



# Galveston-Houston Mobility Corridor Alternative Analysis

## Alternatives Summary Description

### No-Build Alternative

- No additional improvements beyond those identified in the 2035 Regional Transportation Plan
- 2035 RTP projects include two-way diamond lanes in IH-45 S from Scarsdale to FM 518
- Widening and improvements on SH 3
- Transit service enhancements in Texas City, La Marque, and Galveston

### Express Bus (TSM) Alternative

- Use existing HOV from Houston Central Business District to Scarsdale terminus then travel in IH-45 mixed traffic to Bay Area Boulevard
- Take Bay Area Boulevard to SH 3 and travel in diamond lanes on SH 3 to Texas City junction
- Travel IH-45 over Causeway to Galveston Island then along either Harborside Drive or Broadway Street to Galveston's proposed intermodal terminal, University of Texas Medical Branch (UTMB)
- Stops located at Galveston's proposed intermodal terminal UTMB, Texas City/La Marque, Dickinson, League City, Webster (Bay Area Park & Ride), and Eastwood Transit Center
- Four routes providing an effective peak-period headway of 10 minutes at each facility
- Midday service at two-hour headways

### Bus Rapid Transit Alternative

- Expand existing HOV on IH-45 to two-way transitway and extend to Causeway bridge
- Diamond Lanes on Broadway Street (or Harborside Drive) to UTMB
- Stops at UTMB, Galveston's proposed intermodal terminal Texas City/La Marque, Dickinson, League City, Webster, and Eastwood Transit Center
- Five routes providing an effective headway of 20 minutes at each facility during the peak period
- Midday service at two-hour headways

### Commuter Rail Alternative

- Construct parallel commuter rail tracks at selected locations (sidings) in existing GH&H railroad Right Of Way (ROW) from UTMB to a station in the vicinity of IH-610/Lawndale Street
- Station stops at UTMB, the Proposed Galveston Transit Terminal, Texas City/La Marque, Dickinson, Webster, Ellington, South Houston, IH-610/Lawndale, Congress Yard, and Burnett Plaza
- Three options being evaluated from IH-610/Lawndale Station to Congress Yard
  - Extend Commuter tracks on new ROW to Harrisburg Blvd. to connect to extended East End light rail line
  - Continue in existing GH&H ROW to proposed Congress Yard
  - Turn south on UP ROW parallel to Griggs Road then north on BNSF ROW to Congress Yard
- Twenty-minute peak-period headways at each station