

North Beckley Avenue Traffic Calming Work Group

Final Report



N. Beckley Ave and Morgan Ave Intersection

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Forward by Councilmember Chad West

North Beckley Ave has been around longer than anyone reading this report has been alive, and it will still be a major artery into and out of North Oak Cliff for generations to come. The road served as a thoroughfare when cattle drives still charged through downtown Dallas, when a privately run streetcar line provided the primary mode of travel for Cliff Dwellers, and when Lee Harvey Oswald lived at 1026 N. Beckley Ave at the time of the assassination of U.S. President John F. Kennedy.

Like many roadways in Dallas, N. Beckley Ave was widened over time as engineers in the mid-1900's sought to move more cars quickly through North Oak Cliff to service the commuters from Dallas' sprawling suburbs. But similar to how Dallas roads shifted away from servicing the 1800's cattle drives, North Oak Cliff is beginning to shift away from being the car-centric community that dominated our streets for most of the late 1900's. North Oak Cliff has a new and expanding streetcar network, we have more bike lanes than ever before, and we have a growing trail network, all intertwined deeply with N. Beckley Ave.

More importantly, our community members are speaking up and demanding that the City of Dallas institute better pedestrian, cyclist, and motorist safety along N. Beckley Ave. I want to commend the neighbors, property and business owners, city staff, and Work Group Chair Terry Lowery, who worked diligently for over a year to put the recommendations in this report together. The report balances the interests of our incredibly diverse residential and commercial stakeholders with public safety needs and with multimodal transportation goals like Vision Zero. It will serve as a guide for infrastructure redevelopment for decades to come.



Chad West
Dallas City Council, District 1



Purpose and Objectives

Stakeholders adjacent to N. Beckley Ave (the “Corridor”) have long advocated for traffic calming. The Corridor is transitioning from light industrial and commercial, towards more recreational, mixed use and multi-family development, which has consequently increased the need for safe walkability.

On February 12, 2024, Councilmember Chad West sent a memo to the city manager establishing a small work group to advise on opportunities for future development, traffic safety, and enhanced mobility options along the Corridor. The review and design work of the Corridor is limited to Interstate-30 on the North and E. Davis St on the South but may consider context and traffic flow beyond those boundaries, where appropriate and helpful.

The North Beckley Ave (NBA) Work Group was asked to evaluate and provide input on:

- How lane reductions may impact vehicular traffic speeds to help improve pedestrian and cyclist safety
- Economic development opportunities and/or challenges associated with any infrastructure and/or land use changes along the Corridor
- Sources of funding, including but not limited to the Gateway TIF, local, regional and/or federal sources to fund infrastructure modifications, improvements for pedestrian and cyclist safety and the overall beautification of the Corridor
- Opportunities to help reduce, mitigate and minimize the urban heat island effect; and better manage storm water runoff through sustainable practices
- Opportunities for branding and signage for North Oak Cliff along the Corridor recognizing neighborhood identities and destinations, connectivity to the Dallas streetcar, Trinity Corridor, local trails, parks and civic amenities

The NBA Work Group was comprised of the following members:

- Terry Lowery, Chair
- Peter Jacobsen, Vice Chair
- Luke Mallinson, representative of East Kessler Park Neighborhood Association
- Lexy Young, representative from Methodist Dallas Medical Center
- Phil Brosseau, representative of commercial property owners along the Corridor
- Brenda Garza, representative of Lake Cliff Neighborhood Association
- Gregory Evans, representative from Dallas Fire-Rescue
- Don Raines Jr., Liaison from Planning and Development Services

Methodologies

The North Beckley Ave Traffic Calming Work Group kept in mind multiple objectives, including safety improvement, functionality, multiple mobility options, equity, and sustainability concerns all while remaining responsive to citywide plans, policies, and initiatives.

N. Beckley Ave can demonstrate community values and serve as a ‘gateway corridor’ connecting the Trinity River to the North and Bishop Arts District to the South.

The methodologies to meet the Work Group’s Objectives are listed below:

- Meet monthly or as needed with the first meeting occurring no later than February 29, 2024
- Receive primary support from the Planning and Development Department with dedicated support from the Transportation and Public Works Department
- Utilize these policies as guiding principles for the Work Group’s efforts:
 - Vision Zero – for pedestrian and cyclist safety
 - Comprehensive Environmental Climate Action Plan – for water and air quality targets
 - Urban Forest Master Plan – addressing the need for increased tree canopy in public right of way
 - ForwardDallas2.0 – recognizing land use development as this area continues to transition
 - Trails Master Plan
 - Dallas Bike Plan
 - Dallas Complete Streets
- Hold at least one public listening and informational meeting
- Publish the NBA Work Group Final Report within one year of the first meeting with recommendations on how to execute the plan within five years

In accordance with the NBA Work Group’s methods to meet its objectives, a kick-off meeting was held on February 27, 2024. After the initial meeting, the group continued to meet at least monthly throughout 2024 and the first months of 2025. Each of the eight N. Beckley Ave segments identified in the report were the focus of a minimum of one meeting including three of the main intersections.

The Work Group received substantial support from the Planning and Development and Transportation and Public Works departments throughout the year. Transportation and Public Works provided updates on the Coombs Creek improvements, feedback on ideas that were under consideration by the group, and information on funding opportunities and how to create an overall funding timeline for the Corridor.

Both regional and local corridor studies are currently underway for North Central Texas Council of Governments and the City of Dallas, respectively. The consultant performing both studies met with the Work Group several times to receive input and evaluate any commonality between the projects.

A public meeting was held on November 13th at Methodist Dallas Medical Center with approximately 35 residents in attendance. Public comments were collected at the meeting and additional comments were received through CM West’s office and at a neighborhood meeting where information on the Work Group and its tasks was presented. A total of 39 comments were

received with 25 of them from the public meeting. Almost two-thirds of the comments at the meeting concerned the N. Zang Blvd and the Greenbriar Ln intersections.



Illustration example of a Complete and Green Street featuring: Curb extensions with reduced turning radiiuses, parallel parking spaces, a dedicated bike lane, raised terrace crosswalks, ADA ramps, pervious pavement in the parkway, site furnishings, lighting, rain gardens and street trees to capture and absorb storm water runoff.

Area Overview

The Traffic Calming Study Area spans roughly 1 ½ miles from the intersection of E. Davis St to the South and Interstate-30 to the North.



North Beckley Avenue - Traffic Calming Study Area

The southern portion of N. Beckley Ave includes: the Lake Cliff Community, the N. Zang Blvd intersection, the Kidd Springs Community, the Dallas Streetcar Line and the Colorado Blvd intersection.



The northern portion of N. Beckley Ave includes Methodist Dallas Medical Center, the Greenbriar intersection, the East Kessler Park Community, new multifamily developments, Coombs Creek Trail Crossing, the Margaret McDermott Bridge (I-30) and the Trinity River.



Summary and Next Steps

N. Beckley Ave's transition from a heavily industrial thoroughfare coming in and out of Oak Cliff to a more residential roadway prompted the formation of our Work Group. CM Chad West requested recommendations that valued safety for drivers, pedestrians and bikers while enhancing the natural beauty of Oak Cliff and cultivating a neighborhood feel to replace wide, speed-worthy lanes with minimal curb appeal.

By approaching N. Beckley Ave in smaller segments, the Work Group focused on what is most important to each unique stretch of road rather than painting with a broad brush. The changes we suggest coincide with an increasingly pedestrian-used roadway, including raised terrace crosswalks, pedestrian refuges in medians and intersections, bump outs, rain gardens and street trees, additional traffic signals, dedicated pull over DART bus stops and a two-way cycle track. These additions would help with driver visibility and awareness to reduce traffic deaths, in support of Vision Zero Dallas. Changes to the pavement, including cool pavement technologies and the addition of trees and shrubbery, aligns with the Comprehensive Environmental and Climate Action Plan (CECAP) air and water quality target goals for 2030.

Eliminating specific lanes to add additional parking to the bustling area was a purposeful decision to calming traffic speeds by reducing lane widths. The decisions on exact locations of lane changes were crafted carefully to not impede emergency services headed toward Methodist Dallas Medical Center coming from the North or South. Options to spotlight the collaborative and artsy side of Oak Cliff include treating medians as canvases to be painted by neighborhood groups or local artists as a lasting reminder that the people who live, work, and visit this community are the focus of recommendations put forth.

There are several grant programs that could be considered for the design, engineering, and construction of the recommendations described in this report. It is important to remember that federal and state grants have long lead times between application and the onset of grant-funded activities, in some cases as long as two years. These grants also trigger additional administrative processes to stay in compliance with federal grant rules, which adds to the timeline for full project implementation. Finally, grant funds for transportation projects typically require a 20% match, meaning 20% of the total project cost must come from local funds, such as donations, annual general fund appropriations, or bond funds.

Selected grant programs to pursue include:

- **Transportation Alternatives Program (TAP)** – The TAP or TA program funds projects that increase non-vehicular travel, such as walking and biking. Eligible projects include bike lanes and shared use paths, connections to transit, or traffic signal improvements that support pedestrians and bicyclists.

TAP grants are federal block grants to states that pass through to local governments. They are typically funded every other year, through calls for projects from both the North Central Council of Governments (NCTCOG), and the Texas Department of Transportation (TxDOT). The next round of funding would be expected in 2027.

- **Congestion Mitigation and Air Quality (CMAQ)** – The CMAQ Program funds transportation projects that reduce emissions and improve air quality. Eligible projects include new or expanded pedestrian and bicycle facilities, signal timing or other traffic-flow improvement measures that reduce the amount of time cars are idling, and multi-modal projects.

CMAQ grants are federal block grants to states that pass through to local governments. Projects that are eligible for CMAQ funding are identified and selected by NCTCOG, and grants are administered by TxDOT.

- **Surface Transportation Block Grants (STBG)** – STBG provides flexible grants to states for projects that preserve and improve the transportation system. Pedestrian and bicycle facilities, intersection improvements, and other projects that improve mobility are eligible expenses.

STBG grants are federal block grants to states that pass through to local governments. Projects that are eligible for STBG funding are identified and selected by NCTCOG, and grants are administered by TxDOT.

- **Safe Streets and Roads for All (SS4A)** – The SS4A program was authorized by the Infrastructure Investment and Jobs Act of 2021 (also called the Bipartisan Infrastructure Law, or BIL), which funds safety improvements with a goal of reducing crashes between pedestrian and bicyclists, and cars. Complete Streets, separated bike lanes and shared use paths, and traffic calming measures are all eligible projects.

SS4A is a competitive grant program administered by the U.S. Department of Transportation. SS4A only received a 5-year authorization in the BIL with final rounds of funding expected in 2025 and 2026. There is no guarantee it will be reauthorized by Congress; however, it is a good fit for this corridor if it is reauthorized.

Potential sources of matching funds include local philanthropic support or community-raised donations, future City of Dallas bond programs, or annual appropriations from the City of Dallas such as Vision Zero implementation funding or Sidewalk Master Plan implementation funds.

The Oak Cliff Gateway TIF District can potentially be a source of gap or matching funds for a N. Beckley Ave improvement project. An implementing agency such as the Transportation and Public Works Department would need to develop a specific project scope and budget. If after investigating other funding sources such as Federal/State or City bond program funds, there was an unmet funding need the Office of Economic Development would review the availability of TIF funds and make a recommendation to the TIF District's Board of Directors.

Additionally, there are grants focused on environmental projects, these are limited to focusing on a specific environmental project and could be considered for individual items.

Five-year Funding Availability

The Five-year funding availability forecast is based on current known information on funding availability, however competitive grants like TAP or SS4A are highly variable in their release schedule. Formula grants like STBG and CMAQ are an annual appropriation from Congress and follow a more regular schedule for project submission. Each of these funding options allow for Green Stormwater Improvements and alternative pavements.

For the grants listed below, matching funds must be identified at the time of application, and appropriated and ready for use at the time of grant contract execution.

Funding Year	Funding Streams Available	Funding Available
2025	<ul style="list-style-type: none">• Safe Streets and Roads for All• CMAQ• STBG	\$10M recommended cap \$1-10M typical grant size \$1-10M typical grant size
2026	<ul style="list-style-type: none">• Safe Streets and Roads for All• CMAQ• STBG	\$10M recommended cap \$1-10M typical grant size \$1-10M typical grant size
2027	<ul style="list-style-type: none">• Transportation Alternatives• CMAQ• STBG	NCTCOG - \$10M cap, TxDOT - \$25M cap \$1-10M typical grant size \$1-10M typical grant size
2028	<ul style="list-style-type: none">• CMAQ• STBG	\$1-10M typical grant size \$1-10M typical grant size
2029	<ul style="list-style-type: none">• Transportation Alternatives• CMAQ• STBG	NCTCOG - \$10M cap, TxDOT - \$25M cap \$1-10M typical grant size \$1-10M typical grant size

Next steps include pinpointing specific funding opportunities that could be derived from shared goals of pedestrian safety, bike safety, student safety, beautification, climate change, and more. Once funding is specified, City of Dallas department leaders would be tasked with investigating how these recommendations could work or ways to adjust suggested plans for a similar outcome. The Work Group mapped out tangible, early accomplishments and set tentative timelines for more advanced changes on N. Beckley Ave.

Key Findings by Segment

The workgroup's intention in this report is to calm traffic in and around N. Beckley Ave, which has solidified itself as a gateway into Oak Cliff from the Trinity River. For decades, this busy thoroughfare has connected people to nearby residential neighborhoods, schools, parks, healthcare facilities, and businesses. Within recent years, the adjacent Bishop Arts District has become a growing stop for locals and tourist destination while new-build apartments with hundreds of units now house new residents to the Oak Cliff neighborhood. The group's fact-finding efforts, alongside suggestions from constituents, will allow City of Dallas leaders to assess detailed recommendations, next steps and possible funding avenues to match current and future uses of N. Beckley Ave.

Current Conditions



Proposed Enhancements at the N. Beckley Ave and Greenbriar Ln Intersection



E. Davis St to N. Zang Blvd

Characteristics of Segment: The segment of N. Beckley Ave from Davis St to N. Zang Blvd is characterized as a local street serving the Lake Cliff neighborhood while also accommodating intermediate DART bus stops at key cross street intersections. Residential scale and residential character should be prioritized in this segment. Additionally, the roadway should enhance that character and encourage traffic calming and safe walkability.

Some of the challenges to walkability and traffic calming for this segment can be attributed to the following:

- Varying vehicular lane widths, in some cases as wide as 16 feet
- Undefined lane markings when the lanes are functioning as a default passing lane
- Sidewalks that are narrow or in poor condition discouraging walkability
- Wide turning radius at intersections that prioritizes vehicular movement over pedestrian safety. For example, the crosswalk at the E. Davis St intersection is 39 feet wide, with a 30-foot-wide turning radius
- DART bus stops in this segment are not defined and are potentially disruptive to traffic flow
- No crosswalks at Canty St or at E. 5th St intersections

Safety Enhancements: Due to the residential nature of most of this segment, recommended improvements are focused on safety enhancements for pedestrians including additional lighting, improved sidewalks, additional tree canopy where appropriate and traffic calming measures for vehicular traffic.

To improve walkability for pedestrians, sidewalks along this segment need repair and upgrades. Additional lighting is needed for safety and visibility. Where possible, bring any nonconforming commercial driveway to standard. For both increased pedestrian safety and clarity and visibility for drivers, raised terrace crosswalks to be located at E. Davis St, W. Neely St, E. Canty St, E. 5th St and E. 6th St.

Traffic calming measures are being proposed to improve vehicular traffic flow including where the roadway is not at an intersection it should be a two-way street, 24 feet curb to curb. Turning radius of 20 feet or more should be reduced to create bump outs at local street intersections.

For traffic flow and visibility, have three lanes at intersections for bus stops and/or for a dedicated left turn lane southbound at E. Davis St and a dedicated right turn lane northbound at N. Zang Blvd. For improved clarity and visibility, new centerline striping is being proposed at intersections on this segment.

Also, for improved access to public transit, this report proposes an evaluation of the current DART bus stops, possible relocation of stops and better-defined DART bus stops with pervious pavement and nine-foot widths.

To improve the aesthetics of the segment, additional tree canopy to be added where possible and waterwise landscape to be planted at bump outs.



Proposed Improvements: N. Beckley Ave at E. 6th St



Proposed Enhancements: N. Beckley Ave at E. 6th St

N. Beckley Ave and N. Zang Blvd Intersection

Characteristics of Segment: This segment covers the intersection of N. Beckley Ave and N. Zang Blvd, which is a heavily traveled 5-way intersection, lined with restaurants and businesses, apartments, and a nearby elementary school.

Key priorities for this segment include:

- Clarifying traffic flows at a confusing intersection
- Supporting the local businesses with parking and pedestrian access
- Encouraging traffic calming and safe walkability

Some of the challenges to walkability and traffic calming for this segment can be attributed to the following aspects:

- The 5-way intersection of N. Beckley Ave, N. Zang Blvd and El Dorado Ave
- Both N. Zang Blvd and N. Beckley Ave are supporting six lanes of traffic
- Lack of pedestrian refuges crossing six lanes of N. Zang Blvd (154 ft width), and lack of crosswalks and pedestrian refuges crossing N. Beckley Ave (children crossing to get to the elementary school)

Safety Enhancements: Due to the mixed commercial and residential nature of this intersection, recommended improvements are focused on safety enhancements for pedestrians including improved crosswalks with refuges, and traffic calming measures for vehicular traffic.

To improve pedestrian safety, this report recommends:

- The addition of raised terrace crosswalks at this intersection along N. Beckley Ave, avoiding change to existing Dallas Streetcar tracks
- Existing medians should be extended and widened on both N. Zang Blvd and N. Beckley Ave to create "pedestrian refuge islands" at least 6' wide
- Traffic signals should be upgraded to allow for timed pedestrian crossings, and masts relocated where they impede sidewalks

Traffic calming measures are being proposed to improve vehicular traffic flow. Bump outs should be added to all five corners of the intersection with a 20 ft. radius.

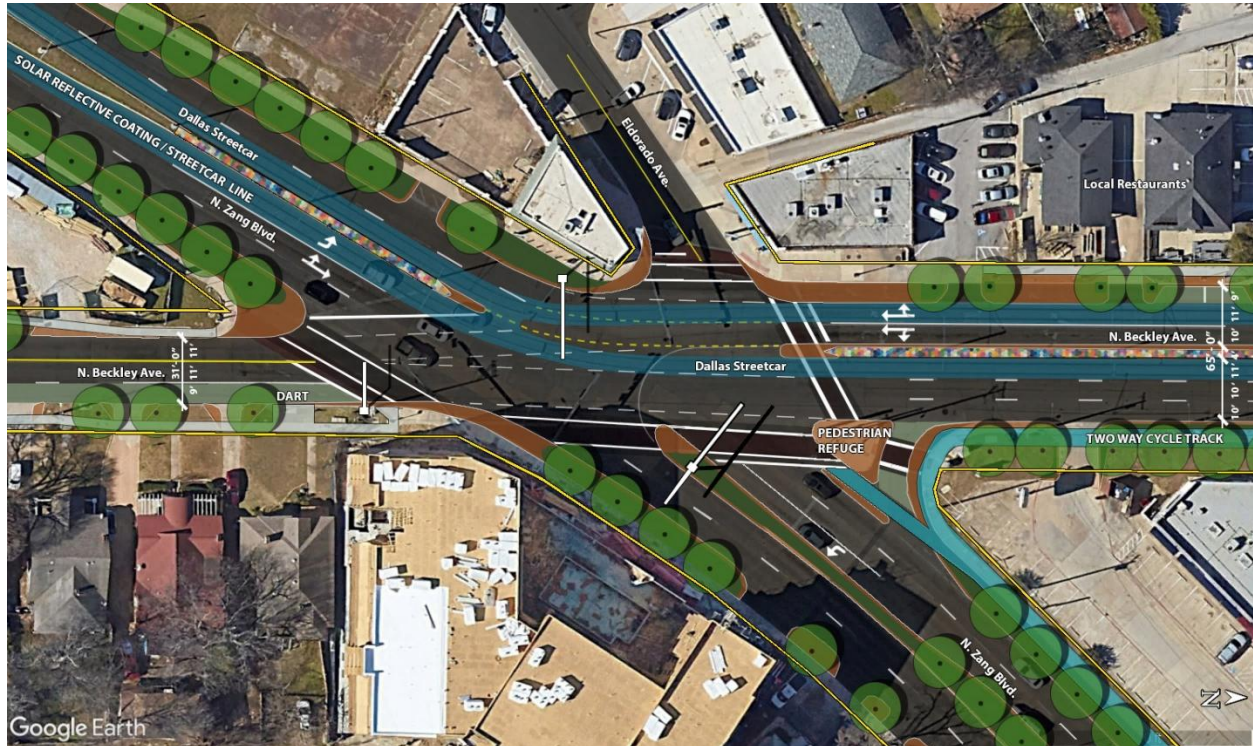
For traffic flow and visibility, the following is being proposed:

- Eliminate far right southbound lane of N. Beckley Ave North of Eldorado Ave and convert to parallel parking/ parkway and street trees
- Eliminate far right lane southbound N. Zang Blvd. South of Eldorado Ave/N. Beckley Ave (currently cross painted pavement with no functional use)
- Eliminate far right lane northbound N. Zang Blvd South of N. Beckley Ave to align with other segments
- Utilize pervious pavement for: DART bus stop, dedicated right turn northbound N. Beckley Ave South of N. Zang Blvd, parallel parking spaces, and dedicated right turn slip lane from southbound N. Zang Blvd. to northbound N. Beckley Ave
- A two-way cycle track added alongside northbound N. Beckley Ave (on the sidewalk)

For improved clarity and visibility, the following proposals are recommended:

- Solar Reflective Paint on Dallas Streetcar concrete pavement apron/ tracks for improved visibility
- Modification of the directional signs on the signal mast arms to support the new traffic flow
- Evaluation of addition of the street names on pavement per lane and modify painted arrows to add with better driver directionality

To improve the aesthetics of the segment, public art could be added to the existing medians, and additional tree canopy and waterwise landscape can be planted at medians and bump outs.



Proposed Improvements: N. Beckley Ave and N. Zang Blvd Intersection



Proposed Enhancements: N. Beckley Ave and Eldorado Ave Intersection

N. Zang Blvd to Colorado Blvd

Characteristics of Segment: This segment of N. Beckley Ave is mixed-use business and residential with the newer addition of an apartment complex. Off N. Beckley Ave, Eldorado Ave and N. Madison Ave lead families to Hogg New Tech Elementary School. Businesses in this area, including multiple restaurants, continue to search for additional parking and better access for customers. Added parallel parking on N. Beckley Ave would assist in that effort to keep the Oak Cliff commercial community growing.

Key priorities for this segment include:

- Supporting local businesses/restaurants with additional parking and pedestrian access
- Encouraging traffic calming and safe walkability

Safety Enhancements: Due to the mix of commercial and residential nature of this segment, recommended improvements are focused on safety enhancements for pedestrians including improved crosswalks and traffic calming measures.

To improve pedestrian safety, this report recommends:

- A lane reduction of southbound N. Beckley Ave from Colorado Blvd to Eldorado Ave
- A raised terrace crosswalk at Madison Ave, additional pervious pavement and a widened median for pedestrian refuge to better define the school crossing
- At the Madison Ave intersection, the work group suggests a reduction in the bump out radius from 20 feet to 15 feet
- Solar reflective paint to cover the Dallas Streetcar concrete apron and tracks to improve visibility for drivers, reducing accidents and near-misses
- A small median between the Dallas Streetcar tracks and dedicated left turn from northbound N. Beckley Ave to westbound Colorado Blvd



Proposed Improvements: N. Beckley Ave and N. Madison Ave

N. Beckley Ave and Colorado Blvd Intersection

Characteristics of Segment: This intersection of N. Beckley Ave and Colorado Blvd is a highly used area for emergency vehicles headed to Methodist Dallas Medical Center's Emergency Department. The intersection also includes a turning stretch of the Dallas Streetcar leading to the Beckley Streetcar Station. Along with a corner of Southern Dallas' largest hospital, the other corners of this intersection include entrances to a 350+-unit apartment complex, a daycare and Walgreens. It is important to enhance clarity and visibility in this intersection to allow first responders to navigate toward the hospital and others to navigate toward their business or residential destination.

Key priorities for this segment include:

- Enhancing clarity and visibility – allowing first responders quick navigation to the hospital
- Supporting local businesses with parking, pedestrian, and streetcar access
- Encouraging traffic calming and safe walkability

Safety Enhancements: Due to the mixed commercial and residential nature of this intersection, combined with first responder access to the hospital emergency room, recommended improvements are focused on safety enhancements for pedestrians, traffic calming measures for vehicular traffic and smoothed traffic flow.

To improve safety, this report recommends:

- A raised terrace crosswalk with pedestrian refuge on the North side of Colorado Blvd and raised terrace crosswalks on both sides of N. Beckley Ave on Colorado Blvd
- The median North and South of Colorado Blvd to be extended
- Like the last section, surface paint on the Dallas Streetcar tracks and apron would alleviate confusion among drivers coming from all directions
- The far-right southbound N. Beckley Ave approaching Colorado Blvd be converted to a right turn only onto westbound Colorado Blvd – preventing the stalling of emergency vehicles turning right to the hospital
- Northbound N. Beckley Ave to westbound Colorado Blvd would shift to a left turn only lane (i.e., without the ability to continue straight through the intersection). This would begin the lane reduction heading away from the hospital's Emergency Department.
- Northbound N. Beckley Ave from Colorado Blvd to I-30 / W. Commerce St would be reduced from three lanes to two lanes. This lane shift allows for a wide median, a pedestrian refuge, and continued access for emergency vehicles headed to Methodist Dallas Medical Center from all directions.
- The Work Group suggests 10-foot-wide lanes maximum for this area
- Remove a portion of existing median from N. Beckley Ave enabling a left turn in and out of the driveway to Walgreens
- Any medians with enough space could be used in local art competitions or opportunities

Signage / Way Finding: For improved clarity and visibility, the following items are recommended:

- Remove all "no right turn on red" signs at the intersection to allow for improved hospital emergency access and help with daily congestion

- Flashing lighted crosswalks between Methodist and Walgreens – located on the North side of Colorado Blvd at N. Beckley Ave



Proposed Enhancements: N. Beckley Ave and Colorado Blvd Intersection

Colorado Blvd to Greenbriar Ln

Characteristics of Segment: The segment of N. Beckley Ave from Colorado Blvd to Greenbriar Ln is a mix of uses. This segment consists of three lanes in both directions with a center median. The West side of this segment is primarily parking facilities and buildings associated with Methodist Dallas Medical Center. The East side of this segment consists of vacant lots, remnants of a former residential neighborhood, apartments and a Walgreens. This segment contains an elevation change with a downward slope from North of Tilden St continuing northward to Greenbriar Ln.

Some of the challenges to walkability and traffic calming for this segment can be attributed to the following:

- With three lanes of open pavement and dedicated left turn lanes; travel speeds tend to increase as drivers see a clear pathway looking downhill towards I-30 with the only obstacle being a single traffic signal
- The segment is highly oriented towards vehicular traffic and pedestrians can feel exposed and unsafe
- There are few visual cues for pedestrians crossing at Methodist Dallas Medical Center's Employee Parking or at Greenbriar Ln making this area a challenge to traverse safely
- DART bus stop locations are often not well defined or easily seen by vehicular traffic complicating safety conditions for bus patrons
- Two local streets, Oakenwald St and Tilden St, do not have marked crosswalks along N. Beckley Ave. Both streets terminate at N. Beckley Ave while serving an area that has vacant lots and apartments North of Tilden St
- The far-right northbound lane widens from 10 feet to 14 feet in width between Tilden St and Greenbriar Ln and this encourages speeding directly adjacent to the narrow sidewalk

Safety Enhancements: Due to the characteristics of this segment of the Corridor, recommended improvements will focus on traffic calming measures for vehicular traffic, improved pedestrian safety and walkability, creating a parkway environment and additional signage.

Traffic calming measures being proposed include eliminating the far-right lane of northbound N. Beckley Ave from Colorado Blvd to I-30/Commerce. This allows a parkway with tree canopies and pull-out DART bus stops. The East side will have space for a two-way cycle/ shared use track to improve pedestrian and cyclist safety and uses.

For increased visibility and awareness for drivers, the recommendations include pervious pavement in left turn lanes, DART bus stops and the dedicated right turn lane at southbound N. Beckley Ave to Colorado Blvd. For improved access, this report recommends an opening in the median to allow a left turn into the Walgreen's parking lot.

Sidewalks need improvement on the West side of this segment. Additional recommendations for improved walkability and pedestrian safety includes raised terrace crosswalks, a wider median with pedestrian refuge at the entrance to Methodist Dallas Medical Center.

There have been requests for DART bus shelters and/or benches at the stops near hospitals for pedestrians waiting on a bus.

Signage/Wayfinding: To increase awareness, hospital signage with flashing lights is recommended on southbound N. Beckley Ave between the intersections of Tilden St and the entrance to the Medical Center.

There are several opportunities to place public art in the existing medians in this segment of N. Beckley Ave improving the aesthetics of the Corridor.



Proposed Improvements: N. Beckley Ave North of Colorado Blvd

N. Beckley Ave and Greenbriar Ln Intersection

Characteristics of Segment: This intersection presents significant challenges for both drivers and pedestrians. Vehicle speeds are frequently observed at unsafe levels, creating hazardous conditions. Additionally, there are no protected left-turn lanes for northbound or southbound traffic, increasing the risk of collisions and traffic congestion.

The intersection's width further complicates pedestrian crossings, making it less accessible and safe for foot traffic. Additionally, Greenbriar Ln serves as a major ingress/egress point for East Kessler Park neighborhood, adding to the intersection's importance within the local traffic network.

Key Priorities for this segment include:

- Traffic signal improvements to provide protected left-turn movements and enhance overall safety
- Road diet (reduction in lane/lanes) to reduce vehicle speeds and improve pedestrian crossing conditions
- Reconfigured lanes and striping on Greenbriar to establish two outbound lanes and one inbound lane, which will:
 - Reduce eastbound vehicle stacking at the intersection
 - Discourage the use of Greenbriar Ln as a westward cut-through into East Kessler Park

Implementing these improvements will enhance safety, optimize traffic flow, and create a more pedestrian-friendly environment at this critical intersection.



Greenbriar Ln to I-30

Characteristics of Segment:

This stretch of N. Beckley Ave serves as a high-traffic gateway connecting North Oak Cliff to the Margaret Hunt Hill Bridge while providing direct access to Downtown, Uptown, and West Dallas. The East side of this segment has seen significant growth with several newly completed multifamily developments totaling over 1,000 units. The West side of N. Beckley Ave currently features a mix of light industrial, medical office, and restaurant uses. Given current trends, further private development is likely on both sides, increasing both vehicle and pedestrian activity.

A critical component of this segment is the Coombs Creek Trail crossing, which was recently enhanced with a HAWK signal to improve safety for cyclists and pedestrians. However, N. Beckley Ave's physical existing condition presents several challenges. Its wide, undivided layout contributes to high vehicle speeds, unprotected turning movements, and even unauthorized street takeovers.

Given the existing traffic volumes, multimodal usage, and anticipated future development, it is essential for the city to implement a Complete Streets approach to this corridor. Key priorities include:

- Lane reductions to manage traffic flow more effectively
- Raised medians to prevent illegal traffic movements and improve safety
- Traffic signals to help regulate speeds and enhance control
- Safe pedestrian crossings to support multimodal accessibility
- On-street parking to accommodate and encourage future development along the West side of the corridor

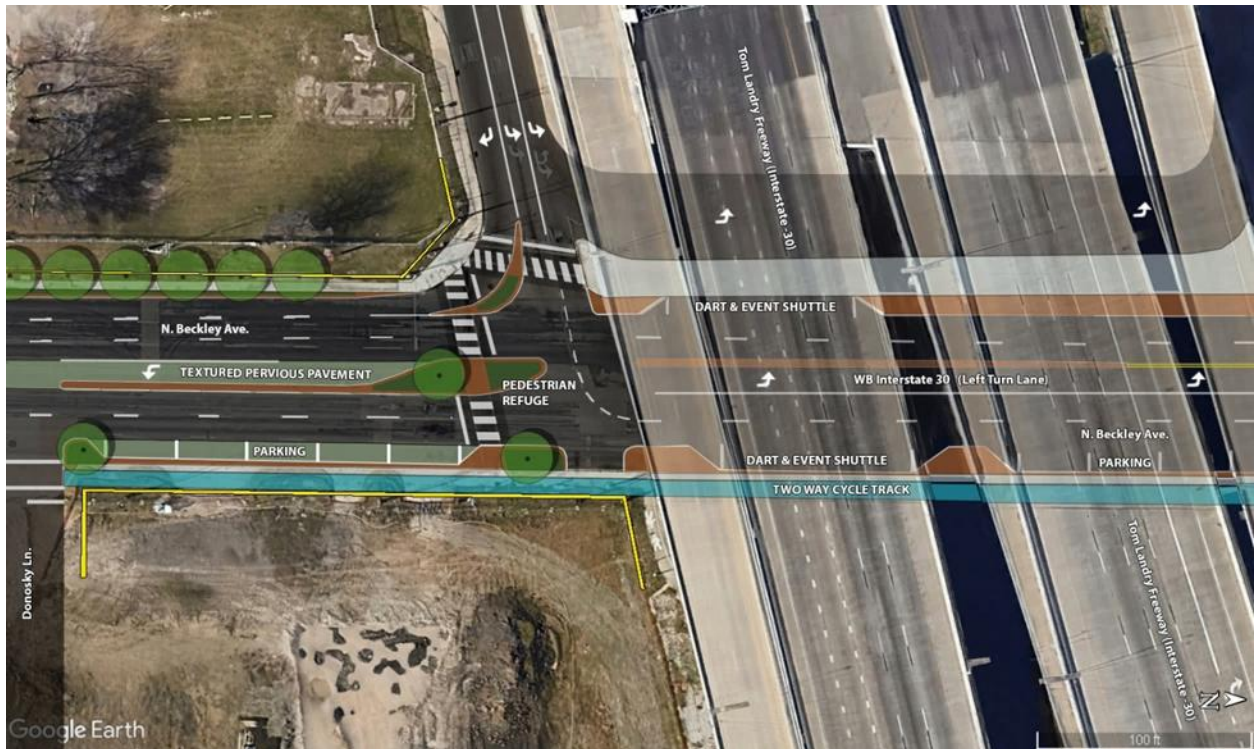
By proactively addressing these issues, the City can enhance safety, improve mobility, and support sustainable development along this critical transportation corridor.



Proposed Improvements: N. Beckley Ave and Morgan Ave Intersection



Proposed Improvements: N. Beckley Ave and Coombs Creek Trail Crossing



Proposed Improvements: N. Beckley Ave and I-30 Intersection



Proposed Enhancements: N. Beckley Ave and I-30 Intersection

North of I-30

Characteristics of Segment: The segment North of I-30 is currently industrial with increasing apartment density and restaurants coming in. N. Beckley Ave carries heavy traffic between South Dallas / I-30 and Commerce St / Margaret Hunt Hill Bridge / Woodall Rodgers freeway. The forthcoming Harold Simmons Park and the Overlook will increase traffic and pedestrians.

Key priorities for this segment include:

- Streamlining traffic flows
- Supporting the local businesses with parking and pedestrian access
- Encouraging traffic calming and safe walkability

Some of the challenges to walkability and traffic calming for this segment can be attributed to the following aspects:

- The six to seven lane nature of N. Beckley Ave between I-30 and Commerce St
- The lack of pedestrian crossings
- Signage not in place or not visible
- Timing of stop lights
- Low traffic enforcement in the area

Safety Enhancements: Due to the mixed commercial and residential nature of this section, recommended improvements are focused on safety enhancements for pedestrians including improved crosswalks with refuges, and traffic calming measures for vehicular traffic.

Between I-30 and The Margaret Hunt Hill Bridge, to improve pedestrian safety, traffic flow and visibility, this report recommends:

- Creation of a dedicated right turn only lane from Comstock St to WB I-30 Frontage Road with a triangular raised traffic island to channel right-turn traffic while discouraging left turns.
- Extend that removed lane under I-30 to enable a dedicated right turn from eastbound I-30 frontage road onto southbound N. Beckley Ave
- Addition of a new median between I-30 frontage road and Comstock St with dedicated left turn. The median will accommodate a pedestrian refuge.
- Addition of a new landscaped median between Comstock St and Yorktown St with dedicated left turn. The median will accommodate pedestrian refuge.
- Stop signs at Yorktown St intersection
- Pervious pavement in DART and shuttle stops, left turn lanes, and crosswalks
- Continue the lane reduction on N. Beckley Ave northbound from I-30 to just before Commerce St. This space can be used for on-street parking or a bike lane.
- Clear brush from both sides of the train bridge. The brush falls into the traffic causing traffic disruptions.
- At the Margaret Hunt Hill Bridge:
 - Traffic buttons to define the no man's land between the right turn and left turn lanes

- Re-think the bike lane crossing traffic on N. Beckley Ave as the lanes split coming to the light.
- Some sort of visual cue for the right turn from Beckley northbound to Woodall eastbound (plastic bollards – for example) to reinforce for drivers that they have a dedicated lane and don't need to stop
- Timing of lights to support 35 mph from Margaret Hunt Hill bridge turn to Zang intersection
- Traffic Enforcement – especially during morning and evening rush hours

To improve the aesthetics of the segment, public art could be added to the existing medians, and additional tree canopy and waterwise landscape can be planted at medians and bump outs.



Proposed Improvements: North of I- 30 North of N. Beckley Ave

Links

Honorable Councilman Chad West, City of Dallas, District 1:

<https://dallascityhall.com/government/citycouncil/district1/Pages/default.aspx>

Citywide Policy Plans:

Vision Zero:

<https://dallascityhall.com/departments/transportation/Pages/visionzeroplans.aspx>

Dallas Bike Plan:

<https://dallascityhall.com/departments/transportation/bikeway/Pages/Bike-Plan-Update.aspx>

Comprehensive Environmental and Climate Action Plan (CECAP):

https://www.dallasclimateaction.com/_files/ugd/349b65_e4f9a262cebf41258fd4343d9af0504f.pdf

Urban Forest Master Plan:

<https://dallascityhall.com/projects/forestry/DCH%20Documents/City%20of%20Dallas%202021%20Urban%20Forest%20Master%20Plan.pdf>

Sustainability Links:

[20241028 Traffic Safety + Smart Surfaces](#)

[Smart Surfaces — Smart Surfaces Coalition](#)

Solar Reflective Coatings:

[COOL SURFACES IN PACOIMA - Climate Resolve](#)

Green Stormwater Infrastructure:

<https://www.landscapeperformance.org/>

Links to EPA Green Infrastructure:

<https://www.epa.gov/green-infrastructure/green-infrastructure-design-strategies>

https://www.epa.gov/system/files/documents/2023-11/bioretentiondesignhandbook_plainnov2023.pdf

Acknowledgements

TASK FORCE MEMBERS

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Peter Jacobsen - Vice Chair

Luke Mallinson – representative from East Kessler Park Neighborhood Association

Lexy Young – representative from Methodist Dallas Medical Center

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Brenda Garza – representative from Lake Cliff Neighborhood Association

Gregory Evans – representative from Dallas Fire Rescue

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