

11: Frontage Road Intersections

Intersecciones Frontales de Carreteras

Description:

The surrounding context of the freeway varies greatly. In some areas, it is surrounded by big box stores, in others by single-family houses. TxDOT drawings show typical highway intersection designs everywhere, prioritizing capacity at the cost of pedestrian and bike safety, but TxDOT has asked the City for guidance on how to design these.

We Heard:

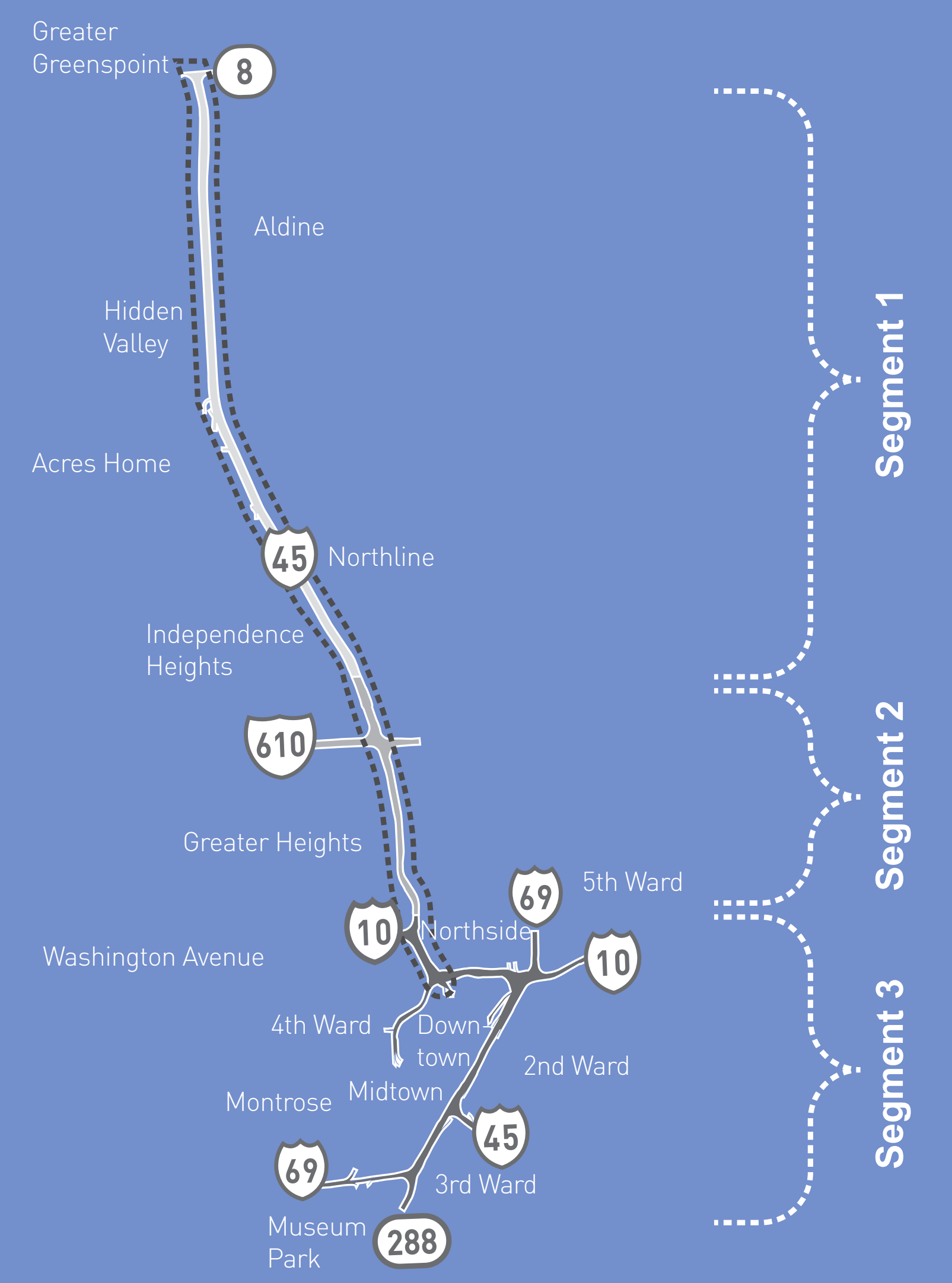
Whereas most frontage roads are designed first and foremost to serve high-speed freeway traffic, these frontage roads must safely and efficiently serve adjacent businesses, numerous side streets, and a fully multi-modal local traffic mix composed of buses, bicycles, and pedestrians.

Also Addresses:

Property

Connections

Key:



TxDOT Proposed

TxDOT is designing frontage road intersections like highways, with wide lanes, sweeping curves, and minimal pedestrian facilities. Currently, both intersection streets and frontage roads are being designed with TxDOT standards, making these streets part of the freeway, and not part of the neighborhoods they connect to.

PROS

- Added capacity to frontage road and intersection
- Trucks and other large vehicles can turn easily

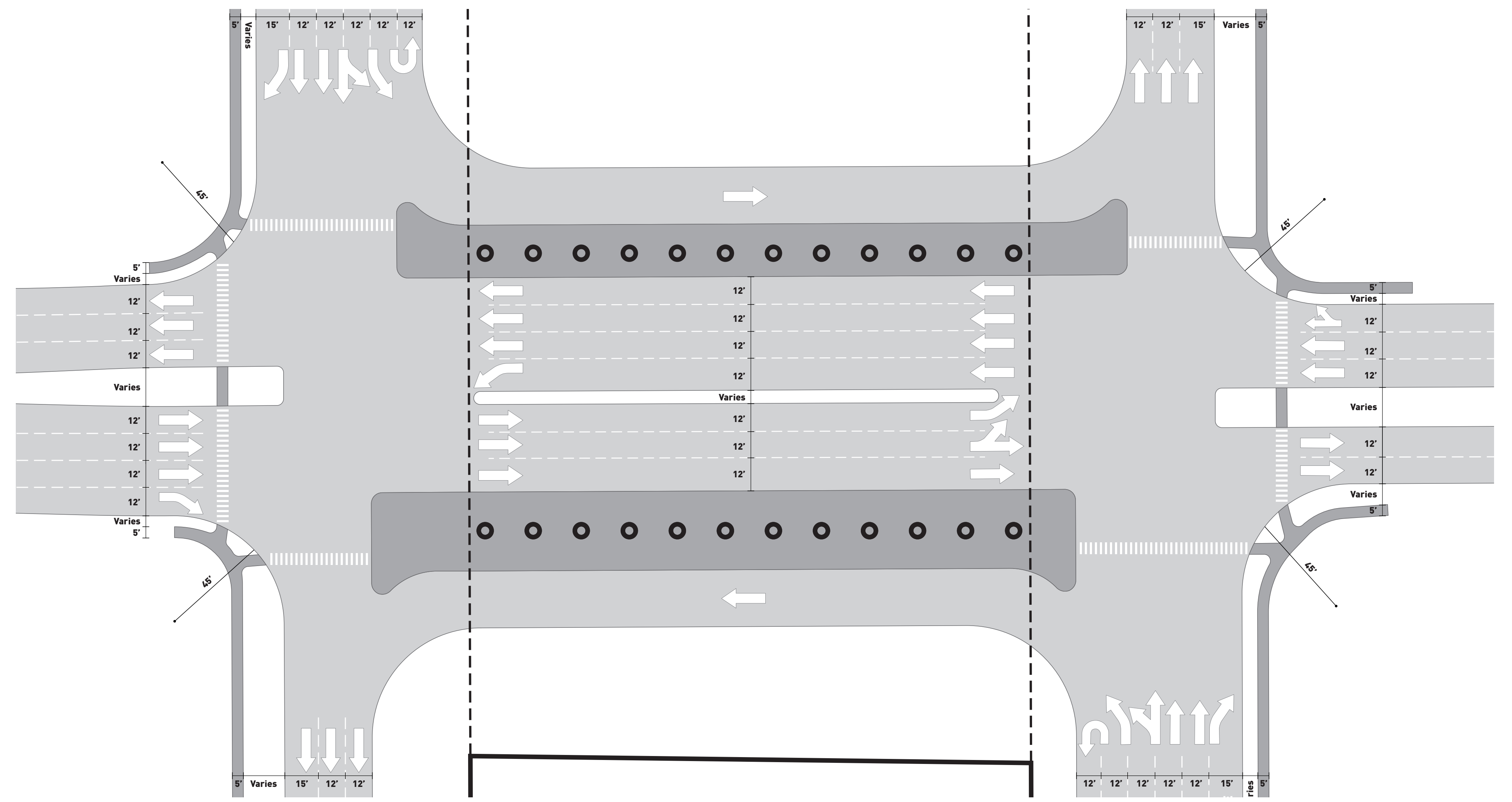
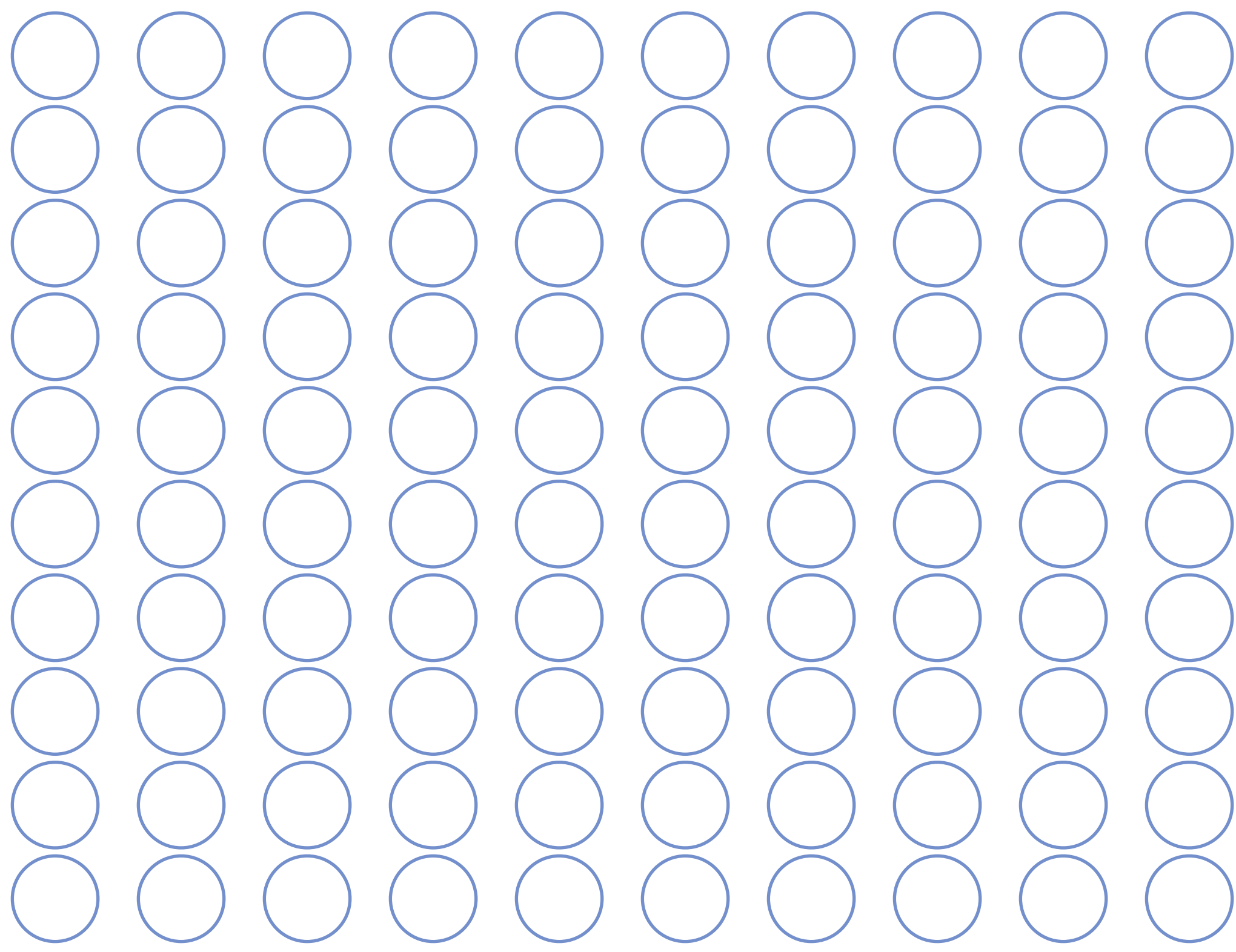
CONS

- No defined space for bikes
- Long crosswalks and wide curves put pedestrians and bicyclists at risk when crossing

Give Us Your Input

Put Your #11 dot on the alternative you prefer.

TxDOT Proposal



Alternative 11.1

Intersections are designed as city streets would be, based on the context, the surrounding land use, the level of pedestrian and bike activity, and the mix of traffic.

At cross streets without bike lanes, wide crosswalks are designed to be safe for pedestrians and allow bicyclists to use them as well. The corners of the intersection have tighter curves, forcing cars and trucks to slow down as they turn, and thus increasing safety. Under overpasses, U-turn lanes are moved further away to buffer pedestrians from traffic.

At cross streets with bike lanes, bikes get their own set of paths and crosswalks around the intersection, protecting them from traffic.

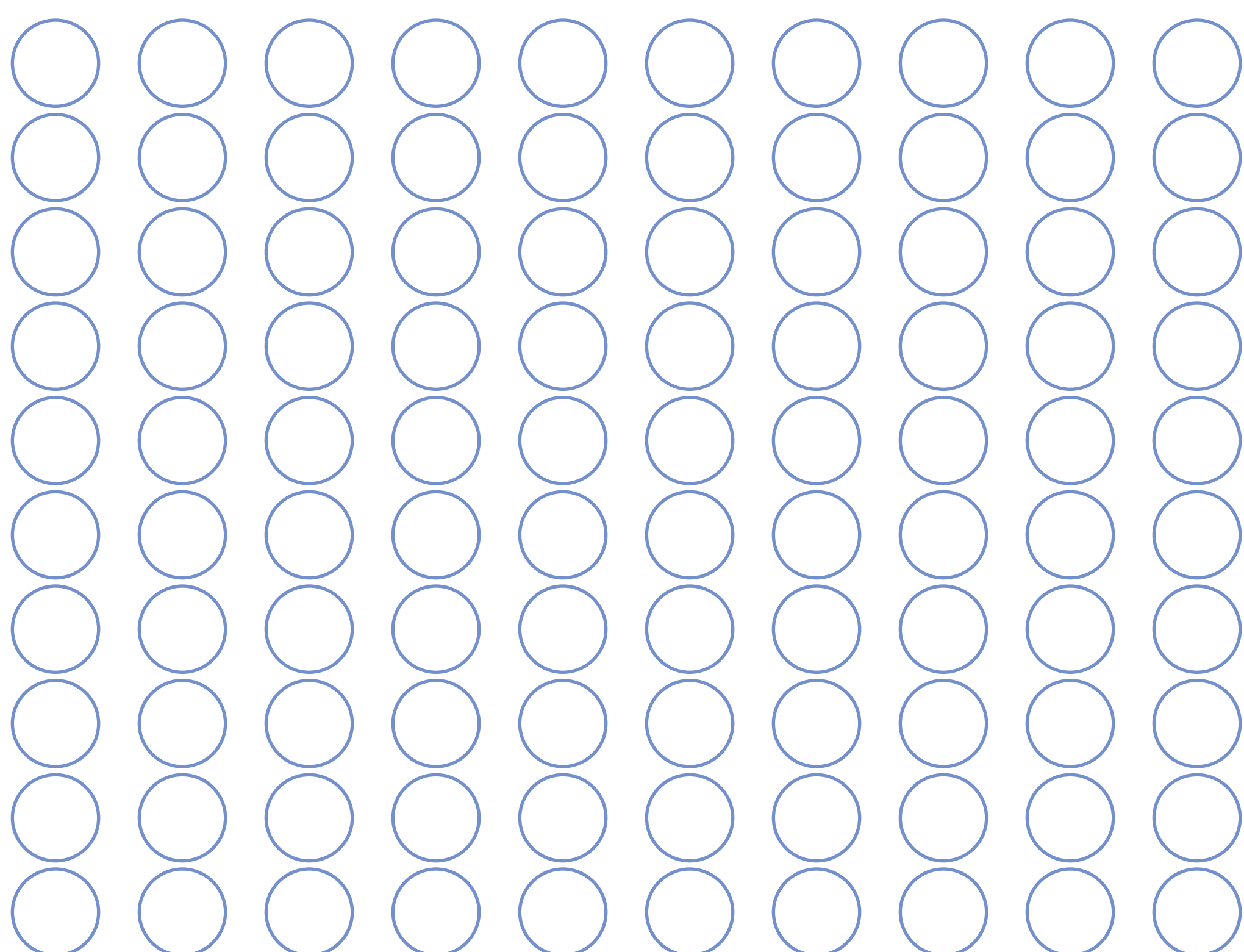
PROS

- Frontage and intersection streets are designed to feel like city streets, not highways
- Pedestrian crossings are safer
- Bigger pedestrian realm under the freeway
- Safe, protected bike lanes at intersections with bike lanes

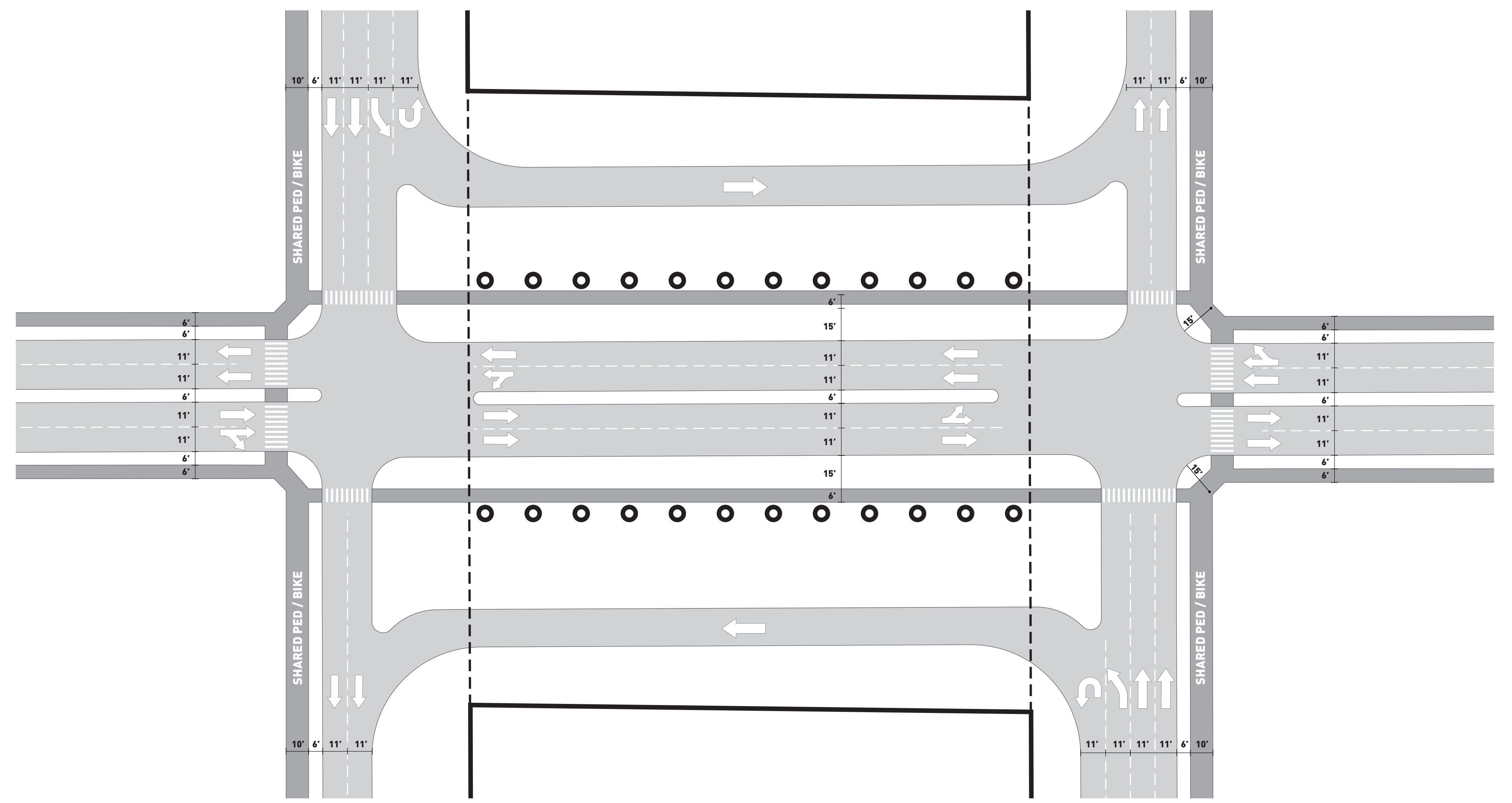
CONS

- Pedestrians and cyclists share a route
- Trucks and other large vehicles may have to turn slowly into the far lane

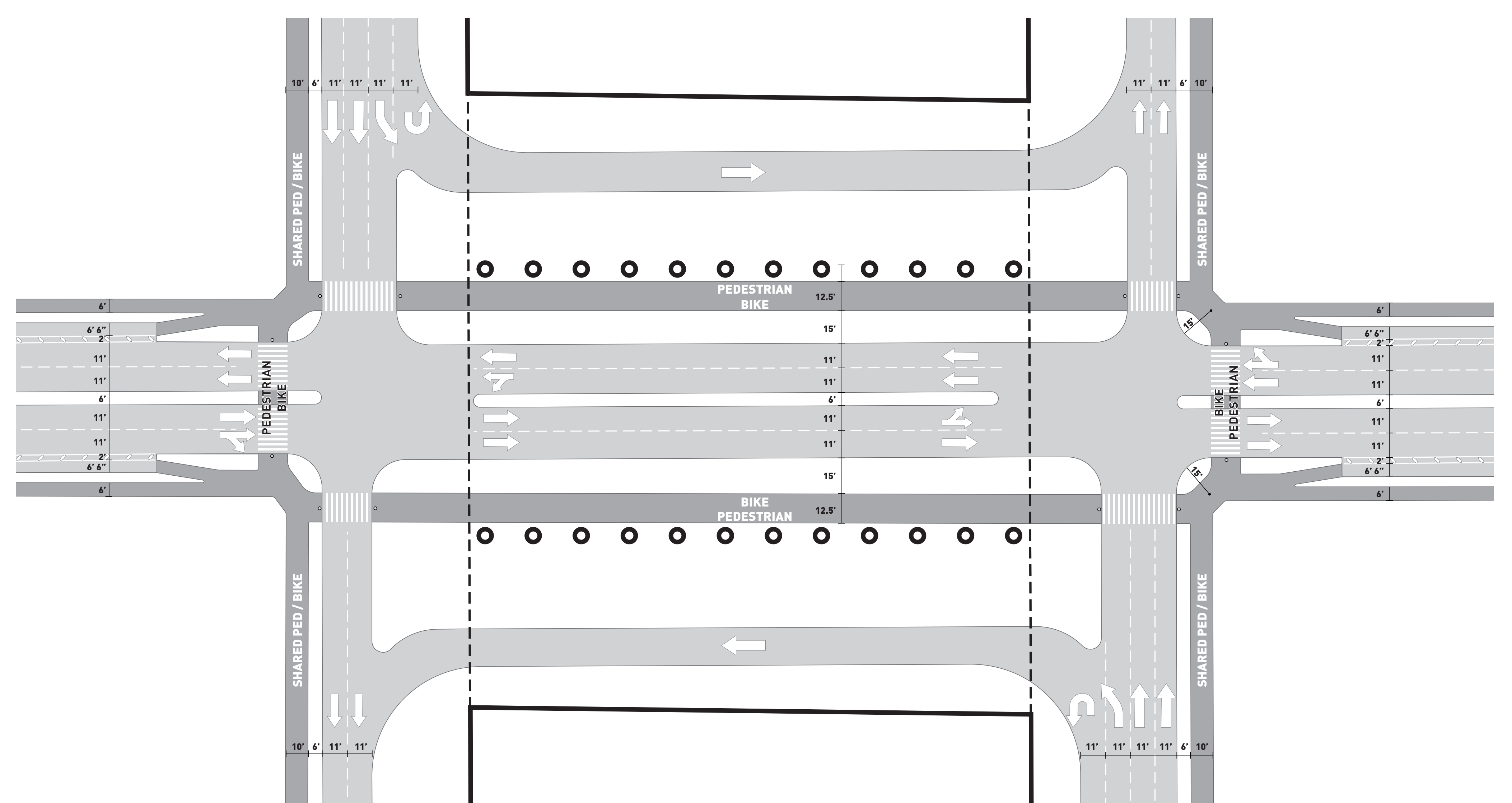
Alternative 11.1

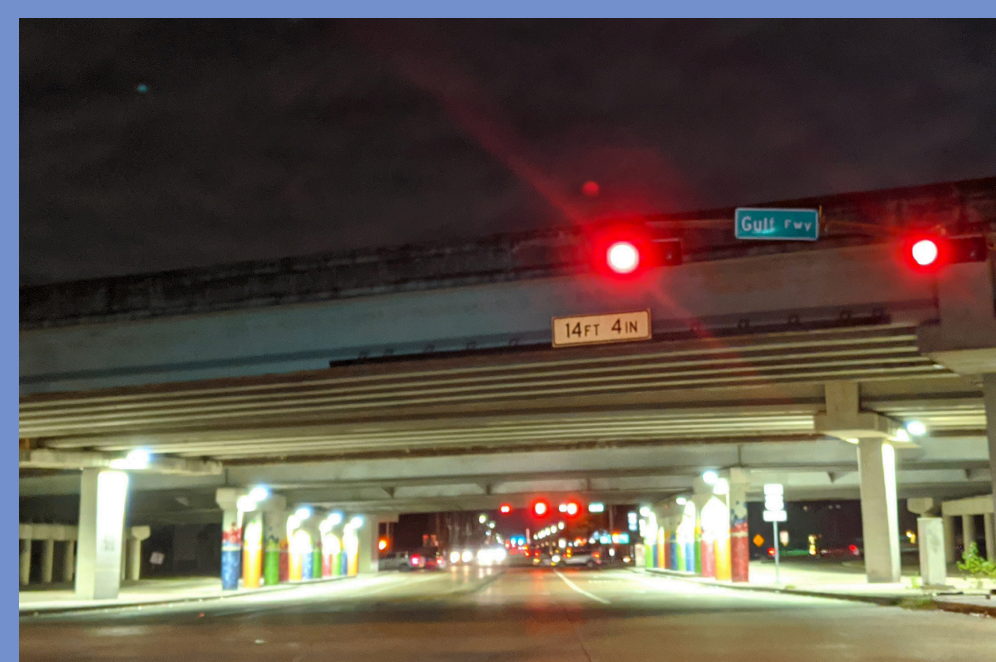
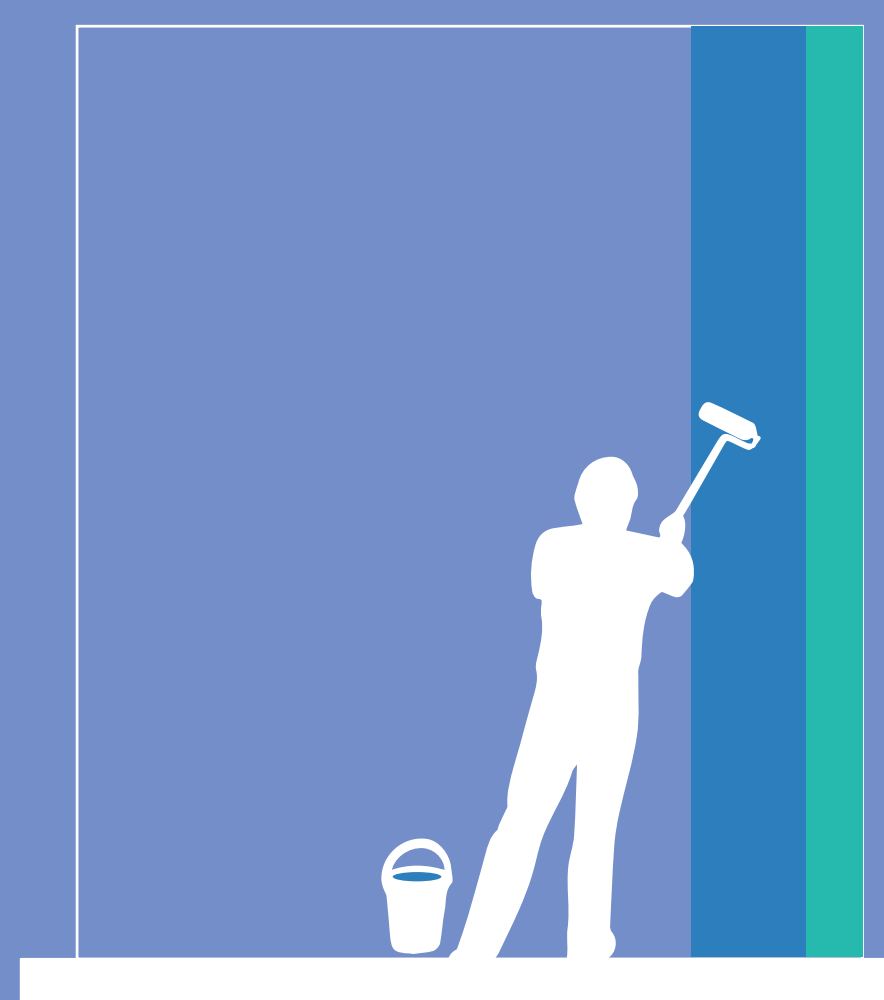
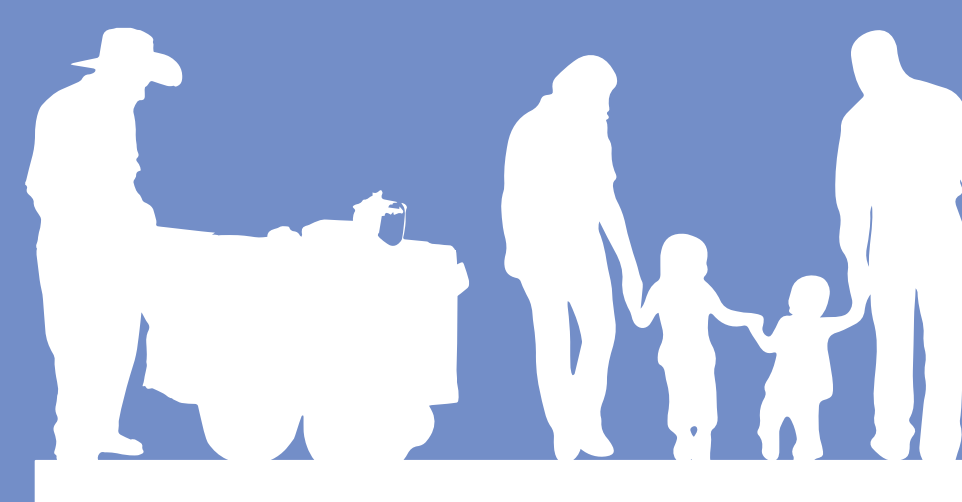
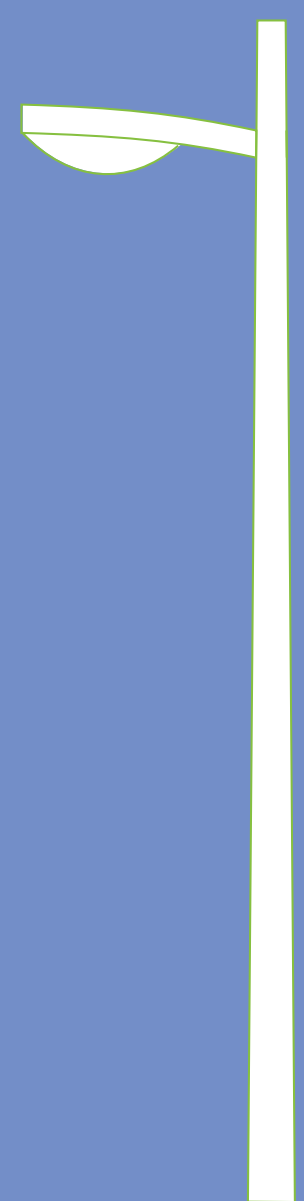


Cross Street without Bike Lanes



Cross Street with Bike Lanes





Improvement Type:

Lighting

Programming

Art

Intersection

Fallbrook Drive/Aldine Bender Road

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West Road

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Blue Bell Road

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W. Mt. Houston Road

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W. Gulf Bank Road

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W. Parker Road

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E. Tidwell Road

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Airline Drive

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Crosstimbers Street

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W. Cavalcade Street

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Suggestions for Other Improvements at Intersections: