

# 36: Railroad Separation at Commerce St.

## Separación de Villas en Calle Commerce

### Description:

In 2012, the Gulf Coast Rail District studied enhancements to safety, mobility, air quality, and emergency response time by eliminating at-grade railroad crossings. The study identified the need to:

- Reconstruct existing Navigation underpass and construct a new Commerce St. underpass
- Construct new bicycle lanes and sidewalks
- Close railroad crossing at Hutchins St.

This project is partially funded, but not included in TxDOT's current drawings for I-45.

### We Heard:

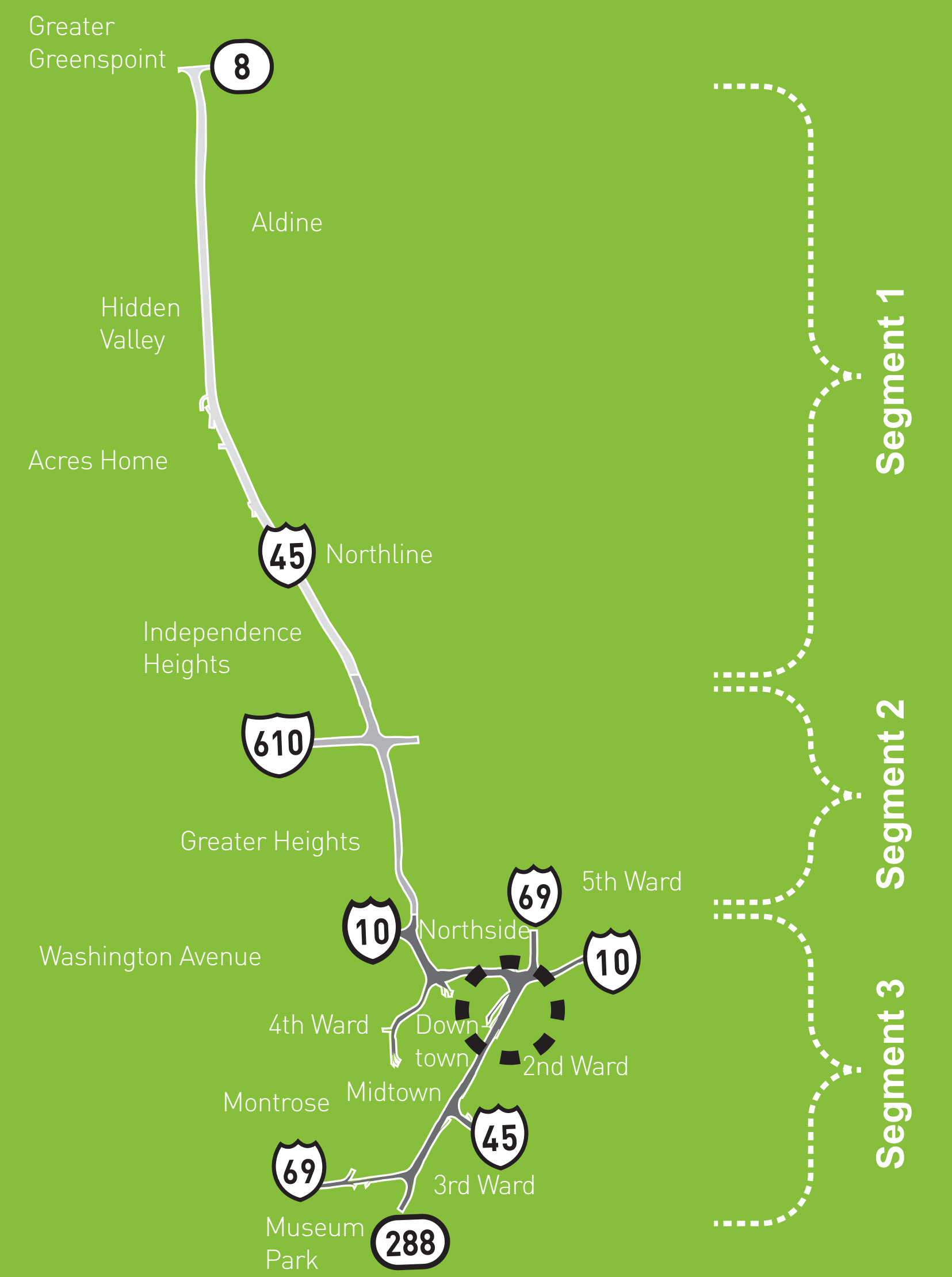
Ensure underpass at Commerce/ Navigation proposed by GCRD can be constructed with acceptable and safe grades/visibility for all modes of traffic.

### Also Addresses:

**Traffic**

The closure of Runnels makes some of the intersection improvements and grade separations as identified in the GCRD West Belt Study and H-GAC's East End Mobility Study, especially as they relate to Navigation Boulevard, even more critical.

### Key:



## TxDOT Proposal: No Grade Separation

TxDOT's proposal does not make provisions for a grade separation at the railroad tracks.

### PROS

- Hutchins Street keeps its connection to Commerce St.

### CONS

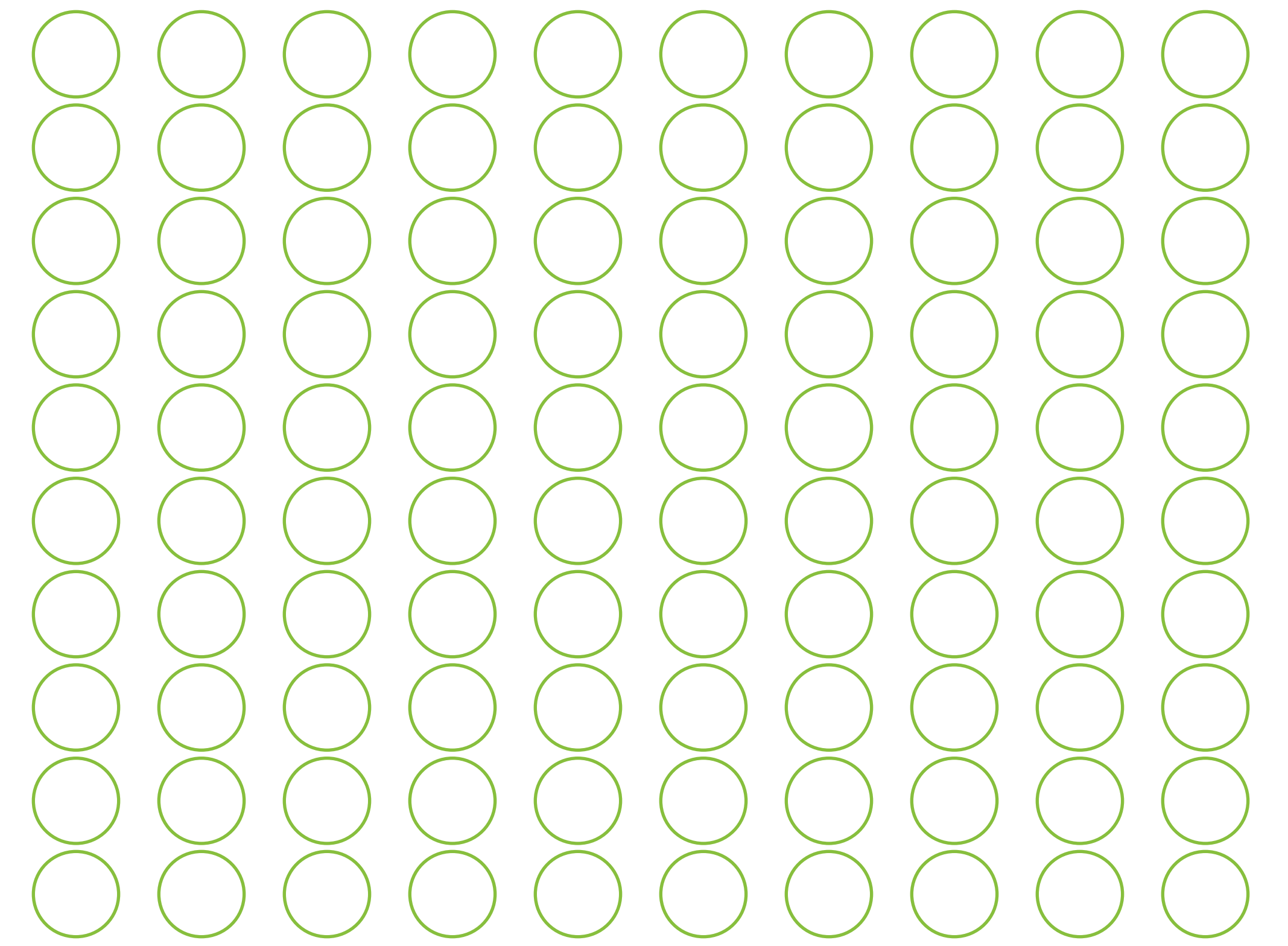
- No Commerce St. underpass
- Idling vehicles during train crossings increasing CO<sub>2</sub> emissions and reducing air quality
- Awkward transition between two-way traffic in the East End and one-way traffic Downtown



## Give us your input.

Put your #36 sticker on the alternative you prefer.

TxDOT Proposal



## Alternative 36.1 - Grade Separation

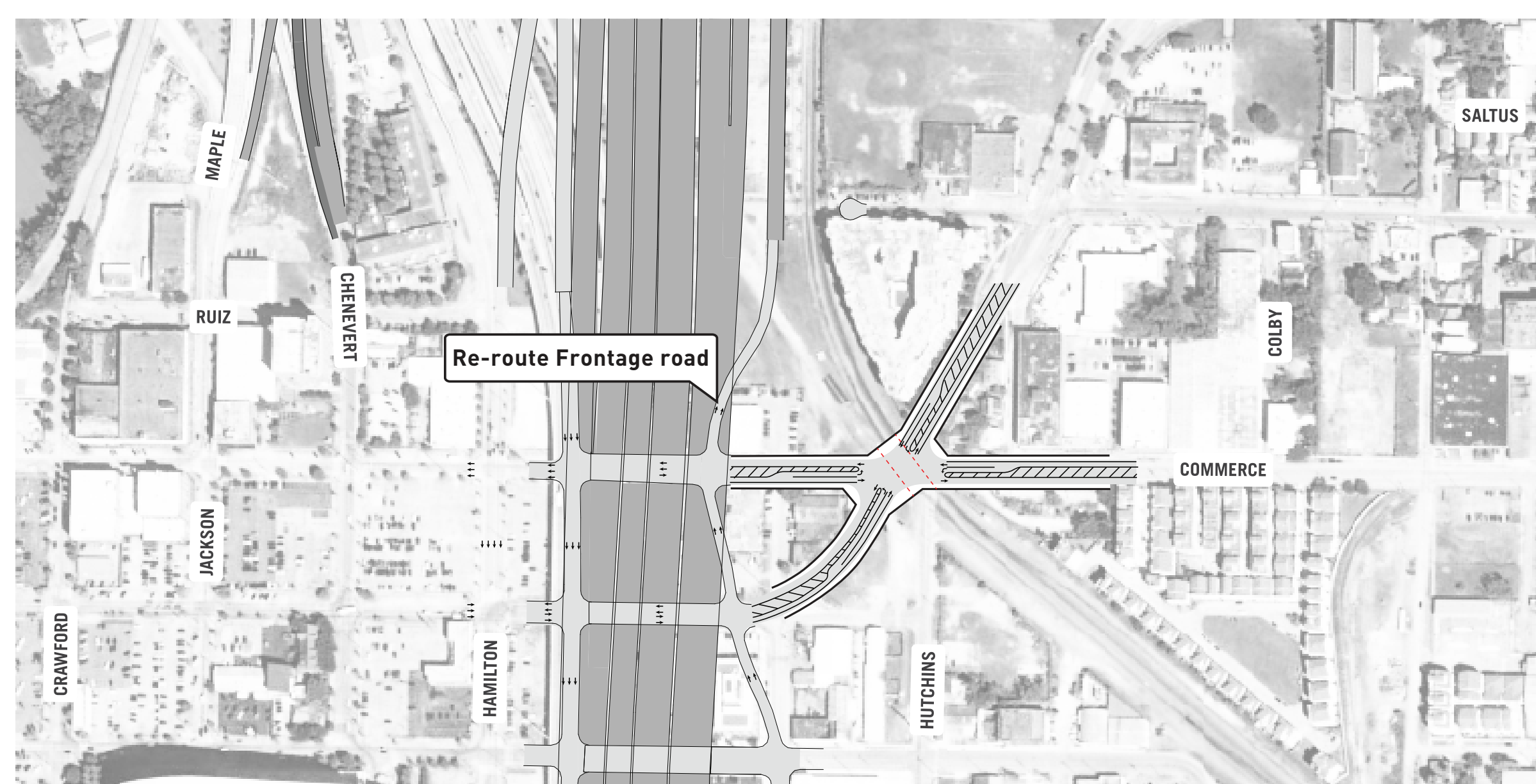
Build a grade separation for Commerce St. and Navigation Blvd. Realign the freeway frontage road further west to allow for underpass to safely ramp up to grade level.

### PROS

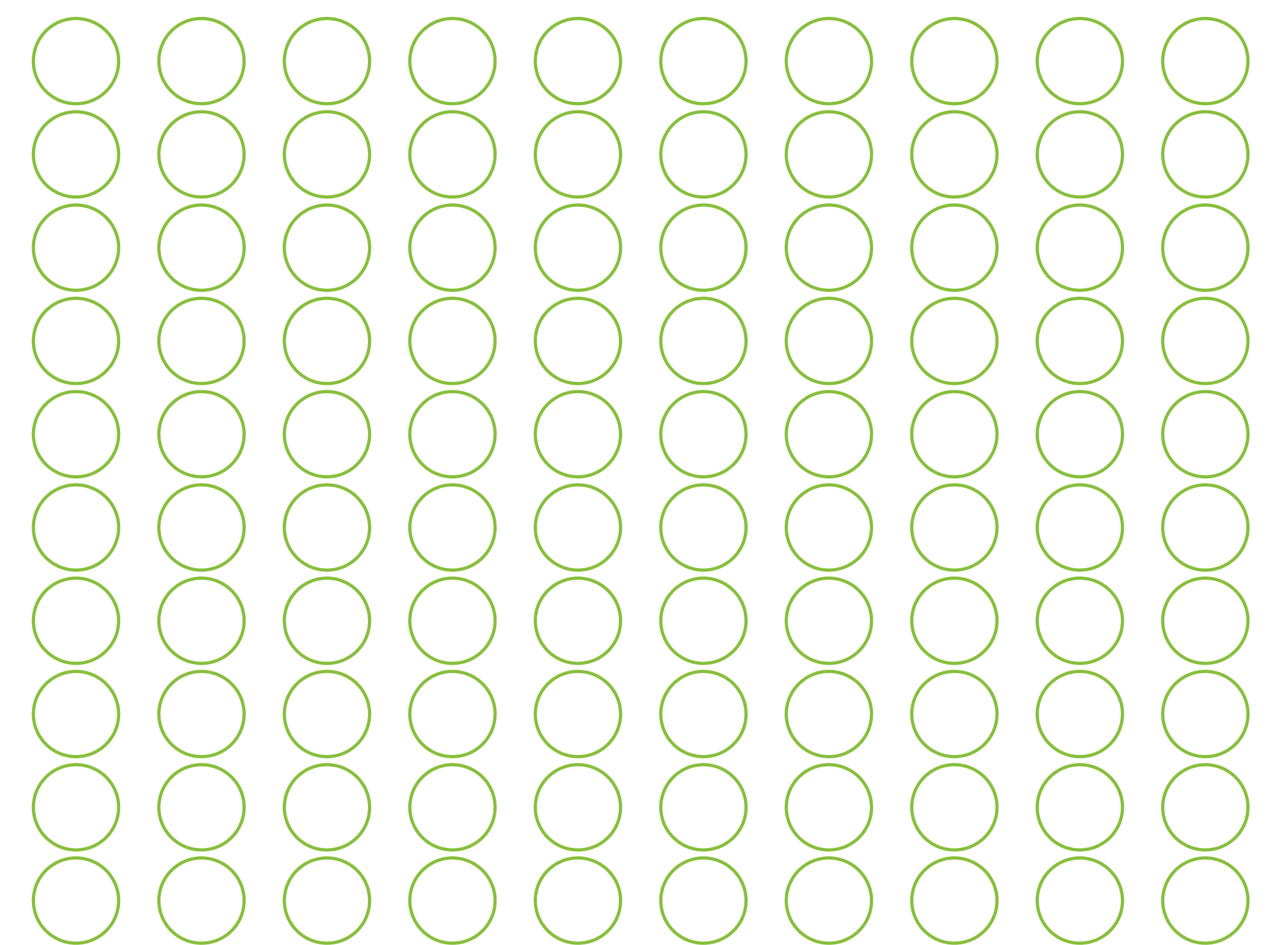
- Keep the GCRD proposed Commerce St. / Navigation Blvd. underpass.
- Better connectivity between Downtown and EaDo
- No idling vehicles during train crossing
- Improved emergency response times

### CONS

- Hutchins St. loses connection to Commerce St.
- Awkward transition between two-way traffic in the East End and one-way traffic Downtown



Alternative 36.1 - Grade Separation



## Alternative 36.2 - Grade Separation One-Way

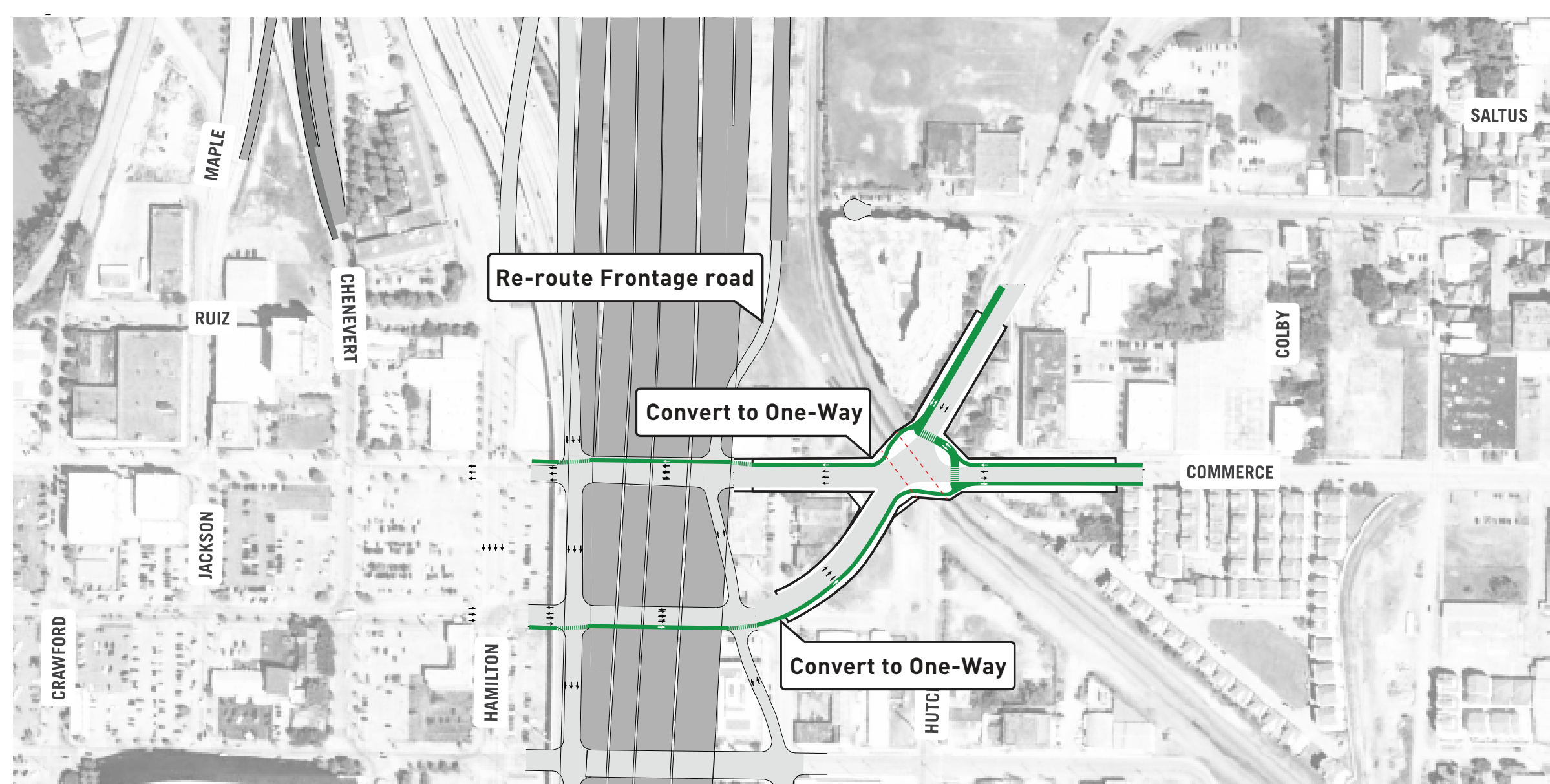
Build a grade separation for Commerce St. and Navigation Blvd. Realign the freeway frontage road further west to allow for underpass to safely ramp up to grade level. Use the underpass to transition between one-and two-way streets and include safe bike lanes.

### PROS

- Keep the GCRD proposed Commerce St. / Navigation Blvd. underpass
- Better connectivity for all modes between Downtown and East Downtown
- No idling vehicles during train crossing
- Improved emergency response times

### CONS

- Hutchins St. loses connection to Commerce St.



Alternative 36.2 - Grade Separation One-Way

