



# Documentation of Public Meeting

## **Project Location**

Dallas County

State Highway (SH) 78 (Garland Road/East Grand Avenue)

CSJ 0009-02-027

## **Project Limits**

at Gaston Avenue

## **Meeting Location**

Dallas Arboretum – Rosine Hall, 8525 Garland Road, Dallas, TX 75218

## **Meeting Date and Time**

Thursday, January 18, 2018 from 6:00 PM to 8:00 PM

## **Translation Services**

Spanish translation was available

## **Presenters**

Mo Bur, Deputy District Engineer (TxDOT Dallas District)

Representative Victoria Neave (TX Representative District 107)

## **Elected Officials in Attendance**

K.L Newhouse, Deputy Director (US Representative Eddie B. Johnson – District 30)

Victoria Neave, TX Representative (District 107)

Katy Womble, Chief of Staff for Representative Victoria Neave

Mary Elbanna, Legislative Assistant for TX Representative Eric Johnson (District 100)

Erin Moore, Dallas County Commissioner (District 1)

Mark Clayton, City of Dallas Councilmember (District 9)

## **Total Number of Attendees (approx.)**

137

## **Total Number of Commenters**

267

## **Contents**

- A. Comment/response matrix
- B. Notices
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- D. Comments received
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**A. Comment Response Matrix**

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
1	Ms. Barbara Clay and Mr. Ken Bernstein	1/18/2018	Letter at Public Meeting	<p>I have attended each of the meetings held on the changes proposed to the 3G intersection, and Ken has as well until tonight's meeting. We have both repeatedly suggested looking at the greater physical area instead of the narrow concentration on the single intersection and been told that the intersection was the only focus. This was prior to the opening of the Cane's restaurant and it's extremely ill-placed yet TxDOT approved access points.</p> <p>Since the Cane's has opened, I have been nearly sideswiped 3 times. The entrance off Garland is really short after becoming visible, IF visible at all when the sun is in one's eyes during winter rush hour. And the speed limit is often ignored with vehicles going above the stated limit. The entrance off Gaston is placed such that those who struggle enough and often fail to yield appropriately, want to zoom to the right across a lane to enter Cane's.</p> <p>There is no way to track the "nearly" events but for anecdotal evidence which no entity is collecting. It is only a matter of time before a tragedy occurs. Tragedy has already occurred at a very close intersection and the addition of the light will significantly impact those coming down Garland on to Gaston, most likely with back ups right at the Cane's entrance.</p> <p>Researching the Values, Vision, Mission and Goals posted for TxDOT, highlighted copy attached), the following quotes are instructive:</p> <p>The well-being, safety and quality of life for.... The traveling public are of utmost concern....</p> <p>We accept responsibility....</p> <p>....strive to earn and maintain confidence...</p> <p>....and enhancing quality of life....</p> <p>.....we deliver a safe, reliable, and integrated transportation system....</p> <p>Focus on the Customer – People are at the center of everything we do.</p> <ul style="list-style-type: none"> <li>• Incorporate customer feedback and comments...</li> </ul> <p>Foster Stewardship--...operate efficiently and manage risk.</p> <p>Optimize System Performance----....</p> <ul style="list-style-type: none"> <li>• Mitigate congestion</li> </ul> <p>Promote Safety-Champion a culture of safety</p> <ul style="list-style-type: none"> <li>• Reduce crashes and fatalities by continuously improving guidelines and innovations....</li> </ul> <p>End of quotes.</p> <p>In short, we are not confident that TxDOT's current limited focus on this intersection, its approval of the ill placed Cane's entrances, and failure to work with City staff and/or any other government representative to the fullest possible extent will enhance quality, deliver a safe system, and reduce crashes and fatalities. Please reconsider the Cane's entrance,</p>	<p>The driveways are reviewed on a case-by-case basis, relative to TxDOT Access Management manual. The alternative presented at the public meeting provides two driveways at Raising Cane's. The SH 78 driveway will be an entrance only until the trail bridge abutment is modified for sight distance. The Gaston entrance should have reduced "nearlys" after the Tucker signal is installed and even more when this project is complete because traffic gaps will be provided. Additional access to the shopping center can be made from the intersection of Gaston and Tucker Street.</p>

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				<p>expand consideration of the area at large by study of, for example but not limited to, the Winsted/Garland intersection where those exiting the liquor store routinely turn left against the street sign directions.</p> <p>Note: Two pages with highlighted information from TxDOT Values, Vision, Mission and Goals Webpage were included with this comment.</p>	
2	Mr. Randy Shear	1/18/2018	Comment Form at Public Meeting	<p>I have been involved in this process from the beginning (charrette) so I have seen all the schemes. Before seeing that there was invites you could have had a new presentation to explain it - Leaving people in the dark is not good thing. The 5 slide PowerPoint was surprisingly dumb. Ok. Why not show computer animations showing flow from data that exists?</p>	<p>The 12 slide rolling presentation that was on display at the public meeting and also provided to the public as a handout provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p> <p>The suggestion for providing computer animations will be considered for future public involvement events.</p>
				<p>How far back will the traffic be backed up along Gaston?</p>	<p>Average queue length on Gaston Ave for 2017 is 104 feet in AM and 434 feet in PM. For 2037, lengths are projected to be 147 feet in AM and 801 feet in PM. These represent the queue lengths during peak AM and PM travel times.</p>
				<p>What will truck traffic be like?</p>	<p>The daily percentage of trucks is 1.8%.</p>
				<p>How does the new arrangement work with new SW corner development?</p>	<p>The proposed design will accommodate 2 driveways for the southwest corner as shown in the latest development plan.</p>
				<p>What will happen when Starbucks drive thru is backed up?</p>	<p>When Starbucks drive thru is backed up, motorists will need to access through Tucker signal to get into the shopping center.</p>
				<p>How do bike lanes work?</p>	<p>The proposed design provides for 14-foot wide shared use lanes, intended to be used by both vehicles and bicycles. Dedicated bike lanes are not proposed at this time.</p>
				<p>What is the speed of downhill traffic?</p>	<p>The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.</p>
				<p>Will there (anticipated) accident rate predicted?</p>	<p>No</p>
				<p>Rush hour back up, recent water main break at Quick Trip backed up traffic for 3 hours (at least). What are the reasons "T" is not better than the Reverse "T"?</p>	<p>From operational standpoint, the Option 2 Alternative (Reverse T) intersection design accommodates traffic pattern in this intersection best.</p>
				<p>Why are you not presenting these ideas to the public? Have a spokesperson explain all of these.</p>	<p>The purpose of this open house public meeting was to gather input from the public, as well as from stakeholders and affected property owners, in order to try to reach as many people as possible. TxDOT, the City of Dallas, and consultant staff were present to answer any questions the public had. The 12 slide rolling presentation that was on display at the public meeting, and also provided to the public as a handout, provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p> <p>TxDOT typically holds public meetings as open houses with no formal presentation or formal public opportunity for comments. Comments submitted orally to the court reporter or submitted in writing (via comment forms, letters, or email) are included as part of the public meeting record. By contrast, public hearings include both an open house portion and a formal presentation and formal opportunity for oral public comment. Written comments are also accepted. A public hearing is planned for this project, to be held after the environmental studies are complete. All comments received at public meetings and hearings are included as part of the meeting/hearing record and are responded to in a summary.</p> <p>Information about future public meetings or hearings can be found at</p>

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					<a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ).
3	Ms. Patricia Lynn Wright	1/18/2018	Comment Form at Public Meeting	It was interesting to come to this meeting and find out that this is an in-progress project and I feel that more effort could have been put forth in including and informing neighborhood residents.	Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.  Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.  Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ).
				Not removing the curves at this intersection does not slow down traffic when lights are green and there is plenty of time to build speed from the light at Winsted. Option 2 with a "yield" to pedestrian traffic on a curve does not seem to be a safe option.	Proposed roadway designs are developed in accordance with TxDOT Design manuals and other guidelines and directives. These guidelines take into account safety and vehicle speed.
				What is the best way to learn about future public meetings? I learned of this one in the Dallas Morning News.	Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ). Notices are also published in local and regional newspapers. Your name has been added to the mailing list database for this project, so that you will receive future notifications.
				Print out pictures of slides are difficult to read.	Handouts provided at future public involvement events will be carefully reviewed to ensure readability.
				Thank you to the staff that were helpful in answering questions and listening to comments.	Comment noted.
4	Mr. Patrick Blaydes	1/18/2018	Comment Form at Public Meeting	Please focus on the livability and vibrancy of the community. This option focused on vehicle mobility, making sure cars can get through the intersection as quickly as possible. It should focus on the community and the people.  I want my kids to walk from White Rock to Cane Rosso. This plan doesn't help them do that.	The proposed project needs include improving pedestrian safety, improving traffic operations, addressing current and projected traffic demands, addressing facility deficiencies, and improve incident management and emergency response. Project goals include improving mobility, minimizing potential right-of-way impacts, minimizing environmental impacts, and enhancing corridor aesthetics. Addressing the needs and implementing the goals of the project should improve pedestrian and bicycle safety and

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					<p>access, make it faster and easier for emergency vehicles to reach people in need, and result in an aesthetically pleasing design, as well as improving mobility for vehicles.</p> <p>The proposed alternative presented at the public meeting provides sidewalks in both directions that connect with existing sidewalks that extend to Winsted and sidewalks along Garland Road/SH 78 abutting White Rock Lake. Protected cross-walks with median cuts are proposed at the SH 78/Gaston Road intersection that provide access to Cane Russo.</p>
5	Mr. W.J. "Bud" Melton	1/18/2018	Comment Form at Public Meeting	1. Provide more buffer between curbs and sidewalks.	In some areas, increasing the buffer between curbs and sidewalks will require additional right-of-way acquisition in a currently already tight intersection. Our goal was to minimize right-of-way take as much as possible.
				2. Expect bicyclists from nearby neighborhoods to ride sidewalk pavement to the Santa Fe Trail ramps.	Comment noted.
				3. 2' setback should be min 5' back of curb.	In some areas, increasing the buffer between curbs and sidewalks will require additional right-of-way acquisition in a currently already tight intersection. Our goal was to minimize right-of-way take as much as possible.
				4. Coordinate with City to ensure sidewalk continuity to San Rafael Drive.	The proposed alternative presented at the public meeting provides sidewalks in both directions that connect with existing sidewalks along SH 78/Garland Road northeast of the project limits. The protected crosswalk at San Rafael Drive and Garland Road provides for sidewalk continuity between the neighborhood, White Rock Lake and the proposed project area.
				5. Set back sidewalks to ROW edge - offset to ROW limits where practicable.	In some areas, increasing the buffer between curbs and sidewalks will require additional right-of-way acquisition in a currently already tight intersection. Our goal was to minimize right-of-way take as much as possible.
				6. Wider sidewalks (10' +) would be far safer for bicyclists blending with pedestrian traffic.	10 foot wide sidewalks are included in the proposed bridge design improvements. All of the requests which require additional width if implemented would require additional ROW which isn't available consistently.
				7. Think of every aspect from the perspective of wheelchair occupants.	The proposed project will be designed in accordance with TxDOT guidelines, which includes compliance with Americans with Disabilities Act (ADA) requirements.
		1/18/2018	Comment Form at Public Meeting	Gaston would serve area residents better if designed as 1-lane each way with left turn bays at intersections and buffered on protected bike lanes.	The proposed project does not include changing the number of lanes on Gaston Avenue. Requests for changes to Gaston Avenue should be directed to the City of Dallas.
6	Anonymous	1/18/2018	Comment Form at Public Meeting	The gateway to Dallas' treasure WRL with its hub of walking and bicycling trails deserve the investment necessary to extend land ownership for the project that will allow protected on-street bicycle traffic and min 6' sidewalks that are not backing curb.	In some areas, increasing the buffer between curbs and sidewalks will require additional right-of-way acquisition in a currently already tight intersection. Our goal was to minimize right-of-way take as much as possible. The proposed project includes 14 foot wide shared use lanes along Garland to accommodate both vehicles and bicycles. Vehicles should have enough room to safely pass a cyclist who is on the right side of the lane.
				Keep Hwy 78 (East Grand/ Garland Road) a straight thru at Garland/East Grand - 2 lanes each direction. Signs to IH30 along East Grand at this intersection. Garland Road is very difficult to make a left turn at west of here, no turn bay.	Comment noted.
7	Ms. Cindy Bailey	1/18/2018	Comment Form at Public Meeting	<p>I live on Gaston Avenue and have seen the increase in traffic multiply each year for cars headed towards the downtown area.</p> <p>I am AGAINST the proposed TxDOT plan. It is confusing and inefficient.</p>	Comment noted.

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				Gaston Avenue is a residential street and does not need more traffic directed onto our street. I have lived on Gaston for many years, it was a hazard to have our 4 kids learn to back out on the street. Design it to a "T". A simple "T" intersection is simple and can move traffic efficiently on the same roadway. Would you want this in your neighborhood?	
8	Ms. Jerelyn Arbneka	1/18/2018	Comment Form at Public Meeting	The current TxDOT plan would create negative impact on established and newly redeveloped neighborhoods in East Dallas area. Strongly oppose the current plan. Support a plan that will promote traffic calming at Gaston Avenue intersection and further promote walkability all along Gaston Ave and surrounding neighborhoods. Gaston Ave – all the way from 78/Garland Road/East Grand to downtown is already handling too much commuter traffic that is impacting mixed use/walkable neighborhoods. Please consider a T at end of Gaston and keeping traffic on the highway rather than Gaston. My 22 year investment of \$ and time in my home and neighborhood deserve protection. Thank you!	Traffic calming measures are not being considered in the proposed design at this time.  The proposed alternative includes sidewalk improvements along SH 78 between White Rock Lake and Gaston, which would promote connectivity between adjacent neighborhoods and neighborhoods north of the project area.
9	Mr. Ed Louterback	1/18/2018	Comment Form at Public Meeting	If the goal is to increase traffic on northwest bound Gaston Ave., then you've accomplished your goal in spades. You've restricted the flow from Grand to Garland which were constructed to handle traffic flow. It seems that the "Hump" between Grand and Garland should move to the Garland to Gaston (north) corner that would force traffic to slow upon entering Gaston. Gaston Avenue shopping centers are contributing to the issue with slow moving traffic entering Gaston and having to merge with faster moving traffic from Garland. You've done nothing to address the issue of traffic speed on Gaston which has been the primary pressure point in all previous meetings.	Comment noted.
10	Ms. Teresa Bond	1/18/2018	Comment Form at Public Meeting	Looks good. Glad to see sidewalks and access for pedestrians. It's been way too scary to cross! Thank you!	Comment noted.
11	Mr. Steve Putnam	1/18/2018	Comment Form at Public Meeting	Firstly, I had not been provided any detail on this previous to this meeting. The first I heard was the meeting this fall. Consequently I could not provide any feedback. Why didn't I hear about this earlier?	Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.  Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.  Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website

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				I do not understand why if the intersection is to be rebuilt, why 78 wouldn’t run straight through (as a State Highway) and a T connection to Gaston. Visibly the proposed option looks as though the main purpose is to flow traffic on to Gaston. As a Gaston resident, I find this unacceptable. Very disappointed TxDOT did not discuss why the option selection or any other details, but it seems a decision has already been made. I don’t approve.	Comment noted.
		1/22/2018	Petition	Here’s a chance for the City of Dallas to take real steps towards better neighborhoods, more pedestrian and bike traffic and improved quality of life in East Dallas. Where is Dallas City Planning in this process – trying to figure out what to do with all the neon bikes laying around?	TxDOT and the City of Dallas have worked together in the development of the project alternatives in order to accomplish the goals set forth in the Garland Road Vision Plan.
12	Ms. Angie Clarke	1/18/2018	Comment Form at Public Meeting	<p>Overall the plan looks like an improvement over the mess that is there today. Primary neighborhood concerns are to slow traffic, make the intersection safer for pedestrians, cars and bikes. We do not want to speed up traffic. The plan should do more to slow and reduce the traffic going on to Gaston, which is a residential street. It is not enough.</p> <p>Thank you for taking on the project to fix this dangerous and confusing death trap of an intersection. I live nearby and avoid it at all costs. Thank you for having this meeting.</p>	<p>The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.</p> <p>Speed bumps along Gaston Avenue are not being considered for the proposed project improvements.</p>
13	Ms. April Ogboenyuja	1/18/2018	Comment Form at Public Meeting	<p>The traffic lights/signals will play a large role in whether this project will achieve its goal. The intersection definitely needs traffic sensors that can monitor the presence and quantity of cars and directly correlate that with the traffic signal. It makes no sense to be sitting at an intersection for several minutes when no other cars are coming in other directions. The traffic signals should sync with other nearby traffic signals to improve traffic flow.</p> <p>Option 4 is my preferred choice because at least one lane of traffic avoids a traffic signal. * No speed bumps. *No stopping the flow of traffic.</p>	<p>Traffic signals and sensors will be determined during the detailed design phase. The traffic analysis assumed that the signals on Garland Road at San Rafael, Winstead, Gaston and La Vista, and on Gaston at West Shore and Tucker will be coordinated.</p> <p>Comment noted.</p>
14	Mr. Bruce Fogerty	1/18/2018	Statement to Court Reporter at Public Meeting	<p>My primary concern is the speed of traffic on Gaston. We currently have cars go by all day at 60, 70 miles per hour; 60; 65. It’s a freeway form Garland Road to Abrams and nothing to slow them down. And I won’t say law enforcement doesn’t care, but they could put a cop out there all day/every day and make amends, but they don’t. So the only thing that I know to slow the traffic down on Gaston are speed bumps. And I don’t know why that can’t happen. I’ll pay for them. I’ll put them up tonight. Because the intersection is nice, but they say it’s increase efficiency and increase emergency response. Well, I’d rather have emergency response come out at 35 miles an hour than 80 miles an hour. Thank you.</p>	<p>The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.</p> <p>Speed bumps along Gaston Avenue are not being considered for the proposed project improvements.</p>
		1/18/2018	Comment Form at Public Meeting	<p>The big, huge, gigantic problem on Gaston is it is a freeway! And no one cares – 60 mph all day!</p> <p>The improved intersection is nice but will do zip, nada, nothing about slowing cars on the run from Garland Road to Abrams.</p>	

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				This is a speedway! Law enforcement does not care. The only answer I know is speed bumps!! The only answer!	
		1/18/2018	Comment Form at Public Meeting	The intersection is nice.	Comment noted.
15	Mr. Fred Brown	1/18/2018	Comment Form at Public Meeting	What a missed golden opportunity to present your plan openly and accept public comment. You should be embarrassed.	<p>The purpose of this open house public meeting was to gather input from the public, as well as from stakeholders and affected property owners, in order to try to reach as many people as possible. TxDOT, the City of Dallas, and consultant staff were present to answer any questions the public had. The 12 slide rolling presentation that was on display at the public meeting, and also provided to the public as a handout, provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p> <p>TxDOT typically holds public meetings as open houses with no formal presentation or formal public opportunity for comments. Comments submitted orally to the court reporter or submitted in writing (via comment forms, letters, or email) are included as part of the public meeting record. By contrast, public hearings include both an open house portion and a formal presentation and formal opportunity for oral public comment. Written comments are also accepted. A public hearing is planned for this project, to be held after the environmental studies are complete. All comments received at public meetings and hearings are included as part of the meeting/hearing record and are responded to in a summary.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
16	Mr. Greg Shead	1/18/2018	Comment Form at Public Meeting	<p>The Dallas Police Dept. says the 3-G intersection is one of the most dangerous in the city.</p> <ol style="list-style-type: none"> <li>1. Is this true – based on what data?</li> <li>2. Is there an analysis showing the reasons?</li> <li>3. Is there an analysis showing how the proposed solutions eliminate the causes?</li> </ol>	<p>TxDOT is responsible for the collection and analysis of crash data submitted by Texas law enforcement officers, and maintains a statewide automated database for reportable motor vehicle traffic crashes received by TxDOT. Summary reports of Texas crash data are published annually. Publicly available crash data can be accessed through TxDOT's Crash Records Information System (CRIS) Query Tool, and may be requested by completing and submitting an online request form. More information regarding crash data and statistics can be found at: <a href="http://www.txdot.gov/government/enforcement/crash-statistics.html">http://www.txdot.gov/government/enforcement/crash-statistics.html</a>.</p> <p>Analysis of traffic and crash data was reviewed to assist in alternative concept designs. Traffic counts were completed at the main intersection of Gaston Avenue and SH 78 and at the nearby intersections of E Grand Ave and La Vista, Gaston Avenue and West Shore Drive, Gaston Avenue and Tucker Street, Garland Road and Winstead Drive, and Garland Road and San Rafael. All the traffic data was collected on Thursday May 4, 2017. At Gaston and SH 78 turning movement counts (TMCs) were made for 24 hours, and for a thirteen-hour time period from 6:00 AM to 7:00 PM at the other five intersections.</p>

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					Crashes on Garland Rd, Grand and Gaston for the years 2010 through 2016 were reviewed and summarized, and crash rates were estimated for each roadway. Crash rates were compared to the Texas statewide average. No comparison was made to other intersections in Dallas.
17	Mr. Mike Nurre	1/18/2018	Comment Form at Public Meeting	Option 2 Why are you not starting until 2021? It was mentioned or at least estimate that this would start in 2018.	Comment noted. Environmental clearance for this project is estimated to take place in late 2018, followed by final design phase of approximately 12 months; however, the project does not let for construction until mid 2020.
18	Mr. David Pittman	1/18/2018	Comment Form at Public Meeting	I and many of my friends and members of White Rock Partnership are for Option 2 - Reverse T.	Comment noted.
		2/2/2018	Email	<p>I am writing you today in relation to the Hwy 78/3G's Project in East Dallas.</p> <p>Many neighborhoods, residents, businesses, and groups (White Rock Partnership; Garland Road Vision; Greater East Dallas Chamber; Safer Dallas; Garland Road Vision; GEDCC E&amp;G; Santa Fe Trails, City of Dallas) have promoted and been involved in this process for 3 years to get and work with our Texas Legislators, TxDOT, Dallas City Councilmen to renovate, fix, and fund the 3G's/Hwy 78. Through this time and especially the 3 large Public Meetings in 2017 sponsored by TxDOT for Public Input and resulting in 5 different Plans, much care was taken to consider traffic flow, neighborhoods, safety, pedestrians, runners, bikers, businesses, and beauty.</p> <p>The Plan, Option 2, Reverse T was selected out of the 5 plans. It has been approved and primarily funded by TxDOT and voted on by Dallas City Council and funded in the recent bond program after many hours of work and public input in 2017 by many neighbors, businesses, and WR Groups as above.</p> <p>The majority of Garland Road Traffic flows right onto Gaston to go to neighborhoods, WR YMCA, Greenville Ave, Baylor Hospital, Deep Ellum, Farmers Market and Downtown Dallas as well as back again. This traffic is growing due to the popularity of Lakewood, East Dallas and Downtown. Very little traffic is going to IH 30 or Fair Park and Option 2 Reverse T does not divert traffic from IH 30 through the neighborhoods. Two lanes do not promote more traffic onto Gaston but allow the traffic to flow well vs. backing it up by stopping it. The traffic for Gaston has always been heavy and will continue. And the majority is not destined for nor goes to IH 30.</p> <p>We wish to compliment TxDOT and the City of Dallas for their hard work over these years with our groups and residents. We urge them to continue to move forward with 3G's and fund/implement its benefit for the many neighborhoods and businesses in East Dallas.</p>	
19	Mr. Fred Welsh	1/18/2018	Statement to Court Report at Public Meeting	Country roads, for example, Highway 78, were not devised for city traffic. We'd like Number 2, the reverse T. It won't alleviate all, but it improves everything. Thank you.	Comment noted.
		1/18/2018	Comment Form at	I vote for Number 2 Rev T.	

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			Public Meeting		
20	Ms. Deborah Verbil	1/18/2018	Statement to Court Reporter at Public Meeting	<p>My name is Deborah Verbil, V-e-r-b-i-l. I live at [REDACTED], [REDACTED].</p> <p>I strongly object to Option 2 for the intersection of Gaston and Garland Road. My understanding is to address two issues: One is to increase the safety of the pedestrians.</p> <p>And the second is to increase the movement of traffic through that intersection at peak periods.</p> <p>In my opinion, Option 2 will not resolve either of those issues. In fact, it will have the opposite effect. First, with respect to pedestrians, the street remains very wide. And as a matter of fact, one of the turning lanes from Garland onto East Grand will not even have a stoplight there.</p> <p>It said it will have a yield sign, and as we all know, cars that are making the huge curve generally ignore those yield signs, so it will make pedestrian safety even more hazardous.</p>	<p>The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.</p> <p>A traffic signal is proposed that will control movements from Grand Avenue/Garland Road to Gaston. One right-lane south from Gaston to westbound Grand/Garland will yield to turning movements from westbound Garland/Grand.</p>
				<p>Second, I disagree with the configuration because it's pushing all of the traffic from 78 through a neighborhood street, Gaston, which was never intended to accommodate that type of traffic.</p> <p>I believe, instead, that the proposal should instead encourage traffic to go down Garland Road to East Grand and fall into another main artery, and thus avoid sending that traffic through the neighborhood.</p>	<p>Gaston Avenue is classified as a minor arterial roadway per the City of Dallas. A minor arterial road is intended to interconnect with and augment the principal arterial system (Grand Avenue and Garland Road) by collecting traffic from the community and directing it to the principal arterial system.</p>
				<p>Third, Dallas has recently passed a bond proposal, and I don't believe this TxDOT proposal has even looked at the ramifications on those bond issues.</p> <p>I think we should go back to the drawing table and consider how this entire proposal works in conjunction with those other bonds. Thank you.</p>	<p>TxDOT and the City of Dallas have worked together in the development of the project alternatives in order to accomplish the goals set forth in the Garland Road Vision Plan. Project planning includes consideration of other anticipated improvements in the future.</p>
		1/18/2018	Comment Form at Public Meeting	<p>I strongly disagree with the proposed Option 2. This proposal will dump large amounts of traffic on Gaston at an intersection that continues to develop. While I understand that the project is intended to (1) make the intersection safer for pedestrians and (2) relieve congestion during peak a.m. and p.m. hours, I do not believe that option accomplishes either goal. First, the curve towards Grand will still have only a yield sign and traffic easily ignores those. Second, while increasing turn lanes the traffic will still dump into the same Gaston Ave. I believe this project is short sighted and should be considered in light of the entire neighborhood and the recent bonds approved by Dallas voters. Traffic should be directed away from neighborhood arteries and towards dedicated highways.</p>	<p>Please see above responses to your Statement to Court Reporter at Public Meeting.</p>
21	Mr. John Botefohr	1/18/2018	Comment Form at Public Meeting	<p>I am a business owner at [REDACTED] and travel the 3G intersection every day. I am in favor of Option #2, the reverse "T".</p>	<p>Comment noted.</p>
22	Ms. Dana Shead	1/18/2018	Comment Form at Public Meeting	<ul style="list-style-type: none"> <li>• Pleased to see sidewalks being added.</li> </ul>	<p>Comment noted.</p>
				<ul style="list-style-type: none"> <li>• Concerned with bike lanes sharing with car lane because people don't pay attention</li> <li>• Would like to understand the proposal better by having someone walk us through it</li> </ul>	<p>The proposed project includes 14 foot wide shared use lanes on Garland to accommodate both vehicles and bicycles. Vehicles should have enough room to safely pass a cyclist who is on the right side of the lane.</p> <p>TxDOT will reach out to Ms. Shead.</p>

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				<ul style="list-style-type: none"> <li>Would like to hear a compare and contrast with the neighborhood association proposal</li> </ul>	TxDOT will reach out to Ms. Shead.
23	Mr. Michael Gilbert	1/18/2018	Comment Form at Public Meeting	Need to move utility poles away from road on curve going from Garland onto Gaston.	Utility relocations will be evaluated in more detail during the final design phase for the project.
				Need to have some way to reduce speed going from Garland onto Gaston (westbound). If light is green on Garland (south) cars would take turn onto Gaston at a high rate of speed – running right into entrance to Canes and Starbucks, which will be very dangerous (it is today).	The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.  Speed bumps along Gaston Avenue are not being considered for the proposed project improvements.
				Need to sync lights with Tucker light.	Traffic signal timing will be determined during final design. The traffic analysis assumed that the signals on Garland Road at San Rafael, Winstead, Gaston and La Vista, and on Gaston at West Shore and Tucker will be coordinated.
24	Mr. Emmett Long	1/18/2018	Comment Form at Public Meeting	<ul style="list-style-type: none"> <li>No. 1 priority should be to reduce Gaston traffic, not just assume 2037 number is a given. What is plan to reduce Gaston traffic before someone is killed?</li> </ul>	Traffic data used to estimate future conditions for preliminary schematic design and environmental documentation is generally 20-years from the current condition/current year.
				<ul style="list-style-type: none"> <li>Why is a bus route not considered for commuters?</li> </ul>	Dallas Area Rapid Transit (DART) currently maintains Bus Route 60 along Garland Road and East Grand within the project limits. East and north of Gaston is within DART's "Lakewood DART On-Call Zone" which is a local fare service and would accommodate users in the Gaston/Lakewood area. Requests for additional bus routes should be directed to DART.
				<ul style="list-style-type: none"> <li>I would be for a straight T junction.</li> </ul>	Comment noted.
				<ul style="list-style-type: none"> <li>Also a "Bike Lane" should be dedicated protected.</li> </ul>	A dedicated protected bike lane is not being considered at this time. The proposed project includes 14 foot wide shared use lanes on Garland to accommodate both vehicles and bicycles. Vehicles should have enough room to safely pass a cyclist who is on the right side of the lane.
		<ul style="list-style-type: none"> <li>What traffic calming measures will be put in place on Gaston as A.D.T increases – speed limit enforcement, etc.</li> </ul>	The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.  Speed bumps along Gaston Avenue are not being considered for the proposed project improvements.		
		1/24/2018	Petition	No. 1 goal should be to not simply accept increasing ADT numbers but design solutions to reduce ADT through neighborhoods including for example express public transport to downtown.	Comment noted.
25	Ms. Molly Grogan	1/18/2018	Comment Form at Public Meeting	<p>The curve from Garland to Gaston is nothing short of <u>treacherous!</u></p> <p>Positive: Proposal for better ped/bicycle traffic via underpass.</p>	A pedestrian underpass is not currently being considered for this project. Pedestrian accommodations for the proposed project consist of at-grade sidewalks & crosswalks. The proposed project also includes 14 foot wide shared use lanes on Garland to accommodate both vehicles and bicycles. There is an existing pedestrian bridge for the Santa Fe Trail that crosses the proposed project. Proposed sidewalks provide access points that could be connected to the Santa Fe Trail by the City in the future.

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				<p>This "meeting" should have included a formal educational presentation walking us through the slides. We needed help to better understand the proposed changes.</p> <ol style="list-style-type: none"> <li>1. <u>Why</u> it will be safer?</li> <li>2. <u>How</u> it will be different?</li> </ol> <p>Who <u>is</u> in charge tonight? There is no sense of leadership. People meandered to look at tiny diagrams or short-lived screen images. We need guidance, information, explanations, and <u>clear information!</u></p>	<p>The purpose of this open house public meeting was to gather input from the public, as well as from stakeholders and affected property owners, in order to try to reach as many people as possible. TxDOT, the City of Dallas, and consultant staff were present to answer any questions the public had. The 12 slide rolling presentation that was on display at the public meeting, and also provided to the public as a handout, provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p> <p>TxDOT typically holds public meetings as open houses with no formal presentation or formal public opportunity for comments. Comments submitted orally to the court reporter or submitted in writing (via comment forms, letters, or email) are included as part of the public meeting record. By contrast, public hearings include both an open house portion and a formal presentation and formal opportunity for oral public comment. Written comments are also accepted. A public hearing is planned for this project, to be held after the environmental studies are complete. All comments received at public meetings and hearings are included as part of the meeting/hearing record and are responded to in a summary.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
26	Mr. Stan Vlasimsky	1/18/2018	Comment Form at Public Meeting	<p>We live in Forest Hills and also we are part of the partnership that owns [REDACTED] (New restaurant/the lot). Main concerns are egress/ingress to parking. 7522 has agreement to use 7530 lot to get to the parking in back. As resident safety and speed of traffic during construction we want to be sure we don't lose access. We can provided plans if helpful.</p>	<p>Access is being maintained at both properties under the alternative presented at the public meeting. The proposed alternative provides two access driveways at 7522 East Grand (new restaurant) and two for 7530 East Grand (The Lot Restaurant). One driveway for 7522 can be accessed from east and westbound Grand Avenue (one of which is a dedicate left-turn bay from westbound Grand) and 7530 can only be directly accessed by eastbound Grand Avenue traffic, or by making a U-turn at the left-turn bay in front of 7522 East Grand.</p>
27	Ms. Betty Dunagan	1/18/2018	Comment Form at Public Meeting	<p>1 - I am very supportive of Option 1 over Option 2. I drive this intersection often from all directions. The thing that has contributed to confusion and risk for drivers is the curve of Grand and Gaston. A T-intersection seems much lower risk. The pedestrian crosswalks will improve safety but still not ideal, since they cross on a curve.</p> <p>2 - The turn from Garland to Gaston is frightening and I am a seasoned 60 year old driver. The lanes are too narrow with sharp curve - cars never stay in their lanes well. I understand this is NOT addressed in the scope of this project.</p>	<p>Comment noted.</p> <p>The proposed design speed is 30 mph throughout the project limits. It also eliminates the free right turn from Garland onto Gaston, which should serve to slow down traffic in that movement. Increasing lane width will require additional right-of-way acquisition in a currently already tight intersection. Our goal was to minimize right-of-way take as much as possible.</p>

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28	Mr. Harry Gray	1/18/2018	Comment Form at Public Meeting	My vote is for the "T" shape intersection with a hard stop. Education letting people know there are other ways of getting from one side of Lakewood to the other side of Lakewood rather than down Gaston.	Comment noted.
				I've lived in the Lakewood area - WWHS graduate of 1945 and I didn't know about these meetings or that this was even being discussed until tonight. The people should be included in this decision.	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p> <p>You have been added to the mailing list, so that you will receive notices of future public involvement for this project.</p>
29	Ms. Laurie Nesbitt	1/18/2018	Comment Form at Public Meeting	First - This meeting was a perfect opportunity to present verbally TxDOT's and the neighborhood's ideas together with input from the people who are actually effected by the traffic flow. The options could have been clearly laid out. This was a waste of time in my mind.	<p>The purpose of this open house public meeting was to gather input from the public, as well as from stakeholders and affected property owners, in order to try to reach as many people as possible. TxDOT, the City of Dallas, and consultant staff were present to answer any questions the public had. The 12 slide rolling presentation that was on display at the public meeting, and also provided to the public as a handout, provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p> <p>TxDOT typically holds public meetings as open houses with no formal presentation. By contrast, public hearings include both an open house portion and a formal presentation and opportunity for public comment. A public hearing with a formal presentation is planned for this project, to be held after the environmental studies are complete.</p>

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					Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ).
				Second - I've lived in Dallas all my life and didn't know there were options to get from the Arboretum side of Lakewood to the west side of Lakewood without going down Gaston. Clearly there is another option that doesn't impact the inner neighborhood of Lakewood. The "T" option with 2 turn lanes from Garland onto Gaston seems to be better than the curved access. Two turn lanes would alleviate through traffic build up but make it so only those that really need to go down Gaston will make that choice.	Comment noted.
30	Ms. Susan Stephens	1/18/2018	Comment Form at Public Meeting	Due to White Rock Lake as natural barrier to traffic flow from East Dallas neighborhoods to Lakewood businesses (Post Office, Dallas Public Library...) the Garland/Grand/Gaston is the only means of access to the west. You must improve traffic flow at peak travel times (8AM and 5PM). Current southbound Garland dead, eastbound Garland backs up. With more traffic lights the travel time cannot increase or backup traffic even more. Please make travel safer and more efficient.	The proposed project purpose includes providing safer travel through the intersection, as well as to improve mobility/traffic flow during peak travel times.

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31	Ms. Vicki Butman	1/18/2018	Comment Form at Public Meeting	<u>Maintain a neighborhood.</u> No widening of Gaston. No increasing of traffic, it is a neighborhood street not an arm of Garland. We have lived in our house 22 years when no one wanted it.	The proposed project does not include widening Gaston Avenue.
				<ul style="list-style-type: none"> <li>Speeding is our concern. The limits should be 25-30 mph.</li> </ul>	The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.  Speed bumps along Gaston Avenue are not being considered for the proposed project improvements.
				<ul style="list-style-type: none"> <li>Control lights on Gaston/ Garland intersection with more frequency changes, meaning fewer cars go through on Gaston at once.</li> </ul>	Traffic signal timing will be determined during final design.
				<ul style="list-style-type: none"> <li>There's a reason Mockingbird in H Park is one lane - to maintain the neighborhood and property values.</li> </ul>	Comment noted.
				<ul style="list-style-type: none"> <li>Consider educating drivers to use Peak to go downtown</li> </ul>	Comment Noted. This comment is addressed to City of Dallas.
				<ul style="list-style-type: none"> <li>Kids already use Gaston as a raceway. How can my husband and I ever forget the driver who was decapitated when his speeding car crashed into a utility truck?</li> </ul>	Comment noted.
32	Mr. Scott Nesbitt	1/18/2018	Statement to Court Report at Public Meeting	The people who are presenting this plan in this room are taking it completely out of context. They are showing only that intersection. They're not showing the bigger scheme of things, the wider view where traffic that goes down East Grand - - sorry, that comes up Garland Road, if they went on through - - went straight on through East Grand, they would end up at Peak Street where they have access downtown.  And not only can they go that way, they can also go straight through East Grand, and then when they get to 30, they could go along 30 to get to where they need to be downtown or wherever.  So they're presenting this small, one intersection solution, where there's a wider perspective to be seen here, where there are other alternatives, and East Grand is already a State highway with three lanes each way.	The limits of the proposed project were identified through prior discussions and coordination with the City of Dallas, along with state and local elected officials. Studies of East Grand and Garland Road outside of the proposed project may occur in the future, based on need and funding (if available).
				So why are they not using that the way it's supposed to be used? Why are they funneling traffic from three lanes into two lanes to go up Gaston Avenue and all through the neighborhood	
				There is a group of concerned citizens outside of this room who have not had any access to present their wider perspective of this whole traffic situation. They're not allowed to come into this room to present to all these people a wider perspective that would show a completely different solution to their Preferred Plan, which shoves everything up Gaston Avenue and through the neighborhoods.  Why are the people outside here not allowed to stand up in this room and talk to all these people who have no idea what they're trying to get across? Why can't they come in here and present the wider perspective?  Apparently, they're not allowed to come in. Apparently, they aren't even allowed to put an easel outside. All they could do is lay a plan on the table	TxDOT strives for an open public involvement process.  TxDOT made special accommodations at the public meeting for the East Dallas Neighborhood Association and provided them, at taxpayer expense, with a table, chairs and space beside the registration table to present their viewpoint to any members of the public attending the meeting who chose to speak with them. They were allowed to provide their own handouts to meeting attendees. They were not restricted from entering the meeting room. The location of tables, chairs, easels, etc. were designated on an official meeting room layout and had to be pre-approved by the venue during the meeting planning phase. The neighborhood group requested a table but did not notify TxDOT that they wished to erect an easel, so unfortunately, we were unable to have that easel location approved by the venue ahead of

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				and hope that people come by to talk to the so they could present this wider perspective. There's something wrong there. Somebody's trying to hide something or they're trying to get their own little plan through without fully informing the audience. Thank you.	time for inclusion at the meeting.  TxDOT typically holds public meetings as open houses with no formal presentation or formal public opportunity for comments. Comments submitted orally to the court reporter or submitted in writing (via comment forms, letters, or email) are included as part of the public meeting record. By contrast, public hearings include both an open house portion and a formal presentation and formal opportunity for oral public comment. Written comments are also accepted. A public hearing is planned for this project, to be held after the environmental studies are complete. All comments received at public meetings and hearings are included as part of the meeting/hearing record and are responded to in a summary.
		1/18/2018	Comment Form at Public Meeting	The presentation of intersection alternatives this evening ignores the wider perspective which is essential to present in order that attendees can be better educated in regard to alternative solutions.	Comment noted.
				The better option is to funnel traffic down East Grand, i.e. 3 lanes each way on Garland into 3 lanes on East Grand. Shunting 3 lanes into 2 lanes on Gaston doesn't make sense especially as Gaston goes through neighborhoods and East Grand does not.	Comment noted.
33	Ms. Katie Anderson	1/18/2018	Comment Form at Public Meeting	As a homeowner in Highland on the Creek, I travel on Garland to Gaston and back many times each day. This is the path I follow to work, church, the grocery store, yoga, the bank, and more. I am appreciative of the detailed analysis and work on this project to date. I have attended prior meetings and gave input. I feel that Option 2 meets the needs of my neighborhood and the many adjoining neighborhoods on the southern and eastern sides of White Rock Lake. While residents living on Gaston may not favor this (and I heard at the last meeting of their hope to funnel traffic to Grand an I30), neighbors on my side of the lake will continue to traverse Gaston regardless of the 3G configuration. Please keep moving forward on Option 2.	Comment noted.

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34	Anonymous	1/18/2018	Comment Form at Public Meeting	<ul style="list-style-type: none"> <li>Consolidate curb cuts and minimize width (1 per business on Grand)</li> </ul>	SH 78 /Garland/Grand is not a controlled access roadway, hence TxDOT cannot consolidate curb cuts and limit access without safety related reasons.
				<ul style="list-style-type: none"> <li>Push sidewalks away from roadway to create safer pedestrian facility</li> </ul>	In some areas, increasing the buffer between curbs and sidewalks will require additional right-of-way acquisition in a currently already tight intersection. Our goal was to minimize right-of-way take as much as possible.
				<ul style="list-style-type: none"> <li>Buffer sidewalk with planted strip (trees) to protect pedestrians and slow traffic</li> </ul>	The proposed project does not include landscape design and planting; however, space is provided alongside the roadway and in medians for the future installation of landscaping. Landscaping would be done as a separate project by the City.
				<ul style="list-style-type: none"> <li>Take advantage of site and create a gateway to W.R. Lake/Lakewood</li> </ul>	The proposed project design provides space for the future addition of a gateway sign or sculpture by the City of Dallas; however, construction of the gateway is not included in the proposed project.
				<ul style="list-style-type: none"> <li>Planted median (minimize concrete)</li> </ul>	The proposed project does not include landscape design and planting; however, space is provided alongside the roadway and in medians for the future installation of landscaping. Landscaping would be done as a separate project by the City.
				<ul style="list-style-type: none"> <li>Crosswalks need to be wider and should indicate importance of intersection</li> </ul>	10 foot wide sidewalks are included in the proposed bridge design improvements.
				<ul style="list-style-type: none"> <li>Make sure sidewalks remain "level" across driveways</li> </ul>	The sidewalks will be designed in accordance with TxDOT guidelines, which include compliance with Americans with Disabilities Act (ADA) requirements.
35	Mr. Lee Papert	1/18/2018	Comment Form at Public Meeting	Very concerned about amount of traffic and speed of vehicles.	<p>The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.</p> <p>Speed bumps along Gaston Avenue are not being considered for the proposed project improvements.</p>
				What about pedestrians and bicyclists? Why can't you include an official bike lane? Please consider a pedestrian bridge, wider sidewalks, and pedestrian access to bridge over Garland Road.	<p>The proposed design provides accommodations for pedestrians and bicyclists in accordance with TxDOT guidelines and Americans with Disabilities Act (ADA) requirements. A dedicated protected bike lane is not being considered at this time. The proposed project includes 14 foot wide shared use lanes on Garland to accommodate both vehicles and bicycles. Vehicles should have enough room to safely pass a cyclist who is on the right side of the lane.</p> <p>10 foot wide sidewalks are included in the proposed bridge design improvements.</p> <p>There is an existing pedestrian bridge for the Santa Fe Trail that crosses the proposed project. Proposed sidewalks provide access points that could be connected to the Santa Fe Trail by the City in the future.</p>
				<u>Landscaping! Landscaping! Landscaping!!!</u>	The proposed project does not include landscape design and planting; however, space is provided alongside the roadway and in medians for the future installation of landscaping. Landscaping would be done as a separate project by the City.
36	Ms. Dianna Drury	1/18/2018	Comment Form at Public Meeting	<p>Please reconfigure the intersection to have Garland Road to Grand be a straight road and traffic to Gaston be a specific right or left turn from Garland-Grand and not a curve.</p> <ul style="list-style-type: none"> <li>I recommend a T-intersection for the Gx3 intersection</li> </ul>	Comment noted.
		1/29/2018	Mail	<ul style="list-style-type: none"> <li>Lanes traveling north on Grand and south on Garland Rd travel straight through the intersection with the light</li> <li>On Grand there is a left turn light onto Gaston Ave</li> </ul>	Comment noted.

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				<ul style="list-style-type: none"> <li>• On Garland Rd there is not turn on red signage, but a right turn arrow when Gaston Ave has a green light and Grand does not have a left turn light as well as when Garland Rd is traveling onto Grand.</li> <li>• Similar on Live Oak and Skillman</li> <li>• There would be 2 continuing north-south lanes on Garland and Grand and 2 right turn lanes on Garland to Gaston and 1 left turn lane from Grand onto Gaston</li> <li>• On Gaston there would be one right turn lane onto Grand and 2 left turn lanes onto Garland controlled by the right and left turn arrow lights</li> </ul> Pedestrian and bike lane right of way would be with the light as found in most European cities	
37	Ms. Barbara Clay	1/18/2018	Comment Form at Public Meeting	Winsted and Garland, vehicles turning left out of liquor store. Winsted is the first chance to go right after the lake and feeds irritated drivers through the neighborhood.  Add bike trail entrance = <u>NOT SAFE</u> .	Comment noted.
38	Ms. Barbara Koegl	1/18/2018	Comment Form at Public Meeting	Your design channels too much traffic through my neighborhood. This plan is dangerous! Please send traffic through the intersection to Grand and onto Hwy 30.	Comment noted.
		2/5/2018	Mail	<p><b>1) The big curve to/from Garland Road and Gaston is STILL Dangerous!</b></p> <ul style="list-style-type: none"> <li>• It encourages speeding on Gaston. (High speeds can be attained when the light is green!)</li> <li>• It endangers drivers entering or exiting driveways at the shopping center – where more and more accidents with injuries have happened as the shopping center grows.</li> <li>• Speeding cars around this curve will still discourage pedestrians, joggers, parents with baby strollers, kids on bikes from crossing the street to get to the lake or to shopping – and if they try – lives will be lost!</li> </ul> <p><b>2) DO NOT funnel heavy commuter traffic from Garland Road – your state highway – onto Gaston Avenue as a route to/from downtown Dallas. KEEP heavy commuter traffic from the suburbs on the state highway – NOT through neighborhoods!</b></p> <ul style="list-style-type: none"> <li>• Gaston has only 4 lanes and it is a <u>neighborhood connector</u> – NOT a state highway!</li> <li>• REDUCE traffic on Gaston – don't INCREASE it by continuing old mistakes by sending 70% of all S.H. 78 traffic down Gaston!</li> <li>• Straighten the intersection between Garland Rd. and East Grand. End Gaston Ave. at the "T" intersection.</li> <li>• Use East Grand MORE! It isn't fully utilized now. It can handle much more commuter traffic. I has 6 lanes and left turn lanes and should AND it leads straight to I-30 and the 6-lane service roads of I-30!</li> <li>• Commuter traffic will increase as those communities increase – use East Grand – not Gaston – as the route to handle this increasing traffic!</li> </ul>	The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.  Speed bumps along Gaston Avenue are not being considered for the proposed project improvements.  Cross-walks within the intersection have been designed to have refuge areas (median cut-outs) that provide some protection to pedestrians.

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				<p><b>3) Reduce traffic on Gaston and make it safer for ALL drivers who still need/want to use Gaston Avenue.</b></p> <ul style="list-style-type: none"> <li>Many drivers from east and west of the lake will still need/want to use Gaston – which is fine and appropriate. Gaston can still serve <u>local</u> traffic primarily – accessing areas near Lakewood, and areas north, south, and west of Lakewood/Lower Greenville.</li> <li>A standard “T” intersection can be designed to facilitate local traffic. Standard, designated right turn lanes can move a lot of traffic. Example: intersection of Preston/NW Hwy has NO right turn lanes and still moves LOTS of traffic. It can be done at Gaston!</li> </ul>	Comment noted.
				<p><b>4) IMPROVE SAFETY – GIVE US A STANDARD “T” INTERSECTION!!</b></p> <ul style="list-style-type: none"> <li>A standard “T” is understandable and simple.</li> <li>A standard “T” with safe right turn signals can move a lot of traffic.</li> <li>A standard “T” can provide shorter, safer crosswalks.</li> <li>A standard “T” with standard right turn lanes can control speeding.</li> <li>A standard “T” can encourage the commuter traffic to use East Grand-Garland Rd. more efficiently.</li> </ul>	Comment noted.
39	Mr. James Miller	1/18/2018	Comment Form at Public Meeting	The goal of this redesign should include decreasing traffic flow down Gaston Avenue. Currently, people treat Gaston like a highway. I would like to see a design where cars traveling south on Garland are funneled south past Gaston, not encourage a right turn.	Comment noted.
40	Ms. Brenda Brown	1/18/2018	Statement to Court Report at Public Meeting	The recommendation is gorgeous from the air and ridiculous from the ground. The parks block the only easy throughway that exists today. No one needs to be distracted by green space. They should be concentrating on driving, or maybe it has to do with something pretty to look at since you will be so stuck in traffic in the intersection.	The proposed project does not include the addition of parks, however, space is provided alongside the roadway and in medians for the future installation of landscaping. Landscaping would be done as a separate project by the City
				Quite frankly, the improvements that have happened over the last three years have helped the traffic considerably. Don't know why you would change a thing. If you were gonna do something like this, you should have never let Cane's Chicken build its space. Thank you so much.	TxDOT does not have authority to prohibit construction on private property.
		1/18/2018	Comment Form at Public Meeting	Gorgeous from the air. Ridiculous from the ground. The “parks” block the only easy throughway that exists. No one needs to be distracted by greenspace. They should be concentrating. Or maybe it is to have something pretty to look at while stuck in the intersection. Quite frankly, the improvements that have happened over the last 3 years have helped. Why did you let Canes build?	The proposed project does not include the addition of parks, however, space is provided alongside the roadway and in medians for the future installation of landscaping. Landscaping would be done as a separate project by the City  TxDOT does not have authority to prohibit construction on private property.
41	Ms. Linda Nordeck	1/18/2018	Statement to Court Report at Public Meeting	Yes, I would like that before any intersection modification takes place that it be presented to the voters and the residents that are going to be affected in this neighborhood.	Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.

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					<p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
				I personally am not in favor of the reverse T, but the modified straight T makes a lot more sense safetywise, to me as a former truck driver and resident of the area. Thank you.	Comment noted.
		1/18/2018	Comment Form at Public Meeting	As currently designed I believe this non straight T-Design is an accident waiting to happen. As a person who lives in the area and a CDL holder my suggestion is a straight T intersection with traffic control one each side. My objection to the reverse T is this intersection is at the bottom of a hill. Rain, sleet, ice or snow could make this even more dangerous than a straight T. Currently, the yield signs are confusing and located in an area on the left turn from Grand to Gaston that can and does, in my opinion, contribute to accidents.	Comment noted.
		1/21/2018	Email	I cannot agree with the proposal that TxDOT is trying to push through. I believe the idea of the reverse T the TxDOT is supporting will actually make the intersection more dangerous than it is currently. Hwy 78 is also a truck route and as a former truck driver I find the idea of lanes that shift at the lower point between hills an accident simply waiting to happen. I did not see one bit of research showing what the impact would be on the trucking industry with a reverse T-intersection. Myself and another individual who also holds a CDL and currently drives professional felt the TX Dot Proposal to be unsafe. We are also both registered voters here in the City and feel that the residents should have more say so or even have it put to a vote as we are the ones who will have to live with it for many years to come. Did the research put into the TxDOT design consider the types of loads, weight of the trucks that use the intersection? Beer trucks and the other trucks delivering beverages to the local restaurants and bars, as well as Tom Thumb and Whole Foods, need to be able to make safe maneuvers. A sudden shift while hauling a liquid cargo, whether it be beer, or a tanker containing fuel for one of the two gas stations in the immediate area can quickly result in a major disaster. That can also be even more complicated in bad weather such as ice, snow, heavy rains etc. I would prefer to see more research and input from the people who actually use that intersection, whether they be professional drivers, residents, even the local firefighters and EMTs and police that respond to accidents in the area.	<p>Traffic counts were completed at the main intersection of Gaston Avenue and SH 78 and at the nearby intersections of E Grand Ave and La Vista, Gaston Avenue and West Shore Drive, Gaston Avenue and Tucker Street, Garland Road and Winstead Drive, and Garland Road and San Rafael. All the traffic data was collected on Thursday May 4, 2017. At Gaston and SH 78 turning movement counts (TMCs) were made for 24 hours, and for a thirteen-hour time period from 6:00 AM to 7:00 PM at the other five intersections. The percentage of trucks is 1.8%.</p> <p>The proposed improvements will be designed to accommodate semi-trucks and utility vehicles.</p>

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				<p>I do support lowering the speed limits, using a standard T design, control signals at all sections of the intersection which I believe would improve the intersection in a way that would also keep the highway traffic such as larger tractor trailers on the highway and give the local residents more say in what is going on with their neighborhoods.</p> <p>These roads are not equal, Garland and East Grand are part of heavily traveled State Hwy 78. Gaston is a residential street that has a lower speed limit than Hwy 78, I urge you to please reconsider, this proposal and suggest putting it to a vote. More efficient use and a better design for both road I believe is the Standard T design that the East Dallas Coalition of Neighborhoods supports. This design would allow for traffic control signals on each part of the intersection. Would keep Gaston as a residential street. Keeps commercial traffic primarily on HWY 78 with the exception of local deliveries. I do hope that more input will be considered prior to any decision.</p>	Comment noted.
				I feel that the City and TxDOT is not considering the long term effects on our neighborhoods.	Comment noted.
				<p>This is the first meeting I was aware of, and I have lived on East Grand since August of 2015.</p>	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p> <p>You have been added to the mailing list, so that you will receive notices for future public involvement events.</p>
42	Mr. Dan Grogan	1/18/2018	Comment Form at Public Meeting	<p>A formal presentation would have been much more helpful than the free form option that seems to be taking place.</p> <p>A rolling PowerPoint presentation does not provide an opportunity to have a clear, large scale look at the various options as the slides are not</p>	<p>The purpose of this open house public meeting was to gather input from the public, as well as from stakeholders and affected property owners, in order to try to reach as many people as possible. TxDOT, the City of Dallas, and consultant staff were present to answer any questions the public had. The 12 slide rolling presentation that was on display at the public meeting, and</p>

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				paused to allow close observation long enough to discuss/digest.	<p>also provided to the public as a handout, provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p> <p>TxDOT typically holds public meetings as open houses with no formal presentation or formal public opportunity for comments. Comments submitted orally to the court reporter or submitted in writing (via comment forms, letters, or email) are included as part of the public meeting record. By contrast, public hearings include both an open house portion and a formal presentation and formal opportunity for oral public comment. Written comments are also accepted. A public hearing is planned for this project, to be held after the environmental studies are complete. All comments received at public meetings and hearings are included as part of the meeting/hearing record and are responded to in a summary.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
43	Mr. & Mrs. John & Katherine Mitchell	1/18/2018	Comment Form at Public Meeting	We live on Richmond Ave. Currently, there is far too much traffic and people drive at dangerously high speeds. We are concerned that any increase in traffic would further endanger our safety. Moreover, we would like to see the Gaston Avenue to Richmond Intersection return to more of a neighborhood street than a major traffic artery. We would welcome the installation of speed bumps and/or bike lanes from Abrams to Greenville on Richmond Avenue.	<p>The proposed project only is for the intersection of East Grand Avenue/Gaston Avenue/Garland Road and does not extend to the intersection of Richmond and Gaston, Abrams Road or Greenville Avenue.</p> <p>The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.</p> <p>Speed bumps along Gaston Avenue and Richmond Avenue are not being considered for the proposed project improvements. Requests for improvements to these city streets should be directed to the City of Dallas.</p>
44	Anonymous	1/18/2018	Comment Form at Public Meeting	<p>Option 2 brings traffic to a slower speed which is good - while also allowing easy cross walk pedestrian foot traffic.</p> <p>Worst case scenario is a straight 'T'. Option 1 - Which is still a decent plan. It will take longer for pedestrians to cross street. Also longer light and longer lines of traffic waiting to turn (R) from Garland onto Gaston. That is the current traffic load.</p>	Comment noted.
45	Anonymous	1/18/2018	Comment Form at Public Meeting	<p>Please consider wider sidewalks where right-of-way permits in order to accommodate bicycles.</p> <p>Overall I like the concept and am looking forward to a cleaner, safer intersection.</p>	10 foot wide sidewalks are included in the proposed bridge design improvements. All of the requests which require additional width if implemented would require additional ROW which isn't available consistently.
46	Mr. Tom Aubrey	1/18/2018	Comment Form at Public Meeting	<p>I can't believe a TxDOT plan involves creating a choke point to facilitate moving traffic into a neighborhood street like Gaston. For anyone to travel south along 78 will require a left hand turn at Gaston? That is absurd.</p> <p>Hwy 78 should be a straight through highway and funneling traffic to Gaston should not be encouraged.</p>	Comment noted.

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				Please stop the design phase immediately. Design the T so that Gaston dead ends at 78 and invite more people affected to participate in the discussion.	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> and <a href="http://txdot.gov">txdot.gov</a> websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
47	Mr. Tommy Tinner	1/18/2017	Statement to Court Report at Public Meeting	<p>The Preferred Option fails to improve major concerns related to preserving the neighborhood west of the intersection Gaston. The Preferred Option does the opposite by making it easier to move traffic off Texas 78/Garland Road and onto Gaston and Richmond, thereby creating local neighborhood streets into the equivalent of Texas 78. I believe the westbound traffic from Garland Road should be funneled to Grand Avenue and ultimately Interstate 30. The Preferred solution did not consider the negative impact in the affected neighborhoods. So I would check the basis of the Preferred Option being the Preferred Option. Thank you.</p>	Comment noted.
48	Mr. and Mrs. Bill and Mary Hogan	1/18/2017	Statement to Court Report at Public Meeting	<p>Leave the existing roads alone.                      Can bridge over White Rock Creek really be widened?                      Will people really use a pedestrian bridge? No one in Dallas walks. Katy Trail takes care of the bikers and runners.</p> <p>Additionally, I think this program should have presented on the screen and somebody to go over the different options. There were too many people around the table. It was hard to get close to see anything and the whole thing was confusing. Nobody was willing to go to the screen and explain it to us because it wasn't that type of meeting. It was an informal meeting, and I think that's a mistake. I feel like I came here for nothing, but I did like the handout. Thank you.</p>	<p>A pedestrian bridge is not proposed for this project. There is an existing pedestrian bridge, part of the Santa Fe trail, which crosses the project area. No changes to that pedestrian bridge or the Santa Fe trail are proposed as part of this project.</p> <p>The purpose of this open house public meeting was to gather input from the public, as well as from stakeholders and affected property owners, in order to try to reach as many people as possible. TxDOT, the City of Dallas, and consultant staff were present to answer any questions the public had. The 12 slide rolling presentation that was on display at the public meeting, and also provided to the public as a handout, provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p>

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					<p>TxDOT typically holds public meetings as open houses with no formal presentation or formal public opportunity for comments. Comments submitted orally to the court reporter or submitted in writing (via comment forms, letters, or email) are included as part of the public meeting record. By contrast, public hearings include both an open house portion and a formal presentation and formal opportunity for oral public comment. Written comments are also accepted. A public hearing is planned for this project, to be held after the environmental studies are complete. All comments received at public meetings and hearings are included as part of the meeting/hearing record and are responded to in a summary.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p> <p>Future open houses for this project will have more than two copies of the schematic available, in order to alleviate crowding.</p>
49	Ms. Melanie Vanlandingham	1/18/2017	Statement to Court Report at Public Meeting	<p>My comments are that TxDOT needs to stop their design process with their so-called Preferred Plan because it is not a Preferred Plan. The plan that they showed all of these people tonight is a plan that came out of very small meetings with limited contact with any of the people and residents from their neighborhoods and the homeowners that are directly impacted by what they might be proposing. So they need to stop the design process so that they don't continue with an illegitimate plan. It is not preferred.</p> <p>They need to expand the public input process to directly include people who are impacted by this intersection. Those meetings need to be interactive to consider pros and cons of all of their options as well as options they have not considered yet.</p> <p>What we're asking TxDOT to do is to stop the design process with a plan that they have incorrectly called their Preferred Plan. Stop the design process and allow more people to provide input into the design process of an intersection that will impact all of us for the next 60 years.</p> <p>Thank you.</p>	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>

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				<p>They need to emphasize the use of State Highway 78 for highway traffic as opposed to emphasizing Gaston Avenue, which is a residential collector, as legally defined by the Dallas Thoroughfare Plan.</p> <p>TxDOT needs to keep their commuter highway traffic, their high volume traffic, on the State highway and not directly and deliberately divert it onto a residential street, Gaston Avenue.</p> <p>TxDOT needs to simplify and straighten the alignment of Garland Road/East Grand that would increase predictability and safety. IT will reduce the pavement amount. I would reduce the crosswalk length and improve crosswalk safety and it would slow speeds.</p> <p>A standard T-intersection should be considered in order to keep the State highway traffic on the State highway and not diverted into East Dallas neighborhoods.</p> <p>The standard T-intersection is based on their original Option 1 design. We propose the removal of the large radius curve, which is deadly and encourages high speeds onto Gaston Avenue, so a standard T-intersection should be more highly considered.</p> <p>TxDOT needs to keep their commuter highway traffic on the highway. At present, if you stay on East Grand heading into Downtown Dallas, the pathway takes you directly to I-30 and it takes you directly to the Preferred Plan. The Preferred Plan is a one-way, three-lane road that feeds directly into downtown and to all major thoroughfares, even Love Field. That is quicker route than going through all the neighborhoods of East Dallas.</p>	Comment noted.
				TxDOT needs to expand their area of consideration in order to properly manage signal control so they can be synchronized in order to control speeds at posted speed limits or even reduced speed limits that people would prefer if they knew that they could go that slower speed by a few miles per hour and still get through the lights.	Traffic signal timing will be determined during final design. The traffic analysis assumed that the signals on Garland Road at San Rafael, Winstead, Gaston and La Vista, and on Gaston at West Shore and Tucker will be coordinated.
				The City of Dallas and the neighborhoods of Dallas are trying to reduce speeds on our neighborhood streets. We are trying to improve crosswalk safety and improve walkability between residents to our shopping centers, to our schools, to our community centers. What TxDOT is proposing will force highway traffic onto our neighborhood streets and that is unacceptable.	The proposed design speed is 30 mph throughout the project limits. The proposed design provides accommodations for pedestrians and bicyclists in accordance with TxDOT guidelines and Americans with Disabilities Act (ADA) requirements. The proposed project includes 14' shared use lanes on Garland to accommodate both vehicles and bicycles.
				The proposal that TxDOT showed tonight increases mobility for vehicles only with very limited and rather poor improvements for pedestrians and bicyclists. TxDOT needs to consider expanding their area of consideration. TxDOT tonight explained that they are only limited to the small area in their project, yet this intersection impacts all streets downstream and into downtown Dallas.	The limits of the proposed project were identified through prior discussions and coordination with the City of Dallas, along with state and local elected officials. Studies outside of the proposed project may occur in the future, based on need and funding (if available).
				TxDOT needs to conform to the Dallas - - the approved Dallas plan documents, including the Dallas Thoroughfare Plan, complete streets policy, and the Garland Road initiative, which I'll call the safer crosswalks, improved walkability, and speed control so that all users of our streets are safe.	TxDOT and the City of Dallas have worked together in the development of the project alternatives to accomplish the goals set forth in the Garland Road Vision Plan. Project planning includes consideration of other anticipated improvements in the future.
		2/2/2018	Email	<p>Good afternoon,</p> <p>Attached are comments regarding the proposed intersection improvements at SH 78 at Gaston Avenue. CSJ : 0009-02-067.</p> <p>These comments have been mailed as well, postmarked today.</p> <p>I look forward to working with TxDOT, the City of Dallas, community advocates, East Dallas residents and neighborhoods to build greater</p>	Comment noted.

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				<p>consensus for moving forward on this very important and strategic transportation effort!</p> <p>-Regards,</p> <p><b>ATTACHED LETTER</b></p> <p>Good afternoon,</p> <p>I appreciate the opportunity to submit these comments regarding the S.H. 78 intersection at Gaston Avenue. I have mailed these comments as well, postmarked today.</p> <p>I am a resident of East Dallas which will be directly impacted by short and long term design decisions for this intersection. I am a professional landscape architect with a long resume of highway corridor and streetscape design and construction projects, working with multi-disciplinary teams. I have a depth of experience working with community groups and public involvement efforts to build project consensus and guide design. Moreover, I am an active community advocate, former neighborhood president, and former president of the city-wide Dallas Homeowners League, with 20+ years of working with Dallas neighborhoods and city leadership.</p> <p>East Dallas neighborhoods and its community advocates have worked together for decades to help protect the safety, history, and unique character of East Dallas, and to help build consensus and support for city and grassroots efforts to improve, celebrate, and enliven it. To address widespread concerns, we have organized the East Dallas Coalition of Neighborhoods for this effort. Our resident participants are from Lakewood, Lakewood Hts, Junius Hts, Edgemont Park, Abrams/Brookside, Swiss Avenue, Peaks Addition, Lower Greenville, Greenland Hills, Hollywood/Santa Monica, Mount Auburn, Forest Hills and Little Forest Hills.</p> <p>As I mentioned in previous meetings in your office and at the recent public meeting, our group has serious concerns about TxDOT's redesign of the SH78 intersection at Gaston Avenue.</p> <p>We have issues with both the design direction, as well as the limited community involvement processed employed to date, especially in light of the importance and impact of this intersection. In addition, we have significant concerns that TxDOT has not fully partnered with the city of Dallas or residents to understand contextual issues, concerns, or long term initiatives for the area. As a result, the TxDOT plan violates the city's Thoroughfare Plan and its Complete Streets Guidelines, and it goals of improving neighborhood safety, connectivity, walkability, and quality of life. I can appreciate that your budget and mandate may have limited your public outreach and the scope of the study area, but this project will have far-reaching impacts that MUST be taken into account – and NOW is the time to do so.</p>	

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				<p><b>If approached correctly, we believe this project presents a once-in-a-generation opportunity to IMPROVE both regional mobility and local street functionality, while strengthening urban neighborhoods. Let's not squander this moment in time.</b></p> <p>In summary, here are four primary requests that we must strongly submit at this time:</p> <ul style="list-style-type: none"> <li>• A temporary hold on continued design on TxDOT's "Reverse T" – until TxDOT obtains representative input from the City of Dallas and East Dallas residents to develop a full understanding of impacts on community safety <u>in and beyond</u> the intersection.</li> </ul>	<p>Following the public meeting, meetings were held with the City of Dallas and with the neighborhood group to further discuss the proposed project, obtain input, and to develop a more comprehensive understanding of local needs.</p>
				<ul style="list-style-type: none"> <li>• Additional and broad community <u>interactive workshops</u> so that the City of Dallas and <u>East Dallas</u> residents – who will be most impacted – can have a voice in formulating a legitimate "Preferred Plan" to guide continued design work.</li> </ul>	<p>Additional public involvement and outreach is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
				<ul style="list-style-type: none"> <li>• Serious re-consideration of a basic "T" intersection to: <u>simplify and balance</u> appropriate distribution of commuter traffic and use East Grand more efficiently, <u>reduce volumes and speeds</u> on Gaston, and <u>improve safety</u> for everyone near the shopping area and through East Dallas and connecting streets.</li> </ul>	<p>Comment noted.</p>
				<ul style="list-style-type: none"> <li>• Greater TxDOT partnering with the City of Dallas to ensure conformance with city planning documents and initiatives. The current "Reverse T" violates the Dallas Thoroughfare Plan and the Complete Streets Vision and Guidelines.</li> </ul>	<p>TxDOT has received letter of support from City of Dallas on the Option 2 alternative</p>
				<p>These four community directives are based on the following concerns:</p> <p>1) <b>The scope of the current plan is MUCH TOO LIMITED</b> – TxDOT's scope of work must expand to consider impacts beyond the intersection limits to fully and properly plan/design for safety and traffic efficiency, and meet community/City of Dallas goals.</p>	<p>TxDOT is responsible for the maintenance and improvement of SH 78.</p>
				<p>2) <b>TxDOT has not fully partnered with the city of Dallas</b> or residents to understand contextual issues, concerns, or long term initiatives for the area. As a result, the current plan violates the city's Thoroughfare Plan and its Complete Streets Guidelines, and its goal of improving neighborhood safety, connectivity, walkability, and quality of life.</p>	<p>Extensive coordination with the City of Dallas has been undertaken for this project. Three stakeholder/MAPO meetings were held in 2016, and a public meeting was held in January 2018. TxDOT has received letter of support from City of Dallas on the Option 2 alternative</p>
				<p>3) <b>The current "Reverse T" option is NOT 'preferred'</b> by a growing number of East Dallas residents and neighborhoods who are only now finding out what TxDOT is planning, yet they are the most impacted and threatened by this option.</p> <p>4) <b>The "Reverse T" plan was determined primarily by business owners</b> near the intersection and on SH 78. It does not legitimately represent city or community goals and mandates to improve East Dallas safety.</p>	<p>Comment noted.</p>
				<p>5) <b>The "Reverse T" plan still diverts 70% of all S.H. 78 traffic through residential areas</b> – this is TOTALLY UNACCEPTABLE.</p>	<p>Comment noted.</p>
				<p>6) 7) <b>The Reverse T' misses significant improvement to community safety</b> –</p>	<p>Comment noted.</p>

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				this is a once-in-a-generation opportunity to actually REDUCE traffic and IMPROVE neighborhood safety on Gaston and all its connecting roads.	
				8) <b>The Design Process to date has been seriously flawed and based on inappropriate and inaccurate design assumptions and design biases by the design consultant.</b>	Comment noted.
				9) <b>DO NOT continue to divert 70% of SH 78 traffic onto Gaston's residential 4-lanes – REDUCE IT! GASTON IS ALREADY OVER CAPACITY:</b> it is designed for 14K vehicles per day; it currently has 18K and projections show 29K vehicles are anticipated! <u>TxDOT's stated design bias</u> to "favor Gaston" instead of S.H. 78-East Grand is WRONG-HEADED and UNACCEPTABLE. REDUCE traffic on Gaston to improve safety for residents and <u>all</u> drivers who choose Gaston as their route. The basic "T" intersection would facilitate use of East Grand-Garland, instead of funneling commuter traffic between Garland Rd and Gaston. Why not REDUCE Gaston traffic? Why NOT use the <u>6-lanes</u> of East Grand, I-30, and I-30 service road more efficiently to move the ever-growing commuter traffic to downtown and beyond?	Option 2 alternative best serves existing traffic pattern through the intersection.
				<p>10) <b>The public involvement process has been much too narrowly defined</b> for a project that has such significant and long term impacts on daily safety and quality of life of thousands of residents and drivers. Additional community workshops must be scheduled so that residents and the City of Dallas – who will be most impacted – can have say in what this intersection becomes. The current TxDOT plan does not legitimately represent community goals and mandates to improve East Dallas traffic safety and mobility in or beyond the intersection.</p> <p>11) <b>Inadequate methods of/budget for meeting announcements and meeting notifications/invitations and comment forms –</b></p> <ul style="list-style-type: none"> <li>A. Limited use of printed media and NO use of social media used by TxDOT to encourage public input.</li> <li>B. Few neighborhood associations, user groups, and community advocates were invited to public meetings.</li> <li>C. Only grassroots efforts alerted the <u>most</u> affected residents to the projects or meetings.</li> <li>D. Throughout the public input process, (other than having a court reporter at the 4<sup>th</sup> meeting in January) only mail-in comment forms have been offered as a way to record input, limiting designers awareness of concerns discussed at meetings, and limiting full outreach and encouragement of input from the public. No email addresses were provided on the comment forms. No digital forms were offered.</li> </ul> <p>12) <b>Limited "stakeholders" and too few meetings scheduled for representative community input on issues, concerns, design options, and outcomes! Project focus and budgets must allow for increased outreach to formulate legitimate plans.</b></p> <ul style="list-style-type: none"> <li>A. Business owners/operators – not residents – were the primary persons notified of the "public" meetings – and they <u>not the residents or city</u>– drove decisions along with TxDOT's design biases. The so-called "Preferred Plan" does not adequately reflect community or city needs or desires.</li> <li>B. Too few stakeholder workshops held and dedicated to consider community issues, concerns, user needs, design considerations, limitations, data review, opportunities. Only one was held before</li> </ul>	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> and <a href="http://txdot.gov">txdot.gov</a> websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>

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				<p>TxDOT formulated options – resulting in wrong-headed TxDOT biases to “favor Gaston Avenue” to drive all further design option decisions.</p> <p>C. Too few stakeholder workshops held to discuss and determine potential alternatives, preliminary design configurations, and their conflicts and benefits to help narrow down options for further consideration. Only one poorly advertised public session was offered to do this. Once the so-called “Preferred Plan” was designated, subsequent meetings clearly were meant to only fulfill meeting requirements, as comments and concerns were virtually ignored.</p> <p>D. The Jan. 2018 meeting, TxDOT again only showed one plan they deemed the “Preferred Plan” and offered no presentation of the other options or why this one plan was favored over other options.</p> <p><b>Thank you for your attention and serious consideration of these comments. I look forward to continued work with TxDOT, the City of Dallas, and East Dallas area neighborhoods and residents to build broad consensus on this very important and strategic project, and to keep the process moving! The Time is Now! Feel free to contact me with any questions, comments, discussions.</b></p>	
		2/5/2018	Mail	<p>1) <b>We demand more public workshops with expanded input opportunity for the City and impacted neighborhoods – BEFORE TxDOT moves forward with ANY more work on the illegitimate “Preferred Plan”.</b></p> <p>2) <b>The public involvement process has been astonishingly inadequate and unacceptable</b> for a project that has such significant and long term impacts on daily safety and quality of life of thousands of residents and drivers. We demand additional community workshops so that residents and the City of Dallas – who will be most impacted – can have say in what this intersection becomes. The current TxDOT plan does not legitimately represent community goals and mandates to improve East Dallas traffic safety and mobility in or beyond the intersection.</p> <p>3) <b>Inadequate methods of meeting announcements and meeting notifications/invitations and comment forms –</b></p> <p>A. Limited use of printed media and NO use of social media used by TxDOT to encourage public input.</p> <p>B. Few neighborhood associations, user groups, and community advocates were invited to public meetings.</p> <p>C. Only grassroots efforts alerted the <u>most</u> affected residents to the projects or meetings.</p> <p>D. Throughout the public input process, (other than having a court reporter at the 4<sup>th</sup> meeting in January) only mail-in comment forms have been offered as a way to record input, limiting designers awareness of concerns discussed at meetings, and limiting full outreach and encouragement of input from the public. No email addresses were provided on the comment forms. No digital forms were offered.</p> <p>4) <b>Limited “stakeholders” and too few meetings scheduled for representative community input on issues, concerns, design options, and outcomes!</b></p> <p>A. Business owners/operators – not residents – were the primary persons notified of the “public” meetings – and they <u>not the</u></p>	See response to previous comments that were provided via email.

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				<p>residents or the city- drove decisions along with TxDOT's design biases. The so-called "Preferred Plan" does not adequately reflect community or city needs or desires.</p> <p>B. Too few stakeholder workshops held and dedicated to consider community issues, concerns, user needs, design considerations, limitations, data review, opportunities. Only one was held before TxDOT formulated options – resulting in wrong-headed TxDOT biases to “favor Gaston Avenue” to drive all further design option decisions.</p> <p>C. Too few stakeholder workshops held to discuss and determine potential alternatives, preliminary design configurations, and their conflicts and benefits to help narrow down options for further consideration. Only one poorly advertised public session was offered to do this.</p> <p>D. Once the so-called “Preferred Plan” was designated, subsequent meetings clearly were meant to only fulfill meeting requirements, as comments and concerns were virtually ignored.</p> <p>E. The Jan. 2018 meeting, TxDOT again only showed one plan they deemed the “Preferred Plan” and offered no presentation of the other options or why this one plan was favored over other options.</p> <p>5) <b>TxDOT has not fully partnered with the City of Dallas</b> to determine, understand, or address concerns, issues, or outcomes during any key decision making. Immediate and long term impacts to local streets and community impacts, and city plans/initiatives have been ignored. The “Preferred Plan” violates the city Thoroughfare Plan and Complete Streets Guidelines, and it will limit the city’s future improvements on Gaston and East Dallas for the next 50-75 years.</p> <p>1) The scope of the current plan is MUCH TOO LIMITED – TxDOT’s scope of work must expand to consider impacts beyond the intersection limits to fully and properly plan/design for safety and traffic efficiency, and meet community/City of Dallas goals.</p> <p>2) TxDOT has not fully partnered with the city of Dallas or residents to understand contextual issues, concerns, or long term initiatives for the area. As a result, the current plan violates the city’s Thoroughfare Plan and its Complete Streets Guidelines, and its goal of improving neighborhood safety, connectivity, walkability, and quality of life.</p> <p>3) The current “Reverse T” option is NOT ‘preferred’ by a growing number of East Dallas residents and neighborhoods who are only now finding out what TxDOT is planning, yet they are the most impacted and threatened by this option.</p> <p>4) The “Reverse T” plan was determined primarily by business owners near the intersection and on SH 78. It does not legitimately represent city or community goals and mandates to improve East Dallas safety.</p> <p>5) The “Reverse T” plan still diverts 70% of all S.H. 78 traffic through residential areas – this is TOTALLY UNACCEPTABLE.</p> <p>6) The “Reverse T” misses significant improvement to community safety – this is a once-in-a-generation opportunity to actually REDUCE traffic and IMPROVE neighborhood safety on Gaston and all its connecting roads.</p> <p>7) The Design Process to date has been seriously flawed and based on inappropriate and inaccurate design assumptions and design biases.</p> <p>8) DO NOT continue to divert 70% of SH 78 traffic onto Gaston’s residential 4-lanes – REDUCE IT! GASTON IS ALREADY OVER CAPACITY: it</p>	

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				<p>is designed for 14K vehicles per day; it currently has 18K and projections show 29K vehicles are anticipated! <u>TxDOT's stated design bias</u> to "favor Gaston" instead of S.H. 78-East Grand is WRONG-HEADED and UNACCEPTABLE. REDUCE traffic on Gaston to improve safety for residents and <u>all</u> drivers who choose Gaston as their route. The basic "T" intersection would facilitate use of East Grand-Garland, instead of funneling commuter traffic between Garland Rd and Gaston. Why not REDUCE Gaston traffic? Why NOT use the <u>6-lanes</u> of East Grand, I-30, and I-30 service road more efficiently to move the ever-growing commuter traffic to downtown and beyond?</p> <p>9) We demand a temporary hold on continued design on TxDOT's "Reverse T" - until TxDOT obtains representative input from the City of Dallas and East Dallas residents to develop a full understanding of impacts on community safety <u>in and beyond</u> the intersection.</p> <p>10) We demand additional and broad community <u>interactive workshops</u> so that the City of Dallas and <u>East Dallas</u> residents - who will be most impacted - can have a say in what a legitimate "Preferred Plan" is and what this intersection becomes.</p> <p>11) We demand re-consideration of a basic "T" intersection to: <u>simplify and balance</u> appropriate distribution of commuter traffic and use East Grand more efficiently, <u>reduce volumes and speeds</u> on Gaston, and <u>improve safety</u> for everyone near the shopping area and through East Dallas.</p> <p>12) We demand greater TxDOT partnering with the City of Dallas to ensure conformance with city planning documents and initiatives. The current "Reverse T" violates the Dallas Thoroughfare Plan and the Complete Streets Vision and Guidelines.</p> <p>I have transportation project experience with a previous design firm but do not have no current or planned business with TxDOT.</p>	
		1/22/2018	Petition	<p>We agree! The intersection design should encourage high volume/speed commuter traffic to stay on SH 78. Gaston may remain the desired route for neighborhood and local residents, but it should not be used for heavy commuter traffic.</p>	<p>This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.</p>
				<p>We agree! Most major cities have realized this. Dallas does have an approved Complete Streets Policy that directs our streets to be safe for everyone and facilitate use by everyone - it's just that TxDOT is ignoring it... and our elected officials are turning a blind eye!</p>	<p>This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.</p>
				<p>Please call your councilmembers office and tell them your concerns!</p>	<p>This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.</p>
				<p>We agree! In fact, we want TxDOT to REDUCE traffic flow onto Gaston Avenue by better utilizing their highway 78 (Garland-Grand) for commuter traffic. TxDOT claims they aren't increasing traffic - because currently they are sending 70% of their traffic onto Gaston - which is dangerously unacceptable! They say they are just keeping flow the way it is now - but this should NOT be the goal. They need to reduce flow on Gaston. Please call your city councilmember's office and tell them your views, and send your comments to TxDOT.</p>	<p>This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.</p>
				<p>We agree! TxDOT needs to REDUCE traffic focused on Gaston, which feeds directly through the heart of our neighborhoods, reducing safety and mobility for everyone! Please call/email your city councilmember's office and tell them you views, and send your comments to TxDOT.</p>	<p>This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.</p>
				<p>Great ideas! Design of this intersection is KEY to any future plans for Gaston. If our state and local elected officials allow TxDOT to directly</p>	<p>This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.</p>

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				funnel high traffic volumes onto Gaston, the city's future options are doomed, as the design decisions made now will impact us all for the next 50-75 years. Please call/email your city councilmember's office and tell them you views, and send your comments to TxDOT. Keep the highway traffic on the highway.	
				Thank you Deborah! Please call/email your city councilmember's office and tell them you views, and send your comments to TxDOT. The design goals must be changed to REDUCE traffic and speeds on Gaston – not keep them the same. It is dangerous now, and here's the opportunity to make it safer for all neighborhood residents. Keep highway traffic on the highway.	This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.
				We agree Lisa! Please call/email your city councilmember's office and tell them you views, and send your comments to TxDOT by Feb 2. You voice counts way more than you think!	This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.
				We agree. TxDOT currently is saying their goals are to keep the same high volume of traffic moving onto Gaston. They are focusing only on vehicular mobility on their highway – they are not focusing on neighborhood impacts or improved safety in neighborhoods. But this is a chance to change that ill-advised, dangerous approach by demanding they look beyond their intersection, and improve safety and quality of life in our neighborhoods. Please call/email your city councilmember's office and tell them you views, and send your comments to TxDOT.	This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.
				We agree! Please call/email your city councilmember's office and tell them you views, and send your comments to TxDOT.	This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.
				Great ideas! The design of this intersection is absolutely KEY in allowing Dallas to consider future options. If TxDOT continues to direct their traffic onto Gaston, future efforts to try and reduce traffic, improve safety, and consider new options will be doomed for the next 50-75 years. Please call/email your city councilmember's office and tell them you views, and send your comments to TxDOT.	This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.
				We agree. That's why the "T" intersection is better – it allows heavy Hwy 78 traffic the path of least resistance with a straight shot continuing on SH 78 – where there are more travel lanes, wide medians and shoulders, and left/right turn lanes all the way to downtown. The current design plan forces this heavy traffic onto the smaller 4-lane Gaston Avenue OR forces a left turn to continue on SH 78 – unacceptable. Please call/email your city councilmember's office and tell them you views, and send your comments to TxDOT.	This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.
				Exactly! Please call/email your city councilmember's office and tell them you views, and send your comments to TxDOT.	This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.
				We agree! Now we need our elected officials to listen to tell TxDOT to make neighborhood safety equally important by reducing commuter traffic on Gaston, and simplifying the intersection to a common/standard "T" intersection. Please call/email your city councilmember's office and tell them you views, and send your comments to TxDOT.	This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.
				Precisely John! We agree. A simplified "T" intersection with smaller radius, yet efficient right turn lanes (like all other busy intersections), have been shown to improve safety for drivers and pedestrians by increasing predictability and reducing speeds around corners. The true "T" intersection can also allow more lanes (3 instead of only 2) to continue on Garland/E. Grand to improve and facilitate highway commuter mobility. Please call/email your city councilmember's office and tell them you views, and send your comments to TxDOT.	This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.

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50	Mr. Mike Firth	1/18/2018	Email	<p>At the last possible moment, I have decided that I can't make my way by bus and mobility scooter to this meeting although I would like to. The chill is just enough that I worry about my health.</p> <p>I wanted to come in particular to see the final alignment and to ask if the pedestrian crosswalks would have audio sounding for the blind such as my wife since there are several stores in this relatively new shopping complex that she could use with her Seeing Eye dog.</p>	The design of the pedestrian crosswalks will be completed during the final design phase of the project. Accessible pedestrian signals will be considered in the proposed design in accordance with TxDOT and ADA guidelines.
51	Mr. Seth Kranz	1/22/2018	Mail	<p><b>East Dallas Coalition Of Neighborhoods</b> – Re-design to a T Map. This is a 3-page handout including Re-design to a T Map. The handout is included in <b>Appendix D</b> of the Summary Documentation.</p> <p><b>TxDOT is redesigning the intersection of State Highway 78 (Garland/East Grand) at Gaston Avenue. –</b>  <b>WE MUST TAKE ACTION NOW!</b>                      This intersection directly impacts all of us, and will for a very long term – yet, TxDOT has NOT INCLUDED any of the residents in Lakewood or Old East Dallas in public meetings to date. We must tell TxDOT to hear our concerns and demand that their public process and intersection design IMPROVE neighborhood safety.</p> <p style="text-align: center;"><b>Please join us at the TxDOT meeting</b>  <b>THURSDAY, JANUARY 18</b>  <b>Dallas Arboretum on Garland Road.</b>  <b>6pm to 8pm</b></p> <p>This is an open house so you can come and go any time. Parking and entrance will be free.</p>	Comment noted. This handout was signed by the individuals represented by Commenter Numbers 51-60.
52	Mr. C. Baylor Cockrall	1/22/2018	Mail	<p>Please attend and voice your concerns!                      We must tell TxDOT that we want <u>safe streets that promote great neighborhoods!</u></p> <p>We all know that high vehicle speeds and dangerous traffic on our local streets threaten everyday life in East Dallas. It has only gotten worse over the last year as more and more through-traffic speeds through our neighborhoods. These conditions threaten drivers, walkers, runners and bicyclists in our neighborhoods! We want streets with slower speeds, safe intersections and crossings, and less traffic cutting through our residential and local shopping areas! We want improved street designs that promote safe driving, walkability, and neighborhood connections.</p>	
53	Mr. & Mrs. Raul & Silvia Orozco	1/22/2018	Mail	<p>This is a critical intersection. It handles lots of traffic. It is the confluence of daily commuters, shoppers, local residents, community centers, White Rock Lake, walkers, bicyclists, restaurant goers, and an explosion of residential and commercial density — and <b>it feeds lots of traffic through East Dallas residential areas.</b> Despite the excellent opportunity for innovative, forward-thinking roadway design that increases long term neighborhood safety, TxDOT's proposed plan is shockingly short-sighted and <b>WORSENS</b> traffic speeds and volumes at this location and through the heart of our neighborhoods! Their current plan focuses on moving highway traffic onto Gaston Avenue and then distribute it through our</p>	

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54	Mr. Jerry Phelps	1/22/2018	Mail	<p>neighborhood.</p> <p><b>Tell TxDOT to IMPROVE – NOT WORSEN traffic and intersection conditions for all users!</b> At Thursday’s meeting, we must comment about the critical flaws of their current design:</p> <ul style="list-style-type: none"> <li>• Their plan is still <b>CONFUSING &amp; INEFFICIENT</b>. It does not capitalize on the multiple lanes and divided highway of East Grand for traffic in and out of downtown.</li> <li>• Their plan <b>DIRECTS MORE TRAFFIC ONTO RESIDENTIAL GASTON AND THROUGH OUR NEIGHBORHOODS</b>. Instead of focusing more on the much larger East Grand portion of SH 78 (which has SIX lanes PLUS additional turn lanes), they want to reconfigure the intersection to a “Y” shape, with deliberate flow of highway traffic onto our 4-lane Gaston Avenue.</li> <li>• Their plan keeps <b>HIGH SPEEDS SCREAMING ONTO GASTON</b>. TxDOT wants to keep the big radius curve that encourages high speeds. They say that new signals will be installed, but when these signals are green, nothing will slow speeds around the <u>deadly corner!</u></li> <li>• Their plan <b>MAKES THIS DANGEROUS INTERSECTION EVEN BIGGER</b>. Instead of reducing pavement and shortening crosswalks as much as possible, their design creates dangerous conflicts for pedestrians and bicyclists.</li> </ul> <p><b>Tell TxDOT to DESIGN IT TO A “T”</b> (See ATTACHED, our preferred plan for neighborhood safety and connectivity. Take it with you to the meeting.)</p> <ol style="list-style-type: none"> <li>1. <b>SIMPLIFY</b> – A simple “T” intersection is simple and understood by everyone, and can move traffic efficiently and more safely for all users – not just motor vehicles.</li> <li>2. <b>STRAIGHTEN</b> the Garland Rd – East Grand roadway to keep highway traffic on the highway. Use East Grand and it’s seven lanes! Gaston Avenue would terminate at the “T”.</li> <li>3. <b>STANDARD CORNERS</b> – Removing big radius, free-right-turn lanes is one of the very few ways to reduce speeds on major roads – and they are being removed from roadways throughout the U.S. That big right turn lane from Garland to Gaston makes this intersection one of the most dangerous in Dallas, and it funnels traffic down Gaston and through East Dallas – it must be removed. Make this intersection a standard “T” intersection without dangerous free-right-turn lanes.</li> </ol> <p style="text-align: center;"><b>PLEASE SHARE THIS WITH YOUR NEIGHBORS!</b></p> <p>And, please attend Thursday’s meeting to see the plan for yourself and make your voice <u>loud and clear</u> to TxDOT and the city of Dallas. The East Dallas Coalition of Neighborhoods will be there at the meeting to help spread the word for safe neighborhood streets! Drop by our table. See you there!</p> <p style="text-align: center;"><b><u>WEATHER YOU ATTEND OR NOT PLEASE SIGN AND MAIL THE ATTACHED DESIGN</u></b></p> <ol style="list-style-type: none"> <li>1. Sign, date, and write in your address</li> <li>2. Place in provided addressed and stamped envelope</li> <li>3. Mail</li> </ol>	
55	Mr. Michael Massey	1/22/2018	Mail		
56	Ms. Laura Smallwood	1/22/2018	Mail		
57	Illegible Name	1/22/2018	Mail		
58	Ms. Monique Jannette	2/5/2018	Mail		
59	Ms. Laura Johnson	2/5/2018	Mail		
60	Mr. David Duncan and Ms. Kimberly Harry	2/5/2018	Mail		

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				<p>TxDOT will accept all comments up to two weeks AFTER the meeting. PLEASE HELP US!!!</p> <p><b>Contacts:</b>                      [REDACTED]                      [REDACTED]</p> <ul style="list-style-type: none"> <li>• <b>Emphasize use of SH 78 for greater traffic efficiency and to promote neighborhood safety, rather than funneling the vast majority of traffic onto Gaston Avenue.</b></li> <li>• <b>Simplify &amp; Straighten SH 78 Alignment</b> – Increase predictability and safety, reduce pavement, improve crosswalk safety, slow speeds.</li> <li>• <b>Conform to Dallas Plan Documents</b> – Thoroughfare Plan, Complete Streets, and the Garland Rd Initiative</li> <li>• <b>Eliminate Wide-radius Free Right Turn Lanes</b> – Reduce confusion, reduce speeds, increase predictability for all users. Incorporate single-lane right turns, not double lane right turns.</li> <li>• <b>Speed Management</b> – Design for lower speeds at intersection and residential collectors.</li> <li>• <b>Signal Management</b> – Apply corridor-wide signal sequencing and signal innovations to encourage posted/ reduced speeds that also improve mobility, predictability, and driver/ pedestrian safety.</li> </ul> <p><b>Sustainability</b> – Reduce pavement, reduce flooding, increase permeable surfaces.</p>	
61	Mr. Lou Simmons	1/22/2018	Mail	<p>I am entirely against the “Option” “Presented” on 01/18/18... Maybe the “affected property owners and stakeholders” feel comfortable moving forward, but the majority of my interactions and overhearings last night were wholeheartedly concerned you guys were making a 50-100 yr mistake, and wasting a lot of \$ to do so. The option “presented” will negatively impact neighborhoods at the convenience of the automobile... (Garland Road is a state HWY in name only).</p> <p>TxDOT or City of Dallas should have presented material and take Q’s if y’all were seriously interested in engagement!</p>	<p>Comment noted.</p> <p>The purpose of this open house public meeting was to gather input from the public, as well as from stakeholders and affected property owners, in order to try to reach as many people as possible. TxDOT, the City of Dallas, and consultant staff were present to answer any questions the public had. The 12 slide rolling presentation that was on display at the public meeting, and also provided to the public as a handout, provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p> <p>TxDOT typically holds public meetings as open houses with no formal presentation or formal public opportunity for comments. Comments submitted orally to the court reporter or submitted in writing (via comment forms, letters, or email) are included as part of the public meeting record. By contrast, public hearings include both an open house portion and a formal presentation and formal opportunity for oral public comment. Written comments are also accepted. A public hearing is planned for this project, to be held after the environmental studies are complete. All comments received at public meetings and hearings are included as part of the meeting/hearing record and are responded to in a summary.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the</p>

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					Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ).
				I saw very little on pedestrians and bicycles, zero consideration for future alternative modes of transit, very shortsighted. City of Dallas/ TxDOT should decommission HY78 for better quality of life for those outside of autos!	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
62	Ms. Nancy Fridel	1/24/2018	Email	Mr. Owens, Of the two suggested plans I've seen, I distinctly disapprove of the plan that would limit Gaston to 1 lane. According to what I've read, that is Plan 1? If so, I prefer Plan 2.	Comment noted.
63	Ms. Megan Germain	1/24/18	Email	Mr. Owens, Please support option 2 for the Garland/ Gaston/Grand intersection in Dallas. Please do not support any options that narrow parts of such a busy intersection to one lane and essentially cut off part of our neighborhood. As a resident near this intersection who visits these local businesses frequently, I hope to be heard in this matter.	Comment noted.
64	Mr. William Holston	1/24/18	Email	I drive Garland Road every morning to and from work. I work as the ED of a non profit on Swiss. I strongly favor Option Two, Any elimination of lanes is likely going to really be problematic for commuters from my great Casa View Neighborhood to Central Dallas.	Comment noted.
65	Mr. Patrick Duron	1/24/18	Email	Mr. Owens, I'm responding to a concerned citizen regarding article in Nextdoor. I understand the folks that live up and down Gaston is frustrated with the heavy, and at times speeding traffic. I live off Garland Rd. and Buckner. Commute to downtown from Garland Rd. up Gaston daily and return the same way in the evening. There is no way Gaston can become residential only from what I see in the photo. <b>My vote is Option 2.</b> Modernized, widen and update intersection including better signage regarding turn only lanes.	Comment noted.
66	Ms. JoAnn Mulholland	1/24/18	Email	I support Option 2	Comment noted.
67	Mr. Dave Donaldson	1/24/18	Email	Option 2 is our choice, we are in 75218 zip code for our home for 48 years	Comment noted.

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
68	Ms. Mikila Zaorski	1/24/18	Email	<p>I support Plan 2, the Reverse T!!!</p> <p>The plan the neighborhoods came up with to reduce flow from Garland to Gaston is pretty ridiculous. It would make Garland going South unbearable. It would severely affect the businesses in the shopping center at that intersection, too.</p> <p>Gaston is the logical (and acknowledged) route to East Dallas from neighborhoods "on the other side of the lake".</p>	Comment noted.
69	Ms. Tami Fowler	1/24/18	Email	<p>Travis</p> <p>Hi I understand that we have till Feb 1st to give you our preferred choice for the design of the intersection. I'm going with option 2 as option 1 cuts us off from utilizing Gaston road from Garland.</p>	Comment noted.
71	Mr. Mark Vacco	1/24/18	Email	<p>Take curve out h. GUESS T would be best option. I live in area. Think Great idea. Even putting above cross walk. Safety.</p>	Comment noted.
				<p>Have stop lights and turning lanes. Get rid of yield sign. But better make sure lights and traffic follow</p>	A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. Traffic signal timing will be determined during final design.
72	Mr. Arturo Clark	1/24/18	Email	<p>Dear Travis,</p> <p>My name is Arturo Clark, I'm a homeowner in the Hillridge neighborhood. I wanted to support TxDot's reverse T proposal for the triple G intersection. Narrowing passage on Gaston like suggested by some neighbors would be detrimental to our neighborhoods, which rely on Lakewood as a hub for shopping, eating, and entertainment.</p>	Comment noted.
73	Ms. Gloria Tarpley	1/24/18	Email	<p>Hello, Mr. Owens,</p> <p>I am writing to support TxDOT's proposed redesign of the Garland/Gaston/Grand interchange. What has been a dangerous interchange will become much more orderly and safe, while efficiently moving traffic. I understand that there is some concern from the folks in Lakewood that this design will funnel a lot more traffic onto Gaston, and I believe that view is incorrect. I believe the TxDOT design recognizes the existing traffic patterns – and acknowledges that much of the traffic coming from the Arboretum direction to Lakewood and then on to downtown is going to need to be accommodated. It is not there because there are two lanes that turn onto Gaston and individuals will simply turn like lemmings – the traffic is there because people are choosing to go to destinations in that direction. I know TxDOT has done extensive research and design in reviewing this intersection, and I applaud the solution you've come up with – now we're excited to see it come into being!</p>	Comment noted.
The following individuals sent the same comment.				<p>I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan not move forward. The City of Dallas an(d) TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue - it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods.</p>	Comment noted.
74	Ms. Judy Babinski	1/24/18	Mail		
75	Mr. CJ Fleckenstein	1/24/18	Mail		
76	Ms. Rita Brooks	1/25/18	Mail		
77	Ms. Marcia Schneider	1/26/18	Mail		
78	Mr. Stanley Orman	1/26/18	Mail		
79	Ms. Paula Karlos	1/29/2018	Mail		
80	Ms. Roxan Staff	1/29/2018	Mail		
81	Mr. Travis Booe	1/29/2018	Mail		
82	Ms. Amanda Booe	1/29/2018	Mail		

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
83	Ms. Emily Dunn	1/31/2018	Mail		
84	Mr. Jack Dunn	1/31/2018	Mail		
85	Ms. Cynthia Chiodo	1/31/2018	Mail	This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local business and restaurants.	The proposed project will not remove access to local businesses and restaurants.
86	Mr. James Darby	2/1/2018	Mail		
87	Ms. Mirid Dunn	2/1/2018	Mail		
88	Mr. Derek Fuller	2/1/2018	Mail		
89	Ms. Patti Garner	2/1/2018	Mail		
90	Ms. Susan Howard	2/1/2018	Mail		
91	Mr. Kert Platner	2/1/2018	Mail		
92	Ms. Kathleen Stevenson	2/1/2018	Mail		
93	Mr. Thomas Chapman	2/1/2018	Mail		
94	Anonymous	2/5/2018	Mail		
95	Mr. Ronald Lamb	2/5/2018	Mail		
96	Mr. Lamar Wayland	2/5/2018	Mail		
97	Mr. & Mrs. Ryan & Alison Parker	1/24/18	Mail	I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Ave - it is a residential street!	Comment noted.
				This directly affects me and everyone in our neighborhood because it will make our streets more dangerous and limit accessibility to local businesses and restaurants.	The proposed project will not remove access to local businesses and restaurants.
				I am a resident of La Vista Drive and the traffic is also heavy on our street! I would like to see a "No a thru street" signage installed on each end of La Vista Dr. and more speed limit signs.	La Vista Drive is not within the proposed project limits and is not part of this proposed project. Since La Vista Drive is a city street, your request has been communicated to the City of Dallas for consideration.
98	Ms. Shelby Gibbs	1/24/18	Email	Mr. Owens,  As a daily traveler through this intersection I support "Option 2". I understand you are in charge of this and with careful consideration I believe this is the best and safest option for our neighborhood.  Thank you	Comment noted.
99	Ms. Shannon West	1/24/18	Email	Hi, I live off of Gaston at [REDACTED] and I use Gaston every day. I am in favor of Option 2 for the plan at this intersection. I do not agree with neighbors that feel this is making Gaston an extension of a highway. Keeping the flow of traffic the way it is in option 2 is better, safer and more bike, pedestrian friendly. My entire family likes to drive, bike and walk in that area with access to the YMCA, the lake and restaurants and store. Please keep option 2 for the neighborhood. Thank you	Comment noted.

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
100	Ms. Elizabeth McFarland	1/24/18	Email	<p>Mr. Owens,</p> <p>I am a resident of East Dallas and every day both myself and my husband travel thru the Garland/Grand/Gaston intersection. I understand the need for the redesign and improvement of vehicular and pedestrian traffic through this area but I strongly believe that the option proposed by the East Dallas Coalition is the WRONG solution.</p> <p>First, there are few ways to get around the lake, to the North you have Mockingbird and Northwest Hwy and to the South you have Gaston and La Vista, if you remove or reduce the ability for people to use Gaston they aren't going to just be diverted to 30 down Grand. Some commuters will continue to take Gaston, others will try to find short cuts through Lakewood. I am fearful of the dangerous situation that could be created by people driving to quickly and blindly through the neighborhood streets.</p>	Comment noted.
				<p>My second area of concern is the traffic that is needed for the businesses that have been developed at the Arboretum Village. It was a push but the neighborhoods to eliminate the rundown and seedy villages that habituated that area previously, now respectable business have moved in, created a better area for the community and we are going to respond by cutting off or reducing the ability for customers to get to their businesses? It has proven with the current traffic that it is difficult to access those business at certain times of the day, some have already chosen to close their shops, but the new light at Tucker was put in place to help with the entry and exit of the shopping center and create a safer traffic zone. Why should the business that have brought jobs and services to our area be punished by reducing the ability for them to serve customers?</p> <p>I wholly understand the desire to turn Gaston into a more neighborhood friendly street, but it is a major commuter thoroughfare, that separates neighborhoods, not a street within one neighborhood. Commuters are not just going to up and disappear because the road goes down to 2 lanes. The amount of cars that are there today will still be there tomorrow, they just might disperse themselves into the neighborhoods instead of on the road between them.</p> <p>I am a member of the YMCA on Gaston Ave, I shop at the Tom Thumb, buy my dogs food at the PetSmart, go to the Starbucks, and am excited about the new brewery. I also commute to work on Gaston. <b>I SUPPORT the "Reverse T" Option that was presented by TxDOT.</b></p> <p>Thank you.</p>	Comment noted.
101	Ms. Helen Kenedi	1/25/18	Email	<p>As a long time resident of East Dallas, I want to register my opinion on the 3G intersection. I live on the east side of the lake which means two options to get around it: Mockingbird and Gaston. Decreasing the turn lane from two to one means backing the traffic up on Garland Road, I know this is exactly what the neighborhoods west of Dallas are hoping to achieve so that people will drive down Grand to 30. I know this because I know people personally involved in this endeavor.</p> <p>We won't go down to 30 - many of us have to get to places on Gaston and it is completely out of our way. I don't know how the Lakewood area businesses feel about losing our business but inevitably as we get fed up</p>	Comment noted.

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				<p>with being “rerouted” that is what will happen. I personally will likely end up driving through their neighborhoods long before I drive all the way down Grand and get on 30 (what I consider to be a dangerous and congested highway).</p> <p>We on the east side don’t have choices. You do - you can cut us off from the city or not. Between the “neighborhood” option and the Tx Dot option - I choose Tx Dot.</p> <p>If there is anywhere else I need to register this opinion please let me know.</p>	
102	Ms. Sue Koriath	1/25/18	Email	<p>I support TXDot's "Option 2" – Garland/Gaston has always been a thoroughfare from northeast Dallas to downtown Dallas. Attempting to pinch off traffic to benefit property values in Lakewood is ridiculous. If they want to keep the world and their neighbors out, they should move to the park cities where that sort of thing is popular. I'm a resident of east Dallas since 1984. In east Dallas, we need good roads that allow traffic to flow to keep down air pollution from idling cars.</p> <p>Thanks for listening.</p>	Comment noted.
103	Mr. Michael Parkey	1/25/18	Email	<p>I support TxDot’s current proposal for a reverse –T intersection.</p>	Comment noted.
104	Ms. Deborah (Debbie) Brown Greater East Dallas Chamber of Commerce (GEDCC)	1/25/18	Email	<p>Mr. Owens, I want to register my support for option #2 for this intersection. Traffic will be a nightmare and backup along Garland Road if option 1 is selected. Please contact me if you need additional information.</p>	Comment noted.
		2/2/2018	Mail, Email	<p>Dear Michelle,</p> <p>The Greater East Dallas of Commerce Board (GEDCC Board) is aware that the State Highway 78 (Garland Road/E. Grand Ave.) at Gaston Avenue intersection (“3G’s”) improvements have been proposed/analyzed/developed since August 2015. On December 12, 2015, five (5) TxDOT options were presented for discussion and input at Mt. Auburn Elementary. After taking all public suggestions into consideration, TxDOT presented the option best representing those suggestions, in addition to other factors, on January 18, 2018.</p> <p>The Chamber Board was pleased to hear that in the recent bond election, Dallas’ citizens voted to commit funds to implement TxDOT’s plan. The chamber supports TxDOT’s process and due diligence to provide a solution that will positively impact not only our business, but also our East Dallas residents (many of them also Chamber members), commuters, and citizens in the affected area.</p> <p>Our East Dallas community continues to see blossoming economic growth and continues to experience this overall positive impact on the commute of our residents to businesses in Lakewood, Deep Ellum, Downtown and the surrounding areas. In an effort to reduce traffic congestion, enhance fluid traffic flow to surrounding businesses and other destinations, and thus to reconnect the community from an outdated design that currently inhibits foot/car/bicycle traffic to flow safely and efficiently, we support TxDOT’s current proposal, the Reverse T. The Chamber Board feels it best aligns with the mission set out by the Garland Road Vision approved by the City of Dallas in 2011 (<a href="http://garlandroadvision.org">http://garlandroadvision.org</a>).</p>	Comment noted.

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				<p>The proposed option, presented by TxDOT on January 18, 2018, appears to relieve congestion, and thus encourages drivers from ALL directions to decrease speed. And with the addition of timed traffic lights, it allows for successive “traffic gaps” for pedestrians, cyclists, and commuters to navigate easily and safely through these vibrant business and residential areas.</p> <p>In summary, the GEDCC Board continues its support of the process and due diligence provided by TxDOT since 2015, and would like to see the process continue moving forward with momentum. The Chamber’s goal is to remain a partner in the improvements to our beautiful city, and support the viability of both the businesses and residents in East Dallas. The Chamber Board’s position has not changed since 2015. We are simple reiterating that we are in favor of the fact that this process has been a long and thoughtful one by all parties involved.</p> <p>I would also like to convey that I think this intersection issue has been hijacked by irrational Gaston avenue residents and neighbors who are taking out their frustrations over traffic that has been there for the life of Gaston avenues existence. Traffic isn’t being forced onto Gaston from this redesign plus there is a light at Tucker further slowing down traffic. Gaston has always been in interior thoroughfare like Abrams/Lovers/Mockingbird and it’s ridiculous to expect this to change and even more ridiculous to conclude this intersection redesign is the cause of their frustrations.</p>	
105	Ms. Julie Palencia	1/25/18	Email	<p>Good afternoon!</p> <p>I am writing to express my satisfaction with the current selected plan for the intersection at Gaston and Garland. I believe that this is the best plan to keep up with all of the traffic going into the nearby east Dallas neighborhood. The restrictions that the “T” design possess would certainly increase the volume issues and therefore be less safe as well as increase already present traffic.</p>	Comment noted.
106	Ms. Dana Marquez	1/25/18	Email	<p>Mr. Owens,</p> <p>Our family lives in Forest Hills and we use the Triple G intersection multiple times a day commuting to school in Oak Lawn and work in downtown Dallas. We support and prefer the TxDOT option. Thanks!</p>	Comment noted.
107	Mr. & Mrs. Brett & Melanie Lown	1/25/18	Email	<p>Good afternoon,</p> <p>We are writing to express our support of Option 2- TxDot for the Garland/Gaston/ Grand intersection. As residents of Lakewood we frequently utilize Gaston Road. We live off our West Shore and believe that expressing our concern and opinion as residents of this community is imperative as it directly impacts our daily lives.</p> <p>Thank you for your time and dedication to the city of Dallas,</p>	Comment noted.
108	Ms. Elise Howard	1/25/18	Email	<p>I urge you to vote Option 2.</p> <p>We live on Lakewood Blvd and care deeply about this issue.</p>	Comment noted.
109	Ms. Kathy Goodlett	1/25/18	Email	<p>Hi Travis</p> <p>I prefer the TxDot design or Option 2 that allows more traffic to head toward Lakewood. Thank you</p>	Comment noted.
110	Ms. Cathy Gillespie	1/25/18	Email	<p>Mr. Owens</p> <p>Thank you for all that you were doing to improve the Gaston Garland</p>	Comment noted.

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
				<p>intersection. I've lived in that area and use that intersection for 24 years now. Honestly I don't think it's that bad but I know others have a hard time with it. We were the only bad part is when traffic coming from grand going north on Gaston does not yield to traffic coming from Garland Road going north on Gaston. Beyond that, the intersection works.</p> <p>That said, I wanted to give my support to the option provided by TXDot. I think the alternative option to make Gaston Road in that area one lane is not workable. There's already so much traffic on Gaston, the idea of narrowing it to just two lanes to me makes no sense.</p> <p>Again, thank you for all your work on this.</p>	
111	Mr. William McFarland	1/25/18	Email	<p>Travis,</p> <p>I am writing you in response to the proposed Garland/Gaston/Grand intersection. I emphatically support option 2 which is the layout proposed by Txdot. This scheme keeps Gaston with 2 lanes on each side. I use this every day to get from my home to work.</p> <p>I am a member of the YMCA on Gaston Ave, I shop at the Tom Thumb, buy my dogs food at the PetSmart, go to the Starbucks, and am excited about the new brewery. I also commute to work on Gaston. <b>I SUPPORT the "Reverse T" Option that was presented by TxDot.</b> I pass through this intersection a minimum of 2 times every day and believe the scheme you are proposing will help the flow of traffic and work to improve this area of town. This intersection is a bit run down at the moment, but the Raising Canes and the Arboretum Village are starting to revitalize the area.</p> <p>For those of us living east of white rock lake Gaston is a major thoroughfare to get around the lake. If Gaston lanes are reduce as proposed by the East Dallas Coalition, then the traffic burden will flood the neighboring streets and neighborhoods. There is already a large amount of traffic on Mockingbird, Northwest hwy, and Hwy 30. Please do not cut off East Dallas residents from the west side of the lake.</p> <p>Thank you for your time.</p>	Comment noted.
112	Mr. Joseph F. Esposito	1/25/18	Email	<p>As a resident of Old Lake Highlands and a frequent user of the Garland-Gaston-Grand intersection, I am writing you to express my support for TxDOT's proposed redesign of this intersection. I, as well as my fellow neighbors, do not support the East Dallas Coalition alternate plan for this intersection, which limits access to Gaston Ave to one lane. I was unable to attend the recent public forum, but I wanted to send you a message to show my support for TxDOT's plan.</p> <p>Please advise if I should send this message to somebody else instead.</p>	Comment noted.

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
113	Sohail Basirat	1/25/18	Email	<p>Hi Travis,</p> <p>Unfortunately I was unable to attend the meeting on this issue due to a family emergency. But as a business owner (I Love Juice Bar - [REDACTED]) that will be directly affected by any changes to said intersection I wanted to give you my input.</p> <p>I am in favor of the TXDOT proposed option 2 (the colored option in the attached picture). This will still provide 2 lanes of access to Gaston road from Garland Rd which will help all the businesses in the area. It is also a much more pedestrian friendly option and I am all for any additional steps that makes the area more walkable.</p> <p>Please let me know if there is anything I can do to help push this option forward.</p> <p><b>(Please refer to Attachment D for the picture and full comment)</b></p>	Comment noted.
114	Ms. Kelly Callaway	1/25/18	Email	<p>Mr. Owens,</p> <p>My family and I live in the Emerald Isles neighborhood located just off of Garland Avenue next door to the Dallas Arboretum. We greatly favor Option #2 for the redesign of the Gaston, Garland, Grand intersection. The other proposal would create a huge bottleneck and make it extremely difficult for the people in East Dallas to access White Rock YMCA, nearby restaurants and stores as well as the entire Lakewood area.</p> <p>Thanks for your time and efforts on our behalf.</p>	Comment noted.
115	Ms. Cindy Wabner	1/25/18	Email	<p>Dear Mr. Owens,</p> <p>Thank you and your team for your help with the traffic options for the 3G intersection. We have lived in the Lakewood area for 13 years and now have flipped the lake and lived in Forest Hills for 17 years.</p> <p>Of the two proposals I am in favor of your teams "reverse T" drawing.</p> <p>Unfortunately, our neighborhoods are growing and traffic is going to be an increasing issue to control. The early planning of our city deemed Gaston as a major thorough fare around the lake and to Baylor Hospital as well as downtown Dallas.</p> <p>White Rock Lake is the jewel of parks in our city. The Dallas Arboretum and the lake bring millions of visitors to our community. I do not believe we can lessen the traffic of Gaston without placing many smaller streets in dangerous traffic patterns that they were not designed to manage. This alternate "T" plan does not have the thoughtfulness of the entire Dallas area.</p> <p>Thank you for your talents and support for the safety of our residents in solving this traffic intersection.</p>	Comment noted.
116	Ms. Betty Priesing	1/25/18	Email	I vote for option #2	Comment noted.
117	Mr. Stephen Kilbour	1/25/18	Email	<p>Mr. Owens,</p> <p>I'm a resident of East Dallas (75218). I was unable to attend the recent public meeting, but I have seen news reports that other neighborhoods</p>	Comment noted.

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				are campaigning heavily to change the current proposal to their own black and white drawing that is better for their neighborhood, but would make traffic worse for those of us in East Dallas who shop, dine, and work off of Gaston. Please support the proposed "Reverse T" intersection design and not the one the neighborhood is pushing.  Thanks	
118	Ms. Michelle Bates	1/25/18	Email	Dear Mr. Owens,  I am a resident around the Garland/Gaston/Grand intersection in Dallas, Texas and have reviewed both options for that unique intersection. I support the Option Two proposal. Thank you for your consideration	Comment noted.
119	Mr. Mark Stevenson	1/25/18	Email	Travis, We live in Hillridge just South of Forest Hills and we travel through this intersection daily for work, school, shopping, fitness and more. We support "Option 2" that would allow for TWO lanes from Garland to Gaston.  Please do not support any 1 lane options. There is simply too much traffic that must pass through this vital intersection.	Comment noted.
120	Ms. Carrie Donaldson	1/25/18	Email	I support <b>OPTION 2 for the Garland/Gaston/ Grand intersection in Dallas Texas.</b> Option 1 makes no sense.  Thank you,	Comment noted.
121	Mr. Bob Quaglia	1/25/18	Email	As a resident of Forest Hill, I want to let you know that I support option 2 for the 3 "g's" intersection. Option 1 is totally unacceptable for our neighborhood. Thank you for your time.	Comment noted.
122	Mr. K. Ron Vance	1/25/18	Mail	I attended the public meeting Jan 18 <sup>th</sup> on this topic. I looked at the option that were proposed and found them all to be more complicated than is needed. The "winning" design, Option 2, gives motorists the impression that Gaston is the optimum direction to proceed, not Grand which is also a state highway that leads directly to an Interstate highway. Gaston should be presented as a major neighborhood street which is the role for which it is intended. I support adding turn lanes as needed to not block traffic on the thru-traffic lanes. They should be single lane turns, under control of traffic lights, that can accommodate up to five cars. I suggest a right turn from Garland to Gaston, a left turn lane from Grand to Gaston and a right turn lane from Gaston to Grand.  Pedestrians and bicycle traffic should be accommodated, but not encouraged. People at the intersection can view a wonderful biking and walking path. Paths should be provided on each side of Garland/Grand to provide them access.	Comment noted.  The proposed design provides accommodations for pedestrians and bicyclists in accordance with TxDOT guidelines and Americans with Disabilities Act (ADA) requirements. The proposed project includes 14 foot wide shared use lanes on Garland to accommodate both vehicles and bicycles.
123	Ms. Donna Coker	1/25/18	Mail	As a 30 year resident of Lakewood Hills I strongly request a change to the 3G plan. The option A only allows for the continual increase of traffic on Gaston that is already too busy with traffic going too fast. Option B allows a greater force of flow toward I30. You must do something that protects the neighborhoods and reduce the flow on Gaston!	Comment noted.

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124	Mr. Irfan Farukkhi	1/25/18	Mail	I am concerned that "Option 2: Reverse T Grand Avenue Intersects Gaston/Garland" is a safety concern and will have significant negative consequence and impact upon citizens, as well as the region. Facilitating traffic flow through <u>neighborhoods</u> should not prioritize rush hour commuters. Instead efforts must be taken to reduce vehicle speeds on Gaston Ave. In the past three years we have had to deal with <u>3 accidents on our front lawn related to speeding commuters.</u>	The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.  Speed bumps along Gaston Avenue are not being considered for the proposed project improvements.
				Instead, I would like to see a strategy that boosts safety and improves regional mobility, while increasing property values. * Perhaps an eastern extension of the Dart Trolley/Streetcar to Whiterock Lake down the center of Gaston Avenue, reducing traffic to one lane in both directions should be explored.*	Dallas Area Rapid Transit (DART) is responsible for transit within the City of Dallas and surrounding unincorporated Dallas County. Accommodating an eastern extension of the DART Trolley/Streetcar to White Rock Lake down the center of Gaston is not part of the proposed project. Please contact DART regarding this idea.
125	Ms. Kristin Boyd	1/25/18	Mail	I do not support the current TxDOT proposal. The proposal did not receive a full vetting by those affected most and only received 8 total votes.	Comment noted.
				The current design encourages traffic flow to Gaston – a residential street. Garland/Grand (US Highway 78) are better suited for increased traffic flow to I-30. Please support a true T intersection that encourages traffic to flow on the highway designed for it and not through the middle of several of Dallas's most successful neighborhoods	Comment noted.
126	Ms. Myrna Vance	1/25/18	Mail	This is not a friendly neighborhood design. Gaston is a neighborhood street, not a highway. Increased traffic is dangerous. Garland Road is a highway which is designed to move traffic! Do not make our neighborhood into a freeway! Redesign to a T!!!	Comment noted.
127	Mr. Ronald G. Smith	1/25/18	Email	I support Option 2	Comment noted.
128	Anonymous	1/25/18	Email	Hi Travis,  I wanted to let you know that I live on Coronado Avenue in Lakewood Hills and I support "Option 2" (TxDot's proposal) for the GGG intersection.  I greatly fear that if the T intersection option is selected, in an effort to bypass the congestion caused by the design, commuters will instead come through our Lakewood Hills neighborhood (the "C" streets") in order to access Lakewood. Lakewood Hills is a VERY family oriented neighborhood with lots of young children playing on the streets and many new homes being built. An influx of traffic trying to bypass the new intersection and fly through the neighborhood is a concern for families here now and those moving to the area.	Comment noted.
				I also appreciate the access points to the Santa Fe trail and the improved crosswalk design included in TxDot's proposal. People absolutely fly around the corner by Raising Cane's, and a light there (and at all crosswalks) would help tremendously.  I appreciate your consideration and eagerly await the final decision.	Comment noted.
129	Ms. Chelsea Carr	1/25/18	Email	Mr. Owens,  I would like to express my support for TxDot's reverse T intersection plan at Garland/Gaston/Grand in Dallas. I use this route to/from work and access is very important to me. I would not support any alternative plan to reduce lanes or access from the east of the lake to Lakewood.	Comment noted.

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
130	Mr. & Mrs. James Miller	1/26/18	Mail	I am a resident of Gaston Avenue. I believe it is critical that "Option 2: Reverse T - Grand Ave to Gaston/Garland Plan" <u>not</u> move forward. I support the T-intersection plan. Gaston is a residential street that has a speed issue already. A reverse T plan would increase traffic on Gaston making it dangerous for residents and pedestrians. This is a safety issue. Keep Gaston a residential street that can be safely used by pedestrians and bikers to access local businesses in the neighborhood.	Comment noted.
131	Ms. Glenna Taite	1/26/18	Mail	Thank you for your work. I am very concerned about the number of lanes travelling south on Garland, at the intersection of Garland and Gaston, to Interstate 30. Now there are three lanes. The proposal map shows only one lane travelling south to I-30 and two lanes to Gaston. Please make sure there are at least two lanes travelling to I-30. Thank you	Comments noted.
132	Mr. Peter Reed	1/26/18	Email	Hi Travis, I am a new resident to the area, moving to the Lochwood neighborhood in September 2017. I travel Garland to Gaston to downtown Dallas every day, to and from work. A colleague just informed me of the potential changes to the intersection, and the options on the table at this time. Of the two options I prefer the TXDOT "Reverse T" plan. The plan proposed by the East Dallas Coalition of Neighborhood's is a foolish plan and will create more congestion at the intersection, especially those that travel south on Garland and turn right onto Gaston Ave in the morning rush hour. For the evening rush hour, Gaston would back up for miles for those turning left onto Garland or right onto Grand.	Comment noted.
133	Mr. Nathan Offerdahl	1/26/18	Mail	I am a resident of East Dallas, and it is important to me that we do <u>NOT</u> move forward with the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue as it is a <u>residential</u> street. Please do <u>NOT</u> funnel highway traffic through our East Dallas neighborhoods.	Comment noted.
				This directly affects our family and everyone in our neighborhood in a negative manner as it will make our streets more dangerous for driver <u>AND</u> pedestrians. Additionally, it will make it more difficult for everyone in the community to access our local businesses.	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
134	Mr. Chris Wilcutt	1/26/18	Email	Regarding the Gaston/Garland/East Grand intersection, I vote option 2	Comment noted.
135	Ms. Nicole Jones	1/26/18	Email	Good morning,  This email is to show my support of "option 2" for the plans of the new intersection.	Comment noted.
				I live in Casa View and my kid goes to the elementary school on San Rafeal and East Grand so I drive through the intersection daily. Thank you.	
136	Ms. Kristin Koch	1/26/18	Email	I recently saw a post on NextDoor regarding the proposal for the Gaston/Garland/Grand intersection and was told that you are the person to contact with my opinion. The person who wrote the NextDoor post showed your plan - to make a better working intersection in a similar configuration, and a plan drawn up by residents of Lakewood that would change this intersection to be a T, reducing the entrance to Gaston to one lane. I really hope you will be sticking with your design. It is well thought out and will make intersection safer and flow better. While I feel for the	Comment noted.

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				<p>residents of Lakewood, sadly Gaston Ave is the only way for those of us who live east of the lake to get to/from our downtown jobs without being forced onto a highway. All that will do is back traffic up further and make people angrier. It will also affect the businesses that have gone up in the area. I'm all for making Dallas more pedestrian/bike friendly, but making the one option for through-town travel inconvenient and inaccessible for those of us who need it, isn't the answer.</p> <p>Thank you for your time and for hearing what I have to say.</p> <p>Dallas is a booming city and Gaston Ave hasn't been a quiet residential street for a very long time. I do think that people drive way too fast down Gaston, so I would agree something should be done about that, but trying to limit cars from using Gaston is a bad idea</p>	
137	Mr. John LaPrade	1/26/18	Email	<p>Travis, As a 15 year resident of the White Rock Lake area, I wanted to express my support for Option #2 of the proposed intersection changes.</p>	Comment noted.
138	Mr. Paul Haney	1/26/18	Email	<p>I support option 2 for this intersection. The City did a horrible planning job allowing all those retail businesses on the north side. Our city government is idiotic and corrupt to the hilt. It won't change until people vote for real managers rather than the racist community activists.</p>	Comment noted.
139	Ms. Betty Rice	1/26/18	Mail	<p>Option 2 in my vote</p>	Comment noted.
140	Mr. Steven Hauk	1/26/18	Email	<p>Mr. Owens:</p> <p>The designs I've seen for proposed configurations at the intersection of Gaston and Grand/Garland have their good points and bad points. I believe the best compromise is to make it what I consider to be a conventional intersection, approximately 90 degrees.</p> <p>No separate right turn lane from Gaston to Grand is necessary. We don't really even need one from Garland to Gaston. I believe the best plan is a design that gives priority to moving vehicles from Garland to Grand in the morning, and from Grand to Garland in the evening. Regardless of how many lanes we ultimately have on Gaston, the best plan is to encourage downtown commuters to go to the freeway.</p> <p>That said, the downstream effect could be substantial. This would seem to add quite a bit of traffic to Grand and cut-through connections like Winslow and Phillip Ave. It's not a perfect plan, but better than a design that makes the turn into Gaston even more attractive.</p>	<p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. Option 2 alternative best accommodates current traffic pattern through this intersection.</p>
141	Mr. Rich Milne	1/27/18	Email	<p>Dear Mr. Owens, I would like to write to express my support for the larger, fuller plan for the intersection at Gaston and Garland Road. This is the one with multiple lanes for each street accessing this intersection. Thank you for considering this request.</p>	Comment noted.
142	Ms. Rebecca Milne	1/27/18	Email	<p>I am writing concerning the proposed changes to the intersection at Gaston, Grand and Garland in East Dallas. That is such a busy intersection because many of us who live on the east side of White Rock Lake use Garland Road to travel to Gaston Avenue to get into Lakewood for shopping in the Lakewood area. If there were only 1 turn lane for turning from Garland Road onto Gaston Ave the traffic backup would be a nightmare. I encourage you to approve the "option 2" plan for that intersection, where there are 2 lanes for turning right off Garland Road</p>	Comment noted.

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				onto Gaston Ave - just as there are currently 2 lanes for that turn.	
143	Ms. Beth Kochur	1/27/18	Email	I support Option 2.	Comment noted.
144	Terry	1/27/18	Email	Please leave this intersection alone. If you go with your new plans it's going to be worse than the kayak whitewater fiasco on the Trinity & you will eventually have to spend millions to return this intersection back to the way it is now. Too many people use this as a way to work every morning. It will block traffic up for miles down Garland Rd. Best Idea: Leave the intersection alone. It has worked perfectly fine for 50 years that I am personally aware of. If it ain't broke don't fix it. You are supposed to be the Dept. of Transportation which implies you should help traffic not become the Dept. of Transportation Bottlenecks.	The No Build option, in which no improvements are made to the intersection, was evaluated, but would not alleviate current congestion and was also determined to result in poor mobility in the future. The proposed improvements are anticipated to improve mobility/traffic flow and accommodate future growth and capacity within the project area.
				That new traffic light you put up on Gaston in the intersection needs to come down too. Move the traffic light further up the road to the other entrance if you must have one not in the middle of a turn.	The traffic signal on Gaston was put up by the City of Dallas. Request for removal of the signal should be directed to the City.
145	Ms. Abbie Meyering	1/27/18	Email	I support maintaining a two lane entrance from Garland Road to Gaston Road. It is the best, and in my opinion, the only fair and effective solution for a heavily traveled intersection.	Comment noted.
146	Ms. Patricia Parrish	1/27/18	Email	I am so grateful to everyone that has worked so hard on the plans! I definitely see that PLAN #2 has a much better possibility for safety, beauty, and flow through this congested area. Now there just needs to be better traffic flow options in the shopping center. Cain's entrance should only be through the shopping center and the main entrance in Tucker street. That entrance must be reworked so that it is safer for cars to enter and exit. It's got to be wider and with a more gracious entry curve to it- helping cars turn more easily into the center and giving a way for cars to come out and stay in the far lane. The way it is now, the turn is so sharp and abrupt, a car has to swerve out into the middle lane when exiting or they hit the curb. Also I've seen too many cars hit that dividing median in there! It's too small to see and big enough to really do damage to cars! Maybe it could just be a "warning hump"?? That's my 2 cents worth. It's getting better all the time!	Modifications to business driveways within the project corridor will be considered during final design. Traffic calming devices, such as speed bumps, are not part of the proposed project.
147	Mr. Doug Gilpin	1/28/18	Email	One lane for Gaston is totally ridiculous.	Comment noted.
148	Mr. J. Richard Gallagher	1/29/2018	Mail	I am strongly opposed to the current TxDOT proposal with respect to the intersection! Gaston Avenue is a residential street - not a State highway! Please support the true "T" solution. Thank you!	Comment noted.
149	Mr. Curtis Marsh	1/29/2018	Email	Mr. Owens:  I live just down the street from the Garland/Gaston/Grand intersection in Dallas, Texas.  Please note that my wife and I support <b>Option 2</b> for the re-design of this intersection.  Thanks	Comment noted.
150	Mr. Boyce Farrar III	1/29/2018	Mail	I have lived in East Dallas within blocks of the Gaston/East Grand/Garland intersection. I oppose the Option 2 alteration. This needs to continue to be a "T" intersection. More traffic up Gaston would cause serious burdens up through Lakewood Shopping areas at Abrams and further toward town. Allow traffic to continue up East Grand Ave. as people select. This is an important route to I-30 and cross streets that access	Comment noted.

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				other areas and downtown.  Speed control – you gotta be kidding. People drive as fast as they want and can get away with.	The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.  Speed bumps along Gaston Avenue are not being considered for the proposed project improvements.
151	Mr. Grady Coyle	1/29/2018	Mail	I am opposed to what is apparently the currently TxDOT-favored solution to the 3G intersection, especially its potential impact of increased traffic along Gaston Avenue.  A better solution would be to build an overpass to connect Garland Road to East Grand Avenue (as a unified, and relatively straight Hwy 78), with a curved off-ramp exit from south-bound Garland to Gaston, and an under-the-overpass exit from north-bound East Grand to Gaston; and similar entrance ramps from Gaston. It appears that this could be done within the current TxDOT right-of-way.	Comment noted.  The traffic number in this intersection does not warrant over or underpass/interchange design, which also significantly increases needed ROW as well as construction cost.
152	Ms. JoAnne Levin Crist	1/29/2018	Mail	The proposed Reverse T design will essentially direct SH 78 Highway traffic onto the residential street of Gaston Avenue, which flows among other residential streets of our East Dallas neighborhoods.  The Reverse T design does not take into account the traffic problems that will impact our neighborhood.  <u>Do not</u> approve the proposed Reverse T design for the (Garland Rd./East Grand Ave) SH 78 at Gaston Ave intersection.	Comment noted.
153	Ms. Cheryl Hilgenbrink	1/29/2018	Mail	I am a permanent resident of Lakewood area and I feel strongly that the "Option 2: Reverse T Grand Ave intersects Gaston/Garland" plan NOT proceed. The plan that makes the most sense, with the best explanations of the design, is a proper "T" intersection design. SH78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue. That is a RESIDENTIAL street! Do NOT funnel "highway" traffic through our East Dallas neighborhoods.  Specifically, the new "T" design Straighten SH 78 to make it easily navigable for commuters driving Downtown and beyond to reach IH30 (a more appropriate thoroughfare) and discourage the use of Gaston Ave by those who simply pass through our neighborhoods for Downtown destinations at high speeds. In addition, it would eliminate wide-radius turns in favor of a standard right turn lane to reduce confusion, reduce speeds, and increase predictability for all users. It would also decrease crosswalk lengths, making them safer for pedestrians and pets, and reduce paving and flooding and increase permeable surfaces for better stormwater management. These are only a FEW of the benefits.  This directly affects our many neighbors because the proposed "Reverse T" option would make our streets MORE dangerous for drivers AND pedestrians and make it more difficult for everyone in the community to access our local businesses and restaurants.	Comment noted.  Comment noted.  The proposed project will not remove access to local businesses and restaurants.

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154	Ms. Christine McDonald	1/29/2018	Mail	I am a resident of Lakewood. I am concerned that the "Option 2" Reverse T Grand Ave intersects Gaston/Garland plan would create increased traffic funneled to Gaston. This is a neighborhood that already has a significant traffic back up particularly in the morning and evening. I would prefer that TxDOT move forward to a proper "T" intersection design.	Comment noted.
				Garland/Grand already have multiple lanes that funnel traffic to I30 as opposed to the 4 lane Gaston. A choice of a T with a hard right turn on Gaston would minimize heavy trucks in the residential road. Numerous retail on Gaston would be affected with negative heavy trucks.	Comment noted.
155	Mr. Stephan Batman	1/30/2018	Mail	Dear sirs and madams, the option 2 selection is ill conceived and was not chosen by any serious neighbor vetting process. Every neighbor I know feels the very same way I do.	Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.  Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments These comments will be recorded in the project record and suggestions will be considered prior to final design.  Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com">http://www.keepitmovingdallas.com</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ).
				Option 2 implies the smooth flow of northbound East Grand/Garland Road traffic. That traffic should not be halted at a stoplight. Ridiculous plan. DOT should not be protecting greenways, pedestrian walkways, or bike paths at the expense of optimal traffic flows	Comment noted.
				Furthermore the Dec 12, 2017 meeting was not held. It was cancelled. We see no evidence of DOTs thorough vetting of these options.	A meeting was not planned for December 12, 2017. However, it is true that a meeting planned for September 28, 2017 was cancelled due to the need to find a location larger than Mount Auburn in order to better accommodate the public. Cancellation was announced by means of email notices, dynamic message signs, and press release. TxDOT staff members were also present at Mount Auburn at the time of the meeting to notify people of the cancellation.
156	Meghan	1/30/2018	Email	Travis, As residents of Casa Linda, my husband and I support TxDOT's proposed intersection redesign as submitted (Option 2/Reverse T). We oppose going through a redesign, and oppose the petition being circulated by some citizens of the area.	Comment noted.

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
157	Ms. Nancy Daniels	1/30/2018	Email	Dear Mr. Owens,  I support Option 2 (the option proposed by TxDot) for the Garland/Gaston/Grand intersection. I have lived on the east side of WRL for the past 17 years and travel Garland to Gaston to go to my doctor at Baylor, to visit relatives who live on Glasgow (between Abrams and Gaston), and to shop and eat in the Lakewood area. I do use I-30 to get downtown now but as I get older (I'm 56), I might prefer not to get on the interstate to get downtown. Again, Option 2 gets my vote!	Comment noted.
158	Ms. Elizabeth H. See	1/31/2018	Mail	I am concerned about the proposed design for the intersection of Garland/Grand/Gaston in East Dallas. The design will direct a higher volume of traffic through the Lakewood neighborhood – past our neighborhood YMC and Lakewood Shopping Center. This corridor is one we want to be more walkable and bike friendly – not one with more cars going faster. The preferred intersection design would direct the main flow of traffic from Grand Ave to Garland Road (and Garland to Grand) using the six lanes of TX 78 to connect Dallas to I-30 and downtown Dallas.	Comment noted.
159	Mr. John Saxon	1/31/2018	Mail	There are a few things about the Gaston/Grand intersection that are dangerous (1.) People drive way too fast on Gaston because they have a “highway” mentality and they are coming downhill towards Grand. (2.) The merge is scary when approaching the intersection Northbound on Grand. It’s strange that the middle lane is expected to merge to the right, so it’s basically a free-for-all in which the most aggressive driver wins. (3.) When approaching the intersection Southbound on Grand you are either going to stop (depending on light) so that you can continue on Grand, or you are going to go a hundred miles per hour around the exciting right-hand curve onto Gaston. This curve has a very tight radius and barely enough room for two lanes, but that doesn’t stop people from going around it at full speed, optimists that they are. So you have cars stopping at a light and you have cars expecting to proceed at full speed in the two right-hand lands. That is not a good combination.	The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.  Speed bumps along Gaston Avenue are not being considered for the proposed project improvements.  Option 2 alternative accommodates current traffic pattern and does not change the existing traffic pattern at the intersection.
				Perhaps the proposed T design could solve these problems. The only problem I could see with the T design was the possibly inadequate left turn lane from Northbound Grand onto Gaston. I suppose that traffic planners would have looked at that.	Option 2 alternative best handles traffic pattern in the intersection.
				The reverse-T design seems like a very bad idea to me as it would exacerbate the problem of people driving on Gaston as if it were a highway. They would feel even more entitled, petulant and angry at the need to slow down for any reason. There is a large gas station, a 7-Eleven, a liquor store, a storage place and a turn-in for White Rock Lake spillway just north of the intersection, so it is not appropriate for people to be careening around that corner at highway speeds. God only knows why they would be in such a hurry to get to Garland.	The proposed alternative presented at the public meeting is intended to improve mobility/traffic flow at the intersection and increase capacity due to expected growth in the region.
				The current intersection is not all that bad other than the 3 considerations I mention above. I wouldn’t rebuild it unless it were going to be considerably improved, making things safer and more sane for those of us who live in the area and aren’t just trying to scream through it at the speed of light.  Thank you for considering my ideas	Comment noted.

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160	Mr. Mark Purdey	1/31/2018	Mail	<p>I do not support the current TxDOT proposal. Gaston Avenue is a residential street not a highway. Garland/Grand is a Highway 78, and already designed to handle/manage traffic flow to I-30 and other 6 lane roads closer to downtown Dallas.</p> <p>I support a "True T" intersection encouraging flow on the existing Highway 78.</p> <p>In conclusion, and perhaps most frustrating, was the initial plan was decided by 8 people. No notification was sent to the residents prior to the last meeting.</p>	<p>Comment noted.</p> <p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
161	Mr. Martin Berkman	1/31/2018	Mail	I ask that you hold a proper Public Meeting.	<p>The purpose of this open house public meeting was to gather input from the public, as well as from stakeholders and affected property owners, in order to try to reach as many people as possible. TxDOT, the City of Dallas, and consultant staff were present to answer any questions the public had. The 12 slide rolling presentation that was on display at the public meeting, and also provided to the public as a handout, provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p> <p>TxDOT typically holds public meetings as open houses with no formal presentation or formal public opportunity for comments. Comments submitted orally to the court reporter or submitted in writing (via comment forms, letters, or email) are included as part of the public meeting record. By contrast, public hearings include both an open house portion and a formal presentation and formal opportunity for oral public comment. Written comments are also accepted. A public hearing is planned for this project, to be held after the environmental studies are complete. All comments received at public meetings and hearings are included as part of the meeting/hearing record and are responded to in a summary.</p>

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					Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ).
				I do not like the current idea of "Preferred Option".	Comment noted.
162	Ms. Mary Jayne Fogerty	1/31/2018	Mail	<p>Please stop the process and get input from those who will be impacted by any changes to the intersection.</p> <p>I am against throwing more traffic into our neighborhood. Please keep the highway traffic on Garland Road. There are other options to avert traffic from Gaston where people like me walk, ride bikes and live.</p>	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
163	Mr. Jeff Fairey	2/1/2018	Email	<p>I am the owner of [REDACTED] (Skate Shop location) and support the most recent plan and think it will be good to slow down the North bound traffic and adding the green space in front of my building. Despite the fact this probably harms my property more than anyone else due to the reduction in access the green space creates, I think its worth it to create a more pedestrian friendly intersection which I believe will also slow down traffic and cause people to seek other routes.</p> <p>I would like to have a turn lane added to access my property from Southbound East Grand and cars be allowed to make a U-turn at this light so people can get into my property. Given most of my access has been removed, its essential people can access my property as easily as possible.</p> <p>I would also hope that access ramps to the trails can be made on both sides of the street where people can go up a ramp from the sidewalks at street level to the trails. By putting these ramps on both sides, this allows the bridge to be used for people walking, running or biking to cross over East Grand safely. After the removal of the abutments on both sides, here will be more than enough room. This is a 5 acres currently inhabited by vagrants and is littered with trash. A gravel parking lot made of recycled concrete is both "green" and very affordable to construct and maintain. (See diagram below illustrating what I am proposing).</p> <p>Diagram is included in <b>Attachment D</b>.</p>	<p>Changes to driveway access may be considered in the future and can be coordinated with TxDOT.</p> <p>Proposed sidewalks provide access points that could be connected to the Santa Fe Trail by the City in the future.</p>
164	Ms. Edith Chapman	2/1/2018	Mail	<p>I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/ Garland" plan <u>not</u> move forward. The City of Dallas an TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn land should be utilized for turning onto Gaston Avenue - <u>it is a residential street!</u> Do not funnel highway traffic through our East Dallas neighborhoods.</p> <p>This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants.</p> <p>Commercial truck traffic on Gaston is already a serious safety issue due to volume and speed related problems. Congestion (traffic) already brings traffic to a stand still during peak traffic times causing vehicles to divert through neighborhood streets recklessly.</p>	<p>Comment noted.</p> <p>The proposed project will not remove access to local businesses and restaurants.</p> <p>The proposed design speed is 30 mph throughout the project limits. Enforcement of speed limits is the responsibility of the City of Dallas Police Department and/or the Department of Public Safety.</p>

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					Speed bumps along Gaston Avenue are not being considered for the proposed project improvements.  A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection.
165	Ms. Elizabeth Blackburn	2/1/2018	Mail	I do <u>not</u> support the currently proposed “Option 2: Reverse T Grand Avenue intersects Gaston/Garland” Plan! I live on Gaston Avenue and am extremely concerned about additional commuter truck traffic on Gaston. Highway commuter traffic should be directed to remain on the highway! I support a simple “T” intersection design with a straight alignment for SH 78 and a right-turn lane onto Gaston Ave. The currently proposed wide-radius turn onto Gaston is dangerous and inappropriate. Gaston Avenue is densely lined with residences and driveways – any additional traffic decrease safety for drivers and pedestrians. We will not be able to safely use our streets or sidewalks, access the YMCA, Whole Foods, or our other local businesses and restaurants. Please stop work on your current design and re-consider the “T” intersection.	Comment noted.
		1/22/2018	Petition	The currently proposed plan is flawed in all of the ways listed in this petition. I fully support the &quot;T&quot; [sic]; design outlined here. Any increase in traffic on Gaston Avenue is unacceptable and will make it so dangerous for all of us to walk around the neighborhood, to Lakewood Shopping Center, to Whole Foods, and to the new business and restaurants at the intersection. Please sign this petition to help us keep our neighborhood safe!	Comment noted.
166	Ms. Patricia Farrar	2/1/2018	Mail	Meeting Comment Form Concerning the 3 G Intersection:  I am a resident of Lakewood, East Dallas, and it is important to me that the “Option 2” for the East Grand – Garland Road – Gaston Avenue intersection <b>NOT</b> proceed. State Highway 78 that goes south along Garland Road should continue to proceed south along East Grand, which is State Highway 78, and not be diverted west along Gaston Avenue. There should be a proper “T” intersection, with a traffic light, and with State Highway proceeding south on East Grand, which is a 6 lane divided highway, suitable for the amount of traffic that needs to proceed south to I 30 and the various cross streets that go west into the city of Dallas. Gaston Avenue is not suitable as a major highway. It goes through the Lakewood neighborhood, into the Lakewood Shopping Center, several already crowded intersections. Do not funnel highway traffic through our East Dallas neighborhoods.	Comment noted.
				This plan does not take into consideration the shopping center, Arboretum Village, that is just becoming successful. It does not take into consideration the effect that would most likely funnel traffic up Winstead, crowding the entrance into the trail parking by the spillway, and up into the Lakewood neighborhood, by those trying to avoid heavy traffic on Gaston. It does not take into account the new YMCA on Gaston just west of this intersection. This entire area does not need more traffic, for safety and speed considerations.  Making Gaston Avenue into a major highway will make our neighbor hoods more dangerous for drivers and pedestrians like and make it harder for our community to access our local businesses, which are the lifeline for our community.	A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The traffic analysis included the signals on SH78 at San Rafeal, Winstead, and La Vista and on Gaston at West Shore and Tucker. Existing traffic counts were made on May 4, 2017. The shopping center and the YMCA were open at that time

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				<p>I was lucky to note the publication in the Dallas Morning News of the meeting at the Arboretum. Finding out that TxDOT had already decided on this unsatisfactory decision was typical.</p>	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> and <a href="http://txdot.gov">txdot.gov</a> websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p> <p>You have been added to the mailing list, so that you will receive future public involvement notices.</p>
167	Mr. Nate Blackburn	2/1/2018	Mail	<p>I am strongly opposed to TxDOT's proposed "Option 2L Reverse T Grand Avenue intersects Gaston/Garland" Plan. The answer to this problem is the simple "T" intersection design with a straight alignment for SH 78 and a right turn lane onto Gaston Ave, a much safer, more responsible and appropriate plan which TxDOT has already considered. We strongly urge TxDOT to stop work on Option 2 and instead reconsider the "T" intersection.</p> <p>My family is among the many families who live on Gaston Avenue. The Option 2 plan will have the dangerous and irresponsible effect on diverting state highway traffic onto Gaston, a residential street with many homes, driveways, sidewalks, and local businesses otherwise accessible by pedestrian traffic. The many families who have purchased homes, invested time and resources into the neighborhood, and raised children on Gaston did not choose to do so on a state highway, but would nonetheless find themselves suddenly forced to live with the level of traffic, nuisance and danger normally found on a highway if TxDOT were to systematically and intentionally divert state highway traffic onto their residential street. The increased traffic flow from the highway would prevent residents from safely walking to their neighbors' houses and local businesses, allowing their children to play and ride bikes, pulling in and out of their driveways (a problem which would no doubt also cause increased accidents and congestion), or otherwise enjoying the neighborhood in which they have invested over the years.</p>	<p>Comment noted.</p> <p>The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.</p>

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168	Ms. Linda Turner	2/1/2018	Mail	I am a resident of East Dallas – Lakewood specifically and it is important to me that the “Option 2: Reverse T Grand Avenue intersects Gaston/ Garland” plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper “T” intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue – it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods.	Comment noted.
				This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants.	The proposed project will not remove access to local businesses and restaurants.
169	Mr. Jack Von Runnen	2/1/2018	Mail	Please gather more community input prior to making a final decision on this “GGG” project!	Additional public outreach is planned for this project. A Public Hearing is anticipated and will present a recommended alternative. A formal presentation will be provided at the hearing. The public will also be allowed to direct verbal comments to the hearing officer and transcribed by a court reporter for the administrative record.
170	Ms. Laura Jekot	2/2/2018	Email	Dear Mr. Owens, I missed the last public meeting regarding the SH78/Garland/E. Grand at Gaston Intersection. I did attend all the previous meetings and appreciate the time, attention and effort that went into coming up with viable solutions for this seemingly unworkable intersection.  <u>First I would like to say that Option 2, the reverse T intersection that requires all traffic to stop and/or yield at a signal seems to be the best solution for this heavily traveled area.</u> I believe that it will slow traffic through our neighborhood and alleviate the confusion regarding traffic yielding versus having right-of-way.	Comment noted.
				I have been very upset to see that there is a rather vocal contingent who never attended earlier meetings suddenly wanting the intersection to reduce traffic on Gaston Ave. by forcing traffic further down East Grand Ave. The Alternate T intersection that they propose would back up traffic further down Garland Rd. and will also force more traffic down our side streets. As a resident of La Vista Dr., I have seen the traffic that results from any lane closures or accidents on Gaston Avenue and my neighbors on the less traveled streets have seen it as well. Gaston is the only major thoroughfare on this side of the lake and the best option for a route to Lakewood, East Dallas and Downtown. I knew that when I moved to this neighborhood over 20 years ago and so does anyone who chose to purchase a house on Gaston Ave. The people who are most vocal in opposition to the TxDOT plan seem to be unaware of the traffic problems and solutions that were spelled out in earlier meetings, have not lived in our neighborhood long enough to see the history behind attempts to improve the intersection or would prefer that Gaston Ave. be reserved for Lakewood residents only. I appreciate the work that went into the collaboration of the many entities involved, including gathering the ideas and feedback from surrounding neighborhoods. Thank you	Comment noted.
171	Mr. Ben Thomas	2/2/2018	Email	Dear Mr. Owens:  Find attached my written comments concerning intersection improvement at Grand-Garland-Gaston in Dallas (CSJ: 0009-02-067). Please include these comments in the Public Meeting Summary regarding the January 18, 2018 meeting on this subject.	Comment noted.

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
				<p>And thank you for your hard work on this project.</p> <p><b>ATTACHED LETTER:</b></p> <p>Dear Mr. Owens:</p> <p>I recently learned of the petition being circulated by Ms. Sarah Lamb asking TxDOT to modify its design for the “3G” project. As a Dallas resident and taxpayer who travels through the 3G intersection daily, I strongly oppose Ms. Lamb’s proposal and urge TxDOT to proceed with the plan proposed on January 2018 meeting.</p> <p>I oppose Ms. Lamb’s proposal for two reasons.</p> <p><u>First, Ms. Lamb’s proposal does not further the interests of Dallas residents who actually use the 3G intersection.</u> It is designed to further the interests of those who hope it won’t be used at all, at least not travel along Gaston Avenue.</p> <p>Ms. Lamb and her supporters have repeatedly suggested that drivers traveling from Garland Road to Gaston Avenue are mere “highway traffic” who don’t belong in a neighborhood full of “historic homes” and “large yards.”<sup>ii</sup> Ms. Lamb and her supporters are wrong. My family and I live in the Casa Linda Forest neighborhood in East Dallas. My wife and I use the Garland-Gaston exchange daily, for all kinds of reasons: to get to the YMCA, to get coffee, to go grocery shopping, to get to pre-natal appointments at Baylor Hospital, to take our oldest daughter to school, and to visit friends who live west of White Rock Lake.</p> <p>Ms. Lamb and her supporters have also suggested that, under Dallas’s Thoroughfare Plan, drivers shouldn’t use Gaston Avenue to get to Downtown Dallas.<sup>iii</sup> They are wrong again. I work in Downtown Dallas, and I use parts of Gaston Avenue almost daily to get there. But more often than not, I drive Gaston only as necessary to get to Abrams Road, Columbia Avenue, Live Oak Street, and Peak/Haskell. Dallas’s Thoroughfare Plan defines Gaston as a Community Collector, and these other roads as Principal or Minor Arterials. Collectors like Gaston are design to “distribut[e] traffic between arterials and local streets.”<sup>iv</sup> Arterials are intended to allow people to “move[] from one part of the city to another.”<sup>v</sup> Thus, using the Garland-Gaston exchange to get to Arterials and then downtown is entirely consistent with the Thoroughfare Plan. And I prefer these off-highway routes because they’re efficient, low-stress, and unlike I-30, they are lined with stores and restaurants that I frequent on the way to and from work.</p> <p>People like my wife and I aren’t “highway people”. We’re Dallas residents and taxpayers, who use the “3G” intersection in our daily lives. When we choose to drive down Gaston Avenue, we do so because it’s the best way to get where we’re going. We shouldn’t be forced through a pre-engineered bottleneck just because Ms. Lamb would prefer we didn’t drive through “her” neighborhood.</p>	
				<p><u>Second, Ms. Lamb’s proposal doesn’t solve problems. It imposes them on others.</u> Ms. Lamb also complains that TxDOT’s plan will increase traffic</p>	<p>Comment noted.</p>

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
				<p>and decrease safety along Gaston Avenue. The premise of these complaints is that Gaston Avenue is a “residential area”. In truth, the portions of Grand Avenue that she wants to force traffic past are just as residential.</p> <p>It is roughly a mile from Loving Avenue to Richmond Avenue along Gaston. This stretch of Gaston is truly residential. It is also roughly a mile from Blair Boulevard to Parkview Avenue along Grand Avenue. This stretch of Grand is also truly residential. It also passes through two school zones and past several schools.</p> <p>While I am sympathetic to Ms. Lamb’s concerns about increased traffic in residential areas, her plan does not diminish those problems. It simply imposes them on others. The houses along that stretch of Grand Avenue aren’t quite as historical as in Lakewood, and the yards aren’t quite as large. But the residents who live along Grand, and the students who got to school there, have an equal right to safety. If Ms. Lamb’s complaints about drivers on Gaston are correct, the city can solve that problem with increased enforcement and traffic calming measures. Forcing drivers onto Grand is not a solution for either drivers like me or for the residents who call Grand Avenue home.</p> <p>Thank you for your diligent work on this project. I support TxDOT’s current plan and hope you will promptly move to make it reality.</p> <p><sup>i</sup> Sarah Lamb, <i>Stop Excessive Traffic from Being Funneled Into Lakewood</i>, <a href="http://ww.change.org/p/mark-clayton-stop-excessive-traffic-from-being-funneled-into-lakewood-demand-a-better-design-for-3g">http://ww.change.org/p/mark-clayton-stop-excessive-traffic-from-being-funneled-into-lakewood-demand-a-better-design-for-3g</a> (last visited Feb. 1, 2018).</p> <p><sup>ii</sup> See Allie Spillyards, <i>Petition Against Fix for Busy East Dallas Intersection Grows</i>, NBCDFW.com (Jan. 23, 2018, 6:25 PM) <a href="http://www.nbcdfw.com/traffic/stories/Petition-Against-Fix-for-Busy-East-Dallas-Intercection-Grows-470788773.html">http://www.nbcdfw.com/traffic/stories/Petition-Against-Fix-for-Busy-East-Dallas-Intercection-Grows-470788773.html</a> (quoting Ms. Lamb); Will Maddox, <i>To ‘T’ or Not to ‘T’: That Is the Question at Gaston-Garland-Grand</i>, Lakewood Advocate (Jan. 23, 2018), <a href="http://lakewood.advocatemag.com/2018/01/23/t-not-t-question-gaston-garland-grand">http://lakewood.advocatemag.com/2018/01/23/t-not-t-question-gaston-garland-grand</a> (quoting Melanie Vanlandingham, a fellow organizer, saying that the current design “allows commuters to get to Lakewood, Lower Greenville and Old East Dallas,” and the “new plan would not change that behavior”); Will Madox, <i>Help Decide the Future of Gaston-Garland-Grand at This Month’s Public Meeting</i>, Lakewood Advocate (Sept. 19, 2017), <a href="http://lakewood.advocatemag.com/2017/09/19/help-decide-future-gaston-garland-grande-months-public-meeting">http://lakewood.advocatemag.com/2017/09/19/help-decide-future-gaston-garland-grande-months-public-meeting</a> (quoting flyer opposing TxDOT’s plan, which said that “[t]he goal seems to make Gaston a highway through our neighborhoods simply so people who live in the suburbs can get into [Dallas] faster and easier”).</p> <p><sup>iii</sup> See Stories cited above.</p> <p><sup>iv</sup> Dep’t of Transp., City of Dallas Thoroughfare Plan 23 (1993), <a href="http://dallascityhall.com/departments/transportation/DCH%20Documents/Transportation_Planning_pdf/ThoroughfarePlan.pdf">http://dallascityhall.com/departments/transportation/DCH%20Documents/Transportation_Planning_pdf/ThoroughfarePlan.pdf</a>.</p> <p><sup>v</sup> <i>Ibid.</i></p>	
172	Mr. & Mrs. Gary and Sara Ahr	2/2/2018	Email	As East Dallas residents, we want you to know that we support the TXDOT plan for the Garland/Grand intersection. It's a great idea. Our neighbors are crazy:)	Comment noted.

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
173	Ms. Joanna Hampton	2/2/2018	Email	<p>Good afternoon. Below are my comments on proposed intersection improvements at SH 78 at Gaston Av CSJ : 0009-02-067</p> <ul style="list-style-type: none"> <li>- Intersection improvements should consider full traffic network beyond this intersection</li> <li>- Gaston Ave is primarily residential in character &amp; serves as a connector for the neighborhoods and communities on both sides of White Rock Lake</li> <li>- the existing un-signalized right turn design at Gaston is a factor to consider in existing traffic flow &amp; counts. Re-enforcing this traffic movement in the new design may not provide the best solution for long-term community goals</li> <li>- under utilized roadway capacity of the surrounding street network should be considered</li> </ul>	A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection; however, it did not I beyond the intersection.
				<ul style="list-style-type: none"> <li>- improvements should provide enhanced pedestrian access, trail connections and safety improvements</li> </ul>	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
				<ul style="list-style-type: none"> <li>- planning goals of the I-30 'East Corridor ' project should be considered with this project planning</li> <li>- City of Dallas roadway improvements such as Abrams-Columbia Complete Streets project should be included in this project review.</li> </ul> <p>Thank you.</p>	The I-30 East Corridor and City of Dallas improvements to other roadways are not part of the proposed project.
174	Mr. Bernard Siegal	2/2/2018	Mail	<p>This is to inform TxDOT that I as a resident who lives within 500 feet of Gaston Ave., is not in favor of the preferred plan to divert a majority of traffic from Garland road off from E. Grand to Gaston. Gaston is only 4 lanes, it is mainly a residential street that has only limited capacity during rush hours. I do not want any additional traffic on Gaston. The vast majority of cars that currently go on to or back from Grand Ave. are continuing on to I30. Traffic on SH 78 should continue to use the full strength of that highway to I30.</p>	Comment noted.
				<p>I want for TxDOT to have a meeting where all the resident of this area can be heard.</p>	<p>The purpose of this open house public meeting was to gather input from the public, as well as from stakeholders and affected property owners, in order to try to reach as many people as possible. TxDOT, the City of Dallas, and consultant staff were present to answer any questions the public had. The 12 slide rolling presentation that was on display at the public meeting, and also provided to the public as a handout, provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p> <p>TxDOT typically holds public meetings as open houses with no formal presentation or formal public opportunity for comments. Comments submitted orally to the court reporter or submitted in writing (via comment forms, letters, or email) are included as part of the public meeting record. By contrast, public hearings include both an open house portion and a formal presentation and formal opportunity for oral public comment. Written comments are also accepted. A public hearing is planned for this project, to be held after the environmental studies are complete. All comments received at public meetings and hearings are included as part of the meeting/hearing record and are responded to in a summary.</p>

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					Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ).
175	Ms. Rebecca Case-Redfield	2/2/2018	Mail	Please schedule a public workshop with the area neighborhoods before moving forward with the design work. Directing more traffic onto Gaston Ave. does not make sense for the neighborhoods bordering Gaston or the commuters trying to get where they're going. Gaston cannot handle the additional traffic and it is already bordering on unsafe at its current capacity. Thank you for your consideration – me and my neighbors appreciate the opportunity to be involved in the improvements!	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
176	Ms. Kim Comerford	2/2/2018	Mail	Please support the "T" intersection option with wide right turn lanes. This will provide better flow for SH 78 traffic. We need to traffic on the Highway and not onto Gaston Rd. and through East. Dallas. We expect safer neighborhoods for our families and neighbors. Please stand with EAST DALLAS residents and support the "T" intersection.	Comment noted.
177	Mr. & Mrs. Terry & Anne Conner	2/2/2018	Mail	<p>RE: OPTION 2: REVERSE T INTERSECTS GASTON/GARLAND PLAN</p> <p>I am an East Dallas resident and very familiar with the Garland/Grand/Gaston intersection. I agree that congestion/ problems of said intersection need to be addressed. However, I strongly disagree with the proposal to filter all southbound Garland Rd traffic to Gaston Ave – an already busy residential street at both am/pm rush hours. Many people will leave Gaston to travel through our neighborhoods to take shortcuts, find ways to get to Grand/130.</p> <p>Such a complete diversion to Gaston to businesses (local) to pick up or drop off children at schools. Pedestrian will be negatively impacted along with bicycle traffic. Please reconsider the Option 2 approach taking into account its effect on East Dallas neighborhoods.</p>	<p>Comment noted.</p> <p>The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.</p>

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All names below provided the same comment.				I request that TxDOT schedule a public workshop with area neighborhoods to discuss the advantages and disadvantages of their own design options with a goal of reducing traffic on Gaston — BEFORE moving forward with more design work on a plan that does not represent East Dallas and continues to direct more onto Gaston Avenue.	Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.  Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.  Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ).
178	Ms. Debbie Daniel	2/2/2018	Mail		
179	Mr. James Daniel	2/2/2018	Mail		
180	Mr. Gay Hopkins	2/2/2018	Mail		
181	Mr. Zach Howard	2/5/2018	Mail		
182	Mr. John Dailey	2/5/2018	Mail		
183	Mr. John Mummery	2/5/2018	Mail		
184	Ms. Kristen Scholer	2/5/2018	Mail		
185	Mrs. Brett Schumann	2/5/2018	Mail		
186	Ms. Claudia Worme	2/5/2018	Mail		
187	Mr. Joe Goggans	2/2/2018	Mail	I am a resident of Lakewood in East Dallas and I am opposed to the "Option 2" design that would funnel traffic from SH 78 to Gaston Ave. Gaston has deteriorated paving now and any additional traffic would further deteriorate the streets. This design would also funnel traffic to Abrams which has traffic issues now. Gaston is a residential street and adding additional traffic would directly affect me and everyone in our neighborhood. Our neighborhood is one of the few walking neighborhoods remaining in Dallas.  The intersection at East Grand needs to be reconstructed with a signalized "T" design with a right and left turn lanes to turn onto and from Gaston.	Comment noted.
188	Ms. Karen Robert	2/2/2018	Mail	Having another meeting with a larger area is a <u>must!</u>  TxDOT has made decisions without input from the people would will have to live with that decision.	Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.

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					<p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
189	Ms. Norma Minnis	2/2/2018	Mail	<p>The intersection is very dangerous and the current "solution" by TxDOT does little to improve the safety.</p> <p>I attended the meeting which was not a meeting on the 18<sup>th</sup>. Another meeting with effected neighborhoods needs to be done.</p>	<p>Comment noted.</p> <p>The purpose of this open house public meeting was to gather input from the public, as well as from stakeholders and affected property owners, in order to try to reach as many people as possible. TxDOT, the City of Dallas, and consultant staff were present to answer any questions the public had. The 12 slide rolling presentation that was on display at the public meeting, and also provided to the public as a handout, provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p> <p>TxDOT typically holds public meetings as open houses with no formal presentation or formal public opportunity for comments. Comments submitted orally to the court reporter or submitted in writing (via comment forms, letters, or email) are included as part of the public meeting record. By contrast, public hearings include both an open house portion and a formal presentation and formal opportunity for oral public comment. Written comments are also accepted. A public hearing is planned for this project, to be held after the environmental studies are complete. All comments received at public meetings and hearings are included as part of the meeting/hearing record and are responded to in a summary.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
190	Ms. Dnise Siegal	2/2/2018	Mail	<p>I am 100% opposed to the traffic from Garland Road being directed to Gaston Ave. Gaston Ave is a residential street, 2 lanes in each direction with no turn lanes. Adding more cars to this already busy street will create <u>huge</u> traffic delays and bottlenecks, especially during peak driving times. Garland and Grand Ave 3-4 lanes in each direction with many turn lanes which allows for traffic to flow freely, all day.</p> <p>Most importantly, many students walk up and down Gaston to and from school. It is imperative to have as few vehicles on Gaston as possible for the safety of the students and adults that walk along with these many students. Pedestrians come first!</p> <p>*Please, please, please design this intersection to a "T" for safer neighborhoods. As it stands now, the right curve from Garland onto Gaston is very dangerous!</p>	<p>Comment noted.</p> <p>The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.</p>

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
191	Mr. Rhett Warren	2/2/2018	Mail	I am opposed to TxDOT's current "reverse T" plan for the intersection of SH 78 at Gaston Ave. This plan funnel too much traffic through the neighborhoods west of SH 78, increasing congestion and decreasing safety for neighborhood residents. Commuter traffic heading to/from downtown Dallas should stay on SH 78. Gaston Ave. should only be used from neighborhood traffic, as it is only 4 lane, undivided street, whereas SH 78 is a divided 6 lane highway. Increased traffic on Gaston Ave. means increases in accidents and congestion and a decrease in safety from East Dallas residents.	Comment noted.
				I am requesting the following from TxDOT: <ol style="list-style-type: none"> <li>1. A temporary hold on continued design until real input is gathered from east Dallas residents</li> <li>2. Additional community workshops so that East Dallas residents, who are most impacted, can have a say in the intersection design and safety</li> <li>3. Greater consideration for the basic "T" intersection that was proposed by TxDOT, which will better balance the distribution of traffic and use East Grand more efficiently</li> </ol>	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> and <a href="http://txdot.gov">txdot.gov</a> websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
192	Ms. Marsue Williams	2/2/2018	Mail	<p>Ladies/Gentlemen:</p> <p>Your "Preferred" plan for the Gaston and Garland/Grand intersection is not acceptable. It feeds traffic too easily onto a residential Gaston Avenue rather than Garland and Grand Ave where medians and commercial properties are located. I prefer the hard "T" configuration. (see <b>Attachment D</b>)</p>	Comment noted.

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
193	Mr. Matt Wood	2/2/2018	Mail	<p>Dear Mr. Owens:</p> <p>I am writing in regard to the proposed Intersection Change (not improvement) presented at the recent public hearing at the Dallas Arboretum. I doubt you'll read much past "I am opposed to the current proposal", but on the off chance that someone does, I will explain.</p> <p>TxDOT should make the Gaston/Garland/Grand intersection a more traditional "T". This effectively keeps Garland/Grand (the State Highway) as one road, with Gaston entering at a right angle. This would allow the traffic that needs to go through and to destinations in East Dallas to continue to do so, yet urge the pass-through traffic to continue straight through 4 lights then jumping onto I-30 to get to downtown. I understand that TxDOT is already exploring changes to I-30 and those changes could include plans to handle this increased flow from pass-through traffic. I make this decision to get downtown personally as the veterinary clinic I use is on Grand Avenue just south of this interchange. It is FAR faster and easier to take Grand and I-30 to get to locations downtown than it is to drive through neighborhoods and deal with passing through over a dozen lights to get to downtown.</p> <p>Like any TxDOT decision, whatever changes are made will have long-lasting consequences. In this case, not looking at the downstream impact, nor taking into considerations improvements to I-20 seems reactionary rather than strategic.</p> <p>If you need more information or have any questions, feel free to email or call me at [REDACTED].</p> <p>I appreciate your taking the time to review this.</p>	Comment noted.
				<p>I was surprised to learn at this event that no studies or consideration had gone into this process involving where the traffic originated and its destination. I was told that specifically by TxDOT representatives, more than once.</p> <p>The current proposed redesign encourages traffic heading south on Garland Rd/State Highway 78 to leave the highway, turn right onto Gaston Avenue and travel through all of East Dallas on Gaston to get to downtown. I suspect if a study was done, TxDOT would learn that at heavy traffic times, a large percentage of the traffic southbound on Garland Rd in the morning (northbound in the afternoon) originates from north and East of Buckner Road/Loop 12, including traffic from Garland and locations north and pass through all of East Dallas on its way downtown.</p>	A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection.
				<p>Neighborhoods on all sides of Lakewood Shopping Center are concerned about the inevitable increase in speed and volume of traffic passing through our community. There are 7 pedestrian crosswalks at Lakewood Shopping Center. Hundreds of students walk or bike across Gaston to get from their homes to Woodrow Wilson High School, Long Middle School and Lipscomb Elementary School. Baylor Scott &amp; White recently did a major expansion of their campus across Gaston Avenue and no doubt is eager to provide safe pedestrian (including wheel chair) passage from one side of the campus to the other. In fact, their primary entry point into their campus from downtown intentionally diverts traffic off of Gaston Avenue.</p>	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
194	Ms. Lynda Caughey	2/5/2018	Mail	My Daughter a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/ Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn land should be utilized for turning onto Gaston Avenue – it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods.	Comment noted.
				This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants.	The proposed project will not remove access to local businesses and restaurants.
195	Ms. Anne Lesikar	2/5/2018	Mail	I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/ Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn land should be utilized for turning onto Gaston Avenue – it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods.!	Comment noted.
				This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants. It's already hard to turn right onto Gaston in the morning – Please do not make it any worse – Thank you	The proposed project will not remove access to local businesses and restaurants.
196	Mr. William Lesikar	2/5/2018	Mail	I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/ Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn land should be utilized for turning onto Gaston Avenue – it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods.	Comment noted.
				This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants. It already takes several minutes to wait to turn right onto Gaston. Please do not make it worse!	The proposed project will not remove access to local businesses and restaurants.
197	Ms. Ann Noble	2/5/2018	Mail	I am a resident of East Dallas, living one block off of Gaston Avenue. I firmly believe that the Option '2': Reverse T Grand Ave/Garland/Gaston plan <u>NOT</u> move forward. This must be a proper 'T' intersection that allows for pedestrian travel and that does not funnel traffic onto Gaston Ave. Gaston is a residential streets, many houses and driveways front it. Commuters are leaving I-30 and using our neighborhood to get to work downtown. This must stop! I am fearful entering and exiting Gaston right now – no more traffic on it!	Comment noted.
198	Mr. Brad Boling	2/5/2018	Mail	I support TxDOT's current proposal, the Reverse T.	Comment noted.
199	Mr. Steve Clicque	2/5/2018	Mail	SH 78 Intersection at Gaston Ave, Dallas, TX:  The proposed TxDOT solution for this intersection is a design that encourages an increased traffic flow onto Gaston Ave and through already congested neighborhood streets.  This is a solution that must have originated with people that do not live here. It is Bad.	Comment noted.

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				A new solution to the intersection and to TxDOT's poor interaction with stakeholders needs to be addressed.	
200	Ms. Dotsy Savage	2/5/2018	Mail	<p>Have true public meeting!</p>	<p>The purpose of this open house public meeting was to gather input from the public, as well as from stakeholders and affected property owners, in order to try to reach as many people as possible. TxDOT, the City of Dallas, and consultant staff were present to answer any questions the public had. The 12 slide rolling presentation that was on display at the public meeting, and also provided to the public as a handout, provided information about the project need and purpose, project history, previous stakeholder meetings/meetings with affected property owners, alternatives considered, and project timeline.</p> <p>TxDOT typically holds public meetings as open houses with no formal presentation or formal public opportunity for comments. Comments submitted orally to the court reporter or submitted in writing (via comment forms, letters, or email) are included as part of the public meeting record. By contrast, public hearings include both an open house portion and a formal presentation and formal opportunity for oral public comment. Written comments are also accepted. A public hearing is planned for this project, to be held after the environmental studies are complete. All comments received at public meetings and hearings are included as part of the meeting/hearing record and are responded to in a summary.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
				<p>Create a "T" intersection with left turn and right turns!</p> <p>Protect neighborhoods.</p>	<p>Comment noted.</p>

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
201	Mr. Philip Kingston (Dallas City Councilmember - District 14)	2/5/2018	Mail	<p>RE: Redesign of the 3G Intersection (SH 78 and Gaston)</p> <p>Dear Mr. Owens,</p> <p>I write to encourage TxDOT to reconsider any redesign of the 3G intersection (SH 78 and Gaston) that moves more traffic on to Gaston. It is the City of Dallas's long-term intention to calm and reduce automotive traffic on Gaston. Furthermore, TxDOT's SH78 facility between Gaston and IH-30 is underutilized. Both of these problems can be improved with a true T intersection at Gaston.</p> <p>The City of Dallas recently adopted a Complete Street Manual requires that new street improvements consider the contextual environment to inform the roadway design team. This has not been done. Gaston Avenue is designated as a Residential Street Type in the manual and is listed as a future On Street Bike Path in the Kike Network Vision Map. It is currently not functioning well within its residential context and none of this has been considered as a part of the intersection design process. The volume of traffic being diverted onto Gaston Avenue (up to 29,000 vehicles per day) completely ignores the residential character of Gaston Avenue and runs directly counter to the Complete Streets Guidelines for Residential Street types, which places a priority on reducing motor vehicle speeds and emphasizing intersection safety for pedestrians and bicyclists. Additionally, according to the Intersection Zone Policy Guidelines under the manual "free right-turn movements and configurations should be reduced or eliminated where possible". For all of these reasons, I am requesting that TxDOT extend the public comment period and consider a true T intersection design.</p> <p>The design of this intersection will have far-reaching impacts on all of East Dallas for generations to come. The traffic generated by TxDOT's proposed design could prevent the City of Dallas being able to implement the Complete Streets guidelines on other parts of Gaston Avenue and on nearby streets.</p>	Comment noted.
202	Mr. & Mrs. David & Laura Booty	2/5/2018	Mail	We do not want a plan that encourages more traffic down Gaston Road. It was not built to support the volume of vehicles the TxDOT Preferred Plan will direct down that street. State Highway 78 was designed and built to support that traffic - let it continue with its intended purpose.	Comment noted.
203	Mr. David Bailey	2/5/2018	Mail	We do NOT support the current TxDOT proposal for this intersection! Gaston Ave is a street <u>NOT</u> a highway.	Comment noted.
				<p>The TxDOT proposal was approved by a vote of only 8 people - Didn't "win" by 8, only received 8 votes!</p> <p>Phillip Kingston has proposed Gaston to become a Complete Street, all the additional Gaston traffic that the current design would almost guarantee would be totally counter to the Complete Streets goals. Garland and Grand (A.K.A. HWY 78) were designed for that level of traffic to flow to I-30. That use should be <u>encouraged</u>. Gaston is a residential street and is designed to be a "feeder" for residential neighborhoods (Lakewood; Hollywood Heights; Swiss Ave; Junius Heights; Munger Place; Peak's Addition) NOT as a thoroughfare to funnel traffic from a state highway!</p> <p>Instead, please support the true "T" intersection that encourages traffic to flow on the highway designed for it and not thru the middle of several of Dallas' most successful neighborhoods that are moving <u>toward</u> pedestrian</p>	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect

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				and bicycle mobility.	with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
204	Emmerich Grunbaum & Lin Gold	2/5/2018	Mail	<p>We live in an adjacent neighborhood and travel this route regularly. We live one block off Gaston and the traffic on that street has a profound effect on us.                      More traffic on Gaston Ave. would be a safety hazard to everyone in the neighborhood adjacent. It is already unsafe do to the very heavy traffic during rush hour.                      This intersection should be a "T" design for the safety of the adjacent neighborhoods!!</p>	<p>Comment noted.</p>
				<p>We absolutely want to be included in the decision-making process!!</p>	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p> <p>You have been added to the mailing list, so that you will receive notices of future public involvement events for this project.</p>

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205	Mr. & Mrs. Randall & Andrea Harrah	2/5/2018	Mail	<p>We are very concerned with the new proposed intersection at Gaston Ave and Garland Rd, East Grand (HWY 78). We have lived on Gaston for 20+ years. The neighborhood is coming around with all the apartments, townhouse and homes being built, the last thing we need is more traffic funneled down Gaston. We feel a traditional T-intersection would be for the best. Your decision affects those of us who live here.</p> <p>Why were we not notified of these meeting?</p>	<p>Comment noted.</p> <p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p> <p>You have been added to the mailing list, so that you will receive notices of future public involvement events for this project.</p>
206	Ms. Judy Czarny	2/5/2018	Mail	<p>Put a HOLD on TxDOT Plan! Hear neighbors! You need to hold more meetings with neighbors along Gaston and nearby streets before moving ahead with this plan that will have major negative impacts on us. I was never informed of any meetings until now, nor were other I know who will be directly impacted.</p> <p>There needs to be a solution that better utilizes E. Grand and minimizes impacts along Gaston and nearby neighborhoods. Merchants are NOT your only voices; we deserve to be heard.</p>	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review</p>

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					<p>the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
207	Mr. Peter Czarny	2/5/2018	Mail	<p>The purpose of this project is to improve the safety of the intersection and reduce the traffic through East Dallas. There have been only 3 public meetings with limited invitations over a two-year period - invitations to businesses only. TxDOT needs to input from East Dallas neighbors, not just businesses. TxDOT must involve all affected areas in public workshops to explore alternatives.</p> <p>This plan will move 70% of the traffic from Garland Rd onto Gaston Ave by trying to merge 6 lanes, medians and left turn lanes with the 4 lanes on Gaston Ave. It merges HIGHWAY traffic onto residential streets and into neighborhoods. TxDOT's plan is unacceptable as it will reduce safety and likely impair commuter efficiency.</p>	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p> <p>Comment noted.</p>

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208	Mr. & Mrs. Jonathan and Jillian Kohl	2/5/2018	Mail	As residents of Gaston Ave. we ask that you hold a proper public meeting for the proposed intersection improvements. We do <u>NOT</u> like or approve of the current preferred plan. We request a public workshop with area neighborhoods to the impact this has on ALL OF US.	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
209	Ms. Virginia McAlester	2/5/2018	Mail	TxDOT's current "Preferred Solution" should NOT be adopted!	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at</p>
				I prefer the "T" intersection suggested by neighborhood coalition. DO NOT FUNNEL more cars onto Gaston!	
				Have public input meetings that include Lakewood and Old East Dallas.	

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					<a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ).
210	Ms. Jane McConnell	2/5/2018	Mail	Please do not move forward with your proposed design. SH 78 should remain straight and Gaston should intersect it at a light with turn lanes and pedestrian crossings. Gaston Avenue is the heart of our neighborhoods and goes directly through our shopping center.	Comment noted.
				TxDOT must further solicit neighborhood feedback and reconsider a simple "T" intersection.	Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the keepitmovingdallas.com and txdot.gov websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.  Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.  Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ).
				This directly affects me and my neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants.	The proposed project will not remove access to local businesses and restaurants.
211	Mr. Edwin Meers	2/5/2018	Mail	Proposed changes to existing intersection; new design same as and to remain same as existing design, except; add synchronized control light on Garland Rd feeder to replace yield sign on Gaston Ave merge lane.	A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The traffic analysis assumed that the signals on Garland Road at San Rafael, Winstead, Gaston and La Vista, and on Gaston at West Shore and Tucker will be coordinated. Traffic signal timing will be determined during final design.
				Add access improvements to existing pedestrian bridge to encourage use for non-motorized traffic.	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
				Add beautification to existing curb and gutter control lane islands.  Help stop tax dollar waste and unnecessary spending.	The proposed project does not include landscape design and planting; however, space is provided alongside the roadway and in medians for the future installation of landscaping. Landscaping would be done as a separate project by the City.

Commenter Number	Commenter Name	Date Received	Source	Comment Topic	Response
212	Mr. Larry Offutt	2/5/2018	Mail	I do not want current 'preferred' option.	Comment noted.
				There needs to be a committee neighborhood workshop(s) with ALL neighborhood groups invited.	Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> and <a href="http://txdot.gov">txdot.gov</a> websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.  Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.  Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-tdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-tdot/get-involved/about/hearings-meetings.html</a> ).
				Not providing email/online comments is limiting participation. Forcing citizens to purchase postage, drive to the post office to comment is a form of intimidation.	The comment form provided at the public meeting can be submitted via email as indicated in the public notice which was published in local and regional newspapers, sent to adjacent property owners and businesses, homeowners associations and local stakeholders. The rolling presentation at the public meeting, which was also provided as a handout to all meeting attendees, also included email contact information for the submission of comments to the TxDOT project manager and deputy project manager.
213	Ms. Darla Roden	2/5/2018	Mail	I disagree with the proposed redesign of the Gaston/Garland Rd intersection redesign. Gaston Ave. is the main exit from our street. Our neighborhood, known as the "short blocks" between Gaston Ave and Junius St. between Paulus and Munger would be made less walkable and more difficult to exit by car by the redesign. Additionally, I drive through the intersection every morning to take my kids to school. I have witnessed numerous accidents from the already congested conditions on Gaston between Garland and Abrams. The proposed design would make this area even worse. Please adopt the alternative design to encourage traffic to continue to I-30 rather to funnel to Gaston.	Comment noted.

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214	Mr. Steven Roden	2/5/2018	Mail	I live in the Junius Heights neighborhood in old East Dallas less than a block from Gaston Avenue. I am writing in opposition to TxDOT's "Preferred Plan" which would divert traffic from Garland Road/East Grand to Gaston. Garland Road and East Grand are already a state highway with 6 lanes, medians and left turn lanes. Gaston, on the other hand, is only four lanes with little additional space for widening and is bordered largely by single-family and multi-family residential areas. I prefer the "T intersection" alternative plan that seems better form improving safety of the neighborhoods and keeping commuter traffic on S.H. 78 – thus improving traffic.	Comment noted.
215	Mr. Rene Schmidt	2/5/2018	Mail	1. I live ½ block from Gaston Avenue. Gaston is already over-capacity with traffic. Please design the Gaston/Garland intersection to mitigate traffic down Gaston. Redesign the proposed intersection to a "T".	Comment noted.
				2. Redesign the Gaston/Garland intersection to make it more bike and pedestrian friendly. It currently is a mess.	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
				3. Utilize Grand Ave. more for traffic flow – it is currently underutilized.	Comment noted.
				4. Have more public meeting with all the stakeholders so you can hear our concerns.	Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> and <a href="http://txdot.gov">txdot.gov</a> websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.  Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.  Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a> , as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website ( <a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a> ).

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216	Ms. Judith Tichansky	2/5/2018	Mail	<p>As development occurs on Henderson, there is an abundance of cars twice what (6,000 per day) Henderson has today, which will be looking for escape routes. Gaston will be one such route.</p> <p>As Dallas grows, and we have more traffic off Henderson onto Munger and into Gaston, the traffic will collide. Keep the major traffic off Gaston. Even as far as Central Dallas will be affected. 12,000 cars per day could be coming and going on Henderson.</p>	Comment noted.
				<p>Please open this discussion to more public meetings before proceeding with your plans.</p>	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> and <a href="http://txdot.gov">txdot.gov</a> websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
217	Ms. Lynda Transon	2/5/2018	Mail	<p>I am opposed to the "Option 2: Reverse T Grand Ave. intersects Gaston/Garland" plan for the 3G intersection. This plan would funnel far too much traffic through our residential neighborhood. It's already a death-defying act to turn left on Gaston from our Lakewood Hills neighborhood. If anything, we need <u>less</u> traffic on Gaston.</p>	Comment noted.
218	Mr. Richard Triplett	2/5/2018	Mail	<p>I have been a long time resident of Lakewood area (30 yrs). There has been a steady trend towards redevelopment and increasing density and traffic. I have been quite concerned about the pressure on this intersection. As a pedestrian or motorist trying to access the businesses at this intersection and the Lakewood Business Corridor, and the surrounding neighborhoods – I find it borderline dangerous. On one hand residents are using their neighborhood at a casual pace while commuters are simply trying to transit this area to get to and from work downtown and homes further north and east – their pace is much faster (40-60 mph). Putting more high speed traffic onto Gaston doesn't make sense. I vote for putting higher speed commuter traffic onto Garland Rd and East Grand (Highway 78) as a much safer alternative. Thanks for listening.</p>	<p>The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.</p> <p>Comment noted.</p>
219	Mr. & Mrs. David & Denise Turner	2/5/2018	Mail	<p>SH 78 intersection needs to be designed with a T-intersection. This would encourage people traveling on Highway 78/Garland Road to continue on Highway 78/East Grand rather than detour onto four-lane Gaston Avenue</p>	Comment noted.

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				<p>residential street. This affects those of us living along Gaston Avenue because cars speed by the residential streets where we cross Gaston Avenue.</p> <p>We want TxDOT to schedule a public forum with neighborhoods affected to discuss design options with a goal of reducing traffic on Gaston.</p>	<p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> and <a href="http://txdot.gov">txdot.gov</a> websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
220	Ms. Liz Wally	2/5/2018	Mail	<p>I was disappointed I couldn't email my response my writing isn't that great and it keeps younger people from participating I think.</p> <p>I am asking that we have more of a chance to review options with more people around. So, #1 ANOTHER well-publicized meeting or a process like Dallas City Mgr tried last night with affordable housing, conference call and we and city TV. # 2 I don't like your chosen option having seen the map. Please set up a way to LISTEN to <u>us</u>. We live here!</p>	<p>The comment form provided at the public meeting can be submitted via email as indicated in the public notice which was published in local and regional newspapers, sent to adjacent property owners and businesses, homeowners associations and local stakeholders. The rolling presentation at the public meeting, which was also provided as a handout to all meeting attendees, also included email contact information for the submission of comments to the TxDOT project manager and deputy project manager.</p> <p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> and <a href="http://txdot.gov">txdot.gov</a> websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is</p>

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					<p>anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p> <p>Written comments regarding the proposed project were solicited and accepted via mail and email, and formal verbal comments could also be provided to the court reporter present at the public meeting for inclusion in the official public meeting record.</p>
221	Ms. Kathryn Yingling	2/5/2018	Mail	The traffic on Gaston Ave is bad enough. If the "Option 2: Reverse "T" A the 3G intersection is implemented, traffic will be much worse. Please move forward with the "T" intersection design. SH 78 should be straightened, and a signal and right turn lane should be put in place of the current road design. A "T" will be safer and will NOT encourage more traffic in my neighborhood. And, it will make the streets safer.	Comment noted.
222	Ms. Sarah Lamb	2/5/2018	Mail	<p>I have created and included a petition with over 470 signatures that opposes your proposed plan. Please find signatures and comments attached. We feel that your plan funnels too much unnecessary traffic off of the highway and onto our residential street – Gaston Avenue. We truly feel that a standard T intersection would help ease traffic off of our over utilized road – Gaston Ave, and keep traffic on you under utilized road HWY. Gaston Ave should not see more than 14,000 cars a day based on the street type and we are already over capacity at over 18000 per day. We are also concerned that the image circling around regarding your plan are not what was presented to us at your public meetings. The public deserves more clarification.</p> <p>We demand a more walkable, bikable and drivable east Dallas, and feel that a "Standard T" intersection accomplishes this. We have over 470 members of the community that agree. Please take every signature, and comment included seriously, and call or email me if further clarification is needed.</p> <p>A petition with a list of 472 individual names with their location and date was included with this comment, as well as an attachment. This information can be found in <b>Appendix D</b>.</p>	<p>Comment noted.</p> <p>The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.</p>
223	Ms. Lila Stewart	1/20/2018	Petition	We need to protect the community. Gaston is already dangerous enough!	Comment noted.
224	Mr. Michael Karnowski	1/20/2018	Petition	A T-intersection is the only way to make Gaston Ave safe again!	Comment noted.
225	Ms. Amber Gosdin	1/20/2018	Petition	I am In complete agreement with this petition. This design promotes a better flow of highway 78 to I-30, rather than directing it through to Gaston Avenue, and making commuters take a hard left to continue to go straight when trying to reach downtown.	Comment noted.
226	Ms. Tracy McElhenie	1/20/2018	Petition	We don't need major traffic headed down through Gaston.	Comment noted.
227	Ms. Sonya Staron	1/20/2018	Petition	Lakewood is a neighborhood and the traffic from Garland and Mesquite should be channeled unto a State Highway. Gaston Avenue has become a dangerous street because of too much and very high speed traffic.	Comment noted.
228	Mr. Joe Allen	1/21/2018	Petition	T intersection that's wide enough for turns, and make the right and left	Comment noted.

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				turning lanes a long/deep as possible to hold those turning better. Those curves after and before the current intersection are unsafe and need the guesswork and dodgy driving removed from that gauntlet of uncertainty.	
229	Ms. Lia Frankiewicz	1/21/2018	Petition	Gaston Avenue is a residential street in East Dallas/Lakewood. It is not a State Highway or a commuters shortcut to work. Having lived on it for over thirteen years I've seen the steady increase of traffic and it's not neighbors. And don't get me started about accidents all times of the day and night. 18 wheelers are not an unusual sight nor are emergency vehicles. Give our Gaston Avenue what it deserves: a T interchange.	Comment noted.
230	Ms. Kate Moebel	1/21/2018	Petition	I live in Lakewood, and want to keep it safe!	Comment noted. The proposed alternative is anticipated to enhance safety of the roadway.
231	Ms. Lisa Carr	1/21/2018	Petition	The T design appears to be the safest choice for this intersection and will keep traffic on the highway.	Comment noted.
232	Ms. Deborah Campdera	1/21/2018	Petition	The plan from TxDOT will ruin the neighborhoods surrounding the intersection by significantly increasing traffic on a residential street. Please oppose the current plan - we need a better one. Thank you.	Comment noted.
233	Ms. Toni Scott	1/21/2018	Petition	I know this intersection and it makes no sense to funnel traffic to have to take a left to stay on Hwy. 78. Dangerous to Garland Rd.	Comment noted.
234	Mr. Irfan Farukhi	1/21/2018	Petition	Rather than facilitating commuter traffic through our neighborhood I'd like to see the city strategically consider ways to manage traffic and foster development. Perhaps an eastern extension of the trolley system that connects downtown to White Rock Lake/Arboretum could serve this purpose. Reducing Gaston to one lane with a trolley down the center might spur economic growth, increase property values along the route, and slow traffic.	Dallas Area Rapid Transit (DART) is responsible for transit within the City of Dallas and surrounding unincorporated Dallas County. Accommodating an eastern extension of the DART Trolley/Streetcar to White Rock Lake down the center of Gaston is not part of the proposed project. Please contact DART regarding this idea.
235	Ms. Gailya Silhan	1/21/2018	Petition	There's already an excess of traffic on Gaston. To approve this plan will ruin what's left of the Lakewood walkable area. We need plans that INCLUDE walkable area not ones that discourage them!!	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
236	Ms. Kristy Halyburton	1/22/2018	Petition	All major cities should do everything possible to not only improve the transportation infrastructure, but ALSO encourage walking and bicycling. It does not have to be one instead of the other.	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
237	Ms. Dejean Melton	1/23/2018	Petition	It's ridiculous, highly confusing, and unsafe for residents of Lakewood to funnel traffic onto Gaston. I'm a Dallas native and still take that route to and from Garland when I visit.	Comment noted.
238	Ms. Julie Clark	1/23/2018	Petition	I live off Abrams and my daughter had a bad wreck!	Comment noted. Abrams Road is not part of the proposed project.
239	Ms. Rebecca Smith	1/23/2018	Petition	8yes	Comment noted.
240	Ms. Kathy Futrell	1/23/2018	Petition	My daughter and grandkids live on Gaston. This proposal makes no sense. A redesign is necessary.	Comment noted.
241	Ms. Suzy Moritz	1/23/2018	Petition	I'm signing because this intersection is now a nightmare and unsafe and the City's proposal makes it more so. The "T" intersection would be much safer.	Comment noted.
242	Mr. Paul Chapel	1/23/2018	Petition	I have personally witnessed this traffic issue and in now concerns me.	Comment noted.
243	Mr. Vicki Batman	1/24/2018	Petition	I live on Gaston. It is a neighborhood street. The configuration presented to us last week will allow more traffic to flow on Gaston which is totally undesirable.	Comment noted.

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				TxDOT has never contacted me personally about the proposed changes except through their neighborhood meetings. We went to the one at Mt. Auburn to find it cancelled. Yet, at the meeting last week, this was considered a neighborhood meeting. How can it be if no one was there?	<p>The meeting planned for September 28, 2017 was cancelled due to the need to find a location larger than Mount Auburn in order to better accommodate the public. Cancellation was announced by means of email notices, dynamic message signs, and press release. TxDOT staff members were also present at Mount Auburn at the time of the meeting to notify people of the cancellation.</p> <p>Stakeholder and MAPO meetings were held in May, September, and December 2016 in order to help guide the project alternatives process, and a public meeting was held in January 2018 in order to reach a larger audience. In order to try to reach as many people as possible, TxDOT used a strategy that included mailings, emails, newspaper publications, and website publications. TxDOT mailed and/or emailed (depending on address availability) notices to 54 adjacent property owners, 30 adjacent business owners, 53 homeowner associations, 165 stakeholders/persons who had requested addition to the mailing list, and 38 elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the Advocate, and White Rock Weekly. Notices were also posted on the <a href="http://keepitmovingdallas.com">keepitmovingdallas.com</a> and <a href="http://txdot.gov">txdot.gov</a> websites. In addition to publication of the legal notice, a press release was issued to newspapers. Postings about the meeting were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Additional public involvement and outreach in the form of a public hearing is anticipated in the future. The public hearing will provide a forum to review the recommended alternative, listen to a formal presentation, and have the opportunity to provide verbal comments. These comments will be recorded in the project record and suggestions will be considered prior to final design.</p> <p>Information about future public meetings or hearings can be found at <a href="http://www.keepitmovingdallas.com/">http://www.keepitmovingdallas.com/</a>, as well as newspapers such as the Dallas Morning News and on TxDOT's public meetings and hearings website (<a href="http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html">http://www.txdot.gov/inside-txdot/get-involved/about/hearings-meetings.html</a>).</p>
				Take out the easy turn lanes and slow down the traffic. I have seen horrible wrecks by people travelling too fast, or ones due to bad weather and travelling too fast. My husband tried to help a man who crashed into a utility truck, but to no avail as he was decapitated. I've heard people racing on Gaston. This is not neighborhood characteristics. There is a reason why Mockingbird Lane is very slow through Highland Park and we would do well to copy that model. People could be educated to use Peak which accesses downtown. I implore the city and TxDOT not to be hasty. Really talk with	Comment noted.
244	Mr. Kyle Rains	1/24/2018	Petition	Native of the area - have seen problems with this intersection since the 1960s. Please consider the neighborhood and listen to us.	Comment noted.
245	Ms. Jocelyn Ancheta	1/24/2018	Petition	The proposed plan is going to make this intersection MORE dangerous, not only for cars, but also anyone walking, running, cycling.	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
246	Mr. Gary Dyke	1/24/2018	Petition	Traffic concerns.	Comment noted. The proposed project is anticipated to enhance mobility/traffic flow and accommodate future growth in the region by increasing capacity.

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247	Ms. Glenda Satterfield	1/24/2018	Petition	I live on this section of Gaston for 15 years. I witnessed many wrecks (especially when it was raining) and two deaths. Traffic needs to be slowed and limited as much as possible. This is a residential neighborhood, not a freeway.	Comment noted.
248	Mr. Erich Kirk	1/24/2018	Petition	We need a better plan to ensure the safety and wheel being of our community.	Comment noted.
249	Ms. Janice Cooper	1/24/2018	Petition	I grew up in Garland and I can relate to traffic concerns. I now live in Seabrook. Traffic capital of the world!	Comment noted.
250	Ms. Amber Hartmann	1/24/2018	Petition	Hi Kyle. Thanks so much for signing. Will you please forward and get as many people on board with this as you can. We all know your love for the community in its entirety, as well as our beloved Gaston Avenue. Let's keep this a community residential street. Not a commuter street. We would appreciate any sharing you can do with all your neighbors and friends to at least halt the idea going forward so they can get input from the rest of our community. Not just people that had to be notified within 250 feet of the intersection. Thanks so much for everything you do!	This comment was directed towards someone who joined the petition and not TxDOT. Comment noted.
251	Ms. Annette Dodson	1/24/2018	Petition	I know this area very well. Funneling more traffic onto Gaston will not only inconvenience local residents, it will turn a residential street into a thoroughfare. Not a good plan!	Comment noted.
252	Mr. David Gedalia	1/24/2018	Petition	We do not need more traffic anywhere around Lakewood and east Dallas. It's already over congested and directly more nonresident traffic is insane. If this passes we all need to demand 50% reduction in property taxes. No to more traffic.	Comment noted.
253	Ms. Deborah Barnd	1/25/2018	Petition	The intersection is very confusing and I have seen many accidents there because of it.	A drainage study for the proposed alternative is anticipated which will evaluate potential flooding in the project area, as well as, address drainage needs from the proposed improvements.
				The intersection also floods.	
254	Ms. Patricia Yoxall	1/25/2018	Petition	I do believe the intersection at Gaston and Garland road redo should promote traffic down being funneled up Gaston towards down town. The traffic heading south on Garland should continue south to I30. This intersection should be an actual T at Heading north and south on Garland and east on Gaston	Comment noted.
255	Mr. Chad Stockton	1/25/2018	Petition	Gaston needs to be more pedestrian friendly, more kid friendly, more resident friendly, NOT more traffic friendly.	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
256	Mr. Roberto Cortez	1/25/2018	Petition	If pushed through I will focus my efforts on canvassing and fundraising against any politician that supported this. If the 3G goals are: - more congestion - more traffic - more accidents - less pedestrian friendly streets - lower property values then 3G designers NAILED IT. This effort needs to be re-thought so I don't have another accident victim die in my front yard.	Comment noted.
257	Ms. Shannon Pinkston	1/25/2018	Petition	I have owned the property at [REDACTED] for 16 years and can say with certainty that unless you use the "T" design for that intersection, you will continue to have congestion and deadly wrecks at Gaston/Garland. Hearing the constant wrecks from that intersection since the big shopping center was built has not been a fun activity for the neighborhood. Gaston should not be a speedway - the T design will help with that.	Comment noted.
258	Mr. Mark Burns	1/25/2018	Petition	25 years ago I was sitting on the spillway committee. We talked at that time, was to make that intersection a gateway to White Rock Lake. With a	The proposed project design provides space for the future addition of a gateway sign or sculpture by the City of Dallas; however, construction of the

Committer Number	Committer Name	Date Received	Source	Comment Topic	Response
				fountain, trolley car pedestrian friendly place.	gateway is not included in the proposed project. The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
259	Ms. Diane Pitts	1/25/2018	Petition	I am tired of neighborhoods being torn apart so someone can get to work 5 minutes faster!	Comment noted.
260	Mr. David Shinn	1/26/2018	Petition	Adding traffic from SH 78 onto our neighborhood streets is a terrible proposal because: <ul style="list-style-type: none"> <li>• Gaston is over-capacity today. Traffic from NE Dallas County and from growing development on Garland Rd will only add to the traffic volumes.</li> <li>• East Grand is under-capacity. NE Dallas County and Garland Rd commuter traffic demands can be mitigated by better and more efficient use of East Grand.</li> </ul>	The proposed project is anticipated to enhance mobility/traffic flow in anticipated of increased growth and capacity in the future.
				<ul style="list-style-type: none"> <li>• The city of Dallas wants to increase density in East Dallas, which will bring more traffic AND greater need for safer streets for everyone. The city and all residents want stronger inner-city neighborhoods. Safer streets promote and connect neighborhoods, residents, and businesses – and improve overall quality of life.</li> </ul>	The proposed alternative provides sidewalks in both directions to increase the safety of pedestrians that may travel throughout the corridor, along with dedicated cross-walks at the project intersection. These sidewalks connect with existing sidewalks near the Santa Fe Trail and along White Rock Lake, providing cohesion between these amenities and surrounding neighborhoods along Garland Road.
				Looking at the streets onto which Gaston feeds traffic, two of those are slated for Complete streets with bike lanes – Abrams/Columbia and Richmond. Adding more traffic to Gaston is contradictory to the goals of Complete Streets. NOW is the time to get neighborhoods and elected officials to speak.	Abrams/Columbia and Richmond are not part of the proposed project.
261	Ms. Susan Clark	1/26/2018	Petition	This also makes sense in light of future development near I-30.	Comment noted.
262	Ms. Barbara Cohen	1/28/2018	Petition	Please, do not send traffic into our neighborhood. We are families, the traffic is already so bad. Please send traffic to the highway.	Comment noted.
263	Ms. Angela Thick	1/28/2018	Petition	I live on Gaston and the traffic is horrible.	Comment noted. The proposed project is anticipated to enhance mobility/traffic flow in anticipated of increased growth and capacity in the future.
264	Ms. Kimberly Boyce	1/28/2018	Petition	As a former resident of east Dallas, I agree with the petition. Don't increase traffic density of Gaston Avenue.	Comment noted.
265	Ms. Maxine Frampton	1/29/2018	Petition	As a new resident to Forest Hills, I see the speed with which people travel down Garland/Grand. Trying to navigate your way into Arboretum Village at highway speed is a lethal proposition. Everyone benefits, including the commercial interests, if turn onto Gaston is slowed down and purposeful, rather than a passage for high speed drivers headed across town.	Comment noted.
266	Ms. Laura Booty	1/29/2018	Petition	I don't want an intersection that deliberately diverts traffic onto Gaston Avenue. I think it would drastically change the neighborhood to have Gaston Avenue serve as a main road to downtown.	Comment noted.
267	Ms. Pamela Cooper	2/8/2018	Mail	1) Until the project is complete can the yield signage for traffic turning west onto Gaston from NB East Grand be enhanced traffic seldom yields. Perhaps larger signs with flashing lights.	Comment noted.



**B. Notices**

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared Filiz Onculer, Advertising Representative for The Dallas Morning News, being duly sworn by oath, states the attached advertisement of

TxDOT

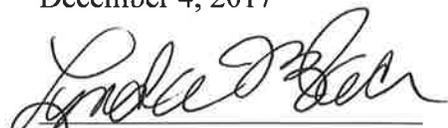
was published in The Dallas Morning News

December 4, 2017

  
(Filiz Onculer)

Sworn to and subscribed before me this

December 4, 2017

  
(Notary Public)



## HOUSTON ZOO

# Gorilla invades pigsty but doesn't bring home bacon

A gorilla went hog wild Saturday at the Houston Zoo, escaping an enclosure to hang out with her porky neighbors.

Holli, a 28-year-old Western lowland gorilla, "became curious" about the red river hogs her troop shares a habitat with and hopped a barrier "to explore."

"The gorilla was never outside animal containment, and guests [were] not in danger at any time," the zoo said in a written statement.

Nonetheless, the zoo evacuated its African Forest exhibit as a precaution while zookeepers reunite Holli with her troop.

No hogs were hurt. Gorillas don't have any interest in pork.



Pat Sullivan/The Associated Press

**A gorilla** at the Houston Zoo hopped a barrier and entered a hog habitat Saturday, but "guests [were] not in danger at any time," the zoo said in a written statement.

They're vegetarians in captivity and in the wild, aside from the occasional termite treat.

*Matt Peterson*



**NOTICE OF PUBLIC MEETING**  
**State Highway (SH) 78 (Garland Road/East Grand Avenue) at**  
**Gaston Avenue Intersection Improvement**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, will conduct a Public Meeting for the purpose of soliciting public comments on the proposed intersection improvement of State Highway (SH) 78 (Garland Road/East Grand Avenue) at the intersection with Gaston Avenue in the City of Dallas, Texas. The meeting will be held at the **Dallas Arboretum – Rosine Hall, located at 8525 Garland Road, Dallas, TX 75218, on Thursday, January 18, 2018, from 6:00 p.m. to 8:00 p.m.** The Public Meeting will be an Open House format with no formal presentation.

The proposed project would consist of reconfiguring the SH 78/Gaston Avenue intersection to improve traffic operations and mobility. The improvements would include the addition of bicycle and pedestrian accommodations. The proposed project would require additional ROW to accommodate the proposed improvements.

Maps showing the proposed project's location and geometric design will be available for viewing at the public meeting. The public meeting notice and venue map will also be available online at [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com) under Upcoming Public Hearing/Meeting.

All interested persons are invited to attend this Public Meeting and express their views on the proposed project. Written comments from the public regarding this project are requested and will be accepted for a period of 15 calendar days following the meeting. Written comments may be submitted either in person, or by mail to: Travis Owens, P.E., TxDOT, Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150, or email [travis.owens@txdot.gov](mailto:travis.owens@txdot.gov). Written comments must be postmarked by February 2, 2018, to be included in the Public Meeting Summary.

Persons interested in attending this meeting who have special communication or accommodation needs are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480 at least two working days prior to the meeting. Because the Public Meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two (2) days prior to the Public Meeting. Every reasonable effort will be made to accommodate these needs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

AFFIDAVIT OF PUBLICATION

STATE OF TEXAS

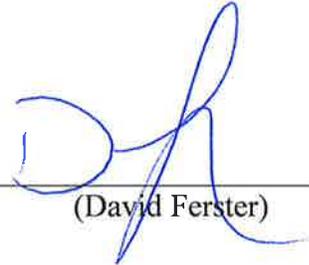
COUNTY OF DALLAS

Before me, a Notary Public in and for Dallas County, this day personally appeared David Ferster, Advertising Representative for the AIDia, being duly sworn by oath, states the attached advertisement of:

CP&Y

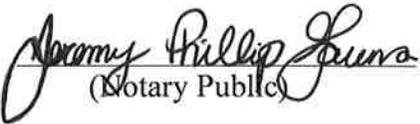
as published in the AIDia on:

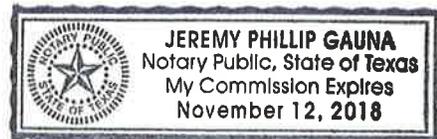
December 06, 2017

  
\_\_\_\_\_  
(David Ferster)

Sworn to and subscribed before me this

December 06, 2017

  
\_\_\_\_\_  
(Notary Public)





Los arrestos en la frontera están en su nivel más bajo en los últimos 40 años.

LM OTERO/AP

El Paso, Laredo y Río Grande), las estadísticas muestran que en total 31,827 menores fueron arrestados mientras las familias detenidas sumaron 62,764.

## Tren regional del corredor de Cotton Belt

Le invitamos a que asista a una reunión comunitaria en la que repasaremos el progreso del proyecto de tren regional del corredor de Cotton Belt. Esta reunión incluirá una sesión de puertas abiertas y una presentación de preguntas y respuestas. DART, en cooperación con la Administración Federal de Tránsito (FTA, por sus siglas en inglés), la Administración Federal del Ferrocarril (FRA) y la Administración Federal de Aviación (FAA), está preparando una Declaración de Impacto Ambiental (EIS) para evaluar el impacto y los beneficios del servicio de trenes de pasajeros en el corredor de 26 millas de Cotton Belt, del Aeropuerto Internacional DFW a Plano. La información presentada en la reunión incluirá:

- Impactos potenciales del proyecto en general y formas propuestas para mitigar esos impactos;
- Ubicaciones de las estaciones;
- Análisis de tráfico/pasos a desnivel

### Reunión comunitaria

**Jueves, 7 de diciembre de 2017, 6:30 p.m.**

Centro de conferencias de Addison

15650 Addison Road, Addison, TX 75001

### Para obtener más información

Visite [DART.org/cottonbelt](http://DART.org/cottonbelt) o póngase

en contacto con DART Community

Engagement a través del 214-749-2522.



DN-1650370-02



## AVISO DE AUDIENCIA / REUNIÓN PÚBLICA

**Autopista estatal (SH) 78 (Garland Road/East Grand Avenue)**  
**Mejora de la Intersección de Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**

El Departamento de transporte de Texas (TxDOT), junto con la Ciudad de Dallas, conducirá una Reunión Pública para la solicitud de comentarios del público sobre la propuesta para el mejoramiento de la intersección de la Autopista Estatal (SH) 78 (Garland Road/East Grand Avenue) en la intersección con Gaston Avenue en la Ciudad de Dallas, Texas. La reunión será sostenida en el Dallas Arboretum - Rosine Hall, localizada en 8525 Garland Road, Dallas, TX 75218 el jueves, 18 de enero del 2018 de 6:00 p.m. a las 8:00 p.m. La Reunión Pública será en un formato de casa abierta sin una presentación formal.

El proyecto propuesto consistiría en reconfigurar la intersección de SH 78/Gaston Avenue para mejorar operaciones de tráfico y movilidad. Las mejoras incluirían la adición de vías peatonales y para bicicletas. El proyecto propuesto requeriría de un carril adicional para acomodar las mejoras propuestas.

Mapas mostrando la localidad del proyecto propuesto y los diseños geométricos estarán disponibles para estudiar durante la reunión pública. El aviso de la reunión pública y el mapa de la localización de la reunión también estarán disponibles en línea en [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com) bajo la Upcoming Public Hearing/Meeting (Próxima Audiencia / Reunión Pública).

Todas las personas interesadas son invitadas a asistir a esta Reunión Pública y podrán expresar sus puntos de vista sobre el proyecto propuesto. Los comentarios del público en cuanto a este proyecto son solicitados por escrito y serán aceptados durante un periodo de 15 días después de la reunión. Los comentarios por escrito pueden ser presentados en persona, o pueden ser enviados por correo a: Travis Owens, P.E., TxDOT, Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150, o correo electrónico [travis.owens@txdot.gov](mailto:travis.owens@txdot.gov). Los comentarios escritos deben ser timbrados para el segundo de febrero del 2018, en orden de ser incluidos en el Resumen de la Reunión Pública.

Las personas interesadas en asistir a esta reunión quienes tienen necesidades especiales de comunicación o de alojamiento, por favor ponerse en contacto con TxDOT Dallas District Public Information Office at (214) 320-4480 al menos dos días laborables antes de la reunión. Como la Reunión Pública será conducida en inglés, cualquier otra petición de intérpretes de lengua u otra necesidad de comunicación especial también necesitan ser hechas al menos dos (2) días antes de la Reunión Pública. Todo esfuerzo razonable será hecho para acomodar estas necesidades.

La revisión ambiental, la consulta, y otras acciones requeridas según las leyes ambientales Federales aplicables para este proyecto son, o han sido llevadas a cabo por TxDOT de acuerdo con 23 U.S.C 327 y un Memorandum de Entendimiento con fecha del 16 de diciembre de 2014, y ejecutado por FHWA y TxDOT.

DN-1652891-01

# WHITE ROCK LAKE WEEKLY

Neighborhood News & Views • Community Calendar • Announcements for All Ages • [www.whiterocklakeweekly.com](http://www.whiterocklakeweekly.com)

## AFFIDAVIT of PUBLICATION

STATE of TEXAS

COUNTY of DALLAS

Before me, the undersigned authority, on this day personally appeared Nancy Black of White Rock Lake Weekly, a weekly newspaper of general circulation, published in Dallas County, TX, who deposes and says that the one (1) quarter page advertisement for TxDOT State Highway 78 - Gaston Avenue Intersection Improvement, as per copies attached, was published on December 8, 2017 for CP&Y on behalf of TxDOT, the Texas Department of Transportation.

  
\_\_\_\_\_  
Nancy Black, President, CEO  
White Rock Lake Weekly (WRLW, Inc.)

Subscribed and sworn to before me this 12 day of March 2018.

\_\_\_\_\_  
P.O. Box 180070, Dallas, TX 75218, 214-373-2111, [whiterocklakeweekly.com](http://whiterocklakeweekly.com)

## LETTER FROM THE EDITOR

# Mi CASA es su CASA

By Nancy Black

Happiness abounds inside homes that have holiday decorations on the outside! If you have holiday decorations, it automatically means you're happy, healthy and have no problems! Obviously, I have sugarplums dancing in my head.

I love driving around town looking at all the beautiful holiday decorations. I see a home decorated with twinkling lights and dream of the happiness that must be abundant on the inside. But, sometimes, looks can be deceiving.

A 3-year-old child like little Sherin Mathews dies at the hands of an adult and the community cries out, "I wish there were something we could do!"

The sad truth is, there is absolutely nothing you or I can do for Sherin Mathews today. But we can help

another child tomorrow.

We can become Court Appointed Special Advocates (CASA volunteers) for children in our community. We can actually do something to keep abused and neglected children safe. Then, they may have a chance at happiness in life instead of being abused or killed before they even have a chance to live one.

Texas CASA explains, "Volunteers are individuals from all walks of life who speak up for a child's best interests in court." Volunteers are not foster parents; they are voices "making a real difference at a critical turning point in the child's life."

To qualify to be a CASA, you must be:

- Willing to commit at least one year of your time
- Able to effectively communicate orally and in writing (Bi-lingual in any language is a plus)

• Willing to participate in an in-depth training program

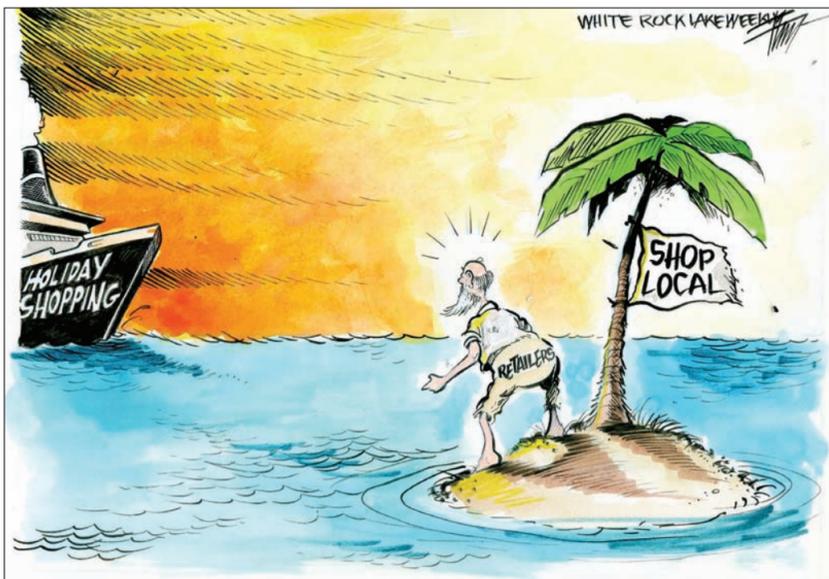
• Able to pass criminal and CPS history background checks

• Over the age of 21 and emotionally mature.

Visit TexasCASA.org or call 877-894-CASA for more information. And, if you're looking for that special holiday gift for that wonderful person in your life, you can nominate a friend or colleague to become a CASA volunteer. Visit NominateACASA.org. CASA will send them information on becoming a volunteer and let them know how highly you think of them!

In this time of giving, wouldn't giving of your time be the best gift you could ever give a defenseless little child who may be almost out of time?

*Sí, mis amigos!*



Special Contributor William "Bubba" Flint

## PERSON OF THE YEAR 2017

# 'Silence Breakers' top Time's list

By Bill Chappell  
NPR News

It has created a wave of awareness and brave confrontations over sexual harassment and assault, taking down powerful men in the process. And now the #MeToo movement has been named *Time* magazine's Person of the Year for 2017.

On its cover, *Time* called the people behind the movement "The Silence Breakers." Its story features women and men who have spoken out — including activist Tarana Burke, who started the hashtag 10 years ago.

#MeToo rose to prominence as a social media campaign in the wake of high-profile accusations against Hollywood producer Harvey Weinstein. After actress Alyssa Milano popularized the hashtag, thousands of women began sharing their stories about the pervasive damage wrought by sexual harassment and by "open secrets" about abuse.

The movement's empowering reach could be seen in the platform on which *Time* announced its choice: the Today show. It was just one week ago that NBC fired the morning program's longtime and powerful co-host, Matt Lauer, over a detailed complaint of "inappropriate sexual behavior in the workplace."

While the most high-profile #MeToo stories have

media, the *Time* article also features women who work hourly jobs, some of whom want to remain anonymous. The magazine's cover portrait includes strawberry picker Isabel Pascual, lobbyist Adama Iwu and former Uber engineer Susan Fowler along with Ashley Judd and Taylor Swift.

"The reckoning appears to have sprung up overnight. But it has actually been simmering for years, decades, centuries," *Time*'s Stephanie Zacharek, Eliana Dockterman and Haley Sweetland Edwards write. "Women have had it with bosses and co-workers who not only cross boundaries but don't even seem to know that boundaries exist."

Marking a possible cultural shift back in October, NPR's Sarah McCammon quoted associate professor Lisa Huebner saying of #MeToo, "It helps a lot of people individually, I think, and it also will help us to mark publicly that this is a widespread occurrence, and it's not OK."



Photo courtesy of CNN Money/TIME

come from women and men who work in the movies and

this is a widespread occurrence, and it's not OK."



This combination photo from the *Toronto Sun* of men accused of inappropriate behavior shows the ongoing domino effect that has tumbled through not just Hollywood but at least a dozen other industries since the #MeToo campaign began.

### OUR MISSION

We publish *White Rock Lake Weekly* as a free, family-friendly newspaper. Our goal is to inform, entertain and help bring together the people in many diverse demographics who live and work in the neighborhoods around White Rock Lake. The newspaper is placed in local businesses, and other select locations, for free pick-up by their patrons. We support this community-focused publication by providing ad space to local businesses who want an effective and affordable way to reach the White Rock Lake area readers we attract and serve. We welcome your story and picture submissions!

<i>Co-founders</i>	Andy Simpson Nancy Black	<i>Photographer</i>	Can Turkyilmaz
<i>Publisher</i>	Andy Simpson	<i>Editorial Cartoonist</i>	William "Bubba" Flint
<i>Editor in Chief</i>	Nancy Black	<i>Advertising Sales</i>	Becky Bridges Susie Denardo
<i>Graphic Design</i>	Amy Moore	<i>Distribution Manager</i>	Andy Simpson
<i>Copy Editors</i>	Pat Sanchez Kylie Madry	<i>Distribution</i>	Tim Johnson Jorge Olvera
<i>Online Editor</i>	Max Black		Kevin McNevis Lorenzo Ramirez
<i>Writers</i>	Shari Goldstein Stern Chic DiCiccio Sujata Dand Dr. Beth Leermakers David Mullen Sara Newberry Katie Simon Shelia Huffman Naïma Hill		Lone Star Delivery Systems

**White Rock Lake Weekly**  
P.O. Box 180070  
Dallas, Texas 75218

info@whiterocklakeweekly.com  
whiterocklakeweekly.com  
214-373-2111

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### NOTICE OF PUBLIC MEETING

State Highway (SH) 78 (Garland Road/East Grand Avenue) at Gaston Avenue Intersection Improvement  
Dallas County, Texas  
CSJ: 0009-02-067

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## WHITE ROCK LAKE WEEKLY CRIME WATCH

### Vol. 9, No. 26

Nov. 28 – 1:12 a.m.  
8400 Block, **Park Ln.** (75231)  
Aggravated Assault w/ a Deadly Weapon: The suspect stabbed the complainant's hand with a short ice pick.

Nov. 28 – 3:28 a.m.  
9800 Block, **Walnut St.** (75243)  
Aggravated Robbery of an Individual: Two unknown suspects stole the complainant's keys and pushed her to the ground.

Nov. 28 – 5:04 a.m.  
9100 Block, **LBJ Frwy.** (75253)  
Aggravated Assault w/ a Deadly Weapon: An unknown suspect shot at the complainant's vehicle and struck one of the complainants. The complainant suffered a gunshot wound to the back and was listed in good condition.

Nov. 28 – 8:01 a.m.  
9900 Block, **Plano Rd.** (75238)  
Unauthorized Use of a Motor Vehicle: An unknown suspect sawed the complainant's wrought iron fence and stole the complainant's vehicle.

Nov. 29 – 9:51 a.m.  
6200 Block, **Ridgecrest Rd.** (75231)  
Aggravated Robbery of an

Individual: An unknown suspect robbed the complainant at gunpoint.

Nov. 29 – 2:04 p.m.  
2300 Block, **Norwood Dr.** (75228)  
Aggravated Robbery of an Individual: An unknown suspect sprayed the complainant with mace and stole his vehicle.

Nov. 30 – 1:17 p.m.  
1700 Block, **John West Rd.** (75228)  
Burglary of a Residence: Unknown suspects broke open the complainant's door, entered the residence and stole a gun, money and games.

Nov. 30 – 9:23 p.m.  
3000 Block, **Tres Logos Ln.** (75228)  
Theft of Property: The suspect stole the complainant's package from her home.

Nov. 30 – 9:23 p.m.  
11000 Block, **Genetta Dr.** (75228)  
Theft of Property: The suspect stole the complainant's package from her front porch.

Nov. 30 – 10:44 p.m.  
5400 Block, **Bryan St.** (75206)  
Aggravated Assault w/ a Deadly Weapon: The

arrested person hit the complainant with a brick and charged at him with a knife.

Dec. 1 – 6:52 a.m.  
6500 Block, **Shady Brook Ln.** (75206)  
Burglary of a Motor Vehicle: An unknown suspect broke into the complainant's vehicle and stole his camera and camera lenses.

Dec. 1 – 9:11 a.m.  
9200 Block, **Skillman St.** (75243)  
Aggravated Robbery of an Individual: An unknown suspect stabbed and assaulted the complainant and stole his property. The complainant suffered a stab wound and contusions to the head. He was listed in stable condition.

Dec. 2 – 3:22 a.m.  
11700 Block, **Ferguson Rd.** (75228)  
Aggravated Robbery of an Individual: The suspects robbed the complainant and shot him in his leg and chest. The complainant was listed in good condition.

Dec. 2 – 12:33 p.m.  
7300 Block, **Casa Loma Ave.** (75214)  
Theft or Property: An unknown suspect stole packages off of the complainant's front porch.



Affidavit of Publication

State of Texas:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared, the Rick Wamre at the Lakewood Advocate, a monthly periodical published in Dallas County, Texas, and generally circulated in the cities of Dallas, Dallas County, Texas and that the publication, of which the annexed herein, or attached to, is true and a correct copy, was published to wit:

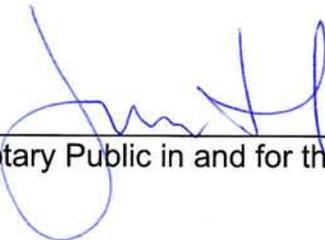
A one-third page display advertisement on Page 28 of the January 2018 edition of the Lakewood/East Dallas Advocate magazine



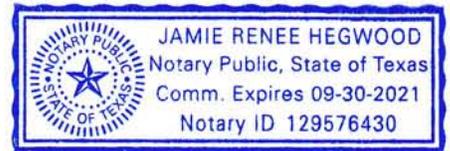
Rick Wamre, President

Sworn and subscribed to before me, this 4<sup>th</sup> day of Jan A.D. 2018

<include notary seal>



1/4/18  
Notary Public in and for the State of Texas





**NOTICE OF PUBLIC MEETING**  
**State Highway (SH) 78 (Garland Road/East Grand Avenue) at**  
**Gaston Avenue Intersection Improvement**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, will conduct a Public Meeting for the purpose of soliciting public comments on the proposed intersection improvement of State Highway (SH) 78 (Garland Road/East Grand Avenue) at the intersection with Gaston Avenue in the City of Dallas, Texas. The meeting will be held at the **Dallas Arboretum – Rosine Hall, located at 8525 Garland Road, Dallas, TX 75218, on Thursday, January 18, 2018, from 6:00 p.m. to 8:00 p.m.** The Public Meeting will be an Open House format with no formal presentation.

The proposed project would consist of reconfiguring the SH 78/Gaston Avenue intersection to improve traffic operations and mobility. The improvements would include the addition of bicycle and pedestrian accommodations. The proposed project would require additional ROW to accommodate the proposed improvements.

Maps showing the proposed project's location and geometric design will be available for viewing at the public meeting. The public meeting notice and venue map will also be available online at [www.keepitmovingdallas.com](http://www.keepitmovingdallas.com) under Upcoming Public Hearing/Meeting.

All interested persons are invited to attend this Public Meeting and express their views on the proposed project. Written comments from the public regarding this project are requested and will be accepted for a period of 15 calendar days following the meeting. Written comments may be submitted either in person, or by mail to: Travis Owens, P.E., TxDOT, Dallas District Office, 4777 East US Highway 80, Mesquite, TX 75150, or email [travis.owens@txdot.gov](mailto:travis.owens@txdot.gov). Written comments must be postmarked by February 2, 2018, to be included in the Public Meeting Summary.

Persons interested in attending this meeting who have special communication or accommodation needs are encouraged to contact the TxDOT Dallas District Public Information Office at (214) 320-4480 at least two working days prior to the meeting. Because the Public Meeting will be conducted in English, any requests for language interpreters or other special communication needs should also be made at least two (2) days prior to the Public Meeting. Every reasonable effort will be made to accommodate these needs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

**LAUNCH**



children from a mother who was struggling with her own demons of addiction.

Her road to recovery left her wanting to give back. She returned to school for a degree in drug and alcohol counseling. Crouch always dreamed of working with Nexus, where she says the single-gender model best suited her skillset.

“[Clients] are not trying to look cute for guys or looking for new relationships,” she says. “I have found that we get further faster here.”

When an opportunity arose to work for Nexus, she jumped and worked her way up to be the nonprofit's program director. She specifically addresses trauma to increase coping skills, as many addicts mask past trauma by abusing drugs and alcohol. The curriculum focuses on the 12-step program but allows the women to design their own recovery, too.

Crouch's experience on both sides of recovery leaves her well informed about how trauma, genetics and nurturing can influence one's path toward addiction.

The East Dallas facility on La Prada Drive is a converted Bible College where more than 2,000 women and their children receive treatment via inpatient and outpatient services, including counseling and support for single women, mothers, teens and expectant mothers, often for those who can't afford it. They help patients find long-term sobriety, deal with

**LIST WITH THE LEADER THIS SPRING**



Kyle Baugh  
 214-980-3933  
[kbaugh@briggsfreeman.com](mailto:kbaugh@briggsfreeman.com)

Briggs  
 Freeman



Active \$625,000 | 5516 Richmond Avenue



Sold \$770,000 | 5900 Prospect Avenue



Coming Soon \$5,250,000  
 3821 Shenandoah Street

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## SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue Intersection Improvement - Public Meeting

Thursday, January 18, 2018

CSJ: 0009-02-067

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, will conduct a Public Meeting for the purpose of soliciting public comments on the proposed intersection improvement of State Highway (SH) 78 (Garland Road/East Grand Avenue) at the intersection with Gaston Avenue in the City of Dallas, Texas. The meeting will be held at the Dallas Arboretum – Rosine Hall, located at 8525 Garland Road, Dallas, TX 75218, on Thursday, January 18, 2018, from 6:00 p.m. to 8:00 p.m. The Public Meeting will be an Open House format with no formal presentation.

The proposed project would consist of reconfiguring the SH 78/Gaston Avenue intersection to improve traffic operations and mobility. The improvements would include the addition of bicycle and pedestrian accommodations. The proposed project would require additional ROW to accommodate the proposed improvements.

Public Meeting: 6:00 p.m. to 8:00 p.m. (Open House format with no formal presentation)

Dallas Arboretum - Rosine Hall

8525 Garland Road,

Dallas, TX 75218

[Public Meeting Notice - English](#)

[Public Meeting Notice - Spanish](#)

[Public Meeting Venue Map](#)

[Project Schematic](#)

[Public Meeting Presentation](#)



## Public Meeting - SH 78 at Gaston Avenue Intersection Improvement

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Where:	Dallas Arboretum, Rosine Hall 8525 Garland Road Dallas, TX 75218 ( <a href="#">Map</a> )
When:	Thursday, Jan. 18, 2018 6 p.m. - 8 p.m. No formal presentation
Purpose:	The purpose of the meeting is to solicit public comments on the proposed roadway improvements to SH 78 (Garland Road/East Grand Avenue) at the intersection with Gaston Avenue in the City of Dallas, Texas. The meeting will be an open house format so the public may come and go at their convenience, and staff will be available to answer questions.
Description:	<p>The proposed project would consist of reconfiguring the SH 78/Gaston Avenue intersection to improve traffic operations and mobility. The improvements would include the addition of bicycle and pedestrian accommodations.</p> <p>Special accommodations: TxDOT makes every reasonable effort to accommodate the needs of the public. The open house will be in English. If you have a special communication accommodation or need for an interpreter, a request can be made. If you have a disability and need assistance, special arrangements can also be made to accommodate most needs. Please call (214) 320-4480 at least two working days prior to the meeting. Please be aware that advance notice is requested as some accommodations may require time for TxDOT to arrange.</p> <p>The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.</p> <p>Comments must be received on or before Feb. 2, 2018, to be a part of the official open house record.</p>
Downloads:	<ul style="list-style-type: none"> <li>• <a href="#">Notice</a></li> <li>• <a href="#">Notice - Español</a></li> <li>• <a href="#">Public Meeting Venue Map</a></li> </ul>
Contact:	<p>TxDOT Dallas District Public Information Office (214) 320-4480 <a href="#">Phone</a></p> <p><a href="#">Email</a></p> <p>Posted: Dec .12, 2017</p>

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## Dave Young

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**From:** Christine Polito <Christine.Polito@txdot.gov>  
**Sent:** Friday, December 01, 2017 4:20 PM  
**To:** Dave Young  
**Subject:** RE: SH 78 @ Gaston Avenue - Mail Out

The emails were sent out today also.

Have a good weekend!

---

**From:** Dave Young [mailto:dyoung@cpyi.com]  
**Sent:** Friday, December 01, 2017 4:03 PM  
**To:** Charles Tapp; Christine Polito; Dan Perge; Lani Marshall; Michelle Raglon; Sandra Williams; Tony Hartzel; Travis Owens  
**Cc:** Andy Atlas  
**Subject:** SH 78 @ Gaston Avenue - Mail Out

Hi Christine:

The notices for the public (that we had addresses to), businesses, HOAs, and landowners were mailed this afternoon. Everything is a go for publication in the *DMN* on Monday, December 4, 2017.

Thanks!

Dave

**David Young**  
*Project Manager*



Preferred Bank Building  
11757 Katy Freeway, Suite 1540  
Houston, Texas 77079  
P: 713-579-7416 | C: 832-799-8021  
[dyoung@cpyi.com](mailto:dyoung@cpyi.com) | [www.cpyi.com](http://www.cpyi.com)

*Celebrating 37 years!*

Connect with us:



## Dave Young

---

**From:** Christine Polito <Christine.Polito@txdot.gov>  
**Sent:** Thursday, January 11, 2018 12:23 PM  
**To:** Dave Young  
**Cc:** Sandra Williams  
**Subject:** FW: 0009-02-067 SH 78 @ Gaston Avenue Invitation to the Public Meeting  
**Attachments:** CSJ 0009-02-067 SH78 Public Meeting Notice English\_rev 110917.pdf; CSJ 0009-02-067 SH78 PM Notice\_Spanish\_rev 110917.pdf; CSJ 0009-02-067 SH 78 PM Venue Map 111417.pdf

Dave,

For your records – The reminder email went out today.

Thanks,  
Christine

---

**From:** Travis Owens  
**Sent:** Thursday, January 11, 2018 12:14 PM  
**To:** Travis Owens  
**Subject:** 0009-02-067 SH 78 @ Gaston Avenue Invitation to the Public Meeting

Thank you for your interest in the SH 78 Project @ Gaston Avenue in Dallas County, Texas. The Texas Department of Transportation (TxDOT) invites you to join us at the upcoming public meeting held on:

**Thursday, January 18, 2018**  
**Dallas Arboretum – Rosine Hall**  
**8525 Garland Road**  
**Dallas, TX 75218**  
**Open House Public Meeting from 6:00-8:00 p.m.**

Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. As specified, the meeting will be open house format from at 6:00p.m. to 8:00p.m. The purpose of this meeting is to present the proposed project and to receive public comments. The project location map, schematic design, tentative construction schedules, and other information regarding the project will be available for viewing at the public meeting, and are available for review at the following location:

- TxDOT Dallas District Office located at 4777 East Highway 80, Mesquite, Texas 75150 (8:00 a.m. – 5:00 p.m. Monday through Friday).

Please see the attached public meeting notice and location map for more information.

Thank you,

Travis Owens, P.E.,  
TxDOT Project Manager  
4777 East Highway 80  
Mesquite, Texas 75150-6643



SH 78 @ Gaston Avenue  
Mailing List  
Public (May/September Meetings)

MEMBERS OF THE PUBLIC WHO ATTENDED THE MAY and/or SEPTEMBER 2016 STAKEHOLDER MEETINGS (Information obtained from Sign In Sheets)					
Name	Email	Address	City	State	Zip Code
Alex Garcia					
Amy Alexander					
Amy Eweil					
Andie Comini					
Andre Bohren	Not provided or illegible				
Anne Davis					
Annie Melton					
Art Brown	Not provided or illegible				
Barbara Clay					
Barbara Pittman					
Bill Dunklau					
Brad Boling					
Brad Grist					
Brad Palme					
Bradley Wright					
Brenda Dunklau					
Brenda Myers Brown					
Bridgett Bennett					
Bud Melton					
Carl Malcolm					
Carl Raines		illegible			
Carlos Torralva					
Chris Hawkins					
Chris McCauly	Not provided or illegible				
Dan Ortman					
Daniel Herrig					
Dave LaBrec					
Dave Littleton	Not provided or illegible				
David A. Hines					
David Baillif					
David Kushel					
David McQuaid					
David Pittman					
David Shinn					
Debbie Wynne					
Dina Colangss					
Eric Johnson					
Erica Cole					
Erin Moore					
Fred A. Brown					
Fred Welsh					
Gary Griffith					
Gerry Klorrall					
Gigi Firth					
Glenna Taite	Not provided or illegible				
Glenna Taite					
Greg & Elizabeth Basile					
Greg Lorie					
Greg Wynne					
Gus Garcia					
Hawkins Golden					
Ileana Cuevas					
Jacob & Lindsay Sloan					
Jake Petras					
Jamie Ploetzner					
Jan Johnson		illegible			
Jeff Bennett					
Jeff Fairey					
Jeff Fairey					
Jesse Smith					
Jessica Galleshaw					
Joanna L. Hampton					
Joe Jansen					
John Botefuhr					
John Debuer	Not provided or illegible				
John McBride					
John Ohindress					
John Phillip					
John Wynn					
Joshua Theodore					
Katie Anderson					
Ken Bernstein					
Ken Sutherland					
Keri Mitchell					
Laura Jekot					
Laura Sutherland					
Laurie Nesbitt					
Lawrence Mendim					
Lawrence Mendive					
Linda Newland					
Linda Ortman					
Mary Buenrostro					
Mary Wuertz					

SH 78 @ Gaston Avenue  
Mailing List  
Public (May/September Meetings)

MEMBERS OF THE PUBLIC WHO ATTENDED THE MAY and/or SEPTEMBER 2016 STAKEHOLDER MEETINGS (Information obtained from Sign In Sheets)					
Name	Email	Address	City	State	Zip Code
Max & Denise Davis					
Melanie Vanlandingham					
Melany Martinez					
Melany Martinez					
Michael Alcantar					
Michael Davis					
Michael Miles					
Michael					
Miguel Esparza					
Mike Firth					
Mike Nurre					
Mimi Jernigan					
Monicazum Felde					
Nina Koch					
Pam Cooper					
Patricia Gaffney					
Patricia Gaffney					
Patricia Simon					
Phil Wuertz					
Ralph Taite					
Rand Shear					
Richard Keen					
Rob Baldwin					
Robert Curry					
Roland Melton					
Ron Marusak					
Scott Clumpuer					
Scott Henderson					
Scott Jansen					
Sean Parsons					
Shamira & David Nilasena					
Steve Putnam					
Sunny Coffman					
Susan Remele	Not provided or illegible				
Susan Singer					
Teresa Bond					
Terry McGinnis					
Terry Syler					
Tessa Phillips	Not provided or illegible				
Thomas Prentice					
Tom Abery					
Tom Chapman					
Trent Cantrell					
V J Martin	Not provided or illegible				
Vail Fasselt					
William W. Hogan					
Wm Boytes					
Yvonne Torralva					

SH 78 @ Gaston Avenue  
Mailing List  
(December Meeting)

MEMBERS OF THE PUBLIC WHO ATTENDED THE DECEMBER 2016 STAKEHOLDER MEETINGS (Information obtained from Sign In Sheets)					
Name	Email	Address	City	State	Zip Code
Juan Meze					
Jeri Arbuckle					
Ed Louterback					
Mike Degroot					
Kerry Goodwin					
Steve Clicque					
Virginia McAlester					
Terri Raith					
Sonja Staron					
Roberto Cortez					
Suzie Riddle					
Angie Clarke					
Pamera Ventawal	not given				
Elena Anderson					
Kathryn Sarpong					
David Arbuckle					
Mary & Bill Hogan					
Dave Kirk					
Martha Heimberg					
George Battle					
Pam Dowling					
Norma Minnis					
Simon & Constance Lewis					
LaManda Mallard					
Ileana Diorso					
Karen Albracht					
Mark Purdey					
WJ Melton					
Dawn Baillif					



SH 78 @ Gaston Avenue  
Mailing List  
Elected Public Officials

ELECTED & PUBLIC OFFICIALS

Prefix Title	Salutation	First Name	Last Name	Company/Organization	Title/Position	Mailing Address	City	State	Zip	Email	Phone	Alt/Local Phone
The Honorable Ms.	Council Member	Adam	Medrano	City of Dallas	Council Member, District 2	1500 Marilla Street, Suite 5FN	City	TX	75201	adam.medrano@dallascityhall.com	214.670.4048	
		Monica	Huerta	City of Dallas	Assistant to Council Member Medrano	1500 Marilla Street, Suite 5FN	Dallas	TX	75201	district2@dallascityhall.com	214.670.4048	
The Honorable Ms.	Council Member	Mark	Clayton	City of Dallas	Council Member, District 9	1500 Marilla Street, Suite 5FN	Dallas	TX	75201	mark.clayton@dallascityhall.com	214.670.4069	
		Emily	Worland	City of Dallas	Assistant to Council Member Clayton	1500 Marilla Street, Suite 5FN	Dallas	TX	75201	district9@dallascityhall.com	214.670.4069	
The Honorable Ms.	Council Member	Philip T.	Kingston	City of Dallas	Council Member, District 14	1500 Marilla Street, Suite 5FN	Dallas	TX	75201	Philip.Kingston@dallascityhall.com	214.670.5415	
		Connie	Sanchez	City of Dallas	Assistant to Council Member Kingston	1500 Marilla Street, Suite 5FN	Dallas	TX	75201	district14@dallascityhall.com	214.670.5415	
The Honorable Ms.	County Judge	Clay	Jenkins	Dallas County Commissioners Court	County Judge	411 Elm Street, Admin Bldg, 2nd Floor	Dallas	TX	75202	Clay.Jenkins@dallascounty.org	214.653.7949	
		Lauren	Mish	Dallas County Commissioners Court	Office of Dallas County Judge Clay Jenkins, Chief of Staff	411 Elm Street, Admin Bldg, 2nd Floor	Dallas	TX	75202	lauren.mish@dallascounty.org	214.653.6591	
The Honorable Ms.	Commissioner	Theresa	Daniel	Dallas County Commissioners Court	Commissioner, District 1	411 Elm Street, Admin Bldg, 2nd Floor	Dallas	TX	75202	theresa.daniel@dallascounty.org	214.653.6668	
		Erin	Moore	Dallas County Commissioners Court	District 1 Commissioner's Office	411 Elm Street, Admin Bldg, 2nd Floor	Dallas	TX	75202	erin.moore@dallascounty.org	214.653.6668	
The Honorable Ms.	Commissioner	Mike	Cantrell	Dallas County Commissioners Court	Commissioner, District 2	411 Elm Street, Admin Bldg, 2nd Floor	Dallas	TX	75202	mike.cantrell@dallascounty.org	214.589.7060	
		Alberta	Blair	Dallas County	Director of Public Works	411 Elm Street, 4th Floor	Dallas	TX	75202	alberta.blair@dallascounty.org	214.653.6412	
		Antoinette	Bacchus	Dallas County	Public Works, A/D Transportation/Planning	411 Elm Street, 4th Floor	Dallas	TX	75202	abacchus@dallascounty.org	214.653.6424	
		Jonathan	Toffer	Dallas County	Public Works, A/D Program Engineering & Management	411 Elm Street, 4th Floor	Dallas	TX	75202	jtoffer@dallascounty.org	214.653.6417	
		Mike	Eastland	North Central Texas Council of Governments (NCTCOG)	Executive Director	616 Six Flags Dr, PO Box 5888	Arlington	TX	76005	meastland@nctcog.org		
		Sandy	Wesch	North Central Texas Council of Governments (NCTCOG)	Project Engineer	616 Six Flags Dr, PO Box 5888	Arlington	TX	76005	swesch@nctcog.org	817.704.5632	
		Jeffrey	Neal	North Central Texas Council of Governments (NCTCOG)	Program Manager	616 Six Flags Dr, PO Box 5888	Arlington	TX	76005	jneal@nctcog.org	817.608.2345	
		Michael	Morris	North Central Texas Council of Governments (NCTCOG)	Director of Transportation	616 Six Flags Dr, PO Box 5888	Arlington	TX	76005	mmorris@nctcog.org	817.695.9241	
		Dan	Lamers	North Central Texas Council of Governments (NCTCOG)	Senior Program Manager	616 Six Flags Dr, PO Box 5888	Arlington	TX	76005	dlamers@nctcog.org	817.695.9263	
		Berrien	Barks	North Central Texas Council of Governments (NCTCOG)	Senior Transportation Planner	616 Six Flags Dr, PO Box 5888	Arlington	TX	76005	bbarks@nctcog.org	817.695.9282	
		Kevin	Feldt	North Central Texas Council of Governments (NCTCOG)	Program Manager	616 Six Flags Dr, PO Box 5888	Arlington	TX	76005	kfeldt@nctcog.org	817.704.2529	
		Lilian	Onyango	Dallas County	Public Works, GIS Technician	411 Elm Street, 4th Floor	Dallas	TX	75202	lilian.onyango@dallascounty.org	214.653.6522	
		Tushar	Solanki	Dallas County	Public Works, Senior Project Manager	411 Elm Street, 4th Floor	Dallas	TX	75202	tsolanki@dallascounty.org	214.653.6458	
The Honorable	Senator	Don	Huffines	Texas State Senate	Senator, District 16	8222 Douglas Ave., Suite 675	Dallas	TX	75225	don.huffines@senate.state.tx.us	214.239.6131	
The Honorable	Senator	Bob	Hall	Texas State Senate	Senator, District 2	Alliance Bldg. #2, 6537 Horizon Rd., Suite B-1	Rockwall	TX	75032	bob.hall@senate.state.tx.us	972.722.3131	
The Honorable	Representative	Jeb	Hensarling	U.S. House of Representatives	Representative, District 5	6510 Abrams Rd., Suite 243	Dallas	TX	75231	jeb.hensarling@mail.house.gov	214.349.9996	
The Honorable Ms.	Representative	Eddie Bernice	Johnson	U.S. House of Representatives	Representative, District 30	1825 Market Center Blvd, Suite 440	Dallas	TX	75207	eddie.johnson@mail.house.gov	202.225.8885	
		Becky	Lewis	U.S. House of Representatives	Office of Congresswoman Eddie Bernice Johnson, Constituent Services Liason	1825 Market Center Blvd, Suite 440	Dallas	TX	75207	Becky.Lewis@mail.house.gov	202.225.8885	214.922.8885
The Honorable	Senator	John	Cornyn	U.S. Senate	Senator, State of Texas	517 Hart Senate Office Bldg.	Washington	DC	20510	senator@cornyn.senate.gov	202.224.2934	
The Honorable	Senator	John	Cornyn	U.S. Senate	Senator, State of Texas	5001 Spring Valley Road, Suite 1125E	Dallas	TX	75244	Mason_Morgan@cornyn.senate.gov	972-239-1310	
The Honorable	Senator	Ted	Cruz	U.S. Senate	Senator, State of Texas	404 Russell Senate Office Bldg.	Washington	DC	20510	senator@cruz.senate.gov	202.224.5922	
The Honorable	Senator	Ted	Cruz	U.S. Senate	Senator, State of Texas	Lee Park Tower II, 3626 N. Hall St., Suite 410	Dallas	TX	75219	Michael_flusche@cruz.senate.gov	214.599.8749	
The Honorable Ms.	Representative	Victoria	Neave	Texas House of Representatives	Representative, District 107	317 S. Galloway, Suite B	Mesquite	TX	75149	victoria.neave@house.texas.gov	512.463.0244	972.288.9438
		Katy	Womble	Texas House of Representatives	Office of Texas Representative Victoria Neave	317 S. Galloway, Suite B	Mesquite	TX	75149	katy.womble@house.texas.gov	214.370.8305	
The Honorable Ms.	Representative	Eric	Johnson	Texas House of Representatives	Representative, District 100	8035 E. RL Thornton Freeway, Ste. 326	Dallas	TX	75228	Eric.johnson@house.texas.gov	512.463.0586	214.565.5663
		Mary	Elbanna	State of Texas	Legislative Assistant, Office of Teas Representative Eric Johnson	8035 E. RL Thornton Freeway, Ste. 326	Dallas	TX	75228	mary.elbanna@house.texas.gov	512.463-0586	
		Jesse	Moreno	City of Dallas, Parks and Recreation Board	Council District 2	1500 Marilla Street, Suite 6FN	Dallas	TX	75201	jmoreno@board.org	214.824.7617	214.670.4100
		Tim	Starr	City of Dallas, Mobility and Street Services Department	Assistant Director, Engineering & Survey Services	320 E. Jefferson Blvd, Room 307	Dallas	TX	75203		214.948.4660	214.948.4226

Note: City of Dallas Councilmembers and Staff are being notified internally by the City (per City request)

SH 78 @ Gaston Avenue  
Mailing List  
Adjacent Property Owners

**ADJACENT PROPERTY OWNERS**  
(Data Obtained from Dallas County CAD) - Updated 11/15/17

Owner Name	Address1	Address2	City	State	Zip Code
TEXAS UTILITIES ELEC CO					
PS TEXAS HOLDINGS LTD					
PS ORANGECO INC					
7 ELEVEN INC					
SEJ ASSET MGMT & INVESTMENT COMPANY					
DALLAS JFJ LTD					
GOODY GOODY					
GASTON GRAND CORNER LTD					
FRANCISCO RODRIGUEZ					
CASH AMERICA PAWN LP					
7324 GASTON AVE LTD					
CITY VET WHITEROCK PLLC					
CRAFT BREW LABS LLC					
SHERWIN WILLIAMS COMPANY THE					
CANE ROSSO SOUTHSIDE LLC					
IMAGE BY FARAH					
UPTOWN YOGA LAKEWOOD LLC					
CHARLIE PATEL					
FIXIUS INC					
MATHNASEUM LLC					
MEYER CLINT DR					
J & C MATHEWS LLC					
KEITH MARAFFA					
BLANTON DAVIS R					
7324 GASTON AVE LTD					
7324 GASTON AVENUE LTD					
DALLAS CITY OF					
SOPHIRA LTD					
MAXCLEAN INVESTMENT INC					
WHITE ROCK SELF STORAGE LTD					
GKP INC					
GOLDEN KING PROPERTIES					
QUICK TRIP CORP					
FAIREY JEFF					
SHARON BEN					
WRSM NO 1 LP					
WRSM NO 1 LP					
PHYND TECHNOLOGIES INC					
THE LOT					
DART					
DART (Pricella Reid)					
CH REALTY VII R DALLAS ARBORETUM VILLAGE LP					
CH REALTY VII R DALLAS ARBORETUM VILLAGE LP					
CH REALTY VII R DALLAS ARBORETUM VILLAGE LP					
VILLAGE SALONS INC THE					
HINES DAVID					
PETSMART INC					
BUI JOAN					
MISTRY INC					
RANDALLS FOOD & DRUGS					
FRONTLINE ER					
A CARING DOCTOR TEXAS PC					
RANDALLS BEVERAGE					
WRSM NO 1 LP					

SH 78 @ Gaston Avenue

Mailing List

Adjacent Businesses

ADJACENT BUSINESSES

Name	Email	Address	City	State	Zip
LAKE VIEW LIQUOR					
WHITE ROCK SELF STORAGE					
QUICK TRIP					
REC SHOP					
WILSON HEATING, AIR & PLUMBING					
THE LOT					
THE RETAIL CONNECTION					
EXXON					
WHITE ROCK PIT SHOP					
CASH AMERICA PAWN					
DIGG'S TACOS					
STARBUCK'S COFFEE					
LUKE'S LOCKER					
CITY VET					
DALLAS EYEWORKS					
THE UPS STORE					
THE OPTICAL SHOP					
UFC GYM					
DENTAL BOULEVARD					
100% CHIROPRACTIC					
SUBWAY					
MATHNASIUM OF DALLAS LAKEWOOD					
SHERWIN WILLIAMS PAINT					
IMAGE BY FARRAH SALON SUITE					
UPTOWN YOGA					
CANE ROSSO					
ON ROTATION					
LAKWOOD CONSERVATORY OF FINE ARTS					
MEXICO LINDO RESTAURANT					
ARTHUR BROWN					

SH 78 @ Gaston Avenue  
Mailing List  
HOAs

	STAKEHOLDERS	ADDRESS	ZIP CODE	POC	TITLE	PHONE NUMBER	EMAIL ADDRESS	
Adam Medrano DISTRICT 2	1	Information to be provided to CM Medrano's office (notices, agendas, and related project documents for distribution). They will notify constituents directly.						
	2	Friends of the Santa Fe Trail						
Mark Clayton DISTRICT 9	3	Alger Park Ash Creek N.A.		Brad Boling				
	4	Braeburn Glen N.A.		Paul Bennett	President			
	5	Braeburn Glen N.A.		Lee Barron	VIP Coordinator & Co-Chairman for the Greater Casa View Alliance			
	6	Briarwood NA		Marc Valerin				
	7	Casa Linda Estates N.A.		Ethan Boothe	President			
	8	Casa Linda Forest N.A.		Judy Hall	President			
	9	Casa View CW		Shirley Loftin				
	10	Casa View Haven N.A.		Ken Montgomery	President			
	11	Casa View Heights CW 1156		Ann Teague				
	12	Casa View Heights CW 1156		Carol Hurley				
	13	Casa View Heights CW 1156		Harriett Revier				
	14	Casa View Gill (Country Club Park No 2)		Bonnie Watt				
	15	Casa View Oaks NW		Mike Nurre				
	16	Casa View Oaks NW		Betty Rice Nurre				
	17	Club Manor HOA		Jerry Beane				
	18	Crest View Park HOA		Bobby Baxley				
	19	Easton Place HOA		Jan Shaffer	President			
	20	Eastwood NA		Amy Martin				
	21	Emerald Isle NA		Monica Bravo				
	22	Enclave at White Rock HOA		Carolyn Reindollar	President			
	23	Fairway Estates HOA		Brooks Wetsel				
	24	Fairway Estates HOA		Arch Oldham				
	25	Ferguson/Gus/Maylee (Country Club Park No. 1)		Maria Guzman				
	26	Ferguson Road Initiative		Vikki Martin				
	27	Forest Hills NA		Chris McCauley	President			
	28	Greater Casa View		Betty Rice Nurre				
	29	Lake Park Estates NA		Patricia Gaffney				
	30	Lakewood NA		Kevin Taylor	President			
	31	Lakewood Park Estates NA		Darlene Ellison	UNK			
	32	Lakewood Trails NA		Felix & Maggie Saucedo				
	33	Linda Heights NA		Joyce Riddle				
	34	Little Forest Hills NA		Amy Ewell & Vail Fassett	Co-Pres.			
		Little Forest Hills NA		75218	Robinson Tryon			
		Little Forest Hills NA		75218	Patrick Blaydes		<a href="mailto:pbaydes@gmail.com">pbaydes@gmail.com</a>	
	36	Lochwood Meadows Neighborhood & Dixon Branch HOA			Scott Robson	President		
	37	Merriman Park/University Manor NA			Bill Haughton	President		
	38	Old Lake Highlands NA			Barbara Arredondo			
	39	Peninsula NA			David Catlett	President		
	40	Saint Andrews NA			Sunny Coffman			
	41	Town North HOA			Dave Tolbert	Vice Pres.		
	42	University Meadows NA			Jeris Queen	President		
	43	University Terrace NA			Sylvia Weaver			
	44	White Rock NA			Michael Jung	President		
	45	White Rock Forest			Jorge Goldsmit			
	46	White Rock Partnership			David Pittman	Chairman		

SH 78 @ Gaston Avenue  
Mailing List  
HOAs

	STAKEHOLDERS	ADDRESS	ZIP CODE	POC	TITLE	PHONE NUMBER	EMAIL ADDRESS	
	47	Friends of the Santa Fe Trail		Lawrence Mendive				
	48	Greater East Dallas Chamber of Commerce		NA				
Philip T. Kingston DISTRICT 14	49	Hollywood Santa Monica HOA		Jarrett Stamples	President			
	50	Lakewood Hills HOA		Jeff Fraser	President			
	51	Friends of the Santa Fe Trail		Lawrence Mendive				
	52	Lower Greenville NA/Dallas Homeowner League		Melissa Kingston				
	53	Bryan Place NA/Dallas Homeowner League		Gary Collins	Communication Officer			
	54	Gaston Avenue Homeowners		75214	David Bailey			
		Gaston Avenue Homeowners		75214	Cindy Bailey			
	55	East Dallas Coalition of Neighborhoods		75214	Melanie Vanlanding			
East Dallas Coalition of Neighborhoods			75214	David Shinn				
56	Lakewood Heights NA		75214	Tom Aubrey				



## **C. Sign-In Sheets**



**PUBLIC SIGN-IN SHEET**

**Proposed Intersection Improvement  
SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue  
Dallas County, Texas**

**CSJ: 0009-02-067**

**January 18, 2018**

NAME	ADDRESS
Robert Croysdale	
Linda Nordeck	
TIM SMITH	
Ed LOUTHERBACK	
MARY Kimbrough	
John HARTSTROCK	
Ralph + Glenna Taitz	
Gwen Lummus	
Bill + Judi BOYLES	
Bill + MARY HOGAN	
Lilian Dnyango	
Blake KRESZ	
LISA KRESZ	
S. HEFFLER	
Simon Lewis	
TKresl@advocatemag.com	
Clay Hartmann	
Amber Montgomery	
Ron Marusak	
Phil + Mary WERTZ	
DRESI TANNEN	
Marygayle Fogarty	
Jammy Daniel	



# PUBLIC SIGN-IN SHEET

Proposed Intersection Improvement  
SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue  
Dallas County, Texas

CSJ: 0009-02-067

January 18, 2018

NAME	ADDRESS
Terri Raith	
Richard Stauffer - City of Dallas	
Elizabeth Blackburn	
STEPHANIE STANLEY	
MYRNA VANCE	
K.R. Vance	
RANDY SHEAR	
Molly Phrman	
FRED MEYER	
Minesha Peers	
CYAN SOYD	
KIRK GILLETTE	
Katie Anderson	
Brenda + Fred Brown	
Colin + Jim Williams	
EMMETT Lower	
Thomas Prentice PhD	
GARISSA DRURY	
Hawkins Golden <sup>th</sup>	
ANDREW CHILTON	
Lezlie Vlasimsky	
Lou Simmons	
Dave Kirk	
April Ogbornyaya	



### PUBLIC SIGN-IN SHEET

Proposed Intersection Improvement  
SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue  
Dallas County, Texas

CSJ: 0009-02-067

January 18, 2018

NAME	ADDRESS
Susan Stephens	
Steve Putnam	
<del>DAVID STANLEY</del>	
Lee Papert	
Tessa Phillips	
* Erin Moore	
Molly + Dan Grogan	
Ed + Pam Mees	
DIANNA DRURY	
Scott Nesbitt	
Mike Nvna	
Teresa Bond	
JORGE L. SORBAQUESA	
STAN VLASIMSKY	
Dina Colavassi	
Daniel Czummins	
MATT WOOD	
JEFF FAHEY	
BRAD DOLING	
Angie Clarke	
Michael Gilbert	
WES M SCLAVE	



## PUBLIC SIGN-IN SHEET

Proposed Intersection Improvement  
SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue  
Dallas County, Texas

CSJ: 0009-02-067

January 18, 2018

NAME	ADDRESS
Boyer Farrar III	
Deborah Kerbi	
Tom Tinner	
John Brunik	
Alexa LaHanda Mallard of Matthew Smith	

2

6

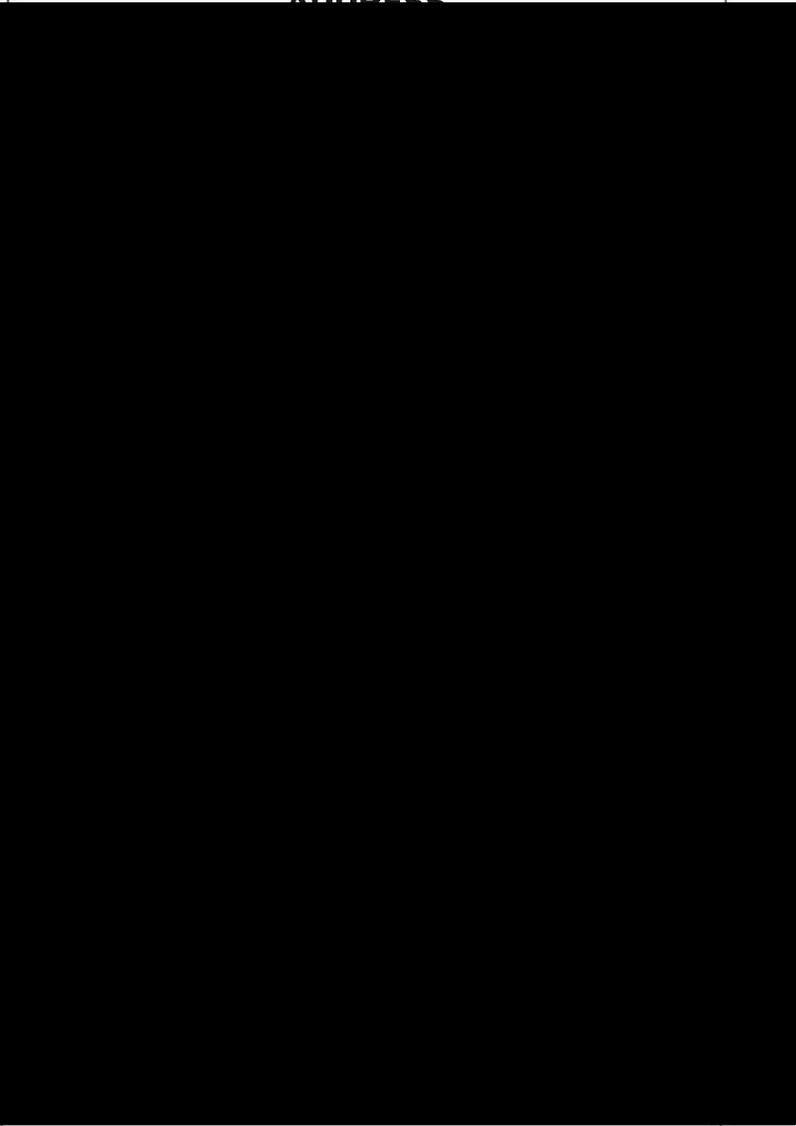


## PUBLIC SIGN-IN SHEET

Proposed Intersection Improvement  
SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue  
Dallas County, Texas

CSJ: 0009-02-067

January 18, 2018

NAME	ADDRESS
Barbara Koegel	
John Botejohr	
Crystal Monson	
Patricia Gaffney	
Will Maddox (East Dallas Advocate Media)	
Stephen & Julie Portman	
Tushar Solanki	
BRAD GRIST	
John Mitchell	
Saran Lamb	
Amber Hartmann	
Fanny Moya	
Patrick Haigh	
Merritt Drum	
Laurie Nesbitt	
Casey McElroy	
VICTO	
Lisa Lambert	
Betty Dunagan	
JOANNA L. HAYSTON	
Heimberg Martha	
Hooman SHAMSA	



## PUBLIC SIGN-IN SHEET

Proposed Intersection Improvement  
SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue  
Dallas County, Texas

CSJ: 0009-02-067

January 18, 2018

NAME	ADDRESS
FRED WELSH	
Arturo Ramirez	
Andrew Winkelmann	
DAVID PITTMAN	
GARY GRAY	
Katherine Mitchell	
Barbara Clay	
Patricia Lynn Wright	
Harriet Gray	
SIDERWOOD E. BLOWR, JR.	



# PUBLIC SIGN-IN SHEET

Proposed Intersection Improvement  
SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue  
Dallas County, Texas

CSJ: 0009-02-067

January 18, 2018

NAME	ADDRESS
Corey & Dana Sheehy	
TRV KARWELIS	
James Miller	
Bruce Taboary	
Pat Farrar	
Jeff Franer	
Yam Cooper + Ralph Blount	
Karyl Leonard	
Robinson Tryon	
* W.J. Melton	
Annie Melton	
Andrea Klocinski	
Heidi Fischer	
Tom Aubrey	
Patrick Blaydes	
DAVID BAILEY	
Cindy Bailey	
Melanie Vanlandingham	
DAVID SHAW	



## ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: January 18, 2018

### Proposed Intersection Improvement

SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue

Dallas County, Texas

CSJ: 0009-02-067

Name and Public Office	Signature
Senator John Cornyn U.S. Senate	
Mason Morgan Constituent Services Liaison for Sen. Cornyn	
Senator Ted Cruz U.S. Senate	
Michael Flusche Deputy Regional Director for Sen. Cruz	
Representative Jeb Hensarling U.S. House of Representatives, District 5	
✓ Representative Eddie Bernice Johnson U.S. House of Representatives, District 30	<i>Mr. Hensarling, Deputy Director</i>
Becky Lewis Constituent Services Liaison, U.S. Rep. Eddie Bernice Johnson, District 30	
Senator Bob Hall Texas Senate, District 2	
Senator Don Huffines Texas Senate, District 16	
Representative Victoria Neave Texas House of Representatives, District 107 ✓	<i>Victoria Neave</i>
Katy Womble Office of Texas Representative Victoria Neave ✓	
Representative Eric Johnson Texas House of Representatives, District 100 X	<i>Mary Elbanna</i>
Mary Elbanna Legislative Asst., Texas Representative Eric Johnson ✓	
Judge Clay Jenkins County Judge, Dallas County	
Lauren Mish Chief of Staff, County Judge Clay Jenkins, Dallas County	
Commissioner Theresa Daniel Dallas County, District 1	
Erin Moore District 1 Commissioner's Office, Dallas County	<i>Erin Moore</i>
Commissioner Mike Cantrell Dallas County, District 2	
Alberta Blair, Director of Public Works Dallas County	
Antoinette Bacchus Public Works, A/D Transportation/Planning, Dallas County	



## ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

Public Meeting: January 18, 2018

### Proposed Intersection Improvement

SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue

Dallas County, Texas

CSJ: 0009-02-067

Name and Public Office	Signature
Jonathan Toffer Public Works, A/D Program Engineering, Dallas County	
Tushar Solanki, Senior Project Manager Public Works, Dallas County	
Lilian Onyango, GIS Technician Public Works, Dallas County	
Councilmember Adam Medrano City of Dallas, District 2,	
Monica Huerta Asst. to Councilmember Adam Medrano, City of Dallas	
Jesse Moreno Parks and Recreation Board, District 2, City of Dallas	
Councilmember Mark Clayton City of Dallas, District 9	✓
Emily Worland Asst. to Council Member Mark Clayton, District 9, City of Dallas	
Councilmember Philip T. Kingston City of Dallas, District 14	
Connie Sanchez Asst. to Council Member Philip T. Kingston, District 14 City of Dallas	
Tim Starr, Asst. Director, Mobility/Street Services Dept., City of Dallas	
Mike Eastland, Executive Director NCTCOG	
Michael Morris, Director of Transportation NCTCOG	
Dan Lamers, Senior Program Manager NCTCOG	
Jeffrey Neal, Program Manager NCTCOG	
Kevin Feldt, Program Manager NCTCOG	
Berrien Barks, Senior Transportation Planner NCTCOG	
Sandy Wesch, Project Engineer NCTCOG	





Proposed Intersection Improvement  
 SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue

Public Meeting on January 18, 2018

Dallas Arboretum - Rosine Hall

8525 Garland Road, Dallas, Texas 75218

**Mailing List Sign-Up**

Please provide your contact information below if you would like to receive announcements and updates about the Proposed Intersection Improvement for SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue. Your contact information will not be used or distributed for any other purpose.

Name	Organization	Zip	Email Address
Palvick Blaydes	Little Forest Hills	75218	
<del>David Bailey</del> Cindy Bailey	Garland Ave Homeowners	75214	
David Bailey	" " "	75214	
Melanie Vanlandingham	East Dallas Coalition of Neighborhoods	75214	
DAVID SHINN	East Dallas Coalition of Neighborhoods	75214	



**Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**

Public Meeting on January 18, 2018

Dallas Arboretum - Rosine Hall

8525 Garland Road, Dallas, Texas 75218

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Name	Organization	Zip	Email Address
Robert Crowe	GSRA Architects	75226	
Linda Nordeck	Self	75214	
Terri Raith	Self	75214	
TIM SMITH	LINCOLN PROPERTY CO	75201	
Susan Stephens	Self	75218	
Steve Putnam	Self	75214	
Lilian Anyango	Dallas County		
BLAKE KRESL	SELF	75218	
S. Heffler	"	75206	
Simon Lewis	Self	75214	



**Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**

Public Meeting on January 18, 2018

Dallas Arboretum - Rosine Hall

8525 Garland Road, Dallas, Texas 75218

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Name	Organization	Zip	Email Address
Elizabeth Blackburn	Homeowner	75214	
MYRNA VANCE	"	75214	
Molly Parman	homeowner	75218	
FRED MEYER	"	"	
DAVID DANIEL	"	75214	
Minesha Reese	DPL Co.	75202	
RYAN BOYD	Homeowner	75214	
Kirk Gillette	Homeowner	75214	
Molly + Dan Grogan	Home	75218	



Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue

Public Meeting on January 18, 2018

Dallas Arboretum - Rosine Hall

8525 Garland Road, Dallas, Texas 75218

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Name	Organization	Zip	Email Address
Clay Hammann		75214	
Sarah Lamb		75214	
Aubrey Montgomery		75214	
Pam Myers		75214	
DIANNA DRURY		75214	
SCOTT NESBITT		75206	
Mary J. Fogarty		75214	
Tammy Ferrell		75238	
Gary Sheed		75218	
ERV KARWELIS		75214	



Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue

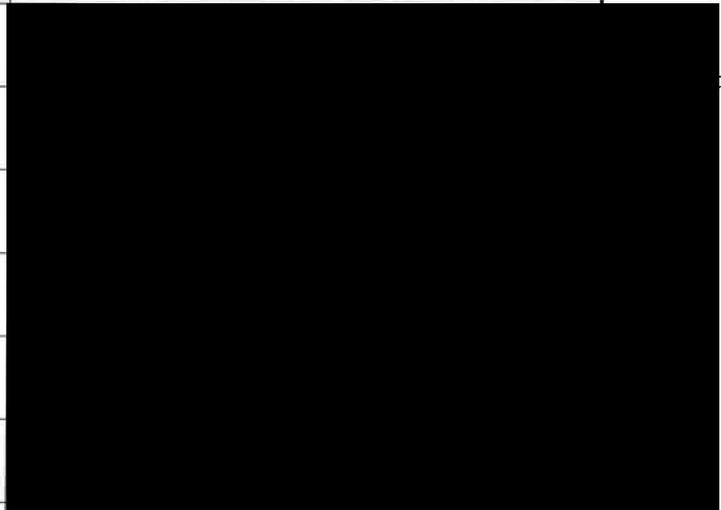
Public Meeting on January 18, 2018

Dallas Arboretum - Rosine Hall

8525 Garland Road, Dallas, Texas 75218

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Name	Organization	Zip	Email Address
Harry Morgan		75218	
Merritt Drury		75214	
LISA Lambert		75214	
JARA HANCOCK		75214	
Martha Heimberg		75214	
HOUMAN SHAMSA		75223	



**Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**

Public Meeting on January 18, 2018

Dallas Arboretum - Rosine Hall

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Name	Organization	Zip	Email Address
CARISSA DRURY		75214	
Lezie Vlasovsky	neighbor	75218	
April Ogbonyija		75218	
Tom Tinner	home owner	75206	
Michael Gilbert	home owner	75214	
* Alexa Mallard	home owner	75214	



**Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**

Public Meeting on January 18, 2018

Dallas Arboretum - Rosine Hall

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Name	Organization	Zip	Email Address
James Miller	Gaston Resident	75214	
Bruce Foxworth	" "	75214	
Pat Farrar	Lebwood Resident	75214	
Angie Clarke	"	75214	
Harvy Morgan	Forest Hills Resident	75218	
Robinson Tryon	LFHNA	75218	
Heidi FISCHER		75238	
Tom Aubrey	LHNA	75214	



## TXDOT AND CONSULTANT SIGN-IN SHEET

Proposed Intersection Improvement  
 SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue  
 Dallas County, Texas

CSJ: 0009-02-067

January 18, 2018

NAME	ORGANIZATION
Christine Polito	TXDOT ✓
Dario Young	✓CP+Y
Josh Geyer	✓CP+Y
Andy Atlas	✓CP+Y
Travis Oung	TXDOT ✓
Craig Deane	TXDOT ✓
Andrew DeLozier	TXDOT ✓
Charles Tapp	TXDOT ✓
Rob Mosley	TXDOT ✓
Lezlie Kirby	TXDOT ✓
Caren Chambers	Michael Baker Intl.
Mark Middleton	Michael Baker Intl.
Michelle Raglan	TXDOT PIO ✓
Susan Howard	TXDOT - OPI ✓
Jon Eschig	TXDOT - ADP ✓
Tony Hartzel	TXDOT ✓
Rebecca Smith	TXDOT ✓
Mohammed Shaikh	TXDOT ✓
Nazrul Chowdhury	TXDOT ✓
Sean Parsons	Parsons
Sulaiman Arain	Michael Baker
Mo Bui	TXDOT ✓
Kenneth Leung	CB
Jared White	CB





**D. Comments Received**

**Barbara Clay**  
**Ken Bernstein**

January 18, 2018

RE: The Intersection commonly known as the 3G (Garland, Gaston and Grand);  
Entrance to Cane's

Dear TXDOT:

I have attended each of the meetings held on the changes proposed to the 3G intersection, and Ken has as well until tonight's meeting. We have both repeatedly suggested looking at the greater physical area instead of the narrow concentration on the single intersection and been told that the intersection was the only focus. This was prior to the opening of the Cane's restaurant and its extremely ill-placed yet TXDOT approved access points.

Since the Cane's has opened, I have been nearly sideswiped 3 times. The entrance off Garland is really short after becoming visible, IF visible at all when the sun is in one's eyes during winter rush hour. And the speed limit is often ignored with vehicles going above the stated limit. The entrance off Gaston is placed such that those who struggle enough and often fail to yield appropriately, want to zoom to the right across a lane to enter Cane's.

There is no way to track the "nearly" events but for anecdotal evidence which no entity is collecting. It is only a matter of time before a tragedy occurs. Tragedy has already occurred at a very close intersection and the addition of the light will significantly impact those coming down Garland on to Gaston, most likely with back ups right at the Cane's entrance.

Researching the Values, Vision, Mission and Goals posted for TXDOT, highlighted copy attached), the following quotes are instructive:

The well-being, safety and quality of life for.... The traveling public are of utmost concern....

We accept responsibility....

....strive to earn and maintain confidence...

....and enhancing quality of life ....

.....we deliver a safe, reliable, and integrated transportation system....

Focus on the Customer—People are at the center of everything we do.

- Incorporate customer feedback and comments...

Foster Stewardship--.....operate efficiently and manage risk.

Optimize System Performance-----....

- Mitigate congestion

Promote Safety-Champion a culture of safety

- Reduce crashes and fatalities by continuously improving guidelines and innovations....

End of quotes.

In short, we are not confident that TXDOT's current limited focus on this intersection, its approval of the ill placed Cane's entrances, and failure to work with City staff and/or any other government representative to the fullest possible extent will enhance quality, deliver a safe system, and reduce crashes and fatalities. Please reconsider the Cane's entrance, expand consideration of the area at large by study of, for example but not limited to, the Winsted/Garland intersection where those exiting the liquor store routinely turn left against the street sign direction.

*Thank you  
for your time  
JC & HSE*

## Contact Us

Email Us (/inside-txdot/contact-us/email-us.html)

Telephone or Write Us (/inside-txdot/contact-us/email-call.html)

Administration (/inside-txdot/contact-us/administration.html)

District (/inside-txdot/contact-us/district.html)

Division (/inside-txdot/contact-us/division.html)

File a Complaint (/inside-txdot/contact-us/complaints.html)

Page Options ▾

## Values, Vision, Mission and Goals

Home (/content/txdot/en.html) > Inside TxDOT (/inside-txdot.html)

### Values:

#### *People*

People are the Department's most important customer, asset, and resource. The well-being, safety, and quality of life for Texans and the traveling public are of the utmost concern to the Department. We focus on relationship building, customer service, and partnerships.

#### *Accountability*

We accept responsibility for our actions and promote open communication and transparency at all times.

#### *Trust*

We strive to earn and maintain confidence through reliable and ethical decision-making.

#### *Honesty*

We conduct ourselves with the highest degree of integrity, respect, and truthfulness.

### Vision:

A forward-thinking leader delivering mobility, enabling economic opportunity, and enhancing quality of life for all Texans

### Mission:

Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

### Goals and Objectives:

**Deliver the Right Projects** – Implement effective planning and forecasting processes that deliver the right projects on-time and on-budget.

- Use scenario-based forecasting, budgeting, and resource management practices to plan and program projects.
- Align plans and programs with strategic goals.
- Adhere to planned budgets and schedules.
- Provide post-delivery project and program analysis.

**Focus on the Customer** – People are at the center of everything we do.

- Be transparent, open, and forthright in agency communications.
- Strengthen our key partnerships and relationships with a customer service focus.
- Incorporate customer feedback and comments into agency practices, project development, and policies.
- Emphasize customer service in all TxDOT operations.

**Foster Stewardship** – Ensure efficient use of state resources.

- Use fiscal resources responsibly.
- Protect our natural resources.
- Operate efficiently and manage risk.

**Optimize System Performance** – Develop and operate an integrated transportation system that provides reliable and accessible mobility, and enables economic growth.

- Mitigate congestion.
- Enhance connectivity and mobility.
- Improve the reliability of our transportation system.
- Facilitate the movement of freight and International trade.
- Foster economic competitiveness through infrastructure investments.

**Preserve our Assets** – Deliver preventive maintenance for TxDOT's system and capital assets to protect our investments.

- Maintain and preserve system infrastructure to achieve a state of good repair and avoid asset deterioration.
- Procure, secure, and maintain equipment, technology, and buildings to achieve a state of good repair and prolong life cycle and utilization.

**Promote Safety** - Champion a culture of safety.

- Reduce crashes and fatalities by continuously improving guidelines and innovations along with increased targeted awareness and education.
- Reduce employee incidents.

**Value our Employees** -- Respect and care for the well-being and development of our employees.

- Emphasize internal communications.
- Support and facilitate the development of a successful and skilled workforce through recruitment, training and mentoring programs, succession planning, trust, and empowerment.
- Encourage a healthy work environment through wellness programs and work-life balance.

#### Inside TxDOT

- [Careers \(/jobs.html\)](#)
- [Get Involved \(/inside-txdot/get-involved.html\)](#)
- [Media Center \(/inside-txdot/media-center.html\)](#)
- [Projects \(/inside-txdot/projects.html\)](#)
- [Forms & Publications \(/inside-txdot/forms-publications.html\)](#)
- [Administration \(/inside-txdot/administration.html\)](#)
- [Districts \(/inside-txdot/district.html\)](#)
- [Divisions \(/inside-txdot/division.html\)](#)

#### Connect With Us

-  (<http://www.facebook.com/TxDOT>)  
Facebook  
(<http://www.facebook.com/TxDOT>)
-  (/inside-txdot/media-center/txdot-twitter-feeds.html) Twitter (/inside-txdot/media-center/txdot-twitter-feeds.html)
-  (<http://www.youtube.com/user/TxDOTpio>)  
YouTube  
(<http://www.youtube.com/user/TxDOTpio>)
-  (<http://www.texashighways.com/>)  
Texas Highways Magazine  
(<http://www.texashighways.com/>)

#### What We Do

-  (<http://www.texas.gov>) Texas.gov  
(<http://www.texas.gov>)
-  (<http://www.txtag.org>) TxTag  
(<http://www.txtag.org>)
-  (<http://www.my35.org>) MY35.org  
(<http://www.my35.org>)
-  (<http://www.dot.state.tx.us/drivenbytexans/i-69>)  
i-69  
(<http://www.dot.state.tx.us/drivenbytexans/i-69>)
-  (<http://www.roadstexasenergy.com/>)  
Roads for Texas Energy  
(<http://www.roadstexasenergy.com/>)
-  (<http://www.movetexasfreight.com>)  
Freight Advisory Committee  
(<http://www.movetexasfreight.com>)
-  (<http://www.dot.state.tx.us/ttf/default.htm>)  
Texas Transportation Forum  
(<http://www.dot.state.tx.us/ttf/default.htm>)

#### Contact Us

- [Email Us \(/http://www.txdot.gov/contact-us/form.html\)](#)
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m PAGE-1-

MEETING COMMENT FORM
Proposed Intersection Improvement
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue
Dallas County, Texas
CSJ: 0009-02-067
January 18, 2018
6:00 PM to 8:00 PM

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by February 2, 2018.

Please Print

I HAVE BEEN INVOLVED IN THIS PROCESS FROM THE BEGINNING (CHARENTE) SO I HAVE SEEN ALL THE SCHEMES BEFORE (SEEING THAT THERE WAS INVITED YOU COULD HAVE HAD A PRESENTATION TO EXPLAIN IT - LEAVING PEOPLE IN THE DARK IS NOT GOOD (THE 5 SLIDE POWERPOINT) WAS SURPRISINGLY DUMB / OK. WHY NOT. SHOW COMPUTER ANIMATIONS SHOWING FLOW FROM DATA THAT EXISTS - HOW FAR BACK WILL THE TRAFFIC BE BACKED-UP ALONG GASTON? WHAT WILL TRUCK TRAFFIC BE LIKE? HOW DOES THE NEW ARRANGEMENT WORK WITH NEW SW CORNER DEVELOPMENT?

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: RANDY SHEAR

ADDRESS:

CITY:



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WHAT WILL HAPPEN WHEN STARBUCK
DRIVE THRU IS BACKED UP? HOW
DO BIKE LANES WORK? WHAT IS
THE SPEED OF DOWN HILL TRAFFIC?
WILL THERE (ANTICIPATED) ACCIDENT
RATE PREDICTED? RUSH HOUR
BACK UP. (RECENT WATER MAIN BREAK
AT QUICK TRIP BACKED UP TRAFFIC
FOUR 3 HOURS (AT LEAST) WHAT ARE
THE REASONS 'T' IS NOT BETTER THAN
A REVERSE 'T' WHY ARE YOU NOT
PRESENTING THESE IDEAS TO THE PUBLIC.
HAVE A SPOKE PERSON EXPLAIN ALL OF
THESE

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NAME: RANNEY STEAR

ADDRESS:
CITY:



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It was interesting to come to this meeting and find out that this is an in-progress project and I feel that more effort could have been put forth in including informing neighborhood residents.

Not removing the curves at this intersection does not slow down traffic when lights are green and there is plenty of time to build speed from the light at Winstead.

Option 2 w/ a "yield" to pedestrian traffic on a curve does not seem to be a safe option.

What is the best way to learn about future public meetings? I learned of this one in the Dallas Morning News.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you: back

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NAME: Patricia Lynn Wright

ADDRESS: [REDACTED]

CITY: [REDACTED] (I also travel this intersection to work)

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

print out pictures of slides are difficult to read.  
Thank you to the staff that were helpful in  
answering questions and listening to comments.

----- Fold Here -----

----- Fold Here -----

Place  
Stamp  
Here

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**



**MEETING COMMENT FORM**  
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Please focus on the livability and vibrancy of the community. This option focussed on vehicle mobility. ~~Getting through the~~ Making sure cars can get through the intersection as quick as possible. It should focus on the community and the people.

I want my kids to walk from White Rock to Cone Grosse. This plan doesn't help them do that

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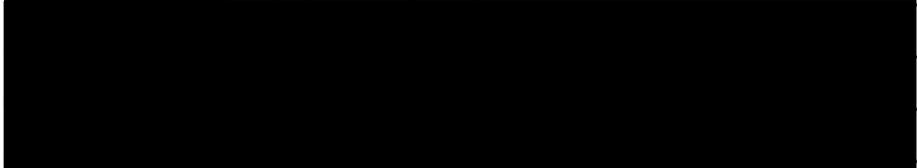
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NAME:

Patrice Blawie

ADDRESS:

CITY:





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1. Provide more buffer between curbs and sidewalks.
2. Expect bicyclists from nearby neighborhoods to ride sidewalk pavement to the Santa Fe trail ramps.
3. 2' setback should be min 5' from back of curb.
4. Coord. w/ City to ensure sidewalk continuity to San Rafael Dr.
5. Set back sidewalks to ROW edge - offset to ROW limits where practicable.
6. Wider sidewalks (10'+) would be far safer for bicyclists blending with pedestrian traffic.
7. Think of every aspect from the perspective of wheelchair occupants.

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: W.J. 'Bud' Melton

ADDRESS:

CITY:



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Gaston would serve area residents better if designed as 1-lane each way with left turn bays at intersections and buffered or protected bike lanes.

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NAME: Just Melton

ADDRESS

CITY



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The Gateway to Dallas, preserve WRL with its  
hub of walking & bicycling trails deserves  
the investment necessary to extend  
land ownership for the project that will  
allow protect & on-street bicycle traffic  
and mis to sidewalks that are not back as curbs.  
Keep Hwy 78 (East Grand/Garland  
Road) a straight thru at Garland/E Grand - 2 lanes  
each direction. Signs to H.39 at along  
East Grand at this intersection. Garland Road  
is very difficult to make a L turn at west Street!  
Not turn back.

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NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_



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I live on Gaston Avenue and have seen the increase in traffic multiply each year for cars headed towards the downtown area.

I am AGAINST the proposed TXDOT plan, It is confusing and inefficient. Gaston Avenue is a residential street and does not need more traffic directed onto our street. I have lived on Gaston for many years; it was a hazard to have our 4 kids learn to back out on the street. DESIGN IT TO A "T" -- a simple "T" intersection is simple and can't move traffic efficiently on the same roadway. WOULD YOU WANT

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THIS IN YOUR??  
NEIGHBORHOOD!?

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NAME:

Cindy Bailey

ADDRESS

CITY



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The current TxDOT plan would create negative impact on established and newly redeveloped neighborhoods in East Dallas area.

strongly oppose the current plan. Support a plan that will promote traffic calming @ Gaston Avenue intersection and further promote walkability all along Gaston Ave and surrounding neighborhoods.

Gaston Ave -- all the way from 78/Garland Rd/East Grand to downtown is already handling too much commuter traffic that is impacting mixed use/walkable neighborhoods.

Please consider a T at end of Gaston, and keeping traffic on the highway rather than Gaston. My 22 year investment of \$ and time in my home + h'hood

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you: *deserve protection.*

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*Thank you!*

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NAME: *Jerelyn Arbuckle*

ADDRESS: [Redacted]

CITY: [Redacted]



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IF THE GOAL IS TO INCREASE TRAFFIC ON NW BOUND GASTON AVE, THEN YOU'VE ACCOMPLISHED THAT GOAL IN SPADES. YOU'VE RESTRICTED THE FLOW FROM GRAND TO GARLAND WHICH WERE CONSTRUCTED TO HANDLE TRAFFIC FLOW. IT SEEMS THAT THE "HUMP" BETWEEN GRAND & GARLAND SHOULD MOVE TO THE GARLAND TO GASTON (NORTH) CORNER THAT WOULD FORCE TRAFFIC TO SLOW UPON ENTERING GASTON. GASTON AVENUE SHOPPING CENTERS ARE CONTRIBUTING TO THE ISSUE WITH SLOW MOVING TRAFFIC ENTERING GASTON AND HAVING TO MERGE WITH FASTER MOVING TRAFFIC FROM GARLAND. YOU'VE DONE NOTHING TO ADDRESS THE ISSUE OF TRAFFIC SPEED ON GASTON WHICH HAS BEEN THE PRIMARY PRESSURE POINT IN ALL PREVIOUS MEETINGS

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NAME: Ed Lauterback

ADDRESS:

CITY:



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Looks good. Glad to see sidewalks and  
access for pedestrians. It's been way too  
scary to cross! Thank you!

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NAME:

Teresa Bond

ADDRESS:

CITY:



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firstly, I had not been provided any detail on this previous to this meeting. The first I heard was the meeting this fall. Consequently I could not provide any feedback. I do not understand why, if the intersection is to be rebuilt, why 78 wouldn't run straight through (as a state highway) and a connection to Gaston. Visibly the proposed option looks as though the main purpose is to flow traffic out to Gaston. As a Gaston resident, I find this unacceptable. Very disappointed TXDOT did not discuss why the option selection or any other details - but it seems a decision has already been made.

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Why didn't I hear about this earlier? I do not approve!

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NAME: Steve Putnam

ADDRESS:

CITY:



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Overall, the plan looks like an improvement over the mess that is there today. Primary neighborhood concerns are to slow traffic, make the intersection safer for pedestrians, cars, & bikes. We do not want to speed up traffic. The plan should do more to slow & reduce the traffic going on to Gaston, which is a residential street. It is not enough.

Thank you for taking on the project to fix this dangerous & confusing death trap of an intersection. I live nearby & avoid it at all costs. Thank you for having this meeting.

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NAME:

Angie Clarke

ADDRESS:

CITY:



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The traffic lights/signals will play a large role in whether this project will achieve its goal. The intersection definitely needs traffic sensors that can monitor the presence and quantity of cars and directly correlate that w/ the traffic signal. It makes no sense to be sitting at an intersection for several minutes when no other cars are coming in other directions. The traffic signals should sync with other nearby traffic signals to improve traffic flow.

Option 4 is my preferred choice because at least one lane of traffic avoids a traffic signal.  
~~\* No speed Bumps \* No stopping the flow of traffic~~

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NAME: April Oabocnyua

ADDRESS:

CITY:



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The BIG HUGE GIGANTIC  
problem on Gaston is it is a FREEWAY!  
And no one cares - 60 mph ALL day!

The improved intersection is nice BUT will  
do ZIP-NADA - NOTHING About slowing  
cars on the run from Garland Rd to Abrams

This is a speedway, Law enforcement  
DOES NOT care.

The only answer I know is Speed bumps!!  
The only Answer!

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NAME:

Bruce Fogarty

ADDRESS:

CITY:



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What a missed golden opportunity to PRESENT your plan openly + ACCEPT public comment

you should be embarrassed.

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NAME:

Fred A. Brown

ADDRESS:



CITY:



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The intersection is nice-

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NAME:

Bruce Foxent

ADDRESS:

CITY:



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The Dallas Police Dept says the 3-G intersection is one of the most dangerous in the city

1. Is this true - based on what data?
2. Is there an analysis showing the reasons?
3. Is there an analysis showing how the proposed solutions eliminate the causes?

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NAME:

Oves Shad

ADDRESS:

CITY:



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Option 2

Why are you not starting till 2021?

It was mentioned or at least intimated that this would start 2018.

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NAME: Mike Runne

ADDRESS:

CITY:



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I and many of my friends and members of  
White Rock Partnership are for

OPTION 2 - REVERSE T

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME:

DAVID PITTMAN

ADDRESS:



CITY:



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Please Print

I VOTE FOR NUMBER 2 REV T

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

FRED WELSH

ADDRESS:

CITY:



**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
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I strongly disagree with the proposed option 2. This proposal will dump large amounts of traffic on Gaston at an intersection that continues to develop. While I understand that the project is intended to (1) make the intersection SAFER FOR PEDESTRIANS; + (2) relieve congestion DURING peak a.m. + p.m. hours, I do not believe that option accomplishes either goal. First, the curve towards GRAND will still have only a yield sign, and traffic easily ignores those. Second, while increasing turn lanes, the traffic will still dump into the street GASTON AVE. I believe this project is shortsighted and should be considered in light of the entire neighborhood and the recent bonds approved by DALLAS VOTERS. TRAFFIC should be DIRECTED AWAY FROM neighborhood ARTERIES + TOWARDS DEDICATED HIGHWAYS.

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- I am employed by TxDOT
  - I do business with TxDOT
  - I could benefit monetarily from the project or other item about which I am commenting
- None Apply*

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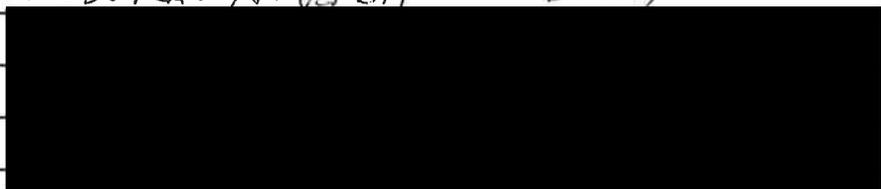
NAME:

*Deborah A. Verbi*

*Deborah A. Verbi*

ADDRESS:

CITY:





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I am a business owner @ [redacted]  
[redacted] and travel the  
3A intersection every day.  
I am in favor of "option #2"  
the "reverse T."

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NAME: John Kotkowski

ADDRESS: [redacted]

CITY: [redacted]



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- pleased to see sidewalks being added
- concerned about bike lanes sharing with car lanes because people don't pay attention
- would like to understand the proposal better by having someone walk us through it
- \* - would like to hear a compare & contrast with the neighborhood association proposal

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NAME:

Dana Shued

ADDRESS:

CITY:



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Need to move utility poles away from road on curve going from Garland onto Gaston (w)

Need to have some way to reduce speed going from Garland into Gaston (westbound)  
If light is green on Garland (south) cars would take turn onto Gaston at a high rate of speed - running right into entrance to Conie's & Starbucks, which will be very dangerous (it is today)

Need to sync lights with Tucker light

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NAME:

Michael Gilbert

ADDRESS:

CITY:



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- NO. 1 PRIORITY SHOULD BE TO REDUCE GASTON TRAFFIC, NOT JUST ASSUME 2037 NUMBER IS A GIVEN. WHAT IS PLAN TO REDUCE GASTON TRAFFIC BEFORE SOMEONE IS KILLED? WHY IS A BUS ROUTE NOT CONSIDERED FOR COMMUTERS?
- I WOULD BE FOR A STRAIGHT T JUNCTION
- ALSO A "BIKE LANE" SHOULD BE DEDICATED PROTECTED
- WHAT TRAFFIC CALMING MEASURES WILL BE PUT IN PLACE ON ~~THE~~ GASTON AS A.D.T. INCREASES - SPEED LIMIT ENFORCEMENT ETC.

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NAME: EMMETT LONG

ADDRESS:

CITY:

The curve from Garland to Gaston is nothing short of treacherous!



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Positive proposal for better ped/bicycle traffic via underpass

This "meeting" SHOULD have included a FORMAL EDUCATIONAL presentation walking us through the slides. We needed help to better understand the proposed changes  
1. why it will be SAFER?  
2. how it will be different?

Who is in charge to write ???  
There is no sense of LEADERSHIP. People meandered to look at TINY diagrams or short-lived screen images. We need GUIDANCE, information, explanations, CLEAR information!

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NAME: Molly P. GROGAN

ADDRESS: [Redacted]  
CITY: [Redacted]



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Please Print

WE LIVE IN FOREST HILLS AND ALSO  
WE ARE PART OF THE PARTNERSHIP  
THAT OWNS [REDACTED]  
NEW RESTAURANT / THE LOT). MAIN CONCERNS  
ARE EGRESS / INGRESS TO PARKING. 7522 HAS  
AGREEMENT TO USE 7530 LOT TO GET TO  
PARKING IN BACK. AS RESIDENT SAFETY  
AND SPEED OF TRAFFIC. DURING CONSTRUCTION  
WE WANT TO BE SURE WE DON'T  
LOSE ACCESS. WE CAN PROVIDE PLANS  
IF HELPFULL.

[REDACTED] TUX

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NAME:

STAN VLASIMSKY

ADDRESS:

CITY:



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① I am very supportive of option 1 over option 2. I drive this intersection often from all directions. The thing that has contributed to confusion and risk for drivers is the curve of grand and gaston. A T-intersection seems much lower risk. The pedestrian crosswalks will improve safety but still not ideal, since they cross on a curve.

② The turn from garland to Gaston is frightening - and I am a seasoned 60 yr old driver. The lanes are too narrow with sharp curve - cars never stay in their lanes well. I understand this is NOT addressed in the scope of this project.

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NAME:

Betty Dunagan

ADDRESS:

CITY:



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My vote is for "T" shape  
intersection with a hard stop.  
Education letting people know  
there are other ways of  
getting from one side of  
Lakewood to the other side  
of Lakewood rather than  
down Gaston.

I've lived in the Lakewood area - WWHS  
graduate of 1945 and I didn't know  
about these meetings or that this was even  
being discussed until tonight. The people should  
be included in this decision

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you: *be included in this decision*

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NAME: \_\_\_\_\_

Harry Gray

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_



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First - this meeting was a perfect opportunity to present verbally TexDot's and the neighborhood's ideas together with input from the people who are actually affected by the traffic flow. The options could have been clearly laid out. This was a waste of time in my mind.

Second - I've lived in Dallas all my life and didn't know there were options to get from the Arboretum side of Lakewood to the west side of Lakewood without going down Gaston. Clearly there is another

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The "T" option with 2 turn lanes from Garland onto Gaston seems to be better than the curved access. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Two <sup>turn</sup>lanes would alleviate through traffic build up but make it so only those that really need to go down Gaston will make that choice.

NAME: Laurie Nesbitt  
 ADDRESS: [REDACTED]  
 CITY: [REDACTED]



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Due to white Rock Lake as natural barrier to traffic flow from East Dallas neighborhoods to Lakewood businesses Post Office, Dallas Public Library... the Garland/Grand/Gaston is the only means of access to the West, you must improve traffic flow at peak travel times (8AM & 5PM) Current southbound Garland and west to east bound Gaston backs up. With more lights the travel time can not increase or back up traffic even more. Please make travel safer and more efficient.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

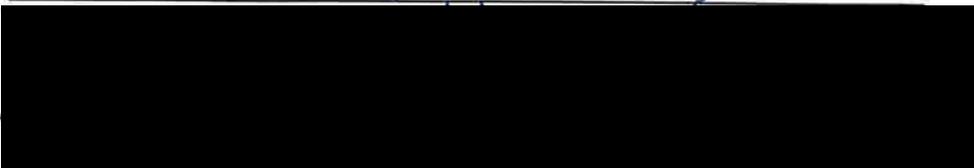
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NAME: Susan Stephens

ADDRESS:

CITY:



Maintain a neighborhood.



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No widening of Gaston. No increasing of traffic.  
It is a neighborhood street. Not an arm of Garland Rd. We have  
lived in our house 22 yrs. When no one wanted it.  
- Speeding is our concern. The limit should be 25-30 mph.  
- ~~Get~~ Control lights on Gaston/Garland intersection w/ more  
frequency changes, meaning fewer cars go through on  
Gaston at once.  
- There's a reason Modynbird in H Park is one lane -  
to maintain the neighborhood + property value.  
- Consider educating drivers to use Peak to go downtown  
- kids already use Gaston as a raceway.  
How can my husband + I ever forget the driver who was  
decapitated when his speeding car crashed into a utility  
truck.

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NAME:

Vicki Butman

ADDRESS:

CITY:



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THE PRESENTATION OF INTERSECTION ALTERNATIVES THIS EVENING IGNORES THE WIDER PERSPECTIVE WHICH IS ESSENTIAL TO PRESENT IN ORDER THAT ATTENDEES CAN BE BETTER EDUCATED IN REGARD TO ALTERNATIVE SOLUTIONS.

THE BETTER OPTION IS TO FUNNEL TRAFFIC DOWN EAST GRAND, I.E. 3 LANES EACH WAY ON GARLAND INTO 3 LANES ON EAST GRAND. SHUNTING 3 LANES INTO 2 LANES ON GASTON DOESN'T MAKE SENSE ESPECIALLY AS GASTON GOES THRU NEIGHBORHOODS AND EAST GRAND DOES NOT

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NAME: SCOTT NESBITT

ADDRESS:

CITY:



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As a homeowner in Highland on the Creek, I travel on Garland to Gaston and back many times each day. This is the path I follow to work, church, the grocery store, to yoga, the bank, and more. I am appreciative of the detailed analysis and work on this project to date. I have attended prior meetings and gave input. I feel that Option 2 meets the needs of my neighborhood and the many adjoining neighborhoods on the southern and eastern sides of White Rock Lake. While residents living on Gaston may not favor this (and I heard at the last meeting of their hope to funnel traffic to Grand and I 30), neighbors on my side of the lake will continue to traverse Gaston regardless of 36 configuration. Please keep moving forward on Option 2.

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NAME: Katie Anderson

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_



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- CONSOLIDATE CURB CUTS & MINIMIZE WIDTH (1 per business) <sup>on grand</sup>
- PUSH SIDEWALKS AWAY FROM ROADWAY TO  
create safer pedestrian facility
- buffer sidewalk with planted strip (trees) to  
protect pedestrians & slow traffic
- TAKE advantage of site & create a gateway to  
W.R. LAKE / LAKEWOOD
- planted median (minimize concrete)
- crosswalks need to be wider & should indicate importance  
of intersection
- Make sure sidewalks remain "level" across driveways

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NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_



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Very concerned about amount of traffic + speed of vehicles.

What about pedestrians + bicyclists?

Why can't you include an official bike lane?

Please consider a pedestrian bridge, wider sidewalks, pedestrian access to bridge over Garland Rd.

landscaping! landscaping! landscaping!!!

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NAME: Lee Papert

ADDRESS: [REDACTED]

CITY: [REDACTED]



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Please ~~reconfigure~~ reconfigure the  
INTERSECTION to have GARLAND RD  
to GRAND be a STRAIGHT road +  
TRAFFIC to GASTON be a  
Specific Right or Left turn from Garland-Grand  
and not a curve

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NAME: DIANNA TRPKOV

ADDRESS: [REDACTED]

CITY: [REDACTED]



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Supplement to previous  
 comments:

Winstead & Garland

vehicles turning left out of liquor  
 store

Winstead is the 1<sup>st</sup> chance to go right  
 after the lake → feeds into  
 drivers through the neighborhood

Add bike trail entrance = NOT SAFE

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NAME:

Barbara Clay

ADDRESS:

[Redacted]

CITY:

STATE:

ZIP:



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*your design channels too much traffic through my neighborhood, this plan is dangerous! Please send traffic on through the intersection to Grand & onto Hwy 30.*

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NAME:

*Barbara Koes!*

ADDRESS:

CITY:



**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by February 2, 2018.**

Please Print

The goal of this redesign should include decreasing traffic flow down Gaston Avenue. Currently, people treat Gaston like a highway. I would like to see a design where cars travelling south on Garland are funneled south past Gaston, not encourage a right turn

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

James Miller

ADDRESS:

CITY:



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*Gorgeous from the air.*

*Ridiculous on the ground.*

*The "parks" block the only easy throughway that exists.*

*No one needs to be distracted by a teenspace. They ~~are~~ should be concentrating.*

*Or maybe it is to have something pretty to ~~talk about~~ look at while stuck in the intersection.*

*Quite frankly, the improvements that have happened over the last 3 years have helped.*

*WHY DID YOU LET CAIN'S BUILD?*

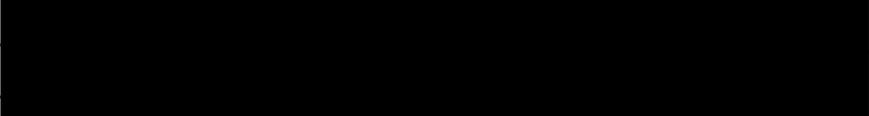
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NAME: Brenda Brown

ADDRESS: 

CITY: 



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AS CURRENTLY Designed I believe this NOW STRAIGHT T-Design is an accident waiting to happen - As a person who lives in the area and a CDL holder My suggestion is a Straight T intersection with Traffic control on each side - ~~My~~ objection to the Reverse T is This intersection is at the Bottom of a hill - Rain - Sleet Ice - Snow could make this even more dangerous than a Straight T - Currently the yield signs are confusing and located in an area on the left turn from Grand to Gaston that can and does in my opinion contribute to accidents.

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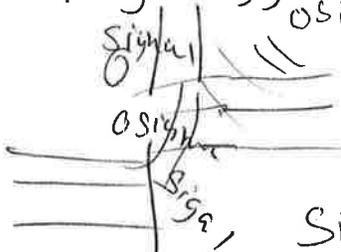
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my suggestion  
 signal

NAME: Linda Nondeck

ADDRESS:

CITY:



Signal for all lanes + Straight T intersection



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A formal presentation would have been much more helpful than the free form option that seems to be taking place.

A rolling power point presentation does not provide an opportunity to have a clear, large scale look at the various options, as the slides are not paused to allow close observation long enough to discuss/digest.

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NAME: Dan Grogan

ADDRESS:

CITY:



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We live on Richmond ave. Currently, there is far too much traffic and people drive at dangerously high speeds. We are concerned that any increase in traffic would further endanger our safety. Moreover, we would like to see the Gaston Avenue to Richmond intersection return to more of a neighborhood street than a major traffic artery. We would welcome the installation of speed bumps and/or bike lanes from Abrams to Greenville on Richmond Avenue.

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NAME: John + Katherine Mitchell

ADDRESS:

CITY:



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Option 2 brings traffic to a slower speed which is good - while also allowing easy cross walk pedestrian foot traffic.

Worst case scenario is a straight 'T' option 1 - which is still a decent plan. It will take longer for pedestrians to cross street. Also longer light and longer lines of traffic waiting to turn (R) from Garland onto Gaston. That is the current traffic load.

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NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_



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Please consider wider sidewalks where right-of-way permits in order to accommodate bicycles.

Overall I like the concept and am looking forward to a cleaner, safer intersection.

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CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_



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I can't believe a TxDOT plan involves creating a choke point to facilitate moving traffic into a neighborhood street like Gaston. For anyone to travel south along 78 will require a left hand turn at Gaston? That is absurd.

Hwy 78 should be a straight through highway and funneling traffic to Gaston should NOT be encouraged.

Please stop the design phase immediately. Design the T so that Gaston dead ends at 78 and invite more people affected to participate in the discussion

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NAME:

Tom Aubrey

ADDRESS:

CITY:

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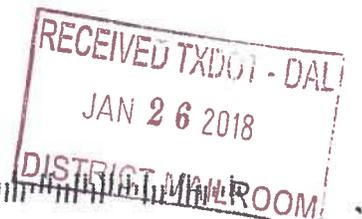
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NORTH TEXAS TX PSDC  
DALLAS TX 750  
24 JAN 2018 PM 10 L



**TxDOT DALLAS DISTRICT OFFICE**  
**ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78**  
**4777 E. U.S. HIGHWAY 80**  
**MESQUITE, TEXAS 75150-6643**



75150-6643





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Option 2 is my vote

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NAME: Betty Rice

ADDRESS:

CITY:



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Thank you for your work.

I am very concerned about the number of lanes travelling south on ~~Garland~~ Garland, at the intersection of Garland and Gaston, to Interstate 30.

Now there are three lanes. The proposal map shows only one lane travelling south to I-30 and two lanes to Gaston. Please make sure there are at least two lanes travelling south to I-30.

Thank you

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NAME:

Alejo Taita

ADDRESS:

CITY:

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NORTH TEXAS TX PRDC  
DALLAS TX 750  
24 JAN 2018 PM 11



Ms Glenna Taite



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JAN 26 2018  
DISTRICT MAILROOM

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**ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78**  
**4777 E. U.S. HIGHWAY 80**  
**MESQUITE, TEXAS 75150-6643**

7515066643 0057



COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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NAME: MARCIA SCHNEIDER  
ADDRESS: [REDACTED]  
CITY: [REDACTED]



Travis Owens



TX TEXAS  
DALLAS 750  
23 JAN '18  
PM 4:1



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JAN 25 2018  
DISTRICT MAILROOM

TxDOT Dallas District Office  
Attn: Travis Owens, P.E. CSJ 0009-02-067, SH78  
4777 W. US Highway 80  
Mesquite, TX 75150-6643

75150-664399 

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
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4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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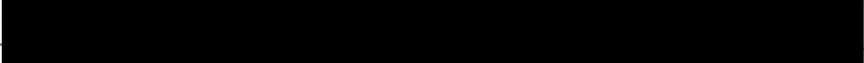
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NAME: Rita Piroche

ADDRESS: 

CITY: 

COMPLETE AND MAIL TO:

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ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
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MESQUITE, TX 75150-6643



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NAME: Edward Brock

ADDRESS: [Redacted]  
CITY: [Redacted]



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I attended the public meeting Jan 18th on this topic. I looked at the options that were proposed and found them all to be more complicated than is needed. The "winning" design, option 2, gives motorists the impression that Gaston is the optimum direction to proceed, not Grand which is also a state highway that leads directly to an Interstate highway. Gaston should be presented as a major neighborhood street which is the role for which it is intended. I support adding turn lanes as needed to not block traffic on the thru-traffic lines. They should be single lane turns, under control of traffic lights, that can accommodate up to five cars. I suggest a right turn from Garland to Gaston, a left turn from Grand to Gaston and a right turn from Gaston to Grand. People at Pedistrians and bicycle traffic should be accommodated, but not encouraged. The intersection can view a wonderful biking and walking path. Paths should be provided on each side of Garland/Grand to provide them access.

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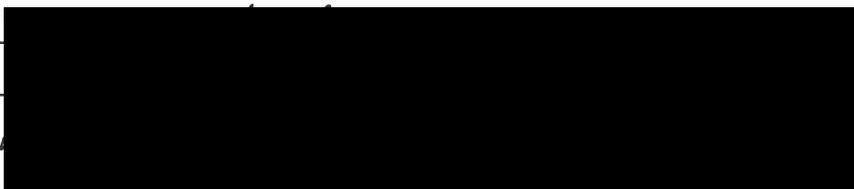
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NAME: K. Row Vance

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_



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K R. VANCE



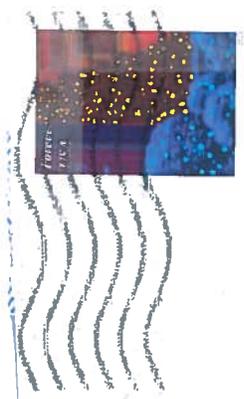
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DALLAS TX 750  
23 JAN 2018 10N 5 IL



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ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**





NORTH TEXAS TX PSDC  
DALLAS TX 752  
22 JAN 2018 PM 6 L

TxDOT Dallas District Office

Attn: Travis Owens, P.E., CSJ 0009-02-067, S#78  
4777 E. US Highway 80  
Mesquite, TX 75150-6643

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I am a resident of La Vista Drive and the traffic is also heavy on our street! I would like to see a "Not a thru street" signage installed ~~on~~ on each end of La Vista Dr. and more speed limit signs.

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NAME:

Alison + Ryan Parker

ADDRESS:

CITY:

**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



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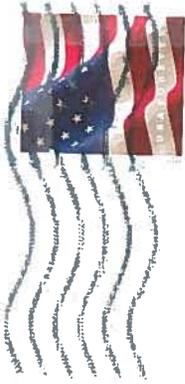
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NAME: Stanley Orman  
ADDRESS: [REDACTED]  
CITY: [REDACTED]



NORTH TEXAS TX FPODC  
DALLAS TX 750  
29 JAN 2018 PM 11

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E.  
4777 E. U.S. Hwy 80  
MESQUITE, TX 76150-6643

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JAN 26 2018  
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75150-664399





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I am a resident of East Dallas, and it is important to me that we do NOT move forward with the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue as it is a residential street. Please do NOT funnel highway traffic through our East Dallas neighborhoods. This directly affects our family and everyone in our neighborhood in a negative manner as it will make our streets more dangerous for drivers AND pedestrians. Additionally, it will make it more difficult for everyone in the community to access our local businesses.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Nathan Offerdahl

ADDRESS

CITY

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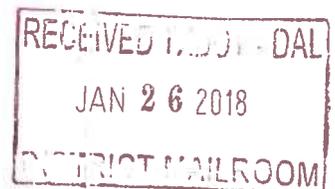
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Offerdahl



**TxDOT DALLAS DISTRICT OFFICE**  
**ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78**  
**4777 E. U.S. HIGHWAY 80**  
**MESQUITE, TEXAS 75150-6643**





**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by February 2, 2018.**

Please Print

THIS IS NOT A FRIENDLY NEIGHBORHOOD DESIGN. GASTON IS  
A NEIGHBORHOOD STREET, NOT A HIGHWAY. INCREASED  
TRAFFIC IS DANGEROUS. GARLAND ROAD IS A HIGHWAY  
WHICH IS DESIGNED TO MOVE TRAFFIC! DO NOT  
MAKE OUR NEIGHBORHOOD INTO A FREEWAY! REDESIGN  
TO A T!!!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: MYRNA VANCE

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_

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M. VANCE

NORTH TEXAS TX R&DC  
DALLAS TX 750  
23 JAN 2018 PM 11



RECEIVED TXDOT - DAL  
JAN 25 2018  
DISTRICT MAILROOM

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

75150-664399





**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

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Please Print I AM ENTIRELY AGAINST THE "OPTION" "PRESENTED" ON  
01/18/18 ... MAYBE THE AFFECTED PROPERTY OWNERS + STAKEHOLDERS " FEEL  
COMFORTABLE MOVING FORWARD, BUT THE MAJORITY OF MY INTERACTIONS  
+ OVERHEARINGS LASTNIGHT WERE WHOLEHEARTEDLY CONCERNED YOU GUYS WERE  
MAKING A 50-100 YR MISTAKE, AND WASTING A LOT OF \$ TO DO SO. THE  
OPTION "PRESENTED" WILL NEGATIVELY IMPACT NEIGHBORHOODS AT THE  
CONVENIENCE OF THE AUTOMOBILE ... (GARLAND ROAD IS A STATE  
HWY IN NAME ONLY) TXDOT OR CITY OF DALLAS SHOULD HAVE  
PRESENTED MATERIAL \$ TAKE Q'S IF Y'ALL WERE SERIOUSLY INTERESTED  
IN ENGAGEMENT! I SAW VERY LITTLE ON PEDESTRIANS \$ BICYCLES,  
ZERO CONSIDERATION FOR FUTURE ALTERNATIVE MODES OF TRANSIT,  
VERY SHORTSIGHTED. City of DALLAS/TXDOT SHOULD DECOMMISSION  
HY 78 → FOR BETTER QUALITY OF LIFE FOR THOSE OUTSIDE  
OF AUTOS!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Lou SIMMONS

ADDRESS: [REDACTED]

CITY: [REDACTED]

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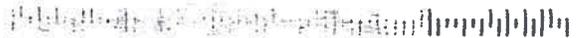


Simmons

NORTH TEXAS TX PRDC  
DALLAS TX 750  
20 JUN 2015 PM 6 L



**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**





**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
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**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

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Please Print

I do not support the current TxDOT proposal. The proposal did not receive a full vetting by those affected most and only received 8 total votes. The current design encourages traffic flow to Gaston - a residential street. Garland/Grand (US Highway 78) are better suited for increased traffic flow to I-30. Please support a true T intersection that encourages traffic to flow on the highway designed for it and not through the middle of several of Dallas's most successful neighborhoods

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Kristin Boyd

ADDRESS:

CITY:

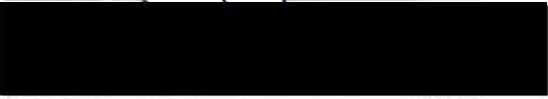
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12/14

Fold Here

Fold Here

Kristin Boyd



NORTH TEXAS TX PRIDE  
DALLAS TX 750  
23 JAN 2018 PM 7 L



RECEIVED TXDOT - DALLAS  
JAN 25 2018  
DISTRICT MAILROOM

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

75150-664399



NORTH TEXAS TX P&DC  
DALLAS TX 750  
24 JAN 2018 PM 7 L



TXDOT DALLAS DISTRICT OFFICE

ATTN: TRAVIS OWENS, PE, CSS 0009-02-067,  
SH 78

4777 US Highway 80

MESQUITE TX 75150-6643

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JAN 26 2018  
DISTRICT MAILROOM



Thank you for your consideration

- The Miller Family



COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

I am a resident of Gaston Avenue. I believe it is critical that "option 2: reverse T-Grand Ave to Gaston/Oakland plan" not move forward. I support a T-intersection plan.

Gaston is a residential street that has a speed issue already. A reverse T plan would increase traffic on Gaston making it dangerous for residents and pedestrians. This is a safety issue.

Keep Gaston a residential street that can be safely used by pedestrians and bikers to access local businesses in the neighborhood.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: MR + MRS JAMES MILLER

ADDRESS:

CITY:



**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
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**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

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Please Print

I AM STRONGLY OPPOSED TO THE CURRENT TXDOT  
PROPOSAL WITH RESPECT TO THE INTERSECTION!  
GASTON AVENUE IS A RESIDENTIAL STREET -  
NOT A STATE HIGHWAY!  
PLEASE SUPPORT A TRUE "T" SOLUTION.

Thank you!

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NAME:

J. RICHARD GALLAGHER

ADDRESS:

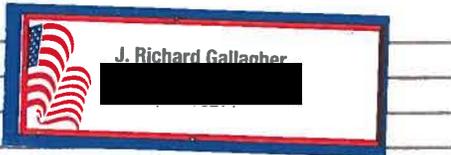
CITY:

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NORTH TEXAS TX P8DC  
DALLAS TX 750  
26 JAN 2018 PM 4 L



**TxDOT DALLAS DISTRICT OFFICE**  
**ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78**  
**4777 E. U.S. HIGHWAY 80**  
**MESQUITE, TEXAS 75150-6643**

RECEIVED TxDOT - DAL  
JAN 29 2018  
DISTRICT MAILROOM

75150-664399



TEXAS  
DALLAS 750  
22 JAN '18  
PM 3 L



863380 122254 14  
FOREVER

RECEIVED TXDOT - DAL  
JAN 24 2018  
DISTRICT MAILROOM



75150-66499

**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



**MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM**

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Please Print

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NAME: CJ Fleckenstein

ADDRESS: [Redacted]

CITY: [Redacted]

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
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January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

I AM CONCERNED THAT "OPTION 2: REVERSE T GRAND AVENUE INTERSECTS GASTON/GARLAND" IS A SAFETY CONCERN AND WILL HAVE SIGNIFICANT NEGATIVE CONSEQUENCE AND IMPACT UPON CITIZENS, AS WELL AS THE REGION. FACILITATING TRAFFIC FLOW THROUGH NEIGHBORHOODS SHOULD NOT PRIORITIZE RUSH HOUR COMMUTERS. INSTEAD EFFORTS MUST BE TAKEN TO REDUCE VEHICLE SPEEDS ON GASTON AVE. IN THE PAST THREE YEARS WE HAVE HAD TO DEAL WITH 3 ACCIDENTS ON OUR FRONT LAWN RELATED TO SPEEDING COMMUTERS. INSTEAD, I WOULD LIKE TO SEE A STRATEGY THAT BOOSTS SAFETY AND IMPROVES REGIONAL MOBILITY, WHILE INCREASING PROPERTY VALUES.  
\* PERHAPS AN EASTERN EXTENSION OF THE DART TROLLEY/STREETCAR TO WHITEOCK LAKE DOWN THE CENTER OF GASTON AVENUE, REDUCING TRAFFIC TO ONE LANE IN BOTH DIRECTIONS SHOULD BE EXPLORED.\*

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NAME: IRFAN FARUKHI, MD  
ADDRESS: [REDACTED]  
CITY: [REDACTED]



De lafon Esauiki



INDUSTRIAL TERRACE TX FRENCH  
DALLAS TX 75201  
23 JAN 2018 PM 6 L



RECEIVED TXDOT - DAL  
JAN 25 2018  
DISTRICT MAILROOM

TXDOT DALLAS DISTRICT OFFICE

ATTN: TRAVIS DWENIS, P.E., C.S.J 0009-02-067,

SH 78

4777 E. US HIGHWAY 80

MESQUITE TX 75150-6643

75150-664359



COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

As a 30 year resident of Lakewood Hills I strongly request a change to the 3G plan. The option A only allows for the continual increase of traffic on Gaston that is already to busy with traffic going too fast. Option B allows a greater force of flow toward I30. You must do something that protects the neighborhood and reduce the flow on Gaston!

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NAME: Donna Coker

ADDRESS:

CITY:

Coker



NORTH TEXAS TX PSDC  
DALLAS TX 752  
23 JAN 2018 PM 4 L



RECEIVED TXDOT - DAL  
JAN 25 2018  
DISTRICT MAILROOM

TX DOT District Office  
Attn: Travis Denny  
4777 E. US Hwy 80  
Mesquite TX

75150-6643



Judy Babinski



IN TEXAS  
DALLAS 750  
22 JAN '18  
PM 7 L



*TxDOT Dallas District Office*

*ATTN: Travis Owens, P.E., CSJ 0009-02-067,  
S#78*

*4777 E. US Highway 80*

*Mesquite, TX 75150-6643*

75150-664399

RECEIVED TxDOT - DAL  
JAN 24 2018  
DISTRICT MAIL ROOM

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
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SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

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NAME:

Judy Babinski

ADDRESS:

CITY:

Feb. 2

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643

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January 18, 2018  
5:00 PM to 8:00 PM

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Please Print:

I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T" Grand Avenue intersects Gaston, Garland plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be signalized and a signal and right turn lane should be utilized for turning onto Gaston Avenue - it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods. This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians, and make it harder for everyone in the community to access our local businesses and restaurants.

Per Texas Transportation Code, §201.811(a) 5, I check each of the following boxes that apply to you:

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NAME: Cynthia Chiofo  
ADDRESS: [Redacted]  
CITY: [Redacted]

Feb. 2

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643

MEETING COMMENT FORM  
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Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

The Texas Department of Transportation is seeking public comments on this project. All comments should be submitted by February 2, 2018.



NORTH TEXAS TX PSDC  
DALLAS TX 750  
29 JAN 2018 PM 7:11

RECEIVED TxDOT - DAL  
JAN 31 2018  
DISTRICT MAILROOM

003.  
5214

TxDOT Dallas District Office  
Attn: Travis Owens P.E. CSJ 0009-02-067, SH 78  
4777 E. Highway 80  
Mesquite, TX 75150-6643

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JAN 31 2018  
DISTRICT MAILROOM

75150-664399



Per Texas Transportation Code, §201.811(a) 5, check each of the following boxes that apply to you:

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NAME: Cynthia Chivalo

ADDRESS:

CITY:





**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

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Please Print

I am concerned about the proposed design for the intersection of Garland/Grand/Gaston in East Dallas. The design will direct a higher volume of traffic through the Lakewood neighborhood - past our neighborhood YMCA and Lakewood Shopping Center. This corridor is one we want to be more walkable and bike friendly - not one with more cars going even faster. The preferred intersection design would direct the main flow of traffic from Grand Ave to Garland Road (and Garland to Grand) using the six lanes of TX 78 to connect northeast Dallas to I-30 and downtown Dallas.

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Elizabeth H. See

ADDRESS:

CITY:



COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
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NAME: Emily Dawn  
ADDRESS: [Redacted]  
CITY: [Redacted]

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

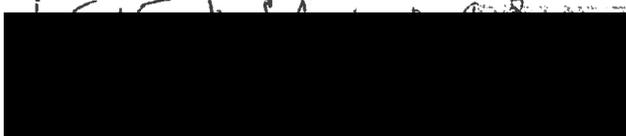
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Please Print

I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue - it is a residential street! Do not funnel highway

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Tx Dot Dallas District office
ATTN: Travis Owens, P.E., CSJ0009-
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Mesquite, TX 75150-6643

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(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U S C 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME:

JACK DANN

ADDRESS:

CITY:



COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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TxDot Dallas District office  
ATTN: Travis Owens,  
P.E., CSJ 0009-02-067,  
SH 78  
4777 E. U.S. Hwy 80  
Mesquite, Tx 75150-6643

(Per Telephone)

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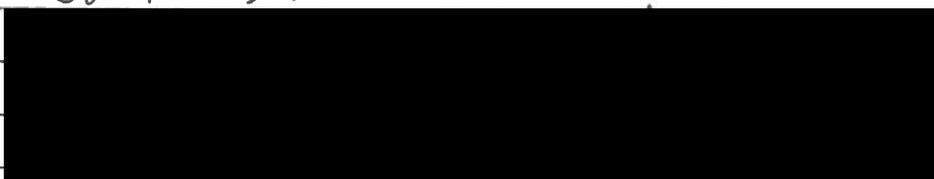
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ADDRESS:

CITY:



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**January 18, 2018**  
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PLEASE SEE ATTACHED PAGE.

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NAME:

JOHN SAXON

ADDRESS:

CITY:

There are a few things about the Gaston/Grand intersection that are dangerous. (1.) People drive way too fast on Gaston because they have a "highway" mentality and they are coming downhill towards Grand. (2.) The merge is scary when approaching the intersection Northbound on Grand. It's strange that the middle lane is expected to merge to the right, so it's basically a free-for-all in which the most aggressive driver wins. (3.) When approaching the intersection Southbound on Grand you are either going to stop (depending on light) so that you can continue on Grand, or you are going to go a hundred miles per hour around the exciting right-hand curve onto Gaston. This curve has a very tight radius and barely enough room for two lanes, but that doesn't stop people from going around it at full speed, optimists that they are. So you have cars stopping at the light and you have cars expecting to proceed at full speed in the two right-hand lanes. That is not a good combination.

Perhaps the proposed T design could solve these problems. The only problem I could see with the T design was the possibly inadequate single left turn lane from Northbound Grand onto Gaston. I suppose that traffic planners would have looked at that.

The reverse-T design seems like a very bad idea to me as it would exacerbate the problem of people driving on Gaston as if it were a highway. They would feel even more entitled, petulant and angry at the need to slow down for any reason. There is a large gas station, a 7-Eleven, a liquor store, a storage place and a turn-in for White Rock Lake spillway just north of the intersection, so it is not appropriate for people to be careening around that corner at highway speeds. God only knows why they would be in such a hurry to get to Garland.

The current intersection is not all that bad other than the 3 considerations I mention above. I wouldn't rebuild it unless it were going to be considerably improved, making things safer and more sane for those of us who live in the area and aren't just trying to scream through it at the speed of light.

Thank you for considering my ideas,  
John Saxon



COMPLETE AND MAIL TO:

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MESQUITE, TX 75150-6643



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Please Print

PLEASE SEE ATTACHED PAGE

John S Saxon



NORTH TEXAS TX PS&DC  
DALLAS TX 750  
29 JAN 2018 PM 9 L



TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. US Highway 80  
Mesquite, TX 75150-6643

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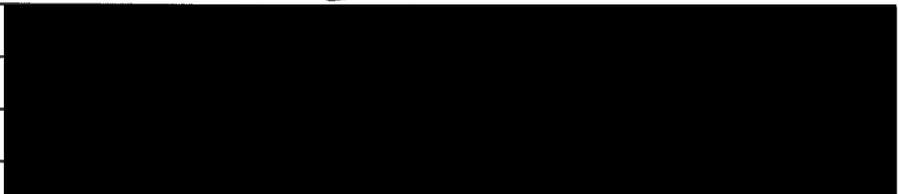
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NAME:

JOHN SAXON

ADDRESS:

CITY:



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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Please Print

I DO NOT SUPPORT THE CURRENT TxDOT PROPOSAL. GASTON AVENUE IS A RESIDENTIAL STREET NOT A HIGHWAY. GARLAND/GRAND IS A HIGHWAY # 78, AND ALREADY DESIGNED TO HANDLE/MANAGE TRAFFIC FLOW TO I-30 AND OTHER 6 LANE ROADS CLOSER TO DOWNTOWN DALLAS.

I SUPPORT A "TRUE T" INTERSECTION ENCOURAGING FLOW ON THE EXISTING HIGHWAY. 78.

IN CONCLUSION, AND PERHAPS MOST FRUSTRATING, WAS THE INITIAL PLAN WAS DECIDED BY ONLY 8 PEOPLE. NO NOTIFICATION WAS SENT TO THE RESIDENTS PRIOR TO THE FIRST MEETING.

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NAME:

Mark Purdy

ADDRESS:

CITY:

Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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Please Print

RK PURDEY



NORTH TEXAS TX PSDC  
DALLAS TX 752  
29 JAN 2018 PM 10 L



TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E. CSJ 0009-02-067, SH 78  
MESQUITE TX 75150-6643

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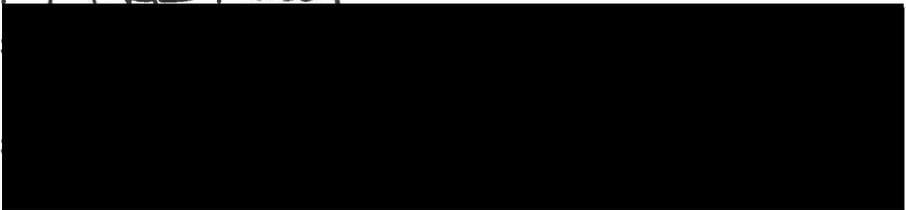
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NAME: Mark Purdey

ADDRESS

CITY





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Please Print ! ASK THAT YOU HOLD A PROPER PUBLIC  
MEETING. I DO NOT LIKE THE CURRENT IDEA  
OF "PREFERRED OPTION".

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NAME: MARTIN BERKMAN  
ADDRESS:   
CITY: 

*Martin Berkman*



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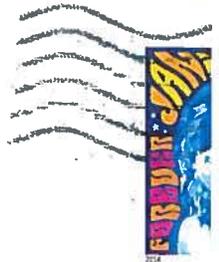
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MARTIN BERKMAN



NORTH TEXAS TX P8DC  
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 29 JAN 2018 PM 9 L



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 JAN 31 2018  
 DISTRICT MAILROOM

TX DOT DALLAS DISTRICT  
 ATTN: TRAVIS OWENS, P.E.  
 CSJ 0009-02  
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 4377 E. U.S. HIGHWAY  
 MESQUITE, TX 75150-8611

75150-664399

ADDRESS: \_\_\_\_\_  
 CITY: \_\_\_\_\_

*Martin Berkman*



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Please Print

Please stop the process and get input from those who will be impacted by any changes to the intersection.

I am against throwing more traffic into our neighborhood. Please keep highway traffic on Garland Road.

There are other options to avoid traffic from Gaston where people like me walk, ride bikes and live.

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NAME:

Mary Tanya Forrester

ADDRESS:

CITY:

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

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JAN 31 2018  
DISTRICT MAILROOM

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

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**Darlene Ellison, Chairman**  
Veritex Community Bank-Lakewood

**Carmen Fort, Vice Chair I, Secretary**  
Whole Foods Market- Lakewood

**Mike Nurre, Vice Chair II**  
Greater Casa View Alliance

**Cheryl Barnes, Treasurer**  
Mutual of Omaha Bank

**Ross Williams, Legal Counsel**  
Bell Nunnally & Martin LLP

**Andrea Sanders, Immediate Past Chair**  
Oncor

**Board of Directors**

**Michael Alcantar**  
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**Denise Aver-Phillips**  
C. C. Young Senior Living Senior Care

**René Barrera**  
Ebby Halliday REALTORS

**Brian Bessner**  
Chisholm Trail Financial Group

**John Boutfuhr**  
Adjust Chiropractic

**Vick Clesi**  
Vick Clesi Enterprises

**Gretchen Darby**  
Gretchen Darby Consulting, LLC (GDC)

**Brad Grist**  
Legacy 401k Partners

**Dr. Chuck Kobdosh**  
BackMenders Chiropractic with Care

**Ben Lauer**  
Lauer Real Estate

**Gregory Mangelsdorf**  
Atlas Wealth Advisors

**Steve Moore**  
Total Reporting

**Tammy Oliver**  
Juliette Fowler Communities

**John Olson**  
First United Bank Mortgage Group

**Roger Perry**  
Lakehill Preparatory School

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**Drew Shea**  
Baylor Scott & White Medical Center White Rock

**Jesse Simmons**  
Jesse's AC & Appliance

**Stephanie Taylor**  
Republic Title of Texas

**Fred Welsh**  
Community Volunteer

**Debbie Van Zant**  
D. Van Zant Associates

**Advisory Board**

**Karen Matney Brown**  
Brown Ink

**Dick Clements**  
Ebby Halliday REALTORS

**Susan Falvo**  
Falvo-Foley Investments

**Colleen McCall**  
Legal Counsel

**Mary Poss**  
Ebby Halliday REALTORS

**MaryBeth Shapiro**  
MaryBeth Shapiro

**Rick Wamre**  
Advocate Media

**Sherryl Wesson**  
Community Volunteer

**Executive Staff**

Deborah Brown

February 2, 2018

Michelle Raglon  
TxDOT  
4777 E. Hwy 80  
Mesquite, Texas 75150

Dear Michelle:

The Greater East Dallas Chamber of Commerce Board (GEDCC Board) is aware that the State Highway 78 (Garland Road/E. Grand Ave.) at Gaston Avenue intersection ("3G's") improvements have been proposed/analyzed/developed since August 2015. On December 12, 2016, five (5) TxDOT options were presented for discussion and public input at Mt. Auburn Elementary. After taking all public suggestions into consideration, TxDOT presented the option best representing those suggestions, in addition to other factors, on January 18<sup>th</sup>, 2018.

The Chamber Board was pleased to hear that in the recent bond election, Dallas' citizens voted to commit funds to implement TxDOT's plan. The chamber supports TxDOT's process and due diligence to provide a solution that will positively impact not only our businesses, but also our East Dallas residents (many of them also Chamber members), commuters, and citizens in the affected area.

Our East Dallas community continues to see blossoming economic growth and continues to experience this overall positive impact on the commute of our residents to businesses in Lakewood, Deep Ellum, Downtown and the surrounding areas. In an effort to reduce traffic congestion, enhance fluid traffic flow to surrounding businesses and other destinations, and thus to reconnect the community from an outdated design that currently inhibits foot/car/bicycle traffic to flow safely and efficiently, we support TxDOT's current proposal, the Reverse T. The Chamber Board feels it best aligns with the mission set out by the Garland Road Vision approved by the City of Dallas in 2011 (<http://garlandroadvision.org>).

The proposed option, presented by TxDOT on January 18, 2018, appears to relieve congestion, and thus encourages drivers from ALL directions to decrease speed. And with the addition of timed traffic lights, it allows for successive "traffic gaps" for pedestrians, cyclists, and commuters to navigate easily and safely through these vibrant business and residential areas.

In summary, the GEDCC Board continues its support of the process and due diligence provided by TxDOT since 2015, and would like to see the process continue moving forward with momentum. The Chamber's goal is to remain a partner in the improvement of our beautiful city, and support the viability of both the businesses and residents in East Dallas. The Chamber Board's position has not changed since 2015. We are simply reiterating that we are in favor of the fact that this process has been a long and thoughtful one by all parties involved.

Darlene D. Ellison  
Chair, GEDCC  
East Dallas resident

Mike Nurre  
Chair, Economic Growth  
& Development  
East Dallas resident

Brian Bessner  
Chair, Legislative Affairs  
East Dallas resident

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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Please Print I have lived in East Dallas within blocks of the Gaston/East Grand/Garland intersection. I oppose the Option 2 alteration. This needs to continue to be a "T" intersection. More traffic up Gaston would cause serious burdens up through Lakewood Shopping area at Abrams and further toward town. Allow traffic to continue up East Grand Ave. as people select. This is an important route to I-30 and cross streets that access other areas and downtown. Speed control - You gotta be kidding. People drive as fast as they want and can get away with

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

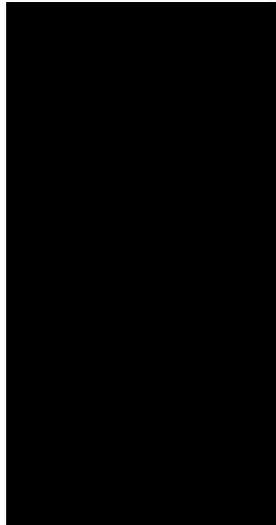
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NAME: Doyce Ferrar III

ADDRESS

CITY



NORTH TEXAS TX PUBLIC  
DALLAS TX 752  
28 JAN 2018 PM 3 L



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JAN 29 2018  
DISTRICT MAIL ROOM

TxDOT Dallas District Office  
Attn: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. Highway 80  
Mesquite, TX 75150-6643  
75150-6643



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Dear Mr. Owens:

This is to inform TxDot that I as a resident who lives within 500 feet of Gaston Ave., is not in favor of the preferred plan to divert a majority of traffic from Garland road off from E. Grand to Gaston. This plan pulls the lanes toward Gaston. Gaston is only 4 lanes, it is mainly a residential street that has only limited capacity during rush hours. I do not want any additional traffic on Gaston. The vast majority of cars that currently go on to or back from Grand Ave. are continuing on to I30. Traffic on SH 78 should continue to use the full length of that highway to I30. I want for TxDot to have a meeting where all the residents of this area can be heard.

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NAME: Bernard Siegal

ADDRESS

CITY:

STATE:

ZIP:

Bennard Siegal  
[Redacted]

TX TEXAS  
DALLAS 750  
311 3944 118  
PM 511



**BUSINESS REPLY MAIL**

TX Dat Dallas Dist. Off.  
At: Travis Owens P.E  
CSJ0009-02-067 5H78  
4777 E. U.S. H 80  
Mesquite, TX 75150-6643

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75150-664277



**MEETING COMMENT FORM**  
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**January 18, 2018**  
**6:00 PM - 8:00 PM**

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Please Print *Dear sir and madam,* the Option 2 selection is ill conceived and was not chosen by any serious neighborhood vetting process. Every neighbor I know feels the very same way as I do. Option 2 implies the smooth flow of Northbound East Grand/Garland Road traffic. That traffic should not be halted at a stoplight. Ridiculous plan. DOT should not be protecting greenways, pedestrian walkways, or bike paths at the expense of optimal traffic flow. Furthermore the Dec 12, 2017 meeting was not held. It was cancelled. We see no evidence of DOT's thorough vetting of these options.

*Steph Anthony Bateman*  
1-26-18

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NAME: *Stephan A Bateman*  
 ADDRESS: [REDACTED]  
 CITY: [REDACTED]

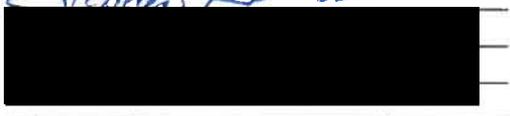
To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).



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*Stephen Bateman*



TX TEXAS  
DALLAS 75201  
25 JAN '18  
PM 5 L



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JAN 30 2018  
DISTRICT MAILROOM

**TxDOT DALLAS DISTRICT OFFICE**  
**ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78**  
**4777 E. U.S. HIGHWAY 80**  
**MESQUITE, TEXAS 75150-6643**

7515066643 0057



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

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Please Print

Please schedule a public workshop with the area neighborhoods before moving forward with the design work. Directing more traffic onto Gaston Ave. does not make sense for the neighborhoods bordering Gaston or the commuters trying to get where they're going. Gaston cannot handle the additional traffic and it is already bordering on unsafe at its current capacity. Thank you for your consideration - me and my neighbors appreciate the opportunity to be involved in the improvements!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Rebecca Case-Redfield

ADDRESS:

CITY:



Rebecca Case - Redfield



NORTH TEXAS TX POST  
DALLAS TX 750  
31 JAN 2018 PM 5 L



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FEB 02 2018  
DISTRICT MAILROOM

TXDOT Dallas District Office

Attn: Travis Owens, PE, CST 0009-02-067, SH 78

4777 E. W.S. Highway 80

Mesquite, TX 75150-6643

75150-6643



COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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January 18, 2018  
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Please Print

My Daughter

~~I~~ am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue - it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods. This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you

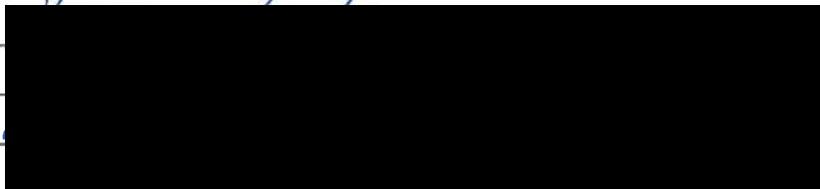
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

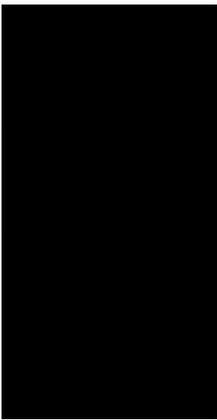
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NAME: Lynna Caughy

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_





SEATTLE WA 980  
23 JAN 2018 PM 2 L

TxDOT Dallas District Office  
Attn: Travis Owens  
4777 E. US Hwy 80  
Mesquite, TX 75150-6643

75150-664399



COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



FEB 01 2018

MEETING COMMENT FORM  
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January 18, 2018  
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Commercial truck traffic on GASTON is already a serious safety issue due to volume and speed related problems. Congestion (traffic) already brings traffic to a standstill during peak traffic times causing vehicles to divert through neighborhood streets recklessly.

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NAME: Edith L. Chapman

ADDRESS:   
CITY: 

**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



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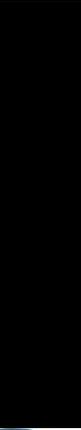
NAME: THOMAS CHAPMAN

ADDRESS: [REDACTED]  
CITY: [REDACTED]



*Travis Owen*

The American Orthodontic Society



N TEXAS  
DALLAS 750  
30 JAN '18  
PM 8 L



*Tx Dot Dallas Dist Office  
ATTN TRAVIS OWEN, PE CSJ0002 02 067518  
4777 E. US Highway 80  
Mesquite, TX 75150-6643*

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**FEB 01 2018**  
**DISTRICT MAILROOM**

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Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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Please Print

Please support the "T" intersection option with wide right turn lanes. This will provide better flow for SH 78 traffic. We need to traffic on the highway and not onto Gaston Rd. and through East Dallas. We expect safer neighborhoods for our families and neighbors. Please ~~over~~ stand with East Dallas residents and support the "T" intersection

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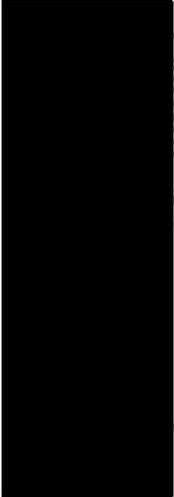
NAME:

Kim Comerford

ADDRESS:

CITY:

Comerford



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FEB 02 2018  
DISTRICT MAILROOM

NORTH TEXAS TX PAID  
DALLAS TX 750  
31 JAN 2018 PM 11



TX DOT Dallas District Ofc,  
ATTN: Travis Owens, PE. SH 78  
4777 E. U.S. Hwy 80  
Mesquite TX. 75156-6643

75150-66433



Feb 2

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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Please Print

RE: OPTION 2: REVERSE T INTERSECTS GASTON/GARLAND PLAN

I am an East Dallas Resident & very familiar with the GARLAND/GRAND/GASTON intersection. I agree that the congestion/problems of said intersection need to be addressed. However, I strongly disagree with the proposal to filter all southbound GARLAND Rd traffic to GASTON AVE - an already busy residential street at both am/pm rush hours. Many people will leave GASTON to travel through our neighborhoods to take shortcuts, time ways to get to GRAND/IZO. Such a complete diversion to GASTON will increase traffic accidents for residents trying to get from homes to GASTON, to businesses (local) to <sup>or drop off</sup> pick up children at local schools. Pedestrian will be negatively impacted along with bicycle traffic. Please reconsider the Option 2 approach taking into account its effect on EAST DALLAS neighborhoods.

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NAME: Anne & Terry Conner

ADDRESS

CITY





Terry W. Conner



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FEB 01 2018  
DISTRICT MAILROOM

TX DOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. US Highway 82  
Mesquite, TX 75150-6643

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DALLAS TX 750  
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TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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I am opposed to what is apparently the currently TxDOT-favored solution to the 3G intersection, especially its potential impact of increased traffic along Gaston Avenue.

A better solution would be to build an overpass to connect Garland Road to East Grand Avenue (as a unified, and relatively straight Hwy 78), with a curved off-ramp exit from south-bound Garland to Gaston, and an under-the-overpass exit from north-bound East Grand to Gaston; and ~~this could~~ similar entrance ramps from Gaston. It appears that this could be done within the current TxDOT right-of-way.

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NAME: GRADY E. COYLE

ADDRESS:

CITY:

G. Coyle



TXDOT Dallas District Office

Attn: Travis Owens, PE, CSS 0009-02-067, SH 78

4777 E. US Highway 80

Mesquite, TX 75150-6643

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75150-664399



1929 International Harvester D8

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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Please Print

The proposed Reverse T design will essentially direct SH 78 Highway traffic onto the residential street of Gaston Avenue, which flows among other residential streets of our East Dallas neighborhood.

The Reverse T design does not take into account the traffic problems that will impact our neighborhood.

Do not approve the proposed Reverse T design for the (Garland Rd / East Grand Ave.) SH 78 at Gaston Ave. intersection.

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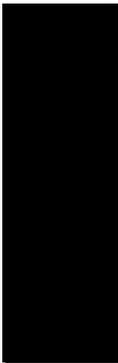
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NAME: JoAnne Levin Crist

ADDRESS:

CITY:

JoAnne Levin Crist



NORTH TEXAS TX F8DC  
DALLAS TX 750  
25 JAN 2013 PM 11 L



TX DOT Dallas District Office  
Attn: Travis Owens, P.E., CST 0009-02-067, SH78  
4777 E. US Highway 80  
Mesquite, TX 75150-6643

75150-664399



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Mesquite, Texas 75150-6643



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**January 18, 2018**  
**6:00 PM to 8:00 PM**

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I request that TxDOT schedule a public workshop with area neighborhoods to discuss the advantages and disadvantages of their own design options with a goal of reducing traffic on Gaston -- BEFORE moving forward with more design work on a plan that does not represent East Dallas and continues to direct more onto Gaston Avenue.

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NAME: Deborah H. Daniel

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_

D  
Debbie Helm Daniel

NORTH TEXAS TX 75201  
DALLAS TX 75201  
31 JAN 2018 PM 11



TxDOT Dallas District Office  
4777 E. U.S. Highway 80  
Mesquite, TX 75150-6643

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Attn: Travis Owens, P.E.  
CSJ 0009-02-067,SH98

75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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NAME:

James R. Daniel

ADDRESS:

CITY:



James Daniel

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FEB 02 2018  
DISTRICT MAILROOM

NORTH TEXAS TX PSDC  
DALLAS, TX 750  
31 JAN 2018 PM 5 L



Tx Dot Dallas District Office  
4977 E US Highway 80  
Mesquite, TX 75150-6643

Attn: Travis Owens, P.E.  
CST 0009-02-067, SH 78  
75150-664335



**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



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NAME: James Darby

ADDRESS: [REDACTED]

CITY: [REDACTED]

N TEXAS  
DALLAS 750  
30 JAN '18  
PM 8 L

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TXDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E.  
CSJ 0009-02-067, SH 78  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643

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Please Print

- 
- I recommend a T-intersection for the Gx3 intersection
- Lanes traveling north on Grand and south on Garland Rd travel straight through the intersection with the light
- On Grand there is a left turn light onto Gaston Ave
- On Garland Rd there is no turn on red signage, but a right turn arrow when Gaston Ave has a green light and Grand does not have the left turn light as well as when Garland Rd is traveling onto Grand.
- Similar to Live Oak and Skillman
- There would be 2 continuing north-south lanes on Garland and Grand and 2 right turn lanes on Garland to Gaston and 1 left turn lane from Grand onto Gaston
- On Gaston there would be one right turn lane onto Grand and 2 left turn lanes onto Garland controlled by the right and left turn arrow lights
- Pedestrian and bike lane right of way would be with the light as found in most European cities
- 

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NAME: DIANNA DRURY  
ADDRESS:   
CITY: D



NORTH TEXAS TX FSDDC  
DALLAS TX 750  
27 JAN 2018 PM 3 L

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JAN 29 2018  
DISTRICT MAILROOM



TXDOT Dallas District Offices

ATTN: TRAVIS DWENS

PE, CST 0009-02-067, SH78

4777 E. US Hwy 80

Me#580464752 TX

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Miriam Dunn

ADDRESS: [Redacted]  
CITY: [Redacted]

N TEXAS  
DALLAS 750  
30 JAN '18  
PM 8 L

\$0.47<sup>0</sup>  
US POSTAGE  
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TXDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E.  
CSJ 0009-02-067, SH 78  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643

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FEB 01 2018  
DISTRICT MAILROOM



75150-664399



**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by February 2, 2018.**

Please Print

I do not support the currently proposed "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" Plan! I live on Gaston Avenue and am extremely concerned about additional commuter and commercial truck traffic on Gaston. Highway commuter traffic should be directed to remain on the highway!

I support a simple "T" Intersection design with a straight alignment for SH 78 and a right turn lane onto Gaston Ave. The currently proposed wide-radius turn onto Gaston is dangerous ~~for~~ and inappropriate. Gaston Avenue is densely lined with residences <sup>-and driveways!</sup> - any additional traffic decreases safety for drivers and pedestrians. We will not be able to safely use our streets or sidewalks, access the YMCA ~~and~~ Whole Foods, or our other local businesses and restaurants. Please stop work on your current design and re-consider a "T" Intersection.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Elizabeth Blackburn

ADDRESS

CITY

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Fold Here



Faint, illegible text from the reverse side of the envelope, appearing as bleed-through.

Fold Here

Blackburn



NORTH TEXAS TX F&DC  
DALLAS TX 750  
30 JAN 2018 PM 8 L



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FEB 01 2018  
DISTRICT MAILROOM

**TxDOT DALLAS DISTRICT OFFICE**  
**ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78**  
**4777 E. U.S. HIGHWAY 80**  
**MESQUITE, TEXAS 75150-6643**

75150-664399





TxDOT Dallas District Office  
attn: Travis Owens, P.E., CSJ 0009-12-067, SH 78  
4777 E. US. Highway 80  
Mesquite, TX 75150-6643

Meeting Comment Form Concerning the 3 G Intersection:

I am a resident of Lakewood, East Dallas, and it is important to me that the "Option 2" for the East Grand - Garland Road - Gaston Avenue intersection **NOT** proceed. State Highway 78 that goes south along Garland Road should continue to proceed south along East Grand, which is State Highway 78, and not be diverted west along Gaston Avenue. There should be a proper "T" intersection, with a traffic light, and with State Highway proceeding south on East Grand, which is a 6 lane divided highway, suitable for the amount of traffic that needs to proceed south to I 30 and the various cross streets that go west into the city of Dallas. Gaston Avenue is not suitable as a major highway. It goes west through the Lakewood neighborhood, into the Lakewood Shopping Center, several already crowded intersections. Do not funnel highway traffic through our East Dallas neighborhoods.

This plan does not take into consideration the shopping center, Arboretum Village, that is just becoming successful. It does not take into consideration the effect that would most likely funnel traffic up Winstead, crowding the entrance into the trail parking by the spillway, and up into the Lakewood neighborhood, by those trying to avoid heavy traffic on Gaston. It does not take into account the new YMCA on Gaston just west of this intersection. This entire area does not need more traffic, for safety and speed considerations.

Making Gaston Aveune into a major highway will make our neighbor hoods more dangerous for drivers and pedestrians like and make it harder for our community to access our local businesses, which are the lifeline for our community.

I was lucky to note the publication in the Dallas Morning News of the meeting at the Arboretum. Finding out that TXDot had already decided on this unsatisfactory decision was typical.

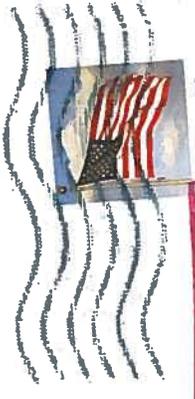
Name: Patricia Farrar

Signature: 

Address: 



NORTH TEXAS TX 75101  
DALLAS TX 75201  
30 JAN 2018 PM 11



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FEB 01 2018  
DISTRICT MAILROOM

TxDOT Dallas District Office  
attn: Travis Owens P.E. Highway 80  
4771 E. Mesquite, TX 75150-6643  
75150-664399



**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



**MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by February 2, 2018.

Please Print

I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue - it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods. This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Derek Fuller

ADDRESS:

CITY:



TXDOT  
DALLAS 750  
300 JANN '08  
#3451

TXDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E.  
CSJ 0009-02-067, SH 78  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643

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**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



**MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM**

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Please Print

I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue - it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods. This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants.

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NAME: Patti Garner

ADDRESS: [Redacted]  
CITY: [Redacted]

N TEXAS  
DALLAS 750  
30 JAN '18  
PM 8 L

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TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E.  
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MESQUITE, TEXAS 75150-6643

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COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
Proposed Intersection Improvement  
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Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

I am a resident of Lakewood in East Dallas and I am opposed to the "Option 2" design that would funnel traffic from SH 78 to Gaston Ave. Gaston has deteriorated paving now and any additional traffic would further deteriorate the streets. This design would also funnel traffic to Abrams which has traffic issues now. Gaston is a residential street and adding additional traffic would directly affect me and everyone in our neighborhood. Our neighborhood is one of few walking neighborhoods remaining in Dallas.

The intersection at East Grand needs to be reconstructed with a signalized "T" design with a right and left turn lanes to turn onto and from Gaston.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

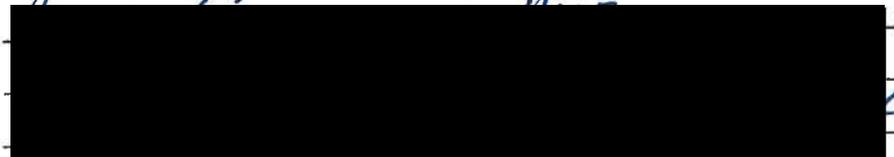
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NAME:

Joe Goggans JOE GOGGANS

ADDRESS:

CITY:





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FEB 02 2018  
DISTRICT MAILROOM

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643

75150-664277

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

I am a permanent resident the Lakewood area and I feel strongly that the "Option 2: Reverse T Grand Ave intersects Gaston/Garland" plan NOT proceed. The plan that makes the most sense, with the best explanations of the design, is a proper "T" intersection design. SH78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue. That is a RESIDENTIAL street! Do NOT funnel "highway" traffic through our East Dallas neighborhoods. This directly affects our many neighbors because the proposed "Reverse T" option would make our streets MORE dangerous for drivers AND pedestrians and make it more difficult for everyone in the community to access our local businesses and restaurants. Specifically, the new "T" design Straighten SH 78 to make it easily navigable for commuters driving Downtown and beyond to reach IH30 (a more appropriate thoroughfare) and discourage the use of Gaston Ave by those who simply pass through our neighborhoods for Downtown destinations at high speeds. In addition, it would eliminate wide-radius turns in favor of a standard right turn lane to reduce confusion, reduce speeds, and increase predictability for all users. It would also decrease crosswalk lengths, making them safer for pedestrians and pets, and reduce paving & flooding & increase permeable surfaces for better stormwater management. These are only a FEW of the benefits.

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NAME: Cheryl Hilgenbrink (Cheryl Hilgenbrink)

ADDRESS: [Redacted]  
CITY: [Redacted]



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TXDOT Dallas District Office

Attn: Travis Owens, RE, CST 0009-02-067, SH 78

4777 E Highway 80

Mesquites TX 75159-6643  
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Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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**January 18, 2018**  
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Please Print

I request that TxDOT schedule a public workshop with area neighborhoods to discuss the advantages and disadvantages of their own design options with a goal of reducing traffic on Gaston -- BEFORE moving forward with more design work on a plan that does not represent East Dallas and continues to direct more onto Gaston Avenue.

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME:

Gay Hopkins

ADDRESS:

CITY:



NORTH TEXAS TX F80DC  
DALLAS TX 750  
31 JAN 2018 PM 11

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FEB 02 2018  
DISTRICT MAILROOM

TxDOT Dallas District Office  
4777 E. U.S. Highway 80  
Mesquite, TX 75150-6643

ATTN: Travis Owens, P.E.  
CSJ 0009-02-067, SH2875150-664399



**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



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January 18, 2018  
6:00 PM to 8:00 PM**

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NAME:

Susan Howard

ADDRESS:

CITY:

TXDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E.  
CSJ 0009-02-067, SH 78  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643

TXDOT DALLAS DISTRICT OFFICE  
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CSJ 0009-02-067, SH 78  
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ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
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Mesquite, Texas 75150-6643



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Please Print

Having another meeting with  
a larger area is a must!

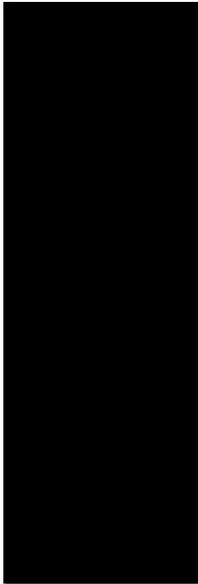
TxDOT has made decision  
without input from the people  
who will have to live with  
that decision.

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NAME: Karen Robert  
ADDRESS:   
CITY: 



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FEB 02 2018  
DISTRICT MAILROOM

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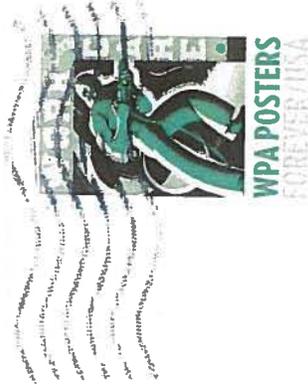


TX DOT Dallas District Office  
Attn: Travis Owens, P.E.  
4777 E. U.S. Highway 80  
Mesquite, TX 75150-6643  
75150-0587



Daniela Karlos

NORTH TEXAS TX 75001  
DALLAS TX 75201  
25 JAN 2018 11:21



Tx Dot Dallas District Office  
Attn. Travis Owens, P.E. C55 000  
4777 E. U.S. Highway 80  
Mesquite, Tx, 75150 - 6643

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75150-664399

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COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
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NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_

*Pam Karlov*



Feb 2

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
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January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

I am a resident of LAKEWOOD I am concerned that the "Option 2" REVERSE T GRAND AVE intersects GASTON/GARLAND plan would create increased traffic funneled to GASTON. This is a neighborhood that already has a significant traffic back up particularly in the morning and evening. I would prefer that Tx DOT move forward to a proper "T" intersection design. GARLAND/Grand already have multiple lanes that funnel traffic to I 30 as opposed to the 4 lane GASTON. A choice of a T with a hard Right turn on GASTON would minimize heavy trucks in the residential road. Numerous retail on GASTON would be affected with negative heavy trucks.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: CHRISTINE McDANALD

ADDRESS:

CITY:





N TEXAS  
 DALLAS 750  
 25 JAN '18  
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 JAN 29 2018  
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TX DOT DALLAS DISTRICT OFFICE  
 ATTN: TRAVIS OWENS, P.E, CSJ 0009-02-067, 5H78  
 4777 E. U.S. HIGHWAY 80  
 MESQUITE, TX 75150-6643

75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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Please Print

THE INTERSECTION IS VERY DANGEROUS & THE CURRENT "SOLUTION" BY TDOT DOES LITTLE TO IMPROVE THE SAFETY.

I ATTENDED THE MEETING WHICH WAS NOT A MEETING ON THE 18<sup>TH</sup>.

ANOTHER MEETING WITH AFFECTED HOODS NEEDS TO BE DONE.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

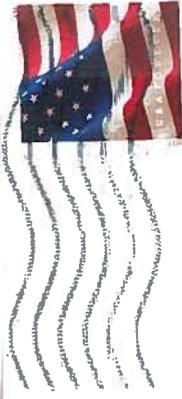
- I am employed by TxDOT
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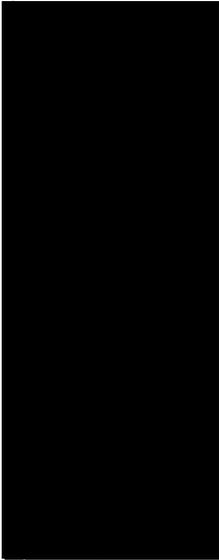
NAME: NORMA MENNIS

ADDRESS: [REDACTED]

CITY: [REDACTED]



NORTH TEXAS TN FREDC  
DALLAS TX 750  
31 JAN 2018 PM 21



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FEB 02 2018  
DISTRICT MAILROOM

*Tx DOT DALLAS District Office  
ATTN: TRAVIS OWENS, PE  
4777 E. U.S. HIGHWAY 60  
MESQUITE, TX 75150-6643*

75150-664399 

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by February 2, 2018.

I am strongly opposed to TXDoT's proposed "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" Plan. My family is among the many families who live on Gaston Avenue. The Option 2 plan will have the dangerous and irresponsible effect of diverting state highway traffic onto Gaston, a residential street with many homes, driveways, sidewalks, and local businesses otherwise accessible by pedestrian traffic. The many families who have purchased homes, invested time and resources into the neighborhood, and raised children on Gaston did not choose to do so on a state highway, but would nonetheless find themselves suddenly forced to live with the level of traffic, nuisance and danger normally found on a highway if TXDoT were to systematically and intentionally divert state highway traffic onto their residential street. The increased traffic flow from the highway would prevent residents from safely walking to their neighbors' houses and local businesses, allowing their children to play and ride bikes, pulling in and out of their driveways (a problem which would no doubt also cause increased accidents and congestion), or otherwise enjoying the neighborhood in which they have invested over the years. The answer to this problem is the simple "T" intersection design with a straight alignment for SH 78 and a right turn lane onto Gaston Ave, a much safer, more responsible and appropriate plan which TXDoT has already considered. We strongly urge TXDoT to stop work on Option 2 and instead reconsider the "T" intersection.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

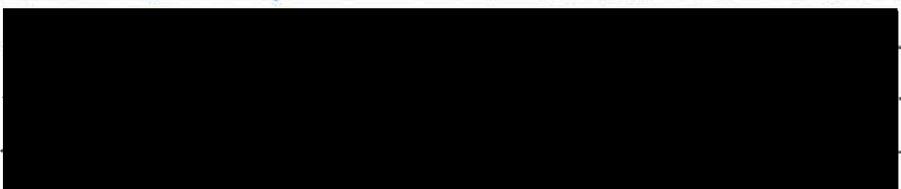
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Nate Blackburn

ADDRESS:

CITY:





Bladburn



NORTH TEXAS TX PSNDC  
DALLAS TX 750  
30 JAN 2018 PM 5 L

TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 009-02-067, SH78  
4777 E. US Highway 80  
Mesquite, TX 75150-6643

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FEB 01 2018  
DISTRICT MAILROOM

75150-664399



**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



**MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM**

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Please Print

I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue - it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods. This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants.

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NAME: KERT PLATNER

ADDRESS: [REDACTED]

CITY: [REDACTED]

TXDOT  
DALLAS 750  
30 JAN '18  
PM 5 L



TXDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E.  
CSJ 0009-02-067, SH 78  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643



75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



MEETING COMMENT FORM  
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Dallas County, Texas  
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January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

I am 100% opposed to the traffic from Garland Road being directed to Gaston Ave. Gaston Ave is a residential street, 2 lanes in each direction with no turn lanes. Adding more cars to this already busy street will create huge traffic delays and bottlenecks, especially during peak driving times. Garland and Grand are 3-4 lanes in each direction with many turn lanes which allows for traffic to flow freely, all day.

Most importantly, many students walk up and down Gaston to and from school. It is imperative to have as few vehicles on Gaston <sup>as possible</sup> for the safety of the students and adults that walk along with these many students. Pedestrians come first!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT  
 I do business with TxDOT No  
 I could benefit monetarily from the project or other item about which I am commenting

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NAME: Denise Sneyal

ADDRESS:

CITY:

★ Please, please, please design this intersection into a "T" for safer neighbors! As it stands now, the right curve from Garland into Gaston is very dangerous!



POSTAGE WILL BE PAID BY ADDRESSEE  
DALLAS TX 75201  
31 JAN 2018 PM 8:1



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DISTRICT MAILROOM

TXDOT Dallas District Office  
4777 U.S. Highway 80  
Mesquite, Texas 75150-6643

Att: Travis Owens, P.E.  
75150-6643



Feb. 2

**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



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CSJ: 0009-02-067  
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NAME: *Rohan Staff*

ADDRESS: [Redacted]  
CITY: [Redacted]



Randy & Roxanne Staff



NORTH TEXAS TX P8DC  
DALLAS TX 750  
26 JAN 2018 PM 7 L

RECEIVED TXDOT - DAL  
JAN 29 2018  
DISTRICT MAILROOM

*TxDOT Dallas District Office  
4777 E. US Highway 80  
Mesquite, Tx. 75150-6643*

*Attn: PE, SH18  
James Owens, -061, SH18  
CSJ 0009-02-061*

75150-664399

**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



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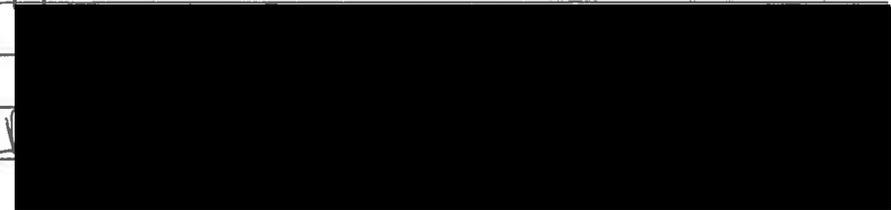
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NAME:

*Kathleen Stevenson*

ADDRESS:



CITY:



N TEXAS  
DALLAS 750  
30 JAN 18  
PM 101

\$0.47<sup>9</sup>  
US POSTAGE  
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TXDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E.  
CSJ 0009-02-067, SH 78  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643

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DISTRICT MAILROOM

75150-664277



**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



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Dallas County, Texas  
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January 18, 2018  
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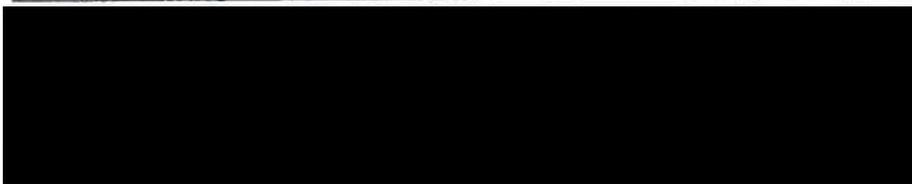
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NAME: Travis Booe

ADDRESS:

CITY:



**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



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NAME: Amanda Booe

ADDRESS:

CITY:



Travis Booe



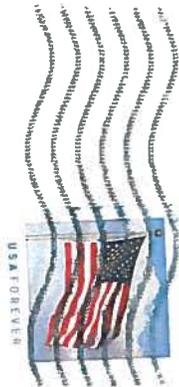
TXDOT Dallas District Office  
Attn: Travis Owens, P.E., CSS 0009-02-007, SH 78  
4777 E. US Highway 80  
Mesquite, TX 75150-6643

75150-664399



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WORTH TEXAS TX 76102  
DALLAS TX 750  
25 JAN 2018 PM 3:1



**COMPLETE AND MAIL TO:**

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643**



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January 18, 2018  
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Please Print

*Lakewood Specifically*

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NAME:

*Linda Turner*

ADDRESS:



CITY:

TXDOT  
DALLAS 750  
30 JAN '18  
PM 11

\$0.47<sup>0</sup>  
US POSTAGE  
FIRST-CLASS



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TXDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E.  
CSJ 0009-02-067, SH 78  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643

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DISTRICT MAILROOM

75150-664399





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**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

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Please Print

JACK VONRUNNEN -  
Please GATHER MORE COMMUNITY  
INPUT PRIOR TO MAKING A  
FINAL DECISION ON THIS  
"GGG" PROJECT!

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RECEIVED  
JAN 21 2018  
PROJECT INTERCOM

NAME: JACK VONRUNNEN

ADDRESS: [REDACTED]

CITY: [REDACTED]

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

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FIRST-CLASS

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**TxDOT DALLAS DISTRICT OFFICE**  
**ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78**  
**4777 E. U.S. HIGHWAY 80**  
**MESQUITE, TEXAS 75150-6643**

**RECEIVED TXDOT - DAL**  
**FEB 01 2018**  
**DISTRICT MAILROOM**

75150-6643999



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



**MEETING COMMENT FORM**  
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**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

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Please Print

I am opposed to TxDOT's current "reverse T" plan for the intersection of SH 78 at Gaston Ave. This plan would funnel too much traffic through the neighborhoods west of SH 78, increasing congestion and decreasing safety for neighborhood residents. I am requesting the following from TxDOT:

1. A temporary hold on continued design until real input is gathered from East Dallas residents
2. Additional community workshops so that East Dallas residents, who are most impacted, can have a say in the intersection design and safety
3. Greater consideration for the "basic T" intersection that was proposed by TxDOT, which will better balance the distribution of traffic and use East Grand more efficiently

Commuter traffic heading to/from downtown Dallas should stay on SH 78. Gaston Ave. should only be used for neighborhood traffic, as it is only a 4 lane, undivided street, whereas SH 78 is a divided 6 lane highway. Increased traffic on Gaston Ave. means increases in accidents and congestion and a decrease in safety for East Dallas residents.

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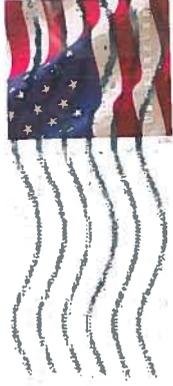
NAME: Rhett Warren

ADDRESS:

CITY:



1/26/18



WORTH TEXAS TX 76106  
DALLAS TX 750  
31 JAN 2018 PM 11

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FEB 02 2018  
DISTRICT MAILROOM

*TxDot Dallas District office  
Attn: Travis Owens  
4777 E. U.S. Hwy 80  
Mesquite, TX 75150-6643*



75150-664399

Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
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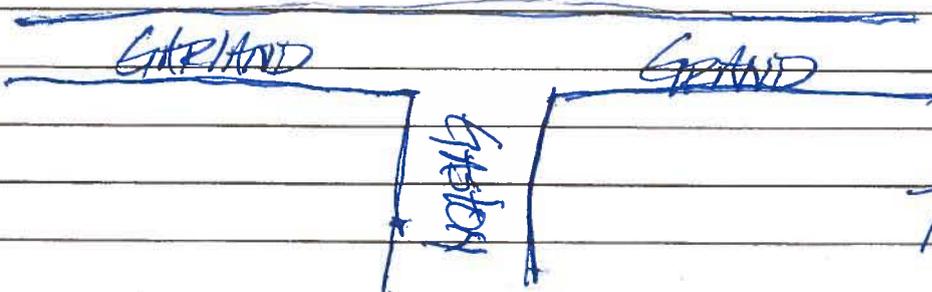
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**January 18, 2018**  
**6:00 PM to 8:00 PM**

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Please Print

LADIES/GENTLEMEN:

YOUR "PREFERRED" PLAN FOR THE GASTON'S GARLAND/GRAND INTERSECTION IS NOT ACCEPTABLE. IT FEELS TRAFFIC TOO EASILY ON TO A RESIDENTIAL GASTON AVENUE RATHER THAN GARLAND AND GRAND ARE WHERE MEDICALS AND COMMERCIAL PROPERTIES ARE LOCATED. I PREFER THE HARD "T" CONFIGURATION.



THANK YOU

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: MARSIE MILLIKENS

ADDRESS:

CITY:



BENJONES  
MRS. [REDACTED]

NORTH TEXAS TX P8DC  
DALLAS TX 750  
31 JAN 2018 PM 2 L



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FEB 02 2018  
DISTRICT MAILROOM

TX DOT DASH, District  
4777 E. US Highway 80  
Mesquite, TX 75150-0643

ATTN: TRAVIS DAVENPORT, CST 0007-02-067  
5H 78

75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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See Attached

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NAME: Matt Wood

ADDRESS: [REDACTED]

CITY: [REDACTED]

---

# Matthew Wood

30 January 2018

TxDOT Dallas District Office  
ATTN – Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas. 75150-6643

Dear Mr. Owens:

I am writing in regard to the proposed Intersection Change (not Improvement) presented at the recent public hearing at Dallas Arboretum. I doubt you'll read much past "I am opposed to the current proposal", but on the off chance someone does, I will explain.

I was surprised to learn at this event that no studies or consideration had gone into this process involving where the traffic originated and its destination. I was told that specifically by TxDOT representatives, more than once.

The current proposed redesign encourages traffic heading south on Garland Rd/State Highway 78 to leave the highway, turn right onto Gaston Avenue and travel through all of East Dallas on Gaston to get to downtown. I suspect if a study was done, TxDOT would learn that at heavy traffic times, a large percentage of the traffic southbound on Garland Rd in the morning (northbound in the afternoon) originates from north and East of Buckner Road/Loop 12, including traffic from Garland and locations north and pass through all of East Dallas on its way to downtown.

Neighborhoods on all sides of Lakewood Shopping Center are concerned about the inevitable increase in speed and volume of traffic passing through our community. There are 7 pedestrian crosswalks at Lakewood Shopping Center. Hundreds of students walk or bike across Gaston to get from their homes to Woodrow Wilson High School, Long Middle School and Lipscomb Elementary School. Baylor Scott & White recently did a major expansion of their

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campus across Gaston Avenue and no doubt is eager to provide safe pedestrian (including wheel chair) passage from one side of campus to the other. In fact, their primary entry point into their campus from downtown intentionally diverts traffic off of Gaston Avenue.

TxDOT should make the Gaston/Garland/Grand intersection a more traditional "T". This effectively keeps Garland/Grand (the State Highway) as one road, with Gaston entering at a right angle. This would allow the traffic that needs to go through and to destinations in East Dallas to continue to do so, yet urge the pass-through traffic to continue straight through 4 lights then jumping onto I-30 to get to downtown. I understand that TxDot is already exploring changes to I-30 and those changes could include plans to handle this increased flow of pass-through traffic. I make this decision to get downtown personally as the veterinary clinic I use is on Grand Avenue just south of this interchange. It is FAR faster and easier to take Grand and I-30 to get to locations downtown than it is to drive through neighborhoods and deal with passing through well over a dozen lights to get to downtown.

Like any TxDot decision, whatever changes are made will have long-lasting consequences. In this case, not looking at the downstream impact, nor taking into considering improvements to I-30 seems reactionary rather than strategic.

If you need more information or have any questions, feel free to email me or call me at [REDACTED]

I appreciate your taking the time to review this.

Sincerely,



Matt Wood

Wood



N TEXAS  
DALLAS 750  
31 JAN '18  
PM 5 L



TxDOT Dallas District Office  
ATTN: Travis Owens, P.E.  
ESS 0009-02-067, SH 78  
4777 E. U.S. Highway 80  
Mesquite, TX 75150-6643

RECEIVED TXDOT - DAL  
FEB 02 2018  
DISTRICT MAILROOM

75150-664399



Feb. 2

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by February 2, 2018.

Please Print:

I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue - it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods. This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants. It's already hard to turn right onto Gaston in the morning - Please do not make it any worse - Thank you!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: Anne Lesban

ADDRESS: [REDACTED]

CITY: [REDACTED]



Mrs. Anne Leskar



RECEIVED TXDOT - DAL  
FEB 05 2018  
DISTRICT

Tx DOT Dallas District Office

Attn: Travis Owens, P.E., CSS 0009-02-067, SH 78

4777 E. US Highway 80

Mesquite, TX 75150-6643

751506643 0057



COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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DISTRICT MAILROOM

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January 18, 2018  
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Please Print

I am a resident of East Dallas, living one block off of Gaston Avenue. I firmly believe that the option '2': Reverse T Grand Ave./Garland/Gaston plan NOT move forward. This must be a proper 'T' intersection that allows for pedestrian travel and that does not funnel traffic onto Gaston Ave. Gaston is a residential streets, many houses + driveway front it. Commuters are leaving I-30 and using our neighborhood to get to work downtown. This must stop! I am fearful entering and exiting Gaston right now - no more traffic on it!

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NAME: ANN NOBLE  
ADDRESS: [REDACTED]  
CITY: [REDACTED]

Noble



NORTH TEXAS TX PRDC  
DALLAS TX 750  
02 FEB 2018 PM 5 1



Tx DOT Dallas District Office

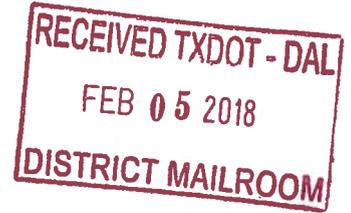
attn: Travis Owens, P.E. EST009-02-067, S# 78  
4999 E US Hwy 80

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DISTRIBUTION  
02/05/18

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FEB 05 2018  
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COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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NAME: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

NORTH TEXAS TX PSDS  
DALLAS TX 750  
02 FEB 2018 PM 5:1



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FEB 05 2018  
DISTRICT MAILROOM

TXDOT Dallas District Office  
Attn: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. US Hwy 80  
Mesquite, Texas 75150-6643

75150-664393





**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

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Please Print

I support TXDOT's current  
proposal, the reverse I.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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NAME: BRAD BOLING

ADDRESS

CITY



To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

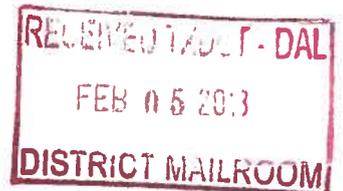
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Fold Here

BRAD BOWEN



N TEXAS  
DALLAS 750  
02 FEB '18  
PM 7 L



**TxDOT DALLAS DISTRICT OFFICE**  
**ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78**  
**4777 E. U.S. HIGHWAY 80**  
**MESQUITE, TEXAS 75150-6643**

75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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6:00 PM to 8:00 PM

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Please Print

SH 78 INTERSECTION AT GASTON AVE, DALLAS, TX:

THE PROPOSED TxDOT SOLUTION FOR THIS INTERSECTION IS A DESIGN THAT ENCOURAGES AN INCREASED TRAFFIC FLOW ON TO GASTON AVE AND THROUGH ALREADY CONGESTED NEIGHBORHOOD STREETS

THIS IS A SOLUTION THAT MUST HAVE ORIGINATED WITH PEOPLE THAT DO NOT LIVE HERE. IT IS BAD.

A NEW SOLUTION TO THE INTERSECTION AND TO TxDOT'S POOR INTERACTION WITH STAKEHOLDERS NEEDS TO BE ADDRESSED.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

I am employed by TxDOT  
 I do business with TxDOT

NONE APPLY / SC

I could benefit monetarily from the project or other item about which I am commenting

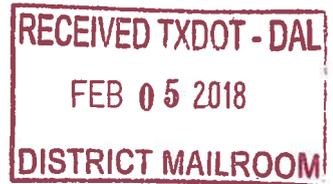
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NAME: STEVE CLICQUE

ADDRESS:

CITY:

Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



MEETING COMMENT FORM  
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6:00 PM to 8:00 PM

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Please Print

Have true public meeting!

Create a "T" intersection with left turn and right turns!

Protect neighborhoods.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

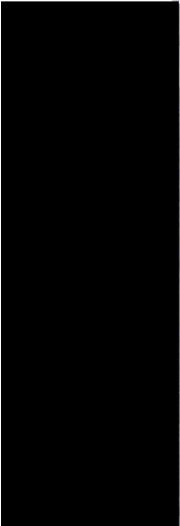
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NAME: Dotsy Savage

ADDRESS:

CITY:





NOV 04 10 58 AM '18  
DALLAS TX 75201  
02 FEB 2018 PM 6 L

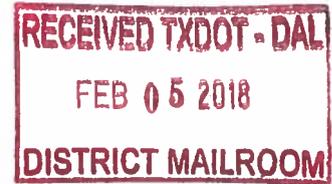


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FEB 05 2018  
DISTRICT MAILROOM

TXDOT Dallas Dist. Office

ATTN: Travis Dusen, P.E., CSJ 0009-02-067, SA 78  
4777 E. U.S. Highway 80

Mesquite TX 75110



PHILIP T. KINGSTON  
DALLAS CITY COUNCILMEMBER - DISTRICT 14

February 1, 2018

TxDOT Dallas District Office  
Attn: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643

RE: Redesign of the 3G Intersection (SH 78 and Gaston)

Dear Mr. Owens,

I write to encourage TxDOT to reconsider any redesign of the 3G intersection (SH 78 and Gaston) that moves more traffic on to Gaston. It is the City of Dallas's long-term intention to calm and reduce automotive traffic on Gaston. Furthermore, TxDOT's SH78 facility between Gaston and IH-30 is underutilized. Both of these problems can be improved with a true T intersection at Gaston.

The City of Dallas recently adopted a Complete Street Manual requires that new street improvements consider the contextual environment to inform the roadway design team. This has not been done. Gaston Avenue is designated as a Residential Street Type in the manual and is listed as a future On Street Bike Path in the Bike Network Vision Map. It is currently not functioning well within its residential context and none of this has been considered as a part of the intersection design process. The volume of traffic being diverted onto Gaston Avenue (up to 29,000 vehicles per day) completely ignores the residential character of Gaston Avenue and runs directly counter to the Complete Streets Guidelines for Residential Street types, which places a priority on reducing motor vehicle speeds and emphasizing intersection safety for pedestrians and bicyclists. Additionally, according to the Intersection Zone Policy Guidelines under the manual "free right-turn movements and configurations should be reduced or eliminated where possible". For all of these reasons, I am requesting that TxDOT extend the public comment period and consider a true T intersection design.

The design of this intersection will have far-reaching impacts on all of East Dallas for generations to come. The traffic generated by TxDOT's proposed design could prevent the City of Dallas being able to implement the Complete Streets guidelines on other parts of Gaston Avenue and on nearby streets.

Sincerely,

A handwritten signature in blue ink that reads "Philip T. Kingston".

Philip T. Kingston

c: Victor Vandergriff



PHILIP T. KINGSTON  
CITY CLERK  
1400 MARILLA ST. 1300010000  
DALLAS, TEXAS 75201

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02/02/2018  
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ZIP 75201  
TXDOT-DAL  
FEB 05 2018  
DISTRICT MAILROOM

TxDOT Dallas District Office  
Attn: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643

751506643 0057



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



RECEIVED TxDOT - DAL  
FEB 05 2018  
DISTRICT MAILROOM

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Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

We do not want a plan that encourages more traffic down Gaston Road. It was not built to support the volume of vehicles the Tx DOT Preferred Plan will direct down that street. State Highway 78 was designed & built to support that traffic - let it continue with its intended purpose.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: David + Laura Bortli

ADDRESS

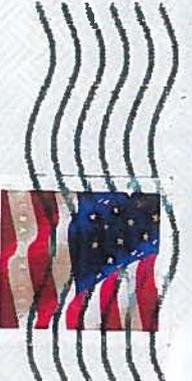
CITY





Mr David-Laura Booty

NORTH TEXAS TX PSDC  
DALLAS TX 7520  
02 FEB 2018 PM 3 L



TX DOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, PE, CST 0609-02-067 SH98  
4777 E. US. HIGHWAY 80  
MESQUITE, TX 75150-6643

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Please Print

WE DO NOT SUPPORT THE CURRENT TXDOT PROPOSAL FOR ~~THE~~ THIS INTERSECTION!  
GASTON AVE IS A STREET NOT A HIGHWAY. THE TXDOT PROPOSAL WAS APPROVED BY A VOTE  
OF ONLY 8 PEOPLE -- DIDN'T "WIN" BY 8, ONLY RECEIVED 8 VOTES!

PHILLIP KINGSTON HAS PROPOSED GASTON TO BECOME A COMPLETE STREET. ALL THE ADDITIONAL  
GASTON TRAFFIC THAT THE CURRENT DESIGN WOULD ALMOST GUARANTEE WOULD BE TOTALLY COUNTER  
TO THE COMPLETE STREET GOALS.

GARLAND AND GRAND (A.K.A. HWY 78) WERE DESIGNED FOR THAT LEVEL OF TRAFFIC TO FLOW TO  
I-30. THAT WE SHOULD BE ENCOURAGED. GASTON IS A RESIDENTIAL STREET AND IS DESIGNED TO  
BE A "FEEDER" FOR RESIDENTIAL NEIGHBORHOODS (LAKEWOOD; HOLLYWOOD HEIGHTS, SWISS AVE; JUNIUS  
HEIGHTS; MUNGER PLACE; PEAK'S ADDITION) NOT AS A THROUGHFARE TO FUNNEL TRAFFIC FROM A  
STATE HIGHWAY!

INSTEAD, PLEASE SUPPORT A TRUE "T" INTERSECTION THAT ENCOURAGES TRAFFIC TO FLOW ON THE HIGHWAY  
DESIGNED FOR IT AND NOT THRU THE MIDDLE OF SEVERAL OF DALLAS' MOST SUCCESSFUL NEIGHBORHOODS  
THAT ARE MOVING TOWARD PEDESTRIAN AND BICYCLE MOBILITY.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

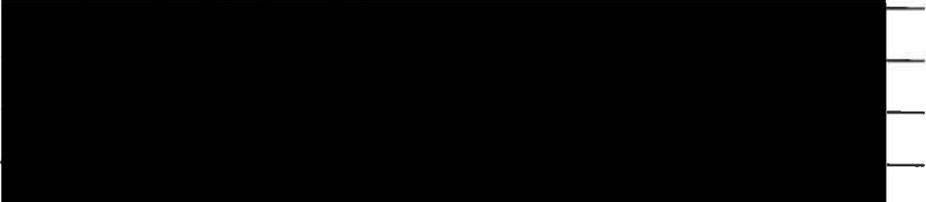
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NAME: DAVID J. BALLEW

ADDRESS:

CITY:



Baird



TEXAS  
DALLAS TX  
FEB 15  
PM 5 1



B72870222036859

FOREVER

Tx DOT DAWMS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E. CSJ 0009-02-067, SH 78  
4777 E. US. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643

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75150-664399

Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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Please Print

~~We~~ ~~live~~ We live in an adjacent neighborhood & travel through this route regularly. We live one block off Gaston, and the traffic on that street has a profound effect on us.

More traffic on Gaston Ave. would be a safety hazard to everyone in the neighborhood adjacent. It is already unsafe due to the very heavy traffic during rush hour.

We absolutely want to be included in the decision-making process!! This intersection should be a "T" design for the safety of the adjacent neighborhoods!!

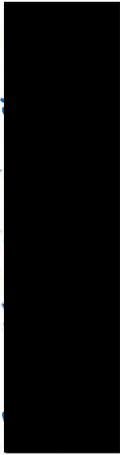
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NAME: Emmenich Grunbaum & Lin Gould  
ADDRESS: [REDACTED]  
CITY: [REDACTED]

Grubbaum & Gold



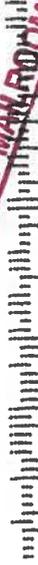
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DALLAS TX 750  
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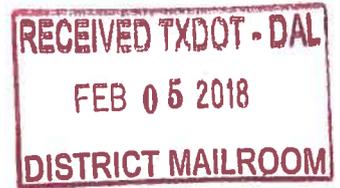
Tx DOT Dallas Division Off.  
ATTN: Travis Dwers, P.E., CSJ 0009-02-067, S#78  
4777 E. US Hwy 80  
Mesquite, TX 75150-6643

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FEB 05 2018  
DISTRICT MAIL ROOM

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Mesquite, Texas 75150-6643



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Please Print

WE ARE VERY CONCERNED WITH THE NEW PROPOSED INTERSECTION AT GASTON AVE AND GARLAND RD, EAST GRAND (HWY 78). WE HAVE LIVED ON GASTON FOR 20+ YEARS. THE NEIGHBORHOOD IS COMING AROUND. WITH ALL THE APARTMENTS, TOWNHOUSE AND HOMES BEING BUILT, THE LAST THING WE NEED IS MORE TRAFFIC FUNELED DOWN GASTON. WE FEEL A TRADITIONAL T-INTERSECT WOULD BE FOR THE BEST. YOUR DECISION AFFECTS THOSE OF US WHO LIVE HERE. LUTELY WERE WE NOT NOTIFIED OF THESE MEETINGS?

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

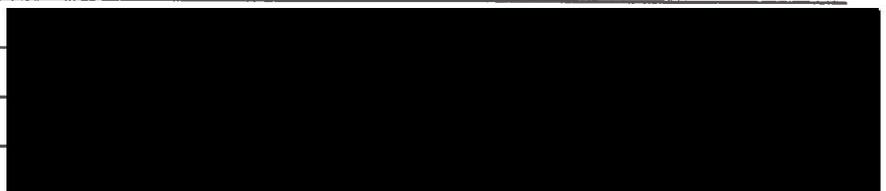
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NAME: RANDALL AND ANDREA HARRAH

ADDRESS:

CITY:



Randall Harrah



NORTH TEXAS TX FBDC  
DALLAS TX 750  
02 FEB 2013 PM 5 L



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FEB 06 2013  
DISTRICT 100 - 200

TX DOT  
ATTN: TRAVIS OWENS 80  
4777 E. US Hwy  
MESQUITE TX. 75150

75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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**January 18, 2018**  
**6:00 PM to 8:00 PM**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by February 2, 2018.**

Please Print

I request that TxDOT schedule a public workshop with area neighborhoods to discuss the advantages and disadvantages of their own design options with a goal of reducing traffic on Gaston -- BEFORE moving forward with more design work on a plan that does not represent East Dallas and continues to direct more onto Gaston Avenue.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*

NAME: ZACH HOWARD

ADDRESS: [REDACTED]

CITY: [REDACTED]

Kristin Scholer & Zachery Howard



WALKER TEXAS TX MAIL  
DALLAS TX 750  
02 FEB 2018 PM 11



RECEIVED TXDOT - DAL  
FEB 05 2018  
DISTRICT MAILROOM

TX DOT DALLAS DISTRICT OFFICE  
ATTN: TREASURERS OWENS P.K.  
CSS 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6613

75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by February 2, 2018.

Please Print

Put a HOLD on TxDot plan! Hear neighbors!  
You need to hold more meetings with neighbors along Gaston and nearby streets before moving ahead with this plan that will have major negative impacts on us. I was never informed of any meetings until now, nor were others I know who will be directly impacted.

There needs to be a solution that better utilizes E. Grand and minimizes impacts along Gaston and nearby neighborhoods. Merchants are NOT your only voices; we deserve to be heard.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Judy Czarny

ADDRESS:

CITY:

Ms. Judy K. Czarny



NORTH TEXAS TX PSDC  
DALLAS TX 750  
01 FEB 2018 PM 6 L



RECEIVED TXDOT - DAL  
FEB 05 2018  
DISTRICT MAILROOM

*TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSU 0009-02-007,  
SH 78*

*4777 E. U.S. Highway 80  
Mesquite, TX 75150-6643  
75150-664399*



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



RECEIVED TXDOT - DAL  
FEB 05 2018  
DISTRICT MAILROOM

**MEETING COMMENT FORM**  
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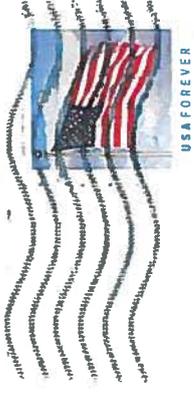
*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*

NAME:  
ADDRESS:  
CITY:

John Dailey  
[Redacted Address and City]

L Dailey

NORTH TEXAS TX PSDIC  
DALLAS TX 750  
01 FEB 2018 PM 3 L



TXDOT Dallas District Office  
Attn: Travis Owens, P.E., C.S.J. 0007-02-067, S178  
4777 E. HIGHWAY 80  
Mesquite, Texas 75150-6643

75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



RECEIVED TxDOT - DAL  
FEB 05 2018  
DISTRICT MAILROOM

MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by February 2, 2018.**

Please Print

As residents of Gaston Ave. we ask that you hold a proper public meeting for the proposed intersection improvement. We do NOT like or approve of the current preferred plan. We request a public workshop with area neighborhoods to the impact this has on ALL OF US.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Jonathan and Jillian  
ADDRESS: [REDACTED]  
CITY: [REDACTED]

ASPCA



Jillian Kohl

NORTH TEXAS TX PRODC  
DALLAS TX 750  
02 FEB 2018 9M51



Tavis Owens, PE  
TXDOT Dallas District Office  
4777 E. US Highway 80  
Mesquite, TX 75150

RECEIVED TYDOT - DAL  
FEB 05 2018  
DISTRICT MAILROOM

75150-664277





**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by February 2, 2018.**

- 1) **The big curve to/from Garland Road and Gaston is STILL DANGEROUS!**
  - It encourages speeding onto Gaston. (High speeds can be attained when the light is green!)
  - It endangers drivers entering or exiting driveways at the shopping center – where more and more accidents with injuries have happened as the shopping center grows.
  - Speeding cars around this curve will still discourage pedestrians, joggers, parents with baby strollers, kids on bikes from crossing the street to get to the lake or to shopping - and if they try – lives will be lost!
  
- 2) **DO NOT funnel heavy commuter traffic from Garland Road – your state highway – onto Gaston Avenue as a route to/from downtown Dallas. KEEP heavy commuter traffic from the suburbs on the state highway – NOT through neighborhoods!**
  - Gaston has only 4 lanes and it is a neighborhood connector – NOT a state highway!
  - REDUCE traffic on Gaston – don't INCREASE it by continuing old mistakes of sending 70% of all S.H. 78 traffic down Gaston!
  - Straighten the intersection between Garland Rd and East Grand. End Gaston Ave. at the "T" intersection.
  - Use East Grand MORE! It isn't fully utilized now. It can handle much more commuter traffic. It has 6 lanes and left turn lanes and should AND it leads straight to I-30 and the 6-lane service roads of I-30!
  - Commuter traffic will increase as those communities increase – use East Grand – not Gaston - as the route to handle this increasing traffic!
  
- 3) **Reduce traffic on Gaston and make it safer for ALL drivers who still need/want to use Gaston Avenue.**
  - Many drivers from east and west of the lake will still need/want to use Gaston – which is fine and appropriate. Gaston can still serve local traffic primarily – accessing areas near Lakewood, and areas north, south, and west of Lakewood /Lower Greenville.
  - A standard "T" intersection can be designed to facilitate local traffic. Standard, designated right turn lanes can move a lot of traffic. Example: intersection of Preston / NW Hwy has NO right turn lanes and still moves LOTS of traffic. It can be done at Gaston!
  
- 4) **IMPROVE SAFETY - GIVE US A STANDARD "T" INTERSECTION !!**
  - A standard "T" is understandable and simple
  - A standard "T" with safe right turn signals can move a lot of traffic.
  - A standard "T" can provide shorter, safer crosswalks.
  - A standard "T" with standard right turn lanes can control speeding.
  - A standard "T" can encourage the commuter traffic to use East Grand-Garland Rd. more efficiently.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Barbara Koegl

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Fold Here

Fold Here

K Barbara A. Koegl

NORTH TEXAS TX P&DC  
DALLAS TX 752  
02 FEB 2018 PM 10:1

RECEIVED TxDOT DAE  
FEB 05 2018  
DISTRICT MAILROOM

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

75150-664399



COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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FEB 05 2018  
DISTRICT MAILROOM

MEETING COMMENT FORM  
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Please Print

I have created and included a petition with over 470 signatures that opposes your proposed plan. Please find signatures and comments attached. We feel that your plan funnels too much unnecessary traffic off of the highway and onto our residential street- Gaston Avenue. We truly feel that a standard T intersection would help ease traffic off of our over utilized road- Gaston ave, and keep traffic on your under utilized road- HWY Gaston Ave should not see more than 14,000 cars a day based on the street type and we are already over capacity at over 18,000 per day. We are also concerned that the images circling around regarding your plan are not what was presented to us at your meetings →

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NAME: Sarah Lamb

ADDRESS:

CITY:

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
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Please Print

I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue - it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods. This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants.

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NAME: Ronald Michael Lamb  
ADDRESS: [REDACTED]  
CITY: [REDACTED]



\* This image has been widely circulated on social media as your "final version". This is inaccurate! The public who supports this version is being misled. Further reason for

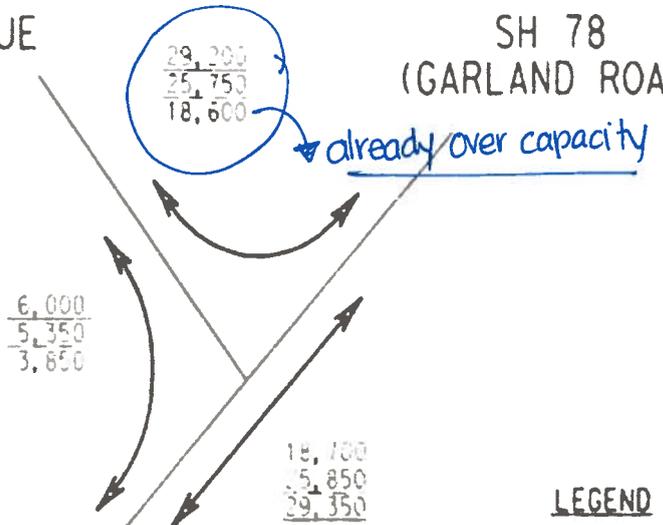
SUBMITTAL: JANUARY 2018

**PRELIMINARY**  
FOR INTERIM REVIEW ONLY.  
NOT FOR PERMITTING, BIDDING,  
OR CONSTRUCTION.  
Prepared by or under the  
Direct Supervision of  
CARIN O. CHAMBERS P.E. 99772  
1-17-2016

GASTON AVENUE

SH 78  
(GARLAND ROAD)

SH 78  
(E. GRAND AVENUE)



**LEGEND**

1,000-2017 ADT  
1,000-2037 ADT  
1,000-2047 ADT

TEXAS DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PROGRAMMING AND PLANNING DIVISION MEMORANDUM  
JUNE 22, 2016

# SCHEMATIC PLAN & PROFILE

## SH 78 AT GASTON AVE

# Michael Baker

# INTERNATIONAL

1501 LBJ Freeway, Suite 650,

Dallas, TX 75234

Phone: (469)801-8500

MTBAKERINTL.COM

TBPE Registration No. F-2677

TABLE II-2A

TYPICAL CHARACTERISTICS OF FUNCTIONAL CLASSIFICATIONS

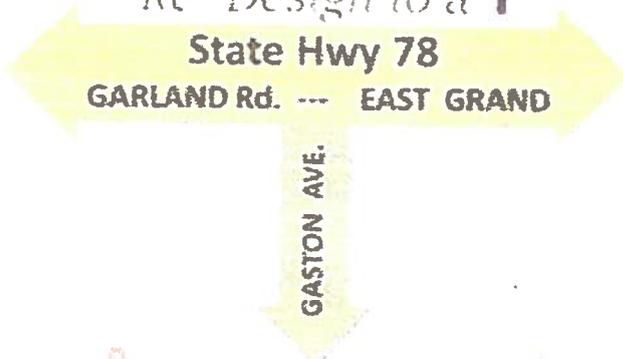
Your intersection design increases volume beyond what Easton Ave. is designed to handle.

	DESIGNATED THOROUGHFARES			UNDESIGNATED THOROUGHFARES <sup>2</sup>		
	PRINCIPAL ARTERIAL	MINOR ARTERIAL	COMMUNITY COLLECTOR	RESIDENTIAL COLLECTOR	LOCAL	
<b>FUNCTION</b>	Backbone of the street system; Mobility function is primary; Access function is minor; Serves long trip lengths	Provides route and spacing continuity with principal arterials; Mobility function is still primary; Access function is secondary; Serves moderate trip lengths	Collects/distributes traffic between local streets and arterial systems; Mobility and access functions are balanced; Serves short trip lengths	Collects/distributes traffic between local streets and arterial systems; Mobility and access functions are balanced; Serves short trip lengths	Remainder of surface streets; Access is primary; Through traffic is undesirable; Serves short trip lengths	
<b>SYSTEM CONTINUITY</b>	Regional Continuity; Connects with freeway system; Crosses several community boundaries	Community continuity; Connects with freeway and arterial systems; Usually does not cross community boundaries	Neighborhood continuity; connects to arterial system; may extend across arterials boundaries	Neighborhood continuity; Connects to arterial system; Usually does not extend across arterials	Discontinuous	
<b>ROADWAY LENGTH</b>	Greater than 5 miles	2 to 5 miles	1/2 to 2 miles	1/2 to 2 miles	Less than 1 mile	
<b>TRAFFIC VOLUME<sup>1</sup></b>	> 3500 vehicles/lane/day 8 lanes: > 28,000 vpd 6 lanes: > 21,000 vpd 4 lanes: > 14,000 vpd	2500 to 5000 veh/lane/day 5 lanes: 15,000-30,000 vpd 4 lanes: 10,000-20,000 vpd 2 lanes: 5,000-10,000 vpd	1250 to 3500 veh/lane/day 4 lanes: 5,000-14,000 vpd 2 lanes: 2,500-7,000 vpd	1250 to 2500 veh/lane/day 4 lanes: 5,000-10,000 vpd 2 lanes: 2,500-5,000 vpd	< 1250 veh/lane/day 2 lanes: < 2,500 vpd	
<b>SPACING</b>	1 to 2 miles	1/2 to 2 miles	1/2 mile from other thoroughfares	1/2 mile from other thoroughfare	300 to 500 feet from other streets	
<b>NEIGHBORHOOD RELATIONSHIP</b>	Usually defines boundaries	Usually defines boundaries	Traverses boundaries	Usually internal to one neighborhood	Internal to one neighborhood	
<b>DIRECT LAND ACCESS</b>	Restricted; Some movements may be prohibited; Driveway spacing and number strictly controlled	Restricted; Some movements may be prohibited; Design controls are used to ensure safety	Design controls are used to ensure safety; limited regulation	Design controls are used to ensure safety	Design controls are used to ensure safety	
<b>POSTED SPEED</b>	30-45 mph	30-40 mph	30-35 mph	30 mph	30 mph	
<b>PARKING</b>	Restricted	Restricted	Permitted	Permitted	Permitted	
<b>THROUGH TRUCK ROUTES</b>	Permitted	Permitted in commercial areas	No	No	No	
<b>BUS ROUTES</b>	Yes	Yes	Yes	Yes	Not encouraged	
<b>BICYCLE ROUTES</b>	Not recommended	Not recommended	Limited	Encouraged	Encouraged	
<b>SIDEWALKS</b>	Yes	Yes	Yes	Yes	Yes	

<sup>1</sup>The symbol ">" means "greater than" and the symbol "<" means "less than"; "vpd" means "vehicles per day"  
<sup>2</sup>Residential Collectors are only designated on the Thoroughfare Plan if they do not yet exist or have a substandard pavement width.

# Stop EXCESSIVE TRAFFIC from being funneled into Lakewood. Demand a better design for "3G"!

SH 78 at Gaston Avenue  
*Re-Design to a T*



*Protect Neighborhoods*

475 have signed. Let's get to 500!



**Sarah Lamb** started this petition to [Phillip Kingston](#) and 9 others

The current proposed plan that was drafted by TxDOT and the City of Dallas is set to move forward in the planning phase if we do not garner enough signatures and formal comments by **February 2, 2018**. We need

**you to act now!** The current proposal that is strongly favored by both the city and the state is flawed and truly affects our East Dallas neighborhood, in ways that will be felt by far more than just the residents and business owners on Gaston Avenue. Any increase in traffic on Gaston Avenue divides our neighborhood in half, discourages pedestrians from walking to our local businesses, and prevents our families from safety walking and driving through our neighborhoods.

The current proposal (provided in the link below as **Image A**) is being referred to as a the "Reverse T Grand Avenue intersects Gaston/Garland Proposal" and truly directs drivers to continue onto Gaston Avenue from Highway 78 (Garland Road/Grand Ave). The primary flaw with this proposal is that it encourages the main flow of commuter and commercial truck traffic to be pushed into a highly residential area (Gaston Avenue), rather than continuing on Highway 78 towards IH30. The currently proposed plan essentially requires drivers to actively "turn left" to remain on the state highway. We propose that the city and TxDOT move to redesign this intersection "To a T" (provided in the link below as **Image B**); where drivers have to stop at a traffic light and actively decide to turn onto Gaston Avenue from Highway 78 (Garland Road/Grand Ave). **Please refer to the links provided below for images of the two plans. Please also find further, in-depth information below.**

**In order to affect the most change please sign this petition, AND print and mail the "Meeting Comment Form", to be post marked by February 2, 2018. (We have provided links to download either a blank or completed form or your convenience).**

#### **LINKS TO PLAN IMAGES AND COMMENT FORMS:**

[CLICK HERE FOR IMAGE A](#)

[CLICK HERE FOR IMAGE B](#)

[CLICK HERE FOR BLANK MEETING COMMENT FORM](#)

[CLICK HERE FOR COMPLETED MEETING COMMENT FORM](#)

#### **ADDITIONAL AND PERTINENT INFORMATION:**

#### **A BETTER WAY - MORE ABOUT OUR PROPOSED "T" INTERSECTION DESIGN SOLUTION:**

As illustrated in the plan diagram (provided in the link above as **Image B**), this intersection should be designed "to a T" intersection with a straight alignment for State Highway 78 (Garland Road/East Grand Ave) and a simple right turn lane onto Gaston Ave. This "T" intersection is a variation on one of TxDOT's own previous design alternatives that we encourage them to return to for design direction. A "T" design would:

-Straighten SH 78 to make it easily navigable for commuters driving Downtown and beyond to reach IH30 (a more appropriate thoroughfare) and discourage the use of Gaston Ave by those who simply pass through our neighborhoods for Downtown destinations at high speeds.

-Provide traffic lights and create a right turn lane onto Gaston to allow local traffic to easily navigate the intersection and reach local residences and businesses.

- Eliminate wide-radius turns in favor of a standard right turn lane to reduce confusion, reduce speeds, and increase predictability for all users.
- Decrease traffic on Gaston Ave and promote safety for our residents.
- Decrease crosswalk lengths, making them safer for pedestrians and cyclists.
- Create a confusion-free intersection that conforms to existing Dallas Plan documents including the Thoroughfare Plan, Complete Streets, and the Garland Road Initiative.
- Design for lower speeds at the intersection and on Gaston Ave.
- Allow for easier entry and exit from the surrounding businesses and residences, both for cars and pedestrians.
- Reduce paving and flooding and increase permeable surfaces for better stormwater management.
- Allow for future traffic calming initiatives along Gaston Ave. (once the traffic is funneled our way, there is no going back).

### **WHY THE CURRENT "REVERSE T GRAND AVENUE INTERSECTS GASTON/GARLAND" PLAN IS FLAWED:**

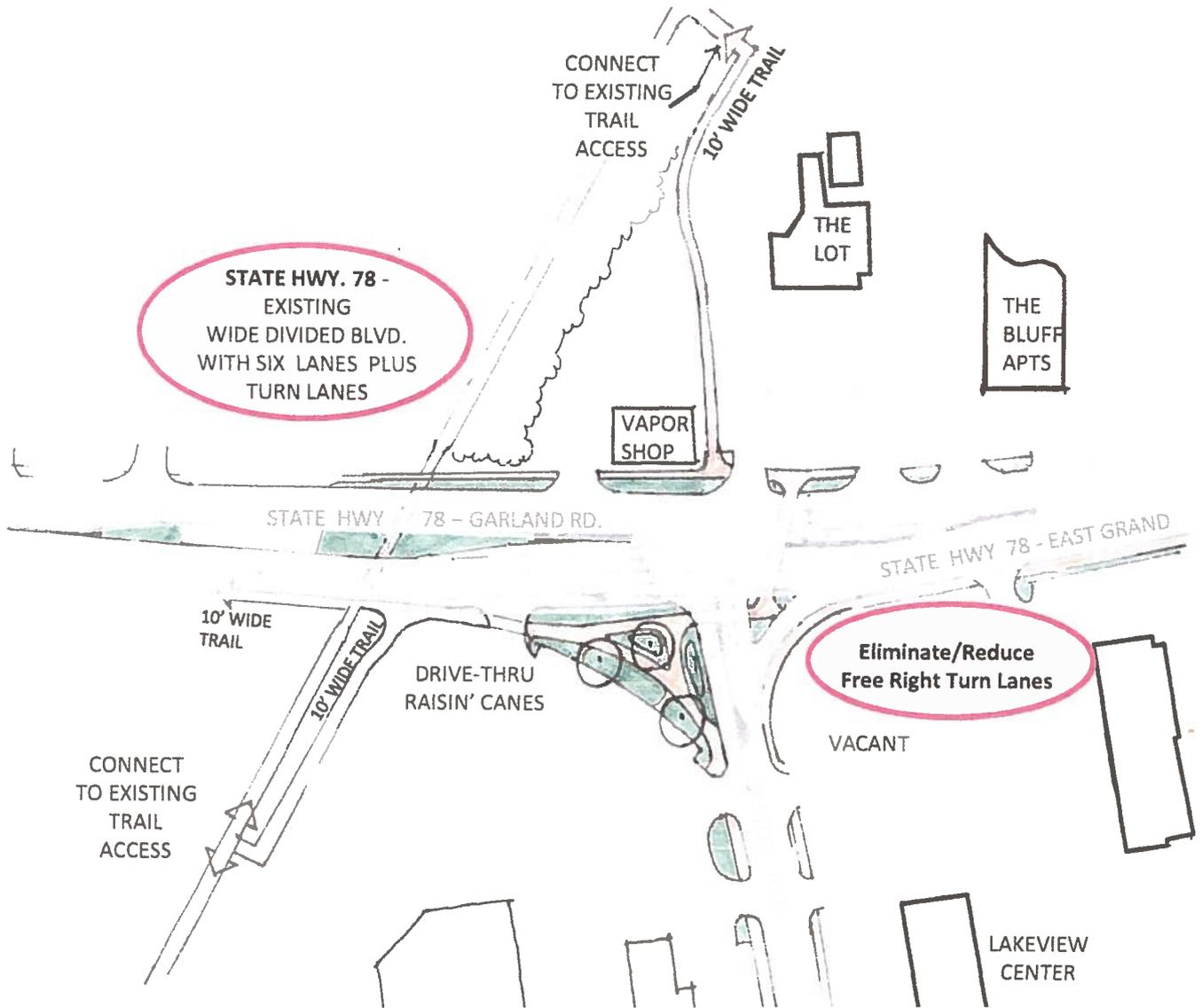
The proposed intersection plan (provided in the link above as **Image A**) was designed with a flawed assumption – that SH 78 and Gaston Ave are equal roadways – when in reality, Gaston Ave is a residential street densely lined with homes and driveways and not designed to handle the traffic demands of a state highway. The proposed design creates a wide right turn off of Garland Road onto Gaston Avenue, essentially making a right turn the dominant or new “straight” path and funneling traffic onto Gaston Ave. Those who wish to remain on the highway towards Grand Ave. are essentially forced to make a left turn to do so. The proposed design does not consider the impacts beyond the limits of the intersection and creates the following problems for our East Dallas neighborhoods:

- Encourages highway traffic, including commuters and large commercial trucks, through our neighborhood, increasing noise levels and decreasing the safety and navigability of our streets for our residents!
- Drastically reduces safety for the residents of Gaston Ave. – Children live on this street and are at risk every time they walk out their front doors or are driven out of their driveways. High speed traffic accidents are a regular occurrence and entering and existing driveways has become increasingly dangerous in recent years.
- Precludes future traffic calming and pedestrian access initiatives for Gaston Ave by increasing traffic volumes to a point of no return and making it dangerous for pedestrians and drivers throughout the neighborhood to reach our local businesses and restaurants. Even if better pedestrian crossing were built, walking or biking to Whole Foods and Lakewood Shopping Center would be dangerous due to the increased traffic volume. There is still hope, but this is the first step!
- Makes the intersection confusing for those who do not use it regularly, such as visitors to White Rock Lake and the Arboretum. By making Gaston Ave. the dominant path, over Grand Ave., we are unnecessarily

increasing traffic through our neighborhood and possibly creating a situation where non-residents frequently utilize our home and business driveways to turn around and return to SH 78.

**ACTION IS NEEDED NOW! Please sign this petition, AND print and mail the "Meeting Comment Form" provided through the links above, to be post marked by February 2, 2018.**

# IMAGE B PROPOSED "T" INTERSECTION DESIGN



---

# Signatures

<b>Name</b>	<b>Location</b>	<b>Date</b>
Sarah Lamb	Dallas, US	2018-01-20
Elizabeth Blackburn	Dallas, TX	2018-01-20
Lila Stewart	Dallas, TX	2018-01-20
Nate Blackburn	Dallas, TX	2018-01-20
Genniva Bruce	Dallas, TX	2018-01-20
Nora Clark	Dallas, TX	2018-01-20
Michael Karnowski	Dallas, TX	2018-01-20
Michelle Rehberger	Dallas, TX	2018-01-20
Neer Srivastava	Dallas, TX	2018-01-20
Aaron Shockey	Alabama	2018-01-20
Lyndea Shear	Dallas, TX	2018-01-20
Carissa Drury	Dallas, TX	2018-01-20
Cheryl Hilgenbrink	Alabama	2018-01-20
Dianna Drury	Dallas, TX	2018-01-20
Clay Hartmann	Dallas, TX	2018-01-20
Pamela Fitzpatrick	Dallas, TX	2018-01-20
Speshal Love Valdez	Dallas, TX	2018-01-20
Amber Gosdin	Dallas, TX	2018-01-20
Chris Scholl	Neptune, NJ	2018-01-20
Fernanda Ruiz	US	2018-01-20

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Eileen Nageotte-Wilk	US	2018-01-20
Kimberly Desch	US	2018-01-20
MaryM Zis	US	2018-01-20
Tonya Smith	US	2018-01-20
Cecy Holg	Los Angeles, CA	2018-01-20
Damien Steele	US	2018-01-20
Liz Michielli	US	2018-01-20
Nancy H Brown	US	2018-01-20
Kelli Ingersoll	Dallas, TX	2018-01-20
Tracy Pell	Dallas, TX	2018-01-20
Judy Babinski	Dallas, TX	2018-01-20
Tracy McElhenie	Dallas, TX	2018-01-20
Ashley Hartley	Alabama	2018-01-20
Kate Moseley	Dallas, TX	2018-01-20
Susie Picaso	Fort Worth, TX	2018-01-20
Hayley Haines	Oklahoma	2018-01-20
Robert Coker	Dallas, TX	2018-01-20
Amy Patrick-Kirby	Dallas, TX	2018-01-20
Debra Scharlau	Dallas, TX	2018-01-20
Sonja Staron	Dallas, TX	2018-01-20
swathy ramaswamy	Dallas, TX	2018-01-20
Merritt Drury	Alabama	2018-01-20

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<b>Name</b>	<b>Location</b>	<b>Date</b>
John Allen	Dallas, TX	2018-01-21
Gilda Kessner	Dallas, TX	2018-01-21
Lia Frankiewicz	Dallas, US	2018-01-21
Aeron Brown	Dallas, TX	2018-01-21
Savannah Brown	Alabama	2018-01-21
Kate Moebel	Dallas, TX	2018-01-21
Anthony Pichardo	Dallas, TX	2018-01-21
Felix Mormann	Dallas, TX	2018-01-21
Joy Brown	Arlington, TX	2018-01-21
Heidi Vanderbrook	Alabama	2018-01-21
Greg Odegaard	Dallas, TX	2018-01-21
Susan Matuszewicz	Alabama	2018-01-21
Rebecca Harris	Dallas, TX	2018-01-21
Lisa Carr	Dallas, TX	2018-01-21
Ross Harris	Dallas, TX	2018-01-21
Thom Powell	Dallas, TX	2018-01-21
Andrew Kern	Dallas, TX	2018-01-21
Stephanie Brown	Dallas, TX	2018-01-21
Deborah Campdera	Dallas, TX	2018-01-21
Mike Lamb	Alabama	2018-01-21
Jessica Therive	Dallas, TX	2018-01-21
Myrna Vance	Alabama	2018-01-21

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Christen Richardson	Dallas, TX	2018-01-21
Brigitte Therivel	Kingwood, TX	2018-01-21
Janet Blair	Alabama	2018-01-21
Silvio Jordão	Caraúbas, Brazil	2018-01-21
Rose Costa	San Francisco, CA	2018-01-21
Annette Wilson	Dallas, TX	2018-01-21
Jacob Click	Dallas, TX	2018-01-21
John Dunn	Dallas, TX	2018-01-21
Kim Horton	Alabama	2018-01-21
Sarah Clancy	Alabama	2018-01-21
Toni Scott	Dallas, TX	2018-01-21
Kathy Townsley	Dallas, TX	2018-01-21
Drew Osborne	Dallas, TX	2018-01-21
Jennifer Gibson	Cheshire, CT	2018-01-21
June Martin	Dallas, TX	2018-01-21
travis stein	Austin, TX	2018-01-21
Julianne Gaspard	Dallas, TX	2018-01-21
Kenneth Daniel	Alabama	2018-01-21
Priscilla Rau	Dallas, TX	2018-01-21
Janick Burton	US	2018-01-21
John Brewer	US	2018-01-21
Jackie Young	Dallas, TX	2018-01-21

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Amanda Carlisle	US	2018-01-21
Katyanne O'Mara	Dallas, TX	2018-01-21
Holland Brown	Dallas, TX	2018-01-21
Susan Burlingame	Cheshire, CT	2018-01-21
rex kirby	dallas, TX	2018-01-21
Casey Green	Dallas, TX	2018-01-21
Robert Stobaugh	Dallas, TX	2018-01-21
Brendan Baum	Dallas, TX	2018-01-21
Heather Fuscellaro	Dallas, TX	2018-01-21
Irfan Farukhi	Alabama	2018-01-21
Julie Stroup	US	2018-01-21
Carmen Marsh	Honolulu, HI	2018-01-21
Kim Dickman	Dallas, TX	2018-01-21
Trey Troegel	Dallas, TX	2018-01-21
Melanie Vanlandingham	Dallas, TX	2018-01-21
Alison Parker	Dallas, TX	2018-01-21
Rebecca Massoud	Longview, US	2018-01-21
Larry Tate	Dallas, TX	2018-01-21
Gailya Silhan	Dallas, TX	2018-01-21
Heidi Starr	Dallas, TX	2018-01-21
Wayne Noble	Dallas, TX	2018-01-21
Bonnie LeVecchio	Dallas, TX	2018-01-21

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Michelle Meyer	Dallas, TX	2018-01-21
Jennifer Spivey	US	2018-01-21
April Slovensky	Dallas, TX	2018-01-21
Hannah Wood	Dallas, US	2018-01-21
James Melton	Dallas, TX	2018-01-21
thomas donahue	Dallas, TX	2018-01-21
Mary Stout	Dallas, TX	2018-01-21
Lauren Trahan	Alabama	2018-01-21
Julie Ramsay	Dallas, TX	2018-01-21
Shari Brown	Alabama	2018-01-21
Nathan Offerdahl	Dallas, TX	2018-01-21
Sharon Acevedo	Dallas, TX	2018-01-21
Edward Hernandez	US	2018-01-21
Paul Markillie	US	2018-01-21
Theresa Harris	Texas	2018-01-21
Chase Griffith	Dallas, TX	2018-01-21
Dean Whinery	Mexico, Mexico	2018-01-21
Marcia Schneider	Texas	2018-01-21
Ana m Gonzalez	Garland, TX	2018-01-21
Dale Clark	Allen, TX	2018-01-22
Nancy Chapman-Green	Alabama	2018-01-22
John MacGregor	Dallas, TX	2018-01-22

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Kristy Halyburton	Dallas, TX	2018-01-22
Lekha Wright	Grand Prairie, TX	2018-01-22
Sarah Noble	Dallas, TX	2018-01-22
Sterling Abraham	Dallas, TX	2018-01-22
Kristy Halyburton	Dallas, TX	2018-01-22
Sussie DeMello	Dallas, TX	2018-01-22
Cindy Overby	Dallas, TX	2018-01-22
Steven Hartsell	Alabama	2018-01-22
Darla Roden	Dallas, TX	2018-01-22
Melissa Walter	Dallas, TX	2018-01-22
Jill DeShazo	Dallas, TX	2018-01-22
Emily Guthrie	Dallas, TX	2018-01-22
Claus Fleckenstein	Alabama	2018-01-22
Lance Rose	Denison, TX	2018-01-22
Julie Whitmire	dallas, TX	2018-01-22
karen berend	Dallas, TX	2018-01-22
Taylor Downs	Dallas, TX	2018-01-22
Vince Poscente	Dallas, TX	2018-01-22
Midge Moseley	Dallas, TX	2018-01-22
Amy Carenza	Dallas, TX	2018-01-22
Melisa Rau	Dallas, TX	2018-01-22
Aida Cortes	Plano, TX	2018-01-22

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Travis Booe	Dallas, TX	2018-01-22
Sharon Miller	Dallas, TX	2018-01-22
Greg Lorie	Dallas, TX	2018-01-22
Shelley Broyles	Dallas, TX	2018-01-22
Kyle Kidd	Alabama	2018-01-22
Melissa Heckendorn	Texas	2018-01-22
Beverly Coulter	Grand Prairie, TX	2018-01-22
Patrick Bell	Dallas, TX	2018-01-22
Kimberly Heape	Alabama	2018-01-22
James Miller	Dallas, TX	2018-01-22
Rita Brooks	Dallas, TX	2018-01-22
David Bailey	Dallas, TX	2018-01-22
Lauren Miller	Dallas, TX	2018-01-22
Edward Brooks	Dallas, TX	2018-01-22
Barbara Koegl	Dallas, TX	2018-01-22
Ryan Wright	Dallas, TX	2018-01-22
Carolyn Whitworth	Pico Rivera, CA	2018-01-22
Penny Anderly	Dallas, TX	2018-01-22
Robert Moore	Texas	2018-01-22
Justin Bailey	Austin, TX	2018-01-22
Terry Conner	Dallas, TX	2018-01-22
Anne Conner	Dallas, TX	2018-01-22

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Blake Wilson	Dallas, TX	2018-01-22
Steve Putnam	Dallas, TX	2018-01-22
Elizabeth Bari	US	2018-01-22
Jenni Tittle	Dallas, TX	2018-01-22
Virginia Triplett	Dallas, TX	2018-01-22
Jillian Kohl	Alabama	2018-01-22
Jillian Kohl	Dallas, TX	2018-01-22
Robyn Brandenburg	Dallas, TX	2018-01-22
Mackenzie Squires	Frisco, TX	2018-01-22
Kathleen Stevenson	Dallas, TX	2018-01-22
Blair Wagner	Dallas, TX	2018-01-22
Mike Daane	Dallas, TX	2018-01-22
Brittany Hoffman	Alabama	2018-01-22
Stephanie Titcomb	Dallas, TX	2018-01-22
Carol Hensley	Dallas, TX	2018-01-22
p johnson	dallas, TX	2018-01-22
Jeffrey Benson	Dallas, TX	2018-01-22
Donna Coker	Dallas, TX	2018-01-22
Ann Gaspari	Dallas, TX	2018-01-22
Nancy Mapes	Dallas, TX	2018-01-22
Mark Purdey	Alabama	2018-01-23
Melinda Johnson	Dallas, TX	2018-01-23

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Julie Keith	Oklahoma	2018-01-23
Laura Weaver	Dallas, TX	2018-01-23
Brittany Benson	Dallas, TX	2018-01-23
Mary Poss	Alabama	2018-01-23
Heather Hicks	US	2018-01-23
natasha allen	US	2018-01-23
Ryan Heirigs	US	2018-01-23
Blake Ihrig	US	2018-01-23
Rachel Preuss	US	2018-01-23
Janice Lennox	US	2018-01-23
Veronica Rogers	US	2018-01-23
Kauhane Lopes	US	2018-01-23
Joe Recktenwald	US	2018-01-23
Holly Sutter	US	2018-01-23
Yochanan Rosenbaum	US	2018-01-23
Jordan Mccleese	US	2018-01-23
Lazer Portugal	US	2018-01-23
Jay Schlez	US	2018-01-23
iris owens	US	2018-01-23
Moshe Freund	US	2018-01-23
tracy hefner	US	2018-01-23
Janice Truitt	US	2018-01-23

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Rachel Ruth	US	2018-01-23
Penny Phillips	US	2018-01-23
Janet Malone	Knoxville, IA	2018-01-23
Kimberly Smearman	US	2018-01-23
Christina Mullens	US	2018-01-23
Kuntal Biswas	US	2018-01-23
Susan Gort	US	2018-01-23
Crissa Hedding	US	2018-01-23
Susan Maurillo Prostor	US	2018-01-23
Melissa Duenas	US	2018-01-23
Lisa Lopez	US	2018-01-23
Sally Shaw	Garland, US	2018-01-23
Michele McCoy	Dallas, TX	2018-01-23
Andrew Triplett	Richardson, TX	2018-01-23
J. Richard Gallagher	Dallas, TX	2018-01-23
Cynthia Bailey	Dallas, TX	2018-01-23
Norman Alston	Dallas, TX	2018-01-23
DeJean MELTON	Austin, TX	2018-01-23
Joanna Hampton	Dallas, TX	2018-01-23
Kathy Wall	Alabama	2018-01-23
Jenni Lamoreaux	Alabama	2018-01-23
Chris Herrmann	Dallas, TX	2018-01-23

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Teresa Kulwiccki	Dallas, TX	2018-01-23
Matt Armentrout	Dallas, US	2018-01-23
Kristin Boyd	Dallas, TX	2018-01-23
Julie Clarke	Fort Lauderdale, FL	2018-01-23
Wesley Hartley	Alabama	2018-01-23
Lorraine Young	Dallas, TX	2018-01-23
Linda Broyles	Dallas, TX	2018-01-23
Mark Engen	Wylie, TX	2018-01-23
courtney ortegon	Dallas, TX	2018-01-23
Maria Rivera	US	2018-01-23
Eric Thayer	US	2018-01-23
Matt Perkins	US	2018-01-23
Robby Strozier	US	2018-01-23
Rebecca Smith	Alabama	2018-01-23
Ashutosh Malpani	US	2018-01-23
Adam Kaluba	US	2018-01-23
Jill Goldberg	US	2018-01-23
LaThea Fisher	US	2018-01-23
Jenn Schnaidt	US	2018-01-23
Korie Niekrasz	US	2018-01-23
n gigga	US	2018-01-23
Anne Hulser	US	2018-01-23

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Loretta Johnson	US	2018-01-23
Rivky Zimmerman	US	2018-01-23
Jennifer Roberts	Dallas, TX	2018-01-23
Cassie Penttila	US	2018-01-23
Marina Dojchinov	US	2018-01-23
Maria Cotamo	US	2018-01-23
Kathy Futrell	Seattle, WA	2018-01-23
Anthony Ortegon	Texas	2018-01-23
Georgia Osorio	US	2018-01-23
Mark Polsky	US	2018-01-23
Valerie Martinez	US	2018-01-23
Cindy Perilstein	US	2018-01-23
Wendy Owens	US	2018-01-23
Dinesh Sharma	US	2018-01-23
Edgar Robert	US	2018-01-23
Daniele Boyer	US	2018-01-23
alex corbett	US	2018-01-23
Pewds Hater	US	2018-01-23
Suzy Moritz	Dallas, TX	2018-01-23
Edward Laurson	Denver, CO	2018-01-23
Marcia Smith	Dallas, TX	2018-01-23
Beverly Regan	Alabama	2018-01-23

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Elaine Fischer	Roanoke, VA	2018-01-23
Lisa Painter	Arlington, TX	2018-01-23
Alex Fergus	Dallas, TX	2018-01-23
Paul Chapel	Dallas, TX	2018-01-23
Mary Yoost	Alabama	2018-01-23
Suzanna Hill Angarola	Dallas, TX	2018-01-24
Austin Heape	Alabama	2018-01-24
Liz Teuscher	US	2018-01-24
Toni Hamilton	US	2018-01-24
Vicki Batman	Dallas, US	2018-01-24
Suzé Gilbert	Stamford, CT	2018-01-24
Jules Angelley	Dallas, US	2018-01-24
Matt Nedella	Dallas, TX	2018-01-24
Lindsay Nedella	Alabama	2018-01-24
Donna Keaton	Alabama	2018-01-24
Janet Orr	Dallas, TX	2018-01-24
Skylar Champion	Dallas, TX	2018-01-24
Lindsey Diaz	Alabama	2018-01-24
Amanda Thurman	Dallas, TX	2018-01-24
Edward Maestri	Dallas, TX	2018-01-24
Marissa Birdi	Texas	2018-01-24
AMBER RICHARDS	Dallas, TX	2018-01-24

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Jaclyn Amend	Dallas, TX	2018-01-24
JEFFREY Bucek	Bay City, TX	2018-01-24
Laura Wilensky	Pleasanton, CA	2018-01-24
Liz Zeigler	Plano, TX	2018-01-24
Kyle Rains	Dallas, TX	2018-01-24
Chris Yetts	Dallas, TX	2018-01-24
John Larkin	Dallas, TX	2018-01-24
Swathy Ram	Alabama	2018-01-24
Cynthia Walkup	Dallas, TX	2018-01-24
Emmett Long	Dallas, TX	2018-01-24
Darren Davis	US	2018-01-24
Maria Renteria	US	2018-01-24
Mary Reeh	Dallas, TX	2018-01-24
Jocelyn ancheta	Dallas, TX	2018-01-24
Gary Dyke	US	2018-01-24
Glenda Satterfield	Eureka Springs, AR	2018-01-24
Sherry Lundswick	Dallas, TX	2018-01-24
Julianne Abelmann	Dallas, TX	2018-01-24
Betty Parrett	Dallas, TX	2018-01-24
Mary Wright	Shelbyville, KY	2018-01-24
Ileana Cuevas	Dallas, TX	2018-01-24
Brett Pinkus	Dallas, TX	2018-01-24

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Steve Titcomb	Dallas, TX	2018-01-24
Clay Harrison	Spring, TX	2018-01-24
June Dales	Dallas, TX	2018-01-24
Robert Loftus	Breckenridge, TX	2018-01-24
patricia snyder	Dallas, TX	2018-01-24
Erich Kirk	Dallas, TX	2018-01-24
Cynthia Timms	Dallas, TX	2018-01-24
Jon Long	US	2018-01-24
Antonio Sanchez	US	2018-01-24
Patricia Arias	US	2018-01-24
RedElisa Mendoza	Miami, FL	2018-01-24
Regina Watson	US	2018-01-24
William Read	Dallas, TX	2018-01-24
Don Peppentenza	US	2018-01-24
Grant Lapovich	US	2018-01-24
Branden Patton	US	2018-01-24
Juan Sepulveda	US	2018-01-24
Tristan Duncan	US	2018-01-24
Spencer Kane	US	2018-01-24
Steven Shalvey	US	2018-01-24
Kami Mazzolini	US	2018-01-24
Julie Goeden	US	2018-01-24

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Brenda Almenas	US	2018-01-24
Janice Cooper	Seabrook, TX	2018-01-24
James Cooper	Seabrook, TX	2018-01-24
Susan Clark	Dallas, TX	2018-01-24
Nancy Wilson	Dallas, TX	2018-01-24
NANCY PRIOLO	Texas	2018-01-24
Brook Botsch	Dallas, TX	2018-01-24
George Wanstrath	Dallas, TX	2018-01-24
Cynthia Denton	Leander, TX	2018-01-24
Amber Hartmann	US	2018-01-24
martha wanstrath	Dallas, TX	2018-01-24
Donna Cunningham	Dallas, TX	2018-01-24
Violet Deatherage	Dallas, TX	2018-01-24
Teresa Gibson	DALLAS, TX	2018-01-24
Rebecca Dodson-Pinkus	Alabama	2018-01-24
curtis marsh	Dallas, TX	2018-01-24
Patti Miller	Dallas, TX	2018-01-24
Melanie Wester	Dallas, TX	2018-01-24
Annette Dodson	Schulenburg, TX	2018-01-24
Robert Gilbreath	Dallas, TX	2018-01-24
David Gedalia	Alabama	2018-01-24
Alan Harris	Dallas, TX	2018-01-24

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Bobbi Willhite	Austin, TX	2018-01-24
Mary Guenveur	Dallas, TX	2018-01-24
John Keller	Dallas, TX	2018-01-24
Deborah Barnd	Dallas, TX	2018-01-25
David Castillo	Dallas, TX	2018-01-25
Marcie Bell	Dallas, TX	2018-01-25
JoAnne Crist	Alabama	2018-01-25
Edward Torres	Alabama	2018-01-25
Laura Classen	Parker, CO	2018-01-25
Christy Tornelli	Dallas, TX	2018-01-25
Lena Mullaney	Reston, VA	2018-01-25
Patricia Yoxall	Dallas, TX	2018-01-25
Norma Dickey	Dallas, TX	2018-01-25
Jim Kipp	Dallas, TX	2018-01-25
David Stroup	Alabama	2018-01-25
Tracy Hale	Dallas, TX	2018-01-25
TRACY FLETCHER	Dallas, TX	2018-01-25
Grace Blackmon	US	2018-01-25
Chad Stockton	Dallas, TX	2018-01-25
Brent Bailey	Alabama	2018-01-25
roberto cortez	New York, NY	2018-01-25
Christine McDonald	Dallas, TX	2018-01-25

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Lauryn Robison	Texas	2018-01-25
Regan Redstone	Dallas, TX	2018-01-25
Shannon Pinkston	Dallas, TX	2018-01-25
Kathryn Johnson	Alabama	2018-01-25
Katie Wietjes	Alabama	2018-01-25
Harlan Miller	Dallas, TX	2018-01-25
Brooks Blair	Alabama	2018-01-25
Gailene Jaques	Austin, TX	2018-01-25
Ellen Tuton	Dallas, TX	2018-01-25
Nathan Cullins	Davenport, FL	2018-01-25
Mark Burns	Alabama	2018-01-25
Jill Reeves	Dallas, TX	2018-01-25
Charles Allen	Dallas, TX	2018-01-25
Edith Chapman	Alabama	2018-01-25
Crystal DeMott	Austin, TX	2018-01-25
Diane Pitts	US	2018-01-25
Patricia Brown-Hatton	Dallas, TX	2018-01-25
Diane Lockman	Alabama	2018-01-25
Karen Motes	Dallas, TX	2018-01-25
Ann Noble	Alpine, TX	2018-01-26
Chris Shafer	Dallas, TX	2018-01-26
david shinn	dallas, TX	2018-01-26

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Allison Biel	Dallas, TX	2018-01-26
Denise Kuitunen	Dallas, TX	2018-01-26
Karen Roberts	Dallas, TX	2018-01-26
KARINE GREGORIAN	US	2018-01-26
Amit B	US	2018-01-26
Joshua Morrison	US	2018-01-26
Rebecca Van Horn	Oklahoma City, OK	2018-01-26
Adam Jones	US	2018-01-26
Lori Davenport	US	2018-01-26
Stephanie Aviles	US	2018-01-26
Jay Harmon	US	2018-01-26
Willie Henry	US	2018-01-26
Leticia Ruiz	US	2018-01-26
Ronda Kay Moreland	Irving, TX	2018-01-26
Ellen Drake	Dallas, TX	2018-01-26
Stacey Stabenow	Dallas, TX	2018-01-26
Shelley Vatzlavick	Dallas, TX	2018-01-26
cassandra tomassetti	dallas, TX	2018-01-27
kaye glore	Alpharetta, GA	2018-01-27
Mark Terry	Alabama	2018-01-27
William Angelley	Dallas, TX	2018-01-27
Bria Humphrey	Dallas, TX	2018-01-27

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Terri Raith	Dallas, TX	2018-01-27
Brittany Albrecht	Dallas, TX	2018-01-27
Joan Kessler	San Antonio, TX	2018-01-27
Melissa Livingston	Dallas, TX	2018-01-28
Kathy Van Blargan	Dallas, TX	2018-01-28
Cortni Weig	Grand Prairie, TX	2018-01-28
Wallace Campbell	Dallas, TX	2018-01-28
barbara cohen	dallas, TX	2018-01-28
Steve Moiles	Dallas, TX	2018-01-28
Brett Jones	Desoto, TX	2018-01-28
Angela Thick	US	2018-01-28
Rhoni Golden	Alabama	2018-01-28
Kimberly Boyce	Irving, TX	2018-01-28
John Isaacson	Alabama	2018-01-28
Elizabeth See	Dallas, TX	2018-01-28
Aaron Elliott	US	2018-01-28
Rene Schmidt	Dallas, TX	2018-01-29
Stephanie Strangis	Coppell, TX	2018-01-29
Scott Douglass	Irving, TX	2018-01-29
Maxine Frampton	Dallas, TX	2018-01-29
Bill Williams	Richardson, TX	2018-01-29
Laura Booty	Dallas, TX	2018-01-29

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<b>Name</b>	<b>Location</b>	<b>Date</b>
Karen Luter	Dallas, TX	2018-01-30
Meghan Griffith	Dallas, TX	2018-01-30
Sara Krumholz	Dallas, TX	2018-01-30
Joe Goggans	Houston, TX	2018-01-30
seth kranz	Dallas, TX	2018-01-31
Jessica Burrow	Dallas, TX	2018-01-31
Joyce Schaer	Dallas, TX	2018-01-31
Warren Rhett	Mineral Wells, TX	2018-01-31
Jennifer Wheeler	Dallas, TX	2018-02-01
Adrea Grunbaum	Dallas, TX	2018-02-01
Lara Beckwith	Alabama	2018-02-01
Michael Gilbert	Stamford, CT	2018-02-01
Keri Ann Walker	Dallas, TX	2018-02-01
Lynda Transou	Dallas, TX	2018-02-01

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# Comments

Name	Location	Date	Comment
Lila Stewart	Dallas, TX	2018-01-20	We need to protect the community. Gaston is already dangerous enough!
Michael Karnowski	Dallas, TX	2018-01-20	A T-intersection is the only way to make Gaston Ave safe again!
Amber Gosdin	Dallas, TX	2018-01-20	I am In complete agreement with this petition. This design promotes a better flow of highway 78 to I -30, rather than directing it through to Gaston Avenue, and making commuters take a hard left to continue to go straight when trying to reach downtown.
Tracy McElhenie	Dallas, TX	2018-01-20	We don't need major traffic headed down through Gaston.
Sonja Staron	Dallas, TX	2018-01-20	Lakewood is a neighborhood and the traffic from Garland and Mesquite should be channeled unto a State Highway. Gaston Avenue has become a dangerous street because of too much and very high speed traffic.
John Allen	Dallas, TX	2018-01-21	T intersection that's wide enough for turns, and make the right and left turning lanes as long/deep as possible to hold those turning better. Those curves after and before the current intersection are unsafe and need the guesswork and dodgy driving removed from that gauntlet of uncertainty.
Lia Frankiewicz	Dallas, US	2018-01-21	Gaston Avenue is a residential street in East Dallas/Lakewood. It is not a State Highway or a commuters shortcut to work. Having lived on it for over thirteen years I've seen the steady increase of traffic and it's not neighbors. And don't get me started about accidents all times of the day and night. 18 wheelers are not an unusual sight nor are emergency vehicles. Give our Gaston Avenue what it deserves: a T interchange.
Kate Moebel	Dallas, TX	2018-01-21	I live in Lakewood, and want to keep it safe!
Lisa Carr	Dallas, TX	2018-01-21	The T design appears to be the safest choice for this intersection and will keep traffic on the highway.
Deborah Campdera	Dallas, TX	2018-01-21	The plan from TX DoT will ruin the neighborhoods surrounding the intersection by significantly increasing traffic on a residential street. Please oppose the current plan - we need a better one. Thank you.
Toni Scott	Dallas, TX	2018-01-21	I know this intersection and it makes no sense to funnel traffic to having to take a left to stay on Hwy 78. Dangerous to Garland ave.
Irfan Farukhi	Dallas, TX	2018-01-21	Rather than facilitating commuter traffic through our neighborhood I'd like to see the city strategically consider ways to manage traffic and foster development. Perhaps an eastern extension of the trolley system that connects downtown to White Rock Lake/Arboretum could serve this purpose. Reducing Gaston to one lane with a trolley down the center might spur economic growth, increase property values along the route, and slow traffic.

Name	Location	Date	Comment
Gailya Silhan	Dallas, TX	2018-01-21	There's already an excess of traffic on Gaston. To approve this plan will ruin what's left of the Lakewood walkable area. We need plans that INCLUDE walkable area not ones that discourage them!!
Elizabeth Blackburn	Dallas, TX	2018-01-22	The currently proposed plan is flawed in all of the ways listed in this petition. I fully support the " design outlined here. Any increase in traffic on Gaston Avenue is unacceptable and will make it so dangerous for all of us to walk around the neighborhood, to Lakewood Shopping Center, to Whole Foods, and to the new business and restaurants at the intersection. Please sign this petition to help us keep our neighborhood safe!
Kristy Halyburton	Dallas, TX	2018-01-22	All major cities should do everything possible to not only improve the transportation infrastructure, but ALSO encourage walking and bicycling It does not have to be one instead of the other.
Melanie Vanlandingham	Dallas, TX	2018-01-22	We agree! The intersection design should encourage high volume/high speed commuter traffic to stay on SH 78. Gaston may remain the desired route for neighborhood and local residents, but it should not be used for heavy commuter traffic.
Melanie Vanlandingham	Dallas, TX	2018-01-22	We agree! Most major cities have realized this. Dallas does have an approved Complete Streets Policy that directs our streets to be safe for everyone and facilitate use by everyone - it's just that TxDOT is ignoring it...and our elected officials are turning a blind eye!
Melanie Vanlandingham	Dallas, TX	2018-01-22	Please call your city councilmembers office and tell them your concerns!
Melanie Vanlandingham	Dallas, TX	2018-01-22	We agree! In fact, we want TxDOT to REDUCE traffic flow onto Gaston Avenue by better utilizing their highway 78 ( Garland-Grand) for the commuter traffic. TxDOT claims they aren't increasing traffic - because currently they are sending 70% of their traffic onto Gaston - which is dangerously unacceptable! They say they are just keeping flow the way it is now - but this should NOT be the goal. They need to reduce flow onto Gaston. Please call your city councilmember's office and tell them your views, and send your comments to TxDOT.
Melanie Vanlandingham	Dallas, TX	2018-01-22	We agree! TxDOT needs to REDUCE traffic focused on Gaston, which feeds directly through the heart of our neighborhoods, reducing safety and mobility for evryone! Please call/email your city councilmember's office and tell them your views, and send your comments to TxDOT.
Melanie Vanlandingham	Dallas, TX	2018-01-22	Great ideas! Design of this intersection is KEY to any future plans for Gaston. If our state and local elected officials allow TxDOT to directly funnel high traffic volumes onto Gaston, the city's future options are doomed, as the design decisions made now will impact us all for the next 50-75 years. Please call/email your city councilmember's office and tell them your views, and send your comments to TxDOT. Keep highway traffic on the highway.
Melanie Vanlandingham	Dallas, TX	2018-01-22	Thank you, Deborah! Please call/email your city councilmember's office and tell them your views, and send your comments to TxDOT. The design goals must be changed to REDUCE traffic and speeds on Gaston - not to keep them the same. It is dangerous now, and here's

Name	Location	Date	Comment
Melanie Vanlandingham	Dallas, TX	2018-01-22	the opportunity to make it safer for all neighborhood residents. Keep highway traffic on the highway.
Melanie Vanlandingham	Dallas, TX	2018-01-22	We agree, Lisa! Please call/email your city councilmember's office and tell them your views, and mail your comments to TxDOT by Feb 2. Your voice counts WAY more than you might think!
Melanie Vanlandingham	Dallas, TX	2018-01-22	We agree. TxDOT currently is saying their goals are to keep the same high volume of traffic moving onto Gaston. They are focusing only on vehicular mobility on their highway - they are not focusing on neighborhood impacts or improved safety in neighborhoods. But this is a chance to change that ill-advised, dangerous approach by demanding they look beyond their intersection, and improve safety and quality of life in our neighborhoods. Please call/email your city councilmember's office and tell them your views, and mail your comments to TxDOT.
Melanie Vanlandingham	Dallas, TX	2018-01-22	We agree! Please call/email your city councilmember's office and tell them your views, and mail your comments to TxDOT.
Melanie Vanlandingham	Dallas, TX	2018-01-22	Great ideas! The design of this intersection is absolutely KEY in allowing Dallas to consider future options. If TxDOT continues to direct their traffic onto Gaston, future efforts to try to reduce traffic, improve safety, and consider new options will be doomed for the next 50-75 years. Please call/email your city councilmember's office and tell them your views, and mail your comments to TxDOT.
Melanie Vanlandingham	Dallas, TX	2018-01-22	We agree. That's why the "T" intersection is better - it allows heavy Hwy 78 traffic the path of least resistance with a straight shot continuing on SH 78 - where there are more travel lanes, wide medians and shoulders, and left/right turn lanes all the way to downtown. The current design plan forces this heavy traffic onto the smaller 4-lane Gaston Avenue OR forces a left turn to continue on SH 78 - unacceptable. Please call/email your city councilmember's office and tell them your views, and mail your comments to TxDOT.
Melanie Vanlandingham	Dallas, TX	2018-01-22	Exactly! Please call/email your city councilmember's office and tell them your views, and send your comments to TxDOT.
Melanie Vanlandingham	Dallas, TX	2018-01-22	We agree! Now we need our elected officials to listen to tell TxDOT to make neighborhood safety equally important by reducing commuter traffic on Gaston, and simplifying the intersection to a common/standard "T" intersection. Please call/email your city council member's office and tell them your views, and send your comments to TxDOT.
Melanie Vanlandingham	Dallas, TX	2018-01-22	Precisely, John! We agree. A simplified "T" intersection with smaller radius, yet efficient right turn lanes (like all other busy intersections), have been shown to improve safety for drivers and pedestrians by increasing predictability and reducing speeds around corners. The true "T" intersection can also allow more lanes (3 instead of only 2) to continue on Garland/E.Grand to improve and facilitate highway commuter mobility. Please call/email your city council member's office and tell them your views, and send your comments to TxDOT.

Name	Location	Date	Comment
Steve Putnam	Dallas, TX	2018-01-22	Here's a chance for the City of Dallas to take real steps towards better neighborhoods, more pedestrian and bike traffic and improved quality of life in East Dallas. Where is Dallas City Planning in this process - trying to figure out what to do with all the neon bikes laying around?
Dejean MELTON	Austin, TX	2018-01-23	It's ridiculous, highly confusing, and unsafe for residents of Lakewood to funnel traffic onto Gaston. I'm a Dallas native and still take that route to and from Garland when I visit.
Julie Clarke	Fort Lauderdale, FL	2018-01-23	I live off of Abrams and my daughter had a bad wreck!
Rebecca Smith	Alabama	2018-01-23	8yes
Kathy Futrell	Seattle, WA	2018-01-23	My daughter and grandkids live on Gaston. This proposal makes no sense. A redesign is necessary.
Suzy Moritz	Dallas, TX	2018-01-23	I'm signing because this intersection is now a nightmare and unsafe and the City's proposal makes it more so. The "T" intersection would be much safer.
Paul Chapel	Dallas, TX	2018-01-23	I have personally witnessed this traffic issue and it now concerns me.
Vicki Batman	Dallas, US	2018-01-24	I live on Gaston. It is a neighborhood street. The configuration presented to us last week will allow more traffic to flow on Gaston which is totally undesirable. TxDot has never contacted me personally about the proposed changes except through their neighborhood meetings. We went to the one at Mt. Auburn to find it cancelled. Yet, at the meeting last week, this was considered a neighborhood meeting. How can it be if no one was there? Take out the easy turn lanes and slow down the traffic. I have seen horrible wrecks by people traveling too fast, or ones due to bad weather and traveling too fast. My husband tried to help a man who crashed into a utility truck, but to no avail as he was decapitated. I've heard people racing on Gaston. This is not neighborhood characteristics. There is a reason why Mockingbird Lane is very slow through Highland Park and we would do well to copy that model. People could be educated to use Peak which accesses downtown. I implore the city and TxDot not to be hasty. Really talk with
Kyle Rains	Dallas, TX	2018-01-24	Native of the area - have seen problems with this intersection since the 1960s. Please consider the neighborhood and listen to us.
Emmett Long	Dallas, TX	2018-01-24	No.1 goal should be to not simply accept increasing ADT numbers but design solutions to reduce ADT through neighbourhoods including for example express public transport to downtown.
Jocelyn ancheta	Dallas, TX	2018-01-24	The proposed plan is going to make this intersection MORE dangerous, not only for cars, but also anyone walking, running, cycling.
Gary Dyke	US	2018-01-24	Traffic coccerns.

<b>Name</b>	<b>Location</b>	<b>Date</b>	<b>Comment</b>
Glenda Satterfield	Eureka Springs, AR	2018-01-24	I lived on this section of Gaston for 15 years. I witnessed many wrecks (especially when it was raining) and two deaths. Traffic needs to be slowed and limited as much as possible. This is a residential neighborhood, not a freeway.
Erich Kirk	Dallas, TX	2018-01-24	We need a better plan to ensure the safety and wheel being of our community.
Janice Cooper	Seabrook, TX	2018-01-24	I grew up in Garland and I can relate to traffic concerns . I now live in Seabrook . Traffic capital of the world !
Nancy Wilson	Dallas, TX	2018-01-24	TXDOT's design is flawed. Creating a larger "Y" will not solve the problem here.
Amber Hartmann	US	2018-01-24	Hi Kyle. Thanks so much for signing. Will you please forward and get as many people on board with this as you can. We all know your love for the community in its entirety, as well as our beloved Gaston Avenue. Let's keep this a community residential street. Not a commuter street. We would appreciate any sharing you can do with all your neighbors and friends to at least halt the idea going forward so they can get input from the rest of our community. Not just people that had to be notified within 250 feet of the intersection. Thanks so much for everything you do!
Amber Hartmann	US	2018-01-24	Thank you, Michael. Please reach out to your councilperson, and let them know. We would also appreciate if you can share with your friends and neighbors who are effected by this. It's not to late for us to have our voice heard. Thanks so much!
Annette Dodson	Schulenburg, TX	2018-01-24	I know this area well. Funneling more traffic onto Gaston will not only inconvenience local residents, it will turn a residential street into a thoroughfare. Not a good plan!
David Gedalia	US	2018-01-24	We do not need more traffic anywhere around Lakewood and east Dallas. It's already over congested and directing more non resident traffic is insane. If this passes we all need to demand 50% reduction in property taxes. No to more traffic
Deborah Barnd	Dallas, TX	2018-01-25	The intersection is very confusing and I have seen many accidents there because of it. The intersection also floods.
Patricia Yoxall	Dallas, TX	2018-01-25	I do believe the intersection at Gaston and Garland road redo should promote traffic down being funneled up Gaston towards down town. The traffic heading south on Garland should continue south to I30. This intersection should be an actual T at Heading north and south on Garland and east on Gaston
Chad Stockton	Dallas, TX	2018-01-25	Gaston needs to be more pedestrian friendly, more kid friendly, more resident friendly, NOT more traffic friendly.
roberto cortez	New York, NY	2018-01-25	If pushed through i will focus my efforts on canvassing and fundraising against any politician that supported this.If the 3G goals are:- more congestion- more traffic- more accidents- less pedestrian friendly streets- lower property values then 3G designers NAILED IT.

Name	Location	Date	Comment
			This effort needs to be re-thought so i don't have another accident victim die in my front yard.
Shannon Pinkston	Dallas, TX	2018-01-25	I have owned the property at 7046 Gaston Avenue for 16 years and can say with certainty that unless you use the "T" design for that intersection, you will continue to have congestion and deadly wrecks at Gaston/Garland. Hearing the constant wrecks from that intersection since the big shopping center was built has not been a fun activity for the neighborhood. Gaston should not be a speedway - the T design will help with that.
Mark Burns	Alabama	2018-01-25	25 years ago I was sitting on the spillway committee. We talked at that time, was to make that intersection a gateway to White Rock Lake. With a fountain, trolley car pedestrian friendly place.
Diane Pitts	US	2018-01-25	I am tired of neighborhoods being torn apart so someone can get to work 5 minutes faster!
david shinn	dallas, TX	2018-01-26	Adding traffic from SH 78 onto our nhood streets is a terrible proposal because:• Gaston is over-capacity today. Traffic from NE Dallas County and from growing development on Garland Rd will only add to the traffic volumes. • East Grand is under-capacity. NE Dallas County and Garland Rd commuter traffic demands can be mitigated by better and more efficient use of East Grand. • The city of Dallas wants to increase density in East Dallas, which will bring more traffic AND greater need for safer streets for everyone. • The city and all residents want stronger inner-city nhoods. Safer streets promote and connect neighborhoods, residents, and businesses - and improve overall quality of life.• Looking at the streets onto which Gaston feeds traffic, two of those are slated for Complete streets with bike lanes – Abrams/Columbia and Richmond. Adding more traffic to Gaston is contradictory to the goals of Complete Streets.NOW is the time to get nhoods and elected officials to speak.
Susan Clark	Dallas, TX	2018-01-26	This also makes sense in light of future development near I-30
barbara cohen	dallas, TX	2018-01-28	Please, do not send traffic into our neighborhood. We are familys, the traffis is already so bad. please send traffic to the highway.
Angela Thick	US	2018-01-28	I live on gaston and the traffic is horrible.
Kimberly Boyce	Irving, TX	2018-01-28	As a former resident of east Dallas, I agree with this petition.Don't increase traffic density on Gaston Avenue.
Maxine Frampton	Dallas, TX	2018-01-29	As a new resident of Forest Hills, I see the speed with which people travel down Garland/Grand. Trying to navigate your way into Arboretum Village at highway speed is a lethal proposition. Everyone benefits, including the commercial interests, if turn onto Gaston is slowed down and purposeful, rather than a passage for high speed drivers headed across town.
Laura Booty	Dallas, TX	2018-01-29	I don't want a intersection that deliberately diverts traffic onto Gaston Avenue. I think it would drastically change the neighborhood to have Gaston Avenue serve as a main road to downtown.

TXDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E.  
CSJ 0009-02-067, SH 78  
4777 E US HIGHWAY 80  
MESQUITE, TEXAS 75150-6643



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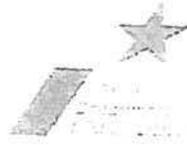
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MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by February 2, 2018.

Please Print

I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue - it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods. This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants. It already takes several minutes wait to turn right onto Gaston. Please do not make it worse!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U S C 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: William Lukeskar

ADDRESS: [REDACTED]

CITY: [REDACTED]

SMU

Mr. William W. Leskar

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Mesquite, TX 75150-6643

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page 1 of 2

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Dallas County, Texas
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- 1) We demand more public workshops with expanded input opportunity for the City and impacted neighborhoods - BEFORE TxDOT moves forward with ANY more work on the illegitimate "Preferred Plan".
2) The public involvement process has been astonishingly inadequate and unacceptable for a project that has such significant and long term impacts on d safety and quality of life of thousands of residents and drivers. We demand additional community workshops so that residents and the City of Dallas - v will be most impacted - can have a say in what this intersection becomes. The current TxDOT plan does not legitimately represent community goals and mandates to improve East Dallas traffic safety or mobility in or beyond this intersection.
3) Inadequate methods of meeting announcements and meeting notifications/invitations and comment forms-
A. Limited use of printed media and NO use of social media used by TxDOT to encourage public input.
B. Few neighborhood associations, user groups, and community advocates were invited to public meetings.
C. Only grassroots efforts alerted the most affected residents to the projects or meetings.
D. Throughout the public input process, (other than having a court reporter at the 4th meeting in January) only mail-in comment forms have been offer as a way to record input, limiting designers awareness of concerns discussed at meetings, and limiting full outreach and encouragement of input fro the public. No email addresses were provided on the comment forms. No digital forms were offered.
4) Limited "stakeholders " and too few meetings scheduled for representative community input on issues, concerns, design options, and outcomes!
A. Business owners/operators - not residents- were the primary persons notified of the "public" meetings - and they-not residents or the city- drove decisions along with TxDOT's design biases. The so-called "Preferred Plan" does not adequately reflect community or city needs or desires.
B. Too few stakeholder workshops held and dedicated to consider community issues, concerns, user needs, design considerations, limitations, data review, opportunities. Only one was held before TxDOT formulated options - resulting in wrong-headed TxDOT biases to "favor Gaston Avenue" to drive all further design option decisions.
C. Too few stakeholder workshops held to discuss and determine potential alternatives, preliminary design configurations, and their conflicts and bene to help narrow down options for further consideration. Only one poorly advertised public session was offered to do this.
D. Once the so-called "Preferred Plan" was designated, subsequent meetings clearly were meant to only fulfill meeting requirements, as comments and concerns were virtually ignored.
E. By the Jan. 2018 meeting, TxDOT again only showed one plan they deemed the "Preferred Plan" and offered no presentation of the other options or why this one plan was favored over other options.
5) TxDOT has not fully partnered with the City of Dallas to determine, understand, or address concerns, issues, or outcomes during any key decision-makin Immediate and long term impacts to local streets and community impacts, and city plans/ initiatives have been ignored. The "Preferred Plan" violates the city Thoroughfare Plan and Complete Streets Guidelines, and it will limit the city's future improvements on Gaston and East Dallas for the next 50-75 year

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

I have transportation project experience with a previous design firm, but have no current or planned business with TxDOT.

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NAME: Melanie C. Vanlandingham, PLA, ASLT
ADDRESS:
CITY:

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page 2 of 2

MEETING COMMENT FORM
Proposed Intersection Improvement
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue
Dallas County, Texas
CSJ: 0009-02-067
January 18, 2018
6:00 PM to 8:00 PM

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by February 2, 2018.

- 1) The scope of the current plan is MUCH TOO LIMITED - TxDOT's scope of work must expand to consider impacts beyond limits of this intersection to fully and properly plan and design for community safety and traffic efficiency, and meet community and City of Dallas goal...
2) TxDOT has not fully partnered with the city of Dallas or residents to understand contextual issues, concerns, or long term initiatives for the area...
3) The current "Reverse T" option is NOT preferred by a growing number of East Dallas residents and neighborhoods who are only now finding out what TxDOT is planning, yet they are the most impacted and threatened by this option...
4) The "Reverse T" plan was determined primarily by business owners near the intersection and on SH 78. It does not legitimately represent city or community goals and mandates to improve East Dallas safety...
5) The "Reverse T" plan still diverts 70% of all state highway 78 traffic through residential areas - this is TOTALLY UNACCEPTABLE!
6) The "Reverse T" misses this once-in-a-generation opportunity to actually REDUCE traffic and IMPROVE neighborhood safety on Gaston and its connecting roads...
7) The Design Process to date has been seriously flawed and based on inappropriate and inaccurate design assumptions and TxDOT biases...
8) DO NOT continue to divert 70% of SH 78 traffic onto Gaston's residential 4-lanes - REDUCE IT! GASTON IS ALREADY OVER-CAPACITY: it is designed for 14K vehicles per day; it currently has 18K and projections show 29K vehicles are anticipated! TxDOT's stated design bias to "favor Gaston" instead of S.H. 78-East Grand is WRONG-HEADED and UNACCEPTABLE! REDUCE traffic on Gaston to improve safety for residents and all drivers who choose Gaston as their route...
9) We demand a temporary hold on continued design on TxDOT's "Reverse T" - until TxDOT obtains representative input from the City of Dallas and East Dallas residents to develop a full understanding of impacts on community safety in and beyond the intersection...
10) We demand additional and broad community interactive workshops so that the City of Dallas and East Dallas residents - who will be most impacted - can have a say in what a legitimate "Preferred Plan" is and what this intersection becomes...
11) We demand re-consideration of a basic "T" intersection to: simplify and balance appropriate distribution of commuter traffic and use East Grand more efficiently, reduce volumes and speeds on Gaston, improve safety for everyone near the shopping area and through East Dallas...
12) We demand greater TxDOT partnering with the City of Dallas to ensure conformance with city planning documents and initiatives. The current "Reverse T" violates the Dallas Thoroughfare Plan and the Complete Streets Vision and Guidelines.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
I do business with TxDOT
I could benefit monetarily from the project or other item about which I am commenting

I have transportation project experience, but do not have business with any partner

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NAME: Melanie C Vanlandingham, PLA, ASLA

ADDRESS: [Redacted]
CITY: [Redacted]

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V  
Ms. Melanie C. Vanlandingham  
6311 Lakeshore Dr.  
Dallas, TX 75214

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**4777 E. U.S. HIGHWAY 80**  
**MESQUITE, TEXAS 75150-6643**

75150-664399



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Mesquite, Texas 75150-6643



**MEETING COMMENT FORM**  
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Please Print

TxDOT's current "Preferred Solution" should NOT be adopted!

Have public input meetings that include Lakewood and Old East Dallas

I prefer the "T" intersection suggested by neighborhood coalition.

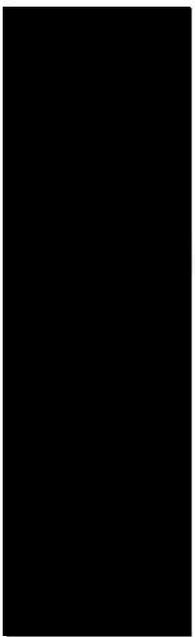
Do NOT FUNNEL more cars onto Gaston!

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: VIRGINIA McALESTER  
ADDRESS: [REDACTED]  
CITY: [REDACTED]



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**MEETING COMMENT FORM**  
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**6:00 PM to 8:00 PM**

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Please Print

Please do not move forward with your proposed design. TxDOT must further solicit neighborhood feedback and reconsider a simple "T" intersection. SH 78 should remain straight and Easton should intersect it at a light with turn lanes and pedestrian crossings. Easton Avenue is the heart of our neighborhoods and goes directly through our shopping center. This directly affects me and my neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants.

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NAME: Jane McConnell

ADDRESS:

CITY:

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**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

75150-664399





MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by February 2, 2018.

Please Print

PROPOSED CHANGES TO EXISTING INTERSECTION;  
NEW DESIGN SAME AS AND TO REMAIN SAME AS EXISTING DESIGN,  
EXCEPT; ADD SYNCHRONIZED CONTROL LIGHT ON GARLAND FEEDER TO  
REPLACE YIELD SIGN ON GASTON AVE MERGE LANE.  
ADD ACCESS IMPROVEMENTS TO EXISTING PEDESTRIAN BRIDGES  
TO ENCOURAGE USE FOR NON-MOTORIZED TRAFFIC.  
ADD BEAUTIFICATION TO EXISTING CURBS AND  
GUTTER CONTROL LANE ISLANDS.  
HELP STOP TAX DOLLAR WASTE AND UNNECESSARY  
SPENDING.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
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NAME: EDWIN C. MEERS

ADDRESS

CITY

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MEERS



N TEXAS  
DALLAS 750  
02 FEB '18  
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**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**

75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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DISTRICT MAILROOM

MEETING COMMENT FORM  
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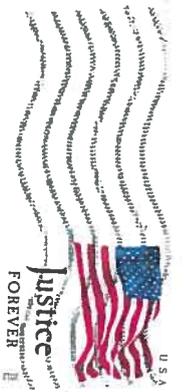
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NAME: John Mummery  
ADDRESS: [REDACTED]  
CITY: [REDACTED]

Solm Mowmeny



NORTH TEXAS TX PRISON  
DALLAS, TX 75201  
01 FEB 2018 PM 8 L



TXDOT Dallas District Office

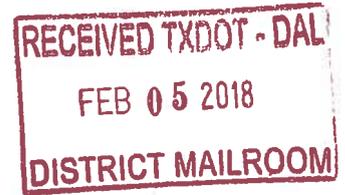
ATTN Travis Owens, P.E.  
CSS 0009-02-067, SH 78  
4777 E. US Highway 80  
Mesquite, TX 75150-6643

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FEB 05 2018  
DISTRICT MAILROOM

75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



**MEETING COMMENT FORM**  
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Please Print

I do not want current preferred option.

There needs to be a community neighborhood workshop(s) with all neighborhood groups invited.

Not providing email / online comments is limiting participation. Forcing citizens to purchase postage, drive to a post office to comment is a form of intimidation.

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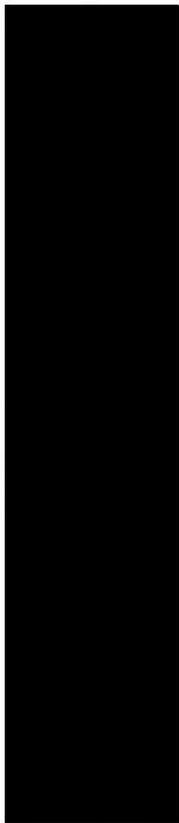
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NAME: Larry Offutt

ADDRESS:

CITY:

0864



NORTH TEXAS TX PDJDC  
DALLAS TX 75208  
02 FEB 2018 PM 9 L



TPDOT Dallas

TAVIS COVERS

4777 E. U.S. Hwy 88

Messquite TX 75150  
75150-884277

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FEB 05 2018  
DISTRICT MAILROOM



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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FEB 05 2018  
DISTRICT MAILROOM

**MEETING COMMENT FORM**  
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Please Print The purpose of this project is to improve the safety of the intersection and reduce the traffic through East Dallas. There have been only 3 public meetings with limited invitations over a two-year period - invitations to businesses only. TxDOT needs input from East Dallas neighbors, not just businesses. This plan will move 70% of the traffic from Garland Rd onto Gaston Ave by trying to merge 6 lanes, medians and left-turn lanes with the 4 lanes on Gaston Ave. It merges HIGHWAY traffic onto residential streets and into neighborhoods. TxDOT's plan is unacceptable as it will reduce safety and likely impair commuter efficiency. TxDOT must involve all affected areas in public workshops to explore alternatives

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Peter Czarny  
ADDRESS: [REDACTED]  
CITY: [REDACTED]



Peter Czorny

NORTH TEXAS TX PAID  
DALLAS TX 750  
02 FEB 2018 PM 3 L



Tx DOT Dallas District Office  
ATTN: TRAVIS WILKINS, RE, OSJ009-08-067, SH78  
4777 E, US Highway 80  
Mesquite, Tx 75150-6643

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FEB 05 2018  
DISTRICT MAILROOM

75150-664277



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



MEETING COMMENT FORM  
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January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

I disagree with the proposed redesign of the gaston/garland rd intersection redesign. Gaston Ave. is the main exit from our street. Our neighborhood, known as the "short blocks" between Gaston Ave and Junius st. Between Paulus and Mungers would be made less walkable and more difficult to exit by car by the redesign. Additionally, I drive through the intersection every morning to take my kids to school. I have witnessed numerous accidents from the already congested conditions on Gaston between Garland and Abrams. The proposed design would make this area even worse. Please

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adopt the alternate design to encourage traffic to continue to I-30 rather than funnel to Gast

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NAME: Darla Roden  
ADDRESS: [REDACTED]  
CITY: [REDACTED]

Rodem



NORTH TEXAS TX PDXC  
DALLAS TX 750  
02 FEB 2018 PM 11 L

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DISTRICT MAILROOM

TX DOT Dallas District Office

ATTN: Travis Owens, P.E. CST 0009-03-067, SH 78  
~~41777~~ 2. U.S. Highway 80

Mesquite, TX 75150-6643

75150-6643



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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Please Print I live in the Junius Heights neighborhood  
in Old East Dallas less than a block from Gaston  
Avenue. I am writing in opposition to TxDOT's  
"Preferred Plan" which would divert traffic from  
Garland Road / East Grand into Gaston.

Garland Road and East Grand are already a  
state highway with 6 lanes, medians, and left turn lanes.  
Gaston, on the other hand, is only four lanes with  
little additional space for widening and is bordered  
largely by single-family and multi-family residential  
areas.

I prefer the "T intersection" alternative plan that  
seems better for improving safety of the neighborhoods  
and keeping commuter traffic on S.H. 78 - thus improving traffic f  
(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

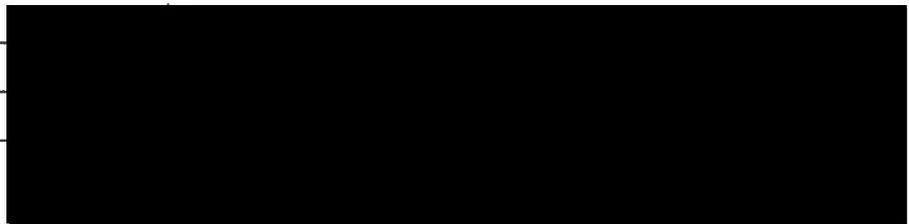
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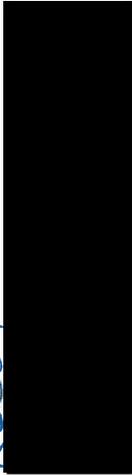
NAME: Steven M. Roden

ADDRESS:

CITY:



Roden



TX TEXAS  
DALLAS, TX  
05 FEB '18  
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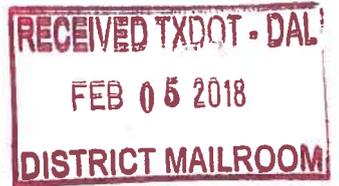
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TXDOT Dallas District Office  
Attn: Travis Owens, P.E. CSJ 0009-02-067, SH78  
4777 E. U.S. Highway 80  
Mesquite, TX 75150-6643

75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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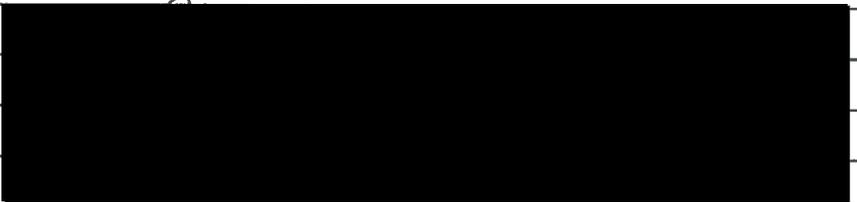
Please Print

1. I live 1/2 block from Gaston Avenue. Gaston is already over-capacity with traffic. Please design the Gaston/Garland intersection to mitigate traffic down Gaston. Redesign the proposed intersection to a "T."
2. Redesign the Gaston/Garland intersection to make it more bike and pedestrians friendly. It currently is a mess.
3. Utilize Grand Ave. more for traffic flow - it is currently underutilized.
4. Have more public meeting with all the stakeholders so you can hear our concerns.

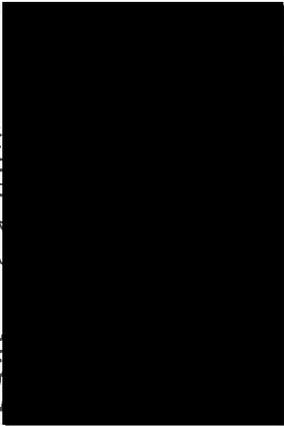
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NAME: Kens Schmidt  
ADDRESS:   
CITY: 

Peter Schmidt



NORTH TEXAS TX PDAC  
DALLAS TX 750  
02 FEB 2018 PM 11

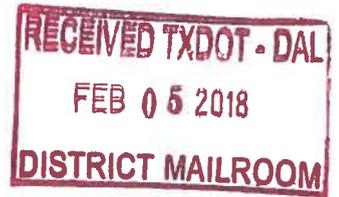
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TxDOT Dallas Office  
Attn: Travis Dvors P. E.  
CSJ 0009-02-007 SH78  
4777 E. U.S. Highway 80

Mesquite, TX  
75150-664999

75150-664999

Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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NAME: Kristin Scholer  
ADDRESS: [REDACTED]  
CITY: [REDACTED]

Kristin Scholer & Zachery Howard

TEXAS  
DALLAS 750  
02 FEB '18  
PM 11



TXDOT Dallas District office

ATTN: TRAVIS OWENS PE

CS5 009-02-067, SH78

4777 E. US Highway 80

Mesquite, TX 75150-6643

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ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
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Mesquite, Texas 75150-6643



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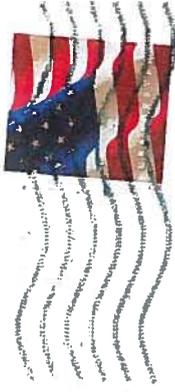
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NAME: Brett Schumann

ADDRESS: [REDACTED]

CITY: [REDACTED]

RR Daily



NORTH TEXAS TX 75201  
DALLAS TX 75201  
01 FEB 2018 PM 11 L

TxDOT Dallas District Office

Attn: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
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Mesquite, TX 75150-6643

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Mesquite, Texas 75150-6643



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Please Print

AS DEVELOPEMENT OCCURS ON HENDERSON,  
THERE IS AN ABUNDANCE OF CARS TWICE WHAT (6,000)  
HENDERSON HAS TODAY, WHICH WILL BE LOOKING FOR  
ESCAPE ROUTES. GASTON WILL BE ONE SUCH ROUTE.

Please open this discussion to more public meetings before proceeding with your plans.

As Dallas grows, and we have

more traffic off Henderson onto Mungers and into Gaston, the traffic will collide.

Keep the major traffic off Gaston. Even as far as Central Dallas will be affected.

12,000 CARS PER DAY COULD BE COMING + GOING ON THE  
JUDITH TICHANSKY

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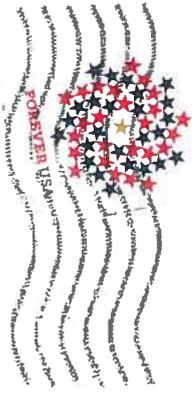
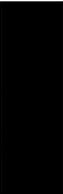
NAME: Judith Tichansky

ADDRESS: [REDACTED]

CITY: [REDACTED]



Mrs. Judith Tichansky & Mr. Mike



NORTH TEXAS TX PD&C  
DALLAS TX 75201  
01 FEB 2018 PM 5 L

*Tx DoT Dallas District Office*

*Travis Owens P.E. C5J009-02-067  
5478*

*4777 E. U.S. Highway 80*

*Mesquite Tx 75150-6643*

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FEB 05 2018  
DISTRICT MAILROOM

75150-664277



COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



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Please Print

I am opposed to the "Option 2: Reverse T Grand Ave. intersects Gaston/Garland" plan for the 36 intersection. This plan would funnel far too much traffic through our residential neighborhood. It's already a death-defying act to turn left on Gaston from our Lakewood Hills neighborhood. If anything, we need less traffic on Gaston

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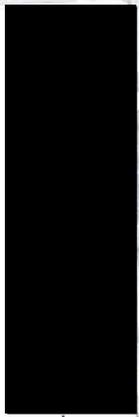
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NAME: Linda Transon

ADDRESS:

CITY:





TEXAS  
DALLAS 750  
02 FEB '18  
PM 11



TX DOT Dallas District Office  
Attn: Travis Owens, P.E.  
CSJ 0009-02-067, SH 78  
4777 E. US Highway 80  
Mesquite, TX 75150-6643

RECEIVED TXDOT - DAL  
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75150-664277



Mail to: TxDOT Dallas District Office  
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4777 E. U.S. HIGHWAY 80  
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Please Print I HAVE BEEN A LONG TIME RESIDENT OF THE LAKEWOOD  
AREA (30 yrs). THERE HAS BEEN A STEADY TREND TOWARDS REDEVELOPMENT  
AND INCREASING DENSITY AND TRAFFIC. I HAVE BEEN QUITE CON-  
CERNED ABOUT THE PRESSURE ON THIS INTERSECTION. AS A PEDESTRI-  
OR MOTORIST TRYING TO ACCESS THE BUSINESSES AT THIS INTERSECTION  
AND THE LAKEWOOD BUSINESS CORRIDOR, AND THE SURROUNDING  
NEIGHBORHOODS - I FIND IT BOLDLINE DANGEROUS. ON ONE HAND  
RESIDENTS ARE USING THEIR NEIGHBOR HOOD AT A CAUSUAL PACE  
WHILE COMMUTERS ARE SIMPLY TRYING TO TRANSIT THIS AREA TO  
GET TO AND FROM WORK DOWN TOWN & HOMES FURTHER NORTH &  
EAST-THEIR PACE IS MUCH FASTER (40-60MPH). PUTTING MORE HIGH  
SPEED TRAFFIC ONTO GASTON DOESN'T MAKE SENSE. I VOTE FOR PUTTING  
HIGHER SPEED COMMUTER TRAFFIC ONTO GARLAND RD & EAST GRAND  
(HIGHWAY 78) AS A MUCH SAFER ALTERNATIVE. THANKS FOR

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you: LISTENING

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

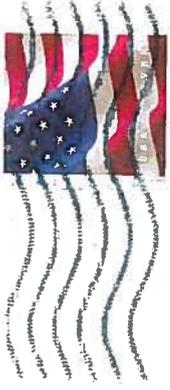
The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

NAME: RICHARD TRIPLETT

ADDRESS: [REDACTED]

CITY: [REDACTED] ZIP: [REDACTED]

TXDOT



NORTH TEXAS TX PD&DC  
DALLAS TX 75201  
01 FEB 2018 PM 5 L

TX DOT Dallas District Off.  
ATTN: Travis Owens, PE. CSJ0009-02-067 SH78  
4777 E. US HWY 480  
MESQUITE, TX 75150-6643

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FEB 05 2018  
DISTRICT MAILROOM

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Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. **All written comments must be postmarked by February 2, 2018.**

Please Print

SH 78 intersection at Gaston Avenue needs to be designed with a T-Intersection. This would encourage people traveling on Highway 78/Garland Road to continue on Highway 78/East Grand rather than detour onto four-lane Gaston Avenue residential street. This affects those of us living along Gaston Avenue because cars speed ~~by~~ the residential streets where we cross Gaston Avenue. We want TxDOT to schedule a public forum with neighborhoods affected to discuss design options with a goal of reducing traffic on Gaston.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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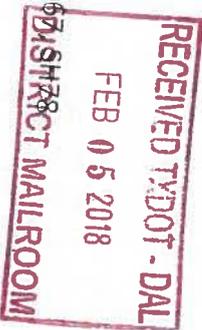
NAME: Denise + David Turner  
ADDRESS: [REDACTED]  
CITY: [REDACTED]

Denise & David Turner



TXAS  
DALLAS 750  
02 FEB '18  
PM 6 L

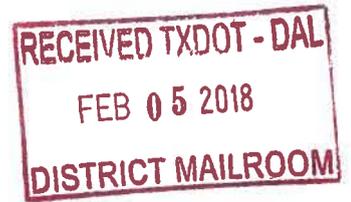
TXDOT Dallas District Office  
ATTN: Travis Owens, P.E. CSJ 0009-02-05  
4777 E. U.S. HIGHWAY 80  
Mesquite, TX 75150-6643



75150-664399



Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



**MEETING COMMENT FORM**  
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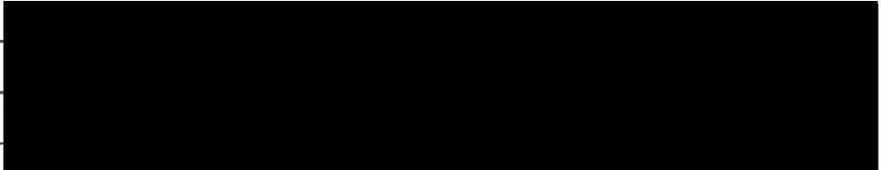
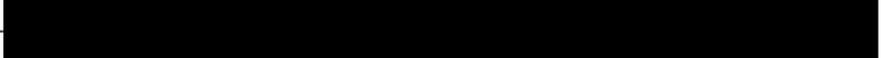
I was disappointed I couldn't email my response - my writing isn't that great and it keeps younger people from participating I think.

I am asking that we have more of a chance to review options with more people around. So,  
#1 ANOTHER Well-publicized meeting or a process like Dallas City Mgr tried last night with Affordable Housing, conference call & web & city TV.  
#2 I don't like your chosen option having seen the map  
Please set up a way to LISTEN to us. We live here!

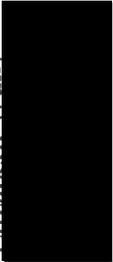
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- I could benefit monetarily from the project or other item about which I am commenting

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NAME: Liz Wally  
ADDRESS:   
CITY: 

Elizabeth Wally



NORTH TEXAS TX PS&DC  
DALLAS TX 750  
01 FEB 2018 PM 3 L



TX DOT Dallas Dist Ofc  
ATTN: Travis Owens P.E. CSJ 0009-02-067, SH 78  
4777 E US Hwy 80  
Mesquite TX 75180-6643

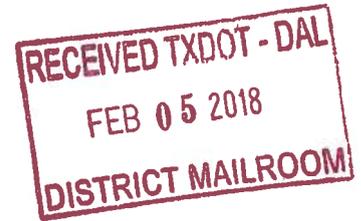
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FEB 05 2018  
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75150-664399



COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

I am a resident of East Dallas and it is important to me that the "Option 2: Reverse T Grand Avenue intersects Gaston/Garland" plan not move forward. The City of Dallas and TxDOT must reconsider and move forward with a proper "T" intersection design. SH 78 should be straightened and a signal and right turn lane should be utilized for turning onto Gaston Avenue - it is a residential street! Do not funnel highway traffic through our East Dallas neighborhoods. This directly affects me and everyone in our neighborhood because it will make our streets more dangerous for drivers and pedestrians and make it harder for everyone in the community to access our local businesses and restaurants.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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NAME: Lamar W. Jayland  
ADDRESS:   
CITY: 

NORTH TEXAS TX PSIDC  
DALLAS TX 750  
02 FEB 2018 PM 3:11



TxDOT Dallas District Office

attn: Travis Owens, P.E. CST009-09-067, SH 8  
4777 E. US Hwy 80

Mesquite, TX 75150-6643

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Mail to: TxDOT Dallas District Office  
ATTN: Travis Owens, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
Mesquite, Texas 75150-6643



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FEB 05 2018  
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MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue  
Dallas County, Texas  
CSJ: 0009-02-067  
January 18, 2018  
6:00 PM to 8:00 PM

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Please Print

I request that TxDOT schedule a public workshop with area neighborhoods to discuss the advantages and disadvantages of their own design options with a goal of reducing traffic on Gaston -- BEFORE moving forward with more design work on a plan that does not represent East Dallas and continues to direct more onto Gaston Avenue.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

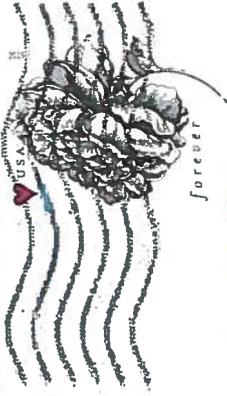
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NAME: Claudia Worme

ADDRESS: [REDACTED]

CITY: [REDACTED]



NORTH TEXAS TX PMDC  
DALLAS TX 750  
01 FEB 2018 PM 6 L

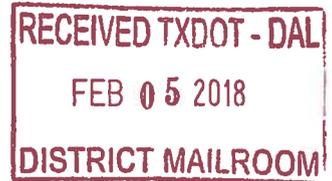
TX Dot Dallas District Office  
Attn: Travis Owens, P.E., CSJ 0009-03-067SH 78  
4777 E. US Highway 80  
Mesquite, Texas 75150-6643



75150-664399

COMPLETE AND MAIL TO:

TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. US HIGHWAY 80  
MESQUITE, TX 75150-6643



**MEETING COMMENT FORM**  
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**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

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Please Print

The traffic on Gaston Ave is bad enough. If the "option 2: Reverse T" @ the 36 intersection is implemented, traffic will be much worse. Please move forward with the "T" intersection design. SH 78 should be straightened, and a signal & right turn lane should be put in place of the current road design. A "T" will be safer and will NOT encourage more traffic <sup>in</sup> my neighborhood. And, it will make the streets safer.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I could benefit monetarily from the project or other item about which I am commenting

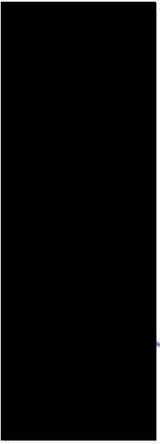
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NAME: Kathryn Yingling

ADDRESS:

CITY:





NORTH TEXAS TRIP  
DALLAS TX 75410  
02 FEB 2018 11:41 L



~~TX DOT~~ - Dallas District Office

ATTN: Travis Owens, P.E., CST 0009-02-067, SH 78  
4777 U.S. Highway 80  
Mesquite, TX 75150-6643

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**MEETING COMMENT FORM**  
**Proposed Intersection Improvement**  
**SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue**  
**Dallas County, Texas**  
**CSJ: 0009-02-067**  
**January 18, 2018**  
**6:00 PM to 8:00 PM**

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Please Print

① UNTIL THE PROJECT IS COMPLETE CAN THE YIELD SIGNAGE FOR TRAFFIC TURNING WEST ONTO GASTON FROM NB EAST GRAND BE ENHANCED TRAFFIC SELDOM YIELDS, PERHAPS LARGER SIGNS WITH FLASHING LIGHTS

② CAN THE NEW TRAFFIC LIGHT AT GASTON AND TUCKER BE COORDINATED WITH THE LIGHT AT WEST SHORE AND GASTON TO ALLOW TRAFFIC ENTERING GASTON IN BETWEEN TO HAVE AN OPPORTUNITY TO MOVE ONTO GASTON.

(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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- I do business with TxDOT
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NAME: PAMELA R. COOPER

ADDRESS

CITY

PRC Consulting  
751 Gaston Ave #801  
Dallas, TX 75217

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

Fold Here

Fold Here

PRC Consulting

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DALLAS 750  
06 FEB '18  
PM 11

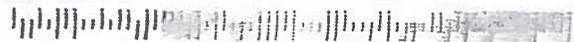


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**FEB 08 2018**  
**DISTRICT MAILROOM**

**ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78**  
**4777 E. U.S. HIGHWAY 80**  
**MESQUITE, TEXAS 75150-6643**

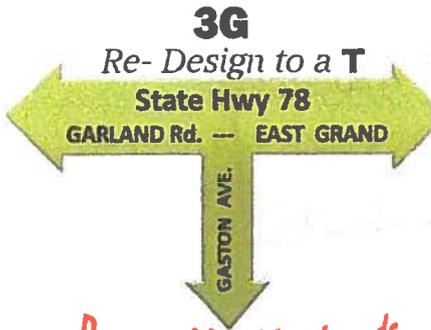
75150-664399



David Duncan

home owners

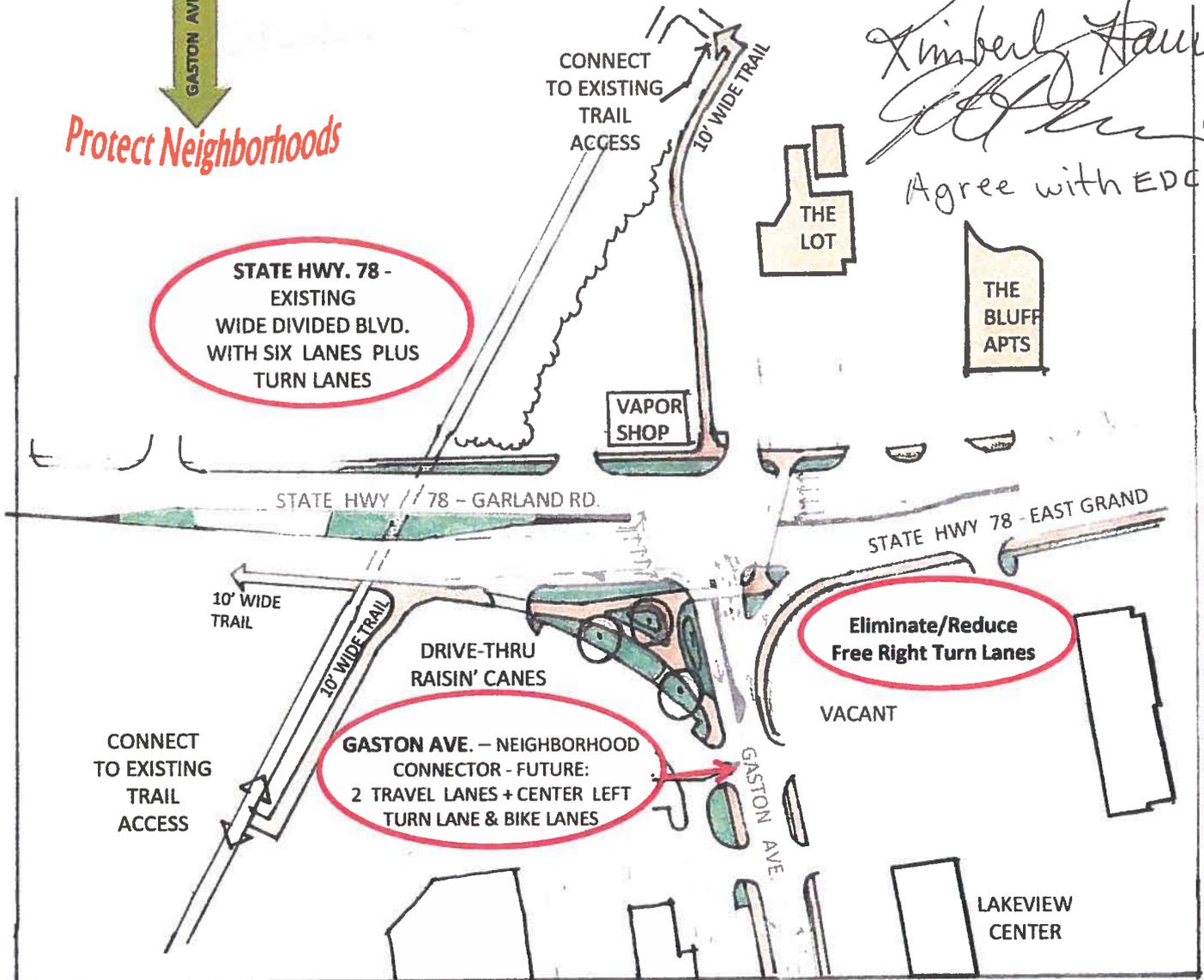
### SH 78 at Gaston Avenue



*Protect Neighborhoods*

**★ EAST DALLAS COALITION OF NEIGHBORHOODS**  
 This sketch illustrates our desired changes to the current TxDOT design in order to promote neighborhood safety and connectivity.  
**Tell TxDOT to keep HIGHWAY traffic on the highway.**

*Kimberly Hailey*  
*Agree with EDCON*



- **Emphasize use of SH 78 for greater traffic efficiency and to promote neighborhood safety, rather than funneling the vast majority of traffic onto Gaston Avenue.**
- **Simplify & Straighten SH 78 Alignment** - Increase predictability and safety, reduce pavement, improve crosswalk safety, slow speeds.
- **Conform to Dallas Plan Documents** - Thoroughfare Plan, Complete Streets, and the Garland Rd Initiative
- **Eliminate Wide-radius Free Right Turn Lanes** - Reduce confusion, reduce speeds, increase predictability for all users. Incorporate single-lane right turns, not double lane right turns.
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- **Sustainability** – Reduce pavement, reduce flooding, increase permeable surfaces.

David Duican and  
Kimberly Harry



NORTH TEXAS TX PSDC  
DALLAS TX 75201  
01 FEB 2018 PMS 1



TxDOT

Travis Owens  
4777 E. Hwy 80  
Mesquite, TX 75150-6643

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DALLAS TX 752  
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4777 E. Hwy 80  
Mesquite, TX 75150-6643

75150-664393



# EAST DALLAS COALITION OF NEIGHBORHOODS

*Working together to protect, connect, and celebrate East Dallas*

**TxDOT is redesigning the intersection of State Highway 78 (Garland Road/East Grand) at Gaston Avenue. –**

**WE MUST TAKE ACTION NOW!**

This intersection directly impacts all of us, and will for the very long term – yet, TxDOT has NOT INCLUDED any of the residents in Lakewood or Old East Dallas in public meetings to date. We must tell TxDOT to hear our concerns and demand that their public process and intersection design IMPROVE neighborhood safety.

**Please join us at the TxDOT meeting**

**THURSDAY, JANUARY 18**

**Dallas Arboretum on Garland Road.**

**6pm to 8pm**

This is an open house so you can come and go any time.

Parking and entrance will be free.

Please attend and voice your concerns!

We must tell TxDOT that we want safe streets that promote great neighborhoods!

We all know that high vehicle speeds and dangerous traffic on our local streets threaten everyday life in East Dallas. It has only gotten worse over the last year as more and more through-traffic speeds through our neighborhoods. These conditions threaten drivers, walkers, runners, and bicyclists in our own neighborhoods! We want streets with slower speeds, safe intersections and crossings, and less traffic cutting through our residential and local shopping areas! We want improved street designs that promote safe driving, walkability, and neighborhood connections.

This is a critical intersection. It handles lots of traffic. It is the confluence of daily commuters, shoppers, local residents, community centers, White Rock Lake, walkers, bicyclists, restaurant goers, and an explosion of residential and commercial density – and it **feeds lots of traffic through East Dallas residential areas**. Despite the excellent opportunity for innovative, forward-thinking roadway design that increases long term neighborhood safety, TxDOT's proposed plan is shockingly short-sighted and WORSENS traffic speeds and volumes at this location and through the heart of our neighborhoods! Their current plan focuses on moving highway traffic onto Gaston Avenue and then distribute it through our neighborhood.

**Tell TxDOT to IMPROVE – NOT WORSEN traffic and intersection conditions for all users!** At Thursday's meeting, we must comment about the critical flaws of their current design:

- Their plan is still CONFUSING & INEFFICIENT. It does not capitalize on the multiple lanes and divided highway of East Grand for traffic in and out of downtown.
- Their plan DIRECTS MORE TRAFFIC ONTO RESIDENTIAL GASTON AND THROUGH OUR NEIGHBORHOODS. Instead of focusing more on the much larger East Grand portion of SH 78 (which has SIX lanes PLUS additional turn lanes), they want to reconfigure the intersection to a "Y" shape, with deliberate flow of highway traffic onto our 4-lane Gaston Avenue.
- Their plan keeps HIGH SPEEDS SCREAMING ONTO GASTON. TxDOT wants to keep the big radius curve that encourages high speeds. They say that new signals will be installed, but when these signals are green, nothing will slow speeds around that deadly corner!
- Their plan MAKES THIS DANGEROUS INTERSECTION EVEN BIGGER. Instead of reducing pavement and shortening crosswalks as much as possible, their design creates dangerous conflicts for pedestrians and bicyclists.

**Tell TxDOT to DESIGN IT TO A "T"**

(See ATTACHED, our preferred plan for neighborhood safety and connectivity. Take it with you to the meeting.)

1. **SIMPLIFY** - A simple "T" intersection is simple and understood by everyone, and can move traffic efficiently and more safely for all users – not just motor vehicles.
2. **STRAIGHTEN** the Garland Rd – East Grand roadway to keep highway traffic on the highway. Use East Grand and it's seven lanes! Gaston Avenue would terminate at the "T".
3. **STANDARD CORNERS** – Removing big radius, free-right-turn lanes is one of the very few ways to reduce speeds on major roads – and they are being removed from roadways throughout the U.S. That big right turn lane from Garland to Gaston makes this intersection one of the most dangerous in Dallas, and it funnels traffic down Gaston and through East Dallas – it must be removed. Make this intersection a standard "T" intersection without dangerous free-right-turn lanes.

**PLEASE SHARE THIS WITH YOUR NEIGHBORS!**

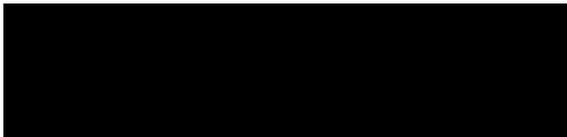
And, please attend Thursday's meeting to see the plan for yourself and make your voice loud and clear to TxDOT and the city of Dallas. The East Dallas Coalition of Neighborhoods will be there at the meeting to help spread the word for safe neighborhood streets! Drop by our table. See you there!

**WEATHER YOU ATTEND OR NOT PLEASE SIGN AND MAIL THE ATTACHED DESIGN**

1. Sign, date, and write in your address
2. Place in provided addressed and stamped envelope
3. Mail

TxDOT will accept all comments up to two weeks AFTER the meeting.  
PLEASE HELP US!!

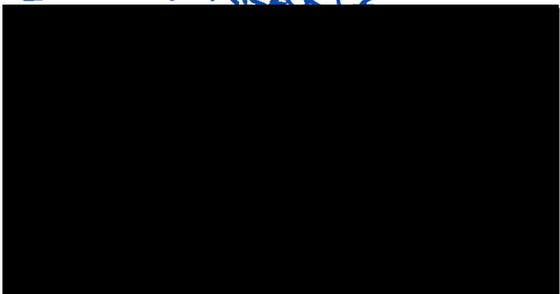
**Contacts:**



→ SETH KRANZ 1/18/2018

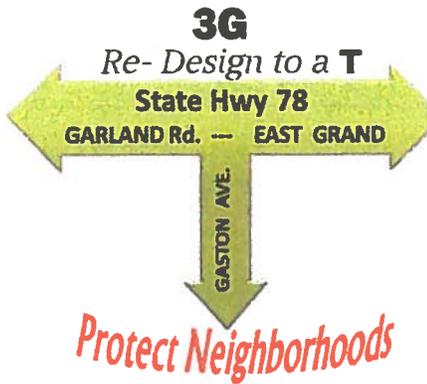
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→ PLEASE IMPLEMENT PROPOSED DESIGN TO IMPROVE SAFETY.

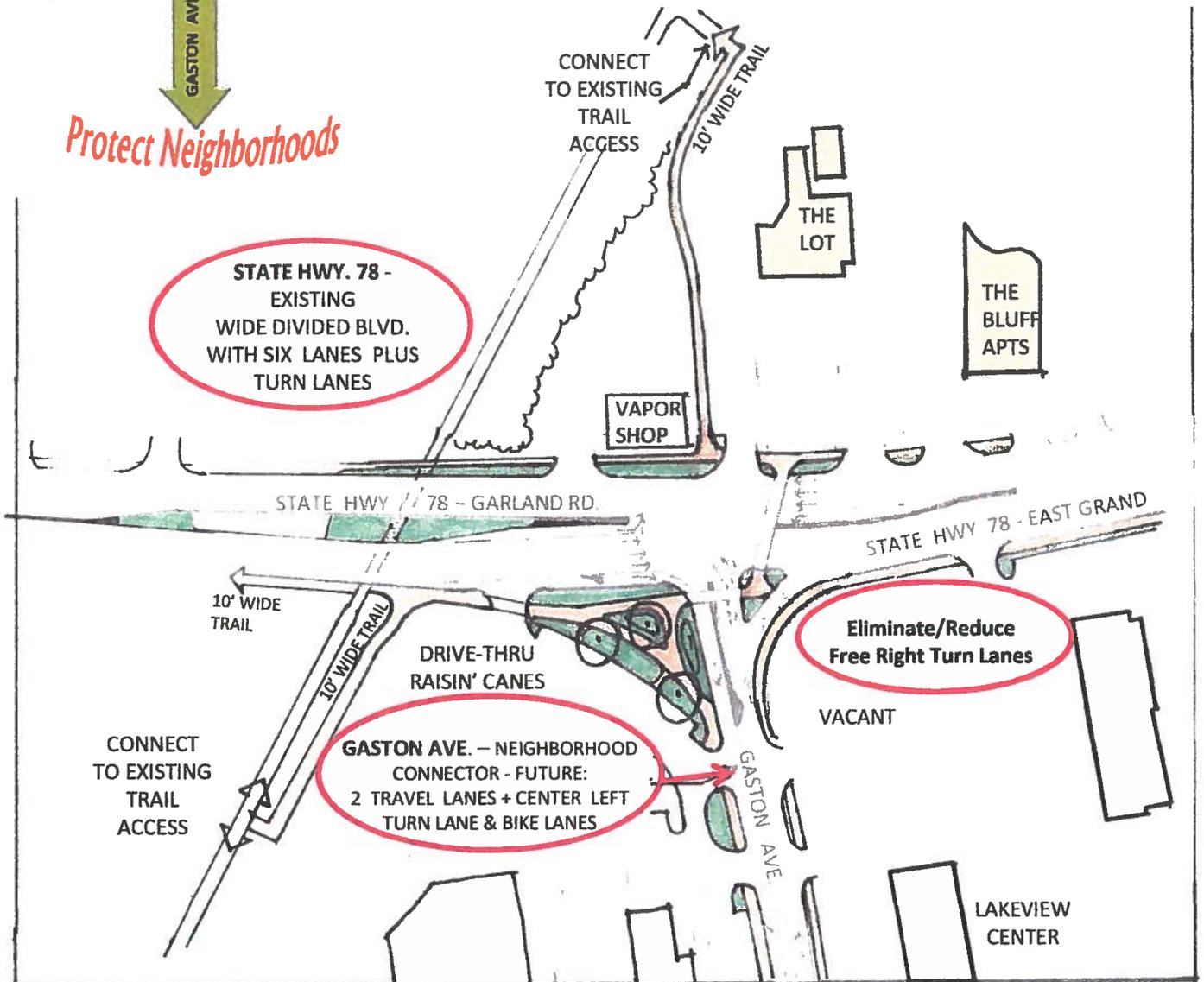
## SH 78 at Gaston Avenue



### EAST DALLAS COALITION OF NEIGHBORHOODS

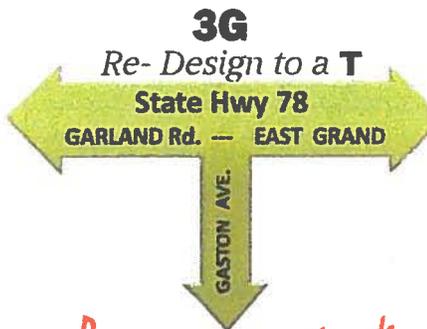
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Tell TxDOT to keep HIGHWAY traffic on the highway.



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## SH 78 at Gaston Avenue

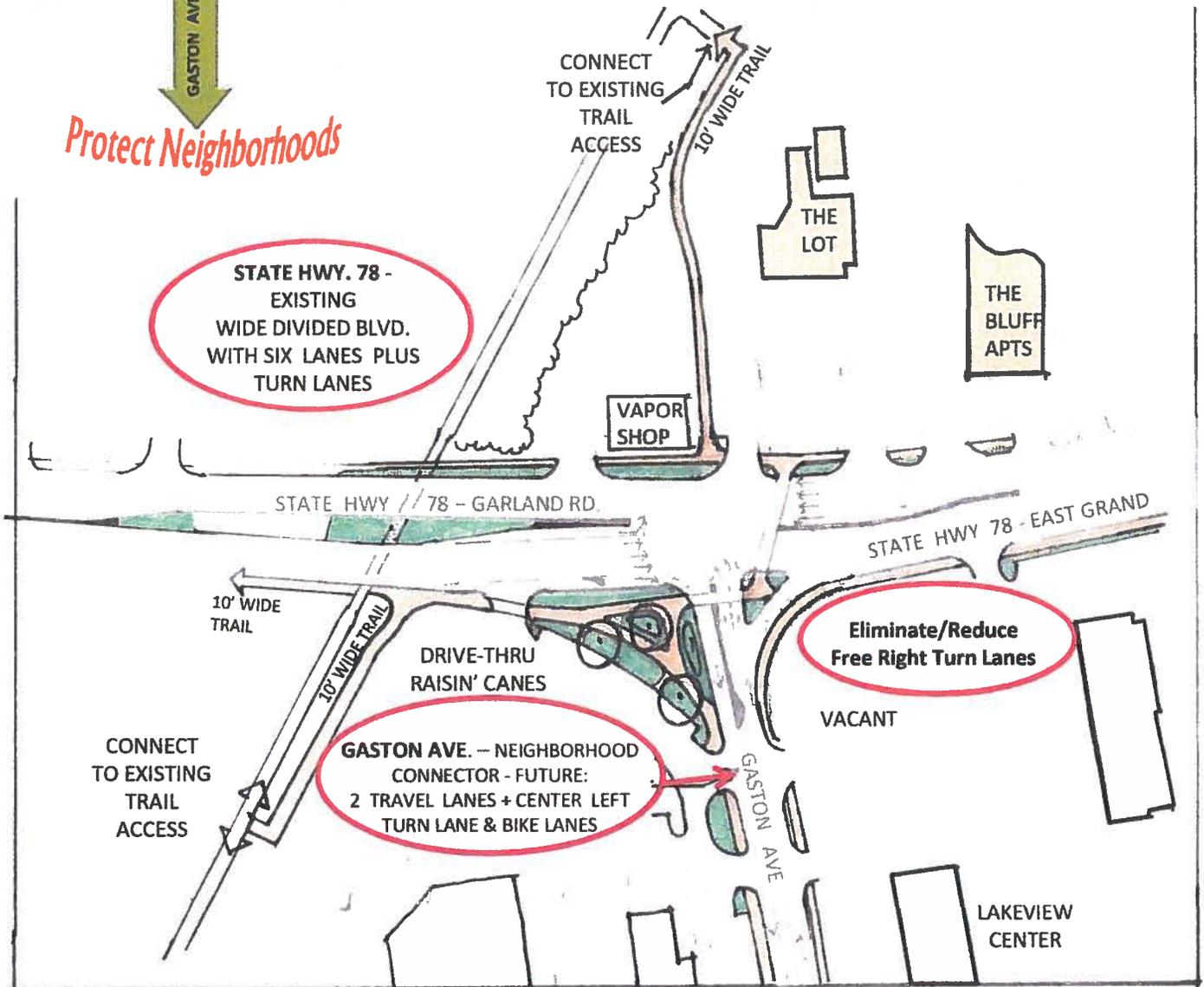


*Protect Neighborhoods*

### EAST DALLAS COALITION OF NEIGHBORHOODS

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- **Sustainability** – Reduce pavement, reduce flooding, increase permeable surfaces.

*Sincerely, C. Baylon Cockrell*

*Case Baylor Cockrell*



NORTH TEXAS TX PRD/C  
DALLAS TX 750  
18 JAN 2018 PM 2:1



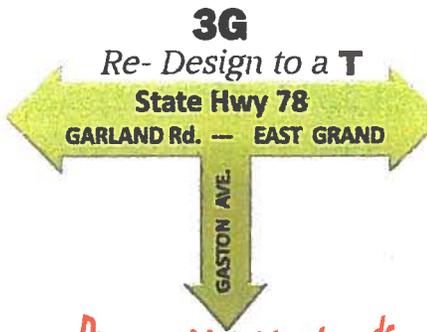
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Travis Owens  
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Mesquite, TX 75150-6643

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JAN 22 2018  
DISTRICT MAIL ROOM

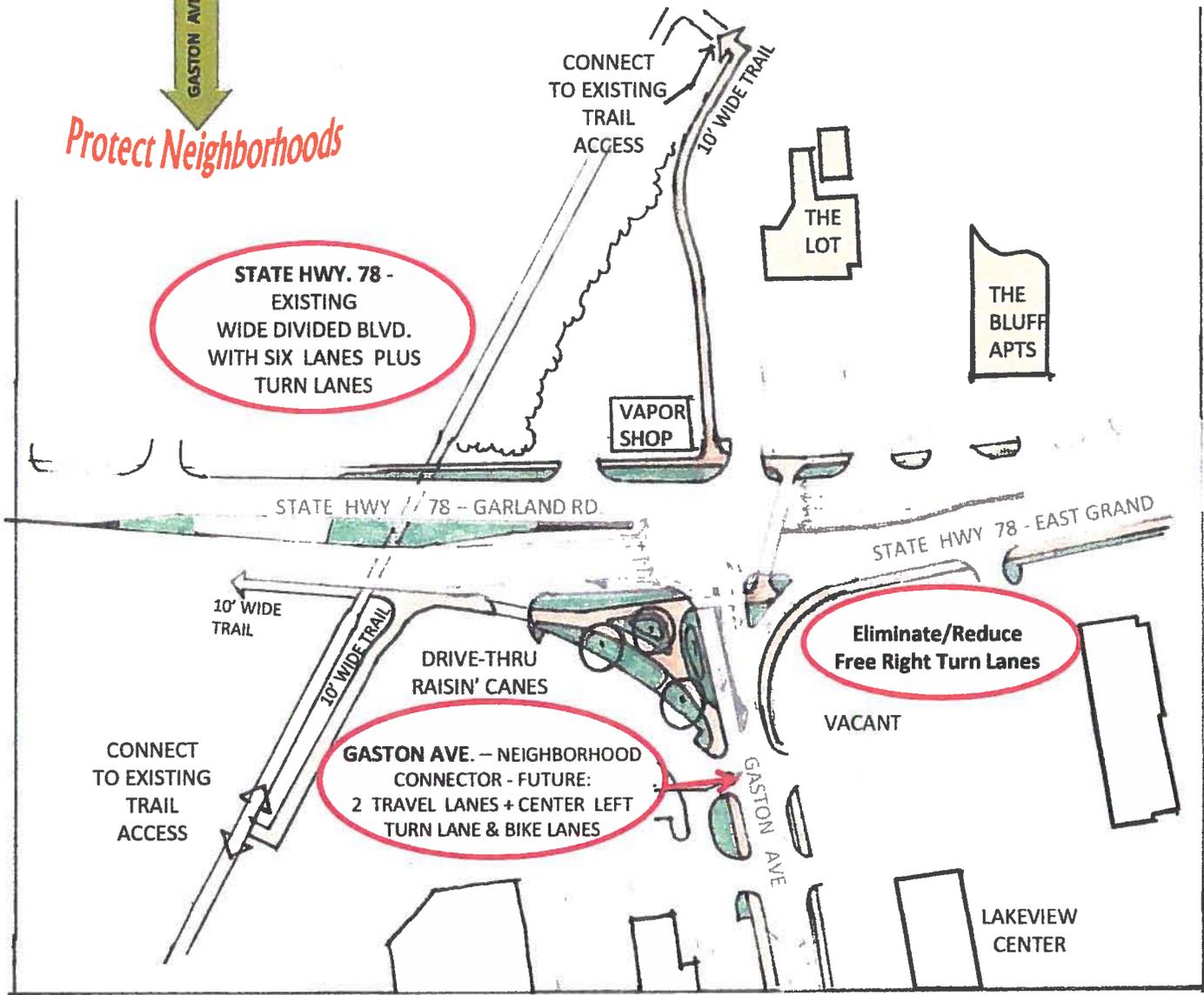
75150-664399

SH 78 at Gaston Avenue



*Protect Neighborhoods*

**EAST DALLAS COALITION OF NEIGHBORHOODS**  
 This sketch illustrates our desired changes to the current TxDOT design in order to promote neighborhood safety and connectivity.  
**Tell TxDOT to keep HIGHWAY traffic on the highway.**



- **Emphasize use of SH 78 for greater traffic efficiency and to promote neighborhood safety, rather than funneling the vast majority of traffic onto Gaston Avenue.**
- **Simplify & Straighten SH 78 Alignment** - Increase predictability and safety, reduce pavement, improve crosswalk safety, slow speeds.
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- **Sustainability** – Reduce pavement, reduce flooding, increase permeable surfaces.

*1/18/18* *Shiv Arora* *1/18/18*



POSTAGE TEXAS TX 75000  
CALLING TX 7500  
30 JAN 2018 PM 1.1



TXDOT

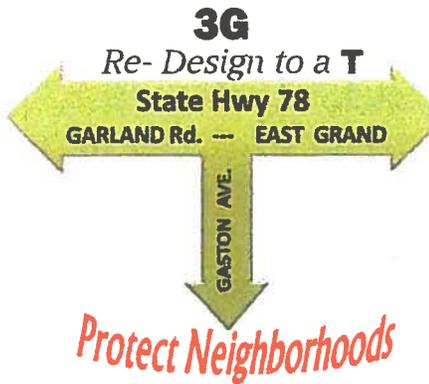
Travis Owens  
4777 E. Hwy 80  
Mesquite, TX 75150-6643

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JAN 22 2018  
DISTRICT MAILROOM

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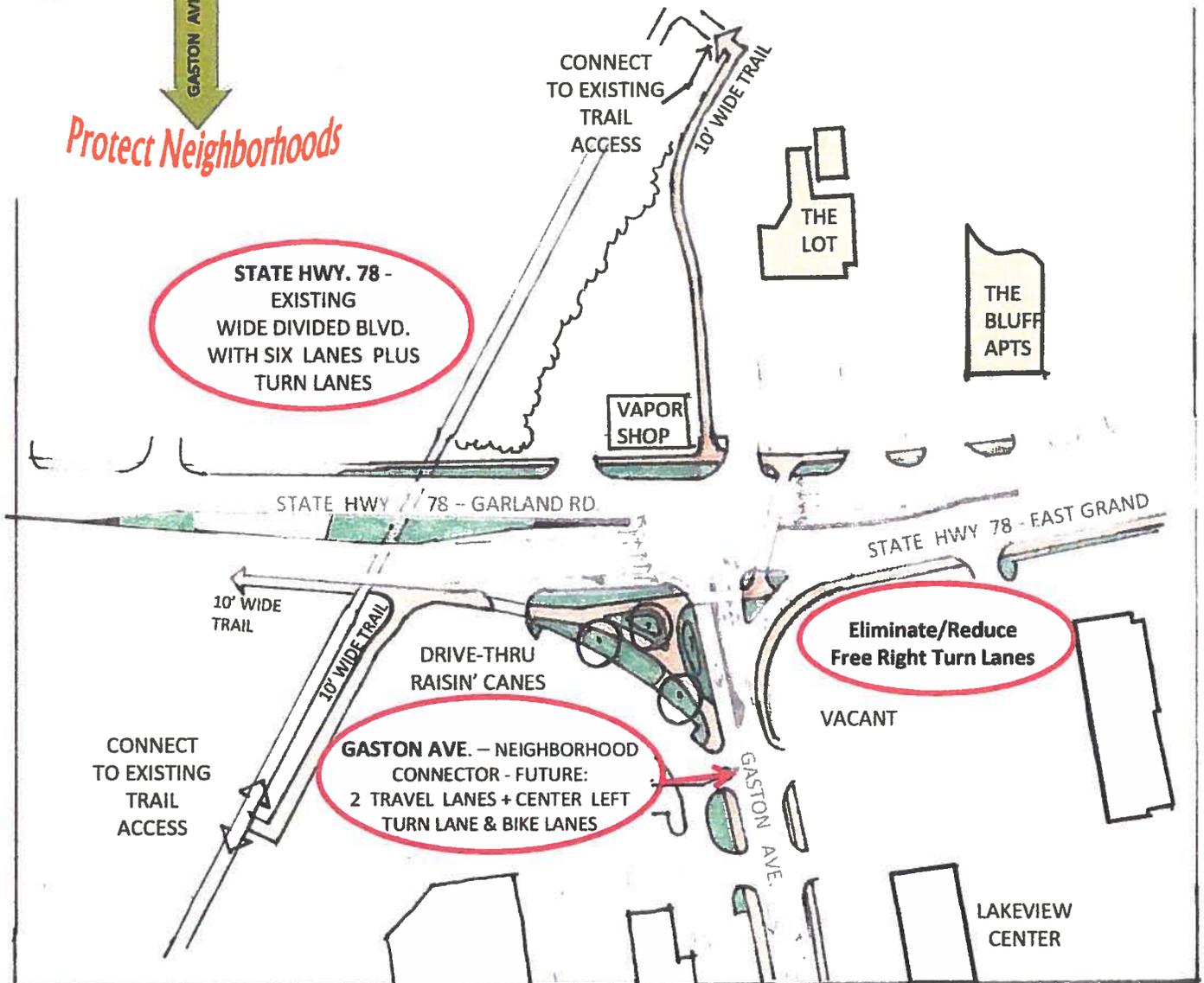
## SH 78 at Gaston Avenue



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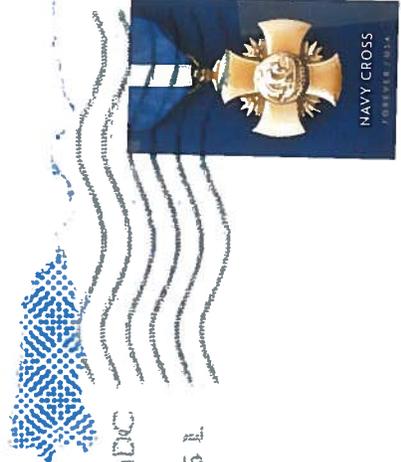
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01/18/2018

*Kevin J. Ehlert*



NORTH TEXAS TX PSIDC  
DALLAS TX 750  
19 JAN 2018 PM 5 L

**TxDOT**

Travis Owens  
4777 E. Hwy 80  
Mesquite, TX 75150-6643

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JAN 22 2018  
DISTRICT MAILROOM



75150-664399

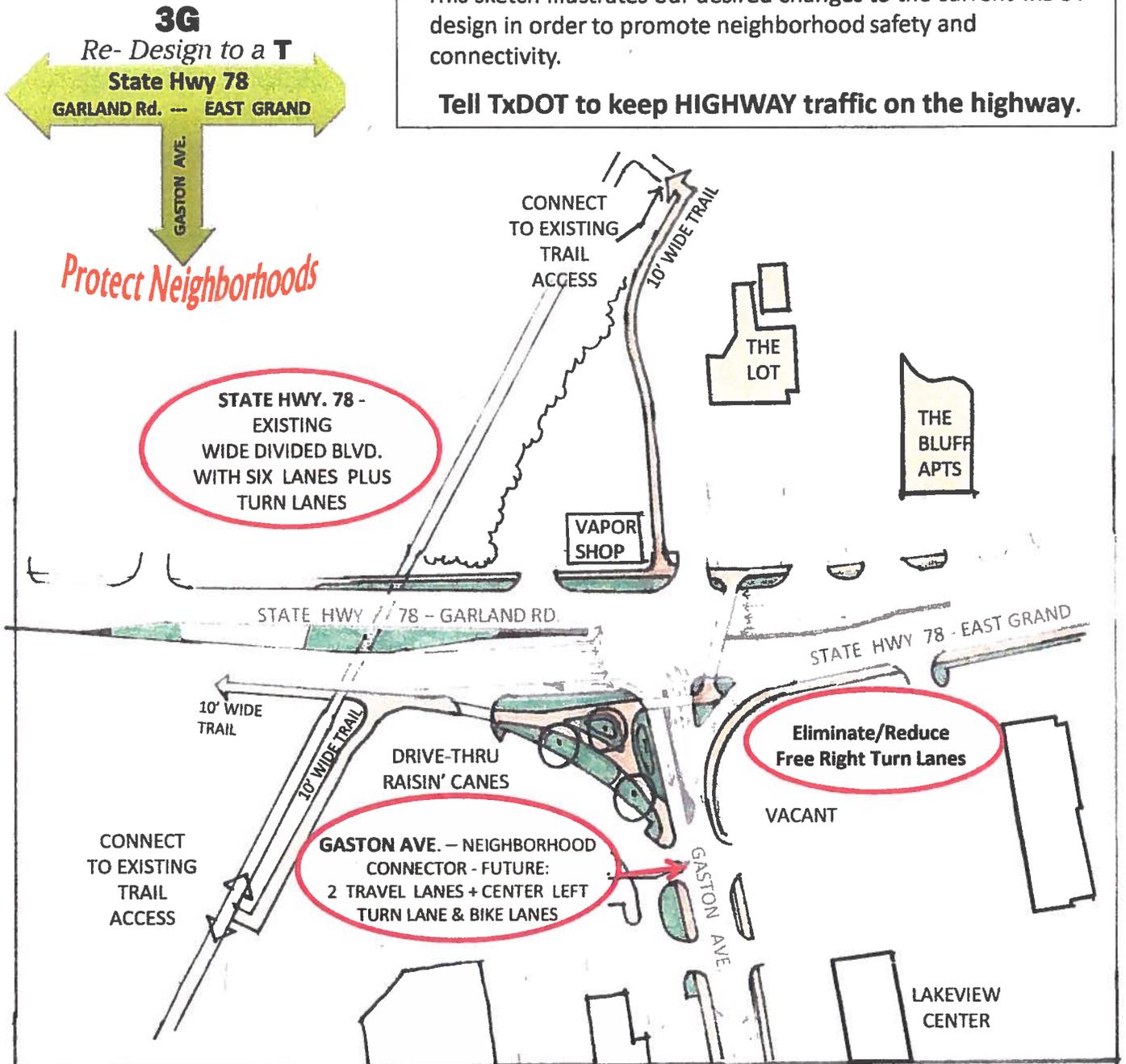
# Please Consider: Jerry Phelps

SH 78 at Gaston Avenue

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Tell TxDOT to keep **HIGHWAY** traffic on the highway.

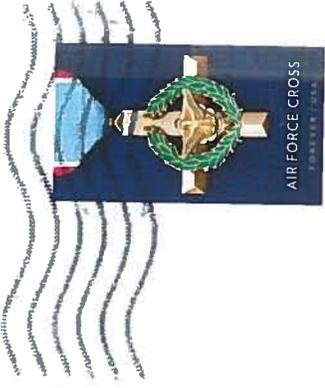


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Jerry Phelios



NORTH TEXAS TX PSDC  
DALLAS TX 750  
20 JAN 2018 PM 5 L



**TxDOT**

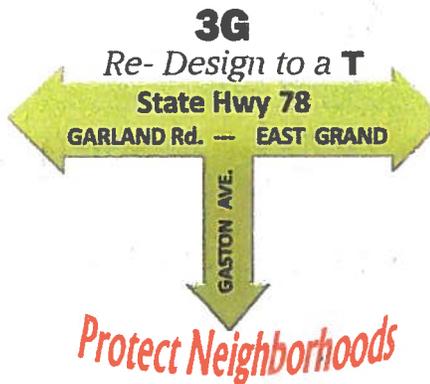
Travis Owens  
4777 E. Hwy 80  
Mesquite, TX 75150-6643

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JAN 22 2018  
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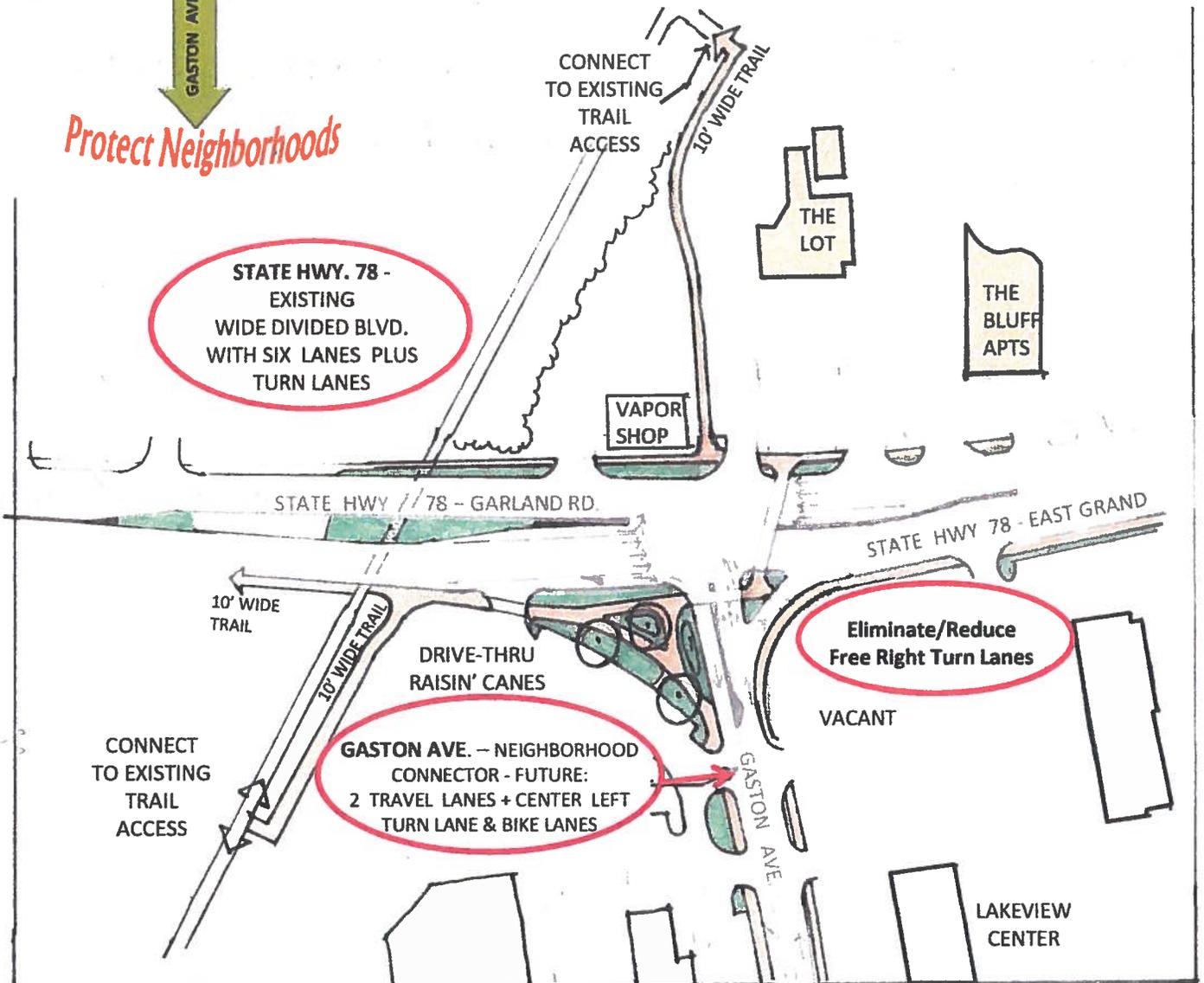
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Michael G. Massey.  
Michael Massey



Dear TxDOT,

Please consider the design changes proposed on the back of this letter.

Sincerely,  
Michael Massey  
Michael Massey

NEWSPAPER  
DALLAS, TX 75201  
15 JAN 2018 14:01



TxDOT

Travis Owens  
4777 E. Hwy 80  
Mesquite, TX 75150-6643

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DISTRICT MAIL ROOM

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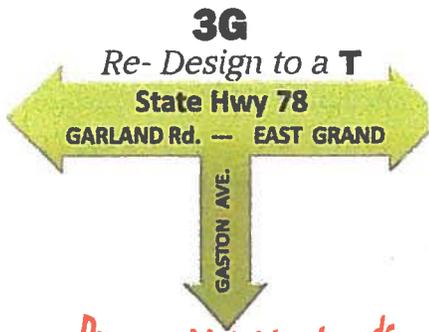


Laura Smallwood  
11/18/18

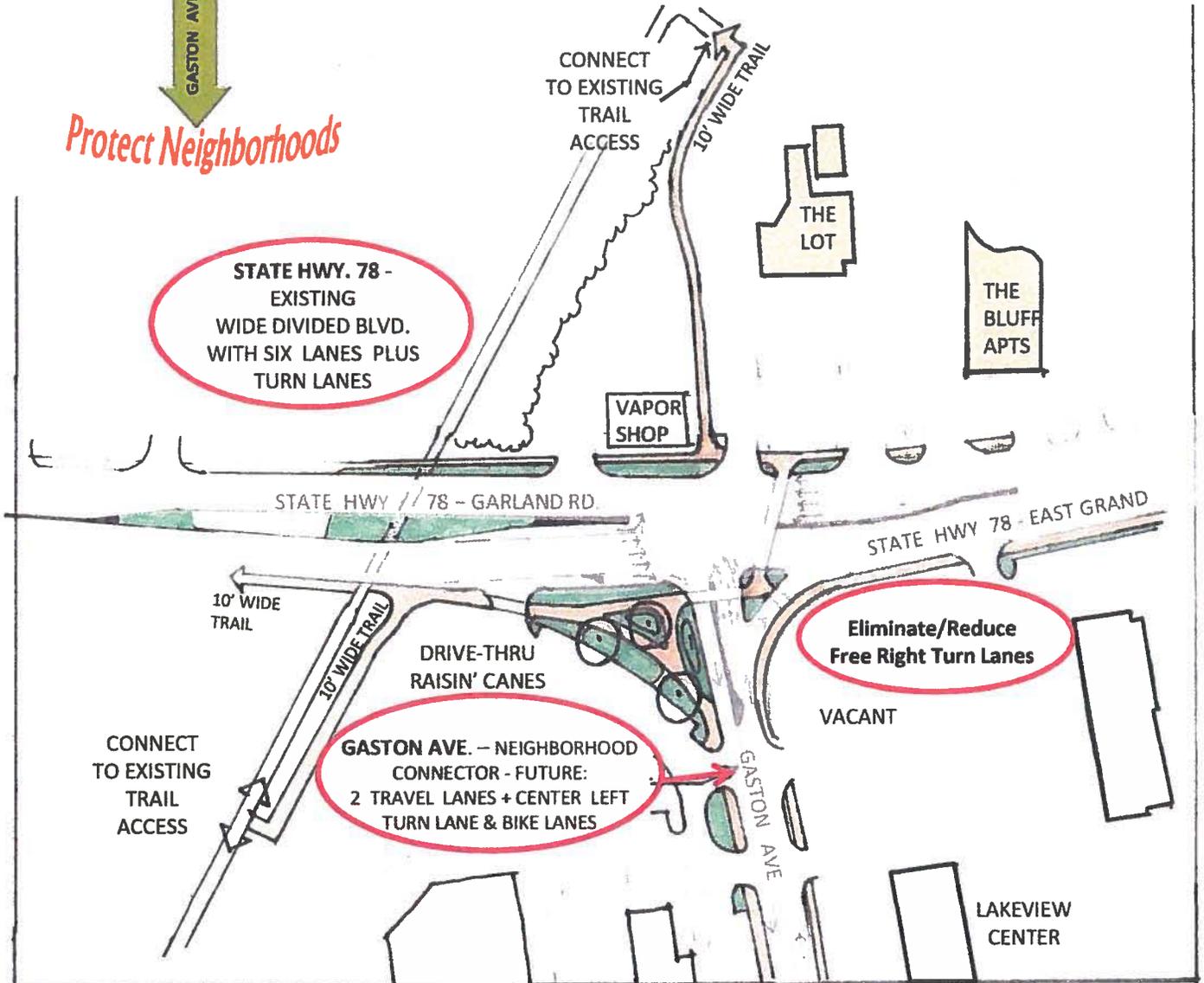
Laura Smallwood

### SH 78 at Gaston Avenue

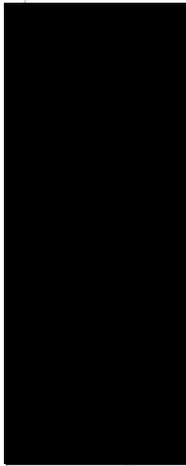
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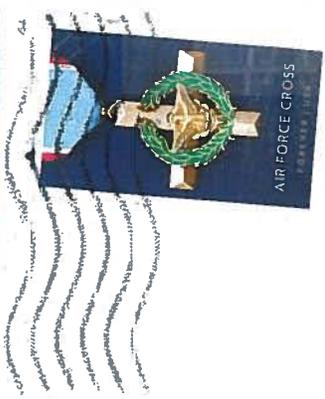
*Protect Neighborhoods*



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NORTH TEXAS TX F80DC  
DALLAS TX 750  
18 JAN 2018 PM 41



TxDOT

Travis Owens  
4777 E. Hwy 80  
Mesquite, TX 75150-6643

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JAN 22 2018  
DISTRICT MAILROOM



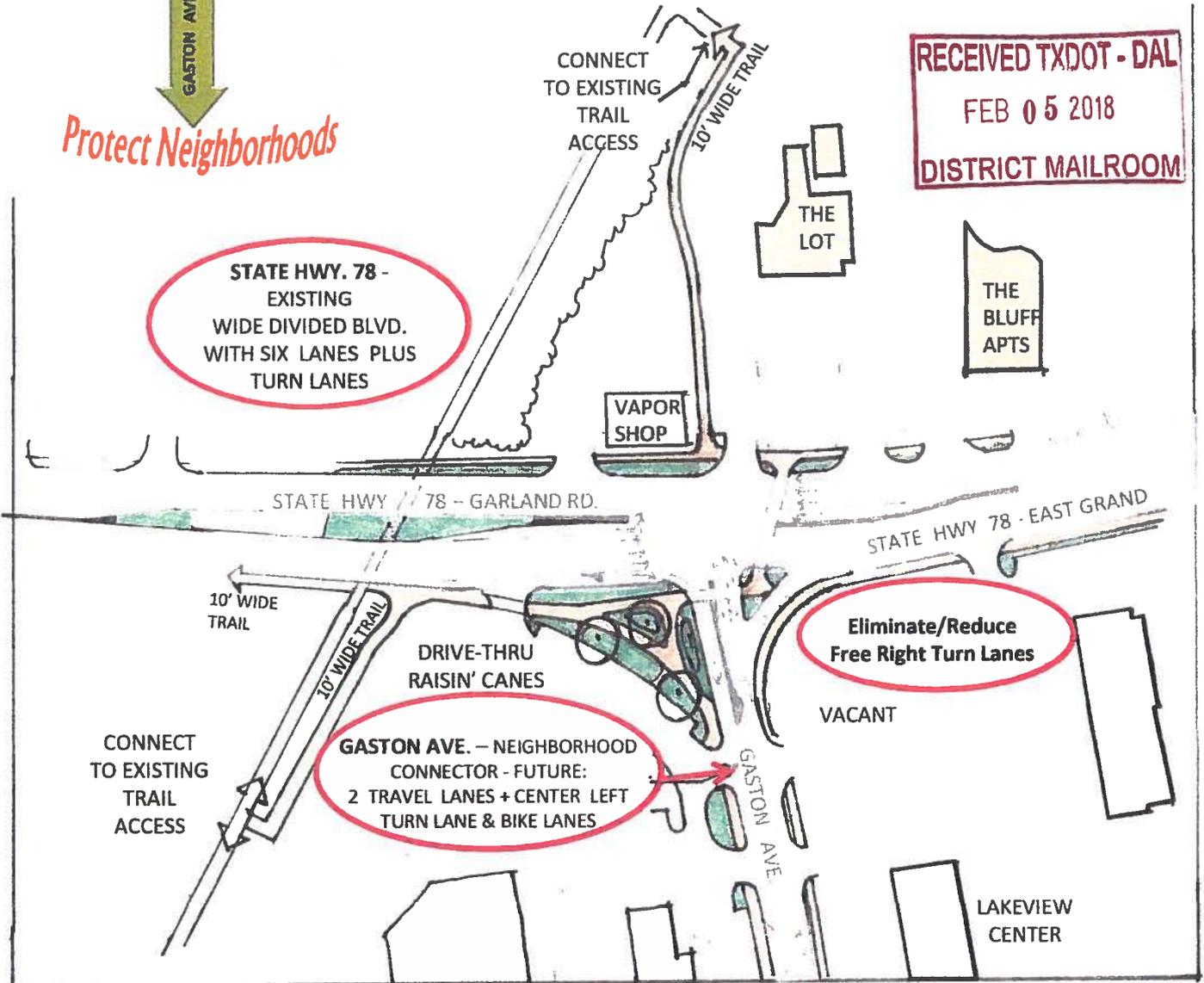
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 FEB 05 2018  
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*Monique Junette 01/28/2018*



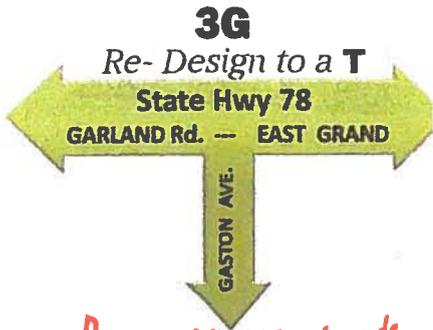
**TxDOT**

Travis Owens  
4777 E. Hwy 80  
Mesquite, TX 75150-6643

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*This is a great idea!* Lauri A. John

## SH 78 at Gaston Avenue

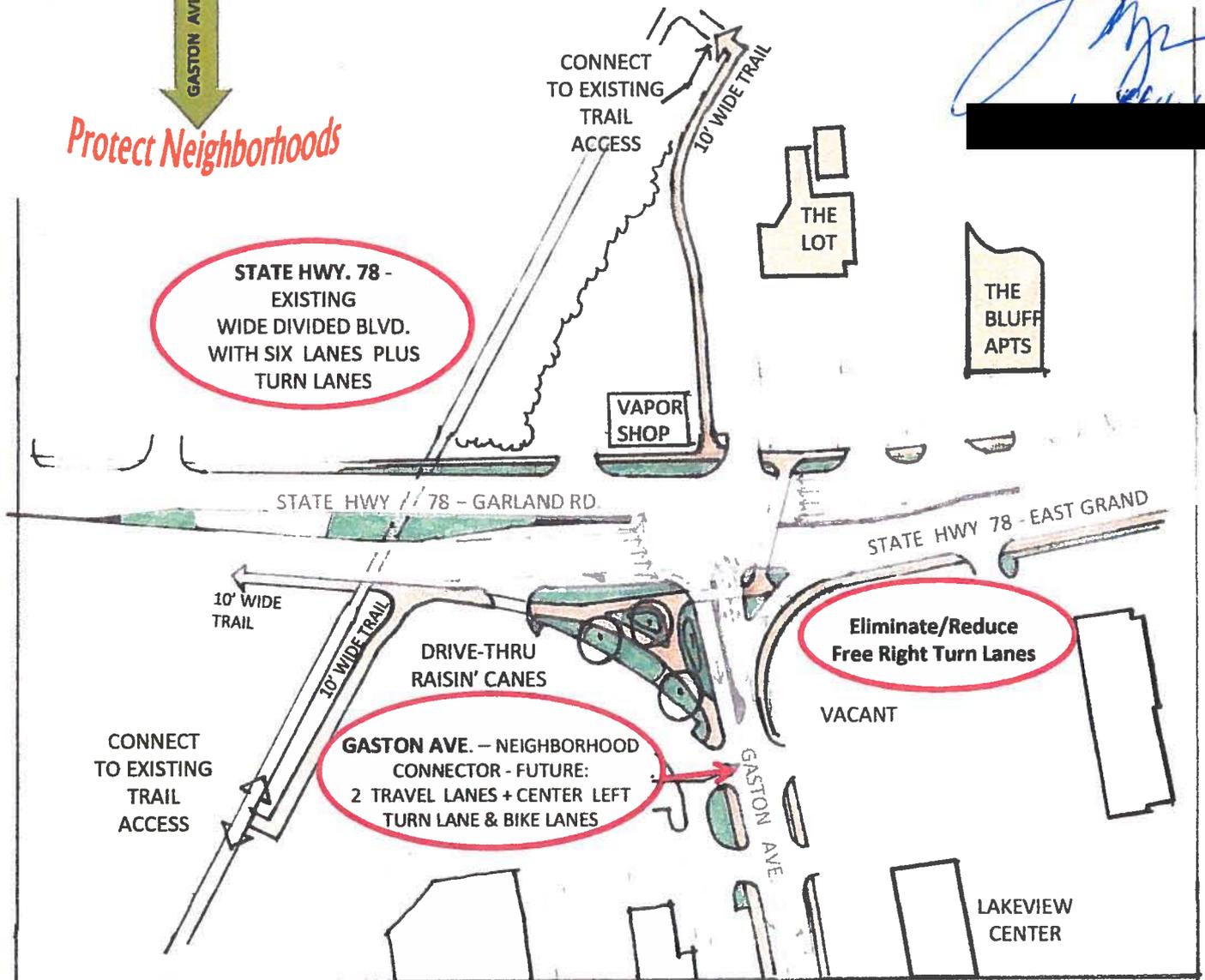


*Protect Neighborhoods*

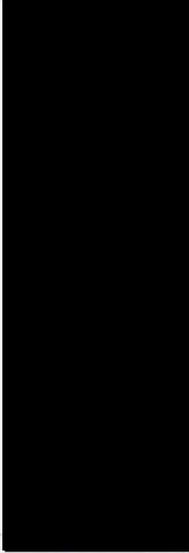
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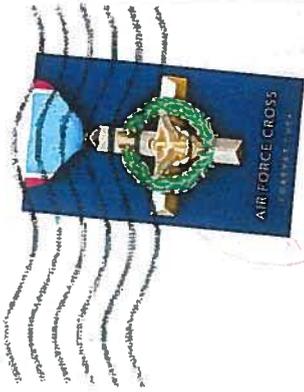
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NORTH TEXAS TX 75201  
DALLAS TX 75201  
01 FEB 2018 PM 9 L



TxDOT

Travis Owens  
4777 E. Hwy 80  
Mesquite, TX 75150-6643

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FEB 05 2018  
DISTRICT MAILROOM

75150-664399



## Jackson Grimes

---

**Sent:** Friday, January 19, 2018 11:52 AM  
**To:** Dave Young  
**Cc:** Christine Polito  
**Subject:** FW: 0009-02-067 SH 78 @ Gaston Avenue Invitation to the Public Meeting

Good Morning Dave,

It was a good meeting last night. Thank you!

Please add this gentlemen's comment below to the official public meeting comments.

Thank you,  
Travis

---

**From:** Mike Firth [mailto: ]  
**Sent:** Thursday, January 18, 2018 4:48 PM  
**To:** Travis Owens  
**Subject:** Re: 0009-02-067 SH 78 @ Gaston Avenue Invitation to the Public Meeting

At the last possible moment, I have decided that I can't make my way by bus and mobility scooter to this meeting although I would like to. The chill is just enough that I worry about my health.

I wanted to come in particular to see the final alignment and to ask if the pedestrian crosswalks would have audio sounding for the blind such as my wife since there are several stores in this relatively new shopping complex that she could use with her Seeing Eye dog.

Mike Firth

On Jan 11, 2018, at 12:14 PM, Travis Owens <[Travis.Owens@txdot.gov](mailto:Travis.Owens@txdot.gov)> wrote:

Thank you for your interest in the SH 78 Project @ Gaston Avenue in Dallas County, Texas. The Texas Department of Transportation (TxDOT) invites you to join us at the upcoming public meeting held on:

**Thursday, January 18, 2018**  
**Dallas Arboretum – Rosine Hall**  
**8525 Garland Road**  
**Dallas, TX 75218**  
**Open House Public Meeting from 6:00-8:00 p.m.**

Representatives from TxDOT and project consultants will be available to answer questions about the proposed project improvements. As specified, the meeting will be open house format from at 6:00p.m. to 8:00p.m. The purpose of this meeting is to present the proposed project and to receive public comments. The project location map, schematic design, tentative construction schedules, and other information

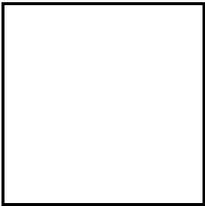
regarding the project will be available for viewing at the public meeting, and are available for review at the following location:

- TxDOT Dallas District Office located at 4777 East Highway 80, Mesquite, Texas 75150 (8:00 a.m. – 5:00 p.m. Monday through Friday).

Please see the attached public meeting notice and location map for more information.

Thank you,

Travis Owens, P.E.,  
TxDOT Project Manager  
4777 East Highway 80  
Mesquite, Texas 75150-6643



<CSJ 0009-02-067 SH78 Public Meeting Notice English\_rev 110917.pdf><CSJ 0009-02-067 SH78 PM Notice\_Spanish\_rev 110917.pdf><CSJ 0009-02-067 SH 78 PM Venue Map 111417.pdf>



## Jackson Grimes

---

**Sent:** Monday, January 22, 2018 10:25 AM  
**To:** Dave Young  
**Cc:** Christine Polito; Charles Tapp  
**Subject:** FW: Intersection of S.H. 78 at Gaston Ave Dallas Tx

Good Morning Dave,

Please add the below to the public meeting comments received.

Thank you,  
Travis

---

**From:** linda nordeck [mailto: ]  
**Sent:** Sunday, January 21, 2018 7:13 PM  
**To:** Travis Owens  
**Subject:** Intersection of S.H. 78 at Gaston Ave Dallas Tx

Mr. Owens

It was a pleasure to meet you at the public meeting.

I cannot agree with the proposal that TxDOT is trying to push through. I believe the idea of the reverse T the Tx Dot is supporting will actually make the intersection more dangerous than it is currently. Hwy 78 is also a truck route and as a former truck driver I find the idea of lanes that shift at the lower point between hills an accident simply waiting to happen. I did not see one bit of research showing what the impact would be on the trucking industry with a reverse T-intersection. Myself and another individual who also holds a CDL and currently drives professional felt the TX Dot Proposal to be unsafe. We are also both registered voters here in the City and feel that the residents should have more say so or even have it put to a vote as we are the ones who will have to live with it for many years to come. Did the research put into the TXDot design consider the types of loads, weight of the trucks that use the intersection? Beer trucks and the other trucks delivering beverages to the local restaurants and bars, as well as Tom Thumb and Whole Foods, need to be able to make safe maneuvers. A sudden shift while hauling a liquid cargo, whether it be beer, or a tanker containing fuel for one of the two gas stations in the immediate area can quickly result in a major disaster. That can also be even more complicated in bad weather such as ice, snow, heavy rains etc. I would prefer to see more research and input from the people who actually use that intersection, whether they be professional drivers, residents, even the local firefighters and EMTs and police that respond to accidents in the area.

I do support lowering the speed limits, using a standard T design, control signals at all sections of the intersection which I believe would improve the intersection in a way that would also keep the highway traffic such as larger tractor trailers on the highway and give the local residents more say in what is going on with their neighborhoods. I feel that the City and TxDOT is not considering the long term effects on our neighborhoods. This is the first meeting I was aware of, and I have lived on East Grand since August of 2015. These roads are not equal, Garland and East Grand are part of heavily traveled State Hwy 78. Gaston is a residential street that has a lower speed limit than Hwy 78, I urge you to please reconsider, this proposal and suggest putting it to a vote. More efficient use and a better design for both road I believe is the Standard T design that the East Dallas Coalition of Neighborhoods supports. This design would allow for traffic control signals on each part of the intersection. Would keep Gaston as a residential street. Keeps commercial traffic primarily on HWY 78 with the exception of local deliveries. I do hope that more input will be considered prior to any decision.

Sincerely  
Linda Nordeck  
Resident and registered voter in the Neighborhood affected by this.

## Jackson Grimes

---

**Sent:** Wednesday, January 24, 2018 4:07 PM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/Grand Intersection

Hi,

I live off of Gaston at 6709 Avalon and I use Gaston everyday. I am in favor of Option 2 for the plan at this intersection. I do not agree with neighbors that feel this is making Gaston an extension of a highway. Keeping the flow of traffic the way it is in option 2 is better, safer and more bike, pedestrian friendly. My entire family likes to drive, bike and walk in that area with access to the YMCA, the lake and restaurants and store. Please keep option 2 for the neighborhood. Thank you

Shannon West  
Sent from my iPhone

## Jackson Grimes

---

**From:** Bob Quaglia <[REDACTED]>  
**Sent:** Thursday, January 25, 2018 11:34 AM  
**To:** Travis Owens  
**Subject:** Three "G's" Intersection

As a resident of Forest Hill, I want to let you know that I support option 2 for the 3 "g's" intersection. Option 1 is totally unacceptable for our neighborhood. Thank you for your time.



Bob Quaglia

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

## Jackson Grimes

---

**From:** Nicole Jones <[REDACTED]>  
**Sent:** Friday, January 26, 2018 7:57 AM  
**To:** Travis Owens  
**Subject:** Gaston, Garland, East Grand

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Good morning,

This email is to show my support of "option 2" for the plans of the new intersection.

I live in Casa View and my kid goes to the elementary school on San Rafeal and East Grand so I drive through the intersection daily.

Thank you.

Nicole Jones

[REDACTED]

[REDACTED]

## Jackson Grimes

---

**From:** Rich Milne [REDACTED] >  
**Sent:** Saturday, January 27, 2018 5:15 PM  
**To:** Travis Owens  
**Subject:** Gaston/Garland intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Dear Mr. Owens,

I would like to write to express my support for the larger, fuller plan for the intersection at Gaston and Garland Road. This is the one with multiple lanes for each street accessing this intersection. Thank you for considering this request.

In Christ,

Rich Milne

## Jackson Grimes

---

**From:** Doug Gilpin [REDACTED] >  
**Sent:** Sunday, January 28, 2018 1:57 PM  
**To:** Travis Owens

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

One lane for Gaston is totally ridiculous.

## Jackson Grimes

---

**From:** Curtis Marsh <[REDACTED]>  
**Sent:** Monday, January 29, 2018 7:58 PM  
**To:** Travis Owens  
**Subject:** Dallas' Garland/Gaston/Grand intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Mr. Owens:

I live just down the street from the Garland/Gaston/Grand intersection in Dallas, Texas.

Please note that my wife and I support **Option 2** for the re-design of this intersection.

Thanks,

Curtis L. Marsh  
Law Firm of Curtis Marsh, PLLC



Trial Lawyer  
Personal Injury \*\*\* Commercial Litigation  
AV Preeminent Rated by Martindale-Hubbell

*Injustice anywhere is a threat to justice everywhere. Martin Luther King, Jr.*



Virus-free. [www.avast.com](http://www.avast.com)

## Jackson Grimes

---

**From:** [REDACTED]  
**Sent:** Tuesday, January 30, 2018 4:07 PM  
**To:** Travis Owens  
**Subject:** Gaston/Garland/Grand

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Travis,

As residents of Casa Linda, my husband and I support TxDOT's proposed intersection redesign as submitted (Option 2/Reverse T). We oppose going through a redesign, and oppose the petition being circulated by some citizens of the area.

Sent from my iPhone  
Please excuse brevity and typos!

## Jackson Grimes

---

**From:** Nancy Daniels <[REDACTED]>  
**Sent:** Tuesday, January 30, 2018 6:39 PM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/Grand Intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Dear Mr. Owens,

I support Option 2 (the option proposed by TxDot) for the Garland/Gaston/Grand intersection. I have lived on the east side of WRL for the past 17 years and travel Garland to Gaston to go to my doctor at Baylor, to visit relatives who live on Glasgow (between Abrams and Gaston), and to shop and eat in the Lakewood area. I do use I-30 to get downtown now but as I get older (I'm 56), I might prefer not to get on the interstate to get downtown. Again, Option 2 gets my vote!

Thank you,  
Nancy Daniels

**Jackson Grimes**

---

**Sent:** Wednesday, January 24, 2018 4:20 PM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/Grand Intersection

Mr. Owens,

As a daily traveler through this intersection I support "Option 2". I understand you are in charge of this and with careful consideration I believe this is the best and safest option for our neighborhood.

Thank you

Shelby Gibbs  
Project Manager

Hill & Associates

[Redacted contact information]

Follow us on!  

## Jackson Grimes

---

**From:** Kelly Callaway <[REDACTED]>  
**Sent:** Thursday, January 25, 2018 11:09 AM  
**To:** Travis Owens  
**Subject:** Garland, Gaston, Grand Redesign

Mr. Owens,

My family and I live in the Emerald Isles neighborhood located just off of Garland Avenue next door to the Dallas Arboretum. We greatly favor Option #2 for the redesign of the Gaston, Garland, Grand intersection. The other proposal would create a huge bottleneck and make it extremely difficult for the people in East Dallas to access White Rock YMCA, nearby restaurants and stores as well as the entire Lakewood area.

Thanks for your time and efforts on our behalf.

Regards,

Kelly Callaway  
[REDACTED]  
[REDACTED]  
[REDACTED]

## Jackson Grimes

---

**From:** Peter Reed [REDACTED] >  
**Sent:** Friday, January 26, 2018 3:56 PM  
**To:** Travis Owens  
**Subject:** Gaston Garland Grand Intersection comment

Hi Travis,

I am a new resident to the area, moving to the Lochwood neighborhood in September 2017. I travel Garland to Gaston to downtown Dallas everyday, to and from work. A colleague just informed me of the potential changes to the intersection, and the options on the table at this time. Of the two options I prefer the TXDOT "Reverse T" plan. The plan proposed by the East Dallas Coalition of Neighborhood's is a foolish plan and will create more congestion at the intersection, especially those that travel south on Garland and turn right onto Gaston Ave in the morning rush hour. For the evening rush hour, Gaston would back up for miles for those turning left onto Garland or right onto Grand.

Best regards,  
Peter

focusEGD

Peter Reed Associate [REDACTED]

[REDACTED] [REDACTED] [REDACTED]  
[REDACTED] [REDACTED]

## Jackson Grimes

---

**From:** Abbie Meyering <[REDACTED]>  
**Sent:** Saturday, January 27, 2018 5:02 PM  
**To:** Travis Owens  
**Subject:** Gaston Garland intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

I support maintaining a two lane entrance from Garland Road to Gaston Road. It is the best, and in my opinion, the only fair and effective solution fir a heavily traveled intersection.

Thanks ABBIE Meyering and JOHN Sadler- Forest Hill residents

Sent from my iPhone

## Jackson Grimes

---

**Sent:** Wednesday, January 24, 2018 4:20 PM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/Grand

Mr. Owens,

I am a resident of East Dallas and every day both myself and my husband travel thru the Garland/Grand/Gaston intersection. I understand the need for the redesign and improvement of vehicular and pedestrian traffic through this area but I strongly believe that the option proposed by the East Dallas Coalition is the WRONG solution.

First, there are few ways to get around the lake, to the North you have Mockingbird and Northwest Hwy and to the South you have Gaston and La Vista, if you remove or reduce the ability for people to use Gaston they aren't going to just be diverted to 30 down Grand. Some commuters will continue to take Gaston, others will try to find short cuts through Lakewood. I am fearful of the dangerous situation that could be created by people driving to quickly and blindly through the neighborhood streets.

My second area of concern is the traffic that is needed for the businesses that have been developed at the Arboretum Village. It was a push but the neighborhoods to eliminate the rundown and seedy villages that habituated that area previously, now respectable business have moved in, created a better area for the community and we are going to respond by cutting off or reducing the ability for customers to get to their businesses? It has proven with the current traffic that it is difficult to access those business at certain times of the day, some have already chosen to close their shops, but the new light at Tucker was put in place to help with the entry and exit of the shopping center and create a safer traffic zone. Why should the business that have brought jobs and services to our area be punished by reducing the ability for them to serve customers?

I wholly understand the desire to turn Gaston into a more neighborhood friendly street, but it is a major commuter thoroughfare, that separates neighborhoods, not a street within one neighborhood. Commuters are not just going to up and disappear because the road goes down to 2 lanes. The amount of cars that are there today will still be there tomorrow, they just might disperse themselves into the neighborhoods instead of on the road between them.

I am a member of the YMCA on Gaston Ave, I shop at the Tom Thumb, buy my dogs food at the PetSmart, go to the Starbucks, and am excited about the new brewery. I also commute to work on Gaston. **I SUPPORT the "Reverse T" Option that was presented by TxDot.**

Thank you.

**Elizabeth McFarland**  
Associate II | Project Management

**GDA** Architects, LLC

[REDACTED]  
[REDACTED]  
[REDACTED]

## Jackson Grimes

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**From:** Sohail Basirat [REDACTED]  
**Sent:** Thursday, January 25, 2018 9:04 AM  
**To:** Travis Owens  
**Subject:** Garland / Gaston Intersection Proposal

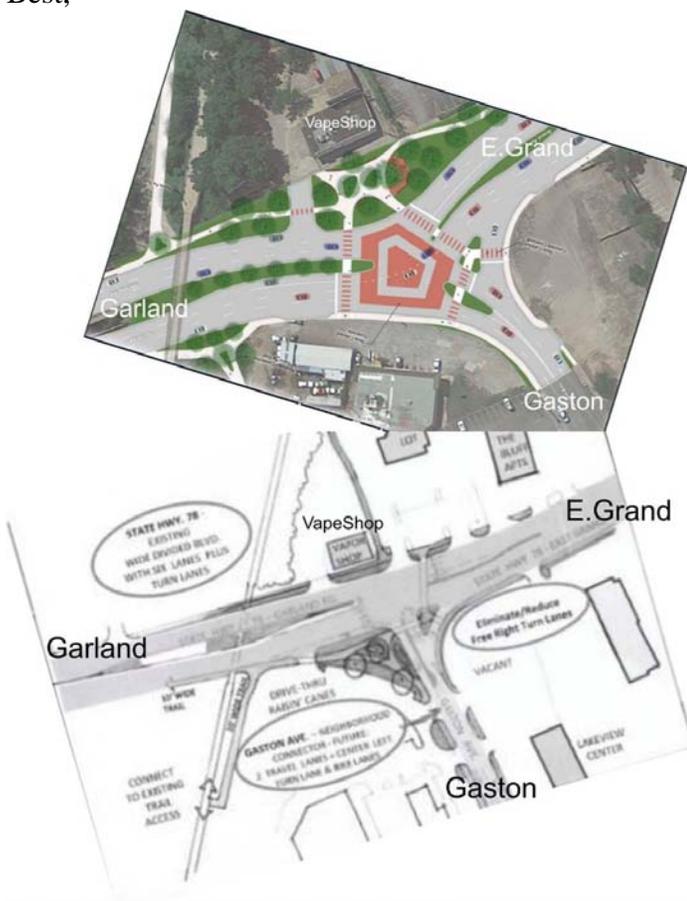
Hi Travis,

Unfortunately I was unable to attend the meeting on this issue due to a family emergency. But as a business owner (I Love Juice Bar - [REDACTED]) that will be directly effected by any changes to said intersection I wanted to give you my input.

I am in favor of the TXDOT proposed option 2 (the colored option in the attached picture). This will still provide 2 lanes of access to Gaston road from Garland Rd which will help all the businesses in the area. It is also a much more pedestrian friendly option and I am all for any additional steps that makes the area more walkable.

Please let me know if there is anything I can do to help push this option forward.

Best,



Sohail Basirat  
[REDACTED]



have fun. be amazing.



## Jackson Grimes

---

**From:** Kristin Koch <[REDACTED]m>  
**Sent:** Friday, January 26, 2018 12:06 PM  
**To:** Travis Owens  
**Subject:** Gaston/Garland/Grand

I recently saw a post on NextDoor regarding the proposal for the Gaston/Garland/Grand intersection and was told that you are the person to contact with my opinion. The person who wrote the NextDoor post showed your plan - to make a better working intersection in a similar configuration, and a plan drawn up by residents of Lakewood that would change this intersection to be a T, reducing the entrance to Gaston to one lane. I really hope you will be sticking with your design. It is well thought out and will make intersection safer and flow better. While I feel for the residents of Lakewood, sadly Gaston Ave is the only way for those of us who live east of the lake to get to/from our downtown jobs without being forced onto a highway. Dallas is a booming city and Gaston Ave hasn't been a quiet residential street for a very long time. I do think that people drive way too fast down Gaston, so I would agree something should be done about that, but trying to limit cars from using Gaston is a bad idea. All that will do is back traffic up further and make people angrier. It will also affect the businesses that have gone up in the area. I'm all for making Dallas more pedestrian/bike friendly, but making the one option for through-town travel inconvenient and inaccessible for those of us who need it, isn't the answer.

Thank you for your time and for hearing what I have to say.

Kristin Koch  
[REDACTED]

## Jackson Grimes

---

**From:** Beth Kochur [REDACTED] >  
**Sent:** Saturday, January 27, 2018 2:30 PM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/Grand

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

I support Option 2.

Beth Kochur  
[REDACTED]  
[REDACTED]

## Jackson Grimes

---

**Sent:** Wednesday, January 24, 2018 12:55 PM  
**To:** Travis Owens  
**Subject:** Gaston and Garland Road and Grand

Take curve out h. Have stop lights and turning lanes. Get rid of yield sign . But better make sure lights and traffic follow. GUESS T would be best option. I live in area. Think Great idea. Even putting above cross walk . Safety.

Sent from the Yahoo Mail app. [Get yours!](#)

## Jackson Grimes

---

**From:** betty prising <[REDACTED]>  
**Sent:** Thursday, January 25, 2018 8:51 AM  
**To:** Travis Owens  
**Subject:** Garland Rd/Gaston

I vote for option #2

## Jackson Grimes

---

**From:** Paul Haney <[REDACTED]>  
**Sent:** Friday, January 26, 2018 11:56 AM  
**To:** Travis Owens  
**Subject:** Option 2 for Garland/Gaston/ E. Grand

I support option 2 for this intersection. The City did a horrible planning job allowing all those retail businesses on the north side. Our city government is idiotic and corrupt to the hilt. It won't change until people vote for real managers rather than the racist community activists.

Paul Haney  
[REDACTED]

## Jackson Grimes

---

**From:** Becky Milne [REDACTED] >  
**Sent:** Saturday, January 27, 2018 1:16 PM  
**To:** Travis Owens  
**Subject:** Gaston, Grand, Garland Road intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

I am writing concerning the proposed changes to the intersection at Gaston, Grand and Garland in East Dallas. That is such a busy intersection because many of us who live on the east side of White Rock Lake use Garland Road to travel to Gaston Avenue to get into Lakewood for shopping in the Lakewood area. If there were only 1 turn lane for turning from Garland Road onto Gaston Ave the traffic backup would be a nightmare. I encourage you to approve the "option 2" plan for that intersection, where there are 2 lanes for turning right off Garland Road onto Gaston Ave - just as there are currently 2 lanes for that turn.

Thank you,  
Rebecca Milne  
Lochwood resident who frequently travels to Lakewood via Garland Road to Gaston

## Jackson Grimes

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**Sent:** Wednesday, January 24, 2018 12:48 PM  
**To:** Travis Owens  
**Subject:** Comment: Garland/Gaston/Grand intersection plans

Mr. Owens,

Of the two suggested plans I've seen, I distinctly disapprove of the plan that would limit Gaston to 1 lane. According to what I've read, that is Plan 1? If so, I prefer Plan 2.

Nancy Friedel  




Virus-free. [www.avg.com](http://www.avg.com)

## Jackson Grimes

---

**From:** Mark Stevenson <[REDACTED]>  
**Sent:** Thursday, January 25, 2018 2:23 PM  
**To:** Travis Owens  
**Subject:** Gaston/Garland/Grand Intersection

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Travis,

We live in Hillridge just South of Forest Hills and we travel through this intersection daily for work, school, shopping, fitness and more. We support "Option 2" that would allow for TWO lanes from Garland to Gaston.

Please do not support any 1 lane options. There is simply too much traffic that must pass through this vital intersection.

Regards,

Mark Stevenson

Partner/Technology Solutions Manager

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



## Jackson Grimes

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**From:** Olivia Lomax [REDACTED]  
**Sent:** Friday, January 26, 2018 9:56 AM  
**To:** Travis Owens  
**Subject:** Grand, Garland, Gaston Intersection

Travis,

As a 15 year resident of the White Rock Lake area , I wanted to express my support for Option #2 of the proposed intersection changes.

Thank you  
John LaPrade

[REDACTED]

## Jackson Grimes

---

**From:** Terry <[REDACTED]>  
**Sent:** Saturday, January 27, 2018 1:12 PM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/ Grand intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Please leave this intersection alone. If you go with your new plans it's going to be worse than the kayak whitewater fiasco on the Trinity & you will eventually have to spend millions to return this intersection back to the way it is now. Too many people use this as a way to work every morning. It will block traffic up for miles down Garland Rd. That new traffic light you put up on Gaston in the intersection needs to come down too. Move the traffic light further up the road to the other entrance if you must have one not in the middle of a turn. Best Idea: Leave the intersection alone. It has worked perfectly fine for 50 years that I am personally aware of. If it ain't broke don't fix it. You are supposed to be the Dept. of Transportation which implies you should help traffic not become the Dept. of Transportation Bottlenecks.

## Jackson Grimes

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**From:** GLORIA TARPLEY [REDACTED] >  
**Sent:** Wednesday, January 24, 2018 1:54 PM  
**To:** Travis Owens  
**Subject:** Three G intersection...

Hello, Mr. Owens,

I am writing to support TxDOT's proposed redesign of the Garland/Gaston/Grand interchange. What has been a dangerous interchange will become much more orderly and safe, while efficiently moving traffic. I understand that there is some concern from the folks in Lakewood that this design will funnel a lot more traffic onto Gaston, and I believe that view is incorrect. I believe the TxDOT design recognizes the existing traffic patterns — and acknowledges that much of the traffic coming from the Arboretum direction to Lakewood and then on to downtown is going to need to be accommodated. It is not there because there are two lanes that turn onto Gaston and individuals will simply turn like lemmings — the traffic is there because people are choosing to go to destinations in that direction. I know TxDOT has done extensive research and design in reviewing this intersection, and I applaud the solution you've come up with — now we're excited to see it come into being!

With thanks,  
Gloria Tarpley

Gloria M. Tarpley  
[REDACTED]

## Jackson Grimes

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**From:** Donaldson, Carrie <[REDACTED]>  
**Sent:** Thursday, January 25, 2018 1:34 PM  
**To:** Travis Owens  
**Subject:** SUPPORT OPTION 2

I support **OPTION 2 for the Garland/Gaston/ Grand intersection in Dallas Texas.** Option 1 makes no sense.

Thank you,

Carrie

*Belief Connectedness Developer Harmony Responsibility*

Carrie Donaldson  
[REDACTED]

## Jackson Grimes

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**From:** [REDACTED]  
**Sent:** Friday, January 26, 2018 9:45 AM  
**To:** Travis Owens  
**Subject:** Re: Grand/Garland/Gaston

That would be great. Thanks!

Sent from my iPhone

> On Jan 26, 2018, at 9:41 AM, Travis Owens <Travis.Owens@txdot.gov> wrote:

>

> Yes. We can make your comment anonymous if you would like.

>

> Travis

>

> -----Original Message-----

> From: [REDACTED]

> Sent: Friday, January 26, 2018 9:39 AM

> To: Travis Owens

> Subject: Re: Grand/Garland/Gaston

>

> Thanks Travis. Is it possible to include my comment without attaching my name to it?

>

> Sent from my iPhone

>

>> On Jan 26, 2018, at 8:46 AM, Travis Owens <Travis.Owens@txdot.gov> wrote:

>>

>> Thank you for your input. This comment will be included as part of the official public meeting comments.

>>

>> Please let me know if you have any questions.

>>

>> Travis

>>

>> Travis Owens, P.E.

>> Advance Project Development

>> TxDOT Dallas District

>> travis.owens@txdot.gov

>> 214-320-6625

>>

>> -----Original Message-----

>> From: [REDACTED]

>> Sent: Thursday, January 25, 2018 9:18 PM

>> To: Travis Owens

>> Subject: Grand/Garland/Gaston

>>

>> Hi Travis,

>>

>> I wanted to let you know that I live on Coronado Avenue in Lakewood Hills and I support "Option 2" (TxDot's proposal) for the GGG intersection.

>>

>> I greatly fear that if the T intersection option is selected, in an effort to bypass the congestion caused by the design, commuters will instead come through our Lakewood Hills neighborhood (the "C" streets") in order to access Lakewood. Lakewood Hills is a VERY family oriented neighborhood with lots of young children playing on the streets and many new homes being built. An influx of traffic trying to bypass the new intersection and fly through the neighborhood is a concern for families here now and those moving to the area.

>>

>> I also appreciate the access points to the Santa Fe trail and the improved crosswalk design included in TxDot's proposal. People absolutely fly around the corner by Raising Cane's, and a light there (and at all crosswalks) would help tremendously.

>>

>> I appreciate your consideration and eagerly await the final decision.

>>

>> All the best,

>> [REDACTED]

>>

>> Sent from my iPhone

>> [Connecting Texans to what matters most. Texas Department of Transportation: 1917-2017 #txdot100]<<http://www.dot.state.tx.us/txdot100/>>

> [Connecting Texans to what matters most. Texas Department of Transportation: 1917-2017 #txdot100]<<http://www.dot.state.tx.us/txdot100/>>

## Jackson Grimes

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**From:** Patricia Parrish <[REDACTED]>  
**Sent:** Saturday, January 27, 2018 9:06 AM  
**To:** Travis Owens  
**Subject:** Gaston Garland Plans

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

I am so grateful to everyone that has worked so hard on the plans! I definitely see that PLAN #2 has a much better possibility for safety, beauty, and flow through this congested area.

Now there just needs to be better traffic flow options in the shopping center.

Cain's entrance should only be through the shopping center and the main entrance in Tucker street. That entrance must be reworked so that it is safer for cars to enter and exit. It's got to be wider and with a more gracious entry curve to it- helping cars turn more easily into the center and giving a way for cars to come out and stay in the far lane. The way it is now, the turn is so sharp and abrupt, a car has to swerve out into the middle lane when exiting or they hit the curb. Also I've seen too many cars hit that dividing median in there! It's too small to see and big enough to really do damage to cars!

Maybe it could just be a "warning hump"??

That's my 2 cents worth. It's getting better all the time!

Sincerely,

Patricia Parrish  
[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from my iPhone

## Jackson Grimes

---

**From:** Artie Clark <[REDACTED]>  
**Sent:** Wednesday, January 24, 2018 12:47 PM  
**To:** Travis Owens  
**Subject:** Support for TxDot Reverse T at 3G intersection

Dear Travis,

My name is Arturo Clark, I'm a homeowner in the Hillrigde neighborhood. I wanted to support TxDot's reverse T proposal for the triple G intersection. Narrowing passage on Gaston like suggested by some neighbors would be detrimental to our neighborhoods, which rely on Lakewood as a hub for shopping, eating, and entertainment.

Kind regards,

Arturo

## Jackson Grimes

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**From:** Joe Esposito [REDACTED]  
**Sent:** Thursday, January 25, 2018 12:48 PM  
**To:** Travis Owens  
**Subject:** Garland - Gaston - Grand Intersection

As a resident of Old Lake Highlands and a frequent user of the Garland-Gaston-Grand intersection, I am writing you to express my support for TxDOT's proposed redesign of this intersection. I, as well as my fellow neighbors, do not support the East Dallas Coalition alternate plan for this intersection, which limits access to Gaston Ave to one lane. I was unable to attend the recent public forum, but I wanted to send you a message to show my support for TxDOT's plan.

Please advise if I should send this message to somebody else instead.

Thanks.

--

Joseph F. Esposito, Esq.  
[REDACTED]

## Jackson Grimes

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**From:** Chris Wilcutt <[REDACTED]>  
**Sent:** Friday, January 26, 2018 7:34 AM  
**To:** Travis Owens  
**Subject:** Gaston/Garland/East Grand

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Regarding the Gaston/Garland/East Grand intersection, I vote option 2.

Chris

[Sent from Yahoo Mail on Android](#)

## Jackson Grimes

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**From:** Patrick Duron <[REDACTED]>  
**Sent:** Wednesday, January 24, 2018 1:35 PM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/Grand Intersection

Mr. Owens,

I'm responding to a concerned citizen regarding article in Nextdoor. I understand the folks that live up and down Gaston is frustrated with the heavy, and at times speeding traffic. I live off Garland Rd. and Buckner. I commute to downtown from Garland Rd. up Gaston daily and return the same way in the evening. There is no way Gaston can become residential only from what I see in the photo. **My vote is Option 2.** Modernized, widen and update intersection including better signage regarding turn only lanes.

Thank you

Patrick Duron

## Jackson Grimes

---

**From:** Cindy Wabner [REDACTED]  
**Sent:** Thursday, January 25, 2018 12:44 PM  
**To:** Travis Owens  
**Subject:** Garland, Grand & Gaston

Dear Mr. Owens,

Thank you and your team for your help with the traffic options for the 3G intersection. We have lived in the Lakewood area for 13 years and now have flipped the lake and lived in Forest Hills for 17 years.

Of the two proposals I am in favor of your teams "reverse T" drawing.

Unfortunately, our neighborhoods are growing and traffic is going to be an increasing issue to control. The early planning of our city deemed Gaston as a major thorough fare around the lake and to Baylor Hospital as well as downtown Dallas.

Whiterock Lake is the jewel of parks in our city. The Dallas Arboretum and the lake bring millions of visitors to our community. I do not believe we can lessen the traffic of Gaston without placing many smaller streets in dangerous traffic patterns that they were not designed to manage. This alternate "T" plan does not have the thoughtfulness of the entire Dallas area.

Thank you for your talents and support for the safety of our residents in solving this traffic intersection.

Gratefully, Cindy Wabner  
[REDACTED]  
[REDACTED]

Sent from my iPhone

## Jackson Grimes

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**From:** STEVEN HAUK [REDACTED] >  
**Sent:** Friday, January 26, 2018 9:57 PM  
**To:** Travis Owens  
**Subject:** 3G Intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Mr. Owens:

The designs I've seen for proposed configurations at the intersection of Gaston and Grand/Garland have their good points and bad points. I believe the best compromise is to make it what I consider to be a conventional intersection, approximately 90 degrees.

No separate right turn lane from Gaston to Grand is necessary. We don't really even need one from Garland to Gaston. I believe the best plan is a design that gives priority to moving vehicles from Garland to Grand in the morning, and from Grand to Garland in the evening. Regardless of how many lanes we ultimately have on Gaston, the best plan is to encourage downtown commuters to go to the freeway.

That said, the downstream effect could be substantial. This would seem to add quite a bit of traffic to Grand and cut-through connections like Winslow and Phillip Ave. It's not a perfect plan, but better than a design that makes the turn into Gaston even more attractive.

Steven Hauk  
[REDACTED]

## Jackson Grimes

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**From:** Megan Germain [REDACTED] >  
**Sent:** Wednesday, January 24, 2018 12:26 PM  
**To:** Travis Owens  
**Subject:** Garland/ Gaston/ Grand Intersection

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Mr. Owens,

Please support option 2 for the Garland/ Gaston/ Grand intersection in Dallas. Please do not support any options that narrow parts of such a busy intersection to one lane and essentially cut off part of our neighborhood. As a resident near this intersection who visits these local businesses frequently, I hope to be heard in this matter

Thank you and have a wonderful day,  
Megan Germain

Sent from my iPhone

## Jackson Grimes

---

**From:** William McFarland <[REDACTED]>  
**Sent:** Thursday, January 25, 2018 11:59 AM  
**To:** Travis Owens  
**Subject:** Dallas - Garland/Gaston/Grand intersection

Travis,

I am writing you in response to the proposed Garland/Gaston/Grand intersection. I emphatically support option 2 which is the layout proposed by Txdot. This scheme keeps Gaston with 2 lanes on each side. I use this every day to get from my home to work.

I am a member of the YMCA on Gaston Ave, I shop at the Tom Thumb, buy my dogs food at the PetSmart, go to the Starbucks, and am excited about the new brewery. I also commute to work on Gaston. **I SUPPORT the “Reverse T” Option that was presented by TxDot.** I pass through this intersection a minimum of 2 times every day and believe the scheme you are proposing will help the flow of traffic and work to improve this area of town. This intersection is a bit run down at the moment, but the Raising Canes and the Arboretum Village are starting to revitalize the area.

For those of us living east of white rock lake Gaston is a major thoroughfare to get around the lake. If Gaston lanes are reduce as proposed by the East Dallas Coalition, then the traffic burden will flood the neighboring streets and neighborhoods. There is already a large amount of traffic on Mockingbird , Northwest hwy, and Hwy 30. Please do not cut off East Dallas residents from the west side of the lake.

Thank you for your time.

William McFarland

## Jackson Grimes

---

**From:** mikila [REDACTED] >  
**Sent:** Wednesday, January 24, 2018 12:04 PM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/Grand

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I support Plan 2, the Reverse T!!!

The plan the neighborhoods came up with to reduce flow from Garland to Gaston is pretty ridiculous. It would make Garland going South unbearable. It would severely affect the businesses in the shopping center at that intersection, too.

Gaston is the logical (and acknowledged) route to East Dallas from neighborhoods "on the other side of the lake".

Sincerely,  
Mikila Zaorski - resident of Casa View Haven

## Jackson Grimes

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**From:** Stephen Kilbourn [REDACTED] >  
**Sent:** Thursday, January 25, 2018 11:55 AM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/Grand "3G" Intersection - yes to "Reverse T" intersection

Mr. Owens,

I'm a resident of East Dallas (75218). I was unable to attend the recent public meeting, but I have seen news reports that other neighborhoods are campaigning heavily to change the current proposal to their own black and white drawing that is better for their neighborhood, but would make traffic worse for those of us in East Dallas who shop, dine, and work off of Gaston. Please support the proposed "Reverse T" intersection design and not the one the neighborhood is pushing.

Thanks

Stephen Kilbourn  
[REDACTED]

--  
[REDACTED]

## Jackson Grimes

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**From:** Dave Donaldson [REDACTED] t>  
**Sent:** Wednesday, January 24, 2018 11:52 AM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/Grand

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Option 2 is our choice, we are in 75218 zip code for our home for 48 years

**C & D Traders**  
**Dave and Carrie Donaldson**

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**THERE ARE OLD TRADERS**  
**THERE ARE BOLD TRADERS**  
**BUT THERE AREN'T ANY OLD BOLD TRADERS**

### **STATEMENT OF CONFIDENTIALITY, PRIVILEGE FROM DISCLOSURE**

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## Jackson Grimes

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**From:** Michelle Bates [REDACTED] >  
**Sent:** Thursday, January 25, 2018 11:52 AM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/Grand intersection in Dallas, Texas

Dear Mr. Owens,

I am a resident around the Garland/Gaston/Grand intersection in Dallas, Texas and have reviewed both options for that unique intersection. I support the Option Two proposal.  
Thank you for your consideration.

Sincerely,  
Michelle Bates  
[REDACTED]

## Jackson Grimes

---

**From:** JoAnn Mulholland [REDACTED] >  
**Sent:** Wednesday, January 24, 2018 11:44 AM  
**To:** Travis Owens  
**Subject:** Garland?Gaston/Grand

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I support Option 2

## Jackson Grimes

---

**From:** Chelsea Carr [REDACTED] >  
**Sent:** Thursday, January 25, 2018 10:40 PM  
**To:** Travis Owens  
**Subject:** Support for TxDot Option 2

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Mr. Owens,

I would like to express my support for TxDot's reverse T intersection plan at Garland/Gaston/Grand in Dallas. I use this route to/from work and access is very important to me. I would not support any alternative plan to reduce lanes or access from the east of the lake to Lakewood.

Thank you,  
Chelsea Carr

[REDACTED]  
[REDACTED]

Sent from my iPhone

## Jackson Grimes

---

**From:** William Holston <[REDACTED]>  
**Sent:** Wednesday, January 24, 2018 11:40 AM  
**To:** Travis Owens  
**Subject:** GarlandGaston

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I drive Garland Road every morning to and from work. I work as the ED of a non profit on Swiss. I strongly favor Option Two, Any elimination of lanes is likely going to really be problematic for commuters from my great Casa View Neighborhood to Central Dallas.

Thanks!

bill

## Jackson Grimes

---

**From:** Ron <[REDACTED]>  
**Sent:** Thursday, January 25, 2018 6:42 PM  
**To:** Travis Owens  
**Subject:** Gaston/Garland Road Reno

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

I support Option 2

Thank you,  
Ronald G. Smith

Sent from my iPhone

## Jackson Grimes

---

**From:** Tami Beck [REDACTED] >  
**Sent:** Wednesday, January 24, 2018 11:34 AM  
**To:** Travis Owens  
**Subject:** Gaston- Garland- Grand Intersection - Dallas TX

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Travis

Hi I understand that we have till Feb 1st to give you our preferred choice for the design of the intersection. I'm going with option 2 as option 1 cuts us off from utilizing Gaston road from Garland.

Tami Fowler

Sent from my iPhone

## Jackson Grimes

---

**From:** Melanie Smith Lown <[REDACTED]>  
**Sent:** Wednesday, January 24, 2018 5:23 PM  
**To:** Travis Owens  
**Cc:** Brett Lown  
**Subject:** In Support of Option 2- TxDot for the Garland/Gaston/Grand intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Good afternoon,

We are writing to express our support of Option 2- TxDot for the Garland/Gaston/Grand intersection. As residents of Lakewood we frequently utilize Gaston Road. We live off our West Shore and believe that expressing our concern and opinion as residents of this community is imperative as it directly impacts our daily lives.

Thank you for your time and dedication to the city of Dallas,

Brett & Melanie Lown

## Jackson Grimes

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**From:** D Brown [REDACTED]  
**Sent:** Wednesday, January 24, 2018 5:20 PM  
**To:** Travis Owens  
**Subject:** Gaston/Garland/East Grand intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Mr. Owens,

I want to register my support for option #2 for this intersection. Traffic will be a nightmare and backup along Garland Road if option 1 is selected.

Please contact me if you need additional information.

Debbie Brown

Little Forest Hills Homeowner

## Jackson Grimes

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**From:** Julie Palencia [REDACTED]  
**Sent:** Wednesday, January 24, 2018 5:20 PM  
**To:** Travis Owens  
**Subject:** Gaston/Garland/Grand

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Good afternoon!

I am writing to express my satisfaction with the current selected plan for the intersection at Gaston and Garland. I believe that this is the best plan to keep up with all of the traffic going into the nearby east Dallas neighborhood. The restrictions that the "T" design possess would certainly increase the volume issues and therefore be less safe as well as increase already present traffic.

Thank you,  
Julie Palencia

Sent from my iPhone

## Jackson Grimes

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**From:** Kathy [REDACTED]  
**Sent:** Wednesday, January 24, 2018 4:52 PM  
**To:** Travis Owens  
**Subject:** Traffic Design at Garland & Gaston

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Hi Travis

I prefer the TxDot design or Option 2 that allows more traffic to head toward Lakewood. Thank you

:)Kathy Goodlett

[REDACTED]  
[REDACTED]  
Alger Park/Ash Creek Neighborhood

Sent from my iPhone  
Wag more Bark less

## Jackson Grimes

---

**From:** Dtame99 <[REDACTED]>  
**Sent:** Wednesday, January 24, 2018 8:06 PM  
**To:** Travis Owens  
**Subject:** Gaston/Garland/Grand

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Mr. Owens,

Our family lives in Forest Hills and we use the Triple G intersection multiple times a day commuting to school in Oak Lawn and work in downtown Dallas. We support and prefer the TxDOT option. Thanks!

Dana Marquez  
[REDACTED]

## Jackson Grimes

---

**From:** sbcglobal [REDACTED] >  
**Sent:** Wednesday, January 24, 2018 6:32 PM  
**To:** Travis Owens  
**Subject:** 3G intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

As a long time resident of East Dallas, I want to register my opinion on the 3G intersection. I live on the east side of the lake which means two options to get around it: Mockingbird and Gaston. Decreasing the turn lane from two to one means backing the traffic up on Garland Road, I know this is exactly what the neighborhoods west of Dallas are hoping to achieve so that people will drive down Grand to 30. I know this because I know people personally involved in this endeavor.

We won't go down to 30 - many of us have to get to places on Gaston and it is completely out of our way. I don't know how the Lakewood area businesses feel about losing our business but inevitably as we get fed up with being "rerouted" that is what will happen. I personally will likely end up driving through their neighborhoods long before I drive all the way down Grand and get on 30 (what I consider to be a dangerous and congested highway).

We on the east side don't have choices. You do - you can cut us off from the city or not. Between the "neighborhood" option and the Tx Dot option - I choose Tx Dot.

If there is anywhere else I need to register this opinion please let me know.

Thank you,  
Helen Kenedi

[REDACTED]  
[REDACTED]

Sent from my iPhone

## Jackson Grimes

---

**From:** Cathy Gillespie <[REDACTED]>  
**Sent:** Wednesday, January 24, 2018 5:54 PM  
**To:** Travis Owens  
**Subject:** Garland and Gaston

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Mr Owens

Thank you for all that you were doing to improve the Gaston Garland intersection. I've lived in that area and use that intersection for 24 years now. Honestly I don't think it's that bad but I know others have a hard time with it. We were the only bad part is when traffic coming from grand going north on Gaston does not yield to traffic coming from Garland Road going north on Gaston. Beyond that, the intersection works.

That said, I wanted to give my support to the option provided by TXDot. I think the alternative option to make Gaston Road in that area one lane is not workable. There's already so much traffic on Gaston, the idea of narrowing it to just two lanes to me makes no sense.

Again, thank you for all your work on this.

Cathy Gillespie

Sent from my iPhone

## Jackson Grimes

---

**From:** [REDACTED]  
**Sent:** Wednesday, January 24, 2018 5:40 PM  
**To:** Travis Owens  
**Subject:** Garland/Gaston/Grand intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

I support TXDot's "Option 2" -- Garland/Gaston has always been a thoroughfare from northeast Dallas to downtown Dallas. Attempting to pinch off traffic to benefit property values in Lakewood is ridiculous. If they want to keep the world and their neighbors out, they should move to the park cities where that sort of thing is popular. I'm a resident of east Dallas since 1984. In east Dallas, we need good roads that allow traffic to flow to keep down air pollution from idling cars.

Thanks for listening.

Sue Koriath  
Lochwood neighborhood  
[REDACTED]

## Jackson Grimes

---

**From:** Elise Howard [REDACTED]  
**Sent:** Wednesday, January 24, 2018 5:34 PM  
**To:** Travis Owens  
**Subject:** Option 2

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

I urge you to vote Option 2.

We live on Lakewood Blvd and care deeply about this issue.

## Jackson Grimes

---

**From:** Michael Parkey [REDACTED]  
**Sent:** Wednesday, January 24, 2018 5:30 PM  
**To:** Travis Owens  
**Subject:** Gaston-Garland-Grand intersection

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

I support TxDot's current proposal for a reverse -T intersection.

Michael Parkey, ASLA



[REDACTED]

*To plant a tree is an act of hope.*



Virus-free. [www.avast.com](http://www.avast.com)

## Jackson Grimes

---

**Sent:** Friday, February 02, 2018 10:30 AM  
**To:** Travis Owens  
**Subject:** 3-G Intersection Improvement - Yes: Option 2

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Dear Mr. Owens,

I missed the last public meeting regarding the SH78/Garland/E. Grand at Gaston Intersection. I did attend all the previous meetings and appreciate the time, attention and effort that went into coming up with viable solutions for this seemingly unworkable intersection.

First I would like to say that Option 2, the reverse T intersection that requires all traffic to stop and/or yield at a signal seems to be the best solution for this heavily traveled area. I believe that it will slow traffic through our neighborhood and alleviate the confusion regarding traffic yielding versus having right-of-way.

I have been very upset to see that there is a rather vocal contingent who never attended earlier meetings suddenly wanting the intersection to reduce traffic on Gaston Ave. by forcing traffic further down East Grand Ave. The Alternate T intersection that they propose would back up traffic further down Garland Rd. and will also force more traffic down our side streets. As a resident of La Vista Dr., I have seen the traffic that results from any lane closures or accidents on Gaston Avenue and my neighbors on the less traveled streets have seen it as well.

Gaston is the only major thoroughfare on this side of the lake and the best option for a route to Lakewood, East Dallas and Downtown. I knew that when I moved to this neighborhood over 20 years ago and so does anyone who chose to purchase a house on Gaston Ave.

The people who are most vocal in opposition to the TXDOT plan seem to be unaware of the traffic problems and solutions that were spelled out in earlier meetings, have not lived in our neighborhood long enough to see the history behind attempts to improve the intersection or would prefer that Gaston Ave. be reserved for Lakewood residents only.

I appreciate the work that went into the collaboration of the many entities involved, including gathering the ideas and feedback from surrounding neighborhoods.

Thank you,

Laura Jekot

[REDACTED]

[REDACTED]

[REDACTED]

## Jackson Grimes

---

**From:** Melanie Vanlandingham <[REDACTED]>  
**Sent:** Friday, February 02, 2018 5:33 PM  
**To:** Travis Owens; Charles Tapp; Michelle Raglon  
**Attachments:** SH 78 at Gaston - email to TxDOT - COMMENTS Feb 2 2018.pdf

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Good afternoon,

Attached are comments regarding the proposed intersection improvements at SH 78 at Gaston Avenue. CSJ : 0009-02-067.

These comments have been mailed as well, postmarked today.

I look forward to working with TxDOT, the City of Dallas, community advocates, East Dallas residents and neighborhoods to build greater consensus for moving forward on this very important and strategic transportation effort!

-Regards,  
Melanie Vanlandingham

[REDACTED]  
[REDACTED]  
[REDACTED]

## Jackson Grimes

---

**From:** Joanna Hampton [REDACTED] >  
**Sent:** Friday, February 02, 2018 5:21 PM  
**To:** Travis Owens; Charles Tapp; Michelle Raglon  
**Subject:** SH78 at Gaston Av : 1/19/2018 meeting comments

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Good afternoon.

Below are my comments on proposed intersection improvements at SH 78 at Gaston Av CSJ : 0009-02-067

- Intersection improvements should consider full traffic network beyond this intersection
- Gaston Ave is primarily residential in character & serves as a connector for the neighborhoods and communities on both sides of White Rock Lake
- improvements should provide enhanced pedestrian access, trail connections and safety improvements
- the existing un-signalized right turn design at Gaston is a factor to consider in existing traffic flow & counts. Re-enforcing this traffic movement in the new design may not provide the best solution for long-term community goals
- under utilized roadway capacity of the surrounding street network should be considered
- planning goals of the I-30 'East Corridor ' project should be considered with this project planning
- City of Dallas roadway improvements such as Abrams-Columbia Complete Streets project should be included in this project review.

Thank you.

Joanna L Hampton  
[REDACTED]  
[REDACTED]  
[REDACTED]

## Jackson Grimes

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**From:** David J. Pittman <[REDACTED]>  
**Sent:** Friday, February 02, 2018 4:33 PM  
**To:** Travis Owens; David Pittman; Gary Griffith; Darlene Ellison; Fred Welsh; Mike Nurre; john botefuhr; Brad Grist  
**Subject:** Hwy 78/3G's... TxDOT, City of Dallas, and East Dallas Residents/Businesses

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

I am writing you today in relation to the Hwy 78/3G's Project in East Dallas.

Many neighborhoods, residents, businesses, and groups (White Rock Partnership; Garland Road Vision; Greater East Dallas Chamber; Safer Dallas; Garland Road Vision; GEDCC E&G; Santa Fe Trails, City of Dallas) have promoted and been involved in this process for 3 years to get and work with our Texas Legislators, TxDOT, Dallas City Councilmen to renovate, fix, and fund the 3G's/Hwy 78. Through this time and especially the 3 large Public Meetings in 2017 sponsored by TxDOT for Public Input and resulting in 5 different Plans, much care was taken to consider traffic flow, neighborhoods, safety, pedestrians, runners, bikers, businesses, and beauty.

The Plan, Option 2, Reverse T was selected out of the 5 plans. It has been approved and primarily funded by TxDOT and voted on by Dallas City Council and funded in the recent bond program after many hours of work and public input in 2017 by many neighbors, businesses, and WR Groups as above.

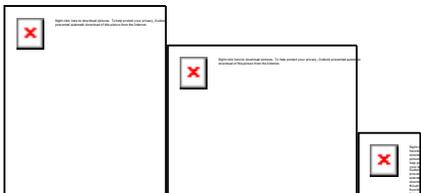
The majority of Garland Road Traffic flows right onto Gaston to go to neighborhoods, WR YMCA, Greenville Ave, Baylor Hospital, Deep Ellum, Farmers Market and Downtown Dallas as well as back again. This traffic is growing due to the popularity of Lakewood, East Dallas and Downtown. Very little traffic is going to IH 30 or Fair Park and Option 2 Reverse T does not divert traffic from IH 30 through the neighborhoods. Two lanes do not promote more traffic onto Gaston but allow the traffic to flow well vs. backing it up by stopping it. The traffic for Gaston has always been heavy and will continue. And the majority is not destined for nor goes to IH 30.

We wish to compliment TxDOT and the City of Dallas for their hard work over these years with our groups and residents. We urge them to continue to move forward with 3G's and fund/implement it's benefit for the many neighborhoods and businesses in East Dallas.

### **David J. Pittman**

White Rock Partnership, Chairman  
PIMCO Institutional Investments, SVP Retired  
University of Texas Congressional Advocate

[REDACTED]  
[REDACTED]



## Jackson Grimes

---

**From:** Michelle Raglon <Michelle.Raglon@txdot.gov>  
**Sent:** Friday, February 02, 2018 1:55 PM  
**To:** Travis Owens; Charles Tapp  
**Cc:** Christine Polito  
**Subject:** FW: TxDOT Internet E-Mail

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

-----Original Message-----

From: Susie Williams  
Sent: Friday, February 02, 2018 1:14 PM  
To: Tony Hartzel; Michelle Raglon  
Subject: FW: TxDOT Internet E-Mail

-----Original Message-----

From: [REDACTED]  
Sent: Friday, February 02, 2018 10:58 AM  
To: Wandra James; DALINFO  
Subject: TxDOT Internet E-Mail

Name: Mr. Sara and Gary Ah [REDACTED]

Address:

[REDACTED]

[REDACTED]

Phone:

[REDACTED]

Requested Contact Method: Email

Reason for Contact: Customer Service

Complaint: No

Comment: As East Dallas residents, we want you to know that we support the TXDOT plan for the Garland/Grand intersection. It's a great idea. Our neighbors are crazy:)

## Jackson Grimes

---

**From:** Benjamin Thomas [REDACTED]  
**Sent:** Friday, February 02, 2018 12:53 PM  
**To:** Travis Owens  
**Cc:** eric.johnson@house.texas.gov; mark.clayton@dallascityhall.com;  
karen.levingston@dallascityhall.com; mary.elbanna@house.texas.gov  
**Subject:** Comments Regarding Improvement of "3G" Intersection (CSJ: 0009-02-067)  
**Attachments:** Gaston Letter.pdf

**Follow Up Flag:** Flag for follow up  
**Flag Status:** Flagged

Dear Mr. Owens:

Find attached my written comments concerning intersection improvement at Grand-Garland-Gaston in Dallas (CSJ: 0009-02-067). Please include these comments in the Public Meeting Summary regarding the January 18, 2018 meeting on this subject.

And thank you for your hard work on this project.

Sincerely,  
Ben Thomas

cc: Rep. Eric Johnson, Councilman Mark Clayton

--

All best,  
Ben



MEETING COMMENT FORM  
Proposed Intersection Improvement  
SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue Dallas County, Texas  
January 18, 2018 6:00 PM to 6:00 PM

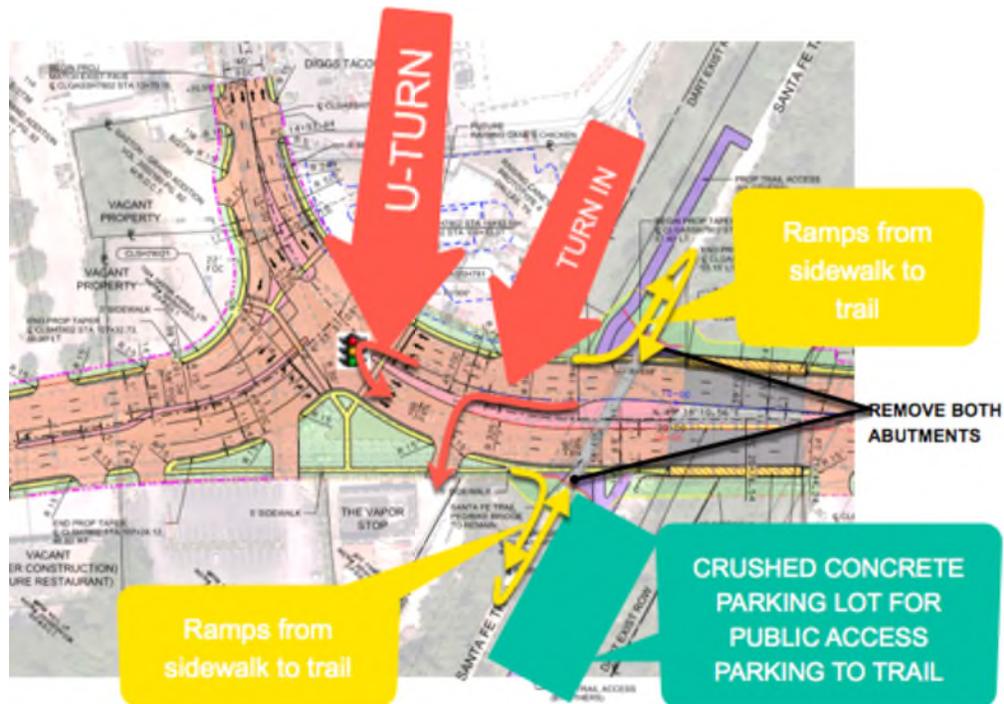
**The Texas Department of Transportation is seeking your comments on the proposed project. All written comments are welcome. All written comments must be postmarked by February 2, 2018**

I am the owner of [REDACTED] (Skate Shop location) and support the most recent plan and think it will be good to slow down the North bound traffic and adding the green space in front of my building. Despite the fact this probably harms my property more than anyone else due to the reduction in access the green space creates, I think its worth it to create a more pedestrian friendly intersection which I believe will also slow down traffic and cause people to seek other routes.

I would like to have a turn lane added to access my property from Southbound East Grand and cars be allowed to make a U-turn at this light so people can get into my property. Given most of my access has been removed, its essential people can access my property as easily as possible.

I would also hope that access ramps to the trails can be made on both sides of the street where people can go up a ramp from the sidewalks at street level to the trails. By putting these ramps on both sides, this allows the bridge to be used for people walking, running or biking to cross over East Grand safely. After the removal of the abutments on both sides, there will be more than enough room. The property on the North side of the Sante Fe trail should be used for public parking to access the trail. This is 5 acres currently inhabited by vagrants and is littered with trash. A gravel parking lot made of recycled concrete is both "green" and very affordable to construct and maintain. (See diagram below illustrating what I am proposing).

I would also like to convey that I think this intersection issue has been hijacked by irrational Gaston avenue residents and neighbors who are taking out their frustrations over traffic that has been there for the life of Gaston avenues existence. Traffic isn't being forced onto Gaston from this redesign plus there is a light at Tucker further slowing down traffic. Gaston has always been in interior thoroughfare like Abrams/Lovers/Mockingbird and its ridiculous to expect this to change and even more ridiculous to conclude this intersection redesign is the cause of their frustrations.



Jeff Fairey [REDACTED]

## Dave Young

---

**From:** Sandra Williams <Sandra.Williams2@txdot.gov>  
**Sent:** Friday, February 02, 2018 6:55 AM  
**To:** Dave Young  
**Cc:** Christine Polito; Travis Owens; Charles Tapp  
**Subject:** FW: "3G" Improvements in East Dallas  
**Attachments:** image003.jpg; ATT00001.htm; 2018 02 02 Michelle Raglon.pdf; ATT00002.htm

Good Morning Dave, please include this letter of support from the Greater East Dallas Chamber of Commerce (GEDCC) Board as part of the public meeting summary comment/response matrix. Thank you.

**Sandra Williams**  
**Environmental Specialist**  
*Dallas District- Advance Project Development (APD)*

**Office Address:**  
**Texas Department of Transportation**  
4777 E. Highway 80  
Mesquite, TX 75150-6643  
Office: (214) 320-6686  
Fax: (214) 320-4470  
Email Address: [Sandra.williams2@txdot.gov](mailto:Sandra.williams2@txdot.gov)

---

**From:** Michelle Raglon  
**Sent:** Friday, February 02, 2018 6:14 AM  
**To:** Travis Owens; Tony Hartzel  
**Cc:** Mo Bur; Ceason Clemens; Dan Perge; Lani Marshall; Charles Tapp; Sandra Williams; Christine Polito; Donna Huerta  
**Subject:** Fwd: "3G" Improvements in East Dallas

Sent from my iPhone

Begin forwarded message:

**From:** Deborah [REDACTED]  
**Date:** February 2, 2018 at 6:04:06 AM CST  
**To:** <[michelle.raglon@txdot.gov](mailto:michelle.raglon@txdot.gov)>  
**Subject:** "3G" Improvements in East Dallas

Good morning/afternoon,

The Greater East Dallas Chamber of Commerce (GEDCC) Board would like to once again echo our previous support of TxDOT's process and due diligence relating to the "3G" improvements, and **have attached a letter of support for your review.**

The purpose of the Greater East Dallas Chamber of Commerce is to promote the cultural, educational and industrial interests of the East Dallas Area so that its businesses, neighborhoods, and citizens shall prosper.

The multifaceted approach of the GEDCC provides benefits to our over 200 members in a variety of different ways. We offer a number of forums for the promotion of all of our member businesses. We are also proud to provide our members with relevant information regarding the East Dallas community, as well as insight into local, state and national government issues. The events that provide a conduit for these benefits, and others, include our monthly luncheons that highlight a variety of topics addressed by featured keynote speakers. We also present an annual Economic Summit, essentially a "state of the union", with respect to the Dallas Economy. Member businesses and guests are encouraged to gather and exchange information through our numerous networking events, including our Business After Hours events, which are hosted by a spotlighted member business. A variety of Sponsorship opportunities are available for our events and chamber gatherings.

For more information about GEDCC, please visit <http://www.eastdallaschamber.com>, call 214-328-4100, or e-mail [admin@eastdallaschamber.com](mailto:admin@eastdallaschamber.com).

Please direct all media inquiries to our Marketing & Communications Chair, Gretchen Darby, at [marketing@eastdallaschamber.com](mailto:marketing@eastdallaschamber.com).

Thank you,





## **E. Figures**

Photographs  
Public Meeting Schematic Design  
Public Meeting Handout  
Public Meeting Presentation  
Public Meeting Exhibits  
East Dallas Neighborhood Coalition Handouts



Wayfinding sign located at the Garland Road/East Grand Avenue/Gaston Avenue (3G) intersection (facing southeast).



Wayfinding sign located at the 3G intersection (facing northeast).



Wayfinding sign located at the intersection of Winstead Drive and Garland Road (facing southeast).



Wayfinding sign located on San Rafael Drive near Garland Road (facing northwest).



Wayfinding sign located along Garland Road north of Breezewood Lane (facing northeast).



Wayfinding sign located at the intersection of Garland Road and Whittier Avenue (facing northeast).



Wayfinding sign located along Garland Road south of Buckner Boulevard (facing southwest).



Wayfinding sign located at the intersection of Garland Road and Ballymote Drive (facing southwest).



Wayfinding sign located along Garland Avenue north of the northern entrance of Dallas Arboretum (facing southwest).



Wayfinding sign at the entrance to the Main Gate of Dallas Arboretum (facing southwest).



Sign welcoming the public to the Public Meeting.



Registration table for the Public Meeting.



Chairs and projection screen for rolling project description PowerPoint.



Additional view of chairs and projection screen for rolling project description PowerPoint.



Citizens watching the PowerPoint.



Projection Screen for the PowerPoint. A court reporter was located in bottom left corner of this photograph to take statements from citizens.



Comment table with Comment Form Box (second comment table in background).



Schematic layout on two tables.



Other comment table, schematic layouts, TxDOT Right-of-Way (ROW) Staff table (right of photograph), and City of Dallas Staff table (left of photograph - behind schematic layouts).



Citizens at the schematic layouts, comment tables, and ROW table.



East Dallas Coalition of Neighborhoods Table adjacent to the Public Meeting Registration Table.





**STATE HIGHWAY (SH) 78 (GARLAND RD/EAST GRAND AVE) AT GASTON AVENUE INTERSECTION IMPROVEMENTS**

DALLAS COUNTY, TEXAS  
CSJ 0009-02-067

Public Meeting (Open House) - 6:00 p.m. – 8:00 p.m.  
Dallas Arboretum – Rosine Hall  
8525 Garland Road, Dallas, Texas

January 18, 2018



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

## Public Meeting Objective



The objective of this meeting is to present in-progress project information, provide an update from previously conducted public outreach efforts, and receive public comment on the *SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue Intersection Improvement Project*.

***WE WELCOME AND VALUE YOUR INPUT.***





## Project Needs

- Improve pedestrian safety
- Improve traffic operations
- Address current and projected traffic demands
- Address facility deficiencies
- Improve incident management and emergency response

## Project Goals

- Improve mobility
- Minimize potential right-of-way impacts
- Minimize potential environmental impacts
- Enhance corridor aesthetics



## Project Background

- August 2015
  - State Representatives Eric Johnson & Kenneth Sheets requested TxDOT to conduct a feasibility study for SH 78 @ Gaston Avenue
  - Focus on permanent improvements, including sidewalks and bicycle/pedestrian accommodations

## Public Involvement Efforts - Meetings



### Stakeholder Meeting

- May 16, 2016 – Samuell Grand Recreational Center
  - Requested stakeholder input on project study
  - Group Work Sessions used to determine stakeholder concerns, ideas, and suggestions for intersection improvements

### Meetings with Affected Property Owners (MAPO)/ Stakeholder Meetings

- September 7, 2016 – Mount Auburn Elementary School
  - Presented potential project concept alternatives (6) to solicit public comments, including No-Build/"Do Nothing" alternative
  - Comments received were taken into consideration in selection of a preferred alternative to be presented in the fall/winter of 2016
- December 12, 2016 – Mount Auburn Elementary School
  - Present the selected alternative and solicit comments
  - Comments received were considered as TxDOT moves forward to the schematic phase of the project

## Public Involvement Efforts – No-Build Alternative



## Public Involvement Efforts – Build Alternatives



SH 78 (Garland Rd/E Grand Avenue) at Gaston Ave Intersection Improvements

January 18, 2018

8

## Public Involvement Efforts – Build Alternative/Option 2



### Build Alternative Moving Forward (Option 2)

- Based on verbal/written comments during December 12, 2016, MAPO/Stakeholder meeting, Option 2 moved forward for further evaluation/refinement
- Conceptual (line-type) drawing for Option 2 (see next side and presented on the schematic tables) for your review/comment
- TxDOT will consider comments received tonight as the project moves forward with schematic phase of project

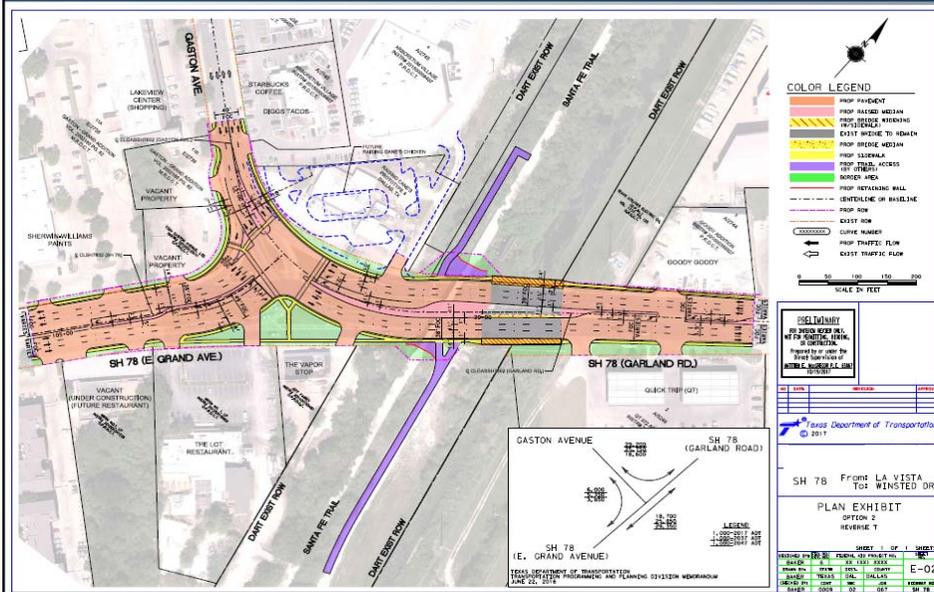


SH 78 (Garland Rd/E Grand Avenue) at Gaston Ave Intersection Improvements

January 18, 2018

9

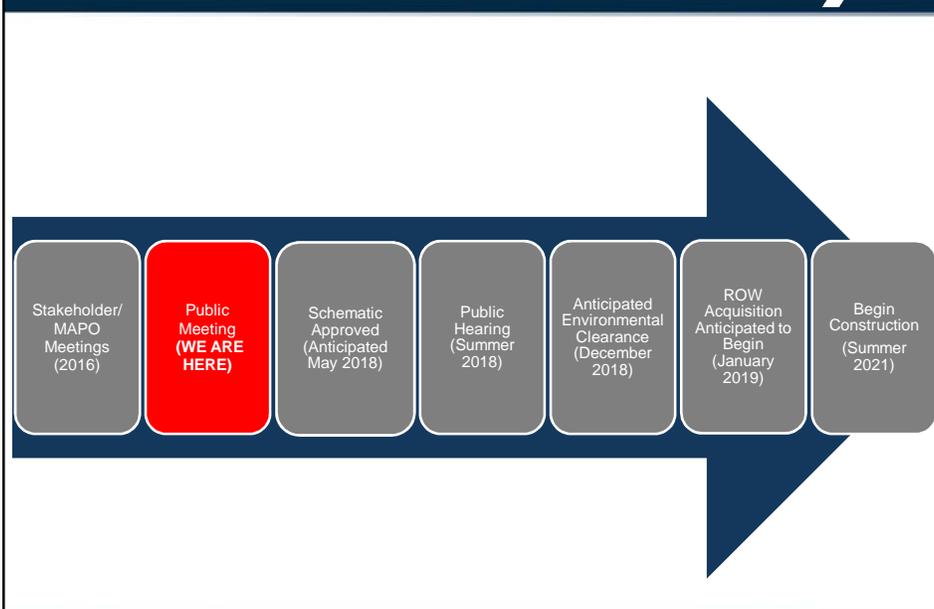
## Option 2: Reverse T Grand Avenue intersects Gaston/Garland



SH 78 (Garland Rd/E Grand Avenue) at Gaston Ave Intersection Improvements

January 18, 2018

## Project Timeline



SH 78 (Garland Rd/E Grand Avenue) at Gaston Ave Intersection Improvements

January 18, 2018

## Contact Information



### **TxDOT Project Manager**

**Travis Owens, P.E.**

Texas Department of Transportation  
4777 E Highway 80  
Mesquite, Texas 75150-6643  
Phone: (214) 320-6625  
Email: [travis.owens@txdot.gov](mailto:travis.owens@txdot.gov)

### **TxDOT Public Information Officer**

**Michelle Raglon**

Texas Department of Transportation  
4777 E Highway 80  
Mesquite, Texas 75150-6643  
Phone: (214) 320-4483  
Email: [michelle.raglon@txdot.gov](mailto:michelle.raglon@txdot.gov)

### **TxDOT Deputy Project Manager**

**Charles Tapp, P.E., CFM**

Texas Department of Transportation  
4777 E Highway 80  
Mesquite, Texas 75150-6643  
Phone: (214) 320-6252  
Email: [charles.tapp@txdot.gov](mailto:charles.tapp@txdot.gov)



*To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).*

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Place  
Stamp  
Here

**TxDOT DALLAS DISTRICT OFFICE  
ATTN: TRAVIS OWENS, P.E., CSJ 0009-02-067, SH 78  
4777 E. U.S. HIGHWAY 80  
MESQUITE, TEXAS 75150-6643**



# TEXAS DEPARTMENT OF TRANSPORTATION



## STATE HIGHWAY (SH) 78 (GARLAND RD/EAST GRAND AVE) AT GASTON AVENUE INTERSECTION IMPROVEMENTS

DALLAS COUNTY, TEXAS  
CSJ 0009-02-067

Public Meeting (Open House) - 6:00 p.m. – 8:00 p.m.

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January 18, 2018



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***WE WELCOME AND VALUE YOUR INPUT.***

# Project Location Map





**Limits:** Intersection of SH 78 (Garland Road/East Grand Avenue) at Gaston Avenue

**Length:** Approximately 1.2 miles

## **Proposed Improvements:**

- Reconfigure a busy intersection
- Widen the existing bridges
- Adding bicycle and pedestrian accommodations



## Project Needs

- Improve pedestrian safety
- Improve traffic operations
- Address current and projected traffic demands
- Address facility deficiencies
- Improve incident management and emergency response

## Project Goals

- Improve mobility
- Minimize potential right-of-way impacts
- Minimize potential environmental impacts
- Enhance corridor aesthetics



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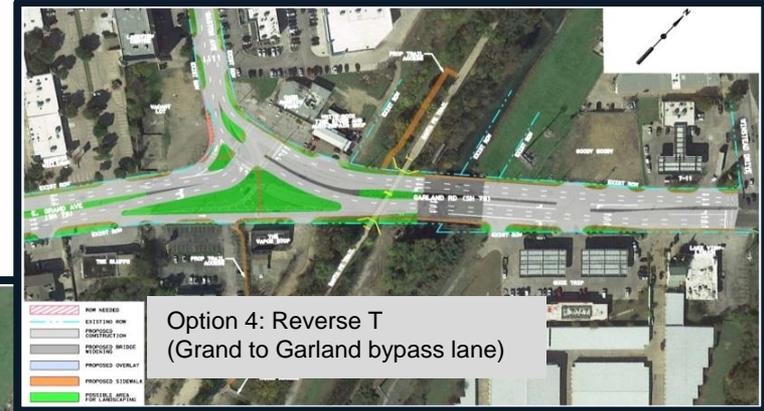
# Public Involvement Efforts – No-Build Alternative



# Public Involvement Efforts – Build Alternatives



Option 1: 4-Leg, Modified T



Option 4: Reverse T  
(Grand to Garland bypass lane)



Option 2: Reverse T  
(Grand Avenue intersects Gaston/Garland)



Option 3: Roundabout



Option 5: Reverse T  
(Grand to Garland free right turn)

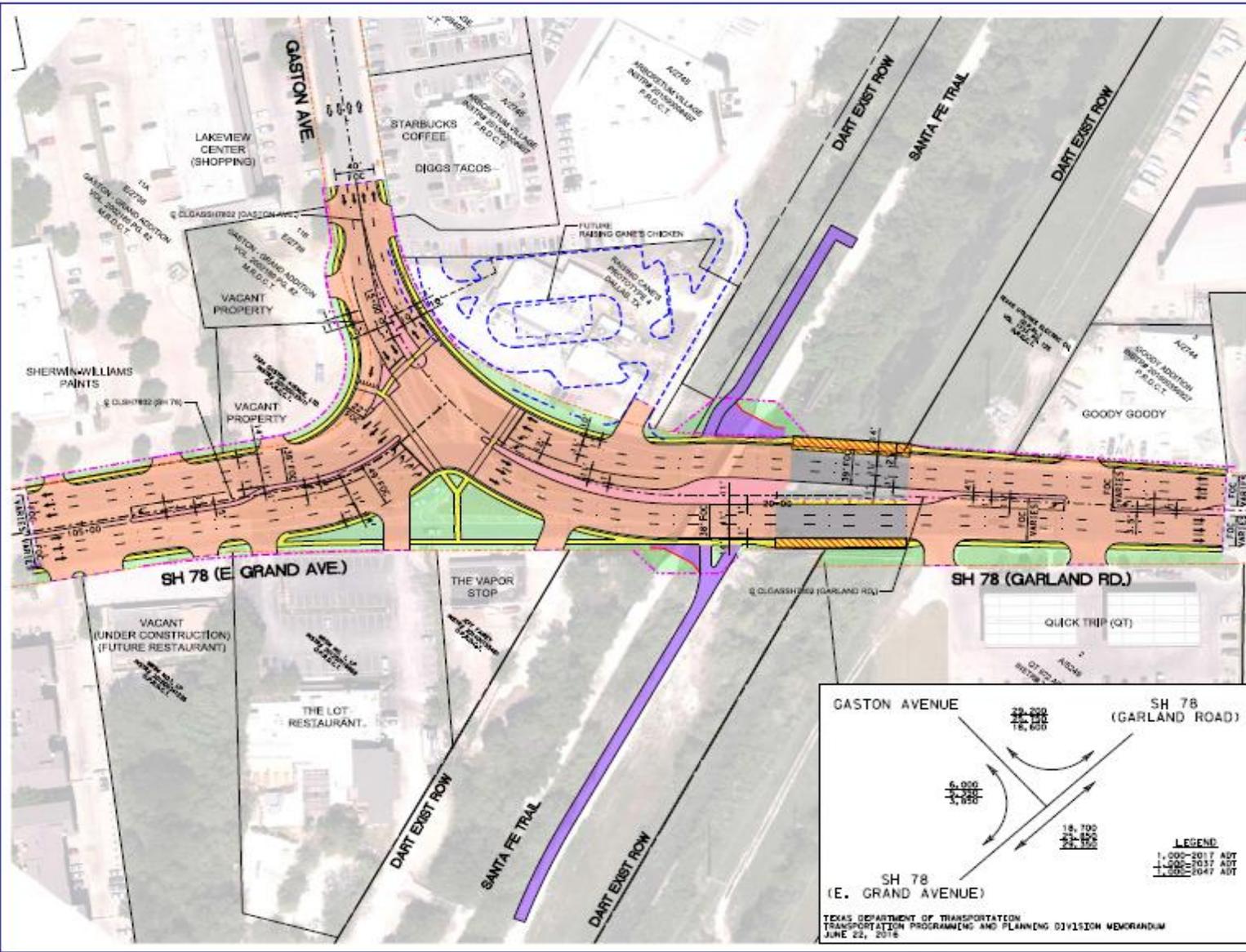


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- Based on verbal/written comments during December 12, 2016, MAPO/Stakeholder meeting, Option 2 moved forward for further evaluation/refinement
- Conceptual (line-type) drawing for Option 2 (see next side and presented on the schematic tables) for your review/comment
- TxDOT will consider comments received tonight as the project moves forward with schematic phase of project



# Option 2: Reverse T Grand Avenue intersects Gaston/Garland



**COLOR LEGEND**

- PROP PAVEMENT
- PROP RAISED MEDIAN
- PROP BRIDGE WIDENING (W/SIDEWALK)
- EXIST BRIDGE TO REMAIN
- PROP BRIDGE MEDIAN
- PROP SIDEWALK
- PROP TRAIL ACCESS (BY OTHERS)
- BORDER AREA
- PROP RETAINING WALL
- CENTERLINE ON BASELINE
- PROP ROW
- EXIST ROW
- CURVE NUMBER
- PROP TRAFFIC FLOW
- EXIST TRAFFIC FLOW

0 50 100 150 200  
SCALE IN FEET

**PRELIMINARY**  
FOR REVIEW ONLY,  
NOT FOR PERMITTING, BIDDING,  
OR CONSTRUCTION.  
Prepared by or under the  
Direct Supervision of  
WALTER E. BAKER P.E., 0581  
10/15/2017

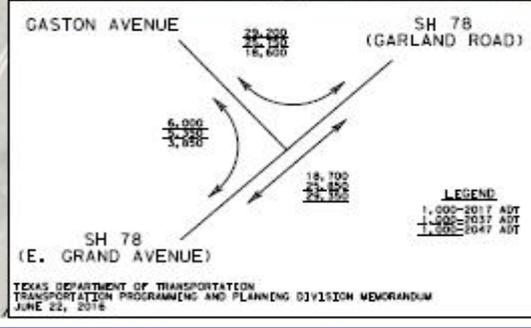
NO.	DATE	REVISION	APPROVAL

Texas Department of Transportation  
© 2017

SH 78 From: LA VISTA  
To: WINSTED DR

**PLAN EXHIBIT**  
OPTION 2  
REVERSE T

DESIGNED BY	DRAWN BY	CHECKED BY	DATE	FEDERAL AID PROJECT NO.	COUNTY	SHEET NO.	TOTAL SHEETS
BAKER	BAKER	BAKER	06/22/18	811-0009-02	DALLAS	E-02	1





Stakeholder/  
MAPO  
Meetings  
(2016)

Public  
Meeting  
**(WE ARE  
HERE)**

Schematic  
Approved  
(Anticipated  
May 2018)

Public  
Hearing  
(Summer  
2018)

Anticipated  
Environmental  
Clearance  
(December  
2018)

ROW  
Acquisition  
Anticipated to  
Begin  
(January  
2019)

Begin  
Construction  
(Summer  
2021)



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TEXAS DEPARTMENT OF TRANSPORTATION

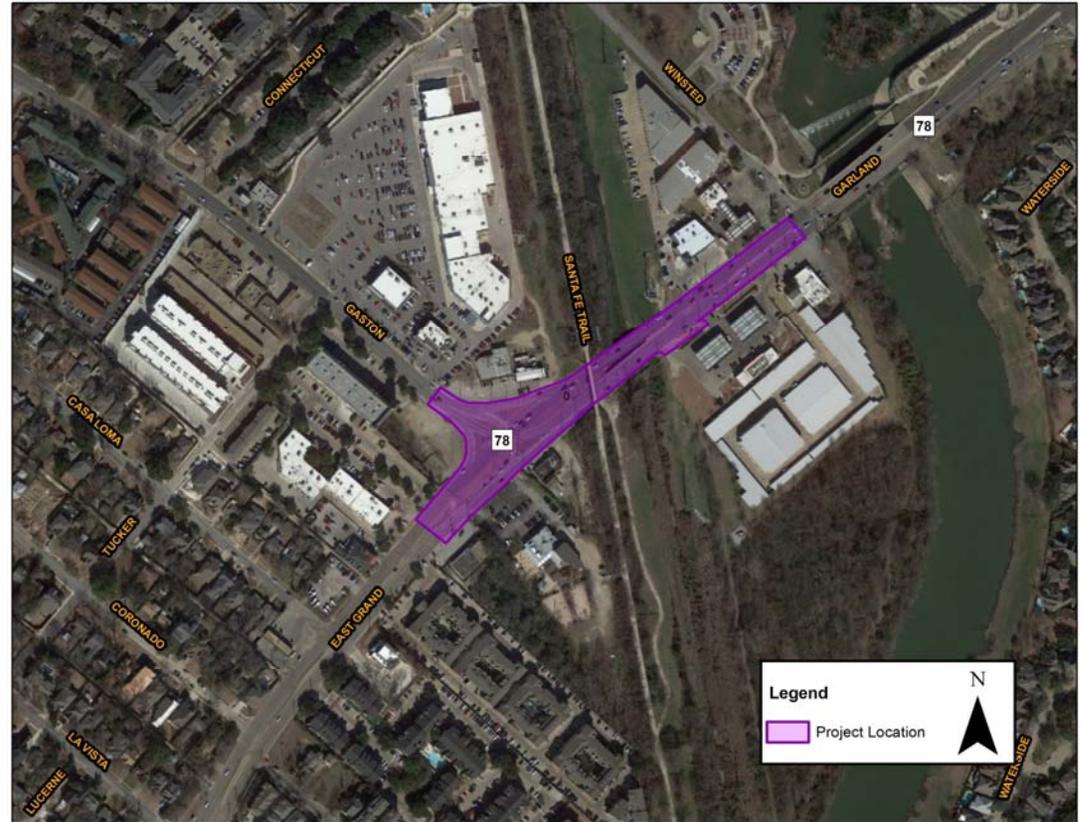
# STATE HIGHWAY 78 (GARLAND ROAD/ EAST GRAND AVENUE) AT GASTON AVENUE INTERSECTION IMPROVEMENT PROJECT

DALLAS COUNTY  
DALLAS DISTRICT

## PUBLIC MEETING

THURSDAY, JANUARY 18, 2018

6:00 PM TO 8:00 PM



## National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation (TXDOT)

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The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 27 and the Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration (FHWA) and TxDOT.

*La revisión ambiental, consultas y otras acciones requerida por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT – en virtud de 23 USC 327 y el Memorando de Entendimiento del 16 de diciembre de 2014, y ejecutado por la FHWA y el TxDOT.*





## **East Dallas Neighborhood Coalition Handouts**

The East Dallas Neighborhood Coalition handed out three pages during the public meeting and these materials were not part of the materials displayed or handed out by TxDOT during the meeting.

# EAST DALLAS COALITION OF NEIGHBORHOODS

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## The Intersection of S.H. 78 at Gaston Avenue

### THIS IS THE TIME TO IMPROVE NEIGHBORHOOD SAFETY & QUALITY OF LIFE

It's not just about improving level of service for highway traffic.

The design solution for this special intersection will have long lasting, far-reaching impacts on community safety, mobility, and quality of life. An alternative direction with comprehensive community input must be considered for the intersection of State Highway 78 at Gaston Avenue. Both State and local funds will pay for the improvements – a legitimate process with state and local input is mandated.

We demand an enlightened broad-based neighborhood/community approach that is future-focused, improves public safety for all users, minimizes affect on drive times, improves neighborhood connectivity, and lessens deleterious impacts of pass-through traffic on East Dallas neighborhoods.

### THIS IS THE TIME FOR STRATEGIC CHANGE – ACTION Needed NOW:

1. An immediate “slow down” of the TxDOT design process to allow adequate time for broader, and increased community input from all residents and businesses impacted by this intersection.
2. Inclusion of ALL impacted East Dallas stakeholders in the public-input process to help determine design consensus for a legitimate Preferred Concept Plan. A broader community-based approach is needed due to the regional and long term community impacts of this intersection.
3. Additional public meetings that facilitate interactive, workshop formats, equitable and balanced considerations, and information sharing between stakeholders and designers.
4. Design goals that more properly and appropriately consider the neighborhood context:
  - **Safety for all modes of transportation** – equally consider needs of drivers, bicyclists, pedestrians, and transit - at an intersection with a neighborhood connector.
  - **Progressive Engineering & Planning** - Apply progressive principles of Context Sensitive Design, technology and engineering innovation, and urban planning.
  - **Conformance to City Plan Documents** – Conform to the Dallas Thoroughfare Plan, the Garland Road Initiative, and the Dallas Complete Streets Design Manual.
  - **Simplify & Straighten the Alignment** – A simple "T" intersection to increase predictability and safety, reduce pavement, improve crosswalks, slow speeds. Straighten the alignment of Garland Road/East Grand, with the smaller Gaston Avenue terminating at a simplified "T" intersection. Emphasize use of the highway corridor to appropriately and efficiently use the wide S.H. 78 corridor, rather than funneling significant volume of highway traffic onto residential streets.
  - **Eliminate wide-radius free right turn lanes** - Reduce confusion, reduce speeds, increase safe predictability. Incorporate single right turn lanes rather than double lanes.
  - **Speed Management** – Design for lower speeds at the intersection and on residential streets.
  - **Signal Management** – Corridor-wide innovative sequencing and design - to encourage posted/reduced speeds AND improve traffic mobility, predictability, and driver/pedestrian safety.
  - **Sustainability** - reduce pavement; reduce flooding; increase permeable surfaces.

# EAST DALLAS COALITION OF NEIGHBORHOODS

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## The Intersection of S.H. 78 at Gaston Avenue

### WHY WE OPPOSE THE CURRENT DESIGN

Reconstruction of the intersection of State Highway 78 (Garland/ Grand) at Gaston Avenue presents a once in a lifetime opportunity to improve neighborhoods' quality of life and public safety. ***Unfortunately, the current design direction does not accomplish these goals; rather it perpetuates a focus on enhancing levels of service for highway traffic at the expense of improving neighborhood safety and connectivity.***

The current design direction is inadequate, short sighted, and ignores modern urban planning and engineering practices. Its intent is to focus greater traffic onto Gaston Avenue, an undivided 4-lane city street densely lined with residential and neighborhood services, while ignoring a greater capacity state highway, State Highway 78, which is an under-capacity, broad, divided boulevard.

### **PROJECT PROCESS – Concerns and objections**

- Inadequate & Inequitable Public Involvement - Not inclusive of all neighborhoods and residents who are and will be directly impacted by decision-making. Did not include stakeholder input from neighborhoods west of SH 78 – not even Gaston Ave residents - in determining the so-called "preferred" alternative. Limited involvement with City of Dallas planners and leadership in the process.
- Misdirected Information - Project presented as 3 equal roadways, the "3-G Intersection," putting the residentially-defined Gaston Avenue on equal footing with the traffic demands of a state highway. This is inappropriate, inefficient, and unacceptable.
- Narrow Focused Design - Does not consider impacts beyond the limits of the intersection in terms of traffic volumes and movements, public safety, quality of life, urban planning, and economic development.
- Encourages hwy traffic through neighborhoods - 70% of SH 78 traffic is directed onto Gaston Avenue.

### **PROJECT DESIGN – Concerns and objections to the current TxDOT design option:**

- Violates City of Dallas Thoroughfare Plan - Section 1.1.4: "...focusing" traffic on a few streets is inappropriate in old East Dallas." "...redirect traffic from entering East Dallas neighborhoods and spread traffic over more streets."
- Does not support Garland Road Vision (GRV) – It does not promote GRV goals to "add character, meaning, livability, add pedestrian-friendly amenities or preserve neighborhoods."
- Violates the Dallas Complete Streets Design Manual - It does not promote primary principles of the Manual for intersections or residential streets. It does not maximize safety nor minimize conflicts for all modes of transportation, including pedestrians and bicyclists. It does not improve connectivity or facilitate safe predictability. It does not properly distribute traffic or prioritize users based on context/land uses. It does not reduce speeds, or pavement footprint, or eliminate free right turns.
- Inherent Bias from Day 1 - Every TxDOT design option perpetuates existing intersection configuration, with high traffic speeds, complicated flow, high traffic volume onto Gaston, and long crosswalk distances.
- Designed in Isolation - Does not consider or include a comprehensive design approach to improving community traffic management for East Dallas roadways and neighborhoods impacted by this intersection.
- Precludes Future Initiatives for Gaston Avenue – Disallows any future traffic calming or multi-modal initiatives for Gaston Avenue.
- Reduces Safe, Multi-modal Connections Between Adjacent Neighborhoods and Commercial Districts  
Design does not address major issues that contribute to high speeds on major thoroughfares: the large radius free right turn; inadequate signalization, wide lanes.

## SH 78 at Gaston Avenue

Re-Design to a T

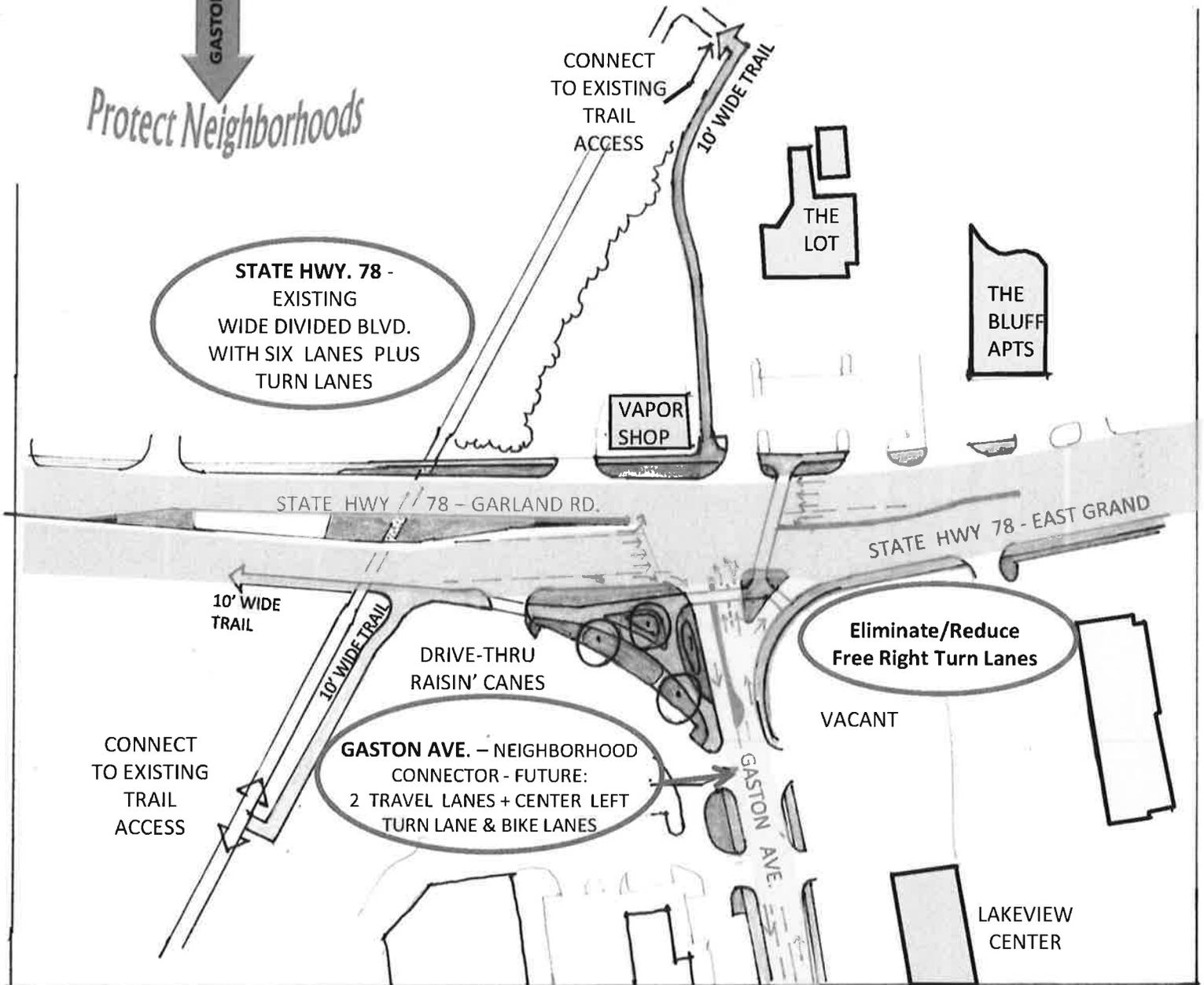
State Hwy 78

GARLAND Rd. — EAST GRAND

GASTON AVE.

Protect Neighborhoods

This sketch illustrates desired changes to the current TxDOT design in order to promote neighborhood safety and connectivity.  
**Tell TxDOT to keep HIGHWAY traffic on the highway – NOT through East Dallas neighborhoods. Design it to a “T”**



- **Emphasize use of SH 78** for greater traffic efficiency and promote neighborhood safety, rather than funnel greater traffic onto Gaston Avenue and through East Dallas neighborhoods.
- **Simplify & Straighten** the SH 78 Alignment to increase predictability and safety, reduce pavement, improve crosswalk safety, slow speeds.
- **Conform to Dallas plan documents** -Thoroughfare Plan, Complete Streets, and the Garland Rd Initiative
- **Eliminate wide-radius free right turn lanes** to reduce confusion, control speeds, increase predictability for all users. Incorporate single-lane right turns, not double lane right turns.
- **Speed Management** – design for lower speeds at the intersection and residential collectors.
- **Signal Management** – Apply corridor-wide signal sequencing and signal innovations to encourage posted/reduced speeds that also improve mobility, predictability, and driver/pedestrian safety.
- **Sustainability** – reduce pavement, reduce flooding, increase permeable surfaces.



## **F. Transcript**

Texas Department of Transportation  
Proposed Intersection Improvement  
State Highway 78  
(Garland Road/East Grand Avenue)  
at Gaston Avenue  
CSJ: 0009-02-067

Held at Dallas Arboretum, Rosine Hall, Dallas, Texas, on  
January 18, 2017

Reported by:

Karen L. D. Schoeve, CSR, RDR, CRR, RSA  
Gazelle Reporting, Dallas, Texas

1 P R O C E E D I N G S

2 MR. MO BUR: Good evening.

3 My name is Mo Bur. I'm the Deputy District  
4 Engineer for the Dallas District of the Texas Department  
5 of Transportation.

6 I want to thank you and welcome you to our  
7 first public meeting on the State Highway 78 and Gaston  
8 Intersection Project.

9 We've previously had in the past meetings  
10 that have affected property owners, three, to be -- to  
11 count them exactly, but this is our first public meeting.

12 This job has always been based on Day One  
13 on your input and input of all the affected property  
14 owners and all the stakeholders that attended the  
15 previous meetings, and we want your input. So we're glad  
16 you're here. This is a great project.

17 Before I proceed, I would like to introduce  
18 Representative Neave. She will go ahead and get us  
19 started.

20 Thank you.

21 REPT VICTORIA NEAVE: Good evening.

22 THE AUDIENCE: Good evening.

23 REPT VICTORIA NEAVE: My name is Victoria  
24 Neave. I'm honored to serve as State Representative for  
25 House District 107.

1           If you live on this side of Garland Road,  
2 you're likely in House District 107. I'm very honored to  
3 share the border with State Representative Eric Johnson  
4 who represents the house district right next to us.

5           And so on behalf of the Texas Department of  
6 Transportation and of all the elected officials that also  
7 represent our community, we want to thank you-all for  
8 coming to make your voices heard on this issue.

9           And we're working on many projects that  
10 impact our community, working with the Texas Department  
11 of Transportation, the Central Texas House of  
12 Governments, Chambers of Commerce in our area on numerous  
13 projects.

14           And so I just want to take a minute to  
15 recognize the elected officials that are in the room with  
16 us as well.

17           We had Councilman Mark Clayton who's here  
18 with us this evening. Would you mind raising your hand  
19 for us.

20           [Applause.]

21           REPT VICTORIA NEAVE: We also have Erin  
22 Moore who is a staffer with the Office of Commissioner,  
23 Dr. Theresa Daniel, who's here.

24           Erin Moore.

25           [Applause.]

1 REPT VICTORIA NEAVE: We have the Chief of  
2 Staff for State Representative Eric Johnson, Mary Elbanna  
3 who is here with us as well.

4 [Applause.]

5 REPT VICTORIA NEAVE: And our Chief of  
6 Staff, Katy Womble is here with us as well.

7 We have our cards, and please do not ever  
8 hesitate to reach out to us on any issue that's important  
9 to you.

10 With that, we're gonna hand it over to the  
11 Texas Department of Transportation to talk with us about  
12 this project.

13 Thank you.

14 MO BUR: Thank you, Representative Neave.

15 All right. We're ready to go ahead and get  
16 started.

17 Before I do so, before we get started, I'm  
18 gonna ask the members of the Texas Department of  
19 Transportation and our consultant team in the City of  
20 Dallas, if you guys don't mind standing up so our  
21 citizens here could see who is going to be able to help  
22 them answer the questions.

23 So please stand.

24 (Members stood.)

25 I have a lot of TxDOT people in the back,

1 City staff.

2 So thank you. You can have a seat.

3 We have more pictorial plats, we're about  
4 to get more. They're getting printed as we speak, and  
5 we're gonna have more, so you guys can get them.

6 But please feel free to stop us, ask us any  
7 questions, and share your info with us.

8 We also with us a court reporter. If you  
9 don't feel like writing your comments on a piece of paper  
10 because your handwriting may not be what you think you  
11 want it to be, please go ahead and go to the court  
12 reporter and put your comments and she'll write them --  
13 she'll type them for you. Okay.

14 Thank you. Glad you're here.

15 Please feel free to share your comments and  
16 ask any questions you might have. Thank you.

17 Everything's in back, so you can see the  
18 presentation or you can go back and ask questions from  
19 our staff. Thanks.

20

21 (Opening remarks concluded.)

22

23

24

25

1           Statements made by the public to the court reporter.

2

3

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5

MS. LINDA NORDECK: ( [REDACTED] ,

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[REDACTED] .)

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Yes, I would like that before any intersection modification takes place, that it be presented to the voters and the residents that are going to be affected in this neighborhood.

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I personally am not in favor of the reverse T, but the modified straight T makes a lot more sense safetywise, to me as a former truck driver and a resident of the area.

15

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BRENDA BROWN: ( [REDACTED] ,

20

[REDACTED] .)

21

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23

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The recommendation is gorgeous from the air and ridiculous from the ground. The parks block the only easy throughway that exists today. No one needs to be distracted by green space. They should be concentrating on driving, or maybe it has to do with something pretty

1 to look at since you will be so stuck in traffic in the  
2 intersection.

3 Quite frankly, the improvements that have  
4 happened over the last three years have helped the  
5 traffic considerably. Don't know why you would change a  
6 thing. If you were gonna do something like this, you  
7 should have never let Cane's Chicken build its space.

8 Thank you so much.

9

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11

12 SCOTT NESBITT: ( [REDACTED],  
13 [REDACTED].)

14 The people who are presenting this plan in  
15 this room are taking it completely out of context. They  
16 are showing only that intersection. They're not showing  
17 the bigger scheme of things, the wider view where traffic  
18 that goes down East Grand -- sorry, that comes up Garland  
19 Road, if they went on through -- went straight on through  
20 East Grand, they would end up at Peak Street where they  
21 have access to downtown.

22 And not only can they go that way, they can  
23 also go straight through East Grand, and then when they  
24 get to 30, they could go along 30 to get to where they  
25 need to be downtown or wherever.

1           So they're presenting this small, one  
2 intersection solution, where there's a wider perspective  
3 to be seen here, where there are other alternatives, and  
4 East Grand is already a State highway with three lanes  
5 each way.

6           So why are they not using that the way it's  
7 supposed to be used? Why are they funneling traffic from  
8 three lanes into two lanes to go up Gaston Avenue and all  
9 through the neighborhood.

10           There is a group of concerned citizens  
11 outside of this room who have not had any access to  
12 present their wider perspective of this whole traffic  
13 situation. They're not allowed to come into this room to  
14 present to all these people a wider perspective that  
15 would show a completely different solution to their  
16 Preferred Plan, which shoves everything up Gaston Avenue  
17 and through the neighborhoods.

18           Why are the people outside here not allowed  
19 to stand up in this room and talk to all these people who  
20 have no idea what they're trying to -- the ideas that  
21 they're trying to get across? Why can't they come in  
22 here and present the wider perspective?

23           Apparently, they're not allowed to come in.  
24 Apparently, they aren't even allowed to put an easel  
25 outside. All they could do is lay a plan on the table

1 and hope that people come by to talk to them so they  
2 could present this wider perspective.

3 There's something wrong there. Somebody's  
4 trying to hide something or they're trying to get their  
5 own little plan through without fully informing the  
6 audience.

7 Thank you.

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BRUCE FOGERTY: [REDACTED],

12

[REDACTED])

13

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My primary concern is the speed of traffic  
on Gaston. We currently have cars go by all day at 60,  
70 miles an hour; 60, 65. It's a freeway from Garland  
Road to Abrams and nothing to slow them down. And I  
won't say law enforcement doesn't care, but they could  
put a cop out there all day/every day and make amends,  
but they don't.

20

21

22

23

So the only thing that I know to slow the  
traffic down on Gaston are speed bumps. And I don't know  
why that can't happen. I'll pay for them. I'll put them  
up tonight.

24

25

Because the intersection is nice, but they  
say it's to increase efficiency and increase emergency

1 response. Well, I'd rather have emergency response come  
2 out at 35 miles an hour than 80 miles an hour.

3 Thank you.

4

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TOMMY TINNER: ( [REDACTED],

8

[REDACTED].)

9

10

The Preferred Option fails to improve major  
concerns related to preserving the neighborhood west of  
the intersection Gaston.

12

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The Preferred Option does the opposite by  
making it easier to move traffic off Texas 78/Garland  
Road and onto Gaston and Richmond, thereby creating local  
neighborhood streets into the equivalent of Texas 78.

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I believe the westbound traffic from  
Garland Road should be funneled to Grand Avenue and  
ultimately to Interstate 30.

19

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The Preferred solution did not consider the  
negative impact in the affected neighborhoods. So I  
would check the basis of the Preferred Option being the  
Preferred Option.

23

24

25

Thank you.

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1  
2 DEBORAH VERBIL: My name is Deborah Verbil,  
3 V-e-r-b-i-l. I live at [REDACTED]  
4 [REDACTED].

5 I strongly object to Option 2 for the  
6 intersection of Gaston and Garland Road. My  
7 understanding is that the option is to address two  
8 issues:

9 One is to increase the safety of  
10 pedestrians.

11 And the second is to increase the movement  
12 of traffic through that intersection at peak periods.

13 In my opinion, Option 2 will not resolve  
14 either of those issues. In fact, it will have the  
15 opposite effect. First, with respect to pedestrians, the  
16 street remains very wide. And as a matter of fact, one  
17 of the turning lanes from Garland onto East Grand will  
18 not even have a stoplight there.

19 It said it will have a yield sign, and as  
20 we all know, cars that are making the huge curve  
21 generally ignore those yield signs, so it will make  
22 pedestrian safety even more hazardous.

23 Second, I disagree with the configuration  
24 because it's pushing all of the traffic from 78 through a  
25 neighborhood street, Gaston, which was never intended to

1 accommodate that type of traffic.

2 I believe, instead, that the proposal  
3 should instead encourage traffic to go down Garland Road  
4 to East Grand and fall into another main artery, and thus  
5 avoid sending that traffic through the neighborhood.

6 Third, Dallas has recently passed a bond  
7 proposal, and I don't believe that this TxDOT proposal  
8 has even looked at the ramifications on those bond  
9 issues.

10 I think that we should go back to the  
11 drawing table and consider how this entire proposal works  
12 in conjunction with those other bonds.

13 Thank you.

14

15 \*\*\*\*\*

16

17 FRED WELSH: ( [REDACTED] )

18 Country roads, for example, Highway 78,  
19 were not devised for city traffic.

20 We'd like Number 2, the reverse T. It  
21 won't alleviate all, but it improves everything.

22 Thank you.

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BILL and MARY HOGAN: ( [REDACTED]

[REDACTED] ).

Leave the existing roads alone.

Can bridge over White Rock Creek really be widened?

Will people really use a pedestrian bridge? No one in Dallas walks. Katy Trail takes care of the bikers and the runners.

Additionally, I think this program should have been presented on the screen and somebody to go over the different options. There were too many people around the table. It was hard to get close to see anything and the whole thing was confusing.

Nobody was willing to go to the screen and explain it to us because it wasn't that type of meeting. It was an informal meeting, and I think that's a mistake.

I feel like I came here for nothing, but I did like the handout.

Thank you.

\*\*\*\*\*

MELANIE VANLANDINGHAM: ( [REDACTED]

[REDACTED]

1 My comments are that TxDOT needs to stop  
2 their design process with their so-called Preferred Plan  
3 because it is not a Preferred Plan.

4 The plan that they showed all of these  
5 people tonight is a plan that came out of very small  
6 meetings with limited contact with any of the people and  
7 residents from their neighborhoods and the homeowners  
8 that are directly impacted by what they might be  
9 proposing. So they need to stop the design process so  
10 that they don't continue with an illegitimate plan. It  
11 is not preferred.

12 They need to expand the public input  
13 process to directly include people who are impacted by  
14 this intersection. Those meetings need to be interactive  
15 to consider pros and cons of all of their options as well  
16 as options they have not considered yet.

17 They need to emphasize the use of State  
18 Highway 78 for highway traffic as opposed to emphasizing  
19 Gaston Avenue, which is a residential collector, as  
20 legally defined by the Dallas Thoroughfare Plan.

21 TxDOT needs to keep their commuter highway  
22 traffic, their high volume traffic, on the State highway  
23 and not directly and deliberately divert it onto a  
24 residential street, Gaston Avenue.

25 TxDOT needs to simplify and straighten the

1 alignment of Garland Road/East Grand that would increase  
2 predictability and safety. It will reduce the pavement  
3 amount. It would reduce the crosswalk length and improve  
4 crosswalk safety and it would slow speeds.

5 A standard T-intersection should be  
6 considered in order to keep the State highway traffic on  
7 the State highway and not diverted into East Dallas  
8 neighborhoods.

9 The standard T-intersection is based on  
10 their original Option 1 design. We propose the removal  
11 of the large radius curve, which is deadly and encourages  
12 high speeds onto Gaston Avenue, so a standard  
13 T-intersection should be more highly considered.

14 TxDOT needs to conform to the Dallas -- the  
15 approved Dallas plan documents, including the Dallas  
16 Thoroughfare Plan, complete streets policy, and the  
17 Garland Road initiative, which I'll call the safer  
18 crosswalks, improved walkability, and speed control so  
19 that all users of our streets are safe.

20 The proposal that TxDOT showed tonight  
21 increases mobility for vehicles only with very limited  
22 and rather poor improvements for pedestrians and  
23 bicyclists. TxDOT needs to consider expanding their area  
24 of consideration.

25 TxDOT tonight explained that they are only

1 limited to the small area in their project, yet this  
2 intersection impacts all streets downstream and into  
3 downtown Dallas.

4 TxDOT needs to expand their area of  
5 consideration in order to properly manage signal control  
6 so that they can be synchronized in order to control  
7 speeds at posted speed limits or even reduced speed  
8 limits that people would prefer if they knew that they  
9 could go that slower speed by a few miles per hour and  
10 still get through lights.

11 TxDOT needs to keep their commuter highway  
12 traffic on the highway. At present, if you stay on East  
13 Grand heading into Downtown Dallas, the pathway takes you  
14 directly to I-30 and it takes you directly to Preferred  
15 Plan. The Preferred Plan is a one-way, three-lane road  
16 that feeds directly into downtown and to all major  
17 thoroughfares, even Love Field. That is a quicker route  
18 than going through all the neighborhoods of East Dallas.

19 The City of Dallas and the neighborhoods of  
20 Dallas are trying to reduce speeds on our neighborhood  
21 streets. We are trying to improve crosswalk safety and  
22 improve walkability between residents to our shopping  
23 centers, to our schools, to our community centers. What  
24 TxDOT is proposing will force highway traffic onto our  
25 neighborhood streets and that is unacceptable.

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What we're asking TxDOT to do is to stop the design process with a plan that they have incorrectly called their Preferred Plan. Stop the design process and allow more people to provide input into the design process of an intersection that will impact all of us for the next 60 years.

Thank you.

\*\*\*\*\*

1 STATE OF TEXAS )  
2 )  
3 COUNTY OF DENTON )

4 REPORTER'S CERTIFICATE

5  
6 I, Karen L. D. Schoeve, Registered Diplomate  
7 Reporter, Certified Realtime Reporter, and Realtime  
8 Systems Administrator, residing in the State of Texas, do  
9 hereby certify that the foregoing proceedings were  
10 reported by me and that the foregoing transcript  
11 constitutes a full, true, and correct transcription of my  
12 stenographic notes, to the best of my ability.

13 I further certify that I am neither attorney  
14 nor counsel for, related to, nor employed by any of the  
15 parties to the action in which these proceedings were  
16 taken. Further, I am not a relative nor employee of any  
17 attorney of record in this cause, nor do I have a  
18 financial interest in this action.

19 Subscribed and sworn to on this the 19th day of  
20 January, 2018.

21   
22 Karen L.D. Schoeve, CSR, RDR, CRR  
23 Realtime Systems Administrator  
24 Texas CSR No. 3354, Exp.: 12-31-2018  
25 NCRA Exp. Date: 09-31-18  
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