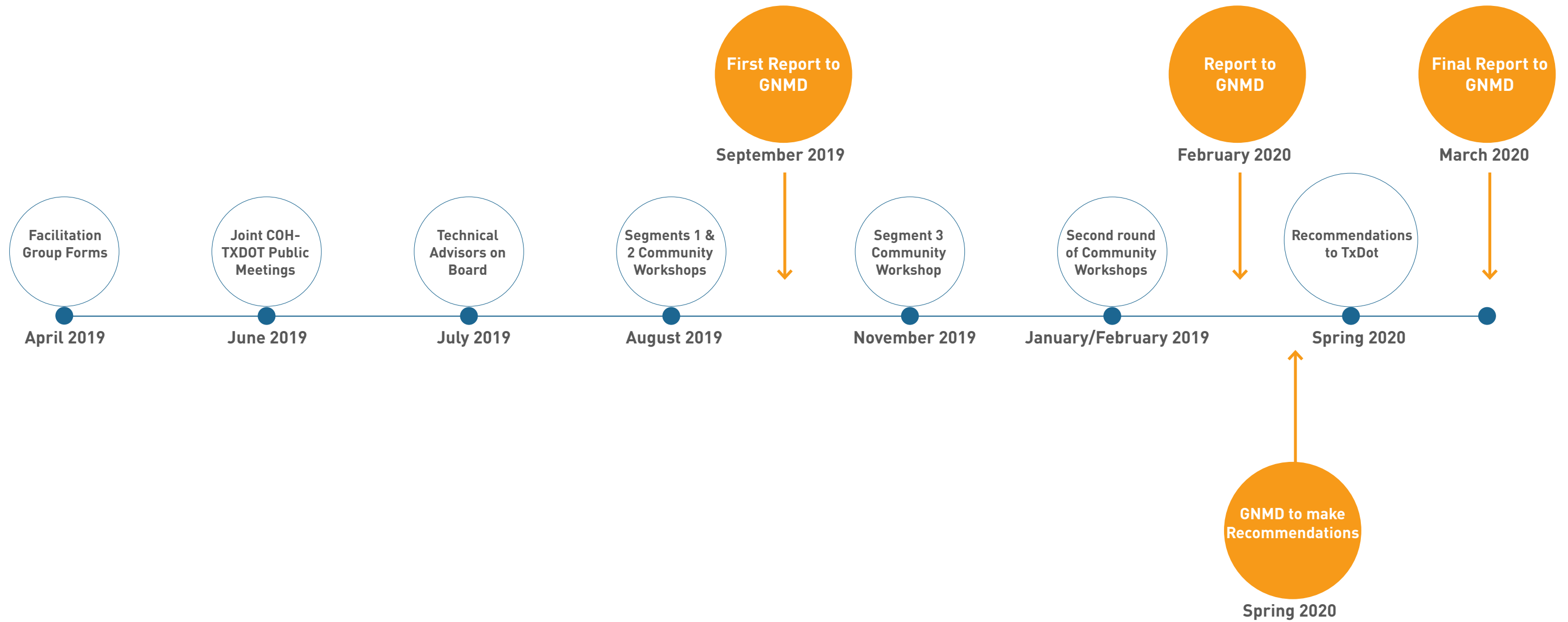




Greater Northside Management District I-45 Expansion Project

cdrc

City of Houston Process and Timeline



A public meeting or community engagement session where several people are gathered around large informational displays. The displays feature transit maps, diagrams, and text. One woman in the foreground is pointing at a map on a display. Other people are visible in the background, some looking at the displays and others talking. The overall scene is brightly lit, possibly from large windows or overhead lights.

WHAT WE HEARD

PRELIMINARY INPUT

Alt #	Title	TxDOT					Total	TxDOT				
		Proposal	Option 1	Option 2	Option 3	Option 4		Proposal	Option 1	Option 2	Option 3	Option 4
Traffic												
1	Capacity	16	15	16	194	18	259	6%	6%	6%	75%	7%
2	Managed/Transit Lane Counts	13	7	18	80	115	233	6%	3%	8%	34%	49%
3	Managed Lane Operations	27	36	118	24		205	13%	18%	58%	12%	
4	BRT Alternatives	4	15	72	105		196	2%	8%	37%	54%	
5	BRT at Greenspoint	4	152	9			165	2%	92%	5%		
6	BRT Station at North Main	10	89	96			195	5%	46%	49%		
7	BRT Station at Crosstimbers	9	51	12	96		168	5%	30%	7%	57%	
8	BRT Station at Tidwell	7	149				156	4%	96%			
9	Transit Center at North Shepherd/Little York	0	48	116			164	0%	29%	71%		
10	Katy Freeway HOV connection	6	86	74			166	4%	52%	45%		
11	Intersections and ped/bike crossings	15	185				200	8%	93%			
12	Frontage road cross section	9	34	179			222	4%	15%	81%		
13	Frontage road lane counts	18	192				210	9%	91%			
14	North Main ramp	22	163				185	12%	88%			
15	Ramps in NE corner of Downtown	10	154				164	6%	94%			
16	Ramps in SW corner of Downtown	29	27	45	59		160	18%	17%	28%	37%	
Flooding												
17	Halls Bayou Greenway	7	201				208	3%	97%			
18	Little White Oak Bayou Greenway	6	225				231	3%	97%			
Property												
20	Narrowed lanes and shoulders	31	180				211	15%	85%			
21	Narrowed ramps at 610	9	193				202	4%	96%			
22	Narrowed highway at White Oak Bayou	16	136				152	11%	89%			
23	Narrowed Trench in EaDo	35	17	143			195	18%	9%	73%		
24	Assistance for displaced residents	4	199				203	2%	98%			
25	Affordable Housing	2	190				192	1%	99%			
Connections												
26	Crosstimbers Complete Street	10	34	96	55		195	5%	17%	49%	28%	
27	Neighborhood Traffic Mitigation	16	184				200	8%	92%			
28	Independence Heights Frontage Roads	27	157				184	15%	85%			
29	North Main Pedestrian Connectivity and Parks	3	54	99	35		191	2%	28%	52%	18%	
30	North Street Connection	2	57	75			134	1%	43%	56%	18%	
31	Alternative Fifth Ward/Lyons Ave Connectivity	7	67	26	69		169	4%	40%	15%	41%	
32	San Jacinto Connections	15	163				178	8%	92%			
33	Rail Relocation	10	162				172	6%	94%			
35	Runnels Street Underpass	6	144				150	4%	96%			
36	Railroad Grade Separation at Navigation/Commerce	3	8	135			146	2%	5%	92%		
37	Polk Street Connection	5	68	41	39		153	3%	44%	27%	25%	

Intro	TxDOT						
	Increase Vehicular Capacity	Improve Access to Public Transit	Eliminate Crashes	Increase Resilience	Reconnect Communities	Benefit all Houstonians	Total
What do you want out of this project? Percentages	45 4%	367 30%	114 9%	236 19%	230 19%	235 19%	1227

PRIORITIZING GOALS FOR OUR CITY

Total Input
1,227

Increase Vehicular Capacity

Total Input
45
4%

Improve Access to Public Transit

Total Input
367
30%

Eliminate Crashes

Total Input
114
9%

Increase Resilience

Total Input
236
19%

Reconnect Communities

Total Input
230
19%

Benefit all Houstonians

Total Input
235
19%

TRAFFIC



PROS

- No interruption of freeway or local traffic.

CONS

- No access to the Bus Rapid Transit system except at Greenspoint, N Shepherd Drive, and Downtown.

Give us your input.
Put your #08 sticker on the alternative you prefer.

TxDOT Proposal

Alternative 08.1

Alternative 08.1 proposes a new Bus Rapid Transit station at Tidwell Road at the same elevation as the freeway. The Bus Rapid Transit would directly connect to a transit center at Tidwell for the proposed extension of the Red Line Light Rail. The Bus Rapid Transit station could be accessed directly from this station, or from either side of the freeway overpass.

PROS

- Improves access to the Bus Rapid Transit system for Independence Heights, Acres Home, and Northline residents.
- Does not interfere with frontage road traffic.
- Allows for pedestrian access from either side of Tidwell Road.
- Direct connection to the proposed Metro Red Line Light Rail station.
- Direct connection to the proposed METRO Tidwell Bus BOOST corridor, #45.

CONS

- Safe pedestrian access will need to be negotiated.

Alternative 08.1

TxDOT Proposal

The existing transit center remains the same. A new ramp connects it to the new managed lanes on the freeway.

PROS

- Reuses existing transit center.
- Ample parking at transit center.

CONS

- Indirect access to the station.



Give us your input.
Put your #08 sticker on the alternative you prefer.

TxDOT Proposal

Existing

The existing transit center is located in the center of the freeway. It is accessible from both sides of the freeway. The existing transit center is located in the center of the freeway. It is accessible from both sides of the freeway.



TxDOT Proposal - Express Lanes, No HOV Lane

TxDOT is proposing new 2-lane express lanes, which would be used for HOV 3+ vehicles. This would provide only about 20% of dedicated HOV lanes compared to the current 2-lane express lanes.

PROS

- HOV 3+ lanes would be open to all vehicles. Bus and carpools that use the current HOV lanes would still use those lanes and from time to time they could use the HOV 3+ lanes.

CONS

- HOV 3+ lanes would be open to all vehicles. Bus and carpools that use the current HOV lanes would still use those lanes and from time to time they could use the HOV 3+ lanes.



Express Lanes + Dedicated HOV Lane

Alternative 08.1 - Express Lanes + Dedicated HOV Lane

Alternative 08.1 - Express Lanes + Dedicated HOV Lane

Alternative 08.1 - Express Lanes + Dedicated HOV Lane

Alternative 08.1 - Express Lanes + Dedicated HOV Lane

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Alternative 08.1 - Express Lanes + Dedicated HOV Lane

Alternative 08.1 - Express Lanes + Dedicated HOV Lane

Alternative 08.1 - Express Lanes + Dedicated HOV Lane

01: Capacity

Total Input
259

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.

Key:



TxDOT Proposal

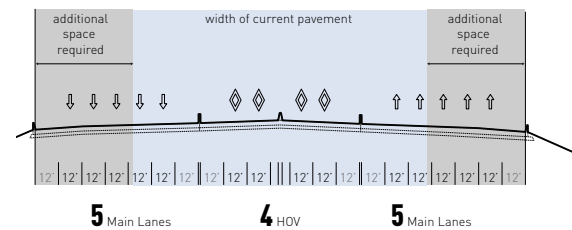
Total Input
16

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



Alternative 01.1 Four Managed/ Transit Lanes Only

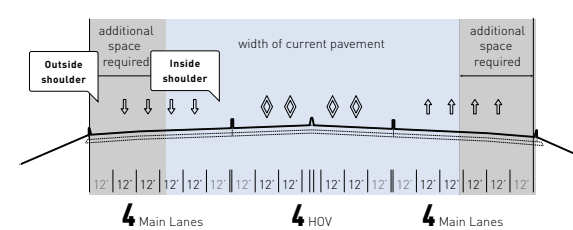
Total Input
15

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



Alternative 01.2 Two Managed/ Transit Lanes Only

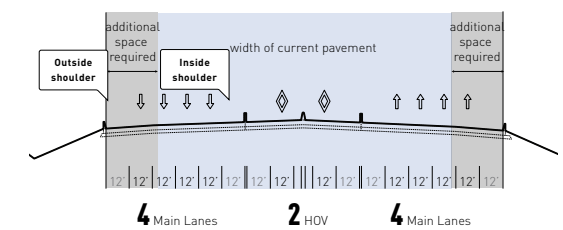
Total Input
16

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 main lane capacity
- Longer distances to access freeway where ramps are removed
- Some right-of-way-acquisition
- Some displacement of residents and business



Alternative 01.3 Fit in Existing Right-of-Way

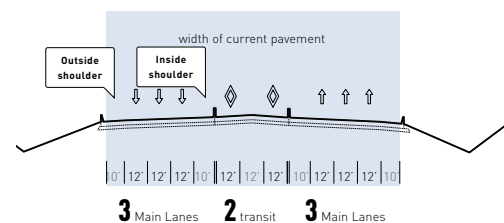
Total Input
194

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 main lane capacity



Alternative 01.4 Minimal Maintenance Only

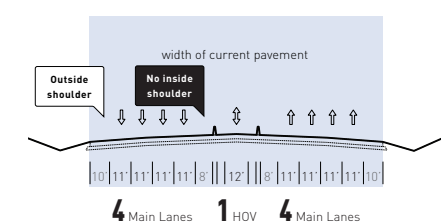
Total Input
18

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



01: Capacity

Total Input
259

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.

Key:



Alternative 01.3 Fit in Existing Right-of-Way

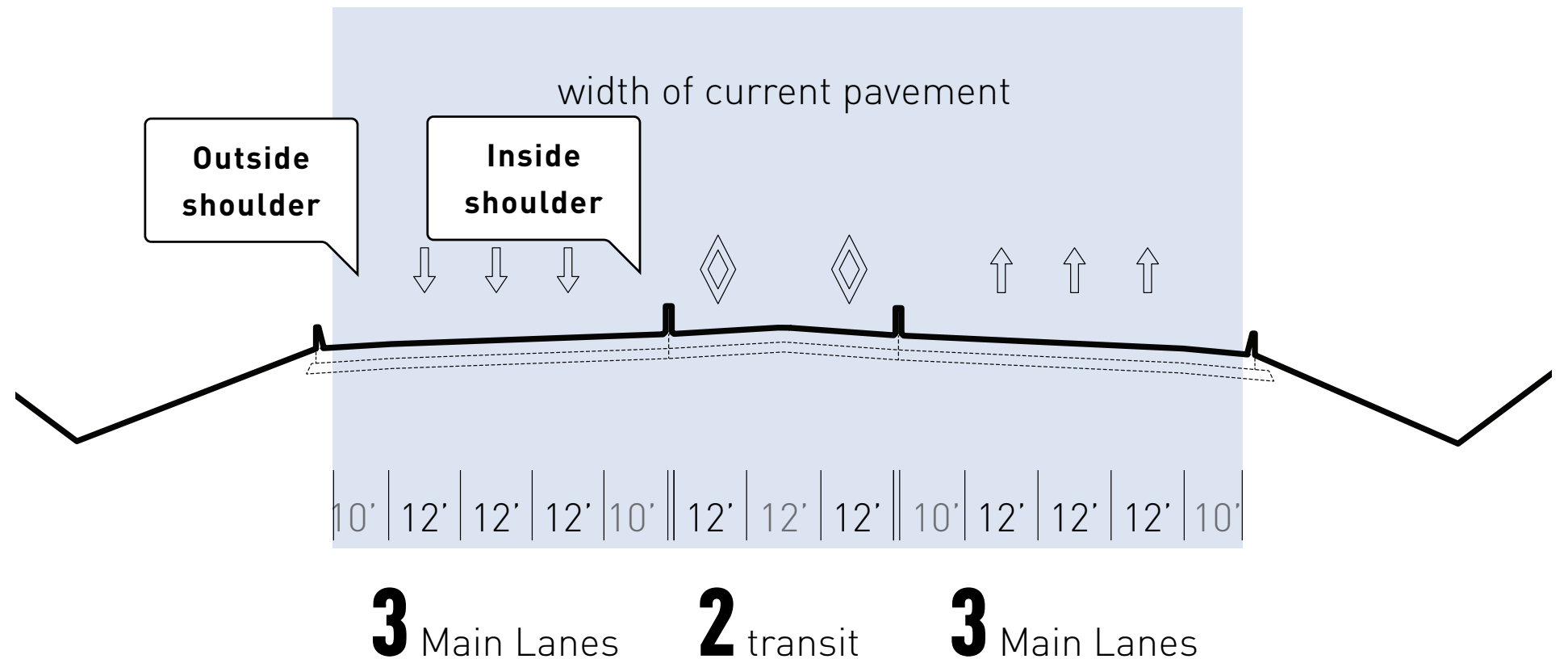
PROS

- 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 main lane capacity

Total Input
194



04: Bus Rapid Transit Alternatives Summary

Total Input
196

Description:

Bus Rapid Transit (BRT) is proposed as part of the NHHIP project with stops at Greens Road, N. Shepherd Park and Ride, and Downtown. A series of alternatives were developed to increase access to the Bus Rapid Transit for people living in Near Northside, Greater Heights, Northline, Aldine, Hidden Valley, Acres Home, and the Independence Heights neighborhoods.

Also Addresses:

Connections

We Heard:

[...] This plan spends Billions and requires hundreds of demolitions. Add 30ft to the ROW to allow for future rail or BRT transit. This can be accomplished along 80% of ROW for minimal additional cost--structures will be razed, what's another 30ft to allow future rail? Lay the foundation for real transit in HTx.

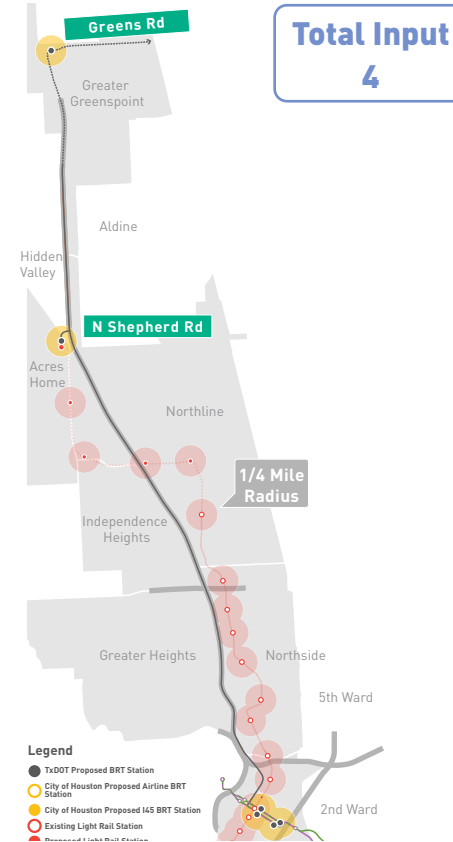
[...] We know TxDOT's primary focus is building highways for auto drivers, but BRT, light rail, bikes and other forms of existing travel need to be considered in the North Houston Highway Improvement Project to facilitate long-term transportation goals for the City of Houston [...]

Key:



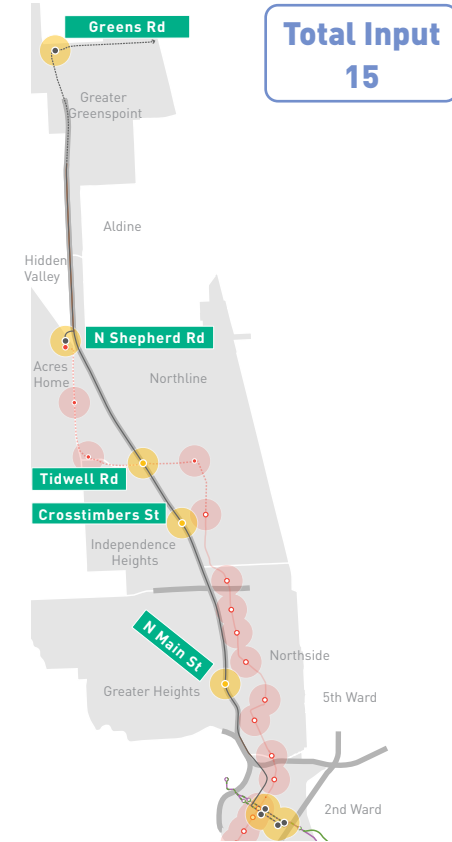
TxDOT Proposal

- PROS**
- Improves METRO facilities
 - Improves connectivity between Greenspoint, Acres Homes, Hidden Valley, and Downtown
 - Interacts directly with the NHHIP
 - Connects to the METRO Next proposed extension of the Red Line Light Rail
- CONS**
- The Bus Rapid Transit system is not accessible to residents south of N. Shepherd Drive and north of Downtown
 - The Bus Rapid Transit system, as proposed, privileges commuters over urban communities



Alternative 04.1 Additional Express BRT Stations

- PROS**
- Improves METRO facilities
 - Improves connectivity for all Super Neighborhoods along the corridor
 - Interacts directly with the NHHIP
 - Connects to a potential Phase I of METRO Next proposed extension of the Red Line Light Rail to Tidwell Road and the existing light rail line near Crosstimbers Street
- CONS**
- Stations are not close enough together to be accessible to all residents in the corridor



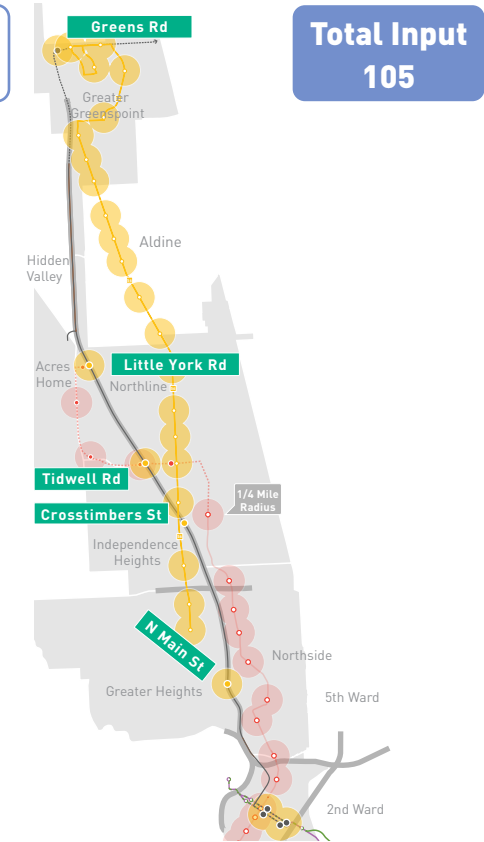
Alternative 04.2 Additional BRT Stations, Local BRT, Frontage Road Route

- PROS**
- Improves METRO facilities
 - Improves connectivity for all Super Neighborhoods along the corridor
 - Connects to a potential Phase I of METRO Next proposed extension of the Red Line Light Rail at Tidwell Road and the existing light rail line near Crosstimbers Street
 - New Transit Center at Little York Road
 - N. Shepherd Park and Ride site can be redeveloped
- CONS**
- Eliminates one Frontage Road lane for transit
 - N. Shepherd Park and Ride is closed
 - Bus Rapid Transit system may be redundant



Alternative 04.3 Additional BRT Stations, Local BRT, Airline Route

- PROS**
- Improves METRO facilities
 - Improves connectivity for all Super Neighborhoods along the corridor
 - Interacts directly with the NHHIP
 - Builds on an existing, well-used bus route
 - Connects to Red Line Light Rail
 - New Transit Center at Little York Road
 - N. Shepherd Park and Ride site can be redeveloped
- CONS**
- The Airline corridor does not intersect with every proposed Bus Rapid Transit station, which complicates access to the Bus Rapid Transit system
 - Eliminates a traffic lane on Airline Drive
 - N. Shepherd Park and Ride is closed
 - Bus Rapid Transit system may be somewhat redundant



04: Bus Rapid Transit Alternatives Summary

Total Input
196

Description:

Bus Rapid Transit (BRT) is proposed as part of the NHHIP project with stops at Greens Road, N. Shepherd Park and Ride, and Downtown. A series of alternatives were developed to increase access to the Bus Rapid Transit for people living in Near Northside, Greater Heights, Northline, Aldine, Hidden Valley, Acres Home, and the Independence Heights neighborhoods.

Also Addresses:

Connections

We Heard:

[...] This plan spends Billions and requires hundreds of demolitions. Add 30ft to the ROW to allow for future rail or BRT transit. This can be accomplished along 80% of ROW for minimal additional cost--structures will be razed, what's another 30ft to allow future rail? Lay the foundation for real transit in HTx.

[...] We know TxDOT's primary focus is building highways for auto drivers, but BRT, light rail, bikes and other forms of existing travel need to be considered in the North Houston Highway Improvement Project to facilitate long-term transportation goals for the City of Houston [...]

Key:



Alternative 04.3 Additional BRT Stations, Local BRT, Airline Route

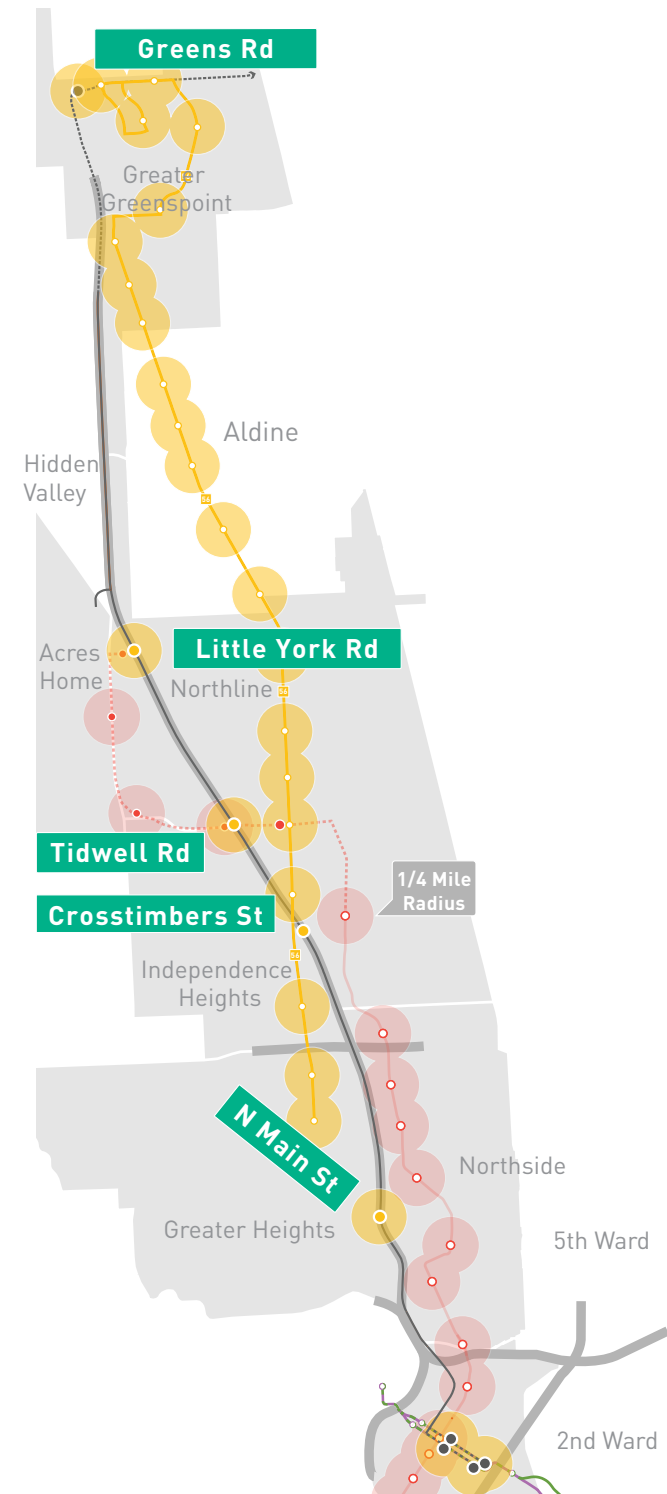
Total Input
105

PROS

- Improves METRO facilities
- Improves connectivity for all Super Neighborhoods along the corridor
- Interacts directly with the NHHIP
- Builds on an existing, well-used bus route
- Connects to Red Line Light Rail
- New Transit Center at Little York
- N. Shepherd Park and Ride site can be redeveloped

CONS

- The Airline corridor does not intersect with every proposed Bus Rapid Transit station, which complicates access to the Bus Rapid Transit system
- Eliminates a traffic lane on Airline Drive
- N. Shepherd Park and Ride is closed
- Bus Rapid Transit system may be somewhat redundant



06: BRT Station At North Main

Total Input
195

Description:

The current TxDOT proposal does not include a Bus Rapid Transit Station at North Main Street. Area residents have commented that access to the proposed Bus Rapid Transit is desirable. The alternatives included here explore two different methods to bring a Bus Rapid Transit stop to North Main Street.

Also Addresses:

Connections

We Heard:

We know TxDOT's primary focus is building highways for auto drivers, but BRT, light rail, bikes and other forms of existing travel need to be considered in the NHHIP to facilitate long-term transportation goals for the City of Houston and Greater Houston area.

Mass transit initiatives should be part of the I-45 expansion concepts and not place any added burden of right of way on communities adjacent to the freeways.

Key:



TxDOT Proposal No BRT Station

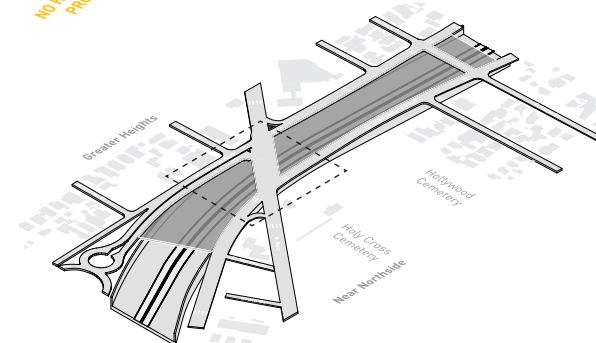
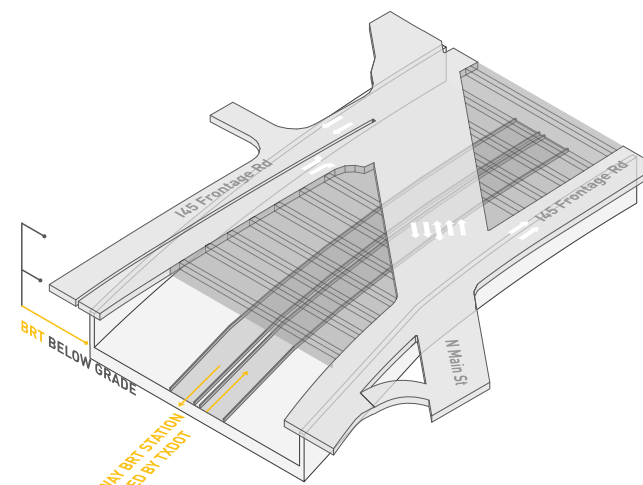
Total Input
10

PROS

- No interruption of freeway or local traffic

CONS

- No access to the Bus Rapid Transit system except at Greenspoint, N Shepherd Drive, and Downtown
- Bus Rapid Transit runs in a depressed section of the freeway, with the risk of flooding



Alternative 06.1 BRT Station at Grade

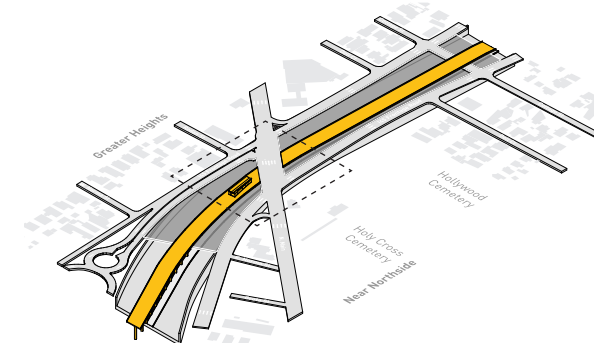
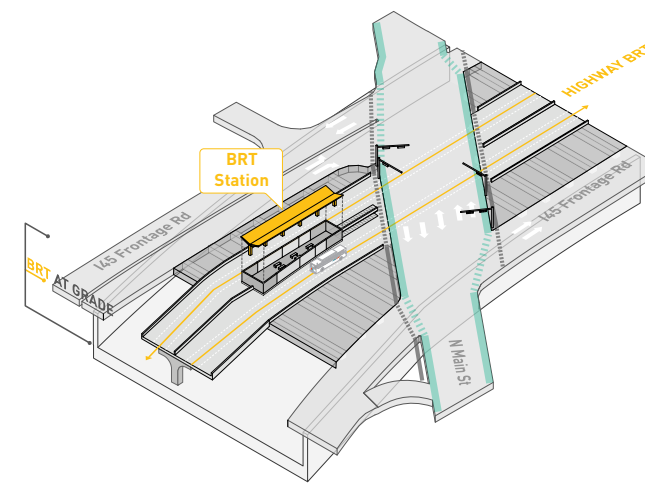
Total Input
89

PROS

- Improves Near Northside and Greater Heights access to the Bus Rapid Transit system
- No interruption to freeway traffic
- Connects with the North Main bus route #44

CONS

- Interrupts local traffic at North Main Street
- Safe pedestrian access to the station will need to be negotiated around frontage road traffic
- The station will take up a large portion of space on the cap, limiting the potential programming for the remaining space



Alternative 06.2 Elevated BRT Station

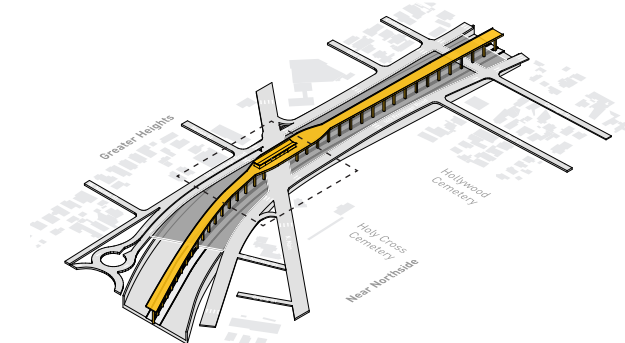
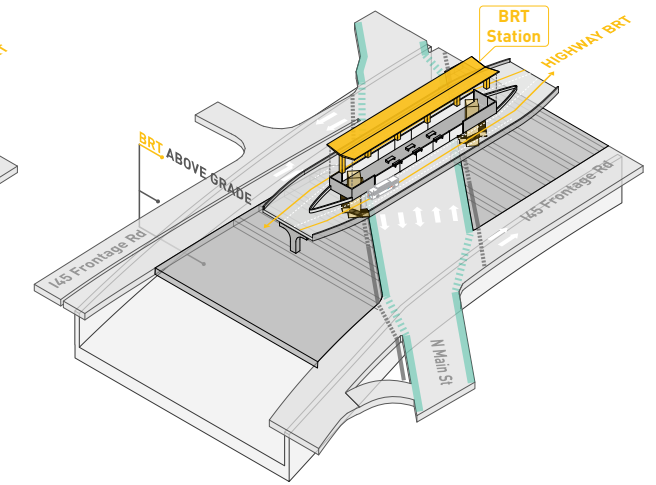
Total Input
96

PROS

- Improves Near Northside and Greater Heights access to the Bus Rapid Transit system
- No interruption to freeway or local traffic
- Creates a shade system for the cap below
- Connects with the North Main bus route #44

CONS

- Creates a significant visual border between Near Northside and Greater Heights neighborhoods
- Increases noise pollution
- Safe pedestrian access to the station will need to be negotiated around frontage road traffic



07: BRT Station At Crosstimbers

Total Input
168

Description:

The current Bus Rapid Transit system proposed by TxDOT does not include a Bus Rapid Transit station at Crosstimbers. Residents have voiced their concern about inaccessibility to the benefits of this transit system, as it is only proposed to stop at Greenspoint, the N. Shepherd Park and Ride, and Downtown.

Also Addresses:

Connections

We Heard:

As this city becomes more and more populated, public transit will need to fill the gap. Take into account that not every new resident will be driving a car (or will want to). [...] We need to be thinking about the future technologies of transportation, not building on the models of the past.

The TxDOT I-45 project needs to incorporate multi-modal high capacity transit [...] I see the City's growth and infrastructure necessitates a multi-level approach to improve the gaps in the current overall transit system.

Key:



TxDOT Proposal No BRT Station

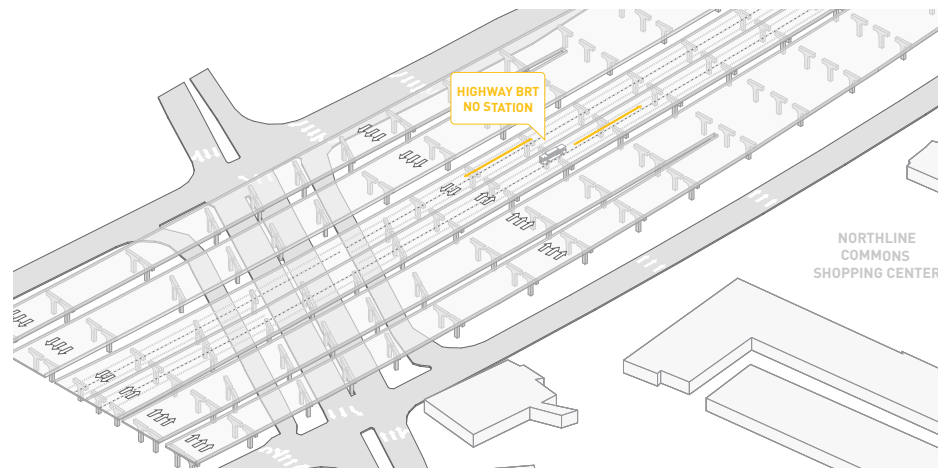
Total Input
9

PROS

- No interruption of freeway or local traffic

CONS

- No access to the Bus Rapid Transit system except at Greenspoint, N Shepherd Drive, and Downtown



Alternative 07.2 BRT Station Adjacent to Northline Commons, Crosswalk

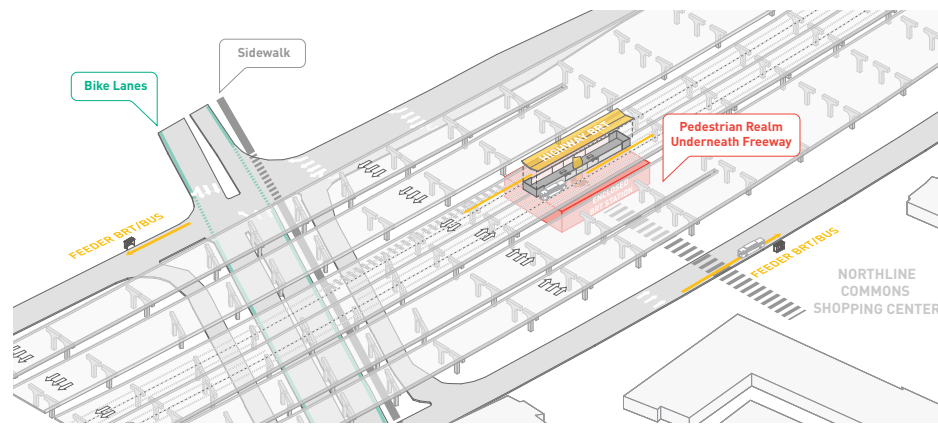
Total Input
12

PROS

- Improves access to the Bus Rapid Transit system for Independence Heights and Northline residents
- Enclosed station allows for programming and transit rider comfort
- Easily accessible from Northline Commons, HCC Northline, and Crosstimbers bus routes #56, #36, and #23

CONS

- Safe pedestrian access to the station will need to be negotiated around frontage road traffic
- Added pedestrian crossing on the east side frontage road at Northline Commons will interfere with traffic
- Requires pedestrians coming from south of Crosstimbers Street to cross both a frontage road and Crosstimbers Street in order to access the station



Alternative 07.1 BRT Station at Intersection

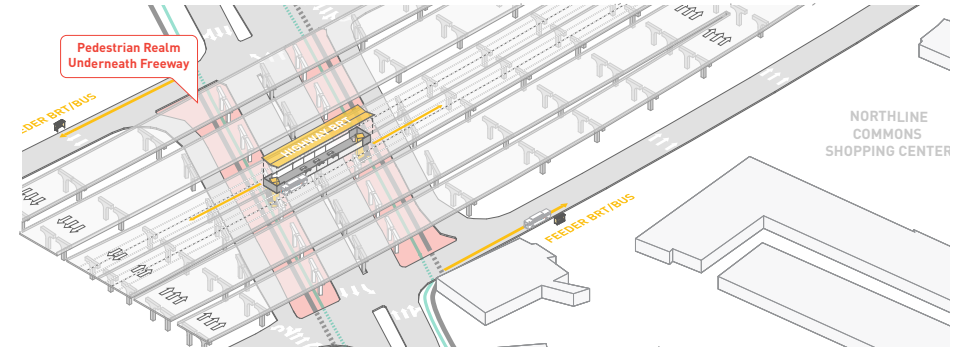
Total Input
51

PROS

- Improves access to the BRT system for Independence Heights and Northline residents
- Does not interfere with frontage road or main lane traffic
- Allows for pedestrian access from either side of Crosstimbers Street
- Located adjacent to Northline Commons, and approximately 1/2-mile from HCC Northline, the Northline Transit Center, Red Line Light Rail, and local bus routes #56, #36, and #23
- Direct link to the existing Crosstimbers bike lane

CONS

- Safe pedestrian access to the station will need to be negotiated around frontage road traffic, and potentially traffic on Crosstimbers Street



Alternative 07.3 BRT Station Adjacent to Northline Commons, Daylight Landscape Drainage/ Waterway

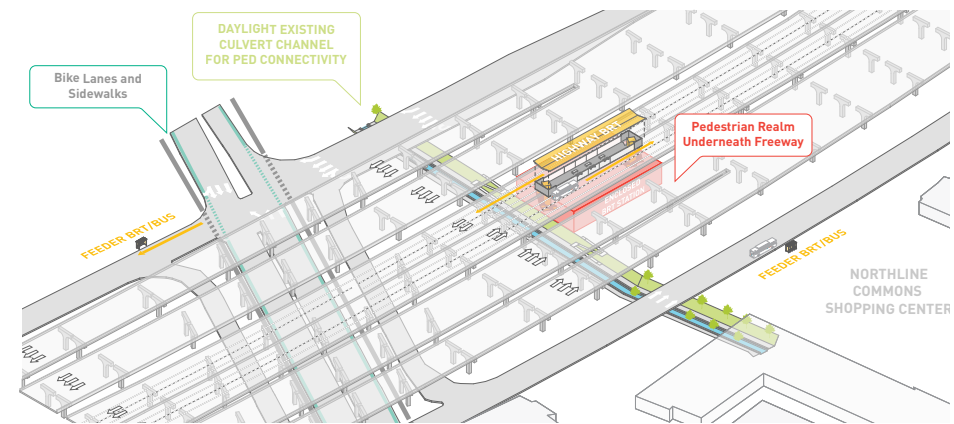
Total Input
96

PROS

- Improves access to the BRT system for Independence Heights and Northline residents
- Enclosed station allows for programming and transit rider comfort
- Easily accessible from Northline Commons, HCC Northline, and Crosstimbers local bus routes #56, #36, and #23
- Does not interfere with frontage road traffic

CONS

- Inaccessible in a flood event through the daylight drainage
- Pedestrians coming from the south to cross Crosstimbers St in order to access the station



08: BRT Station At Tidwell

Total Input
156

Description:

The current Bus Rapid Transit system proposed by TxDOT does not include a Bus Rapid Transit station at Tidwell Road. Residents have voiced their concern about inaccessibility to the benefits of this transit system, as it is only proposed to stop at Greenspoint, the N. Shepherd Park and Ride, and Downtown. The Tidwell bus route #45 is a METRO Next BOOST corridor with high ridership.

Also Addresses:

Connections

We Heard:

The only ways to ensure reliable travel times into the future are dynamic tolls and traffic-protected transit. Additional opportunities to enable reliable transit service should be explored. This means providing lanes protected from main lane traffic congestion.

I think that the project needs to include efforts to improve our public transportation system. The Houston metro area needs to have a mass transit system that allows for easy travel within the city of Houston and outlying suburbs.

Key:



TxDOT Proposal No BRT Station

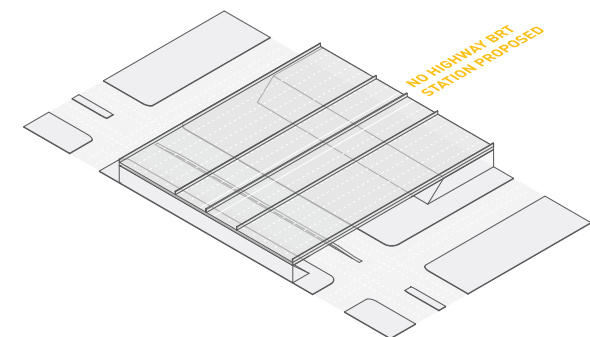
Total Input
7

PROS

- No interruption of freeway or local traffic

CONS

- No access to the Bus Rapid Transit system except at Greenspoint, N Shepherd Drive, and Downtown



Alternative 08.1 BRT + LRT Station at Tidwell Intersection

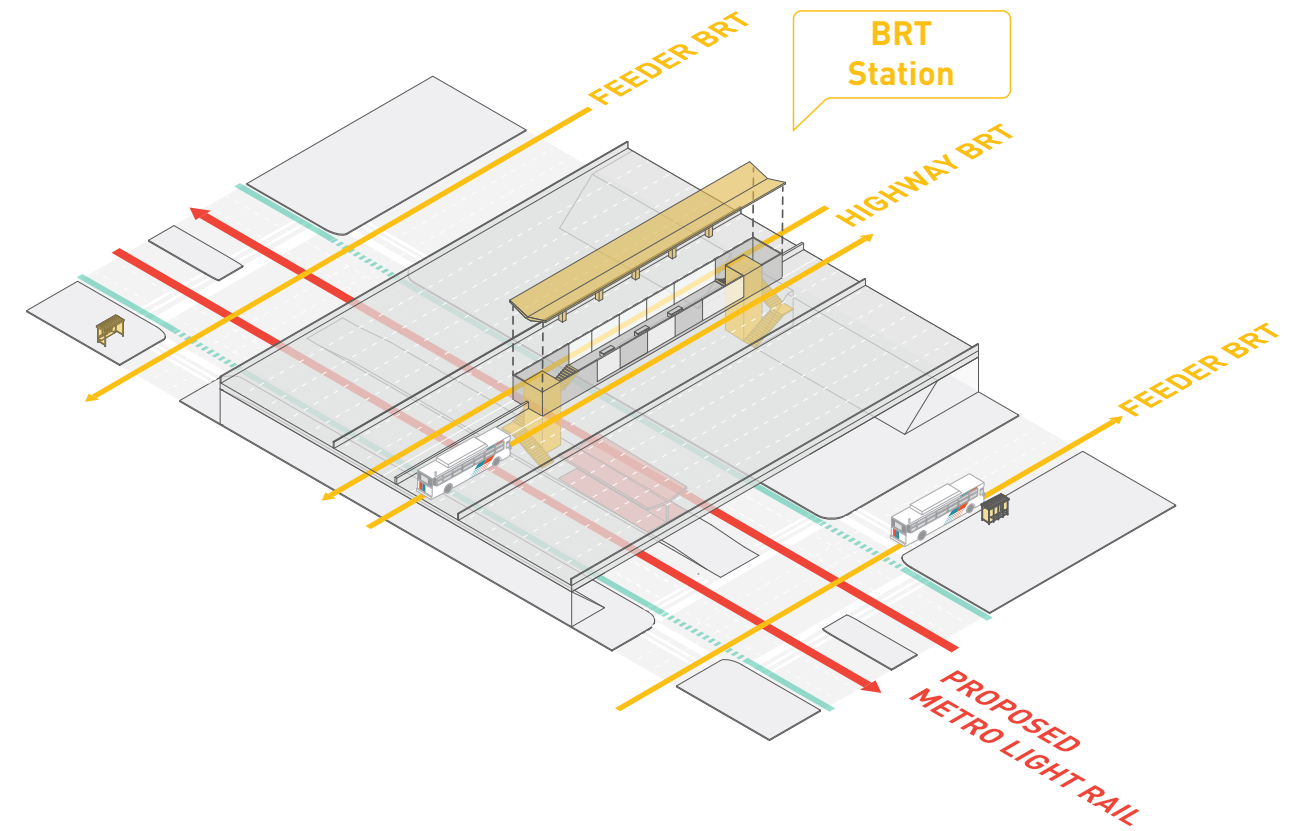
Total Input
149

PROS

- Improves access to the Bus Rapid Transit system for Independence Heights, Acres Home, and Northline residents
- Does not interfere with frontage road traffic
- Allows for pedestrian access from either side of Tidwell Road
- Direct connection to the proposed Metro Red Line Light Rail station
- Direct connection to the proposed METRO Tidwell Bus BOOST corridor, #45

CONS

- Safe pedestrian access to the station will need to be negotiated around frontage road traffic



09: Transit Center at Shepherd / Little York

Total Input
164

Description:

The transit center at North Shepherd is a major hub for Acres Homes, Aldine, and other parts of North Houston and Harris County. It allows riders to connect between local bus routes, connect to rush-hour express service to Downtown, and Park-and-Ride. The METRONext plan adds Bus Rapid Transit (BRT) service to Downtown, Greenspoint, and IAH, making the hub even more important.

But the existing transit center is not great: it's badly connected to the street network, causing buses to take roundabout trips and costing riders time; it's hard to get to on foot or on a bike, and it feels isolated. The location also requires the BRT service to take a ramp and detour 1/4-mile from the freeway to make its stop.

Also Addresses:

Connections

Key:



We Heard:

One point about the Max Lanes I do like is the new ramp proposal for North Shepard Park and Ride.

TxDOT Proposal BRT Station at Current N Shepherd Park & Ride

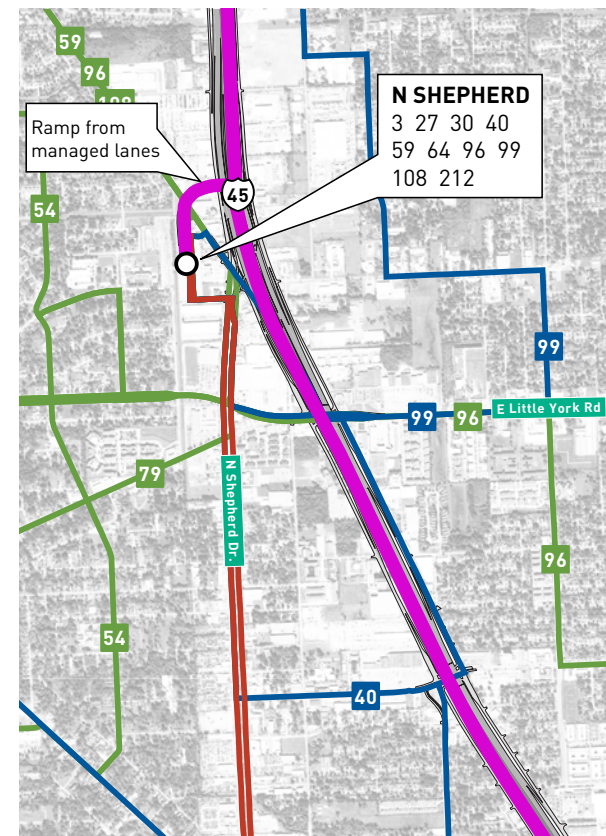
Total Input
0

PROS

- Reuses existing transit center
- Ample parking at transit center

CONS

- Indirect access routes for local buses
- BRT has to leave freeway to stop, adding travel time
- No pedestrian or bicycle links to surrounding neighborhoods
- #108 and #212 buses have indirect route from transit center to SH 249.



Alternative 09.1 Rebuild N. Shepherd Transit Center

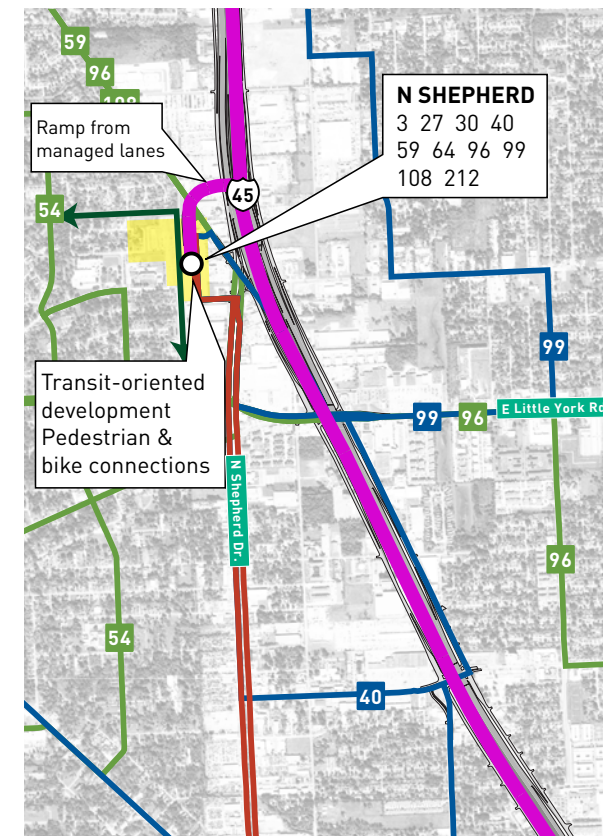
Total Input
48

PROS

- Reuses existing transit center
- Ample parking at transit center
- Better pedestrian and bicycle access
- Opportunity for new development

CONS

- Indirect access routes for local buses
- BRT has to leave freeway to stop, adding travel time
- #108 and #212 buses have indirect route from transit center to SH 249.



Alternative 09.2 Relocate Transit Center to Little York

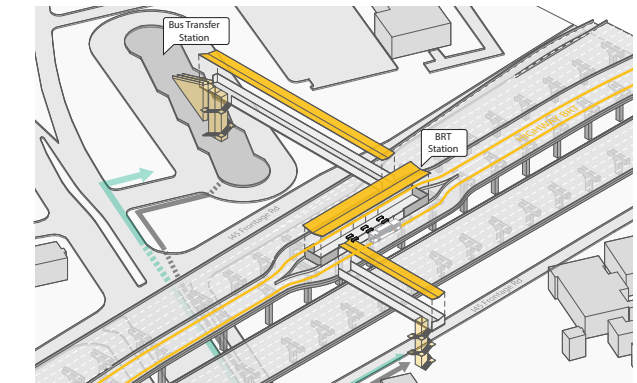
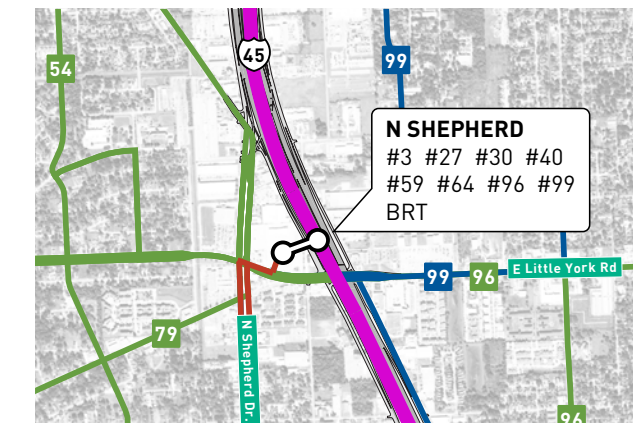
Total Input
116

PROS

- More direct access for local buses, saving riders time
- BRT does not need to leave freeway, saving riders time
- Direct transit access to HCC campus
- #108 and #212 buses have more direct route, giving SH 249 commuters faster trips to Downtown

CONS

- Cost of building a new facility
- Requires new property
- Safe pedestrian access to the station will need to be negotiated around frontage road traffic



11: Frontage Road Intersections

Total Input
200

Description:

The surrounding context of the freeway varies greatly. In some areas, it is surrounded by big box stores, in others by single-family houses. TxDOT drawings show typical highway intersection designs everywhere, prioritizing capacity at the cost of pedestrian and bike safety, but TxDOT has asked the City for guidance on how to design these.

Also Addresses:

Connections

Property

We Heard:

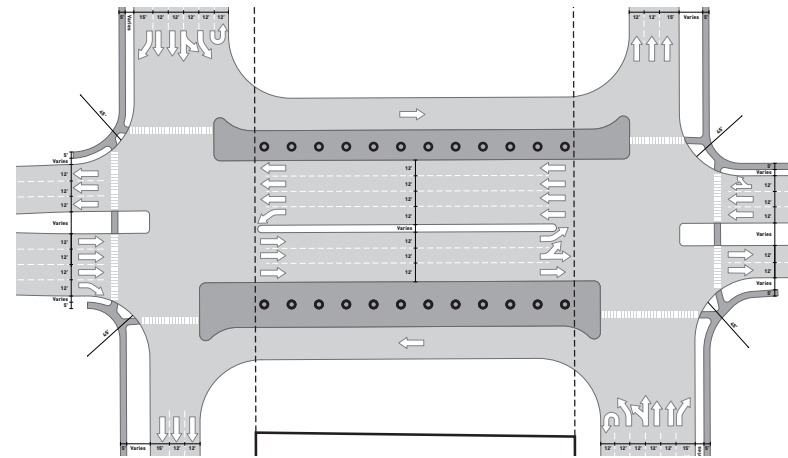
Whereas most frontage roads are designed first and foremost to serve high-speed freeway traffic, these frontage roads must safely and efficiently serve adjacent businesses, numerous side streets, and a fully multi-modal local traffic mix composed of buses, bicycles, and pedestrians.

The proposal to include a shared use lane along the frontage roads is highly inadvisable. Mixing 40+ MPH speeds with bike traffic is a recipe for disaster unless TxDOT makes more changes to the design of the frontage roads.

Key:



TxDOT Proposal



Total Input
15

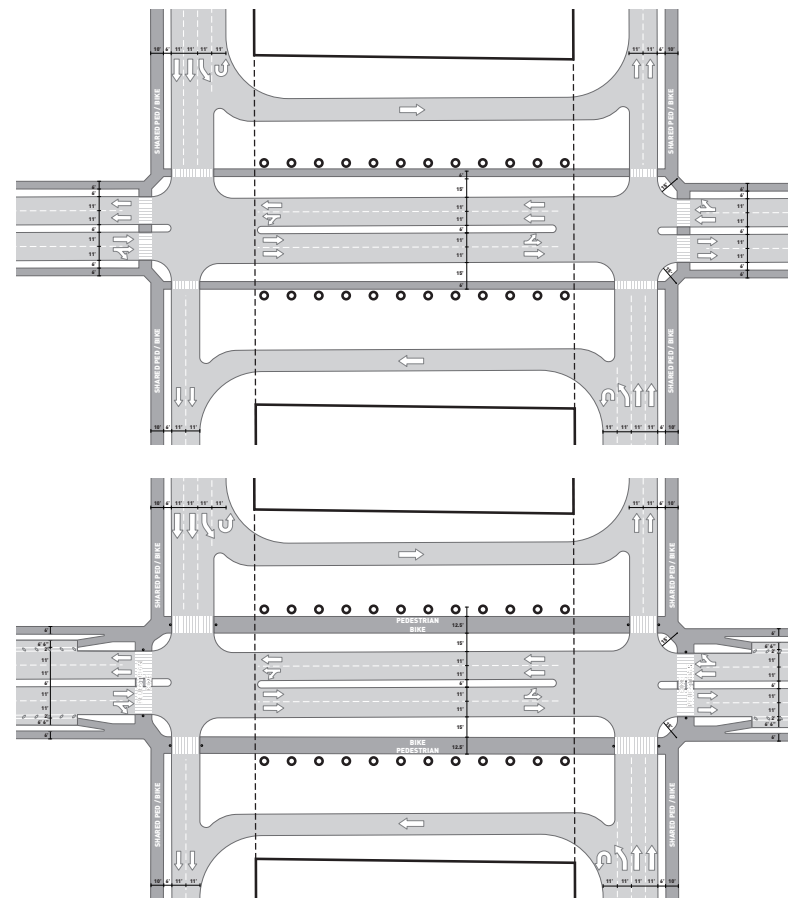
PROS

- Added capacity to frontage road and intersection
- Trucks and other large vehicles can turn easily

CONS

- No defined space for bikes
- Long crosswalks and wide curves put pedestrians and bicyclists at risk when crossing

Alternative 11.1



Total Input
185

PROS

- Frontage and intersection streets are designed to feel like city streets, not highways
- Pedestrian crossings are safer
- Bigger pedestrian realm under the freeway
- Safe, protected bike lanes at intersections with bike lanes

CONS

- Pedestrians and cyclists share a route
- Trucks and other large vehicles may have to turn slowly into the far lane

11: Frontage Road Intersections (Continued)

Lighting



Programming



Art



Fallbrook Drive/Aldine Bender Road

8

2

6

West Road

4

2

5

Blue Bell Road

1

1

2

W. Mt. Houston Road

10

3

3

W. Gulf Bank Road

4

1

1

W. Parker Road

7

1

4

E. Tidwell Road

24

18

20

Airline Drive

29

12

24

Crosstimbers Street

32

22

19

W. Cavalcade Street

41

40

39

12: Frontage Road Cross Section

Total Input
222

Description:

Frontage roads along the I-45 corridor can serve as local connectivity for the surrounding neighborhoods. To make them safe for all modes of transportation, the cross-section dimensions of the frontage roads can be designed to be like city streets, following City of Houston design standards.

Also Addresses:

Connections

Property

We Heard:

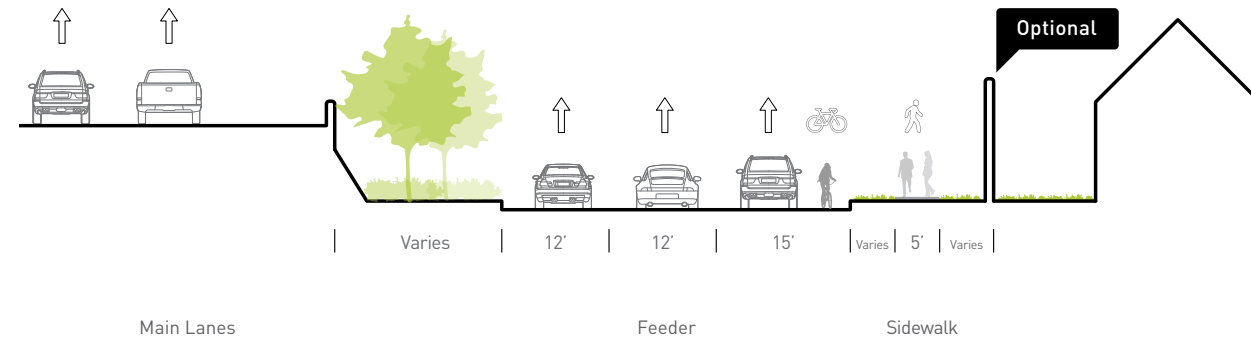
1-2 lanes of frontage roads are enough to access the highway in these areas. Allocate the other ROW to bike lanes and street parking, sidewalks & landscaping

...there are many places where there are access roads or parallel frontage roads that will be alongside the new highways ... downsize those and make them calmer, neighborhood friendly streets

Key:



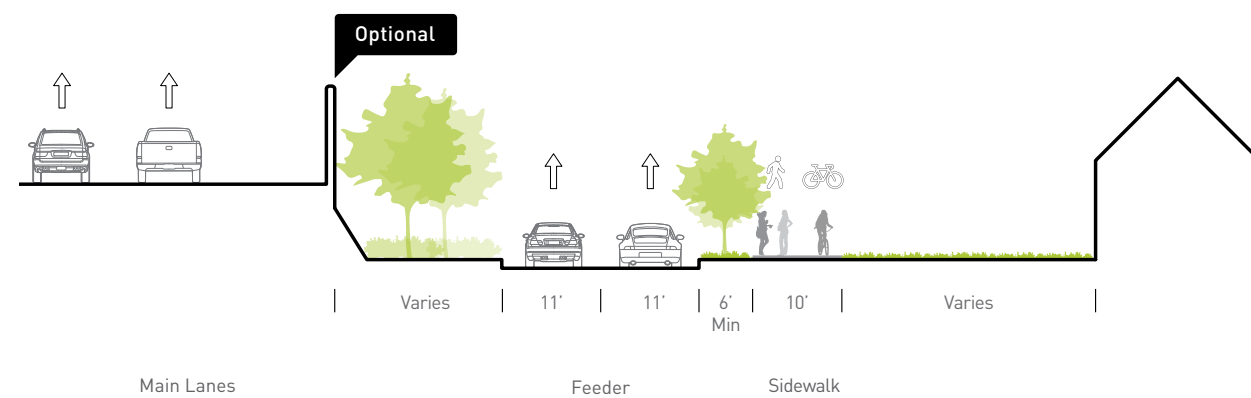
TxDOT Proposal



Total Input
9

- PROS**
- Higher capacity on frontage roads
- CONS**
- Sound wall is near neighborhood
 - May require right-of-way acquisition
 - Unprotected bike lane
 - Wider lane width increases vehicle speeds

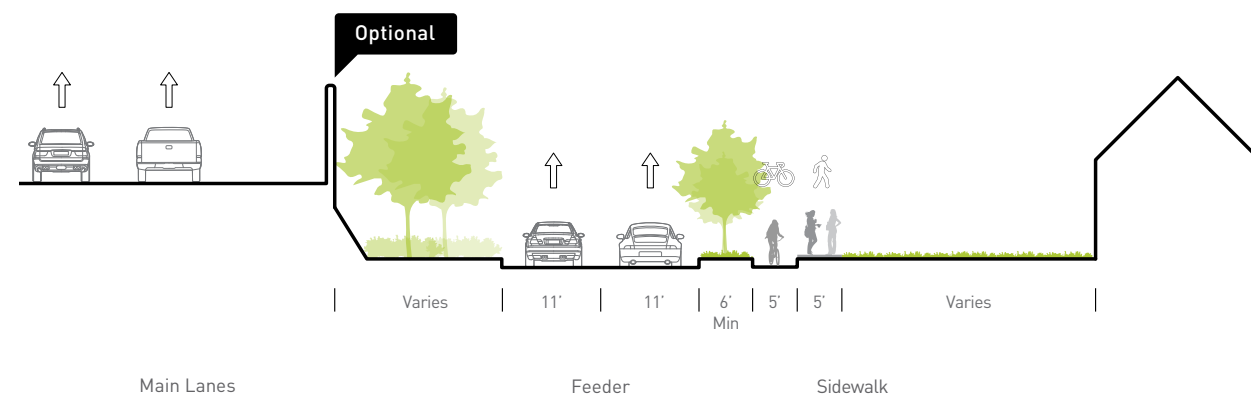
Alternative 12.1 - Shared Bike/Ped Path



Total Input
34

- PROS**
- Frontage roads are treated as city streets
 - Narrower lanes reduce vehicle speeds making them safer for pedestrians
 - Less lanes could require less right-of-way acquisition
- CONS**
- Less capacity on frontage roads

Alternative 12.2 - Grade Separated Bike/Ped Path



Total Input
179

- PROS**
- Frontage roads are treated as city streets
 - Narrower lanes reduce vehicle speeds making them safer for pedestrians
 - Less lanes could require less right-of-way acquisition
- CONS**
- Less capacity on frontage roads

13: Frontage Lane Count

Total Input
210

Description:

Frontage roads are the connection between the freeway and surrounding neighborhoods. Frontage road design and lane counts can be manipulated to ease the transition into the city streets.

Also Addresses:

Connections

Property

We Heard:

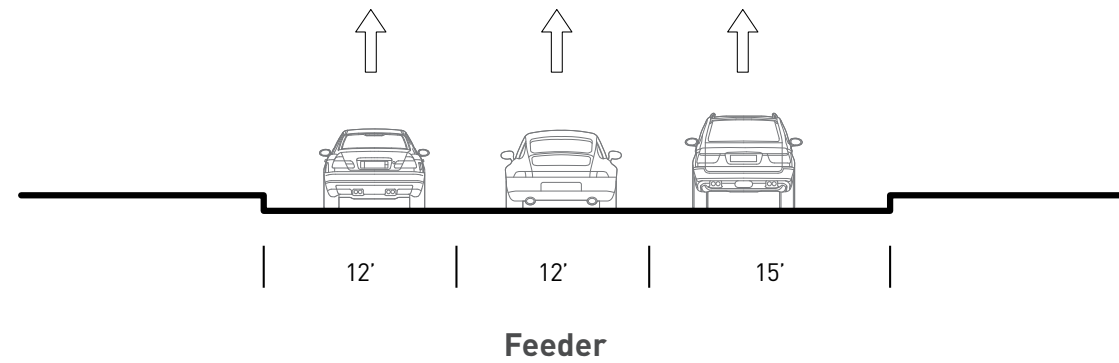
The project should improve traffic safety with reduced speed limits as freeway traffic approaches the city street network.

We don't need 3 or more frontage roads leading onto a highway in smallscale neighborhoods

Key:



TxDOT Proposal



Total Input
18

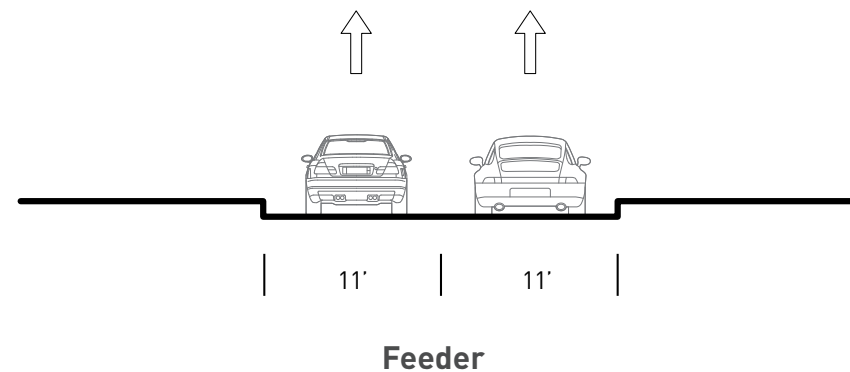
PROS

- Higher capacity on frontage roads

CONS

- Wider lanes result in higher vehicle speeds
- Unsafe bike lane condition
- Contributes more space to right-of-way acquisitions

Alternative 13.1 Reduced Lanes



Total Input
192

PROS

- Narrower lanes cause lower vehicle speeds
- Less right-of-way is needed or space may be reallocated for more favorable pedestrian and bicycle facilities

CONS

- Could cause more congestion on frontage lanes

14: North Main Street Off-Ramp

Total Input
185

Description:

North Main St. is a critical connection from I-45 to Woodland Heights and the Near Northside. Eliminating access to North Main St. would severely impact connectivity in the area.

Also Addresses: **Connections**

We Heard:

I would like to see more entrances remain open between I10 & 620 or other methods discussed to mitigate this concern.

Need to have exit ramp to North Main closer to main street. Current schematic has the North Main exit too far back. Close Cottage St.

Key:



TxDOT Proposal

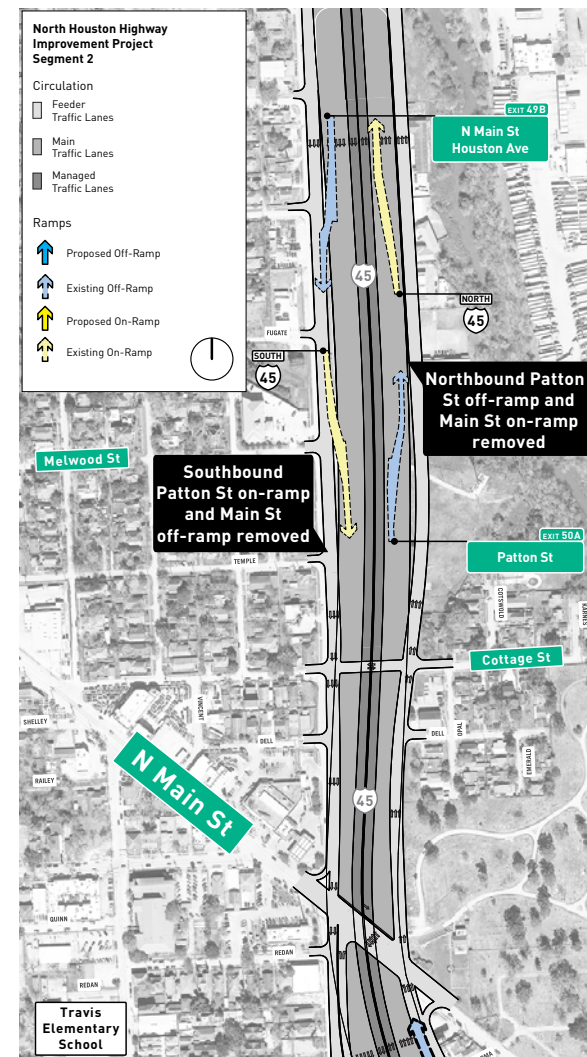
Total Input
22

PROS

- Keeps Cottage Street, a key local connection between the Heights and the Near Northside, open

CONS

- No access from I-610/I-45 interchange to North Main Street
- Reduces access to Woodland Heights and Near Northside neighborhoods
- Increased congestion at earlier/later off-ramps
- Requires exiting freeway at Cavalcade St.



Alternative 14.1 North Main St Off Ramp

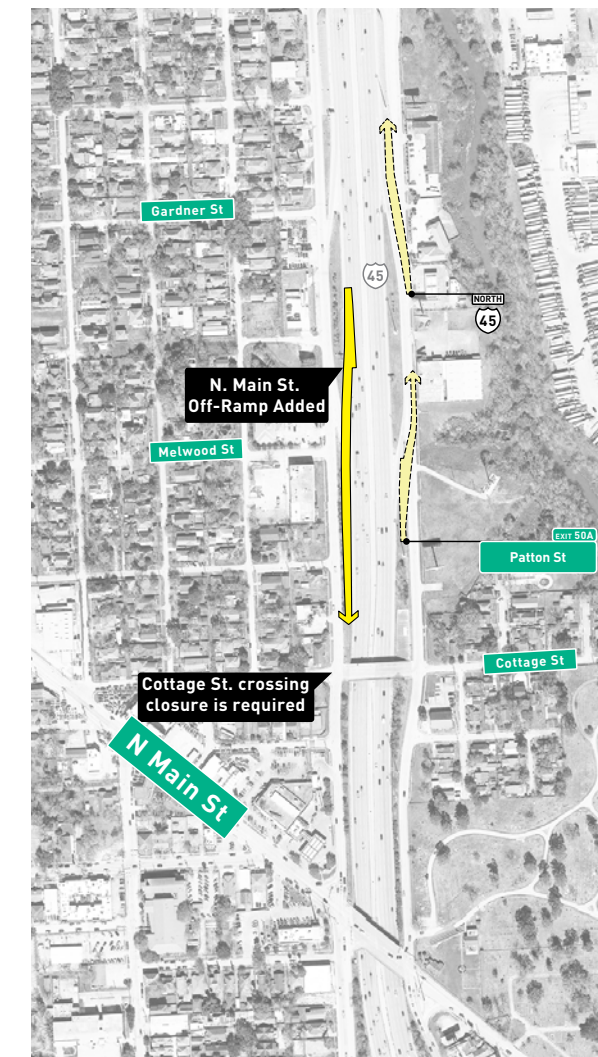
Total Input
179

PROS

- Maintains access to Woodland Heights and Near Northside neighborhoods

CONS

- Cottage St. would be closed



NHHIP Community Workshop Round 2

City of Houston Planning and Development Department
February 3, 2020



PROPERTY



20: Narrow Cross Section Through Design Exceptions

Description:

Displacement along Segments 1 and 2 of the NHHIP are due to increased capacity and implementing TxDOT's most recent design standards. Many displaced properties include single-family and multi-family residences. Some areas of the NHHIP could have design exceptions to avoid displacement.

Also Addresses:

Traffic

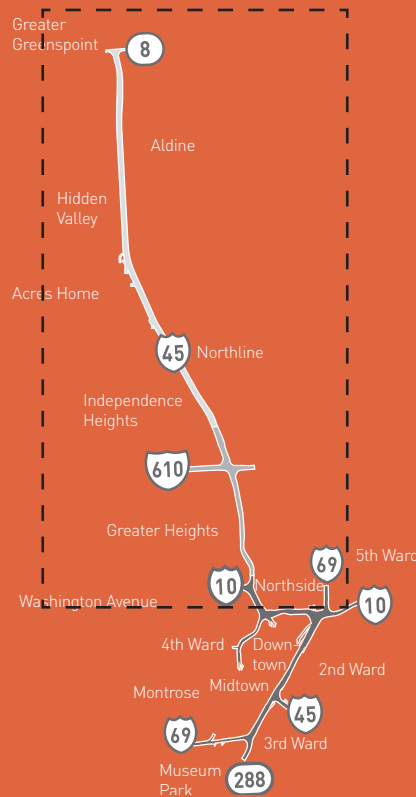
Total Input
211

We Heard:

We request the project team reconsider whether the taking of our property is necessary for the expansion.

You are proposing taking our entire property, putting us out of business.

Key:



TxDOT Proposal

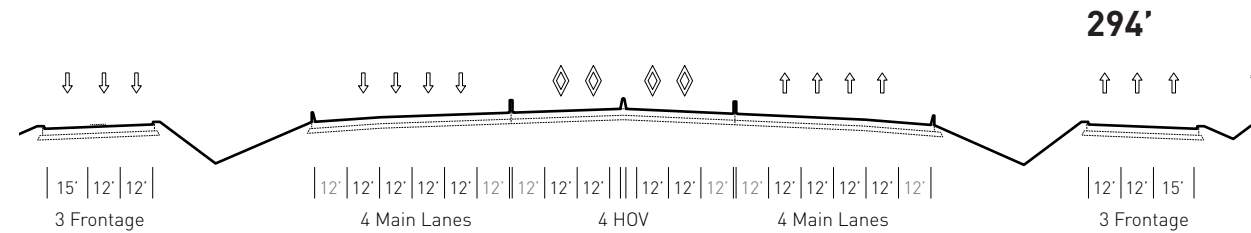
PROS

- Rebuilding to current TxDOT design standards would improve safety

CONS

- Expanded right-of-way
- Property acquisition required along most of the length of the highway

Total Input
31



Alternative 20.1 Design Exceptions

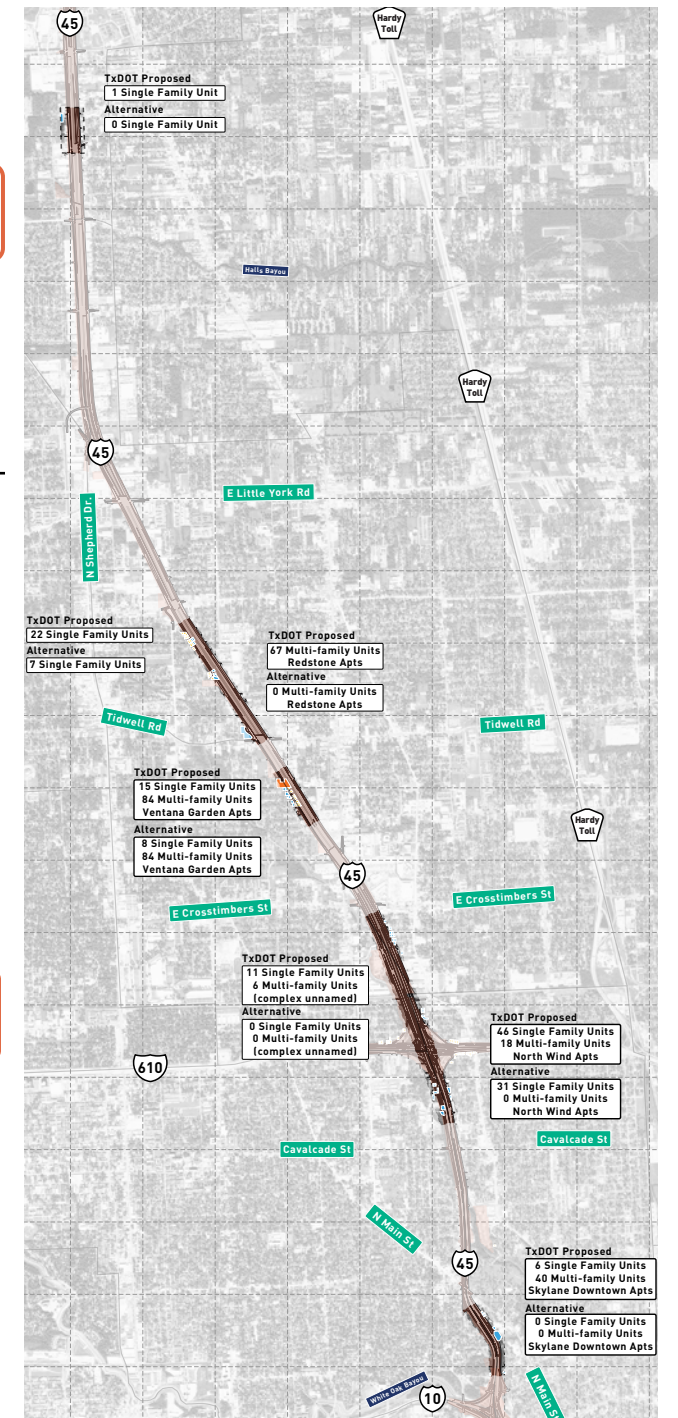
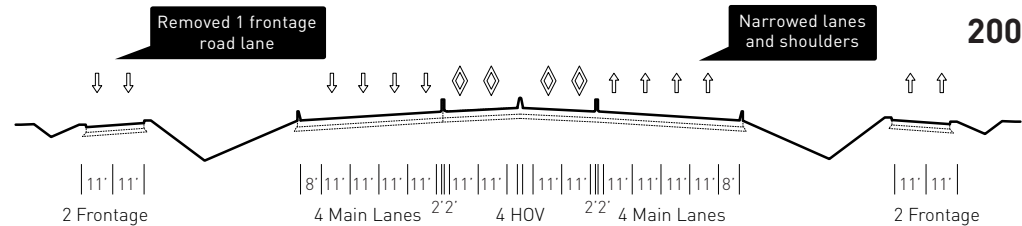
PROS

- Less displacement

CONS

- Reduced safety
- Expanded right-of-way
- Property acquisition required along most of the length of the highway

Total Input
180



21: I-610 Ramp Radius

Total Input
202

Description:

In the Northwest corner of I-45 / I-610 interchange, the right-of-way proposed by TxDOT displaces 12 residences, a commercial business, and a historically significant community worship center.

Also Addresses: Traffic

We Heard:

I am writing with concerns about the planned expansion of I-45 and its impact on the Independence Heights Community and surrounding areas

This community has held the church in high esteem. Mount Olive Missionary has a 130+ [year] history and was recently rebuilt from the ground up.



TxDOT Proposal

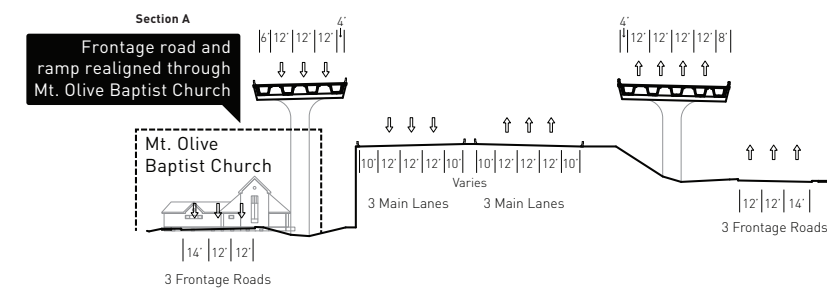
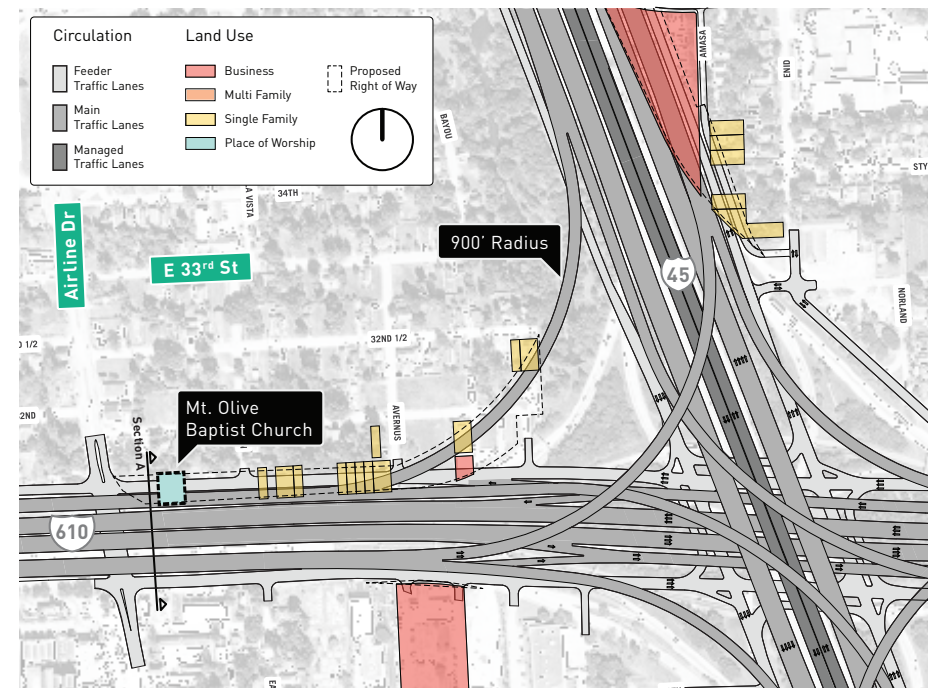
Total Input
9

PROS

- Cars not needing to slow down for ramp slightly reduces risk of crashes

CONS

- Increased noise in nearby community due to faster speeds and closer realignment of ramp
- Numerous properties displaced by right-of-way acquisition
- Recently constructed Greater Mt. Olive Missionary Baptist Church to be displaced due to right-of-way acquisition
- Adds elevated structure, which will be very visible from the neighborhood



Alternative 21.1 Reduced Ramp Radius

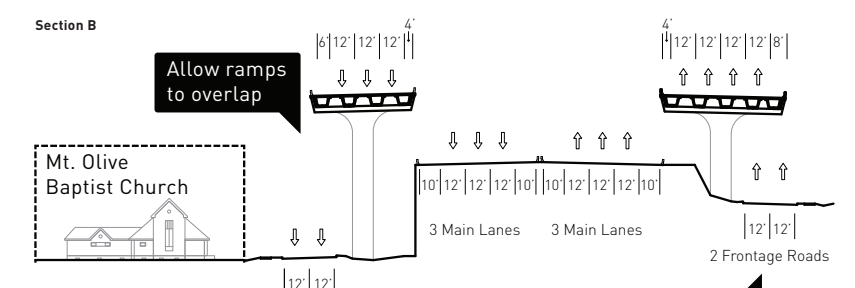
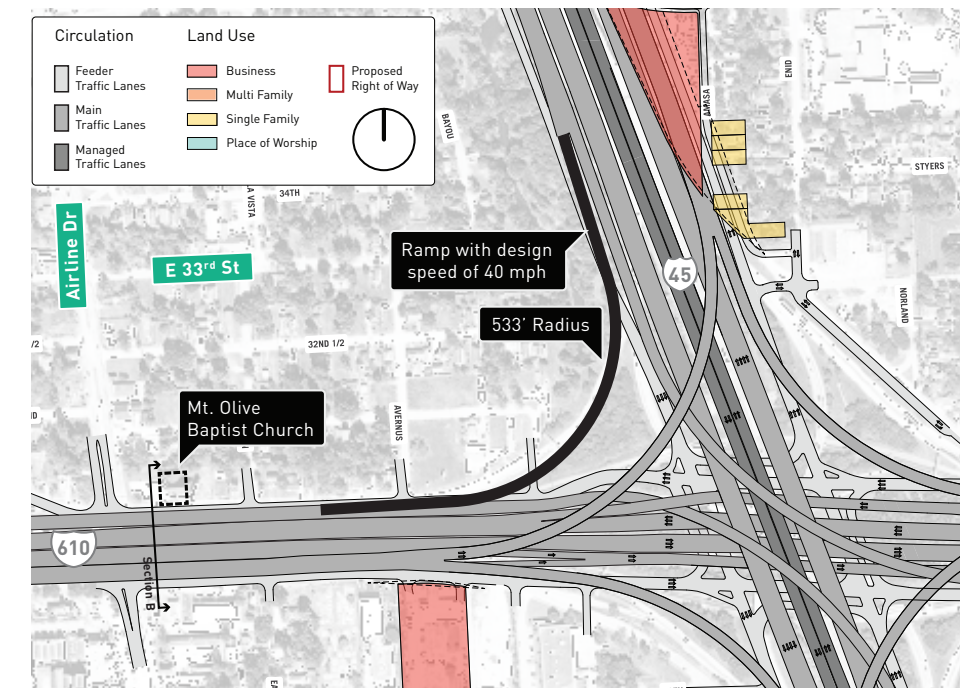
Total Input
193

PROS

- No property displacements in NW corner of interchange
- Less noise in nearby community
- Ramp is less visible from neighborhoods

CONS

- Lower design speed for ramp
- Ramp stacked over frontage road is close to homes and church
- A lightly increased accident risk



22: Cross Section at White Oak Bayou

Total Input
152

Description:

White Oak Bayou Greenway just north of Downtown, is a major asset to the City, providing much needed flood control features, recreational facilities, and ecological amenities. TxDOT's proposal extends well within the Greenway, diminishing its great qualities.

Also Addresses: Flooding

We Heard:

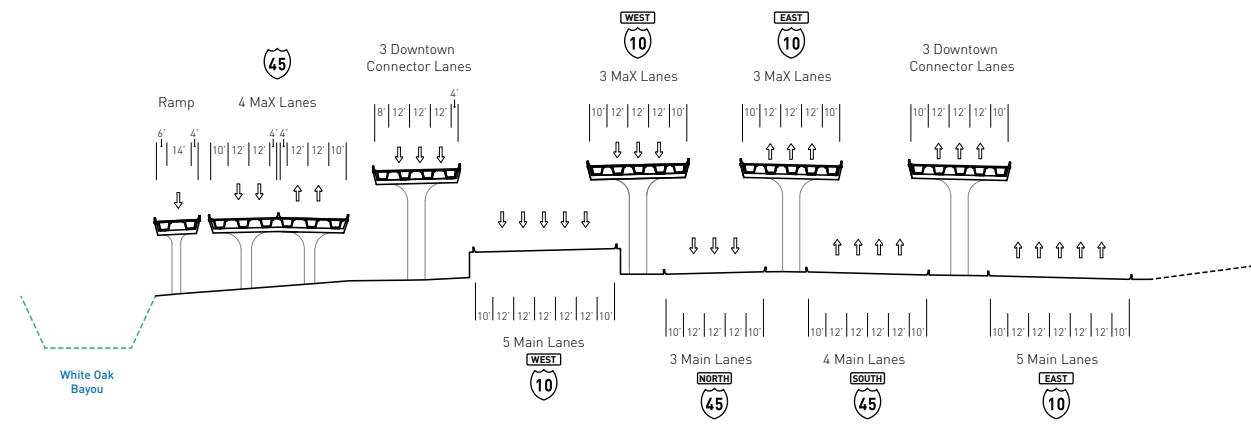
The project's design should mitigate for these impacts by incorporating vegetated detention basin, engineered wetlands and any other appropriate elements to reduce the flow rate into the bayous and remove pollutants.

WOBA would like to express its concerns with respect to the potential for significant environmental impacts of the proposed reconstruction of I-45 on Houston's bayous and adjacent wetlands along the full reach of the project, and in particular on White Oak Bayou...

Key:



TxDOT Proposal



Total Input
16

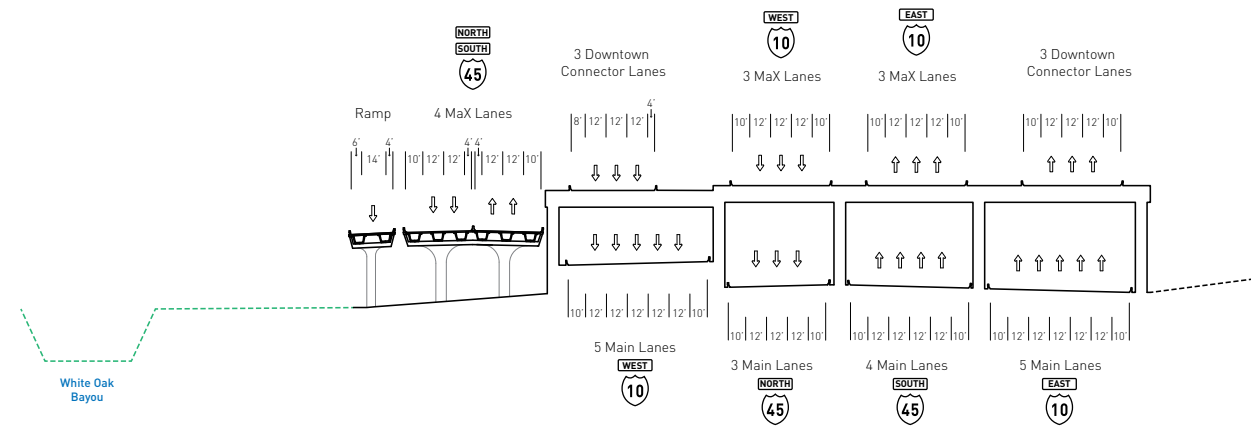
PROS

- Daylight on all roadways
- Less massive supports
- Easier to construct

CONS

- Ramps extend into White Oak Bayou Greenway, and add retaining walls and structures at the edge of the bayou channel

Alternative 22.1 Stacked Ramps



Total Input
136

PROS

- Highway is further from the White Oak Bayou channel and extends less into the Greenway

CONS

- More massive looking structures
- Elevated lanes closer to the First Ward



29: North Main Pedestrian Connectivity and Parks

Conectividad Peatonal y Parques en North Main

Description: Currently, 445 Avenue has four sidewalks and several bridges. Existing sidewalks are in poor condition and need to be replaced. TxDOT has proposed a concrete cap at the intersection of North Main Street and 445 Avenue. This project will improve pedestrian connectivity and provide a safe, accessible route for pedestrians. The project also includes the installation of new sidewalks and bridges. The project is expected to be completed in 2025.

Also Addresses: Flooding Traffic

Key: [Map showing project location]

We Heard: [Feedback from community members]

29: North Main Pedestrian Connectivity and Parks (Cont.)

Conectividad Peatonal y Parques en North Main (Continuación)

Description: This project is a major improvement to the pedestrian infrastructure in the North Main area. It will provide a safe, accessible route for pedestrians and improve the overall quality of life in the community. The project is expected to be completed in 2025.

30: North Main Pedestrian Connectivity and Parks

Conexión en North Street

Description: Currently, a pedestrian bridge is located along 445 at North Street. This bridge is in poor condition and needs to be replaced. TxDOT has proposed a concrete cap at the intersection of North Main Street and 445 Avenue. This project will improve pedestrian connectivity and provide a safe, accessible route for pedestrians. The project also includes the installation of new sidewalks and bridges. The project is expected to be completed in 2025.

Also Addresses: Traffic

Key: [Map showing project location]

We Heard: [Feedback from community members]

30: North Main Pedestrian Connectivity and Parks

Description: This project is a major improvement to the pedestrian infrastructure in the North Main area. It will provide a safe, accessible route for pedestrians and improve the overall quality of life in the community. The project is expected to be completed in 2025.

We Heard: [Feedback from community members]

TxDOT Proposal

PROS: [List of benefits]

CONS: [List of concerns]

Give us your input: [Feedback form]

Alternative 29.2 - New Detention Park and Cap Plaza

PROS: [List of benefits]

CONS: [List of concerns]

TxDOT Proposal

PROS: [List of benefits]

CONS: [List of concerns]

Alternative 30.1 - Pedestrian Bridge

PROS: [List of benefits]

CONS: [List of concerns]

Alternative 30.2 - Pedestrian Underpass

PROS: [List of benefits]

CONS: [List of concerns]

CONNECTIONS

26: Crosstimbers Complete Street

Total Input
195

Description:

Crosstimbers Street is a major thoroughfare with an existing bike lane and bus route. The street links Northline Commons, HCC Northline, the Red Line light rail, and connects Independence Heights with the Northline neighborhood. The intersection of Crosstimbers Street and the North Freeway is currently one of the most dangerous intersections along I-45, particularly for pedestrians and cyclists.

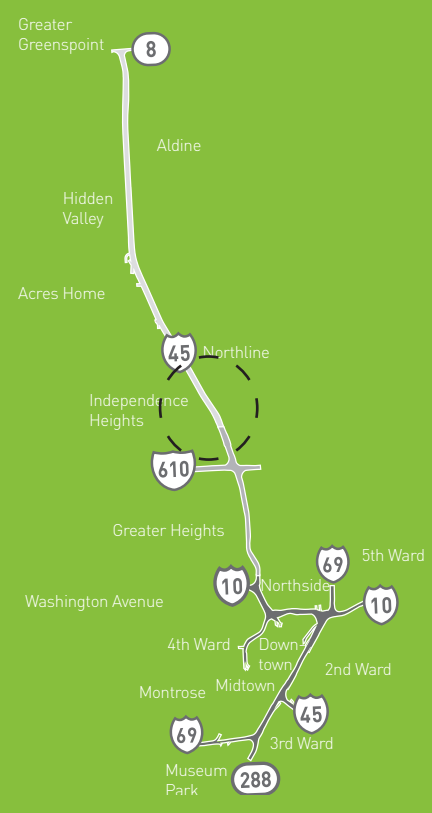
Also Addresses: Traffic

We Heard:

I45 and Crosstimbers is a current example of how the freeway underpass has fostered [...] problems in our neighborhood.

Connections on Crosstimbers, Victoria/Lyerly, Tidwell Rd., Cortlandt/E Witcher, Rosamond, W Parker Road, Rittenhouse, etc need to be designed with high comfort intersections for bicyclists and pedestrians.

Key:



TxDOT Proposal

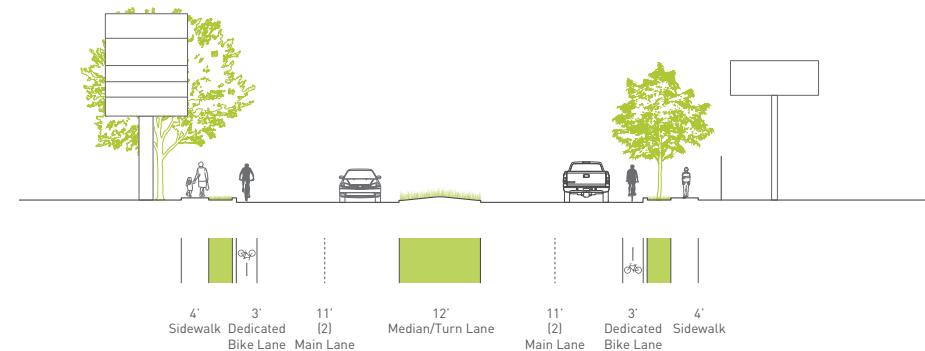
Total Input
10

PROS

- Improved Intersection at Crosstimbers Street and I-45

CONS

- Although bikes are protected by a 3-foot striped bike lane, bicyclists remain in close proximity to automobile traffic



Alternative 26.2

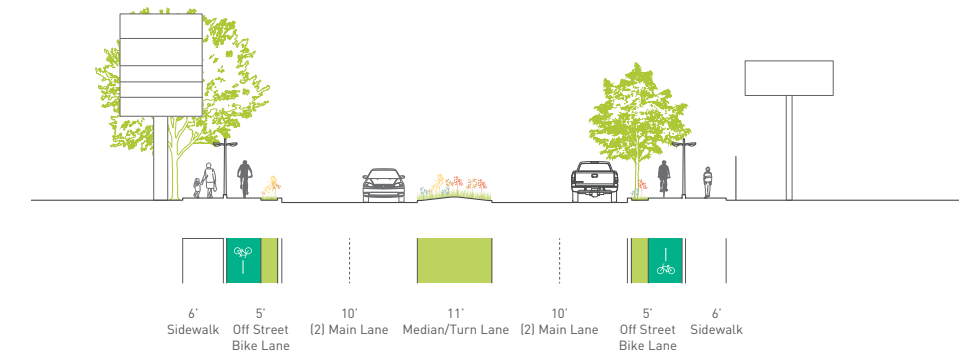
Total Input
96

PROS

- Protects pedestrians and bicyclists from main lane traffic
- Lighting and landscaping improve user experience
- Narrow traffic lanes reduce speeds

CONS

- Wider pedestrian and bicycle lanes are achieved at the expense of main traffic lane widths



Alternative 26.1

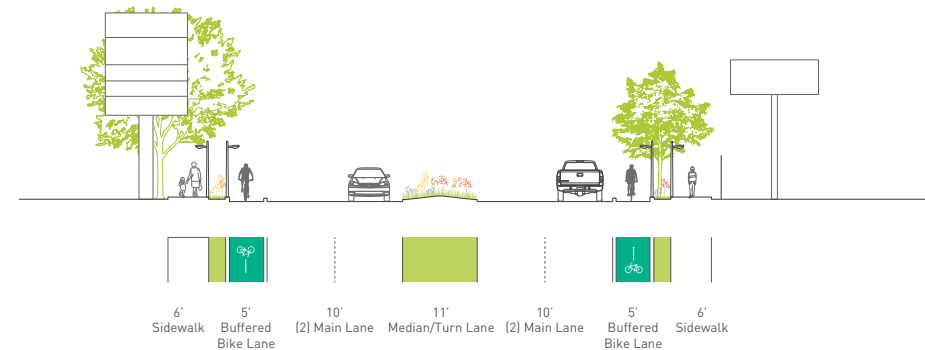
Total Input
34

PROS

- Protects pedestrians from car and bike traffic with a wider sidewalk and a buffer
- Lighting and landscaping improve user experience

CONS

- Although bike lanes are protected by a curb and wider lane, bicyclists remain in close proximity to automobile traffic
- Wider pedestrian and bicycle lanes are achieved at the expense of main traffic lane widths



Alternative 26.3

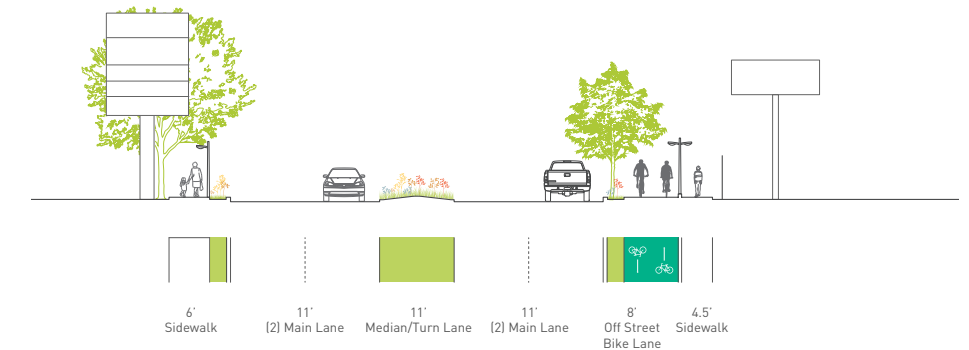
Total Input
55

PROS

- Protects pedestrians and bicyclists from automobile traffic
- Preserves proposed main lane width
- Lighting and landscaping improve user experience

CONS

- 8-foot bike lane is made possible by narrowing one sidewalk to 4.5 feet
- Shifts the whole street and median to one side



26: Crosstimbers Complete Street (Continued)

Total Input
195

	Lighting	Trees and Landscaping	Sidewalks	Bike Lanes
West Road	4	2	2	1
W. Mt. Houston Road	2	3	2	4
W. Gulf Bank Road	2	2	2	3
Little York Road	8	5	8	7
W. Parker Road	5	3	2	2
Victoria Dr/Lyerly Street	3	3	3	2
Tidwell Road	6	3	8	5
Link Road	6	4	4	8
Cavalcade Street	22	17	23	23
Patton Street	11	13	14	19
Cottage Street	6	5	11	12
North Main Street	23	35	38	34

27: Mitigating Increased Neighborhood Traffic

Total Input
200

Description:

Because the NHHIP proposes changes to various on- and off-ramps, local traffic patterns will be impacted. To ensure the safety of neighborhood residents, several mitigation strategies have been identified for local streets that are likely to experience an increase in traffic as a result of the project.

Also Addresses: Traffic

We Heard:

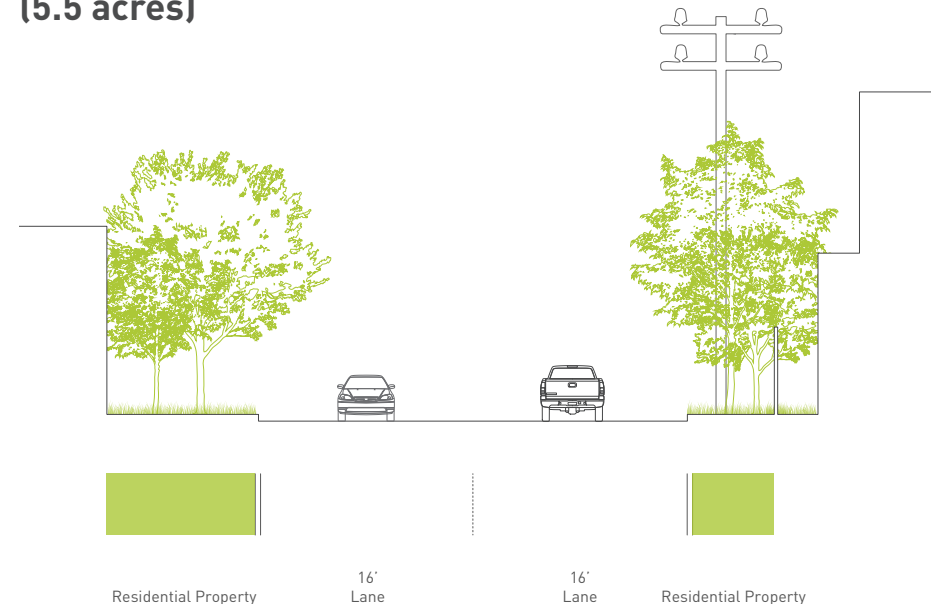
The DEIS states on page ES-20 that “[c]hanges in freeway access on I-45, I-10 and US 59/I-69 will likely affect existing traffic patterns in neighborhoods.” These effects will require further analysis, especially as they relate to areas such as downtown, Midtown, Greater Third Ward, the East End and the Near Northside.

I believe the closed exits & entrances on I45 will cause increased North/South cut-through traffic through our Brooke Smith neighborhood, as more drivers will be tempted to drive all the way through our neighborhood from North Main to Cavalcade and vice versa.

Key:



TxDOT Proposal (5.5 acres)



Total Input
16

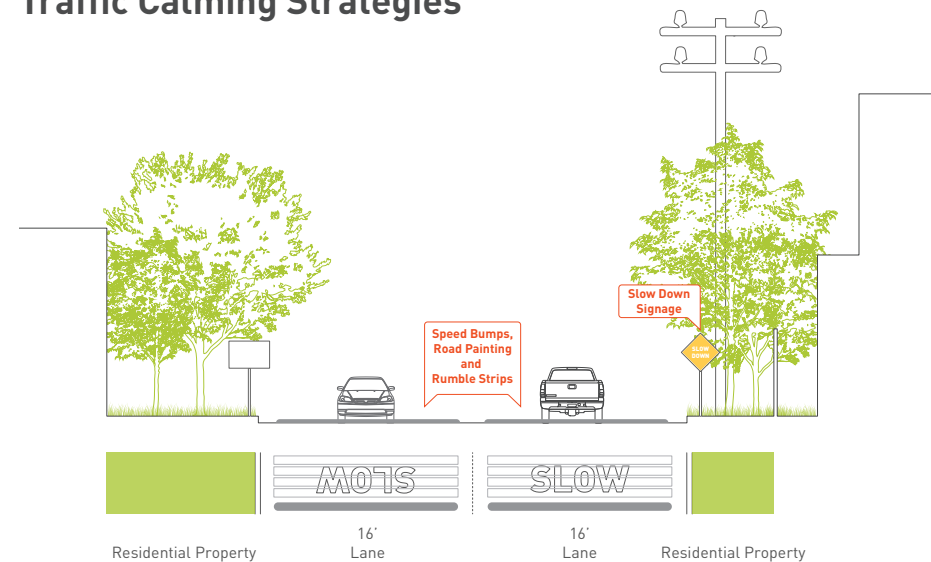
PROS

- Revised on- and off-ramps provide greater safety for freeway traffic

CONS

- Because of changes to on- and off-ramps, local streets may experience increased traffic flow as a result of the project

Alternative 27.1 Traffic Calming Strategies



Total Input
184

PROS

- Discourages drivers from cutting through neighborhoods to avoid traffic elsewhere
- Slows traffic to a speed that is safe and appropriate for neighborhood streets

CONS

- Does not guarantee that fewer drivers will use local streets, only that they will drive slowly on them

28: Independence Heights Frontage Roads

Description:

Segment 1 of NHHIP impacts frontage roads along I-45 approaching the interchange with I-610. Connectivity and properties in the nearby Independence Heights neighborhood may be impacted by these frontage roads.

Also Addresses:

Traffic

Property

Total Input
184

We Heard:

The impact on single family housing in a neighborhood like Independence Heights could be devastating to their revitalization effort.

First and foremost is my concern regarding the impact of the residents of Independence Heights. Loss of homes and a church is not acceptable.

Key:



TxDOT Proposal

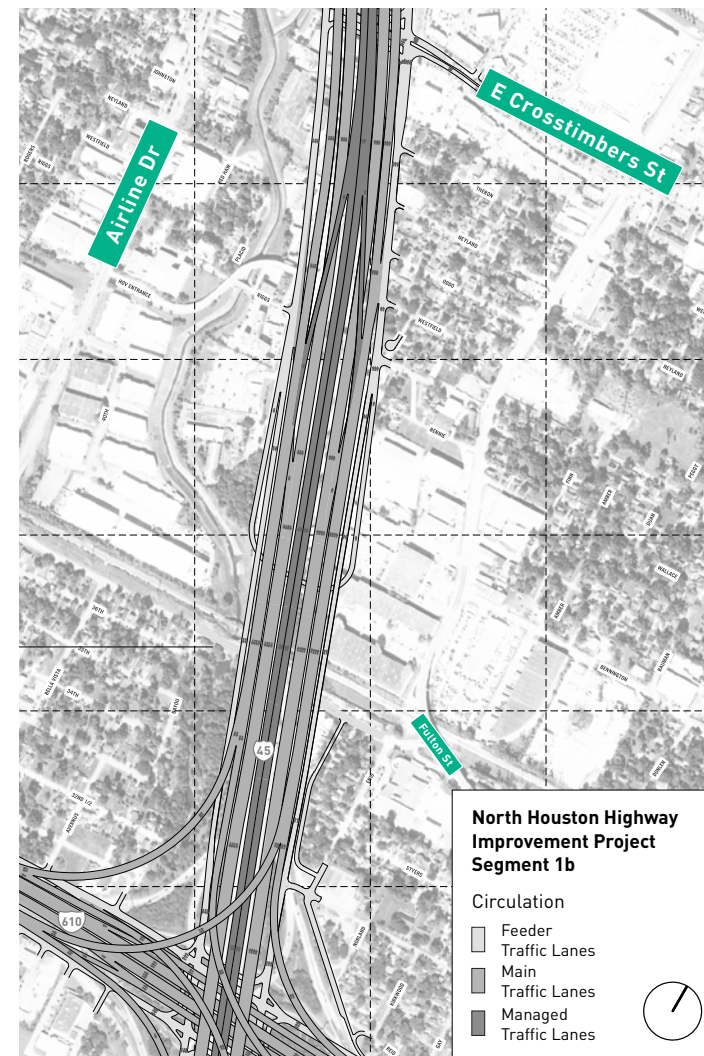
Total Input
27

PROS

- Provides connections to/from I-610 to I-45

CONS

- Expanded right-of-way
- Requires more property acquisitions



Alternative 28.1 Removed Frontage Road

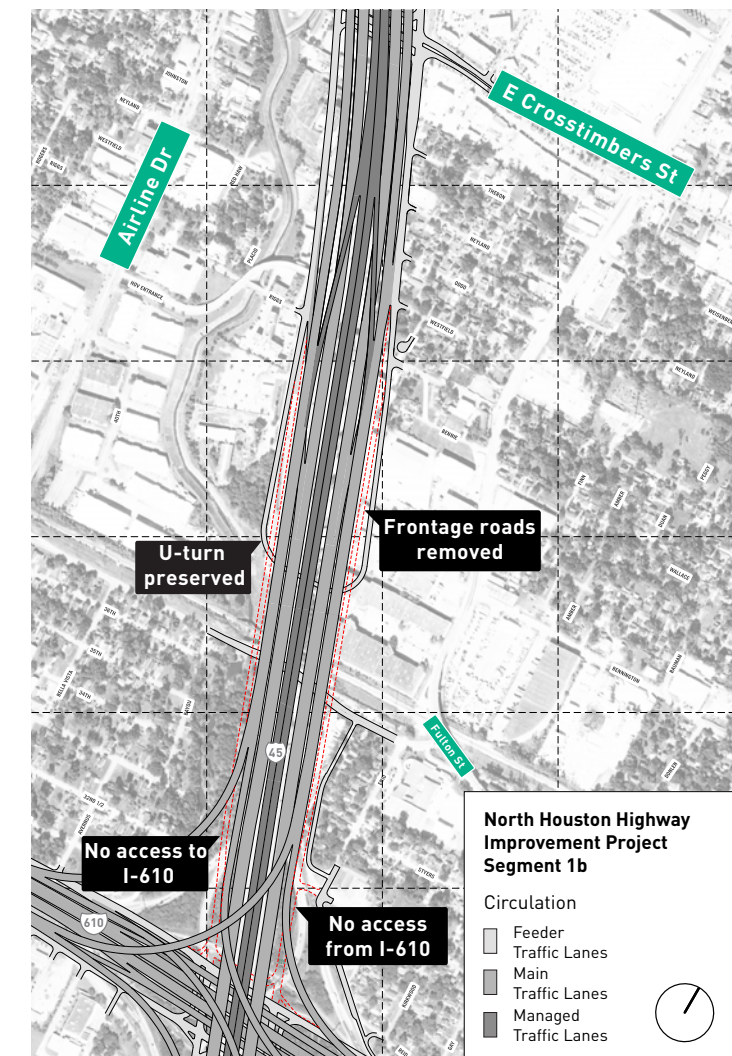
Total Input
157

PROS

- Less property acquisitions
- Less right-of-way acquisition required

CONS

- Still some property acquisitions required
- No continuous frontage roads



29: North Main Pedestrian Connectivity and Parks

Description:

Currently, I-45 divides the Near Northside and Greater Heights neighborhoods. Existing pedestrian amenities and safety conditions at North Main Street are perceived as insufficient. TxDOT has proposed a concrete cap at this location that can accommodate a more generous pedestrian realm. Outside funding is necessary to transform the cap into a park or other amenity.

Also Addresses:

Traffic

Flooding

Total Input
191

We Heard:

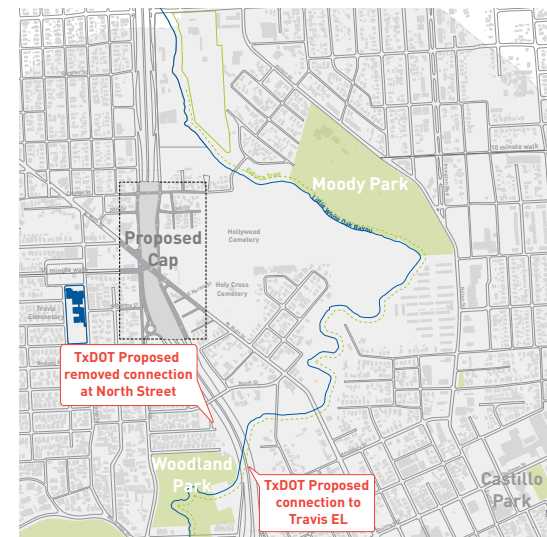
The many detention ponds included in this plan should be designed as park areas or maintained green space in collaboration with the City Parks and Recreation Department.

The original I-45 construction bisected one community into two. [...] There are constant efforts to reunite the communities but the swath of freeway that separates them remains a physical barrier. Create a deck park over the freeway near North Main. This will be a physical reattachment point [...]

Key:



TxDOT Proposal (5.5 acres)



Total Input
3

PROS

- Connects Greater Heights and Near Northside
- Potentially provides additional park space for both communities without taking up any pre-existing real estate

CONS

- Funding to transform the cap into a park or other amenity will need to be secured
- Safe pedestrian access to the cap will need to be negotiated across frontage road traffic

Alternative 29.1 Cap Park (5.5 acres)



Total Input
54

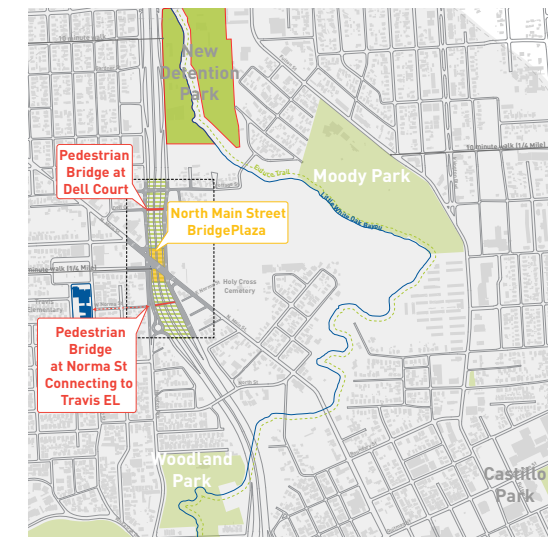
PROS

- Connects Greater Heights and Near Northside
- Creates park space for both communities without taking up any pre-existing real estate

CONS

- Pedestrian access to the cap park will need to be negotiated across frontage road traffic

Alternative 29.2 New Detention Park and Cap Plaza (20 acres)



Total Input
99

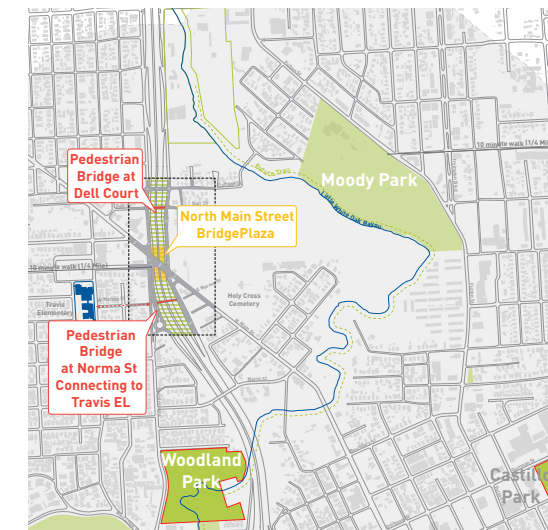
PROS

- Connects Greater Heights and Near Northside
- Provides a direct link to Travis EL for students
- The proposed park is easily accessible to pedestrians on the east side of I-45
- Ties into the existing and planned park infrastructure along Little White Oak Bayou

CONS

- Inaccessible to pedestrians on the west side of I-45
- Although pedestrian bridges improve connectivity, access to the bridges are still challenged by frontage road traffic

Alternative 29.3 Existing Park Improvements



Total Input
35

PROS

- Connects Greater Heights and Near Northside
- Improves two existing and well-used parks in Greater Heights and Near Northside
- Provides a direct pedestrian and bicycle link to Travis EL

CONS

- Does not create any new park space
- Although pedestrian bridges improve connectivity, access to bridges is still challenged by frontage road traffic

30: North Street Connection

Total Input
134

Description:

Currently, a pedestrian bridge is located above I-45 at North Street. This bridge is a major connection between Woodland Heights and the Near Northside. Eliminating this connection, would impact pedestrian connectivity in the area.

Also Addresses: Traffic

We Heard:

The Germantown Historic District residents (west side of North St.) are not in support of keeping the North St bridge.

The removal of North Street Bridge creates greater access issues between Heights and Northside, especially for pedestrians and bicyclists.

Key:



TxDOT Proposal

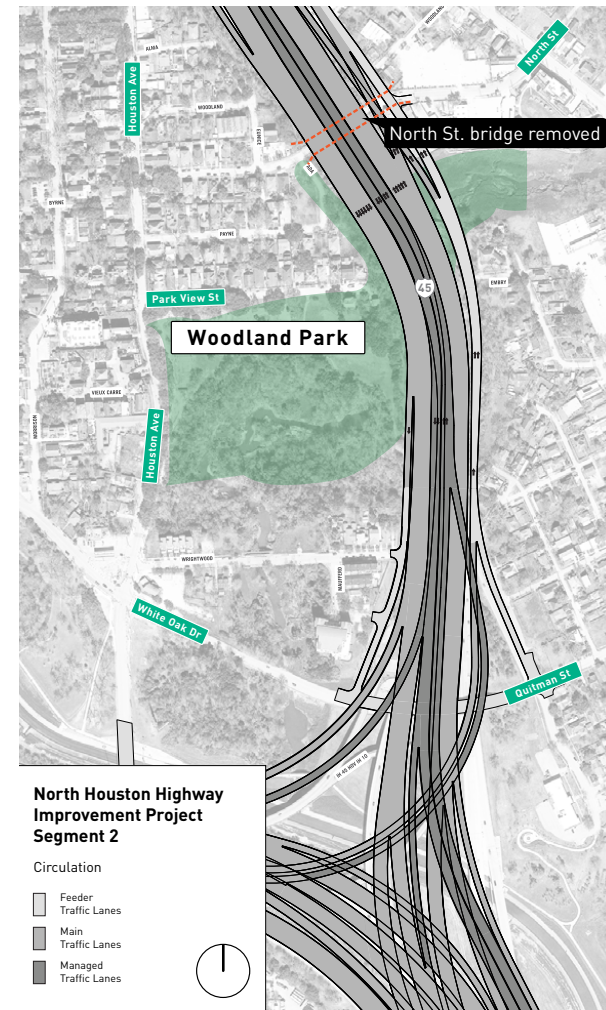
Total Input
2

PROS

- N/A

CONS

- Neighborhood connection across I-45 is lost
- Eliminated the Near Northside connection to the Little White Oak Bayou Greenway



Alternative 30.1 Pedestrian Bridge

Total Input
57

PROS

- Provides neighborhood connection across I-45
- Grade separation of pedestrians from cars

CONS

- Vehicular connectivity is still lost
- Pedestrian zone is impacted by noise from freeway
- More expensive to construct
- Long ramps up



Alternative 30.2 Pedestrian Underpass

Total Input
75

PROS

- Provides neighborhood connection across I-45
- Grade separation of pedestrians from cars
- Less expensive alternative to construct

CONS

- Vehicular connectivity is still lost
- Pedestrian zone is impacted by noise from freeway
- Long ramps down



31: Fifth Ward / Lyons Avenue Connectivity To Downtown

Description:

Lyons Avenue is the main street of historic Fifth Ward, a neighborhood impacted by the NHHIP. The Fifth Ward connectivity to Downtown is limited, impacted by prior freeway construction. Currently, Lyons Avenue dead-ends abruptly in an obscure area without a direct connection across I-10. Three alternatives have been developed to enhance the connection of Lyons Avenue to Downtown.

Also Addresses:

Traffic

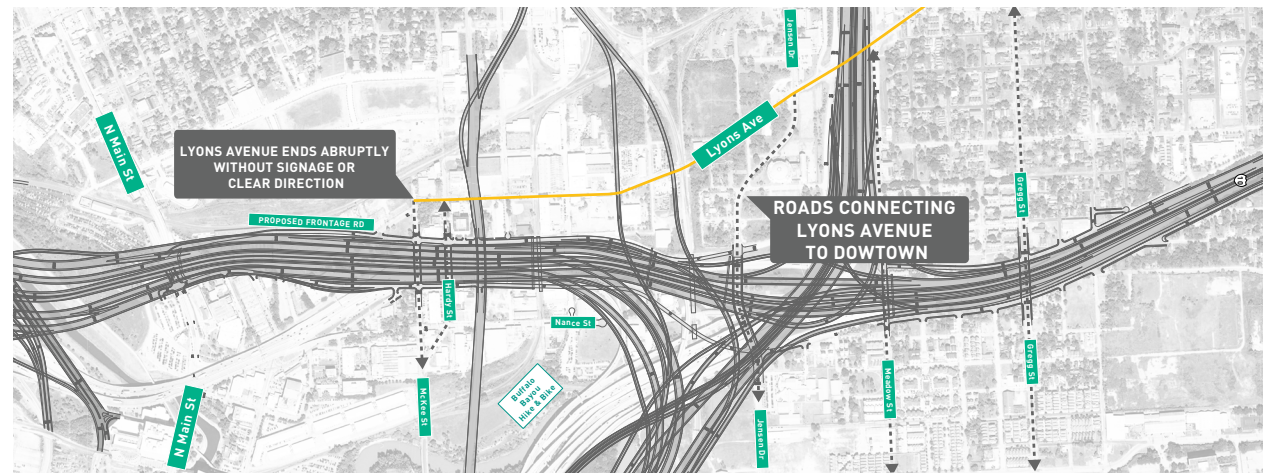
Total Input
169

We Heard:

Lyons Avenue is the main thoroughfare that runs east and west through our historic community. It is frequently used to drive into the downtown area by residents and other stakeholders

...Evaluate the option to clean up transition from Lyons to McKee to make smoother and more legible.

Key:



Total Input
7

TxDOT Proposal

PROS

- Maintains existing conditions and connections

CONS

- Re-alignment of I-45 creates a greater visual and symbolic barrier between areas north of the I-10 and I-45 alignment, including Fifth Ward, Lyons Avenue, and Downtown

Alternative 31.1 Extend Lyons Avenue West to Main Street

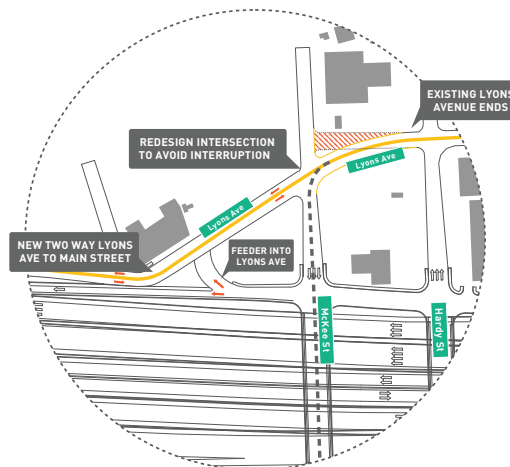
Total Input
67

PROS

- Extends Lyons Avenue (two-way street) west to Main Street
- Improves the symbolic and physical connectivity between Fifth Ward and Downtown
- Makes the process of accessing Downtown via Lyons Avenue less complicated
- Improves the dead end intersection at Lyons Avenue and McKee Street

CONS

- Introduces potentially dangerous two-way traffic to the frontage road between McKee Street and N Main Street



Alternative 31.2 Extend Lyons Avenue South

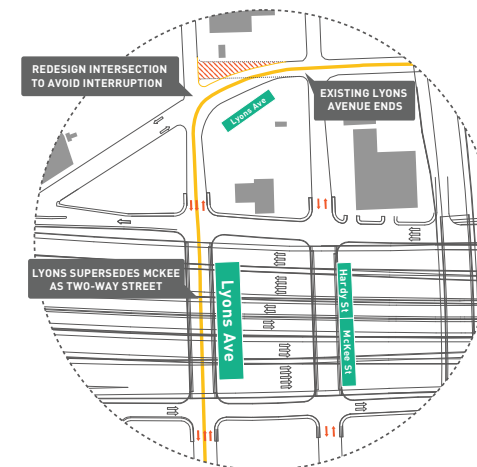
Total Input
26

PROS

- Extends Lyons Avenue (two-way street) south along the McKee Street alignment directly into Downtown
- Improves the symbolic and physical connectivity between Fifth Ward and Downtown
- Makes the process of accessing Downtown via Lyons Avenue as direct as possible
- Improves the dead end intersection at Lyons Avenue and McKee Street

CONS

- Process and potential impacts of changing street names and addresses
- Transforms McKee Street and Hardy Street from one-way streets into a combined two-way street



Alternative 31.3 Extend Lyons Avenue South and West

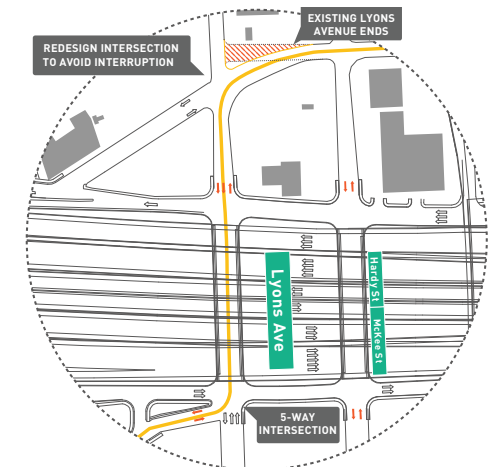
Total Input
69

PROS

- Extends Lyons Avenue south along the McKee Street alignment directly into Downtown
- Improves the symbolic and physical connectivity between Fifth Ward and Downtown
- Improves the dead end intersection at Lyons Avenue and McKee Street
- Utilizes prior freeway right-of-way for new connections
- Lyons Avenue crosses the freeway into Downtown.

CONS

- Process and potential impacts of changing street names and addresses
- 5-way intersection at McKee Street and I-10/ I-45 Frontage Road



32: San Jacinto Connection

Total Input
178

Description:

The Near Northside has always been disconnected by the rail yards to the south. The narrow Main Street tunnel is the only the major route to Downtown. The Gulf Coast Rail District has proposed a grade separation that would take Navigation Blvd. and Commerce Street under the railroad tracks that separate the East End from EaDo.

Also Addresses: Traffic

We Heard:

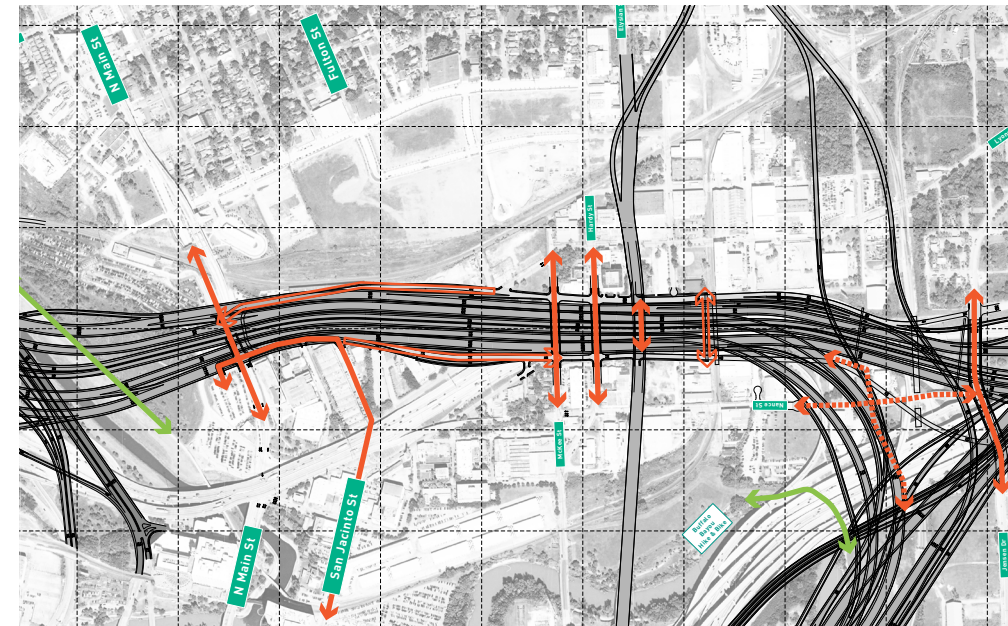
There's a plan to eventually connect San Jacinto to Fulton. Now is the time to make provision for this.

Plan for the extension of San Jacinto Street to Fulton including potential grade separation at the UP Passenger Main crossing which is hugely impactful to drivers and transit in this area.

Key:



TxDOT Proposal - Current Connectivity



Total Input
15

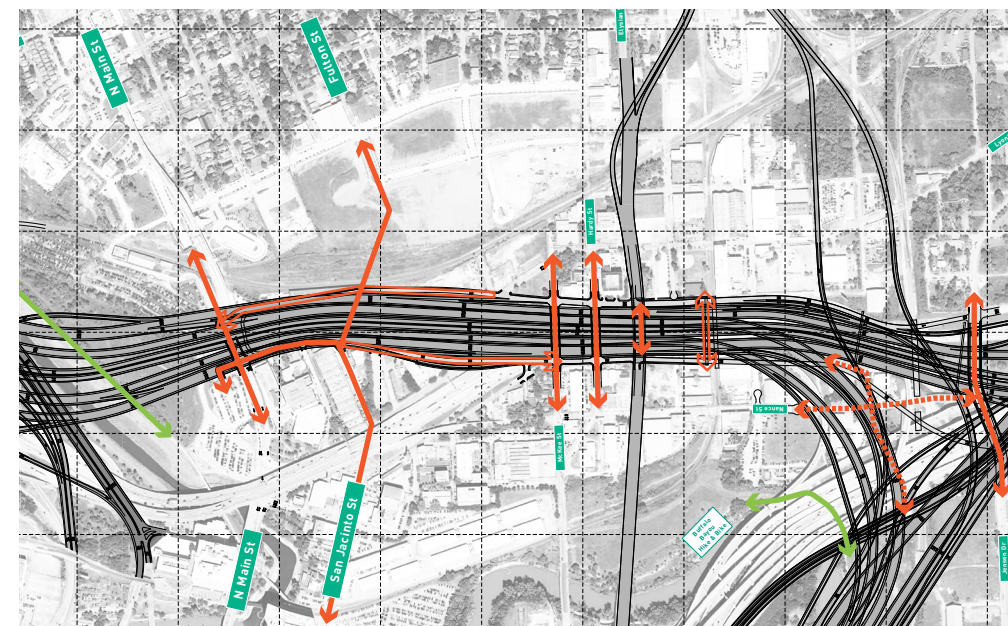
PROS

- Keeps current connections

CONS

- No additional connections to Near Northside
- Relocated highway makes a relocated San Jacinto bridge impossible

Alternate 32.1 - San Jacinto Extension



Total Input
163

PROS

- Daylight on all roadways
- Less massive supports
- Easier to construct

CONS

- Ramps extend into White Oak Bayou Greenway, and add retaining walls and structures at the edge of the bayou channel



09: Transit Center at Shepherd / Little York
Centro de Tránsito en Shepherd / Little York

Description:
Also Addresses:
Connections:
We Heard:

We Heard:
The proposed...
The proposal to include a shared use lane along the frontage road results in higher motorist...
The proposal to include a shared use lane along the frontage road results in higher motorist...
The proposal to include a shared use lane along the frontage road results in higher motorist...

Improvement Type:
Lighting
Programming
Art

TxDOT Proposal
TxDOT's proposed frontage road cross section includes 3 lanes, with a shared bike lane, and a sound wall near the neighborhood.

Give us your input:
Please fill out the survey on the back of this page.

Existing
The existing road is a 4-lane divided highway with a median and shoulders. It is currently a 4-lane divided highway with a median and shoulders. It is currently a 4-lane divided highway with a median and shoulders.

TxDOT Proposed
TxDOT is developing frontage road alternatives like highways, with wide lanes, sweeping curves, and minimal pedestrian facilities. Currently, both intersection streets and frontage roads are being designed with TxDOT standards, making these streets part of the frontage and not part of the neighborhood they connect to.

Intersection
Fatbrook Drive/Aldine Bender Road
West Road
Blue Bell Road
W. MI. Houston Road
W. Gulf Bank Road

PROS
- Higher capacity on frontage roads
CONS
- Sound wall is near neighborhood
- May require right-of-way acquisition
- Unprotected bike lane
- Wider lane width increases vehicle speeds

Give us your input:
Please fill out the survey on the back of this page.

TxDOT Proposal - Express Lanes, No HOV Lane
TxDOT is proposing two 2-lane express lanes, which would connect from Shepherd to the new HOV lane. This is a 2-lane express lane, which would connect from Shepherd to the new HOV lane. This is a 2-lane express lane, which would connect from Shepherd to the new HOV lane.

Give us your input:
Please fill out the survey on the back of this page.

Give us your input:
Please fill out the survey on the back of this page.

Shared Bike/Ped Path
This is a shared bike/ped path, which would connect from Shepherd to the new HOV lane. This is a shared bike/ped path, which would connect from Shepherd to the new HOV lane.

THANK YOU

cdrc