

City of Dallas

GASTON AVENUE

Washington Avenue to Garland Road/E. Grand Avenue

Corridor Study

October 2024

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INTRODUCTION

Study Area

The study focuses on a 3.7-mile segment of Gaston Avenue, extending from Washington Avenue to Garland Road/East Grand Avenue (3G). According to the City of Dallas Thoroughfare Plan, this corridor is designated as a four-lane undivided Community Collector with a right-of-way width ranging from 60 to 80 feet. Passing through Old East Dallas, the corridor is lined with numerous commercial areas and several historic and conservation districts. Anchored by the Baylor University Medical Center, this stretch serves as a vital emergency and commuter route, providing access to the hospital and downtown Dallas.

FIGURE 1: STUDY AREA MAP



Study Purpose

The purpose of the multimodal operational study is to evaluate the current conditions of the Gaston Avenue corridor and explore options to improve safety for all road users while enhancing pedestrian comfort and mitigating adverse impacts from the redesign of the 3G intersection. By examining the corridor's existing conditions, land use limitations, and thoroughly considering existing local and regional planning efforts, the City aims to recommend improvements that will make the corridor a safer and connected multimodal route for people of all ages and abilities.

This report provides a comprehensive analysis of traffic conditions, safety concerns, zoning implications, and potential improvement strategies for key locations within the study area. It includes a detailed review of baseline conditions such as traffic volumes, travel speed, intersection performance, and accident data.

Insights from stakeholder engagements are highlighted in the public engagement section, reflecting the primary concerns of community members. The Character Zones section divides the corridor into zones based on land use context and traffic patterns, emphasizing key issues for each zone. The final chapters summarize findings, recommend improvements, propose an implementation plan, and outline funding opportunities and priorities.

EXISTING CONDITIONS

Examining existing conditions along the Gaston Avenue corridor is critical to properly contextualize the issues, needs, and opportunities of the space. In order to develop informed recommendations, the project team evaluated traffic operations, conditions for pedestrians and bicyclists, transit, land use, safety, and community input. To collect this information, the project team conducted field surveys, collected traffic counts, did GIS mapping data analysis, and conducted a public survey online with an interactive comment map.

Transportation Analysis

This section summarizes the results of the transportation analysis, which evaluates the traffic conditions, bicycle and pedestrian infrastructure, and transit services/ridership within the corridor.

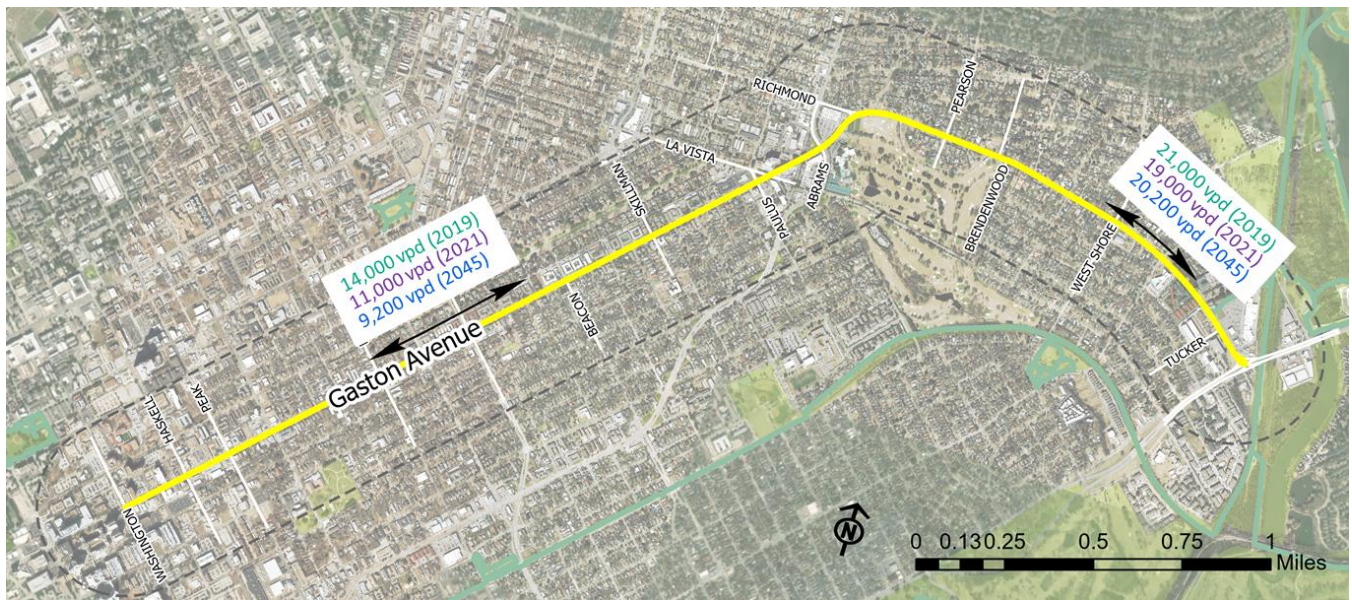
Traffic Volumes

Figure 2 illustrates traffic patterns observed along Gaston Avenue, highlighting significant shifts in daily volumes across various sections. In 2019, daily traffic was recorded at approximately 14,100 vehicles per day (vpd) west of the Lakewood Shopping Center, 13,800 vpd at the Shopping Center, and 21,000 vpd east of it. The COVID-19 lockdowns in 2021 led to reduced traffic volumes, which were subsequently adjusted upward by 20% to account for the impact. With this adjustment, 2021 traffic volumes reached 11,000 vpd west and 19,000 vpd east of the Shopping Center.

When considering adjusted peak hour traffic in 2021, there is a notable difference between Gaston Avenue's east and west sections near the Shopping Center. West of the center, peak hour volumes ranged from 1,100 to 1,300 vehicles per hour (vph) in the peak flow direction and 500 to 1,000 vph in the opposite direction. In contrast, east of the Shopping Center, peak hour traffic ranged from 370 to 700 vph in the peak direction and 270 to 375 vph in the non-peak direction. This indicates that, while overall daily traffic volumes are lower in the segment between Baylor Hospital and the Lakewood Shopping Center, this area is more impacted by rush hour congestion.

The North Central Texas Council of Governments (NCTCOG) 2045 Travel Model further projects that daily volumes on Gaston Avenue will reach 9,200 vpd west of the Shopping Center, increase to 18,500 vpd near Baylor Hospital, and 22,000 vpd east of the center.

FIGURE 2: EXISTING AND PROJECTED TRAFFIC VOLUMES



Traffic Flow

At the time of this study’s development, traffic on Gaston Avenue generally flows smoothly with its four-lane configuration. However, the lack of left turn bays at signalized intersections—except for those at Washington, Munger, Abrams Road, and Garland/East Grand—along with the presence of side streets and numerous driveways, causes delays at multiple locations. Although left turn interference at intersections is not severe, even a single vehicle waiting to turn left can block the left-most through lane until an acceptable gap in opposing traffic appears. The lack of left-turn lanes also increases the risk of rear-end crashes.

Level of Service (LOS) is a measure used to evaluate the effectiveness and efficiency of traffic operations, with grades ranging from A to F, where A represents free-flowing traffic and F indicates severe congestion and significant delays. Generally, LOS D is as an acceptable operating condition for signalized intersections in urban areas. **Table 1** provides a general description of various levels of service categories and delay ranges.

TABLE 1: LEVEL OF SERVICE DESCRIPTION FOR INTERSECTIONS

Level of Service (LOS)	Delay (sec/veh)	Description
A	≤ 10	Free Flow
B	> 10 - 20	Stable Flow
C	> 20 - 35	Stable Flow
D	> 35 - 55	Approaching Unstable Flow
E	> 55 - 80	Unstable Flow
F	> 80	Jammed

In this context, achieving an acceptable LOS across all intersections means that the current traffic management strategies, road infrastructure, and signal timings are effectively accommodating the volume of vehicles. This level of service ensures that drivers experience reasonable wait times at intersections, enhancing overall travel efficiency and reducing frustration.

The 2021 traffic volumes collected for this study were used to estimate the generalized LOS for signalized intersections along the Gaston corridor. As shown in **Table 2**, most signalized intersections are operating at acceptable LOS during all peak hours with the exception of Abrams Road, Tucker Street, and East Grand Avenue/Garland Road (before reconstruction).

TABLE 2: INTERSECTION LEVEL OF SERVICE (LOS) – EXISTING CONDITIONS

Gaston Avenue Intersections	Exiting Conditions		
	Traffic Control	AM Peak Hour LOS	PM Peak Hour LOS
N Washington Ave	Signal	C	C
N Haskell Ave (SB Only)	Signal	B	C
N Peak St (NB Only)	Signal	C	B
N Carroll Ave	Signal	A	B
N Fitzhugh Ave	Signal	B	C
N Collett Ave	Signal	B	B
N Munger Blvd	Signal	C	C
N Beacon St	Signal	B	B
Skillman St	Signal	A	A
Paulus Ave	Signal	A	A
La Vista Dr	Signal	B	C
Abrams Pkwy-Oram St	Signal	B	B
Abrams Rd	Signal	E	F
Richmond Ave	Signal	A	C
W Shore Dr	Signal	C	D
Tucker St	Signal	E	E
E Grand Ave	Signal	F	F

*TWSC – Two-way Stop Control (STOP sign)

The study applied an overall 5% increase to assess future traffic flow along the corridor, projected for 5 to 10 years from now. As shown in **Table 3**, under its current configuration, all intersections are expected to operate at an acceptable Level of Service (LOS) with the projected volume increase, except for the intersections at Abrams Road, Tucker Street, and East Grand Avenue/Garland Road.

TABLE 3: INTERSECTION LEVEL OF SERVICE (LOS) – FUTURE CONDITIONS

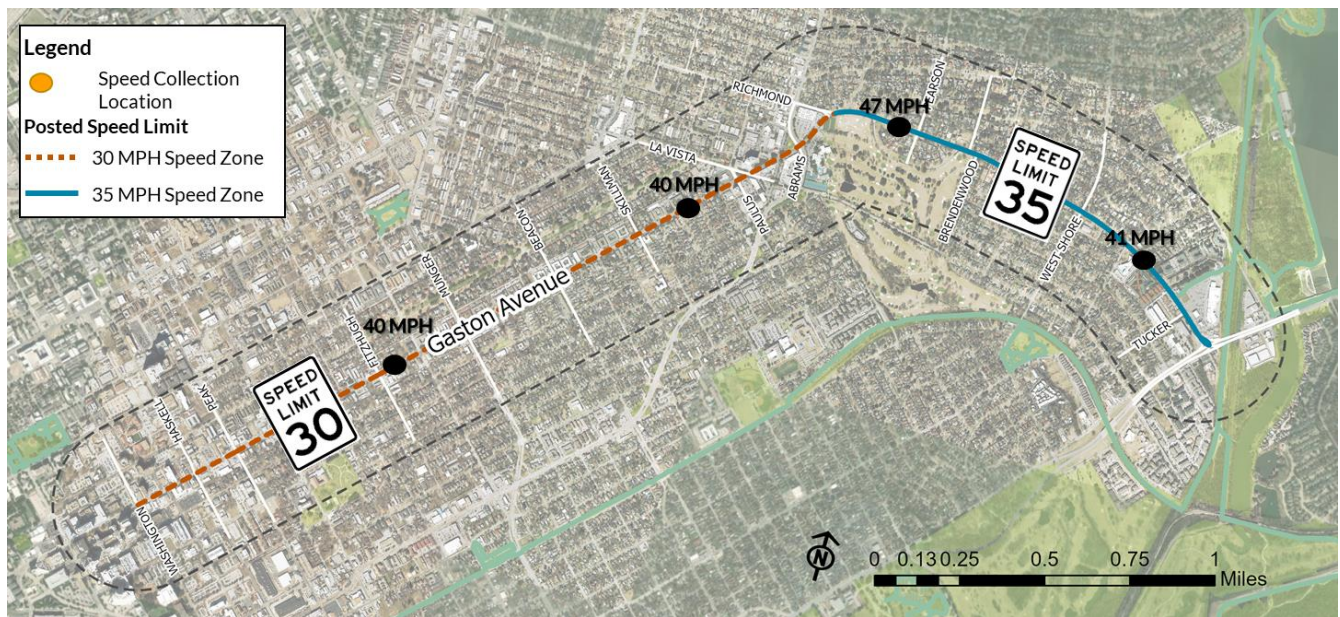
Gaston Avenue Intersections	Future Conditions		
	Traffic Control	AM Peak Hour LOS	PM Peak Hour LOS
N Washington Ave	Signal	C	C
N Haskell Ave (SB Only)	Signal	B	C
N Peak St (NB Only)	Signal	C	C
N Carroll Ave	Signal	A	B
N Fitzhugh Ave	Signal	C	C
N Collett Ave	Signal	B	B
N Munger Blvd	Signal	C	C
N Beacon St	Signal	B	B
Skillman St	Signal	A	A
Paulus Ave	Signal	A	A
La Vista Dr	Signal	B	C
Abrams Pkwy-Oram St	Signal	B	B
Abrams Rd	Signal	E	F
Richmond Ave	Signal	A	C
W Shore Dr	Signal	C	D
Tucker St	Signal	E	E
E Grand Ave	Signal	F	F

Travel Speed

While the speed limits are 30 MPH from Washington Avenue to Country Club Circle and 35 MPH from Country Club Circle to Garland/E Grand, most vehicles travel much faster, raising safety concerns. **Figure 3** shows the 85th percentile speed—the speed below which 85% of vehicles travel—recorded at select locations for this study in 2021.

In particular, the area east of Richmond Avenue exhibited an 85th percentile speed of 47 MPH. This speed decreases to 41 MPH closer to the 3G intersection, where traffic is more congested. West of Richmond Avenue, the 85th percentile speed is 40 MPH. Although this speed is slower than that east of Richmond, this section of Gaston Avenue has more activity due to it serving as a transit route and emergency route to Baylor Hospital, and is surrounded by more intense land uses compared to east of Richmond Avenue.

FIGURE 3: TRAVEL SPEED



Pedestrian Network

There are complete sidewalks on both sides of Gaston Avenue, except for gaps along the frontage of the Lakewood Country Club between Abrams Road and Country Club Circle, on the north side of Gaston between W. Shore Drive and approximately 400 feet east of W. Shore Drive, and on the north side of Gaston between Loving Avenue and approximately 170 feet east of Loving Avenue. **Figure 6** shows the location of missing sidewalks. Most existing sidewalks have buffers separating pedestrians from traffic, with wider buffers between Abrams Road and Tucker Street compared to the sidewalks west of Paulus Avenue. In contrast, the sidewalks in the Lakewood Shopping Center are directly behind the curb, inconsistent in width, and often non-compliant with ADA standards.

The condition of the sidewalks varies, with many being narrow, deteriorating, and obstructed by signal and light poles. Sidewalks adjacent to commercial properties between Washington Avenue and Abrams Road are interrupted by numerous and wide curb cuts for driveways, creating an uncomfortable walking environment. Additionally, the drive-thru line for the Starbucks at Haskell Avenue often impedes the westbound pedestrian path during morning peak travel times.

Crosswalks are present at every signalized intersection, with those across Gaston Avenue in better condition than those across intersecting streets. However, the type of crosswalks is inconsistent; most intersections have ladder-style crosswalks. Decorative crosswalks exist at the Washington Avenue intersection and the Abrams Parkway intersection in the Lakewood Shopping Center. The decorative crosswalk at Oram and Abrams Parkway is striped, while the one at Washington Avenue is not, possibly due to its design, which may confuse pedestrians about where the crosswalk ends, and the travel lane begins.

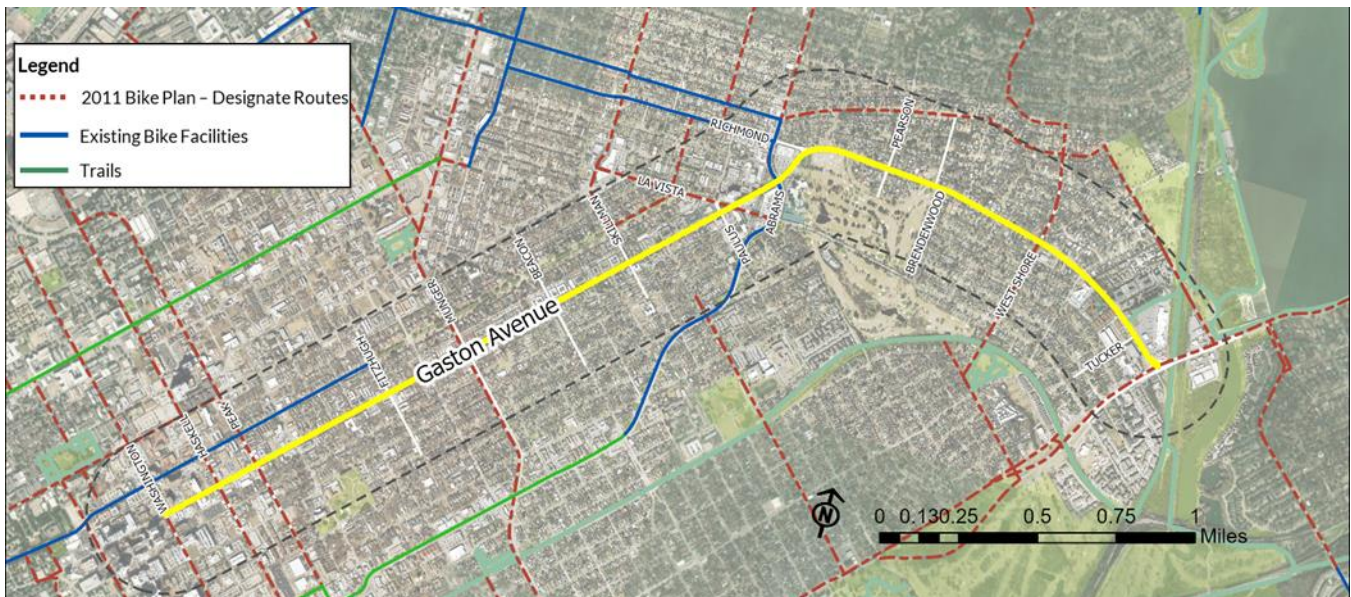
FIGURE 6: MISSING SIDEWALKS



Bike Network

A review of the existing bicycle facilities within the corridor was also conducted. The bicycle network in the study area is less developed than the sidewalk network. Although the 2011 Bike Plan does not fully designate Gaston Avenue as a bike route, it does include a segment between Glendale Street and Glasgow Avenue as a designated bike route with recommended on-street bicycle facility. This segment connects proposed facilities on Glendale Street and Skillman Street to Glasgow Avenue, linking cyclists to Willis C. Winters Park, the Santa Fe Trail, and Samuell-Grand Park.

FIGURE 7: 2011 BIKE PLAN DESIGNATIONS AND EXISTING BIKE FACILITIES

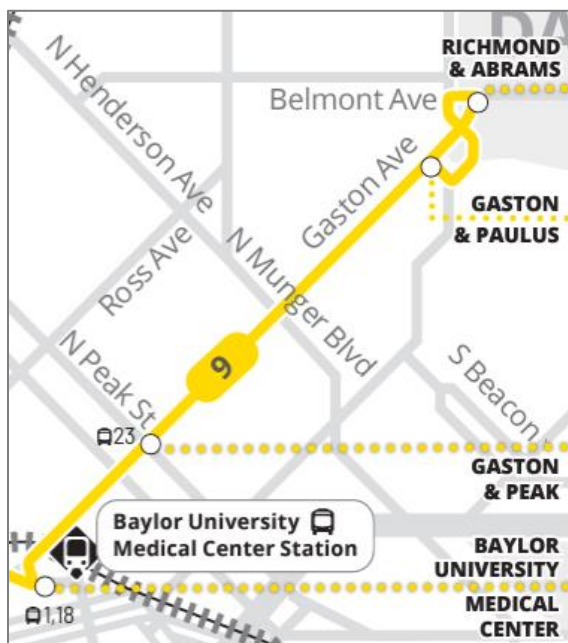


Several side streets designated for bicycle facilities intersect with Gaston Avenue: Washington Avenue, Haskell Avenue, Peak Street, Munger Boulevard, Glendale Street, Skillman Street, La Vista Drive, Abrams Road, and W. Shore Drive. Currently, the only side street with existing bicycle facilities is Abrams Road, which features physically separated bicycle lanes extending north and south of the Gaston intersection. Additionally, a trailhead for the Santa Fe Trail is located just north of the Arboretum Shopping Center, offering connectivity from Gaston Avenue to the White Rock Lake trail system.

Transit Service

DART operates one bus route, Route 9, along Gaston Avenue through the study area, between Washington Avenue and Abrams Road. The route extends from the Cockrell Hill Transfer Station in southern Dallas, runs through Downtown Dallas, interfaces with many other routes at the East Transfer Station, interfaces with the DART Green Line train at the Baylor University/Medical Center (BUMC) Station, and then runs along Gaston Avenue to Abrams Road where it turns around and then returns on its round trip back to the Cockrell Hill Transfer Station in southern Dallas. **Figure 8** displays the route along the corridor.

FIGURE 8: DART BUS ROUTE 9



Route 9 is considered a high-ridership route with buses running every 15 minutes (4 buses per hour each way) during peak and midday periods, and every 30 minutes (2 buses per hour each way) during off-peak hours. Bus stops are located every two to three blocks along Gaston Avenue between Washington Avenue and Abrams Road. **Table 3** details the locations and ridership data obtained in February 2021 for each stop.

The corridor's busiest stops, accounting for 43% of ridership, are located between Haskell Avenue and Fitzhugh Avenue. Another stop with notable ridership is St. Joseph, which accounts for 9% of ridership and serves the Baylor Medical Center, Griswell College, and the Dallas Theological Seminary.

TABLE 3: DART ROUTE 9 AVERAGE DAILY BOARDINGS & ALIGHTINGS (FEBRUARY, 2021)

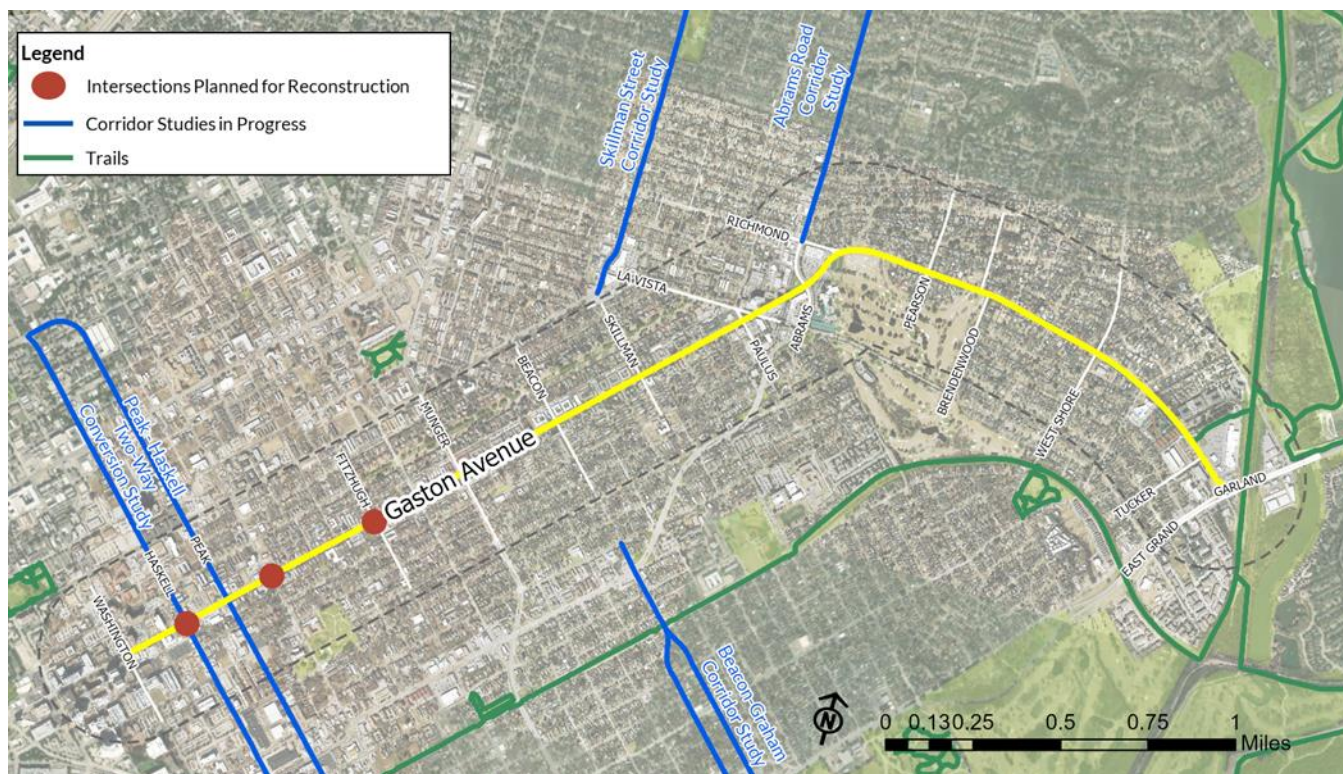
Bus Stop Location	Northbound		Southbound	
	On	Off	On	Off
Washington	6	13	36	9
St. Joseph	21	39	34	20
Hill	2	3		
Haskell	36	48	48	17
Peak	26	44	47	24
Carroll	13	32	33	8
Annex	3	11	8	2
Fitzhugh	19	47	49	12
Collett	4	16	19	5
Munger	4	17	17	2
Dumas	7	18	32	5
Dumont	4	11		
Parkmount			11	3
Beacon	7	24	31	3
Glendale	5	22	27	4
Skillman	4	20	19	2
Glasgow	5	16	13	2
Nesbitt	3	20	12	1
La Vista	1	2		
Abrams Pkwy	0	0		
Abrams Rd - Gaston	1	4		
Richmond - Abrams	33	52		

(Source: DART)

Planned and Committed Improvements

Several transportation improvement projects, which are not related to the Gaston Avenue Corridor Study shown in **Figure 9**, are currently underway or planned for the coming years within or near the Gaston Avenue study area. These projects may directly or indirectly impact, or be impacted by, travel along the corridor

FIGURE 9: PLANNED AND COMMITTED PROJECTS



Intersection Reconstructions

The intersections at Haskell Avenue, Carroll Avenue, and Fitzhugh Avenue are scheduled for complete reconstruction, which will include new traffic signals, pedestrian signals, improved ADA compliance and crosswalks. Enhancements will also feature backplates with reflective borders for better visibility, pedestrian detection systems to ensure pedestrians and bicyclists are detected and given appropriate signal phases, along with audible pedestrian signals. The Haskell Avenue signal reconstruction is funded by TxDOT’s Highway Safety Improvement Program (HSIP), the Fitzhugh Avenue signal by DART, and the Carroll Avenue intersection as part of the Trinity Watershed Management pipeline project.

Transportation Corridor Studies

Peak – Haskell Two-Way Conversion Study

A corridor study is underway to evaluate traffic safety, traffic operations, and pedestrian accessibility on Haskell Avenue and Peak Street for the feasibility of converting both one-way corridors to two-way operations. The boundaries for the study are Haskell Avenue from Lemmon Avenue to Stonewall Street, Stonewall Street from Haskell Avenue to Peak Street, Peak Street from Stonewall Street to Lemmon Avenue, and Lemmon Avenue from Peak Street to Haskell Avenue. The study is anticipated to be completed in 2025.

Abrams – Skillman Corridor Studies

Independent studies are underway for Abrams Road from Richmond Avenue to Northwest Highway, and for Skillman Street from Live Oak Street to Abrams Road. The purpose of the studies is to determine recommended strategies and improvements to enhance safety and mobility for all users of the corridors and address resident concerns of speeding and traffic control. The studies are anticipated to be completed in 2025.

Beacon – Graham Corridor Study

A study is underway for S. Beacon Street and Graham Avenue between Reiger Avenue and Samuell Boulevard to evaluate options for implementing bike lanes on these streets as well as the potential impacts if the streets were converted from one-way traffic operations to two-way operations. The study is anticipated to be completed in 2025.

Safety Analysis

To understand the crash history in the corridor, local and regional safety plans were reviewed, and an analysis was conducted focusing on both general crash trends and trends in severe injury and fatal crashes. This analysis involved identifying patterns in the frequency and types of crashes and pinpointing specific locations with higher incidences of severe injuries and fatalities and unusual crash trends. The aim was to gain insights into the underlying crash causes, in order to inform targeted safety improvements and interventions.

Safety Action Plans

Gaston Avenue has been identified as part of the High Injury Network (HIN) in the City's Vision Zero Action Plan, an image of which is shown in **Figure 10**. The HIN consists of streets with the highest percentages of fatal and severe crashes involving motorists, pedestrians, and cyclists, with Gaston Avenue included due to its significant number of severe and fatal pedestrian and cyclist crashes. Additionally, the North Central Texas Council of Government's (NCTCOG) Pedestrian Safety Action Plan designates Gaston Avenue as a Primary Pedestrian Safety Corridor. This plan highlights current conditions and targets areas for improvement within the 12-county Metropolitan Planning Area (MPA). A map of the Primary Pedestrian Safety Corridors is shown in **Figure 11**.

FIGURE 10: CITY OF DALLAS VISION ZERO HIGH INJURY NETWORK

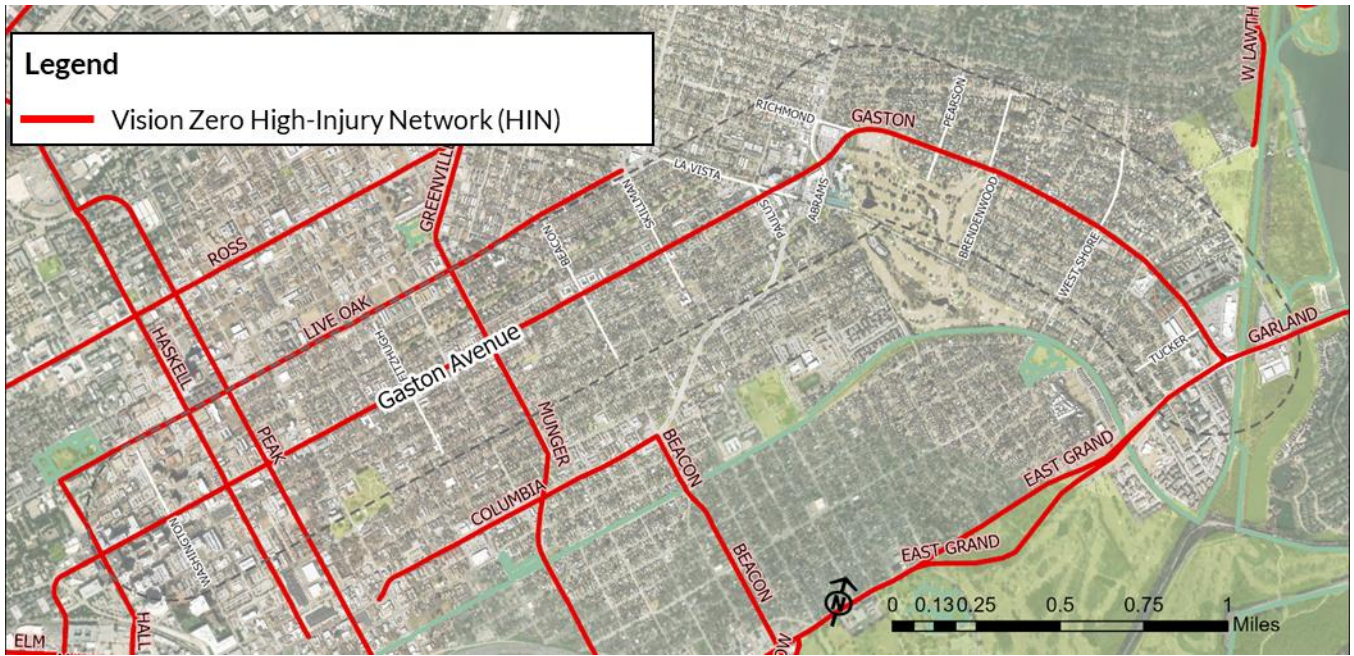
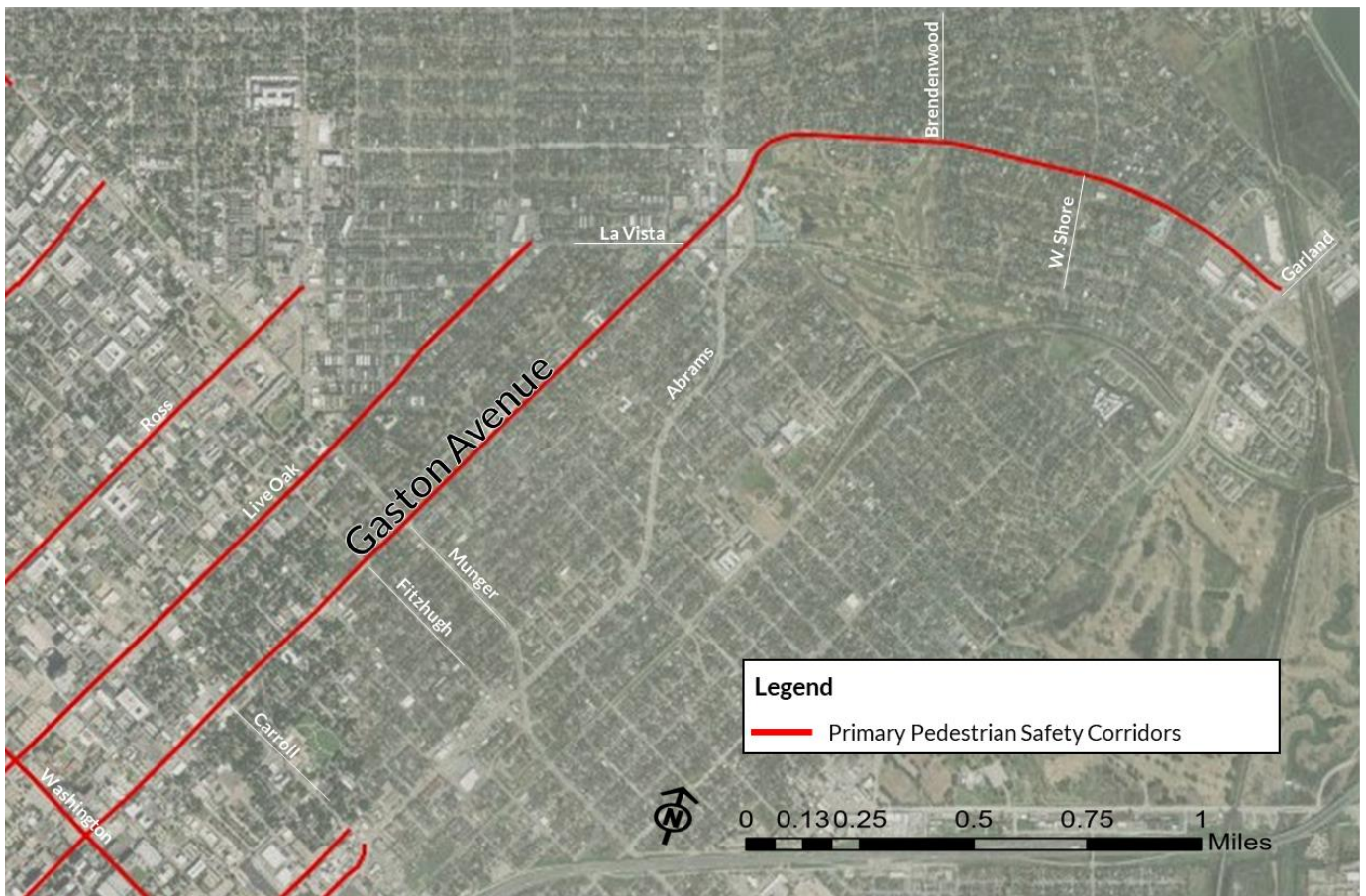


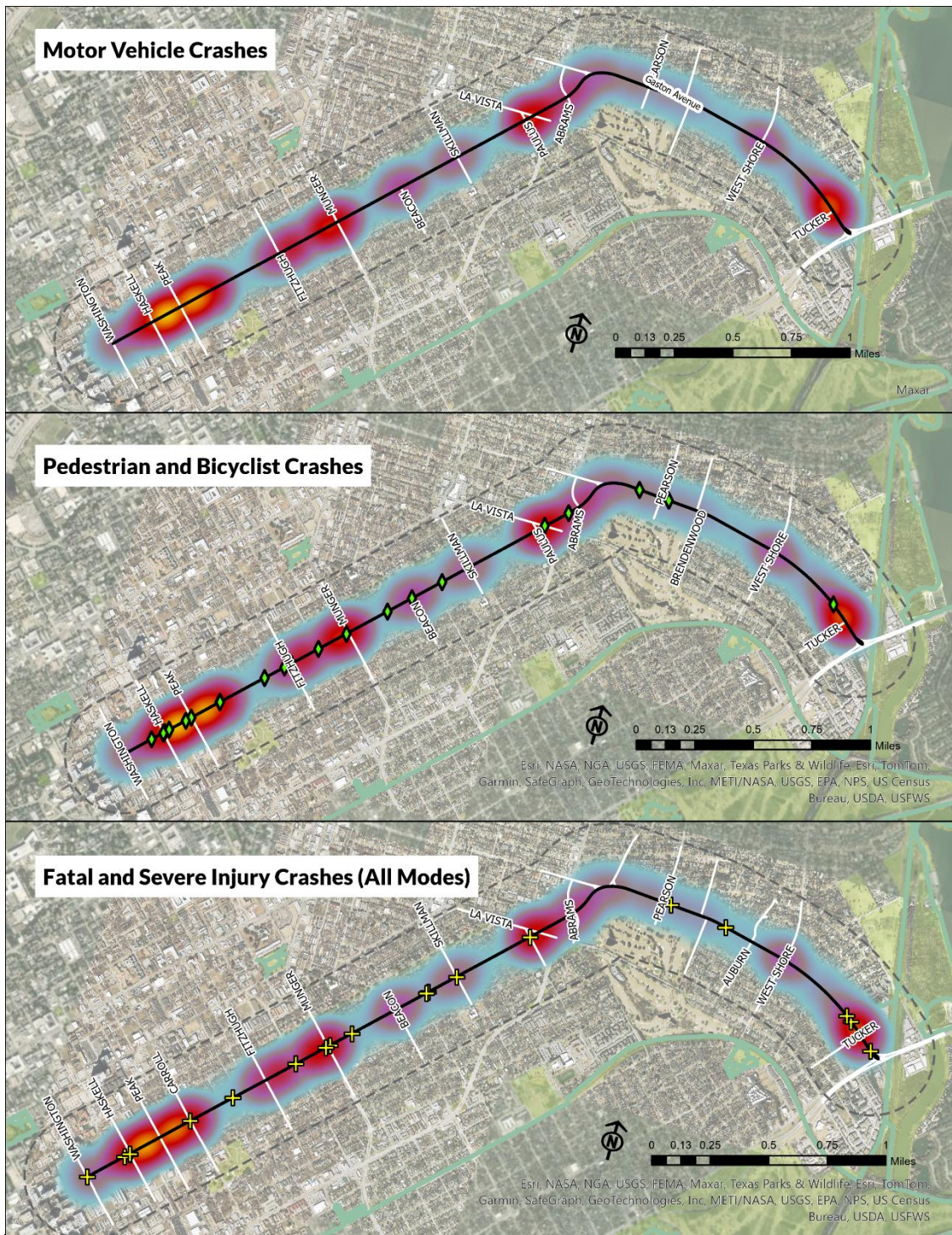
FIGURE 11: NCTCOG PRIMARY PEDESTRIAN SAFETY CORRIDORS



Crash Trends

An analysis of crashes along the Gaston corridor from 2015 to 2019 was conducted using data from TxDOT's Crash Records Information System (CRIS). Over this five-year period, nearly 653 crashes occurred within the corridor study area. **Figure 12** illustrates the spatial distribution of these crashes, highlighting the frequent locations of incidents involving motor vehicles only, pedestrians, and bicyclists, as well as those resulting in fatalities or severe injuries.

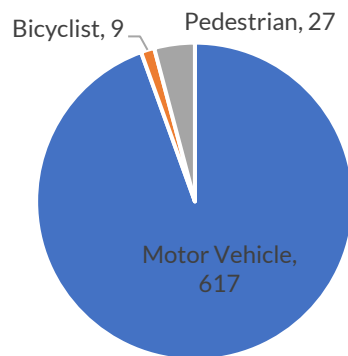
FIGURE 12: SPATIAL DISTRIBUTION OF CRASHES BY MODE AND SEVERITY



Pedestrian and Bicyclist Crashes

Six percent of the crashes along the corridor involved pedestrians or bicyclists. Among pedestrian-involved crashes, 39% were due to motorists failing to yield the right-of-way to pedestrians, while 19% were caused by pedestrians failing to yield the right-of-way to motorists. The highest concentration of these crashes occurred in the 0.33-mile stretch between Washington Avenue and Carroll Avenue, which accounts for 50% of pedestrian crashes. The Carroll, Haskell, and Washington intersections had the most crashes overall, with Carroll also having the highest percentage of bicyclist crashes, representing 33%. Severe injuries occurred in 18% of pedestrian crashes and 11% of bicyclist crashes, compared to 3% of motor vehicle crashes.

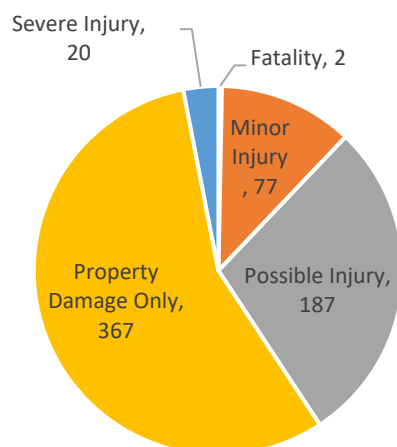
FIGURE 13: TOTAL CRASHES BY MODE



Severe & Fatal Injury Crashes

Crashes resulting in fatalities or severe injuries were analyzed to identify patterns in their causes and locations, aiming to prioritize safety concerns within the corridor. Less than 4% of the crashes resulted in fatalities or severe injuries. While no patterns were found in the fatal crashes, the top contributing factors to severe injury crashes were failing to yield the right-of-way—whether turning left, to a pedestrian, or to a vehicle at an open intersection. Notably, 50% of the severe injury crashes occurred within the one-mile segment between Washington Avenue and Munger Boulevard.

FIGURE 14: TOTAL CRASHES BY CRASH SEVERITY



Crash Types

Figure 15 summarizes the distribution of crash types within the corridor. Among the known crash types, right-angle crashes are the most frequent, accounting for 29% of the total, followed by left turn crashes at 23%, rear-end crashes at 21%, and sideswipe crashes at 10%. **Figure 16** illustrates the spatial distribution of these crashes. The corridor west of Paulus tends to have the highest frequency of these common crash types, with a few exceptions. For both intersection and non-intersection related crashes, left-turn crashes are most dense near the Arboretum Shopping Center, which could be contributed to density of driveways and traffic volume in area. Rear-end crashes is a common issue east of Richmond.

FIGURE 15: TOTAL CRASHES BY CRASH TYPE

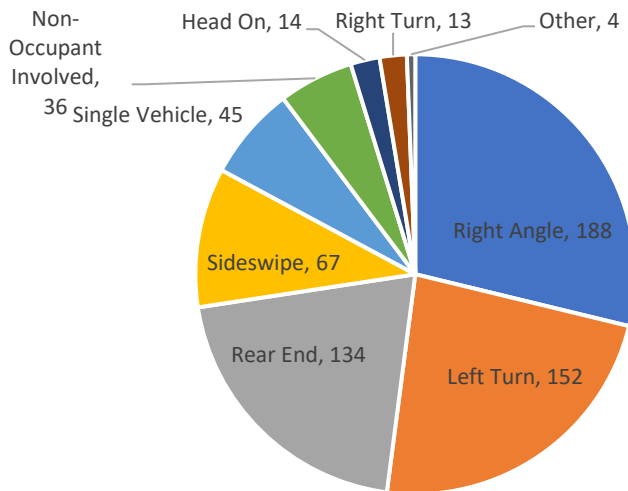
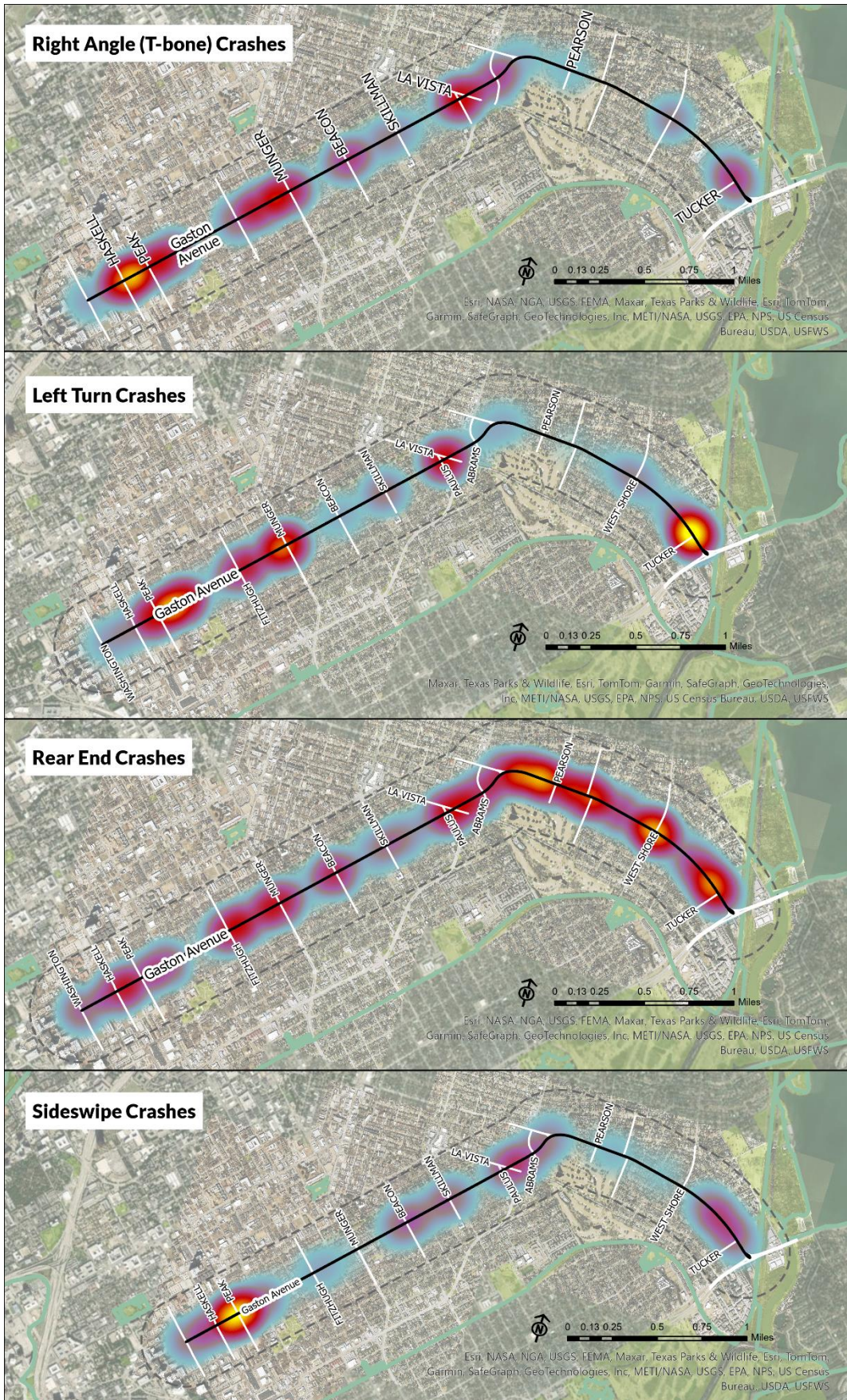


FIGURE 16: SPATIAL DISTRIBUTION OF THE MOST COMMON CRASH TYPES



Contributing Factors

The top three factors contributing to crashes along the corridor are failure to yield the right-of-way while turning left, failure to control speed, and disregarding stop-and-go signals (running red lights). Failure to yield the right-of-way while turning left accounts for a significant portion of crashes, with 21% of these crashes being driveway related. Among intersection-related crashes, over 62% occur at Carroll, Munger, Tucker, Peak, Fitzhugh, and Skillman, while Paulus and La Vista at the Lakewood Shopping Center collectively account for 13.2%.

Failure to control speed is another major factor, with W. Shore Drive experiencing 12% of all speed-related intersection crashes, followed by Richmond, Fitzhugh, La Vista, and Munger. Disregarding stop-and-go signals, or running a red light, is also a significant contributor in intersection related crashes, with Haskell, Munger, Paulus, and Collett accounting for over 48% of red-light running crashes along the corridor. **Figure 18** illustrates the spatial distribution of contributing crash factors.

FIGURE 17: CRASH CONTRIBUTING FACTORS

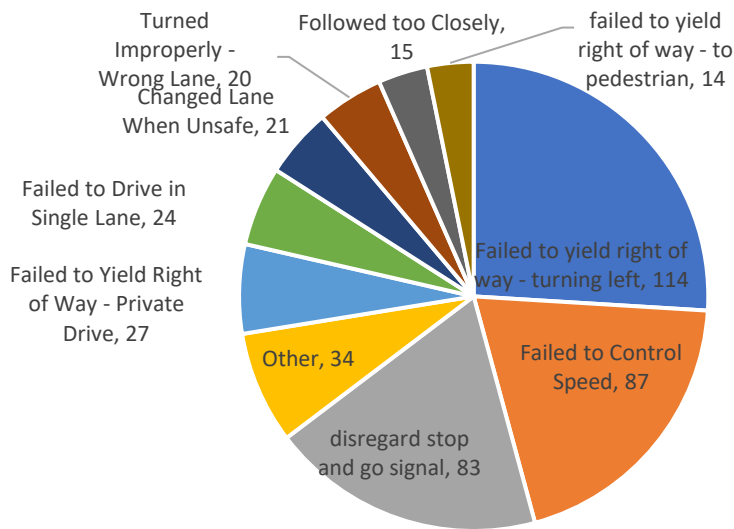
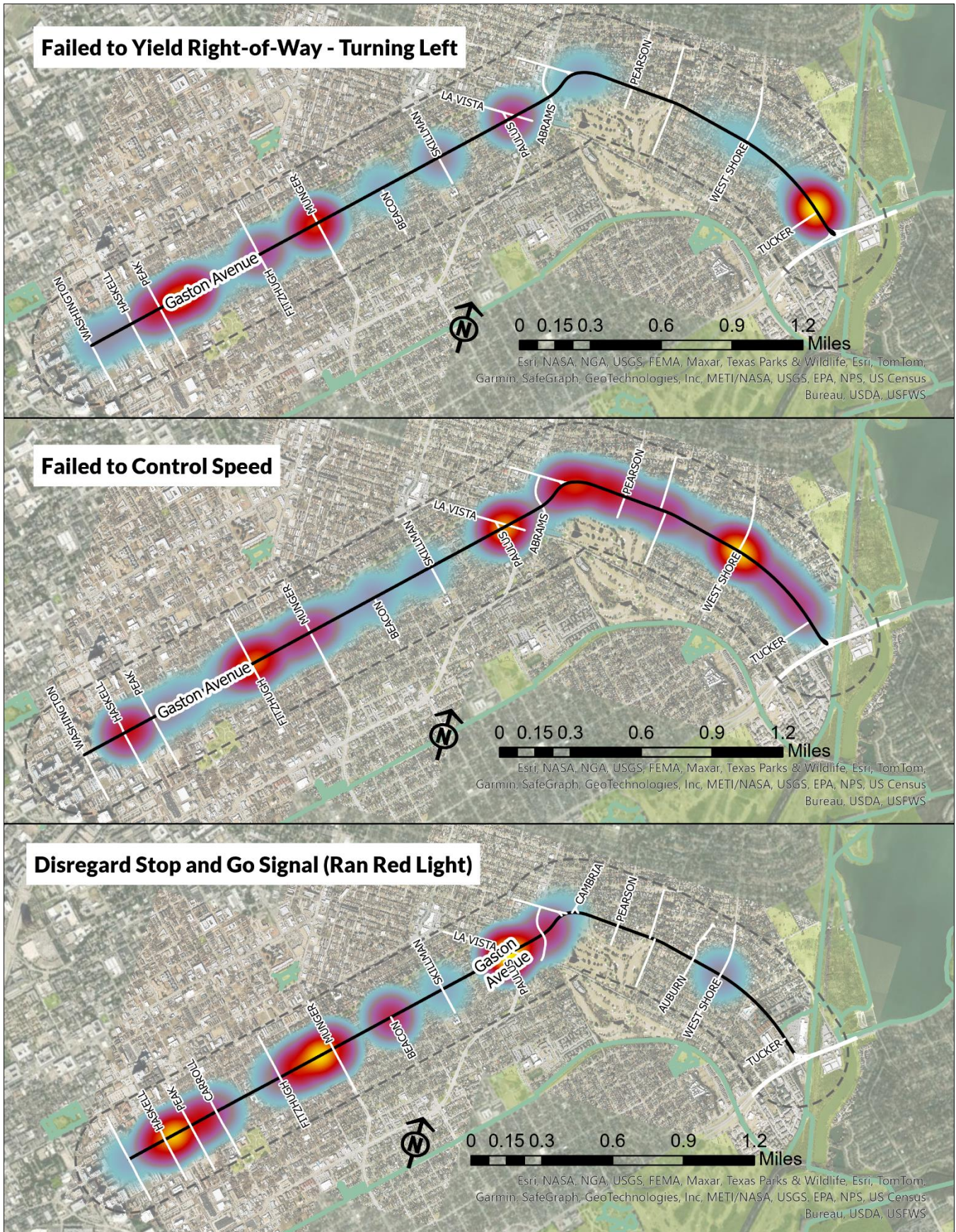


FIGURE 18: SPATIAL DISTRIBUTION OF COMM



Intersections

Sixty-seven percent of crashes occurred within the boundaries of an intersection or the presence of an intersection contributed to the crash. **Table 4** lists the 10 intersections with the most crashes. The top 10 represents 70% of intersection related crashes that occurred along the corridor.

TABLE 4: TOP 10 HIGHEST FREQUENCY CRASH INTERSECTIONS

Rank	Intersection	% of Total
1	Munger Blvd	10.25%
2	Carroll Ave	9.57%
3	Peak St	8.20%
4	Haskell Ave	7.97%
5	Paulus Ave	6.15%
6	W. Shore Dr	6.15%
7	Tucker St	5.69%
8	Fitzhugh Ave	5.69%
9	Collett Ave	5.47%
10	Beacon St	4.78%

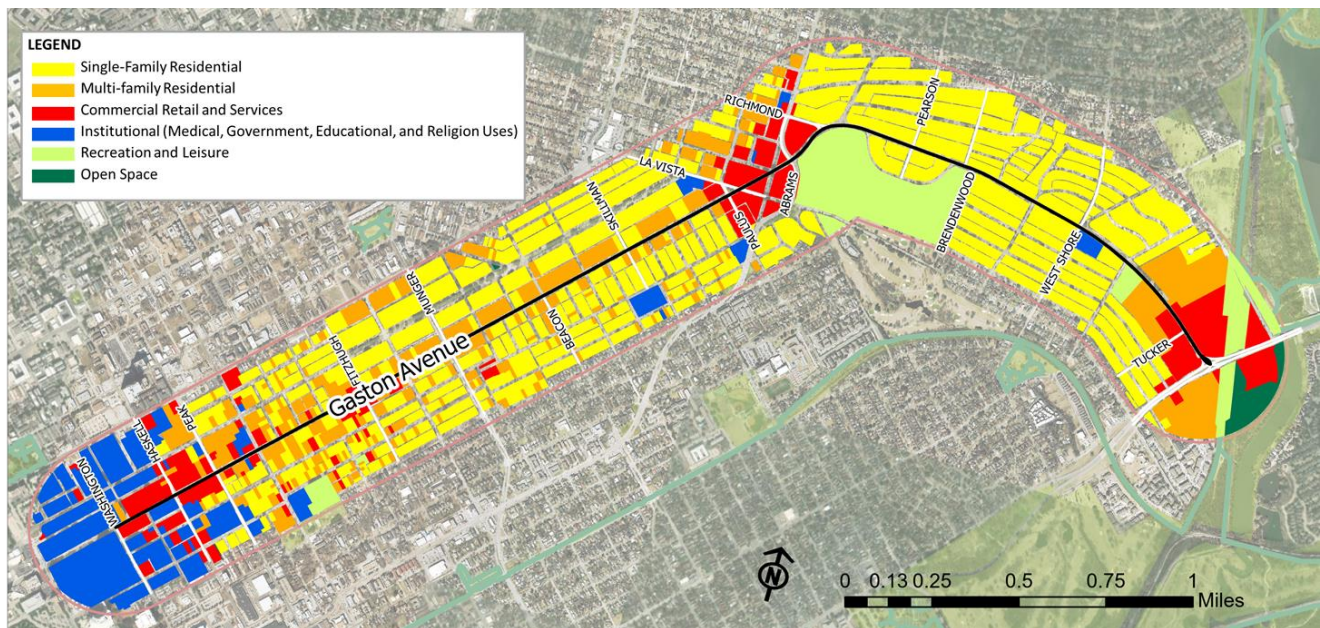
Land Use Context

Gaston Avenue passes through several neighborhoods and ensuring that recommendations are cohesive while respecting the character of each neighborhood requires careful planning and coordination. This section documents the existing land use and discusses the local land use policies and previous planning efforts that will inform recommendations for improvements.

Existing Land Use

The majority of the study vicinity consists of low to medium-density residential areas. The east and west ends of the study area are predominantly commercial, featuring retail, service, and restaurant establishments. The central portion of the study area is primarily residential, anchored by the Lakewood Shopping Center. Overall, the study area maintains a low-density, suburban character, with commercial uses concentrated at either end.

FIGURE 19: EXISTING LAND USE

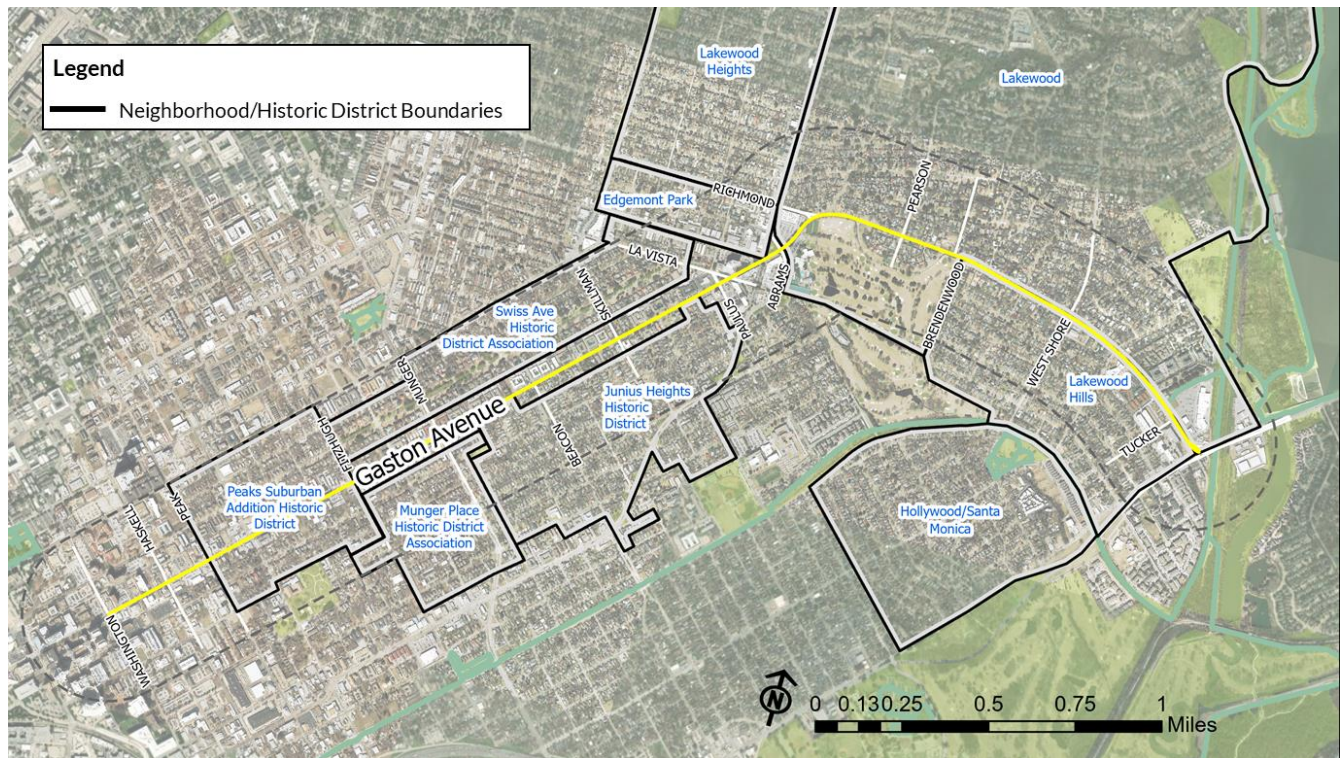


Data Source: Dallas Central Appraisal District

Neighborhoods and Historic Districts

Multiple established neighborhoods border the corridor, some of historical or architectural significance, but each adding to the corridor's unique character and identity. The community's strong attachment and demonstrated commitment to preserving this significance is evident. By considering these areas, the study facilitates a balanced approach aimed at maintaining the aesthetic and historical integrity of these neighborhoods, leading to more thoughtful and context-sensitive outcomes.

FIGURE 20: NEIGHBORHOOD AND HISTORIC DISTRICT BOUNDARIES



Emerging Development

A proposed development at the eastern end of the Gaston Avenue corridor should be considered for its potential contributions to the traffic volumes and flow along Gaston Avenue.

The proposed Trailhead development is located at the southeast corner of the 3-G intersection, as shown in **Figure 21**. Currently under construction, the site will include over 250 mid-rise multifamily units and more than 10,000 square feet of retail and restaurant space on the ground floor. The Traffic Impact Assessment (TIA) indicates that the development will generate approximately 160 new one-way vehicle trips during the weekday AM peak hour and 200 new one-way vehicle trips during the weekday PM peak hour upon completion. Additionally, the site will offer a new access point to the Santa Fe Trail, accessible from the 3-G intersection.

FIGURE 21: SITE OF PLANNED MIXED-USE DEVELOPMENT: THE TRAILHEAD



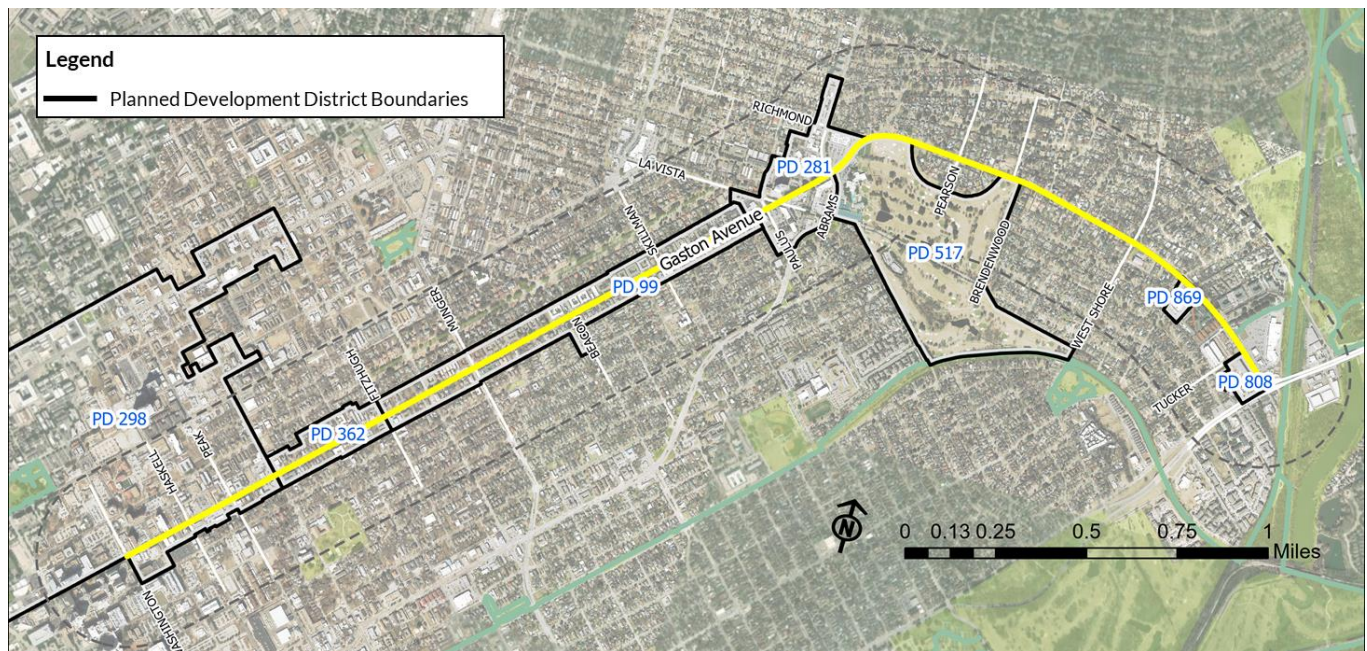
Zoning Districts

The zoning within the study area reveals a diverse range of districts, particularly east of Richmond Avenue, where there is a broader mix of land uses. In contrast, the zoning west of Richmond is predominantly residential, with some multifamily housing and commercial areas concentrated around the 3G intersection. Planned Development (PD) Districts are distributed along the corridor, with a higher concentration east of Richmond Avenue.

PD Districts offer more flexibility compared to traditional zoning, allowing for tailored development standards that address specific requirements, such as driveway configurations, sidewalks, landscaping, and pedestrian amenities. This customization ensures that development aligns more closely with the unique needs and goals of the area.

Several PD Districts along the corridor are designed to preserve historic neighborhoods or promote walkability, with significant community input shaping these objectives. This section evaluates the impact of PDs on right-of-way conditions to ensure that any recommendations from this study align with the community’s vision for Gaston Avenue, while also addressing potential conflicts with both existing and future developments.

FIGURE 22: PLANNED DEVELOPMENT DISTRICTS



PD 298 – Bryan Area Special Purpose District

Established in 1988, this PD originated from the Bryan Area Land Use Study. It extends along the corridor from Washington Avenue to Carroll Avenue, with Gaston Avenue as its southern boundary, and includes part of the Peaks Suburban Addition Historic District. PD 298 aims to organize and enhance development in the Baylor Medical District and surrounding medical offices and services. It prioritizes wider sidewalks and tree planting to improve the area's appearance and urban character while fostering pedestrian activity. Regulations include eight-foot sidewalks on pedestrian linkage streets where feasible,

pedestrian-scale lighting, and specified tree planting requirements to promote a pedestrian-friendly environment. However, due to the existing road configuration and right-of-way constraints, implementing these wider sidewalks and tree plantings has proven unfeasible.

PD 362 – Gaston Area Planned Development District

Established on January 22, 1992, this PD extends from Carroll Avenue to Fitzhugh Avenue in the Peaks Suburban Addition Historic District and does not regulate facilities within the right-of-way. It governs only the use of property and the construction, addition, or renovation of street facades for designated contributing structures in the Peaks Suburban Addition Historic District.

PD 99 – Gaston Avenue Special Purpose District

PD 99, established in 1978, spans Gaston Avenue from Fitzhugh Avenue to a midpoint between Nesbitt Drive and Paulus Avenue and includes part of the Junius Heights Historic District. It aims to establish standards that reflect the area's historical, cultural, and architectural significance. The district regulates right-of-way landscaping and governs off-street parking, prohibiting it between the property line and front facade. Additionally, it restricts driveway access by limiting the number and width of driveways for single-family and duplex residences.

PD 281 – Lakewood Special Purpose District

Established in 1988 as the Lakewood Special Purpose District, PD 281 extends from west of Paulus Avenue/Alderson Street to Richmond Avenue. It encompasses the Lakewood Shopping Center and the surrounding offices, restaurants, and retail stores, including Whole Foods. PD 281 aims to conserve the area's unique character by safeguarding its significant architectural and cultural features. Mandates within this district include landscaping and pedestrian facilities, such as covered walkways and seating areas, to enhance the aesthetic appeal. Specific regulations vary depending on the area, with requirements for street trees and pedestrian-scale lighting. Sidewalk construction standards are also outlined, with different specifications for designated streets. Additional landscape regulations apply to specific zones, such as Abrams/Richmond/Gaston along the Whole Foods frontage, where buffer zones and streetscape amenities zones are designated to accommodate enhanced landscaping and pedestrian amenities.

PD 517 – Lakewood Country Club

Established in 1998, PD 517 extends from Abrams Road to Country Club Circle along the south side of Gaston Avenue. This Planned Development District (PD) regulates the site of Lakewood Country Club but does not include provisions for right-of-way improvements on Gaston Avenue. Notably, the corridor within this PD contains a significant gap in the sidewalk network.

PD 869 – White Rock YMCA

Established in 2012, PD 869 regulates the site of the White Rock YMCA. This district mandates a minimum sidewalk width, requiring a six-foot-wide sidewalk along Gaston Avenue and Loving Avenue between the curb and the street-facing facade.

PD 808 – Lakeview Center

Established in 2009, PD 808 spans Gaston Avenue from Tucker Street to East Grand Avenue, encompassing the Lakeview Center shopping center. The district's history is somewhat unclear, as the ordinance references mixed-use development and multi-family uses, even though a shopping center currently occupies the site. Regardless, many provisions are designed for mixed-use and multi-family developments, aiming to enhance the environment for pedestrians and cyclists, likely due to the site's proximity to White Rock Lake and the Santa Fe Trail. For residential and mixed-use developments, the ordinance specifies provisions for pedestrian-scale lighting along public sidewalks and adjacent to public streets, pedestrian entrances from Gaston Avenue with maximum spacing requirements, planting zones and sidewalk zones with specified minimum widths, and parkway tree types and spacing.

In summary, the Planned Development (PD) districts primarily aim to transform Gaston Avenue into a pedestrian-friendly corridor that enhances access to White Rock Lake and the trail system while preserving its historic and architectural integrity. The PDs achieve this by providing provisions for wider sidewalks, attractive landscaping, and enhanced pedestrian amenities. Recommended improvements should align with these provisions to support the overall vision for the corridor.

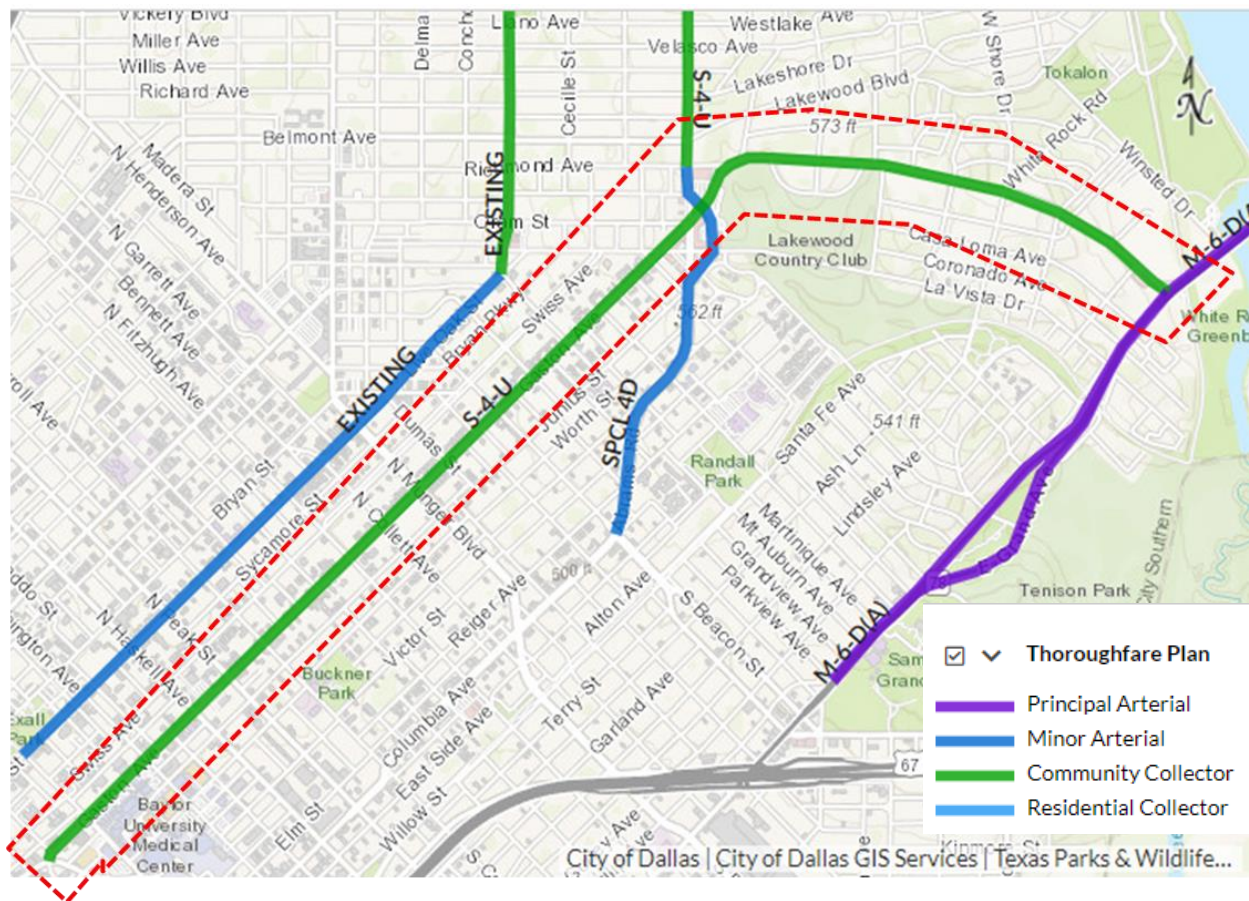
Existing Plans

Previous planning efforts offer valuable context and insight into the local community's needs, priorities, and goals. These plans will inform and guide recommendations for the corridor.

Thoroughfare Plan

The 1991 City of Dallas Thoroughfare Plan is a long-range roadmap for classifying roadways and setting minimum standards. It guides all aspects of roadway planning, funding, construction, operation, and maintenance, addressing 20-year needs in developed areas and establishing patterns for undeveloped areas. According to the plan, Gaston Avenue is designated as a standard four-lane undivided Community Collector within a 60-foot right-of-way. Community Collectors serve the function of collecting and distributing traffic between arterial and local streets.

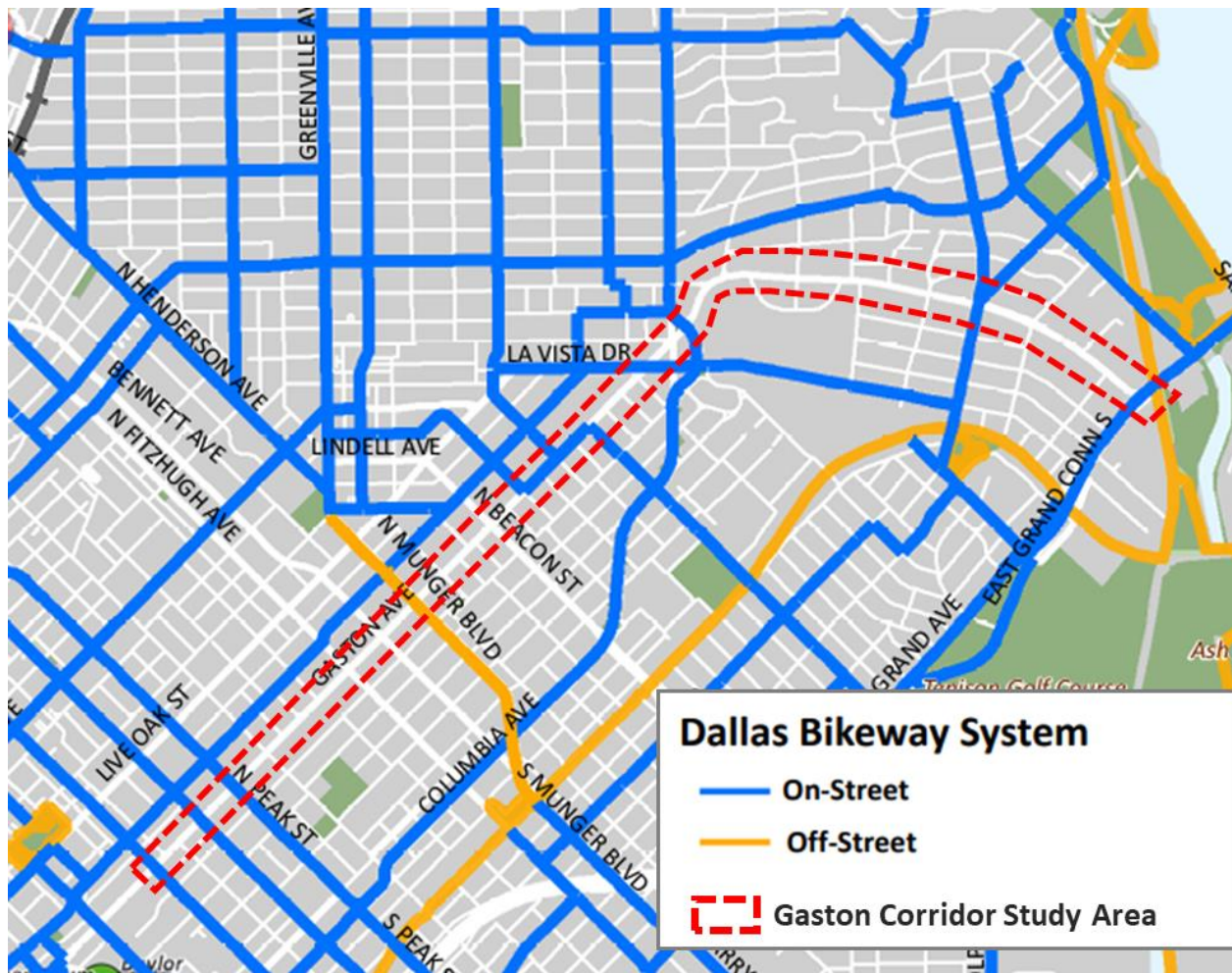
FIGURE 23: CITY OF DALLAS THOROUGHFARE PLAN



2011 Bike Plan

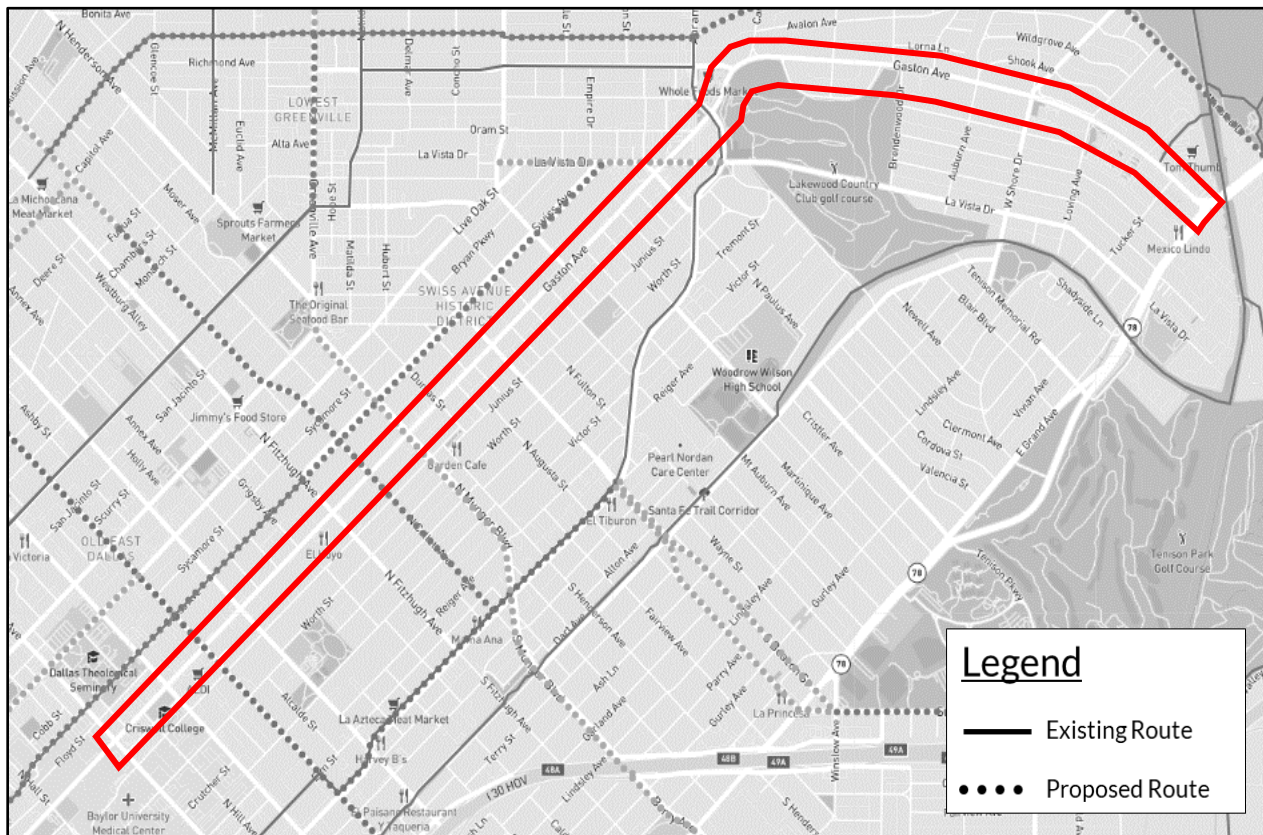
The existing bike plan, 2011 Bike Plan, establishes the Dallas Bikeway System, a network of designated on-street and off-street bicycle facilities as shown in **Figure 24**. The plan recommends a bike route on Gaston Avenue between Glendale Street and Glasgow Drive to connect Winters Park, Woodrow Wilson High School, J.L. Long Middle School, and the Santa Fe Trail entrance. Additionally, it recommends bike routes on Washington Avenue, Haskell Avenue, Peak Street, Munger Boulevard, La Vista Drive, and Abrams Road, intersecting the corridor and further enhancing connectivity to the Santa Fe Trail. However, apart from Abrams Road, none of these routes currently exist or have secured funding.

FIGURE 24: 2011 BIKE PLAN



An update to the 2011 Bike Plan is underway, and a draft of the proposed network, shown in **Figure 25**, aims to create a more comfortable and connected bikeway by prioritizing key routes. The draft network retains routes along Peak, Collett, Munger, and La Vista but removes several others, including the segment of Gaston between Glendale and Skillman Washington, as well as the routes on Haskell, Glendale, Skillman, and Glasgow. This refocused approach concentrates resources on critical routes, to strengthen overall connectivity to area destinations.

FIGURE 25: BIKE PLAN UPDATE: DRAFT BIKE NETWORK



Complete Streets Design Manual

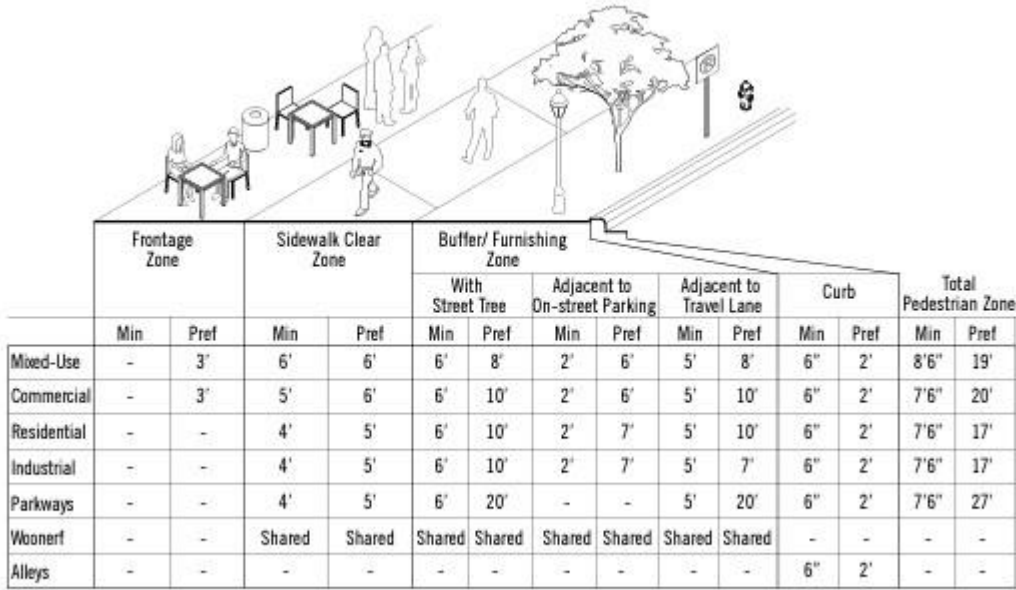
The City of Dallas Complete Streets Design Manual, which was adopted by City Council in 2016, serves as a guidance for creating roadways that improve the public realm, ensuring they are safe, accessible, and convenient for all users, such as pedestrians, bicyclists, motorists, transit riders, and individuals with disabilities. It establishes a street typology, which considers the predominant land uses along the street, and offers design guidance customized to the specific function and context of each street.

Gaston Avenue Street Typology:

- Washington to Carroll - Mixed Use Typology
- Carroll to Paulus - Residential Typology
- Paulus to Country Club Drive - Mixed Use Typology
- Country Club to Grand/Garland - Residential Typology

The City of Dallas Street Design Manual recommends minimum and preferred width for the “pedestrian zone” (e.g., clear sidewalk width, landscaping buffer width) based on street typology. **Figure 26** shows these recommended widths

FIGURE 26: STREET DESIGN MANUAL- PEDESTRIAN ZONE WIDTHS



It is recommended to have at least 5 feet of sidewalk clear width to accommodate two people walking side by side or allow two wheel chairs to pass each other. In maintaining the minimum sidewalk clear width, the landscaping should not intrude into the sidewalk space. TIF or PID district requirements may differ from the above table.

Downtown Dallas 360 Plan

The Downtown Dallas 360 Plan (“The 360 Plan”) outlines a unified vision for Downtown Dallas and its neighboring areas, emphasizing improvements in urban mobility, the development of complete neighborhoods, and the enhancement of placemaking. It introduces a Multimodal Street Framework that categorizes streets into four types of “District Connectors:” Bike, Pedestrian, Transit, and Auto, each fulfilling distinct roles. Gaston Avenue is designated as a Pedestrian, Transit, and Auto connector, as shown in **Figures 27, 28, and 29**.

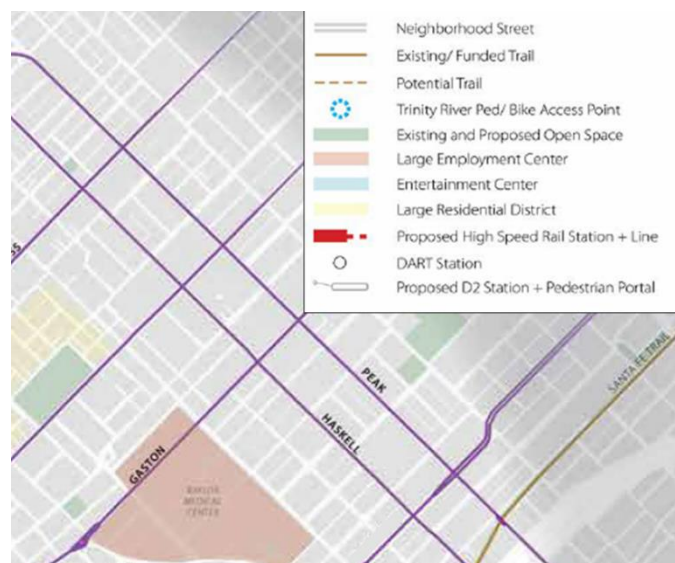
Pedestrian District Connectors. These roadways are dedicated to ensuring the safe and efficient movement of pedestrians. When designing the pedestrian realm, key considerations include the provision of wide, shaded, and comfortable sidewalks, as well as the implementation of safe intersection designs. These elements are essential for enhancing pedestrian experiences and promoting walkability within urban environments.

FIGURE 27: DALLAS 360 PLAN - PEDESTRIAN DISTRICT CONNECTORS



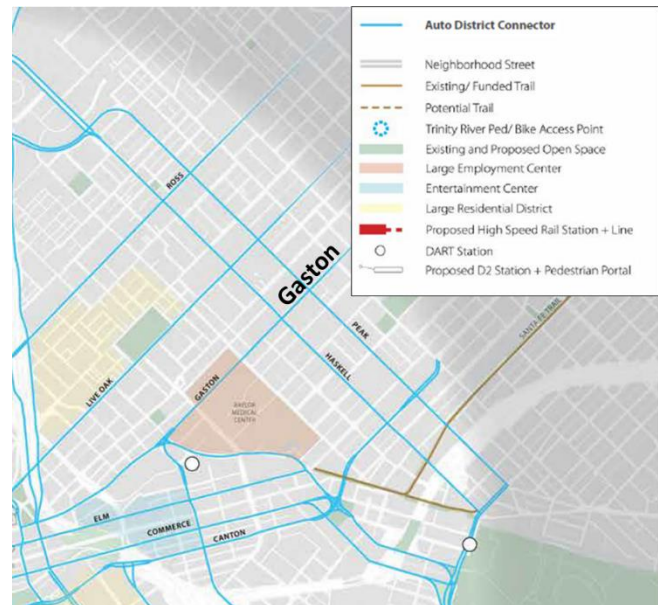
Transit District Connector. These roadways are essential for high-frequency bus or streetcar services. Designing these connectors requires ensuring safe passenger movement to stations, implementing priority or dedicated transit lanes as needed, prioritizing transit signals at intersections, and creating safe, comfortable waiting environments at stops.

FIGURE 28: DALLAS 360 PLAN – TRANSIT DISTRICT CONNECTORS



Auto District Connectors. These roadways are specifically designed to facilitate the efficient movement of automobiles, accommodating high volumes of vehicular traffic. Design considerations for these connectors should encompass various factors such as traffic signalization timing, intersection design, and ensuring pedestrian safety. These elements are crucial for optimizing traffic flow while maintaining safety for all road users, including pedestrians.

FIGURE 29: DALLAS 360 PLAN - AUTO DISTRICT CONNECTORS



PUBLIC ENGAGEMENT

The project team initiated a public engagement effort for each phase of the corridor study. By employing various outreach methods, the team collaborated with the stakeholder steering committee to inform the public and gather input on the corridor's future. This included discussing existing conditions, addressing current and future needs, and presenting project recommendations for both the near and long term.

Due to COVID-19, in-person engagement was limited during the study. Engagement activities included hosting two public meetings, promoting the initiative through email, postal mail, and social media, and creating opportunities for online feedback via a project website featuring online surveys and an interactive comment map. The team prioritized engaging with communities who live, work, or travel along the corridor. Additionally, extra meetings were held with various neighborhood groups to address specific local issues and explore potential solutions.

The project team worked to engage all those interested in this planning effort and collected contact information through an e-serv list of approximately 200 area residents, neighborhood groups, businesses, schools, community groups, and government entities to share information and gather input. Throughout the process, stakeholder contact information was used to follow up and keep community members informed on new developments.

Steering Committee

A stakeholder steering committee was formed to guide the Gaston Avenue Corridor Study by providing insight on local issues and challenges and offer feedback at project milestones. The committee also played an important role in distributing information to the community. Representing a range of perspectives, the group consisted of sixteen members appointed by District 2 Council Member Adam Medrano (former), District 2 Council Member Jesse Moreno, District 9 Council Member Paula Blackmon, District 14 Council Member David Blewett (former), and District 14 Council Member Paul Ridley. The committee met seven times throughout the course of the study.

Stakeholder Steering Committee Members

Dr. Patricia J. Simon • Liz Gibson • Jeff Bryan • Ken Kuesel • Anita Childress • Brad Grist • John Botefuhr • Jimmy Miller • Jesse Smith • Melanie Vanlandingham • Pennie Marshall • Hooman Shamsa • Rene Schmidt • Ken Kuesel

City Plan Commission Representatives

Joanna L. Hampton • Michael Jung • Melissa Kingston

Public Comment Summary

Public engagement efforts were conducted in two phases:

Phase 1: Existing Conditions and Needs Assessment

The goal for phase one was to introduce the study, present opportunities for participation, and discuss technical analyses. This phase aimed to collect input on the current conditions and usage of the corridor, gather information on the utilization of various travel modes of along the route, and seek feedback on desired future outcomes. Due to the COVID-19 pandemic and to comply with health guidelines, the project team emphasized virtual engagement options, including an online survey, interactive comment map, and virtual public meeting were utilized as tools to gather this information.

During the first round of community engagement, two opportunities were provided to gather public feedback. The first opportunity occurred from February 1, 2021, to March 17, 2021 as an online survey and an interactive map allowing respondents to add comments noting concerns or potential opportunities at specific locations. In total, the survey received 434 survey responses and while the interactive comment map received 442 comments. The second opportunity was a public meeting held on June 29, 2021, virtually, via Microsoft Teams to ensure compliance with physical distancing measures, and a public comment period immediately following the meeting open through July 13, 2021.

A full summary of input received during phase 1 are available in **Appendix A**. The general themes of the feedback collected during this phase included:

- **Traffic Calming:** Speeding motorists are a common concern throughout the corridor. Suggested measures include implementing a road diet and adding more traffic signals.
- **Intersection Improvements:** Enhancing intersections for all road users is essential to eliminate confusion, reduce turning conflicts and improve traffic flow.
- **Pedestrian Network Enhancements:** Priorities include improving the safety and comfort of pedestrians by widening sidewalks, removing obstructions on sidewalks and at curb ramps, and making it safer for pedestrians to cross the street.

Phase 2: Preliminary Recommendations

The aim of the second phase was to highlight the main issues and concerns that needed addressing and to gather feedback on preliminary recommendations for the corridor before finalizing the plan. With COVID-19 restrictions lifted, the project team organized an in-person public meeting alongside an online survey to gather feedback.

The second public meeting was held in-person, on July 19, 2022, at the East Dallas Boys & Girls Club. Additionally, to accommodate those unable to attend the meetings in person, all materials were made accessible online.

A total of 915 respondents completed the survey from July 19, 2022, to August 12, 2022. Overall, responses to the recommendations were mixed. While some recommendations received strong support, the community expressed concerns that others might not adequately address issues like speeding. Additionally, there were worries that certain recommendations, such as the addition of left-turn lanes, could potentially exacerbate speeding along the corridor. A full summary of the input received during Phase 2 is available in **Appendix B**.

CHARACTER ZONES

Prior to developing potential improvement options and recommendations, the corridor was broken into six distinct “character zones” defined by the primary land uses along the corridor. An analysis of improvements for each character zone was then conducted to ensure that any recommendations would be sensitive to the unique context of that zone. This section discusses the unique characteristics, issues, and opportunities for each zone. The issues and opportunities were derived from the existing conditions analysis and public engagement and serve as the basis for the improvements that were analyzed as described in the next chapter.

FIGURE 30: CHARACTER ZONES



Baylor Medical Center Area

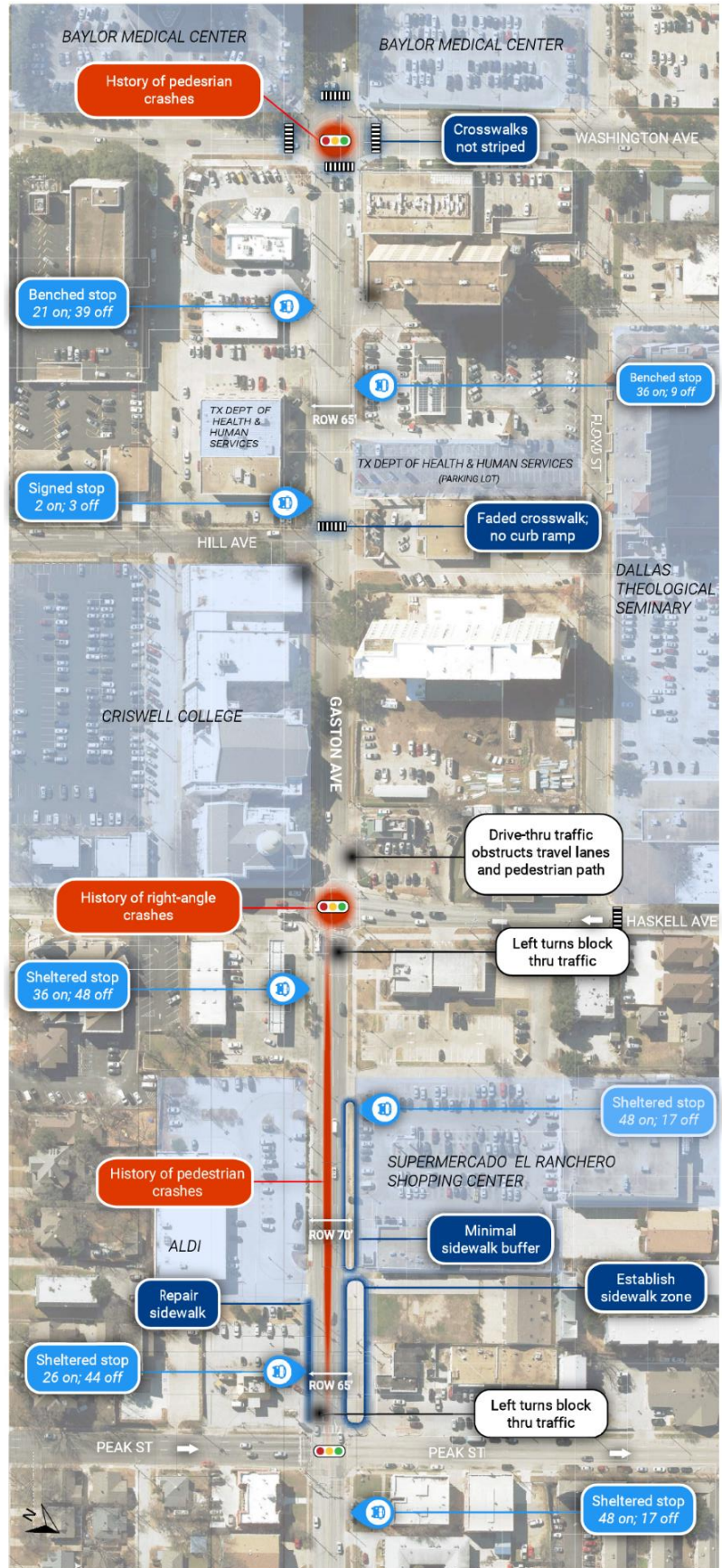
Washington Avenue to Peak Street

This zone serves as a transitional entry into downtown Dallas, shifting from low-density, auto-oriented commercial uses to higher-density office and institutional land uses. Building setbacks are often limited, resulting in narrow sidewalks with minimal buffers from vehicle traffic. Despite pedestrian provisions, the area is primarily designed for automobiles. There are multiple destinations in this zone that could be considered pedestrian generators such as the Baylor Hospital Medical Center campus, two colleges, Criswell College and Dallas Theological Seminary, and the Texas Health and Human Services Benefits Office. Direct access is provided to I-30 and Central Expressway via Haskell Avenue and Peak Street

Issues and Opportunities

Traffic Flow

- Thirteen percent of survey respondents identified traffic flow as a major concern, especially during peak hours.
- The Starbucks at Gaston and Haskell causes significant congestion, backing up traffic on both roads as well as blocking crosswalks and impeding bus operations.





Lack of Left Turn Provisions

- Signalized intersections at Gaston and Haskell and Gaston and Peak lack left-turn bays, causing delays and weaving. Criswell College police emphasized the need for left-turn lanes at Gaston and Haskell and Gaston and Peak to reduce bottlenecks and conflicts, especially during peak hours.
- Side streets and driveways on Gaston also lack left-turn lanes to serve them, increasing crash risks and delays.

Uncomfortable Walking Environment

- Sidewalks, though present on both sides, vary in width and condition, and are obstructed by utility poles.
- Numerous wide driveways reduce the separation between pedestrians and vehicles.
- Stakeholders desire improved pedestrian safety and comfort through better crossings, more street trees, and enhanced lighting.

Inadequate Pedestrian Crossings

- Thirty-six percent of pedestrian crashes occurred in this character zone, particularly at the Washington and Haskell intersections, and between Haskell and Peak.
- Public comments call for improved crossings and ADA compliance at intersections.
- Issues include non-compliant curb ramps, missing ramps, and obstructions.
- A missing curb ramp at Gaston and Hill effects accessibility near key destinations.
- Criswell College highlights the need for audible pedestrian signals.

Peak's Suburban Addition Area

Peak Street to Fitzhugh Street

This zone consists of the historic Peak's Suburban Addition neighborhood and is characterized by the presence of low to medium-density two-story single and multi-family residential, with some properties of historic significance. There are several large vacant lots present in this zone. Setbacks for residential properties are substantial in most circumstances, while commercial properties near intersections have smaller setbacks from the roadway. Most land uses along the corridor are auto oriented. Notable destinations accessible from this zone include Ignacio Zaragoza Elementary School, and Buckner and Crockett Parks, and the Boys and Girls Club. Easy access to the Santa Fe Trail and Interstate 30 via Carroll Avenue and Fitzhugh Avenue are provided as well.

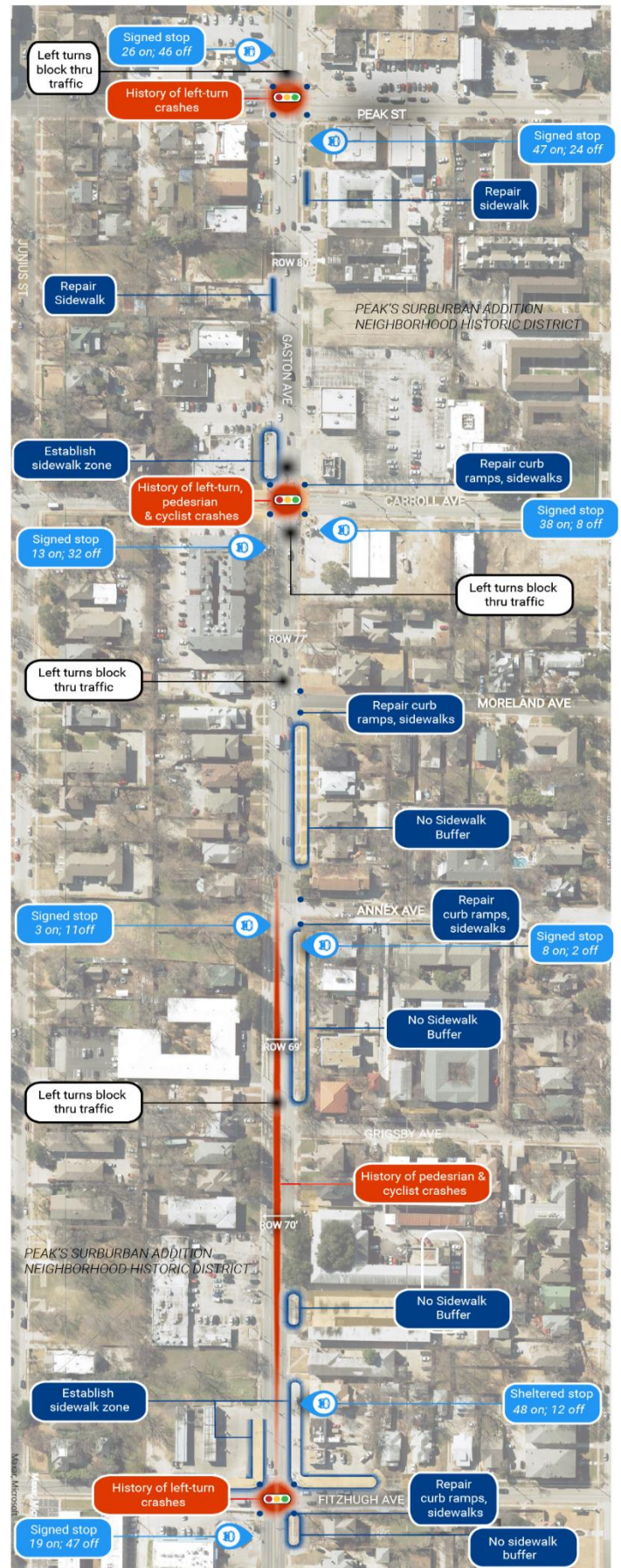
Issues and Opportunities

Left-Turn Conflicts:

- Left turns are problematic in this area, accounting for 37% of left-turn crashes along Gaston Avenue.

Speeding:

- Stakeholders expressed concern about speed in the area and advocate for a school speed zone to be established at Carroll Avenue for students commuting to and from Ignacio Zaragoza Elementary School.





Safety for Bicyclists:

- Five out of the nine crashes involving bicyclists along the Gaston corridor happened within this zone. The intersection of Carroll Avenue was particularly problematic, accounting for three of these incidents.

Uncomfortable Walking Environment:

- The sidewalks are narrow, lack trees for shade, are deteriorated in places, and often obstructed by utility poles and bus stops, with minimal buffer from speeding traffic.
- Sidewalks lack defined paths where wide curb cuts are present for commercial driveways or parking areas.
- Stakeholders noted crossing Carroll Avenue is uncomfortable for pedestrians.

Lack of Safe Pedestrian Crossings:

- Stakeholders believe the 0.35-mile distance between protected crossings at Carroll Avenue and Fitzhugh Avenue is too long. There are no marked crossings in this stretch, and crashes involving pedestrians and cyclists have occurred in this area.

Inadequate Streetlighting:

- Stakeholders feel existing streetlighting is insufficient and fails to meet the needs for pedestrian safety and comfort.

Munger/Junius/ Swiss Area

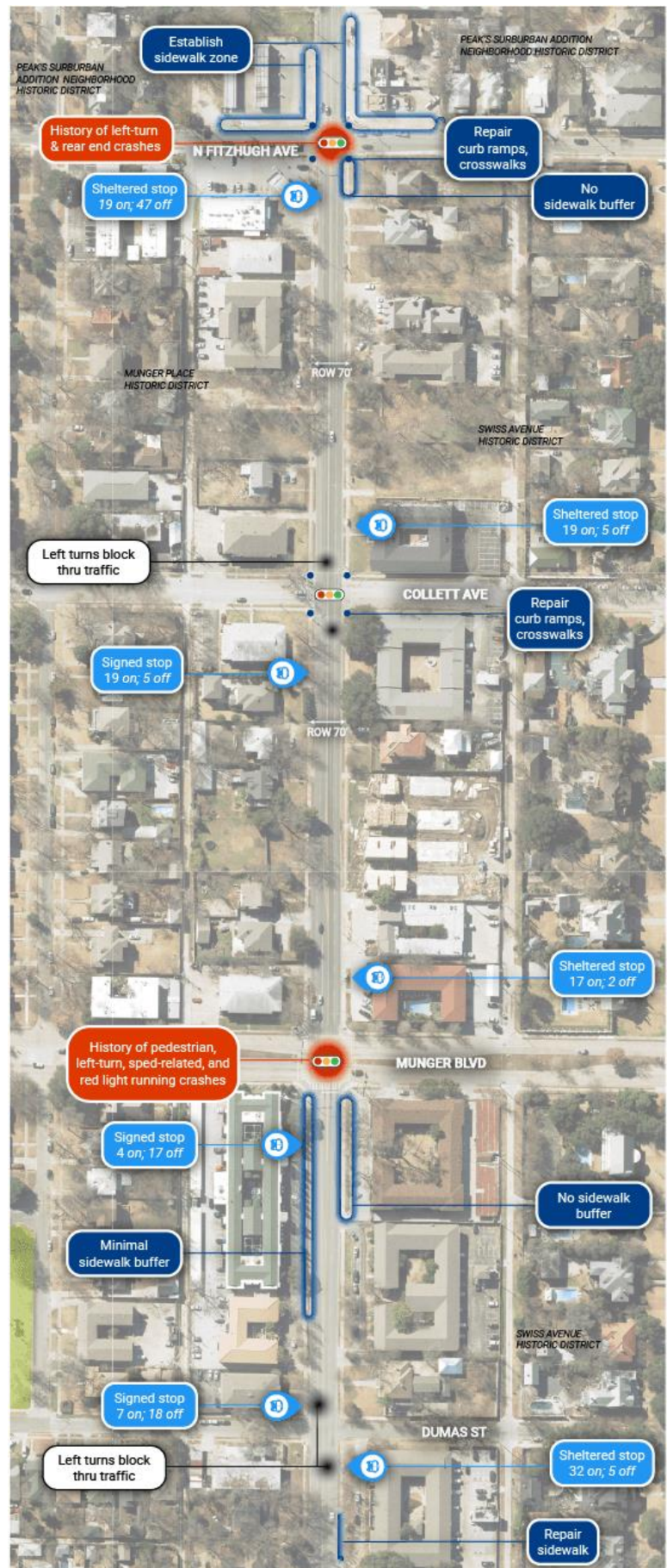
Fitzhugh Street to Paulus Avenue

The character of this zone features the Munger Place, Swiss Avenue, and Junius Heights historic districts which consist of lower-density, two-story residential buildings with commercial and retail businesses at either end of the zone. Compared to Character Zone 2, more of the older homes have been replaced by garden-style apartment buildings. Key destinations accessible from this zone include Williams B. Lipscomb Elementary School, Woodrow Wilson High School, J.L. Long Middle School, Willis C. Winters Park, Santa Fe Trail, Samuel Grand Park, Tenison Golf Course, and Interstate 30 via Munger Boulevard, Glasgow Drive, and Paulus Avenue.

Issues and Opportunities

Lack of Left Turn Provisions:

- Left turn crashes account for 25% of all crashes that have occurred in this zone.
- With the exception of Munger Boulevard, signalized intersections lack left turn bays, causing delays and confusion.



3

Speeding:

- The public identified speeding as a concern in this zone. Speeding is a contributing factor to 11% of all crashes within this zone, but is a contributing factor to 79% of intersection-related crashes.

Uncomfortable Walking Environment:

- The public stated motorists do not yield to pedestrians at intersections. Munger Boulevard and Beacon Street were specifically cited as locations where this issue is concerning.
- The public desires improved pedestrian safety and comfort through better crossings, more street trees, and enhanced lighting.

Inadequate Pedestrian Crossings:

- Public input indicated additional pedestrian crossings are needed to improve access to bus stops and to accommodate students traveling to J.L Long Middle School and Woodrow Wilson High School.



3



Lakewood Central Commercial

Paulus Avenue to Richmond Avenue

Land uses in this zone include low-density commercial and medium-density office spaces. Notable destinations include the Lakewood Shopping Center and the Lakewood Country Club, the latter of which partially lies within the area. The overall design caters to automobile traffic, although most sidewalks are well-maintained. Building setbacks vary throughout the zone. Combined with driveway and parking access, this creates a disjointed pedestrian network, complicating pedestrian movement.

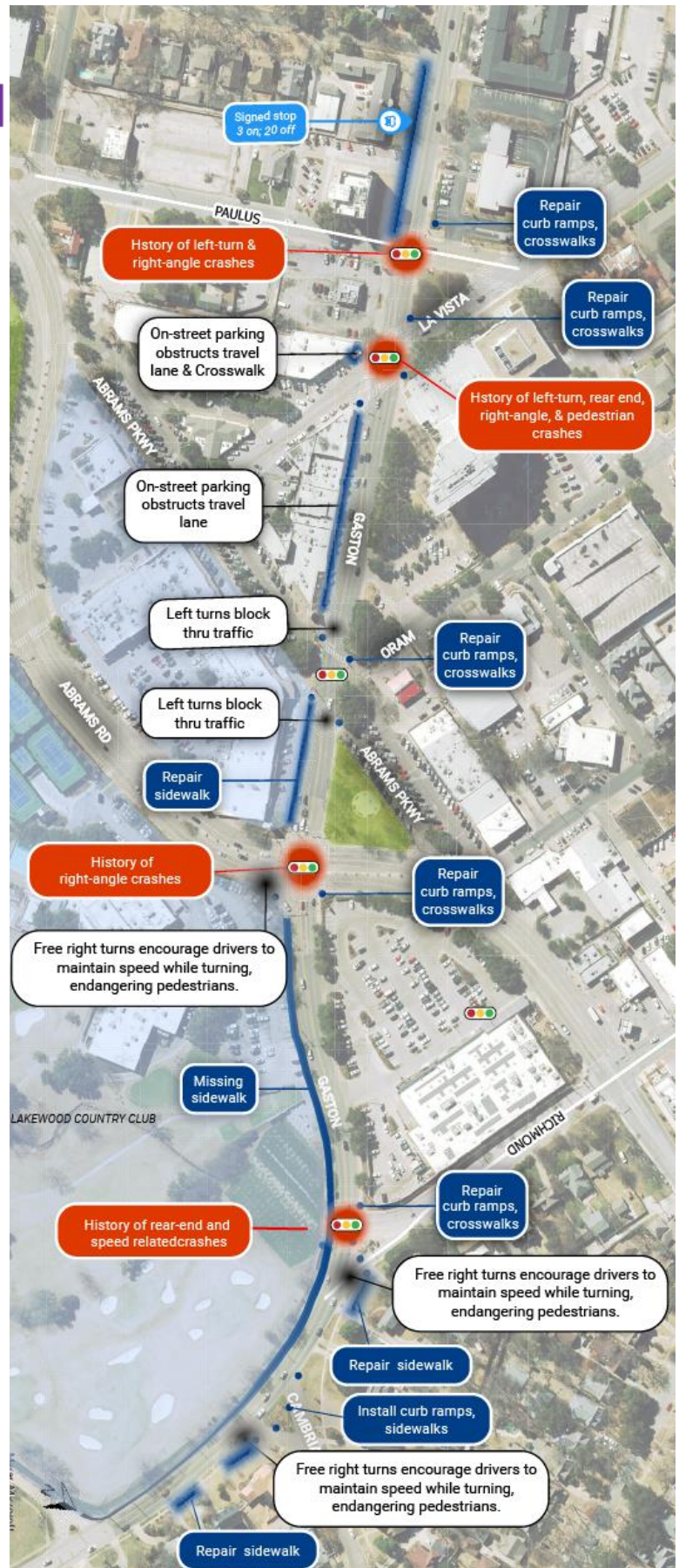
Issues and Opportunities

On-Street Parking Conflicts:

- The parking area between La Vista Drive and Abrams Parkway is constrained, resulting in parked cars extending into the travel lane and car hoods overhanging the sidewalk. Also, because parking is pull-in, cars backing out have poor visibility of oncoming traffic.
- Cars parking at the southeast corner of the La Vista Drive intersection back out into the Gaston crosswalk and travel lanes.

Uncomfortable Walking Environment:

- There is no sidewalk along the Lakewood Country Club frontage and stakeholders noted the sidewalk along Whole Food frontage feels narrow and is too close to traffic.



4

- Stakeholders desire improved pedestrian safety and comfort with more street trees, and enhanced lighting.
- The width of La Vista Drive, Abrams Parkway and Abrams Road intersections makes pedestrian crossing uncomfortable.
- Free right turns at the Abrams Road and Richmond Avenue intersections make it hard for pedestrians to cross.

Oram St/Abrams Pkwy Intersection:

- The intersection is confusing for vehicular and pedestrian traffic, with a high number of conflict points.
- There is poor visibility for drivers turning onto Gaston Avenue and challenges for drivers desiring to access the CVS parking area from Gaston Avenue.
- The intersection is not handicap accessible.

Lakewood/ La Vista

Richmond Avenue to Loving Avenue

Land use in this zone is exclusively low-density single-family, with the exception of the Lakewood Country Club. Key destinations accessible from this zone include White Rock Lake and the Santa Fe Trail via W. Shore Drive.

Issues and Opportunities

Traffic Flow and Safety

- The public is concerned about vehicular safety, with speeding being a significant risk to pedestrians and drivers. Despite speed limits of 35 MPH, the 85th percentile speed is 47 MPH.
- Turning in and out of side streets is challenging due to traffic speed and hilly topography, with major concerns at Cambria, Pearson, Brendenwood, and Loving.
- At Cambria, stakeholders believe the free right encourages high-speed traffic into the neighborhood and should be removed. They also note that drivers abruptly stopping to turn left into Cambria, combined with speeding drivers, increases the risk of rear-end collisions. Crash data confirms rear-end collisions are an issue, and survey responses highlight Cambria as a concern due to the lack of a left turn lane.



5

- W. Shore Drive experiences traffic flow difficulties at the Gaston intersection during peak times due to the lack of a dedicated left turn lane or signal phase. Stakeholders noted that W. Shore Drive, along with Brendenwood Drive, are key routes to J.L. Long Middle School, Woodrow Wilson High School, Lakehill Preparatory School, and Lakewood Elementary School.
- Conflicts were observed between motorists making left turns from W. Shore and pedestrians/cyclists crossing Gaston Avenue.

Uncomfortable Walking Environment:

- The free right at Richmond Avenue makes pedestrians walking along Gaston Avenue to Whole Foods and Lakewood Shopping Center uncomfortable. Stakeholders noted that the Yield for Pedestrian sign is often ignored and have witnessed drivers honk at pedestrians as they cross the intersection.
- Sidewalks are missing on the south side of Gaston Avenue by Lakewood Country Club, limiting safe access to Lakewood Shopping Center. Gaps on the north side between W. Shore Drive and Oaks of Lakewood apartments create challenges for reaching the YMCA across the street.
- Existing sidewalks are narrow but mostly buffered from traffic; however, the high traffic speed still makes walking unsafe and unpleasant.



- There is significant need for more and safer pedestrian crossings, especially in the 0.8 mile stretch between Richmond Avenue and W. Shore Drive, and the 0.45 mile stretch between W. Shore Drive and Tucker Street. Protected crosswalks are only present at Richmond Avenue and W Shore Drive.

Visibility Issues Due to Topography:

- The hilly terrain impedes visibility for both pedestrians and motorists, making it difficult to see individuals crossing or turning on and off Gaston Avenue.

Gaston Commercial Gateway

Loving Avenue to Garland Road

Land uses in this zone are mostly medium density residential and low density commercial and retail uses. Setbacks vary by type but are substantial for most commercial properties. Notable destinations in this zone include the YMCA, Arboretum Shopping Center, the Santa Fe Trailhead, and the adjoining trail system.

Issues and Opportunities

Congestion and Turn Conflicts at Driveways and Tucker Street:

- Left-turn, rear end, and right-angle crashes are prevalent in this zone, accounting for 38%, 20%, and 18% of crashes, respectively. Notable locations were observed to be driveways and Tucker Street. Stakeholders noted multiple conflicts with motorists turning in and out of the Arboretum Shopping Center and motorists ignoring the left-turn prohibition signs.
- The lack of a dedicated left-turn lanes at Tucker Street causes further delay at the intersection and the second-to-worst level of service along the corridor. (the worst being Abrams Road for a signalized intersection)





Uncomfortable Walking Environment:

- The absence of sidewalks on Gaston Avenue and Gaston Parkway poses difficulty for those wanting to access the Santa Fe Trail, Arboretum Shopping Center, or the YMCA.
- Road topography and speeding near the YMCA makes it particularly hazardous for pedestrians attempting to cross the street. There is a pressing need for a safe pedestrian crossing in this area to protect those accessing the YMCA.

Loving Avenue Speeding:

- Residents along Loving Avenue are concerned about motorists using the street as a cut-through at high speeds between Gaston Avenue and Winsted Drive.
- The grade of Loving Avenue approach combined with the topography and speeding of motorists on Gaston Avenue makes it hard for motorists trying to exit Loving Avenue.

RECOMMENDATIONS

This chapter examines potential roadway improvements to address the issues highlighted in the Character Zones section. These improvements aim to strike a balance between the needs of automobiles, pedestrians, and bicyclists, while carefully considering project costs and the potential impacts on the surrounding area. The chapter starts with an overview of the road diet feasibility analysis that applies throughout the project area, and then focuses on specific intersections and segments, offering detailed recommendations tailored to each Character Zone. By addressing both broad and location-specific challenges, this chapter presents a comprehensive strategy to enhance the safety, functionality, and accessibility of the Gaston Avenue corridor.

Road Diet Feasibility Analysis

An Intersection capacity analysis was conducted to determine the necessary number of lanes to accommodate projected future vehicle demand. Various alternative roadway configurations were considered, including the possibility of reducing the number of lanes as a way to promote traffic calming, improve the pedestrian realm, and address left-turn crashes.

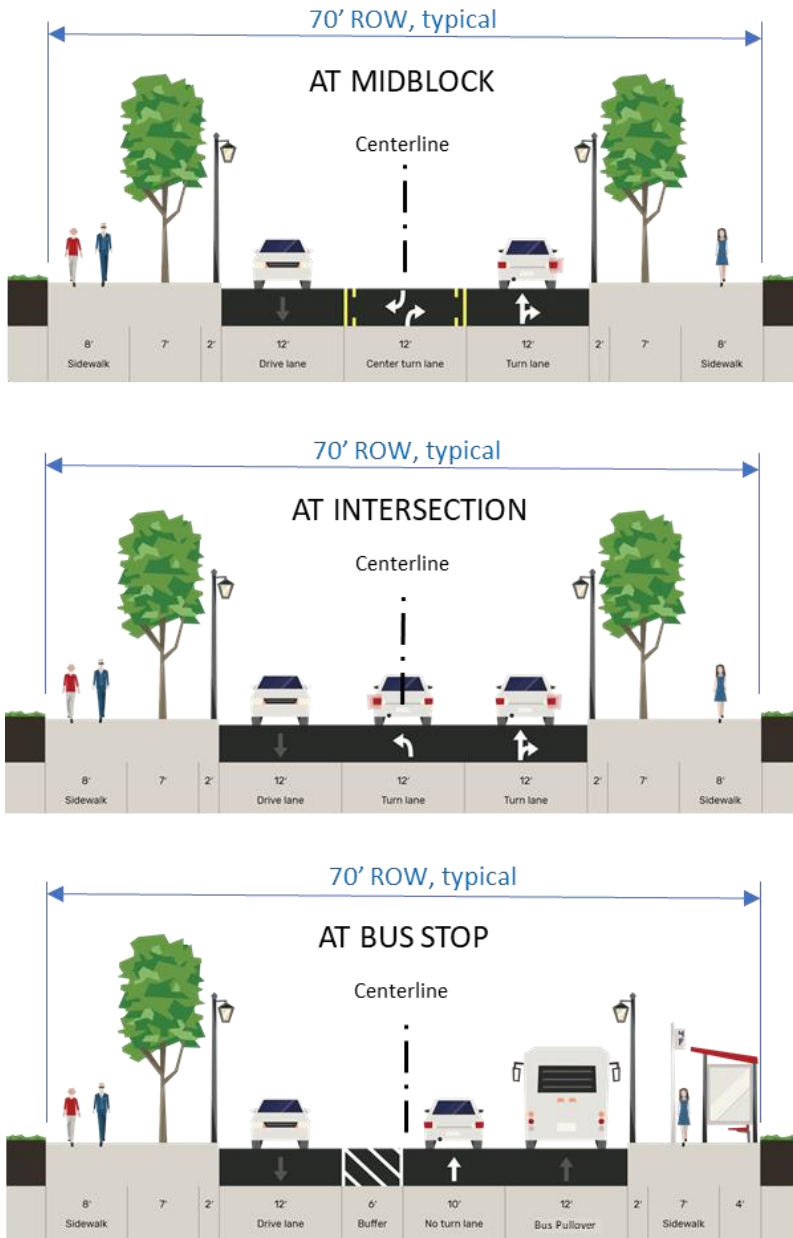
Traffic volumes revealed that the segment between Abrams Road and Garland Road/E. Grand Avenue, the corridor's most heavily traveled section, is operating near capacity, making a road diet unfeasible. Given the high peak traffic volumes, maintaining two lanes in each direction is necessary. Additionally, this segment would benefit from measures that provide space for turning vehicles to wait for gaps in oncoming traffic or reduce conflicts between turning vehicles and oncoming traffic.

The lower traffic volumes between Washington Avenue to Paulus Avenue could potentially accommodate a potential lane reduction. However, it is important to ensure that the corridor could still accommodate emergency vehicles en route to Baylor Hospital and support a high-frequency bus route.

Three-Lane Configuration

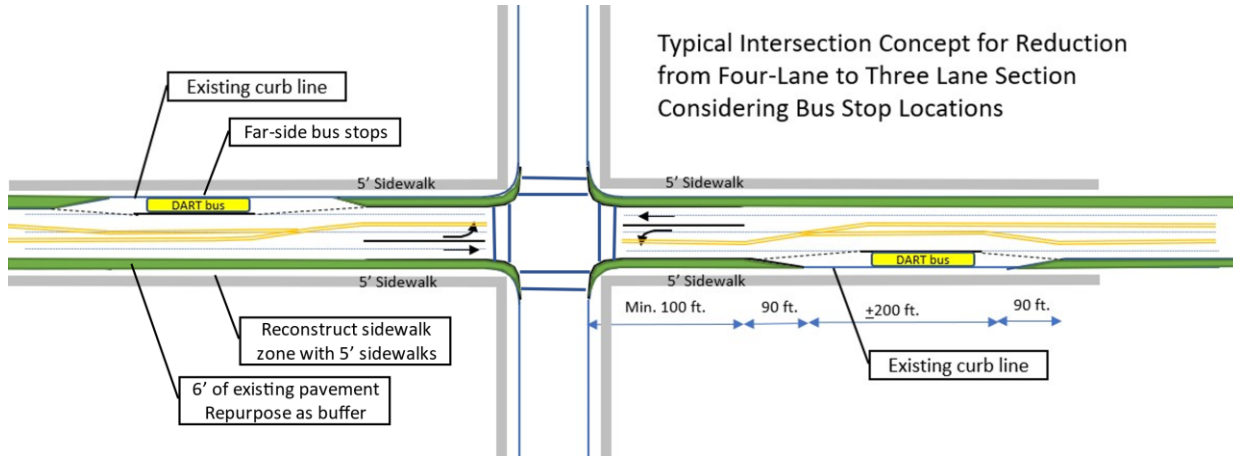
The three-lane configuration evaluated for the segment between Washington Avenue and Paulus Avenue, involves removing one lane in each direction and shifting the remaining lanes slightly away from the curb. This shift creates space in the center for a left-turn lane and a small buffer between the travel lane and the curb. Initially, this buffer could be marked with thermoplastic pavement markings and later upgraded with landscaping when the curb is rebuilt. **Figure 31** shows the typical design for this three-lane setup.

FIGURE 31: TYPICAL SECTIONS OF THREE-LANE CONFIGURATION



To address the need for buses to stop in the travel lane under the three-lane concept, a pull-out bay is proposed at each bus stop. As depicted in **Figure 32**, this bay would allow buses to pull out of the travel lane while serving the stop, minimizing disruptions to traffic flow. After serving the stop, buses would then merge back into the single travel lane to continue along Gaston Avenue.

FIGURE 32: ACCOMMODATION OF BUS PULLOVERS WITHIN A THREE-LANE CONCEPT



DART representatives expressed concerns that buses may become trapped in pull-out bays, especially at near-side stops. They emphasized that these bays are only effective if buses can enter and exit quickly. Texas law does not give buses the right-of-way when merging back into traffic, which could cause delays, particularly at signalized intersections with near-side bays. DART also pointed out that the maneuvering required to use these bays, combined with drivers trying to avoid them, could create an obstacle course for bus operators, increasing the risk of accidents.

Baylor Scott & White Medical Center is located just west of Washington Avenue, with its Emergency Room entrance on Hall Street, approximately 800 feet south of Gaston Avenue. Quick access to and from the medical center is essential for emergency medical responses.

Concerns were raised about the proposed reduction due to the potential impact on emergency vehicle response times and mobility. A three-lane configuration could potentially delay emergency vehicles due to fewer passing opportunities, especially in congested conditions. The presence of a high-frequency bus route along this corridor could also affect response times by adding to congestion or creating additional obstacles for emergency vehicles, particularly at intersections where maneuverability may be restricted.

Feedback from Dallas Fire-Rescue indicates that emergency responders choose routes based on current traffic conditions and the time of day to ensure the quickest possible response to emergencies. Although Gaston Avenue is a primary emergency route in East Dallas due to its direct access to the hospital, responders are not limited to this route; they are encouraged to select the quickest route based on the situation. However, with a reduction in lanes, responders may increasingly rely on alternative routes. It is important to assess whether these alternative routes can handle a higher frequency of emergency responses.

Road Diet Traffic Operations Analysis

Peak hour traffic operations were analyzed using Synchro, a computerized traffic simulation model to evaluate the traffic performance at the signalized intersections and some key unsignalized intersections along Gaston Avenue. Both the existing four-lane configuration (two lanes in each direction, with left-turn lanes only at Washington Avenue and Munger Boulevard) and a three-lane configuration (one lane in each direction with a continuous center turn lane that transitions into dedicated left-turn lanes at intersections) were modeled using the 2021 base travel volumes, which include a 20% COVID factor.

Table 7: Three-Lane Traffic Operations with 2021 Traffic Volumes

Gaston Ave Intersection	AM Peak Hour	PM Peak Hour
Washington	C	D
Haskell Ave	B	B
Peak St	C	C
Carroll Ave	A	B
Fitzhugh Ave	C	C
Collett Av	C	C
Munger Blvd	C	C
Beacon St	B	C
Skillman St	B	B
Paulus Ave	B	B

The traffic modeling found that the four-lane section provides very good Level of Service (LOS) for Gaston Avenue in both the AM and PM peak hours. The modeling found that a three-lane section would not significantly degrade the level of service during the PM peak hours of traffic with the 2021 traffic volumes. This is due to the fact that left turn movements currently impede the leftmost through lane in the four-lane configuration and the lane utilization for through traffic is predominantly making use of the rightmost lane.

Testing for traffic growth sensitivity revealed that the three-lane configuration would continue to provide acceptable levels of service, except for Collett Avenue during AM peak hours with the projected 5% traffic volume, as shown in **Table 8**.

Table 8: Three-Lane Traffic Operations with Future Traffic Conditions

Gaston Ave Intersection	AM Peak Hour	PM Peak Hour
Washington	C	C
Haskell Ave	B	C
Peak St	C	C
Carroll Ave	A	B
Fitzhugh Ave	D	D
Collett Av	E	B
Munger Blvd	C	C
Beacon St	B	C
Skillman St	B	B
Paulus Ave	B	B

Final Recommendation

The preliminary recommendation was to maintain the existing four-lane configuration of Gaston Avenue (two lanes in each direction) with the existing left turn lanes between Washing Avenue and Paulus Avenue and focus on enhancing the area between the curb and the edge of the right-of-way by rebuilding sidewalks, improving the sidewalk zone, and upgrading signalized intersections.

A majority of survey respondents (77%) supported the City’s preliminary recommendation of maintaining the existing number of travel lanes and making improvements outside of the roadway. However, there were several comments requesting the City consider a different road diet configuration between Carroll Avenue and Paulus Avenue.

The final recommendation is to:

Maintain four-lane configuration from Washington Avenue to Carroll Avenue and *conduct a new road diet study* from Carroll Avenue to Paulus Avenue of a different road diet configuration than what was evaluated as part of the Gaston Avenue Corridor Study: a three-lane roadway with one lane in each direction and a continuous center turn lane, in which buses stop in the travel lane to pick-up and drop-off passengers rather than using pull-out bays.

When the road configuration for this section of Gaston Avenue is finalized, the additional recommended improvements for character zones 1, 2, and 3 that are shown in the following sections should be pursued.

Zone 1: Baylor Medical Center Area | Zone 2: Peak's Suburban Addition Area | Zone 3: Munger/Junius/Swiss Area

These areas have several problems effecting safety and comfort. There are left-turn conflicts at intersections that increase crash risks. Speeding is a constant concern. The walking environment is uncomfortable for various reasons, and ADA compliance problems with the sidewalks make it hard for people with disabilities to get around. There are limited safe pedestrian crossings, which makes it tricky to cross the street safely. Poor lighting adds to these issues, creating unsafe conditions at night.

Final Recommendations

Although the final road configuration for these zones is yet to be determined, several improvements can be implemented regardless of the ultimate design. These improvements include:

- Upgrading the traffic signal at Peak, Fitzhugh, Collett, Beacon, Skillman, and Paulus intersections to enhance traffic flow and safety.
- Implementing ADA-compliant pedestrian crossing improvements at unsignalized intersections, to improve accessibility and safety for all pedestrians.
- Enhancing sidewalks to create a more continuous and safer pedestrian pathway.
- Assess the need for pedestrian improvements between Haskell and Peak to enhance pedestrian safety.
- Conduct warrant studies to establish a school zone at Carroll Avenue for students commuting to Zaragoza Elementary School.
- Conduct Warrant study to adjust the school zone at Skillman Street to include Glasgow Street, or consider an enhanced crossing at Glasgow.
- Constructing a shared-use path along one side of Gaston between Glendale Street and N Glasgow Drive, as outlined in the 2011 Dallas Bike Plan, to promote bicycling and pedestrian activity.
- Adding left-turn lanes at key intersections and major driveways to improve safety.

These enhancements are aimed at improving overall safety, accessibility, and connectivity within the area, regardless of the final cross-section design.

Zone 4: Lakewood Commercial Area

Key issues and opportunities include on-street parking conflicts between La Vista Drive and Abrams Parkway where parked cars intrude on travel lanes and sidewalks. Narrow sidewalks and challenging pedestrian crossings due to wide intersections and free right turns. The Oram Street/Abrams Parkway intersection is especially problematic, with multiple conflict points, poor visibility, and lack of handicap accessibility.

In this zone, the following locations were identified for potential improvements, with options developed and evaluated:

- La Vista Drive Intersection
- On-street Parking between La Vista Drive and Oram Street/Abrams Parkway
- Oram Street/Abrams Parkway Intersection
- Abrams Road Intersection

La Vista Drive

Under current conditions, the following issues have been identified:

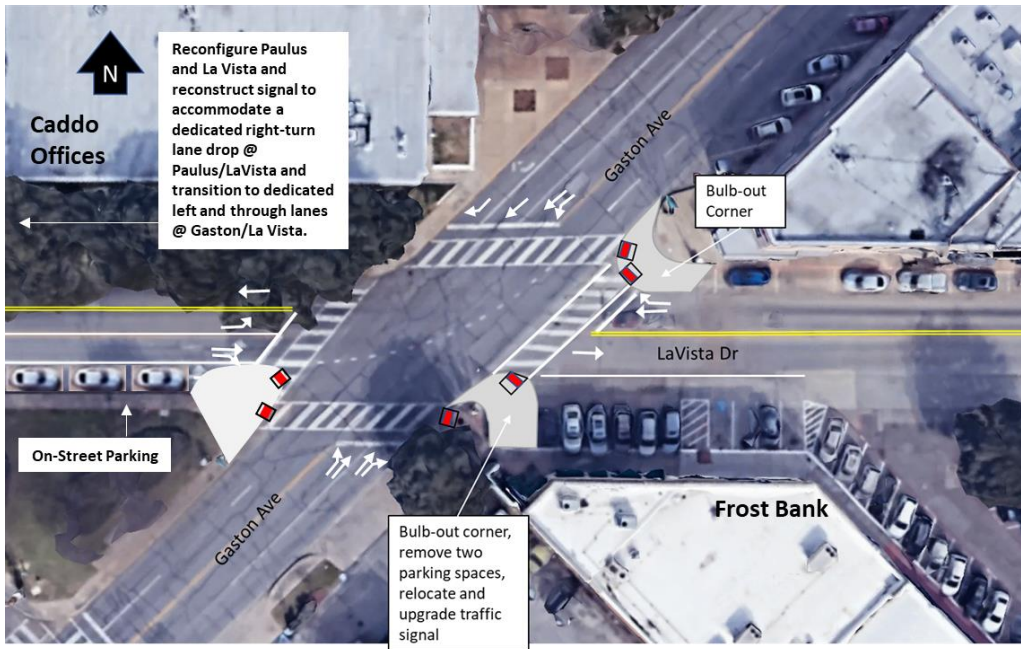
- The width of the intersection contributes to pedestrian discomfort.
- The eastbound and westbound traffic on La Vista Drive move at the same time, which causes confusion, especially when the eastbound double left turn conflicts with westbound traffic going straight.
- The intersection's severe angle and parking arrangement lead to vehicles reversing into crosswalks and travel lanes, particularly near the southeast corner of La Vista Drive.

There is an opportunity to extend the corners on the east side of the intersection (as shown in **Figure 33**), which would shorten the pedestrian crossing distance and reduce exposure. This design would also make pedestrians more visible to drivers.

Concerns were raised about the loss of parking this would create in front of the property at the southeast corner of the intersection. The loss of the estimated two or three parking spots can be offset by striping a parking lane on the south side of La Vista between Gaston Avenue and Paulus Avenue. This also provides an opportunity to improve the alignment of the travel lanes on La Vista drive through the Gaston Avenue intersection and the traffic operations.

This option proposes upgrading the traffic signals at the La Vista and Gaston, and La Vista and Paulus intersections, along with installing curb extensions at key corners to reduce crossing distances and improve pedestrian safety. At La Vista and Gaston, curb extensions will be added at the northeast, southeast, and southwest corners, while at La Vista and Paulus, travel lanes will be reconfigured, and a curb extension will be installed at the southeast corner to support a lane reduction between Paulus and Gaston.

FIGURE 33: LA VISTA DRIVE INTERSECTION – RECOMMENDED IMPROVEMENTS



The recommendation shown in **Figure 33** was presented to the public as the final recommendation. Seventy-five percent of the public supported the recommendation.

On-street Parking Between La Vista Drive and Oram/Street/Abrams Parkway

The parking area between La Vista Drive and Abrams Parkway is constrained, resulting in parked cars extending into the travel lane and car hoods overhanging the sidewalk. Also, because parking is pull-in, cars backing out have poor visibility of oncoming traffic: Three options were evaluated:

- Option 1: Leave existing pull-in parking as-is.
- Option 2: Change parking to reverse angle parking.
- Option 3: Change parking to parallel parking

Each of these options is shown in **Figure 34** and their merits compared in **Table 9**.

FIGURE 34: OPTIONS FOR ON STREET PARKING BETWEEN LA VISTA DRIVE AND ORAM STREET\ ABRAMS PARKWAY

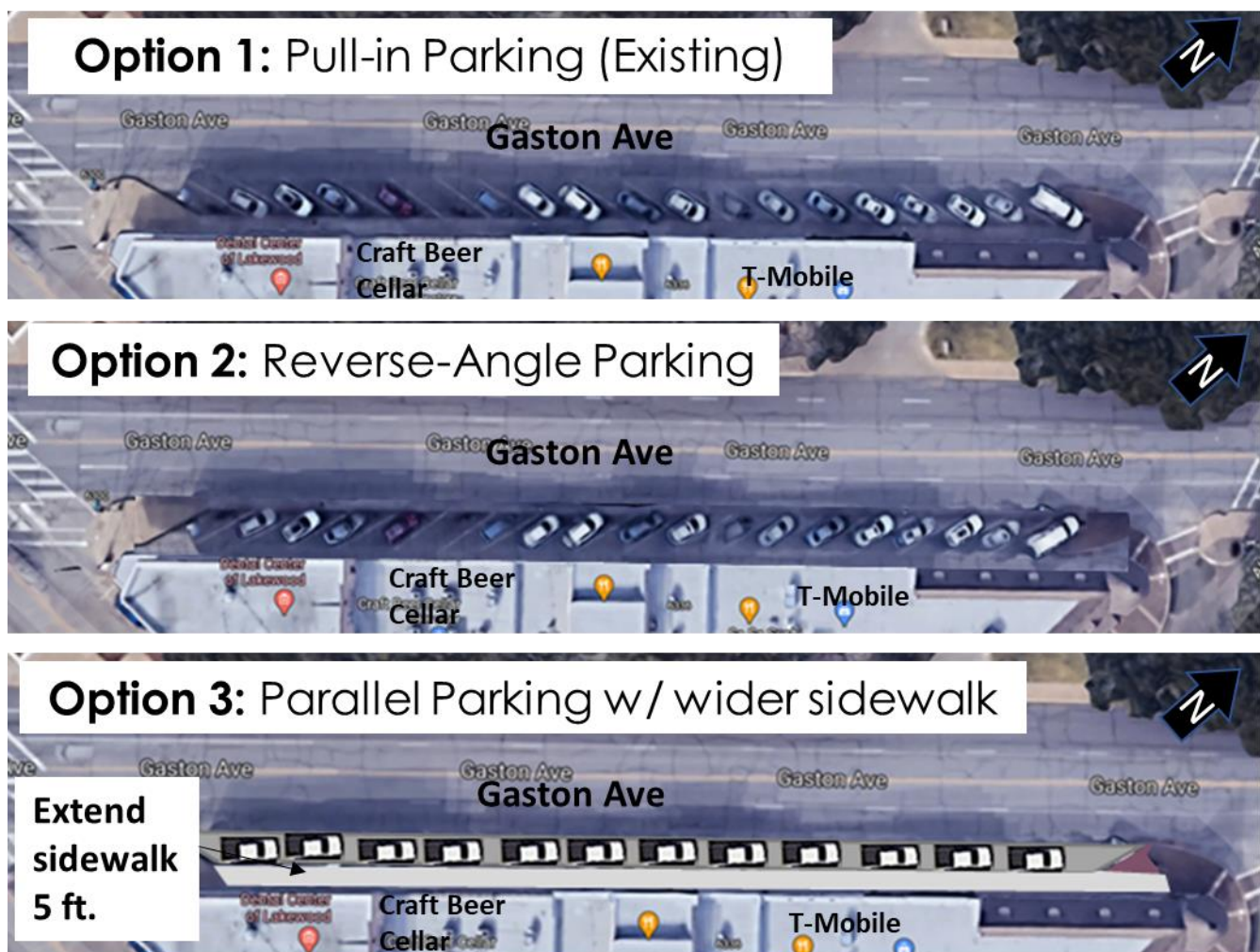


TABLE 9: COMPARISON OF PARKING OPTIONS BETWEEN LA VISTA DRIVE AND ABRAMS PARKWAY

Attribute	Pull-in Parking (Existing)	Reverse-Angle Parking	Parallel Parking
Ease/Safety of Entry	Free flowing entry; full view and control of approach to curb	Must stop in through lane to back into space; relies on following traffic to notice and yield to backing car, hard to see curb line for stop	Buffer space allows some pullover room for parallel parking; swing-out issues; relies on following traffic to notice and yield to parking car
Loading/Unloading	Trunk/tailgate at edge of travel lane	Car doors exit toward sidewalk, trunk/tailgate access at sidewalk	Buffer space for driver' side door opening; passenger side at sidewalk trunk/tailgate access between cars
Ease/Safety of Exit	View of oncoming traffic may be blocked by other parked cars; relies on oncoming traffic to notice and yield to backing car	Driver can see on-coming eastbound traffic, able to judge gap	Buffer space allows room for driver door opening and partial pull-out to view oncoming eastbound traffic to judge gap
Number of Spaces	Retain exist. 19 spaces	Retain exist. 19 spaces	Reduce to 12 spaces
Reconfiguration Efforts	None	Modify 2 bulb-outs, restripe spaces	Modify 1 bulb-out, restripe spaces, buffer

Characteristics
Positive
Neutral
Negative

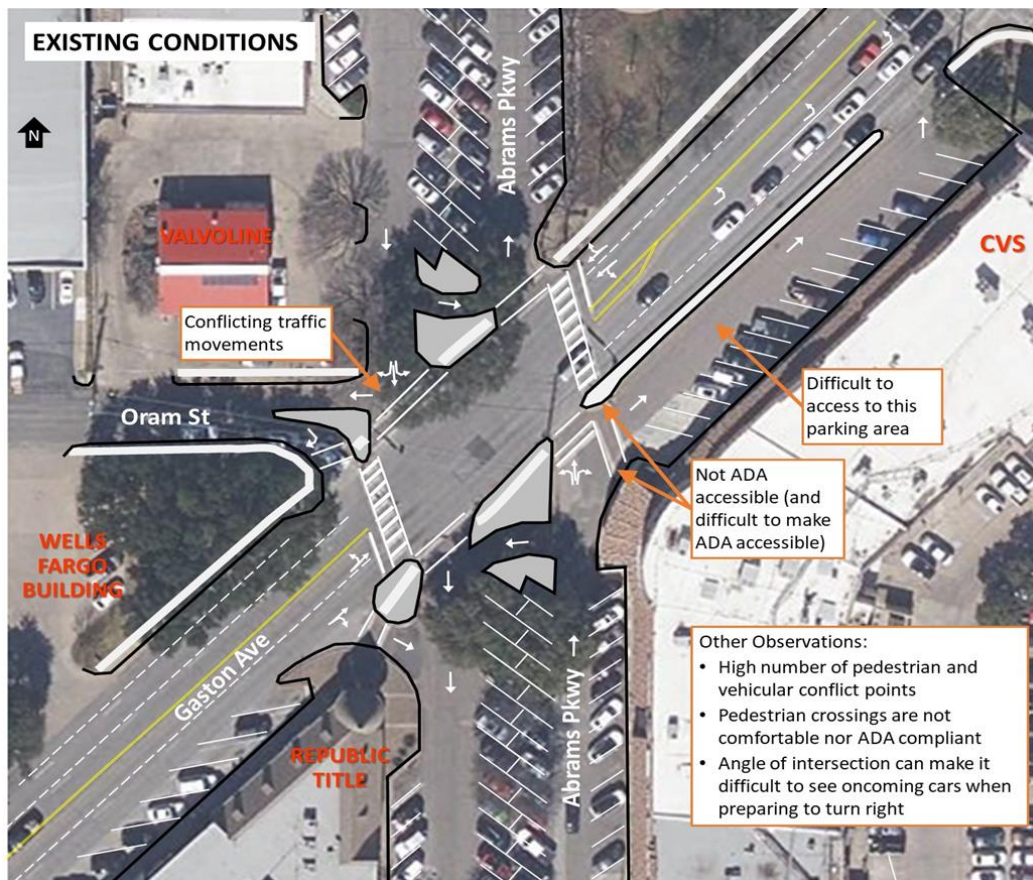
The draft recommendation was to replace the existing head-in angle parking with Option 3, parallel parking and wider sidewalks. Only 30% of the public voted for this option, while 61% voted to keep the existing head-in angle parking. In addition, the Lakewood Shopping Center management and tenants prefer the existing head-in angle parking and are resistant to any changes that could reduce the number of parking spaces. **The final recommendation is that no changes be made to the parking configuration along this section of Gaston at this time.** However, if the road were to undergo reconstruction, the parking configuration should be re-evaluated at that time.

Oram Street/Abrams Parkway Intersection

Under the existing conditions the following issues were identified.

- The intersection is confusing due to the number of streets and driveways connecting to the intersection.
- Oram Street eastbound must turn right only onto westbound Gaston Avenue and is not allowed to proceed southbound on Abrams Parkway or eastbound on Gaston Avenue.
- Dedicated left turns from Gaston Avenue into Abrams Parkway are not provided in either direction.
- The westbound Gaston to westbound Oram movement creates near miss conflicts with southbound Abrams Parkway traffic at the approach to Gaston.
- The angled parking in front of the CVS can only be accessed from the south via Abrams Parkway. Vehicles have been observed accessing this parking area from Gaston by entering at the one-way northbound leg of Abrams Parkway at the approach to Gaston.
- The pedestrian passageway along the south side of Gaston is not accommodating nor ADA compliant.
- The pedestrian crossings at the intersection have landings that are too small and place the pedestrian too close to the travel lanes and turning movements.

FIGURE 35: ORAM STREET\ ABRAMS PARKWAY INTERSECTION - EXISTING CONDITIONS (OPTION 1)

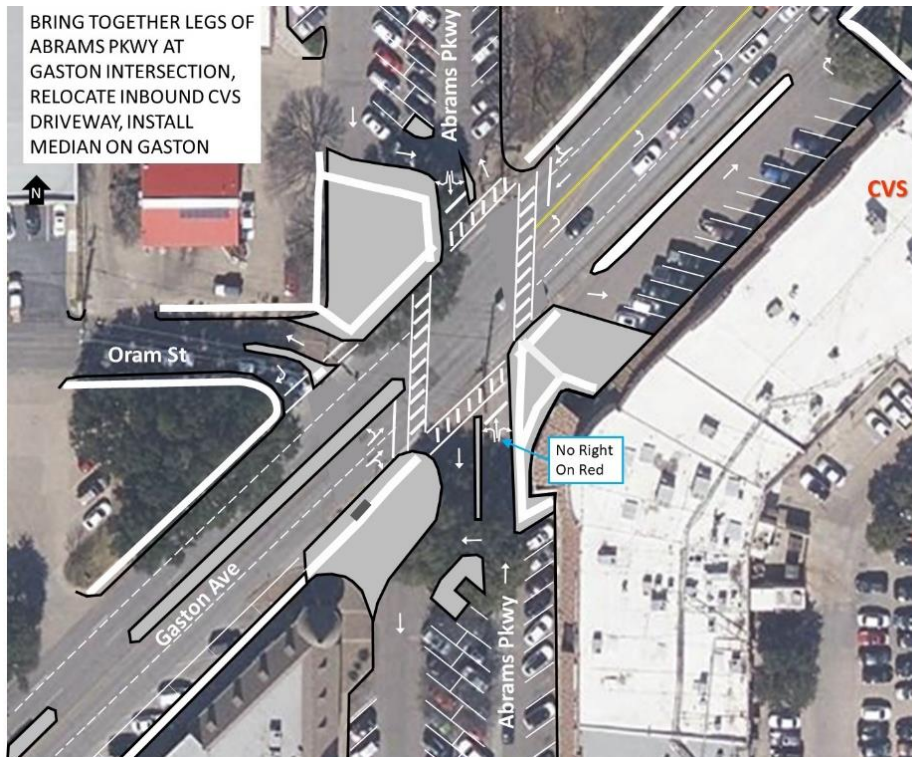


Several options were considered to address these issues, but options 2 and 3 emerged as the top choices and became the focus of public input. These two options are detailed below.

Option 2: Realign Intersection with Abrams Pkwy, Relocate CVS Driveway, and Install Median

This option retains the alignment of Abrams Parkway with itself while bringing the inbound and outbound legs of Abrams Parkway closer together at the intersection. This adjustment improves visibility, reduces crossing distances, and allows for controlled pedestrian crossings along Gaston. It has similar parking impacts as Option 3. It eliminates conflicts between southbound Abrams Parkway and westbound Oram Street. Additionally, the plan makes the intersection and connections to nearby shops handicap accessible.

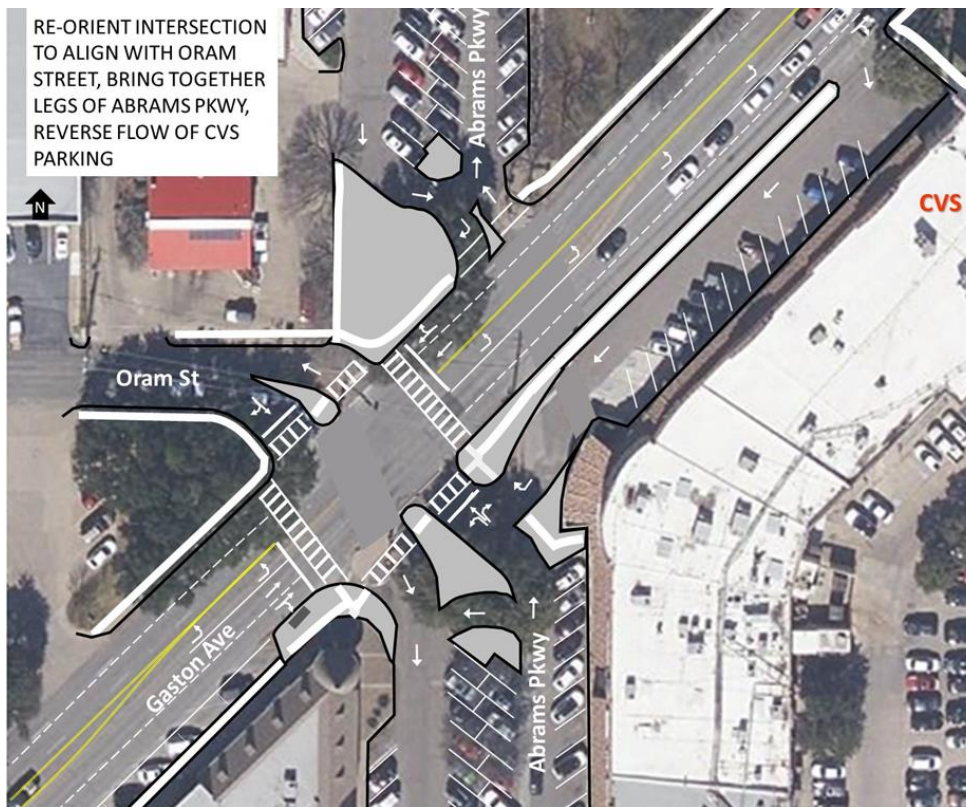
FIGURE 36: ORAM STREET\ ABRAMS PARKWAY INTERSECTION - EXISTING CONDITIONS (OPTION 2)



Option 3: Realign intersection with Oram Street and Reverse Flow of CVS Parking

This option reorients the intersection to align with Oram Street by creating near 90-degree approaches to Gaston Avenue. visibility and sight lines are improved for drivers and pedestrians. It adjusts the flow of parking in front of CVS, requiring less right-of-way acquisition than Option 2 and offering more travel route options for those leaving the parking lot. The plan eliminates the free-right slip lane at the southwest corner of the intersection.

FIGURE 37: ORAM STREET\ ABRAMS PARKWAY INTERSECTION - EXISTING CONDITIONS (OPTION 3)



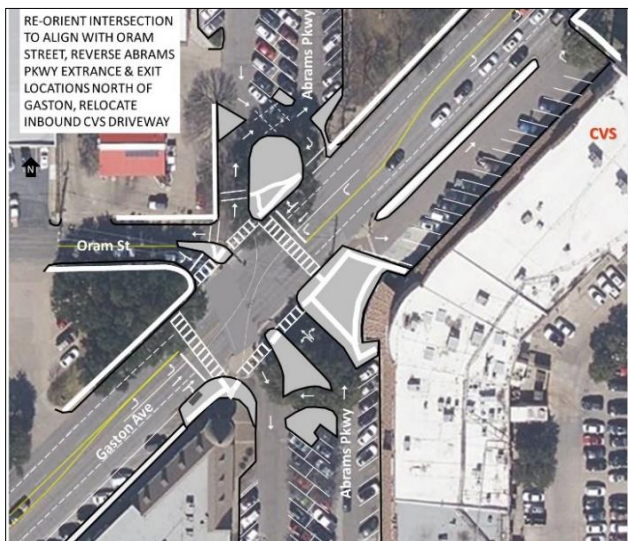
Options 2 and 3 were presented to the public as recommendations, with Option 3 being the preferred choice by staff. This option offers a more organized, efficient, and safer intersection for both drivers and pedestrians by:

- Enhancing traffic flow and reducing conflict points through the addition of dedicated left-turn lanes on Gaston Avenue.
- "Eliminating the awkward CVS driveway placement reduces sudden stops or turns, while reconfiguring traffic flow improves parking lot entry and exit efficiency."
- Incorporating additional crosswalks and pedestrian pathways to enhance safety for pedestrians." area safer for pedestrians.

Fifty-one percent of the public voted for Option 3, while 49% voted for Option 2. The recommendation is that both options be carried forward to preliminary engineering for a more detailed assessment of feasibility and tradeoffs, to take to the public and select the option that should be designed and implemented.

Several other options, as shown in **Figure 38** were considered to address these issues, but options 2 and 3 emerged as the top choices and became the focus of public input.

FIGURE 38: ORAM STREET \ ABRAMS PARKWAY INTERSECTION REALIGNMENT OPTIONS



Abrams Road Intersection

Under the existing conditions, the free right turn make it hard for pedestrians to cross.

The draft recommendation was to remove the right turn slip lane on northbound Abrams Road and replace it with a dedicated right turn lane at the Gaston Avenue intersection, as depicted in **Figure 39**.

FIGURE 39: ABRAMS ROAD INTERSECTION – IMPROVEMENT OPTION



Sixty-five percent of the public were opposed to the proposal to eliminate the free right turn lane. Therefore, the final recommendation is to make no improvements or modifications to the intersection at this time.

Zone 5: Lakewood/LaVista Area

In this zone, the following locations were identified for potential improvements, with options developed and evaluated:

- Richmond Avenue Intersection
- Cambria Boulevard Intersection
- Peason Drive Intersection
- Brendenwood Drive Intersection
- W. Shore Drive Intersection

Richmond Avenue Intersection

Under the existing conditions the following issues were identified:

- The free right turn from Gaston Avenue to Richmond Avenue permits drivers to maintain a higher speed than needed, causing discomfort for pedestrians heading to Whole Foods and the Lakewood Shopping Center. Stakeholders have noted that the Yield for Pedestrian sign is often disregarded, with drivers frequently honking at pedestrians crossing the intersection.
- This intersection experiences rear-end and speed-related crashes and is not ADA accessible.

FIGURE 40: RICHMOND AVENUE INTERSECTION – EXISTING CONDITIONS



Two options were considered to address the issues. The first option, shown in **Figure 41**, involves removing the right turn slip lane and replacing it with a dedicated right turn lane. This change would slow

down drivers making the turn, while the dedicated lane would maintain the intersection's capacity for right turns. The second option, also shown in **Figure 42**, keeps the slip lane but adds a raised crosswalk to slow down turning vehicles and encourage drivers to yield to pedestrians.

FIGURE 41: RICHMOND AVENUE INTERSECTION – ELIMINATE RIGHT-TURN SLIP LANE (OPTION 1)



FIGURE 42: RICHMOND AVENUE INTERSECTION – ADD RAISED CROSSWALK (OPTION 2)



Neither improvement option received majority preference in the community survey. Twenty-five percent of survey respondents preferred eliminating the right-turn slip lane and 48% preferred adding the raised crosswalk. Twenty-five percent of respondents preferred neither option. Comments indicated that many prefer the current configuration with the right turn slip lane to remain as is.

Due to safety concerns related to the raised crosswalk option, including the possibility of motorists diverting to the intersection, which could increase pedestrian conflicts, as well as the potential for higher maintenance costs from normal wear and tear and driver inattention to the raised crosswalk, the raised crosswalk is not recommended. The final recommendation is to eliminate the right-turn slip lane and instead install a right-turn lane at the intersection.

Cambria Boulevard Intersection

Under the existing conditions the following issues were identified:

- Turning in and out of side streets is challenging due to traffic speed and hilly topography, with major concerns at Cambria Boulevard.
- At Cambria Boulevard, stakeholders believe the slip lane encourage high-speed traffic into the neighborhood and should be removed. They also note that drivers abruptly stopping to turn left into Cambria Boulevard from eastbound Gaston Avenue, combined with speeding drivers, increases the risk of rear-end collisions. Crash data confirms rear-end collisions are an issue, and survey responses highlight Cambria Boulevard as a concern due to the lack of a left turn lane.
- The traffic operations are unclear, as drivers can both enter and exit the street on both legs of Cambria Boulevard at the intersection.

FIGURE 43: CAMBRIA BOULEVARD INTERSECTION – EXISTING CONDITIONS



One primary improvement option was evaluated and is illustrated in **Figure 44**. A roundabout was initially considered but was rejected due to traffic modeling indicating a significant degradation in traffic flow during AM and PM peak hours. Additionally, although a traffic signal at Cambria Boulevard would be warranted, it is not recommended due to the proximity of the existing traffic signal at Richmond Avenue, which is only 300 feet to the west.

The proposed improvement option involves removing the existing splitter island at the end of Cambria Boulevard and consolidating the intersection into a single point. Additionally, an eastbound left turn lane would be added on Gaston Avenue.

FIGURE 44. CAMBRIA BOULEVARD INTERSECTION – IMPROVEMENT OPTION



The improvement option shown in **Figure 44** was presented to the community for consideration. Seventy-one percent of survey respondents supported the recommendation; Given the broad community support, it is the final recommendation for Cambria Boulevard.

Pearson Drive Intersection

Under the existing conditions the following issues were identified:

- Turning in and out of side streets, as well as crossing for drivers and pedestrians, is challenging due to the traffic speed and hilly topography.
- Speed-related and rear end crashes are prevalent in this area.
- Intersection has received multiple requests from community for traffic signal and pedestrian crossing.

A traffic signal was evaluated but was found to not be warranted at this time. A roundabout was also considered but was rejected by the stakeholder steering committee due to the significant right-of-way acquisition required from adjacent property owners for its construction.

The final recommendation is no changes to the intersection at this time. The intersection will continue to be monitored for impacts and potential improvements, particularly for residents on the south side of Gaston Avenue. Improvements at the Brendenwood Drive intersection can facilitate motorists and pedestrians attempting to cross and turning movements to and from Gaston Avenue.

Brendenwood Drive Intersection

Under the existing conditions, the following issues were identified:

- Turning in and out of side streets is challenging due to traffic speed and hilly topography.
- Speed-related and rear end crashes are prevalent at this intersection.
- This location along Gaston Avenue is about midway between the traffic signals at Richmond Avenue and at W. Shore Drive, which are nearly one mile apart.
- Intersection has received multiple requests from community for traffic signal and pedestrian crossing.

FIGURE 45: BRENDENWOOD DRIVE INTERSECTION – EXISTING CONDITIONS

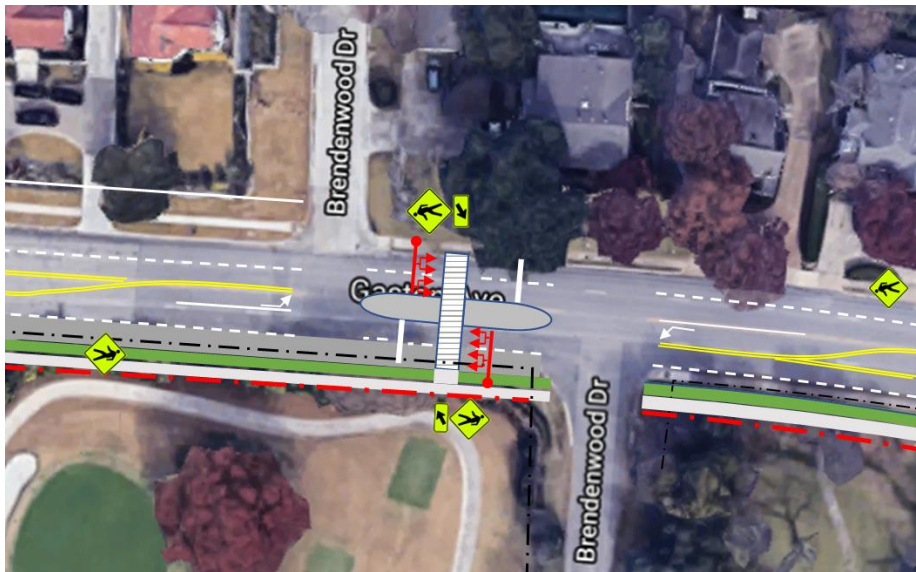


In seeking to identify ways to improve the safety of left turns, calm traffic, and provide a pedestrian crossing, the improvement option shown in **Figure 45** was developed. A traffic signal was evaluated but was found to not be warranted at this time.

To address rear end crashes, widening Gaston Avenue to accommodate dedicated left turn lanes is proposed. This will require the acquisition of a small amount of right-of-way on either side of Gaston Avenue. This will also create an opportunity to add a median between the two legs of the Brendenwood intersection.

The median island itself offers two benefits: median islands are a proven traffic calming tool, and they provide a refuge for pedestrians crossing the roadway. Lastly, to address the desire for a pedestrian crossing in this general area, a crosswalk and a Rectangular Rapid Flashing Beacon (RRFB) or Pedestrian Hybrid Beacons are included in the improvement option.

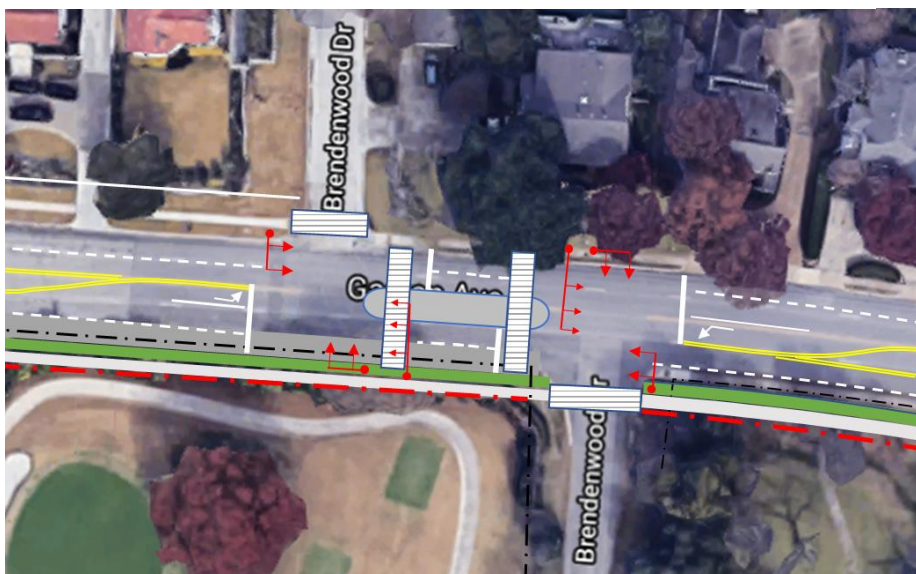
FIGURE 46: BRENDENWOOD DRIVE INTERSECTION – INITIAL IMPROVEMENT OPTION



The proposed improvement option was presented to the community as staff's recommendation. There was public opposition to the draft recommendation to acquire easements to install a raised median/pedestrian refuge island and dedicated left-turn lanes. At the same time, there were a large number of comments of people 1) requesting a traffic signal at Brendenwood, 2) expressing disappointment with how few traffic calming measures were recommended, and 3) noting the significant north/south traffic congestion that occurs at the Gaston and W. Shore intersection during peak hours.

The final recommendation includes a traffic signal at Brendenwood in addition to the median and left-turn lanes. The installation of a signal would provide an alternative to the congested W. Shore intersection for north/south travelers, as well as provide a break in traffic for vehicles entering and exiting the adjacent neighborhoods. It is not recommended that a traffic signal be installed without dedicated left-turn lanes. Medians are a proven traffic calming treatment would help to calm traffic along Gaston between Tucker and Cambria. An illustration of the final recommendation at Brendenwood is shown in **Figure 47**.

FIGURE 47: BRENDENWOOD INTERSECTION – FINAL RECOMMENDATION



W. Shore Drive Intersection

Under the existing conditions the following issues were identified:

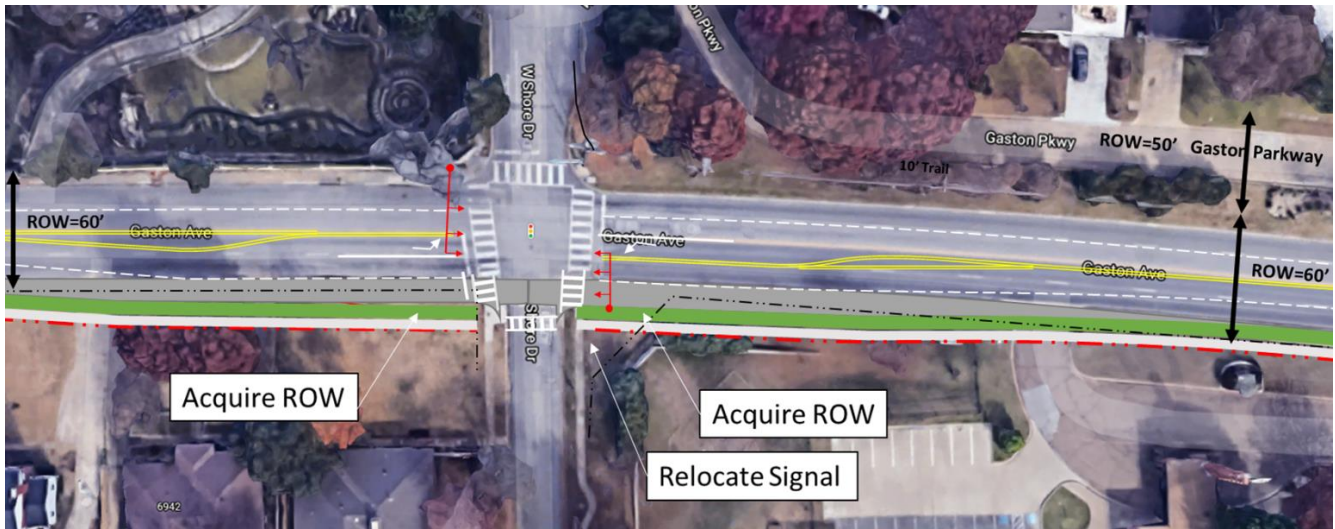
- W. Shore Drive experiences traffic flow difficulties at the Gaston Avenue intersection during peak times due to the lack of a dedicated left turn lanes or signal phase. Stakeholders noted that W. Shore Drive, along with Brendenwood Drive, are key routes to J.L. Long Middle School, Woodrow Wilson High School, Lakehill Preparatory School, and Lakewood Elementary School.
- Conflicts were observed between motorists making left turns from W. Shore Drive and pedestrians/cyclists crossing Gaston Avenue.
- Significant delay for cars on northbound W. Shore Drive (LOS - F) in the AM and PM peak hours.

FIGURE 48: W. SHORE DRIVE INTERSECTION – EXISTING CONDITIONS



To address these issues, an improvement option was developed that would add left turn lanes on Gaston Avenue at W. Shore Drive and provide at least 5 feet of landscape buffer between a 5-foot sidewalk and the roadway. It will be necessary to acquire about 20 feet of right-of-way for a distance of about 200 feet on either side of W. Shore Drive, then tapering for distance of about 500 feet in each direction. Given the topography constraints on the northwest corner, it is proposed to acquire the full 20-feet of right-of-way along the south side of Gaston Avenue. The initial proposed configuration is shown in **Figure 49**.

FIGURE 49: W. SHORE DRIVE INTERSECTION – INITIAL IMPROVEMENT OPTION



When the initial improvement option was presented to the public, 71% of survey respondents supported the recommendation. However, residents of Lakewood Hill expressed concerns that the recommendation might increase speeding and that it would not adequately address the issues on the W. Shore Drive approaches. As a result, the final recommendation includes the following modifications to the initial improvement option:

- Install “Stop Ahead” warnings.
- Trim the trees near the intersection.
- Evaluate the feasibility of acquiring right-of-way for dedicated left turn lane for the northbound W. Shore Drive approaches.
- Evaluate signal timing for W. Shore Drive during peak travel times to improve traffic flow across Gaston and turning onto Gaston.
- Reduce the right-of-way acquisition needs to the minimum 10-feet.

Zone 6: Gaston Commercial Gateway

In this zone, the following locations were identified for potential improvements, with options developed and evaluated.

- Loving Avenue Intersection
- Tucker Street Intersection
- Gaston Avenue between W. Shore Drive and Loving Avenue

Loving Avenue Intersection

Under the existing conditions the following issues were identified:

- Motorists use Loving Avenue as a cut-through between Gaston Avenue and Winsted Drive.
- The steep approach of Loving Avenue, coupled with the hilly topography and speeding motorists on Gaston Avenue, creates a hazardous situation for drivers trying to exit Loving Avenue and for pedestrians attempting to cross Gaston to access the YMCA.

A traffic signal was evaluated but did not meet the necessary warrants. Closing access to Loving Avenue at Gaston Avenue or Gaston Parkway was also considered but rejected due to Dallas Fire-Rescue's need to maintain access to the neighborhood and to White Rock Lake.

To address concerns about cut-through traffic, the final recommendation was to implement traffic calming measures along Loving Avenue. This improvement was presented to the community with a commitment to continue monitoring the intersection for a future traffic signal. The proposed solution was supported by 71% of survey respondents.

Tucker Street Intersection

Under the existing conditions the following issues were identified:

- High numbers of left-turn and rear-end crashes.
- The absence of dedicated left-turn lanes at Tucker Street leads to delays and the second-to-worst vehicular level of service along the corridor.
- Eastbound in the PM peak hour, the left turn volume was 34 vehicles per hour, or about one left turning vehicle every other cycle of the signal that would potentially block the passage of eastbound through traffic in the left-most lane.

To address these issues, an improvement option was developed that would widen Gaston Avenue to provide a left turn lane at Tucker Street and left turn storage along the frontage of the nearby commercial development. The five-lane section would extend about 500 feet west of Tucker Street and then transition back to the existing four-lane section.

Figure 50 shows the widening of Gaston Avenue west of Tucker Street that would be needed to implement the left turn lanes at Tucker Street. Major elements of the concept include:

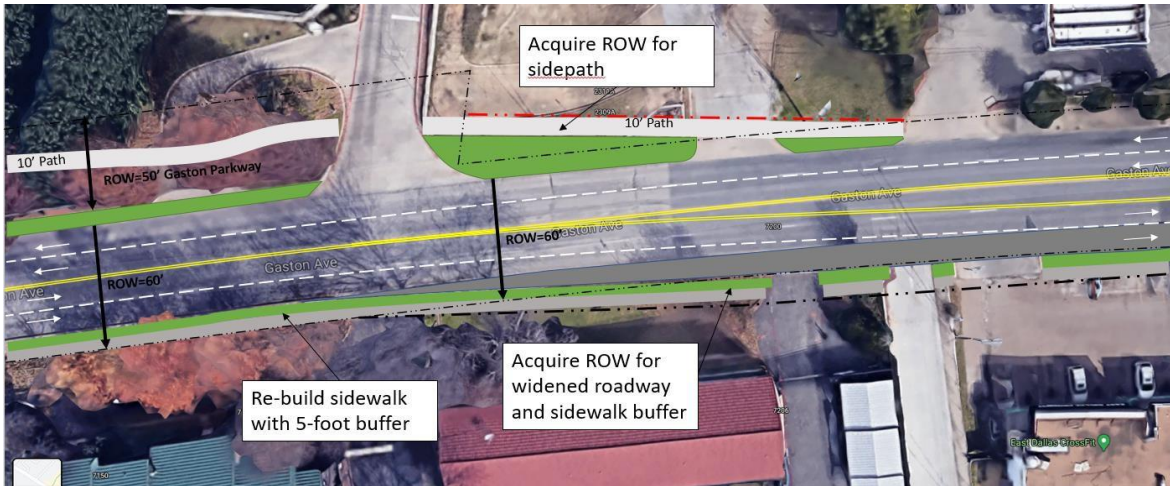
- Acquisition of approximately 15-foot wide right-of-way.
- Reconstruction of the curb line and sidewalks. Some existing parking lot area would need to be reconfigured.

FIGURE 50: TUCKER STREET INTERSECTION – IMPROVEMENT OPTION (JUST WEST OF TUCKER STREET)



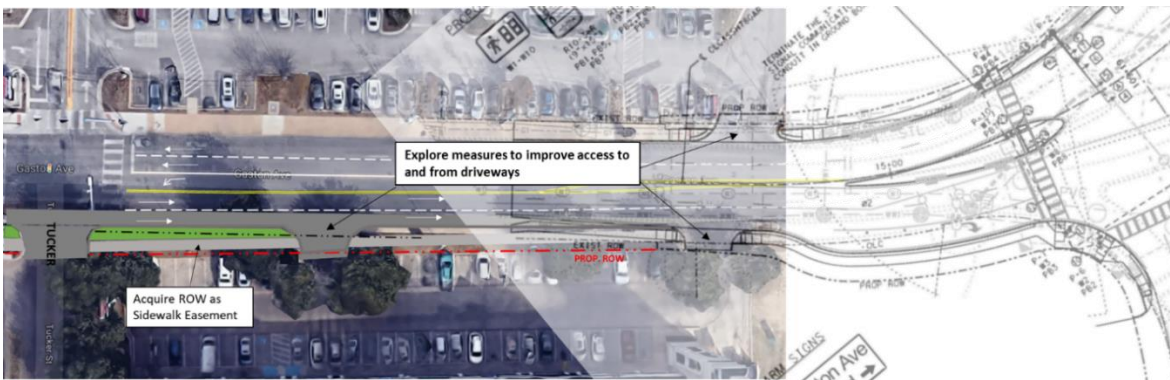
Figure 51 depicts the transition of the 5-lane widening back to the existing 4-lane roadway section just beyond the Arboretum Village shopping center. These images are intended to be used for illustration purposes only and should not be considered as final engineering designs.

FIGURE 51: TUCKER STREET INTERSECTION – IMPROVEMENT OPTION (WEST OF ARBORETUM VILLAGE SHOPPING CENTER)



Depicted in **Figure 52** is an image of the design plans for the 3-G intersection improvement planned by TxDOT superimposed over an aerial photograph of the connection area near Tucker Street. A potential enhancement to the TxDOT design is shown that would extend the widening of Gaston Avenue to Tucker Street to add left turn lanes at the intersection.

FIGURE 52: TUCKER STREET INTERSECTION - IMPROVEMENT OPTION (TUCKER STREET TO 3G INTERSECTION)



The five-lane configuration with a center turn lane at the intersection received 74% support from survey respondents. This option will improve the reliability of through traffic at the intersection. Access management treatments should be installed between Tucker and the Garland/Grand intersection to prevent left turns at driveways, particularly the one closest to the 3G intersection on the north side of Gaston, reducing conflicts while maintaining property access.

However, the property owner on the south side of Gaston, west of Tucker, expressed concerns about the impact on parking spaces and questioned whether acquiring right-of-way from the north side would reduce these impacts. Further preliminary engineering is needed to assess right-of-way acquisition and determine the parking lot configuration with input from the property owner.

Trail from the Santa Fe Trail Access Point to W. Shore Drive

Along the north side of Gaston Avenue, there is a 50-foot-wide right-of-way for Gaston Parkway between W. Shore Drive and approximately 350 feet west of the Santa Fe Trail access point, passing through the west edge of the Arboretum Village shopping center. A 10-foot trail is proposed within this right-of-way.

Additional improvements include a crosswalk with a Pedestrian Hybrid Beacon (PHB) between Loving Avenue and the YMCA driveway, providing residents with a safe crossing to the YMCA. Efforts should be made to minimize impacts on existing landscaping in the parkway

FIGURE 53: TRAIL CONNECTION TO SANTA FE TRAIL ACCESS POINT

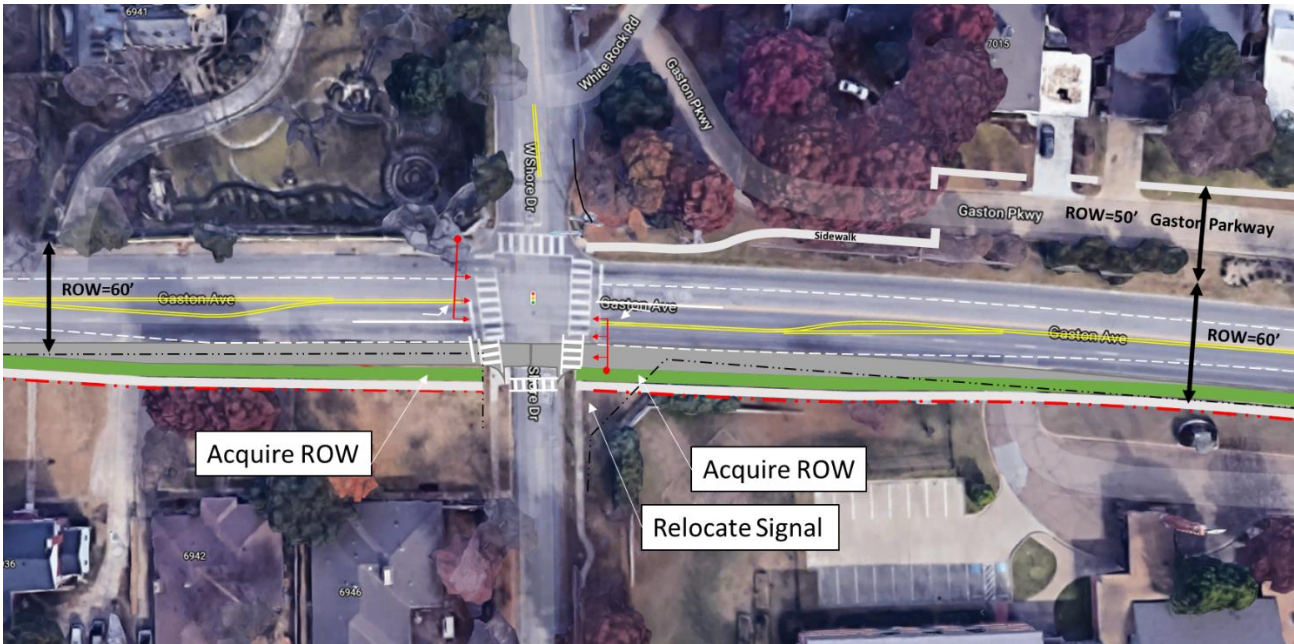


While the trail was initially proposed to connect to W. Shore Drive, residents expressed concerns about the impact on existing landscaping in the parkway between Gaston Avenue and Gaston Parkway. As a result, the final recommendation is to evaluate the option of terminating the trail at Loving Avenue, as illustrated in **Figure 54**. This option involves extending the sidewalk on the north side of Gaston Parkway, through the landscaped parkway, to preserve as much of the landscaping as possible while still providing a defined pedestrian connection to the W. Shore Drive intersection, as illustrated in **Figure 55**.

FIGURE 54: TRAIL CONNECTION AT LOVING AVENUE



FIGURE 55: TRAIL CONNECTION AT W. SHORE DRIVE



IMPLEMENTATION

The improvement options recommended in this study were prioritized based on the urgency of needs determined by crash data and community support and are categorized into three levels: top priority, and lower priority improvements. However, it should be noted that the order in which projects are implemented may not always align with their prioritization due to factors such as funding availability or unexpected opportunities to coordinate with other nearby projects.

Top Priority Improvements

The top priority improvements focus on addressing existing deficiencies at locations with a history or pattern of crashes and strong community support for proposed changes. Note that the prioritization of these improvements does not consider funding availability. The following improvements should be made as soon as feasible:

Washington to Carroll improvements outside of roadway. This segment has a high concentration of pedestrian generators including a few higher ridership bus stops. However, this segment accounts for the 36% of all pedestrian crashes along the corridor and deficits in the pedestrian realm are not. These issues can be addressed by improving ADA compliance along sidewalks, at intersections by, and unsignalized crossings. The community overall supported the proposed improvements. However, Implementation should not occur until road diet study, for the segment between Washington and Paulus has been completed. (Estimated cost - \$3,000,000)

Conduct a road diet study. Between Carroll and Paulus, conduct a study of a different road diet configuration than what was evaluated as part of the Gaston Avenue Corridor Study: a three-lane roadway with one lane in each direction and a continuous center turn lane, in which buses stop in the travel lane to pick-up and drop-off passengers rather than using pull-out bays. (Estimated cost - \$100,000)

Reconfigure of La Vista Drive intersections at Gaston and Paulus. This location has a history of left-turn, right-angle and rear end crashes, along with additional concerns about parked cars at the southeast corner needing to back up and maneuver within the crosswalk and intersection to exit their spaces. These issues, combined with the intersection's width, create unsafe conditions for pedestrians crossing at Gaston and La Vista. Two pedestrian crashes have been recorded at this intersection. Redesigning the intersection to provide dedicated space and timing for all modes of traffic can address these safety concerns and improve overall flow. The community overall supported the proposed improvements. (Estimated cost - \$1,500,000 - \$1,800,000)

Reconfigure the Cambria Boulevard intersection. This area is prone to speeding and frequent rear-end crashes, primarily due to drivers stopping abruptly and excessive speeding. Additionally, the free-right turn encourages drivers to enter the neighborhood at higher speeds than necessary. These issues can be addressed by reconfiguring the intersection, which includes removing the splitter island at the end of Cambria Boulevard, consolidating the intersection into a single point, and adding left-turn lanes on Gaston Avenue. The community overall supported the proposed improvements. (Estimated cost - \$500,000)

Add left-turn lanes and signalize the Brendenwood Drive intersection. Situated on a key route to local schools, this intersection faces significant traffic flow challenges during peak hours. In addition, the combination of high traffic speeds on Gaston Avenue and the hilly topography makes turning into and out of Brendenwood Drive difficult. Rear-end collisions are frequent at this location, representing 75% of crashes that have occurred at this intersection. To enhance safety and improve traffic flow, the intersection will be signalized, with the addition of left-turn lanes and a concrete median on Gaston Avenue. This improvement will also address the pedestrian crossing gap between Richmond Avenue and W Shore Drive. These improvements align with the community's wishes. (Estimated cost - \$3,000,000)

Add left-turn lanes at the Tucker Street intersection and implement nearby improvements. This location has the second-worst level of service (LOS) along the corridor and is identified as one of the corridor's high-crash locations, with frequent left-turn collisions. Nearby driveways also experience issues with left-turn crashes. To address these concerns, the intersection will be widened to accommodate left-turn lanes, and the existing signal infrastructure will be upgraded to enhance traffic flow and pedestrian safety. The project will require the acquisition of approximately 15-foot-wide right-of-way and the reconstruction of adjacent parking lots. Additionally, access management treatments will be considered. The community overall supported the proposed improvements. (Estimated cost: \$3,000,000)

The total estimated cost of all top priority improvements is \$11,100,000 to \$11,400,000.

Lower Priority Improvements

Lower-priority improvements are those that either do not address major deficiencies under existing conditions or potentially have lower community support, and therefore could be delayed if funding limitations arise.

Oram Street and Abrams Parkway intersection (Options 2 & 3). This location does not have a high crash history or notable crash patterns. Therefore, the improvement of the intersection is not imperative under existing conditions. However, the intersection has multiple deficiencies including a high number of conflict points due to the confusing layout of the intersection. Difficulty accessing CVS parking lot, poor visibility turning onto Gaston Avenue, and not being handicap accessible. Determining the optimum design for this intersection will require further study. (Estimated cost: \$4,300,000)

Richmond Avenue intersection. This location has a history of speed related and rear end crashes. Residents also reported the free right at Richmond Avenue makes pedestrians walking along Gaston Avenue feel unsafe due to the speed of turning vehicles. To address this issue the right-turn slip lane will be eliminated and instead right-turn lane at the intersection will be installed. This recommendation received low support and will be readdressed before implementation. (Estimated cost: \$1,500,000)

W. Shore Drive intersection. This location has a history of speed related and rear end crashes and has been identified by residents as a key route to area schools. The intersection experiences traffic flow difficulties at the Gaston intersection during peak times due to the lack of a dedicated left turn lane or signal phase. To address these issues left turn lanes will be added on Gaston and the south W. Shore approach. This recommendation received low support and will be readdressed before implementation. (Estimated cost: \$2,000,000)

Multi-use path from W. Shore Drive to the Santa Fe access point. YMCA, citing high speeds and poor visibility due to the topography. To address these issues, the trail will be extended to Loving Avenue, and the sidewalk on the north side of Gaston Parkway will be extended and connect through the landscaped

parkway to create a defined pedestrian connection to the W. Shore Drive intersection. Additionally, an enhanced crosswalk should be installed at the YMCA's driveway to improve visibility for both pedestrians and motorists. (Estimated cost: \$1,300,000)

New sidewalk between Abrams Road and Country Club Drive. No crashes have been recorded that can be contributed to the lack of sidewalk on the south side or placement of the sidewalk on the north side. The Whole Foods property is a designated PD district with specific requirements for sidewalk and landscaping within the right-of-way. Should the property undergo changes significant enough to trigger a review, the sidewalk placement can be reviewed at that time.

Construction of the sidewalk on the south side of Gaston Avenue is not feasible under current conditions. However, the Dallas Sidewalk Master Plan recognizes the missing sidewalk and classifies it as a medium-low priority project. Implementation timing will depend on whether it becomes a higher priority according to the master plan's criteria, significant changes occur on the adjacent property that warrant a sidewalk, or if conditions improve to make construction feasible. In the meantime, safety conditions should be closely monitored to determine if and when improvements become more urgent. (Estimated cost - \$300,000)

The total estimated cost of all lower priority improvements is \$9,400,000.

Quick Response Improvements

The proposed list of immediate term (0 to 2 years) improvements for Gaston Avenue was developed based on the results of the existing conditions, public input, deficiencies identified along the corridor and opportunities to implement cost-effective improvement projects.

Conduct study to improve pedestrian safety between N. Peak Street and Haskell Avenue. The area between Peak and Haskell streets experiences significant pedestrian activity due to the presence of two grocery stores and nearby bus stops, and it has a history of pedestrian crashes. To enhance safety, it is recommended to assess the need for and implement improvements that facilitate safe pedestrian movement in this area. (Estimated cost if warranted - \$35,000)

Install school speed zone at Carroll Avenue, if warranted. The intersection is on a direct route to Zaragoza Elementary School. Evaluate the intersection to determine if the number of students crossing has increased and install a school zone as warranted. (Estimated cost - \$50,000)

Conduct a warrant study to adjust the school zone at Skillman Street and/or consider an enhanced crossing at Glasgow Street. Glasgow is a key crossing point within the 0.32-mile stretch between protected crossings at Skillman and Paulus Avenue, frequently used by students commuting to JL Long Middle School and Woodrow Wilson High School. Additionally, Glasgow is part of the 2011 bike plan, serving as a route to these schools, Willis C. Winters Park, the Santa Fe Trail, and Samuell-Grand Park. Given the unsignalized nature of the intersection, it should be evaluated to ensure safe pedestrian crossings for those accessing schools, parks, and bus stops. Estimated cost - 50,000)

Clear overgrown trees at W. Shore Drive. An immediate measure for improving sight distance along the corridor is cutting back foliage reducing the line of sight for drivers, especially in horizontal curves. Overgrown vegetation also obstructs various traffic signs, reducing guidance for drivers along the corridor. (Estimated cost - TBD)

Loving Avenue traffic calming – Residents along Loving Avenue have reported that cut-through traffic is a significant issue on the street. The layout of the area allows Loving Avenue's connections to Gaston and

Winsted to serve as a detour for drivers seeking to access Garland Road from Gaston Avenue, and vice versa. Implementing traffic calming measures could discourage drivers from using the street as a detour. (Estimated cost - \$50,000)

Install speed limit signs. The lack of speed limit signs between Washington and Paulus were noted during public comment. Install additional speed limit signs to reinforce speed limit along that stretch of the corridor. (Estimated cost - \$5,000)

Restripe crosswalks and construct curb ramps. Multiple crossings have fading crosswalks and the crosswalk at Hill Avenue is missing a curb ramp on the north side. Evaluate crosswalk to determine if curb ramp can be installed or if crosswalk should be relocated for better access to curb ramps. (Estimated cost - \$30,000)

Convert existing streetlights along the corridor to LED. Public feedback highlights inadequate street lighting as a concern. Currently, streetlights along the corridor, excluding those at intersections, use High Pressure Sodium (HPS) bulbs. Switching to LED bulbs will improve visibility and lighting quality. (Estimated cost - 100,000)

The total estimated cost of all quick response improvements are \$320,000.

Funding Sources

With the final improvements identified, the next step is to identify and secure funding. The list below outlines potential sources at the federal, state, county, and local levels for the proposed improvements. Funding options are categorized into four groups: federal funding, state funding, county funding, and local funding. The City will add the recommendations from this study to the Needs Inventory and prioritize them for funding through the sources listed below.

City

General operation and capital budget. The general budget allocates funds for infrastructure projects that support the city's growth and sustainability, prioritizing based on community needs and deficiencies. It funds various capital programs for the design and construction of improvements like sidewalks, crosswalks, traffic calming, signs, signals, and covers the City's share of externally funded projects.

Bond Program. The City's bond program issues municipal bonds to fund capital projects and infrastructure upgrades, such as road improvements. These bonds raise funds for long-term projects, spreading costs over time. Projects are recommended to City Council based on safety and other criteria, often guided by a community bond task force. This method allows the city to address infrastructure needs without solely depending on current tax revenues.

County

Dallas County Major Capital Improvement Program (MCIP). Dallas County Public Works administers the MCIP every two to three years, calling for project proposals from cities within the county aimed at enhancing capacity and safety on regional roads and multi-modal pathways. Typically, the MCIP covers 50% of project costs, with partner cities or other entities responsible for the remaining expenses.

State

Texas Highway Safety Improvement Program (HSIP). HSIP, overseen by TxDOT, is a core Federal-aid highway initiative aimed at substantially decreasing fatalities and severe injuries on all public roads,

including those not owned by the state. It focuses on addressing crash types outlined in the Texas Strategic Highway Safety Plan (SHSP) and allocates funds for construction and operational enhancements. Aligned with SHSP priorities, the HSIP aims to achieve a notable reduction in Texas roadway fatalities and injuries by targeting emphasis areas such as roadway and lane departures, speed-related incidents, intersection safety, and pedestrian and bike safety.

Transportation Alternatives Program. The program funds infrastructure projects that enhance safe routes for non-motorized transportation. Eligible projects may include:

- Sidewalk construction
- Bicycle infrastructure
- Pedestrian and bicycle signals, lighting, or other safety improvements
- ADA compliance projects
- Infrastructure to improve access to public transportation.

Federal

Safe Street for All (SS4A). The federal Bipartisan Infrastructure Law (BIL) created the SS4A program to offer financial support to enhance road safety for all types of users, including pedestrians, bicyclists, public transportation, motorists, and commercial vehicles. Through Implementation Grants, federal funds are allocated for projects involving infrastructure, behavioral, and operational improvements. Eligible projects include installing turn lanes, implementing road diets, and creating complete streets with safety enhancements. Additionally, initiatives like pedestrian safety upgrades, speed management, intersection improvements, and bike network development are eligible for funding under this program.

Congestion Mitigation and Air Quality Improvement Program (CMAQ). This program is intended for projects that contribute to improved air quality and reducing congestion. Transportation facilities such as urban trails that reduce automobile trips and those not exclusively for recreational use are eligible. Examples of projects include intersection and signal system improvements and bicycle and pedestrian facilities

Carbon Reduction Program (CRP). Established by the Bipartisan Infrastructure Law (BIL), this program funds projects aimed at reducing transportation emissions from on-road highway sources. Eligible projects include:

- Traffic monitoring, management, and control operations
- On- and off-road trail facilities for pedestrians, bicyclists, and other non-motorized transportation
- Energy-efficient street lighting and traffic control device replacements
- Traffic flow improvements without expanding capacity

APPENDIX

Appendix A: Phase 1 Public Engagement Summary

Appendix B: Phase 2 Public Engagement Summary