

08: Bus Rapid Transit Station at Tidwell

Estación de Autobús de Tránsito Rápido (BRT) en Tidwell

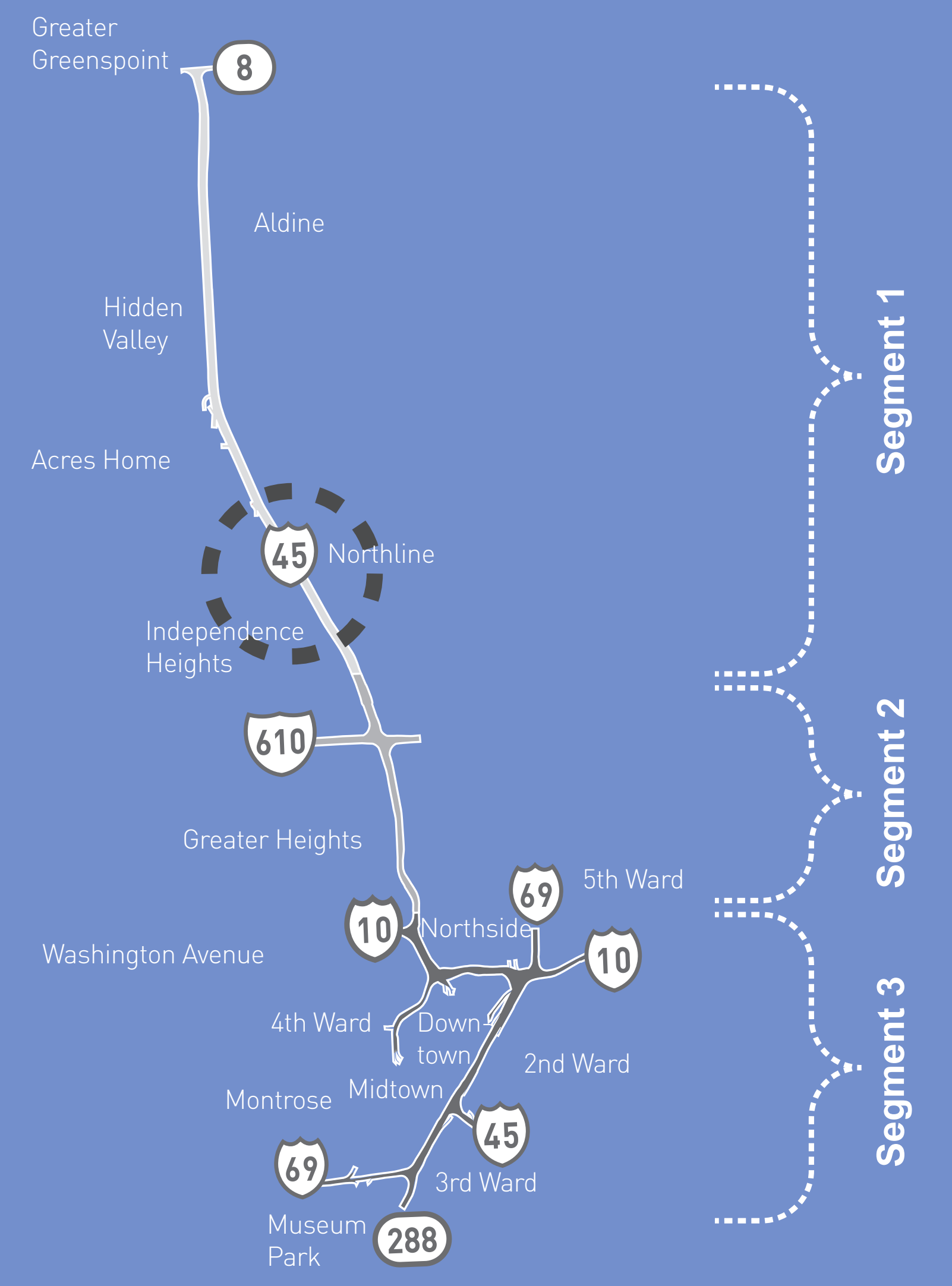
Description:

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

Key:



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.

TxDOT Proposed

TxDOT is proposing a Bus Rapid Transit system with stops at Greens Road, N. Shepherd Park and Ride, and Downtown. The Bus Rapid Transit will run in managed lanes. At the Tidwell Road location, the managed lanes are above the intersection in the freeway right-of-way and adjacent to the main lanes.

PROS

- No interruption of freeway or local traffic

CONS

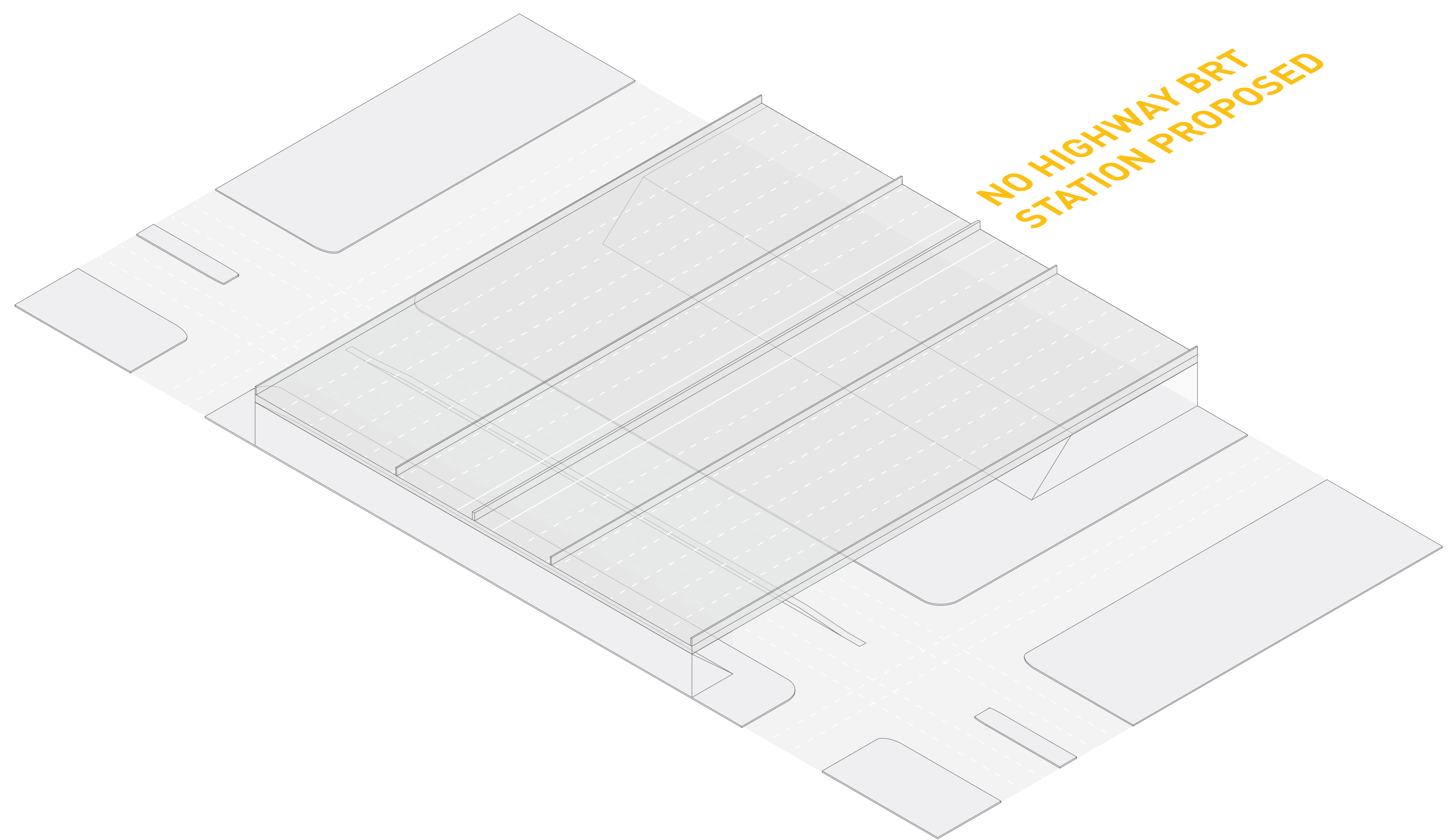
- No access to the Bus Rapid Transit system except at Greenspoint, N Shepherd Drive, and Downtown

Give us your input.

Put your #08 sticker on the alternative you prefer.

TxDOT Proposal

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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 to the station will need to be negotiated around frontage road traffic

Alternative 08.1 - New Bus Rapid Transit Station at Tidwell

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