CASE STUDY: CROSSING AT IH-35E

Valwood Parkway
CURRENT CONDITIONS

• IH-35E is a barrier to east/west pedestrian travel
• Unwelcoming and limited accommodations for pedestrians
• History of reported pedestrian crashes nearby
IH-35E CORRIDOR VISION STUDY

- Study is currently underway
- 20-year land use vision for the corridor
- City vision for improved walking and bicycling connections between land uses on both sides of the highway (safety, level of comfort, aesthetics)
Valwood Parkway and IH-35E (west entrance)

- How does this pedestrian facility make you feel?
- Does this look like a crossing that you would be comfortable using?
- Would you be comfortable allowing your children use this crossing?
Valwood Parkway and IH-35E (east entrance)

- How would using this pedestrian facility make you feel?
- Would you or your family feel comfortable?
- Would you be comfortable allowing your child, elderly parent, or special needs relative use this crossing by themselves?
What is your level of comfort through this crossing as a pedestrian?
How about during the evening?
CROSS SECTION WITH SIMILAR DESIGN

- Old Denton Road
- Pedestrian facilities between U-turn and 4-6 lanes
- Cross section shows a shared-use path with no raised barriers between the adjacent U-Turns and vehicle lanes: Is this comfortable for pedestrians?
CASE STUDY: OVERPASS CROSSING AT US 67

E Pleasant Run Rd at US 67 in Cedar Hill
• Assume a new roadway bridge is being designed for construction, with or without the addition of Texas U-Turns.

• How could a new bridge provide a more comfortable and safe crossing for pedestrians?
CROSS SECTION: CEDAR HILL US 67 CROSSING

EXISTING CONDITIONS
DISCUSSION

- What design solutions and accommodations can be implemented at highway crossings that would increase the level of comfort and safety for pedestrians, and their desirability to use the facility?

- What accommodations should be provided on bridges for pedestrians to feel safe and comfortable next to high-speed traffic?

- What is a desirable setback of the sidewalk from the roadway curb so pedestrians will feel safe and comfortable in these environments with high vehicle speeds and volumes?

- Does satisfying the “minimum” design requirements result in an acceptable level of comfort and safety for pedestrians?
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