

CHAPTER 6.3: CITY OF LACY LAKEVIEW

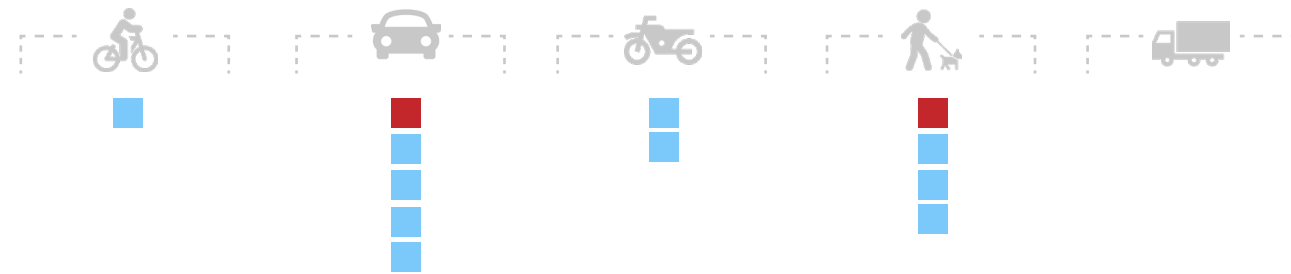
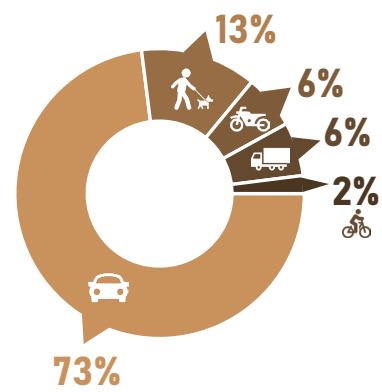
INTRODUCTION

Lacy Lakeview, located north of Waco, is a city in central McLennan County. Both I-35 and US-84 run through Lacy Lakeview. The city has an estimated population of 6,988 according to the 2020 census. This chapter provides information on the City of Lacy Lakeview's collision statistics from 2014 to 2023. A total of 62 collisions occurred on Lacy Lakeview streets in the last 10 years, including two fatalities and 10 serious injuries. TxDOT roadways within Lacy Lakeview city limits had 396 collisions during the same period, with eight fatal injuries and 62 serious injuries. On city-maintained roads, minor injuries accounted for approximately 44 percent of injury collisions on city-maintained roads, whereas possible injuries were the most commonly reported (43 percent) on roads maintained by TxDOT.



COLLISIONS 2014 TO 2023		CITY		TxDOT	
Total Collisions	62	100 %	396	100 %	
Fatal Injury	2	3.23 %	8	2.02 %	
Serious Injury	10	16.13 %	62	15.66 %	
Minor Injury	27	43.55 %	155	39.14 %	
Possible Injury	23	37.10 %	171	43.18 %	
Total Persons Involved	82	100 %	577	100 %	
Fatal Injury	2	2.44 %	8	1.39 %	
Serious Injury	13	15.85 %	70	12.13 %	
Minor Injury	36	43.90 %	232	40.21 %	
Possible Injury	31	37.80 %	267	46.27 %	

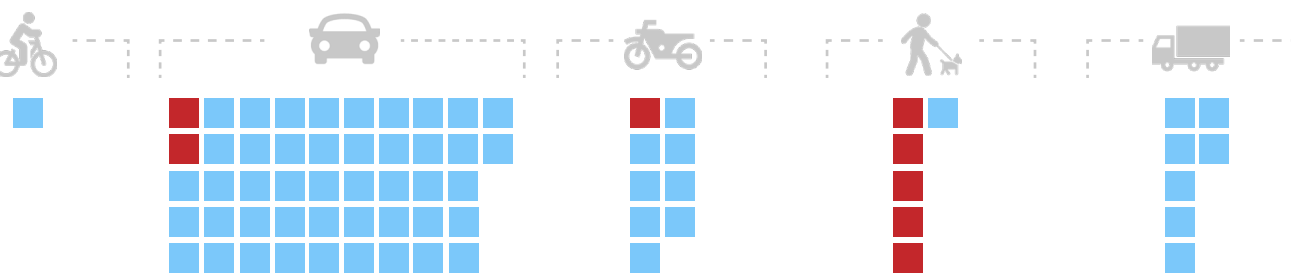
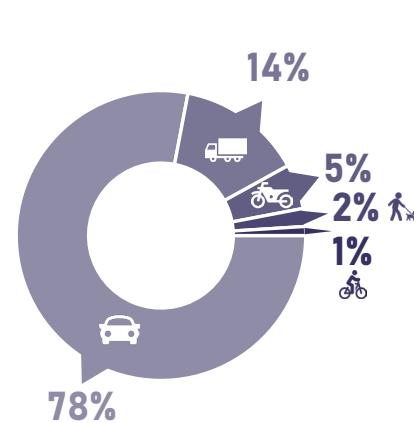
COLLISIONS BY MODE - CITY



Bicycle	Car	Motorcycle	Pedestrian	Truck
0 %	2 %	0 %	13 %	0 %
100 %	9 %	50 %	38 %	0 %
0 %	44 %	50 %	50 %	25 %
0 %	44 %	0 %	0 %	75 %
100 %	100 %	100 %	100 %	100 %

Note : Each box represents one fatal or severe injury collision.

COLLISIONS BY MODE - TxDOT



Bicycle	Car	Motorcycle	Pedestrian	Truck
0 %	1 %	6 %	50 %	0 %
33 %	15 %	44 %	10 %	13 %
67 %	39 %	39 %	20 %	44 %
0 %	46 %	11 %	20 %	44 %
100 %	100 %	100 %	100 %	100 %

Note : Each box represents one fatal or severe injury collision.

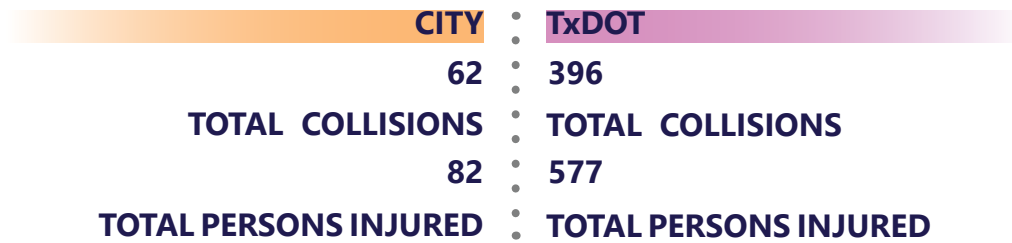
The following summary provides information on the number of collisions, persons injured, and the proportion of persons involved in collisions based on mode of transportation, age group, and gender. It also draws comparisons between collisions on Lacy Lakeview city streets, TxDOT facilities, and McLennan County across various categories. On Lacy Lakeview city streets, there were a total of 62 collisions, resulting in 82 persons injured. In comparison, TxDOT reported a total of 396 collisions resulting in 577 persons injured within Lacy Lakeview city limits.

This section also identifies several major collision trends on Lacy Lakeview city streets, including hit object collisions, broadside collisions, distracted driving, and nighttime collisions. On TxDOT roadways, the prominent trends were broadside collisions, rear end collisions, right-of-way violations by automobiles, and unsafe speed violations. A detailed summary analyzing these collision trends is provided in the collision profile section of this chapter.

The pie charts below compare the severity of collisions on roadways with different speed limits. Of the speed limits examined, the charts indicate that roads with a 45 mph speed limit accounted for the highest proportion of severe injury collisions and roads with a 70 mph speed limit accounted for the highest proportion of fatal collisions.

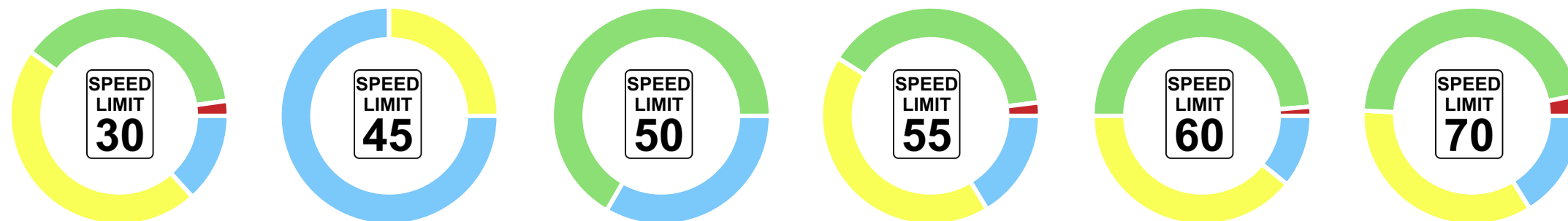
CITY OF LACY LAKEVIEW VS. McLENNAN COUNTY COLLISIONS - RELATIVE SHARES

CITY	TxDOT	McLENNAN COUNTY
MODE		
Bicycle	2 %	1 %
Car	73 %	85 %
Motorcycle	6 %	4 %
Pedestrian	13 %	3 %
Truck	6 %	7 %
FIRST HARMFUL EVENT		
Motor Vehicle in Transport	44 %	72 %
Fixed Object	31 %	17 %
Pedestrian	13 %	4 %
MANNER OF COLLISION		
Hit Object	56 %	42 %
Broadside	34 %	28 %
Rear End	6 %	24 %
Sideswipe	2 %	5 %
VIOLATION CATEGORY		
Automobile Right-of-way	19 %	23 %
Distracted Driving	13 %	22 %
Driving/ Bicycling under Influence	11 %	12 %
Other Unforeseen Reasons	11 %	8 %
Unsafe Speed	10 %	6 %
Other Improper Driving	8 %	6 %
LOCATION		
Intersection	50 %	59 %
Roadway	50 %	41 %
LIGHTING		
Daylight	65 %	70 %
Dark, Not Lighted	24 %	16 %
Dark, Lighted	10 %	11 %



PERSONS INVOLVED								
	CITY				TxDOT			
	MODE							
Bicycle	0 %	2 %	0 %	0 %	0 %	0 %	0 %	0 %
Car	1 %	7 %	35 %	38 %	0 %	10 %	38 %	45 %
Motorcycle	0 %	2 %	2 %	0 %	0 %	2 %	2 %	0 %
Pedestrian	1 %	4 %	5 %	0 %	1 %	0 %	0 %	0 %
Truck	0 %	0 %	1 %	0 %	0 %	1 %	1 %	1 %
AGE								
Below 15	0 %	1 %	12 %	1 %	0 %	1 %	3 %	5 %
15 - 65	2 %	14 %	27 %	32 %	1 %	10 %	33 %	37 %
Above 65	0 %	0 %	5 %	5 %	0 %	1 %	5 %	4 %
GENDER								
Male	0 %	13 %	22 %	11 %	1 %	6 %	19 %	16 %
Female	2 %	2 %	22 %	27 %	1 %	6 %	21 %	30 %

SPEED LIMIT



BICYCLE & PEDESTRIAN COLLISION BY SEVERITY

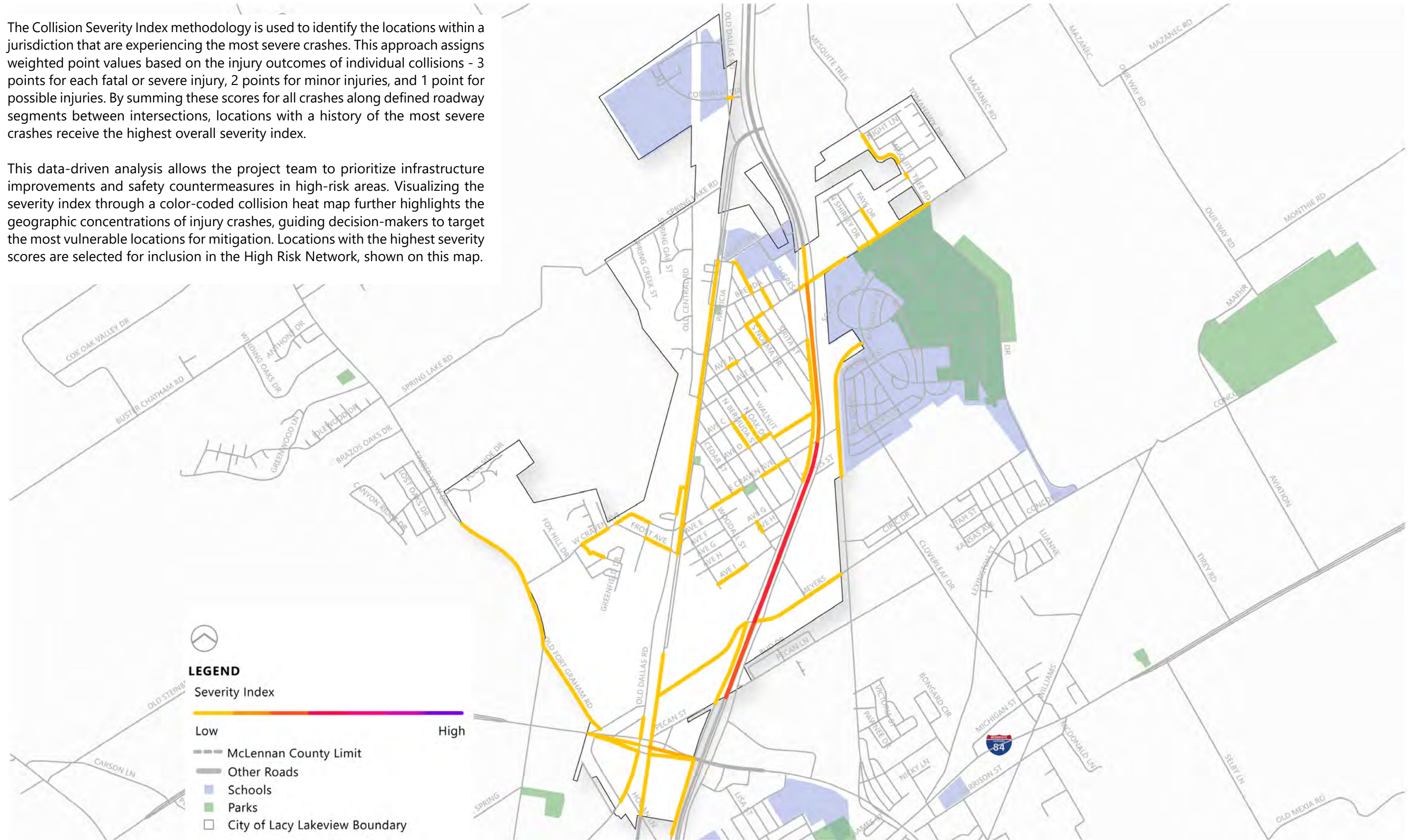
The map displays the location of injury collisions involving bicyclists and pedestrians in Lacy Lakeview. In total, there were 22 collisions resulting in injuries to both bicyclists and pedestrians, with six fatalities and six serious injury collisions. All six fatalities involved pedestrians, while two of the six serious injury collisions involved bicyclists, and four involved pedestrians.



SEVERITY INDEX

The Collision Severity Index methodology is used to identify the locations within a jurisdiction that are experiencing the most severe crashes. This approach assigns weighted point values based on the injury outcomes of individual collisions - 3 points for each fatal or severe injury, 2 points for minor injuries, and 1 point for possible injuries. By summing these scores for all crashes along defined roadway segments between intersections, locations with a history of the most severe crashes receive the highest overall severity index.

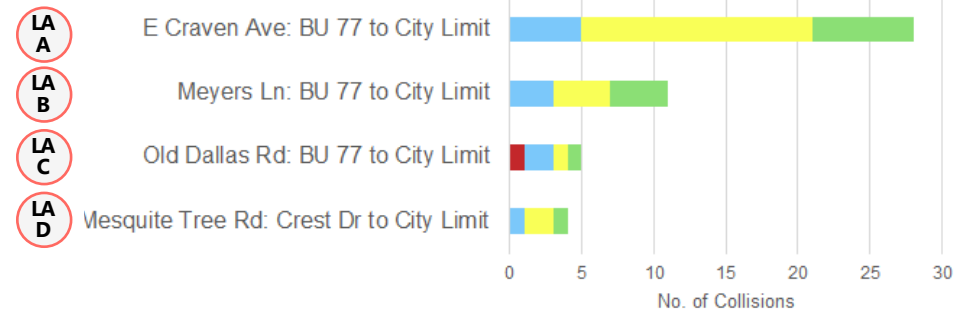
This data-driven analysis allows the project team to prioritize infrastructure improvements and safety countermeasures in high-risk areas. Visualizing the severity index through a color-coded collision heat map further highlights the geographic concentrations of injury crashes, guiding decision-makers to target the most vulnerable locations for mitigation. Locations with the highest severity scores are selected for inclusion in the High Risk Network, shown on this map.



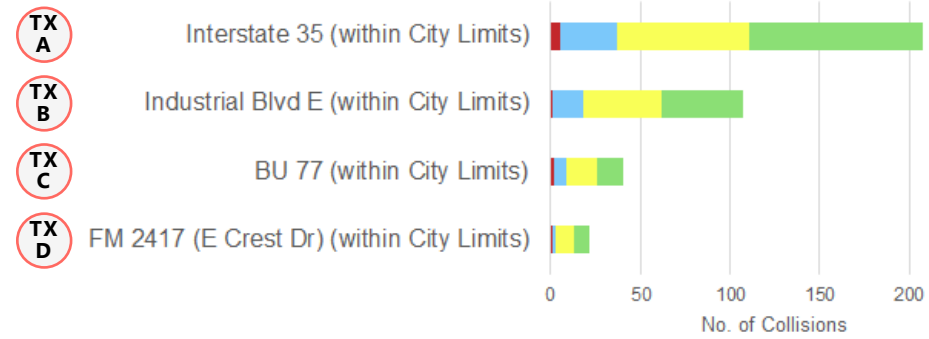
ROADWAYS & INTERSECTIONS

This section lists high risk roadway segments and intersections within Lacy Lakeview city limits. The accompanying graph depicts the name and limits of each roadway along with the number of collisions categorized by severity at that location. A severity index methodology was utilized to identify these high risk spots. This methodology assigns 3 points for each fatal or severe injury collision, 2 points for each minor injury collision, and 1 point for each possible injury collision.

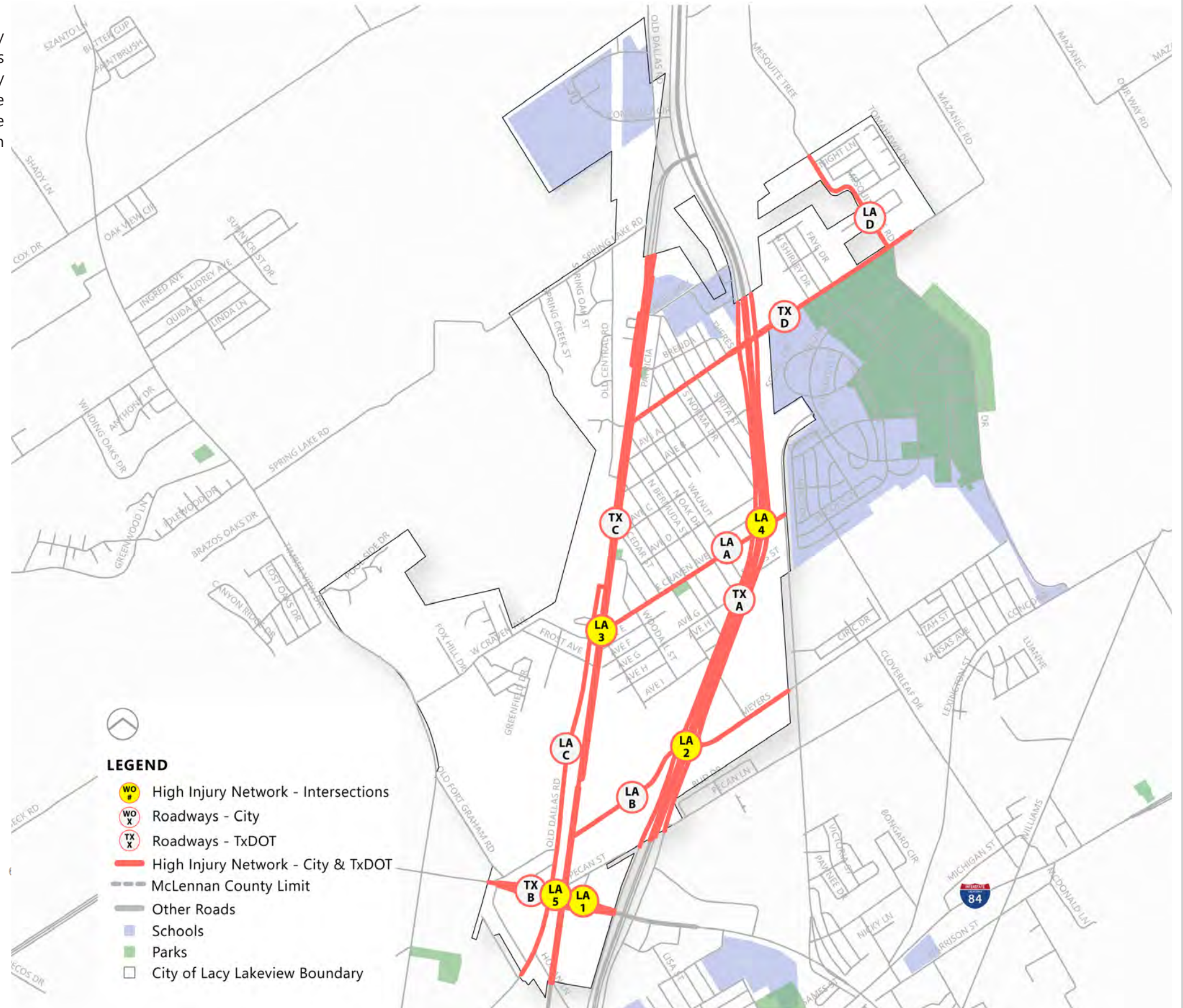
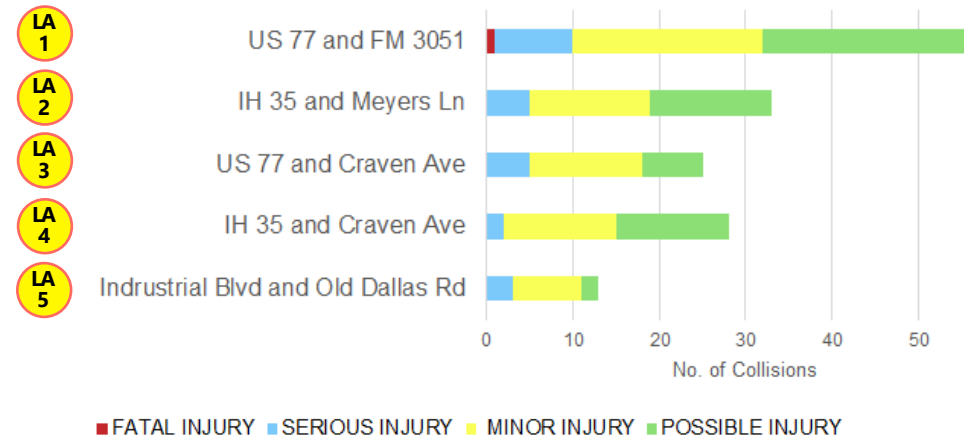
ROADWAYS



TxDOT ROADWAYS

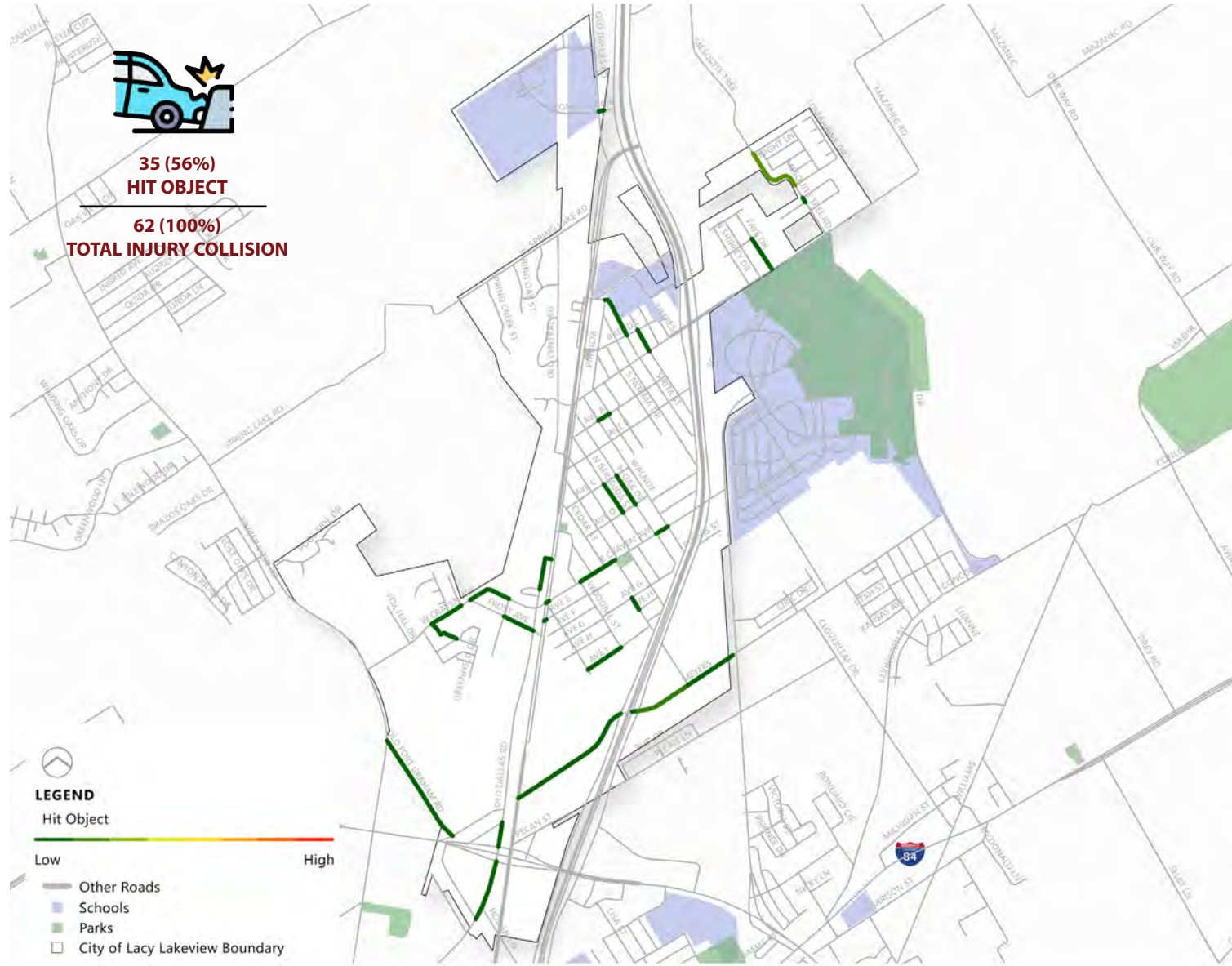


INTERSECTIONS

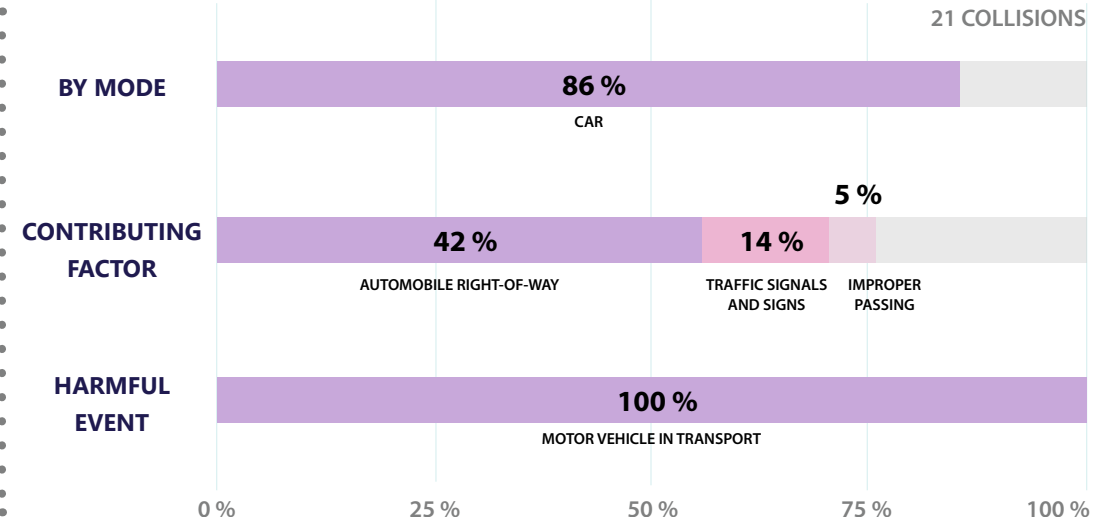
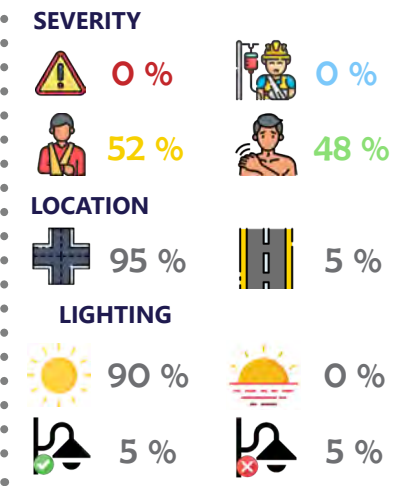
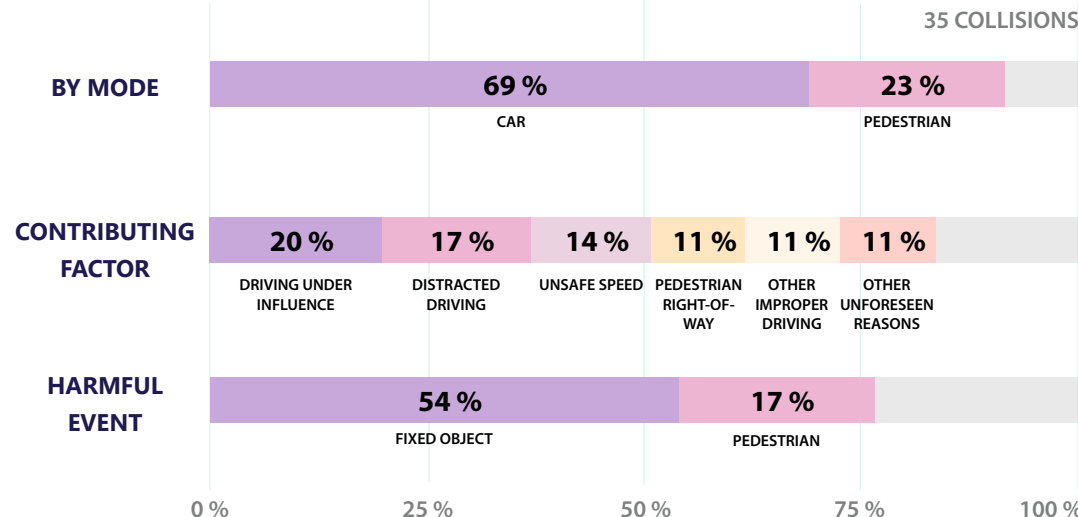
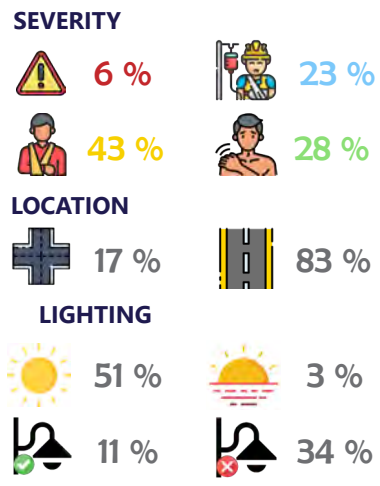
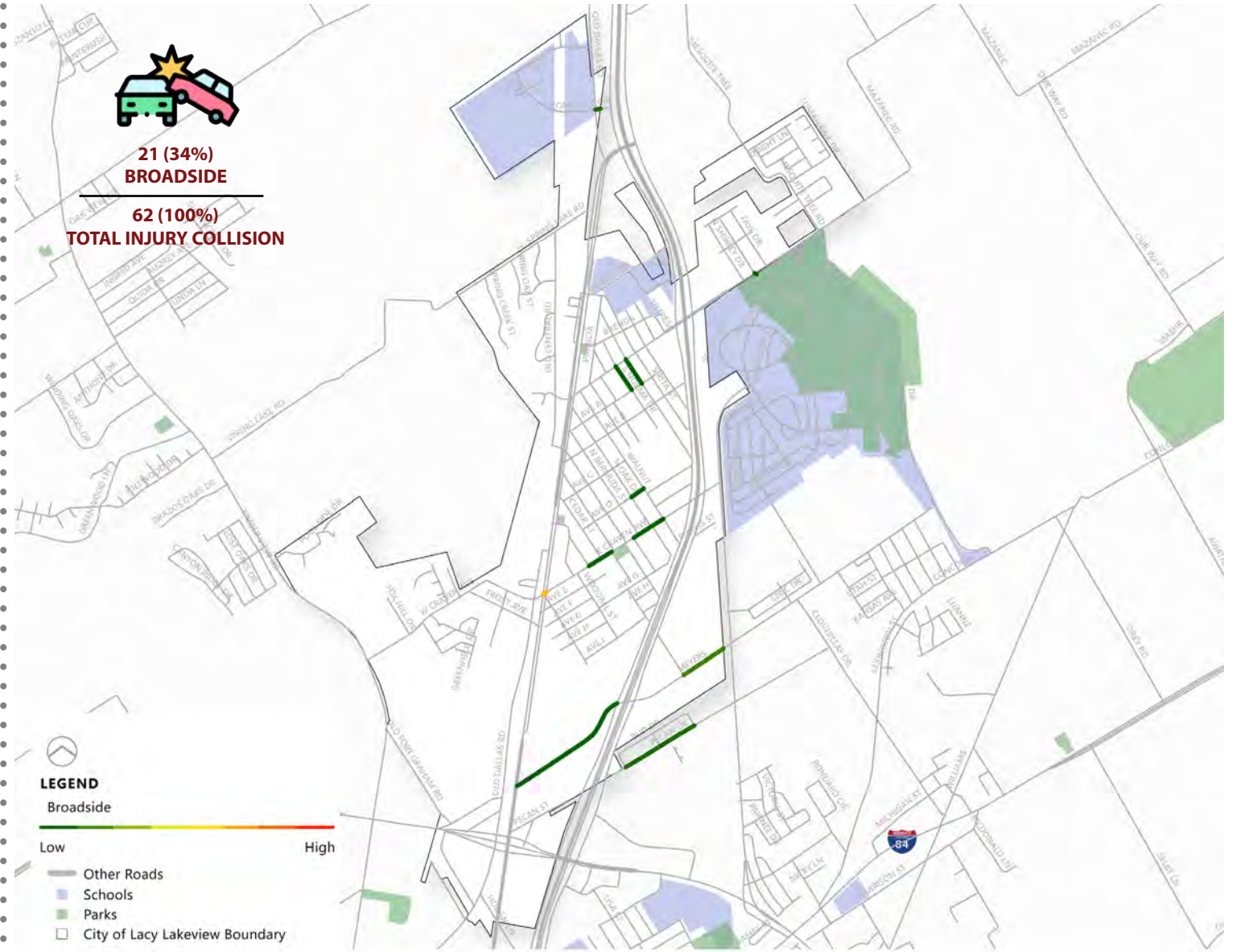


PROFILES - CITY

PROFILE 1 - HIT OBJECT

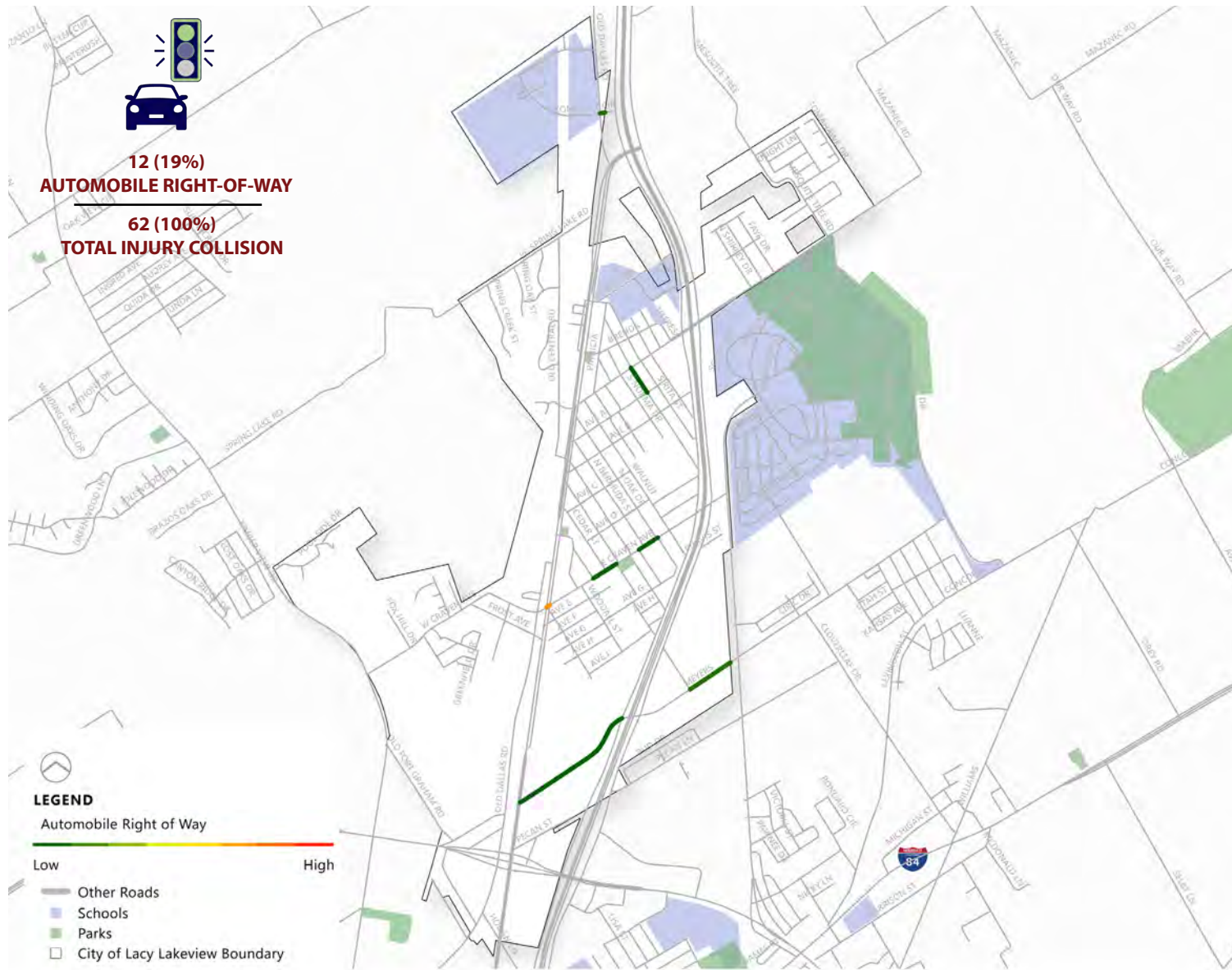


PROFILE 2 - BROADSIDE

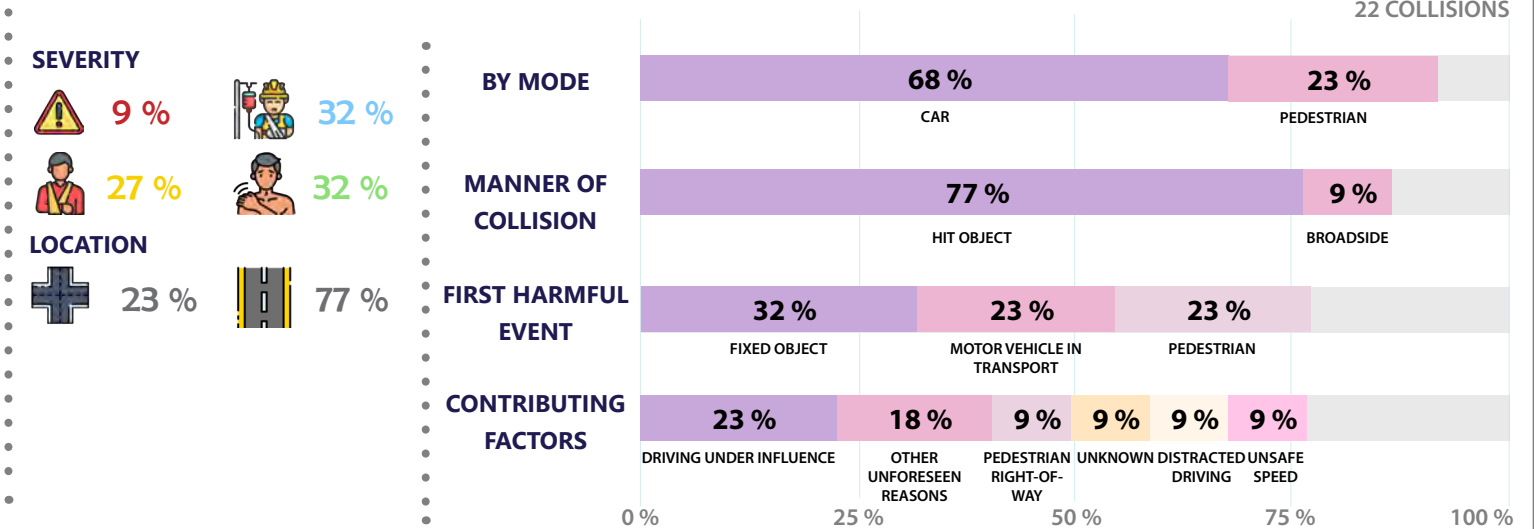
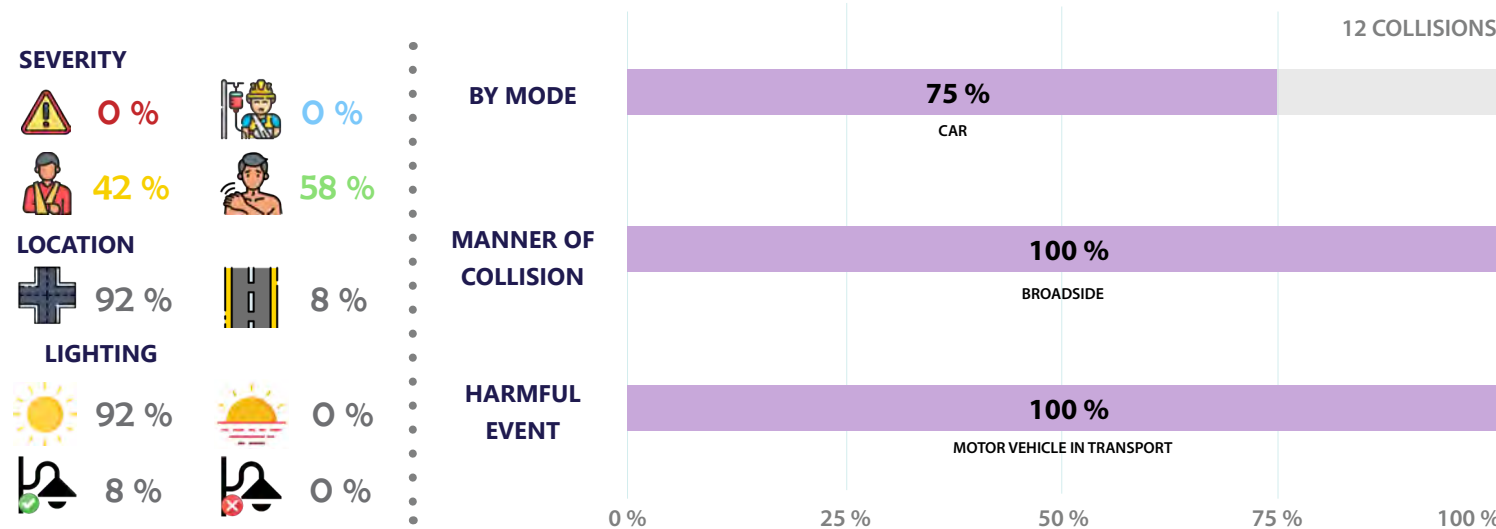
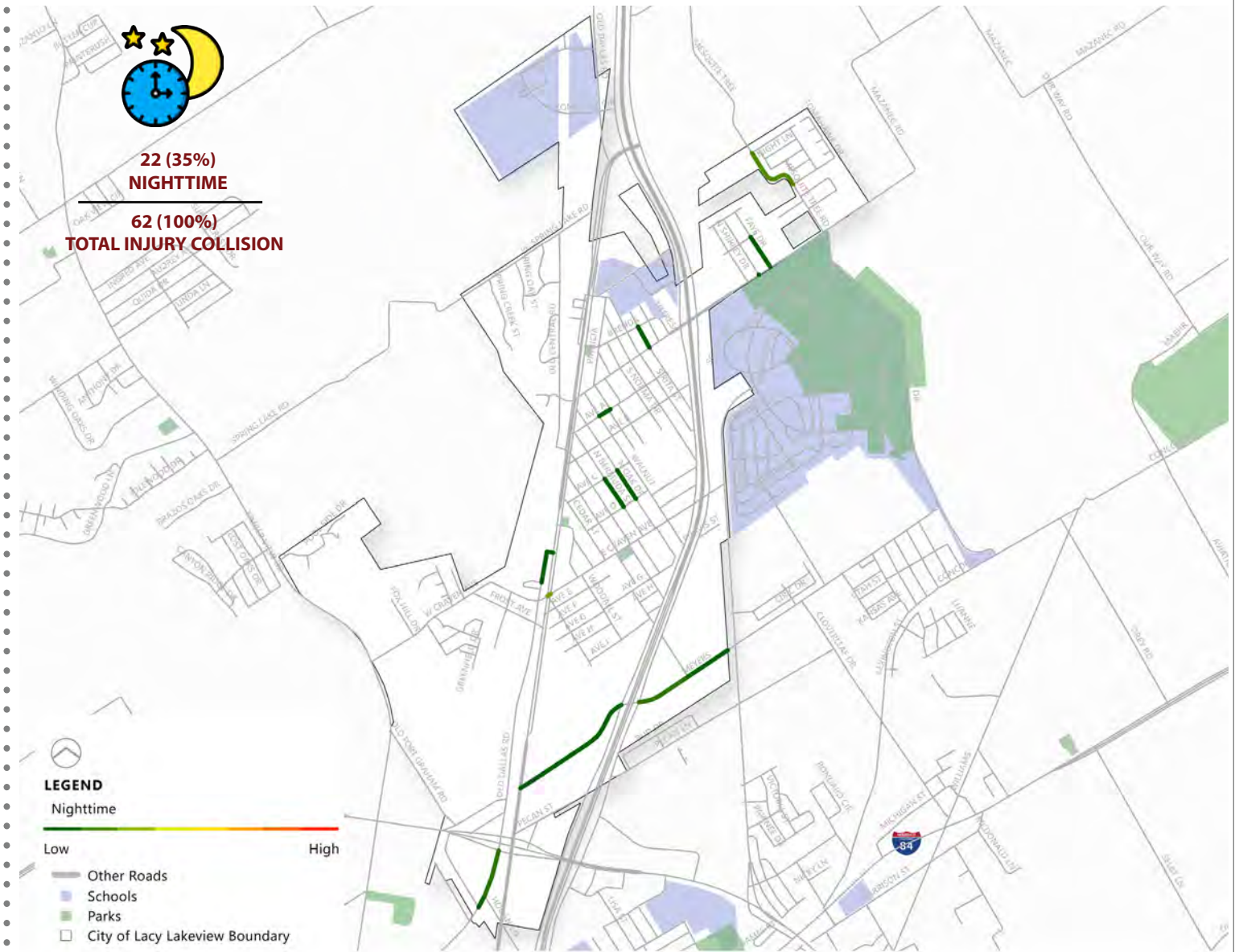


PROFILES - CITY

PROFILE 3 - AUTOMOBILE RIGHT-OF-WAY

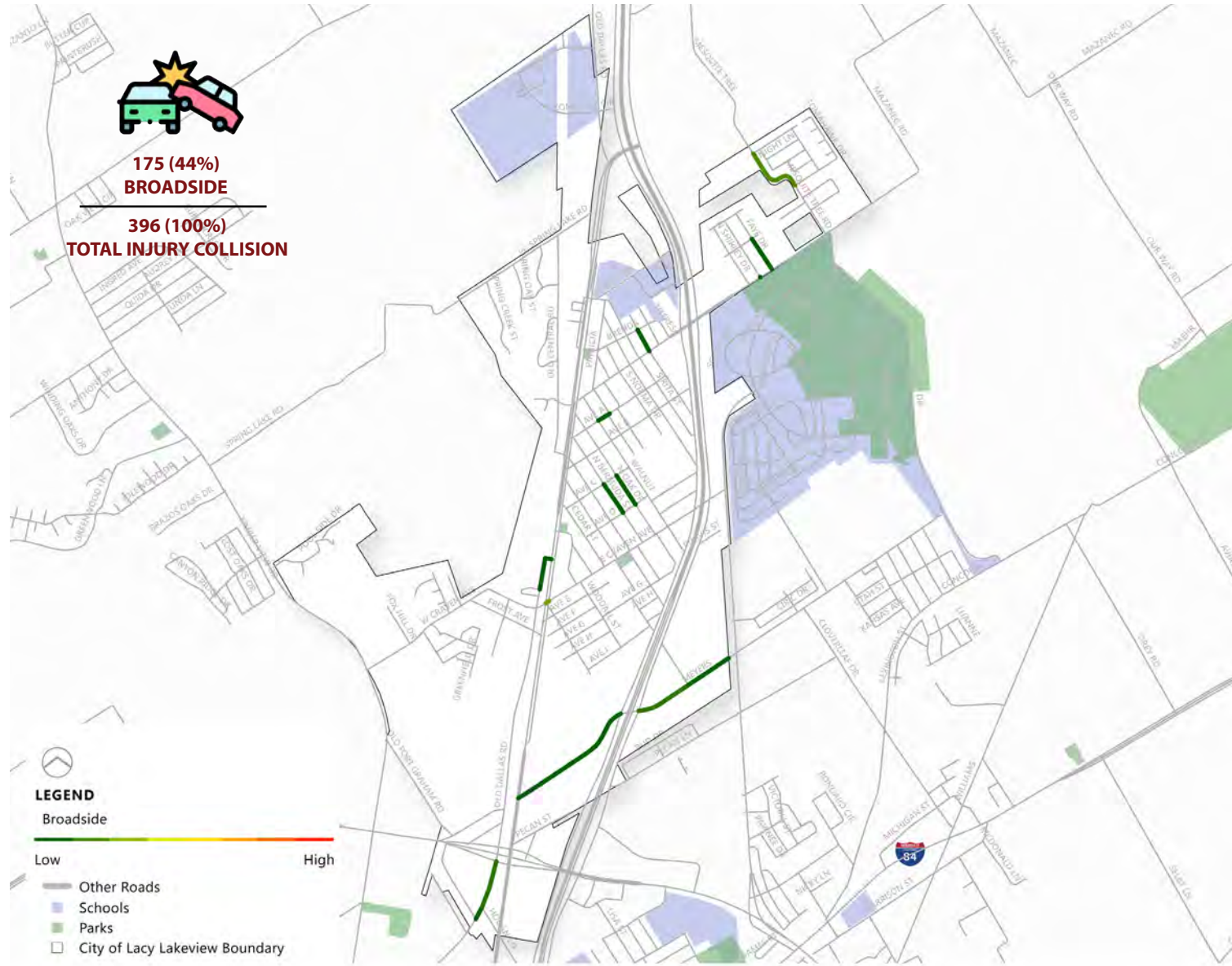


PROFILE 4 - NIGHTTIME

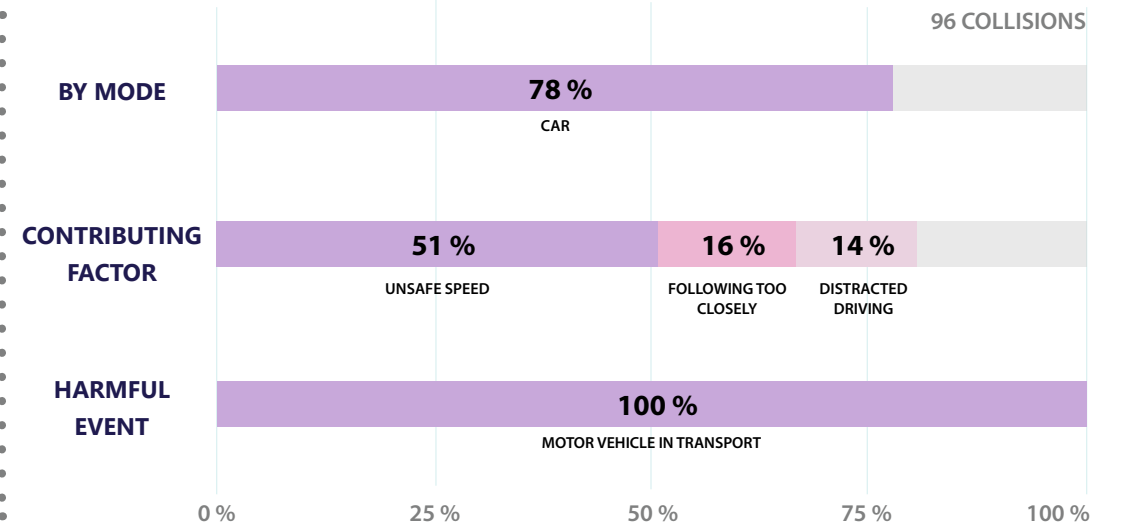
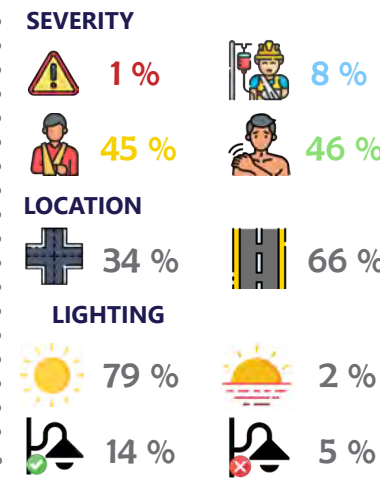
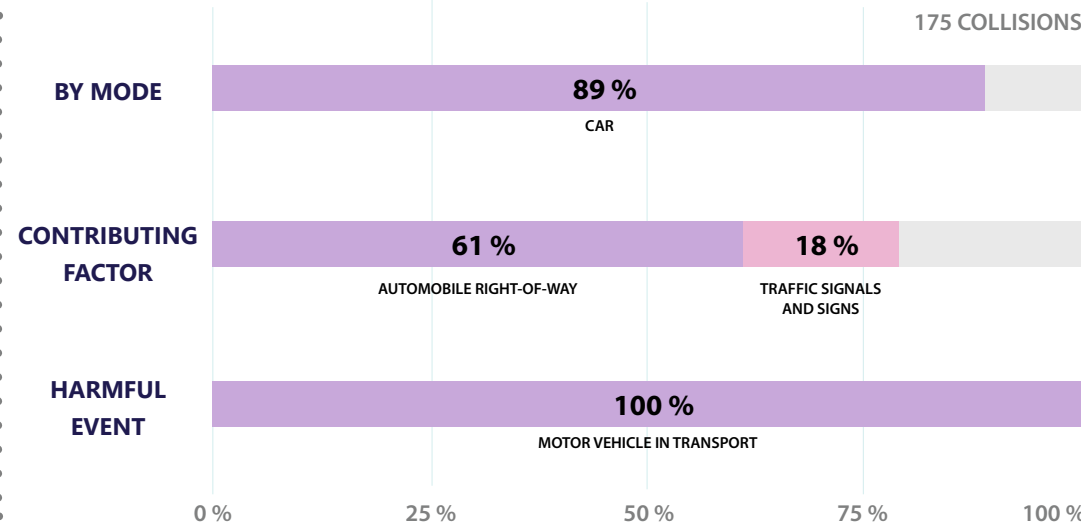
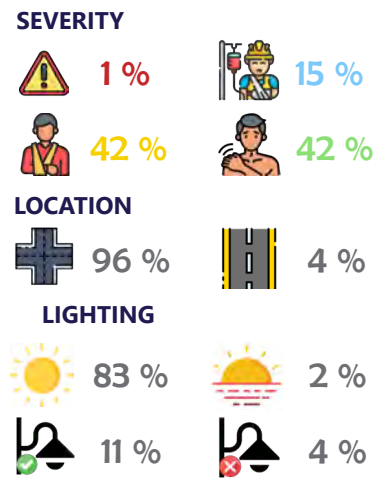


PROFILES - TXDOT

PROFILE 1 - BROADSIDE



PROFILE 2 - REAR END

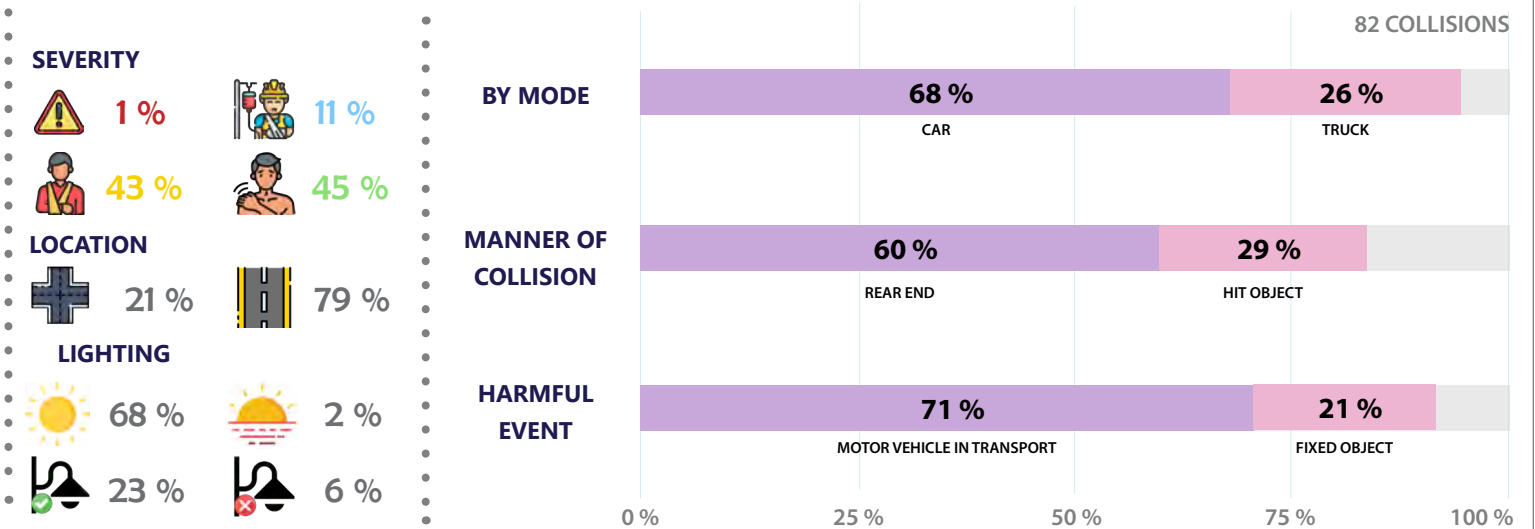
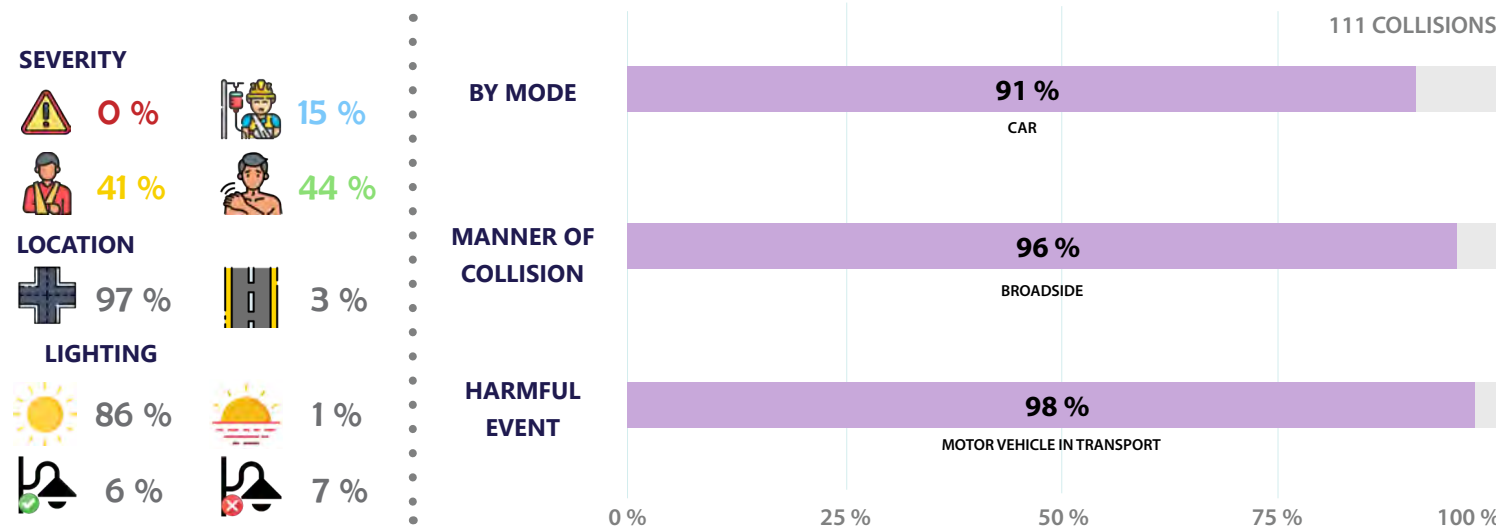


PROFILES - TXDOT

PROFILE 3 - AUTOMOBILE RIGHT-OF-WAY

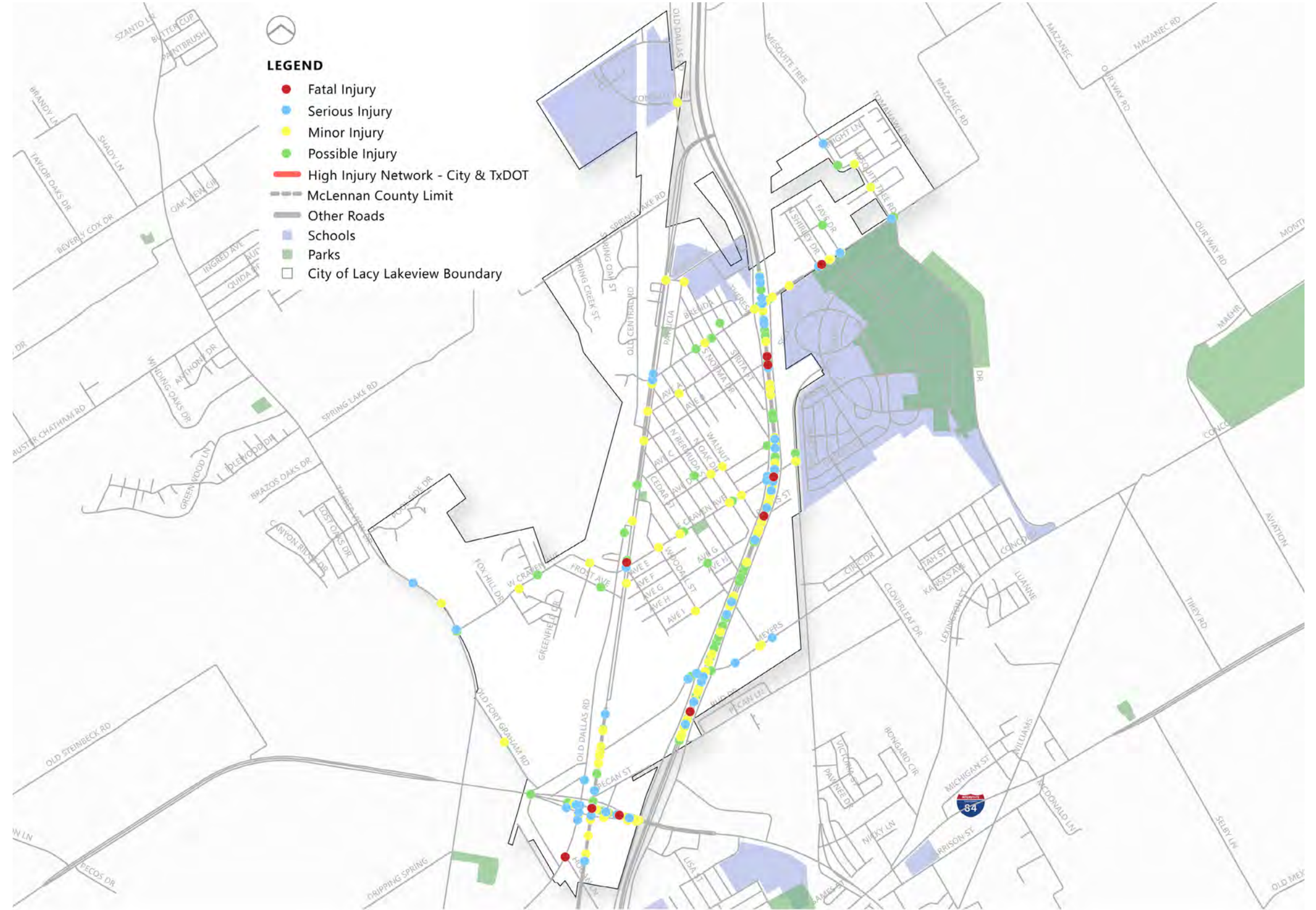


PROFILE 4 - UNSAFE SPEED



SAFE ROUTES TO SCHOOL

The City of Lacy Lakeview recognizes the importance of providing safe and accessible transportation options for students traveling to and from local schools. Currently, many neighborhoods lack sufficient pedestrian and bicycle infrastructure to allow children to safely walk or bike to school. This poses safety risks and discourages active transportation, leading to increased vehicle congestion and emissions around school zones. To address these concerns, the city is proposing to conduct a Supplemental Planning Study to evaluate the feasibility of implementing a comprehensive Safe Routes to School program. The study would involve assessing existing conditions, identifying key routes and infrastructure needs, and engaging with the community - including school districts, parents, and students - to develop a strategic plan for improving sidewalks, crosswalks, signage, and other safety enhancements around Lacy Lakeview schools. By investing in this planning effort, the city aims to remove barriers, promote healthy and sustainable transportation choices, and ensure the safety of its youngest residents as they commute to and from their places of learning.

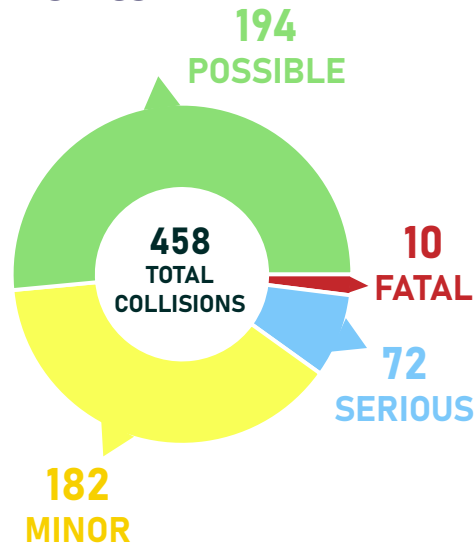


PROJECT 1: CITYWIDE SIGN INVENTORY & PAVEMENT DELINEATION

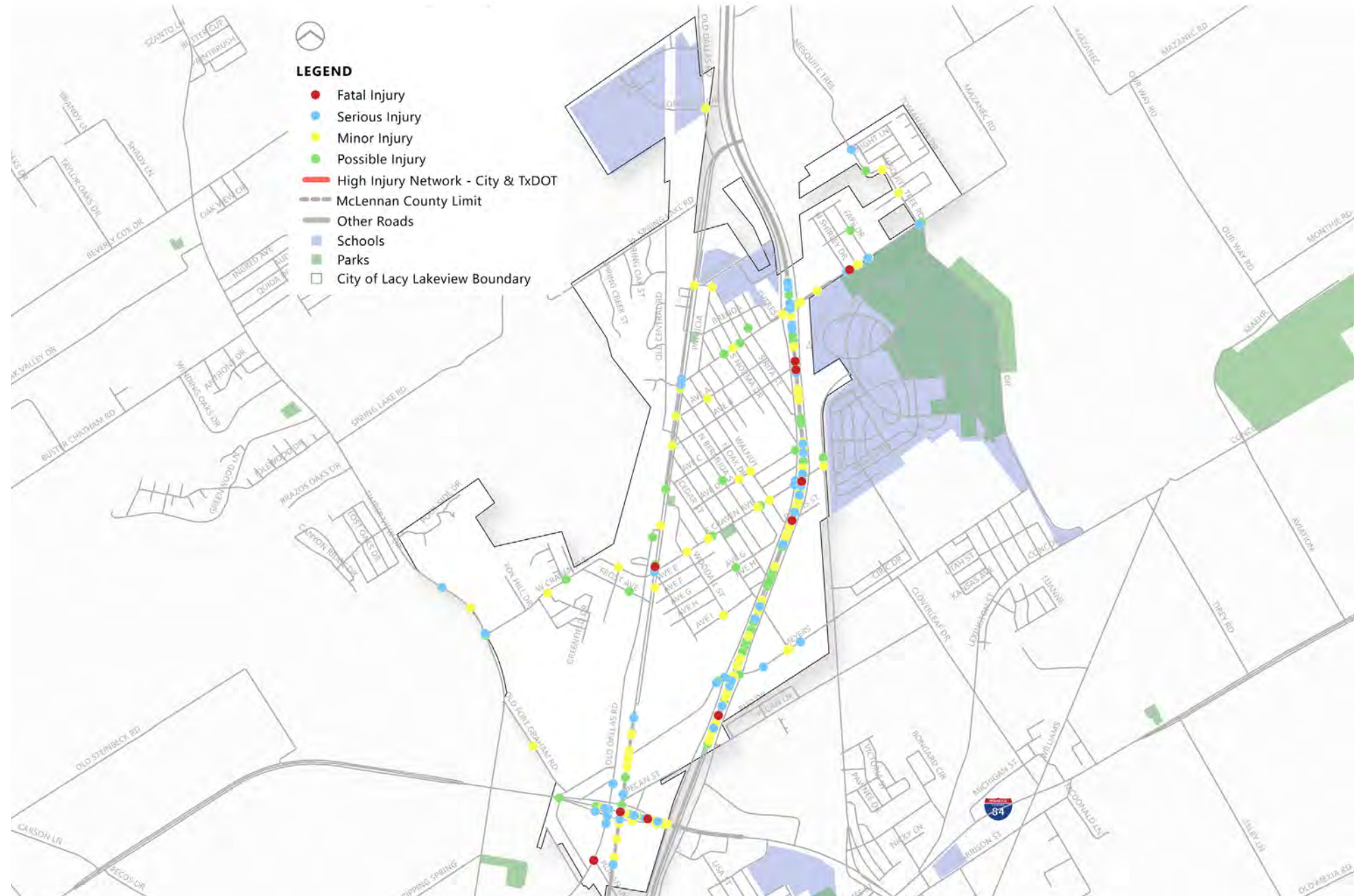
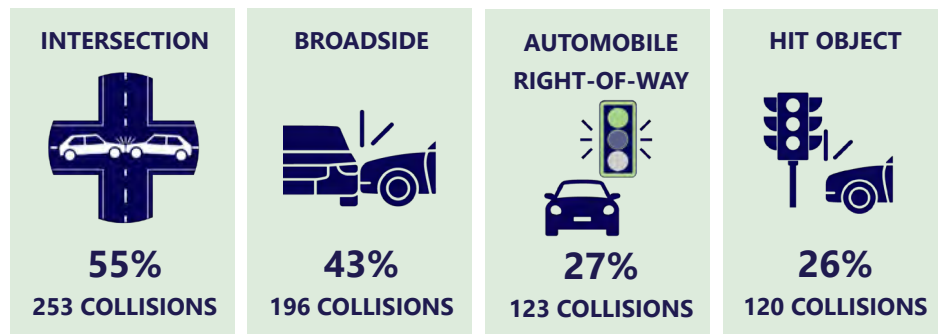
The City of Lacy Lakeview is proposing a Citywide Sign Inventory and Pavement Delineation project to improve roadway safety and navigation for drivers. The proposed initiative would commence with a thorough assessment of all existing traffic signs throughout the city to identify any that are damaged, faded, obstructed, or non-compliant with current regulations regarding reflectivity. Such signs would be replaced as necessary to ensure clear visibility during both day and night. Additionally, the project would encompass surveying all road markings, including lane lines, turn arrows, crosswalks, and other pavement delineations across the city.

INJURY COLLISION STATISTICS

- 18
- 4
- 22
- 355
- 59



TRENDS



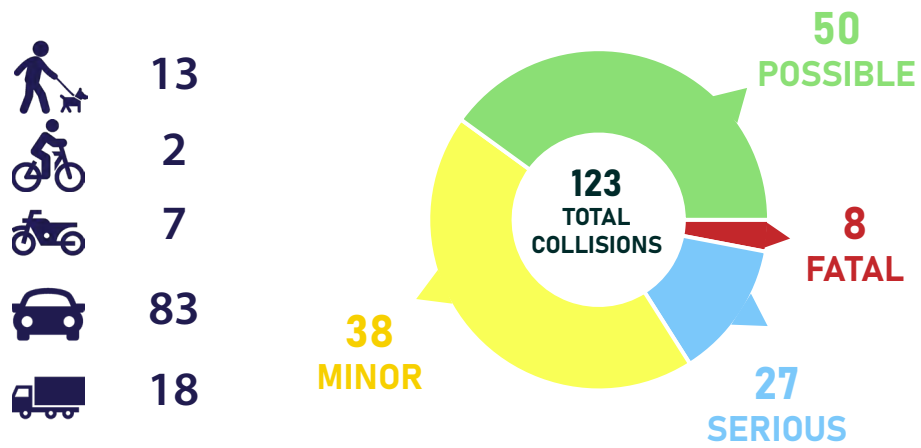
ESTIMATED COST OF IMPROVEMENT

	IMPROVEMENTS	LIMIT	ESTIMATED COST
	Sign Inventory, Replacement & Installation	Citywide	\$407,100
	Citywide Pavement Delineation	Citywide	\$2,211,800
		CONTINGENCY COST	\$523,800
		ENGINEERING COST	\$785,700
		TOTAL COST	\$3,928,400

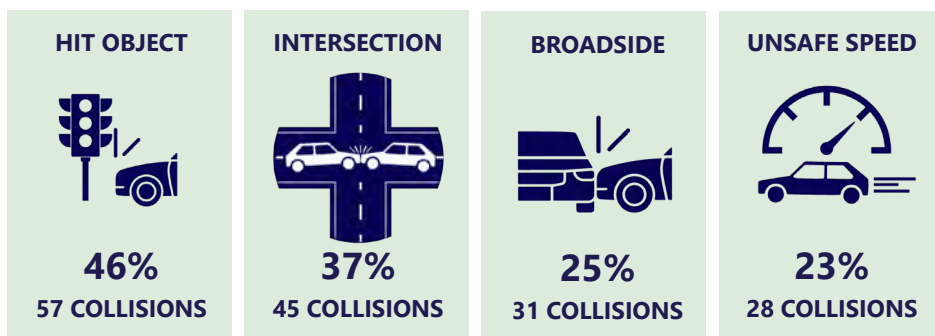
PROJECT 2: CITYWIDE STREET LIGHT INVENTORY

The City of Lacy Lakeview is proposing a Citywide Streetlight Inventory and Replacement initiative designed to improve nighttime visibility and safety for motorists, cyclists, and pedestrians. This project involves conducting a comprehensive inventory of all current streetlights across the city to identify missing streetlights, update outdated inventories, generate reports for non-functioning fixtures, and identify types of lights. Subsequently, outdated, damaged, or inadequately illuminating lights will be replaced with new LED streetlights. It is expected that the enhanced lighting will reduce injury crashes and enhance safety for both residents and visitors navigating Lacy Lakeview's streets during the nighttime hours.

NIGHTTIME INJURY COLLISION STATISTICS

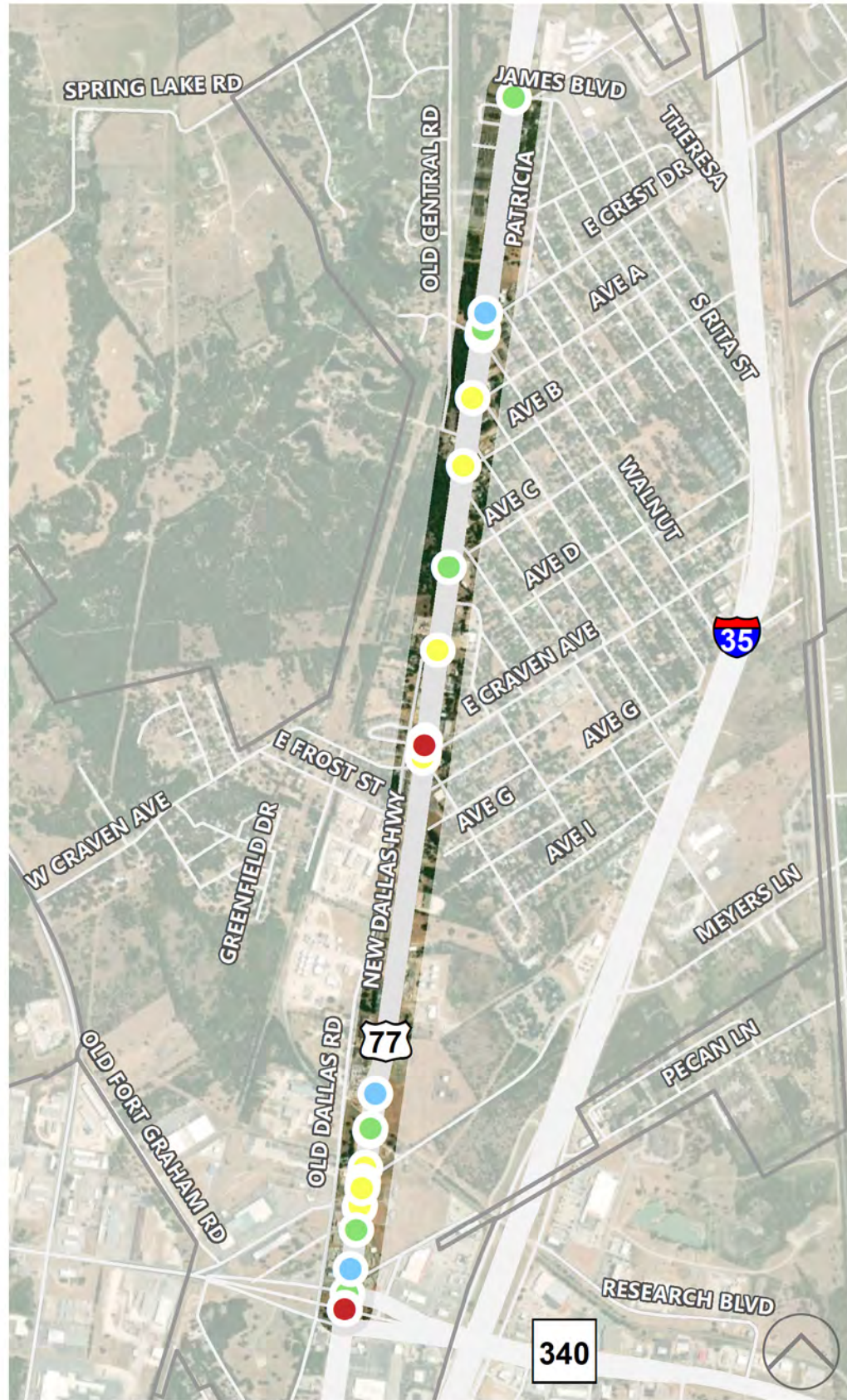


TRENDS



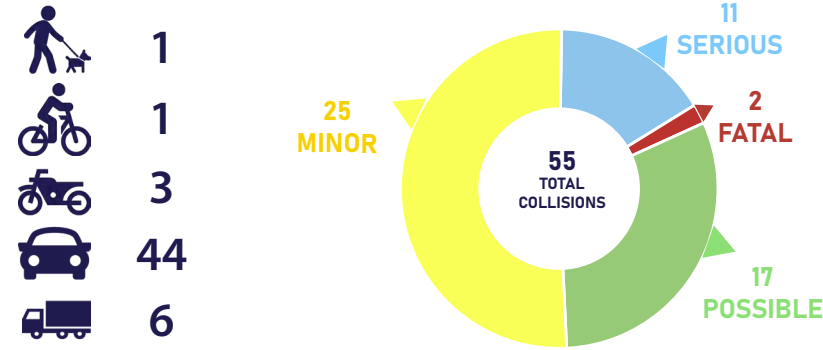
ESTIMATED COST OF IMPROVEMENT

IMPROVEMENTS	LIMIT	ESTIMATED COST
Citywide Street Light Inventory	Citywide	\$4,025,000
	CONTINGENCY COST	\$805,000
	ENGINEERING COST	\$1,690,500
	TOTAL COST	\$6,520,500

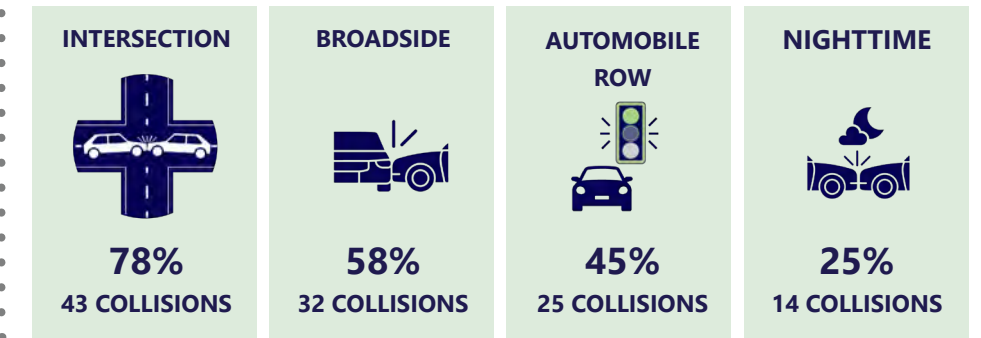


New Dallas Highway, also referred to as US Business 77, is a four-lane divided minor arterial traverses through Lacy Lakeview, running parallel to I-35. The posted speed limit is 45 mph on this section of New Dallas Highway. US Business 77 provides access to Connally High School, and Connally Elementary School. The project for the corridor of US Business 77 (New Dallas Highway) is presented in two phases (Phase A and B). Project 3-A entails the installation of medians, street Lighting, and sidewalks throughout the corridor, while Project 3-B proposes complete street improvements including the full reconstruction of the corridor.

INJURY COLLISION STATISTICS



TRENDS



EXISTING CONDITIONS



Existing Condition:
BU-77 (New Dallas Hwy) at E Frost St facing north



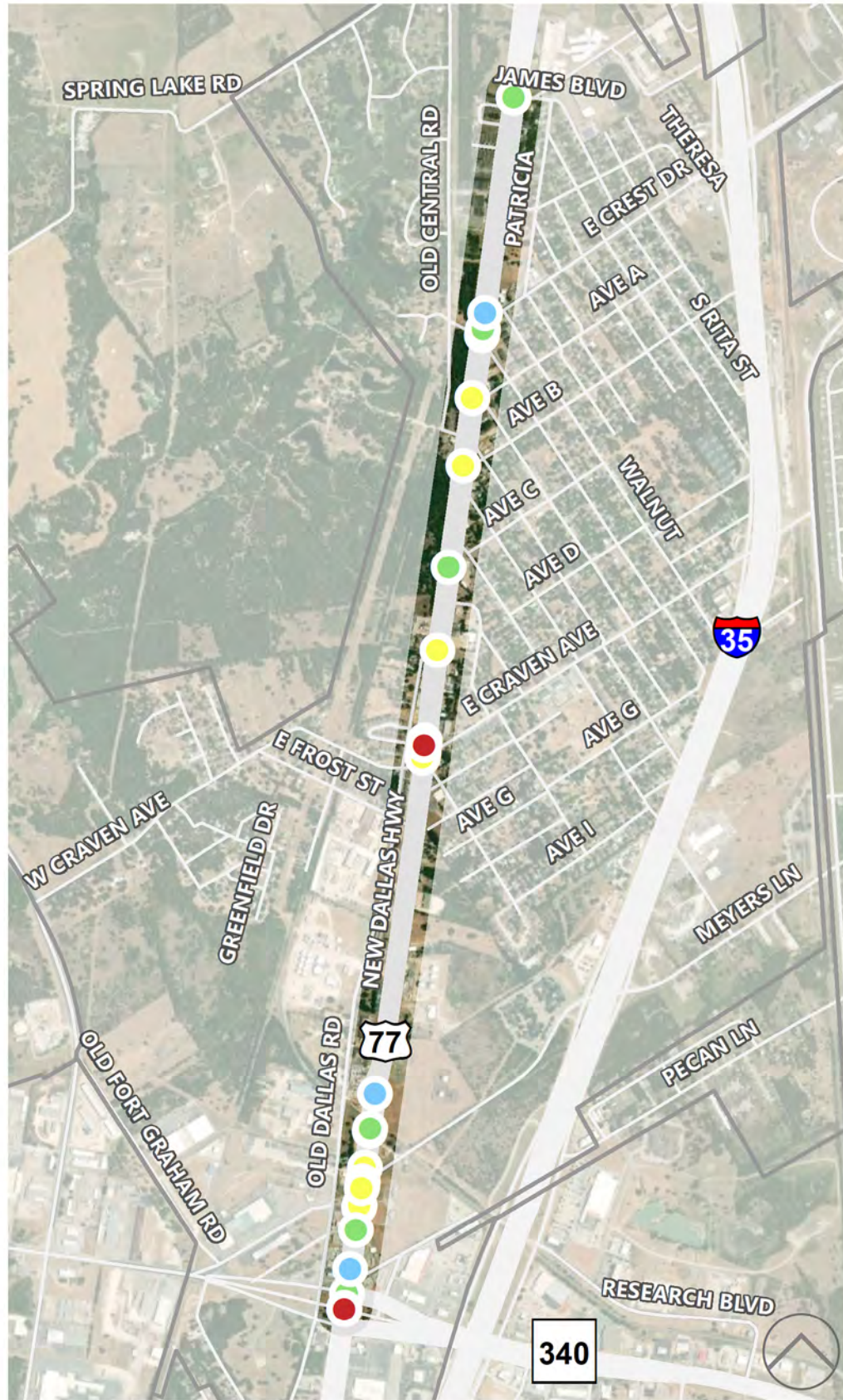
Existing Condition:
BU-77 (New Dallas Hwy) at Ave B facing south

ESTIMATED COST OF IMPROVEMENT

3-A: BU-77 (NEW DALLAS HIGHWAY) CORRIDOR SAFETY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Install Sidewalk	From James Blvd to Ave C	\$1,642,700
	Install Street Lighting		\$554,300
	Install Sidewalk	From Ave C to Meyers Ln	\$3,297,300
	Install Street Lighting		\$601,500
	Install Median		\$2,474,600
	Install Sidewalk	From Meyers Ln to SL-340 (Industrial Blvd)	\$670,300
	Install Street Lighting		\$128,800
		CONTINGENCY COST	\$1,873,900
		ENGINEERING COST	\$3,935,200
		TOTAL COST	\$15,178,600

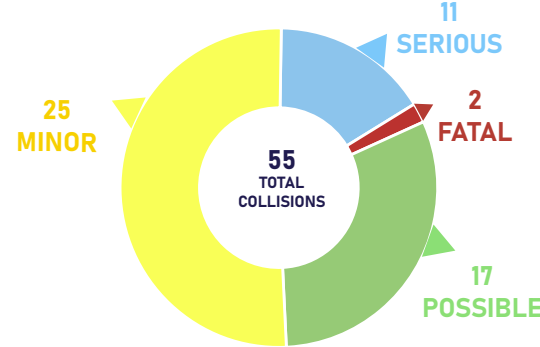
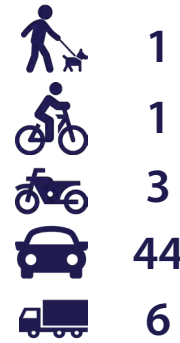
● Fatal Injury
 ● Serious Injury
 ● Minor Injury
 ● Possible Injury

PROJECT 3-B: BU-77 (NEW DALLAS HIGHWAY) CORRIDOR SAFETY IMPROVEMENTS

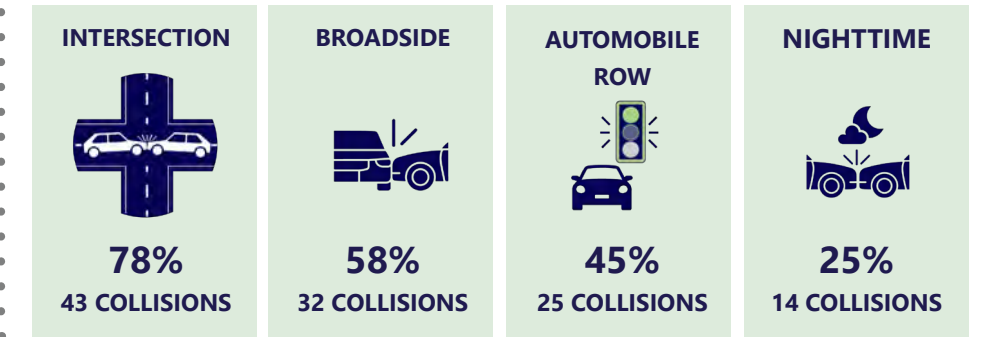


Given that Project 3-B involves roadway reconstruction, the improvements implemented as part of Project 3-A may require removal to meet the new roadway geometry. Because of this, both projects are presented as standalone projects with separate costs.

INJURY COLLISION STATISTICS



TRENDS



EXISTING CONDITIONS



Existing Condition:
BU-77 (New Dallas Hwy) at E Frost St facing north



Existing Condition:
BU-77 (New Dallas Hwy) at Ave B facing south

ESTIMATED COST OF IMPROVEMENT

3-B: BU-77 (NEW DALLAS HIGHWAY) CORRIDOR SAFETY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Complete Streets Project	From James Blvd to Ave C	\$6,900,000
	Complete Streets Project	From Ave C to Meyers Ln	\$8,832,000
	Complete Streets Project	From Meyers Ln to SL-340 (Industrial Blvd)	\$1,265,000
	Install Roundabout	BU-77 and E Crest Dr	\$1,150,000
	Install Roundabout	BU-77 and E Craven Ave	\$1,150,000
		CONTINGENCY COST	\$3,859,400
		ENGINEERING COST	\$8,104,800
		TOTAL COST	\$31,261,200

■ Fatal Injury
 ■ Serious Injury
 ■ Minor Injury
 ■ Possible Injury

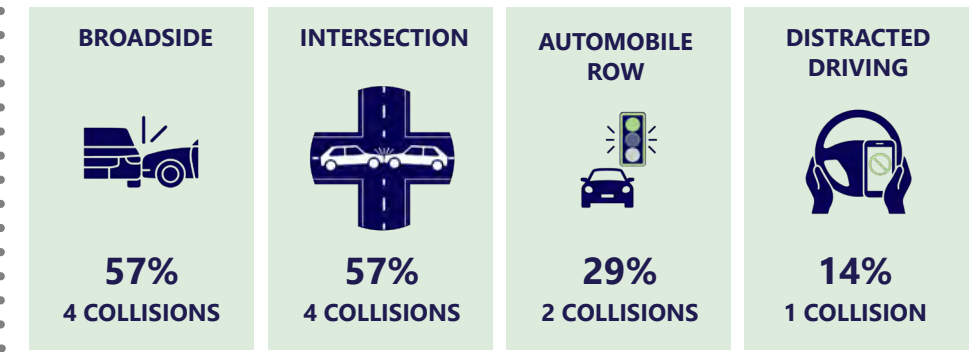
PROJECT 4: FM-2417 (E CREST DRIVE)- CORRIDOR SAFETY IMPROVEMENTS

E Crest Drive, a two-lane undivided minor arterial, provides access to surrounding residential neighborhoods. The posted speed limit is 30 mph. E Crest Drive connects Connally High School, Connally Elementary School, and the Texas State Technical College.

INJURY COLLISION STATISTICS



TRENDS



EXISTING CONDITIONS



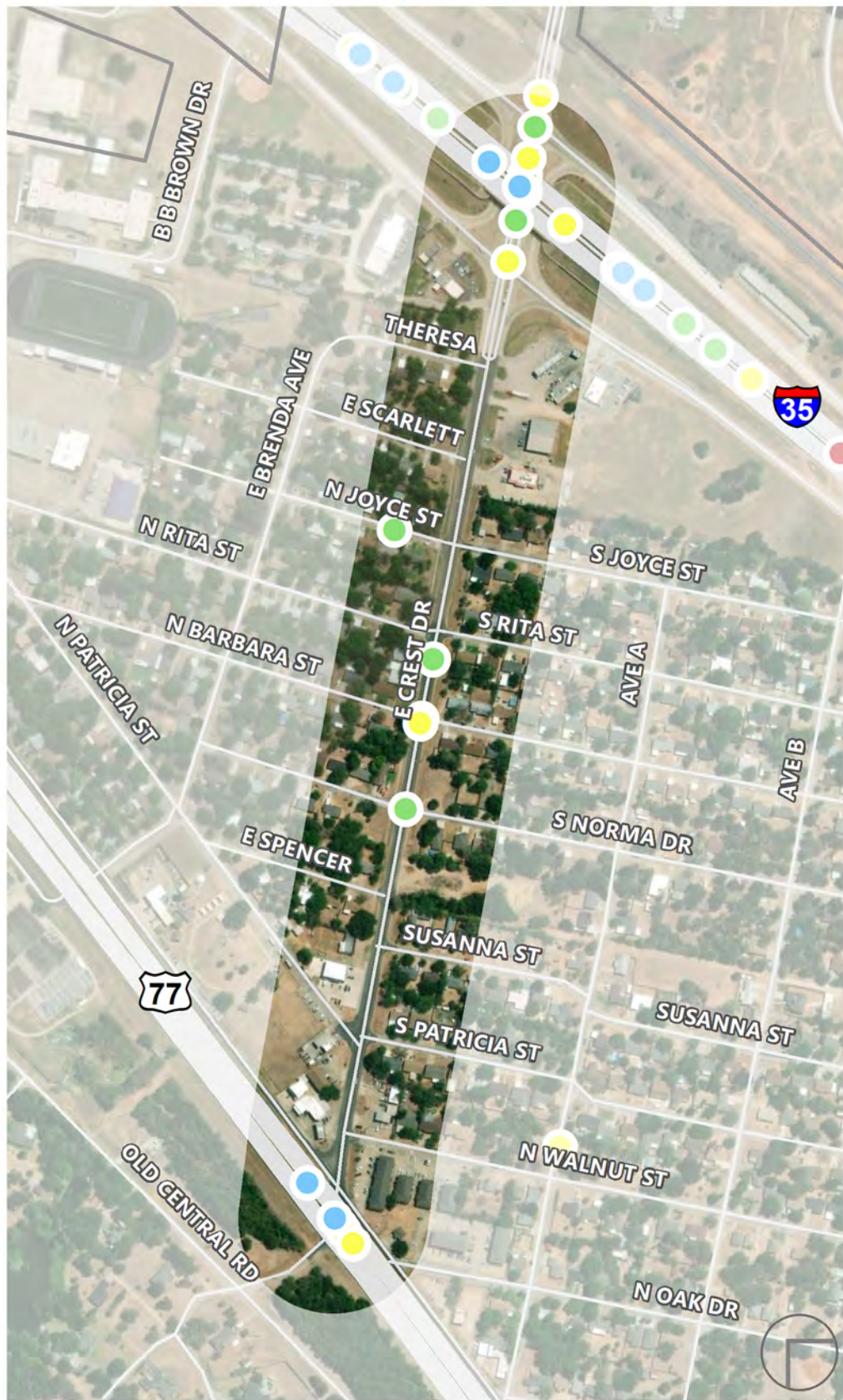
Existing Condition:
FM-2417 (E Crest Dr) at N/ S Patricia St facing east



Existing Condition:
FM-2417 (E Crest Dr) at N/ S Rita St facing east

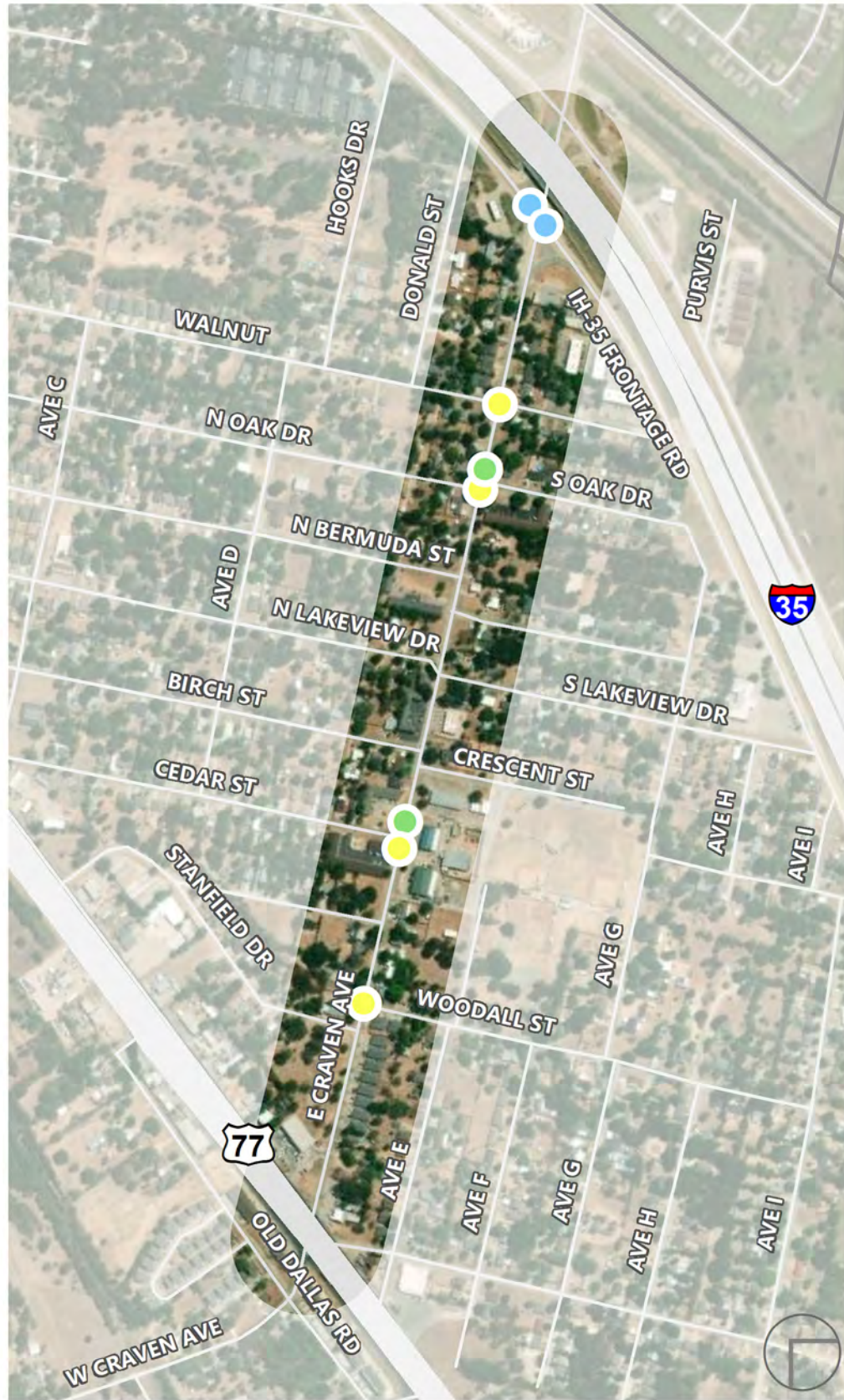
ESTIMATED COST OF IMPROVEMENT

4: FM-2417 (E CREST DR)- CORRIDOR SAFETY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Install Speed Feedback Sign	From BU-77 (New Dallas Hwy) to I-35 Frontage Rd	\$34,500
	Install Street Lighting		\$246,100
	Sign Upgrades		\$10,100
	Clear Sight Triangles		\$3,500
	Install Sidewalks		\$1,840,500
	Crosswalk Installation with Enhancements	N Rita St	\$24,200
		CONTINGENCY COST	\$431,800
		ENGINEERING COST	\$906,800
		TOTAL COST	\$3,497,500



■ Fatal Injury
 ■ Serious Injury
 ■ Minor Injury
 ■ Possible Injury

PROJECT 5: E CRAVEN AVENUE- CORRIDOR SAFETY IMPROVEMENTS

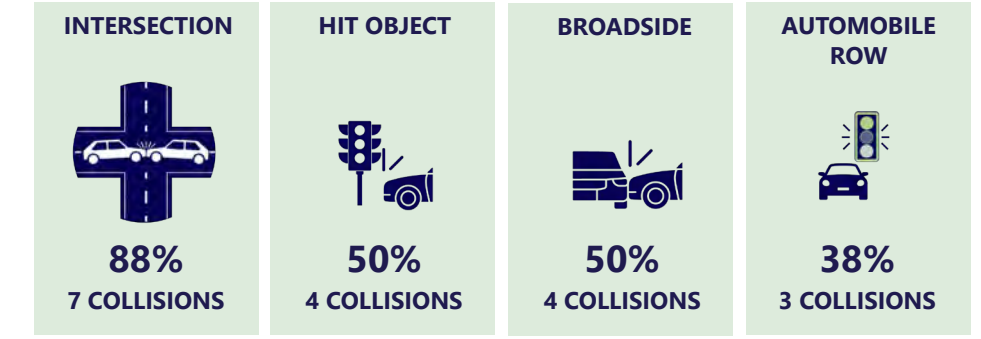


E Craven Avenue, a two-lane undivided major collector, provides access to residential neighborhoods and Lacy Lakeview City Hall. The posted speed limit is 30 mph.

INJURY COLLISION STATISTICS



TRENDS



EXISTING CONDITIONS



Existing Condition:
E Craven Ave at Woodall St facing east



Existing Condition:
E Craven Ave at N/S Oak Dr facing west

ESTIMATED COST OF IMPROVEMENT

5: E CRAVEN AVE- CORRIDOR SAFETY IMPROVEMENTS			
	IMPROVEMENTS	LOCATIONS	ESTIMATED COST
	Pedestrian Connectivity Improvements (Sidewalk, Crosswalks)		\$2,707,000
	Install Striping		\$53,000
	Install Street Lighting	From BU-77 (New Dallas Hwy) to I-35 Frontage Rd	\$296,700
	Minor Street Striping and Sign Upgrades		\$11,300
	Install Speed Feedback Sign		\$34,500
		CONTINGENCY COST	\$620,500
		ENGINEERING COST	\$1,303,100
		TOTAL COST	\$5,026,100

■ Fatal Injury
 ■ Serious Injury
 ■ Minor Injury
 ■ Possible Injury

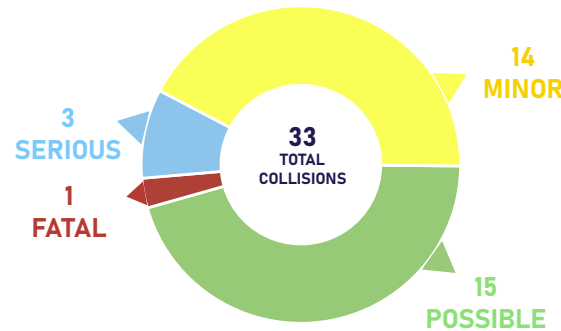
PROJECT 6: SL-340 (INDUSTRIAL BOULEVARD)- CORRIDOR SAFETY IMPROVEMENTS

Industrial Boulevard, a four-lane divided principal arterial, provides connection between US Business 77 and IH-35. The posted speed limit is 40 mph.



INJURY COLLISION STATISTICS

- 1
- 0
- 1
- 28
- 3



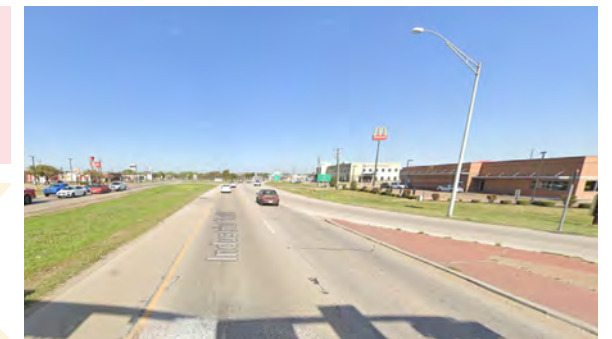
TRENDS

BROADSIDE	INTERSECTION	AUTOMOBILE ROW	UNSAFE LANE CHANGES
67% 22 COLLISIONS	58% 19 COLLISIONS	39% 13 COLLISIONS	18% 6 COLLISIONS



Existing Condition:
SL-340 (Industrial Blvd) at Upper 13 Rd facing east

Existing Condition:
SL-340 (Industrial Blvd) at I-35 Frontage Rd facing west



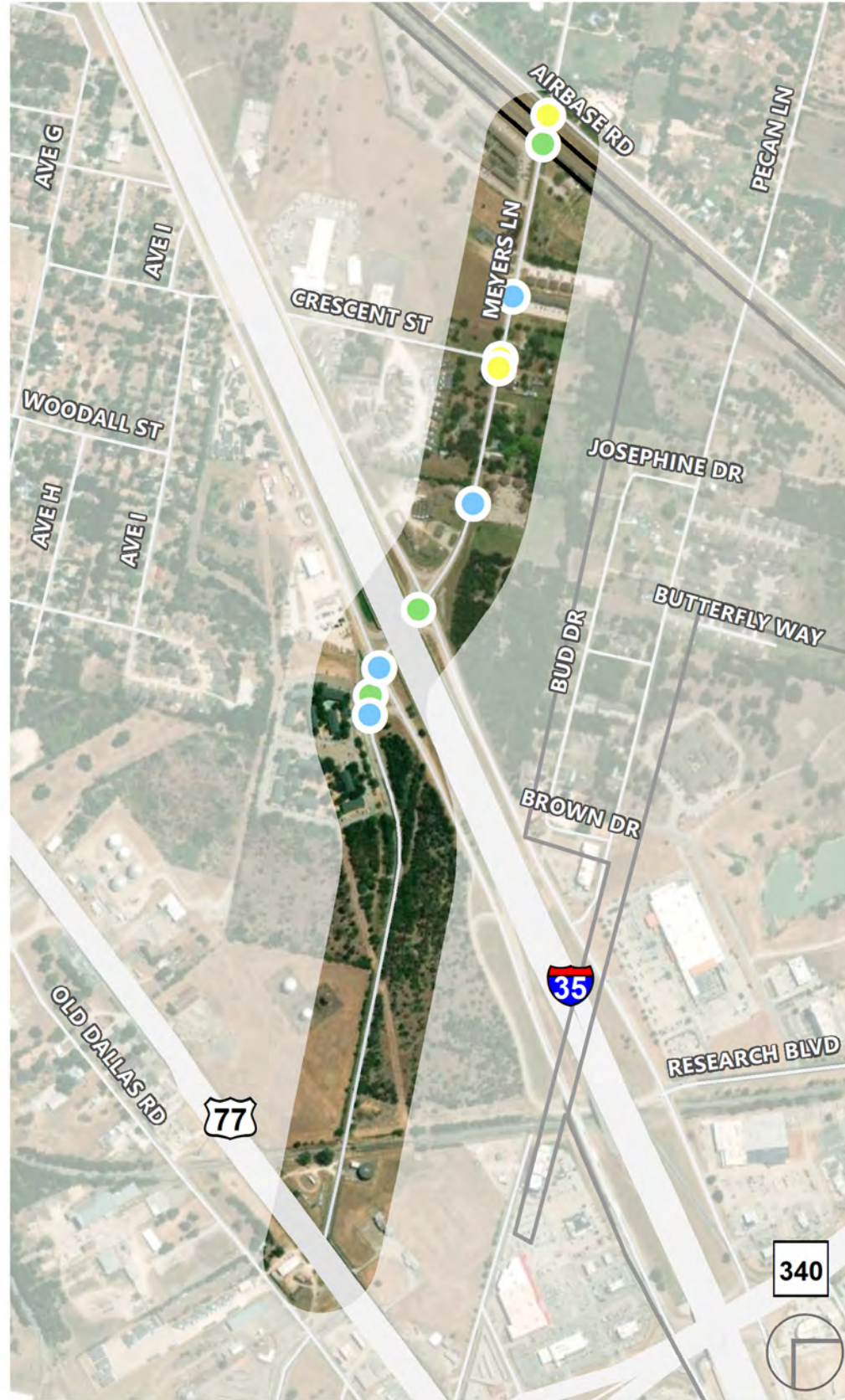
ESTIMATED COST OF IMPROVEMENT

6: SL-340 (INDUSTRIAL BLVD)- CORRIDOR SAFETY IMPROVEMENTS

IMPROVEMENTS	LOCATIONS	ESTIMATED COST
Pedestrian Connectivity Improvements (Sidewalk & Crosswalk)	From BU-77 (New Dallas Hwy) to I-35	\$725,900
Install Street Lighting		\$136,900
Dedicated Left Turn Lanes		\$81,000
Sign Upgrades		\$7,200
Revise Lane Configuration	I-35 Frontage Rd Exit Ramp	\$7,400
Pedestrian Connectivity Improvements (Sidewalk & Crosswalk)	BU-77 (New Dallas Hwy)	\$435,900
Signal Hardware Upgrades		\$24,200
	CONTINGENCY COST	\$283,700
	ENGINEERING COST	\$595,800
	TOTAL COST	\$2,298,000

■ Fatal Injury
 ■ Serious Injury
 ■ Minor Injury
 ■ Possible Injury

PROJECT 7: MEYERS LANE- CORRIDOR SAFETY IMPROVEMENTS

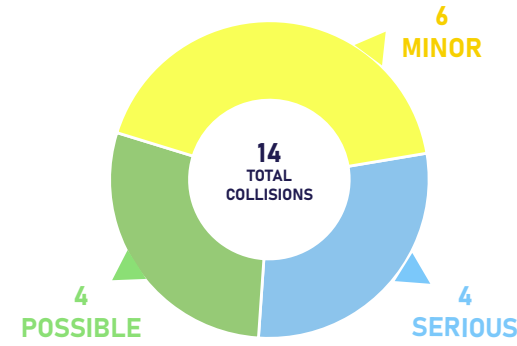


■ Fatal Injury
 ■ Serious Injury
 ■ Minor Injury
 ■ Possible Injury

Meyers Lane, a two-lane undivided major collector street, provides access to I-35. The posted speed limit is 30 mph.

INJURY COLLISION STATISTICS

- 2
- 1
- 0
- 9
- 2



TRENDS

BROADSIDE	INTERSECTION	HIT OBJECT	AUTOMOBILE ROW
64% 9 COLLISIONS	57% 8 COLLISIONS	36% 5 COLLISIONS	36% 5 COLLISIONS

EXISTING CONDITIONS



Existing Condition:
Meyers Ln at Crescent St facing east



Existing Condition:
Meyers Ln at I-35 n Frontage Rd facing west

ESTIMATED COST OF IMPROVEMENT

7: MEYERS LANE- CORRIDOR SAFETY IMPROVEMENTS			
IMPROVEMENTS	LOCATIONS	ESTIMATED COST	
Install Striping	From BU-77 (New Dallas Hwy) to Airbase Rd	\$49,700	
Install Street Lighting		\$335,800	
Install Safety Edge		\$87,400	
Sign Upgrades		\$9,000	
Advance Warning Flashing Beacon		Advance of I-35 Frontage Rd Intersection	\$17,300
		CONTINGENCY COST	\$99,900
		ENGINEERING COST	\$209,700
		TOTAL COST	\$808,800