## Alternative 01.4 - Minimal Maintenance Only

### Description:

This project is intended to lessen traffic congestion while accommodating population growth. To meet this goal, travel lanes are rearranged and added. These alterations 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.

### 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
  - Reduced 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

- 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**
  - Flexible 2-way, all-day transit service
  - 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

### 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**
  - Flexible 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 mainlane capacity
  - Longer distances to access freeway where ramps are removed
  - Same right-of-way acquisition
  - Same displacement of residents and business

### 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 shoulder and keeping on- and off-ramps, while meeting design standards.
- **Pros**
  - Flexible 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

### Alternative 01.4 - Minimal Maintenance Only

- Keeps current access to freeway
- No right-of-way acquisition
- No displacement of residents and business
- **Pros**
  - Does not meet project goals
  - Does not create new high-speed transit (MetroRapid)
  - Does not create project goals
  - Does not create high-speed transit (MetroNEXT)
  - Does not increase population
  - Cannot or will not lower speed limits
  - Cannot or will not relocate
  - Does not displace residents

### Connections

- PROS
  - Significant displacement of residents and business
  - Increased safety for everyone using the freeway
  - Reliable 2-way, all-day transit service
- 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

### Flooding

- PROS
  - No displacement of residents and business
  - Increased safety for everyone using the freeway
- CONS
  - Significant displacement of residents and business
  - Increased safety for everyone using the freeway

### Property

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

### Give us your input.

Put your #1 sticker on the alternative you prefer.