

# Lake June Road Corridor Study

## C F Hawn Freeway (US 175) to Cheyenne Road

Public Meeting

05/21/2024

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# Purpose of Meeting

The purpose of this meeting is to present the preliminary findings and recommendations of the study and solicit stakeholder input



# Presentation Outline

- Study Location & Objective
- Existing Conditions
- Preliminary Recommendations
- Next Steps
- Q&A and Comments



# Study Location & Objective

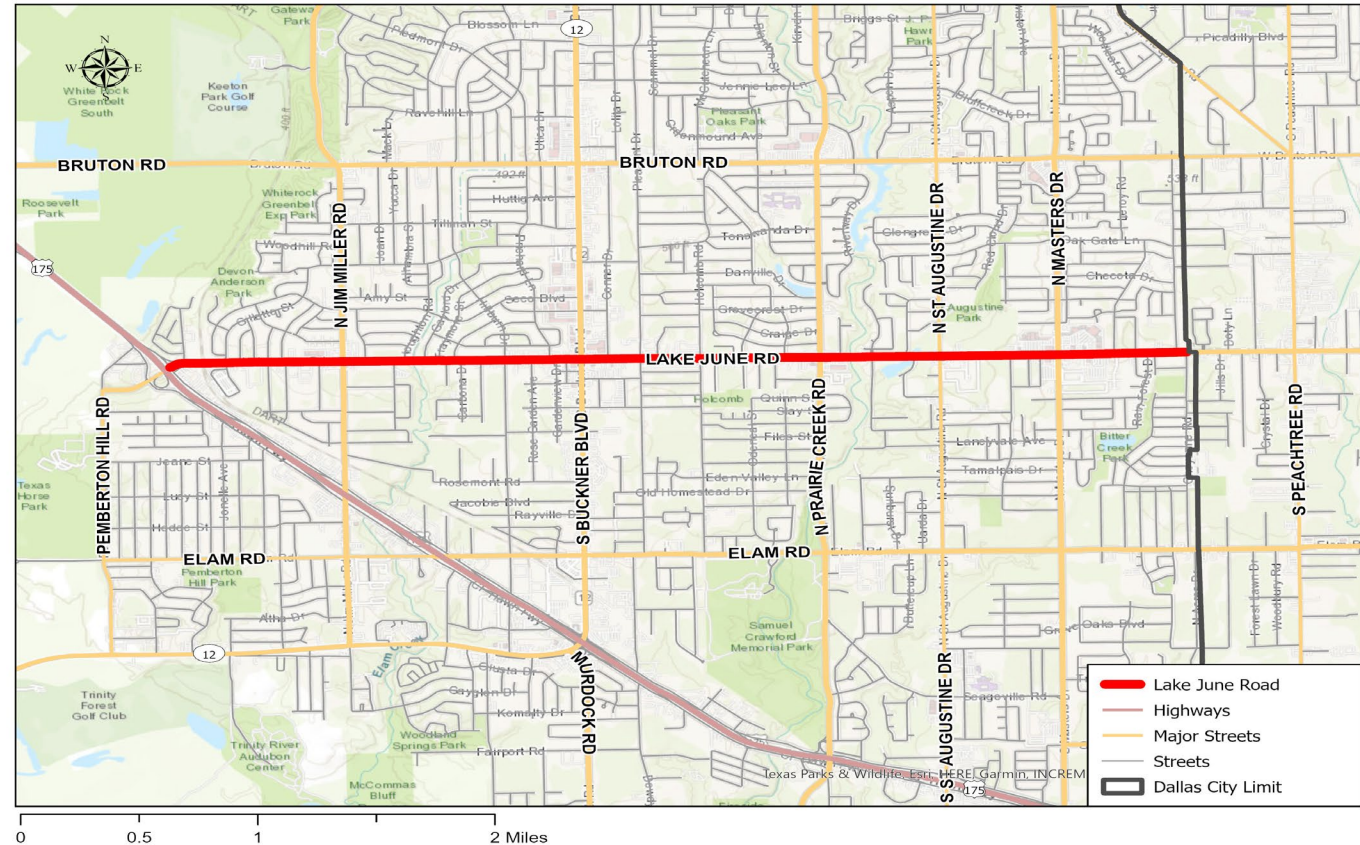
## Project Location

### Lake June Road Rd

- US 175 to Cheyenne Road

## Objective

- Identify deficiencies in existing infrastructure
- Analyze crash history and identify causal factors
- Recommend short and long term improvements to enhance safety, walkability, and quality of life for all users of corridor



# Corridor Data

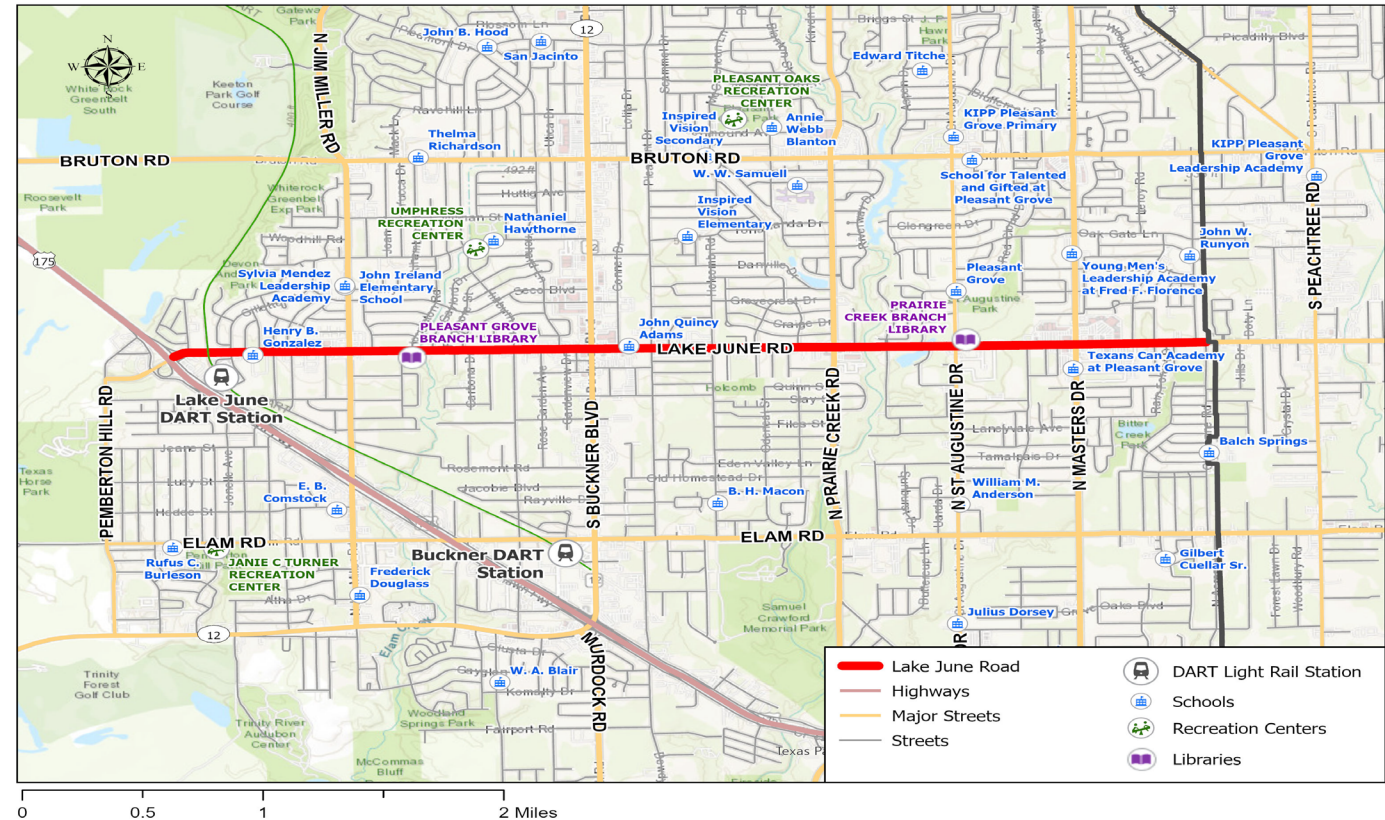
- Length of corridor- 4.3 Miles
- Six-lane divided roadway
- Roadway is classified as a Principal Arterial on City of Dallas Thoroughfare Plan (M-6-D)
- Active DART Bus Route # 30
- Pedestrian Activity throughout the corridor
- Posted speed limit: 40 /35 mph
- Volume– 27k vehicles per day
- 940 crashes recorded between 2019-2023



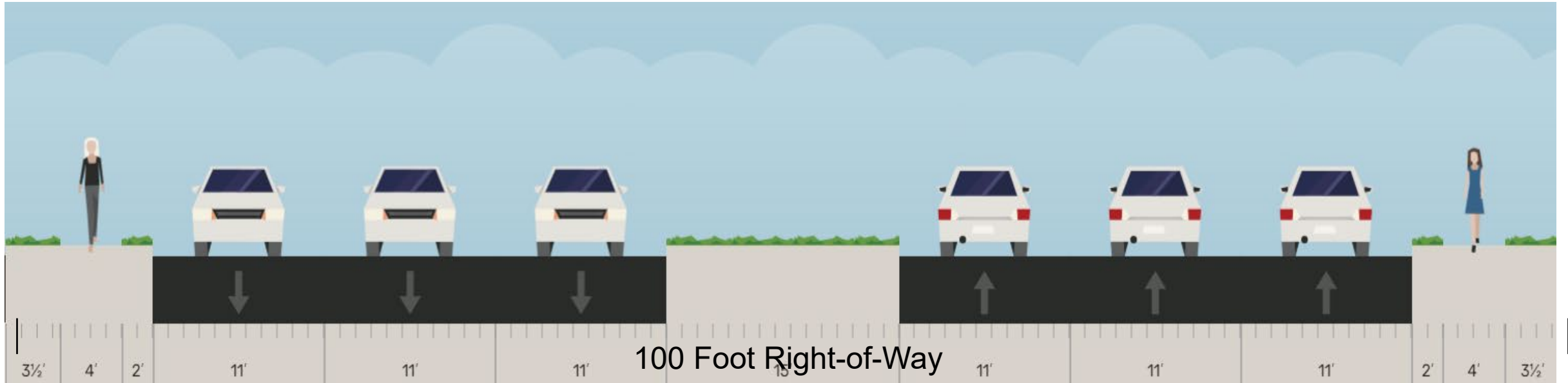


# Notable Destinations

- Several Churches
- 2 Libraries
- 3 Schools
- DART Light Rail Station
- Funeral Home
- Commercial Establishments including Restaurants



# Existing Roadway Cross Section



# Existing Roadway Section

- Six-lane divided roadway
- 3 Lanes in each direction – 10.5'-11.5' width
- 15 – 16' Medians w/ Dedicated left turns bays on Lake June Road at all major intersections
- 3' – 4.5' offset Sidewalks on either side, missing in some sections
- 3'-4' Landscape buffer between curb and sidewalk in some sections
- Streetlights in the median
- Bus Stops – Some locations have Bus Shelters
- Right-of-way varies

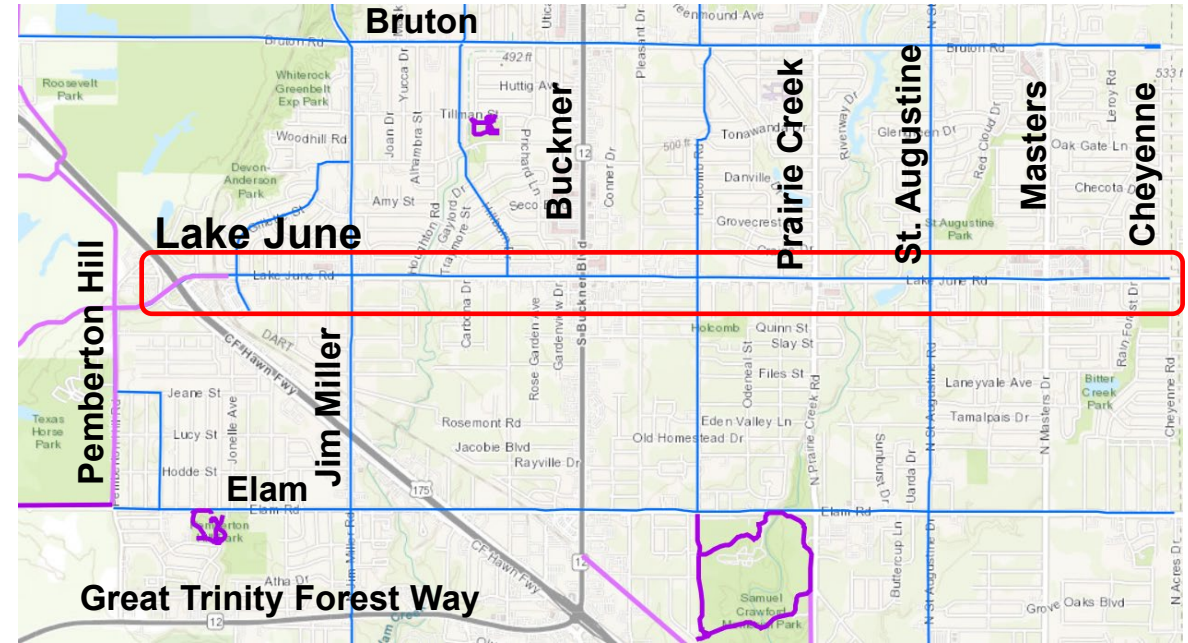
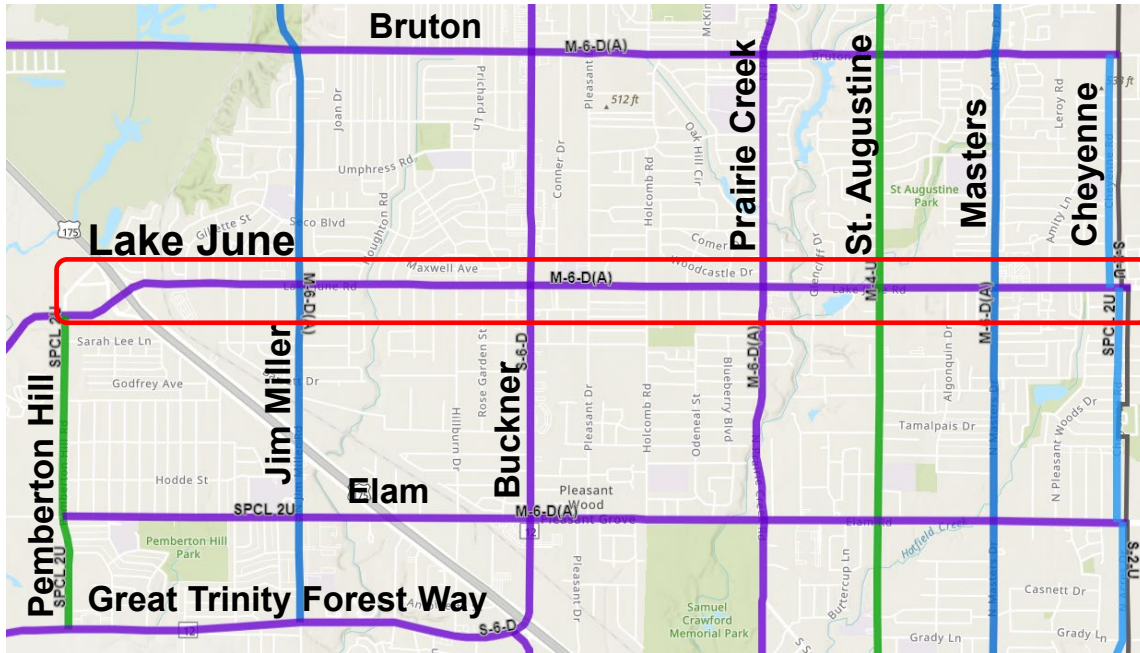




# Previous Plans and Studies

## City of Dallas Thoroughfare Plan

## City of Dallas Bike Plan (2011)



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

- Planned On-Street Bike Facility
- Existing Trail
- Planned Trail

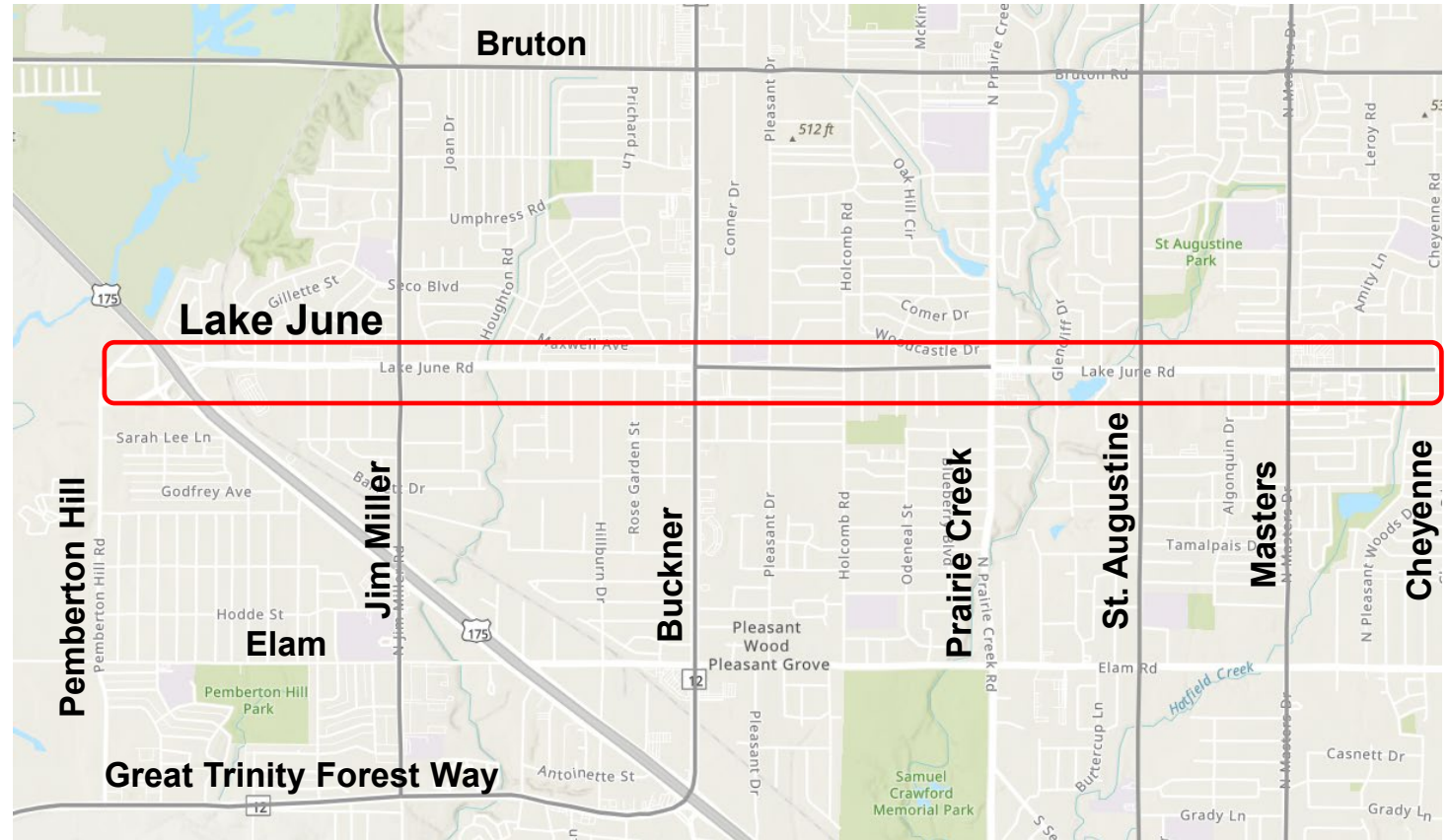


# Vision Zero Corridor

## City of Dallas Vision Zero High Injury Network

The High Injury Network identifies the streets that account for the highest number of fatal and severe injury crashes per mile.

— High Injury Network



# Deficiencies in Existing Infrastructure

- Sidewalks missing or need repair in many sections, mostly narrower than 5'
- Several intersections have no accessible pedestrian ramps; many existing ramps need repair
- Crosswalks and Lane line striping need refreshing for most of the corridor
- Several intersections have limited sight visibility due to vegetation and utility poles
- Some traffic signals are obsolete and need to be replaced
- Some traffic signals need pedestrian indicators and push buttons upgraded
- Streetlights not LED – some intersection lighting missing



# Existing Speed Data

## Speed Data Summary – Lake June Road Eastbound

From	To	Posted Speed Limit	Mean Speed (MPH)	85th %tile Speed (MPH)	% Of vehicles 10 MPH over speed limit
IH 635	Amity Lane	35	39	44	10.2%
Amity Lane	US 175	40	41	46	4.9%

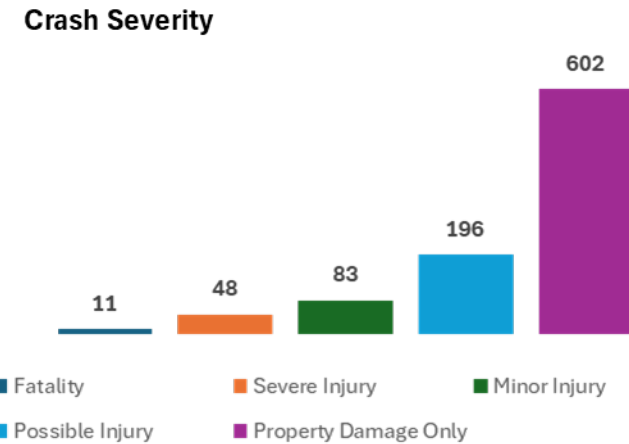
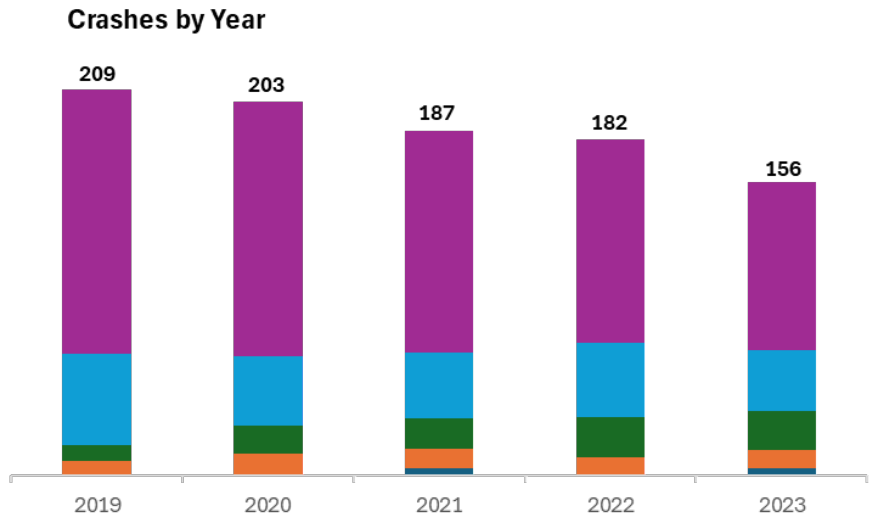
## Speed Data Summary – Lake June Road Westbound

From	To	Posted Speed Limit	Mean Speed (MPH)	85th %tile Speed (MPH)	% Of vehicles 10 MPH over speed limit
IH 635	Amity Lane	35	40	44	13.6%
Amity Lane	US 175	40	43	48	10.2%



# Crash History (2019-2023)

- Total crashes – 940 crashes
  - Pedestrian/bicycle related crashes – 38 crashes
  - Total fatalities- 11 crashes





# Crash Data (2019-2023)

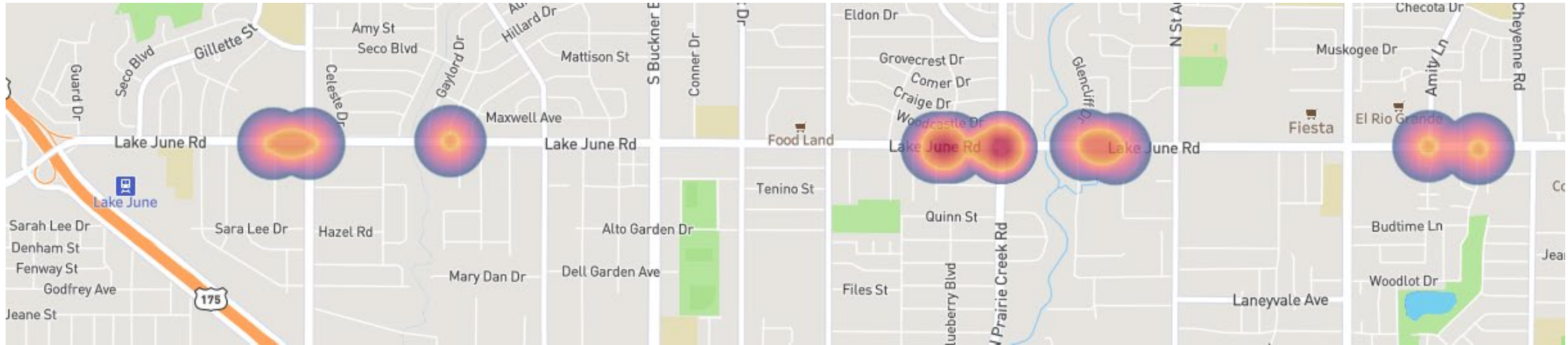
	2019	2020	2021	2022	2023
<b>Fatality</b>	1	1	4	1	4
<b>Severe Injury</b>	7	11	11	9	10
<b>Minor Injury</b>	9	15	16	22	21
<b>Possible Injury</b>	49	38	36	40	33
<b>Property Damage Only</b>	143	138	120	110	91
<b>Total</b>	<b>209</b>	<b>203</b>	<b>187</b>	<b>182</b>	<b>159</b>







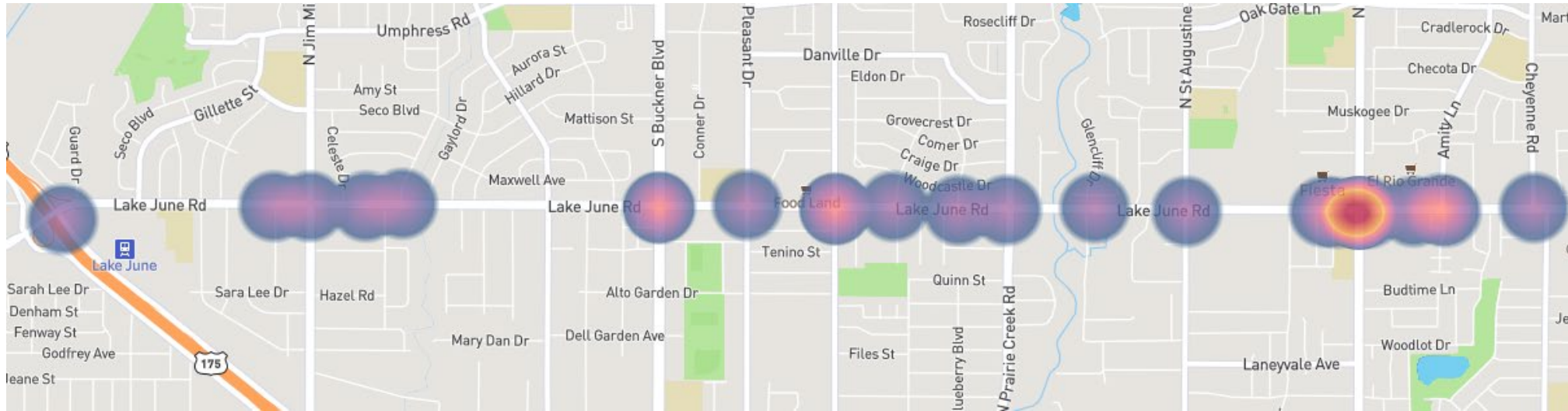
# Heat Map – Fatal Crashes



- Total Fatal crashes – 11
- Fatal Crashes – Vehicular – 6
- Fatal Crashes – Bicycles – 1
- Fatal Crashes – Pedestrians – 4



# Heat Map – Pedestrian Crashes



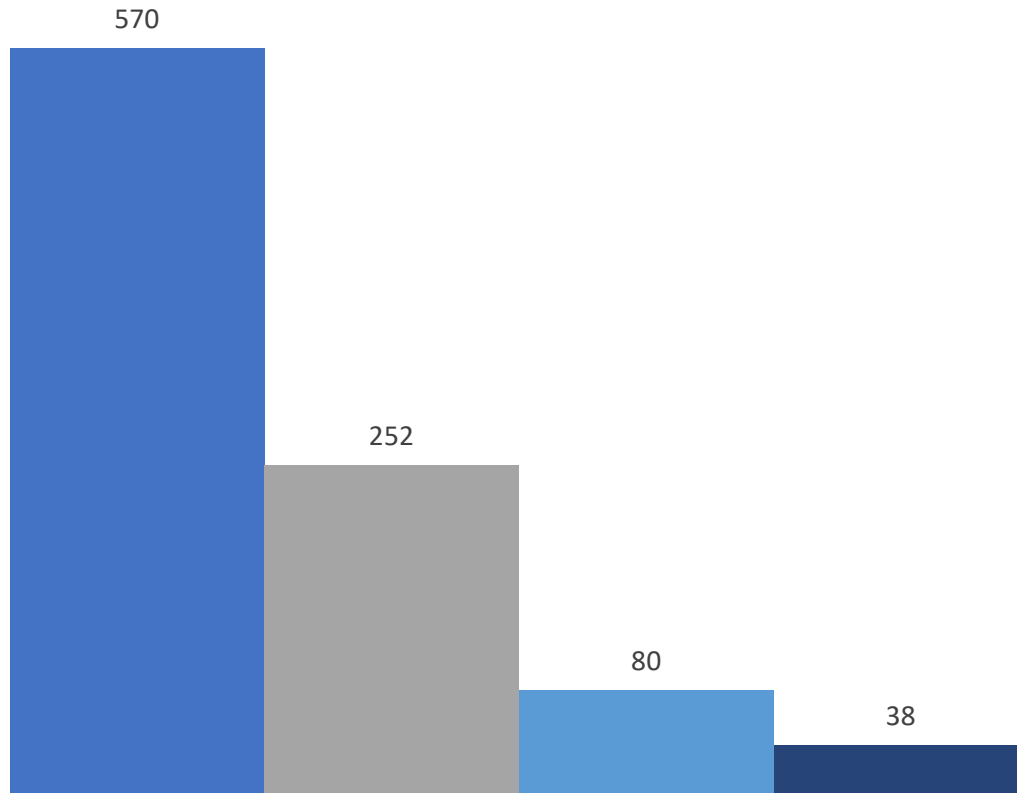
Total Pedestrian crashes – 27

- Fatal – 4
- Severe Injury– 8
- Minor/ Possible Injury – 12



# Crash History (2019-2023)

## Lake June Crash Data 2019-2023



- Lake June Crash Data 2019-2023 Failed to Yield R.O.W. (Left-turns, Right-Turns, Right-Angle, Head-on)
- Lake June Crash Data 2019-2023 Speeding (Rear-end, Side-swipe)
- Lake June Crash Data 2019-2023 Inattentive Driving (Hit Fixed Object, Others)
- Lake June Crash Data 2019-2023 Pedestrians/Bicycles



# Causal Factors for Crashes

- Two main causal factors of crashes are **failure to yield right-of-way and speeding**
- Together, they account for **87.5%** of all crashes
- Existing infrastructure deficiencies could also be indirect contributors
- Pedestrian and Bicycle crashes account for 4% of total crashes but 45% of fatalities
- Pedestrian crashes occur corridor-wide but are more numerous near intersections



# Recommendations for Reducing Crashes

- Upgrade pedestrian infrastructure at intersections
- Replace all obsolete traffic signals
- Provide for safe pedestrian crossings at key unsignalized locations
- Maintain signing and striping at high level of retroreflectivity
- Enforce traffic infractions

The following slides identify a comprehensive list of projects to make the corridor safer and more pedestrian friendly



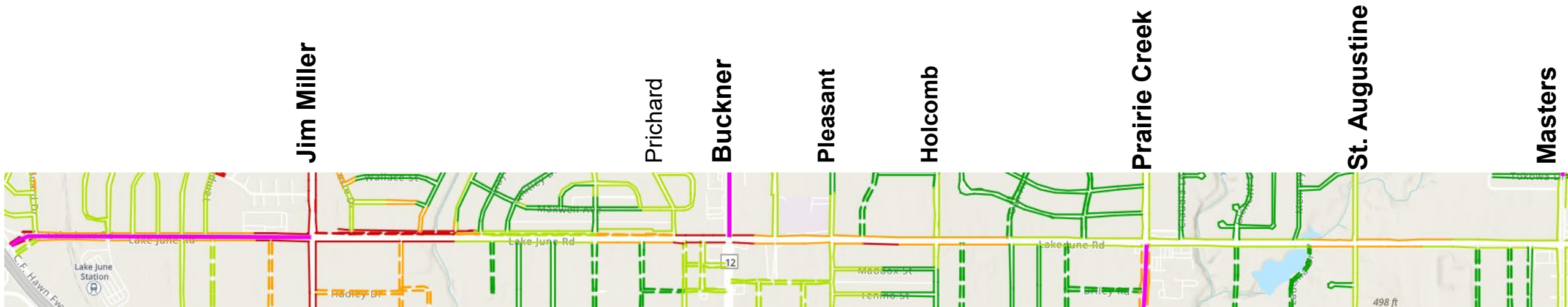


# Recommendations - Corridor

- Replace and/or install pedestrian curb ramps at intersections
- Install 5' wide sidewalk for entire corridor
- Install/replace traffic signs to enhance retroreflectivity and night-time visibility
- Refresh Crosswalks and Lane Striping
- Clear Vegetation to improve intersection visibility as needed
- Install pedestrian push buttons and pedestrian countdown indicators at existing signals
- Install new traffic signals/pedestrian hybrid signals where federal criteria are met – *this might require additional analysis*
- Install additional lighting at intersections where missing



# Dallas Sidewalk Masterplan



## Existing Sidewalks

- Low Priority
- Medium-Low Priority
- Medium-High Priority
- High Priority

## Missing Sidewalks

- - Low Priority
- - Medium-Low Priority
- - Medium-High Priority
- - High Priority

## DSWMP Recommended Projects

- DSWMP Recommended Projects



# Recommendations- Remove and Replace Existing Signals

Replace existing Traffic Signals at the following Locations:

- Lake June and Gillette (Under Design)
- Lake June and Hillburn (Under Design)
- Lake June and Conner (Design)
- Lake June and Pleasant (Under Contract)
- Lake June and St. Augustine (Under Design)
- Lake June and Masters (Construction Complete)





# Further Analysis – Protected Pedestrian Crossings

Evaluate the below locations for Traffic Signals/Pedestrian Hybrid Beacons:

- Barredo Street
- Houghton Road
- Prichard Lane
- Dell Oak Drive
- Springlake Drive
- Templecliff Drive
- Amity Lane



***Placement of Traffic Signals and Pedestrian Hybrid Beacons are subject to warrant analysis as per the Texas Manual on Uniform Traffic Control Devices***



# Next Steps

## Implement of Short-term (1-3 years) solutions:

- Install/Refresh signs and pavement markings
- Upgrade Pedestrian Curb Ramps
- Repair Sidewalks
- Remove visibility obstructions at intersections
- Traffic Enforcement



# Next Steps contd.

## Pursue funding for implementation of long-term solutions:

- Install 5' wide sidewalk – entire corridor
- Install new LED street lighting along corridor
- Upgrade traffic signals as identified
- Replace obsolete traffic signals
- Install new Traffic Signals / Pedestrian Hybrid Beacons if they meet Federal Criteria





# Q&A and Comments

- Comments will be accepted through June 17th. Fill out one of the comment forms or enter your comments using the QR Code below:



[bit.ly/LakeJuneRd](http://bit.ly/LakeJuneRd)

**Website :** <http://bit.ly/LakeJuneRd>

