

Community efforts continue for a safer design at the 3G intersection and greater safety on Gaston Avenue. Advocates for Lakewood and Old East Dallas neighborhoods continue meeting with the Texas Department of Transportation, and with city, county, and state elected officials to communicate our concerns for **broad community safety and neighborhood connectivity**. Currently, TxDOT is calculating the amount of time (in seconds) it will take each vehicle to get through the intersection . Two options have emerged as the top designs that get drivers through the intersection in 30 seconds or less. For comparison, another busy intersection at Preston and Northwest Highway has times of 60 -100 seconds.

While efficient travel time is important, we are trying also to emphasize that SAFETY- not only SPEED – must be a critical consideration. Why? High speed and traffic volume on Gaston have contributed to Gaston’s rating as the **most dangerous street in East Dallas**, having greater number of accidents and deaths than much larger roadways like Garland Road, Mockingbird, or Buckner. The design of the 3G intersection is a once-in-a-generation opportunity to better manage speed and balance traffic volumes through the intersection and onto all three streets. This is why we are supporting an intersection that looks more like a standard “T” intersection –Option 1. We believe is not only a consensus building compromise but also is preferred for community safety, quality of life, and business development.

Benefits and considerations for Option 1 are:

- Better speed management to help improve safety for all drivers and pedestrians.
- Currently, the 4-lanes of Gaston Avenue are already over capacity, but the 6 lanes of East Grand are under capacity. Option 1 offers efficient and better use of East Grand to help reduce pressures on Gaston.
- Option 1 manages speed around corners by removing the high-speed/wide radius right turn lanes from Garland Rd to Gaston.
- Slower traffic (in seconds) improves braking reactions and safer access to and from nearby businesses, apartments and condominiums, trails, community centers and schools.
- Option 1 provides green space at the intersection with a location that can better manage flood conditions when they occur, and a location better suited for city-business cost sharing for maintenance.
- Option 1 maintains a straight and strong connection from Garland Road to East Grand for better long term option for connection to the planned I-30 improvements.
- Provides greater opportunities to address safety and traffic volume concerns on Gaston Ave through a complete Streets effort by the city and residents. A recent request to initiate a Gaston Complete Streets Study was sent to the city.

By contrast, Option 2 has the following drawbacks:

- It encourages and funnels heavy Garland Road traffic onto Gaston. Traffic wanting to use East Grand would have to make a left turn from Garland Road.
- While the wide sweeping curve would have a signal on it, when the signal is green, the wide radius encourages higher speeds around the corner than standards street corners would do (as in Option 1), and dangerous conditions at adjacent driveways and higher accident risks would remain. Higher speed in the intersection is not considered a benefit.
- Option 2 blocks access to some of the businesses, like the Lot and the adjacent new development under construction, requiring less safe U-turns for some drivers to get to them.

The East Dallas Coalition of Neighborhoods will continue to update our community partners on the status of the 3G intersection. There may be additional chances to meet to make your voice heard for a safer 3G design! Your attendance, letters to the city, and vote are absolutely critical as they carry a lot of weight in directing TxDOT and the city toward the best and safest solution for our Old East Dallas neighborhoods! Please answer the call when your neighborhood leaders sound the alarm! Stay tuned!