

SOUTH BEACON STREET & GRAHAM AVENUE



Department of
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%)



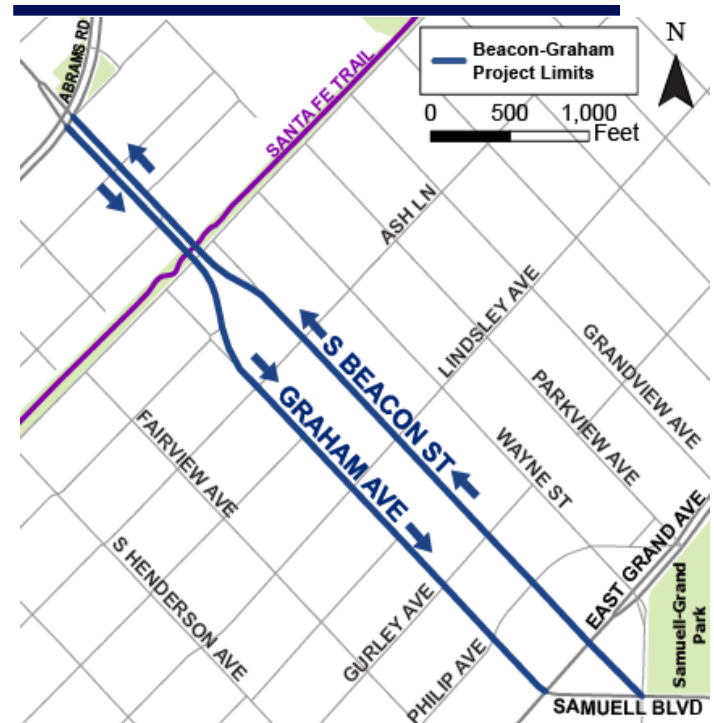
Speeding (10%)

OPERATING SPEEDS

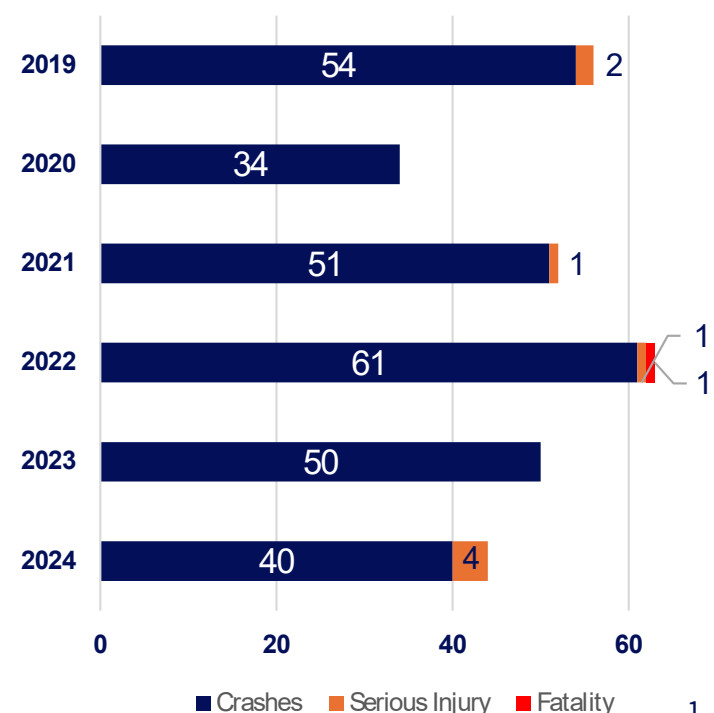


The recorded 85th Percentile speed (speed at or below which 85% of vehicles travel) was above the posted speed limit of 30 mph across the entire corridor.

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



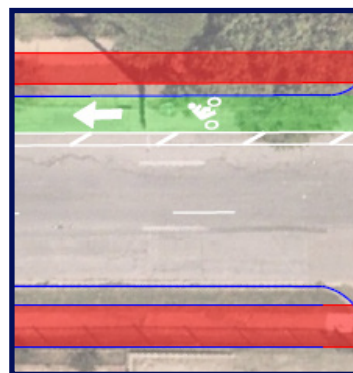
6th Choice: Providing as much on-street parking as possible

ALTERNATIVES PRESENTED:

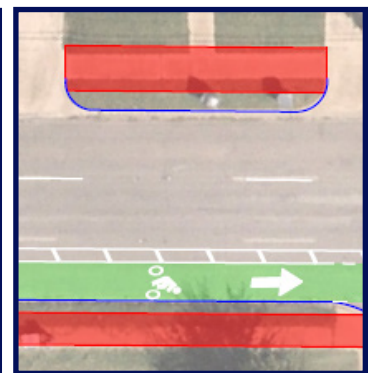
ALTERNATIVE 1: MAINTAIN ONE-WAY OPERATIONS

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

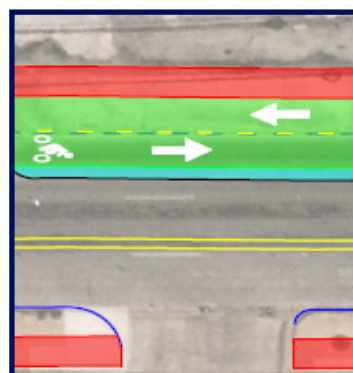


Graham Ave

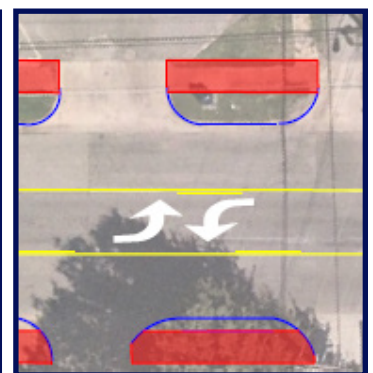
ALTERNATIVE 2: TWO-WAY CONVERSION

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
Safety and Speed Management		
Supports Reduction of all crashes and severity	Fair	Fair
Separation between pedestrians, bicyclists and vehicles	Fair	Good
Encourages speed reduction	Fair	Fair
Mobility and Access		
Improves pedestrian crossings and connections	Fair	Fair
Supports biking	Fair	Good
Minimizes impacts to vehicle travel times	Good	Poor
Livability		
Opportunities for street furnishings	Fair	Fair
Maximizes pedestrian comfort	Fair	Fair
Cost and Ease of Implementation		
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%	47%
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.

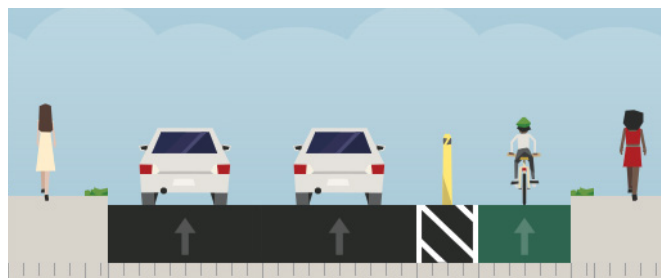
SHORT-TERM (0-3 YEARS)

- 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 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:

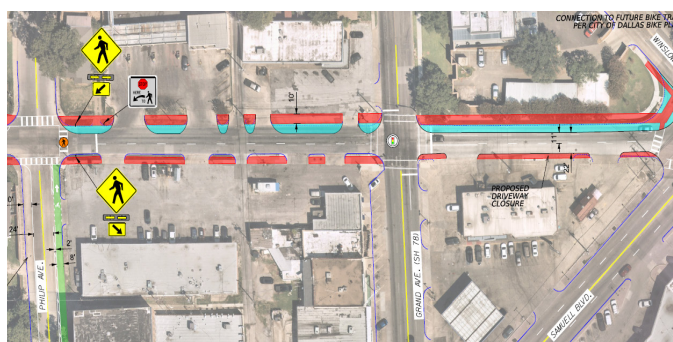


Typical One-Way Cross-Section



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)