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<td>Project Schedule</td>
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<td>Next Steps</td>
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</table>
What is a Planning & Environmental Linkages (PEL) Study?

- An early planning study that links planning and the National Environmental Policy Act (NEPA) environmental studies.

- Initiates coordination with oversight agencies, stakeholders, and members of the public.

- Streamlines the overall project development process and minimizes duplication.
Role of the Project Ambassadors Committee (PAC) and Stakeholders

Engage -> Inform Team
ID Groups -> Review
Explore viable alternatives that include improvements for a variety of transportation modes, such as high-occupancy vehicle lanes, truck lanes, transit, rail, bicycle, and pedestrian.

The PEL process will identify projects for future implementation based on needs within the study area.
I-10E Study Limits

Western Project Limit

Eastern Project Limit

Legend:
- County Border
- Ship Channel
- Ports

Map showing the study limits for the I-10E project, with the Western Project Limit and Eastern Project Limit marked on the map.

Galveston Bay

Houston

Jacinto City

Galena Park

Port Houston

Port Houston

Barbour's Cut Terminal

Bayport

HARRIS COUNTY

Sheldon

Highlands

Barrett

Beach City

Chambers County

Mont Belvieu

Beach

Baytown

Harris County

South Houston

Pasadena

LaPorte

Deer Park

Port Houston

Houston Ship Channel

Port Houston

Galveston Bay

Mattress City

East End Park

Mont Belvieu

Beach City

Chambers County

Mont Belvieu

Baytown

Harris County

South Houston

Pasadena

LaPorte

Deer Park

Port Houston

Houston Ship Channel

Port Houston

Barbour's Cut Terminal

Bayport

Legend:
- County Border
- Ship Channel
- Ports
- Mont Belvieu
  - Barbers Hill High School
- Baytown
  - Goose Creek Memorial High School
- Channelview
  - Channelview High School
- Houston
  - Mickey Leland College Preparatory Academy for Young Men
Public Meeting Review

- 4 Venues
- 4 Nights
- 32 Display Boards
- 1 Handout
- 1 Questionnaire
- 1 Voiceover Presentation
- 100 Attendees
- 351 Comments

All information available online:

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<tr>
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<td>Feb. 22, 2018</td>
<td>Public Meeting</td>
<td>Houston</td>
<td>34</td>
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**Total Non-Project Staff Attendees** 127
Questionnaire

1. What transportation issues need to be addressed through this study?

2. What are the most important transportation goals for the corridor?

3. What transportation concerns do you have?
Public Meeting Handout

Welcome to Tonight’s Public Meeting
The Texas Department of Transportation (TxDOT) welcomes you to this public meeting for the I-10 East Planning and Environmental Linkages (PEL) study. The I-10 East PEL study is a high-level, early-planning process. The purpose of the public meeting is to introduce the study and receive comments.

Tonight’s Activities
- Introductory video — watch an overview of the PEL study process.
- Maps and exhibits — view materials describing current conditions.
- Comments — provide your thoughts on the data collected, corridor issues, and ideas for future goals.

Public Meeting #1
A series of open houses are being held from 5:30 p.m. – 7:30 p.m.:

Tuesday, February 13, 2018
Barbers Hill High School
9096 Eggle Drive
Mont Belvieu, TX 77580

Tuesday, February 20, 2018
Channelview High School
1100 Sheldon Road
Channelview, TX 77530

Thursday, February 15, 2018
Goose Creek Memorial High School
6001 East Wallisville Road,
Beaumont, TX 77521

Thursday, February 22, 2018
Mickey Leland College Preparatory Academy for Young Men
1700 Gregg Street, Houston, TX 77002

Study Background
I-10 East between I-69 in Harris County and SH 99 (Grand Parkway) in Chambers County represents a wide range of land uses and transportation needs. The corridor has experienced increased population and expansion of commercial, industrial, and residential development.

Continued traffic growth and congestion has prompted TxDOT to initiate a PEL study to explore potential improvements for the I-10 East corridor.

Comments
Public comments are important to the study process. Please provide comments by Friday, March 9, 2018:
- Written comments form — complete tonight and place in a comments box, or send by March 9 to: RO Box 1388, Houston, Texas 77253 or TxDOT P.O. Box 1388, Houston, Texas 77235

Next Steps
Meetings updating the public on the study progress will be held during the next two years. Be sure to provide your contact information to be notified of future meetings.

For more information:

PAC/Stakeholder Meeting #2
July 11, 2018
# Table of contents

1. Project Overview
   - Pages 3-6

2. Public Meeting Summary
   - Pages 8-12

3. Review Public Meeting Comments
   - Pages 14-87

4. Discuss Goals and Objectives
   - Pages 89-116

5. Discuss Purpose and Need
   - Pages 118-121

6. Project Schedule
   - Page 123

7. Next Steps
   - Pages 125-126
<table>
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<th>Date</th>
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Total Comments by Meeting Type

- Public Meeting, 256
- Project Ambassadors, 42
- Agency, 10
- Stakeholders, 43
Total Comments by Public Meeting Location

Mont Belvieu, 40

Baytown, 45

Channelview, 72

Houston, 99
Post-It Note Comments
Total Comments by Segment

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Public Involvement Comments
December 2017 - February 2018

CONGESTION
- I-10E maintenance 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 sidewalks, 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.

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.

FLOODING
- Flooding occurs on frontage roads and maintenance 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.
Public Involvement Comments
December 2017 - February 2018

CONGESTION
- Between I-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.

PARKS & SCHOOLS
- See corridor wide comments.

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.

FLOODING
- Flooding occurs on frontage roads and mainlines adjacent to Hunting and Greens Bays.

FREIGHT
- See corridor wide comments.

TRAFFIC DEMAND / DEVELOPMENT
- See corridor wide comments.

I-10E Planning & Environmental Linkages Study
Segment 2 of 5 and Sheet 3 of 6
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

ENVIROINAL
- 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

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

IMPROVED ACCESS
- Consider continuous sidewalks, 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 Lake Sandy and San Jacinto River

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

I-10E Planning & Environmental Linkages Study
Segment 3 of 5 and Sheet 4 of 6
Public Involvement Comments
December 2017 - February 2018

CONGESTION
- Heavy queuing along frontage roads is impeding traffic flow 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

PARKS & SCHOOLS
- See corridor wide comments

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

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 5 Main Street and 144-acre mixed-use development east of Cedar Bayou
Public Involvement Comments
December 2017 - February 2018

CONGESTION
- Lack of continuous frontage roads hails traffic flow and causes queuing on the mainlines 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

PARKS & SCHOOLS
- See corridor wide comments

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

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

FREIGHT
- See corridor wide comments

TRAFFIC DEMAND/DEVELOPMENT
- Note future industrial growth in Chambers County east of Harris, Chambers County line and south of I-10E
<table>
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<tr>
<td>Flooding</td>
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<td>Other Projects / Studies</td>
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</table>
- Optimize System Performance
- Promote Safety
Our Goals for Today’s Meeting

- Develop Goals: 8
- Define Objectives: 3-5
- Adopt Purpose & Need: 1
Issues & Concerns

- Congestion
- Traffic Operations
- Multimodal (Transit, Ped., Bikes, etc.)
- Flooding
- Safety
- Environmental
- Traffic Demand
- Other Projects / Studies
- Freight
- Outreach
- Right-of-way
Other Issues??

- Congestion
- Traffic Operations
- Multimodal (Transit, Ped., Bikes, etc.)
- Flooding
- Safety
- Environmental
- Traffic Demand
- Other Projects / Studies
- Freight
- Outreach
- Right-of-way

Issues and Concerns
<table>
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<tr>
<td><strong>Improve safety</strong></td>
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<td><strong>Improve movement of goods</strong></td>
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<td><strong>Improve connectivity</strong></td>
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<td><strong>Improve traffic operations at interchanges</strong></td>
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<td><strong>Improve existing infrastructure</strong></td>
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<td><strong>Improve multimodal opportunities</strong></td>
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<td><strong>Minimize environmental impacts</strong></td>
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</table>
Note: The Project Ambassadors and Stakeholders adopted Goals, Objectives, and Purpose and Need items during the meeting held on July 11, 2018. Additional items discussed and adopted by the PAC/Stakeholders are shown in orange text similar to this statement.

- Take into account advances in technology – such as autonomous vehicles
- Coordination with other studies and plan developments within corridor
Our Goals for Today’s Meeting

- Develop Goals: 8
- Define Objectives: 3-5
- Adopt Purpose & Need: 1
Goal: Improve Safety

Improve Safety
Goal: Improve Safety

Objectives

1. Reduce accidents
2. Eliminate fatalities
3. Reduce vehicle/pedestrian conflicts
4. Reduce vehicle/freight conflicts
5. Reduce conflicts between rail and vehicles/pedestrians

Reduce conflicts with pedestrians and cyclist along frontage roads

Improve signage and advanced warnings within corridor
Goal: Improve Movement of Vehicles

Improve Movement of Vehicles
Goal: Improve Movement of Vehicles

Objectives

1. Designated lanes for different vehicles
2. Enhanced through movements – express or managed lanes
3. Enhance incident management - ITS
4. Provide reliable travel times
5. Reduce conflict points and congestion
6. Reduce cut-through traffic
7. Provide adequate capacity
8. Adapt to emerging technologies
Goal: Improve Movement of Goods

Objectives

1. Reduce or eliminate truck / auto conflicts
2. Improve access to freight activity centers
3. Promote system efficiency
4. Improve intermodal access (boat/rail/truck)
Goal: Improve Connectivity

Improve Connectivity
Goal: Improve Connectivity

Objectives

1. Improve connectivity for communities adjacent to I-10E
2. Improve access to community facilities
3. Promote pedestrian mobility

Enhance existing infrastructure
Address security concerns
Goal: Improve Traffic Operations at Interchanges
Goal: Improve Traffic Operations at Interchanges

Objectives

1. Increase throughput
2. Reduce conflict points
3. Improve access

Eliminate the entry and exit conflicts (weaving)
Goal: Improve Existing Infrastructure

Improve Existing Infrastructure
Objectives

1. Upgrade to current design standards
2. Reduce flooding
3. Implement sustainable solutions
4. Minimize future traffic disruptions

Goal: Improve Existing Infrastructure

Objectives

- Improve pedestrian bridges
- Improve aesthetics
- Create buffer zones between cars and cyclist
- Reduce noise pollution with sound walls
- Ensure sufficient deceleration and acceleration lanes
Goal: Improve Multimodal Opportunities
Goal: Improve Multimodal Opportunities

Objectives

1. Provide facility for transit service expansion
2. Increase accessibility
3. Improve bicycle mobility
4. Improve pedestrian mobility

Improve connectivity to existing transit facilities
Goal: Minimize Environmental Impacts

Minimize Environmental Impacts
Goal: Minimize Environmental Impacts

Objectives

1. Promote sustainable solutions
2. Avoid environmentally sensitive areas
3. Mitigate for unavoidable impacts
4. Reduce air, land, noise, vibration, and visual pollution

Minimize ROW impacts

Promote sustainable solutions – such as permeable surfaces
Goal: Take into account advances in technology

Objectives

- Establish alternatives that accommodate technology
- Determine infrastructure needs
- Enhance safety to improve driver behavior w/enforcement
Goal: Coordination with other studies and plan developments within corridor

Objectives

- Coordinate with stakeholders
- Integrate study and planned development improvements into PEL study
- Coordinate with private development
Our Goals for Today’s Meeting

- Develop Goals: 8
- Define Objectives: 3-5
- Adopt Purpose & Need: 1
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General Purpose & Need

Purpose & Need

- Legislation
- Social Demands or Economic Development
- Modal Interrelations
- Safety
- Roadway Deficiencies
- System Linkage
- Capacity
- Transportation Demand
- Roadway Deficiencies
Purpose (Why perform the study?):

- Improve safety & mobility
- Improve travel time
- Improve economic competitiveness
- Enhance multimodal operations
- Address congestion
Purpose
- Reduce congestion, improve safety, and move freight in a more efficient manner.

Need
- Increasing Congestion – 2040 Traffic Projections indicate additional congestion
- Crash Rates – Corridor crash rates exceed statewide averages for similar facility
- Truck Traffic – High proportion of trucks (up to 20%) restrict operations
- System Linkage – Corridor is deficient at integration and connectivity of the transportation system, across and between modes
- Reliability – Non-reoccurring congestion reduces consistency in travel times
Our Goals for Today’s Meeting

- Develop Goals: 8
- Define Objectives: 3-5
- Adopt Purpose & Need: 1
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### Project Schedule

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<td>Review Public Meeting Comments</td>
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<td>Discuss Goals and Objectives</td>
<td>89-116</td>
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<td>Discuss Purpose and Need</td>
<td>118-121</td>
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<td>Project Schedule</td>
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<td>7</td>
<td>Next Steps</td>
<td>125-126</td>
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Next Steps - Engineering

- Finalize Goals & Objectives
- Finalize Purpose & Need
- Develop Alternatives
Next Steps - Public Outreach

- Project Ambassador Committee (Late 2018)
- Stakeholder Outreach (Late 2018)
- Public Meeting #2 (Early 2019)
Thank You!

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