

Ferguson Road Corridor Study

I 635 to IH 30

Public Meeting

09/02/2025

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Purpose of Meeting

The purpose of this meeting is to:

- Present findings and recommendations of the corridor study
- Report on implementation status of improvements identified in the study
- Solicit input from stakeholders and residents for potential locations for additional pedestrian crossings and related improvements



Presentation Outline

- Study Location & Objective
- Existing Conditions
- Recommendations and Improvement Status
- Next Steps
- Q&A and Comments



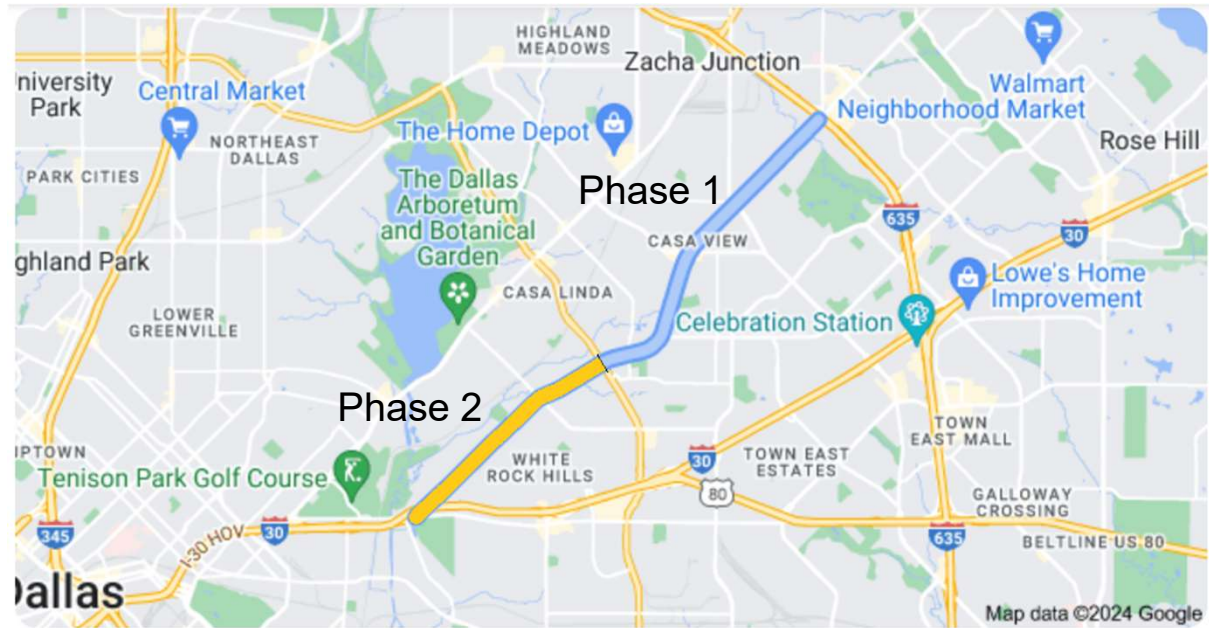
Study Location & Objective

Project Location

- Phase 1 -Ferguson Rd, IH 635 to Loop 12
- Phase 2- Ferguson Rd, Loop 12 to IH-30

Objective

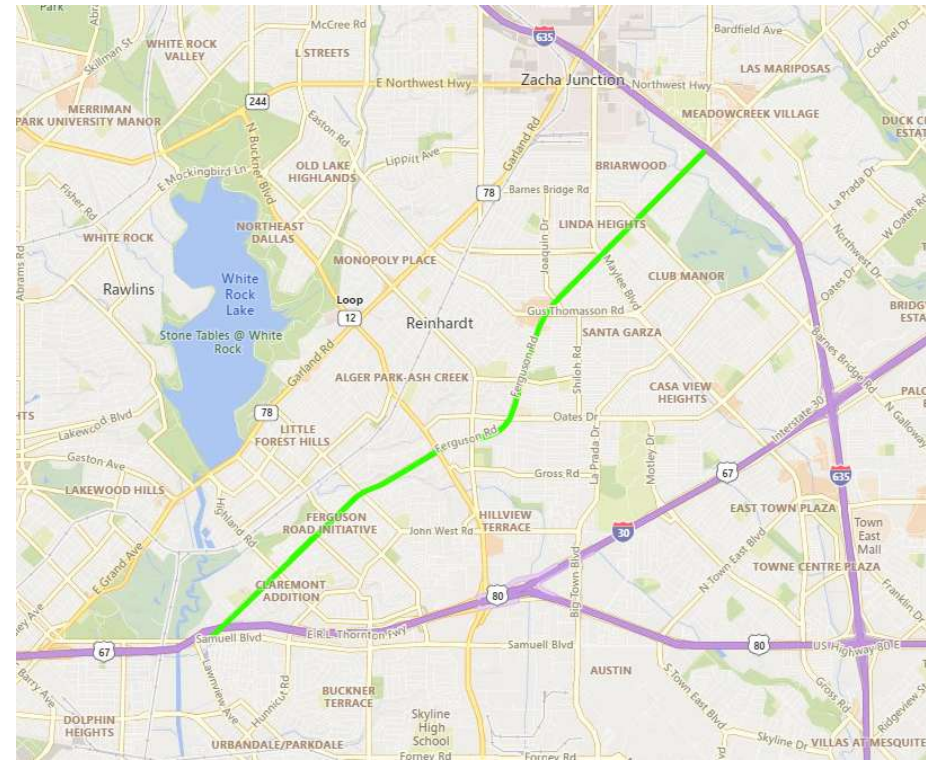
- Identify deficiencies in existing infrastructure
- Analyze accident history and identify causal factors
- Recommend short and long term improvements to enhance safety, walkability, and quality of life for all users of corridor



Existing Conditions Data

Corridor Parameters

- Length of corridor- 6.5 miles
- Six-lane divided roadway
- Roadway is classified as a Principal Arterial on City of Dallas Thoroughfare Plan (M-6-D)
- Active DART Bus Route #16
- Posted speed limit: 40mph
- Volume— 16k-27k vehicles per day



Existing Infrastructure Condition

- For most of the corridor, the roadway width is approximately 65' to 80' wide , a median that varies between 4' to 12', and a 4-5' wide sidewalk on each side of roadway.
- There are sections with damaged sidewalks and some sections have no sidewalks
- Several locations do not have accessible pedestrian ramps or have existing ramps that are non-compliant
- Several intersections need new crosswalks and others need crosswalks refreshed



Existing Conditions - Cont'd

- Existing Illumination is mostly old infrastructure with High Pressure Sodium fixtures
- Some existing Street lights in narrow median have concrete bases that are not flush with ground
- Intersections of Ferguson Road with Andover Drive and Shiloh Road /Fenwick Drive do not have dedicated left turn bays, creating long queues during peak hours as well as left-turn related crashes
- The 85th Percentile Speed (speed at or under which 85% of the vehicles are travelling) for the corridor (speed limit 40 mph) varies between 39-47MPH



Speed Data - Buckner to IH 635

Spot Speed Data Summary - Ferguson Road						
From	To	Posted Speed Limit	# Of Vehicles Observed	Mean Speed (MPH)	85th %tile Speed (MPH)	% Of vehicles 10 MPH over speed limit
Cotillion Drive	IH 635	40	1366	37.0	43.0	2.6%
Apex Avenue	Barnes Bridge Road	40	1492	38.0	44	2.6%
Andover Drive	Fenwick Drive/Shiloh Road	40	1822	41.0	46.0	5.5%
San Paula Avenue	San Medina Avenue	40	1830	36.0	40	5.0%
Healy Drive	Hillglenn Road	40	1591	38.0	42.0	1.7%
Buckner Boulevard	Beechmont Drive	40	1603	40.0	45	4.2%



Speed Data – IH-30 to Buckner

Spot Speed Data Summary - Ferguson Road						
From	To	Posted Speed Limit	# Of Vehicles Observed	Mean Speed (MPH)	85th %tile Speed (MPH)	% Of vehicles 10 MPH over speed limit
Beck Avenue	Buckner Boulevard	40	1597	42.0	47.0	5.7%
Beck Avenue	Sidwin Street	40	1973	41.0	44.5	4.0%
Grove Hill Drive	Little Pocket Road	40	1551	39.0	44.0	3.0%
Little Pocket Road	IH 30	40	1704	40.0	45.5	4.3%



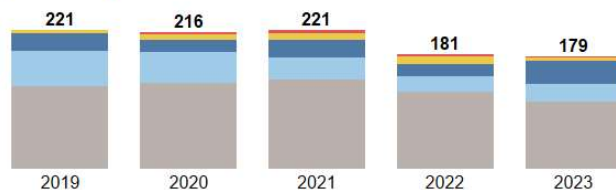
Crash History (2019-2023)

Total crashes – 1018 crashes*

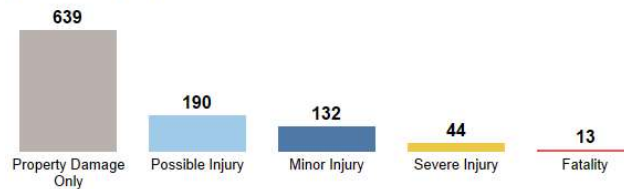
- Pedestrian/bicycle related crashes – 22 crashes
- Total fatalities- 13 crashes
 - 5 fatalities involved pedestrians/bicyclists

* Source – TxDOT Crash Records Reporting System “CRIS”

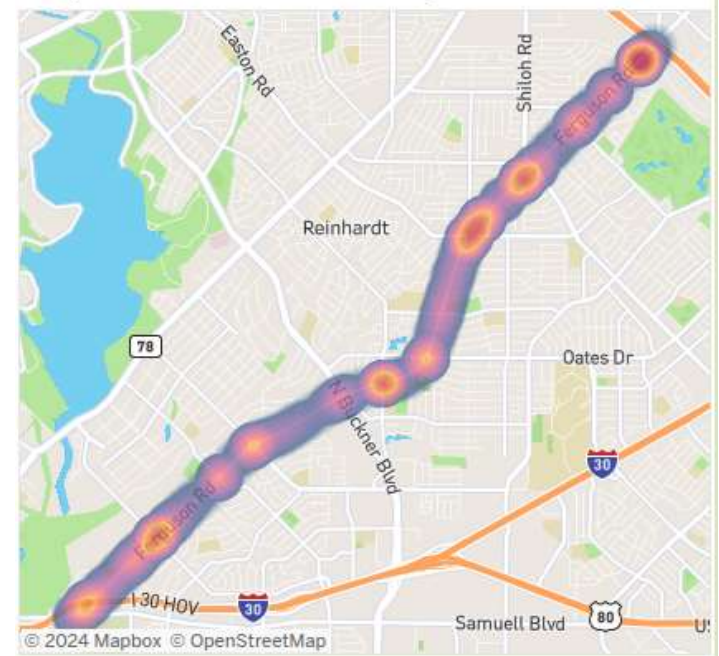
Crashes by Year



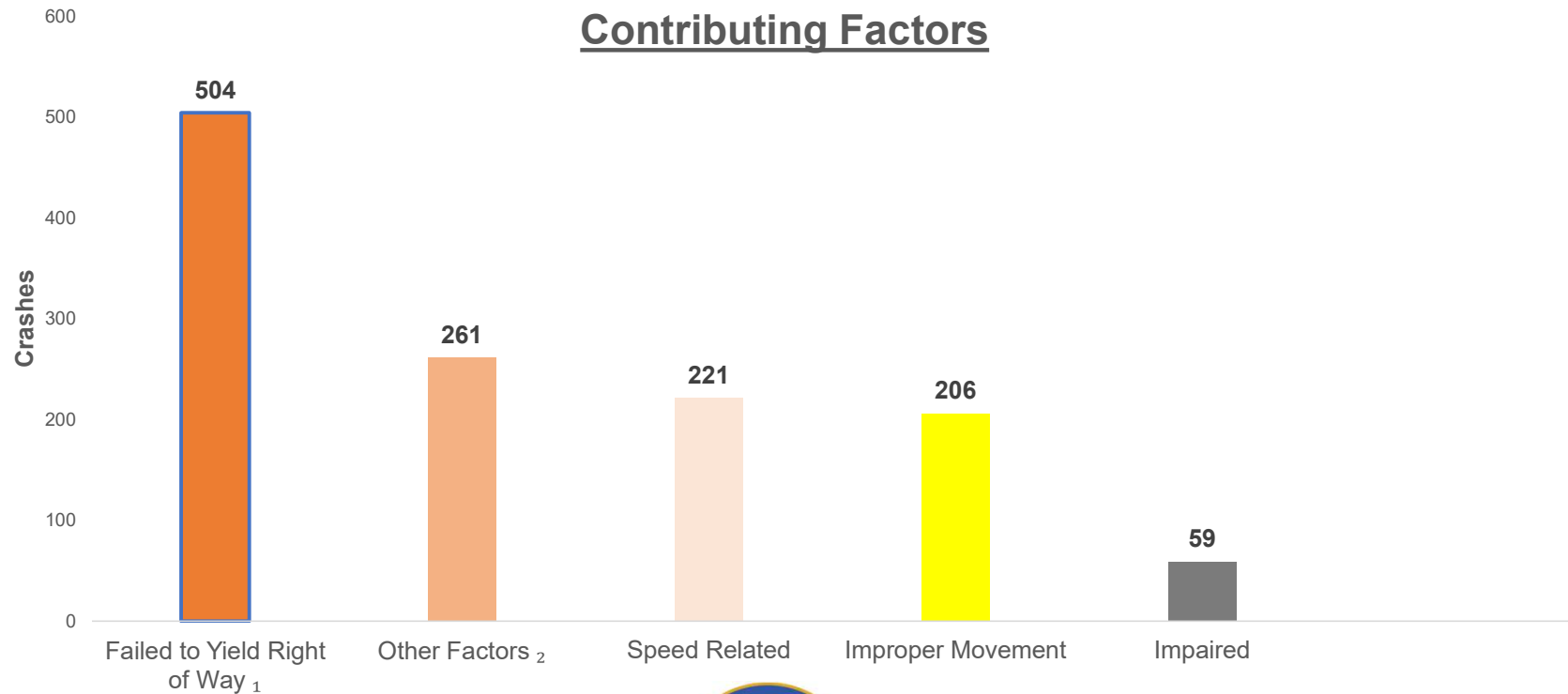
Crash Severity



Map of Crash Locations by Volume



Crash History (2019-2023)



- 1) Disregard Stop/Signal, Left-Turn, Right Angle, Turned Improperly
2) Distracted, Driver Behavior, Visibility Obstruction.

Causal Factors and Strategies for Reducing Accidents

The causal factors behind accidents on the corridor are likely a combination of both human factors and infrastructure deficiencies. The study recommends the following measures to reduce accidents:

- Upgrade all older traffic signals and pedestrian infrastructure at intersections since these are the hot spots for accidents (Slide 13)
- Provide for safe pedestrian crossings at key unsignalized locations
- Maintain signing and striping at high level of retroreflectivity
- Install and Upgrade Sidewalks and Streetlights
- Enforce traffic infractions

The following slides identify a comprehensive list of projects to make the corridor safer and more pedestrian friendly



Recommendations- Remove and Replace Existing Signals and Implementation Status

Remove and replace existing Traffic Signals at the following locations:

- Millmar Dr (Awarded for Construction)
- Gus Thomason Rd (Under Construction)
- Joaquin Dr. (Under Construction)
- Barnes Bridge Rd (Under Design)
- Woodmeadow Pkwy (Under Construction)
- St. Francis Ave (Under Design)
- Highland Rd (Construction Complete)
- RL Thornton (Funding to be identified in the future)



Recommendations – New Traffic Signals and Implementation Status

Install New Traffic Signal at the intersections of Ferguson Road with :

- Fenwick/Shiloh (Under Design)
- San Medina Avenue (Under Design)

Install New Pedestrian Hybrid Beacon (PHB) at:

- Materhorn Dr (Under Design)



Recommendations- Sidewalk Improvements

- **Install/repair sidewalks:**
 - Buckner (Loop 12) to Peavy Rd
 - Near San Marcus Ave
 - Peavy Rd to Hibiscus Dr
 - Sweetbriar Dr to Lanecrest Dr
 - Tudor Pl to Lakeland Dr
 - Forest Oaks Dr to St Francis Ave
 - Hollybrush Dr to Forest Hollow Park
 - North side of Ferguson Rd between Ash Grove Way to Forest Hollow Park
 - North side of Ferguson Rd between Forest Hollow Park to Hollybrush Dr

The above improvements will be constructed with SS4A Grant funds the City has secured once relevant agreements are signed and FHWA allocates the funds



Recommendations Corridor-wide and Implementation Status

- Replace and/or install pedestrian curb ramps (Intersections with traffic signal and PHB projects will have new Barrier Free Ramps)
- Install/replace traffic signs to enhance retroreflectivity and night-time visibility
- Refresh Crosswalks and Lane Striping (Corridor-wide Lane Striping refreshed in 2023 and is scheduled again for 2026; crosswalks at intersections with traffic signal and PHB projects will have new crosswalks)
- Remove and replace existing median curb with 6" curb Remove existing streetlights and raised foundations in the median (Funding to be identified in the future)
- Install new LED Streetlights with break-away poles (Funding to be identified in the future)
- Install left-turn lanes at Shiloh/Fenwick (Under design, part of new traffic signal project)



Survey - Additional Pedestrian Crossings

The study recommends additional Pedestrian Crossings at mid-block and unsignalized intersections

We would like your help in selecting these locations by participating in an online survey – see the QR code at the end of this presentation

You can select upto 3 locations, ranked by order of preference. You can choose from the locations listed on the right, or add new locations

The survey will be open for 1 month to afford stakeholders adequate time to provide informed input

Potential Pedestrian Crossing Locations

- Andover Drive
- San Paula Avenue
- San Marcus Avenue
- Crest Ridge Drive
- Pasteur Ave
- Midblock between Sweetbriar and Beck
- Tudor Place/Lanecrest Drive
- Graycliff Drive
- Charles Street
- Riek Road



Next Steps

- Continue working on the projects under design and construction listed in this presentation
- Continue to identify funds for implementation of currently unfunded projects
- Continue to restripe lane lines and crosswalks at appropriate intervals in order to maintain retroreflectivity and visibility
- Develop and fund an implementation plan to maintain all traffic signs at a high level of retroreflectivity for enhanced night-time visibility



Q&A and Comments

- Comments will be accepted through October 3, 2025. Fill out one of the comment forms or enter your comments using the QR Code below:



Project website :

<https://dallascityhall.com/departments/transportation/Pages/Ferguson-Road-Corridor-Study.aspx>



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