



**SERVICE
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Gaston Avenue at Tucker Street Intersection Improvements

Gaston Avenue Corridor Study

Proposed Improvements and Next Steps

March 12, 2026

Dr. Ghassan (Gus) Khankarli

Director

Department of Transportation and Public Works

Kierra Williams

Transportation Planner

Department of Transportation and Public Works

Dakota Partain, PE

Senior Project Manager

Dunnaway Associates, LLC



Introductions



City Council

District 2: Jesse Moreno

District 9: Paula Blackmon

District 14: Paul Ridley

City of Dallas - Department of Transportation & Public Works

Director, Dr. Ghassan (Gus) Khankarli, PE

Transportation Planner, Kierra Williams

Consultants

Dunaway Associates, LLC – Preliminary Engineering & Schematic

Meeting Objectives

- Present the preliminary design for the proposed intersection improvements.
- Explain purpose of the project and anticipated safety benefits.
- Gather community feedback to help refine and finalize the project design scope.

Meeting Agenda



- Project Background
- Project Purpose
- Proposed Improvements and Operations
- Project Overview
- Next Steps
- Q&A



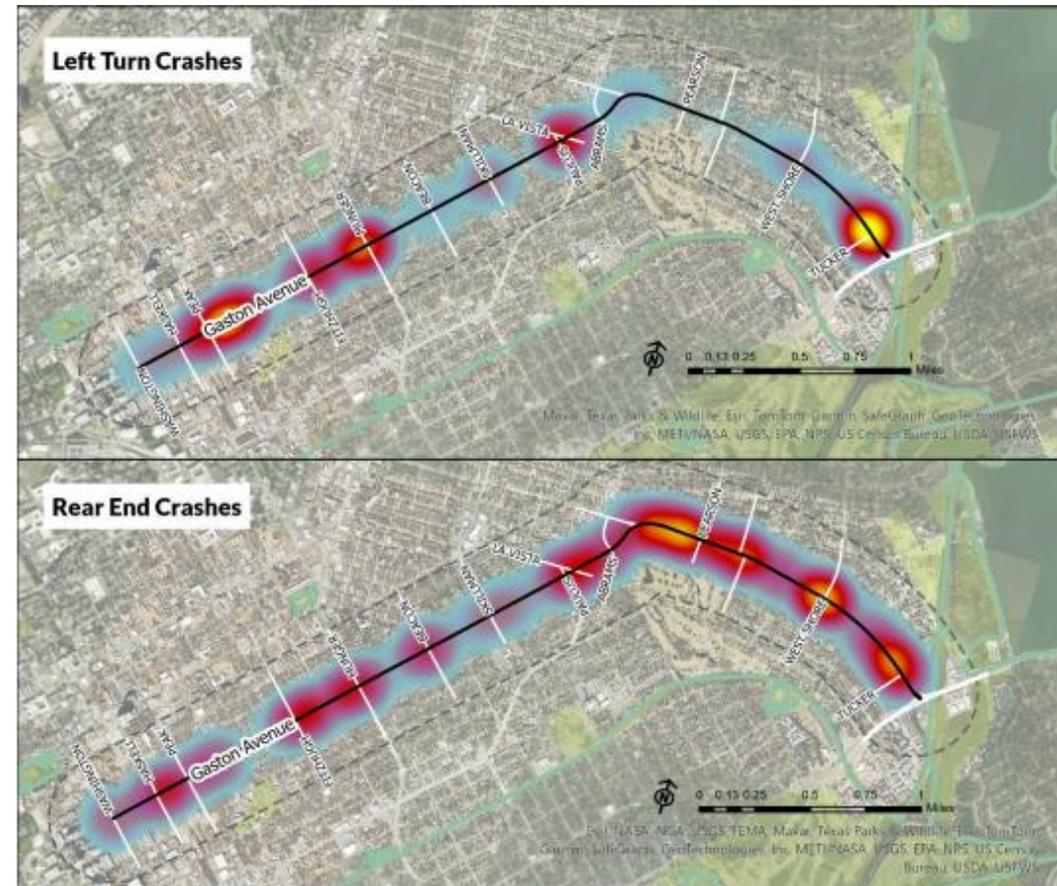
Project Background

History of Project

- Gaston Avenue Corridor Study identified the intersection as a top priority due to safety issues and unstable traffic flow during peak travel.
- July 2024, City Council authorized award of contract for Schematic Design of the improvement to the Gaston/Tucker Intersection
- Project Kickoff: October 2024

Issues and Concerns

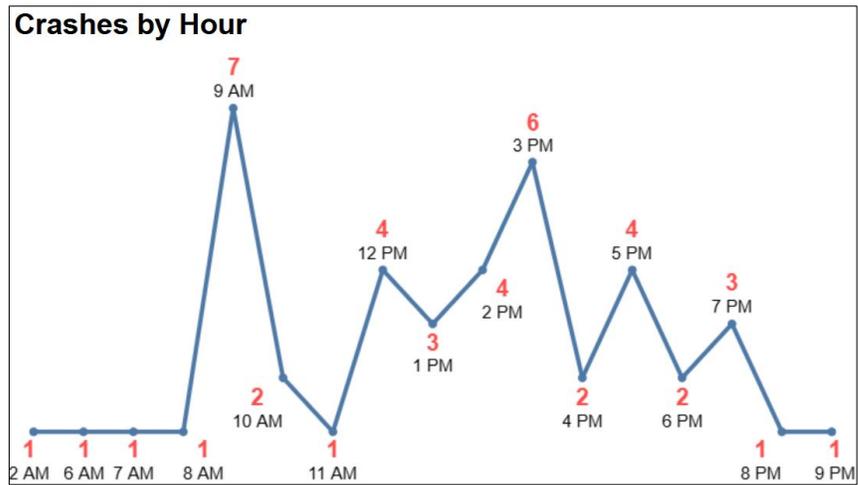
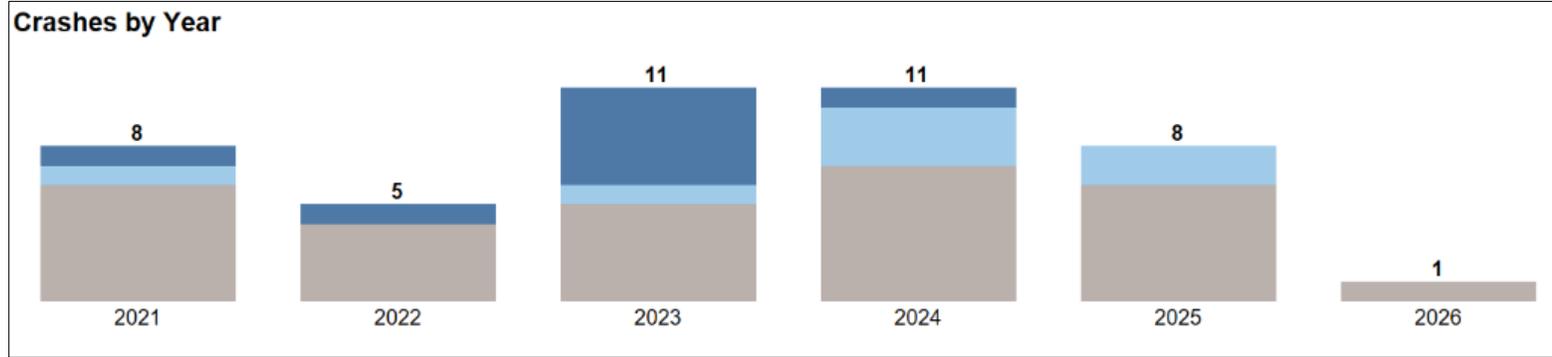
- High number of left-turn and rear-end crashes at the intersection.
- No dedicated left-turn lanes on Gaston at Tucker Street, contributing to delays and one of the lowest vehicular levels of service along the corridor.
- Vehicles blocking through traffic in the left travel lane during most signal cycles.
- Outdated signal technology.



Source: Gaston Avenue Corridor Study

Crashes (January 2021 – March 2026)

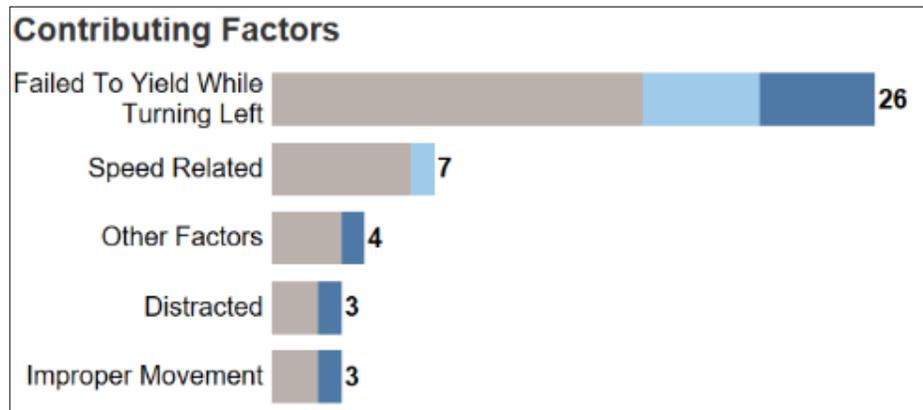
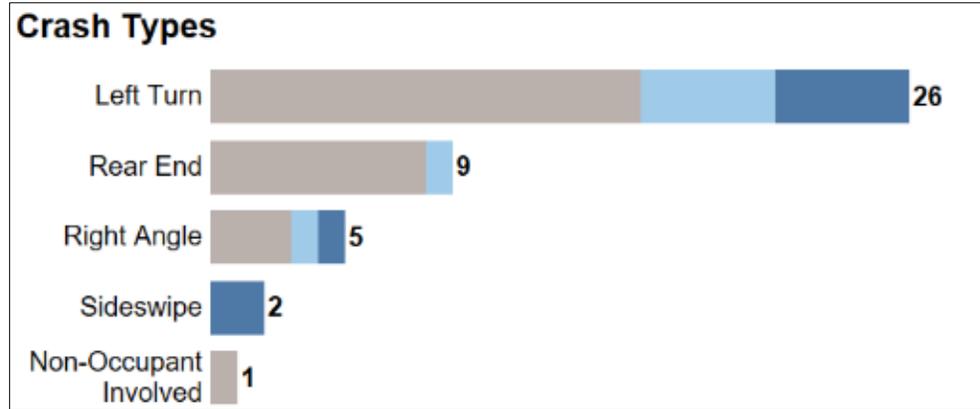
Crash numbers fluctuate over time, with a dip in 2022, a peak in 2023–2024, followed by a decline in 2025



Crash activity is highest during the morning commute (peaking around 9 AM) and afternoon/late afternoon period (around 3–5 PM).

Crashes (January 2021 – March 2026)

Crashes are primarily associated with left turn movements, followed by rear-end crashes compared to other collision types



Failure to Yield during left turning movements is the largest contributor to all recorded crashes at the intersection



Project Purpose

Project Purpose

Improve overall operational efficiency of the intersection

Objectives:

- Separate turning vehicles from through traffic
- Reduce delays and congestion
- Lower risk of crashes
- Enhance pedestrian crossings and accessibility



Proposed Improvements and Operations

Proposed Improvements and Operations

Dedicated Left-Turn Lanes and Signal:

- Separate left-turning vehicles from through traffic
- Dedicated green arrow allows turns while oncoming traffic is stopped
- Reduces vehicular delays, rear-end crashes, and turning conflicts

Upgrade Signal Technology

- Improve visibility and signal timing to enhance traffic flow and reduce congestion

Pedestrian Crossings

- Addition of pedestrian signal infrastructure
- Installations of Clearly marked crosswalks and improved signal timing for safer crossings

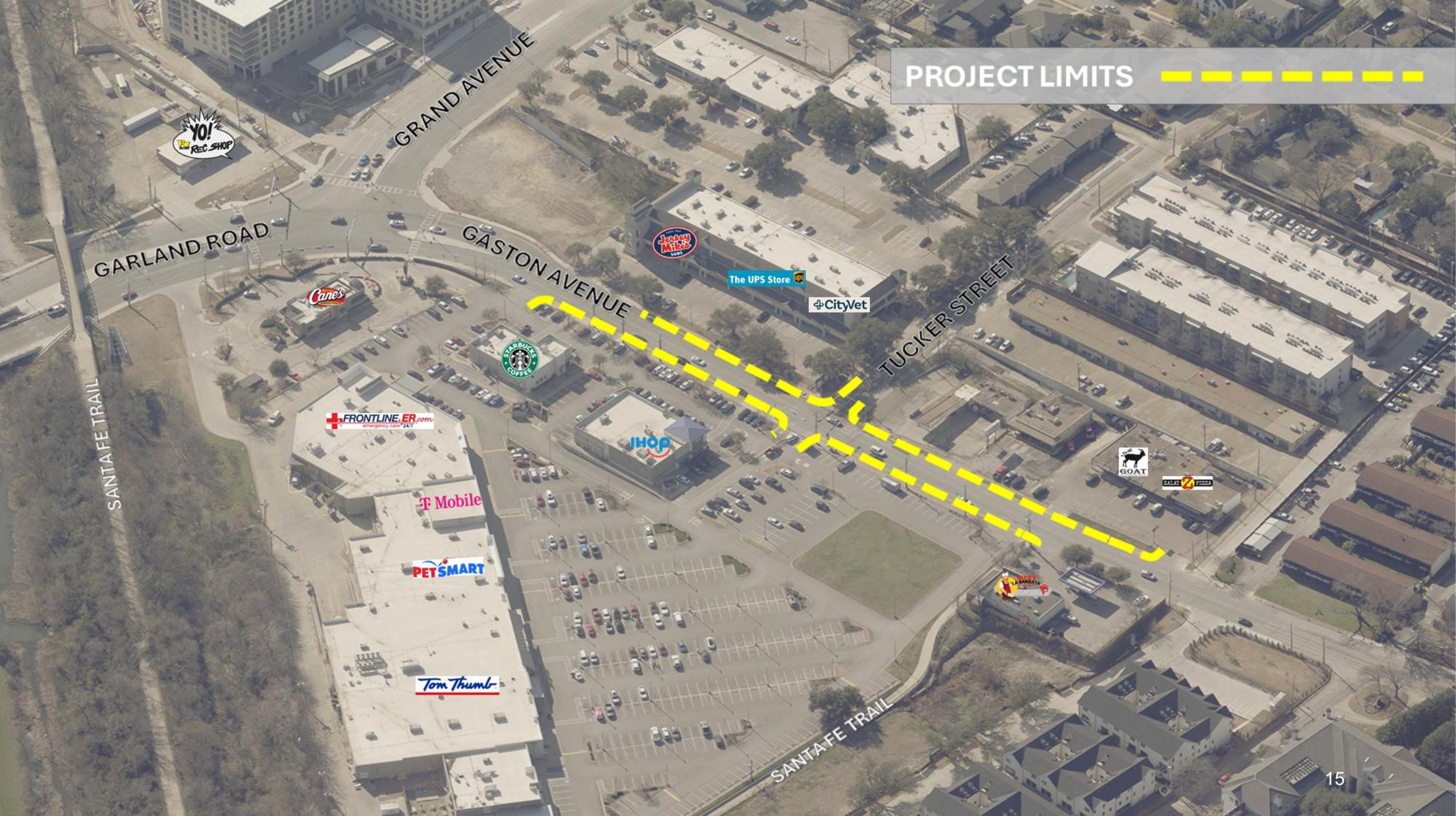
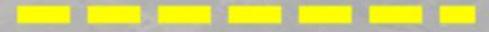
Driveway Access Modifications

- New median will convert some driveways to right-in/right-out only
- Reduces turning conflicts to improve safety near the intersection



Project overview

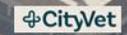
PROJECT LIMITS



GRAND AVENUE

GARLAND ROAD

GASTON AVENUE



TUCKER STREET

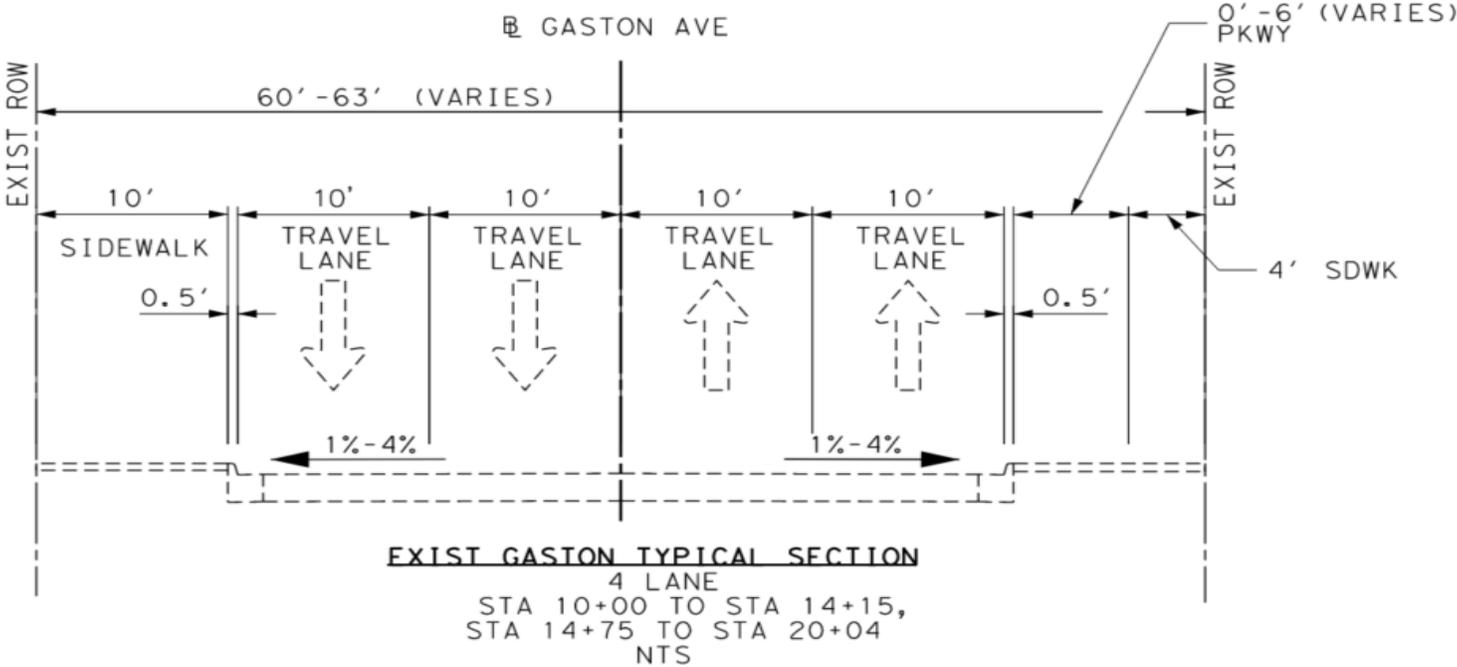


SANTA FE TRAIL

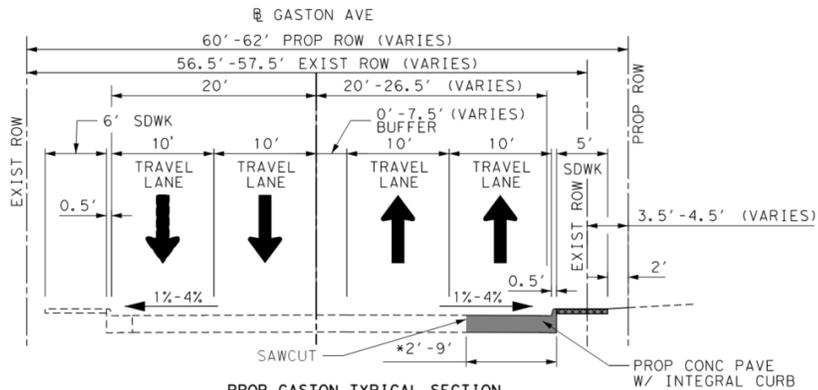


SANTA FE TRAIL

Preliminary Design – Existing Typical Section (Gaston Avenue)

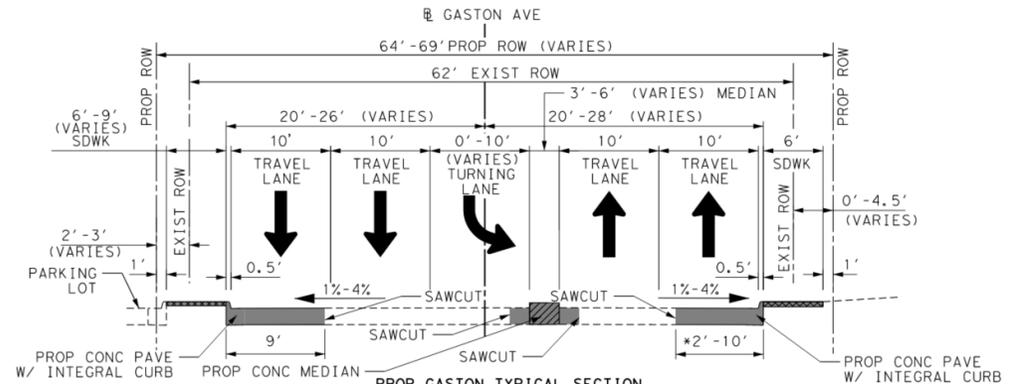


Preliminary Design – Proposed Typical Sections (Gaston Avenue)



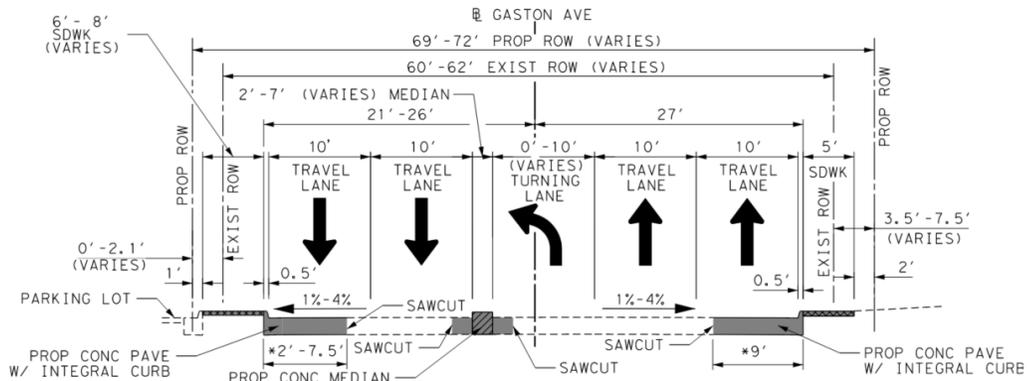
*SEE PLAN VIEW FOR STATION INTERVAL

PROP GASTON TYPICAL SECTION
4 LANE
STA 10+00 TO STA 12+16
NTS



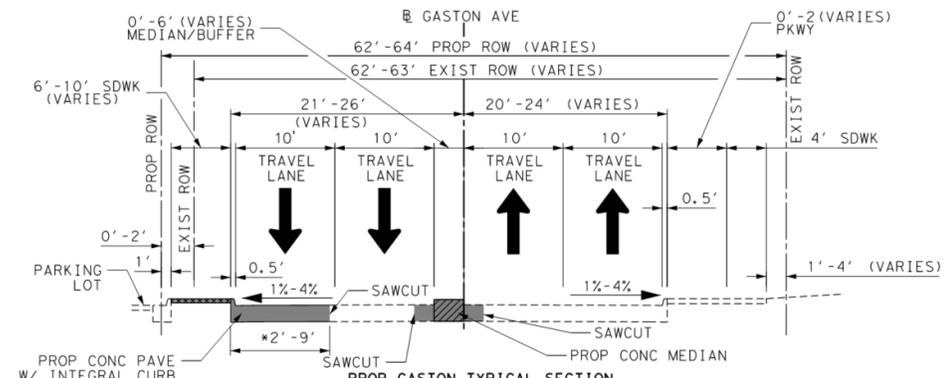
*SEE PLAN VIEW FOR STATION INTERVAL

PROP GASTON TYPICAL SECTION
LEFT TURN LANE TO SOUTH
STA 14+75 TO STA 16+83
NTS



*SEE PLAN VIEW FOR STATION INTERVAL

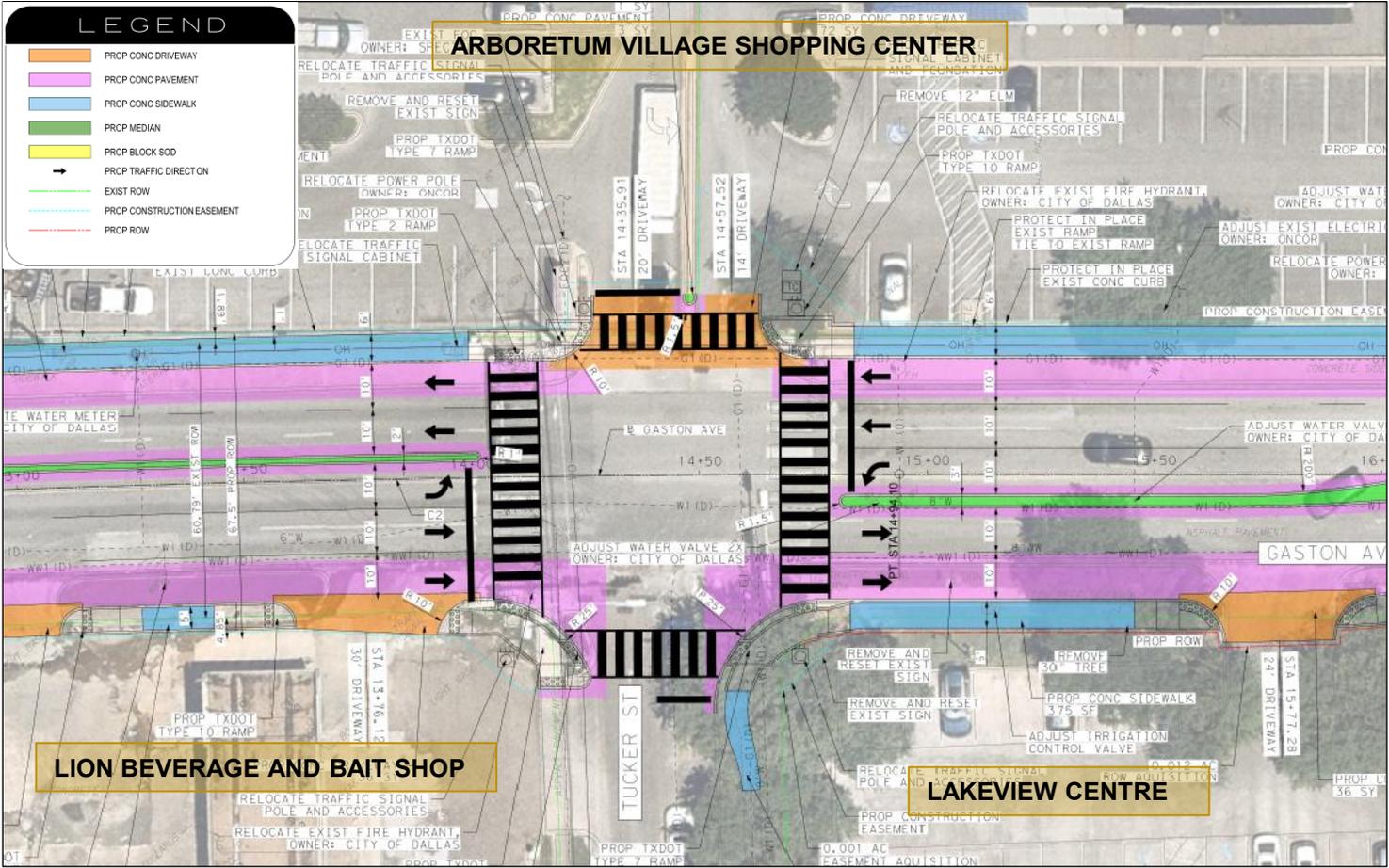
PROP GASTON TYPICAL SECTION
LEFT TURN LANE TO NORTH
STA 12+16 TO STA 14+04
NTS



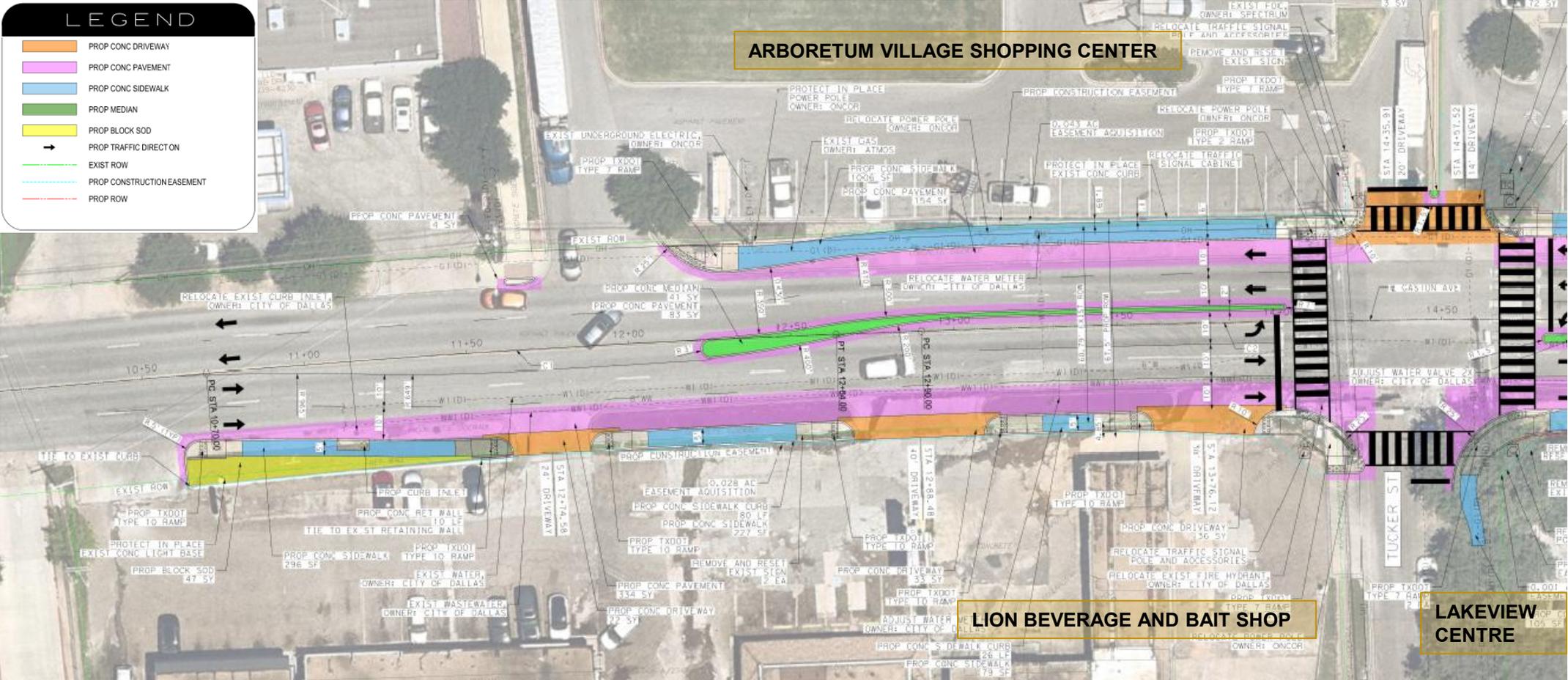
*SEE PLAN VIEW FOR STATION INTERVAL

PROP GASTON TYPICAL SECTION
4 LANE
STA 16+83 TO STA 17+81
NTS

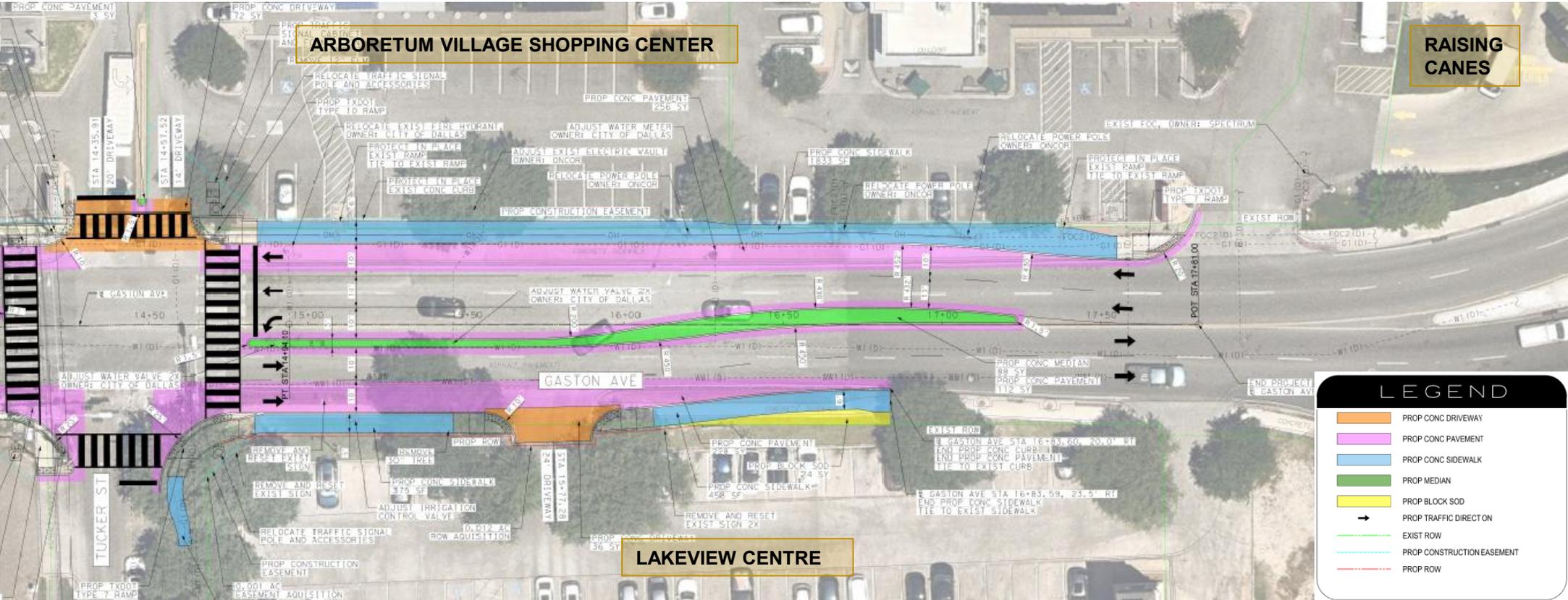
Preliminary Design - Intersection



Preliminary Design – West of Tucker Street



Preliminary Design – East of Tucker Street



Rights-of-way

- Project will require acquisition of additional right-of-way (ROW) adjacent to the roadway.
- Right-of-way acquisition ensures there is enough space for lanes, medians, and sidewalks.
- Staff has met with affected property owners/representatives.

Estimated Project Cost & Budget

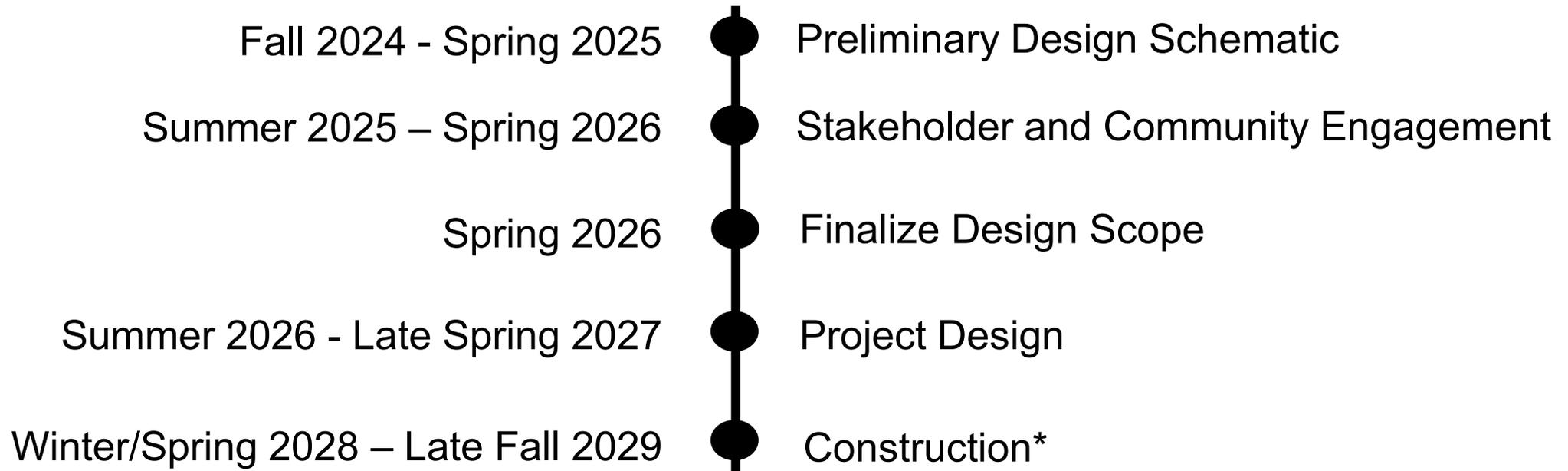
Estimated Project Cost: \$2.0 million

- Engineering Design
- Construction
- ROW

Funding Sources:

- 2017 Bond Program
- Dallas County Major Capital Improvement Program (MCIP)

Project Milestones



**A public meeting will be held pre-construction to discuss traffic control measures during construction, including possible lane closures and restricted driveway access.*

Schedule is contingent on permitting, ROW acquisition, utilities relocation, and any unforeseen conditions during construction.



Next Steps

Next Steps

- Use public feedback to refine and finalize the project design scope.
- Advance project design – Summer 2026.
- Construction anticipated for Winter/Spring 2028.

Q&A

- Visit the project website to learn more.
 - Project Webpage: <https://bit.ly/dtxgaston>
- How to Submit Comments:
 - **Tonight:** Submit comment form
 - **Email:** Send comments to Kierra.Williams@dallas.gov
 - **Deadline:** Friday, March 27, 2026



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