

Ferguson Avenue Corridor Study

I 635 to IH 30

Public Meeting

2/29/2024

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Purpose of Meeting

The purpose of this meeting is to present the preliminary findings and recommendations of the study and solicit stakeholder input



Presentation Outline

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



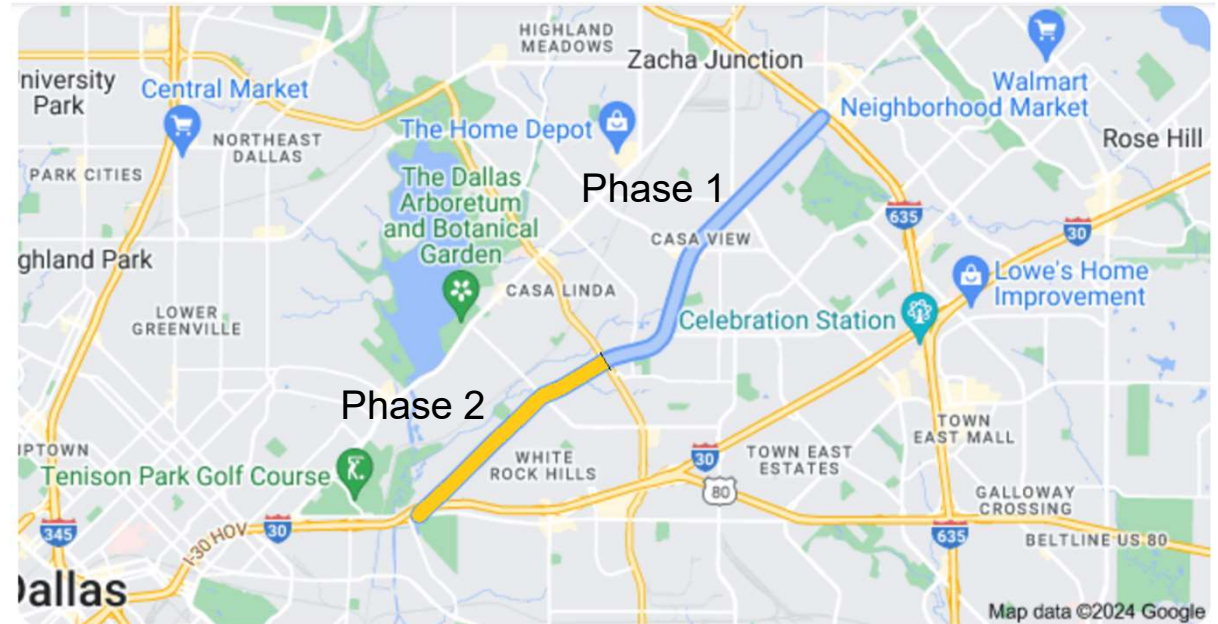
Study Location & Objective

Project Location

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

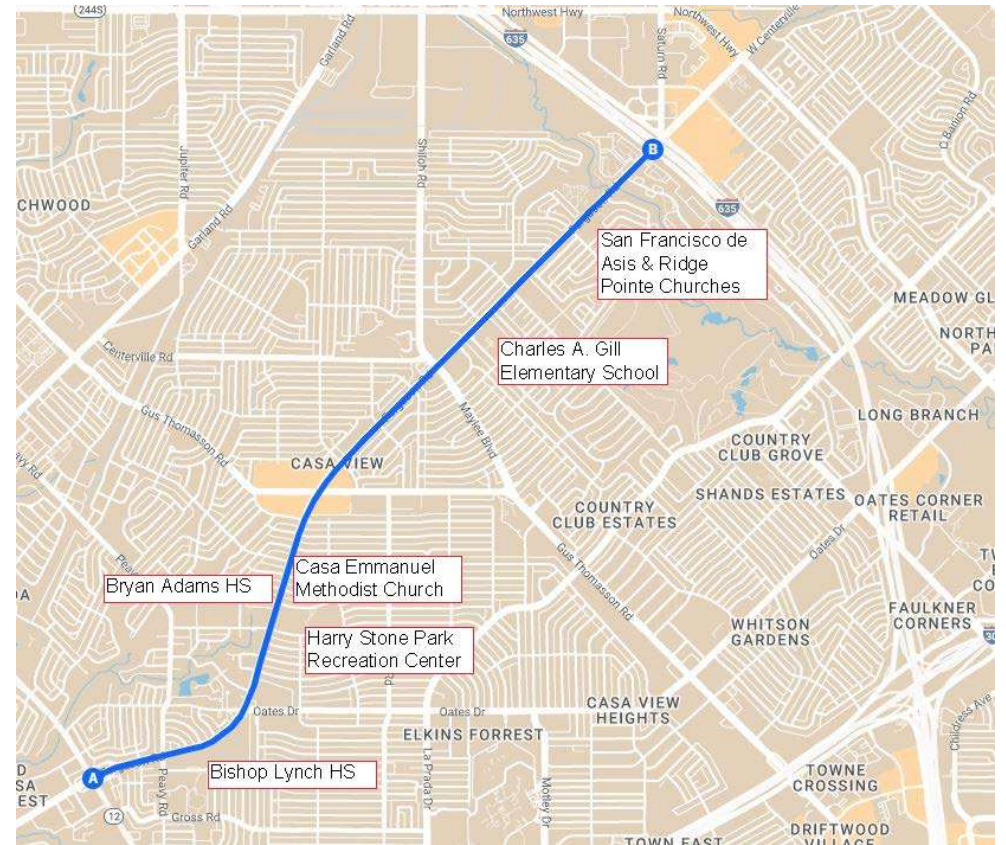
Objective

- 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



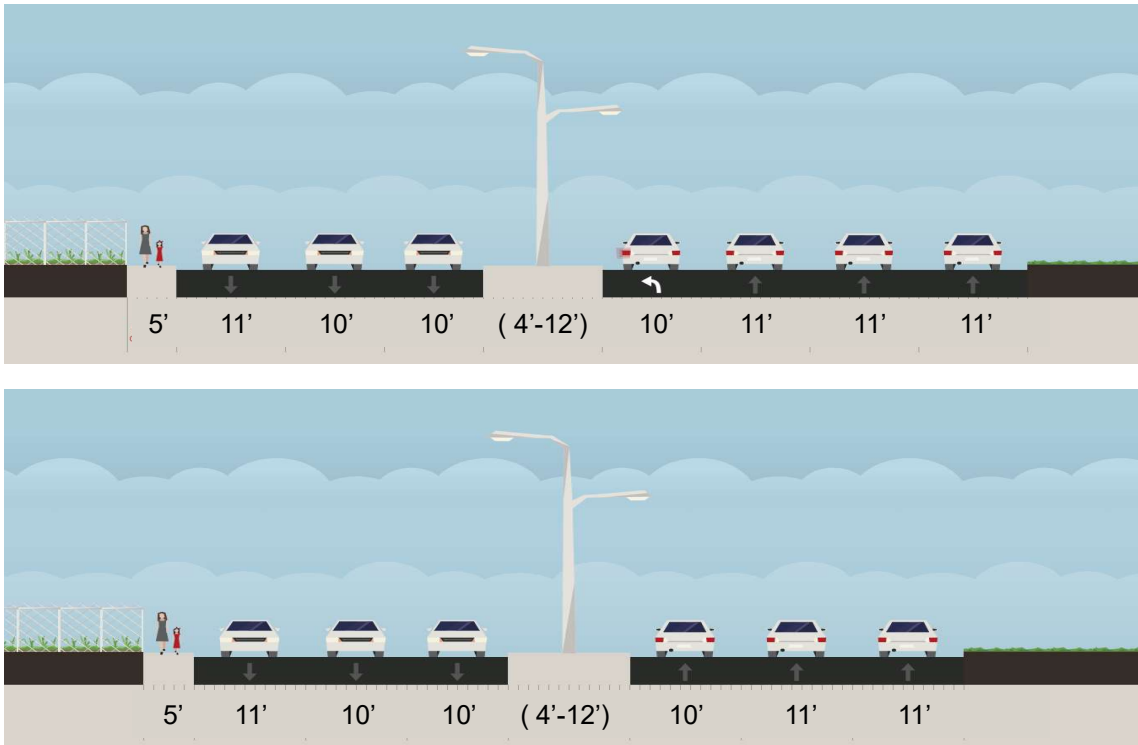
Key Destinations (Phase 1)

- Harry Stone Recreational Center
- Bryan Adams HS
- Bishop Lynch HS
- Casa Emmanuel, San Francisco de Asis & Ridge Pointe Churches
- Charles A. Gill Elementary School.



Existing Roadway Section Phase 1

Ferguson Road between Buckner (Loop 12) to IH-635

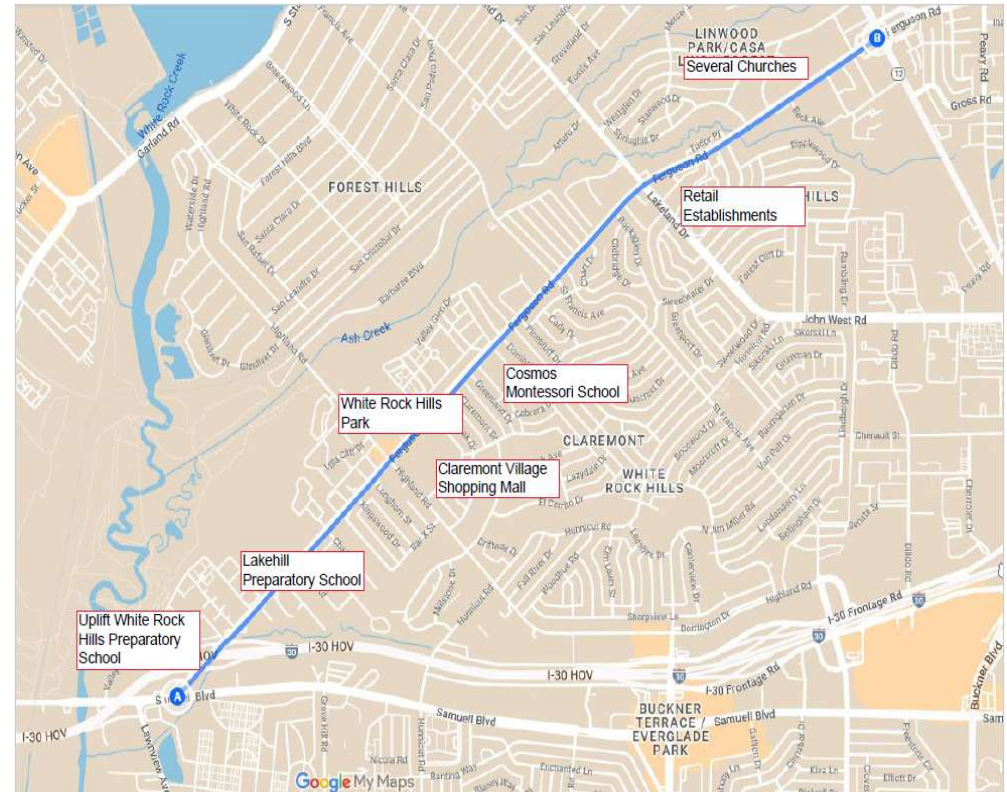


- Six-lane divided
- Dedicated left turns bays on Ferguson Rd between Buckner (Loop 12) to Joaquin Dr and between Fenwick/Shiloh to IH-635.
- No dedicated left turn bays on Ferguson Rd at Andover and Fenwick/Shiloh intersections.



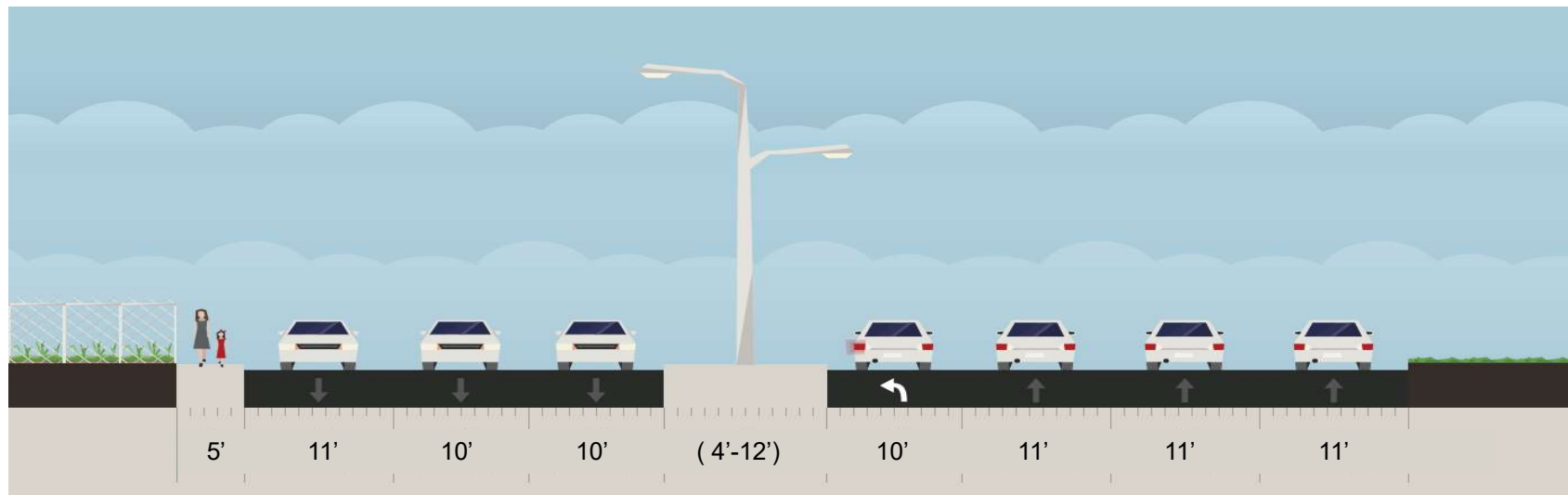
Key Destinations (Phase 2)

- Several Churches
- Retail Establishments
- Cosmos Montessori School
- Claremont Village Shopping Mall
- White Rock Hills Park
- Lakehill Preparatory School
- Uplift White Rock Hills Preparatory School



Existing Roadway Typical Section (Phase 2)

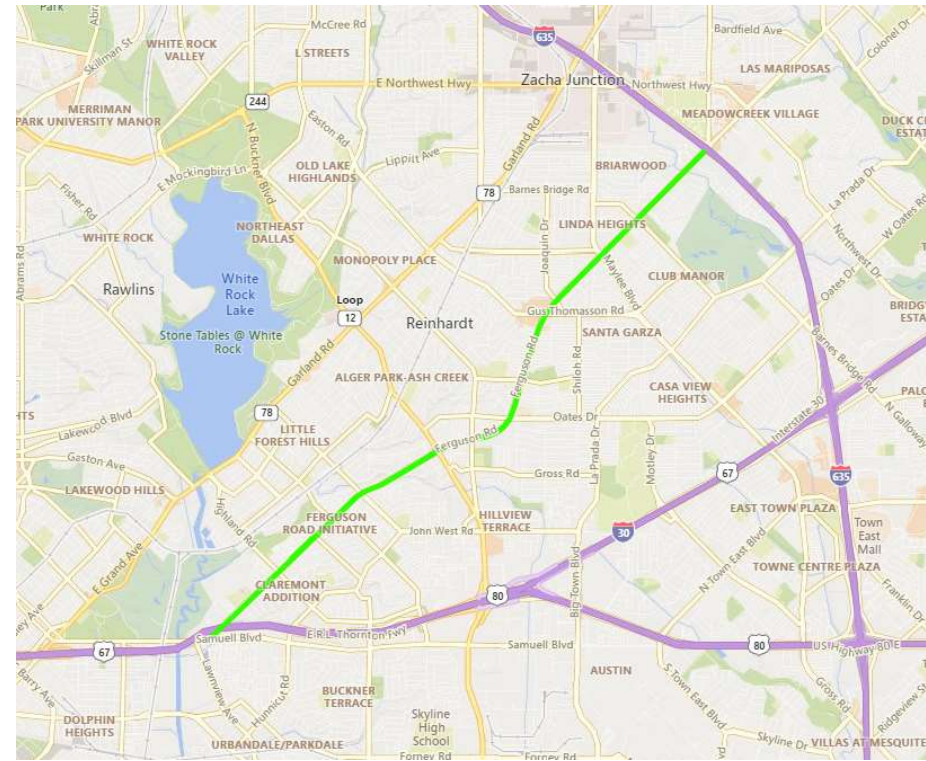
Ferguson Road between Buckner (Loop 12) to IH-30



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
- 1018 crashes recorded between 2019-2023
 - 22 crashes involved a pedestrian/bicyclist
 - 13 crashes resulted in fatalities



Existing Conditions Data (Phase 1)

Spot Speed Data Summary - Ferguson Road (Phase 1)						
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%



Existing Conditions Data (Phase 2)

Spot Speed Data Summary - Ferguson Road (Phase 2)						
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%



Existing Conditions Summary

- 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 do not have sidewalks
- Several locations do not have accessible pedestrian ramps or have existing ramps that need repair.
- Several intersections need new crosswalks and others need crosswalks refreshed



Existing Conditions Summary - Cont'd

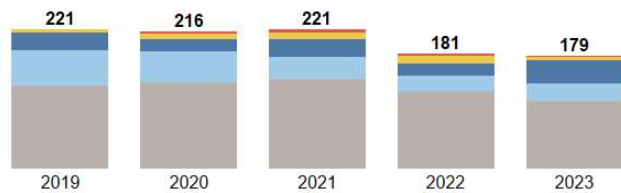
- Existing Illumination is mostly old infrastructure with High Pressure Sodium fixtures
- Some existing Street lights in narrow median have concrete bases that are not flush with ground
- Ferguson Road at Andover and Shiloh/Fenwick do not have dedicated left turn bays, creating long queues during peak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



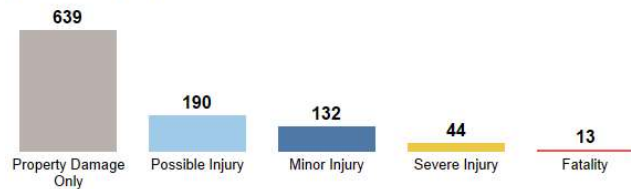
Crash History (2019-2023)

- Total crashes – 1018 crashes
 - Pedestrian/bicycle related crashes – 22 crashes
 - Total fatalities- 13 crashes
 - 5 fatalities involved pedestrians/bicyclists

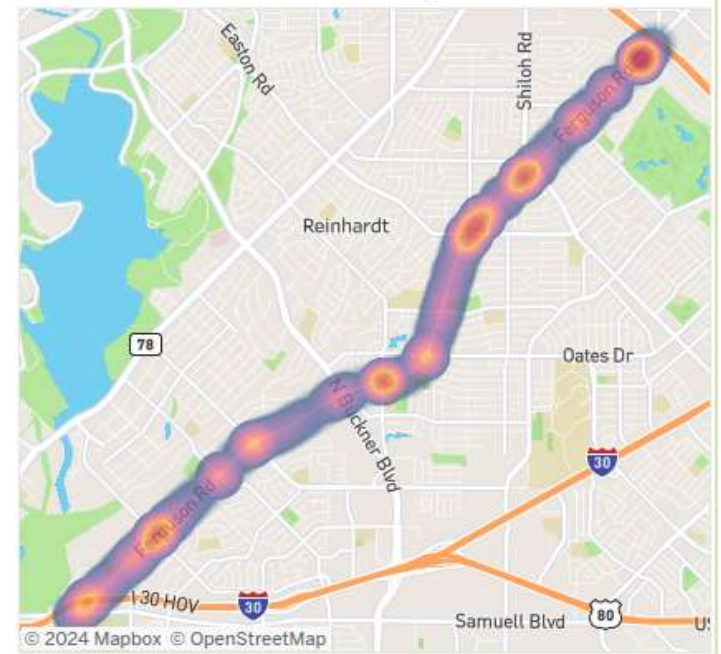
Crashes by Year



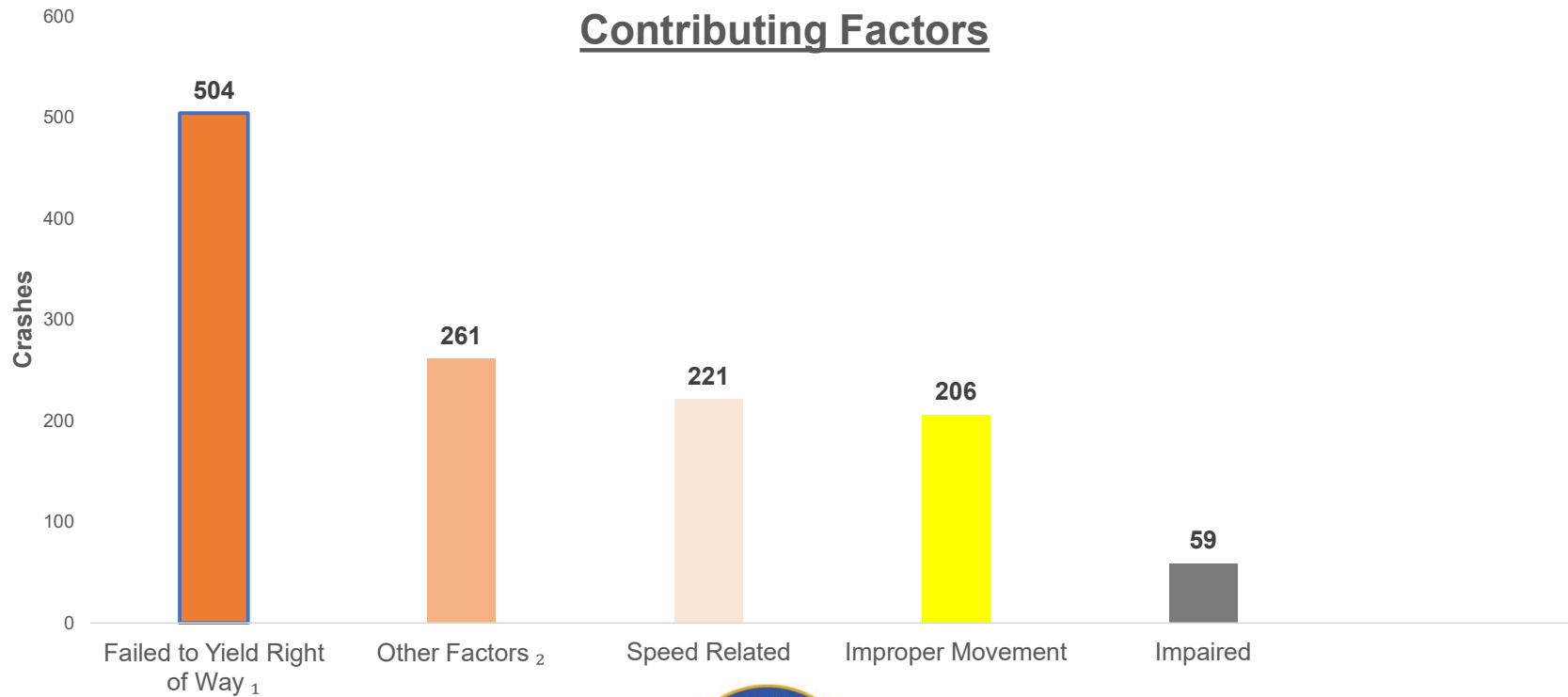
Crash Severity



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. 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

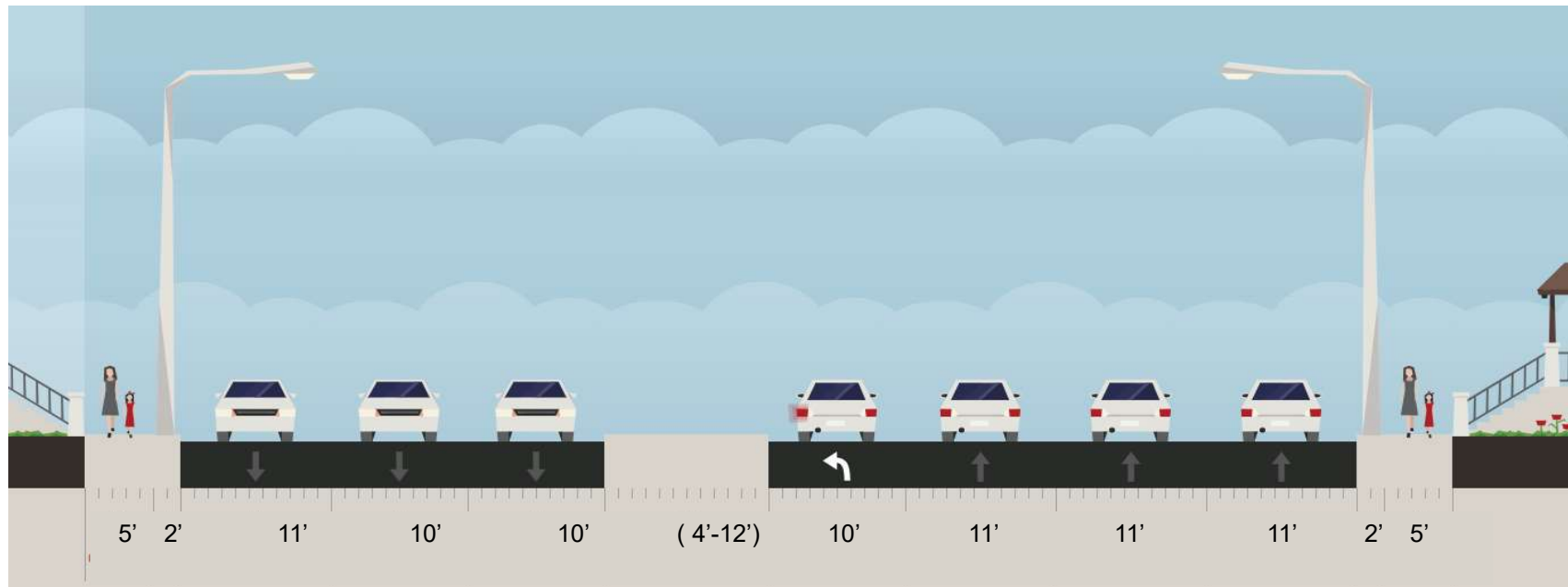


Recommendations - Corridor

- Replace and/or install pedestrian curb ramps
- Repair existing sidewalk / install new sidewalks
- Install/replace traffic signs to enhance retroreflectivity and night-time visibility
- Refresh Crosswalks and Lane Striping
- Remove and replace existing median curb with 6" curb
- Remove existing streetlights and raised foundations in the median
- Install new LED Streetlights with break-away poles
- Install left-turn lanes at Shiloh/Fenwick



Proposed Typical Section



Recommendations- Remove and Replace Existing Signals

Remove and replace existing Traffic Signals at the following locations:

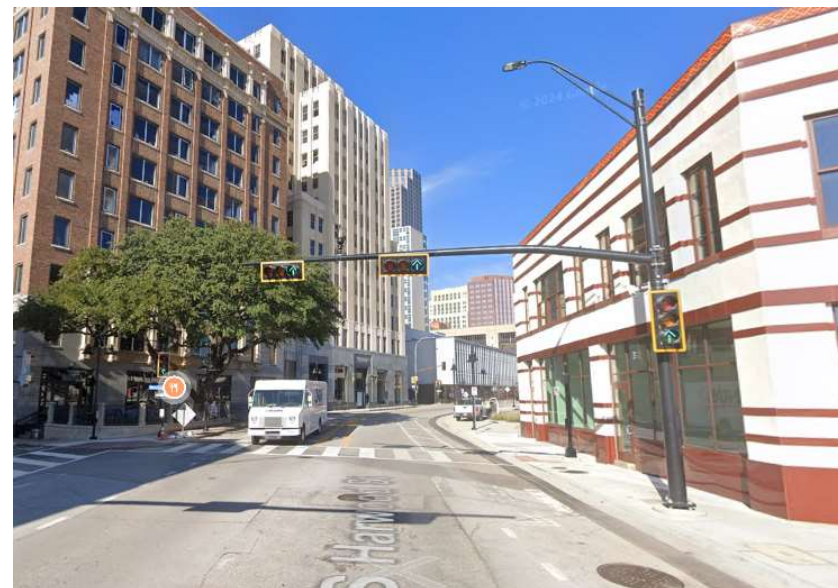
- Phase 1
 - Millmar Dr & Ferguson Rd
 - Gus Thomason Rd & Ferguson Rd***
 - Joaquin Dr & Ferguson Rd***
 - Barnes Bridge Rd & Ferguson Rd*
 - Woodmeadow Pkwy & Ferguson Rd**
- Phase 2
 - St. Francis Ave & Ferguson Rd*
 - Highland Rd & Ferguson Rd**
 - RL Thornton & Ferguson Rd

* Design Start – 2024 Summer **HSIP – Under Contract *** Casa View Project DPW



Recommendations – New Traffic Signals

- Install New Traffic Signal at :
 - *Ferguson Rd & Fenwick/Shiloh (New traffic signal – warrants on crashes) On 2024 Bond List*
- Did not meet criteria but recommend restudy for traffic signal at:
 - *Ferguson Rd & Graycliff Ave*
- Install New Pedestrian Hybrid Beacon (PHB) at:
 - *Ferguson Rd and Materhorn Dr*



Recommendations- Pedestrian Hybrid Beacons

The following locations did not meet minimum criteria for installation of Pedestrian Hybrid Beacons (PHB).
Proposing restudying all locations

- **Phase 1**

- Andover Drive
- San Medina Avenue
- San Paula Avenue
- San Marcus Avenue
- Crest Ridge Drive

- **Phase 2**

- Pasteur Ave
- Midblock between Sweetbriar and Beck
- Tudor Place/Lancaster Drive
- Graycliff Drive
- Charles Street



Placement of PHBs is subject to warrant analysis as per the Texas Manual on Uniform Traffic Control Devices.



Recommendations- Sidewalk Improvements

- **Install/repair sidewalks:**
 - **Phase 1**
 - Buckner (Loop 12) to Peavy Rd
 - Near San Marcus Ave
 - **Phase 2**
 - Peavy Rd to Hibiscus Dr
 - Sweebriar 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 Ferguston Rd between Forest Hollow Park to Hollybrush Dr



Next Steps

Implement of Short-term (1-3 years) solutions:

- Install/Refresh signs and pavement markings
- Upgrade Pedestrian Curb Ramps
- Repair and/or Install of Sidewalks
- Remove visibility obstructions at intersections
- Traffic Enforcement



Next Steps contd.

Pursue funding for implementation of long-term solutions:

- Remove and replace median curb along corridor
- Install new LED street lighting along corridor
- Upgrade traffic signals
- Install new traffic signal
- Install Pedestrian Hybrid Beacons
- Install dedicated left turn bays at Fenwick/Shiloh
- Install new sidewalks not addressed in the short term



Q&A and Comments

- Comments will be accepted through March 22, 2024. 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>



Appendix



Remove and replace existing median curb with 6" curb (\$1M)
Remove existing streetlights and raised foundations in the median (\$400,000)
Install new LED Streetlights with break-away poles (\$5M)
Install left-turn lanes at Shiloh/Fenwick (TBD)
ADA Ramps and Sidewalk - \$1 M
Signing and Striping - \$600K
Traffic Signals - \$3.3 M
PHBs - \$1-4 M



Recommendations – Lane Configuration

- Reducing Ferguson Rd from six-lane divided to four-lane divided **is not recommended**:
 - Given the speed and the vehicular volume on Ferguson Rd, an introduction of a bicycle lane is not recommended for the safety of the bicyclists.
 - Currently unsignalized intersections are experiencing long delays on the side streets. A lane reduction will further increase the delay and result in unacceptable traffic operations.

