

Malcolm X Blvd Traffic Calming and Complete Streets Project 2022 Community Meeting Summary

May 10, 2022, District 7 Councilmember Adam Bazaldua hosted a community meeting at the Village Bridge Center (2111 S. Second Avenue, Dallas, Texas 75210). This meeting intended to discuss traffic calming options for Malcolm X. There were four residents that attended, and the meeting was streamed on the Councilmember's website. The community was concerned about businesses losing on-street parking and loading locations for businesses, they would also like to see additional parking opportunities evaluated, and they stated they have concerns about sidewalk and ramps. The community asked for a follow-up meeting to ensure more of the community is invited.

June 9, 2022, this was the second community meeting hosted by District 7 Councilmember Bazaldua, held at Park South YMCA (2500 Romine Avenue, Dallas, Texas 75215). This meeting had 17 residents in attendance. The City of Dallas Department of Transportation staff presented information regarding the operation and proposed safety improvements to Malcolm X Boulevard. The main purpose of this meeting was to determine the interest of the community to the proposed changes.

The presentation included information regarding existing conditions.

1. Existing land use, data came from 2021 Dallas Central Appraisal District Land-Use. There were 2,475 parcels investigated and the majority of those were single family (2,037), with 267 parcels being labeled as commercial.
2. Existing roadway operations, Malcolm X currently operates as a four-lane roadway with two-lanes northbound and two-lanes southbound, in 60 feet of right-of-way; without a center-turn lane.
 - a. Images of the roadway were presented to illustrate that the operation and existing conditions were consistent through the corridor being studied.
 - b. The 2019 Texas Department of Transportation average traffic count on Malcolm X north of Elsie Faye Heggins was 9,043 vehicles per day. A four-lane roadway without a center-turn can handle around 10,000 to 20,000 vehicles per day.
 - i. It has been studied that four-lane roadways with a daily volume of less than 17,500 vehicles per day are good candidates for three-lane roadways; in this case it would be one-lane northbound, one-lane southbound, and a center-turn lane. This three-lane option has been studied to be able to handle an average of 18,300 vehicles per day (Gates et.al).
3. Malcolm X is on the High Injury Network, defined in the City of Dallas Vision Zero Action Plan. The City of Dallas High Injury Network is a compilation of roadways that have the most fatal or severe motor vehicle, pedestrian, or bicycle crashes. This network shows the seven percent (7%) of the City streets on which 62 percent of severe crashes occur.
 - a. There were 384 total reported crashes between 2015 and 2019; with 14 crashes involved pedestrians (six were classed severe); six crashes involved bicyclist (three were classed severe); and there were seven severe crashes where only motor vehicles were involved. The average for streets on the Vision Zero High Injury Network is eight crashes per mile and there were over 13 crashes per mile on Malcolm X.

4. Malcolm X is also on the 2011 City of Dallas Bike Plan as a future bicycle route. This route was also adopted in the 2021 Strategic Mobility Plan (Connect Dallas) as a top scoring bicycle facility in southeast Dallas.
5. Malcolm X is a high bus ridership corridor for DART with buses that have a 15-minute headway during midday hours and with an average of 219 weekday boardings at Malcolm X and Peabody Avenue.
6. Malcolm X is also on the 2021 City of Dallas Sidewalk Master Plan with some stretches of sidewalk having high or medium-high priority classification and improvements already completed as part of this Plan in early 2022.
7. Malcolm X has two signalized intersections that are planned to be rebuilt in 2023: 1) Malcolm X and Elsie Faye Heggins; 2) Malcolm X and Pennsylvania.
 - a. There is not currently funding for Pine, MLK, or Al Lipscomb.

Next, the 'Proposed Operations' were presented. It was explained that some of the benefits of converting a four-lane roadway to a three-lane roadway (one-lane northbound, one-lane southbound, and a center-turn lane) is that this configuration can reduce crashes by 19 to 47 percent; reduces speeding; has minimal impacts on roadway capacity and congestion; increases comfort for pedestrians; and creates space for bike lanes or pedestrian refuge islands. A pedestrian refuge island helps eliminate the potential for the center-turn lane to be used as an acceleration lane by some motorists. Three-lanes also reduces the number of potential conflict points and improves visibility for drivers. The presentation showed several illustrations of cross-section options.

The following are notes of the community input session.

- People didn't love the Better Block pop-up park.
- Some of the sidewalks are right up to the buildings, leaving no space for additional sidewalks.
- Someone thought that traffic on Malcolm X has increased since 2019, so new traffic counts could be needed. Traffic counts need to consider SM Wright traffic and new homes being built; especially the development coming near Al Lipscomb.
- What is happening with bridge over I-30?
- It seems like left-turns would be harder if you did a 4-lane to 3-lane road diet.
- It doesn't make sense how 3-lanes would not increase congestion.
- Malcolm X is a speedway. There needs to be a signal at Malcolm X and Metropolitan.
 - City Staff: Has a service request been put in the 311 system for us to study Metropolitan? We need to get it in the queue to study. We can then consider it for the 2024 bond.
- Comment about 311: it's always a reactive situation rather than being proactive. People don't know how to submit 311 requests or where to go to request something. One resident may not know what another resident is submitting. We have to constantly keep submitting 311 requests. The engineers don't get back to you. They just say you need a petition, but that makes no sense.
 - CM Bazaldua: We are currently working with DDOT on re-evaluating the data and doing a traffic study.
- I don't see anyone biking. (When staff mentioned scooters, bringing them back and wanting to keep them off the sidewalks, residents seemed to be more open to bike lanes.)
- Why not put bikes along SM Wright? There is a lot of room over there.
- What about lighting – is there a plan to improve it? Lighting needs to be included in the project!

- City Staff: What do you like about Malcolm X?
 - I like the lanes the way they are. When buses are stopped, the other lane makes it easier for the buses to go around.
 - I like 4 lanes. I do think it needs some upgrades—lighting. It's one of our main thoroughfares over here.
 - From Pine to Pennsylvania is where the speeding is. It's such a long stretch and there aren't many businesses there.
- Do you support the proposal? (Raise hands)
 - Yes: 2
 - No: 7
- Since 2011 we've had 4 different Councilmembers (so plans don't seem to hold a lot of water with neighbors).
- Bicycles are supposed to be over on Bexar Street not on Malcolm X.
- The proposal needs to include sidewalks!
- We, the neighbors, need to sit down with the Councilman and go over these possibilities. SM Wright was supposed to have a bike trail; and they were struck out and we did not receive notice.
- City Staff: If you don't like the road diet proposal, help us brainstorm what would be done to meaningfully improve safety, because it's a significant issue.
 - People were very appreciative of this request.
- This neighborhood isn't resistance to change; it's frustrated at the delay of action! There have been meetings like this before, things were promised but were not implemented and the community was not informed of the changes. So, this neighborhood doesn't feel heard.
- Ensure to include the Fair traffic, during peak State Fair Park times, especially weekends with football games.
- When is the next meeting going to be? Where is it going to be? The entire community needs to be notified. You should be coming to the community and speaking to everyone to find out what is needed and what needs to be done. You need to come up with a way to meet with more people.
 - City Staff: We don't know. But if you provided your contact information on the sign-in sheet, you will be notified.