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# Beacon St/Graham Ave Connections Project Update

Columbia Ave/Abrams Rd to Winslow Ave/Grand Ave

## Planning Study Recommendations and Next Steps

March 16, 2026

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## Today's Meeting Objective

- Provide an update to the community on the S Beacon St/Graham Ave Planning Study.
- Review public input content and survey results.
- Review short- (0-3 years) and long-term (3+ years) recommendations for the study corridor.

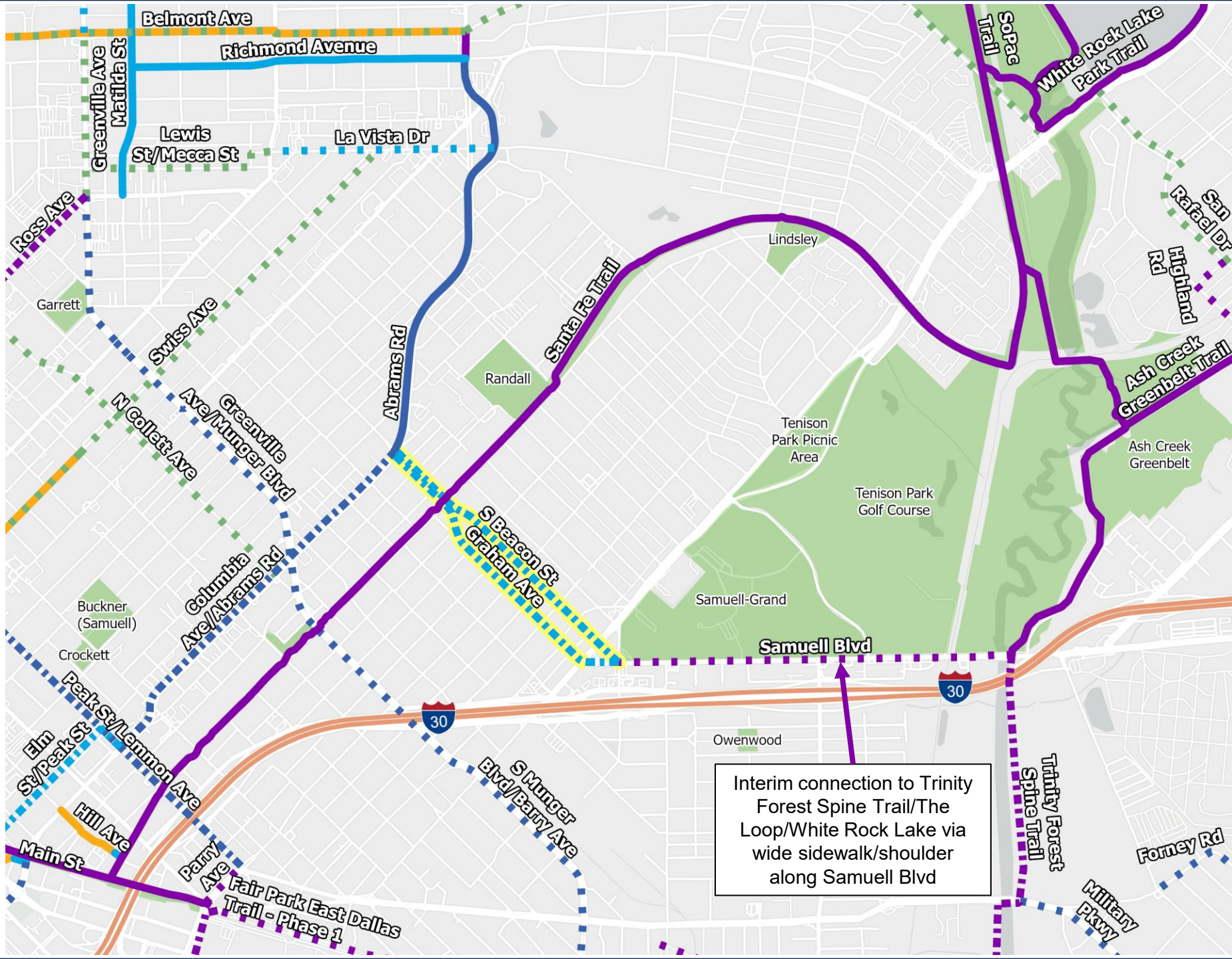


# Study Location & Goals

## The goals of the planning study we completed:

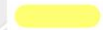
- **Evaluated** options for **accommodating a bike facility** to connect the Santa Fe Trail to Grand Avenue shops, Samuell-Grand Park, and the Trinity Forest Spine Trail.
  - Beacon St and Graham Ave are **Phase 1 High Priority Projects** in the Dallas Bike Plan.
- **Evaluated** converting Beacon St and Graham Ave from **one-way to two-way operations**.
- Identified additional **roadway and mobility improvements** to the study corridor.
- **Selected a configuration** to advance to detailed engineering and implementation.





# Legend

Beacon Graham Project Limits



Existing Bike Facilities (TPW)

- Bike Route
- Physically Separated
- Trail
- Visually Separated

Dallas Bike Plan: Funded Phase 1 (TPW)

- Physically Separated
- Trail
- Visually Separated

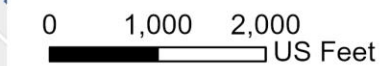
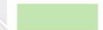
Dallas Bike Plan: Unfunded Phases 1-3 (TPW)

- Neighborhood Bikeway
- Physically Separated
- Trail
- Visually Separated

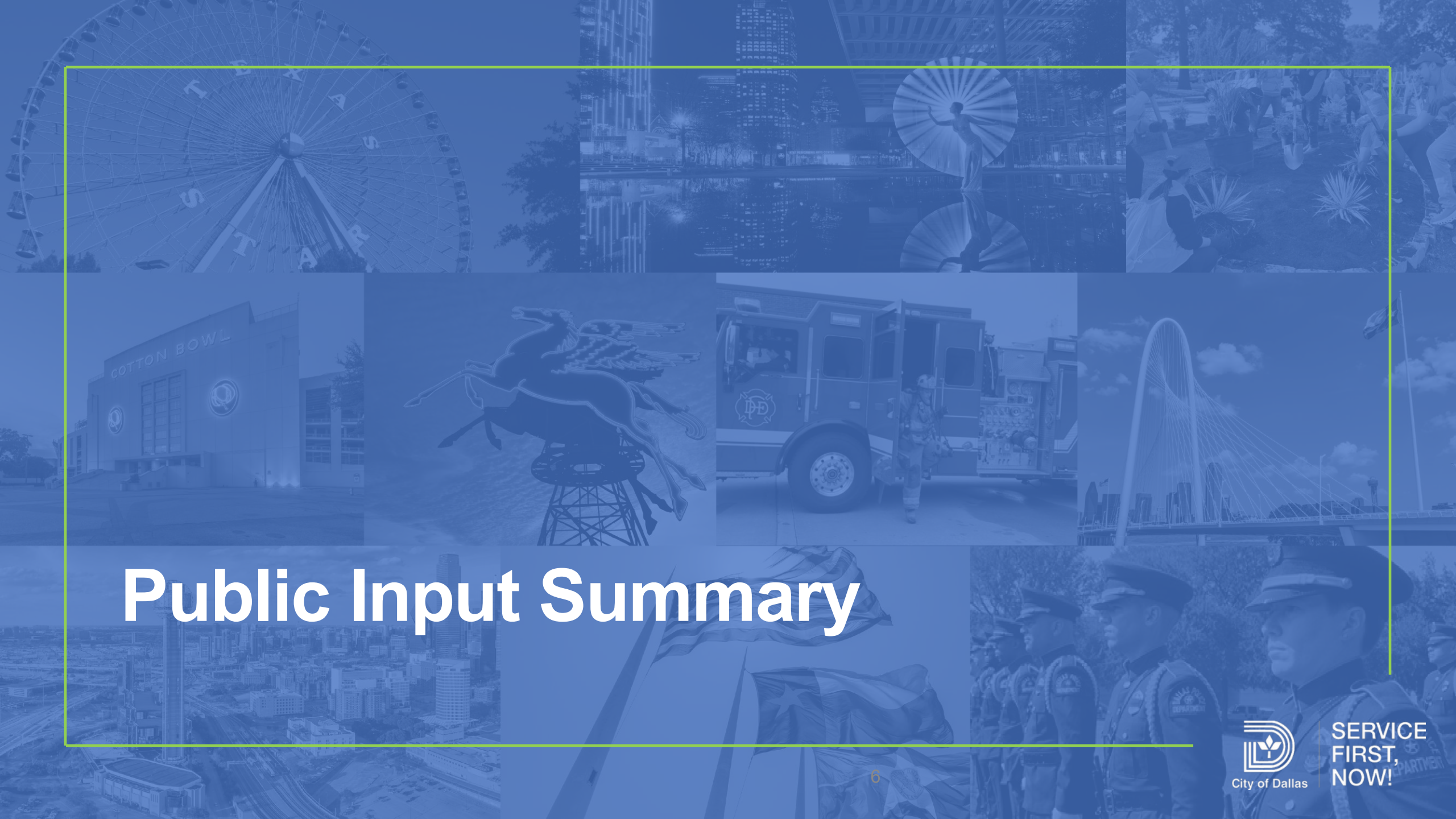
Dallas Trails (PKR)

- Existing
- Funded
- Proposed

City of Dallas Parks



Interim connection to Trinity Forest Spine Trail/The Loop/White Rock Lake via wide sidewalk/shoulder along Samuell Blvd



# Public Input Summary

# Summary of Public Engagement Outreach

- **Mail-Out Notifications:**
  - 10/8/24, to all property owners within 200ft of project area (263 notices)
  - 2/10/25, to all mailing addresses within 200ft of project area (295 notices)
- **Public Meeting: 10/16/2024 at Samuell-Grand Recreation Center**
- **Neighborhood Association Meetings:**
  - Mount Auburn Neighborhood Association: 11/12/2024
  - Hollywood-Santa Monica Neighborhood Association: 1/21/2025
- **Online Public Input Survey:** Open 10/16/2024 to 2/28/2025
- **Social Media:** Council District 2 and Transportation and Public Works Channels

# Public Meeting/Neighborhood Association Meetings Summary

- Existing Conditions Analysis
- Potential Future Roadway Alignments for Review: Alternatives 1 and 2
- Traffic Analysis of Alternatives 1 and 2

## Existing Conditions Analysis

- Beacon St is part of the **Vision Zero High Injury Network**.
  - *7% of city streets where 62% of crashes resulting in a death or severe injury occurred.*
- The large cross-section (3-lanes in one direction) **encourages speeding** during non-congested times.
- Traffic on the study corridor **during peak hours is at least 90% cut-through travel**.
- **Pedestrian accommodations are aging** and there are many areas with sidewalk, crosswalks, and ramp deficiencies.
- The existing **traffic signal infrastructure is aging** and is in need of upgrading.

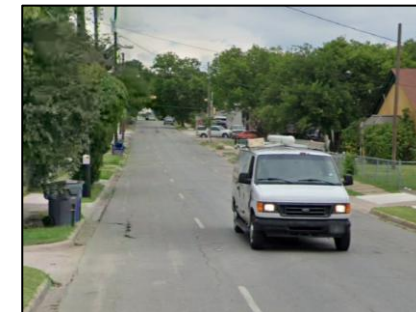
# Existing Conditions Analysis

## Future Roadway Capacity

- With no changes to the roadway (3 lanes per direction), over 50% of available traveled space is underutilized through 2045.

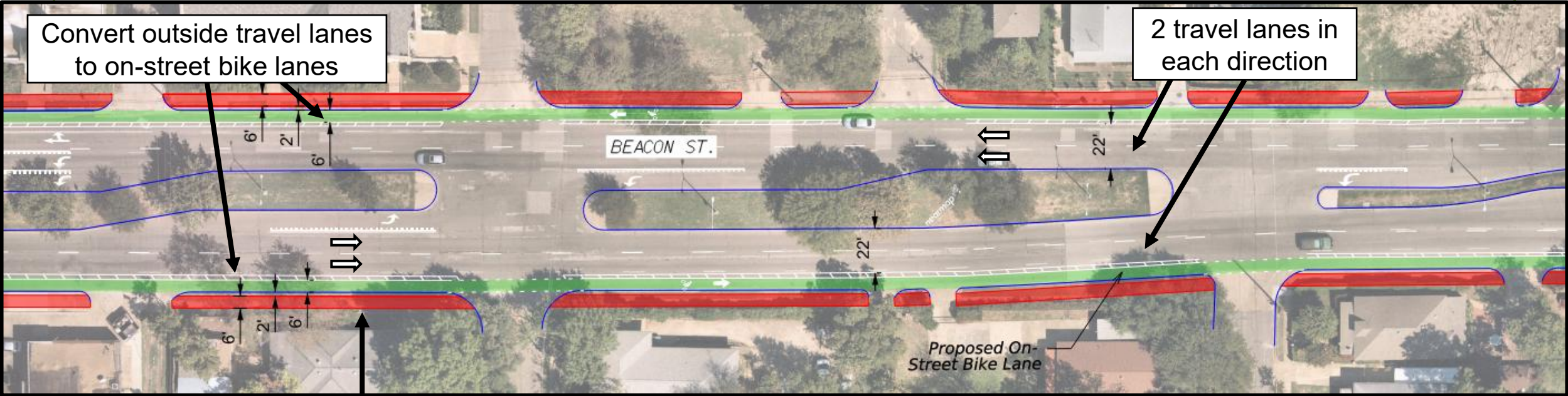
Study recommendations aim to:

- Better utilize available right-of-way,
- Control speeds, and
- Provide greater connectivity from Santa Fe Trail to neighborhood and nearby amenities.





# Presented Alternatives 1 & 2: Columbia/Abrams to Santa Fe Ave

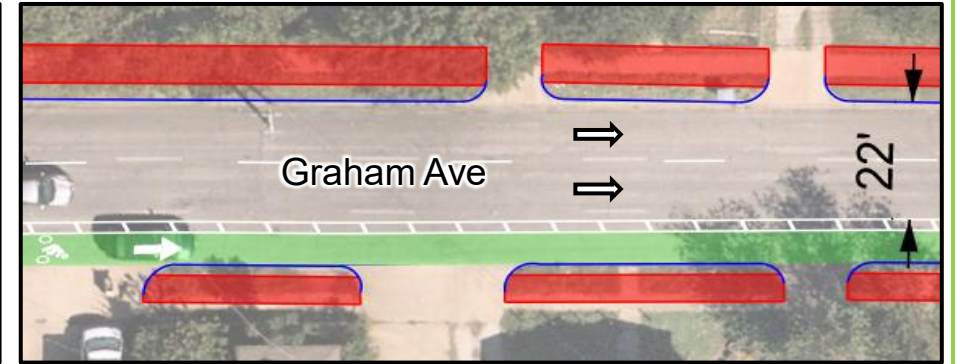
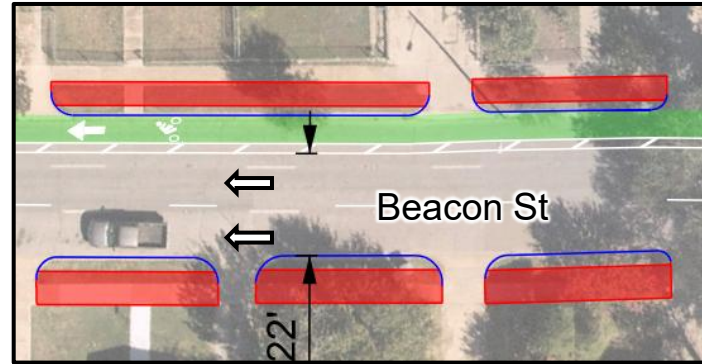




# Presented Proposed Alternatives 1 & 2: Santa Fe Ave to Gurley Ave

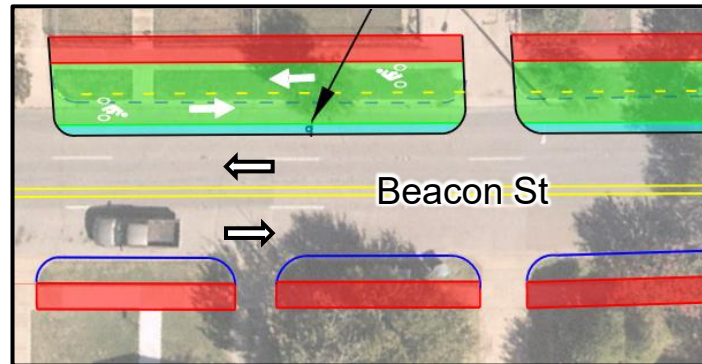
## Alternative 1

- Maintain **one-way** street configuration
- Convert one travel lane to an **on-street bike lane** on both Beacon St and Graham Ave.



## Alternative 2

- Convert Beacon St and Graham Ave from one-way to **two-way** streets
- Adjust outside curb and install a **two-way cycle track** on Beacon St south of Santa Fe Ave
- Convert one travel lane to a **center turn lane** on Graham Ave





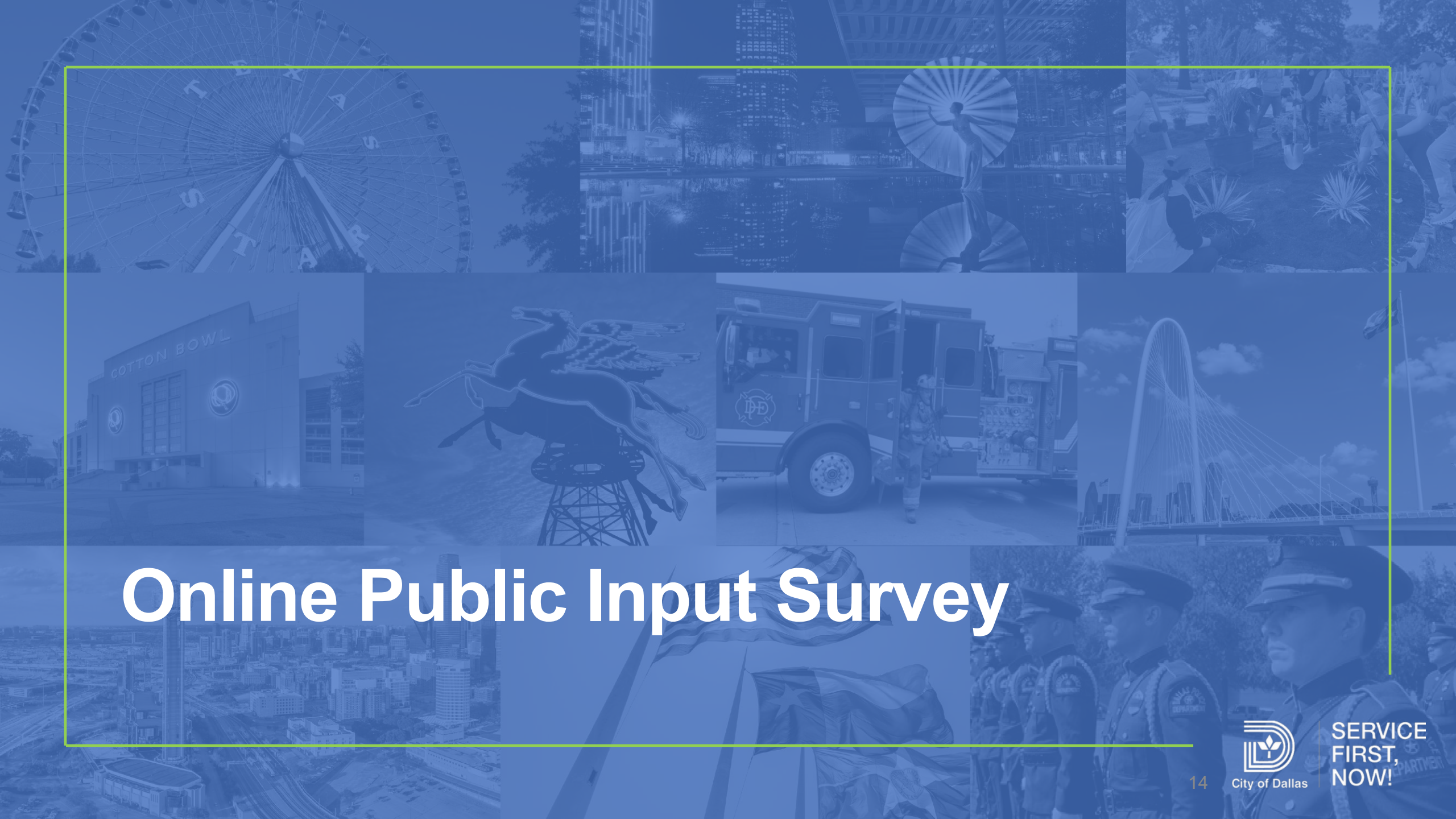
## Summary of Vehicular Traffic Analysis

### Alternative 1:

- With the proposed lane reductions, both Beacon St and Graham Ave are expected to operate **favorably through 2045**
- **7 out of 7** signalized intersections will operate at **Level Of Service D or better (acceptable)** in 2045 during the peak hours

### Alternative 2:

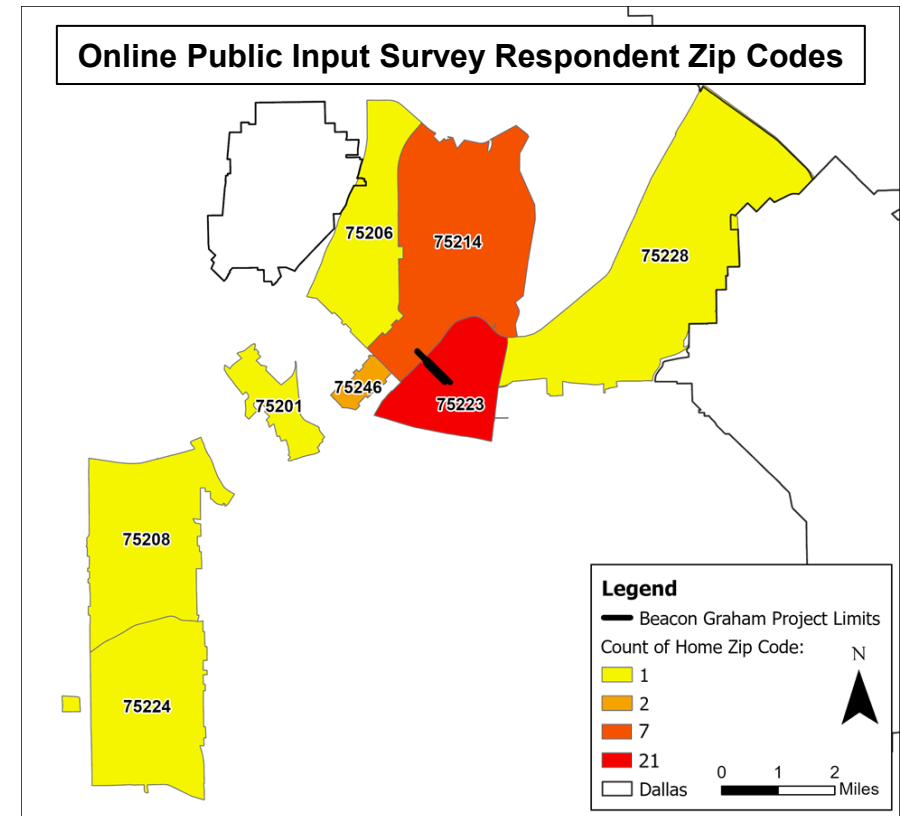
- With the proposed two-way conversion, Graham Ave is expected to see **higher delays and longer vehicular travel times during the peak hours in 2045**
  - During off-peak hours, vehicular capacity is not expected to be an issue
- **6 out of 7** signalized intersections will operate at **Level Of Service D or better (acceptable)** in 2045 during the peak hours
  - **Graham Ave. & Grand Ave.** intersection will operate at **Level Of Service F (unacceptable)** in PM peak hour



# Online Public Input Survey

# Online Public Input Survey Information

- Open from 10/16/2024-2/28/2025
- Available in English and Spanish
- Advertised in all presentations, social media, project website, and mail-outs
- 35 responses
- 28/35 (80%) reported a zip code along the study corridor



## Survey Results: Project Priorities

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

- 1<sup>st</sup> Priority: Pedestrian Safety
- 2<sup>nd</sup> Priority: Slowing Vehicle Speeds
- 3<sup>rd</sup> Priority: Comfortable Bicycle Connections to Nearby Destinations
- 4<sup>th</sup> Priority: Increasing Vehicle Access to Homes Along the Corridor
- 5<sup>th</sup> Priority: Minimizing Vehicle Delay
- 6<sup>th</sup> Priority: Providing as Much On-Street Parking As Possible

# Survey Results: Alternative Preferences

	Alternative 1: Maintain One- Way Operations, Add Bike Lanes	Alternative 2: Two-Way Conversion, Two- Way Cycle Track on S Beacon St
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%

- Survey showed a preference for Alternative 2, but Alternative 1 had strong overall support if Alternative 2 was not feasible
- Neighbors contacted by the 2/10/25 mail-out (directly to mailing addresses within 200 ft of the study corridor) had a strong preference for Alternative 1



# Next Steps and Phasing



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# Roadway Configuration Recommendation

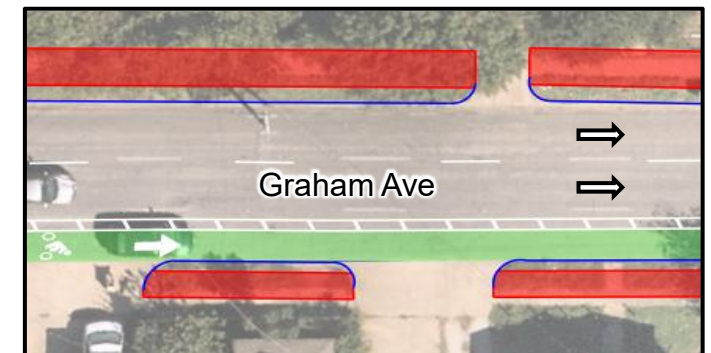
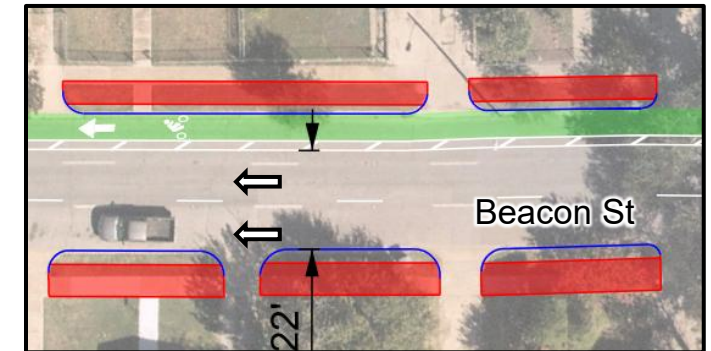
**Alternative 1 (maintaining one-way operations) was recommended to advance to detailed design.**

Benefits of Alternative 1:

- **Higher level of overall support**, specifically from residents.
- **Lower overall costs.**
- **Shorter timeline** to implement.

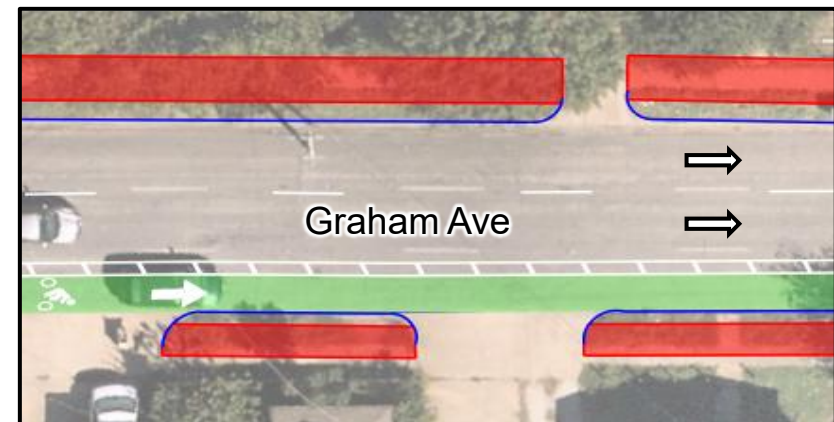
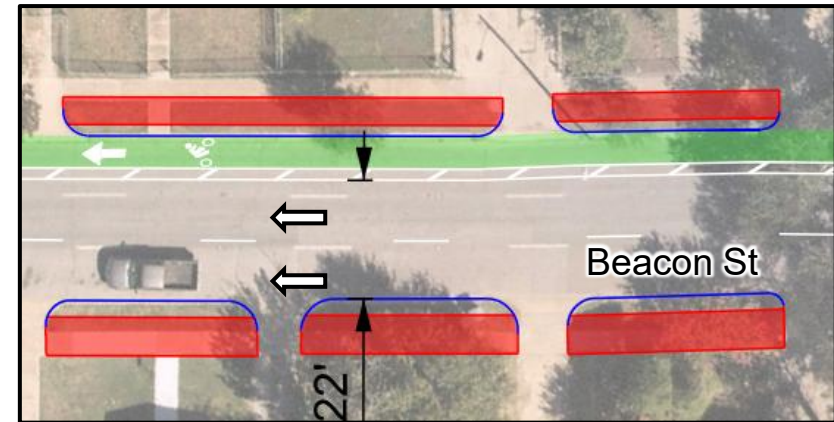
Overall Project Benefits:

- Achieves **missing connection** in bike network.
- Includes **short-term and long-term** infrastructure improvements.



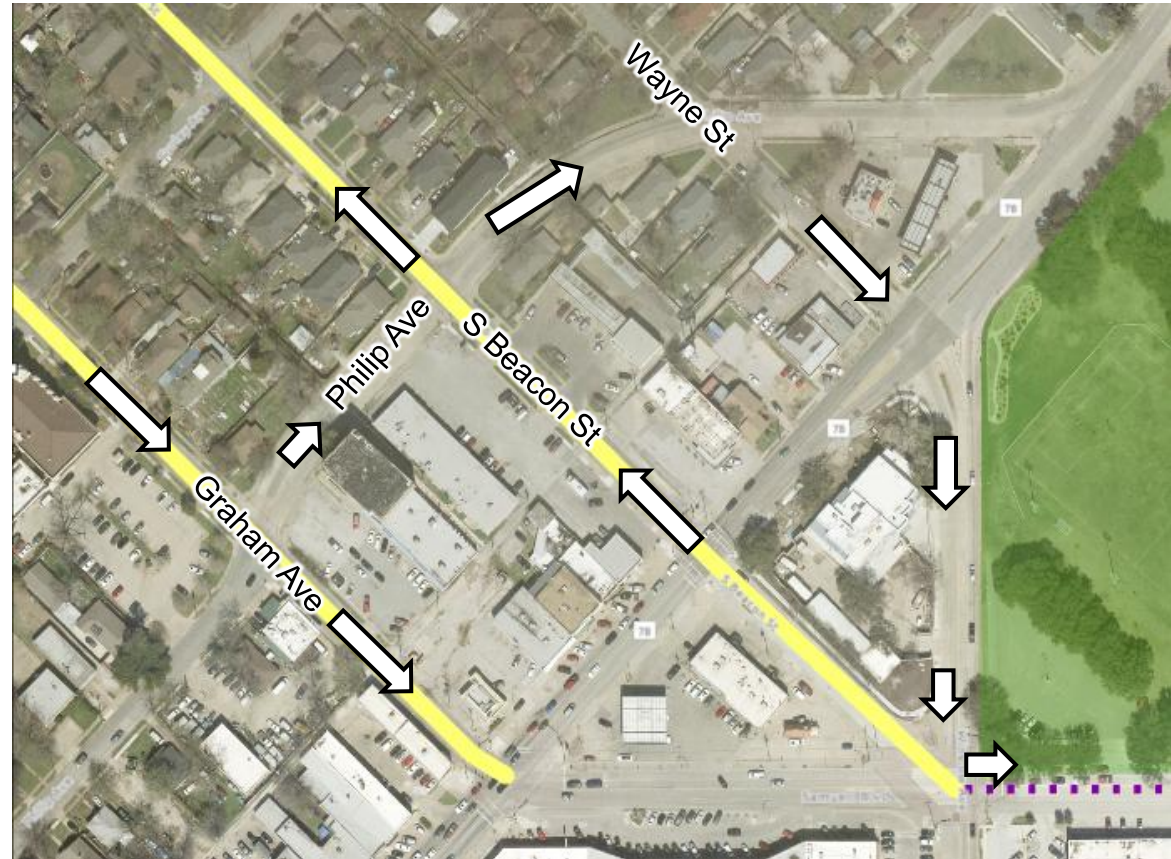
## Short-Term (0-3 Year) Recommendations

- Replace existing crosswalks with high-visibility crosswalks.
- Restripe S Beacon St and Graham Ave:
  - Maintain two vehicular travel lanes in each direction.
  - Add directional bike lanes with pavement markings on S Beacon Ave and Graham Ave in the outside travel lanes.



## Short-Term (0-3 Year) Recommendations

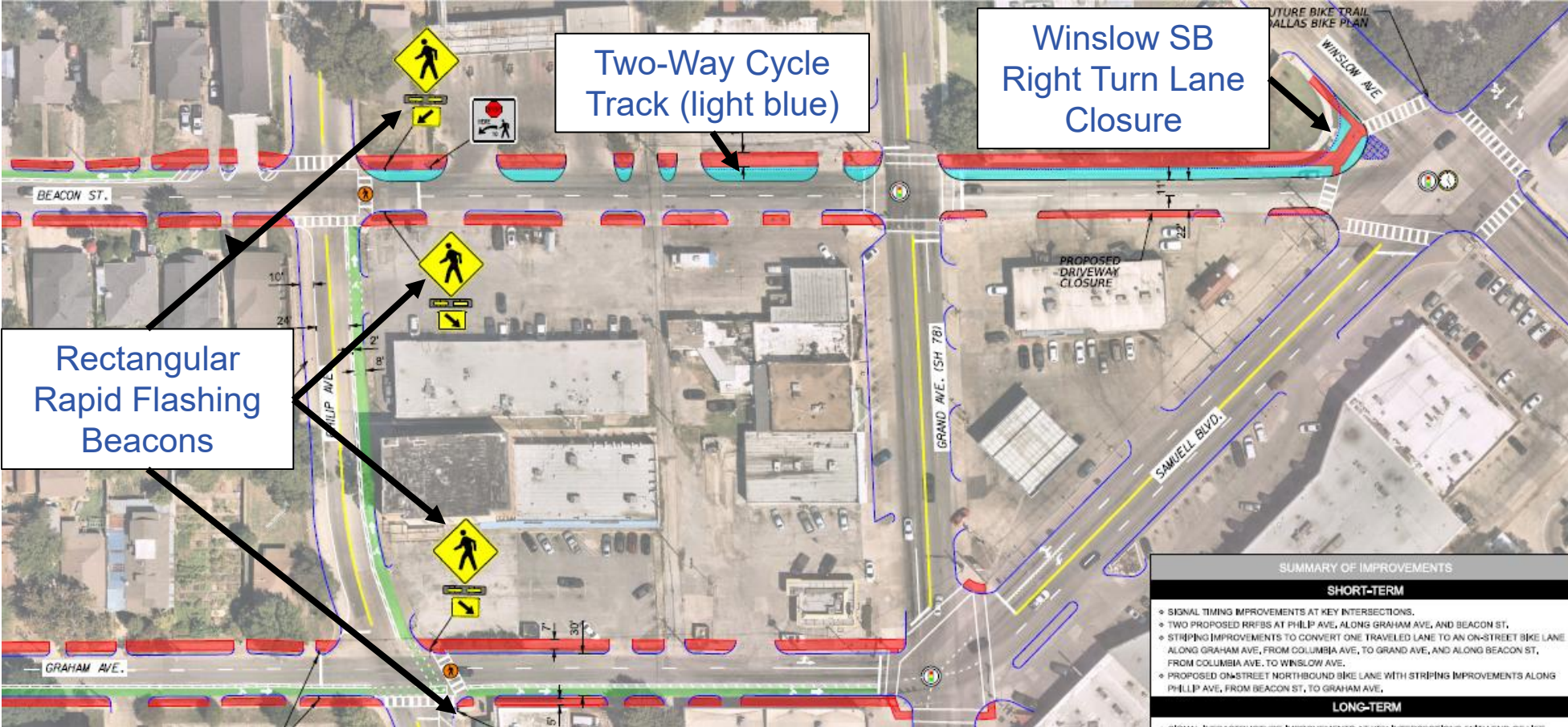
- Add shared lane markings on Philip Ave and Wayne St north of S Beacon St to direct westbound cyclists on Graham Ave to cross Grand Ave to Samuell-Grand Park.



## Long-Term (3+ Year) Recommendations

- Install Rectangular Rapid Flashing Beacons on S Beacon St and Graham Ave at Philip Ave.
- Add a two-way off-street cycle track on S Beacon St between Philip Ave and Winslow Ave to connect Samuell Grand Park. 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.

# Long-Term (3+ Year) Recommendations



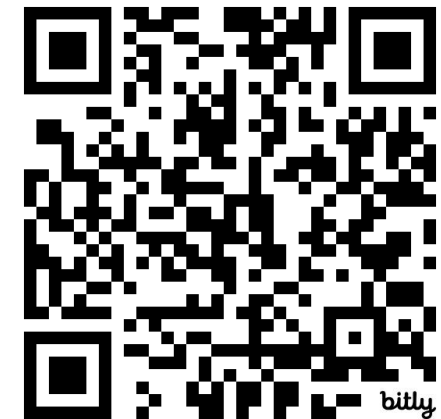
## Next Steps

- Short-term recommendations will move to detailed design phase.
- Long-term recommendations will be implemented as funding becomes available.
- Transportation and Public Works staff will work with internal and external stakeholders on additional roadway enhancements and beautification.

## Q&A

- Use the QR Code or visit the project website to learn more.
  - Project Webpage: <https://bit.ly/Beacon-Graham>
- Questions? Email: [erin.curry@dallas.gov](mailto:erin.curry@dallas.gov)

Scan here to  
visit the project  
website!





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