

KING ARTHUR BOULEVARD

Safety Modifications Input for Consideration

To: City of Lewisville Mayor, City Council Members, City Manager, and Engineering Staff

From: Christine Hixon

Date: September 2, 2026

Thank you for continuing to listen to residents and consider changes to the King Arthur traffic calming project within the Castle Hills neighborhood of Lewisville, Texas. After reviewing the City's information and observing the roadway, I believe there is a practical path forward that keeps the goal of traffic calming while addressing safety and traffic issues from the project that have become apparent since construction.

The City's August 19 presentation identified several possible changes, including replacing the concrete bike-lane barriers with rumble strips or buttons and adding leading striping before the bump-outs. I support these ideas and ask the City to consider the modifications described below. I hope you will utilize what has been learned from actual use of the road to make King Arthur safer. There is an opportunity to make changes that will bring better consistency to the roadway, will improve visibility of potential road hazards, and will result in a design more forgiving of normal driver miscalculations.

1. Replace the concrete bike-lane barriers with consistent and more forgiving treatment.

I support the City's proposal to remove the low concrete bike-lane barriers and replace them with rumble strips or raised buttons consistently throughout the bike-lane sections.

Multiple drivers have struck the existing concrete separators. A vehicle that hits one can suffer tire or wheel damage, and a sudden reaction after impact can create a second safety risk. The separators can also be dangerous for bicyclists. A cyclist who clips or strikes a low concrete barrier could fall into the vehicle lane or suffer a serious injury. The separators are getting hit so frequently and severely that most of them have damaged or missing reflectors, which will require ongoing maintenance and added cost.

The drone video provided by the City also shows that the current bike-lane treatment is inconsistent. Some sections have concrete separation while other sections of the same bike lane do not. A **continuous rumble-strip or button treatment** would create a more predictable boundary. Such treatment would also warn a driver who starts to cross into the bike lane, but without the possible significant consequence of striking a concrete object.

If practical, I recommend testing both rumble strips and buttons on short sections before choosing one for the full corridor. The City could compare noise, durability, maintenance, visibility, driver response, and bicycle safety and comfort. This would allow the final choice to be based on actual performance of these features on King Arthur.

I also recommend coordinating with Carrollton on any section under its ownership or maintenance, so the final treatment is acceptable to both cities and remains consistent across the corridor.



Just one example of damage to concrete separators.

2. Make the bump-outs smaller, more gradual, and more forgiving.

Drivers have struck the bump-outs, resulting in tire and wheel damage and raising concern about what happens when a vehicle contacts one at speed. A traffic-calming feature should slow traffic without turning a small positioning mistake into a more serious safety event.

- a) I ask the City to **reduce how far the bump-outs extend into the travel lane**, as the same traffic-calming purpose can most likely be achieved with less encroachment. This would provide more recovery space while keeping the intended narrowing effect.
- b) Where appropriate, change the **leading ends to have long gradual tapers**. This would give drivers more time to see the changing path and adjust smoothly instead of encountering an abrupt narrowing.
- c) I also ask the engineers to consider a **more forgiving curb profile**, such as a mountable or rolled curb, where appropriate. The goal is not to encourage drivers to drive over the bump-outs. The goal is to reduce the chance that minor contact causes major tire or wheel damage or causes a driver to lose control.

A Safe System approach recognizes that drivers will sometimes make normal miscalculations, so roadway design should provide enough margin for error that a small mistake does not turn into a crash, injury, or major vehicle damage.



Existing bump-out has an apparent projection into the travel lane, an abrupt leading edge, and a high curb face.

3. Provide consistent advance pavement guidance before every applicable bump-out.

I strongly support the City's proposal for additional leading striping. I recommend using a consistent corridor treatment based on the approach already used on Lady of the Lake.

A driver should not be able to turn onto King Arthur from a street, alley, or driveway and later encounter a bump-out without first receiving clear pavement guidance. For some bump-outs, there is already a marked white parking-lane boundary to provide that guidance. Where that guidance is missing, I recommend **advance white striping with diagonal markings** leading toward the bump-out. Lady of the Lake demonstrates this concept well. The pavement tells drivers where to position their vehicles before they reach the physical narrowing.

This would improve safety by giving drivers earlier information and more time to make a gradual correction. The concrete itself should not be the first clear indication that the travel path has changed.



Nearby Lady of the Lake example showing advance pavement guidance. Pavement markings before bump-outs should provide consistency to help drivers stay in the intended driving lane and slow travel speeds.

4. Reevaluate the bump-out at the Enchanted Hill entrance.

The bump-out just before the Enchanted Hill entrance creates a separate traffic-flow and safety concern and should be evaluated on its own.

Before the bump-out was installed, the available roadway width allowed traffic turning right into Enchanted Hill to operate more like two streams. Residents could position themselves to the right and proceed through the entrance, while visitors who needed to speak with the gate attendant could position themselves to the left. The bump-out now restricts this space and can funnel these vehicles into a single queue. Residents who do not need the gate attendant can become trapped behind visitors who do.

More importantly, the bump-out creates another safety risk because it creates a queue that impacts vehicles continuing on King Arthur. A driver continuing on King Arthur may become impatient and try to pass the waiting vehicles by crossing into the opposing traffic lane. I have personally observed a driver passing in this unsafe manner at this location. This creates a new risk for other drivers because one impatient driver attempting to pass the queue could result in a head-on collision.

I recommend that City staff observe this location during busy periods to review typical queue length, delay times, and risk of unsafe passing behavior. I believe you will find that the best course of action is to **remove this particular bump-out** as the safety risk of leaving it in place outweighs any potential speed-reduction benefit it may provide.



Drone view of the Enchanted Hill entrance and leading bump-out.

5. Make the beginning of the westbound one-way bike lane unmistakable.

At the location where the westbound one-way bike lane begins, drivers can easily mistake the bike lane for a vehicle lane. The Bike Lane sign can also be partly hidden by existing foliage. The City should **address sign visibility and vegetation maintenance**, but safe operation of this transition should not depend mainly on one roadside sign remaining visible.

I recommend **stronger pavement-level guidance**, including consideration of a targeted section of green pavement at the beginning of the bike lane, along with the required white markings, bicycle symbol, and directional arrow.

The 2025 Texas MUTCD allows green pavement to be used selectively for bicycle facilities. The entire King Arthur bike lane would not need to be painted green. This seems like a particularly useful location for it because the green pavement would provide another clear signal that the roadway space has changed and is for bicycles not vehicles. That could reduce the risk of a driver mistakenly entering the bike lane and encountering a cyclist.



The Bike Lane sign at this transition can be partly obscured by foliage. Pavement-level guidance would provide an additional safety cue that does not depend on a single sign.

6. Reevaluate the bike-lane termination and turn-lane configuration at Old Denton Road.

Before the project, the westbound approach on King Arthur Boulevard to Old Denton Road provided two left-turn lanes and one right-turn lane. The current design runs the bike lane all the way to the intersection and leaves only one left-turn lane and one right-turn lane for cars.

I ask the City to evaluate **ending the bike lane a short distance before Old Denton**, similar to the way the bicycle lane ends just before Lady of the Lake, allowing the vehicle right-turn lane to return to the curb. This could allow the vehicle turning lanes to be restored safely to their prior configuration at King Arthur and Old Denton.

How much bicycle demand is expected to continue from King Arthur onto Old Denton, given its 50-mph speed limit, and how should that benefit be weighed against the loss of the second vehicle turn lane?

Longer queues can create safety problems of their own, such as risky driving after wait-time in a queue. If ending the bike lane a short distance earlier can reduce such problems while preserving nearly the full length of the bicycle lane, I believe that option deserves serious consideration.



Current approach to Old Denton. Consider ending the bike lane earlier to safely restore two left-turn lanes and place the right-turn lane back alongside the curb.

Overall goal

These recommendations share one main goal: preserve the objective of reducing speeds on King Arthur while making the final design safer by being more predictable and forgiving.

The bike lanes can remain. Traffic calming can remain. But drivers should receive clear guidance before the roadway changes. Physical features should be as forgiving as reasonably possible. Locations that are creating new traffic or safety problems should be adjusted based on what we can observe happening on the road.

The City now has information that was not available before construction: real-world experience with how people are using and reacting to the existing design. I hope the City will use that information to keep what is working and modify what can be made safer.

Sincerely,
Christine Hixon
resident of Lewisville, TX