



MEETING OF AFFECTED PROPERTY OWNERS AND STAKEHOLDERS

GARLAND ROAD/GASTON AVENUE/ GRAND AVENUE INTERSECTION IMPROVEMENT STUDY

CSJ 0009-02-067



Meeting Agenda

- 1 Opening Remarks – State Representative Eric Johnson
- 2 Welcome – City of Dallas District 9 Council Member Mark Clayton
- 3 Acknowledgments – TxDOT Mo Bur
- 4 Introductions of TxDOT and City of Dallas staff – Mo Bur and Tim Starr
- 5 Purpose and Scope of Study – TxDOT Mo Bur
- 6 Presentation of Alternatives/Traffic Analysis – Kimley-Horn and Associates
- 7 Presentation of Chosen Alternative – Kimley-Horn and Associates
- 8 Next Steps and Schedule – TxDOT PM
- 9 Adjourn – TxDOT – Mo Bur
- 10 Open to public for Questions and Comments

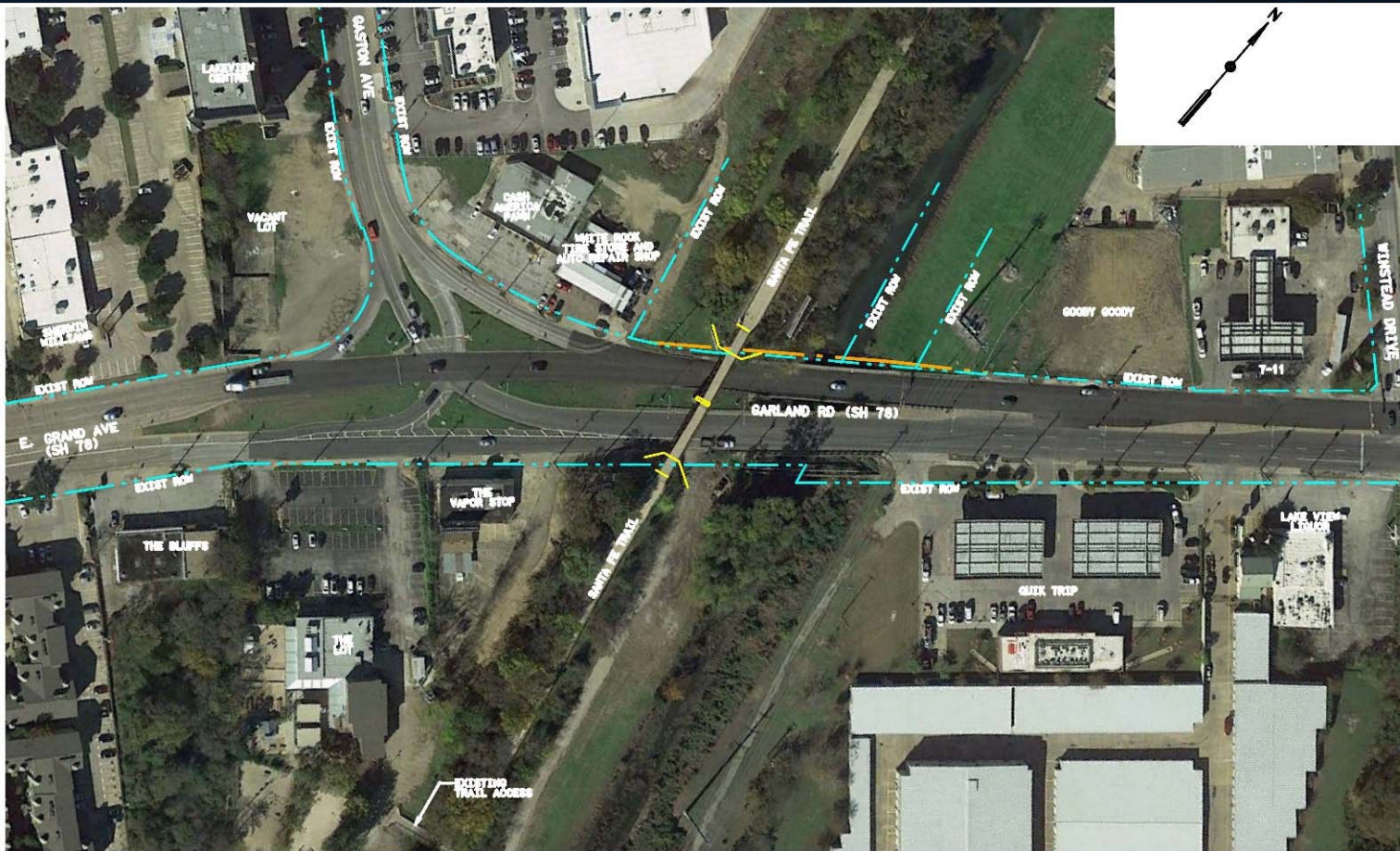
Purpose and Scope of Study

- TxDOT – Garland Road/Gaston Avenue/Grand Avenue Intersection Improvement Alternatives
 - Stakeholder Input and Coordination
 - Considerations:
 - ❖ Safety
 - ❖ Efficiency of Operations
 - ❖ Functionality
 - ❖ Constructability/Maintenance of Traffic
 - ❖ Construction Cost
 - ❖ ROW
 - ❖ Context and Neighborhoods
 - ❖ Aesthetics
 - ❖ Bicycles
 - ❖ Pedestrians
 - ❖ Utilities
 - ❖ Drainage
 - Range of Potential Solutions (Alternatives)
 - Evaluation and Selection of Preferred Alternative

Alternatives Discussed at September Stakeholder Meeting

- Do nothing – Repave, restore curbs
- Option 1 – 4-Leg, Modified T
- Option 2 – Reverse T (Grand Avenue intersects Gaston/Garland)
- Option 3 – Roundabout
- Option 4 – Reverse T (Grand to Garland bypass lane)
- Option 5 – Reverse T (Grand to Garland free right turn)

Do nothing (Required for Environmental Process)



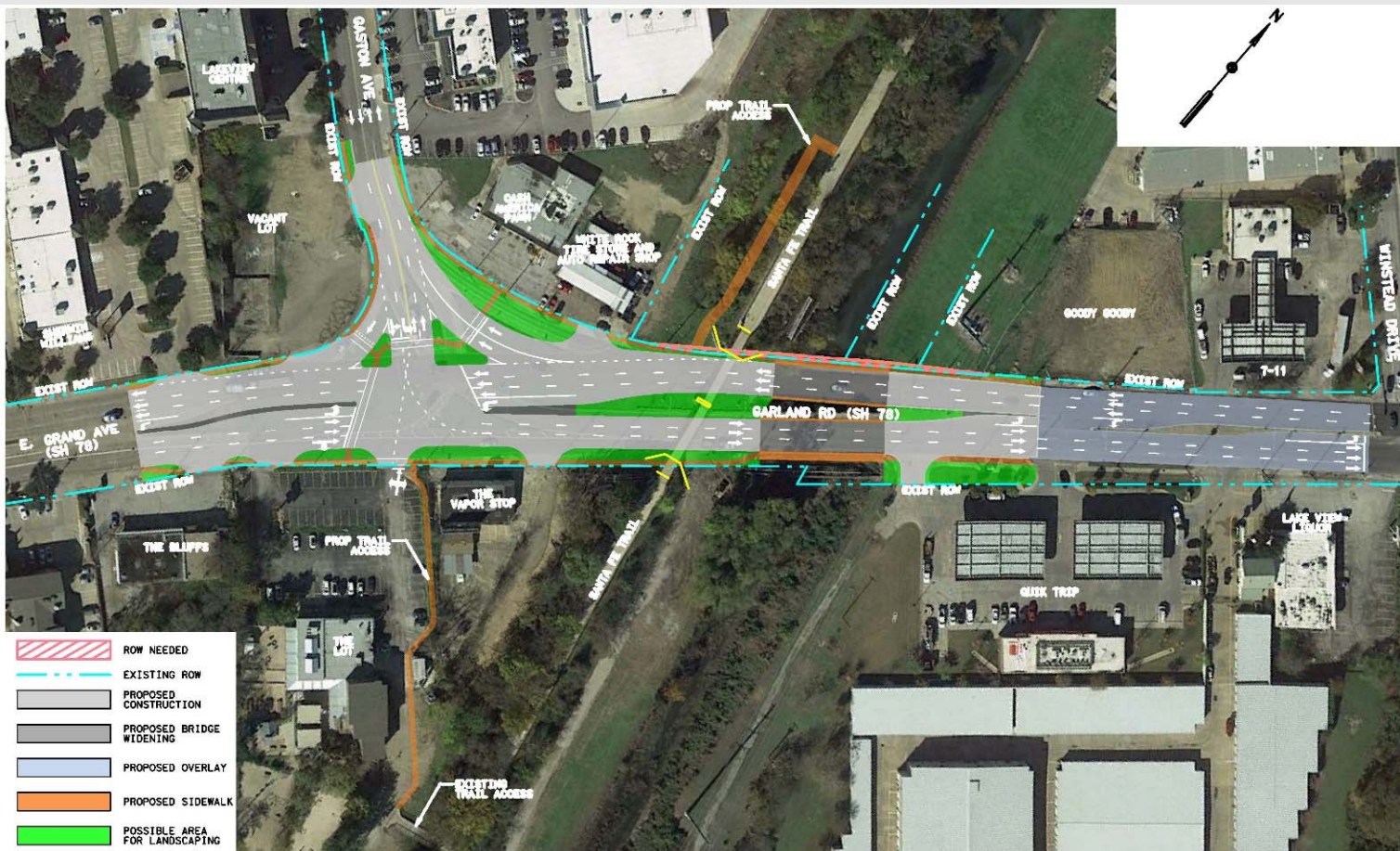
Constraints

- Poor pedestrian accommodation
- Poor bicycle accommodation
- Poor traffic level of service

Advantages

- Lower cost
- Landscaping opportunities

Option 1: 4-Leg, Modified T



Constraints

- 4th-leg driveway
- Driveways at/in intersection

Advantages

- Three lanes Grand/Garland
- Provides traffic gaps on Garland Rd.
- Continuous route to Arboretum

Option 2: Reverse T (Grand Avenue intersects Gaston/Garland)



Constraints

- Driveways close to intersection

Advantages

- Favors Gaston/Garland traffic pattern
- Large landscape opportunity
- Some traffic gaps on Garland Rd.

Option 3: Roundabout



Constraints

- Cost, takes additional ROW and affects adjacent property
- No pedestrian signal cycle
- Poor bicycle accommodation
- Fails to provide adequate capacity
- 3-lanes on circular roadway

Advantages

- Low operational cost
- Large gateway opportunity

Option 4: Reverse T (Grand to Garland bypass lane)



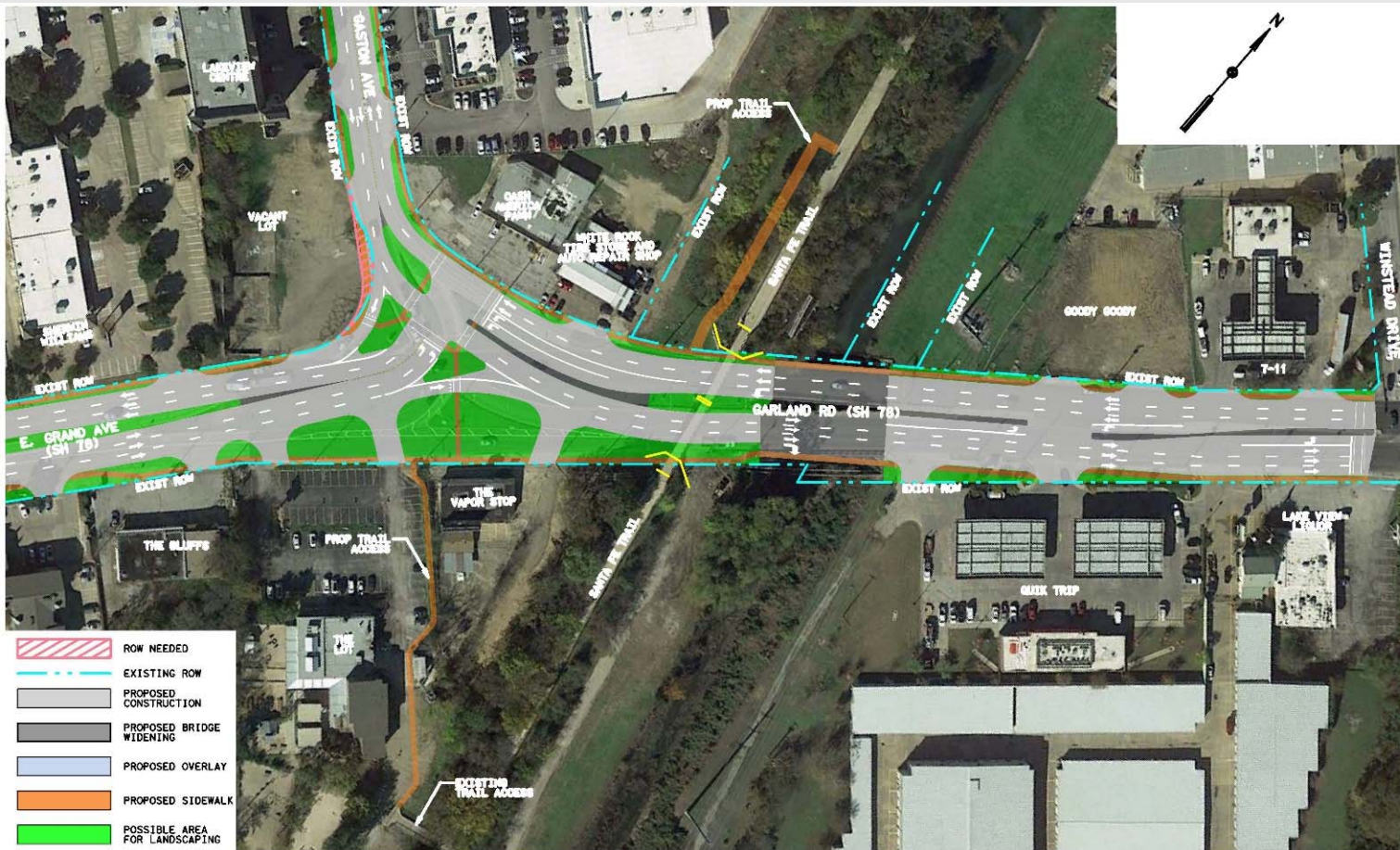
Constraints

- Poor access to Garland Rd properties
- Poor traffic gaps on Garland Rd.
- Pedestrian signal/driver expectation safety issue

Advantages

- Favors Gaston/Garland traffic pattern
- Large landscape opportunity

Option 5: Reverse T (Grand to Garland free right turn)



Constraints

- Poor traffic gaps on Garland Rd.

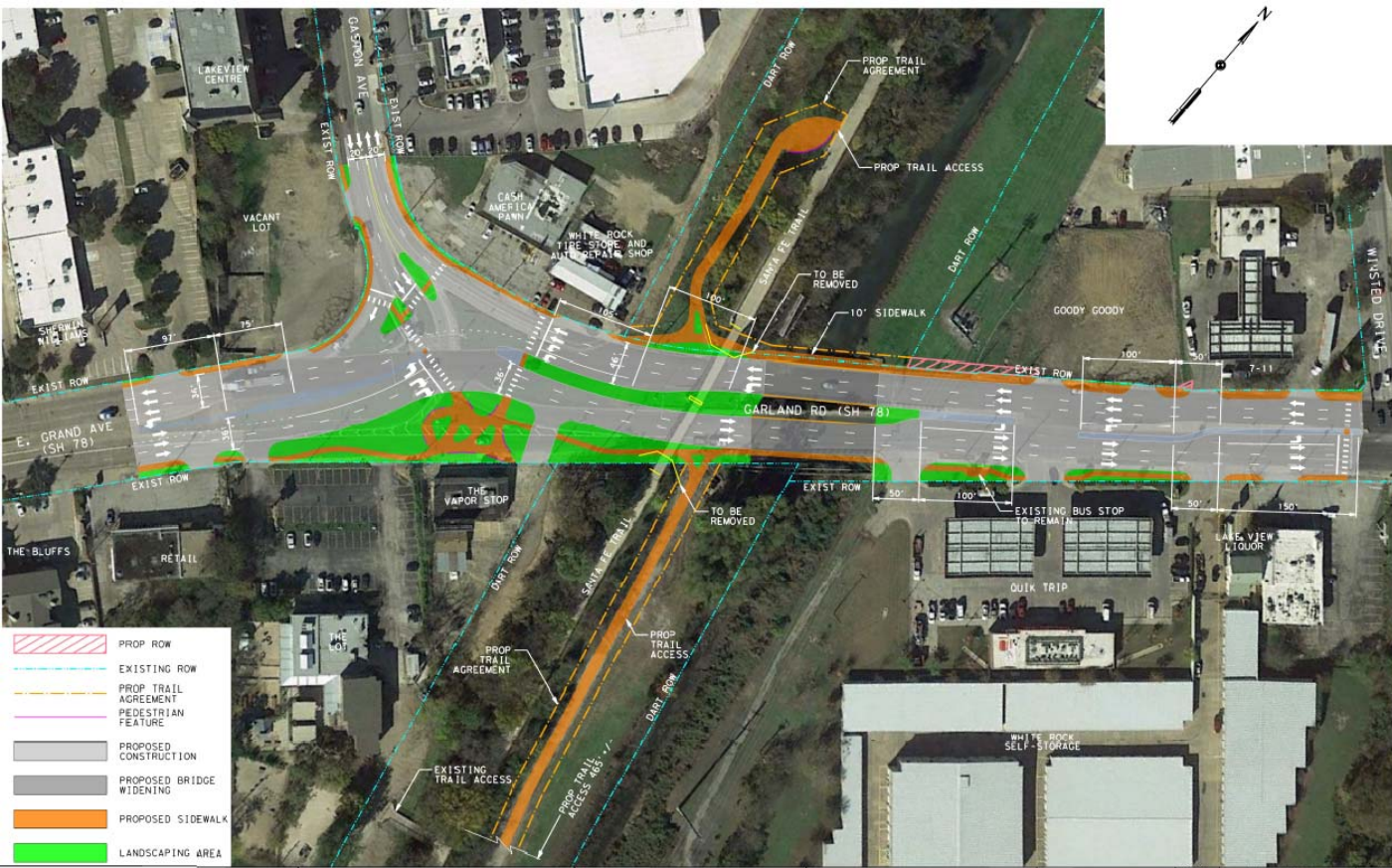
Advantages

- Favors Gaston/Garland traffic pattern
- Large landscape opportunity

Public Preferences from September Stakeholder Meeting

- Do nothing – Repave, restore curbs
 - Preferred by 0
- Option 1 – 4-Leg, Modified T
 - Preferred by 5
- Option 2 – Reverse T (Grand Avenue intersects Gaston/Garland)
 - Preferred by 8
- Option 3 – Roundabout
 - Preferred by 1
- Option 4 – Reverse T (Grand to Garland bypass lane)
 - Preferred by 3
- Option 5 – Reverse T (Grand to Garland free right turn)
 - Preferred by 3

Option 2, Reverse "T" as Proposed



❖ Major landscape opportunities

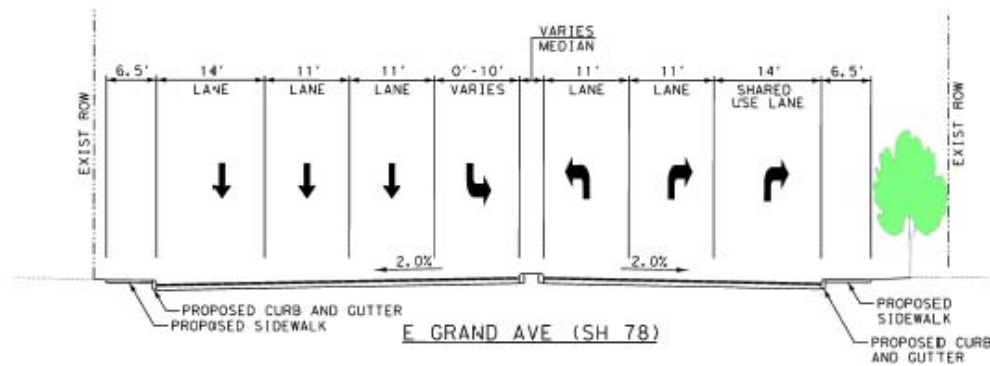
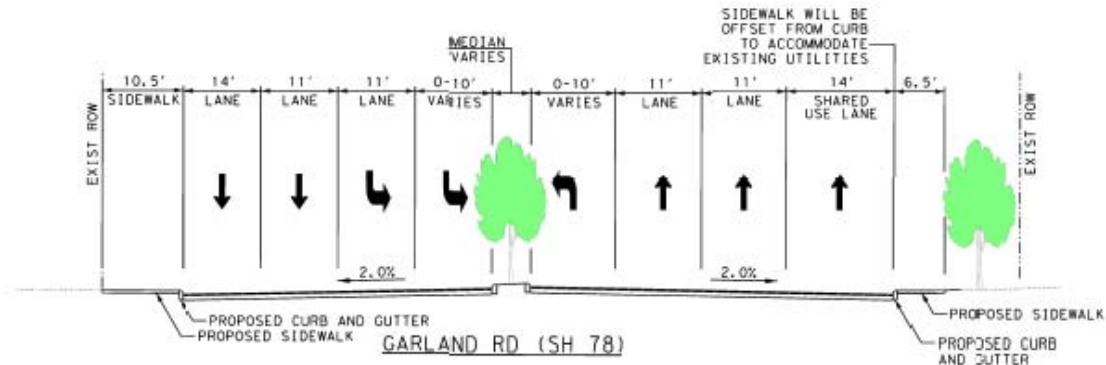
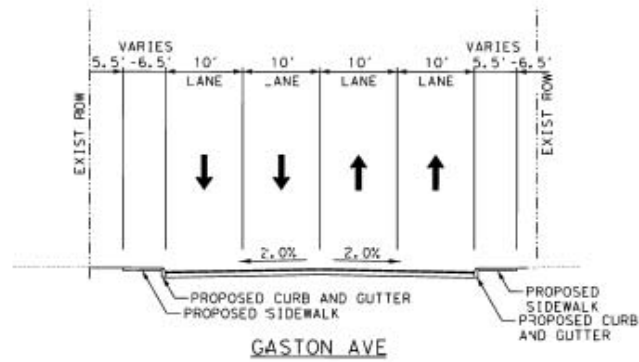
❖ Pedestrians safely accommodated

❖ Favors existing traffic patterns

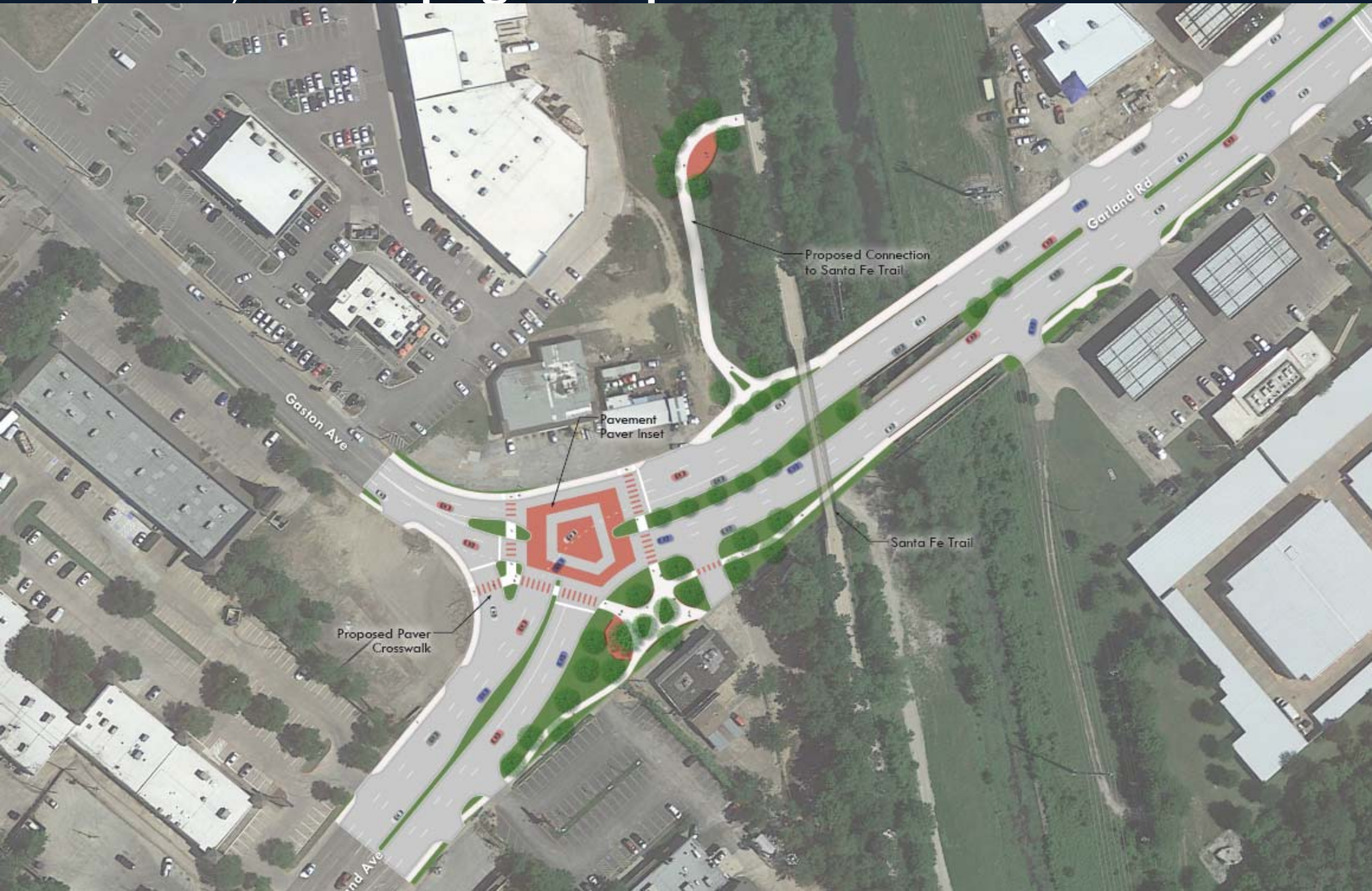
❖ Trail access with 10' sidewalk from Winsted

❖ Eliminates northbound left turn yield

❖ Eliminates free-flow movements



Option 2, Landscaping Concept



Proposed Connection to Santa Fe Trail

Pavement Paver Inset

Santa Fe Trail

Proposed Paver Crosswalk

Option 2, Detail Landscaping Concept



Projected Traffic Analysis Comparisons

APPROACH	EXISTING GEOMETRY			REVERSE T		
	APPROACH DELAY (sec/veh)	AVERAGE QUEUE LENGTH (FT)	APPROACH LOS	APPROACH DELAY (sec/veh)	AVERAGE QUEUE LENGTH (FT)	APPROACH LOS
2016 AM PEAK HOUR						
Eastbound	72.6	251	E	44.1	226	D
Northbound	96.4	148	F	27.2	211	C
Southbound	28.2	798	C	14.3	297	B
Overall	39.6	-	D	21.5	-	C
2016 PM PEAK HOUR						
Eastbound	24.4	546	C	43.2	669	D
Northbound	100.1	108	F	41.1	364	D
Southbound	217.9	600	F	22.7	285	C
Overall	107.3	-	F	35.9	-	D

Planning and Programming Stage OPCC

ROADWAY	\$4,250,000
TRAIL CONNECTIONS	\$1,000,000
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TOTAL	\$5,250,000

- Estimate based upon preliminary schematic for the purpose of programming and planning
- Items not included:
 - Engineering or technical services
 - ROW acquisition
 - Utility relocation (electric and gas)

Next Steps and Schedule

- Stakeholder Meeting 1 May 16, 2016
 - Existing Conditions
 - Issues and Opportunities
- Develop Conceptual Alternatives May - June 2016
- Stakeholder Meeting 2 September, 7 2016
 - Alternatives
 - Evaluation
 - Preferred Alternative
- Develop Schematic Layout Fall 2016
- Stakeholder Meeting 3  December 12, 2016
- Schematic Design and Environmental Next



THANK YOU

GARLAND ROAD/GASTON AVENUE/GRAND AVENUE INTERSECTION IMPROVEMENT STUDY

Meeting of Affected Property Owners and Stakeholders