04: Bus Rapid Transit Alternatives Summary

Resumen de Alternativas de Sistemas de Transporte Rápido (BRT)

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.

We Heard:

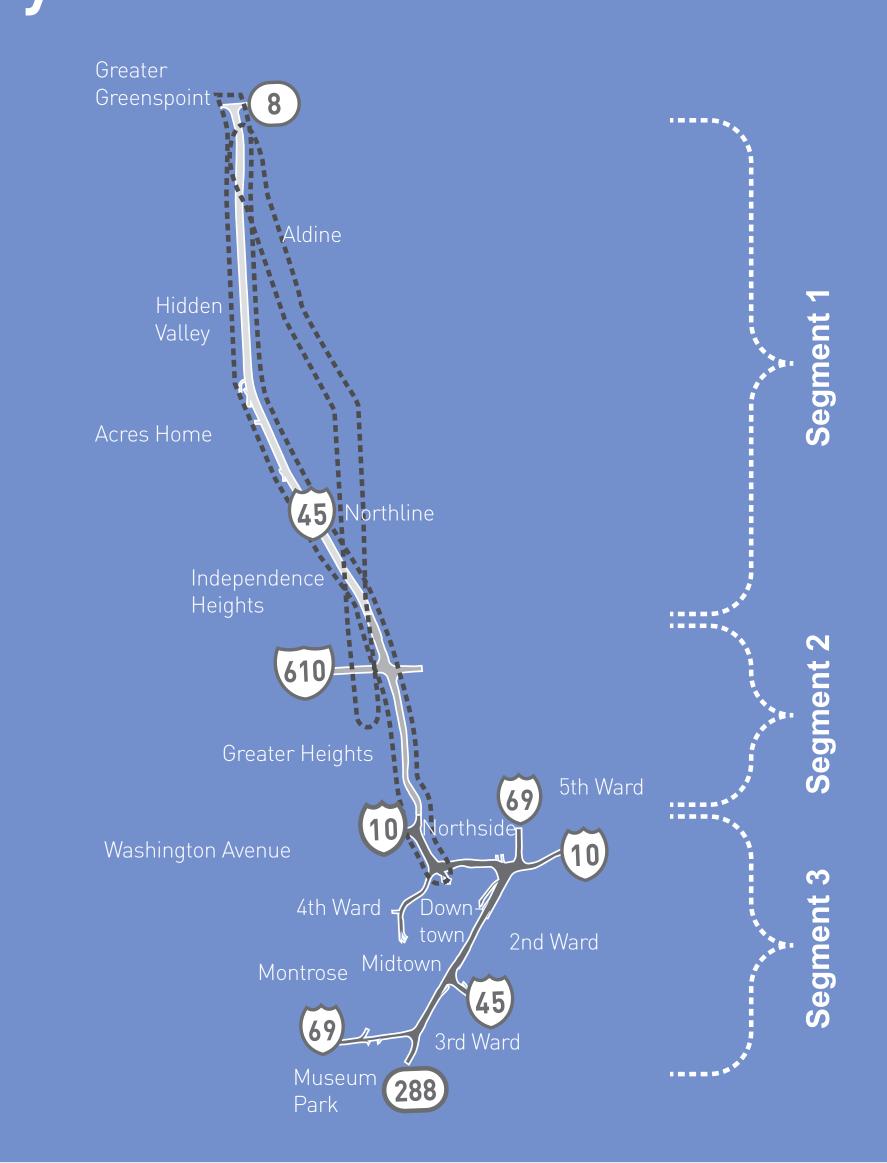
[...] This plan spends Billions and requires hundreds of demolitions. Add 30ft to the ROW to allow for future rail or BRT transit. This can be accomplished along 80% of ROW for minimal additional cost--structures will be razed. what's another 30ft to allow future rail? Lay the foundation for real transit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

Also Addresses:

Connections

[...] 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 Proposed

TxDOT has proposed a new Bus Rapid Transit system with stops at Greens Road, the N. Shepherd Park and Ride, and Downtown. There are no other stations proposed.

Alternative 04.1

Additional Highway Bus Rapid Transit **Stations**

Alternative 04.1 proposes additional Bus Rapid Transit stations at Tidwell Road, Crosstimbers Street, and N. Main Street, in combination with the TxDOT-proposed system and stops.

Alternative 04.2

Additional Bus Rapid Transit Stations, Local Bus Rapid Transit, Frontage **Road Route**

Alternative 04.1 proposes Bus Rapid Transit Stations at Greens Road, Little York Road, Tidwell Road, Crosstimbers Street, and N. Main Street, in combination with the TxDOT proposed Downtown stations and local Bus Rapid Transit along the I-45 frontage roads from Greens Road to Crosstimbers Street to better connect residents.

> **BRT, and Transit Center** at Greenspoint Mall

Alternative 04.3

Additional Bus Rapid Transit Stations Local Bus Rapid Transit, Airline Route

Alternative 04.1 proposes Bus Rapid Transit Stations at Greens Road, Little York Road, Tidwell Road, Crosstimbers Street, and N. Main Street, in combination with the TxDOT proposed Downtown stations and the conversion of the METRO-planned Airline Drive BOOST corridor to a Bus Rapid Transit corridor to better connect residents.

Greater

Greenspoint

Proposed METRO Next

at Airline Dr

5th Ward

Light Rail Extension and

Stop at N Shepherd Park

and Ride + Additional Stop

Airline BRT, Light Rail,

and Local Bus Transfer

Stations Along Airline Dr

Aldine

E Little York Rd

Independence

Heights

Hidden

Valley

BRT, LRT,

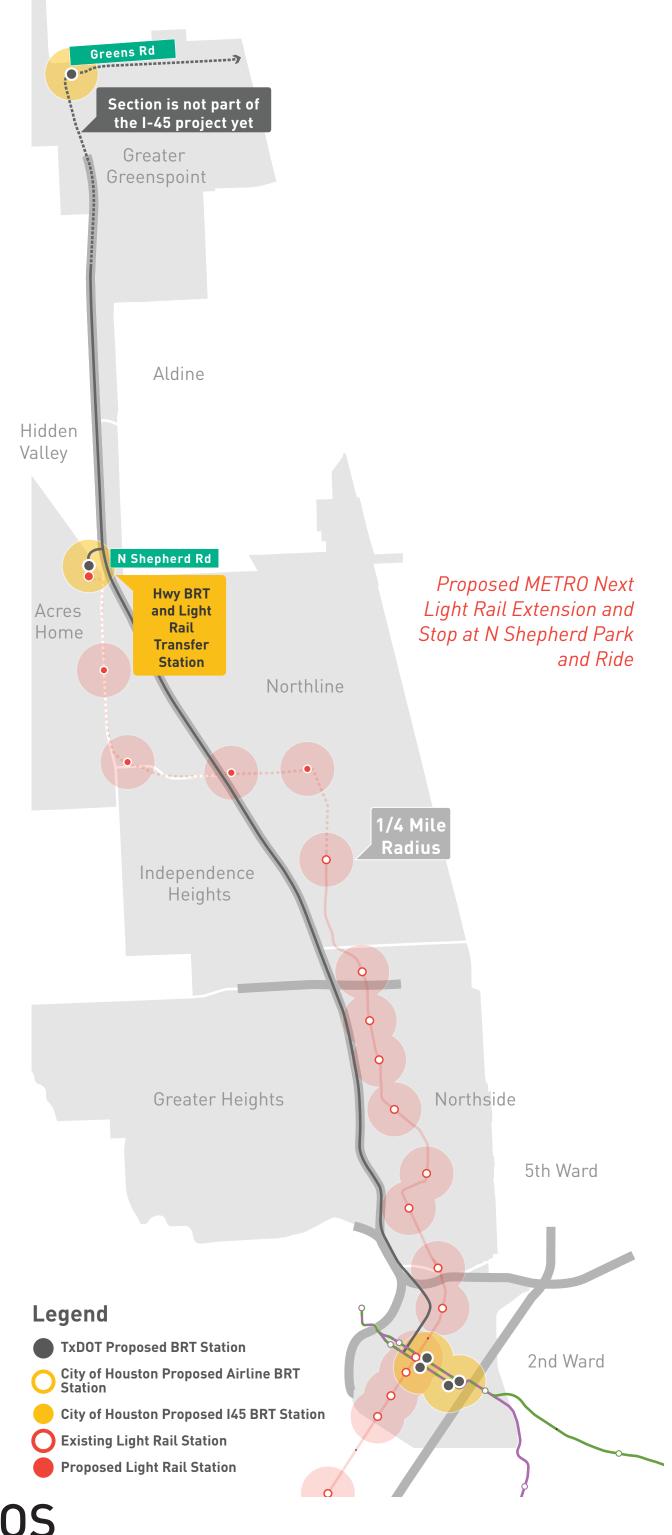
Station

with new

Transit

Center

Acres



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

Greens Rd Greater Greenspoint Aldine Hidden Valley BRT and Light Rail Transfer Station N Shepherd Rd Proposed METRO Next Light Rail Extension and Northline Stop at N Shepherd Park ome and Ride Highway BRT, Light Rail, and Local Bus **Transfer Station** E Crosstimbers St Independence Heights Greater Heights 5th Ward

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



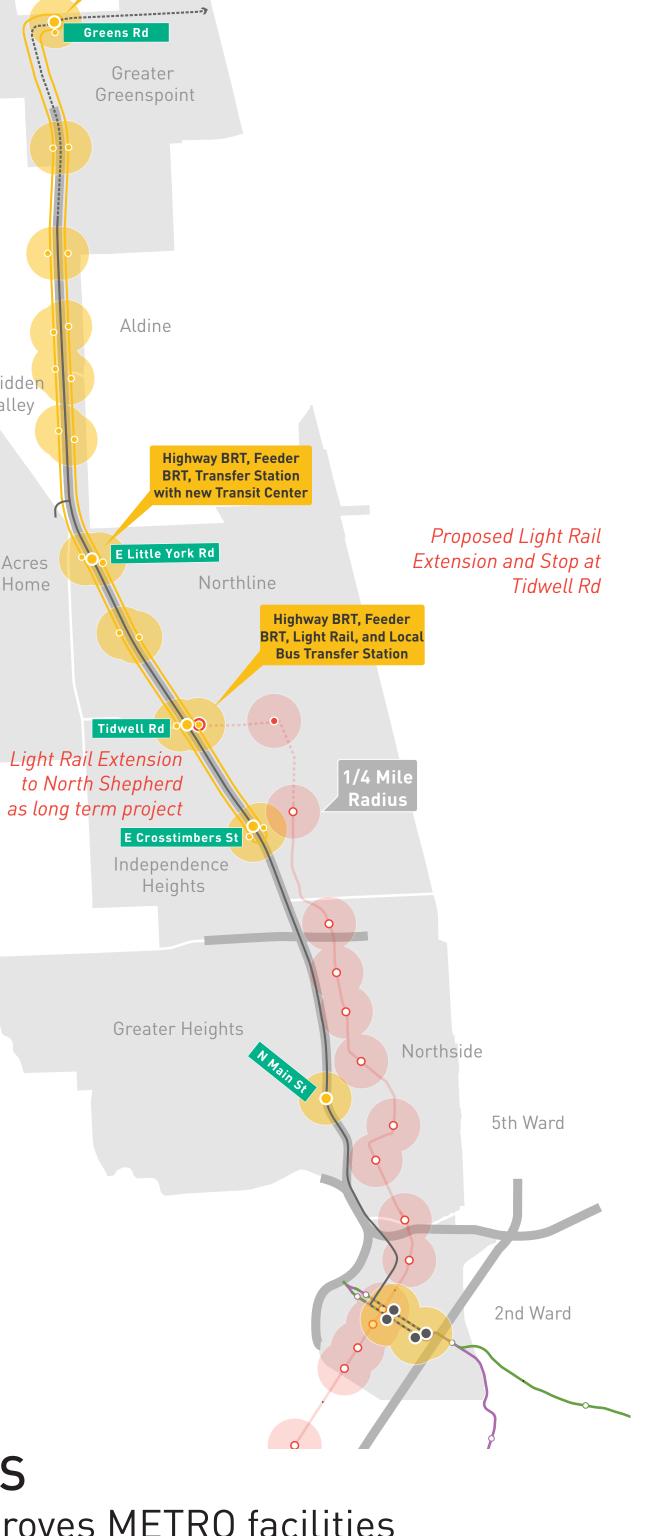
PROS

- 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

redundant

- Eliminates one Frontage Road lane for transit
- N. Shepherd Park and Ride is closed
- Bus Rapid Transit system may be



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

Give us your input.

Put your #04 sticker on the alternative you prefer.