

12: Frontage Road Cross Section

Sección Transversal en Rutas Laterales

Description:

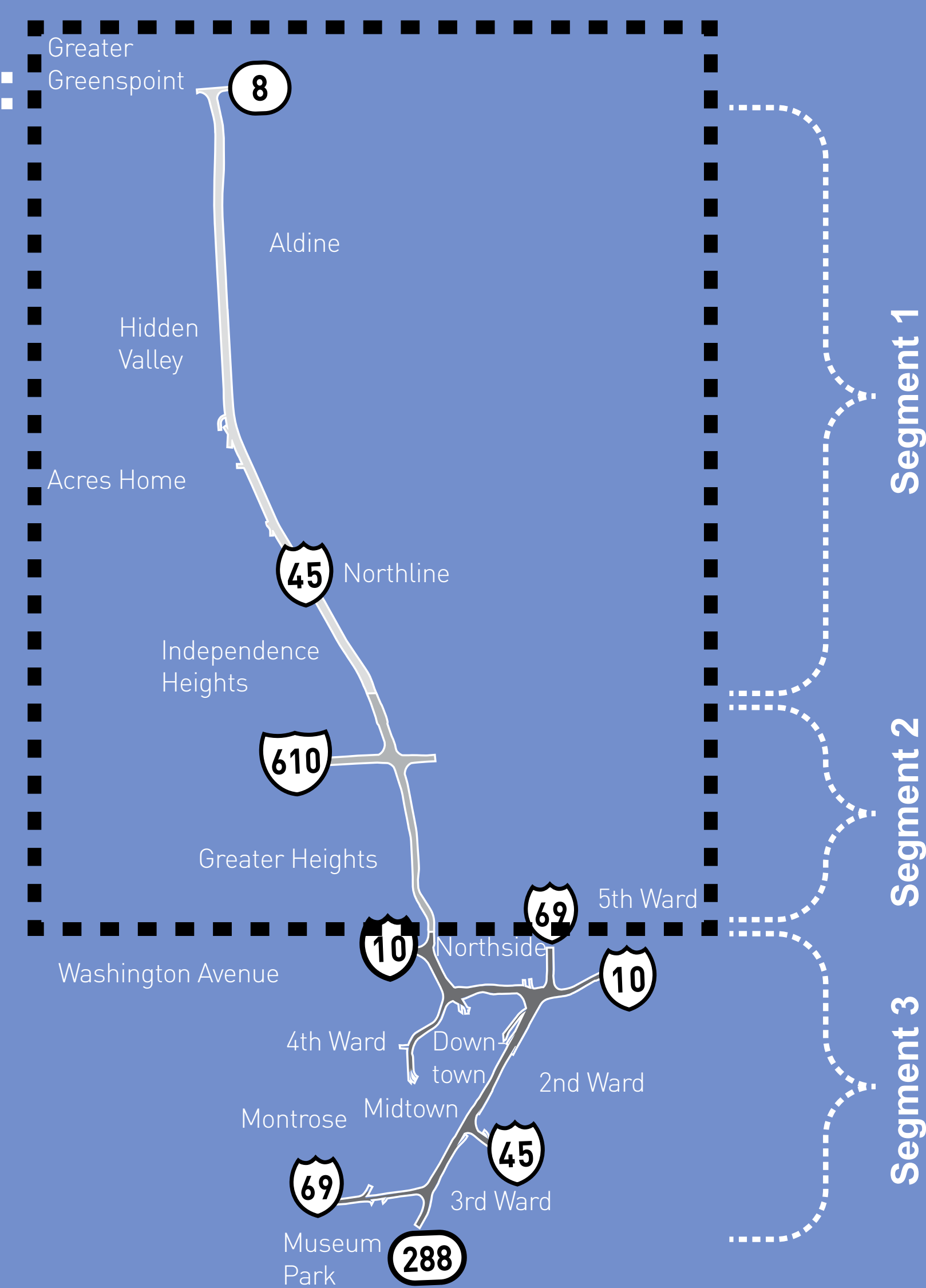
Frontage roads along the I-45 corridor can serve as local connectivity for the surrounding neighborhoods. To make them safe for all modes of transportation, the cross-section dimensions of the frontage roads can be designed to be like city streets, following City of Houston design standards.

Also Addresses:

Property

Connections

Key:



We Heard:

1-2 lanes of frontage roads are enough to access the highway in these areas. Allocate the other ROW to bike lanes and street parking, sidewalks & landscaping

...there are many places where there are access roads or parallel frontage roads that will be alongside the new highways ... downsize those and make them calmer, neighborhood friendly streets

TxDOT Proposal

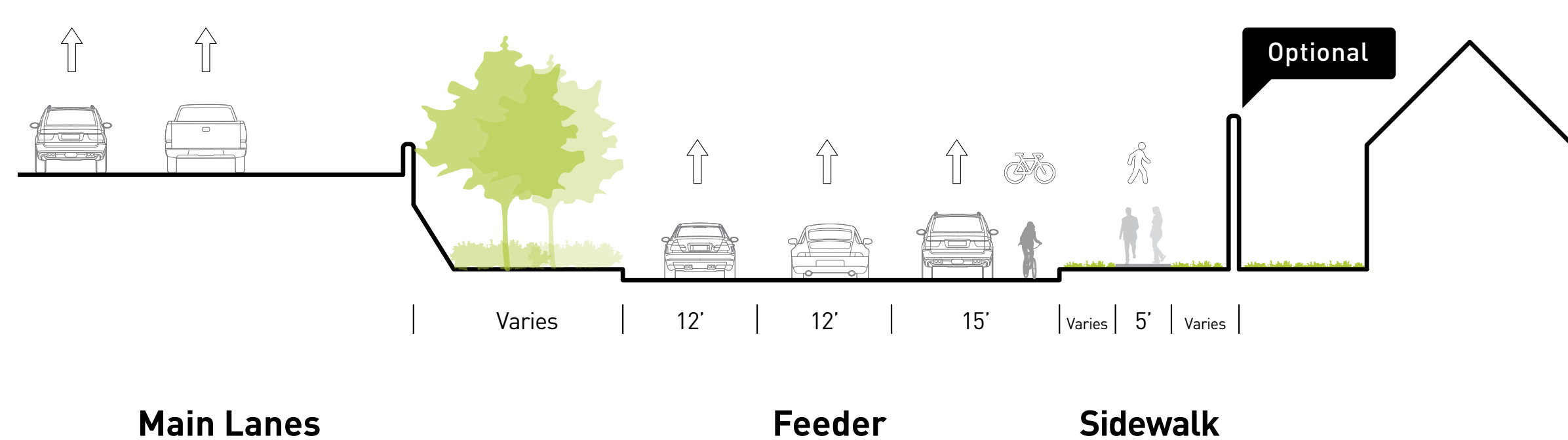
TxDOT's proposed frontage road cross section includes 3 lanes, with a shared bike lane, and a sound wall near the neighborhood.

PROS

- Higher capacity on frontage roads

CONS

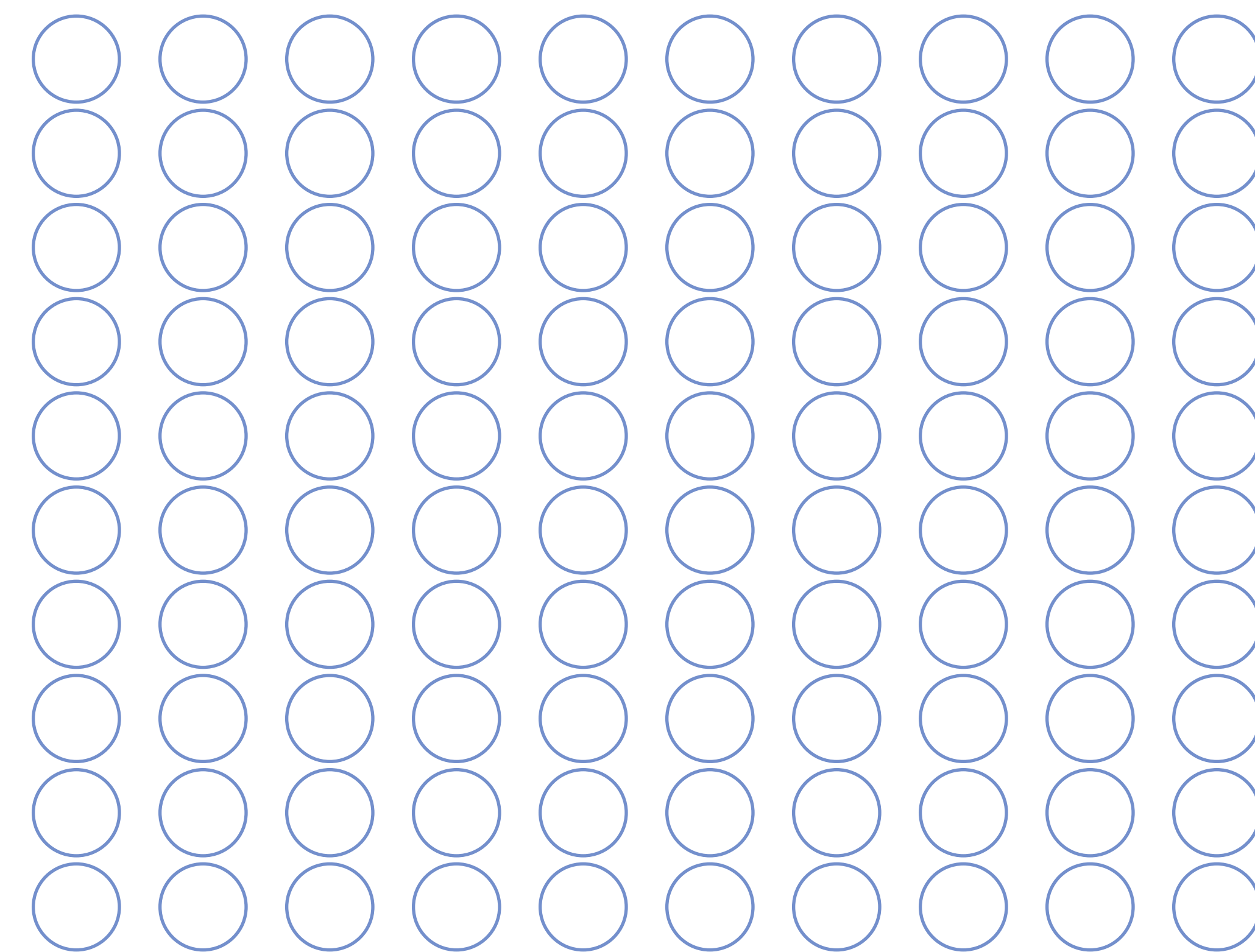
- Sound wall is near neighborhood
- May require right-of-way acquisition
- Unprotected bike lane
- Wider lane width increases vehicle speeds



Give us your input.

Put your #12 sticker on the alternative you prefer.

TxDOT Proposal



Alternative 12.1 - Shared Bike/Ped Path

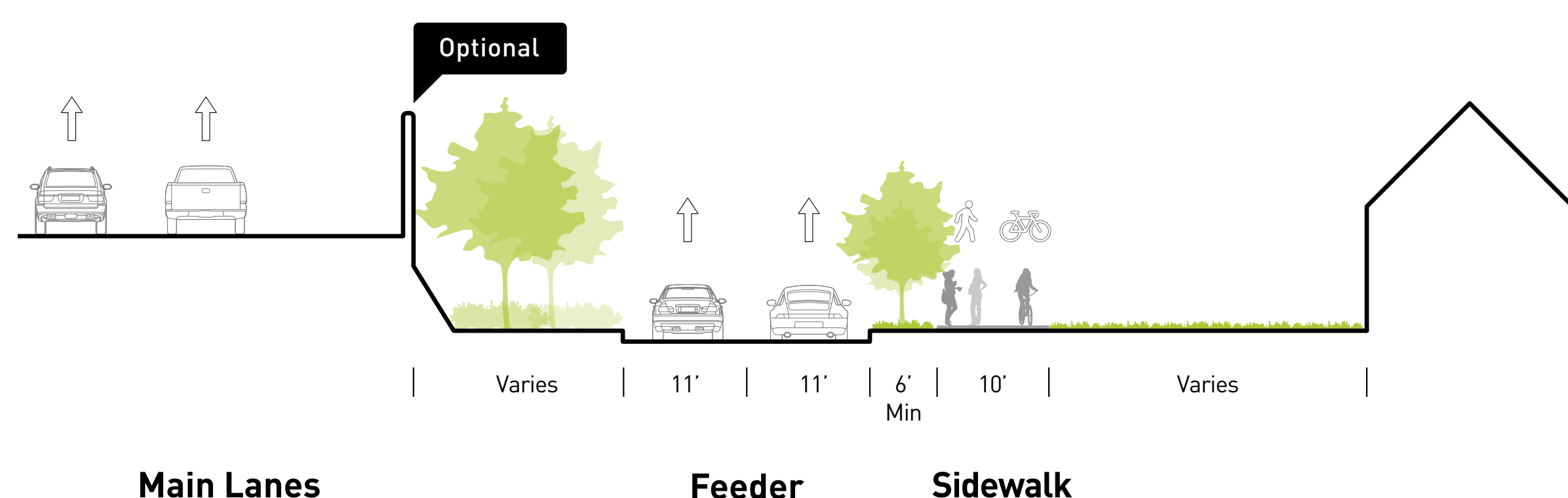
An alternative cross section is reduced to 2 lanes, a shared bike/pedestrian path, and a sound wall near the freeway. This alternative would also include protected bike lanes on adjacent arterials.

PROS

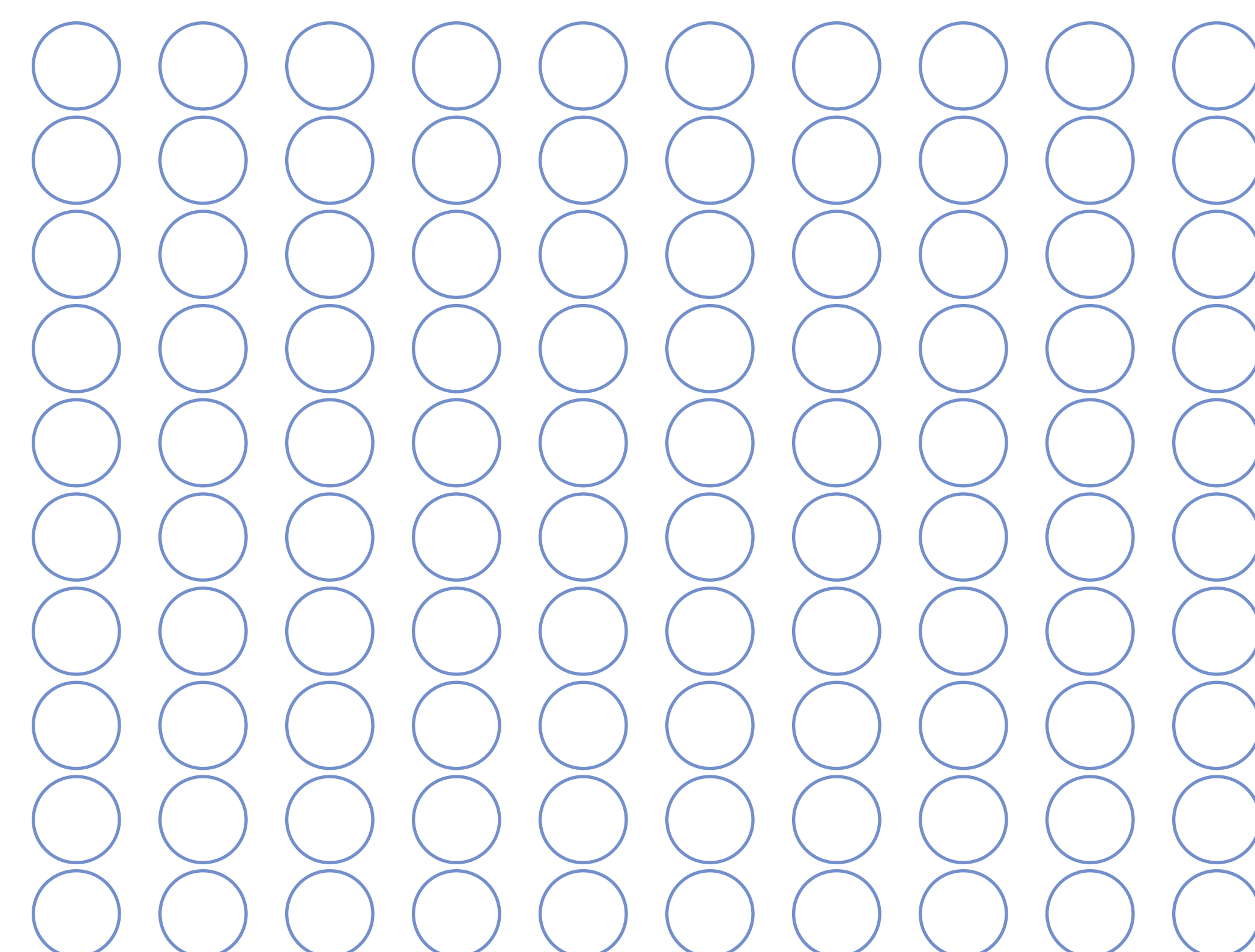
- Frontage roads are treated as city streets
- Narrower lanes reduce vehicle speeds making them safer for pedestrians
- Less lanes could require less right-of-way acquisition

CONS

- Less capacity on frontage roads



Alternative 12.1 - Shared Bike/Ped Path



Alternative 12.2 - Grade Separated Bike/Ped Path

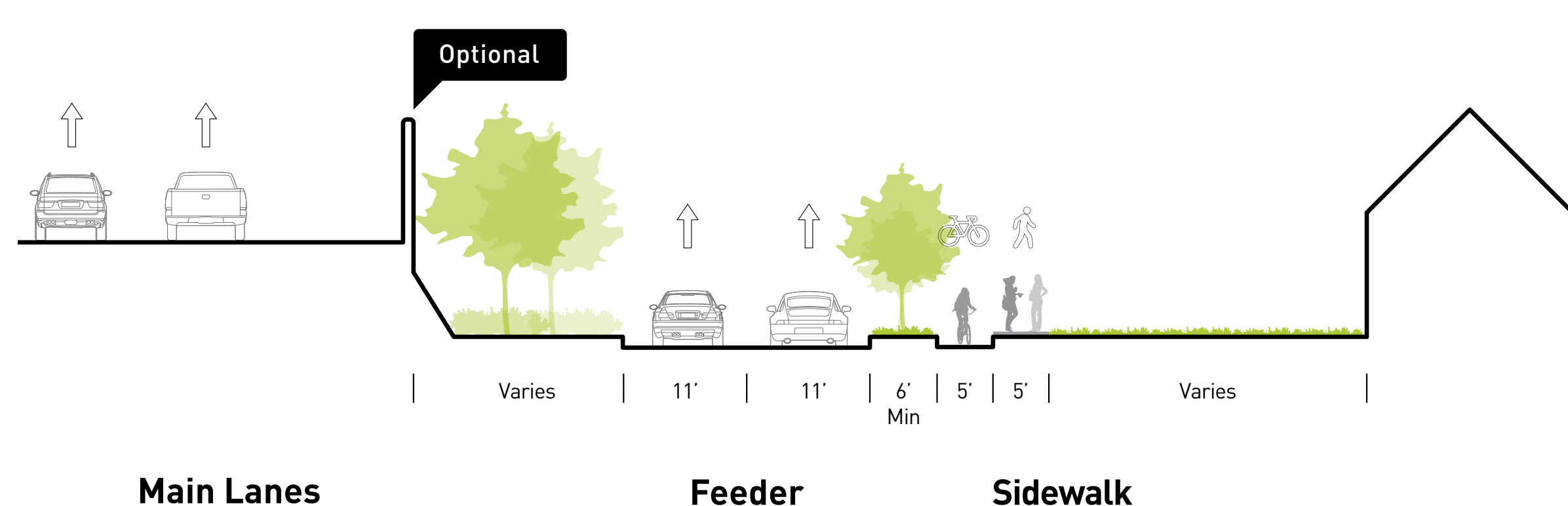
Another alternative is reduced to 2 lanes, bike/pedestrian facilities separated by a curb, and a sound wall near the freeway. Bike and pedestrian paths would be grade-separated.

PROS

- Frontage roads are treated as city streets
- Narrower lanes reduce vehicle speeds making them safer for pedestrians
- Less lanes could require less right-of-way acquisition

CONS

- Less capacity on frontage roads



Alternative 12.2 - Grade Separated Bike/Ped Path

