



Segments 1 and 2

Public comments resulted in one design concept for Segments 1 and 2 of the North Houston Highway Improvement Project. The footprint and lane configuration of this vision is described as follows:

- 1.3 Rebuild the highway within the current footprint as much as possible.
- 2.X Current reversible HOV lane is replaced with two-way, dedicated transit lanes.
- 20.1 Design exceptions and lane widths and shoulder widths as required to keep the footprint within the current right of way.
- Reconstruction of interchanges and on- and off-ramps. [p.1]

The City requests to partner with TxDOT to study this and other alternate configurations for Segments 1 and 2. This study would include:

- A confirmation of goals amongst TxDOT, Harris County, METRO, and the City.
- The development of a new alternative as described, along with any other alternatives that TxDOT may identify.
- Traffic modeling for the new alternative with agreement on the parameters for that traffic modeling
- Robust public input [p.1]

Downtown-Greenspoint-IAH BRT

- 4.X Dedicated lanes [p.1]
- 5.X 6.X 7.X Intermediate stations, with study to determine locations [p.1]

All Segments

This project should expand transit options, increase the reliability of transit, and support the voter-approved METRONext plan.

This project should be part of a regional strategy for freight movement that supports the regional economy while minimizing impacts on neighborhoods. Study best ways to accommodate freight demand [p.2]

This project must leave residents and communities whole. That means ensuring that all displaced residents can relocate in their neighborhoods and affordable housing supply is not reduced.

- Minimize displacement [p.2]
- Provide assistance for displaced residents [p.2]
- 24.1 Local navigators [p.2]
- 25.1 Replace all condemned units [p.3]

This project must not only reduce the incidence of flooding on the freeway but also reduce the flood risk in the surrounding neighborhoods. General framework for COH-Harris County-TxDOT collaboration [p.3]

- Flood warning infrastructure and remote closure gates [p.3]
- HCFC standards, including ATLAS-14 [p.3]

This project must retain and expand neighborhood connectivity, accommodate freight movement, and make travel safer for everyone, whether on the highway or a local street, on foot or on a bike or in a car.

- Traffic study [p.4]
- 27.1 Traffic mitigation on local streets [p.4]
- 11.1/12.1/12.2 Frontage roads designed as city streets [p.4]

The project should minimize impacts on parks and facilitate the creation of new green space, and the design of the project should recognize the history and character of the surrounding neighborhoods.

- Enhanced landscaping and trees, including feeder roads [p.6]
- Green ribbon 2.0 design theme [p.6]
- Garden bridges [p.6]
- Landscaped detention areas [p.8]
- Gateways [p.8]
- Cultural corridors [p.8]

We should find every way we can to reduce and mitigate the significant air quality impacts that highways have regionally and the neighborhoods surrounding them.

- Air quality monitors [p.8]
- Mitigation for sensitive populations [p.6]

The NHHIP should support the restoration and development of the Eado Cap area as it holds the greatest potential economic impact for the City.

The project should maximize opportunities for the City to restore connections to the street grid that would also encourage new development.

Design Coordination

- Segments 1 and 2 design-bid-build [p.9]
- City-METRO-Management District coordination [p.9]

Construction

- Minimize impacts on neighborhoods [p.10]
- Preserve ability to move by car, foot, bike, transit [p.10]
- Additional transit service during construction [p.10]
- Transportation demand management [p.10]
- Improved ped/bike connections [p.10]
- Collaboration in construction plan [p.10]