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# **North Houston Highway Improvement Project**

## *Segment 3: Opportunities for Improvement*



**PLANNING &  
DEVELOPMENT  
DEPARTMENT**

### **What the City is doing:**

This TxDOT project is planned to be one of the biggest infrastructure projects our community will see in a generation. It is important that, if funded, it meets the needs of residents and businesses along the corridor. We are listening to the people who live, work, go to school and play along the corridor. Your voices are very important.

Below are some ideas we've already heard to improve this TxDOT project. To add your ideas to the list, send your emails to: [mobility.planning@houstontx.gov](mailto:mobility.planning@houstontx.gov) or write us a letter at:

**City of Houston Planning & Development Department  
P.O. Box 1562, Houston, TX 77251.**

We will gather comments through September 2019. Then, we will take the list of ideas to Mayor Turner and his I-45 Steering Committee for review and consideration. This input will be included in discussions with TxDOT on improvements our community wants to see in the freeway design and construction.

For updates on the City's public process, go to: [houstontx.gov/planning/nhhp](http://houstontx.gov/planning/nhhp). For updates on the highway project, visit TxDOT's website: [ih45northandmore.com](http://ih45northandmore.com).

### **Suggestions we've heard:**

#### **Safety and connectivity**

1. Integrate highway caps at Main Street, Caroline Street and Almeda Street and allow for trees, shrubs and other planting material\*
2. Remove managed lanes connection to Chenevert\*
3. Reconnect Caroline Street\*
4. Add entrance ramp from San Jacinto Street\*
5. Add southbound frontage road between Almeda and LaBranch\*
6. Add entrance ramp to eastbound I-10 from Gregg Street\*
7. Underpasses on north and south sides of highway to provide access to and from Jensen Street unimpeded by train activity\*
8. Improve connectivity by adjusting ramp locations, adding over/under passes to avoid rail crossings\*
9. Include cap and pedestrian connection from east end of Andrews Street to Downtown\*
10. Install pedestrian-oriented lighting

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## **Safety and connectivity, continued**

11. Restrict right turns on red
12. All bus stops should be designed to allow installation of shelters
13. Repair or build sidewalks along streets within 500' of the highway
14. Improve surface street connectivity between 5<sup>th</sup> Ward and Downtown

## **Residential and business displacement**

15. Early acquisition of Clayton Homes and Kelly Village to allow construction of replacement housing before highway construction starts.
16. Coordinate with COH and homeless services providers to assist in the relocation of homeless in a sensitive way\*
17. Relocate businesses and residents in their community

## **Pedestrian/bike connections**

18. Integrate the Houston Bike Plan\*
19. Integrate pedestrian realm ranging from 12' to 17' on all street crossings including wide sidewalk, bike lane and buffer zone\*
20. Fully implement the highest comfort type of bike facilities shown in the Houston Bike Plan

## **Noise and Air Quality**

21. Provide noise barriers and aesthetic walls adjacent to residential uses, parks, churches, schools and recreational areas\*
22. Minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems\*
23. Integrate construction noise mitigation options for qualifying residences such a window AC units, weather stripping, storm window/door installation, and utility bill assistance\*
24. Coordinate with schools to avoid construction in near schools during testing and other sensitive times.
25. Use longitudinally-tined pavement or 'quiet pavement'
26. Install HEPA quality air filtration in schools and community centers
27. Install air monitors so residents can be informed about air quality in the community
28. Use vegetation and physical barriers to reduce noise penetration
29. Sound walls: shorter 6'-8' walls between main lanes and frontage roads may be sufficient.
30. Locate construction staging areas at least 500' from sensitive uses like schools, residences, etc.
31. Encourage use of low emissions construction vehicles
32. Plant trees along borders of the lots facing I45 and I10

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## **Drainage/Flooding**

33. Pump stations will store and remove flood waters from below-ground level roadways for extreme events\*
34. Redundant pumps will be included in case one fails during a storm event\*
35. Berms or walls will be built around depressed sections to prevent water from bayous flowing over ground and into the highway\*
36. Reduce rain run-off by reducing concrete: fewer main lanes, narrower frontage roads, eliminate inside shoulder on the MAX lanes
37. Mitigate for rainfall events at the 500-year level
38. Design detention ponds that are open and unfenced, with native vegetation to filter pollutants in runoff.

## **Aesthetics**

39. Minimize number of support columns for elevated portions of the road\*
40. Design bridges to include visual aesthetics and vegetation.
41. Consult community during final design to accommodate localized opinions about the look, views, and operational elements of the project
42. Maintain wide median on Caroline Street bridge
43. Light new bridges on along I69 in a manner similar to those on the Montrose Bridge

**Note:** items with a \* are under consideration by TxDOT. Others were contributed through community discussions and/or through the DEIS process.