05: Bus Rapid Transit (BRT) at Greenspoint

Estación de Autobús de Tránsito Rápido (BRT) en Greenspoint

Description:

The Greater Greenspoint area functions as a connection between Downtown Houston and IAH Airport. A BRT connection in the area would improve access to Greater Houston. The BRT connection could be supplemented through the re-development of Greenspoint Mall and the inclusion of a new transit center, improving walkability and the amenities in the area.

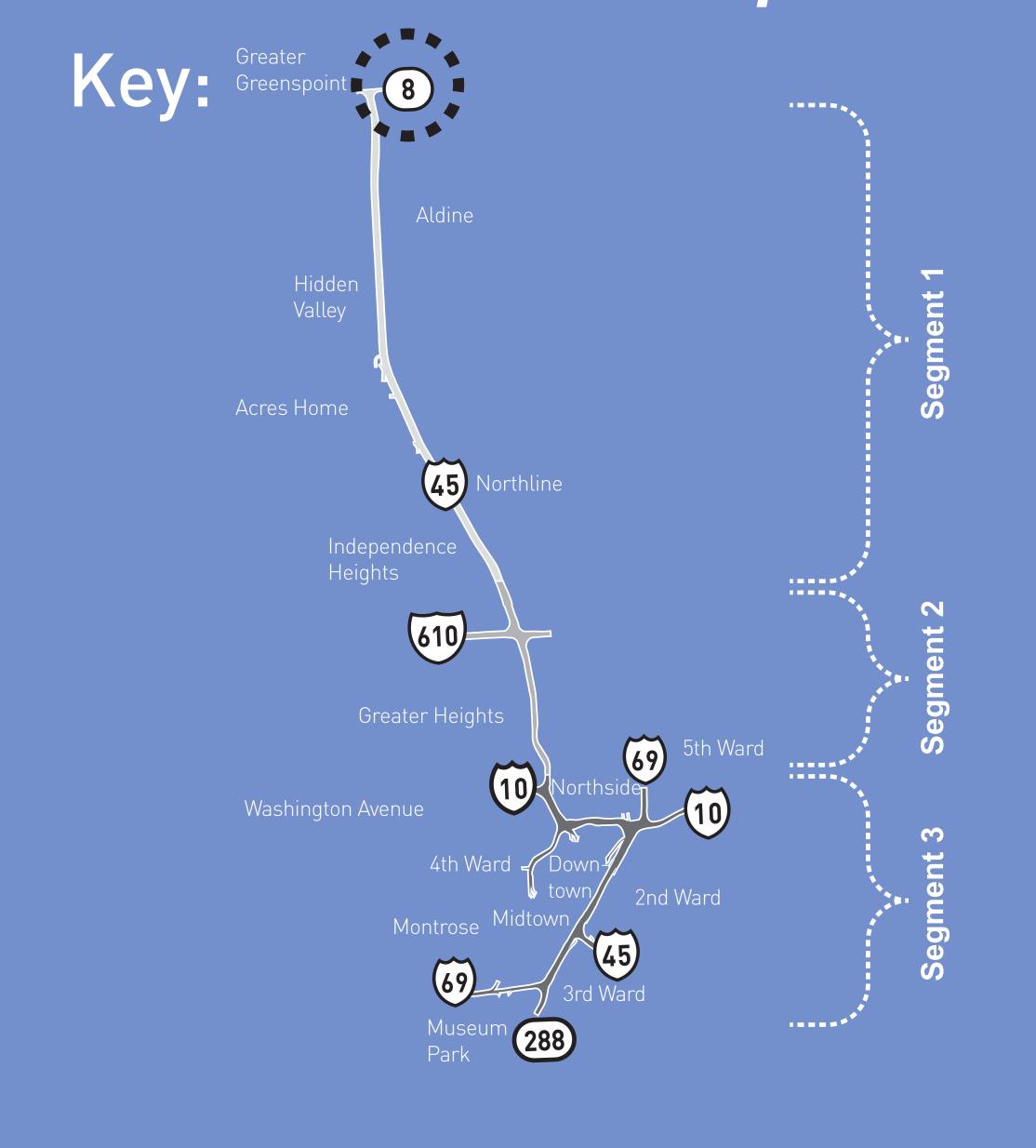
Also Addresses:

Connections

We Heard:

Consider extension and direct connection from I-45 Max lanes to Greens Rd. to serve Greenspoint area

Whether rail or BRT, there has to be room for faster and more frequent 2-way commuter options.



TxDOT Proposal

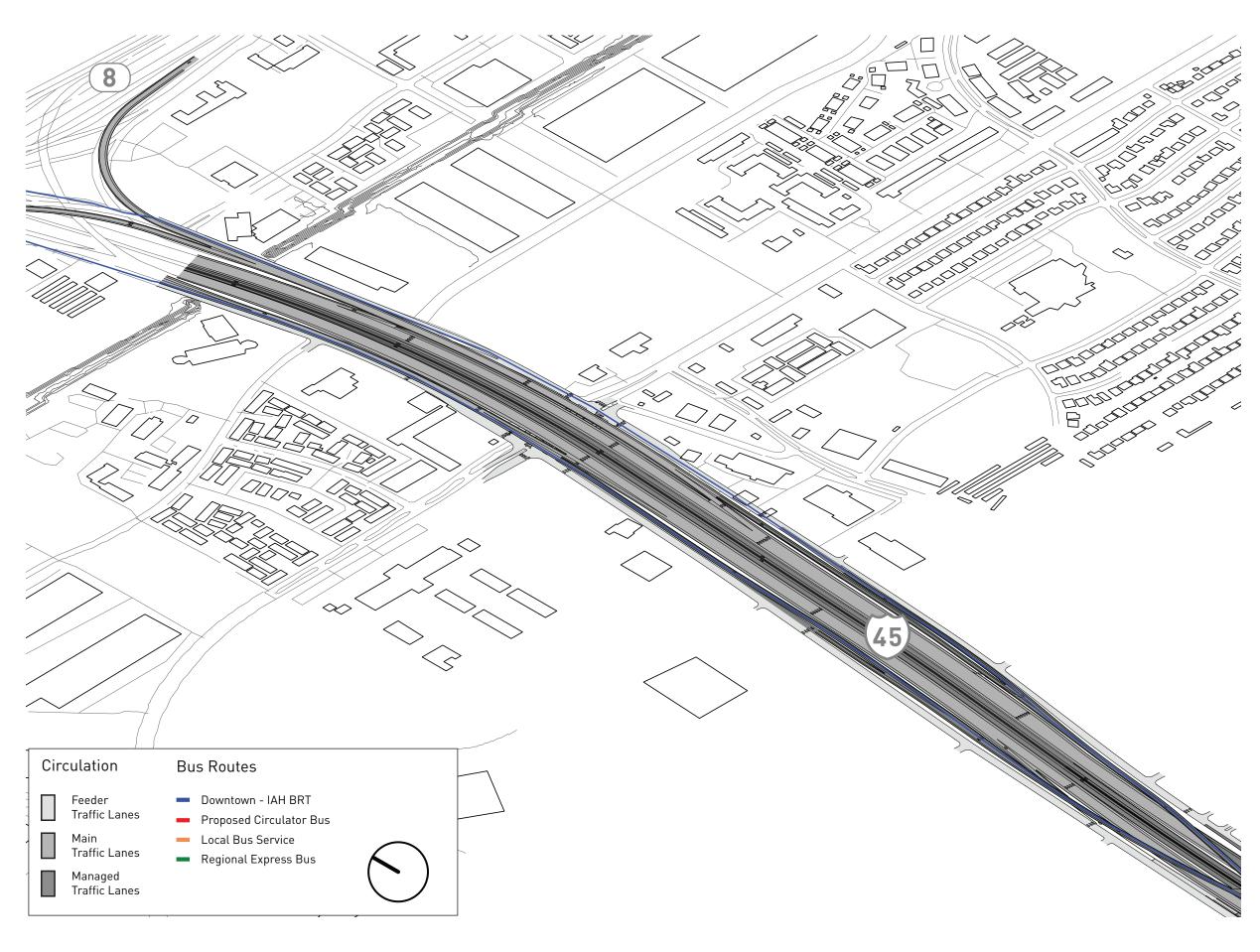
In the TxDOT proposal, managed lanes are included only to Beltway 8. BRT access to Greenspoint would require exiting the managed lanes using the wishbone ramp to the frontage road.

PROS

- Managed lane access to frontage roads would be easy and direct

CONS

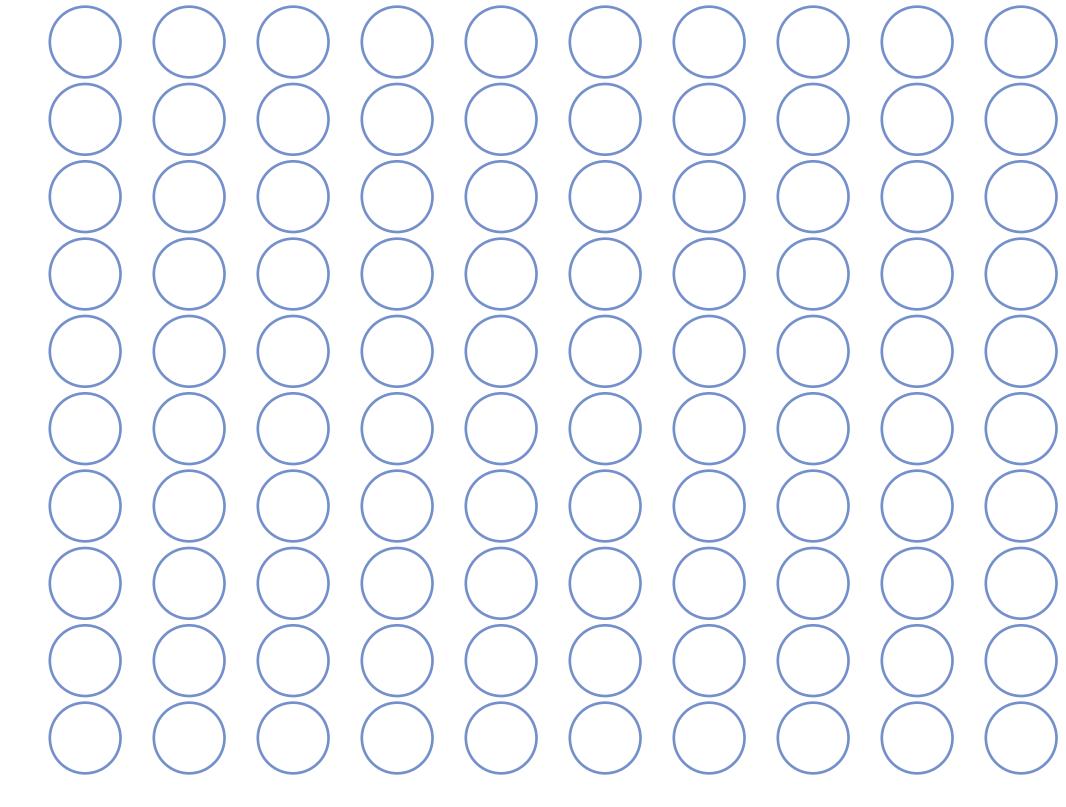
- BRT access would utilize frontage roads, slowing down buses
- -No easy transfer to local or circulator routes



Give us your input.

Put your #05 sticker on the alternative you prefer.

TxDOT Proposal



Alternative 05.1 - Transit Center on Mall Site

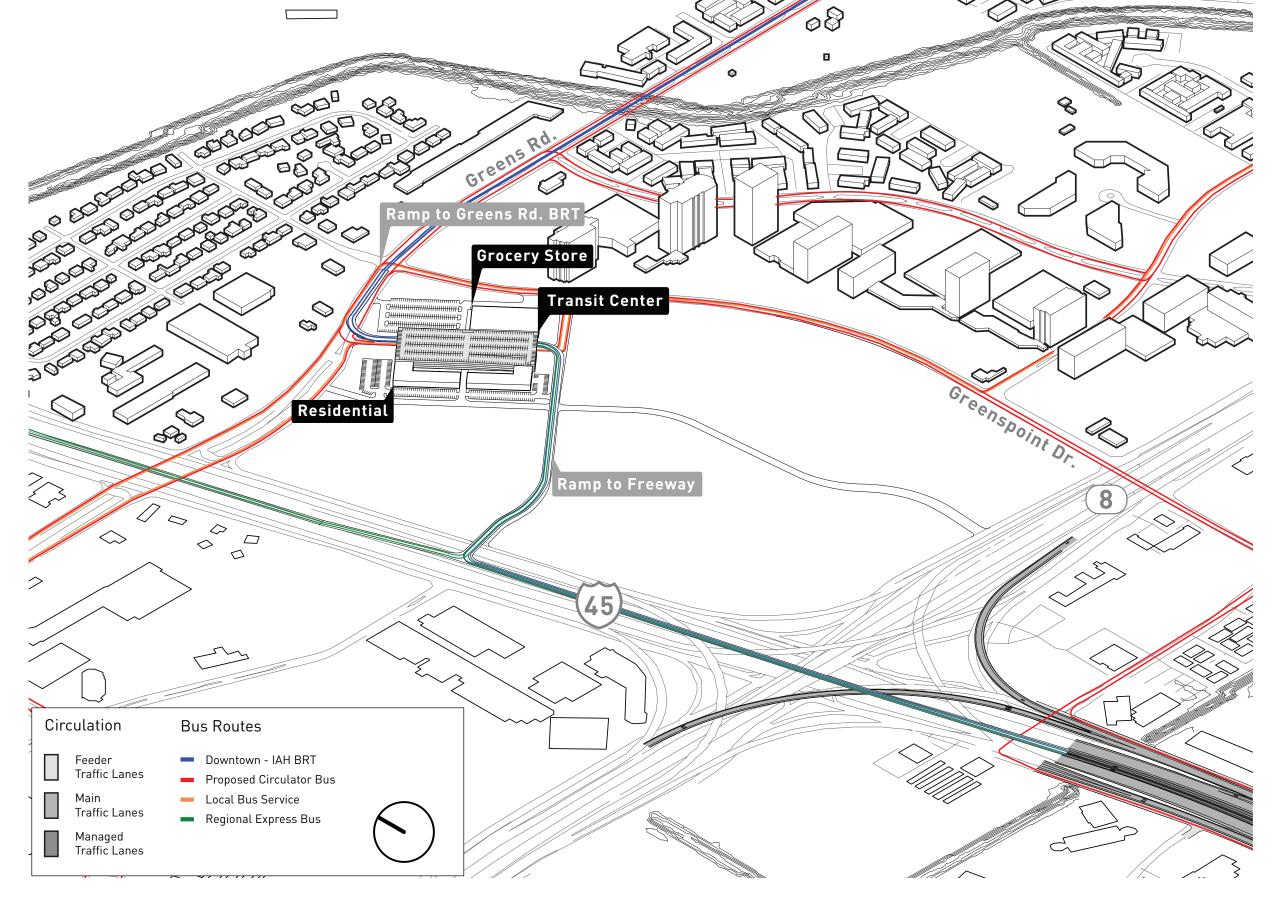
Alternative 05.1 includes direct ramp access to a transit center on the site of Greenspoint mall. This transit center would include ramp access from the transit center to BRT on Greens Rd.

PROS

- Direct ramp access to/from I-45 and Greens Rd.
- BRT, Local, Circulator, and Regional Express service could all utilize the transit center
- Additional program (grocery store) would
- connect to transit center

CONS

- Requires ramp over Mall site
- Regional Express routes would stop at the transit center, slowing them down
- Managed lane access to frontage roads would not be easy and direct



Alternative 05.1 - Transit Center on Mall Site

Alternative 05.2 - Transit Center on Greens Road

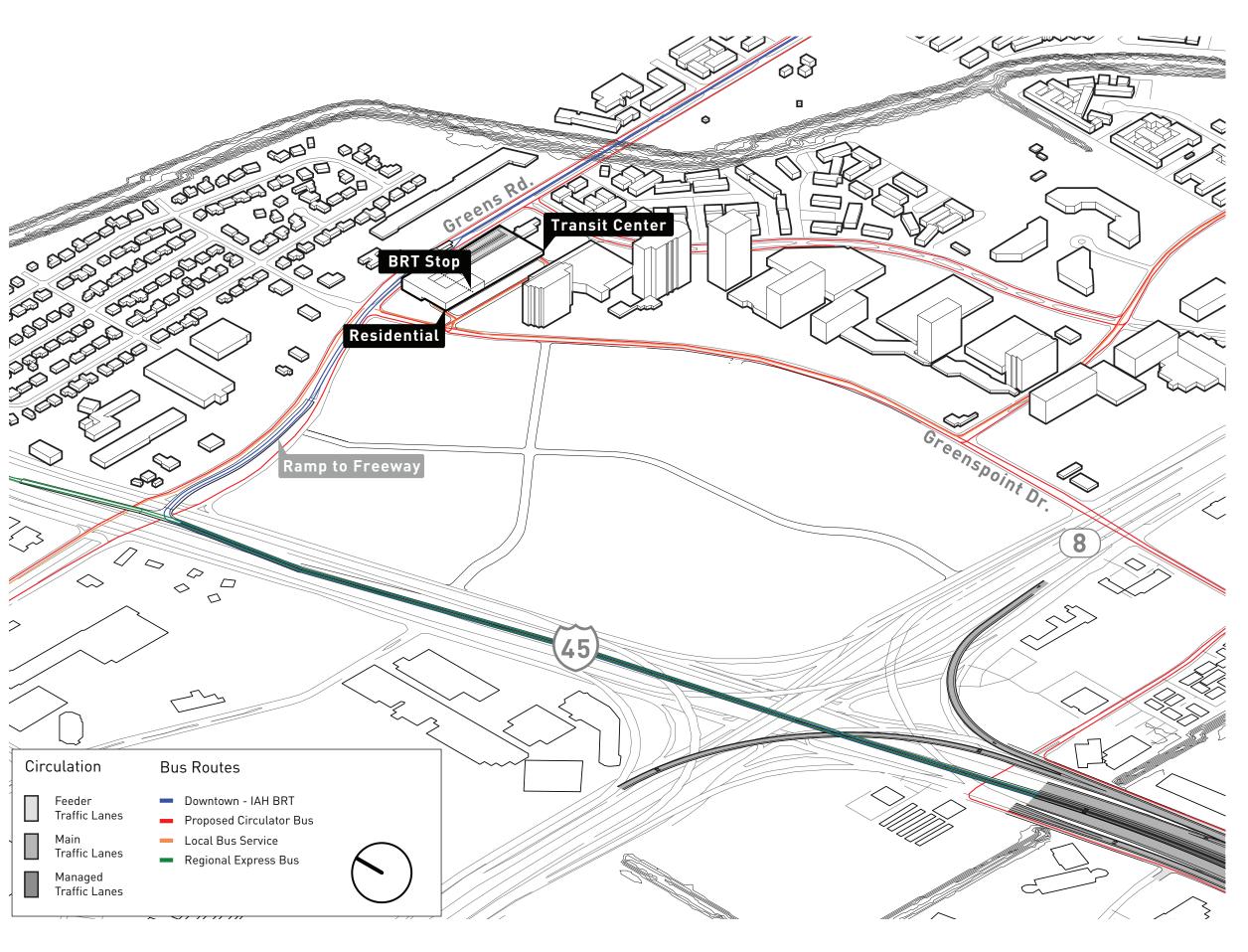
Alternative 05.2 includes direct access from managed lanes on the freeway to a BRT station on Greens Rd. The BRT station would include a bridge to a transit center on the Greens Road site.

PROS

- Direct ramp access for BRT to/from I-45 and Greens Rd.

CONS

- Transit center location does not provide efficient access for Regional Express buses
- Managed lane access to frontage roads would not be easy and direct



Alternative 05.2 - Transit Center on Greens Road