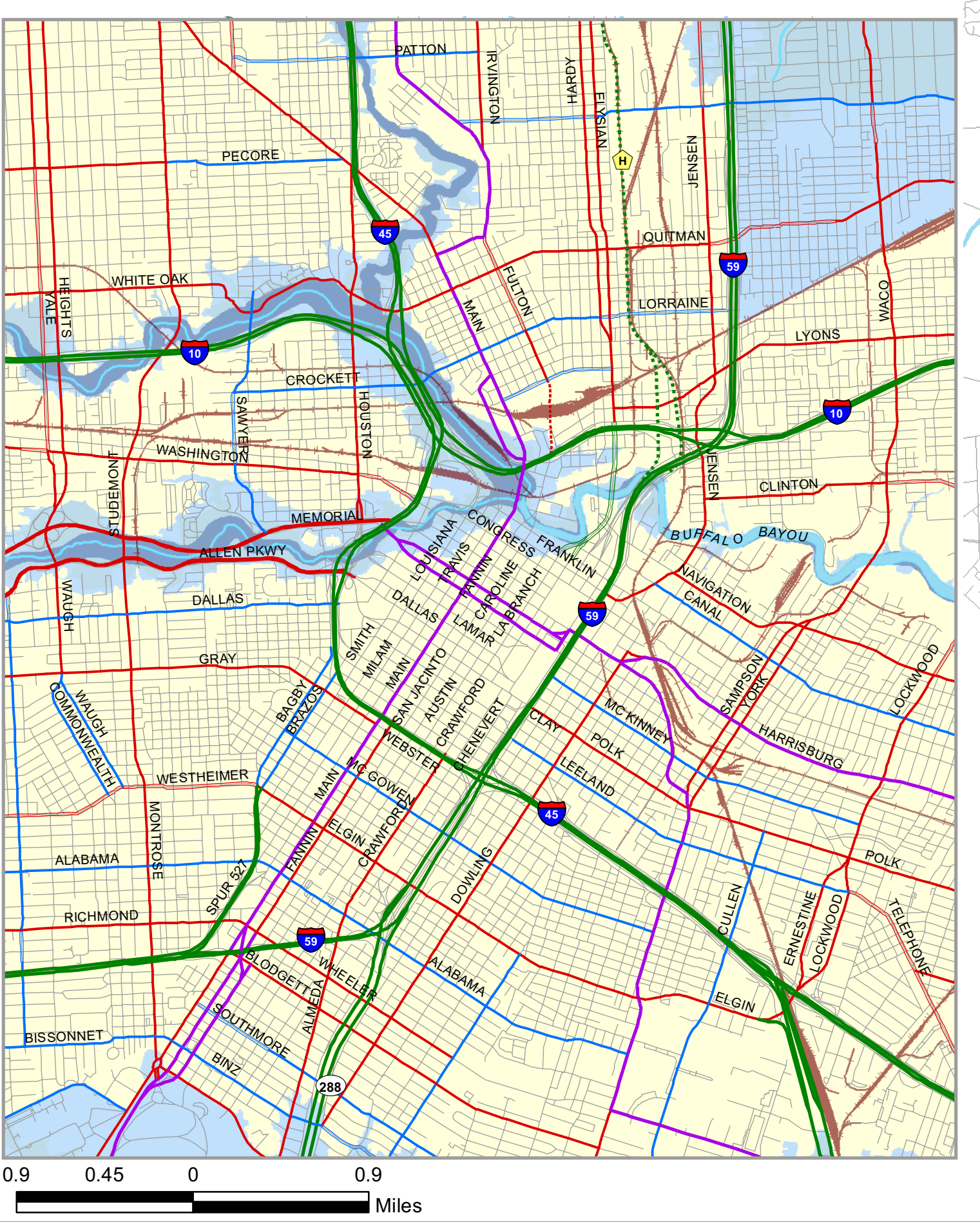


- MAJOR THOROUGHFARE (R.O.W. ONLY)**
- SUFFICIENT WIDTH
  - TO BE WIDENED
  - TO BE ACQUIRED
- MAJOR COLLECTOR (R.O.W. ONLY)**
- SUFFICIENT WIDTH
  - TO BE WIDENED
  - TO BE ACQUIRED
- FREEWAY / EXPRESSWAY (R.O.W. ONLY)**
- SUFFICIENT WIDTH
  - TO BE WIDENED
  - TO BE ACQUIRED
  - PROPOSED/SUGGESTED ALIGNMENT \*
- TRANSIT CORRIDOR**
- TRANSIT CORRIDOR STREET
  - COUNTY BOUNDARY
  - METRO MAIN STREET RAIL
  - METRO PROPOSED TRANSIT CORRIDORS
  - RAIL ROAD
  - HOUSTON CITY LIMITS
  - LIMITED PURPOSE ANNEXATION \*\*
  - HOUSTON ETJ
  - RESERVOIR
  - WATERWAYS
  - SAM HOUSTON PARKWAY (BELTWAY 8)
  - HARDY TOLLROAD
  - WESTPARK TOLLROAD
- \* THE ALIGNMENT 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.

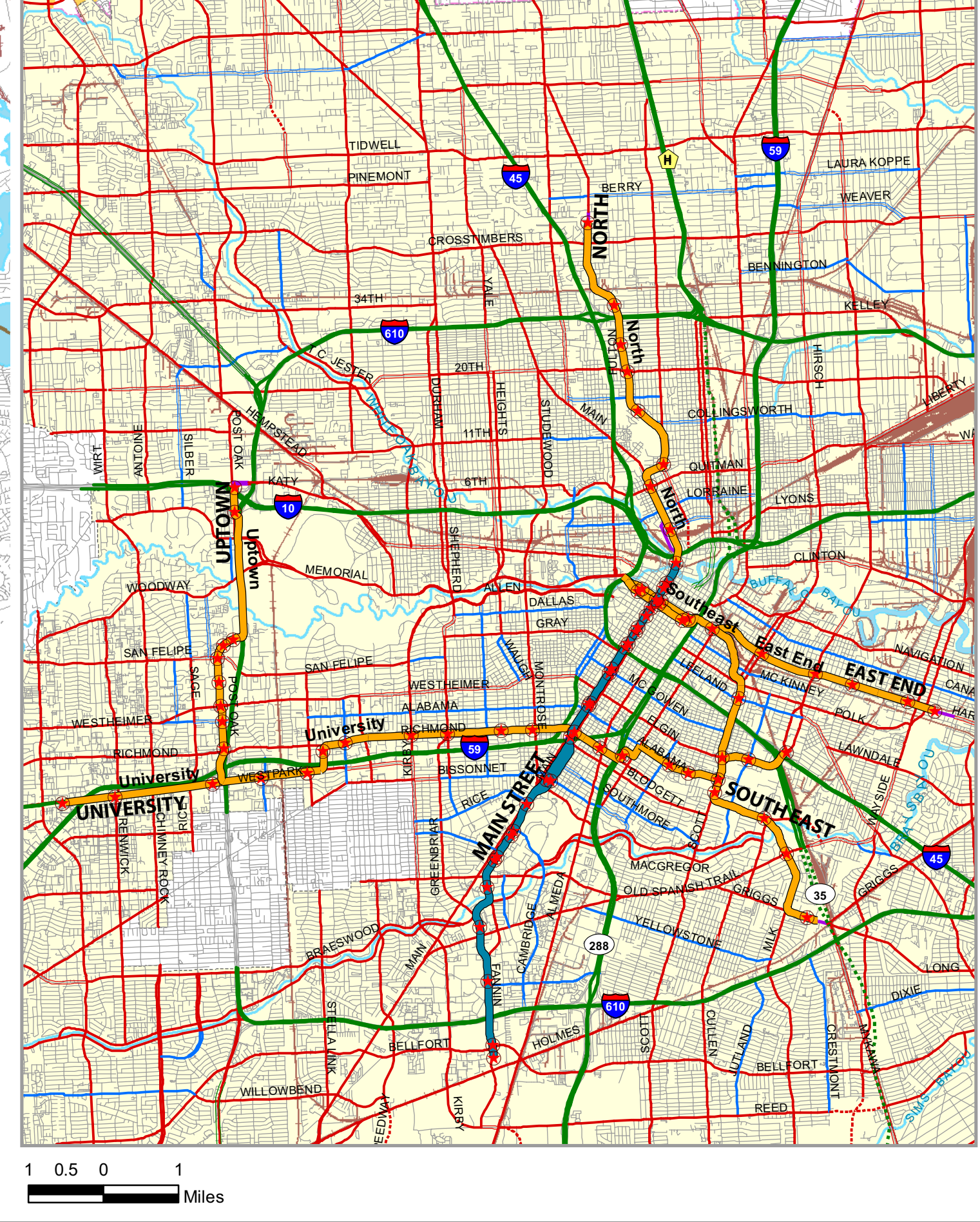


**HOUSTON PLANNING COMMISSION**  
 MARK A. KILKENNY, CHAIR  
 MARLENE L. GAFFRICK, SECRETARY  
 APPROVED BY HOUSTON PLANNING COMMISSION ON AUGUST 16, 2012.  
 ADOPTED BY HOUSTON CITY COUNCIL ON SEPTEMBER 12, 2012  
 COUNCIL MOTION 2012-0678

GENERAL DOWNTOWN INSET



METRO SOLUTIONS PHASE 2 TRANSIT CORRIDORS



## 2012 MAJOR THOROUGHFARE AND FREEWAY PLAN

**ABOUT THE MTFP:**  
 THIS PLAN SHOWS GENERAL LOCATIONS ONLY WHICH ARE SUBJECT TO MODIFICATION TO FIT LOCAL CONDITIONS. THE "TO BE ACQUIRED" 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.  
 METRO SOLUTIONS PHASE 2 TRANSIT CORRIDORS MAPS ARE FOR CONTEXT PURPOSES ONLY. THIS INSET MAP WILL BE UPDATED AS FUTURE CORRIDORS ARE PROVIDED BY METRO.  
 THE GENERAL DOWNTOWN INSET MAP IS AN ENLARGED OF THE CBD MAJOR ROADWAY NETWORK.

EFFECTIVE APRIL 17, 1996, THE STREET HIERARCHY CLASSIFICATION SYSTEM SUPPLEMENTED THE MAJOR FREEWAY AND THOROUGHFARE PLAN (MFP) BY DEFINING THE FUNCTION, PROJECTED NUMBER OF LANES, AND MINIMUM RIGHT-OF-WAY (ROW) WIDTH REQUIREMENT FOR STREET SEGMENTS.  
 THE CLASSIFICATION IS AS FOLLOWS:  
 EXAMPLES - "T" OR "C" - FUNCTIONAL CLASS (PRINCIPAL THOROUGHFARE, THOROUGHFARE, OR COLLECTOR)  
 "6" - PROJECTED NUMBER OF LANES  
 "100" - MINIMUM RIGHT-OF-WAY WIDTH

STREET RIGHT-OF-WAY (ROW) WIDTH REQUIREMENTS SHALL COMPLY WITH THE STREET HIERARCHY CLASSIFICATION TABLE. STREETS DESIGNATED ON THE MAJOR THOROUGHFARE AND FREEWAY PLAN THAT ARE NOT IDENTIFIED ON THE STREET HIERARCHY TABLE 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.

ON APRIL 29, 1998, CITY COUNCIL ADOPTED THE COLLECTOR AS AN ADDITIONAL STREET CATEGORY.

