St. Augustine Road Transportation Safety Study

Limits: US 175 to Military Parkway

Public Meeting
April 22, 2025

City of Dallas Department of Transportation
and Public Works

Presentation Purpose and Outline

Presentation Purpose:

1. Present a recap of the Existing Conditions analysis and proposed improvements.
2. Collect public input on short, medium, and long-term improvements before finalizing the study report.

Presentation Outline:

- Study Background
- Study Timeline
- Existing Conditions
- Proposed Improvements
- Potential Future Options
- Next Steps

Study Background

Dallas Vision Zero Action Plan

- The High Injury Network (HIN) identifies streets that account for a disproportionate number of fatal and severe crashes in Dallas.
- **St. Augustine Road from Bruton Road to Lake June Road ranked 20 out of the 407 corridor segments in HIN (fatal and severe crash density of 7.99).**
- The study limit covers a significant part of the HIN (Prairie Creek Road to Sam Houston Road) along St. Augustine Road.
- **Goal of Vision Zero:** Eliminate all traffic-related deaths and reduce severe injury crashes by 50% by 2030.
- www.dallascityhall.com/visionzero

Study Background

Study Purpose:

- **Propose strategies and improvements to reduce severe traffic crashes**. Improvements will be implemented through the City's Vision Zero and other programs, subject to funding availability.
- The study aims to identify which corridor would accommodate a bicycle lane.

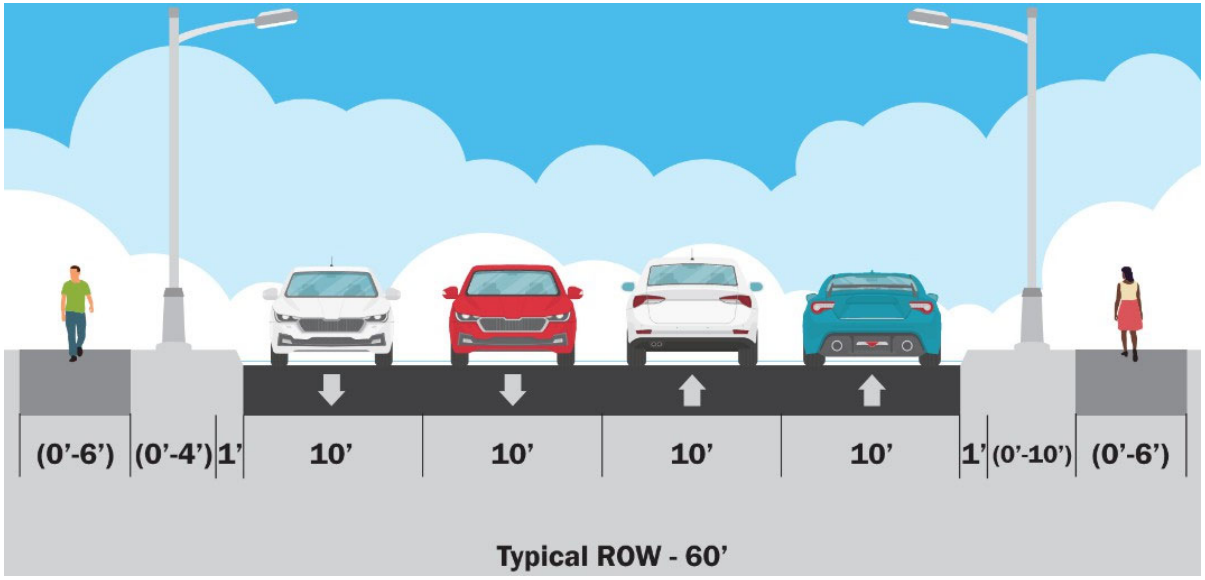
Public Survey Feedback:

- **Reducing speeds** and **improved safety for all modes of transportation** were the top goals
- Desire for **improved lighting** and **traffic calming**

Study Timeline

EXISTING CONDITIONS

Existing Roadway Typical Section



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

- Four-lane undivided roadway
- Right of way varies along corridor
- Two lanes in each direction - 10' width
- Sidewalks on both sides (discontinuous)

Existing Conditions Data

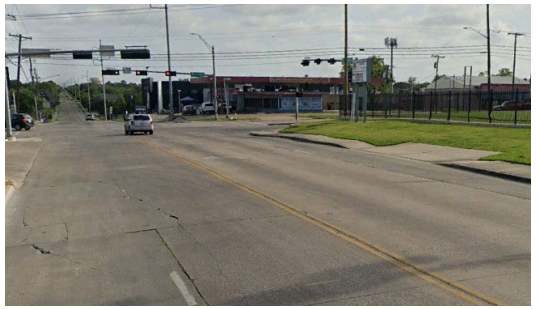
Corridor Characteristics

Corridor Information
Approximately 5 miles
Community Collector, four-lane undivided roadway
Posted speed limit (35 mph)
22 bus stops (4 have benches, 1 has shelter)
5,800-11,200 vehicles per day

Absence of striped crosswalks at Lake June Road

Ramps not ADA compliant

Curb ramps missing at Rhoda Lane



Faded lane markings

Existing Conditions Data

Spot Speed Data & Traffic Volumes

Spot Speed Data Summary				
From	**To**	**Posted Speed Limit (mph)**	**85th Percentile Speed (mph)**	**Highest Speed (mph)**
Scyene Road	Bruton Road	35	45	>70
Lake June Road	Elam Road	35	42	60-65
Elam Road	US 175	35	43	65-70

Existing Conditions Data

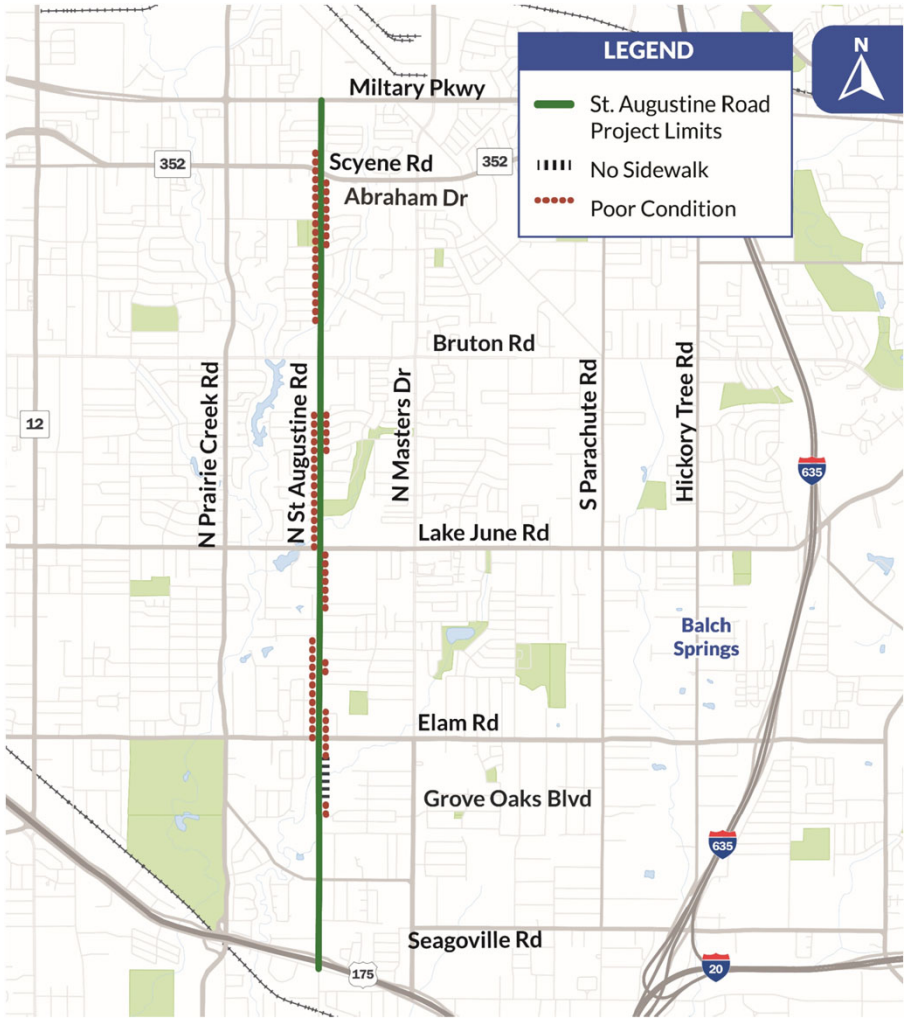
School Zones

- 7 school zones
  - C.A. Tatum Jr. Elementary School
  - Edward Titche Elementary School
  - KIPP Pleasant Grove Primary School
  - Jessie's School
  - Pleasant Grove Elementary School
  - Cristo Rey Dallas College Prep
  - William M Anderson Elementary School
  - Julius Dorsey Elementary School
- High pedestrian activity between Bruton Road and Scyene Road, and between Lake June Road and Seagoville/Old Seagoville Road

Existing Conditions Data

Sidewalk Deficiencies

- Discontinuous sidewalks on east side between Elam Road and Grove Oaks Boulevard
- Approximately 40% of corridor length missing sidewalk or in poor condition

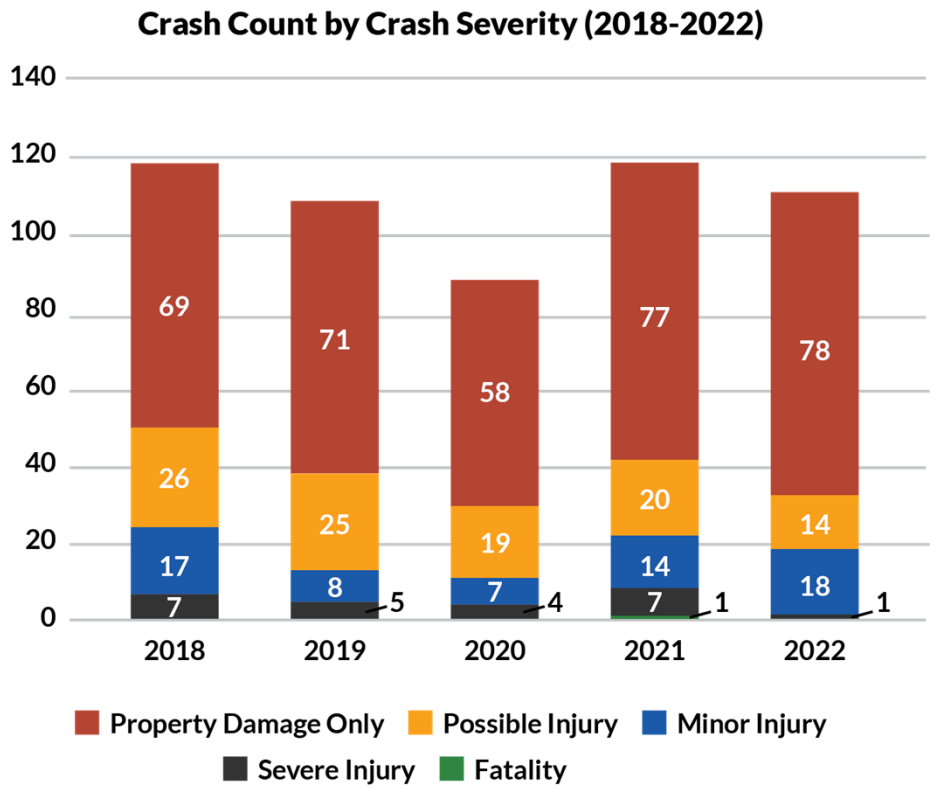


Crash Data (2018-2022)

Total 546 Crashes

St. Augustine is part of the High Injury Network and crash rates are about 3 times that of similar facilities statewide in Texas.

Corridor Crash Rate (2019)	986.11
Statewide Average Crash Rate (2019)	325.65
Corridor to Statewide Ratio	3.03



Crash Data (2018-2022)

Heat Map

- Top 3 factors for all crashes include:
  - Failed to Yield Right of Way – 170 crashes (31%)
  - Failed to control speed/speeding - 109 crashes (20%)
  - Disregard traffic control device - 131 crashes (24%)

Travel speeds along the corridor should be managed to encourage motorists to drive within speed limits and enhance safety for all road users.

Crash Data (2018-2022*)

Fatal and Severe Injury Crashes (25 crashes)

Top 5 fatal and severe injury crash factors:

- Disregard traffic control device - 8 crashes (32%)
- Failed to control speed/speeding - 7 crashes (28%)
- Failed to Yield Right of Way - 7 crashes (28%)
- Driving under influence - 6 crashes (24%)
- Unsafe speed - 3 crashes (12%)

Key Patterns:

- 60% occurred during nighttime hours
- 48% occurred at signalized intersections and 8% at unsignalized intersections
- 28% were right angle crashes

* Reviewed more recent crash data (2022 – 2025 to-date), 15 fatal and severe injury crashes from 2022 to 2025 to-date.

Crash Data (2018-2022*)

Crashes Involving Pedestrians or Bicyclists (16 crashes)

Top 3 crash factors:

- Pedestrian Failed to Yield Right of Way to vehicle - 7 crashes (44%)
- Vehicle Failed to Yield Right of Way - 4 crashes (25%)
- Failed to control speed/Unsafe speed - 3 crashes (19%)

Key Patterns:

- 50% of the pedestrian and bicyclist crashes occurred in nighttime hours.

* Reviewed more recent crash data (2022 – 2025 to-date), 4 fatal and severe injury crashes involving a pedestrian from 2022 to 2025 to-date.

Summary

- The corridor is part of the HIN and experiences about 3 times the crash rate of similar facilities statewide in Texas
- 85th percentile speeds along the corridor are very high
- Disregarding traffic control device were a prominent factor in fatal and severe injury crashes
- The corridor has seven school zones; high pedestrian activity identified at Grady Lane, Grove Oaks Boulevard, Rhoda Lane, Highfield Drive
- Most pedestrian and bicyclist crashes occurred between Bruton Road and Scyene Road

Summary

- 60% fatal and severe injury crashes occurred during nighttime (all streetlights have since been converted to LED)
- Failure to Yield Right of Way is the most significant crash factor for all crashes
- Based on low volume to capacity ratio (0.25 to 0.46) of traffic and need for traffic calming along the corridor, lane reduction could be feasible

PROPOSED IMPROVEMENTS

Proposed Improvements

- High-level review
- Estimated year completion
  - Short-term improvements – less than 2 years
  - Medium-term improvements – 3-5 years
  - Long-term improvements – over 5 years

Proposed Improvements

Short-term Improvements: Less than 2 years

Install/refresh signs

Install or update the signs to improve visibility and enhance safety throughout the corridor.

Improve pavement markings and crosswalks with retroreflectivity

Improve pavement markings and crosswalks with retroreflectivity throughout the corridor.

Permanent speed feedback signs

Installing permanent dynamic speed feedback signs has been shown to reduce total crashes by 7%.**

Public education and outreach

Share safety tips with the community through flyers, events, or social media to encourage people to drive and walk safely.

Enhanced traffic enforcement

Increase law enforcement personnel dedicated to traffic enforcement.

New traffic signal

Where warranted, traffic signals can reduce crashes by 35%.*

Signal backplates with retroreflective border

Install on all traffic signal heads.

Tree trimming

Cut back overgrown trees and bushes that block signs.

Flashing yellow arrow

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

School zone backflashers

Ensure all school zones have back flashers.

Install stop ahead sign

To increase conspicuity of stop sign, install at: Oak Gate Lane, Briggs Street, Glengreen Drive.

*Source: TxDOT HSIP Guidelines
** Source: FHWA Prover Safety Countermeasures

Proposed Improvements

Medium-term Improvements: 3-5 years

High-visibility pedestrian crosswalk

High-visibility crosswalks can reduce pedestrian injury crashes up to 40%.**

Install/improve sidewalks

Repair existing sidewalks and widen/repave deficient sidewalks to enhance walkability along the corridor.

Access management

Two driveways recommended to be closed at Lake June Road intersection and one along Bruton Road intersection.

Curb ramp improvements

Install or upgrade curb ramps to meet ADA standards.

Signal retiming

Adequately time yellow change and all red intervals to reduce angle crashes and implement leading pedestrian intervals (LPIs) to reduce vehicle-pedestrian crashes at Old Seagoville Road, Bruton Road, Scyene Road, Lake June Road

New rectangular rapid flashing beacon (RRFB)

RRFBs have been shown to reduce pedestrian crashes by 47%.**

Long-term Improvements: Over 5 years

Application of high friction surface treatment (HFST)

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

Lane reduction

Lane reduction to help lower speeds and reduce crashes.

Install/improve lighting

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

Mailbox consolidation

Consolidate mailboxes which are abutting into sidewalks.

Dedicated turn lanes

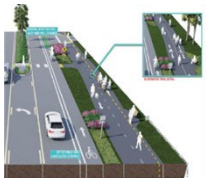
Installing dedicated right-turn lane has been shown to reduce total crashes by 14-26%. Installing a dedicated left-turn lane has been shown to reduce total crashes by 28-48%.**

Bicycle lanes

Bicycle lanes to help reduce crashes and improve safety for all road users

Partnership with TxDOT, DART, Dallas ISD and other stakeholders

Coordination with various stakeholders for safety improvements.



Trail

Construct a trail to provide safe and comfortable space for pedestrians and bicyclists along the corridor.

*Source: TxDOT HSIP Guidelines
** Source: FHWA Proven Safety Countermeasures

Proposed Improvements

Permanent speed feedback signs (S)	Exclusive turn-lane locations (L)
• South of Elam Road • South of Laneyvale Avenue • North of Briggs Street	• EB Left-turn and Right-turn at US 175 • WB Left-Turn at US 175** • NB Left-Turn at Scyene • NB Left-Turn and WB Left-Turn at Military • Increased storage length for existing turn lanes ** TxDOT approval is required for the intersections in TxDOT ROW
High-visibility pedestrian crosswalk (M)	
• Musgrave Drive With advanced school crossing signs	
Rectangular rapid flashing beacon (M)* **	**New traffic signals (L)**
(*RRFB is a traffic control device that help pedestrians cross streets safely by stopping traffic and providing pedestrians the right of way*) • Grady Lane • Rhoda Lane • Bluffcreek Drive • Kerrville Street ***Further studies are required for the RRFB location and warrants	• Silver Falls Boulevard* * Signal is warranted based on TMUTCD Warrant analysis

S: Short-term improvements; M: Medium-term improvements; L: Long-term improvements

Proposed Improvements

- Install/refresh signs (S)
- Improve pavement marking and crosswalks with retroreflectivity (S)
- Repair existing sidewalks, widen/repave deficient sidewalks (M)
- Upgrade pedestrian curb ramps to make them ADA compliant (M)

S: Short-term improvements; M: Medium-term improvements; L: Long-term improvements

POTENTIAL FUTURE OPTIONS

Overview of the Options

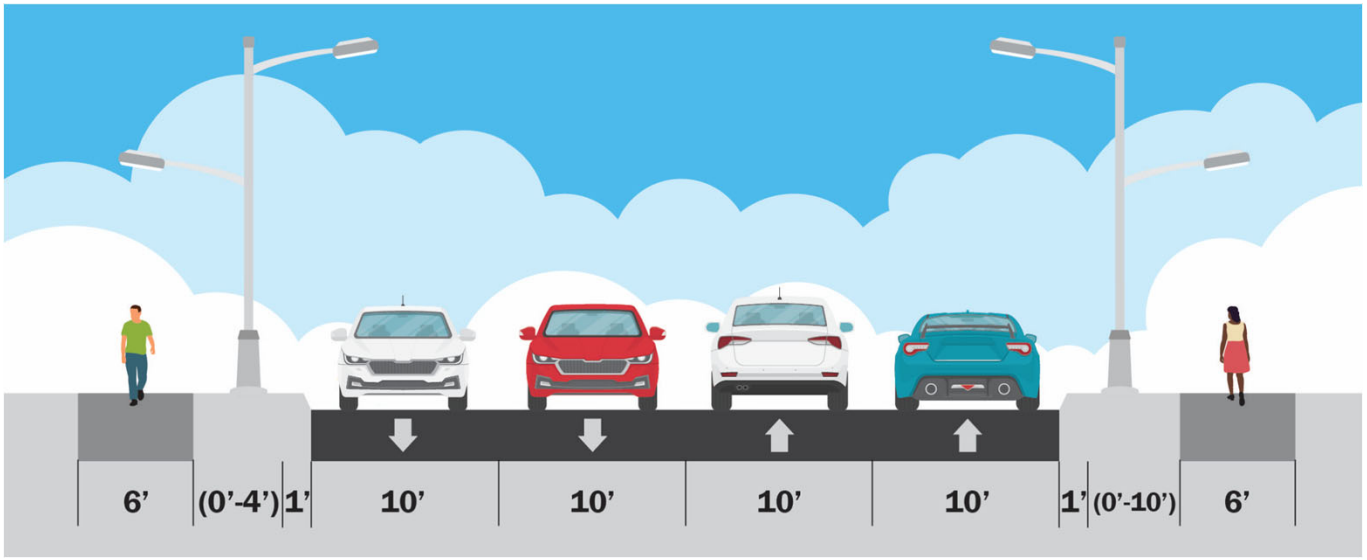
Short-Term:

- Option 1: No change in the number of lanes, continuous sidewalks on both sides

Long-Term:

- Option 2: Lane reduction with bicycle lanes
- Option 3: Lane reduction with trail

Option 1



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

- Same roadway configuration as existing
- Signal timing changes (S)
- New Traffic Signals (S/L)
- Continuous sidewalks on both sides (M)
- Turn lanes/storage bay extensions (L)
- Continuous roadway and pedestrian lighting (L)

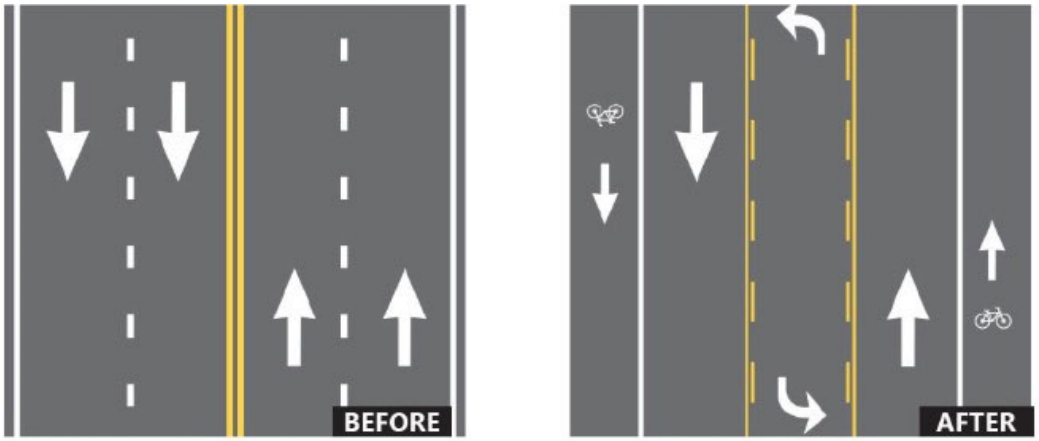
S: Short-term improvements; M: Medium-term improvements; L: Long-term improvements

Potential Long-Term Options

- To further improve safety and traffic calming along the corridor, lane reduction options were analyzed for long-term consideration.
- A lane reduction could improve safety by reducing the number of conflict points, reducing pedestrian crossing distance (exposure time), reducing right-angle (T-bone) crashes as vehicles on side streets cross fewer lanes, and promoting more consistent speeds along the corridor.
- Note: All previous improvements are included in all potential future options.

Potential Long-Term Options

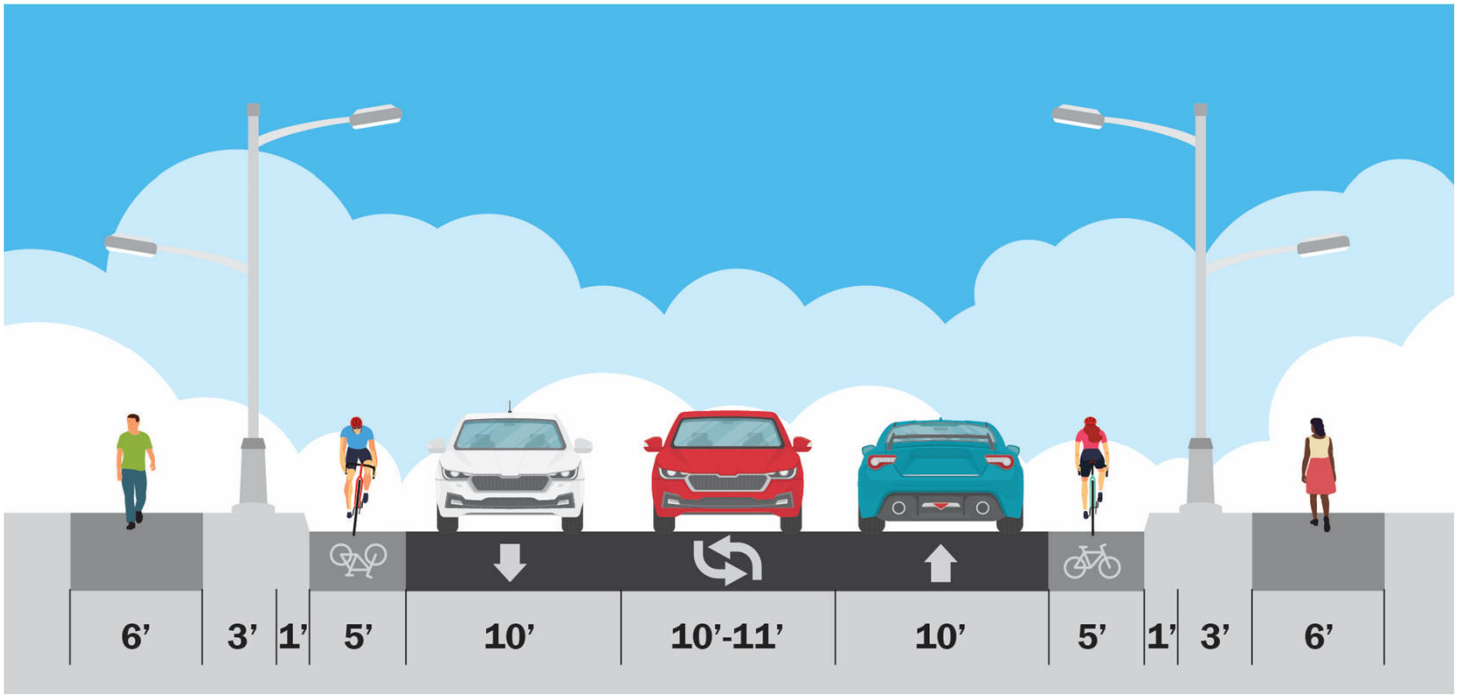
- Lane reduction can reduce total crashes by 19-47%. Source: FHWA Proven Safety Countermeasures



- Adding bicycle lane can reduce crashes by up to 49%. Source: FHWA Proven Safety Countermeasures

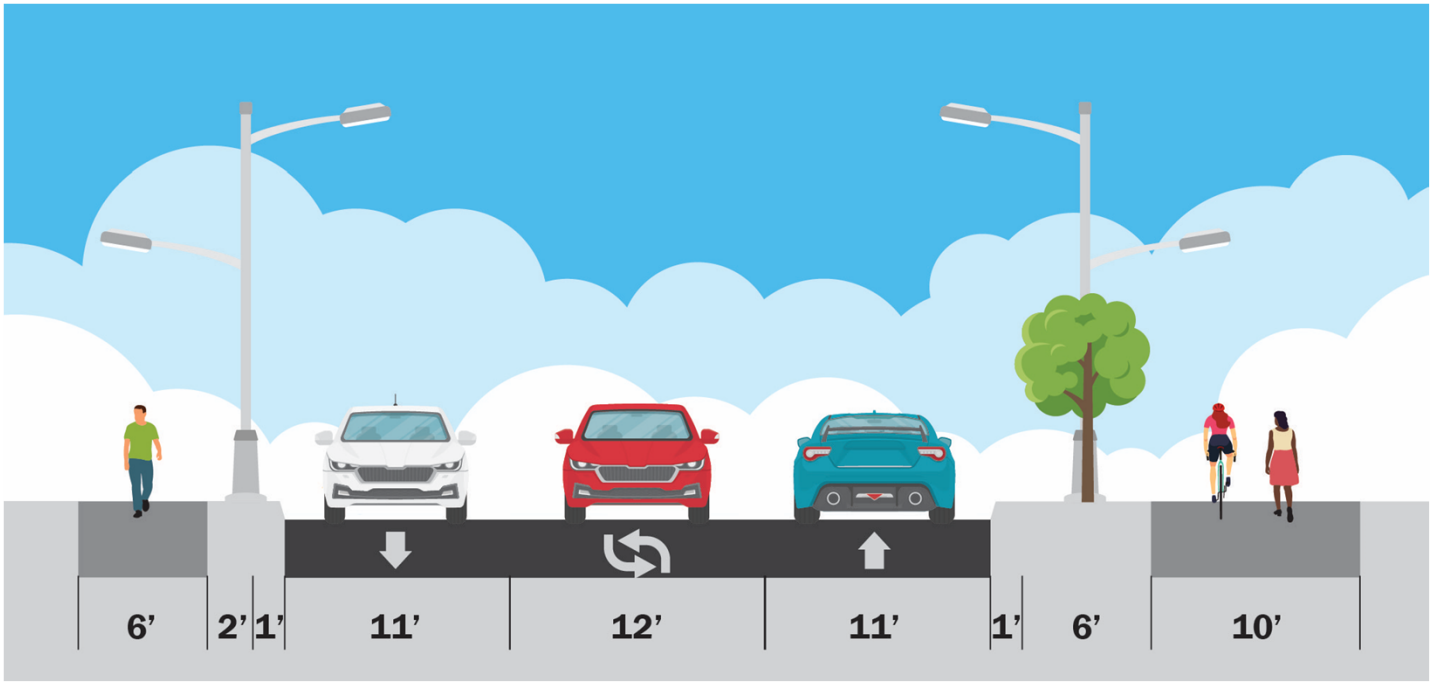
Option 2

Illustration of lane reduction with bicycle lanes



Option 3

Illustration of lane reduction with trail



Traffic Impact of the Options

Traffic Impacts in Year 2045, During the Busiest Hour of the Day:

- **Option 1:** 1-mph increase in speed in both northbound and southbound during PM peak compared to No Build.
- **Option 2/3:** 2-mph decrease in speed in southbound compared to Option 1.
- Bruton Road intersection observes average delay of about 40 seconds during both AM and PM Peak in Option 2/3.
- Option 2/3 anticipate 10% reduction in traffic along the corridor.

2% | **Traffic modeling assumes that traffic will increase by 2% annually from 2023 - 2045**

Traffic Impact of the Options

	No Build (2045)		Option 1: Continuous Sidewalks - Entire Corridor (2045)		Option 2/3: Lane Reduction (2045)	
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Intersection	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service
US 175 EBFR	E	E	C	C	C	C
US 175 WBFR	D	E	C	C	C	C
Seagoville/Old Seagoville Road	B	B	B	B	B	B
Elam Road	B	C	B	C	C	C
Lake June Road	C	D	C	C	C	C
Bruton Road	C	D	C	C	D	D
Scyene Road	D	C	C	C	C	C
Military Parkway	E	B	C	B	C	B

Evaluation Matrix

Evaluation Matrix	No Build	Option 1: Continuous Sidewalks	Option 2: Lane Reduction with Bicycle Lanes	Option 3: Lane Reduction with Trail
SAFETY AND SPEED MANAGEMENT				
Supports Reduction of all crashes and severity	Poor	Good	Good	Good
Separation between pedestrians/bicyclists and vehicles	Fair	Fair	Fair	Good
Encourages speed reduction	Poor	Fair	Good	Good
MOBILITY AND ACCESS				
Improves pedestrian crossings and connections	Poor	Fair	Good	Good
Supports biking	Poor	Poor	Good	Good
Supports transit access and travel times	Fair	Good	Fair	Fair
Minimized impacts to vehicle travel times	Fair	Good	Fair	Fair
LIVABILITY				
Opportunity for street furnishings	Poor	Poor	Poor	Good
Maximizes pedestrian comfort	Fair	Good	Good	Fair
COST AND EASE OF IMPLEMENTATION				
Minimized ROW impacts	Good	Good	Good	Fair
Minimizes scale of construction	Good	Good	Fair	Poor

Next Steps

Ways to Provide Feedback

- Provide comments on the comment cards
- Send us your comments using the online survey form on the project website
- Please help us spread the word!

Project Website:
https://bit.ly/mastaug

Online Survey:
https://hdr.jotform.com/250336246537053

In-person Comment Card:
Available at public meeting

Next Steps

- Obtain and analyze public input on the presented options
- Finalize the short, medium, and long-term improvements based on the public input
- Design and implement the short-term improvements, subject to funding availability
- Amend the City of Dallas Thoroughfare Plan, if a lane reduction option is adopted and funding is available for implementation

THANK YOU!

https://bit.ly/mastaug