

16: Ramps in SW corner of Downtown

Rampas en el Suroeste del Centro de Houston

Description:

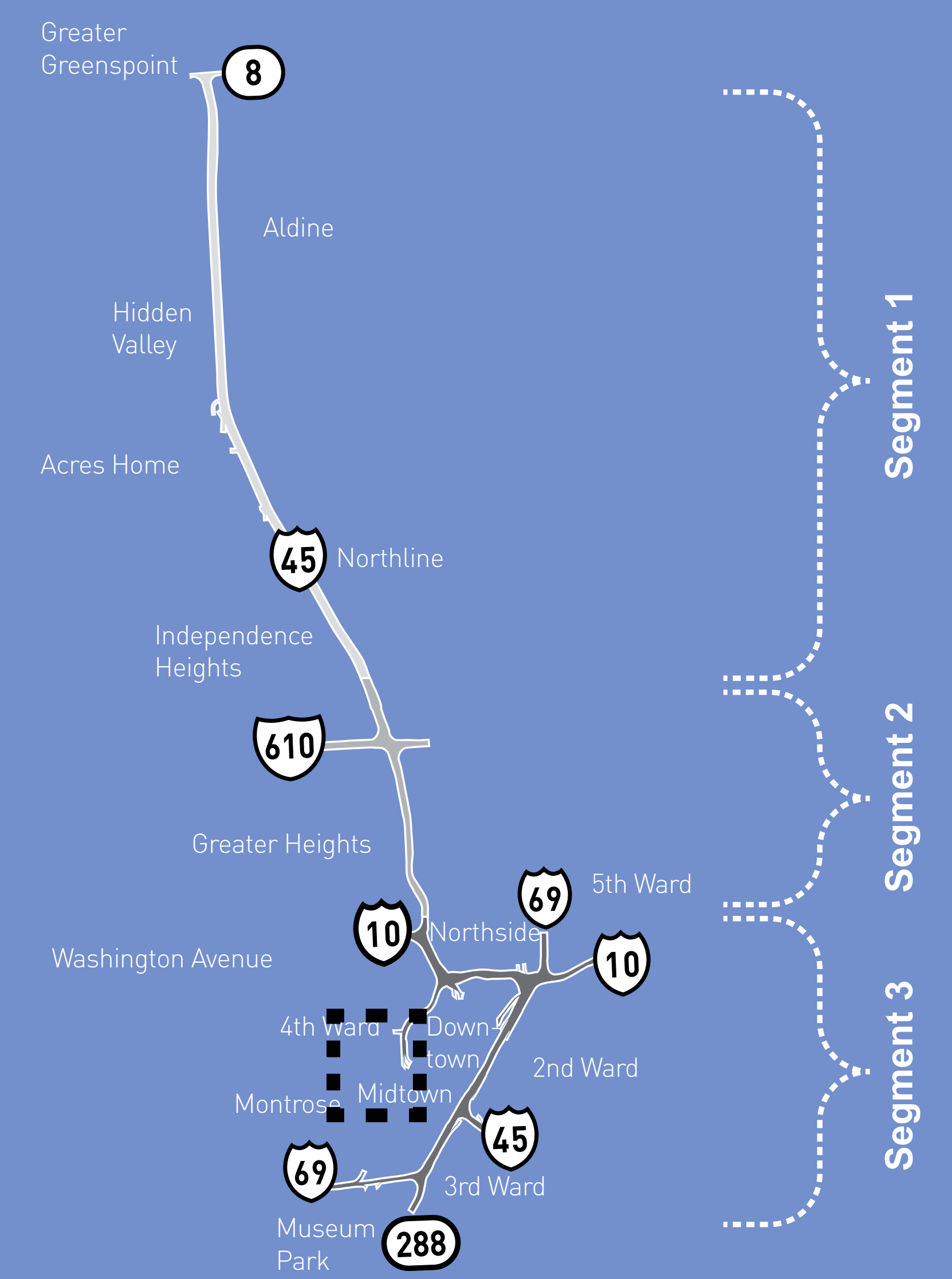
TxDOT proposes to remove the Pierce Elevated but retain a Downtown spur connecting I-10 and I-45 to Downtown and Midtown. Currently, that traffic uses ramps from Pease, to Jefferson, from St. Joseph, to Bagby, and to Pierce. These ramps are access points for Downtown and Midtown traffic and for buses headed to and from the Downtown Transit Center.

Also Addresses:

Connections

Any person living down this corridor and wishes to exit Downtown are now limited to the one exit and entrance downtown via St. Joseph or Pease street.

Key:



We Heard:

The elimination of the Pierce Street and St. Joseph Parkway connections to/from I-45 will make access to the Downtown Transit Center more complex [...]

TxDOT Proposal

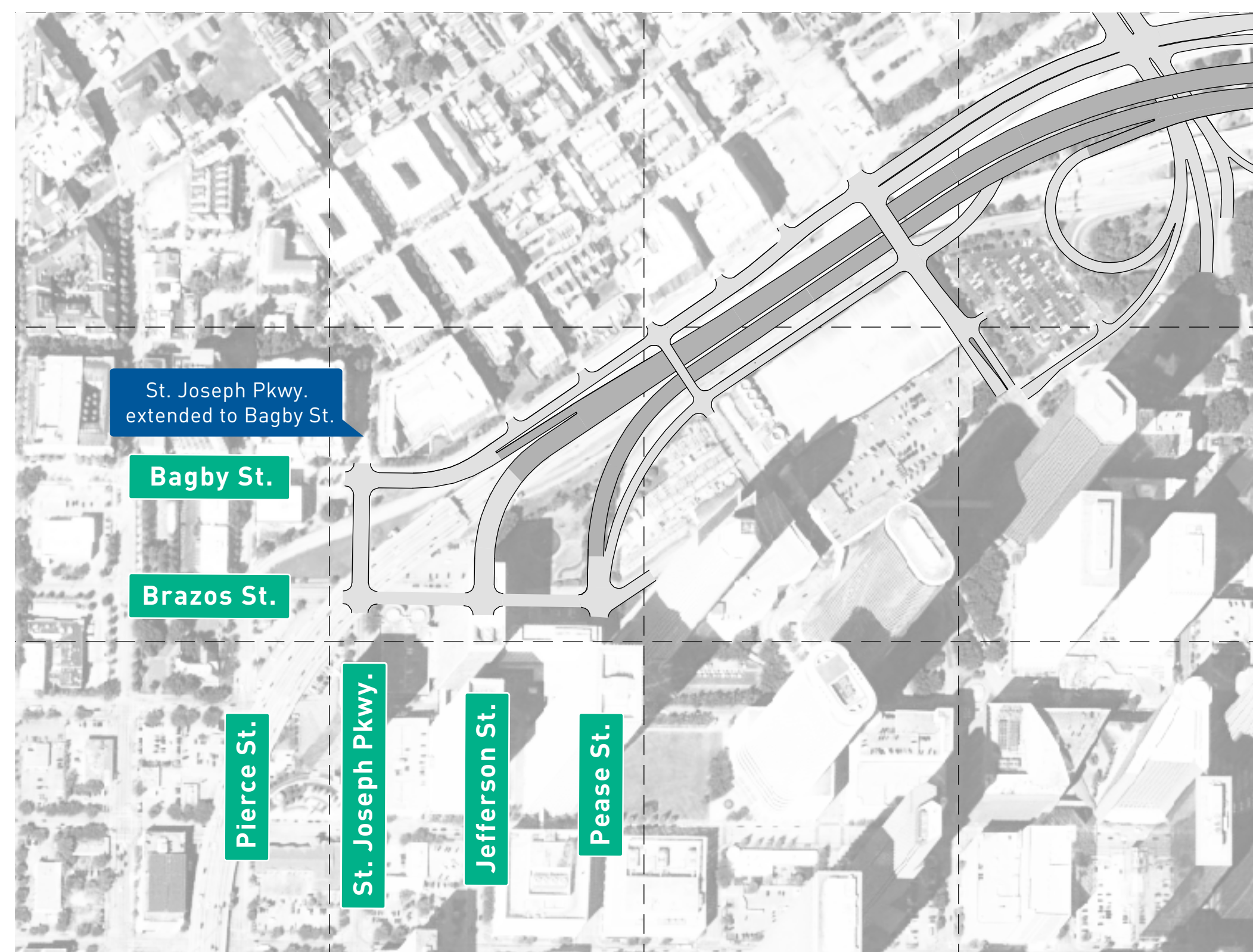
TxDOT proposes build a ramp from Pease and ramps to Bagby and Jefferson and to extend St. Joseph Parkway to Bagby Street.

PROS

- Added connection from Downtown to First Ward
- Less freeway infrastructure into Downtown and Midtown

CONS

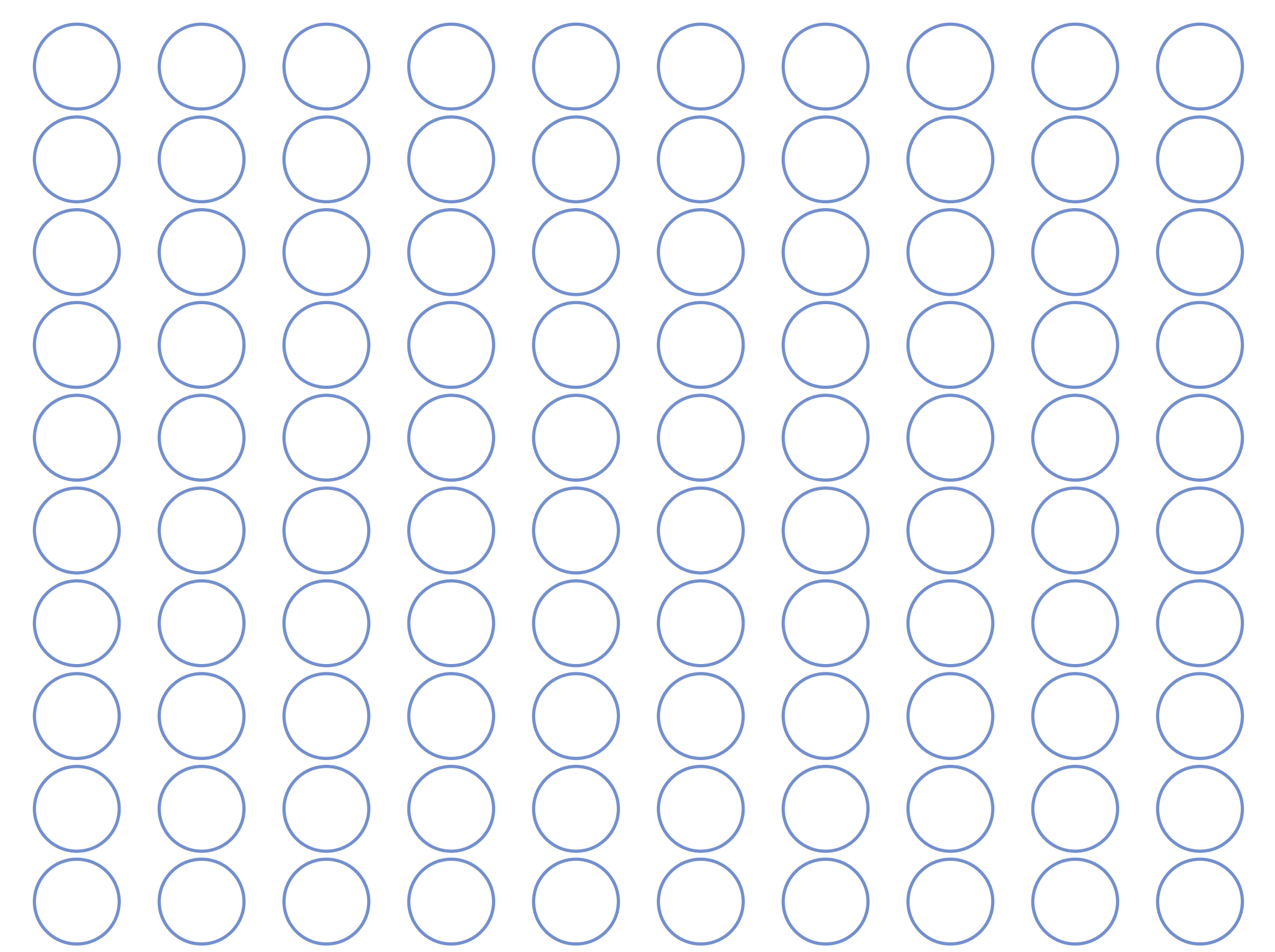
- No ramp to Pierce
- No ramp from St. Joseph
- Less direct paths from Midtown
- Less direct paths from Downtown Transit Center



Give us your input.

Put your #16 sticker on the alternative you prefer.

TxDOT Proposal



Alternative 16.1 - Brazos Street Curve

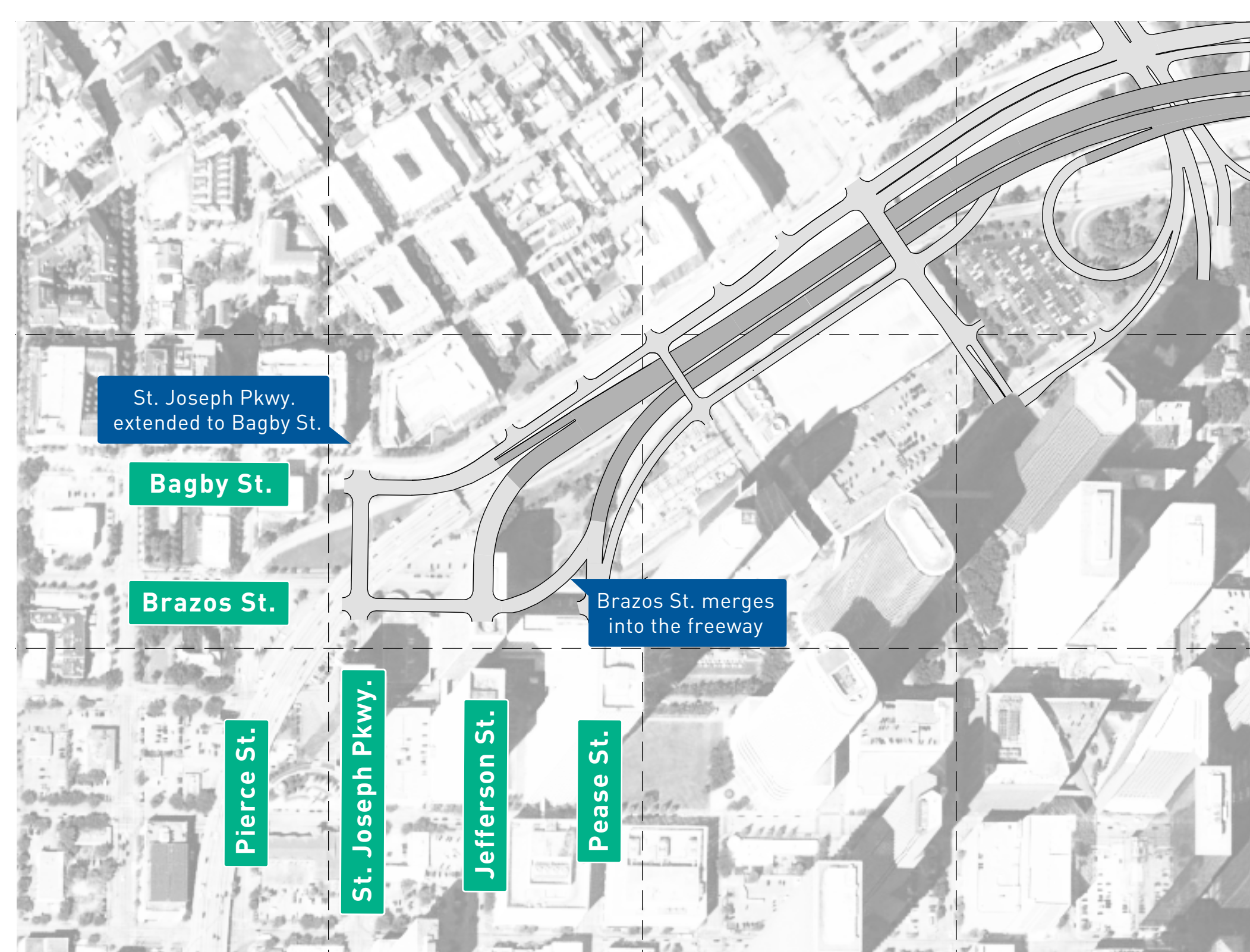
Alternative 16.1 add a Brazos Street curve that creates an additional onramp from Midtown.

PROS

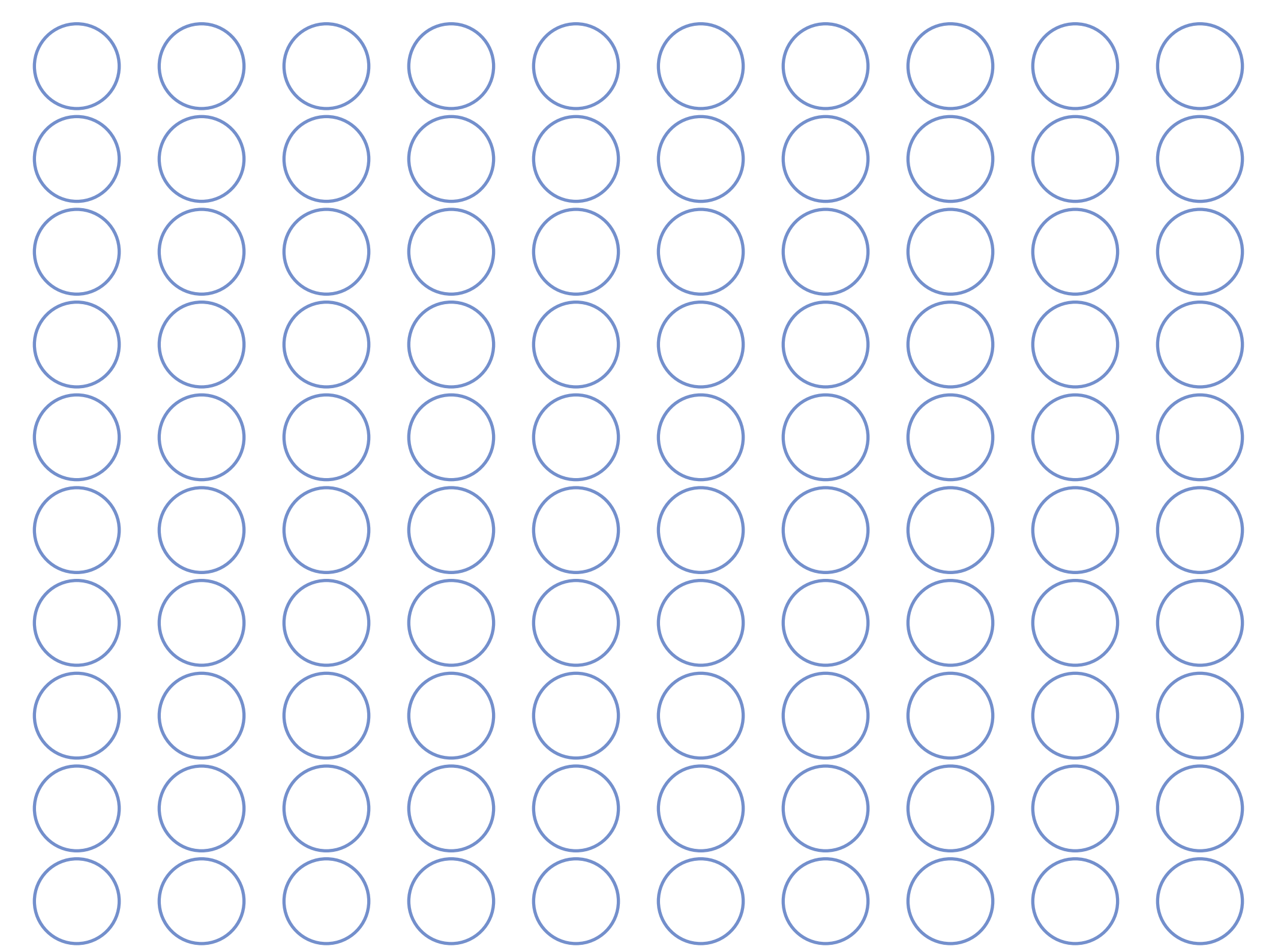
- Connection from Downtown to Midtown/First Ward
- Direct access to I-45 from Brazos St.

CONS

- Disconnects Brazos Street between Jefferson and Pease St.
- Access from St. Joseph Pkwy. requires a right turn



Alternative 16.1 - Brazos Street Curve



Alternative 16.2 - Brazos Street Curve + Development

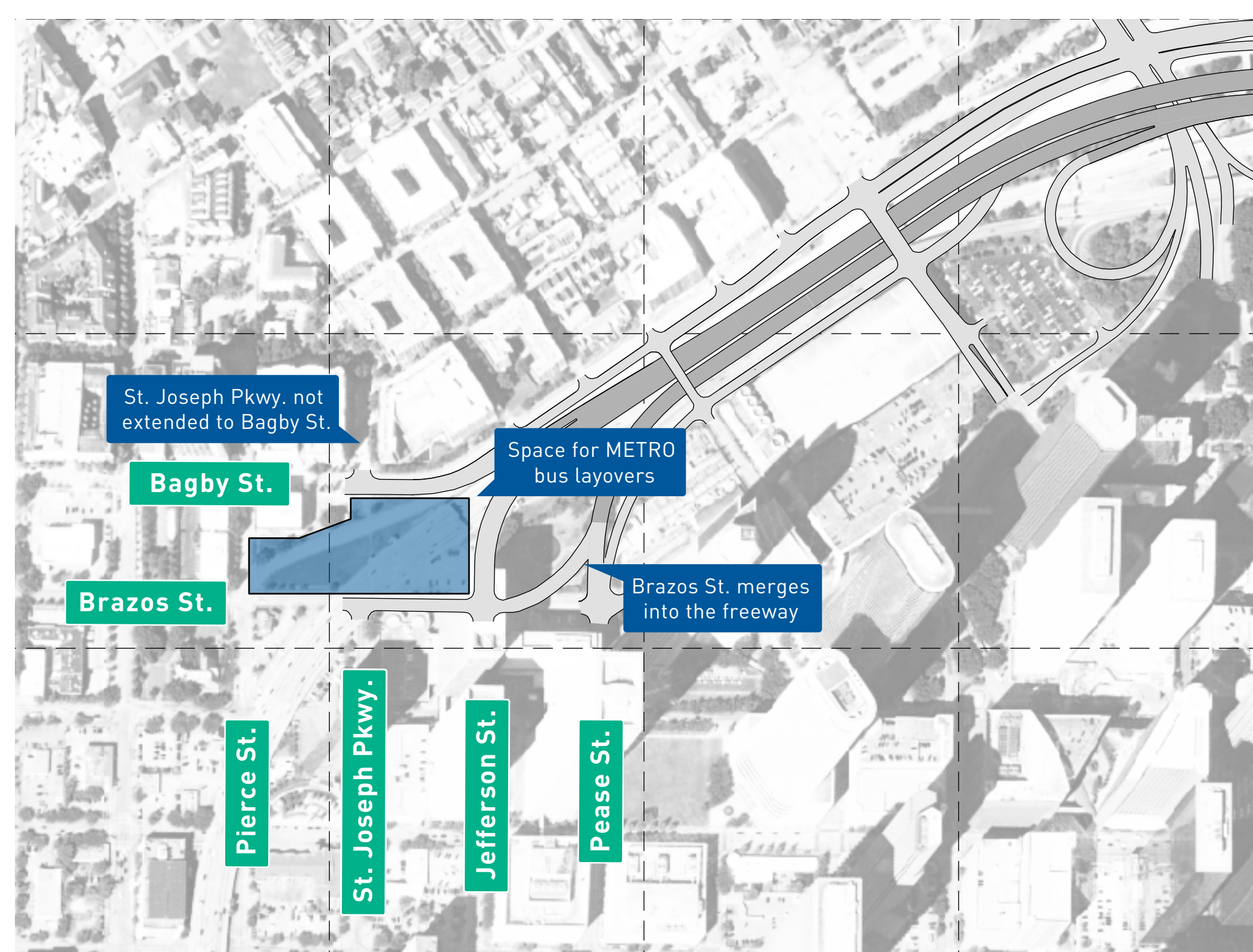
Alternative 16.2 also adds a Brazos Street curve to merge into the freeway. In this alternative, space between Pierce and Jefferson Street and between Bagby and Brazos Street is dedicated to development which could incorporate METRO bus layover space.

PROS

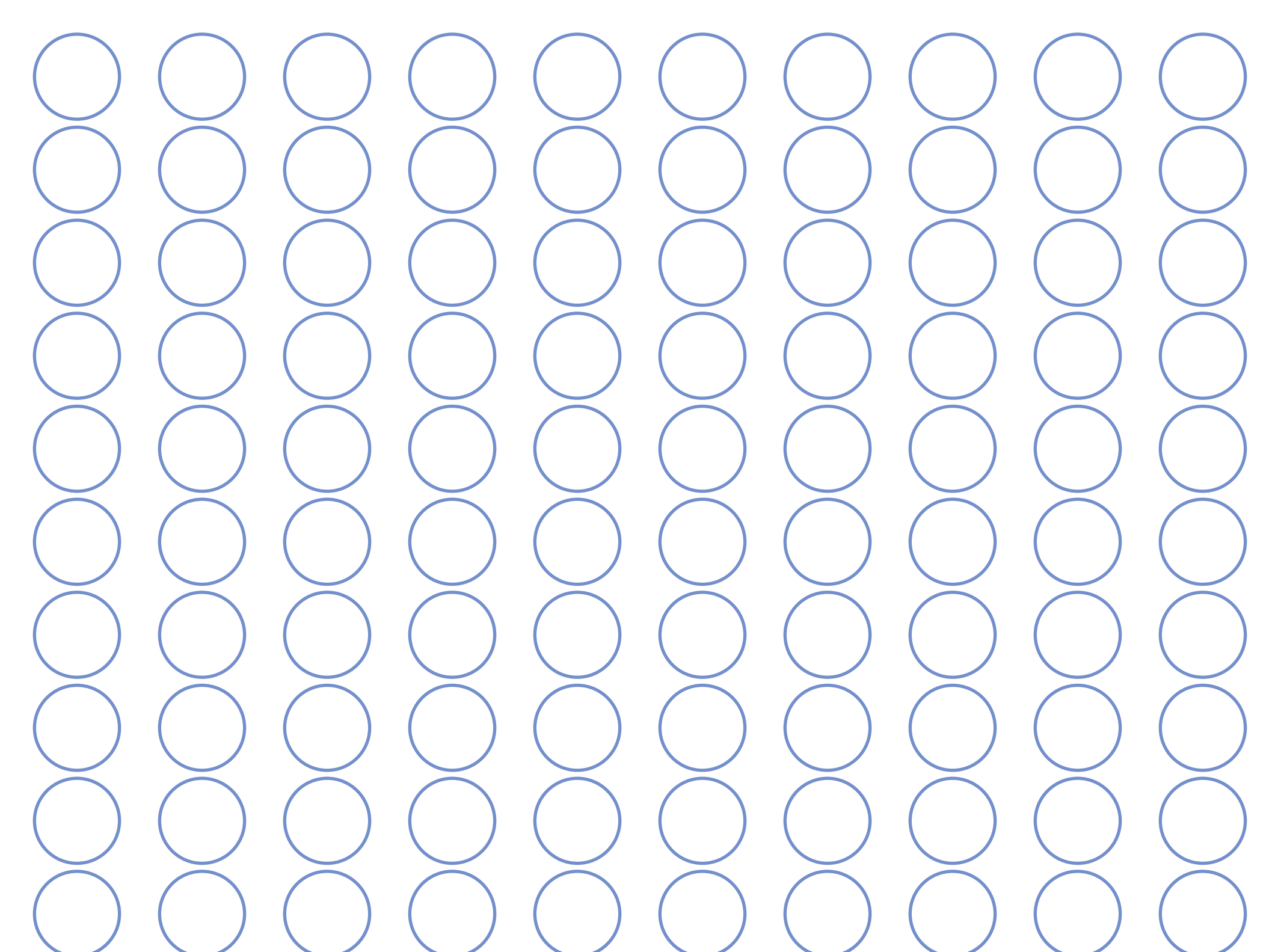
- Direct access to I-45 from Brazos Street
- METRO bus layover space is allocated

CONS

- St. Joseph Pkwy does not extend to Bagby Street
- Disconnects Brazos Street between Jefferson Street and Pease Street
- Loss of park opportunities



Alternative 16.2 - Brazos Street Curve + Development



Alternative 16.3 - Added Connection to St. Joseph Parkway and Pierce Street

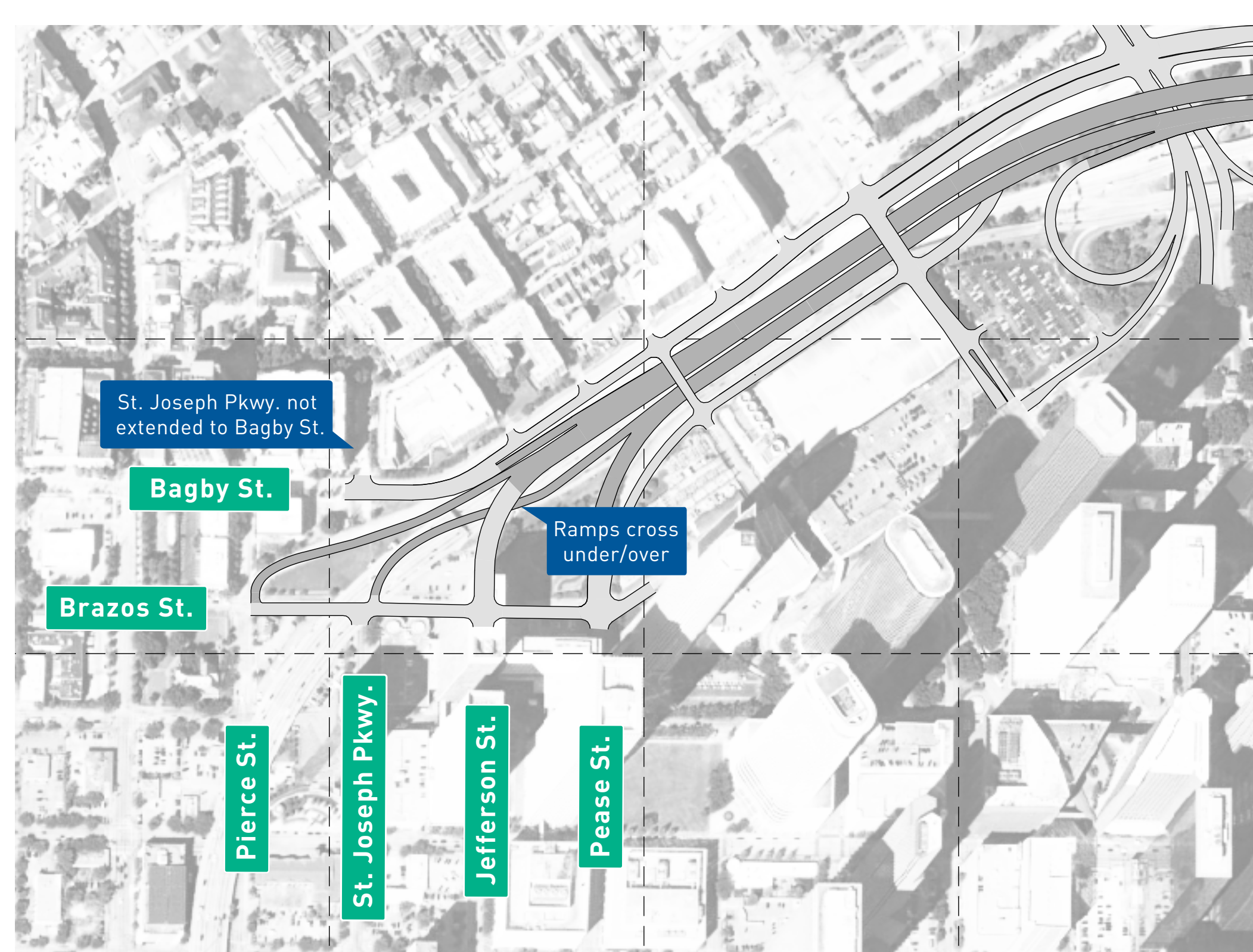
Alternative 16.3 replicates the complete set of current on- and off-ramps.

PROS

- Direct access to I-45 from St. Joseph Street
- Direct access from I-45 to Pierce Street

CONS

- St. Joseph Pkwy does not extend to Bagby Street
- Loss of park opportunities
- More freeway infrastructure in Downtown and Midtown



Alternative 16.3 - Added Connection to St. Joseph and Pierce St.

