



City of Dallas

Malcolm X Blvd Traffic Calming & Complete Streets Project

**Community Meeting
June 9, 2022**

Department of Transportation
City of Dallas

Meeting Purpose



- Discuss proposed operational and safety improvements to Malcolm X Boulevard
- Gauge community interest in the proposed improvements



Presentation Overview



- Project Location
- Existing Conditions and Operations
- Proposed Operations
- Your Input
- Next Steps
- Contact Information



Project Location



Existing Conditions



The next slides are going to look at:

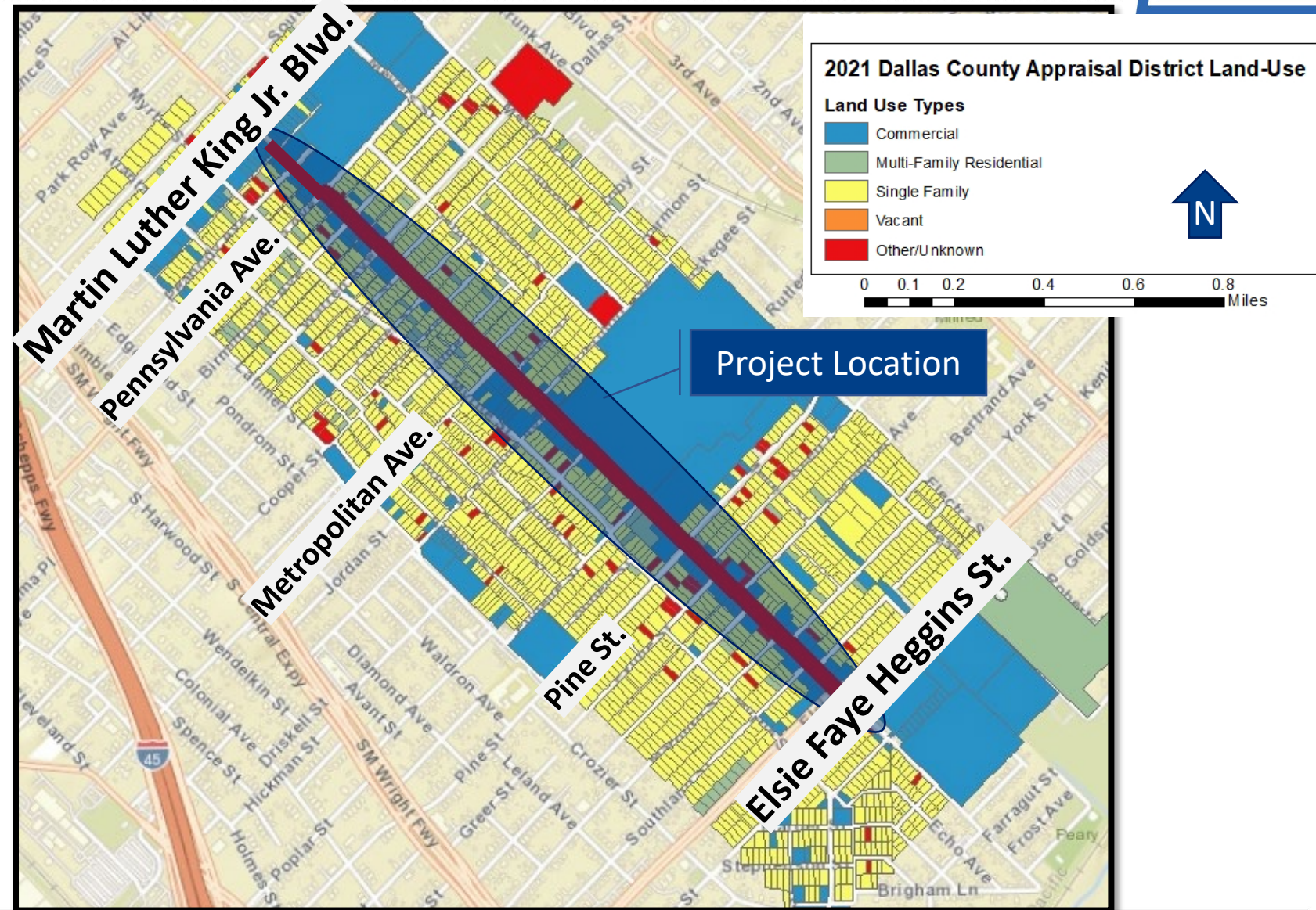
- Land Use
- Existing Roadway Operations
- Crash Data
- Bicycle Network
- Bus Network
- Sidewalk Master Plan
- Funded Traffic Signal Upgrades
- Summary



Existing Conditions Land Use



- 2,475 parcels
 - Single Family 2,037
 - Commercial 267
 - Other/Unknown 92
 - Multi-Family 76
 - Vacant 3

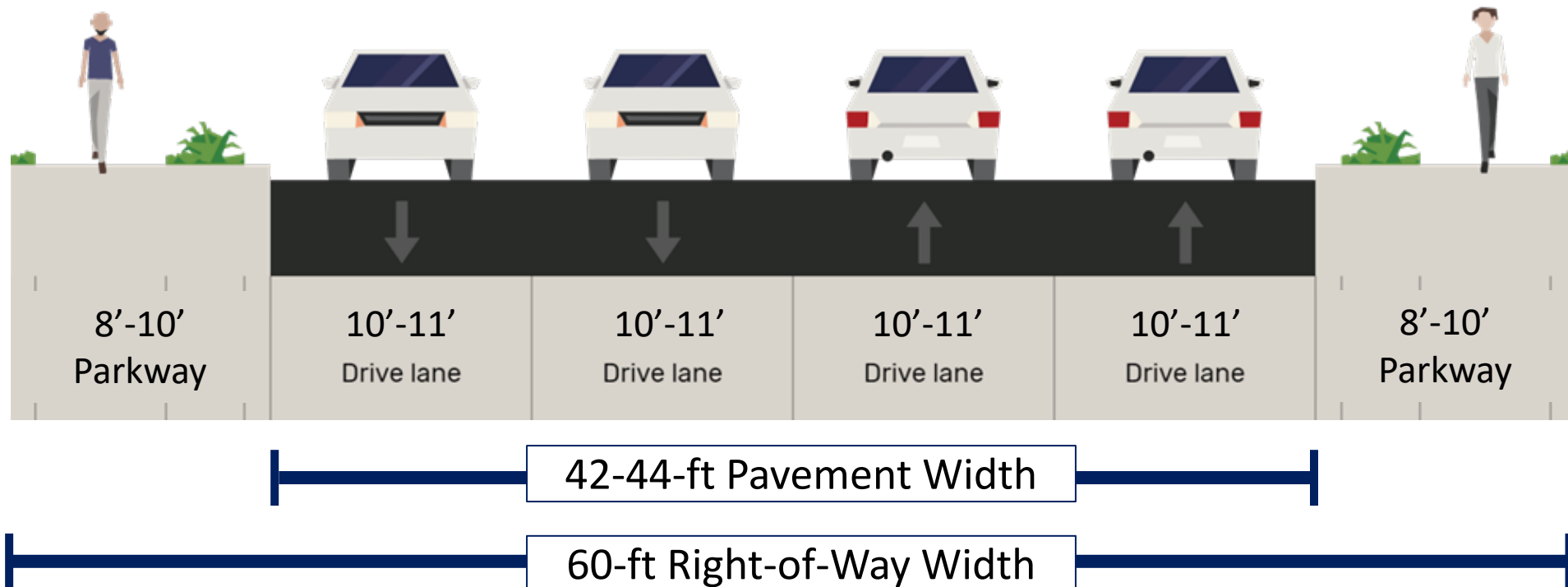


Existing Conditions



Existing Roadway Operations

4 travel lanes (2 in each direction), without a center turn lane.



Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*

AT ELSIE FAYE
HEGGINS



Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*

NORTH OF ELSIE
FAYE HEGGINS



Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*

AT SOUTHLAND
STREET



Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*

**SOUTH OF
MARBURG STREET**

Better Block Plaza



Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*

AT MARBURG
STREET



Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*
**AT CARPENTER
AVE**



Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*
AT PINE STREET



Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*

AT HICKMAN
STREET



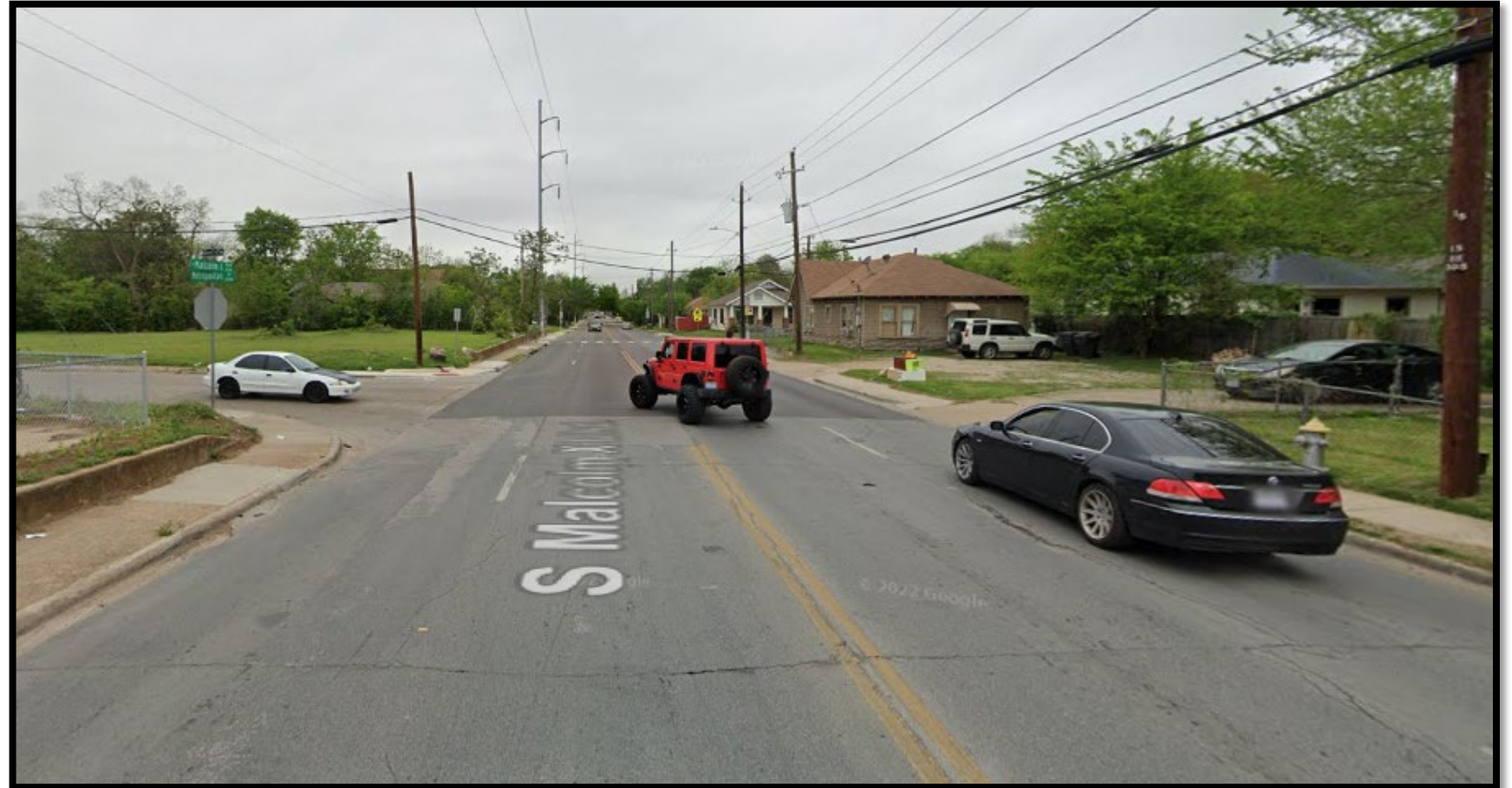
Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*

AT METROPOLITAN
AVE



Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*
AT BURGER AVE



Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*

AT WARREN AVE



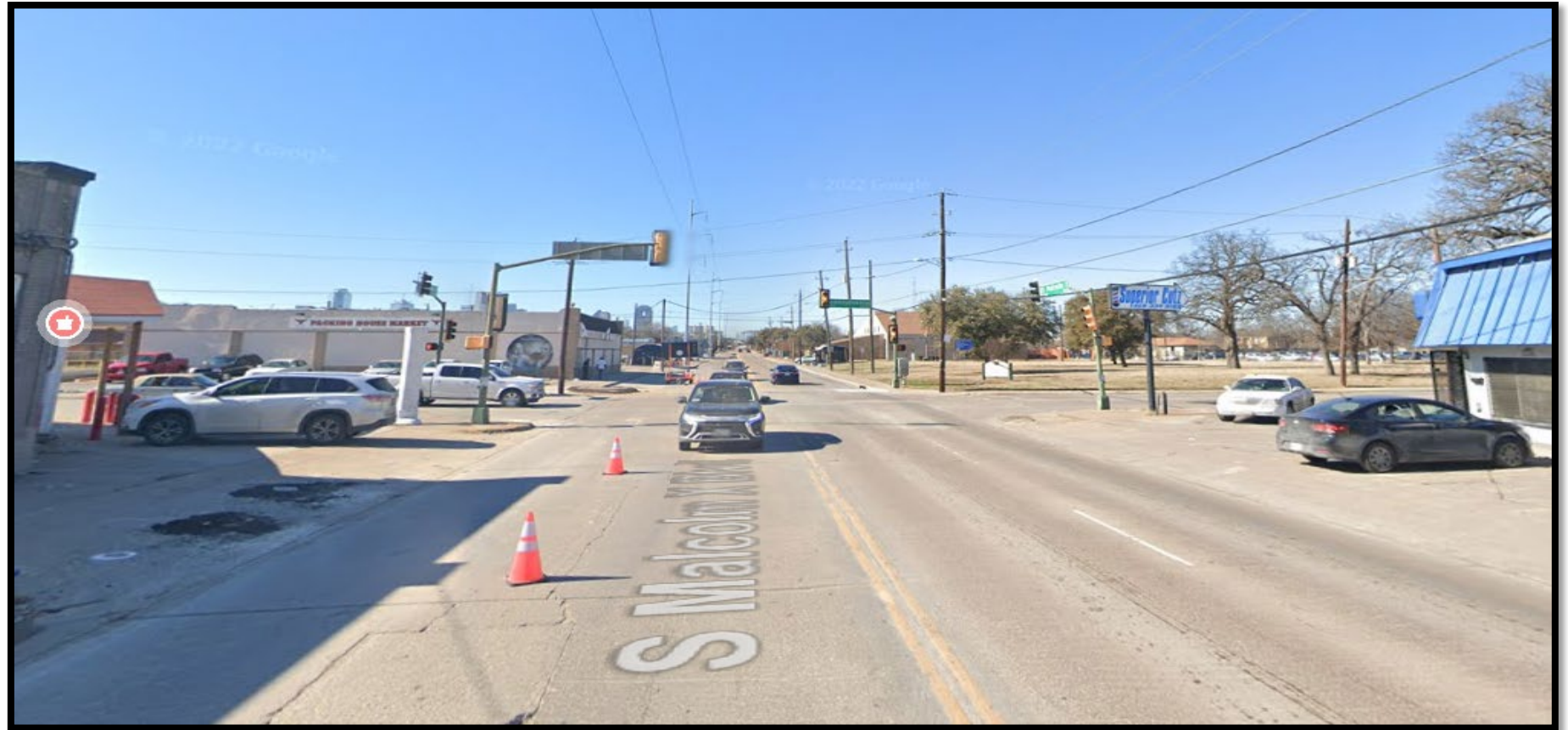
Existing Conditions



Existing Roadway Operations

*Driving north on
Malcolm X...*

AT
PENNSYLVANIA
AVE



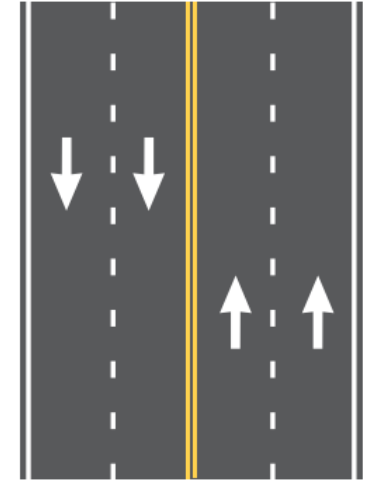
Existing Conditions

Existing Roadway Operations

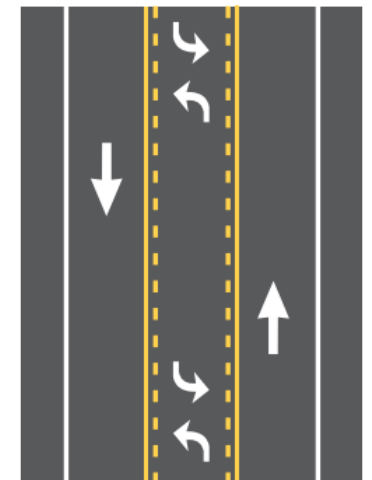


- Malcolm X is classified as a Community Collector road, which provide access to and circulation within
- Average Traffic Volumes: 9,043 vehicles per day, just north of Elsie Faye Heggins (year: 2019, source: TxDOT)
- Target traffic volume for a 4-lane road without left-turn lanes: 10,000-20,000 vehicles per day (source: 2019 City of Dallas Street Design Manual).
- A 2006 study found that 4-lane roads with daily volumes less than 17,500 are good candidates for reducing the number of travel lanes (Gates et. al). Why: planning level capacity for a 2-lane road with left-turn lanes is 18,300 vehicles per day.

Before



After



Source: FHWA, Road Diet Informational Guide

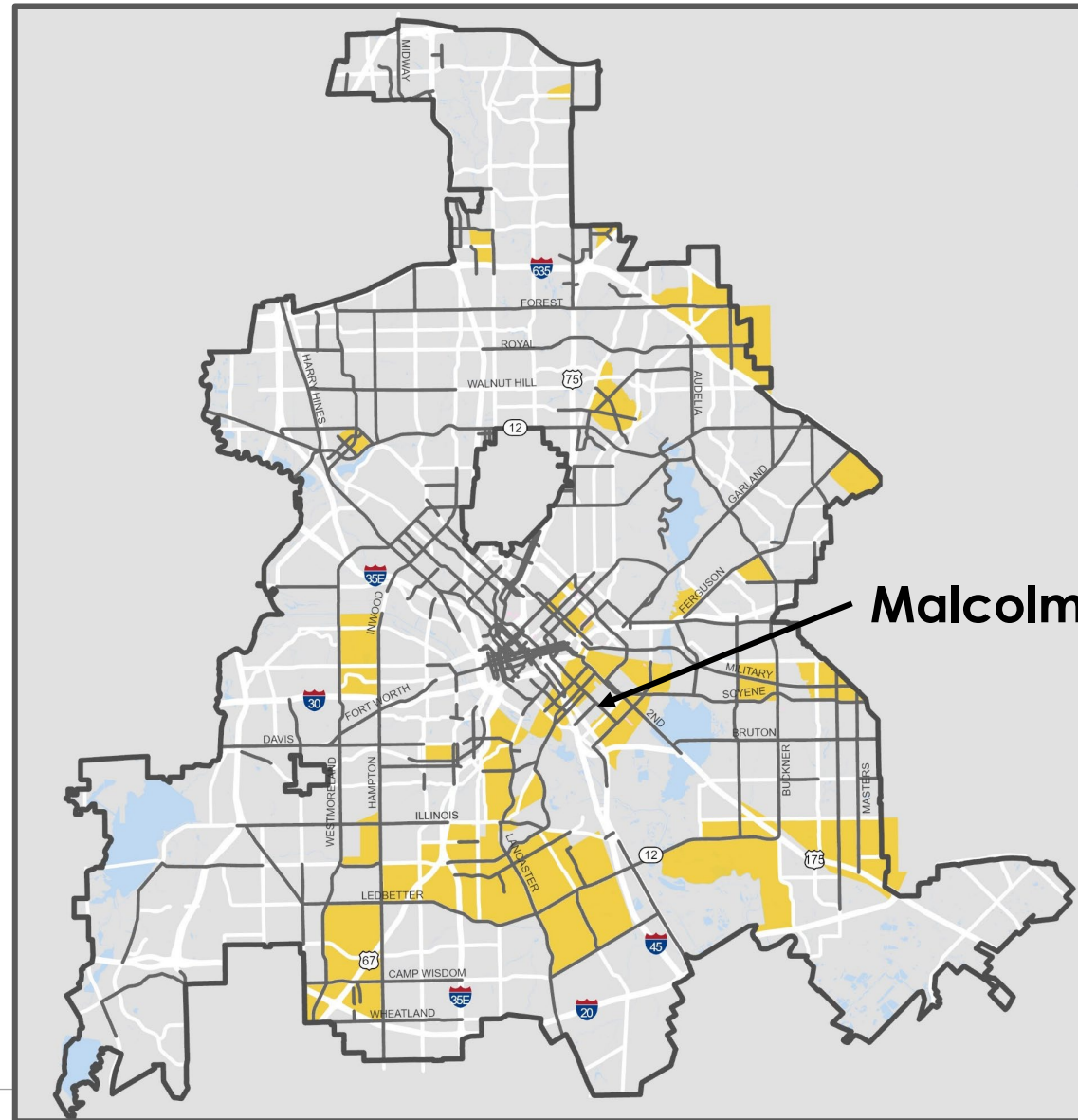
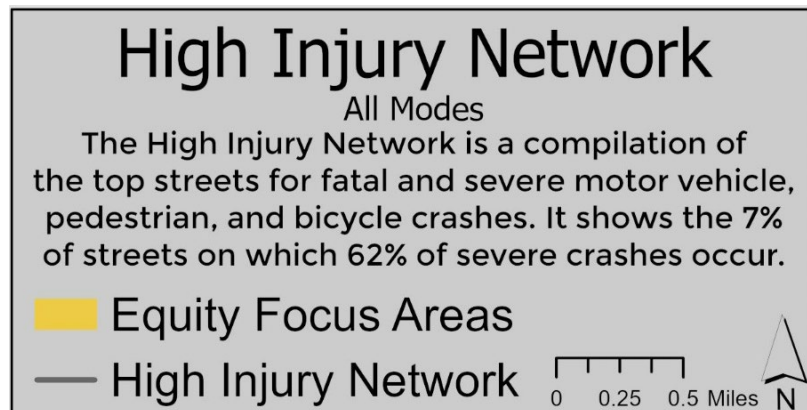


Existing Conditions



Crash Data

- Malcolm X Blvd is on the Vision Zero Action Plan's High Injury Network



Malcolm X Blvd



Existing Conditions



Crash Data (2015 to 2019)

- 384 total reported crashes from 2015-2019
 - 14 crashes involved a pedestrian - 6 were severe
 - 6 crashes involving a bicyclist - 3 were severe
 - 7 severe crashes involving only motor vehicle(s)
 - 13.5 severe crashes per mile (average for streets on the Vision Zero High Injury Network is 8.0)

Severe crashes = crashes that resulted in a death or severe injury requiring hospitalization



Existing Conditions



Crash Data (2015 to 2019)

- Top crash locations:
 - At Pennsylvania: 53 crashes - 2 severe
 - At Pine: 31 crashes - 0 severe
 - At Metropolitan: 22 crashes - 1 severe
 - At Elsie Fay Heggins: 16 crashes - 2 severe
 - At Twyman Ave: 2 pedestrian crashes - 1 severe
- Top factors for severe crashes:
 - 66% happened at dusk or at night
 - 66% happened at intersections
 - 25% involved drivers speeding
 - 35% involved a pedestrian
 - 18% involved a bicyclist
 - 17% involved left turns

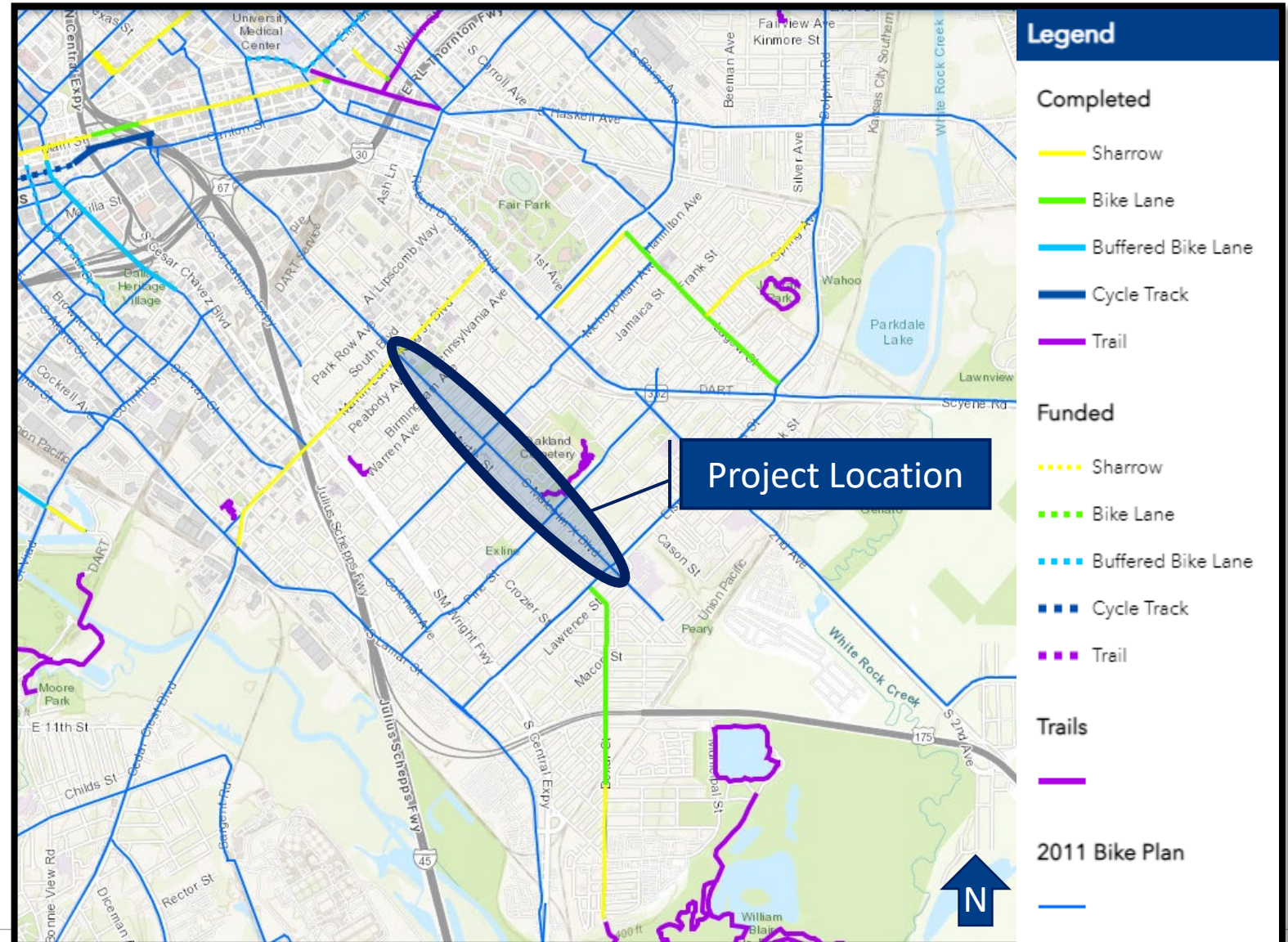


Existing Conditions



Bike Network

- Malcolm X Blvd is on the Dallas Bike Plan as a future bicycle route.

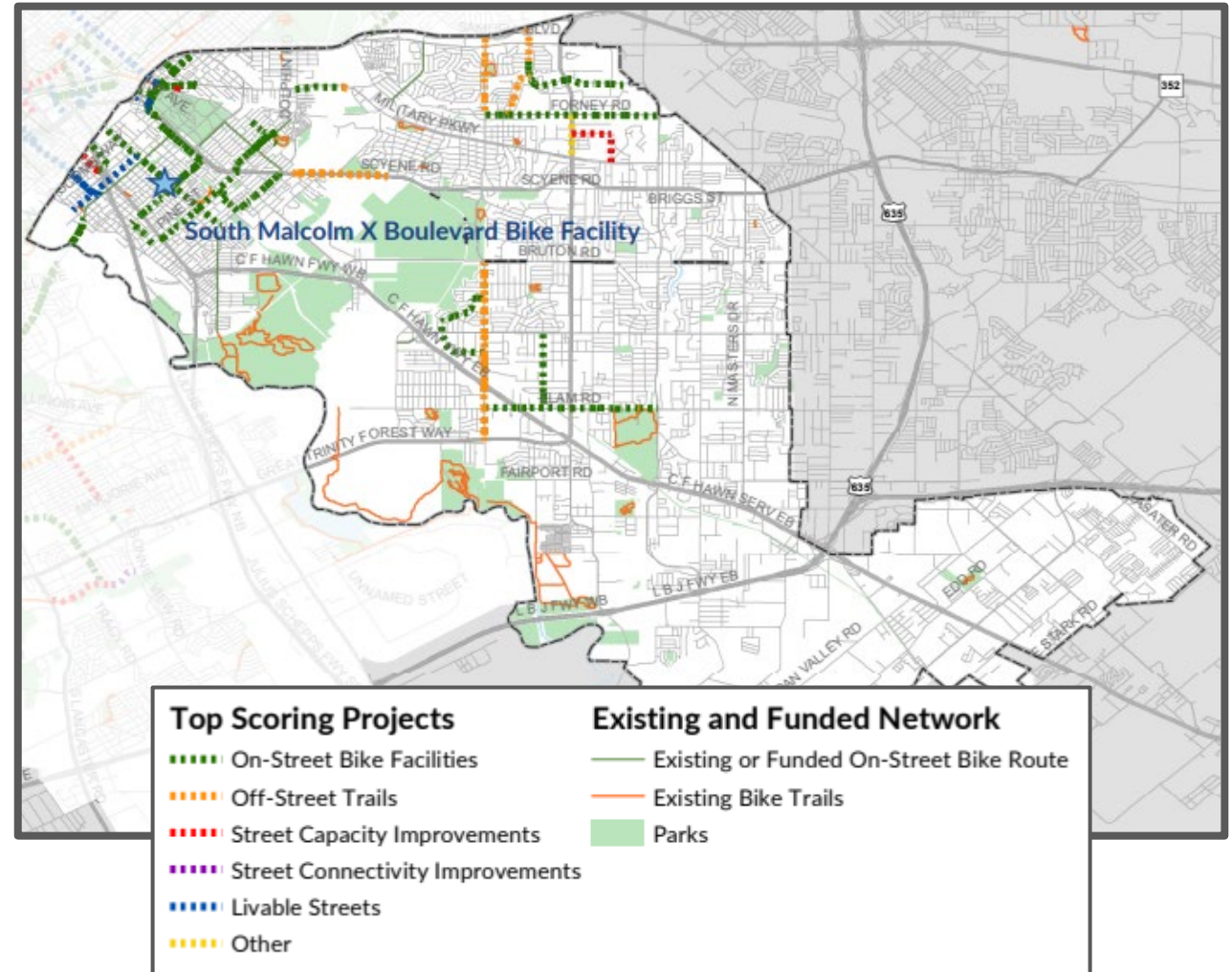


Existing Conditions



Bike Network

- The Strategic Mobility Plan (Connect Dallas), adopted in 2021, identified the Malcolm X Blvd Bike Facility as a top scoring project in southeast Dallas
- Criteria used to score projects: the Driving Principles of Safety, Environmental Sustainability, Equity, Economic Vitality, Housing, Innovation.

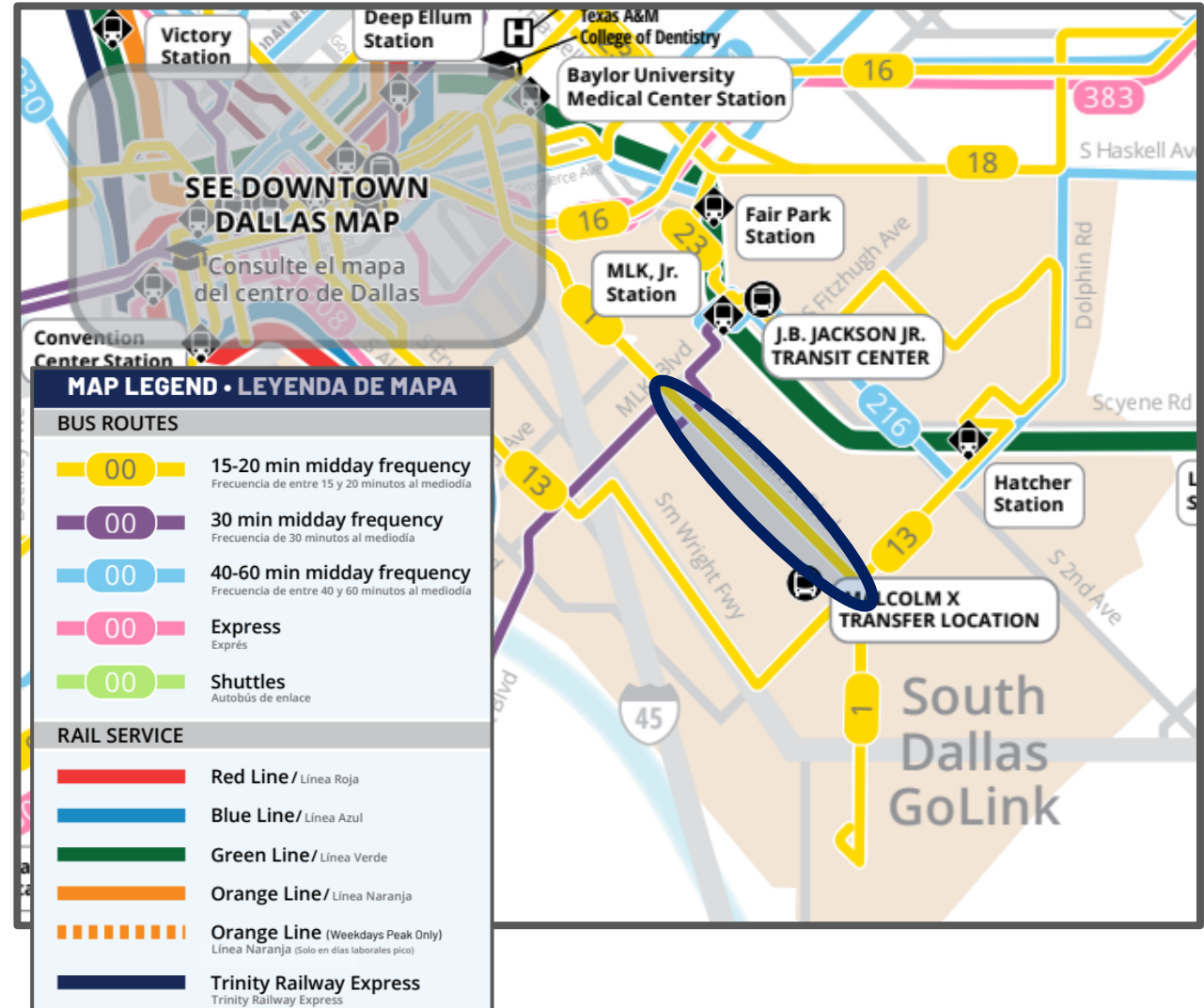


Existing Conditions



Bus Network

- Malcolm X Blvd is part of DART's Core Frequent Bus Network, with buses arriving every 15 minutes or less.
- High ridership stops include: (avg. weekday boardings)
 - Peabody Ave (219)
 - Malcolm X Transfer (136)
 - MLK (66)
 - Metropolitan (44)
 - Twyman (41)
 - Eugene (39)
 - Pine (31)

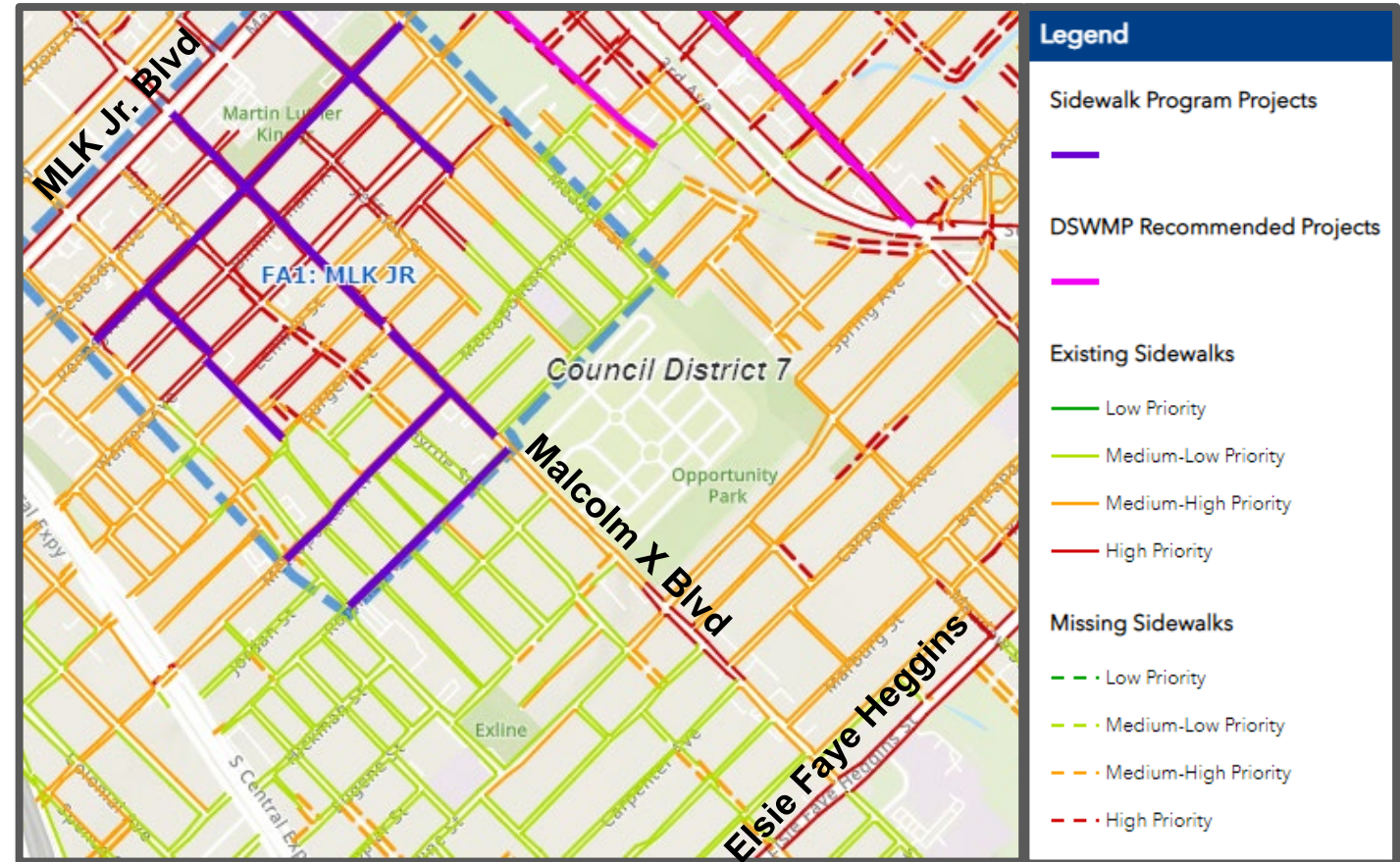


Existing Conditions



Sidewalk Master Plan

- Much of Malcolm X Blvd was identified as high priority in the Sidewalk Master Plan, adopted in 2021.
- In early 2022, sidewalk improvements were made along Malcolm X between MLK Jr. Blvd and Romine Ave.



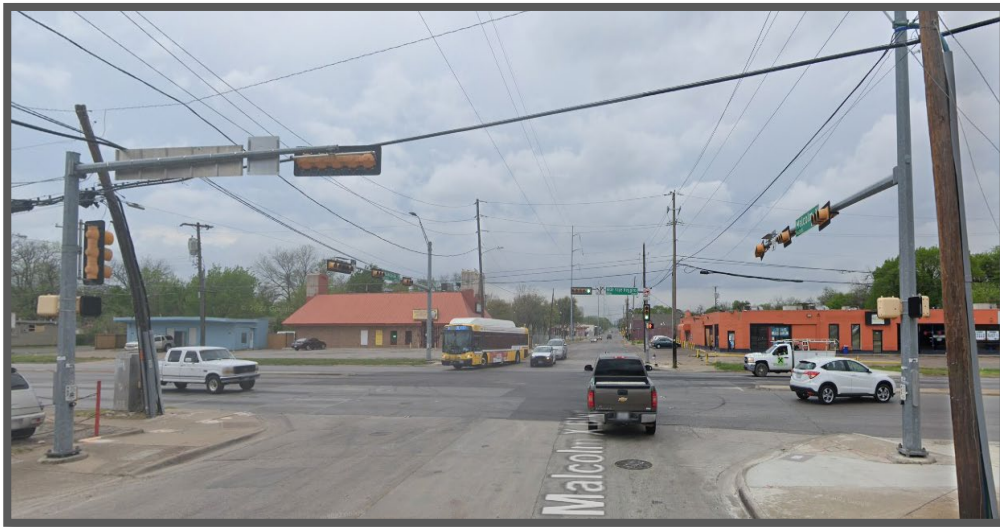
Existing Conditions



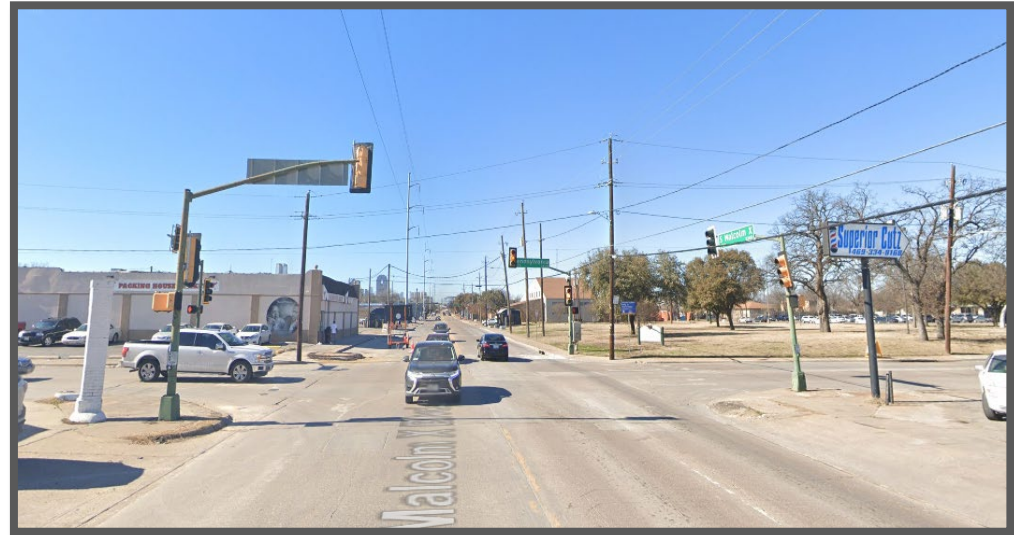
Funded Traffic Signal Upgrades

- Signalized intersections to be rebuilt in 2023:

Malcolm X and Elsie Fay Higgins



Malcolm X and Pennsylvania



- The signals at Pine, MLK Jr. Blvd, and Al Lipscomb do not have funding and are more than 50 years old.



Existing Conditions



Summary

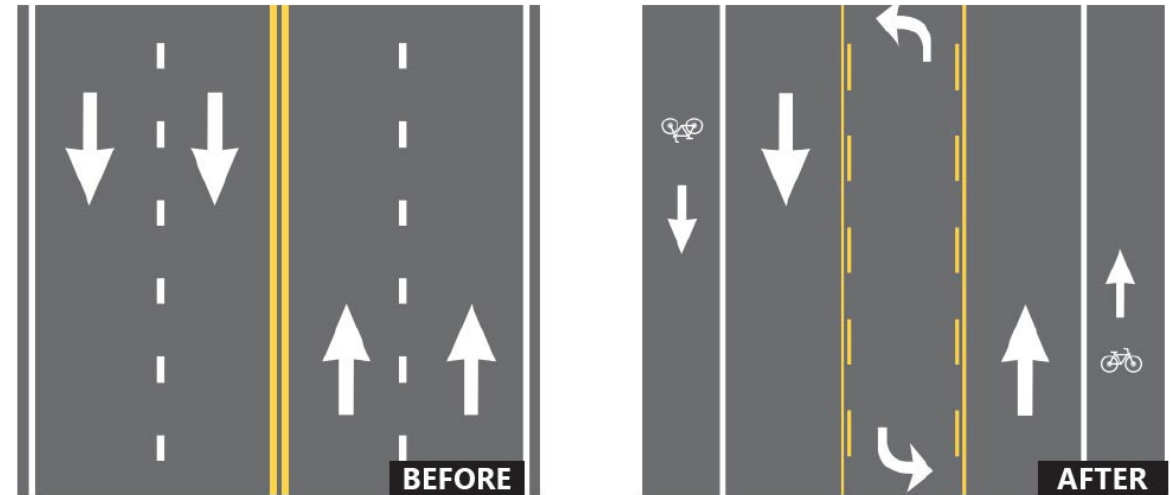
- Land Use – 82% is single family
- Existing Roadway Operations – 4 travel lanes (2 in each direction), without a center turn lane. Malcolm X Blvd is well under capacity, making it a candidate for a road diet.
- Crash data – Malcolm X is on the Vision Zero High Injury Network. From 2015-2019, there were 384 total crashes and **16 severe crashes**
- Bicycle Network – Malcolm X is on the 2011 Bike Plan and was a top scoring project in the Strategic Mobility Plan among all potential projects on the Needs inventory
- Bus Network – Malcolm X is on the DART Core Frequent Bus Network



Proposed Operations



- Reconfigure roadway...
 - FROM 4 lanes (2 in each direction)
 - TO 3 lanes (1 in each direction, a center turn lane) and bike lanes in each direction)



Source: FHWA

Benefits of reconfiguring roads from 4 to 3 lanes: (FHWA)

- 19-47% reduction in crashes
- Reduces high-end speeding

- Creates space for bike lanes, pedestrian refuge islands
- Increases comfort for pedestrians
- Minimal impact on roadway capacity or congestion



Proposed Operations



- Road diets create opportunity to improve the safety of pedestrian crossings. The installation of “pedestrian refuge islands” also helps eliminate the potential for the center turn lane to be used as an acceleration lane by some motorists.
- 3-lane roadways reduce potential conflict points and improves visibility



Proposed Operations



(Photo Credit: FHWA, via pedbikesafe.org)

BEFORE



AFTER



(Source: Iowa DOT)



Proposed Operations



Conflict Points

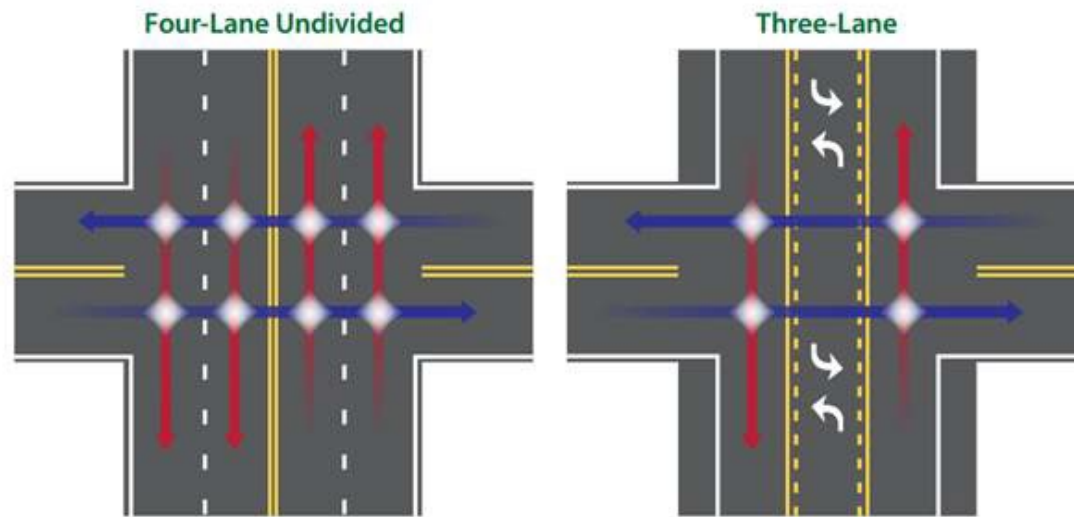


Figure 5. Crossing and Through Traffic Conflict Points at Intersections for a Four-Lane Undivided Roadway and a Three-Lane Cross Section (Adapted from Welch, 1999)

Improves Visibility

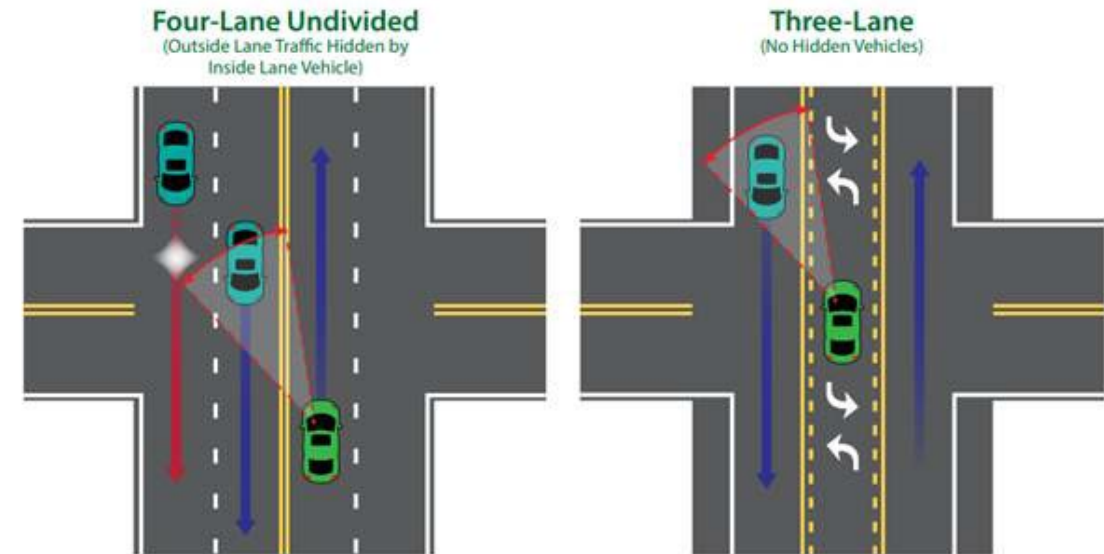
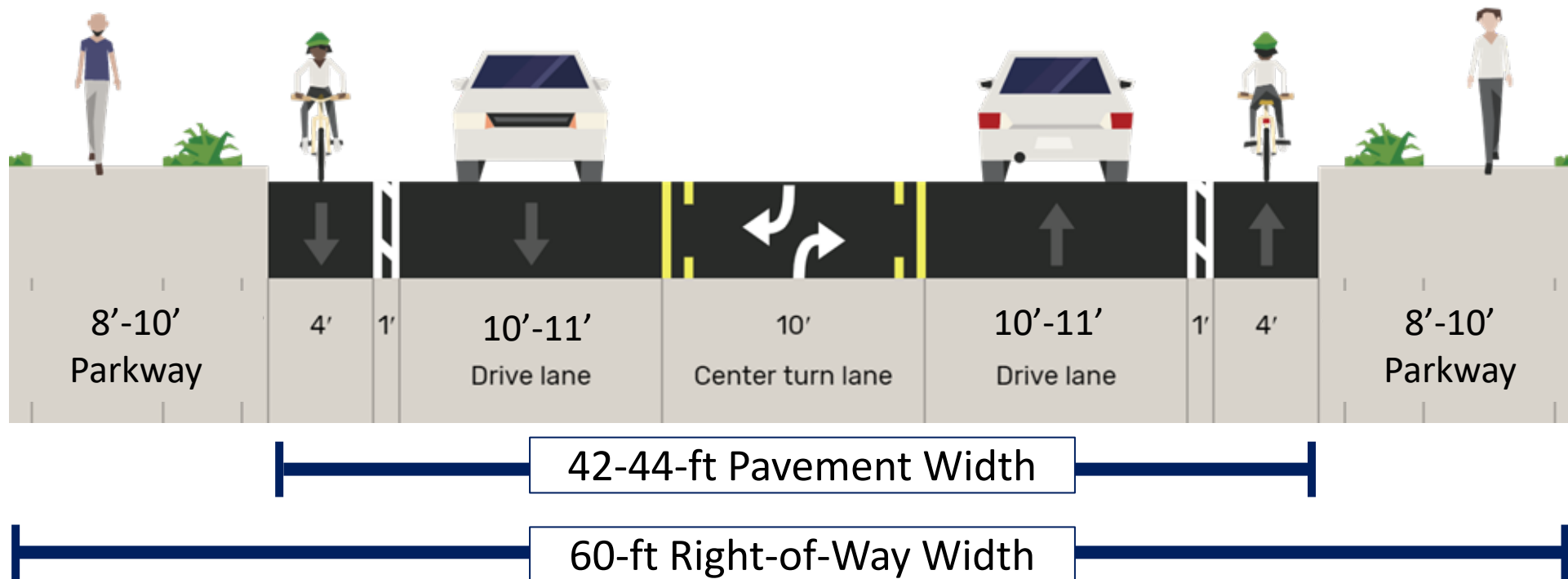


Figure 6. Major-Street Left-Turn Sight Distance for Four-Lane Undivided Roadway and Three-Lane Cross Section (Adapted from Welch, 1999)



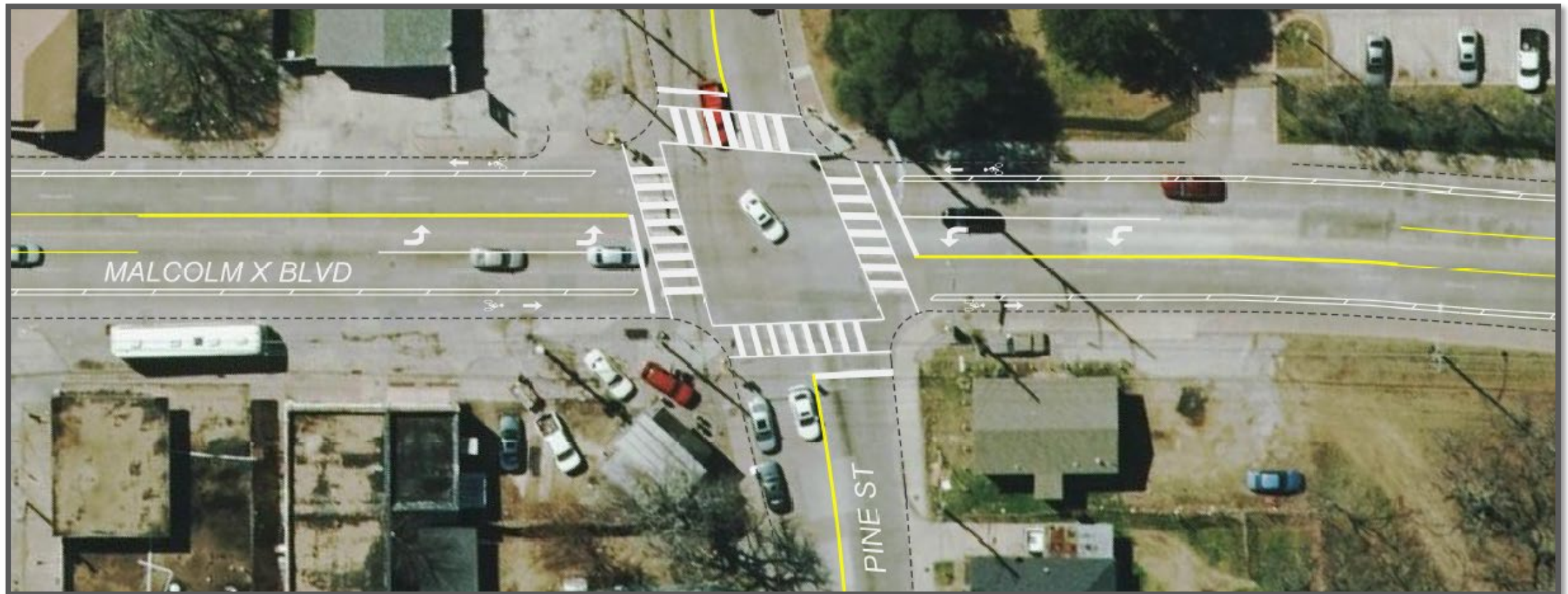
Proposed Operations



Proposed Operations



Proposed Operations at Intersections
(Ex: Malcolm X at Pine)



Proposed Operations



Proposed Operations Between Intersections
(Ex: Malcolm X at Hickman)



Other Needed Enhancements



- Upgrade signals at Malcolm X and Pine
- Sidewalk reconstruction to meet ADA and current City standards
 - Estimated cost unknown, will need to be studied
- Replace inlet/stormwater drains, to make level for bicyclists
 - Approximately 36 inlets



Prior Meeting Input



- May 10, 2022:
 - Councilmember Adam Bazaldua hosted community meeting at the Village Bridge Center
 - 4 residents attended and it was streamed on his website
 - Comments included:
 - Concern about businesses losing on-street parking
 - Would like additional parking opportunities evaluated
 - Loading locations
 - Concern about sidewalks and ramps



Your Input



- What do you like about Malcolm X?
- What other improvements would you like to see made to Malcolm X?
- Do you support the proposed roadway operation change?



Next Steps



- Collect Community Feedback
- Community Input + Cost Estimates + Engineering Judgement
--> Recommended Improvements and Conceptual Design
- Determine best way to accommodate bicyclists
- Determine funding source
 - Once funding has been determined
 - Hold Public Meeting to begin the Thoroughfare Plan Amendment Process
 - Amend the Thoroughfare Plan (approximately 6 months)
 - Design & Construction



Contact Information



- District 7 Council Member Adam Bazaldua
 - Council Assistant
Ryan.Davis@DallasCityHall.com (214) 670-4689
 - Council Liaison
Natalie.Nieves-Guerr@DallasCityHall.com (214) 671-5390
- Department of Transportation
 - District Engineer
Dorion.Hasty@Dallas.gov (214) 670-4038
 - Thoroughfare Plan Sr. Planner
Kimberly.Smith@Dallas.gov (214) 304-2085

