

26: Crosstimbers Complete Street

Crosstimbers como una Calle Completa

Description:

Crosstimbers Street is a major thoroughfare with an existing bike lane and bus route. The street links Northline Commons, HCC Northline, the Red Line light rail, and connects Independence Heights with the Northline neighborhood. The intersection of Crosstimbers Street and the North Freeway is currently one of the most dangerous intersections along I-45, particularly for pedestrians and cyclists.

Also Addresses:

Traffic

Key:

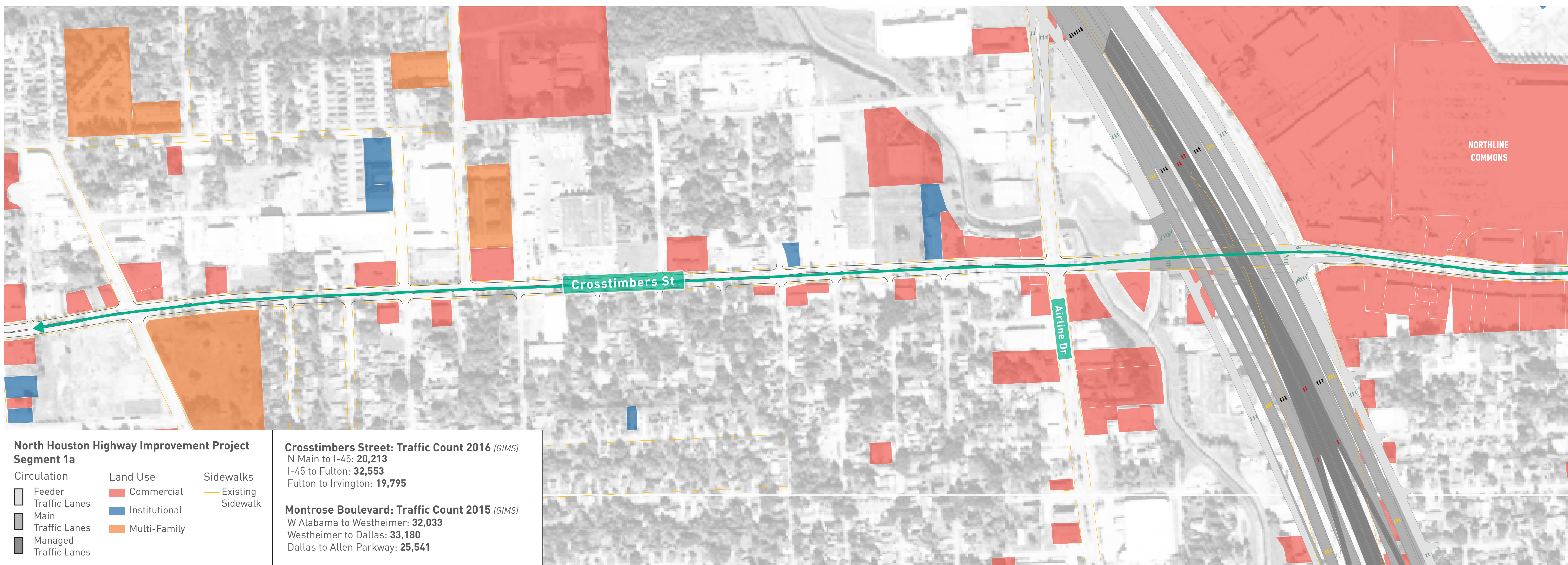


We Heard:

I45 and Crosstimbers is a current example of how the freeway underpass has fostered [...] problems in our neighborhood.

Connections on Crosstimbers, Victoria/Lyerly, Tidwell Rd., Cortlandt/E Witcher, Rosamond, W Parker Road, Rittenhouse, etc need to be designed with high comfort intersections for bicyclists and pedestrians.

Crosstimbers Existing Conditions and Points of Interest



TxDOT Proposed

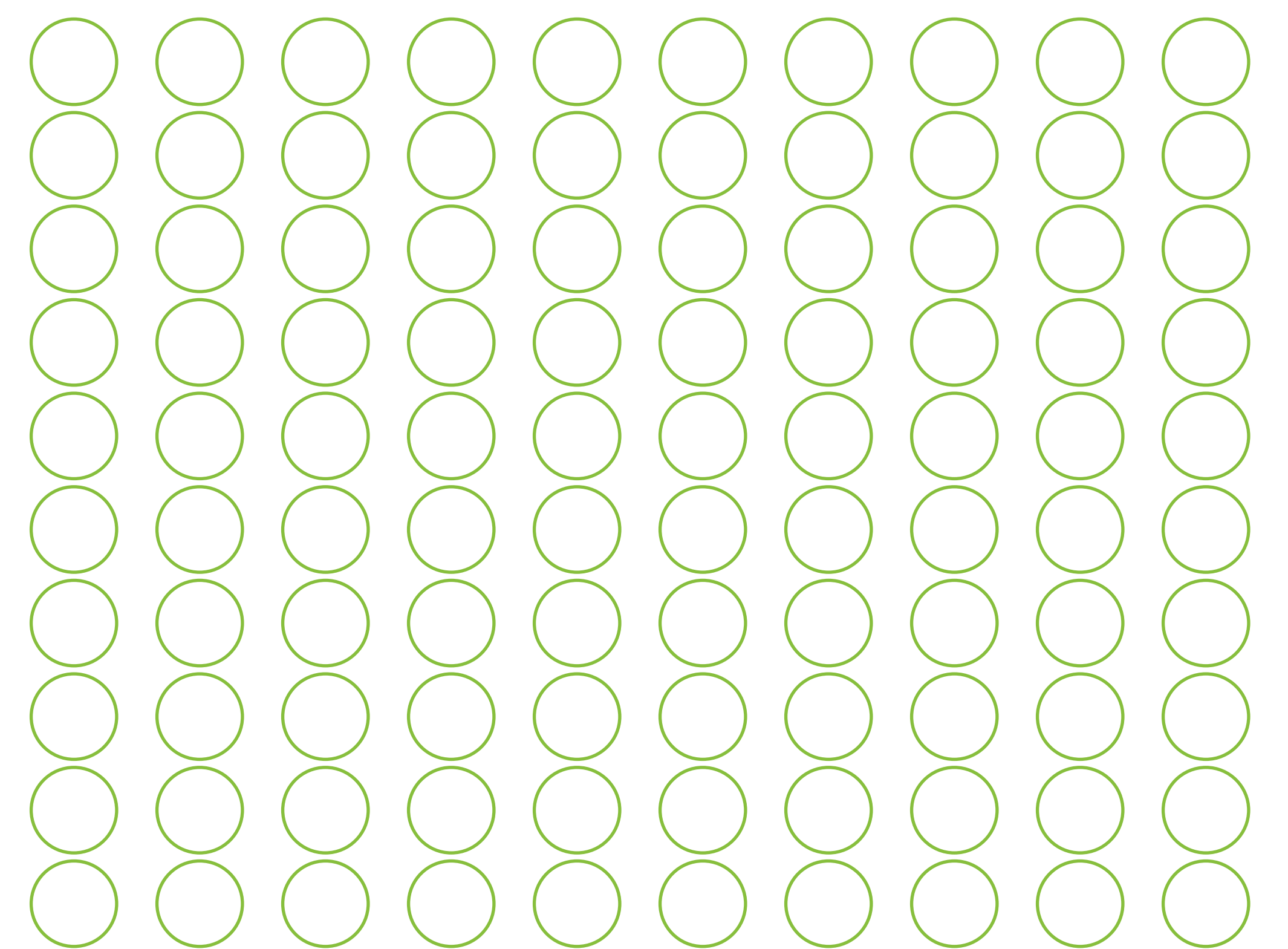
TxDOT is not proposing any improvements to Crosstimbers Street. The existing condition is two 11-foot main lanes, one 3-foot dedicated on-street bike lane, and one 4-foot sidewalk in each direction, with a 12-foot median/turn lane.

- PROS**
 - Improved Intersection at Crosstimbers Street and I-45
- CONS**
 - Although bikes are protected by a 3-foot striped bike lane, bicyclists remain in close proximity to automobile traffic



Give us your input. Put your #26 sticker on the alternative you prefer.

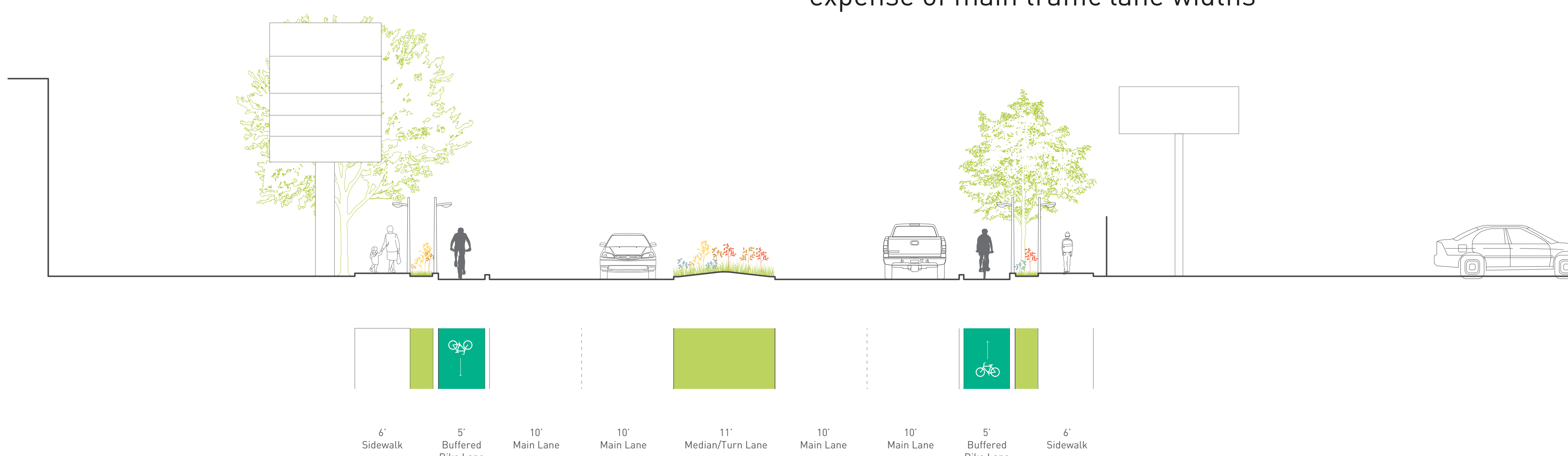
TxDOT Proposal



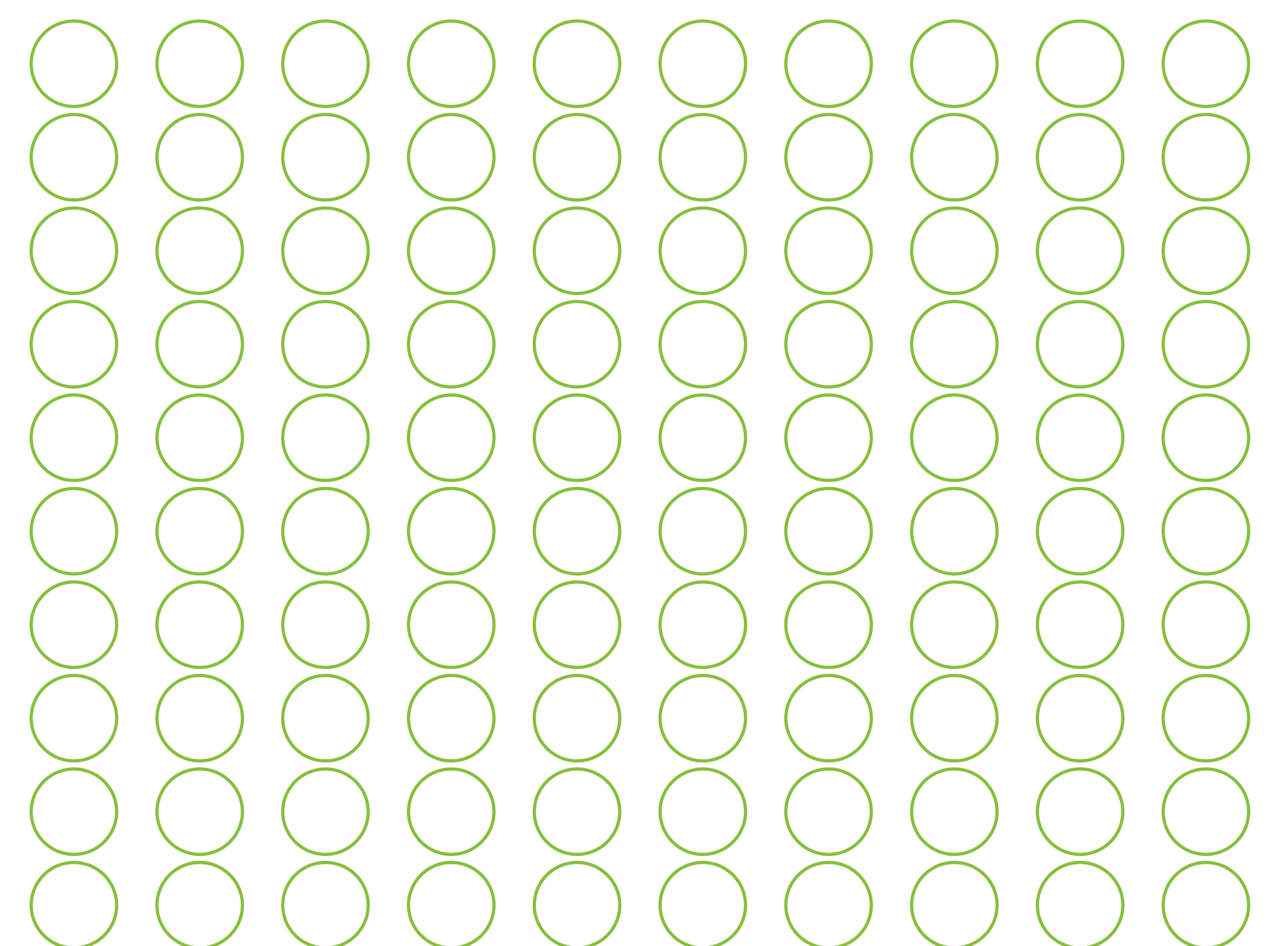
Alternative 26.1

Alternative 26.1 narrows all four main lanes to 10-foot and the median/turn lane to 11-foot to make room for protected 5-foot bike lanes and 6-foot sidewalks in each direction, and adds landscaping. The landscaping buffer is between the bike lane and the sidewalk.

- PROS**
 - Protects pedestrians from car and bike traffic with a wider sidewalk and a buffer
 - Lighting and landscaping improve user experience
- CONS**
 - Although bike lanes are protected by a curb and wider lane, bicyclists remain in close proximity to automobile traffic
 - Wider pedestrian and bicycle lanes are achieved at the expense of main traffic lane widths

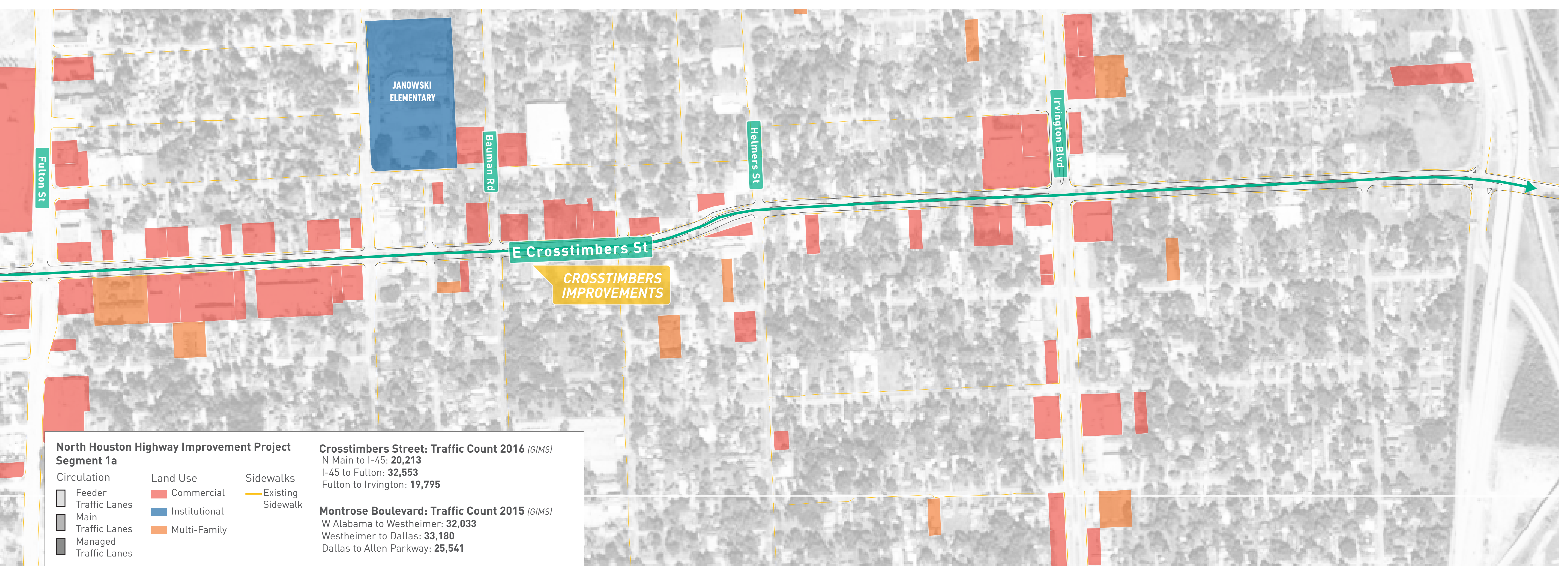


Alternative 26.1



26: Crosstimbers Complete Street (Cont.)

Crosstimbers como una Calle Completa (Continuación)



Alternative 26.2

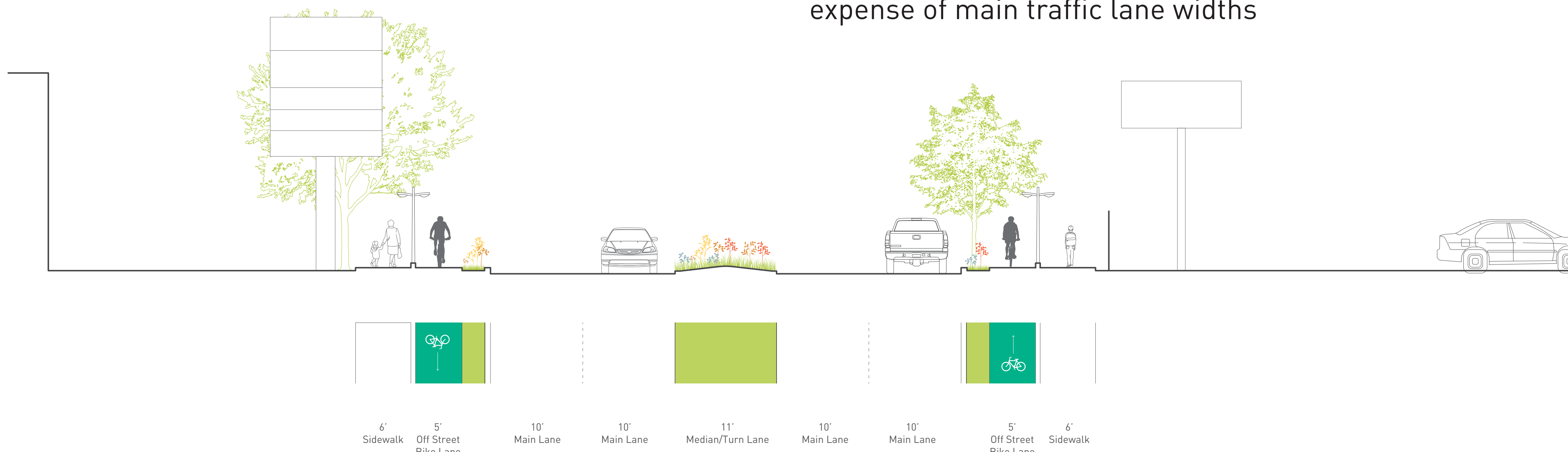
Alternative 26.2 narrows all four main lanes to 10 feet and the median/turn lane to 11 feet to make room for 5-foot off-street bike lanes and 6-foot sidewalks in each direction, and adds landscaping. The landscaping buffer is between the car main lane and bike lane.

PROS

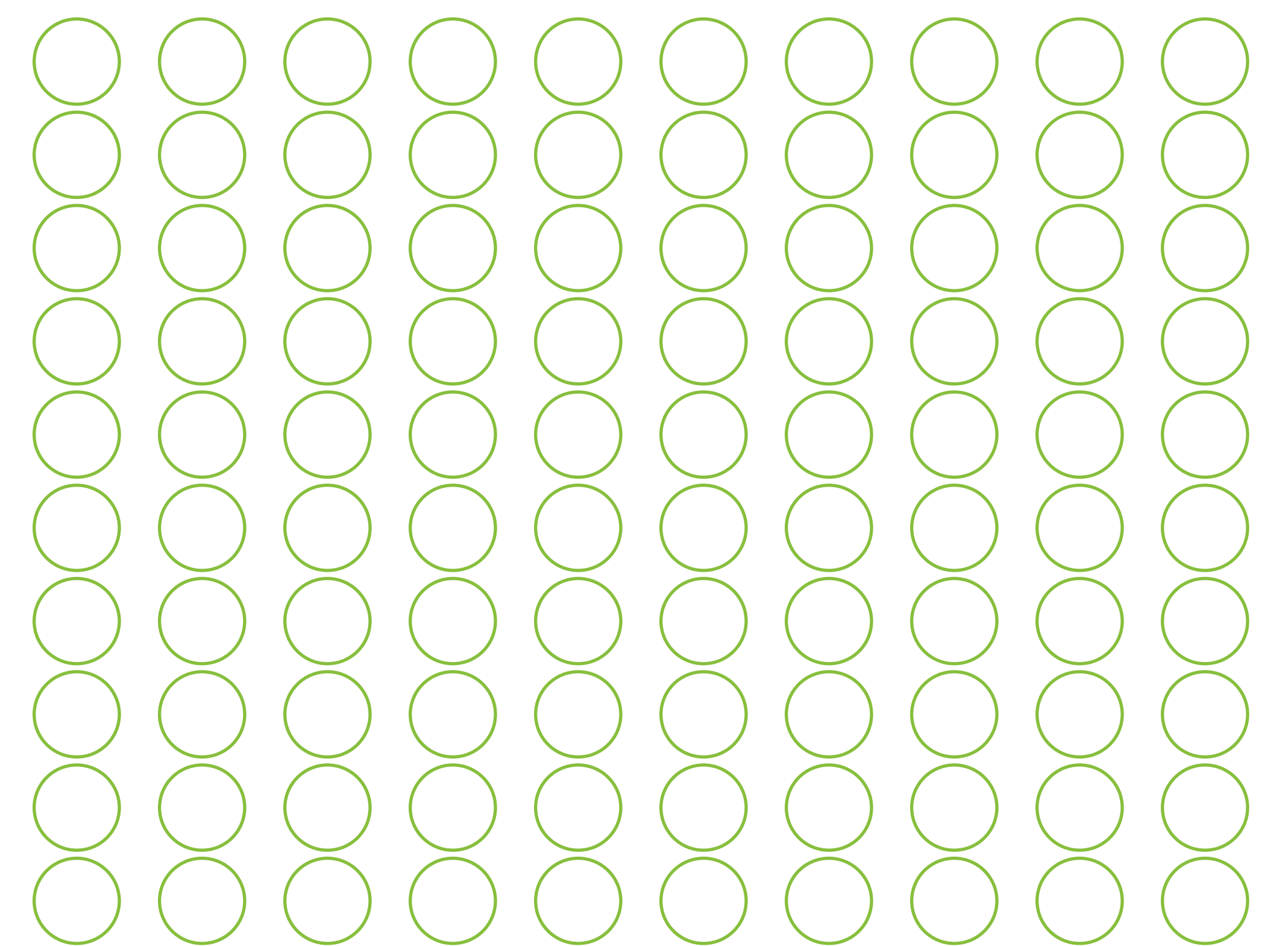
- Protects pedestrians and bicyclists from main lane traffic
- Lighting and landscaping improve user experience
- Narrow traffic lanes reduce speeds

CONS

- Wider pedestrian and bicycle lanes are achieved at the expense of main traffic lane widths



Alternative 26.2



Alternative 26.3

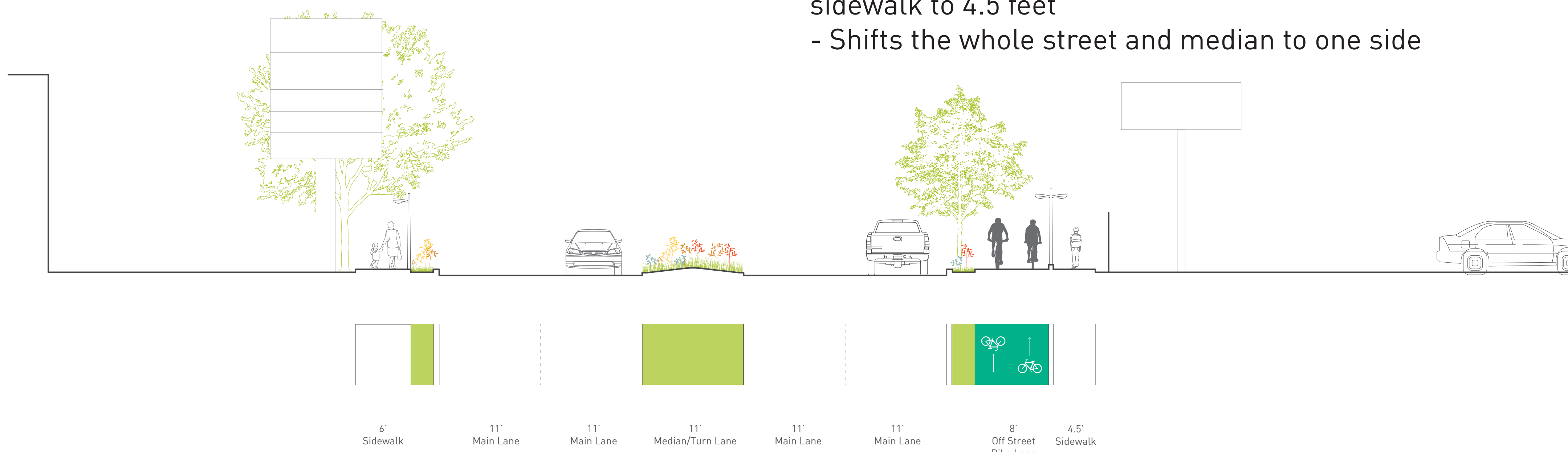
Alternative 26.3 narrows the median/turn lane to 11 feet and provides a single 8-foot two-way, off-street bike lane. On the side of the street with no bike lane, there is a 6-foot sidewalk, and on the other side, a 4.5-foot sidewalk. Adds landscaping.

PROS

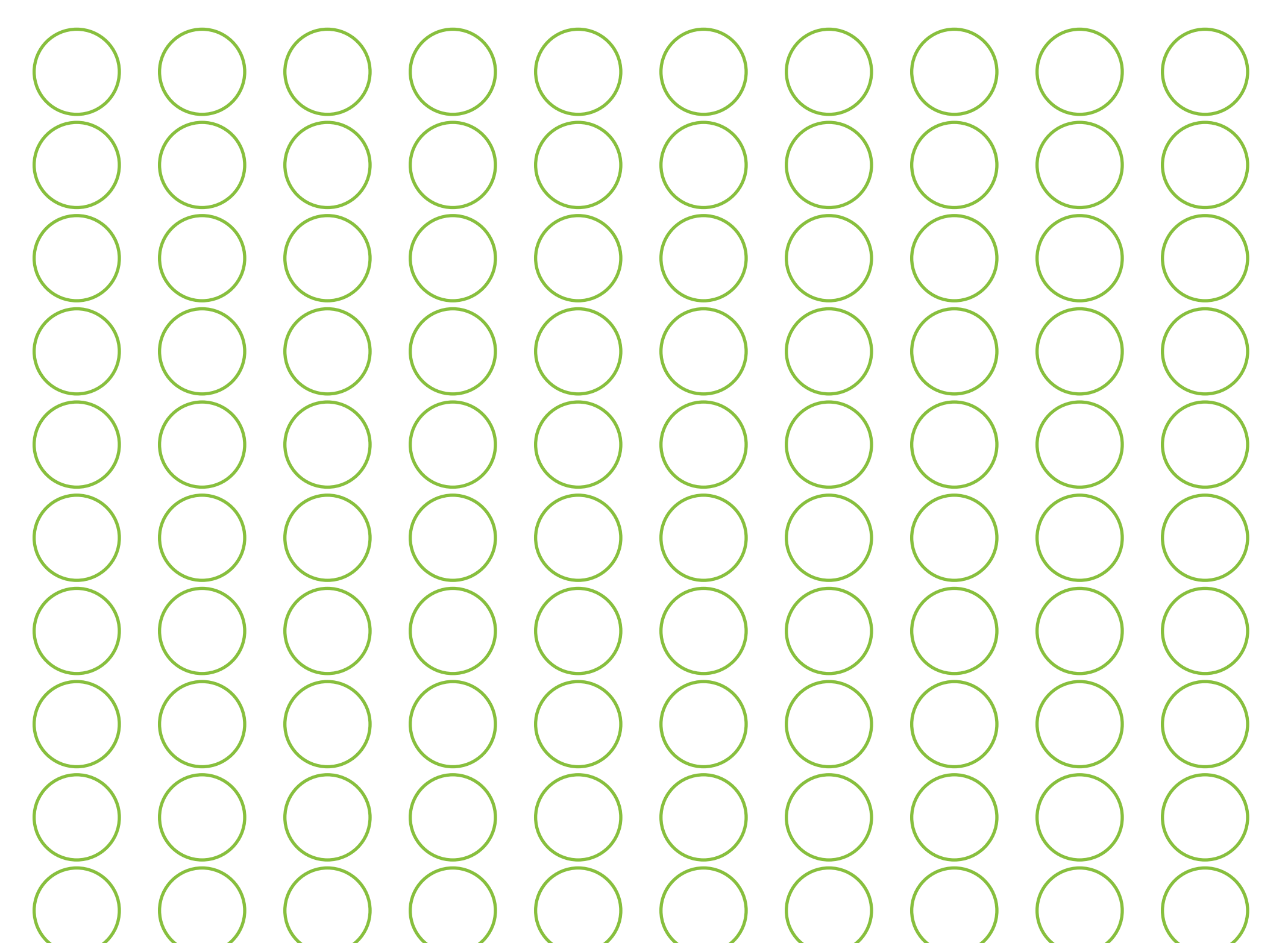
- Protects pedestrians and bicyclists from automobile traffic
- Preserves proposed main lane width
- Lighting and landscaping improve user experience

CONS

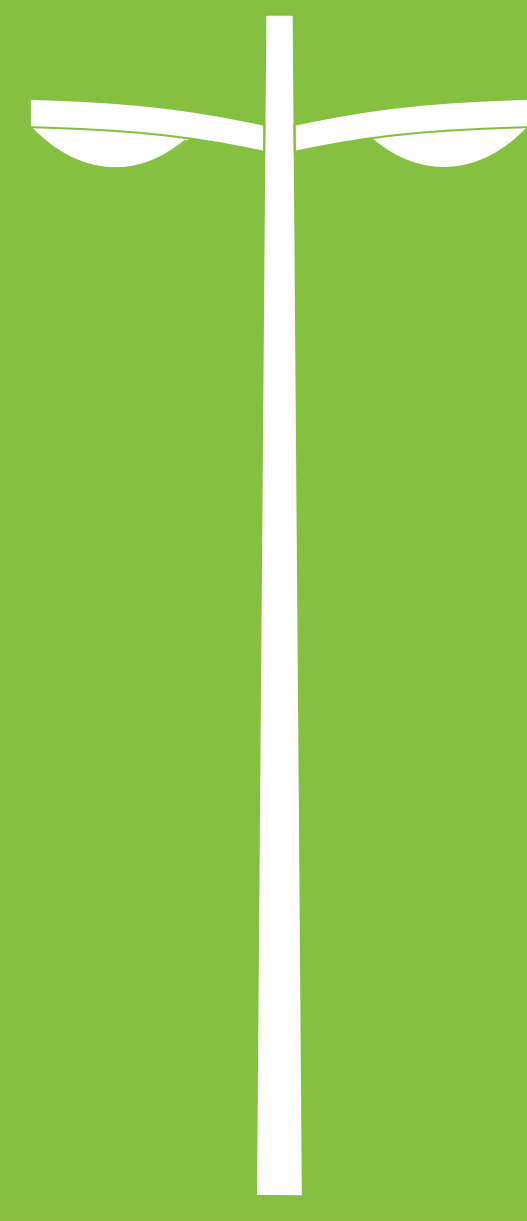
- 8-foot bike lane is made possible by narrowing one sidewalk to 4.5 feet
- Shifts the whole street and median to one side



Alternative 26.3



Improvement Type



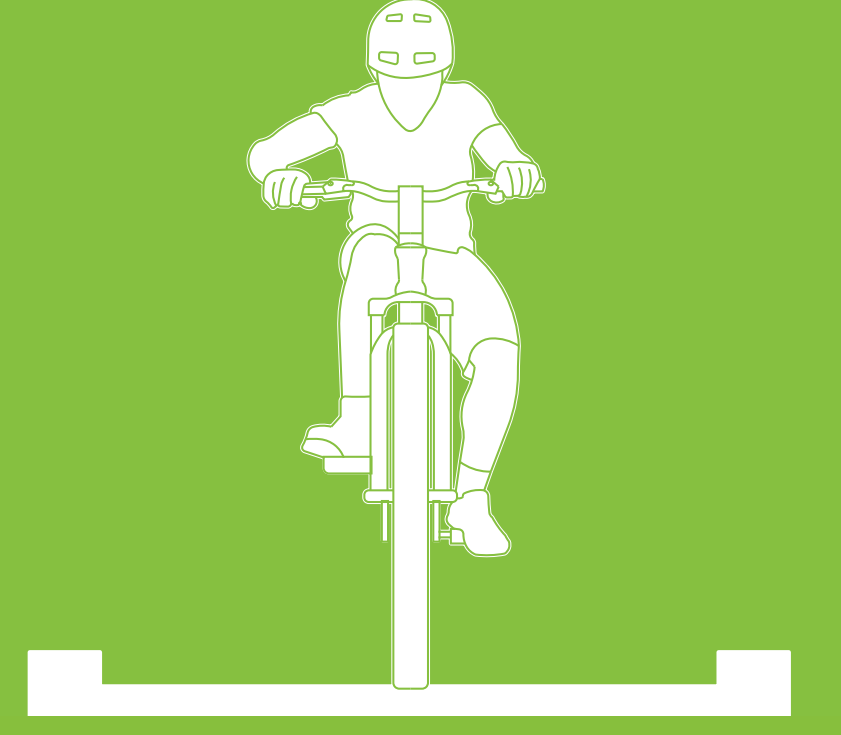
Lighting



Trees and Landscaping



Sidewalks



Bike Lanes

Street Name

West Road				
W. Mt. Houston Road				
W. Gulf Bank Road				
Little York Road				
W. Parker Road				
Victoria Dr/Lyerly Street				
Tidwell Road				
Link Road				
Cavalcade Street				
Patton Street				
Cottage Street				
North Main Street				

Suggestions for Other Streets and Improvements: