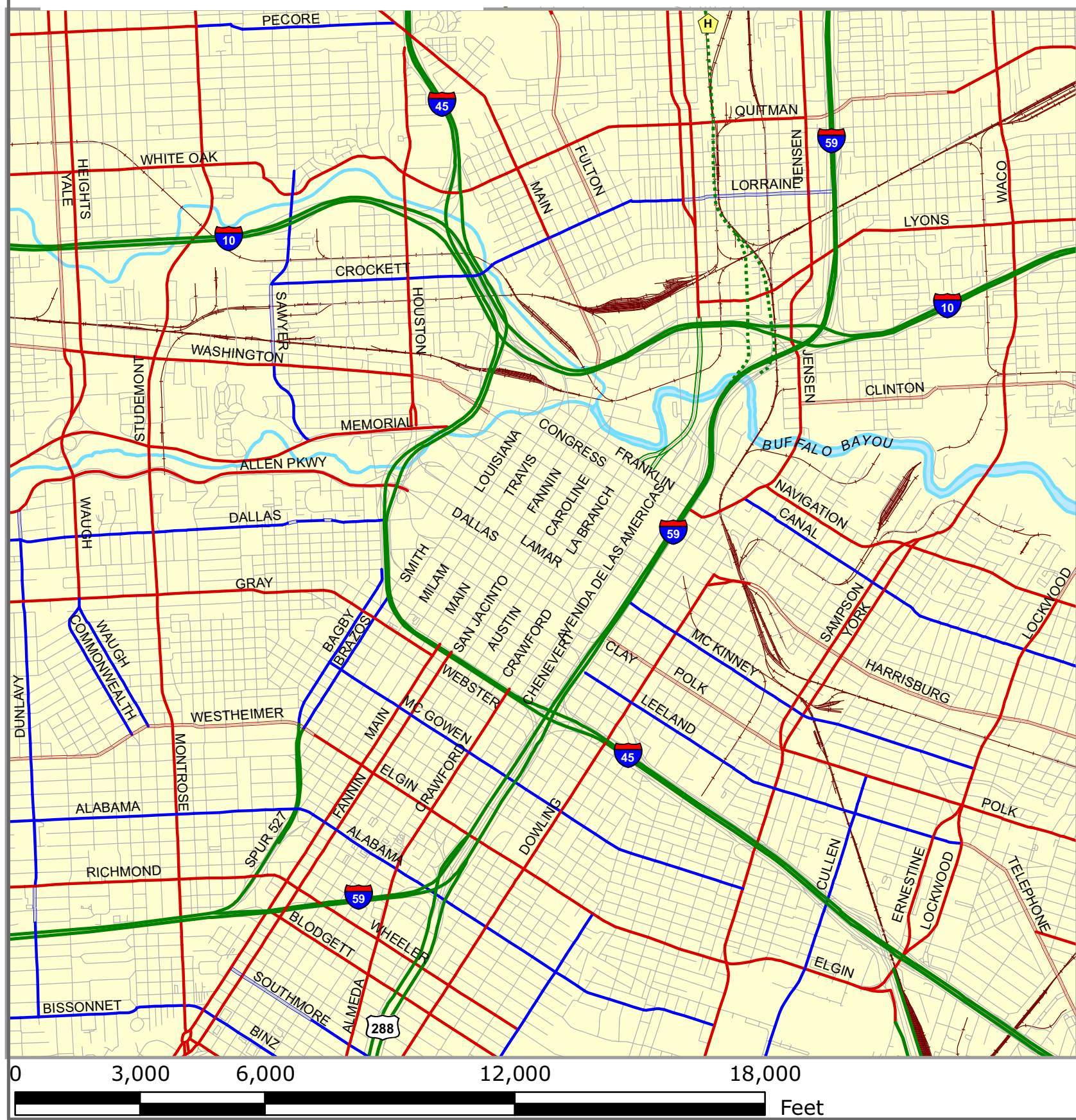




HOUSTON PLANNING COMMISSION
CAROL A. LEWIS, Ph.D., CHAIR
MARLENE L. GAFFRICK, SECRETARY
APPROVED BY HOUSTON PLANNING
COMMISSION ON AUGUST 30, 2007
ADOPTED BY HOUSTON CITY COUNCIL
ON OCTOBER 3, 2007
COUNCIL MOTION 2007-0987

GENERAL DOWNTOWN AREA INSET



2007 MAJOR THOROUGHFARE AND FREEWAY PLAN

NOTES:

EFFECTIVE APRIL 17, 1996, THE STREET HIERARCHY CLASSIFICATION SYSTEM SUPPLEMENTED THE MAJOR FREEWAY AND THOROUGHFARE PLAN (MTFP) BY DEFINING THE FUNCTION, PROJECTED NUMBER OF LANES, AND MINIMUM RIGHT-OF-WAY (ROW) WIDTH REQUIREMENT FOR STREET SEGMENTS. ON APRIL 28, 1998, CITY COUNCIL ADOPTED THE COLLECTOR AS AN ADDITIONAL STREET CATEGORY.

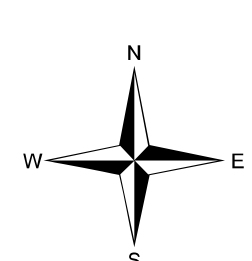
THE CLASSIFICATION IS AS FOLLOWS:
EXAMPLE - "F-4-100"
"F" - FUNCTION CLASS (PRINCIPAL THOROUGHFARE, THOROUGHFARE, OR COLLECTOR)
"4" - PROJECTED NUMBER OF LANES
"100" - MINIMUM RIGHT-OF-WAY WIDTH

STREET RIGHT-OF-WAY (ROW) WIDTH REQUIREMENT SHALL COMPLY WITH THE STREET HIERARCHY CLASSIFICATION. STREETS DESIGNATED ON THE MAJOR THOROUGHFARE AND FREEWAY PLAN THAT DO NOT HAVE STREET HIERARCHY SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 42 OF THE CODE OF ORDINANCES. THE STREET HIERARCHY ROW DEFINES THE GENERAL MINIMUM WIDTH OF STREET SEGMENTS. THE CITY OR COUNTY ENGINEERING DEPARTMENT RESERVES THE RIGHT TO REQUIRE ADDITIONAL ROW AT INTERSECTIONS OR OTHER LOCATIONS AS DEEMED NECESSARY TO ENHANCE MOBILITY.

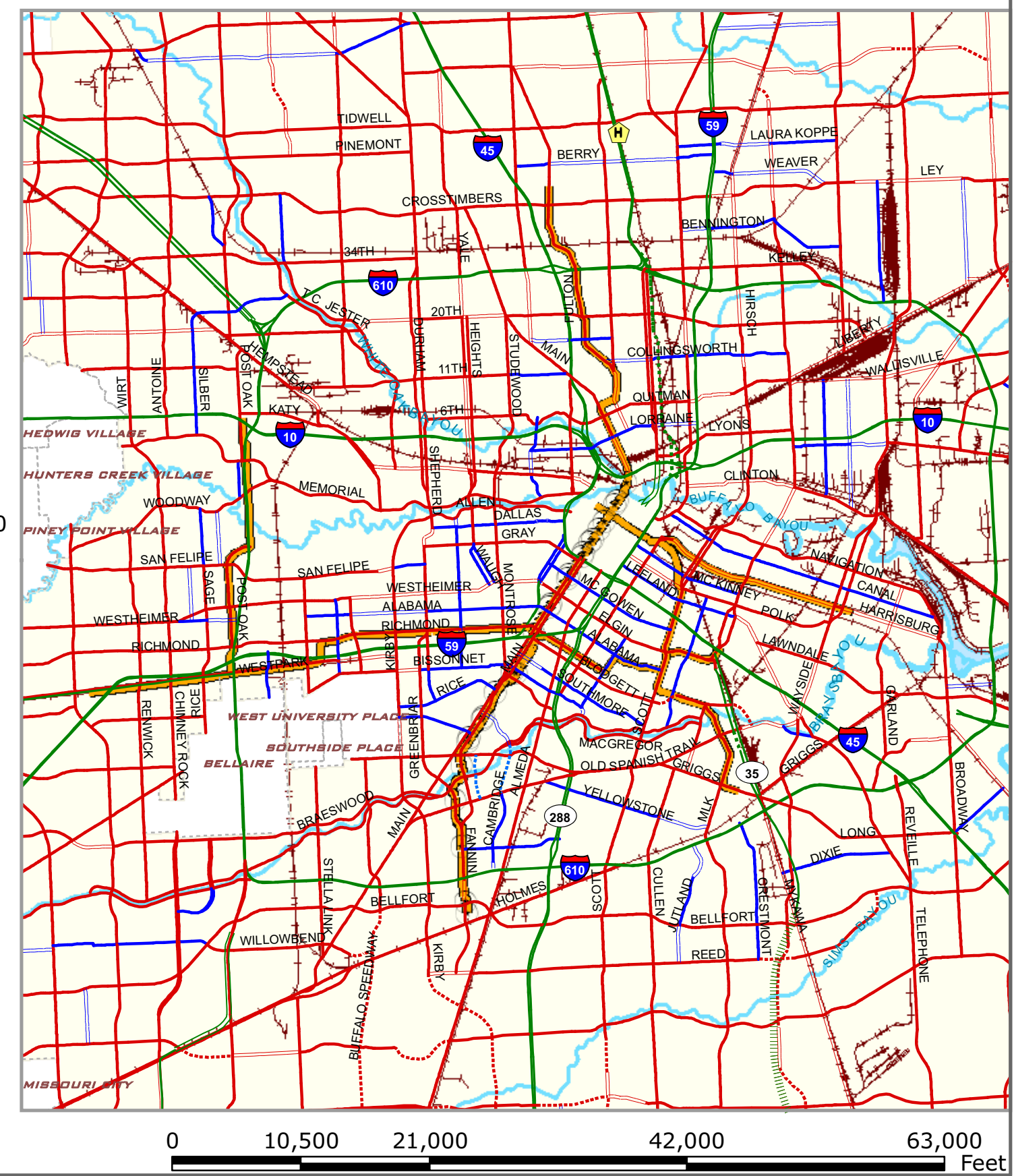
ABOUT THE MTFP:

THIS PLAN SHOWS GENERAL LOCATIONS ONLY WHICH ARE SUBJECT TO MODIFICATION TO FIT LOCAL CONDITION. THE SYMBOL REPRESENTS A 500 FOOT WIDE CORRIDOR. THE MTFP IS A SCHEMATIC REPRESENTATION OF ROW. IT IS A TOOL FOR GUIDING ROW DEDICATIONS, BUILDING SET-BACKS, AND OTHER DEVELOPMENT ACTIONS AS OUTLINED IN CHAPTER 42 OF THE CODE OF ORDINANCES. ADDITIONAL ROW MAY BE REQUIRED AT INTERSECTIONS FOR TURNING LANES AND TRANSITIONS. THESE NEEDS ARE SHOWN BY SYMBOLS. METRO SOLUTIONS PHASE 2 TRANSIT CORRIDORS ARE DEPICTED ON THE INSET MAP FOR CONTEXT PURPOSES ONLY. THIS INSET MAP WILL BE UPDATED AS FUTURE CORRIDORS ARE PROVIDED BY METRO.

0 10,000 20,000 40,000 60,000
Feet



METRO SOLUTIONS PHASE 2 TRANSIT CORRIDORS



- MAJOR THOROUGHFARE (R.O.W. ONLY)**
 - SUFFICIENT WIDTH
 - TO BE WIDENED
 - TO BE ACQUIRED
- MAJOR COLLECTOR (R.O.W. ONLY)**
 - SUFFICIENT WIDTH
 - TO BE WIDENED
 - TO BE ACQUIRED
- FREEWAY / EXPRESSWAY (R.O.W. ONLY)**
 - SUFFICIENT WIDTH
 - TO BE WIDENED
 - TO BE ACQUIRED
 - PROPOSED/SUGGESTED ALIGNMENT *
 - COUNTY BOUNDARY
 - METRO TRANSIT CORRIDORS
 - RAILROAD
 - HOUSTON CITY LIMITS
 - LIMITED PURPOSE ANNEXATION **
 - HOUSTON ETJ
 - WATERWAYS

* THE ALIGNMENTS FOR SH 35 AND GRAND PARKWAY AS REPRESENTED BY THE SCREEN DESIGNATION ARE CONCEPTUAL IN NATURE AND MAY BE SUBJECT TO MODIFICATION AS DEEMED NECESSARY BY THE FOLLOWING:
SH 35 - TEXAS DEPARTMENT OF TRANSPORTATION
GRAND PARKWAY - GRAND PARKWAY ASSOCIATION
** NOT ALL CITY REGULATIONS APPLY IN AREAS DESIGNATED AS LIMITED PURPOSE ANNEXATION