West Colorado Blvd at Tyler St/Sylvan Ave

Intersection Improvements

Public Meeting

April 1st, 2025

City of Dallas

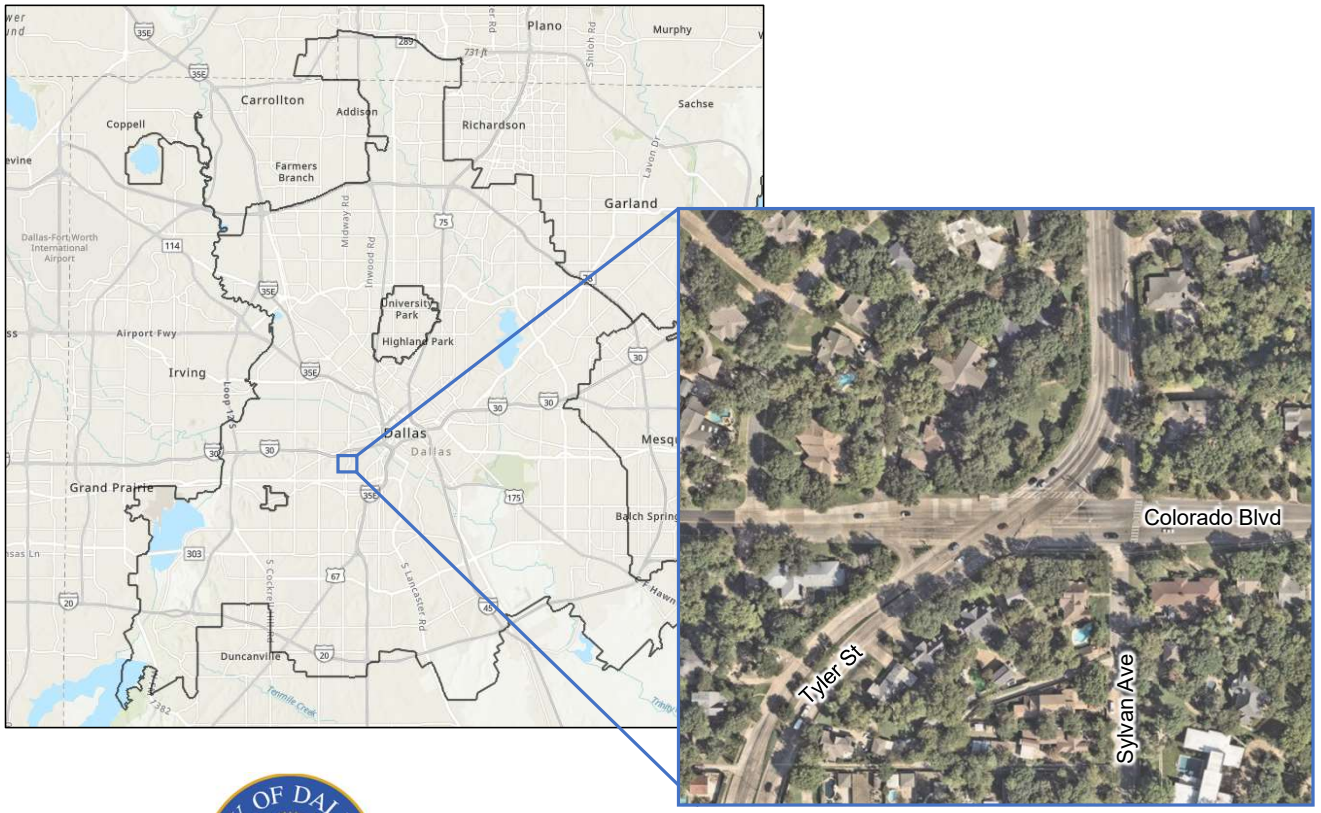
Department of Transportation & Public Works

Presentation Outline

- Study Location & Objectives
- Existing Safety Challenges
- Potential Improvements
- Comparisons Matrix
- Next Steps

Study Location & Objectives

- Identify Existing Intersection Safety Concerns
- Develop Proposed Alternatives to Address Safety Concerns
- Select Preferred Alternative to Move Forward with Design



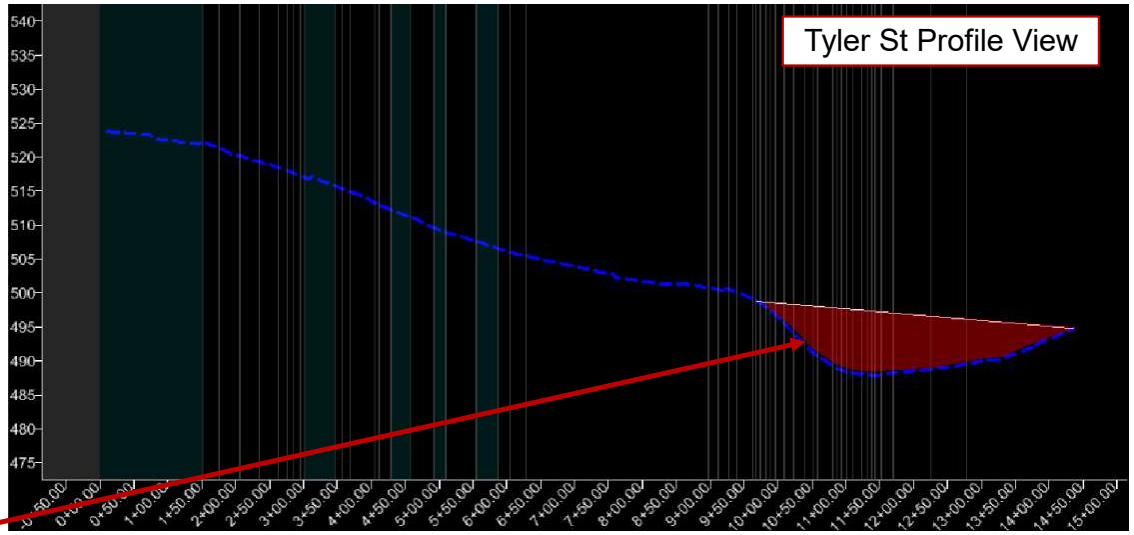
Existing Safety Challenges

Intersection Visibility

Horizontal curves on northbound and southbound Tyler St lead to poor visibility for vehicles approaching the intersection

Speeds and Elevation Change

In addition to the poor sight distance, significant elevation change on Tyler St causes vehicles to drive too fast through the intersection, making it difficult for vehicles to remain in the correct lane.

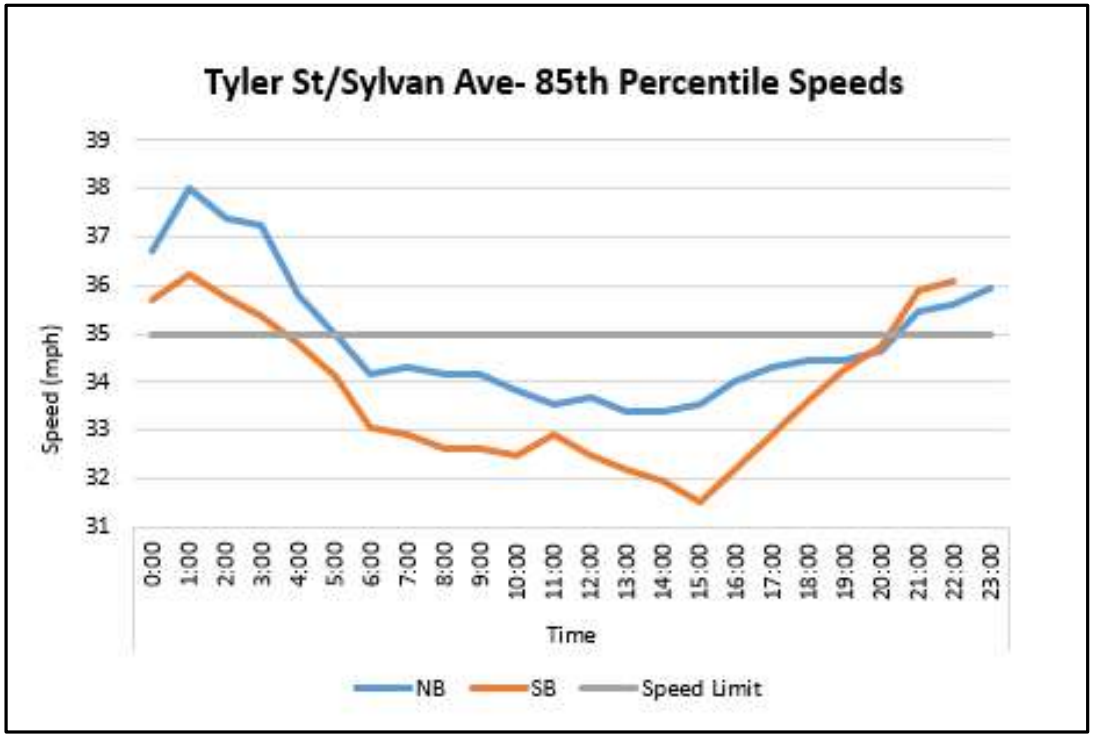


Major elevation dip on SB approach of Tyler St

Existing Speeds

Based on existing speed data, vehicles are not consistently traveling over the posted speed limit (35 mph) on Tyler St/Sylvan Ave.

However, as shown in the historical crash data, vehicles do seem to be **traveling at a higher speed through the intersection** than is conducive for the existing conditions and geometry.



** Data Source: INRIX Roadway Analytics (January 1, 2024 – December 31, 2024)*

Infrastructure in Poor Condition

Current intersection conditions include aging traffic signal equipment, poor intersection lighting, and non-ADA compliant pedestrian access/sidewalks.

Aging signal infrastructure with no intersection safety lighting

Pedestrian crossing with no controlled pedestrian signal or pedestrian ramps

Pedestrian push buttons not up to ADA standards

Historical Crash Data

- **46 Total Crashes** from Jan 2020 to Dec 2024
- **45%** of crashes took place in **Low Light Conditions**
- **50%** of crashes were **Roadway/Lane Departure** crashes

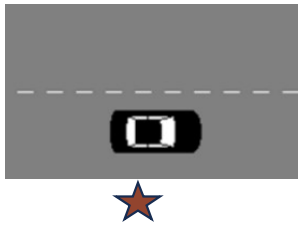
1 Fatal Crash
1 Serious Injury Crashes

Count of Crashes by Primary Contributing Factor

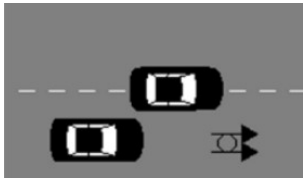
Primary Contributing Factor	Count of Crashes
FAILED TO DRIVE IN SINGLE LANE	20
FAILED TO CONTROL SPEED	6
UNSAFE SPEED	4
CHANGED LANE WHEN UNSAFE	3
OTHER (EXPLAIN IN NARRATIVE)	3
BACKED WITHOUT SAFETY	1
DISTRACTION IN VEHICLE	1
FAILED TO YIELD RIGHT OF WAY - TURNING LEFT	1
FLEEING OR EVADING POLICE	1
NONE	1
TURNED IMPROPERLY - WRONG LANE	1
TURNED WHEN UNSAFE	1
UNDER INFLUENCE - ALCOHOL	1
WRONG SIDE - NOT PASSING	1
WRONG WAY - ONE WAY ROAD	1
Total	**46**

Top 5 Crash Types:

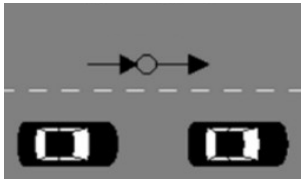
1. Single Vehicle – 43%



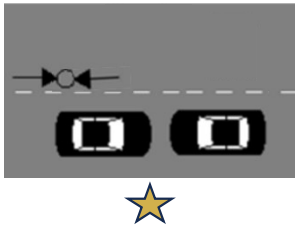
2. Sideswipe – 17%



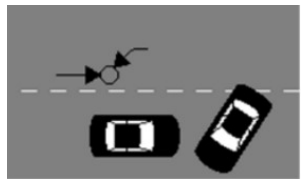
3. Rear End – 15%



4. Head-On – 9%



5. Angle – 4%

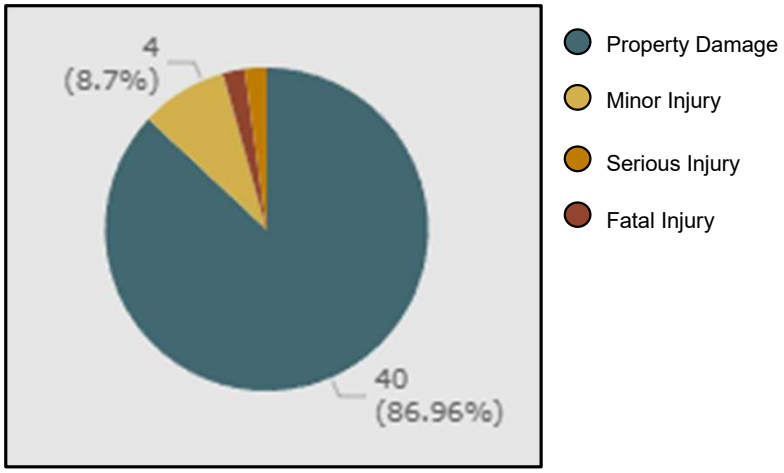


** Data Source: TxDOT CRIS Database (January 1, 2020 – December 31, 2024)*

Historical Crash Data

Count of Crashes by Manner of Collision

Manner of Collision	Count of Crashes
ONE MOTOR VEHICLE - GOING STRAIGHT	18
SAME DIRECTION - BOTH GOING STRAIGHT-SIDESWIPE	8
SAME DIRECTION - ONE STRAIGHT-ONE STOPPED	5
OPPOSITE DIRECTION - BOTH GOING STRAIGHT	4
ONE MOTOR VEHICLE - OTHER	2
SAME DIRECTION - BOTH GOING STRAIGHT-REAR END	2
ANGLE - BOTH GOING STRAIGHT	1
ANGLE - ONE STRAIGHT-ONE LEFT TURN	1
ONE MOTOR VEHICLE - TURNING LEFT	1
OPPOSITE DIRECTION - ONE BACKING-ONE STOPPED	1
OPPOSITE DIRECTION - ONE STRAIGHT-ONE BACKING	1
OPPOSITE DIRECTION - ONE STRAIGHT-ONE LEFT TURN	1
SAME DIRECTION - BOTH LEFT TURN	1
Total	**46**



The historical crash data reflects the observed existing safety challenges:

- *Poor visibility approaching the intersection and*
- *Vehicles traveling too fast through the intersection*

** Data Source: TxDOT CRIS Database (January 1, 2020 – December 31, 2024)*

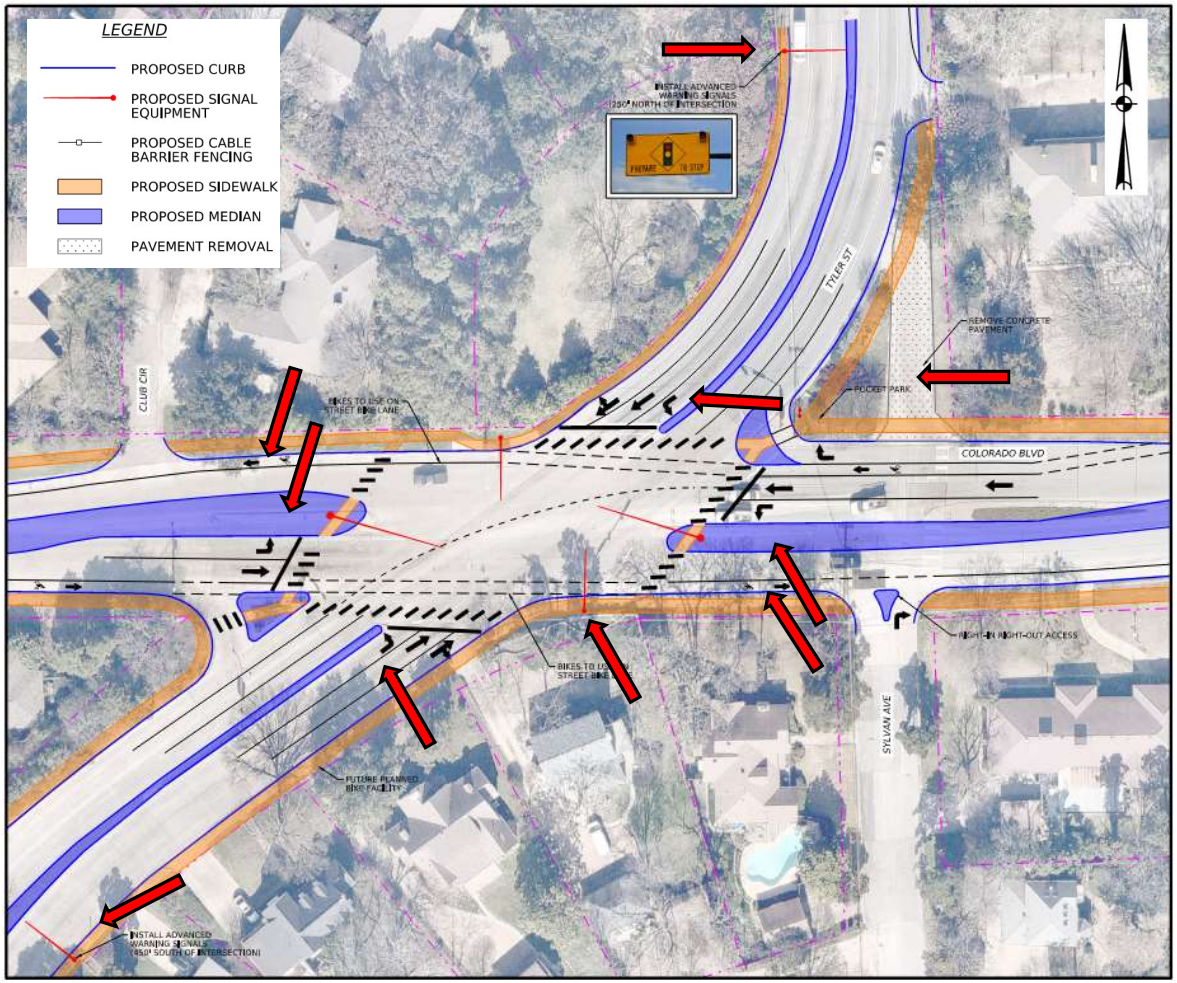
Potential Improvements

Alternative 1
Intersection Enhancements

- Install advanced overhead warning signals on Tyler St
- Allow dedicated left turn lanes on Tyler St
- Install wider medians on Colorado Blvd to allow for narrower lanes and shorter pedestrian crossings
- Install new traffic signal equipment and safety lighting
- Install on-street bike lanes on Colorado Blvd
- Remove free right movement on Sylvan Ave, giving westbound vehicles their own receiving lane on Tyler Str.
- Additional green space on northeast corner

Intersection Level Of Service (LOS)*: LOS B

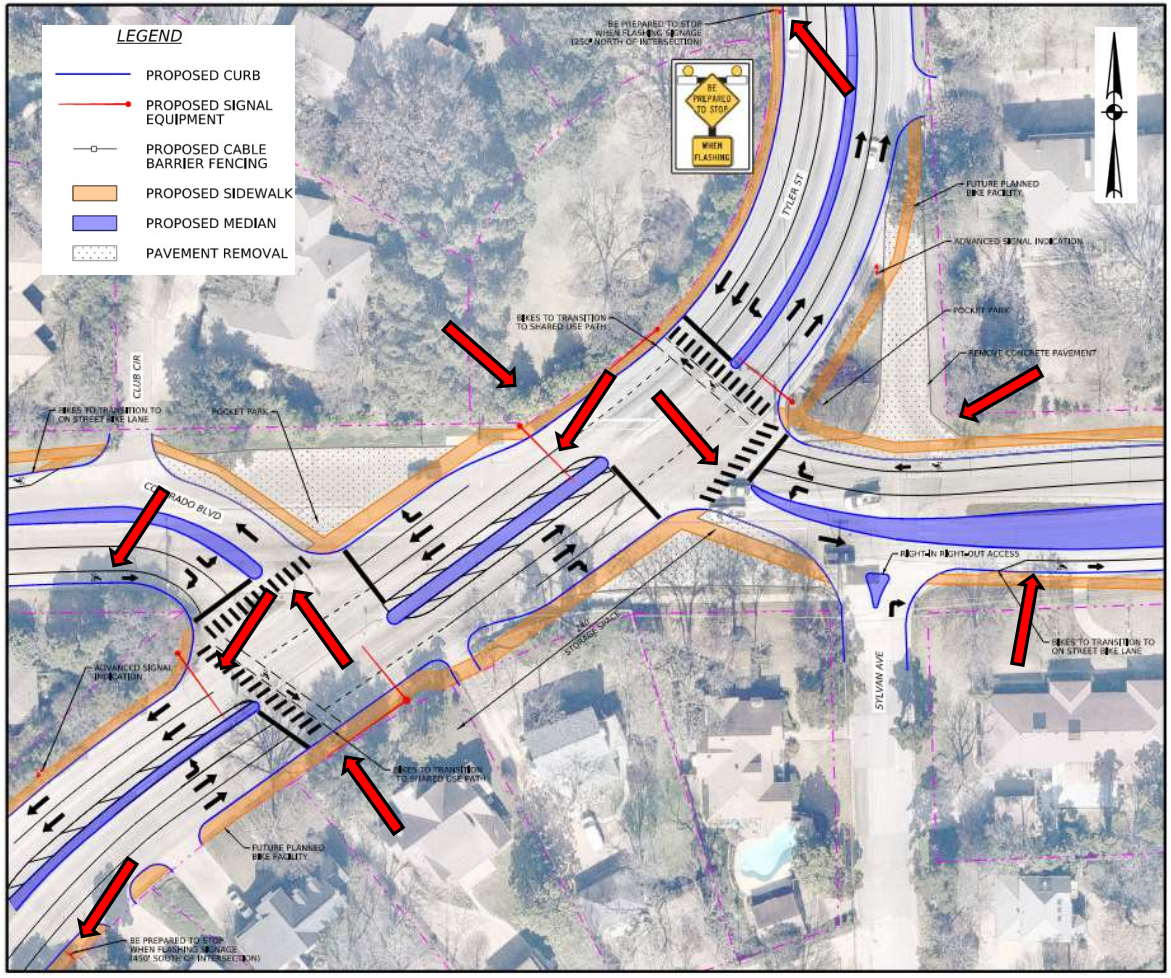
*LOS shown for 2045 critical peak hour traffic conditions



Alternative 2
Offset T-Intersection

- Reconfigure intersection to act as two separate intersections (similar to diamond intersection)
- Install new traffic signal equipment and safety lighting
- Install on-street bike lanes on Colorado Blvd
- Install flashing warning signals
- Improves intersection visibility along Tyler St and allows for shorter pedestrian crossings
- Remove free right movement on Sylvan Ave
- Additional green space on almost all corners

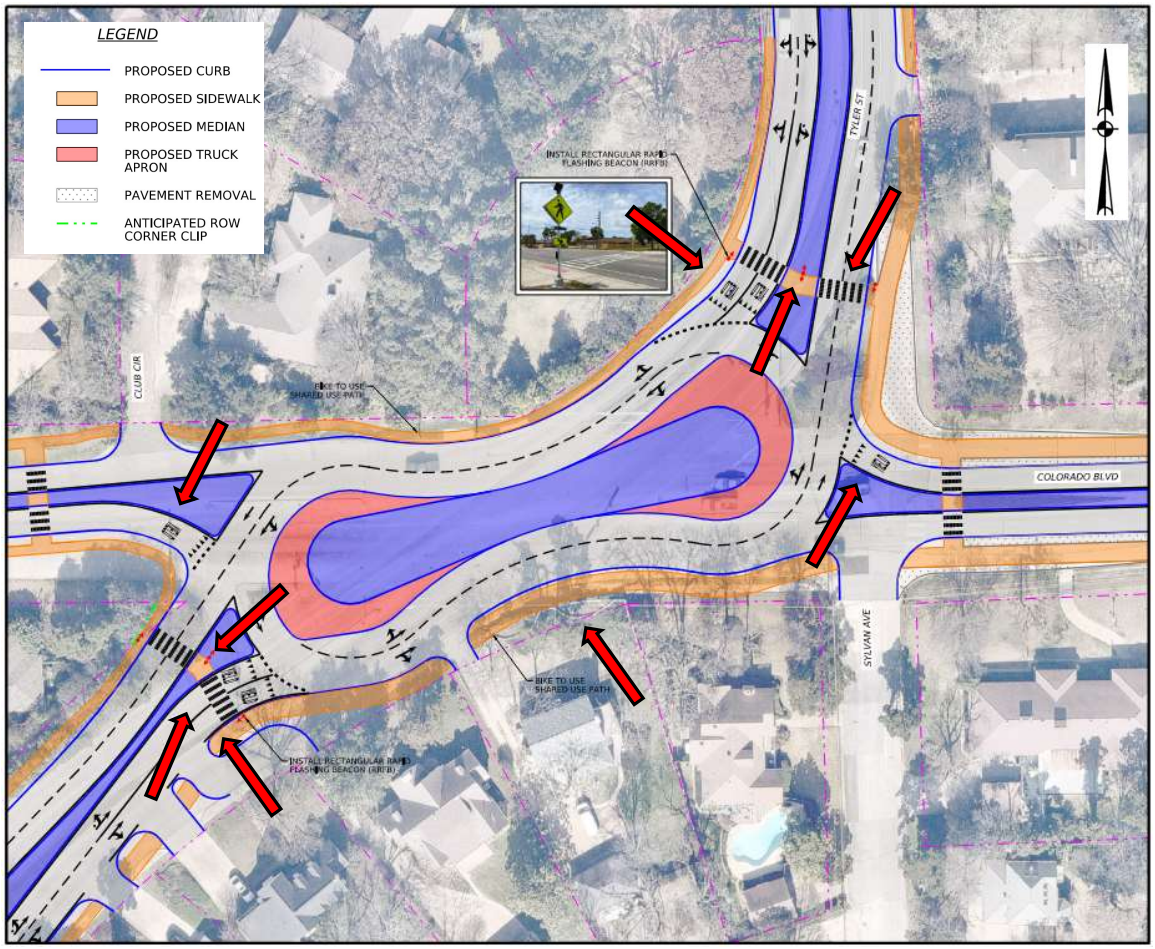
Intersection LOS*: LOS C



*LOS shown for 2045 critical peak hour traffic conditions and most critical side of the intersection.

Alternative 3
Peanut Roundabout

- Install Roundabout to allow free flow of traffic around intersection
- Reconfigure intersection approaches to slow down traffic in all directions
- Install Rectangular Rapid Flashing Beacons (RRFBs) at pedestrian crossings on Tyler St
- Improves intersection visibility along Tyler St and allows for shorter pedestrian crossings
- Additional landscaping and green spaces

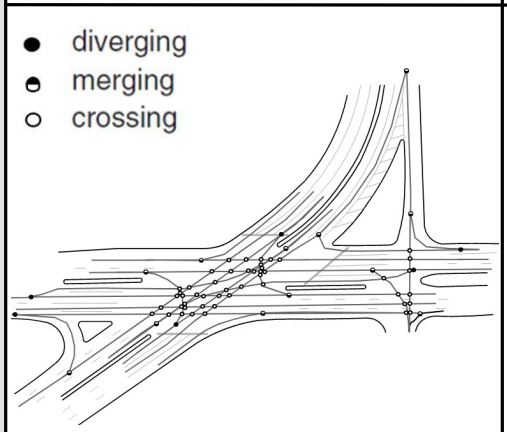
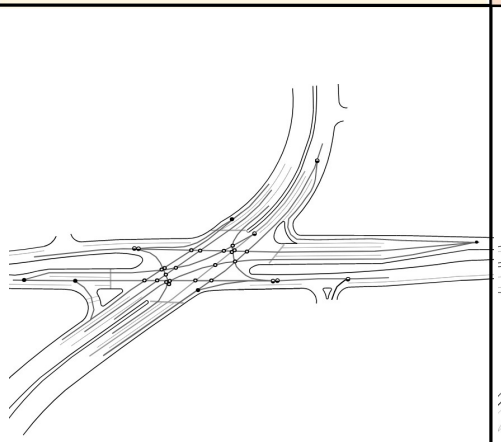
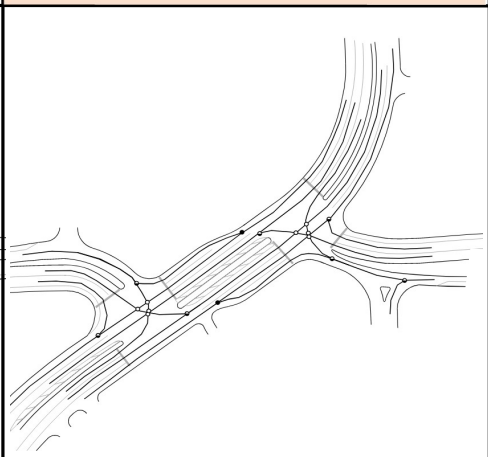
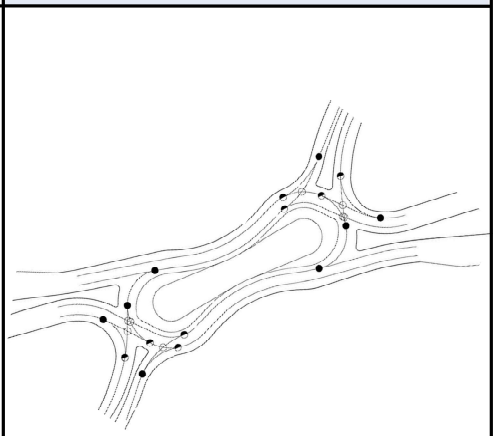


Peak Hour Intersection LOS*: LOS C

*LOS shown for 2045 critical peak hour traffic conditions

Comparison of Alternatives

Conflict Point Comparison

Alternative	No-Build	Alternative 1	Alternative 2	Alternative 3
				
Conflict Points	Diverging: *6* Merging: *12* Crossing: *48*	Total: *66*	Diverging: *5* Merging: *7* Crossing: *20*	Total: *32*	Diverging: *2* Merging: *7* Crossing: *8*	Total: *17*	Diverging: *8* Merging: *9* Crossing: *8*	Total: *25*

- *Conflicts at Sylvan Ave. (residential street) and Colorado Blvd. included in total conflict point count.*
- *Conflict point count is approximate and subject to change based on lane configuration and intersection geometry.*

COLORADO BLVD AT TYLER ST/SYLVAN AVE - ALTERNATIVES COMPARISON MATRIX

METRIC		EXISTING CONDITIONS	ALTERNATIVE 1 INTERSECTION ENHANCEMENTS	ALTERNATIVE 2 OFFSET T-INTERSECTION	ALTERNATIVE 3 PEANUT ROUNDABOUT
SAFETY	INTERSECTION VISIBILITY (HORIZONTAL CURVES)	X	✓	✓	✓
	SPEEDING (VERITICAL CURVES, LANE WIDTH)	X	✓	✓	✓
	SAFETY LIGHTING	X	✓	✓	✓
PEDESTRIAN AND BICYCLIST ACCESS		X	✓	✓	✓
TRAFFIC OPERATIONS		✓	✓	✓	✓
DRIVER EXPECTANCY		✓	✓	✓	✓
RIGHT OF WAY		X	✓	✓	✓
COST		X	✓	✓	✓
BEAUTIFICATION AND AESTHETICS		X	✓	✓	✓

Legend:

Poor Excellent

Next Steps

Q&A and Next Steps

Comments will be accepted through April 30th. Enter your comments using the QR code to the right.

Next Steps:

- Finalize preferred alternative based on stakeholder feedback
- Begin design of preferred alternative (**Fall 2025**)
- Complete Design (**Fall 2026**)
- Construction to begin (**2027**)

Scan here to take the survey!

(English) *(Spanish)*

Project Webpage:

http://bit.ly/coloradotyler