10: Katy Freeway HOV Connection

Conexión a Carreles de Acceso Controlado de Katy Freeway

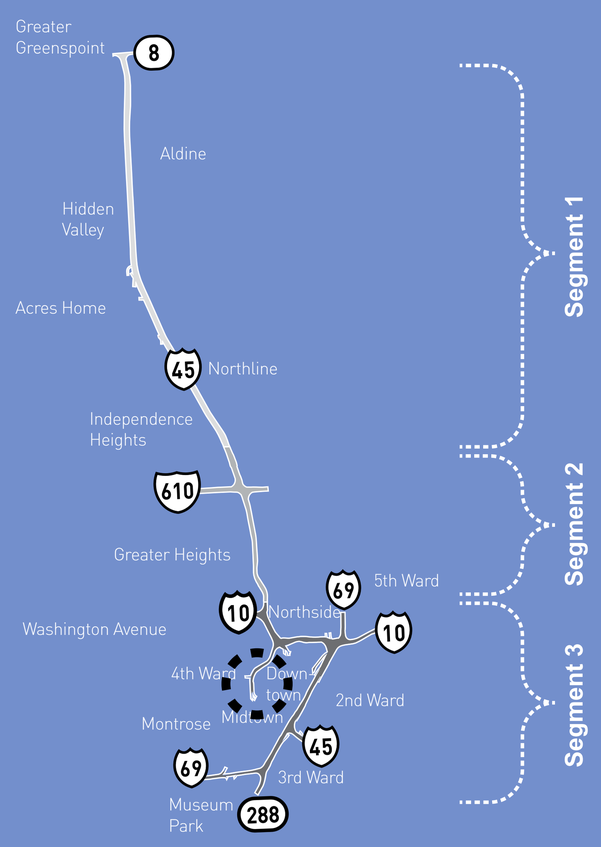
Description:

12,000 commuters a day ride METRO Park-and-Ride buses in the Katy Freeway corridor. They are joined by 4,000 local bus riders and thousands of carpoolers. All use the Inner Katy HOV ramps, which provide barrier-separated HOV lanes from near Studemont Street to the streets of Downtown.

Also Addresses:

Connections

Key:



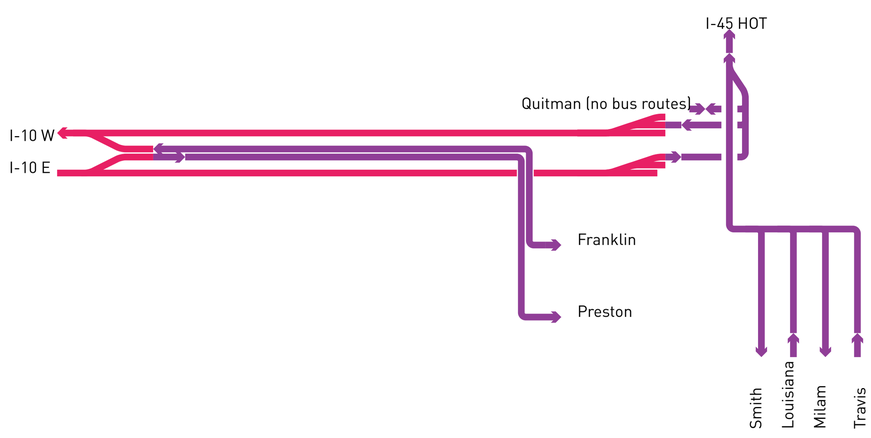
We Heard:

We strongly recommend that the HOV ramp be reconstructed to support BRT and/or METRO light rail

TxDOT must preserve or reconstruct the existing Franklin Street ramp for future METRORail and/or BRT service.

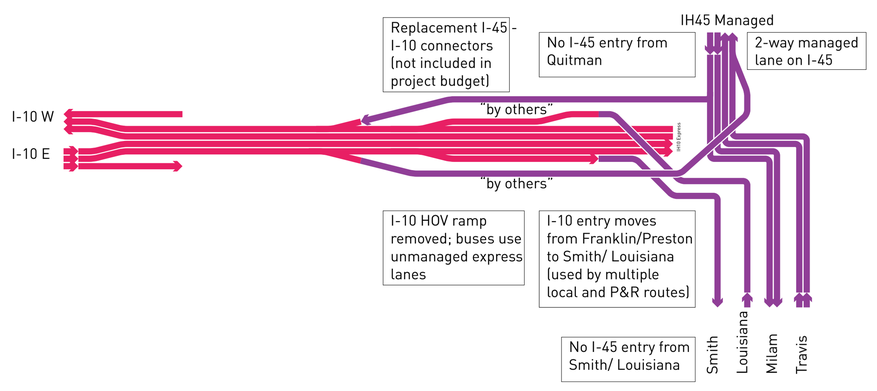
Existing

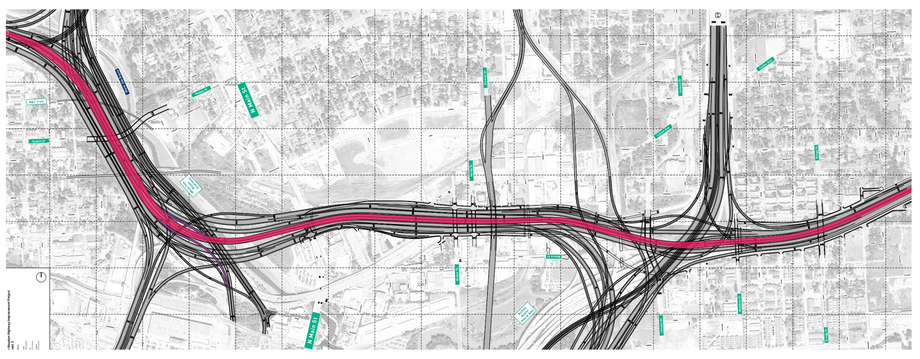
The existing ramps start in the center of the Katy Freeway near Studemont St., nearly 2 miles from Downtown, and connect to Franklin and Preston Street. They allow only buses and carpools, and are completely separated from mainlane traffic. The METRONext plan proposes BRT service in the Katy Freeway from Downtown to the Northwest Transit Center. This service could use the current lane, but would require new lanes from Studemont St. to I-610.



TxDOT Proposal - Express Lanes, No HOV Lane

TxDOT is proposing new I-10 express lanes, which would extend from Studemont all the way to Waco St. on the east side, allowing traffic going east-west to bypass the Downtown interchanges. These lanes would be open to all traffic. Bus and carpools that use the current HOV lane would also use these lanes and then take new off-ramps into Downtown. This would provide only about 2/3 mile of dedicated HOV rather then the current 2 miles.





PROS

- Express lanes allow cars and trucks to bypass Downtown interchanges

CONS

- 16,000 daily bus trips, as well as carpools are slower and less reliable because they are in mixed traffic
- No infrastructure for Inner Katy BRT
- Additional elevated structure on the Near Northside

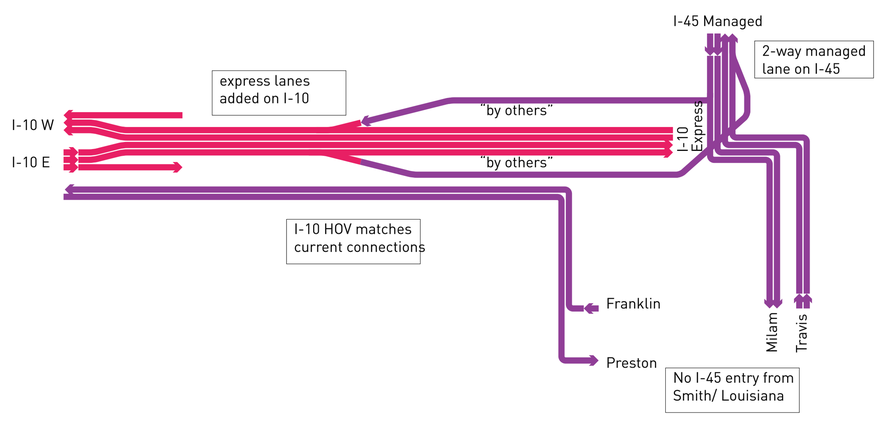
Give us your input.

Put your #10 sticker on the alternative you prefer.

TxDOT Proposal - Express Lanes, No HOV Lane

Alternative 10.1 - Express Lanes + Dedicated HOV Lane

If it is feasible, retain the current HOV ramps; if not; build a replacement (barrier-separated and dedicated to transit and carpools) alongside, but separate from the express lanes.



PROS

- Express lanes allow cars and trucks to bypass Downtown interchanges
- Fast and reliable transit service
- Lanes can be used for Inner Katy BRT

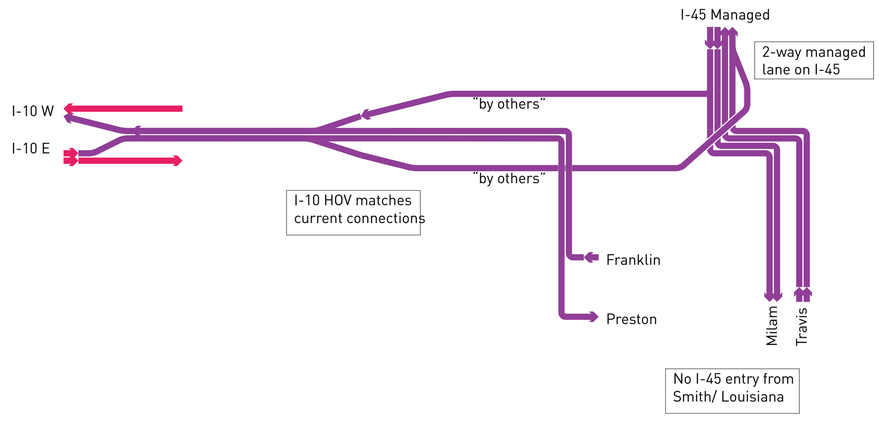
CONS

- Additional elevated structure on the Near Northside and First Ward

Alternative 10.1 - Express Lanes + Dedicated HOV Lane

Alternative 10.1 - Dedicated HOV Lane, No Express Lanes

If it is feasible, retain the current HOV ramps; if not; build a replacement (barrier separated and dedicated to transit and carpools) alongside but separate from the express lanes.



PROS

-Fast and reliable transit service
-Lanes can be used for Inner Katy BRT
- No additional elevated structure

CONS

- No bypass for east-west traffic

Alternative 10.2 - Dedicated HOV Lane, No Express Lane