



City of Dallas

Gaston Avenue Corridor Study

**Public Meeting – Draft
Recommendations**

July 19, 2022

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Department of Transportation
City of Dallas

Presentation Overview



- Project Overview
- Identifying Potential Treatment Options
- Evaluating Potential Treatment Options
- Potential Treatment Options
 - Character Zones 1, 2, and 3
 - Character Zone 4
 - Character Zone 5 and 6



• Summary of Preliminary Recommendations

Project Overview



- Purpose of Corridor Study
 - Evaluate the Gaston Avenue corridor for traffic calming, safety, and pedestrian facilities improvements.
 - Recommend treatments, prepare cost estimates and develop implementation plan.



Project Overview



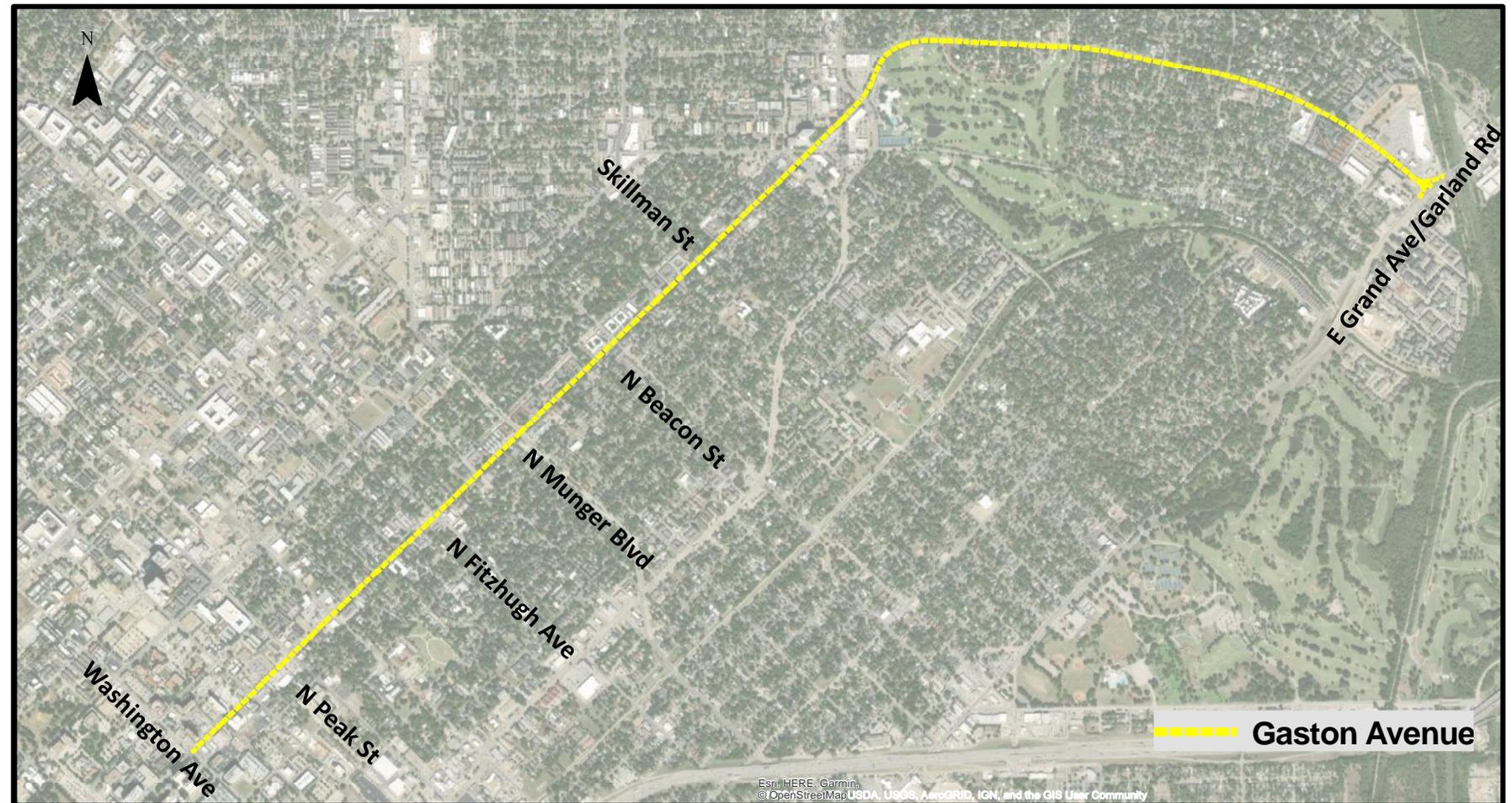
Project Limits:

Washington Ave. to
East Grand
Ave./Garland Rd.

Length: 3.7 miles

Right-of-way Width:

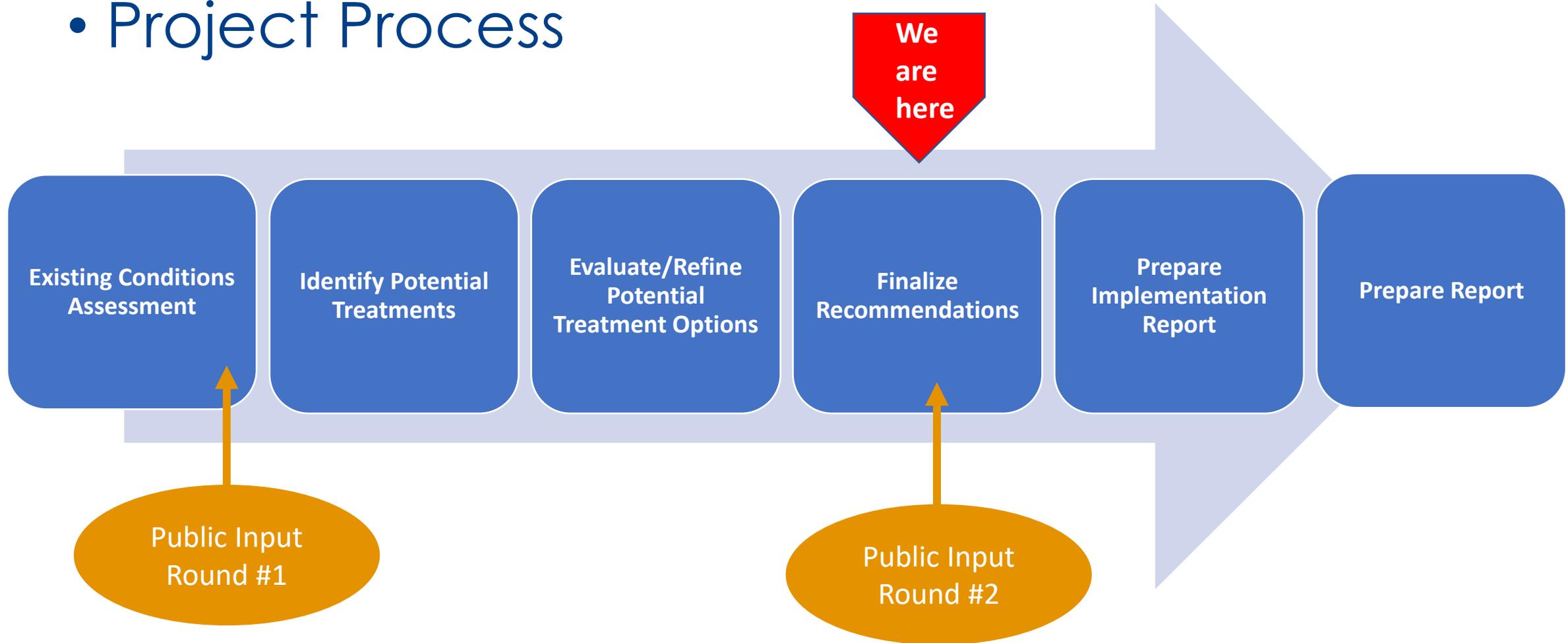
60-ft to 70-ft



Project Overview



- Project Process



Project Overview



• Public Engagement

• Round 1: Existing Conditions, Issues & Opportunities

- Online Survey #1 and Interactive Comment Map - **February 1st to March 17, 2021**
 - Promoted through social media, email, and physical distribution.
 - Responses
 - **Public Survey – 434 responses**
 - **Interactive Comment Map – 442 comments**
- Public Meeting #1 – **June 29, 2021**
 - Virtual – Microsoft Teams Platform
 - **70 attendees**

• Round 2: Draft Recommendations

- Online Survey #2 – **July 19 to August 5, 2022**
- Public Meeting #2 – **July 19, 2022**





- **Public Engagement**

- **Stakeholder Steering Committee**

- Community representatives
 - Appointed by City Council representative
 - 17 members
 - Various backgrounds
- Guides study by providing insight on local issues and challenges and offer feedback at project milestones
- Distributes/Disseminates information to community

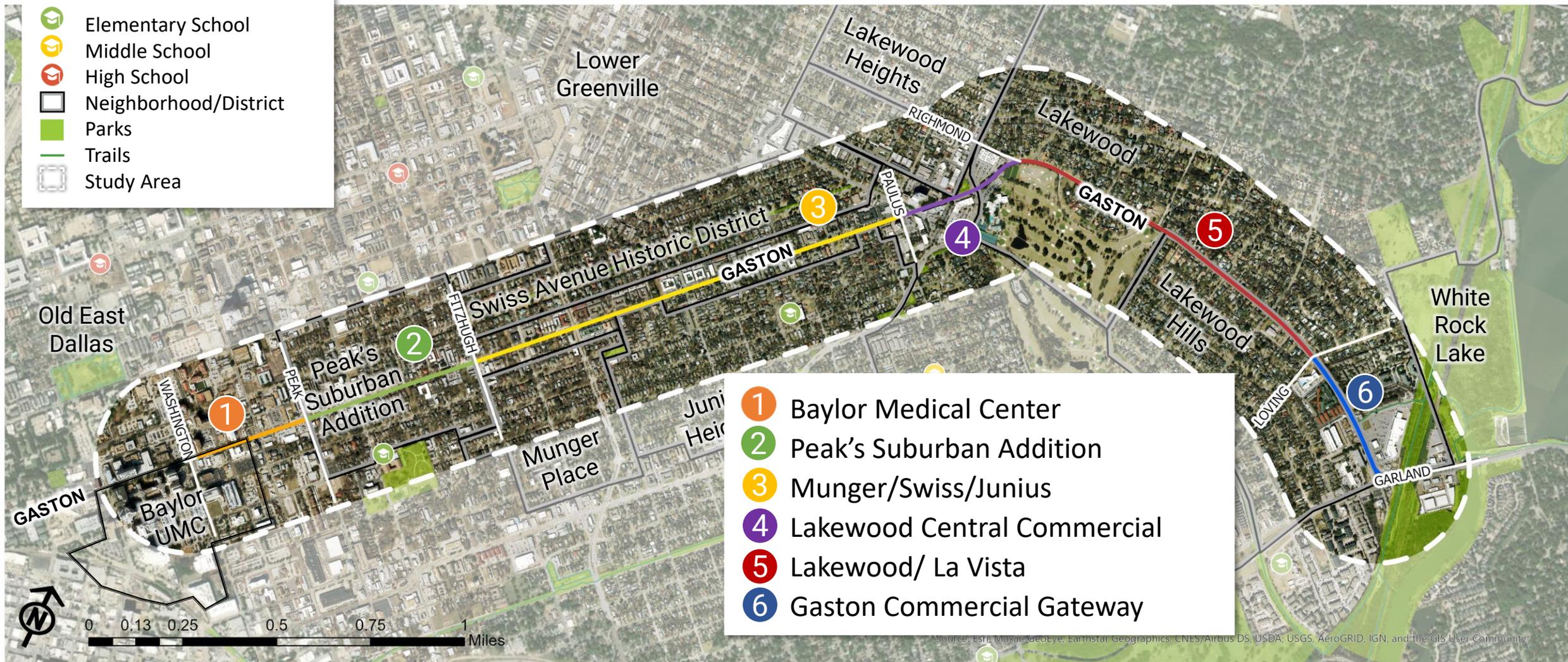


Project Overview



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

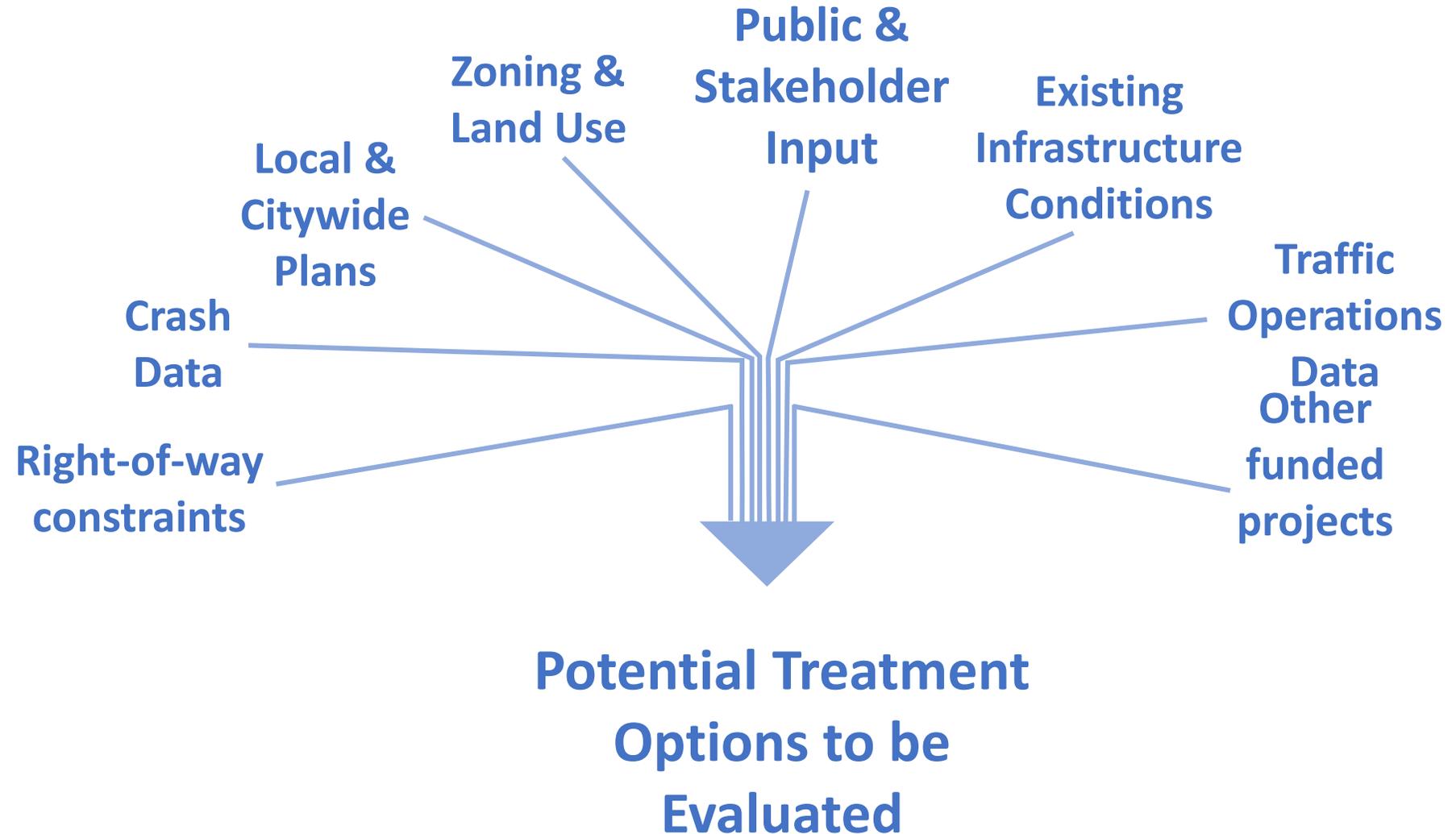
• Character Zones



Identifying Potential Treatment Options



- Inputs



Evaluating Potential Treatment Options



Considerations:

- Impacts on safety and crash reduction
- Impacts multimodal to traffic operations
- Whether improvement is warranted
- Compliance with legislative requirements, such as the American with Disabilities Act (ADA)
- Impacts to emergency response time

Input from:

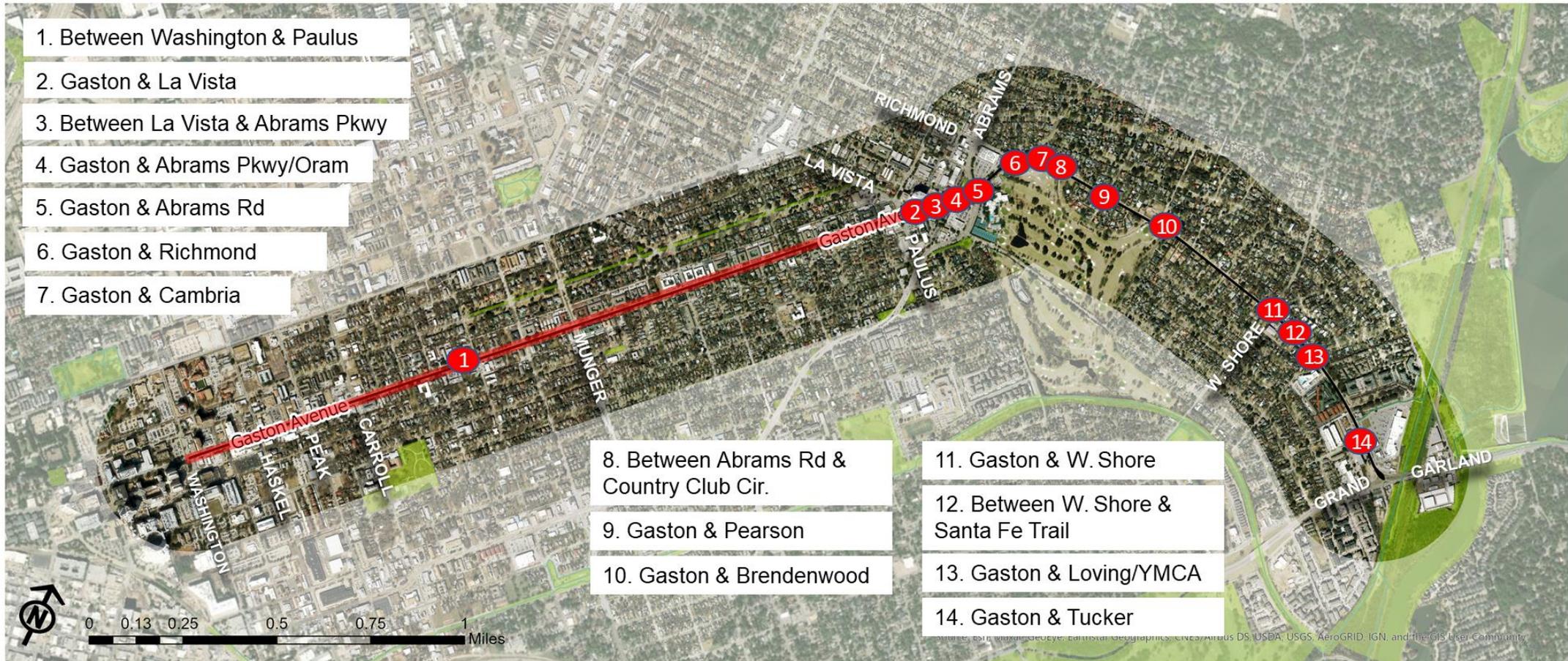
- Stakeholder Steering Committee
- Public Engagement Round 1
- Dallas Fire-Rescue
- DDOT Staff



Evaluating Potential Treatment Options



- Locations Evaluated



Evaluating Potential Treatment options



Disclaimer:

Illustrations of the treatment options shown on the following slides are purely conceptual and for illustrative purposes only.

Refinements may need to be made during final engineering design.





Character Zones 1, 2 & 3:

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

Location 1: Washington to Paulus





Baylor Medical Center Area

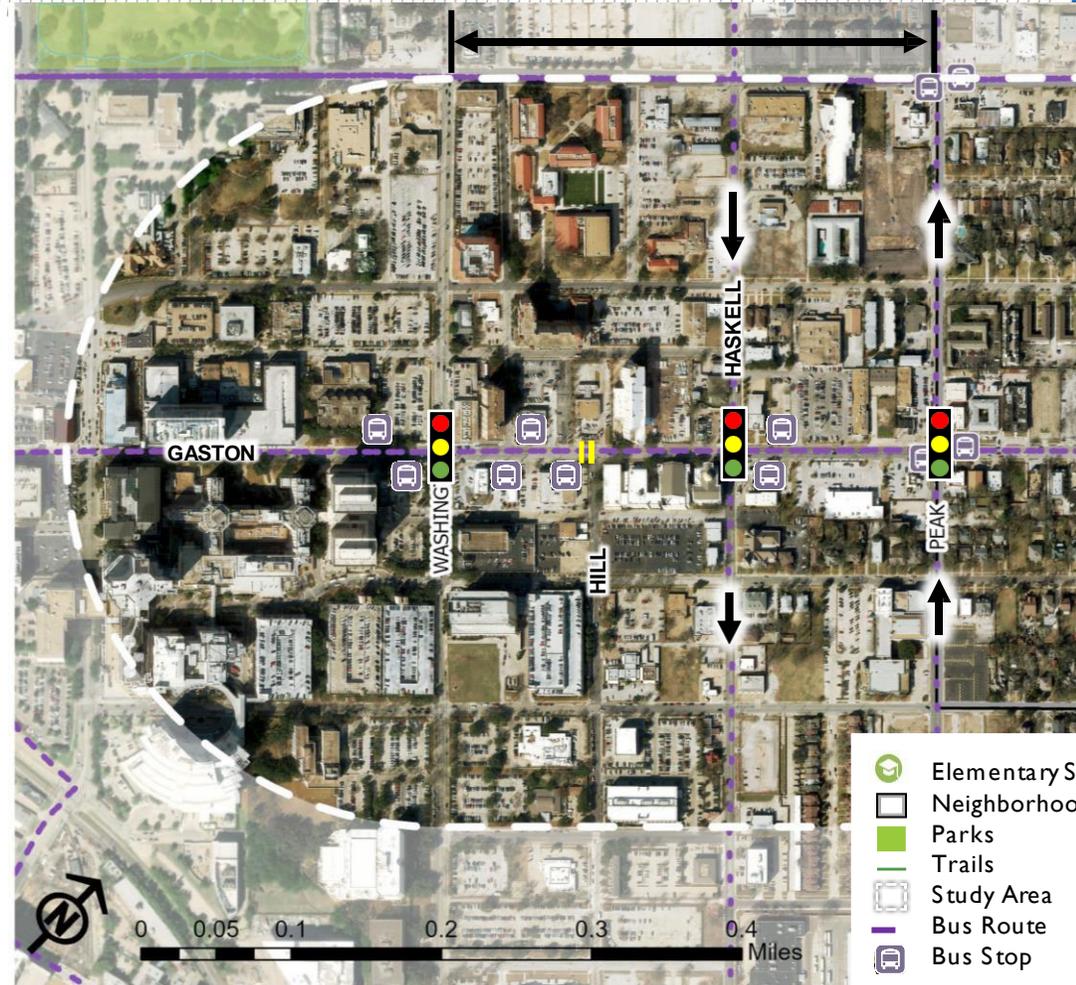
N Washington Avenue to N Peak Street

- **Key Issues**

- Left-turn conflicts
- Starbucks drive-thru traffic
- Uncomfortable walking environment
- Sidewalk ADA Issues
- Inadequate lighting

- **Potential Opportunities**

- Improvements to increase pedestrian safety and comfort
- Sidewalk improvements
- Improve traffic operations





Peak's Suburban Addition Area

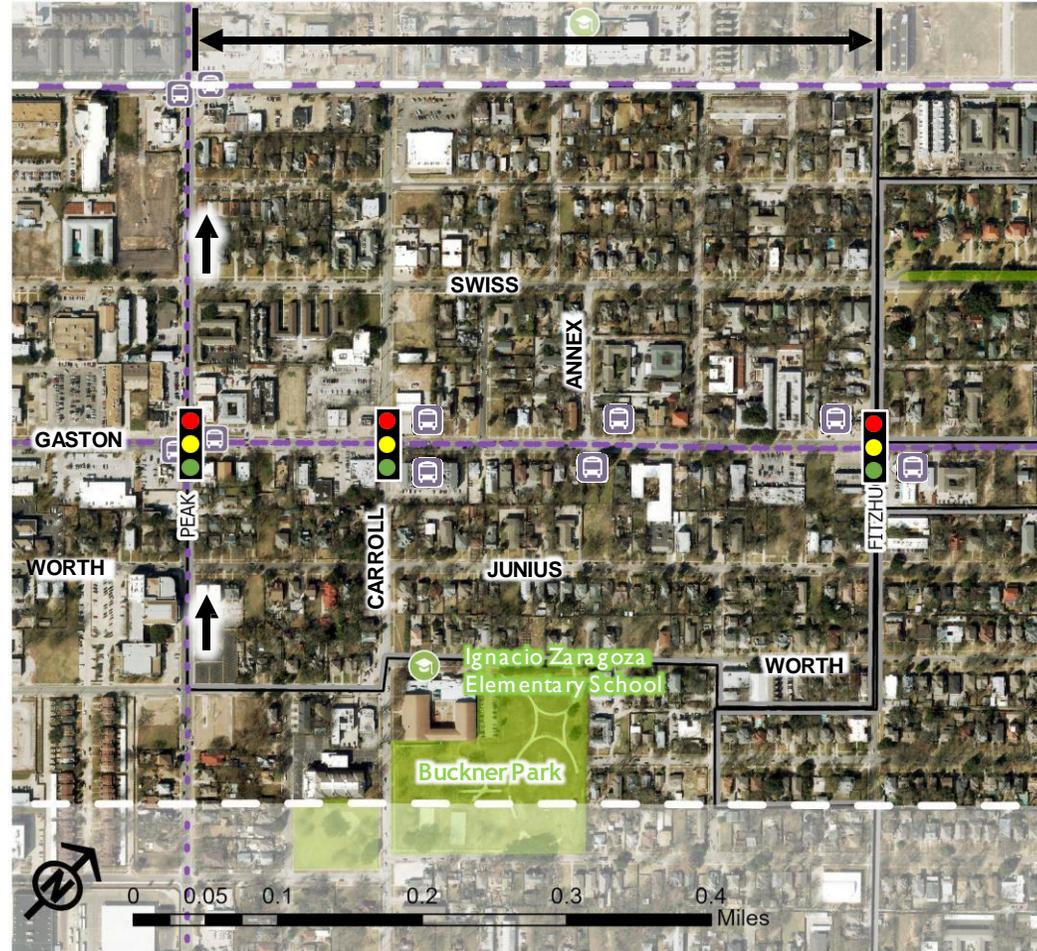
N Peak Street to N Fitzhugh Street

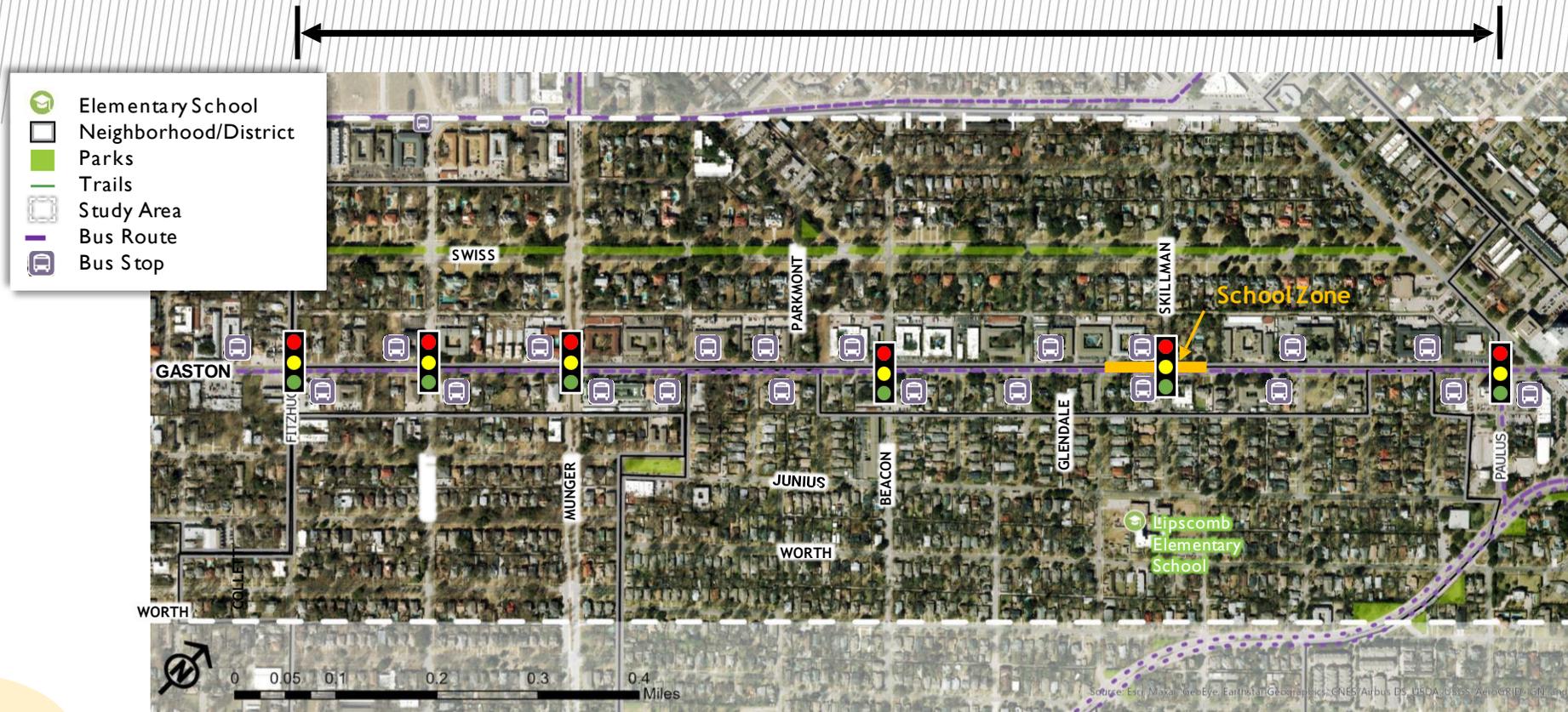
• Key Issues

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

• Potential Opportunities

- Road diet
- 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
- Inadequate lighting

• Potential Opportunities

- Road diet
- Improvements to increase pedestrian safety and comfort

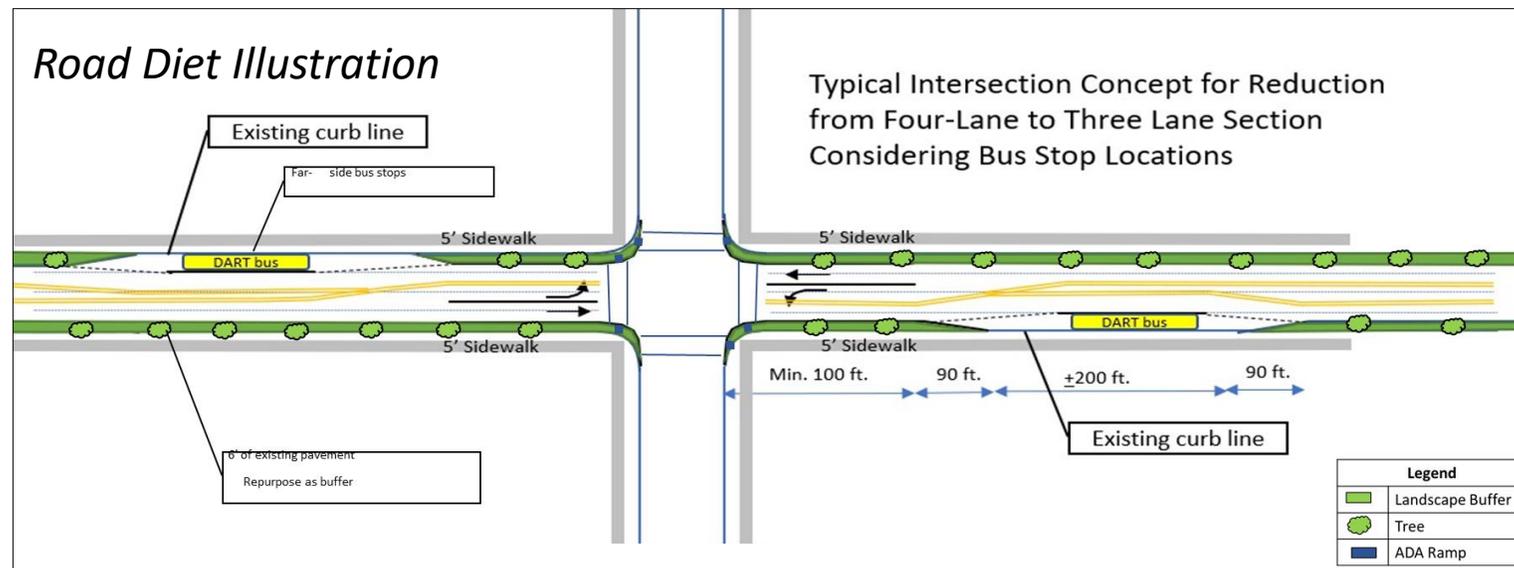


Location 1: Washington to Paulus



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).



Location 1: Washington to Paulus



- **Option B (Road Diet): Feedback and Findings**
 - **Dallas Fire-Rescue:** Expressed concerns of increased response times with road diet option.
 - **DART:**
 - Concerns of Buses getting trapped in pull-out bays
 - Concern of shifting lanes to accommodate bus pullover bays. Creates obstacle course.
 - Accommodation of delivery truck to prevent blocking of travel lanes. Will they use pullover bays?
 - Use of trolleys are expensive and hard to maintain.



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.



Location 1: Washington to Paulus



Recommendation: Option A:

Proposed Improvements outside of roadway

- Upgrade six traffic signals and improve intersections.
- Shared-use path along one side of Gaston between Glendale Street and N Glasgow Drive, per the existing Dallas Bike Plan.
- Conduct warrant study for a pedestrian crossing at Gaston and Glasgow.
- Consolidate, relocate, or narrow driveways near intersections.
- Improve pedestrian realm including wider sidewalks and greater buffer where right-of-way allows.
- Relocate utility poles to meet ADA and visibility requirements.



Location 1: Washington to Paulus



Washington to Munger



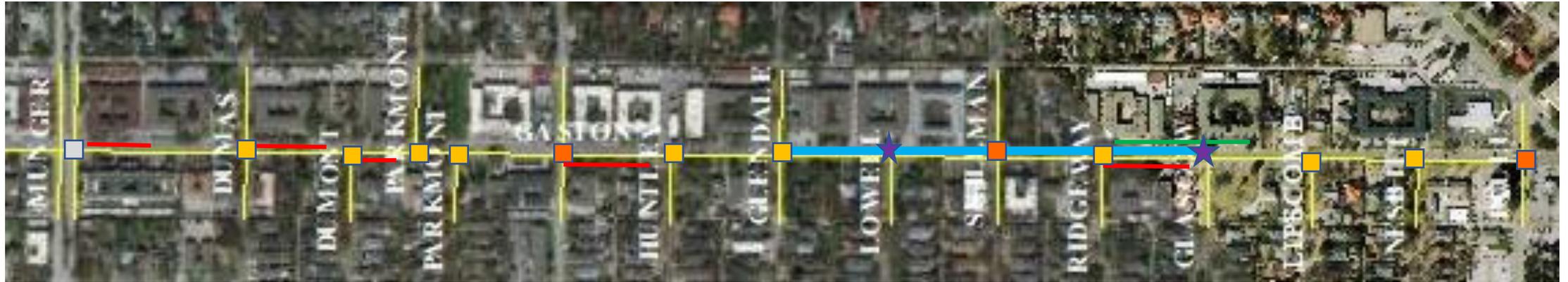
- Traffic signal upgrade and associated intersection improvements
- Pedestrian/ADA improvements at non-signalized intersections
- Intersection already funded for improvements
- Off-street Shared-use Path
- ★ Pedestrian/School Crossing Evaluation
- Sidewalk Improvements (Widen, repair, buffer)
- School Zone Evaluation



Location 1: Washington to Paulus



Munger to Paulus



- Traffic signal upgrade and associated intersection improvements
- Pedestrian/ADA improvements at non-signalized intersections
- Intersection already funded for improvements
- Off-street Shared-use Path
- ★ Pedestrian/School Crossing Evaluation
- Sidewalk Improvements (Widen, repair, buffer)
- School Zone Evaluation





Character Zone 4:

Lakewood Shopping Center

Location 2: Gaston & La Vista

Location 3: La Vista to Abrams Pkwy

Location 4: Gaston & Abrams Pkwy/Oram St

Location 5: Gaston & Abrams Rd





Lakewood Central Commercial

Paulus Avenue to Abrams Road

- **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**

- Bulb-outs at La Vista
- Reconfigure pull-in parking
- Modify Gaston/Abrams Parkway/Oram Street Intersection
- Pedestrian improvements at Abrams Road

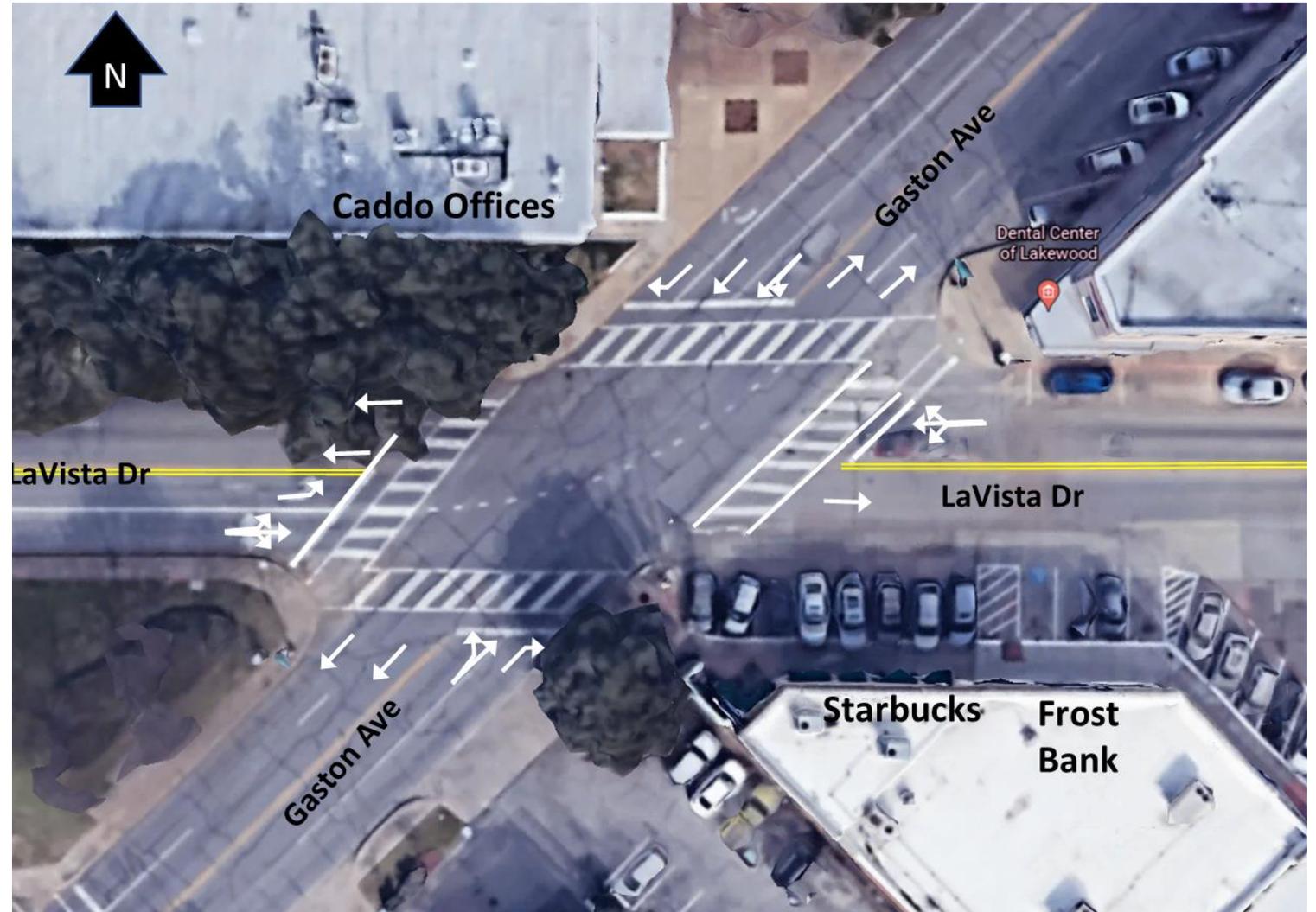


Location 2: Gaston & La Vista



Existing Conditions:

- Width of La Vista makes pedestrian crossing uncomfortable.
- Intersection is not handicap accessible.
- Cars parked at Starbucks back out into the Gaston Crosswalk and travel lanes.

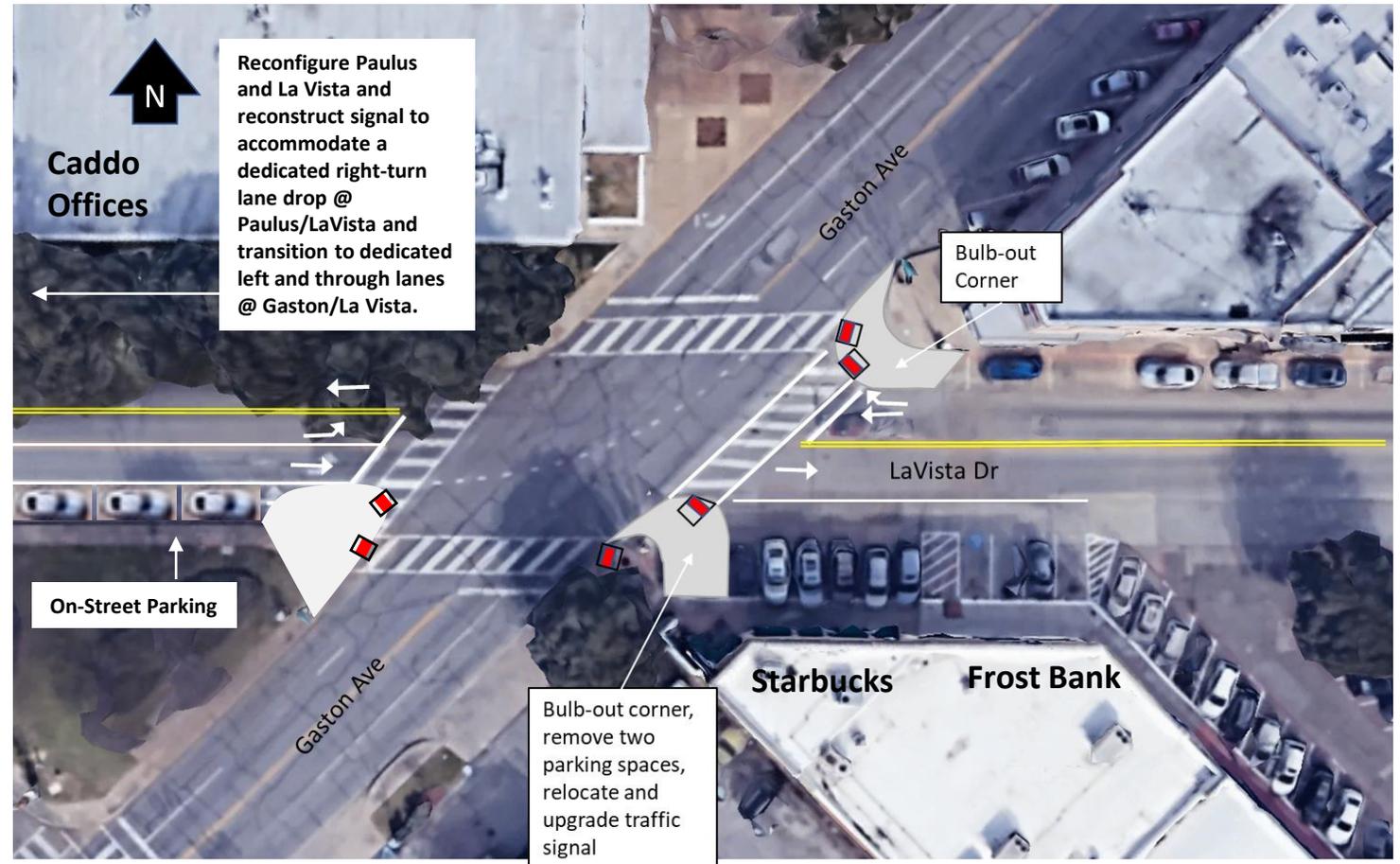


Location 2: Gaston & La Vista



Draft Recommendation:

- Bulb-outs to shorten crossing distance.
- Upgrade traffic signal
- Requires removal of two parking spaces at Starbucks.
- Requires removal of one receiving lane from WB La Vista west of Gaston to line up travel lanes.
- Turn EB lane on La Vista into a parking lane. *(potential to add 4 new parking spaces)*
- Requires reconfiguring Paulus & La Vista intersection.



Location 3: La Vista to Abrams Pkwy



On-Street Parking

Existing Conditions:

- Desires for more landscaping and less parking.
- There is not enough room, so parked cars hang out into travel lane.
- Cars backing out cannot see if there is an oncoming car. (1 documented crash).
- Car hoods overhang onto sidewalk.
- Currently, 2-hour time limit, Monday through Friday, from 8:00 a.m. to 5:00 p.m.

Treatment Options Evaluated:

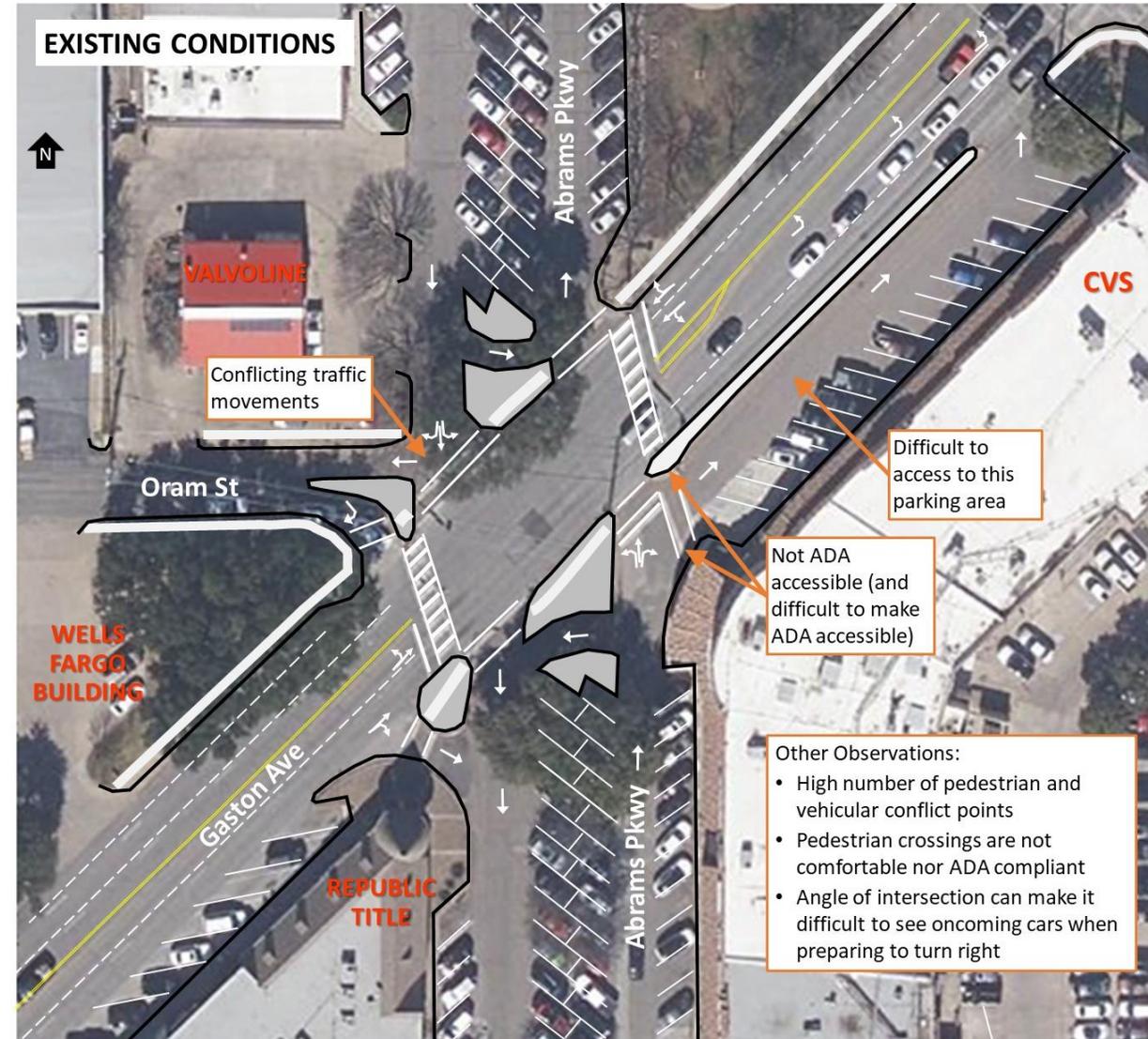


Location 4: Gaston & Abrams Pkwy/Oram



Existing Conditions:

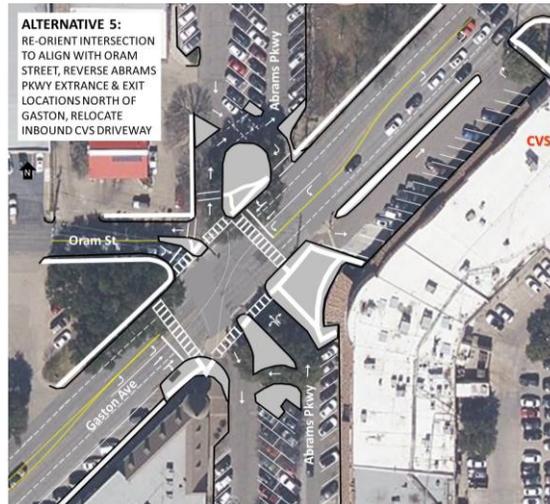
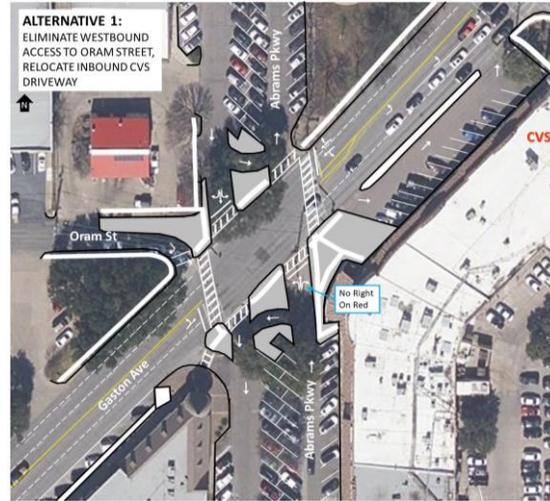
- Intersection is confusing for vehicular and pedestrian traffic.
- High number of conflict points.
- Difficult to access CVS parking area.
- Not handicap accessible.
- Poor visibility for drivers turning onto Gaston.



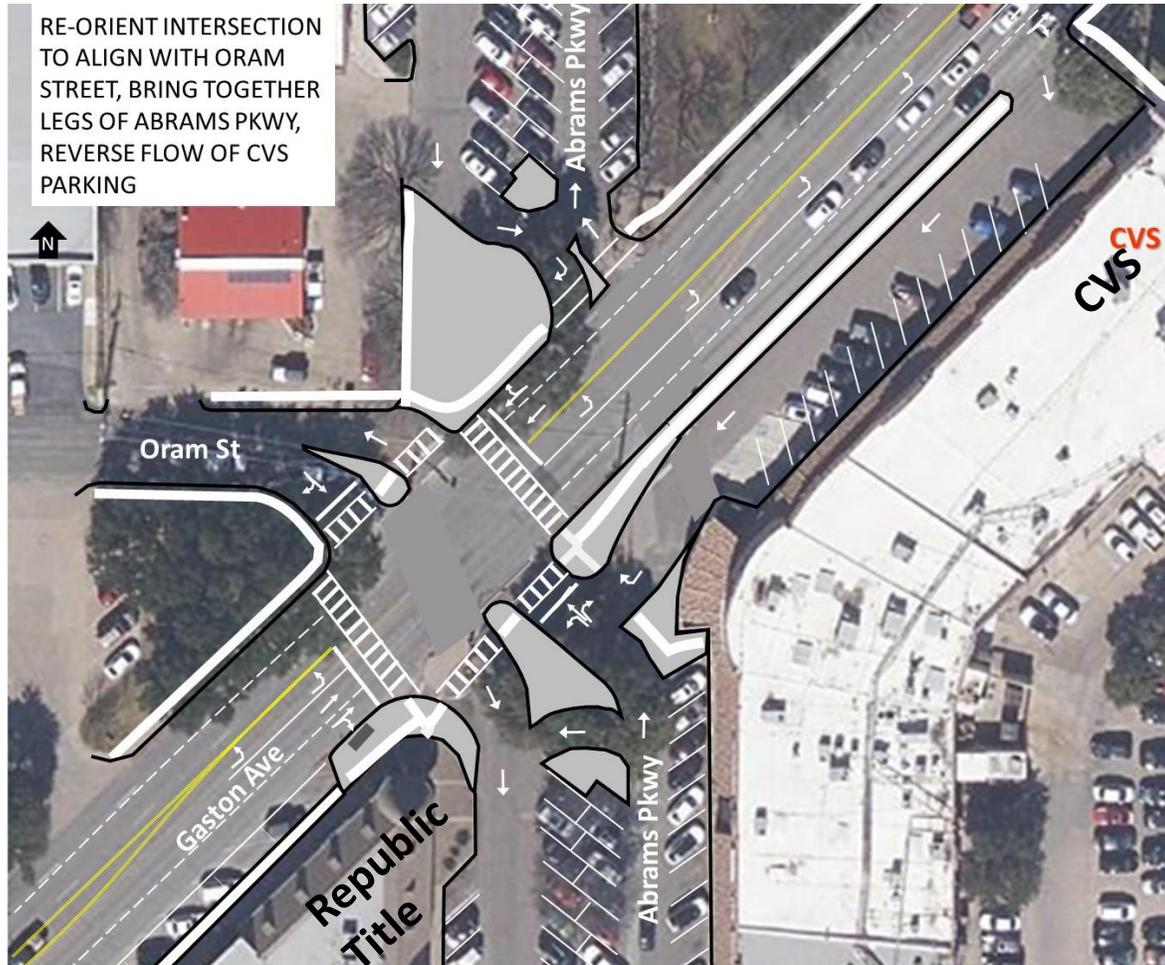
Location 4: Gaston & Abrams Pkwy/Oram



Treatment Options Evaluated:



Location 4: Gaston & Abrams Pkwy/Oram



Draft Recommendation:

Alternative 3 is the first preference, followed by Alternative 2. Both should be carried forward to preliminary engineering.

Alternative 3:

- Intersection re-oriented to align with Oram St. to improve visibility/sight lines.
- Flow of parking in front of CVS (requires less ROW acquisition than Alternative 2 configuration, greater travel route options for people leaving parking lot).
- Eliminates free-right slip lane at southwest corner of intersection .
- Loss of parking stalls (rough estimate is 15)
- Small ROW acquisition needed at corner of Wells Fargo Property.



Location 4: Gaston & Abrams Pkwy/Oram



Draft Recommendation:

Alternative 2:

- Retains intersection alignment
- Of Abrams Pkwy with Abrams Pkwy.
- Brings inbound and outbound legs of Abrams Pkwy closer together at intersection to improve visibility, reduce crossing distance, enable controlled pedestrian crossings along Gaston.
- Similar Parking impacts as Alternative 3.
- Eliminates conflict between Southbound Abrams pkwy & westbound Oram St.
- Makes intersection & connections to shops handicap accessible



Location 5: Gaston & Abrams Rd

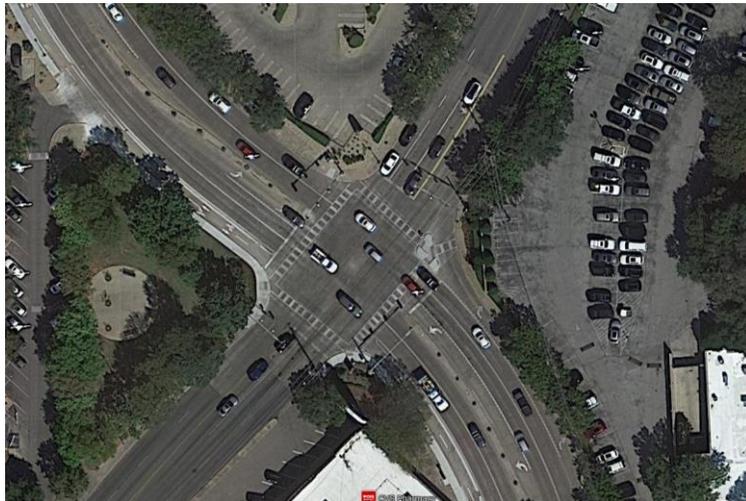


Existing Conditions:

- Free right turn make it hard for pedestrians to cross.

Draft Recommendation:

- Reduced curb radii and free right-turn slip lane at corner of Lakewood Country Club.



Gaston @ Abrams Road (Existing Conditions)





Character Zones 5 & 6 :

5. Lakewood/La Vista Area

6. Gaston Commercial Gateway Area

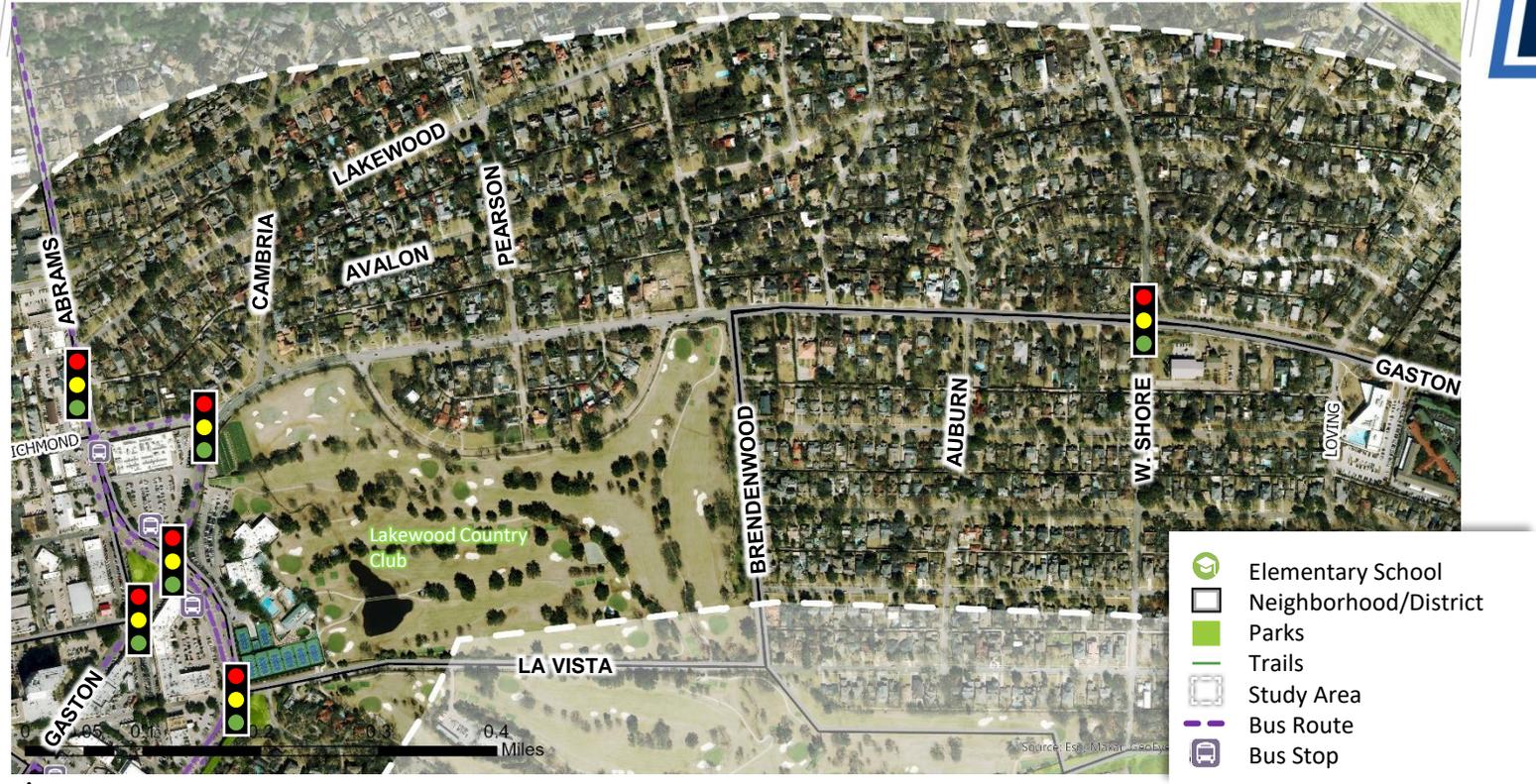
Locations 6-14





Lakewood/ La Vista

*Abrams Road to
Loving Avenue*



• Key Issues

- Long distance between signalized intersections
- Lack of safe pedestrian crossings at Richmond, Cambria,
- Speeding
- Uncomfortable walking environment
- Sidewalk ADA Issues
- High speed right turns from Gaston to Cambria and Gaston to Richmond
- High number of crashes involving left-turns at Brendonwood and W. Shore
- Lack of sidewalks to Country Club
- Rolling Terrain

• Opportunities

- Intersection modifications at Richmond and Cambria, Pearson, and Loving
- Traffic signals at Pearson and Brendenwood
- Left-turn lanes at W. Shore and Brendenwood
- Filling in missing sidewalks
- Connecting to the Santa Fe Trail

Location 6: Gaston & Richmond Ave



Existing Conditions

- Free right turn is challenging for pedestrians due to speeding motorists and lack of sidewalk.
- Intersection is not handicap accessible.



Location 6: Gaston & Richmond Ave



Treatment Options Evaluated:

Option A



Eliminate free right-turn and install dedicated right-turn lane.

Draft Recommendation : WE NEED TO HEAR FROM YOU!!!

Option B



Maintain free right turn and add raised crosswalk.



Location 6: Gaston & Richmond Ave



	PROS	CONS
OPTION A (Eliminate Free Right)	<ul style="list-style-type: none">• Reduces conflicts between pedestrians and motorists• Reduces pedestrian crossing distance• Slows right turns	<ul style="list-style-type: none">• Driveway access• Queue back-up
OPTION B (Raised Crosswalk)	<ul style="list-style-type: none">• Increases visibility of Pedestrians and driver awareness• Self-enforcing• Slows motorists while turning• Minimum impacts to travel times and queues	<ul style="list-style-type: none">• Increased noise from motorists• Maintenance is more expensive• Motorists may divert to intersection instead, creating additional conflicts for pedestrians crossing.• Could cause vehicle or other damage due to driver inattention or lack of expectations.



Location 7: Gaston & Cambria



Existing Conditions: Free right turn from Cambria and left turn on to Cambria is dangerous due to limited visibility and motorists speeding over hill/curve. No pedestrian crossing across Cambria.



Draft Recommendation: There is available right-of-way at the intersection to shift Gaston to install a left turn lane. The existing splitter island at the terminus of Cambria would be removed and the intersection brought to a single point, improving visibility, and slowing turning vehicles entering the neighborhood.



Location 8: Abrams to Country Club Cir.



Existing Conditions: Sidewalk along Whole Foods frontage is too close to roadway. Lack of sidewalk along Country Club frontage.



Draft Recommendation: Install sidewalk along Country Club frontage from Richmond to Country Club Circle. Adjacent to whole foods, evaluate pushing sidewalk back away from street, while working with right-of-way ⁴¹ and minimizing tree loss



Location 9: Gaston & Pearson



Existing Conditions:

- Speeding is a major concern
- Crash history (2015-2019)
 - 10 crashes in general vicinity
 - 3/10 intersection related crashes
 - Crash factors – 100% were due to failure to yield row.
 - 7/10 not intersection related.
 - 100% rear end crashes
 - 100% were due to speeding and or following too closely

Treatment Options Evaluated:

- Traffic Signal: requested by public
- Roundabout: potential way to calm traffic along the corridor.



Location 9: Gaston & Pearson



Draft Recommendation:

- No operational improvements at this time. Intersection will continue to be monitored.
 - Traffic signal is not warranted.
 - Roundabout requires significant right-of-way acquisition, not favored by stakeholder committee
- To address public comments:
 - Enhanced pedestrian crossings are recommended at Richmond and Brendenwood.
- Sidewalk along Lakewood Country Club property to connect neighborhood to whole foods.



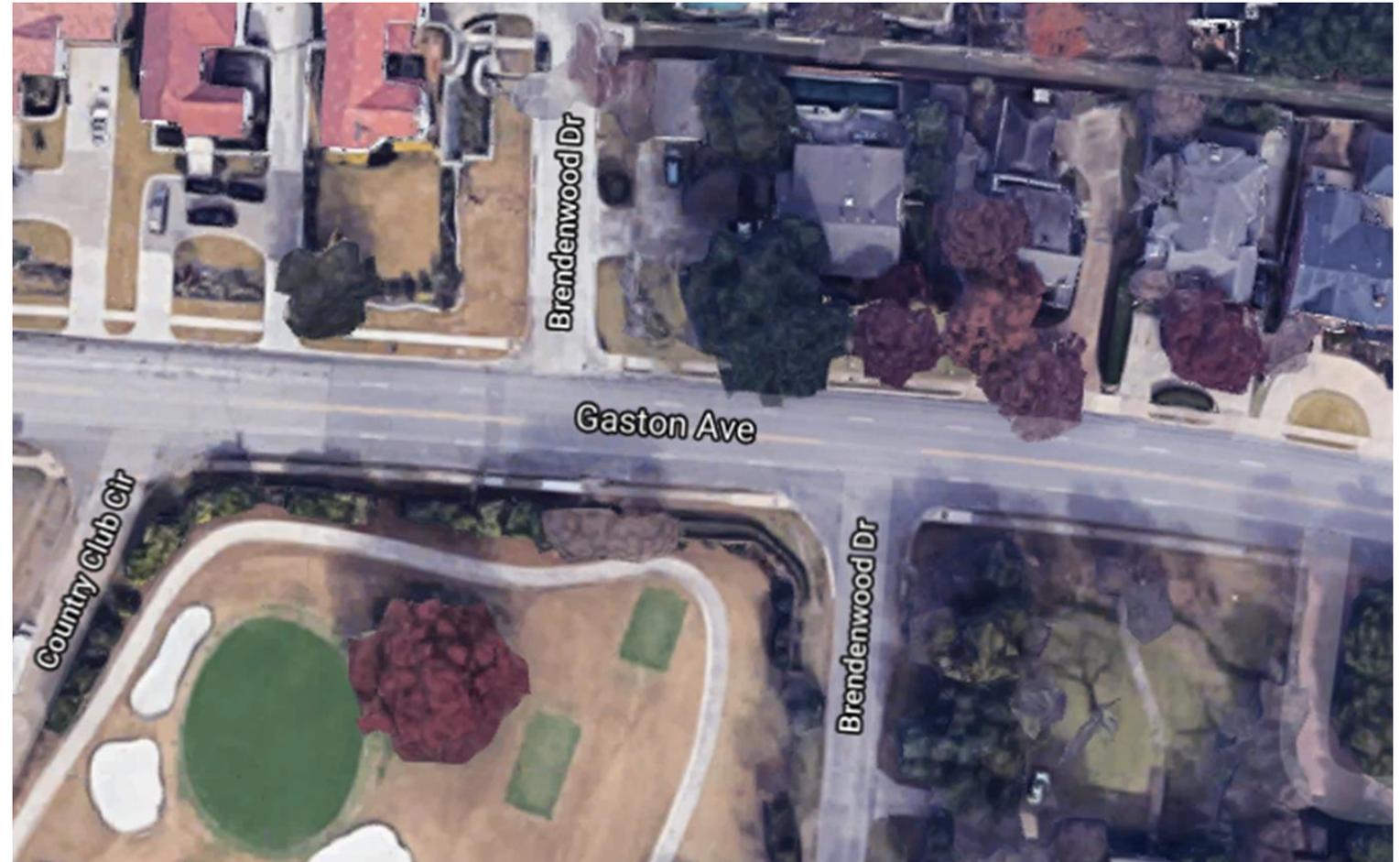
Location 10: Gaston & Brendenwod



Existing Conditions:

Issues:

- Hard to turn on to and out of Brendenwod during peak hours and
- High crash location



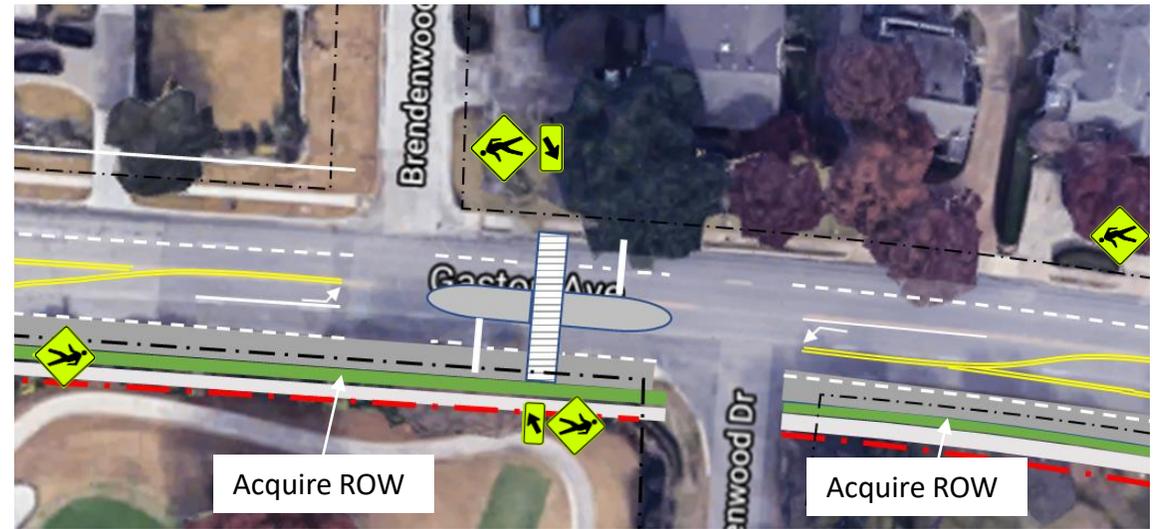
Location 10: Gaston & Brendenwood



Treatment Options Evaluated: Option A: Traffic Signal



Option B: Left-turn lanes, Enhanced Pedestrian Crossing



Draft Recommendation: A traffic signal is not warranted for this location. Install pedestrian refuge median. Enhance with signage, lighting, and pedestrian signal. Additional right-of-way is needed to construct a wide sidewalk and landscaped buffer.



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%)





Location 11: Gaston & W. Shore

Draft Recommendation: Install left-turn lanes on Gaston, make traffic signal modifications



Location 12: W. Shore to Santa Fe Trail



Draft Recommendation: 10-foot trail along the north side of Gaston Road between W. Shore Drive and the Santa Fe Trail connection, in the existing right-of-way.



Gaston Commercial Gateway

Loving Avenue to Garland Road

• Key Issues

- Poor visibility turning off of Loving
- Cut through traffic on Loving
- Pedestrians have difficulty crossing Gaston to access YMCA
- 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

• Potential Opportunities

- Modify Loving intersection
- Dedicated left-turn lanes at Tucker
- Improvements to increase pedestrian safety and comfort
- New connection to Santa Fe Trail along Gaston

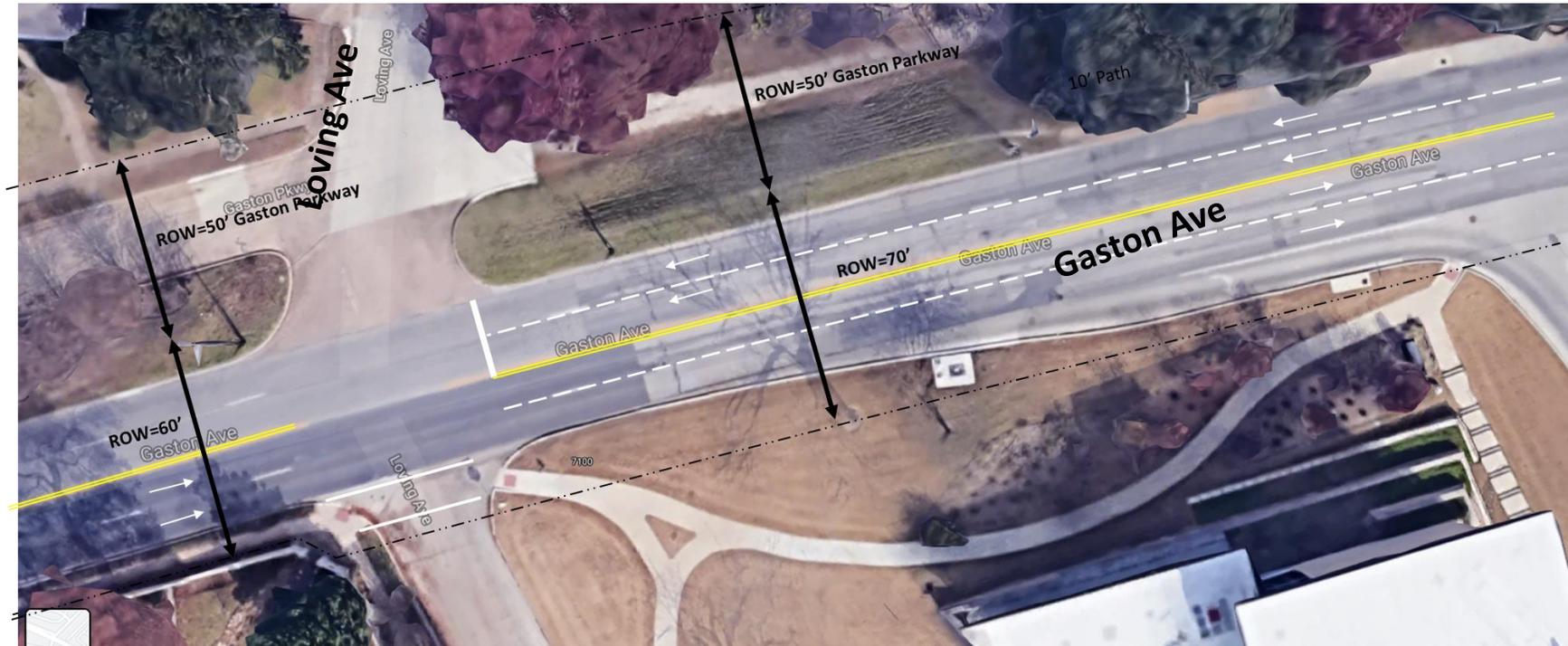


Location 13: Gaston & Loving



Existing Conditions:

- Motorist speeding from Gaston onto Loving
- Difficulty crossing Gaston to access YMCA.



Treatment Options Evaluated:

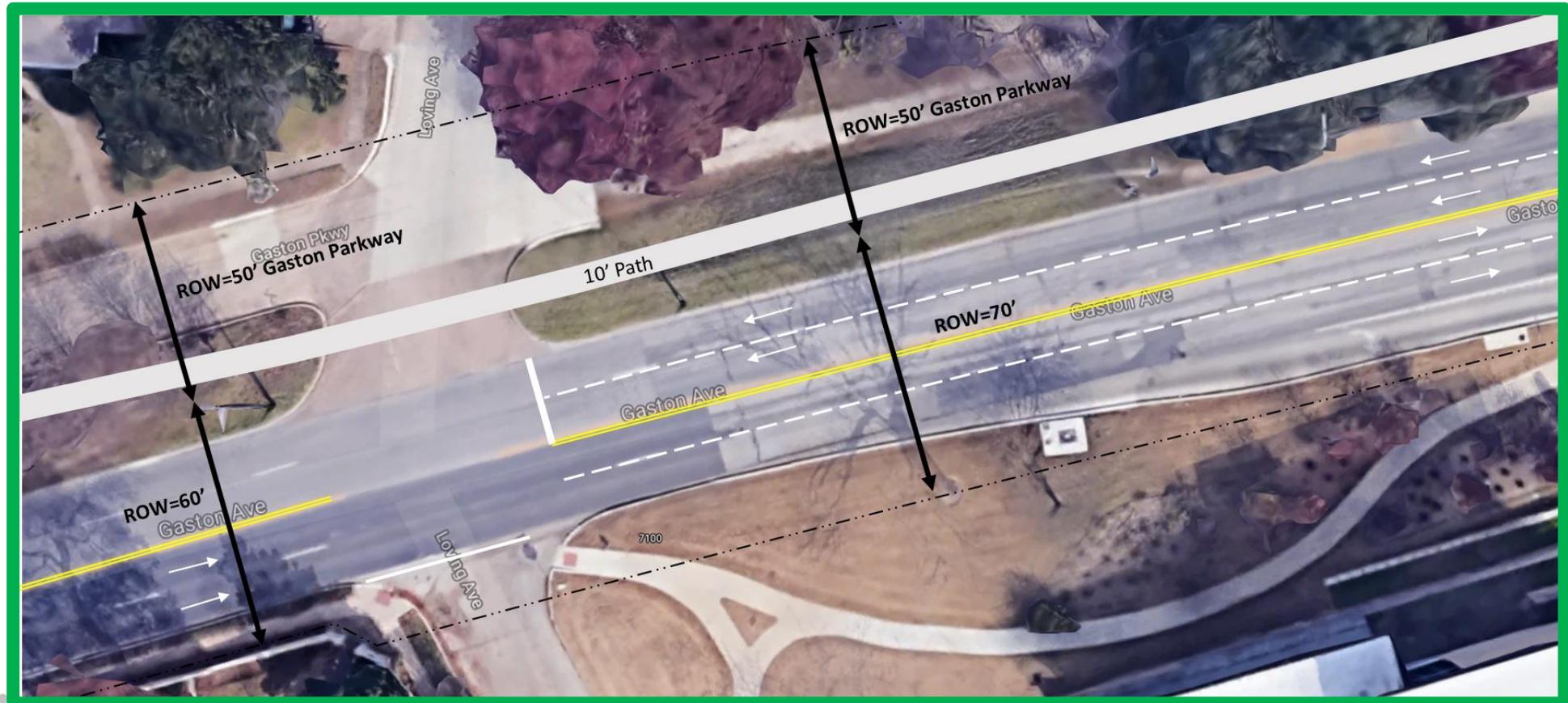
- Close Loving at Gaston (north side)
- Installing a gate across Loving (north side) near Gaston
- Installing traffic signal at Loving
- Installing a pedestrian signal at YMCA driveway



Location 13: Gaston & Loving



Draft Recommendation: Traffic calming along Loving and continue monitoring for traffic signal warrant in future. Install an enhanced pedestrian crossing to the YMCA with the Santa Fe Trail connection.



Location 14: Gaston & Tucker



Existing Conditions:

- Motorists making left turns create traffic back-ups
- Crash History (2015-2019)
 - 25 crashes. 68% were left-turn related
- The left turn volume was 34 vehicles per hour, or about one left turning vehicle every other cycle of the signal that would potentially block the passage of eastbound through traffic in the leftmost lane.
- Dedicated left-turn lanes will address history of left-turn crashes.



Location 14: Gaston & Tucker



Draft Recommendation: Install left-turn lanes on Gaston at Tucker



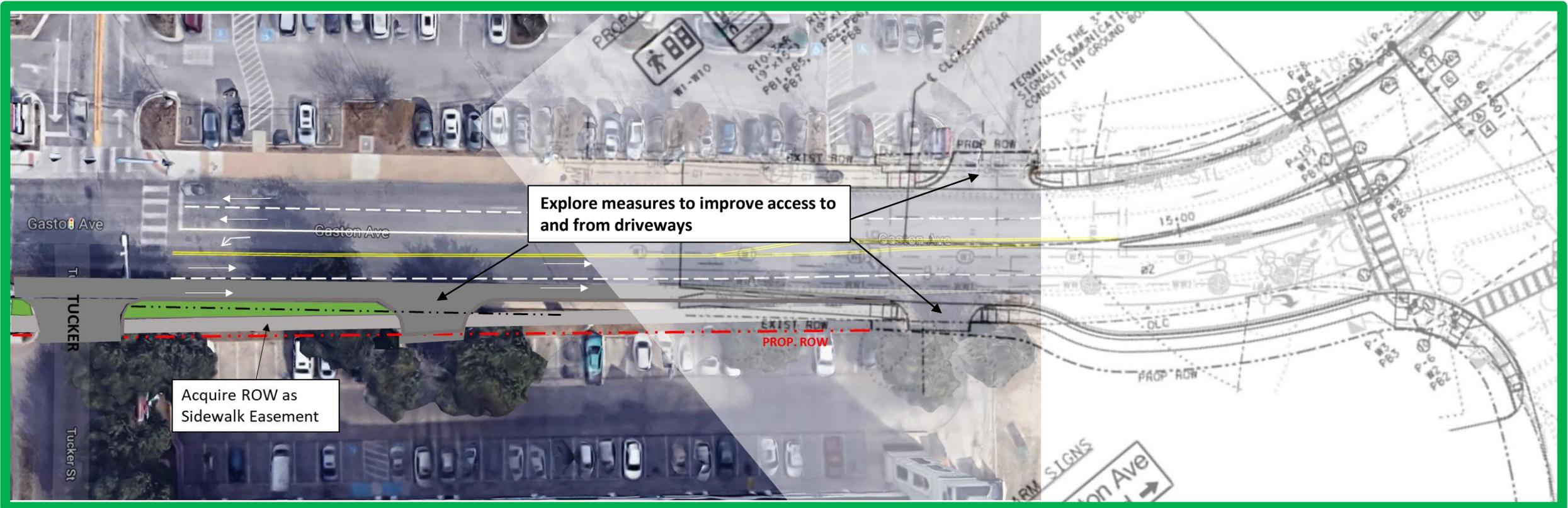
Gaston would need to be widened to provide a left turn lane at Tucker Street to nearby commercial development and the parking lot of the adjacent commercial development reconfigured.



Location 14: Gaston & Tucker



Recommendation: Install left-turn lanes on Gaston at Tucker





Draft Recommendations Summary



Draft Recommendations Summary



• Locations

1. Washington to Paulus - Maintain existing number of travel lanes and make improvements outside of the roadway

2. Gaston & LaVista - Modify intersection & improve pedestrian crossings

3. LaVista to Abrams Pkwy – Parallel parking with wider sidewalk

4. Gaston & Abrams Pkwy/Oram - Modify intersection & improve pedestrian crossings

5. Gaston & Abrams Road - Modify intersection & improve pedestrian crossings

6. Gaston & Richmond – Need input.

7. Gaston & Cambria – dedicated left turn bays

8. Abrams Rd to Country Club Cir– Sidewalk improvements along Whole foods and Lakewood Country Club frontage.

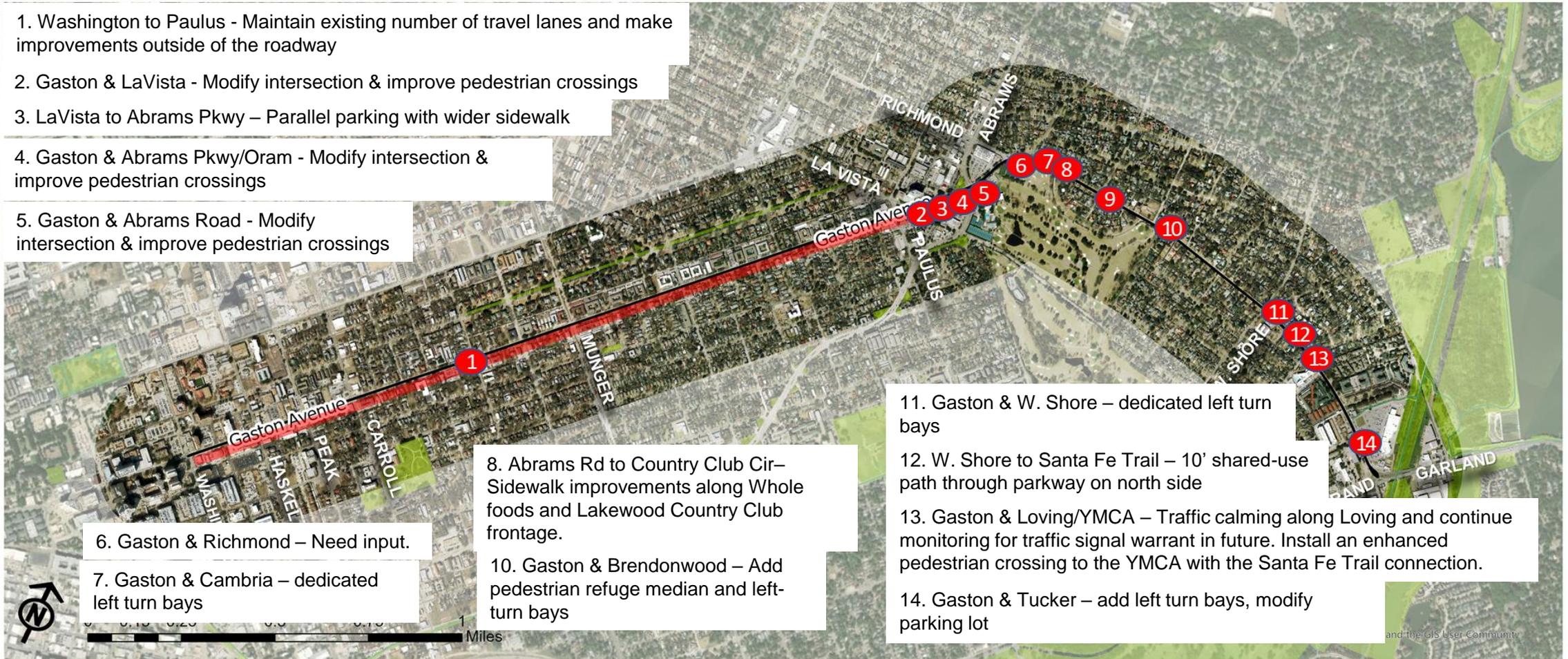
10. Gaston & Brendonwood – Add pedestrian refuge median and left-turn bays

11. Gaston & W. Shore – dedicated left turn bays

12. W. Shore to Santa Fe Trail – 10' shared-use path through parkway on north side

13. Gaston & Loving/YMCA – Traffic calming along Loving and continue monitoring for traffic signal warrant in future. Install an enhanced pedestrian crossing to the YMCA with the Santa Fe Trail connection.

14. Gaston & Tucker – add left turn bays, modify parking lot





Next Steps



Next Steps



- Public Survey
- Implementation plan
- Draft document
- Public comment period



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!



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

SCAN THIS QR CODE TO
ACCESS THE SURVEY



SURVEY CLOSSES
AUGUST 5, 2022



DISCUSSION





Gaston Avenue Corridor Study

Contact:

Kierra Williams, Planner II

Email: kierra.williams@dallas.gov

Phone: 214-670-3288

