

# SOUTH BEACON STREET & GRAHAM AVENUE



Transportation & Public Works

*From Columbia Ave/Abrams Rd to E Grand Ave/Samuell Blvd*

## PROJECT DESCRIPTION:

This study evaluated South Beacon Street and Graham Ave for options to accommodate a bicycle facility, as they were identified as a Phase 1 Priority Project in the Dallas Bike Plan. This study additionally evaluated converting Beacon St and Graham Ave from one-way to two-way operations.

South Beacon St was identified as part of the Vision Zero High Injury Network, representing the 7% of roads where 62% of crashes resulting in a death or severe injury occurred in the City of Dallas.

This study aims to address speeding, pedestrian safety concerns, and the need for a continuous bicycle connection from the Santa Fe Trail to Samuell Grand Park, the Trinity Forest Spine Trail, and nearby businesses at the Samuell/Grand intersection with directional bike lanes, pedestrian safety improvements, and traffic signal upgrades.

## EXISTING CONDITIONS:

### OPERATIONAL CONDITIONS

#### CRASH DATA BETWEEN 2019 AND 2024:

- Total Crashes: 290 (1 Fatal)
- Bicycle Involved Crashes: 6
- Pedestrian Involved Crashes: 2 (1 Fatal)

#### TOP CRASH CONTRIBUTING FACTORS

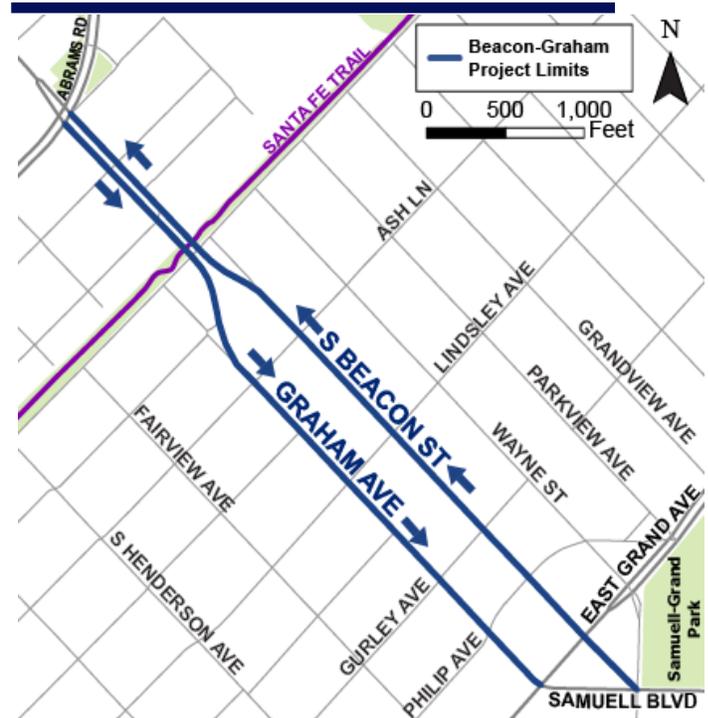
- Traffic Light/Stop Sign Running (33%)
- Failure to Yield Right-of-Way When Turning Left (10%)
- Speeding (10%)

#### OPERATING SPEEDS

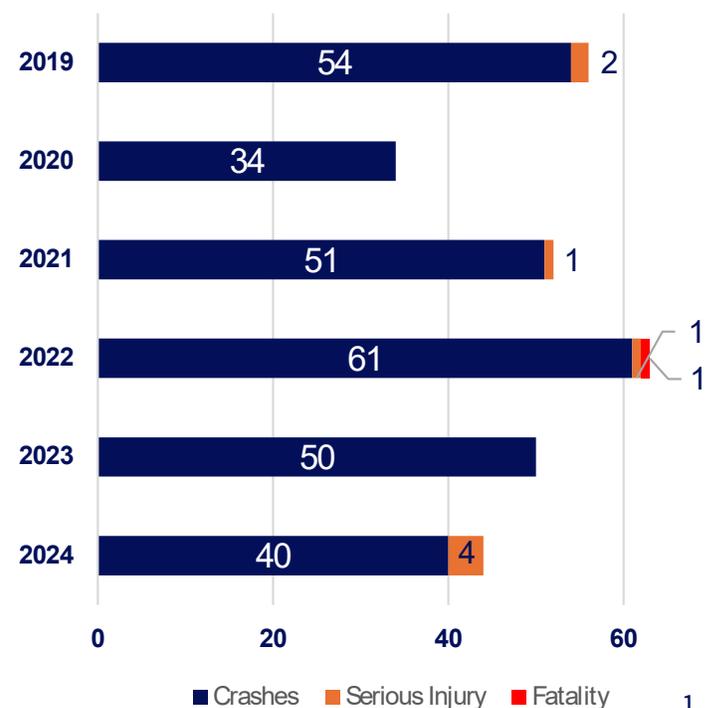


The recorded 85th Percentile speed (speed at or below which 85% of vehicles travel) was above the posted speed limit of 30 mph across the entire corridor.

## PROJECT LIMITS:



## CRASHES BY YEAR (2019 TO 2024):



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## PUBLIC INVOLVEMENT:

### SUMMARY OF PUBLIC ENGAGEMENT OUTREACH

- **PUBLIC MEETING:** Held on 10/16/2024 at Samuell-Grand Recreation Center
- **ONLINE PUBLIC SURVEY:** Open 10/16/2024-2/28/2025.
- **MAIL-OUT NOTIFICATIONS:**
  - Sent on 10/8/2024 to property owners within 200 ft of project area
  - Sent on 2/10/2025 to all mailing addresses within 200 ft of project area
- **IN-PERSON TABLING:** Held on 10/5/2024
- **INFORMATIONAL SIGNS PLACED ON THE CORRIDOR:** 12
- **NEIGHBORHOOD ASSOCIATION MEETINGS:**
  - Mount Auburn Neighborhood Association: Presented at 11/12/2024 General Meeting
  - Hollywood-Santa Monica Neighborhood Association: Presented at 1/21/2025 General Meeting
- **COUNCIL DISTRICT 2 OFFICE PROMOTION:** Social media posts and newsletter emails

## SURVEY RESULTS: PROJECT PRIORITIES

Survey respondents were asked to rank their top priorities for the project.



1st Choice: Pedestrian Safety



2nd Choice: Slowing Vehicle Speeds



3rd Choice: Comfortable Bicycle Connections to Nearby Destinations



4th Choice: Increasing vehicle access to homes along the corridor



5th Choice: Minimizing Vehicle Delay



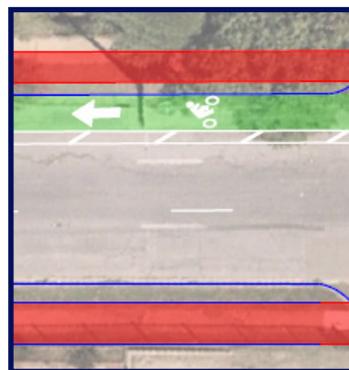
6th Choice: Providing as much on-street parking as possible

## ALTERNATIVES PRESENTED:

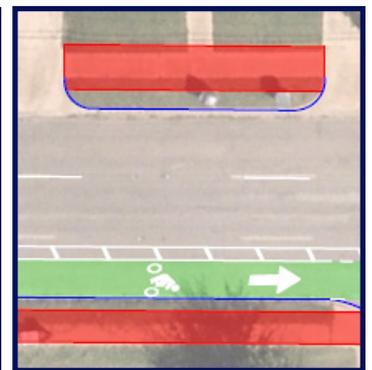
### ALTERNATIVE 1: MAINTAIN ONE-WAY OPERATIONS

#### Overview:

- Maintain one-way operations on S Beacon St and Graham Ave.
- Convert the outside travel lane to an on-street bike lane on both S Beacon St and Graham Ave while maintaining 2 vehicular travel lanes.



S Beacon St

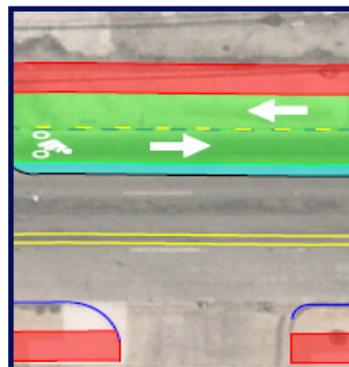


Graham Ave

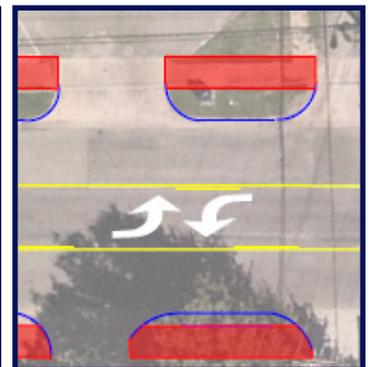
### ALTERNATIVE 2: TWO-WAY CONVERSION

#### Overview:

- Convert one-way sections of S Beacon St and Graham Ave to two-way travel with one travel lane in each direction.
- Add a two-way cycle track along S Beacon St.
- Add a center turn lane on Graham Ave.



S Beacon St



Graham Ave

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## ALTERNATIVE COMPARISON TABLE

Evaluation Matrix	Alternative 1: Maintain One-Way Operations, Bike Lanes	Alternative 2: Two-Way Conversion, Two-Way Cycle Track
<b>Safety and Speed Management</b>		
Supports Reduction of all crashes and severity	Fair	Fair
Separation between pedestrians, bicyclists and vehicles	Fair	Good
Encourages speed reduction	Fair	Fair
<b>Mobility and Access</b>		
Improves pedestrian crossings and connections	Fair	Fair
Supports biking	Fair	Good
Minimizes impacts to vehicle travel times	Good	Poor
<b>Livability</b>		
Opportunities for street furnishings	Fair	Fair
Maximizes pedestrian comfort	Fair	Fair
<b>Cost and Ease of Implementation</b>		
Minimizes ROW impacts	Good	Fair
Minimizes scale of construction	Good	Poor

## SURVEY RESULTS: ALTERNATIVE PREFERENCES

Survey respondents were asked to provide their level of support for the two presented alternatives.

	Alternative 1	Alternative 2
I strongly support this Alternative	29%	42%
I support this Alternative if it is the best we can get (all other alternatives have been exhausted)	31%	12%
Other - I support this Alternative with some minor changes	14%	9%
I do not support this Alternative	26%	32%

Overall, the results of the survey reflected a preference for Alternative 2 that featured a two-way conversion and cycle track. However, Alternative 1 had significant support if Alternative 2 was not feasible. It is also notable that neighbors who were contacted directly via a postcard to their mailing address within 200 ft of the project corridor (2/10/25 Mail Out) had a strong preference for Alternative 1.

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## RECOMMENDATIONS & IMPLEMENTATION:

### FINAL RECOMMENDATION

Alternative 1 (One Way) was advanced to detailed design as it had a higher level of overall support, specifically from respondents who live on the study corridor, lower overall costs, and a shorter timeline to implement.

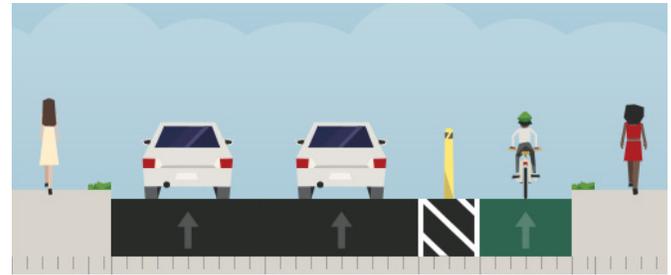
### SHORT-TERM (0-3 YEARS)

- Replace existing crosswalks with high visibility crosswalks.
- Add new pavement markings with directional bike lanes on S Beacon Ave and Graham Ave in the outside travel lanes. Maintain two vehicular travel lanes in each direction.
- Add shared lane markings on Philip Ave and Wayne St to direct westbound cyclists on Graham Ave to cross Grand Ave to Samuell-Grand Park.
- Install Rectangular Rapid Flashing Beacons on S Beacon St and Graham Ave at Philip Ave.

### LONG-TERM (3+ YEARS)

- Add a two-way off-street cycle track will on S Beacon St between Philip Ave and Winslow Ave.
- Upgrade existing signals and adjust signal timing.
- Replace/install sidewalks in missing or poor condition.
- Remove channelized southbound right-turn lane and median island at S Beacon St and Winslow Ave.

## SHORT-TERM (0-3) YEARS:

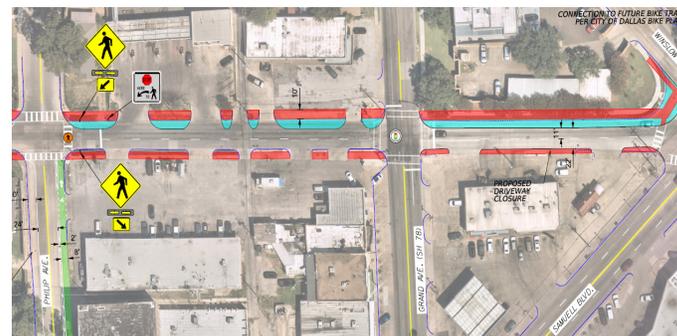


Typical One-Way Cross-Section



Rectrangular Rapid Flashing Beacon

## LONG-TERM (3+) YEARS



Future 10' Shared Use Path on S Beacon St: North side of the street between Philip Ave and Winslow Ave

## FUNDING OPPORTUNITIES:

### POTENTIAL FUNDING SOURCES/FUTURE GRANT OPPORTUNITIES

- City Funding (as available)
- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Call For Projects (TAP)