

Gaston Avenue Corridor Mobility Study Public Engagement Round 1 Summary Spring and Summer 2021

The first round of public engagement for the Gaston Avenue Corridor Mobility Study focused on collecting public input on existing conditions, needs, issues, and opportunities along the corridor. There were two opportunities for public input during the first round of public engagement:

1. A public survey and interactive comment map that were live in the spring of 2021
2. A public meeting and comment period in the summer of 2021. Summaries of each of these engagement activities are provided in the following sections, including when they occurred, how the public was notified, what was presented, how many people participated, and the feedback received.

Results of the public engagement suggest that the community interests are improving sidewalks and pedestrian crossings at existing signalized and unsignalized intersections, incorporating left-turn lanes, reduce speeding and enhancing streetscaping adjacent to historic neighborhoods.

Contents

Public Engagement Round 1, Part 1: Public Survey and Interactive Comment Map - Spring 2021	2
Public Survey	3
Interactive Comment Map	8
Public Engagement Round 1, Part 2: Public Meeting - June 29, 2021	14
Attachments	17
Attachment A: Public Survey Open-Ended Responses	18
Attachment B: Interactive Comment Map Responses	29
Attachment C: Public Meeting Comments	41

Public Engagement Round 1, Part 1: Public Survey and Interactive Comment Map - Spring 2021

Purpose:

1. Gain basic insight into public opinion about existing transportation conditions along the corridor and desired improvements early in the planning process.
2. Provide a convenient option to engage a large number of participants within and adjacent to the project area.

Dates Open: February 1, 2021 – March 17, 2021

Public Notification: Flyers were created for digital and physical distribution. City Councilmembers and members of the Stakeholder Steering Committee distributed the flyers through various social media channels including, Nextdoor, Facebook, Twitter, and through other means such as neighborhood association websites, email lists, newsletters etc.

City staff also conducted a field distribution at various businesses, bus stops, and multi-family complexes along the corridor.

**GASTON AVENUE
CORRIDOR STUDY
TAKE THE SURVEY**

We're working to find transportation solutions to enhance the safety and quality of life along the Gaston corridor. Take the survey and add to the public comment map to help make Gaston friendlier for people walking, biking, driving and using public transportation.

SCAN THIS QR CODE TO GO DIRECTLY TO THE SURVEY:

**THE SURVEY CLOSSES
MARCH 17, 2021**

Department of Transportation
For more information, contact Kierra.Williams@dallascityhall.com
or visit bit.ly/gastonavenuecorridor

**ESTUDIO DEL CORREDOR
DE LA AVENIDA GASTON
COMPLETA LA ENCUESTA**

Estamos trabajando para encontrar soluciones de transporte que mejoren la seguridad y calidad de vida de la avenida Gaston. Completa la encuesta y envíanos tus comentarios en el mapa interactivo para ayudarnos a tener un corredor Gaston más amigable para peatones, ciclistas y conductores, y que se pueda utilizar para el transporte público.

ESCANEA ESTE CÓDIGO QR PARA IR DIRECTAMENTE A LA ENCUESTA:

**LA ENCUESTA CIERRA
EL 17 DE MARZO DE 2021**

Department of Transportation
Para más información, puedes ponerte en contacto con Kierra.Williams@dallascityhall.com o visita bit.ly/gastonavenuecorridor

Participation: 434 people completed the survey, 442 of comments were provided on the interactive comment map. The following sections summarize the findings from the survey and interactive comment map.

Public Survey

Participation: 434 people completed the survey, including one survey completed in Spanish.

Survey Structure: The survey was provided in English and Spanish and organized in two parts:

1. Title and description that provided an introduction and overview of the project. Due to the impact of the COVID-19 Pandemic on travel behavior, respondents were instructed to respond to survey questions by reflecting on pre-COVID 19 experiences to give the project team a better understanding of travel needs and experiences.
2. Survey questions on respondents' relationship to corridor, travel behavior and experiences, preferred improvements, and demographics. An open-ended question was also added to give respondents an opportunity to provide additional feedback on their experience traveling along Gaston Avenue.

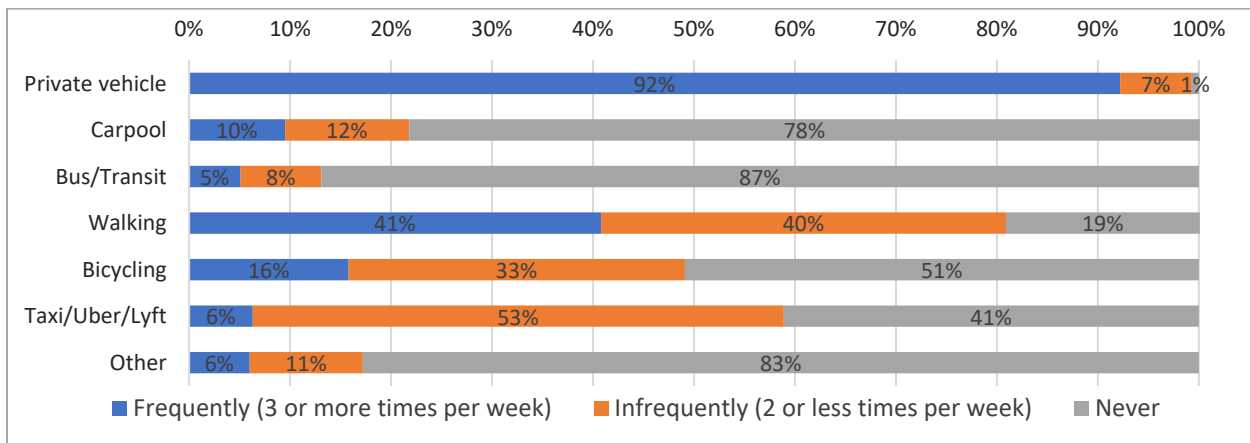
Question 1: What best describes your relationship to Gaston Avenue?

Responses received: 434

Option	Number	Percent
Live on or near (within ¼ mile) of Gaston	283	65%
Live and work on or near (within ¼ mile) of Gaston	78	18%
Do not live on or near Gaston	54	12%
Work along or near (within ¼ mile) of Gaston	9	2%
Other (please specify) <ul style="list-style-type: none"> • I own property that backs up to Gaston • I used to live on Gaston at Westshore. My family still lives there • I am the Plan Commissioner for District 9. • I use Gaston Avenue daily to travel downtown • Own property close to it and travel it daily. • I live within a couple of miles and travel the corridor frequently. 	10	2%

Question 2: When traveling along Gaston Avenue, how often do you travel by...?

Responses received: 434



Findings from Question 2 included:

- Private vehicle is the primary travel mode for 92% of respondents
- 81% of respondents walk along Gaston at least once a week
- 49% of respondents bicycle at least once a week
- 13% of respondents take the bus or other form of transit at least once a week
- Taxi/Uber/Lyft is a mode of choice for 59% of respondents at least once a week

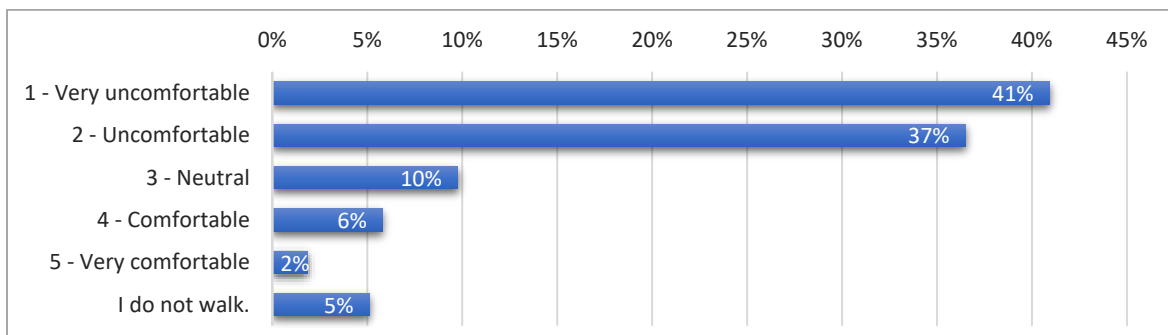
Question 3: If you walk/bike along or across Gaston Avenue, what is your destination? (Choose all that apply)

Responses received: 429

Destination Option	Number	Percent
I walk/bike for leisure/exercise	285	66%
Errands/shopping	177	41%
Home	96	22%
Work	46	11%
School	18	2%
Bus stop	6	0.81%
I do not walk or bike	79	18%
Other (please specify) <i>The other responses were coded into themes. Themes that were mentioned by three or more respondents are listed below. (N = number of responses)</i>	30	7%
<ul style="list-style-type: none"> • YMCA (N=4) • The person would walk if there were walking or bicycling facilities or conditions were safer (N=4) • Restaurants (N=4) • Santa Fe Trail (N=3) • Walking pets (n=3) • Park (N=3) • Visiting friends or family (N=3) 		

Question 4: Please rank your level of comfort for walking along or across Gaston Avenue with “1” being very uncomfortable and “5” being very comfortable.

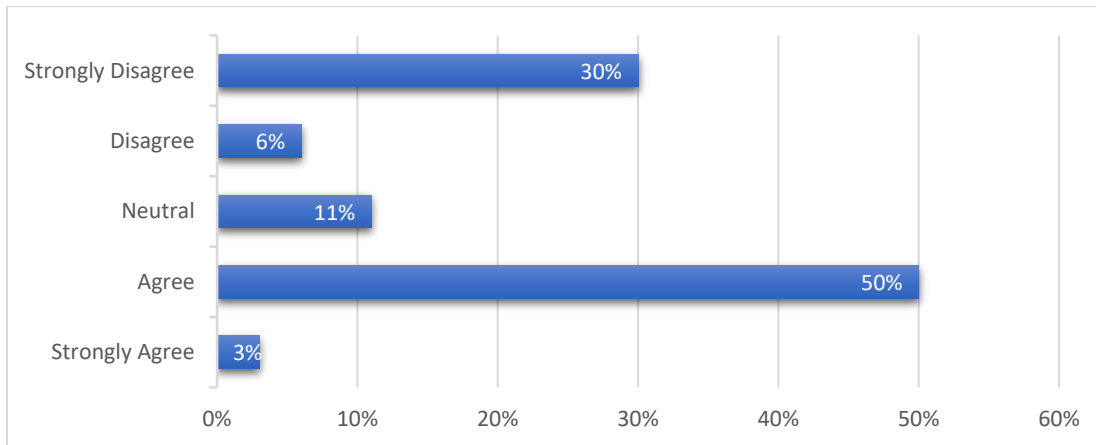
Responses received: 432



Question 5: If conditions for pedestrians on or across Gaston Avenue were improved, I would walk more frequently.

Respondents were asked to select from a range of “Strongly Agree” to “Strongly Disagree.”

Responses received: 433



Question 6: What transportation improvements would you like to see along Gaston Avenue? (Choose all that apply)

Responses received = 434

Improvement Option	Number	Percent
Improved safety at intersections	319	74%
Reduced speeding	304	70%
Wider sidewalks	271	62%
Reduced traffic congestion	213	49%
Streetscaping	210	48%
Pedestrian improvements for midblock crossing	209	48%
Lighting	185	42%
Bus stop improvements	72	17%
Other (please specify) <i>The other responses were coded into themes. Themes that were mentioned by three or more respondents are listed below. (N = number of responses)</i> <ul style="list-style-type: none"> • Bike lanes (N=11) • Improvements for pedestrians walking along Gaston (relocating obstructions that are in sidewalks, increased separation between sidewalks and the street, wider sidewalks, shade trees, sidewalk repairs) (N=6) • Improvements to road pavement quality (N=6) • Road diet or lane narrowing (N=5) • Pedestrian crossing improvements (e.g., crosswalks, barrier-free ADA-compliant curb ramps, pedestrian islands, bulb-outs, mid-block crossing improvements, marked crosswalks) (N=5) • Left-turn improvements, including at West Shore and Tucker (i.e., implementing dedicated left-turn lanes, turn signals) (N=5) • Education and enforcement (N=3) • Address crime (N=3) 	55	13%

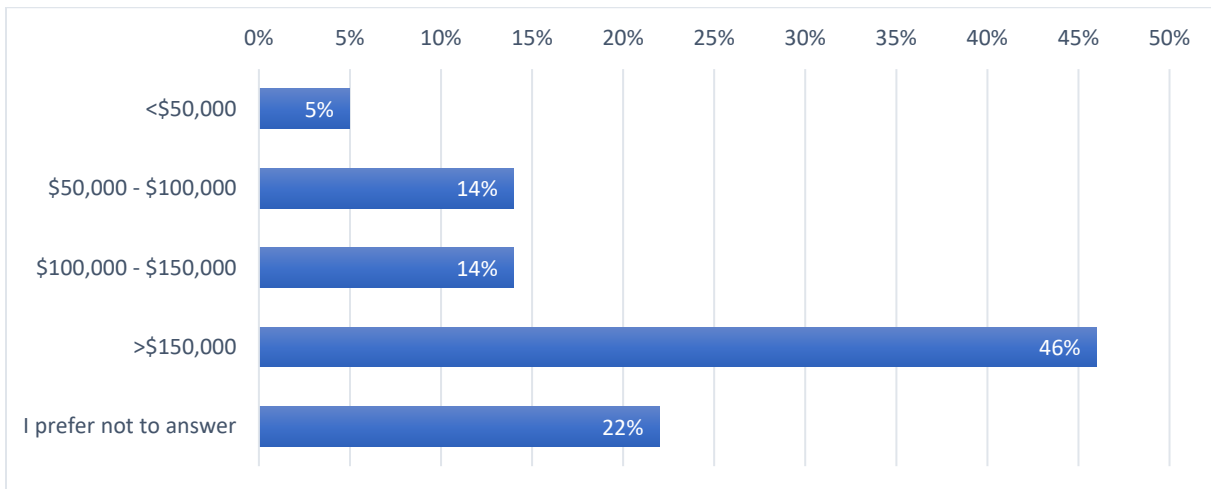
Question 7: How did you hear about this project?

Responses received = 432

Option	Number	Percent
From a community group	174	40%
Social media	118	27%
From a neighbor	70	16%
Nextdoor	32	7%
City of Dallas website	12	2%
Other channels	26	6%

Question 8: What is your household income level?

Responses received = 431



Question 9: Which of the following best describes you?

Responses received = 434

Race/Ethnicity Option	Number	Percent
White or Caucasian	323	73%
Hispanic or Latino	32	7%
Black or African American	8	2%
Asian or Pacific Islander	7	2%
Other	2	1%
I prefer not to answer	73	16%

Question 10: If you would like to comment on your traveling experiences along Gaston Avenue, please share in the space below.

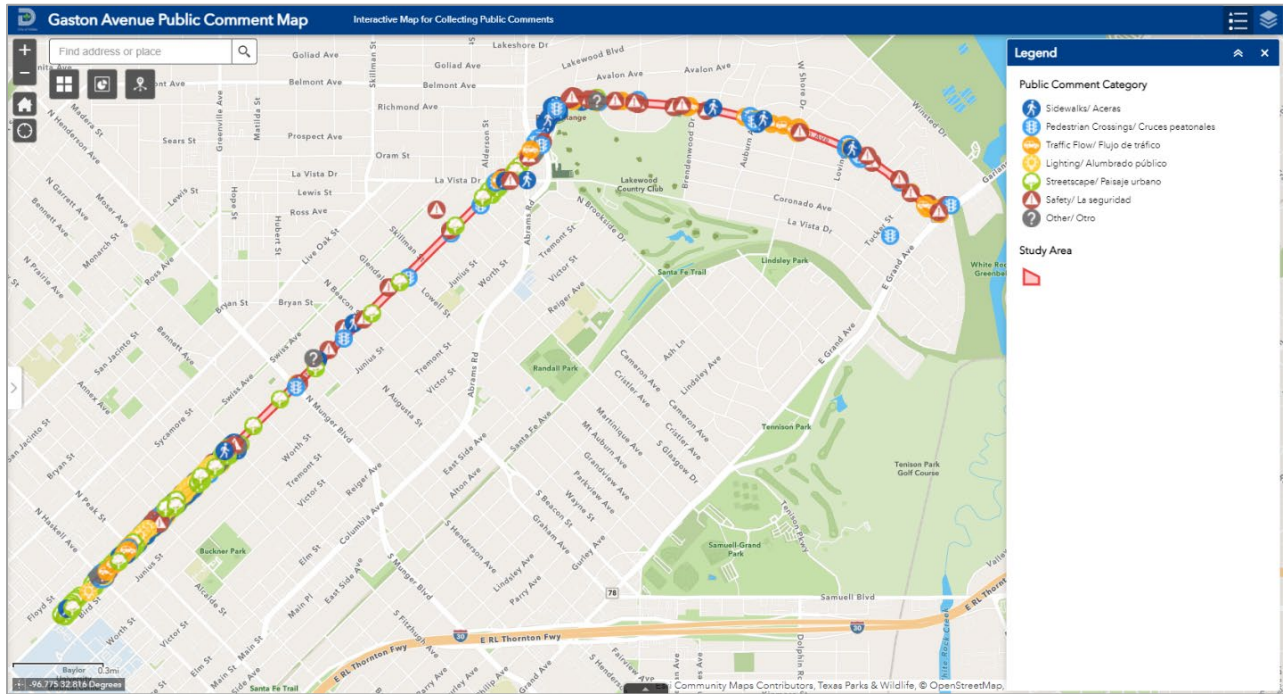
Responses received = 179

The responses were coded into themes. One response could contain more than one theme. Themes that were mentioned most frequently are listed in the table below. The full list of responses can be found in **Attachment A**.

Response Theme	Number
<p>Concern about speeding Respondents commented on the speeding of motorists along various segments of the corridor and drag racing.</p>	55
<p>Concern about safety at intersections Respondents commented on the lack of safety at intersections, specifically for pedestrians.</p>	37
<p>Concern about sidewalk conditions Respondents commented on the conditions of sidewalks including lack of sidewalks, obstructions, width and lack of buffer from traffic.</p>	30
<p>Concern about the impact of Garland Road/East Grand Avenue (3G) intersection redesign Respondents commented on concern of increased traffic and safety</p>	28
<p>Concern about crash frequency on the corridor Respondents commented on the frequency and cause of crashes along the corridor due to careless driving and design flaws.</p>	26
<p>Support for bike lanes Respondents commented on the desire for bike lanes along the corridor.</p>	22
<p>Concern about the lack of left-turn lanes Comments include safety concerns of motorists turning left to and from Gaston Avenue.</p> <ul style="list-style-type: none"> • At Cambria (N=5) • At West Shore (N=2) • Garland/Grand (N=2) 	12

Interactive Comment Map

To supplement the public survey, the interactive comment map allowed respondents to leave location-specific comments, giving project staff more insight on community concerns, needs, and interests. Respondents could select from one of seven comment categories before identifying the location of that issue or need and providing any additional information. Those categories were: Sidewalks, Pedestrian Crossings, Traffic Flow, Lighting, Streetscape, Safety, and Other.



Summary of Comments: 442 of comments were provided on the interactive comment map.

Early in the planning process the corridor was divided into six character zones based on adjacent land uses and traffic access and circulation. Comments are summarized by character zone in the following sections. All individual interactive map comments can be found in **Attachment B**.



Character Zone 1 - Baylor Medical Center Area (Washington Avenue to Peak Avenue)

Comments Received: 61

Comment Category	Number	Percent
Streetscape	29	48%
Pedestrian Crossings	8	13%
Traffic Flow	7	11%
Sidewalks	5	8%
Lighting	3	5%
Safety	1	2%
Other	8	13%

In the Baylor Medical Center area, the greatest desire (48% of comments) is the enhancement of streetscaping. Below are a notable comments for this area:

- Plant trees to reduce the urban heat island effect
- Way too much traffic on Peak/Haskell. Should be put on some sort of 2-way Haskell or Washington.
- Traffic light (@ Haskell Ave) in the middle of path of sidewalk, forces people into traffic to cross the street
- Dangerous for pedestrian crossing- especially when Starbucks to-go line backs up into the street
- Few speed limit signs
- Handicap ramp forces wheelchair into traffic (@ Haskell Ave)
- This is the entry into Peak's Addition- a very special area of Old East Dallas. Some sort of "entrance is warranted". Missed opportunity.
- Inadequate pedestrian lighting the entire course of Gaston Avenue within Peak's Addition.
-

Character Zone 2 - Peak's Suburban Addition Area (Peak Avenue to North Fitzhugh Avenue)

Comments Received: 235

Comment Category	Number	Percent
Streetscape	70	30%
Sidewalks	47	20%
Lighting	42	18%
Safety	24	10%
Pedestrian Crossings	19	8%
Traffic Flow	7	3%
Other	26	11%

In the Peak's Suburban Addition Area, the greatest desire (30% of comments) is the enhancement of streetscaping. Below are a notable comments for this area:

- Plant trees to reduce the urban heat island effect.
- Many accidents at this intersection. Needs a turn signal for Fitzhugh
- People speed down this section, need better patrols or more speed limit signs
- Should have school zone/ speed limits
- No landscaping and too much hardscape make this intersection (@Fitzhugh Ave) a missed opportunity as it sits at the entrance to two historic districts.

- No landscaping and too much hardscape make this intersection (Fitzhugh Ave) a missed opportunity as it sits at the entrance to two historic districts.
- Sidewalks in this area are narrow, broken with telephone poles, bus stops and other obstructions that make this difficult to walk on and impossible for wheelchairs
- No sidewalk continuity. Too close to street. Completely unsafe for pedestrians
- Overall safety is deplorable at this intersection (Fitzhugh Ave). Inadequate lighting, no curb cuts for wheelchair access, poorly marked crosswalks
- There should be a protected (crossing lights) pedestrian crossing here (b/t Carroll Ave and Fitzhugh Ave). It's too long between Carroll and Fitzhugh without one.
- Need major traffic calming improvements at this intersection (Carroll Ave). This intersection is dangerous for both cars and pedestrians.
- Crosswalks are poorly marked. This is a route to Zaragoza Elementary. There is no school zone or flashing lights indicating children walking to school.
- This is the beginning of the historic homes on Gaston Avenue, which literally bisects the historic district. Begin narrowing the streets to reflect this residential area.
- **Part of the safety concern on this portion of Gaston is the lack of good lighting.**

Character Zone 3 – Munger/Swiss/Junius (Fitzhugh Avenue to Paulus Avenue)

Comments Received: 54

Comment Category	Number	Percent
Streetscape	19	35%
Safety	11	20%
Pedestrian Crossings	9	17%
Sidewalks	5	9%
Lighting	4	7%
Traffic Flow	2	4%
Other	4	7%

In the Munger/Junius/Swiss Area, the greatest desire (35% of comments) is for the enhancement of streetscaping. Below are a notable comments for this area:

There is no Left turn arrow from southwest bound Gaston to southeast bound Munger- a traffic arrow would greatly increase safety and ability to make the turn.

- Trees and other foliage on entire street for shade and reduction of heat island effect.
- This stretch is very narrow and with cars parked against the curve it feels very unsafe
- Crosswalk/improved connection to neighborhood, park, and community retail
- This intersection (Glasgow Dr.) should be marked as a crosswalk and the school zone should be expanded for JI Long and Woodrow students that walk to school.
- A few times, cars making a left on green (@ Beacon St.) don't expect pedestrians and either honk or bully us off the crosswalk while we are under the WALK signal.
- Sometimes you have to wait a long time to cross because there are so many unyielding cars
- Another major intersection (Munger Blvd.) that is dangerous for pedestrians. A protected refuge is possible in the Munger median and would greatly improve safety for vehicles and pedestrians.

Character Zone 4 – Lakewood Central Commercial (North Paulus Avenue to Abrams Road)

Comments Received: 43

Comment Category	Number	Percent
Sidewalks	13	30%
Pedestrian Crossings	8	19%
Safety	7	16%
Traffic Flow	7	16%
Streetscape	6	14%
Lighting	0	0%
Other	2	5%

In the Lakewood Central Commercial Area, the greatest desire (30% of comments) is the improvement of sidewalks. Below are a notable comments for this area:

- This stretch of parking (b/t La Vista Dr. and Abrams Pkwy.) is incredibly difficult to use and should be completely reworked.
- Very hard to cross the Abrams/Gaston intersection safely in any direction
- Light (@ La Vista Dr) could be longer to make pedestrian crossing safer
- Very dangerous intersection (La Vista Dr.).
- The extra turn lane here (@ La Vista Dr) is dangerous and makes the street too wide to cross on foot. It should be reduced one lane and the sidewalk expanded on the northeast side.
- This intersection (La Vista Dr.) is too complicated. All too often, drivers think that both eastbound lanes can go straight. The on-street parking along La Vista adds to the unsafe traffic flow.
- If the city is serious about improving pedestrian safety along this corridor, this right-turn/yield lane should be removed.
- Far too many drivers coming from Gaston ignore the “DO NOT ENTER” sign placed at the northbound exit from the parking lot while trying to access the parking spaces near the CVS. This needs to be reworked.
- Switch angled parking to parallel parking (b/t La Vista Dr. and Abrams Pkwy.).
- La Vista should be closed to vehicle traffic between Abrams/Gaston. This would greatly improve pedestrian safety within Lakewood Shopping Center. Any cars that want to go from Gaston to Abrams or vice versa can go to the Gaston/Abrams intersection.
- Add Trees for Shade
- More landscaping, less parking (b/t La Vista Dr. and Abrams Pkwy.).
- Increase sidewalks, remove parking, allow more opportunities for outdoor dining and parklets.
- This intersection (Oram Street/Abrams Pkwy.) with the shopping center is incredibly confusing for both vehicular and pedestrian traffic. Please improve.

Character Zone 5 – Lakewood/La Vista (Richmond Avenue to Loving Avenue)

Comments Received: 66

Comment Category	Number	Percent
Traffic Flow	17	26%
Safety	17	26%
Sidewalks	15	23%
Pedestrian Crossings	14	21%
Streetscape	1	2%
Lighting	0	0%
Other	2	3%

In the Lakewood/La Vista area, the greatest desires (52% of comments) is improving safety (reducing traffic crashes) and traffic flow (speed reduction). Below are a notable comments for this area:

- This is very scary. Cars traveling over the hill (@ Richmond Ave) at high rates of speed do not slow down. Children/families/etc. crossing here to go to Whole Foods or Lakewood Village is extremely dangerous
- The free right turn from Gaston onto Richmond is dangerous for pedestrians and should be removed. The cross walk is too long and could use a barrier/protection from high speed traffic on Gaston; maybe move crosswalk farther back on Richmond.
- These sidewalks are too narrow and need a buffer from Gaston b/c of speed of traffic coming down the hill and turning. The neighborhood utilizes this route to walk to Whole Foods and Lakewood Shopping Center and it needs to be safe (ideally enjoyable).
- Currently no way to cross here (@ Pearson Dr.), unless very early a.m. or very late p.m. Traffic not pulsed well, and speeders add to danger.
- too many speeding vehicles in both directions
- Visibility is impaired when attempting to make right-on-red turns from West Shore Drive to Gaston Avenue.
- The free right from Gaston onto Cambria and left turn from Cambria onto Gaston are dangerous. The free right sends traffic into the neighborhood at high speeds and should be removed.
- There are a lot of accidents on this corner from vehicles speeding, or not paying attention. Neighbor on corner has had cars up in his yard.
- vehicles flying down the street at top speeds. I have seen vehicles jump the sidewalks here. If there were any walking pedestrians, they would have been killed.
- The sidewalk along the south side of Gaston stops at the intersection with the 6600 block of Country Club. There is no safe crossing to reach the sidewalk on the north side of Gaston. Please make this sidewalk continuous between Country Club and Abrams.
- Getting across Gaston on foot can be very dangerous. This is true of all cross street intersections.
- It's not safe to cross Gaston here and it's also hard for cars turning into/out of the neighborhood to safely navigate due to the speed of traffic
- Would appreciate sidewalk by the golf course. Dangerous to cross north just to remain on a sidewalk.

Character Zone 6 – Gaston Commercial Gateway (Loving Avenue to Garland Road/East Grand Avenue)

Comments Received: 32

Comment Category	Number	Percent
Safety	13	41%
Traffic Flow	8	26%
Pedestrian Crossings	8	25%
Sidewalks	3	9%
Streetscape	0	0%
Lighting	0	0%
Other	0	0%

In the Gaston Commercial Gateway area, the greatest desire (41% of comments) is improving safety (reduce turning conflicts). Below are a notable comments for this area:

- Dedicated turn lane + 2 lanes of traffic each way (@ Tucker St.)
- Motorist entering Gaston from this parking lot should only have a right turn option.
- Need new and improved sidewalks to access Arboretum Village shopping center.
- We need new/improved sidewalks along Gaston to walk from Garland to Westshore
- Close access, or at least stronger measures to prevent left turns out of Arboretum Village (@ Raising Canes Driveway)
- Too many people still try to make left turns out of the parking lot at this location (Raising Canes Driveway).
- When making right turns out of the parking lot onto northbound Gaston, visibility of traffic sweeping off of Garland Avenue is impaired which makes leaving this parking lot incredibly difficult.
- This curb cut is too close to the intersection on a curve (Raising Canes Driveway).
- Curb cut (Tom Thumb driveway@ Santa Fe Trail) prevents turning right and staying in the right lane.
- This area (Loving Ave) will benefit from a crossing light for pedestrians to the YMCA!
- The pedestrian crossing at the YMCA parking lot is entirely too wide and likely dangerous with cars swooping in from Gaston. Please revise parking lot access, shorten the crossing, and provide a marked crosswalk.

Public Engagement Round 1, Part 2: Public Meeting - June 29, 2021

Purpose: Review existing conditions and needs assessment

Date: Tuesday, June 29, 2021

Time: 6:00 p.m.

Location: Virtual – Hosted on Microsoft Teams platform

Recorded Link: https://www.youtube.com/watch?v=JHv2Vb_8gVQ

Public Notification: Postcards with meeting details and project information were mailed to 441 property owners within 100 feet of the corridor on Wednesday, June 21, 2021. Social media materials were sent to the offices of the three council members whose districts include Gaston Avenue—Council members Moreno (District 2), Blackmon (District 9, and Ridley (District 14)—and to Stakeholder Steering Committee members to promote the public meeting.

Number of Attendees: 78 people attended the meeting—70 members of the public, four Dallas Department of Transportation staff, and four representatives from the consulting firm supporting the project.

Figure 1 - Mail-out Postcards


 <p>NOTICE OF PUBLIC MEETING Gaston Avenue Corridor Study (Washington Avenue to Grand/Garland Road)</p> <p>Dallas Department of Transportation is working to find transportation solutions to enhance the safety and quality of life along the Gaston Avenue corridor.</p> <p>Attend the meeting to learn more about the project, and provide feedback to help make Gaston friendlier for people walking, biking, driving and using public transportation.</p> <p>Online Public Meeting Tuesday, June 29, 2021, 6:00 p.m. Teams Meeting Link: http://bit.ly/GastonAvenue Call in number: +1 469-217-7604 Conference ID: 216 219 948#</p> <p>Don't have internet access? Call 214-670-3288 to leave a voice message with your public comment through July 13, 2021.</p> <hr/> <p>Information and Contact Project Website: www.dallascityhall.com/GastonStudy Kierra Williams, 214-670-3288, kierra.williams@dallascityhall.com</p>	<p>AVISO DE REUNIÓN PÚBLICA DE LA CIUDAD DE DALLAS Estudio del corredor de Gaston Avenue (Washington Avenue hasta Grand/Garland Road)</p> <p>El Departamento de Transporte de Dallas busca encontrar soluciones de transporte para mejorar la seguridad y calidad de vida en el corredor de Gaston Avenue.</p> <p>Acompáñenos en esta reunión pública para recibir información sobre el proyecto y compartir sus ideas de cómo mejorar Gaston para los peatones, ciclistas, conductores y el transporte público.</p> <p>Reunión pública virtual martes, 29 de junio de 2021, 6:00 p.m. Enlace de Teams Meeting: http://bit.ly/GastonAvenue Para participar por llamada: +1 469-217-7604 Conference ID: 216 219 948#</p> <p>¿No tiene acceso a Internet? Llame al 214-671-9801 para dejar un mensaje con su comentario público hasta el 13 de julio de 2021.</p> <hr/> <p>Información y contacto Sitio web del proyecto: www.dallascityhall.com/GastonStudy Hortencia Rubalcava, 214-671-9801, hortencia.rubalcava@dallascityhall.com</p>
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Figure 2 - Social Media Flyer

City of Dallas

Gaston Avenue Corridor
From Washington Ave to Grand/Garland

PUBLIC MEETING

What: Virtual Public Meeting for the Gaston Avenue Corridor Transportation Study

Purpose: To present an overview of the project and discuss needs and opportunities for improvements along Gaston Avenue.

Virtual Meeting Information:
The meeting will begin at **6 p.m. on June 29, 2021**. The presentation will be made available online through the public comment period deadline of July 13, 2021.

To join the Virtual Public Meeting, visit:
dallascityhall.com/GastonStudy

Corredor de la Avenida Gaston
Desde la Avenida Washington hasta Grand/Garland

REUNIÓN PÚBLICA

¿Qué?: Reunión pública virtual para el estudio de transporte del corredor de la Avenida Gaston.

Objetivo: Presentar una descripción general del proyecto y analizar las necesidades y oportunidades de mejoras en la Avenida Gaston.

Información sobre la reunión virtual:
La reunión comenzará a las **6 p.m. del 29 de junio de 2021**. La presentación estará disponible en línea hasta el 13 de julio de 2021, y hasta esa misma fecha se podrán enviar comentarios.

Para participar en la reunión pública virtual, visite:
dallascityhall.com/GastonStudy

Contact/Comuníquese con:
Kierra Williams, Transportation Planner | kierra.williams@dallascityhall.com | 214-670-3288

Presentation: A PowerPoint presentation was provided focusing on existing conditions and needs. The presentation topics are shown below.

- **Project Overview:** the limits of the project, including the start/end points, length, right-of-way width, cross sections and speed limits, purpose of study, planning process, public engagement efforts
- **Existing and Ongoing Planning Efforts:** the plans policies, and regulations that provides historical and environmental context that impacts mobility and will inform the recommendations of the study.
- **Existing Conditions Assessment:** the existing conditions of the corridor based on field observation, analysis of available GIS data, and citizen input from public survey and interactive comment map. Topics covered include:
 - Traffic operations
 - Pedestrian and Bicycle facilities
 - Transit
 - Land Use
 - Crash Summary
 - Public Input from the survey and interactive comment map
- **Character Zones - Needs and Opportunities:** key issues and opportunities for each of the six (6) character zones.

- Next Steps: next steps in the planning process and the next opportunity for public input.
- Q&A: meeting attendees were given the opportunity to ask questions in the chat.

Following the public meeting, a public comment period was open through July 13, 2021. Nine comments were received by email and two were received by phone. Questions and comments received during the public meeting, and comments received during the public comment period can be found in **Attachment C**.

Attachments

Attachment A: Public Survey Open-Ended Responses

Attachment B: Interactive Comment Map Responses

Attachment C: Public Meeting Comments and Responses

Attachment A: Public Survey Open-Ended Responses

Comments	
1	I am extremely concerned about the future inevitable increase in traffic if the city allows the state to construct the current "3G" plan thereby making it seem as if Highway 78 turns left instead of straight toward 30/Fair Park. YOUNG students cross Gaston daily to and from Lipscomb, Long and Woodrow and encouraging pass-through traffic from east of the lake to see Gaston as the preferred route rather than 78 to an improved i-30 to downtown is a mistake that will hurt the walkability and livability of the historic districts that straddle Gaston
2	Very congested, not safe. Improvements should continue along East Grand Ave. to Phillip Ave. to address road safety and community access to the surrounding places.
3	Sidewalks wide enough for bikes and pedestrians. Don't try to put in a bike lane because it would be too narrow. Reduce total number of intersections to only those that have stop lights for left and right turns. Consider closing some intersections and or allowing only right turns.
4	I am primarily involved in the study as a listener, but am concerned with maintaining traffic flow (although not necessarily at current speeds) along Gaston east of Abrams as a commuter route for the D9 and other neighborhoods northeast of the 3G intersection.
5	Last night I was crossing the intersection after dark, but around 7 pm at The Beacon and Gaston intersection, and a scary man started following me and asking if I spoke English.
6	People drive way too fast. I do not like Gaston being a major through street. I don't feel safe for my kids to be on Gaston side walks.
7	Very dangerous to cross. Too much speeding. Need to replace the trees which were cut down when it was widened decades ago. Period lighting would be nice too. Thanks.
8	Please help undo past transportation decisions made on vehicle-centric policy from prior decades. We love to walk/bike to shop and visit friends, in pre-COVID times I often rode the bus to my office downtown, and our kids walk to neighborhood schools and to see their friends. Gaston is frightening and a racetrack into downtown - I know that commuters need to get to work but they must be incentivized to slow down. And their needs must be balanced with our needs and reasonable expectations as local homeowners and residents.
9	We live in an old Tudor on Gaston Ave. But for a family walk, we have to go to Swiss Ave to feel safe. Cars are constantly speeding; the sidewalks are a mess; and the curbs are not conducive to walking a stroller. Drivers on Gaston Ave seem to ignore that it's essentially a residential street. Cars use it like it's a highway into downtown. I would love to see Gaston re-imagined to be something like Swiss Ave--encouraging walkers and slower car traffic. Property values on Gaston would soar and city tax revenues would benefit. Please stop catering to the commuters and make Gaston Ave a residential-first street again.
10	There needs to be a turn signal at Gaston and Skillman. There are awful accidents all the time.
11	I try to walk or bike whenever possible, including trips to the store, taking kids to school, visiting friends, and for exercise. I support any changes to Gaston that make walking and biking more possible, rather than just a thoroughfare for cars.
12	The road has frequent speeding and it feels dangerous to walk on the sidewalk that is narrow and immediately next to the traffic. We frequently walk the area to go to the Lakewood Shopping Center and Whole Foods. The stop sign at the top of our street was run down two weeks ago in an accident. I am concerned about the additional traffic being directed down Gaston as a result of the 3D redesign making the area more dangerous and less pedestrian friendly,
13	N\A
14	We frequently walk to restaurants, get coffee, etc. We also walk our dogs and jog as well. There are places that don't feel safe due to the speed of the cars and width of sidewalks and the lack of landscaping. I would never bike on Gaston like it is currently constructed. It would need to have dedicated bike lanes for it to be safe.
15	Cars drive fast but not as fast as Abrams. {lease create a survey like this for Abrams
16	I was looking at some old photos of what Gaston Ave used to look like back in the 40's and they were absolutely beautiful. Today Gaston Ave has turned very commercial, prioritizing cars more than than pedestrians. Let's bring back the neighborhood and find a solution to make people want to come outside and walk their community again.
17	As a pedestrian it is scary crossing Gaston Road people do not pay attention and drive too fast. Sometimes they also run lights. It has become more aggressive through the years.
18	I typically walk up Gaston to get over to Swiss so I can walk and feel safer with my baby in the stroller. The sidewalk in Gaston is not great for stroller pushing and I don't like being so close to the traffic on the road with the baby.
19	Gaston is an important road for vehicle traffic, but it also has value as a pedestrian street. Right now, the sidewalks are no conducive to walk it and it's scary trying to cross across Gaston at the intersection because vehicles often run the lights. We would take the bus more; but would certainly appreciate a "scenic" bus--maybe like a double-decker London

Comments	
	bus that would take folks from White Rock/Arboretum to Lakewood Village to Live Oak/Skillman to Downtown Dallas (and maybe one stop at Baylor on Gaston for those that need to get to appointments?). If you had a bus with only 4 stops--it would provide more incentive and increase public transportation without needing to put in a trolley line. I do hope the original trolley line is put in place down Abrams/Columbia.
20	Trees and other foliage much needed for shading and reduction of heat island effect. https://www.epa.gov/heatislands
21	Please route Downtown traffic to Grand Avenue rather than pouring more traffic into the dense neighborhoods.
22	Gaston is dangerous for drivers and pedestrians. Something should be done to re-route half of the traffic. However, by all means do NOT install the bike lane inserts that you did on Abrams Road. They are unsightly, dangerous and a huge waste of money.
23	Please repair/replace sidewalks in Junius Heights, especially Dumont St. thank you!
24	Mainly, the street needs to be repaved and a wider side walk would be nice but if I had to pick between the two I would say the street needs to be repaved first. Also I see a lot of people using the bus so don't change the buses.
25	The traffic on Gaston continues to increase as does the speeding. The speeding is ridiculous and so dangerous.
26	Fix the potholes! All of them!
27	Every morning, to get to work, I have to use Gaston Avenue. Crossing two lanes of Gaston Avenue to head east on Gaston is a daily, dangerous challenge. To improve the quality of our urban life, there must be some serious attempt at using Gaston as a corridor for improved mass transportation. As Dallas continues to grow, more cars down Gaston is not the answer. When I walk or run to White Rock Lake, I must cross Gaston to get to the urban oasis of Swiss Avenue. I always feel I am tempting fate when I try and cross Gaston. I try to even avoid walking down Gaston Avenue--it is not a pleasant experience.
28	My walking/exercising routes usually stop short of Gaston simply because it is so busy and traffic flies along the street. Also when entering and exiting my neighborhood I rarely use Gaston because of the state of the street. Perpetual construction and many many potholes or areas of uneven pavement that are not well marked or patched.
29	I understand that the Dallas Police Department is understaffed. However, more attention should be spent on monitoring speed limits on Gaston, particularly between Abrams & Peak. I'm concerned the reconfiguration of the Gaston/Grand intersection will cause an increase in traffic volume and higher speeds.
30	One of the main reasons we moved to this neighborhood was the walkability. The ever-increasing Gaston traffic (speeds and congestion) threatens this valuable aspect of our communities. With digital adoption increasing the ability of typical downtown workers to work from home, we need to protect this pedestrian and bike friendliness aspect. Otherwise, if "short commute to downtown" is less appealing as a benefit and Gaston traffic feels increasingly threatening to walkers/bikers, we're giving our neighbors one more good reason to leave Dallas County.
31	Concern about increased traffic with the changes to the Gaston/Grand intersection. Need increased traffic enforcement along Gaston Ave, particularly from Abrams to Peak.
32	Gaston Avenue is an important artery for car travel and needs to be maintained for car access above pedestrian access. The closing down of important lanes on Abrams makes keeping Gaston open for car travel even more crucial.
33	Gaston Avenue is the spine of Old East Dallas. All 4 historic district's connect to Gaston Avenue. My neighborhood Peaks Addition is bisected by it. It is the largest problem stabilizing East Dallas. While I walk up Swiss Avenue multiple times a month I never walk on Gaston and do not like even walking across Gaston Avenue. I don't even walk to restaurants on Gaston, a few blocks from my home because of the very bad conditions on that street. We need wider sidewalks, less obstacles on the sidewalks, street trees and slower traffic to create something that will connect the neighborhoods together and not divide them
34	Gaston currently is mostly a vehicular throughway. To be walker friendly the whole experience must change, from sidewalks and crosswalks to the kind of streetscape that makes pedestrians dawdle and live the experience of a city street. That would require more mixed use zoning as well as slower traffic in less lanes. Please do this.... exciting that you are considering and getting public input
35	I worry that attempts to narrow/slow traffic along Gaston Ave are a continuation of the individuals who wanted to change the 3G intersection to deter traffic in front of their own homes/neighborhoods. When I-30 is backed up (which it is frequently), I take Gaston Road to get downtown to Deep Ellum, or to US 75. On multiple occasions, I've used Gaston Ave to travel to Baylor Hospital for medical emergencies. This is crucial access for many people.
36	We think of Gaston as "Sex Offender Row" because it seems that's where all the sex offenders are living.
37	It is currently over capacity. Increasing capacity would be horrible. It has become a speedway.

Comments	
38	Overcrowded
39	This is the most dangerous road in East Dallas. Cars are frequently traveling well above the speed limit. Accidents happen weekly. Drastic traffic calming measures need to be implemented immediately
40	They should make Gaston like Matilda by making it no one lane each way and a turn lane in the middle with Bike lanes on the outside.
41	I do 35-40 mph on Gaston and I am the ONLY one. It would be nice to see a police car enforcing the speed limit at least quarterly.
42	Abrams / Columbia ave have lots of bike lanes already and that runs parallel to Gaston and the dedicated Santa Fe bike and walking trail. No need to waste more tax dollar on Gaston to do the same.
43	Gaston at Washington is vastly different than Gaston at grand. You wouldn't catch me dead waking the stretch of Gaston between grand and Abrams because I'd fear for my life from vehicles. People are crazy speedy on that section - and that doesn't even touch on the horrifically dangerous intersection that is Gaston/garland/grand. I live near Beacon and Gaston and I'm mildly uncomfortable walking Gaston and prefer the availability of Swiss due to lower and slower traffic. I'm lucky in that respect, I have an option.
44	Wrecks occur in front of our house on Gaston and Westshore at least once a week. I will not walk on the sidewalk for fear of being hit by a car.
45	Gaston had very high speed traffic for the residential neighborhood, particularly from the Lakewood Country Club intersection to Garland Road.
46	Driving along Gaston is ALWAYS a challenge, particularly when the vehicles turning north onto Gaston from the light at E. Grand, DO NOT yield and force the traffic heading west on Garland Road as it turns into Gaston to have to stop (despite them having the right of way as there are no yield signs from that direction). There ought to be flashing lights by the yield sign to let the drivers know that they should yield, even after they have the green light. There have been WAY too many accidents at that junction as drivers are not attentive enough to understand the rules of the road.
47	Please do not add any bike lanes. The bike lanes along Abrams/Columbia corridor are a complete waste of space, time and money.
48	I have almost been hit many times by cars not stopping when taking a left onto Gaston from Garland road.
49	I live on the 6900 block of Gaston Ave. my kids walk home from school each day and the half a block walk along Gaston Ave to our house is by far the most dangerous part of their entire 20 min walk from their school, due to cars speeding. More traffic lights at intersection would reduce overall traffic speed and make it safer for people to walk along the street. Perhaps adding a bike lane like on Abrams?
50	Area at Tucker/Gaston intersection is very dangerous for drivers and pedestrians. Reduced vehicle lanes and dedicated bicycle lane would also be welcome additions.
51	No turn lane/light at Gaston/Tucker intersection causes huge traffic back-up.
52	Too difficult to cross Gaston by bike or foot and car accidents are routine. Please fix Gaston/Garland intersection.
53	Gaston Ave. functions as a highway in the middle of the city. Because of excessive speeding and lack of pedestrian/bike infrastructure, it is very dangerous.
54	I live three blocks from Gaston, and Pre-Covid, I was using Gaston Ave daily to get to work as it is the most direct route between my home and office. In 2019 the volume of traffic along Gaston was starting to get excessive. It would take 10 minutes for someone to let me turn right onto Gaston from a residential street (no stoplight) because traffic has started backing up so much from the stoplight near the Lakewood Whole Foods, or because of high volume combined with the high rate of speed resulted in few breaks in traffic to allow me to safely turn. I would also be more inclined to walk to area shops and restaurants if I felt safer walking in this area, and I find it particularly dangerous for children. I don't think lowering the speed limit is necessarily the answer. I would prefer traffic from Far East Dalls headed to downtown be diverted to another route.
55	Gaston is dangerous in the extreme. People often travel down Gaston at 50mph+ (there is a speed sign I can see from my house). We frequently have accidents in front of our house when people try to stop/turn from the middle lane. Gaston should be cut down to one lane each way. The remaining lanes should be used for turn lanes or dedicated to bicycle/pedestrian traffic. These problems are well known to the City of Dallas and something needs to be done.
56	In my first year of living at this home in 2019 there were six accidents immediately in front of my house that I am aware of. It is also hard to get out of my driveway because of the speeds that people are traveling in both directions on Gaston Avenue.
57	Do not widen Gaston. Add more traffic lights and basically make it like Mockingbird in Highland Park so traffic will stay on I-30
58	It's extremely hard to walk on sidewalks on Gaston on trash days, particularly bulk trash weeks. Please plan improvements accordingly.

Comments	
59	I walk from my house on Lakeshore to the Arboretum Village or the Goat several times per week. There is not continuous sidewalk the entire way unless I am on the YMCA side. Just adding sidewalk would encourage pedestrians. Also, the driveways for the condos and apartments should be made safer, possibly with signage. I love walking to shops and bars/restaurants and will never stop but I would like to see improvements.
60	Bring back scooters!
61	I do hope that traffic is NOT reduced along Gaston. Those of us that live on the east side of the lake have three options to get to downtown - I-30, Gaston or Mockingbird. I-30 is sure to be slow and full in rush hour, so Gaston and Mockingbird are good options and ease that congestion (plus I can stop and patronize businesses along the way to work). But Gaston could use another light midway between Whole Foods and Garland Road. With its gradual hills, traffic does speed up and I have seen ton of accidents over the years on it.
62	Having loved one street off Gaston for over 15 years, I have witnessed many accidents and even death. Traffic is horrible and speeding is a problem.
63	I've lived ON Gaston Ave. for over sixteen years. Car traffic has been I ncreasing and speeding is becoming unbearable. It's hard to get out of our side street and circular driveway safely. And when the street racers decide Gaston is their choice that night it's another threat to everyone's life. It looks like you want to increase sidewalk size. That's not going to have car volume and speeding. Gaston is not a primary road. Put more lights on it and cars will find another route!
64	We need turn signals at all the intersections on Gaston and better sidewalks. The area has so much potential but needs the city's support with better roads, turn signposts for the anoint of traffic that travels the area and better sidewalks for families walking the neighborhoods. The city has the amazing Santa Fe Trail that take you from east dallas to White Rock Lake but if you live north of Gaston, there truly is no real safe way to ride your bike to get to the Santa Fe Trail.
65	Gaston is a dangerous street. I never even try to cross it while walking. I have approached the city with a request to install traffic control at an intersection near my house, and was told there is insufficient cross traffic to warrant installation of a light. Apparently making it safe for pedestrians and cyclists is of no concern. During the time I have lived here, I have assisted many motorists who had been involved in accidents. Some quite serious. I have decided to sell my property and move elsewhere. I expect nothing will happen to improve the living conditions for those adjacent to this street.
66	It feel very dangerous walking down Gaston immediately next to cars going faster than the speed limit. The bus lines are super convenient, but the bus stops are a mess. I like the idea of more businesses on Gaston.
67	The homeless population camping along Gaston is a public health problem that needs to be address BEFORE widening the streets!
68	Speeds are way too high. Needs to be reduced to 20mph and narrowed to 2 mixed traffic lanes.
69	We have some great parks in are area and I would love to walk to them, but are afraid to because we have to cross Gaston. Also, there are a few blocks of Gaston that have terrible businesses that tend to attract drug deals and homeless breaking into abandoned buildings. Those areas need to be cleaned up.
70	It always makes me nervous to walk my dogs down Gaston. The street is so busy and the sidewalks are so skinny and close to the street. It's not walking/biking friendly, at all.
71	Wish people would go the speed limit. I'm always aggressively tailgated even if I'm 5 mph over the limit. Couldn't imagine living in the homes with driveways to it!
72	I feel unsafe while walking down Gaston due to the drug trafficking's that are not addressed by Dallas police.
73	Gaston Avenue is the most dangerous, least desirable street in our entire neighborhood. It also holds the most intact area of historic single family homes structures the entire length of the street. Gaston Avenue within Peak's Addition needs to be treated as a special place, and celebrate our historic assets- not diminish from them. The sidewalks are so narrow in many areas that a pedestrian basically is walking next to traffic. It is impossible to make it from one end of our neighborhood to another on either side of Gaston Avenue without encountering a major obstacle in the middle of the sidewalk... poles, bus stops, etc. There is inadequate lighting , especially on the south side of the street. Street car racing has become a norm, and may be reduced by narrowing the street within our residential section. Dedicated bike lanes and a left turn lane, would be improvements as well.
74	Gaston Ave is extremely unsafe to travel. The sidewalks are too narrow to walk on & too close to the street. Additionally, traffic is extremely fast. Drag racing is frequent throughout the night. The high speed traffic makes it difficult to pull out of driveways.
75	Biking or walking to get to the Santa Fe trail is impossible. I recently was hit by a car on my bike trying to get to the Santa Fe trail. We need protected dedicated bike lanes!!

Comments	
76	Gaston is very inhospitable to all forms of traffic other than single occupancy vehicle. The road does not provide an equitable resource for all modes of traffic. Many people walk and take the bus to work that live along Gaston and it's current built environment is hostile and dangerous to those residents and users. Walking on Gaston is dangerous due to traffic speed and proximity to the sidewalk. Simple and inexpensive changes such as pedestrian bumpouts, pedestrian refuge islands, chicanes, wider sidewalk right of ways, landscaping between the sidewalk and street, and other traffic calming tools would make the road much safer for all of its users including vehicle traffic as there are also problems with speeding and street racing.
77	very scary to walk due to narrow sidewalks, lack of tree canopy in many areas, and many homeless and beggars along the way. Also dirty and trashy.
78	It has a lot of potential as a live/shop corridor, especially Haskell-Fitzhugh or so.
79	Better timing of traffic signal lights would be helpful.
80	<p>In many cities around the U.S., vehicles yield to pedestrians, in some cases stopping completely to let people waiting on the sidewalks cross the streets safely. This is a Dallas-wide problem; I see and hear pedestrians get honked at and yelled at for crossing on designated crosswalks with yield signs. There must be a larger education/traffic enforcement program or signage that reinforces the rights of people on foot and the danger of vehicles ignoring laws. Drivers think they have the right to drive to wherever they are going at top speed, and anyone on foot that tries to disrupt their inertia is stupid.</p> <p>For example, on while trying to cross Gaston by foot, sometimes my wife, dog and I will have to wait a couple of minutes before we can find a moment to cross the street with the heavy flow of traffic. Sometimes we decide to walk down to a traffic light to cross there, which can be more terrifying because vehicles making left turns on green will often drive nearly into us, honk at us because they see that they have a green light, or just be surprised that there are pedestrians in their path. It doesn't matter to those drivers that we have a White WALK sign in front of us. There is little respect for pedestrians.</p>
81	Thank you for doing this survey!
82	There are multiple accidents on Gaston each week with some resulting in death. This street is our access to home. Cars drive 60 mph with no police ever present. Something g must be done. Our property taxes based on value of home is large and we deserve a peaceful street. Force contractors to the highway.
83	There is literally an accident in front of our house every six weeks. The EMTs or firemen are constantly called. Screeches and brakes are constantly being heard. I have a kit of drinks and candy for kids who are in accidents inside my house because it happens so much and I just want to help. The road is a NIGHTMARE something needs to be done. I do not allow my kids to take the trash cans out because I am afraid the will get hit by a car. Our taxes are astronomical and we live on this road. It's insane.
84	We drive or cross Gaston at Pearson. It's so dangerous! Honestly it's like taking your life into your own hands, especially with teen drivers learning to drive! I've had cars actually speed up and try to scare me when my children and I cross Gaston on foot! Scared us to death!
85	Traveling along Gaston Avenue by means other than a private vehicle in the Lakewood Area is incredibly unsafe. I would more regularly walk to neighborhood shops and restaurants if pedestrian safety was prioritized and vehicular speeds were reduced. The upcoming reconstruction of the Garland/Grand/Gaston intersection will only impose more vehicular traffic on the Gaston Avenue corridor and the city must do everything possible to prioritize the pedestrian in these neighborhoods to offset the negative effects of the new "3G" intersection.
86	We have young children and won't walk with them along Gaston. Would love to walk to stores and restaurants with the whole family but feel too dangerous. We live right at the corner of Gaston and Cambria and have witnessed many car accidents that are serious, most involving speeding vehicles trying to turn. The light at Gaston and Richmond is treacherous for pedestrians. Cars turning right on Richmond don't have to stop at the light. Many will swerve wildly from the left lane to the right to avoid having to stop. This is right by the pedestrian cross walk near Whole Foods. Angry drivers honk at pedestrians crossing that slow them down. They also honk at cars daring to slow down in order to turn left into the neighborhood. Overall lots of speeding, aggressive drivers going well over the posted 35mph speed limit.
87	The 3-G intersection is congested & dangerous. Even with the planned revisions, no more traffic should be added to that intersection with new apartment buildings. Gaston is already over capacity with the volume of cars that travel on it everyday. Accessing the driveways into the arboretum village near Canes or Starbucks is asking for a rear end collision. We live less than a mile from Gaston.
88	Have lived in the area over 30 years and the traffic between Grand and Abrams always is too fast.

Comments	
89	Gaston has is way too crowded, particularly at the 3-G. Do not add allow more apts near 3-G or near Gaston. Gaston does not have capacity to handle more traffic during rush hour. The drive from the 3-G to downtown keeps getting longer.
90	This intersection will never be normal as long as drivers break traffic laws and those laws are not enforced. Nothing has changed there in at least 40 or more years.
91	We have to slow traffic down and give people a chance to safely cross Gaston between Carroll and Fitzhugh, as they currently just jaywalk. Dangerous for everyone.
92	Turning left from Eastbound E. Grand onto Garland is confusing and dangerous, as Westbound Garland Ave traffic turning right does not slow or yield.
93	We use and travel on Gaston almost daily. The street is in dire need of repair and upgrade. It needs stop lights with left turn arrows at most intersections. Sidewalks need repair. Safety and lighting should be a priority. It is definitely a major street for the neighborhood and would be a great benefit if it was improved upon.
94	The 3 intersection is part of the reason Gaston Avenue is so difficult to drive. The intersection should be a T instead of the craziness it is now. It will be even worse after TDOT finishes their do called "improvements". gaston avenue is a residential street and should be treated as such.
95	I dive the road every day for work. The lights added at the shopping centers at Garland and Gaston have helped but need more frequent turn lights for those turning in, especially during rush hour. So many accidents.
96	Would love a light and crosswalk at Loving Ave - for the YMCA. Or a pedestrian bridge.
97	Street racing needs to stop.
98	It's honestly the most dangerous street. People drive fast and there is too much traffic. Need to reduce the amount of cars/traffic traveling on Gaston. I live across the street from the White Rock YMCA and it is hazardous to cross the street with my child to go to the YMCA. There should be a crosswalk on Gaston between Loving Avenue to get to the White Rock YMCA, and I recommend blocking Loving Avenue off from Gaston at the top of Loving Avenue hill for safety. Children play along Loving Avenue and cars zoom down the street using Loving Avenue as a cut through from traffic on Gaston. I have seen a child almost get hit on a bicycle because of cars using Loving Avenue as a cut through. We took advantage of the Slow Streets program that was offered by the City and it was a wonderful way to reduce the speed of cars. The neighborhood blossomed as kids were allowed to play more safely. Only residential traffic should be permitted on Loving Avenue.
99	I live in Lakewood Hills/C streets. It is absolutely crucial that any changes/improvements made address any influx of traffic/speeding in our neighborhood. My 7yo hearing-impaired son was almost hit my a speeding car on LaVista, despite the frequent speed bumps. We must address this.
100	Crossing Gaston is dangerous. There are two crosswalks at stoplights but not convenient for YMCA. Motorists on Gaston already use loving ave as a thru street to get to winstead ave. Speeding is a problem. In the past few years the city put a traffic counter on loving and said there wasn't a problem. The problem is the city did during spring break.
101	Gaston Ave between Richmond and Garland is basically a risky, hazardous death trap for pedestrians, dog walkers, cyclists, individuals in wheelchairs, or even a driver in a vehicle traveling at the posted speed limits. Vehicles travel at insane rates of speed at all times despite the posted speed limit signs, regularly running red lights or weaving recklessly from lane to lane. Drivers adhering to the speed limit are harassed or dangerously tailgated or passed by reckless, speeding drivers. Crossing on foot to get to the YMCA is extremely hazardous even at the pedestrian crossings at Tucker and West Shore. Drivers pay zero attention to pedestrians or cyclists waiting to cross and regularly run red lights or turn with no regard for pedestrians. It is extremely difficult and terrifying to enter Gaston from Loving Ave whether turning right or left as traffic coming over the hill accelerates from the Tucker and West Shore intersections. Avalon is a little better as there is no hill to obscure the line of sight but not by much. A pedestrian who may need to cross any of the stretch of Gaston between Garland and Richmond in the dark rather than daylight is literally risking their life.
102	Traffic on Gaston in general is too fast and too heavy for a residential neighborhood. As am aside we need to stop the development at the 3g intersection as it will add 2000 more cars to the area
103	This intersection has been a confusing mess for 30+ years. It is a traffic corridor and should remain one. Please do not force the cars into our Lakewood neighborhood by making the intersection more "pedestrian friendly"! No one would ever walk through that area unless they were homeless. No one who pays property taxes in that area uses that area as a pedestrian corridor. Never have, never will. Please address the traffic, not 'sidewalks, etc.'
104	High speed cars and dangerous driving
105	Scary to try and cross Gaston at Loving Ave in going to YMCA. City should be promoting walking.

Comments	
106	I live on Gaston and often have to wait several minutes to leave my driveway because of traffic. I have had numerous accidents with injuries in front of my house and have had 2 cars drive through my yard and almost hit my house as a result of an accident. If I walk on Gaston it is only to get to a side street as quickly as possible. Traffic needs to slow down and congestion must not be allowed to increase
107	We no longer drive south towards Garland Road on Gaston due to being rear-ended. The curve near Central Market/Cambria is terribly dangerous. I use Gaston going north towards Abrams much less than I used to. I like the electric sign that shows your speed on Gaston, but many ignore it. I no longer go over the speed limit due to dangerous accidents.
108	If you need help with this research/results, happy to help- pls email Alex@AKFIinsight.com, I run my own research business.
109	I live on Gaston and have for 23 years. I have had cars in my yard, cars run over my shrubs. Wrecks at the Gaston/Auburn intersection because the hill is steep and people tailgating or we have had rain and the road is slick. The cops told me that cars traveling 50 mph is normal. They have clocked 70mph. This is a residential street, not a part of Garland road. I don't travel in front of their homes at those speeds. And Gaston is not the only route to downtown. How about suggesting alternatives like Peak? The speed limit should be 25 mpd period. Please respect those of us who live on Gaston and keep it a residential street. Thank you. vb
110	The average traffic speed on Gaston is typically noticeably above the speed limit; and from my subjective experience, it appears that about 10-15% of vehicles consistently drive at least 15 mph over the limit. The traffic light cycles or lane configurations for the intersection at West Shore and Gaston could also use some improvement. Northbound traffic attempting to turn left from West Shore onto Gaston sometimes must wait through one or two light cycles during weekday mornings due to southbound West Shore traffic crossing Gaston. The addition of a short protected left arrow during those times might help.
111	The left turn from north bound Grand to west bound Gaston is dangerous. Even if the left turn light is green you still have to yield to right turning traffic from Garland road to Gaston. It's an accident waiting to happen. Oh wait, it has, several times.
112	Walking from Loving to Tom Thumb is nerve wracking due to proximity of fast moving cars. Tend to drive as a result
113	Gaston should be a better pedestrian corridor. Whether Gaston, Ross, or Live Oak, one of these East Dallas corridors should be prioritized for significant ped/bike/transit enhancement.
114	I actively avoid walking along Gaston and Live Oak because of the safety risk.
115	I've witnessed driving and walking inconveniences escalate to out-of-control driving behaviors over the past 18 years living on Gaston Ave. Speeding, squealing tires, near misses, revving engines and drag racing at 2 AM - the list goes on. I never expected cul-de-sac type living yet never anticipated it would become this dangerous. My only callout is simply to reduce the amount of traffic if possible by diverting to highway 30 or other underutilized streets. If not possible, then you must find a way to slow the existing speed of the cars. I witnessed a traffic death on Gaston and seen evidence of serious accidents along the street. Sadly, it is highly unlikely they will be the last given the topography and current driving behaviors. Thanks for listening.
116	Gaston has different character along the length of corridor. Improvements should reflect character of each area but overall pedestrian improvements are needed at all areas.
117	It's harrowing, particularly near Garland/East Grand and Tucker.
118	Cars currently drive as fast as possible and treat it like a highway.
119	I think the proposal would help the overall traffic flow in the area
120	It is one of the more unattractive thoroughfares in East Dallas with no streetscaping and with pedestrian flow much too close to the street edge.
121	Please add a turn signal at the West Shore and Gaston intersection. Block off Loving at Gaston- cars use it as a cut thru- dangerous for all of the residents. Add a cross walk to the YMCA
122	Regularly travel Gaston corridor to visit family. Need to slow traffic down somehow. I don't have the answers. Improved walkability will be nice but if folks don't slow down I fear an accident would be inevitable.
123	I'm super excited that the city is looking into this problem. By improving the sidewalks, lighting, traffic conjection and making walking/cycling safer along Gaston, there would be many more people walking to the YMCA, grocery stores, shops and restaurants instead of driving. This decreases the number of cars on the road and improves overall quality of life for the residents. The East Dallas residents very much want to live in a walkable neighborhood. Please help that come true.

Comments	
124	I would love to see safety improvements for traffic, bikes, and pedestrians along Gaston. I am concerned that some of the efforts proposed in the past, such as limiting the Gaston to Richmond to Abrams connector, would have a negative impact on side residential streets. By improving safety of Gaston, we need to be careful not to decrease the safety of our existing quiet neighborhood streets.
125	Cars travel too fast on Gaston and noise.
126	The city should make Gaston like Matilda reduce to two lanes and add a turn lane and then bike lane. That would reduce accidents and make it more of neighborhood than an expressway. Walking, biking and living on Gaston is extremely dangerous. There are multiple occasions where we have picked up the undercarriages of vehicles in the middle of our yard, due to not having a turn lane and speeding "accidents". Bringing these accidents closer to our home, by widening it, should NEVER be an option. Speeds need to be reduced and enforced. Would love to see speed bumps with a clear center turn lane open for emergency vehicles.
127	I live on Gaston and I am scared to walk my dog and take a stroller on the sidewalk. The sidewalks are very close to Gaston which is busy/congested and many cars exceed the speed limit. I believe that changing the road to one lane in either direction and adding a bike lane with the additional space would reduce traffic and make the sidewalks safer. Speed bumps would also help reduce the speed, as speed signs have been displayed but are not working.
128	Please add physically protected bike lanes.
129	I don't think I would ever choose to walk along Gaston because it's a 5 lane thoroughfare which will always be a heavier traffic road - side streets are more pleasant. It should still be walkable for anyone who wants to use it for the most direct route to and from a place. Crossing Gaston is OK, but I am always on alert when crossing because it's a big road, and especially when there is a lot of traffic. I think enhanced intersection crossings would help in this area. As someone who lives in Lakewood Hills, I am hoping the 3G improvements will turn the intersection into something easier to navigate so people aren't enticed to cut through our neighborhood streets at high speeds.
130	They need to close that Starbucks on the corner of Paschal and Gaston it's a nightmare! People lining up on Haskell people cutting across double yellow lines blocking traffic and parking in the street while waiting in the line, it's not a suitable place for a drive through
131	Gaston Avenue is EXTREMELY dangerous. It is very difficult and again DANGEROUS to turn onto Gaston from our neighborhood streets in Lakewood and Lakewood Hills and likely other areas. This is due primarily to excessive speeds. There are not enough lights to stop drivers from racing down Gaston at 50+ MPH. Accidents are common and the pedestrian experience is TERRIFYING. Gaston should not be 2 lanes in each direction through the residential sections of the street. Gaston should be reduced to 1 lane each way with a center turn lane in all residential areas. This road needs major improvements to reduce volumes and speeds to keep drivers, pedestrians and those who live along the street safe.
132	At the intersection of Westshore/Gaston cars turning left to get onto Gaston often have "trust" issues where the drivers think the other are going straight rather than turning left (sometimes even if signalling to go left) resulting in slowing down the process, sometimes not clearing the queue.
133	The street desperately needs to be repaved and sidewalks added where there are none.
134	It would be painful, but rebuild of street paving rather than short lived resurfacing that is good for a year and then terrible for the next 4, previously mentioned dedicated turn lanes at West Shore and Tucker
135	The biggest problem is the amount of traffic and the speed of that traffic. You take your life in your hands every time you need to cross Gaston from one historic neighborhood to another.
136	Every time I try to cross Gaston Avenue on foot for walking my dog, I know that I am taking my life in my hands. And this is why I NEVER cross Gaston while taking my grandson for a walk for fear of someone speeding down the road (which is so frequent it's sad) and running into us. I actually saw a young mother and her baby nearly hit crossing Gaston at a protected intersection (she had the walk light) by a speeding car. This is INSANE. Gaston is thought of by many as a freeway, and for those of us who live on Gaston or depend on Gaston to even get out of our driveway, it is just wrong.
137	Currently, Gaston is far too dangerous for a residential area. The city needs to take responsibility and ensure the safety of everyone, drivers and pedestrians.
138	Cars speed on Gaston every day going 50 miles an hour every day and failing to yield to the pedestrians in the local community. The commuter traffic has split the neighborhood in two and impacted access for our family. We need more cross walks and better sidewalks. There is no sidewalk on the north side from Loving to the shopping center for Tom Thumb. There needs to be a protected crossing for the YMCA, especially given the impending increased housing density across from the YMCA. Commuter traffic should not be prioritized over the community's access to essential amenities; it won't hurt anyone to drive 25 miles an hour on Gaston and stop for pedestrians, after all those of us who live in the community would be driving an appropriate speed and being considerate also.

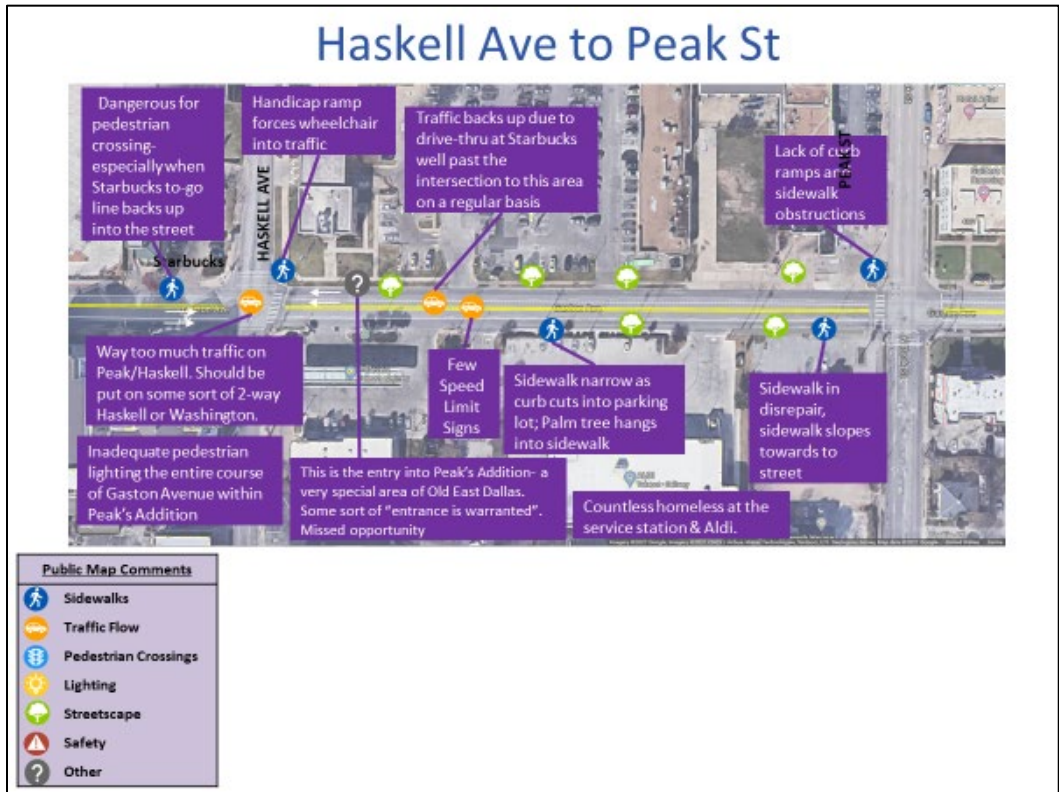
Comments	
139	<p>I've lived in two houses on Gaston — one directly on it and the other (my current house) about 30 yards from it.</p> <p>There is too much high speed traffic on Gaston that discourages any sane person from walking it.</p> <p>Want to make Gaston Ave better? Convert to 3 lanes with center lanes being dedicated turn lanes. Something like Mockingbird in Highland Park.</p>
140	I would love it if it felt safer for pedestrians and cyclists. As it is now, it feels like speeding cars rule the road.
141	The free right turn onto Richmond should be removed, vehicle traffic can turn onto Richmond at the light. Sidewalks should be wider and given the speed of traffic on Gaston, there needs to be more of a buffer b/w sidewalk and Gaston.
142	Would love wider sidewalks. Gaston Ave has a wonderful opportunity to be a scenic drive into downtown since there are so many dwellings along the road instead of businesses. The landscape should be more pedestrian friendly and beautification is sorely needed.
143	The sidewalks are awful and dangerous tripping hazards
144	Unsafe curb cuts for wheelchairs and strollers. construction projects have little accommodations for pedestrians. Utility poles in the middle of sidewalks. No idea how these are ada compliant.
145	Reckless driving due to pot holes and bad surface street pavement. Sidewalks are dangerous and not maintained and Gaston should be a neighborhood street not thruway.
146	One of our neighbors/friend Perry Stewart, was struck by a car crossing Gaston at Haskell and died from his injuries. Speeding, attention to turning and congestion are traffic issues in our neighborhood!
147	In its present condition of neglect, Gaston Avenue is usually best avoided on foot or in a car and especially on a bike. It is ripe for improvements that will benefit the many people that use it every day for work and play.
148	This area has been blighted for so long. It needs assistance in every area you inquire about!
149	The split at Gaston and Richmond is very questionable for pedestrians waking along Gaston to Whole Foods. The yield for pedestrians sign is often ignored. There needs to be a better way to ensure pedestrian safety at that intersection. Possibly remove the ramp to make it a hard right turn onto Richmond.
150	I love my little section of the neighborhood in Junius Heights, but I feel like we're on an island. Because the surrounding roads are heavy-use, it's difficult (or sometimes anxiety-inducing) to cross the street. I'd love a more pedestrian-friendly pathway between these micro-neighborhoods. Also, Santa Fe trail is right there, but I don't like using it because the sidewalk is either non-existent, broken, or there's trash everywhere. Also, also, more trash cans!!!
151	Please improve before someone gets hurt
152	<p>That area does not need more people</p> <p>From car traffic to pedestrian to whiterock trail it is very dangerous now.more dense apt complex really???? I will not let my kids drive there and i white knuckle it</p> <p>We also ride bikes the other way</p> <p>What are u thinking making the most dangerous dalas intersection worse??</p>
153	There is landscaping at certain intersections (Gaston/Pickens being one) that block good sight lines for entering Gaston traveling south. These impediments to safety need to be corrected.
154	The intersection of Cambria and Gaston is a dangerous turn, especially going left onto Cambria. Turns onto Gaston between Grand and Abrams are also generally dangerous because of speeding and limited visibility.
155	Gaston can and should be the most lively thoroughfare in our city. It is an historically and contextually important road that connects key parts of our city. Any efforts to improve walkability and use of high-frequency headway bus routes is highly encouraged.
156	<p>Speeding is a real concern on Gaston. The neighborhood also does NOT want busy Gaston traffic to be diverted into Lakewood. I used to live on Gaston itself and understand that it is a major thoroughfare, but perhaps additional stop signs or lights - and definitely more pedestrian crossings - would be helpful.</p> <p>I have serious concerns about the proposed development at Gaston/Garland. Gaston already cannot handle the traffic, and shortcuts through Lakewood will severely impact the livability and safety (especially for children) in the neighborhood. More traffic due to development of retail and more apartments is a real concern for all of us.</p>
157	Scary
158	Too many cars going WAY TOO FAST!
159	Please put in Flashing Lights that allow pedestrians to cross Gaston/Abrams/Garland. SMU has these on Airline and Daniel if you need an example. Speeding is a huge problem. Running Red Lights is an even bigger problem. Now that cycling lanes are up, there will be more accidents with running red lights.

Comments	
160	Will never understand funneling more Garland Rd. traffic onto Gaston Ave. via 3G. to get downtown. Gaston is already congested during rush hours.
161	Gaston is very dangerous either walking or driving. The streets are narrow. The roads are in bad condition. Traffic is terrible in any direction. Getting out of any side street from Garland road to Abrams is an accident waiting for place to happen. Walking or Bide riding is nearly impossible.
162	Gaston continues to get more crowded and faster over the years. I appreciate anything that can be done to return it to the neighborhood street it should be.
163	These streets need to remain as a residential and do not need to be turned into a parkway for cars to use to avoid the highways. Today, cars drive through the neighborhoods of Lakewood creating safety issues of those who live, play and drive because they don't want to drive allow Gaston to their destination. Cars speed, don't stop at stop signs and don't pay attention to others including children because they are on the phone or in a hurry.
164	Speeding Unsfae driving
165	Turn lanes added at arterial cross streets with pedestrian walk lights timed to separate turning traffic and pedestrians would reduce conflicts. Walking across these intersections without watching for turning vehicles can be hazardous to your health!
166	Where Gaston dead ends into East Grand/Garland Rd, there is a perfect opportunity to create ramps on either side of East Grand so people can cross over from Gaston using the existing pedestrian bridge on the Sante Fe Trail to get from Gaston to the other side of East Grand. Please call me if you need me to explain this better, I have renderings as well. Thx
167	We will not allow our teenagers to cross Gaston Avenue to go the the YMCA because of the high traffic volume and the high volume of speeding cars. Very unsafe.
168	If you live on the South side of Gaston there are times it is very difficult to get on Gaston or to cross it even in a car. Riding a bike or walking with an animal is even more stressful. It has not been a good situation for over 25 years but in the last 2 it has become miserable. People never drive the speed limit.
169	Frequent accidents at Westshore and Gaston due to speeding and no left turn lanes from Gaston. Had an accident at Gaston and Cambria. Easy to rear end someone who stops abruptly to turn left on Cambria. Want to see Garland Rd. traffic be discouraged from using Gaston but rather continue on East Grand to downtown are.
170	I am really looking forward to the intersection improvements.
171	The sidewalks on Gaston Ave between Haskell and Fitzhugh are in bad shape. A person in a wheel chair could not make it on Gaston from Peak to Fitzhugh without having to go into the street for some sections. Also, some intersections do not have ramps; not ADA accessible. Conditions of sidewalks are narrow in many places. Some places have utility poles and bus stops that block the sidewalk or make it too narrow. I would like to see complete streets from Carrol Ave to Fitzhugh. Wider sidewalks and reduced traffic lanes. The speed limit on Gaston is 30 mph and people regularly speed. It is difficult to cross Gaston Ave to go to Buckner Park due to the fast traffic.
172	I used to walk my dogs, sometimes with my children, along a stretch of Gaston near my house until one day when we saw that a small retaining wall in our neighbor's front yard had been smashed into by a car. To hit the wall, the car had left the road and crossed the sidewalk prior to impact. Had we been walking our usual route at the wrong time, we would all have been struck by the car. We no longer walk there. We do occasionally walk to the nearby Lakewood Shopping Center but we are very very careful and alert to vehicular traffic. Any improvements to increase pedestrian and cyclist safety would be an incredible benefit to the area.
173	Do not widen or change it at all
174	I am against annexing yards to widen.
175	I have to make a left on Gaston to get almost anywhere. During certain times a day (preCOVID), traffic is too congested to even try, so I made a right on Gaston, then 3 more right turns out of my way just to get to the intersection I wanted in the first place. My child will start driving later this year. They already know they will not be permitted to try to turn left on Gaston for the first year of driving. It is too dangerous. There's constant traffic, speeding, and poor visibility.
176	I have lived one street off of Gaston for 25 years, I am an active volunteer in our neighborhood and with the Dallas police. I have witnessed numerous accidents on Gaston including ones where people have died and most were due to speed. The hill on Gaston between Brendenwood and Cambria is extremely dangerous and people travel at a high rate of speed. I have been rear ended on Gaston while trying to turn left because of the speed at which people travel and cannot stop in time. Gaston is called the "Gaston Speedway" for a reason.
177	As it is currently I try to minimize my walking on Gaston. The street racing has made it even worse. I am also against changing the zoning at the proposed development at Gaston/Grand as it would increase the car load at the intersection by at least 2000 (residence 1 per bedroom, restaurants 1/15 square feet of restaurant and retail 1/100.

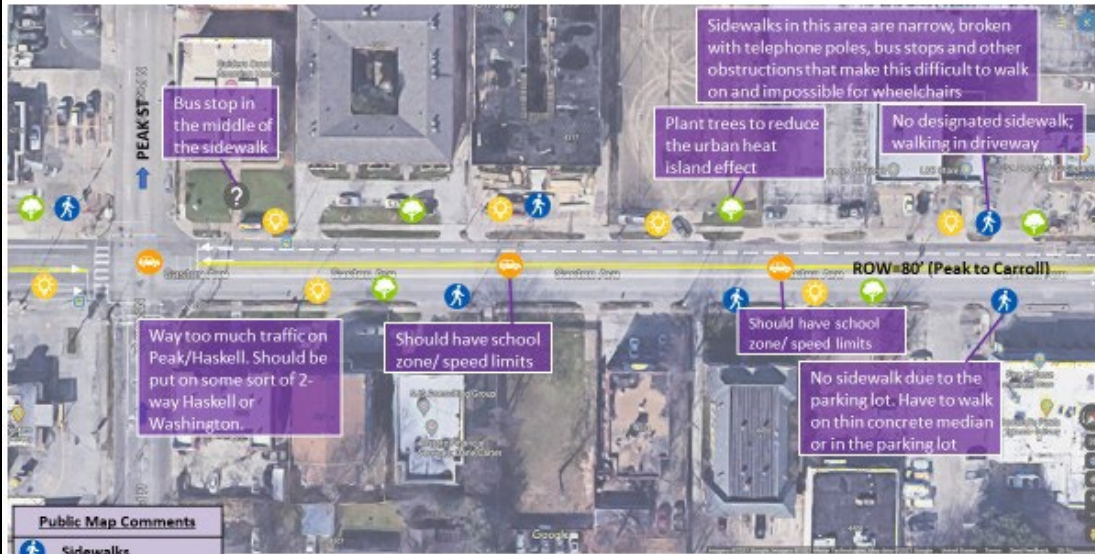
Comments

178	Gaston is an absolutely horrendous street, and it continues to get worse. Too many people use it as a thoroughfare from Garland to downtown Dallas. Walking or biking along Gaston is chancing serious bodily injury. I have been involved in three motor vehicle accidents in Dallas, and they have ALL been on Gaston! A middle turn lane, if possible, would go a long way for helping traffic flow and diminishing sudden stops/accidents.
179	I have witnessed many accidents on Gaston. It is currently unsafe.

Attachment B: Interactive Comment Map Responses



Peak Street to Carroll Avenue



- Public Map Comments**
- Sidewalks
 - Traffic Flow
 - Pedestrian Crossings
 - Lighting
 - Streetscape
 - Safety
 - Other

Survey Comments:

I understand that the Dallas Police Department is understaffed. However, more attention should be spent on monitoring speed limits on Gaston, particularly between Abrams & Peak. I'm concerned the reconfiguration of the Gaston/Grand intersection will cause an increase in traffic volume and higher speeds.

Carroll Avenue to Annex Avenue



- Public Map Comments**
- Sidewalks
 - Traffic Flow
 - Pedestrian Crossings
 - Lighting
 - Streetscape
 - Safety
 - Other

Annex Avenue to Grigsby Avenue

Street in such disrepair that wheelchair crossing would be difficult

Narrow the street. Add a bike lane

Plant trees

There should be a protected (crossing lights) pedestrian crossing here. It's too long between Carroll and Fitzhugh without one.

Sidewalk in disrepair

This marks the beginning of homes in the historic district that is bisected by Gaston Avenue. This area (Peak's Suburban Addition) has the most historic homes of the entire stretch of Gaston Avenue. The street should be narrowed

NEED LIGHTING! Bury the lines/ historic lighting, please!

This bus stop is a very active spot for drug deals. It is unsafe to wait for the bus here. the empty lot serves as an encampment for homeless and criminals alike. We've found 10-'0's of torn apparel cell phones, wallet, purses, and ankle bracelets here.

Public Map Comments

- Sidewalks
- Traffic Flow
- Pedestrian Crossings
- Lighting
- Streetscape
- Safety
- Other

Survey Comment:
We have to slow traffic down and give people a chance to safely cross Gaston between Carroll and Fitzhugh, as they currently just jaywalk. Dangerous for everyone.

Grigsby Avenue to Fitzhugh Avenue

Sidewalks are narrow and too many cuts for parking lots make this intersection dangerous for pedestrians. Bulb-outs or protected refuges would help and maybe calm traffic as this intersection tends to have many collisions.

NEED LIGHTING! Bury the lines/ historic lighting, please!

Sidewalk too close to street

Sidewalk is disrepair.

Overall safety is deplorable at this intersection. Inadequate lighting, no curb cuts for wheelchair access, poorly marked crosswalks

Welcome to "Peak's Addition", the original East Dallas, and the front porch to downtown. Need to celebrate this area with an entry marker

Cars moving too fast.

Many accidents at this intersection. Needs a turn signal for Fitzhugh

Obstructions in sidewalk

criminal activity

Homeless everywhere all along this stretch.

No landscaping and too much hardscape make this intersection a missed opportunity as it sits at the entrance to two historic districts.

Missing ADA Ramps at Street / Not ADA accessible

Better crossings needed at intersection

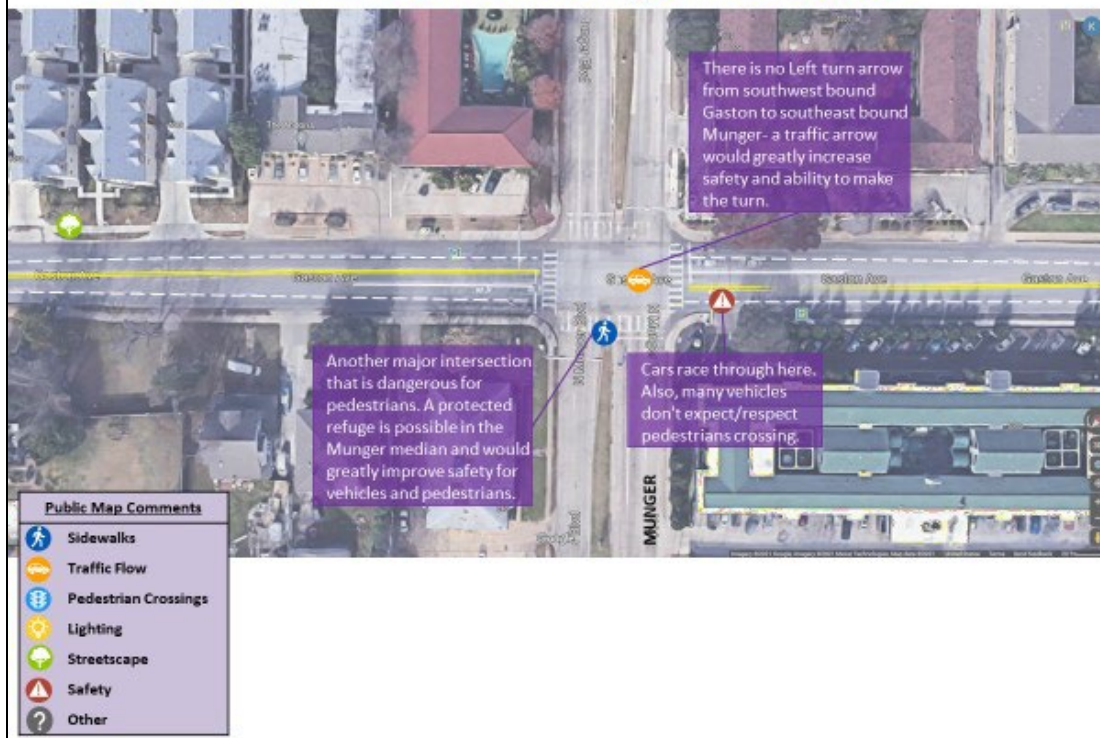
Public Map Comments

- Sidewalks
- Traffic Flow
- Pedestrian Crossings
- Lighting
- Streetscape
- Safety
- Other

Fitzhugh Avenue to Collett Avenue



Collett Avenue to Munger Avenue



Munger Avenue to Dumont Street

I wish this area had building codes referencing craftsman-style building only. I'm glad the apartments are all being flipped, but their ultra-modern aesthetic is out of line with the rest of the area.

Crosswalk/improved connection to neighborhood, park, and community retail

There are no lane markings here at all



- Public Map Comments**
- Sidewalks
 - Traffic Flow
 - Pedestrian Crossings
 - Lighting
 - Streetscape
 - Safety
 - Other

Survey Comments:
Please repair/replace sidewalks in Junius Heights, especially Dumont St. thank you!

Dumont Street to Beacon Street

Hear gunfire regularly

This stretch is very narrow and with cars parked against the curve it feels very unsafe

Sometimes you have to wait a long time to cross because there are so many unyielding cars

A few times, cars making a left on green don't expect pedestrians and either honk or bully us off the crosswalk while we are under the WALK signal.



- Public Map Comments**
- Sidewalks
 - Traffic Flow
 - Pedestrian Crossings
 - Lighting
 - Streetscape
 - Safety
 - Other

Survey Comments:

- Last night I was crossing the intersection after dark, but around 7 pm at The Beacon and Gaston intersection, and a scary man started following me and asking if I spoke English.

Glendale Street to Skillman Street



Skillman Street to Glasgow Drive



Glasgow Drive to Paulus Avenue



Abrams to Cambria along Gaston



Gaston and Richmond



This free right turn onto Richmond should be removed at a minimum. Cars can go up to the light at Richmond to turn onto Richmond. This would greatly improve pedestrian safety.

People still take this turn at 50 miles an hour!

Please add a sidewalk here. There is a crosswalk painted on the street, but no sidewalk between Country Club and Abrams.

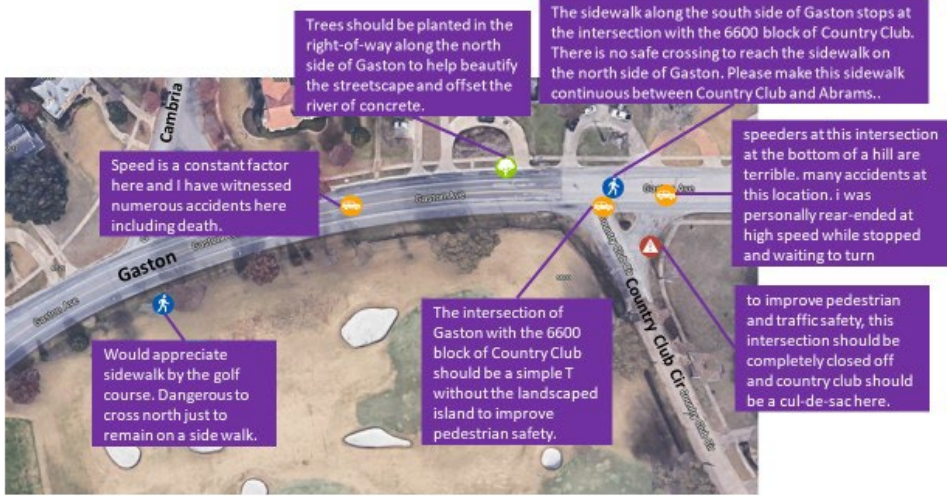
This is very scary. Cars traveling over the hill at high rates of speed do not slow down. Children/families/etc crossing here to go to Whole Foods or Lakewood Village is extremely dangerous

The consultant/city should stand on this medium and feel how unsafe it is for a pedestrian. This is a popular walking route for the neighborhood to Whole Foods and Lakewood Shopping Center and needs to be safer. Remove the free right onto Richmond.

Sidewalk needed, crosswalk goes nowhere.

Public Map Comments	
	Sidewalks
	Traffic Flow
	Pedestrian Crossings
	Lighting
	Streetscape
	Safety
	Other

Cambria to Country Club Circle



Trees should be planted in the right-of-way along the north side of Gaston to help beautify the streetscape and offset the river of concrete.

The sidewalk along the south side of Gaston stops at the intersection with the 6600 block of Country Club. There is no safe crossing to reach the sidewalk on the north side of Gaston. Please make this sidewalk continuous between Country Club and Abrams.

Speed is a constant factor here and I have witnessed numerous accidents here including death.

speeders at this intersection at the bottom of a hill are terrible. many accidents at this location. I was personally rear-ended at high speed while stopped and waiting to turn

Would appreciate sidewalk by the golf course. Dangerous to cross north just to remain on a side walk.

The intersection of Gaston with the 6600 block of Country Club should be a simple T without the landscaped island to improve pedestrian safety.

to improve pedestrian and traffic safety, this intersection should be completely closed off and country club should be a cul-de-sac here.

Public Map Comments	
	Sidewalks
	Traffic Flow
	Pedestrian Crossings
	Lighting
	Streetscape
	Safety
	Other

Country Club Circle to Pearson



Public Map Comments	
	Sidewalks
	Traffic Flow
	Pedestrian Crossings
	Lighting
	Streetscape
	Safety
	Other

Pearson to Pickens



Public Map Comments	
	Sidewalks
	Traffic Flow
	Pedestrian Crossings
	Lighting
	Streetscape
	Safety
	Other

Pickens to Auburn



Public Map Comments	
	Sidewalks
	Traffic Flow
	Pedestrian Crossings
	Lighting
	Streetscape
	Safety
	Other

Auburn to W. Shore

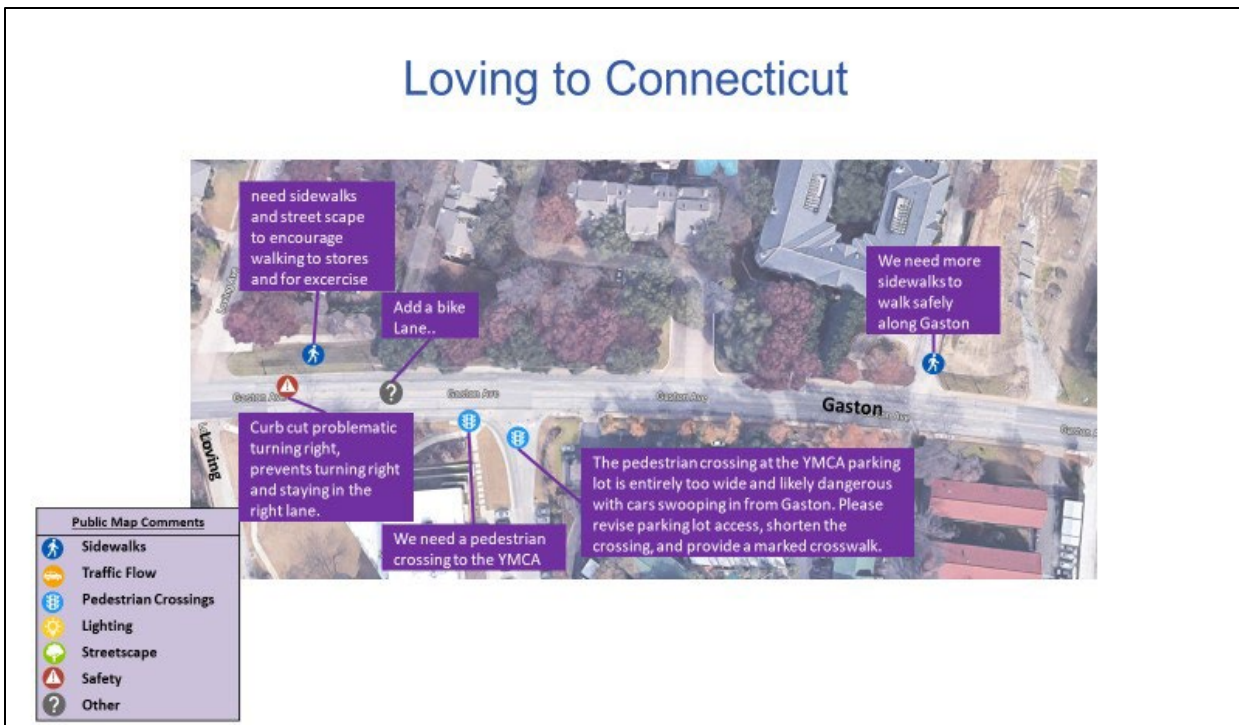


Public Map Comments	
	Sidewalks
	Traffic Flow
	Pedestrian Crossings
	Lighting
	Streetscape
	Safety
	Other

W. Shore to Loving



Loving to Connecticut



Connecticut to Grand/Garland



Public Map Comments	
	Sidewalks
	Traffic Flow
	Pedestrian Crossings
	Lighting
	Streetscape
	Safety
	Other

Attachment C: Public Meeting Comments

Questions and comments received during the public meeting:

#	Question/Comment	Response
1	Have there been considerations about separating the high frequency auto goals away from the bike+ped goals on Gaston as a way to reduce its mortality risk levels shown on that last graphic?	A road diet option will be considered, however, due to Gaston being a key DART route a level of vehicular mobility will have to be maintained. A focus of the study is how do we create a better balance between vehicular, pedestrian, and multimodal networks
2	What steps are being contemplated to prevent diversion of Gaston traffic into Lakewood proper?	It is part of the analysis. It is a concern we've heard from our steering committee. It is also a concern for road diet and traffic calming analyses ensuring that we're not dumping traffic on another street that was never intended to carry the traffic.
3	With the Safe Route to School regarding Zaragoza, will there be a school zone added to Gaston between Peak and Fitzhugh, specifically near Carroll? There is a School Zone for Lipscomb, but no such zone for Zaragoza.	It is something we can look in to. It is presently a crossing guard location. We can coordinate with them on that.
4	So there are almost no sidewalks along Lakewood country club property, can something be done about that to improve pedestrian safety? (walking along la vista or gaston from lakewood hills)	We're also looking at opportunities to improve that connection. Hopefully, that's something we won't have to wait for as part of this project, but something we can get implemented in a shorter term. It is a need that has been identified.
5	How will the speed of 47 mph be addressed between Pickens/Brendenwood? We can't exit our driveway now. What will be done to manage speed?	One of the things that will be evaluated are roundabouts. We will also be doing studies to evaluate whether traffic signals are needed through the area in order for people to make left turns.
6	We need a way to get to Santa Fe trail from the other end of Gaston as well. Biking up Swiss Avenue from Peak's Addition to Lakewood is not safe. Drivers of parked cars open their doors into the street, there is no dedicated bike lane (a symbol of a bike does not make a bike lane), and in general, it is not safe.	There will be a connection through the east-west areas part of the Main/Columbia project to help create a dedicated bicycle facility, that is more dedicated than sharrows between Peak's Addition and the Lakewood Area.
7	What would it take to build ramps on either side of the pedestrian bridge of the Santa Fe Trail that crosses over East Grand and Gaston at the 3G intersection so pedestrians can use the ramps to access the bridge to cross over these roads easily and safely. See attached renderings that reflect what I mean:	This is something for our consultant to look at and also talk to TXDOT to see if their plans include anything about that.
8	What are the anticipated time frames for instituting recommended actions? How will you prioritize efforts / \$\$\$?	<p>That is an excellent question and that is what we will be presenting recommendations on at the next public meeting and working with our steering committee on, because we anticipate there's going to be a lot more needs that can be funded all at once.</p> <p>Identifying what are the most important things to fund will be a key task for this study. There are some funds that have been identified for Dallas County, however, they do require local City match which will need to be supported in the future if we are to access those funds.</p> <p>In general, once we complete the study, we will be looking for funding sources from future bonds, or federal or County sources.</p> <p>It's difficult to say the timeframe for it , it depends on how quickly we can secure funding, Typically engineering can take anywhere from one to two years and</p>

#	Question/Comment	Response
		construction can take anywhere from another one to two years. When you consider contracts and council approval, things take a little longer.
9	There was a plan to make a single lane with a turn lane (3 lanes) in zone 5 what happened to that plan?	Not aware of the plan, but it is something that has been considered as part of this effort. However, currently, Gaston is a key emergency response corridor. We are going to be looking at where a road diet will be feasible along this corridor. That is one of the highest demands currently. Balancing risk of traffic diverting and emergency response times with the desire and need to create safety and traffic calming improvements are all things that will be evaluated as we evaluate the options and make recommendations and bring the recommendations back to you all.
10	will different materials be used in pedestrian pavements or crosswalks or other design features to help indicate character zones? Will the road cross-section vary depending on the needs for a particular zone?	That is something we will be considering making sure what we're putting in reflects the unique nature of the area. For the question about the road cross sections vary depending on the needs of a specific zone, yes. For the road diet option, we'll evaluate if the road diet works in certain areas vs. others or if it works in any areas at all.
11	Any thoughts on adding a beautified median to assist in road dieting and also providing a physical barrier in between the opposing lanes of traffic?	At this time, that is something we have not looked at, but our consultants are on the line, so we can ask them to look into it. A potential issue of adding a median without reducing lane capacity or the number of lanes would be the need to expand the right-of-way, so that means acquiring right-of-way. If we do reduce the number of lanes, that would put us at one lane on each side of median, and that is something the Fire department and EMS is typically not in favor of, because if a car gets stuck, it can be hard to get around it. Typically, we do not do medians on two-lane roads.
12	Where can we get more information about upcoming construction plans you've mentioned in the QA? Like for example construction of new sidewalks along the country club or new bike paths?	As there are updates on this project. So, any future funding, or as projects get developed as part of this, we will update the website.
13	Will you be considering closing off Richmond to through traffic from Gaston to Abrams as a way to slow traffic at the Richmond/Gaston intersection? There isn't a legitimate need for that cut-through. Traffic can use the Gaston/Abrams intersection.	That is something we've not considered at this point, but it something we can add to the list to evaluate, but it is something we can add to the list to evaluate.
14	Where are you thinking about a roundabout-and will Texans need training?	Lack of familiarity with roundabouts has been brought up with our steering committee. Roundabouts will be evaluated as a potential traffic calming solution in the northern part of the corridor, particularly where we have extra right-of-way, due to having a larger footprint than a standard signalized intersection.
15	How does road dieting effect Emergency vehicles going to/from Baylor Hospital in East Dallas?	That is a major concern for this area, that by doing a road diet, we reduce vehicular capacity that in-turn increases level of congestion, sometimes to an acceptable level, sometime not. Certainly with the presence of Baylor on the corridor makes it more of a consideration as does the presence of DART's high frequency network and it being a link for a lot of people to get to jobs and services. That is going to be a large factor for evaluation. Is reduction in capacity at an acceptable level or will it create too much

#	Question/Comment	Response
		of a delay in emergency response times and transit travel times.
16	Has there been attention given to the dangers of pedestrians and cyclists crossing Munger on Swiss? Aside from speeding vehicles, the light at Gaston and Munger backs vehicles up during rush hour and blocks the intersection of Swiss and Munger. Vehicles also speed through and do not yield to pedestrians in the crosswalks.	That will not be part of this project, however, it will be flagged for the bicycle program manager to look at and see if potential improvements need to be made.
17	You mention lakewood/la-vista zone doesn't have many intersections, specifically between abrams and Garland, are there plans for more pedestrian intersections along that stretch?	One of the things we will be looking at, and this was a request on the comment map is a desire for a pedestrian crossing to get to YMCA. Another thing we will be looking at is , are there any locations along this stretch that will be a candidate for a traffic signal, that can provide an additional pedestrian crossing.
18	How do you incorporate left turn lanes into the existing lanes?	In more feasible in areas of the corridor where we have wider right-of-way, 70' of right-of-way vs. 60' of right of way. It can be done by reducing the area between the sidewalk and travel lane just for the area close to the intersection where we make the left-turn lane. In other areas if we want left-turn lanes, it could involve acquiring a bit of right-of-way in order to do that.
19	What does acquiring right-of-way mean? Does that mean taking people's front yard?	That or taking any buffer space between the sidewalk and travel lane. "So it'll be sidewalk and then curb." Correct, but if that space doesn't exist, the yes. If it was determined through this effort, that was the best use of funds and most needed, then yes, the sidewalk will need to be pushed back to create room.
20	I have documentation of at least 25 accidents occurring at the intersection of Pearson and Gaston, involving our fire, police and ambulatory departments. Cars have ended up in multiple yards on this intersection, including ours and what will be done to address not only a speed issue, but the amount of vehicles traveling through causing incremental risk to pedestrians, and residences?	N/A
21	yes roundabouts used all over the world in more densely setting as they ove traffice the best	N/A
22	Can you elaborate on the impact reducing the flow of traffic on Gaston will have on surrounding neighborhoods? Wouldn't additional congestion (road diet) drive traffic further into the residential neighborhoods?	N/A
23	Yay for roundabouts, work well in Sydney Australia metro area	N/A
24	signalised intersections way less efficient then roundabouts	N/A
25	Is Gaston Ave considered an emergency corridor by the City of Dallas?	N/A
26	Is the 3-G intersection improvements presently not moving forward-it seems that involving think groups slows the process and does amount to improvements	N/A
27	How do you incorporate left turn lanes into the existing lane	N/A
28	In favor of road dieting	N/A

#	Question/Comment	Response
	can incorporate more yield to pedestrian signage	
29	Also in favour of road dieting	N/A
30	are smart signalization being considered to better sequence them and provide better traffic flow with fewer lanes?	N/A
31	Is widening Gaston in zone 5 really being considered?	N/A
32	the right of way option is unacceptable	N/A
33	smaller sidewalks is also unacceptable	N/A
34	How to reduce speed on Gaston? 47 MPH is an average, I've seen speeds in excess of 60 MPH	N/A
45	taking right of way from residential property is obviously an unacceptable solution.	N/A
36	Dallas needs more yield to pedestrian signage to educate drivers that they are required to yield to pedestrian	N/A
37	Will homeowners be compensated if their property is taken to make room?	N/A
38	Should not take property from homeowner's front yards... These are historic properties. City should have to go to Landmark for that.	N/A

Comments received during the public comment period:

All comments below were received following the public meeting but ahead of the public comment deadline of July 13, 2021. Nine comments were received by email and two were received by phone.

#	Comment
1	<p>I am a resident of East Dallas and my family and I live on Gaston Avenue. We've been in our home for approximately three years. I have several questions regarding the studies that are being conducted with a particular focus on key metrics, evaluation processes, and the universe of outcomes / actions. I will also provide a few anecdotal notes on our direct experiences interfacing with Gaston Avenue.</p> <p><u>Studies:</u></p> <ul style="list-style-type: none"> • Are you primarily conducting traffic studies? Are these counts being taken at specific intersections (Gaston / Washington, Gaston / Peak, Gaston / La Vista, Gaston / Richmond, etc.)? • What other broader mobility studies are being conducted? • Have these same studies been done over a longer period of time to clearly define growth (months, years)? <ul style="list-style-type: none"> ○ I'm worried that we aren't really even capturing peak traffic on Gaston as many are still working from home due to pandemic. • Are these studies being done at different points in the day (AM / PM peaks, etc.)? • Is there a metric / ratio to measure the number of cars per day related to the number of single family residential homes (comparison between Ross Avenue ~ largely commercial vs. Gaston Avenue ~ largely residential)? <ul style="list-style-type: none"> ○ If so, are there standards that should be considered / compared / contrasted? ○ The amount of traffic currently being funneled through a largely residential neighborhood is alarming (specifically East of Gaston / Peak intersection). <p><u>Evaluation Process:</u></p> <ul style="list-style-type: none"> • When do you expect to have findings from these studies? • What work product is actually produced from these studies? Will there be recommendations or simply actuarial data points? • Is there a larger "overlay" or mobility plan for East Dallas currently in the works? • When will you have formal meetings for the public to discuss? <p><u>Universe of Outcomes / Actions:</u></p> <ul style="list-style-type: none"> • What are some of the measures you typically see to reduce traffic on residential roadways? <ul style="list-style-type: none"> ○ Reduced speed zones ○ Fewer lanes (dedicated turn / deceleration lanes) ○ Dedicated bike lanes ○ Medians

	<ul style="list-style-type: none"> ○ Other - ?? ● What will be considered and what time frames to implement strategic action plan? ● What broad-based approvals will you need to activate planning and work? <p><u>Personal Experiences / Anecdotes:</u></p> <ul style="list-style-type: none"> ● Over our three years living on Gaston, traffic has increased significantly year-over-year. The effects are meaningful; <ul style="list-style-type: none"> ○ Many more significant car accidents (too many cars driving too fast and no dedicated turn lanes). ○ Little-to-no adherence of pedestrian crosswalks (Richmond and Gaston) ○ Road noise (engines revving, horns honking, cars crashing, emergency response vehicles blaring sirens) <ul style="list-style-type: none"> ▪ I will also make special note to the drag racing and firework throwing that has become a somewhat regular occurrence on Gaston Avenue ○ Increase in trash on roadways and sidewalks (more cars = more people dropping trash out of cars at stoplights) ○ Emissions (the number of cars constantly sitting at stoplights makes the areas on Gaston have a strong smell of exhaust)
2	<p>As the Chief of Police & Sr. Director of Physical Plant here at Criswell College (4010 Gaston Ave, between N Washington and N Haskell), my immediate points would be as follows regarding especially our end of the Gaston Ave corridor (Washington to Peak) and enhancing its safety and friendliness (esp. with the recent housing developments taking place throughout Old East Dallas):</p> <ul style="list-style-type: none"> ● RESURFACING: The section of Gaston Ave between N Washington Ave to N Peak (and beyond) is old, patched asphalt riddled with occasional pot-holes and just looks run down. Ideally, this whole stretch would be replaced with a sturdier cement roadway. Consider adding more green spaces (grass patches, bushes, etc.) as well to beautify. ● RESTRIPIING: This same section of Gaston Ave desperately needs to be restriped with cleaner, better-reflective striping. ● LIGHTING: Improve the lighting along the same stretch of roadway (e.g. brighter LEDs) and consider adding more overhead roadway/sidewalk lamps, especially for perceived safety by pedestrians walking at night (e.g. our students) and vehicles seeing pedestrians crossing the intersection at night (e.g. we, the Criswell College PD have responded to individuals that have been struck during nighttime hours at Gaston/Haskell). ● LEFT-TURN LIGHTS: Add left-turn lights on westbound Gaston Ave turning onto southbound N Haskell and eastbound Gaston Ave turning onto northbound Peak. Both Haskell and Peak are one-way streets going opposite directions, and Gaston has two-lanes each direction along this stretch. The westbound and eastbound straight-lights at Gaston/Haskell would both start green with a flashing left-turn yellow arrow from westbound Gaston onto Haskell, which would then transition to the eastbound straight-light turning red followed by the westbound left-turn light going solid (with the straight westbound Gaston Ave straight-light staying green) before both later synchronously going yellow-to-red for westbound traffic. The same would hold true for the Gaston/Peak intersection, where Peak is a one-way street running the opposite direction from Haskell. This would drastically reduce bottlenecking, especially during peak times: 7am-8:30am at Gaston/Haskell (esp. when people are lined up in the right lane turning into Starbucks and vehicles are turning left in the left lane) and 3-5:30pm at Gaston/Peak (esp. when the DART bus stops at the Gaston/Peak stop in the right lane and a vehicle is turning left in the left lane between 3-5:30pm). We, the Criswell College PD, have worked several accidents at the Gaston/Haskell intersection). ● STARBUCKS: This has nothing to do with the Gaston/Haskell Starbucks itself, but its entry/exit approaches onto/off of Gaston are very much a nuisance to westbound Gaston vehicle and pedestrian traffic, esp. between 7-8:30am. The drivers going into and out of Starbucks are always disregarding the No Left Turn signs at the location and driving over the yellow street bumps along the center lines of Gaston. Drivers coming westbound on Gaston are forced to slow/stop and change lanes (and ultimately wail their horns) because of the Starbucks traffic backed up onto the Gaston roadway. A narrow cement curb line ought to be considered to split the eastbound/westbound lanes along the section of Gaston abutting the Starbucks property just west of Haskell to prevent these problems going forward to at least prevent drivers from driving over Gaston's center lines. ● HANDICAP RAMPS: Conduct a study of the sidewalk ramps along the stretch of Gaston from Washington to Peak and consider improving/upgrading these sidewalk ramps. ● AUDIBLE BEEPERS: Consider adding the audible beepers for seeing-impaired persons crossing at the Gaston/Haskell and Gaston/Peak intersections. ● ELECTRIC POLE PLACEMENTS: The newly added electric pole on the southeast corner of Hill and Gaston was placed dead center in the south-Gaston sidewalk. We have a paraplegic employee who has to go up on the grass to get around this electric pole. <p>As I come up with additional ideas, I'll pass them along to you.</p> <p>I'd also be happy (given my 10+ years of experience at Criswell College as its Chief of Police, along with my time as a peace officer at DTS) to sit on a committee to consider these Gaston Corridor issues going forward. I am very close with the departments at Baylor and DTS as well as other neighboring businesses (7-Eleven, etc.) and have submitted several</p>

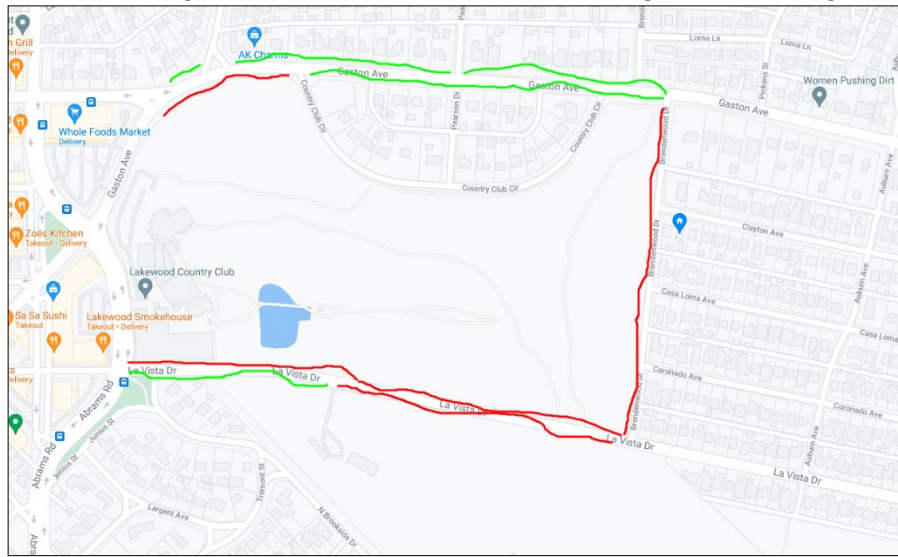
City Service Requests to improve the areas around the Criswell College campus during my tenure. The City has been tremendous in helping to improve the infrastructure and signage around our college campus.

3 Regarding my fourth point (concerning left-turn lights), this accident occurred today (6/25) at approx. 1:30pm, when the silver 4-door attempted to turn left from westbound Gaston Ave onto southbound N Haskell, failed to yield right-of-way, and was struck by the black Chevy pickup, which was headed straight eastbound on Gaston Ave through the same intersection. A protected left-turn arrow would help to prevent these types of accidents.



4 Good afternoon, my area of concern is the area around the Baylor hospital district, Caddillac & Cataracts
Baylor is a very prestigious and very successful hospital that draws from a very large geographic area, the area is a bit challenging, and especially so for distracted out of town drivers who Are often Running late to their doctors' appointment.
Imo, these drivers are probably responsible for most if not all of the accidents or near accidents in this part of the corridor.
What traffic mitigation solutions can you suggest?

5 Thanks for organizing the meeting tonight. It was super helpful as a resident of Lakewood hills.
I just wanted to add a comment in support of sidewalks or crosswalks that help pedestrians from Lakewood Hills access the Lakewood Shopping Center safely.
There are only two ways to walk to Lakewood shopping center from the Lakewood Hills neighborhood:
1. Along the south side of Gaston Ave
2. Along La Vista Drive
Neither of these routes has sidewalks, nor any way to cross to existing sidewalks.
I've attached a diagram to illustrate this - red line = no sidewalks, green line = existing sidewalks.



For example in the diagram - someone walking from Clayton Ave to Lakewood Commercial District has no choice but to walk on a narrow grass verge along the side of the road to reach the stores. A choice that puts many young children and teenagers in danger.

I've also attached a photo of the narrow grass verge pedestrians are forced to walk along on the side of Gaston ave, with cars traveling 47mph (85 percentile from the presentation).



Although from the photo, you can see the private golf club visitors have a nice comfortable amount of space to park! :-)
I hope the city can look into this as part of the project.
Thank you so much!

- 6 I was not able to join tonight's meeting regarding Gaston Avenue as I had a conflict at 6pm. However, as you can see from e-mail below, I am very much interested in what the thoughts and direction are as this has been a concern for quite some time. I did not find the recording of the presentation on the website. If you can please send me the link I would appreciate it. Further, if you want to discuss further any of my observations, thoughts, or ideas from living on Gaston, please let me know as I would be glad to help in any way. I am going to send you two other e-mails linked to this topic. Thank you for your efforts to study this and come up with a plan



Previous Email – July 2020

Here is a second accident. This occurred last Friday around 5:00pm. We did not see the accident but came upon it after a bike ride. This happened just to the west of the intersection of Gaston and Pearson. It would appear one of the cars crossed over into oncoming traffic and they collided head on with another car. The impact and sound brought everyone out of their homes. I do not know the condition of the people in the accident, but it did not look good. Several cops, fire trucks, and ambulances were involved. The cars were finally removed 4-5 hours later. A boulevard or a middle lane used for turning-only would have provided a buffer to avoid this.

Previous Email – July 2020



This accident occurred in the last 10-14 days at the corner of Gaston and Pearson right outside our house. Why? The same issues as I have explained. A car heading east on Gaston was in the left lane trying to turn left (north) on Pearson. As a car approached from the rear, they attempted to switch to the right lane to go around the other car. As they were passing, another car came over the hill at a high rate of speed, was not paying attention or had time to react, and collided with the car that was trying to pass. I was not here, but my wife took the picture. A neighbor was walking by. She stopped and gave her shirt to the young lady that was driving one of the cars as her head was bleeding profusely. An older woman was in the passenger seat and appeared to have broken/shattered both of her ankles due to the impact. Other injuries were present from the other drivers/passengers.

Previous Email -July 2020

Mr. Blewett – I did not receive a response from Zach Romero. I appreciate you following up as I planned to reach out to you for a third time this week in the wake of two more major accidents that occurred on Gaston Avenue in the past few days. I will send the pictures separately to ensure they make it through and the total file size is not too large. As for Gaston, with the opening of the economy, it would appear to only have become worse with regard to speed. People are simply not abiding to the speed limit and driving way too fast on the long stretches of Gaston which do not slow/interrupt traffic flow. When you throw in the blind hills/approaches, impact of a rising/setting sun, families living in the area, people crossing the street on foot and bikes, we have a combination that is a community hazard. I full believe it is a matter of WHEN not IF someone will die. I do not believe we will change behavior without proactive measures to slow/impede the speed. This can be done wisely to still allow for good traffic flow, but to accomplish the bigger goal of SAFE traffic flow. There are solutions available. I outlined thoughts in my e-mail below and obviously other people smarter than me likely have additional ideas. I am willing to be involved in the solution as you see fit. I simply want to see this get the proper attention, we develop the right overall solution, and we take action quickly. Please let me know what are next steps. You can reach me by mobile or at the phone numbers listed in my contact information below. If you do not believe this is an issue or nothing will be done, I would like to know that as well and I will elevate the discussion as needed. Thanks for your time.

Previous Email – May 2020

Mr. Blewett – I sent you an e-mail via your website a few months ago, but I never received a response. Therefore, I am trying to e-mail you directly. My family and I live at 6700 Gaston Avenue (SE corner of Gaston and Pearson) in Lakewood. We have lived here now for 10 years and love the home. We have raised our two boys (ages 14 and 18) here and have been an active part of the community through school and sports. We have obviously seen a good amount of change in East Dallas since we have moved here and most is for the better. One issue that gives us concern is Gaston Avenue. This is not to complain about the traffic. We knew that would be present when we moved here and we accept

	<p>that – especially knowing more people and families would be moving into East Dallas and the surrounding areas. Our concern is more around the safety on Gaston. If people drove the speed limit (35 mph), it would be much easier, but that tends not to be the case. With four lanes and a large stretch without traffic lights or other means to slow down traffic, it has become a race track. I often see cars/trucks/semi’s reaching speeds over 60 mph on the road. When you combine the hills, east/west sun, and distracted drivers (mainly due to phones), it can be a recipe for disaster. We have witnessed several accidents – some severe – right in front of our house. We have seen people hit on bicycles. We have seen people trying to cross Gaston that have nearly been run over. Mark Clayton was our insurance agent. He and I discussed this before he left office. I recommend we look for a way to allow traffic to continue on Gaston but within the speed limits. I understand there is no full-proof plan to make people drive the speed limit, but there are certainly ways to inhibit the high speeds and encourage a slower traffic pattern. I also believe at the same time, we need to encourage Gaston to be a walkable street. It connects downtown Lakewood with many Lakewood residents, White Rock Lake, and the businesses at the corner of Gaston/Garland/Grand. I am in the building products industry and spend much time involved with housing trends and design. One thing that many of the great communities (old and new) is the ease of walkability and bicycles. We have the “bones” to create that here, but changes are needed in the current infrastructure to support this. I see that bike lanes are being added to Abrams. This is outstanding and a move in the right direction. As an avid cyclist and runner, I appreciate the separation created for the cyclists and runners to allow for outdoor activity and commuting while remaining safe. Here is what I would propose for the stretch of Gaston between Garland/Grand and La Vista:</p> <ul style="list-style-type: none"> • Median down the middle with trees/bushes. Adds greenery and beauty. It will also slow traffic and creates a buffer between the traffic in each direction. • Reduce from 4 lanes to 2 lanes. Again, still allows for flow of traffic but it will slow traffic. With less lanes and the median noted above, insert turn lanes in both directions. • Add a curbed bike lane on both sides of the street. This would also allow for foot traffic on the west bound side by Lakewood Country Club. • Repair/replace the sidewalks for safety and walkability. Install curbs that allow for wheelchairs, strollers, bikes, etc. • Add two stoplights, stop signs, or roundabouts at 1) Gaston and Pearson 2) Gaston and Brendenwood. These are the two heaviest intersections (without some traffic barrier) for turning/traffic into and out of the surrounding neighborhoods at rush hour and with the schools. <p>I would be happy to discuss in person if you like and to give of my time to assist as needed. I believe the recommended changes above will help keep the people of East Dallas safe; it will improve the walkability of the neighborhood; and it will improve the overall community connection in Lakewood and East Dallas. We have something special here. With a few of these changes, we can really harness those opportunities and turn this into a great community as others around the country have done. I look forward to your response.</p> <p>Note: we are not members of Lakewood Country Club. However, they would benefit from the items above and it would make it easier/safer to access the country club. If golf carts were allowed on the streets and could be accommodated into the walk/bike lanes, the Country Club may have interest from their members to contribute a significant amount of money to help make this a reality.</p>
7	<p>I am a resident of Lakewood living at 2502 Loving Ave. I have a 9 year old daughter that loves to play with her friends that live all along Loving Avenue between Gaston and Winstead. Loving Avenue where we live is a street that gets significant through traffic by non-residents using it as a cut-through. Many of these non-residents speed down Loving (which happens to have a hill at the top of the intersection with Gaston). There have been incidents where kids on bicycles almost get hit by cars speeding down the street. What can we do to either curb or limit this kind of traffic as part of the Gaston Study?</p> <p>I love the neighborhood we live in, but I want to ensure the safety of my daughter and the other children that live on Loving Avenue and the nearby streets. Can we put in speed bumps to try to slow down the traffic? I believe if we continue to add more congestion to Gaston, this through traffic that uses Loving Avenue as a cut-through is only going to increase, and negatively impact the quality of the neighborhood and the safety of the people who reside here. I greatly appreciate any help or insight you can provide into what we can do to address this concern.</p>
8	<p>Some feedback from a resident on Gaston Ave. My focus is between Abrams and 3G. One thing I thought was missing on the Lakewood/La Vista slide of the presentation was that there is no pedestrian crossing across Gaston between Abrams and West Shore. Would be great to have one at Bradenwood with traffic calming as this is a common crossover point for neighbourhood walkers and a high speed section.</p> <p>And as was pointed out in the presentation 85% speed measurements, it's a Racetrack between Cambria and West Shore, please put in traffic calming to force adherence to the speed limit! :-)</p>
9	<p>Thank you for hosting the June 29 meeting. I was unable to watch and listened in. I live at 6902 Gaston and have a few comments.</p>

	<p>1. Ultimately to find transportation solutions for the safety and quality of life along Gaston less density projects would have to be approved. Currently, the Trailhead project at 3G received approved zoning with 305 apartments which gives us the possibility of 610 cars traveling on Gaston. The developer did not try to orient his project to travel southbound on Garland.</p> <p>2. The project next to Arboretum Shopping Village. This project was torn down. I've not seen what is in store for the site; however, say it is another 305 apartments which could equate to 610 cars funneling onto Gaston.</p> <p>3. New projects on Garland Road-i.e., the old Doctor's Hospital site. More cars on Garland and most likely, some would use Gaston.</p> <p>4. The old Handy Dan/Thrift store site - some, most likely, would use Gaston.</p> <p>So what is a good solution?</p> <ul style="list-style-type: none"> -How about developments that steer cars away from Gaston. -How about encouraging cars to use I-30 or Peak to go downtown. -How about encouraging homesites like a brownstone/town home community. <p>As for calming traffic now:</p> <ul style="list-style-type: none"> -Definitely stoplights. -Definitely stop signs and slow bump humps in Lakewood Hills. -Dropping the speed limit to 25. -DPD patrols and more tickets. <p>Widening Gaston would only encourage more drivers and ruin homes and their values. Roundabouts are lovely, but isn't the right solution. No bike lanes. I never see cyclists. I don't have Trick or Treaters at Halloween because of Gaston.</p> <p>When we purchased our house, no one wanted it. Over 23 years, we've invested and beautified the property. We've seen wrecks at Gaston and Auburn and have had wrecks in our yard. Collisions at Westshore and Gaston are the norm. We park our garbage bins on the Gaston sidewalk and vehicles with large mirrors knock them in the street. Years ago, a man ran into a truck, crashed into our across-the-street neighbor's retaining wall, and was decapitated. We heard the accident and my husband went to the rescue. He tore off his shirt to staunch the man's bleeding. Horrible.</p> <p>Used to be DPD parked officers on Gaston at Auburn to catch speeders. I visited with the policemen one day who told me 50 mph was normal, but they regularly pulled over cars traveling 70 mph. No one wants those kinds of speeds in front of their homes. No one.</p> <p>I hope I've given you perspective on what living on Gaston can be like and some ideas for the future. Please feel free to reach out anytime. Thank you for your attention. VB</p>
10	<p>I object to narrowing of Gaston..... Traffic light needs to be coordinated due to heavy flow of traffic..... Gaston should remain wide open to relieve congestion of downtown..... There are multiple traffic accidents at Annex..... Cyclists should stay on Columbia Avenue.</p>
11	<p>We need a traffic signal for area where YMCA is People. People oftentimes cross the street. It's a really crowded street. There's a lane on Gaston Avenue in front of YMCA. It's muddy. It's just dirt, not asphalted. It's muddy and full of mesquite.</p>