

Appendix B: Primary and Secondary Pedestrian Safety Corridors: Regional and County-Level Mapping and Steps Used in the Identification Process

Oftentimes local governments are faced with funding limitations when implementing pedestrian safety treatments. By focusing efforts on corridors with the highest level of crash density and common roadway and land use characteristics, jurisdictions have a better chance at reducing overall pedestrian incidents through targeted project selection. In the development of the regional Pedestrian Safety Action Plan (PSAP), we were able to identify two corridor datasets that local agencies may reference during the project initiation and selection phases.

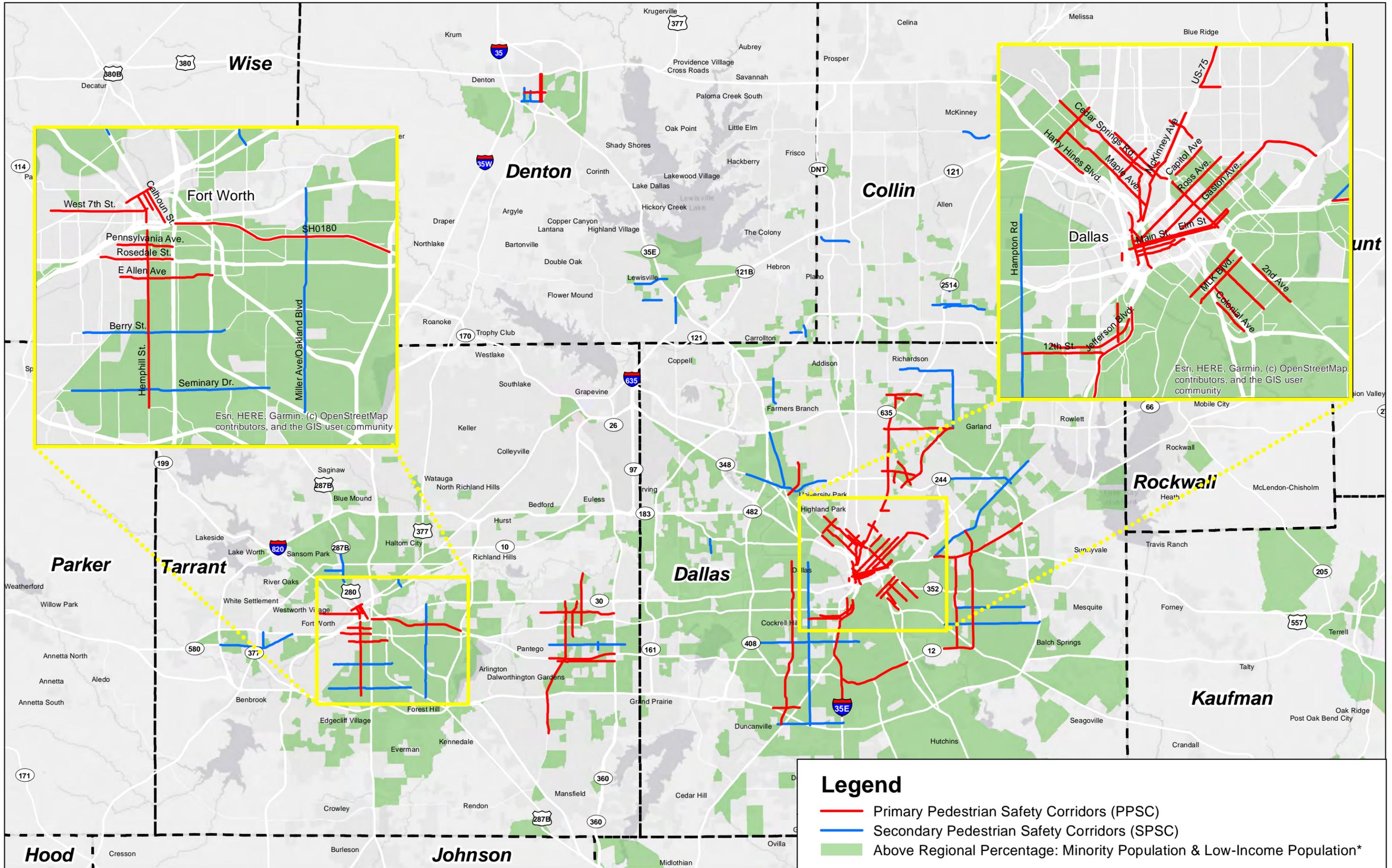
The Primary Pedestrian Safety Corridors (PPSC) were identified in those areas with the highest density of pedestrian crashes (20+ reported crashes per square-mile), and the Secondary Pedestrian Safety Corridors (SPSC) were identified within the next range of pedestrian crashes (10-19 reported crashes per square-mile). These two corridor datasets may function as guidance for Tier I and Tier II project selection. Cities are further encouraged to develop their own pedestrian safety action plans that identify additional safety corridors, using their unique local perspective.

Mapping was done for both the PPSC and SPSC, at a regionwide and county-level. Methods used in corridor selection, beyond that described in the PSAP narrative, are included in this appendix.

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Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Urbanized Area: Environmental Justice Index



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

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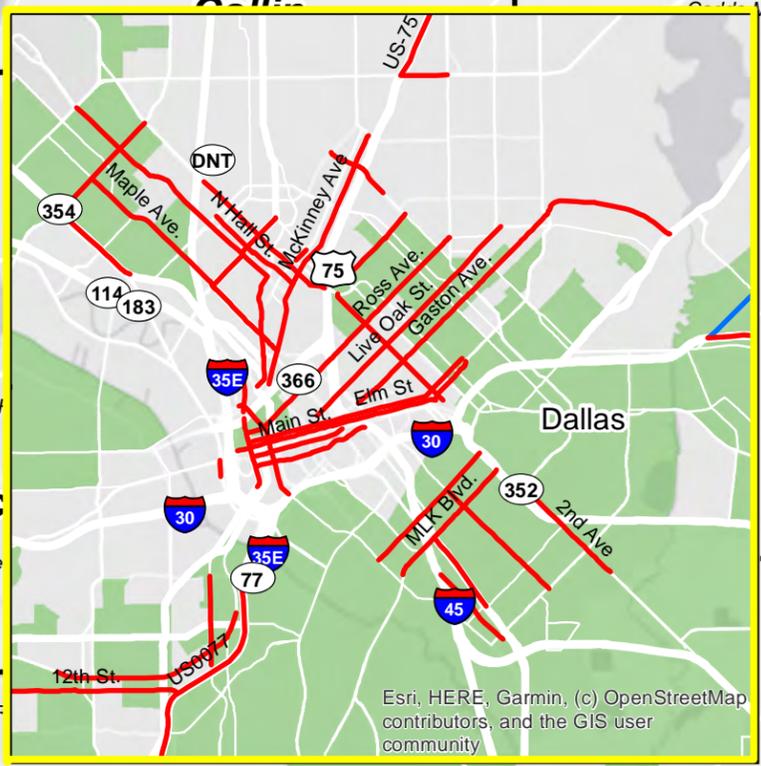
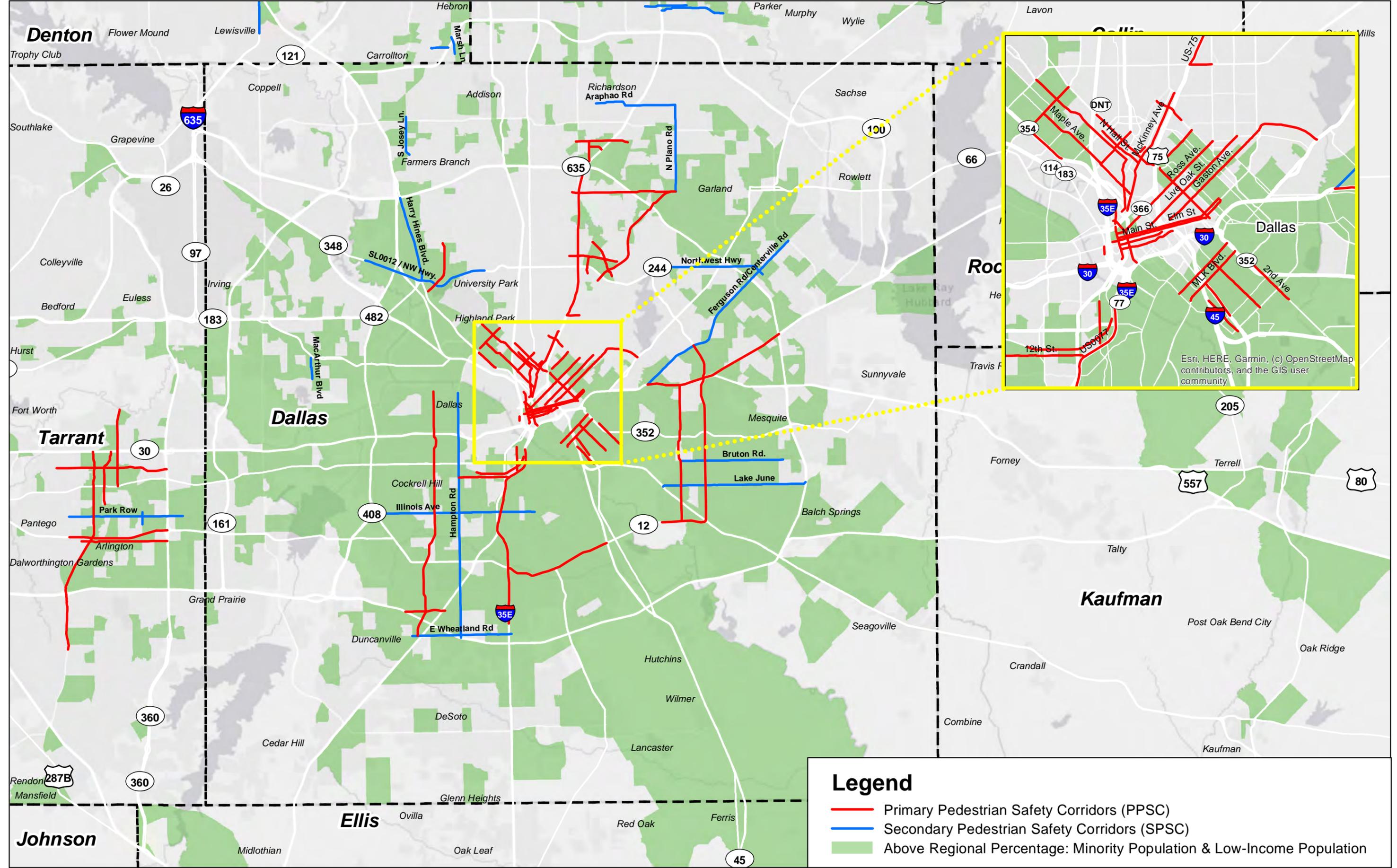
Legend

- Primary Pedestrian Safety Corridors (PPSC)
- Secondary Pedestrian Safety Corridors (SPSC)
- Above Regional Percentage: Minority Population & Low-Income Population*

* = Boundaries are from NCTCOG's 2021 Environment Justice Index (EJI) based on the 2015-2019 ACS 5-year Estimates



Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Dallas County



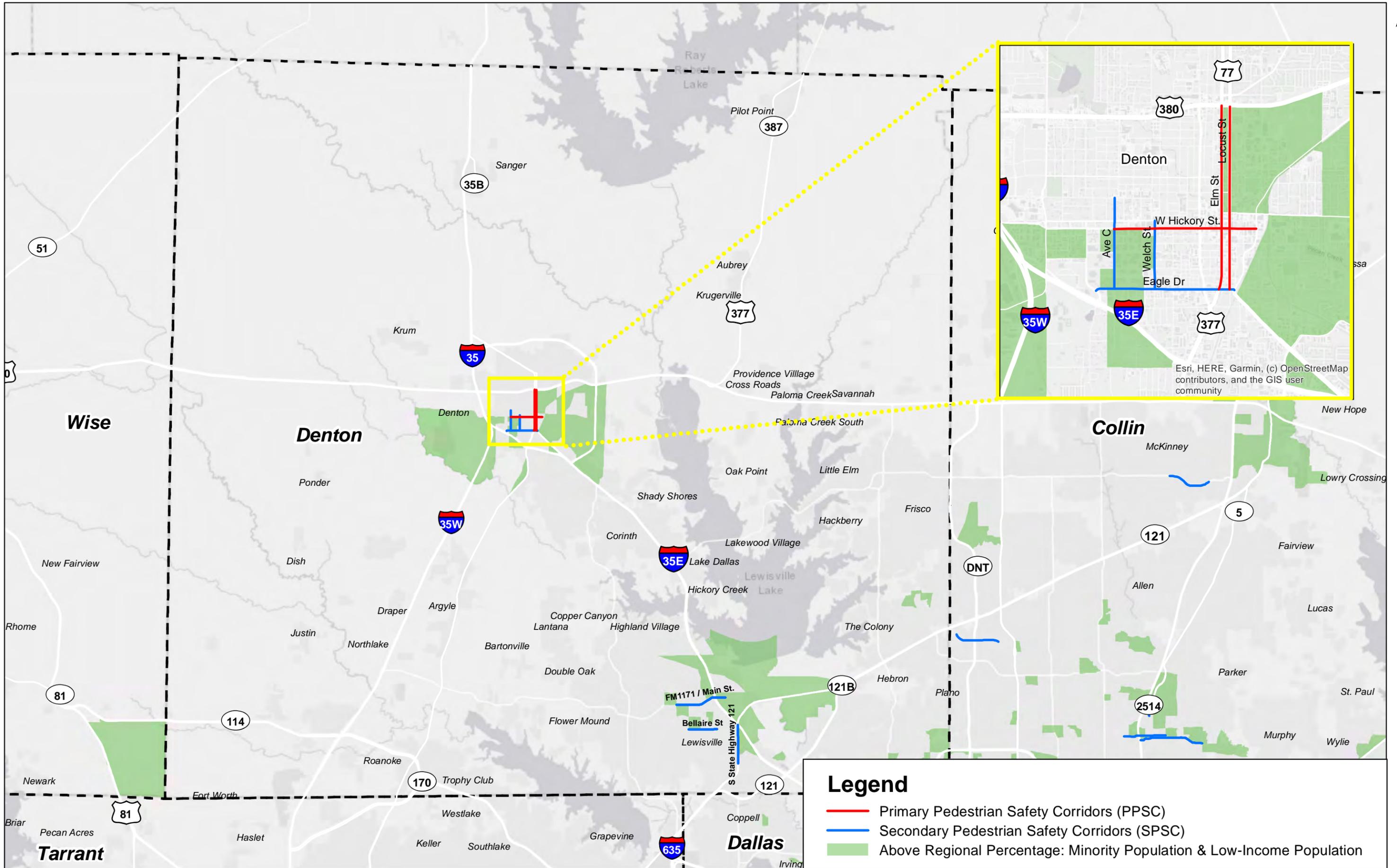
Legend

- Primary Pedestrian Safety Corridors (PPSC)
- Secondary Pedestrian Safety Corridors (SPSC)
- Above Regional Percentage: Minority Population & Low-Income Population



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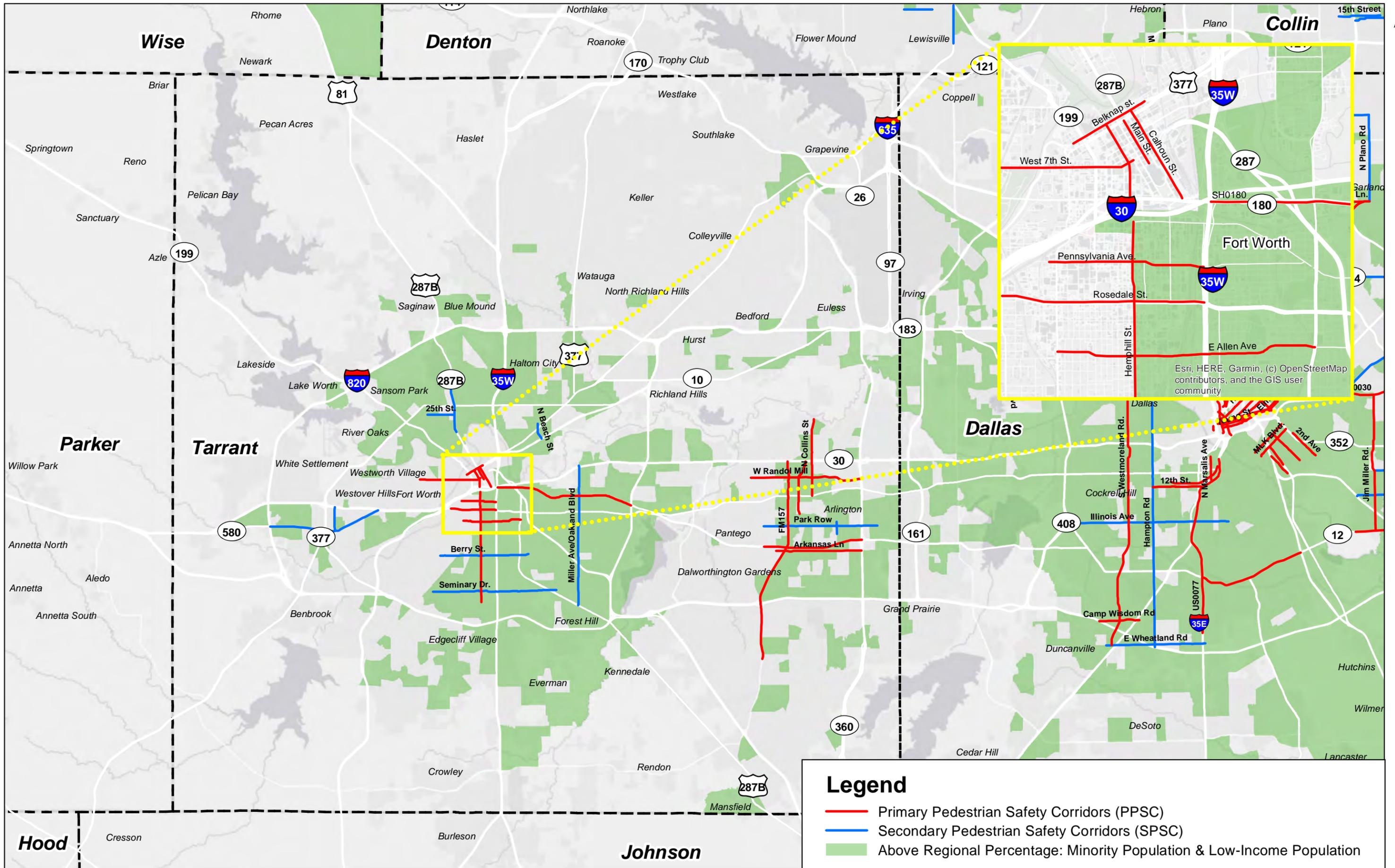
Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Denton County



B-3

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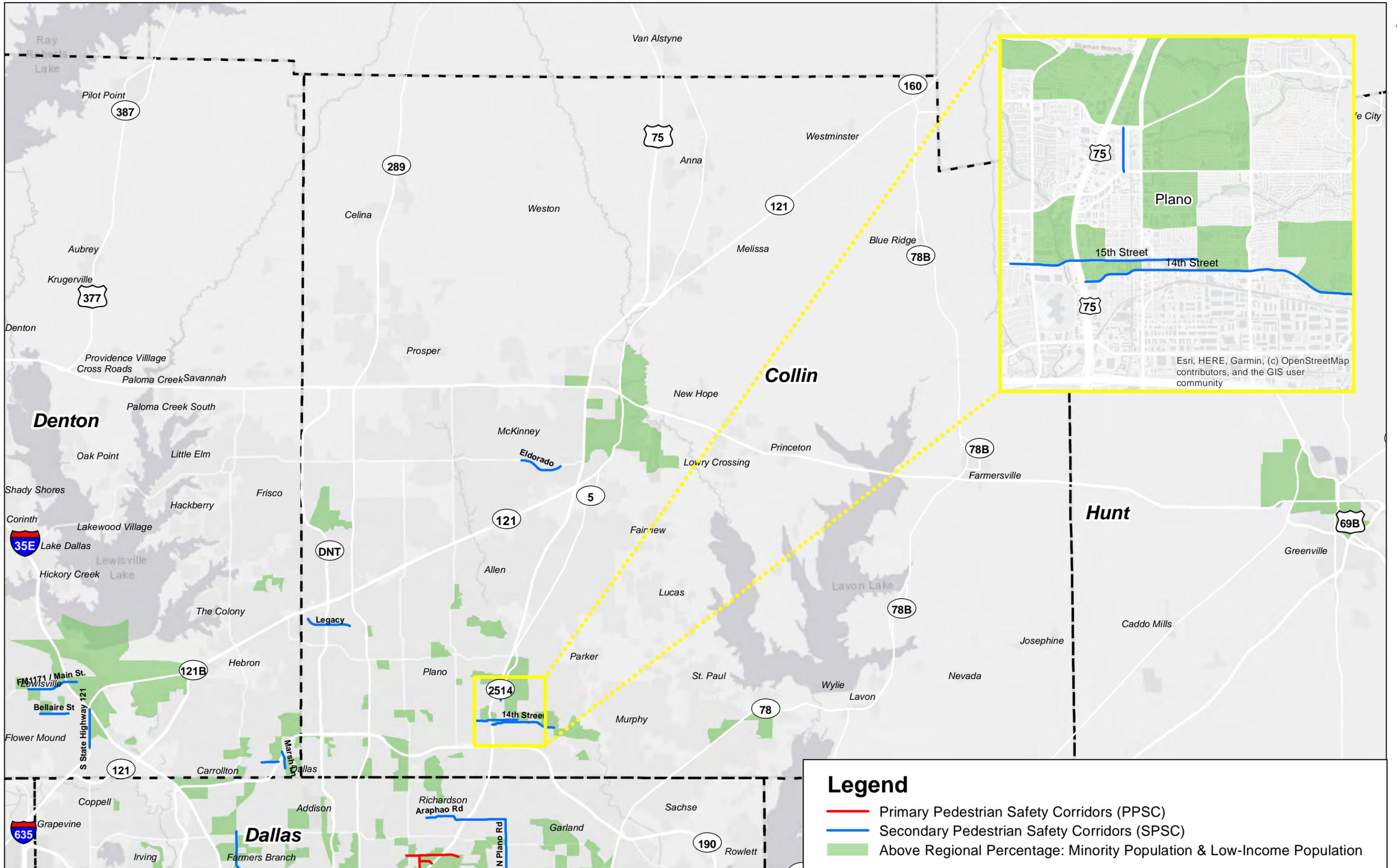
Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Tarrant County



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Primary and Secondary Pedestrian Safety Corridors (PPSC/SPSC) Collin County



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6. Methodology for Identifying Pedestrian Safety Corridors

6.1 Pedestrian Crash Density as Determined Through Reported Crash Locations and Grid Mapping

The first step in developing the corridor datasets was to map the 7,072 reported crash locations and then to create a grid map that divided the region into adjoining square-mile “cells,” with the aggregated number of reported crashes displayed within each (Figure 6). Grid maps with aggregated crash numbers were produced for the entire MPA (see Appendix A for all grid maps) and at individual county-levels. A table was also developed to organize the aggregated number of crashes within each cell from highest to lowest. Eliminating the cells with zero crashes from the table resulted in 7,388 cells containing at least one reported crash. The highest numbers of crashes per square mile occurred in downtown Dallas (180) and downtown Fort Worth (88).

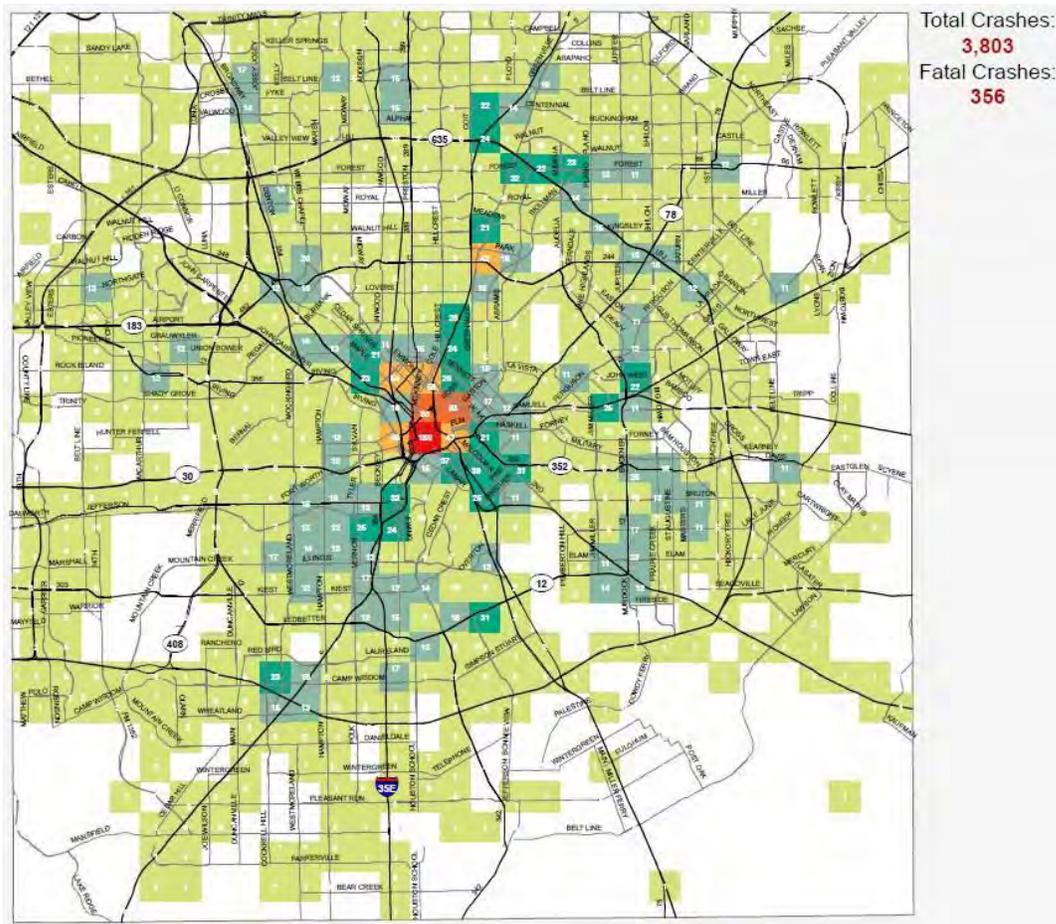


Figure 6: A sample section of grid mapping with aggregated reported crash number within each square-mile cell from Dallas County.

Crashes Per Square-Mile (2014-2018)			
Cell ID	Crash Count	County	City
5731	180	Dallas	Dallas
5992	88	Tarrant	Fort Worth
5585	80	Dallas	Dallas
5586	63	Dallas	Dallas
5439	58	Dallas	Dallas
5438	54	Dallas	Dallas
5730	48	Dallas	Dallas
5732	47	Dallas	Dallas
4842	42	Dallas	Dallas
6284	41	Tarrant	Fort Worth

Table 3: A sample section (top 10) of the table developed to organize the highest-to-lowest aggregated numbers of reported crashes within each square mile.

6.2 Initial Selection of Corridor Sets Based on Crash Density Within Cell Crash Ranges

Groupings of crash locations that were no further than 0.4 miles apart along the same route were connected to form the initial set of corridors. Corridors selected in this manner that lay within the range of cells having twenty or more crashes became our *initial* Primary Pedestrian Safety Corridor set, and corridors that lay within the 10-19 crash range became our *initial* Secondary Pedestrian Safety Corridor set. These initial corridors were based solely on reported crash density, and no other contributing factors.

Interestingly, the number of cells within the combined ranges, i.e., the total number cells with ten or more reported crashes, comprised only 2.6 percent of the total cells containing at least one reported crash; yet this area captured 47 percent of the total reported crashes between 2014-2018.

6.3 Expanding the Corridor Sets Based on Common Roadway Topology and Patterns of Land Use

As pedestrian incidents are often underreported, basing corridor beginning and ending points entirely on reported crash locations was considered insufficient when determining routes that may benefit from safety countermeasures. By extending the limits of the corridors beyond locations with reported crashes between 2014-2018, based on the existing roadway topology and land use patterns, more comprehensive corridor datasets were identified. With this approach, it is anticipated safety countermeasures will be effective to deter future crashes near these high-incidence locations. This method aims to *predictively* identify corridors where future crashes are most likely to occur, and to apply safety countermeasures to deter those incidents from taking place.

Corridors were manually analyzed and expanded upon to include segments with common characteristics, regardless of meeting the 0.4-mile crash density criteria or not. For example, if the endpoint of a corridor from

one of the initial sets was midblock, because crashes were not reported beyond that location, yet, similar land use, posted speeds, average annual daily traffic (AADT), and other characteristics continued along the route, then the endpoint was extended to a location where the characteristics were no longer consistent. Manual analysis was performed using NCTCOG's land use patterns GIS layer in tandem with the interactive online Historical Traffic Counts map (trafficcounts.nctcog.org/trafficcount/) and Google Earth Pro software (to locate the number of lanes, posted speeds, etc.). A typical section from the land use mapping layer used to review patterns of land use can be found in Figure 7. Also, Figure 8 provides a typical section from the Historical Traffic Counts map used to manually review patterns of land use adjacent to the corridors.

The complete list of characteristics analyzed in this step of the identification process included the following:

Roadway Topology

- Number of travel lanes
- Lane directions
- Posted speeds
- Intersections
- Average Annual Daily Traffic
- Presence of sidewalks, signals, signage, bike facilities and access points (driveways for vehicles)

Patterns of Land Use

- Single Family
- Multi Family
- Commercial
- Office
- Retail
- Hotel / Motel
- Mixed Use
- Industrial
- Education Infrastructure
- Railroad
- Cemeteries
- Vacant
- Parking





Figure 7: A typical section from the land use mapping layer used to manually review patterns of land use adjacent to the PPSC.

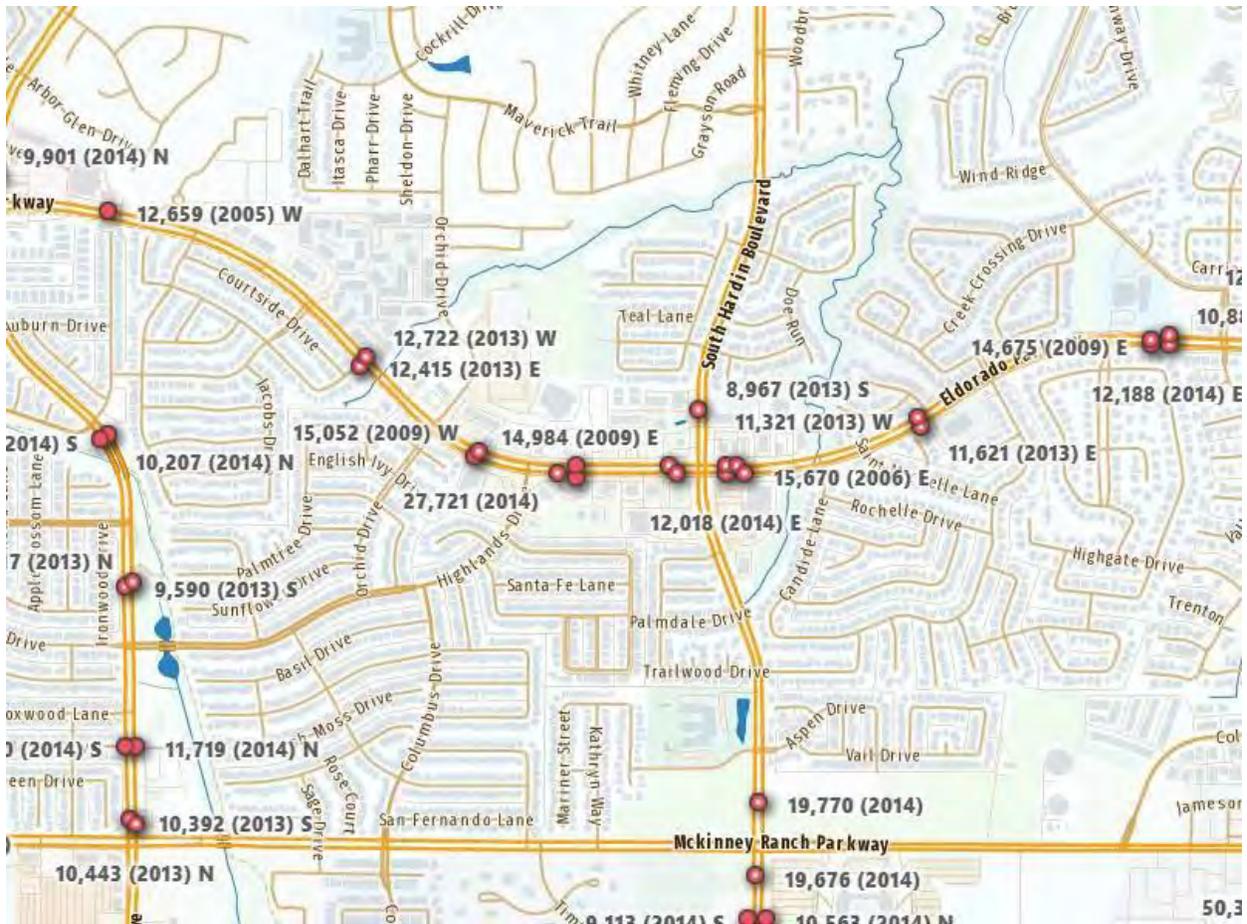


Figure 8: A typical section from the Average Annual Daily Traffic layer used to manually review patterns of land use adjacent to the PPSC.

6.4 Refinement of Safety Corridors Through Outreach and Comparisons to Existing Corridor Datasets

The PPSC and SPSC were refined by soliciting feedback from partner agencies throughout the region to ensure routes with known safety issues were included and segments that had implemented safety upgrades since 2018 were removed. Existing corridor datasets from completed studies and programs were also used for guidance, including a regionwide pedestrian crash research project facilitated by the Texas Department of Transportation (TxDOT), and the City of Dallas' High Injury Network.

ArcGIS Online Interactive Map of the Corridors Shared with Jurisdictions

Once the initial safety datasets were identified, an interactive ArcGIS online was developed as a tool for sharing the corridors with local jurisdictions and TxDOT. PPSC and SPSC tables, maps, a truncated methodology, and the interactive tool were shared with staff from TxDOT and the cities of Arlington, Carrollton, Dallas, Denton, Fort Worth, Garland, Lewisville, McKinney, Plano, and Richardson, and individual meetings were conducted throughout November and December 2020, to solicit feedback. Following these meetings and outreach, the datasets were reanalyzed, to ensure no corridors had been overlooked, that the termini for the corridors was appropriate, and that corridors were removed that had undergone safety improvements since 2018. Figure 9 shows a screenshot of the ArcGIS online interactive map of the corridors. Figure 10 provides a detail of the ArcGIS interactive online mapping tool, showing a selected SPSC, displaying the length, name, city, beginning/ending points, on/off system identification, number of lanes, and total number of crashes along the corridor.

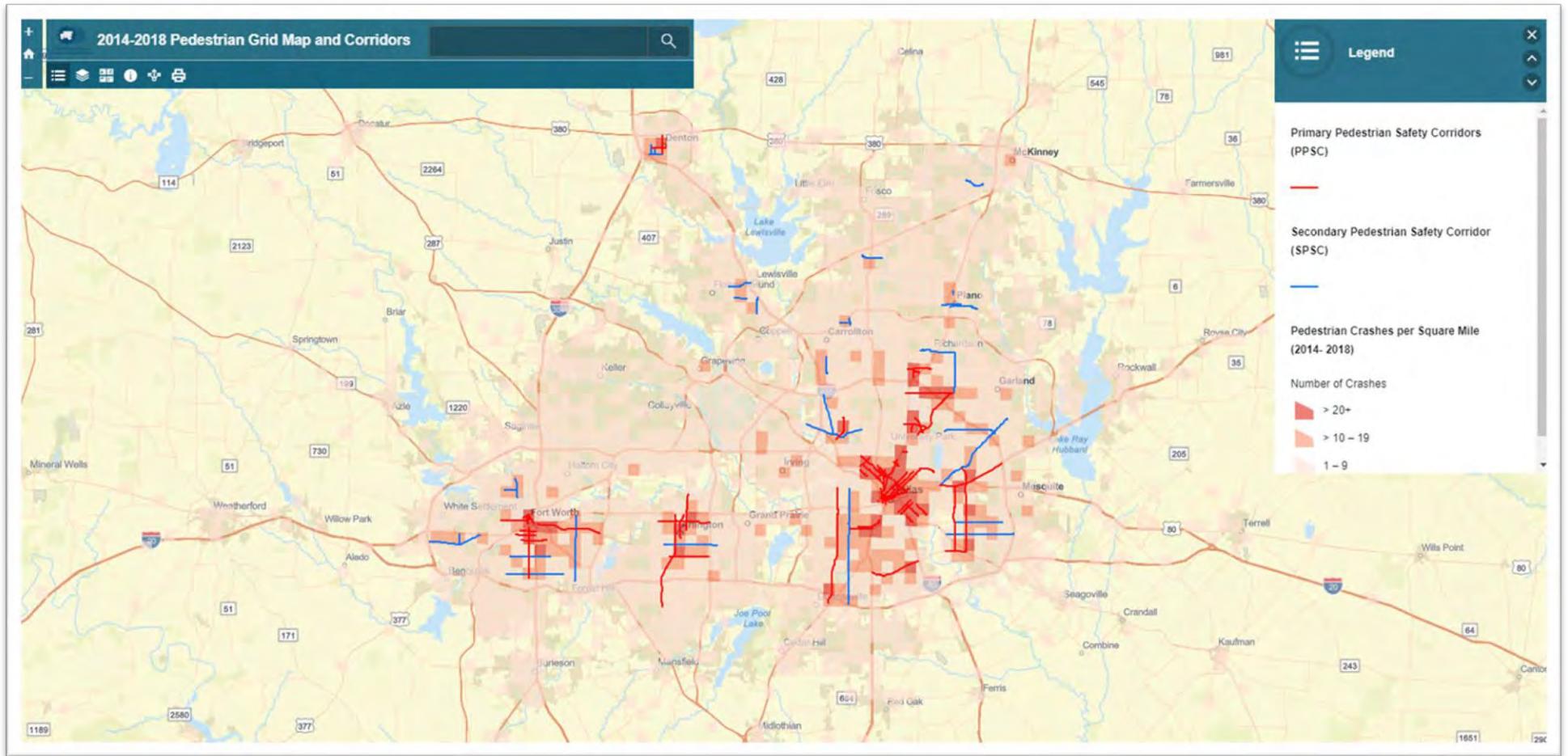
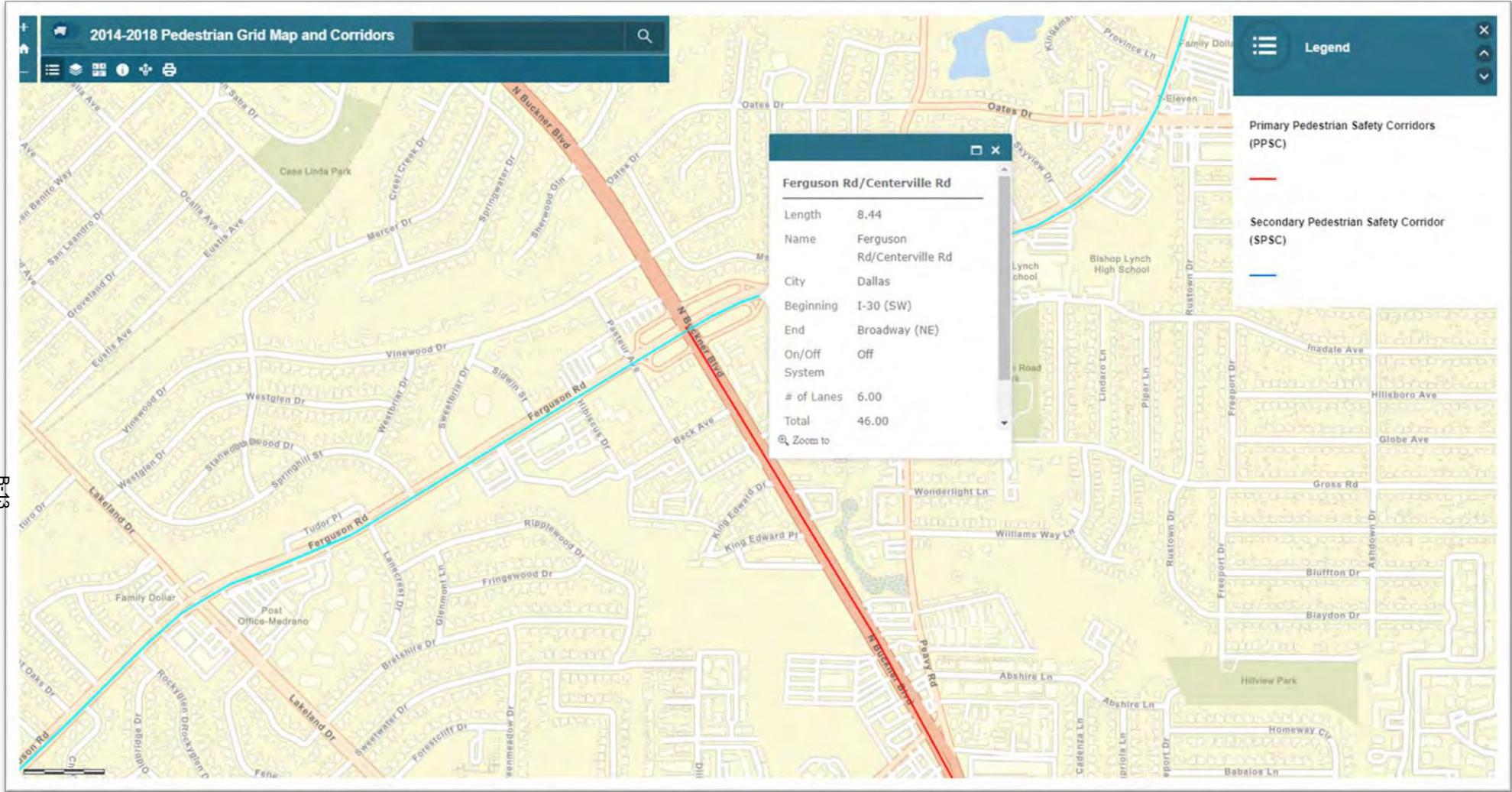


Figure 9: Screenshot of the ArcGIS interactive online mapping tool, as shared with regionwide cities and TxDOT staff with identified corridors under their jurisdiction.



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Figure 10: Detail of the ArcGIS interactive online mapping tool, showing a selected SPSC, displaying the length, name, city, beginning/ending points, on/off system identification, number of lanes, and total number of crashes along the corridor.

7. Process Notes from Identification Analysis

Primary Pedestrian Safety Corridors (PPSC)

#1 (on Matrix): N Washington Ave (Dallas)

Wide, 2-lanes, both directions, on-street parking until dedicated turn lane begins 1 block west

Consistent institutional/educational/commercial from Main St to Live Oak

Consistent 2-lane, 2-way traffic route throughout, consistent posted speeds.

Dallas VS has corridor running from Lemmon Ave on NW (endpoint) to Benson St on SE (endpoint)

Recommended PPSC: Lemmon Ave on NW (endpoint) to Benson St on SE (endpoint)

#2 (on Matrix): McKinney Ave (Dallas)

Consistent land use throughout both - commercial/multifamily/hotel

3-lane, 1-way NB route throughout both.

Consistent posted speeds

Dallas VZ continues from N Akard (S endpoint) to Atwater Alley (N endpoint)

Recommended PPSC: N Akard (S endpoint) to Atwater Alley (N endpoint)

#3 (on Matrix): Main St (Ft Worth)

Consistent land use/posted speeds/lanes/crashes

UTEP from Weatherford St (north) to halfway between 4th and 5th Streets (south)

Recommended PPSC: Logical endpoints are Weatherford (north) to 9th St (south)

#4 (on Matrix): Lemmon Ave (Dallas)

Consistent land use - commercial/retail (slight break for public space - park)

Consistent posted speeds throughout

Dallas VZ has endpoints at Lomo Alto Dr. (NW endpoint) and US 75, where it loops-back to itself east-west (couplet)

Recommended PPSC: endpoints at Lomo Alto Dr. (NW endpoint) and US 75, where it loops-back to itself east-west (couplet)

#5 (on Matrix): N Riverfront Blvd (Dallas)

Land use is parking/commercial/institutional quarters - short

8-lane and turning lane - large intersection

Detention center

No VZ corridor for Dallas

UTEP corridor abruptly ends midblock, despite consistent lanes, land use and posted speeds

Recommended PPSC: endpoints at Reunion Blvd (S endpoint) to Commerce St (N endpoint)

#6 (on Matrix): Jim Miller Rd (Dallas)

6-lanes, divided

Dallas VZ corridor is I-30 Frontage Rd (north of I-30) to S. Great Trinity Forest Way (south endpoint)

Recommended PPSC: endpoints concur with Dallas VZ endpoints from I-30 Frontage to S. Great Trinity Forest Way

#7, #8 (on Matrix): Houston St (Dallas)

Consistent land use and posted speeds

Recommended PPSC: EXTEND CURRENT CORRIDOR AND DIVIDE IN TWO, to reflect Dallas VZ corridors along Houston. Endpoints for corridor:

7.a: from Houston Viaduct (south) to McKinney (north)

7.b from Continental Ave (south) to All-Star Way (north)

#9 (on Matrix): Lamar St (Dallas)

Consistent land use and posted speeds

Dallas VZ extends from Mckinney (north) to Canton (south)

UTEP extends from Victory to Wood

Recommended PPSC: Align with both corridors from Victory (north) to Canton (south).

#10 (on Matrix): Cole Ave (Dallas)

Consistent land use and posted speeds

Intersection crashes - short corridor

No corridor established by Dallas VZ

Recommended PPSC: Keep UTEP alignment Lemmon (south) to Blackburn (north)

#11 (on Matrix): Cedar Springs Rd (Dallas)

Consistent land use (commercial/retail and multifamily) and posted speeds

Dallas VZ extends from N Mockingbird Lane (north) to Field St(south)

Recommended PPSC: Align with Dallas VZ corridor from N Mockingbird Lane (north) to Field St (south)

#12 (on Matrix): Al Lipscomb Way (Dallas)

Some land use inconsistencies along southern portion

Consistent number of lanes = 4

Consistent posted speeds

Dallas VZ runs from Lamar (south) to Robert B Cullum Blvd (north)

Recommended PPSC: Align with Dallas VZ corridor from Lamar (south) to Robert B Cullum Blvd (north)

#13 (on Matrix): SL0012 Bonnie View Dr (Dallas)

UTEP has divided into 3 sections

Dallas VZ continuous section - omits short portion south of Ferguson Rd

Consistent number of lanes = 8

Dallas VZ runs from I-35E Service Road (west) to John West Rd (north)

UTEP has 3 separate corridors - shorter segments. Gap across differing land use makes sense.

Comments from TXDOT: SL0012 BONNIE VIEW RD: Sidewalks with curb and gutter are to be installed to fill in gaps where there isn't sidewalk. (sic)

Recommended PPSC: Break into 2 separate corridors:

#1 from Ferguson Rd (north) to Stoneport (south)

#2 from Julius Schepps Loop (north) to I-35E Service Rd (south)

#14 (on Matrix): MLK Blvd (Dallas)

UTEP travels from Robert Cullum / HWY 352 (north to) Parnell St (south)

Dallas VZ ends too far south - no crashes - pedestrian sidewalk on bridge

Recommended PPSC: UTEP travels from Robert Cullum / HWY 352 (north to) Parnell St (south)

#15 (on Matrix): Knox St Henderson Ave (Dallas)

Consistent posted speeds, land use

UTEP travels from Homer to Travis

Dallas VZ ends 1 block of Abbott at Katy Trail crossing - reported crash

Recommended PPSC: Abbott (north) to Homer (south)

#16 (on Matrix): Pineland Dr (Dallas)

Consistent posted speeds

Land use somewhat inconsistent - multifamily/commercial/park space

UTEP travels from Holy Hill to midblock past Fair Oaks

Dallas VZ runs from Abrams Rd to Greenville Ave

Recommended PPSC: Align with Dallas VZ corridor from Abrams Rd (south) to Greenville Ave (north)

#17 (on Matrix): Belknap St (Fort Worth)

Similar posted/land use/lanes

UTEP runs from Cherry (west) to Grove (east) - too conservative - makes no sense

Recommended PPSC: (west) to Lawther (east)

#18 (on Matrix): 12th St (Dallas)

Consistent posted speeds, land use

UTEP Bishop (west) to Beckley (east)

Dallas VZ runs from 35E (east) to S Hampton Rd (west)

Recommended PPSC: Align with Dallas VZ from 35E (east) to S Hampton Rd (west)

#19 (on Matrix): Skillman St (Dallas)

Consistent posted speeds, land use

UTEP Eastridge (west) to Abrams (east)

Dallas VZ runs from Southwestern Blvd (west) to Forest Lane (east)

With numerous crashes along and too conservative section through UTEP - erring on Dallas VZ corridor

Recommended PPSC: Align with Dallas VZ from Southwestern Blvd (west) to Forest Lane (east)

#20 (on County Matrix): US077 (Denton)

This corridor is an overlap with the regional list

US077 is a couplet along this route - N and S Elm St are considered for crashes - although, UTEP has the corridor running through the center of the couplet - we are focusing solely on the west side (Elm St), as the east side (Locust) has been recently been constructed to include pedestrian improvements.

Consistent lane, land use, posted speeds and crashes beyond UTEP's corridor

UTEP Maple(south) to Pauline (north)

Need to verify usage of west side of couplet should be used (Elm St.)

Recommended PPSC: Eagle Dr (south) to E University Dr (north)

#21 (on Matrix) Hemphill (Fort Worth)

UTEP runs from Maddox (north) to Lilac (south)

Consistent AADT

Consistent land use

Consistent posted speeds

Recommendation: Suggest W Vickery Blvd (north) to W Felix St (south)

#22 (on Matrix) Rosedale St (Fort Worth)

UTEP has College (west) to just past Calhoun (east)

Consistent number of lanes

Consistent AADT

Consistent land use

Consistent posted speeds

Recommendation: South FWY 35W Frontage Rd (east) to Forest Park Blvd (west)

#23 (on Matrix) Taylor St (Fort Worth)

UTEP runs from Weatherford (north) to Texas (south)

Consistent number of lanes

Consistent AADT

Consistent land use

Crashes end at Texas

Consistent posted speeds

Recommendation: Belknap (north) to Lancaster (south)

#24 (on Matrix) Park Lane (Dallas)

UTEP runs just past Greenville (west) to just before La Manda (east)

Consistent number of lanes

Consistent crashes

Consistent AADT

Consistent land use

Dallas VZ has from Abrams (east) to Boedeker (west)

Consistent posted speeds

Recommendation: Abrams (east) to Boedeker (west) to align with Dallas VZ

#25 (on Matrix) Oak Lawn Ave (Dallas)

UTEP runs just past Maple (west) to just before Lemmon (east)

Consistent number of lanes

Consistent land use

Dallas VZ has from Maple (west) to Blackburn (east)

Consistent posted speeds

Recommendation: Align with VZ from Maple (west) to Blackburn (east)

#26 (on Matrix) Forrest Ln (Dallas)

UTEP runs just past Shepherd (west) to just before Audelia (east)

Consistent number of lanes:

Consistent land use

Dallas VZ has the entire route highlighted

Consistent posted speeds

Recommendation: Park Central Dr (west) and Plano Dr (east)

#27 (on Matrix) Ross Avenue (Dallas)

Dallas VZ Ross corridor extends from N Houston to Greenville

Consistent number of lanes

Consistent AADT

Consistent land use

Consistent posted speeds

Recommendation: close gaps in UTEP corridors and extend PPSC to match Dallas VZ corridor for Ross Ave, from N Houston to Greenville

#28 (on Matrix) S Malcolm X Blvd. (Dallas)

UTEP denotes as Peabody Ave (northwest) to Casey (southeast)

Crashes continue beyond UTEP designation? Yes

Dallas endpoints are Elsie Faye Heggins St. (southeast) to Gaston Ave (northwest)

Number of lanes consistent throughout? Yes

Number of lanes: 4

Consistent AADT? Yes

Consistent land use? Yes (residential/commercial)

Consistent posted speeds? Yes

Recommendation: Endpoints should be from Elsie Faye Heggins St. (southeast) to Al Lipscomb Way (northwest)

#29 (on Matrix) SH0180 (Fort Worth)

UTEP denotes as US 35 W (west) to Collard St (east)

Crashes continue beyond UTEP designation? Yes

Number of lanes consistent throughout? Yes

Number of lanes: 6

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from US 35 W (west) to US 820 (east)

#30 (on Matrix) Jackson St. (Dallas)

UTEP denotes as Griffin (west) to Harwood (east)

Crashes continue beyond UTEP designation? Yes

Number of lanes consistent throughout? No

Number of lanes: 1-5

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from Houston (west) to S. Cezar Chavez Blvd. (east)

#31 (on Matrix) Esperanza Rd (Dallas)

UTEP denotes as Midpark (north) to Kit (south)

Crashes continue beyond UTEP designation? No, but all other attributes same along route

Number of lanes consistent throughout? Yes

Number of lanes: 4

Consistent AADT? yes

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from W Spring Valley Rd (north) to N Central Expressway (south)###

(on Matrix) Midpark Rd (Dallas)

UTEP denotes as midblock 400 ft before Esperanza Rd (west) to Goldmark (east)

Crashes continue beyond UTEP designation? Yes

Number of lanes consistent throughout? Yes

Number of lanes: 2

Consistent AADT? Yes

Consistent land use? No – educational, commercial, multifamily

Consistent posted speeds? Yes

Recommendation: Endpoints should be from Esperanza (west) to N Central Expressway (east)

#32 (on Matrix) Harry Hines Blvd. (Dallas)

UTEP denotes as Butler (northwest) to Medical District Dr. (southeast)

Dallas endpoints are 12 W Northwest Hwy (south) to N Stemmons FWY (northwest)

Crashes continue beyond UTEP designation? Yes

Number of lanes: 4-6

Consistent AADT? Yes, per each corridor

Consistent land use? Yes, per each corridor

Consistent posted speeds? Yes – depending on section

Recommendation: There should be two corridors:

#1 Endpoints should be from 800 ft northwest of Butler St. (west) to Market Center Blvd (southeast)

#2 Endpoints should be from 12 W Northwest Hwy (south) to N Stemmons FWY (northwest)

#33 (on Matrix) Shady Brook Ln. (Dallas)

UTEP denotes as Melody (north) to Southwestern (south)

Crashes continue beyond UTEP designation? Yes

Dallas continues through Dallas Park Lane

Number of lanes consistent throughout? Yes

Number of lanes: 4

Consistent AADT? Yes

Consistent land use? Yes, multifamily and commercial

Consistent posted speeds? Yes

Recommendation: Endpoints should be from Dallas Park Lane (north) to Southwestern (south)

#34 (on Matrix) Westmoreland Dr. (Dallas)

UTEP denoted as Camp Wisdom (north) to Wheatland (south)

Dallas has no corridor along Westmoreland

Crashes continue beyond UTEP designation? No

Number of lanes consistent throughout? Yes

Number of lanes: 6

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from Camp Wisdom (north) to Wheatland (south)

#35 (on Matrix) Main St. (Dallas)

UTEP denotes as Market (southwest) to 2nd St (northeast)

Dallas denotes US77 (southwest) to S Carroll Ave (northeast)

Crashes continue beyond UTEP designation?

Number of lanes consistent throughout? No

Number of lanes: 2-5

Consistent AADT? No

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from US77 (southwest) to S Carroll Ave (northeast)

#36 (on Matrix) Midpark Rd. (Richardson)

UTEP denotes as endpoint (west) to endpoint (east)

Crashes continue beyond UTEP designation?

Number of lanes consistent throughout?

Number of lanes:

Consistent AADT?

Consistent land use?

Consistent posted speeds?

Recommendation: Endpoints should be from Esperanza (W) to N Central Expressway (E)

#37 (on Matrix) Inwood Rd. (Dallas)

UTEP denotes as Redfield (southwest) to Cedar Springs (northeast)

Crashes continue beyond UTEP designation? Yes, to Lemmon

Number of lanes consistent throughout? Yes

Number of lanes: 6

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from Redfield (southwest) to Lemmon (northeast)

#38 (on Matrix) Maple Ave. (Dallas)

UTEP denotes as Inwood Dr. (west) to Wycliffe (east)

Dallas denotes Hudnall St (northwest) to McKinney Ave (southeast)

Crashes continue beyond UTEP designation? Yes

Number of lanes consistent throughout? Yes

Number of lanes: 4

Consistent AADT? Yes

Consistent land use? Somewhat

Consistent posted speeds? Yes

Recommendation: Endpoints should be from Inwood Dr. (west) to McKinney Ave (southeast)

#39 (on Matrix) Spring Valley Rd (Richardson)

UTEP denotes as Sherman (west) to Business (east)

Crashes continue beyond UTEP designation? Yes

Number of lanes consistent throughout? Yes

Number of lanes: 6

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from Peyton Dr (west) to S Greenville Ave (east)

#40 (on Matrix) E Jefferson Blvd. (Dallas)

UTEP denotes as Van Buren (west) to 8th St (east)

Dallas denotes as S Clinton Ave (west) to Fleming PI (east)

Crashes continue beyond UTEP designation? Yes

Number of lanes consistent throughout? Yes

Number of lanes: 4-5

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from N Edgefield Ave (west) to Fleming PI (east)

#41 (on Matrix) Young St (Dallas)

UTEP denotes as endpoint (west) to endpoint (east)

Dallas Denotes from S Houston St (west) to US 75 (as Canton St) (east)

Crashes continue beyond UTEP designation? Yes

Number of lanes consistent throughout? Yes

Number of lanes: 4

Consistent AADT? Yes

Consistent land use? Yes – mixed, mostly commercial

Consistent posted speeds? Yes

Recommendation: Endpoints should be from S Houston St (west) to US 75 (as Canton St) (east)

#42 (on Matrix) N Hall St (Dallas)

UTEP denotes as Knight (northwest) to McKinney (southeast)

UTEP denotes as

Crashes continue beyond UTEP designation? No

Dallas denotes as Live Oak St (west) to S Malcolm X Blvd (south)

Number of lanes consistent throughout? Yes

Number of lanes: 2

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? yes

Recommendation: Endpoints should be from Wycliff (west) to McKinney (east)

#43 (on Matrix) Gaston Ave (Dallas)

UTEP denotes as Fairpark Link (southwest) to Glendale (northeast)

Crashes continue beyond UTEP designation? Yes

Dallas denotes N Good Fair Park Ln (west) to E Grand Ave (east)

Number of lanes consistent throughout? Yes

Number of lanes: 4

Consistent AADT? Yes

Consistent land use? Somewhat – multifamily, residential, commercial

Consistent posted speeds? Yes

Recommendation: Endpoints should be from N Good Fair Park Ln (west) to E Grand Ave (east)

#44 (on Matrix): SL0012 2nd Location (Dallas)

UTEP has divided into 3 sections

Dallas VZ continuous section - omits short portion south of Ferguson Rd

Consistent number of lanes = 8

Dallas VZ runs from I-35E Service Road (west) to John West Rd (north)

UTEP has 3 separate corridors - shorter segments. Gap across differing land use makes sense.

Comments from TXDOT: SL0012 BONNIE VIEW RD: Sidewalks with curb and gutter are to be installed to fill in gaps where there isn't sidewalk. (sic)

Recommended PPSC: Break into 2 separate corridors:

#1 from Ferguson Rd (north) to Stoneport (south)

#2 from Julius Schepps Loop (north) to I-35E Service Rd (south)

#45 (on Matrix) Calhoun St (Fort Worth)

UTEP denotes as Weatherford (northwest) to 15th St (southeast)

Crashes continue beyond UTEP designation? N

Number of lanes consistent throughout? Yes

Number of lanes: 2

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from E Belknap (northwest) to E Lancaster Ave (south)

#46 (on Matrix) IH0030 (Dallas)

UTEP denotes as Jim Miller (west) to where it turns into HWY 80 (east)

Dallas has no designation as it is all on-system
Crashes continue beyond UTEP designation? Yes to US-635 and I-30 intersect
Number of lanes consistent throughout? Yes
Number of lanes: 6
Consistent AADT? Somewhat - ~60k - ~80k
Consistent land use? Somewhat – commercial punctuated by Education
Consistent posted speeds? Yes

Recommendation: Endpoints should be from: Ferguson and I-30 to I-30 and US635

#47 (on Matrix) W Hickory St (Denton)
UTEP denotes as Avenue C (west) to Elm (east)
Crashes continue beyond UTEP designation? Yes – to the east to S Bell Ave
Number of lanes consistent throughout? Yes
Number of lanes: 2
Consistent AADT? Yes
Consistent land use? Yes
Consistent posted speeds? Yes

Recommendation: Endpoints should be from Ave C (west) to S Bell Ave (east)

#48 (on Matrix) Live Oak (Dallas)
UTEP denotes as N Harwood (west) to Munger (east)
Crashes continue beyond UTEP designation? Yes
Dallas extended from Pacific Ave to La Vista
Number of lanes consistent throughout? Yes
Number of lanes: 4
Consistent AADT? Yes
Consistent land use? Yes
Consistent posted speeds? Yes

Recommendation: Endpoints should be from Pacific Ave (west) to La Vista (east)

#49 (on Matrix) FM 157 in Arlington
UTEP corridor southern endpoint is 1 block from Sublett Rd
Land use analysis shows mostly commercial with some educational infrastructure for UTA, and some multi-family
Land use fairly consistent up to US30 (with the exception of some single-family housing) - would recommend extending to US30 for PPSC
From City of Arlington city staff (feedback): You have listed FM 157 for the City of Arlington. However, in the provided picture you only show FM 157 from Sublett Road to SH 180. FM 157 continues on from SH 180 to IH-30 as Collins Street. This is right along the City of Arlington's Entertainment District. We would ask that you also consider this route or some variation of the two in your study.

UTEP's southern endpoint lies 1 block north of Sublett Road. Analysis shows consistent lanes, land use and posted speeds to the intersection south of UTEP's endpoint to Hardisty Dr.

Recommended PPSC: north endpoint at US30, south endpoint at the intersection of FM 157 and Hardisty Dr.

#50 (on County Matrix): E Allen Ave (Fort Worth)

Land use shows Commercial, Single Family, Multi Family, Institutional

2 lanes consistent

Posted speeds consistent – 25 mph

AADT – consistent - ranges from ~2,412 (W) – to 7,592 (E)

Crashes extending from 8th Ave (W) to Mississippi (E)

Recommended PPSC: From 8th Ave (W) to Delaware (E)

#51 (on County Matrix): West 7th St. (Fort Worth)

Land use shows Commercial, Retail, Multi Family, Parks/Open Space, Office, Institutional, Education

4 lanes consistent

Posted speeds consistent – 35 mph

AADT – consistent - ranges from ~10,250 (W) – to 7,062 (E)

Crashes extending from Montgomery (W) to Throckmorton (E)

Recommended PPSC: From Dorothy (W) to Throckmorton (E)

#52 (on County Matrix): Pennsylvania Ave. (Fort Worth)

Land use shows Commercial, Group Quarters, Multi Family, Institutional

4 lanes consistent

Posted speeds consistent – 35 mph

AADT – consistent - ranges from ~5,026 (W) – to ~2,502 (E)

Crashes extending from Summit Ave (W) to Jennings (E)

Recommended PPSC: From 9th St (W) to I-35 Frontage Rd (E)

#53 (on County Matrix): N Collins St (Arlington)

Land use shows Parks/Open Space, Commercial, Retail, Multi Family, Single Family, Large Stadium, Office

4 lanes consistent

Posted speeds consistent – 35 mph

AADT – consistent - ranges from ~22,765 (N) – to ~15,891 (S)

Crashes extending from Viridian Park Ln (N) to E Mayfield Rd (S)

Recommended PPSC: From NE Green Oaks Blv (N) to E Division Street (S)

#54 (on County Matrix): Arkansas Ln (Arlington)

Land use shows Multi Family, Commercial, Retail, Institutional/Semi Public

4 lanes consistent

Posted speeds consistent – 40 mph

AADT – consistent - ranges from ~4,557 (W) – to ~9,045 (E)

Crashes extending from S Davis Dr (W) to Carter Dr (E)

Recommended PPSC: From S Davis Dr (W) to S SH 360 Fwy (E)

#55 (on County Matrix): W Randol Mill Rd (Arlington)

Land use shows Commercial, Large Stadium, Institutional/Semi-Public, Parking, Industrial, Multi Family, Single Family

6 lanes consistent

Posted speeds consistent – 35 mph

AADT – consistent - ranges from ~8,315 (W) – to ~5,505 (E)

Crashes extending from Park Vista Dr (W) to Chapman Cutoff (E)

Recommended PPSC: From Oakwood Ln (W) to S SH 360 Fwy (E)

#56 (on County Matrix): N Center St (Arlington)

Land use shows Single Family, Institutional/Semi-Public, Commercial, Multi Family, Office, Group Quarters

3 lanes consistent

Posted speeds consistent – 35 mph

AADT – consistent - ranges from ~8,535 (N) – to ~10,326 (S)

Crashes extending from W Rogers St (N) to W Mitchell St (S)

Recommended PPSC: From I-30 (N) to W Mitchell St (S)

#57 (on County Matrix): Elm St (Dallas)

Land use shows Commercial, Hotel, Parking, Multi Family

5 (Towards Houston St. downtown), 3 lanes as you go east

Posted speeds consistent – ? mph

AADT – consistent - ranges from ~22,047 (W) – to ~13,810 (E)

Crashes extending from Houston (W) to Malcolm X (E)

Recommended PPSC: Houston (W) to Carroll (E)

#58 (on County Matrix): Webb Chapel (Dallas)

Land use shows Commercial, Multi Family, Cemeteries, Retail

6 Lanes Consistent

Posted speeds consistent – 35 mph

AADT – consistent - ranges from ~10,682 (N) – to ~13,434 (S)

Crashes extending from 635 (N) to Denton (S)

Recommended PPSC: Walnut Hill (N) to Denton (S)

#59 (on County Matrix): Mockingbird (Dallas)

Land use shows Commercial, Multi Family, Retail, Transit (Mockingbird Station)

6 Lanes Consistent

Posted speeds consistent – 35 mph
AADT – consistent - ranges from ~ 44,084 (W) – to ~14,023 (E)
Crashes extending from U.S. 75/N Central Expy (W) to McMillian (E)
Recommended PPSC: U.S. 75/N Central Expy (W) to Greenville (E)

#60 (on County Matrix): 2nd Ave (Dallas)
Land use shows Commercial, Industrial, Parks/Open Space, Education, Institutional/Semi-Public
4 Lanes Consistent
Posted speeds consistent – 30 mph
AADT – consistent - ranges from ~4,212 (N) – to ~5,478 (S)
Crashes extending from Jamaica (N) to Vannerson (S)
Recommended PPSC: S Fitzhugh Ave (N) to Dixon Ave (S)

#61 (on County Matrix): Colonial Ave (Dallas)
Land use shows Single Family, Commercial, Multi Family
2 Lanes Consistent
Posted speeds consistent – 30 mph
AADT – consistent - ranges from ~1,394 (N) – to ~1,491 (S)
Crashes extending from Julius Schepps Service Northbound (NW) to Herald (SE)
Recommended PPSC: Julius Schepps Service Northbound (NW) to Herald (SE)

#62 (on County Matrix): Camp Wisdom Rd (Dallas)
Land use shows Commercial, Hotel/Motel, Retail, Office, Education
6 Lanes Consistent
Posted speeds consistent – 40 mph
AADT – consistent - ranges from ~10,818 (E) – to ~10,440 (W)
Crashes extending from Julius Schepps Service Northbound (NW) to Herald (SE)
Recommended PPSC: Chaucer Pl (E) to I-20 Frontage Rd (W)

#63 (on County Matrix): US0077 (II) (Dallas)
Land use shows Single Family, Commercial, Multi Family, Office, Retail, Education, Single Family,
Parks/Openspace
8 Lanes Consistent
Posted speeds consistent – 65 mph
AADT – consistent - ranges from ~84,950 (N) – to ~79,226 (S)
Crashes extending from E Kirnwood Dr. (S) to Comal St. (N)
Recommended PPSC: E Kirnwood Dr. (S) to Comal St. (N)

#64 (on County Matrix): Marsalis Ave (Dallas)
Land use shows Single Family, Commercial, Multi Family, Institutional/Semi-Public, Vacant

4 Lanes Consistent

Posted speeds consistent – 30 mph

AADT – consistent - ranges from ~ 11,675 (N) – to ~13,322 (S)

Crashes extending from Sabine St (N) to E 12th St (S)

Recommended PPSC: E Colorado Blvd (N) to E 12th St (S)

#65 (on County Matrix): US-175 (Dallas)

Land use shows Single Family, Commercial, Multi Family, Parks/Open space, Vacant, Institutional/Semi-Public

8 Lanes Consistent

Posted speeds consistent – 65 mph

AADT – consistent - ranges from ~30,513 (N) – to ~38,390 (S)

Crashes extending from Martin Luther King Jr. Blvd (N) to Pine St. (S)

Recommended PPSC: Martin Luther King Jr. Blvd (N) to Pine St. (S)

#66 (on County Matrix): Capitol Ave (Dallas)

Land use shows Single Family, Commercial, Multi Family, Retail, Institutional/Semi-Public

2 Lanes Consistent

Posted speeds consistent – 30 mph

AADT – consistent - ranges from ~12,933 (W) – to ~12,933 (E)

Crashes extending from Moser Ave (W) to N Haskell (E)

Recommended PPSC: N Haskell Ave (W) to N Henderson Ave (E)

#67 (on County Matrix): US-75 (Dallas)

Land use shows Single Family, Commercial, Multi Family, Retail, Parks/Open Space, Institutional/Semi-Public

8 Lanes Consistent

Posted speeds consistent – 70 mph

AADT – consistent - ranges from ~120,656 (N) – to ~123,728 (S)

Crashes extending from I-635 (N) to E Mockingbird Ln (S)

Recommended PPSC: I-635 (N) to E Mockingbird Ln (S)

#68 (on County Matrix): Pioneer Parkway / TX-303 (Dallas)

Land use shows Single Family, Commercial, Multi Family, Single Family, Institutional/Semi Public, Group Quarters, Parks/Open Space, Vacant

6 Lanes Consistent

Posted speeds consistent – 45 mph

AADT – consistent - ranges from ~23,154 (N) – to ~22,469 (S)

Crashes extending from Matlock Rd (W) to TX-360 (E)

Recommended PPSC: S Fielder RD (W) to TX-360 (E)

Secondary Pedestrian Safety Corridors (SPSC)

#69 (on Matrix): SL0012 / Northwest HWY (Dallas)

Very mixed land use - consistently mixed

UTEP – too short – Starlight (west) to Bachman (east)

Dallas VZ Runs almost the entirety of Loop 12 and UTEP is too short a portion

Recommended PPSC: Luna (west) to Midway (east)

#70 (on Matrix) Bruton Rd. (Dallas)

UTEP denotes as between Aspen and St. Augustine (west) to Nantucket Village (east)

Crashes continue beyond UTEP designation? Yes

Dallas endpoints are S 2nd Ave. (west) to between Cheyenne and Betty Ann Lane (east)

Number of lanes consistent throughout? Yes

Number of lanes: 6 – drops to 4 beyond Betty Ann to Haney St.

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? Yes, mostly

Recommendation: Endpoints should be from just beyond N. Jim Miller Rd (at the rail crossing) (west) to Haney St. (east)

#71 (on Matrix) Harry Hines Blvd. (Dallas)

UTEP denotes as Butler (northwest) to Medical District Dr. (southeast)

Dallas endpoints are 12 W Northwest Hwy (south) to N Stemmons FWY (northwest)

Crashes continue beyond UTEP designation? Yes

Number of lanes: 4-6

Consistent AADT? Yes, per each corridor

Consistent land use? Yes, per each corridor

Consistent posted speeds? Yes – depending on section

Recommendation: There should be two corridors:

#1 Endpoints should be from 800 ft northwest of Butler St. (west) to Market Center Blvd (southeast)

#2 Endpoints should be from 12 W Northwest Hwy (south) to N Stemmons FWY (northwest)

#72 (on Matrix) Welch St (Denton)

UTEP denotes as W Oak St (north) to Maple (south)

Crashes continue beyond UTEP designation? No

Number of lanes consistent throughout? Somewhat

Number of lanes: 2-4

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from W Oak St (north) to Eagle Dr (south)

#73 (on Matrix) S Josey Lane (Carrollton)

UTEP denotes as Pearl/Walnut Plaza (north) to Valwood Parkway (south)

Crashes continue beyond UTEP designation? No

Number of lanes consistent throughout? Yes

Number of lanes: 6

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from Pearl/Walnut Plaza (north) to Dennis Ln (south)

#74 (on Matrix) 25th St (Fort Worth)

UTEP denotes as Loving St (west) to Main St (east)

Crashes continue beyond UTEP designation? Yes

Number of lanes consistent throughout? Yes

Number of lanes: 2

Consistent AADT? Yes

Consistent land use? Yes

Consistent posted speeds? Yes

Recommendation: Endpoints should be from Roosevelt Ave (west) to N Main St (east)

#75 (on Matrix) Park Row in Arlington

Feedback from Arlington staff: Suggested Park Row Dr from Davis Dr to Timberlake Dr

Diverse land use along route - mostly residential (single family households) with some commercial and educational (Arlington HS) facilities

High population density (residential)

Undeveloped parcels begin just after Timberlake Dr, making the intersection best selection for eastern endpoint

Number of reported pedestrian crashes along route beginning at Felder (west) to Timberlake (east)

Recommended PPSC: Park Row Dr from (west endpoint) W Felder Rd to Timberlake Dr.

#76 (on Matrix) AW Arapaho Rd in Richardson

Feedback from Richardson staff: Suggested XXX

Land use: consistent: commercial, educational

Crashes: Yes - extends past UTEP corridor

Posted Speeds: Consistent

AADT: Consistent

Lanes: 4

UTEP corridor in area: Yes - short from US 75 (west) to Grove (east)

Recommended PPSC: Woodland Way (west) to N Plano Rd (east)

#77 (on Matrix) N Plano Rd in Richardson

Feedback from Richardson staff: Suggested intersections at Spring Valley and Renner

Land use: Somewhat consistent

Crashes: Yes/many. No UTEP corridor assigned

Posted Speeds: Consistent

AADT: Consistent

Lanes: 6

UTEP corridor in area:

Recommended PPSC: E CityLine Dr (north) to Forest Ln (south – endpoint in Garland)

#78 (on Matrix): Eagle Dr (Denton)

Land use shows

2-4 lanes consistent

Posted speeds consistent – 30 mph

AADT – ranges from ~8,000 –consistent to ~11,000 (south)

Consistent crashes extending from Ave C (west) to Myrtle (east)

Recommended PPSC: From North Texas Blvd (west) to S Bell (east)

#79 (on Matrix): Marsh Ln (Dallas)

Land use shows consistent commercial and multifamily

6 lanes consistent

Posted speeds consistent – 35 mph

AADT – ranges from ~13,000 –consistent to ~15,000 (south)

Consistent crashes extending from Ave C (west) to Myrtle (east)

Recommended PPSC: From Timberglen (north) to Briargrove Ln (south)

#80 (on Matrix): Frankford Rd (Dallas)

Land use shows consistent commercial, educational (Dan F. Long Middle School) and multifamily

6 lanes consistent

Posted speeds consistent – 40 mph

AADT – ranges from ~13,000 –consistent to ~15,000

Consistent crashes extending from Appleridge (west) to Kelly (east)

Recommended PPSC: From Creststone Dr (west) to Texas 190 Access Rd (east)

#81 (on Matrix): Ave C (Denton)

Land use shows consistent multifamily, commercial, education/institutional (UNT), group quarters (dorms)

2 lanes consistent

Posted speeds consistent – 20 mph

AADT – ranges from ~11,500 –consistent to ~13,000 (south)
Consistent crashes extending from Scripture (north) to Eagle Dr (south)
Recommended PPSC: From Scripture (north) to Eagle Dr (south)

#82 (on Matrix): FM1171 / Main St. (LEWISVILLE)

Land use shows consistent medical facilities, commercial, education/institutional (Lewisville HS)
6 lanes consistent

Posted speeds consistent – 40 mph

AADT – inconsistent - ranges from ~11,000 –consistent to ~23,000 (west of IH-35)

Crashes extending from Garden Ridge Blvd (west) to S Cowan Ave (east)

Recommended PPSC: From Garden Ridge Blvd (west) to S Cowan Ave (east)

This establishes the lowest per sq. mi threshold = 10 per sq. mi

#83 (on Matrix): Bellaire St (Lewisville)

Land use shows consistent education/institutional, single family, multi family, and commercial
4 lanes consistent

Posted speeds consistent – 40 mph (20 mph in school zones)

AADT – inconsistent - ranges from ~2,000 (West) –consistent to ~7,000 (East)

Crashes extending from Valley Rd. (west) to Catalina (east)

Recommended PPSC: From Old Orchard (west) to Timberbrook(east)

#84 (on Matrix): S State Highway 121

Land use shows consistent Commercial, Multi Family, Hotel, Retail, Institutional
6 lanes consistent

Posted speeds consistent – 45 mph

AADT – Consistent - ranges from ~19,000 (North) –consistent to ~25,000 (South)

Crashes extending from I-35 (North) to Corporate (South)

Recommended PPSC: From I-35 (N) to Forestbrook (S)

#85 (on Matrix): Archerwood (Plano)

Land use shows Parking, Commercial, Transit (Rail Station), Industrial
X lanes consistent

Posted speeds consistent – 30 mph

AADT – Consistent - ranges from ~X (Y) –consistent to ~X (Y) –N/A

Crashes extending from Parker/FM 2514 (N) to Park (S)

Recommended PPSC: From Parker/FM 2514 (North) to Park (South)

#86 (on Matrix): Legacy (Plano)

Land use shows commercial, office, multi family, and a site under construction
6 lanes consistent (3 lanes East and West)

Posted speeds consistent – 40 mph

AADT – inconsistent - ranges from ~13,270 (W) – to ~38,535 (E) – to 17,112 (E)

Crashes extending from Communications Parkway (W) to Parkwood (E)

Recommended PPSC: From Corporate Drive (W) to Hedgcoxe Rd. (E)

#87 (on Matrix): 14th Street (Plano)

Land use shows institutional, multi family, commercial, industrial, single family

4 lanes consistent

Posted speeds consistent – 35 mph

AADT – inconsistent - ranges from ~4,539 (W) – to ~19,095 (E) – to 10,929 (E)

Crashes extending from Communications 13th/14th Connector (W) to Rigsbee (E)

Recommended PPSC: From U.S. 75 (W) to Shiloh (E)

#88 (on Matrix): 15th Street (Plano)

Land use shows Commercial, Institutional, Single Family, Multi Family

4 lanes consistent

Posted speeds consistent – 30 mph

AADT – inconsistent - ranges from ~13,815 (W) – to 4,115 (E)

Crashes extending from Communications U.S. 75 (W) to Municipal (E)

Recommended PPSC: From Alma (W) to P Ave (E)

#89 (on Matrix): Eldorado (McKinney)

Land use shows Commercial, Multi Family, Institutional, Timberland, Single Family

4 lanes consistent

Posted speeds consistent – 40 mph

AADT – consistent - ranges from ~12,659 (W) – to 14,953 (E)

Crashes extending from Communications Legend (W) to Hardin (E)

Recommended PPSC: From Lake Forest (W) to Cheverny (E)

#90 (on Matrix): Seminary Dr. (Fort Worth)

Land use shows Multi Family, Retail, Institutional, Single Family, Retail, Commercial, Parks/Open space, Industrial

6 lanes consistent

Posted speeds consistent – 30 mph

AADT – consistent - ranges from ~6,254 (W) – to 5,199 (E)

Crashes extending from Baldwin (W) to Ollie (E)

Recommended PPSC: From Surrey (W) to Ollie (E)

#91 (on Matrix): Berry St. (Fort Worth)

Land use shows Commercial, Institutional, Office, Parks/Open Space, Industrial, Retail, Multi Family, Single Family,

6 lanes consistent

Posted speeds consistent – 40 mph

AADT – consistent - ranges from ~9,838 (W) – to 10,782 (E)

Crashes extending from University (W) to Glen Garden (E)

Recommended PPSC: From University (W) to Glen Garden (E)

#92 (on County Matrix): Miller (Fort Worth)

Land use shows Commercial, Multi Family, Single Family, Institutional, Retail

4 lanes consistent

Posted speeds consistent – 40 mph

AADT – consistent - ranges from ~4,664 (S) – to 6,822 (N)

Crashes extending from Bridge St (N) to Algerita St (S)

Recommended PPSC: From Bridge St (N) to Mansfield Hwy (S)

#93 (on Matrix): North Main St (287B) (Fort Worth)

Land use shows Commercial, retail, Institutional/Semi-Public, Parking, Single Family, Office

4 lanes consistent

Posted speeds consistent – 30 mph

AADT – inconsistent - ranges from ~1,870 (N) – to ~10,507 (S)

Crashes extending from 34th St (N) to Exchange (S)

Recommended PPSC: From Long (N) to 14th St (S)

#94 (on Matrix): Lackland (Fort Worth)

Land use shows Parks/Open Space, Commercial, Multi Family, Single Family, Hotel, Institutional/Semi-Public

4 lanes consistent

Posted speeds consistent – 35 mph

AADT – consistent - ranges from ~4,149 (N) – to ~4,327 (S)

Crashes extending from IH 30 (N) to Z Boaz Pl (S)

Recommended PPSC: From IH 30 (N) to Camp Bowie West (S)

#95 (on Matrix): Camp Bowie (Fort Worth)

Land use shows Commercial, Retail, Office, Institutional/Semi-Public, Parks/Open Space

5 lanes consistent

Posted speeds consistent – 40 mph

AADT – consistent - ranges from ~9,215 (N) – to ~15,097 (E)

Crashes extending from 820 (W) to I-30 (E)

Recommended PPSC: From 820 (W) to I-30 (E)

#96 (on Matrix): Northwest Hwy (Dallas/Garland)

Land use shows Commercial, Retail, Institutional, Industrial, Parks/Recreation

6 Lanes Consistent

Posted speeds consistent – 45 mph

AADT – inconsistent - ranges from ~ 21,498 (W) – to ~5,578 (E)

Crashes extending from Easton (W) to Arrowhead Dr. (E)

Recommended PPSC: Classen (W) to Arrowhead Dr. (E)

#97 (on Matrix): Ferguson Rd/Centerville Rd (Dallas)

Land use shows Single Family, Multi Family, Commercial, Parks/Open Space, Institutional/Semi-Public, Large Stadium

6 Lanes Consistent

Posted speeds consistent – 40 mph

AADT – consistent - ranges from ~11,053 (SW) – to ~13,758 (NE)

Crashes extending from I-30 (SW) to Broadway (NE)

Recommended PPSC: I-30 (SW) to Broadway (NE)

#98 (on County Matrix): Lake June (Dallas)

Land use shows Transit, Education, Single Family, Commercial, Parks/Open Space, Institutional/Semi-Public, Multi Family, Office, Retail

6 Lanes Consistent

Posted speeds consistent – 35 mph

AADT – consistent - ranges from ~8,873 (N) – to ~10,962 (S)

Crashes extending from Gillette/Lake June Dart Station (W) to Cardwell St (E)

Recommended PPSC: C F Hawn Serv Rd. WB (U.S. 175) (W) to Interstate 635 (E)

#99 (on County Matrix): Hampton Rd (Dallas)

Land use shows Parks/Open Space, Industrial, Multi Family, Single Family, Education, Institutional/Semi-Public, Transit

6 Lanes Consistent

Posted speeds consistent – 35 mph

AADT – consistent - ranges from ~16,625 (N) – to ~12,905 (S)

Crashes extending from Inwood Rd (N) to Ace Dr (S)

Recommended PPSC: Canada Dr (N) to I-20 (S)

#100 (on County Matrix): Illinois Ave (Dallas)

Land use shows Parks/Open Space, Multi Family, Single Family, Commercial, Industrial, Institutional/Semi-Public

6 Lanes Consistent

Posted speeds consistent – 35 mph

AADT – consistent - ranges from ~ 34,909 (E) – to ~26,283 (S)

Crashes extending from Duncanville Rd (W) to Corinth St. (E)

Recommended PPSC: Duncanville Rd (W) to Corinth St. (E)

#101 (on County Matrix): E Wheatland Rd (Dallas)

Land use shows Parks/Open Space, Industrial, Multi Family, Single Family, Education, Institutional/Semi Public, Vacant, Commercial

6 Lanes Consistent

Posted speeds consistent – 40 mph

AADT – consistent - ranges from ~18,681 (W) – to ~22,858 (E)

Crashes extending from Westmoreland (W) to Pawnee St (E)

Recommended PPSC: S. Cockrell Hill Rd (W) to Pawnee St (E)

#102 (on County Matrix): New York Ave (Arlington)

Land use shows Parks/Open Space, Multi Family, Single Family, Institutional/Semi Public, Office , Commercial

2 Lanes Consistent

Posted speeds consistent – 30 mph

AADT – consistent - ranges from ~15,807 (N) – to ~12,603 (S)

Crashes extending from Herschel St (N) to E Park Row Dr (S)

Recommended PPSC: Reeve St (N) to Kent Dr (S)

#103 (on County Matrix): Camp Wisdom Rd (II) (Dallas)

Land use shows Vacant, Single Family, Commercial, Residential Acreage

6 Lanes Consistent

Posted speeds consistent – 40 mph

AADT – consistent - ranges from ~16,625 (N) – to ~12,905 (S)

Crashes extending from Wilcox Dr (W) to Altaire Ave (E)

Recommended PPSC: Brierfield Dr (W) to Altaire Ave (E)

#104 (on County Matrix): N Beach St (Fort Worth)

Land use shows Commercial, Office, Vacant, Retail, Single Family

6 Lanes Consistent

Posted speeds consistent – 40 mph

AADT – consistent - ranges from ~31,399 (N) – to ~32,214 (S)

Crashes extending from Ermis St (N) to US-121 (S)

Recommended PPSC: Ermis St (N) to US-121 (S)

#105 (on County Matrix): MacArthur Blvd (Irving)

Land use shows Institutional/Semi-Public, Vacant, Commercial, Single Family, Parks/Open-Space

4 Lanes Consistent

Posted speeds consistent – 35 mph

AADT – consistent - ranges from ~19,426 (N) – to ~18,759 (S)

Crashes extending from Segundo Dr (N) to W. Shady Grove Rd (S)

Recommended PPSC: Haley St (N) to W. Shady Grove Rd (S)