37 FOLK Street Calle Polk

Description:

The construction of Toyota Center, the George R. Brown Convention Center, Dynamo Stadium, and Minute Maid Park, interrupted many of the streets between the East End and Downtown. Today, Leeland, Polk, and Texas are the only continuous streets in a 3/4-mile stretch.

By putting the freeway in a trench, creating the opportunity for a lid park, and adding a continuous southbound street behind the GRB, TxDOT is trying to minimize barriers between Downtown and EaDo. But the long ramp that drops I-45 down into the trench limits where streets can cross the freeway.

TxDOT's plan closes Polk Street, a key connection for bikes, buses, and cars. This keeps Leeland and Rusk (which carry more traffic) open, and allows for the current Polk off-ramp to remain. It also creates space behind the GRB for a cap park. (Funding for the cap

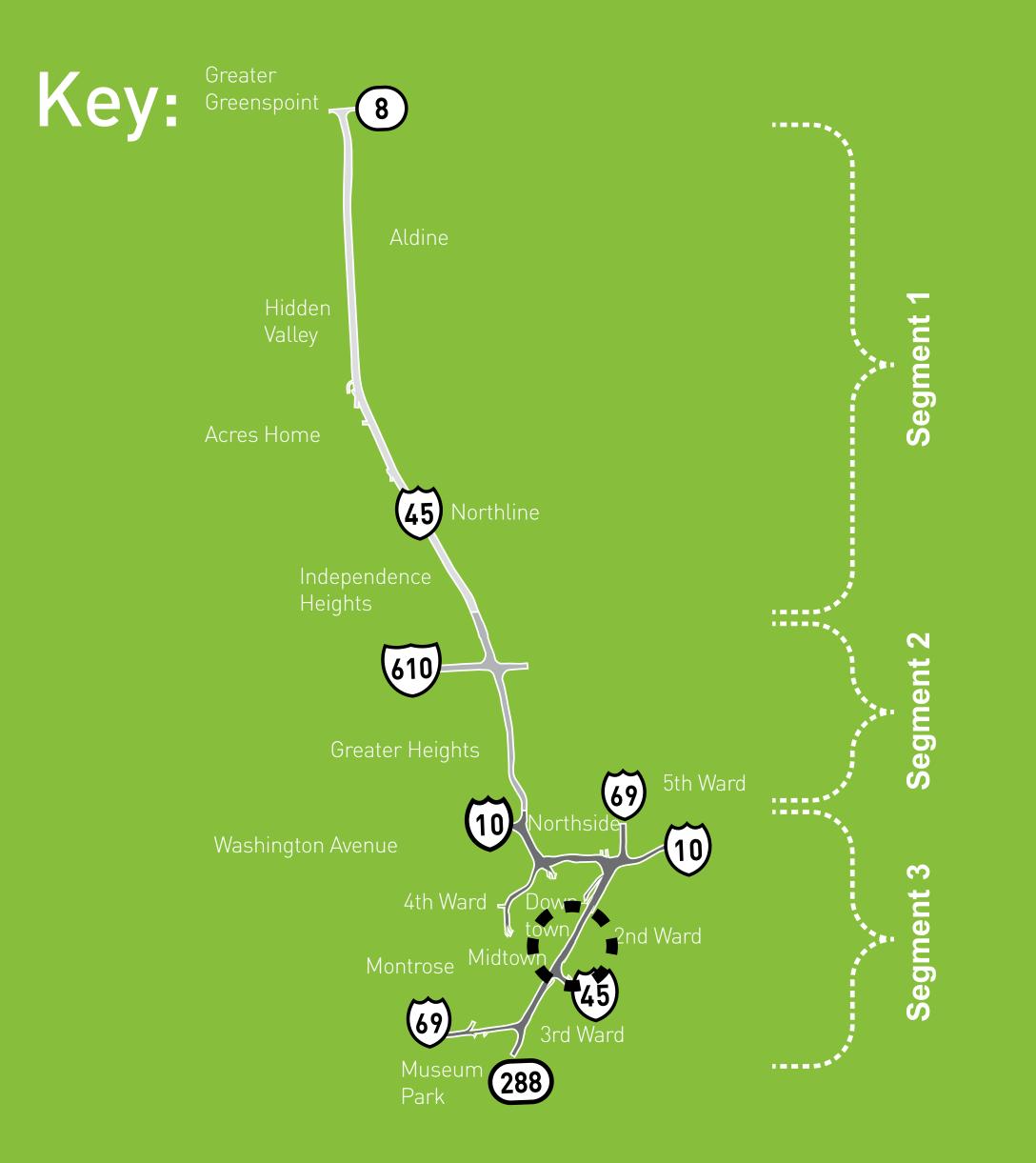
Also Addresses:



We Heard:

Eliminating Polk Street as a connection to downtown is a mistake.

Please keep access from Downtown to the East End, otherwise the segment 3 will separate the east side worse than the Pierce currently does for Midtown.



TxDOT Proposal: Polk closed

I-45 ramps down into the trench between Leeland and Lamar St. That ramps blocks Polk, causing it to be closed; traffic on Polk can turn onto the frontage roads and loop around to the north or south.

PROS

- Leeland and Rusk remain open
- Off-ramp to Polk remains open
- 10 blocks of space for cap park

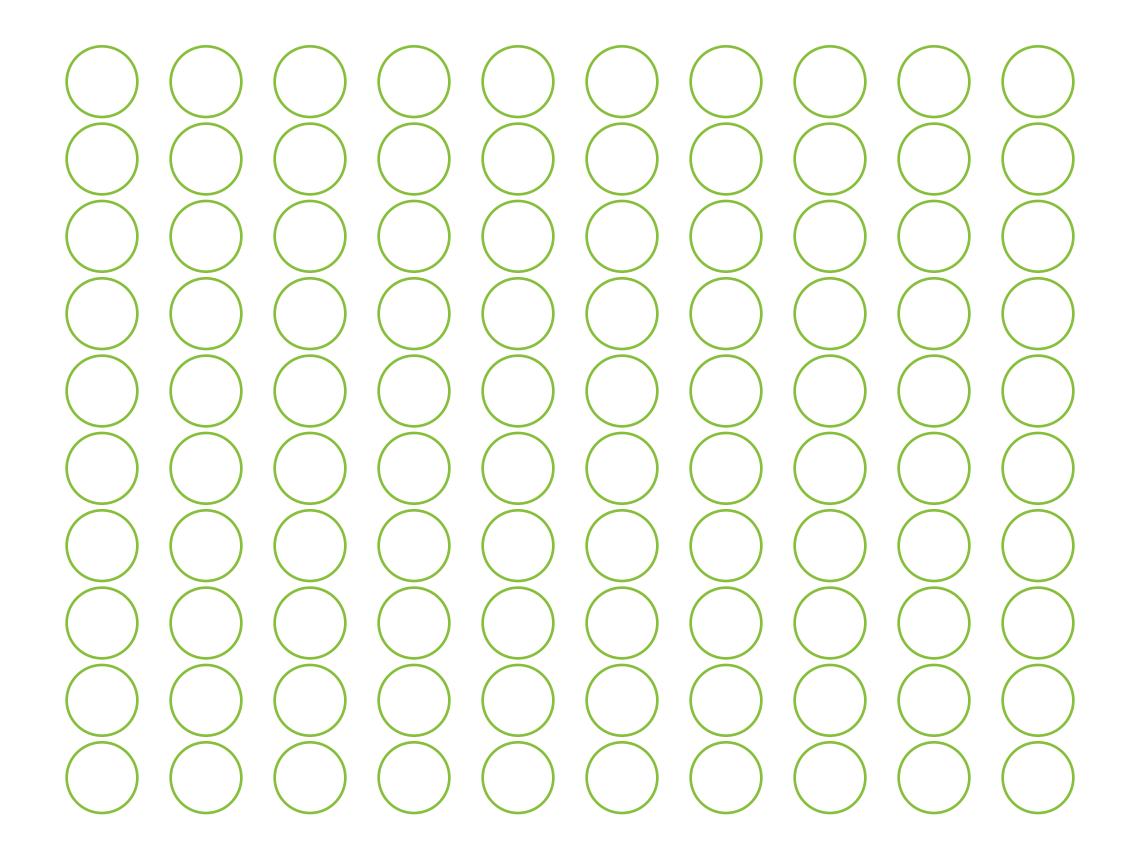
CONS

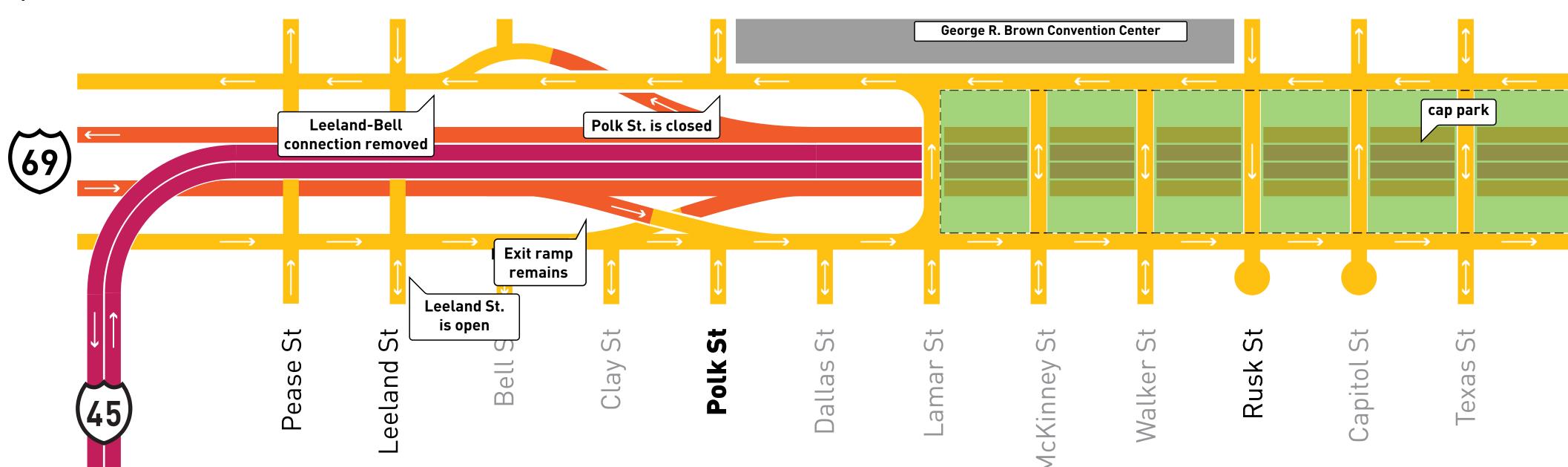
- Polk is closed; traffic and bus must
- take less direct route
- Polk bike route is interrupted
- The connection that takes eastbound traffic from Leeland to Bell St. is eliminated.

Give us your input.

Put your #37 sticker on the alternative you prefer.

TxDOT Proposal





Alternate 37.01: Polk Closed with Mitigation

A new bike connection links Downtown to the Columbia Tap

PROS

- Leeland and Rusk remain open
- Offramp to Polk remains open - 10 blocks of space for cap park - Traffic shifting from Polk to Leeland isn't delayed by freight trains

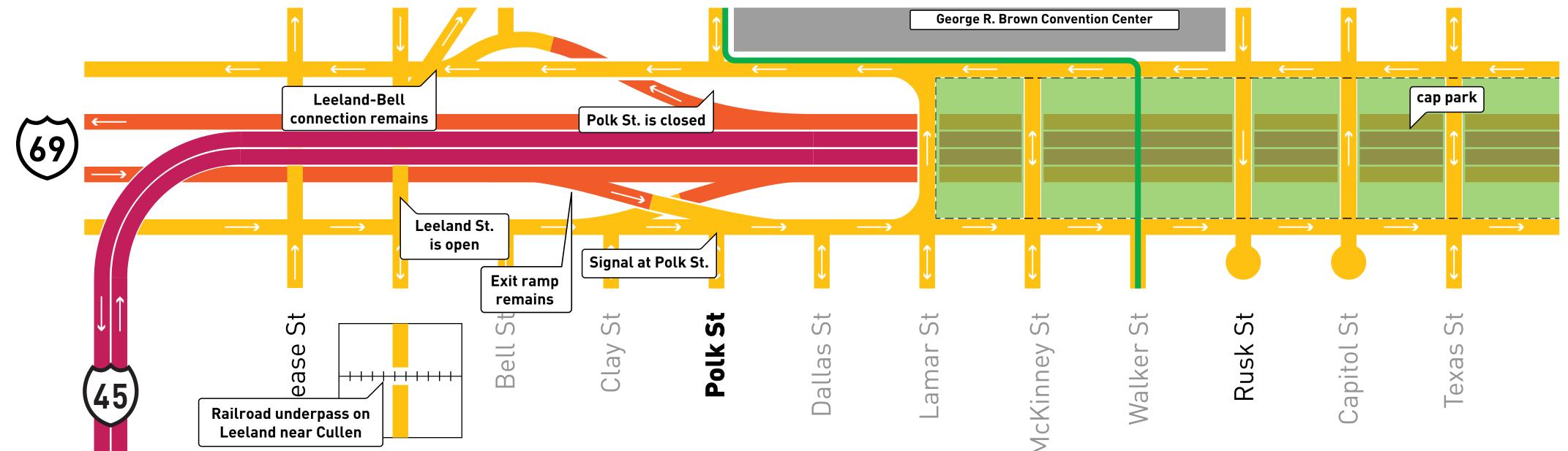
CONS

- Polk is closed; traffic and bus must take less direct route, but signal can reduce impact on bus

37.01 - Polk Street Closed with Mitigation

trail, a new signal reduces bus delay, the link to Bell remains, and a new grade separation to the east makes Leeland more useful.

- Polk bike route is lengthened, but not interrupted



Alternate 37.02: Leeland and Pease Closed

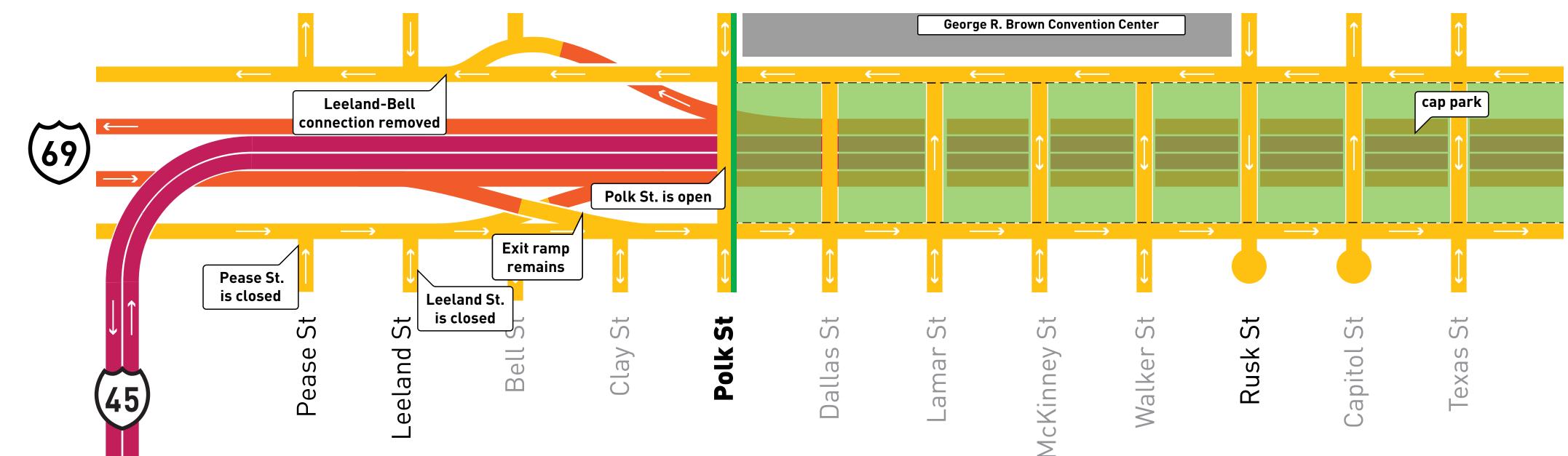
I-45 drops into the trench more quickly, allowing Polk to remain open. The Polk exit ramp shifts southwards. But Leeland and Pease are closed.

PROS

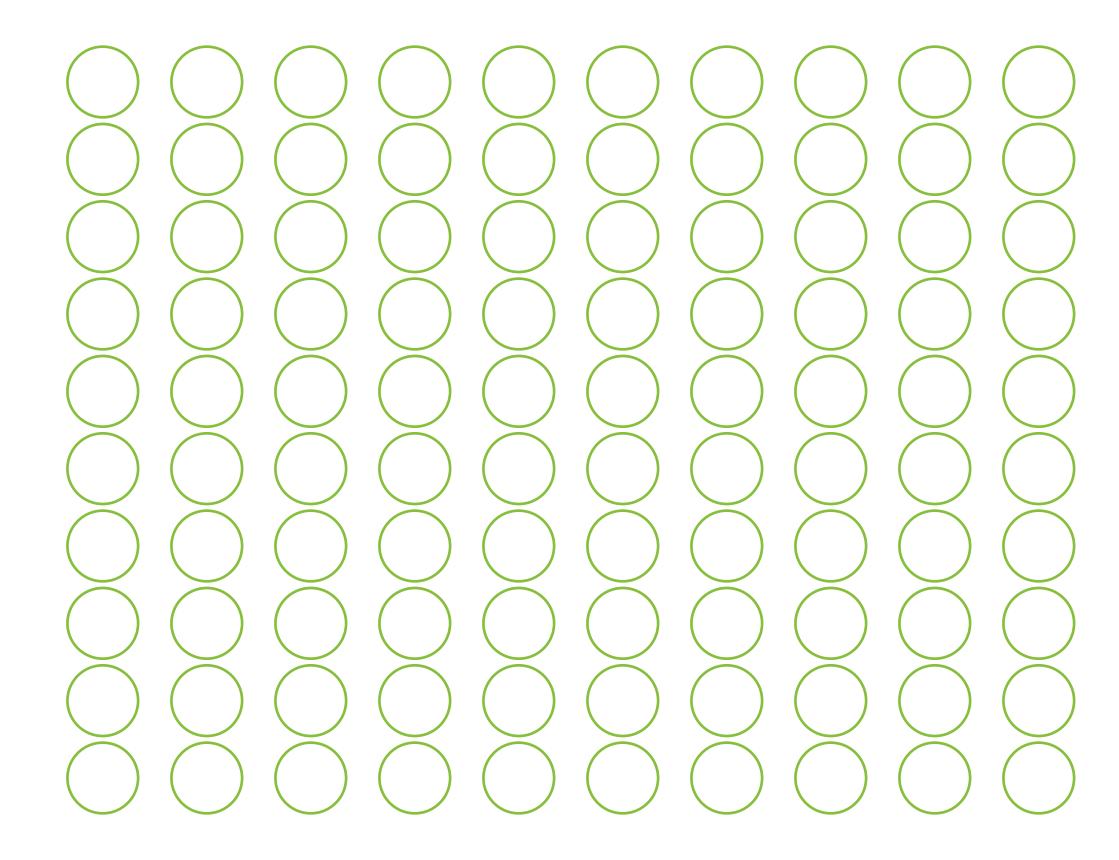
- Polk and Rusk remain open
- Off-ramp to Polk remains open
- 12 blocks of space for cap park

CONS

- Leeland and Pease, which carry more traffic than Polk, connect to Gulf
- Freeway, and have a better connection into Downtown, closed.
 - Slows traffic throughout the larger
- street network



37.02 - Leeland and Pease Streets Closed



Alternate 37.03: Rusk and Off-ramp Closed

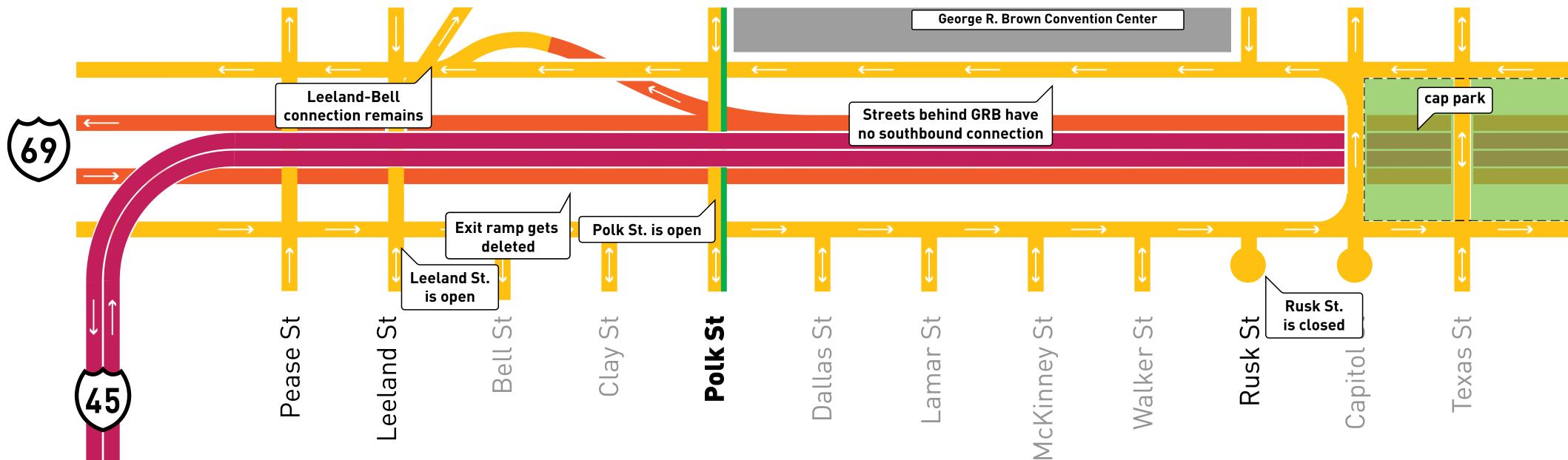
I-45 remains elevated until behind the convention center. This leaves an elevated structure behind the George R. Brown Convention Center. Polk remains open, but the Polk off-ramp is eliminated.

PROS - Polk and Leeland remain open

CONS

- Off-ramp to Polk is eliminated
- (nearest off-ramp is Grey St.)
- Rusk and other streets closed
- Cap park is only 6 blocks long
- Large elevated structure
- Slows traffic throughout the larger





37.03 - Rusk and Off-ramp Closed

