



I-20 East Texas Corridor Advisory Committee Meeting

Wednesday, October 23, 2013, 10:30 a.m.
 Terrell Municipal Airport, Terrell, Texas
 FINAL MEETING SUMMARY

Name	Organization
Members Present	
Judge Clay Jenkins	Dallas County
Judge Bruce Wood	Kaufman County
Judge Rhita Koches	Van Zandt County
Judge Joel Baker	Smith County
Judge Bill Stoudt (Chair)	Gregg County
Judge Hugh Taylor	Harrison County
Jerry Dittman (alternate for Mayor John Monaco)	City of Mesquite
Mayor Dr. Carrie Gordon	City of Balch Springs
Mayor Hal Richards	City of Terrell
Cindy Malouf (alternate for Mayor Richard Lawrence)	City of Canton
Mayor Robert Nelson	City of Lindale
Kevin Feldt (alternate for Michael Morris)	NCTCOG
Michael Miles (alternate for Gary C. Thomas)	DART
Linda Ryan Thomas, Director	NETRMA
Celia Boswell	NETRMA
Barbara Holly, Director	Tyler MPO
Karen Owen, Director	Longview MPO
Members Not Present	
Mayor Harold Magill	City of Seagoville
Mayor Darren Rozell	City of Forney
Mayor Barbara Bass	City of Tyler
Mayor Jay Dean	City of Longview
Mayor Ed Smith	City of Marshall

To view the complete meeting sign-in sheets, see Attachment 1.

Purpose:

The purpose of this meeting was to: 1) provide members with data including crash rates and traffic volumes throughout the corridor; 2) develop objectives for the Advisory Committee; 3) highlight regional constraints, features, concerns and future considerations along the corridor; 4) brainstorm effective means of public outreach to be used during the public outreach effort; and 5) plan for future meetings. A PowerPoint presentation was utilized to provide an overview of aforementioned items during the meeting. The agenda and presentation are included as Attachment 2.

Open House:

The Advisory Committee meeting began with an open house featuring exhibits focusing on the following topics:

- General corridor maps including planned/programmed improvement projects
- Safety concerns including crash rates, median barrier treatments and vertical clearances
- Congestion data with both existing and future traffic data, truck data and level of service
- Community connections such as overpasses, interchanges and frontage roads
- Forms of public outreach used on other TxDOT projects such as I-69 and My35

The open house also featured three 15-foot corridor maps, breaking the corridor into three sections: west (Dallas and Kaufman counties), central (Van Zandt and Smith counties) and east (Gregg and Harrison counties). The maps would later be used for members to mark features, concerns, constraints and future considerations in their regions on the map as part of the small group exercise.

To view exhibits displayed during the open house, see Attachment 3.

Welcome/Introductions:

Advisory Committee Chairman Judge Bill Stoudt (Gregg County) welcomed attendees to the meeting and thanked Mayor Hal Richards (Terrell) for hosting the meeting at the Terrell Municipal Airport. Marc Williams (TxDOT), acting as the Advisory Committee Facilitator, then asked committee members to introduce themselves.

Advisory Committee Members:

At the project kick-off meeting, members decided to expand its previous 16 elected officials and other stakeholders to include the cities of Seagoville, Forney, Lindale and Canton as well as Dallas Area Rapid Transit (DART). The Advisory Committee is now currently comprised of the following 21 members, representing all counties included within the study corridor, cities of significant populations and area MPOs: Dallas County, Kaufman County, Van Zandt County, Smith County, Gregg County, Harrison County, City of Balch Springs, City of Mesquite, City of Seagoville, City of Forney, City of Terrell, City of Lindale, City of Canton, City of Tyler, City of Longview, City of Marshall, NCTCOG MPO, DART, Tyler MPO, Longview MPO and NETRMA.

Van Zandt County I-20 Update:

Judge Rhita Koches (Van Zandt County) informed committee members that in response to a grassroots effort in her county, Van Zandt County passed a resolution in support of improvements at the westbound I-20 exit ramp number 540. Brought about by the unsafe condition of the exit ramp, Judge Koches mentioned that speed limits need to be lowered in the area and urged TxDOT to look into the issue.

Safety Briefing:

Marc Williams provided a safety briefing for all meeting attendees highlighting evacuation routes from the building and locations of restrooms, fire extinguishers, and tornado shelter areas within the building.

Status of Action Items from July Meeting:

Caroline Love (TxDOT) addressed the status of several action items that were marked after the first kick-off meeting in July concerning the following:

- Finalization of the mission statement
- Invitations extended to new committee members from DART and the cities of Canton, Forney, Lindale and Seagoville
- Traffic and crash hotspot data along the corridor provided as part of the Open House
- Finalized logo selection and changes to the color of the lane striping
- Access to remote dial-in connections to future meetings
- Approval of the minute order for the I-20 East Texas Advisory Committee

She also mentioned that the next Texas Transportation Commission meeting will be held in Tyler at the Smith County Annex building on Nov. 21 and invited all members to attend.

Objectives Setting Activity:

Susan Howard (TxDOT) displayed the finalized mission statement for the Advisory Committee to review one final time before beginning the objectives setting activity. The committee approved the mission statement as follows:

The I-20 East Texas Corridor Advisory Committee will promote and facilitate the involvement and input of affected local communities and interested stakeholders to identify and prioritize the multi-modal transportation needs of the corridor with a focus on safety, mobility, congestion, and air quality for travellers and freight through East Texas.

As part of this mission statement, Susan emphasized that the goals of the committee were inherent to be focused on the following:

- Involve local communities
- Consider current and future multi-modal transportation needs
- Improve safety
- Reduce congestion and enhance mobility for travelers and freight
- Enhance air quality

Susan then asked committee members to participate in an objectives setting activity by brainstorming methods of how the above goals could be reached. Marc Williams stressed the importance of this activity as it allowed everyone to brainstorm simultaneously about how the goals of this committee could become a reality. Susan also emphasized that each of the members were chosen to best represent their area; they knew what worked and what didn't in their own territories.

Each member was then given several sheets of paper to write down objectives that could correlate to any of the above goals and hand them back to meeting staff. All of the objectives were then placed on a sticky wall and organized under the goal they referenced. The objectives focused on the following themes correlating to their goals:

- **Involve local communities**
 - Continue to represent major community representatives including MPOs and RPOs
 - Share corridor study information with communities to disseminate to citizens
 - Create transportation plans that complement development plans
- **Consider current and future multi-modal transportation needs**
 - Determine the possibility of rail in the corridor right-of-way
 - Create transportation reinvestment zones to fund rail and right-of-way development
 - Plan for improved highway interchanges along the corridor

- **Improve safety**
 - Reconstruct access and exit ramps to meet current standards
 - Raise overpasses to safe height
 - Expand and create one-way frontage roads

- **Reduce congestion and enhance mobility for travelers and freight**
 - Install a passenger rail system
 - Extend frontage roads
 - Widen roadways and bridges

- **Enhance air quality**
 - Decrease idling
 - Add frontage roads to clear traffic more quickly
 - Create incentives for truck traffic to use Toll 49

To review all of the responses received during the objectives setting activity, see Attachment 4.

Mayor Hal Richards (Terrell) inquired as to how these objectives would be prioritized, and Susan mentioned that prioritizations would be part of the activity at the January meeting for committee members to decide on.

Judge Hugh Taylor (Smith County) requested that right-of-way maps be available to review, especially in correlation with the rail discussion and frontage road expansion. Nishant Kukadia (Jacobs) informed members that right-of-way maps and information will be available at the next meeting and mentioned that most of the corridor has adequate right-of-way to accommodate two additional lanes or space for a rail alignment.

Mayor Dr. Carrie Gordon (Balch Springs) asked when environmental impacts would be evaluated, as the portion of I-20 in her city lies within the floodplain. Marc Williams explained that information such as environmental concerns like in Balch Springs should be relayed in the afternoon's small group activity.

Mayor Hal Richards then questioned the practicality of rail through the corridor. Judge Rhita Koches (Van Zandt County) emphasized that to her, rail seemed to be an all-or-nothing discussion, as portions of rail wouldn't suffice to serve the area, but must connect all the way through the corridor. Michael Miles (DART) mentioned that he could work with the DART staff to evaluate possible passenger rail options to present back to the committee.

Per Celia Boswell's (NETRMA) request, Marc Williams clarified that this study will be mainly focused on the I-20 roadway, but also take into consideration other parallel roadways within the corridor, as they might be part of potential solutions for I-20 problems.

The committee then broke for lunch before reconvening to discuss corridor constraints and participate in a small group activity.

Constraints, Features, Concerns and Opportunities:

Michael Sexton (Jacobs) emphasized the importance of combining the Study team's general knowledge with the committee members' specific area knowledge to create an overall master plan for the corridor. He began his presentation highlighting examples of area constraints, corridor features, concerns, and future considerations to deliberate during planning. To view the full presentation, see Attachment 2.

Michael then explained the next exercise for members. As part of this activity, members would be split into three groups and given a map of their project area. Members were instructed to write on the map and leave notes concerning issues they were aware of that needed to be taken into consideration as part of the study. He asked that each group discuss the following questions and provide comments for their areas:

- What constraints are missing that should be added to the map?
- What community features should be added to the map?
- What are your concerns about I-20?
- What future considerations should be added to the map?

Small Group Exercise:

Committee members broke into three groups according to their location along the I-20 corridor; specifically, West (Dallas and Kaufman counties), Central (Van Zandt and Smith counties) and East (Gregg and Harrison counties). Tricia Bruck (Jacobs), Caroline Love and Susan Howard served as group facilitators as each of the members left notes on their area maps and wrote notes in relation to comments members had on the above questions.

After each of the groups were finished meeting, members were then asked to peruse the other two groups' maps to review or leave comments on the other two sections of the corridor. All of the members then reconvened and each group chose a representative to present their synopsis of issues discussed during the group meetings.

Group One, representing the western section of the corridor, presented first. City Manager Mike Sims (Terrell) mentioned themes centered on the following:

- Existing intersections with major highways such as I-635, SH 80 and Texas 34 as well as planned intersections
- Growth in the region, especially in relation to large economic development areas being built in areas with already unsafe entrance and exit ramps and frontage roads
- Crossings at waterways including Big Brushy Creek and the East Fork Trinity River

Group Two, representing the central section of the corridor, had Vernon Webb (TxDOT Tyler District) present themes centered on the following:

- High crash rates throughout the area, especially with wet weather concerns
- Lack of continuous frontage roads
- Lack of alternate routes leading to complete highway shutdowns in emergency situations
- Inadequate ramp lengths

Mayor Robert Nelson (Lindale) added that things such as high crash rates could not wait 20 years to be

fixed. Marc Williams mentioned the possibility of Transportation Reinvestment Zones (TRZ) along the area as a way of funding solutions to issues such as frontage roads sooner rather than later. He also suggested the possibility of a more detailed presentation on TRZs at the next Advisory Committee meeting in January.

Group Three, representing the eastern section of the corridor, then asked Karen Owen (Longview MPO) to present themes centered on the following:

- High crash rates near SH 42, SH 31, and FM 2081
- Long stretches of interstate, such as crossing the Sabine River, with no exits
- Incident management
- Economic development and increased traffic in the region
- Connection with Toll 49 – future corridor
- Intersection with future I-69/I-369

Public Outreach:

Susan Howard stressed to members the importance of public outreach associated with this corridor study, especially as it pertains to community input on the following topics:

- Rural transportation needs along I-20
- Constraints, community features and concerns not already included in the study
- Short, immediate and long-term transportation improvements needs
- Recommendations for addressing freight and alternative transportation modes
- Alternative and non-traditional funding strategies
- Prioritization and next steps for TxDOT to advance the project

Susan reminded members that several examples of public outreach materials from other TxDOT projects were on display as part of the open house. Possible tools to use for the I-20 East Texas Corridor Study include comment cards, presentations to community groups, newsletters, press releases and media relations, social media, fact sheets, websites or open houses. She then asked members the following questions as to past successes with public outreach in their regions:

1. What forms of public outreach work best in your community?

- Mayor Hal Richards (Terrell) suggested condensing information into a simple one-page fact sheet using layman's terms to educate the general public of the goals and objectives of the study.
- Judge Bruce Wood (Kaufman County) mentioned the success of social media to communicate messages to a broad audience, but also emphasized the importance of keeping face-to-face meetings.
- Jerry Dittman (Mesquite) stated that public outreach needed to be widespread to reach the best audience. He mentioned success using social media, newsletters, websites, open houses and presentations to service organizations in Mesquite. He also emphasized the importance of creating a Frequently Asked Questions (FAQ) page for the project.
- Kevin Feldt (NCTCOG) recommended using both print and electronic means of communication. He also mentioned the possibility of including high school students in the process, as they would be the ones to benefit from the improvements. He also mentioned that any social media efforts need to be monitored closely for quick response times to

questions posed, as well as post more interesting and conversation-worthy information to start discussions, even if it is controversial.

- Karen Owen (Longview MPO) suggested keeping messages simple and timely. She also noted the importance of working together with MPOs and RMAs to deliver coordinated and timely efforts across the corridor and to maintain a consistent message.
- Barbara Holly (Tyler MPO) commented that an ad in the classified section does not count as meeting notice anymore, but suggested the need for repetitive messaging prior to meetings.
- Judge Joel Baker (Smith County) also added that he does not feel Town Hall meetings are effective forms of public outreach anymore for tailored messages such as with transportation studies.

2. How do you effectively involve the limited English proficiency (LEP) community?

- Barbara Holly mentioned going to Spanish-language churches and organizations with materials and messages.
- Several members suggested creating bilingual outreach materials in Spanish. No one indicated a need for languages other than Spanish and English.
- Jerry Dittman mentioned the importance of finding someone the LEP community trusts to carry the message for you. Locating a community spokesperson to bring on as a liaison that the LEP community feels comfortable talking to and providing information to is essential for adequate feedback.
- Celia Boswell (NETRMA) suggested shorter project messages and focusing on answering questions to clear up any negative or inadequate information they may have.

3. What are the best methods to gather feedback in your community?

- Jerry Dittman informed members of the success of comment cards in Mesquite by keeping questions simple and easy to complete. He referenced an experience on collecting transit information by handing out comment cards (3" by 5") at bus stops, where travelers could quickly fill out the card and hand it back before boarding the bus.
- Mayor Robert Nelson (Lindale) agreed that he thinks surveys are effective to gather tailored feedback from the community.
- Several members also suggested the use of Survey Monkey, as it is a free service and online. They also discussed the use of social media to pose questions, as long as responses are monitored.

Overall the members said that open houses were preferred over town hall type meetings with presentations. Susan Howard mentioned to members that draft outreach materials would be prepared for members to review at the next meeting in January.

Open Comments:

Marc Williams invited members to provide any other comments in regards to the corridor study other than the topics already discussed.

Judge Bill Stoudt (Gregg County) reminded members to think of funding as a major portion of this study. The members needed to have a vision on how improvements can be paid for, not only what the

improvements need to be.

Linda Ryan Thomas (NETRMA) said that the NETRMA has talked about lobbying support for transportation issues before the elections next year so that potential newly elected officials will start supporting the efforts made towards transportation improvements.

Marc Williams mentioned several groups dedicated to working together on transportation issues, such as the Transportation Advocates of Texas (TAOT) and the Alliance for I-69 Texas. He also mentioned the possibility of arranging to have a representative from one of those groups present at the next meeting in January.

Jerry Dittman (Mesquite) raised the idea for the committee to look into transportation reinvestment zones further and come to a consensus on the baseline for the entire corridor.

Future Meetings:

Marc Williams discussed that the next Advisory Committee meeting would focus on review of conceptual interstate layouts. Judge Stoudt (Gregg County) asked to have a presentation from transportation advisory groups as part of the next meeting, and Jerry Dittman (Mesquite) asked for a presentation explaining transportation reinvestment zones and lessons learned from the Cotton Belt Corridor Innovative Finance Initiative. Judge Taylor (Harrison County) asked for existing right-of-way maps to be available for review. Michael Miles (DART) mentioned that he would provide information on the possibility of passenger rail opportunities that could be explored along the corridor. He offered to provide a primer on such strategies.

Marc Williams then asked members if they would like to hold the next Advisory Committee meeting in San Antonio on January 6 as part of the Texas Transportation Forum. Members agreed to the location and asked that scheduling be reviewed, as other committees would be meeting as part of the forum that day as well. A dial-in or web conferencing option will be made available to members unable to attend the meeting.

Wrap Up:

Marc Williams reminded all committee members that the I-20 East Texas Corridor Study is an agenda item at the next meeting of the Texas Transportation Commission, which will be held on November 21 at 9 a.m. in the Smith County Annex Building, and all are invited to attend.

The meeting was then adjourned.

Action Items:

- Provide existing right-of-way maps and data at next meeting
- Research feasibility and requirements for rail throughout the corridor
- Create draft public outreach materials for review
- Arrange presentation from a transportation advocacy group
- Prepare presentation about transportation reinvestment zones and lessons learned from the Cotton Belt Innovative Finance Initiative
- Consult schedule for January 6 meeting as part of the Texas Transportation Forum
- Provide dial-in/web ex conference capabilities for January meeting

Attachments:

1. Advisory Committee Sign-In Sheets
2. Meeting Agenda and Presentation
3. Open House Exhibits
4. Objectives Setting Activity Responses

Meeting Staff:

Marc Williams, Caroline Love, Jefferson Grimes, Susan Howard, Roger Beall, Cary Karnstadt, Tim Juarez and Lindsey Kimmitt (TxDOT)

Michael Sexton, Nishant Kukadia, Tricia Bruck, Chris Lazaro and Nair Barrios (Jacobs)

Aimee Vance and Stephanie Ross (K Strategies Group)

Attachment 1

Advisory Committee Meeting Sign-In Sheets

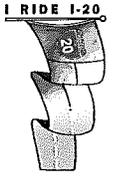


I-20 East Texas Corridor Study Advisory Committee Meeting

Attending	Member Name	Representing	Alternate (Print Name)	Signature
	Barbara Bass	City of Tyler		
✓	Bill Stoudt (Chair)	Gregg County	Bill Stoudt	Bill Stoudt
✓	Bruce Wood	Kaufman County	Bruce Wood	Bruce Wood
✓	Celia Boswell	NETRMA		
✓	Clay Jenkins	Dallas County	Clay Jenkins	
	Darren Rozell	City of Forney		
✓	Dr. Carrie Gordan	City of Balch Springs		Dr. Carrie Gordan
	Ed Smith	City of Marshall		
✓	Gary C. Thomas	DART	Michael Miles	Michael Miles
	Hal Richards	City of Terrell	Hal Richards	Hal Richards
	Harold Magill	City of Seagrville		
✓	Heather Nick	Tyler MPO	Barbara Holly	Barbara Holly
✓	Hugh Taylor	Harrison County		Hugh Taylor
	Jay Dean	City of Longview		
✓	Joel Baker	Smith County		Joel Baker
✓	John Monaco	City of Mesquite	Jerry Ditman	
✓	Karen Owen	Longview MPO	Karen Owen	Karen Owen
✓	Linda Ryan Thomas	NETRMA	Linda Ryan Thomas	
	Mark McDaniel	Tyler MPO		
✓	Michael Morris	NCTCOG MPO	Kevin Feldt	Kevin Feldt
✓	Rhita Koches	Van Zandt County	Rhita Koches	Rhita Koches
✓	Richard W. Lawrence	City of Canton	Candy Malouf	Candy Malouf
✓	Robert Nelson	City of Lindale	Robert Nelson	

Terrell, Texas

October 23, 2013



**I-20 East Texas Corridor Study
Advisory Committee Meeting
General Sign-In**

Name	Representing	Email
Susan Howard	TXDOT	susan.howard@txdot.gov
Caroline Howard	TXDOT	caroline.howard@txdot.gov
Gary Hankstadi	TXDOT	
Rosar Brawl	TXDOT	
Tom Manning	Commissioner PCT 4 KC	Tom.Manning@Kauaigan.County.NE
Starr Rogers	City of Terrell	starr@cityofterrell.org
Celia Boswell	RMA	celia@mincola@suddenlink.net
Vernon Webb	TXDOT	vernon.webb@txdot.gov
Dale Booth	TXDOT	dale.booth@txdot.gov
Jefferson Garner	TXDOT	jefferson.garner@txdot.gov
TIM JEWELL	TXDOT	tim.jewell@txdot.gov
Norman Hurey	TXDOT	NHurey@TXDOT.gov
Chris Dyser	City of Balch Springs	chris@cityofbalchsprings.com
Stephen Endres	TXDOT	stephen.endres@txdot.gov

Terrell, Texas

October 23, 2013



**I-20 East Texas Corridor Study
Advisory Committee Meeting
General Sign-In**

Name	Representing	Email
Mike Sims	City of Terrell	mikesims@cityofterrell.org
Leigh Pool	Pop Gossens	leigh.pool@house.state.tx.us
Kenneth Soborn	Commissioner PETS	
Jimmy Nix	Commissioner For 1	
Laura Hugler	County Clerk	laura@kaufmancounty.net
Mike Stok	MARKOUT WSC	MStook@markoutWSC.com
Hal STANFORD	TXDOT DAVIS DISTRICT	hal.stanford@txdot.gov
Deanne Simmons	TXDOT Atlanta District	Deanne.Simmons@txdot.gov
STANFORD LYNET	Kaufman County	swl@freese.com
Brian Cummins	TX Farm Bureau	bcummins@texasfb.net.com
Kevin DeBarry	Canton EDC	mnds@flash.net
Tricia Bruck	Jacobs	
Lauren Trimble	Dallas City	
Jarry Dittman	Mesquite	jdittman@cityofmesquite.com



I-20 East Texas Corridor Study
Advisory Committee Meeting
 General Sign-In

Name	Representing	Email
Kevin Johnson	Freese + Nichols	KRJ@Freese.com
Mike + Steph Slavick	Terrell Tribune	
John Risk	ETS	John.P@Terrell-Tribune.com
PATRICK BAUGH	FREESE AND NICHOLS	patrick.baugh@freese.com
NISHANT KUKAOKA	JACOBS	NISHANT.KUKAOKA@JACOBS.COM
Chris Lazars	Jacobs	christopher.lazars@jacobs.com
Nair Barrios	Jacobs	Nair.barrios@jacobs.com
MICHAEL SEXTON	JACOBS	MICHAEL.SEXTON@JACOBS.COM
MARC WILLIAMS	TxDOT	MARC.WILLIAMS@TXDOT.GOV
Aimee Vance	K Strategies Group	avance@kstrategies.com
Stephanie Ross	K Strategies Group	sross@kstrategies.com

Terrell, Texas

October 23, 2013

Attachment 2

Meeting Agenda and Presentation



I-20 East Texas Corridor Advisory Committee

Wednesday, October 23, 2013, 10:30 AM – 2:30 PM
Terrell Municipal Airport
400 British Flying School Road, Terrell, Texas
www.terrellairport.com



Meeting #2 - Draft Agenda

10:30 AM	Open House	
11:00 AM	Welcome & Introductions Safety Briefing	Judge Bill Stoudt Marc Williams, TxDOT
11:10 AM	Review the status of Action Items from July 18, 2013 Meeting	Caroline Love, TxDOT
11:20 PM	Review Mission Statement & Development of Objectives	Susan Howard, TxDOT
11:40 PM	Break for Lunch (on your own)	
12:20 PM	Presentation Description of possible constraints, community features, concerns and future considerations Instructions for the Small Group Exercise	Michael Sexton, Jacobs
12:30 PM	Small Group Work Sessions (see other side for more information) Group 1 - West (Dallas and Kaufman Counties) Group 2 - Central (Van Zandt and Smith Counties) Group 3 - East (Gregg and Harrison Counties) Questions for discussion in the small groups: (1) What constraints are missing that should be added to the map? (2) What community features should be added to the map? (3) What are your concerns about I-20? (4) What future considerations should be added to the map? Reports from Small Groups Members Provide Input on Other Areas along I-20	
1:25 PM	Reconvene Whole Committee for Q & A Session	Marc Williams, TxDOT
1:40 PM	Discuss Public Outreach Strategies	Susan Howard, TxDOT
2:00 PM	Wrap-up and Next Steps	Marc Williams, TxDOT
2:30 PM	Adjourn	

Draft: October 15, 2013

Steps for Small Group Work Sessions

- 1) The committee has been split into three groups based on the areas which each member represents. The colour of the dot on your name tag indicates which group you belong to (Green = West, Blue = Central, and Red = East).
- 2) Each group will be asked by a **facilitator** to discuss the four questions listed below. Responses to these questions will be captured by drawing on the map and a **scribe** writing on a flip-chart.
 1. Based on the presentation, what constraints are missing that should be added to the map?
 2. What community features should be added to the map?
 3. Do you have any specific concerns about a particular area that should be added to the map?
 4. What opportunities should be added to the map?
- 3) Each group will spend about 20 minutes reviewing their section of I-20.
- 4) A volunteer from each group will make a brief report to the whole group on the top three highlights of their group's discussion.
- 5) After the small group reports, you will take about 10 minutes to review and provide input on the other areas along I-20. For example, if you participated in Group 1 (West) focusing on Dallas and Kaufman counties, you can take this time to review and provide input on the Central and East sections of I-20.
- 6) After about 10 minutes you will reconvene as one large group for a Q&A session.

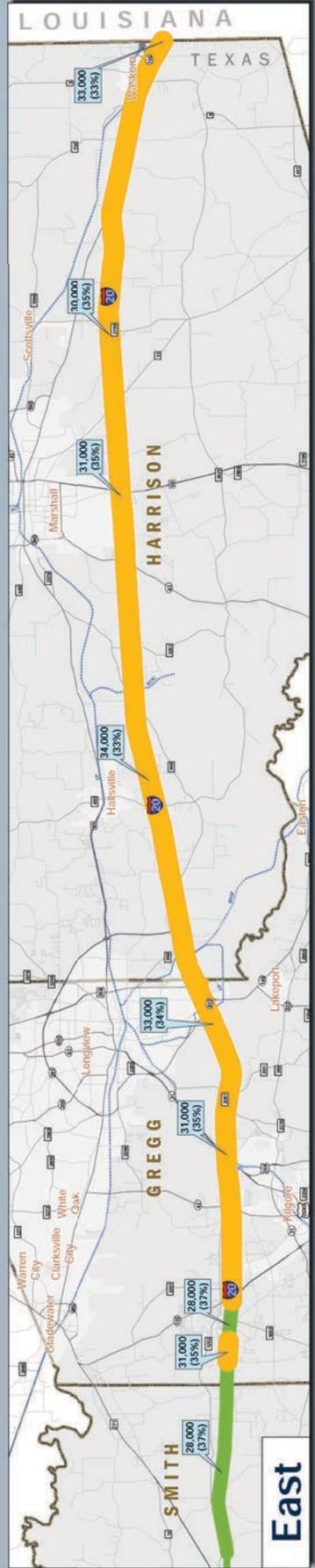
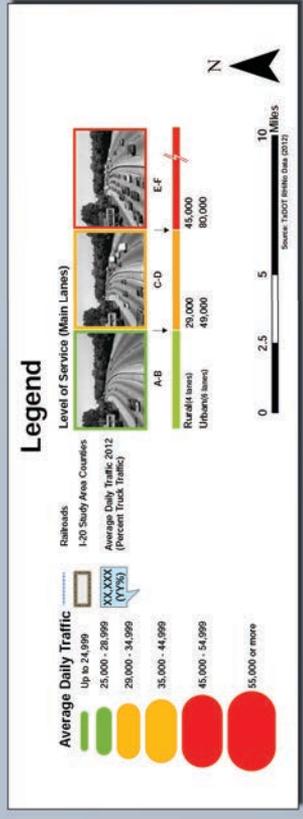
Attachment 3

Open House Exhibits

I RIDE I-20



2012 TRAFFIC CONDITIONS



I-20 EAST TEXAS CORRIDOR STUDY

I RIDE I-20

2032 TRAFFIC CONDITIONS

West

Location	Average Daily Traffic (2012)	Percent Truck Traffic
Mesquite	62,000	27%
Baylor Springs	47,000	18%
Denham	47,000	30%
Rockwall	34,000	20%
Ferris	62,000	15%
Irving	41,000	18%
Dallas	47,000	30%
Garland	47,000	30%
Springville	57,000	16%

Legend

Average Daily Traffic

- Up to 24,999
- 25,000 - 28,999
- 29,000 - 34,999
- 35,000 - 44,999
- 45,000 - 54,999
- 55,000 or more

Level of Service (Main Lanes)

- A-B (Urban 6 lanes)
- C-D (Urban 4 lanes)
- E-F (Urban 3 lanes)

Roads

- 1-20 Study Area Counties
- Average Daily Traffic 2012
- Percent Truck Traffic

Scale: 0, 2.5, 5, 10 Miles

Source: TxDOT Traffic Data (2012)

Central

Location	Average Daily Traffic (2012)	Percent Truck Traffic
Waxahatchie	49,000	30%
Georgetown	30,000	34%
Waco	34,000	37%
Temple	41,000	33%
Belton	30,000	40%
Meridian	41,000	33%
Georgetown	30,000	40%
Waco	38,000	38%
Waxahatchie	32,000	40%
Waxahatchie	30,000	37%

East

Location	Average Daily Traffic (2012)	Percent Truck Traffic
Smith	39,000	37%
Smith	46,000	34%
Smith	47,000	34%
Smith	44,000	35%
Smith	45,000	34%
Smith	47,000	34%
Smith	47,000	35%
Smith	42,000	35%
Smith	44,000	35%
Smith	47,000	33%

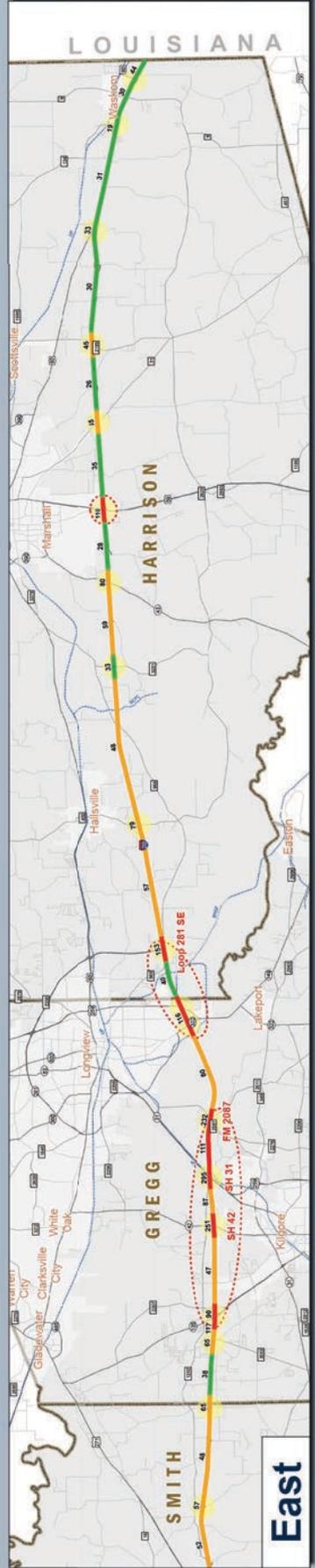
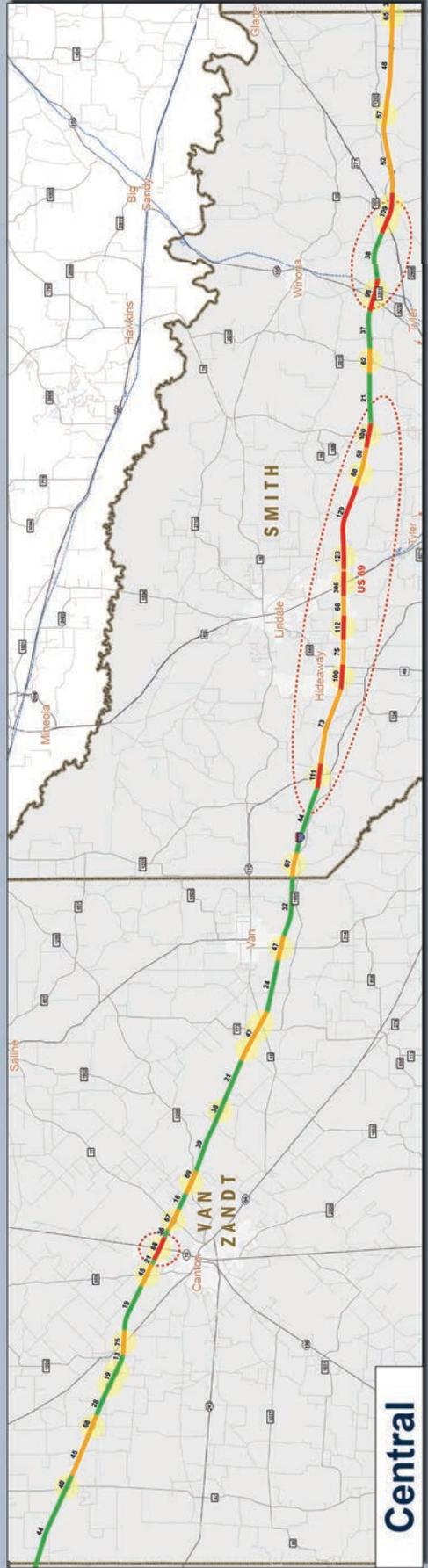
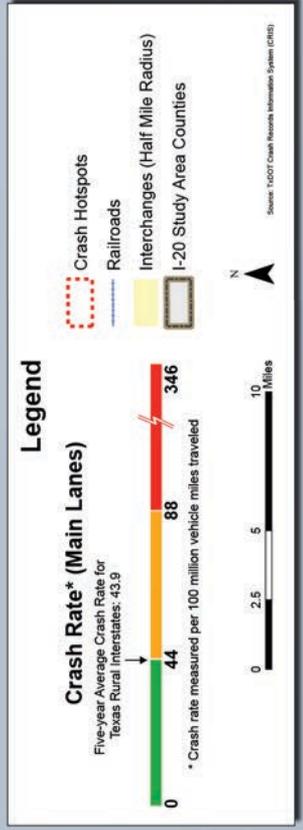
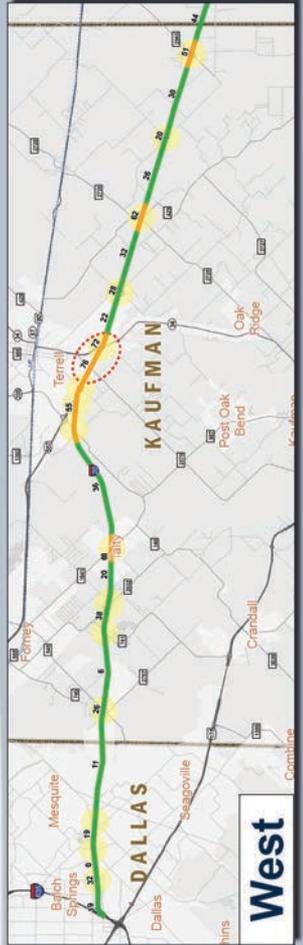
Location Map

I-20 EAST TEXAS CORRIDOR STUDY

DRAFT - SUBJECT TO CHANGE



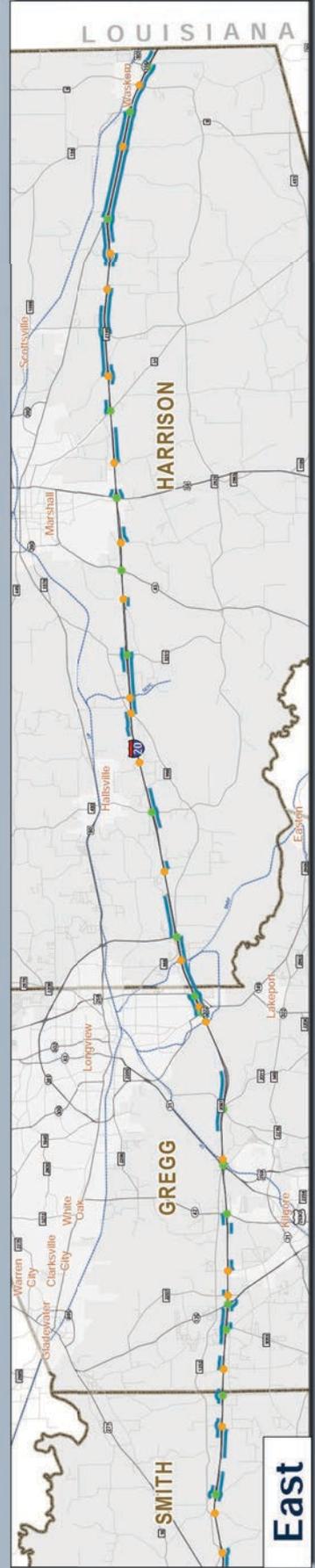
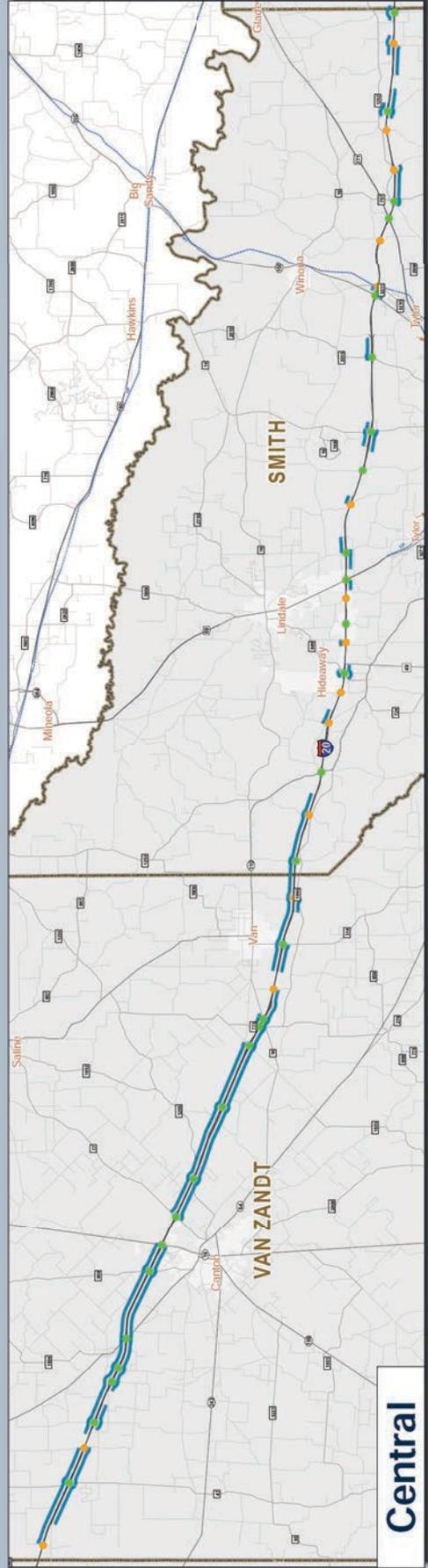
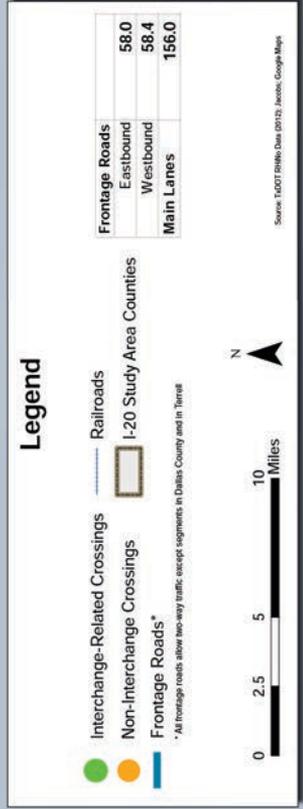
CRASH RATES (2008-2012)



I-20 EAST TEXAS CORRIDOR STUDY



OVERPASSES, UNDERPASSES & FRONTAGE ROADS

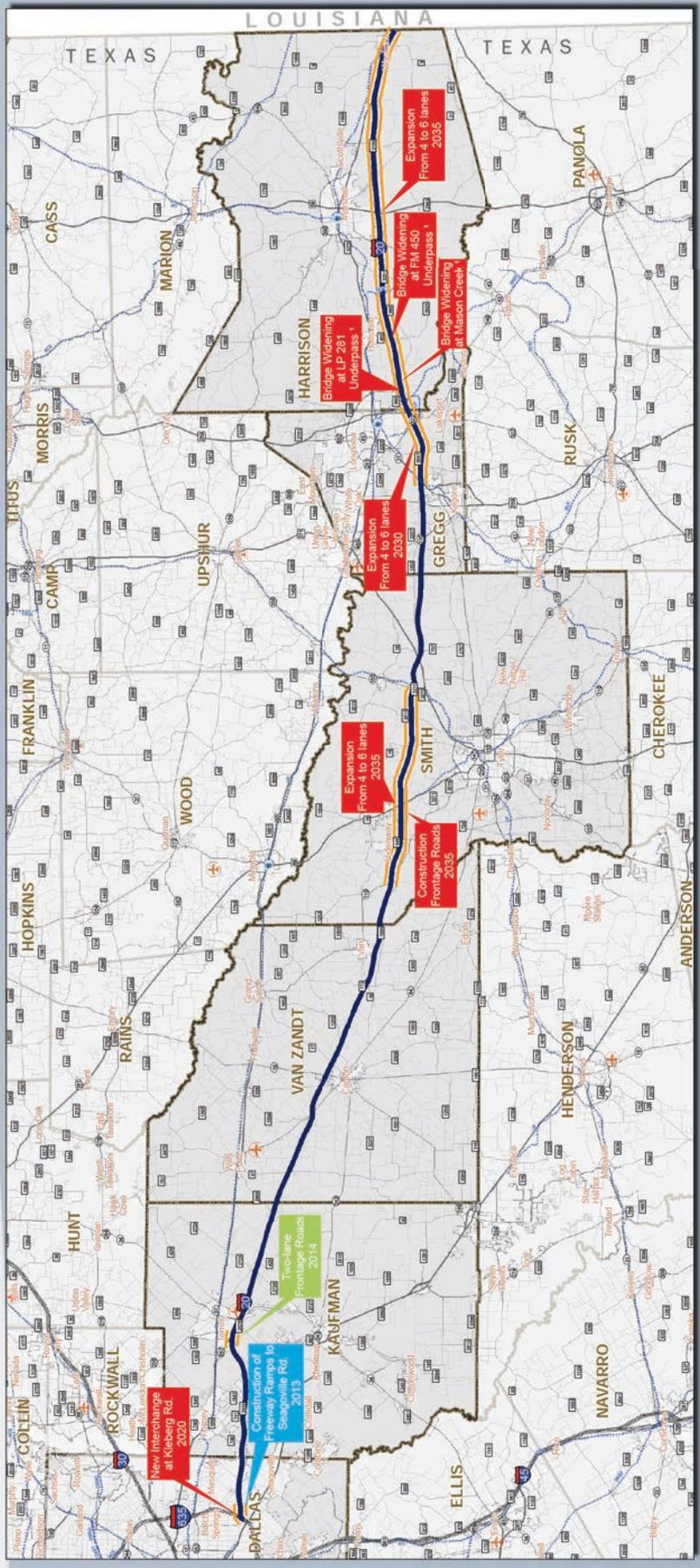


I-20 EAST TEXAS CORRIDOR STUDY

DRAFT - SUBJECT TO CHANGE



LOCATION WITH PLANNED & PROGRAMMED IMPROVEMENTS



Legend

- I-20 Study Corridor
- Interstate
- US Highway
- State Highway
- Railroads
- Amtrak Stations
- General Aviation Airport
- Reliever Airport
- I-20 Study Area Counties
- Counties
- City Boundaries
- Project Boundaries
- Project Description

Planned and Programmed Improvements

Project Development Stages

- Planning and Environmental 2-3 years
- Engineering and Design 1-3 years
- Obtain Right-of-Way for Airports, Utilities 1-3 years
- Construction 2-4 years

* Year unavailable.
 ** Estimated to be completed and opened before start of the project.

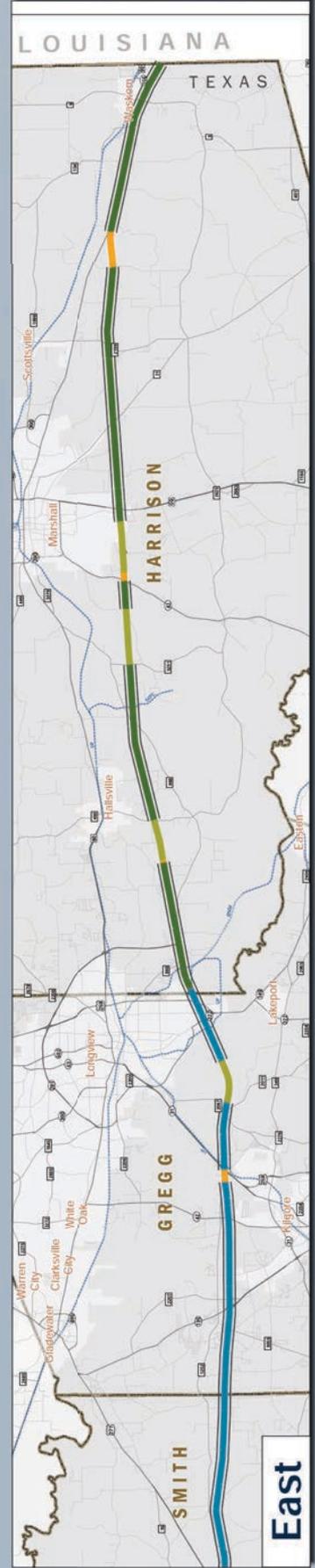
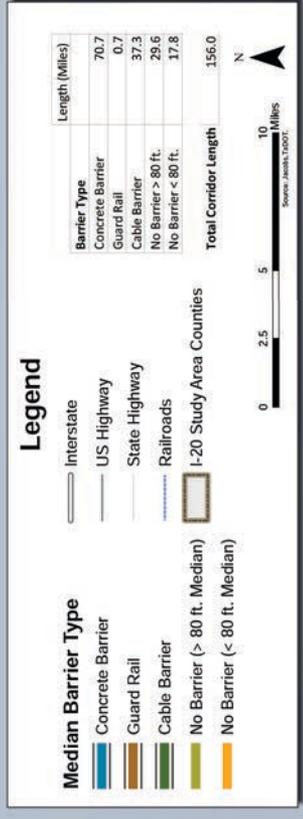
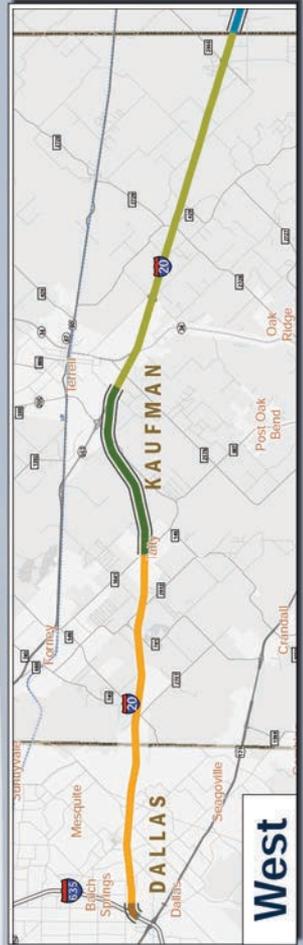
Scale: 0 5 10 20 Miles
 Source: TxDOT, AECOM, Parsons

Date: 10/17/2013

I-20 EAST TEXAS CORRIDOR STUDY



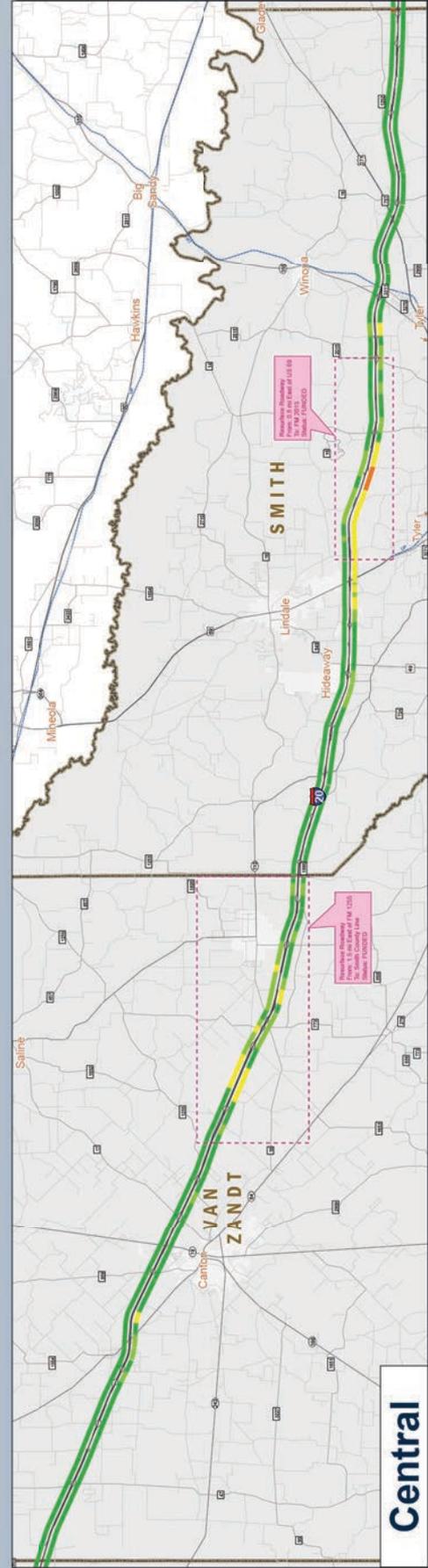
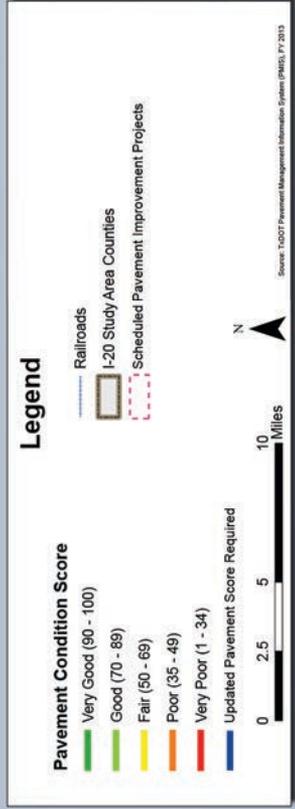
MEDIAN TYPE



I-20 EAST TEXAS CORRIDOR STUDY



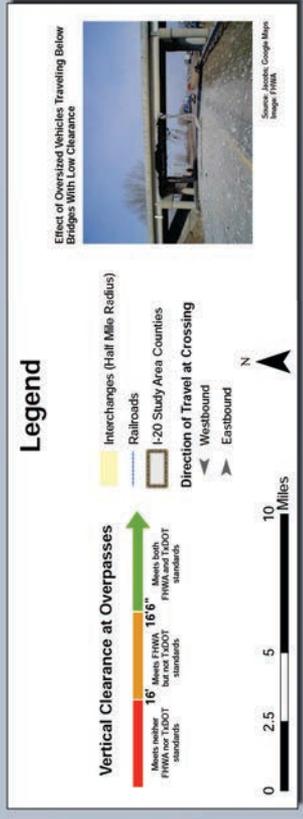
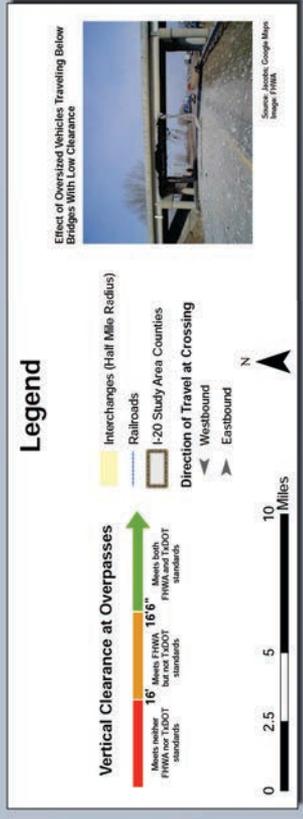
PAVEMENT CONDITIONS



I-20 EAST TEXAS CORRIDOR STUDY

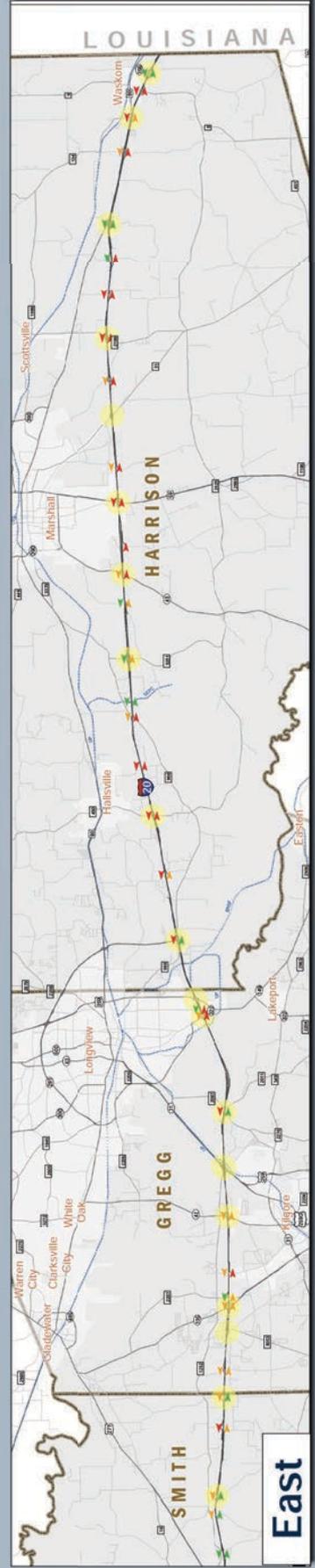
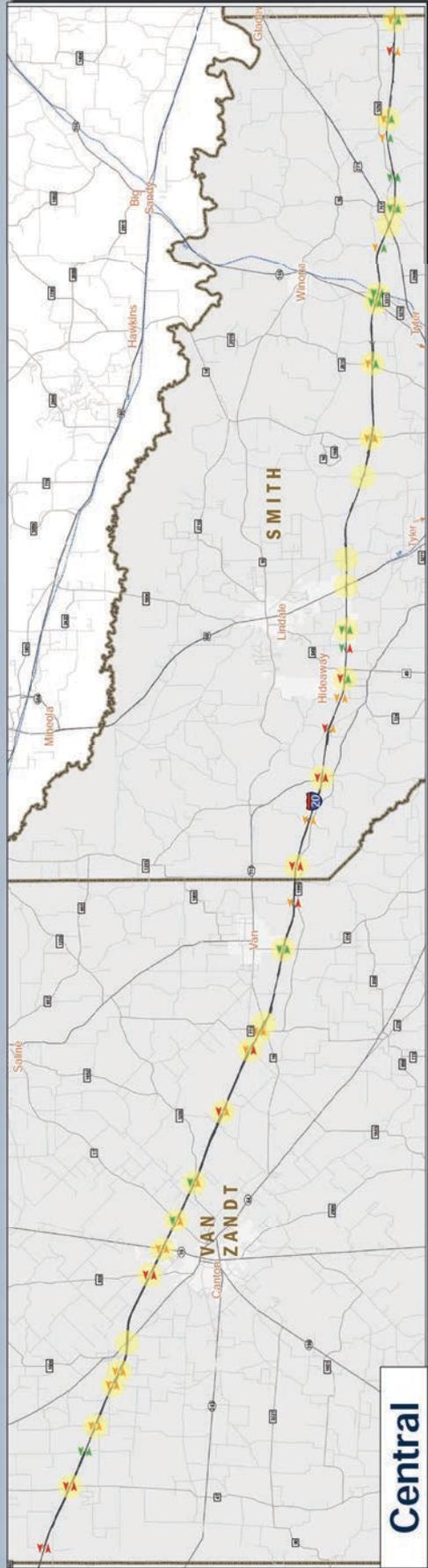


VERTICAL CLEARANCES



Legend

- Vertical Clearance at Overpasses:
 - 16' or less: FHWV or TPODT standards
 - 16' to 16'6": FHWV or TPODT standards
 - 16'6" to 17': FHWV or TPODT standards
- Interchanges (Half Mile Radius): Yellow circle
- Railroads: Blue line
- I-20 Study Area Counties: Shaded area
- Direction of Travel at Crossing:
 - Westbound: Arrow pointing left
 - Eastbound: Arrow pointing right



I-20 EAST TEXAS CORRIDOR STUDY

DRAFT - SUBJECT TO CHANGE



TIMELINE OF PROPOSED ACTIVITIES



You are here:

July 2013

- Advisory Committee Kick-off & Study Introduction

October 2013

- Develop Objectives
- Identify/Review Constraints, Community Features, Concerns & Future Considerations
- Discuss Public Outreach Tools

January 2014

- Review Traffic, Crash & Geometry Analysis
- Review Conceptual I-20 Improvement Strategies
- Review & Finalize Public Outreach Tools
- Members begin Initial Public Outreach

March 2014

- Identify Potential Projects
- Members continue Initial Public Outreach

April 2014

- Members Complete Initial Public Outreach

May 2014

- Evaluate & Prioritize Projects
- Review Summary of Public Input

August 2014

- Review Draft Corridor Plan
- Prepare for Draft Corridor Plan Public Outreach

Sept.-Oct. 2014

- Hold Open House(s)

November 2014

- Review Public Input Received at Open House(s)
- Finalize Corridor Plan

December 2014

- Presentation to Texas Transportation Commission
- Members help spread the word that a Final Corridor Plan is available on the website

★ Indicates Committee Meeting

I-20 EAST TEXAS CORRIDOR STUDY

Attachment 4

Objective Setting
Activity Responses

I-20 East Texas Advisory Committee Meeting

Attachment 4: OBJECTIVES SETTING ACTIVITY RESPONSES

Below are the transcribed versions of the responses received during the Objectives Setting activity and scanned copies of the original responses:

INVOLVE LOCAL COMMUNITIES:

- Ensure MPO and RPO representation
- Traffic studies and sharing information from those studies with local leadership to disseminate to citizens and businesses along I-20
- Talk to the local business leaders during group (i.e. chamber meetings)
- Host town hall meetings for the local citizens
- Visioning along the I-20 corridor of potential impact on land uses (e.g. residential, mix use, commercial, etc.) immediately adjacent and/or 2 mile radius as it relates to safety
- Donations for right-of-way (ROW) to include room for passenger rail
- Just as you are doing today. Keep all of us informed on how and what we can do to help
- Establish framework/typical transportation reinvestment zone (TRZ) along I-20 to assist in funding all modes. TRZ's adopted locally.
- Survey Monkey
- Involve high school and college students in public input process
- Transportation plans must compliment local development plans
- Relationships with city – county governments; regional organization COGs; community chambers, EDC's and service clubs; build private partnerships with landowners; developers, etc.

CONSIDER CURRENT AND FUTURE MULTIMODAL TRANSPORTATION NEEDS:

- Conceptual plan: include rail
- Plan for ROW: bridges - built for rail; setbacks – additional room for rail now
- Investigate light rail between Dallas and the Louisiana state line utilizing I-20 ROW
- Rail (both passenger and freight) development requires substantial planning and funding, including: work to preserve ROW in corridors for appropriate rail development; work to develop short/long-term funding opportunities
- I-20 geometry and ROW must accommodate future passenger rail
- Higher speed passenger rail in I-20 ROW
- Create TRZ now for future needs and to move much faster to insure future infrastructure is not hindered due to financing
- Consider the future: what impact will our planning have on the East Texas Hour Glass at Toll 49
- Focus on building a network throughout the corridor utilizing all forms of transportation and provide planning together
- Study high speed rail
- Whatever is done should provide the most options for the future: technology; volume of passenger traffic; volume of freight traffic; rail; more ROW. We should try not to get boxed in
- Pursue the concepts that were the basis for the Trans Texas Corridor

- Plan for I-69 interchange near Marshall
- I-20 corridor does not mean I-20 only. We need to consider US 80 and 175 as part of the corridor

IMPROVE SAFETY

- Access management for business adjoining frontage roads
- Reconstruct access ramps to current standards
- Construct truck-only lanes
- Improve road surface to sections rated fair or poor
- Access management techniques implementation: reduce the number of driveways and wide/open area driveways in close proximity to exit and entrance ramps
- Add barriers to medians of less than 80 feet in width
- Raise overpasses to safe height
- Additional lanes in areas during travel on I-20 i.e. city of Longview
- Partnering with TxDOT for city/county to finance (TRZ zones, etc.)
- One-way service roads
- Safety barriers – need better law enforcement access across barriers: allow law enforcement to cross; allow safety equipment to cross
- Review of speed limits and length of exitways
- Service roads east and westbound for emergencies whenever I-20 is shut down
- Barrier from Kaufman County line to 635
- Focus on access roads update; concrete blocks on narrower parts of road

REDUCE CONGESTION AND ENHANCE MOBILITY FOR TRAVELERS AND FREIGHT

- Commuter rail
- Consider rail hubs as midpoints connectors to urban areas
- Extend service roads in areas to alleviate traffic on actual roadway
- Coordination of thoroughfare plans where municipalities are updating their infrastructure/thoroughfare plans to complement this study effort
- Increase freight carrier speed limit in off-peak hours with an eye to modifying shipper behavior
- Build relations with providers and plan to expand providers
- Lobby Austin for funding solution and use Public-Private Partnerships
- Higher speed rail – explore options
- Construct truck-only lanes
- Widen roadway to six lanes from Longview through Harrison County to State line
- Widen bridges
- Add frontage road lanes
- Widen from four to six lanes
- Service roads will definitely enhance mobility for potential retail development that will affect heavy traffic
- Higher speed rail in I-20 ROW

ENHANCE AIR QUALITY

- Higher speed passenger rail in I-20 ROW
- Keep traffic moving during accidents and blocked I-20 lanes to eliminate the idling
- Add capacity: widen from four to six lanes; higher speed rail
- Enact idle reduction ordinances
- Create HOL to alleviate vehicles
- Incentives to direct truck traffic onto Toll 49
- Continuous one-way frontage roads with priority to high volume/high accident areas

Enhance air quality

air quality

higher speed passenger rail in IH-20 r.o.w

AQ

Enhance Air Quality

Keep traffic moving during accidents
& blocked IH 20 lanes. Eliminate
the idling.

AQ

Air Quality

Add capacity

- widen 4 to 6 lanes
- higher speed rail

AQ

Goals: Air Quality
Involve Local Communities

IDEA: ENACT IDLE REDUCTION
ORDINANCES

ENHANCE AIR QUALITY

- CREATE HOV TO AVOID VEHICLES

Enhance Air Quality
Incentives to direct
thru traffic on Toll 49

AQ

AQ

REDUCE CONN : ~~TO~~ ENHANCE AIR QUALITY

CONTINUOUS ONE-WAY FRONTAGE ROADS

- PRIORITY TO HIGH VOLUME /
HIGH ACCIDENT AREAS

AQ

Reduce congestion and enhance mobility for travelers and freight

Commuter Rail Passenger

Air Quality

SAFETY

CONGESTION

congestion

Reduce Congestion

- CONSIDER RAIL Hubs AS
MID POINT connectors to URBAN
AREAS

Reduce congestion
to enhance mobility
for travelers and
freight.

coordination of
thoroughfare
plans where
municipalities are
updating their
Infrastructure
Thoroughfare Plans
to complement
this study efforts.

Extend service roads in
areas to alleviate traffic
on actual roadway

congestion

congestion

Congestion ~~is~~

Increase Freight Carrier
Speed limit in off peak hours
with an eye to modifying shipper
behavior.

Longestion
Reduce

Reduce congestion

Build relat... with providers.
and plan to expand providers

Reduce Congestion

① Lobby Austin for funding solution

② PPP

congestion

Reduce

Congestion

Higher speed rail -
explore options

Reduce

CONSTRUCT
TRUCK ONLY
LANES
(safety too)

Reduce
congestion

Reduce Congestion
Widen roadway to
4 lanes from
Conquinn through
Harrison County to
State line.

congestion

Reduce Congestion

—

Wider bridges

Reduce Congestion

Add frontage road lanes

congestion

Reduce Congestion

Widen from 4 to 6 lanes

Reduce
congestion

REDUCE CONGESTION, ENHANCE MOBILITY
FOR TRAVELERS & FREIGHT.

IMPROVE ROADS WILL DEFINITELY
ENHANCE MOBILITY FOR POTENTIAL
URBAN SUBURBS, THAT WILL ATTRACT
HEAVY TRAFFIC

congestion

reduce congestion

higher speed rail in I-20 r.o.w

congestion

Consider current and future multi-modal transportation needs

Rail- Future multi modal Needs:

CONCEPTUAL PLAN: include Rail

Plan -

ROW: Bridges? Build for rail

ROW: setbacks - additional NOW
room for rail

multi-modal

CURRENT + FUTURE Multi Modal
TRANSPORTATION needs.

Investigate light rail between
Dallas + the Louisiana State line
utilizing I 420 ROW

FUTURE MULTI-MODAL TRANSP. NEEDS

- RAIL (both passenger & freight)
Development Requires ^{substantial} PLANNING AND FUNDING.

↳ WORK TO PRESERVE ROW
IN CORRIDORS FOR APPROPRIATE
RAIL DEVELOPMENT

↳ WORK TO DEVELOP SHORT/LONG
TERM FUNDING OPPORTUNITIES

FUTURE MULTIMODAL

I-20 GEOMETRY & ROW MUST
ACCOMMODATE FUTURE
PASSENGER RAIL

multi-modal

higher speed passenger rail in I-20 R.O.W.

CONSIDER CURRENT FUTURE MULTIMODAL TRANSPORTATION NEEDS
CREATE TRZ NOW FOR FUTURE NEEDS, AND TO MOVE MUCH FASTER TO INSURE FUTURE INFRASTRUCTURE IS NOT HINDERED DUE TO FINANCES

multi-modal

multimodal

Consider the future

What impact will
our planning
have on the
East Texas
Hour Glass
Toll 49

multi-modal

Multi-modal transp. needs
Focus on building a network
throughout the corridor utilizing
all forms of transp providers
planning together.

Goal: multi-modal

IDEA: Study High Speed Rail

Whatever is done should
provide the most options
for the future:

- technology
- Volume of passenger traffic
- volume of freight traffic
- rail
- more ROW

We should ~~not~~ try to not
get boxed in.

multi-modal

multi

Consider the future

Plan for I 69
interchange
Near Marshall

Multimodal

Pursue the concepts
that were the basis for
Trans Texas Corridor

Multimodal

I-20 corridor does
not mean I-20 only.

We need to consider
US 80 & 175 as
part of the corridor.

Muhammad

Involve local communities

local commun.

ENSURE MPD + RPD REPRESENTATION.

Involve

Traffic studies & sharing
information from those
studies w/ local leadership
to disseminate to citizens &
businesses along I-20

Involve Local Communities

• Visioning along the I-20 corridor of potential impact on land uses (e.g., residential, mix use, commercial, etc.) immediately adjacent and/or 2 mile radius as it relates to safety.

Involve Local Communities

- TALK TO THE LOCAL BUSINESS LEADERS DURING GROUP (E.G. Chamber)
- HOST TOWN HALL MEETINGS FOR THE LOCAL CITIZENS

LOCAL COMMUNITIES:

Donations for ROW to
include room for
passenger rail

Involve

INVOLVE local Communities.

Just as we ARE doing today.

Keep all of us informed on how
& what we can do to help.

INVOLVE LOCAL COMM -

ESTABLISH FRAMEWORK /

TYPICAL TRZ ALONG

I-20 TO ASSIST IN

FUNDING ALL MODES,

TRZ'S ADOPTED LOCALLY.

Involve

Local Involvement

Survey Monkey

GOAL: INVOLVE LOCAL COMMUNITIES

IDEA: INVOLVE HIGH SCHOOL AND COLLEGE
STUDENTS IN PUBLIC INPUT
PROCESS

Involve

LOCAL COMMUNITY

TRANSPORTATION PLANS
MUST COMPLIMENT LOCAL
DEVELOPMENT PLANS

Involve Local Communities

Relationships with:

- a) City - County gov.
- b) Regional org. COGS - MPO's - RPO
- c) Community - Chambers - EDC's - Service Clubs
- d) build private partnerships (Anchor new developers etc.

Involve

Improve safety

Safety

access mgmt. for businesses adjoining frontage roads

Safety

Goal: SAFETY

IDEA: RECONSTRUCT ACCESS
RAMPS TO CURRENT
STANDARDS

GOALS: IMPROVE SAFETY
FUTURE MULTI-MODAL NEEDS
REDUCE CONGESTION

IDEA: CONSTRUCT TRUCK-ONLY
LANES

safety

Enhance Safety

Improve road surface to sections
rated fair or poor

Safety

Access Management techniques:

Implementation:

reduce the # of driveways and wide/open area driveways in close proximity to exit + entrance ramps.

safety

Enhance Safety

add barriers to medians of less than 80 ft. in width

Enhance Safety

Raise over passes to safe height

Safety upgrades on
Exit Ramps

Additional lanes in
Areas during travel on
I-20 ie City of
Longview

Partnering with TX-DOT
City: County to Finance
(Tree zones etc)

safety

safety

safety

one way service roads

}

safety

Safety

Safety barriers - need better
law enforcement access across
barriers

- allow law enforcement to cross
- " safety equipment " "

Safety

Review of speed limits
and length of exitways

safety

Improve Safety
Service Roads East + West bound
for Emergencies whenever IH 20
is shut down

Improve Safety
Barrier from Kaufman County
line to 635

safety

Improve Safety
Focus on access roads update
Concrete blocks on narrower
part of road