

01: Capacity

Capacidad

Description:

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

Also Addresses:

Property

Flooding

Connections

We Heard:

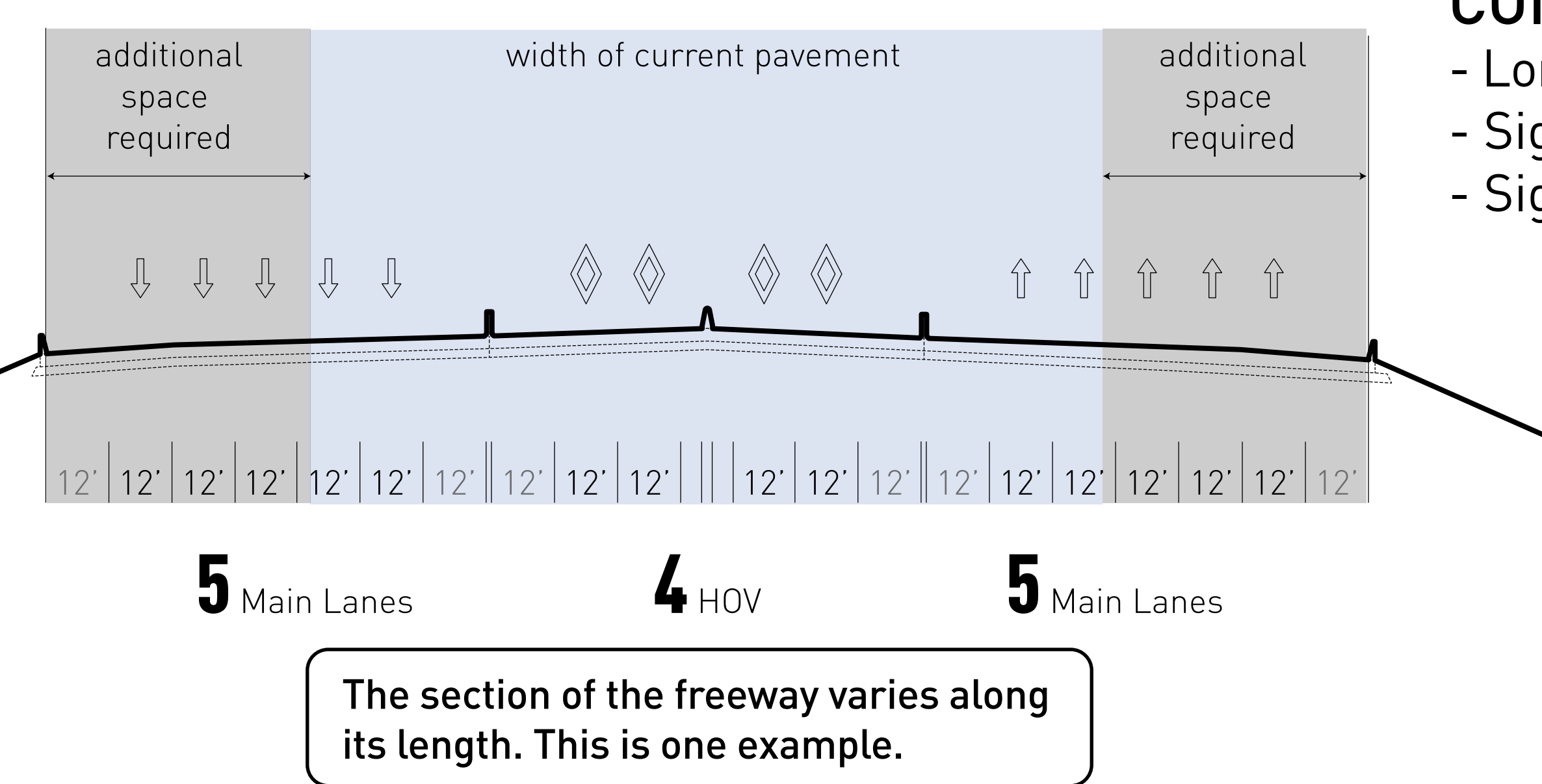
Why are no general purpose lanes being added? The current four general purpose lanes are already full capacity.

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.

The capacity increases strike 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
- Added capacity for carpools and other managed lane users
- Increased safety for everyone using the freeway

CONS

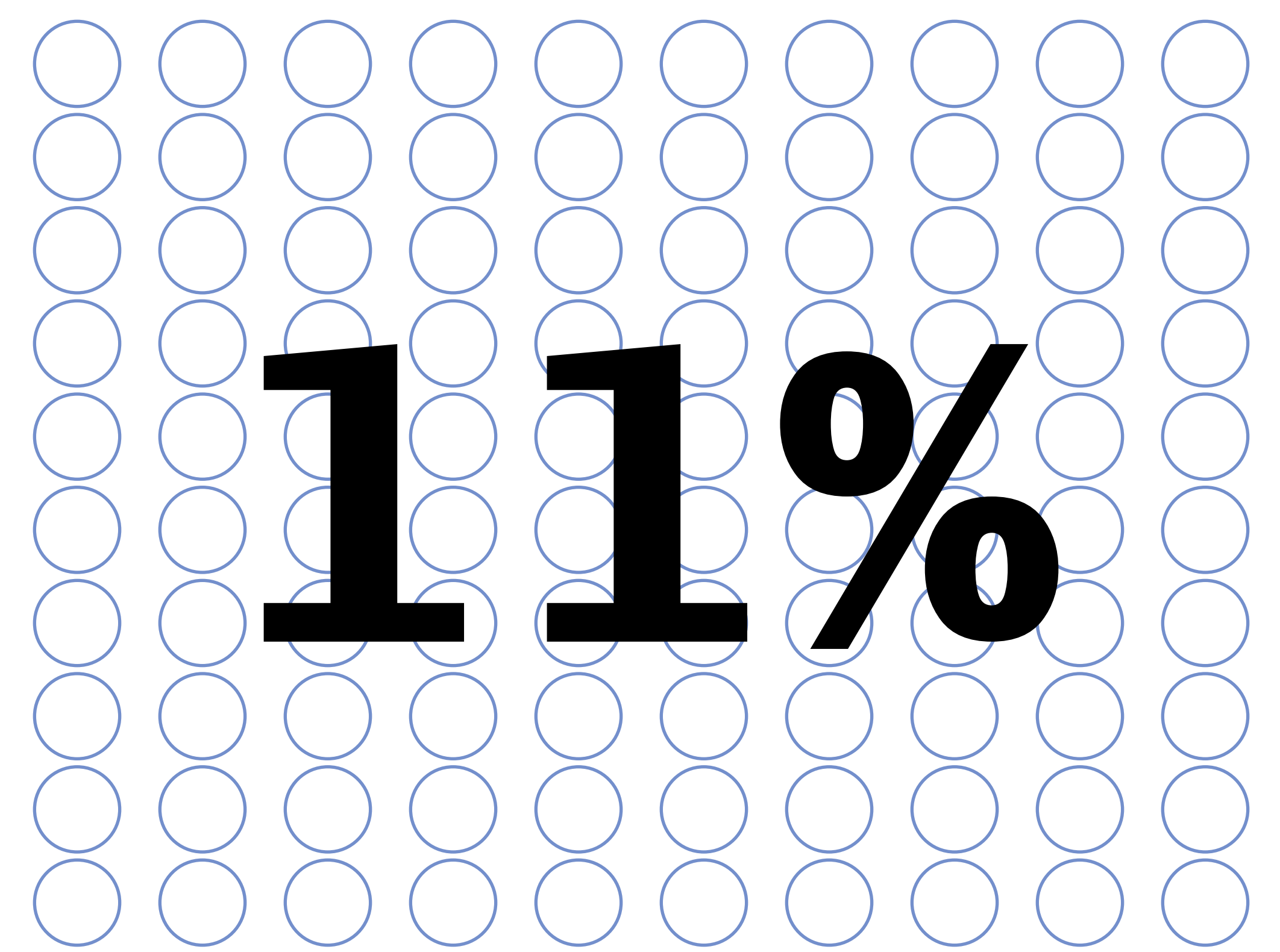
- Longer distances to access freeway where ramps are removed
- Significant right-of-way acquisition
- Significant displacement of residents and business

TxDOT's proposal meets TxDOT's project goals.

Give us your input.

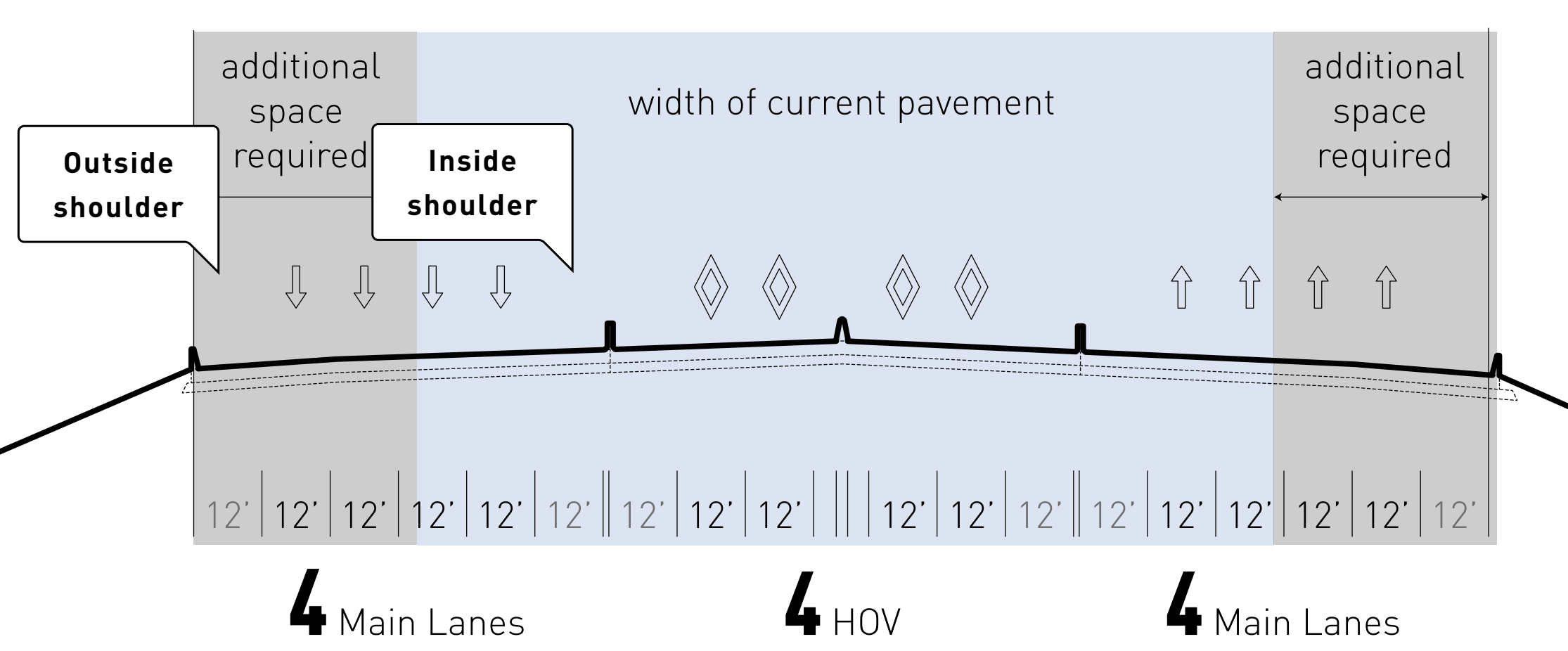
Put your #01 sticker on the alternative you prefer.

TxDOT Proposal



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

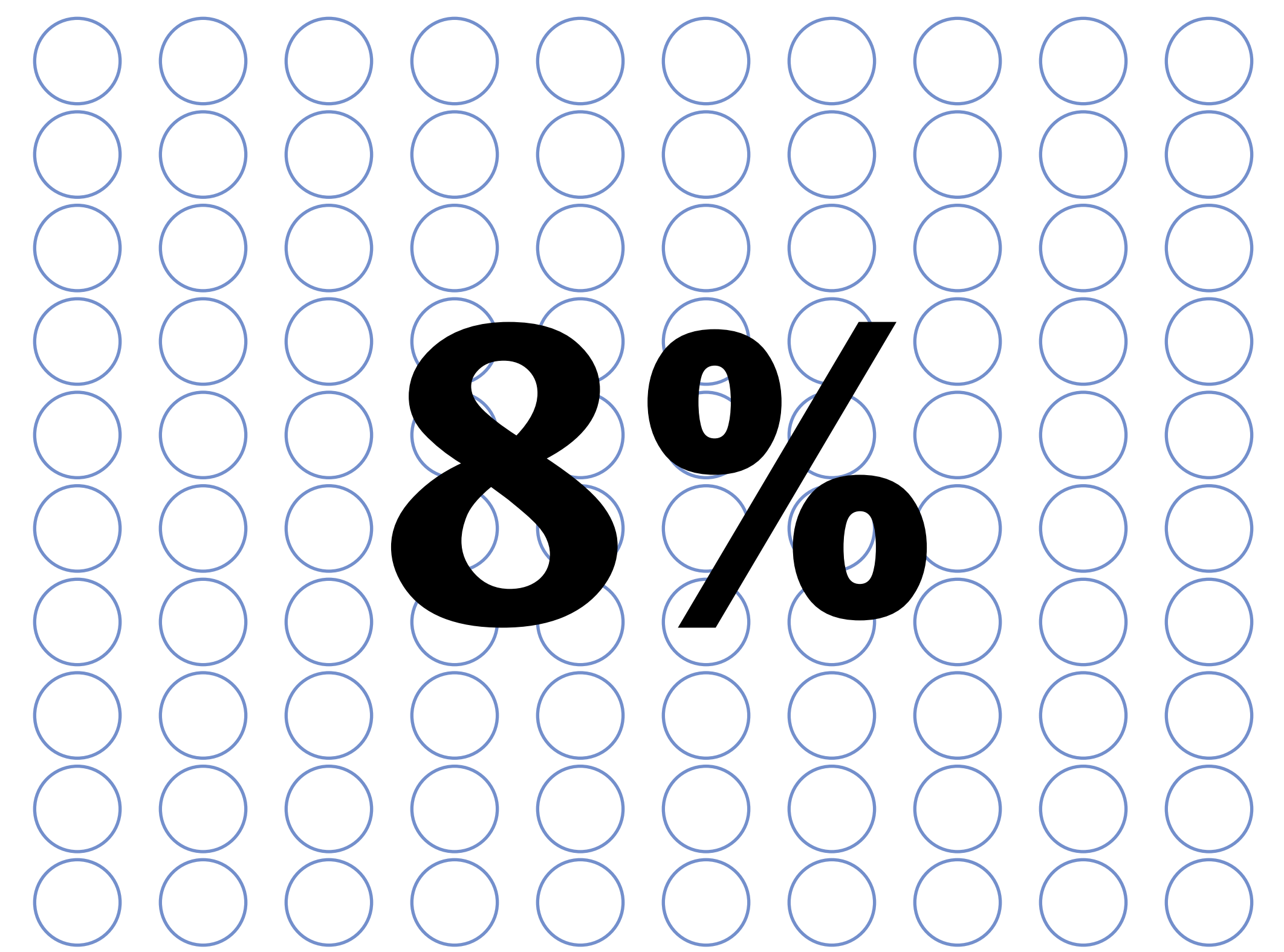
- Reliable 2-way, all-day transit service
- Added capacity for carpools and other managed lane users
- Increased safety for everyone using the freeway
- Less right of way required than TxDOT option

CONS

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

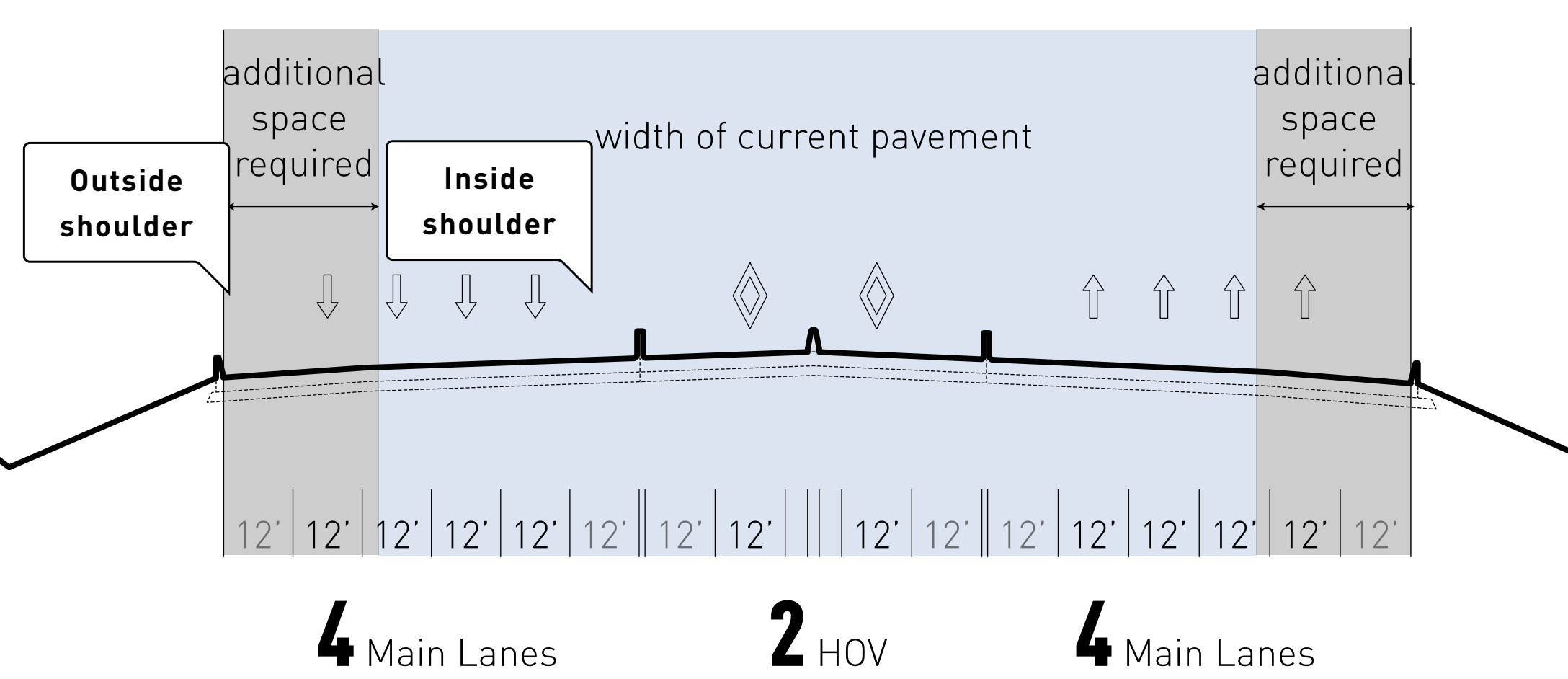
This alternative reduces the amount of housing and business displacement and keeps four lanes of two-way, all-day managed/transit lanes to reduce traffic congestion.

Alternative 01.1 - Four Managed/Transit Lanes Only



Alternative 01.2 - Two Managed/Transit Lanes Only

Adds 2 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

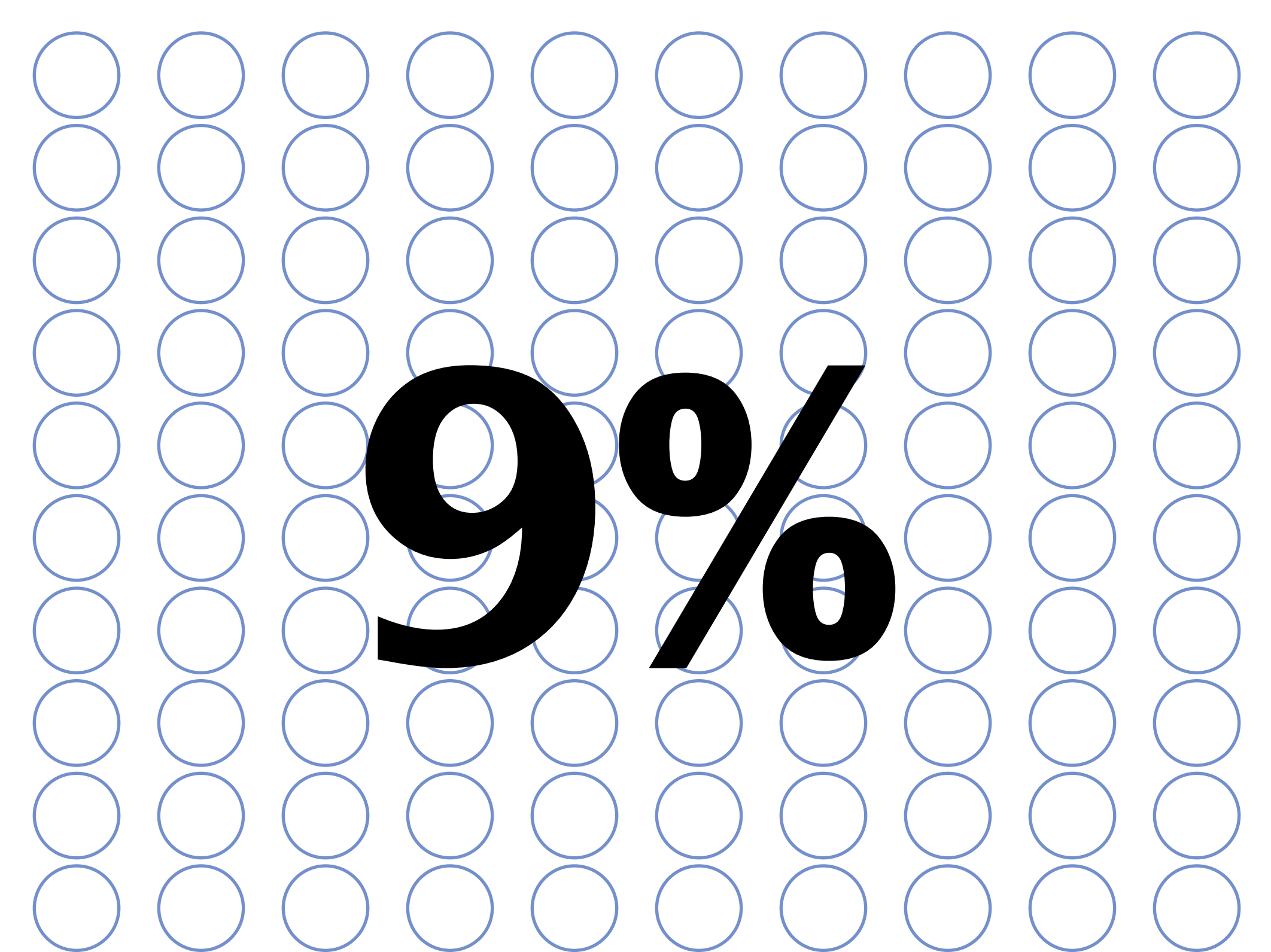
- Reliable 2-way, all-day transit service
- Increased safety for everyone using the freeway
- Less right of way required than TxDOT option or option #1

CONS

- Does not meet TxDOT project goals
- No added capacity for carpools
- No added mainlane capacity
- Longer distances to access freeway where ramps are removed
- Some right-of way-acquisition
- Some displacement of residents and business

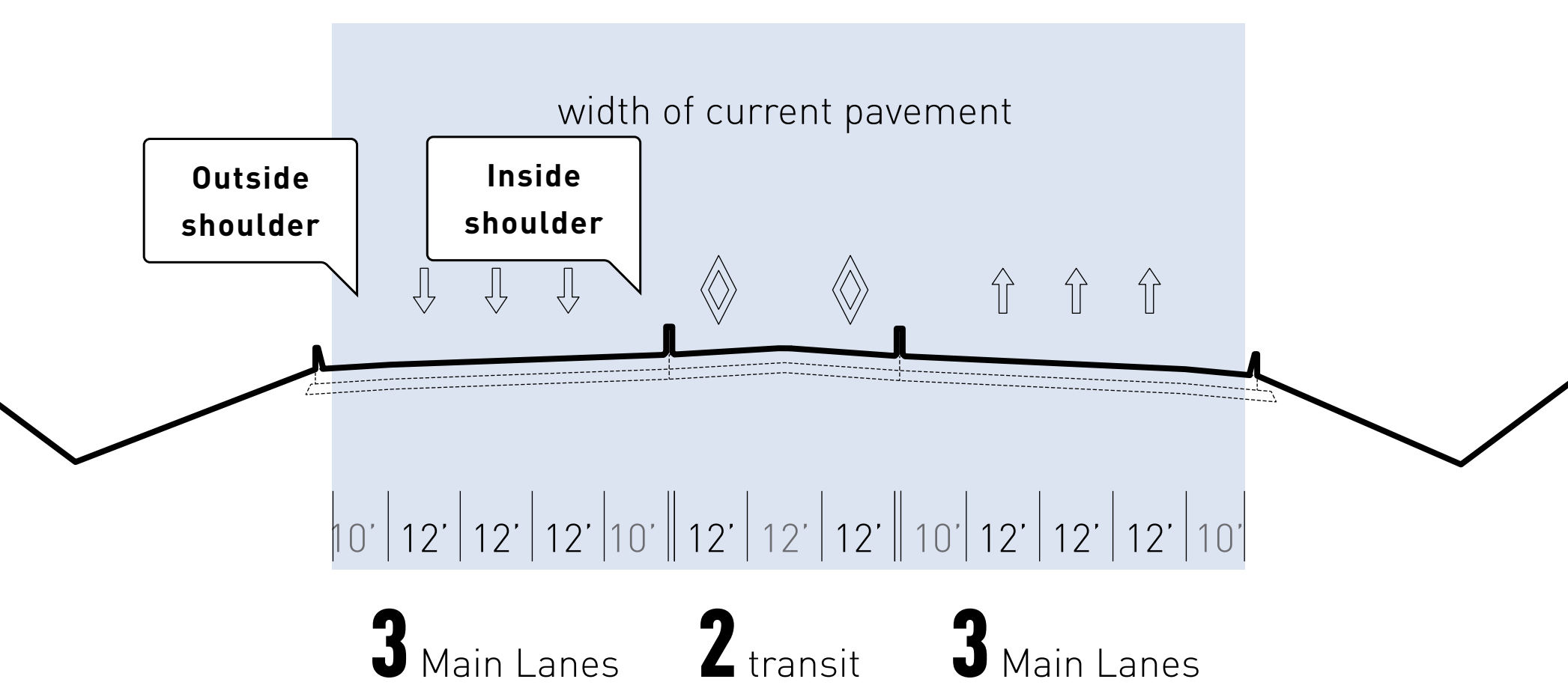
This alternative further reduces the amount of housing and business displacement, but only allows for two lanes of two-way, all-day managed/transit lanes.

Alternative 01.2 - Two Managed/Transit Lanes Only



Alternative 01.3 - Fit in Existing Right-of-way

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

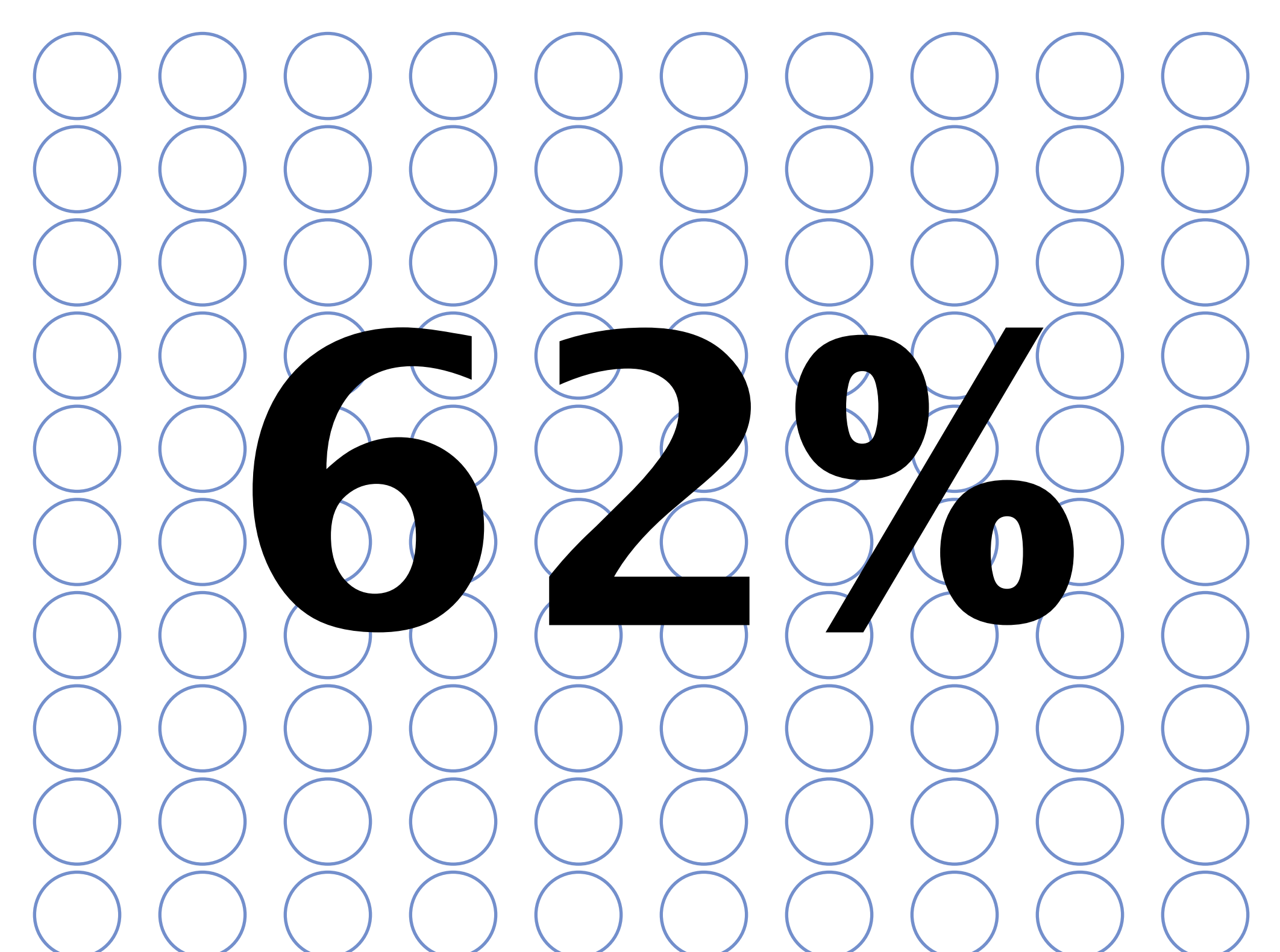
- Reliable 2-way, all-day transit service
- Increased safety for everyone using the freeway
- Keeps current access to freeway
- No right-of-way acquisition
- No displacement of residents and business

CONS

- Does not meet TxDOT project goals
- No added capacity for carpools
- Reduced mainlane capacity

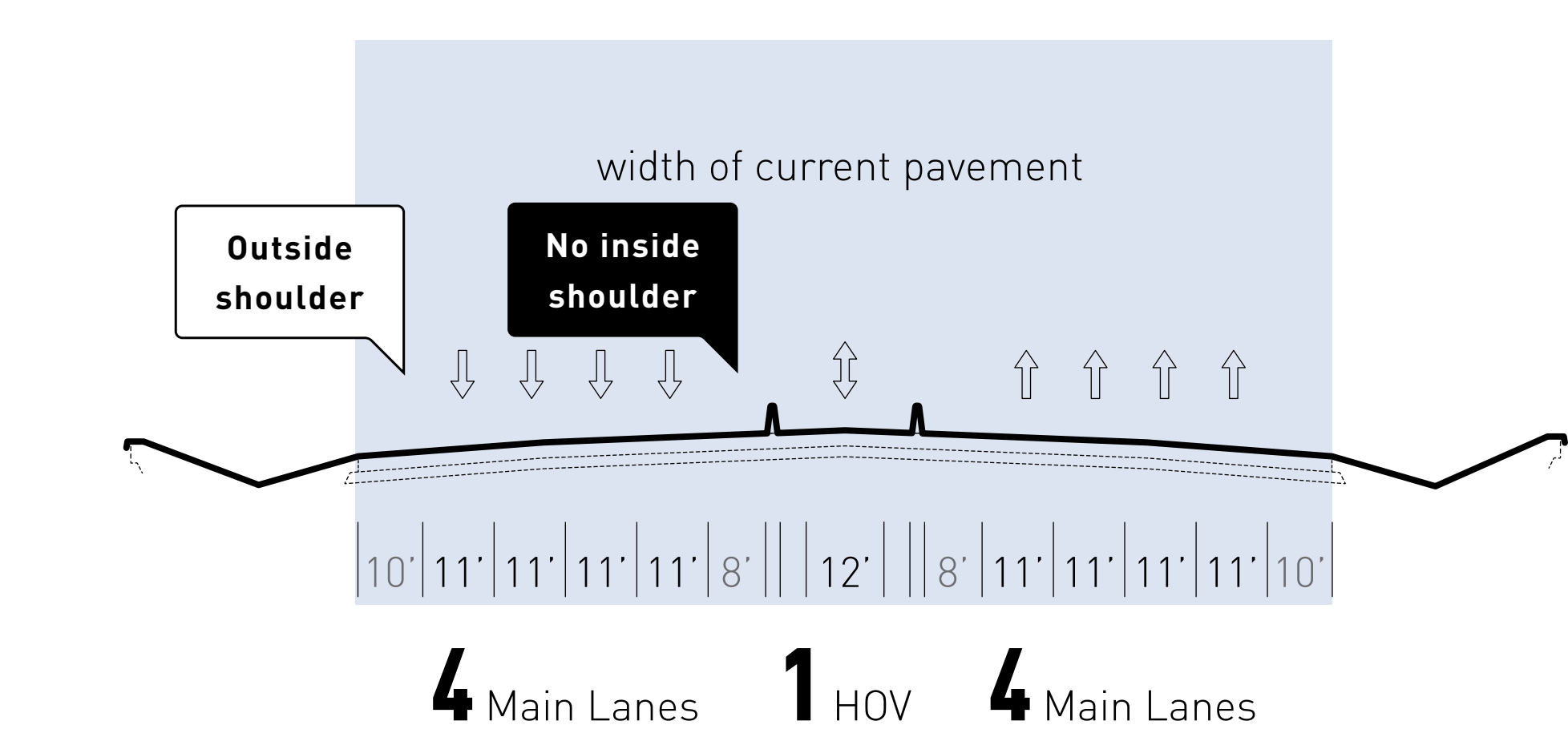
With this alternative, traffic management measures could be used to reduce through traffic on I-45. Electronic signs with real-time info could encourage drivers to use the Hardy Toll Road or I-610 when those will be quicker. Tolls on the Hardy Toll Road could be reduced or eliminated to make better use of that capacity.

Alternative 01.3 - Fit in Existing Right of Way



Alternative 01.4 - Minimal Maintenance Only

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 project goals
- Does not allow reliable 2-way, all-day transit service (METRONext)
- Does not meet project goals
- Does not allow 2-way, all day transit (MetroNEXT)
- Unable to alleviate flooding
- Cannot add park space
- Crash rates and accidents will likely rise
- Congestion and travel times increase

This alternative eliminates the possibility of all other design alternatives and improvements. It does not improve flooding, neighborhood connectivity, mass transit or other important elements. Selecting this option negates all other improvement options.

Alternative 01.4 - Minimal Maintenance Only

