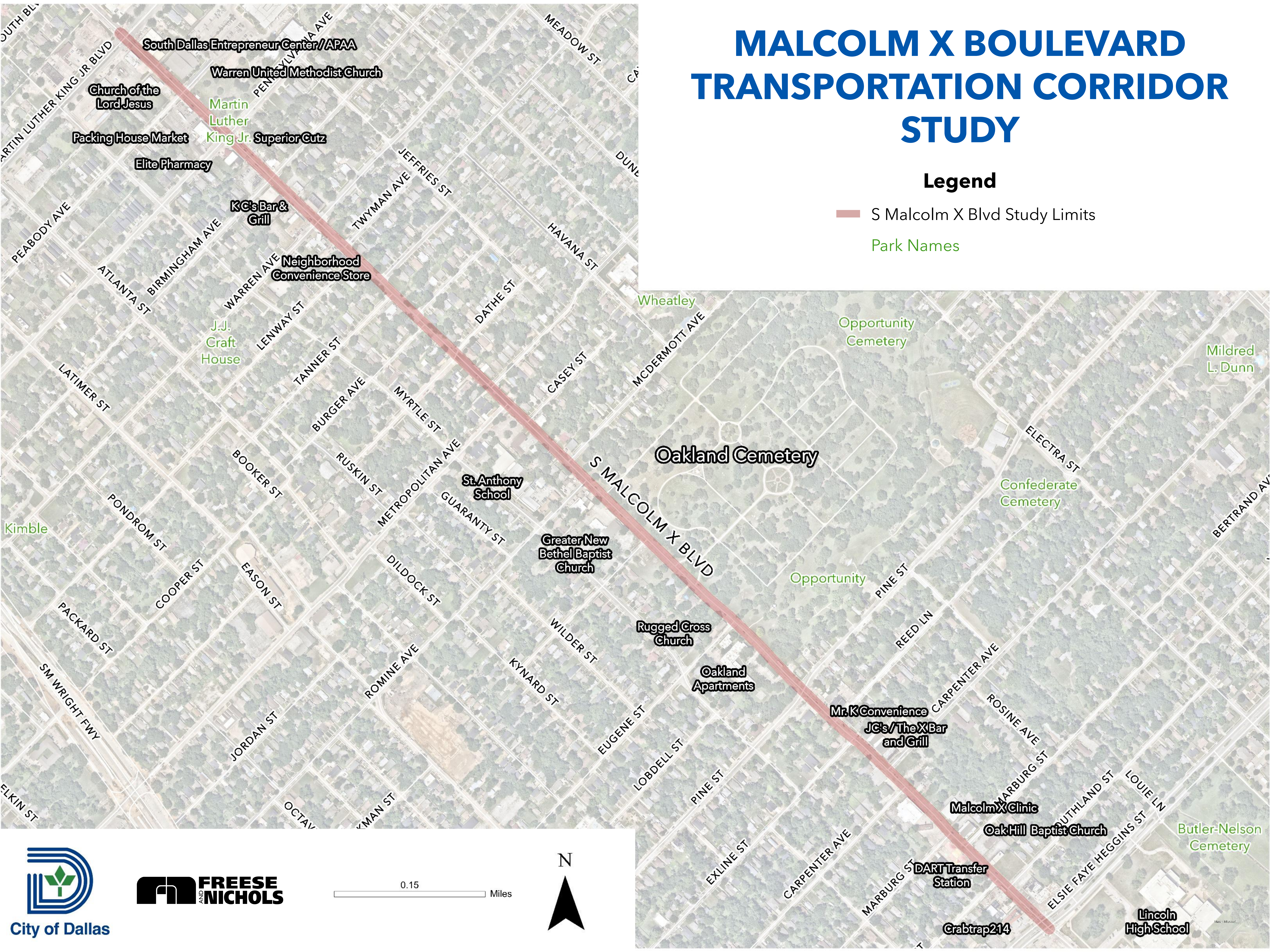


MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

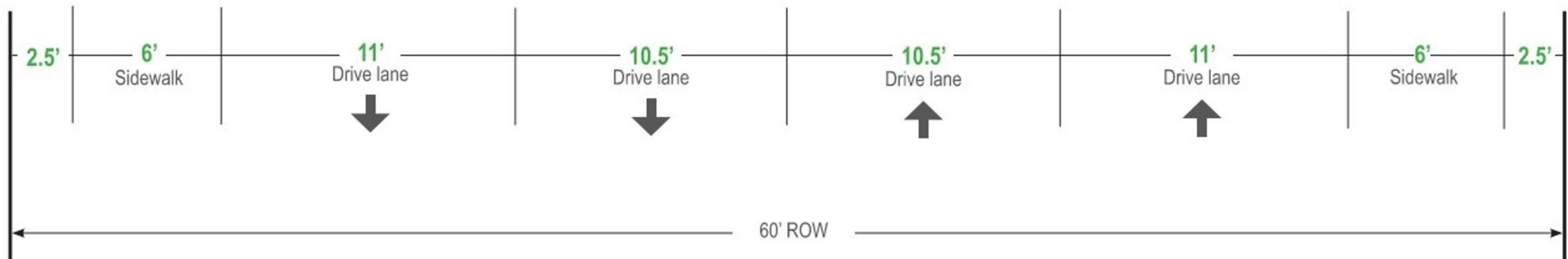
Legend

- S Malcolm X Blvd Study Limits
- Park Names



MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

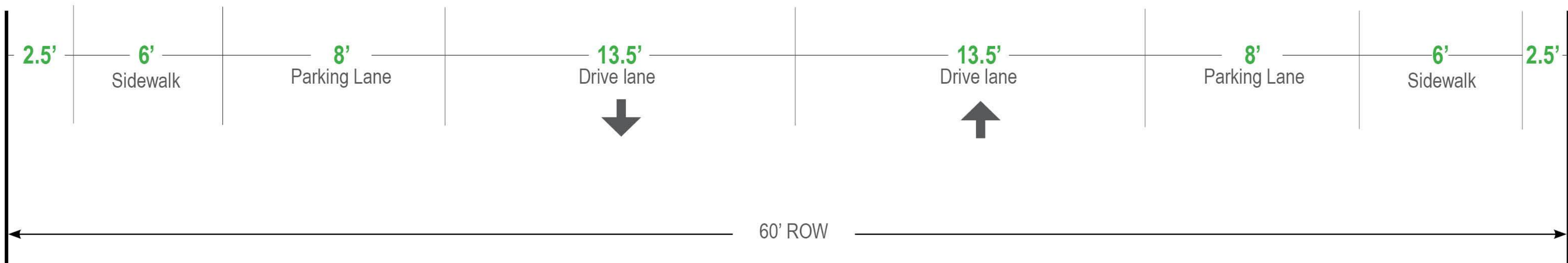
Existing Roadway Configuration



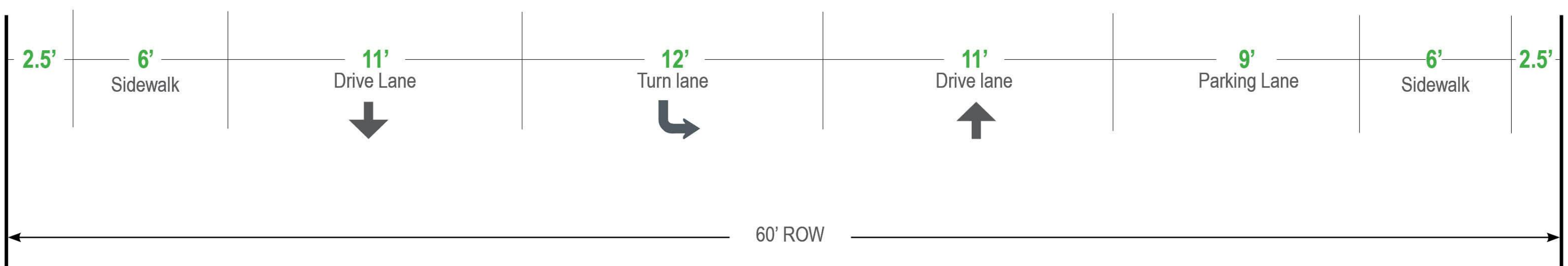
MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

Alternative #1: Lane Reduction to Two Lanes with Parking

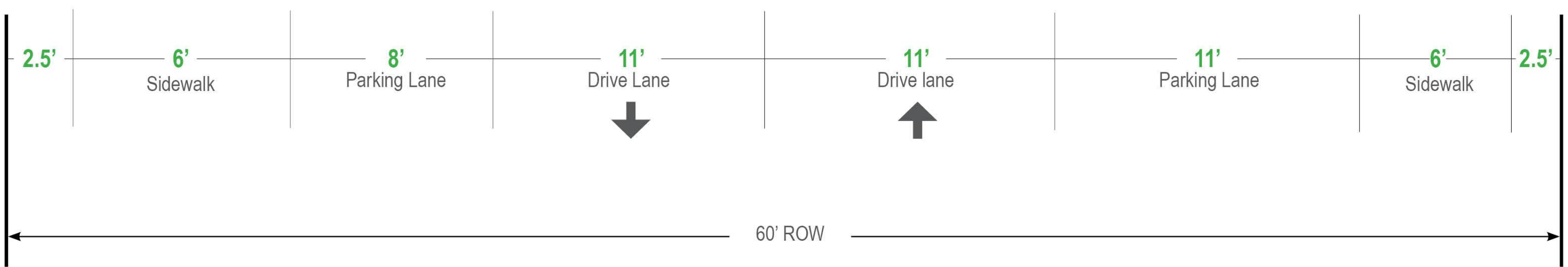
Typical Configuration



At Intersections



With Bus Pullover



MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

Alternative #2: Lane Reduction to Add Buffered Bike Lanes

Typical Configuration



With Parking



At Intersections



With Bus Pullover



MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

Alternative #3: Lane Reduction to Add Shared-Use Path(s)

3A: Raised Bike Lanes and Wide Sidewalks

Typical Configuration



With Parking



At Intersections

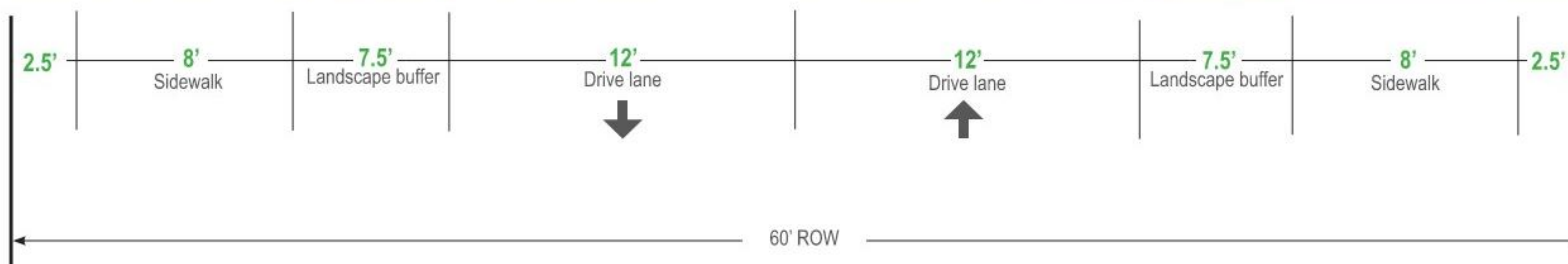


MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

Alternative #3: Lane Reduction to Add Shared-Use Path(s)

3B: 8-Foot Shared-Use Paths on Both Sides

Typical Configuration



With Parking



At Intersections



With Bus Pullover

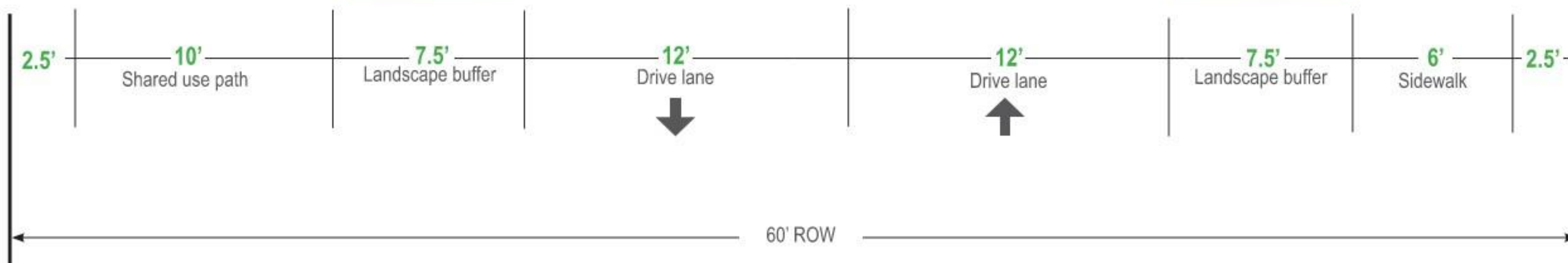


MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

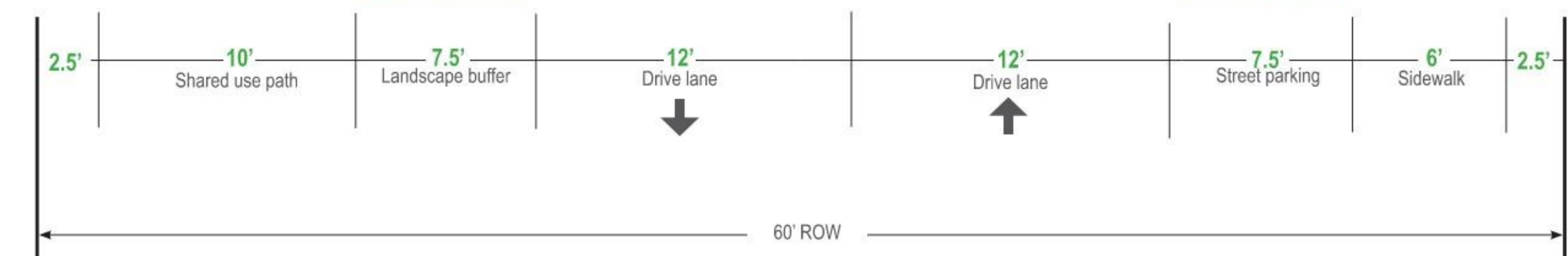
Alternative #3: Lane Reduction to Add Shared-Use Path(s)

3C: 10-Foot Shared-Use Path on One Side

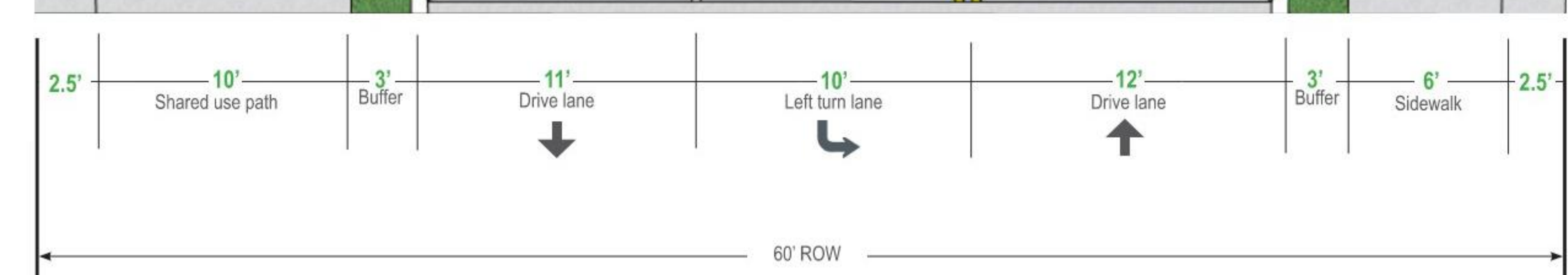
Typical Configuration



With Parking



At Intersections



MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

Alternative #3 Comparison

Typical Configuration

At Intersections

With Parking or Bus Pullover

3A
Raised Bike Lanes and Wide Sidewalks



3B
8-Foot Shared-Use Path on Both Sides



3C
10-Foot Shared-Use Path on One Side



MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

Which option would you prefer?

Place a dot in the box of your favorite alternative.

Existing Configuration

4 Lanes



Alternative #1

2 Lanes with Parking



Alternative #2

2 Lanes with Buffered Bike Lanes



Alternative #3A

2 Lanes with Raised Bike Lanes and Wide Sidewalks



Alternative #3B

2 Lanes with 8-Foot Shared-Use Path on Both Sides

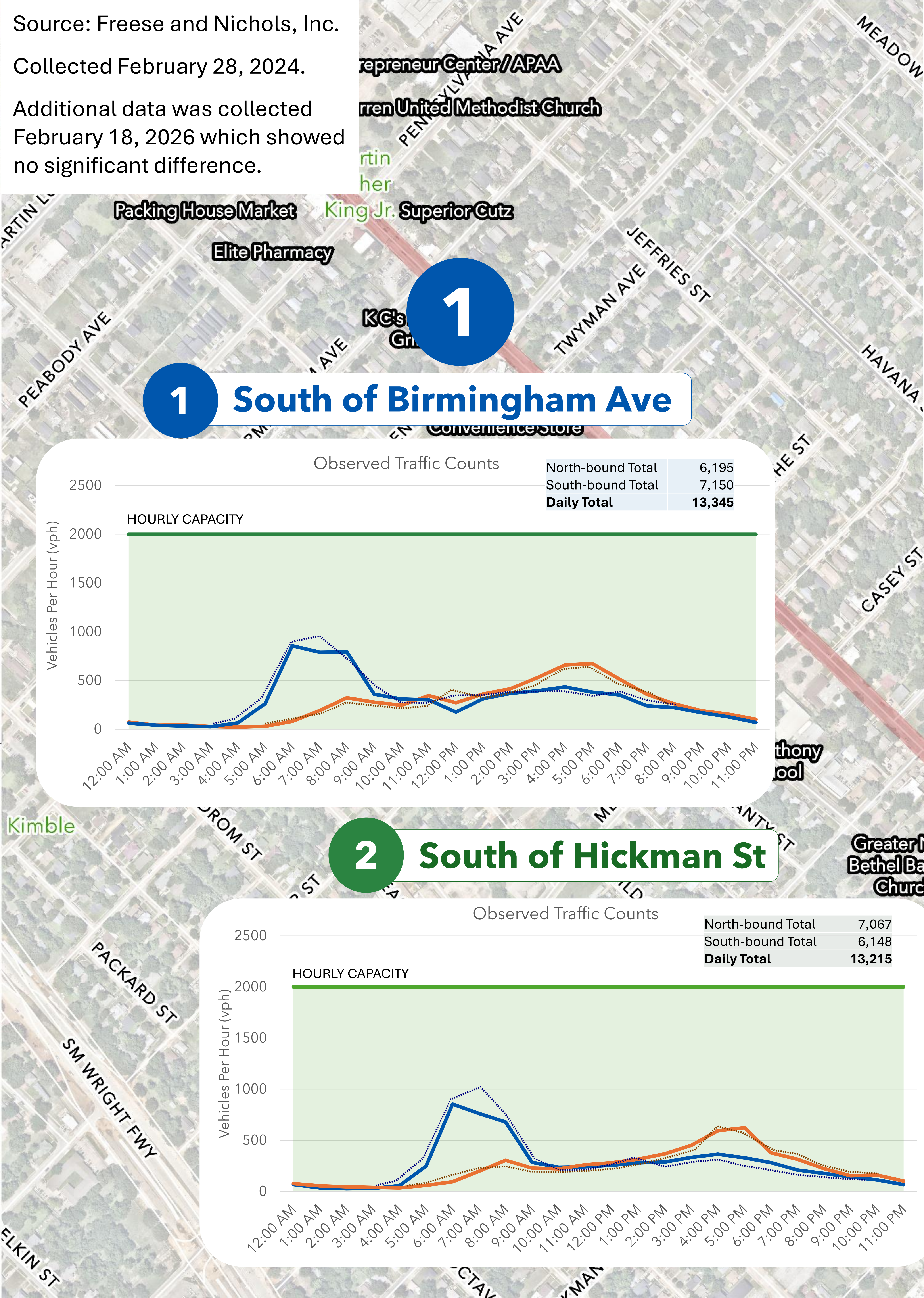


Alternative #3C

2 Lanes with 10-Foot Shared-Use Path on One Side



Source: Freese and Nichols, Inc.
Collected February 28, 2024.
Additional data was collected February 18, 2026 which showed no significant difference.



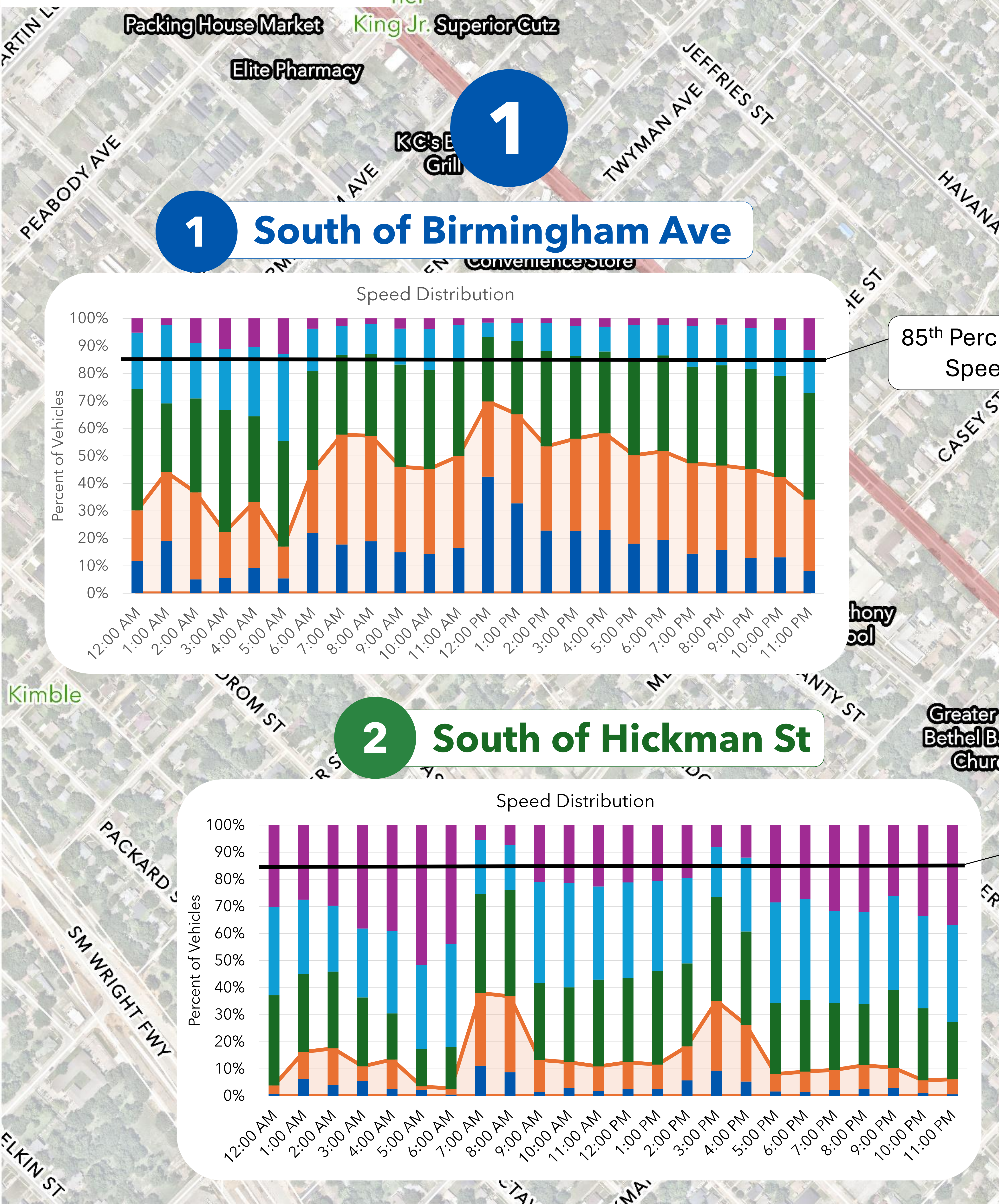
Legend

- North-bound Lanes
Hourly Total, 2024
- South-bound Lanes
Hourly Total, 2024
- Updated Counts, 2026
- Hourly Capacity
- S Malcolm X Blvd Study Limits

MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

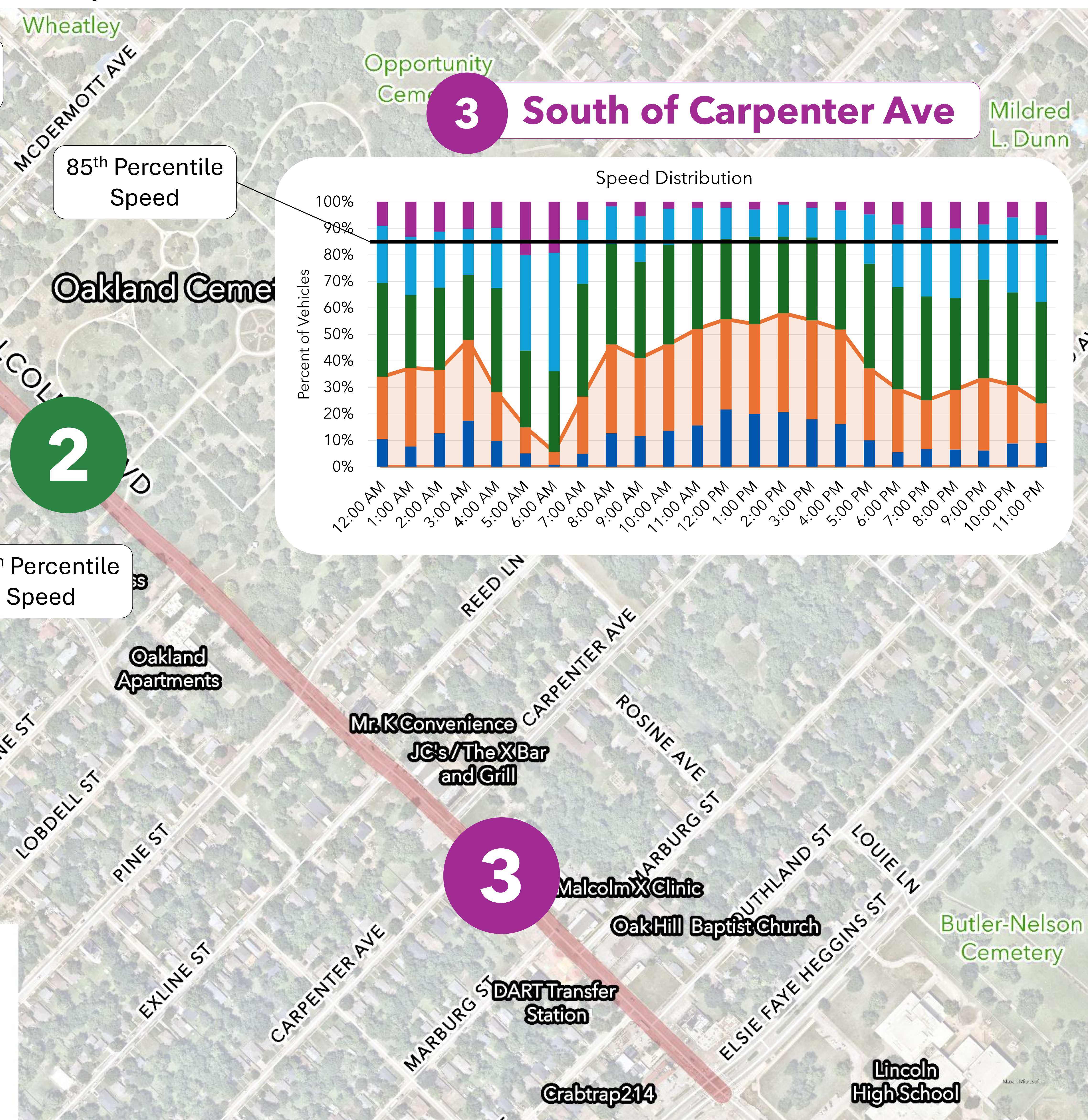
Traffic Volumes

Additional data was collected February 18, 2026 which showed no significant difference.



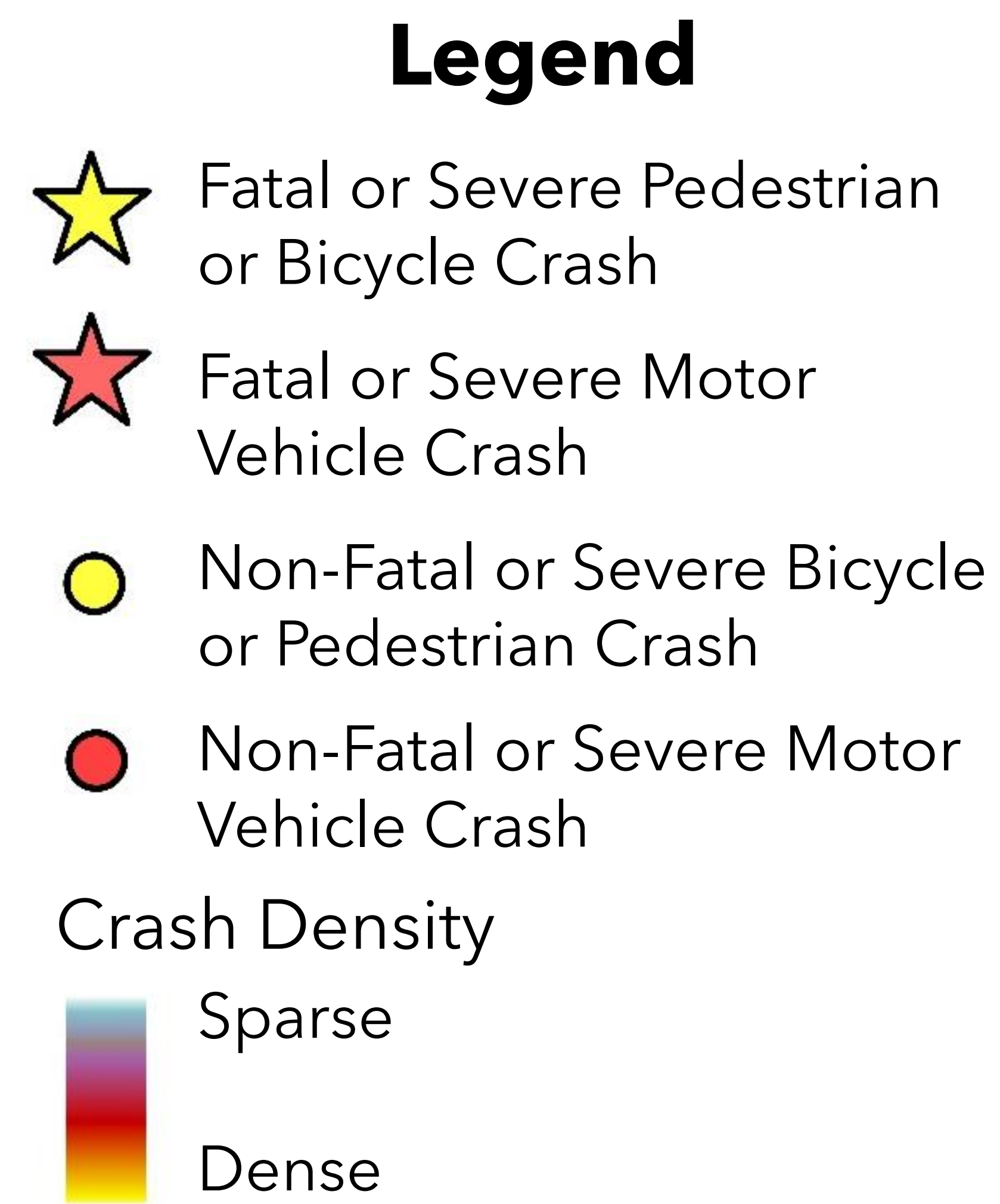
MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

Observed Traffic Speeds

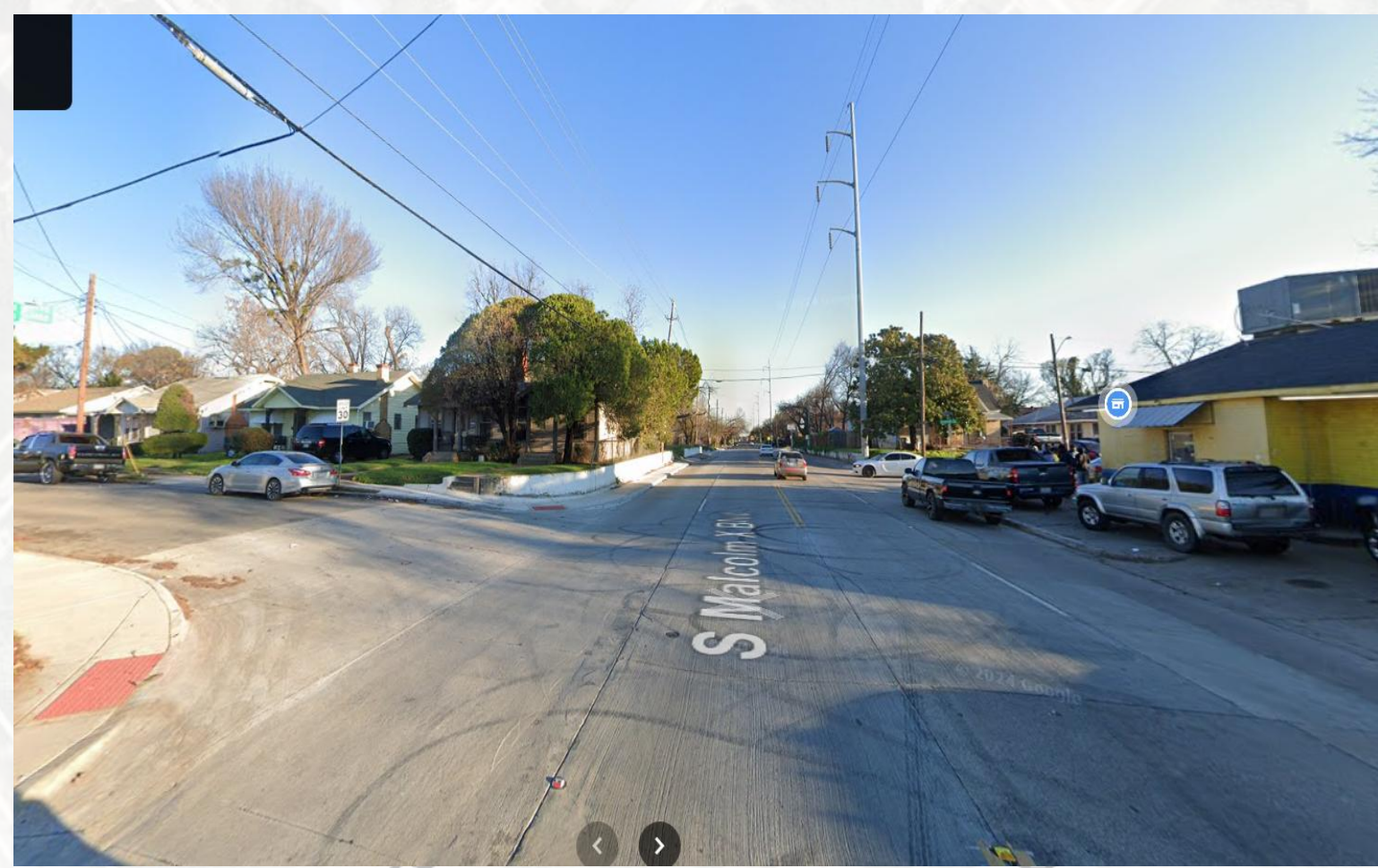


MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

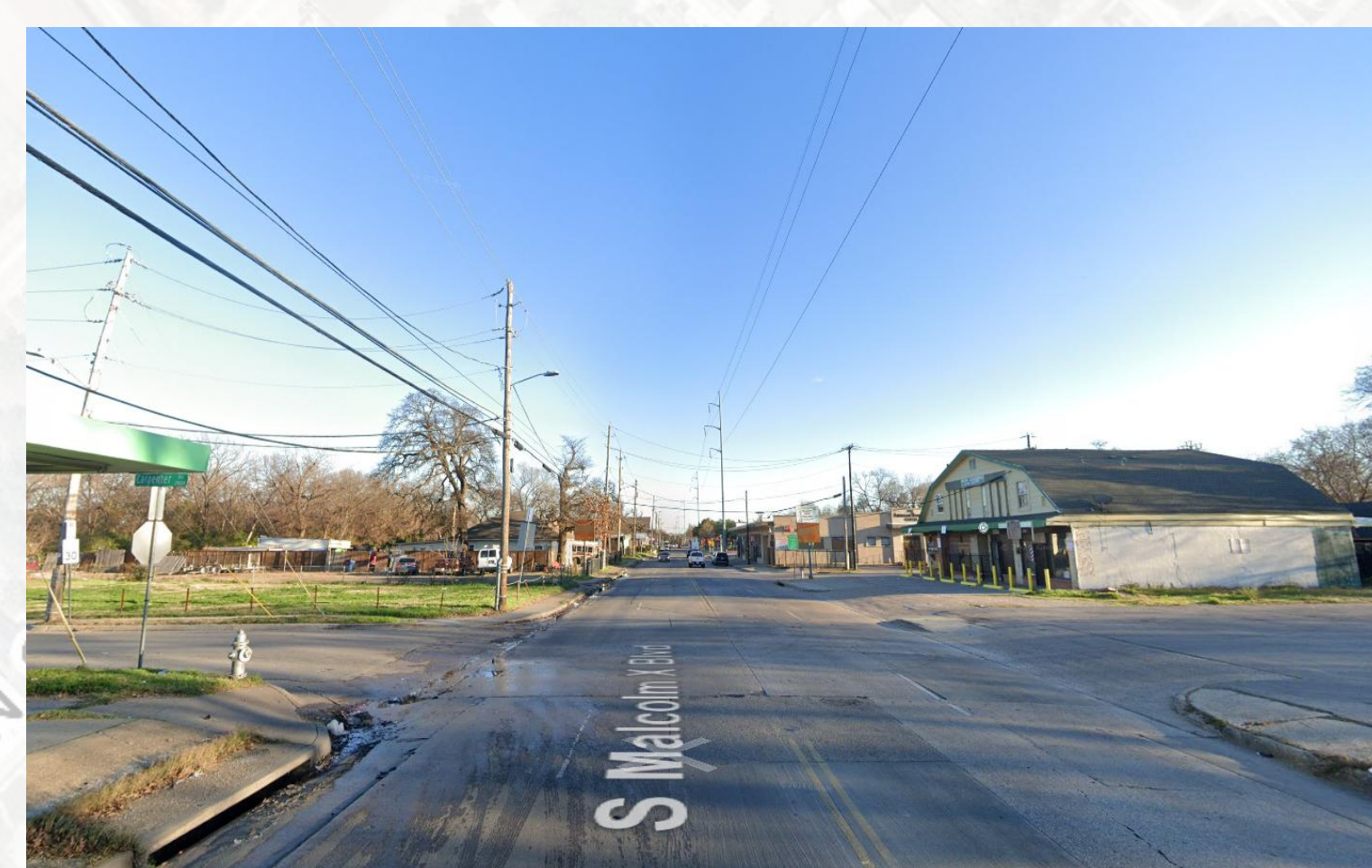
Crashes
2019-2023



**Warren Ave to
Lenway St**



Malcolm X Blvd @ Carpenter Ave



**Malcolm X Blvd
@ Elsie Faye Heggins St**

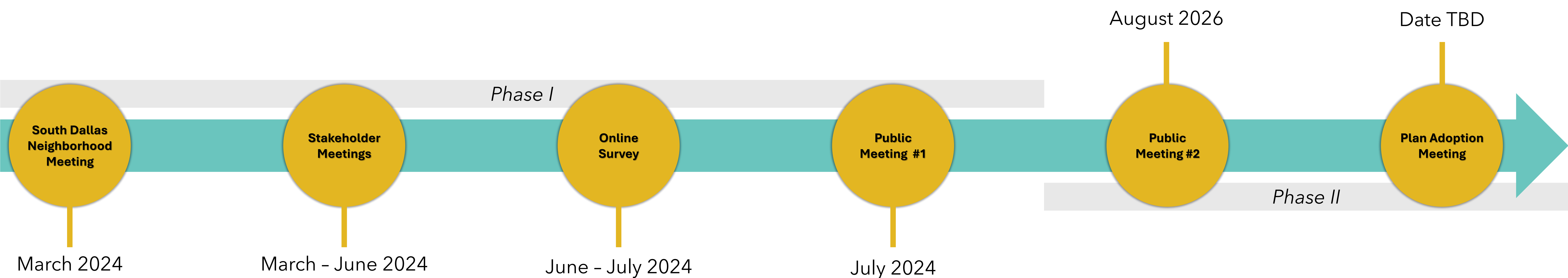


Source: TxDOT Crash Records Information System



MALCOLM X BOULEVARD TRANSPORTATION CORRIDOR STUDY

Public Engagement Summary



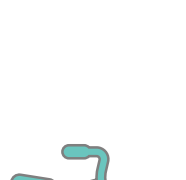
Public Involvement

At the first open house meeting, input received from the public focused primarily on the community's desire to:

-  Add additional **traffic signals** (especially at the intersection of S. Malcolm X and Metropolitan Avenue)
-  Establish **bicycle facilities** in the project area
-  Address current issues with **parking, bus stop locations, and speeding**

Stakeholder Involvement

The S. Malcolm X Corridor project team conducted a robust stakeholder engagement to understand how the corridor is used today, what concerns and opportunities are important to the community. Stakeholders engaged as part of the study included:

-  Community organizations and neighborhood representatives
-  Residents and residential community representatives
-  Business owners, tenants, and business organizations
-  Schools and school district representatives
-  Churches, community-serving institutions, and local destinations
-  Biking and transit representatives
-  City departments and public agency representatives
-  Elected and appointed officials

Key Survey Findings

The survey was open to the public from June 12 to July 25, 2024 and received 17 responses.

