

# **Gaston Avenue Corridor Mobility Study Public Engagement Round 2 (Summer 2022) Summary**

October 2022

The second round of public engagement for the Gaston Avenue Corridor Mobility Study focused on collecting public input on recommended improvements along the corridor. There were two opportunities for the public to provide input:

1. A public survey that went live on July 19, 2022 and closed on August 12, 2022.
2. A public meeting held on July 19, 2022 at the East Dallas Boys' and Girls' Club.

In addition, staff received emails from numerous residents and stakeholders along the corridor and attended several additional meetings and calls with residents and neighborhood groups upon request.

Results of the public engagement suggest the community feels that the recommendations will not sufficiently address the identified issues, particularly speeding, and that recommendations like the addition of left-turn lanes could exacerbate certain speeding along the corridor. However, there were several recommendations that were supported by a majority of respondents.

## **Recommendations Supported by the Majority of Respondents:**

- Gaston Between Washington & Paulus: Maintain the existing number of travel lanes and make improvements to intersections and the pedestrian realm (the space between the street and property lines). This includes upgrading traffic signals, sidewalks, improving ADA compliance and streetscaping. This recommendation was supported by 77% of respondents.
- Gaston & La Vista: Upgrade the traffic signal and install curb extensions to shorten pedestrian crossing distances, which also requires upgrading and modifying the Paulus & La Vista intersection. This recommendation was supported by 75% of respondents.
- Gaston, Oram & Abrams Pkwy: 51% of respondents supported Alternative 3 over Alternative 2. Both Alternative 3 and Alternative 2 were recommended by staff to be advanced to preliminary engineering.
- Gaston & Cambria: Install a left-turn lane on Gaston and remove the splitter island, reconfiguring the intersection as a standard T-intersection. This recommendation was supported by 71% of respondents.
- Gaston & W. Shore: Install dedicated left-turn lanes on Gaston. This recommendation was supported by 51% of respondents.

- Gaston & Loving: Install traffic calming along Loving Avenue, continue monitoring for a traffic signal in future, and install an enhanced pedestrian crossing at the YMCA driveway with a direct connection to the proposed shared-use path and the Santa Fe Trail. This recommendation was supported by 71% of respondents.
- Gaston & Tucker: Widen Gaston to install dedicated turn lanes. This recommendation was supported by 74% of respondents.

A shared-use path along the north side of Gaston between W. Shore and the Santa Fe Trail trailhead was presented at the public meeting, but there was not a question that specifically requested feedback on this recommendation in the survey. This recommendation received broad support from the Stakeholder Steering Committee; however, residents adjacent to the proposed improvement expressed concern about the potential loss of landscaping in the Gaston Parkway area.

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# Public Survey

**Purpose:** To gain input on alternatives for identified improvement locations and if there are other areas.

**Dates Open:** July 19, 2022 – August 12, 2022

**Public Notification:** Flyers were created for digital and physical distribution. City Council Members 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 blasts, a public meeting, newsletters etc.

City staff also conducted a field distribution at various businesses in target locations along the corridor.

**GASTON AVENUE CORRIDOR STUDY**

**TAKE THE SURVEY**

We're working to provide a transportation system that enhances the safety and quality of life along the Gaston Avenue corridor. During the first round of public outreach, we asked for your input on the needs of the corridor. Now we would like your input on the solutions. Take this quick survey to provide your feedback!

**SCAN THIS QR CODE TO ACCESS THE SURVEY**

**SURVEY CLOSES AUGUST 12, 2022**

**DOT**  
DALLAS DEPARTMENT OF TRANSPORTATION

For more information, contact [Kierra.Williams@dallas.gov](mailto:Kierra.Williams@dallas.gov) or visit <https://bit.ly/gastonavecorridor>.

**ESTUDIO DEL CORREDOR DE LA AVENIDA GASTON**

**LLENE LA ENCUESTA**

Estamos trabajando para crear un sistema de transporte que mejora la seguridad y calidad de vida en el corredor de la Avenida Gaston. Durante la primera fase de participación comunitaria, nosotros solicitamos su opinión sobre las necesidades del corredor. Ahora queremos conocer su opinión sobre las soluciones. ¡Llene la encuesta para compartir sus comentarios!

**ESCANEE ESTE CÓDIGO QR PARA ACCESO A LA ENCUESTA**

**LA ENCUESTA CIERRA EL 12 DE AGOSTO DE 2022**

**DOT**  
DALLAS DEPARTMENT OF TRANSPORTATION

Para más información, comuníquese con [Kierra.Williams@dallas.gov](mailto:Kierra.Williams@dallas.gov) o visite <https://bit.ly/gastonavecorridor>.

**Participation:** 915 people completed the survey. No surveys were completed in Spanish.

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

1. Title and description that provided a brief overview of the first survey and purpose for second survey
2. Survey questions to gain respondents' input on the alternatives and recommendation for improvements along the corridor

**Question 1: Did you attend or watch the recording of the first public meeting on June 29, 2021, or take the first survey?**

*Responses received = 901*

Option	Number	Percent
Yes	193	21%
No	708	79%

**Question 2: Did you attend the second public meeting on July 19, 2022?**

*Responses received = 901*

Option	Number	Percent
Yes	86	10%
No	815	90%

**Question 3: The recommendation for the segment of Gaston Avenue between Washington and Paulus is to maintain the existing number of travel lanes and make Improvements to intersections and the pedestrian realm (the space between the street and property lines). Do you support staff's recommendation? (This includes upgrading traffic signals, sidewalks, improving ADA compliance and streetscaping).**

*Responses received = 844*

Option	Number	Percent
Yes	648	77%
No	196	23%

**Question 4: Are there other or additional improvements you think should be explored along Gaston, between Washington and Paulus?**

*Responses received = 246*

As this was an open-ended question, the responses were grouped into themes. Responses may have been categorized under more than one theme. The themes with more than 10 responses, and the number of responses categorized under that theme, are shown in the table below. The individual responses to this question can be found in Attachment A.

Themes	Number
No, none, or n/a	69
Support for road diet <ul style="list-style-type: none"> <li>• Bus lanes as part of road diet (16)</li> <li>• Wider sidewalks / improvements to the pedestrian realm as part of road diet (15)</li> <li>• Bicycle facility as part of road diet (9)</li> </ul>	60
Desire for traffic calming / speed management	29
Do not support bike lanes	21
Desire for pedestrian crossing improvements	21
Desire for sidewalks and pedestrian realm improvements, without mentioning road diet	20
Desire for trees and/or landscaping	17
Do not support a road diet; desire to leave as-is	17
Better lighting	13

**Question 5: The recommendation for the Gaston & La Vista intersection is shown below. Do you support staff's recommendation for the intersection?**

*Responses received = 845*

Option	Number	Percent
Yes	632	75%
No	213	25%



**Question 6: Three alternatives for the on-street parking area between La Vista and Abrams Pkwy are shown below. Which of the options for this alternative would you support the most?**

*Responses received = 860*

Option	Number	Percent
Option A (Existing pull-in parking)	524	61%
Option B (Reverse-angle parking)	82	9%
Option C (Parallel parking with wider sidewalk)	254	30%



**Question 7: Two alternatives for the Oram/Abrams Parkway/Gaston intersection are shown below. which alternative would you support the most?**

*Responses received = 785*

Option	Number	Percent
Alternative 3	401	51%
Alternative 2	384	49%



**Question 8: The recommendation for the Gaston & Abrams Road intersection is below. Do you support staff's recommendation for the intersection? (This recommendation will remove the free right-turn).**

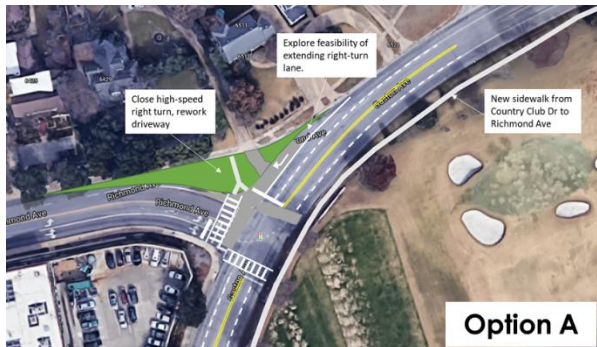
*Responses received = 852*

Option	Number	Percent
Yes	295	35%
No	557	65%



**Question 9: Two alternatives for the Gaston & Richmond Avenue intersection are shown below. Which of the options for this intersection would you support the most?**  
 Responses received = 852

Option	Number	Percent
Option A (Remove free right-turn)	216	25%
Option B (Maintain free right-turn. Add raised crosswalk)	410	48%
Neither option	214	25%
Other	12	2%



**Question 10: The recommendation for the Gaston & Cambria Blvd intersection is below. Do you support staff's recommendation for the intersection?**  
 Responses received = 849

Option	Number	Percent
Yes	606	71%
No	243	29%



**Question 11: The recommendation for the Gaston & Brendenwood intersection is below. Do you support staff's recommendation for the intersection? (This recommendation will install median/pedestrian refuge and dedicated left-turn lanes on Gaston).**

*Responses received = 881*

Option	Number	Percent
Yes	350	40%
No	531	60%



**Question 12: The recommendation for the Gaston & W. Shore Avenue intersection is below. Do you support staff's recommendation for the intersection? (This recommendation will install dedicated left-turn lanes on Gaston).**

*Responses received = 883*

Option	Number	Percent
Yes	448	51%
No	435	49%





**Question 13: The recommendation for the Gaston & Loving Avenue intersection is below. Do you support staff's recommendation for the intersection? (This recommendation will install traffic calming along Loving Avenue, continue monitoring for traffic signal in future, and install an enhanced pedestrian crossing at the YMCA driveway with a direct connection to the Santa Fe Trail).**

*Responses received = 837*

Option	Number	Percent
Yes	597	71%
No	140	29%

**Question 14: The recommendation for the Gaston & Tucker Street intersection is below. Do you support staff's recommendation for the intersection? (This recommendation will widen Gaston to install dedicated turn lanes).**

*Responses received = 842*

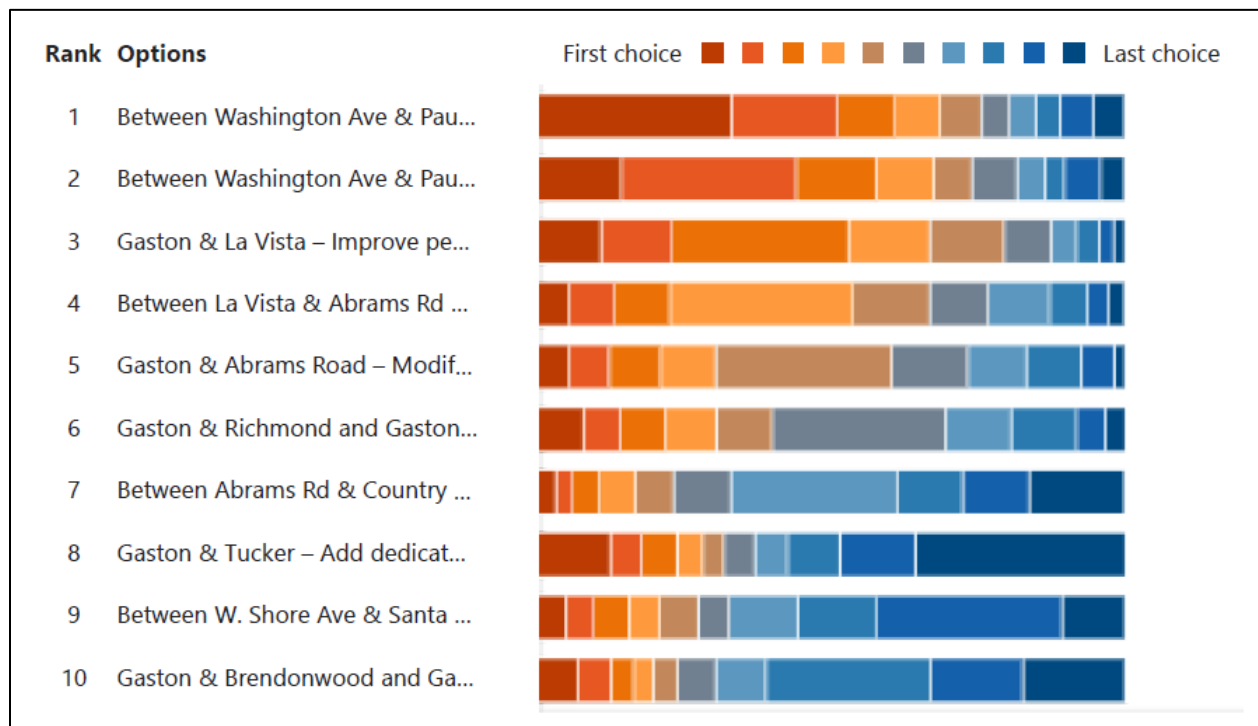
Option	Number	Percent
Yes	619	74%
No	223	26%



**Question 15: Recognizing that funding may be limited, and improvements may need to be phased over time, please rank the recommended improvements listed below, where the improvement at the top of the list is highest priority to you and the improvement at the bottom of the list is lowest priority to you. (Respond by dragging boxes up/down or by clicking up/down arrows.)**

*Responses received = 753*

Rank	Recommended Improvement
1	Between Washington Ave & Paulus Ave – Make pedestrian improvements outside of the roadway (e.g., widen sidewalks and push back from the street, improve sidewalks at commercial driveways, install enhanced pedestrian crossing at Glasgow Dr., etc.)
2	Between Washington Ave & Paulus Ave – Upgrade 6 signalized intersections (58 to 77 years old)
3	Gaston & La Vista – Improve pedestrian crossings
4	Between La Vista & Abrams Rd – On-street parking, Abrams Pkwy/Oram intersection improvements
5	Gaston & Abrams Road – Modify intersection and improve pedestrian crossings
6	Gaston & Richmond and Gaston & Cambria – Intersection improvements
7	Between Abrams Rd & Country Club Circle – Sidewalk improvements along Whole Foods and Lakewood Country Club frontage
8	Gaston & Tucker – Add dedicated left-turn lanes
9	Between W. Shore Ave & Santa Fe Trail – 10' shared-use path on north side of Gaston and pedestrian crossing near the YMCA driveway.
10	Gaston & Brendenwood and Gaston & W. Shore Ave – Add dedicated left-turn lanes



**Question 16: What best describes your relationship to Gaston Avenue?***Responses received: 915*

Seventy-one percent of survey respondents reported that they live and/or work within a quarter mile of Gaston Avenue.

Option	Number	Percent
I live on or near Gaston (within ¼ mile)	474	52%
I live AND work on or near (within ¼ mile) of Gaston	131	14%
I DO NOT live on or near Gaston Avenue, but I travel the corridor regularly.	248	27%
I work or own a business on or near (within ¼ mile) of Gaston	45	5%
Other (please specify)	17	2%

**Question 17: What zip code do you live in?***Responses received: 915*

Zip Code	Number	Percent
75214	728	80%
75218	82	9%
75246	24	3%
75206	22	2%
75204	19	2%
75228	11	1%
75226	4	0.5%
75223	4	0.5%
Other	21	2%

**Question 18: What zip code do you work in?***Responses received: 915*

Zip Code	Number	Percent
75214	431	47%
75201	118	13%
75206	50	5%
75204	32	4%
75246	32	4%
75218	28	3%
75202	24	3%
75205	15	2%
75226	7	1%
75223	8	1%
Other	170	17%

**Question 19: Which of the following best describes you?**

*Responses received: 915*

Race/Ethnicity	Number	Percent
White or Caucasian	620	68%
Hispanic or Latino	30	3%
Black or African American	8	<1%
Asian or Pacific Islander	7	<1%
Other	34	3%
I prefer not to answer	216	24%

**Question 20: Is there anything else you would like to share with us about the draft transportation recommendations?**

*Responses received = 324*

This was an open-ended question. 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 B.

In general, the responses illustrate a wide range of opinions regarding the type of mobility investments the City should focus on, as well as the opposing perspectives of residents within neighborhoods. There were many comments received that expressed opposition to the bike lanes on Abrams Road and for bike lanes in general. Bike lanes were not studied or recommended along Gaston Avenue as part of this planning effort.

Nearly two dozen respondents did not feel the draft recommendations sufficiently address speeding and the traffic calming goals of the study.

Response Theme	Number
Opposition to bike lanes, particularly along Abrams Road	41
Support a road diet (i.e., reducing the number of thru travel lanes on Gaston Avenue)	38
Desire to slow down traffic	31
Oppose right-of-way acquisition	24
Feel that the draft recommendations do not sufficiently address speeding concerns and the traffic calming goal of the study	22
Desire to increase walkability	20
Want a new signal(s) installed along Gaston between Richmond and Tucker to control traffic, reduce speeding, address safety, provide alternative to W. Shore, create gaps in traffic to allow left-turns out of side streets, etc. <ul style="list-style-type: none"> <li>• Want signal at Brendenwood (8)</li> <li>• Want signal at Pearson (4)</li> </ul>	19
Do not want any changes to Gaston; want the City to focus on the basics (e.g., pavement condition)	15
Do not support a road diet	14
Comments about Loving Avenue: both for and against road closure	13

Support adding left-turn lanes	13
Concerned that adding left-turn lanes will increase speeding and safety issues	13
Want changes to signal timing/phasing (e.g., add left-turn signal phase without adding left-turn lanes, eliminate option to turn left, give more time to W. Shore traffic, etc.)	12
Comments about the Gaston/Oram/Abrams Pkwy intersection (e.g., support making the shopping center easier to walk to, concern about loss of parking spaces, proposed changes to the alternatives or new proposed configuration, etc.)	11
<p>Themes with less than 10 comments:</p> <ul style="list-style-type: none"> <li>• Comments about proposed Santa Fe Trail extension (9)</li> <li>• Request reduced speed limit (8)</li> <li>• Concern about traffic getting diverted to side streets with road diet (8)</li> <li>• Issues with cars on W. Shore at Gaston intersection (7)</li> <li>• No one is going to walk on Gaston, with or without improvements (6)</li> <li>• Want to see bicycle facilities (6)</li> <li>• Requested more information (6)</li> <li>• Thank you (6)</li> <li>• Complaints about driveways near Tucker and 3G intersections (5)</li> <li>• Pedestrian bridge over Gaston (5)</li> <li>• Want better pedestrian crossing to the YMCA (4)</li> <li>• Issues with traffic study/projections (4)</li> <li>• Add speed bumps on Gaston (3)</li> <li>• Visibility issues at Cambria (2)</li> <li>• Want to explore traffic circles/roundabouts (2)</li> </ul>	

# Public Meeting

**Purpose:** Draft Recommendations Review

**Date:** Tuesday, July 19, 2022

**Time:** 6:00 p.m.

**Location:** East Dallas Boys' and Girls' Club

**Number of Attendees:** Over 80 people were in attendance for the meeting, including three Dallas Department of Transportation staff, one council member, and one council staff person.

**Public Notification:** Postcards with meeting details and project information were mailed to 441 property owners within 200 feet of the corridor on Wednesday, July 8, 2022. 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 the Stakeholder Steering Committee members to promote the public meeting.

Figure 1 - Mail-out Postcards

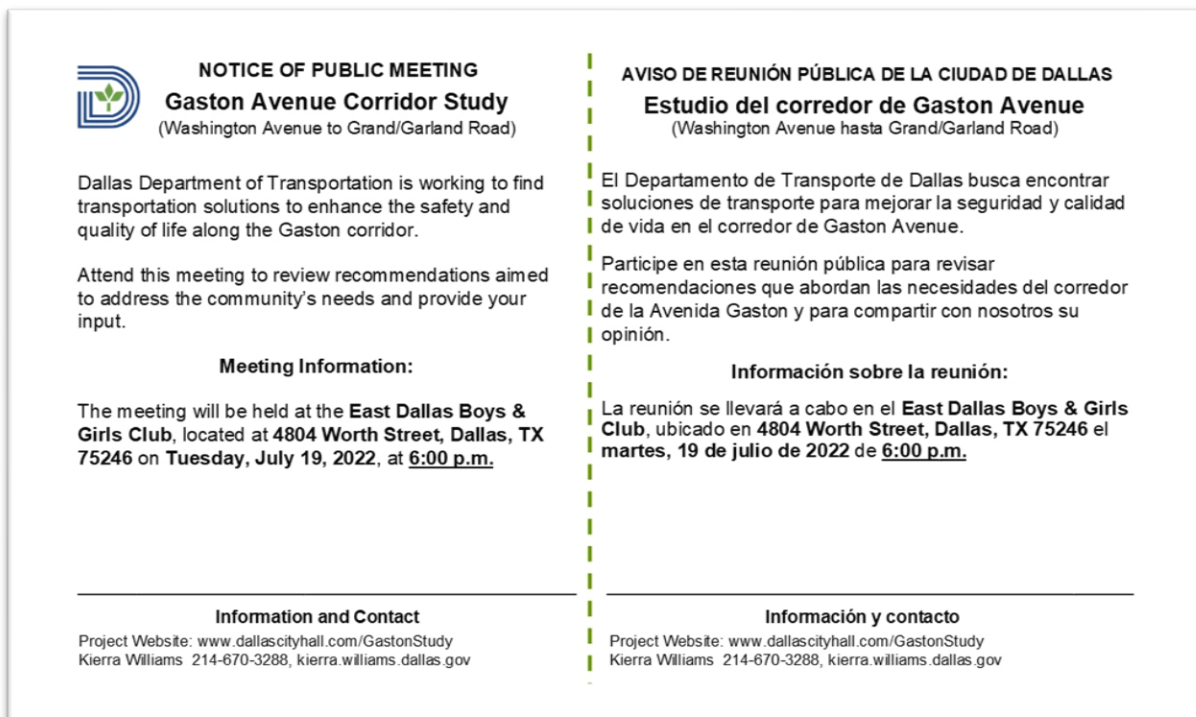



Figure 2 - Social Media Flyer

 **City of Dallas**

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**Gaston Avenue Corridor**  
From Washington Ave to Grand/Garland

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**PUBLIC MEETING**

**What:** Public Meeting #2 for the Gaston Avenue Corridor Transportation Study

**Purpose:** To present and discuss recommended improvements along Gaston Avenue

**Meeting Information:**  
The meeting will be held at the **East Dallas Boys & Girls Club**, located at **4804 Worth Street, Dallas, TX 75246** on **Tuesday, July 19, 2022, at 6:00 p.m.**

For more information about the project, visit: [www.dallascityhall.com/GastonStudy](http://www.dallascityhall.com/GastonStudy)

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

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**REUNIÓN PÚBLICA**

**¿Qué?:** Segunda reunión pública para el estudio de transporte del corredor de la Avenida Gaston

**Objetivo:** Presentar posibles soluciones para mejoras de transporte en la Avenida Gaston


**Información sobre la reunión:**  
La reunión se llevará a cabo en el **East Dallas Boys & Girls Club**, ubicado en **4804 Worth Street, Dallas, TX 75246** el **martes, 19 de julio de 2022 de 6:00 p.m.**

Para más información sobre el proyecto, visite: [www.dallascityhall.com/GastonStudy](http://www.dallascityhall.com/GastonStudy)

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**LEGEND**  
— Transportation Study Limits

**LEYENDA**  
— Límites del estudio de transporte



**Contact/Comuníquese con:**  
Kierra Williams, Transportation Planner | [kierra.williams@dallas.gov](mailto:kierra.williams@dallas.gov) | 214-670-3288

**Presentation:** A PowerPoint presentation was provided, which focused on the draft recommendations for the 14 treatment locations. The presentation outline is summarized 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
- Identifying Potential Treatment Options: Factors that were analyzed to identify treatment options to be evaluated.
- Evaluating Potential Treatment Options: matters that were considered to measure potential impact of treatment option
- 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, an online survey was open through August 12, 2022. Questions and comments received during the public meeting and other written comments received during the public comment period can be found in Attachment C.



## **Attachments**

**Attachment A:** Public Survey Question 4 - Additional Improvements that Should be Explored - Open-Ended Responses

**Attachment B:** Public Survey Question 20 - Anything Else You Would Like to Share - Open-Ended Responses

**Attachment C:** Public Meeting Comments and Responses

## Attachment A: Public Survey Question 4 - Additional Improvements that Should be Explored - Open-Ended Responses

Comments
1 lane each way with turn lane is proven safer
<p>1. The other option you considered (Option B) will do more to control speeding on this segment of Gaston,</p> <p>2. If you end up implementing your recommended option the speed limit should be decreased to 25 mph along this segment.</p> <p>2. If you implement your recommended option, consider converting the center lanes to left turn lanes at the intersections with traffic lights.</p> <p>3. Option A refers to an off-street shared-use path along one side of Gaston between Glendale and N. Glasgow, per the existing Dallas Bike Plan. Because consultants are currently working on an update to the bike plan, has the Transportation Department conferred with Gresham Smith or with Jessica Scott about this issue and how the updated plan might impact what you are addressing in your recommendation?</p>
<p>1. Each of the zones needs different cross-section solutions for the a) hospital/commercial zone, b) historic residential district, c) apartment zone.</p> <p>2. The historic residential district should be a 3-lane road diet from Munger to Peak. Several cities - including Dallas, Highland Park and University Park - reduce lanes through special districts, and then widen the road again outside those districts. This can be done in Old East Dallas, too. This zone only has 14,000 vpd which falls WELL WITHIN parameters to allow a 3-lane road diet and still maintain traffic volumes up to 24,000. This zone and the hospital district have high pedestrian traffic, high pedestrian injuries and deaths, and higher minority populations. Three lanes are proven to slow traffic. In fact, 3 lanes should be used all the way to Baylor. Emergency vehicles can use the center lane.</p> <p>3. In the Hospital district (Peak to Baylor) perhaps the solution is 4 lanes with a dedicated bus/emergency vehicle lane (and perhaps allow right turns) .</p> <p>4. Re-design driveways in the commercial/hospital zone - existing driveways are too many in quantity, are too wide, are decrepid, many are no longer used, too many are too close to the intersections. They are not ADA compliant. A full redesign is required.</p> <p>5. make the road lanes narrower to slow down traffic.</p> <p>6. widen sidewalks in the residential and apartment zones</p> <p>7. DO NOT REMOVE EXISTING TREES - design sidewalks and soil matrix to preserve trees. Do not pour concrete or build curbs that impact root systems (as was done recently on Abrams) - this CAN BE DONE correctly. Work with a Landscape Architect to design and accomplish this.</p> <p>8. install parking lot screening hedges and street trees</p> <p>9. Put overhead power lines underground! Use underground duct banks for utilities placed under sidewalks. Empty ducts can be used for future utilities (to minimize constant road cuts for utilities).</p> <p>10. add a crosswalk at Parkmont to safely access Swiss Avenue and the Historic Alldredge House useum.</p> <p>11. add school zone near Glasgow.</p>
2 driving lanes with turn lane. Protected bike lane
3 lanes
A road diet.

A three lane study should be completed for full understanding of the impact of two directional lanes and one turning lane.
DART needs to re review the bus routes and look harder at moving them back to Live Oak where it's more accommodating in its current traffic lane form.
abstain--since we do not use that stretch of roadway very much. so sad that we did not know about meetings...and that no one has been able to send links to watch now.
Access for safe bike riding and walking
Add a passenger drop-off pullout in front of Baylor. People stop in the road to pick up people and let them out. This is dangerous as well as annoying to other drivers.
Additional lanes
Additional traffic calming. Speed limit reduction. Park and ride at Grand.
Any beautification, trees, pedestrian friendly, bike friendly changes are always good for the city.
Beautification
Better pedestrian refuge
Better stoplights.
Bike lanes
Bike lanes (protected)
bike paths, separated/shielded from car traffic, not just paint on the road in a car lane! Enforce speed limit on all of Gaston from Garland to Washington, especially from Abrams to Garland, with traffic calming and police enforcement. All pedestrian crosswalks should have amber flashing lighting etc.
Block off the Loving Ave cut-through. Only vehicles that use it are non-neighbors. Have witnessed kids almost get struck by non-resident vehicles trying to beat lights and we've had 2 neighborhood pets run over by cars that didn't stop.
Bury power lines
Bus lane would be very nice like they have downtown. A lot of people run red lights on Gaston making it seem more dangerous to drive this stretch, and the construction has not been well labeled for people to merge prior. More street parking would be nice too, so that it's easier to go into the restaurants on this street.
center turn lane with buffered bike lanes and an auto lane in either direction
Clean it up. Get rid of old buildings etc.
Consider left turn arrows at the Gaston/Haskell and Gaston/Peak intersections for better and safer traffic flow.
Countdown clocks on the walk signals if they aren't already there.
Dedicate the two outside travel lanes for DART buses only with signal priority.
dedicated bike lanes, traffic calming
Do not add any bike lane curbs.
Do not add bike lanes
Do not allow cars to turn into the Starbucks on Hall and Gaston from Gaston.
DO NOT CONTINUE TO ADD BIKE LANES THAT ARE AN OBSTRUCTION TO TRAFFIC AND NEVER USED!!!! If this is anything like what's been done on Richmond and Abrams, its actually a safety hazard that is poorly executed.
Do not expand pedestrian access- pedestrians do not need further access in that area, there is plenty and few pedestrians use Gaston.

Do not reduce the number of lanes. Do not allow people to park,even temporarily, for loading/unloading along Gaston
Do not take any additional right of way for pedestrian/biker use as the traffic count on Gaston Ave is very heavy.
Do not use the Road Diet plan. That will create back ups and additional traffic. Emergency vehicles will not have easy access on that road and will endanger more people.
Don't mess with the street or sidewalks - everything the city has done in east Dallas has been the definition of stupidity and a waste of my tax dollars.
Ensuring that the existing 4 lanes of travel are not reduced will be crucial. Baylor Hospital is a Level 1 (highest) Trauma Center and Gaston Avenue is the primary means of access for many people to the North and East of the area. A "road diet" would have devastating consequences. Mail/UPS/Amazon delivery trucks and garbage/recycling (on certain days) will inevitably stop in the lanes of travel, thereby choking the road further. Please do not consider the ridiculous proposal of bringing that down to a 2-lane (with center turn lane) for this area.
even sidewalks
Fewer travel lanes or make one lane in each direction bus only, with service every 5 minutes down the corridor. Street trees must also be included to allow people areas to take a break, to cool the city, and to beautify the space. Pedestrian priority should exist throughout the entire corridor.
Fix the potholes
For all of Gaston Ave where residence faces residence; enforce speed control, reduce speed to 25 mph.
Gaston Avenue is on the high-injury network as a high priority target for Vision Zero. The 4-lane undivided configuration is unsafe by design and the site of continuous injuries and deaths in Old East Dallas. It should not remain as configured.
Consider 2 protected bus lanes plus 2 mixed traffic lanes to minimize injuries.
Gaston has too many cars on it now. I believe people need to slow down or take an alternate route where they have more lanes, less vehicles and can travel and a little higher speed. A great example is East Grand.
Gaston's conversion decades ago from residential boulevard to traffic arterial destroyed the residential character of the neighborhood. I disagree with staff that the existing traffic lane configuration should be maintained. Instead I think there should be reduction of lanes with intersection bump outs for safe pedestrian crossings and added parking.
Group should Study the way Indianapolis, IN constructed their Bus system, bike system and roads
Hardened bike lane. Either 3 lanes (center turn) OR bus stop turn-outs. For working people, more tree cover, mid-block protected pedestrian crossing, hardened pedestrian crossing at Gaston and Carroll because of the school.
I agree with everything but maintaining existing number of travel lanes. The street has become a raceway and needs traffic to be calmer. I would recommend reducing number of lanes.
I am against taking anyones land to widen pedestrian access
I am in favor of skimming the traffic on Gaston to make this more pedestrian and neighborhood friendly. Less lanes and more pedestrian and bike space as well as more sidewalks are the desire. Addition of trees and pedestrian space in general. A safer way for the neighborhood, move bus traffic to live oak if necessary.
I believe that once the work at the 3G intersection is completed the traffic along Gaston will flow much more regularly and will create much more efficient traffic patterns. Which is a positive.

I don't believe a road diet is appropriate and that four lanes should be the minimum on Gaston from the 3G to Washington. Roads that widen and narrow are confusing. Because of Baylor Medical Center being on Gaston, good traffic flow and lack of confusion could be lifesaving. Please do not let the new urbanist dream (which is lovely) be valued over public safety.

I have watched school children attempting to cross Gaston coming to and from peaks academy. The least we can do is slow the traffic that is the least we can do  
Gaston bisects the residential neighborhood of Peaks Addition and must be crossed by significant parts of the neighborhood to get to Crockett Park or Bucknerpark. or Zaragosa school shopping and other services on both sides of Gaston  
You take your life in your hands to cross Gaston even if you are driving!  
Surely there are solutions that don't disregard the segment of Gaston that is our neighborhood

I live in Peaks Addition Historic District on Moreland Ave. We were hoping that this study would offer traffic calming solutions for our neighborhood on Gaston between Carroll Ave and Fitzhugh Ave. Gaston cuts our neighborhood into two parts and we are asking for traffic calming solutions to make crossing Gaston safer. Specifically, I walk with my son (5 years old) and my daughter (12 year old) across Gaston Ave and then travel down Carroll Ave to Buckner Park. We are asking for solutions to make this walk safer for traveling to the Buckner Park and for children traveling to Zaragoza Elementary. The solution of a road diet was explored. This is a great solution for the section of Gaston between Carroll and Fitzhugh Ave. Also, moving the bus stops west of the Gaston and Carroll intersection and east of the Gaston and Fitzhugh intersection would alleviate the issue with needing room for the bus pull offs in this section.

We want traffic calming solutions! The speed limit on Gaston Ave is 30 mph. Cars are traveling much faster than 30 mph. We want a safe walkable neighborhood. New traffic lights is a starting point but it is not enough.

How about bump outs like those that are being created on Richmond Ave from Abrams to Skillman?

In the PAHA meeting, we discussed incorporating items to improve the environment along Gaston Ave. Trees were not mentioned. Lighting was highlighted. Planting trees will provide shade to walkers, reduce the urban heat island effect, reduce stormwater runoff, and absorb pollutants from the cars. With the CECAP's adoption by City Council in May 2020, I would expect that all planning projects should incorporate green infrastructure to reduce environmental impact. We have the CECAP in place, so it needs to be used as a driving force to incorporate trees and green infrastructure in the projects from the beginning A road diet on Gaston between Carroll and Fitzhugh is a necessity in order to provide the necessary green space for trees and to move the sidewalks away from the road so you don't feel like you are risking your life walking on a sidewalk that is so close to the street.

Gaston Ave from Washington to Paulus has distinct sections with the Peaks Addition neighborhood as one. All sections should not be treated the same. Please listen to our pleas to make our neighborhood safer for our children and pets and walkable/bikeable. I do not think that the answer that Dart and Dallas Fire don't like the idea of a road diet, so we are told keep the traffic moving. The traffic is moving now at a much faster speed than 30 mph. Let's slow it down.

Thank you.

I live near West Shore & Gaston. This crosswalk is so dangerous even with a protected light! I have seen so many people run the light or not even see it! The only way to protect pedestrians as they

cross Gaston is to build a sky bridge or tunnel. I know this is a huge cost but all these crosswalks or "warnings" near the YMCA are NOT worth the money or risk!
I prefer Gaston as a three lane street with one of those lanes being a turning lane. Bus stops should be reduced if in close proximity to another bus stop to minimize impediments to continuous traffic flow.
I think a road diet or a transit priority lane would be a better allocation of space on Gaston, the number of travel lanes should be reduced.
I think bike lanes are not needed, they are never used on Abrams, the money should be spent improving main streets like Abrams and neighborhood streets
I think most emphasis should be on pedestrians being able to cross ABRAMS at Gaston. No one crosses Gaston around Brendanwood. Never see pedestrians there. It would be nice to be able to get to Gaston/Abrams shopping area from Lakewood without getting killed.
I was not aware of your earlier survey's. Do not make Gaston a high traffic street.
I would be supportive of converting Gaston to 3 lanes.
I would like to see travel lanes reduced from 2 to 1 with a turn lane like Matilda.
Ideally, center turn lanes would be added.
If "upgrading traffic signals" and "improvements to intersections" includes turn lanes with protected arrow turn signals, then I have nothing to add.
If you are entertaining increasing foot traffic on the sidewalks, you will either have to keep the speed limit at 25 to 30 mph since there is continuous jay walking in the sections where apartments are crowding the street right of way and/or limit access to the street except at the intersection crosswalks.
Improve pavement from Garland road intersection all the way to downtown. Reduce speed limit to 30. Increase number of left turn lanes and use left turn signals as are prevalent in Park Cities.
Improved crosswalks and enforcement
Improvements for pedestrian safety from Glendale to skillman given the amount of accidents that seem to occur at the intersection of skillman and Gaston.
I've got no more recommendations.
Just get it finished, tired of all the construction!
Just please do things that people will actually use unlike the bicycle lane on Abrams that I have never seen used. Gaston is so busy to be promoting walking on too but I guess you know.
Landscaping enhancements. Providing shade which promotes walkability. More downward facing LED lightening
Leave it alone.
Left turn arrows at traffic lights at all the main intersections.
Left turn lanes are needed along most of Gaston so Right of Way land acquisition should be considered to make this happen.
less bicycle lanes
Lighting
lighting and signs to protect pedestrians throughout these areas. Cars move too fast on Gaston and its dangerous to walk through the Lakewood shopping area. We need more protection for pedestrians and to change traffic, slow it down. I would dead-end La Vista as it approaches Gaston.
Make Gaston 3 lanes wide with the middle lane being a turn-lane.
Make it slower traffic and safer for pedestrians!!
Make the outside ones Bus/Bicycle only

More shade trees and other pedestrian friendly amenities on Gaston, which remains a residential street. It is NOT a traffic corridor to downtown Dallas.

More than one solution to manage speed must be provided for this very complex zone. There's a hospital district, shopping district, mixed residential/commercial district, corner commercial, historic neighborhood of single-family properties, and apts. As a primary transit corridor, improved sidewalks within 1/2 mile radius of all bus stops are of utmost importance for pedestrian safety, so sidewalk improvements need to extend along cross streets as well. Also essential: much improved and more frequent crosswalks, safer/wider sidewalks, full ADA, trees, lighting (including historical), & improved/larger bus stops. Bus stops - need larger betwn Fitzugh and Baylor thru hospital and a mixed-use (commercial, shopping, and residential) districts.

In the historic residential area (Munger to Peak), speeds MUST be reduced, with a 3-lane road diet (continuous left turn lane) and 6' wide sidewalks, enhanced pavements, and street trees. Pull-out lanes for Bus stops can be placed near commercial & undeveloped properties and just outside this zone so that buses don't impede flow or emergency vehicles. Outside the historic neighborhood, the cross-section can go back to a 4-lane road.

Fitzugh to Baylor - driveways are TOO MANY & TOO WIDE at commercial properties - VERY dangerous for pedestrians and those in wheelchairs (which are many in this zone). These must be reduced in size and number if Gaston is to be safer.

There are several improvements within the ROW and between the curbs, & new curb configurations that can help manage speeds, & improve the high pedestrian use and bus transit rider safety. 1. From Downtown to Munger: perhaps use outside lanes as Bus Only lanes (at least during peak hours) - can be used for right-turn lanes and bike use as well. (bike access is important in low-income areas and in combination with bus routes). Vehicle capacity can be re-directed to Live Oak and Ross Avenue, using Munger, Fitzhugh, Peak, Haskell -- this also will improve safety of pedestrians and transit riders 2. Improve ped safety for crossings: A) Gaston at Hill street near Baylor - high pedestrian/wheelchair crossing zone with multiple restaurantss and drive-throughs- Close Hill street from Gaston to Bird Street to reduce vehicle turning movements/traffic onto Gaston Ave., use access from Junius not Gaston; and install a Pedestrian-activated crosswalk with red flashing lights for crossing Gaston at Hill St. B) Narrow St. Joseph street - install curb bump-out at the northwest corner at Gaston/St. Joseph intersection. 3. Need longer crossingtimes for pedestrians at Washington/Gaston intersection. Eliminate dangerous right-turn only lanes at Washington and increase sidewalk widths with smaller-radius corners to slow vehicles at this very high-pedestrian use intersection next to a hospital- higher % of wheelchairs and mobility-impaired pedestrians, yet it is one of the widest intersection in the whole corridor (5- 6 lanes). 4. Washington to Haskell - high commercial, many pedestrians but too many driveways & too wide, endangering pedestrians. 5. Washington to Fitzhugh - commercial corridor with high pedestrian use --too many wide driveways at businesses endanger and create barriers for pedestrians - conduct access mgt to reduce the number and/or width of commercial driveways, Reduce parking reqts in this SEA of under-used parking. 6. Washington to Paulus --high pedestrian use in this commercial, single family, and denser apartment and school route (at Glasgow) zone demands several more marked/highly visible crosswalks, longer pedestrian cross times at signals, wide sidewalks, full ADA access, trees (especially along parking lots), fewer/narrower driveways, improved lighting. 7. crosswalk at Parkmont to Swiss Avenue. 8. school zones near Lipscomb & Glasgow and new crosswalks with ped-controlled flashing red. 9. Street trees. 10. Parking lot screening (meet Art.X reqts) 11. Narrower inside lanes (not bus lane).

More traffic calming.

More traffic lanes, less bike lanes. More sidewalks, and again, less bicycle lanes. The bikers are terrible and cause accidents in driver blindspots.

More trees & greenspace, bury electrical wire
much better cross walks, bus stops/shelters, even trash cans! (would local merchants empty them? possibly)
My suggestion for Washington to Paulus would be to implement transit-only lanes on the outside, expand sidewalks, and expand the ROW by 5' per direction at key intersections (combined with elimination/limits on left turns as necessary). I believe this addresses the issues of Transit, Emergency Access, Pedestrians, automobiles, and possibly even funding (through partnership with DART) :
-Allows DFR/Emergency Vehicle use of bus lanes, most likely improving response times.
-Improves bus service on the most important transit corridor in Old East Dallas
-Offers the opportunity to Partner with DART on bus stop consolidation and transit infrastructure funding
-Increases pedestrian comfort by widening sidewalks and reducing mixed traffic next to pedestrians (instead only 15-minute headway buses would be adjacent)
-ROW Acquisitions would be minimal, likely 5' per direction at key intersections. These intersections almost all have large unusable setbacks and are commercial/multi-family owners that would see minimal impact or even improvements thanks to infrastructure upgrades.
-Engineering guidelines suggest 2 lanes plus a center turn lane could service expected traffic volumes.
-Improves safety
n/a
N/A
n/a
n/a
n/a
NA
NA
Na
Need better wider sidewalks within walking distance of the bus stops. Better crosswalks, lighting. Lower speeds and put the street on a street diet where there is a left turn lane in the middle of the street the entire way.
Needs a four lane to three lane conversion. Please but more emphasis on pedestrian access and bicycle accommodations. Dallas is the city of the future!
Nice street lights, historical looking and nice for the neighborhood
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No - stop wasting money
No bike lanes
No bike lanes please!!!
No eminent domain
No ideas at this time.

No! Quit spending our tax money on things that aren't important! Deal with all the package theft, stolen cars, car break ins, porch theft, home invasions, burglaries, coyotes all over the city and the homeless situation. The others are worthless when we've got these issues going on that are so much more important!
No, left turn lanes are always helpful but don't always fit and aren't imperative during non-rush hours
No.
No.
No.
No. Leave well alone.
No. The improvements you have already done to Abrams and Richmond are appalling. They have created excess traffic congestion. No one uses the bike lanes. That is not a pedestrian part of town. Please do not keep messing up the streets in this area.
None
None
None
None
None, fine as is
None-this section does not affect me but the comments about dart seem reasonable
Not at this time
Not between Washington and Paulus, but I think too many of these recommendations rely too much on eminent domain to add more concrete or turning lanes, reduce parking with bulb outs, and unnecessarily attempt to control drivers ability to access parking areas. At Tucker, the additional turning lane should be taken from the commercial property that is causing the left turn traffic, not the businesses across the street from it.
On Loving Avenue, there needs to be speed bumps. People cut off from Garland and cut over on Loving to avoid the stoplight moving from Garland to Gaston. Highly risky for residents in Lakewood.  Yes, there should be a stop light at the corner of Gaston and Pearson.  Also, there should be clean sidewalks and speed bumps on Gaston to slow the traffic down.  There needs to be more stoplights, people go way to fast down the street.
One travel lane each direction with a center turn lane.
Option B was the better option. Fire and rescue provided no data to support the assertion that Option B will affect traffic patterns to the extent it would hinder their ability to get to Baylor. The city provided no data about the traffic patterns on Columbia (highly under utilized) and Live Oak. Some new street lights do not solve the dangerous problems on the stretch through Peaks Addition!
Personally, I think the city should explore alternating one way streets into and out of downtown. For instance, Gaston being one way into downtown and Live Oak being one way coming out of downtown. Keep two lanes for single direction traffic and then have a dedicated mass transit lane and cycle lane.
Please be mindful of the traffic back up on Gaston at the Starbucks
Please block off access to Loving Ave at Gaston from cars. There is an extreme amount of cut-thru traffic that speeds down Loving to Winston. This traffic pattern has created a dangerous situation for children, dogs and cyclists. The best solution with the most positive impact is to completely block off

Loving at Gaston from auto traffic. Only pedestrian and bicycle traffic would be able to access Loving from Gaston.
Please do not expand bike lanes here. I have never seen anyone actually using them.
Please do NOT reduce the number of lanes on Gaston in any way.
Please note: Road diet needed
Please remove the bike lanes near this area, on Abrams, and use that space to either restore the car lane (as our city is growing and traffic is increasing) or use it for the improvements being suggested.
Please review with Dart moving bus route back to Live Oak and better functioning bus schedule.
Please support traffic calming. Moving cars faster should not be the only goal.
Really disappointed in the scope of these plans. The city is prioritizing the more impactful traffic calming and safety improvements in the richer and whiter areas. The other communities overburdened by dangerous traffic appear to be an afterthought. The community in peaks addition (between fitzhugh and peak) has been trying to make thoughtful suggestions to city staff regarding pedestrian islands, bumpouts and ROW narrowing. None of those suggestions are included in these plans. I understand that it's difficult to go against the status quo, but again the disparity in the proposed improvements based on geography look like more of a symptom of class and race injustice than anything. The city can do better and needs to be accountable to the communities it serves. Please use best management practices in keeping your citizens safe from dangerous traffic conditions. Peoples lives are in your hands. City staff can be real heroes but it's going to take a little courage.
Reduce and shrink travel lanes to increase pedestrian and bike safety.
Convert a lane to a barrier protected cycle track
Reduce lanes between Fitzhugh and Carroll
Reduce lanes to three total, similar to Greenville Ave, greatly improving the walkability of the neighborhood. It will make walking safer, increasing the retail possibilities which INCREASES TAX REVENUE
reduce lanes. add center left turn lane. consider adding a dedicated bus lane from downtown to 3G
Reduction in traffic volume to allow for bike lanes and enhanced pedestrian infrastructure. Deprioritize car travel in this corridor
Regarding question #14, remember that there's a proposed restaurant with DT service at the NWC of Gaston and Tucker. It's more likely that we could take space from the northern property than the south, as shown. Let's talk about it. -David Nevarez
Removal of vehicle lanes
Remove all bike lanes on Abrams. No one rides bikes there and it has made traffic a mess!!
Remove bike lanes on Abrams from Lakewood to Munger. They cause traffic congestion and no one uses them.
Remove bike lanes. No one uses them.
Remove biking lane!
Remove the bike lane at Gaston and Abrams in the South bound lanes of Abrams. It has created a unsafe nightmare going to and from the middle and high school as well as 5:00 traffic
Remove the bus lanes
Repaving!
Reroute buses to Live Oak
Road Diet

Road Diet needed. Current traffic is too fast and too close to pedestrian sidewalks. Road diet would improve traffic "flow" by including needed turn lanes and help ease cars around those turning so no full speed to stopping which is dangerous and disruptive to flow.
Road duet needed
Road-diet needed
Road-diet needed
Road-diet needed
Road-diet needed
road-diet needed. The staff recommendations won't adequately achieve the goals of calming traffic & making Gaston Ave walkable & livable for everyone. Instead, we demand traffic calming treatments that are more creative than what is being presented.
1- Road diet from Fitzhugh to Carroll, making it one lane in each direction, with a left turn lane. This allows for wider sidewalks, trees for shade, safer crossing of the street, and a safer environment for everyone.
2. Move bus routes back onto Live Oak. Live Oak doesn't split a neighborhood the way Gaston does for Peaks Addition.
3. As a primary transit corridor, pedestrian (and bike) safety become paramount for improved sidewalks within 1/2 mile radius of all bus stops, much improved and more frequent crosswalks, safer sidewalks, accessibility, trees, and lighting. Neighborhood children aren't able to safely cross Gaston to get to school (Zaragosa).
Rode diet on Gaston Avenue especially through Peak's Addition. Slow traffic down between Carrol and Fitzhugh. I have seen cars doing in excess of 70 mph. Dallas PD does not enforce speed limits. Someone will lose their life if this is not addressed.
Segregated bike lanes, traffic calming,
Should be taken down to two lanes with a center turn lane and the extra space should be used for protected biking/walking infrastructure.
Sidewalks?
slow traffic and put caution signs to increase car's awareness of pedestrians
Speed signs and limits
Status quo works fine. Alleged traffic problems are overstated based upon 5-year stats.
That section of Gaston is hazardous by any stretch of the imagination. When I edge and mow my lawn in the 4700 block of Gaston, cars and trucks often zoom by at 45 to 50 mph and I have to pull back each and every time a vehicle passes in the near lane. Pedestrians too bear the brunt of this because the parkway between the sidewalk and the street is only about 12-16 inches wide, and larger vehicles that take up almost an entire lane could pass within 2-3ft of a pedestrian's shoulder. It's no wonder you almost never see anyone walking dogs or walking anywhere on Gaston if they don't have to. I seriously doubt that improving street intersections would make the Avenue feel safer when the encroachment is so apparent in the blocks between.
Our neighborhood association has made some great points that I'd like to reiterate my support for: (1) road diet to reduce the number of lanes in Gaston. That there is no turn lane makes it even MORE dangerous as oncoming cars often whip around a driver turning left in the middle two lanes. (2) move bus stops back to Live Oak - buses are some of the worst offenders of both zooming past and

pedestrians who live near Gaston do have a fairly calm set of streets around Swiss to walk through to reach Live Oak (3) Pedestrian safety when walking ON gaston would be better served with improved sidewalk and lower average driver speeds. (4) better sidewalks and safer streetscape would go a long way to making Gaston better for those who use it. I honestly don't think a wheelchair user could safely navigate the pavement in front of my property with power poles and potholes in the way.

the actual changes that are being proposed are not well explained in this survey so the results of this survey are not valid. requires too much prior knowledge without sufficient information

The area between Washington and Paulus is diverse and a "one-size" fits all approach is not appropriate. The "Hospital District" is distinctly different from the commercial districts between Haskell and Carroll and Grigsby and Fitzhugh, which are distinctly different from the large collection of historic homes in Peak's Addition. Beyond Fitzhugh the character of the corridor changes frequently. There are multiple areas, especially within Peak's Addition that a road diet is appropriate.

This project is purportedly about making the corridor more walkable, pedestrian friendly, and more livable. This can not happen without slowing traffic. Traffic goes well above the speed limit the length of the corridor. There are virtually no traffic calming treatments being suggested from Washington to Paulus. The area between Peak and Fitzhugh is a very busy pedestrian area, with neighbors crossing Gaston to frequent local restaurants, shops, to access Buckner Park or the Santa Fe Trail.

The bus routes and stops need to be reconsidered and relocated. There is no need for the buses to stop on the near end of an intersection, and there is no need for a bus stop that picks up only a few people a day. DART needs to either consolidate stops along Gaston, or reconsider their removal of the bus routes on Live Oak.

The sidewalks along Gaston, particularly from Grigsby to Fitzhugh are so narrow that pedestrians are essentially walking in the street. There is no buffer between traffic and pedestrians. Widening the sidewalks into private property by acquisition is unacceptable. These are historic properties, which are in a designated historic district. The property owners are bound by the historic ordinance, which does not allow changes to the exterior of the property without approval by Landmark Commission. Losing the front yards of these properties is not acceptable. The historic character of the neighborhood deserves space between the sidewalks and the street for trees.

Additionally, the CECEP initiative is not being met without the ability to plant trees along the corridor. It is known that shade trees have a calming effect on traffic corridors, and provide respite for pedestrians. A road diet through the most pedestrian travelled part of the corridor is a necessity in order to provide the necessary green space for trees, etc.

Overall, Staff's recommendation seems to defer to "business-as-usual" on behalf of DART's preferences without consideration for the real-world experience of those who live and work along the corridor. I highly recommend that the City re-evaluate the concept of a road diet for the residential areas of Gaston Avenue, specifically between Carroll Avenue and Fitzhugh Avenue. The use of the entire length of Gaston Avenue as a main corridor is outdated and myopic. After three years of work, I would expect more creativity and collaboration than what is being presented.

The bike lanes that you have already added in Lakewood are a disaster that no one uses. Stop wasting taxpayer money!!!

<p>The fact that staff think that maintaining status quo on Gaston is incredibly disheartening and flies in the face of all modern research and best practices. Gaston needs a road diet with the entire stretch going down to one travel lane in each direction with lane widths narrowed to 9 feet. There can be a left turn lane at intersections and sidewalks made wider. Also, staff are incorrect on speed limits. Both the federal government AND Texas state government allow for you to set the limit as you see fit. Texas state government explicitly allows you to lower the speed limit by 10mph if it is a street with a lot of wrecks (like Gaston) with NO STUDY needed. Please be bold in your actions and recommendations. Dallas cannot maintain the status quo and expect the lives of our citizens to magically improve.</p>
<p>The Option B Road Diet is the only one that provides any relief. There is essentially no relief or worthwhile improvements with Option A. I believe a road diet could work. Emergency vehicles use turn lanes all over town to navigate past traffic successfully. Dart could easily use the proposed pull out bays. The idea that a bus can get trapped by vehicles seems laughable. Buses rule the road all over town.</p>
<p>The Option B Road Diet is the only one that provides any relief. There is essentially no relief or worthwhile improvements with Option A. I believe a road diet could work. Emergency vehicles use turn lanes all over town to navigate past traffic successfully. Dart could easily use the proposed pull out bays. The idea that a bus can get trapped by vehicles seems laughable. Buses rule the road all over town.</p>
<p>The recommended changes (and previous addition of a bike lane, etc.) would not be beneficial to the neighborhood. I have NEVER seen one biker in the dedicated lane across from Whole Foods, and instead, it creates additional vehicle traffic. I would strongly oppose any changes to Gaston Avenue.</p>
<p>The stated goal of this project was to calm traffic, and to make Gaston Avenue walkable and livable for everyone. We can't get that leaving Gaston Avenue essentially as is with a few new traffic lights and new sidewalks. We demand traffic calming treatments that are more creative than what is being presented.</p>
<p>The visibility of the traffic lights is an issue. The trees block the light on West bound Gaston at Skillman until you are right on it. There are a significant number of crashes at this intersection with people running the light. Agree with Dallas Fire and DART - this is a major medical artery and narrowing the road could cause delays. Also no options for delivery and mail trucks. DO NOT PUT A BIKE LANE IN THE ROAD!!!!!! As a rider, this is more dangerous. There are other options for bikers such as Swiss or Junius.</p>
<p>There needs to be a major cleanup along Washington to Paulus, this area tends to attract the homeless and their trash. While improving the pedestrian realm can we also look at how the improvements can prevent the homeless from leaving their shopping carts and sleeping? Can the bus stops be cleaned up as well? Better lighting?</p>
<p>There should be a center lane for turning and one lane on each side for East and West traffic. The business driveways are too large between Baylor and Fitzhugh making it unsafe for pedestrians. Also, need wider side walks and trees. I travel on Gaston often on my way home from work and marvel at the number of pedestrians on foot and in wheelchairs traveling IN THE STREET !</p>
<p>This project was supposed to prioritize pedestrian safety and traffic calming. Staff's proposal does nothing, except prioritize DART bus throughput! Move the buses back to Live Oak and do for Gaston what you're supposed to be doing, especially in the Peak's Suburban Addition area!</p>
<p>This should be a 4 to 3 conversion with protected bike lanes</p>
<p>This stretch of Gaston has a high amount of pedestrian traffic due to the many apartments. I would recommend reducing the number of travel lanes to three with the center lane being a dedicated turn lane. In this alignment, I would also recommend installing protected bike lanes running east and west.</p>

<p>If, however, the city is more keen to keep the number of traffic lanes in place, foregoing the additional safety that the above plan provides for all road users, then I would recommend converting the outside lanes into BRT for DART route 9.</p>
<p>Three lane study</p>
<p>Timing traffic lights to stop speeding and reward drivers who follow the law.</p>
<p>Too many buses are going down Gaston close to major street red lights. This screws up traffic badly. Now cars are racing down lower Swiss Ave at breakneck speeds endangering lives of our pets, children and ourselves to avoid Gaston. Please move some of these buses back to Live Oak.</p>
<p>Traffic calming is the way to go. I use that bus and it's very good, I saw some concerns from the fire department. In other cities, fire departments use bus lanes to bypass traffic, and bus lanes also speed up transit trips. This would also make the road safer and decrease vehicle counts while increasing emergency response and commute times. Please consider traffic calming and transit lanes</p>
<p>Traffic projection is very high, one could almost think it was designed to remove road diet options. No actual numbers in presentation. 20% COVID adjustment over 2021 counts may or may not be appropriate, many traffic volumes have recovered to pre-COVID levels, especially in the peak hours. 5% annual growth rate is absolutely improper. Gaston traffic flows in this area have been flat since 2009 at least. There is no historical or anticipated development traffic reasons for the very high 5% annual growth.</p>
<p>Unfortunately, there has not been near enough consideration to safety and noise given to the homeowners and neighboring streets along Gaston, beginning at the Garland Road intersection. Until the results at each Gaston Road intersection traffic study are shared, so the public can visualize rush hour signal light and car patterns both along Gaston and for cars crossing Gaston, there is really no way for anyone to either support or object to the proposed recommendation.</p>
<p>Unknown</p>
<p>We have already lost too much space in this busy area to create bike lanes that no one ever uses.</p>
<p>We need traffic calming. Wider sidewalks, slower traffic, better lighting...The portion above Frizhugh is residential and needs to be respected as such.</p>
<p>Where can I find info??!  Did not know about meetings  And, get more info.  Thank you</p>
<p>Why is the City prioritizing flow of vehicle traffic over pedestrian walkability and safety in a highly residential zone?</p> <p>With the ongoing construction on Gaston, the area has largely been reduced to 2 lanes - effectively working as a trial for a road diet option. Has any analysis been done during construction to gather DPD / DART's concerns of increased response time / impact to bus routes or will this decision be made based off of anecdotal claims from those groups? It seems data being used to make this decision was gathered in 2021. Has there been a material increase police / fire response times? Have there been significant issues impacting Bus traffic?</p> <p>With Gaston Being such an important corridor for public transportation - with a focus on servicing low income areas, the city should be prioritizing pedestrian safety and accessibility to best accommodate use. In current state, this corridor is both egregiously inaccessible and unsafe for pedestrians. The changes recommended by the city are insignificant structurally and will serve only to make this corridor slightly less egregiously unsafe and inaccessible. If there is intent to appropriately service</p>

pedestrian / bike access, This corridor requires fundamental structural changes. Anything less will provide no material improvement for pedestrian / bicycle safety and will only serve to allow more convenient access for car commuters.

With new developments, specifically those which heavily impact residential areas, the city should put a higher emphasis prioritize Pedestrian / Bike safety and accessibility over car convenience. Sidewalks in this corridor should be widened significantly, and a designated bike lane should exist on one side of Gaston. This path and sidewalk should be separated from the road by a landscape buffer to best facilitate Safe pedestrian traffic and encourage walking / biking as opposed to driving. With this development, the city has the opportunity to commit to making Dallas a safer, more walkable city. Choosing option A does nothing to improve or address systemic issues existing in this corridor - it will simply paint over them.

Widening

Would love to see wider more walkable sidewalks and slower traffic.

Yes - if you implement more pedestrian friendly crossings you must improve the sidewalks and slow down traffic. We have empty bike lanes all over this neighborhood and nothing for pedestrians.

Yes two updated signal lights, and well-timed

Yes, explore a 3 lane option within the corridor being reviewed/studied.

Yes, my family and I regularly walk the neighborhood with our strollers and bikes in tow. Here are a few of our strongest observations:

- At the corner of the library (where Junius, Paulus and Abrams intersect) it is really dangerous to cross. Cars rarely see or yield the ROW to pedestrians there. The design really needs to be improved for safety reasons and to allow people to comfortably walk to the the shops.

- The lack of sidewalks, as well as on and off entries (for bikes and strollers) prevent a lot of sidewalks from really being usable by a family. Specifically the following areas have areas no sidewalk, or no on/off entries connecting sidewalks which forces us out into the road:

- along paulus from Junius to la vista
- on alderman from la vista to belmont
- on junius from nesbit to paulus
- gaston from abrams to skillman

zoning



## Attachment B: Public Survey Question 20 - Anything Else You Would Like to Share - Open-Ended Responses

Comments	
1	You really need one major pedestrian bridge that goes OVER Gaston. I am all for the safer pedestrian areas. Except for at Brendanwood. I think that would be a waste of money. I would rather be able to (it for kids to be able to) safely get to Gaston/Abrams shopping from Lakewood.
2	You have to get rid of the bike lanes an Abrams between. They are NEVER used and it causes a huge traffic jam and it's dangerous for bikers.
3	You did not address the intersection at Gaston and Pearson. This is a mistake in my opinion. The worst accidents on Gaston occur at this intersection. A dedicated turn lane is needed at a minimum like you recommend at Brendenwood, West Shore, and others. Actually a stop light is needed to properly slow the traffic. Too long of a stretch without any way to slow the traffic. It's a race track. Good work on the rest of the plan but I request you include Gaston and Pearson as you address the other items. Thanks.
4	You can lower speed limits. You MUST! Hillcrest is bordered on both sides with homes that are NOT facing the street for many miles through Highland Park, Dallas, and University Park. The speed limit is 30. Lover's Lane, Mockingbird, 30 mph. The police presence is phenomenal. They reach their quota 10x pulling people over and passing out tickets. There are cross walks and crossing guards. People slow down coming through there because they don't want to get a ticket. Living on Gaston is like living in the freeway. The cars go 40-60 mph. 18 wheelers barrel through. Nothing stopping them! No crosswalks. It would be lovely to see some attention paid to the historical significance of the area by installing mature trees in the parkways, putting in a long treed median down the middle. Brick the streets where you install the crosswalks to create that atmosphere of "people live here, kids live here, slow down". Many cities in Europe and Canada have these historically significant neighborhoods and there are busy streets throughout. They showcase those areas with decorative and appropriate street lamps, large mature trees providing ambiance and shade, manicured medians that slow traffic down. I would LOVE to see this in Gaston. These home are almost 100 years old and so beautiful. Showcase your best assets! The week after we moved in my dog ran out of the front door. His name was Marshall. He was 5 and he was like a child to me. My husband and I tried to get him to come back to us. He was standing right by the street looking at us as we were calling him to come back. He turned around and walked the other way. I don't know why. He was a big, beautiful, sweet, golden retriever. He died after being hit then run over by a car that was probably going about 40 mile and hour. I have three children. There are more families in East Dallas now. This shift requires action that leans into creating a more family friendly vs. commuter friendly environment. Diverting traffic, creating traffic, or encouraging traffic down a residential street full of families should be a crime. If we can not get a reduction is speed and some help with slowing cars down in a way that makes sense for our sweet Gaston families, walled entrances must be allowed at the sidewalk. We do not feel safe with the traffic wizzing by especially now that we know what can happen. God bless you all and my sweet Marshall. We can save lives if we do the right thing
5	You are attempting to make it more pedestrian friendly but there are rarely pedestrians when I drive it every day, and I have never seen a significant safety near miss. Feel efforts could be spent on better initiatives. The bike lane installed down Abrams has been an abhorrent failure with minimal use and significant cause for traffic congestion and irritation to local drivers. I don't think I've seen a biker on that path since it's inception and again, I drive that route multiple times a day.

Comments	
6	Yes I live in Loving and Gaston and do not like the ROW in the design
7	Would love to see the right turn lane on Gaston at La Vista removed (heading downtown)
8	Would like more information on adding Gaston turn lanes (Brendenwood/W. Shore) and what "Acquire Row" means. Very much in favor of turn lanes but want to understand method of acquisition, and positions of private property owners impacted.
9	Will the left turn lanes and widening of Gaston increase speed?
10	Widening Gaston at Brendanwood is not going to help an already busy NEIGHBORHOOD street, it will only create higher speeds. We have 2 young kids and we cannot have Gaston turn into a highway. Its a NEIGHBORHOOD street.
11	Why was i not notified by the city of the meetings in June and July as i am directly impacted by these proposals
12	why are you asking for what our race is on a traffic study?
13	While you are at this please remove the bicycle lanes on Abrams/Columbia South and West of Gaston. No one uses these and they have stolen valuable traffic lanes for automobile traffic leading to dangerous conditions for vehicles, bicyclists and pedestrians alike.
14	While we understand the concerns of the folks who live on Gaston in the Lakewood area (who did willingly buy their homes onto a heavily traversed street), the attempts to close off or radically diminish access from Garland Road to the Gaston route to Downtown/Baylor/Lakewood will work an enormous hardship on an extremely large amount of the public. To drastically reduce or diminish access via the 3G intersection will severely harm an enormous number of households in East Dallas -- please maintain the 2-lane access, as well as the Richmond access.
15	While I appreciate the desire to improve pedestrian access along Gaston, it would make more sense for the sidewalks to be on the North side of Gaston as opposed to the South side. The population is greater on the North side of Gaston.
16	Where are the road diet options for north Gaston?
17	When pulling out of the Ace/Tom Thumb parking lot on the west end (near the gas station) right most (west-most) lane should be dedicated right only. Potentially eliminate left turn from that exit-- the added center lane for turning may alleviate this issue.  Cut-through traffic on Loving is a major problem-- would like speed bumps (maybe that's that 'traffic calming' is?)
18	What you did to Richmond is awful!
19	WestShore and Gaston must have a dedicated left turn HOWEVER make note that the traffic from White Rock Road intersects w West Shore needs a stop light. The cars jump over west shore to haul ass to the Gaston / West Shore light on the Lakewood side. Equally dangerous. Thank you
20	we need to limit the traffic on Gaston and slow it down. Tons of children cross Gaston between Abrams and Munger to go to school at Lipscomb Elementary, Woodrow Highschool, and Long Middle School. Many families live in the neighborhoods and apartments along Gaston. It's a residential street and needs to be maintained like a residential street.
21	We need better pedestrian crosswalks. The City did a great job of repainting the ones on Swiss and Munger AND put up signs instructing cars to stop. I've seen ONE car stop since all that work was done. Maybe flashing reflectors or something?
22	We live on the section of Gaston that your study found to have the fastest average speed. We have been here 2 years and seen multiple accidents directly in front of our house with EMS response. There are steps that can be taken to reduce the speed of traffic and improve

Comments	
	pedestrian safety between Brendenwood and Whole Foods. There are many families in this area with children who need to get back and forth across Gaston and to Whole Foods, but safety is a big concern
23	We have lived in the 6600 block of Gaston for 35 years. Need to reduce the speed limit from 35 to 30 MPH from Garland to Abrams. It is 30 from Abrams to downtown and it is a straight shot. Gaston was a two lane road from Abrams to Garland and widened to four lanes in the 1950's and the speed limit was never lowered. The curve with a slight elevation change at Whole Foods is dangerous on any day. In my memory I am aware of four fatal collisions in just the 6600 block alone. The police don't even stop drivers unless they are over 50 MPH and they can write tickets all day long.
24	We do not support using eminent domain to take property from Lakewood Country Club for Gaston sidewalks. They recently spent a lot of money to improve the driving range fencing to protect homes and cars. They also spent a lot of money to beautify the edge of their property along Gaston with extensive landscaping. They're also totally landlocked and have very little space to work with. Why punish them for being a good neighbor?
25	We are looking for creative solutions to calm the traffic on Gaston Ave. The draft recommendations were disappointing.
26	We appreciate you trying to improve traffic flow.
27	Very pleased the state, county and city are working together to improve the inner city.
28	Traffic projections and accident statistics are too low and not realistic.
29	Traffic is already a nightmare and many of your suggestions only contribute to the congestion. I have still never seen anyone use the bike lanes on Abrams and Fear these suggestions are more of the same.
30	This is very exciting and long overdue. Will definitely increase livability and enhance surrounding property values!
31	These proposals seem as though they would increase the amount of thoroughfare traffic that would be diverted from the I-30 corridor and instead would flow through the center of Lakewood and Lakewood Hills via Gaston Ave. This seems like a poor solution for our Lakewood Proper residents because it would increase speeds and increase traffic through the residential neighborhood of Lakewood.
32	These improvements were supposed to help accidents at the west shore and Gaston intersection. Adding a dedicated left turn lane will make it easier for cars to speed through this intersection and make things worse.
33	There was no mention of a left turn lane or left turn signal for northbound traffic on Westshore at Gaston. Southbound west shore has a left turn lane. Northbound traffic is often impeded due to the amount of southbound traffic coming through the intersection preventing left turns
34	There needs to be a complete study of the Gaston Corridor for traffic calming which includes a study of a 3 lane option. Two directional lanes with one turn lane adding bike lanes along the corridor. This was asked to the City representatives and they made the decision that this was not an option single handedly. This should be conducted to make sure we are reviewing all options and directing traffic to streets that are already equipped to handle more traffic where Gaston is already near to at capacity.
35	There is very little pedestrian usage here and I don't think your proposed improvements would change that. Priority should go to those driving, as it's essentially a highway.
36	There is too much traffic through Lakewood Hills and they drive too fast. It is a danger to the kids and our whole community. We need to keep extra traffic off the residential areas.

Comments	
37	There are traffic lights at Live Oak and Munger which pose much greater threat, with accidents occurring weekly. MUCH more important than most of these projects.
38	There are too many roads that need to be rebuilt/repaved in the area. That is a much bigger priority than what is being presented here. Ross Avenue from Greenville to downtown is a disgrace. Use the funding to get this eastern main artery into down down addressed.
39	There are too many driveway entrances too close together on both sides of Gaston between Tucker and Garland Road, and some of those are too close to the intersection of Gaston and Garland Road. I cannot determine of those are being addressed in the drawing. Adding left turn lanes will only solve part of the problems at that intersection.
40	the triple G is a mess. you need to put the NO LEFT TURN signs out of Starbucks on that side of the street instead of across...actually that curb cut should be eliminated.
41	The transportation department needs to be bolder. The city of Dallas has big climate goals and we will not achieve them by producing more of the same. PLEASE read NACTO (nacto.org) publications to educate yourself on best practices to bring equity between our transportation investments, deprioritize car travel, and prioritize making our communities a better place for all PEOPLE to live and travel. Also educate yourself on actual federal and state law. They both give the city very broad latitude to do what you/we want with our roadways.
42	The stated goal of this project was to calm traffic, and to make Gaston Avenue walkable and livable for everyone. We can't get that leaving Gaston Avenue essentially as is with a few new traffic lights and new sidewalks. We demand traffic calming treatments that are more creative than what is being presented.
43	The staff recommendations in many cases do not improve existing traffic patterns.
44	The speed continues to be an issue. Turn lanes on Gaston do not solve the fact that people regularly go 45-65 down Gaston. We need lights and an approach to slow traffic down. Turn lanes into neighborhoods will just further increase cut through speeding.
45	the space is the area is tight enough and taking away current private land to expand streets is not feasible.
46	The recommendations to not go far enough to make Lakewood walkable and bikeable. More needs to be done. See answer above.
47	The raised bike lanes are dangerous and seemingly not needed. The Starbucks at Hall and Gaston is also dangerous when cars are blocking that intersection while waiting in the drive in line. That needs to stop.
48	The proposals for improving Abrams Parkway & Gaston (parking lot ingress/egress) needs to be better thought out than what's been proposed. Parking is the number one issue with Lakewood shopping area, so anything that reduces parking is bad. Can pedestrian tunnels and/or bridges be considered? Europe makes excellent use of tunnels and underground parking in dense areas, and too often we avoid those potential solutions.
49	The plan should prioritise pedestrians, not cars. Build for the people, not for their cars. Remove the turn lane ideas and any road widening. Expand pedestrian crossings and pedestrian priority. Also add protected bike lanes, if possible. People like to cycle to cool places like Lakewood. The plan doesn't take this into account. By not focusing on pedestrians, cyclists, and public transit, the recommendations do a disservice to the area, despite being done with the best of intentions.
50	The Park Cities has many lights and turning lanes down Preston Road. It has not impeded retail or traffic moving towards downtown. We should consider 2 more lights between Tucker and Richmond

Comments	
51	The owners of the Starbucks object to any improvements that would result in the loss of any parking spaces.
52	The owners of the Starbucks object to any improvements that would result in the loss of any parking spaces.
53	The only way to connect Hollywood/Santa Monica & Lakewood is build a pedestrian sky ridge or tunnel. These crosswalks are not worth the money & risk.
54	The only thing raised crosswalks do is cause more traffic and slamming on brakes by drivers. This would make traffic coming around Gaston towards Richmond be that much more dangerous if anything is changed about the right turn.
55	The new bikes lanes on Gaston should be taken out. They were a waste of money and are dangerous to cars and people
56	The lack of bike infrastructure in these proposals is disappointing. The city needs to take steps to reduce the number of vehicles on the road, and encourage multimodal transit. These recommendations fall short of providing any relief, perfering to cater to traffic, even as we see a broad, slow shift away from the use of personal vehicles by younger generations. The improvements to increase pedestrian safety at intersections and eliminate slip lanes are commendable, but more must be done to make Gaston, and the city, more equitable to everyone regardless of how they chose to get around.
57	The intersection of Gaston and Brendenwood is dangerous and needs to be addressed. The average speed along that stretch of Gaston is >47MPH. It doesn't look like anything in this plan is designed to address that issue. We need something to slow people down.
58	The intersection at West Shore and Gaston is a nightmare. We need a dedicated right turn lane for folks heading north on West Shore turning east onto Gaston. We also need a protected left for those heading north on West Shore and turning west onto Gaston. And, we need to lengthen the amount of time that West Shore gets during the light.
59	The intersection at Abrams Parkway and La Vista is dangerous. It is a 2 way stop and the through traffic on La Vista coming from Gaston has the right of way. They travel at high speeds even though this is a shopping/pedestrian/parking area. It may not fall in this survey because it isn't intersecting directly with Gaston, but it is greatly impacted. There should be a 4 way stop there to slow traffic down. It is used as a cut through.
60	The entire traffic plan is flawed from the beginning and your efforts to tweak intersections and ROW will NEVER accommodate the significant increase in traffic coming through Lakewood, essentially causing great harm to its quality of life. Within 5 years of completion, you will be embarrassed for having created more congestion and placing local area lives and businesses in greater distress.
61	The diagrams shown need to have better explanations of what is being proposed. It is very unclear.
62	The considered Proposal to reduce Gaston from a four-lane roadway to three (Baylor Medical Center, Peaks's Suburban Addition, Munger/Swiss/Junius) is not acceptable because the city would be driving traffic from a four-lane commercial road to barely two-lane residential streets. I live on Junius between Collett and Fitzhugh and am already affected by drivers who utilize our residential street to bypass Gaston problems. Fix the traffic lights and turn lanes on Gaston - don't narrow the road to encourage drivers to utilize my neighborhood.
63	The considered Proposal to reduce Gaston from a four-lane roadway to three (Baylor Medical Center, Peaks's Suburban Addition, Munger/Swiss/Junius) is not acceptable because the city would be driving traffic from a four-lane commercial road to barely two-lane residential streets. I

Comments	
	live on Junius between Collett and Fitzhugh and am already affected by drivers who utilize our residential street to bypass Gaston problems. Fix the traffic lights and turn lanes on Gaston - don't narrow the road to encourage drivers to find a workaround
64	The changes along Richmond are so dangerous and unnecessary and the bike lanes that have been added along Abrams are a disaster. No changes are needed
65	The bike lanes on Abrams/Columbia seem to be a total failure. You are trying to increase flow on Gaston, but have throttled flow on Abrams (with the bike lanes) where Gaston turns south onto Abrams / Columbia
66	The bike lanes on Abrams are completely unused and cause massive traffic problems. Please do not make any other changes to our roads.
67	The bike lanes are stupid in Abraham,/Colmbuia. The Santa Fe trail was there does the same thing.
68	The bike lane was a terrible idea and has made things worse, I support no further changes to the roads in this area.
69	The biggest bang for buck will be to improve pedestrian experience and safety in the Lakewood Commercial Area. This area has a lot of pedestrians and would have more if it felt more safe. I often cross between Whole Foods and CVS or between the north and south side of Gaston and it never feels safe.
70	The 10' walkway you show on gaston parkway goes thru an existing landscape that the neighborhood has spent money on and screens our neighborhood from the traffic to a degree. The trail needs to integrate with the existing landscape. We can not move the landscape trees out to the streetside as there are power lines that Oncor will not allow. Remember Oncor comes every year to "butcher" trees that get into the lines so the sidewalk needs to integrate with the existing landscape only.
71	Thank you for your work on calming traffic and making the corridor safer for pedestrians.
72	Thank you for your hard work! It is appreciated!
73	Thank you for your hard work on this project!
74	<p>Thank you for the work you are doing, I believe that the number of accidents is grossly underreported and the number of wrecks shown in the study is a fraction of the number of accidents that occur on Gaston. I have no solution, but I do believe anything that makes Gaston safer will save lives.</p> <p>Gaston/Oram - For the sakes of the property owners, I do not like Oram blocked off, so I don't care for alternative #1. On #2, I don't dislike anything, but I wonder if the large island in the Scalini's parking lot could have a few pull in parking places or if it could be greenspace or something other than concrete. I'm no traffic design specialist, but I can spot places where those who won't obey the law will screw things up for the rest of us. And where inconvenience might make that understandable. On #3, the flow is reversed on the CVS parking lot. It seems like drivers going west on Gaston would try to turn left immediately after crossing the light at Abrams, even with a no left turn sign. That will back up the light. Assume worst behavior. I'd rather keep the entrance away from the Abrams light. Also the exit of the CVS parking lot is right turn only. That's the intent, but it isn't going to happen. This just reverses the existing problem at that entrance in front of the old Dixie House. I don't love #4. People coming out of the Scalini's parking lot can only turn right. Either they will turn left anyway or they will cut through the oil change parking lot to come out at the Oram light to turn left. When the Scalini's parking lot is full, it looks like a straight (though illegal?) shot into the CVS parking lot. Anyone desperate for a parking space can feel that pull. #5 makes me dizzy. Coming off Gaston the entrance into the</p>

Comments	
	<p>Scalini's parking lot is clockwise, until you get to the parking which is counter clockwise. It's like two traffic circles running against each other. #6 The Hotel California plan allows entrance from Gaston to the Scalini's parking lot, but no exit back to Gaston unless you cut though the oil change parking lot and cut over to Oram. #7 Reverses the angles in the Scalini's parking lot. The Scalini's parking lot would be clockwise and the Liberty Burger parking lot would be counterclockwise. I don't believe we are smart enough for that.</p> <p>I'm still not clear on what is required to put in a traffic signal, but the signals between 3G and Abrams are still very far apart. Lakewood has 2800 homes and only one protected turn onto Gaston which is at West Shore. The Country Club Estates on the south side of Gaston have no protected turns coming into or out of their neighborhood. Pearson is a logical location for a light because it would make exiting and entering both neighborhoods safer. Pearson is also used to access Lakehill Preparatory School and Lakewood Elementary. Cambia ends at Velasco. Hillside does not go through to Gaston. The school traffic comes from Gaston on Pearson as it is a straight shot to Westlake, which borders Lakehill. Enough traffic turns right at Pearson and Velasco, that it also appears to be used to access Lakewood Elementary. The intersection at Pearson should be monitored on a school morning/afternoon. Otherwise the use pattern of the street isn't understood.</p> <p>So where do we safely turn left on Gaston from the Lakewood neighborhood? Only West Shore should not be the answer if the intent is to lessen accidents from 3G to Abrams. It is hard to gauge the speed of the oncoming traffic,</p> <p>Traffic on Coit has always amazed me. If one travels at 40 mph on Coit, they make every light. While the philosophy of controlling traffic speed through signals might not justify a signal. it certainly shows how coordinated signals on a heavily trafficked road control the speed.</p> <p>I believe DART provides a service on Gaston and I was saddened that those who live in apartments on Gaston were underrepresented at the meeting. I hope their needs for mass transit are not overshadowed by the desire for a road diet.</p>
75	Thank you for providing the opportunity to give feedback.
76	Thank you for addressing the desperate need for traffic calming on Loving Ave. This needs to happen immediately. Loving is a residential street not an arterial such as West Shore or White Rock. Vehicle traffic on Loving should be limited to 20MPH max! Traffic currently racing up and down Loving at high rates of speed is terrifying and potentially deadly to the homeowners, children, elderly, caregivers, service providers, cyclists, dog walkers, etc that reside, work, or recreate on Loving every day. Thank you
77	Take out the turn lane at Gaston and Abrams. That turn lane causes major traffic and it is rarely used. Bad design and implementation.
78	Take out the bike lane that hardly ever is used on Gaston.
79	Study Indianapolis plan
80	Strongly strongly against!!!
81	Stop with the bike paths/pedestrian lanes like on Richmond. They are absolutely horrible. Adding the ones on Abrams has only increased traffic, confusion, and accidents.
82	Stop wasting taxpayers dollars. Eliminate those bike routes that create traffic jams. Nobody uses them anyway because they go nowhere and are way too dangerous.
83	Stop trying to deal with problems created in the minds of the study directors. As someone who drives through most of these intersections on a regular basis, as a 13 year resident of the area, the problems outlined are mythical due to bad drivers according to the statistics used to support

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	alleged needs. The only change needed is to remove the bicycle lane, tire-damaging border on Abrams on both sides of Gaston intersection.
84	stop putting businesses out of business by Narrowing Abrams. Donut shop and cleaners for bicycles. I have lived on Lakewood Blvd for 40 years and never seen bicycles use the lanes you just put in. It causes car wrecks, especially at Abrams and Gaston!!!
85	Stop it. Everything you've done to the East Dallas roads is the definition of stupidity. The east Dallas funky democrat that is installing bike lanes (now unused and full of trash) should be fired. Waste of our tax dollars.
86	Stop eliminating lanes of traffic. Stop installing speed bumps. They damage our cars and are annoying AF. Lakewood is not a pedestrian neighborhood. Stop trying to make it into Uptown.
87	Starting in the 3G area and working towards Washington would be great.
88	speeding more of a concern - consider road diet in single family residential zoned areas
89	Speeding is the number one problem on Gaston, particularly from Abrams to Garland. Unless there are physical traffic calming tools implemented you will not be improving safety.
90	Some of these recommendations I don't like at all. The addition of large concrete barriers at Gaston and Abrams Parkway would only take away parking spaces and make the intersection even more confusing.
91	So grateful this is a priority!
92	Slowing traffic speed should be the primary goal of any change.
93	Slow the traffic down!!
94	Slow Gaston. The speed limit is not obeyed.
95	Slow Gaston down!
96	Slow down traffic on Gaston. It is very dangerous. I avoid driving towards Garland Road almost completely and go around to Lakewood blvd.
97	Slow down traffic on Gaston Ave between Garland and Abrams particularly Westshore and Abrams. Two more lights between Westshore and Cambria even one on Pearson, Stop people from using Gaston as a freeway! Make Lakewood Gaston Avenue more car and pedestrian friendly with lighting, flashing warning lights to slow down, ground reflectors and voice activated sensors.
98	Serious consideration should be given to installing another light on Gaston to slow down traffic. A good location would be Brendenwood.
99	Seems like the city is trying to use eminent domain to make MANY of these changes. I would rather MY TAXES are used to IMPROVE THE STREETS and traffic flow as opposed to giving MY money to lawyers that stand to profit from any eminent domain lawsuits. USE TAXES that benefit the most tax-payers!
100	Seems like an ideal location for at least one traffic circle
101	See my answer to number 2? Above.
102	See above comment re fire and rescue. Giving us new street lights on the Peaks Addition stretch of Gaston is ridiculous. It does not address the significant safety and accident rates on Gaston and just caters to the complaints of fire and rescue without any supporting data. Columbia should be used as a viable alternative route to Baylor.
103	Sadly, these recommendations do little, if anything, to address excessive speed on Gaston between the 3G intersection and Cambria, and on Abrams between Lakewood Country Club and



Comments	
	Paulus. We have witnessed—and narrowly avoided being casualties of—many near-misses due to cars regularly traveling at near-highway speeds in these areas.
104	Roads in our need repair before enhancements to accommodate pedestrians and cyclists. Police enforcement of traffic laws can curtail any perceived mobility issues. Vagrancy needs to be controlled so citizens feel safe walking in our neighborhoods, sidewalks and bike lanes wont make the difference if vagrancy make citizens unsafe walking through our neighborhoods
105	Remove the dedicated bike lane on Abrams!! It's a disaster and I have NEVER seen anyone use it but have seen many cars damaged by the hazards now put in place
106	Remove the bike lanes. Install sidewalks on side streets where they don't exist. Put back in more lanes on Abrams. Don't touch Lakewood Country Club.
107	remove the bike lanes down abrams rd and restore the driving lanes.
108	Remove the bicycle lane that was added on Abrams and is NEVER used to reduce congestion and aid in pedestrian safety.
109	Remove all bike lanes on abrams. No one ever rides bikes there (those lanes go nowhere). They have made traffic at abrams and Gaston terrible!!
110	Reducing parking by Craft Beer Cellars will just create additional problems. Glad to see narrowing Gaston by Baylor does not seem to be part of the plan. Besides the emergency vehicle issue, that would likely force traffic into neighborhoods.
111	Reduce speed and car lanes
112	Rally looking forward to the improvements on Gaston & Grand. That intersection has been really chaotic. Also looking forward to more dedicated turn lanes to help with traffic on Gaston. It's a much busier street than it used to be.
113	Quit wasting our tax money and lower our taxes!
114	quick construction
115	Question 15 does not represent my prioritized ranking. The boxes do not move correctly when taking survey on the phone. Ignore my input to that question
116	Putting dedicated turn lanes on Gaston between Abrams and Garland Road will only increase speeding. There must be traffic lights to slow these commuters down! Anyone would be crazy to use that crosswalk at the YMCA!
117	Provide more information, or direct where it can be found.
118	Please stop trying to improve things that are okay. It appears you're looking for ways to spend money.
119	Please slow traffic down on Gaston!! 4 lanes is not the answer. It is. currently treated like a 60 mph highway and the speed limit is 30.
120	Please remove the protected bike lane south bound on Abrams. This was a colossal mistake and removed a right turn lane. Post construction the traffic headed to Long and Woodrow along Abrams in the morning and afternoon combined with Rush hour traffic has become overbearing to Abrams and people are not resorting to cutting through the neighborhoods. This is extremely unsafe for our children and pedestrians in the neighborhoods. I am an avid cyclist and can assure you no cyclists or commuting cyclist would use this route as it is completely unsafe. It is also ruining businesses who face that area.
121	Please remove the bike lanes on Abrams Road in this area. We need the extra lane for automobiles. I have never seen a bike go down Abrams Road

Comments	
122	Please re-evaluate Traffic Signals at Gaston and Brendenwood.
123	Please prioritize all pedestrian and cycling infrastructure improvements. We don't need more vehicle lanes- cars are destroying our city.
124	Please install a left hand turn signal at Richmond and Abrams for cars making left on to Richmond, impossible to turn at traffic time.  Install Do Not Block Intersection at Belmont at Lakewood heading south, there is a short distance to next light at Richmond, people game the light and block the intersection, can't get across to Lakewood Blvd at traffic time.
125	Please get rid of the bike lanes on Abrams/Columbia. Traffic through Lakewood near the Whole Foods is awful...
126	Please find a way to make it harder for the homeless to hang out on Gaston and leave their trash and shopping carts. Can we also look at greenscaping and better lighting. Trees!!!
127	Please eliminate the left turn option going east on Gaston at Richmond
128	Please don't cut off us who live in Emerald Isle, Forest Hills, Casa Linda, Peninsula, Lockwood etc. from going around the lake to Greenville Avenue and parts of Lakewood by taking away the turn at Richmond.
129	Please do something about the cut through traffic on Loving Avenue. I have a 10 year old daughter that I'm afraid is going to get hurt because of cars of nonresidents speeding through. I want the street blocked off at the top of Loving Avenue and Gaston. All the residents of this street support blocking off the street at the top. Please listen to what residents are saying. It is VERY frustrating dealing with the City that does NOTHING to help address our concerns.
130	Please do NOT widen gaston at any point.
131	Please do not use the Road Diet for any part of Gaston Ave. It will cause many accidents.
132	Please do not remove any existing traffic lanes / capacity
133	Please do NOT reduce the number of total traffic lanes on Gaston in any way
134	Please do not make changes that the community will not utilize or anything similar to what was changed on Richmond Ave between skillman and abrams- it is very dangerous. Please do real traffic studies before making poor decisions.
135	PLEASE do not make any changes to Gaston that will result in diverting traffic into the Lakewood neighborhood. Neighborhood residents do not want our streets to become an alternative to Gaston. Brendenwood, Pearson, and Cambria risk becoming major cut-throughs to Avalon Ave and Lakewood Blvd on the way to Abrams and would create both traffic and safety issues. Dedicated turn lanes will encourage diversion of traffic into Lakewood. I have strong concerns about the idea of widening Gaston to accommodate an additional lane rather than slowing traffic. An extra lane will only cause traffic to accelerate since any turning cars will have their own lane. Thank you for taking the time to listen to neighbors' concerns. We want to improve the Gaston experience for everyone but do not want to sacrifice our neighborhood's quiet character or risk our families' safety due to added traffic in the neighborhood.
136	Please do not let the (very) vocal minority make decisions that will impact tens of thousands of people who live and work further down Gaston (closer to 3G). At the meeting, individuals who spoke up seemed to want to do things that would cause congestion but never considered where those vehicles would go when the traffic backed up onto Gaston. As we have seen with the 3G redesign, people will find alternative ways around it, often using neighborhood streets that were not designed for the additional traffic.

Comments	
137	Please do not eminent domain Lakewood county club again. Please do not sacrifice neighborhood aesthetics for this exercise
138	Please consider unintended consequences when making changes that have been in place since the neighborhoods inception. Right turns with no lights keep traffic moving. With more and more people moving here and plans of more apartment buildings being built at the 3G there will be more traffic- let's try and keep the cars moving...
139	Please close access to car traffic at Loving and Gaston. Speed bumps will NOT help the situation.
140	please bury power lines
141	Please be considerate of the neighborhoods along Gaston. Reduce excessive need of new signage. People know what crosswalks mean when you paint them properly. Reduce speeders along Gaston.
142	Please add a turn signal at Munger and Live Oak!
143	Please add 4 way stop signs to Lakewood Shopping Center La Vista/Abrams Pkwy interesection.
144	Play small reflective Mini speed bumps along Gaston in peaks adition area.
145	People get into terrible accidents all the time along Gaston—we back up to Gaston and hear them a lot. I support making this a better street and adding lights and turn lanes to slow down traffic. Have you considered building a couple of pedestrian bridges to cross Gaston. It would be nice to safely connect Lakewood with the Lakewood shopping center. We could easily walk there but don't because it is way too dangerous to even walk along Gaston and Abrams much less cross them.
146	Pedestrians will not use Gaston from Cambria heading toward Gaston/Garland intersection
147	Pedestrian-friendly ideas are wonderful
148	Pedestrian movement must be prioritized overall. Dallas does dismally in this regard
149	Pay attention to community input. Disappointed to go to so many meetings and see so little change in hard headed staff recommendations.
150	Our roads are wide enough as-is; we should be taking lanes away from cars for protected bike lanes and wider sidewalks. We should not be spending money to widen roads/acquire ROW.
151	Our family is disappointed with the city's recommendation to make no operational changes to Location 9 (Gaston & Pearson). We are also underwhelmed by the overall lack of effort to make operational changes to reduce speeding along Gaston between W. Shore (to the East) and Cambria (to the West). Although the city's recommendations should improve pedestrian safety, there does not appear to be a commitment to do anything to slow vehicles down. In other words, the city is only solving part of the problem and the number of vehicular crashes/accidents will likely remain unchanged.
152	Open
153	Once again remove the bike lanes on Abrams road.
154	Not in favor of any ROW takeovers.
155	None of the recommendations contemplate widening sidewalks along Gaston or providing traffic buffers between sidewalk and Gaston. These should be considerations.
156	No.
157	No one is going to walk on Gaston, with or without sidewalk improvements. This is yet another waste of taxpayer money like the awful bike lanes on Abrams.
158	No more bike lanes. They are not used and existing ones gum up traffic!
159	No Eminent Domain!

Comments	
160	No eminent domain for Lakewood CC! There just isn't that much pedestrian traffic to acquire land there for your recommendations
161	no bike lanes
162	No
163	No
164	no
165	No
166	No
167	no
168	No
169	no
170	No
171	no
172	No
173	no
174	No
175	No
176	no
177	no
178	No
179	No
180	No
181	No
182	no
183	Nice work!
184	Need to take out unused bike lanes along Abrams and Gaston. Totally worthless and compounds. Traffic problems at the intersection. I have never seen a single biker using the lanes since they were installed. Big waste of money.
185	Na
186	<p>My concern is safely exiting the Lakewood neighborhood. While there are a number of traffic signals on Abrams which allow safe left and right turns, Gaston has only one traffic signal protected intersection which is at West Shore. That White Rock Trail is an awkward cut through at that intersection, makes it a less efficient neighborhood exit than a standard +. I use West Shore if I need to turn left on Gaston regardless of the time of day to make sure I have a light. The 2800 +home neighborhood only has one exit to Garland Road. The lake boxes us in and the lack of safe egress from the neighborhood is very limited.</p> <p>By 2025, when we might get funded for Gaston, the 3G intersection will be dumping lots of traffic on Gaston and there may be many more developments. Exiting the neighborhood via Winsted is much more stacked up than ever before. That might be reduced some after construction, but by then, there will be more developments.</p> <p>I think Pearson is the logical place for a signal as it accesses both Lakewood Elementary and Lakehill Prep. I don't love it because I live on a Pearson corner. The stretch between West Shore and Richmond is the longest on Gaston without a traffic signal and the current plan includes</p>

Comments	
	nothing to reduce the speed on this stretch. While using signals to control speeding is not recommended, how can we reduce wrecks if we have to play chicken whenever we turn need to turn onto Gaston? Whether Cambria, Pearson, or Brendenwood, turning onto to Gaston out of Lakewood has become very dangerous without any traffic control devices.
	My children regularly walk these routes - most of these options don't appear to reduce speeds - that needs to be considered jointly. I am a past resident of 75214 and moving back to this area
	Most of these recommendations don't actually seem like they will improve traffic flow or pedestrian safety.
	Most of these recommendations are as useless as the bike lanes added throughout the neighborhood. So many improvements are being made in this proposal for nonexistent pedestrians. Unless covered walkways are also being added, these improvements will not be used. In addition, question number 5 did not offer the option of "neither" which I would have selected.
	More pedestrian traffic along the very busy Gaston Rd would not be useful
	More pedestrian and bicycle focus - aim to be a livable city! Focus on slowing cars on Gaston between Abrams and Loving, improve crosswalks and traffic calming, potentially reduce lanes - livable city is not a car focused city.
	More info - continuing
	Make Gaston 3 lanes with a turn lane in the middle.
	Make driving as inconvenient as possible while making walking, biking, and taking transit as easy as possible. Close off La Vista and Abrams parkway to personal vehicles and make it a pedestrian plaza with retractable bollards for delivery trucks to have access outside of high pedestrian traffic hours.
	Maintain trees between Abrams's and Largent along Abrams
	Lower the speed limit, reduce vehicle lanes. Remove all slip lanes
	Loving Avenue has become extremely dangerous for residents, pedestrians, and cyclists. Cars are flying down the street at high speeds and visibility is limited. The street is also unstable as there is a natural spring running underneath that causes large potholes which are unsightly and cause significant damage to vehicles. Loving Avenue should be closed off at Gaston; thru traffic can use West Shore and/or White Rock Road. All residents of Loving Avenue support this plan and signatures can be collected if required.
	Loving Ave is not a cut through. Only vehicles that use the North side of Loving Ave @ Gaston are non-resident vehicles racing to beat traffic lights at Gaston/Grand & Garland/Winsted.
	Lots of good recommendations here. I'm still concerned about the speed of traffic between West Shore and Richmond and the lack of left turn lanes for residents on Gaston and for turning at Pearson.
	Location 4 - Merge 3 and 7. Allow Abrams Parkway Northbound to chose between Oram or continuing into Abrams Parkway north parking. Reverse CVS parking. Fixed Location 5 - waste of money. No one resides at the country club and with the bike lane having already crossed over, there is no reason to have pedestrian traffic on that corner. No one is walking to the country club that way and anyone going ANYWHERE else would cross over and have a better route - even if going to Whole Foods Location 8 - DO NOT build yet another sidewalk along the country club. There is a sidewalk on the other side which provides safe walking/biking (not that anyone would bike either of these when there are safer routes). This is nothing but a concrete pour job and tree killer. Location 10 - Do nothing. Someone will get killed standing on that island.

Comments	
	<p>ABOVE ALL ELSE - Please finally recognize that City of Dallas allowed TxDOT to push a state highway problem into city streets and become a City of Dallas problem by failing to force TxDOT to make the 3G part of a master plan that would include I-30 (and maybe 345). The long-term negative impact of urging state highway pass-through traffic through neighborhoods and school zones will diminish the quality of life this area and cost the city of Dallas in street repair and other expenses for decades.</p>
	<p>Left turn signal light at west shore and gaston</p>
	<p>Left turn lanes on Gaston not necessary. Changing the intersections, parking and pedestrian configurations on Gaston from La Vista to West Shore not necessary and would be a waste of money! I have lived in the immediate vicinity for 21 years and we do not need these changes. There is not a problem that needs to be solved, except what we need is for the existing streets to be repaved so they are more smooth.</p>
	<p>Leave well enough alone.</p>
	<p>It is concerning that the current proposals could increase speeds along the north section of Gaston Avenue and make the road more dangerous for pedestrians and commuters.</p>
	<p>Is there anything else you would like to share with us about the draft transportation recommendations?</p>
	<p>Intersection at Belmont/Abrams needs to be addressed.</p>
	<p>Instead of dedicated left turning lane at West Shore and Tucker, wouldn't left turn arrow signals help? I think this would be a much less expensive experiment...</p>
	<p>Installing dedicated left turn lanes on Gaston seems to be an inadvertently further destructive solution to a very serious problem. The current accident history on Gaston is concerning, especially given the amount of residential (family) housing on Gaston Avenue on the stretch between Whole Foods and Tucker St. For example, adding a dedicated left turn lane on Gaston at West Shore, would only serve to further INCREASE illegal traffic speeds and would eliminate one of the few natural current deterrents to speeding and running red lights at that intersection (the documented largest drivers of accidents at that intersection!). Spending additional tax payer money to INCREASE the likelihood of additional fatalities and injuries at this intersection (and potentially other intersections on Gaston) would be a concerning error in judgement. Although it may not be possible given many people's desire for convenience over safety... reducing the two lane road to only one lane and replacing one of the existing traffic lanes with a pedestrian and bike lane would be a much more logical solution IF improving the safety of Gaston (and more appropriately tying it into the residential neighborhood of Lakewood and the White Rock Lake bike trail system) was truly the community's goals here. Expanding the road and encouraging speeding / running of red lights as currently recommended by this draft proposal would be extremely counterintuitive for the safety of Gaston corridor commuters as well as Lakewood and Lakewood Hills residents' desire for a safe and appealing environment for pedestrians.</p>
	<p>In favor of improving intersections, but not pedestrian sidewalks and stuff</p>
	<p>Improve the pedestrian crosswalk at Swiss and munger. Cars never stop.</p>
	<p>I'd suggest that, once the 3G reconfiguration is complete that a review of the need for the nearby Tucker/Gaston signal be revisited. There's been a recent trend to install signals every couple of hundred feet (see Garland Road near Barbeks). Before the reconfig of 3G, the Tucker signal was absolutely needed because of the uncontrolled flow of westbound traffic from Garland Road. No longer true with a T intersection.</p>

Comments	
	I would not suggest any improvements that narrow Gaston to one lane either way. This would create a massive traffic back up in rush hour situations.
	I would like to see small round a bouts utilized in some scenarios, such as la vista and Gaston or traffic circle used at oram and Gaston to accommodate unusual geometry of multiple intersections. Another option would be to cut off oram and create a cul de sac there instead.
	I would like to see final and approved plan for the 3G intersection. Gaston, Garland Road and Grand.
	I would like to recommend a dedicated left turn signal on west shore and gaston (West Shore heading north out of Lakewood Hills). School times, work traffic, etc. make this a congested and unsafe intersection. There are only two lanes on the Lakewood Hills side of west shore (south) so it makes turning left AND going straight hard and dangerous.
	I would like as much respect paid to bike traffic, providing dedicated bike lanes separated from vehicular traffic
	I would avoid using eminent domain to take private property.
	I work in Lakewood shopping center and parking is tight. Please take into consideration that anything done to make our shopping center lose more parking spaces would hurt our business and the businesses around us big time.
	I was not aware of the two meetings so did not attend - very unfortunate. I drive on Gaston every day since I live and work within 1/4 mile of 3G intersection. The 3G intersection is critical to traffic flow in East Dallas. I attended all of the 3G meetings several years ago and the Gaston Ave improvements should have been discussed at that time. Dedicated left turn lanes are needed from Baylor to 3G AND 4 lanes of traffic (2 each way) are required. This will require Right of Way acquisition but would greatly improve safety and traffic flow. The free right turn lanes (Gaston at Richmond and north bound Abrams at Gaston) must be kept. They reduce traffic congestion.
	I want to thank you all for the survey and reiterate how important walkability and bikability are as we build our city for increased population and sustainability in the future.
	I understand the hesitation with making changes to roadways that aren't exclusively meant to speed up vehicular traffic. But that mindset has got to change. People are begging city staff for moderate changes that will drastically improve safety and equity. We can't become a more walkable city without a lot more of these changes. This is your chance to be real heroes to the communities that you serve. Please consider constricting the ROW, and putting more physical protection for pedestrians in the ROW. Look at the construction ongoing on Gaston right now. There is traffic disruption but there has been minimal increased congestion and the conditions for other road users have improved dramatically. So why not look at that empirical information and model changes based on those observations? Please review the federal government's best management practices for traffic calming <a href="https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm">https://safety.fhwa.dot.gov/speedmgt/traffic_calm.cfm</a> . Thank you for your time.
	I travel Gaston road everyday. In the mornings to take kids to school and drive to work, in the evenings to bring home kids, travel home from work and to shop at various business along Gaston. My oldest travels several times a day to his job on Gaston. The proposed improvements will help traffic flow more efficiently and will also help improve the pedestrian experience along Gaston.
	I think they are a mistake. No one in the neighborhood likes the changes you made to Abrams except increase traffic. Richmond is just as bad and will cause more accidents.

Comments	
	I think the dedicated left-turn lanes are probably the most important thing overall along all parts of Gaston. I increasingly have avoided Gaston in favor of cutting through other neighborhood streets because of an increasing fear of the combination of high-speed (speeding) along the corridor combined with being rear-ended when turning left especially between Lakewood Country Club and Garland Road because of erratic car behavior -- often sudden swerving and lane-changing by speeding cars).
	I think the Arborteum shopping center should have been planned for the dedicated left hand turn lane as the extra traffic was obvious before it was built.
	I think that some of these improvements need to be tied in with DART as the #9 bus is very convenient if it was made more accessible for users from Lakewood area!
	I think increasing walkability around the gaston/garland, gaston/tucker and gaston/loving intersections would be a huge improvement — there are so many businesses near eachother in that area, and they're all connected to white rock (a destination for many people who want to walk). Widening sidewalks and improving crosswalks could make it a much more appealing destination and resource for east dallas residents; I'm constantly going through the intersection and would love to be able to more easily go from Cane Rosso down to White Rock Alehouse, for example.
	I think assuming traffic increases over time (even though traffic counts have been constant for years on Gaston) was the wrong approach and, along with DART and Dallas Fire & Rescue requirements, prevented this study from having the greatest impact on traffic calming and walkability. I am grateful for any improvements, but the study could have gone further to calm traffic, promote walkability, and make this section of Dallas more livable.
	I support left turn lane at White Shore, but not Brendenwood.
	I support deleting the lanes option on Gaston, Lakewood Residences, and installing a turn lane. This forces cars to slow down and explore other ways to travel downtown. Also, Gaston IS a residential street, not a commuter lane for 3G. Explore reducing the speed limit like Mockingbird Lane is through Highland Park because Gaston is a residential street, not a commuter lane for 3G. With reduced speed limits, traffic could have less accidents.
	I support anything that increases pedestrian safety to make the area more walkable and ease of crossing for non-car mobility!
	I recommend the mockingbird and hillcrest design where there is a dedicated turn lane in the center all the way from hillcrest west to Preston rd. Works for cars, walkers, cyclists, and turning. Excellent design. We almost get killed every time we turn onto Pearson from Gaston. Distracted drivers! Just last month three cars crashed into the back of a car at this location due to distracted driving. Lots of kids and teens on our block and they take their lives into their own hands when they are learning to drive trying to turn onto Gaston from Pearson!
	I prefer the bike lane on Abrams near Richmond and Gaston be REMOVED. It is pointless.
	I love on Gaston parkway and the island is the only buffer we have adding a 10 foot winding path would kill most of the planting and trees hence open up our view to more noise and light pollution-maybe a side walk would work but jus try and walk from west shore to Whole Foods-it is not pleasant-a low wall and a sidewalk may help us both from the added traffics which keeps getting worst.
	I love how much they have transformed the Greenville area with some of these similar measures. It seems that making parking lots a bit more accessible would help as well. The one behind CVS, the one across the street from Sasa Sushi for example.



<b>Comments</b>	
	<p>I live on Junius St between Collette and Fitzhugh. A great deal of traffic already uses Junius to avoid Gaston. Our block includes families with small children, pets, and quite a bit of pedestrian traffic. Any modifications to Gaston that may further divert traffic to Junius must be accompanied by the addition of speed bumps - at least two between Collette and Fitzhugh, and possibly additional speed bumps between Munger and Collette and southwest of Fitzhugh. This previously has been done on McCommas between Central Expressway and Greenville Ave and should be should be employed on Junius to slow traffic to safe speeds (30 mph on residential streets with on-street parking is WAY too fast).</p>
	<p>I live on Gaston at the Gaston and Westshore intersection. I recently became aware that the Gaston Ave Corridor Study is proposing a left turn lane at Gaston and West Shore which would require a portion of our land to be taken by the city.</p> <p>After living here for eight years and experiencing traffic at this intersection firsthand I don't see the left turn lane alleviating the traffic issues. It also looks like the study confirms only 19% of the accidents are due to left turns. This also is misleading because the left turn accidents are occurring due to others speed and red lights being run.</p> <p>There is also a huge tree growing over the street that is blocking the view of the signal light at the intersection so when coming off the hill at Brendonwood you cannot see there is a traffic light at Westshore.</p> <p>Has there been a study to determine how much traffic is actually turning left especially during peak travel times? It appears that most all traffic during this time is driving toward Grand and not making a left turn.</p>
	<p>I live on 6630 Gaston and have four children. I have lived here for 6 years. Weekly there is an accident or almost an accident. I have a special kit in my house with gummy bears and toys for kids, orange traffic flags that are in these accidents and often being the kids and people into my house. The emergency personnel know me. We need the traffic to slow down. My new neighbors just moved in and their first week here their Golden Retriever got out and was hit and killed on Gaston. This is ridiculous. Cars just need to slow down.</p>
	<p>I live in the area and there is little pedestrian traffic. We are a driving town and neighborhood. Do not takeaway or widen lanes!</p>
	<p>I live in Gaston Pkwy and have concerns about the sidewalk for Santa Fe on the north side of Gaston. This recommendation appears to remove all of the landscaping that is in the median. I don't want to lose the current landscaping. It removes visibility for us from the main road. Without it, we may as well be living in Gaston Rd. We bought this house last year solely because it was not on the main road.</p>
	<p>I live at 7023 Gaston Parkway and you are trying to ruin my privacy from a busy road. It will ruin my property value. You have no regard for anyone that owns property on Gaston!</p>
	<p>I have concerns about the Loving and Gaston intersection as that is 1/4 mile or less to my home. I can't tell from the illustration what impact your draft will have on the residents of Gaston Parkway. It is imperative that Loving stay open for public safety - emergency vehicle use and to alleviate the increased traffic on West Shore and White Rock Road! Other things to share: A light is needed between Richmond and West Shore, probably around Brendenwood. This is the only way traffic will be controlled. There are too many businesses at the 3G intersection. The apartment complex is not even built yet and traffic exceeds capacity! City staff needs to help the</p>

Comments	
	residents because if the residents leave, the businesses will not be supported anyway. Note that I have lived in my home for 25 years and am familiar with the issues! And with regard to the study, you should have a comment section after each number, not just number 1. A yes/no support with no comments does not allow for accurate responses.
	I drive from Gaston/Beacon to Gaston/Peak daily. My wife drives Gaston/Beacon to Gaston/Garland Rd daily. The drive definitely needs improvement.
	I don't know recommended the building of bike lanes on Abrams, but I never seen anyone use them. If they were involved in this proposal I don't care what they recommend I would vote against it!
	I don't care about cyclists or pedestrians.
	I don't think you should "take" any property!
	I do think a road diet for Gaston Avenue from the Whole Foods/lakewood country/Richmond intersection down until the YMCA is the way to go.  Yes, things will be congested for awhile but then people who speed down the street will stop using it as Much and start using 1-30 instead. And then congestion will lesson.  Also- more crosswalks- perhaps at Pearson as well?- would be helpful for pedestrians. And kids who walk to and from lakewood elementary and live on south side of Gaston. Same for kids who want to walk to Long/Woodrow schools from N side of Gaston.  And can we install speed bumps along this residential portion of Gaston Ave? From Gaston/Richmond area to ymca?
	I do not support use of eminent domain to take ROW along Gaston Ave.
	I do NOT see ANY of the recommendations put forth by the people who live in the area. We need traffic signals. We need the buses removed from gaston. We need dedicated turn lanes. We need the lights to stay red longer to slow the traffic down.
	I do not like the bike trails that have been installed in the area.
	I can not follow the changes from the map attached.
	I believe the the most dangerous area of Gaston is at the Gaston, Garland, Grand intersection. I have witnessed and come upon multiple accidents over the last several years.
	I believe that your traffic projections are too low based on 3G changes underway. Unfortunately the City gave TXDot and the now-mayor their wish to bring Garland and Casa Linda traffic down what is supposed to be a Community Collector (Gaston) based on City transportation plan, with goal of 14-20K vehicles daily, which it's already above before 3G changes to force Hwy 78 traffic onto it.
	I attended all but one meeting for two years. I am disappointed that our recommendations for limiting and calming traffic were ignored, fie the most part. Gaston is a residential street. Period. It is the zipper between two historic districts near downtown and the front yard road for all the homes between Richmond and Garland. This fact was ignored or constantly argued over. Why have meetings if consultants do what they want anyway?
	I appreciate the detailed presentation materials so I can understand the recommendations even if I am unable to attend meetings.
	I am strongly opposed to impeding traffic at Loving other than a light. There also needs to be light on Gaston near Brendenwood.

Comments	
	I am opposed to any infringement with the property/boundary of Lakewood Country Club.
	I am opposed to all RoW acquisitions. The government should not be taking away other people property.
	I am in favor of adding more lights on Gaston to slow traffic
	I am frustrated to have not learned about the request for public input and public meeting held earlier this summer until I received this survey today, August 9th, as a result of my membership in Lakewood Country Club. I am disappointed that neither my Council representative nor any member of his staff took proactive steps to notify his constituents of the opportunities to provide input before now. I have lived close to Gaston for more than half my life and have experienced the growth and changes in the area firsthand. I currently live near Gaston and Paulus and drive my children to and from school via Gaston (southbound almost as far as Washington in the mornings) and travel via Gaston to Garland on a regular basis. My parents live next to Gaston/ Cambria. There are residents with longtime experience living and working in this area whose input should be sought through more proactive means by city staff.
	I am extremely opposed to the turning lane at Gaston and Brendenwood. That would increase more traffic into a beautiful neighborhood. Brendenwood is only 2 blocks long before it dead ends! What is the point?
	I am adamant about requesting a 3 lane study on the Gaston Corridor. This needs to be done ASAP! Adding all of the turn lanes just causes high speed traffic to race through our neighborhood areas.
	I am a twice daily dog walker and a frequent cyclist in this neighborhood, so I am generally in favor of a more walkable infrastructure, however, we must bear in mind that Dallas will be a car dependant city for many decades, if we install traffic calming measures and pinch points on major roads we may push traffic into the currently quiet neighborhoods, we see this every time there is a major accident on Gaston when usually quiet streets become become jammed.
	I am 74 years old and live one block from Gaston and Fitzhugh. I am fearful of trying to cross the street to access merchants and services on both sides of Gaston.
	How much money did you waste on this?
	Home owners on Gaston should not lose their land
	Help traffic across Gaston @ Shore (north/south). Often 2-3 light cycles doesn't clear traffic of children coming/going to Lakewood Elementary.
	Great work, thank you Staff!
	Grab some coffee :) As a resident of Gaston Parkway your survey option #13. I am of the firm column of "Do not close Loving off from Gaston." We need to be able to have emergency vehicles access our street (as well other large utility vehicles) because of two things. 1. They cannot make the horseshoe turn entrance off of Whiterock Trail. 2. The width of Gaston Parkway is smaller than ANY of the other neighborhood streets (Shook, Wildgrove, Pasadena) and it BARELY fits cars/trucks/SUVs that try to park on street. We struggle with this as Gaston Parkway residents but for Dallas Fire and Rescue has had to use that entrance NUMEROUS times for accidents that occur on Gaston proper. We have lived here for 22 yrs and monthly go out to assist in accidents. Your crash stats are indeed incorrect as you heard at the last meeting. **A pedestrian crosswalk to the YMCA...Great, just don't close Gaston off from Loving. Loving can do what Westshore has done just recently to reduce speeding. We don't need to be a gated community either. Try speed bumps first and Loving's issues do not affect the traffic flow on Gaston.

**Comments**

	<p>With regards to the SFT expansion, we have paid through our Neighborhood association and in collaboration with COD for the landscaping (including sprinkler system) on that median. It does NOT need to be on the North side of the median...it can remain in line with the current path of the sidewalk at Westshore and the sidewalk that ends. The current landscaping DOES NOT interfere with ONCOR and your revision would. It already provides a barrier. Please work with the residents of Gaston Parkway if you proceed. We are all for walkability and greenspaces, but be wiser and more frugal with what you already have. Compromises can be made. There is also a question regarding the extension of that as it continues east.</p> <p>*Please note on your order of importance survey...the Gaston/Richmond option was not offered. (odd)</p> <p>But an added note to that, if the pedestrian cross walk is install..can we remove the stop light that is attached to that lane that everyone ignore as they are making that turn. The only people who stop for it (unexpectedly) are newbies to the neighborhood or people just passing through. It is just a HORRIBLE intersection for pedestrians to cross.</p> <p>#14 Close that Canes exit at Lakewood Village. NO ONE adheres to the sign across the street that indicates NO LEFT TURN. And it is too tight of a turn is flying off of Garland onto Gaston.</p> <p>Location 10...no to concrete median. That ODD BALL concrete mass for location 10 will cause more accidents. YES for putting a stop light there (Brendonwood) to aid in pulsing traffic through which would also alleviate interior Lakewood back up at Gaston and Westshore by providing a safe opportunity for multitudes of cars to enter and exit. Same holds true with pulsing and getting onto Gaston from any other ancillary streets prior to that intersection. NOTE: We saw that work wonders positively when the Tucker light was installed.</p> <p>&gt;&gt;&gt;Gus mentioned during the meeting that it is difficult to get lights installed because of Federal stats needed. And you indicate accidents at Brendonwood, but push for higher consideration at Loving. There is already a light at Westshore. Makes no sense to consider the light at Loving. Brendonwood is where the next distance and safety related traffic light should be placed.</p> <p>Zone 4 and the options you are considering, do not put a concrete "refugee island" in. That street is not that cumbersome to cross if you place your pedestrian crosswalks in. You don't have it in the plans for the otherside and it is another hazard. When the COD can actually afford to put down some yellow reflective paint on curbs and the medians we already have, Paint turn indicator symbols at intersections, that would be great.</p> <p>I know that you are looking for updating the stop light technology, HIP HIP HOORAY, we are LONG overdue for that! Go for it. Get that bond money! DO IT!</p>
	Glad to see you are looking for community input. We need road improvements but we also need better enforcement of the speed limit on Gaston. Especially during rush hours. !!!
	Get your traffic engineers out from behind their Google Earth-equipped cubicles and out onto the streets during peak traffic times.
	Get rid of those terrible, unused, traffic-inducing bike lanes to nowhere on Abrams between Richmond and Gaston. Install dedicated right turn lane from southbound Abrams to Gaston.

Comments	
	Get rid of the bike lanes on Abrams and Gaston, I live in the area and travel one or both daily and since the implementation of the bike lanes have only seen ONE person biking in that lane, EVER!! It was a complete waste of funding!!
	Get people to slow down, less through traffic, no expansion of road. I love on Gaston
	Gaston works fairly well now. Of course, the new intersection to East Grand needs completed and smoothed out.
	Gaston should only be 3 lanes
	Gaston -Richmond intersection needs better pedestrian crossing and sidewalks needed on south side of Gaston beside golf course.
	Gaston is extremely dangerous, with many curves and blind spots. Building a pedestrian pathway on this busy, dangerous street does not make sense. You will inevitably be putting lives at risk.
	Gaston has been two lanes during road resurfacing construction and there hasn't been traffic. Make Gaston 3 lanes including turn lane.
	Gaston between Garland/Grand and Abrams is a residential area. Many people use Richmond between Abrams and Gaston as a short cut. I think this small roadway should be eliminated and turned into a public park that residents in the southern part of Lakewood could easily access without having to cross Gaston where cars are often moving at very high rates of speed.
	Gaston Ave. is a major commuter route from east Dallas and neighborhoods to the east (Forest Hills, Casa Linda, Casa View, Lochwood, etc.) and Baylor Scott & White and the downtown business district and this must be honored and preserved.
	Gaston as it passes Junius Heights is too wide. People routinely drive 60 miles per hour. It is difficult to cross as a pedestrian.
	For those of us that live and drive in the area every day, please consider the timing of your work and make sure it is completed quickly. The current utility work in the area is taking WAY too long and is a disruption. When you scrap the road, be ready to go with the repairs and repaving immediately. Not weeks later. Parking at Lakewood Shopping center is an issue. Anything that reduces parking spots in the area is a No Go.  Gaston - Oram Alt 3 - your issue will be those trying to get from one side of Gaston to the other side. You turn right and immediately have to turn left. That is going to cause issues. Alt 7 might be a better choice. You might still be able to reverse the direction in front of CVS too. Combination of 3 and 7.
	For all of Gaston Ave where residence faces residence; enforce speed control, reduce speed to posted 25 mph. Our USPS employees are required to sprint across traffic to make deliveries, and Dallas sanitation workers are at risk. Our animals continue to to be hit and killed by speeding vehicles; it is only a matter of time until the same happens to children. Our unmonitored radar sign, continuously indicates speeding in excess of 42 mph day an night.  Recommend staffers reference both Lovers Lane & Mockingbird B/T Hillcrest and Preston for residential neighborhood roadway design and traffic enforcement strategy.
	Fix the potholes! Remove the bicycle lanes that never get used. Improve flow of traffic!
	Fix Loving Avenue and slow people down!!!!
	Fewer buses please :) What is going to be done about the trash situation?

Comments	
	Expanding the ROW and widening Gaston near Loving seems like a stupid decision if the goal is traffic calming. There are ample studies showing that the opposite is actually the case. If we were serious about traffic calming in the neighborhood portion of Gaston, reduce it from two lanes each direction and instead do one lane in each direction with a center turn lane. That would both reduce speed and reduce left turn accidents, yet traffic should still flow fine.
	Everyone in my neighborhood seems to enjoy walking and being outside, making the walkability from Junius Heights and surrounding neighborhoods safer, and easier for those with strollers and bikes, will really improve the feel of the neighborhood, as well as people frequenting the local businesses.
	Enhanced traffic calming on Gaston between Abrams and Tucker, including several protected crosswalks. Better separation/protection between road and sidewalks, it is quite exposed now with some people using that section of road as a race track. Reduce speed limit to 30mph and enforce!! (Enforcement was strong on Abrams after some fatalities, let's not wait for fatalities on Gaston to have the same!
	Eliminating turn lanes really backs up traffic. I know it makes it hard for pedestrians but honestly there aren't that many pedestrians. I like to go walking myself but usually choose more residential streets. And I use common sense when crossing Richmond coming from Cambria. Never assume someone will stop. I live on Avalon. I typically drive through the neighborhood to get to Westshore (traffic light) if I have to go east on Gaston as I'm too afraid to cross at Pearson or Brendenwood. But I would not agree with installing lights at those intersections. I think installing turn lanes from Gaston in the neighborhood (as proposed) is worth trying, maybe that will help? Part of the problem with Gaston is that it is hilly and winding and drivers are not paying attention. The sun can be blinding too. I appreciate what you are trying to do. Maybe Abrams from Mockingbird to Gaston could be looked at next.
	Eliminating the free right at Abrams/Gaston would cause further backup during rush hour. If anything, the free right should be extended further south down Abrams.
	Due to the impacts of the 3G intersection re-do, the improvements on Gaston closest to that intersection (particularly safer pedestrian crossings to the YMCA, there have been a lot of near misses) are of the highest priority.
	Dropping Gaston down to one lane between Abrams and 3G is a terrible idea and won't work. Literally having people stopped for left turns is a better option than merging people into and out of one lane to create a turning lane. Have you seen people merge in Dallas? We don't, we're bad at it, and you cannot make it better by forcing it more often. It will NOT push people to use 30 to get from downtown to the east side of the lake, it will just push traffic onto the more residential roads on either side of Gaston (like, don't like traffic on LaVista? Buckle up it's going to get worse if people can't take Gaston). The people west of Abrams need to stop trying to make 30 happen, it isn't going to happen.
	DON'T PUT BIKE LANES IN LIKE YOU DID ON ABRAMS. BIKE LANES ARE GREAT IF THEY TAKE YOU SOMEWHERE BUT THE BIKE LANES ON ABRAMS SIMPLY TOOK AWAY NEEDED DRIVING/PARKING AREAS. TERRIBLE
	Don't copy any of the sidewalk and island improvements done on Richmond. Those islands are going to cause some wrecks at night.
	Don't take land
	Don't do anything that will encourage more traffic on Swiss or Junius. We already have non-residents FLYING down our residential streets to avoid Gaston as it is. Speed bumps similar to

Comments	
	those newly installed on Collett should be installed on all streets in Munger Place and EVERY intersection should be four-way stops
	Don't do a thing it please.
	do not support widening or rows. support calming. also we all know that as density is pushed around lake that people come in on mockingbird or thru gaston and rip/roar thru to commute as fast as possible instead of accepting they have 20 min commute out to main corridors. so build more apts and having more people makes it more dangerous. as pol do not want to accept extra commute around east dallas/lake. unfort area was built for single fam and not for thousands of people needing to get to west side or downtown highways as part of their livelihood.
	Do not remove, degrade or do ANYTHING to the landscaped island separating Gaston Parkway from Gaston Ave, (between Westshore and Loving). That includes adding a sidewalk or bike lane in that area. If you actually lived here, you would know that cyclists and pedestrians use this protected street as a primary training area and the residents on this street are fully aware and respectful of this traffic. Adding a sidewalk/hiking trail is a ludicrous waste of taxpayer dollars while simultaneously eroding the property value of all homes on Gaston Parkway.  Yes, the Westshore/Gaston intersection is dangerous, but that could be easily remedied with a left turn signal without adding a left turn lane. Don't waste taxpayer dollars on a disaster like Richmond Ave, don't ruin the homes on Gaston Parkway by destroying the island and landscaping that helps to mitigate the noise and visual pollution of Gaston Ave.
	Disappointed but not surprised that we aren't adding protected bike lanes
	dedicated bike lanes throughout the area
	Could we please consider alternate side of the street parking for the streets in this area? It is extremely difficult to get around the neighborhood in the daytime, given construction and deliveries
	Concerned that adding left turn lanes on Gaston could make the current speed and safety problems on Gaston even worse.
	City acquiring land from others (taking) is not appropriate.
	Bike lanes!
	Bike lanes are a massive failure. Never used by bikes only by cars parking in them. They accumulate litter.
	Bike lanes add danger and congestion to the neighborhood.
	Avoid use of eminent domain
	At Gaston and Brendenwood, improve visibility for cars crossing all lanes. Between the hill to the east and shrubs and trees that block the line of sight, it's so dangerous to cross.  Crossing Gaston at Tucker is also difficult as the south gutter is too deep and nearly causes cars to bottom out while crossing.
	As someone who lives about a mile from this road, I travel on it every day. The justification for using eminent domain on Lakewood Country Club is not present.
	Are the turn lanes on Gaston intended to try and increase or decrease the traffic flow through the neighborhood? I understand that turn lanes and sidewalks are likely safer vs. the current design, however, my goal would be to reduce the amount of traffic on Gaston, period. I do not think Gaston should be used as a cut through for commuter traffic. We see traffic speeding up

Comments	
	and down Gaston - 50-60 mph at times - all the time. The city should focus on finding ways to re-route and reduce traffic flow through this residential area.
	Anything that makes the shops and restaurants around Gaston/Abrams more safely and conveniently walkable is a huge boost to our neighborhood.
	Any changes that reduce the number of lanes on Gaston between Garland Road and Abrams should not move forward. Pushing that area down to 2 lanes is going to create a traffic nightmare.  Most of these I said "do not support" because for many of these, the changes will make traffic way worse (which is also bad for pedestrians and cyclists!!).  Several others I just say "WHY?" Why spend all of the money, why tear up the roads for months, what is the point?  While we're here, can someone for the love of god paint some stripes on the speed bumps on Richmond????
	All polling options should be presented with a staff opinion. Gather input in a seperate process.
	All of the recent changes in the area to sidewalks, bike lanes, etc, have been AWFUL for traffic flow. Road conditions are also AWFUL in our area. These things should be higher priorities than those listed in this survey.
	ALL left turns need to have full traffic signal capacity, rather than allowing for turns whenever someone thinks they can make the turn. Do not reduce the lanes on Gaston. The neighborhood side streets already receive too much overflow traffic. Baylor needs more patient drop-off points so that people quit using Gaston as a place to drop patients off. Baylor also needs more signs to help people know where they need to go.
	Address tight left turn at Richmond and Gaston
	Add speed bumps and speed control to Gaston Avenue. Our biggest issue is people driving 10 mph over the speed limit. Adding a turn lane could only make this worse, as drivers won't be forced to slow down for left hand turns.
	Add sidewalk along Gaston between the Tom Thumb shopping center and west shore.
	A three lane study should be completed for full understanding of the impact of two directional lanes and one turning lane on the whole corridor being considered like that on Matilda. Gaston is already at capacity and with approved building sites will only get more congested. If this effort doesn't intentionally calm and move traffic to streets that are already designed for additional traffic growth NOT Gaston Avenue which is mostly residential would be a huge loss and waste of city and tax pay or funds. As shown in its current form — this is grossly lacking in a complete studied form.  DART needs to re review the bus routes and look harder at moving them back to Live Oak where it's more accommodating in its current traffic lane form.
	A diet on Gaston from Richmond to Garland. Gaston is not a bypass off Garland and East Grand. It is a neighborhood street. Therefore, the speed limit can be reduced to 25.
	1. The far west end of Gaston should NOT be pitted against the far east end of Gaston. Both of these areas need to be addressed and improved, given the excessive traffic accidents and pedestrian deaths, as well as the diversity of populations who LIVE on and near Gaston. 2. Commuters who DO NOT live in Lakewood and Old East Dallas are being given too much



Comments	
	<p>influence on this study. Mitigating the hazards and threats of high volume/high speed of cut-through commuter traffic should remain the focus of this study - not on speeding up commuter traffic.</p> <p>3. The Cambria intersection - the crown in the road just east of the intersection blocks the views of on-coming traffic in both directions. Very dangerous for turns. Perhaps a signal is needed here as well.</p> <p>4. The Brendonwood intersection - needs a signal. Nearby residents have photo documentation of the MANY injury/high damage accidents at this intersection - data which somehow is not being included in this study. This intersection is halfway between Westlake and Richmond, and provides direct access for vehicles and emergency access to neighborhoods north and south of Gaston (where such access is limited due to the large golf course property). A signal here would also help create gaps in traffic that would help make even the Cambria intersection safer for turns. Existing conditions is a criteria for warranting a signal PLUS the many accidents occurring here - so a signal is justified at Brendonwood.</p> <p>5. Westlake- left turn lanes could allow even faster traffic through this intersection. SLOWING down traffic on Gaston is THE goal of this effort. Instead of left turn lanes, LEFT TURN SIGNALS should be installed. Will this increase the time to get through this intersection? Yes, and we don't care if it does. And this will create those gaps in the traffic we all need. Will left turn signals make it safer? Yes.</p>
	<p>1. In Lakewood shopping center, the majority of traffic comes out of the parking lot - not from Oram, so please do not reorient the light to Oram. That will result in a lot of folks trying to take a left out of the parking lot with no light.</p> <p>2. Will the raised pedestrian walk on Richmond be a bridge? Otherwise, don't think it will make a difference.</p> <p>3. Adding a trail across Loving Ave without a light, stop sign or closing off the street will just put more pedestrians in harm's way. Please close off the street. Folks who live nearby can enter from Westshore/White Rock Trail/cross streets.</p> <p>4. What is going to be done about speeding on Gaston Ave? Nothing I saw in the presentation really addressed that.</p> <p>5. I saw nothing in the presentation about bike lanes. Will these be included?</p> <p>6. I like the designated right turn lane from Abrams to Gaston. Helps with flow. Same with the Richmond right turn. Would prefer the city look into other ways for pedestrians to cross safely.</p>
	<p>--- At options for Gaston between Oram &amp; Abrams, a combination of BOTH options is preferred: Use Alternate 3, but at CVS use same parking direction as the existing direction. This would still put a new, large corner at the se corner, and would not allow CVS entry from northbound Abrams Parkway (like Alternative 2). Entry to CVS parking would only be from Gaston. This combo approach avoids the awkward U-Turn to get into the CVS parking with spaces reverse.</p> <p>---At Cambria, the road elevation is a dangerous blind spot, even with a new left turn lane, on-coming cars cannot see each other. Can crown in Gaston be lowered?? More work, but much safer.</p> <p>----Brendonwood needs a signal. High accident intersection. Mid point between Richmond and Westlake would help to manage traffic flow and speeds on gaston - safer for everyone. Warrants and conditions regarding speed of approaching traffic, configuration, visibility, and size of the community need greater consideration, and the number of accidents is under-reported. Brendonwood serves the several neighborhoods to the south of Gaston, and is an IDEAL location for safer pedestrian crossing Gaston (especially since sidewalk access is SO poor on Gaston).</p> <p>---- At Westlake, the bike lane to Loving can cut through the landscaped parkway at the far west</p>

**Comments**

end BUT then can use on-road lane on Gaston Parkway - is a new off-road lane necessary here? This would lead to a new off-road bike from Loving to the east.

---The bike trail "entry" at the parking lot drive is dangerous!! - Look at redirecting the trail BEHIND the service station for a MUCH safer turn toward the north (and work with new developer for new construction already in progress!?)

-- More pedestrian crossing safety is needed at Loving. Pedestrian-controlled flashing beacon (red light to STOP traffic) is needed for safe crossing here at the YMCA.

---Driveway(s) on the 3G radius on westbound Gaston MUST be removed. Very, very dangerous when WB traffic has a green light on the dangerous curve.

---The 3G intersection was sold to the public with 10 wide sidewalks. TxDOT said this is City of Dallas requirement to install. COD needs to meet what was communicated to the public so that this dangerous intersection can be at least a bit safer for pedestrians and cyclists trying to get to the lake.

## Attachment C: Public Meeting Comments

Questions and comments received during the public meeting:

#	Question/Comment	Response
1	I don't see a lot of options addressing speeding. Also why don't signals get warranted?	
2	What about local properties when putting in signals?	We coordinate with property owners.
3	Is closing Loving still an option because it's an emergency route. Is curb ADA?	
4	Gaston is still being viewed as a connector- has there been discussion with DART to make it more accessible? What was Gaston built for- how many do you anticipate (vehicles) and capacity?	
5	Is closing Loving still an option because it's an emergency route. Is curb ADA?	
6	Gaston and Abrams have issue with speeding. Resident says she wants it to be a 25mph road.	We follow federal rules and it's based on the 85 percentile. With Vision Zero we can try to work with Austin to see if they can allow cities to lower neighborhood speed to 25mph. We want to be able to update technology (SMART signals) and currently new signals being installed are SMART signals.
7	Are 3 lanes on the residential side and not just commercial side (similar to what was done on Matilda).	We are trying to do road diets, but this corridor serves DART. From Whole Foods to the 3G can't do a road diet because its almost at capacity and traffic would come to a halt.
8	Richmond/Gaston- what about elevated crosswalk?	they can be 6 inches in height or level to the curb, but speed table is usually 3 inches in height. Gus- It would require additional studies because vehicles might not be ready to cross over an elevated table at that site.
9	Concern with Gaston from Whole Foods- continually putting more businesses there and apartments- is there anything to stop people from bringing in more traffic?	Need to bring other departments into it such as Planning and Urban Design.
10	Is the understanding that there will be left turn from country club to W Shore- Also when you get to add median buffer with crosswalk- and homes on south side of Gaston and north side- are properties going to lose their sidewalks?	would not have dedicated left turn lanes.
11	Has lived on Gaston for 33 years and says it doesn't matter what speed limit they put in because no one enforces it. Supports road diets and putting in signals almost everywhere. The congestion will slow down traffic. There aren't enough officers to enforce. The Gaston 3G counts are going to jump dramatically because of extension of Garland Road. All we can do is	

#	Question/Comment	Response
	plan it into projections before we even have the bond money.	
12	Is there a change in the thoroughfare plan? Will curbs be moved?	If we do road diets, yes.
13	Very disappointed with no operational changes from Washington to Paulus. Biggest issue is the buses- want staff to go back to DART and explain. Vision Zero is about big change and doing nothing from Washington to Paulus does nothing for the study. In a lot of cities, you get 3 lanes with one center lane.	
14	Lives on Gaston and is on the task force - Reiterates thanks for the work city staff has done. Her section has more single-family homes and opposes comparing it to the area with apartments. 3 blocks could have road diet because the problem is that it's not enforced. Drivers blow through the red lights. Says to get rid of DART there. Need to slow down traffic or there will be no change.	
15	Has lived on Gaston for 20 years. Says buses on Gaston are mostly empty and no one is riding them. Dallas City Council approved grant for an apartment building on an already at capacity roadway (about 400 apartments). The commercial area has a speed limit of 30mph and then the residential goes up to 35mph. Says the numbers put in the crash report aren't accurate because they see more accidents all the time. Doesn't believe the data used for the last 5 years. If you reduce from 4 to 3 lanes all from the 3G to Baylor District where is the ROW claim? Why can't it be a consideration? If the state doesn't let us reduce limits, we should use cameras.	The numbers come from Dallas County, DPD, DART, etc and any incident with a police report and at least \$10K in damages.
16	Part of the Steering Committee- hears all the speed concerns and one option is to get rid of the right turn on Richmond.	
17	Mentioned bond in 2024- estimate what we would pay and would it encompass all these options.	Part of the revenue collected goes to debt fund and use that to pay capital projects.

## Public Comments received following meeting

All comments below were received following the public meeting

#	Comment
1	<p>Please explain how ANY Gaston redo can have any legitimacy ignoring the Grand/Garland intersection.</p> <p>And, since speed is a consideration,</p> <p>Please consider just restriping Gaston to one lane each direction, with a bidirectional left turn lane in the middle. This will allow enough space for a bike lane each direction.</p>
2	<p>Please consider installing a traffic light at Pearson Dr and Gaston Ave. Numerous people who do not live in the neighborhood (delivery vehicles and maintenance vehicles) attempt to take a left turn (turning east onto Gaston) and this either causes a backup on Pearson or potentially causes near miss collisions on Gaston. This potential traffic light would be best served if neighbors are unable to park along Pearson for a minimum of 15 feet to ensure clear right of way. Often times maintenance vehicles park right up to Gaston thereby making it difficult to turn onto Gaston.</p>

	<p>Many neighbors are aware that turning east onto Gaston is best achieved by W Shore Drive but not delivery and maintenance vehicles (Google maps).</p> <p>Finally, having this traffic break along Gaston will help regulate speed between the traffic light of W Shore Dr and Abrams along Gaston.</p>
3	<p>Thank you for your attention to the traffic issues related to Gaston Avenue. I hope the City will slow traffic through the residential areas of Gaston, perhaps by making traffic flow one lane in each direction with a middle turn lane. Turning left off of Gaston is incredibly dangerous, and speeds along Gaston seem to increase regularly. A middle turn lane would help with safety and also provide an effective route for emergency vehicles.</p> <p>Another serious concern is the potential diversion of traffic into Lakewood proper. I have seen some resident suggestions of traffic lights along Gaston, but I fear lights will only serve to divert impatient drivers into the neighborhood to cut through to Abrams. Commuters through the neighborhood do not seem to respect the calm of the neighborhood and blow through stop signs and have little concern for pedestrians and residents. In the past few months, traffic along Brendenwood has increased, and the speed of vehicles is troubling.</p> <p>Thank you for working to protect resident safety and enjoyment of the neighborhood, while managing the traffic flow along Gaston.</p>
4	<p>With that said, I moved into my home 19 years ago, so I know Lakewood and Gaston Ave intimately-we used to have a bus stop in front of my home-now I have to walk a mile to catch one! The median strip or island has been a godsent or just a barrier from the traffic noise-pollution; we can see it but barely hear it, although I had planned to compound my home more recently.</p> <p>There is little to no pedestrian traffic-gaston towards the whole foods sidewalk is not rideable or walkable for that matter. I would suggest you or your colleagues walk its length. The one-mile walk to whole foods is downright horrible-cars only 4 feet away are sometimes traveling at highway speeds. The northwest crossing at the west shore (white rock) frequently has riders and walkers, sometimes kids. The accidents occur to the point we hear the squelch-slam-bang of metal before the silence, then the wail of sirens.</p> <p>That intersection is bad. Cameras should be put up so your guys can see the video of a month-do it and learn how to fix it!</p> <p>As for the island and blocking Loving-I have heard that proposal before and don't know if that would fix anything except allow the cars to wiz past the flashing 25-mile sign and speed up more without the incline to the intersection I described above. I am sure any winding or the gaston for turn lanes may not work since the intersection is so small it would only allow the cars to speed by-I have no solutions for that.</p> <p>One last thing-the 10-foot undulating path on the island encouraging bikers to use would kill most of the trees and bushes that provide a barrier-sidewalk could be the best if anyone wants to walk along gaston-but truly, there are few if any pedestrians walking or in your case riding that island-none-zip nada....rethinking the path it does look good on paper. Still, the reality is a waste of money and solves nothing.</p>

	<p>By the way, at the last 3G meeting, which invited Forest Hills people, a woman said that she gets a roasted chicken every week and is disturbed by the backup of traffic and wanted an extra lane put in on Garland at the pedestrian bridge-I was horrified but she got what she wanted. Remember, you can't please everyone, but little things make a big difference.</p>
5	<p>Council Members and Mayor,</p> <p>I am writing to you regarding the ongoing design of the Gaston Avenue Corridor, the Washington to Paulus section in particular.</p> <p>Despite the City Council's Vision Zero policy and feedback from the community, I was disappointed to see in City Staff's presentation (Link:<a href="#">Staff Presentation</a>) that they were recommending keeping Gaston essentially unchanged.</p> <p><b>Gaston Avenue is Dangerous</b></p> <p>Gaston Avenue is part of the High Injury Network in Dallas: the 8% of streets that account for 50% of severe crashes. Gaston in particular is in the top 50 Street miles of the network. Further survey results for both Vision Zero and the Gaston Avenue Corridor have consistently shown respondents to be far more concerned about high traffic speeds, safety, and pedestrian experience than with traffic congestion (see City of Dallas Survey results with citations at bottom of email).</p> <p>The FHWA, in its Road Diet Informational Guide, which specifically focuses on 4-lane undivided roads (like Gaston Avenue) states:</p> <p>"Four-lane undivided highways have inherent design aspects that make them susceptible to crashes." and "Based on the history of safety studies presented in this guide, practitioners can expect a crash reduction of 19 to 47 percent after installing a Road Diet."</p> <p><b>Gaston Avenue traffic is Steady or Declining</b></p> <p>This recommendation was based on unrealistically high projected traffic growth on Gaston: 5% annual growth for the next 5 years. However, 20 years of traffic counts by the NCTCOG show that Gaston has seen flat or declining traffic volumes.</p> <p><b>Dallas can set whatever speed limits it likes to control hazards</b></p> <p>When asked to lower to speed limits, staff is quoted in the <a href="#">Lakewood Advocate</a> saying: "[DDOT Director Gus] Khankarli says speed limits are set by federal rules, and when speed studies are completed, the results may show the need to raise, rather than lower, the limit"</p> <p>This is not true. The FHWA explicitly says it does <b>NOT</b> set local speed limits which are left to State and Local law. Texas state law does not require speed studies on local streets, only on highways and specifically allows lower speed limits than the presumed 30MPH for local streets where hazards exist that are preventing safe operation of automobiles.</p> <p><b>Dallas Must Build for the Future it wants, not what it has</b></p>

I request that the City Council encourage City Staff to re-evaluate their recommendation for Gaston Avenue from Washington to Paul in light of citizen preferences for safer speeds and safer streets and inherent design flaws in 4-lane undivided roads. The lives of Dallas citizens depend on it.

Best regards,

Nathaniel Barrett

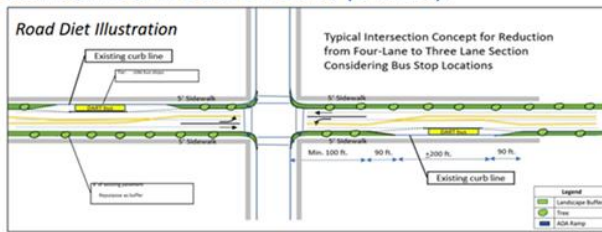
**Options Evaluated (Per Gaston Corridor Staff Presentation)**

**Location 1: Washington to Paulus**



**Potential Treatment Options Evaluated:**

- **Option A:** Maintain existing configuration (4 lanes) along entire segment and make improvements outside of the roadway only.
- **Option B:** Maintain existing configuration (4 lanes) from Washington to Peak. Road diet between Peak to Paulus (3 lanes).



17

**Location 1: Washington to Paulus**



**Traffic Analysis Findings:**

- Base Traffic Volumes = 2021 Traffic Counts + 20% COVID Factor
- Future Traffic Volumes = Base Traffic Volumes + 5% growth rate (5 years)
- Scenarios Evaluated:
  - Existing Configuration (Option A):
    - Base Traffic Volumes
    - Future Traffic Volumes
  - Road Diet (Option B):
    - Base Traffic Volumes
    - Future Traffic Volumes

**LEGEND:**

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



## Location 1: Washington to Paulus



### Traffic Analysis Findings:

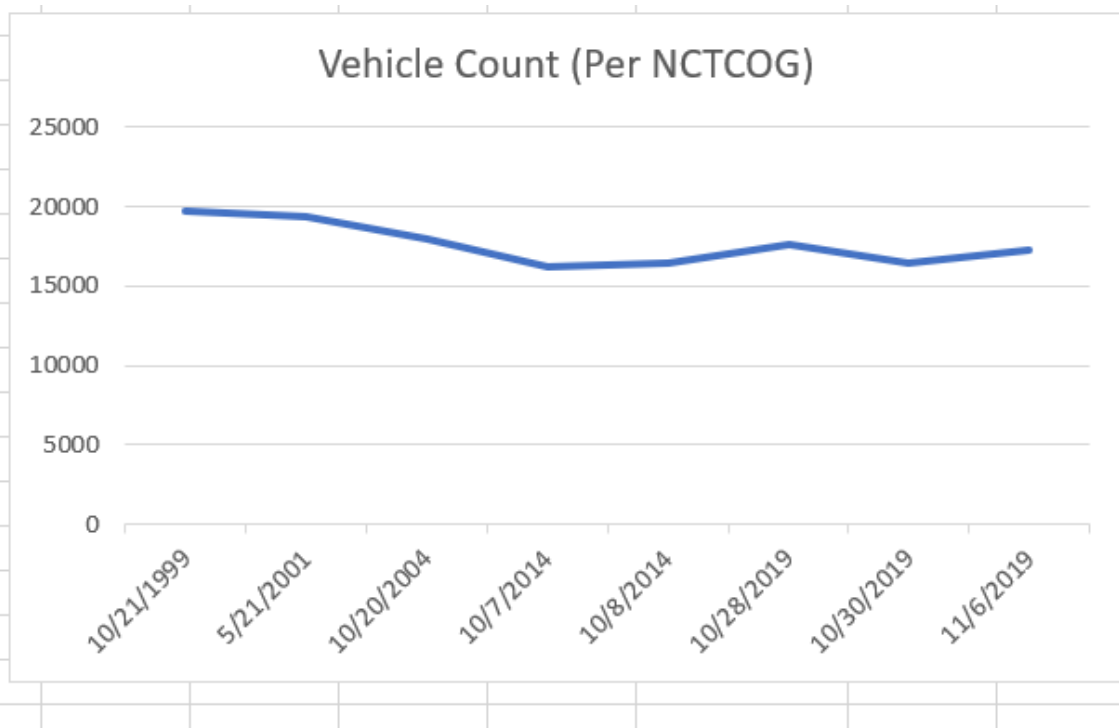
#### Intersections

- Fitzhugh Ave – During the AM Peak Hour this intersection in Future Year 2021+ will go from LOS B existing configuration, to LOS D with road diet scenario. Although LOS D is acceptable, this a two-level change.
- Gaston Ave/Collette Ave – During the AM Peak Hour this intersection in Future Year 2021+ will go from LOS B with existing configuration, to an unacceptable LOS E with proposed improvements.

#### Street Segments:

- Fitzhugh Ave – Collette Ave
  - The westbound traffic queues storage capacity during the AM peak Hour under the road diet scenario.
- Collette Ave – Munger Blvd
  - The westbound traffic queues exceed storage capacity during the AM peak Hour under road diet scenario.

### Historic Traffic Counts per NCTCOG on Gaston Avenue (Washington to Paulus)



### NOTES-Survey Results

Results Vision Zero Survey #1 (2021-Available [here](#))



# Survey Responses (cont.)

## Q2. What do you think are the top three challenges to moving safely around Dallas?

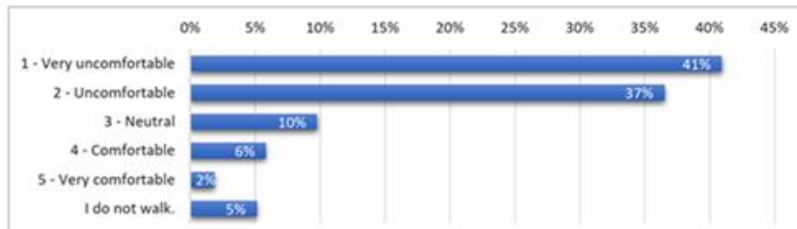
Response	Number Selected
People driving too fast	1109
Distracted drivers	1083
People running red lights or stop signs	733
Lack of sidewalks or comfortable sidewalks	485
Poor or blocked views at intersections or driveways	432
People being unpredictable	407
Drivers not yielding to pedestrians	284
Confusing streets	246
Not enough bike facilities	205
Difficulty crossing the street	141
Other	314



Gaston Avenue Round 1 Summary of public engagement (Available [here](#))

### 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 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)	55	13%

**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:

**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:

**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:

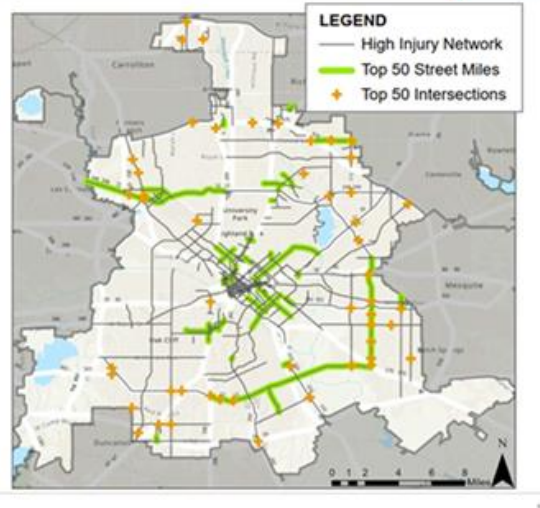
Vision Zero High Injury Network-Gaston Highlighted in Green as top 50 Street Miles

## Focus Areas for the Action Plan



### Geographic Focus Areas

- **High Injury Network (HIN):** streets where a disproportionate number of severe crashes have occurred.
- In Dallas, 8% of streets (non-freeways) account for 60% of severe crashes.
- Of the roadways that account for the remaining 40%:
  - 15% of severe crashes were on other streets (non-freeways)
  - 25% were on freeways



6 I recently became aware that the Gaston Ave Corridor Study is proposing a left turn lane at Gaston and West Shore which would require a portion of our land to be taken by the city.

After living here for eight years and experiencing traffic at this intersection firsthand I don't see the left turn lane alleviating the traffic issues. It also looks like the study confirms only 19% of the accidents are due to left turns. This also is misleading because the left turn accidents are occurring due to others speed and red lights being run.

We are all for improving this intersection, as it is dangerous and having teens that are now getting their driver's license it does make us nervous having them on this road. We would love to be part of a solution, but It's very concerning that such drastic measures to cut into our properties would be considered without the input of any of the residents impacted.

I understand there was a meeting to review the project but did not attend as we all were unaware this intersection was up for discussion. Previous meetings did not mention this change was under consideration. Do you have any insight to this recommendation, or can you advise the best way to get involved other than just submitting our opinions through the survey?

## Location 11: Gaston & W. Shore



### Existing Conditions:

- Difficulty making left turns
- 27 crashes recorded between 2015-2019
  - Top contributing factors:
    - Speed (41%)
    - Ran red light (26%)
    - Left turn (19%)



7 My name is Stephanie Muckleroy. I am a resident of the Lakewood neighborhood AND I work at Republic Title in our Lakewood branch. Republic Title Lakewood is located at 6348 Gaston Avenue. Oram/Abrams Parkway/Gaston Avenue corner to be exact! One of the more historic offices in our neighborhood.

I received the survey that was sent out and can not tell you how happy it makes me to see something being done to our intersection! Thank you so much for leading this change. It is beyond dangerous and confusing. The amount of breaks screeching to a halt and cars laying on their horn we hear a day is beyond frightening. Thankful to see something is being done.

I do have a question, in looking at both options, I'm wondering if you could better explain both alternative 3 versus alternative 2 to me so I can better understand the thought process behind each one?

I want to make an educated decision when picking which one would work best for our office, our shopping center and our community.

You likely are not aware, but Republic Title has been located in this shopping center for over 30 years. We have seen many businesses and residents come and go, and many changes happen in the area. All in all, Lakewood is a great community and we are proud to be a part of it. In fact, I grew up in Lakewood and now am raising my own family here as well. Clearly I need to venture out more – ha.

On a personal AND professional note, in reference to the proposed parking spaces on La Vista and Abrams Parkway, our shopping center's parking is already extremely scarce, so anything to eliminate even one or two parking spots would hurt the businesses here in our shopping center tremendously. In addition to hurting the value of this shopping center. I park daily in those parking spots. I am in and out of the office many times throughout the day and I prefer Option A (existing parking) the way it currently exists. Both as a business AND resident of the community. It is easy, safe and flows well with traffic.

8

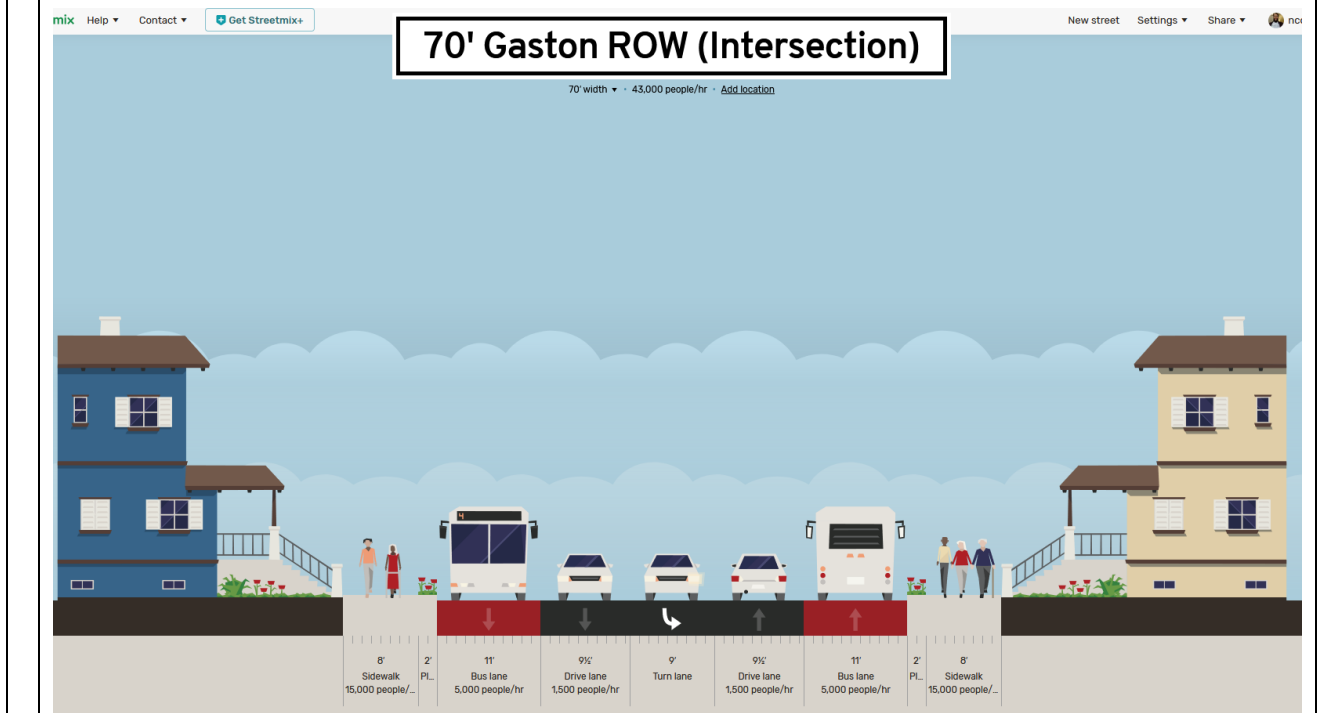
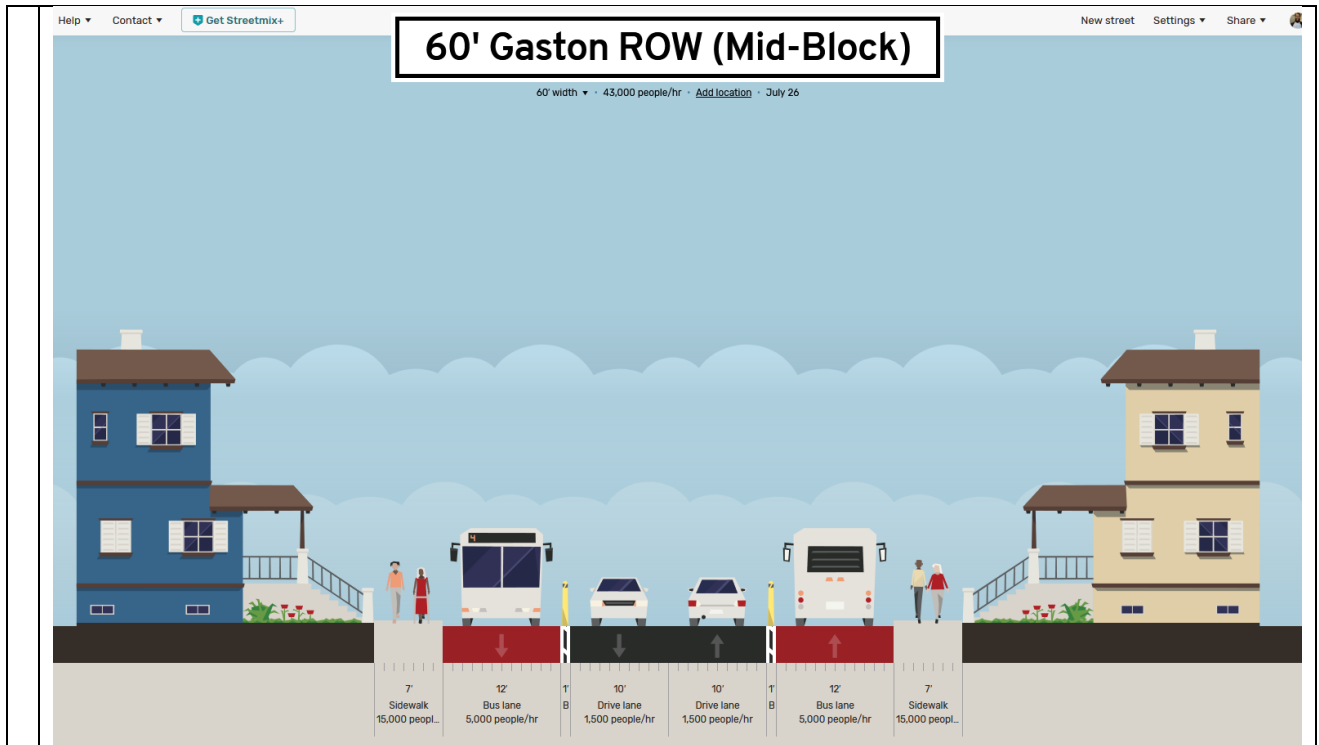
I want to express my appreciation for coming out to the Peak's Addition HOA meeting last night to review the Gaston Avenue Corridor study. I know there were a lot of things thrown at you, not all of which were well-informed opinions and that these sorts of meetings and responses are probably a particularly challenging aspect of your job.

Though it got drowned out by some poorly conceived ideas, the consistent message from both the HOA meeting and the survey results in the initial feedback is that people want slower speeds, safer intersections, and more comfortable walking environments. Four lane undivided roads are associated with higher rates of crashes and injuries, which is borne out by Gaston being on the Vision Zero high injury network. I do feel like there is room for a better solution than the 2 options proposed that maximize safety while allowing for necessary multi-modal mobility. (The below will also be submitted in the Survey as feedback)

My suggestion for Washington to Paulus would be to implement transit-only lanes on the outside, expand sidewalks, and slightly expand the ROW at key intersections (combined with elimination/limits on left turns as necessary). I believe this addresses the issues of Transit, Emergency Access, Pedestrians, automobiles, and possibly even funding (through partnership with DART) :

- Allows DFR/Emergency Vehicle use of bus lanes, most likely improving response times.
- Improves bus service on the most important transit corridor in Old East Dallas
- Offers the opportunity to Partner with DART on bus stop consolidation and transit infrastructure funding
- Increases pedestrian comfort by widening sidewalks and reducing mixed traffic next to pedestrians (instead only 15-minute headway buses would be adjacent)
- ROW Acquisitions would be minimal, likely 5' per direction at key intersections. These intersections almost all have large unusable setbacks and are commercial/multi-family owners that would see minimal impact or even improvements thanks to infrastructure upgrades.
- Engineering guidelines suggest 2 lanes plus a center turn lane could service expected traffic volumes.

Example cross-sections are below.



9 **REGARDING LOCATION 10/11:**

My wife and I would like to express our SERIOUS and GRAVE concerns regarding your plans for location 10 and 11 on the Gaston corridor study. We are in a unique situation that makes it absolutely critical that your plans are not acted upon. We live on **Gaston and Country Club Circle (6761 Country Club Cir)** right before Brendanwood. We have seen the accidents

outside our house time and time again on Gaston. In fact, on 2 separate occasions we have had a car go through our fence due to a crash and almost into our house (see attached photos below).

We have 2 young children. We are also in a unique situation that our house is the only house on Gaston that does not have a 60-foot setback from Gaston. This is something that was grandfathered in before we bought the house. We have built a strong fence along Gaston to help prevent vehicles from entering our backyard. We have VERY SERIOUS concerns about the city taking any additional ROW along our stretch of Gaston, as our home would get even closer to the road and increase the possibility of cars crashing into our home. Again, we would like to emphasize that we have two young children (ages 5 and 2) and this is constantly a fear in the back of our minds due to Gaston already being much too close to our bedroom window where we sleep at night. We need to address the SPEEDING along Gaston. Cars regularly go 50-60 mph along Gaston without a cop being present to pull them over. This is a residential street, not a highway. Widening it will only allow for cars to increase their speeds and it will increase the likelihood of a car crashing into my home and causing harm to my wife or my children. We urge you to take measures to REDUCE speed, and NOT increase it, which is what your recommendations seem aimed to do.





	Please heed our concerns. We are terrified for our two young children.
10	<p>I am writing to share my thoughts and observations with regard to the Gaston Ave. corridor study and hope that as a long time resident of the area, that perhaps my observations will shed some useful insight. I will admit that some of the proposals raise significant concerns for me. I've lived on Gaston Pkwy for nearly 16 years and I'm currently in the process of a \$350,000 expansion and remodel. While I fully intend to remain in my current residence, I have significant concerns that some of the plans will have a significant negative impact on my property value, and perhaps more importantly, my quality of life.</p> <p>I will concentrate my observations specifically on Gaston Pkwy (the short and narrow street between Loving and Westshore), the Westshore/Gaston intersection, and the Loving Ave. area.</p> <p>1. As a resident of Gaston Pkwy, I cannot sufficiently emphasize the importance of the established and landscaped island that separates us from Gaston Ave. This island provides a barrier from Gaston and lessens both the visual and noise pollution on our street, provides a small margin of privacy and a large margin of safety. In fact, there have been a number of accidents over the years where vehicles have launched into the island but were prevented from impacting homes because of the substantial landscaping on the island. Additionally, the Lakewood Neighborhood Association goes to great lengths to maintain that island and made a thoughtful effort long before I purchased my house to ensure that the landscaping aligned with and was complimentary to the landscaping on the home behind it. One of the proposals calls for a hiking/biking trail to be built on the north side of the island. This would require the elimination of the bulk of the well established landscaping on the island. Moreover, the reintroduction of new landscaping on the south side of the island would be limited due to Oncor rules associated with the power lines above. If a hiking/biking trail must be introduced on the Gaston Pkwy island, I strongly urge that it be placed on the south side of the island and that all of the landscaping be protected and retained.</p> <p>My assessment of this proposal is that it is simply unnecessary and misguided. Allow me to explain why. First, there is very little foot traffic along our stretch of Gaston Ave. Most pedestrians walk on the south side of the street and I would argue that the majority of those are residents walking to the YMCA. That's not to say that there's not a significant amount of bike and foot traffic on Gaston Pkwy, in fact quite the contrary. Gaston Pkwy is currently a protected residential street that happens to sit at the top of a hill. Our adjacent Loving Ave. has a very steep hill, and that hill continues right up to my residence on Gaston Pkwy. It is a magnet for cyclists, walkers and runners. Everyone on our street knows that there is foot and bike traffic on our street and we look out for those taking advantage of one of the few hills in the White Rock area. I can assure you as a former cyclist, that nobody who runs, walks or cycles will change their traffic pattern to use a sidewalk. Moreover, the network of trails in our area is already significant and adding another is simply a waste of resources that will simultaneously degrade the my home value and beauty. It's a trail to nowhere. If you lived in the area, you would realize that cyclists of all skill levels have a well documented route that departs from White Rock Lake into parts of Lakewood in order to capitalize on the hills in the area. They will continue to utilize residential streets no matter what the city does. Frankly, it is part of the charm of the area and provides a sense of community. Neighbors from blocks away regularly stop to visit as they walk along Gaston Pkwy. They simply will not walk an extra twenty feet to be on a sidewalk.</p> <p>2. The Gaston Ave./Westshore intersection is very dangerous. Every month, if not more often, I hear the unmistakable sound of a vehicle collision. As a person with emergency medicine training, I have found</p>

myself in a position to render aid and/or direct traffic over a dozen times. The problem with this intersection is two-fold. First, the intersection sits at the bottom of two opposing hills. Westbound motorists regularly approach 50mph coming from the 3G intersection and either cannot stop in time, or more often, speed through the Westshore intersection in order to make the light. My personal traffic pattern avoids this intersection simply because the number of people who run red lights here is akin to traffic behavior I have witnessed in many developing nations! Second, eastbound motorists gain speed coming down the hill and rarely consider that there are vehicles trying to make a left turn into Lakewood. This is a tricky proposition in and of itself, because the opposing hill creates a “blind spot” that makes it incredibly difficult to gauge when it is safe to make a left turn. I’m sure hundreds of Lakewood residents have been rear ended by drivers heading eastbound on Gaston. I would argue that creating turn lanes or widening the street to accommodate a turn lane is costly and unnecessary. Simply adding a protected left arrow at that intersection would make a significant difference in the number of vehicle accidents, and would make it safer for pedestrians who live in Coronado Heights to come and go from their outings at White Rock Lake. The second piece of this ,of course, is the speed and volume of traffic. Adding lanes does nothing to mitigate this. Slowing traffic along Gaston...a residential street, would make a difference. Whether that be a stop light at Loving and Gaston, or a pedestrian light/crossing across from the YMCA, something needs to happen to slow the westbound drag strip that exists from the 3G to Westshore! I suspect, that if the Dallas police were to issue citations for running a red light at Westshore and Gaston, the revenue would likely equal the property taxes for our street!!!

3. Loving Avenue north of Westshore. As previously mentioned, Loving is a steep hill that is a draw for runners and cyclists. However, the ongoing (never ending) 3G construction has created afternoon traffic jams that extend to Loving and Westshore. Motorists hoping to avoid that jam are cutting through Westshore and Loving in particular. This has resulted in increased traffic flow, many of whom are speeding, both due to the downhill slope and due to the frustration of being stuck in traffic. My assessment is that the city is trying to solve a problem that is being created by their very own project. Finish the 3G intersection, then assess whether there is a need to mitigate traffic flow/speed on Loving. That said, if there is a need to mitigate vehicle flow on Loving, I would argue this could be easily accomplished by simply extending the Gaston Pkwy median and closing off the south end of Loving to Gaston Ave. Of course, it would be critical for Loving and Gaston Pkwy to remain connected, thus creating a loop, that would allow for emergency vehicles, construction vehicles, delivery vehicles, etc. to pass through.

I realize that you are likely receiving a host of feedback, ideas and demands from residents of the area and that many are likely conflicting. I hope that my thoughts and observations shed some additional light that allow for thoughtful and intelligent decisions to be made that respect the property value and quality of life of the residents in the area, while making the Gaston Ave. corridor safer for all users. Finally, I’ll add this. I spent a number of years as an officer in the military and it was not unusual for soldiers to begrudge and disdain “the good idea fairy”. Ultimately, “the good idea fairy” simply created additional work, hardship, and expended resources for the sake of doing something that seemed like a good idea, but inevitably was a fruitless enterprise that benefitted no one. After watching and trying to use the debacle that is Richmond Ave., or the bike lanes along Abrams through the Lakewood shopping center that have done nothing but kill businesses, I can’t help but think “the good idea” fairy is alive and energized in the Dallas City Planning Office. This effort to create bike lanes along roadways in order to get cyclists to an already bike centric neighborhood, when bike specific trails exist connecting downtown to White Rock Lake seems ludicrous. I have yet to see a single cyclist using those lanes on Richmond or Abrams...why? Because it is still prettier and safer to use the internal residential streets than it is to ride

	<p>in a “lane” along a busy thoroughfare. So, I’d ask that the city furlough “the good idea fairy” and instead follow the well proven mantra of, “if it ain’t broke, don’t fix it.”</p>
11	<p>I live at 7023 Gaston Parkway and I am extremely concerned about our street and the fact that they are trying to take away the green section in front of my house. I will lose all privacy and my property value will drastically decrease. It sounds like the proposed plan is to take out all the trees and put in a completely useless ten foot walking path. People prefer to walk on the street behind the barrier of tress and WIDE greenery that block Gaston Ave from Gaston Parkway. This green section that blocks Gaston Parkway from Gaston Avenue also makes us feel safer from speeding cars. You can’t make this section smaller and pull out all the tress for yet another useless block of Dallas concrete. On top of that this street gets very little foot traffic. We don’t even get Halloween Trick or Treaters. And no pedestrian in Dallas is going to walk near it if you widen Gaston Avenue. Because, they will be in fear of their life walking next to another Northwest HWY. What Gaston Parkway needs is more protection from Gaston Ave, not more concrete with wider streets.</p> <p>This section between Gaston Parkway and Gaston Ave is very critical to the privacy of my home and my home value. No one on Gaston Parkway wants to live on a highway like street with no boarder protecting us or no trees to block the busy street view.</p> <p>Widening the street is only going to encourage higher speeds, not slow anyone down.</p>