Public Involvement Comments
December 2017 - February 2018

CONGESTION
- Consider Elevated Express Lanes for through traffic and/or dedicated freight only route or lane
- Provide additional capacity for mainlanes, direct connectors, ramps and frontage roads to alleviate congestion and minimize the amount of traffic cut-through in communities adjacent to I-10E

SAFETY / CRASHES
- Spot roadway maintenance required as well as addressing weaving and merging issues at ramps
- Improve safety and accessibility for pedestrians and cyclists
- Minimize traffic cut-through in communities adjacent to I-10E

ENVIRONMENTAL
- Concerns of how the increase in traffic volume from future growth will impact emissions, air quality, sound pollution, trash, wild life and other environmental aspects within the corridor
- Promote green technologies and transportation

IMPROVED ACCESS
- Consider providing more multimodal transportation options such as rail, HOV/HOT lanes, commuter bus and bike lanes

PARKS & SCHOOLS
- Provide safer and additional pedestrian routes to schools, parks and retail centers, especially where railroad lines exist

FREIGHT
- Provide a dedicated truck lane/route to reduce congestion on the mainlanes
- Safely accommodate freight with entry/exit access points and addressing vertical clearances at bridges

FLOODING
- Improve drainage throughout the corridor to minimize impacts from flooding

TRAFFIC DEMAND/DEVELOPMENT
- Ensure sufficient capacity exists for future growth and add capacity where needed

ENVIRONMENTAL
- Concerns of how the increase in traffic volume from future growth will impact emissions, air quality, sound pollution, trash, wild life and other environmental aspects within the corridor
- Promote green technologies and transportation
Public Involvement Comments
December 2017 - February 2018

CONGESTION
- I-10E mainlanes are congested during peak hours and heavy queueing exists on direct connectors to I-69, I-610 and along surface streets due to overflow traffic and trains blocking traffic

ENVIRONMENTAL
- Any increase in motor vehicles on I-10E will emit harmful substances and particulate matter into the air immediately surrounding the highway; Concerns exist about the negative effects this will have on those who occupy these areas
- Maintain embankments and underpasses (mow and remove trash)

SAFETY / CRASHES
- Railroad bridge vertical clearances are less than current/future minimum design standards
- Residents and first responders are land locked/block off when all rails are in use

IMPROVED ACCESS
- Consider continuous sidewalk, bicycle, ADA access and multimodal solutions for communities adjacent to I-10E

PARKS & SCHOOLS
- Crossing trains obstruct student pedestrian routes to schools
- Consider additional pedestrian bridges at railroad crossings
- Consider improvements to existing pedestrian bridge crossings

FLOODING
- Flooding occurs on frontage roads and mainlanes adjacent to Buffalo Bayou at I-69 as well as multiple ramps and at grade intersections

TRAFFIC DEMAND/DEVELOPMENT
- Continued growth experienced at northeast quadrant of I-10E and I-610, Houston Community College
- Improve reliability of through trips; consider elevated lanes with limited access

FREIGHT
- Increase signage restricting freight on outermost left lane and/or provide an alternate freight lane/route
- Trucks are cutting through communities as alternate routes

I-10E Planning & Environmental Linkages Study
Segment 1 of 5 and Sheet 2 of 6
Public Involvement Comments
December 2017 - February 2018

CONGESTION
- Beltway 8 and US-90 interchanges are congested during peak hours. Consider additional capacity and constructing elevated express lanes for through traffic blocking traffic.

ENVIRONMENTAL
- Area waterways flood, damage property and make I-10E impassable during heavy rain events.

SAFETY / CRASHES
- Spot roadway maintenance required as well as addressing weaving and merging issues at ramps.

IMPROVED ACCESS
- Consider continuous sidewalk, bicycle, ADA access and multimodal solutions for communities adjacent to I-10E.

PARKS & SCHOOLS
- See corridor wide comments.

FLOODING
- Flooding occurs on frontage roads and mainlanes adjacent to Hunting and Greens Bayous.

FREIGHT
- See corridor wide comments.

TRAFFIC DEMAND/DEVELOPMENT
- See corridor wide comments.
Public Involvement Comments
December 2017 - February 2018

CONGESTION
- Heavy congestion and queueing along and approaching Sheldon Road due to school and industrial plant traffic
- Traffic bottlenecks and queues at San Jacinto River bridge in both east and westbound directions

SAFETY / CRASHES
- Improve the roadway geometry at Spur 330 to address high rate of freight rollovers on frontage roads, weaving and merging issues at ramps, lack of auxiliary lanes on mainlanes and alleviate congestion

ENVIRONMENTAL
- Public concern with the impact remediation of the San Jacinto waste pits will have to the existing and surrounding structures
- San Jacinto River floods, damages adjacent property and makes I-10E impassable during heavy rain events

IMPROVED ACCESS
- Consider continuous sidewalk, bicycle, ADA access and multimodal solutions for communities adjacent to I-10E

FLOODING
- Flooding occurs on frontage roads and mainlanes adjacent to Lake Sandy and San Jacinto River

PARKS & SCHOOLS
- See corridor wide comments

FREIGHT
- The high volume of freight makes for unsafe road conditions and compounds traffic congestion

TRAFFIC DEMAND/DEVELOPMENT
- Account for additional retail and commercial business on Sheldon Road in Jacinto City
Public Involvement Comments
December 2017 - February 2018

**CONGESTION**
- Heavy queueing along frontage roads is impeding traffic on the mainlanes at and approaching Garth Road blocking traffic

**SAFETY / CRASHES**
- Consider additional illumination and advanced warning signs alerting motorists of non-continuous frontage roads at Wade Road and of two-way frontage road condition east of Wade Road

**ENVIRONMENTAL**
- See corridor wide comments

**IMPROVED ACCESS**
- Consider continuous sidewalk, bicycle, ADA access and multimodal solutions to transit facilities adjacent to I-10E

**FLOODING**
- Flooding occurs on frontage roads and mainlanes adjacent to drainage channels and Cedar Bayou

**PARKS & SCHOOLS**
- See corridor wide comments

**FREIGHT**
- Freight hot spot with three major truck stops on opposing corners at the intersection of Thompson Road at I-10E

**TRAFFIC DEMAND/DEVELOPMENT**
- New 300,000 sq. ft. light industrial development near Thompson Road, three million sq. ft. warehouse near Wade Road, residential development at S Main Street and 144-acre mixed-use development east of Cedar Bayou

I-10E Planning & Environmental Linkages Study
Segment 4 of 5 and Sheet 5 of 6
Public Involvement Comments
December 2017 - February 2018

CONGESTION
- Lack of continuous frontage roads hails traffic flow and causes queuing on the mainlanes when accidents occur.
- Major arterials are taken as alternate routes to bypass congestion on I-10E.

ENVIRONMENTAL
- Consider improvements to ditches along SH-146 at I-10E where ponding has created wetland areas as well as hazards such as mosquitoes, snakes, and insects.

SAFETY / CRASHES
- Consider additional illumination and Intelligent Transportation Systems (ITS).

IMPROVED ACCESS
- Consider continuous sidewalk, bicycle, ADA access and multimodal solutions to proposed transit facilities adjacent to I-10E.

PARKS & SCHOOLS
- See corridor wide comments.

FREIGHT
- See corridor wide comments.

FLOODING
- Flooding occurs on frontage roads and mainlanes adjacent to drainage channels and Cedar Bayou.

TRAFFIC DEMAND/DEVELOPMENT
- Note future industrial growth in Chambers County east of Harris/Chambers County line and south of I-10E.

I-10E Planning & Environmental Linkages Study
Segment 5 of 5 and Sheet 6 of 6