



Documentation of Public Hearing

Project Location

Dallas County

State Highway (SH) 78

CSJ: 0009-92-027

Project Limits

at Gaston Ave.

Hearing Location

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

Hearing Date and Time

Tuesday, November 13, 2018

Open house from 6:00 p.m. to 8:00 p.m.,

Formal hearing at 7:00 p.m.

Translation Services

Notice published in Spanish; translation was available upon request, but not requested

Presenters

Ceason Clemens, P.E., TxDOT Dallas District

Caren Chambers, P.E., Michael Baker International

Joshua Geyer, CP&Y

Elected Officials in Attendance

Adam Medrano – Councilmember, City of Dallas, District 2

Mark Clayton – Councilmember, City of Dallas, District 9

Philip T. Kingston – Councilmember, City of Dallas, District 14

Theresa Daniel – Commissioner, Dallas County, District 1

Victoria Neave – Texas Representative, District 107

Total Number of Attendees (approx.)

400

Total Number of Comments

1,006



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Comment/Response Matrix



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(illegible)	Christin	277
(illegible)	Dan	274
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(illegible)	Taylor	273
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Ackerman	Robert	921
Ackerman	Sally	922
Adams	Janis	346
Adams	Joshua	958
Adkins	Michael	866
Alexander	H. Clay	377
Alexander	Heidi	378
Alvarado	Juanita	944
Alvardo	Eric	946
Anderson	Barbara	81
Anderson	Katie	494
Anderson	Peter	24
Andresen	Jeffry	57
Androvett	Crystal	82
Annis	Jack	156
Annis	Korbet	169
Arriola	Rosa Maria	870
Aubrey	Tom	784
Austin	Chris	133
Austria	Evangeline	965
Ayer	Denise	266
Babinski	Judy	796
Bailey	Biff	113
Bailey	Brent	872
Bailey	Cindy	941
Bailey	David J.	751, 940
Bailey	Justin	998
Bailey	Tanisha	113
Baker	Paul	867
Baldwin	Robert	25
Bambach	Charles	105
Bandy	Ryan	446
Banks	Don	570
Barnett	Tom	103
Baron	Beth	455
Baron	Jeff	454
Barrera	Jesse	457
Barrera	Rene	296, 643
Barrilleaux	Douglas	996
Barrilleaux	Tracy	437

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Barron	Moss Lee, Jr.	241
Batman	(Illegible)	822
Beakley	John	517
Beakley	Mary	161, 517
Beckham	Sue	482
Begley	William	449
Bell	Crystal	524
Bell-Walton	Carol	726
Bennett	Bridgette	549
Bennett	Paul	245
Benson	Nils	635
Bentley	Douglas E, II	31
Bentley	Joshua	35
Bentley	Julie	30, 602, 798
Bentley	Lucas	11
Berkman	Martin	344
Bernhardt	Caleb	982
Bernstein	Ken	1017
Berry	Robert	272
Berry	Stephanie	271
Bervers	Carrie	130
Bervers	Joseph	92
Bingham	Johnathon	162
Black	Chris	134
Blackburn	Elizabeth	709
Blackburn	Nate	897
Blaydes	Patrick	500, 715
Blaylock	Cynthia	45
Blaylock	Forrest	44
Blount	Lisa	173
Bocanegra	Alexis	947
Boling	Brad	242
Bonds	Denise	385
Booty	David	829
Booty	Laura	829
Borden	Carolyn	311
Borden	Jeff	269
Borrett	Bruce	550
Bosworth	Brent	17
Bosworth	Robert	16
Botefuhr	John	479, 480, 597, 730, 780, Petition 1
Boyce	Kimberly	607
Boyd	Kristin	610, 724
Boyer	Ben	428
Boyer	Kaci	429

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Bracken	Bob	999
Bradley	Bill	450
Braunstein	Julie	937
Braunstein	Lori	936
Bright	Erika	990
Brin	Beverly	1014
Brin	Jesse	1014
Brindle	Jason	436
Brodsky	Dr. Charles	753
Brown	Ana	408
Brown	Dean	326
Brown	Garry	717
Brown	Holland	676
Brown	Kathryn	325
Brown	Lora	351
Brown	Susan	880
Brownjohn	Richard	644
Bruce	Cory	564
Bruce	Genniva	396
Bruce	Jay	587
Bruning	Karen	210
Bruning	Win	668
Bumpas	Jamie	62
Burditt	Robert (Bob)	193
Burnett	Scott	651
Burton	Maria	423
Burton	Rhonnie	422
Busch	Brenda	511
Cage	H.W.	1006
Cage	Pat	1006
Cahalan	Shannon	652
Cain	Kellene	435
Callahan	Keith	791
Callahan	Tena	536
Callaway	Kelly	518
Canterbury	Mary	623
Capritta	Jenny	502
Carley	Janine	12, 719, 814, 999
Carr	Chris	765
Carr	Lisa	537
Carr	Thomas	537
Casey	K.	603
Casin	Charles	557
Cassady	Emily	146
Cassady	Jason	158

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Commenter Last Name	Commenter First Name	Comment Number(s)
Cassillo	Laura	300
Castillo	Gloria	9
Cavender	Perry	232
Chambers	Cathi	792
Chambers	Ron	64
Chaplin	Mary-Helen	852
Chelette	Kris	608
Chelette	Kristopher (Kris)	485
Chelette	Sara	648
Childress	Anita	545
Childress	Greg	111, 545
Christian	Bill	1
Christian	Lynda	496
Clark	Nora	851
Clark	Will	851
Clarke	Angie	544
Clarke	James	582
Clay	Barbara	1016
Clayton	Delia	293
Clayton	Mark	706
Cleaves	Dawn	773
Clinger	Steve	924
Cobb	Alyson	49
Cobb	Mark	50
Cochran	Clark	403, 442
Cochran	Suzanne	441, 443
Cohen	Barbara	547
Coker	Jean	589
Coleman	Ashley	405
Coleman	Clay	404
Collins	Josette	600
Conley	Becky Oliver	314
Conley	Gerard	314
Connelly	Lynne	74
Connelly	Virginia	126
Cooper	Jennifer	106
Cox	Annette	764
Cox	Craig	565, 318
Cox	Diana	473
Cox	Earnest J.	249
Cox	Robert	327
Crawford	Amanda	69
Crawford	Bryan	70
Crist	Shelley	760
Cronin	William	310

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Crume	Carter	975
Crume	Nancy	368
Crump	Ken	914
Cunningham	Donna	695, 1009
Cunningham	Vickers	694, 1008
Curry	Robert	243
Curry	Victor	306
Cutshall	Chris	220
Daily	John	673
Daniel	Dixon	843
Daniel	Eric	147
Daniel	Mary	178
Daniel	Rebecca	843
Davis	Denise	36
Davis	John M.	295
Davis	Max	37
Davis	Tiffany	78
DeCardenas	Kirk	786
DeGroot	Mike	809
Dehghanpisheh	Corine	447
Dehghanpisheh	Daryan	448
Deighton	Mary	216
Deighton	Tom	215
Demuth	Brendan	375
Diaz	Lindsey	810
Diaz	Nick	371
Dickson	Joanie	788
Dietz	Mary Jane	179
Dignan	Dolores	223
Dignan	R.D.	222
Dimond	Valerie	819
Dohn	Kaye	359
Don	Robert	509
Dons	Joel	471
Dons	Kammie	472
Dooley	Jeanne	54
Doty	Meitra, MD	85
Douglas	Sharon	767
Dowler	Charles	90, 688
Dowler	Cheryl	90
Drake	Jerri Ann	71
Drebelbis	James R.	844
Drebelbis	Marsha	841
Drury	Larissa	418
Drury	Merrit	417

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Duff	James	157
Dunagan	Betty	83
Duncan	David	896
Dunklau	Brenda	88
Dunnaway	Loretta Ann	433
Dunnaway	Robert J.	348, 434
Dvorocsik	Melissa	687, 727
Dybala	Paul	112
Dyer	Karen	604
Eakes	Vince	886
Eason	Maureen	323
Eason	Robert C.	324
Ebel	Dirk	794
Echart	Paul	23
Edge	Kim	979
Ehlert	Jeanne	877
Ehlert	Kenneth J.	878
Eisenstein	Gwen	59
Elliott	Cynthia Wielgosz	91
Ellison	Darlene D.	265
Elrich	Robert	235
Engram	Marta	487
Erlbacher	Susan	373
Ernhardt	Harryette	575
Espinosa	Vikki Rae	538
Evans	Grace	1004
Evans	James W.	1005
Everett	Kellie	166
Ewing	Scott	915
Fahey	Michael	421
Fairey	Jeff	795
Falvo	Susan	533
Fancher	John	38, 711
Farmer	Dave	337
Farmer	Tasha	336
Farrier	Robert	645
Farrier	Sydney	658
Farukhi	Irfan	579
Fassett	Vail	664, 745
Fears	Megan	180
Felton	Kevin	47
Ferguson	Carlton	120
Ferguson	Elizabeth	121
Ferguson	Georgia	122
Ferguson	Guilia	123

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Ferguson	Roy	270
Fernandez	Rafael	191
Ferrand	Jeffrey	13
Ferrand	Kathleen	13
Finley	Carrie	228
Fisher	Jeff	65
Fitzgerald	Joanne	230
Fogerty	Austin W	467
Fogerty	Mary Jayne	624, 718
Fontane	Lisa	174
Foote	Don	399
Foote	Sarah	432, 440
Foster	Erin	7
Foster	Robert	8
Foxman	Jeana	591, 698
Frankiewicz	James	581
Frankiewicz	Lia	581
Franks	Susan	892
Freeman	Blis	394
Fridea	Chris	398
Fuller	Linda	227
Funderburk	Carrie	512
Gaffney	Patricia	735
Gaffney	Trish	541
Gallagher	Elizabeth C.	981
Gallagher	J. Richard	505, 984
Gallagher	Kian	983
Garcia	Jadd	352
Garrett	Bill	772
Garrison	Alan	3
Garvi	Duree M.	288
Gatens	Nancy	759
Gatens	Steve	759
Gerard	Nellie J.	782, 1012
Gesin	Sheri	889
Gibson	Kelly	934
Gibson	Michael	850
Gilbert	Michael	474
Gill	Nick	426
Gill	Steve	425
Gilpin	Douglas	816
Glantz	Mark	913
Glanville	Daniel	988
Goad	David	139
Goad	Heidi	578

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Gold	Linda Hughes	369
Goode	Joe Bruce	595
Gopalakrishnan	Lehka	202
Grady	Cecile	825
Graham	Kevin	609
Graham	Laura	609, 758
Gray	Gary	918
Gregory	Amy	768
Griggs	Mary	100
Griggs	Michael	100
Grimes	Brittany	353
Grist	Brad	514, 684, 741
Grunbaum	Emmerich	370
Guajardo	Aaron	458
Guajardo	Donna	456
Gudat	James	956
Gum	Kailyn	997
Gunby	Elizabeth	341
Gunby	Robert T., Jr.	328
Gunn	Kristen	833
Gunter	James	583
Habicht	Wendy	199
Hal	Vall	665
Hale	Bruce	551
Hall	Andrew	490
Hall	Mary Helen	486
Halliday	Ken	606, 702
Hammonds	Chris	135
Hampton	Joanna L.	594
Hanchey	Bryan C.	553
Hanchey	Dee Anna	569
Hanson	Stacy	86
Hardin	Sarah	329
Hargrave	Erik	930
Hargrave	Sarah	926
Harris	Georgene	909
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Hart	Todd	761
Hartley	Quentin	438
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Hayward	Chris	558
Hayward	Mary Sue	96, 691
Hebeler	Rulan	342
Heinberg	Martha	622
Henderson	Jill	974
Henderson	Wade	973
Hennen	Thom	994
Hennen	Thomas, Jr.	993
Hennen	Elizabeth	992
Hennen	Mandy	991
Henry	Matt	627
Hensley	Jennifer	209
Hickerson	Brad	484
Higgins	LaRon	641
Hill	Katherine	883
Hill	Sharon	26
Hill	William J.	539
Hille	David	755
Hilliard	Jeff	365
Hilliard	Stephanie	364
Hino	Barenda	332
Hirshberg	Jeff	354
Hoesterey	Jennifer	107
Hoffman	Abi	763
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Hoover	Sally	194
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Huddleston	Brad	1019
Huddleston	Lara	1018
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Hulme	Stephanie	907
Hulme	Stephen E.	908
Hunt	Denny	144
Hunt	Lori	145
Isaacson	John	452
Jackson	Jackie	840
Jacobs	Barry	445
Janicek	Michael	849
Jeavons	Joseph	596
Jekerak	Ron	729

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Jekot	Laura	834
Jochelson	Adam	263
Johnson	Amanda M.	542, 1024
Johnson	James M.	881
Johnson	Jamie	820
Johnson	Lauren	529
Johnson	Nakita Heather	507
Johnson	Price	213, 639
Johnson	Tamber	659
Johnston	Andrea	127
Jones	Ashley	943
Jones	John	275
Kaiser	Jordan	335
Kaiser	Valerie	334
Kalis	Randolph P.	641
Kamal	Ariba	338
Kanute	Will	904
Karunatileka	Muditha	489
Keen	Richard	675
Keepman	A.	255
Keepman	Matt S.	254
Kellick	Robert	252
Kelly	Lisa	247
Kemp	Kelly	167
Kennedy	Clayton	137
Kenny	Andrea	462
Kenny	John	397
Kenny	Leah	416
Kenny	Mallory	463
Killam	Clayton	516
Killam	Jill	138
Kim	Harry	1002
King	Sonia	532
Kingston	Phillip	638, 705
Kipp	James	384
Kirby	Patrick	21, 636
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Kirksey	Jo	124
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Kohl	Jonathan	372
Komodore	Shannon	799
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Kranz	Treon	874
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Kristofek	Kenneth	18
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Krumholz	Todd	771
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Lamberty	Jean	590
Lamont	Kelly	168
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Lander	Carol	779
Lara	Carmen	256
Latchem	Julie	164
Latchem	Mike	164
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Lewis	Scott	382
Lewis	Simon	653
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Lohr	Stephen	521
Lookman	Joseph	679
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Lowe	David	205
Lowers	Alexandra	513
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Mack	Tim	766
Mackey	Jann	330
Magee	Claudia	754
Magee	Ryan	754, 136
Maher	Dennis	141
Maher	Kim	142
Malcolm	Carl M.	554
Mallett	Laura	985
Malloy	Barbara M.	250
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Markus	Lee Ann	172
Marquez	Dana	51
Marquez	Otto	976
Marshall	Chris	863
Marshall	Michael	286
Marshall	Robert	864
Martin	Vicki	666
Martin	Vikki J.	312, 667, 744
Martinez	Anna S.	923
Matuszewicz	Susan	534
Maurer	Ann	762
Mayfield	Phil	637
Mayon	Mike	376
Mayon	Susanne	374
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McCauley	Lucy	105
McClam	Gloria Adams	919

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McClure	Lori	749
McClurg	Laurie	811
McColl	Morag	402
McCollum	Ryan	94
McCullum	George	195
McCullum	Sandra Hicks	195
McFarland	Elizabeth	498, 750
McFarland	William	540
McGee	Charles	677
McGinnis	Kathleen	56
McGinnis	Terry	55
McKinney	Rebecca	192, 789
McLaughlin	Claudia	912
McLean	David	140
McSpedden	Melissa	860
Meents	Steve	654, 800
Meers	Edwin	468
Meers	Pam	469
Melton	James D.	869
Mendershausen	Philip B.	218
Metzner	Richard	465
Meyer	Susan	381
Mier	B	410
Mier	Brian	128
Mier	Jennifer	129
Miller	Charles	132
Miller	James	431
Miller	Lauren	430
Miller	Russ	821
Miller	Terry	358
Miller	Kyle	58
Millison	T.	888
Minnis	Norma	831, 903
Molina	Denise	6
Molina	Gustavo	10
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Montgomery	Ken	43, 740
Montgomery	Shannon	42
Moon	SB	260
Moore	Lanna B.	386
Moore	Stacey Jo	32
Morgan	Harry	574
Mormon	Andy	826
Morrell	Lindsay	411
Morris	Mack	696

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Mostagh	Sahba	84
Mull	Katherine	493
Murray	Lauren	464
Mustard	Susan	910
Myers	John R.	906
Nady	Ronnica	439
Naim	Rosann	409
Near	Jennifer Lee	233
Nelson	Joel	815
Newton	Karen	605
Nguyen	Justyne	95
Nieto	Vincento	320
Noble	Brian	61
Noe	Laura	343
Nordeck	Linda	616
North	Joanna W.	333
Norton	Gregory	152
Norton	Joe	114
Norton	Kristen	170
Novak	Howard	155
Novak	Marci	176, 620
Novak	Regina	150
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O'Brien	Shannon	224
Odria	Sandra	246
Offutt	Elizabeth	949
Offutt	Glenn	357
Offutt	Katherine	953
Offutt	Larry	345
Offutt-Garza	Arturo	955
Ogden	Melissa	488
Ojeda	Jane	491
Olszewski	Grant	567
Orren	Mike	186
Ortez	Nelida	952
Ortman	Daniel (Dan)	566, 1021
Ortman	Linda	617, 1022
Osborn	Jade	989
Overton	Caitlyn	231
Owens	Lora	406
Padden	Aimee	219
Painter	Max	360
Palmer	J. U.	221
Palmer	Mark	495

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Panatier	Courtney	80
Panten	Rick	401
Panten	Theresa	400
Papert	Lee	614
Papert	Sarah	650
Paredes	Sergio	905
Parker	Lancaster	339
Parker	Melanie	340
Paul	Susan	383
Payne	Carol	110, 555
Payne	David	109
Pedersen	Annelise	125, 546
Peebles	Rob	531
Peggs	Steven	529
Perez	Griselda	304
Perez	Siberio	305
Peterson	Jeffrey M.	757
Pharr	Russell	855
Phelps	Stephanie A.	879
Pherigo	Catherine	75
Pherigo	Jon	41
Phillips	Harvey	576
Phillips	Jill	407
Phillips	John	783
Phillips	Steven	267
Piassick	Dan	875
Pittman	Barbara	302, 683
Pittman	David	736
Platt	Mark	177
Plattner	K.	257
Pogue	Blair	2
Pogue	Cristin	2
Portera	Becky	331
Powell	Brian	777
Preussel	Mary	211
Prifte	Steve	350
Progar	Brian	515
Puete	Kelly	948
Pumpelly	Jason	207
Pumpelly	Jill	208
Purdey	Mark	424
Putnam	Steve	655, 823
Quaglin	Robert	672
Quarterman	Pamela	190

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Ragsdale	Kathleen	347
Raines	Carl	701
Raith	Terri	725
Ramey	Cole	824
Rangel	Rebeca	951
Rebuck	Christopher L.	299
Reddell	Mina	848
Reed	Dennis	143
Reed	Linda	200, 797
Reed	Randall	986
Reed	Randy	797
Reese	Mary Kathryn	387
Reeves	Bill	413
Reeves	Helen	412
Reeves	Linda	89
Reeves	Mark	836
Reeves	Randy	66
Rehberger	Chris	470
Reister	Kimberly	769
Reno	Barry	503
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Revesz	Joe	804
Rex	Chris	523
Reyes	Sue	950
Rice	Betty	240, 734
Rigby	Aaron	419
Rigby	Amy	420
Riley	Jen	592
Riley	Patricia	980
Riley	Patrick	980
Rivera	Dalia	945
Roach	Katy	865
Roberts	Eric	995
Robles	Jose	39, 599, 697
Robles	Linda K.	40, 618
Robson	Scott	98
Roden	Darla	743
Roden	Mark	977
Rodriguez	Nancy	444
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Ross	Julie	806
Ross	Nicole	187
Rowe	Judson	871
Rubenstein	Ken	367
Rubenstein	Lisa	367
Rutjes	Julie	978
Salazar	Yvonne C.	67
Sales	Guadelia	967
Sandager	Joy	280
Sanders	Greg	151
Sandoval	Gloria	690
Sanford	Christa	4
Sanford	Nancy	961
Sapitsky	Mark	466
Sarampote	Nena	963
Savage	Dorothy	957
Saxon	John	115
Schaar	Mary	212, 625
Scheuerle	Angela	776
Schmidt	Rene	716, 960
Schneider	Marcia	621
Schultz	Devon	933
Schwenk	Belinda	389
Schwenk	Jeff	390
Schymik	Holly	77
Scott	Hal	857
Scott	Sylvia	858
Scott	William H., Sr.	856
Seidel	Jeff	461
Seidel	Trisha	661
Sellers	Jason	586
Seo	Anna	1000
Shafer	Chris	504, 560
Shafer	Jody	837
Shamsa	Bekah	483
Shamsa	Hooman	733
Shamsa	Mitra	847
Shamsa	Rebekah	642
Sharp	Mark	925
Sheaffer	Suzanne	787, 720
Shear	Randy	812
Sherrill	Jennifer	388
Shinn	David	894
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Siegal	Bernard	838
Siegal	Denise	839
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Thomas	Robert	969
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	NCTCOG	825



List of Commenters Who Submitted Form Letter A

Note: Persons submitting Form Letter A along with other comments are not included in this list, but are instead listed separately in the comment response matrix.

List of Commenters Submitting Form Letter A

Comment Number	Commenter Name
1	Bill Christian
2	Blair & Cristin Pogue
3	Alan Garrison
4	Christa Sanford
5	David & Paula Tarbet
6	Denise Molina
7	Erin Foster
8	Robert Foster
9	Gloria Castillo
10	Gustavo Molina
11	Lucas Bentley
12	Janine Carley
13	Jeffrey & Kathleen Ferrand
14	John R. Tindall
15	Liz Tindall
16	Robert Bosworth
17	Brent Bosworth
18	Kenneth Kristofek
19	Mary Pat Smith
20	Bruce Smith
21	Patrick Kirby
22	Amy Wandstrat
23	Paul Echart
24	Peter Anderson
25	Robert Baldwin
26	Sharon Hill
27	Tim Laczkowski
28	Amy Laczkowski
29	Greg Stinson
30	Julie Bentley
31	Douglas E. Bentley II
32	Stacey Jo Moore
33	Gayle Hopkins
34	Tim Hopkins
35	Joshua Bentley
36	Denise Davis
37	Max Davis
38	John Fancher
39	Jose Robles
40	Linda K. Robles
41	Jon Pherigo
42	Shannon Montgomery

List of Commenters Submitting Form Letter A

Comment Number	Commenter Name
43	Ken Montgomery
44	Forrest Blaylock
45	Cynthia Blaylock
46	Gregg and Julie Swing
47	Kevin Felton
48	Dione Lineberry
49	Alyson Cobb
50	Mark Cobb
51	Dana Marquez
52	Chris Spafford
53	Chris Limpus
54	Jeanne Dooley
55	Terry McGinnis
56	Kathleen McGinnis
57	Jeffry Andresen
58	Kyle Miller
59	Gwen Eisenstein
60	Gregory White
61	Brian Noble
62	Jamie Bumpas
63	John Spencer
64	Ron Chambers
65	Jeff Fisher
66	Randy Reeves
67	Yvonne C. Salazar
68	Phillip Stauble
69	Amanda Crawford
70	Bryan Crawford
71	Jerri Ann Drake
72	Ed Zahra
73	Kathy Zahra
74	Lynne Connelly
75	Catherine Pherigo
76	Donna Wortman
77	William Tucker and Holly Schymik
78	Tiffany Davis
79	Patty Laakman
80	Courtney Panatier
81	Barbara Anderson
82	Crystal Androvett
83	Betty Dunagan
84	Sahba Mostagh

List of Commenters Submitting Form Letter A

Comment Number	Commenter Name
85	Meitra Doty, MD
86	Stacy Hanson
87	Elizabeth Kummer, MD
88	Brenda Dunklau
89	Linda Reeves
90	Cheryl & Charles Dowler
91	Cynthia Wielgosz Elliott
92	Joseph Bevers
93	Maureen Mann
94	Ryan McCollum
95	Justyne Nguyen
96	Mary Sue Hayward
97	Sara Winwood
98	Scott Robson
99	Lauren Wallace
100	Mary & Michael Griggs
101	David Short
102	Jessica Short
103	Tom Barnett
104	Matthew Shipley
105	Lucy McCauley & Charles Bambach
106	Jennifer Cooper
107	Jennifer Hoesterey
108	Erin Marino
109	David Payne
110	Carol Payne
111	Greg Childress
112	Paul Dybala
113	Biff & Tanisha Bailey
114	Joe Norton
115	John Saxon
116	Jonathon Wood
117	Joan Rose
118	Elizabeth (Liz) Lamberson
119	Keri McCall
120	Carlton Ferguson
121	Elizabeth Ferguson
122	Georgia Ferguson
123	Guilia Ferguson
124	Jo Kirksey
125	Annelise Pedersen
126	Virginia Connelly

List of Commenters Submitting Form Letter A

Comment Number	Commenter Name
127	Andrea Johnston
128	Brian Mier
129	Jennifer Mier
130	Carrie Bevers
131	Casey Stewart
132	Charles Miller
133	Chris Austin
134	Chris Black
135	Charles Hammonds
136	Ryan Magee
137	Clayton Kennedy
138	Jill Killam
139	David Goad
140	David McLean
141	Dennis Maher
142	Kim Maher
143	Dennis Reed
144	Denny Hunt
145	Lori Hunt
146	Emily Cassady
147	Eric Daniel
148	Eric Winwood
149	George & Debbie Knight
150	Regina Novak
151	Greg Sanders
152	Gregory Norton
153	Gregory Roesler
154	Hoong Nan Young
155	Howard Novak
156	Jack Annis
157	James Duff
158	Jason Cassady
159	Jennifer Warheit
160	Jim Steinberg
161	Mary Beakley
162	Johnathon Bingham
163	Julie Koellner
164	Julie & Mike Latchem
165	Katie Levy
166	Kellie Everett
167	Kelly Kemp
168	Kelly Lamont

List of Commenters Submitting Form Letter A

Comment Number	Commenter Name
169	Korbet Annis
170	Kristen Norton
171	Lance E. Williams
172	Lee Ann Markus
173	Lisa Blount
174	Lisa Fontane
175	Lisa Leffingwell
176	Marci Novak
177	Mark Platt
178	Mary Daniel
179	Mary Jane Dietz
180	Megan Fears
181	Meredith Zapata
182	Michael Hartmann
183	Kimber Hartmann
184	Michael Holter
185	Michael Summerford
186	Mike Orren
187	Nicole Ross
188	Brandon Ross
189	Paige Watkins
190	Pamela Quarterman
191	Rafael Fernandez
192	Rebecca McKinney
193	Bob Burditt
194	Sally Hoover
195	Sandra Hicks & George McCullum
196	Todd Kirby
197	Thomas Williamson
198	Name Not Provided
199	Wendy Habicht
200	Linda Reed
201	Thomas Wright
202	Lehka Gopalakrishnan
203	Aaron Hubbard
204	Angela Smith
205	David Lowe
206	Donna S. Swanson
207	Jason Pumpelly
208	Jill Pumpelly
209	Jennifer Hensley
210	Karen Bruning

List of Commenters Submitting Form Letter A

Comment Number	Commenter Name
211	Mary Preussel
212	Mary Schaar
213	Price L. Johnson
214	Pryce & Lourdes Tucker
215	Tom Deighton
216	Mary Deighton
217	Joanne Lyke
218	Philip B. Mendershausen
219	Aimee Padden
220	Chris Cutshall
221	J. U. Palmer
222	R.D. Dignan
223	Dolores Dignan
224	Shannon O'Brien
225	John F. Wilson, Jr
226	Jennifer O'Brien
227	Linda Fuller
228	Carrie Finley
229	Stephanie Turney
230	Joanne Fitzgerald
231	Caitlyn Overton
232	Perry Cavender
233	Jennifer Lee Near
234	Keith Rola
235	Robert Elrich
318	Craig Cox
373	Susan Erlbacher
439	Ronnica Nady
473	Diana Cox
938	David Wrobel
989	Jade Osborne
1000	Anna Seo
1001	Tiffany Hubbard
1002	Harry Kim
1003	Name Illegible
1004	Grace Evans
1005	James W. Evans
1006	Pat & H.W. Cage
1011	Michael Szczachor
1012	Nellie J. Gerard
1013	Randall Talley
1015	Amy Kristofek

List of Commenters Submitting Form Letter A

Comment Number	Commenter Name
1016	Barbara Clay
1017	Ken Bernstein
1018	Lara Huddleston
1019	Brad Huddleston
1020	Chris McCauley
1021	Daniel Ortman
1022	Linda Ortman
1024	Amanda M. Johnson



List of Commenters Who Submitted Form Letter B

Note: Persons submitting Form Letter B along with other comments are not included in this list, but are instead listed separately in the comment response matrix.

List of Commenters Submitting Form Letter B

Comment Number	Commenter Name
236	Glenn Smith
237	Name Illegible
238	Peter Loudis
239	George Haynes
240	Betty Rice
241	Moss Lee Barron, Jr.
242	Brad Boling
243	Robert Curry
244	Ann L. Teague
245	Paul Bennett
246	Sandra Odria
247	Lisa Kelly
248	Name Illegible
249	Earnest J. Cox
250	Barbara M. Malloy
251	Leo J. Zipper
252	Robert Kellick
253	Name Illegible
254	Matt S. Keepman
255	A. Keepman
256	Carmen Lara
257	K. Plattner
258	Name Illegible
259	Ben Lauer
260	SB Moon
261	Jennifer Taylor
262	Name Illegible
263	Adam Jochelson
264	Fred Welsh
265	Darlene D. Ellison
266	Denise Ayer
267	Steven Phillips
268	Name Illegible
269	Jeff Borden
270	Roy Ferguson
271	Stephanie Berry
272	Robert Berry
273	Taylor (illegible)
274	Dan (illegible)
275	John Jones
276	Lizzy (illegible)
277	Christin (illegible)
278	Name Illegible

List of Commenters Submitting Form Letter B

Comment Number	Commenter Name
279	Deldui VanZandt
280	Joy Sandager
281	G. Charles Kobdish Jr.
282	Sonia Kobdish
283	Emme Kobdish
284	George C. Kobdish II
285	Name Illegible
286	Michael Marshall
287	Name Illegible
288	Duree M. Garvi
289	Name Illegible
290	Mike Nurre
291	Name Illegible
292	Name Illegible
293	Delia Clayton
294	Amy Stecklein
295	John M. Davis
296	Rene Barrera
297	Greg Stuecheli
298	Gloria Tarpley
299	Christopher L. Rebuck
300	Laura Cassillo
301	Name Illegible
302	Barbara M. Pittman
303	Name Illegible
304	Griselda Perez
305	Siberio Perez
306	Victor Curry
307	Shamille Lag
308	Name Illegible
309	Name Illegible
310	William Cronin
311	Carolyn Borden
312	Vikki Martin
313	Elaine Starr
314	Gerard & Becky Oliver Conley
315	Matthew Shivar
316	Meghan Zuraw
317	Weldon Haynes
319	Name Illegible
320	Vincento Nieto



List of Commenters Who Submitted Form Letter C

Note: Persons submitting Form Letter C along with other comments are not included in this list, but are instead listed separately in the comment response matrix.

List of Commenters Submitting Form Letter C

Comment Number	Commenter Name
321	Jack Leutz
322	Cheri Leutz
323	Maureen Eason
324	Robert C. Eason
325	Kathryn Brown
326	Dean Brown
327	Robert Cox
328	Robert T. Gunby, Jr.
329	Sarah Hardin
330	Jann Mackey
331	Becky Portera
332	Barenda Hino
333	Joanna W. North
334	Valerie Kaiser
335	Jordan Kaiser
336	Tasha Farmer
337	Dave Farmer
338	Ariba Kamal
339	Lancaster Parker
340	Melanie Parker
341	Elizabeth Gunby
342	Rulan Hebeler
343	Laura Noe
344	Martin Berkman
345	Larry Offutt
346	Janis Adams
347	Kathleen Ragsdale
348	Robert J. Dunnaway
349	Marsue Williams
350	Steve Prifte
351	Lora Brown
352	Jadd Garcia
353	Brittany Grimes
355	Name Illegible
356	Stephanie Stanley
357	Glenn Offutt
358	Terry Miller
359	Kaye Dohn
360	Max Painter
361	Evelyn Montgomery
999	Bob Bracken



List of Commenters Who Submitted Form Letter D

Note: Persons submitting Form Letter D along with other comments are not included in this list, but are instead listed separately in the comment response matrix.

List of Commenters Submitting Form Letter D

Comment Number	Commenter Name
362	Heidi Starr
363	Heide Starr
364	Stephanie Hilliard
365	Jeff Hilliard
366	Adam Starr
367	Ken & Lisa Rubenstein
368	Nancy Crume
369	Linda Hughes Gold
370	Emmerich Grunbaum
371	Nick Diaz
372	Jonathan & Jillian Kohl
374	Susanne Mayon
375	Brendan Demuth
376	Mike Mayon
377	H. Clay Alexander
378	Heidi Alexander
379	Michael Wylie
380	Kimberly Wylie
381	Susan Meyer
382	Scott Lewis
383	Susan Paul
384	James Kipp
385	Denise Bonds
386	Lanna B. Moore
387	Mary Kathryn Reese
388	Jennifer Sherrill
389	Belinda Schwenk
390	Jeff Schwenk
391	Meredith Wiggins
392	Joe Sullivan
393	Allison Sullivan
394	Blis Freeman
395	Brandi Lewis
396	Genniva Bruce
397	John Kenny
398	Chris Fridea
399	Don Foote
400	Theresa Panten
401	Rick Panten
402	Morag McColl
403	Clark Cochran
404	Clay Coleman
405	Ashley Coleman

List of Commenters Submitting Form Letter D

Comment Number	Commenter Name
406	Lora Owens
407	Jill Phillips
408	Ana Brown
409	Rosann Naim
410	B Mier
411	Lindsay Morrell
412	Helen Reeves
413	Bill Reeves
414	Alison Teelock
415	Ranjeev Teelock
416	Leah Kenny
417	Merrit Drury
418	Larissa Drury
419	Aaron Rigby
420	Amy Rigby
421	Michael Fahey
422	Rhonnie Burton
423	Maria Burton
424	Mark Purdey
425	Steve Gill
426	Nick Gill
427	Loralee Lewis
428	Ben Boyer
429	Kaci Boyer
430	Lauren Miller
431	James Miller
432	Sarah Foote
433	Loretta Ann Dunnaway
434	Robert J. Dunnaway
435	Kellene Cain
436	Jason Brindle
437	Tracy Barrilleaux
438	Quentin Hartley
440	Sarah Foote
441	Suzanne Cochran
442	Clark Cochran
443	Suzanne Cochran
444	Nancy Rodriguez
445	Barry Jacobs
446	Ryan Bandy
447	Corine Dehghanpisheh
448	Daryan Dehghanpisheh
449	William Begley

List of Commenters Submitting Form Letter D

Comment Number	Commenter Name
450	Bill Bradley
451	Sioux Sinnott
452	John Isaacson
453	Anita Linney-Isaacson
454	Jeff Baron
455	Beth Baron
456	Donna Guajardo
457	Jesse Barrera
458	Aaron Guajardo
459	Claire Klein
460	Sonja Staron
461	Jeff Seidel
462	Andrea Kenny
463	Mallory Kenny
464	Lauren Murray
465	Richard Metzner
466	Mark Sapitsky
467	Austin W Fogerty
468	Edwin Meers
469	Pam Meers
470	Chris Rehberger
471	Joel Dons
472	Kammie Dons
474	Michael Gilbert
475	Mischell Ulter
477	Ben Wright
990	Erika Bright
995	Eric Roberts
996	Douglas Barrilleaux
997	Robert Starr



Comment/Response Matrix

Comment Response Matrix

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
1-235, 318, 373, 439, 473, 938, 1000-1006, 1011-1014, 1015-1022, 1024	<p>See Form Letter A</p> <p>Submitted by 259 Individuals</p> <p>Notes:</p> <p>Persons submitting Form Letter B along with another comment are listed separately in this matrix and not included in the above number of submitters.</p> <p>If two forms from different persons were submitted with another comment, one is considered as part of that comment and the other is included in this comment.</p> <p>Multiple submissions of the form by the same person were only included once.</p>	11/13/2018 through 11/28/2018	Written Comment from Public Hearing (PH), Email, Mail, and Hand-delivered to TxDOT Dallas District Office	<p>My name is _____and I am a local resident impacted by the decisions made relating to the Gaston/Garland/Grand intersection.</p> <p>I am writing you today to let you know my opinion on the proposed changes at the Garland/Gaston/Grand ("3G") intersection. We would like to inform you of our support of the process (and subsequent result) surrounding the improvement to the 3G intersection. We believe that the public input process was fair, transparent, and that the result ("Option 2") is representative of the feedback provided by the public from those meetings. We further understand the following:</p> <ul style="list-style-type: none">• <i>There were 4 public input meetings dating back to May 2016</i><ul style="list-style-type: none">◦ <i>These meetings were advertised through direct mail campaigns to nearby residents, posted on social media, neighborhood association pages, and covered by the Lakewood Advocate</i>◦ <i>We feel that adequate notice/coverage was provided by the various groups involved</i>• <i>"Option 2" was selected by residents who took the time to go to the public input meetings beginning back in 2016</i><ul style="list-style-type: none">◦ <i>70% (14 of 20) of the tables chose some version of the "Reverse-T" intersection (8 tables chose Option 2, 3 tables chose Option 4, and 3 tables chose Option 5)</i>◦ <i>25% (5 of 20) of the tables voted for Option 1</i>◦ <i>"Option 1" was among the 5 options presented the first time, but was not selected</i>• <i>Option 1 would increase the wait time at 3G by 3-4x over Option 2</i><ul style="list-style-type: none">◦ <i>This will result in people cutting down side streets and overfilling neighborhood streets that were not intended to support the level of traffic</i>• <i>70% of the morning traffic currently takes Gaston from Garland</i><ul style="list-style-type: none">◦ <i>TxDOT has studied Option 1 and Option 2 and does not anticipate any additional traffic being driven onto Gaston from Garland as a result of Option 2 versus Option 1</i> <p><u>We support the decision that has been made by the public and TxDOT through the public input process, which is "Option 2".</u></p> <p>Please do not delay this much needed enhancement to the 3G intersection any further and continue the process that was selected by local residents during the public input meetings.</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Thank you,	
236-317, 319-320	See Form Letter B Submitted by 84 Individuals Notes: Persons submitting Form Letter B along with another comment are listed separately in this matrix and not included in the above number of submitters. If two forms from different persons were submitted with another comment, one is considered as part of that comment and the other is included in this comment. Multiple submissions of the form by the same person were only included once.	11/13/2018 through 11/28/2018	Written Comment from PH, Email, and Mail	<p>GARLAND/GASTON/GRAND ("3G") INTERSECTION Support for Preferred Option 2</p> <p>We support the process (and subsequent result) surrounding the improvement to the Gaston/Garland/Grand ("3G") intersection in East Dallas. We believe that the public input process was fair, transparent, and that the result ("Option 2") is representative of the feedback provided by the public from those meetings. We further understand the following:</p> <ul style="list-style-type: none">• Option 2 is half \$1 million cheaper than what the LCFRT (distracting yard sign campaign) is advocating for.• Option 2 has the largest green space to enhance beautification of the gateway to our area whereas the LCFRT is advocating for smaller green space at 3G.○ Option 2 has the shortest crosswalks thus making pedestrian/cyclist navigation less dangerous while the option 1 creates "islands" in the middle of the intersection where people will be stranded during the 5 traffic light cycles.○ Option 2 has fewer traffic light cycles (3 compared to 5 with LCRFT's option 1), thus making it more efficient for automobiles AND safer for pedestrians. MORE traffic lights make it MORE complicated for everyone!• Option 2 has less waiting time for drivers [3.1 seconds as opposed to 30.5 seconds with LCRFT's option 1 (8.1 seconds currently)]. Once more, with a 30.5 second delay (over 3 times more than what it is now!) that the LCFRT advocates, it will inevitably force traffic from Garland Road to start using Winsted as a reliever route. Thereby increasing traffic on Loving, White Rock Road, Lakeshore, and the entire Lakewood neighborhood near White Rock Lake.• "Option 2" was selected by residents, businesses, and stakeholders who took the time to go to the public input meetings beginning back in 2016• 70% (14 of 20) of the tables at the public meetings chose some version of the "Reverse-T" intersection (8 tables chose Option 2, 3 tables chose Option 4, and 3 tables chose Option 5)○ The natural flow shows that 70% of current morning traffic takes Gaston from Garland○ TxDOT has studied Option 1 and Option 2 and does not anticipate any additional traffic being driven onto Gaston from Garland as a result of Option 2 versus Option 1.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Please do not delay this much needed enhancement to the 3G intersection any further and allow TxDOT to continue the process that was selected by your constituents during the public input meetings. <u>We support the process that led to the decision that was made by the public and TxDOT through the public input process (also known as"Option 2").</u>	
321-353, 355-361, 999	See Form Letter C Submitted by 41 Individuals Notes: Persons submitting Form Letter B along with another comment are listed separately in this matrix and not included in the above number of submitters. If two forms from different persons were submitted with another comment, one is considered as part of that comment and the other is included in this comment. Multiple submissions of the form by the same person were only included once.	11/13/2018 through 11/28/2018	Written Comment from PH, Email, and Mail	I oppose Option 2 in its current form. It has a dual negative effect. It funnels additional traffic through many historic residentail neighborhoods. And at the same time it makes it harder to reach the many alternate routes, both current and planned, along Grand to access I-30, Fair Park, Deep Ellum and downtown Dallas.	Comment noted.
362-372, 374-438, 440-472, 474-475, 477, 990, 995-997	See Form Letter D Submitted by 116 Individuals	11/13/2018 through 11/28/2018	Written Comment from PH, Email, and Mail	I oppose TxDOTs current Option 2 design because it disrupts the current balance of traffic between Gaston and Grand. Specifically, I am opposed to the current plan because: -Option 2 re-aligns Garland Road directly onto Gaston Avenue, making Gaston the more accessible route and directing a larger proportion of traffic onto it. -It removes the straight alignment of Garland/Grand and thereby impedes	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
	<p>Notes:</p> <p>Persons submitting Form Letter B along with another comment are listed separately in this matrix and not included in the above number of submitters.</p> <p>If two forms from different persons were submitted with another comment, one is considered as part of that comment and the other is included in this comment.</p> <p>Multiple submissions of the form by the same person were only included once.</p>			<p>direct access to I-30, South Dallas and Downtown.</p> <p>-It forces drivers who wish to remain on Grand and reach I-30 to take a left turn to do so.</p> <p>-It removes a full lane of traffic from Garland to Grand through the intellection, thereby disproportionally burdening Gaston Avenue.</p> <p>-It encourages commercial trucks wishing to reach I-30 and Downtown to leave SH78 — a designated truck route — and take Gaston Avenue, a smaller roadway that is NOT a truck route.</p> <p>Option 2 was selected by 71 Individuals who do not represent all of the affected stakeholders and neighborhoods. Option 2 is not a community preferred plan because TxDOT has NOT to considered the impact that this project will have on the surrounding community.</p>	
478	Barbara Velhum	10/28/2018	Email	<p>I support Option #1</p> <p>I am a East Dallas Resident and I oppose Option #2 as the 3G intersection re-development plan. Option #2 will direct additional commuter traffic into our neighborhood, causing cut through traffic on our streets and endangering the safety of our families.</p> <p>Option #1 is the best choice for all of East Dallas because it maintains a straight alignment for Garland/Grand and better balances traffic volumes through the intersection.</p>	Comment noted.
479	John Botefuhr	10/11/2018	Email	Thank you for the information. I plan on attending and supporting the preferred option 2.	Comment noted.
480	John Botefuhr	11/2/2018	Email	Hi Michelle,	

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				I spoke at the Lakewood neighborhood association meeting Tuesday regarding 3G. People who are against option two, LCRFT, mentioned that they had already signed up to speak for the November 13 meeting at the Arboretum. Is that possible? Is there a web sight or link that we can register prior to the meeting? Thank you	Response by Michelle Raglon on 11-2-18: Hello John, hope all is well; perhaps citizens have ‘identified’ people to speak, however, the forms will be available at the meeting that night and I will more than likely be the one to collect them. I look forward to meeting you and seeing you at the meeting. Hopefully, I have already provided you the ‘flow’ of the hearing: - informal one-on-one from 6-7 p.m. - formal presentation at 7 p.m. - 20 minute recess for questions - comments from the microphone (3 min limit) - adjourn Written, verbal comments will become part of the official public hearing record. TxDOT will not attempt to respond to the questions from the microphone. Hope this is useful.
				I look forward to meeting you as well! Also, although a minority, the LCRFT is quite vocal. Will there be a 'protest area' or an area outside the meeting for people for/against Option to congregate? Thanks for the info.	Response by Michelle Raglon on 11-2-18: John, There will be no ‘protest areas; at this civil meeting. Hopefully, there will be no congregating but more ‘engaging.’
481	Ms. Nancy Wilson	11/6/2018	Email	Thank you. Is your office also the one sending this out to everyone? If so, referring to others as (distracting) is not appropriate. The attachment provided is Form Letter B.	Response from Lani Marshall on 11-6-18: Ms. Wilson, Please note that our office did not develop or send out the attached document. I am not sure who developed or was responsible for the documentation. Thanks!
482	Sue Beckham	11/7/2018	Email	We want plan 2 for best traffic routing. Please consider as I can’t make the meeting next week	Comment noted.
483	Bekah Shamsa	11/8/2018	Email	Good afternoon. I will be attending the public hearing about this project on November 13, but wanted to send an email as well in support the proposed Option 2 plan. I trust the process that has taken place, and appreciate the hard work that TxDot has put in to design a functional, safe intersection for commuters, pedestrians, and cyclists.	Comment noted.
484	Brad Hickerson	11/8/2018	Email	Dear Lani, I support Option #2. I live along Garland Road, near the Arboretum. The approved Option #2 should be implemented as originally conceived and approved. Thanks, The attachment provided is Form Letter A.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
485	Kristopher Chelette	11/8/2018	Email	<p>Please do not let the voices of a few overwhelm the many. Option 2 is the better option for relieving traffic congestion at Garland/Gaston/Grand. Option 1 will do nothing to decrease the flow of traffic onto Gaston. People will continue to take that route, just as they are now. The only difference will be how long people have to wait to get onto Gaston from Garland. We have the opportunity to fix this intersection. Please do not mess it up by choosing an inferior option to appease a handful of people.</p> <p>Sincerely, The attachment provided is Form Letter A..</p>	Comment noted.
486	Mary Helen Hall	11/8/2018	Email	<p>Good morning.</p> <p>My name is Mary Helen Hall and I live near the Garland/Grand/Gaston intersection in east Dallas. My daily commute to and from work runs through this intersection. I was not able to attend any of the public meetings related to this project, but I have spoken with people who have and I have read about the various options that were presented at those meetings. I firmly believe that Option 2 is the best option for the intersection.</p> <p>Please find attached a signed letter of support.</p> <p>Thank you for your time.</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
487	Marta Engram	11/8/2018	Email	<p>Attached is my letter of support for Option 2. My family lives on Coronado Ave. south of Gaston and we are concerned about the amount of traffic that will cut through our neighborhood should option 1 be chosen.</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
488	Melissa Ogden	11/8/2018	Email	<p>Attached is my letter of support for the Gaston/Garland/Grand Option #2. I am a resident of Lochwood in East Dallas and I work at the Texas A&M College of Dentsitry, which is located at [REDACTED] so I travel through that intersection everyday.</p> <p>Thank you.</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
489	Muditha Karunatileka	11/8/2018	Email	<p>Lani, I have attached a letter about my position on the proposed changes at the Garland/Gaston/Grand intersection. I do want to emphasize the following point, in addition to my full support of Option 2.</p> <p>The proponents of Option 1 have not fully evaluated, nor understood the very real possibility of significant traffic through the neighborhood of Lakewood (via Winsted) if the Garland/Gaston intersection becomes traffic clogged due to only one lane from Garland Road to Gaston.</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				The attachment provided is Form Letter A.	
490	Andrew Hall	11/8/2018	Email	<p>My name is Andrew Hall and I live in the Forest Hills area of Dallas, near the Garland/Grand/Gaston intersection. Please find attached my letter of support for Option 2.</p> <p>Regards,</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
491	Jane Ojeda	11/8/2018	Email	<p>Hello Ms. Marshall,</p> <p>Attached please find my letter supporting Option 2 for the referenced intersection. I drive through this intersection twice daily and am very opposed to increasing wait times to turn.</p> <p>Thank you,</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
492	Jo Ann Reno	11/8/2018	Email	<p>My name is Jo Ann Reno I live at [REDACTED] .</p> <p>I support Option 2 and attaching the form letter. My Husband, Barry Reno, supports this option also.</p> <p>I disapprove of the antics of the Yard Sign People.</p> <p>Thank you.</p> <p>The attachment provided is Form Letter A.]</p>	Comment noted.
493	Katherine Mull	11/8/2018	Email	<p>Hi there! Attached please find a letter of support for Option 2. My husband and I both use Garland to Gaston to get to work each day as well as doctors' appointments at Baylor. Please do not adopt Option 1. It will dramatically increase our commute time, which, in turn will increase residential traffic in areas not intended to handle it and decrease property values on our side of the lake. I understand that the Option 1 proponents are quite vocal but they represent a very small minority of folks impacted by this decision. We appreciate your consideration on this important issue!</p> <p>Best regards,</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
494	Katie Anderson	11/8/2018	Email	<p>Please see my attached letter. I hope that TxDOT will move forward with the plan that has been in progress for literally years. I have attended most of the meetings and believe Option #2 is the best offered. I know the folks on Gaston think they are going to have increased traffic, but that is not supported by any evidence, traffic counts, etc. From Highland on the Creek, where I live (by White Rock Spillway), I use Gaston to get most places I am going. That will be true regardless</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>of the intersection except that if it is not fixed I will use Winsted and wind through Lakewood, which surely cannot be what our state leaders intend or believe to be safe or best for residents. Thank you,</p> <p>The attachment provided is Form Letter A.</p>	
495	Mark Palmer	11/8/2018	Email	<p>Lani,</p> <p>Sorry for the awkward cut and paste on a form letter, but I wanted you to know that I strongly support Option 2 on the 3G intersection upgrade. I understand a small group has hired a PR firm to oppose this option, but wanted you to know that I live in the Forest Hills neighborhood to the east of the intersection and that we support Option 2.</p> <p>Finally, a big thank you to TxDOT for running a very inclusive and well-communicated process.</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
496	Lynda Christian	11/8/2016	Email	<p>Good afternoon-</p> <p>My husband, Bill Christian, and I, Lynda Christian, live at [REDACTED], [REDACTED], and would like to express our support of Option 2 relating to the Garland/Gaston/Grand "3G" intersection. Attached you will find a signed letter from each of us expressing our desire for the City of Dallas to move forward with Option 2.</p> <p>Thank you very much.</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
497	Joan Layden	11/8/2018	Email	<p>My name is Joan Layden and I live at [REDACTED]. I support Option 2 as it provides the best option for traffic flow and has been extensively studied, presented to the affected residents and supported.</p> <p>Thank You</p>	Comment noted.
498	Elizabeth McFarland	11/9/2018	Email	<p>Ms. Marshall,</p> <p>I would like to offer my support to the Option 2 scheme for the 3G intersection in Dallas. Please see the attached form. I am a resident in the east Dallas area and drive that direction everyday taking my child to daycare. I also shop at the Tom Thumb and Whole foods, am a member of the YMCA on Gaston and frequent many of the establishments in the area. I do not agree with modifying the intersection that would create issues with people traveling to the other side of the lake, such as Option 1 would have.</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Thank you for your time. The attachment provided is Form Letter A.	
499	Bill Smith	11/9/2018	Email	TxDOT, Please find the attached letters in support of Option #2 for the intersection of Garland/Gaston/Grand. My wife and I will be unable to attend the meeting on November 13th but wanted to voice our support of Option 2. Thank you, The attachment provided is Form Letter A.	Comment noted.
500	Patrick Blaydes	11/9/2018	Email	Good morning Lani, I'm the president of a neighborhood association on Garland road and a few folks have asked if they need to sign up to speak or what the best method to notify y'all that they would like to speak. Any info I can pass along to them would greatly appreciated.	Response from Lani Marshall: Good Morning Mr. Blaydes, At the public hearing sign in table, our staff will be passing out a packet of information, included in the packet will be a yellow sheet for folks who are interested to speak at the public hearing. Each speaker will be allotted 3 minutes to speak. Hope this helps!
501	Julia Wood	11/10/2018	Email	Dear TxDOT, I am a local resident impacted by the decisions made relating to the Gaston/Garland/Grand intersection (“3G”). I am writing you today to let you know my opinion on the proposed changes at the 3G intersection. I believe that the prior public input process was fair and transparent, and that the result (“Option 2”) is representative of the feedback provided by the public from those meetings. I understand that there has been opposition to this decision, but I believe the overwhelming majority of residents impacted by the 3G intersection design have already spoken and expressed their support for Option 2. Please do not delay this much needed enhancement to the 3G intersection any further, and please continue the process that was selected by local residents during the public input meetings.	Comment noted.
502	Jenny Capritta	11/12/2018	Email	Subject line of email: I support Option 2 Note that body of email was blank and there was no attachment.	Comment noted.
503	Barry Reno	11/12/2018	Email	I support OPtion 2	Comment noted.
504	Chris Shafer	11/12/2018	Email	My name is Christopher Shafer and I am a local resident impacted by the decisions made relating to the Gaston/Garland/Grand intersection. I am writing you today to let you know my opinion on the proposed changes at the Garland/Gaston/Grand (“3G”) intersection. There has not been adequate process to inform impacted residents. I DO NOT believe that the public input process was	Comment noted.

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				fair or transparent and never received any information in the mail or via social media. And I DO NOT support “Option 2.” I would support “Option 1” as a fair alternative that does not funnel state highway traffic directly onto Gaston. Please halt this process until local residents are able to weigh in.	
505	J. Richard Gallagher	11/12/2018	Email	<p>First Email:</p> <p>I am a Junius Heights Resident and I oppose Option #2 as the 3G intersection re-development plan. Option #2 will direct additional commuter traffic into our neighborhood, causing cut through traffic on our streets and endangering the safety of our families.</p> <p>Garland and Grand are State Highways. The is only one purpose for State Highways: TRAFFIC. Don't destroy residential neighborhoods.</p> <p>I understand that txdot made its decision without consulting with the affected residents. Tell me that isn't true!</p> <p>Thank you.</p> <p>Second Email:</p> <p>Thanks very much Michelle. As you can tell this is a critical issue to my family and myself.</p> <p>Thus, the repeated emails. I had planned to attend the Arboretum meeting (and am encouraging my neighbors to do so). However, I have been assigned by the Dallas Bar Association to head up an event at the same time tomorrow. I can't say 'no'.</p> <p>My neighbors are under the belief (as am I) that TxDOT did not request input from the residents whose property values, quality of life, and safety are being dramatically damaged. Speaking for myself & others, we receive any prior notice - - just a "done deal".</p> <p>It's a straightforward question: did TxDOT make its decision without prior notification or consultation with the affected residents?</p> <p>Perhaps you or one of the above-named members of your team can answer "Yes" or "No" before the meeting. Otherwise we will conclude that the answer can only be "No".</p> <p>Hoping to hear back from you. Thanks</p>	<p>First Email Response from Michelle Raglon on 11-12-18: Mr. Gallagher, as with your other emails, I will forward your comments to the project tea. Also, the history of the project will be detailed at the public hearing tomorrow night. I hope you are able to attend starting at 6 p.m. at the Arboretum, Rosine Hall.</p> <p>Second Email Response from Michelle Raglon on 11-12-18: Yes, we followed the rules for public engagement and went beyond requirements with public involvement. The presentation will be online after the meeting. Also, view www.keepitmovingdallas.com for project information. Feel free to contact me. I'll be in office after 2 today. I sincerely believe this has been an open and thorough process.</p>
506	Christine Unruh	11/12/2018	Email	<p>Good morning Ms.Marshall, I would like to let my voice be heard in support of the sensible choice for the many people living east of the lake, as I do.</p> <p>Please let this letter add to the many who agree.</p> <p>I hope to be in attendance at tomorrow's final meeting at the Arboretum.</p> <p>Best regards,</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.

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507	Heather Johnson	11/12/2018	Email	<p>Hello Lani- Please find attached a letter of support for Option 2!</p> <p>We have had several public meetings, where option 2 was decided by those who have been participating in this very open public input process dating back to 2016. I hope TxDOT does not let this project be derailed by those who were not involved over the last 2 years of public meetings.</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
508	Aaron Hubbard	11/12/2018	Email	<p>Lani,</p> <p>My apologies, I had a miss-communication on my end. As Forest Hills residents we are in favor of the plan and proposition for option #2 as presented in the document. Please include it in your documentation.</p> <p>Thank you,</p>	Comment noted.
510	Annetta Thomas	11/12/2018	Email	<p>Hi, I just want to put in my 3 cents for the hard T at this Dallas intersection. Coming off Grand onto Gaston now is scary dangerous.</p> <p>Thanks!</p>	Comment noted.
511	Brenda Busch	11/12/2018	Email	<p>I'd just like to weigh in and say I wish the city would leave the intersection alone, and save some tax dollars. My property taxes are about to price me out of the neighborhood, and they will be raised again thanks to the recent amendments that passed. I am all for supporting our schools, which on a national scale do not perform well. However, I am fully against wasteful road measures like this, when our property taxes are among the highest in the nation as well. (Not the VERY highest, mind you, but exorbitantly high).</p> <p>Rather than spending MILLIONS of dollars "fixing" roads and changing traffic patterns that will please nobody, please put the money back in the city's coffers, into the schools, or back in the taxpayers' wallets.</p> <p>Thank you for hearing me out.</p>	Comment noted.
512	Carrie Funderburk	11/12/2018	Email	<p>I support Option 2!!</p>	Comment noted.
513	Alexandra Lowers	11/13/2018	Email	<p>Lani,</p> <p>Please see attached for my letter of support for TxDOT's option #2 for the Garland/Gaston/Grand intersection. I trust TxDOT and their engineers and traffic experts have come up with the best plan in Option #2 for the 3G intersection.</p> <p>Thank you,</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
514	Brad Grist	11/13/2018	Email	<p>Hi Lani,</p> <p>I'm sure you've gotten a number of these letters of support (hopefully more often from folks supporting Option 2, like me) in the last few days. Please accept this</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				letter from me to show my support for Option 2 and my further support of the process that led to the selection of Option 2. Good luck with compiling all of these. I know that this is a thankless task, but we really do appreciate all of your hard work on this. Best, The attachment provided is Form Letter A.	
515	Brian Progar	11/13/2018	Email	Ms. Marshall, Please find the attached regarding the 3G project. As a resident of the area I am concerned that the wrong choice would negatively affect neighborhood. I support remaining with Choice #2. Regards, The attachment provided is Form Letter A.	Comment noted.
516	Clayton Killam	11/13/2018	Email	Please see attached in support of Option 2 for the Gaston/Garland/Grand Intersection. We live in the Hollywood neighborhood just off East Grand. Our street already gets a lot of traffic cutting through to Lakewood and we don't want to add more traffic. Thank you. The attachment provided is Form Letter A.	Comment noted.
517	John & Mary Beakley	11/13/2018	Email	Please find attached our signatures indicating our support for Proposition #2 for the Gaston/Garland/Grand Intersection in Dallas. We have been residents of the Forest Hills neighborhood since 2007, and would like to see the problems at this intersection resolved as soon as possible. We appreciate your efforts and assistance on this project. The attachment provided is Form Letter A.	Comment noted.
518	Kelly Callaway	11/13/2018	Email	Dear Ms. Marshall, My family lives in the Emerald Isles neighborhood next door to the Dallas Arboretum. My wife travels daily to work in the uptown area. As a family we visit Lakewood and lower Greenville often to shop and eat at local restaurants. Option 2 is by the far the best option that would allow us to continue to support local business and travel to work. Please see the attached, signed letter indicating our support. The attachment provided is Form Letter A.	Comment noted.
519	Lee Lamont	11/12/2018	Email	The attachments provided are Form Letter A. Note: Mr. Lamont also submitted Form Letter A from Todd W. Kirby and David McLean.	Comment noted.
		11/13/2018		Here is a signed copy. My neighbors in forest Hills who also support Option 2, say they got an	Response from Lani Marshall on 11-13-18: Please note that I have received the attached e-mails from you last night, my

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				acknowledgment, I have not yet received that. Please advise. Thx	apologies that you were wondering if I have received them.
520	Stacie Silvas	11/13/2018	Email	Hello, I am writing in support of Option 2 at the “3G” intersection. Please see the letter I have attached to this email. As a local resident who commutes through this intersection daily, I will be impacted by this decision and want my opinion to be counted. Thank you, The attachment provided is Form Letter A.	Comment noted.
521	Stephen Lohr	11/13/2018	Email	Please see the attached letter voicing my support for Option 2 at the 3G intersection. I have been a resident of the area for many years. I fully support TXDOT and Option #2. Thank you The attachment provided is Form Letter A.	Comment noted.
522	Tim Simmonds	11/13/2018	Email	H Lani, here is me signed letter of support for option 2. I live at [REDACTED], so this issue directly affects me. Thanks, The attachment provided is Form Letter A.	Comment noted.
523	Chris Rex	11/12/2018	Email	Lani, Option 2 for the Garland/Grand/Gaston intersection is the best option for traffic. Please keep that in mind since this is a traffic management decision. Local neighborhood interests don't take the entire city of Dallas' interests into account. Thank you,	Comment noted.
524	Crystal Bell	11/12/2018	Email	Hello. I have been a resident of the Hollywood/Santa Monica neighborhood in Dallas since 1983. As you know, the neighborhood, which is of historical significance to the City of Dallas and is a Conservation District, is bordered on the east by Grand Avenue. I am in favor of Option 2 for the Gaston/Garland Road intersection for several reasons. Option 1 will increase traffic on Grand and will have a negative, and potentially severe, impact on our neighborhood. It will mean that: <ul style="list-style-type: none">• Our neighbors on or near Grand will see an increase in high-speed, noisy, dangerous, and polluting traffic.• It will be even more difficult to cross Grand Avenue in order to access the Tenison Park Pollinator Garden, Tenison Park, and Samuell Grand Park.• There will be an increase in the number of commuters cutting through our neighborhood in order to get to Abrams/Columbia, Gaston and Live Oak.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>This will be a very real safety and noise concern.</p> <p>It is vital that Option 2 is the one that is selected. Please keep this in mind at the public hearing on Tuesday evening, Nov. 13, at the Arboretum.</p> <p>Thank you.</p>	
525	Dave LaBrec	11/12/2018	Emails	<p>First Email:</p> <p>I am in favor of option 1 which is far better than option 2. Gastonwood is a thoroughfare and needs to continue to be used as such.</p> <p>As to the people living on Gaston who say that option 1 will cause a safety hazard for children who play in their front yards, that's a total falsehood. No children play in the front yards on Gaston road-none-ever!</p> <p>Please use option one for the convenience of all of the residents of the community.</p> <p>Second Email:</p> <p>I think I got confused on which option is which. I'm against the option that's designed to reduce traffic flow from Garland/Grand to and from Gaston. Sorry about the confusion.</p>	Comment noted.
526	Dawn Smith	11/12/2018	Email	<p>My husband and I live on the east side of White Rock Lake, near San Rafael and Garland. We support Option 2. Please find our support forms attached. I plan to be at the meeting tomorrow night to show support as well. Thank you for all the hard work you're doing to get this issue ironed out.</p> <p>The attachment provided is Form Letter B.</p>	Comment noted.
527	Gloria Tarpley	11/12/2018	Email	<p>Ms. Marshall,</p> <p>I have lived in Forest Hills, very near the 3-G intersection, for the last 31 years, and I have always been concerned about my safety going through the intersection, at least once a day. The re-striping that was done some time ago was a huge improvement, but it is still a very, very dangerous intersection. As a result of my proximity to the intersection, I've followed the process you have been engaged in very closely, and am fully supportive of Option 2 — not only is it the best choice for the neighborhood, but it was also arrived at through a consultative, thoughtful, and transparent process.</p> <p>I have been dismayed by the noise and agitation that has been generated lately by the recent opposition — the group opposing Option 2 is either genuinely misinformed about the options, or is cynically spreading misinformation for its own agenda. PLEASE STICK WITH OPTION 2 AS HAS BEEN PLANNED, AND MOVE FULL SPEED AHEAD WITH THE ROADWORK! Thank you so very much for taking the time to read this, and thank you for all you do for us, in the vicinity of this most critical intersection.</p> <p>Best regards,</p>	Comment noted.
528	Julia Woods	11/12/2018	Email	<p>Dear TxDOT,</p> <p>I am a local resident impacted by the decisions made relating to the Gaston/Garland/Grand intersection ("3G"). I am writing you today to let you know</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>my opinion on the proposed changes at the 3G intersection. I believe that the prior public input process was fair and transparent, and that the result ("Option 2") is representative of the feedback provided by the public from those meetings.</p> <p>I understand that there has been opposition to this decision, but I believe the overwhelming majority of residents impacted by the 3G intersection design have already spoken and expressed their support for Option 2. Please do not delay this much needed enhancement to the 3G intersection any further, and please continue the process that was selected by local residents during the public input meetings.</p> <p>Thank you,</p>	
529	Lauren Johnson and Steve Peggs	11/12/2018	Email	<p>Hello.</p> <p>Please consider this e-mail as documentation of my family's support for Option 2 (re: the 3G Intersection in East Dallas). We are residents of the Hollywood Heights neighborhood and will be negatively impacted by Option 1 (and any other design that makes it hard to turn onto Gaston from Garland Road).</p> <p>Thank you,</p>	Comment noted.
530	Ray and Martha Williams	11/12/2018	Email	<p>Please put us down for voting "yes" on option 2!</p> <p>Thank you,</p>	Comment noted.
531	Rob Peebles	11/12/2018	Email	<p>Greetings:</p> <p>I'm writing to voice my support for Option 2 as the solution to the issue at Gaston and Garland. I believe that Option 2 is far better than Option 1 which I fear would force more traffic toward the schools and parks on East Grand.</p> <p>Thank for the opportunity to voice my preference.</p>	Comment noted.
532	Sonia King	11/12/2018	Email	<p>Please register my support for Option 2. I own a house on Sarasota Circle.</p> <p>Thank you.</p>	Comment noted.
533	Susan Falvo	11/12/2018	Email	<p>Ms. Marshall, My letter of support for Option 2 is attached. I am unable to attend the November 13th meeting due to a previous commitment, but am very much in support of Option and truly appreciate the efforts of TxDOT throughout this entire process. Thank you very much! Susan</p> <p>Text of Attachment:</p> <p>Dear Ms. Marshall,</p> <p>I am a long-time resident in East Dallas, very involved in the community and am very much impacted by the decisions that will be made at the Gaston/Garland/Grand Intersection, commonly referred to as the 3G's. This letter is to inform you of my opinion on the proposed changes at this intersection and to let you know I thoroughly support the process and the result arrived at through</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>the process as it related to the 3G Intersection. I believe the public input process was fair, transparent, and that the resulting recommendation, Option 2, is representative of the feedback provided by the public from those meetings. These meetings were held over a 2- year period with plenty of notification regarding the meetings, the times held and the locations of each meeting. The process was both fair and very much appreciated.</p> <p>As stated in several documents that I have seen and as stated above, appreciate, I understand the following:</p> <ul style="list-style-type: none">• <i>There were 4 public input meetings dating back to May 2016</i><ul style="list-style-type: none">o <i>These meetings were advertised through direct mail campaigns to nearby residents, posted on social media, neighborhood association pages, and covered by the Lakewood Advocate</i>o <i>I believe adequate notice/coverage was provided by the various groups involved</i>• <i>“Option 2” was selected by residents who took the time to go to the public input meetings beginning back in 2016</i><ul style="list-style-type: none">o <i>70% (14 of 20) of the tables chose some version of the "Reverse-T" intersection (8 tables chose Option 2, 3 tables chose Option 4, and 3 tables chose Option 5)</i>o <i>25% (5 of 20) of the tables voted for Option 1</i>o <i>“Option 1” was among the 5 options presented the first time, but was not selected</i>• <i>Option 1 would increase the wait time at 3G by 3-4x over Option 2</i><ul style="list-style-type: none">o <i>This will result in people cutting down side streets and overfilling neighborhood streets that were not intended to support the level of traffic</i>• <i>70% of the morning traffic currently takes Gaston from Garland</i><ul style="list-style-type: none">o <i>TxDOT has studied Option 1 and Option 2 and does not anticipate any additional traffic being driven onto Gaston from Garland as a result of Option 2 versus Option 1</i> <p><i>I support the decision that has been made by the public and TxDOT through the public input process, which is “Option 2”. I cannot emphasize enough the obvious advantages that come with the choice of Option 2: reduced wait time, improved green space, and shorter, safer crossing and access for pedestrians and bicyclists. Please do not delay this much needed enhancement to the 3G intersection any further and continue the process that was selected by local residents during the public input meetings.</i></p> <p>Thank you,</p>	
534	Susan Matusiewicz	11/12/2018	Email	<p>As a Lakewood resident, I am strongly in support of Option 2 for the redesign of the subject interchange.</p> <p>Respectfully,</p>	Comment noted.
535	Susie Williams	11/12/2018	Email	<p>I support option 2. Listen to the professionals!</p>	Comment noted.
536	Tena Callahan	11/12/2018	Email	<p>Ms. Marshall</p> <p>I live in the Hollywood Heights/Santa Monica area of Lakewood and am directly</p>	Comment noted.

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				affected by the decision regarding what is known as the “3G” intersection. Please make note that I remain in favor of OPTION 2 and strongly urge the final approval of same. My thanks for your attentions. Regards,	
537	Thomas and Lisa Carr	11/12/2018	Email	We support the approved and well vetted Option 2 for the Garland/Gaston/Grand intersection. Option 2 provides a reasonable balance between directing traffic to Gaston and Grand. Given the parks, rec center, schools and density of residences in the vicinity of Grand Ave. the approved option 2 can very fairly stake primary claim to keeping "kids and streets safe." Please support the originally approved Option 2 for 3G. Thank you.	Comment noted.
538	Vikki Rae Espinosa	11/12/2018	Email	Please consider this brief note my SUPPORT for option 2 for the 3G project. Sincerely,	Comment noted.
539	William J. Hill	11/12/2018	Email	Ms. Marshall, Please see attached letter of support for option 2. I frequently travel through this intersection and visit the retailers located at this intersection. Option 2 makes the most sense for all communities affected by this intersection. Best regards, The attachment provided is Form Letter A.	Comment noted.
540	William McFarland	11/12/2018	Email	Lani, I will not be able to attend the public hearing. This is to show my support for option 2. Thank you for your time and consideration. Regards, We support the decision that has been made by the public and TxDOT through the public input process, which is “Option 2”. The attachment provided is Form Letter A.	Comment noted.
541	Trish Gaffney	11/14/2018	Email	Dear Lani, Thank you for arranging the public hearing yesterday evening for SH 78. Would you please send me the slides so I can share them through the Lake Park Estates Neighborhood Association?	Response from Lani Marshall on 11-16-18 Good Afternoon Ms. Gaffney, We are in the process of posting the presentation as well as the exhibits that were shown at the public hearing will be posted on the keepitmovingdallas.com website by sometime early next week, I just double check the site, and it appears that the public hearing information hasn’t been posted just yet. I went ahead and took the liberty to send you the link to take you directly to the public hearing site for your convenience. http://www.keepitmovingdallas.com/public-hearings/2018/sh-78-at-gaston-avenue-public-hearing Please feel free to e-mail or call me directly if you have any additional questions.

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		11/16/2018		Thank you for the two links. I looked there before contacting you, but did not see the PowerPoint. Do you mind sending it in advance of the public posting? Thanks you and best regards,	The file with the presentation slides (pdf) was provided to Ms. Gaffney.
542	Amanda M Johnson	11/13/2018	Written Comment from PH	I support option 2. I live in the Forest Hills neighborhood and my children attend Lakehill Prep School, so I utilize this intersection at least 4 times per day. If the intersection is restricted, I will utilize neighborhood streets not meant for a commute.	Comment noted.
543	Amanda Thurman	11/13/2018	Written Comment from PH	I've lived on Gaston Avenue () starting when I was 3 years old. I learned to drive while living on Gaston and let me tell you, learning to pull out of a driveway on a 4-lane thoroughfare when you are 16 years old is not fun. However, we knew that when we moved in. I am now 32 years old and live in Lake Highlands, and often visit my parents who still live on 5516 Gaston. And so I know, from living on both sides, that option #2, which would by default feed more traffic onto Gaston, is NOT the option that should be chosen. Listen to the people who live there. Listen to the people who will be impacted. (also, I now work downtown so I take I-30 on a VERY regular basis.	Comment noted.
544	Angie Clarke	11/13/2018	Written Comment from PH	We are excited about the upcoming improvements to the Garland/Gaston/Grand intersection. We live nearby and witness daily the dangerous mess that it is currently. The redesign will improve the safety of the intersection for pedestrians, cyclists, and vehicles. We appreciate the thoughtful process that has taken into account many opportunities for public input and support the plan for Option 2. Thank you.	Comment noted.
545	Anita and Greg Childress	11/13/2018	Written Comment from PH	I support option 2 wholeheartedly. Thank you to TxDOT for the time and effort to improve this critical intersection.	Comment noted.
546	Annelise Pederson	11/13/2018	Written Comment from PH	I fully support option #2. As a resident of Forest Hills, and as a mother and driver (of a minimum 400 hrs per school year) of a teenage son, I drive south on garland Rd every morning between 7:30 am and 8:00 am and allow 45 mins to an hour to get my son to school in North Dallas, taking Gaston west to Skillman Rd. As a mother I am also concerned about childrens' safety and therefore stick to main roads and avoid cutting through neighborhoods if possible. As it is, I notice whenever a delay exists on Westbound Gaston in the morning due to garbage trucks or Road Work, cars rapidly divert through Lakewood to make their way north. Adding more lights would add to frustration and much more use of neighborhood routes. Safety would worsen. The highway 30 option is not reasonable for the northbound morning commute. Also, I have never seen kids trying to cross Gaston Rd.	Comment noted.
547	Barbara Cohen	11/13/2018	Written Comment from PH	We need to reconfigure the bridge to allow for 2 lanes on Garland 2 lanes to Gaston. No To Option 2. Fix opt 2. Gaston is overused! Barbara Cohen, East Dallas Residence 23 yrs. I live off Abrams. East Dallas has been torn apart by the influx of vehicles in our neighborhoods. Garland Rd pumps cars moving at high speeds as they navigate towards downtown thru our neighborhood, pass 3 schools w/ school zones, past bike riders and people walking down their block. Pass children playing in front yards. Our homes are close to road. We do not have	Comment noted.

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				large yards as buffers. Please, keep our neighborhood safe. Choose opt. 1. Keep Garland road a thru fare to 30 and keep our neighborhoods safe. I can not understand why anyone would want to push more vehicles. Thru neighborhoods creating unsafe conditions just to save a few 15 to 10 min to downtown. Please, don't sacrifice out neighborhood.	
548	Barbara Koegl	11/13/2018	Written Comment from PH	I oppose Option 2 for these reasons: 1) diverts more traffic onto Gaston Ave if it already over-burdened. 2) It will cause cut-through traffic through my neighborhood. 3) The large radius curve is unsafe because if cause accidents as drivers turn in and out of businesses. It also keeps drivers at a high rate of speed. A "T" intersection would slow the traffic down. 4) Prevent walkability in our neighborhood to surrounding business – YMCA, Whole Foods Lakewood shopping center. We need to slow speeds down not encourage speeding by funneling traffic from Garland w/ no traffic light!	Comment noted.
549	Bridgette Bennett	11/13/2018	Written Comment from PH	I support Option 2 and encourage TxDOT to follow through with this plan. I have attended all but one of these meetings, and from the beginning understood that the purpose was and is to improve traffic and safety at the "30" intersection. Frankly, I am offended that some believe that I would drive a different route simply because the option was there. I drive the route best for my destination! From the Claremont Addition neighborhood, I will always drive Gaston to the Lakewood area or up Abrams toward Mockingbird; I will always drive E. Grand to my son's bus stop or to work, or same Grand Rec Ctr. I am looking forward to the "G3" intersection being <u>safer</u> when I do.	Comment noted.
550	Bruce Borrett	11/13/2018	Written Comment from PH	I support "Option 2" for the proposed intersection improvement of the Garland/East Grand/ Gaston intersection. It is currently a choke point and this option should improve congestion and delays there. It may not be perfect but it is a reasonable/rational approach to improving conditions. If there is a way to leave the "Straight Through" Lane on E Grand to Garland Road, I think that would be an improvement.	Comment noted. The through lane with the free movement was eliminated in favor of a signalized movement in order to provide a safe pedestrian crossing.
551	Bruce Hale	11/13/2018	Written Comment from PH	I think the North Bound traffic from Grand Ave to Gaston Ave should remain as it is now without a traffic light. If the issue is pedestrian traffic the put a light that is only activated by a pedestrian pushing the walk button. Otherwise I support option 2.	Comment noted.
552	Bruce Smith	11/13/2018	Written Comment from PH	I think option 2 is best option ~ Sat in a meeting a year or more ago looking at multiple options if the Lakewood concerns are that there will be increased traffic on Winsted then – that should be addressed with other traffic control options – stoplights/signs, speed bumps etc	Comment noted.
553	Bryan C. Hanchey	11/13/2018	Written Comment from PH	The proposed option seems to handle all traffic flow and aesthetic concerns. My concern is with the life of the completed project once construction is complete. The dual lane left turn from SB garland to Grand perhaps gives too much credit to Dallas motorists. Will the dashed turn lane markers (that guide drivers) be maintained on a regular basis so that reflectivity of the paint will remain fresh. This is particularly important for inclement weather situations. The end!	Pavement markings would be refreshed as appropriate to maintain a safe roadway.
554	Carl M. Malcolm	11/13/2018	Written Comment	I have been to several meetings on this design and appreciate TxDOT for providing a fair, thorough, open and complete process that listened to public	Comment noted.

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			from PH	comments + responded to the issues in place and the goals of the public, efficiency & safety. The proposed option #2 is GREAT, please move forward as fast as possible! Thank you to TxDOT & consultant team for ongoing efforts!	
555	Carol Payne	11/13/2018	Written Comment from PH	Anything that slows traffic going south on Garland road and continuing on Gaston will create other problems as drivers look for more efficient ways to proceed. Winstead will increase significantly, diverting drivers into Lakewood. Same is true traveling east on Gaston and heading north(ish) on Garland. Backups funnel drivers through Lakewood. Honestly, the current set up works well enough for me. I only object to unnecessary delays onto/off of Gaston.	Comment noted.
556	Casey Wilcox	11/13/2018	Written Comment from PH	Traffic is already <u>too</u> congested on Gaston. To get to come to this mtg. it took me 6 mins to get out of my driveway onto Gaston. Option 2 puts more traffic & congestion onto Gaston which is already at max capacity. A major consideration in which TxDOT seems to avoid in all public material. What TxDOT ignores is the imminent issue of the city of Dallas having to widen Gaston – add more stop lights onto a street that is 80% homes. Grand Ave already has 6 lanes & necessary traffic lights where Gaston does not. Grand isn't a street w/ residential capacity. TxDOT must do an impact study that represents the neighborhood vs. one that represents a small subset of impacted businesses!! A more engaged process must occur or an option that represents the entire neighborhood!!	TxDOT has been working with the City of Dallas on the proposed intersection improvements. The City has not indicated any immediate plans to widen Gaston Avenue. A Community Impact Assessment was completed for the proposed project and it was determined that no impacts related to environmental justice, limited English proficiency, or community cohesion would occur as a result of the proposed project. Access and travel pattern changes would benefit pedestrians, adjacent businesses, and emergency response times.
557	Charles Casin	11/13/2018	Written Comment from PH	My #1 concern is heavy traffic on GASTON. I just want to make sure whatever is done DECREASES traffic flow on GASTON. It's a NEIGHBORHOOD street! Thank you	Comment noted.
558	Chris Hayward	11/13/2018	Written Comment from PH	Fully support the design as it would be helpful to add a pedestrian signal at the right turn lane I would like to have been able to talk to the applicable City of Dallas engineers that will be involved in the traffic counts. I suggest excluding the left turn lanes on S. bound Gaston by moving the support on the pedestrian bridge & lifting the bridge slightly	Comment noted.
559	Chris McCauley	11/13/2018	Written Comment from PH	The 3G intersection must move forward with its <u>Option 2</u> . Various tweaks may be made to the current design but the key traffic flow elements must remain. Taking into consideration of all of the community the greatest positive impact can come from implementing this design. Thank you for all of your work & analysis thus far, it would be impossible to arrive at this design while including everyone's feedback.	Comment noted.

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560	Chris Shafer	11/13/2018	Written Comment from PH	I oppose Option # 2. It would burden my neighborhood with traffic. It is not preferred by the community. It does not maintain a straight path of a Texas highway and re-routes a highway on to Garland Road, a residential street. Just leave it as is.	Comment noted.
561	Christine A. Unruh	11/13/2018	Written Comment from PH	In favor of preceding with Prop 1 (Reverse T) as approved by unanimous public forum. Also: 1, we all pay taxes. 2, This is a democracy. 3, special interest should be confined to lobbies, not public roadways. 4, homes on the east side of lake deserve equal far across to traverse to Lakewood (and through it) with minimum fuss and time. 5, the business in Lakewood & parts east (Oak Lawn, Deep Ellum, ect) also deserve to hear patrons from far east Dallas.	Comment noted.
562	Cindy Wabner	11/13/2018	Written Comment from PH	I support Option 2. Gaston is an important road for emergency and first responders. Please keep east Dallas connected. Thank you	Comment noted.
563	Constance Lewis	11/13/2018	Written Comment from PH	My neighborhood needs to be safe I am disabled and live on Gaston. There are too many cars going fast Im here to help with people I am rightful woman make it right and I was live Dallas I have to do right thing.	Comment noted.
564	Cory Bruce	11/13/2018	Written Comment from PH	I oppose Option 2: It will divert <u>too</u> much traffic onto Gaston. This is a residential street. Garland is <u>not</u> residential & connects to I-30.	Comment noted.
565	Craig Cox	11/13/2018	Written Comment from PH	I support option 2. The intersection should reflect the actual traffic flow in the area and support the needs of the community east of the lake.	Comment noted.
566	Dan Ortman	11/13/2018	Written Comment from PH	Add Decel for sbux On option #2	The addition of a left turn lane into the Starbucks parking lot is not currently being considered, as it would require acquisition of right-of-way that would impact that parking lot.
567	Grant Oslzoski	11/13/2018	Written Comment from PH	So on option one there is a big triangle. I like Triangles. It helps traffic flow and triangle and traffic start with “tr”. Alliteration is also something I like. Option one is best choice.	Comment noted.
568	David L. Swanson	11/13/2018	Written Comment from PH	I am a resident of Forest Hills and have been since 1995. I have worked downtown the entire time, and still do. I use Garland & Gaston to commute every day. While I supported the roundabout, I understand why it was not chosen. I support option #2. I think the data supports it also. Opponents are fearmongering and TxDOT should not cave into it. Please proceed with option #2.	Comment noted.
569	Dee Anna Hanchey	11/13/2018	Written Comment	I fully support the current plan to keep traffic moving at a similar pace to the current scenario, while enhancing pedestrian safety, bikeability, and	Comment noted.

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			from PH	neighborhood aesthetics.	
570	Don Banks	11/13/2018	Written Comment from PH	I drive the San Rafel - Garland Road – Gaston route several times on each week day and two times on Sundays. I firmly believe that the option 2 reverse T is the safest, most effective, and best solution for improving this intersection.	Comment noted.
571	Fred Welsh	11/13/2018	Written Comment from PH	#1 TxDOT Has studied Option 1 & Option 2 and does not anticipate any additional traffic being driven onto Gaston from Garland as a result of option 2 vs 1 #2 Option 2 has less waiting time for drivers 5.3 seconds opposed to option 1 with 30.5 seconds and that is what LCRFT wants. With that delay it will push traffic onto Loring, Lakewood Blvd, Lakeshore entire Lakewood neighborhood #3 Option 2 has shortest crosswalks thus making pedestrian/cyclist navigation less dangerous #4 Please do not delay this much needed enhancement to the 3G intersection any further. Allow TxDOT to continue the process that was selected by your constituents during the public input meeting.	Comment noted.
572	George Tarpley	11/13/2018	Written Comment from PH	I support Option 2. It recognizes the reality that the flow on Garland concentrates into Gaston. Anything else will not change this reality, it just causes the flow to divert to & overwhelm alternative residential streets – Winstead, La Vista, and the ‘C’ streets. That is truly dangerous	Comment noted.
573	Gloria Tarpley	11/13/2018	Written Comment from PH	Support Option #2! IT is critical to <u>all</u> of East Dallas east/south of the 3-G intersection to continue the connectivity they currently enjoy. To go with Option 2 means that traversing 3G becomes safer and should eliminate the truly hazardous danger zones that currently exist. To do nothing leaves in place merge lanes that are confusing at best, lethal at worst. Option 2 provides for enhanced safety for motorists, pedestrians and cyclists, and as a much appreciated visual improvement of what is now an unattractive derelict intersection.	Comment noted.
574	Harry Morgan	11/13/2018	Written Comment from PH	Station 23 + 50 median open from Quick Trip needs to be wider especially for left turns going west on Garland Road, or going south on East Grand Avenue. I am for Option 2	All median opening widths were determined by running Auto-Turn program with dedicated design vehicle. Particular median opening should not be utilized going SB to Grand. Motorist traveling southbound to Grand Avenue should travel on thru lanes instead of left turn lane.
575	Harryette Erhardt	11/13/2018	Written Comment from PH	It is important to give real value to public input. This process did not do that. It makes me sad to see our government work like this	Public comments received throughout this project, including for this public hearing, are being considered, along with engineering considerations, in the development of the project design.
576	Harvey Phillips	11/13/2018	Written Comment from PH	I am ok with Option 2	Comment noted.
577	Heather Wolf	11/13/2018	Written Comment from PH	I live in Forest Hills, I support Option 2. The traffic study data shows that option 2 provides the best management of the intersection while being the most viable. Option 2 must PROCEED. It is a major link for East Dallas to all things on the other side of White Rock Lake. Please keep Option 2.	Comment noted.

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578	Heidi Goad	11/13/2018	Written Comment from PH	I oppose Option 2 primarily because of the large radius curve from Garland to Gaston which does nothing to slow down/calm traffic and poses a danger to pedestrians and increases the risk of automobile/pedestrian/bicycle accidents/collisions. I also oppose Option 2 because I have not seen or heard of an impact assessment that addresses issues beyond the intersection. I believe a plan that would work would slow/calm traffic and take pedestrian safety into account.	The large radius curve from Garland to Gaston meets design speed of 30 mile per hour. The southbound from Garland to westbound Gaston traffic will be stopped at red light, hence provide phases of complete stop in vehicular traffic, which is an improvement from today's intersection design, which eliminates the free movement.
579	Irfan Farukhi	11/13/2018	Written Comment from PH	Option 2 is Potentially Dangerous Safety takes priority over moving traffic quickly through neighborhoods Option 1 seems to be a relatively better approach Traffic needs to be moved to I-30 Additional Steps to reduce traffic speeds on Gaston Ave necessary Additional traffic lights should be considered (ex. @ Pearson) Consider taking Gaston to one lane with custom turn lane Possible a trolley?	Please contact the City of Dallas regarding requests to reduce the speed and add additional traffic lights on Gaston Avenue. TxDOT does not propose to change the number of lanes on Gaston Avenue. The proposed improvements would just tie into the lanes already existing on Gaston. Please contact DART regarding suggestions for new transit alternatives (trolley).
580	Isreal Ramon Silvas	11/13/2018	Written Comment from PH	I have lived in both Lakewood & Forest Hills. I have carefully reviewed the proposed plans, and based on all considerations, I strongly support Option #2.	Comment noted.
581	James and Lia Frankiewicz	11/13/2018	Written Comment from PH	Dear Sir or Madam: We are not in favor of the proposed change to the intersection of Gaston, Garland, and Grand referred to as Option 2. It appears to us that this plan will divert more traffic on to Gaston Avenue. In our opinion, Gaston is over capacity now and this change will only exacerbate the problem. Every morning for about one hour westbound traffic backs up from Richmond to Brendenwood. Every evening eastbound traffic backs up from the 3 G intersection as well. Diverting traffic from a 6 lane divided street i.e. Grand and/or Garland to a 4 lane undivided street makes no sense to us, especially if the goal is to move a greater volume of traffic. To Those who say that Grand is residential, we would say that the half dozen homes facing Grand cannot compare with the hundreds of homes facing Gaston. To those concerned about traffic diverting through much lower capacity neighborhood streets, we would say that there are options available to those on Gaston. Speed bumps, and additional traffic control with stop signs are two examples. We ask that other options be considered. Options that help keep traffic moving on the roads more capable of handling them would be our preference. Thank you for your consideration,	Speed bumps along Gaston Avenue are not being considered for the proposed project improvements. Please contact the City of Dallas regarding requests for speed bumps and traffic control measures along Gaston Avenue.
582	James Clarke	11/13/2018	Written	Pleased to see that due diligence was done and plenty of opportunities given to	Comment noted.

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			Comment from PH	the public to voice their concerns. I am happy with option #2 and anxious to have it completed. Thank you!!	
583	James Gunter	11/13/2018	Written Comment from PH	Looks like a sound project for TxDOT – Any change is going to rile up parts of neighborhood. But we <u>have</u> to <u>do</u> something with this antiquated mess of an intersection. Let’s more forward	Comment noted.
584	James Toler	11/13/2018	Written Comment from PH	Option 2 looks OK IF your going to do something	Comment noted.
585	James Toler	11/13/2018	Written Comment from PH	Don’t do anything	Comment noted.
586	Jason Sellers	11/13/2018	Written Comment from PH	Option 2 is the only option that makes sense other than “Nothing at all”. I think with minor tweaks and not a major project we could fix this	Comment noted.
587	Jay Bruce	11/13/2018	Written Comment from PH	Let’s <u>preserve old East Dallas</u> – not destroy it for traffic convenience for outlying neighborhoods. I oppose Option 2 because it will dramatically increase the traffic congestion on Gaston Ave – especially in coming years. Gaston is not designated as a state highway caliber roadway – it is a <u>neighborhood</u> street and should remain as such. Gaston <u>already</u> has greater than the amount of cars per day allowance granted by the City traffic plan. (for its designation as a “Community Collector”) This plan will <u>decrease</u> neighborhood safety and adds to the destruction of a precious historical area of our city. Homes in our area are being prized for “ <u>walkability</u> ” – this will be in jeopardy if this traffic plan is executed! We are a residential area with precious children and pets. Option 2 is a <u>huge</u> mistake!	Comment noted.
588	John and Fiona Tighe	11/13/2018	Written Comment from PH	I support option 1, not option 2. I believe that in a way to move traffic quicker thru intersection, the unintended result will be to increase traffic and traffic speeds on Gaston. I know the TxDOT response is that there will be no increase to traffic volumes, I believe that to be very naive. Making traveling one direction easier will incentivize going that way and therefore increase traffic. Rather than taking the short term approach of making traffic flow easier on Gaston, I recommend choosing changes that direct traffic down 78 to 30. That should be the long term goal.	Comment noted.
589	Jean Coker	11/13/2018	Written Comment from PH	I have driven Gaston Ave am and pm for 40 yrs & never see children playing in front yards. Live on Hammond & we have seen traffic increase from Monte Vista down Hammond. Children (& adults) are always visiting in our front yards.	Comment noted.
590	Jean Lamberty	11/13/2018	Written Comment from PH	IT seems to me the proposed Prop. 2 won’t alleviate the traffic issues. It would be worth spending more money now to build an elevated road on Grand through to Garland Rd. Traffic would flow without interruption and greatly reduce wait time at traffic lights.. Prop 2 doesn’t make a big enough improvement.	Comment noted.

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591	Jeana Foxman	11/13/2018	Written Comment from PH	I am <u>against</u> the current plans to re-do the intersection as they currently stand. Often referred to as option 2.	Comment noted.
				<u>NO</u> traffic distribution study has been completed and until that has been completed by an independent, 3 rd party firm, this must not go forward.	A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
592	Jen Riley	11/13/2018	Written Comment from PH	I support option 2 with the following comments: 1) The bridge in between goody/goody and Cains has poor drainage and floods. 2) The lanes under the pedestrian bridge should be expanded b/c it backs up more when people are turning R on Gaston. 3) Make in/out of Tom Thumb center safer as well as center across the street.	A hydraulic study has been completed for the proposed project. Improvements to the bridge should improve drainage. Coordination with DART and the City of Dallas parks department has been undertaken. Adding additional lanes underneath the pedestrian bridge would require acquisition of DART right-of-way and removal of the bridge for construction, which would cause significant disruption to trail users.
593	Jeremey Stewart	11/13/2018	Written Comment from PH	Lots of arguments to be made for both sides, some good, some bad. BUT, at the end of the day, if either option poses a risk to the well-being, safety and health of citizens in/around the development, then a <u>NEW</u> plan or a <u>NEW</u> vision is needed. If <u>NEW</u> is not an option, then the lesser of two evils must be selected – and that in this case is Option #1. Here’s why. 1) Gaston is already considered one of the most dangerous streets in Dallas - both for motorists and pedestrians – multiple deaths in last several years 2) Option #2 – proposes to divert three/four full lanes of traffic onto its two-lanes by taking away direct passage to Grand. 3) What happens when you divert <u>MORE</u> traffic onto an already dangerous street? – More danger to motorists, more danger to residents, to kids & pedestrians – THE END	Comment noted. 2) Option 2 does not divert 3-4 lanes of traffic onto 2 lanes on Gaston, the two lanes of traffic from southbound Garland Road to west bound Gaston is at different phase/timing as the two lanes of northbound Grand to westbound Gaston.
594	Joanna L. Hampton	11/13/2018	Written Comment from PH	The alignment of option 2 as proposed continues a vehicle centric design which does not respond to community & city planning goals for slower speeds & multi-modal users. By review and consideration of a reduced radius dimension @ Garland Rd right turn lane to Gaston, the road alignment is straightened, crosswalk length reduced, and vehicular options for travel are integrated. This project is needed and can facilitate improved connections for all neighborhoods around White Rock Lake.	Comment noted.
595	Joe Bruce Goode	11/13/2018	Written Comment from PH	Option 2 seems to be an improvement. Im for Option 2.	Comment noted.
596	Joseph Jeavons	11/13/2018	Written Comment from PH	We the people of Dallas Tx, in order to form a more perfect highway, establish roads, insure safe driving, provide for the crossing citizens, promote either option, and secure an option that works for both sides.	Comment noted.
597	John Botefuhr	11/13/2018	Written Comment from PH	I believe option 2 is the SAFEST for East Dallas pedestrian/cyclists AND automobiles. The priority from the first meeting has been pedestrians & cyclists first. If safer for them, then safer for cars!	Comment noted.

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598	John Szkloiski	11/13/2018	Written Comment from PH	My concerns are regarding the encouragement of traffic down Gaston Ave. IF a study can be presented which would prove this concern False it would satisfy my biggest worry. If additional traffic is brought down Gaston it would cause to divide our neighborhoods and increase cut through traffic.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. Option 2 best accommodates current traffic pattern through this intersection.
599	Jose Robles	11/13/2018	Written Comment from PH	None of the reasons that the board based their earlier decision on has changed. There are still 3 elementary schools on east Grand, 1 church, 1 public park (Tennison), Samuell Grand Rec Center and Aquatics Center. All within walking distance for residents off of east Grand. Option #1 would. greatly increase the risk and wait time to access these facilities. Option #2 does not effect residents on Gaston as none of those factors come in to play off of Gaston. Stick to your decision to go with Option #2.	Comment noted.
600	Josette Collins	11/13/2018	Written Comment from PH	I vote for Option 2. I have lived in Forest hills for 27 years. I am an avid runner at the lake. When I have tried to run/walk to the YMCA it was so dangerous at the intersection of Garland and Gaston b/c there is no sidewalk – we need it to be safe	Comment noted. Sidewalks are being added along the intersection improvement limit.
601	Joshua Watts	11/13/2018	Written Comment from PH	I support Option 2. I would like to put my trust in the professional engineers that have completed the traffic studies and deemed this the most feasible plan. These engineers do this for a living and will put forth the safest and most efficient option. Thank you.	Comment noted.
602	Julie Bentley	11/13/2018	Written Comment from PH	<p>My name is Julie Bentley,</p> <p>I would like to thank TXDOT and the City of Dallas for working to improve the intersection of Highway 78 at Gaston/Garland/Grand. This intersection is dangerous and does not currently have a safe way for pedestrians or cyclists to cross from Gaston to Garland/Grand. I frequently travel through this intersection and am looking forward to the construction and completion of Option 2.</p> <p>I have been following the public process and meetings provided by TXDOT for the last couple of years. I understand that Option 2 was selected as part of this public process. I also understand that slight adjustments have been made to the initial plans based on public input in subsequent meetings. This information is, and has been made available to the public on the TXDOT website.</p> <p>There is a small group of individuals belonging to the Lakewood Citizens for Responsible Traffic (LCFRT) who are intentionally distributing false information regarding the public process and the option chosen. These individuals are garnering support for their petition based on the false information on the LCFRT website (https://www.lcfrt.org/options/) and their petition at (https://www.change.org/p/mark-clayton-stop-excessive-traffic-from-being-funneled-into-lakewood-demand-a-better-design-for-3g). The LCFRT falsely states that Option 2 causes Danger to Gaston Avenue-Removes direct access to I-30; Gaston is a residential street and already over capacity; Redistributes traffic flow onto residential streets; and removes a full lane of capacity from Garland to Grand. The LCFRT petition states that "The primary flaw with this proposal is that it encourages the</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>main flow of commuter and commercial truck traffic to be pushed into a highly residential area " This is another false statement. Option 2 allows traffic to flow in the patterns that have been in place for almost a century.</p> <p>Although the LCFRT is a very vocal group, they are a minority and do not speak for the majority. The members of LCFRT have actively worked to obfuscate the truth. The LCFRT group had individuals accosting people at the polling locations during early voting. These individuals were telling the voters how TXDOT did not follow the public process and Option 2 was not actually chosen. LCFRT has sent their false propaganda out to 9 neighborhoods (not adjoining Gaston, Garland, or Grand), but have blocked those of us living in the adjoining neighborhoods from posting anything that would correct the false statements. LCFRT members have gone as far as to delete entire message streams when someone posted factual statements about the process.</p> <p>These individuals don't want to make the intersection safe. Their goal is to make it more difficult to use Gaston to travel from one side of the lake to the other. The LCFRT is using future traffic estimates to state that Option 2 will direct more traffic onto Gaston. This is another false statement. Traffic will increase proportionately to the population increase in Dallas. LCFRT members have stated in numerous posts on Next Door that drivers will just follow the road onto Gaston because it is easier than going Grand to Highway 30. This assertion that drivers will just follow the road (regardless of destination) is not only insulting it is ludicrous. The 2 most vocal individuals of LCFRT have been in Dallas for less than 5 years. They have no idea about traffic patterns or the history of traffic in Dallas. Gaston has never been a quiet residential street. It was Highway 67 for almost a century. Gaston was and is the main through fare from downtown Dallas to the Lake and Garden District. The 1936 Conoco Street and Highway Map shows Gaston as Highway 67 before it was combined with Highway 30 in a bypass around Dallas.</p> <p>The LCFRT group asserts that they speak for the community. They do not take into consideration the individuals who live in the 600 apartments/condos (accessed on Gaston) within 2 blocks of the 3G intersection. They don't take into consideration the businesses in the first block of the 3G intersection, or the 100+ individuals who use the YMCA on a regular basis.</p> <p>Thank you for working so diligently to complete the public process and move the community's choice of Option 2 through the design phase to construction and completion. Please do not let the few who didn't bother to participate in the process it the process.</p> <p>Copy of text of petition referred to above was attached.</p>	
603	K Casey	11/13/2018	Written Comment from PH	Please take Option 2 and run with it. This has taken <u>way</u> too long! Thanx	Comment noted.
604	Karen Dyer	11/13/2018	Written Comment	I support Option 2	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
			from PH	East Dallas needs this project LCFRT has no facts Option 2 provides traffic efficiency Intersection is very dangerous Support for pedestrian/cyclists Joins our community	
605	Karen Newton	11/13/2018	Written Comment from PH	Looked at the layout.... I didn't see any improvement. The problem is Gaston and Garland Rd. Grand Ave. has very little traffic in comparison. I drive through this intersection multiple times a day, so I have pretty good feel of the congestion. Gaston is a nightmare no matter what time of day it is. Focus should be on improving and expanding lanes off Gaston. Grand Ave only needs one turn and one through lane.	Comment noted.
606	Ken Halliday	11/13/2018	Written Comment from PH	I Support Option 1 I do not feel that our city council person + the city general has not publicly helped the stake holders + residents of this area understand the plans. Not enough public messaging about the meetings to understand these were meetings to attend. I am also on the board of White Rock YMCA + Gaston needs to be more safe.	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 adjacent property owners, adjacent business owners, homeowner associations, stakeholders/persons who had requested addition to the mailing list and 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 hearing were made on TxDOT social media sites, including Facebook and Twitter.
607	Kimberly Boyce	11/13/2018	Written Comment from PH	I oppose option 2. It will divert more traffic on to an already congested roadway, Gaston Avenue. More traffic in our neighborhoods is not safer. It will diminish the walkability of my neighborhood. It will diminish property values. We have a peaceful, beautiful neighborhood that already experiences high traffic flow. It makes more sense to funnel traffic down east Grand to I-30. East Grand has six lanes already with a large median, and is a better choice.	Comment noted.
608	Kris Chelette	11/13/2018	Written Comment from PH	I support Option 2. Do not let the voices of a few overwhelm the benefit of everyone else. OPTION 2!!!	Comment noted.
609	Laura and Kevin Graham	11/13/2018	Written Comment from PH	I've lived in Dallas my entire life (57yrs) and have been driving through this intersection for 35 years. The proposed option 2 is ideal for eliminating the traffic trouble. The option 1 proposal makes little sense and creates the illusion of a problem that doesn't exist! OPTION 2 is good!!	Comment noted.
610	Kristin Boyd	11/13/2018	Written Comment from PH	I oppose option 2 because it will divert more traffic and congestion onto Gaston which is already overburdened. I oppose option 2 because it disrupts the 50/50 daily balance of traffic and will cause increased traffic onto Gaston	Comment noted.
611	Laura Koppang	11/13/2018	Written Comment	It makes no sense at all to funnel most of the traffic up Gaston. Gaston has two lanes each direction & no turn lanes. East Grand has 3 lanes each direction, bike	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
			from PH	lanes, and turn lanes. Gaston is already over crowded and dangerous as commuters swirve around residents attempting to turn onto their streets or driveways. The fact that only option 2 is on display tells me that you have made up your minds and have no interest in what the community says.	
612	Laura Shuey	11/13/2018	Written Comment from PH	<p>I oppose option 2 because it does not maintain a straight alignment for Garland/Grand.</p> <p>I oppose Option 2 because it will cause cut-through traffic through my neighborhood by over-burdening Gaston Avenue</p> <p>I oppose Option 2 because the large radius curve from Garland to Gaston is unsafe and causes accidents as drivers turn in and out of the local business at the intersection and because it will divert 18-wheelers off Garland/Grand and onto Gaston Avenue (which is NOT a truck route)</p>	<p>Comment noted.</p> <p>The large radius curve from Garland to Gaston meets design speed of 30 mile per hour. The southbound from Garland to westbound Gaston traffic will be stopped at red light, hence provide phases of complete stop in vehicular traffic, which is an improvement from today's intersection design, which eliminates the free movement.</p>
613	Lee Lewis	11/13/2018	Written Comment from PH	Please refrain from directing more traffic onto Gaston Ave. Please keep a standard light on the intersection and divert traffic onto Grand Avenue with fewer people and better accommodation.	Comment noted.
614	Lee Papert	11/13/2018	Written Comment from PH	I Live in the Emerald Isle neighborhood and am in wholehearted favor of Option 2. This is by far the best choice as far as traffic flow, safety, and long-term benefit to the area. <u>Please</u> move forward with Option 2. Thank you.	Comment noted.
615	Lila Stewart	11/13/2018	Written Comment from PH	<p>Option #2 is a horrible and nonequitable plan. Gaston is already an incredibly safe street and option #2 would only make it worse. We've seen several deaths from accidents on Gaston and know it will only increase if option #2 were to pass. There has to be a better solution and one that also won't fundamentally change Lakewood as we know it. Let's go back to the drawing board and come up with a safer and equitable solution for all sides of East Dallas.</p> <p>Option #2 is not a solution for all of East Dallas. It's a one sided solution that is harmful to those of us on the other side of the intersection.</p> <p>For those of you in favor of Option #2 claiming we're disingenuously using safety as our argument, I live on Gaston and in the 6 years we've been in our house, we've seen three people die, a car upside down in our front yard, and dozens of accidents.</p> <p>For those that say, Gaston has been and always will have a lot of traffic and it needs more lights or speed control to fix the issue. Correct, but with each death I've witnessed in my yard, I've called the city to ask them how many people have to die for them to fix the problem? I was told each time that the City will not add more lights or speed bumps b/c Gaston is a major thoroughfare.</p> <p>For those, including TxDOT, that say more traffic will not be pushed onto Gaston. Show me an example of a similar intersection to back that data up. The truth is, they can't b/c there isn't another intersection like Option #2 in all of Dallas so TxDOT saying more traffic will not pile up, isn't the truth. It's a guess based on assumptions not facts. It doesn't take an expert to look at the designs to see that Option #2 will undoubtedly push more traffic onto Gaston.</p> <p>For those of you in favor of Option #2 and touting Mark Clayton's support as important and relevant. Mark Clayton lives on Buckner and b/c of that, isn't able</p>	Comment noted.

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				<p>to look at this objectively. His personal interests have outweighed his ability to also take his Lakewood constituents into consideration and in my opinion, needs to recuse himself from any part of the decision making b/c of his personal interests.</p> <p>My husband or myself take my daughter to school at St Johns daily and we're more than willing to spend an extra 30 seconds in the car at the 3G intersection if that means those on the other side of the 3G will be safer.</p> <p>Option #2 is not an equitable solution for all parties.</p>	
616	Linda Nordeck	11/13/2018	Written Comment from PH	<p>Every resident should be invited to be heard – including apartment dwellers! A straight alignment with better traffic control would be better. The change to Option 2 is better but not quite yet what I believe would be a safe change to the current intersection. Glad to see the extremely dangerous idea of a circle has been dropped. The fact that people walk, bike, drive and use the public transit system of the bus needs a safe solution. Some suggestions could be a more straight intersection. Make E. Grand remain 3 lanes the 2 turn lanes is a good idea or perhaps one turn lane with option of straight or left. Also perhaps invite all the apartment residents to these meeting not just HOA's & home owners. Residents of houses & apartments & business owners need to be consulted.</p>	<p>Comment noted.</p> <p>TxDOT sends notices to adjacent property owners and businesses. In the case of apartment complexes, the notice would be addressed to the owner listed in the central appraisal district records and would also be sent to on-site complex management.</p>
617	Linda Ortman	11/13/2018	Written Comment from PH	<p>I'd like to see the addition of a decel lane for Starbucks.</p>	<p>The addition of a left turn lane into the Starbucks parking lot is not currently being considered, as it would require acquisition of right-of-way that would impact that parking lot.</p>
618	Linda Robles	11/13/2018	Written Comment from PH	<p>I am a resident of the Hollywood Santa Monica Neighborhood. We are a Dallas Conservation Overlay District, and it is a beautiful, quaint part of Dallas. We have E. Grand running beside our neighborhood. (highway 78) It is VERY LOUD, speeding is the norm, with MANY 18 wheelers – right beside our beautiful Tennison Park, also through 2 school zones (5 schools sit on or near E. Grand – Henin, Spanish House, Mata Elem, Solar Prep, and Mt. Auburn) In addition, Samuel Grand Recreation Center runs many after school programs. We do not need any plan which will send MORE Traffic our way, or to have people cutting through. We are FOR Option 2. The intersection needs reworking – but we resent the notion that because we are already a state highway – that our kids don't matter!</p>	<p>Comment noted.</p>
619	Liz Wally	11/13/2018	Written Comment from PH	<p>No on Prop 2 – Where this come from? Gaston is too crowded already and there are clear options with less disruption to the neighborhood.</p> <p>I wish I could stay but misunderstood the start time.</p> <p>The community doesn't want it. Use Grand – it is built for the traffic – use it!</p>	<p>Comment noted.</p>
620	Marci Novak	11/13/2018	Written Comment from PH	<p>I am so impressed with the thoroughness of your process. Kudos to your entire team for all of your attention to the many details!</p> <p>I am totally in support of Option 2.</p> <p>Please stay strong and keep this plan in place!</p> <p>Keep east Dallas connected!</p> <p>*a lot of folks think it is a hard left turn from Garland to Grand. Consider fixing</p>	<p>Comment noted.</p>

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				your two arrows to reflect that it goes straight and not a hard left.	
621	Marcia Schneider	11/13/2018	Written Comment from PH	Keep our kids safe! There have been accidents on our lawn due to speeding Gaston Ave. traffic Rush hour looks like Gaston is a highway Protect citizens by keeping neighborhood streets slower and allow state highways to serve their purpose	Comment noted.
622	Martha Heinberg, Chain JHHD Beautification Comm.	11/13/2018	Written Comment from PH	Use E Grand I/30 for state highway. Thanks! <u>Summary!</u> Don't Increase Traffic on Gaston & Abrams! We're doing complete streets! I oppose prop 2. A t-stop is more efficient. Why do you want to give White Rock folks a short cut to downtown through Junius Heights, Swiss Ave, and Peak Suburban Historic Districts. We are in process in Junius Heights of a Complete Streets program to shrink 6 lanes to 4 on Abrams between Lakewood Shopping Center and Main/Deep Ellum. I am chairman of Beautification Committee working w/ Park Dept on this. DO NOT send more traffic down my street!!	Comment noted.
623	Mary Canterbury	11/13/2018	Written Comment from PH	I am mainly concerned with access to I30 from Garland Rd. It seems to me that Option 2 sufficiently addresses that access. I am interested in the environmental impact on the creek that runs along the liquor store parking lot. I would like it to be enhanced as much as possible. I am also interested in as many sidewalks and pedestrian crosswalks as possible. It seems to me that Option 2 sufficiently addresses my concerns	Comment noted. The creek mentioned is a drainage ditch that appears to be an historically modified tributary of White Rock Creek. It functions as a significant drainage in the area and is considered a water of the U.S. Permanent impact to this water of the U.S. would be less than 0.01 acre and would be authorized by a Section 404 Nationwide Permit 14 with no Pre-Construction Notification required. Best Management Practices for erosion control, sedimentation control, and post-construction total suspended solids control would be implemented in accordance with Section 401 of the Clean Water Act. Mitigation is neither required nor proposed.
624	Mary Jayne Fogerty	11/13/2018	Written Comment from PH	I do <u>not</u> want to see an increase in traffic on Gaston Ave. It is a neighborhood and should be respected as one. Keep traffic flowing to I30. A hard T is my choice for the intersection. <u>I Oppose Option 2!</u>	Comment noted.
625	Mary Schaar	11/13/2018	Written Comment from PH	I completely trust the engineers and experts of TxDot to have done the proper due diligence & studies in order to protect the citizens of east Dallas – Both inside & outside of their vehicles. I live right on Garland Rd – for the past 8 years and I have been amazed how well the traffic flows in the mornings and evenings. Option 2 seems very well thought out to benefit <u>ALL</u> in the community – including our children and grandchildren who have to spend way too much time in the car.	Comment noted.
626	Mary Weir	11/13/2018	Written Comment from PH	I think option 2 is great. Please start the process.	Comment noted.
627	Matt Henry	11/13/2018	Written Comment from PH	I am an East Dallas resident with serious concerns about the proposal for Option 2. While I agree with the purposes of the project, I find the proposal counter productive to achieving the needs outlined. Creating a large radius curve connecting Gaston to Garland will simply increase the traffic burden into our	Comment noted.

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				neighborhood by, in effect creating an increased-speed on-ramp. This “improvement” would only be seen as such if Gaston Ave were widened beyond the intersection with adjoining frontage on both sides. The current proposal puts pedestrians, bikers, and shoppers at risk meanwhile leaving a primary thoroughfare to downtown under utilized, Grand Ave.	
628	Matt MacGregor	11/13/2018	Written Comment from PH	<p>(1) Observations made before Public comment period</p> <p>1. Improved lane alignment & storage is provided</p> <p>2.Improved bike and pedestrian space is provided.</p> <p>3. Full traffic signal control will help slow traffic & improve safety.</p> <p>4. Traffic at this intersection today favors Gaston generally. This option does the same. Traffic on Gaston from Tucker to Westshore and to Richmond Abrams can be studied separately.</p> <p>5.Work to move all utilities (overhead) to outside the sidewalk to improve site lines. Preferably totally out of any view lines support.</p> <p>6. Improve aesthetic treatments of the new bridge abutments and colours.</p> <p>7. Work cooperatively for TCP to have continuous flow during construction as best as possible. Faster construction have outbound ped crossings to minimize steps.</p> <p>Totally Exporanious as usual</p> <p>Actual verbal comments may be different based on what I here before I speak.</p> <p>- resident of this area for 31 years</p> <p>-50 mo</p> <p>12 gens</p> <p>-Endare</p> <p>9 years</p> <p>- No Mo</p> <p>10 years</p> <p>(2) Public Comment Notes:</p> <p>I am Matt MacGregor. I live at [REDACTED] (NoNo) I have lived south of this intersection</p> <p>1. What a fantastic turnout. Both those in support and opposition views were heard.</p> <p>2. What a fantastic venue for a PH of this intersection. Echos the importance. No Delay.</p> <p>3. This intersection could arguably be called the 1st expansion of Dallas 100 years ago as a Bridge was built to permit the RR to pass over Highway 1.</p> <p>4. This intersection needs to be improved is a true Gateway.</p> <p>5. Option 2 or Option 1 will not affect traffic on Gaston. It goes were it wants.</p> <p>6. Gaston Ave between Tucker & Abrams can be studied independent of this</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>project. No Delay in necessary.</p> <p>7. Make the improvements at the new bridge abutments aesthetically pleasing.</p> <p>8. This intersection should have as friendly bike & ped improvements as can fit.</p> <p>9. Work cooperatively with adjacent property owners to include easements to build the best design.</p> <p>10. Get'r Done.</p> <p>- What was recently done on Matilda from Richmond to Mockingbird might work on Gaston.</p> <p>* @ the end of the day everyone will get used to Option 2.</p> <p>* Sound engineering has been accomplished.</p> <p>* It is not a vote.</p> <p>(3) This is notes on each bullet point on the"Reasons to Oppose Option 2 Summary" page handed out by some meeting attendees.</p> <p>Both options are similar. Not really a valid document</p> <p>Option 1 is more conventional but option 2 will work. Folks will get used to it.</p> <p>It only accommodates more traffic that wants to go that way.</p> <p>Both will work fine, marginal difference operationally</p> <p>Will not be any different than today. Signal @G&T will help</p> <p>Accommodates demand and balances the congestion</p> <p>Larger radius is safer. Similar radius as today.</p> <p>Similar to today unfortunately.</p> <p>It is the same traffic.</p> <p>It is the same traffic.</p> <p>It is improved and can still be improved. Not much different than Opt. 1.</p> <p>Not any different. Ped improve. True crosswalks & signal.</p> <p>Study Gaston separation. An idea on their might work.</p> <p>Many SH get changed to city streets.</p> <p>Not true. This intersection does not affect that.</p> <p>Could design Bent @ Bike Bridge to increase</p> <p>Could widen WB Bridge to both side. Same story @ WB affron.</p> <p>How so?</p>	
629	Melanie Vanlandingham	11/13/2018	Written Comment from PH	<p>I oppose Option 2. 1) Option 2 is NOT the preferred community plan – it does not reflect community-wide concerns, and TxDOT applied a very small notification radius particularly for the 1st 2 meetings where so called decisions reflected a very narrow sample of those directly impacted. TxDOT has ignored public feedback for 2 years. 2) TxDOT has performed NO analysis of the community impacts. This lack of community analysis is <u>negligent</u>. 3) Option 2 does not</p>	<p>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 adjacent property owners, adjacent business owners, homeowner associations, stakeholders/persons who had requested addition to the mailing list and elected and public officials. Notices were published in The Dallas Morning News, Al Dia (Spanish language), the</p>

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				maintain a balance of traffic volumes by blocking the direct link between Garland Rd and East Grand. Option 2 funnels traffic onto Gaston even though TxDOT's own traffic projections show E. Grand will eventually need to carry greater traffic than Gaston. Maintain the straight alignment for Garland – Grand. 4) Gaston is over-capacity TODAY while E. Grand's 6 lanes are under-capacity. Funneling more traffic onto Gaston & discouraging traffic onto E. Grand is negligent to safety and long-term efficient use of E. Grand. 5) Option 2 threatens walkability and Complete Streets projects in Old East Dallas. 6) Focus on safety for all – not speed for a few which is the ONLY focus of Option 2.	<p>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 hearing were made on TxDOT social media sites, including Facebook and Twitter.</p> <p>Public comments received have been encouraged and thoughtfully considered, along with engineering considerations, throughout this project.</p> <p>A Community Impact Assessment was completed for the proposed project and it was determined that no impacts related to environmental justice, limited English proficiency, or community cohesion would occur as a result of the proposed project. Access and travel pattern changes would benefit pedestrians, adjacent businesses, and emergency response times.</p> <p>The proposed project improves walkability and pedestrian safety by providing sidewalks and signalized crossings for pedestrians.</p>
630	Melanie White	11/13/2018	Written Comment from PH	The Option #2 is a great improvement to relieve the congestion at 3 G intersection. Thank you for your work to improve East Dallas.	Comment noted.
631	Mike Nurre	11/13/2018	Written Comment from PH	<p>It is imperative that we have better and safer traffic flow through our 3G intersection</p> <p><u>OPTION 2</u></p> <p>Far East Dallas of over 60,000 folks needs to commute via 3G to employment centers.</p> <p>Also this intersection is the gateway to a large part of EAST Dallas – it needs to be aesthetically improved.</p> <p>Also pedestrian/bikers need safer access/egress and crossing this intersection</p>	<p>Comment noted.</p> <p>The proposed project would improve pedestrian safety by providing sidewalks and signalized crossings for pedestrians. Shared use lanes are provided for bicycle accommodations.</p>
632	Mikilia Zaorski	11/13/2018	Written Comment from PH	I fully support Option 2 – it is a much safer design – and allows for traffic flow while improving pedestrian access and green space. This design HAS ALREADY been through the public hearing process – and was approved by the public. The group of people opposing this measure offered up only selfish and misguided reasons why Option 2 should be stopped. It is not fair for a small, wealthy, minority to hold hostage a public project that will greatly improve a dangerous intersection. Especially when their reasoning is flawed.	Comment noted.
633	Nancy Wilson	11/13/2018	Written Comment from PH	I support option 1 because its the logical TxDOT option. I do not believe I3 men sitting at a table decided upon option 2 and are not the voice for our neighborhood. Diverting more traffic onto Gaston so someone's commute is shorter isn't the right decision for a community artery. The public was not involved in this process and its apparent tonight at this meeting that the publics voice was not heard or listened to.	Comment noted.
634	Nick Thorn	11/13/2018	Written Comment	As a resident who lives in the Hollywood Heights neighborhood and commutes to the East side of White Rock Lake, I am in favor of a redesign for the	Comment noted.

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			from PH	Garland/Grand/Gaston intersection. What TxDOT has proposed, however, is not the solution. It seems inefficient to break SH 78 @ Gaston Avenue and encourage traffic to continue down Gaston, a neighborhood collector street that is already overrun with congestion. The proposed design also does not promote walkability or a “complete streets” design even though sidewalks are proposed. If a redesign is merited, then East Dallas will be better served to start over.	
635	Nils Benson	11/13/2018	Written Comment from PH	<p>I support option 2. I think it is ridiculous that we are still discussing this.</p> <p>Traffic on Gaston was set in stone 50+ years ago and it is far too late to change it. The last thing we need is to force traffic into the neighborhoods on SH78 (where it is uncontrolled) verses keeping it moving on Gaston where it is much better controlled.</p> <p>Gaston has been a mess as long as I have lived here and I have trouble believing people who own homes there didn’t know it when they bought them.</p>	Comment noted.
636	Patrick Kirby and Amy Wandstrat	11/13/2018	Written Comment from PH	<p>We are residents of [REDACTED], Dallas, TX & support the project known as Option #2</p> <p>Thank you,</p>	Comment noted.
637	Phil Mayfield	11/13/2018	Written Comment from PH	<p>I am a home-owner near the intersection of East Grand, Garland Road, and Gaston. I drive through that intersection weekly, if not daily.</p> <p>Knowing that the level of traffic will continue to increase along with population growth, I am in favor of a solution that has the least adverse impact on traffic flow, safety, and Lakewood lifestyle.</p> <p>Having driven thousands of miles in France, I strongly advocate the use of a roundabout (traffic circle) as a practical option. Those not used to them may be skeptical, but my experiences, both in Texas and Europe, make me extremely confident that a roundabout (OPTION 3) would permit a smooth flow, reduce congestion, and be user friendly.</p>	<p>Comment noted.</p> <p>A roundabout was considered as a possible option for this project, but it did not perform well from a traffic operations perspective when compared to other options considered, including the proposed design presented at the public hearing.</p>
638	Phillip Kingston	11/13/2018	Written Comment from PH	<p>Putting 29k cars/day on Gaston, already the most dangerous street in East Dallas is irresponsible.</p> <p>TXDOT’s constantly shifting statements on traffic counts and travel times has reduced its credibility to zero.</p>	Comment noted.
639	Price Johnson	11/13/2018	Written Comment from PH	<p>I support Option #2.</p> <p>As a resident of Forest Hills, I drive Garland to Gaston multiple times a day to Lakeshore Prep. School, Whole Foods, and my office downtown (and back). If Garland to Gaston goes to a single lane I will take Winstead in Lobing OR to Lakewood Blvd.</p> <p>I am also an avid cyclist. Option 2 will improve pedestrian and cycling access. Not choosing option 2 will endanger cyclists and force more traffic through the heart of Lakewood.</p>	Comment noted.
640	Ralph Taite	11/13/2018	Written Comment	<p>I have lived in the area for 44yrs. As for the extensive pedestrian walkways on the southside I think that is a waste. The few pedestrians are the homeless who</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
			from PH	camp on the southwest side of White Rock Creek below the spillway	
641	Randolph P. Kalis and LaRon Higgins	11/13/2018	Written Comment from PH	I have lived in Forest Hills for almost 30 years. This is the <u>best</u> plan for this intersection! Well planned! I vote for & support #2 Thank you!	Comment noted.
642	Rebekah Shamsa	11/13/2018	Written Comment from PH	I fully support Option 2, and trust the process that has taken place to get us there. TxDOT has done an incredible job engineering a safer intersection for pedestrians, cyclists, and commuters.	Comment noted.
643	Rene Barrera	11/13/2018	Written Comment from PH	As a resident who travels this intersection daily, I do not want to wait a single second longer to get to any destination. I support Option #2. It is pedestrian. Friendly, has less lights causing less congestion and ease in access to either I30 or Gaston. This project has already gone through the funding process and the opposition to it has been misinformed about many of the details already presented as beneficial to all areas. I hope to see this busy and scary intersection improved quickly.	Comment noted.
644	Richard Brownjohn	11/13/2018	Written Comment from PH	I oppose option 2 since traffic will be diverted through our neighborhood already overburdened by local traffic. In addition, the long curve which diverts Hwy 78 up Gaston is really dangerous. I drive in this area frequently I and have witnessed accidents & near-misses on numerous occasions. With the new retail @ this intersection we need much more control of traffic to reduce traffic and keep the retail and associated areas more walkable. Hw78 should be the natural way folks get to I30 & Down-Town Dallas. A controlled light would make a lot of sense and help control the huge amount of traffic in an already busy intersection.	Comment noted. The large radius curve from Garland to Gaston meets design speed of 30 mile per hour. The southbound from Garland to westbound Gaston traffic will be stopped at red light, hence provide phases of complete stop in vehicular traffic, which is an improvement from today's intersection design, which eliminates the free movement.
645	Robert Farrier	11/13/2018	Written Comment from PH	The presentation made no mention of the tradeoffs between the options considered. Very disappointing. Supporters of Option 2 seemed to believe that commuters would experience reduced travel times. This was not supported by any data, and it seems unlikely, given the other bottlenecks on Gaston Ave. Opponents of Option 2 expect worsening traffic on Gaston WITHOUT any attendant benefit to commuters. Sadly, this seems more likely. Better to leave as-is!	Comment noted.
646	Robert Hogue	11/13/2018	Written Comment from PH	Option 1's six straight lanes at the Garland Rd. East Grand merge will increase speeds, because drivers in both directions will be trying to beat the light. Option 2 will encourage drivers to slow down and thus increase both pedestrian and vehicle safety. Option 1 does not fix the current left turn merge problem from East grand onto gaston, where the two garland Rd. to gaston lanes intersect. Currently southbound traffic on garland Rd. has two lanes onto Gaston, and Option 2 does not increase that number.	Comment noted.
647	Ronald Lamb	11/13/2018	Written Comment	Subject: Crooked 3G project from TxDOT	To date, TxDOT has held three stakeholder meetings/meetings with affected property owners, a public meeting, and a public hearing for the proposed project.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
			from PH	<p>To: Whom it may concern,</p> <p>I oppose Option 2 mainly because of the lack of transparency that was offered in the process to the public from TxDOT. I know that if you are part of that devious process than you do not care for my reason, so I decided to add a litany of reasons below for your review or likely crooked dismissal. These reasons are dealing with public safety, and standards of how a residential street is defined; these reasons are not dealing with backroom-politics so try and keep up as there is no cash reward for completion of reading.</p> <ul style="list-style-type: none">• I Oppose Option 2 because it does not maintain a straight alignment for Garland/Grand.• I Oppose Option 2 because it will divert traffic onto Gaston Avenue• I Oppose Option 2 because it will cause cut-through traffic through my neighborhood by over-burdening Gaston Avenue.• I Oppose Option 2 because it disrupts the 50/50 daily balance of traffic through this intersection and will cause increased traffic on Gaston Avenue.• I Oppose Option 2 because the large radius curve from Garland to Gaston is unsafe and causes accidents as drivers turn in and out of the local businesses at the intersection.• I Oppose Option 2 because it diverts traffic through our historic neighborhoods.• I Oppose Option 2 because it prevents safe walkability in our neighborhoods and to surrounding local businesses such as Lakewood Shopping Center, Whole Foods, and the YMCA.• I Oppose Option 2 because it prevents my children from safely walking to school at Lipscomb, Long, or Woodrow Wilson and to our area parks and recreation facilities.• I Oppose Option 2 because additional traffic on Gaston prevents me from being able to turn on and off of Gaston Avenue into my residence or into my neighborhood.• I Oppose Option 2 because it ignores the historic character of State Highway 78.• I Oppose Option 2 because it threatens ongoing Complete Streets projects such as the Columbia/Abrams and Richmond projects.• I Oppose Option 2 because TxDOT has not performed a Community Impact Assessment to fully understand and address the impacts beyond the boundaries of the intersection.• I Oppose Option 2 because it disrupts access to I-30.• I Oppose Option 2 because it will divert large commercial truck traffic off of Garland/Grand (a designated truck route) and onto Gaston Avenue which is NOT a truck route.• I Oppose Option 2 because it is NOT the community preferred plan and	<p>With each successive meeting, the mailing/invitation list has grown. Additionally, for the public meeting and hearing notice was published in multiple newspapers and press releases and social media posts were utilized to help spread the word of the meetings. The purpose of these notifications was to try to engage as many members of the public as possible.</p> <p>The proposed project would improve pedestrian safety at the intersection by providing sidewalks and signalized crossings for pedestrians.</p> <p>A Community Impact Assessment was completed for the proposed project and it was determined that no impacts related to environmental justice, limited English proficiency, or community cohesion would occur as a result of the proposed project. Access and travel pattern changes would benefit pedestrians, adjacent businesses, and emergency response times</p> <p>The proposed project does not re-designate Gaston Avenue as a truck route. Trucks should still follow the designated SH 78 truck route.</p> <p>The large radius curve from Garland to Gaston meets design speed of 30 mile per hour. The southbound from Garland to westbound Gaston traffic will be stopped at red light, hence provide phases of complete stop in vehicular traffic, which is an improvement from today's intersection design, which eliminates the free movement.</p> <p>Comments received from the public have been thoughtfully considered, along with engineering considerations, in the development and selection of the proposed design.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>TxDOT has ignored public feedback for 2 years, including the public written comments submitted following their January 2018 meeting which overwhelmingly Opposed Option 2.</p> <ul style="list-style-type: none">• It threatens ongoing Complete Streets projects such as the Columbia/Abrams and Richmond projects.• TxDOT has not performed a Community Impact Assessment to fully understand and address the impacts beyond the boundaries of the intersection.• It disrupts access to I-30.• It will divert large commercial truck traffic off of Garland/Grand (a designated truck route) and onto Gaston Avenue, which is NOT a truck route.• It is NOT the community preferred plan and TxDOT has ignored public feedback for 2 years, including the public written comments submitted following their January 2018 meeting which overwhelmingly Opposed Option 2.	
648	Sara Chelette	11/13/2018	Written Comment from PH	<p>I support Option 2. The current intersection is poorly designed and dangerous, particularly with the new businesses that have come into the area. Option 2 presents a safer option, that still keeps East Dallas connected, respects the flow of traffic of commuters and makes the intersection safer. The current merge lanes are confusing and contribute to accidents. Please proceed with option 2 for the good of all East Dallas residents. Thank you!</p>	Comment noted.
649	Sarah Krumholz	11/13/2018	Written Comment from PH	<p>Please say no to option 2. I realize is more work for TxDOT to go with the alternative option but it is worth it for the Dallas community & specifically for the safety & vibrancy of Lakewood that we love! The Gaston/Garland intersection is dangerous – specifically for those turning into the shopping center (Starbucks/Raising Canes) and directing more traffic down Gaston is going to cost lives. People cannot turn into the YMCA now without danger of being hit.</p> <p>All we ask is for a 4-way stoplight that equally directs traffic down the 8 lane Grande Ave & you’ll protect Lakewood for generations.</p>	Comment noted.
650	Sarah Papert	11/13/2018	Written Comment from PH	<p>My name is Sarah Papert and I live at [REDACTED].</p> <p>I support “Option 2” as proposed.</p> <p>My husband had attended a previous public hearing and we previously (and from the beginning) both support “Option 2”.</p> <p>I currently travel throug this intersection every day and feel option 2 will provide the best flow and safety to local residents.</p> <p>Thank you</p>	Comment noted.
651	Scott Burnett	11/13/2018	Written Comment from PH	<p>There looks to be too much emphasis on eastbound Garland turning North onto Gaston. Very few cars do that. You are choking off a westbound lane to Garland road heading toward 1-30. 3-down to 2 lanes. This will force cars onto Gaston or Winstead. You should focus on keeping traffic flowing Westbound on Garland Road. This is the widest road and can handle most of the traffic. Option 2 will flood Lakewood with cars trying to get around this new congestion area. Once the light turns red on Westbound Garland it will start blocking the traffic turning onto</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Gaston. It looks like only about 10 cars will fit into the 2 turn lanes before blocking the Gaston traffic. This will cause people to jump off Garland onto Winstead.	
652	Shannon Cahalan	11/13/2018	Written Comment from PH	I am <u>opposed</u> to Option No. 2 because it will overburden Gaston Ave. It will force those that wish to stay on Grand to take a left in order to do so. Also, the traffic from Garland Grand to I30 will be backed up and force traffic through the residential neighborhood. Without a widening of the bridge, traffic will most definitely get backed up onto Winstead. Please listen to the residents – we do <u>not</u> want this option!	Comment noted.
653	Simon Lewis	11/13/2018	Written Comment from PH	I live on Gaston. The only thing the Garland/Grand-Gaston intersection needs are one or two traffic lights to slow traffic and allow pedestrians passage. That should not require 5 million \$ budget. The green area touted as the gateway to White Rock lake adds \$1 million. No to proposed option 2. Gaston Ave. is already over congested and does not need to become a spur byway 78 Route. Gaston is mostly Residential. Please help us keep it that way.	Comment noted.
654	Steve Meents	11/13/2018	Written Comment from PH	The turn lane into Canes Chicken should be blocked and access through stop light at Starbucks	Comment noted.
655	Steve Putnam	11/13/2018	Written Comment from PH	I do not have an issue with the idea that the intersection needs to be improved, but I do not understand why we do not have an option to encourage traffic flow south on TX 78 to US 30 as the preferred route into Downtown. This option practically and visually encourages more traffic to flow south from 78 into downtown. We will live with this amendment for 50 years. The city wants to improve quality of life in the neighborhoods – sec Columbia bike lane project – why would we not have an option that makes the easiest (preferred) route into Downtown be 78 → 30 _ look at the diagram of this option. Clearly you want traffic to flow on Gaston. I live on Gaston, more traffic is not good for my quality of life – I am not saying the intersection should not be improved. But if we <u>are spending</u> the money to do it, shouldn't improving neighborhood quality of life be of equal consideration to traffic flow??	Comment noted.
656	Olive Talley	11/13/2018	Written Comment from PH	I oppose Option 2 because it will negatively impact our historic neighborhoods in East Dallas. The traffic needs to continue to slow on SH 78. I'm conflicts with the proposed narrowing of Abrams/Columbia and will increase traffic congestion on Abrams, Richmond and other neighborhood Streets in East Dallas.	Comment noted.
657	Susan Stephens	11/13/2018	Written Comment from PH	I live ½ mile from the 3G intersection and travel thru this intersection many times every day. Option 2 must improve traffic flow. People who live and work in East Dallas need access to Lakewood. The major streets (Garland, Grand, <u>and</u> Gaston) are designed to carry thru traffic. I do not want traffic going through actual neighborhood streets. I do not consider Gaston a neighborhood street. Gaston is like Live Oak or Ross. These streets are designed to carry traffic into downtown Dallas.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
658	Sydney Farrier	11/13/2018	Written Comment from PH	<p>I have lived in the area off of Gaston & Westshore for forty years and am in opposition to Option 2. The option 2 plan discourages thru traffic from Garland Rd on to East Grand with a left turn lane.</p> <p>With the current proposal (Design 2) – the traffic from Gaston curving right on to E. Grand does not stop putting any pedestrian at risk who is attempting to cross. As I use this route often, I experience major traffic turning right on to East Grand, often at higher speeds.</p> <p>I oppose Option 2 and encourage a reconsideration that protects Gaston as a residential street, while providing improved safety for autos, pedestrians and bikes</p>	Comment noted.
659	Tamber Johnson and Steve Stumpf	11/13/2018	Written Comment from PH	I am a long time resident on Dorrington off of Ferguson. My husband and I use the 3G intersection alot. We are in support of Option 2. Please continue with option 2. Thank you for your work on this.	Comment noted.
660	Tim Smith	11/13/2018	Written Comment from PH	Regarding the vacant northwest tract of land. Please do not take additional right-of-way from this tract. Or just reduce the amount requested to a minimal amount that does not impact this tract. If possible, an easement granted for this area would be better and less impactful to the already small size of this tract.	TxDOT has been working with the Mr. Smith regarding his planned redevelopment of this tract and has made efforts to minimize right-of-way acquisition from this property as much as practicable. Any portion of the tract containing portions of the proposed roadway facility, including sidewalks, would be purchased as right-of-way, and an easement would not be able to be used for this purpose.
661	Trisha Seidel	11/13/2018	Written Comment from PH	I oppose option 2. Option 2 disrupts the 50/50 balance of traffic through this intersection and will cause increased traffic on Gaston Ave. Gaston Ave is a neighborhood street that does not need to handle the capacity of a city highway. Increased traffic will negatively impact our community.	Comment noted.
662	Name Not Provided	11/13/2018	Written Comment from PH	<p>Sidewalks need to be moved away from curb to make intersection safe/walkable</p> <p>Sidewalks should be continuous & level across all driveways.</p> <p>Consider removing or at least moving sidewalk away from roadway at “green” bump-out.</p> <p>This is a gateway opportunity w/ landscape enhancement potential that should not be missed.</p>	<p>Sidewalks have been placed as far from the roadway as practicable while still staying within the right-of-way. The greenspace on the south side of the intersection has sidewalks both along the right-of-way and along the roadway. This allows pedestrians convenient access to the crosswalks, as well as allowing them the option of staying as far from the roadway as possible.</p> <p>Landscaping is not part of the proposed project; however, the greenspace on the south side of the intersection allows an opportunity for future landscaping by the City.</p>
663	Name Not Provided	11/13/2018	Written Comment from PH	My issue is the speed and density of traffic down Gaston. The lack of lights, The lack of speed enforcement and the lack of safety. The cities primary concern are not the residents of East Dallas. It seems to be getting traffic in and out of downtown. What will it take a child getting hit on Gaston for them to realize the intersection at Garland and Gaston should be a standard lighted “T” and there should be numerous additional lights down Gaston for pedestrian safety and homeowner safety.	Comment noted.
664	Vail Fassett	11/13/2018	Written Comment from PH	I have lived in Casa Linda for 58 years. I have family member who live in Lakewood. So of course, we want 3G improvements that is better and safer for all the neighborhoods in the immediate area. While co-president of the LFH-NA, I attended the 2016 public meetings and provided out input in the future 3-G changes and options. All the opinions were discussed and voted upon at those	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				public meetings. It seemed like a very democratic process to me. Option 2 was eventually selected by the majority of the folks who attended these meetings. Option 2 had the majority of support/votes and I still strongly believe to be the best suited for the safety of all east Dallas residents.	
665	Vall Hal	11/13/2018	Written Comment from PH	It would be nice if traffic from South to North did not have to stop. Sure it will cause lots of back up traffic.	Comment noted. Proposed intersection improvement provide signal phasing to stop in order to allow different vehicular/pedestrian movements to safely travel through the intersection.
666	Vicki Martin	11/13/2018	Written Comment from PH	I am concerned about the current yield situation, where many drivers overlook the sign and cause a potential danger by not yielding. I am interested in the safest option, which will offer an expedient and safe flow of traffic through the 3G intersection. I do not believe that option 2 forces more traffic onto Gaston. Traffic is determined based on where one needs to go. I lived on Gaston for 17 years and don't believe this intersectionrenovation will change the heavy traffic already present.	Comment noted. Proposed intersection improvement provide signal phasing to stop in order to allow different vehicular/pedestrian movements to safely travel through the intersection.
667	Vikki J. Martin	11/13/2018	Written Comment from PH	I support Option #2 because it is imperative as quality and new development occurs eastward in Dallas that we have a safe and efficient method by which to navigate from our community to other parts of the city. I travel through the 3g intersection at least 2x daily. Please approve option #2 after careful consideration it is the safest plan. Thank you.	Comment noted.
668	Win Bruning	11/13/2018	Written Comment from PH	I came to support option 2. We may be to far down the road to consider any of the other options. But when I saw option 3 (the roundabout) I thought it made a lot of sense. "Keep Dallas Moving". Right now the right hand lanes of southbound Garland Rd and Northbound Grand are do not have to stop (or go through a light) this is desirable and the roundabout would help facilitate that. Pedestrian/bicycle traffic should make full use of the existing bridge. The inner circle of the roundabout should not be accessible by pedestrians/bicycles because that would require traffic to stop. Roundabouts have worked seamlessly everywhere I've encountered them.	The roundabout considered for this project during the feasibility phase was eliminated from consideration because it did not perform well for traffic operations when compared to other alternatives, including the proposed design presented at the public hearing.
669	Erin Marino	11/13/2018	Written Comment from PH	I support Option 2	Comment noted.
670	Joan Layden	11/13/2018	Written Comment from PH	I support Option # 2	Comment noted.
671	Greg Stinson	11/13/2018	Written Comment from PH	I am in support of Option # 2	Comment noted.
672	Robert Quaglin	11/13/2018	Written Comment from PH	I support Option 2	Comment noted.
673	John Daily	11/13/2018	Written Comment	I approve Option # 2	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
			from PH		
674	David Kushel	11/13/2018	Written Comment from PH	I support Option 2	Comment noted.
675	Richard Keen	11/13/2018	Written Comment from PH	I support Option # 2	Comment noted.
676	Holland Brown	11/13/2018	Written Comment from PH	I support Option 2	Comment noted.
677	Charles McGee	11/13/2018	Written Comment from PH	<u>Yes</u> on Option # 2!!	Comment noted.
678	Matt Way	11/13/2018	Written Comment from PH	I support Option 2.	Comment noted.
679	Joseph Lookman	11/13/2018	Written Comment from PH	I support Option # 2	Comment noted.
680	Ann M Walters	11/13/2018	Written Comment from PH	I am in favor of Option 2 and opposed to Option 1.	Comment noted.
681	Grant Wall	11/13/2018	Written Comment from PH	For Option 2	Comment noted.
682	Kathy Wall	11/13/2018	Written Comment from PH	I totally support Option 2 and feel this is the best option for traffic, safety, etc. I am a resident of Forest Hills.	Comment noted.
683	Barbara Pittman	11/13/2018	Written Comment from PH	I support Option 2! Went to the meetings voted on it. Les do it!	Comment noted.
684	Brad Grist	11/13/2018	Written Comment from PH	I support Option 2. The process has been transparent & reflective of the Public's input.	Comment noted.
685	Name Not Provided	11/13/2018	Written Comment from PH	As a citizen and resident of Lakewood I support Option 2.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
686	Name Not Provided	11/13/2018	Written Comment from PH	As a citizen & homeowner of Lakewood, I support Option 2.	Comment noted.
687	Melissa Dvorocsik	11/13/2018	Written Comment from PH	I support Option 2 I want a safer intersection for vehicles + pedestrians People shouldn't buy a house on Gaston if they don't want to live on a busy street.	Comment noted.
688	Charles Dowler	11/13/2018	Written Comment from PH	I live in Forest Hills and after seeing the (illegible) I support Option #2	Comment noted.
689	Gordon Watson	11/13/2018	Written Comment from PH	I support Option 2 because it is the best solution as demonstrated by the work performed and evaluations made.	Comment noted.
690	Gloria Sandoval	11/13/2018	Written Comment from PH	I support Option 2. I've been involved & attended <u>every</u> meeting since 2016.	Comment noted.
691	Mary Sue Hayward	11/13/2018	Written Comment from PH	I support the existing plan for Option 2.	Comment noted.
692	Gerald Worrall III	11/13/2018	Written Comment from PH	I support Option # 2 and urge us to move forward with associated modifications.	Comment noted.
693	Tim Simmonds	11/13/2018	Written Comment from PH	I am in support of Option 2. We need to fix this dangerous intersection.	Comment noted.
694	Vickers Cunningham	11/13/2018	Written Comment from PH	I Oppose Option 2 because it does not maintain a straight alignment for Garland/Grand. I Oppose Option 2 because it will divert traffic onto Gaston Avenue I Oppose Option 2 because it will cause cut-through traffic through my neighborhood by overburdening Gaston Avenue. I Oppose Option 2 because it disrupts the 50/50 daily balance of traffic through this intersection and will cause increased traffic on Gaston Avenue. I Oppose Option 2 because it diverts traffic through our historic neighborhoods. I Oppose Option 2 because it diverts traffic through Lakewood Shopping Center I Oppose Option 2 because it prevents safe walkability in our neighborhoods and to surrounding local businesses such as Lakewood Shopping Center, Whole Foods, community services, and the YMCA. I Oppose Option 2 because it will divert large commercial truck traffic off of	The proposed project would improve pedestrian safety at the intersection by providing sidewalks and signalized crossings for pedestrians. A Community Impact Assessment was completed for the proposed project and it was determined that no impacts related to environmental justice, limited English proficiency, or community cohesion would occur as a result of the proposed project. Access and travel pattern changes would benefit pedestrians, adjacent businesses, and emergency response times The proposed project does not re-designate Gaston Avenue as a truck route. Trucks should still follow the designated SH 78 truck route. Comments received from the public have been thoughtfully considered, along with engineering considerations, in the development and selection of the proposed design.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Garland/Grand (a designated truck route) and onto Gaston Avenue which is NOT a truck route. I Oppose Option 2 because it is NOT the community preferred plan and TxDOT has ignored public feedback for 2 years, including the public written comments submitted following their January 2018 meeting which overwhelmingly Opposed Option 2.	
695	Donna Cunningham	11/13/2018	Written Comment from PH	<p>I Oppose Option 2 because. it does not maintain a straight alignment for Garland/Grand.</p> <p>I Oppose Option 2 because it will divert more traffic and congestion onto Gaston Avenue which is <u>already</u> over-burdened.</p> <p>I Oppose Option 2 because it is NOT the community preferred plan. TxDOT made this false proclamation after only 1 meeting where design options were shown to a very limited group. And TxDOT has <u>ignored public</u> feedback for 2 years, including a petition of nearly 700 opposing Option 2, as well as formal public written comments submitted during and following their December 2016 meeting and the January 2018 meeting which <u>overwhelmingly</u> Opposed Option 2.</p> <p>I Oppose Option 2 because it will cause cut-through traffic through my neighborhood by over-burdening Gaston Avenue.</p> <p>I Oppose Option 2 because it does not allow direct access into businesses such as the LOT and Local Traveler and instead requires drivers to make a U-Turn.</p> <p>I Oppose Option 2 because it diverts traffic through our Old East Dallas historic neighborhoods, which also represent the largest contiguous group of historic neighborhoods in the Southwest.</p> <p>I Oppose Option 2 because it diverts even more dangerous traffic through Lakewood Shopping Center.</p> <p>I Oppose Option 2 because it prevents safe walkability in our neighborhoods and to surrounding local businesses such as Lakewood Shopping Center, Whole Foods, community services, and the YMCA.</p> <p>I Oppose Option 2 because it prevents our children from safely walking or biking to school at Lipscomb, Long, or Woodrow Wilson, to-the library, and to our area parks and recreation facilities.</p> <p>I Oppose Option 2 because additional traffic on Gaston prevents me from being able to safely turn on and off of Gaston Avenue into my own driveway or onto my own neighborhood streets.</p> <p>I Oppose Option 2 because it ignores historic resources and potential of SH 78, the original Bankhead Hwy.</p> <p>I Oppose Option 2 because it threatens the success of ongoing Complete Streets projects, such as the Columbia/Abrams and Richmond projects that promote calming traffic and improving safety for everyone.</p> <p>I Oppose Option 2 because it disrupts access to 1-30.</p>	<p>To date, TxDOT has held three stakeholder meetings/meetings with affected property owners, a public meeting, and a public hearing for the proposed project. With each successive meeting, the mailing/invitation list has grown. Additionally, for the public meeting and hearing notice was published in multiple newspapers and press releases and social media posts were utilized to help spread the word of the meetings. The purpose of these notifications was to try to engage as many members of the public as possible.</p> <p>Comments received from the public have been thoughtfully considered, along with engineering considerations, in the development and selection of the proposed design.</p> <p>Public comments received during and after the public meeting, during the designated comment period, are included in the Public Meeting Documentation package, which is available for review at TxDOT Dallas District office and has also been posted on www.KeepItMovingDallas.com, on the public meeting page. Documentation of the stakeholder meetings/meetings with affected property owners, which includes public comments received during and after those meetings, are available for review at the TxDOT Dallas District office.</p> <p>The proposed project would improve pedestrian safety at the intersection by providing sidewalks and signalized crossings for pedestrians.</p> <p>A review of potential historical resources impacts was conducted and a Historic Project Coordination Request Form was prepared for the proposed project. In compliance with the Section 106 PA, the Antiquities Code of Texas, and the MOU, TxDOT historians determined project activities do not affect historic properties.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
696	Mack Morris	11/13/2018	Written Comment from PH	I oppose Option 2	Comment noted.
697	Jose Robles	11/13/2018	Verbal Comment at PH	<p>Yes, I wanted to go on record as stating that there have been four prior meetings where factors have been considered, studies have been made, money has been spent, and a decision has been made.</p> <p>And my comment to the Board is that since the last meeting, nothing has changed that changed any of the factors that came into consideration for the Board to make the decision to go with Option 2.</p> <p>So I think the three schools that have school zones that are affected on East Grand, I think access to Tenison Park, future access to the Samuell-Grand Aquatic Center will be greatly impacted by increasing traffic flow on East Grand by going with Option 1, so I strongly oppose it.</p> <p>I say nothing has changed since the last meeting, other than there's been some public outcry from a very small neighborhood off of Gaston Avenue. That doesn't speak for the whole of everybody that's gonna be affected by it.</p> <p>So I would like for the Board to remember the reasons why they made their own decision to go with Option 2 and to stick to it. Let your yea be yea and your nay be nay.</p> <p>Thank you.</p>	Comment noted.
698	Jeana Foxman	11/13/2018	Verbal Comment at PH	<p>My name is Jeana Foxman. That's spelled J-e-a-n-a; Foxman, F-o-x-m-a-n. My address is [REDACTED].</p> <p>I'd like to voice my opposition to this plan. I would like it not to move forward until the traffic study – traffic distribution study, excuse me, is performed to make sure we see how much traffic is dumped into the neighborhood surrounding the Gaston Street.</p> <p>With an extra 15,000 cars on the street, it's gonna make our neighborhoods unsafe. And we currently have speed bumps in our neighborhood, but it does nothing to slow them down. I live in the Lakewood Hills neighborhood, and we're already yelling at people to slow down.</p> <p>We've had dogs die. Fortunately no children yet, but the safety of our children is at the forefront of our minds and we oppose this, as planned, until further study has been done on traffic distribution.</p>	A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection. Proposed intersection improvement provide signal phasing to stop traffic in each direction in order to allow different vehicular/pedestrian movements to safely travel through the intersection.
699	Bill Williams	11/13/2018	Verbal Comment at PH	<p>Bill Williams, [REDACTED].</p> <p>I'm here voicing my opinion in opposition of Option 2 with the court reporter for the following reasons:</p> <p>Number 1, we have a state highway that feeds traffic from Garland, Casa View, Casa Linda down toward I-30, and yet several years ago the traffic was routed onto Gaston Avenue, which was wrong in the first place. So we have a chance to correct that wrong.</p> <p>And, actually, what we're now doing is feeding more traffic onto Gaston Avenue, a residential street, that amounts to a shortcut for those people coming from</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>Garland and those outer lying areas to Downtown. And they have a clear path on Highway 78, a state highway, to I-30 to go to Downtown.</p> <p>So by going down Gaston Avenue, there are two school zones you have to go through, a hospital zone, and eventually a two-lane street to get to that shortcut, and it's wrong.</p> <p>I stand in opposition, and thank you for your time.</p>	
700	Robert Hogue	11/13/2018	Verbal Comment at PH	<p>I'm Robert Hogue, [REDACTED].</p> <p>Option 1 is six straight lanes at the Garland Road/East Grand merge will increase speeds because drivers in both directions will be trying to beat the light.</p> <p>In contrast, Option 2 will encourage drivers to slow down, and thereby increase both pedestrian and vehicle safety.</p> <p>Option 1 does not fix the current left turn merge problem from East Grand onto Gaston where the two Garland Road lanes to Gaston intersect.</p> <p>Option 2 will fix that problem. Currently southbound traffic on Garland Road has 2 lanes to merge onto Gaston, and Option 2 does not increase that number.</p> <p>Option 2 is the better solution as the Department has determined after considerable study.</p> <p>Thank you.</p>	Comment noted.
701	Carl Raines	11/13/2018	Verbal Comment at PH	<p>Carl Raines, and I'm at [REDACTED].</p> <p>I am in support of Option 2, which is the recommendation that TxDOT has for this project.</p>	Comment noted.
702	Ken Halliday	11/13/2018	Verbal Comment at PH	<p>Ken Halliday, [REDACTED].</p> <p>I would like TxDOT to ask Mark Clayton or whoever was the City Council person in 2016 and the subsequent years when he or she announced to the Lakewood neighborhood association about the public meetings and how they made that communication.</p> <p>Thank you.</p>	<p>Councilman Mark Clayton provided contact information for the Lakewood Neighborhood Association to TxDOT prior to the 2016 and 2018 meetings. TxDOT provided notice of the meetings via mail as well as via email to the neighborhood association president.</p> <p>Notice for the September 7, 2016 Stakeholder Meeting/Meeting with Affected Property Owners (MAPO) was sent by mail and email on August 17, 2016.</p> <p>Notice for the December 8, 2016 Stakeholder/MAPO meeting was sent by mail and email on November 22, 2016.</p> <p>Notice for the January 18, 2018 Public Meeting was sent by mail and email on December 1, 2017, with a reminder email sent in early January 2018.</p> <p>Notice for the November 13, 2018 Public Hearing was sent by mail and email on October 11, 2018, and a reminder email was sent on November 6, 2018.</p>
703	David LaBrec	11/13/2018	Verbal Comment at PH	<p>David La Brec, [REDACTED].</p> <p>I was the first Assistant City Attorney here in Dallas for many years endowed with street projects. I represented the City on various lawsuits involving street projects and involving airports.</p> <p>What we're dealing with here on Gaston is not far different from dealing with the airport noise. If you move close to an airport or if you move onto a busy street, as</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>in this case, you assume the risk that there's going to be noise or congestion and traffic movement.</p> <p>It's the only artery that we have from East Dallas to Uptown to Downtown other than going on the interstate. Some of us who are elderly don't drive the interstate and can't drive the interstate. That needs to be taken into consideration.</p> <p>Secondly, and perhaps more importantly, the Gaston Road residents would have you believe that there are children playing along Gaston Road in their front yards. That is simply not the case. I have driven Gaston Road for many years, and there are no children that play along the street, so there's no risk there. That's it.</p> <p>Thank you.</p>	
704	Nancy Wilson	11/13/2018	Verbal Comment at PH	<p>Nancy Wilson, [REDACTED].</p> <p>I am in support of Option 1, due to the process not being identified to my neighborhood association.</p>	Comment noted.
705	Council Member Philip Kingston	11/13/2018	Verbal Comment at PH	<p>Thank you all very much for allowing me to address the community.</p> <p>This is like one of the smartest and most engaged groups of people I've ever seen. I'm really happy to be here tonight.</p> <p>I want to introduce a couple people. Mike Rogers, who's our new Director of Transportation of the City of Dallas also wants to hear from you, not just about this project, but about other transportation issues in East Dallas and wherever else you are, so make sure that we hear from you.</p> <p>I also want to thank Mark Clayton, my colleague. He and I have been working together on this issue doing our best to develop something new. It is a very minor change to Option 2.</p> <p>We think it balances the needs of the communities that are here, and we've submitted that to TxDOT with the request that they run the traffic analysis on it to see if they can support it. And that's kind of what we're waiting on at this point; and frankly, I thought that was gonna be done last week, so I'm hopeful of getting that as soon as possible.</p> <p>If you-all can help us out with that. I think that Mark and I, working together with Mike and with TxDOT, are going to create something that everybody can be really happy with.</p>	<p>The schematic shown at the public hearing, also referred to as Option 2, is a result of the selection of a preferred alternative through a feasibility study that consisted of multiple public meetings with opportunity for public input. The city of Dallas provided a letter of support for the schematic shown at the public hearing. At the completion of the environmental process, TxDOT will proceed with advancing the schematic shown at the public hearing.</p>
706	Council Member Mark Clayton	11/13/2018	Verbal Comment at PH	<p>Thank you, guys, so much for being here. I'm glad you guys made it through the parking lot without freezing.</p> <p>You know, I think this is a really interesting process. One, thanks for showing up, and whether you have a red sticker on or a green sticker on, I think that means that you are engaged in the community.</p> <p>I like what my friend Philip said. You know, throughout this whole process I think we need to keep in mind what the original goal is because we have an intersection that's not great and it needs to be repaired. We're also in an area where we're trying to do bigger and better things: bikeability, walkability, et cetera.</p> <p>I think what I would ask you to think about, at least from my perspective as a public official, is just to understand that whatever our disagreements are, we</p>	Comment noted.

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				<p>should look at our common good. Our common goals are the fact that we want to be safer, and we wanted to make it where people aren't afraid to get through the intersection.</p> <p>And if your concern is, "Hey, I don't want any more cars going down my street, and I'm concerned about that," that's a worthy goal, and I would defer to TxDOT to always make sure that we're crunching the numbers.</p> <p>And Philip mentioned that we have ideas. As public officials we want to – nobody wants to have a room where half of the room's mad and half the room's happy. That's not fun.</p> <p>And I would just say from my standpoint, you know, some disagreements have been hard, and some disagreements have been not as hard. But I think our ultimate goal is to understand what our common good is, which is we want an intersection that's better. And whatever that becomes I think, you know, we'll make it a better place.</p> <p>Thank you very much and thank you for being here.</p>	
707	Laura Koppang	11/13/2018	Verbal Comment at PH	<p>Laura Koppang, [REDACTED] .</p> <p>So I missed the meeting back in January, which was the first one I was aware of. That was the first one open to the general public, which I was kind of surprised when I saw the listings to homeowners associations because my neighborhood was not informed. I mean, we are, like, a mile up the road, but we do have houses in my neighborhood that face Gaston, and we didn't hear about any of those early meetings.</p> <p>So I came tonight, and I thought I was gonna actually see options. I was rather stunned to see that an option has been picked without input from the entire community. Apparently you had to be invited to the early ones when that decision was made. And then I look at – I thought I was gonna see multiple options tonight.</p> <p>I was surprised when I saw this that's taking the traffic from a highway, essentially, Highway 78, and I understand that Gaston is – and Gaston already gets most of the traffic. I thought the goal would be kind of to get them off of that residential street and back onto the road that's 3 lanes wide with turn lanes and bike lanes, which when I drive it, there is very few people on, instead of on a two lane road with no turn lanes and residences the whole way up.</p> <p>I'm kind of curious if anybody looked into if you took from this intersection to I-30 going out East Grand, how many residences actually face that street or are on that street, and take that same distance going up Gaston and compare it to the number of residences going up Gaston who are gonna be impacted by it when you're putting all those cars and making it – from my estimation of that plan – encouraging people to go that way because everyone, if given a choice, will take a right turn that we can go through fast over sitting and waiting to make a left turn.</p> <p>So it seems like it's encouraging even more people to go up Gaston, which is already – it's not that long. A very dangerous road with people waiting to make turns into their driveways and neighborhood streets and people veering in and out of traffic.</p> <p>So I thought we'd have a little bit more input, but I could tell from talking to them</p>	<p>The purpose of this public hearing was to present the proposed design for the intersection improvements, to make the environmental documentation available for public inspection, and to receive public comment on the proposed project.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				back there, the decision's made and nobody really cares about what I said.	
708	Sarah Lamb	11/13/2018	Verbal Comment at PH	<p>Good evening. My name is Sarah Lamb. I live at [REDACTED]. I represent a community group, Lakewood Citizens for Responsible Traffic.</p> <p>I oppose Option 2 because it is not a community preferred plan. The public has been pushing back on Option 2 since December of 2016; that is two years. There have been only four public meetings and no plan options have been considered except for Option 2 since the second meeting which was attended by a small group of business stakeholders who did not represent a true cross-section of the community or were the most impacted by the intersection design.</p> <p>Despite repeated public calls to consider other options, including TxDOT's own Option 1 or a plan that maintains balance by maintaining a straight alignment of Garland/Grand, TxDOT has made no changes to their Option 2 plan.</p> <p>The public objects to Option 2 because at TxDOT's admission, Option 2 does not consider any of the community impact beyond the limited boundaries of the intersection.</p> <p>Option 2 realigns the state highway onto a residential street which disproportionately burdens Gaston Avenue. Option 2 removes the straight alignment of Garland/Grand and thereby includes a direct access to I-30, South Dallas, and Downtown.</p> <p>Option 2 removes a full lane of traffic from Garland Road to Grand Avenue through the intersection directing tens of thousands of drivers onto the smaller 4 lane Gaston Avenue rather than providing the balance of options that we have today.</p> <p>For these reasons, we created a Change.Org Petition that has been signed by over 650 neighbors opposing Option 2 and calling for a more standard intersection design. This petition was submitted to TxDOT as part of their public comment period and was ignored, along with voices of thousands of other community members. This forced neighbors to resort to self-funding and distributing hundreds of yard signs and thousands of mailers opposing Option 2.</p> <p>It is clear that Option 2 is not a community preferred plan. Lakewood Citizens for Responsible Traffic and the East/South Solution of Neighborhoods oppose Option 2 as it stands today. We support TxDOT's Option 1 or a plan that maintains a straight line at Garland and Grand and existing lane counts through the intersection.</p> <p>Thank you.</p>	Comments received from the public, including the petition, have been thoughtfully considered, along with engineering considerations, in the development and selection of the proposed design. The petition is included in the Public Meeting Documentation package, which is available for review at TxDOT Dallas District office and has also been posted on www.keepitmovingdallas.com , on the public meeting page. Documentation of the stakeholder meetings/meetings with affected property owners, which includes public comments received during and after those meetings, are available for review at the TxDOT Dallas District office.
709	Elizabeth Blackburn	11/13/2018	Verbal Comment at PH	<p>I'm Elizabeth Blackburn. I live at [REDACTED].</p> <p>And I also represent the Lakewood Citizens for Responsible Traffic. And for anybody here who is undecided or who has not heard directly exactly why we oppose this intersection, I would really like to provide our reasons today, because they might be a little bit different from what you think.</p> <p>Currently, according to TxDOT's data that was presented at the January meeting, on a daily basis 50 percent of drivers choose Grand and 50 percent of drivers choose Gaston, and that's on a daily basis rather than just peak hour.</p>	A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic patterns through this intersection.

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				<p>Our only goal is to find a solution that maintains this current distribution. We want people to be able to easily access Gaston, if that is where they need to go; but we also want them to be able to easily access Grand if that is where they choose to go, as that is the 50/50 split today.</p> <p>We oppose Option 2 because we do not believe that it provides this balance. The reasons that we believe this are because Option 2 realigns Garland Road onto Gaston Avenue, making Gaston Avenue the more accessible route. It removes the straight alignment of Garland/Grand and impedes direct access to I-30, South Dallas, and Downtown which you can reach from that route, also, of course, Downtown through Gaston.</p> <p>It forces drivers to wish to remain on Grand to have to take a left turn to do so. It does remove a full lane of traffic from Garland to Grand through the intersection; and therefore, it disproportionately shifts some traffic onto Gaston that may not, today, choose to go that route. It also encourages, because of the turn, commercial trucks wishing to reach I-30 to Downtown to leave State Highway 78 or Garland Road and take Gaston Avenue, which is not currently a truck route.</p> <p>Option 2 is not a community preferred plan because TxDOT has not considered the impact that the project will have on the entire community. Specifically, we are concerned that when Gaston overburdens, drivers will leave Gaston, both north and south, and divert into our neighborhoods and go through a faster route to their ultimate destination.</p> <p>We also believe – and TxDOT has said – or would have us believe that Option 2 does not need to reduce traffic on Gaston. However, their own early presentation material stated that an advantage of Option 2 was that it favors Gaston Avenue. With the removal and with the left turn, we believe it's common sense to see that drivers will favor Gaston Avenue.</p> <p>Finally, I want to point out that TxDOT is working on future improvements to the I-30 corridor, which will make that route a much, much different experience than it is today. And additionally, they're working to revitalize Fair Park through revitalization efforts and privatization efforts. And we believe that just as people should be able to access Gaston, that we should preserve the vital link to South Dallas and I-30.</p> <p>That's pretty much it. I would like to say please, please, give us a plan that just maintains the straight alignment of Garland/Grand and existing lanes through the intersection so we can have a balanced roadway.</p> <p>Thank you.</p>	
710	Robert Hogue	11/13/2018	Verbal Comment at PH	<p>Hello, everyone. I'm Rob Hogue at [REDACTED].</p> <p>Option 1, six straight lanes at the Garland Road/East Grand merge will increase speeds because drivers in both directions will be trying to beat the light.</p> <p>In contrast, Option 2 will encourage drivers to slow down and thereby increase both pedestrian and vehicle safety.</p> <p>Option 1 does not fix the current left turn merge problem from East Grand onto Gaston where the two Garland Road lanes to Gaston intersect.</p> <p>In contrast, Option 2 will fix that problem. Currently southbound traffic on Garland</p>	Comment noted.

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				<p>Road has 2 lanes to merge onto Gaston, and Option 2 does not increase that number.</p> <p>Option 2 is therefore the better solution as the Department has determined after considerable study.</p> <p>Thank you.</p>	
711	John Fancher	11/13/2018	Verbal Comment at PH	<p>My name is John Fancher. I live [REDACTED].</p> <p>Thanks to the Department for hosting this event this evening and allowing me to speak. I would also like to thank TxDOT for all the work that's been put into this since the 2015 feasibility study, bringing forth five options, plus the "do nothing" option, engaging with the citizens and the communities, and also the City of Dallas for picking a solution that I believe provides an optimal answer to the problem at hand. It was also the preferred solution that would involve the City itself.</p> <p>Since the time that you guys have picked Option 2, a group of individuals and even homeowners on Gaston, have come out against Option 2 and have undertaken different tactics with a common goal, as stated, to minimize the traffic onto Gaston while diverting it down to Grand Avenue.</p> <p>This, despite the fact that 70 percent of the traffic, based on their own studies, coming off of Garland wishes to proceed onto Gaston and that goes against the desires of the drivers themselves.</p> <p>I, and many of my neighbors, support Option 2 for a number of reasons: traffic flow safety, both vehicular and pedestrian, and pedestrian and bicycle accessibility.</p> <p>Option 1, as proposed by the other folks in the room, I believe, would provide both unnecessary congestion at the intersection and would increase traffic on Grand which would have a number of detrimental effects.</p> <p>One is it would put school children at risk. They would be exposed to much more traffic within 1.4 miles of the intersection. There are four elementary or middle schools that are either sitting on Grand Avenue or have walking access to it. Some of those schools do provide year-round services.</p> <p>It would increase difficulty to cross Grand in order to access Tenison Park or Samuell-Grand park. The neighbors on or near Grand would see increased traffic noise pollution, as well as environmental pollution.</p> <p>And finally, I would argue that given 70 percent of the traffic wishes to continue on Gaston, if they are forced down Grand and/or the intersection becomes too cumbersome, they will find alternate routes through neighborhoods, such as Lakewood Hills, Hollywood Heights, Mount Auburn, to achieve their ultimate destination, whether that be Gaston Road or Abrams-Columbia in order to access Downtown in a much more efficiently than I-30 provides.</p> <p>The opposition has directed a great deal of time, energy, and effort, which I do appreciate, the narrative's been picked up by the local media. And, in fact, our council representative sided with them, but I respectfully request the Department stick to the option that you have been so diligently studied and brought forth over the past three.</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
712	Robin Hawke	11/13/2018	Verbal Comment at PH	<p>I'm Robin Hawke. I live at [REDACTED], right here in Little Forest Hills.</p> <p>So I have a lot to say about this. I've lived in the neighborhood in East Dallas for 18 years. Actually, since I've been in Texas. And I have had the good luck of living all over the world and building all over the world.</p> <p>I have traffic engineer experience. I have city planning experience. I've work with EPA, DEP, Army Corps of Engineers, so I've done this. I did it 30 years ago, and it was fun and now it's boring.</p> <p>But this is my neighborhood. This is my place to live. My grandchildren come over here to play and to be in a 1950s "Leave it to Beaver" type neighborhood, and that's why I bought here. And right now I cannot take my grandbabies to ride their own bikes. I can't take them to White Rock Lake. I live right across the street from it. I walked here tonight. And, you know, a little bit cold, but I'm from Maine, so it's a summer day for us.</p> <p>I wouldn't like my grandbaby ride her bike to this lake until she was 10 or 15 years old because it's that unsafe. I've personally biked the lake thousands of times. That's the reason I moved here. And I think it's one of the nicest features in Dallas, Texas, maybe the Klyde Warren Park gets there, but really no one lives near that. You have to drive to get there.</p> <p>This whole neighborhood is pedestrian oriented. We all come here to the Arboretum from all over Dallas to get to that lake to see that view, to walk those trails, and get to bike them or kayak on the lake, and that's the reason we live here. That's one of the best features.</p> <p>We could be a very poor man's version of Klyde Warren Park right here in East Dallas. I know it's not Highland Park. I know it's not North Dallas, but we could have that right here if the City and the State would work together.</p> <p>And I really respect what the engineering departments and what people have done, having been in their shoes. It's no fun coming to these. You know, they're giving nights off from home. Basically, it's horrible.</p> <p>But unless we work together, we'll be having the State do what they think is best, and we'll be having the City come in later and doing a little tie-ins. Why aren't they addressing the fact that all the way from Buckner down to this intersection is problematic? And that's all on 78.</p> <p>I mean, the Arboretum doesn't have sidewalks, so they block 25 percent of the access from Little Forest Hills. The – you know, there's no way to ease – I do CrossFit at East Dallas CrossFit, Little Forest Hills. I have seen 11 accidents at Starbucks. Who let that entrance be done? That's so unsafe, you know, my 5-year-old knows that.</p> <p>Raising Cane's Chicken, yeah, we need more fried food in our lives.</p> <p>But anyways, that's definitely – that's the one spot. If you're coming down by the lake on that side of the road, you can't see the taillights of the person stopping to make that right turn. I mean, right turns are the easiest and safest things you should be able to do. We built Tucker's. We paid for the traffic light at Tucker's – -</p> <p>Anyways, we have the chance to do it right. I don't think the people who live in this neighborhood have been heard at all.</p>	Comment noted.

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				Option 2 is probably one of the worst options that could come forward. The Boy Scouts could have done a better job.	
713	Melanie Vanlandingham	11/13/2018	Verbal Comment at PH	<p>Good evening. My name is Melanie Vanlandingham. I live at [REDACTED] in Dallas, Texas.</p> <p>I am here representing Lakewood Heights Neighborhood Association of 1100 households, and East Dallas Coalition of Neighborhoods which advocates and promotes quality of life in all these Dallas neighborhoods.</p> <p>I am here to oppose Option 2 and advocate for a compromise plan to balance the communitywide concerns. Option 2 is a negligent reflection of the failure to address the potential for significant communitywide impact beyond the small boundary of the intersection.</p> <p>The only concern that has been studied is the increase – or focused on is to increase speed through the intersection with no analysis at all for the concern for broader impact to the community safety and mobility.</p> <p>Option 2 threatens our community in the following ways: It creates an imbalance of traffic volumes to the intersection funneling more traffic and congestion into the smaller roadway of Gaston Avenue. It impedes direct access to I-30 and an alternate route to Downtown.</p> <p>It disregards historic resources and historic neighborhoods in Old East Dallas and South Dallas.</p> <p>It increases dangerous speeds in and beyond the intersection and into the heart of residential areas.</p> <p>It threatens walkability and conductivity within and between neighborhoods.</p> <p>It threatens safe routes to schools for at least four local schools.</p> <p>It ignores and disregards safe access to adjacent homes as well as local businesses or commercial districts to promote safety and economic viability.</p> <p>It threatens success of multiple complete streets efforts currently underway by the City of Abrams and Richmond.</p> <p>It disregards the will of the majority of citizens and overall quality of life.</p> <p>Option 2 threatens our community in all of the areas by redirecting and encouraging more high speed highway traffic and congestion through all of Old East Dallas and disconnecting the straight alignment of Garland/Grand.</p> <p>Additionally, it threatens the revitalization of South Dallas, further disenfranchising its citizens and businesses by redirecting and limiting access to this historically underserved community.</p> <p>Despite community demands to slow down traffic, TxDOT's alignment in Option 2 encourages high speed through the intersection from Garland to Gaston. This is negligent and dangerous on what is already the most dangerous street in East Dallas.</p> <p>At a time when we are trying to improve walkability and calm traffic, the higher volumes of traffic and speeds that this project will funnel into the neighborhoods will effectively kill all of our efforts to improve safety and to increase walkability,</p>	<p>A review of potential historical resources impacts was conducted and a Historic Project Coordination Request Form was prepared for the proposed project. In compliance with the Section 106 PA, the Antiquities Code of Texas, and the MOU, TxDOT historians determined project activities do not affect historic properties.</p> <p>The proposed project would not change the posted speed limit on Gaston Avenue.</p>

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				<p>community connectivity, and safe routes to school, as well as safe access to community facilities and businesses for decades, not just days from now.</p> <p>For all of these reasons, Lakewood Heights Neighborhood Association, myself, and the East Dallas Coalition of Neighborhoods oppose Option 2.</p> <p>We insist on a compromise plan that reflects and promotes the safety, continuity, history, and quality of life for the community as a whole, not just commuters during rush hour.</p> <p>Thank you.</p>	
714	Taylor Slovak	11/13/2018	Verbal Comment at PH	<p>Hi everyone. My name is Taylor Slovack, and I live at [REDACTED].</p> <p>I'm here tonight representing the Casa View and Haven Neighborhood Association, as well as the founding members of the East Dallas Tree Coalition.</p> <p>If we've learned anything throughout the history of East Dallas and through this discussion, it's that we clearly care a great deal about our East Dallas hub. I'm so thankful to be part of such a passionate community. Apathy and indifference are so detrimental to community growth, and thankfully that's one thing that we don't have to worry about here, the great and very vocal East Dallas.</p> <p>At the end of the day, I believe that we all want the same thing, a safe, efficient intersection to keep us all connected to the places that make East Dallas feel like home.</p> <p>Connectivity means a.m. donut runs to Hypnotic Donuts for our Gaston Road friends. It means having the accessibility and the connectivity for weeknight dinners with the family at Smoky Rose; and, of course, easy access to staples like White Rock Lake and the Arboretum.</p> <p>Similarly, those of us on Garland and East Grand need to stay connected to our weekly trips to Whole Foods, Ace Hardware, Scalini's, and more.</p> <p>We need a solution to meet the needs of our growing community with increased traffic, added retail space, and growing recreational and pedestrian use of the lake and its surrounding areas.</p> <p>Option 2 not only meets the needs of our community by addressing and eliminating dangerous pedestrian islands, reducing delay time, and providing clear, defined, light-regulated traffic flow for all intersecting access points.</p> <p>It also improves the connectivity and access to each of the surrounding neighborhoods, shopping centers, and community spaces we use every day and consider vital to our East Dallas life.</p> <p>Walking away or further delaying this project, as well as the proposed alternative Option 1 from the opposition, will not only contribute to added congestion, it will increase the dangers for our pedestrians, cyclists, those exiting our shopping centers, and ultimately direct traffic overflow to smaller family and pedestrian heavy neighborhood streets, like Coronado and Winsted.</p> <p>Let's not isolate and segregate our communities on each side of this intersection. Please keep these dots connected and safe by supporting Option 2.</p> <p>Thank you.</p>	Comment noted.

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715	Patrick Blaydes	11/13/2018	Verbal Comment at PH	<p>Hello. My name is Patrick Blaydes. I live at 8922 Forest Hills. That's in the middle of Forest Hills right across the street.</p> <p>I'm also co-president of that neighborhood association. I work in Downtown and in Oak Cliff. I also grew up in Forest Hills, and I went to school at St. Thomas Aquinas. So I say what I say as someone who's literally used Gaston Avenue as part of my daily commute my entire life.</p> <p>I also say this as someone who met with neighborhood leaders in the Forest Hills, Casa Linda, Casa View, Lake Park Estates, Little Forest Hills just on Sunday. And I think we all agree with our fellow East Dallas neighbors in Lakewood that our neighborhood should be vibrant, they should be healthy, they should be safe. They should be places where your kids can play in your front yard and where senior citizens can cross the street to get something to eat or go to the store.</p> <p>So if you told me, "Hey, this redesign of this intersection is gonna slow you down by 30 seconds or 17 seconds, or whatever, in order to improve the quality of life of people in East Dallas. As somebody who's used that commute my entire life, I would be 100 percent for that.</p> <p>But where you lose me, and I think you lose a lot of others in this community, is when you create a solution that says "This is gonna improve the quality of life for one part of East Dallas, while doing detrimental harm for a number of other neighborhoods in East Dallas" -- and to East Dallas as a whole.</p> <p>By creating a large T intersection that's 10 or 12 lanes wide that looks like a freeway, that creates induced demand. We're gonna get more cars driving through East Dallas, not cars coming from East Dallas or to East Dallas, but people from Rockwall going to Grand Prairie using this as a thoroughfare, and that's gonna hurt the quality of life for everybody in East Dallas.</p> <p>Now, if there is an option that improves the quality of life for everybody in East Dallas that doesn't improve quality of life for just a slight few, I will be glad to support that 100 percent, but I guess -- okay. So I will get out of your way.</p> <p>I would just say that I think Option 2 probably isn't a perfect option, and I'm pleased to hear that TxDOT, along with elected officials are working on tweaks to that. But I do not think that creating Option 1, which only improves the quality of life for a slight few in East Dallas, while doing harm to a large part of East Dallas is a good solution.</p> <p>Thank you.</p>	Comment noted.
716	Rene Schmidt	11/13/2018	Verbal Comment at PH	<p>My name is Rene Schmidt, President of Junius Heights Historic District, and am here representing Junius Heights.</p> <p>The Junius Heights Board of Directors has voted unanimously not to support Option 2 and to reopen the discussion on the design of the 3G intersection. The Board was united in its opposition to Option 2.</p> <p>As a neighborhood that borders Gaston Avenue, our concern continues to be that Option 2 is not good for the communities in East Dallas. Option 2 would encourage more traffic on Gaston towards Downtown. As it is now, Gaston is already overcrowded during rush hour. On a personal note, I must cross Gaston every morning to get to work. It is a challenge I don't relish taking.</p>	Comment noted.

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				<p>Our belief is that TxDOT has focused only on the microcosm, not the macrocosm; that is, by focusing only on the ease of traffic flowing through the 3G intersection, it has neglected to study what happens as Gaston becomes more congested.</p> <p>We have fought so hard to bring Old East Dallas back to life, and the last thing we want to see is our quality of life negated by living next door to an urban highway. Gaston is not a suitable street for a rapid automobile transit thoroughfare.</p> <p>It passes through several school zones, restored and private historic neighborhoods, and as it gets closer to Downtown, eventually just becomes 2 lanes; that is, at Baylor, the outer 2 lanes become pickup and drop-off zones for patients.</p> <p>We believe the solution is to find a way to make the 3G intersection more pedestrian and bike friendly, encourage more traffic to continue to head towards I-30 for a quick commute to Downtown.</p> <p>The inner city should not be forced to be a drive-through neighborhood for the expanding suburbs.</p> <p>Thank you.</p>	
717	Garry Brown	11/13/2018	Verbal Comment at PH	<p>Hello, I'm Garry Brown. I live at [REDACTED] in Forest Hills.</p> <p>I'm for Option 2 of the options that have been proposed. I'm for that because it keeps East Dallas connected to Central Dallas, to Downtown. I use Gaston regularly. People who live east of the intersection use Gaston regularly. I also use Grand Avenue. I can certainly make the left turn.</p> <p>It's an already very congested pinch point and the other option seemed to make it more congested and disconnect from the east side to central Dallas, so I favor Option 2. I think it may be tweakable and improvable, but what we have right now, that's the best option.</p>	Comment noted.
718	Mary Jayne Fogerty	11/13/2018	Verbal Comment at PH	<p>Hi. I'm Mary Jane Fogelty, and I live [REDACTED], and I drive Gaston every single day. I like to walk my dog. I like to ride bikes. I'm all for improving intersections, but I'm not for adding traffic onto the Gaston. I'm not for adding traffic on Gaston.</p> <p>You know, it's a residential neighborhood. We live in a neighborhood. We know our neighbors. We know the people across the street and we know the people next door. And that will damage the quality of life and the safety of our neighborhood as traffic increases.</p> <p>Also, when traffic increases, accidents increase. Then traffic gets backed up. Guess where they're gonna go? They're gonna filter into Lakewood Hills, into Lakewood.</p> <p>Think about it.</p> <p>Thank you.</p>	Comment noted.
719	Janine Carley	11/13/2018	Verbal Comment at PH	<p>I am Janine Carley. I live at [REDACTED], and I live in Forest Hills. I've lived there for 16 years.</p> <p>Almost everything that I do requires that I drive through Gaston and Garland/Grand intersection. And I can tell you that 10 times more often than not I</p>	Comment noted.

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				<p>am going down Gaston. I'm not going down Grand. And by TxDOT's own information, 75 percent – if you add it all together, 75 percent of the traffic from Grand – from Garland, excuse me – 75 percent of the traffic from Garland goes onto Gaston already.</p> <p>The current Option 2 shows having less than 75 percent of the traffic funneled onto Gaston. So it's not going to be increasing in traffic. What will increase, if you do go with the different option that doesn't have as much traffic going down Gaston, will get more and more people from East Dallas, on this side of East Dallas, will be going down the neighborhood avenues; will be using Winsted, will be going down La Vista and Coronado because we're not gonna be able to sit and wait at the lights.</p> <p>So the safety of our kids is really more important. I agree. I have four of my own. I love being able to have my kids run around in the neighborhood. But if you have only half of the traffic being able to go down Gaston, those other people who can't get there are gonna turn on Winsted.</p> <p>I know because I would do it. And I'll do it, I'll go down La Vista and Coronado as well. I don't want to. I want to keep going down Gaston as it was intended to do. So I just hope that you see that point of traffic. If you look at – the TxDOT numbers show over 75 percent of the traffic from Garland is already is going down Gaston.</p>	
720	Suzanne Sheaffer	11/13/2018	Verbal Comment at PH	<p>I am Suzanne Scheaffer, [REDACTED].</p> <p>I've lived here for about 20 years, and I've driven this intersection, taken my kids to Bishop Lynch back and forth, and go to Tom Thumb and Wyatt the old place and Wyatt the new place, so I understand the frustrations when the repaving happened with TxDOT going from the 2 lanes to 1, and also with the merge clipping the yield sign from 1 lane into the other. And I've actually waited at that light for like 8 seconds, because like only one car can get through, so it's obvious this needs to be redone.</p> <p>I want to talk about this from more of a civil engineering standpoint. I think the Option 2, as far as this traffic light is just safer and has better engineering principles for getting the traffic through.</p> <p>But I want to maybe focus my time on the problem of Option 2. And I wish that there was a graphic we could look at, but if you look at the graphic on your handout, the problem is that pedestrian bridge, and they're constrained because there's a foundation right there.</p> <p>And what needs to happen and what should happen – I know it's a new bridge, but it should've been an open span so they could make 4 lanes right there. So you can have 2 lanes with enough que and 2 lanes in the other direction as well; 2 lanes going onto Gaston and 2 lanes going onto Grand.</p> <p>And if you look, even at the footprint, you can see that there is less space for the cars to sit. There's less – it's not long enough, and they can't make it longer because the bridge is in the way. And I think that we, as a public, need to be focusing on getting TxDOT to put your money into that, into looking at it.</p> <p>And I talked to the engineers, and they didn't even run that scenario because they, I understand, were told not to. And I understand that it's a new bridge, and I understand that there's a lot of money associated with that.</p>	<p>Comment noted.</p> <p>The project manager has reviewed our plans and see the area of concern. The SH 78/Garland Road bridges will not be replaced but will be widened during this intersection improvement project, however the additional widths will be utilized by providing pedestrian/bike use. The design team reviewed and balanced the least amount of right-of-way impact as well as maximized turnlane lengths.</p> <p>DART is the owner of the Santa Fe Trail bridge, and it will remain intact. TxDOT has been in close coordination with them throughout this project.</p> <p>Currently, DART does not have any lightrail expansion plans out to this area.</p>

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				<p>But that's the problem. That's the problem with the traffic going left onto Grand, and it's the problem also because you're gonna have people backing up to where that bridge is right now by the 7-11 in that middle lane. And because they're gonna be waiting to try to get into the left 2 lanes, then you're also blocking the people that are trying to go straight.</p> <p>So I think Option 2 for the traffic light is better. It's the best option, but they need to fix those two left turn lanes and make them longer. They need to be double the length that they are right now. And I'll be happy to talk to anyone after if you want to look at what I'm talking about to further explain it.</p> <p>But I that's where we need to be putting our time is to get them to put the funding in it. And I think also the City, the council members who are here, need to be working with Garland to try to get that traffic to be using DART rail line, and to get them from not using that thoroughfare. I think that's what the residents are concerned about, and there's things that our City Council could be doing to help getting people off that way.</p> <p>Because right now we know that's the only way they can go. There's the lake on one side, and there's the golf course on the other, and so we need either less people – but, you know, we also need more que on there.</p> <p>Again, that's bridge-bridge-bridge, we need to have them run that in the traffic scenario.</p> <p>Thank you.</p>	
721	Matt MacGregor	11/13/2018	Verbal Comment at PH	<p>Hello. I'm Matt MacGregor. I live at [REDACTED].</p> <p>And if you don't know the neighborhood, I've lived in this area for 31 years. I'm originally from Indiana.</p> <p>I've lived SoMo, south of Mockingbird for 10 years, 12 years. I've lived in the Enclave for about eight years, nine years; and I've lived 10 years NoMo, north of Mockingbird.</p> <p>And I have written comments, but I'm gonna make these comments up based on what I've heard, fantastic comments from people supporting Option 1, which we're not looking at.</p> <p>Those supporting Option 2, which personally I think probably does a better job at solving the intersection. And that's what's important. The person who just recently spoke picked up exactly on one of the issues of this intersection.</p> <p>The center bend should have been skewed to allow more room for traffic to go east and west on Garland Road. However, there's 100-year-old bridges out there, so you need to figure out how to make that work with those bridges. It can probably work if you widen to the inside and the outside. Maybe it can be looked at, but that's the focus.</p> <p>Traffic at this intersection needs to be improved. The pedestrian process will help, the signals will help, if you make the sidewalk as wide as they can be for bikes and pedestrians.</p> <p>Maybe work with the adjacent property owners for more friendly easements with the City and the Code requirements so that you can get friendlier edges for people to actually move through the intersection safer. This is a gateway. This</p>	<p>Comment noted.</p> <p>Southbound and Northbound SH 78/Garland road bridges will be widened in this intersection improvement project, the purpose is to provide enough spacing to include bicycle and pedestrian accommodations. Aesthetic decisions will be made during the detailed design phase of the project.</p>

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				<p>intersection's over 100 years old. It should be an excellent gateway for East Dallas, White Rock Lake, the Arboretum, Forest Hills.</p> <p>Making abutments look nice. You don't have to spend a whole lot of money; paint, texture, whatever. We do that center column like we mentioned, plat it, paint it, whatever. Look at the bridge rails, make them look nice. It's an excellent opportunity for this room to come together with what's really important.</p> <p>The intersection, what's designed back on that table, it will work. Traffic on Gaston's still gonna be there no matter what. It's always been there. I've always driven on it. The decision is whether you take Mockingbird or that intersection when you're east or west of the lake. It depends on your day. Who wants to go through Buckner and Peavy in that area?</p> <p>So, you know, you can't fix that, so you make a choice. So concentrate on what you can do. Who knows, maybe what they did on Matilda from Richmond to Mockingbird could work on part of Gaston. I don't know how many people want to turn left in those driveways where people that live there, but that's a lot of traffic to put on 1 lane of thoroughfare.</p> <p>So I think the energy could be eased just a bit. That's a good solution.</p>	
722	Marcel Quimby	11/13/2018	Verbal Comment at PH	<p>My name is Marcel Quimby, and I live at [REDACTED].</p> <p>I am a preservation architect, and I've been in leadership positions in several planning and historic organizations as long as I've lived in Dallas, including the AIA, Preservation Dallas, Greater Dallas Planning Council, North Texas – National Trust Board of Advisors.</p> <p>I live in the Hollywood Heights neighborhood of Dallas. And I'm one of the many residences in the neighborhood that are strongly opposed to Option 2.</p> <p>The historic Lakewood East Dallas neighborhoods deserve a compromise plan that reduces and provides broader community impact, responds to demands for community-based criteria instead of a highway design, recognizes the community cultural neighborhood and the areas of historic context, as well as Dallas' short and long-term mobility and safety for all users, not just for commuters during weekday rush hours as a traverse through our neighbors.</p> <p>One comment I'd like to say is that, you know, the 70 percent of traffic that goes to Gaston, I am opposed to that. Those are numbers, but I think that needs to be looked in a 24/7. I mean, that happens during the rush hours. That's the vast majority when that happens.</p> <p>During the rest of the time, I have observed traffic going directly down, you know, Garland to Grand and not turning on Gaston. My reasons for opposition are multiple and include diverting traffic from Grand Avenue/Garland Road onto Gaston will greatly increase the vehicular traffic on Gaston Road, a local thoroughfare that is already overburdened.</p> <p>The large sweeping curve at this intersection would encourage cars to make this at a higher speed and increase likelihood of accidents and make this an even a more dangerous intersection.</p> <p>This diversion will also direct more cars onto Gaston, pushing additional traffic into the Abrams/Gaston intersection and other historic neighborhoods in</p>	<p>The large radius curve from Garland to Gaston meets design speed of 30 mile per hour. The southbound from Garland to westbound Gaston traffic will be stopped at red light, hence provide phases of complete stop in vehicular traffic, which is an improvement from today's intersection design, which eliminates the free movement. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. Option 2 best accommodates current traffic pattern through this intersection.</p> <p>A review of potential historical resources impacts was conducted and a Historic Project Coordination Request Form was prepared for the proposed project. In compliance with the Section 106 PA, the Antiquities Code of Texas, and the MOU, TxDOT historians determined project activities do not affect historic properties.</p>

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				<p>Lakewood and Old East Dallas as they have done now.</p> <p>And I fear a likely, completely foreseeable result will in the future, it could be 10 or 20 years is that Gaston will need to be enlarged to 6 lanes, which I don't think anyone would be in favor of.</p> <p>Garland Road to Grand Avenue is the original route of the Texas Highway 1, the first paved road to traverse Texas that had its beginnings in 1916. This was part of the first Southern Transcontinental Highway that extended from California to Washington, D.C.</p> <p>The original group arrived in Dallas on Garland Road and continued on Grand Avenue to Fair Park, Downtown Dallas to Oak Cliff, Fort Worth and West Texas. This is called the Bankhead Highway, and you've seen signs about it in Garland. It is a historic route. It goes right through our neighborhoods, and hopefully in the future there will be more information available about that.</p> <p>Option 2 is proposed realignment of Gaston Road, I think that it will adversely affect the benefit that we could have from our location on the Bankhead Highway.</p> <p>The current Garland/Grand alignment is a logical group of traffic to continue south to I-20. Diverting this traffic to Gaston is another planning decision that may benefit TxDOT –</p> <p>In summary, I wholeheartedly oppose Option 2.</p>	
723	Clay Hartman	11/13/2018	Verbal Comment at PH	<p>Thank you, everyone. As I've sat here today, I'll initially say I'm against Option 2.</p> <p>I'm at [REDACTED]. I've lived here for 13, 14 years.</p> <p>As I've sat here listening to everyone – look, we all want the same thing, so I'm not gonna be critical of other people that want their neighborhood safe and don't want people driving through their neighborhood as well. I get it.</p> <p>My concern with Option 2 – and I hope the compromise statements that were made earlier are gonna happen, because the way I look at Option 2 and what's bothered me from day one from just a logical standpoint is the way it is configured that you have to turn left to go straight on a state highway. I don't get that.</p> <p>And, yes, I am self-interested. I live on Gaston. I do have kids. The pedestrians that walk by my house and the kids that play in my yard – and my kids do play in my yard. I've got a 3-year-old. I've got a 10-year-old and a 12-year-old. They do actually go in my front yard, believe it or not. You can drive by [REDACTED] and wave to us.</p> <p>But my concern is – we're all concerned about our kids. I think there should be some compromise, though, that doesn't, in my opinion, divert more traffic down my neighborhood.</p> <p>And there should be more concern for pedestrians, the people that walk in my neighborhood too, not just on the corner where people are at White Rock Lake.</p> <p>I mean, I get it's a passion thing for all of us. You know, we're all interested in protecting what is important to us, whether it's our families, our businesses, getting the work. I get all that. I just really do hope that there can be some kind of compromise because – I mean, I've heard y'all, I've listen.</p>	<p>Comment noted.</p> <p>Part of the intersection improvement would be added pedestrian/bicycle accommodations.</p>

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				<p>I've haven't been engaged because I didn't want to argue. But the more I listen, you all have your own points and they're valid points. But I just -- I would really hope that we can come together as a community because there's people here that I haven't seen in five years that are on the other side. And it's funny because, I mean, they're still friends, but, I mean, it's -- you know, they were just as smart five years ago as they are now. Just because they're on a different side than me, I mean, we should be able to figure this out. And I hope we can because there's been some great points made from a lot of people for different reasons.</p> <p>And I just hope that we can come together and figure out a way to make this work because I think we all need a safer intersection. We also need safer Gaston as well.</p> <p>So thank you very much.</p>	
724	Kristin Boyd	11/13/2018	Verbal Comment at PH	<p>Hello. Kristin Boyd, [REDACTED].</p> <p>I oppose Option 2 mostly because I believe that the current alignment of 50 percent of the traffic going to Grand and 50 percent of the traffic going to Gaston is the appropriate way to direct things to enable all of East Dallas to have access to South Dallas, to Interstate 30, as well as to the shops in Lakewood and Downtown.</p> <p>I think that if we can work together, we can find a way to accomplish that to make maybe not everyone happy, but maybe everyone equally as mad.</p> <p>And by doing that, we can preserve our relationships and preserve our community.</p> <p>Thank you.</p>	Comment noted.
725	Terri Raith	11/13/2018	Verbal Comment at PH	<p>Hi. My name is Terri Raith, and I live [REDACTED].</p> <p>I'm directly downstream from all this on Gaston, and this is my third meeting on this. And I have to say what one lady said earlier, I have felt like at each meeting they've kind of presented this Option 2 as a done deal.</p> <p>And I actually spoke to two friends tonight who were for it, who told me "It's been approved twice. It's a done deal."</p> <p>And I was like, "No, it's not done. We've still got until the 28th and supposedly we're giving our opinion," so hopefully some people realize there could be some changes made.</p> <p>I'm against Option 2. I do not like the design. I think that if what you want to do is slingshot the traffic coming from Far East Dallas through Gaston, than it works.</p> <p>If you really live right there around the Lakewood Shopping Center, the Lakeview-Arboretum Shopping Center, getting in and out of there makes you feel like you would qualify for an episode of Survivor.</p> <p>That light at Tucker has helped, but I think we actually need to make the exit to a right turn only at the end by Lakewood Hardware because it is almost impossible.</p> <p>The shopping center has been very successful, so more people are coming into the shopping center. Our Lakewood Hardware is there and now Tom Thumb, so I know that it's much more utilized than I've ever seen in years. I can't wait for them</p>	Comment noted.

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				<p>to develop the vacant corner that's still on the end of 78 and Gaston.</p> <p>But 78 has always been the state highway. I've lived in Dallas all my life. I've never seen anyone decide that they would take Gaston as opposed to East Grand because, in my opinion, they go in different directions.</p> <p>And, yes, you can funnel through Downtown. I'm not naive enough to think that we will ever get traffic off of Gaston. It's the only route on that side of the lake. It always has been.</p> <p>But I am not wanting to speed up the traffic through that intersection because someone cannot wait on a light because that – Dallas grows every year. We're only getting more people. I only assuming that a car will come with them. We do not have public transportation.</p> <p>And if East Dallas and Far East Dallas is seeing a great gentrification, resurgence, getting more popular all the time; and, yes, we want those people to be able to come Downtown, but not at the expense, like I say, of slingshotting them through that intersection because we've got kids going to school too.</p> <p>So I appreciate it. I think as a homeowner that you'd feel differently if you were right here.</p>	
726	Carol Bell-Walton	11/13/2018	Verbal Comment at PH	<p>Hello. My name is Carol Bell-Walton. I live at [REDACTED] in Dallas.</p> <p>And I think that – I appreciate all the work that's gone into this, and I appreciate the effort that's been made to have walking and have our biking in this area.</p> <p>But early on, the TxDOT numbers said that there was going to be an increase in traffic through Gaston. Miraculously, the TxDOT numbers changed to where they do not show that there will be any increase in traffic on Gaston. So when you say you want to refer to the TxDOT numbers, I have to wonder which TxDOT numbers you're referring to.</p> <p>Now, as far as this being a done deal, when I hear the two City Councilmen have proposed corrections, and those corrections didn't even make it to this meeting, then I begin to feel like this is a done deal and our input has very little value, but I'm gonna go on.</p> <p>When I heard different things about traffic flow, I called the City of Dallas and talked to a traffic engineer at the City of Dallas, a very knowledgeable person, been at the City of Dallas 20 years, and said that this has been done in a vacuum. That it will increase traffic on Gaston. There is no doubt it will increase traffic on Gaston, and that there has been no accommodation made for Gaston.</p> <p>There's been – there's gonna be no extra lights. There's been no talk about reducing the speed limit. There's been no talk about widening it for a turn lane.</p> <p>So basically what you have is one department working alone saying, "This is the best this intersection can function, and y'all just pick up the pieces down the road and we'll figure it out from there."</p> <p>Maybe it'll increase traffic. Maybe it won't increase traffic – because, you know, there was that February meeting and now tonight's meeting. So I think that basically I would love to hear what our two City Councilmen put as a compromise, and I think that that's what we should be talking about tonight.</p>	<p>Comment noted.</p> <p>The schematic shown at the public hearing, also referred to as Option 2, is a result of the selection of a preferred alternative through a feasibility study that consisted of multiple public meetings with opportunity for public input. The city of Dallas provided a letter of support for the schematic shown at the public hearing. At the completion of the environmental process, TxDOT will proceed with advancing the schematic shown at the public hearing.</p> <p>TxDOT has been working with the City of Dallas; transportation department throughout the development of this project, including the selection of the design alternative shown at the public hearing.</p> <p>Please contact the City of Dallas regarding requests to reduce the speed and add additional traffic lights on Gaston Avenue.</p>

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				<p>I don't think we should be talking about Option 2 without any input. It's frustrating to me because I live on a cut-through street. I mean, people go down my street 50 miles an hour every day. And that's just gonna increase if they come up Winsted. If traffic is blocked at that intersection, there will be more traffic through the neighborhood. That's just the way it is.</p> <p>So let's keep 78 -- let's straighten out the problem. That's all we need to do. We just need to straighten out that bump a little bit, then the vape shop doesn't get the big front yard, and I know that's a disappointment to a lot of people.</p> <p>But I think that basically we just need to straighten out the bump, and we all get a plan we can agree on, but let's see what the councilmen said.</p>	
727	Melissa Dvorocsik	11/13/2018	Verbal Comment at PH	<p>Melissa Dvorocsik, [REDACTED].</p> <p>I just wanted to say thank you for all the hard work on all this and thanks everybody for showing up because I think that shows we all care.</p> <p>I do want to keep our street safe, and I think there are many things to be addressed with the City of Dallas, including traffic lights on Gaston and reduction in speed limit on Gaston. But I believe that that is mostly be a City of Dallas issue and not a TxDOT issue, and I think we should continue to work for those things.</p> <p>Thank you.</p>	Comment noted.
728	Alexandra Soucek	11/13/2018	Verbal Comment at PH	<p>Hi. My name is Alexandra Soucek from [REDACTED]. I've lived on Shook for 24 years.</p> <p>I oppose Option 2 because I believe it further divides my community of Lakewood without offering a responsible flow of traffic connecting our Forest Hills neighborhood and my Forest Hills friends to Downtown. A mandatory left turn on a state highway is not efficient.</p> <p>I live on a cut-through street where people already self-divert to avoid the lights on Gaston. 10 small children live on our two blocks alone who are victims of this cut-through. I have two young adult drivers who have to face that intersection at Starbucks, Digg's, and Cane's which are three of their places that are near and dear to their heart. Every time they leave that intersection, I am just so nervous. A lot of faith goes into having a teen driver living so close to that intersection.</p> <p>I echo the call of Elizabeth and Sarah to develop a balanced plan that will not divert additional traffic onto a city street from a state highway. For 9.4 million, we certainly can find a better plan than what has been put forth.</p> <p>I support Councilman Mark Clayton and Councilman Philip Kingston. I appreciate their calls, and I appreciate their efforts in putting forth a plan that sights both of our communities and looking for a greater good, because at least they are listening to their constituents and they're listening to our voices to be heard.</p> <p>Thank you so much.</p>	Comment noted.
729	Ron Jekerak	11/13/2018	Verbal Comment at PH	<p>My name's Ron Jekerak. I live at [REDACTED], right near the corner of Glasgow.</p> <p>In front of our front porch, it's impossible to cross Abrams. It's impossible, dangerous to try and ride a bike on Abrams. I hope Gaston never becomes that.</p> <p>Anyway, as I walked around tonight, it seems to me that TxDOT -- and this is a</p>	Comment noted.

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				<p>common theme other people have said – TxDOT is trying to solve half the problem. Their mission is to increase the safety of the intersection, increase the throughput at the intersection, and Option 2 seems to solve that in a reasonable way. And if you don't like it, they're not gonna do anything. That's the current situation.</p> <p>Anyway, so all of the people that are against this option are being ignored because you're not addressing the problem that TxDOT has been pointed at to solve. What needs to happen – and this is where I wanted to use my hands. The circle right now is this big, which is that intersection. And all of the stuff out here, be it I-30, be it Downtown, be it Gaston, be it Abrams, be it Lakewood, da-da-da, are outside of TxDOT's circle.</p> <p>And so we need to stop what's going on and we need to go back and decide who's defined the mission of TxDOT and make the mission bigger to include all of this, and then the input from the downstream folks will be relevant.</p>	
730	John Botefuhr	11/13/2018	Verbal Comment at PH	<p>Thank you. My name is John Botefuhr. I am a business owner here next door at [REDACTED] and a resident of Casa View Haven.</p> <p>I've been to every one of these public meetings. You know, John F. Kennedy said, "Ask not what your country can do for you, but ask what you can do for your country"; and if that means pointing and clicking and getting on an e-mail list with TxDOT to get information for this, I don't think that's too much to ask, or looking at Facebook with your councilman or picking up the Lakewood Advocate.</p> <p>We have all been informed of these meetings since the beginning. TxDOT chose five options – or six, one including nothing, and we've all debated on all this. We've all gone back and we've narrowed it down to an option, Option 2. I'm not perfectly happy with it, but I think it's the best of a -- let's face it, a really tough intersection.</p> <p>I met with Sarah. I met with Elizabeth. They're really nice people. They want the primal instinct of not having any more traffic in front of their house. I get that. I totally do.</p> <p>But 14 of those 20 tables chose a Reverse T type of design. I see this – kind of just to summarize – well, let me see. How many people are still here? We've lost a lot of people.</p> <p>Can anyone just stand up who is for the Option 2, any of the green sticker people or the people that are still for the Option 2. Can we just see who all is here? I assume we've lost a lot of people, and there was a lot of people at the beginning.</p> <p>Thank you.</p> <p>Okay. So we have a lot of people here that are for it. So a lot of people -- I bet all of y'all didn't go to the meetings, but yet y'all are informed of what's going on in our neighborhoods.</p> <p>What we have been listening to is a very persuasive campaign using scare tactics, pamphlets that say "More danger for our East Dallas is just around the corner," with a picture of a kid and a parent running along here. Trying to scare people that there's gonna be more traffic on Gaston Road. I've lived on both sides of the lake. I've lived on Vickery, Revere, McCommas, and now I live over in Casa -- I</p>	Comment noted.

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				<p>don't see how Option 2 increases any traffic.</p> <p>70 percent of the traffic already uses that intersection that goes from Garland to Gaston. I go to the Y almost every day. And what we're talking about is accommodating that traffic. That's what "favor" means. It doesn't mean it's encouraged.</p> <p>It means it's favoring the traffic that currently is existing and making it run through there more efficiently so that the entire rush hour is shorter so that Gaston isn't backed up in the evenings, and Garland, most importantly, isn't backed up down towards my office.</p> <p>I've seen just as many wrecks as you guys have on Gaston, maybe more, because it is larger. But it is no larger than Mockingbird Lane, which is a residential road on the other side of the lake. And my conversation with TxDOT says that they –</p> <p>Thank you.</p>	
731	Chris McCauley	11/13/2018	Verbal Comment at PH	<p>Hi. I'm Chris McCauley, and I live at [REDACTED] in Forest Hills.</p> <p>I also happen to be fortunate enough to be the president of Forest Hills and have been for probably two or three years now. So I've been participating in this group of 71 that TxDOT noted; the first meeting, the second meeting, the third meeting, and the fourth meeting, and not just myself, other people from the Board, as well as other neighbors.</p> <p>I can say, if they showed pictures, you would see both the people from the neighborhood, as well as Forest Hills, as well as Casa Linda all showing up, so the process has not been broken. I just kind of wanted to state that to make a couple obvious comment.</p> <p>I also wanted to just set the record straight in terms of facts that we're calling here. Not all facts are created equal. I think earlier TxDOT put up, specifically if you look at page 10, if you still have your handout, you'll see traffic going up Gaston today. We're not changing any numbers.</p> <p>This is produced by the State and by the technicians. It is double going up Gaston relative to taking Garland. That's every day pattern, human behavior, not changing. If you know anything about how flows go, they will not alter, so whether it's Option 1 or Option 2, those patterns are established and been established for decades.</p> <p>So I would also like to comment, since we're setting the facts straight, there's an assumption that this street route increases traffic significantly, because everybody now, magically, is forced to go through Gaston. And what was needed for all the businesses there, they get twice as many people essentially right now, and stay safe, of business potential.</p> <p>But the real issue I was going to note is that there's also – everybody has kids. Well, those kids become drivers in time, so let's be realistic. If no one else moved to the area, we would already have 50 percent to 100 percent greater traffic for everyone in this room and those who have left who have kids.</p> <p>So from a Board standpoint, we put together and we support Option 2. We support Option 2 on five different points or five different areas.</p> <p>First of all, the process, which we've already noted, we followed it. There was</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>great communication at all levels, thank you to Representative Johnson, Councilman Clayton, and others who have made this available to us who attended. We voiced our opinion. We collaborated with our neighbors in all the surrounding neighborhoods, including Lakewood, Lakewood Hills, Casa Linda, et cetera.</p> <p>Number 2, from a traffic standpoint on Option 2, and we'll cover this in a little more detail, if you think about the drawing and look at the numbers that are there, the 1500 – I mean, the 1600, actually, folks will be routed up Gaston today. If a fraction of that, say, 25 percent choose to take another path because Option 2 forced them to, they would be driving down Lakeshore and Lakewood Boulevard, and they'd be taking Loving and all the other paths to get through to Gaston.</p> <p>So if you want to talk about the impact on safety to children, think about 7, 8, 10 other side streets that will now get 8 to 10 extra cars per change of light. That is significant, and that is the safety issue in a nutshell, folks.</p> <p>I say support Option 2. Thank you.</p>	
732	Mike Nurre	11/13/2018	Verbal Comment at PH	<p>My name is Mike Nurre, and I'm a Far East Dallas resident at [REDACTED], so we're over beyond Buckner.</p> <p>I'm one of the founders of Greater Casa View Alliance which is a consortium of 17 neighborhoods, from Oaks to LBJ along the Ferguson corridor.</p> <p>We were shocked and dismayed when we heard that they were going to have another public meeting, when we have attended every public meeting since 2016, and we're told that Option 2 was the citizen's choice. It was our choice as well. To us it was a fait accompli.</p> <p>Now, tonight to hear – it seems disingenuous to hear that no one ever heard of it, and yet we're here because of a social media campaign. I don't understand. They must be social media illiterates, I guess.</p> <p>Back to who we are. Let's get back to that, why Option 2 is a must for us. The GCVA represents 30,452 residents of working age, out of a population of just over 41,000. The north end of Ferguson is what I'm talking about. Demographically, we are 55 percent Hispanic, 26 percent white, 12 percent black, and others are 6 percent.</p> <p>As an income limit, let me just say that 31 percent of our households earn less than 30,000 a year, compared to 27 percent in the whole city. So let's talk about human impact.</p> <p>These people are clearly, like me, lower to middle income working class people. They have no one to speak for them tonight, maybe. These marginalized, low income neighbors must commute safely and efficiently through the three Gs every day to and from their employment centers, Baylor, Downtown, and even more Uptown with all the construction that's going on.</p> <p>So you must recognize that 3G is not just a Lakewood parochial problem. It affects us over in Far East Dallas. There is no high privilege to organizing a social media campaign by those people.</p> <p>Do you realize that East Dallas neighbors – yes, I said Far East Dallas – are part of</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>the 70 percent of all traffic from Garland Road that takes Gaston in the morning? Where are they going to go?</p> <p>Well, if you were to take a poll of people who live on Lakewood and Tokalon and prepare them for the tsunami of traffic that will go up their streets, it will happen. Everyone here knows there are only two ways around the lake, Northwest Highway or Garland Road. And now to impede and not improve 3G traffic flow and increase its safety is an actual injustice of human impact on these single moms, many couples, and individuals.</p> <p>Option 2 is our choice since 2016 and remains so. Let TxDOT do their job and implement Option 2.</p> <p>I'll leave you with six words: If no Option 2, then nothing. It will go back to the drawing boards. It will be moved back, and I will be dead in the ground. Thank you.</p>	
733	Hooman Shamsa	11/13/2018	Verbal Comment at PH	<p>Good evening. I'm Hooman Shamsa, [REDACTED]. I'm a member of the Hollywood Santa Monica Neighborhood Association and our association is endorsing Option 2.</p> <p>Couple things: One, currently there are 2 lanes of traffic on southbound Garland Road that feed into 2 lanes of traffic on Gaston. That's gonna remain the same with Option 2. There will not be an increase in volume of traffic onto Gaston, so I feel like that's been misstated.</p> <p>Now, there are some issues with Gaston. There are some issues with Garland, and there are some issues with Grand. But that's for the City to take care of this, an issue that's separate from the intersection project that we're talking about here tonight. The other thing is that while a road may have been built as a state highway 50 years ago, it doesn't necessarily mean it's functioning as a state highway today.</p> <p>And I know some people's objective is to actually push traffic from Gaston onto Grand Avenue because the claim is it's state highway. It's a state highway with four elementary schools, dozens of homes, two of the largest parks in the City of Dallas. It doesn't make a lot of sense at this point, so I just thought I'd mention that.</p> <p>And I'll also mention the obvious, from what people have said, if you force more traffic onto Grand Avenue, you're gonna have that cut-through true residential streets.</p> <p>And then the last thing I'll say is that Option 2 actually does do some very nice things. It provides shorter, safer pedestrian crossings with signal crosswalks. It's gonna be a much more efficient intersection than we have now, thanks to the signaling. It's gonna accommodate pedestrians. It's gonna accommodate cyclists and to have a little green space for pedestrians, which will be nice.</p> <p>Thank you.</p>	Comment noted.
734	Betty Rice	11/13/2018	Verbal Comment at PH	<p>Hi. My name is Betty Rice, and I am president of the Casa View Oaks Neighborhood Watch.</p> <p>This area consists of 800 single-family residents. The three Gs needs improvement. I have lived in Far East Dallas for over 50 years and have driven</p>	Comment noted.

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				<p>through this intersection most every day of those 50 years. I was either on my way to work going Downtown, or now that I'm retired, I'm on my way going to the Baylor Medical complex.</p> <p>You know, I would like to say one thing. I understand those who have an opposing view of the 3G. But you-all – the neighborhoods in the Lakewood neighborhood forget that there are many Far East neighborhoods as far out as 635, and a lot of us use Garland Road going onto Gaston to get to Downtown or to Baylor.</p> <p>And a lot of the people in our neighborhoods are lower socioeconomics, and they're probably working on those construction jobs going on in Uptown. So to take this route away from them, force them to go Grand would be a disservice to them.</p> <p>Our organization supports Option 2 because it will improve traffic flow in a safe manner.</p> <p>And I'd just like to say to the East Dallas residents who are opposing Option 2, the next time there's a pedestrian accident, a car wreck, or heaven forbid, a death at this intersection, just remember the decision you made on the 3G intersection. From now on, without Option 2, if you or your family members want to walk or simply bike around or through that intersection, just remember the decision you made on the 3G. Option 2 clearly increases safety and improves traffic flow through regulated streetlights.</p> <p>There has been too much misinformation. There never was, nor will there be a, quote, "vote." Oh, we Dallas residents did vote over a year ago, and it was on – yes, on a bond package that included the City's share of the 3G funding. The City, State, even County Commissioners, and TxDOT all came to agreement with us residents' input on Option 2 months ago. So why are we here?</p> <p>Does everyone realize it is Option 2 or nothing? It will get put on a back burner, and I probably won't be around when the decision is made otherwise.</p> <p>Thank you.</p>	
735	Patricia Gaffney	11/13/2018	Verbal Comment at PH	<p>Good evening, everyone. It's getting late. I will spare you. I won't be three minutes. I'd like to focus on two things: One is that – oh, I'm sorry, [REDACTED]</p> <p>My neighborhood is Lake Park Estates. I serve as president of the neighborhood association, and I'd like to say that living near Garland and Buckner, which is a straight-through intersection, I would not wish that on anyone.</p> <p>So thank you to TxDOT for the process that you've taken us through to get us to the point where we are now; the imperfect, but decently good Option 2.</p> <p>I'd like to say, too, we are East Dallas. We have to make this work. We don't want that money to go off somewhere to some other part of Dallas County or Texas, so that it's not used at the intersection that needs a revival.</p> <p>Thank you.</p>	Comment noted.
736	David Pittman	11/13/2018	Verbal Comment at	<p>I'm David Pittman. Good evening. I live at [REDACTED] Lane. I've lived in East Dallas since 1977, and in Lakewood for 20 years up until a year-and-a-half ago when we down-sized, so I know a lot about Lakewood and care a lot about</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
			PH	<p>Lakewood.</p> <p>I chair White Rock Partnership. And White Rock Partnership and three other groups, Garland Road Vision, which led into this, as well as Greater East Dallas Chamber and Santa Fe Trail, all about six years ago got together and said "We've got to do something about the 3Gs."</p> <p>And so we went to our Congressmen. We went to TxDOT. We went to the City, and that's when all of this started. It's been a long, long process. They've worked with us through that.</p> <p>As White Rock Partnership, we are about quality of life in East Dallas from Lake Highlands all the way down to and including Fair Park. That's a lot of neighborhoods. We work with them all and support them all, do a lot of things together, so it's very important.</p> <p>Why Option 2? Option 2 because it's the safest. It's the most efficient, and it's the best for all the neighborhoods east and west of White Rock Lake. If you look at the efficiency, the way it's set up, Option 2, it's a third of the time.</p> <p>And so I lived on Lakewood Boulevard for 20 years, a lot of my friends live on Winsted and other parts of Lakewood, and they're concerned about more traffic coming through the neighborhoods.</p> <p>I know Gaston has a lot of traffic. I understand that. But you want neighborhood traffic, which is a lot less safe for kids. You talk about the East Grand situation, and it was mentioned earlier, four public schools.</p> <p>Now, who's gonna go if they're going Downtown, businesswise, over to I-30, which is not a great highway anyway, and if anything's done with it, it'll be 10 years before that's done.</p> <p>Who's gonna go through four school zones, danger to the kids, danger to the traffic, and all of that. It's our connection to Baylor hospital which has been mentioned, Deep Ellum, Downtown is thriving, the Arts, Farmer's Market, all of the parks Downtown.</p> <p>We've got to have a clear way to go Downtown. It's been used for decades and it'll be used for more decades, so we are in support of Option 2 for many of those reasons.</p> <p>Thank you.</p>	
737	Fred Welsh	11/13/2018	Verbal Comment at PH	<p>My name is Fred Welsh. I live at [REDACTED].</p> <p>I have the pleasure of doing two things. One, I want to show you a picture of what the intersection looked like when I started driving</p> <p>That's called 1940 issue, okay. Now, I'd like to show you what it looks like today. That's called 2018.</p> <p>What we'd like to do is a couple of things. One, TxDOT has studied Option 1 and Option 2 and does not anticipate any additional traffic being driven onto Gaston from Garland as a result of Option 2 or 1.</p> <p>Option 2 has waiting time for drivers of 5.3 seconds versus 30.5 seconds.</p> <p>Option 2 has the shortest crosswalks and making pedestrians'/cyclists'</p>	Comment noted.

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				<p>navigation less dangerous with Option 1.</p> <p>Option 2 gives you sidewalks, bicycle paths, and improves everything in the area.</p> <p>Number 4, the most important. This is the most important part. Please do not delay this much-needed enhancement to the 3G intersection any further and allow TxDOT to continue the process that was selected by your constituents, everybody in your district during the public input meeting.</p> <p>Thank you.</p>	
738	Gerald Worrall	11/13/2018	Verbal Comment at PH	<p>Hi. I'm Gerry Worrall. I live at [REDACTED].</p> <p>And I'd like to offer some comments for a little more historic perspective and framework and less specifics to the issue today.</p> <p>I had the pleasure of serving on the Advisory Committee for the Garland Road Vision process in 2006 through 2009. That process was similar to this, and it was a public process and had a number of meetings. It was made up of stakeholders and participants from up and down the study area, which extends from the intersection we're talking about up to Northwest Highway.</p> <p>The focus of that and the outcome was to develop some strategies and develop a plan that the City could adopt, and we are successful in doing that. With the results of the public meetings, that process was culminated into a Vision Study that was presented and eventually adopted by the City Council in 2011.</p> <p>There were three primary focuses of that study, all of which were focused, at some extent, to this intersection we're talking about: Economic development, beautification, and transportation were all elements of the study. Each of them has an implication to this intersection discussion we're having.</p> <p>As we've seen in recent years, there's certainly been some economic development changes in that intersection with the retail development and the improvements to the restaurant businesses there.</p> <p>Certainly the removal of the old railroad trestle and the addition of the new Santa Fe pedestrian bridge across there has greatly improved the visual as you drive through that area.</p> <p>We have an opportunity with this project that's being discussed to capture another couple of items that were in the Vision Study, and that has to do with transportation improvements dealing with safety and beautification. We have an opportunity to do some additional landscape.</p> <p>In short, I'm here to be an advocate for the public process. I think that the public process that we had for the Vision Study was successful, and the outcome, I'm delighted to see, still has some implications as there are improvements along Garland Road.</p> <p>I, too, contributed and participated in the public study for the TxDOT specific options on this site, and I think the outcome was representative of those that participated in the process.</p> <p>I would like to propose we move forward with Option 2 and support public process.</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Thank you.	
739	Gloria Tarpley	11/13/2018	Verbal Comment at PH	<p>Thank you very much. My name is Gloria Toupley. I live at [REDACTED] . I've lived there for 30 years.</p> <p>I've been a part of a number of civic efforts over that time, and I've watched our city grow. I have learned that there are really two drivers that I think we're losing site of here.</p> <p>What determines what streets are used or not has to do with destination and has to do with efficiency. And I would suggest to you that, first of all, destination. You are obviously going to pick the routes that will get you from Point A to Point B.</p> <p>We have a huge number of our population who live in Far East Dallas, Near East Dallas, who have the need and the desire to avail themselves of jobs Downtown, of the services provided by a Regional Medical Center, of a Level 1 Trauma Center in Baylor. Those things are not moving. They stay where they are, and people need to get there from Point A to Point B.</p> <p>People will then make the secondary consideration about the efficiency to get from Point A to Point B. I can tell you, I go to Downtown all the time. If I'm going at rush hour, I will go on Gaston. If I'm not at rush hour, I will pick I-30. It has nothing to do with picking one route or another other than simply what is going to get me where I'm going in the most expeditious fashion.</p> <p>The reality is the City has a vested interest in keeping us safe and moving traffic as much as possible. Unfortunately, none of us can go back to when Dallas was designed. We all know the east/west connectivity in the city is very unfortunate. Ask anybody who lives on Mockingbird Lane, you have to go to Northwest Highway to get across with any amount of speed.</p> <p>What TxDOT is trying to do and what the City Council members are trying to do is to focus on fixing one problem at a time within a bigger picture, and I think we have an intersection that is notoriously dangerous.</p> <p>There are all sorts of exacerbating factors. People are confused. They're not sure where their lane is going or not. Is it going to end or not. There have been any number of accidents. It is critical to get the intersection fixed.</p> <p>The number of destinations that people are going to be using are not going to change. The folks that are moving into the new buildings in Deep Ellum are going to want access to White Rock Lake and the Arboretum.</p> <p>The folks from East Dallas need to get to Baylor, need to get to Downtown. That's not changing.</p> <p>Let's do it through an intersection that, while it may be imperfect, is certainly far better than what we are dealing with right now, and I'm very concerned that we would let the perfect be the enemy of the good. We'd step away from Option 2 and nothing happens for another 20 years.</p> <p>And how do we explain that to the families of those folks who either suffer severe injury or are killed in a difficult intersection?</p> <p>So I support Option 2.</p>	Comment noted.

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740	Ken Montgomery	11/13/2018	Verbal Comment at PH	<p>Good evening. My name is Ken Montgomery. I'm at [REDACTED] here in Dallas.</p> <p>And the most succinct way to voice my support for Option 2 is simply to read from representative Eric Johnson's letter from two public meetings ago, so I will do that.</p> <p>"I support TxDOT's recommendation of the Option 2/Reverse T configuration because it represents the choice of the members of the public, i.e., stakeholders, who have been involved in this effort since it began.</p> <p>"I respect the public improvement process that's led to this recommendation and encourage TxDOT to move forward with the project the Department has developed and recommended."</p> <p>And what Representative Johnson is simply saying is, "We did the process. And we came to a solution." And what I'm suggesting is that we follow through with that. And stakeholders have had input, and we have a valuable recommendation that we can move forward with.</p> <p>I'm reminded of the Alexis de Tocqueville's quote from the Democracy in America. He says, "The surface of American society is covered with a layer of democracy from beneath which the old aristocratic colors sometimes creep."</p> <p>And I think that's what we're witnessing here today and have witnessed over the past several months. Tonight we've heard about some of the concern, and the legitimate concern about safety; but at the same time, at the current intersection, there are no crosswalks. That seems like it would be a safety-first issue. And so if there really is a concern about safety, then let's move forward with Option 2.</p> <p>I also heard tonight that there was a concern about our neighbors in Southern Dallas. And so somehow by cutting off access at this intersection, we're gonna help that. That doesn't make a whole lot of sense to me. And so I'll just close reminding us all that, at its core, this debate is about a small group of elites that wish to use public dollars to enrich themselves by turning a secondary thoroughfare, which it is and has been, into a residential street.</p> <p>I think it's obvious. I find it elitist, and frankly it's un-American.</p>	Comment noted.
741	Brad Grist	11/13/2018	Verbal Comment at PH	<p>Brad Grist, [REDACTED].</p> <p>We just heard from a number of very involved individuals in part of these meetings. Myself, I've been part of every one of these meetings to this point. I was at the first meeting in 2016, second meeting in 2016, and third meeting in 2016. I've seen the process go through.</p> <p>I know without a doubt that this process has been transparent and that the option that's presented now, the preferred option, Option 2, is what was outlined by the public as to what they were looking for.</p> <p>Rather than recap a lot of the same things we've talked about, we've heard from neighborhood association presidents, we've heard from leaders of the community, we've heard from people talking about the future of this intersection as well as the past of what – you know, the historical aspect of it.</p> <p>All of these people supported Option 2. The people that we saw stand up earlier</p>	Comment noted.

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				<p>tonight, the people with the green badges on them – stickers on them – all support the process that led to Option 2.</p> <p>I just want to end – I'm not gonna use all my time. I just want to end with outlining a few more people that support the process that led to Option 2:</p> <p>City of Dallas has come out in support of Option 2.</p> <p>State Rep. Eric Johnson, as we heard about.</p> <p>City Councilman Mark Clayton has supported the process that led to Option 2.</p> <p>The same with the Greater East Dallas Chamber of Commerce.</p> <p>White Rock Partnership.</p> <p>Forest Hills Neighborhood Association.</p> <p>Hollywood Santa Monica Neighborhood Association.</p> <p>Greater Casa Linda Neighborhood Association.</p> <p>Greater Casa View Alliance.</p> <p>All of these people have come out in support of Option 2. All of these people took time out of their days for these early meetings to go and to attend. They left their families. They took their time to go and attend these meetings to make their voices heard.</p> <p>And I believe that, going back to the beginning of the process, if this were not to be approved it would be a travesty.</p> <p>Thank you.</p>	
742	Eric Klein	11/13/2018	Verbal Comment at PH	<p>Eric Klein, [REDACTED]</p> <p>No, I heard some things tonight. Everyone's been great and very passionate about what they're fighting for here, and it's great to see the community coming together.</p> <p>I don't like to hear things like people are un-American. That's ridiculous, and I think everybody knows that.</p> <p>The things that the people that support Option 2 are fighting for are the same reasons why the people against it are going against it. It's increased traffic, safety, things like that. I have a 3-1/2 year old son and twins at home, and I'm in a lot of trouble for being late. So, you know, I worry about them every time they walk outside. I worry about them more than probably some bikers do over at the lake trying to cross and driving around the 9-mile circle.</p> <p>At the end of the day, this is a NIMBY problem. This is a "I don't want this. I want to ship my problem to somebody else," and both sides are guilty of the same thing.</p> <p>And one of the things that I've found promising tonight is that both of our councilmen have agreed on something and submitted it. That's great. That's what this is all about. Because I don't envy any of you that have to be on opposite polar side of these two very powerful forces that are in this room and represented tonight because this is what it's all about.</p> <p>If there's an engineering feasible way to make that compromise work, I would</p>	<p>Comment noted.</p> <p>The schematic shown at the public hearing, also referred to as Option 2, is a result of the selection of a preferred alternative through a feasibility study that consisted of multiple public meetings with opportunity for public input. The city of Dallas provided a letter of support for the schematic shown at the public hearing. At the completion of the environmental process, TxDOT will proceed with advancing the schematic shown at the public hearing.</p>

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				<p>encourage you that anything you could do to make that work, I would do that because that's what would keep everyone the most happy, and the negotiation of one person shouldn't be winning everything.</p> <p>So at the end of the day, you have to look at the facts. You have to take all of this emotion out of it. And if you look at facts, the facts are that Option 2 will put more traffic on Gaston. There's different ways to do the numbers.</p> <p>Everything – the public statements – that TxDOT has said will do that. It is the Grand corridor. It is a primary arterial that is designed for 21,000-plus vehicles a day. It's not even operating at 100 percent. It's at 85 percent today.</p> <p>Gaston Avenue is a community collective. It's operating – it's designed for no more than 14,000 vehicles per day, and it's currently at 18,000. It's over 132 percent.</p> <p>So if take all of the emotion out of this, having an option that does not put more traffic on Gaston will balance that out. Why wouldn't you take that opportunity to do that now?</p> <p>To move some of that traffic back onto the primary aerial where it's designed to be and take some of that capacity off of Gaston, some of that traffic off of Gaston, because you're creating more problems for yourself because you're gonna have to potentially widen Gaston. That's gonna affect all of the other side roads, maintenance, lights, accidents, things like that. You have to look at the facts; put the emotion aside.</p> <p>So I just would – but I've also encouraged the council to please – and TxDOT to please highly consider – look at the options that the two councilmen have given to you, and maybe we can all make a deal and get somewhere we all want to go.</p>	
743	Darla Roden	11/13/2018	Verbal Comment at PH	<p>My name's Darla Roden. I live at [REDACTED] which is in Junius Heights in the short block.</p> <p>And this is my daughter Ellie, and I'm really excited she's gotten to see the public process at work tonight and that it's been civil and full of great discourse.</p> <p>We're here and we stayed so late, far past her bedtime because this issue is really important to us. I do oppose Option 2.</p> <p>In the short blocks, our blocks are streets that are one block long and we're between Gaston and Junius. Our street is actually the last of those, and it ends into the Lakewood Library. And if you've been around there, often if there's heavy traffic on Gaston, and it already cuts down our street through the Lakewood Library parking lot and onto Abrams.</p> <p>And that's already a problem, and I promise you I can tell the people who are cutting through because they drive much faster than anyone who lives on the streets or anyone who's going to the library.</p> <p>So the favored flow onto Gaston of Option 2 is going to encourage the already overused Gaston to continue to be heavy and for people to use the short block streets, including Nesbitt, as a cut-through.</p> <p>Our street has 8 to 10 school children on it, Ellie, included. They play in the front yards. There's cars parked on the streets, and I have concerns about increasing</p>	Comment noted.

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				<p>that cut-through traffic.</p> <p>Additionally, there is a school crossing at Skillman and Gaston. Sometimes there's a crossing guard there for the school kids in the morning to go to Lipscomb Elementary, and I also think that's concerning.</p> <p>There are also a number of school bus stops at the various apartments on that part of Gaston. And I can tell you that traffic already doesn't respect when those school buses are stopped loading and unloading children and the stop sign is out, and it's concerning.</p> <p>Additionally, the traffic on Gaston makes walking on the sidewalks near Gaston alarming as it is. We frequently go to Lakewood Shopping Center, to Scalini's, all the other places everybody's talked about.</p> <p>A couple years D Magazine recognized Junius Heights as one of Dallas's most walkable neighborhoods, and that's something that I really love about that neighborhood. I've lived there for 17 years, and we do walk a lot of places. It's very unique that way.</p> <p>Already, walking on the sidewalks next to Gaston makes you a little nervous. Increasing the traffic flow through a favored pattern that encourages traffic more to go down Gaston is just gonna exacerbate that problem and make it look even more alarming.</p> <p>For those reasons we oppose Option 2. And what we would like is for TxDOT to reconsider other options, including the compromise option to find a solution that works for all of East Dallas.</p> <p>Thank you.</p>	
744	Vikki Martin	11/13/2018	Verbal Comment at PH	<p>Hi. My name is Vikki Martin. I reside at [REDACTED]. I'm a member of the Ferguson Road Initiative, and I live in the Claremont Addition Neighborhood Association. I reside in Far East Dallas.</p> <p>I travel the 3G intersection, crossing it at least twice a day. And as we begin to see more quality economic development move into the East and Far East Dallas area, it's imperative that we have a safe and efficient intersection and that is why I am supporting Option 2.</p> <p>Thanks.</p>	Comment noted.
745	Vail Fassett	11/13/2018	Verbal Comment at PH	<p>Hi. My name is Vail. I live in Little Forest Hills, [REDACTED].</p> <p>I have lived in Casa Linda for the past 58 years. I have family members who live in Lakewood. I have a lot of brothers and sisters, so of course we all want a 3G improvement that is better and safer for all the neighborhoods in the immediate area.</p> <p>I am the past president of the Little Forest Hills Neighborhood Association. And while I was the co-president of the Little Forest Hills Neighborhood Association, I attended the 2016 public meetings and provided our input in the future 3G changes and options. All of the options were discussed, and they were voted upon at these public meetings. It seemed like a very democratic process to me. It was kind of refreshing.</p> <p>Anyhow, Option 2 was eventually selected by a majority of the folks who attended</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>these meetings. And Option 2 had the majority of the support and the votes, at least what I saw when I was there.</p> <p>And I still strongly believe Option 2 to be best suited for the safety of all the East Dallas neighborhoods and residents.</p> <p>That's it. Thanks.</p>	
746	Nate Thorn	11/13/2018	Verbal Comment at PH	<p>My name is Nate Thorn. I live at [REDACTED].</p> <p>I'm an architect in Dallas. I live in Hollywood Heights. My office is on the east side of White Rock Lake.</p> <p>I've been making the commute up and down Garland and Grand for the last year. I'm not in favor of the design as it's proposed right now. I see some advantages and some disadvantages to it. I think some tweaks still need to be made.</p> <p>Before I get into my main concerns, this project is really kind of a microcosm of the Greater Dallas -- the greater auto dependency of Dallas and is reflective of the auto-centric decisions that have been made for the last several decades.</p> <p>I feel like a holistic look needs to be taken, as this project relates to other transportation projects in the Dallas area, namely I-30 as it's getting ready to be redone in the coming years, as well as other local projects throughout the city.</p> <p>My main concerns are not maintaining a continuous alignment along Garland and Grand. It seems very inefficient to break the state highway and force a right turn or a left turn to somebody who wants to continue on the road.</p> <p>I've observed that traffic on Gaston is quite congested as it is now and diverting more traffic onto what is a neighborhood or residential collector from a state highway, just seems insensitive.</p> <p>I'm also mainly concerned about walkability through the East Dallas neighborhoods. It's already difficult enough as it is to drive on Garland or Grand or Gaston. And if we're trying to promote a more walkable East Dallas, I feel like we need to take into consideration as well.</p> <p>Thank you for your time.</p>	Comment noted.
747	Ed Zahra	11/13/2018	Verbal Comment at PH	<p>My name is Ed Zahra. [REDACTED].</p> <p>I live in Hollywood Heights. We moved in 1978 to our house. We still reside there. I served 26 years on the Old East Dallas Renaissance Coalition. To be sure, East Dallas has improved, got what it needed from the City.</p> <p>I served on the -- if you don't remember -- a task force to prevent the highway on the Santa Fe Trail to Garland. We fought that till the City realized that a trail is much better than more concrete.</p> <p>I specialize in economic development, and I can tell you the reason we're all here and have different opinions about the traffic. But the real cause -- and you read the paper every day -- Dallas, Texas, is the best place in the United States to move, have a business, and what we're seeing is the old infrastructure, whether it be Gaston, Live Oak, any one of our main streets that go into Downtown, are congested.</p> <p>And the health to Downtown is what makes our neighborhood what it is. You</p>	Comment noted.

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				<p>know, we're the victim of our own success. I know everyone in East Dallas has worked to make your neighborhood a good place we live. We have all the amenities.</p> <p>We were just chosen – Lakewood was number one of the five best places to buy your forever home. Hollywood Heights was Number 5. In between was University Park, Kessler Park, and Prestonwood. So all of us have done a fabulous job turning East Dallas from a forgotten desert into what it is today.</p> <p>And I applaud TxDOT for the work they've done, the process you've followed. And I think Option 2, both I support and the Board of Directors of Hollywood Heights supported. And I've been on the – I'm the initial member, the founding member of the Hollywood Heights Board of Directors since it was established in the mid-'80s. I'm still a working member, which I'm very proud of.</p> <p>So, once again, it's the success of Dallas, people moving in. We're gonna see more cars than you've ever seen. And one thing that hasn't been mentioned either is the density. Look at all the multifamilies at the corner of 3G. There's over 2,000 new families, which means 4,000 new cars on the same streets.</p> <p>So all I can say is be glad you're in Dallas, put up with the cars. We need to work together to get a solution taken care of.</p> <p>Thank you for your time.</p>	
748	Tim Hopkins	11/13/2018	Verbal Comment at PH	<p>My name is Tim Hopkins. I live in the Hollywood Heights subdivision, [REDACTED]</p> <p>I'm a civil engineer by background, and so hats off to TxDOT for trying to do some very honest work on all this, and I understand what they've gone through. And one of the main things that traffic planning has to take into account is which way does it flow.</p> <p>To assume you can drastically change where traffic flows today, it's like you're trying to train water to flow uphill. It can't be done.</p> <p>So the alternative is people will find the way to get there most efficiently, and right now the majority of the traffic wants to use Gaston. If there's any inhibition on Gaston, it's going through smaller neighborhoods. Specifically my street, Monte Vista Drive, ties straight in to La Vista and it's already a relief valve for Gaston.</p> <p>So I am very much in favor of Option 2 that's gone through the process correctly, and the water's gonna flow where it's gonna flow.</p> <p>Thank you.</p>	Comment noted.
749	Lori McClure	11/13/2018	Verbal Comment at PH	<p>I'm Lori McClure, and I live at [REDACTED] in Little Forest Hills.</p> <p>I just want to say thank you. This is my first meeting to attend on the subject. I have kept up through Nextdoor and <i>The Dallas Morning News</i>, but I want to thank TxDOT and your consultants for answering my many, many questions in the back. And I even commented on how well I seemed to understand it, but only because I had a really good education in the back of the room.</p> <p>I also want to say that I have lived in this immediate area since 1971, and Little Forest Hills for 38 years in the same house.</p>	Comment noted.

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				<p>But I wanted to comment about the left turn on 78. I don't see a problem with highways turning because when I go to Wylie, Texas, which is pretty often, I go up 78, and at Garland I make a right turn, and about 10 blocks later, I make an immediate left turn. And I didn't know that at first, and I followed Garland Road all the way out to – I don't know where – but highways turn. And once I learned it, I've been doing it now for 15 years, so I really don't see that as a problem.</p> <p>Again, thank you all so much for your hard work and bringing me up to date.</p>	
750	Elizabeth McFarland	11/13/2018	Verbal Comment at PH	<p>Elizabeth McFarland, [REDACTED]</p> <p>I've been to a number of these hearings, and I have actually met with Elizabeth Blackburn prior on talking on Option 1.</p> <p>I am here on support of Option 2.</p> <p>One of the things that I feel like hasn't really been touched on tonight, but has been kind of somewhat glossed over when people are talking about other options is that traffic will not be allowed to free flow like it currently does onto Gaston. There will be a signal and a stoplight there, and I don't think people are understanding that.</p> <p>And I talked with people that had been at other hearings that were surprised when I said there was going to be a stoplight. So whether you're going straight currently from Highway 78 to continue or you're gonna be taking a left turn or you're going right onto Gaston, you will be stopping at a light. Traffic is gonna slow down.</p> <p>This is not gonna divert more traffic onto Gaston, because whether you're gonna go right or left, you're stopping, and that's not gonna take any more time going one direction or the other.</p> <p>If you're going to go down Gaston, it's because you have to. It's because I have to take my kid to a daycare down there. It's because I'm going to the Y that I'm a member of or because I'm going to the grocery store.</p> <p>It's not because I'm trying to cut through to go Downtown, except for maybe once every now then when I want to stop by Benny's Bagels. Because 80 percent of the time I go to the highway, because my husband drops my son off.</p> <p>On the off chance I have to drop my son off that day, then I have to go down Gaston. But it shouldn't be – because we live on the other side of the lake, we shouldn't be punished for that. We have to use the other side, not just to get to Downtown. And I understand wanting people to go the highway, but there has to be a give and take.</p> <p>And I think putting the light there to cause traffic to slow down and to lessen the amount of traffic that's gonna go on to Gaston is a compromise, not to mention that maybe adding more lights farther down the road on Gaston.</p> <p>Thank you.</p>	Comment noted.
751	David Bailey	11/13/2018	Verbal Comment at PH	<p>Yes, ma'am. My name is David Bailey. I live at [REDACTED].</p> <p>I really don't have any notes. I really hadn't planned to speak until I was told that anybody who opposed Option 2 was elitist and un-American. And I thought, "I've</p>	Comment noted.

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				<p>seen rallies like," so hopefully nobody will call me that."</p> <p>We call it 3G – a couple of points: We call it 3G, but it's really State Highway 78. If we go back to the point just quickly, I've never seen anybody have to make a left turn on the highway, although I haven't been up to that part of Garland, I'm not doubting you.</p> <p>I guess it's – I don't see anybody as elitist. I think everybody's here for safety. I think everybody's here to say – "I'm not a civil engineer." I know several of you are some kind of engineers.</p> <p>I'm a supply chain analyst, and I know when I have an overused section and an underused section. The first thing that I do is balance it back out because it's much more efficient.</p> <p>And I know nobody wants to go on down Garland Road to 30 today. That's gonna change. The worse Gaston gets, it will change. I know because I cut through all those streets today. I work up in Richardson, Texas, and I use Waze. 9 days out of 10 Waze tells me to get off of Central Expressway, cut over on LBG and either come up Abrams, Skillman, or Greenville all the way up to Gaston.</p> <p>So it will happen. I've lived there for 30-something years. I've had four kids. By the grace of God, they're all still alive trying to come in and out of the traffic on Gaston.</p> <p>I'm not trying to shut off Gaston. I love people in Forest Hills. There's three or four people from my Sunday school class here that are on y'all's side that I see every Sunday. I like everybody.</p> <p>I'm not against anybody here. I'm just trying to say, let's keep the balance of traffic. When you say TxDOT says this and TxDOT says that, who knows, because every meeting I go to, there's a different traffic count and a different projection from TxDOT on the traffic flow.</p> <p>One last thought is a lot of you are saying that this has been a very transparent process and a very public process, and I believe you because you got an invitation to the first several meetings.</p> <p>The first meeting that I went to – and I've been to every one that's been held since then, including one that was supposed to have been held at Mount Auburn. It got canceled. I've been to every one of them, but nobody in Lakewood, Swiss Avenue, Junius Heights, any of those got word of any of this process until Option 2 had already been decided on.</p> <p>So I just wanted to clarify, don't think we were lazy and didn't come to the party and now we want to come and eat what y'all worked so hard to prepare. We were never invited to the party until the menu was set. That's all I'm saying.</p> <p>If you got the notification, God bless you. We didn't.</p>	
752	Matthew McGregor	11/13/2018	Email	<p>Written Comments:</p> <p>We are at this hearing to discuss Option 2. I support Option 2 as presented for roadway geometrics and operations. Although Option 1 is not presented, I support it as well from a roadway geometric and operational standpoint. My remaining comments can be addresses in design and construction for either option.</p>	

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				<p>I looked at the revised right turn corner from Gaston to Grand it is tighter and will improve operations and the pedestrian crossing. The Grand to Gaston Radius was kept tighter as well. This will force traffic to slow when they have the green light. By having all streets change names at this spot it is only fair to have all at a signalized stop. No one will remember you used to be able to go straight. TxDOT might consider connecting the two driveways between THE LOT and neighbor to facilitate parking loss and access. The signal at Tucker seems to work. I have not driven it during peak times.</p> <p>Given the restraints of the existing ROW It is about as Bike and Pedestrian friendly as you can get. It could be better if a USE EASEMENT were provided by the property owners. TxDOT and the City provide the infrastructure for a full width better lane/path for Bikes to be off the road path if chosen. This is not a place for a bicyclist to make up time. Slow down and appreciate the revitalized urban corner.</p> <p>This project is about the 3G. This project is not about Gaston Road. This project transitions between Westshore and Tucker with that future project. What has been completed for Matilda parallel to Greenville seems to work. Traffic studies and a pilot stripping program might be in order. See if that concept can work here.</p> <p>Opportunities for landscaping and gateway amenities are limited. However, that is not true at the Intersections, bridges and the Bike Underpass. Painting and surface applications are cost affective as upgrades for retaining walls, sidewalk walls, the existing center bent, new abutment walls, and creative noncrash exposed bridge railings could be explored. An aesthetic option board already exists as a menu of sorts. Pavers and stamped asphalt patterns are possible. Other intersections of less prominence are upgraded. Why not the 3G.</p> <p>All overhead Utilities should be relocated at a shared expense in some manner to behind existing properties or buried. Traffic control and sequence of work could also benefit from some creativity to shorten the overall construction time. I propose a CONTINUOUS FLOW INTERSECTION (CFI) timed with intermittent signals for slowing or stops to regulate traffic. This is a TCP conspired approach. It may necessitate using some of the USE EASEMENT if the that can be worked out. Access to property owners is essential. Total construction time needs to be minimized. Used just during construction. This Intersection is one of the first in the city to form in the early 1900's. It should rebound, economically in its approach to be reborn on its 100 birthday. Close enough anyway. Complete streets in some form can work. The project cannot extend past Winslow. Environmental concerns and issues will delay the project. Widening the bridges is not ideal, but reconstruction opens other cans of worm.</p> <p>With luck, wishes, prayers, medicine, faith and hope I will see the completed project.</p>	<p>TxDOT does not use easement provided by property owners, by law, TxDOT own all right-of-way needed for utilities, roadway and pedestrian amenities.</p> <p>Aesthetic treatments would be determined during the detailed design phase of the project.</p> <p>Traffic control plan will be designed during detailed engineering phase.</p> <p>Traffic signals will be constructed by TxDOT but turned over to the City of Dallas in order to optimize signal timing throughout their system.</p>

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753	Dr. Charles Brodsky	11/13/2018	Email	<p>As a current resident of the Hollywood/Santa Monica neighborhood and a former resident of Forest Hills, I wanted to voice my full support for "Option 2" of the proposed 3G intersection plans.</p> <p>Tomorrow night, residents who live on Gaston Avenue will portray their protests of Option 2 on the basis of "child safety and security". These concerns border on nonsensical, as those residents have never publicly expressed those worries before now; and, clearly, Option 2 will improve all citizens' safety and security, compared to the deadly intersection we have now. Instead, their protests smack of home owners trying to maximize property values, at the cost of safety, efficiency and improved connectivity for the wider communities.</p> <p>Please know that--despite their numbers and false anger--the surrounding neighborhoods completely agree with the advice of our leaders and the TXDOT professionals who have studied this issue extensively, and who have recommended Option 2. Valuable time has been wasted trying to reason with unreasonable people; it is time for the adults to take charge.</p> <p>Anybody paying attention can see the hollow grandstanding that the Gaston Avenue protestors are portraying; for the safety and improvement of our neighborhoods, please ignore them!</p>	Comment noted.
754	Ryan & Claudia Magee	11/13/2018	Email	<p>The proponents of option 1 haven't fully evaluated, nor understood the very real possibility of significant traffic through the neighborhoods of Lakewood (via Winsted) and Hollywood heights (via La Vista) if the Gaston/Garland intersection becomes traffic clogged due to only one lane from Garland Rd to Gaston! Please see below signed forms from me and my husband in favor of option 2.</p> <p>Attachments provided.</p>	Comment noted.
755	David Hille	11/13/2018	Email	I live in forest hills and strongly favor option 2.	Comment noted.
756	Edward Whittler	11/13/2018	Email	<p>Lani Marshall,</p> <p>Being unable to attend the Public Hearing Tuesday evening, November 13, regarding the proposed intersection improvements to State Highway (SH) 78 (Garland Road/East Grand Avenue) at Gaston Avenue in Dallas County, Texas, I thought I would contact you via email and voice my opposition to Option 2.</p> <p>I fail to see to benefit forcing additional traffic down Gaston Ave when it is evident to anyone who actually travels it that it will. Traffic signals and crosswalks can be added without changing the intersection configuration. An easy right turn vs a left turn? Re-configuring an entire lane from Garland Rd to Gaston Ave will force more traffic onto Gaston Ave and therefore through more residential areas. I live on Richmond Ave and traffic is already to much. You are more than welcome to sit on my front porch and examine this for yourself.</p> <p>Once again, as an actual resident of a neighborhood affected by this project, I am very much opposed to Option 2.</p>	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic patterns through this intersection.</p>
757	Jeffrey M. Peterson	11/13/2018	Email	<p>Dear TxDOT,</p> <p>My name is Jeffrey M. Peterson, and I live at [REDACTED], which is in Forest Hills, and I strongly and unequivocally support Option #2 for the</p>	Comment noted.

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				<p>Garland/Gaston/Grand (“3G”) intersection. I drive through this intersection multiple times every day. My daily commute takes me down San Rafael Drive where it dead ends into Garland Road, and then south on to Garland Road to the 3G intersection, and onto Gaston. I am definitely impacted by the decisions made relating to the 3G intersection, and I am writing to inform you of my support of the process (and subsequent result) surrounding the improvement to the 3G intersection. I believe that the public input process was fair and transparent, and that the result (“Option 2”) is representative of the feedback provided by the public from those meetings.</p> <p>I know there have been several public input meetings, dating back to May 2016. I understand that the meetings were advertised through direct mail campaigns to nearby residents, posted on social media, neighborhood association pages, and covered by the Lakewood Advocate. “Option 2” was selected by residents who took the time to go to the public input meetings beginning back in 2016.</p> <p>While I was not at these meetings, I can convey firsthand information about how important this intersection is to hundreds of commuters every day. Gaston Road is the primary east-west route on the south side of White Rock Lake. Dallas has very few natural boundaries (such as rivers, hills, etc.), however White Rock Lake creates such a barrier. Gaston Road, which is a four lane street, was designed to carry traffic from east of the lake through to Lakewood, Lakewood Shopping Center, Baylor Scott & White Hospital, etc.</p> <p>The goal of residents on Gaston who oppose Option 2 is to send traffic down to I-30. However, this ignores current traffic patterns (with 70% of traffic at that intersection heading onto Gaston rather than down Grand). The residents of Gaston should not be permitted to use TXDOT to change traffic patterns in a manner that solely benefits a small group of residents on Gaston at the price of thousands of commutes. Plus, for many commuters east and north of the 3G intersection (like me), a trip down to I-30 on Grand is not on the way to our destination, let alone convenient.</p> <p>As the population grows east of White Rock Lake, any action taken by TXDOT or the City of Dallas to impede the traffic flow onto Gaston would create a traffic snarl. I've seen firsthand what happens when there is a lane closed near 3G intersection on Garland Road heading south in the morning. Or when there are red flashing traffic signals at Winstead/Garland. The traffic backs up all the way up San Rafael Drive into Forest Hills, and traffic is backed up heading south on Garland from Garland (the city), Casa Linda, Little Forest Hills, Lake Highlands, etc. The wait times (even as projected) would be ridiculous under Option 1, and many, many commuters would be affected from points north and east of the 3G intersection.</p> <p>If the “vocal minority” Gaston residents get their way, not only would it put the interests of the very few over the needs of many, it would contravene a fully-vetted process that TXDOT has already been through over a two+ year process. We will not allow this process to be hijacked in such a manner.</p> <p>I 100% support the decision that has been made by the public and TXDOT through the public input process, which is “Option 2”. Please do not delay this much needed enhancement to the 3G intersection any further and continue the process that was selected by local residents during the public input</p>	

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				meetings.	
758	Laura Graham	11/13/2018	Email	Hi, Lani, I'm not able to attend the meeting at the Arboretum this evening, but want to make sure you know that myself and my husband who both live at 8342 Forest Hills Blvd are in SUPPORT of the 3G OPTION 2.	Comment noted.
759	Nancy & Steve Gatens	11/13/2018	Email	<p>We are local (Forest Hills) residents impacted by the decisions made relating to the Gaston/Garland/Grand intersection. We're writing to you today to let you know our opinion on the proposed changes at the Garland/Gaston/Grand ("3G") intersection.</p> <p>We are in favor of reconfiguring the intersection to increase safety and traffic flow. We are opposed to any option that would result in a longer wait time at 3G relative to the other options. It is our understanding that Option 1 would increase the wait time at 3G by 3-4 times compared to Option 2. This will undoubtedly result in drivers cutting down side streets to avoid the long backup at 3G, which is not in anyone's best interest.</p> <p>We support the decision that has been made by the public and TxDOT through the public input process, which is "Option 2".</p> <p>Please do not delay this much needed enhancement to the 3G intersection any further and continue the process that was selected by local residents during the public input meetings.</p>	Comment noted.
760	Shelley Crist	11/13/2018	Email	<p>Dear TxDOT,</p> <p>My name is Shelley Crist and I am a local resident impacted by the decisions made relating to the Gaston/Garland/Grand intersection. I am writing to you today to let you know my opinion on the proposed changes at the 3G intersection. I would like to inform you of my support of the process surrounding the improvement of the intersections. I believe that it was fair, transparent, overdue, and that the result of Option 2 is not only representative of the feedback, but also the best option.</p> <p>I go through this intersection at least two to four times a day, often more. I live in the Enclave at White Rock off of Highland Road. Each day I take my children to Lakehill Preparatory School in Lakewood. If another option is chosen for the 3G intersection, I will be forced to take Winsted and travel through the very residential streets of Lakewood to get my children to and from school. This is not desirable for me or my friends and neighbors in Lakewood.</p> <p>My husband also travels this intersection one to two times a day on his commute to work downtown. One of the reasons we chose our home eighteen years ago was for the easy commute to work. While our household is down to one worker, this commute still saves valuable time and allows more time to be spent with our family and at local businesses. Option 2 should not change his commute, but Option 1 threatens to do so. If Option 1 does indeed increase wait times at the intersection, he may very well choose to take Ferguson to 30. If that happens, Lakewood's local businesses will lose out because he won't be stopping on his way for breakfast or lunch, or dry cleaning, or any of the things he normally does.</p> <p>Option 2 is THE option. My guess is that traffic within Lakewood will greatly</p>	Comment noted.

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				improve when we quit cutting through the neighborhood to avoid Gaston or Abrams. What Gaston really needs is a ban on the Starbucks drive-thru and a ban on left turns out of the shopping centers except at the light, but that is a topic for another day.	
761	Todd Hart	11/13/2018	Email	I believe the Option 2 solution for the proposed 3G intersection is best option for our entire community to reduce the terrible traffic congestion at the Gaston/Garland Rd. intersection. Please do the right thing, and not change the decision to Option 1.	Comment noted.
762	Ann Maurer	11/13/2018	Email	<p>Hello,</p> <p>I was unable to attend the evening meeting on November 13th for the Garland-Gaston-Grand project. Your emails were supplied in the Lakewood Advocate magazine (link here: https://lakewood.advocatemag.com/2018/11/12/garland-gaston-grand) and I am taking the opportunity to send you both a note.</p> <p>First and foremost, I would like to thank everyone who has spent so much time on this project. I understand the proposed changes to the 3G intersection have been long forthcoming. Changing the intersection is not only appreciable, it is imperative in order to reconstruct and navigate traffic in a healthier and more efficient way in this area of East Dallas.</p> <p>However, I especially want to thank a member of the public, John Botefuhr, for investing his time and energy defending the public's better interests and underscoring the benefits of Option 2 in his community. Although many individuals are "pro Option 2" and this remains by-and-large the preferred choice, John's dedication to Option 2 and his community participation stands out as a testimonial for the betterment of East Dallas. It's been a shame watching a group of well-intended, but misguided, "say no" community members attempt to derail TXDOT's proposed plan to better the intersection, but seeing citizens of East Dallas stand up for what's best for their community is the epitome of what Texas is all about.</p> <p>Here's to hoping Option 2, the public's choice, wins out. It's certainly my choice too.</p> <p>Have a great rest of your week! Thank you for reading.</p>	Comment noted.
763	Abi Hoffman	11/13/2018	Email	<p>Dear TxDOT,</p> <p>My name is Abi Hoffman and I am a local resident impacted by the decisions made relating to the Gaston/Garland/Grand intersection. I am writing you today to let you know my opinion on the proposed changes at the Garland/Gaston/Grand (“3G”) intersection. We would like to inform you of my support of the process (and subsequent result) surrounding the improvement to the 3G intersection. I believe that the public input process was fair, transparent, and that the result (“Option 2”) is representative of the feedback provided by the public from those meetings.</p> <p>I support the decision that has been made by the public and TxDOT through the public input process, which is “Option 2”. Please do not delay this much needed enhancement to the 3G intersection any further and continue the</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				process that was selected by local residents during the public input meetings.	
764	Annette Cox	11/13/2018	Email	<p>I live in Hollywood Santa Monica and I vote in favor of Option 2 that will allow for 2 lanes southbound traffic to go right onto Gaston Ave. Clearly this is the majority of the traffic flow anyway and will simply smooth out the process. I also believe reducing the Grand lanes after that intersection would slow down traffic that today goes too fast through neighborhoods, parks and school zones on East Grand. Thanks for supporting Option 2!!!</p> <p>I'm planning to be there tonight but please consider my email to be my comments on the issue. Thank you.</p>	Comment noted.
765	Chris Carr	11/13/2018	Email	<p>Hi Ms. Marshall:</p> <p>As a resident of Forest Hills, and someone who travels through this intersection about 10 times per week, I am writing to support Option 2. I looked at the plans for all options, reviewed the website of the group in opposition, and read Mark Clayton’s letter on the issue. The current intersection is confusing, dangerous and ugly, and must be updated. It appears to me that the options have been carefully studied, publicly vetted, revised and re-presented for more public comment and debate. It appears that Option 2 is the best compromise for the intersection. I urge the DOT to move forward with it. I urge the DOT to avoid further delay or abandonment of this project.</p>	Comment noted.
766	Tim Mack	11/13/2018	Email	<p>Hello I’m a resident of Forest Hills neighborhood and the decision of what to do at 3 Gs intersection will directly affect my family’s daily life, literally.</p> <p>There is a lot of misinformation out there as I’m sure you’re aware. To be clear I and most of the members of the surrounding communities are in favor of option 2 which is already been formally adopted. Those people creating this mis-information and uproar are not the majority of us that will be impacted.</p> <p>Please don’t Allow them to jeopardize what has already been decided and is best for everyone in the area.</p> <p>I support the decision that has been made by the public and TxDOT through the public input process, which is “Option 2”.</p> <p>From attachment:</p> <p>We are local residents impacted by the decisions made relating to the Gaston/Garland/Grand ("3G") intersection. We are writing you today to inform you of our strong support for both the process and subsequent result surrounding the improvement to the 3G intersection. We believe that the public input process was fair, transparent, and that the result –Option 2 – is representative of the feedback provided by the public from those meetings.</p> <p>We strongly support Option 2 and hope that TxDOT will continue to pursue this course to improve the 3G intersection.</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				This improvement is badly needed, and we hope that TxDOT will not delay this much needed improvement.	
767	Sharon Douglas	11/13/2018	Email	As a homeowner in the Hollywood Heights area I support Option 2 for the 3G Intersection. I feel that Option 1 will not only cause an increase in traffic on Grand but will have a negative, and potentially severe, impact on our neighborhood. Please support OPTION 2 !!	Comment noted.
768	Amy Gregory	11/13/2018	Email	Lani, I'm sure your exhausted at this point from all this 3G stuff! I live in Lakewood proper (Bob O Link) and I have lived here for 20 years. The small contingent of folks supporting Option 1 do not speak for the entirety of the neighborhood. I say let the professionals decide what is needed at the intersection. We support Option 2! Thanks for your hard work on this issue!	Comment noted.
769	Kimberly Reister	11/13/2018	Email	Hi. My name is Kimberly Reister and I live at [REDACTED]. I do not have access to a printer and on my phone. I'm hoping this will suffice for supporting the decision of TxDOT. The attachment provided is Form Letter A.	Comment noted.
770	Greg and Debbie Wynne	11/14/2018	Email	Dear TXxDot, Please find attached, our letter in support of the Option 2 proposal for the Gaston, Garland, Grand intersection in Dallas. We live in the Highland on the Creek neighborhood at 1452 Waterside Drive, and regularly use this intersection. We have attended most of the public meetings and have appreciated the opportunity to provide feedback. We appreciate all the work the City of Dallas has done to connect with our community and develop this new plan. We look forward to the next steps forward in updating this intersection. Best Regards, The attachment provided is Form Letter A.	Comment noted.
771	Todd Krumholz	11/14/2018	Email	I support a modified version of option 2. Option 2 as it stands will add too much traffic to an already dangerous and over crowded Gaston Road into Lakewood.	Comment noted.
772	Bill Garrett	11/14/2018	Email	Good Morning Sorry I missed the meeting at the Arboretum last evening but wanted to lend my support to Option 2 as proposed. It is the common sense option and benefits the majority of our community in East Dallas. I am in the Enclave At	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				White Rock Creek and appreciate the benefits of Option 2!	
773	Dawn Cleaves	11/14/2018	Email	<p>Dude! You're the professionals!</p> <p>You have done due diligence. You made a plan. Now follow through.</p> <p>You do not need to listen or give audience to some loud mouth rich people who aren't smart enough to figure out that they bought a house on the only feeder connecting east and west south of the lake.</p> <p>Your responsibility is to the safety of all traveling the intersection.</p> <p>Continue on with Option 2 please.</p> <p>I live in Casa Linda and use 3G weekly.</p>	Comment noted.
774	Dave LaBrec	11/14/2018	Email	<p>Ms. Marshall,</p> <p>I wish to follow up on the hearing held last night regarding this matter.</p> <p>I was a Dallas City Attorney for a number of years in the 80's and represented the DFW airport in many matters related to noise complaints from citizens living next to the airport.</p> <p>I analogize the Gaston Avenue thoroughfare traffic complaints to that of people who bought homes next to DFW airport. They have no right to complain about the airplane noise because they knew about it when they built or bought the house. Airplanes make noise.</p> <p>Here, the Gaston owners knew when they bought or built their homes that there would be heavy traffic at times along the Gaston roadway. They also should have known that it is the only four lane roadway connecting east Dallas, other than I30, with uptown, downtown, Baylor medical center among other parts of the city. I30 is a traffic jam during rush hour making Gaston the only alternative other than narrow two lane residential streets. Option 2 is the only feasible option.</p> <p>Secondly, the argument that children are endangered when they play in their front yards along Gaston is spurious, disingenuous and totally false.</p> <p>Children don't do it. In all of the years that I have traveled Gaston Avenue I have NEVER observed children-not even one-playing in a front yard.</p> <p>Please continue with option 2 and thank you for your consideration of this message.</p>	Comment noted.
775	Josh Theodore	11/14/2018	Email	<p>Dear Lani</p> <p>I am a neighbor and architect in Lake Park Estates (LPENA) near Casa Linda. We have lived in our East Dallas home for over 20-years and are very accustomed to the dangers of 3G.</p> <p>I have attended many of the prior meetings on the intersection improvements, but unfortunately am traveling back to Dallas from Phoenix and will not be able to</p>	<p>Comment noted.</p> <p>The property suggested for acquisition is currently in the process of redevelopment. TxDOT has been in contact with the property developer and is attempting to minimize impacts to their development plans to the extent practicable, while still accommodating a safe and effective design for the proposed SH 78 at Gaston Avenue intersection improvements.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>attend the meeting tonight. I wanted to share some thoughts below with you that could even further improve the traffic - for cars, pedestrians and cyclists - as a potential Option 2 improvement.</p> <p>One of the opportunities that could clean up the intersection requires purchase of a portion the SW corner property. To my knowledge, this option really hasn't been explored. At least, I haven't recalled seeing it in the 5 previous studies.</p> <p>This purchase should generate enough land to adjust the grading of the roads and allow for the creation of a better T-intersection. With this option, smooth, but not as sweeping, double right turn lanes onto Gaston from Garland Rd. could be created. These less sweeping turn lanes would help slow the traffic a bit moving from Garland to Grand, but would not require the "hard right" for which opponents to Option 2 have lobbied. Similarly, better right turns feeding from Gaston on to Garland could be created. This straighter T might even give some land back to Canes to improve their parking lot. And it would allow for a controlled access to/from The Lot by better aligning the T with their parking lot.</p> <p>I'm not sure why if land acquisition was ever considered. Perhaps it was looked at by Kimley Horn but never presented to the public. Perhaps it's not as viable as it appears to me. Perhaps the seller doesn't want to sell, or TxDOT or the City of Dallas haven't wanted to buy it. That parcel has been vacant for decades, is a relative eyesore and is difficult to develop commercially given the parking and access issues.</p> <p>Overall, I am strongly in favor of Option 2, but I do think with some additional creativity and a few more dollars, we can make it even better.</p> <p>I can be reached by email at josh@theotx.com or mobile phone below.</p> <p>I look forward to hearing the outcomes.</p> <p>A graphic showing the portion of the intersection referred to above was attached.</p>	
776	Angela Scheuerle	11/14/2018	Email	<p>Good morning,</p> <p>I'm writing to express my support for the "Option 2" plan for the Gaston/Garland/Grand intersection in Dallas. I am local resident and drive through this intersection multiple times a week. As it currently exists, it has dangerous points both directions and the light cycles are poorly coordinated.</p>	Comment noted.
777	Brian Powell	11/14/2018	Email	<p>Hello I'm a resident of Forest Hills neighborhood and the decision of what to do at 3 Gs intersection will directly affect my family's daily life, literally.</p> <p>There is a lot of misinformation out there as I'm sure you're aware. To be clear I and most of the members of the surrounding communities are in favor of option 2 which is already been formally adopted. Those people creating this mis-information and uproar are not the majority of us that will be impacted.</p> <p>Please don't Allow them to jeopardize what has already been decided and is best for everyone in the area.</p> <p>I support the decision that has been made by the public and TxDOT through</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				the public input process, which is “Option 2”.	
778	Linda Reeves	11/14/2018	Email	<p>I attended the meeting at the Dallas Arboretum last night and thought it was well organized and provided a great forum for airing comments. I certainly hope a compromise is approved to please all concerned.</p> <p>My husband and I have lived in Forest Hills 30 years and Hollywood Heights 9 years, so we are very familiar with the 3G intersection. It would be fantastic to finally have a safer intersection after all these years.</p> <p>Thanks again!</p>	Comment noted.
779	Carol Lander	11/14/2018	Email	<p>Please add my name to those supporting prop 2. Good strong points from Chris Mac Cayley. I was attending the meeting last night.</p> <p>Thank you.</p>	Comment noted.
780	John Botefuhr	11/14/2018	Email	<p>Thank you for putting up with us. I know this is a strenuous process. Is there a .pdf or picture of the design presented on the tables from last night? My neighborhood Association would like to see.</p> <p>Thank you.</p>	Project information, including the schematic and layouts displayed at the public hearing, can be found on the following website: http://www.keepitmovingdallas.com/public-hearings/2018/sh-78-at-gaston-avenue-public-hearing
781	Joan Rose	11/14/2018	Email	<p>How was last evening’s event? I tried to go, but couldn’t find a parking space!!!!</p>	<p>Response from Lani Marshall on 11-14-18:</p> <p>Good Morning Ms. Rose,</p> <p>I apologize that you weren’t able to find a parking spot! We had a great turnout from the residents, almost 400 interested party/residents showed up on a cold night. We are in the process of posting the presentation as well as the exhibits that were shown at the public hearing will be posted on the keepitmovingdallas.com website by the end of the week. I went ahead and took the liberty to send you the link to take you directly to the public hearing site for your convenience.</p> <p>http://www.keepitmovingdallas.com/public-hearings/2018/sh-78-at-gaston-avenue-public-hearing</p> <p>Please feel free to e-mail or call me directly if you have any additional questions.</p>
782	Nellie Gerard	11/14/2018	Email	<p>My name is Nellie Gerard, and I have lived at my home in Forest Hills for more than 40 years. I attended the November 13th public hearing on the 3G intersection last night. I previously submitted a letter in support of Option 2 to lani.marshall@txdot.gov. After hearing "against Option 2" speakers last night, I am sympathetic; however, I still believe Option 2 is the best solution to the 3G intersection problems. I grew up north of Love Field. From time to time factions calling for Love Field's closure would develop, citing disruption of homes & neighborhoods. But as my mother would point out, Love Field was there first; homes were subsequently built nearby. If people didn't want to be near Love Field air traffic, they should not have built homes near. All this is to say that Gaston has for many years been a good non-freeway route to Lakewood, Abrams, Hillside, and downtown Dallas. People should not have built/bought homes on Gaston if they did not want to live on the Gaston thoroughfare. I do not believe Option 2 improvements to the 3G intersection will encourage more traffic to take Gaston. Traffic is already on Gaston.</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Please do not delay implementation of Option 2 and its improvements to the safety and flow of the 3G intersection.	
783	John Phillips	11/14/2018	Email	Hello, I was unable to attend the meeting last night. I live in Little Forest Hills and support option 2.	Comment noted.
784	Tom Aubrey	11/14/2018	Email	<p>Hello Lani,</p> <p>I live at [REDACTED] in Lakewood Heights. I agree with many last night that Option 2 appears to be a done deal and I felt the same after the January meeting. I hope you're not just going through the motions. It has not been a collaborative process.</p> <p>I hope TXDOT will slow down and listen to the neighborhood. I support two turn lanes from southbound Garland to westbound Gaston but I do not support deconstructing Highway 78 in the process. I cannot imagine why the early groups thought that was a good idea but the state highway right of way should definitely be preserved.</p> <p>Option 2 does nothing to slow down the flow of traffic from Garland to Gaston. That's the main concern: traffic speed and accidents. Instead of giving drivers a nice looping curve that you can still drive at a high speed, the turn needs to be a little more extreme so the cars have to slow down naturally.</p> <p>Look at the southbound service road on 75 making a left hand turn onto eastbound Mockingbird. We have two turn lanes but you have to slow down to make this turn because it's sharper than what we have in Option 2.</p> <p>Hopefully the compromise Philip Kingston and Mark Clayton are working on will be something you can embrace. Please consider a compromise and I bet 95% of the entire neighborhood will embrace it.</p> <p>A map showing the area along US 75 referred to above was attached.</p>	<p>Comment noted.</p> <p>Proposed intersection improvement provide signal phasing to stop traffic in each direction in order to allow different vehicular/pedestrian movements to safely travel through the intersection.</p> <p>The schematic shown at the public hearing, also referred to as Option 2, is a result of the selection of a preferred alternative through a feasibility study that consisted of multiple public meetings with opportunity for public input. The city of Dallas provided a letter of support for the schematic shown at the public hearing. At the completion of the environmental process, TxDOT will proceed with advancing the schematic shown at the public hearing.</p>
785	Sioux Sinnott	11/14/2018	Email	I cannot attend tonight meeting but want to cast my voice for option 2. I am a long time resident of the Forest Hills area. Vote Yes for Option 2.	Comment noted.
786	Kirk DeCardenas	11/14/2018	Email	My name is Kirk DeCardenas and I am a local resident impacted by the decisions made relating to the Gaston/Garland/Grand intersection. Specifically, my family and I live in the Hollywood/Santa Monica neighborhood at 7005 Hammond. I'm writing to let you know we support all of the work and process that happened to get us to this point. Having reviewed the options and the findings and recommendations of TxDOT, my opinion is that Option 2 clearly provides the most	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>advantageous solution to the majority of effected neighborhoods.</p> <p>I don't understand the argument that this option will create more Garland->Gaston traffic. I've been an east dallas resident for almost 59 years and I can't imagine a destination where, if I were coming from the lake, my decision to take Gaston or Grand would be influenced by the ease of turning onto Gaston.</p> <p>I drive through that intersection often and can attest to the lack of safety going from Grand to Gaston. My wife loves the tacos at La Banqueta (check them out) so I'm often driving there after dark. We need to get this intersection improved.</p> <p>Thanks for your time and effort to improve our neighborhood.</p> <p>Regards,</p> <p>Kirk DeCardenas</p> <p>P.S. If I can do anything to support you or your office, please let me know.</p>	
787	Suzanne Sheaffer	11/14/2018	Email	<p>Thank you for the public hearing yesterday.</p> <p>I am in favor of the project moving forward as is (with no changes and no delays) to improve this dangerous intersection. However, I have a concern about the left two turn lanes from Garland Road onto Grand Avenue. This needs to be fixed by the City and TxDOT.</p> <p>My main concern is this is a REDUCTION from what is EXISTING (as shown on the enclosed graphics). This is a problem that will not be fully mitigated by signal light timing (which IS important to the function of this intersection, but not a solution).</p> <p>Obviously, the city can work to remove traffic from this route through promoting ride share or DART rail line use. This should be a goal to reduce traffic volume. But with development happening it is much more likely traffic volumes will remain the same or increase.</p> <p>RIGHT NOW there is traffic backed up on Garland Road every afternoon. By adding a light for Garland to Gaston, this will only increase wait times, and then DECREASING the lane "area" for cars waiting to turn onto Grand will only impact this traffic more.</p> <p>In closing, thank you for the opportunity to express my concerns.</p> <p>1) I hope the traffic light construction is NOT delayed in any way.</p> <p>2) I am not concerned with the two lanes turning from Garland to Grand, I only wish the lanes were longer to accommodate cars waiting for the light.</p> <p>3) ***** It would be cheaper to run the traffic study NOW since they are familiar with the models and can add that scenario. Even if you don't release that to the public, the planners will have the information about how extending those lanes would impact the traffic. It's an important piece of the puzzle, and would be a LOW COST to do it now.</p> <p>4) An analysis should be done now on how much it would cost to replace the pedestrian bridge (possibly as a Phase 2 separate project). The replacement of the bridge is necessary for the turn lanes to be extended.</p> <p>I hope the enclosed visuals help you understand.</p>	<p>The project manager has reviewed our plans and the area of concern. The design team reviewed and balanced the least amount of right-of-way impact as well as maximized turnlane lengths throughout the project. The predominate movement is from and to Gaston Avenue. .</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic patterns through this intersection.</p> <p>Traffic signals will be constructed by TxDOT but turned over to the City of Dallas in order to optimize signal timing throughout their system.</p> <p>SH 78/Garland Road northbound and southbound bridges is not being replaced but simply widened in order to accommodate ped/bike facility.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Graphics showing the items discussed above were attached.	
788	Joanie Dickson	11/14/2018	Email	<p>I have lived on both sides of the lake and currently live on Bryan Parkway in the Swiss Ave Historic District. I travel through the 3G intersection 3 or 4 times a day. I will absolutely cut through the neighborhood if there is only one lane available to turn from southbound Garland to Gaston. The traffic disruption under a one lane plan will be horrific and never ending and the neighbors on all sides of the intersection will feel the pain of the traffic in their front yards.</p> <p>Folks on Gaston Ave. knew the traffic patterns when they purchased their houses. Property values on Gaston have always been less on Gaston due to the traffic. I passed up purchasing a house on Gaston because I didn't want to deal with the traffic and the lower cost wasn't worth it. That being said, it's no surprise that people travel from one neighborhood to another along Gaston as that has always been the case in the 52 years I've lived in the neighborhood.</p> <p>The thousands of us who live in the area and travel these roads will be greatly inconvenienced if there is only one lane turning from Garland to Gaston. Businesses will see fewer customers (I'll choose to shop and eat somewhere I can get to).</p> <p>My family uses all the resources available in the area. We have a child at Woodrow Wilson and a child at Bishop Lynch High School. We ride our bikes from home around White Rock 3 or 4 times a week. I run the trails the other days. I would welcome better sidewalks and crosswalks at the intersection. I support businesses in both Casa Linda and Lakewood.</p> <p>Please don't opt for a plan that serves the interests of the few who live on Gaston over the vitality of the rest of East Dallas.</p> <p>Thank you.</p> <p>I have lived on both sides of the lake and I travel through the 3G intersection 3-4 times a day travelling from Lakewood to Casa Linda. I will absolutely cut through the neighborhood if there is only 1 lane available to turn from southbound Garland to Gaston.</p> <p>There are only 2 ways around the lake. Gaston has always been a way to Lakewood – the road has been there longer than virtually all residents. Owners of homes on Gaston know the traffic patterns when they bought their houses as it has never been different. Please don't penalize the residents of Dallas and businesses for the Benefit of the few who live on Gaston.</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
789	Rebecca McKinney	11/14/2018	Email	<p>Ms. Marshall,</p> <p>I appreciate your response.</p> <p>My choice of the word 'vote' in my email was an unfortunate one.</p> <p>I could not attend the public hearing last night, and wanted to send my written</p>	<p>Response from Lani Marshall on 11-13-18:</p> <p>Good Afternoon Ms. McKinney,</p> <p>We had a great turnout from the residents, almost 400 interested party/residents showed up on a cold night. We are in the process of posting the presentation as</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>comment via email.</p> <p>I hope my opinion will be noted. We in the Forest Hills neighborhoods use the route to/from Garland Road & Gaston on a daily basis. It would be disastrous for us if traffic were curtailed on Gaston Ave.</p> <p>In addition, we would necessarily limit our shopping, dining and other business activities in the Lakewood area if the opposition to the Option 2 movement prevails and it becomes harder to reach Lakewood. Access to White Rock Lake and the Arboretum would also be negatively affected by such a change.</p> <p>Our area of East Dallas is a great place to live, but it is not the easiest part of town to reach. Such a change would hinder the flow of traffic and make our neighborhoods even more isolated.</p> <p>Thank you again for your response.</p>	<p>well as the exhibits that were shown at the public hearing will be posted on the keepitmovingdallas.com website by the end of the week. I went ahead and took the liberty to send you the link to take you directly to the public hearing site for your convenience.</p> <p>http://www.keepitmovingdallas.com/public-hearings/2018/sh-78-at-gaston-avenue-public-hearing</p> <p>Once again, thank you for your comment, it will be incorporated into official project documentation.</p> <p>Please feel free to e-mail or call me directly if you have any additional questions.</p>
		11/13/18	Email	<p>Hello,</p> <p>Please find my attached vote on the Gaston Road Option 2.</p> <p>Sincerely,</p>	<p>Response from Lani Marshall on 11-13-18:</p> <p>Good Afternoon Ms. McKinney,</p> <p>Thank you for taking the time and providing us with your comments. Please note that we are currently not taking votes on the different option layouts, however, we are taking all comments on the project and including them in our official project documentation. If you plan to attend the public hearing tonight, I encourage you to give either a verbal comment or written comment. All comments once again will be included in our project documentation. I look forward to meeting you in person.</p> <p>Sincerely,</p>
790	Miles Zitmore	11/16/2018	Email	<p>I'm a resident of Casa Linda neighborhood in East Dallas and must navigate this intersection twice a day as I drive to work.</p> <p>Option 2 appears to be the best solution for that intersection. I urge you to adopt that plan and proceed. It's a dangerous out of date intersection.</p>	Comment noted.
791	Keith Callahan	11/19/2018	Email	<p>I have lived in the Hollywood/Santa Monica neighborhood for 22 years and fully support Option 2 as a viable revamp of this intersection.</p> <p>Thanks!</p>	Comment noted.
792	Cathi and Ron Chambers	11/19/2018	Email	<p>Attached are two letters of support for Option 2 which was systematically and fairly approved for use. We fully support Option2 and strongly oppose Option 1.</p> <p>Thank you,</p> <p>The attachment provided is Form Letter A.</p>	Comment noted.
793	James Lake	11/19/2018	Email	<p>Dear Lani,</p> <p>I am writing to emphasize my support for the "Option 2" approach for the safety improvements at the intersection of Garland, Gaston, and Grand in Dallas TX. This has been endorsed by the State Rep Eric Johnson, City Councilman Mark Clayton, Phillip Kingston, Greater East Dallas Chamber of Commerce, Forest Hills Neighborhood Association, Hollywood Santa Monica Neighborhood Association and Greater Casa View Alliance, among others. Thus, it has wide political and community support.</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
794	Dirk Ebel	11/20/2018	Email	My name is Dirk and I am for Option 2. My address is [REDACTED] Thank you.	Comment noted.
795	Jeff Fairey	11/21/2018	Email	<p>Hi Michelle,</p> <p>Attached is my comment form with attachments from the 11-13-18 meeting regarding the 3G intersection</p> <p>Is it ok to send to your or should I email elsewhere?</p> <p>From Attachment:</p> <p>I AM SUPPORTING OPTION 2 BUT REALIZE ITS NOT PERFECT SO I AM HAPPY TO SUPPORT CHANGES AND TWEAKS THAT CAN BE MADE TO HELP ALLEVIATE AS MANY OF THE CONCERNS EXPRESSED BY THOSE WHO DO NOT SUPPORT OPTION 2 AND LOOK FORWARD TO SEEING THE COMPROMISE OPTION MENTIONED BY PHILLIP KINGSTON.</p> <p>I OBTAINED THE PLANS OF THE BRIDGE AND SURVEYED THE SANTE FE TRAIL IN ORDER TO CREATE A 3D MODEL THAT IS VERY ACCURATE TO WHAT CURRENTLY EXISTS. I HAVE ATTACHED RENDERINGS SHOWING HOW ONCE THE BUTTRESSES ARE REMOVED ON EITHER SIDE, THEY CAN BE WRAPPED WITH RETAINING WALLS USING THE SAME STONE USED FOR STRUCTURES AROUND WHITE ROCK LAKE AND THEN CREATE RAMPS ON EITHER SIDE PEDESTRIANS WALKING OR BIKING CAN USE IN ORDER TO SAFELY CROSSOVER GARLAND/EAST GRAND USING THE EXISTING SANTE FE TRAIL BRIDGE.</p> <p>THIS NOT ONLY LOOKS BEAUTIFUL BUT IT ALSO CREATES AN OPPORTUNITY TO PERHAPS TWEAK THE INTERSECTIONS SINCE SAFE PASSAGE ACROSS 3G IS DIVERTED TO THE AREA ON EITHER SIDE OF THE BRIDGE AS I HAVE DRAWN (I REALIZE THE 5% SLOPE FOR HANDICAP ISN'T ACCURATELY MODELED BUT THERE IS PLENTY OF ROOM ALONG EITHER SIDE OF THE TRAIL TO BUILD THE RAMPS WITH THE CORRECT SLOPES.</p> <p>ADDITIONALLY, A LOW COST, GRAVEL PARKING LOT (MADE FROM RECYCLED ROAD BASE) COULD BE INSTALLED ALONG THE NORTH SIDE OF THE SANTE FE TRAIL ACROSS THE CREEK BY THE QUICK STOP FOR PEOPLE TO ACCESS THE TRAIL. HUNDREDS OF SPACES COULD BE CREATED HERE WITH SOLAR LIGHTING FOR LOW COST ILLUMINATION OF THE SPACES FOR SAFETY. DURING THE LAST 2 HEAVY RAINSTORMS, I WENT TO THIS LOCATION AND IN NEITHER OCCASION WAS THIS AREA FLOODED WHEREAS THE PARKING LOT BY THE SPILLWAY OFF WINSTED WAS HALFWAY UNDER WATER AND UNUSABLE. CURRENTLY THIS LAND IS NOT BEING TAKEN CARE OF AND IS FULL OF TRASH, VAGRANTS AND IS AN EYE SORE. CONVERTING TO A PARKING LOT IS A NO BRAINER AND A SMART USE OF CURRENTLY UNUTILIZED LAND.</p> <p>LASTLY, SINCE ALMOST THE ENTIRE FRONT OF MY PROPERTY IS BEING CUT OFF WITH THE GREEN SPACE ADDED, I WOULD LIKE THERE TO BE AN ACCESS ON THE SOUTH SIDE OF MY PROPERTY COMING OFF THE LOT ENTRANCE THAT ALLOWS CUSTOMERS TO CONTINUE TO USE THE PARKING IN FRONT OF THE BUILDING. PLEASE SEE THE DIAGRAM ATTACHED HEREIN REFLECTING MY PARKING AND</p>	<p>Comment noted.</p> <p>The design team reviewed 3d renderings showing proposed retaining wall design as well as added ped/bike amenities at the Santa Fe Trail bridge. TxDOT have considered the future ped/bike menities and included spacing to accommodate them, however, added ped/bike connection to the intersection was not considered in this project, will be completed at a later time by City of Dallas.</p> <p>Aesthetic treatments would be determined during the detailed design phase of the project.</p>

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				ADDITIONAL ACCESS POINT NEEDED THANK YOU FOR YOUR CONSIDERATION Graphics showing the proposed change were attached.	
796	Judy Babinski	11/24/2018	Email	<p>Re: P.E. CSJ 0009-02-067, SH78</p> <p>I am a 20 year resident and taxpayer in the Hollywood Heights Santa Monica Neighborhood (HSMN) of East Dallas. I do not support Option 2 of the proposed Garland/East Grand/Gaston interchange, i.e. the 3G interchange. Option 2 tries to solve the intersection issues by directing traffic from a currently underutilized infrastructure, i.e. East Grand, onto currently overused infrastructure, i.e. Gaston Rd. Gaston Rd. is a neighborhood collector street that was designed for 15K cars/day maximum. It currently carries 18K cars per day, and Option 2 would increase that number to 29K cars per day. Eventually, Option 2 will result in a call to widen Gaston Rd., again at the taxpayer's cost while the underutilized infrastructure, East Grand, will continue to be underutilized.</p> <p>Furthermore, Option 2 does not address one of the more dangerous issues with the current interchange, i.e. the blind curve from southbound Garland Road onto Gaston. The current set up of this curve does not facilitate the ability of drivers turning onto Gaston to see the drivers slowing down or stopping to make a right turn into the Arboretum Shopping Center, specifically trying to access Starbucks or Cane's.</p> <p>The HSMNA Board is actively campaigning for Option 2. However, not everyone in the Hollywood Santa Monica neighborhood supports Option 2. Furthermore, the HSMNA Board has taken its position without soliciting any input from the members of the Hollywood Santa Monica neighborhood.</p> <p>I have read various emails, Next Door postings, etc. by the different neighborhoods groups. And frankly, there is a lot conflicting information being put out by the different neighborhood groups. I see each neighborhood group looking at it from their own perspective which is to be expected. But all of the groups are making statements that do not appear to be supported by factual analysis, but rather are based on a "Not In My Backyard" emotional appeal. Examples are statements such as more traffic will flow thru HSMNA with drivers on Grand trying to get back to Gaston or more traffic will be diverted to side streets off of Gaston with drivers trying to get back to Grand.</p> <p>Which ever plan is eventually implemented will have a big impact on all of the neighborhoods bordering East Grand, Garland, and Gaston. I feel that it is important to make the effort to come up with a plan that will benefit East Dallas as a whole, not just specific neighborhoods. With the right analysis this can be a win-win situation for all the surrounding neighborhoods. To this end I would like to see the compromise plan submitted by Philip Kingston and Mark Clayton considered as a viable option to either Option 1 or Option 2. It's a given that there is growth to the north off of Garland Road. We may not like it, but it is a given. And this growth will flow through our East Dallas neighborhoods. The important thing to me as a city, county & state taxpayer and a 20 year resident of East Dallas is to wisely utilize existing infrastructure to solve/mitigate the problems with the Garland/East Grand/Gaston interchange and to not</p>	<p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic patterns through this intersection.</p> <p>The large radius curve from Garland to Gaston meets design speed of 30 mile per hour. The southbound from Garland to westbound Gaston traffic will be stopped at red light, hence provide phases of complete stop in vehicular traffic, which is an improvement from today's intersection design, which eliminates the free movement.</p>

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				unnecessarily burden any one particular neighborhood. Thank you for your consideration	
797	Randy and Linda Reed	11/23/2018	Email	Hi Lani, My wife and I live in Forest Hills and attended the public hearing Nov 13th at the arboretum. We support the Option 2 selected by TX Dot and are hopeful that This preferred option will be confirmed. It was clear to us from the hearing that most of those attending agree and want this solution approved. Best Regards, The attachment provided is Form Letter A.	Comment noted.
798	Julie Bentley	11/25/2018	Email	Good afternoon Mr. Raha, It was a pleasure speaking with you during the meeting on November 13th. I am attaching the documents that you requested regarding the information that 'Say No to Option 2" group is distributing as facts. The Attachments include Petition 2 (see Petition Matrix below) and print outs from https://lcftr.org/options/	Comment noted.
799	Shannon Komodore	11/26/2018	Email	Hello Lani, We live in Hollywood Heights, and I write to you in support of the Option 2 plan to address issues at the Garland, Gaston and Grand Avenue area. We are aware that there is a well-financed group that is opposing this plan in favor of another, but we ask that you support the approved Option 2 plan, as we feel it is the absolute best solution for our community. Thanks in advance for your consideration.	Comment noted.
800	Steve Meents	11/27/2018	Email	Dear Lani. I oppose TxDOT's current Option 2 design because it disrupts the current balance of traffic between Gaston and Grand. I am specifically opposed to the current plan because Option 2 re-aligns Garland Road directly onto Gaston Avenue, diverting a larger proportion of traffic unto Gaston. Option 2 was selected by 71 individuals who do not represent all of the affected stakeholders and neighborhoods. Option 2 is not the community preferred plan because TxDOT had not considered the impact that his project will have on the surrounding community.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic patterns through this intersection.

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801	Robin Hawke	11/27/2018	Email	<p>Lani,</p> <p>Please find my Public Comments for the 3G intersection following the current schedule.</p> <p>We the residents and businesses affected by this change respectively request that an extension to the 11/28/18 date be extended until the middle of December at least.</p> <p>The Public Notice was not at all effective as evidenced by the continued increased attendance at the Public Hearings. Relying on Social Media and/or small local periodicals eliminates 40 to 50% of the surrounding stakeholders. 30 years ago before email and other recent methods of distribution, public hearing notice was done by mailing to everyone with in a 1 mile radius of the target. This was followed up by going door to door and discussing the change and how it would affect them. This is still the most effective way of involving the taxpayers of these events.</p> <p>You could have this done by interns, local residents or Scouts seeking merit badges.</p> <p>My experiences show that you are either part of the solution or part of the problem. We each have a choice and we should never settle for less than the best solution for our communities.</p>	<p>The 15-day comment period ended on November 28, 2018. TxDOT received a large number of comments prior to the end of the comment period. The public was fully aware of the project and the comment period; therefore, TxDOT did not extend the comment timeline.</p> <p>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 adjacent property owners, adjacent business owners, homeowner associations, stakeholders/persons who had requested addition to the mailing list and 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 hearing were made on TxDOT social media sites, including Facebook and Twitter. TxDOT's notification process was successful, with over 400 people in attendance at the public hearing.</p>
802	Tyson Stuart	11/27/2018	Email	<p>As a homeowner that lives within 100 yards of Gaston, I vehemently am opposed to Option 2. Gaston already handles app. 25% more traffic than it was designed for. Option 2's design will inherently push more traffic onto an already overtaxed road.</p> <p>It will also encourage large commercial vehicles to leave the highway route onto what is a residential street. One of the motives for this project was to increase walkability in a highly congested area. While I haven't seen many walking that intersection, I see people walking and biking the Gaston/Abrams/La Vista area all the time. I haven't seen a study stating the decline in walkability of those intersections but with TxDOT predicting a rise in Gaston usage to greater than 29,000 in 20 years, it isn't hard to do the math.</p> <p>Option 2 will lower the home values of the residents of Junius/Munger Heights. It will threaten the safety of our neighborhood.</p> <p>Option 2 cannot be the best way forward.</p> <p>Thank you!</p> <p>- I am not employed by TxDOT</p> <p>- I don't do business with TxDOT</p> <p>- I cannot benefit monetarily from the project or other item about which I am commenting</p>	<p>Comment noted.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
803	Fred Welsh	11/28/2018	Email	<p>Good Morning Lani,</p> <p>Allow me to introduce myself, Fred Welsh, and I had the pleasure of meeting you at the TxDOT Public meeting on Nov 13th.</p> <p>Per that meeting we the Public were to send you letters for or against Option 2 Reverse T as the recommended configuration.</p> <p>With that thought I have included 6 different letters in Support of Option 2 Reverse T since Option 2 was selected by residents, businesses and stakeholders who took the time to go to all the Public input meetings beginning back in 2016.</p> <p>The first attachment is my " Public Hearing Comment Form " , the second is my " Support Letter with reasons " , the third is a letter from " Eric Johnson " that you may already have and if not then here it is, the fourth, fifth and sixth attachments are letters from the Greater East Dallas Chamber Of Commerce dated 2018, 2017 and 2016.</p> <p>Since I am on the Board Of Directors I wanted to make sure you have a copy of what we sent to Mayor Rawlings along with copies sent to all three City Council Reps and to Eric Johnson, Bob Hall and House and Senators involved during this process.</p> <p>I am for Option 2 Reverse T as the recommended configuration and I / We are ready to start the project.</p> <p>From First Attachment(Comment Form):</p> <ul style="list-style-type: none">1) TxDOT has studied option 1 and option 2 and does not anticipate any additional traffic being driven onto Gaston from Garland as a result of Option 2 versus Option 1!2) Option 2 has less waiting time for drivers (5.3 seconds as opposed to 30.5 seconds with LCRFT's option) the LCRFT option inevitably force traffic from Garland Rd to start using Winsted thereby increasing traffic in Loving, White Rock Rd, Lakewood, Lakeshore and others3) Option 2 has the shortest crosswalks and thus making predestrian/cyclist navigation less dangerous4) Option 2 was selected by residents, businesses and stakeholders who took the time to go to the public input meeting beginning back in 2016. <p>The Second Attachment is Form Letter B.</p> <p><u>Letters from Representative Eric Johnson and Greater East Dallas Chamber of Commerce were Attached.</u></p>	Comment noted.
804	Joe Revesz	11/28/2018	Email	<p>I oppose Option 2</p> <p>HOOAH!</p>	Comment noted.
805	Ed Zahra	11/28/2018	Email	<p>Dear Lani Marshall,</p> <p>Here are a few other reasons that need to be considered for TxDOT to proceed with Option 2:</p> <p>1. There are about 114+- homes (not counting multi-family) that face Gaston Avenue between Loving and Richmond intersection that are directly affected by the traffic volume who chose to live on this thoroughfare from Downtown to</p>	Comment noted.

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				<p>Garland Road as it was designed. They support Option 1 which disrupts the smooth traffic flow that thousands use every day, increases traffic on East Grand and my Hollywood/Santa Monica neighborhood will become a cut through to Lindsley/Beacon/Columbia. For any of the Option 1 supporters to think I-30 is a viable alternative to get to downtown during rush hours, it's obvious they have never driven this route. Most of these homes that border Gaston also have original setbacks that are 2x-3x deeper than the typical 30 ft setback to help buffer noise. Three new million dollar + homes were just built at north side corner of Gaston and Brendenwood and were bought up as fast as they built them. I did not see a discount for "traffic" on the Sales Flyers.</p> <p>2. The Dallas Thoroughfare/CBD Plan has already selected Gaston Avenue as a Community Collector S-4-U. East Grand/Garland Road is selected as a Principal Arterial M-6-D. Option 2 addresses improved safety concerns and provides the needed ingress and egress to Downtown Dallas for all East Dallas residents who rely on the abovementioned stretch of Gaston Avenue to take either Abrams, Skillman, Richmond, Live Oak, Gaston or Columbia for their daily commute.</p> <p>The traffic increase that travels through East Dallas is based on the economic health of the CBD. It has become an economic engine and commuters/new housing/retail developments are the fuel. The original road planners/engineers never in their wildest dreams thought Dallas would be the world powerhouse it is today and could not have the foresight to design the perfect infrastructure for now or in the future.</p> <p>I think TxDOT needs to ask itself this question: If the successful economic development and the ingress/egress so badly needed by the growing workforce that our City leaders and majority of East Dallas residents want takes precedent over the 100+ Gaston homeowners concerns about the traffic they chose to live next to. Please proceed with Option 2.</p>	
806	Julie Ross	11/28/2018	Email	<p>Greetings,</p> <p>Thank you for allowing me to comment on the Garland-Gaston-Grand intersection re-design. As a Lakewood Heights homeowner, a frequent pedestrian and commuter on the 3G intersection, my primary concern in all city planning is accessibility for people with disabilities. This means concepts of universal design, ramps, ADA-compliant walkways, accessible signage, and traffic stops. My daughter is a wheelchair user and the lack of safe, accessible routes along these streets makes it impossible for us and other citizens with mobility disabilities able to access public life, public transit, and businesses and public parks. Please keep these civil rights (as the Americans with Disabilities Act is a civil rights law) and our access to public life at the forefront of all planning so that accessibility isn't optional but a mandate in all city planning.</p> <p>It would be useful for our city to undertake actions such as the city of Plano has done it this regard: https://www.facebook.com/events/2167289093289967/</p> <p>Thank you for your time and attention to these important issues.</p>	<p>The proposed project would include pedestrian accommodations that would be designed in accordance with ADA requirements.</p>
807	Lindsay Sims	11/28/2018	Email	<p>I support Option #1</p> <p>Option #1 is the best choice for all of East Dallas because it maintains a straight alignment for Garland/Grand and better balances traffic volumes through the</p>	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic patterns</p>

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				<p>intersection.</p> <p>I am a East Dallas Resident and I oppose Option #2 as the 3G intersection re-development plan.</p> <p>Option #2 will direct additional commuter traffic into our neighborhood, causing cut through traffic on our streets and endangering the safety of our families.</p>	<p>through this intersection.</p>
808	Matthew Wood	11/28/2018	Email	<p>I am writing to ask the City of Dallas and Texas Department of Transportation (TxDOT) to reevaluate the proposed change currently under consideration for the interchange between Highway 78 and Gaston Avenue (also known 3G). There are several reasons why I believe the current proposed change should be reexamined and other options considered.</p> <p>It is my understanding that there has not been a ‘downstream’ study done to understand the impact of potential increased traffic from this intersection to downtown. I was told by a TxDOT representative that it is outside their scope. But it should not be outside the combined scope of the state and the city to know how effectively reducing the number of lanes and creating a turn on a highway might impact traffic flow from a state road to a city street. The map I saw last week has the effect of two lanes being clearly moved to Gaston and one lane (at the last-minute widening to two for lane count purposes) requiring a left turn to stay on Highway 78. A major concern is the inherit risk involved in increasing the traffic volume on an already at capacity city street of a large number of “pass through/downtown destination” vehicles during peak hours.</p> <p>Highway 78 has higher capacity, being a 3-lane highway from its intersection with Gaston toward I-30, narrowing to 2 lanes at one point. By comparison, Gaston Avenue is a 2 lanes wide city street and effectively narrows to 1 lane west of Baylor Hospital. Gaston Avenue is already functioning at maximum capacity, whereas Highway 78 has available capacity. Increased density, future Baylor plans and other commercial developments will only further overload this city street.</p> <p>There are only 5 traffic lights from 3G toward Interstate 30, and of course none on Interstate 30 on to downtown. Conversely, there are 19 traffic signals on Gaston from Highway 78 to Good-Latimer.</p> <p>There is only one neighborhood school along the stretch of Highway 78 from 3G to Interstate 30 that would require local students who reside close enough to walk to cross at a crosswalk. But there are 3 neighborhoods schools (one elementary, one middle, and one high school) that daily have students crossing Gaston at crosswalks.</p> <p>Highway 78 passes through one retail district from 3G to Interstate 30. Gaston Avenue passes through one large retail district, several smaller ‘neighborhood’ retail corridors and a major medical complex.</p> <p>Additionally, it is my understanding from various community input studies and recent press that the Texas Department of Transportation is evaluating improvements to Interstate 30. No doubt such improvements would accelerate even more the ability of ‘pass through’ traffic bound for downtown to remain on Highway 78 and Interstate 30 and arrive at their destination more quickly. Any change to 3G will remain in place for decades. It does not make sense to create an impediment to what will be a long standing ‘best option’ for high volume traffic</p>	<p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p> <p>The proposed SH 78 at Gaston Avenue intersection improvements would not create an impediment to the future IH 30 improvements.</p> <p>Accommodations for pedestrians and bicyclists must be considered for all TxDOT projects and incorporated into the design when feasible.</p>

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				<p>moving from north and east to downtown each morning, and back each afternoon. Nor does it make sense to address some short-term issues by creating an additional impediment to the longer-term economic viability of the rejuvenation of Grand Avenue's existing and likely expanded future commercial district and the future increase of traffic that will come from a revitalized Fair Park.</p> <p>Finally, it seems there is an effort to do too much in one space. There is no doubt a need for better sidewalks along Garland Road at the former rail bridge. And with the success of retail on either side of Gaston, there is a need to make that crossing more bike and pedestrian friendly. But improvements to sidewalks along both sides of Highway 78 and putting crosswalks further away from the intersection would provide adequate pedestrian/bike access to the QT and couple restaurants near the intersection. I believe any growth study would show that the most important pedestrian growth and flow would be across Gaston as there is more density in residential and retail space there. Pushing more traffic onto Gaston would make any crossing even more dangerous. There are fewer commercial options along that thin piece of land on the east side of Garland/Grand and forcing easy pedestrian access in a DIRECT path to that private property does not justify the negative impact on traffic flow along Highway 78.</p> <p>This is an important decision and more information must be considered before it is made. For this reason, I ask the City of Dallas and the Texas Department of Transportation to reexamine future plans for 3G.</p> <p>I am NOT employed by TxDOT</p> <p>I do NOT do business with TxDOT</p> <p>I could NOT benefit monetarily from the project or other item about which I am commenting.</p> <p>Thank you.</p>	
809	Mike DeGroot	11/28/2018	Email	<p>Lani Marshall:</p> <p>RE: CSJ: 0009-02-067 SH 78 at Gaston Intersection Improvement Project</p> <p>I am in favor of all improvements to the 3-G intersection as drawn out in the 2nd option.</p> <p>While I was unable to attended the meeting on November 13 regarding the 3-G intersection. I did attend prior community planning meetings.</p> <p>Option 2 best addresses the main concerns of our neighbors: Safety, traffic flow and speed.</p> <p>Please add my comments to the public record.</p>	Comment noted.
810	Lindsey Diaz	11/28/2018	Email	<p>I oppose TxDOT's current option 2 design because it diverts a greater amount of traffic towards Gaston, rather than keeping it on Garland/East Grand. I believe Option 2 is short-sighted; plans to redo I-30 are in the works and would be a faster option for commuters to get downtown. By removing a full lane of traffic from Garland to Grand and taking away the straight alignment of the HWY it funnels drivers onto Gaston, a residential street, rather than a</p>	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic patterns through this intersection.</p>

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				HWY connecting to an interstate for faster access. I am also opposed to to option 2 because adding more cars/traffic on Gaston divides the Lakewood neighborhood. There is a lot of foot traffic crossing the street at West Shore/Gaston. It is already a dangerous intersection with no protected turn signals. Drivers often run the red light making it incredibly dangerous for the already backed up cross-traffic. As a resident of Lakewood Hills I choose to rejects option 2 in order to keep our neighborhood street, Gaston, and the pedestrians that walk/run/bike along it safe.	
811	Laurie McClurg	11/16/2018	Mail 1	I support Option 2. I know TxDOT has listened to businesses, homeowners. You have represented a good way to keep up safer as pedestrians, and auto drivers. You offer sidewalks. Thank you for all of your hard work. You can never please everyone. This plan seems to achieve its goal. People say 78 doesn't have turns. When I follow 78 to Wylie, I make a right turn and about 10 blocks later a left turn to follow 78. I've been using it for 15 years and it presents no problem. I see no data that shows Gaston traffic would increase. It seems like it would be safer w/ 2 lanes so some can turn left on protected turn.	Comment noted.
812	Randy Shear	11/16/2018	Mail	My name is Randy Shear. We have lived in our home @ [REDACTED] since 2003 – we are in opposition to the reverse T's scheme – I was on the 1 team intersection – but feel after last night that the scheme 2 is flawed. The intersection shown is 120' deep – the engineers on said they have not studied the existing condition (with no turn off lane the lanes (Garland to Gaston) 1500 cars at rush hours (Starbucks) drive thru backs up! Then the lanes will be blocked.People will be stuck going aroundto the left lane will conflict with turning traffic. Do an animation simulation to prove me wrong – thank you	Comment noted. Starbucks patrons are queing up on the right lane. Any alternative considered will have similar impact. TxDOT will share comment and concern with City of Dallas staff.
813	Stephanie Turney	11/20/2018	Mail	<p>Problems like this intersection will never be easily fixed and there is no perfect fix. I choose to think that all the people involved are doing their best to find the best solution. Since processes like this often take years, there are some folks who were not here for the beginning and that may be part of the problem. Speaking as someone who has lived two blocks off this intersection, who has watched this part of Dallas change and grow, who has experienced increased and sometimes dangerous diverted traffic for one reason or another, I am thankful that something is about to be done!</p> <p>For me, the biggest problem is to try to get local drivers and commuters to stop treating Abrams/Gaston and E. Grand/Garland as high speed corridors. I am thankful beyond words for the light at Tucker. It has been scary waiting to cross the street there only to have a car accident right in front of me because a car decided to come full speed around the corner off Garland Road and another vehicle decided to turn left without using a turn signal. It is also scary trying to walk on the sidewalks of Gaston with cars traveling over the speed limit.</p> <p>The intersection will hopefully be more safe and even before it is done, we can all begin requesting a lowering of the speed limit to reflect the residential nature of these streets.</p>	Comment noted.

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814	Janine Carley	11/26/2018	Mail	Options 2 may not be the perfect solution to the 3G intersection bit it is as close to perfect as I could hope for. Our family of 6 has lived in Forest Hills for 16 years and we use the Garland/Grand/Gaston intersection many times a day, to go to work, the grocery, school, the gym, and all other errands and we almost always go from Garland to Gaston keeping 2 lanes going to Gaston from Garland will keep people from using neighborhood streets such as Winstead, Lakeland, Lakeshore, Tokalon, and La Vista	Comment noted.
815	Joel Nelson	11/219/2018	Mail	<p>I support Option 2 although it's imperfect. This is simple case of 1 of 84 homeowners on Gaston trying to highjack state funding to solve a city problem – the lack of enforcement of the 35-mph speed limit on her street. I know first-hand that LCFR has peer-pressured homeowners on Lakewood Blvd (my friends) into putting “Say No to Option 2” signs in their yard, even when they don't understand the intended consequences of increased side-street traffic.</p> <p>I feel option 2 gets us 85% of the way there, and we can refine the other 15% (including traffic light cycle times, speed limits, parking lot turn restrictions) over time. My only potential recommended changes to Option 2 would be to make longer turn phases for SB Garland traffic continuing on to Grand, and for only one left turn lane (not 2) for NB Garland traffic continuing on to Gaston.</p> <p>At the hearing I heard leaders representing thousands of households from all parts of East Dallas in support of Option 2. The opposition was all from the vocal minority of resistance on Gaston or within a few blocks of Gaston, none of whom was deceived when purchasing their home. Let's move forward making this intersection safer for all families in the area!!!</p>	<p>Comment noted.</p> <p>Traffic signals and sensors will be determined during the detailed design phase.</p>
816	Douglas Gilpin	11/21/2018	Mail	After hearing pros and cons for Option 2, I am in favor of it. I think it would be best all around.	Comment noted.
817	Steve Yoost	11/19/2018	Mail	I oppose option 2 until a study is done on how this may affect traffic in Lakewood Hill, especially on La Vista. Also, there are tons of accidents at Gaston and West Shore and more traffic on Gaston will make that intersection worse.	A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
818	Mary Yoost	11/19/2018	Mail	I oppose Option 2 until a study on traffic distribution is done. There is already too much traffic through Lakewood Hills on La Vista/Coronado/Casa Loma and Option 2 has the potential to increase that as well as Gaston having tons of car accidents and Option 2 increasing that.	A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
819	Valerie Dimond	11/19/2018	Mail	The engineers have neglected to deal with the terrible back up of traffic that occurs from Winstead to past the San Raphael light. The road between San Raphael and Gaston must be widened to accommodate FOUR LANES. Two for continuing on the East Grand and two to turn on Gaston. Unless this is done NOTHING WILL IMPROVE. The dedicated lane turning Right to E Grand from Gaston must be changed to be both one going to Garland Rd as well as right turn to East Grand. All improvements beyond that are just to help businesses – NOT SAFETY. If people are in crosswalks there they will eventually be hit by speeding car.	<p>.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p>

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820	Jamie Johnson	11/19/2018	Mail	I am in favor of option 2, which has already been selected! This project should not be delayed because a few people who chose to live on a busy, four lane city street don't want traffic on their street, which has always been busy.	Comment noted.
821	Russ Miller	11/15/2018	Mail	I oppose Option 2, strongly oppose, as the preferred reconfiguration to state highway 78 at Gaston Ave. Without doubt the original city planners/engineers intended the traffic flow to migrate southwesternly from Garland Rd to East Grand where in both directions sufficient ROW widths were planned to accommodate future traffic growth. Additionally zoning was targeted to compliment these high traffic counts. Option 2 re-alignes traffic lanes and flow speeds to change behavior (or drive) towards Gaston and into residential areas not equipped (2 lanes only) to handle increased traffic and presenting elevated child safety risk. I support a modified version of option 1.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
822	(Illegible) Batman	11/19/2018	Mail	No one has come to my home on Gaston and talked to me. I have lived on Gaston for 23 yrs. We bought a house no one wanted and fixed it up. I've had loads of traffic every morning and every afternoon. Sometimes, in fact quite often, I can't turn down Gaston. We've had too many wrecks due to speeding, speeding and bad weather and cars driving through our yard. Unacceptable. The police have stopped lots of speeders at 50, 60 and even 70 mph. Unacceptable. Who wants that in their front yard? No one. We feel we're being sacrificed. Traffic can flow down Peak, Grand to Interstate to downtown instead of making Gaston a shortcut to downtown. The intersection can be managed with slow and steady traffic lights and proper turn lanes. Not lanes like an on-ramp. Please listen to this neighbor. Our home life is at stake.	Notification of the meetings was accomplished using a combination of mailed letters, email notifications, newspaper publications, press release, and social media postings. The proposed project would not increase the speed limit on Gaston Avenue. Please contact the City of Dallas Police Department regarding speed limit enforcement requests.
823	Steve Putnam	11/28/2018	Mail	I support a redesign of this intersection but do not understand why the city isn't also involved in incorporating plans for complete streets on and around Gaston. It makes no sense to funnel traffic into this area which is in contradiction to city effort to improve neighborhood quality of life. Specific to the option #2 I object based on the following: 1),It realigns Garland Road (St Hwy 78) onto Gaston, putting more traffic on Gaston Road. 2) It removes the straight alignment of Garland through the intersection, ultimately to US 30 – the preferred route to Downtown. 3) It removes a lane of traffic from Garland to Grand, putting more emphasis on Gaston traffic. 4) All of this applies to commercial vehicles, which are more like to choose Gaston as their route downtown.	Comment noted. Please contact the City of Dallas regarding suggestion to add a complete streets plan in the area on and around Gaston Avenue.
824	Cole Ramey	11/28/2018	Mail	Please add name to the list in support of Option 2, thanks.	Comment noted.
825	Cecile Grady on behalf of NCTCOG	11/28/2018	Email	Submitted by the Regional Transportation Council and the North Central Texas Council of Governments, together serving as the Metropolitan Planning Organization for the Dallas-Fort Worth area, on November 28, 2018	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>SH 78 at Gaston Avenue is a key juncture that serves as a principal connection for local commuters and provides access to several key highways and transportation facilities. The reconfiguration of this intersection will help to address already congested conditions on area roadways. The proposed intersection at SH 78 and Gaston Avenue will improve traffic operations and mobility between these two facilities. The intersection is designed to include adding turning lanes and bicycle and pedestrian accommodations, which will also serve to benefit local commuters.</p> <p>The recommended vehicular improvements to this intersection are consistent with Mobility 2045: The Metropolitan Transportation Plan for North Central Texas, which was adopted by the Regional Transportation Council in June 2018 and received a positive determination of air quality conformity from the Federal Highway Administration in November 2018. Mobility 2045 also reflects planned bicycle accommodations along roadways in the area as recommended by the City of Dallas Bike Plan and the Garland Road Vision Study (November 2010), both of which were joint planning efforts between the city of Dallas and the North Central Texas Council of Governments (NCTCOG).</p> <p>NCTCOG requests that review be given related to compliance with American Association of State Highway and Transportation Officials guidance to implement safe and comfortable accommodations for bicyclists in urban areas with higher volumes and speeds of vehicular traffic, which may include an on-street striped bicycle lane (clear width of 5 ft.) and/or an off-street shared-use sidepath (minimum width of 10-14 feet). Additionally, to improve the comfort and safety of non-motorized roadway users, the maximum utilization of potential buffer space (minimum 4 ft. to 6 ft.) between the back of curb and sidewalks and/or sidepaths should be considered per the Texas Department of Transportation's Roadway Design Manual (specifically, Chapter 2, Section 6, pages 2-36 of the 2018 edition regarding Sidewalk and Pedestrian Elements) in locations where these accommodations are not barrier-separated from the roadway.</p> <p>Because of the critical nature of this project, the North Central Texas Council of Governments is willing to provide any assistance in the planning, design, and implementation of this project.</p>	
826	Andy Mormon	11/28/2018	Email	<p>I support Option #1</p> <p>I am an East Dallas Resident and I oppose Option #2 as the 3G intersection re-development plan. Option #2 will direct additional commuter traffic into our neighborhood, causing cut through traffic on our streets and endangering the safety of our families.</p> <p>Option #1 is the best choice for all of East Dallas because it maintains a straight alignment for Garland/Grand and better balances traffic volumes through the intersection.</p> <p>Thank you,</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
827	Arthur David Turner	11/28/2018	Email	<p>COMMENTS:</p> <p>I oppose Option 2 for the 3-G intersection (Gaston, Garland, and Grand).</p> <p>Gaston was never intended to be a highway but rather an residential city road. It makes more sense to encourage the traffic to continue down Grand and connect with I-30.</p> <p>Option 2 re-aligns Garland Road directly onto Gaston Avenue, diverting a larger proportion of traffic unto Gaston.</p> <p>Option 2 removes the straight alignment of Garland/Grand and thereby impedes direct access to I-30, South Dallas, and Downtown.</p> <p>Option 2 forces drivers who wish to remain on Grand and reach I-30 to take a left turn to do so.</p> <p>Option 2 encourages commercial trucks wishing to reach I-30 and and Downtown to leave SH78, a designated truck route, and take Gaston Avenue, a smaller roadway that is not a truck route.</p> <p>I support Option 1 which would funnel more traffic down the Garland/Grand corridor to I-30, thereby mitigating the traffic flow unto Gaston.</p>	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p>
828	Christopher Wells	11/28/2018	Email	<p>Dear Ms. Marshall,</p> <p>I am a new homeowner on Gaston Ave., in one of the historic homes on this once-grand street. It is a beautiful old part of Dallas, with many friendly neighbors and a wonderful spirit of devotion to the common good of our beloved city.</p> <p>I am delighted to be here, but saddened by the considerable traffic noise especially during rush hour in the morning and evening. If there were some way to lessen the traffic, it would redound very much to the good of the neighborhood--which houses, of course, many others in the apartments that dot Gaston Ave. We are keen to make this neighborhood ever-more friendly to walkers and bikers, as well as children.</p> <p>I am delighted to see Dallas growing the way that it is, and proud of the Texas economy that is attracting so many businesses and workers here. To this end, the expansion of highways and creation of new ones, built in the proper places, is very much to the good. To my mind, Option 1 will be vastly preferable on precisely these grounds, by guiding more drivers to I-30, which is built to purpose--as poor old Gaston Avenue is not.</p> <p>Please find attached the pertinent comment form with my particulars.</p> <p>I am copying our local council member Mr. Kingston.</p> <p>If either of you would like to be in touch, please do not hesitate to call me on</p>	<p>Comment noted.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				my cell phone The attachment provided is Form Letter D.	
829	Laura & David Booty	11/28/2018	Email	<p>We support Option #1</p> <p>My husband and I are East Dallas residents and we oppose Option #2 as the 3G intersection redevelopment plan. Option #2 will direct additional commuter traffic into our neighborhood, causing cut through traffic on our streets and endangering the safety of those of us who live here.</p> <p>We support Option #1 and believe it is the best choice. This option maintains a straight alignment for Garland/Grand and better balances traffic volume through the neighborhood.</p> <p>We are opposed to option 2. We believe breaking highway 78 into a left-hand turn will cause more problems than having a straight-through Flow. Additionally we believe Option 2 will divert more traffic down Gaston Road and we do not want this. We believe Garland Road and Grand should be the main way to I-30. We support Option 1.</p>	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p>
830	Denise Steen Turner	11/28/2018	Email	<p>I oppose Option 2 for the 3-G intersection (Gaston, Garland, and Grand).</p> <p>Gaston was never intended to be a highway but rather an residential city road. It makes more sense to encourage the traffic to continue down Grand and connect with I-30.</p> <p>Option 2 re-aligns Garland Road directly onto Gaston Avenue, diverting a larger proportion of traffic unto Gaston.</p> <p>Option 2 removes the straight alignment of Garland/Grand and thereby impedes direct access to I-30, South Dallas, and Downtown.</p> <p>Option 2 forces drivers who wish to remain on Grand and reach I-30 to take a left turn to do so.</p> <p>Option 2 encourages commercial trucks wishing to reach I-30 and and Downtown to leave SH78, a designated truck route, and take Gaston Avenue, a smaller roadway that is not a truck route.</p> <p>I support Option 1 which would funnel more traffic down the Garland/Grand corridor to I-30, thereby mitigating the traffic flow unto Gaston.</p>	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p>
831	Norma Minnis	11/28/2018	Email	<p>I tried to attend the meeting at the Arboretum on 11/13/18. I arrived at 6:45pm for the 7pm meeting. My husband and I were turned away because there were too many people as were the 3 cars in front of me and the long line behind my car. Even with my husband's handicap sticker, we were not allowed to enter. I have learned that the meeting was scheduled on the same night as a tree lightening ceremony. It is almost a conspiracy to withhold public input.</p>	<p>The tree lighting conducted by the Dallas Arboretum was scheduled after the Public Hearing had been scheduled, and TxDOT was not notified of the event until 3 days before the hearing. Overflow parking was available within the Dallas Arboretum Parking Garage.</p> <p>TxDOT posted the meeting presentation, exhibits, and comment form to the public hearing page on www.keepitmovingdallas.com so that anyone who was unable to attend could access the materials.</p>

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				There should be another meeting so all can who want to attend are able to attend.	<p>The following response was provided by Frank Honeycutt with the City of Dallas:</p> <p>Hello Ms. Minnis,</p> <p>It is unfortunate that you were turned away from the public hearing on the “3G” project due to a lack of available parking. It is my understanding that TxDOT was unaware of the scheduling conflict at the Arboretum when they went to set up the meeting. The desire was that this meeting time and place would be more convenient rather than less convenient.</p> <p>Fortunately it is not too late to offer your input into the process. TxDOT will continue to receive comment on the project through November 28th (tomorrow). Your comments or other helpful input can be emailed or mailed if it is postmarked on the 28th or sooner. In case it helps, here is the contact information:</p> <p>Mail to:</p> <p>TxDOT District Office</p> <p>Lani Marshall, PE</p> <p>CSJ 0009-02-067, SH 78</p> <p>4777 E US Highway 80</p> <p>Mesquite, Texas 75150-6643</p> <p>Or email to:</p> <p>Lani Marshall atLani.Marshall@txdot.gov</p> <p>In the meantime please let me know if there is anything we can help.</p>
832	James Sims	11/28/2018	Email	<p>I support Option #1</p> <p>I am a East Dallas Resident and I oppose Option #2 as the 3G intersection re-development plan. Option #2 will direct additional commuter traffic into our neighborhood, causing cut through traffic on our streets and endangering the safety of our families.</p> <p>Option #1 is the best choice for all of East Dallas because it maintains a straight alignment for Garland/Grand and better balances traffic volumes through the intersection.</p> <p>Thank you,</p>	Comment noted.
833	Kristen Gunn	11/28/2018	Email	<p>Please find my comments attached regarding the proposed intersection improvement.</p> <p>Thanks for working for the best possible Dallas!</p> <p>Text of Attachment:</p> <p>As a resident of Gaston Avenue who already finds it unsafe to turn onto her street in normal traffic conditions, I'm writing in opposition to the proposed Option 2 for the improvement of the intersection at Gaston, Garland and Grand. My neighbors and I believe this option will create further adverse effects in a historic Texas neighborhood worth protecting, and that those who come after us will regret this decision. We support Option 1 to leave Highway 78 (Garland Rd/Grand Ave) intact and route downtown traffic through I-30,</p>	Comment noted.

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				and believe this will be better for our city as a whole.	
834	Laura Jekot	11/28/2018	Email	<p>Lani Marshall: I attended the meeting on November 13 regarding the 3-G intersection. I did not speak or leave my comments at the meeting but would like to express my full support of TXDOT going forward with the plan to improve this intersection. I have lived in the neighborhood on La Vista Drive for over 20 years and I am in favor of all improvements to the intersection as drawn out in the 2nd option.</p> <p>I also attended the first 3 meetings and appreciate the time and attention that was spent listening to neighbor concerns and priorities. I realize that all concerns can not be addressed by re configuring this area, but Option 2 addresses the main concerns of our neighbors: Safety, traffic flow and speed. Please add my comments to the public record.</p>	Comment noted.
835	Lila Stewart	11/28/2018	Email	<p>Hi Lani~ My husband and our two kids live on [REDACTED] in Lakewood - which is where Gaston and Richmond meet. In the less than 7 years that we've lived in our house we've seen three people die and countless accidents in our front yard, including an upside down car in our front driveway on Christmas morning. Please do not continue to put Lakewood families at risk by adding on more traffic onto Gaston. With each death, I've called the city and asked how many people have to die for them to change Gaston, add lights, slow down traffic, anything - and with each call, I've been told that it will never happen. I guarantee you that if Option #2 passes, deaths and accidents will only increase on Gaston.</p> <p>I vehemently oppose #2. In fact, I don't even think Option #1 is that great of an idea either but it's absolutely the lesser of two evils. I'd prefer to see TxDOT go back to drawing board and create a Basic T intersection like most intersections in DFW.</p> <p>I also think that Mark Clayton needs to recuse himself from any of the decision making process given he has personal interests in Option #2 given he lives on Buckner.</p> <p>I also want it on record that the Lakewood Neighbor association has stated that they were NOT notified of any meetings prior to the January meeting earlier this year.</p> <p>You simply can't put our neighborhood at risk and funnel more traffic onto an already over-served and unsafe street to cut commuters travel time by 30 seconds.</p> <p>Also, it wouldn't happen overnight but if Option #2 goes through, it will fundamentally change Lakewood as we know it. We need a fair and equitable</p>	<p>Comment noted.</p> <p>Councilman Mark Clayton provided contact information for the Lakewood Neighborhood Association to TxDOT prior to the 2016 and 2018 meetings. TxDOT provided notice of the meetings via mail as well as via email to the neighborhood association president.</p> <p>Notice for the September 7, 2016 Stakeholder Meeting/Meeting with Affected Property Owners (MAPO) was sent by mail and email on August 17, 2016.</p> <p>Notice for the December 8, 2016 Stakeholder/MAPO meeting was sent by mail and email on November 22, 2016.</p> <p>Notice for the January 18, 2018 Public Meeting was sent by mail and email on December 1, 2017, with a reminder email sent in early January 2018.</p> <p>Notice for the November 13, 2018 Public Hearing was sent by mail and email on October 11, 2018, and a reminder email was sent on November 6, 2018.</p>

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				solution and Option #2 is NOT THAT.	
836	Mark Reeves	11/28/2018	Email	I oppose TxDOT's current Option 2 design because it disrupts the current balance of traffic between Gaston and Grand, diverting a larger proportion of traffic onto Gaston. This option was selected by individuals who do not represent all of the affected neighborhoods. Thank you for your consideration. I would like to see more consideration of the impact of these changes on the surrounding community before you continue with plans for Option 2.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
837	Jody Shafer	11/29/2018	Mail	I travel through this intersection twice daily, minimum of five days each week. It is my opinion the proposed changes will not negatively affect traffic on Gaston Road. I am in support of Option 2, even with the aggravation the construction will create during the year of reconstruction.	Comment noted.
838	Bernard Siegal	11/27/2018	Mail	We live at [REDACTED], less than block from Gaston. Since we moved in, almost 40 years ago, the traffic on Gaston continues to increase to where short trips to Whole Foods and the shopping center at Gaston and Garland road have become somewhat of a pain. As you know, Gaston is a two land, be fairly major street. We live on block north Beacon and have numerous cars driving on Huntley in both directions to avoid the stop light at Beacon and Gaston. We are opposed to directing six lanes of Garland road on Gaston. There is no reason to bulk of the traffic should continue on Grand Ave. toward I30 and downtown.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
839	Denise Siegal	11/27/2018	Mail	I am 100% against Option 2. Option 2 would force many more cars down Gaston Ave. There is too much traffic on Gaston, now. It is very dangerous for children crossing Gaston to get to school, as is, and by adding more cars you are increasing the danger, exponentially. Traffic would be increased so much that drivers will cut through the neighborhood to avoid Gaston. This is happening at present, but would be worse. Grand Ave offers a direct route to I30, Gaston does not. Grand Ave was built to handle the traffic - Gaston was not. Please, do not direct more traffic to Gaston Ave. This would be a HUGE mistake!	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
840	Jackie Jackson	11/26/2018	Mail	I oppose TxDOTs current option 2 because it encourages commercial trucks wishing to reach I-30 and Downtown to leave SH78 a designated truck route and take Gaston Avenue, a smaller roadway that is not a truck route. Additionally Option 2 was selected by 71 individuals who do not represent all of the affected stakeholders and neighborhoods. Option 2 is not the community preferred plan because TxDOT had not considered the impact that this project will have on the surrounding community.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
841	Marsha Drebelbis	11/26/2018	Mail	I oppose TxDOT's current Option 2 design because it disrupts the current balance of traffic between Gaston and Grand. I am opposed specifically because Option 2 re-aligns Garland Road directly onto Gaston Avenue diverting a larger proportion of traffic on Gaston.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
842	Elizabeth Trecartin	11/26/2018	Mail	I am opposed to Option 2 because option 2 re-aligns Garland road directly onto Gaston Ave. diverting a larger proportion of Traffic onto Gaston. Please oppose option 2. Thank you.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
					through this intersection.
843	Dixon Daniel and Rebecca Daniel	11/22/2018	Mail	<p>We oppose TxDOT's current Option 2 design because it disrupts the current balance of traffic between Gaston and Grand.</p> <p>We oppose the current plan because:</p> <ul style="list-style-type: none">- It removes the straight alignment of Garland and Grand and thereby impedes direct access to I-30-it encourages commercial trucks wishing to reach I-30 to leave SH78, a designated truck route and take Gaston Avenue, a smaller roadway that is not a truck route.-it removes a full lane of traffic from Garland to Grand through the intersection, thereby disproportionately burdening Gaston Ave.	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p> <p>The proposed project does not re-designate Gaston Avenue as a truck route. Trucks should still follow the designated SH 78 truck route.</p>
844	James R.Drebelbis	11/26/2018	Mail	I oppose option 2 because that alternative increases car, truck and other vehicular traffic on Gaston Ave. Traffic on Gaston Ave already exceeds its design capacity and option just exacerbates that condition. I do favor any option that directs Garland/Grand traffic toward I-30 and by passes Gaston Ave.	Comment noted.
845	Sarah Lamb	11/28/2018	Email	<p>Dear Lani,</p> <p>Please find the letter below that OPPOSES option 2, votes on and drafted by the Junius Heights Historic District Board of Directors. I am submitting this on behalf of the Junius Heights Board.</p> <p>Letter:</p> <p>To: The City of Dallas Council Representatives and the Mayor Rawlins From: René Schmidt, President, Junius Heights Historic District Re: Junius Heights' opposition to TxDOT's Option 2 for the 3G project</p> <p>The Junius Heights Board of Directors on September 25, voted unanimously to ask the City of Dallas and TxDOT to re-open the discussion on the design of the 3G intersection. The Board was united in its opposition to Option 2.</p> <p>As a neighborhood that borders Gaston Avenue, our concern continues to be that Option 2 is not good for the communities of East Dallas. Option 2 would encourage more traffic on Gaston towards downtown. As it is now, Gaston is already overcrowded during rush hour. On a personal note, I must cross Gaston every morning to get to work. It is a challenge I don't relish taking.</p> <p>Our belief is that TxDOT has focused only on the microcosm, not the macrocosm, i.e, by focusing only on the ease of traffic flowing through the 3G intersection, it has neglected to study what happens as Gaston becomes more congested. We have fought so hard to bring East Dallas back to life and the last thing we want to see is our quality of life negated by living next door to an urban highway.</p> <p>Gaston is not a suitable street for a rapid automobile transit thoroughfare. It passes through several school zones, restored and thriving historic</p>	Comment noted.

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				<p>neighborhoods, and, as it gets closer to downtown, eventually becomes two lanes.</p> <p>We believe the solution is to find a way to make the 3G intersection more pedestrian and bike friendly and encourage traffic to continue to head toward I-30 for a quicker commute to downtown. The inner city should not be forced to be drive-through neighborhoods for expanding suburbs.</p> <p>On Behalf of the Junius Heights Board of Directors,</p> <p>René Schmidt President, Junius Heights Historic District</p>	
846	Patricia Simon	11/28/2018	Email	I oppose option 2 in its current form. This plan does not take into consideration the effects through the Old East Dallas neighborhood/historic districts and poses negative effects on our hard-won plans for the re-development of Columbia Avenue. Alternate routes to downtown must remain viable options, and this plan makes it more difficult to reach them, including I-30 and others along Grand Avenue. Please take the time to consider the plan submitted by Mark Clayton and Philip Kingston.	Comment noted.
847	Mitra Shamsa	11/28/2018	Email	I am an East Dallas homeowner, and I am writing you today about the Garland, Gaston, Grand intersection. I support Option 2, as it improves pedestrian and driver safety, adds sidewalks and trail connections, increases efficiency, and is the result of a long and thorough public process. I hope to see the intersection work begin soon, with Option 2 as the final design.	Comment noted.
848	Mina Reddell	11/28/2018	Email	I am an East Dallas homeowner, and I am writing you today about the Garland, Gaston, Grand intersection. I support Option 2, as it improves pedestrian and driver safety, adds sidewalks and trail connections, increases efficiency, and is the result of a long and thorough public process. I hope to see the intersection work begin soon, with Option 2 as the final design.	Comment noted.
849	Michael Janicek	11/28/2018	Email	<p>Please see attached. That left turn lane from Garland Rd to Grand Ave will be backed up into the “free” lane going on to Gaston. Would need to extend left turn lane back to Winstead to have a chance of not impeding traffic. Besides, Garland Rd is a state highway that changes names; it should not be feeding into a residential street and changing direction.</p> <p>Text of Attachment:</p> <p>Option 2 would require a left turn lane extending back to Winstead to handle traffic back up for a red light waiting to turn. Too many cars go Grand and would have to wait to turn blocking one of the two moving lanes. This creates one lane free to Gaston.</p> <p>I oppose TxDOT’s current Option 2 design because It disrupts the current balance of traffic between Gaston and Grand. Specifically, I am opposed to</p>	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>the current plan because:</p> <ul style="list-style-type: none">• Option 2 re-aligns Garland Road directly onto Gaston Avenue, making Gaston the more accessible route and directing a larger proportion of traffic onto it• It removes the straight alignment of Garland/Grand and thereby needs direct access to I-30 South Dallas and Downtown.• It forces drivers who wish to remain on Grand and reach I-30 to take a left turn to do so.• It removes a full lane of traffic from Garland to Grand through the intersection, thereby disproportionally burdening Gaston Avenue.• It encourages commercial trucks wishing to reach I-30 and Downtown to leave SH78 – a designated truck route – and take Gaston Avenue. a smaller roadway that is NOT a back route. <p>Option 2 would require a left turn lane to Winstead to handle the back up for red light waiting to turn. Too many cars go Grand and would have to wait to turn blocking one of the two moving lanes.</p> <p>Option 2 was selected by 71 individuals who do not represent at of the affected stakeholders and neighborhoods. Option 2 is not a community preferred plan because TxDOT has NOT to considered the Impact that this project will have on the surrounding community.</p>	<p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p>
850	Michael Gibson	11/28/2018	Email	<p>I am vehemently opposing Option 2. It does not seem like it was well thought out or has taken all ramification into consideration. I will also be mailing a letter stating this much. This is a very important decision with huge ramifications!</p> <p>I own two businesses on Gaston Ave. ([REDACTED]), My personal residence is off of Gaston at [REDACTED] . And I have 2 other rental properties in the area ([REDACTED]). I also plan on acquiring more properties in the neighborhood and will continue to help rebuild this neighborhood. The damage Option 2 could do to this side of town should be considered.</p> <p>Thanks for hearing me out.</p> <p>The attachment provided is Form Letter D.</p>	<p>Comment noted.</p>
851	Will and Nora Clark	11/28/2018	Email	<p>To whom it may concern,</p> <p>Please find our attached TXDOT public hearing comment form. We STRONGLY OPPOSE option #2. I hope you will take into consideration the overwhelming community concerns as you finalize your plans.</p> <p>Thank you for your time,</p> <p>The attachment provided is Form Letter D.</p>	<p>Comment noted.</p>
852	Mary-Helen Chaplin	11/28/2018	Email	<p>I am a homeowner in Dallas District 9 and travel this intersection daily to get to my work at BSWH Heart and Vascular hospital. I have seen multiple collisions and near-misses at this intersection, especially with regard to left-turn from Grand onto Gaston needing to yield to traffic from Garland onto Gaston. In my opinion the safest option is to do away with the option to yield</p>	<p>Comment noted.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				at that intersection completely. People either ignorantly or willfully ignore the yield creating a danger for both drivers and pedestrians. I fully support the proposed Option 2 as I feel it does this in the most conclusive way. Thank you for working diligently to address this intersection. I look forward to a safer commute.	
853	Sarah Lamb	11/28/2018	Hand-delivered to TxDOT Dallas District Office	I oppose Option 2!! Option 2 I NOT the community preferred plan. Option 1 is the true community preferred plan. I request the TxDOT reconsider Option 1! Please see attached petition with 665 signature opposing option 2! I also ask that TxDOT hold an additional Public hearing so that those that were turned away from the November 13, 2018 hearing, may have a voice and be able to participate in this public process. The Final public hearing was NOT accessible to ALL who made a genuine effort to attend. Petition was attached – see Petition 2 in the Petition Matrix below.	TxDOT was unaware that anyone was being turned away from the venue. TxDOT posted the meeting presentation, exhibits, and comment form to the public hearing page on www.keepitmovingdallas.com so that anyone who was unable to attend could access the materials.
854	Lydia Wright	11/28/2018	Mail	I oppose TxDOT's current Option 2 design because it disrupts the current balance of traffic between Gaston & Grand. Specifically I oppose the current plan because: I oppose Option 2 because it re-aligns Garland Road & Gaston Ave which disrupts a vital linkage to I-30 which further disconnect East Dallas and South Dallas. Garland Road is a vital route for local commuters and commercial trucks which must be maintained. For the 7 years I lived in the 75238 zip code, I only used the Garland to Grand Route to I-30. It makes the most sense. Disrupting East Dallas Historic neighborhoods makes no sense and won't be an easier commute for travelers.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
855	Russell Pharr	11/28/2018	Hand-delivered	I oppose option 2. I live on San Mateo and the current plan does not address the needs of the neighborhood.	Comment noted.
856	William H. Scott, Sr.	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
857	Hal Scott	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
858	Sylvia Scott	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
859	Edward Whittler	11/28/2018	Hand-	I oppose option 2.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
			delivered		
860	Melissa McSpedden	11/28/2018	Hand-delivered	Melissa & Valentine Sonnier - We oppose Option 2	Comment noted.
861	Logan Webb	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
862	Pat Travis	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
863	Chris Marshall	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
864	Robert Marshall	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
865	Katy Roach	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
866	Michael Adkins	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
867	Paul Baker	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
868	John J. Lee	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
869	James D. Melton	11/28/2018	Hand-delivered	I oppose the TXDOT plan #2 for the Grand/Gaston/Garland Intersection.	Comment noted.
870	Rosa Maria Arriola	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
871	Judson Rowe	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
872	Brent Bailey	11/28/2018	Hand-delivered	I oppose Option 2 because it deliberately disconnects the direct path between 6 lane Garland and Grand Avenues. It unevenly redirects and increases traffic volume onto 2 lanes of residential Gaston Avenue. As a native East-Dallasite, I know first-hand the high volume of traffic that passes through this intersection, and can only mpagine just how backed up and delayed this large intersection will become based on the proposed turn lane layout. The current construction suggestion will slow Garland to East Grand traffic and strongly impact the primarily residential Gaston Avenue drivers, ultimately hurting all users of the intersection; PLEASE RE-THINK THIS!	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
873	Seth Kranz	11/28/2018	Hand-delivered	Seth Kranz - I oppose option 2.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
874	Treon Kranz	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
875	Dan Piassick	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
876	Amy Werntz	11/28/2018	Hand-delivered	I also oppose option #2	Comment noted.
877	Jeanne Ehler	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
878	Kenneth J.Ehler	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
879	Stephanie A.Phelps	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
880	Susan Brown	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
881	James M. Johnson	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
882	Nicholas Simon	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
883	Katherine Hill	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
884	Tom Tinner	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
885	M Walter	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
886	Vince Eakes	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
887	Name Illegible	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
888	T Millison	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
889	Sheri Gesin	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
890	Deborah Verbil	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
891	Jessica Layman	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
892	Susan Franks	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
893	Dan Leanard	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
894	David Shinn	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
895	Elizabeth Wheatley	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
896	David Duncan	11/28/2018	Hand-delivered	I oppose option 2.	Comment noted.
897	Nate Blackburn	11/28/2018	Hand-delivered	I oppose Option 2. Intentionally diverting traffic from a state highway onto an already over-capacity residential street is irresponsible, short-sighted, dangerous, contrary to sound urban development and totally nonsensical. Pretending that removing a lane and creating a left turn to stay on Hwy 78 will not divert traffic is ridiculous. Do the responsible thing for Dallas residents and maintain a straight alignment and balanced intersection. How is that not obvious?	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
898	Amber Montgomery Hartmann	11/28/2018	Hand-delivered	<p>November 24, 2018</p> <p>My name is Amber Hartmann, and I live at [REDACTED], [REDACTED]. [REDACTED] I am extremely opposed to Option 2 as it is currently designed.</p> <p>1. Gaston Avenue is a 4 lane, undivided neighborhood street that passes hundreds of single family homes and through 4 historic districts, the historic Lakewood Shopping Center, multiple neighborhoods and through Baylor Medical Center.</p> <p>2. Gaston Avenue is designated as a Community Collector on the Thoroughfare Plan and it is currently severely over capacity.</p> <p>3. Garland/Grand is also State Highway 78 and is designated as a Principal Arterial on the Thoroughfare Plan (this is 2 classifications higher than Gaston Avenue) and it serves as an important link from far northeast suburbs to I-30, South Dallas and Downtown.</p> <p>4. Garland/Grand is 6 lanes, divided, and is currently under-capacity.</p> <p>5. TxDOT's Option 2 realigns State Highway 78 onto Gaston Avenue, which will at least double the traffic on an already severely over-capacity residential street.</p> <p>6. Gaston Avenue is already the most dangerous street in East Dallas according to 2017 accident statistics. At a time when we should be addressing safety issues, this intersection design makes them worse!</p> <p>7. Option 2 removes the straight alignment of Garland/Grand and thereby impedes direct access to I-30, South Dallas and Downtown.</p> <p>8. TxDOT is working on improvements to I-30 that will make this route a very important link for regional traffic. Option 2 unnecessarily impedes this link.</p>	Comments received from the public have been thoughtfully considered, along with engineering considerations, in the development and selection of the proposed design. Public comments including petitions received during and after the public meeting, during the designated comment period, are included in the Public Meeting Documentation package, which is available for review at TxDOT Dallas District office and has also been posted on www.keepitmovingdallas.com , on the public meeting page.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				<p>This makes no sense!</p> <p>9. TxDOT's process has been flawed. Specifically, TxDOT requested Public Written Comments following their 4th public meeting this past January. They received 266 responses. Of these, 175 OPPOSED Option 2, 66 supported Option 2 and 25 addressed other issues or were inconclusive. TxDOT also received a change.org petition with over 500 signatures (and growing) Opposing Option 2 that they ignored.</p> <p>10. Option 2 is CLEARLY NOT the "community preferred plan" and more time must be taken to better evaluate Gaston Avenue and the downstream effects that this plan will have on our City streets and neighborhoods.</p> <p>11. These are all very important community impacts that TxDOT has failed to address. I oppose Option 2 and call for a balanced plan that maintains the straight alignment of Garland/Grand and existing lane counts through the intersection.</p> <p>The City of Dallas needs to do adequate traffic studies of the impact that ANY OPTION will have on Gaston Avenue and surrounding streets. There are constant wrecks at our intersection alone (Gaston and Pearson) and we have 11 children that reside at our intersection alone. This needs to be addressed NOW, because the last thing we need is traffic closer to our homes and families than it already is. This is about SAFETY!!!!</p>	
899	Clay Hartmann	11/28/2018	Hand-delivered	<p>My name is Clay Hartmann and I strongly oppose Option 2. I live at the intersection of Gaston and Pearson, at [REDACTED] [REDACTED]</p> <p>[REDACTED]</p> <p>Gaston Avenue is a 4 lane, undivided neighborhood street that passes hundreds of single family homes and through 4 historic districts, the historic Lakewood Shopping Center, multiple neighborhoods and through Baylor Medical Center.</p> <p>Gaston Avenue is designated as a Community Collector on the Thoroughfare Plan and it is currently severely over capacity.</p> <p>Garland/Grand is also State Highway 78 and is designated as a Principal Arterial on the Thoroughfare Plan (this is 2 classifications higher than Gaston Avenue) and it serves as an important link from far northeast suburbs to I-30, South Dallas and Downtown.</p> <p>Garland/Grand is 6 lanes, divided, and is currently under-capacity. TxDOT's Option 2 realigns State Highway 78 onto Gaston Avenue, which will at least double the traffic on an already severely over-capacity residential street.</p> <p>Gaston Avenue is already the most dangerous street in East Dallas according to 2017 accident statistics. At a time when we should be addressing safety issues, this intersection design makes them worse!</p> <p>Option 2 removes the straight alignment of Garland/Grand and thereby impedes direct access to I-30, South Dallas and Downtown.</p> <p>TxDOT is working on improvements to I-30 that will make this route a very important link for regional traffic. Option 2 unnecessarily impedes this link.</p> <p>This makes no sense!</p> <p>TxDOT's process has been flawed. Specifically, TxDOT requested Public Written Comments following their 4th public meeting this past January. They received 266 responses. Of these, 175 OPPOSED Option 2, 66 supported Option 2 and 25 addressed other issues or were inconclusive. TxDOT also received a change.org petition with over 500 signatures (and growing) Opposing Option 2 that they ignored.</p>	<p>Comments received from the public have been thoughtfully considered, along with engineering considerations, in the development and selection of the proposed design. Public comments including petitions received during and after the public meeting, during the designated comment period, are included in the Public Meeting Documentation package, which is available for review at TxDOT Dallas District office and has also been posted on www.keepitmovingdallas.com, on the public meeting page.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				Option 2 is CLEARLY NOT the "community preferred plan" and more time must be taken to better evaluate Gaston Avenue and the downstream effects that this plan will have on our City streets and neighborhoods. These are all very important community impacts that TxDOT has failed to address. I oppose Option 2 and call for a balanced plan that maintains the straight alignment of Garland/Grand and existing lane counts through the intersection.	
900	Marcel Quimby	11/28/2018	Hand-delivered	<p>This letter is to state my strong opposition to TxDOT's current version of design Option 2 for improvements at the Garland Road / E. Grand Avenue at Gaston intersection. As an introduction, my name is Marcel Quimby and I live at [REDACTED] in Dallas - approximately a half-mile from this intersection. I am a preservation architect, have served as President of the Dallas Chapter of the AIA, President of Preservation Dallas, Advisor Emeritus of the National Trust of Historic Preservation and former Board Member of Greater Dallas Planning Council. I currently serve on the City of Dallas' Urban Design Peer Review Panel.</p> <p>I am one of many residents in the Hollywood Santa Monica neighborhood that are in strong opposition to the current version of Option 2. The Lakewood/East Dallas community deserve a Compromise Plan that reduces broader community impacts to its existing traffic issues, responds to demands for community-based criteria (not only highway design), recognizes the community cultural/neighborhood/and historical context, as well as balances short- and long-term mobility and safety for all users — and not just commuters during rush hour.</p> <p>My reasons for my opposition are multiple, as follows:</p> <ul style="list-style-type: none">• This diversion will re-direct most of the southbound traffic from Garland Road onto Gaston Avenue, increasing traffic onto this largely residential street. By TxDOT's own calculations this will result in increased traffic onto not only this section of Gaston between Garland Road and Abrams, but this increased traffic will then travel thru other Lakewood and East Dallas neighborhoods as drivers navigate to their final destinations in or around downtown Dallas. This additional 'downstream' traffic and its adverse effect on Lakewood's historic neighborhoods has not been taken into consideration in TxDOT's design — a major flaw of the process to date. This increased traffic problem will impact these East Dallas neighborhoods for decades to come.• Re-directing this traffic onto Gaston Avenue will greatly increase the traffic onto a local road that is already overburdened. The proposed 2-lane large sweeping curve at this intersection will encourage both southbound and northbound traffic on Garland and E. Grand to make this turn at a higher speed and increase likelihood of accidents — making this intersection even more dangerous than it is already. Traffic on Garland Road and Grand Avenue should be encouraged to remain on these wider, 6-lane roads instead of being redirected to the narrower, 4-lane Gaston Avenue.• I fear a likely, completely foreseeable result will be future proposals	A review of potential historical resources impacts was conducted and a Historic Project Coordination Request Form was prepared for the proposed project. In compliance with the Section 106 PA, the Antiquities Code of Texas, and the MOU, TxDOT historians determined project activities do not affect historic properties.

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				<p>to widen the residential section of Gaston immediately east of the subject intersection due to these increased traffic counts. In the mid-1960s, Gaston Ave was included on the City's Thoroughfare Plan along with a bridge over Garland Road and extension to I-30. This was publicly debated and defeated... as should any current plans that increase vehicular traffic on Gaston Avenue.</p> <ul style="list-style-type: none">• A related traffic problem that has also not been addressed are the existing traffic backup at downstream Gaston Avenue intersections at Abrams, Skillman and other already heavily backed intersection throughout the day. With the additional traffic proposed for Gaston Road, these intersections will become even more congested – and simply move the existing problem at Garland and Grand to other intersections that will then become the City of Dallas' problem.• Garland Road and Grand Avenue is the original route of the 1921-1930 Texas Highway 1—the first fully paved road that traversed Texas, this was part of the second transcontinental highway from California to the East Coast. This original route continued past Fair Park to Downtown Dallas and west to Fort Worth, West Texas and to California. This historic highway across the US and Texas is a historic highway – and preceded Highway 66 by decades. Many communities are building on their location as Texas's first state highway as an economic development tool – as is Garland. This proposed realignment to Gaston Road will adversely affect the natural flow of this historic route and limit future economic development possibilities.• The 'straight' alignment of Garland Road /Grand Ave with a T-intersection is the logical route for traffic to continue south to I-30 and Fair Park instead of encouraging traffic to turn on Gaston Avenue. Re-directing more traffic as Option 2 proposed is yet another badly planned decision that may benefit TxDOT at this intersection but will result greatly increase east-west traffic thru our neighborhoods and adversely affect the quality of life in East Dallas – issues that are currently not part of Tx Dot's plan nor being studied by anyone else. As one speaker noted at the Nov. 13, 2018 public meeting noted, the Garland Road / Grand Ave route should be returned to its straight alignment to remove the current 'kink'. <p>While we understand the desire of many neighbors who live north of this intersection who desire a faster way to traverse East Dallas as they travel to work weekday mornings and evenings, the current design in Option 2 provides this – but is at the expense of dozens of residential neighborhoods in East Dallas, many of them among the most historic and beautiful inner-city neighborhoods in the City. These 'downstream' neighborhoods should not be subjected to increased traffic seven days/week, 24-hours a day due to the Option 2 plan. Surely the impact to those who have the most to lose (living near safe roads, and not subjected to additional traffic on Gaston and downstream areas) should not pay the price for lack of planning of the larger community by TxDOT and the City of Dallas.</p>	

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				I oppose Option 2 for the above reasons and because it is not the preferred plan of those whose homes and neighborhoods will be directly and adversely affected. I strongly urge TxDOT to review and revise Option 2 to provide a Compromise Plan that is community-based, reduces broader community impacts to its existing traffic issues, responds to demands for community-based criteria (not only highway design), recognizes the historic importance of these neighborhoods and original Texas-1 highway as well as balances short- and long-term mobility and safety for all users.	
901	Linda Solomon	11/28/2018	Hand-delivered	I oppose Option 2 because 1) traffic goes from 6-lane to 4-lane on Gaston 2) negative traffic effect on a very broad area 3) makes it impossible to go straight down Garland/Gaston St 4) violates Dallas Complete Streets Manual 5) violates Dallas Thoroughfare Plan 6) ignores TxDOT traffic projections 7) deliberately disconnect the direct path between Garland and Grand Ave.	Commented noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
902	Sara Wood	11/28/2018	Hand-delivered	I oppose opt 2. *I support opt 1*	Comment noted.
903	Norma Minnis	11/28/2018	Hand-delivered	I wanted to attend the meeting held @ the Arboretum on 11/13/18 However, when I arrived @ 6:45 for the 7 pm meeting I was not allowed to enter... too many people!	TxDOT was unaware that people were being turned away from the venue. Overflow parking was available within the Dallas Arboretum Parking Garage. TxDOT staff was at the public hearing until 10:30 p.m. until every participatns had an opportunity completed their comments. Also, interest parties were given opportunities to comment for 15 days after public hearing. TxDOT posted the meeting presentation, exhibits, and comment form to the public hearing page on www.keepitmovingdallas.com so that anyone who was unable to attend could access the materials.
904	Will Kanute	11/28/2018	Hand-delivered	Straighten the intersection Do not increase Gaston traffic/ Keep Garland/ East grand as the main route to I30	Comment noted.
905	Sergio Paredes	11/28/2018	Hand-delivered	Gaston is my neighborhood street Keep traffic on Garland-East Grand	Comment noted.
906	John R. Myers	11/28/2018	Hand-delivered	Gaston is my neighborhood street I can hardly leave my house in Lakewood because of the traffic. Keep through traffic on Garland/East Grand	Comment noted.
907	Stephanie Hulme	11/28/2018	Hand-delivered	Gaston Avenue is a neighborhood street Traffic to I30 can go down Garland/East Grand	Comment noted.
908	Stephen E. Hulme	11/28/2018	Hand-delivered	Save Gaston for neighborhood traffic Keep through traffic on Garland/East Grand	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
909	Georgene Harris	11/28/2018	Hand-delivered	Stop destroying my neighborhoods in the [illegible] city bc routes traffic through them. I use that intersection all the time. I have relatives in that area. Don't focus the traffic onto Gaston.	Comment noted.
910	Susan Mustard	11/28/2018	Hand-delivered	I am opposed to Tex Dot plan that increases traffic on Gaston Ave. Why destroy neighborhoods?	Comment noted.
911	Jerry B. Harris	11/28/2018	Hand-delivered	I drive this intersection often. It is dangerous. It needs to be a straight shot on Garland/East Grand Gaston needs to be deemphasized	Comment noted.
912	Claudia McLaughlin	11/28/2018	Hand-delivered	Traffic needs to stay on Garland & East Grand to I30 there are 2 historic neighborhoods that are being endangered	Comment noted.
913	Mark Glantz	11/28/2018	Hand-delivered	No more traffic onto Gaston too much already	Comment noted.
914	Ken Crump	11/28/2018	Hand-delivered	More traffic on Gaston destroys neighborhoods Keep traffics on Garland/East Grand	Comment noted.
915	Scott Ewing	11/28/2018	Hand-delivered	Do not increase the traffic on Gaston. Gaston is a residential street. Take the traffic to Interstate 30 via State Highway 78	Comment noted.
916	Nash Hulme	11/28/2018	Hand-delivered	Fix the intersection to lessen traffic on Gaston NOT increase it	Comment noted.
917	Bryon Lutz	11/28/2018	Hand-delivered	No more traffic on Gaston!!!	Comment noted.
918	Gary Gray	11/28/2018	Hand-delivered	Congratulations TxDOT you have managed to pit neighborhood against each other. Y'all need some counseling!	Comment noted.
919	Gloria Adams McClam	11/28/2018	Hand-delivered	I oppose Option 2 because will disrupt the flow of the neighborhood and Gaston Avenue by transferring the present easily accessible flow of traffic to I30 onto a more complicated mean by making traffic to maneuver through neighborhoods that not design for the traffic flow. Also present problems to family with children having to deal the business of such a small road	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
920	Ramian Ackerman	11/28/2018	Hand-delivered	I am against this because they are trying to segregate the Latin community (EAST GRAND) from the predominately white community (LITTLE FOREST HILLS).	A Community Impact Assessment was completed for the proposed project and it was determined that no impacts related to environmental justice, limited English proficiency, or community cohesion would occur as a result of the proposed project.
921	Robert Ackerman	11/28/2018	Hand-delivered	I oppose option #2, because it further aggravate an already burdensome traffic problem in Lakewood/Junius Heights neighborhood, disturb the quality of life and the value of my property. TxDOT need to do far more extensive research on communities impacted (if in fact they've done any at all) and do a great deal more longterm and multi phase planning before they spend tax payers money. A 'T intersection' w/ a 3 way synchronized traffic light system	A Community Impact Assessment was completed for the proposed project and it was determined that no impacts related to environmental justice, limited English proficiency, or community cohesion would occur as a result of the proposed project. Access and travel pattern changes would benefit pedestrians, adjacent businesses, and emergency response times.

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				would do just fine.	
922	Sally Ackerman	11/28/2018	Hand-delivered	I oppose TxDOT's current Option 2 design because it disrupts the current balance of traffic between Gaston & Grand. Specifically, I am opposed to the current plan because: -Option 2 re-aligns Garland Road directly onto Gaston Ave, making Gaston the more accessible route & directing a larger portion of the traffic onto it. -It removes the straight alignment of Garland/Grand and thereby impedes direct access to I30, South Dallas, and Downtown. -And for many more reasons.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
923	Anna S. Martinez	11/28/2018	Hand-delivered	This change would out an unnecessary burden on Gaston Rd already dangerous and surrounding historic neighborhoods and Lakewood Center. Garland runs straight into East Grand which already has three lanes and goes straight to 30. This would lead to more construction in the future. Whats the logic of this plan from people outside of neighborhood?	Comment noted.
924	Steve Clinger	11/28/2018	Hand-delivered	I strongly oppose Option 2. For drivers traveling East to West on S.H. 78 at the intersection of Gaston Avenue, traffic congestion is being reduced by providing an easy curve into 4 lane Gaston versus a left turn to remain on State Highway 78. Gaston Avenue is a residential street/collector with homeowners entering and exiting their home directly to Gaston. Gaston is already dangerous as it now functions and can only get worse with this new design. And the traffic impact will reverberate throughout much of Historic Old East Dallas. It is difficult to believe any traffic study has been completed that extends beyond the intersection.	Comment noted.
925	Mark Sharp	11/28/2018	Hand-delivered	Support Option 2	Comment noted.
926	Sarah Hargrave	11/28/2018	Hand-delivered	I oppose Option 2	Comment noted.
927	Kelly Toman	11/28/2018	Hand-delivered	I oppose Option 2	Comment noted.
928	Jonathan Toman	11/28/2018	Hand-delivered	I oppose Option 2	Comment noted.
929	Ruth Vele	11/28/2018	Hand-delivered	I oppose Option 2	Comment noted.
930	Erik Hargrave	11/28/2018	Hand-delivered	I oppose Option 2	Comment noted.
931	Melissa Vele	11/28/2018	Hand-delivered	I oppose Option 2	Comment noted.
932	Jason Vele	11/28/2018	Hand-	I oppose Option 2	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
			delivered		
933	Devon Schultz	11/28/2018	Hand-delivered	I oppose Option 2	Comment noted.
934	Kelly Gibson	11/28/2018	Hand-delivered	I oppose Option 2	Comment noted.
935	Elizabeth Shinn	11/28/2018	Hand-delivered	I oppose Option 2	Comment noted.
936	Lori Braunstein	11/28/2018	Hand-delivered	I oppose Option 2	Comment noted.
937	Julie Braunstein	11/28/2018	Hand-delivered	I oppose Option 2	Comment noted.
991-994	Mandy Hennen Elizabeth Hennen Thomas Hennen Jr Thom Hennen	11/28/2018	Hand-delivered	<p>I oppose TxDOTs current Option 2 design because It disrupts the current balance of traffic between Gaston and Grand. Specifically, I am opposed to the current plan because:</p> <ul style="list-style-type: none">• Option 2 re-aligns Garland Road directly onto Gaston Avenue, making Gaston the more accessible route and directing a larger proportion of traffic onto it• -It removes the straight alignment of Garland/Grand and thereby needs direct access to I-30 South Dallas and Downtown.• It forces drivers who wish to remain on Grand and reach I-30 to take a left turn to do so.• It removes a full lane of traffic from Garland to Grand through the intersection, thereby disproportionally burdening Gaston Avenue.• -It encourages commercial trucks wishing to reach 140 and Downtown to leave SH78 — a designated truck route — and take Gaston Avenue. a smaller roadway that is NOT a back route. <p>Option 2 was selected by 71 individuals who do not represent at of the affected stakeholders and neighborhoods. Option 2 is not a community preferred plan because TxDOT has NOT to considered the Impact that this project will have on the surrounding community.</p> <p>*Not mentioned is: our street is [REDACTED] has to deal with the Dart Bus Stops + Breaks Daily!</p>	<p>The proposed project does not re-designate Gaston Avenue as a truck route. Trucks should still follow the designated SH 78 truck route.</p> <p>A Community Impact Assessment was completed for the proposed project and it was determined that no impacts related to environmental justice, limited English proficiency, or community cohesion would occur as a result of the proposed project. Access and travel pattern changes would benefit pedestrians, adjacent businesses, and emergency response times.</p>
939	Bill Williams	11/28/2018	Hand-delivered	<p>I oppose TxDOT's Option #2 for the following:</p> <p>1. more traffic directed on to a residential street from a state highway</p> <p>2. More traffic on a residential street that travels through 2 schools zones, a hospital zone and eventually a two lane (1 each way) to serve commuters as a shortcut downtown.</p> <p>no option #2.</p>	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p>
940	David Bailey	11/28/2018	Hand-delivered	I Oppose Option 2 for the highway 78 and Gaston intersection. Option 2 deliberately disconnects the size lane direct path of highway 78 at the intersection. It encourages traffic onto Gaston instead of continuing on the	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				six-lane state highway designed to carry that traffic to I-30, Fair Park, and Downtown. It is inconceivable that someone would need to make a left turn to remain on a state highway if there was any other option. I have lived on Gaston for 30 years and I can testify that traffic figures that it is overburdened. Please do not encourage additional traffic thru our neighborhoods on an already over-capacity "residential collector" street that is the front yard street for hundreds of people. Please encourage that traffic to stay on the state highway that is available and under-utilized. Please work with us on a modified design that "favors" traffic to stay on the state highway while still offering bike and pedestrian safety improvements.	the intersection. The proposed design best accommodates current traffic pattern through this intersection.
941	Cindy Bailey	11/28/2018	Hand-delivered	I Oppose option 2. I have lived on Gaston Avenue in the same house for 30 years and have seen the steady increase in traffic on my street. I refer to it as "Gaston Highway" because many times I cannot get out of my driveway. If this option is approved, it will deliberately redirect and increase traffic from a six lane, direct path to I30 to a residential, 4 lane street. We have elementary - highschool age children who walk to and from school on this mostly RESIDENTIAL street. DO NOT PUT THEIR LIVES IN FURTHER DANGER. Drivers treat this street as a highway and drive WAY too fast. PLEASE DO THE RIGHT THING!!!	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
942	Mable Stanley	11/28/2018	Hand-delivered	It seems to me that the proposed "option 2" plan to address traffic & safety issues at the Highway 78/Gaston intersection would increase traffic on Gaston Avenue. These changes would only transfer these issues into a primarily residential and historic neighborhood. Please don't overload Gaston Avenue with this traffic. Keep this traffic, highway to interstate.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
943	Ashley Jones	11/28/2018	Hand-delivered	I oppose Option 2 because it would cause an uneven distribution of traffic on to Gaston Rd, which is already congested with traffic. Long term this would increase the difficulty to getting in and out of businesses and traveler safety.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
944	Juanita Alvarado	11/28/2018	Hand-delivered	I do not support Option 2. TxDOT's own reports suggest that it would create more traffic on Gaston Ave. Gaston Ave is a residential street lined with not only single family homes, but hundreds of apartments. Those apartments are full of children and most of them across Gaston on foot each day to and from school. A residential street is not a viable substitute for a highway, especially when there is already a perfectly good and already underused one, SH 78.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
945	Dalia Rivera	11/28/2018	Hand-delivered	I oppose Option 2. I have children that cross Gaston to get to school. Gaston is already an extremely busy street. Forcing more traffic through the neighborhood and down a street that many children cross to get to school would be creating a dangerous time bomb.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
946	Eric Alvarado	11/28/2018	Hand-delivered	I oppose Option 2. It changes traffic flow in a way that has a negative effect on a broad area. TxDOT has not performed a Community Impact Analysis Study. This means they have not assessed the impact of local or suburban traffic beyond the intersection, not have they considered broader environmental, or community impacts to residents, businesses,	Environmental studies have been conducted for the proposed project, including archeological resources, biological resources, community impacts, historic resources, hazardous materials, and water resources. The Community Impact Assessment completed for the proposed project determined that no impacts related to environmental justice, limited English proficiency, or community cohesion would occur as a result of the proposed project. Access and travel pattern changes

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				neighborhoods, community facilities, schools, pedestrians or cyclists.	would benefit pedestrians, adjacent businesses, and emergency response times. Results of all these studies were available at the public hearing, and are currently available for review at the TxDOT Dallas District office.
947	Alexis Bocanegra	11/28/2018	Hand-delivered	I oppose Option 2 because it will encourage more traffic onto Gaston that is already over used instead of encouraging more traffic to utilized SH 78 that is currently under used. Option 2 will increase the already existing dangers to pedestrians, cyclists, and home owners.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
948	Kelly Puete	11/28/2018	Hand-delivered	I oppose option 2. It makes it difficult to continue straight on SH 78 and encourages more traffic through residential areas known for heavy pedestrian and cyclist traffic.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
949	Elizabeth Offutt	11/28/2018	Hand-delivered	I oppose Option 2. It encourages traffic from SH 78 that was built for and intended to be used as a highway onto Gaston Ave that was built for and intended to be used as a residential street. The city has recently made changes to Gaston Ave to make it safer for pedestrians and cyclists. Option 2 would completely undermine these efforts by the city to protect its citizens.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
950	Sue Reyes	11/28/2018	Hand-delivered	I oppose option 2. It takes the traffic from 6 lane divided state highway and funnels to 4 lane residential street.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
951	Rebeca Rangel	11/28/2018	Hand-delivered	I am opposed to Option 2 because it will create more traffic in the residential and school zones that my children regularly use.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
952	Nelida Ortez	11/28/2018	Hand-delivered	I am opposed to Option 2. It will create more traffic onto Gaston and ultimately through residential neighborhoods and streets use by children to walk to and from 4 schools in an area.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
953	Katherine Offutt	11/28/2018	Hand-delivered	I oppose Option 2 because it takes the traffic from a 6-lane highway and funnels onto a 4-lane residential street.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
954	Kenneth Stern	11/28/2018	Hand-delivered	I oppose Option 2 because it violates the Dallas Complete Streets Manual and the Dallas Thoroughfare Plan to call for calmer speeds improved safety for all users and balancing traffic volumes through neighborhoods. Dallas transportation policy does not support increasing vehicle speed through an intersection at the expense of all other users.	The proposed project would not increase the speed limit on Gaston Avenue. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
955	Arturo Offutt-Garza	11/28/2018	Hand-delivered	I oppose Option 2 because it ignores traffic projections that TxDOT themselves determined. TxDOT's own calculations show that traffic volumes on East Grand will equal and exceed the demand on Gaston - yet TxDOT's Option 2 inappropriately places the focus of traffic diversion onto Gaston's narrow undivided 4-lanes rather than East Grand's wide divided 6-lanes.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
956	James Gudat	11/28/2018	Hand-delivered	I do not support option 2 in its current form as it funnels too much traffic on to Gaston avenue as well as diverting commercial trucks onto a street that is not a truck route. This plan also forces traffic wanting to reach I-30 to turn left. TxDOT must consider the impact the project has on our neighborhoods.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
957	Dorothy Savage and Virginia Mcalester	11/28/2018	Hand-delivered	I oppose Option 2 because it changes traffic flow in a way that has a negative effect on a VERY broad area. Please maintain a straight alignment between Garland Rd and East Grand.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
958	Joshua Adams	11/28/2018	Hand-delivered	It forces drivers who wish to remain on Grand to 30 to have to turn left instead of going straight as the do no presenting another back up of traffic.	Comment noted.
959	Michael Stanford	11/28/2018	Hand-delivered	The main objection to option 2 appears to be that it will funnel traffic through the surrounding residential neighborhoods. Please consider additional measures to facilitate this, such as Stop-Lights, Four-way Stops and speed bumps in the affected areas.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection. All direction of traffic will stop at different phases, which improves safety from current intersection layout with some movements that doesn't stop.
960	Rene Schmidt	11/28/2018	Hand-delivered	I Oppose Option 2. Option 2 funnels traffic down Gaston. Option 2 removes the straight alignment of Garland/Grand and impedes direct as to I-30 and downtown. All the stakeholders were not involved in the process - in the initial planning, there was no representation from the neighborhoods that border Gaston. These are the communities most affected by the funneling of more traffic down Gaston. Option removes a full lane of traffic from Garland to Grand, thereby disproportionally burdening Gaston Avenue.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
961	Nancy Sanford	11/28/2018	Hand-delivered	I oppose TxDOTs current option 2. As a longtime resident of this area I have seen the imbalance of traffic growing on Gaston Ave due to development of more and larger residential buildings. Option 2 would only further disrupt the current traffic flow from garland to Gaston and Grand. It would make it more difficult to reach I-30 from Grand which currently is a straight shot. It encourages commercial trucks off the designated truck route (SH78) to Gaston which is not a designated truck route but a road thru a residential area not designed for truck traffic in its size (lanes). This option 2 is not representative of the neighbors who live in the area or quite frankly the roads TxDOT is trying to modify.	The proposed project does not re-designate Gaston Avenue as a truck route. Trucks should still follow the designated SH 78 truck route. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
962	Lee Lattimore	11/28/2018	Hand-delivered	Option 2 re-aligns Garland Road directly onto Gaston. I oppose Option 2.	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
963	Nena A. Sarampote	11/28/2018	Hand-delivered	I oppose TxDOTs current 2 design because it is disrupts the current balance of Travel between Gaston and Grand. I am specifically opposed to the plan because Option 2 re-aligns Garland road directly onto Gaston avenue diverting a larger proportion of traffic onto Gaston	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
964	James Sims	11/28/2018	Hand-delivered	I support Option #1 I am a East Dallas Resident and I oppose Option #2 as the 3G intersection re-development plan. Option #2 will direct additional commuter traffic into our neighborhood, causing cut through traffic on our streets and endangering the safety of our families. Option #1 is the best choice for all of East Dallas because it maintains a straight alignment for Garland/Grand and better balances traffic volumes through the intersection.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
965	Evangeline Austria	11/28/2018	Hand-delivered	I oppose TxDOTs current Option 2 design because It disrupts the current balance of traffic between Gaston and Grand. I am specially opposed to the current plan because Option 2 re-align Garland Rd directly onto Gaston Ave, diverting a larger proportion of traffic unto Gaston	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
966	Jacqueline Staley	11/28/2018	Hand-delivered	I'm opposed to option 2. It will increase traffic to the point of torture on Gaston.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
967	Guadelia Sales	11/28/2018	Hand-delivered	I oppose TxDOTs current Option 2 design because it disrupts the current balance of traffic between Gaston and Grand. I am specifically opposed to the current plan because option 2 removes two straight alignment of Garland/Grand and thereby impedes directly across to I-30, South Dallas, and Downtown	Comment noted.
968	Valentine Sonnier	11/28/18	Hand-delivered	I oppose option 2.	Comment noted.
969	Robert Thomas	11/28/2018	Hand-delivered	I oppose Option 2! Too much traffic would be funneled onto Gaston.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
970	Virginia McAlester	11/28/2018	Hand-delivered	I oppose Option 2 because it negatively effects a VERY broad area. What began as a simple study to make an intersection safer has evolved in ways that change the flow of traffic in a way that has broad ramifications that have not been studied. TxDOT has not performed one of their Community Impact Analysis Studies. This means they have not assessed impact of local or suburban traffic beyond the intersection, nor have they considered broader environmental, or community impacts to residents, businesses, neighborhoods, historic districts, community facilities, schools, transit, drivers, pedestrians, cyclists, cultural or historical resources. It is hard to imagine a worse outcome for the larger area. Historic resources	Environmental studies have been conducted for the proposed project, including archeological resources, biological resources, community impacts, historic resources, hazardous materials, and water resources. Results of all these studies were available at the public hearing, and are currently available for review at the TxDOT Dallas District office. The Community Impact Assessment completed for the proposed project determined that no impacts related to environmental justice, limited English proficiency, or community cohesion would occur as a result of the proposed project. Access and travel pattern changes would benefit pedestrians, adjacent businesses, and

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				all along Gaston are negatively impacted by added traffic. At the same time current and planned connections reached via Grand Avenue—to I-30, to Fair Park, to South Dallas, to Deep Ellum and to downtown—are made far more difficult to utilize.	emergency response times. A review of potential historical resources impacts was conducted and a Historic Project Coordination Request Form was prepared for the proposed project. In compliance with the Section 106 PA, the Antiquities Code of Texas, and the MOU, TxDOT historians determined project activities do not affect historic properties.
971	Robin Rosenthal	11/28/2018	Hand-delivered	<p>I oppose TxDOTs current Option 2 design because it disrupts the current balance of traffic between Gaston and Grand. I specifically oppose the option 2 plan because:</p> <p>It removes the straight alignment of Garland/Grand (a Highway & designated truck route) onto an overburdened residential street.</p> <p>Forcing drivers to take a left turn to stay on a highway is a ridiculous idea. The alignment must remain intact, because more vehicles and trucks will be forced onto our residential street.</p> <p>Gaston Avenue is not a truck route. Speed is already not enforced and it is very dangerous. I've personally almost been hit in a pedestrian walkway w/ the right-of-way twice!! Almost killed for crossing the street. A highway must not be redirected onto our overburdened, neighborhood Avenue. Traffic must stay on the highway.</p>	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p>
972	Melanie Vanlandingham	11/28/2018	Hand-delivered	I oppose Option 2. Keep the straight alignment of Garland - E. Grand to keep current traffic volumes balanced. Use East Grand 6 lanes more effectively and efficiently, and maintain the same number of lanes from Garland Rd to East Grand!!	Comment noted.
973	Wade Henderson	11/28/2018	Hand-delivered	I oppose option 2	Comment noted.
974	Jill Henderson	11/28/2018	Hand-delivered	I oppose option 2	Comment noted.
975	Carter Crume	11/28/2018	Mail	Option 2 is a bad solution! It divides a very cohesive neighborhood. The Lakewood area will be destroyed by this poorly conceived idea. No one who lives in this area would ever come up with this destructive, dangerous idea. It will be horrible for property values on both sides of this "wall" of traffic! Do not destroy Lakewood!	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p>
976	Otto Marquez	11/28/2018	Mail	I support option 2. I attended the meeting to hear both sides of the issue. Option 2 is a vast improvement of current situation. It is clear to me the traffic is not being diverted onto Gaston Ave. It looks like the column to the bridge is in the way preventing straight alignment of Garland/Gaston road. The intersection now is dangerous with dedicated through lanes and cars drive so fast through the intersection. There is no way to stop traffic if you are trapped in the center island. I once saw a person in a handicapped scooter trapped in the traffic as there is no pedestrian crosswalk light once you are in the center	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				island. Thank you for all your hard work!	
977	Mark Roden	11/28/2018	Mail	<p>I oppose TxDOT’s current Option 2 design because it disrupts the balance of traffic between Gaston and Grand/Garland Road, specifically:</p> <p>Option 2 re-aligns Garland to divert traffic directly onto Gaston. Garland/Grand is a state highway and is more equipped to handle increased traffic than Gaston.</p> <p>Option 2 forces drivers on Grand to take a left turn to reach I-30.</p> <p>Option 2 is not the community preferred plan. TxDOT need to consider the impact this project will have on the surrounding community.</p>	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p>
978	Julie Rutjes	11/28/2018	Mail	<p>I oppose Option #2! I live in one of the many residential neighborhoods running along Gaston Ave, specifically Junius Heights. It among many others, including Swiss Ave, Meyer Place, Peak’s Addition (I could go on) will have what is effective Hwy 78 divided onto a 2-lane road running split through our neighborhoods. We have schools here. Our homes are here. We value safety and neighborhood tranquility. I can’t believe we’re even having a conversation about and having to argue against a plan that will (let’s not kid ourselves) divert a large volume of traffic off of Hwy 78 and onto and through our neighborhoods. Hwy 78 (E. Grand) was designed to carry this traffic. It’s more lanes. It’s a feeder directly onto Hwy 30 from the suburbs east. Those east of White Rock and off Hwy 78 now are the seeking to make their problem ours. They argue this won’t increase traffic on Gaston and decrease it on Hwy 78. If not, then why do they so ardently want opt. 2!?</p>	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p>
979	Kim Edge	11/28/2018	Mail	<p>I am in support of option 2 100%. I attended the meeting to hear both sides. The current intersection is not safe. It is clear on option 2 that traffic is not diverted. The lanes are not drastically changed and finally there are stop lights and it’s pedestrian friendly as currently it is not at all. The current intersection causes accidents with merging lanes and dedicated through traffic lanes. Apps like waze and Google direct drivers through neighborhoods to avoid traffic, so it’s not clear to me that option 2 will cause some conflict and force people to take a route they currently choose not to take. Thank you for your hard work looks like all options were explored.</p>	<p>Comment noted.</p>
980	Patrick and Patricia Riley	11/28/2018	Mail	<p>Please vote no to Option 2. My wife and I are definitely against any plan which would increase traffic on Gaston Ave. Traffic on Gaston is very heavy already. At certain times of the day, turning across traffic onto side streets off Gaston is virtually impossible. Diverting commercial traffic onto Gaston would also be a major mistake. Commercial traffic moving thru residential areas is never a good idea. Also, the weight of the trucks would cause the roadway pavement to wear out at a much faster rate. Eliminating lanes and creating a turn lane at Garland and Grand would create additional congestion and add to drive times. It is time to explore other options and more viable options than option 2.</p>	<p>Comment noted.</p> <p>A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.</p>

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
981	Elizabeth Gallagher	11/28/2018	Mail	Option 1 is the best choice. As a resident of Gaston Ave, I urge you to choose Option 1.	Comment noted.
982	Caleb Bernhardt	11/28/2018	Mail	I like Option 1 much better! Option 2 is bad for residential neighborhoods.	Comment noted.
983	Kian Gallagher	11/28/2018	Mail	Option 2 is bad. Option 1 is fair.	Comment noted.
984	J. Richard Gallagher	11/28/2018	Mail	We live at corner of Gaston & Huntley We bought 90+ yr old house 10 years ago in a residential neighborhood. Now TxDOT wants to turn Gaston into “State Hiway” Gaston/Grand is a State Highway -Only reason for a State Highway: TRAFFIC! Keep Garland/Grand a state highway! Keep Gaston a residential street! Current intersection only minor problem OPTION 1 is ONLY 1! We did not receive advance notice of the options	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
985	Laura Mallett	11/28/2018	Mail	I oppose TxDOT’s current option 2 design because it disrupts the balance of the traffic between Grand and Gaston. Specifically, I object to the diversion of a larger proportion of the traffic onto Gaston which was never designed for this amount of traffic. Additionally, truck traffic will be diverted to Gaston, which is not a designated truck route.	Comment noted. A traffic study was conducted by TxDOT which evaluated how traffic flows through the intersection. The proposed design best accommodates current traffic pattern through this intersection.
986	Randall Reed	11/28/2018	Mail	I urge you to select Option 2 and proceed with construction for this much needed roadway improvement.	Comment noted.
987	Robert Williams	11/28/2018	Mail	We oppose Option 2 for 3G Intersection: We believe it will negatively impact our residential area and bring more traffic and make it difficult for us to get around. It would encourage traffic as you would have to turn left to continue to I-30 and downtown	Comment noted.
988	Daniel Glanville	11/28/2018	Mail	We oppose Option 2 for Garland, Grand, Gaston intersection as parents of 2 children who want safe ways to cross Gaston and Abrams in order to go to school, go for walks, play, etc. We believe Option 2 will encourage more traffic in a residential area and will make it less safe for our children.	Comment noted.
997	Kailyn Gum	11/28/2018	Hand-delivered	I oppose option 2 because it directly sends more traffic down Gaston Avenue, while discouraging traffic onto Grand. Gaston already has too much traffic threatening safety of residents, pedestrians, drivers, transit riders, cyclists, etc.	Comment noted.
998	Justin Bailey	11/28/2018	Hand-delivered	I oppose option 1. It changes traffic flow in a way that has a negative effect on a broad area. Option 2 inappropriately places the focus of traffic diversion onto Gaston Ave’s narrow and undivided 4 lanes, rather than East Grand’s wide row and divided 6 lanes. Gaston is already over-capacity, while East Grand is under-utilized... Option 2 directly sends more traffic down Gaston,	Comment noted.

Comment Number	Commenter Name	Date Received	Source	Comment Topic	Response
				while discouraging traffic onto Grand.	
999	Janine Carley	11/13/2018	Mail	Re: Opton 2 I drive through the 3G intersection at least 4 times daily, coming from Forest Hills neighborhood. Using option 1 will force us to drive through Lakewood instead of Gaston Ave. [REDACTED]	Comment noted.
1007	Tim Smith	11/14/2018	Email	Lani, Great meeting you last night. I'm sure you have a ton of emails and information to process from the locals now! As discussed, attached is our current site plan for the Calloway's Nursery. The current amount of right-of-way take is much larger than we anticipated and will negatively impact this site going forward for development. Please let me know if it would be possible to keep our property line where it currently is or closely to it, and then grant an easement for whatever utilities need to run through there. With our site plan, we already plan to have our driveway set back several feet in order to make the grading work, so an easement would be a very viable option from our perspective. Please discuss this with your team, and I would be glad to meet with the utility and engineering team to discuss options for this corner. Also, please send me a site plan showing the adjusted property lines. Thank you,	Response from Lani Marshall on 11-14-18: Good Afternoon Tim, It was nice to meet you yesterday as well! Thanks for the site plan for the nursery. I will keep this in mind, we are currently trying to vet through all the comments before we will look at schematics design. I will keep you posted on things. Please note that I will circle back before the new year to keep you posted on our efforts. Thanks!
		11/27/2018, 12/11/2018	Email	11/27/2018: Lani, We received notification of the appraisal for the right-of-way acquisition. Have you been able to discuss with your team regarding the granting of an easement in lieu of the land acquisition? If TxDOT proceeds with the right-of-way, then our Calloway's site plan will not work due to the subsequent set backs required and not being able to place a retaining wall on top of the easement. Please advise. Also, please send me a PDF or CAD file showing the proposed land acquisition. Thanks, 12:11:2018: Lani, Wanted to follow up with you on this request again. Please let me know regarding the easement and the PDF file. Thanks,	Response from Lani Marshall on 12-12-18: Tim, My sincere apologies for the delay in response. I had to check with upper management on some items that you have requested. Below is a link to the schematics that was presented at the public hearing in November. http://www.keepitmovingdallas.com/sites/default/files/docs/78LSPP_SCHEMATIC.PDF I also wanted to let you know that we will not purchase anything by way of easement if our roadway facility/sidewalks,utilities/boarder widths are in it. There might be minor adjustments made during the detail PS&E design, but it will happened at a later date.

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354	Jeff Hirshberg	11/28/2018	Hand-delivered	I oppose Option 2 as it is currently drawn. Give us a compromise plan that appropriately calms speeds through our neighborhoods, shopping districts, and community facilities. Focus on SAFETY for everyone – NOT SPEED for a few.	Comment noted.
1008	Vickers Cunningham	11/13/2018	Written Comment from Public Hearing	Oppose Option 2.	Comment noted.
1009	Donna Cunningham	11/13/2018	Written Comment from Public Hearing	I oppose Option 2!	Comment noted.
1010	Heather Wolf	11/09/2018	Email	Note: Email contained no written message. There was an attachment titled “3G_Letter_of_Support_(Individual).docx”, but the file was corrupt and could not be opened.	Comment noted.
509	Robert Don	11/09/2018	Email	See attached. I live in the area and support Option 2. Note: The attachment was not provided in the email.	Comment noted.
1027	Chris McCauley	11/12/2018	Email	I realize you’re likely getting lots of email these days. Please take the signed letter attached here as support for Option 2 of the 3G Intersection design choices per the Forest Hills Neighborhood Association Board. I’m embedding the text of the letter below in case the attachments don’t come thru. Thank you for your help and effort on this. Attachments include Form Letter A.	
1014	Jesse & Beverly Brin	11/25/2018	Email	<p>My name is Jesse Brin. My family and I are long-time residents of the Forest Hills neighborhood. Prior to moving into this home in 1989 we resided in Hollywood Heights. As such, we are very familiar with the Gaston-Grand-Garland intersection (AKA 3G). We will be directly impacted by the decisions made relating to revisions to the Gaston/Garland/Grand intersection.</p> <p>My family and I are writing you today to let you know our opinion about the proposed changes at the Garland/Gaston/Grand (“3G”) intersection. We would like to inform you of our support of the process (and subsequent result) surrounding the improvement to the 3G intersection. We believe that the public input process was fair, transparent, and that the result “Option 2” is representative of the feedback provided by the public from those meetings. We further understand the following:</p> <p>There were 4 public input meetings dating back to May 2016.</p> <ul style="list-style-type: none">- These meetings were advertised through direct mail campaigns to nearby residents, posted on social media, neighborhood association pages, and covered by the Lakewood Advocate.- We feel that adequate notice/coverage was provided by the various groups involved.	Comment noted.

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				<p>“Option 2” was selected by residents who took the time to go to the public input meeting beginning back in 2016.</p> <ul style="list-style-type: none">- 70% (14 of 20) of the tables chose some version of the “Reverse T” intersection (8 tables chose Option 2, 3 tables chose Option 4, and 3 tables chose Option 5).- 25% (5 of 20) of the tables voted for Option 1.- “Option 1” was among the 5 options presented the first time, but was not selected. <p>Option 1 would increase the wait time at 3G by 3-4x over Option 2</p> <ul style="list-style-type: none">- This will result in people cutting down side streets and overfilling neighborhood streets that were not intended to support the level of traffic. <p>70% of the morning traffic currently takes Gaston from Garland</p> <ul style="list-style-type: none">- TxDOT has studied Option 1 and Option 2 and does not anticipate any additional traffic being driven onto Gaston from Garland as a result of Option 2 versus Option 1. <p>We support the decision that has been made by the public and TxDOT through the public input process, which is “Option 2”.</p> <p>Please do not delay this much needed enhancement to the 3G intersection any further and continue the process that was selected by local residents during the public input meetings.</p>	

Petition Matrix

Petition Number	Submitter Name	Date Received	Source	Number of Signatures on Petition	Comment Topic	Response
1	John Botefuhr	11/13/2018	Email	411 (dates of signatures not provided)	Lani, Here is my petition supporting Option 2. There are 400+ signatures. I understand that this may only count as one comment, but I'd like to enter it into the public comments. Thank you! https://www.change.org/p/john-botefuhr-make-garland-gaston-grand-safe-for-dallas-now/u/23595740	Comment noted.
2	Sarah Lamb	11/28/2018	Hand-delivered to TxDOT Dallas District Office; also submitted at public hearing	Petition has a total of 665 signatures dated between 1-20-2018 and 11-28-2018 60 signatures were received during the comment period for this public hearing (10-08-2018 to 11-28-2018)	<p>Say NO on Option #2 for Garland/Gaston</p> <p>Stop Excessive Traffic from being funneled into Lakewood. Demand a better design for “3G”!</p> <p>Sarah Lamb started this petition to Phillip Kingston and 9 others</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>LINKS TO PLAN IMAGES AND COMMENT FORMS:</p> <p>CLICK HERE FOR IMAGE A</p> <p>CLICK HERE FOR IMAGE B</p> <p>CLICK HERE FOR BLANK MEETING COMMENT FORM</p> <p>CLICK HERE FOR COMPLETED MEETING COMMENT FORM</p>	Comment noted.

Petition Number	Submitter Name	Date Received	Source	Number of Signatures on Petition	Comment Topic	Response
					<p>ADDITIONAL AND PERTINENT INFORMATION:</p> <p>A BETTER WAY - MORE ABOUT OUR PROPOSED “T” INTERSECTION DESIGN SOLUTION:</p> <p>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:</p> <p>-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.</p> <p>-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.</p> <p>-Eliminate wide-radius turns in favor of a standard right turn lane to reduce confusion, reduce speeds, and increase predictability for all users.</p> <p>-Decrease traffic on Gaston Ave and promote safety for our residents.</p> <p>-Decrease crosswalk lengths, making them safer for pedestrians and cyclists.</p> <p>-Create a confusion-free intersection that conforms to existing Dallas Plan documents including the Thoroughfare Plan, Complete Streets, and the Garland Road Initiative.</p> <p>-Design for lower speeds at the intersection and on Gaston Ave.</p> <p>-Allow for easier entry and exit from the surrounding businesses and residences, both for cars and pedestrians.</p> <p>-Reduce paving and flooding and increase permeable surfaces for better stormwater management.</p> <p>-Allow for future traffic calming initiatives along Gaston Ave. (once the traffic is funneled our way, there is no going back).</p> <p>WHY THE CURRENT "REVERSE T GRAND AVENUE INTERSECTS GASTON/GARLAND" PLAN IS FLAWED:</p> <p>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:</p>	

Petition Number	Submitter Name	Date Received	Source	Number of Signatures on Petition	Comment Topic	Response
					<p>-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!</p> <p>-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.</p> <p>-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!</p> <p>-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.</p> <p>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.</p> <p>change.org</p> <p>Recipient: Phillip Kingston, Adam Medrano, Clay Jenkins, Teresa Daniels, Mike Cantrell, Eric Johnson, Donald Huffines, Bob Hall, Victoria Neave, Mark Clayton</p> <p>Letter: Greetings,</p> <p>Stop EXCESSIVE TRAFFIC from being funneled into Lakewood. Demand a better “3G”!</p>	



Appendix B

Public Hearing Officer Certification



Public Hearing Certification

Project Name: SH 78

County Name: Dallas

Control Section Job Numbers (CSJ): 0009-02-067

Project Limits From: at Gaston Avenue

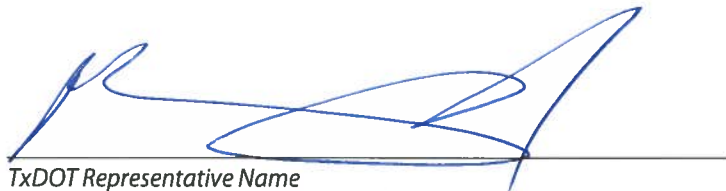
Project Limits To: .

I certify that the following statements are true and apply to the project identified above.

- A. A public hearing was held on November 13, 2018 at Dallas Arboretum - Rosine Hall in Dallas, Texas.
- B. The economic and social effects of the project location and design and its impacts on the environment have been considered.
- C. In determining economic, social, and environmental effects, the statutory provisions of the Civil Rights Act of 1964 have been considered.
- D. The project consistency with the goals and objectives of urban planning, as dictated by the community has been considered.
- E. Requirements of Texas Administrative Code, Title 43, Part 1, Chapter 2, Subchapter E, Section 2.107 have been met.

☒ Select if assigned under NEPA Assignment MOU.

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.


TxDOT Representative Name

12/18/2018
Date



Appendix C

Notices



Publication Schedule

Public Hearing Notice Schedule

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

This schedule provides for the public hearing to be held on **Tuesday, November 13, 2018.**

Newspaper Publications

The Public Hearing Notice for the above project will be/has been published in the following newspapers:

- *The Dallas Morning News*
- *Al Dia (in Spanish)*
- *White Rock Weekly*
- *Advocate*

Publication	Published	Publication Date for 30-Day Notice
The Dallas Morning News	Daily	October 14, 2018
Al Dia	Wednesday (Display) & Saturday (Display, Classified)	October 17, 2018
Advocate	Monthly (Last Thursday of Month)	October 25, 2018
White Rock Weekly	Weekly on Friday	October 19, 2018

Notices to Elected Officials

- Mailed – Monday, October 8, 2018 (6 days prior to publication in papers)
- Emailed – Monday, October 8, 2018
- Reminder Emailed – Tuesday, November 6, 2018

Notices to Landowners, Public, HOAs, Businesses

- Mailed – Thursday, October 11, 2018 (3 days prior to publication in the papers)
- Emailed – Thursday, October 11, 2018
- Reminder Emailed – Tuesday, November 6, 2018



Notice and Venue Map



Notice

Public Hearing

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

At Gaston Avenue

CSJ: 0009-02-067

Dallas County, Texas

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, proposes intersection improvements to State Highway (SH) 78 (Garland Road/East Grand Avenue) at Gaston Avenue in Dallas County, Texas. This notice advises the public that TxDOT will be conducting a public hearing on the proposed project. **The hearing will be held on Tuesday, November 13, 2018 at the Dallas Arboretum – Rosine Hall, located at 8525 Garland Road, Dallas, TX 75218.** Displays will be available for viewing at 6:00 p.m. with the formal hearing starting at 7:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The proposed project consists of reconfiguring the SH 78/Gaston Avenue intersection to improve traffic operations and mobility. The improvements would modify the intersection to include additional turning lanes, raised medians, adding bicycle and pedestrian accommodations within the project limits, and widening the existing bridges over an unnamed tributary to White Rock Creek. The proposed project would require approximately 0.29 acre of new right-of-way (ROW) and 0.32 acre of temporary construction easements to accommodate the proposed improvements.

The existing intersection has unprotected right turn lanes at Gaston Avenue and offers limited pedestrian and bicycle accommodations. The existing ROW ranges from 54 to 242 feet in width. The proposed ROW would range from 70 to 242 feet in width. Although additional ROW is required, no residential or non-residential structures would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for ROW acquisition may be obtained from the district office at the address listed below.

Portions of the proposed project area and construction work would occur in the Federal Emergency Management Agency designated 100-year floodplains of the unnamed tributary to White Rock Creek. The hydraulic design for this project would be in accordance with current Federal Highway Administration (FHWA) and TxDOT design policies. Approximately 0.32 acre of waters of the United States are located within the project area; however, no wetlands were observed. Permanent impacts from placement of bridge supports would be authorized under a United States Army Corps of Engineers (USACE) Section 404 Nationwide Permit 14. Approximately 0.32 acre of temporary construction easement area from the Santa Fe Trail property would be required. The proposed project is eligible for a Section 4(f) Exception due to the temporary occupancy of the property.

Environmental documentation, maps showing the project location and design, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at TxDOT Dallas District Office at 4777 East Highway 80, Mesquite, Texas 75150 and are available online at www.keepitmovingdallas.com under Upcoming Public Hearing/Meeting. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to the TxDOT Dallas District Office or by email to Lani.Marshall@txdot.gov. Comments must be received on or before **Wednesday, November 28, 2018** to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such the need for an interpreter, are encouraged to contact TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact the TxDOT Project Manager, Lani Marshall, P.E., at (214) 319-6585 or Lani.Marshall@txdot.gov.

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.



Noticia

Audiencia Pública

Carretera Estatal (SH) 78 (Garland Road/East Grand Avenue)

En la Avenida Gaston

CSJ: 0009-02-067

Condado de Dallas, Texas

El Departamento de Transporte de Texas (TxDOT), en cooperación con la Ciudad de Dallas, propone mejoras de intersección a la Carretera Estatal (SH) 78 (Garland Road / East Grand Avenue) en la Avenida Gaston en el Condado de Dallas, Texas. Este aviso informa al público que TxDOT llevará a cabo una audiencia pública sobre el proyecto propuesto. **La audiencia se llevará a cabo el martes 13 de noviembre de 2018 en el Dallas Arboretum - Rosine Hall, ubicado en 8525 Garland Road, Dallas, TX 75218.** Las exhibiciones estarán disponibles para verlas a las 6:00 p.m. con la audiencia formal comenzando a las 7:00 p.m. El propósito de la audiencia es presentar las mejoras planificadas y recibir comentarios públicos sobre el proyecto propuesto.

El proyecto propuesto consiste en reconfigurar la intersección de SH 78 / la Avenida Gaston para mejorar las operaciones de tránsito y la movilidad. Las mejoras modificarían la intersección para incluir carriles de giro adicionales, medianas elevadas, agregar alojamiento para bicicletas y peatones dentro de los límites del proyecto, y ampliar los puentes existentes sobre un tributario sin nombre a White Rock Creek. El proyecto propuesto requeriría aproximadamente 0.29 acres de nuevos derechos de paso (ROW) y 0.32 acres de servidumbres de construcción temporales para acomodar las mejoras propuestas.

La intersección existente tiene carriles a la derecha sin protección en la Avenida Gaston y ofrece alojamiento limitado para peatones y bicicletas. El ROW existente oscila entre 54 y 242 pies de ancho. El ROW propuesto oscilaría entre 70 y 242 pies de ancho. Aunque se requiere ROW adicional, no se desplazarán estructuras residenciales o no residenciales. La información sobre los servicios y beneficios disponibles para los propietarios afectados y la información sobre el calendario provisional para la adquisición de ROW se pueden obtener en la oficina del distrito en la dirección que se indica a continuación.

Partes del área del proyecto propuesto y las obras de construcción se realizarían en la Agencia Federal de Manejo de Emergencias designada en llanuras de inundación de 100 años del afluente no identificado de White Rock Creek. El diseño hidráulico para este proyecto estaría de acuerdo con las políticas actuales de diseño de la Administración Federal de Carreteras (FHWA, por sus siglas en inglés) y TxDOT. Aproximadamente 0.32 acres de aguas de los Estados Unidos se encuentran dentro del área del proyecto; sin embargo, no se observaron humedales. Los impactos permanentes de la colocación de soportes de puentes se autorizarían debajo de un Cuerpo de Ingenieros del Ejército de los Estados Unidos (USACE) Sección 404 del el Permiso Nacional 14. Se requerirá aproximadamente 0.32 acres de área de servidumbre de construcción temporal de la propiedad de Santa Fe Trail. El proyecto propuesto es elegible para una Excepción de la Sección 4 (f) debido a la ocupación temporal de la propiedad.

La documentación ambiental, los mapas que muestran la ubicación y el diseño del proyecto, y otra información relacionada con el proyecto están archivados y disponibles para inspección de lunes a viernes de 8:00 a.m. a 5:00 p.m. en la oficina del distrito de TxDOT Dallas en 4777 East Highway 80, Mesquite, Texas 75150 y están disponibles en línea en www.KeepItMovingDallas.com bajo Próxima audiencia / reunión pública. Esta información también estará disponible para inspección en la audiencia. Se solicitan comentarios verbales y escritos del público sobre el proyecto y se pueden presentar en la audiencia, o enviarlos personalmente o por correo a la Oficina del Distrito de Dallas de TxDOT o por correo electrónico a Lani.Marshall@txdot.gov. Los comentarios deben recibirse antes del **miércoles 28 de noviembre de 2018** para formar parte del registro oficial de la audiencia.

La audiencia se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tienen necesidades especiales de comunicación o alojamiento, como la necesidad de un intérprete, deben comunicarse con la Oficina de Información Pública del Distrito de Dallas de TxDOT al (214) 320-4480. Las solicitudes deben realizarse al menos dos días antes de la audiencia. Se harán todos los esfuerzos razonables para satisfacer estas necesidades.

Si tiene alguna pregunta general o inquietud con respecto al proyecto propuesto o la audiencia, comuníquese con el Gerente del Proyecto TxDOT, Lani Marshall, P.E., al (214) 319-6585 o Lani.Marshall@txdot.gov.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes federales de medio ambiente aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento con fecha del 16 de diciembre de 2014 y ejecutado por FHWA y TxDOT.



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

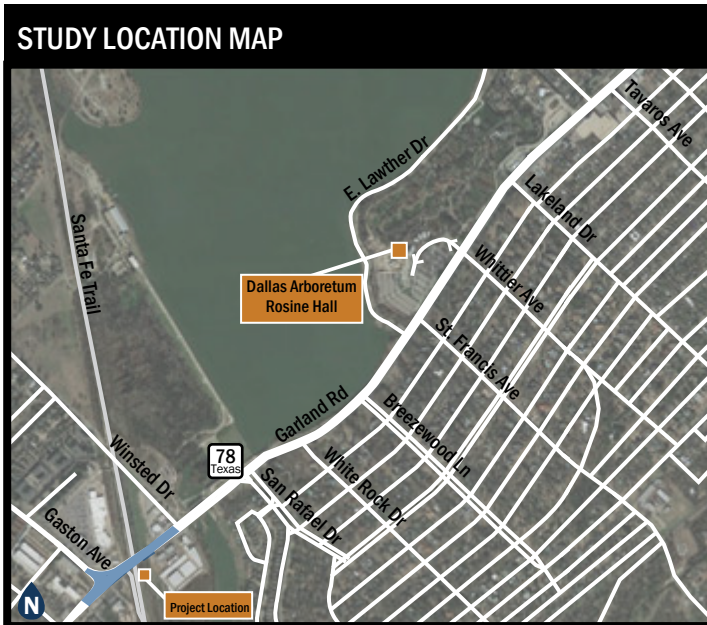
Intersection Improvement

Public Hearing - Tuesday, November 13, 2018

6:00 to 7:00 P.M. Open House | 7:00 P.M. Formal Presentation

Directions To:

Dallas Arboretum - Rosine Hall, 8525 Garland Road, Dallas, Texas 75218



No admission or parking fees will be charged. This is a free event.

From the North (Garland Road/Buckner Blvd (Loop 12)):

- Take Garland Road south to the Main Entrance near Whittier Avenue
- Turn right at the stoplight at Gate 1 - Main Entrance
- Pass the ticket booth on the left and continue easing to the left
- Parking lot is to your left - main lot near Gate 1*
- Follow signs to Rosine Hall

How to reach Rosine Hall: Enter through the main entrance to the Arboretum and immediately turn to the left. The entrance to Rosine Hall will be through the double doors just to the right of the Gift Shop entrance.

* For convenient access to Rosine Hall, TxDOT recommends parking in the main lot instead of the parking garage.

From the South (Gaston Avenue/Garland Road Intersection):

- Take Garland Road north to the Main Entrance near Whittier Avenue
- Turn left at the stoplight at Gate 1 - Main Entrance
- Pass the ticket booth on the left and continue easing to the left
- Parking lot is to your left - main lot near Gate 1*
- Follow signs to Rosine Hall





Mailing Lists

ELECTED & PUBLIC OFFICIALS Updated October 2018												
Prefix Title	Salutation	First Name	Last Name	Company/Organization	Title/Position	Mailing Address	City	State	Zip	Email	Phone	Alt/Local Phone
The Honorable	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	
Ms.		Monica	Moreno	City of Dallas	Assistant to Council Member Medrano	1500 Marilla Street, Suite 5FN	Dallas	TX	75201	monica.moreno@dallascityhall.com	214.670.4048	
The Honorable	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	
Ms.		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	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	
Ms.		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	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	
Ms.		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	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	
Ms.		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	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	
Ms.		Alberta	Blair	Dallas County	Director of Public Works	411 Elm Street, 4th Floor	Dallas	TX	75202	alberta.blair@dallascounty.org	214.653.6412	
Ms.		Antoinette	Bacchus	Dallas County	Public Works, A/D Transportation/Planning	411 Elm Street, 4th Floor	Dallas	TX	75202	abacchus@dallascounty.org	214.653.6424	
Mr.		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	
Mr.		Mike	Eastland	North Central Texas Council of Governments (NCTCOG)	Executive Director	616 Six Flags Dr, PO Box 5888	Arlington	TX	76005	meastland@nctcog.org		
Ms.		Patricia	Rohmer	North Central Texas Council of Governments (NCTCOG)	Project Engineer	616 Six Flags Dr, PO Box 5888	Arlington	TX	76005	prohmer@nctcog.org	817-608-2307	
Mr.		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	
Mr.		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	
Mr.		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	
Mr.		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	
Mr.		Nathan	Drozdz	North Central Texas Council of Governments (NCTCOG)	Transportation Planner III	616 Six Flags Dr, PO Box 5888	Arlington	TX	76005	ndrozdz@nctcog.org	817.704.5635	
Ms.		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	
						6510 Abrams Rd., Suite 243	Dallas	TX	75231	jeb.hensarling@mail.house.gov	214.349.9996	
The Honorable	Representative	Jeb	Hensarling	U.S. House of Representatives	Representative, District 5							
The Honorable	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	
Ms.		Ellisha	Terry	U.S. House of Representatives	Office of Congresswoman Eddie Bernice Johnson, Constituent Services Liaison	1825 Market Center Blvd, Suite 440	Dallas	TX	75207	ellisha.terry@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	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
Ms.		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	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
Ms.		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	
Mr.		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
Mr.		Michael	Rogers	City of Dallas, Transportation Department	Director of Transportation	1500 Marilla Street, Suite L1BS	Dallas	TX	75201	Michael.Rogers@Dallascityhall.com	214-670-6904	
Ms.		Maria	Chadwell	City of Dallas, Transportation Department	Executive Assistant to Director of Transportation	1500 Marilla Street, Suite L1BS	Dallas	TX	75201	Maria.Chadwell@Dallascityhall.com	214-671-9957	

ADJACENT PROPERTY OWNERS (Data Obtained from Dallas County CAD) - Updated 09/24/18						
Owner Name	Address1	Address2	City	State	Zip Code	PARCEL ID OR ACCOUNT NO.
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						

ADJACENT BUSINESSES					
Updated October 2018					
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					
I LOVE JUICE BAR					
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					
LAKEWOOD CONSERVATORY OF FINE ARTS					
MEXICO LINDO RESTAURANT					
ARTHUR BROWN					

Homeowners Associations
Updated October 2018

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

Homeowners Associations
Updated October 2018

		STAKEHOLDERS	ADDRESS	ZIP CODE	POC	TITLE	PHONE NUMBER	EMAIL ADDRESS		
	45	White Rock Partnership			David Pittman	Chairman				
	46	Friends of the Santa Fe Trail			Lawrence Mendive					
	47	Greater East Dallas Chamber of Commerce			NA					
Philip T. Kingston DISTRICT 14					Councilmember Kingston's office. They will notify constituents.					
	48	Lower Greenville NA/Dallas Homeowner League								
	49	Bryan Place NA/Dallas Homeowner League			Gary Collins	Communication Officer				
50	Gaston Avenue Homeowners	David Bailey								
	Gaston Avenue Homeowners	Cindy Bailey								
51	East Dallas Coalition of Neighborhoods	Melanie Vanlandingham								
	East Dallas Coalition of Neighborhoods	David Shinn								
52	Lakewood Heights NA	Tom Aubrey								

**Mailing List Sign Up Roster from/after January 18, 2018 Public Meeting
as of 10/10/18**

Name	Organization	Zip Code	Email Address
Robert Croysdale	GSRA Architects		
Linda Nordeck			
Terri Raith			
Tim Smith	Lincoln Property Co.		
Susan Stephens			
Steve Putnam			
Lilian Onyango	Dallas County		
Blake Kresl			
S. Heffler			
Simon Lewis			
Elizabeth Blackburn			
Myrna Vance			
Molly Parman			
Fred Meyer			
David Daniel			
Minesha Reese	Dallas County		
Ryan Boyd			
Kirk Gillette			
Molly Grogan			
Dan Grogan			
Clay Hartmann			
Sarah Lamb			
Ambert Montgomery			
Pam Meers			
Diana Drury			
Scott Nesbitt			
Mary J. Fogerty			
Tammy Ferrell			
George Shead			
Erv Karwelis			
Harry Morgan			
Merritt Drury			
Lisa Lambert			
Joanna Hampton			
Martha Heimberg			
Hooman Shamsa			
Carissa Drury			
Lezlie Vlasimsky			
April Ogboenyuja			
Tom Tinner			
Michael Gilbert			
Alexa Mallard			
James Miller			
Bruce Fogerty			

**Mailing List Sign Up Roster from/after January 18, 2018 Public Meeting
as of 10/10/18**

Name	Organization	Zip Code	Email Address
Pat Farrar			
Angie Clarke			
Lisa Kresl	Advocate Magazine (media)		
Steve Putnam			
Carole Harper			
John Botefuhr			
Pete Weaver			
Lynda Transou			
Lauren Anthony Miller			
Patrick Blaydes	Little Forest Hills		
Cindy Bailey	Gaston Avenue Homeowners		
David Bailey	Gaston Avenue Homeowners		
Melanie Vanlanding	East Dallas Coalition of Neighborhoods		
David Shinn	East Dallas Coalition of Neighborhoods		
Robinson Tryon	LFHNA		
Heidi Fischer			
Tom Aubrey	LHNA		
Madison Dahl			
Carrie Smith			
Wayne Gray			
Rita Duff Woeltje			
Amy Osberg Roberts			
Jim Frankiewicz			
Jimmy Miller			
Paul Johnston			
Corey Henegar			
Ken Peters			
John Volney			
Joseph Portera			
Karl Meyer			
Tawny Cooper			
Lori Volney			
Steve Manchester			
Trey Field			
Nellson Burns			
Lia Frankiewicz			
Corey Henegar			
Joseph Portera			
Elysia Portera			

**Mailing List Sign Up Roster from/after January 18, 2018 Public Meeting
as of 10/10/18**

Name	Organization	Zip Code	Email Address
Bonnie Achariyakosol			
Russ Toates			
Howard Swanfeldt			
Stephen Meek			
Ron Cason			
Audra Steindorf			
Terri Rossini			
Jesse Johns			
Cory Lukens Bowen			
Trisha Seidel			
Julie Teinert			
James Eland			
Nick DiCarlo			
Billy Chambers			
Kimberly Wylie			
Kathryn Yingling			
Lila Stewart			
Ken Halliday			
Nick DiCarlo			
Nancy F.Wilson			
Emily Bauer			
Sumeet Teotia			
Matthew Seidler			
Kenneth Daniel			
Paul Anton Schweizer			
Elysia Portera			
Erika Bright			
Lakewood Citizens for Responsible Traffic			
Brian Brunson			
Shane Bowen			
Dana Shead			
Chad Stockton			
Loralee Lewis			
Holly Church			
Ed Zahra			
Chris Leap			
Christopher E. Golz			
John Fancher			
Kathryn Rush			
J F			
Lisa Kieran			
Jennifer Williams			
J. Richard Gallagher			

**Mailing List Sign Up Roster from/after January 18, 2018 Public Meeting
as of 10/10/18**

Name	Organization	Zip Code	Email Address
Kate Richardson			
Kelly Baxter			
John Botefuhr			
Vikki Martin	Ferguson Road Initiative		
Tim Smith	Lincoln Property Company		
Kornel Romada			
Jim Curtis			
Robin Rosenthal			

MEMBERS OF THE PUBLIC WHO ATTENDED THE JANUARY 2018 PUBLIC MEETING
(Information obtained from Sign In Sheets)

Name	Address	City	State	Zip Code
Robert Croysdale				
Linda Mordeck				
Tim Smith				
Ed Loutherback				
Mary Kimbrough				
John Armstrong				
Ralph Taite				
Glenna Taite				
Gwen Lummus				
Bill Boyles				
Judi Boyles				
Bill Hogan				
Mary Hogan				
Lilian Onyango				
(Illegible)				
Blake Kresz				
Lisa Kresz				
S. Heffler				
Simon Lewis				
Clay Hartmann				
Amber Montgomery				
Ron Marusak				
Phil Wuertz				
Mary Wuertz				
Desi Tanner				
Mary Jayne Fogerty				
Tammy Tenell				
Terri Raith				
Richard Stauffer				
Elizabeth Blackburn				
Stephanie Stanley				
Myrna Vance				
K. R. Vance				
Randy Shear				
Molly Parman				
Fred Meyer				
Minesha Reese				
Ryan Boyd				
Kirk Gillette				
Katie Anderson				
Brenda Brown				
Fred Brown				
Corliss Williams				

MEMBERS OF THE PUBLIC WHO ATTENDED THE JANUARY 2018 PUBLIC MEETING
(Information obtained from Sign In Sheets)

Name	Address	City	State	Zip Code
Jim Williams				
Emmett Long				
Thomas Prentice, Ph.				
Carissa Drury				
Hawkins Golden II				
Andrew Chilton				
Leslie Vlasimsky				
Lou Simmons				
Dave Kirk				
April Ogboenyuja				
Susan Stephens				
David Daniel				
Lee Papert				
Tessa Phillips				
Erin Moore				
Molly Grogan				
Dan Grogan				
Ed Meers				
Pam Meers				
Diana Drury				
Scott Nesbitt				
Mike (illegible)				
Teresa Bond				
Jorge L. Simbaqueba				
Stan Vlasimsky				
Diana Colorossi				
Daniel (illegible)				
Matt Hood				
Jeff Fairey				
Brad Boling				
Angie Clarke				
Michael Gilbert				
Wes McClure				
Boyce Farrar III				
Deborah Verbil				
Tom Tinner				
John Brunk				
Alexa LaManda Malla				
Matthew Smith				
Barbara Koegl				
John Botefohr				
Cyrstal Monson				
Patricia Gaffney				

MEMBERS OF THE PUBLIC WHO ATTENDED THE JANUARY 2018 PUBLIC MEETING
(Information obtained from Sign In Sheets)

Name	Address	City	State	Zip Code
Will Maddox				
Stephenie Batman				
Julie Batman				
Tushar Solanki				
Brad Grist				
John Mitchell				
Sarah Lamb				
Amber Hartmann				
Harry Morgan				
Patrick Haigh				
Merritt Drury				
Laurie Nesbitt				
Case McElroy				
Victo (illegible and no				
Lisa Lambert				
Betty Dunagan				
Joanna L. Hampton				
Heimberg Martha				
Hooman Shamsa				
Fred Welsh				
Arturo Ramirez				
Andrew Winkelmann				
David Pittman				
Gary Gray				
Katherine Mitchell				
Barbara Clay				
Patricia Lynn Wright				
Harry F. Gray				
Sherwood E. Blount, J				
Greg Sheed				
Dana Sheed				
Erv Karwelis				
James Miller				
Bruce Fogarty				
Pat Farrar				
Jeff Fraser				
Pam Cooper				
Ralph Blount				
Karyl Leonard				
Robinson Tryon				
W.J. Melton				
Annie Melton				
Andrea Klocinski				

MEMBERS OF THE PUBLIC WHO ATTENDED THE JANUARY 2018 PUBLIC MEETING (Information obtained from Sign In Sheets)
--

Name	Address	City	State	Zip Code
Heidi Fischer				
Tom Aubrey				
Patrick Blaydes				
David Bailey				
Cindy Bailey				
Melanie Vanlaudingh				
David Shinn				
Mrs. Andrew Wages				

MEMBERS OF THE PUBLIC WHO REQUESTED TO BE ADDED in DECEMBER 2017

Name	Email	Address	City	State	Zip Code	Phone
Lou Simmons						
Ryan Boyd						

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 Loutherback					
Mike Degroot					
Kerry Goodwin					
Steve Clicque					
Virginia McAlester					
Terri Raith					
Sonja Staron					
Roberto Cortez					
Suzie Riddle					
Angie Clarke					
Pamera Ventawal					
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					

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					
Anne Davis					
Annie Melton					
Art Brown					
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					
Carlos Torralva					
Chris Hawkins					
Chris McCauly					
Dan Ortman					
Daniel Herrig					
Dave LaBrec					
Dave Littleton					
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					
Glenna Taite					
Greg & Elizabeth Basile					
Greg Lorie					
Greg Wynne					
Gus Garcia					
Hawkins Golden					
Ileana Cuevas					
Jacob & Lindsay Sloan					
Jake Petras					
Jamie Ploetzner					
Jan Johnson					
Jeff Bennett					
Jeff Fairey					
Jeff Fairey					
Jesse Smith					
Jessica Galleshaw					
Joanna L. Hampton					
Joe Jansen					
John Botefuhr					
John Debuer					
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					

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
Mary Wuertz					
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					
Susan Singer					
Teresa Bond					
Terry McGinnis					
Terry Syler					
Tessa Phillips					
Thomas Prentice					
Tom Abery					
Tom Chapman					
Trent Cantrell					
V J Martin					
Vail Fasselt					
William W. Hogan					
Wm Boytes					
Yvonne Torralva					



Email Notices

Christine Polito

From: Lani Marshall
Sent: Monday, October 08, 2018 4:58 PM
To: Lani Marshall
Subject: CSJ: 0009-02-067 SH 78 at Gaston Intersection Improvement Project Public Hearing
Attachments: CSJ 0009-02-067 SH 78 PH Venue Map_FINAL.PDF; CSJ 0009-02-067 SH 78 Public Notice_English_FINAL.PDF

Thank you for your interest in the State Highway (SH) 78 (Garland Road/East Grand Avenue) at Gaston Avenue Intersection Improvements in Dallas County, Texas.

The Texas Department of Transportation (TxDOT) invites you to join us at the upcoming public hearing.

Tuesday, November 13, 2018
at the Dallas Arboretum – Rosine Hall
8525 Garland Road
Dallas, TX 75218.
Open House: 6:00 p.m. – 7:00 p.m.
Formal Hearing: beginning at 7:00 p.m.

Please see attached public hearing notice and venue map for more information.

Sincerely,



Lani Marshall, P.E., LEED AP
Project Delivery Office/Schematics Development Supervisor
4777 U.S. Highway 80
Mesquite, Texas 75150-6643
(214)319-6585 (Direct)

Christine Polito

From: Lani Marshall
Sent: Tuesday, November 06, 2018 4:13 PM
To: Lani Marshall
Subject: CSJ: 0009-02-067 SH 78 at Gaston Intersection Improvement Project Public Hearing
Attachments: CSJ 0009-02-067 SH 78 PH Venue Map_FINAL.PDF; CSJ 0009-02-067 SH 78 Public Notice_English_FINAL.PDF; CSJ 0009-02-067 SH78 Public Notice_SPANISH_FINAL.pdf

Good Afternoon,

Friendly reminder of our upcoming public hearing.

Thank you for your interest in the State Highway (SH) 78 (Garland Road/East Grand Avenue) at Gaston Avenue Intersection Improvements in Dallas County, Texas.

The Texas Department of Transportation (TxDOT) invites you to join us at the upcoming public hearing.

Tuesday, November 13, 2018
at the Dallas Arboretum – Rosine Hall
8525 Garland Road
Dallas, TX 75218.
Open House: 6:00 p.m. – 7:00 p.m.
Formal Hearing: beginning at 7:00 p.m.

Please see attached public hearing notice and venue map for more information.

Sincerely,



Lani Marshall, P.E., LEED AP
Project Delivery Office/Schematics
4777 U.S. Highway 80
Mesquite, Texas 75150-6643
(214)319-6585 (Direct)



Newspaper Publications

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

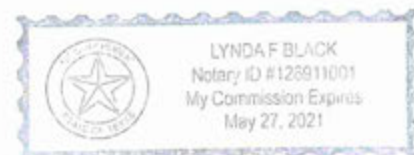
was published in The Dallas Morning News

October 14, 2018


(Filiz Onculer)

October 17, 2018


(Notary Public)



N'S HEALTH

Texas to cut ties to anti-abortion agency

Group served
300 of 70,000
it promised

BRIANNA STONE
Austin Bureau
stone@dallasnews.com

TIN — Texas' health
ent will investigate
regularities and end its
with an anti-abortion
that failed to provide
are to the number of
it promised the state it
serve.

Texas Health and Hu-
services Commission
ed Friday that it was
ing two contracts with
Heidi Group for the state's

Family Planning Program and Healthy Texas Women, which offer free and low-cost family-planning services to low-income women.

The Heidi Group will also have to repay the commission \$29,431, and the commission's office of inspector general will determine if the group owes an additional \$1.1 million.

The Heidi Group served only 3,300 clients out of nearly 70,000 it told the state it would cover in fiscal 2017, according to data from the commission. Despite this, the group was awarded new contracts for fiscal 2019, which began Sept. 1.

But after a regular review, spokeswoman Carrie Williams

said, the agency decided to end the partnership effective Dec. 11.

"We worked with the Heidi Group over time on its performance, and we have determined that the Heidi Group is unable to meet the standards of a successful contractor with us," Williams wrote Friday in an email. "Contract termination was in the best interest of the state and the clients we serve."

She said that the department tried to help the Heidi Group through site visits and reviews but that it continued to fall short in the areas of contract compliance, service administration, and financial and

administrative management.

The Heidi Group is one of dozens of health care providers the state selected to oversee Healthy Texas Women and the Family Planning Program. Clients of those programs either aren't eligible for Medicaid or lose coverage 60 days after giving birth.

The Round Rock-based Heidi Group's role was to steer those women to health care providers in its network, including providers in Arlington, DeSoto, Fort Worth, Lewisville and Mansfield.

Founder Carol Everett says on her Facebook page that she had an abortion in 1973, shortly after the Roe vs. Wade Su-

preme Court decision, and that she ran four abortion clinics in Dallas-Fort Worth. She has since become an anti-abortion activist who helps women find alternative options.

Abortion rights supporters said the group is not "remotely qualified" to meet women's health care needs and only seeks to discourage them from ending their pregnancies.

Aimee Arrambide, executive director of abortion rights group NARAL Pro-Choice Texas, said in a news release that the state "went to extremes to withhold funds from qualified providers in order to award undeserved millions of taxpayer dollars to an ideological, anti-

choice organization with ties to fake women's health centers."

The state did not contract with any providers that offered abortion services.

"We encourage the Legislature to remove the restrictions on qualified providers from participating in these programs in order to prevent this sort of waste in the future," Arrambide said.

Williams said Healthy Texas Women and the Family Planning Program would continue to serve thousands of women in the state with the help of providers other than the Heidi Group.

Twitter: @briannasttone

GLANCE Fair of Texas

e Fair of Texas runs
ugh Oct. 21 at Dallas'
This year's theme is
ing Texas Innovation."
ivities include the Star-
de at 7 p.m. and the
on Sensation lights,
d fireworks show at 8
ne Esplanade.

TICKET PRICES

- General admission: \$18 (gate), \$16.50 (online)
 - Kids under 48 inches tall: \$14 (gate), \$12.50 (online)
 - Seniors 60 and over: \$14 (gate), \$12.50 (online), free on Thursdays
 - Children 2 and under: free
 - Discounts: guidelive.com; bigtex.com
- HOURS:** Gates and ticket booths open daily at 7 a.m.

Exhibit buildings, outdoor exhibits and food concessions are open 10 a.m.-9 p.m. Sundays through Thursdays and 10 a.m.-10 p.m. Fridays and Saturdays. Midway and museum hours vary daily.

PARKING: Self-parking is available on official State Fair lots for \$15 a space.

INFORMATION: guidelive.com; bigtex.com



Visit local.dallasnews.com for a complete list of D-FW area businesses

Counseling

City of Compassion
Community
ine Road Suite 401
Texas 75006
186
ingthecommunity.com

Jewelry

Designs
d Jewelry
Freeway, Suite 675
as 75240
147
ttdesignsdfw.com

Optometrists

Modern Family Vision
Opticians and Eye Care
906 W. McDermott
Allen, Texas 75013
972-396-2021
modernfamilyvision.com

Real Estate


House Hunters of Dallas
Best Cash Offer for your House
5250 Texas 78 #750
Sachse, Texas 75048
214-906-2291
www.househuntersofdallas.com

Veterinarians

Cornerstone Animal Clinic
Animal Care
11909 Preston Rd Ste 1456
Dallas, Texas 75230
972-385-3555
www.cornerstoneanimalclinic.com

The it place to find the best local businesses.

214-977-8877
finditnow@dmnmedia.com



**Notice
Public Hearing**
State Highway (SH) 78 (Garland Road/East Grand Avenue)
At Gaston Avenue
CSJ: 0009-02-067
Dallas County, Texas

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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

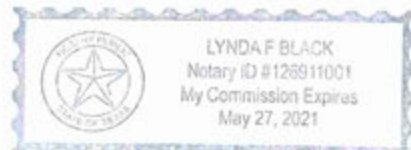
was published in Al Dia

October 17, 2018


(Filiz Onculer)

October 17, 2018


(Notary Public)



locales

Cadena perpetua por un homicidio 'salvaje'

Charles Wayne Phifer fue condenado por la muerte de Leiliana Wright

Por TASHA TSIAPERAS/DMN

Un hombre de Grand Prairie fue sentenciado por homicidio capital en la "salvaje" muerte de la hija de 4 años de su novia. El juez en el caso dijo que es lo peor que ha visto.

Charles Wayne Phifer, de 36 años, recibió una cadena perpetua automática sin posibilidad de libertad condicional por el asesinato de Leiliana Wright, en marzo de 2016.

Leiliana fue golpeada hasta morir con un interruptor de bambú, correas y fue lanzada hacia la pared. Su madre, Jeri Quezada, de 33 años, se declaró culpable por causar daño a un menor y como parte de un acuerdo permanecerá en la cárcel por 50 años.

Quezada será sentenciada el miércoles y sus familiares tendrán la oportunidad de dar su declaración de impacto a ambos, Quezada y Phifer.

Quezada testificó contra Phifer, quien dijo que ató las manos de Leiliana y luego colgó a la niña en un closet.

El juez estatal Robert Burns dijo a Phifer que la cadena perpetua era "insuficiente" por lo que Leiliana había sufrido.

"Estos es lo peor que he visto", dijo Burns a Phifer.

"Colgar a una niña pequeña en un closet con seguro es salvaje. Usted debe morir en un closet", dijo el juez.

Los jurados deliberaron por más de cuatro horas para emitir su veredicto de culpable.

Muchos se vieron muy afectados por los tres días de testimonio en donde se mostraron fotos con el cuerpo golpeado de



DMN/CORTESÍA

Leiliana Wright, de 4 años, murió luego de una paliza en marzo de 2016.

Leiliana. La niña tenía moretones de la cabeza a los pies, y al menos 30 señales en su espalda donde fue latigueda.

Los abogados de la defensa John Tatum y Stephen Miller argumentaron que Quezada es una "mentirosa" y que solo quería salvarse a sí misma al culpar a Phifer de la muerte de su hija. "Ella preparó todo en contra de Charles porque sabía que era la única manera de escapar esta situación", dijo Miller.

La muerte de Leiliana expuso los problemas de personal en los Servicios de Protección al Menor. Los abuelos paternos de la niña reportaron el posible abuso a la agencia por varios meses antes de su muerte.

"Charles Phifer no tenía un motivo para lastimar o hacer nada a esta niña", dijo Miller. "Vivía en esta casa sin pagar renta, sin obligaciones. Por que habría de arruinar eso".

"Ella es la que sigue teniendo hijos que no quiere", dijo.

Los fiscales Eren Price y Travis Wiles argumentaron que tanto Quezada como Phifer eran responsables por la muerte de Leiliana, pero Phifer era quien estuvo con la niña horas antes de la paliza que la mató.

Intensa contienda electoral

Viene de la página 1A

Se podría decir que la sustanciosa inversión en difusión es un signo más de que esta contienda podría decidir si el Partido Republicano pierde el control de la Cámara de Representantes por primera vez desde 2011, un trance que se complica por el hecho de que Sessions lleva 21 años en el puesto y encabeza el influyente Comité de Reglas de la Cámara.

"Pete Sessions es una figura de bastante relieve en el Congreso", observó Matthew Wilson, profesor asociado de ciencias políticas en Southern Methodist University.

La prisa de los demócratas por derrotar a Sessions contrasta con el deseo del Partido Republicano de protegerlo.

En apoyo de Sessions han salido Congressional Leadership Fund, un supercomité de acción política republicano, y America First Action, otro supercomité que apoya la agenda del presidente Donald Trump.

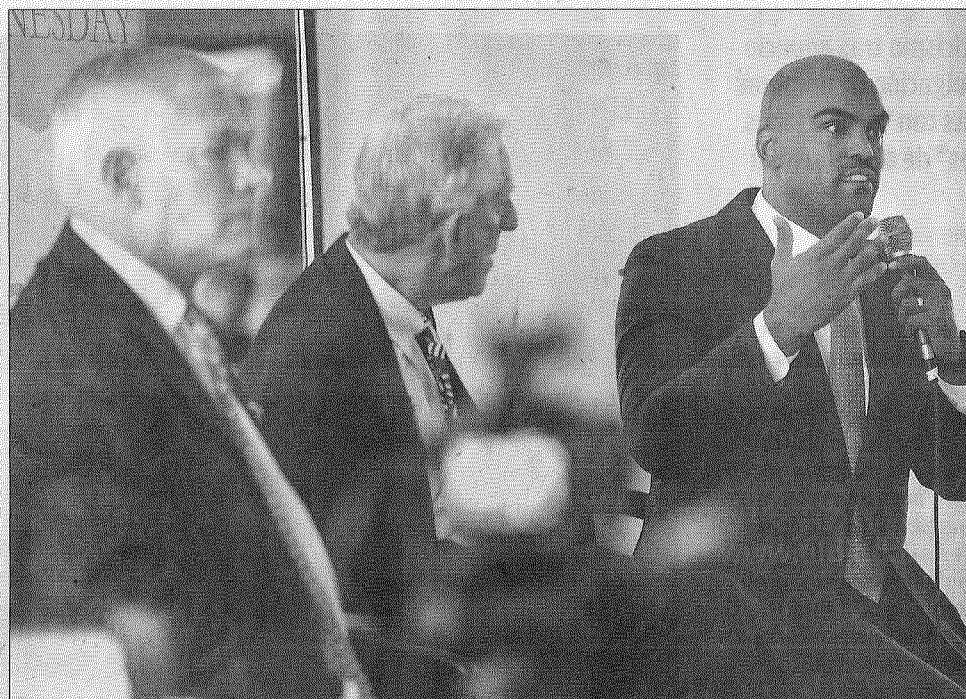
Ambos han gastado \$1.6 millones en anuncios de televisión a favor de Sessions y han reservado por lo menos \$860,000 más.

Por su parte, Allred ha recibido el respaldo del Democratic Congressional Campaign Committee, el brazo de campaña del partido para la Cámara de Representantes, y del House Majority PAC, un súper comité de acción política liberal.

Esos grupos han gastado hasta el momento \$1.3 millones en anuncios de TV a favor de Allred, y tienen previsto gastar al menos \$1.1 millones más.

Este nutrido apoyo a los candidatos podría convertir a esta contienda en una de las más caras en el país, al menos medida en términos de gasto en anuncios de televisión.

"Esto probablemente nos



ASHLEY LANI

El deseo de los demócratas por desbancar a Pete Sessions (izq.) contrasta con el ímpetu republicano por retenerlo en el Congreso.

dice más acerca de los demócratas que de los republicanos", dijo Carol Reed, asesora política de Dallas que ha trabajado en diferentes campañas.

"Los demócratas están un poquito más organizados en las carreras que han puesto en la mira".

Cuando se le pidió comentar sobre el gasto externo, la vocera de Sessions, Caroline Bothe, dijo que las "élites liberales de California y Massachusetts están canalizando dinero al Norte de Texas porque quieren que Nancy Pelosi sea la presidenta de la Cámara".

"Pete tiene un récord de resultados demostrado que ha hecho que nuestras comunidades sean más seguras, más fuertes y más prósperas", dijo, y aprovechó para acusar a Allred de tener una "ideología californiana radical".

Sessions no ha enfrentado una verdadera competencia en

más de una década.

Incluso el año pasado se jactó de que no necesitaba ayuda externa, y le dijo al consejo editorial de *The Fort Worth Star-Telegram* que "depende de mí ganar Dallas, Texas, no de algún grupo".

Pero este ciclo electoral ha resultado ser diferente.

Muchos analistas estiman que los demócratas tienen una buena posibilidad de ganar suficientes escaños para retomar el control de la Cámara.

Los demócratas determinaron que el escaño de Sessions era uno de los que podían ganar luego de que Hillary Clinton capturó ese distrito por margen de 48-47 en la elección de 2016.

Allred surgió como contrincante de Sessions de una reñida primaria demócrata.

Allred es abogado de derechos civiles y trabajó en el gobierno de Barack Obama después de jugar como linebacker

DEBATE

Qué: Debate entre los candidatos para el distrito 32 (Norte, noroeste de Dallas y suburbios) Colin Allred y Pete Sessions. Sam Baker, KERA será el moderador.

Cuándo: Domingo, 7:30 p.m.

Dónde: Temple Shalom, 6930 Alpha Road, en Hillcrest

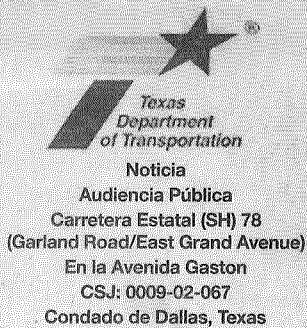
Costo: Gratis

en la NFL.

Allred ha igualado a Sessions en recudación de fondos de campaña y se ha mantenido cerca en las encuestas.

Sessions y sus aliados han gastado \$2 millones en televisión, contra los \$2.2 millones de Allred y los suyos.

Casi el 65% de los anuncios de televisión del 4 de septiembre al 1 de octubre en esta contienda fue negativo, de acuerdo con datos de Kantar Media y CMAG.



El Departamento de Transporte de Texas (TxDOT), en cooperación con la Ciudad de Dallas, propone mejoras de intersección a la Carretera Estatal (SH) 78 (Garland Road / East Grand Avenue) en la Avenida Gaston en el Condado de Dallas, Texas. Este aviso informa al público que TxDOT llevará a cabo una audiencia pública sobre el proyecto propuesto. La audiencia se llevará a cabo el **martes 13 de noviembre de 2018 en el Dallas Arboretum - Rosine Hall**, ubicado en 8525 Garland Road, Dallas, TX 75218. Las exhibiciones estarán disponibles para verlas a las 6:00 p.m. con la audiencia formal comenzando a las 7:00 p.m. El propósito de la audiencia es presentar las mejoras planificadas y recibir comentarios públicos sobre el proyecto propuesto.

El proyecto propuesto consiste en reconfigurar la intersección de SH 78 / la Avenida Gaston para mejorar las operaciones de tránsito y la movilidad. Las mejoras modificarían la intersección para incluir carriles de giro adicionales, medianas elevadas, agregar alojamiento para bicicletas y peatones dentro de los límites del proyecto, y ampliar los puentes existentes sobre un tributario sin nombre a White Rock Creek. El proyecto propuesto requeriría aproximadamente 0.29 acres de nuevos derechos de paso (ROW) y 0.32 acres de servidumbres de construcción temporales para acomodar las mejoras propuestas.

La intersección existente tiene carriles a la derecha sin protección en la Avenida Gaston y ofrece alojamiento limitado para peatones y bicicletas. El ROW existente oscila entre 54 y 242 pies de ancho. El ROW propuesto oscilaría entre 70 y 242 pies de ancho. Aunque se requiere ROW adicional, no se desplazarán estructuras residenciales o no residenciales. La información sobre los servicios y beneficios disponibles para los propietarios afectados y la información sobre el calendario provisional para la adquisición de ROW se pueden obtener en la oficina del distrito en la dirección que se indica a continuación.

Partes del área del proyecto propuesto y las obras de construcción se realizarían en la Agencia Federal de Manejo de Emergencias designada en llanuras de inundación de 100 años del afluente no identificado de White Rock Creek. El diseño hidráulico para este proyecto estaría de acuerdo con las políticas actuales de diseño de la Administración Federal de Carreteras (FHWA, por sus siglas en inglés) y TxDOT. Aproximadamente 0.32 acres de aguas de los Estados Unidos se encuentran dentro del área del proyecto; sin embargo, no se observaron humedales. Los impactos permanentes de la colocación de soportes de puentes se autorizarían debajo de un Cuerpo de Ingenieros del Ejército de los Estados Unidos (USACE) Sección 404 del el Permiso Nacional 14. Se requerirá aproximadamente 0.32 acres de área de servidumbre de construcción temporal de la propiedad de Santa Fe Trail. El proyecto propuesto es elegible para una Excepción de la Sección 4 (f) debido a la ocupación temporal de la propiedad.

La documentación ambiental, los mapas que muestran la ubicación y el diseño del proyecto, y otra información relacionada con el proyecto están archivados y disponibles para inspección de lunes a viernes de 8:00 a.m. a 5:00 p.m. en la oficina del distrito de TxDOT Dallas en 4777 East Highway 80, Mesquite, Texas 75150 y están disponibles en línea en www.keepitmovingdallas.com bajo Próxima audiencia / reunión pública. Esta información también estará disponible para inspección en la audiencia. Se solicitan comentarios verbales y escritos del público sobre el proyecto y se pueden presentar en la audiencia, o enviarlos personalmente o por correo a la Oficina del Distrito de Dallas de TxDOT o por correo electrónico a Lani.Marshall@txdot.gov. Los comentarios deben recibirse antes del **miércoles 28 de noviembre de 2018** para formar parte del registro oficial de la audiencia.

La audiencia se llevará a cabo en inglés. Las personas interesadas en asistir a la audiencia que tienen necesidades especiales de comunicación o alojamiento, como la necesidad de un intérprete, deben comunicarse con la Oficina de Información Pública del Distrito de Dallas de TxDOT al (214) 320-4480. Las solicitudes deben realizarse al menos dos días antes de la audiencia. Se harán todos los esfuerzos razonables para satisfacer estas necesidades.

Si tiene alguna pregunta general o inquietud con respecto al proyecto propuesto o la audiencia, comuníquese con el Gerente del Proyecto TxDOT, Lani Marshall, P.E., al (214) 319-6585 o Lani.Marshall@txdot.gov.

La revisión ambiental, la consulta y otras acciones requeridas por las leyes federales de medio ambiente aplicables para este proyecto están siendo, o han sido, llevadas a cabo por TxDOT de conformidad con 23 U.S.C. 327 y un Memorando de Entendimiento con fecha del 16 de diciembre de 2014 y ejecutado por FHWA y TxDOT.

DN-170623-91



WHITE ROCK LAKE WEEKLY

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AFFIDAVIT of PUBLICATION

STATE of TEXAS

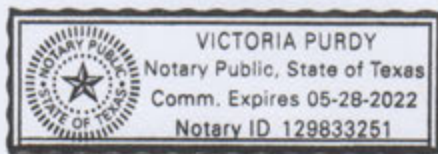
COUNTY of DALLAS

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 October 19, 2018 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 01 day of November 2018.



P.O. Box 180070, Dallas, TX 75218, 214-373-2111, whiterocklakeweekly.com

MULL IT OVER

Mavs will improve this season

By David Mullen

“We’re number eight! We’re number eight!”

Although it sounds like a rather pedestrian chant, that is probably the best that Dallas Mavericks fans can hope for this year. After all, it would put them in the playoffs for the first time in three seasons in the talent-rich Western Conference of the National Basketball Association.

The Mavs are sure to be improved, especially with Coach Rick Carlisle and veteran Dirk Nowitzki, probably playing his final season, influencing the team’s youthful roster. Carlisle will be the strategist and Nowitzki the inspiration once he returns to the court from a bothersome ankle injury. Luka Dončić looks like a natural, and I expect him to win Rookie of the Year. He is the future of the franchise.

Once he gets healthy, Harrison Barnes will fit into the rotation nicely. He is a no-nonsense guy. It remains to be seen if new center DeAndre Jordan, who jilted the Mavericks once already when he re-signed with the Los Angeles Clippers after promising to bring a big defensive presence to “Big D,” fits in as well as Barnes. Dennis Smith Jr. has a valuable year of experience under his belt, but needs to be counted on to improve his shooting skills. And it looks like the Mavs may have found a quality player in second round pick Jalen Brunson. He can shoot and has won two NCAA championships.

In the Southwest Division, the Mavs will be looking up all season at their arch rivals in the south, the Houston Rockets. Last year, they won 65 games. They won’t do that again, but James Harden is an amazing talent, and a healthy Chris Paul makes him better.



Photo courtesy of Jerome Miron-USA TODAY Sports

Dallas Mavericks forward Dirk Nowitzki (41) shoots over Memphis Grizzlies forward Chandler Parsons (25) during the first quarter at the American Airlines Center.

But remember, they have the Carmelo Anthony factor this season. Why teams expect Anthony to provide positive impact is something I have never understood.

The rest of the division’s teams have marquee players. The San Antonio Spurs added DeMar DeRozan and already has LaMarcus Aldridge, but will be without franchise stars Manu Ginóbili, who retired, and Tony Parker, who moved on to the Charlotte Hornets. The Memphis Grizzlies typically play great defense, but may not have enough offense to make the playoffs. And the New Orleans Pelicans have a superstar in Anthony Davis, but lost DeMarcus Cousins to the World Champion Golden State Warriors.


With the addition of Cousins joining Kevin Durant, Stephen Curry, Klay Thompson, Draymond Green, Andre Iguodala and Shaun Livingston, it is hard to see any team betting the Warriors out of a Pacific Division and Western Conference championship. Of course, the talk of Tinseltown is LeBron James

joining the Los Angeles Lakers, which is a huge improvement to a team on the rise and will add another competitor to the Warriors. La La Land becomes Le Le Land. But expect there to be some adjustment in the Lakers as his teammates get used to “King” James. The rest of the Pacific Division — The Sacramento Kings, Phoenix Suns and Los Angeles Clippers — are not likely playoff teams.

The Northwest Division has balance, lots of star power and as many as four teams that could be vying for a play-off spot. The Oklahoma City Thunder has Russell Westbrook and Paul George; The Portland Trail Blazers have the exciting Damian Lillard; The Denver Nuggets have Paul Millsap, Jamal Murray and Isaiah Thomas; and The Minnesota Timberwolves have Karl-Anthony Towns. But the most intriguing team in the division is the Utah Jazz. They have quietly improved during the past few years and have all of their key players returning.

The Eastern Conference

see MULL on page 9



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THE POINT & PAVILION AT C. C. YOUNG


The Vista • Thursday, October 18, 2018 at 5:30 p.m.
“Coffee & Conversation” - come hear for yourself why everyone is talking about The Vista. Limited space so make your reservation today.
RSVP to Suzanne at: 214-258-4000

“Medicare 101” • Tuesday, October 23, 2018 at 5:30 p.m.
“Medicare 101” Are Medicare details a hard pill to swallow?
Come learn all the details from an expert. Senior Client Services Coordinator, Carl Burlbaw with Elder Financial Safety Center is here to answer your questions and help you make informed decisions.
RSVP to Suzanne at: 214-258-4000

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Northwest Highway Between Skillman & Abrams

AFFIDAVIT OF PUBLICATION OF NEWSPAPER
NOTICE OF PUBLIC HEARING

THE STATE OF TEXAS

COUNT OF Dallas County

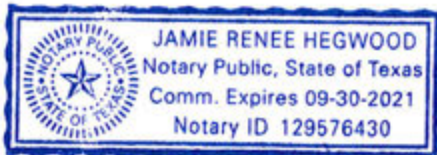
BEFORE ME, the undersigned authority, on this day personally appeared Pick Wamre, publisher of Advocate Media, who, being by me duly sworn, upon oath deposes and says:

That the attached NOTICE OF PUBLIC HEARING was published in Advocate magazine a newspaper published in the English language and of general circulation in the City of Dallas, Texas and in the territory proposed to be annexed, which said territory is described in said NOTICE OF PUBLIC HEARING, in the following issue: November 2018, 20 18, and that the attached newspaper clipping is a true and correct copy of said published notice.

Signed: Pick Wamre

SWORN TO AND SUBSCRIBED BEFORE ME, this the 13th day of December, 20 18

Jamie Renee Hegwood
Notary Public in and for Dallas County, Texas



(SEAL)



6726 Lakewood Blvd.

- The stone around the front door and on the left side of the house is cut stone, put through a saw blade, as opposed to rough, uncut "field stone," Winters points out. "Dilbeck, in general, did not use cut stone. It was too 'finished' for him."
- The way the massive chimney faces the street, and steps down and toward the street in tiers — "I know this sounds ridiculous," Winters says, "but this is not a Dilbeck chimney."
- The straight gable across the house contrasts with the "infinitely more complex and complicated roof" at 6748 Lakewood Blvd. Dilbeck tended not to use simple gable roofs that ran parallel to the street.



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Dallas County, Texas**

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The proposed project consists of reconfiguring the SH 78/Gaston Avenue intersection to improve traffic operations and mobility. The improvements would modify the intersection to include additional turning lanes, raised medians, adding bicycle and pedestrian accommodations within the project limits, and widening the existing bridges over an unnamed tributary to White Rock Creek. The proposed project would require approximately 0.29 acre of new right-of-way (ROW) and 0.32 acre of temporary construction easements to accommodate the proposed improvements.

The existing intersection has unprotected right turn lanes at Gaston Avenue and offers limited pedestrian and bicycle accommodations. The existing ROW ranges from 54 to 242 feet in width. The proposed ROW would range from 70 to 242 feet in width. Although additional ROW is required, no residential or non-residential structures would be displaced. Information concerning services and benefits available to affected property owners and information about the tentative schedule for ROW acquisition may be obtained from the district office at the address listed below.

Portions of the proposed project area and construction work would occur in the Federal Emergency Management Agency designated 100-year floodplains of the unnamed tributary to White Rock Creek. The hydraulic design for this project would be in accordance with current Federal Highway Administration (FHWA) and TxDOT design policies. Approximately 0.32 acre of waters of the United States are located within the project area; however, no wetlands were observed. Permanent impacts from placement of bridge supports would be authorized under a United States Army Corps of Engineers (USACE) Section 404 Nationwide Permit 14. Approximately 0.32 acre of temporary construction easement area from the Santa Fe Trail property would be required. The proposed project is eligible for a Section 4(f) Exception due to the temporary occupancy of the property.

Environmental documentation, maps showing the project location and design, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at TxDOT Dallas District Office at 4777 East Highway 80, Mesquite, Texas 75150 and are available online at www.keepitmovingdallas.com under Upcoming Public Hearing/Meeting. This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the project are requested and may be presented at the hearing, or submitted in person or by mail to the TxDOT Dallas District Office or by email to Lani.Marshall@txdot.gov. Comments must be received on or before **Wednesday, November 28, 2018** to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact TxDOT Dallas District Public Information Office at (214) 320-4480. Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact the TxDOT Project Manager, Lani Marshall, P.E., at (214) 319-6585 or Lani.Marshall@txdot.gov.

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.

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SH 78 at Gaston Avenue - Public Hearing

Tuesday, November 13, 2018

CSJ: 0009-02-067

The Texas Department of Transportation (TxDOT), in conjunction with the City of Dallas, proposes intersection improvements to State Highway (SH) 78 (Garland Road/East Grand Avenue) at Gaston Avenue in Dallas County, Texas. This notice advises the public that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Tuesday, November 13, 2018 at the Dallas Arboretum – Rosine Hall, located at 8525 Garland Road, Dallas, TX 75218. Displays will be available for viewing at 6:00 p.m. with the formal hearing starting at 7:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The proposed project consists of reconfiguring the SH 78/Gaston Avenue intersection to improve traffic operations and mobility. The improvements would modify the intersection to include additional turning lanes, raised medians, adding bicycle and pedestrian accommodations within the project limits, and widening the existing bridges over an unnamed tributary to White Rock Creek. The proposed project would require approximately 0.29 acre of new right-of-way (ROW) and 0.32 acre of temporary construction easements to accommodate the proposed improvements.

Displays available for viewing: 6:00 p.m.

Formal hearing: 7:00 p.m.

Dallas Arboretum – Rosine Hall,

8525 Garland Road,

Dallas, TX 75218

[Public Hearing Notice - English](#)

[Public Hearing Notice - Spanish](#)

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Public Hearing – SH 78 at Gaston Avenue in Dallas County

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Where:	Dallas Arboretum – Rosine Hall 8525 Garland Road Dallas, TX 75218 (Map)
When:	Tuesday, Nov. 13, 2018 Open House: 6 - 7 p.m. Formal Hearing: 7 p.m.
Purpose:	The purpose of the hearing is to present the planned improvements and solicit public comments on the proposed SH 78 at Gaston Avenue intersection improvements in the city of Dallas, Dallas County, Texas. Displays will be available for viewing at 6 p.m with the formal hearing starting at 7 p.m. Comments must be received on or before Wednesday, Nov. 28, 2018, to be a part of the official record.
Description:	The proposed project consists of reconfiguring the SH 78/Gaston Avenue intersection to improve traffic operations and mobility. The improvements would modify the intersection to include additional turning lanes, raised medians, adding bicycle and pedestrian accommodations within the project limits, and widening the existing bridges over an unnamed tributary to White Rock Creek. The proposed project would require approximately 0.29 acre of new right of way and 0.32 acre of temporary construction easements to accommodate the proposed improvements.
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.

Memorandum of Understanding:

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.

Downloads:

- Notice
- Notice - Spanish
- Venue Map
- Schematic

Contact:

TxDOT Dallas District
Public Information Office
(214) 320-4480
Email

Posted Oct. 9, 2018

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Appendix D

Sign-In Sheets



Public 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

Public Hearing - November 13, 2018

NAME	ADDRESS
Mary Sue Yagoword	
MaryPat Smith	
Wan Banks	
Patricia Gaffney	
John Boxetuk	
Eric Winwood	
Gerald Cooley	
Lauren von Rosenberg	
Patrick N. Blydes	
Suzanne Sheaffer	
Scott Burnett	
Marci Novak	
Karen Dyer	
Jennifer Riny	
ERIC UHLENHUTH	
Randy Shear	
MaryDawn Fogarty	
BRADLEY WITTE	
BRUCE GOODE	
Bruce Hale	
Annelise Pedersen	
Charles Cassio	
Grant Galliford	
BOB BURDITT	
Brenda Dunklan	



PUBLIC SIGN-IN SHEET

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

CSJ: 0009-02-067

Public Hearing - November 13, 2018

NAME	ADDRESS
JOSIE ROBLES	
Don Phetigo	
Gandy Proctor	
Christina Blum	
Carl Camas	
Susan Stephens	
Kaitlen Robbins	
JOHN FANCHER	
Elizabeth Blackburn	
FRED WELSH	
Barbara Koegel	
Clare Lara	
Jim Frankiewicz	
SERGINY STEWART	
Karen Newton	
GARY BROWN	
TAYLOR SIOVAK	
Bill Arngust	
Sidney Farrer	
JAMES CHAPKE	
Amos O'Quinn	
RANDOLPH KALIS	
Jeff Grumitt	
Colleen McGuiston	
Karen Hettick	



25
275
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270
277

PUBLIC SIGN-IN SHEET

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

CSJ: 0009-02-067

Public Hearing - November 13, 2018

NAME	ADDRESS
Kathleen Arthur	
Jane Ojeda	
Brett Robinson	
Mary Griggs	
Michael Griggs	
JEFF BENJETT	
CAROL LANDER	
Anita Childress	
Debbie Stinson	
PETE BASS	
Elizabeth Hurst	
Marghe Pedersen	
JEFF PARKER	
ILYAN BOYD	
Kristin Boyd	
John Shirey	
Brian LINDI BOYLES	
Ernest Chavez	
JOHN DAILEY	
Matt MacGregor	
Sara Chelette	
Kemp Haysley	
Clayton Hartmann	
Clayton Hartmann	
Tiffany and Ron Kohl	



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

CSJ: 0009-02-067

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NAME	ADDRESS
Jay F Morrison	
Sam Weger	
Joshua Bentley	
Rob Hogue	
Sharon Proctor	
Joan Scheffeling	
Diane Gollhofer	
Robin Hawke	
Josh Watts	
Jackie Young	
LAURIE MCCLURG	
Liz Wally	
Louis Dugan	
R D Dignity	
BLAKE KRESL	
BOB QUAGLIA	
Joan Coker	
Charles Smith	
Harryette Ehrhardt	
Lila Stewart	
Monique Vanquicken	
Thomas Tivis	
Carol Payne	
Melanie Vanlandingham	
Becky Oliver Coady	



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

CSJ: 0009-02-067

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NAME	ADDRESS
Joanne Lyke	
KIMBERLY BOYCE	
Chris McCauley	
DAVID J. PITTMAN	
Corey Bruce	
JUDY WHITMAN	
KATH Casey	
Laura Jekot	
Randy Reed	
MARY SCHAEFER	
Charles Hodge	
ED MEERS	
Eric Daniel	
MARCEL QUINCY	
Judy Babinski	
GRANT WALL	
Christine Gietema	
William Gietema	
Amanda Johnson	
Terri Keith	
Richard Brownjohn	
Oliver Talley	
Debbie Knight	
Jay Hall	
JOE LARKMAN	



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

CSJ: 0009-02-067

Public Hearing - November 13, 2018

NAME	ADDRESS
Stacy Jo Moore	
Daniel Ortega	
KAREN ALBRACHT	
Betty Dunagan	
Amanda Connor	
Vicki Martin	
Rebecca Shamsa	
Michael Green	
Simon Lewis	
Sean Parsons	
Mary Conterbury	
Pryce Tucker	
Win Brunning	
Sarah Papert	
Barny Randle	
Jody Shafer	
Dan Micciche	
Janine Carley	
Rice Johnson	
Martha Heimberg	
HEIDI GONZA	
Laura Graham	
DAVID L. Swanson	
Samantha Hall	
CRALG CAMPBELL	



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

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Public Hearing - November 13, 2018

NAME	ADDRESS
Gary Dyle	
Lucille Buckman	
Alex Barts	
Mikila Zaorski	
Gloria Tarpley	
Brent Rosenthal	
Denise Chavez	
Casey Wilcox	
David Lee	
Arkansas Goldent	
Kristopher D Cleette	
DAVID KUSHEL	
Max Tarpley	
Cesar Villalarta	
Steve Futna	
Jean Lambert	
TIM SMITH	
Charles DOWLER	
Dave LaBrec	
ISRAEL SILVAS	
Jean Foxman	
Dennis Harrison	
BRAD EAKIN	
Curtis Fesser	
Tom Aubrey	



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

CSJ: 0009-02-067

Public Hearing - November 13, 2018

NAME	ADDRESS
JASON SEUERS	
GRAND WORKS	
Constance Lewis	
Kathleen Davis	
Nancy Wilson	
Valerie Dimmet	
SAHBA MOSHTAGH	
BRUCE BORRETT	
Jay Bruce	
ELIZABETH MCFARLAND	
MILAN NURRE	
Lee Papert	
Mandy Kernen	
Doug Gilpin	
Mary Elbanna	
Nik Benson	
SUSAN FLORENTINO	
Nick Thern, AIA	
Camilla Mitchell	
Martine Buchmann	
Sarah Buchmann	
Kathy Wall	
Stephen Meents	
Jessica Galeshaw	
Patricia Simon	



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

CSJ: 0009-02-067

Public Hearing - November 13, 2018

NAME	ADDRESS
Robert Faurie	
Shannon Cahalan	
Bruce Smith	
Jamie Johnson	
Joel Nelson	
Judy Myers	
Madeline Dangher	
Carol Wensley	
Harvey McQuiston	
Nellie Gerard	
Joan Layden	
Lois Simmons	
Arthur	
Vall Hale	
Bruce Hale	
Kosher Westerbeek	
Linda Whiteley	
Kene Schmidt	
Mayorie Burdett	
Cindy Wabner	
CAROLLE OSEDA	
CAROLYN LAIVINS	
Bill Foerster	
Dorsette Bennett	
Ernie Carlson	



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Proposed Intersection Improvement
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Dallas County, Texas

CSJ: 0009-02-067

Public Hearing - November 13, 2018

NAME	ADDRESS
Elena R Ford (Rocky)	
Mary Wew	
CLATE BOWEN	
JASON PUMPELLY	
John Mitchell	
John L. Hutton	
With VIN 451367040	
RICHARD KEEN	
Alicia Gene	
STEPHANIE STANLEY	
Philip Kingston	
Brent Bosworth	
Gary Griddle	
PATRICK KIRBY	
ROB FRASHERSKI	
DAVID A Hines	
MILTON PARR	
ROLAND MELTON	
Amy Kristofek	
Alexandra Sancek	
Cathy Stewart	
Chloria Sandover	
Mark Sullivan	
Kimberly Edge	
Kendra News	



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Proposed Intersection Improvement
SH 78 (Garland Road / East Grand Avenue) at Gaston Avenue
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Public Hearing - November 13, 2018

NAME	ADDRESS
Linda Robles	
LAURA KOPPANG	
Jolie Bentley	
Glenna Taitz	
Ralph Taitz	
Krista de la Haza	
Mary Timbrough	
Tim & GAYLE HOPKINS	
Sarah Lamb	
Erasmus D. Bailey	
THOMAS CONLAN	
BRAD CRIST	
PAUL SIMS	
Kathleen Mc Ginnis	
Carol Belt-Walton	
Craig Mc Carthy	
Annette Cox	
Darai Freeman	
GREG STINSON	
Timothy L. Simmonds	
DONNA SWANSON	
ROBIN ROSENTHAL	
ANGIE CLARKE	
HOOMAN SHAMSA	
Insha Seidel	



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Proposed Intersection Improvement
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NAME	ADDRESS
FREN BROWN	
Laura Shuey	
DEBBIE VANZANT	
Jim VANZANT	
BARBARA COTTON	
Gary Lawler	
Teff Peterson	
Garrett Adams	
Elizabeth Howard	
Josef Collins	
Ann Walton	
Chuck Walton	
Mike Pennington	
Shannon McCord	
Michael Summerford	
LISA MOYA KING	
JANNA WOOD	
Melissa Drorowski	
Josh Olszewski	
Tom Rouse	
Samuel Rouse	
Doug SANDERS	
Eben Sanders	
Pierre Winslow	
LANCE ROSE	



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

CSJ: 0009-02-067

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NAME	ADDRESS
Nancy Johnson	
Kenna Cunningham	
Vickers Cunningham	
Matt Wood	
Fanny Morgan	
Mack / Morris	
Susan Harrison	
John Szklarski	
David Boling	
Jim Anderson	
Shannon Montgomery	
Melissa Gray	
David Harding	
Dawn Smith	
Denise Klembara	
Marsue Williams	
Mina Paddell	
James Tolen	
Eric J Klein	
Erin Marino	
Erica Cole	
Kam Delgon	
Sam S. McCoy	



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Proposed Intersection Improvement
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Dallas County, Texas

CSJ: 0009-02-067

Public Hearing - November 13, 2018

NAME	ADDRESS
Ronald Sekora	
Dee Anna and Chris Hanckey	
Pat Watson	
Kelly Clayton	
DAVID J BAUM	
Terry Syler	
Chris Shafer	
Hank Cuccia	
Charles McGee	
John and Fiona Tighe	
John Paul Stanford	
Abi Hoffm	
PATRICK GALVIN	
Jeff Porter	
Shane Bowen	
Kornel Romada	
Nicole Carrillo	
Tyila Myrota	
Richard Cuccia	



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

CSJ: 0009-02-067

Public Hearing - November 13, 2018

NAME	ADDRESS
DARREN MARLOWE	
Bill &	
Halley Stan Evans	
Linda Menzies	
Linda Dryman	
GORDON WATSON	
VICKY MARTIN	
Nebraska Stewart	
David Gonzales	
RACHEL & LANCE & TREVOR ROSE	
Vail Fassett	
Kirk GILLETTE	
Holland Brown	
Maria Ortiz	
INFAN FANUCCI	
Terry McGinnis	



PUBLIC SIGN-IN SHEET

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

CSJ: 0009-02-067

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

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**Proposed Intersection Improvement
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Public Hearing - November 13, 2018

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Elected & Public Official Sign In Sheets

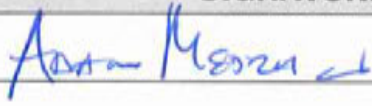





ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

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

CSJ: 0009-02-067

Public Hearing - November 13, 2018

NAME AND PUBLIC OFFICE	SIGNATURE
Adam Medrano Council Member - District 2, City of Dallas	
Monica Moreno Asst. to Council Member Adam Medrano, City of Dallas	
Mark Clayton Council Member - District 9, City of Dallas	
Emily Worland Asst. to Council Member Mark Clayton, City of Dallas	
Philip T. Kingston Council Member - District 14, City of Dallas	
Connie Sanchez Asst. to Council Member Philip T. Kingston, City of Dallas	
Clay Jenkins County Judge, Dallas County	
Lauren Mish Chief of Staff, County Judge Clay Jenkins, Dallas County	
Theresa Daniel Commissioner, District 1, Dallas County	
Erin Moore District 1 Commissioner's Office	
Mike Cantrell Commissioner, District 2, Dallas County	
Alberta Blair Director of Public Works, Dallas County	
Antoinette Bacchus Public Works, A/D Transportation/Planning, Dallas County	
Jonathan Toffer Public Works, A/D Program Engineering, Dallas County	
Mike Eastland Executive Director, NCTCOG	
Patricia Rohmer Project Engineer, NCTCOG	
Jeffrey Neal Program Manager, NCTCOG	
Michael Morris Director of Transportation, NCTCOG	



ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

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

CSJ: 0009-02-067

Public Hearing - November 13, 2018

NAME AND PUBLIC OFFICE	SIGNATURE
Dan Lamers Senior Program Manager, NCTCOG	
Berrien Barks Senior Transportation Planner, NCTCOG	
Keven Feldt Program Manager, NCTCOG	
Nathan Drozd Transportation Planner III, NCTCOG	
Lilian Onyango Public Works, GIS Technician, Dallas County	
Tushar Solanki Public Works, Senior Project Manager, Dallas County	
Don Huffines Texas Senator, District 16	
Bob Hall Texas Senator, District 2	
Jeb Hensarling U.S. Representative, District 5	
Eddie Bernice Johnson U.S. Representative, District 30	
Ellisha Terry Constituent Services Liaison, U.S. Rep. Eddie Bernice Johnson	
John Cornyn U.S. Senator	
Ted Cruz U.S. Senator	
Victoria Neave Texas Representative, District 107	
Katy Womble Office of Texas Representative Victoria Neave	
Eric Johnson Texas Representative, District 100	<i>Mary Elbanna</i>
Mary Elbanna Legislative Assistant, Texas Representative Eric Johnson	
Jesse Moreno Parks and Recreation Board, District 2, City of Dallas	




ELECTED AND PUBLIC OFFICIAL SIGN-IN SHEET

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

CSJ: 0009-02-067

Public Hearing - November 13, 2018

NAME AND PUBLIC OFFICE	SIGNATURE
Michael Rogers Director of Transportation, Transportation Department, City of Dallas	
Maria Chadwell Executive to Director of Transportation, Transportation Department, City of Dallas	
Frank Honeycutt City of Dallas, DOT	



Media Sign In Sheet



MEDIA SIGN-IN SHEET

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

CSJ: 0009-02-067

Public Hearing - November 13, 2018

[illegible]



TxDOT & Consultant Sign In Sheets



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

November 13, 2018

NAME	ORGANIZATION
ANDY ATLAS	CP&Y
Lezlie Kirby	TxDOT
Graze Dearman	TxDOT
Kim Adams	TxDOT
Cecile Dearman	TxDOT
Christine Polito	TxDOT
Travis Campbell	TxDOT
Nelson L. Underwood	TxDOT
LACEY RODGERS	TxDOT
Caren Chambers	Michael Baker Intl
Nazrul Chowdhury	TxDOT
RAKHSANDA M ALTAR	TxDOT
Lani Marshall	TxDOT
Somendra Williams	TxDOT
CHARLES TAPP	"
Derick Wagner	Michael Baker Intl
Mark Middleton	Michael Baker
Mickelle Roston	TxDOT PTO
Maysam Ali	Michael Baker Intl
Jennifer Ewins	Michael Baker Intl
Ana Lozano	CP&Y
Hui Lin	CP&Y
Peara Simmons	TxDOT
Deborah Nixon	TxDOT

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

November 13, 2018

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Appendix E

Transcript

1 TEXAS DEPARTMENT OF TRANSPORTATION - DALLAS DIVISION

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PROPOSED INTERSECTION IMPROVEMENT

4

STATE HIGHWAY (SH) 78

5

(GARLAND ROAD/EAST GRAND AVENUE) AT GASTON AVENUE

6

CSJ: 0009-02-067

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PUBLIC HEARING

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15

Held at the

16

Dallas Arboretum - Rosine Hall

17

8525 Garland Road, Dallas, Texas 75218

18

Tuesday, November 13, 2018

19

6:00 p.m. - 9:52 p.m.

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23

24

Reported by:

25

Karen L. D. Schoeve, CSR, RDR, CRR, RSA

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P R O C E E D I N G S

(Private public comment to court
reporter prior to commencement.)

Jose Robles, [REDACTED],
[REDACTED].

JOSE ROBLES: Yes, I wanted to go on
record as stating that there have been four prior
meetings where factors have been considered, studies
have been made, money has been spent, and a decision
has been made.

And my comment to the Board is that
since the last meeting, nothing has changed that
changed any of the factors that came into
consideration for the Board to make the decision to
go with Option 2.

So I think the three schools that have
school zones that are affected on East Grand, I
think access to Tenison Park, future access to the
Samuell-Grand Aquatic Center will be greatly
impacted by increasing traffic flow on East Grand by
going with Option 1, so I strongly oppose it.

I say nothing has changed since the
last meeting, other than there's been some public
outcry from a very small neighborhood off of Gaston
Avenue. That doesn't speak for the whole of

1 everybody that's gonna be affected by it.

2 So I would like for the Board to
3 remember the reasons why they made their own
4 decision to go with Option 2 and to stick to it.

5 Let your yea be yea and your nay be
6 nay.

7 Thank you.

8
9 *****

10
11 CEASON CLEMENS: All right, ladies and
12 gentlemen, we're going to go ahead and get started.
13 Thank you for being here this evening. It's now
14 7 p.m. We'll go ahead and get started.

15 My name is Ceason Clemens. I am the
16 Deputy District Engineer for the Dallas District
17 Office of the Texas Department of Transportation or
18 TxDOT. I am representing Dallas District Engineer
19 Mo Berg tonight.

20 We appreciate your interest in the
21 State Highway 78 at Gaston Avenue Intersection
22 Improvements Project and welcome each of you.

23 We want to express the appreciation to
24 Dallas Arboretum for hosting us tonight.

25 We'd also like to thank those of you

1 who had an opportunity to attend the open house. As
2 you arrived, you were given the opportunity to
3 register your attendance for this hearing on the
4 sign-in sheets at the front table. This allows us
5 to record tonight's participation.

6 You were also given an opportunity to
7 fill out a verbal Comment Registration Form which
8 provides you the opportunity to express your
9 interest in the project through a verbal statement
10 during tonight's "Opportunity For Public Comments"
11 portion of the public hearing.

12 Our registration forms are the yellow
13 sheets at the front sign-in tables which serve as
14 the written record of tonight's participation. If
15 you did not register and you'd like to do so, please
16 do so during the upcoming recess.

17 Before proceeding further, I'd like to
18 introduce the elected and public officials who are
19 in attendance tonight or who were able to stop by
20 during the open house.

21 We have Representative Neave tonight.

22 [Applause.]

23 Thank you.

24 We also have Council Member Mark
25 Clayton.

1 [Applause.]

2 And we have Mary Elbanna representing
3 Eric Johnson's office here tonight.

4 [Applause.]

5 Did I overlook anyone?

6 Council Member Kingston. Thank you
7 for joining us tonight.

8 [Applause.]

9 We appreciate each of your attendance
10 tonight, and we thank you for your interest in this
11 project.

12 I also want to introduce the people
13 who have official responsibilities tonight: members
14 of the Department, consultant team, and local
15 government staff. I'm pretty sure most of them are
16 in the back.

17 Please go ahead and stand if you're
18 sitting.

19 [Applause.]

20 Thank you.

21 They are available tonight to answer
22 your questions and to discuss your concerns
23 regarding the project.

24 Once we adjourn, please feel free to
25 visit with the staff about the project.

1 I would also especially like to
2 recognize Lani Marshall. She's our TxDOT project
3 manager here tonight.

4 [Applause.]

5 I'm pretty sure she's in the back.

6 Thank you.

7 We also have Caren Chambers. She's
8 with Michael Baker International, and she is our
9 engineering project consultant.

10 [Applause.]

11 Thank you.

12 And we have Josh Geyer with CP&Y. He
13 is our environmental consultant. He'll be speaking
14 tonight.

15 [Applause.]

16 Thank you.

17 These individuals will be available
18 during the recess to answer your questions regarding
19 the project.

20 This hearing has been convened by the
21 Texas Department of Transportation and is being held
22 to receive and consider comments from the public
23 regarding the proposed State Highway 78 at Gaston
24 Avenue Intersection Improvements Project.

25 Many of you may have attended previous

1 public hearings conducted by the Texas Department of
2 Transportation; however, for the benefit of those
3 who have never attended one, I would like to explain
4 how the Department conducts a public hearing.

5 A public hearing has four essential
6 purposes:

7 1.) Inform the public of the status of
8 planning on the product and present the
9 recommendations based on studies performed to date.

10 2.) Describe the project so those
11 attending can determine the project's potential to
12 affect their lives and property.

13 3.) Provide the public an opportunity
14 to see information and express their views at a
15 stage in the planning process where flexibility to
16 respond to comments still exists and before location
17 and design decisions are finalized.

18 4.) And, finally, to develop a record
19 of public use and participation to accompany
20 recommendations for subsequent decisions.

21 This public hearing -- (mic faded
22 out).

23 This public hearing -- (mic faded
24 out). There we go. Hopefully this will help with
25 the buzzing. Sorry about that.

1 This public hearing is being held in
2 compliance with both federal and state laws. For
3 the official record, a transcript of this hearing
4 will be made. For this reason, we ask that all
5 verbal comments be made from the floor microphone.

6 Please note that we will not attempt
7 to respond to your comments this evening. Comments
8 will be fully considered and responded to in the
9 project record.

10 If you wish to give a verbal comment,
11 but do not want to do so from the floor microphone,
12 you may provide your comment one-on-one to the court
13 reporter during the recess.

14 Following this hearing, the Department
15 will proceed with the preparation of a final
16 environmental documentation. Your statements and
17 comments will be addressed in this documentation and
18 will be given full consideration in the preparation
19 of the final recommendation and design for the State
20 Highway 78 at Gaston Avenue Intersection
21 Improvements Project.

22 After my initial comments and
23 explanation of the project's history today,
24 Miss Caren Chambers will give a detailed
25 presentation concerning the location and design

1 features for the proposed State Highway 78 and
2 Gaston Avenue Intersection Improvements Project.

3 Afterwards, Josh Geyer will then
4 discuss the environmental effects related to the
5 project.

6 At the conclusion of the formal
7 presentation, we will recess the hearing for 20
8 minutes and allow you the opportunity to view the
9 project design currently on display here tonight.

10 During the recess, you are encouraged
11 to ask questions, which the partner representatives
12 will address and answer.

13 Following the recess, we will
14 reconvene the hearing and ask those persons who
15 indicated on the registration form they would like
16 to make a statement to come forward to our floor
17 microphone, state their name and address for the
18 record, and provide comments, what they like or
19 don't like, positive or negative, concerning the
20 project.

21 Following the registered speakers,
22 anyone who did not register will also be given an
23 opportunity to comment.

24 Please note that if you wish to make a
25 verbal statement, but would rather not do so from

1 the floor microphone after we've reconvened, you are
2 invited to make your statement to the court reporter
3 during the recess. You may also choose to use this
4 time to complete one of our written comment forms.

5 TxDOT, at the request of State
6 Representatives and in conjunction with the City of
7 Dallas, is proposing improvements to the
8 intersection of State Highway 78, also known as
9 Garland Road/East Grand Avenue and Gaston Avenue in
10 the City of Dallas.

11 The purpose of the proposed project is
12 to improve future traffic operations and mobility,
13 as well as to improve safety and to improve bicycle
14 and pedestrian accommodations. The proposed
15 improvements will meet current design standards for
16 TxDOT.

17 This project was initiated in August
18 of 2015 when TxDOT received a request from two State
19 Representatives, Eric Johnson and Kenneth Sheets, to
20 conduct a feasibility study for improvement to the
21 intersection of State Highway 78 at Gaston Avenue.

22 The feasibility study's focus was on
23 construction of permanent improvements to the
24 intersection, including sidewalks and bicycle/
25 pedestrian accommodations. The feasibility study

1 included a series of stakeholder meetings and
2 meetings with affected property owners held in May,
3 September, and December of 2016.

4 The first of these meetings listed its
5 input from the participants on what sort of
6 improvements they would like to see take place.

7 The second meeting presented six
8 possible alternatives and solicited input from
9 participants.

10 And a third meeting presented a
11 selected alternative.

12 Following the conclusion of the
13 feasibility study, the selected alternative was
14 carried forward for further study and refinement
15 during the schematic environmental phase of the
16 project which began in early 2017.

17 A public meeting was held on
18 January 18th, 2018. Following the public meeting,
19 the schematic was refined further based on public
20 comments and engineering considerations and the
21 environmental studies were conducted. Tonight's
22 public hearing presents the refined schematic and
23 the results of the environmental studies.

24 The next series of slides will focus
25 on the previous public involvement events held for

1 this project, after which we will prevent the
2 schematic and information about the environmental
3 studies.

4 The first stakeholders' meeting was
5 held on May 16th, 2016, at Samuell-Grand Recreation
6 Center. TxDOT invited elected officials, City
7 staff, and homeowners associations that were
8 identified by City Council members.

9 The meeting was attended by 4 elected
10 officials, 15 City of Dallas representatives, 71
11 members of the public, and 16 TxDOT staff members
12 and members of the consultant team. The meeting
13 consisted of a presentation followed by group work
14 sessions.

15 At this stage there were no proposal
16 alternatives then. Instead, the group work sessions
17 were used to determine stakeholder concerns, ideas
18 and suggestions for possible improvements to the
19 intersection. Concerns were expressed concerning
20 egress and ingress for businesses adjacent to the
21 intersection, the need for a traffic light at Tucker
22 Street, speed of traffic, traffic congestion,
23 traffic accidents, and pedestrian safety.

24 Suggestions were provided related to
25 the possible intersection configurations, bicycle

1 and pedestrian accommodations, access to the
2 Santa Fe Trail, land staking, and aesthetic
3 improvements. The comments received were used to
4 guide the development of alternatives which were
5 presented at the next meeting.

6 The second stakeholders' meeting and
7 meeting with affected property owners was held on
8 September 7th, 2016, at Mount Auburn Elementary
9 School. TxDOT invited elected officials, City
10 staff, homeowners associations that were identified
11 by City Council members, adjacent property owners,
12 adjacent businesses, and attendees of previous
13 public stakeholder meetings.

14 The meeting was attended by 9 elected
15 officials, 23 City of Dallas representatives, 71
16 members of the public, and 21 TxDOT staff members
17 and members of the consultant team.

18 The meeting consisted of a
19 presentation, followed by group work sessions to
20 solicit input on six potential project concept
21 alternatives, including 5 Build Alternatives and
22 No-Build Alternative, which will be shown on the
23 next couple of slides.

24 TxDOT received 22 written and verbal
25 comments from this meeting. Concerns were expressed

1 regarding pedestrian safety, the need for a traffic
2 light at Tucker Street, safe egress/ingress for
3 adjacent businesses, traffic accidents, and project
4 costs. Suggestions were provided regarding the
5 desire for aesthetics and landscaping,
6 accommodations for bicycles and pedestrians, trail
7 connections, stoplight timing, repainting of Gaston
8 Avenue, and ways to slow down traffic.

9 Comments favor the Option 2/Reverse T
10 design, followed by the Option 1/Modified T design.
11 The no-build and roundabout designs were the least
12 favored. The comments received, along with
13 engineering considerations, were used to guide the
14 selection of the preferred alternative.

15 As mentioned previously, we started
16 with 5 Build Alternatives and the No-Build
17 Alternative. The No-Build Alternative would not
18 construct any improvements, and we would leave the
19 intersection as it currently exists as shown in this
20 slide.

21 This slide shows the 5 Build
22 Alternatives that were presented at the second
23 stakeholder meeting. These included Option 1, a
24 four-leg "Modified T" design.

25 Option 2, a "Reverse T" design where

1 Grand Avenue intersects Gaston Avenue and Garland
2 Road.

3 Option 3, a roundabout design.

4 Option 4, a "Reverse T" design with a
5 Grand Avenue to Garland Road bypass lane.

6 And Option 5, a "Reverse T" design
7 with a Grand Avenue to Garland Avenue free right
8 turn.

9 As previously mentioned, the public
10 comments received at the meeting, along with
11 engineering considerations, were used to guide the
12 selection of a preferred alternative that was
13 presented at the next meeting. Engineering
14 considerations that weighed heavily in the
15 alternative selection included factors such as
16 traffic, right-of-way requirements, utilities, and
17 existing pedestrian bridge.

18 The third stakeholders' meeting and
19 meetings with affected property owners was held on
20 December 12th, 2016, at Mount Auburn Elementary
21 School.

22 TxDOT invited elected officials,
23 City staff, homeowners associations that were
24 identified by City Council members, adjacent
25 property owners, adjacent businesses, and attendees

1 of the previous two stakeholder meetings.

2 The meeting was attended by 8 elected
3 officials, 8 City of Dallas representatives, 2
4 Dallas County representatives, 16 members of the
5 public, and 20 TxDOT staff members and members of
6 the consultant team.

7 The meeting consisted of an open house
8 followed by a presentation and a comment period. At
9 this meeting, TxDOT presented Option 2 or the
10 Reverse T as the selected alternative.

11 TxDOT received 34 written and verbal
12 comments from this meeting. Concerns expressed
13 regarding lane width, traffic calming, traffic data,
14 traffic light placement, bicycle and pedestrian
15 safety, speed of traffic, green space, and
16 landscaping, poor level of service, right-of-way
17 acquisition, traffic congestion, and current traffic
18 patterns.

19 Suggestions were provided regarding
20 aesthetics and landscaping, bicycle accommodations,
21 developing other streets, and providing trail
22 connections.

23 The Option 2/Reverse T design was
24 brought forward for schematic development in
25 environmental study. This slide shows the selected

1 alternative Option 2/Reverse T that was presented at
2 the third stakeholder meeting.

3 A public meeting was held on
4 January 18th, 2018, at the Dallas Arboretum. TxDOT
5 invited elected officials, City staff, homeowners
6 associations that were identified by City Council
7 members, adjacent property owners, adjacent
8 businesses, and attendees of the previous three
9 stakeholders' meetings. The general public was also
10 invited via newspaper advertisements and a press
11 release.

12 The meeting was attended by 4 elected
13 officials, 7 City of Dallas representatives, 135
14 members of the public, and 26 TxDOT staff members,
15 and members of the consultant team.

16 The meeting consisted of an open house
17 with a rolling informational presentation. Elected
18 officials were allowed the opportunity to share a
19 few words with the public. At this meeting, the
20 preliminary schematic for the selected alternative
21 for Option 2/Reverse T, was presented to the public
22 and comments were solicited.

23 TxDOT received 268 written and verbal
24 comments from this meeting. Because of the high
25 amount of public interest, TxDOT extended the

1 comment period from 15 days to 30 days to allow time
2 for as many people as possible to be allowed to
3 provide their comments.

4 Concerns were expressed about various
5 conflicts including the focus/scope of the project,
6 communication including public notice provided for
7 meetings, traffic operations, access to adjacent
8 property, bicycle and pedestrian safety and
9 accommodations, property values, traffic on Gaston
10 Avenue, and concerns about various city streets.

11 Suggestions were provided regarding
12 communication methods, bicycle and pedestrian
13 accommodations, aesthetics including landscaping,
14 traffic operations, environmental issues related to
15 drainage, and improvements to various city streets.

16 This slide shows alternatives that
17 were presented at public meeting. Since last
18 January when we presented this alternative, we've
19 continued making refinements to the schematic,
20 taking into accounts public comments as well as
21 engineering consideration.

22 Tonight's public hearing presents the
23 refined schematic and results of the environmental
24 studies. TxDOT invited elected officials, City
25 staff, homeowners associations, adjacent property

1 owners, adjacent businesses, attendees of the
2 previous three stakeholder meetings, and attendees
3 of the previous public meeting. The general public
4 was also invited via newspaper advertisements in the
5 Dallas Morning News, Al Dia, White Rock Weekly, and
6 the Advocate. A press release was also issued.

7 At this time Caren Chambers will
8 provide an overview of the proposed design features
9 for the State Highway 78 at Gaston Avenue
10 Intersection improvements.

11 CAREN CHAMBERS: Thank you, Ceason.

12 This slide shows the existing
13 intersection of State Highway 78 at Gaston Avenue.
14 The existing intersection is currently signalized
15 and configured as a T-intersection with Gaston
16 Avenue intersecting Grand Avenue and Garland Road.

17 Just north of the intersection is a
18 pedestrian truss bridge over State Highway 78, which
19 is part of the Santa Fe Trail system and an existing
20 roadway bridge over White Rock Creek. The area is
21 mostly commercial with several businesses on each
22 leg of the intersection. The existing facility does
23 not include sidewalks, signal phasing to accommodate
24 pedestrian traffic, or bicycle accommodations.

25 This slide shows the existing facility

1 for State Highway 78 (Garland Road). State
2 Highway 78 (Garland Road) consists of 3 lanes in
3 each direction with a raised center median.

4 In the northbound direction there
5 are 3 through lanes on Garland Road. In the
6 southbound direction, there are 2 through lanes
7 continuing south to Grand Avenue and 2 lanes
8 continuing to westbound Gaston Avenue with the
9 center lane being an optional lane to travel
10 westbound to Gaston Avenue or southbound to Grand
11 Avenue.

12 This slide shows the existing facility
13 for State Highway 78 (East Grand Avenue). In the
14 northbound direction, there are 2 through lanes
15 which are free flowing and traffic is not required
16 to stop. There is also 1 northbound lane to
17 westbound Gaston Avenue.

18 In the southbound direction, there are
19 3 through lanes on East Grand Avenue. Furthermore,
20 the outermost lane of East Grand Avenue traffic will
21 merge with eastbound Gaston Avenue traveling
22 southbound.

23 This slide shows the existing
24 facility for Gaston Avenue. Gaston Avenue consists
25 of 2 lanes in each direction. In the westbound

1 direction, there are 2 through lanes from southbound
2 Garland Road with the outside lane merging with
3 northbound traffic from East Grand Avenue.

4 In the eastbound direction there
5 are 2 lanes traveling to northbound Garland Road
6 and 1 lane of traffic splitting off to southbound
7 East Grand Avenue.

8 This slide shows the existing
9 intersection with the 2017 peak hour volumes for
10 each leg of the intersection. As you can see,
11 traffic volumes are the highest during the a.m. from
12 southbound Garland Road to westbound Gaston Avenue;
13 and during the p.m., from eastbound Gaston Avenue to
14 northbound Garland Road.

15 This slide shows the refined schematic
16 that we are presenting at tonight's public hearing.
17 The proposed facility would be configured as a
18 signalized Reverse T intersection with East Grand
19 Avenue intersecting Gaston Avenue and Garland Road.
20 The existing pedestrian truss bridge over State
21 Highway 78 would remain in place. The existing
22 roadway bridge over White Rock Creek would be
23 widened to accommodate the proposed roadway width.

24 The project would include 6-foot wide
25 sidewalks adjacent to the curb with pedestrian

1 crosswalks and accessible ramps at the intersection.
2 14-foot wide outside shared use lanes would provide
3 accommodations for bicycles.

4 This slide shows the proposed facility
5 for State Highway 78 (Garland Road). State
6 Highway 78 (Garland Road) consists of 3 lanes in
7 each direction with the raised center median. There
8 are 3 lanes in the northbound direction. In the
9 southbound direction there are 2 through lanes
10 continuing south to East Grand Avenue and 2 lanes to
11 westbound Gaston Avenue.

12 This slide shows the proposed facility
13 for State Highway 78 (East Grand Avenue). In the
14 northbound direction, there are 2 through lanes
15 continuing north to Garland Road and 2 lanes to
16 westbound Gaston Avenue. In the southbound
17 direction, there are 3 through lanes continuing
18 southbound on East Grand Avenue, just 2 lanes from
19 southbound Garland Road and the added 3rd lane from
20 eastbound Gaston Avenue.

21 This slide shows the proposed
22 facility for Gaston Avenue. Gaston Avenue consists
23 of 2 lanes in each direction. In the westbound
24 direction, there are 2 through lanes from southbound
25 Garland Road. In the eastbound direction, there

1 are 2 lanes traveling to northbound Garland Road
2 and 1 lane of traffic splitting off to southbound
3 East Grand Avenue, similar to the lane designation
4 of the existing facility.

5 This slide shows the proposed
6 intersection with the 2017 peak hour volumes for
7 each leg of the intersection. As you can see,
8 traffic volumes are the highest during the a.m. from
9 southbound Garland Road to westbound Gaston Avenue,
10 and during the p.m. from eastbound Gaston Avenue to
11 northbound Garland Road.

12 Utilities such as water lines, sewer
13 lines, gas lines, telephone cables, electric lines,
14 and other underground and overhead utilities may
15 need to be adjusted. The adjustment and relocation
16 of any utilities would be managed so that no
17 substantial interruptions would occur while these
18 adjustments are being made.

19 The proposed project is anticipated to
20 be let for construction in the fall of 2020 and will
21 take approximately one year to construct. The
22 estimated total construction cost for their project
23 is approximately \$5.5 million. The estimated total
24 project cost is estimated at \$9.4 million.

25 This concludes the project information

1 and design portion of the presentation.

2 I'll now turn the hearing over to
3 Mr. Josh Geyer who will provide an overview of the
4 environmental evaluation for the proposed State
5 Highway 78 at Gaston Avenue Intersection
6 Improvements Project.

7 JOSHUA GEYER: Thank you, Caren.

8 Prior to December 16th, 2014, the
9 Federal Highway Administration, or FHWA, reviewed
10 and approved documents prepared under the National
11 Environmental Policy Act, known as NEPA. However,
12 on November 16th, 2014, the Texas Department of
13 Transportation assumed responsibility for the FHWA
14 to review and approve certain assigned NEPA
15 environmental documents.

16 Environmental studies have been
17 performed for the proposed State Highway 78 at
18 Gaston Avenue Intersection Improvements Project to
19 support a categorical exclusion determination in
20 accordance with NEPA.

21 The draft technical documentation was
22 approved for circulation by TxDOT and has been
23 coordinated with other public agencies in this
24 program.

25 The technical documentation for this

1 project addressed potential environmental and human
2 impacts identified during the engineering and design
3 phase of the proposed project as identified on this
4 slide. The environmental technical reports are
5 available tonight for your review at the
6 environmental table, and they are also available at
7 TxDOT Dallas District Office.

8 Portions of the project area occur
9 within the 100-year floodplain of an unnamed
10 tributary to White Oak Creek. The facility would
11 permit the conveyance of 100-year flood without
12 causing significant damage to the facility, stream,
13 or other property.

14 The proposed project crosses one water
15 feature, a drainage ditch that may have historically
16 modified a tributary to White Oak Creek. The
17 project would impact less than 0.32 acre of waters
18 of the United States and no wetlands. Proposed
19 impacts would be authorized by the U.S. Army Corps
20 of Engineers under Section 404 Nationwide Permit 14.

21 A hazard materials initial site
22 assessment, or ISA, was completed for the proposed
23 project. One moderate hazard material site was
24 identified that could present possible project
25 impact, so additional information and further

1 investigation would be needed.

2 This site was considered an
3 environmental concern due to the proximity to the
4 project, gradient relative to the project, priority,
5 and status. Special provisions or contingency
6 language would be included in the project's
7 construction plans to handle hazard materials and/or
8 petroleum contamination according to applicable
9 federal and state regulations.

10 A temporary construction easement
11 would be necessary within 0.32 acres of Santa Fe
12 Trail property which is designated as a Section 4(f)
13 property. A Section 4(f) Exception was received for
14 the proposed property due to temporary occupancy of
15 the project in question.

16 In conclusion, the studies, analyses,
17 and evaluation performed thus far indicate the
18 proposed improvements would cause no significant
19 environmental impacts.

20 The proposed project would require
21 approximately 0.29 acres of new right-of-way
22 and 0.32 acres of temporary construction easements.
23 Although additional right-of-way is required, no
24 residential or nonresidential structures would be
25 displaced.

1 There are representatives at the
2 right-of-way table to assist you with information on
3 the process that TxDOT will follow for right-of-way
4 acquisition. Booklets are also available for you at
5 the right-of-way table containing detailed
6 information to inform you of your rights and provide
7 information about TxDOT's right-of-way acquisition
8 procedures.

9 Following the hearing, documentation
10 of this public hearing will be reviewed by TxDOT for
11 design schematic approval and final environmental
12 clearance by winter, late 2018/early 2019.

13 As mentioned earlier, construction is
14 anticipated to begin in fall 2020 and construction
15 is expected to be completed in 2021.

16 This concludes the environmental
17 evaluation portion of the presentation.

18 I will now return the hearing to
19 Ms. Ceason.

20 CEASON CLEMENS: Thank you, Josh.

21 Before we take a brief recess, I would
22 like to mention we will not attempt to answer your
23 questions while you have the floor during the
24 "Opportunity For Public Comment." This procedure is
25 necessary so that everyone is given an opportunity

1 to speak and because your comments will be given due
2 consideration.

3 If you'd like to speak, please submit
4 a yellow Comment Registration Form. Comments
5 provided during the hearing will be limited to three
6 minutes per person.

7 We will be happy to answer your
8 questions during the recess or even after the
9 hearing.

10 I'd also like to recognize Council
11 Member Medrano. I missed you earlier when we
12 introduced Council Member Medrano's office here
13 earlier tonight. I apologize for missing you
14 earlier.

15 All comments and questions will be
16 fully considered and responded to in the project
17 record and made part of the final environmental
18 documentation for this proposed project. This
19 documentation will then be made available for public
20 review and copying at the TxDOT in Dallas District
21 Office located at 4777 East Highway 80 in Mesquite,
22 Texas 75150, and online at "txdot.gov" under
23 "Hearings and Meetings Schedule" and at
24 "keepitmovingdallas.com" under "Upcoming Public
25 Hearings/Meetings."

1 As a reminder, if you wish to make a
2 verbal statement but would rather not do so from the
3 floor after we've reconvened, you're invited to make
4 your statement to the court reporter during the
5 recess. You may also choose to use this time to
6 complete one of your written comment forms and place
7 it in the comment box tonight. Written comments may
8 be also submitted after this hearing by mail or
9 e-mail.

10 For the benefit of those who may have
11 arrived late, I'd like to ask the members of the
12 Department, consultant team, and local government
13 staff to please stand. Again, they are all in the
14 back if you're looking for us. They are available
15 to answer your questions and discuss your concerns
16 regarding the proposed project.

17 At this time we will take a 20-minute
18 recess and reconvene at 7:48.

19 Thank you.

20
21 (A recess was taken from 7:28 p.m.
22 to 7:48 p.m.)
23
24
25

1 (Private comments to court reporter
2 during the recess.)

3 JEANA FOXMAN: My name is Jeana
4 Foxman. That's spelled J-e-a-n-a; Foxman,
5 F-o-x-m-a-n. My address is [REDACTED],
6 [REDACTED].

7 I'd like to voice my opposition to
8 this plan. I would like it not to move forward
9 until the traffic study -- traffic distribution
10 study, excuse me, is performed to make sure we see
11 how much traffic is dumped into the neighborhood
12 surrounding the Gaston Street.

13 With an extra 15,000 cars on the
14 street, it's gonna make our neighborhoods unsafe.
15 And we currently have speed bumps in our
16 neighborhood, but it does nothing to slow them down.
17 I live in the Lakewood Hills neighborhood, and we're
18 already yelling at people to slow down.

19 We've had dogs die. Fortunately no
20 children yet, but the safety of our children is at
21 the forefront of our minds and we oppose this, as
22 planned, until further study has been done on
23 traffic distribution.

24 BILL WILLIAMS: Bill Williams, [REDACTED]
25 [REDACTED].

1 I'm here voicing my opinion in
2 opposition of Option 2 with the court reporter for
3 the following reasons:

4 Number 1, we have a state highway that
5 feeds traffic from Garland, Casa View, Casa Linda
6 down toward I-30, and yet several years ago the
7 traffic was routed onto Gaston Avenue, which was
8 wrong in the first place. So we have a chance to
9 correct that wrong.

10 And, actually, what we're now doing is
11 feeding more traffic onto Gaston Avenue, a
12 residential street, that amounts to a shortcut for
13 those people coming from Garland and those outer
14 lying areas to Downtown. And they have a clear path
15 on Highway 78, a state highway, to I-30 to go to
16 Downtown.

17 So by going down Gaston Avenue, there
18 are two school zones you have to go through, a
19 hospital zone, and eventually a two-lane street to
20 get to that shortcut, and it's wrong.

21 I stand in opposition, and thank you
22 for your time.

23 ROBERT HOGUE: I'm Robert Hogue, [REDACTED]

24 [REDACTED]
25 Option 1 is six straight lanes at the

1 Garland Road/East Grand merge will increase speeds
2 because drivers in both directions will be trying to
3 beat the light.

4 In contrast, Option 2 will encourage
5 drivers to slow down, and thereby increase both
6 pedestrian and vehicle safety.

7 Option 1 does not fix the current left
8 turn merge problem from East Grand onto Gaston where
9 the two Garland Road lanes to Gaston intersect.

10 Option 2 will fix that problem.
11 Currently southbound traffic on Garland Road has
12 2 lanes to merge onto Gaston, and Option 2 does not
13 increase that number.

14 Option 2 is the better solution as the
15 Department has determined after considerable study.

16 Thank you.

17 CARL RAINES: Carl Raines, and I'm at

18 [REDACTED].

19 I am in support of Option 1, which is
20 the recommendation that TxDOT has for this project.

21 KEN HALLIDAY: Ken Halliday, [REDACTED]

22 [REDACTED]

23 I would like TxDOT to ask Mark Clayton
24 or whoever was the City Council person in 2016 and
25 the subsequent years when he or she announced to the

1 Lakewood neighborhood association about the public
2 meetings and how they made that communication.

3 Thank you.

4 DAVID LA BREC: David La Brec, [REDACTED]

5 [REDACTED].

6 I was the first Assistant City
7 Attorney here in Dallas for many years endowed with
8 street projects. I represented the City on various
9 lawsuits involving street projects and involving
10 airports.

11 What we're dealing with here on Gaston
12 is not far different from dealing with the airport
13 noise. If you move close to an airport or if you
14 move onto a busy street, as in this case, you assume
15 the risk that there's going to be noise or
16 congestion and traffic movement.

17 It's the only artery that we have from
18 East Dallas to Uptown to Downtown other than going
19 on the interstate. Some of us who are elderly don't
20 drive the interstate and can't drive the interstate.
21 That needs to be taken into consideration.

22 Secondly, and perhaps more
23 importantly, the Gaston Road residents would have
24 you believe that there are children playing along
25 Gaston Road in their front yards. That is simply

1 not the case. I have driven Gaston Road for many
2 years, and there are no children that play along the
3 street, so there's no risk there. That's it.

4 Thank you.

5 NANCY WILSON: Nancy Wilson, [REDACTED]

6 [REDACTED].

7 I am in support of Option 1, due to
8 the process not being identified to my neighborhood
9 association.

10 (End of private comments to court
11 reporter.)

12 CEASON CLEMENS: Ladies and gentlemen,
13 if you'll go ahead and have a seat, we'll get
14 started here in just a minute.

15 Ladies and gentlemen, if you'll go
16 ahead and have a seat, we'll reconvene tonight's
17 public hearing.

18 Thank you, ladies and gentlemen.
19 We're gonna go ahead and reconvene tonight's public
20 hearing.

21 We have made our presentation on the
22 latest available information on the project, and
23 it's now time for us to listen to your comments.
24 Again, please be aware that we will not attempt to
25 answer your questions during this comment period.

1 I did miss another elected official
2 that came in tonight. I apologize for missing you,
3 but we've got County Commission Dr. Daniels as well
4 tonight.

5 [Applause.]

6 CEASON CLEMENS: Thank you,
7 Dr. Daniels.

8 Some of you may not want to make a
9 statement from microphone. In that event, your
10 written statements will be equally accepted both
11 tonight and for the next 15 calendar days following
12 this hearing.

13 For those of you who wish to submit a
14 written comment tonight, a comment box is located
15 at the comment table. Questions and comments may
16 also be mailed to Miss Lani Marshall, P.E., at TxDOT
17 Dallas District Office, 4777 East US Highway 80 in
18 Mesquite, Texas 75150-6643 or e-mailed to
19 lanimarshall@txdot.gov or to
20 michelle.raglon@txdot.gov.

21 All your statements and comments and
22 questions will be given careful consideration before
23 final design features are determined. Additionally,
24 all information developed for the proposed design is
25 available for public inspection and copying. It is

1 also posted at txdot.gov under "Hearings and
2 Meetings Schedule" and at "keepitmovingdallas.com"
3 under "Upcoming and Public Hearings/Meeting."
4 Written e-mail comments must be received or
5 postmarked by Wednesday, November 28th, 2018.

6 We have a listing of 56 individuals
7 who would like to speak tonight. We'd like to
8 remind you, please limit your speaking time to three
9 minutes so that everyone who wants to speak may have
10 an opportunity to do so.

11 For the official transcript, please
12 clearly state your name and address as you take the
13 floor microphone before proceeding with your
14 statements.

15 *****
16

17
18 PUBLIC OFFICIALS COMMENTS

19
20 CEASON CLEMENS: We will start with
21 Council Member Philip Kingston.

22 [Applause.]

23 CEASON CLEMENS: Good.

24 PHILIP KINGSTON: Thank you all very
25 much for allowing me to address the community.

1 This is like one of the smartest and
2 most engaged groups of people I've ever seen. I'm
3 really happy to be here tonight.

4 I want to introduce a couple people.
5 Mike Rogers, who's our new Director of
6 Transportation of the City of Dallas also wants to
7 hear from you, not just about this project, but
8 about other transportation issues in East Dallas and
9 wherever else you are, so make sure that we hear
10 from you.

11 I also want to thank Mark Clayton, my
12 colleague. He and I have been working together on
13 this issue doing our best to develop something new.
14 It is a very minor change to Option 2.

15 We think it balances the needs of the
16 communities that are here, and we've submitted that
17 to TxDOT with the request that they run the traffic
18 analysis on it to see if they can support it. And
19 that's kind of what we're waiting on at this point;
20 and frankly, I thought that was gonna be done last
21 week, so I'm hopeful of getting that as soon as
22 possible.

23 If you-all can help us out with that.
24 I think that Mark and I, working together with Mike
25 and with TxDOT, are going to create something that

1 everybody can be really happy with.

2 CEASON CLEMENS: Thank you for being
3 here tonight Councilman Kingston.

4 [Applause.]

5 CEASON CLEMENS: Next we have Council
6 Member Mark Clayton.

7 [Applause and whooping.]

8 MARK CLAYTON: Thank you, guys, so
9 much for being here. I'm glad you guys made it
10 through the parking lot without freezing.

11 You know, I think this is a really
12 interesting process. One, thanks for showing up,
13 and whether you have a red sticker on or a green
14 sticker on, I think that means that you are engaged
15 in the community.

16 I like what my friend Philip said.
17 You know, throughout this whole process I think we
18 need to keep in mind what the original goal is
19 because we have an intersection that's not great and
20 it needs to be repaired. We're also in an area
21 where we're trying to do bigger and better things:
22 bikeability, walkability, et cetera.

23 I think what I would ask you to think
24 about, at least from my perspective as a public
25 official, is just to understand that whatever our

1 disagreements are, we should look at our common
2 good. Our common goals are the fact that we want to
3 be safer, and we wanted to make it where people
4 aren't afraid to get through the intersection.

5 And if your concern is, "Hey, I don't
6 want any more cars going down my street, and I'm
7 concerned about that," that's a worthy goal, and I
8 would defer to TxDOT to always make sure that we're
9 crunching the numbers.

10 And Philip mentioned that we have
11 ideas. As public officials we want to -- nobody
12 wants to have a room where half of the room's mad
13 and half the room's happy. That's not fun.

14 And I would just say from my
15 standpoint, you know, some disagreements have been
16 hard, and some disagreements have been not as hard.
17 But I think our ultimate goal is to understand what
18 our common good is, which is we want an intersection
19 that's better. And whatever that becomes I think,
20 you know, we'll make it a better place.

21 Thank you very much and thank you for
22 being here.

23 [Applause.]

24 CEASON CLEMENS: Thank you, Councilman
25 Clayton.

PUBLIC COMMENTS

CEASON CLEMENS: So we have a list of folks who signed up to speak. We'll first start with Laura Koppang, followed by Sarah Lamb.

[Applause.]

CEASON CLEMENS: And if you would state your name and address for the public record.

LAURA KOPPANG: [REDACTED]

[REDACTED].

So I missed the meeting back in January, which was the first one I was aware of. That was the first one open to the general public, which I was kind of surprised when I saw the listings to homeowners associations because my neighborhood was not informed. I mean, we are, like, a mile up the road, but we do have houses in my neighborhood that face Gaston, and we didn't hear about any of those early meetings.

So I came tonight, and I thought I was gonna actually see options. I was rather stunned to see that an option has been picked without input

1 from the entire community. Apparently you had to be
2 invited to the early ones when that decision was
3 made. And then I look at -- I thought I was gonna
4 see multiple options tonight.

5 I was surprised when I saw this that's
6 taking the traffic from a highway, essentially,
7 Highway 78, and I understand that Gaston is -- and
8 Gaston already gets most of the traffic.

9 I thought the goal would be kind of to
10 get them off of that residential street and back
11 onto the road that's 3 lanes wide with turn lanes
12 and bike lanes, which when I drive it, there is very
13 few people on, instead of on a two lane road with no
14 turn lanes and residences the whole way up.

15 I'm kind of curious if anybody looked
16 into if you took from this intersection to I-30
17 going out East Grand, how many residences actually
18 face that street or are on that street, and take
19 that same distance going up Gaston and compare it to
20 the number of residences going up Gaston who are
21 gonna be impacted by it when you're putting all
22 those cars and making it -- from my estimation of
23 that plan -- encouraging people to go that way
24 because everyone, if given a choice, will take a
25 right turn that we can go through fast over sitting

1 and waiting to make a left turn.

2 So it seems like it's encouraging even
3 more people to go up Gaston, which is already --
4 it's not that long. A very dangerous road with
5 people waiting to make turns into their driveways
6 and neighborhood streets and people veering in and
7 out of traffic.

8 So I thought we'd have a little bit
9 more input, but I could tell from talking to them
10 back there, the decision's made and nobody really
11 cares about what I said.

12 [Applause.]

13 CEASON CLEMENS: Thank you.

14 We'll have Sarah Lamb, followed by
15 Elizabeth Blackburn.

16 SARAH LAMB: Good evening. My name is
17 Sarah Lamb. I live at [REDACTED]. I
18 represent a community group, Lakewood Citizens for
19 Responsible Traffic.

20 I oppose Option 2 because it is not a
21 community preferred plan. The public has been
22 pushing back on Option 2 since December of 2016;
23 that is two years. There have been only four public
24 meetings and no plan options have been considered
25 except for Option 2 since the second meeting which

1 was attended by a small group of business
2 stakeholders who did not represent a true
3 cross-section of the community or were the most
4 impacted by the intersection design.

5 Despite repeated public calls to
6 consider other options, including TxDOT's own
7 Option 1 or a plan that maintains balance by
8 maintaining a straight alignment of Garland/Grand,
9 TxDOT has made no changes to their Option 2 plan.

10 The public objects to Option 2 because
11 at TxDOT's admission, Option 2 does not consider any
12 of the community impact beyond the limited
13 boundaries of the intersection.

14 Option 2 realigns the state highway
15 onto a residential street which disproportionately
16 burdens Gaston Avenue. Option 2 removes the
17 straight alignment of Garland/Grand and thereby
18 includes a direct access to I-30, South Dallas, and
19 Downtown.

20 Option 2 removes a full lane of
21 traffic from Garland Road to Grand Avenue through
22 the intersection directing tens of thousands of
23 drivers onto the smaller 4 lane Gaston Avenue rather
24 than providing the balance of options that we have
25 today.

1 For these reasons, we created a
2 Change-Up Four Position that has been signed by over
3 650 neighbors opposing Option 2 and calling for a
4 more standard intersection design.

5 This position was submitted to TxDOT
6 as part of their public comment period and was
7 ignored, along with voices of thousands of other
8 community members. This forced neighbors to resort
9 to self-funding and distributing hundreds of yard
10 signs and thousands of mailers opposing Option 2.

11 It is clear that Option 2 is not a
12 community preferred plan. Lakewood Citizens for
13 Responsible Traffic and the East/South Solution of
14 Neighborhoods oppose Option 2 as it stands today.
15 We support TxDOT's Option 1 or a plan that maintains
16 a straight line at Garland and Grand and existing
17 lane counts through the intersection.

18 Thank you.

19 [Applause.]

20 CEASON CLEMENS: We'll now have
21 Elizabeth Blackburn, followed by Robert Hogue.

22 If you would state your name and
23 address.

24 ELIZABETH BLACKBURN: I'm Elizabeth
25 Blackburn. I live at [REDACTED].

1 And I also represent the Lakewood
2 Citizens for Responsible Traffic. And for anybody
3 here who is undecided or who has not heard directly
4 exactly why we oppose this intersection, I would
5 really like to provide our reasons today, because
6 they might be a little bit different from what you
7 think.

8 Currently, according to TxDOT's data
9 that was presented at the January meeting, on a
10 daily basis 50 percent of drivers choose Grand
11 and 50 percent of drivers choose Gaston, and that's
12 on a daily basis rather than just peak hour.

13 Our only goal is to find a solution
14 that maintains this current distribution. We want
15 people to be able to easily access Gaston, if that
16 is where they need to go; but we also want them to
17 be able to easily access Grant if that is where they
18 choose to go, as that is the 50/50 split today.

19 We oppose Option 2 because we do not
20 believe that it provides this balance. The reasons
21 that we believe this are because Option 2 realigns
22 Garland Road onto Gaston Avenue, making Gaston
23 Avenue the more accessible route. It removes the
24 straight alignment of Garland/Grand and impedes
25 direct access to I-30, South Dallas, and Downtown

1 which you can reach from that route, also, of
2 course, Downtown through Gaston.

3 It forces drivers to wish to remain on
4 Grand to have to take a left turn to do so. It does
5 remove a full lane of traffic from Garland to Grand
6 through the intersection; and therefore, it
7 disproportionately shifts some traffic onto Gaston
8 that may not, today, choose to go that route.

9 It also encourages, because of the
10 turn, commercial trucks wishing to reach I-30 to
11 Downtown to leave State Highway 78 or Garland Road
12 and take Gaston Avenue, which is not currently a
13 truck route.

14 Option 2 is not a community preferred
15 plan because TxDOT has not considered the impact
16 that the project will have on the entire community.
17 Specifically, we are concerned that when Gaston
18 overburdens, drivers will leave Gaston, both north
19 and south, and divert into our neighborhoods and go
20 through a faster route to their ultimate
21 destination.

22 We also believe -- and TxDOT has
23 said -- or would have us believe that Option 2 does
24 not need to reduce traffic on Gaston. However,
25 their own early presentation material stated that an

1 advantage of Option 2 was that it favors Gaston
2 Avenue. With the removal and with the left turn, we
3 believe it's common sense to see that drivers will
4 favor Gaston Avenue.

5 Finally, I want to point out that
6 TxDOT is working on future improvements to the I-30
7 corridor, which will make that route a much, much
8 different experience than it is today.

9 And additionally, they're working to
10 revitalize Fair Park through revitalization efforts
11 and privatization efforts. And we believe that just
12 as people should be able to access Gaston, that we
13 should preserve the vital link to South Dallas and
14 I-30.

15 That's pretty much it. I would like
16 to say please, please, give us a plan that just
17 maintains the straight alignment of Garland/Grand
18 and existing lanes through the intersection so we
19 can have a balanced roadway.

20 Thank you.

21 CEASON CLEMENS: Thank you.

22 We'll now have Robert Hogue, followed
23 by Jonathan Fancher.

24 ROBERT HOGUE: Hello, everyone. I'm
25 Rob Hogue at [REDACTED].

1 Option 1, six straight lanes at the
2 Garland Road/East Grand merge will increase speeds
3 because drivers in both directions will be trying to
4 beat the light.

5 In contrast, Option 2 will encourage
6 drivers to slow down and thereby increase both
7 pedestrian and vehicle safety.

8 Option 1 does not fix the current left
9 turn merge problem from East Grand onto Gaston where
10 the two Garland Road lanes to Gaston intersect.

11 In contrast, Option 2 will fix that
12 problem. Currently southbound traffic on Garland
13 Road has 2 lanes to merge onto Gaston, and Option 2
14 does not increase that number.

15 Option 2 is therefore the better
16 solution as the Department has determined after
17 considerable study.

18 Thank you.

19 [Applause.]

20 CEASON CLEMENS: John Fancher,
21 followed by Robin Hawke.

22 JOHN FANCHER: My name is John
23 Fancher. I live [REDACTED].

24 Thanks to the Department for hosting
25 this event this evening and allowing me to speak.

1 I would also like to thank TxDOT for
2 all the work that's been put into this since the
3 2015 feasibility study, bringing forth five options,
4 plus the "do nothing" option, engaging with the
5 citizens and the communities, and also the City of
6 Dallas for picking a solution that I believe
7 provides an optimal answer to the problem at hand.
8 It was also the preferred solution that would
9 involve the City itself.

10 Since the time that you guys have
11 picked Option 2, a group of individuals and even
12 homeowners on Gaston, have come out against Option 2
13 and have undertaken different tactics with a common
14 goal, as stated, to minimize the traffic onto Gaston
15 while diverting it down to Grand Avenue.

16 This, despite the fact that 70 percent
17 of the traffic, based on their own studies, coming
18 off of Garland wishes to proceed onto Gaston and
19 that goes against the desires of the drivers
20 themselves.

21 I, and many of my neighbors, support
22 Option 2 for a number of reasons: traffic flow
23 safety, both vehicular and pedestrian, and
24 pedestrian and bicycle accessibility.

25 Option 1, as proposed by the other

1 folks in the room, I believe, would provide both
2 unnecessary congestion at the intersection and would
3 increase traffic on Grand which would have a number
4 of detrimental effects.

5 One is it would put school children at
6 risk. They would be exposed to much more traffic
7 within 1.4 miles of the intersection. There are
8 four elementary or middle schools that are either
9 sitting on Grand Avenue or have walking access to
10 it. Some of those schools do provide year-round
11 services.

12 It would increase difficulty to cross
13 Grand in order to access Tenison Park or
14 Samuell-Grand park. The neighbors on or near Grand
15 would see increased traffic noise pollution, as well
16 as environmental pollution.

17 And finally, I would argue that given
18 70 percent of the traffic wishes to continue on
19 Gaston, if they are forced down Grand and/or the
20 intersection becomes too cumbersome, they will find
21 alternate routes through neighborhoods, such as
22 Lakewood Hills, Hollywood Heights, Mount Auburn, to
23 achieve their ultimate destination, whether that be
24 Gaston Road or Abrams-Columbia in order to access
25 Downtown in a much more efficiently than I-30

1 provides.

2 The opposition has directed a great
3 deal of time, energy, and effort, which I do
4 appreciate, the narrative's been picked up by the
5 local media. And, in fact, our council
6 representative sided with them, but I respectfully
7 request the Department stick to the option that you
8 have been so diligently studied and brought forth
9 over the past three.

10 CEASON CLEMENS: Thank you,
11 Mr. Fancher.

12 [Applause.]

13 CEASON CLEMENS: We will now have
14 Robin Hawke, followed by Lila Stewart.

15 ROBIN HAWKE: I'm Robin Hawke. I live
16 at [REDACTED], right here in Little
17 Forest Hills.

18 So I have a lot to say about this.
19 I've lived in the neighborhood in East Dallas for 18
20 years. Actually, since I've been in Texas. And I
21 have had the good luck of living all over the world
22 and building all over the world.

23 I have traffic engineer experience. I
24 have city planning experience. I've work with EPA,
25 DEP, Army Corps of Engineers, so I've done this. I

1 did it 30 years ago, and it was fun and now it's
2 boring.

3 But this is my neighborhood. This is
4 my place to live. My grandchildren come over here
5 to play and to be in a 1950s "Leave it to Beaver"
6 type neighborhood, and that's why I bought here.
7 And right now I cannot take my grandbabies to ride
8 their own bikes. I can't take them to White Rock
9 Lake. I live right across the street from it. I
10 walked here tonight. And, you know, a little bit
11 cold, but I'm from Maine, so it's a summer day for
12 us.

13 I wouldn't like my grandbaby ride her
14 bike to this lake until she was 10 or 15 years old
15 because it's that unsafe. I've personally biked the
16 lake thousands of times. That's the reason I moved
17 here. And I think it's one of the nicest features
18 in Dallas, Texas, maybe the Klyde Warren Park gets
19 there, but really no one lives near that. You have
20 to drive to get there.

21 This whole neighborhood is pedestrian
22 oriented. We all come here to the Arboretum from
23 all over Dallas to get to that lake to see that
24 view, to walk those trails, and get to bike them or
25 kayak on the lake, and that's the reason we live

1 here. That's one of the best features.

2 We could be a very poor man's version
3 of Klyde Warren Park right here in East Dallas. I
4 know it's not Highland Park. I know it's not North
5 Dallas, but we could have that right here if the
6 City and the State would work together.

7 And I really respect what the
8 engineering departments and what people have done,
9 having been in their shoes. It's no fun coming to
10 these. You know, they're giving nights off from
11 home. Basically, it's horrible.

12 But unless we work together, we'll be
13 having the State do what they think is best, and
14 we'll be having the City come in later and doing a
15 little tie-ins. Why aren't they addressing the fact
16 that all the way from Buckner down to this
17 intersection is problematic? And that's all on 78.

18 I mean, the Arboretum doesn't have
19 sidewalks, so they block 25 percent of the access
20 from Little Forest Hills. The -- you know, there's
21 no way to ease -- I do CrossFit at East Dallas
22 CrossFit, Little Forest Hills. I have seen 11
23 accidents at Starbucks. Who let that entrance be
24 done? That's so unsafe, you know, my 5-year-old
25 knows that.

1 [Applause.]

2 ROBIN HAWKE: Raising Cane's Chicken,
3 yeah, we need more fried food in our lives.

4 But anyways, that's definitely --
5 that's the one spot. If you're coming down by the
6 lake on that side of the road, you can't see the
7 taillights of the person stopping to make that right
8 turn. I mean, right turns are the easiest and
9 safest things you should be able to do. We built
10 Tucker's. We paid for the traffic light at
11 Tucker's --

12 CEASON CLEMENS: Ms. Hawke, if you'll
13 wrap up your comments.

14 ROBIN HAWKE: Anyways, we have the
15 chance to do it right. I don't think the people who
16 live in this neighborhood have been heard at all.

17 Option 2 is probably one of the worst
18 options that could come forward.

19 [Applause.]

20 The Boy Scouts could have done a
21 better job.

22 CEASON CLEMENS: Thank you.

23 We'll now have Lila Stewart, follow by
24 Melanie Millingham.

25 She's not here? We'll go ahead and go

1 to Melanie Millingham.

2 And Melanie if you don't mind, hold
3 microphone up to your mouth. Thank you.

4 MELANIE VANLANDINGHAM: Good evening.
5 My name is Melanie Vanlandingham. I live at [REDACTED]
6 [REDACTED].

7 I am here representing Lakewood
8 Heights Neighborhood Association of 1100 households,
9 and East Dallas Coalition of Neighborhoods which
10 advocates and promotes quality of life in all these
11 Dallas neighborhoods.

12 I am here to oppose Option 2 and
13 advocate for a compromise plan to balance the
14 communitywide concerns. Option 2 is a negligent
15 reflection of the failure to address the potential
16 for significant communitywide impact beyond the
17 small boundary of the intersection.

18 The only concern that has been studied
19 is the increase -- or focused on is to increase
20 speed through the intersection with no analysis at
21 all for the concern for broader impact to the
22 community safety and mobility.

23 Option 2 threatens our community in
24 the following ways: It creates an imbalance of
25 traffic volumes to the intersection funneling more

1 traffic and congestion into the smaller roadway of
2 Gaston Avenue. It impedes direct access to I-30 and
3 an alternate route to Downtown.

4 It disregards historic resources and
5 historic neighborhoods in Old East Dallas and South
6 Dallas.

7 It increases dangerous speeds in and
8 beyond the intersection and into the heart of
9 residential areas.

10 It threatens walkability and
11 conductivity within and between neighborhoods.

12 It threatens safe routes to schools
13 for at least four local schools.

14 It ignores and disregards safe access
15 to adjacent homes as well as local businesses or
16 commercial districts to promote safety and economic
17 viability.

18 It threatens success of multiple
19 complete streets efforts currently underway by the
20 City of Abrams and Richmond.

21 It disregards the will of the majority
22 of citizens and overall quality of life.

23 Option 2 threatens our community in
24 all of the areas by redirecting and encouraging more
25 high speed highway traffic and congestion through

1 all of Old East Dallas and disconnecting the
2 straight alignment of Garland/Grand.

3 Additionally, it threatens the
4 revitalization of South Dallas, further
5 disenfranchising its citizens and businesses by
6 redirecting and limiting access to this historically
7 underserved community.

8 Despite community demands to slow down
9 traffic, TxDOT's alignment in Option 2 encourages
10 high speed through the intersection from Garland to
11 Gaston. This is negligent and dangerous on what is
12 already the most dangerous street in East Dallas.

13 At a time when we are trying to
14 improve walkability and calm traffic, the higher
15 volumes of traffic and speeds that this project will
16 funnel into the neighborhoods will effectively kill
17 all of our efforts to improve safety and to increase
18 walkability, community connectivity, and safe routes
19 to school, as well as safe access to community
20 facilities and businesses for decades, not just days
21 from now.

22 For all of these reasons, Lakewood
23 Heights Neighborhood Association, myself, and the
24 East Dallas Coalition of Neighborhoods oppose
25 Option 2.

1 We insist on a compromise plan that
2 reflects and promotes the safety, continuity,
3 history, and quality of life for the community as a
4 whole, not just commuters during rush hour.

5 Thank you.

6 [Applause and whooping.]

7 CEASON CLEMENS: We will now have
8 Taylor Slovack, followed by Patrick Blaydes.

9 TAYLOR SLOVAK: Hi everyone. My name
10 is Taylor Slovack, and I live at [REDACTED]
11 [REDACTED]

12 I'm here tonight representing the Casa
13 View and Haven Neighborhood Association, as well as
14 the founding members of the East Dallas Tree
15 Coalition.

16 If we've learned anything throughout
17 the history of East Dallas and through this
18 discussion, it's that we clearly care a great deal
19 about our East Dallas hub. I'm so thankful to be
20 part of such a passionate community. Apathy and
21 indifference are so detrimental to community growth,
22 and thankfully that's one thing that we don't have
23 to worry about here, the great and very vocal East
24 Dallas.

25 At the end of the day, I believe that

1 we all want the same thing, a safe, efficient
2 intersection to keep us all connected to the places
3 that make East Dallas feel like home.

4 Connectivity means a.m. donut runs to
5 Hypnotic Donuts for our Gaston Road friends. It
6 means having the accessibility and the connectivity
7 for weeknight dinners with the family at Smoky Rose;
8 and, of course, easy access to staples like White
9 Rock Lake and the Arboretum.

10 Similarly, those of us on Garland and
11 East Grand need to stay connected to our weekly
12 trips to Whole Foods, Ace Hardware, Scalini's, and
13 more.

14 We need a solution to meet the needs
15 of our growing community with increased traffic,
16 added retail space, and growing recreational and
17 pedestrian use of the lake and its surrounding
18 areas.

19 Option 2 not only meets the needs of
20 our community by addressing and eliminating
21 dangerous pedestrian islands, reducing delay time,
22 and providing clear, defined, light-regulated
23 traffic flow for all intersecting access points.

24 It also improves the connectivity and
25 access to each of the surrounding neighborhoods,

1 shopping centers, and community spaces we use every
2 day and consider vital to our East Dallas life.

3 Walking away or further delaying this
4 project, as well as the proposed alternative
5 Option 1 from the opposition, will not only
6 contribute to added congestion, it will increase the
7 dangers for our pedestrians, cyclists, those exiting
8 our shopping centers, and ultimately direct traffic
9 overflow to smaller family and pedestrian heavy
10 neighborhood streets, like Coronado and Winsted.

11 Let's not isolate and segregate our
12 communities on each side of this intersection.
13 Please keep these dots connected and safe by
14 supporting Option 2.

15 Thank you.

16 [Applause and whooping.]

17 CEASON CLEMENS: We will now have
18 Patrick Blaydes, followed by Rene Schmidt.

19 PATRICK BLAYDES: Hello. My name is
20 Patrick Blaydes. I live at [REDACTED].
21 That's in the middle of Forest Hills right across
22 the street.

23 I'm also co-president of that
24 neighborhood association. I work in Downtown and in
25 Oak Cliff. I also grew up in Forest Hills, and I

1 went to school at St. Thomas Aquinas. So I say what
2 I say as someone who's literally used Gaston Avenue
3 as part of my daily commute my entire life.

4 I also say this as someone who met
5 with neighborhood leaders in the Forest Hills, Casa
6 Linda, Casa View, Lake Park Estates, Little Forest
7 Hills just on Sunday. And I think we all agree with
8 our fellow East Dallas neighbors in Lakewood that
9 our neighborhood should be vibrant, they should be
10 healthy, they should be safe. They should be places
11 where your kids can play in your front yard and
12 where senior citizens can cross the street to get
13 something to eat or go to the store.

14 So if you told me, "Hey, this redesign
15 of this intersection is gonna slow you down by 30
16 seconds or 17 seconds, or whatever, in order to
17 improve the quality of life of people in East
18 Dallas. As somebody who's used that commute my
19 entire life, I would be 100 percent for that.

20 But where you lose me, and I think you
21 lose a lot of others in this community, is when you
22 create a solution that says "This is gonna improve
23 the quality of life for one part of East Dallas,
24 while doing detrimental harm for a number of other
25 neighborhoods in East Dallas" --

1 [Applause.]

2 -- and to East Dallas as a whole.

3 By creating a large T intersection
4 that's 10 or 12 lanes wide that looks like a
5 freeway, that creates induced demand. We're gonna
6 get more cars driving through East Dallas, not cars
7 coming from East Dallas or to East Dallas, but
8 people from Rockwall going to Grand Prairie using
9 this as a thoroughfare, and that's gonna hurt the
10 quality of life for everybody in East Dallas.

11 Now, if there is an option that
12 improves the quality of life for everybody in East
13 Dallas that doesn't improve quality of life for
14 just a slight few, I will be glad to support that
15 100 percent, but I guess -- okay. So I will get out
16 of your way.

17 I would just say that I think Option 2
18 probably isn't a perfect option, and I'm pleased to
19 hear that TxDOT, along with elected officials are
20 working on tweaks to that. But I do not think that
21 creating Option 1, which only improves the quality
22 of life for a slight few in East Dallas, while doing
23 harm to a large part of East Dallas is a good
24 solution.

25 Thank you.

1 [Applause and whooping.]

2 CEASON CLEMENS: We will have Rene
3 Schmidt, followed by Garry Brown.

4 RENE SCHMIDT: My name is Rene
5 Schmidt, President of Junius Heights Historic
6 District, and am here representing Junius Heights.

7 The Junius Heights Board of Directors
8 has voted unanimously not to support Option 2 and to
9 reopen the discussion on the design of the 3G
10 intersection. The Board was united in its
11 opposition to Option 2.

12 As a neighborhood that borders Gaston
13 Avenue, our concern continues to be that Option 2 is
14 not good for the communities in East Dallas.
15 Option 2 would encourage more traffic on Gaston
16 towards Downtown. As it is now, Gaston is already
17 overcrowded during rush hour. On a personal note, I
18 must cross Gaston every morning to get to work. It
19 is a challenge I don't relish taking.

20 Our belief is that TxDOT has focused
21 only on the microcosm, not the macrocosm; that is,
22 by focusing only on the ease of traffic flowing
23 through the 3G intersection, it has neglected to
24 study what happens as Gaston becomes more congested.

25 We have fought so hard to bring Old

1 East Dallas back to life, and the last thing we want
2 to see is our quality of life negated by living next
3 door to an urban highway. Gaston is not a suitable
4 street for a rapid automobile transit thoroughfare.

5 It passes through several school
6 zones, restored and private historic neighborhoods,
7 and as it gets closer to Downtown, eventually just
8 becomes 2 lanes; that is, at Baylor, the outer
9 2 lanes become pickup and drop-off zones for
10 patients.

11 We believe the solution is to find a
12 way to make the 3G intersection more pedestrian and
13 bike friendly, encourage more traffic to continue to
14 head towards I-30 for a quick commute to Downtown.

15 The inner city should not be forced to
16 be a drive-through neighborhood for the expanding
17 suburbs.

18 Thank you.

19 [Applause.]

20 CEASON CLEMENS: We have Garry Brown,
21 followed by Mary Jane Fogelty.

22 UNIDENTIFIED SPEAKER: I was supposed
23 to be number five, and I haven't heard my name
24 called off yet.

25 CEASON CLEMENS: Go ahead and start,

1 Mr. Brown.

2 GARRY BROWN: Hello, I'm Garry Brown.
3 I live at [REDACTED] in Forest Hills.

4 I'm for Option 2 of the options that
5 have been proposed. I'm for that because it keeps
6 East Dallas connected to Central Dallas, to
7 Downtown. I use Gaston regularly. People who live
8 east of the intersection use Gaston regularly. I
9 also use Grand Avenue. I can certainly make the
10 left turn.

11 It's an already very congested pinch
12 point and the other option seemed to make it more
13 congested and disconnect from the east side to
14 central Dallas, so I favor Option 2. I think it may
15 be tweakable and improvable, but what we have right
16 now, that's the best option.

17 Thank you, Mr. Brown.

18 [Applause.]

19 CEASON CLEMENS: We now have Mary Jane
20 Fogelty followed by Janine Carley.

21 MARY JANE FOGELTY: Hi. I'm Mary Jane
22 Fogelty, and I live at [REDACTED], and I
23 drive Gaston every single day. I like to walk my
24 dog. I like to ride bikes. I'm all for improving
25 intersections, but I'm not for adding traffic onto

1 the Gaston. I'm not for adding traffic on Gaston.

2 You know, it's a residential
3 neighborhood. We live in a neighborhood. We know
4 our neighbors. We know the people across the street
5 and we know the people next door. And that will
6 damage the quality of life and the safety of our
7 neighborhood as traffic increases.

8 Also, when traffic increases,
9 accidents increase. Then traffic gets backed up.
10 Guess where they're gonna go? They're gonna filter
11 into Lakewood Hills, into Lakewood.

12 Think about it.

13 Thank you.

14 CEASON CLEMENS: Thank you,
15 Miss Fogelty.

16 [Applause.]

17 CEASON CLEMENS: We now have Janine
18 Carley, followed by Suzanne Sheaffer.

19 JANINE CARLEY: I am Janine Carley. I
20 live at [REDACTED], and I live in Forest
21 Hills. I've lived there for 16 years.

22 Almost everything that I do requires
23 that I drive through Gaston and Garland/Grand
24 intersection. And I can tell you that 10 times
25 more often than not I am going down Gaston. I'm

1 not going down Grand. And by TxDOT's own
2 information, 75 percent -- if you add it all
3 together, 75 percent of the traffic from Grand --
4 from Garland, excuse me -- 75 percent of the traffic
5 from Garland goes onto Gaston already.

6 The current Option 2 shows having less
7 than 75 percent of the traffic funneled onto Gaston.
8 So it's not going to be increasing in traffic.

9 What will increase, if you do go with
10 the different option that doesn't have as much
11 traffic going down Gaston, will get more and more
12 people from East Dallas, on this side of East
13 Dallas, will be going down the neighborhood avenues;
14 will be using Winsted, will be going down La Vista
15 and Coronado because we're not gonna be able to sit
16 and wait at the lights.

17 So the safety of our kids is really
18 more important. I agree. I have four of my own. I
19 love being able to have my kids run around in the
20 neighborhood. But if you have only half of the
21 traffic being able to go down Gaston, those other
22 people who can't get there are gonna turn on
23 Winsted.

24 I know because I would do it. And
25 I'll do it, I'll go down La Vista and Coronado as

1 well. I don't want to. I want to keep going down
2 Gaston as it was intended to do. So I just hope
3 that you see that point of traffic. If you look
4 at -- the TxDOT numbers show over 75 percent of the
5 traffic from Garland is already is going down
6 Gaston.

7 Thank you, Ms. Carley.

8 [Applause.]

9 CEASON CLEMENS: Our next speaker is
10 Suzanne Sheaffer, followed by Matt MacGregor.

11 SUZANNE SCHEAFFER: I am Suzanne
12 Scheaffer, [REDACTED].

13 I've lived here for about 20 years,
14 and I've driven this intersection, taken my kids to
15 Bishop Lynch back and forth, and go to Tom Thumb and
16 Wyatt the old place and Wyatt the new place, so I
17 understand the frustrations when the repaving
18 happened with TxDOT going from the 2 lanes to 1, and
19 also with the merge clipping the yield sign from 1
20 lane into the other. And I've actually waited at
21 that light for like 8 seconds, because like only one
22 car can get through, so it's obvious this needs to
23 be redone.

24 I want to talk about this from more of
25 a civil engineering standpoint. I think the

1 Option 2, as far as this traffic light is just safer
2 and has better engineering principals for getting
3 the traffic through.

4 But I want to maybe focus my time on
5 the problem of Option 2. And I wish that there was
6 a graphic we could look at, but if you look at the
7 graphic on your handout, the problem is that
8 pedestrian bridge, and they're constrained because
9 there's a foundation right there.

10 And what needs to happen and what
11 should happen -- I know it's a new bridge, but it
12 should've been an open span so they cold make
13 4 lanes right there. So you can have 2 lanes with
14 enough que and 2 lanes in the other direction as
15 well; 2 lanes going onto Gaston and 2 lanes going
16 onto Grand.

17 And if you look, even at the
18 footprint, you can see that there is less space for
19 the cars to sit. There's less -- it's not long
20 enough, and they can't make it longer because the
21 bridge is in the way. And I think that we, as a
22 public, need to be focusing on getting TxDOT to put
23 your money into that, into looking at it.

24 And I talked to the engineers, and
25 they didn't even run that scenario because they, I

1 understand, were told not to. And I understand that
2 it's a new bridge, and I understand that there's a
3 lot of money associated with that.

4 But that's the problem. That's the
5 problem with the traffic going left onto Grand, and
6 it's the problem also because you're gonna have
7 people backing up to where that bridge is right now
8 by the 7-11 in that middle lane. And because
9 they're gonna be waiting to try to get into the left
10 2 lanes, then you're also blocking the people that
11 are trying to go straight.

12 So I think Option 2 for the traffic
13 light is better. It's the best option, but they
14 need to fix those two left turn lanes and make them
15 longer. They need to be double the length that they
16 are right now. And I'll be happy to talk to anyone
17 after if you want to look at what I'm talking about
18 to further explain it.

19 [Applause.]

20 But I that's where we need to be
21 putting our time is to get them to put the funding
22 in it. And I think also the City, the council
23 members who are here, need to be working with
24 Garland to try to get that traffic to be using DART
25 rail line, and to get them from not using that

1 thoroughfare. I think that's what the residents are
2 concerned about, and there's things that our City
3 Council could be doing to help getting people off
4 that way.

5 Because right now we know that's the
6 only way they can go. There's the lake on one side,
7 and there's the golf course on the other, and so we
8 need either less people -- but, you know, we also
9 need more que on there.

10 Again, that's bridge-bridge-bridge, we
11 need to have them run that in the traffic scenario.

12 Thank you.

13 [Applause.]

14 CEASON CLEMENS: Thank you,
15 Miss Schaeffer.

16 We now have Matt MacGregor, followed
17 by Marcel Quimby.

18 MATT MACGREGOR: Hello. I'm Matt
19 MacGregor. I live at [REDACTED].

20 And if you don't know the
21 neighborhood, I've lived in this area for 31 years.
22 I'm originally from Indiana.

23 I've lived SoMo, south of Mockingbird
24 for 10 years, 12 years. I've lived in the Enclave
25 for about eight years, nine years; and I've lived 10

1 years NoMo, north of Mockingbird.

2 And I have written comments, but I'm
3 gonna make these comments up based on what I've
4 heard, fantastic comments from people supporting
5 Option 1, which we're not looking at.

6 Those supporting Option 2, which
7 personally I think probably does a better job at
8 solving the intersection. And that's what's
9 important. The person who just recently spoke
10 picked up exactly on one of the issues of this
11 intersection.

12 The center bend should have been
13 skewed to allow more room for traffic to go east and
14 west on Garland Road. However, there's 100-year-old
15 bridges out there, so you need to figure out how to
16 make that work with those bridges. It can probably
17 work if you widen to the inside and the outside.
18 Maybe it can be looked at, but that's the focus.

19 Traffic at this intersection needs to
20 be improved. The pedestrian process will help, the
21 signals will help, if you make the sidewalk as wide
22 as they can be for bikes and pedestrians.

23 Maybe work with the adjacent property
24 owners for more friendly easements with the City and
25 the Code requirements so that you can get friendlier

1 edges for people to actually move through the
2 intersection safer. This is a gateway. This
3 intersection's over 100 years old. It should be an
4 excellent gateway for East Dallas, White Rock Lake,
5 the Arboretum, Forest Hills.

6 Making abutments look nice. You don't
7 have to spend a whole lot of money; paint, texture,
8 whatever. We do that center column like we
9 mentioned, paint it, paint it, whatever. Look at the
10 bridge rails, make them look nice. It's an
11 excellent opportunity for this room to come together
12 with what's really important.

13 The intersection, what's designed back
14 on that table, it will work. Traffic on Gaston's
15 still gonna be there no matter what. It's always
16 been there. I've always driven on it. The decision
17 is whether you take Mockingbird or that intersection
18 when you're east or west of the lake. It depends on
19 your day. Who wants to go through Buckner and Peavy
20 in that area?

21 [Laughter.]

22 So, you know, you can't fix that, so
23 you make a choice. So concentrate on what you can
24 do. Who knows, maybe what they did on Matilda from
25 Richmond to Mockingbird could work on part of

1 Gaston. I don't know how many people want to turn
2 left in those driveways where people that live
3 there, but that's a lot of traffic to put on 1 lane
4 of thoroughfare.

5 So I think the energy could be eased
6 just a bit. That's a good solution.

7 CEASON CLEMENS: Thank you, Matt.

8 [Applause.]

9 CEASON CLEMENS: We now have Marcel
10 Quimby, followed by Price Johnson.

11 MARCEL QUIMBY: My name is Marcel
12 Quimby, and I live at [REDACTED].

13 I am a preservation architect, and
14 I've been in leadership positions in several
15 planning and historic organizations as long as I've
16 lived in Dallas, including the AIA, Preservation
17 Dallas, Greater Dallas Planning Council, North
18 Texas -- National Trust Board of Advisors.

19 I live in the Hollywood Heights
20 neighborhood of Dallas. And I'm one of the many
21 residences in the neighborhood that are strongly
22 opposed to Option 2.

23 The historic Lakewood East Dallas
24 neighborhoods deserve a compromise plan that reduces
25 and provides broader community impact, responds to

1 demands for community-based criteria instead of a
2 highway design, recognizes the community cultural
3 neighborhood and the areas of historic context, as
4 well as Dallas' short and long-term mobility and
5 safety for all users, not just for commuters during
6 weekday rush hours as a traverse through our
7 neighbors.

8 One comment I'd like to say is that,
9 you know, the 70 percent of traffic that goes to
10 Gaston, I am opposed to that. Those are numbers,
11 but I think that needs to be looked in a 24/7. I
12 mean, that happens during the rush hours. That's
13 the vast majority when that happens.

14 During the rest of the time, I have
15 observed traffic going directly down, you know,
16 Garland to Grand and not turning on Gaston.

17 My reasons for opposition are multiple
18 and include diverting traffic from Grand
19 Avenue/Garland Road onto Gaston will greatly
20 increase the vehicular traffic on Gaston Road, a
21 local thoroughfare that is already overburdened.

22 The large sweeping curve at this
23 intersection would encourage cars to make this at a
24 higher speed and increase likelihood of accidents
25 and make this an even a more dangerous intersection.

1 This diversion will also direct more
2 cars onto Gaston, pushing additional traffic into
3 the Abrams/Gaston intersection and other historic
4 neighborhoods in Lakewood and Old East Dallas as
5 they have done now.

6 And I fear a likely, completely
7 foreseeable result will in the future, it could be
8 10 or 20 years is that Gaston will need to be
9 enlarged to 6 lanes, which I don't think anyone
10 would be in favor of.

11 Garland Road to Grand Avenue is the
12 original route of the Texas Highway 1, the first
13 paved road to traverse Texas that had its beginnings
14 in 1916. This was part of the first Southern
15 Transcontinental Highway that extended from
16 California to Washington, D.C.

17 The original group arrived in Dallas
18 on Garland Road and continued on Grand Avenue to
19 Fair Park, Downtown Dallas to Oak Cliff, Fort Worth
20 and West Texas.

21 This is called the Bankhead Highway,
22 and you've seen signs about it in Garland. It is a
23 historic route. It goes right through our
24 neighborhoods, and hopefully in the future there
25 will be more information available about that.

1 Option 2 is proposed realignment of
2 Gaston Road, I think that it will adversely affect
3 the benefit that we could have from our location on
4 the Bankhead Highway.

5 The current Garland/Grand alignment is
6 a logical group of traffic to continue south to
7 I-20. Diverting this traffic to Gaston is another
8 planning decision that may benefit TxDOT --

9 JOSHUA GEYER: Time.

10 CEASON CLEMENS: Ms. Quimby, you need
11 to wrap it up.

12 MARCEL QUIMBY: Thank you.

13 In summary, I wholeheartedly oppose
14 Option 2.

15 CEASON CLEMENS: Thank you,
16 Miss Quimby.

17 [Applause.]

18 CEASON CLEMENS: Price Johnson,
19 followed by Amanda Johnson.

20 Price Johnson, are you still here?

21 How about Amanda Johnson?

22 Martha Heimberg? Martha left, okay.

23 We've got Dave La Brec, followed by
24 Amber Hartman.

25 Dave Le Brec?

1 How about Amanda Hartman?

2 We've got Clay Hartman. There we go.

3 We've got Clay Hartman, followed by Kristin Boyd.

4 CLAY HARTMAN: Thank you, everyone.

5 As I've sat here today, I'll initially
6 say I'm against Option 2.

7 I'm at [REDACTED]. I've lived
8 here for 13, 14 years.

9 As I've sat here listening to
10 everyone -- look, we all want the same thing, so I'm
11 not gonna be critical of other people that want
12 their neighborhood safe and don't want people
13 driving through their neighborhood as well. I get
14 it.

15 My concern with Option 2 -- and I hope
16 the compromise statements that were made earlier are
17 gonna happen, because the way I look at Option 2 and
18 what's bothered me from day one from just a logical
19 standpoint is the way it is configured that you have
20 to turn left to go straight on a state highway. I
21 don't get that.

22 And, yes, I am self-interested. I
23 live on Gaston. I do have kids. The pedestrians
24 that walk by my house and the kids that play in my
25 yard -- and my kids do play in my yard. I've got

1 a 3-year-old. I've got a 10-year-old and a
2 12-year-old. They do actually go in my front yard,
3 believe it or not. You can drive by [REDACTED] and
4 wave to us.

5 But my concern is -- we're all
6 concerned about our kids. I think there should be
7 some compromise, though, that doesn't, in my
8 opinion, divert more traffic down my neighborhood.

9 And there should be more concern for
10 pedestrians, the people that walk in my neighborhood
11 too, not just on the corner where people are at
12 White Rock Lake.

13 I mean, I get it's a passion thing for
14 all of us. You know, we're all interested in
15 protecting what is important to us, whether it's our
16 families, our businesses, getting the work. I get
17 all that. I just really do hope that there can be
18 some kind of compromise because -- I mean, I've
19 heard y'all, I've listen.

20 I've haven't been engaged because I
21 didn't want to argue. But the more I listen, you
22 all have your own points and they're valid points.
23 But I just -- I would really hope that we can come
24 together as a community because there's people here
25 that I haven't seen in five years that are on the

1 other side. And it's funny because, I mean, they're
2 still friends, but, I mean, it's -- you know, they
3 were just as smart five years ago as they are now.
4 Just because they're on a different side than me, I
5 mean, we should be able to figure this out. And I
6 hope we can because there's been some great points
7 made from a lot of people for different reasons.

8 And I just hope that we can come
9 together and figure out a way to make this work
10 because I think we all need a safer intersection.
11 We also need safer Gaston as well.

12 So thank you very much.

13 CEASON CLEMENS: We've got Kristin
14 Boyd, followed by Terri Raith.

15 KRISTIN BOYD: Hello. Kristin Boyd,

16 [REDACTED].

17 I oppose Option 2 mostly because I
18 believe that the current alignment of 50 percent of
19 the traffic going to Grand and 50 percent of the
20 traffic going to Gaston is the appropriate way to
21 direct things to enable all of East Dallas to have
22 access to South Dallas, to Interstate 30, as well as
23 to the shops in Lakewood and Downtown.

24 I think that if we can work together,
25 we can find a way to accomplish that to make maybe

1 not everyone happy, but maybe everyone equally as
2 mad.

3 And by doing that, we can preserve our
4 relationships and preserve our community.

5 Thank you.

6 CEASON CLEMENS: Thank you, Miss Boyd.

7 [Applause.]

8 CEASON CLEMENS: Terri Raith, followed
9 by Carol Bell-Walton.

10 TERRI RAITH: Hi. My name is Terri
11 Raith, and I live [REDACTED].

12 I'm directly downstream from all this
13 on Gaston, and this is my third meeting on this.
14 And I have to say what one lady said earlier, I have
15 felt like at each meeting they've kind of presented
16 this Option 2 as a done deal.

17 And I actually spoke to two friends
18 tonight who were for it, who told me "It's been
19 approved twice. It's a done deal."

20 And I was like, "No, it's not done.
21 We've still got until the 28th and supposedly we're
22 giving our opinion," so hopefully some people
23 realize there could be some changes made.

24 I'm against Option 2. I do not like
25 the design. I think that if what you want to do is

1 slingshot the traffic coming from Far East Dallas
2 through Gaston, then it works.

3 If you really live right there around
4 the Lakewood Shopping Center, the Lakeview-Arboretum
5 Shopping Center, getting in and out of there makes
6 you feel like you would qualify for an episode of
7 Survivor.

8 That light at Tucker has helped, but I
9 think we actually need to make the exit to a right
10 turn only at the end by Lakewood Hardware because it
11 is almost impossible.

12 The shopping center has been very
13 successful, so more people are coming into the
14 shopping center. Our Lakewood Hardware is there and
15 now Tom Thumb, so I know that it's much more
16 utilized than I've ever seen in years. I can't wait
17 for them to develop the vacant corner that's still
18 on the end of 78 and Gaston.

19 But 78 has always been the state
20 highway. I've lived in Dallas all my life. I've
21 never seen anyone decide that they would take Gaston
22 as opposed to East Grand because, in my opinion,
23 they go in different directions.

24 And, yes, you can funnel through
25 Downtown. I'm not naive enough to think that we

1 will ever get traffic off of Gaston. It's the only
2 route on that side of the lake. It always has been.

3 But I am not wanting to speed up the
4 traffic through that intersection because someone
5 cannot wait on a light because that -- Dallas grows
6 every year. We're only getting more people. I only
7 assuming that a car will come with them. We do not
8 have public transportation.

9 And if East Dallas and Far East Dallas
10 is seeing a great gentrification, resurgence,
11 getting more popular all the time; and, yes, we want
12 those people to be able to come Downtown, but not at
13 the expense, like I say, of slingshotting them
14 through that intersection because we've got kids
15 going to school too.

16 So I appreciate it. I think as a
17 homeowner that you'd feel differently if you were
18 right here.

19 CEASON CLEMENS: Thank you,
20 Miss Raith.

21 [Applause.]

22 CEASON CLEMENS: We have Carol
23 Bell-Walton, followed by Melissa Dvorocsik.

24 CAROL BELL-WALTON: Hello. My name is
25 Carol Bell-Walton. I live at [REDACTED]

1 in Dallas.

2 And I think that -- I appreciate all
3 the work that's gone into this, and I appreciate the
4 effort that's been made to have walking and have our
5 biking in this area.

6 But early on, the TxDOT numbers said
7 that there was going to be an increase in traffic
8 through Gaston. Miraculously, the TxDOT numbers
9 changed to where they do not show that there will be
10 any increase in traffic on Gaston. So when you say
11 you want to refer to the TxDOT numbers, I have to
12 wonder which TxDOT numbers you're referring to.

13 [Applause.]

14 Now, as far as this being a done deal,
15 when I hear the two City Councilmen have proposed
16 corrections, and those corrections didn't even make
17 it to this meeting, then I begin to feel like this
18 is a done deal and our input has very little value,
19 but I'm gonna go on.

20 When I heard different things about
21 traffic flow, I called the City of Dallas and talked
22 to a traffic engineer at the City of Dallas, a very
23 knowledgeable person, been at the City of Dallas 20
24 years, and said that this has been done in a vacuum.
25 That it will increase traffic on Gaston. There is

1 no doubt it will increase traffic on Gaston, and
2 that there has been no accommodation made for
3 Gaston.

4 There's been -- there's gonna be no
5 extra lights. There's been no talk about reducing
6 the speed limit. There's been no talk about
7 widening it for a turn lane.

8 So basically what you have is one
9 department working alone saying, "This is the best
10 this intersection can function, and y'all just pick
11 up the pieces down the road and we'll figure it out
12 from there."

13 Maybe it'll increase traffic. Maybe
14 it won't increase traffic -- because, you know,
15 there was that February meeting and now tonight's
16 meeting. So I think that basically I would love to
17 hear what our two City Councilmen put as a
18 compromise, and I think that that's what we should
19 be talking about tonight.

20 I don't think we should be talking
21 about Option 2 without any input.

22 [Applause.]

23 It's frustrating to me because I live
24 on a cut-through street. I mean, people go down my
25 street 50 miles an hour every day. And that's just

1 gonna increase if they come up Winsted. If traffic
2 is blocked at that intersection, there will be more
3 traffic through the neighborhood. That's just the
4 way it is.

5 So let's keep 78 -- let's straighten
6 out the problem. That's all we need to do. We just
7 need to straighten out that bump a little bit, then
8 the bait shop doesn't get the big front yard, and I
9 know that's a disappointment to a lot of people.

10 But I think that basically we just
11 need to straighten out the bump, and we all get a
12 plan we can agree on, but let's see what the
13 councilmen said.

14 [Applause and whooping.]

15 CEASON CLEMENS: We have Melissa
16 Dvorocsik, followed by Alexandra Soucek.

17 MELISSA DVOROCSEK: Melissa Dvorocsik,
18 [REDACTED].

19 I just wanted to say thank you for all
20 the hard work on all this and thanks everybody for
21 showing up because I think that shows we all care.

22 I do want to keep our street safe, and
23 I think there are many things to be addressed with
24 the City of Dallas, including traffic lights on
25 Gaston and reduction in speed limit on Gaston. But

1 I believe that that is mostly be a City of Dallas
2 issue and not a TxDOT issue, and I think we should
3 continue to work for those things.

4 Thank you.

5 [Applause and whooping.]

6 CEASON CLEMENS: We have Alexandra
7 Soucek, followed by Ron Jekerak.

8 ALEXANDRA SOUCEK: Hi. My name is
9 Alexandra Soucek from [REDACTED]. I've lived
10 on Shook for 24 years.

11 I oppose Option 2 because I believe it
12 further divides my community of Lakewood without
13 offering a responsible flow of traffic connecting
14 our Forest Hills neighborhood and my Forest Hills
15 friends to Downtown. A mandatory left turn on a
16 state highway is not efficient.

17 I live on a cut-through street where
18 people already self-divert to avoid the lights on
19 Gaston. 10 small children live on our two blocks
20 alone who are victims of this cut-through. I have
21 two young adult drivers who have to face that
22 intersection at Starbucks, Digg's, and Cane's which
23 are three of their places that are near and dear to
24 their heart. Every time they leave that
25 intersection, I am just so nervous. A lot of faith

1 goes into having a teen driver living so close to
2 that intersection.

3 I echo the call of Elizabeth and Sarah
4 to develop a balanced plan that will not divert
5 additional traffic onto a city street from a state
6 highway. For 9.4 million, we certainly can find a
7 better plan than what has been put forth.

8 I support Councilman Mark Clayton and
9 Councilman Philip Kingston. I appreciate their
10 calls, and I appreciate their efforts in putting
11 forth a plan that sights both of our communities and
12 looking for a greater good, because at least they
13 are listening to their constituents and they're
14 listening to our voices to be heard.

15 Thank you so much.

16 [Applause.]

17 CEASON CLEMENS: We now have Ron
18 Jekerak, followed by John Botefuhr.

19 RON JEKERAK: My name's Ron Jekerak.
20 I live at [REDACTED], right near the corner of
21 Glasgow.

22 In front of our front porch, it's
23 impossible to cross Abrams. It's impossible,
24 dangerous to try and ride a bike on Abrams. I hope
25 Gaston never becomes that.

1 Anyway, as I walked around tonight, it
2 seems to me that TxDOT -- and this is a common theme
3 other people have said -- TxDOT is trying to solve
4 half the problem. Their mission is to increase the
5 safety of the intersection, increase the throughput
6 at the intersection, and Option 2 seems to solve
7 that in a reasonable way. And if you don't like it,
8 they're not gonna do anything. That's the current
9 situation.

10 Anyway, so all of the people that are
11 against this option are being ignored because you're
12 not addressing the problem that TxDOT has been
13 pointed at to solve. What needs to happen -- and
14 this is where I wanted to use my hands. The circle
15 right now is this big (demonstrating), which is that
16 intersection. And all of the stuff out here, be it
17 I-30, be it Downtown, be it Gaston, be it Abrams, be
18 it Lakewood, da-da-da, are outside of TxDOT's
19 circle.

20 And so we need to stop what's going on
21 and we need to go back and decide who's defined the
22 mission of TxDOT and make the mission bigger to
23 include all of this (demonstrating), and then the
24 input from the downstream folks will be relevant.

25 CEASON CLEMENS: Thank you.

1 [Applause.]

2 CEASON CLEMENS: John Botefuhr,
3 followed by Chris McCauley.

4 JOHN BOTEFUHR: Thank you. My name is
5 John Botefuhr. I am a business owner here next door
6 at [REDACTED] and a resident of Casa
7 View Haven.

8 I've been to every one of these public
9 meetings. You know, John F. Kennedy said, "Ask not
10 what your country can do for you, but ask what you
11 can do for your country"; and if that means pointing
12 and clicking and getting on an e-mail list with
13 TxDOT to get information for this, I don't think
14 that's too much to ask, or looking at Facebook with
15 your councilman or picking up the Lakewood Advocate.

16 We have all been informed of these
17 meetings since the beginning. TxDOT chose five
18 options -- or six, one including nothing, and we've
19 all debated on all this. We've all gone back and
20 we've narrowed it down to an option, Option 2. I'm
21 not perfectly happy with it, but I think it's the
22 best of a -- let's face it, a really tough
23 intersection.

24 I met with Sarah. I met with
25 Elizabeth. They're really nice people. They want

1 the primal instinct of not having any more traffic
2 in front of their house. I get that. I totally do.

3 But 14 of those 20 tables chose a
4 Reverse T type of design. I see this -- kind of
5 just to summarize -- well, let me see. How many
6 people are still here? We've lost a lot of people.

7 Can anyone just stand up who is for
8 the Option 2, any of the green sticker people or the
9 people that are still for the Option 2. Can we just
10 see who all is here? I assume we've lost a lot of
11 people, and there was a lot of people at the
12 beginning.

13 (Audience members stood.)

14 Thank you.

15 Okay. So we have a lot of people here
16 that are for it. So a lot of people -- I bet all of
17 y'all didn't go to the meetings, but yet y'all are
18 informed of what's going on in our neighborhoods.

19 What we have been listening to is a
20 very persuasive campaign using scare tactics,
21 pamphlets that say "More danger for our East Dallas
22 is just around the corner," with a picture of a kid
23 and a parent running along here. Trying to scare
24 people that there's gonna be more traffic on
25 Gaston Road. I've lived on both sides of the lake.

1 I've lived on Vickery, Revere, McCommas, and now I
2 live over in Casa -- I don't see how Option 2
3 increases any traffic.

4 70 percent of the traffic already uses
5 that intersection that goes from Garland to Gaston.
6 I go to the Y almost every day. And what we're
7 talking about is accommodating that traffic. That's
8 what "favor" means. It doesn't mean it's
9 encouraged.

10 It means it's favoring the traffic
11 that currently is existing and making it run through
12 there more efficiently so that the entire rush hour
13 is shorter so that Gaston isn't backed up in the
14 evenings, and Garland, most importantly, isn't
15 backed up down towards my office.

16 I've seen just as many wrecks as you
17 guys have on Gaston, maybe more, because it is
18 larger. But it is no larger than Mockingbird Lane,
19 which is a residential road on the other side of the
20 lake. And my conversation with TxDOT says that
21 they --

22 JOSHUA GEYER: Time.

23 JOHN BOTEFUHR: Thank you.

24 [Applause.]

25 CEASON CLEMENS: We have Chris

1 McCauley, followed by Mike Nurre.

2 CHRIS McCAULEY: Hi. I'm Chris
3 McCauley, and I live at [REDACTED] in Forest
4 Hills.

5 I also happen to be fortunate enough
6 to be the president of Forest Hills and have been
7 for probably two or three years now. So I've been
8 participating in this group of 71 that TxDOT noted;
9 the first meeting, the second meeting, the third
10 meeting, and the fourth meeting, and not just
11 myself, other people from the Board, as well as
12 other neighbors.

13 I can say, if they showed pictures,
14 you would see both the people from the neighborhood,
15 as well as Forest Hills, as well as Casa Linda all
16 showing up, so the process has not been broken. I
17 just kind of wanted to state that to make a couple
18 obvious comment.

19 I also wanted to just set the record
20 straight in terms of facts that we're calling here.
21 Not all facts are created equal. I think earlier
22 TxDOT put up, specifically if you look at page 10,
23 if you still have your handout, you'll see traffic
24 going up Gaston today. We're not changing any
25 numbers.

1 This is produced by the State and by
2 the technicians. It is double going up Gaston
3 relative to taking Garland. That's every day
4 pattern, human behavior, not changing. If you know
5 anything about how flows go, they will not alter, so
6 whether it's Option 1 or Option 2, those patterns
7 are established and been established for decades.

8 So I would also like to comment, since
9 we're setting the facts straight, there's an
10 assumption that this street route increases traffic
11 significantly, because everybody now, magically, is
12 forced to go through Gaston. And what was needed
13 for all the businesses there, they get twice as many
14 people essentially right now, and stay safe, of
15 business potential.

16 But the real issue I was going to note
17 is that there's also -- everybody has kids. Well,
18 those kids become drivers in time, so let's be
19 realistic. If no one else moved to the area, we
20 would already have 50 percent to 100 percent greater
21 traffic for everyone in this room and those who have
22 left who have kids.

23 So from a Board standpoint, we put
24 together and we support Option 2. We support
25 Option 2 on five different points or five different

1 areas.

2 First of all, the process, which we've
3 already noted, we followed it. There was great
4 communication at all levels, thank you to
5 Representative Johnson, Councilman Clayton, and
6 others who have made this available to us who
7 attended. We voiced our opinion. We collaborated
8 with our neighbors in all the surrounding
9 neighborhoods, including Lakewood, Lakewood Hills,
10 Casa Linda, et cetera.

11 Number 2, from a traffic standpoint on
12 Option 2, and we'll cover this in a little more
13 detail, if you think about the drawing and look at
14 the numbers that are there, the 1500 -- I mean, the
15 1600, actually, folks will be routed up Gaston
16 today. If a fraction of that, say, 25 percent
17 choose to take another path because Option 2 forced
18 them to, they would be driving down Lakeshore and
19 Lakewood Boulevard, and they'd be taking Loving and
20 all the other paths to get through to Gaston.

21 So if you want to talk about the
22 impact on safety to children, think about 7, 8, 10
23 other side streets that will now get 8 to 10 extra
24 cars per change of light. That is significant, and
25 that is the safety issue in a nutshell, folks.

1 [Applause.]

2 I say support Option 2. Thank you.

3 CEASON CLEMENS: Thank you.

4 We now have Mike Nurre, followed by
5 Hooman Shamsa.

6 MIKE NURRE: My name is Mike Nurre,
7 and I'm a Far East Dallas resident at [REDACTED],
8 so we're over beyond Buckner.

9 I'm one of the founders of Greater
10 Casa View Alliance which is a consortium of 17
11 neighborhoods, from Oaks to LBJ along the Ferguson
12 corridor.

13 We were shocked and dismayed when we
14 heard that they were going to have another public
15 meeting, when we have attended every public meeting
16 since 2016, and we're told that Option 2 was the
17 citizen's choice. It was our choice as well. To us
18 it was a fait accompli.

19 Now, tonight to hear -- it seems
20 disingenuous to hear that no one ever heard of it,
21 and yet we're here because of a social media
22 campaign. I don't understand. They must be social
23 media illiterates, I guess.

24 Back to who we are. Let's get back to
25 that, why Option 2 is a must for us. The GCVA

1 represents 30,452 residents of working age, out of a
2 population of just over 41,000. The north end of
3 Ferguson is what I'm talking about.

4 Demographically, we are 55 percent Hispanic,
5 26 percent white, 12 percent black, and others are
6 6 percent.

7 As an income limit, let me just say
8 that 31 percent of our households earn less than
9 30,000 a year, compared to 27 percent in the whole
10 city. So let's talk about human impact.

11 These people are clearly, like me,
12 lower to middle income working class people. They
13 have no one to speak for them tonight, maybe. These
14 marginalized, low income neighbors must commute
15 safely and efficiently through the three Gs every
16 day to and from their employment centers, Baylor,
17 Downtown, and even more Uptown with all the
18 construction that's going on.

19 So you must recognize that 3G is not
20 just a Lakewood parochial problem. It affects us
21 over in Far East Dallas. There is no high privilege
22 to organizing a social media campaign by those
23 people.

24 Do you realize that East Dallas
25 neighbors -- yes, I said Far East Dallas -- are part

1 of the 70 percent of all traffic from Garland Road
2 that takes Gaston in the morning? Where are they
3 going to go?

4 Well, if you were to take a poll of
5 people who live on Lakewood and Tokalon and prepare
6 them for the tsunami of traffic that will go up
7 their streets, it will happen. Everyone here knows
8 there are only two ways around the lake, Northwest
9 Highway or Garland Road. And now to impede and not
10 improve 3G traffic flow and increase its safety is
11 an actual injustice of human impact on these single
12 moms, many couples, and individuals.

13 Option 2 is our choice since 2016 and
14 remains so. Let TxDOT do their job and implement
15 Option 2.

16 I'll leave you with six words: If no
17 Option 2, then nothing. It will go back to the
18 drawing boards. It will be moved back, and I will
19 be dead in the ground. Thank you.

20 [Applause and whooping.]

21 CEASON CLEMENS: Hooman Shamsa,
22 followed by Betty Rice.

23 HOOMAN SHAMSA: Good evening. I'm
24 Hooman Shamsa, [REDACTED]. I'm a member of the
25 Hollywood Santa Monica Neighborhood Association and

1 our association is endorsing Option 2.

2 Couple things: One, currently there
3 are 2 lanes of traffic on southbound Garland Road
4 that feed into 2 lanes of traffic on Gaston. That's
5 gonna remain the same with Option 2. There will not
6 be an increase in volume of traffic onto Gaston, so
7 I feel like that's been misstated.

8 Now, there are some issues with
9 Gaston. There are some issues with Garland, and
10 there are some issues with Grand. But that's for
11 the City to take care of this, an issue that's
12 separate from the intersection project that we're
13 talking about here tonight.

14 The other thing is that while a road
15 may have been built as a state highway 50 years ago,
16 it doesn't necessarily mean it's functioning as a
17 state highway today.

18 [Applause.]

19 And I know some people's objective is
20 to actually push traffic from Gaston onto Grand
21 Avenue because the claim is it's state highway.
22 It's a state highway with four elementary schools,
23 dozens of homes, two of the largest parks in the
24 City of Dallas. It doesn't make a lot of sense at
25 this point, so I just thought I'd mention that.

1 And I'll also mention the obvious,
2 from what people have said, if you force more
3 traffic onto Grand Avenue, you're gonna have that
4 cut-through true residential streets.

5 And then the last thing I'll say is
6 that Option 2 actually does do some very nice
7 things. It provides shorter, safer pedestrian
8 crossings with signal crosswalks. It's gonna be a
9 much more efficient intersection than we have now,
10 thanks to the signaling. It's gonna accommodate
11 pedestrians. It's gonna accommodate cyclists and to
12 have a little green space for pedestrians, which
13 will be nice.

14 Thank you.

15 CEASON CLEMENS: Thank you,
16 Mr. Shamsa.

17 [Applause.]

18 CEASON CLEMENS: We have Betty Rice,
19 followed by Patricia Gaffney.

20 BETTY RICE: Hi. My name is Betty
21 Rice, and I am president of the Casa View Oaks
22 Neighborhood Watch.

23 This area consists of 800
24 single-family residents. The three Gs needs
25 improvement. I have lived in Far East Dallas for

1 over 50 years and have driven through this
2 intersection most every day of those 50 years. I
3 was either on my way to work going Downtown, or now
4 that I'm retired, I'm on my way going to the Baylor
5 Medical complex.

6 You know, I would like to say one
7 thing. I understand those who have an opposing view
8 of the 2G. But you-all -- the neighborhoods in the
9 Lakewood neighborhood forget that there are many Far
10 East neighborhoods as far out as 635, and a lot of
11 us use Garland Road going onto Gaston to get to
12 Downtown or to Baylor.

13 And a lot of the people in our
14 neighborhoods are lower socioeconomics, and they're
15 probably working on those construction jobs going on
16 in Uptown. So to take this route away from them,
17 force them to go Grand would be a disservice to
18 them.

19 Our organization supports Option 2
20 because it will improve traffic flow in a safe
21 manner.

22 And I'd just like to say to the East
23 Dallas residents who are opposing Option 2, the next
24 time there's a pedestrian accident, a car wreck, or
25 heaven forbid, a death at this intersection, just

1 remember the decision you made on the 3G
2 intersection. From now on, without Option 2, if you
3 or your family members want to walk or simply bike
4 around or through that intersection, just remember
5 the decision you made on the 3G. Option 2 clearly
6 increases safety and improves traffic flow through
7 regulated streetlights.

8 There has been too much
9 misinformation. There never was, nor will there be
10 a, quote, "vote." Oh, we Dallas residents did vote
11 over a year ago, and it was on -- yes, on a bond
12 package that included the City's share of the 3G
13 funding. The City, State, even County
14 Commissioners, and TxDOT all came to agreement with
15 us residents' input on Option 2 months ago. So why
16 are we here?

17 Does everyone realize it is Option 2
18 or nothing? It will get put on a back burner, and I
19 probably won't be around when the decision is made
20 otherwise.

21 Thank you.

22 [Applause.]

23 CEASON CLEMENS: We have Patricia
24 Gaffney, followed by David Pittman.

25 PATRICIA GAFFNEY: Good evening,

1 everyone. It's getting late. I will spare you. I
2 won't be three minutes.

3 I'd like to focus on two things: One
4 is that -- oh, I'm sorry, [REDACTED].

5 My neighborhood is Lake Park Estates.
6 I serve as president of the neighborhood
7 association, and I'd like to say that living near
8 Garland and Buckner, which is a straight-through
9 intersection, I would not wish that on anyone.

10 So thank you to TxDOT for the process
11 that you've taken us through to get us to the point
12 where we are now; the imperfect, but decently good
13 Option 2.

14 I'd like to say, too, we are East
15 Dallas. We have to make this work. We don't want
16 that money to go off somewhere to some other part of
17 Dallas County or Texas, so that it's not used at the
18 intersection that needs a revival.

19 Thank you.

20 [Applause.]

21 CEASON CLEMENS: David Pittman,
22 followed by Fred Welsh.

23 DAVID PITTMAN: I'm David Pittman.
24 Good evening. I live at [REDACTED]. I've
25 lived in East Dallas since 1977, and in Lakewood

1 for 20 years up until a year-and-a-half ago when we
2 down-sized, so I know a lot about Lakewood and care
3 a lot about Lakewood.

4 I chair White Rock Partnership. And
5 White Rock Partnership and three other groups,
6 Garland Road Vision, which led into this, as well as
7 Greater East Dallas Chamber and Santa Fe Trail, all
8 about six years ago got together and said "We've got
9 to do something about the 3Gs."

10 And so we went to our Congressmen. We
11 went to TxDOT. We went to the City, and that's when
12 all of this started. It's been a long, long
13 process. They've worked with us through that.

14 As White Rock Partnership, we are
15 about quality of life in East Dallas from Lake
16 Highlands all the way down to and including Fair
17 Park. That's a lot of neighborhoods. We work with
18 them all and support them all, do a lot of things
19 together, so it's very important.

20 Why Option 2? Option 2 because it's
21 the safest. It's the most efficient, and it's the
22 best for all the neighborhoods east and west of
23 White Rock Lake. If you look at the efficiency, the
24 way it's set up, Option 2, it's a third of the time.

25 And so I lived on Lakewood Boulevard

1 for 20 years, a lot of my friends live on Winsted
2 and other parts of Lakewood, and they're concerned
3 about more traffic coming through the neighborhoods.

4 I know Gaston has a lot of traffic. I
5 understand that. But you want neighborhood traffic,
6 which is a lot less safe for kids. You talk about
7 the East Grand situation, and it was mentioned
8 earlier, four public schools.

9 Now, who's gonna go if they're going
10 Downtown, businesswise, over to I-30, which is not a
11 great highway anyway, and if anything's done with
12 it, it'll be 10 years before that's done.

13 Who's gonna go through four school
14 zones, danger to the kids, danger to the traffic,
15 and all of that. It's our connection to Baylor
16 hospital which has been mentioned, Deep Ellum,
17 Downtown is thriving, the Arts, Farmer's Market, all
18 of the parks Downtown.

19 We've got to have a clear way to go
20 Downtown. It's been used for decades and it'll be
21 used for more decades, so we are in support of
22 Option 2 for many of those reasons.

23 Thank you.

24 CEASON CLEMENS: Thank you,
25 Mr. Pittman.

1 [Applause.]

2 CEASON CLEMENS: We now have Fred
3 Welsh, followed by Gerald Worrall.

4 FRED WELSH: My name is Fred Welsh. I
5 live at [REDACTED].

6 I have the pleasure of doing two
7 things. One, I want to show you a picture of what
8 the intersection looked like when I started driving
9 (holding up picture).

10 [Laughter.]

11 That's called 1940 issue, okay.

12 Now, I'd like to show you what it
13 looks like today. (Holding up picture.) That's
14 called 2018.

15 What we'd like to do is a couple of
16 things. One, TxDOT has studied Option 1 and
17 Option 2 and does not anticipate any additional
18 traffic being driven onto Gaston from Garland as a
19 result of Option 2 or 1. [Look of amazement.]

20 [Laughter.]

21 Option 2 has waiting time for drivers
22 of 5.3 seconds versus 30.5 seconds. [Look of
23 amazement.]

24 [Laughter.]

25 Option 3 has the shortest crosswalks

1 and making pedestrians'/cyclists' navigation less
2 dangerous with Option 1.

3 Option 2 gives you sidewalks, bicycle
4 paths, and improves everything in the area.

5 Number 4, the most important. This is
6 the most important part. Please do not delay this
7 much-needed enhancement to the 3G intersection any
8 further and allow TxDOT to continue the process that
9 was selected by your constituents, everybody in your
10 district during the public input meeting.

11 Thank you.

12 [Applause and whooping.]

13 CEASON CLEMENS: Thank you, Fred.

14 Gerald Worrall, followed by Gloria
15 Toupoley.

16 GERALD WORRALL: Hi. I'm Gerry
17 Worrall. I live at [REDACTED].

18 And I'd like to offer some comments
19 for a little more historic perspective and framework
20 and less specifics to the issue today.

21 I had the pleasure of serving on the
22 Advisory Committee for the Garland Road Vision
23 process in 2006 through 2009. That process was
24 similar to this, and it was a public process and had
25 a number of meetings. It was made up of

1 stakeholders and participants from up and down the
2 study area, which extends from the intersection
3 we're talking about up to Northwest Highway.

4 The focus of that and the outcome was
5 to develop some strategies and develop a plan that
6 the City could adopt, and we are successful in doing
7 that. With the results of the public meetings, that
8 process was culminated into a Vision Study that was
9 presented and eventually adopted by the City Council
10 in 2011.

11 There were three primary focuses of
12 that study, all of which were focused, at some
13 extent, to this intersection we're talking about:
14 Economic development, beautification, and
15 transportation were all elements of the study. Each
16 of them has an implication to this intersection
17 discussion we're having.

18 As we've seen in recent years, there's
19 certainly been some economic development changes in
20 that intersection with the retail development and
21 the improvements to the restaurant businesses there.

22 Certainly the removal of the old
23 railroad trestle and the addition of the new
24 Santa Fe pedestrian bridge across there has greatly
25 improved the visual as you drive through that area.

1 We have an opportunity with this
2 project that's being discussed to capture another
3 couple of items that were in the Vision Study, and
4 that has to do with transportation improvements
5 dealing with safety and beautification. We have an
6 opportunity to do some additional landscape.

7 In short, I'm here to be an advocate
8 for the public process. I think that the public
9 process that we had for the Vision Study was
10 successful, and the outcome, I'm delighted to see,
11 still has some implications as there are
12 improvements along Garland Road.

13 I, too, contributed and participated
14 in the public study for the TxDOT specific options
15 on this site, and I think the outcome was
16 representative of those that participated in the
17 process.

18 I would like to propose we move
19 forward with Option 2 and support public process.

20 Thank you.

21 [Applause.]

22 CEASON CLEMENS: Next is Gloria
23 Touphey, followed by Ken Montgomery.

24 GLORIA TOUPLEY: Thank you very much.
25 My name is Gloria Touphey. I live at [REDACTED]

1 [REDACTED]. I've lived there for 30 years.

2 I've been a part of a number of civic
3 efforts over that time, and I've watched our city
4 grow. I have learned that there are really two
5 drivers that I think we're losing site of here.

6 What determines what streets are used
7 or not has to do with destination and has to do with
8 efficiency. And I would suggest to you that, first
9 of all, destination. You are obviously going to
10 pick the routes that will get you from Point A to
11 Point B.

12 We have a huge number of our
13 population who live in Far East Dallas, Near East
14 Dallas, who have the need and the desire to avail
15 themselves of jobs Downtown, of the services
16 provided by a Regional Medical Center, of a Level 1
17 Trauma Center in Baylor. Those things are not
18 moving. They stay where they are, and people need
19 to get there from Point A to Point B.

20 People will then make the secondary
21 consideration about the efficiency to get from Point
22 A to Point B. I can tell you, I go to Downtown all
23 the time. If I'm going at rush hour, I will go on
24 Gaston. If I'm not at rush hour, I will pick I-30.
25 It has nothing to do with picking one route or

1 another other than simply what is going to get me
2 where I'm going in the most expeditious fashion.

3 The reality is the City has a vested
4 interest in keeping us safe and moving traffic as
5 much as possible. Unfortunately, none of us can go
6 back to when Dallas was designed. We all know the
7 east/west connectivity in the city is very
8 unfortunate. Ask anybody who lives on Mockingbird
9 Lane, you have to go to Northwest Highway to get
10 across with any amount of speed.

11 What TxDOT is trying to do and what
12 the City Council members are trying to do is to
13 focus on fixing one problem at a time within a
14 bigger picture, and I think we have an intersection
15 that is notoriously dangerous.

16 There are all sorts of exacerbating
17 factors. People are confused. They're not sure
18 where their lane is going or not. Is it going to
19 end or not. There have been any number of
20 accidents. It is critical to get the intersection
21 fixed.

22 The number of destinations that people
23 are going to be using are not going to change. The
24 folks that are moving into the new buildings in Deep
25 Ellum are going to want access to White Rock Lake

1 and the Arboretum.

2 The folks from East Dallas need to get
3 to Baylor, need to get to Downtown. That's not
4 changing.

5 Let's do it through an intersection
6 that, while it may be imperfect, is certainly far
7 better than what we are dealing with right now, and
8 I'm very concerned that we would let the perfect be
9 the enemy of the good. We'd step away from Option 2
10 and nothing happens for another 20 years.

11 And how do we explain that to the
12 families of those folks who either suffer severe
13 injury or are killed in a difficult intersection?

14 So I support Option 2.

15 [Applause.]

16 CEASON CLEMENS: We now have Ken
17 Montgomery, followed by Brad Grist.

18 KEN MONTGOMERY: Good evening. My
19 name is Ken Montgomery. I'm at [REDACTED]
20 [REDACTED] here in Dallas.

21 And the most succinct way to voice my
22 support for Option 2 is simply to read from
23 representative Eric Johnson's letter from two public
24 meetings ago, so I will do that.

25 "I support TxDOT's recommendation of

1 the Option 2/Reverse T configuration because it
2 represents the choice of the members of the public,
3 i.e., stakeholders, who have been involved in this
4 effort since it began.

5 "I respect the public improvement
6 process that's led to this recommendation and
7 encourage TxDOT to move forward with the project the
8 Department has developed and recommended."

9 And what Representative Johnson is
10 simply saying is, "We did the process. And we came
11 to a solution." And what I'm suggesting is that we
12 follow through with that. And stakeholders have had
13 input, and we have a valuable recommendation that we
14 can move forward with.

15 I'm reminded of the Alexis de
16 Tocqueville's quote from the Democracy in America.
17 He says, "The surface of American society is covered
18 with a layer of democracy from beneath which the old
19 aristocratic colors sometimes creep."

20 And I think that's what we're
21 witnessing here today and have witnessed over the
22 past several months. Tonight we've heard about some
23 of the concern, and the legitimate concern about
24 safety; but at the same time, at the current
25 intersection, there are no crosswalks. That seems

1 like it would be a safety-first issue. And so if
2 there really is a concern about safety, then let's
3 move forward with Option 2.

4 I also heard tonight that there was a
5 concern about our neighbors in Southern Dallas. And
6 so somehow by cutting off access at this
7 intersection, we're gonna help that. That doesn't
8 make a whole lot of sense to me.

9 And so I'll just close reminding us
10 all that, at its core, this debate is about a small
11 group of elites that wish to use public dollars to
12 enrich themselves by turning a secondary
13 thoroughfare, which it is and has been, into a
14 residential street.

15 I think it's obvious. I find it
16 elitist, and frankly it's un-American.

17 [Applause, whooping.]

18 CEASON CLEMENS: We now have Brad
19 Grist, followed by Eric Klein.

20 BRAD GRIST: Brad Grist, [REDACTED]

21 [REDACTED].

22 We just heard from a number of very
23 involved individuals in part of these meetings.
24 Myself, I've been part of every one of these
25 meetings to this point. I was at the first meeting

1 in 2016, second meeting in 2016, and third meeting
2 in 2016. I've seen the process go through.

3 I know without a doubt that this
4 process has been transparent and that the option
5 that's presented now, the preferred option,
6 Option 2, is what was outlined by the public as to
7 what they were looking for.

8 Rather than recap a lot of the same
9 things we've talked about, we've heard from
10 neighborhood association presidents, we've heard
11 from leaders of the community, we've heard from
12 people talking about the future of this intersection
13 as well as the past of what -- you know, the
14 historical aspect of it.

15 All of these people supported
16 Option 2. The people that we saw stand up earlier
17 tonight, the people with the green badges on them --
18 stickers on them -- all support the process that led
19 to Option 2.

20 I just want to end -- I'm not gonna
21 use all my time. I just want to end with outlining
22 a few more people that support the process that led
23 to Option 2:

24 City of Dallas has come out in support
25 of Option 2.

1 State Rep. Eric Johnson, as we heard
2 about.

3 City Councilman Mark Clayton has
4 supported the process that led to Option 2.

5 The same with the Greater East Dallas
6 Chamber of Commerce.

7 White Rock Partnership.

8 Forest Hills Neighborhood Association.

9 Hollywood Santa Monica Neighborhood
10 Association.

11 Greater Casa Linda Neighborhood
12 Association.

13 Greater Casa View Alliance.

14 All of these people have come out in
15 support of Option 2. All of these people took time
16 out of their days for these early meetings to go and
17 to attend. They left their families. They took
18 their time to go and attend these meetings to make
19 their voices heard.

20 And I believe that, going back to the
21 beginning of the process, if this were not to be
22 approved it would be a travesty.

23 Thank you.

24 [Applause.]

25 CEASON CLEMENS: Thank you.

1 We next have Eric Klein, followed by
2 Darla Rodan.

3 ERIC KLEIN: Eric Klein, [REDACTED]

4 No, I heard some things tonight.
5 Everyone's been great and very passionate about what
6 they're fighting for here, and it's great to see the
7 community coming together.

8 I don't like to hear things like
9 people are un-American. That's ridiculous, and I
10 think everybody knows that.

11 The things that the people that
12 support Option 2 are fighting for are the same
13 reasons why the people against it are going against
14 it. It's increased traffic, safety, things like
15 that. I have a 3-1/2 year old son and twins at
16 home, and I'm in a lot of trouble for being late.
17 So, you know, I worry about them every time they
18 walk outside. I worry about them more than probably
19 some bikers do over at the lake trying to cross and
20 driving around the 9-mile circle.

21 At the end of the day, this is a NIMBY
22 problem. This is a "I don't want this. I want to
23 ship my problem to somebody else," and both sides
24 are guilty of the same thing.

25 And one of the things that I've found

1 promising tonight is that both of our councilmen
2 have agreed on something and submitted it. That's
3 great. That's what this is all about. Because I
4 don't envy any of you that have to be on opposite
5 polar side of these two very powerful forces that
6 are in this room and represented tonight because
7 this is what it's all about.

8 If there's an engineering feasible way
9 to make that compromise work, I would encourage you
10 that anything you could do to make that work, I
11 would do that because that's what would keep
12 everyone the most happy, and the negotiation of one
13 person shouldn't be winning everything.

14 So at the end of the day, you have to
15 look at the facts. You have to take all of this
16 emotion out of it. And if you look at facts, the
17 facts are that Option 2 will put more traffic on
18 Gaston. There's different ways to do the numbers.

19 Everything -- the public statements --
20 that TxDOT has said will do that. It is the Grand
21 corridor. It is a primary arterial that is designed
22 for 21,000-plus vehicles a day. It's not even
23 operating at 100 percent. It's at 85 percent today.

24 Gaston Avenue is a community
25 collective. It's operating -- it's designed for no

1 more than 14,000 vehicles per day, and it's
2 currently at 18,000. It's over 132 percent.

3 So if take all of the emotion out of
4 this, having an option that does not put more
5 traffic on Gaston will balance that out. Why
6 wouldn't you take that opportunity to do that now?

7 To move some of that traffic back onto
8 the primary aerial where it's designed to be and
9 take some of that capacity off of Gaston, some of
10 that traffic off of Gaston, because you're creating
11 more problems for yourself because you're gonna have
12 to potentially widen Gaston. That's gonna affect
13 all of the other side roads, maintenance, lights,
14 accidents, things like that. You have to look at
15 the facts; put the emotion aside.

16 So I just would -- but I've also
17 encouraged the council to please -- and TxDOT to
18 please highly consider -- look at the options that
19 the two councilmen have given to you, and maybe we
20 can all make a deal and get somewhere we all want to
21 go.

22 [Applause.]

23 CEASON CLEMENS: Thank you.

24 We now have Darla Roden, followed by
25 Vikki Martin.

1 DARLA RODEN: My name's Darla Roden.
2 I live at [REDACTED] which is in Junius
3 Heights in the short block.

4 And this is my daughter Ellie, and I'm
5 really excited she's gotten to see the public
6 process at work tonight and that it's been civil and
7 full of great discourse.

8 We're here and we stayed so late, far
9 past her bedtime because this issue is really
10 important to us. I do oppose Option 2.

11 In the short blocks, our blocks are
12 streets that are one block long and we're between
13 Gaston and Junius. Our street is actually the last
14 of those, and it ends into the Lakewood Library.
15 And if you've been around there, often if there's
16 heavy traffic on Gaston, and it already cuts down
17 our street through the Lakewood Library parking lot
18 and onto Abrams.

19 And that's already a problem, and I
20 promise you I can tell the people who are cutting
21 through because they drive much faster than anyone
22 who lives on the streets or anyone who's going to
23 the library.

24 So the favored flow onto Gaston of
25 Option 2 is going to encourage the already overused

1 Gaston to continue to be heavy and for people to use
2 the short block streets, including Nesbitt, as a
3 cut-through.

4 Our street has 8 to 10 school children
5 on it, Ellie, included. They play in the front
6 yards. There's cars parked on the streets, and I
7 have concerns about increasing that cut-through
8 traffic.

9 Additionally, there is a school
10 crossing at Skillman and Gaston. Sometimes there's
11 a crossing guard there for the school kids in the
12 morning to go to Lipscomb Elementary, and I also
13 think that's concerning.

14 There are also a number of school bus
15 stops at the various apartments on that part of
16 Gaston. And I can tell you that traffic already
17 doesn't respect when those school buses are stopped
18 loading and unloading children and the stop sign is
19 out, and it's concerning.

20 Additionally, the traffic on Gaston
21 makes walking on the sidewalks near Gaston alarming
22 as it is. We frequently go to Lakewood Shopping
23 Center, to Scalini's, all the other places
24 everybody's talked about.

25 A couple years D Magazine recognized

1 Junius Heights as one of Dallas's most walkable
2 neighborhoods, and that's something that I really
3 love about that neighborhood. I've lived there for
4 17 years, and we do walk a lot of places. It's very
5 unique that way.

6 Already, walking on the sidewalks next
7 to Gaston makes you a little nervous. Increasing
8 the traffic flow through a favored pattern that
9 encourages traffic more to go down Gaston is just
10 gonna exacerbate that problem and make it look even
11 more alarming.

12 For those reasons we oppose Option 2.
13 And what we would like is for TxDOT to reconsider
14 other options, including the compromise option to
15 find a solution that works for all of East Dallas.

16 Thank you.

17 [Applause.]

18 CEASON CLEMENS: Thank you.

19 We have Vikki Martin, followed by Vail
20 Fassett.

21 VIKKI MARTIN: Hi. My name is Vikki
22 Martin. I reside at [REDACTED]. I'm a
23 member of the Ferguson Road Initiative, and I live
24 in the Claremont Addition Neighborhood Association.
25 I reside in Far East Dallas.

1 I travel the 3G intersection, crossing
2 it at least twice a day. And as we begin to see
3 more quality economic development move into the East
4 and Far East Dallas area, it's imperative that we
5 have a safe and efficient intersection and that is
6 why I am supporting Option 2.

7 Thanks.

8 [Applause and whooping.]

9 CEASON CLEMENS: Vail Fassett,
10 followed by Maria Ortiz.

11 VAIL FASSETT: Hi. My name is Vail.
12 I live in Little Forest Hills, [REDACTED]
13 [REDACTED].

14 I have lived in Casa Linda for the
15 past 58 years. I have family members who live in
16 Lakewood. I have a lot of brothers and sisters, so
17 of course we all want a 3G improvement that is
18 better and safer for all the neighborhoods in the
19 immediate area.

20 I am the past president of the Little
21 Forest Hills Neighborhood Association. And while I
22 was the co-president of the Little Forest Hills
23 Neighborhood Association, I attended the 2016 public
24 meetings and provided our input in the future 3G
25 changes and options. All of the options were

1 discussed, and they were voted upon at these public
2 meetings. It seemed like a very democratic process
3 to me. It was kind of refreshing.

4 Anyhow, Option 2 was eventually
5 selected by a majority of the folks who attended
6 these meetings. And Option 2 had the majority of
7 the support and the votes, at least what I saw when
8 I was there.

9 And I still strongly believe Option 2
10 to be best suited for the safety of all the East
11 Dallas neighborhoods and residents.

12 That's it. Thanks.

13 [Applause.]

14 CEASON CLEMENS: Thank you.

15 Maria Ortiz, followed by Phil
16 Mayfield.

17 Maria Ortiz?

18 How about Phil Mayfield?

19 Casey Wilcox?

20 Jeana Foxman?

21 Bill Armquist? Bill Armquist?

22 And we've got Nick Thorn.

23 So that's all the ones that we had
24 sign up to speak, but we will continue. Is there
25 anyone else who would like to speak?

1 Yes, sir. We'll go one at a time.

2 NATE THORN: My name is Nick Thorn. I
3 live at [REDACTED].

4 I'm an architect in Dallas. I live in
5 Hollywood Heights. My office is on the east side of
6 White Rock Lake.

7 I've been making the commute up and
8 down Garland and Grand for the last year. I'm not
9 in favor of the design as it's proposed right now.
10 I see some advantages and some disadvantages to it.
11 I think some tweaks still need to be made.

12 Before I get into my main concerns,
13 this project is really kind of a microcosm of the
14 Greater Dallas -- the greater auto dependency of
15 Dallas and is reflective of the auto-centric
16 decisions that have been made for the last several
17 decades.

18 I feel like a holistic look needs to
19 be taken, as this project relates to other
20 transportation projects in the Dallas area, namely
21 I-30 as it's getting ready to be redone in the
22 coming years, as well as other local projects
23 throughout the city.

24 My main concerns are not maintaining a
25 continuous alignment along Garland and Grand. It

1 seems very inefficient to break the state highway
2 and force a right turn or a left turn to somebody
3 who wants to continue on the road.

4 I've observed that traffic on Gaston
5 is quite congested as it is now and diverting more
6 traffic onto what is a neighborhood or residential
7 collector from a state highway, just seems
8 insensitive.

9 I'm also mainly concerned about
10 walkability through the East Dallas neighborhoods.
11 It's already difficult enough as it is to drive on
12 Garland or Grand or Gaston. And if we're trying to
13 promote a more walkable East Dallas, I feel like we
14 need to take into consideration as well.

15 Thank you for your time.

16 CEASON CLEMENS: Thank you.

17 [Applause.]

18 CEASON CLEMENS: Yes, sir.

19 ED ZAHRA: My name is Ed Zahra. [REDACTED]

20 [REDACTED].

21 I live in Hollywood Heights. We moved
22 in 1978 to our house. We still reside there. I
23 served 26 years on the Old East Dallas Renaissance
24 Coalition. To be sure, East Dallas has improved,
25 got what it needed from the City.

1 I served on the -- if you don't
2 remember -- a task force to prevent the highway on
3 the Santa Fe Trail to Garland. We fought that till
4 the City realized that a trail is much better than
5 more concrete.

6 I specialize in economic development,
7 and I can tell you the reason we're all here and
8 have different opinions about the traffic. But the
9 real cause -- and you read the paper every day --
10 Dallas, Texas, is the best place in the United
11 States to move, have a business, and what we're
12 seeing is the old infrastructure, whether it be
13 Gaston, Live Oak, any one of our main streets that
14 go into Downtown, are congested.

15 And the health to Downtown is what
16 makes our neighborhood what it is. You know, we're
17 the victim of our own success. I know everyone in
18 East Dallas has worked to make your neighborhood a
19 good place we live. We have all the amenities.

20 We were just chosen -- Lakewood was
21 number one of the five best places to buy your
22 forever home. Hollywood Heights was Number 5. In
23 between was University Park, Kessler Park, and
24 Prestonwood. So all of us have done a fabulous job
25 turning East Dallas from a forgotten desert into

1 what it is today.

2 And I applaud TxDOT for the work
3 they've done, the process you've followed. And I
4 think Option 2, both I support and the Board of
5 Directors of Hollywood Heights supported. And I've
6 been on the -- I'm the initial member, the founding
7 member of the Hollywood Heights Board of Directors
8 since it was established in the mid-'80s. I'm still
9 a working member, which I'm very proud of.

10 So, once again, it's the success of
11 Dallas, people moving in. We're gonna see more cars
12 than you've ever seen. And one thing that hasn't
13 been mentioned either is the density. Look at all
14 the multifamilies at the corner of 3G. There's over
15 2,000 new families, which means 4,000 new cars on
16 the same streets.

17 So all I can say is be glad you're in
18 Dallas, put up with the cars. We need to work
19 together to get a solution taken care of.

20 Thank you for your time.

21 [Applause.]

22 CEASON CLEMENS: Thank you.

23 Is there anyone else that would like
24 to speak?

25 Yes, sir.

1 TIM HOPKINS: My name is Tim Hopkins.
2 I live in the Hollywood Heights subdivision, [REDACTED]

3 [REDACTED]
4 I'm a civil engineer by background,
5 and so hats off to TxDOT for trying to do some very
6 honest work on all this, and I understand what
7 they've gone through. And one of the main things
8 that traffic planning has to take into account is
9 which way does it flow.

10 To assume you can drastically change
11 where traffic flows today, it's like you're trying
12 to train water to flow uphill. It can't be done.

13 So the alternative is people will find
14 the way to get there most efficiently, and right now
15 the majority of the traffic wants to use Gaston. If
16 there's any inhibition on Gaston, it's going through
17 smaller neighborhoods. Specifically my street,
18 Monte Vista Drive, ties straight in to La Vista and
19 it's already a relief valve for Gaston.

20 So I am very much in favor of Option 2
21 that's gone through the process correctly, and the
22 water's gonna flow where it's gonna flow.

23 Thank you.

24 [Applause.]

25 CEASON CLEMENS: Yes, ma'am.

1 LORI McCLURE: I'm Lori McClure, and I
2 live at [REDACTED] in Little Forest Hills.

3 I just want to say thank you. This is
4 my first meeting to attend on the subject. I have
5 kept up through Nextdoor and *The Dallas Morning*
6 *News*, but I want to thank TxDOT and your consultants
7 for answering my many, many questions in the back.
8 And I even commented on how well I seemed to
9 understand it, but only because I had a really good
10 education in the back of the room.

11 I also want to say that I have lived
12 in this immediate area since 1971, and Little Forest
13 Hills for 38 years in the same house.

14 But I wanted to comment about the left
15 turn on 78. I don't see a problem with highways
16 turning because when I go to Wylie, Texas, which is
17 pretty often, I go up 78, and at Garland I make a
18 right turn, and about 10 blocks later, I make an
19 immediate left turn. And I didn't know that at
20 first, and I followed Garland Road all the way out
21 to -- I don't know where -- but highways turn. And
22 once I learned it, I've been doing it now for 15
23 years, so I really don't see that as a problem.

24 Again, thank you all so much for your
25 hard work and bringing me up to date.

1 [Applause.]

2 CEASON CLEMENS: Thank you.

3 ELIZABETH McFARLAND: Elizabeth
4 McFarland, [REDACTED].

5 I've been to a number of these
6 hearings, and I have actually met with Elizabeth
7 Blackburn prior on talking on Option 1.

8 I am here on support of Option 2.

9 One of the things that I feel like
10 hasn't really been touched on tonight, but has been
11 kind of somewhat glossed over when people are
12 talking about other options is that traffic will not
13 be allowed to free flow like it currently does onto
14 Gaston. There will be a signal and a stoplight
15 there, and I don't think people are understanding
16 that.

17 And I talked with people that had been
18 at other hearings that were surprised when I said
19 there was going to be a stoplight. So whether
20 you're going straight currently from Highway 78 to
21 continue or you're gonna be taking a left turn or
22 you're going right onto Gaston, you will be stopping
23 at a light. Traffic is gonna slow down.

24 This is not gonna divert more traffic
25 onto Gaston, because whether you're gonna go right

1 or left, you're stopping, and that's not gonna take
2 any more time going one direction or the other.

3 If you're going to go down Gaston,
4 it's because you have to. It's because I have to
5 take my kid to a daycare down there. It's because
6 I'm going to the Y that I'm a member of or because
7 I'm going to the grocery store.

8 It's not because I'm trying to cut
9 through to go Downtown, except for maybe once every
10 now then when I want to stop by Benny's Bagels.
11 Because 80 percent of the time I go to the highway,
12 because my husband drops my son off.

13 On the off chance I have to drop my
14 son off that day, then I have to go down Gaston.
15 But it shouldn't be -- because we live on the other
16 side of the lake, we shouldn't be punished for that.
17 We have to use the other side, not just to get to
18 Downtown. And I understand wanting people to go the
19 highway, but there has to be a give and take.

20 And I think putting the light there to
21 cause traffic to slow down and to lessen the amount
22 of traffic that's gonna go on to Gaston is a
23 compromise, not to mention that maybe adding more
24 lights farther down the road on Gaston.

25 Thank you.

1 [Applause.]

2 CEASON CLEMENS: Thank you.

3 Is there anyone else who would like to
4 come forward to make a statement?

5 DAVID BAILEY: Yes, ma'am.

6 My name is David Bailey. I live at
7 [REDACTED].

8 I really don't have any notes. I
9 really hadn't planned to speak until I was told that
10 anybody who opposed Option 2 was elitist and
11 un-American. And I thought, "I've seen rallies
12 like," so hopefully nobody will call me that."

13 We call it 3G -- a couple of points:
14 We call it 3G, but it's really State Highway 78. If
15 we go back to the point just quickly, I've never
16 seen anybody have to make a left turn on the
17 highway, although I haven't been up to that part of
18 Garland, I'm not doubting you.

19 I guess it's -- I don't see anybody as
20 elitist. I think everybody's here for safety. I
21 think everybody's here to say -- "I'm not a civil
22 engineer." I know several of you are some kind of
23 engineers.

24 I'm a supply chain analyst, and I know
25 when I have an overused section and an underused

1 section. The first thing that I do is balance it
2 back out because it's much more efficient.

3 And I know nobody wants to go on down
4 Garland Road to 30 today. That's gonna change. The
5 worse Gaston gets, it will change. I know because I
6 cut through all those streets today. I work up in
7 Richardson, Texas, and I use Waze. 9 days out of 10
8 Waze tells me to get off of Central Expressway, cut
9 over on LBG and either come up Abrams, Skillman, or
10 Greenville all the way up to Gaston.

11 So it will happen. I've lived there
12 for 30-something years. I've had four kids. By the
13 grace of God, they're all still alive trying to come
14 in and out of the traffic on Gaston.

15 I'm not trying to shut off Gaston. I
16 love people in Forest Hills. There's three or four
17 people from my Sunday school class here that are on
18 y'all's side that I see every Sunday. I like
19 everybody.

20 I'm not against anybody here. I'm
21 just trying to say, let's keep the balance of
22 traffic. When you say TxDOT says this and TxDOT
23 says that, who knows, because every meeting I go to,
24 there's a different traffic count and a different
25 projection from TxDOT on the traffic flow.

1 One last thought is a lot of you are
2 saying that this has been a very transparent process
3 and a very public process, and I believe you because
4 you got an invitation to the first several meetings.

5 The first meeting that I went to --
6 and I've been to every one that's been held since
7 then, including one that was supposed to have
8 been held at Mount Auburn. It got canceled. I've
9 been to every one of them, but nobody in Lakewood,
10 Swiss Avenue, Junius Heights, any of those got word
11 of any of this process until Option 2 had already
12 been decided on.

13 So I just wanted to clarify, don't
14 think we were lazy and didn't come to the party and
15 now we want to come and eat what y'all worked so
16 hard to prepare. We were never invited to the party
17 until the menu was set. That's all I'm saying.

18 If you got the notification, God bless
19 you. We didn't.

20 [Applause.]

21 CEASON CLEMENS: Is there anyone else
22 who would like to come forward to speak?

23 (No response from audience members.)

24 CEASON CLEMENS: All right.

25 Ladies and gentlemen, we sincerely

1 appreciate your attendance and interest concerning
2 the proposed design of State Highway 78 at Gaston
3 Avenue Intersection Improvements Project.

4 Your questions, comments, and concerns
5 will receive careful consideration.

6 Thank you very much.

7 The hearing's now adjourned.

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9 (Meeting adjourned at 9:52 p.m.)

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1 STATE OF TEXAS }
2 COUNTY OF DENTON }

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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
9 Texas, do hereby certify that the foregoing
10 proceedings were reported by me and that the
11 foregoing transcript constitutes a full, true, and
12 correct transcription of my stenographic notes, to
13 the best of my ability.

14 I further certify that I am neither attorney
15 nor counsel for, related to, nor employed by any of
16 the parties to the action in which these proceedings
17 were taken. Further, I am not a relative nor
18 employee of any attorney of record in this cause,
19 nor do I have a financial interest in this action.

20 Subscribed and sworn to on this the 5th day of
21 December, 2018.

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25
26 /s/ Karen L.D. Schoeve
27 Karen L.D. Schoeve, CSR, RDR, CRR
28 Realtime Systems Administrator
29 NCRA Exp. Date: 09-31-21
30 Karen Schoeve, Inc.
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32 Argyle, Texas 76226
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