

Skillman Street Corridor Study

Live Oak to Abrams

Public Meeting Presentation

November 7, 2024



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City of Dallas, Department of Transportation and Public Works



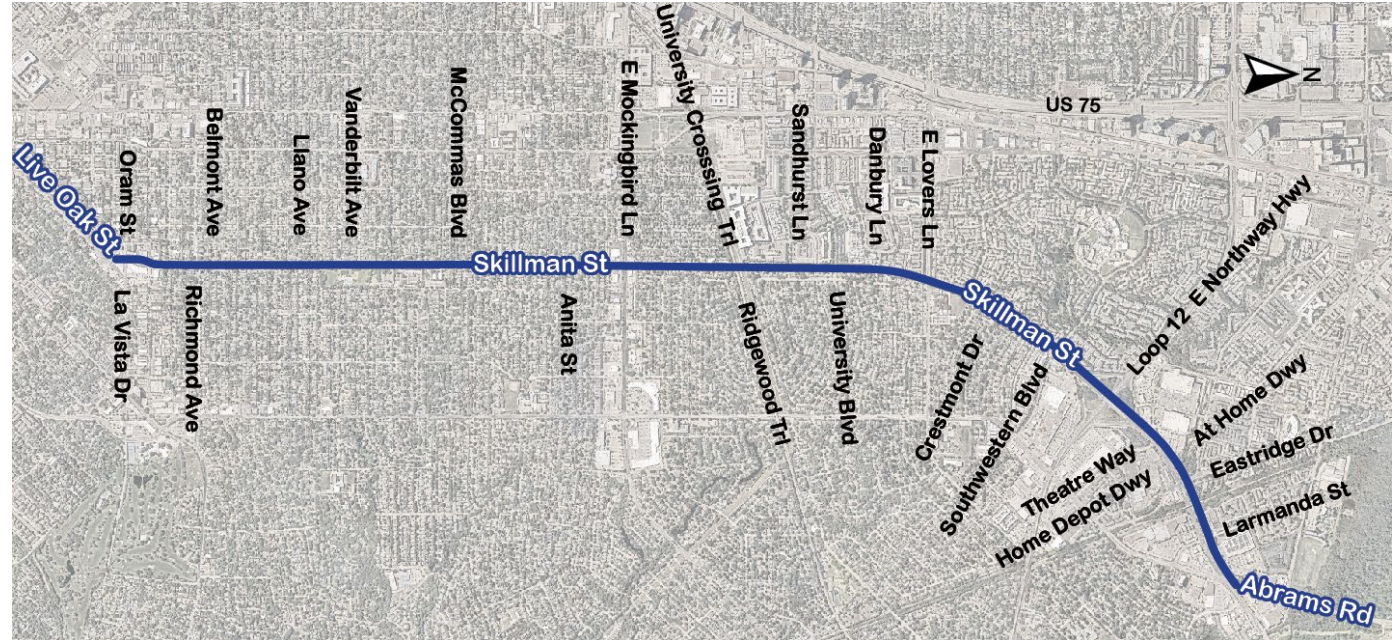
Presentation Outline

- Study Location & Objectives
- Existing Conditions
- Potential Improvements
- Recommendations
- Implementation of Improvements
- Next Steps



Study Locations & Objectives

- ✓ Evaluate Existing Conditions and Speeding Issues
- ✓ Evaluate Crash Reports
- ✓ Traffic Operations Analysis
- ✓ Pedestrian and Bike Accommodations
- ✓ Develop Mitigations for Safety Challenges
- ✓ Recommendations for Operational Improvements

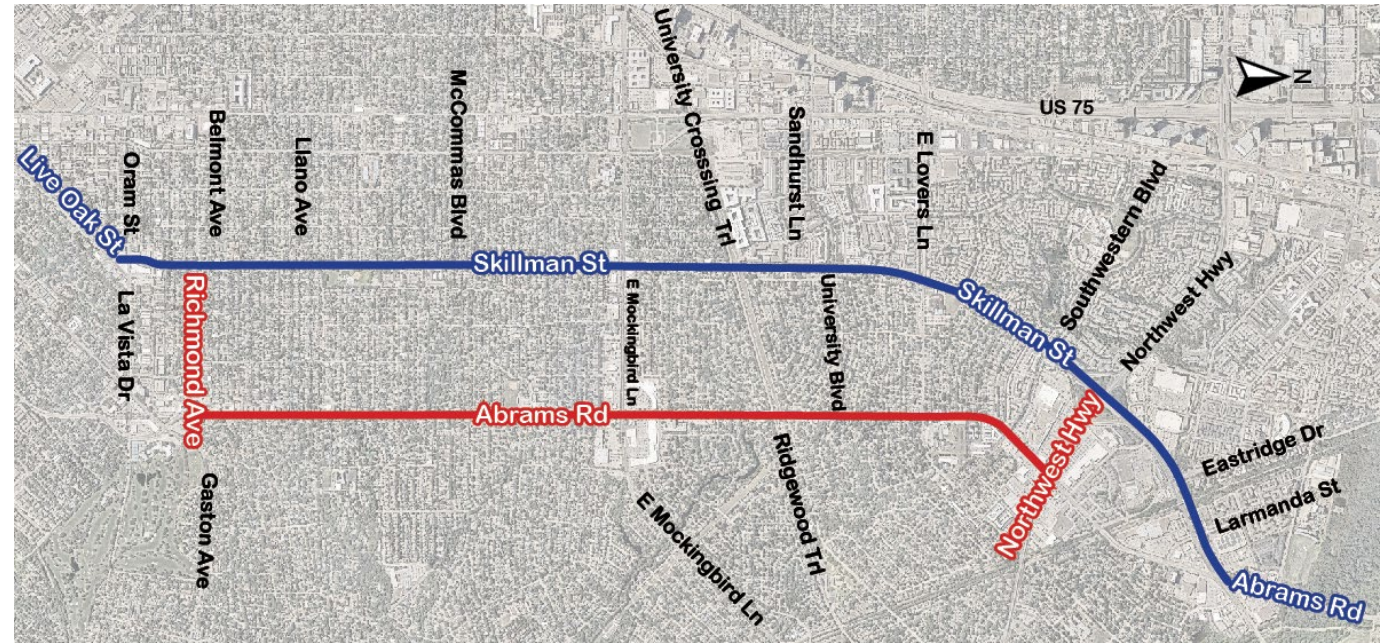


Purpose of Study

Purpose of Skillman St. Study:

To determine recommended strategies and improvements to enhance safety and mobility for all users of the corridor and address resident concerns.

Map of Project Limits for Abrams Road and Skillman Street Corridor Studies



A Public Engagement Survey was previously hosted in **May** and **September** 2024 for the following concurrent studies:

- ***Skillman St*** (Live Oak St to Abrams Rd)
- ***Abrams Rd*** (Richmond Ave to Northwest Hwy)



Community Engagement Survey – May 2024

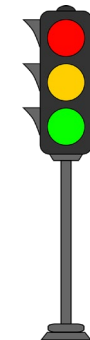
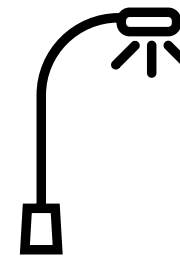
- A survey for the Abrams and Skillman corridor studies was open to the public from May 3 to May 30, 2024.
- 210 respondents answered the question “What improvements would you like to see to Abrams Road within the study limits?”
 - The six improvements identified in the greatest number of responses include:
 - Improve/add sidewalks – 78 responses
 - Implement traffic calming measures – 55 responses
 - Improve/add crosswalks – 49 responses
 - Add traffic signals – 47 responses
 - Add bike lanes / a shared-use path – 45 responses
 - Add center turn lane or more left-turn lanes – 40 responses
- A more detailed version of the survey results is on the project webpage.



Public Engagement Summary from September 2024

Skillman Public Meeting Feedback

- ✓ Interest in a **roundabout** at Live Oak at Skillman
- ✓ Strong desire for **sidewalk** improvements, bike lanes/**shared use paths**, **crosswalks**, and **traffic calming**
- ✓ Desire for a **road-diet and speed calming** around **Tietze Park** or the entire section south of Mockingbird
- ✓ Desire to enhance **safety lighting**
- ✓ Desire for **improved infrastructure**





Skillman
4200 4100

Mockingbird

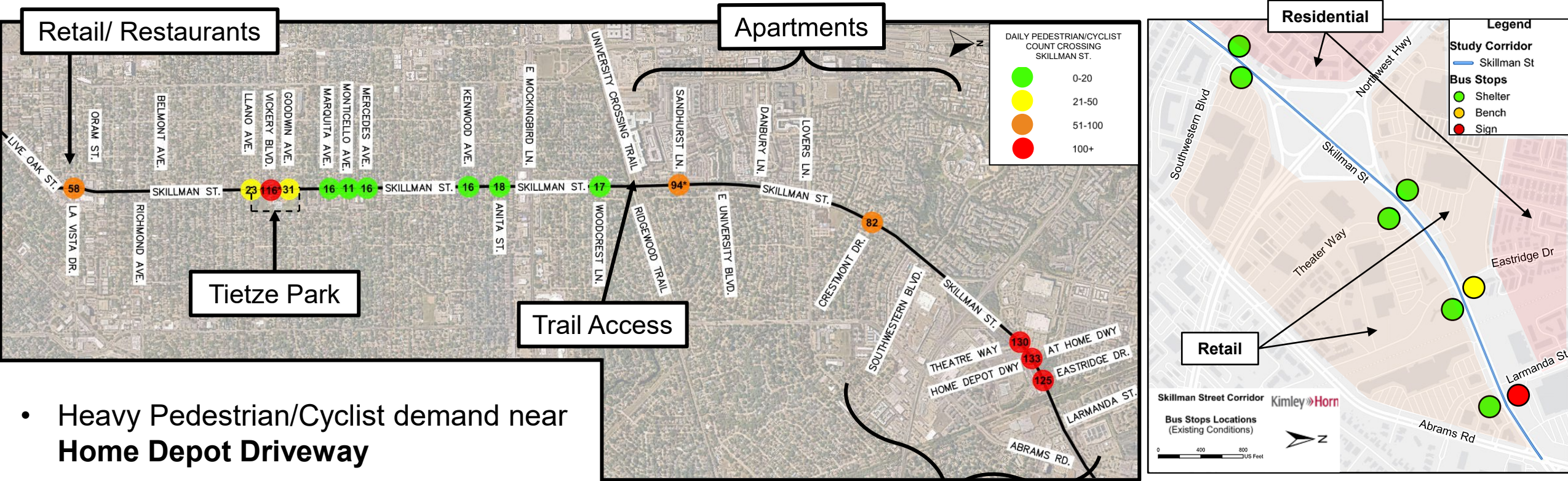
24 HR.
EMERGENCY
ROOM

LAKEWOOD EMERGENCY ROOM

Existing Conditions



Pedestrian/Cyclist Crossing Volumes

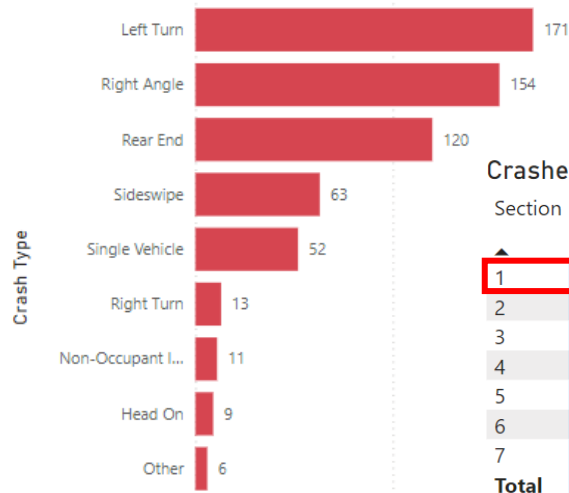


- Heavy Pedestrian/Cyclist demand near **Home Depot Driveway**
- Major pedestrian generators include the **University Crossing Trailhead** and **Tietze Park**



Crash Types by Section

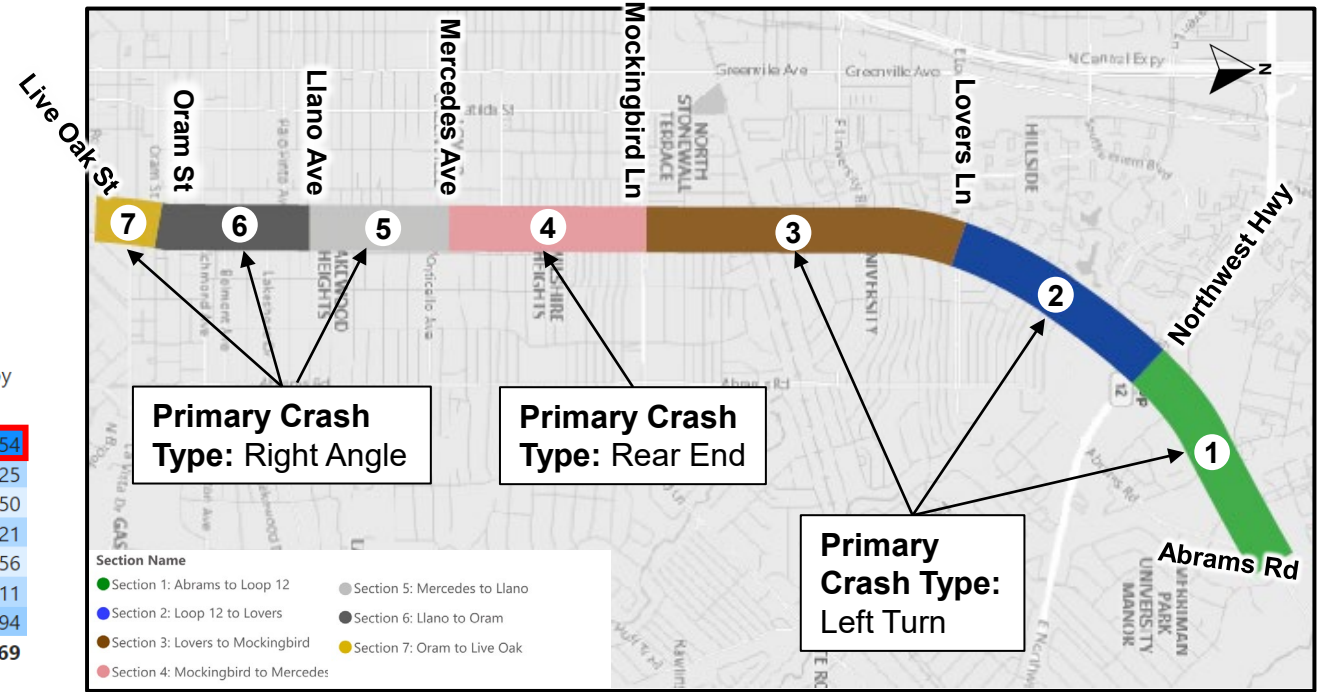
Count of Crash ID by Crash Type



604 Total Crashes from Jan 2018 to June 2023

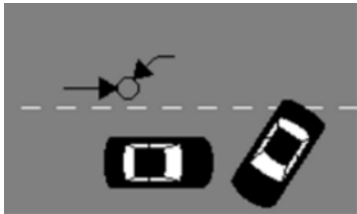
Crashes per Lane Mile by Section

Section	Count of Crashes	Sum of Lane Miles	Sum of Crashes divided by Sum of Lane Miles
1	232	4.4160	52.54
2	120	4.4040	27.25
3	78	4.0000	19.50
4	64	2.3520	27.21
5	32	1.6360	19.56
6	59	2.2600	26.11
7	19	0.6140	30.94
Total	604	19.6820	30.69

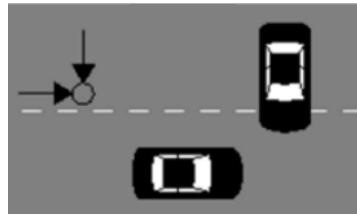


Top 5 Crash Types (Full Corridor):

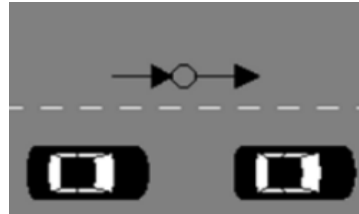
1. Left Turn – 28%



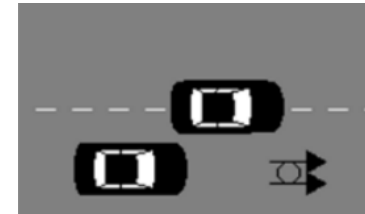
2. Right Angle – 25%



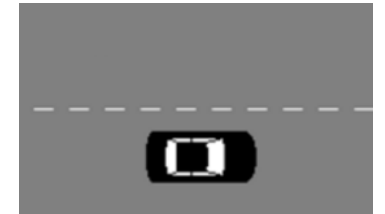
3. Rear End – 20%



4. Sideswipe – 10%



5. Single Vehicle – 9%



Crash Factors by Section

Key Crash Factors

- Failed to Yield ROW (Turning Left) – **31%**
- Failed to Control Speed – **17%**
- Disregard of Signal/ Signage/ Striping – **16%**
- Failed to Maintain Travel Lane – **9%**

Primary Crash Factors by Section

Primary Crash Factor (groups)	1	2	3	4	5	6	7	Total
Vehicle Failed to Yield Right Of Way	66	40	27	22	14	12	7	188
Failed to Control Speed or Stop	42	18	11	15	3	10	1	100
Disregard of Signal/Signage/Striping	38	18	15	4		19	3	97
Other	30	16	8	4	5	6	5	74
Not Driving Within Travel Lane	18	11	9	6	2	5	2	53
Unsafe Turning	9	3	2	6	2	2		24
Speeding	9	6		1		1		17
Followed Too Closely	7	1	2	2	1		1	14
Distracted Driving	3	2	3	1	1	3		13
None	4	3	1		3			11
Pedestrian Failed To Yield Right Of Way To Vehicle	4			1				5
Unsafe Passing	1	1		1	1			4
Alcohol	1			1		1		3
Fatigued Or Asleep		1						1
Total	232	120	78	64	32	59	19	604

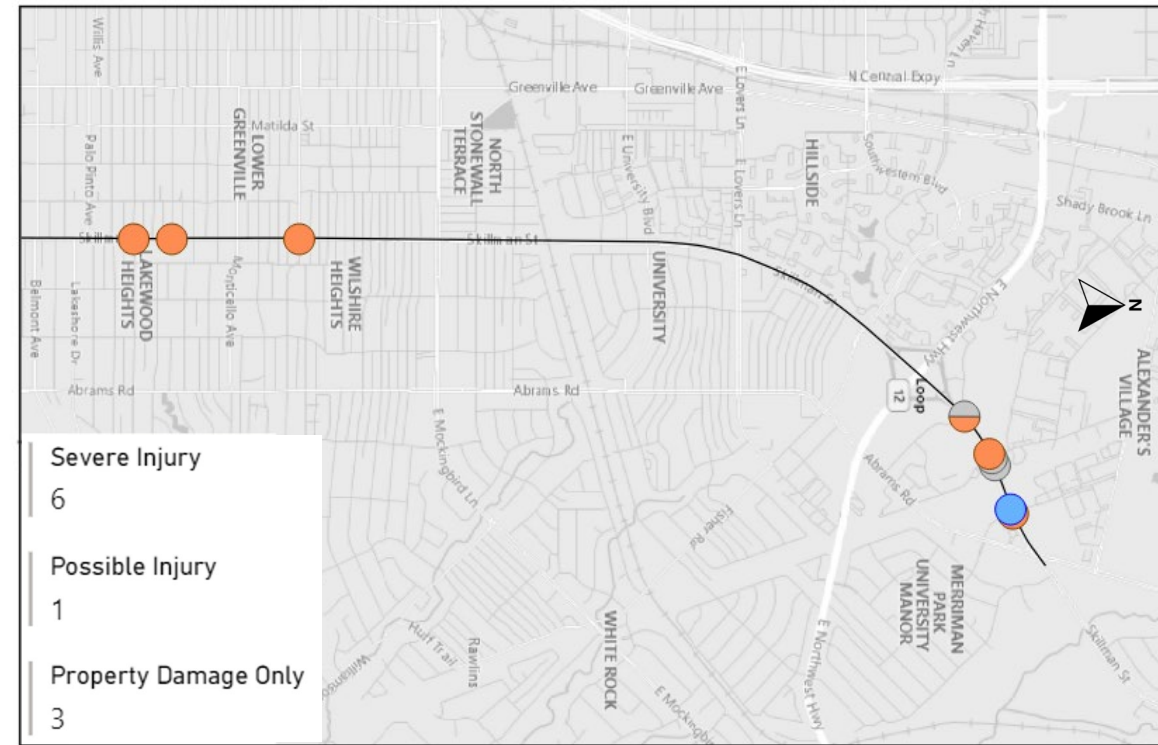
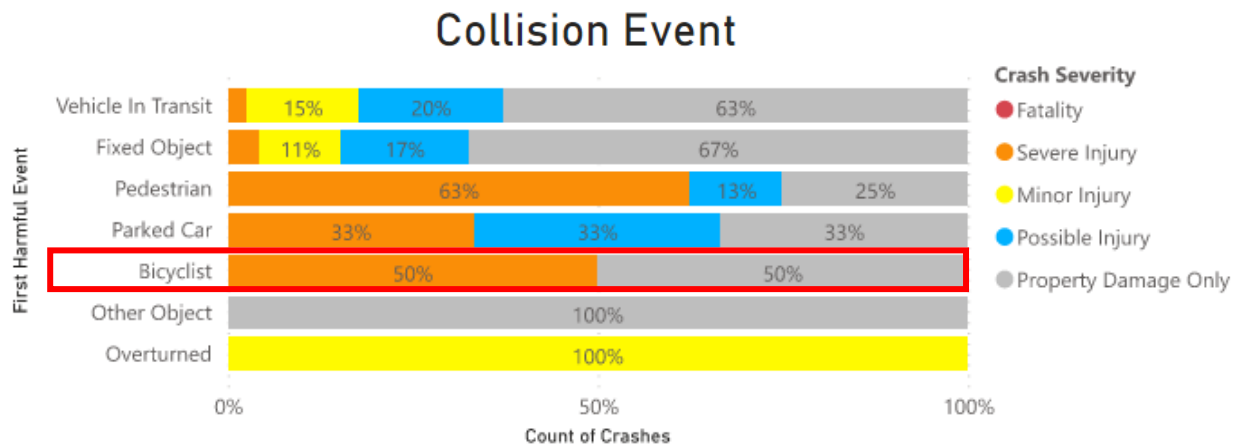


- Most **speeding crashes** (15 out of 17) occurred on the **north end** of the corridor (Sections 1 and 2)
- **Running red lights** at signals is a key factor at intersections with signals.



Pedestrian/Cyclist Crashes

- **70%** of the ped/cyclist crashes occurred **north of Northwest Highway** (section 1)
- When a pedestrian or cyclist is involved, the crash severity drastically increases.
 - **Disproportionate percentage of severe injury**
- **10 Pedestrian/Cyclist Crashes** occurred along the corridor from Jan 2018 to June 2023



Crash Severity ● Severe Injury ● Possible Injury ● Property Damage Only

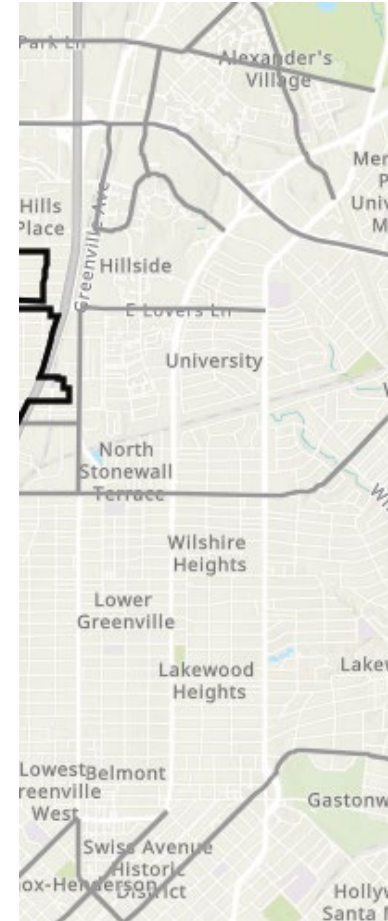


Crashes

City of Dallas Vision Zero Action Plan

The goal of Vision Zero is to eliminate traffic fatalities.

Skillman is not on the High Injury Network (the 7% of Dallas streets that account for 62% of fatal and severe injury crashes).

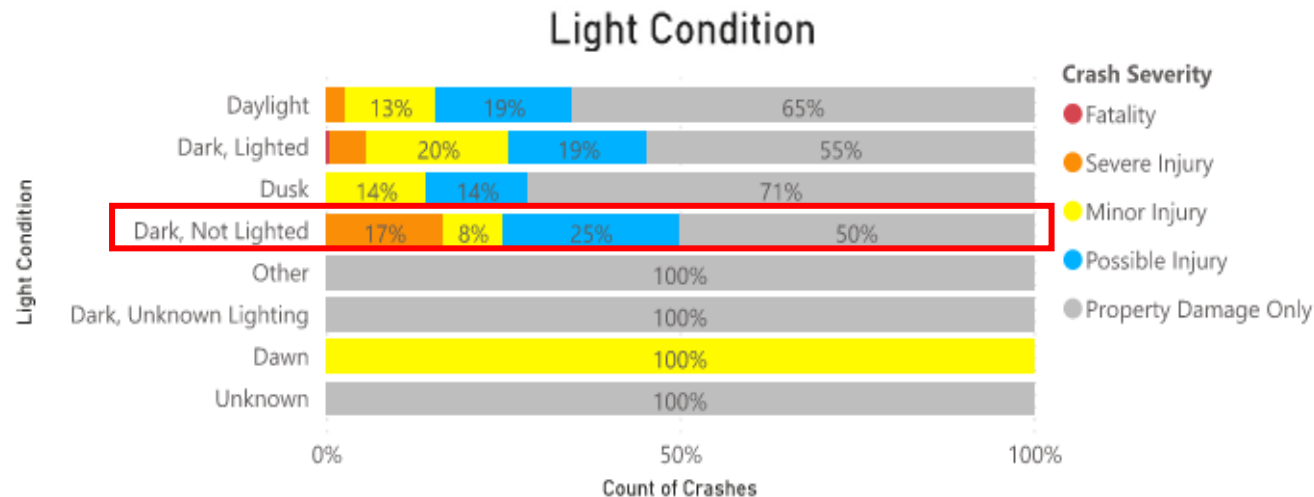


— High Injury Network



Lighting Conditions and Time Of Day

- **11 out of 12 dark, not lighted crashes** occurred at or **north of Mockingbird Ln.**
- The afternoon hours see greater number of crashes (compared to morning hours) with Friday being the day of the week with the most crashes.

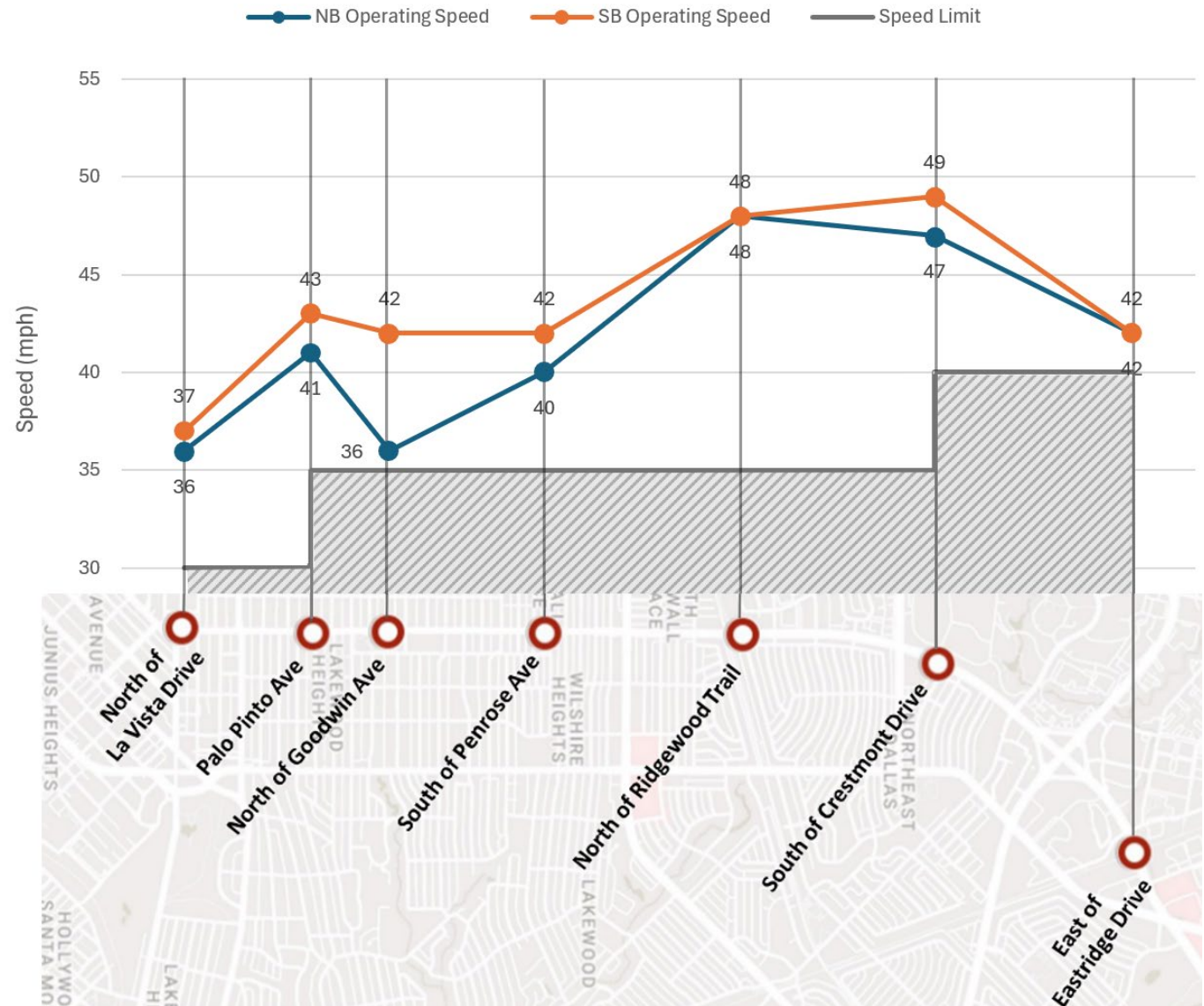
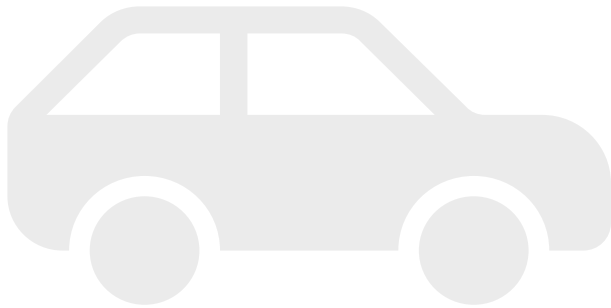


Time (bins)	MON DAY	TUES DAY	WEDN ESDAY	THURS DAY	FRI DAY	SATUR DAY	SUN DAY	Total
12:00 AM			1		2		1	4
1:00 AM	1			2		1	3	7
2:00 AM			2			3	2	7
3:00 AM				2		1	1	4
5:00 AM	3			2	1		2	8
6:00 AM		1	4	1			1	7
7:00 AM	5	3	6	5	2		1	22
8:00 AM	8	10	8	3	4		1	34
9:00 AM	4	3	7	3	5	2	2	26
10:00 AM	1	2	2	2	2	3	2	14
11:00 AM	6	3	4	7	7	6	5	38
12:00 PM	5	5	1	4	5	7	1	28
1:00 PM	3	2	4	2	6	2	1	20
2:00 PM	9	1	12	4	9	7	6	48
3:00 PM	7	6	6	6	10	6	2	43
4:00 PM	13	8	8	7	9	4	1	50
5:00 PM	11	9	6	10	18	11	3	68
6:00 PM	7	8	9	4	12	5	5	50
7:00 PM	4	7	5	6	7	8	3	40
8:00 PM	2	1	8	4	8	5	7	35
9:00 PM	5	1	4	2	6	2	4	24
10:00 PM	3	3	3		1	3	2	15
11:00 PM	1	3	1	1	2	3	1	12
Total	98	76	101	77	116	79	57	604

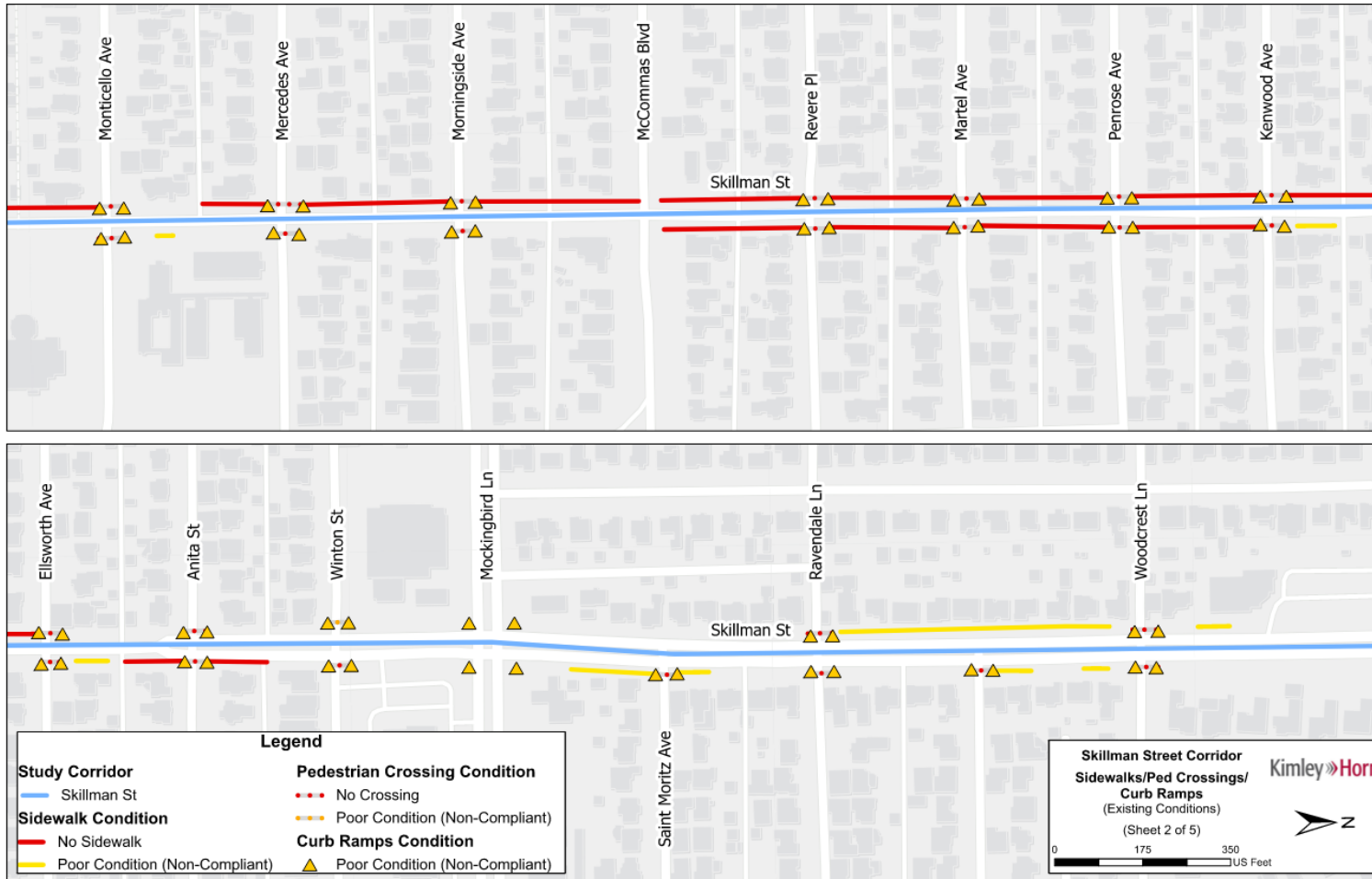


Operating Speeds

- **Speeding** was a top concern during the May 2024 public meeting.
- Operating speeds were **substantially higher than posted speeds** between Penrose Ave. and Crestmont Dr.
- On average, vehicles are traveling **35% over the posted speed limit**.



Sidewalk Deficiencies

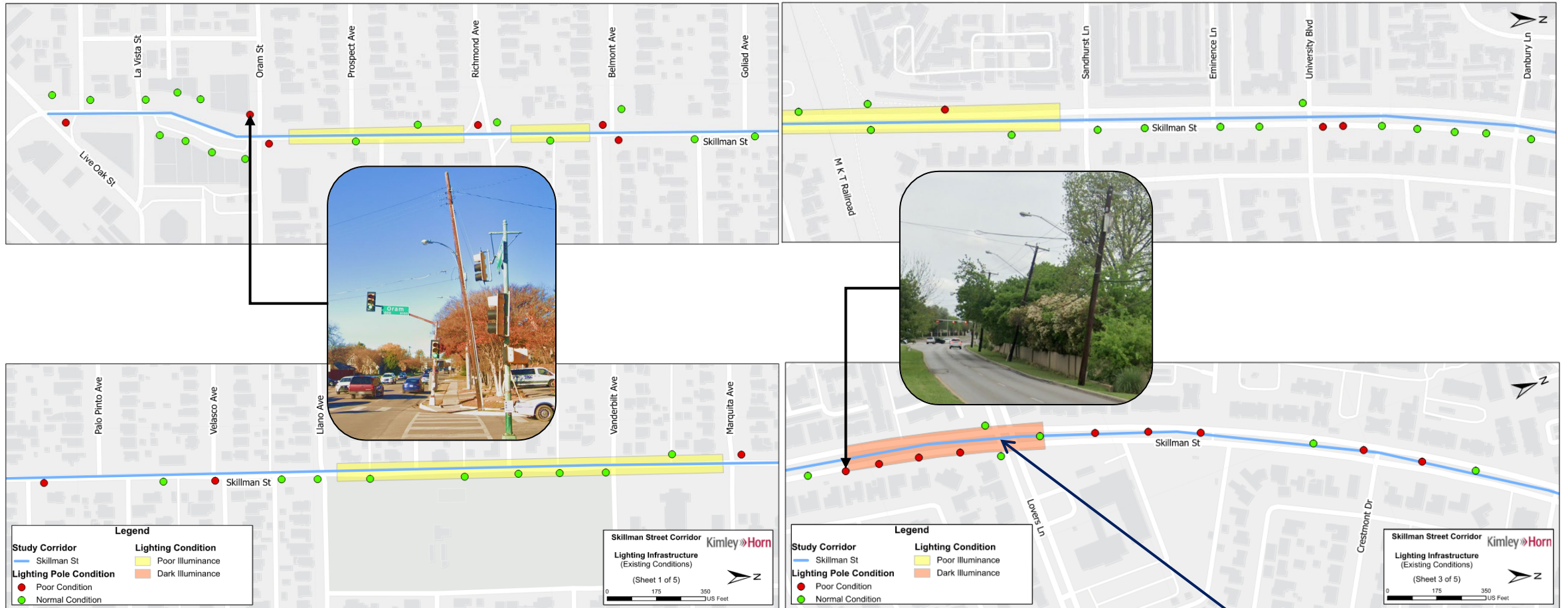


Note: Inventory collected as of October 2023

- During the field inventory, many locations were identified with missing or non-traversable sidewalk.
- Of the surveyed ramps, **over 50% were in poor condition or non-compliant.**
- Poor accessibility was a top concern during the May 2024 public meeting.



Lighting Deficiencies



Note: Inventory collected as of October 2023



No lighting near Lovers Lane

Signal Infrastructure Deficiencies



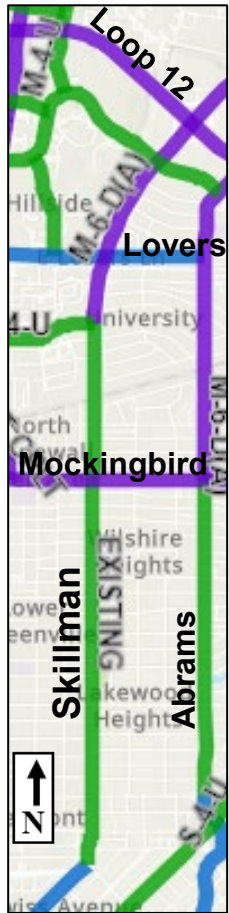
Note: Inventory collected as of October 2023

- Most of the signal infrastructure along the corridor is at “**end of useful life**” and needs to be replaced.
- Several signal poles has structural damage, due to vehicles strikes.



Previous Plans

City of Dallas Thoroughfare Plan



- Principal Arterial
- Minor Arterial
- Community Collector
- Residential Collector

City of Dallas Bike Plan (2011)



- Planned On-Street Bike Facility
- Planned Off-Street Bike Facility

Note: The latest version of the ongoing Bike Plan Update (Summer 2023 version) does not recommend any bike facilities on Skillman or Abrams north of Richmond.



Summary of Existing Conditions

- **Heavy pedestrian/cyclist demand** crossing Skillman St. adjacent to heavy pedestrian generating areas: Local Shops, Recreational Areas, Bus Stops, Apartments, Homes, etc.
- Significant sidewalk, crosswalk, ramp, lighting, and signal infrastructure deficiencies throughout the corridor.
- **Speeding is a significant concern** along the corridor.
- Highest density of crashes along northern section of Skillman St. Most pedestrian/cyclist crashes occur here.
- **Failure to yield right of way** crashes common throughout the corridor, especially around Home Depot Driveway.





Potential Improvements



Tools to Improve Existing Corridor Issues

1. Slow Down Traffic

- Narrow traveled lanes
- Road diet (reduce number of lanes)

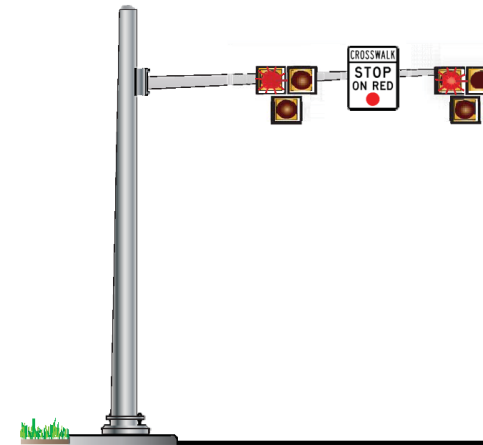
2. Improve Sidewalks, Signals, and Lighting

- Widen/repair deficient sidewalks and fill in sidewalk gaps
- Install additional lighting to illuminate street and sidewalk
- Create wide shared use paths for bike and pedestrians

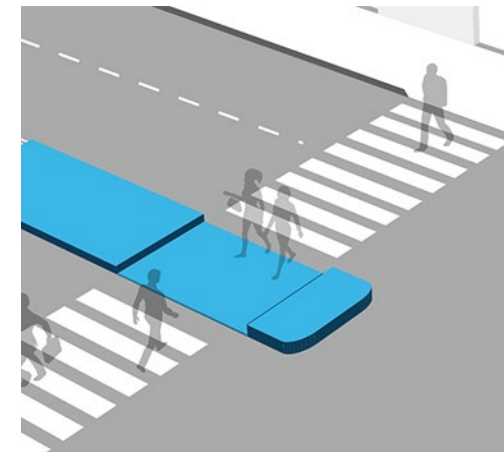
3. Provide Safe Pedestrian/Cyclist Crossings

- Install Pedestrian Hybrid Beacon (PHB)
- Install Pedestrian Refuge Islands
 - Optional Z-Crossing Configuration

Pedestrian Hybrid Beacon (PHB)



Pedestrian Refuge Island



Future Expected Growth

Historic Traffic Growth Rate

Year	57U2613 - Skillman South of Mockingbird	57U2617 - Skillman North of Mockingbird	57HP7357 - Skillman at Ridgewood Trl	57U2622 - Skillman North of Sandhurst	57U2632 - Skillman South of Lovers	57U2664 - Skillman North of Eastridge	TOTAL	Avg Annual Growth
2023	20,758	20,360	20,360	20,495	20,540	29,287	111,042	3.44%
2019	17,078	17,019	17,356	17,472	18,716	26,433	96,996	-0.81%
2014	19,455	17,559	18,196	17,820	18,423	29,047	101,045	1.72%
2009	18,840	15,900	17,530	16,830	17,160	25,380	92,800	-----
Growth	-0.98%	0.68%	-0.10%	0.38%	0.87%	0.41%	Average	1.45%
Average	0.21%						Assumed (2023 to 2030)	1.00%
							Assumed (2030 to 2045)	0.50%

Future Projected Traffic Growth Rate

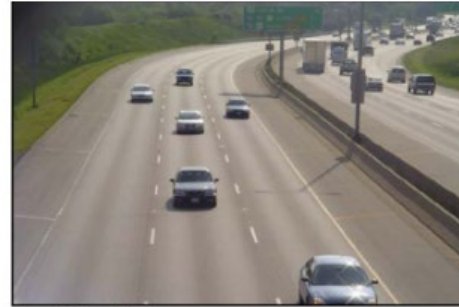


What is LOS?

Level of Service	Signalized Intersection Average Total Delay (sec/veh)
A	≤ 10
B	>10 and ≤ 20
C	>20 and ≤ 35
D	>35 and ≤ 55
E	>55 and ≤ 80
F	>80



Levels of Service (LOS)



Level of Service A



Level of Service D



Level of Service B



Level of Service E



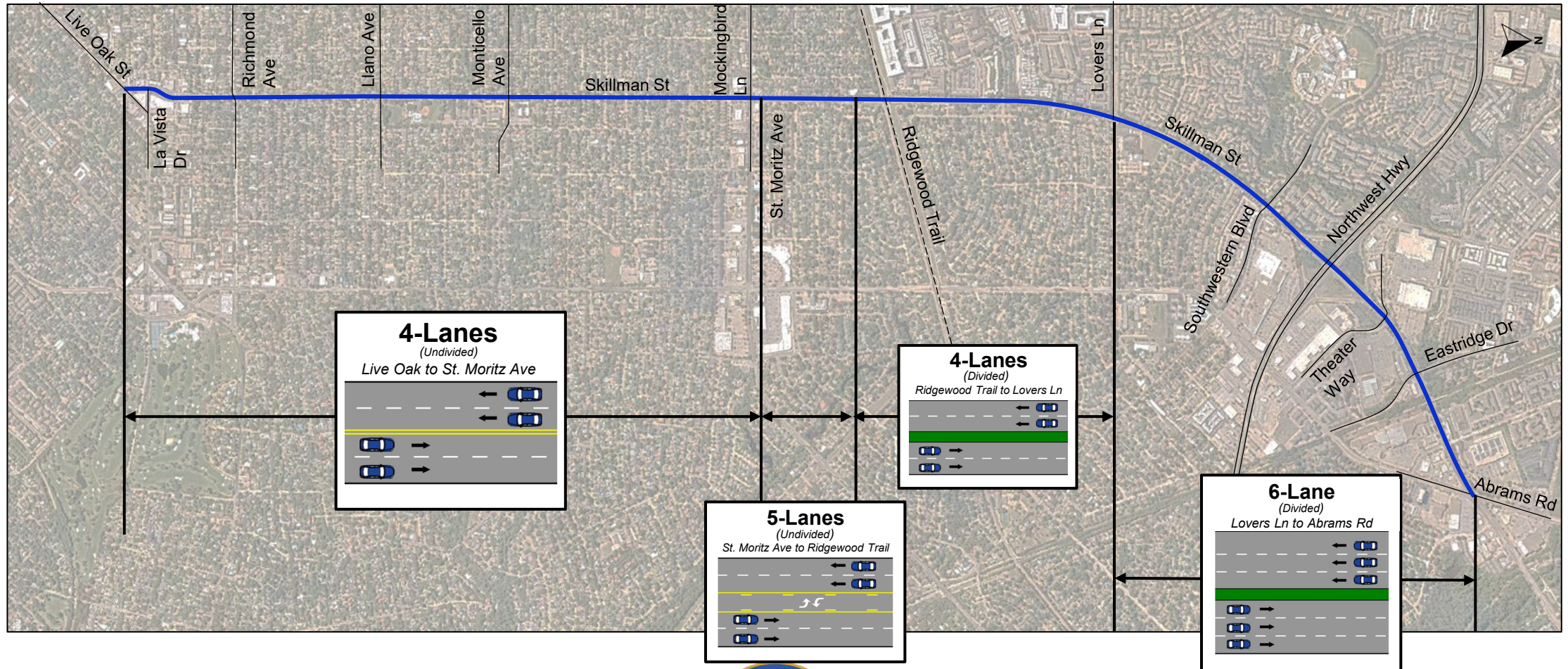
Level of Service C



Level of Service F



Existing Cross Section of Roadway

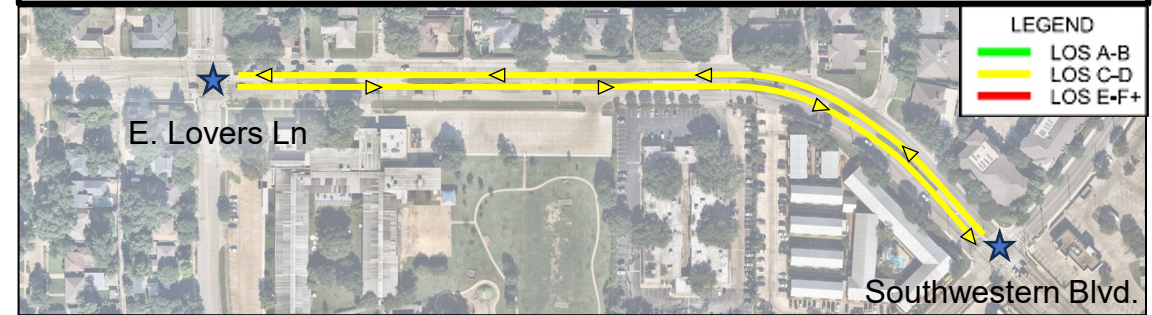


Skillman St. Peak Hour Link Analysis (2045)

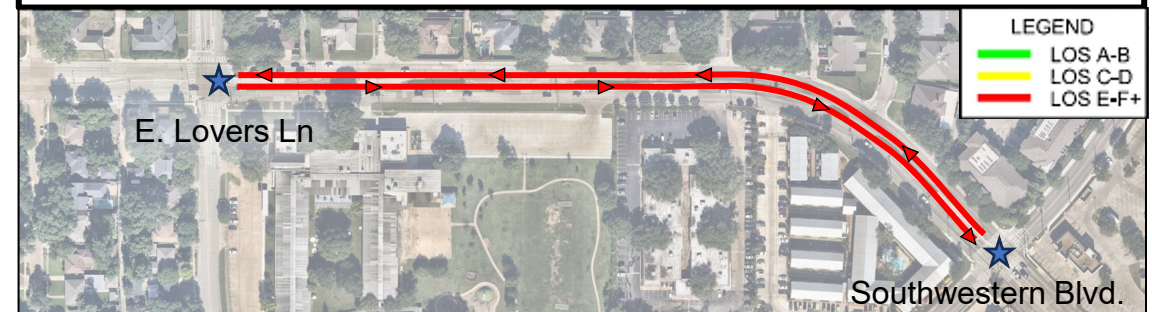
Traffic operations performs adequately (**LOS C**) when looking at 2045 projections while **maintaining the Existing Lane Configuration**.

However, if a lane reduction is implemented, LOS operates at **LOS E**. Therefore, it is recommended to maintain the existing 6 lane cross-section between Lovers Ln. and Southwestern Blvd.

6-Lane (Existing) Cross Section



4-Lane Cross Section



Skillman St. Peak Hour Link Analysis (2045)

With the **Existing Cross Section**, operations performs at **LOS E** when looking at 2045 projection.

However, if a lane reduction is implemented, LOS degrades to **LOS F**. Therefore, it is recommended to maintain the existing 4 lane cross-section between Llano Ave. to Anita St.

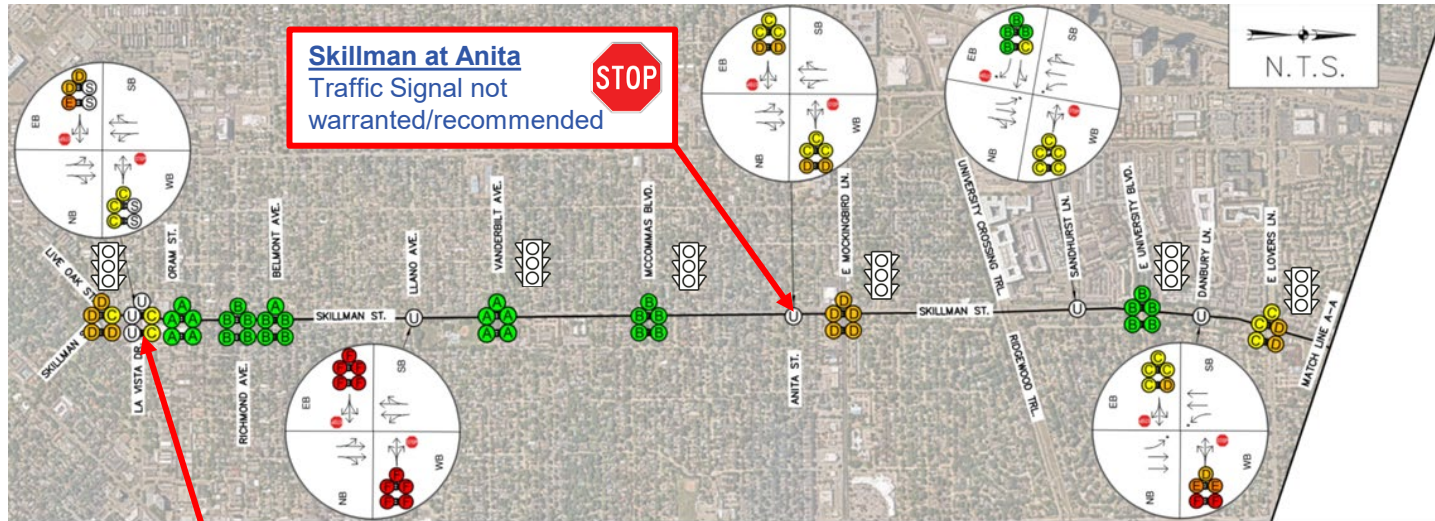
4-Lane (Existing) Cross Section



3-Lane Cross Section



Intersection LOS Evaluation/Signal Warrants – AM Peak Hour



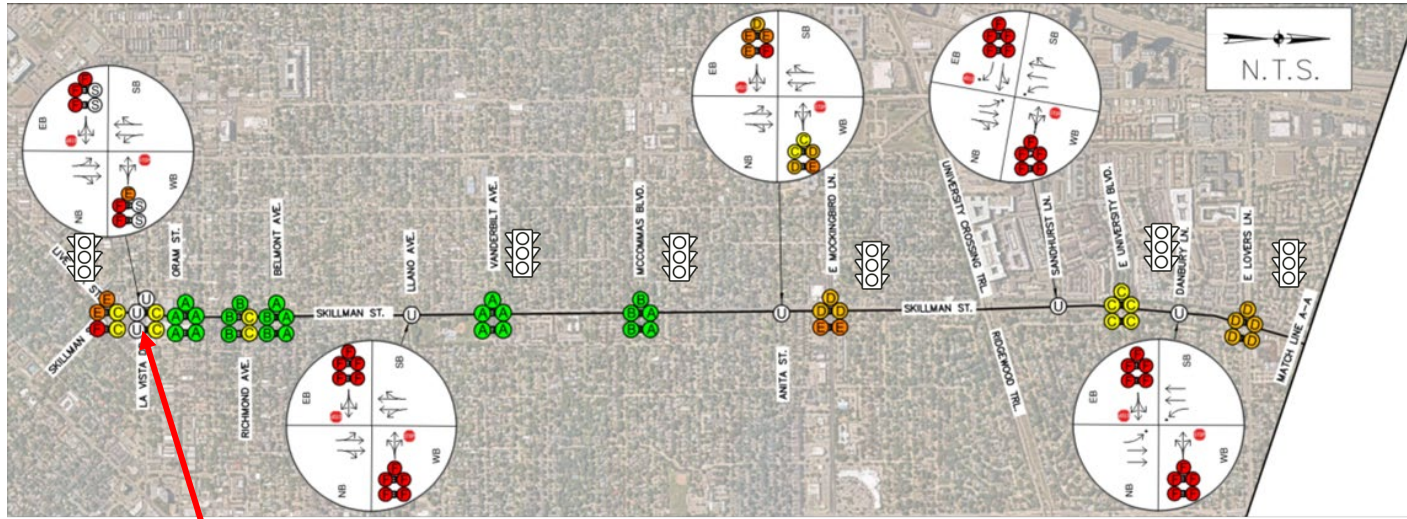
15 out of 15 signalized intersections are projected to operate at **LOS D or better** during the **AM peak hour in 2045** with signal timing adjustments.

Traffic Signal Warrants

Intersection	Scenario	Warrant Met?
Skillman Street & Danbury Lane	2023 Existing	No
	2030 Background	No
	2045 Background	No
Skillman Street & Sandhurst Lane	2023 Existing	No
	2030 Background	No
	2045 Background	No
Skillman Street & Llano Ave	2023 Existing	No
	2030 Background	No
	2045 Background	No
Skillman Street & La Vista Drive	2023 Existing	Yes
	2030 Background	Yes
	2045 Background	Yes
Skillman Street & Anita Street	2023 Existing	No
	2030 Background	No
	2045 Background	No
Skillman Street & Woodcrest Lane	2023 Existing	No
	2030 Background	No
	2045 Background	No
Skillman Street & Home Depot Driveway/At Home Driveway	2023 Existing	Yes
	2030 Background	Yes
	2045 Background	Yes



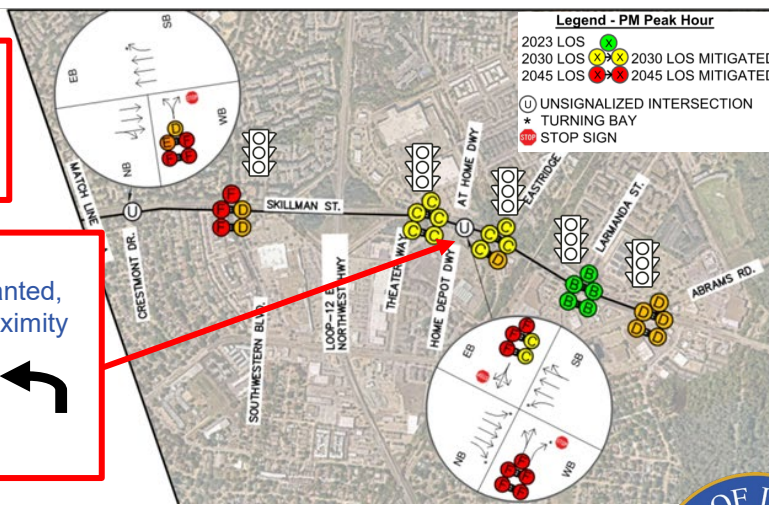
Intersection LOS Evaluation/Signal Warrants - PM Peak Hour



14 out of 15 signalized intersections are projected to operate at **LOS D or better** during the **PM peak hour in 2045** with the signal timing adjustments.

Skillman at La Vista
Failing Intersection.
Traffic Signal recommended.
Improves **LOS from F to C**

Skillman at Home Depot Drive
Although a traffic Signal was warranted, it is **not recommended** due to proximity with adjacent signals.
Recommend modifying driveway access at this intersection

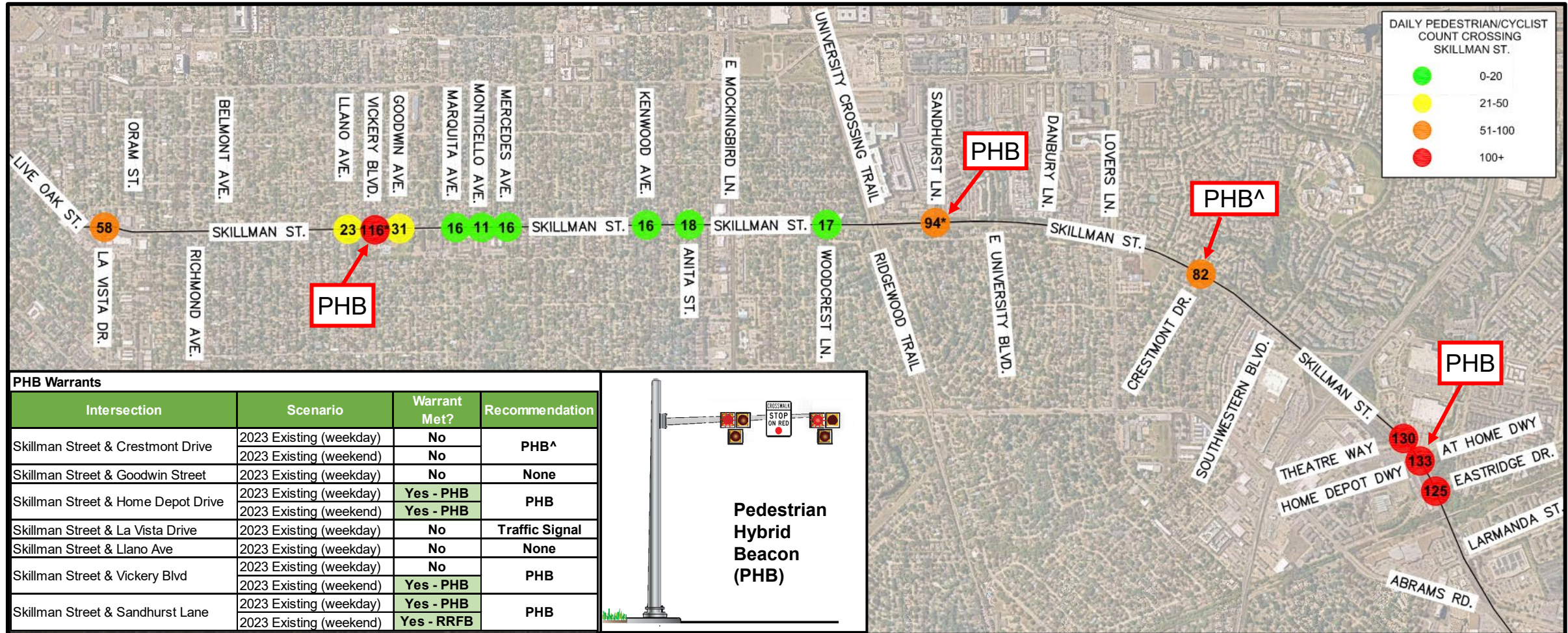


Traffic Signal Warrants

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Skillman Street & Sandhurst Lane	2023 Existing	No
	2030 Background	No
	2045 Background	No
Skillman Street & Llano Ave	2023 Existing	No
	2030 Background	No
	2045 Background	No
Skillman Street & La Vista Drive	2023 Existing	Yes
	2030 Background	Yes
	2045 Background	Yes
Skillman Street & Anita Street	2023 Existing	No
	2030 Background	No
	2045 Background	No
Skillman Street & Woodcrest Lane	2023 Existing	No
	2030 Background	No
	2045 Background	No
Skillman Street & Home Depot Driveway/At Home Driveway	2023 Existing	Yes
	2030 Background	Yes
	2045 Background	Yes



Pedestrian/Bike Volumes and PHBs/RRFBs



*Weekend Pedestrian Volume Displayed

[^]PHB Recommended to Accommodate Pedestrian Demand



Summary of Traffic Analysis

- It is recommended to **maintain the existing cross-section** of the roadway
- Historical data provided an annual growth rate of 0.21%. → Traffic Analysis assumed annual growth rates of **1%** through 2030 and **0.5%** through 2045
- **14 out of 15** signalized intersections will operate at **LOS D or better in 2045 during the peak hours**
- PHBs are recommended at Vickery Blvd, Sandhurst Ln, Home Depot Driveway, and Crestmont Dr
 - Although not warranted, **a PHB is recommended** at Crestmont Drive due to high pedestrian demand and potential sight distance constraints with the existing curvature of the roadway.





Recommendations



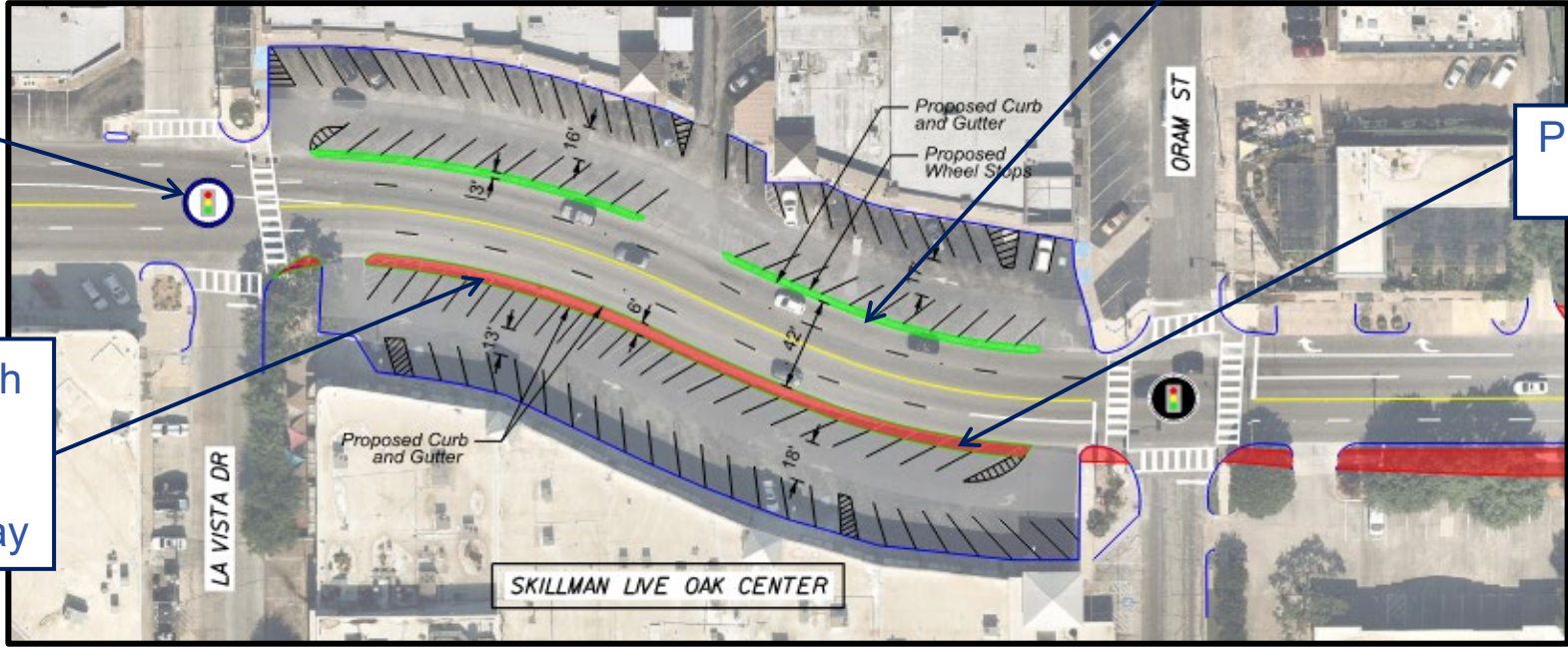
Between La Vista and Oram

Proposed New Signal

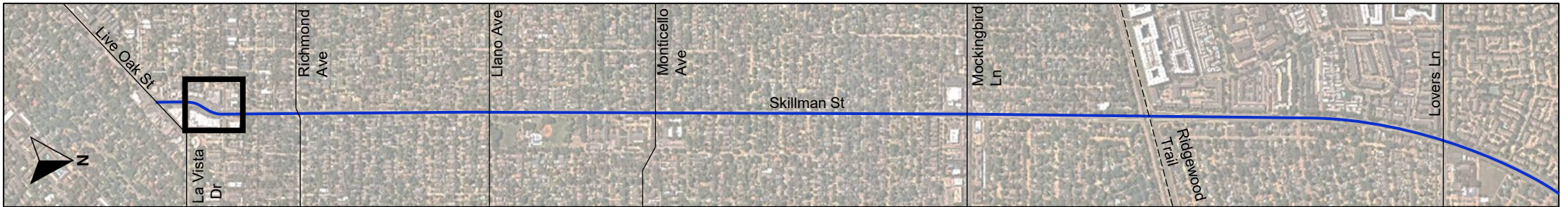
Proposed Curb and Wheel Stops

Proposed Raised Sidewalk

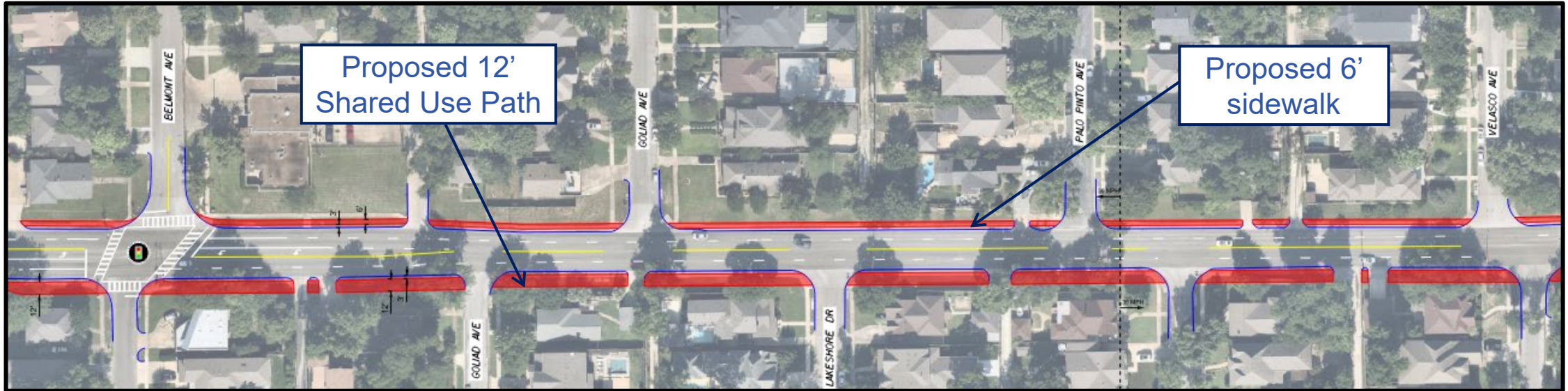
Existing Challenges with drainage and lack of separation between parking and traveled way



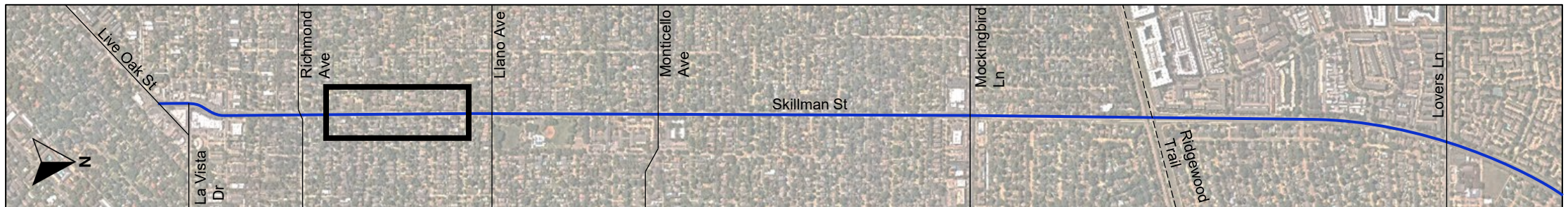
Location Along the Corridor



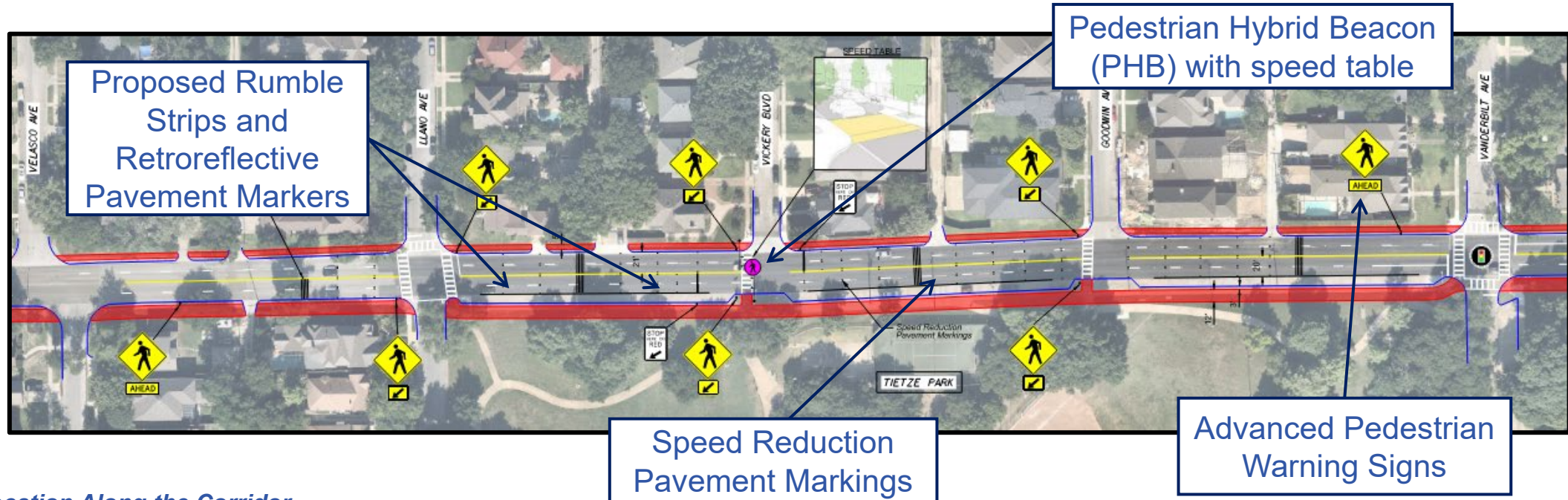
Between Belmont and Velasco



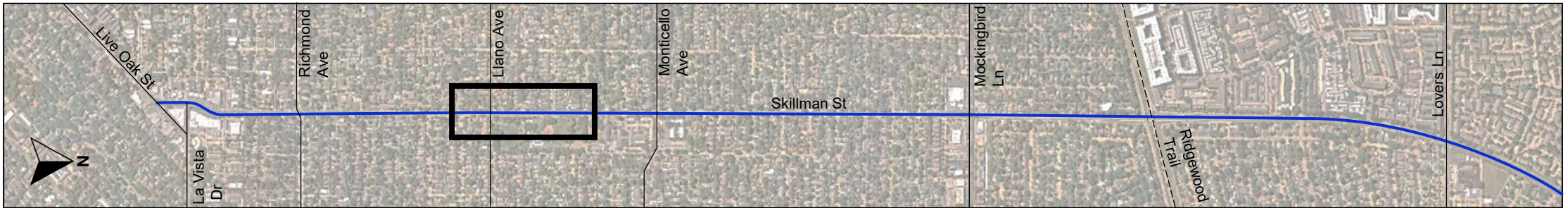
Location Along the Corridor



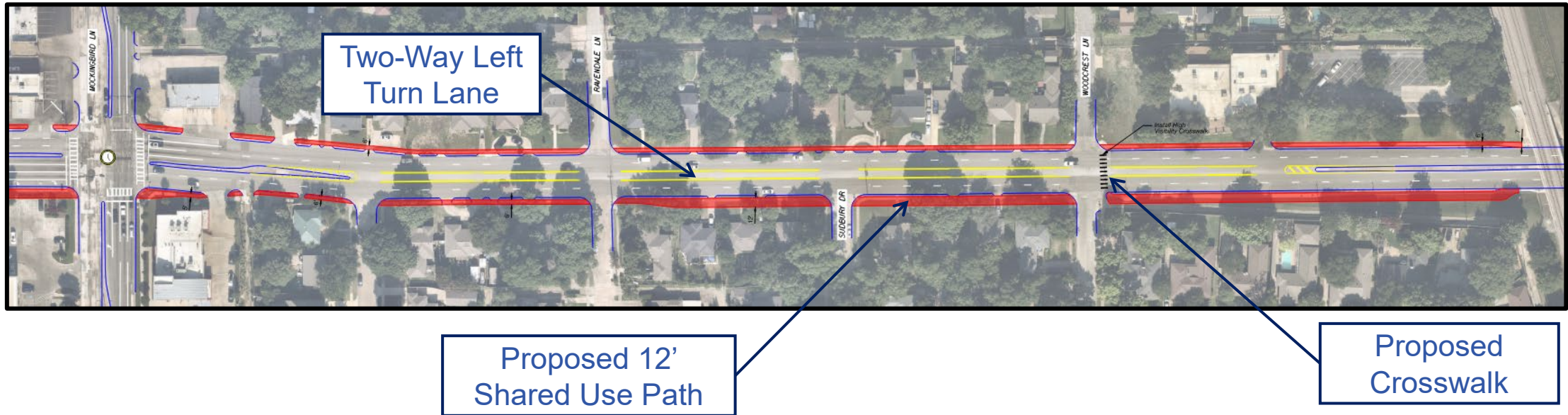
Between Velasco and Vanderbilt



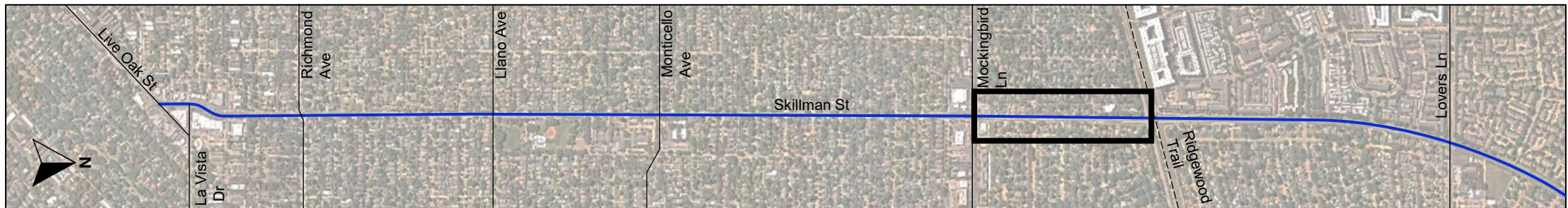
Location Along the Corridor



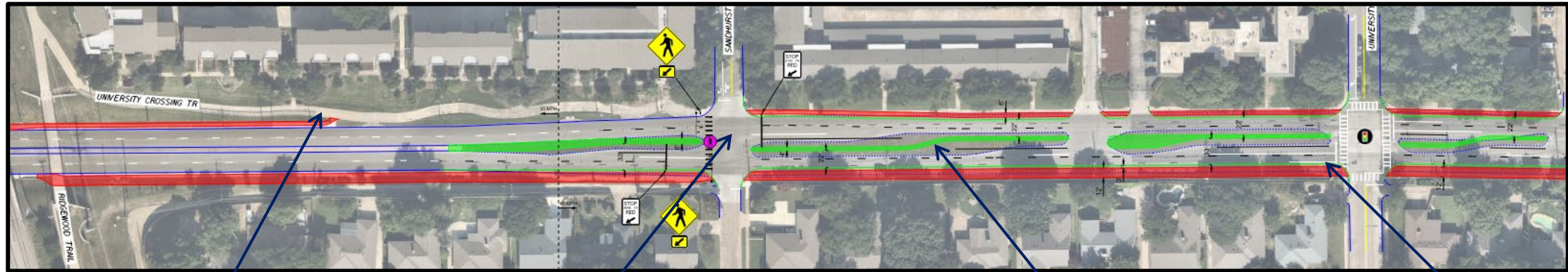
Between Mockingbird and Ridgewood Trail



Location Along the Corridor



Between Ridgewood Trail and University



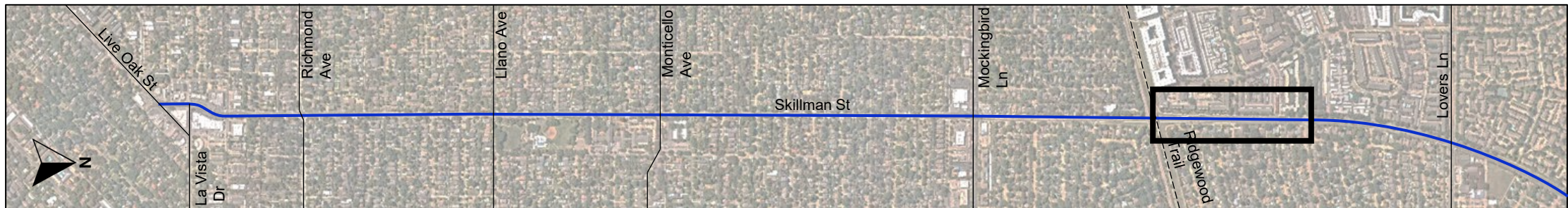
Existing University Crossing Trailhead

Pedestrian Hybrid Beacon (PHB)

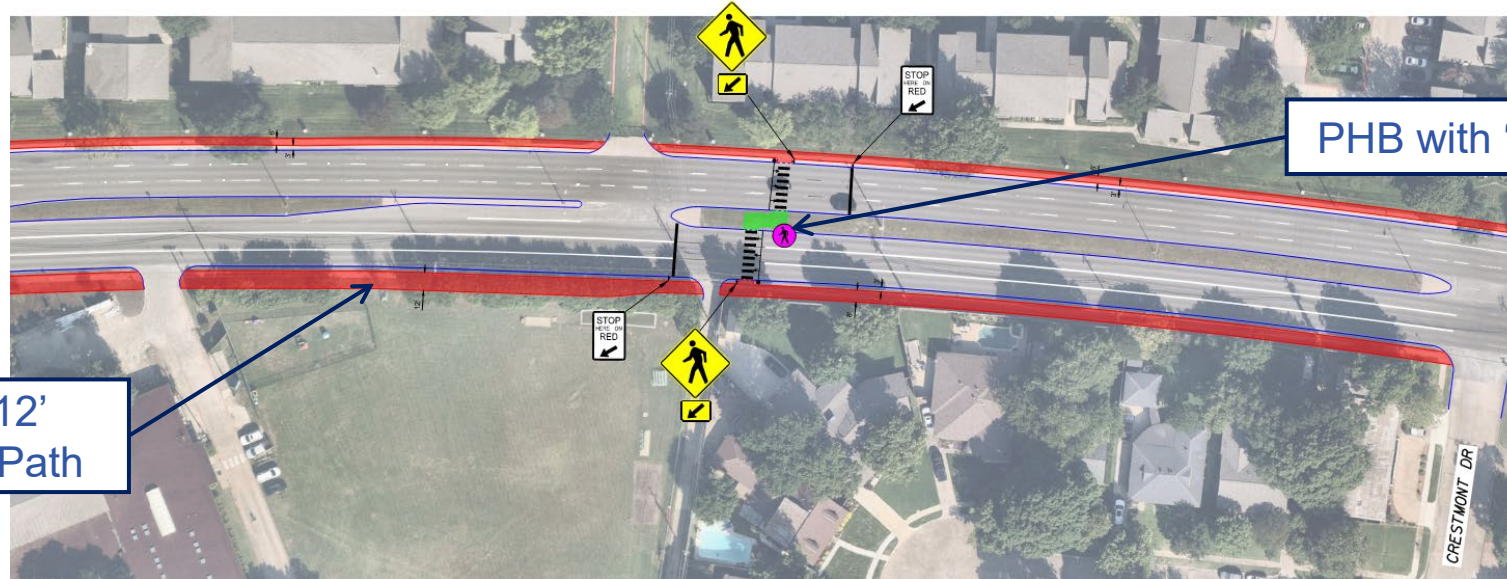
Proposed Median Width Reduction

Curb Realignment for SUP Accommodation

Location Along the Corridor



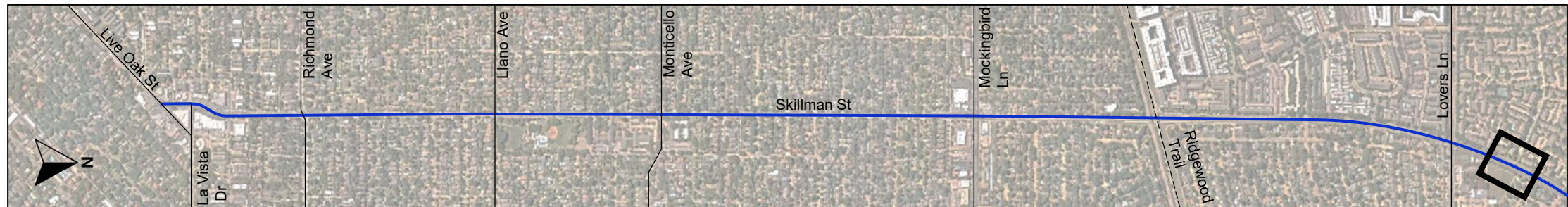
Between Lovers and Crestmont



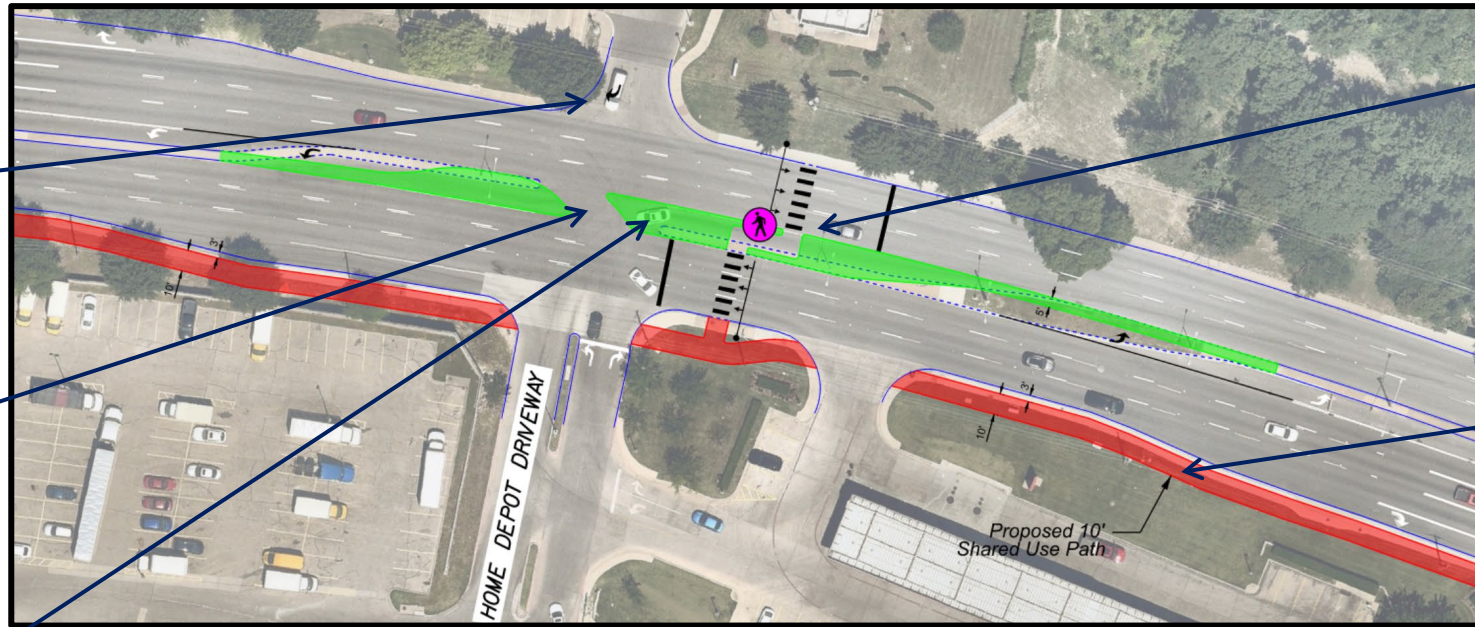
Proposed 12'
Shared Use Path

PHB with "Z Crossing"

Location Along the Corridor



Between Theater and Eastridge



Right-In
Right-Out

Provide Left Turn
Access for exiting
Home Depot Driveway

Restrict Access to
Improve Safety

PHB with "Z Crossing"

Proposed 10'
Shared Use Path

Location Along the Corridor





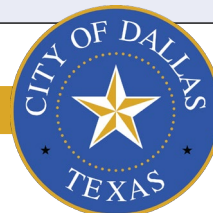
Implementation Of Improvements



Implementations of Improvements

Summary of Improvements

Short Term	Long Term
<ul style="list-style-type: none"> • Signal timing improvements at key intersections • Wheel stops or curb/gutter installation between La Vista Dr. and Oram St. along Skillman St. • Speed reduction pavement markings and rumble strips on Skillman St. Near Tietze Park • High visibility crosswalk at Woodcrest Ln. 	<ul style="list-style-type: none"> • Installation of 12' Shared Use Path on east side of Skillman St. and 6' sidewalk on west side of Skillman St. from Oram St. to Southwestern Blvd. • Installation of 10' Shared Use Path along Skillman St. from Theater Way to Abrams Rd. • Installation of curb and gutter with a 6' sidewalk along Skillman St. from La Vista Dr. to Oram St. (Requires relocation of striped parking stalls) • Signal infrastructure improvements at key intersections (with end-of-life signal equipment) • Proposed PHB signal at Vickery Blvd. and Skillman St. near Tietze Park • Median narrowing from Ridgewood Trail To Lovers Ln. • Median Improvements with proposed PHB signal at Home Depot Driveway



Concluding Thoughts

- Skillman St. has a history of **high crash rates** with **speeding** being a big concern
- There are **many pedestrian generators** along the corridor with high pedestrian crossings
- PHBs will improve pedestrian safety
- All recommended improvements can be made with **nominal impact to LOS**
- Shared Use Pathways help to accommodate bikes/peds in a safe manner
- **15 out of 15 signalized intersections** are projected to operate at **LOS D or better** during the AM peak hour in 2045 with signal timing adjustments.





Updates Since Last Public Meeting



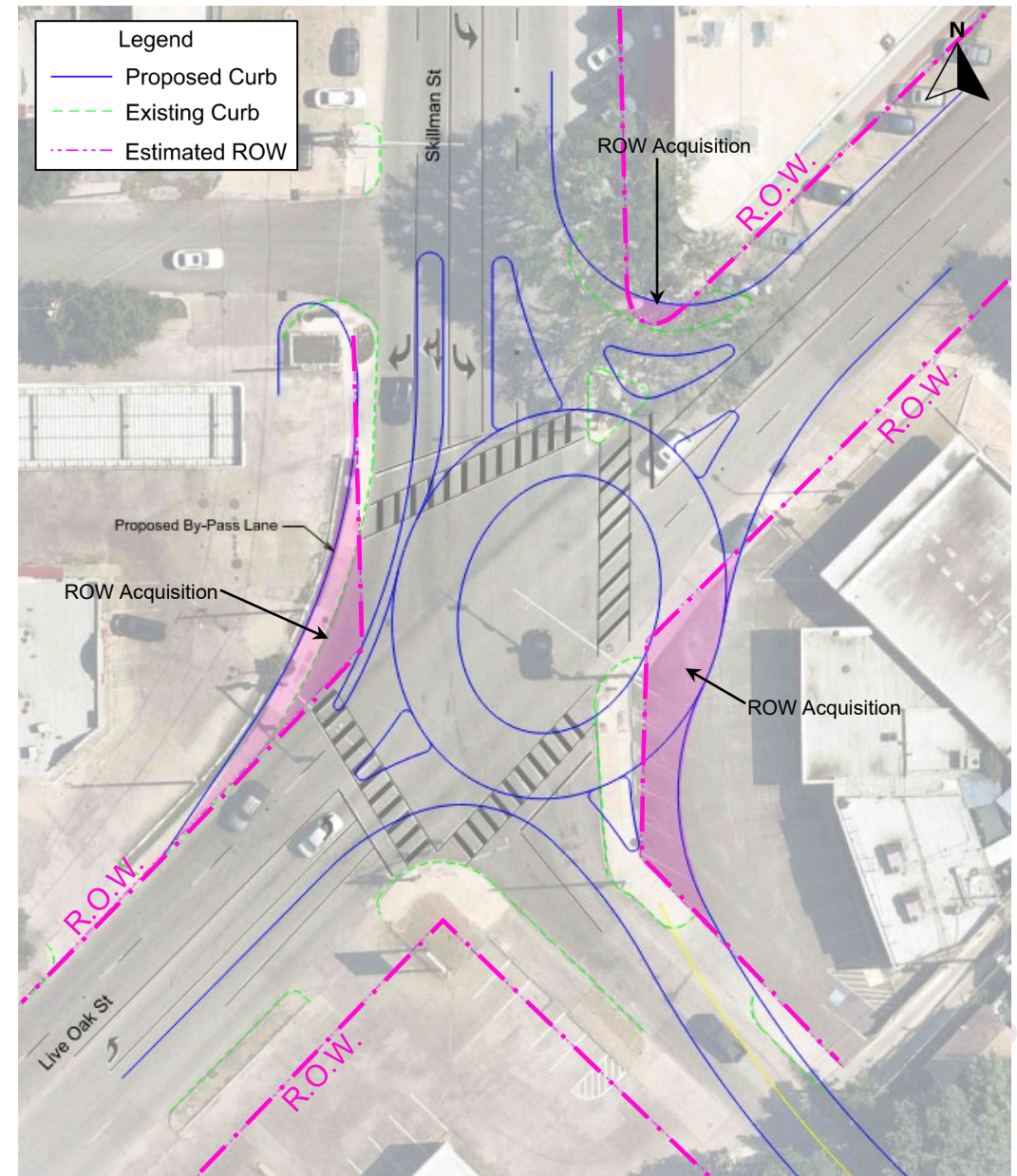
Roundabout at Live Oak and Skillman

Benefits

- ✓ Improve current skew of intersection
- ✓ Control speeds through the intersection
- ✓ Opportunity to install artwork or vegetation

Disadvantages

- ✗ ROW acquisition is necessary
- ✗ Long queues are expected due to eastbound approach having heavy demand
- ✗ Not an ideal solution to accommodate the heavy pedestrian demand



Roundabout at Live Oak and Skillman: LOS and Queueing

A roundabout would affect **intersection LOS** in the following ways:

- **2045 AM peak hour: Live Oak Intersection LOS** would improve from **LOS D** to **LOS B**
- **2045 PM peak hour: Live Oak Intersection LOS** would worsen from **LOS C** to **LOS F** (150 seconds of delay)
- **2045 both peak hours: La Vista Intersection** worsens from **LOS C (signalized)** to **LOS F (unsignalized)** (633 seconds of delay for Eastbound approach)



Lane Reduction Options

- **Option 1:** 3 lane Cross-Section from Mockingbird to Live Oak
- **Option 2:** 3 lane Cross-Section from McCommas to Richmond



Option 1



Option 2



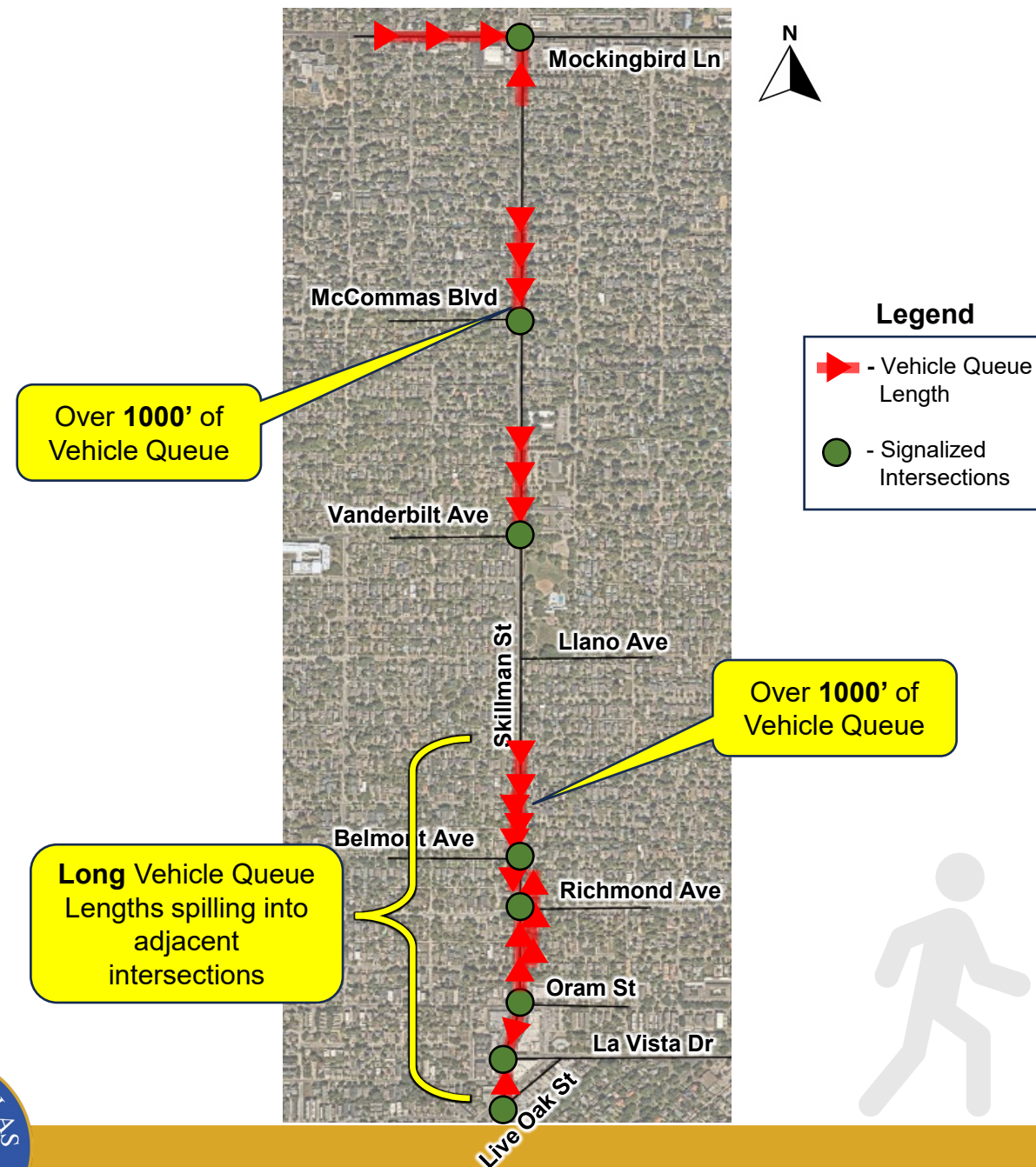
Lane Reduction : Option 1 (Mockingbird to Live Oak)

Benefits

- ✓ Consistent road-diet and traffic calming for a long stretch of the corridor
- ✓ Control speeds through this pedestrian centric corridor

Disadvantages

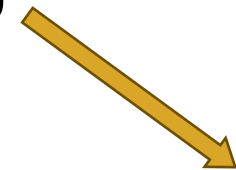
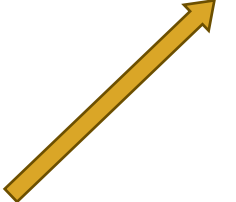
- ✗ Substantial queueing and degradation of LOS and expected delay
- ✗ Long queues are expected at the major signalized intersections, due to reduced capacity.
- ✗ Several intersections will have cycle failure and queue buildup into adjacent signalized intersections.



Lane Reduction : Option 1 LOS and Queueing

A road diet would affect **intersection LOS** in the following ways:

- **2045 AM peak hour: Live Oak Intersection**
LOS would worsen from **LOS D** to **LOS E**
- **2045 PM peak hour: Live Oak Intersection**
LOS would worsen from **LOS C** to **LOS F** (150 seconds of delay)
- **2045 PM peak hours: Richmond Intersection** worsens from **LOS C (signalized)** to **LOS E (unsignalized)**



INTERSECTION	APPROACH	2045 4 Lane Cross-Section		2045 3 Lane Cross-Section		Delay Change(s)
		AM Peak Hour				
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	
Signalized Intersections						
Skillman St @ Live Oak St		35.1	D	79.8	E	127%
Skillman St @ La Vista		27.5	C	52.5	D	91%
Skillman St @ Oram St		4.3	A	4.6	A	7%
Skillman St @ Richmond Ave		17.9	B	34.4	C	92%
Skillman St @ Belmont Ave		14.0	B	18.5	B	32%
Skillman St @ Vanderbilt Ave		4.4	A	7.9	A	80%
Skillman St @ McCommas Blvd		11.3	B	19.7	B	74%
Skillman St @ Mockingbird Ln		51.4	D	48.4	D	-6%

INTERSECTION	APPROACH	2045 4 Lane Cross-Section		2045 3 Lane Cross-Section		Delay Change(s)
		PM Peak Hour				
		DELAY (SEC/VEH)	LOS	DELAY (SEC/VEH)	LOS	
Signalized Intersections						
Skillman St @ Live Oak St		30.9	C	111.2	F	260%
Skillman St @ La Vista		20.2	C	37.9	D	88%
Skillman St @ Oram St		8.8	A	10.1	B	15%
Skillman St @ Richmond Ave		26.5	C	63.3	E	139%
Skillman St @ Belmont Ave		6.7	A	20.1	C	200%
Skillman St @ Vanderbilt Ave		4.2	A	6.4	A	52%
Skillman St @ McCommas Blvd		8.5	A	14.0	B	65%
Skillman St @ Mockingbird Ln		68.4	E	64.1	E	-6%



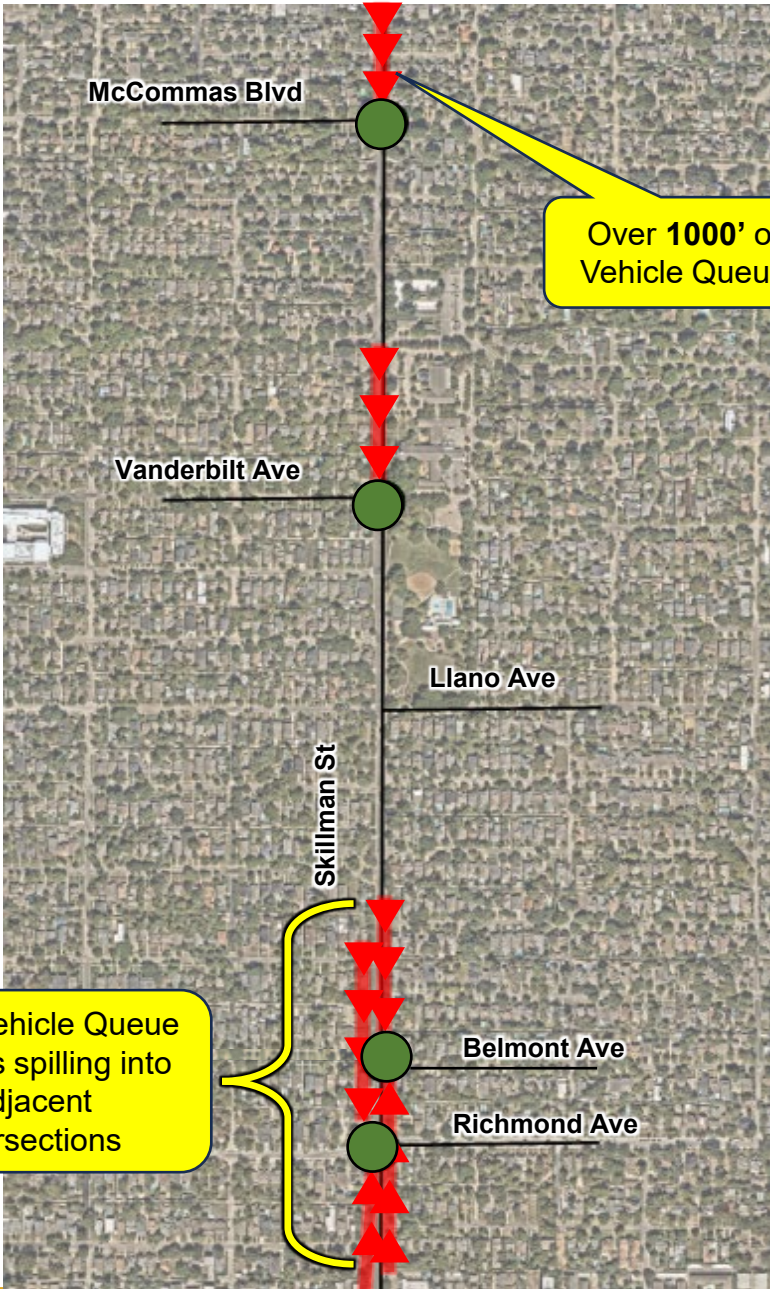
Lane Reduction : Option 2 (McCommas to Richmond)

Benefits

- ✓ Less significant impact to vehicular LOS and Delay, when compared to Option 1
- ✓ Ability to control speeds, especially around Tietze Park area
- ✓ Bringing the curb inward would accommodate wider sidewalks and buffer areas



Disadvantages

- ✗ Queueing and degradation of LOS and Delay is expected at key intersections
- ✗ Significant Queues are expected at Richmond and Belmont



Over 1000' of Vehicle Queue

Legend

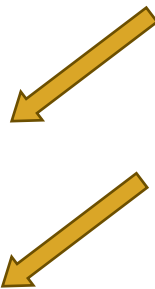
-  - Vehicle Queue Length
-  - Signalized Intersections



Lane Reduction : Option 2 LOS and Queueing

Reducing the number of lanes from 4 to 3 (with a center left turn lane) would affect **intersection LOS** in the following ways:

INTERSECTION	APPROACH	2045 4 Lane Cross-Section			2045 3 Lane Cross-Section			Delay Change(s)
		AM Peak Hour						
		DELAY (SEC/VEH)	95th % QUEUE (FEET)	LOS	DELAY (SEC/VEH)	95th % QUEUE (FEET)	LOS	
Signalized Intersections								
Skillman St @ Richmond Ave		17.9	-	B	60.2	-	E	236%
Skillman St @ Belmont Ave		14.0	-	B	20.6	-	C	47%
Skillman St @ Vanderbilt Ave		4.4	-	A	7.4	-	A	68%
Skillman St @ McCommas Blvd		11.3	-	B	88.2	-	F	681%

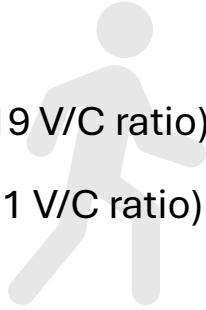


- 2045 PM peak hour: **Richmond Intersection** LOS worsens from **LOS C** to **LOS E** (70 seconds of delay)
- 2045 AM peak hour: **Richmond Intersection** LOS worsens from **LOS B** to **LOS E** (60 seconds of delay); **McCommas Intersection** LOS worsens from **LOS B** to **LOS F** (88 seconds of delay)
- No other intersections would worsen to LOS E or F as a result of the road diet

INTERSECTION	APPROACH	2045 4 Lane Cross-Section			2045 3 Lane Cross-Section			Delay Change(s)
		PM Peak Hour						
		DELAY (SEC/VEH)	95th % QUEUE (FEET)	LOS	DELAY (SEC/VEH)	95th % QUEUE (FEET)	LOS	
Signalized Intersections								
Skillman St @ Richmond Ave		26.5	-	C	70.4	-	E	166%
Skillman St @ Belmont Ave		6.7	-	A	27.7	-	C	313%
Skillman St @ Vanderbilt Ave		4.2	-	A	6.3	-	A	50%
Skillman St @ McCommas Blvd		8.5	-	A	13.4	-	B	58%

Reducing the number of lanes from 4 to 3 (with a center left turn lane) would affect **link LOS (V/C)** in the following ways:

- 2045 Daily LOS worsens from **LOS B** to **LOS C**
- 2045 AM LOS worsens from **LOS C** to **LOS F** (1.19 V/C ratio)
- 2045 PM LOS worsens from **LOS E** to **LOS F** (1.51 V/C ratio)





Project Website



Q&A and Comments

Comments will be accepted through **November 30th**. Fill out one of the comment forms.

Project Webpage:

<https://dallascityhall.com/departments/transportation/Pages/Abrams-Skillman-Corridor-Studies.aspx>

Scan here to
visit the project
website!

