01: Capacity

**Description:**
This project is intended to lessen traffic congestion while accommodating population growth. To meet this goal, travel lanes are narrowed and added. These actions cause the displacement of residents, homes, businesses; increased pollution and noise; and other quality of life impacts.

**We Heard:**

Why are no general purpose lanes being added? The current four general purpose lanes are already full capacity.

**Also Addresses:**

Instead of wasting money to accommodate and subsidize the lifestyle choices of people who choose to live a ridiculous distance from Downtown, TxDOT should focus on projects that increase transportation capacity for the right-of-ways that they already own.

**Property**

**Flooding**

**Connections**

The capacity increases a fair balance between traffic needs and the reality that cities will always have a base level of congestion with thriving activity.

**TxDOT Proposal**

Adds 4 managed/transit lanes from Downtown to Beltway 8, and adds mainlanes in some places. It follows design standards with some exceptions; this also reduces the number of on-ramps and off-ramps.

**PROS**
- Additional capacity in key segments of mainlines
- Reliable 2-way, all-day transit service
- Increased safety for everyone using the freeway
- Less right of way required than TxDOT option

**CONS**
- No added mainline capacity
- Longer distances to access freeway where ramps are removed
- Significant right-of-way acquisition
- Significant displacement of residents and business

**Alternative 01.1 - Four Managed/Transit Lanes Only**

Adds 4 managed/transit lanes from Downtown to Beltway 8, but keeps the current number of mainlanes the same. It follows design standards with some exceptions; this also reduces the number of on-ramps and off-ramps.

**PROS**
- Reliable 2-way, all-day transit service
- Increased safety for everyone using the freeway
- Less right of way required than TxDOT option

**CONS**
- Does not meet TxDOT project goals
- No added capacity for carpools
- No added mainline capacity
- Longer distances to access freeway where ramps are removed
- Some displacement of residents and business

**Alternative 01.2 - Two Managed/Transit Lanes Only**

Adds 2 managed/transit lanes from Downtown to Beltway 8, but reduces the current number of mainlanes. The speed limit is reduced, allowing smaller lanes and shoulders and keeping on- and off-ramps, while meeting design standards.

**PROS**
- Reliable 2-way, all-day transit service
- Increased safety for everyone using the freeway
- No right-of-way acquisition
- No displacement of residents and business

**CONS**
- Does not meet TxDOT project goals
- No added capacity for carpools
- Reduced mainline capacity

**Alternative 01.3 - Fit in Existing Right-of-way**

The Environmental Impacts Statement analysis a "no-build" option. In reality, pavement and bridges have to be repaired, as they wear out. If that is done without rebuilding the freeway, the result does not meet design standards.

**PROS**
- Keeps current access to freeway
- No right-of-way acquisition
- No displacement of residents and business

**CONS**
- Does not meet TxDOT project goals
- Does not meet reliability 2-way, all-day transit service (METRONEXT)
- Does not meet reliability 2-way, all-day transit (METRONEXT)

**Alternative 01.4 - Minimal Maintenance Only**

**PROS**
- Keeps current access to freeway
- No right-of-way acquisition
- No displacement of residents and business

**CONS**
- Does not meet TxDOT project goals
- Does not allow reliable 2-way, all-day transit service

This alternative estimates the possibility of all other design alternatives and improvements. It does not improve flooding, neighborhood connectivity, mass transit or other important elements, but the option is one of all other improvement options.

**Give us your input.**

Put your #1 sticker on the alternative you prefer.

**TxDOT Proposal**

11%

**Alternative 01.1 - Four Managed/Transit Lanes Only**

8%

**Alternative 01.2 - Two Managed/Transit Lanes Only**

9%

**Alternative 01.3 - Fit in Existing Right-of-way**

62%

**Alternative 01.4 - Minimal Maintenance Only**

10%