

Appendix C

Intersection Audit Summary



OVERVIEW

For each of the 15 signalized intersections along the corridor, a high-level audit was conducted that considered elements of motorist and pedestrian/cyclist safety.

Motorist Safety

- Speed
- Roadway geometry
- Turning movements
- Signage
- Lighting
- Crashes

Pedestrian/Cyclist Safety

- Pavement condition
- Crossing features
- ADA accessibility
- Pedestrian signals
- Crashes

Signalized Intersections by Sub-Area

AREA 1: EAST END

1. FM 544/Parker Rd
2. Fish Hatchery Rd/Holfords Prairie Rd

AREA 2: LLELA/ELM FORK

3. Huffines Blvd
4. Valley Ridge Blvd

AREA 3: OLD TOWN/CENTRAL

5. Main St
6. Railroad St
7. Mill St
8. NB IH-35E Frontage Rd
9. SB IH-35E Frontage Rd
10. Bellaire Blvd

AREA 4: CORPORATE DRIVE AREA

11. Southwest Pkwy
12. Valley View Dr
13. Corporate Dr

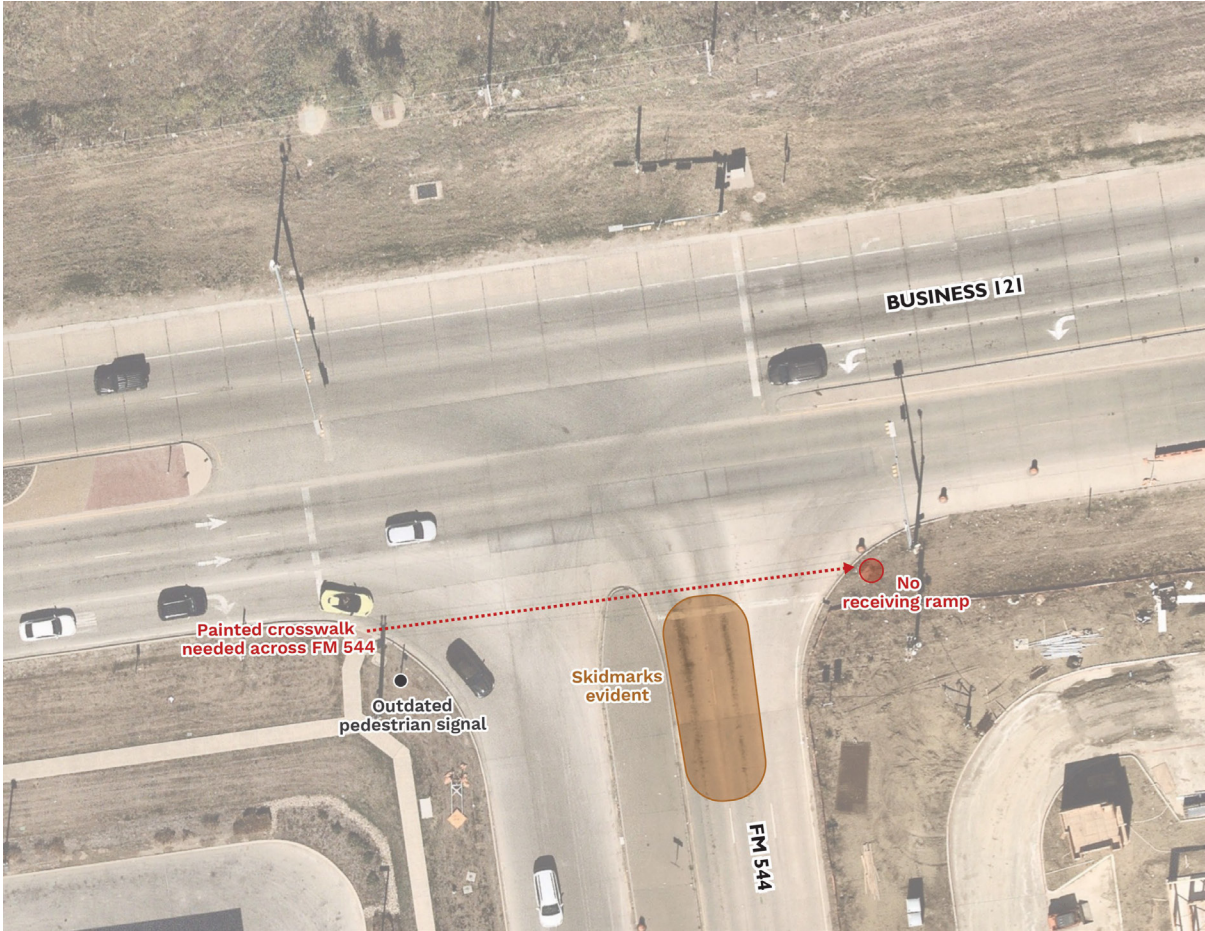
AREA 5: SOUTHWEST END

14. Highpoint Oaks Dr
15. Vista Ridge Mall Dr/Edmonds Ln

1: FM 544/PARKER RD

OVERVIEW

Also known as Parker Rd, FM 544 is designated as a six-lane divided principal arterial on the thoroughfare plan. The roadway carries significant traffic for the Castle Hills neighborhood and the future Crown Centre development. In terms of motorist safety, the intersection needs better lighting to see street signage and the intersection at night. In terms of pedestrian safety, painted crosswalks should be added along FM 544 and the existing pedestrian signal needs to be updated to newer standards.



1: FM 544/PARKER RD

EXISTING CONDITIONS PHOTOS



1: FM 544/PARKER RD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 60 mph on 121, 45 mph on FM 544

What is the number of lanes for each roadway? Two main lanes plus turn lanes on 121, two main lanes on FM 544 plus right-hand turn lane

Is there a dedicated right-turn lane in any direction? Yes, northbound on FM 544 and westbound on 121

Is there an unprotected left turn allowed in any direction? Yes, southbound on 121

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard

Are U-turns prohibited in any direction? No, allowed in all directions

Are street names clearly visible? Yes

Are they lit at night? No

Are signs worn, missing, or damaged? Worn

What is the condition of the roadway pavement at the intersection? Damage to pavement in the northbound middle lane; some pavement panel replacements evident.

Site visit conducted in December 2023

1: FM 544/PARKER RD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? No issues, standard T intersection

Do you observe any issues with signal timing/queuing of vehicles? No issues observed during non-peak hours, right turn westbound likely backs up during peak hours

Approximately how close is the nearest driveway from the intersection? 280 feet

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 14 (resulting in 5 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? Minor debris collection at raised medians.

Are there any issues with sight distance/visibility for turning movements? None

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

1: FM 544/PARKER RD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on southwest corner of intersection only

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Newer sidewalk, only along RaceTrac parcel

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) Portion of sidewalk aligned around power pole

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? No painted crosswalks

Describe the curb ramps at the intersection? Only one curb ramp in SW corner, no receiving ramp.

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? No, existing curb ramp doesn't align with existing median

Is there a buffer between the sidewalk and the roadway? Yes, about 20' on FM 544 and about 28' on 121, no landscaping

Describe any pedestrian signalization at the intersection. Old style push buttons with no countdown, push buttons are not within the allowed distance; no landing area

Site visit conducted in December 2023

1: FM 544/PARKER RD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

Is there any cautionary signage warning motorists to watch for pedestrians? None

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? About 2%

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? None

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

Any other observations for the intersection? Very loud intersection – seems not safe for pedestrians and likely has high traffic volumes due to proximity to Castle Hills

Site visit conducted in December 2023

2: FISH HATCHERY RD/HOLFORDS PRAIRIE RD

OVERVIEW

Fish Hatchery Rd leads to the Lewisville ISD Outdoor Learning Area (LISDOLA) and is not meant for through traffic. To the south, Holfords Prairie Rd is designated as a two-lane undivided collector on the thoroughfare plan that carries traffic to the businesses to the south of Business 121. In terms of motorist safety, there is a driveway within 150 feet of the intersection, which poses a safety issue as people start to accelerate away from the intersection. In terms of pedestrian safety, there are only existing sidewalks in the southeast corner of the intersection. These sidewalks are set a great distance back from the roadway so additional sidewalks will be needed to be able to connect to other sides of the intersection.



2: FISH HATCHERY RD/HOLFORDS PRAIRIE RD

EXISTING CONDITIONS PHOTOS



2: FISH HATCHERY RD/HOLFORDS PRAIRIE RD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 60 mph on 121, 30 mph on intersecting road

What is the number of lanes for each roadway? Two main lanes plus turn lanes on 121, one lane plus turn lanes on intersection roads

Is there a dedicated right-turn lane in any direction? Yes, in all four directions

Is there an unprotected left turn allowed in any direction? Yes, both directions on 121

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard

Are U-turns prohibited in any direction? No, allowed in all directions

Are street names clearly visible? Yes

Are they lit at night? Yes

Are signs worn, missing, or damaged? Worn

What is the condition of the roadway pavement at the intersection? Asphalt on Holfords Prairie has some cracking/bumps

Site visit conducted in December 2023

2: FISH HATCHERY RD/HOLFORDS PRAIRIE RD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? No issues

Do you observe any issues with signal timing/queuing of vehicles? No issues observed during non-peak hours

Approximately how close is the nearest driveway from the intersection? 150 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 28 (resulting in 14 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? Debris in turn lane and in swales (may be litter)

Are there any issues with sight distance/visibility for turning movements? None

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

2: FISH HATCHERY RD/HOLFORDS PRAIRIE RD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on southeast corner of intersection only

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Narrow sidewalks (4') set back from the intersection; vegetation obstructions; some issues at joints and high cross slopes in some areas

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) Portion of sidewalk aligned around power pole

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? No painted crosswalks

Describe the curb ramps at the intersection? None

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? No

Is there a buffer between the sidewalk and the roadway? Yes, about 75' from intersection to avoid the swale

Describe any pedestrian signalization at the intersection. None

Site visit conducted in December 2023

2: FISH HATCHERY RD/HOLFORDS PRAIRIE RD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

Is there any cautionary signage warning motorists to watch for pedestrians? None

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Eastbound sidewalk does not appear to meet cross-slope requirements for ADA accessibility

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? None

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

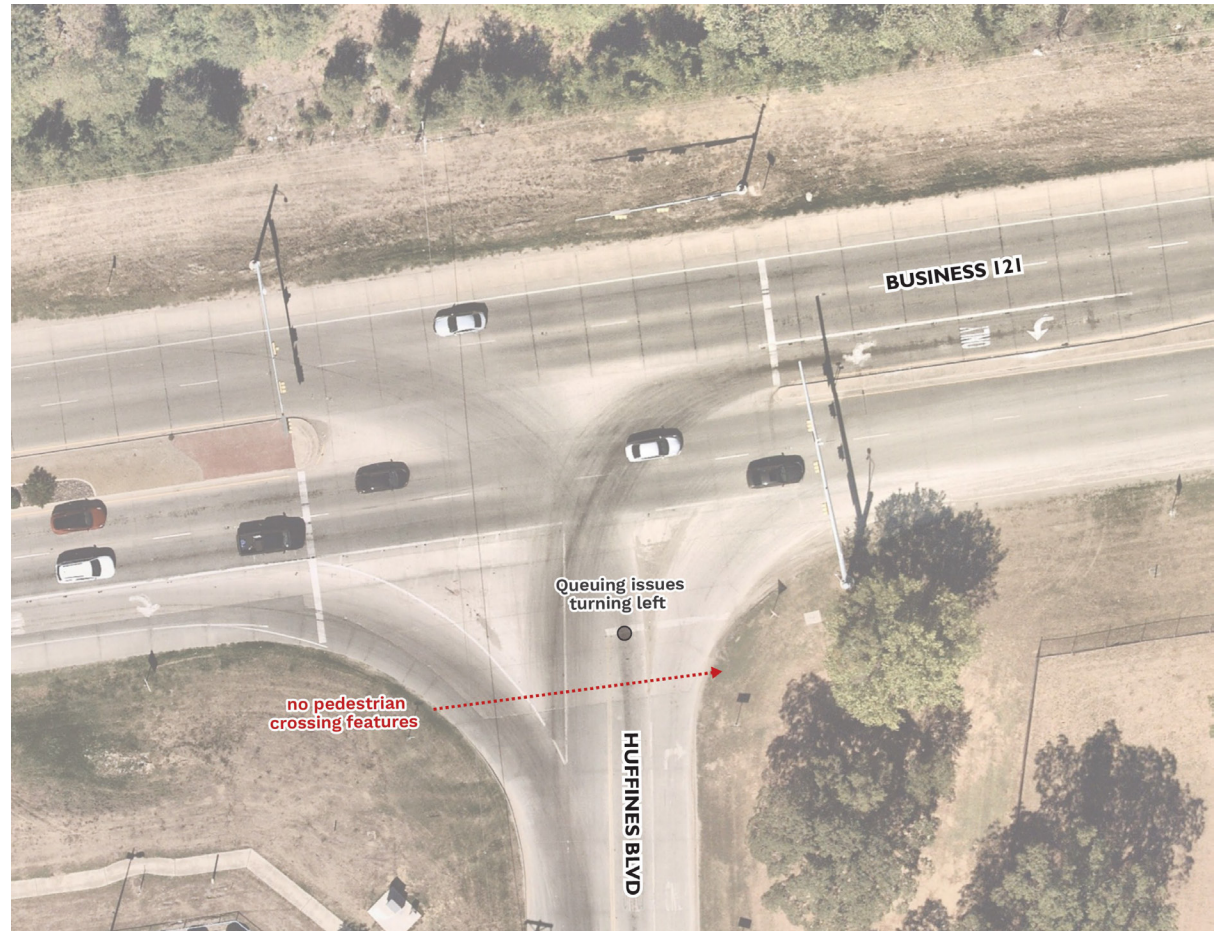
Describe the condition of the bicycle facilities. N/A

Site visit conducted in December 2023

3: HUFFINES BOULEVARD

OVERVIEW

This roadway is designated as a four-lane undivided collector on the Thoroughfare Plan and provides access to industrial businesses to the south and the Camelot Landfill. There appear to be traffic queuing issues for vehicles on Huffines turning left onto westbound Business 121. There are also no pedestrian crossing features at any corner of the intersection and lighting is needed for better visibility at night.



3: HUFFINES BOULEVARD

EXISTING CONDITIONS PHOTOS



3: HUFFINES BOULEVARD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 60 mph on 121, 30 mph on intersecting road

What is the number of lanes for each roadway? Two main lanes plus turn lanes on 121, two on Huffines

Is there a dedicated right-turn lane in any direction? Yes, on eastbound 121 and northbound Huffines

Is there an unprotected left turn allowed in any direction? Yes, going westbound on 121

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard

Are U-turns prohibited in any direction? Yes, going eastbound on 121

Are street names clearly visible? Yes

Are they lit at night? Yes

Are signs worn, missing, or damaged? No, in good condition

What is the condition of the roadway pavement at the intersection? Good condition

Site visit conducted in December 2023

3: HUFFINES BOULEVARD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? No issues, typical T intersection

Do you observe any issues with signal timing/queuing of vehicles? Huffines carries a lot of heavy vehicle traffic; traffic queues on Huffines for cars turning left onto 121

Approximately how close is the nearest driveway from the intersection? 250 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 23 (resulting in 9 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? No visible marks from past crashes

Are there any issues with sight distance/visibility for turning movements? None

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

3: HUFFINES BOULEVARD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on southeast corner of intersection only

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? 5' sidewalks set back from roadway, appear in good condition

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) Portion of sidewalk aligned around utility

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? No painted crosswalks

Describe the curb ramps at the intersection? None

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? No

Is there a buffer between the sidewalk and the roadway? Yes, about 55' from intersection to avoid the swale

Describe any pedestrian signalization at the intersection. None

Site visit conducted in December 2023

3: HUFFINES BOULEVARD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

Is there any cautionary signage warning motorists to watch for pedestrians? None

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Appear acceptable

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? None

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

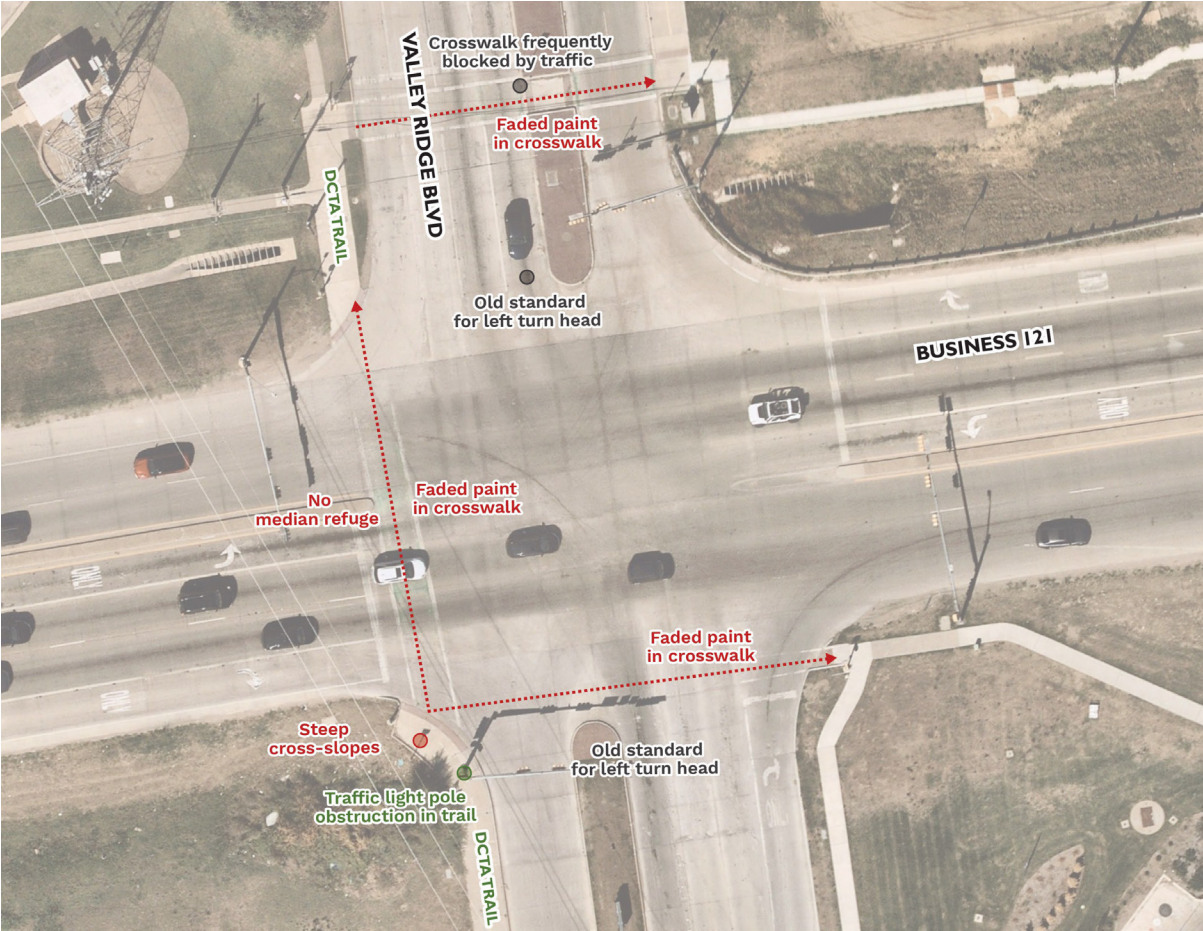
Any other observations for the intersection? Vegetation in median may make it hard to see oncoming traffic at times

Site visit conducted in December 2023

4: VALLEY RIDGE BOULEVARD

OVERVIEW

This roadway is designated as a four-lane divided principal arterial and a "major traffic carrier" on the Thoroughfare Plan. The roadway serves as an alternative route to IH-35E, particularly for motorists traveling north on the interstate. This is the only intersection along the corridor that includes a designated trail facility (DCTA Trail). However, the enhanced crosswalk across Business 121 is very faded and hard to distinguish. The pedestrian push button is also further than 10 feet from the intersection and the cross-slopes appear steep, causing issues for ADA accessibility.



4: VALLEY RIDGE BOULEVARD

EXISTING CONDITIONS PHOTOS



4: VALLEY RIDGE BOULEVARD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 60 mph on 121, 40 mph on Valley Ridge

What is the number of lanes for each roadway? Two through lanes and LTL and RTL for each direction

Is there a dedicated right-turn lane in any direction? Yes, all directions

Is there an unprotected left turn allowed in any direction? Yes, all directions

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard on 121, old standard on Valley Ridge

Are U-turns prohibited in any direction? No, allowed in all directions

Are street names clearly visible? Yes

Are they lit at night? Yes

Are signs worn, missing, or damaged? No, in good condition

What is the condition of the roadway pavement at the intersection? Minor pavement cracking, nothing significant

Site visit conducted in December 2023

4: VALLEY RIDGE BOULEVARD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? No issues

Do you observe any issues with signal timing/queuing of vehicles? No, just a busy intersection

Approximately how close is the nearest driveway from the intersection? 225 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 38 (resulting in 12 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? No visible marks from past crashes

Are there any issues with sight distance/visibility for turning movements? None

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

4: VALLEY RIDGE BOULEVARD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 3)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on all sides of the intersection

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? 4'-5' sidewalk on southeast and northwest corners, 10' trail on southwest and northeast corners, appears in good condition

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) Portion of sidewalk aligned around power pole

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? Enhanced crosswalk on west side of 121 crossing, and north side of Valley Ridge crossing but green paint is faded; 3 total crosswalks

Describe the curb ramps at the intersection? SE corner: appears steep by ped push button, further than 10' from intersection, missing detectable warning; NE corner: side ped button further than 10' away; NW corner: side power pole in trail – doesn't meet width req, no lighting on pole or warning sign, detectable warning along radius due to distance from intersection, but may make users think they can cross sb and there is no receiving ramp on that side

Site visit conducted in December 2023

4: VALLEY RIDGE BOULEVARD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 3)

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? Yes, on the northern corner of the intersection crossing Valley Ridge; the median is set back from intersection for shorter crossing distances but due to traffic was frequently blocked and turning movements made it feel unsafe

Is there a buffer between the sidewalk and the roadway? The sidewalks on the southeast and northwest corners are set back but the trail is back of curb

Describe any pedestrian signalization at the intersection. Newer signals. Very unsafe feeling due to free-flowing right turns. Signal buttons are outside of 10' from the intersection (but doesn't encumber the trail)

Is there any cautionary signage warning motorists to watch for pedestrians? Pedestrian signage only, none geared towards motorists

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? T intersection trail and SW, NE sides appears steeper than 2%

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? None

Site visit conducted in December 2023

4: VALLEY RIDGE BOULEVARD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 3 OF 3)

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? Yes, cycle track across valley ridge. Striping is faded. Switches sides of the road at a very unsafe (felt unsafe due to driver behavior) crossing. The far side of the crossing is obstructed by a light pole, and goes from cycle track to bike track

Describe the condition of the bicycle facilities. Seems relatively new

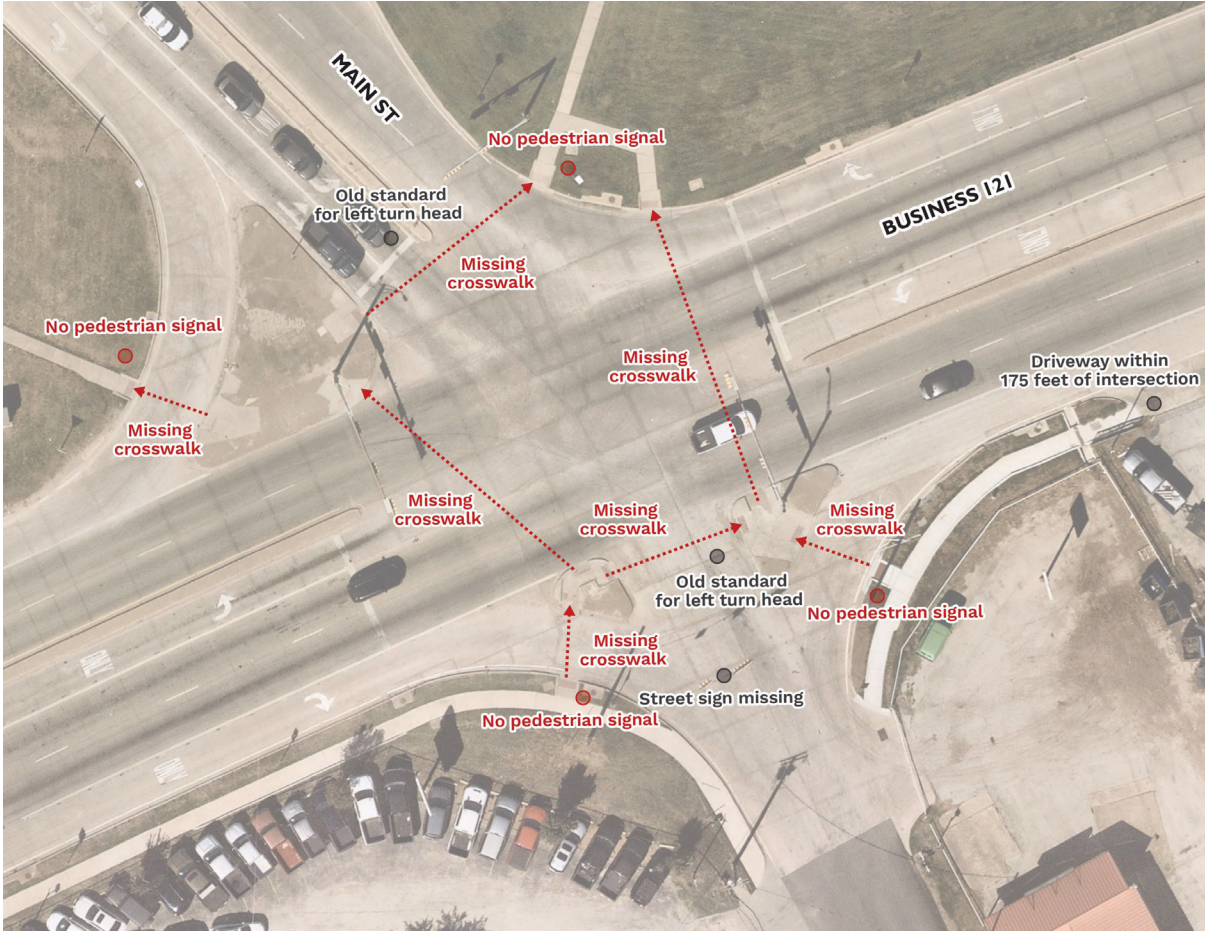
Any other observations for the intersection? Storm on dw no pipe runners, need to verify clear zone w steep slope

Site visit conducted in December 2023

5: MAIN STREET

OVERVIEW

To the north of Business 121, Main St is identified as a four-lane divided primary arterial on the Thoroughfare Plan. The roadway serves as the primary connection from the corridor to Old Town Lewisville. On the western side of the intersection, there is a missing street sign for Business 121. There is also evidence of pavement cracking and wear. The intersection features no pedestrian crossing features or pedestrian signalization.



5: MAIN STREET

EXISTING CONDITIONS PHOTOS



5: MAIN STREET

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 50 mph on 121, 40 mph on Main

What is the number of lanes for each roadway? Two through lanes and LTL and RTL for each directions on 121, 2 lanes with a RTL on Main

Is there a dedicated right-turn lane in any direction? Yes, all directions

Is there an unprotected left turn allowed in any direction? Yes, all directions

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard on 121, old standard on Main

Are U-turns prohibited in any direction? No, allowed in all directions

Are street names clearly visible? No – missing one on 121

Are they lit at night? Yes

Are signs worn, missing, or damaged? Yes, missing road sign for 121 on south side of intersection

What is the condition of the roadway pavement at the intersection? Some cracking and wear evident

Site visit conducted in December 2023

5: MAIN STREET

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? There are three “pork chops” to help direct traffic with the right turn lanes. Also seems like there are decent “receiving” lanes for the girth turn off main onto 121 headed sb.

Do you observe any issues with signal timing/queuing of vehicles? Not during site visit (non-peak hour)

Approximately how close is the nearest driveway from the intersection? 175 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 38 (resulting in 17 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? Some debris around pork chop and median

Are there any issues with sight distance/visibility for turning movements? None; relatively straight area of road, good turning movement lanes

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

5: MAIN STREET

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on all sides of the intersection

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Generally seem in decent condition, although narrow. They do not extend all the way to the next signalized intersection (Mill). Areas seem like there may be some minor slope concerns. Concerns with crossing the street.

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) No, light poles

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? No, crosswalk missing on all four sides

Describe the curb ramps at the intersection? Directional ramps don't line up with receiving ramps, median refuges cause additional crossing

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? Pork chops serve as median refuges

Is there a buffer between the sidewalk and the roadway? Larger buffer on north side of roadway

Describe any pedestrian signalization at the intersection. No signalization although there are curb ramps

Site visit conducted in December 2023

5: MAIN STREET

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

Is there any cautionary signage warning motorists to watch for pedestrians? No

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Appear to be compliant

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? 1 crash involving a pedestrian

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

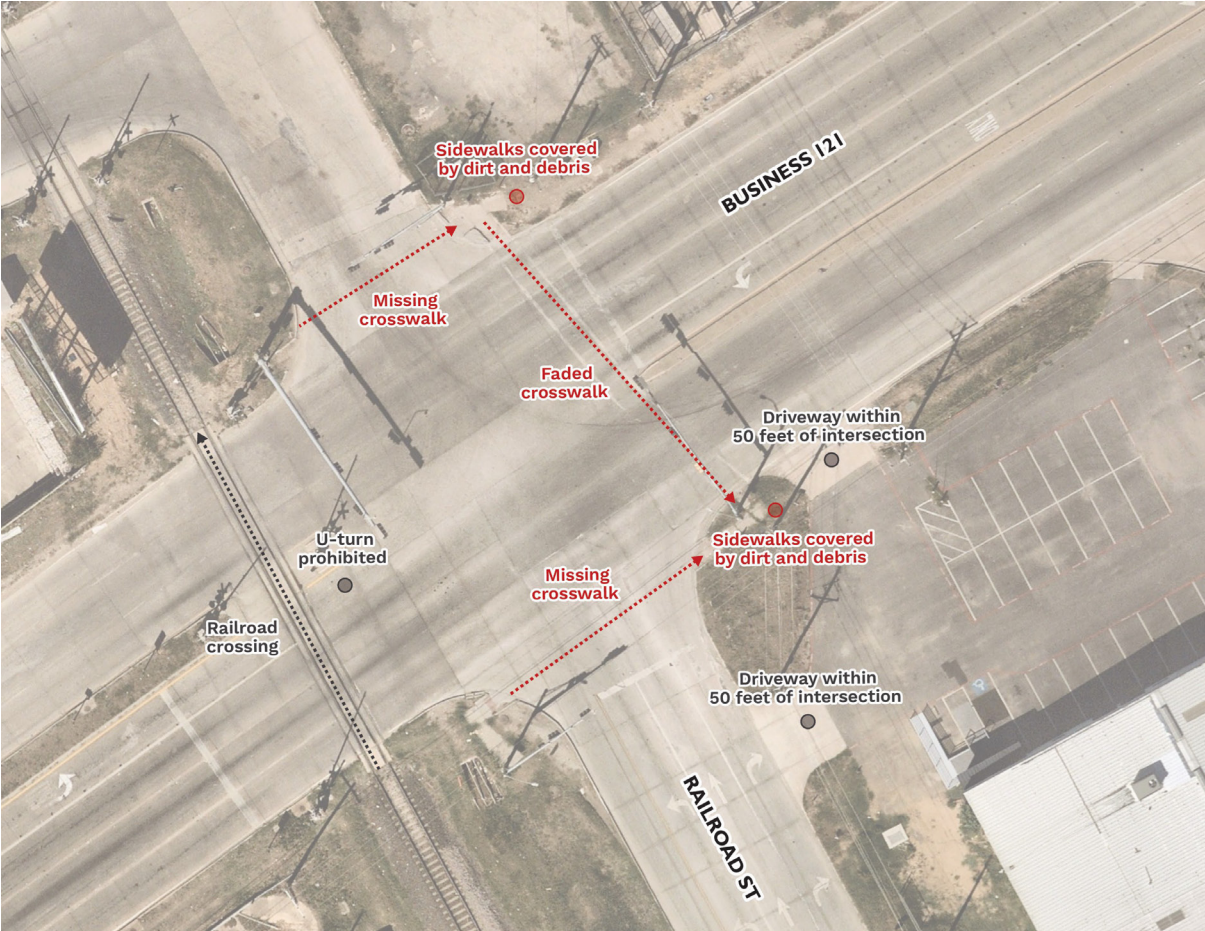
Any other observations for the intersection? Median refuge at right turns cause more crossings for pedestrians.

Site visit conducted in December 2023

6: RAILROAD STREET

OVERVIEW

This roadway is designated as a two-lane undivided collector on the thoroughfare plan. Railroad St runs parallel to the railroad and provides connectivity to Railroad Park to the south of the corridor. During the intersection site visit, motorists were observed making a prohibited U-turn along Business 121. The close proximity of the railroad to the intersection also causes traffic queuing issues. The closest driveway entrance to the intersection is just over 30 feet away. Finally, the sidewalks along Business 121 are partially blocked with overgrowth and debris, creating an uncomfortable environment for pedestrians.



6: RAILROAD STREET

EXISTING CONDITIONS PHOTOS



6: RAILROAD STREET

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 50 mph on 121, 40 mph on Railroad St

What is the number of lanes for each roadway? Three through lanes plus LTL on 121, 2 through lanes + RTL and LTL on southern section of Railroad St

Is there a dedicated right-turn lane in any direction? Yes, on Railroad St

Is there an unprotected left turn allowed in any direction? Yes, all directions

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard on 121

Are U-turns prohibited in any direction? Yes, prohibited on 121 NB

Are street names clearly visible? Yes

Are they lit at night? Yes

Are signs worn, missing, or damaged? Worn

What is the condition of the roadway pavement at the intersection? Some potholes and cracking, lots of debris on the road

Site visit conducted in December 2023

6: RAILROAD STREET

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? Width of road could cause some sight issues. U-turns are prohibited when heading NB on 121 but observed movement being made

Do you observe any issues with signal timing/queuing of vehicles? Railroad crossing causes a delay. Motorist stopped and told us sometimes the railroad arms come down but no train comes, will sit here 5+ minutes sometimes waiting to turn right onto 121

Approximately how close is the nearest driveway from the intersection? 33 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 25 (resulting in 9 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? Vehicle debris is evident on the street

Are there any issues with sight distance/visibility for turning movements? Poles/utilities might block right turn view headed SB on 121

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

6: RAILROAD STREET

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Sidewalks on 121 are covered in dirt and debris; curb ramp is not accessible; back of curb

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) Light poles, signal cabinet, debris

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? Yes, standard crosswalk across 121; may not be fully visible in some areas

Describe the curb ramps at the intersection? Six total curb ramps, missing push buttons – only 1 direction each side

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? No

Is there a buffer between the sidewalk and the roadway? Very minimal

Describe any pedestrian signalization at the intersection. Old standard, missing buttons, landing areas may not be fully accessible or compliant due to debris and landing area

Is there any cautionary signage warning motorists to watch for pedestrians? No

Site visit conducted in December 2023

6: RAILROAD STREET

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Difficult to tell due to debris

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? None

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

Any other observations for the intersection? Curb ramps should have a more in-depth assessment

Site visit conducted in December 2023

7: MILL STREET

OVERVIEW

Mill St is identified as a four-lane undivided collector on the thoroughfare plan. In its current configuration, the roadway presents an unsafe intersection, but there are plans to realign Mill St. The current configuration of the intersection is offset, leading to driver confusion and long crossing distances for pedestrians. This is also the portion of the corridor with the highest concentration of signalized intersections within a short span, which leads to queuing issues. There is also a driveway within 100 feet of the intersection and no pedestrian signalization is present.



7: MILL STREET

EXISTING CONDITIONS PHOTOS



7: MILL STREET

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 50 mph on 121, 35 mph on Mill St

What is the number of lanes for each roadway? Three through lanes plus LTL on 121, 1l/t and 1rt headed toward Texas, 1 l, 1t, 1r on Texas onto mill

Is there a dedicated right-turn lane in any direction? Yes, both directions on Mill St

Is there an unprotected left turn allowed in any direction? Yes, all directions

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard on 121, old standard on Mill St

Are U-turns prohibited in any direction? No, allowed in all directions

Are street names clearly visible? Yes

Are they lit at night? Yes

Are signs worn, missing, or damaged? N/A

What is the condition of the roadway pavement at the intersection? Some cracking and normal wear

Site visit conducted in December 2023

7: MILL STREET

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? Intersection is offset, causes confusion, have multiple lights in short span, long crosswalks – unsafe for pedestrians

Do you observe any issues with signal timing/queuing of vehicles? Queuing issues due to multiple lights in a short span

Approximately how close is the nearest driveway from the intersection? 74 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 48 (resulting in 15 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? Vehicle debris is evident on the street, skid marks are evident

Are there any issues with sight distance/visibility for turning movements? Queuing vehicles may make it difficult to see around

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

7: MILL STREET

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on all sides of the roadway

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Sidewalks appear in good condition

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) Yes

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? Yes, standard striped crosswalks on all sides (4 total), very wide crossing

Describe the curb ramps at the intersection? Two curb ramps at all sides of intersection except heading across Mill to Texas St, where there is one that doesn't align with the crosswalk; long crossing lengths

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? Yes, on Mill and Texas, seem to be ADA accessible – wide enough for wheelchair

Is there a buffer between the sidewalk and the roadway? Yes on 121, back of curb on Mill

Describe any pedestrian signalization at the intersection. No push buttons

Is there any cautionary signage warning motorists to watch for pedestrians? No

Site visit conducted in December 2023

7: MILL STREET

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Possible issues

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? None

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

Any other observations for the intersection? Curve right before and after intersection on Texas/Mill, DWS/Entrances close to intersection

Site visit conducted in December 2023

8: NB IH-35E FRONTAGE RD

OVERVIEW

There is a signalized intersection at the northbound frontage road of IH-35E. The interchange at IH-35E is being reconstructed by TxDOT (see Planned Improvements section). This intersection is missing street signage in all directions, including interstate signage, which can cause confusion for people not knowing which direction they are going on IH-35E. There is also significant vehicle queuing and a driveway within 150 feet of the intersection. This intersection does feature newly reconstructed sidewalks and curb ramps as part of the TxDOT IH-35E reconstruction project.



8: NB IH-35E FRONTAGE RD

EXISTING CONDITIONS PHOTOS



8: NB IH-35E FRONTAGE RD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 45 mph on 121, unmarked on frontage road

What is the number of lanes for each roadway? Three through lanes plus LTL on southbound 121; 2 through lanes and 1 left turn lane on frontage road

Is there a dedicated right-turn lane in any direction? No

Is there an unprotected left turn allowed in any direction? Yes, on NB 121 turning left onto frontage road

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? Old standard

Are U-turns prohibited in any direction? No, allowed in all directions

Are street names clearly visible? No

Are they lit at night? No

Are signs worn, missing, or damaged? Missing in all directions

What is the condition of the roadway pavement at the intersection? Some cracking in pavement

Site visit conducted in December 2023

8: NB IH-35E FRONTAGE RD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? Radius through intersection on Stemmons

Do you observe any issues with signal timing/queuing of vehicles? Vehicle queuing under bridge and traffic gets stuck at light

Approximately how close is the nearest driveway from the intersection? 130 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 67 (resulting in 20 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas?

Vehicle debris is evident on the street, damage in the median, skid marks are visible

Are there any issues with sight distance/visibility for turning movements? Odd geometry, bridge pier affects right-turning movements

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

8: NB IH-35E FRONTAGE RD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on all sides of the roadway

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Recently constructed, appear in good condition

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) No, sign in sidewalk under bridge

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? Yes, standard striped crosswalks; newly painted; 3 total crosswalks

Describe the curb ramps at the intersection? Yes, six total plus two at median refuge; not aligned at median

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? Yes

Is there a buffer between the sidewalk and the roadway? Yes, very minimal

Describe any pedestrian signalization at the intersection. APS button (newer style), but more than 10' from intersection; ped button under bridge on arm doesn't appear to meet compliance

Is there any cautionary signage warning motorists to watch for pedestrians? No

Site visit conducted in December 2023

8: NB IH-35E FRONTAGE RD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Appear compliant

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? None

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

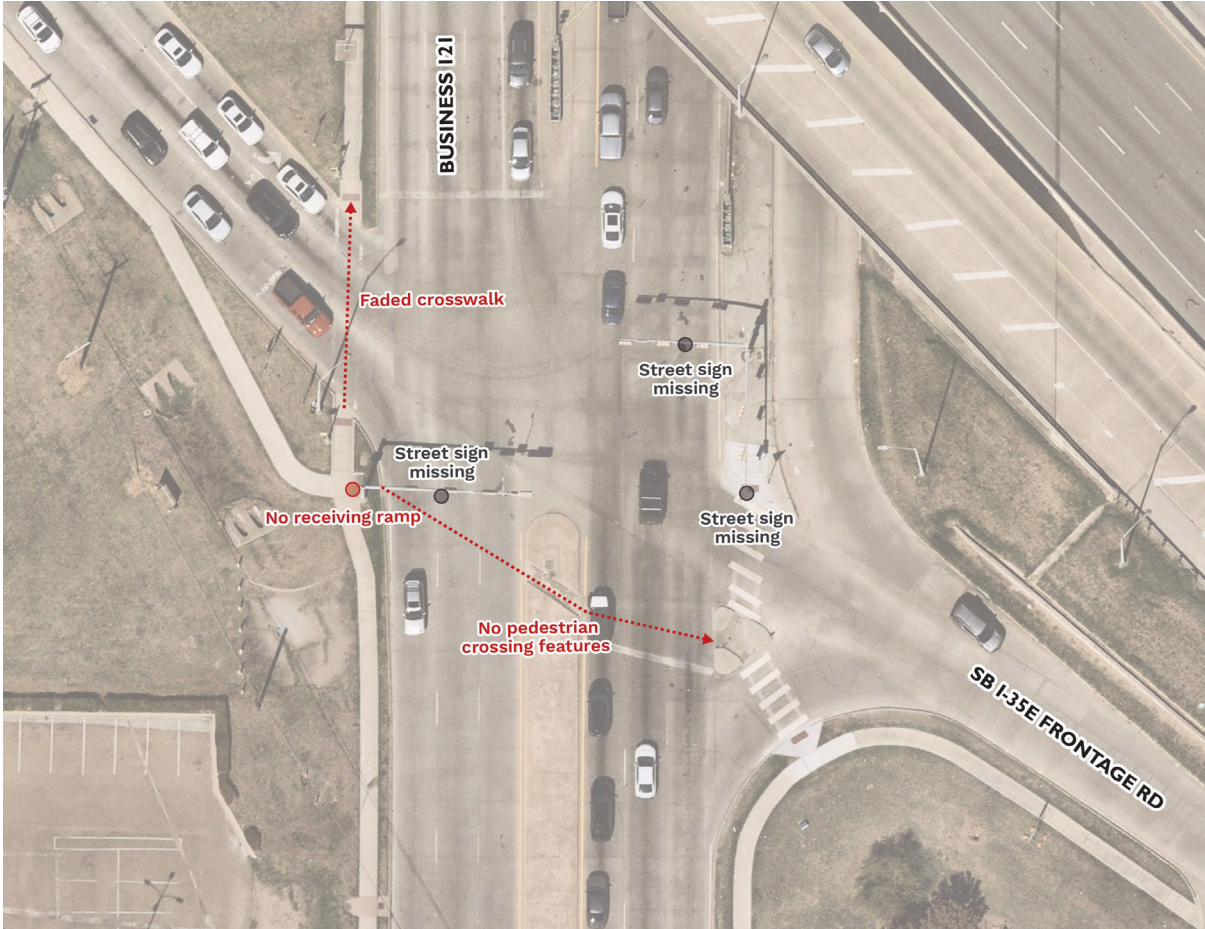
Any other observations for the intersection? Newer sidewalks and ramps – will they get torn up with new interchange?

Site visit conducted in December 2023

9: SB IH-35E FRONTAGE RD

OVERVIEW

There is a signalized intersection at the southbound frontage road of IH-35E. The interchange at IH-35E is being reconstructed by TxDOT. This intersection is missing street signage in all directions, including interstate signage. There is also significant vehicle queuing due to the number of signalized intersections in a short span. The southwest corner of the intersection is missing a pedestrian curb ramp to cross Business 121. Additionally, there is evidence of past crashes at the intersection including vehicle debris and damage to the median.



9: SB IH-35E FRONTAGE RD

EXISTING CONDITIONS PHOTOS



9: SB IH-35E FRONTAGE RD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 45 mph on 121, unmarked on frontage road

What is the number of lanes for each roadway? Three through lanes plus LTL on southbound 121; 2 through lanes and 1 left turn lane on frontage road

Is there a dedicated right-turn lane in any direction? Yes, on to and off the frontage road

Is there an unprotected left turn allowed in any direction? Yes, on SB 121 turning left onto frontage road

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard

Are U-turns prohibited in any direction? No, allowed in all directions

Are street names clearly visible? No

Are they lit at night? Yes

Are signs worn, missing, or damaged? Missing in all directions

What is the condition of the roadway pavement at the intersection? Normal wear and tear, overall good condition

Site visit conducted in December 2023

9: SB IH-35E FRONTAGE RD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? Do not enter signage in one direction

Do you observe any issues with signal timing/queuing of vehicles? Vehicle queuing under bridge nearing peak hours

Approximately how close is the nearest driveway from the intersection? 200 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 42 (resulting in 11 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? Vehicle debris is evident on the street, damage in the median

Are there any issues with sight distance/visibility for turning movements? Bridge piers in sight distance

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

9: SB IH-35E FRONTAGE RD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on all sides of the roadway

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Sidewalks appear in good condition, some debris present

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) No, signal pole, some debris

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? Yes, standard striped crosswalks; crossing 121 there is a median refuge

Describe the curb ramps at the intersection? Median opening but no receiving ramp; no detectable warning in median opening; directions don't point to receiving ramps; ped push buttons borderline acceptable range to intersection

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? Yes, but can't access from all sides; leads to curb without ramp

Is there a buffer between the sidewalk and the roadway? Yes, very minimal; under the I-35E overpass there is no buffer between sidewalks and road

Site visit conducted in December 2023

9: SB IH-35E FRONTAGE RD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

Describe any pedestrian signalization at the intersection. Not all sides have push buttons; one that does exists is the new standard

Is there any cautionary signage warning motorists to watch for pedestrians? No

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Appear compliant

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? None

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

Any other observations for the intersection? Appears to be the most traffic, queuing issues, difficulty with sight distance, saw signs of most crashes here

Site visit conducted in December 2023

10: BELLAIRE BOULEVARD

OVERVIEW

To the west of Business 121, Bellaire Blvd is identified as a four-lane divided principal arterial. The roadway is an east-west connector in the city providing access to many residential neighborhoods. For motorists traveling through the intersection on Bellaire, the alignment is offset and confusing. Additionally, the closest driveway to the intersection is less than 25 feet. Additionally, the intersection features faded crosswalk paint where there are crosswalks. Finally, this intersection had the highest number of motor vehicle accidents of any signalized intersection along the corridor in the past three years.



10: BELLAIRE BOULEVARD

EXISTING CONDITIONS PHOTOS



10: BELLAIRE BOULEVARD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 45 mph on 121, 40 mph on Bellaire

What is the number of lanes for each roadway? Three through lanes plus LTL on 121; on EB Bellaire – two LTL and 1 right/through lane; on WB Bellaire – 2 through lanes

Is there a dedicated right-turn lane in any direction? No

Is there an unprotected left turn allowed in any direction? Yes, both directions on 121

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard

Are U-turns prohibited in any direction? No, allowed in all directions

Are street names clearly visible? Yes

Are they lit at night? No

Are signs worn, missing, or damaged? No

What is the condition of the roadway pavement at the intersection? Normal wear and tear, trucks seem to jump the curb going eastbound causing some damage

Site visit conducted in December 2023

10: BELLAIRE BOULEVARD

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? Big offset driving eastbound – alignment concerns for cars traveling through on Bellaire

Do you observe any issues with signal timing/queuing of vehicles? Close proximity to I-35E causes queuing all the way back to this intersection

Approximately how close is the nearest driveway from the intersection? 25 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 83 (resulting in 36 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? No visible evidence

Are there any issues with sight distance/visibility for turning movements? Potential swerving issues, queuing cars blocking intersection

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

10: BELLAIRE BOULEVARD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on all sides of the roadway

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Sidewalks appear in good condition, some foliage obstructing parts of sidewalk

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) No, foliage, fire hydrant, signal pole blocking parts of sidewalk

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? Yes, standard striped crosswalk on three sides of the intersection; paint is faded in parts

Describe the curb ramps at the intersection? Detectable warning is skewed on the SE side of the intersection, not accessible from the sidewalk or curb ramp

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? No

Is there a buffer between the sidewalk and the roadway? Yes, very minimal

Site visit conducted in December 2023

10: BELLAIRE BOULEVARD

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

Describe any pedestrian signalization at the intersection. Old style push button, further than 10' feet away on SE side; button on NE side not accessible, check images for button SW side, NW side too far from intersection/need to verify

Is there any cautionary signage warning motorists to watch for pedestrians? No

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Seem non-compliant on NE side

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? 1 pedestrian crash

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

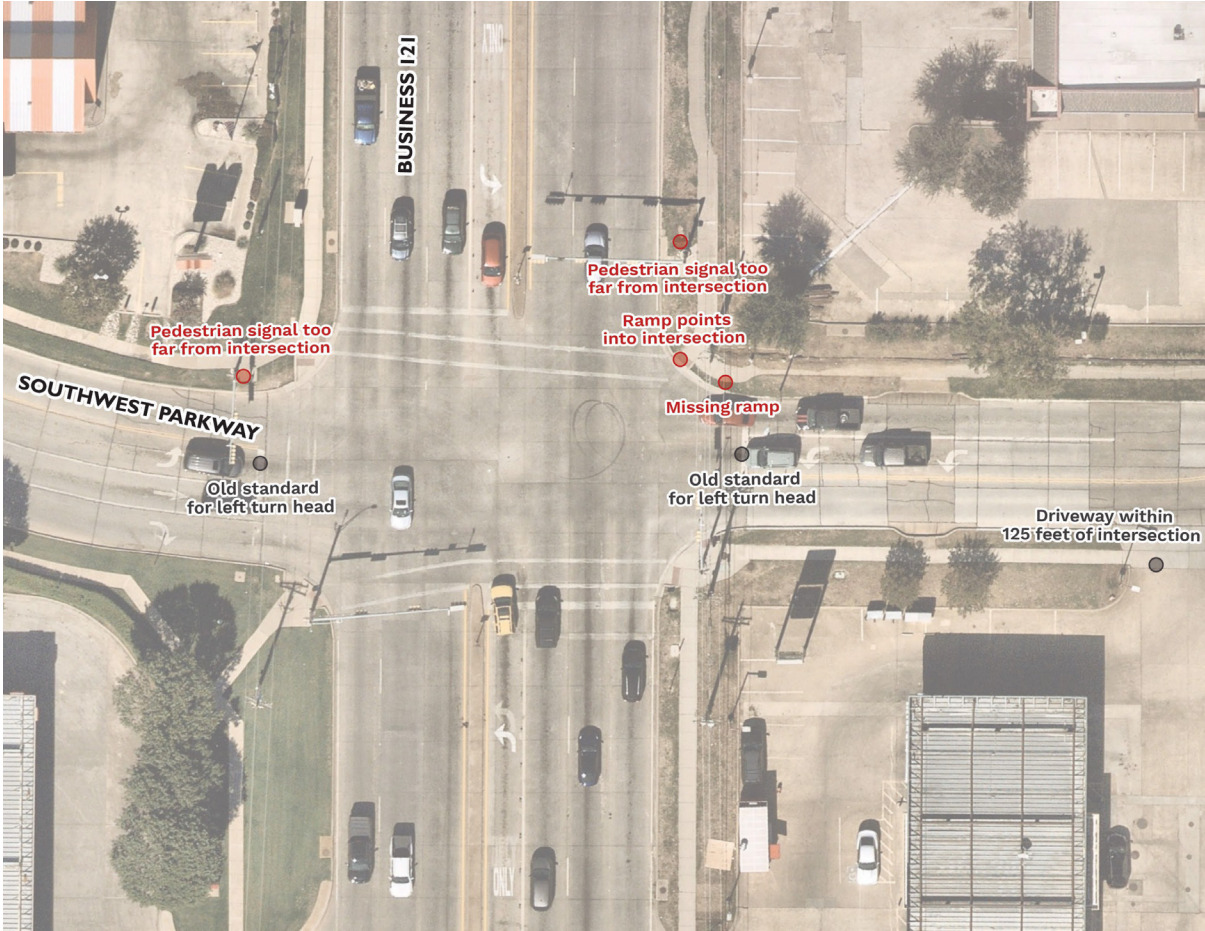
Any other observations for the intersection? N/A

Site visit conducted in December 2023

11: SOUTHWEST PARKWAY

OVERVIEW

This roadway is designated as a two-lane undivided collector on the Thoroughfare Plan and provides access to residential areas on either side of the corridor. There are potential sight distance issues at this intersection due to the change in topography. As for pedestrian safety, curb ramps don't exist at every corner and multiple pedestrian signals are located too far from the intersection to be ADA accessible. Finally, better lighting is needed at the intersection to improve visibility at night.



11: SOUTHWEST PARKWAY

EXISTING CONDITIONS PHOTOS



11: SOUTHWEST PARKWAY

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 45 mph on 121, 35 on Southwest Pkwy

What is the number of lanes for each roadway? Three through lanes plus LTL on 121; 1 through lane in each direction on Southwest Pkwy, LTL and RTL on eastbound Southwest Pkwy, LTL on westbound Southwest Pkwy

Is there a dedicated right-turn lane in any direction? Yes, on eastbound Southwest Pkwy

Is there an unprotected left turn allowed in any direction? Yes, in all directions

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard on 121, old standard on Southwest Pkwy

Are U-turns prohibited in any direction? Yes, on both directions on 121

Are street names clearly visible? Yes

Are they lit at night? No

Are signs worn, missing, or damaged? No

What is the condition of the roadway pavement at the intersection? Some wear and tear along 121, overall good condition

Site visit conducted in December 2023

11: SOUTHWEST PARKWAY

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? Change in topography and lack of lighting can cause visibility issues at certain times

Do you observe any issues with signal timing/queuing of vehicles? None observed

Approximately how close is the nearest driveway from the intersection? 125ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 56 (resulting in 25 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? No visible evidence

Are there any issues with sight distance/visibility for turning movements? Potential sight distance issues with change in topography

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

11: SOUTHWEST PARKWAY

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on all sides of the roadway

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Sidewalks appear in good condition, some debris is present

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) Narrow sidewalks, signal pole obstructing portion of walk

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? Yes, standard striped crosswalk only across 121, crosswalk is skewed

Describe the curb ramps at the intersection? Directional not pointing to receiving ramp, there aren't two ramps at every corner

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? No

Is there a buffer between the sidewalk and the roadway? Yes, very minimal

Site visit conducted in December 2023

11: SOUTHWEST PARKWAY

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

Describe any pedestrian signalization at the intersection. Pedestrian signals at all sides but old style, SW and SE side buttons are too far from intersection, NE side is borderline within range

Is there any cautionary signage warning motorists to watch for pedestrians? No

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Some warped ramps and landing – difficult to tell if they meet ADA requirements

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? 1 cyclist crash

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

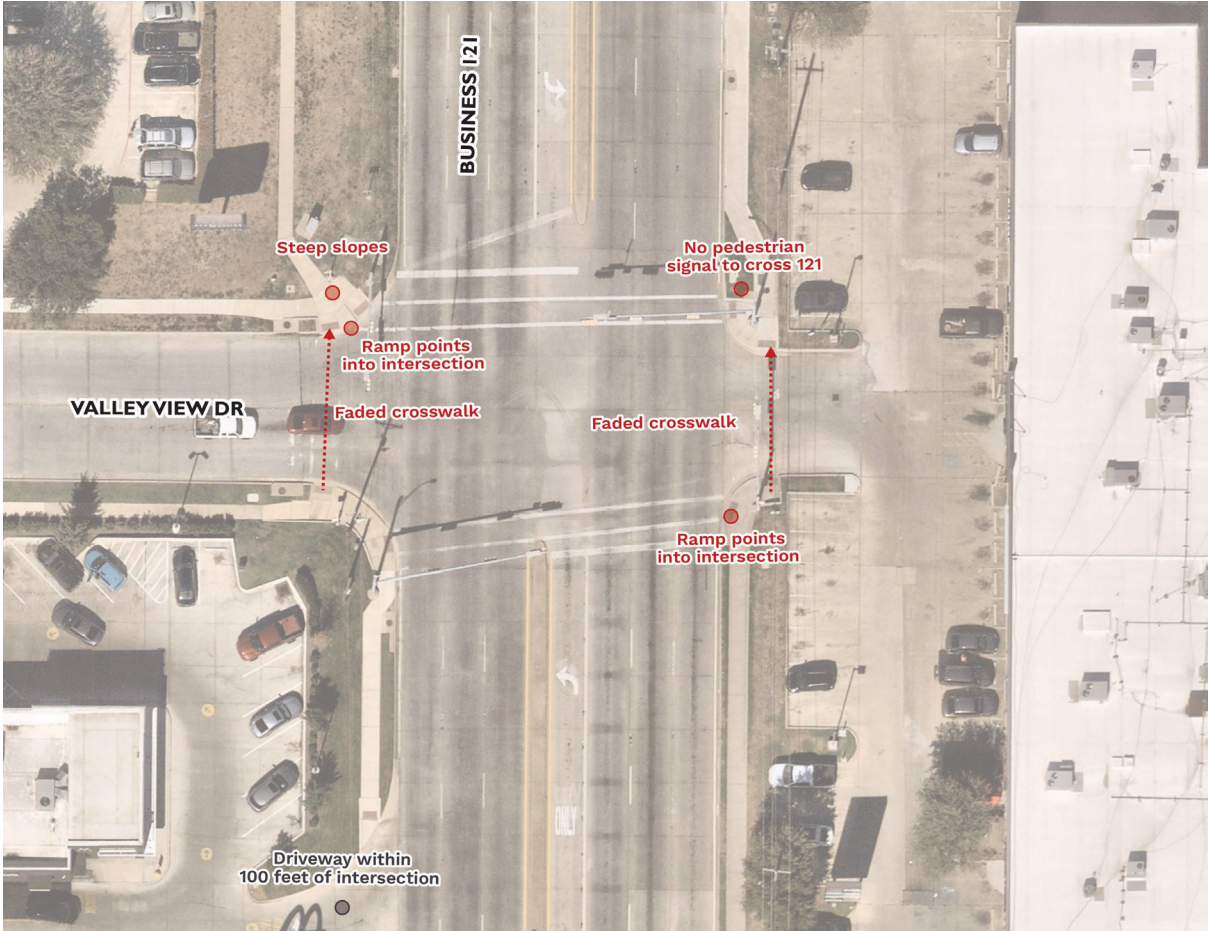
Any other observations for the intersection? N/A

Site visit conducted in December 2023

12: VALLEY VIEW DR

OVERVIEW

This roadway is designated as a two-lane undivided collector on the Thoroughfare Plan and only intersects with the corridor on the western side. There is a driveway entrance located within 100 feet of the intersection and better lighting is needed. As for pedestrian safety, some of the curb ramps point into the intersection and the crosswalk paint is faded at each crossing of Valley View Drive.



12: VALLEY VIEW DR

EXISTING CONDITIONS PHOTOS



12: VALLEY VIEW DR

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 45 mph on 121, 35 on Valley View

What is the number of lanes for each roadway? Three through lanes plus LTL on 121; 1 lane in each direction on Valley View (road only exists on west side of intersection)

Is there a dedicated right-turn lane in any direction? No

Is there an unprotected left turn allowed in any direction? Yes, both directions on 121

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard

Are U-turns prohibited in any direction? No

Are street names clearly visible? Yes

Are they lit at night? No

Are signs worn, missing, or damaged? No

What is the condition of the roadway pavement at the intersection? Overall good condition, no major issues or concerns

Site visit conducted in December 2023

12: VALLEY VIEW DR

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? Parking lot on east side of intersection – not much room for queuing could cause issues; typical geometry otherwise

Do you observe any issues with signal timing/queuing of vehicles? None observed

Approximately how close is the nearest driveway from the intersection? 100 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 32 (resulting in 19 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? No visible evidence

Are there any issues with sight distance/visibility for turning movements? No sight distance issues

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

12: VALLEY VIEW DR

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on all sides of the roadway

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Sidewalks appear in good condition, but narrow

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) Narrow sidewalks, signal pole obstructing portion of walk

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? Yes, standard crosswalk; portions crossing Valley View on either side of 121 are very faded

Describe the curb ramps at the intersection? SE and NW have directional ramps that don't point to receiving ramps and into the intersection instead

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? No

Is there a buffer between the sidewalk and the roadway? Very minimal on all sides except the NE corner – that one is back of curb

Site visit conducted in December 2023

12: VALLEY VIEW DR

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

Describe any pedestrian signalization at the intersection. Old style pedestrian push buttons; no button on NE corner to cross 121; issues with level slopes

Is there any cautionary signage warning motorists to watch for pedestrians? No

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? NW corner seems steep near the push button

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? 2 pedestrian crashes

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

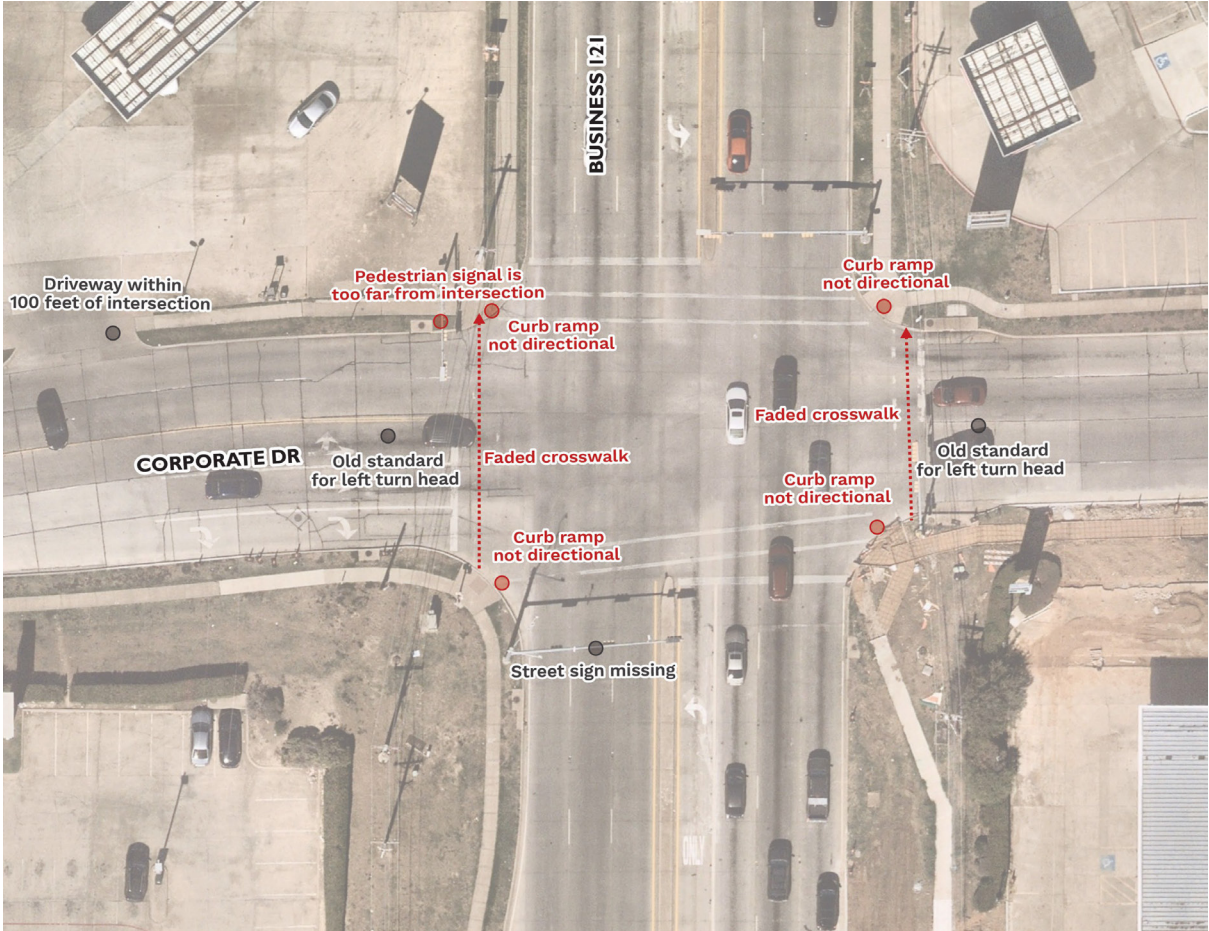
Any other observations for the intersection? Vehicles travelling very fast; long signal queue for motorists on Valley View – observed people not noticing when it turned green and drivers honking

Site visit conducted in December 2023

13: CORPORATE DR

OVERVIEW

This roadway is designated as a four-lane undivided collector on the Thoroughfare Plan and is a major east-west connector throughout Lewisville. This is one of the darker intersections along the corridor, as there is no lighting at the intersection or along the roadway. This is one of the darker intersections along the corridor, as there is no lighting at the intersection or along the roadway. The closest driveway is approximately 100 feet from the intersection. Additionally, the curb ramps are not directional and therefore point to the middle of the intersection and do not align with the receiving ramps. Finally, within the past three years there were two reported pedestrian crashes within 500 feet of this intersection.



13: CORPORATE DR

EXISTING CONDITIONS PHOTOS



13: CORPORATE DR

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 45 mph on 121, 35 on Corporate

What is the number of lanes for each roadway? Three through lanes plus LTL on 121; 2 through lanes in each direction Corporate, plus RTL on eastbound Corporate

Is there a dedicated right-turn lane in any direction? Yes, on eastbound Corporate

Is there an unprotected left turn allowed in any direction? Yes, in all directions

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? New standard on 121, old standard on Corporate

Are U-turns prohibited in any direction? No, allowed in all directions

Are street names clearly visible? Yes

Are they lit at night? No

Are signs worn, missing, or damaged? Missing – southbound 121 street sign is missing

What is the condition of the roadway pavement at the intersection? Some wear at joints, potholes, have filled in some potholes

Site visit conducted in December 2023

13: CORPORATE DR

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? Typical geometry, no observed issues

Do you observe any issues with signal timing/queuing of vehicles? None observed

Approximately how close is the nearest driveway from the intersection? 100 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 67 (resulting in 25 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? No visible evidence

Are there any issues with sight distance/visibility for turning movements? Potential sight distance issues on west side of Corporate with pole and signage

Is there illumination along the roadways and at the intersection? No lighting at intersection and no lighting along the roadway

Site visit conducted in December 2023

13: CORPORATE DR

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, on all sides of the roadway

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Sidewalks appear in good condition, but narrow

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) Yes

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? Yes, standard crosswalk on all sides; worn paint on both sides of Corporate

Describe the curb ramps at the intersection? Not directional, don't line up with other sides

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? No

Is there a buffer between the sidewalk and the roadway? Narrow buffer on all sides

Site visit conducted in December 2023

13: CORPORATE DR

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

Describe any pedestrian signalization at the intersection. Standard pedestrian signals; NW side is more than 10' from intersection

Is there any cautionary signage warning motorists to watch for pedestrians? No

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Seems compliant

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? 2 pedestrian crashes

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

Any other observations for the intersection? N/A

Site visit conducted in December 2023

14: HIGHPOINT OAKS DR

OVERVIEW

This roadway is designated as a local street on the Thoroughfare Plan and primarily serves the Convergence Business Center area. Street signs are missing in all directions at this intersection, which causes a safety issue for visitors and delivery vehicles trying to find specific offices. Additionally, unprotected left turns are allowed in both directions on Highpoint Oaks, but the signage is the old yield on green standard. As for pedestrian safety, there is a median refuge in the northern crossing of Business 121, but due to the length of the crossing and light timing, pedestrians are forced to stop and wait in the median, which is not a comfortable experience. There are also issues with curb ramps not aligning with the receiving ramps.



14: HIGHPOINT OAKS DR

EXISTING CONDITIONS PHOTOS



14: HIGHPOINT OAKS DR

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 55 mph on 121, 35 on Highpoint Oaks

What is the number of lanes for each roadway? Two through lanes on 121 plus two LTL and one RTL on NB 121, plus 1 LTL and 1 RTL on SB 121; one lane in each direction on Highpoint Oaks, plus RTL on north side of intersection

Is there a dedicated right-turn lane in any direction? Yes, both directions on 121 and SB on Highpoint Oaks

Is there an unprotected left turn allowed in any direction? Yes, in both directions on High Point Oaks

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? Old standard

Are U-turns prohibited in any direction? No, allowed in all directions

Are street names clearly visible? No

Are they lit at night? No

Are signs worn, missing, or damaged? All street names are missing

What is the condition of the roadway pavement at the intersection? Typical wear, overall good condition

Site visit conducted in December 2023

14: HIGHPOINT OAKS DR

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? Very wide crossing distance for pedestrians across 121

Do you observe any issues with signal timing/queuing of vehicles? None observed

Approximately how close is the nearest driveway from the intersection? Greater than 250 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 27 (resulting in 9 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? Vehicle debris is on the street, skid marks are visible

Are there any issues with sight distance/visibility for turning movements? Potential sight distance issue with location of signal poles

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

14: HIGHPOINT OAKS DR

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Yes, only on southside of 121

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? Good buffer distance from roadway, some cracking and separation at joint evident

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) No, vault in space near push button

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? Standard crosswalk on three sides of intersection, faded paint

Describe the curb ramps at the intersection? Don't align with receiving ramp, SW corner doesn't lead anywhere

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? Yes for both median refuge and curb cut; but its impossible for a pedestrian to make it all the way across the intersection so they are forced to wait in the median refuge – very loud and close to high-speed vehicles

Is there a buffer between the sidewalk and the roadway? Yes, where sidewalks exist on the south side of 121

Site visit conducted in December 2023

14: HIGHPOINT OAKS DR

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

Describe any pedestrian signalization at the intersection. Old style push button, over 10' away from intersection on east side and in median refuge; ped button missing on north side of 121 to cross Highpoint Oaks

Is there any cautionary signage warning motorists to watch for pedestrians? No

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Seems compliant

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? None

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

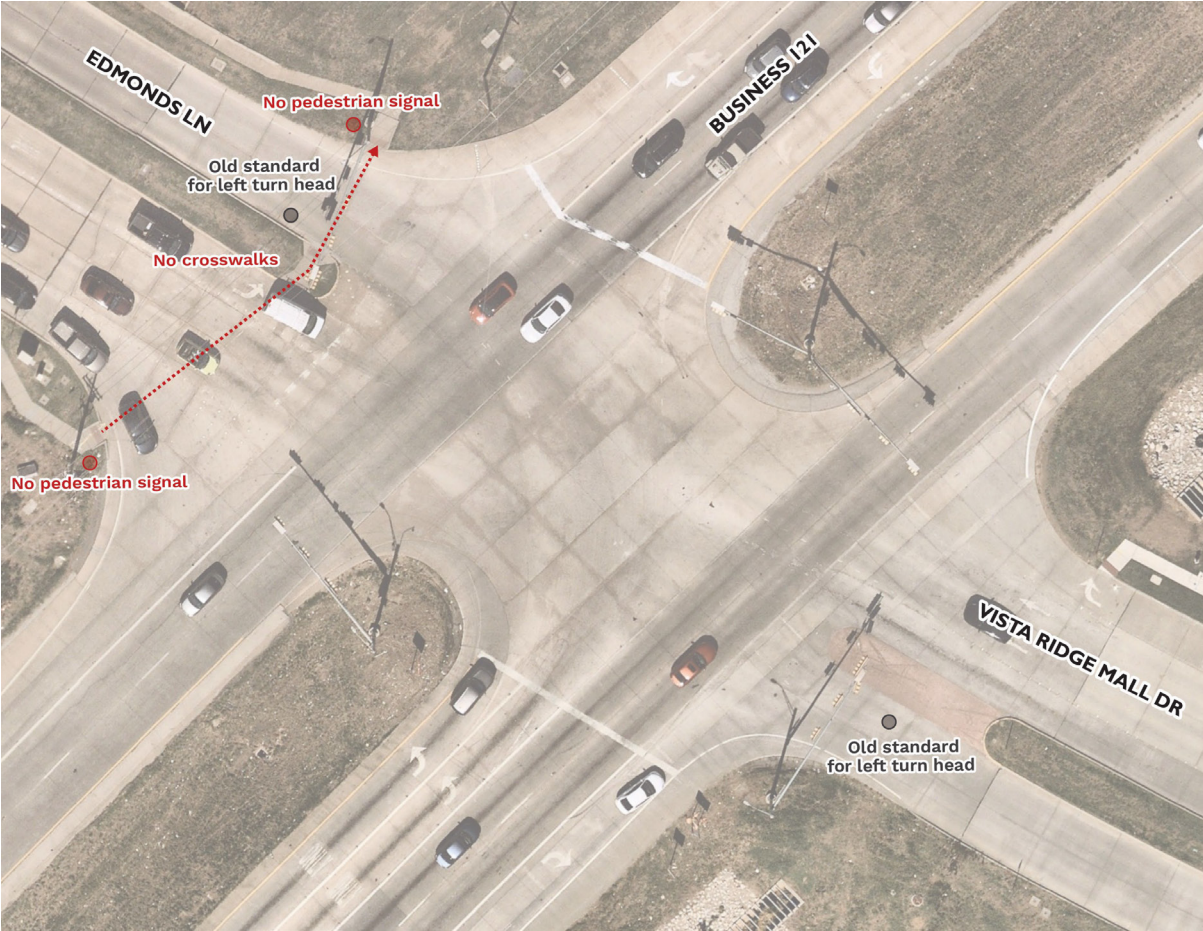
Any other observations for the intersection? Check errant vehicle triangles – no curb and there is a pole in the median and signal cabinets near the road; no curbs – utility poles not protected from crashes

Site visit conducted in December 2023

15: VISTA RIDGE MALL DR/EDMONDS LN

OVERVIEW

This roadway is designated as a four-lane divided principal arterial in the Thoroughfare Plan. It provides connectivity to residential areas to the east and north of this portion of the corridor. Unprotected left turns are allowed on Vista Ridge Mall Drive and Edmonds Lane, but the signage is the old yield on green standard. There are also no pedestrian signals or crossing features in any direction.



15: VISTA RIDGE MALL DR/EDMONDS LN

EXISTING CONDITIONS PHOTOS



15: VISTA RIDGE MALL DR/EDMONDS LN

AUDIT RESULTS: MOTORIST SAFETY (PAGE 1 OF 2)

What is the speed of the roadways? 55 mph on 121, 40 on Vista Ridge Mall Dr

What is the number of lanes for each roadway? Two through lanes on 121 plus two LTL and one RTL on NB 121, plus 1 LTL and 1 RTL on SB 121; two through lanes in each direction on Vista Ridge Mall Dr, plus RTL in both directions and LTL on eastbound Vista Ridge Mall Dr

Is there a dedicated right-turn lane in any direction? Yes, all directions

Is there an unprotected left turn allowed in any direction? Yes, in both directions on Vista Ridge Mall Dr

Do the left turn heads operate with Flashing Yellow Arrows (new standard) or “Left Turn Yield on Green” (old standard)? Old standard

Are U-turns prohibited in any direction? No, allowed in all directions

Are street names clearly visible? Yes

Are they lit at night? Yes

Are signs worn, missing, or damaged? No

What is the condition of the roadway pavement at the intersection? Decent conditions, some cracking repairs evident

Site visit conducted in December 2023

15: VISTA RIDGE MALL DR/EDMONDS LN

AUDIT RESULTS: MOTORIST SAFETY (PAGE 2 OF 2)

Does the geometry of the intersection pose any safety issues? Weird angle – do not enter signs present

Do you observe any issues with signal timing/queuing of vehicles? None observed

Approximately how close is the nearest driveway from the intersection? Greater than 250 ft

How many vehicle crashes have occurred within 500 feet of this intersection in the past three years (2021-2023)? 43 (resulting in 21 injuries and 0 fatalities)

Is there evidence of past crashes, i.e. vehicle debris, skid marks, damage to the roadside and median areas? No visible evidence

Are there any issues with sight distance/visibility for turning movements? None observed

Is there illumination along the roadways and at the intersection? Lighting at intersection but no lighting along the roadway

Site visit conducted in December 2023

15: VISTA RIDGE MALL DR/EDMONDS LN

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 1 OF 2)

Are pedestrian facilities present? On which side(s) of the roadways? Are they continuous? Along three sides of Vista Ridge/Edmonds, no sidewalks present along 121

Describe the condition of the sidewalks. Are there cracks or uneven surfaces that would present dangers to cyclists or pedestrians? On Edmonds – narrow, overgrown; portion along Vista Ridge is relatively recent

Is the sidewalk generally clear of obstructions? (i.e. utilities, foliage) Some foliage overgrowth on Edmonds side

Is there a painted crosswalk? What kind (high emphasis, standard)? How is the condition? What is the total number of crosswalks? No crosswalks in any direction

Describe the curb ramps at the intersection? Yes, but doesn't align with median opening

Is there a median refuge? Is there a curb cut present for wheelchair accessibility? Yes, on Edmonds side

Is there a buffer between the sidewalk and the roadway? Yes, where sidewalks exist

Site visit conducted in December 2023

15: VISTA RIDGE MALL DR/EDMONDS LN

AUDIT RESULTS: PEDESTRIAN/CYCLIST SAFETY (PAGE 2 OF 2)

Describe any pedestrian signalization at the intersection. No signals exist

Is there any cautionary signage warning motorists to watch for pedestrians? No

What are the cross-slopes of the pedestrian facilities, are they ADA accessible? Unknown

How many crashes involving pedestrians or cyclists have occurred within 500 feet of this intersection in the past three years (2021-2023)? None

Are dedicated bicycle facilities present? On which side(s) of the roadways? Are they continuous? None

Describe the condition of the bicycle facilities. N/A

Any other observations for the intersection? Weird alignment; new warehouse under construction at southwest corner

Site visit conducted in December 2023