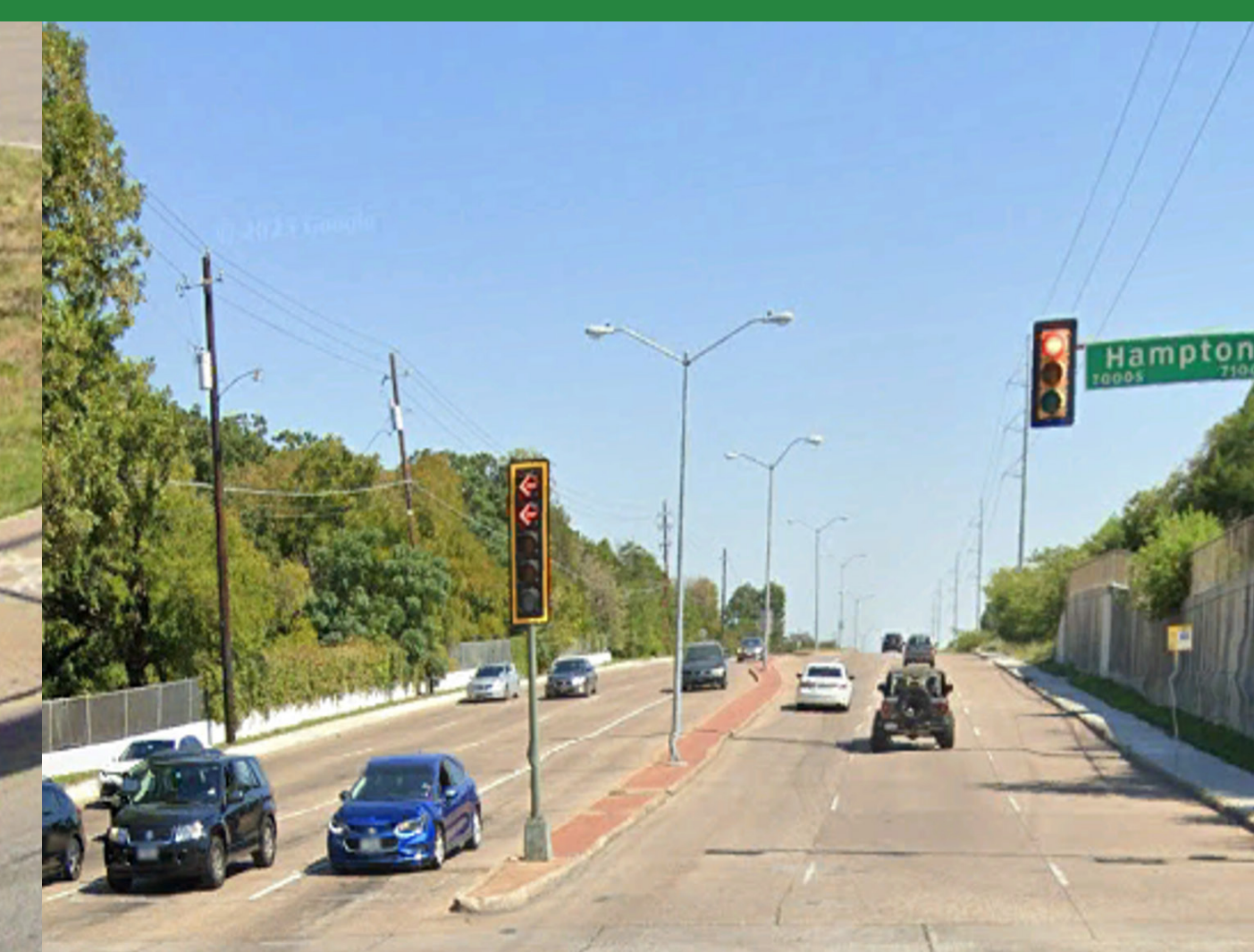
Faded pavement markings



Ramps not ADA compliant

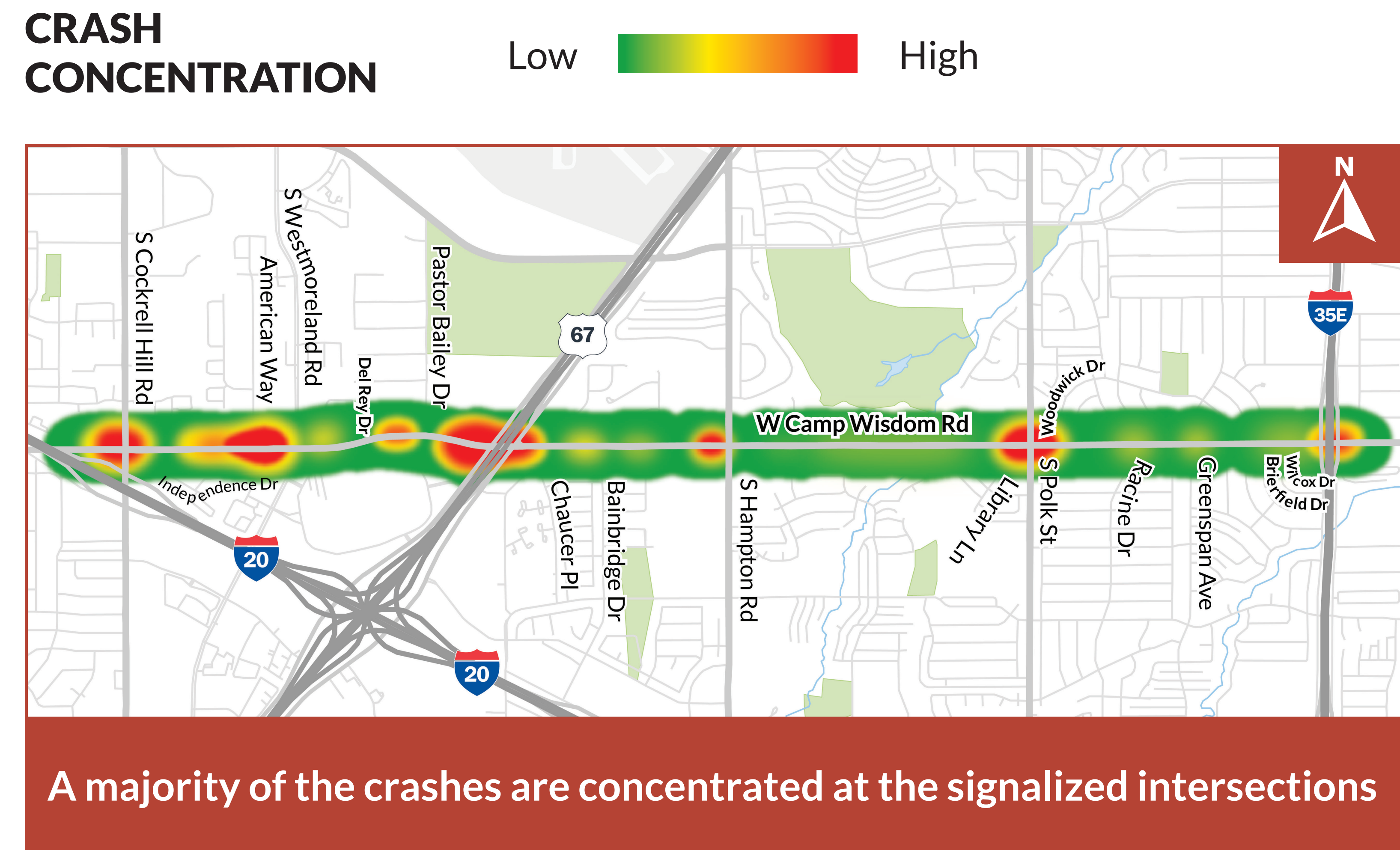


Curb ramps missing at American Way

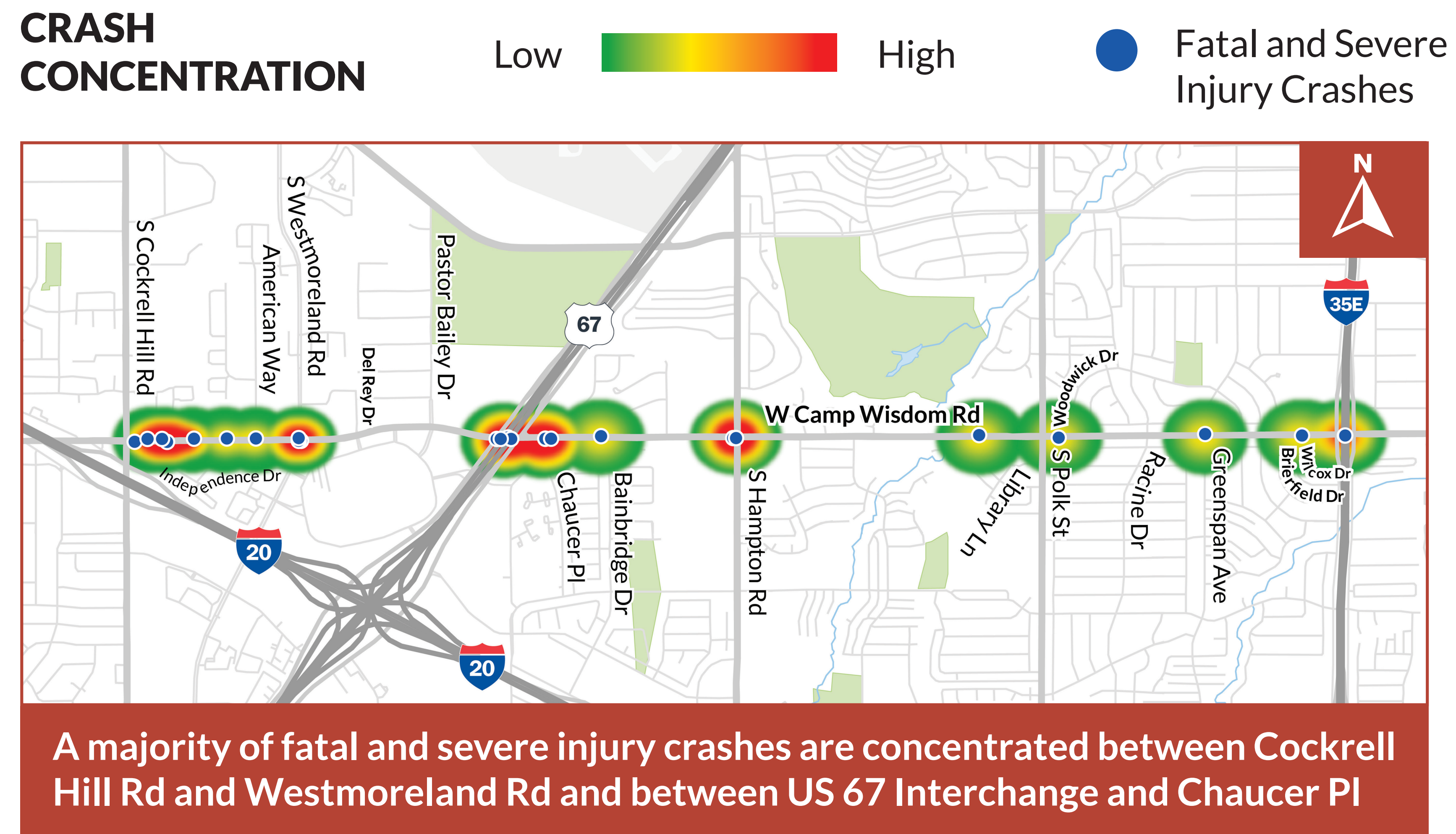


Absence of striped crosswalks at S. Hampton Road

## All Crashes Heat Map

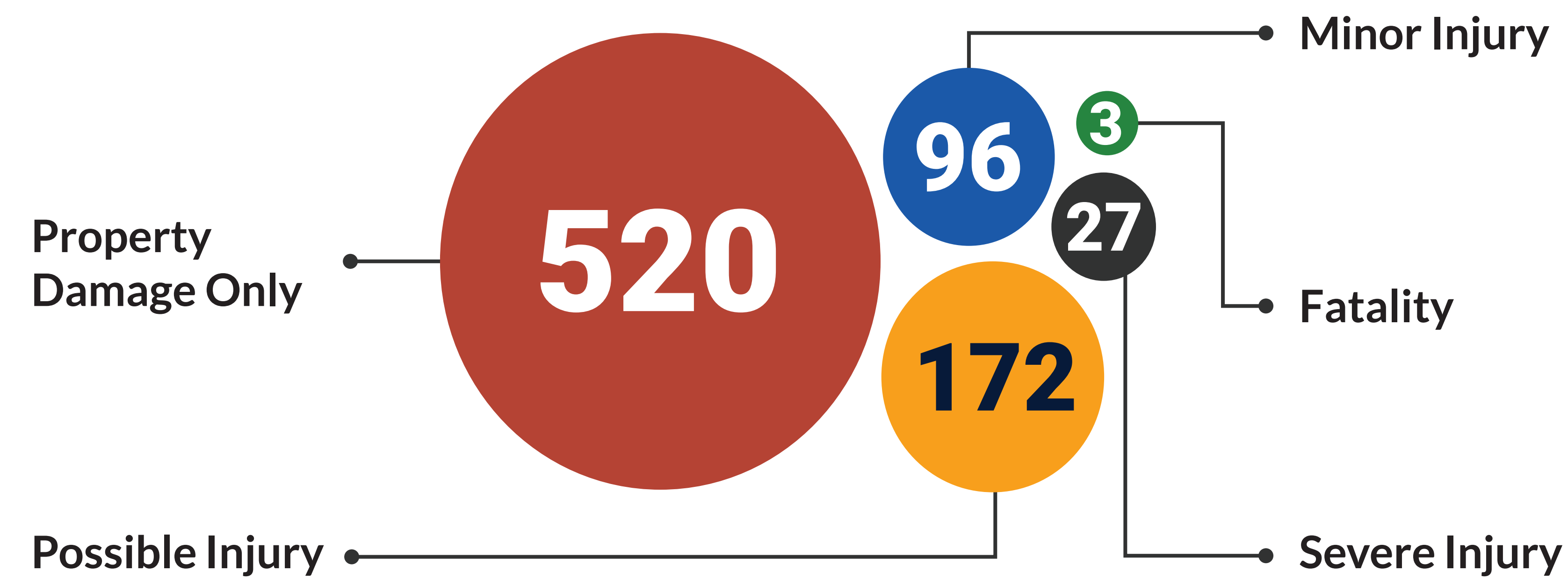


## Fatal and Severe Injury Crashes Heat Map

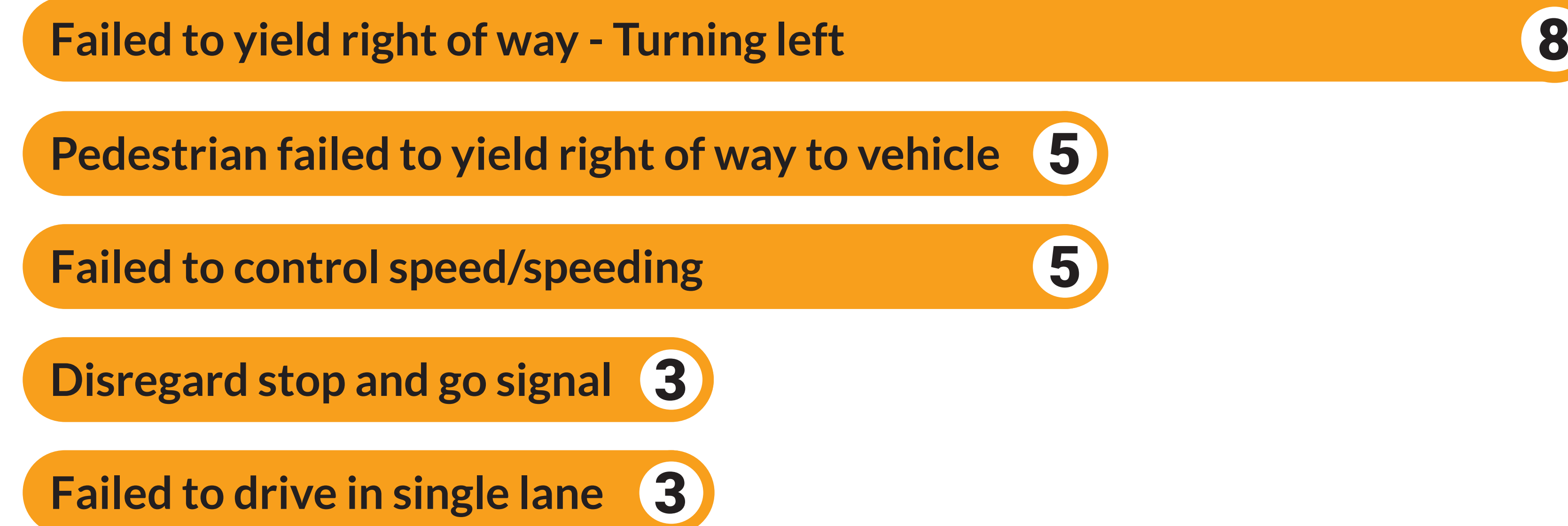


## Crash Summary

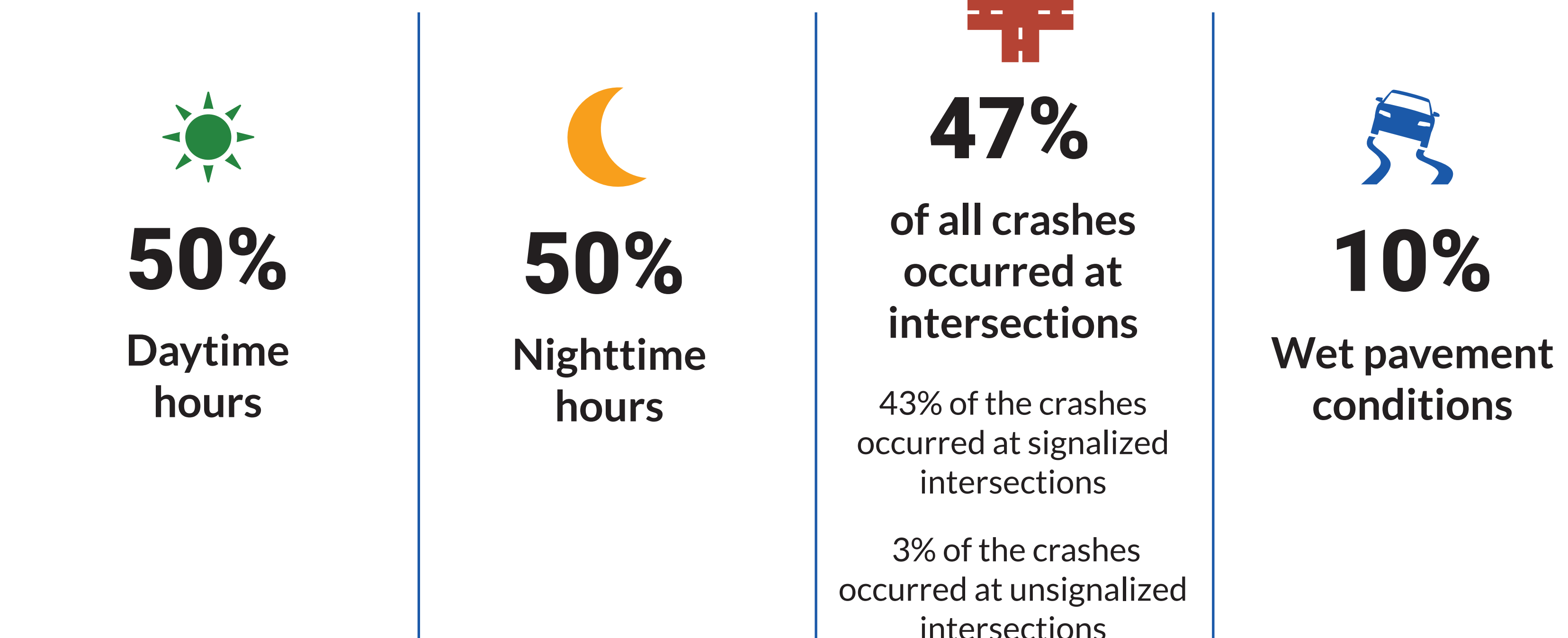
### Crash Count by Crash Severity for All Crashes (2018-2022)



### Top 5 Fatal and Severe Injury Crash Factors



### Crash Occurrence

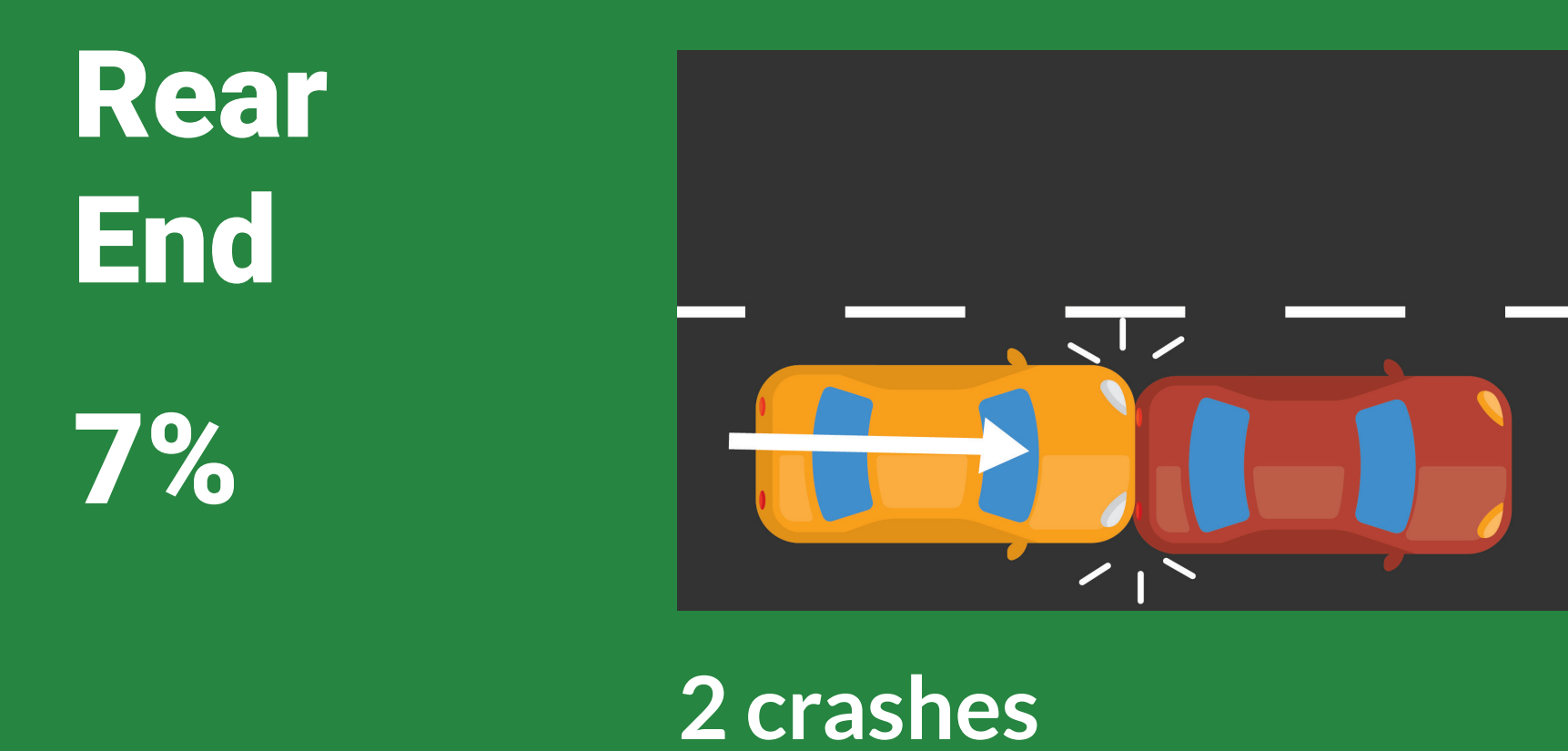
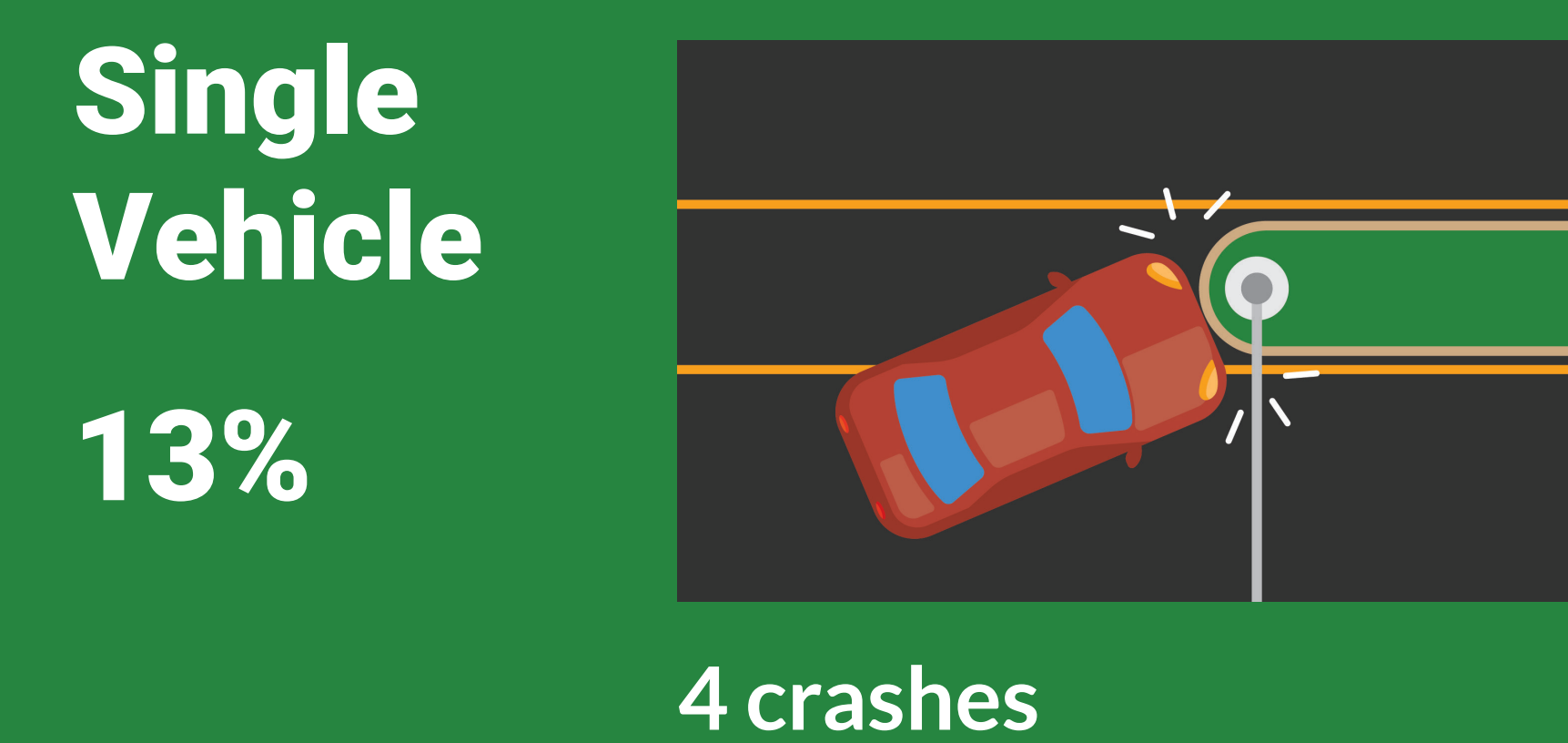
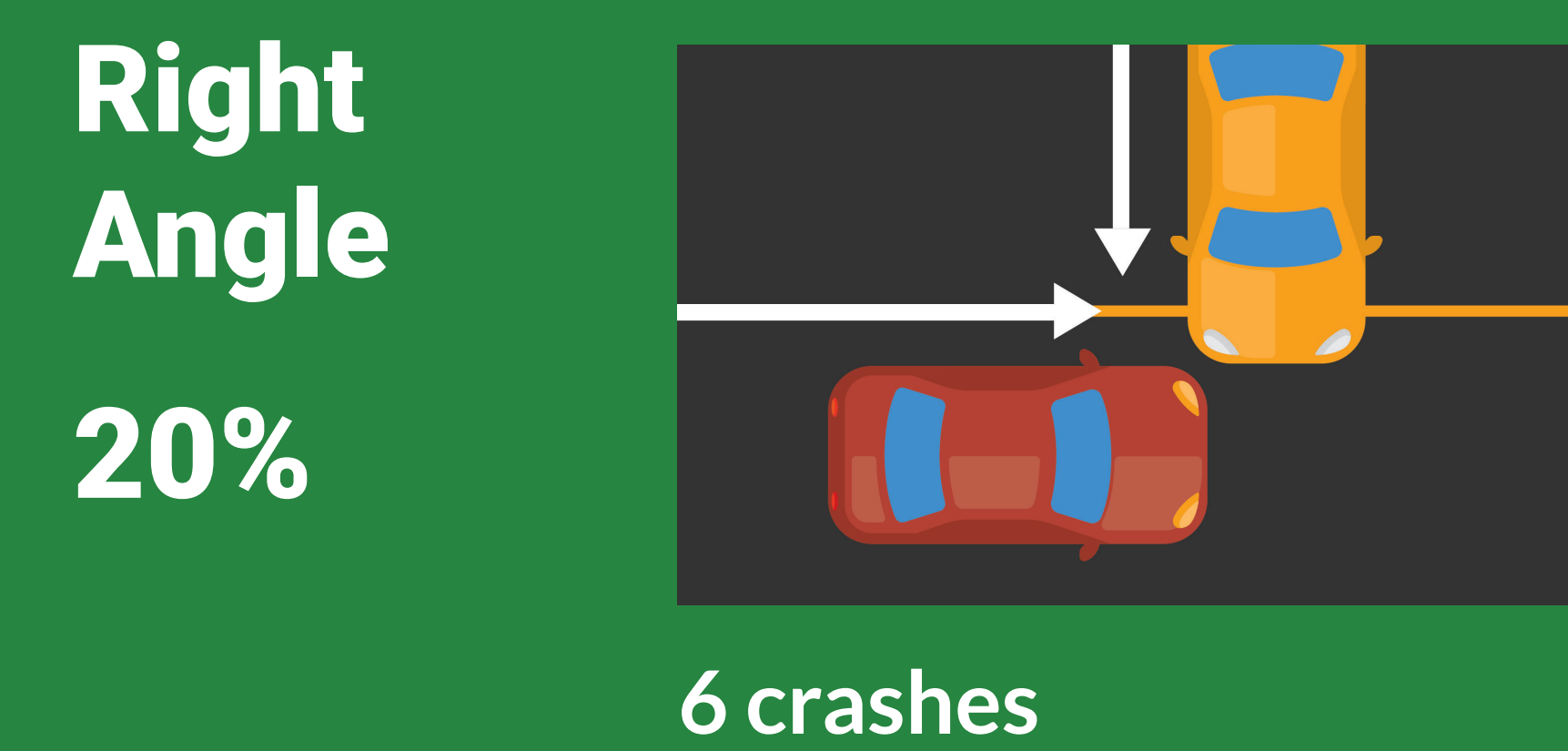
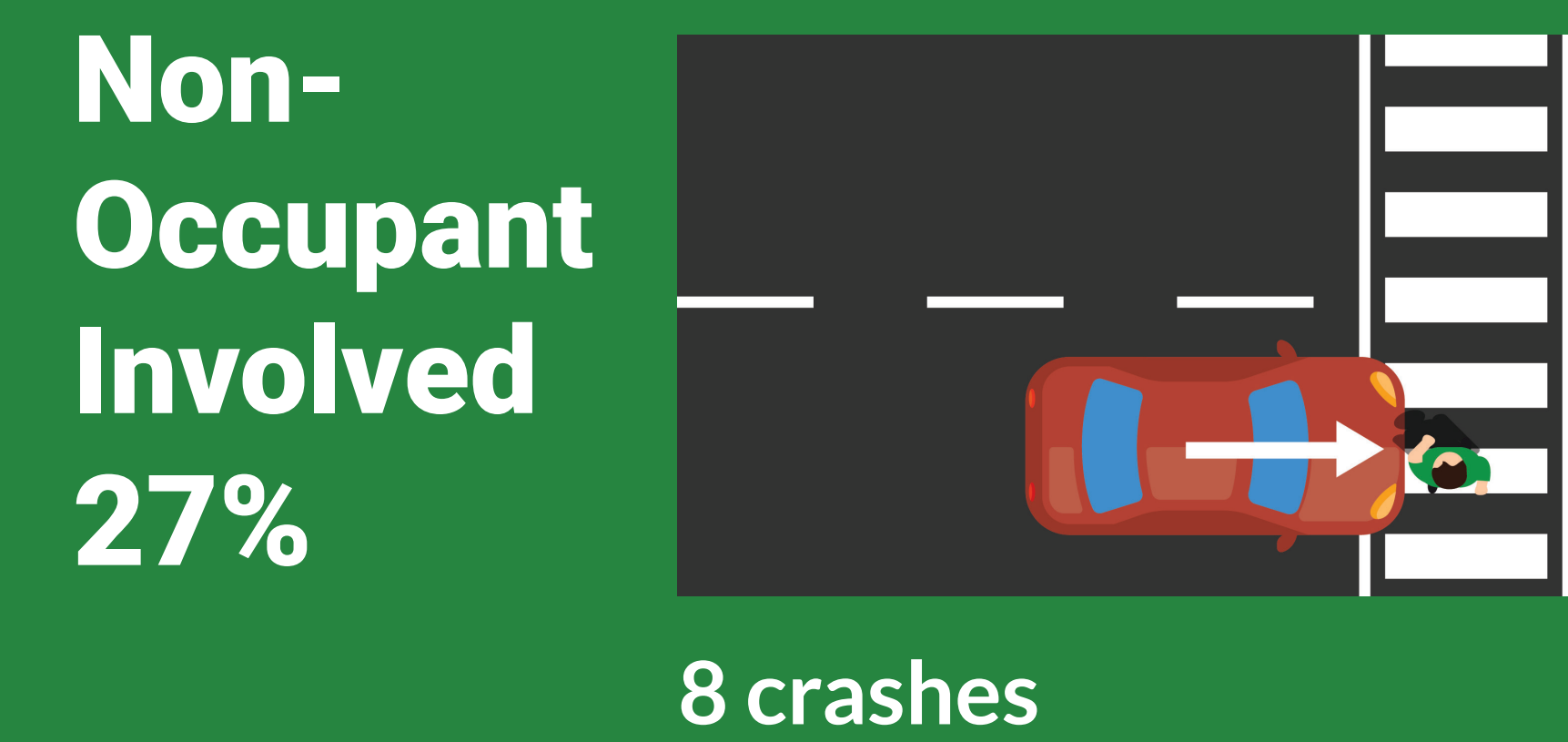
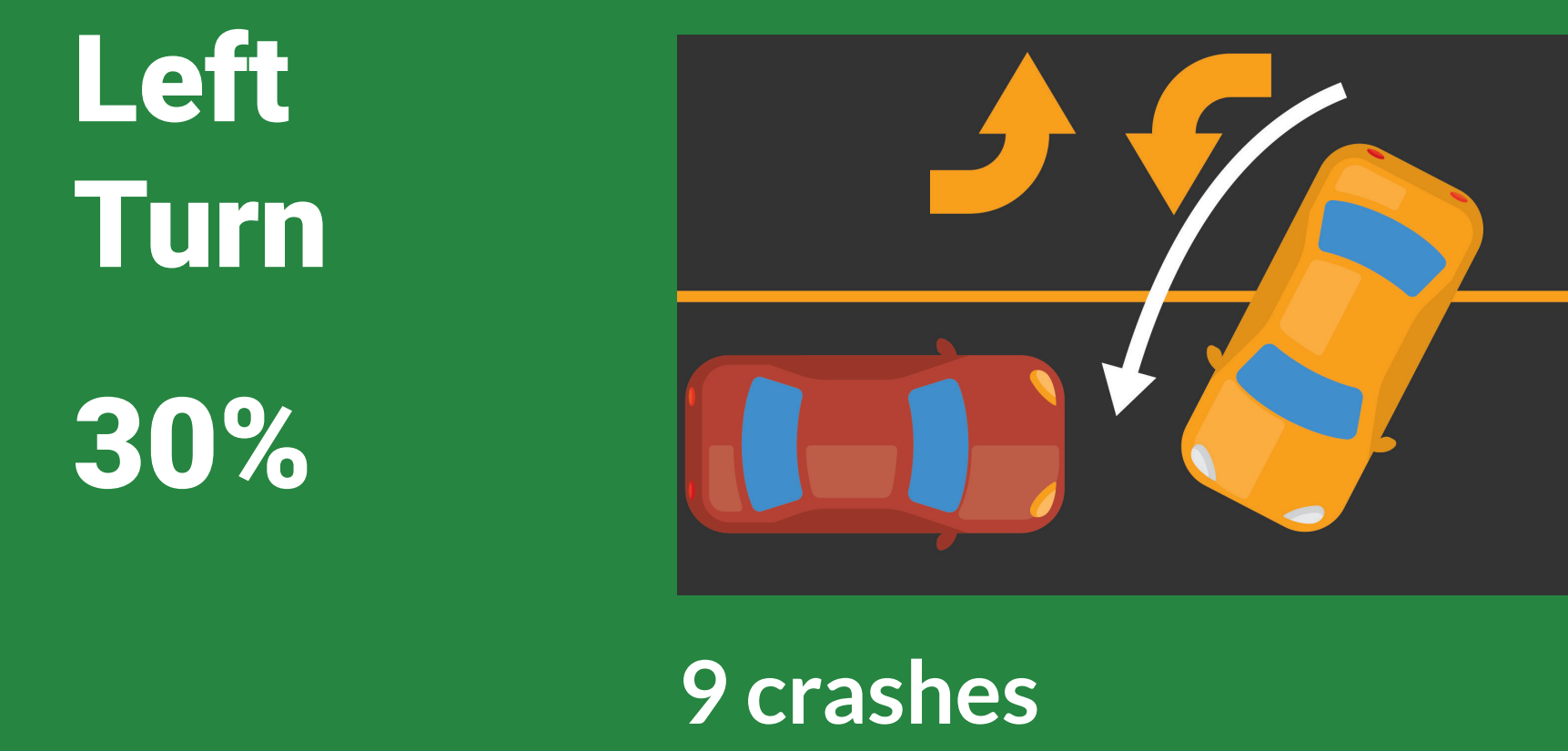


Camp Wisdom is part of High Injury Network and crash rate is about **3 times** that of similar facilities statewide in Texas.



Travel speeds along the corridor should be managed to provide more efficient flow of traffic and enhance safety for all road users.

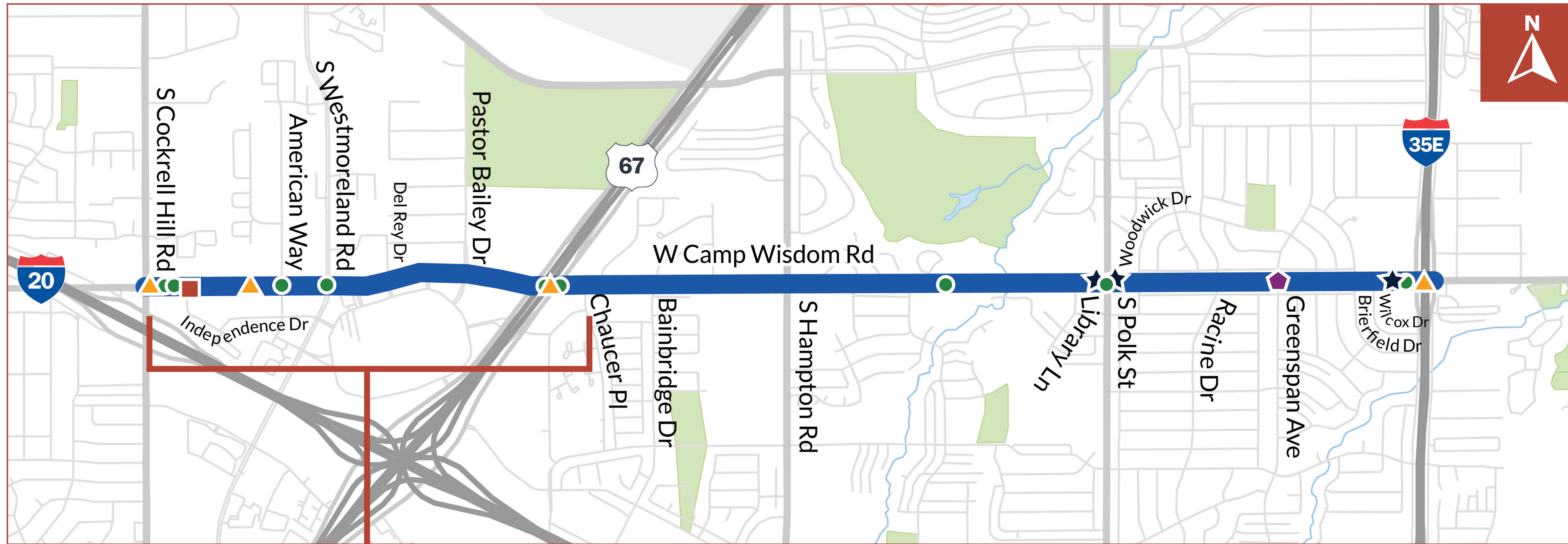
## Top 5 Fatal & Severe Injury Crash Types



# Pedestrian and Bicyclist Crash Data

## Pedestrian and Bicyclist Crashes locations along Camp Wisdom Road

**LEGEND** ■ Camp Wisdom Road ■ Fatality ▲ Severe Injury ★ Minor Injury ● Possible Injury ◆ Property Damage



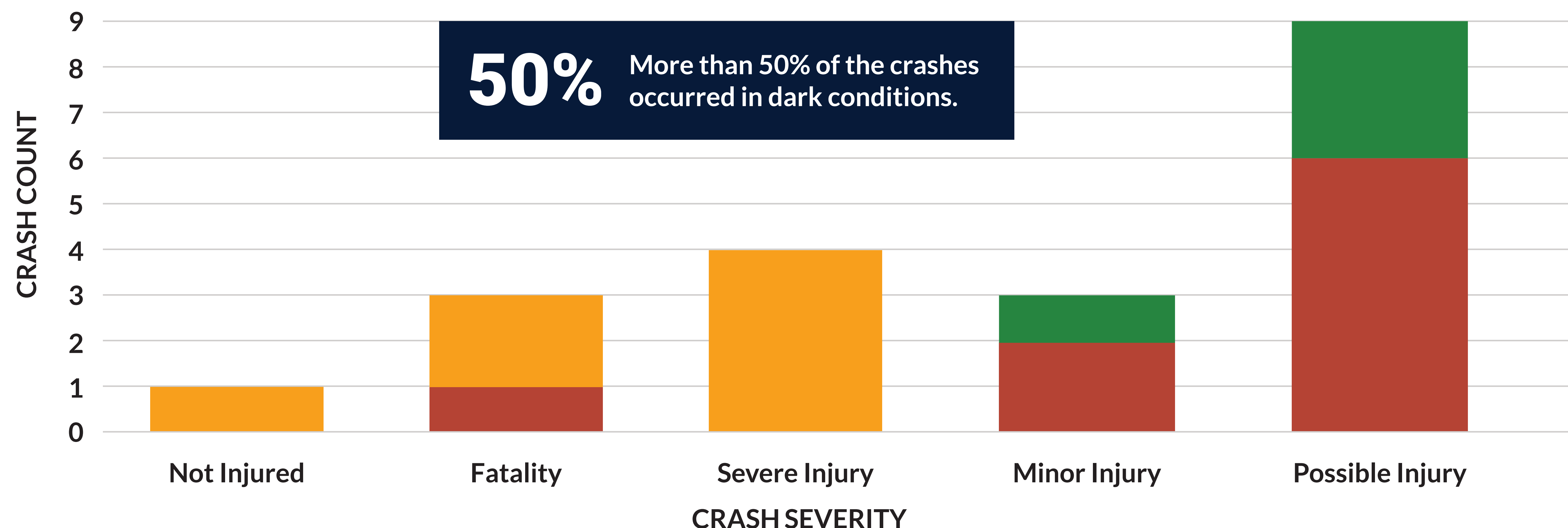
A majority of crashes are concentrated between Cockrell Hill Rd and Chaucer Pl

**20** crashes involving a pedestrian or bicyclist

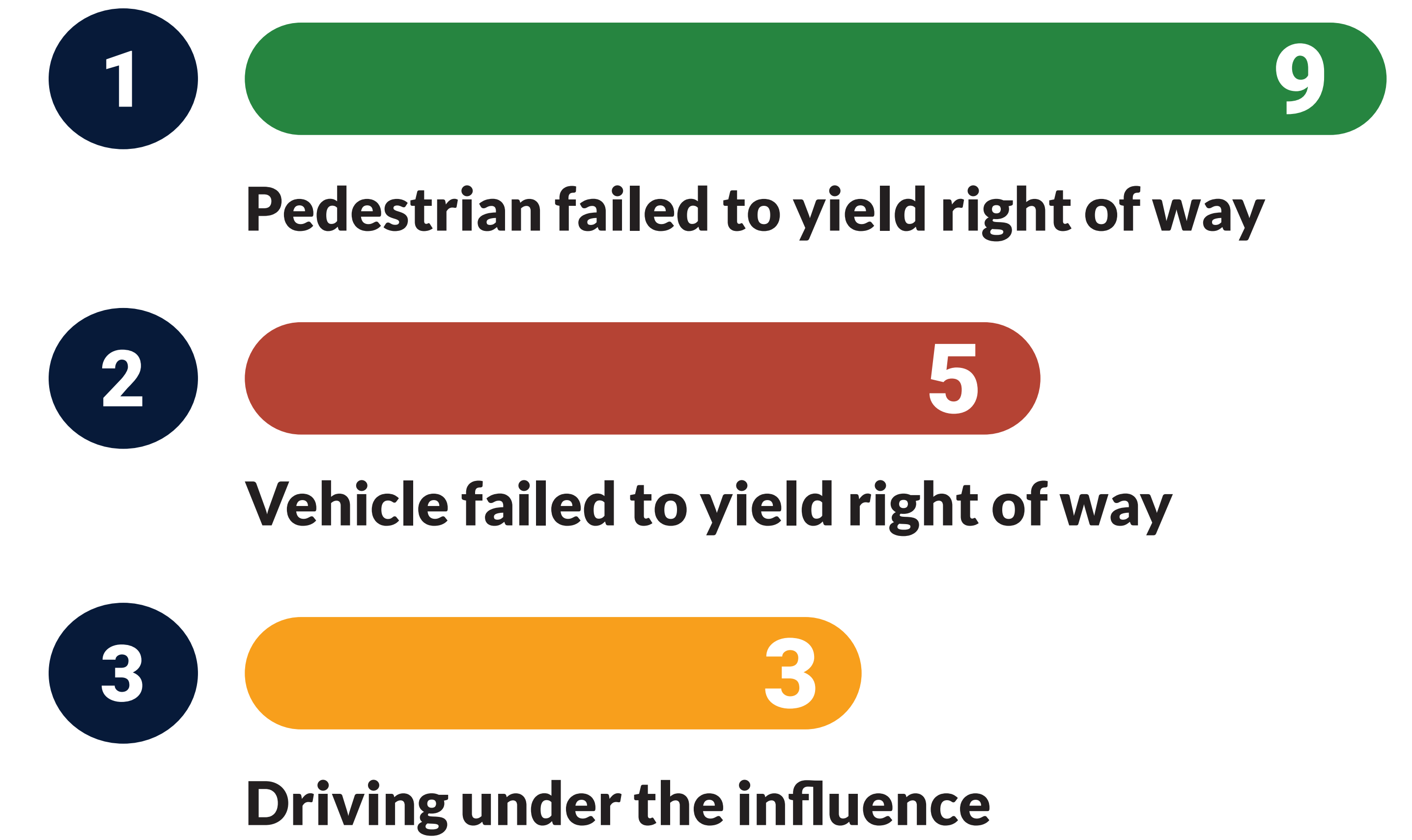
**3** pedestrian or bike fatalities

## Pedestrian and Bicyclist Crashes Based on Light Condition

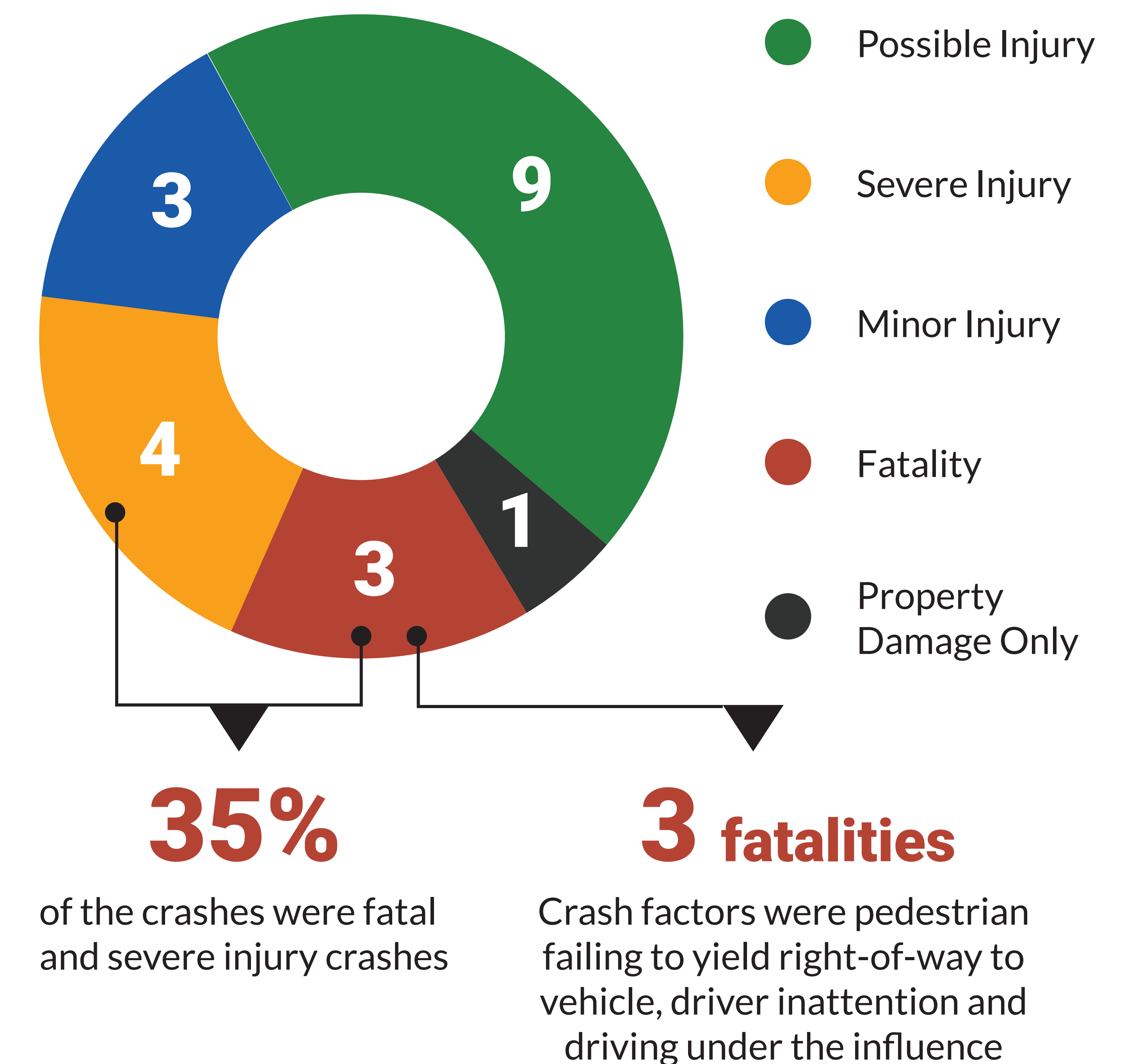
**LEGEND** ■ Daylight ■ Dark, Lighted ■ Dark, Not Lighted



## Top 3 Crash Factors



## Crash Count by Crash Severity



# Proposed Improvements/Recommendations

## Proposed Improvements The proposed improvements/recommendations listed are applicable for all alternatives.

**LEGEND** Camp Wisdom Road New Traffic Signals PHB Locations Speed Feedback Sign Locations Turn Lane Recommendations



## Summary of Proposed Improvements

**New traffic signals\* are recommended to be installed at:**

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

\* Above signals are warranted based on TMUTCD Warrant analysis

**Install permanent speed feedback signs:**

- West of American Way
- Between S Hampton Road and Library Lane at Church area
- West of Brierfield Drive

**New Pedestrian Hybrid Beacons (PHBs)\*\* are recommended:**

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

\*\* Further studies are required for the PHB location and warrants

**Exclusive Turn lane locations\*\*\*:**

- NB Right-turn at US 67
- SB Left-turn and WB Right-turn at US 67
- EB Right-turn at Chaucer Pl
- NB, SB, EB, and WB Left-turn at I-35E

\*\*\* TxDOT approval is required for the intersections in TxDOT ROW

**Signing and Striping, and Sidewalk Improvements**

- Install/refresh signs and crosswalks with retroreflectivity throughout the corridor
- Repair existing sidewalks, widen/repave deficient sidewalks; upgrade pedestrian curb ramps to make them ADA compliant throughout the corridor

# Proposed Improvements/Recommendations



Where warranted, traffic signals can reduce crashes by 35%.  
(Source: TxDOT HSIP Guidelines)



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



Installing a dedicated left-turn lane has been shown to reduce total crashes by 28-48%.  
(Source: FHWA Proven Safety Countermeasures)



Installing dedicated right-turn lane has been shown to reduce total crashes by 14-26%.  
(Source: FHWA Proven Safety Countermeasures)



Installing permanent dynamic speed feedback signs can reduce crashes by 7%.  
(Source: TxDOT HSIP Guidelines)

## Summary of Proposed Improvements



### Access Management

Between Cockrell Hill Road and US 67. 5 driveways recommended to be closed Eastbound and 1 Westbound.



### Improve Lighting

City of Dallas has recently upgraded the lighting to LED fixtures along the corridor.



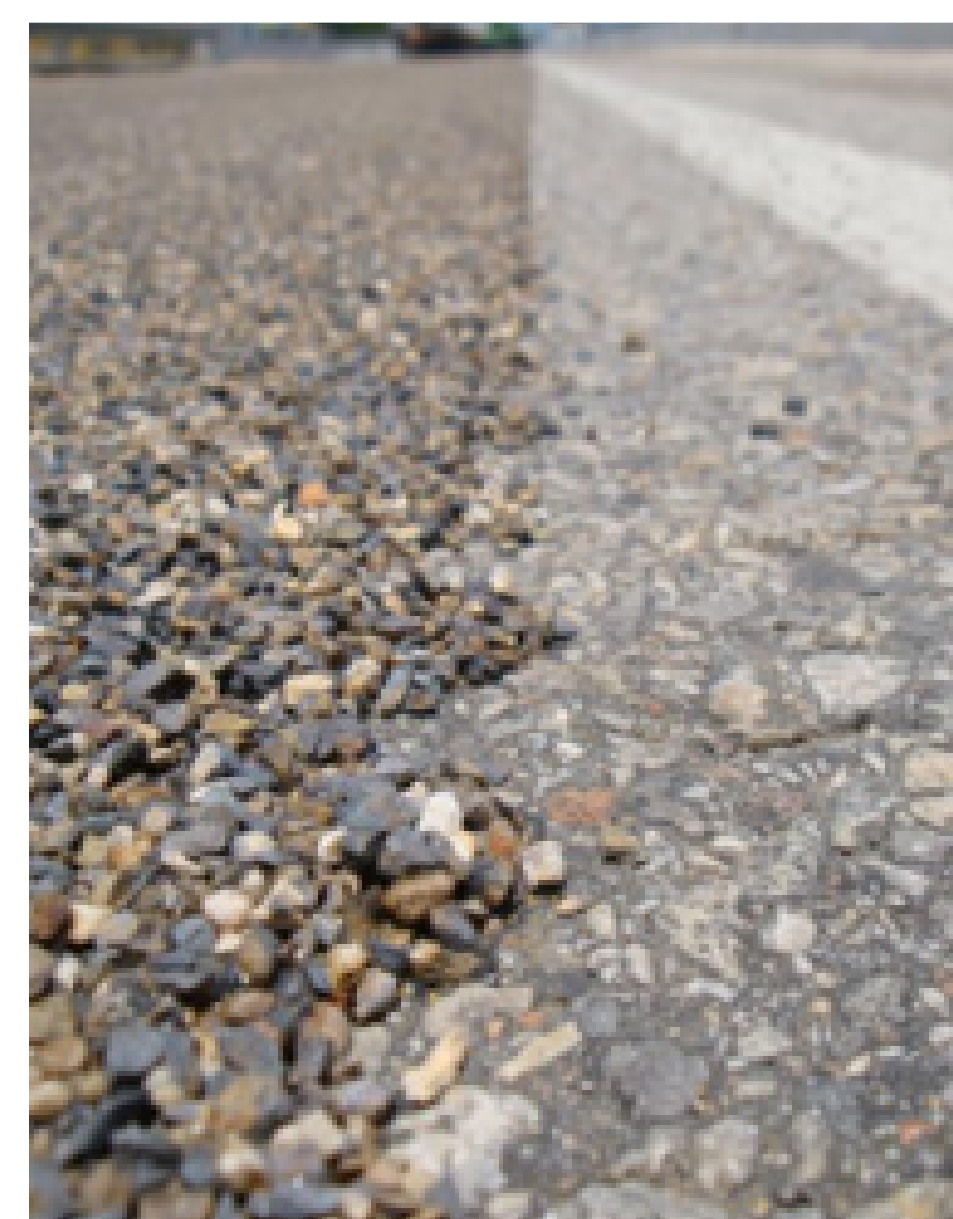
### Signal Timing

Adequately time yellow change and all red intervals to reduce angle crashes and implement leading pedestrian intervals (LPIs) to reduce vehicle-pedestrian crashes at Cockrell Hill Road, Westmoreland Road, and Chaucer PL.



### Install Stop Ahead Sign

To increase conspicuity of stop sign, install at Woodwick Drive, Racine Drive and Brierfield Drive. Supplement stop ahead signs with LED enhanced stop signs as they have the most right-angle crashes.



### Application of High Friction Surface Treatment (HFST)

To reduce wet pavement and run-off crashes at intersection approaches.



### Traffic enforcement

Increase law enforcement personnel dedicated to traffic enforcement.



### Install signal warning flashers

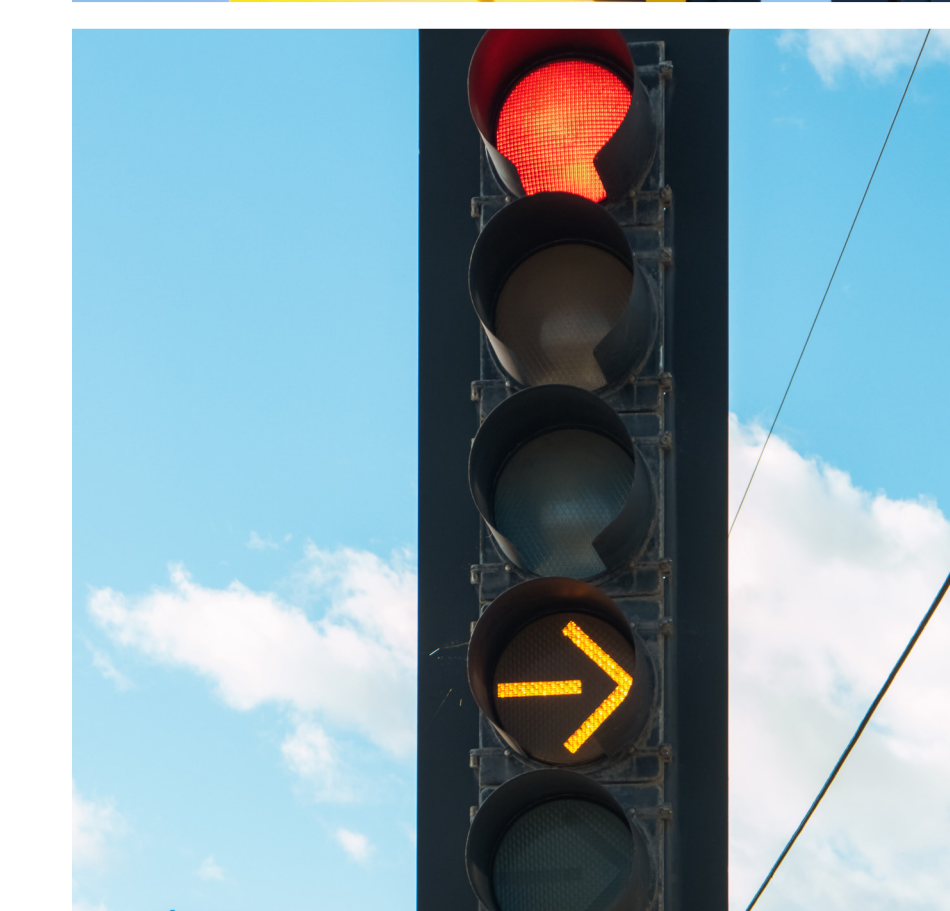
For queue warning; intersection ahead warning at – Bainbridge Drive, S Hampton Road, S Polk Street and Greenspan Avenue intersections due to vertical sight distance issues.

Source: KRNV



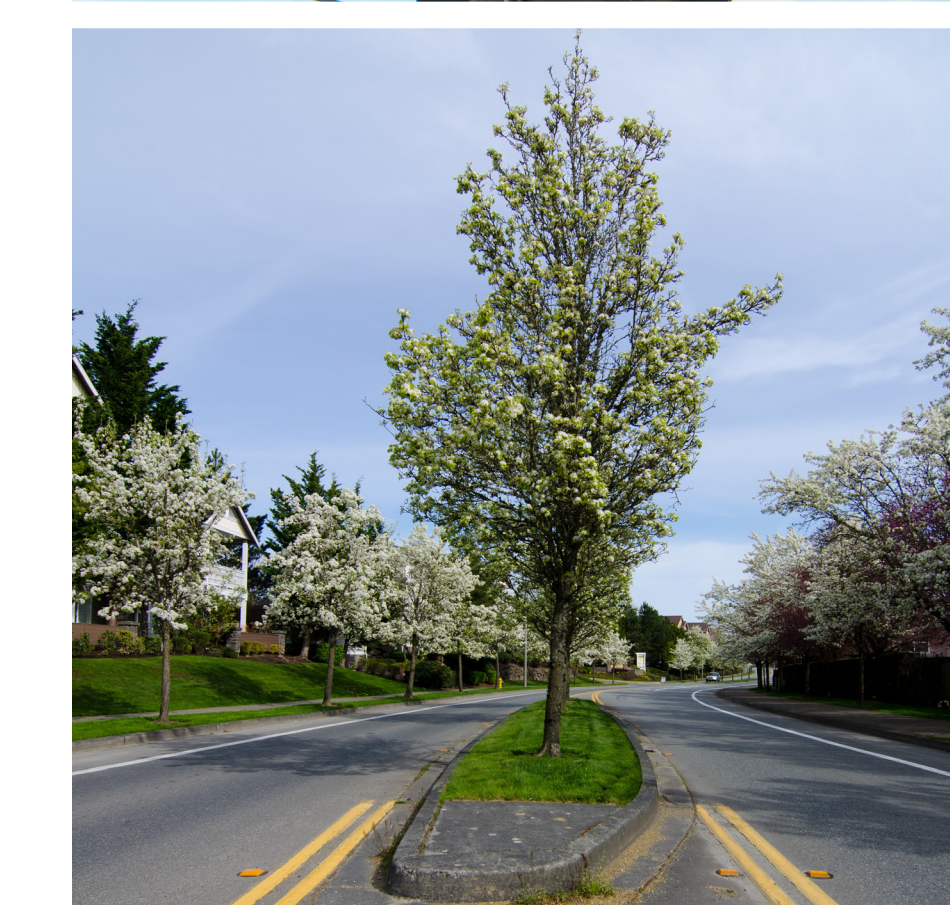
### Backplates with retroreflective border

Install on all traffic signal heads.



### Flashing Yellow arrow

Upgrade yield-on-green indications to flashing yellow arrows.



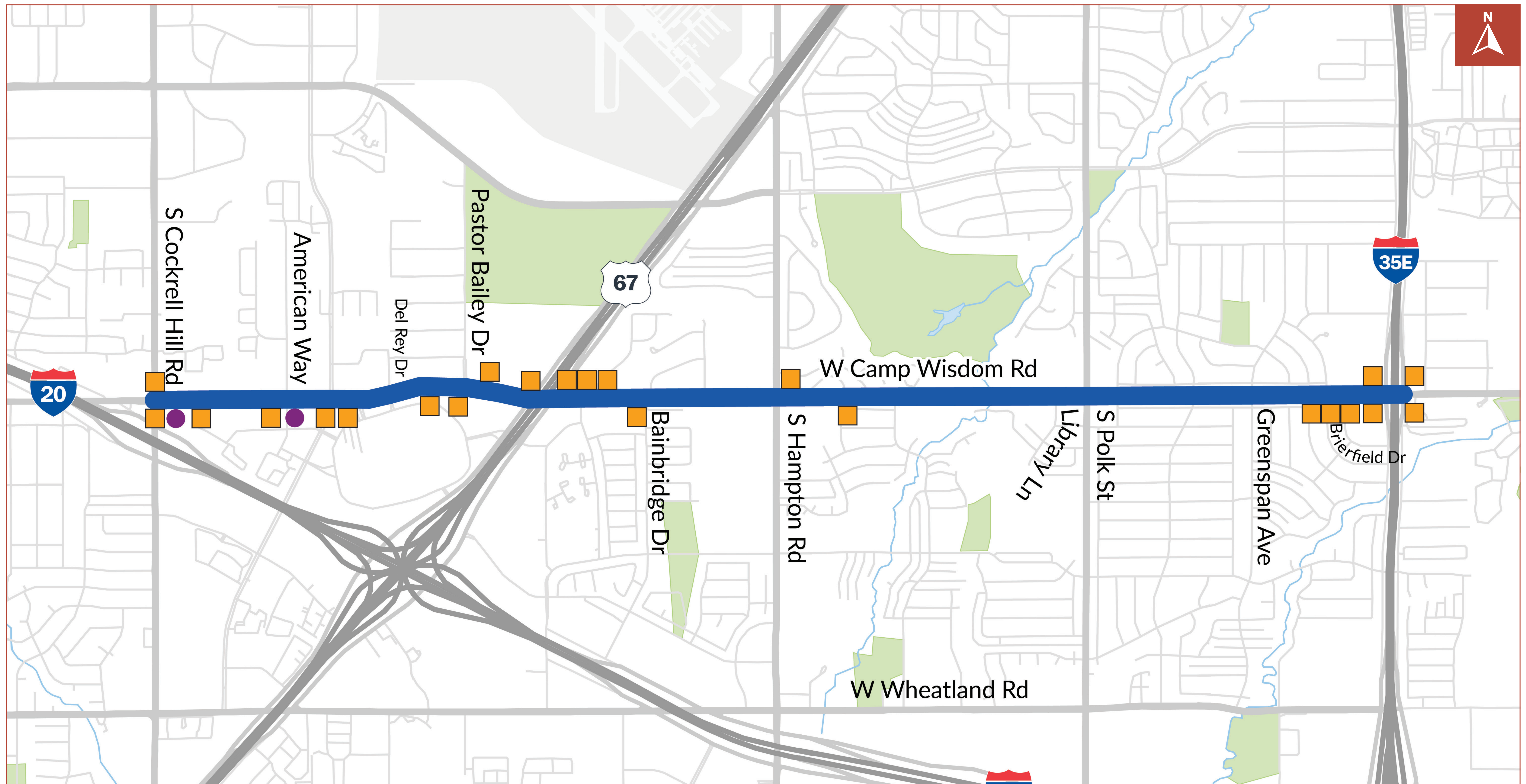
### Trees in the median

Add trees in the median throughout which will help with traffic calming.

Source: FHWA Safer Journey Countermeasures

## Curb Ramp Recommendations

**LEGEND**  Camp Wisdom Road  Install ADA Compliant Curb Ramp  Upgrade to ADA Compliant Curb Ramp



City of Dallas will be coordinating with DART on transit enhancements along the corridor

# Future Potential Alternatives

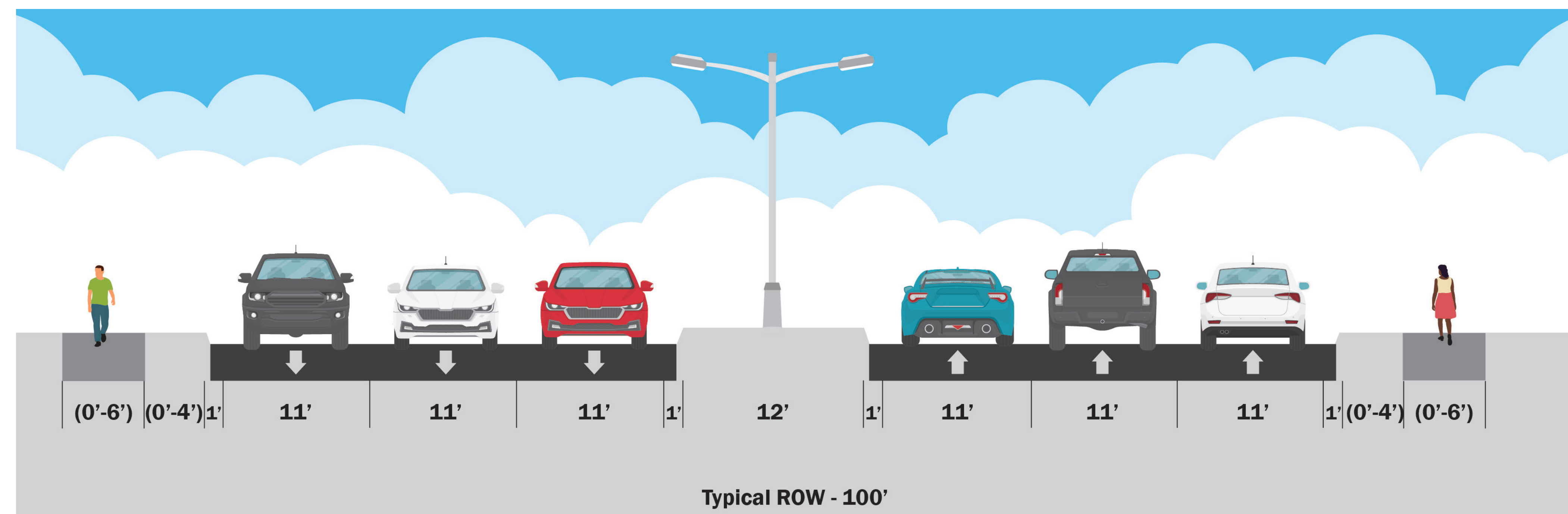
## Option 1: Continuous Sidewalks

## Option 2: Full Lane Reduction with a Trail

## Option 3: Partial Lane Reduction with a Trail

### Existing Roadway Typical Section

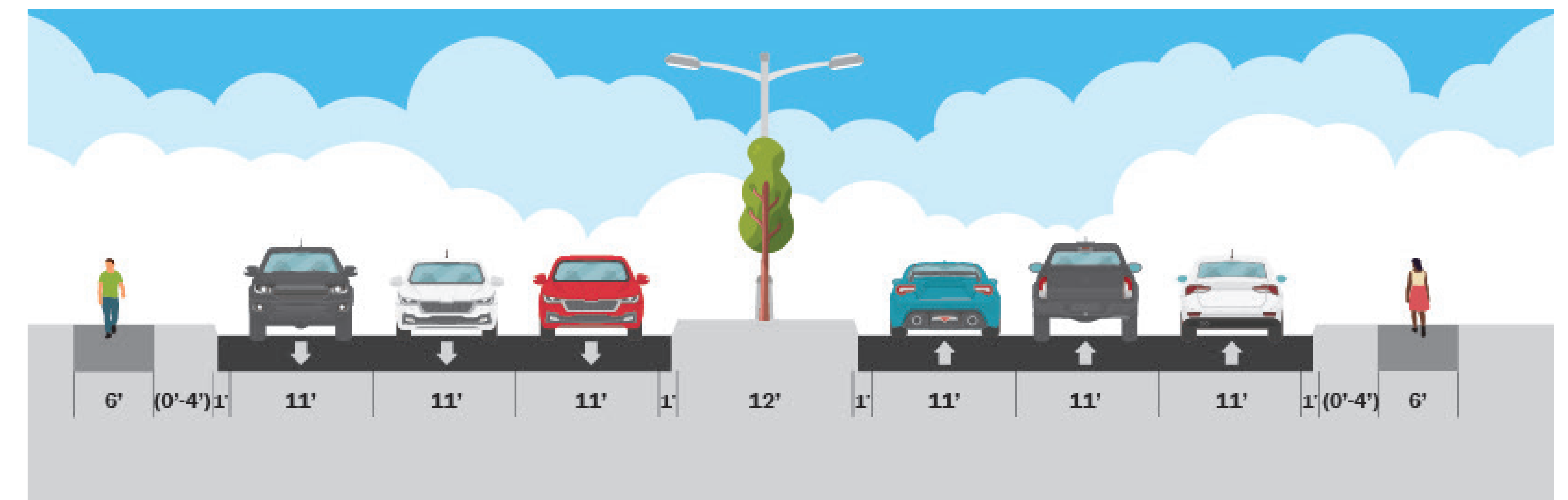
No Build



The signals, layouts, and timings are the same as existing conditions.

### Proposed Roadway Typical Section

Option 1: Near Term - Continuous Sidewalks - Entire Corridor



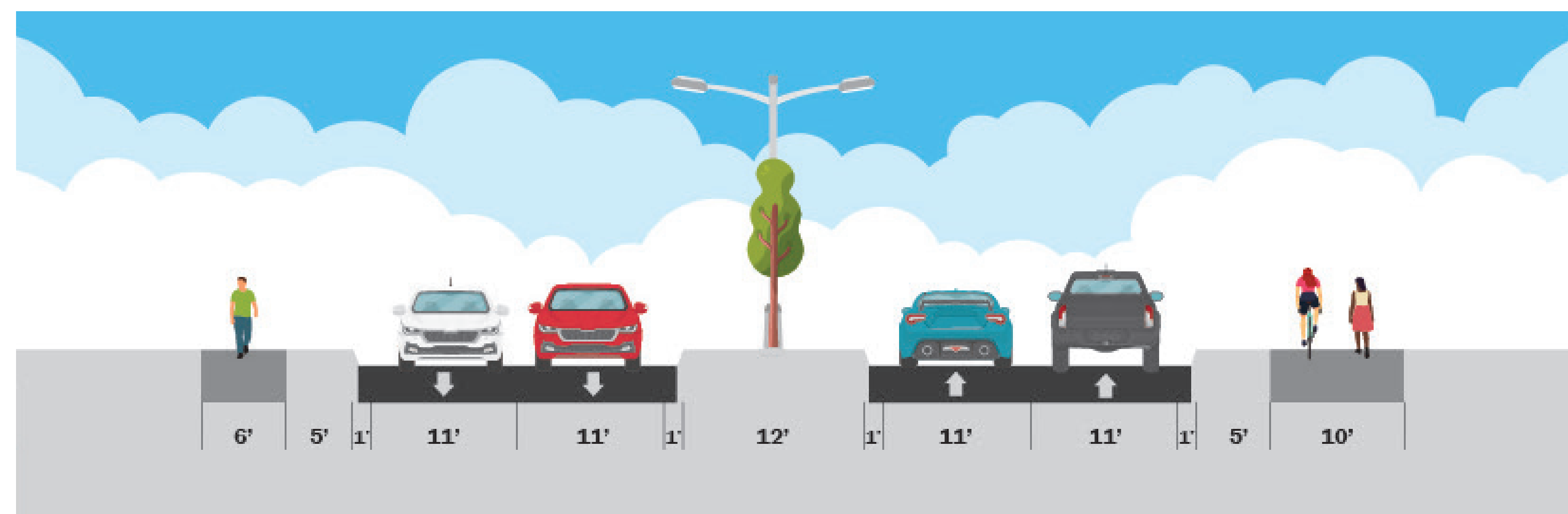
Improvements include continuous sidewalks, adding turn lanes, signal timing changes, and adding new traffic signals.

## Future Long-Term Options

The following options were evaluated for future long term to further enhance safety, lower speed, and enhance multimodal travel options

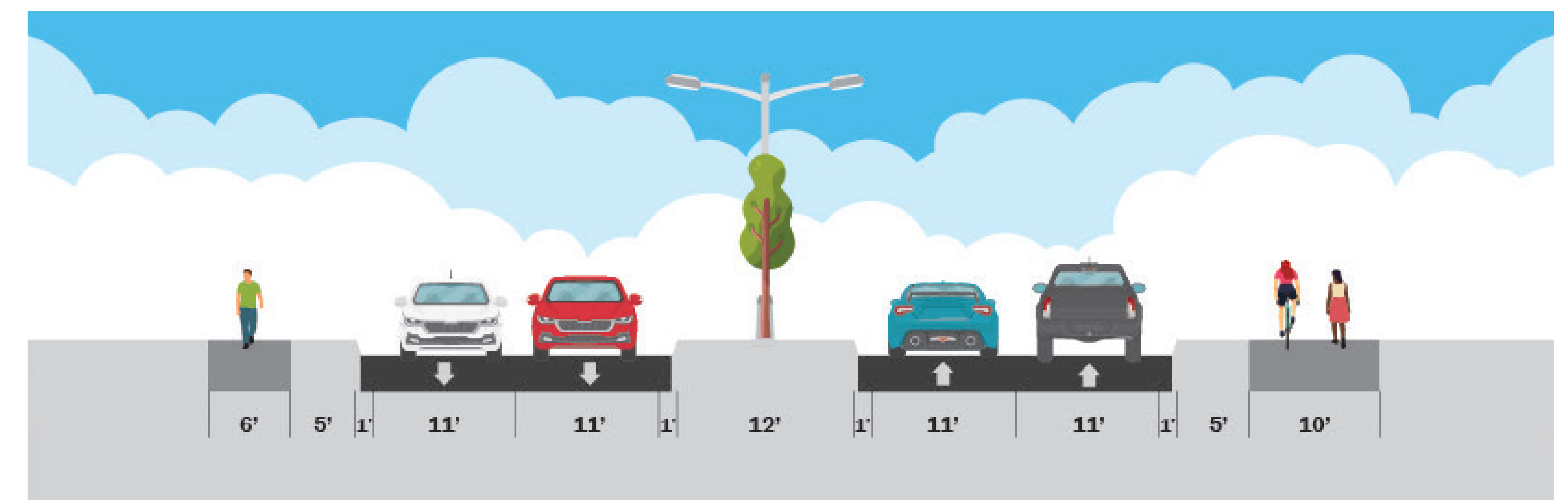
### Proposed Roadway Typical Section

Option 2: Long Term - Full Lane Reduction with a Trail from Cockrell Hill Rd. to I-35E



### Proposed Roadway Typical Section

Option 3: Long Term - Partial Lane Reduction with a Trail from Cockrell Hill Rd. to US 67





## Future Traffic Growth

**2.25%** | Traffic modeling assumes that traffic will increase by 2.25% annually from 2023 - 2045

## Level of Service Comparison



**7:15 AM - 8:15 AM**  
AM Peak Hour

**4:45 PM - 5:45 PM**  
PM Peak Hour

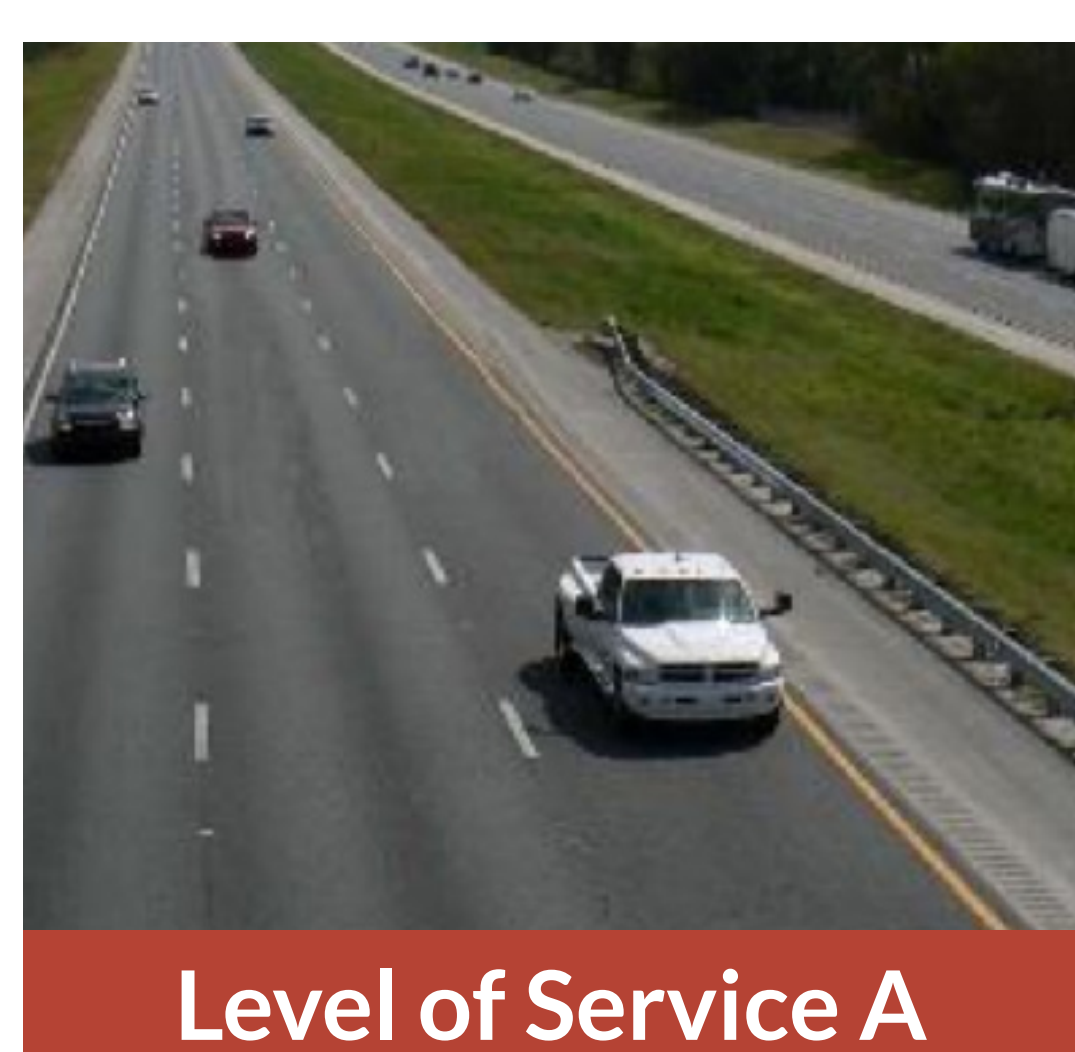
Intersection	No Build (2045)		Option 1: Continuous Sidewalks - Entire Corridor (2045)		Option 2: Full Lane Reduction with a Trail (2045)		Option 3: Partial Lane Reduction with a Trail (2045)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service
Cockrell Hill Road	C	D	C	D	C	D	C	D
Westmoreland Road	C	D	D	D	D	E	D	E
Del Rey Drive	A	A	A	A	A	A	A	A
Pastor Bailey Drive	A	B	A	A	A	B	A	B
US 67 SBFR	D	F	C	E	C	E	C	E
US 67 NBFR	D	F	C	E	C	E	C	E
Chaucer Pl	B	C	B	B	B	B	B	B
Bainbridge Drive	B	B	B	B	B	B	B	B
S Hampton Road	C	E	D	E	D	F	D	E
S Polk Street	C	D	C	D	C	D	C	D
Greenspan Avenue	C	B	C	C	C	C	C	C
I-35E SBFR	E	E	D	C	D	C	D	C
I-35E NBFR	F	E	D	C	D	C	D	C

### Option 2

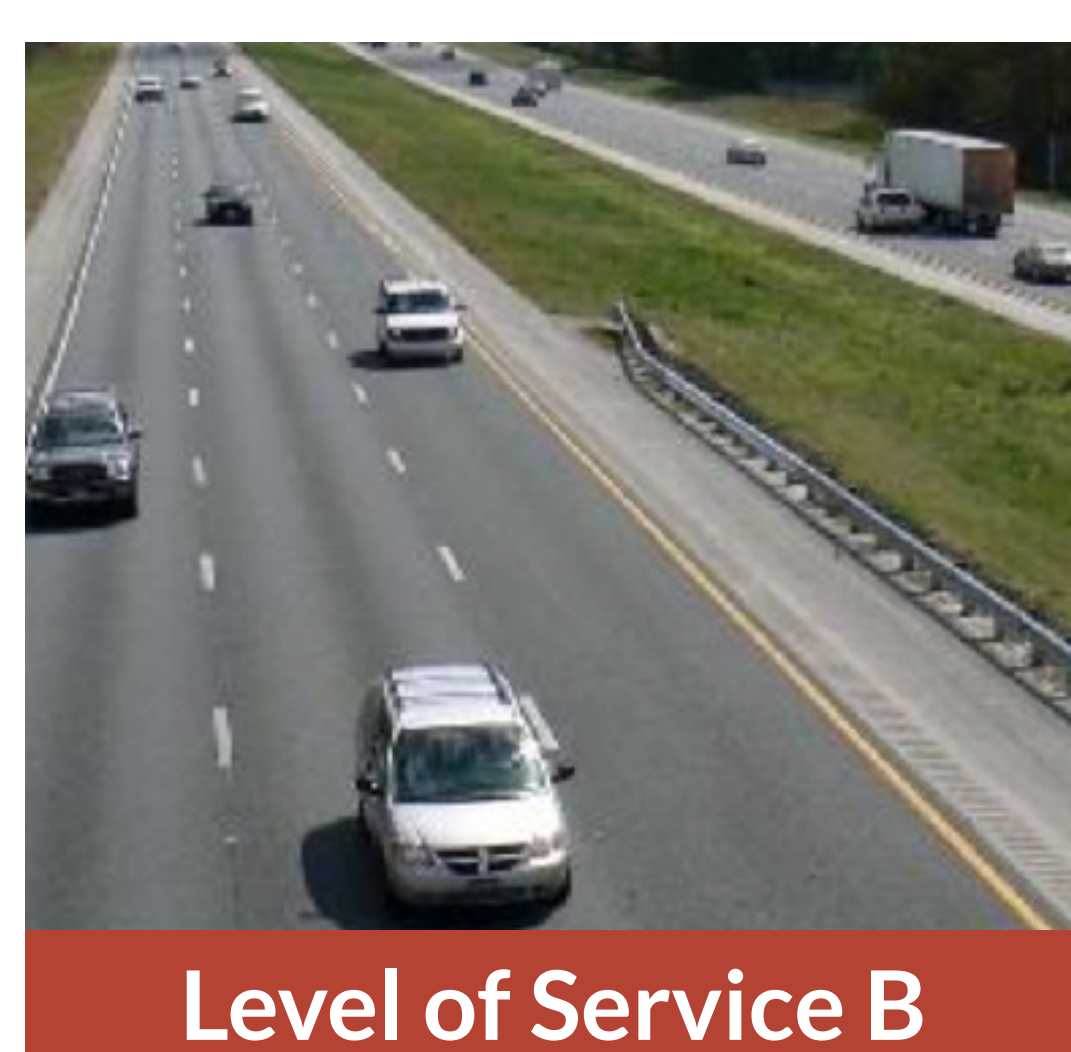
Results in a 2 minute, 20-second increase in travel time and a 3 mph reduction in speed in westbound direction during PM peak compared to Option 1.

### Option 3

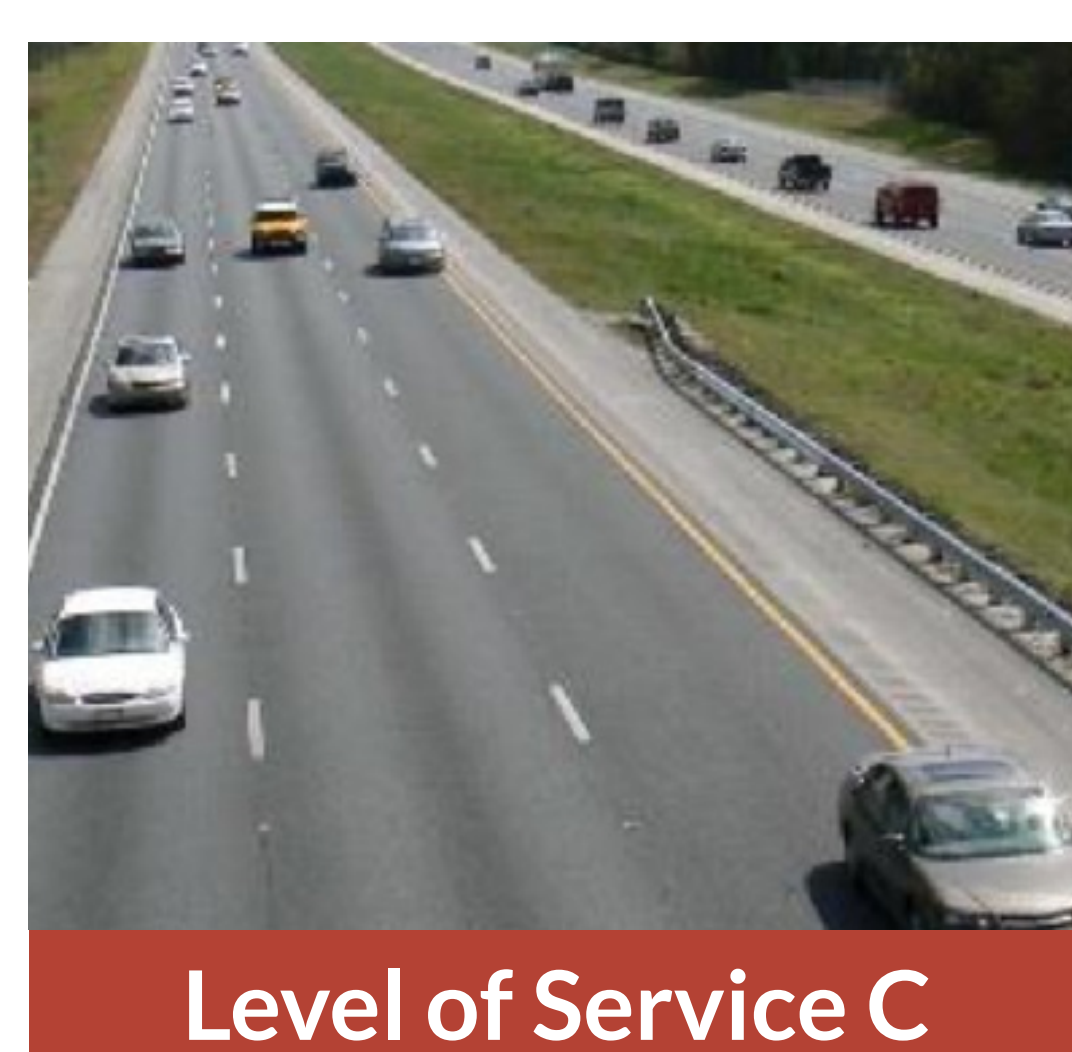
Results in a 2 minute, 8-second increase in travel time and a 3 mph reduction in speed in eastbound direction during PM peak compared to Option 1.



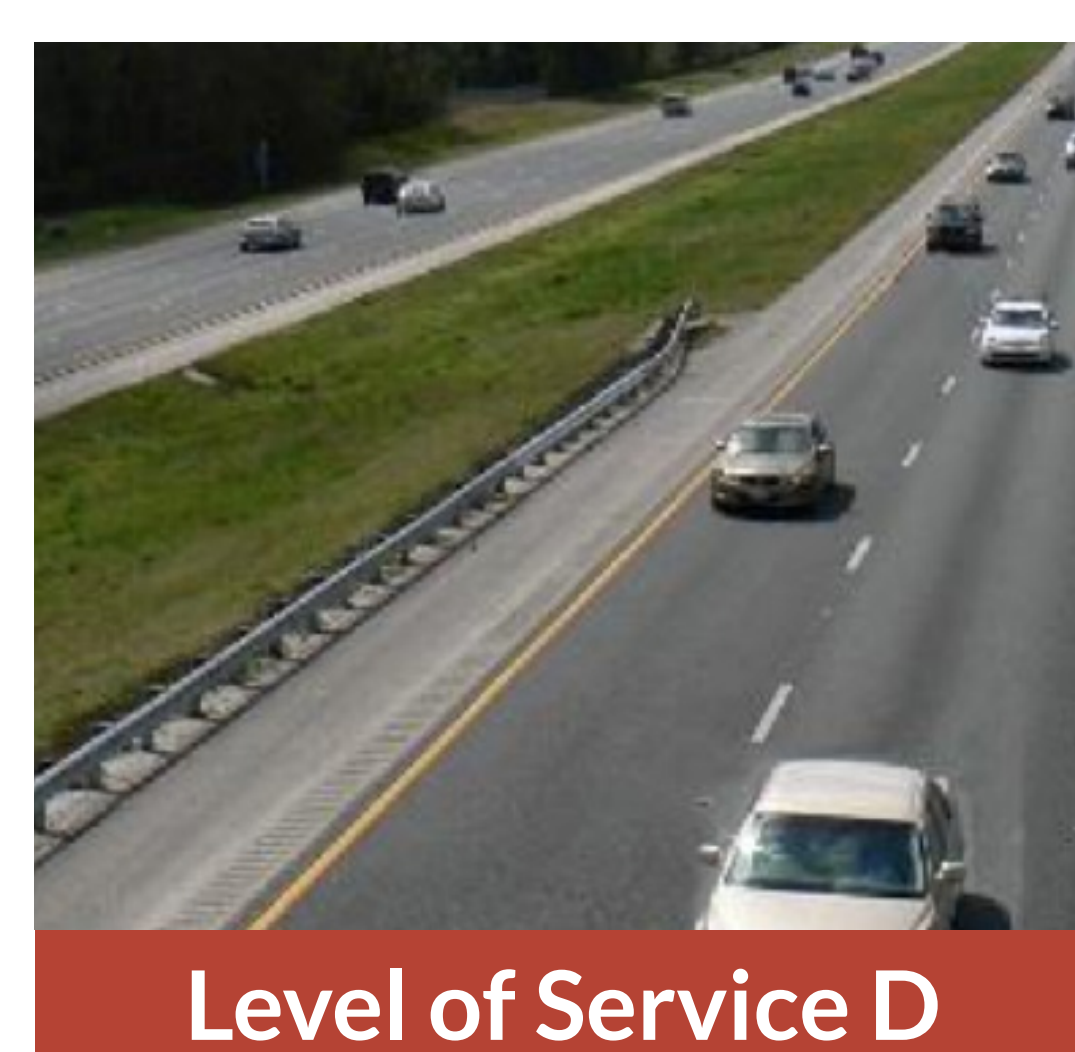
Level of Service A



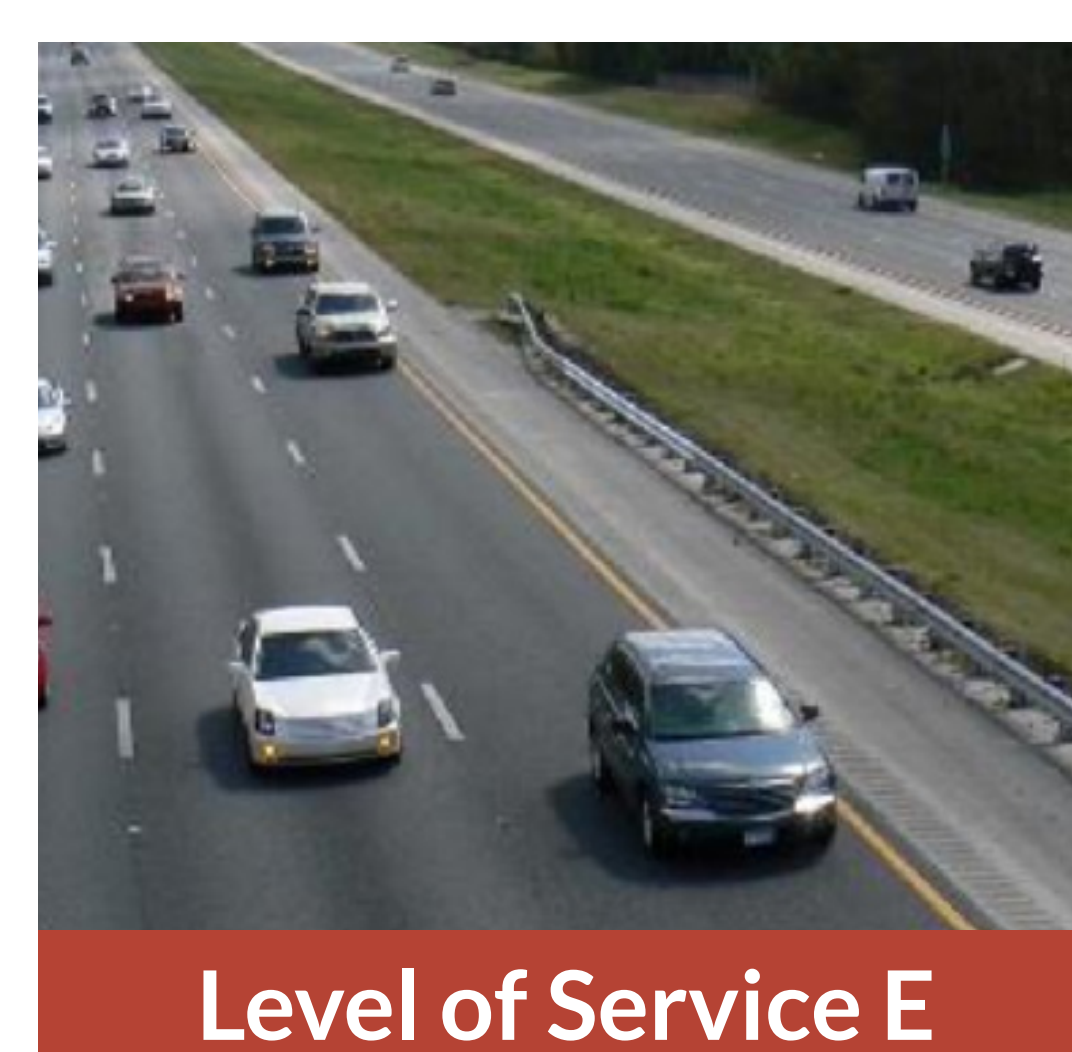
Level of Service B



Level of Service C



Level of Service D



Level of Service E



Level of Service F

# Proposed Alternatives Evaluation Matrix

Evaluation Matrix	Option 1: Continuous Sidewalks - Entire Corridor	Option 2: Full Lane Reduction with a Trail	Option 3: Partial Lane Reduction with a Trail
<b>SAFETY AND SPEED MANAGEMENT</b>			
Supports Reduction of all crashes and severity	Fair	Good	Good
Separation between ped/ bike and vehicles	Poor	Fair	Fair
Encourages speed reduction	Poor	Good	Fair
<b>MOBILITY AND ACCESS</b>			
Improves pedestrian crossings and connections	Fair	Good	Good
Supports biking	Poor	Good	Good
Supports transit access and travel times	Good	Fair	Fair
Minimized impacts to vehicle travel times	Good	Poor	Fair
<b>LIVABILITY</b>			
Opportunity for street furnishings	Poor	Good	Fair
Maximizes pedestrian comfort	Poor	Fair	Fair
<b>COST AND EASE OF IMPLEMENTATION</b>			
Minimized ROW impacts	Good	Good	Good
Minimizes scale of construction	Good	Poor	Fair