

Gaston Avenue Corridor Study

Existing Conditions and Needs Assessment

Virtual Public Meeting

June 29, 2021

6:00 p.m.

Kathryn Rush, AICP

Chief Transportation Planner

Kierra Williams

Transportation planner

Department of Transportation



Notice
Audio and Video
Recording in Progress

Please mute your microphone



Question and Answers

- Please submit all questions and comments via the chat room.
 - Questions will be reviewed by our Team and a response will be prepared for the end of the presentation.
- If a more detailed response is required, it will be responded to within 30 days of receipt.
- If you have called into this meeting and wish to submit questions or comments, please email
 - Kierra.Williams@dallascityhall.com



Meeting Agenda

- Welcome and Introductions
- Project Overview
- Existing and Ongoing Planning Efforts
- Existing Conditions Assessment
- Character Zones: Needs and Opportunities
- Next Steps
- Q & A



Welcome and Introductions

Project Overview

Existing and Ongoing Planning Efforts

Existing Conditions

Character Zones: Needs and Opportunities

Next Steps

Q & A



Project Team

Dallas Department of Transportation

- Project Sponsor
 - Ghassan Khankarli, Director
Ghassan.Khankarli@dallascityhall.com
- Project Oversight
 - Kathryn Rush, Chief Transportation Planner
Kathryn.Rush@dallascityhall.com
- Project Manager
 - Kierra Williams, Transportation Planner
Kierra.Williams@dallascityhall.com

Consultant

- Prime Consultant
 - Freese and Nichols
- Supported by
 - Pacheco Koch
 - Gram Traffic NorthTexas, Inc.



Welcome and Introductions

Project Overview

Existing and Ongoing Planning Efforts

Existing Conditions Assessment

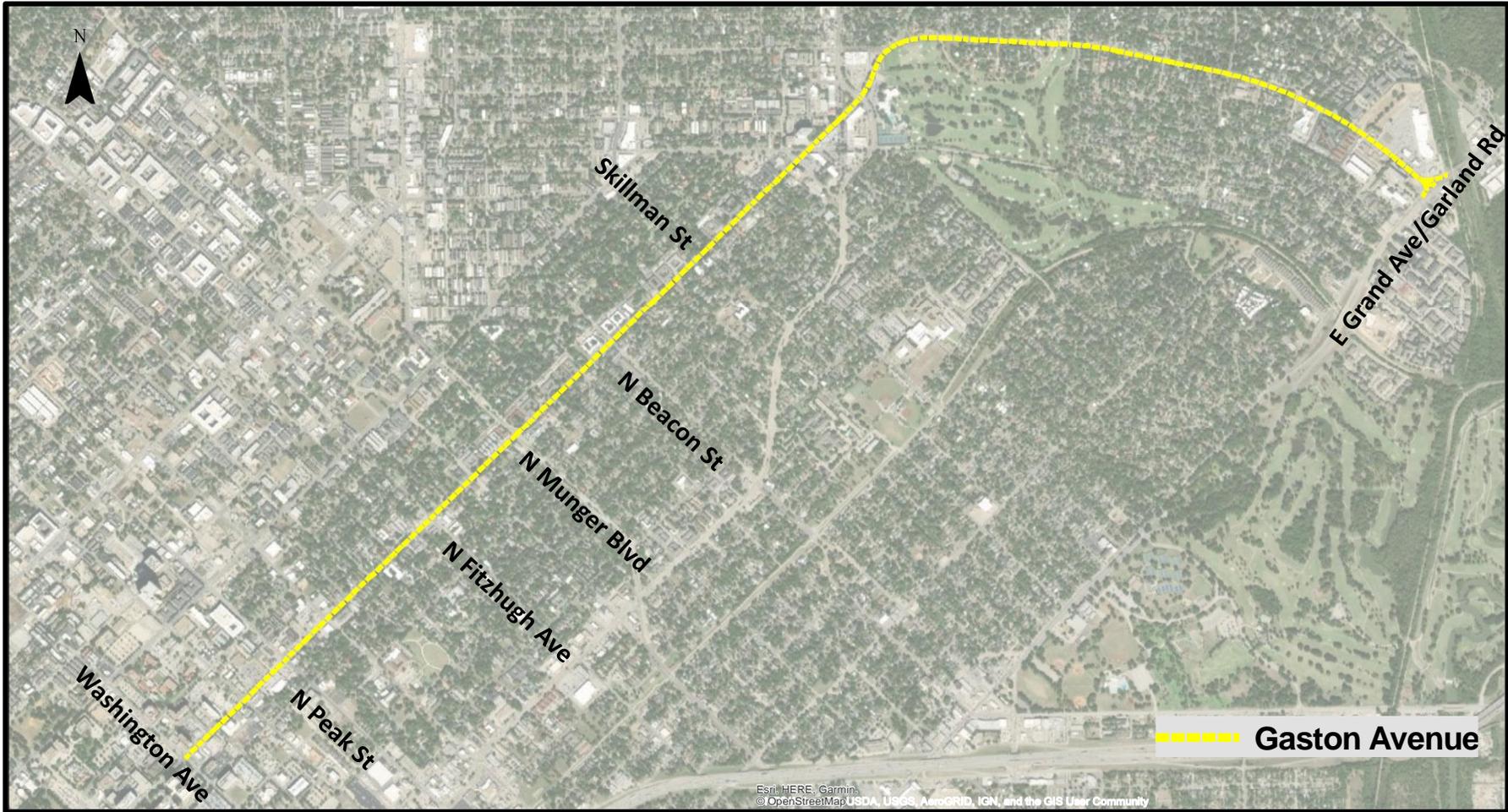
Character Zones: Needs and Opportunities

Next Steps

Q & A



Study Area



Purpose of Corridor Study

- Multimodal operational study
- Evaluate the Gaston Avenue corridor for traffic calming and pedestrian facilities improvements.
- Recommend treatments, prepare cost estimates and develop implementation plan.



Project Process



Public Engagement

- Stakeholder Steering Committee
 - Comprised of City Council recommended neighborhood/ community representatives.
 - Provide insight on local issues and challenges and offer feedback at project milestones and on deliverables
- Project Website:
dallascityhall.com/GastonStudy
- Public Survey and Interactive Comment Map
 - Active from February 1st – March 17th
 - Promoted through Social Media, email, and physical distribution.
 - Responses
 - Public Survey – 434 responses
 - Interactive Comment Map – 442 comments
- Public Meetings (2)
 - (1) Existing condition and needs assessment.
 - (2) Recommendations on potential treatments and implementation.



Project Description

- Project Limits
 - Washington Avenue to East Grand Avenue/Garland Road
- Length - 3.7 miles
- Right-of-way Width – 60'
- Two-way with four (4) travel lanes.
 - Dedicated left turns at Abrams, Munger, and Washington.
- Speed Limit
 - 30 MPH from Washington to Country Club
 - 35 MPH from Country Club to East Grand/Garland



Welcome and Introductions

Project Overview

Existing and Ongoing Planning Efforts

Existing Conditions Assessment

Character Zones: Needs and Opportunities

Next Steps

Q & A



Existing and Ongoing Planning Efforts

- Several plans, policies and regulations adopted by the City are critical to the history, context, and future layout of the corridor.
- Plans will inform the goal and recommendations of study.
- Existing
 - Thoroughfare Plan
 - Bryan Area Land Use Study
 - 2011 Bike Plan
 - Complete Streets Design Manual
 - Ignacio Zaragoza Safe Routes to School (SRTS) Plan
 - Downtown Dallas 360
 - Connect Dallas Strategic Mobility Plan
- Ongoing Efforts
 - DART Network Redesign
 - Vision Zero



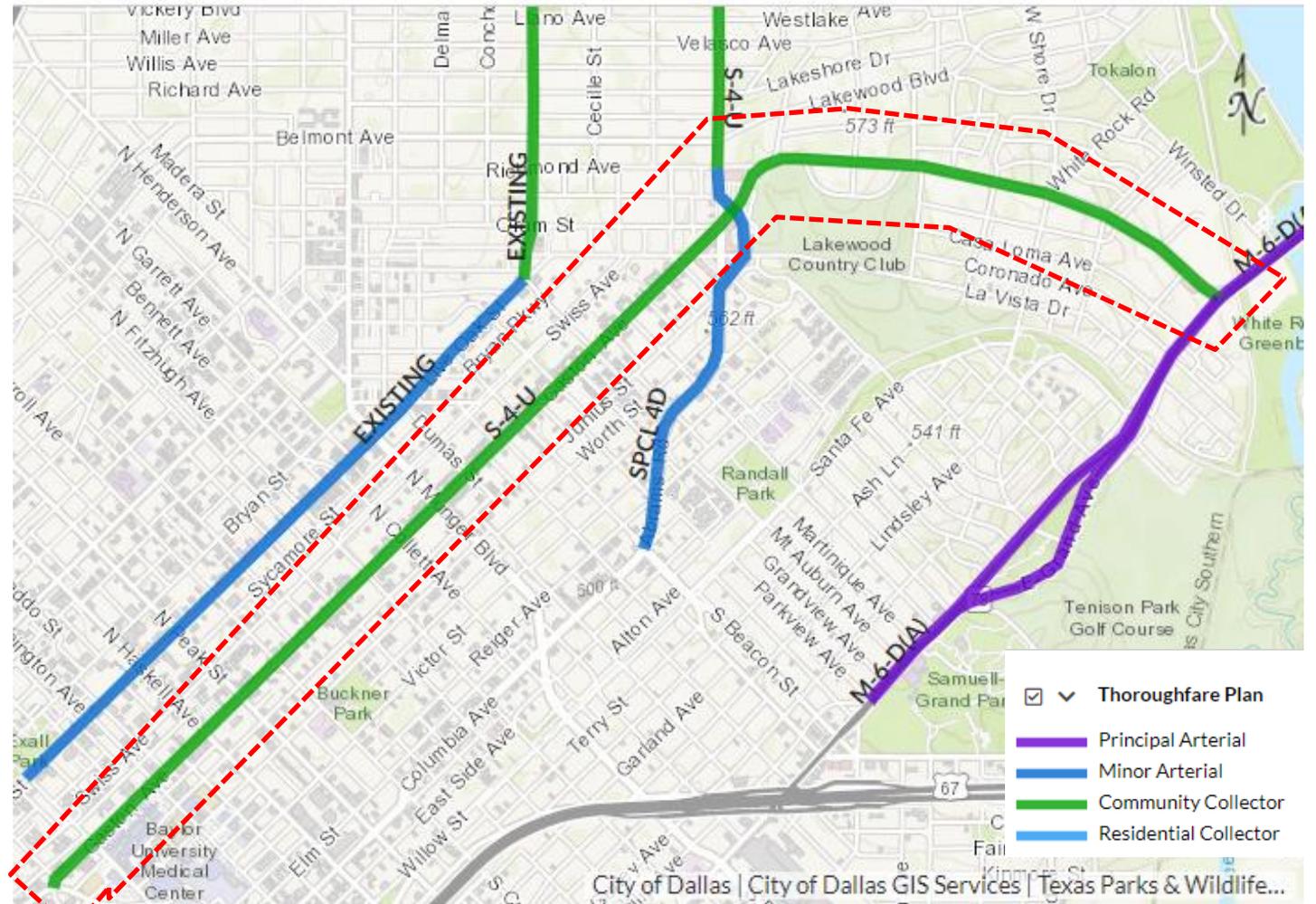
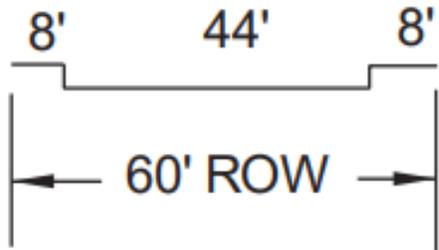
Thoroughfare Plan

A long-range plan for improving flow of traffic throughout City.

- Establishes Standards
- Guides decision-making for all aspects of roadway planning.

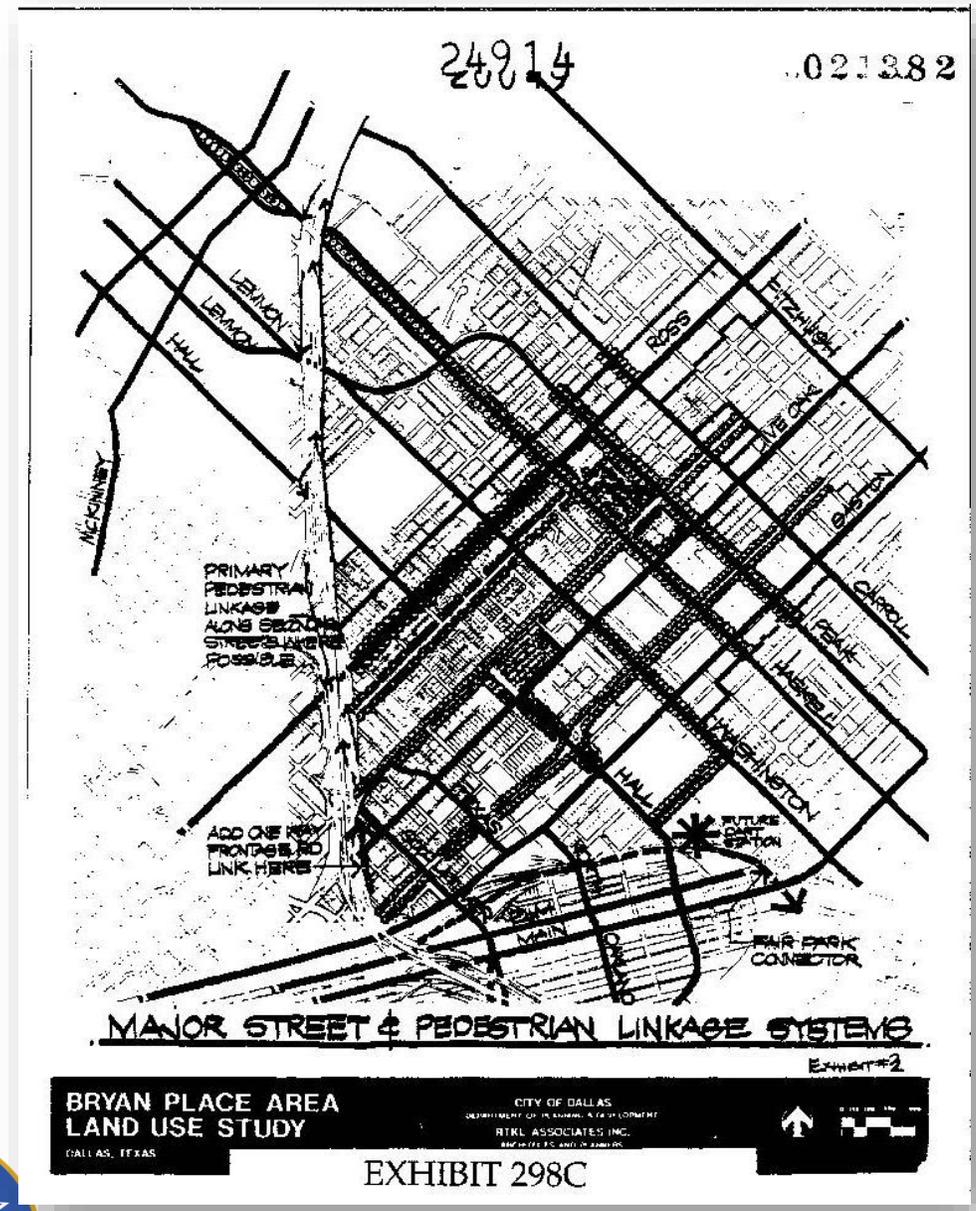
Thoroughfare Plan Designation

- Community Collector
- S-4-U
 - Standard width
 - 4 lane undivided roadway.
 - 60 feet of right-of-way.



Bryan Place Area Land Use Study

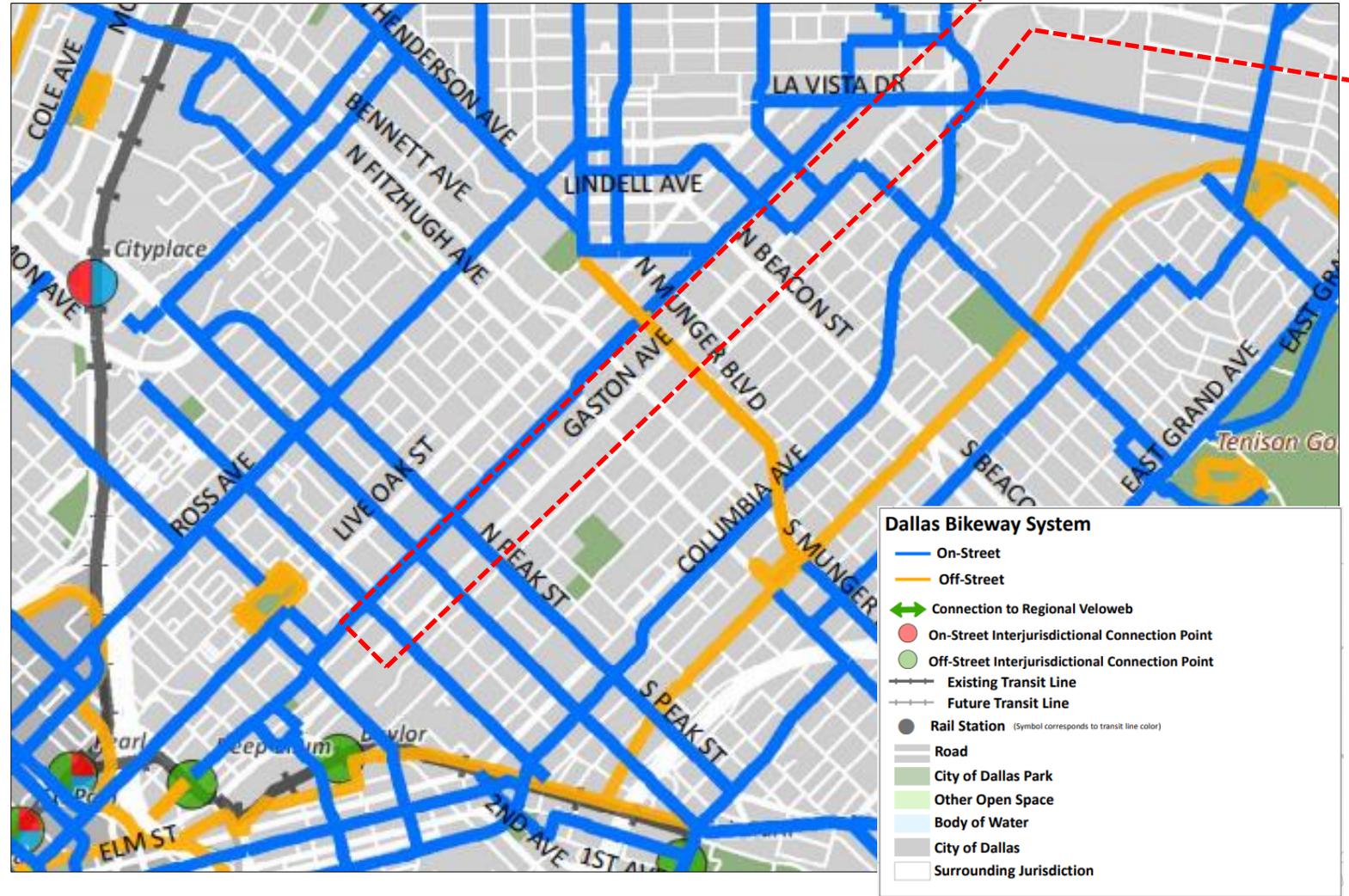
- Original study (1998) identified “pedestrian linkage” corridors to regional activity centers (CBD)
- 2005 review established stricter enforcement of implementation of sidewalks with new construction on identified pedestrian link corridors, (PD 298)



2011 Bike Plan

Establishes the Dallas Bikeway System, a network of designated on-street and off-street bicycle facilities.

- Dedicated facility between Glendale and Glasgow to provide connectivity to Winters Park and Santa Fe Trail entrance.
- Designated bike routes intersect corridor providing additional connectivity to Santa Fe Trail.



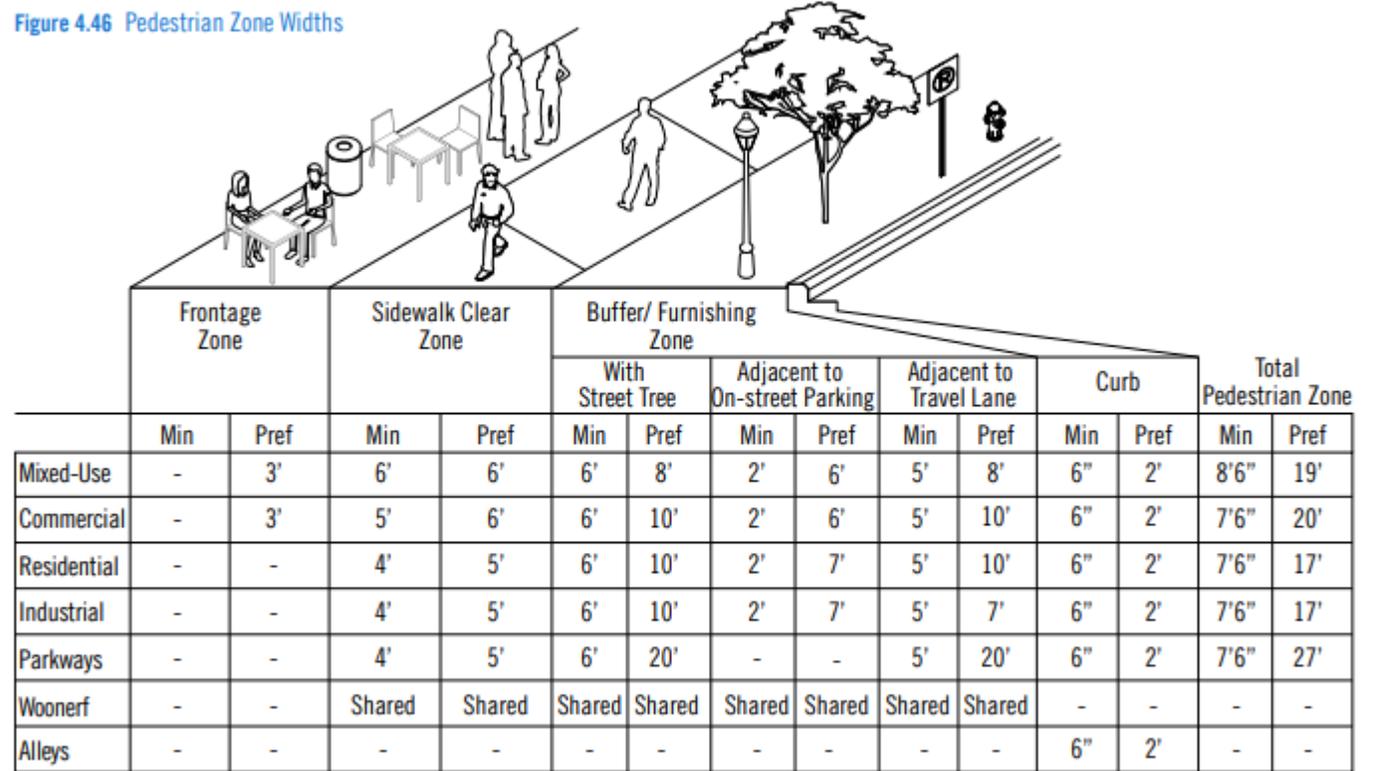
Complete Streets Design Manual

- Established street typology based on predominant land uses (context) along the street.
- Used in conjunction with Thoroughfare Plan to provide design guidance based on street’s function (thoroughfare plan) and context (land use)

Gaston Street Typology

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

Figure 4.46 Pedestrian Zone Widths



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



Ignacio Zaragoza Safe Routes to School (SRTS) Plan

- A SRTS Plan outlines projects and activities that the school, City, and community can advance to make walking and bicycling to and from school safer and a more attractive travel choice for their students and families.
- Recommendations for Gaston
 - Improve pedestrian safety and comfort at Peak and Carroll Intersections.
 - Replace deteriorating sidewalks.
 - Narrow or close driveways
 - ADA compliance

EXHIBIT 9 - RECOMMENDED CROSSING IMPROVEMENTS

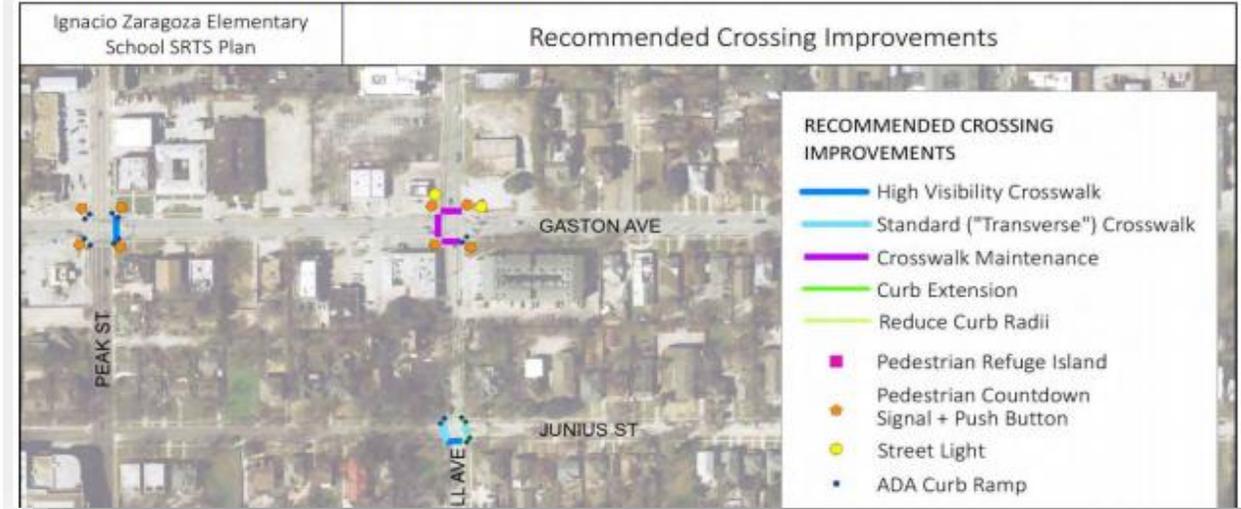


EXHIBIT 10 - RECOMMENDED SIDEWALK IMPROVEMENTS



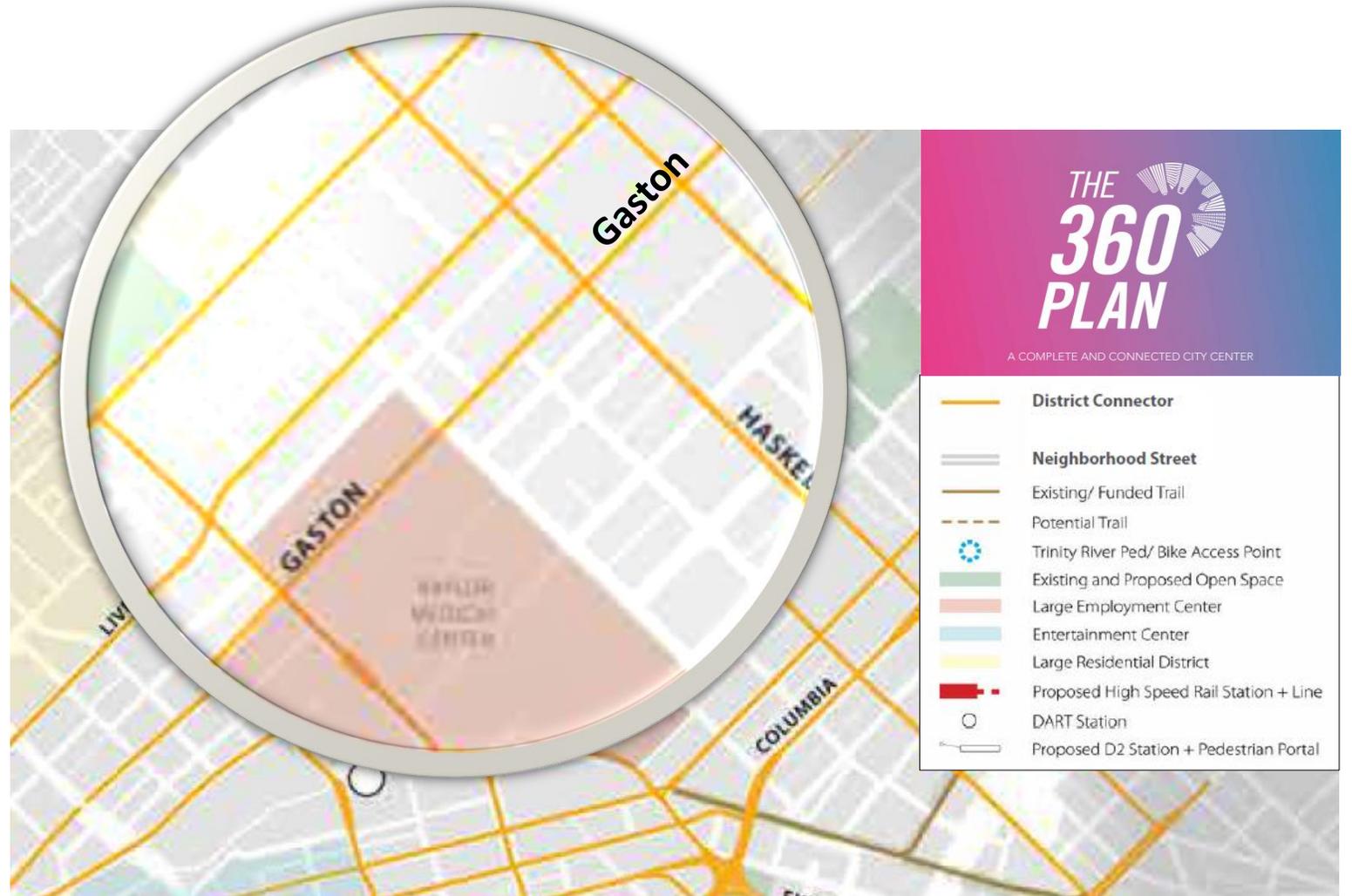
Downtown Dallas 360

The Plan sets a clear, cohesive vision for Downtown Dallas and its surrounding neighborhoods with a goal to:

- Advance urban mobility
- Build complete neighborhoods, and
- Promote great placemaking

Established a Multimodal Street Framework distinguishing Four (4) types of “District Connectors” for streets:

- Bike
- Pedestrian
- Transit
- Auto



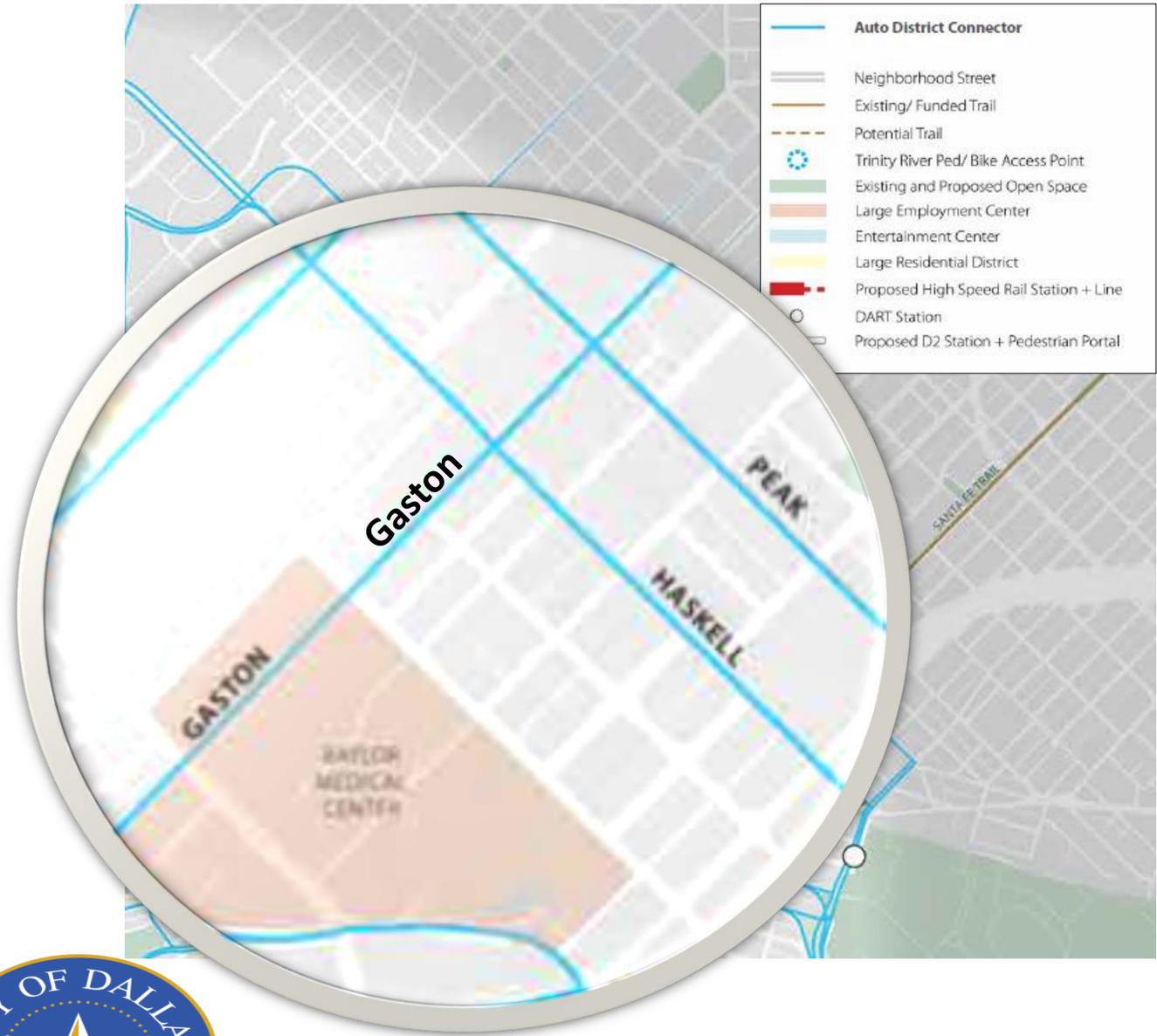
Downtown Dallas 360 – Auto District Connectors

Roads that help facilitate the efficient movement of automobiles.

Move a high volume of vehicles.

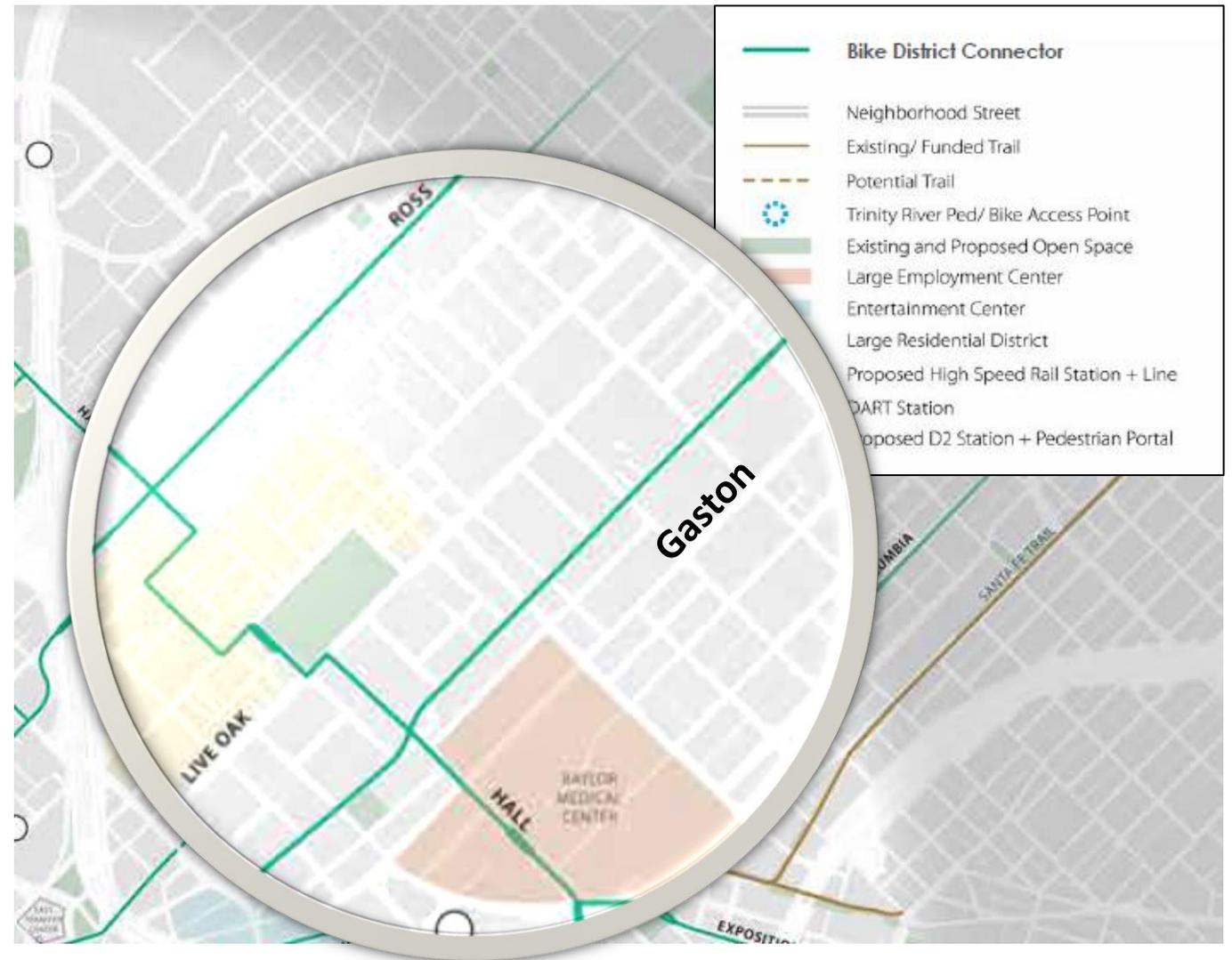
Design considerations should include:

- Traffic signalization timing
- Intersection design
- Pedestrian safety



Downtown Dallas 360 – Bike District Connectors

- Operate as part of the bike network.
- Prioritize bike movement through:
 - Protected bike facilities
 - Improved signal timing
 - Traffic calming devices,
 - Multimodal intersection design.
- Although bike activity is evident on Gaston, the corridor is not considered a bike district connector.

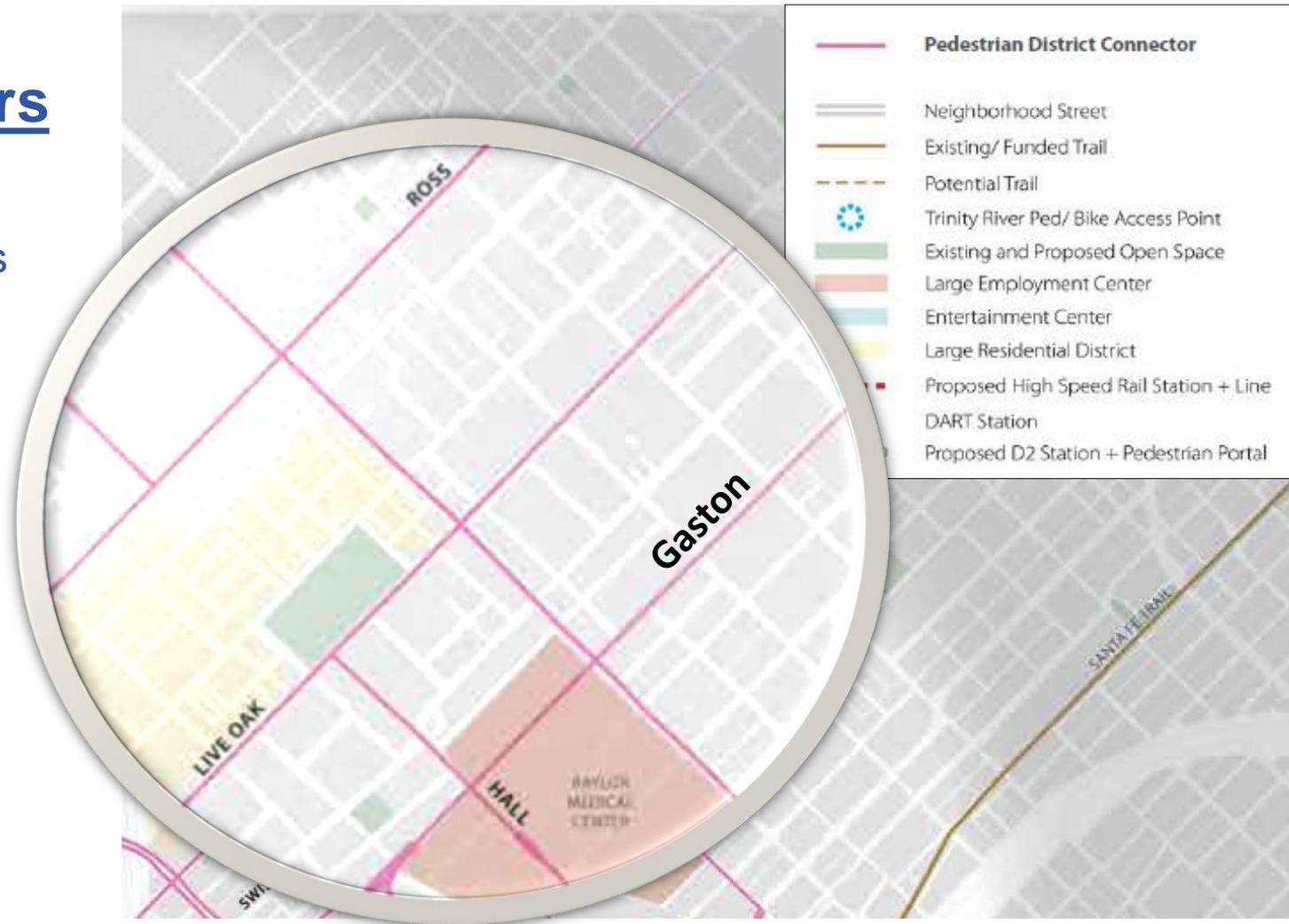


Downtown Dallas 360 – Pedestrian District Connectors

- Roads and corridors that provide safe and efficient movement of pedestrians
- These corridors are defined by five criteria:
 1. Corridors that connect districts.
 2. Corridors that connect across freeways.
 3. Corridors that connect to the Trinity River.
 4. Streetcar corridors.
 5. Existing retail corridors.

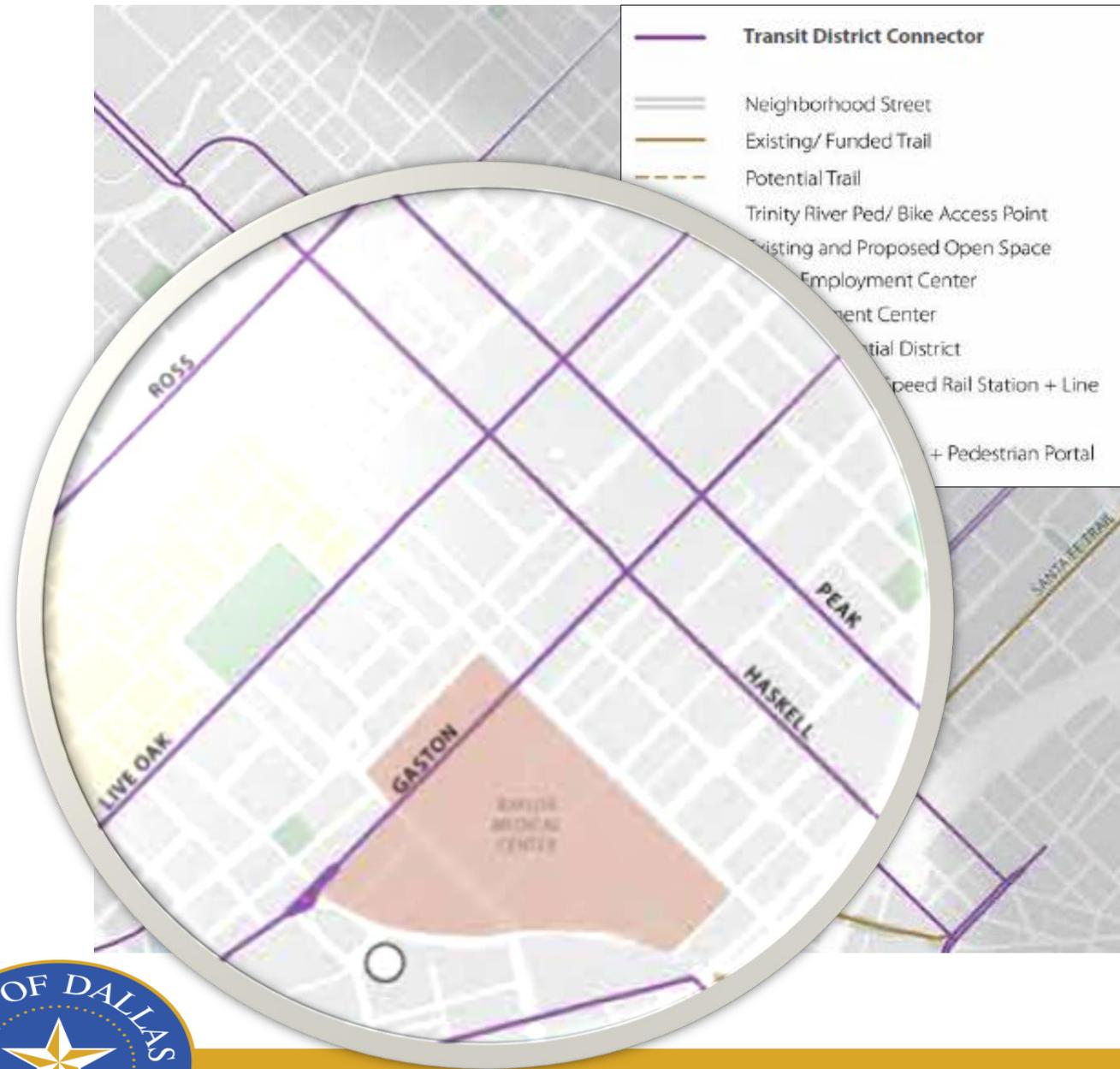
Design considerations of the pedestrian realm should include:

- wide, shaded, and comfortable sidewalks
- safe intersections



Downtown Dallas 360 – Transit District Connectors

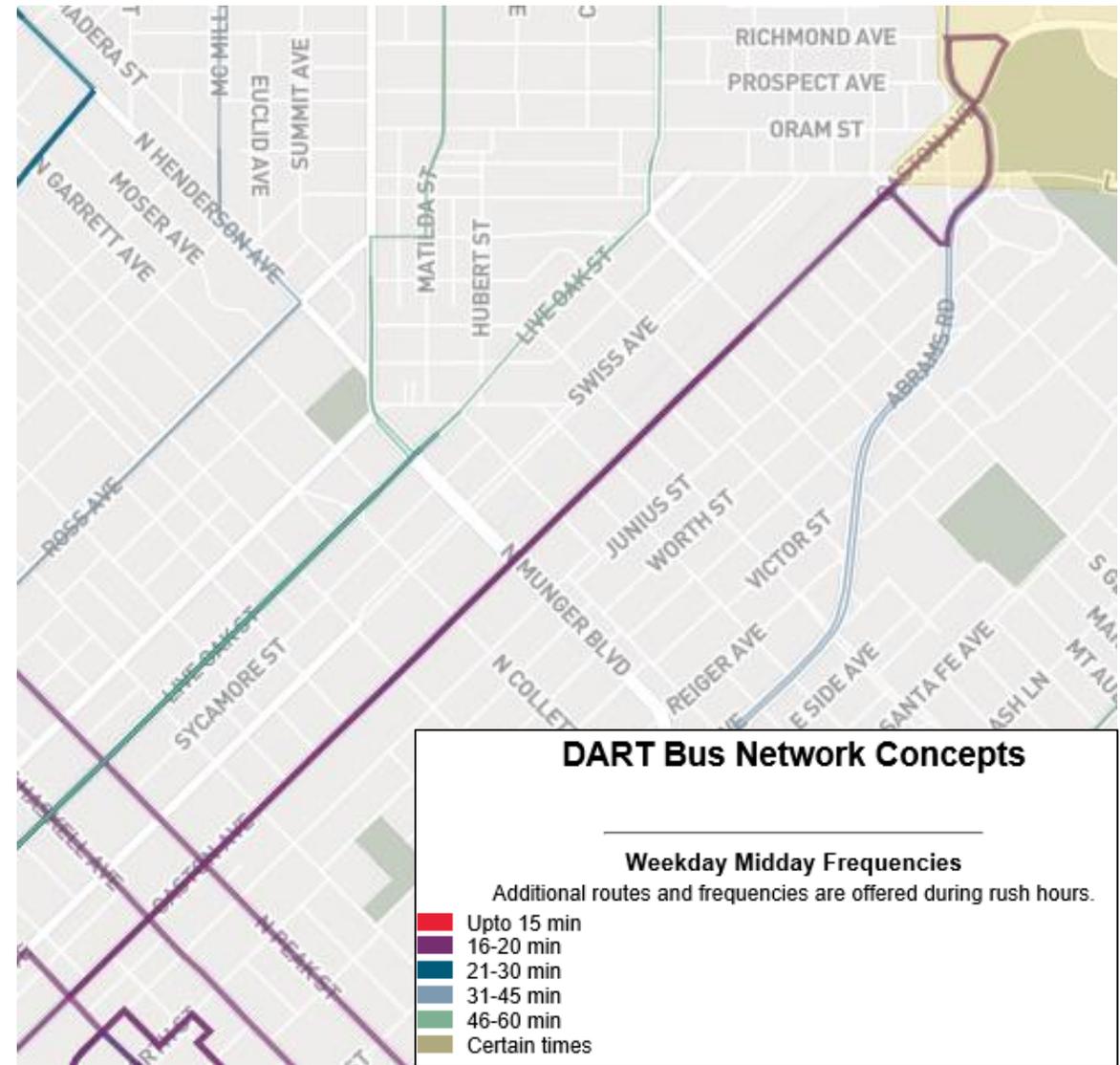
- Roads that are serviced by high-frequency bus or streetcar service.
- General design considerations:
 - safe movement of passengers to stations and stops.
 - Priority or dedicated transit lanes when necessary. Intersections should
 - Transit signal prioritization at intersections
 - Safe and comfortable waiting environments at Stops for passengers.



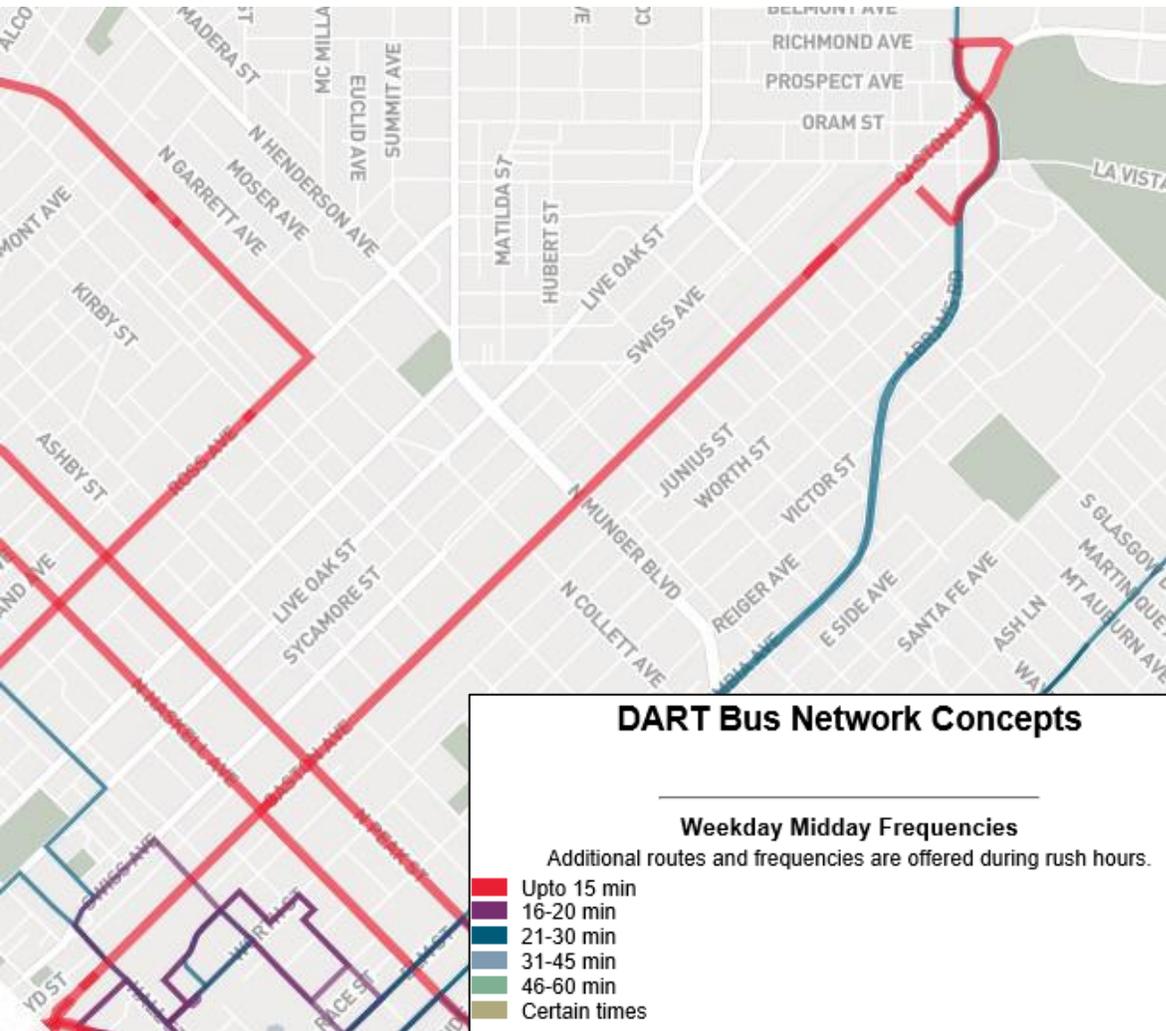
DART Network Redesign - Existing

An ongoing planning effort to determine where and how frequent buses should run.

- Existing bus operations
 - Buses run every 20 minutes
- Evaluated Concepts
 - Coverage
 - Maintain some transit service close to nearly every existing rider, and cover a few new places if possible
 - High Ridership (Preferred)
 - Concentrate frequent service in areas with the largest number of people and jobs.



DART Network Redesign - High Ridership



Proposed Operations

- Bus will run every 15 minutes.
- One (1) additional bus will be added to route.

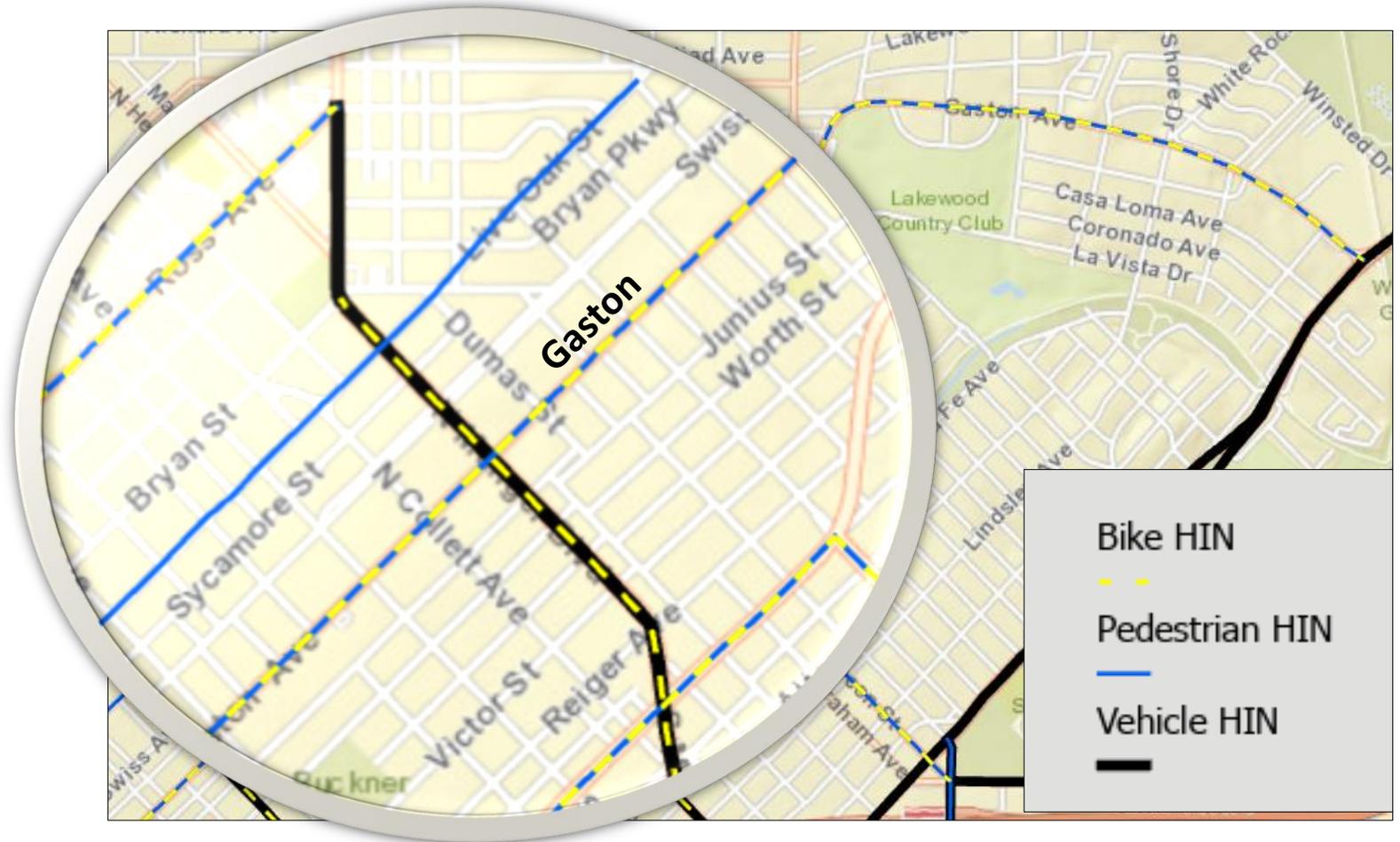


Vision Zero High Injury Network

The City is developing a Vision Zero Action Plan that will define how we will meet our goal of zero traffic fatalities.

The High Injury Network (HIN) identifies corridors that experience a high percentage of fatal and severe injury crashes for pedestrian, cyclists, and motorists.

Gaston is on the Pedestrian HIN and Bicycle HIN.



Welcome and Introductions

Project Overview

Existing and Ongoing Planning Efforts

Existing Conditions Assessment

Character Zones: Needs and Opportunities

Next Steps

Q & A



Existing Conditions Assessment

- Background
- Traffic Operations
- Pedestrian and Bicycle
- Transit
- Land Use
- Crash Summary
- Public Input



Existing Conditions Assessment: Background

- Field reconnaissance survey
- Traffic Counts
- GIS Data Analysis
- Public survey and interactive comment map
 - February 1st – March 17th
 - Public Survey – 434 responses
 - Interactive Comment Map – 450 Comments

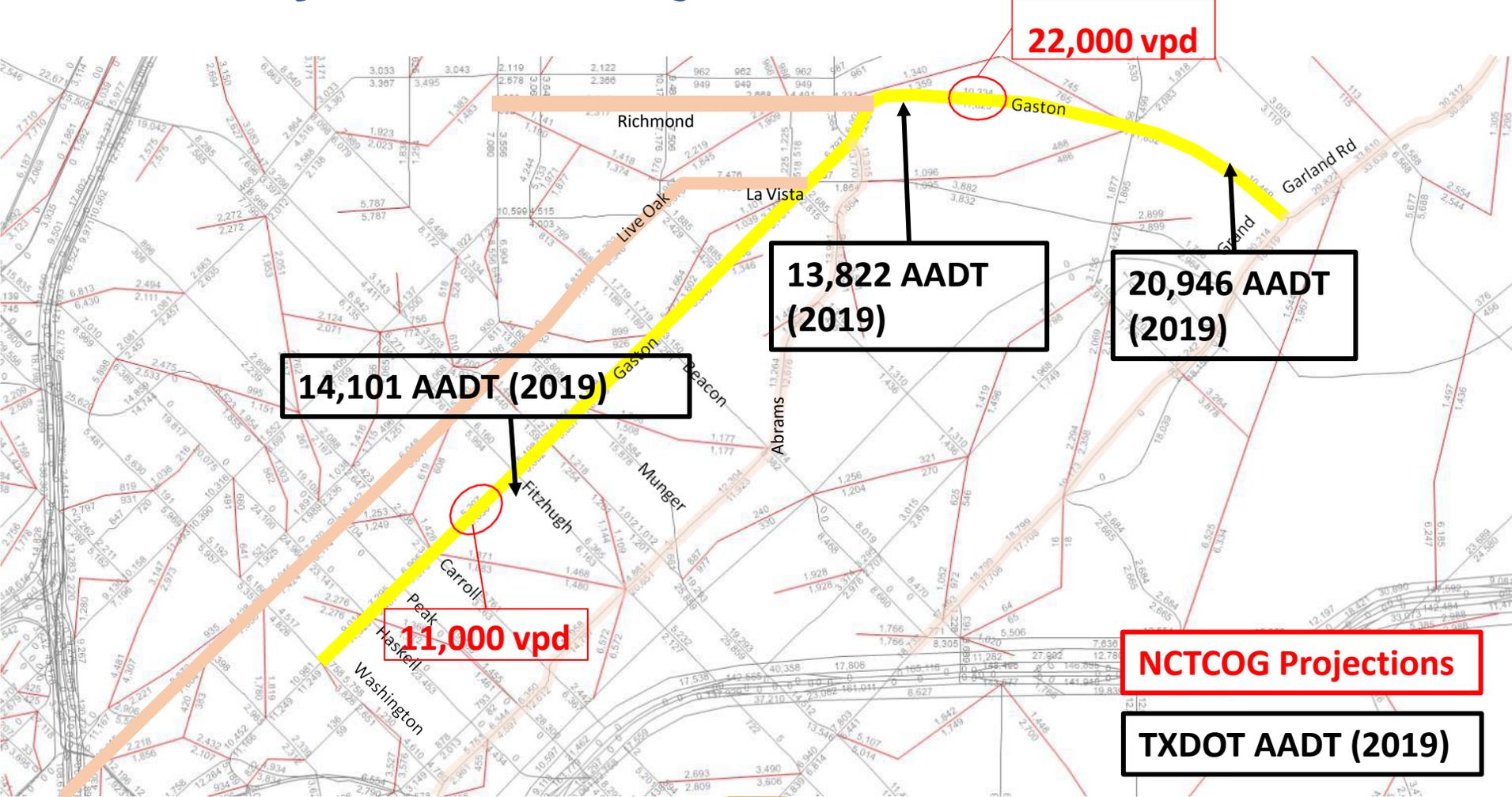


Existing Conditions Assessment: Traffic Volumes

- Peak Hours
 - 7 AM – 9 AM
 - 4:30 PM – 6:30 PM
- COVID Impact
 - Down 25-35% compared to 2019 counts



2045 Daily Traffic Projections, NCTCOG

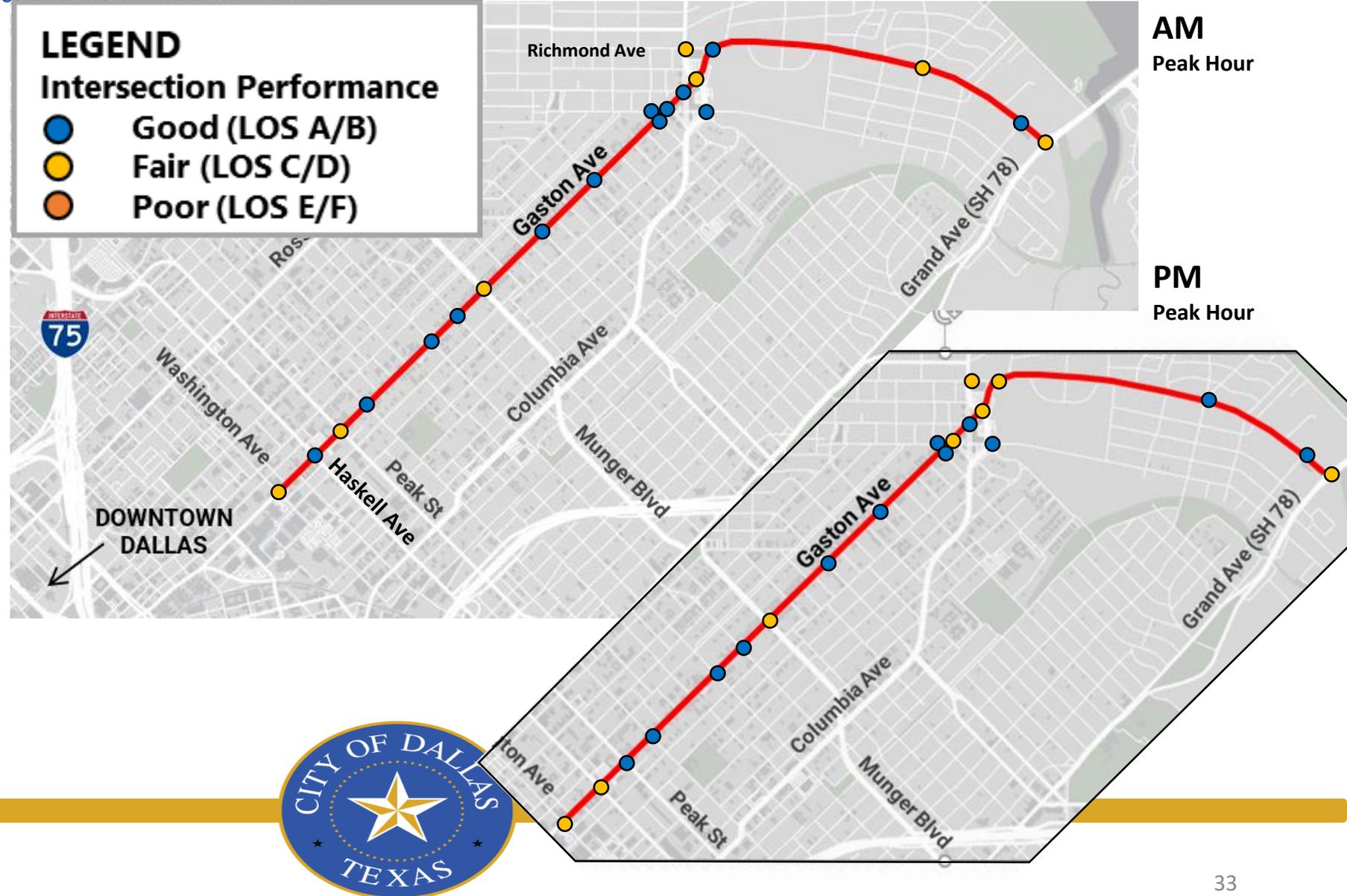


Existing Conditions Assessment: Intersection Performance

Traffic Counts: April 2021

Level of Service (LOS): Fair Performance

- Washington (AM/PM)
- Haskell (PM)
- Peak (AM)
- Munger (AM/PM)
- La Vista (PM)
- Abrams Rd (AM/PM)
- Richmond (PM)
- Richmond/Abrams Rd (AM/PM)
- W Shore (AM)
- Grand/Garland (AM/PM)



There are no poor performing intersections



Existing Conditions Assessment: Traffic Operations

- Lack of Left turn bays at signalized intersections, side streets, and the numerous driveways result in delays at multiple locations along length of corridor.
 - left turning vehicles stop the flow of through traffic waiting for gaps in on-coming traffic.
- On-street Parking between Abrams Road and LaVista Drive.
 - 45-degree angled head-in parking is provided directly off the travel lanes.
 - Creates safety concerns for motorist backing into on-coming traffic to exit parking space.



Existing Conditions Assessment: Pedestrian

Legend
Red – Damaged
Green = Good
Black Dash = Obstructions

Source: City of Dallas



- Missing sidewalks along Lakewood Country Club & Gaston Parkway
- Narrow and deteriorating sidewalks in various areas
- ADA non-compliance/Obstructions
- Numerous driveways in commercial areas inhibit safe & comfortable walking environment
- Inadequate pedestrian crossings at multiple intersections and mid-block locations on route to key destinations



Existing Conditions Assessment: Crash Summary (2015-2019)

Overview

- Total Crashes = 653
- Pedestrian = 3.83% (25)
- Pedalcyclist = 1.38% (9)
- Fatal Crashes = 0.31% (2)
- Severe Injury Crashes = 3.06% (20)

Top 5 Crash Factors for All Crashes

1. Failed to yield ROW – Turning Left = 17%
2. Failed to control speed= 13%
3. Disregard Stop and Go Signal = 13%
4. Other=5%
5. Failed to yield ROW – Private Drives = 4%

Top 5 Pedestrian Crash Intersections

1. Haskell Avenue = 16%
2. Washington Avenue = 12%
3. Carroll Avenue = 8%
4. La Vista Drive = 8%
5. Beacon Street = 8%

Top Pedestrian Crash Factors

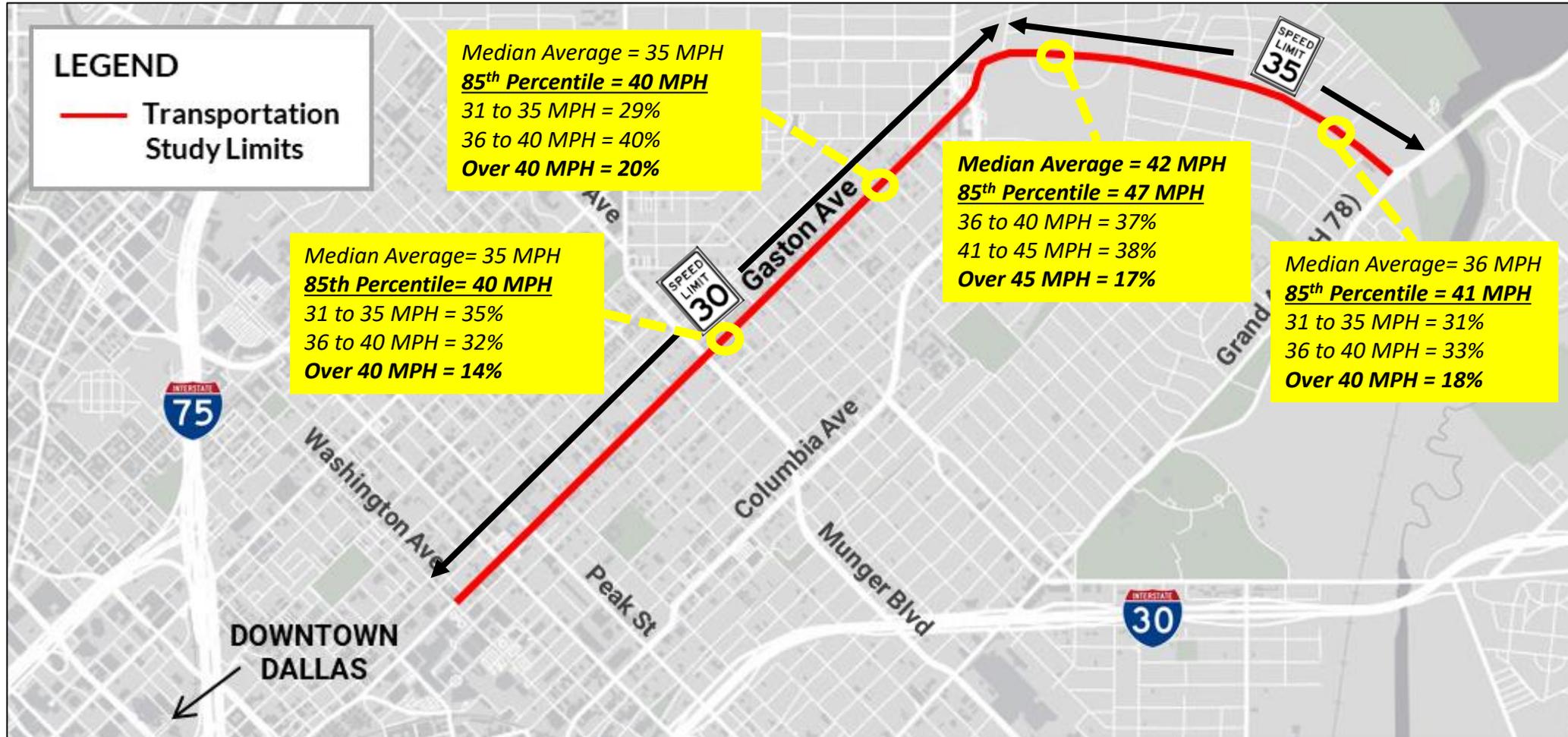
1. Failed to yield ROW – to Pedestrian = 44%
2. Pedestrian failed to yield ROW to vehicle = 28%

Pedalcyclist Crash Intersections

1. Carroll Avenue = 33.33%
2. Grisby Avenue= 11%
3. Munger Boulevard= 11%
4. Skillman Street = 11%

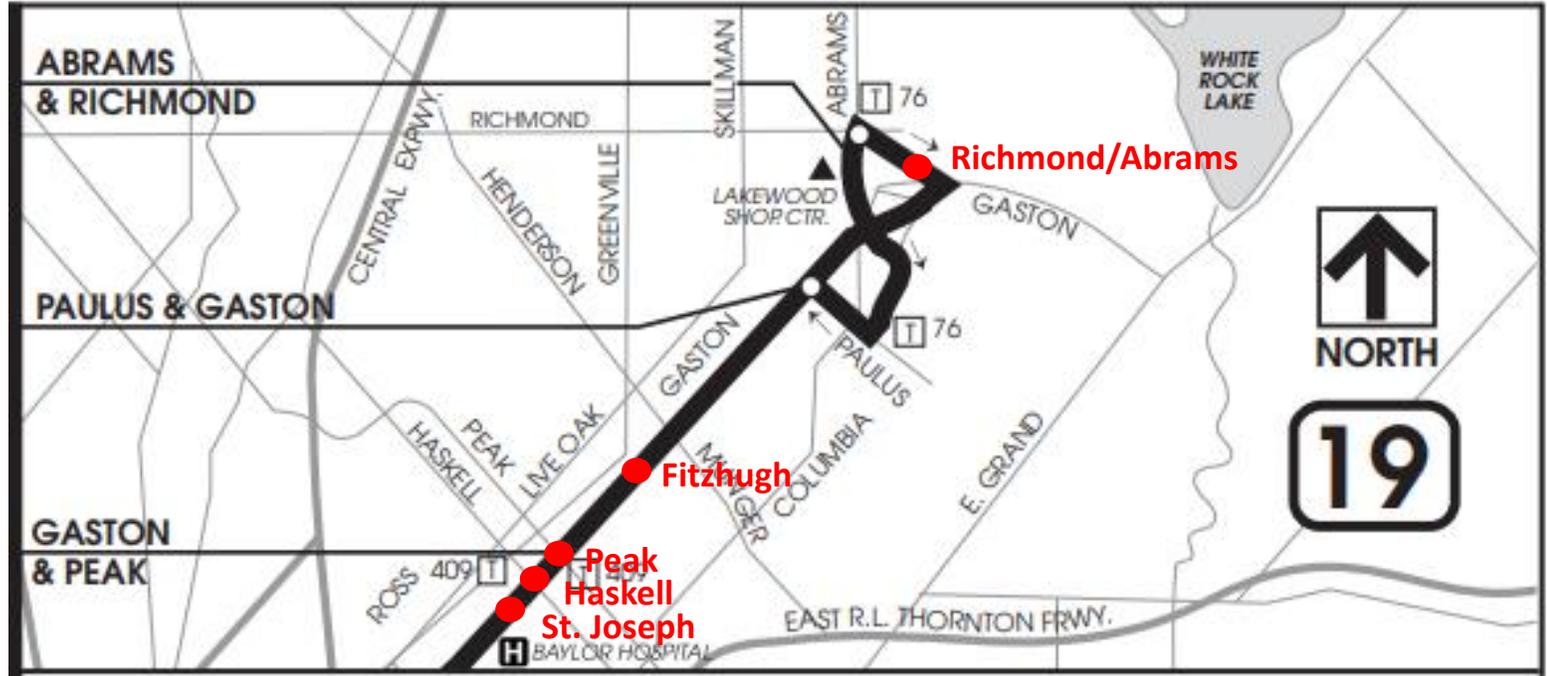


Existing Conditions Assessment: Travel Speed



Existing Conditions Assessment: Transit

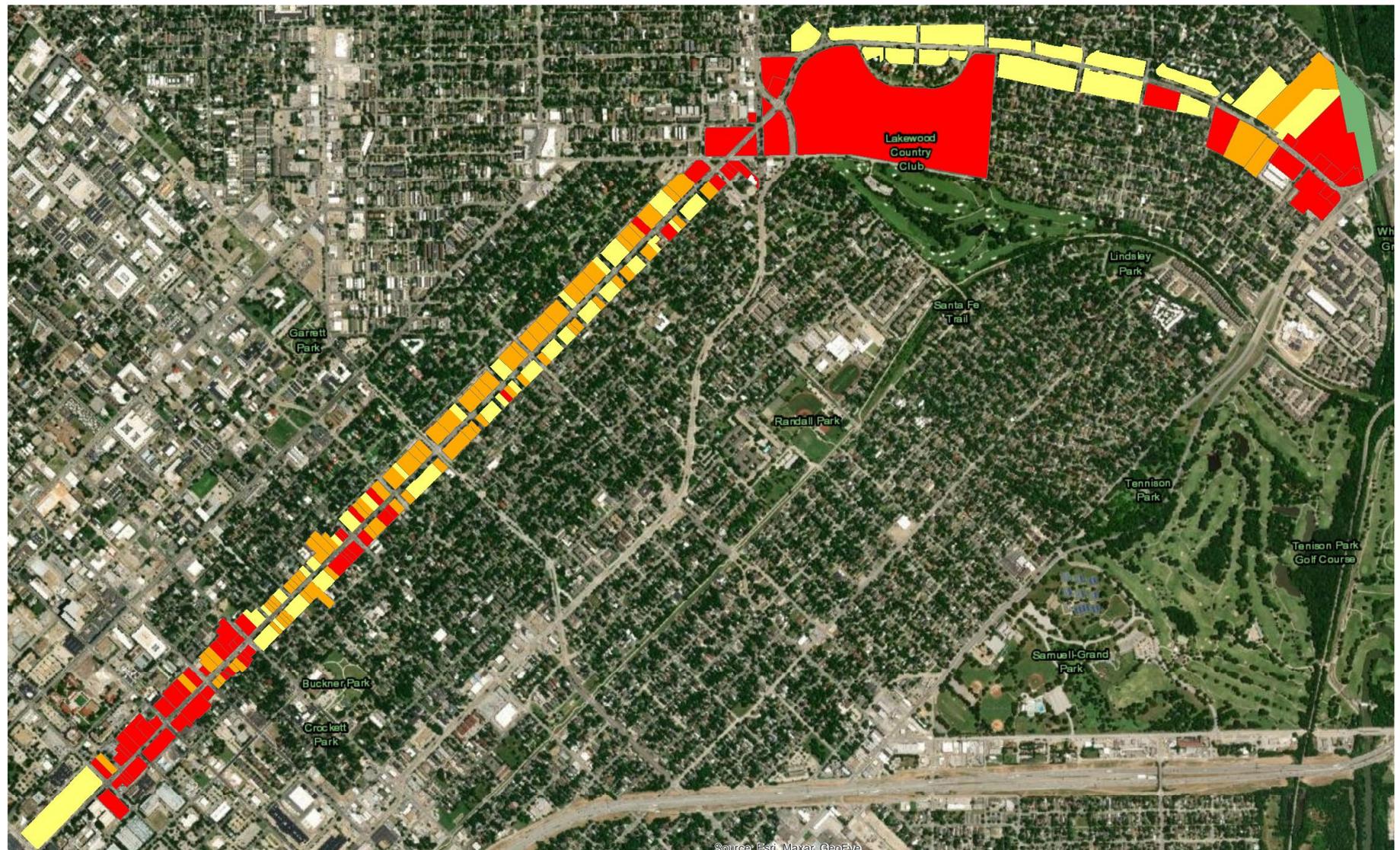
- DART Route 19
- 37 Bus stops
- Corridor Daily Ridership Average
 - 636 on/ 581 off
- Top 5 Ridership Stops
 - Haskell
 - Peak
 - St. Joseph
 - Fitzhugh
 - Richmond



Existing Conditions Assessment: Zoning and Land Use

Legend

-  Single-Family
-  Multifamily
-  Commercial

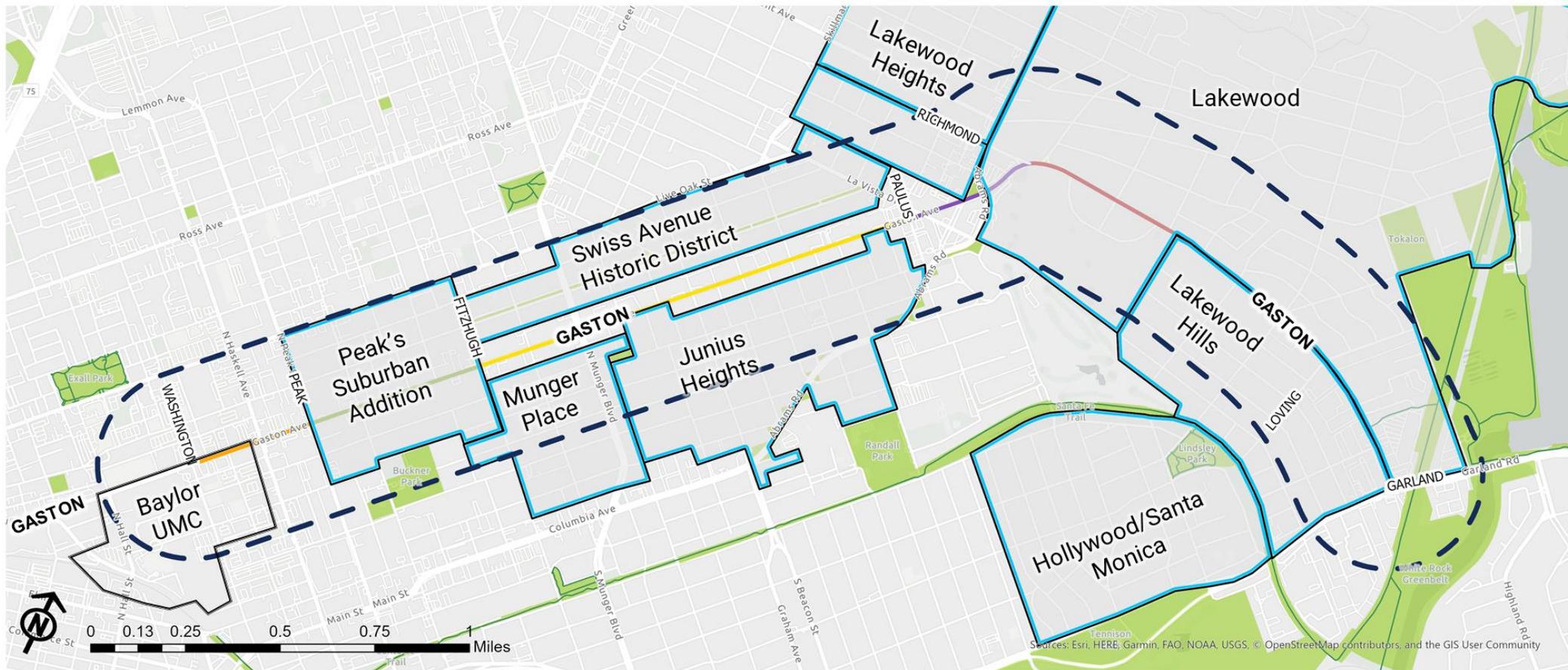


Existing Conditions Assessment: Zoning and Land Use

- Planned Districts
 - PD - 298 Bryan Place Area Special Purpose District (1988)
 - Regulates sidewalk widths and buffers for new development
 - PD – 362 Gaston Area Planned Development District (1992)
 - PD 218 - Lakewood Special Purpose District (1988)
 - Designated portion of street (from Paulus to Abrams) as a “Retail Street” with uses of restaurant, food and drink service uses and retail and service uses.
 - Requires special landscape improvements, including streetscape with pedestrian amenities.

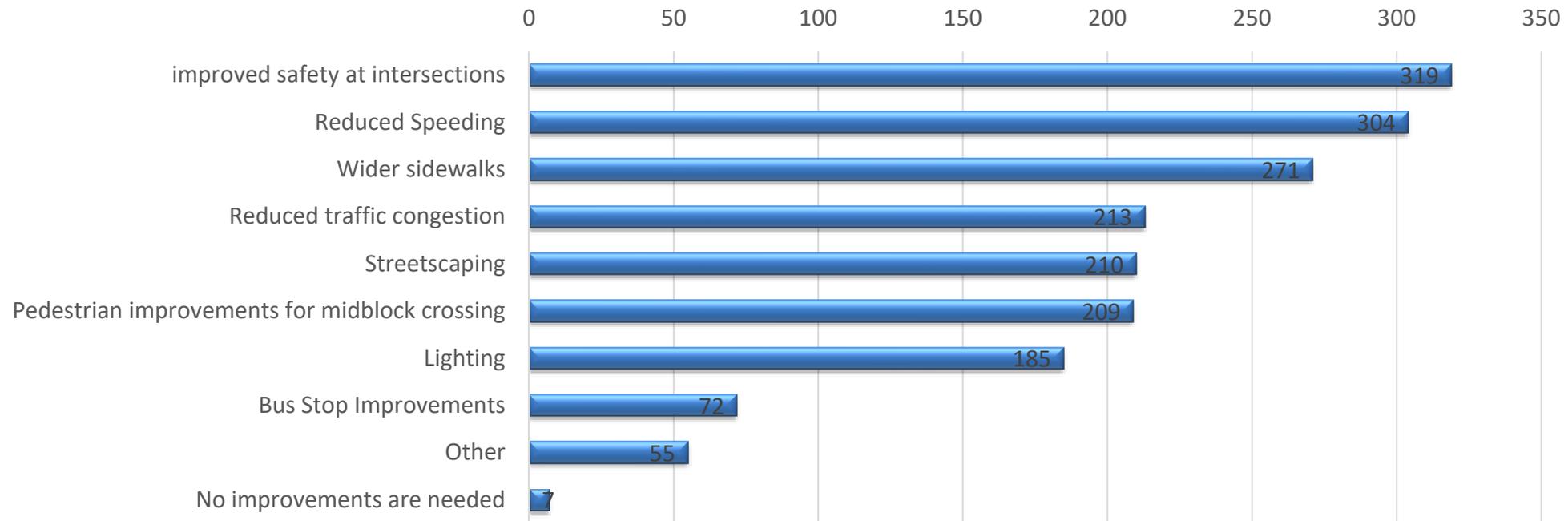


Historic Districts and Neighborhoods



Existing Conditions Assessment: Public Input

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



Existing Conditions Assessment: Public Survey Comments

- Many respondents expressed speeding and a high frequency of crashes is a concern along the corridor.
- Respondents mentioned the need for left-turn lanes throughout the corridor
- There is a general concern on impact of Garland Road/East Grand Avenue (3G) intersection redesign.
- Respondents commented on the conditions of sidewalks including lack of sidewalks, obstructions, width and lack of buffer from traffic.
- There is a general concern for safety at intersections. Respondents commented on the lack of safety at intersections, specifically for pedestrians.



Welcome and Introductions

Project Overview

Existing and Ongoing Planning Efforts

Existing Conditions Assessment

Character Zones: Needs and Opportunities

Next Steps

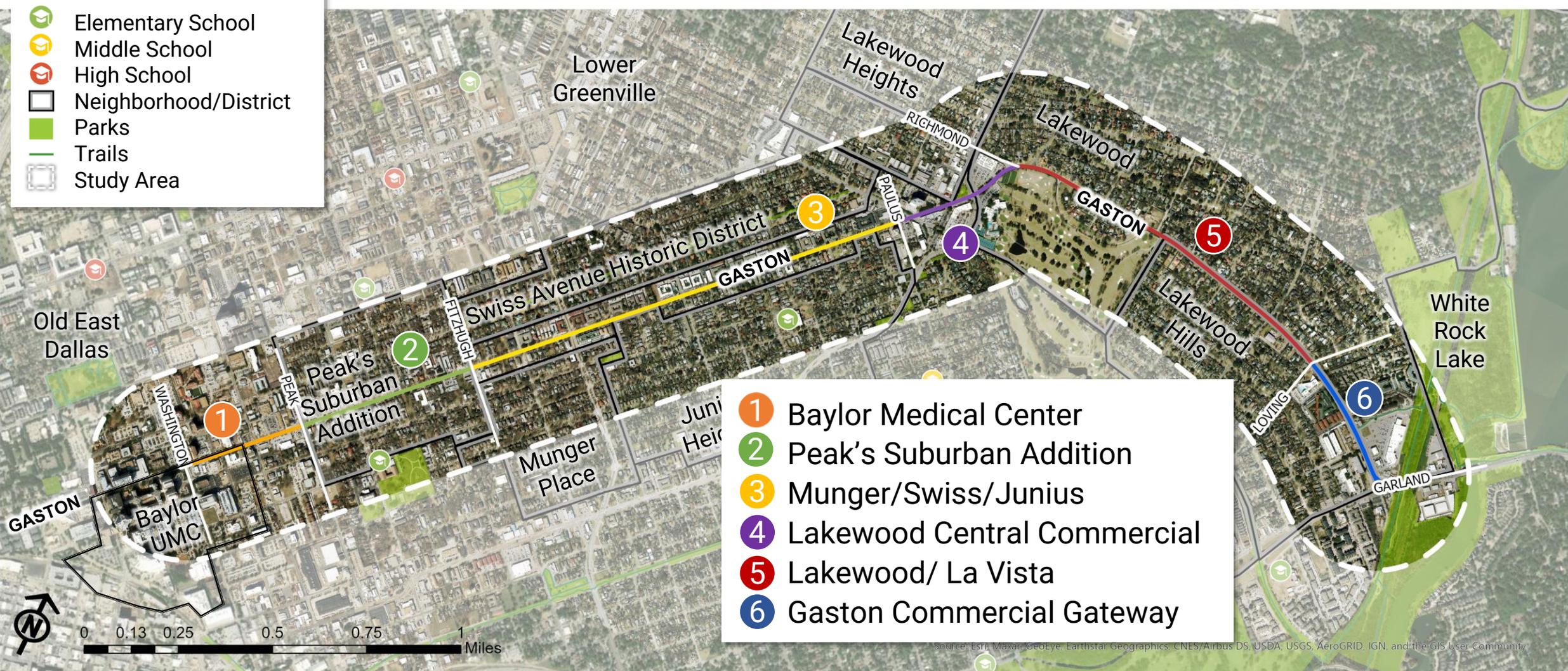
Q & A



Gaston Avenue Corridor

Character Zones

- Similar Nearby Land Uses
- Similar Neighborhoods
- Change in Traffic Access and Circulation
- Change in Traffic Intensity, Volume, Speed

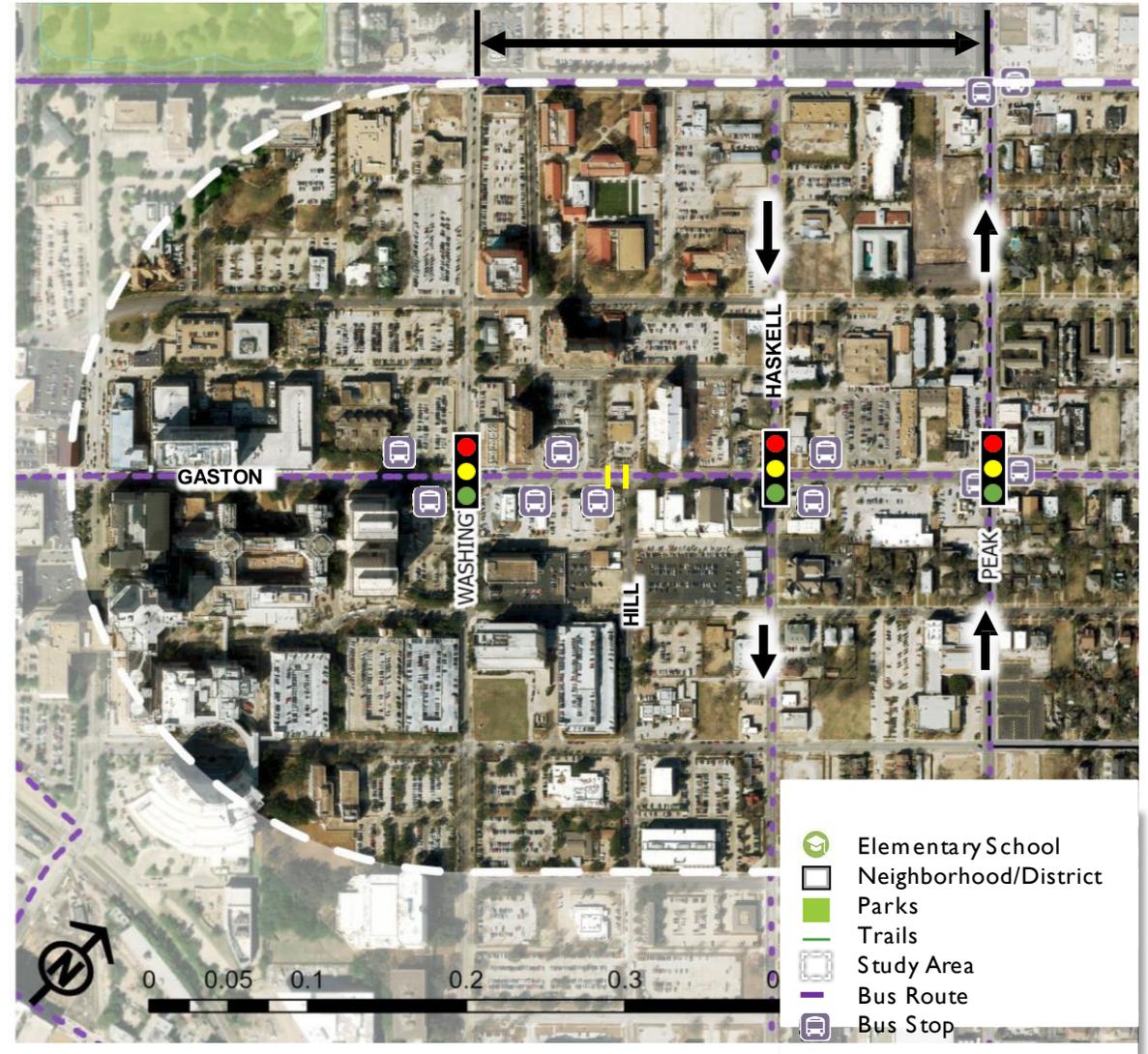


Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Baylor Medical Center Area

N Washington Avenue to N Peak Street

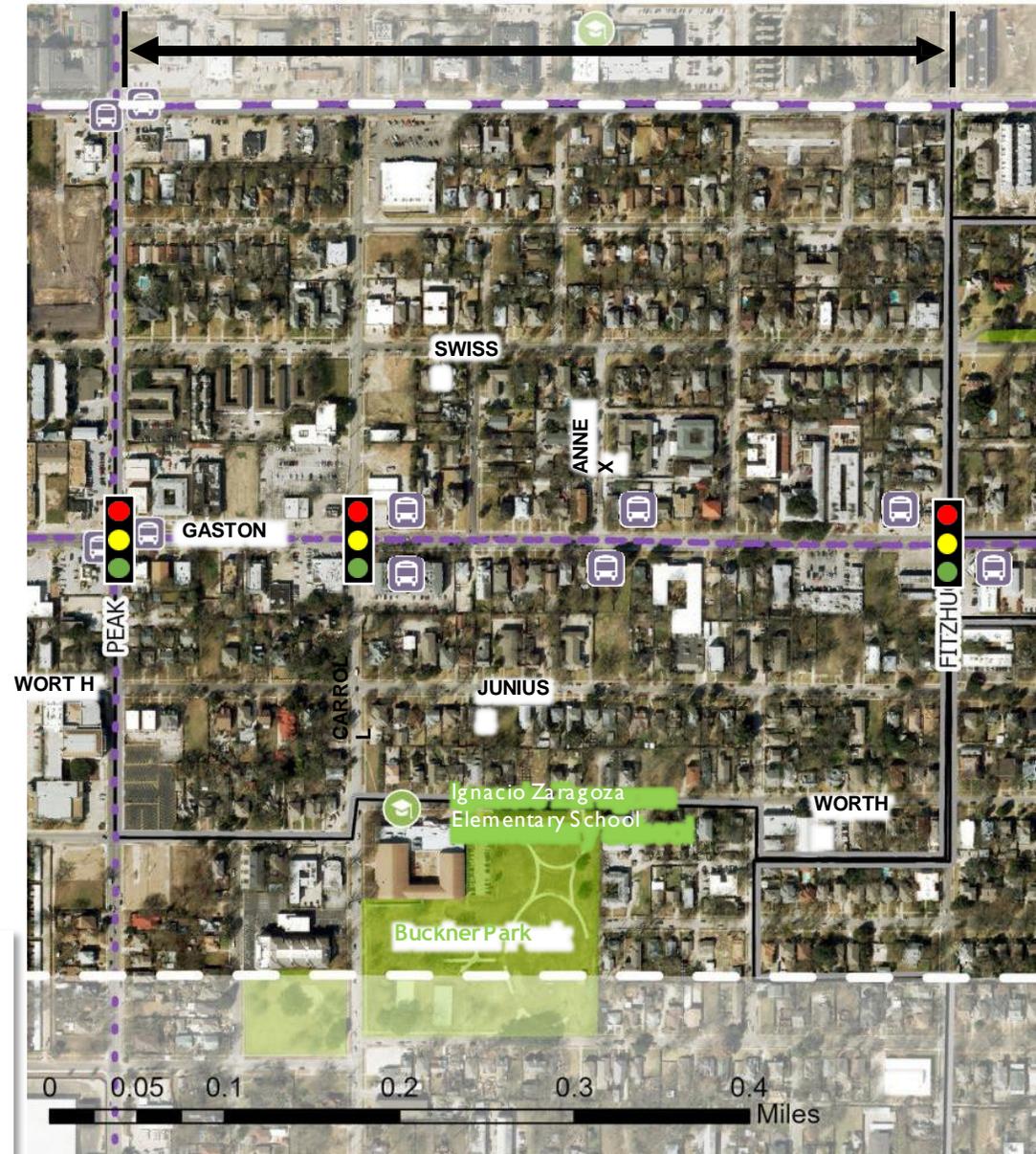
- **Key Issues**
 - Left-turn conflicts
 - Starbucks drive-thru traffic
 - Uncomfortable walking environment
 - Sidewalk ADA Issues
- **Opportunities**
 - Improvements to increase pedestrian safety and comfort
 - Sidewalk Improvements
 - Improve safety of left turn movements



Peak's Suburban Addition Area

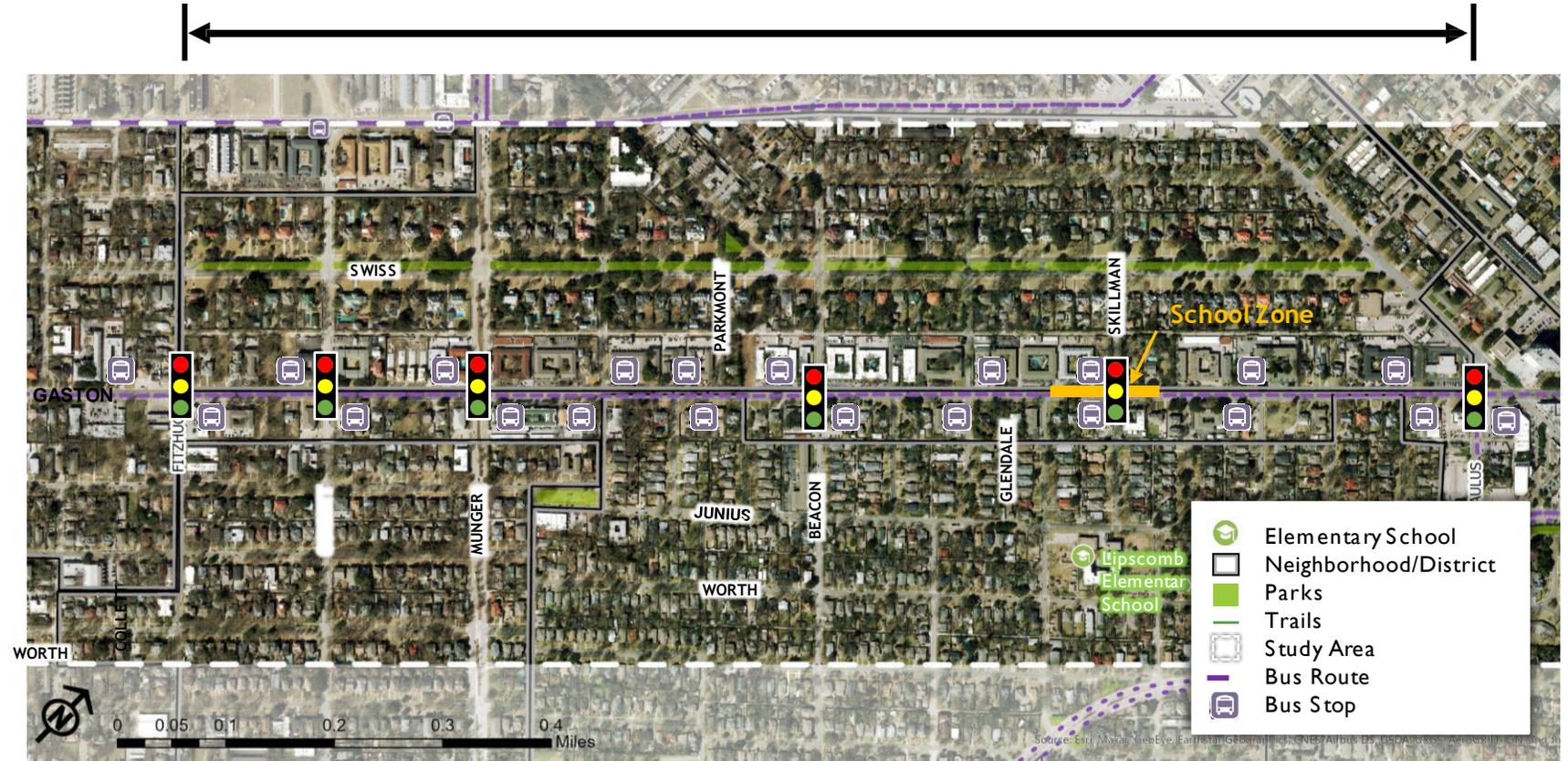
N Peak Street to N Fitzhugh Street

- **Key Issues**
 - Left-turn conflicts
 - Uncomfortable walking environment
 - Sidewalk ADA issues
 - Lack of safe pedestrian crossings
- **Opportunities**
 - Improvements to increase pedestrian safety and comfort



Munger/Junius/ Swiss Area

*N Fitzhugh Street to
Paulus Avenue*



• Key Issues

- Left-turn conflicts
- Uncomfortable walking environment
- Sidewalk ADA Issues
- Lack of safe pedestrian crossings
- Speeding

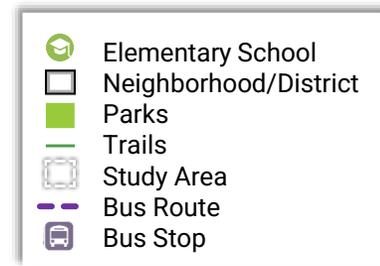
• Opportunities

- Traffic Calming
- Improvements to increase pedestrian safety and comfort

Lakewood Central Commercial

Paulus Avenue to Richmond Avenue

- **Key Issues**
 - Left-turn conflicts
 - Pedestrian/motorist conflicts
 - Pull-in Parking
 - Pedestrian crossing at La Vista and Abrams Parkway and Abrams Road
 - Cut through traffic on La Vista
- **Opportunities**
 - Improve pedestrian environment along La Vista.
 - Modify Gaston/Abrams Parkway/Oram Street intersection
 - Pedestrian improvements at Abrams Road
 - Reduce parking conflicts



Lakewood/ La Vista

*Richmond Avenue
to Loving Avenue*



- **Key Issues**

- Long distance between signalized intersections
- Lack of safe pedestrian crossing at Richmond, Cambria, YMCA, and Santa Fe trail
- Speeding
- Uncomfortable walking environment
- Sidewalk ADA Issues
- High speed right turns from Gaston to Cambria and to Richmond
- Poor visibility at Loving (north side of Gaston)

- **Opportunities**

- Traffic Calming
- Improve safety at intersection
- Incorporate left-turn lanes
- New connection to Santa Fe Trail along Gaston

Gaston Commercial Gateway

*Loving Avenue to
Garland Road*

- **Key Issues**
 - Left-turn conflicts at Tucker
 - Transition from Garland/Gaston intersection
 - Damaged sidewalks
 - Curb cut from Tom Thumb driveway at Santa Fe Trail makes right turns difficult
 - Poor visibility of oncoming traffic from Raising Cane's driveway
 - Motorists making illegal left-turns from Raising Canes driveway
- **Opportunities**
 - Incorporate left turn lanes
 - Improvements to increase pedestrian safety and comfort
 - New connection to Santa Fe Trail along Gaston
 - Pedestrian connection to YMCA
 - Emphasize transition from commercial to residential setting



Welcome and Introductions
Project Overview
Existing and Ongoing Planning Efforts
Existing Conditions Assessment
Character Zones: Needs and Opportunities

Next Steps

Q & A

Next Steps

- Evaluate alternative improvement options.
 - Road Diet
 - Roundabouts
 - Adding left turn bays
 - New signalized crossings
- Review findings with Stakeholder Steering Committee and make recommendations.
- Present recommended improvements at next Public Meeting in August/September.



Welcome and Introductions
Project Overview
Existing and Ongoing Planning Efforts
Existing Conditions Assessment
Character Zones: Needs and Opportunities
Next Steps

Q & A



Questions/Comments/Discussion

Presentation will be available on project website (dallascityhall.com/GastonStudy) for later viewing until July 13th

Send questions and comments to:

Kierra Williams, Transportation Planner

Kierra.Williams@dallascityhall.com

Phone: 214-670-3288



Gaston Avenue Corridor Study Existing Conditions and Needs Assessment

Virtual Public Meeting

June 29, 2021

Kathryn Rush, AICP

Chief Transportation Planner

Kierra Williams

Transportation planner

Project Website:

dallascityhall.com/GastonStudy

