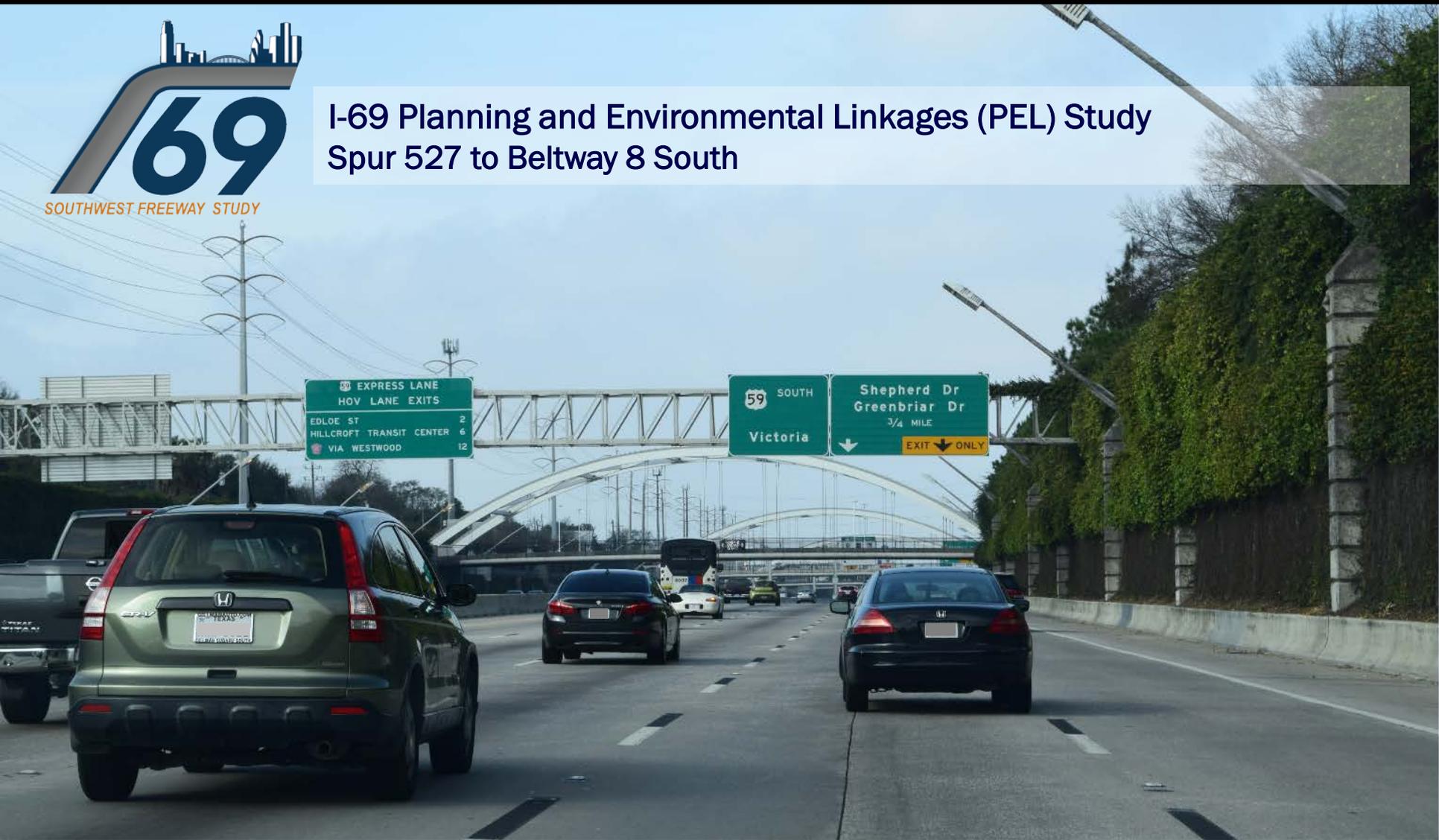




I-69 Planning and Environmental Linkages (PEL) Study
Spur 527 to Beltway 8 South



MEETING AGENDA

1. WELCOME & INTRODUCTIONS

2. STUDY OVERVIEW

- ✓ Study Limits
- ✓ Purpose of this Study

3. AGENCY, STAKEHOLDERS AND PUBLIC MEETINGS

- ✓ Who is Involved
- ✓ What they are expected to do

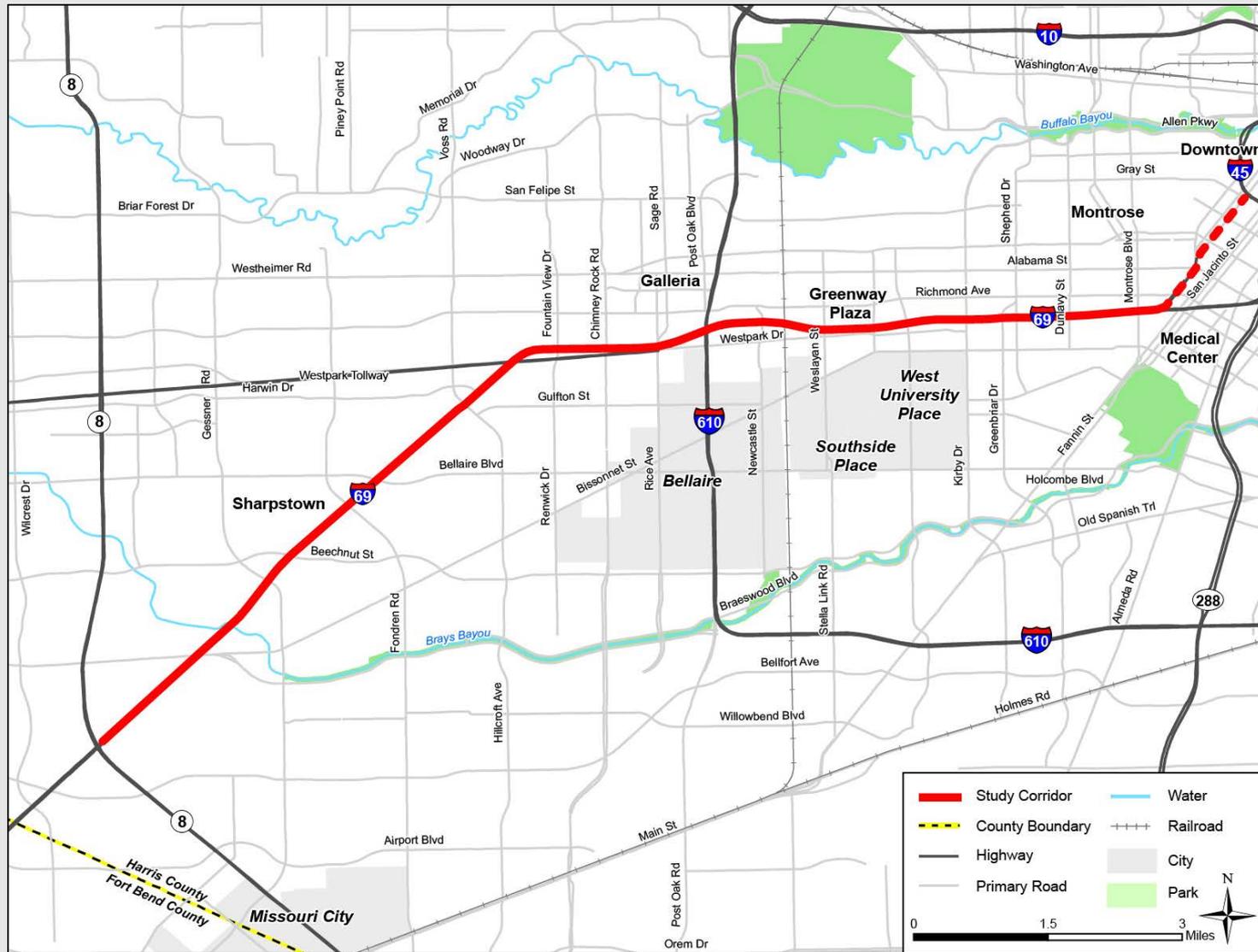
4. EXISTING CORRIDOR AND FUTURE DEMAND

- ✓ Summary of Previous Studies
- ✓ Data Collection
- ✓ Existing Corridor Analysis Results
- ✓ Corridor Demand Projections

5. NEXT STEPS



STUDY LIMITS – SPUR 527 TO BELTWAY 8



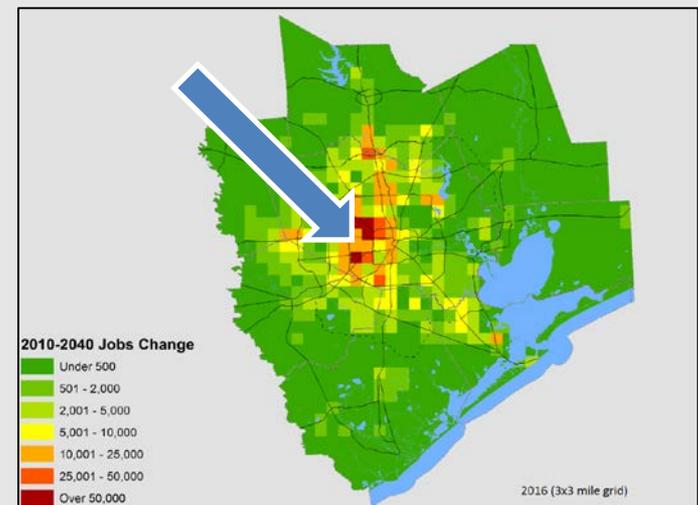
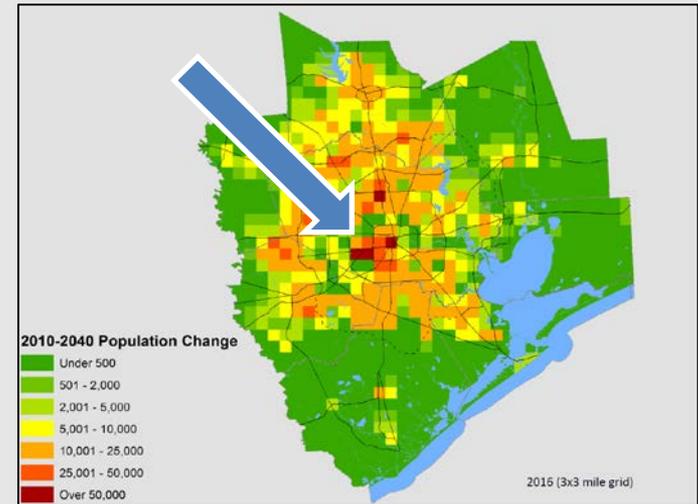
WHY THIS CORRIDOR ?

Increased Travel Demand

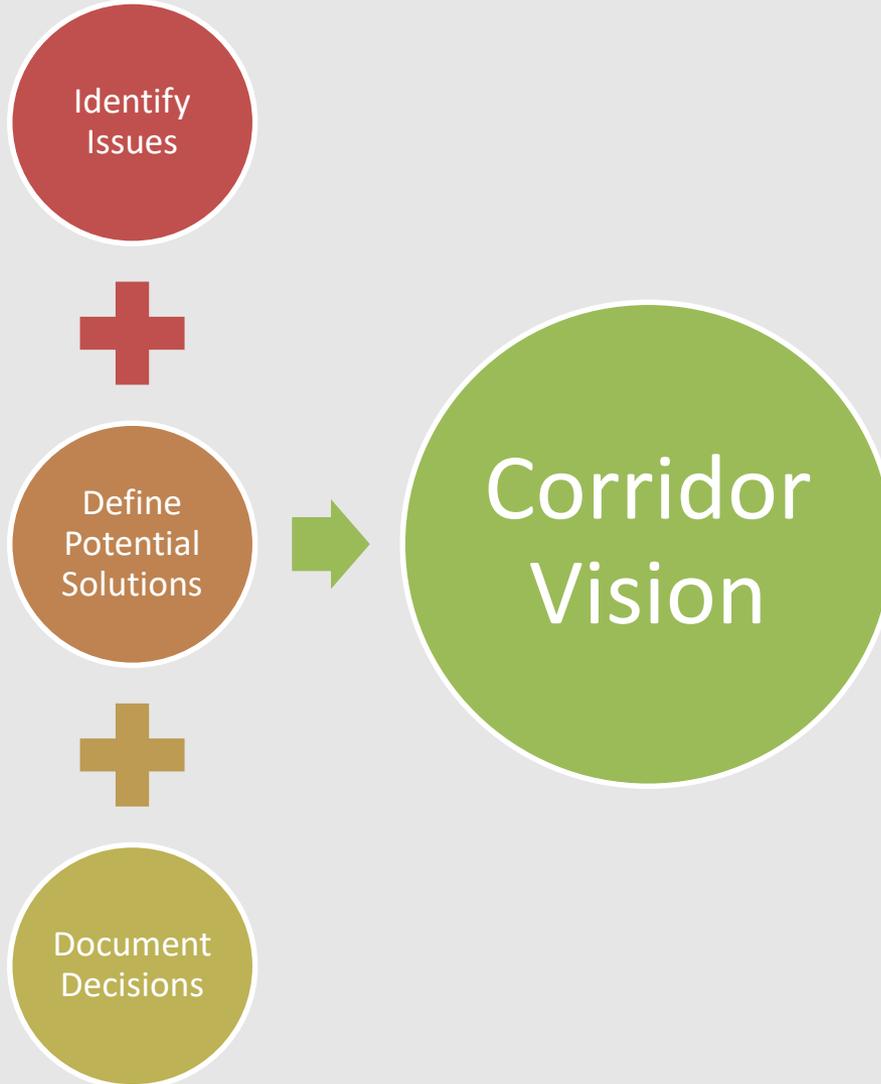
- #3 Most Congested Freeway in Texas
- Increasing Population and Employment
- Strain on Transportation Networks
- High Crash Rates
- Technological Changes to Transportation

We want to Improve:

- Safety
- Mobility
- Transit Accessibility
- Multimodal Facilities



STUDY OVERVIEW



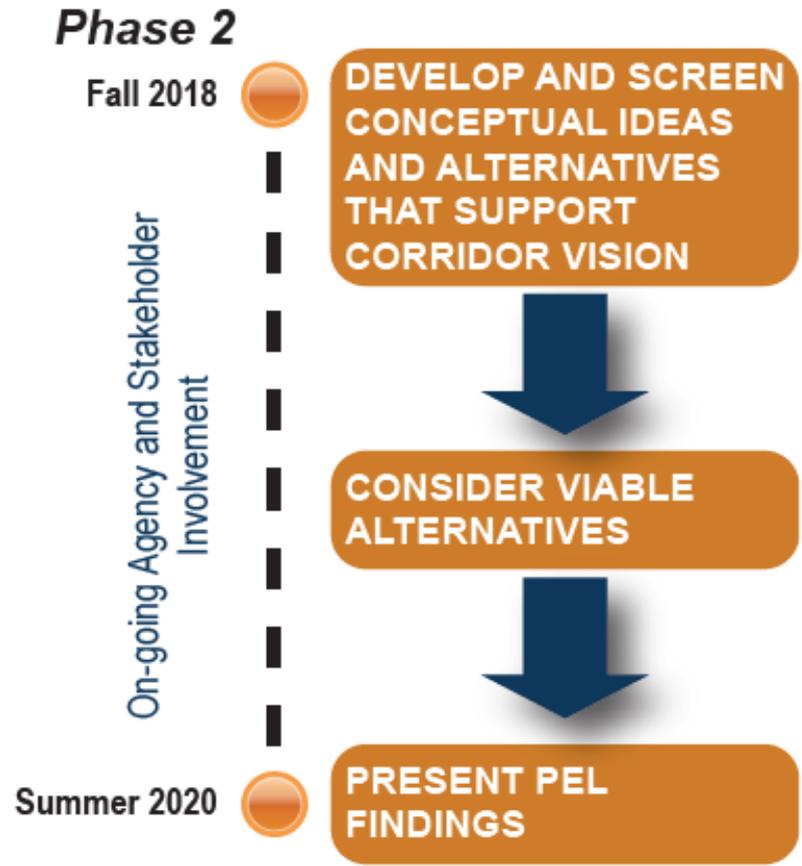
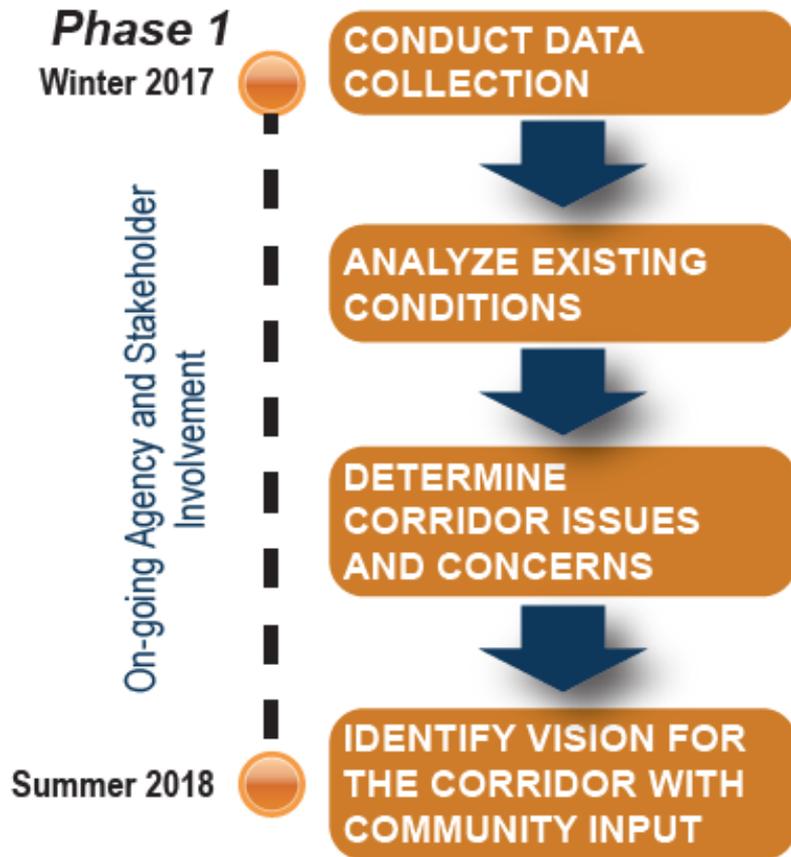
What is a PEL?

- ✓ “Planning and Environmental Linkages”
- ✓ A higher level approach to transportation decision-making
- ✓ Considers environmental issues early in the transportation planning process
- ✓ Utilizes planning decisions and analyses in later Environmental studies

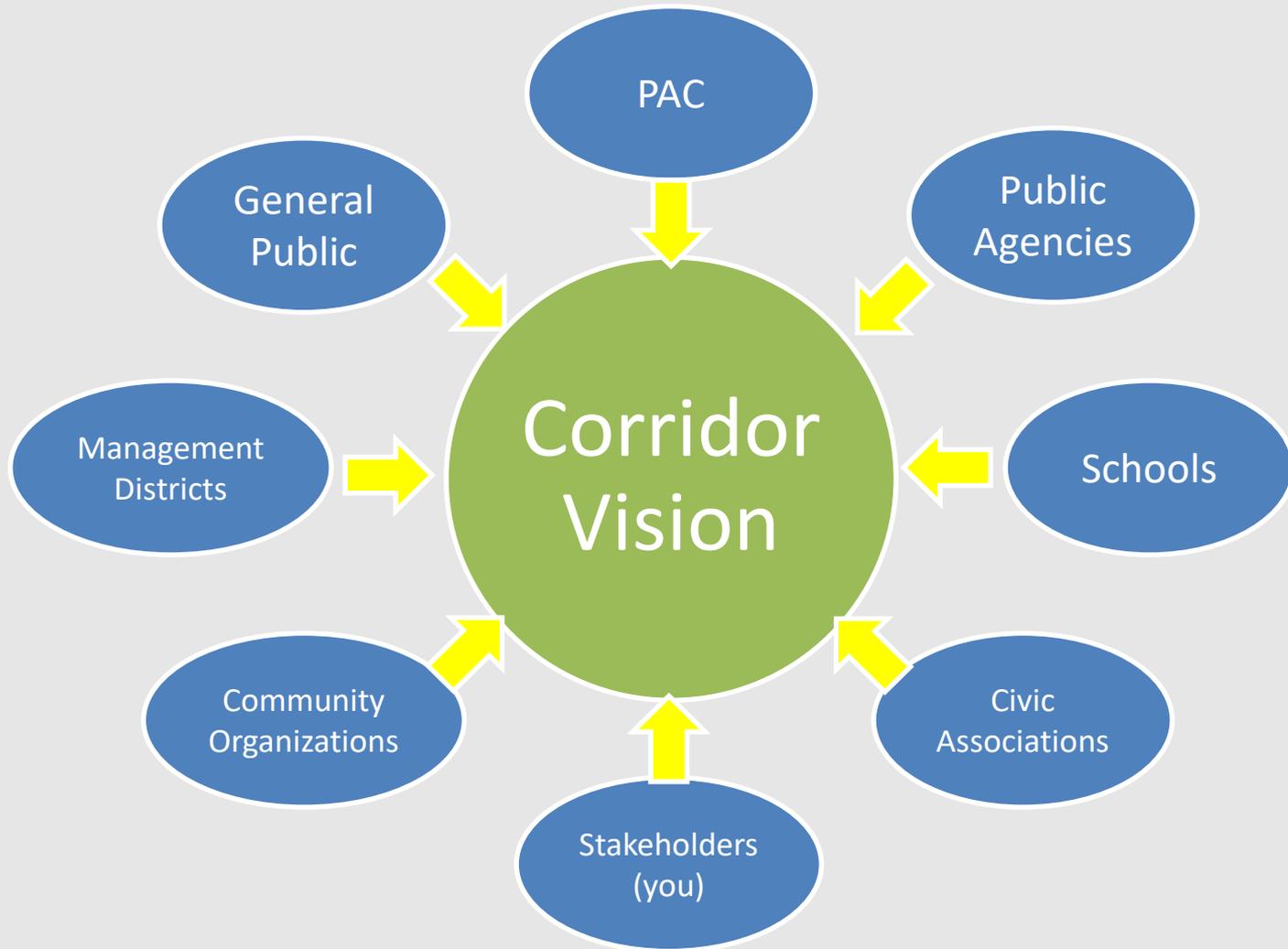


STUDY OVERVIEW

I-69 PEL Process



AGENCY, STAKEHOLDERS AND PUBLIC MEETINGS



HOW CAN STAKEHOLDERS CONTRIBUTE ?

- Provide Input on the Corridor Vision
- Identify Goals and Objectives
- Facilitate Communication with the Community
- Champion the Project
- Review Public Meeting Materials

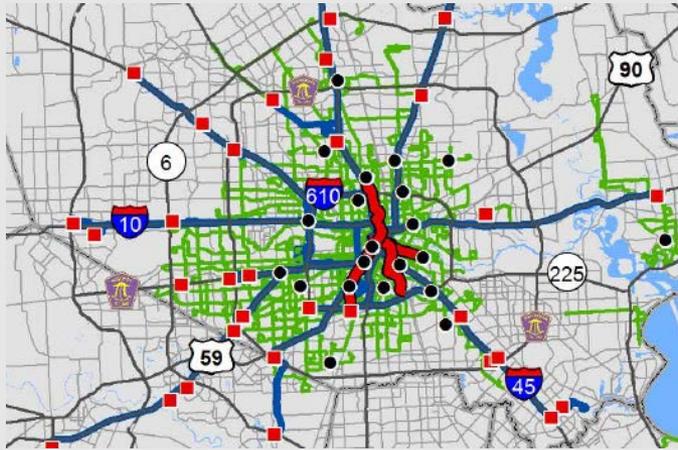


EXISTING CORRIDOR AND FUTURE DEMAND

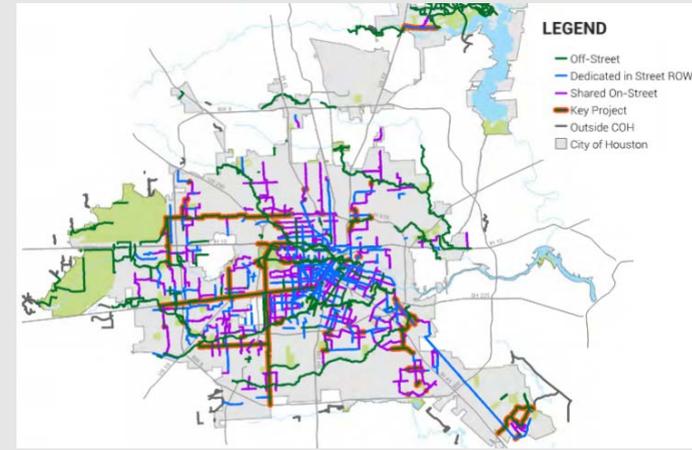
- ✓ Summary of Previous Studies
- ✓ Data Collection – Engineering, Traffic, Environmental, Community
- ✓ Corridor Demand Projections
- ✓ Analysis Results



SUMMARY OF PREVIOUS STUDIES



Metro 2040



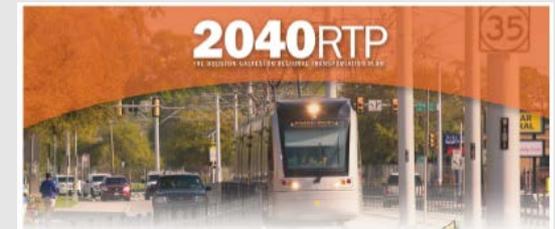
Houston Bike Plan

Improvement Summary	Benefits
<ul style="list-style-type: none"> • 32 ATM sign bridges • 4 full color matrix DMS • 36 detour DMS • 12 ramp meters • Staff for operations and maintenance 	<ul style="list-style-type: none"> • Maximizes efficiency and capacity • Reduces impact of incidents and daily congestion • Increases safety by providing traveler information • 13% reduction in travel time during peak periods • 14-22% reduction in travel time during incidents

US 59/I-69 HGAC CONGESTION MITIGATION



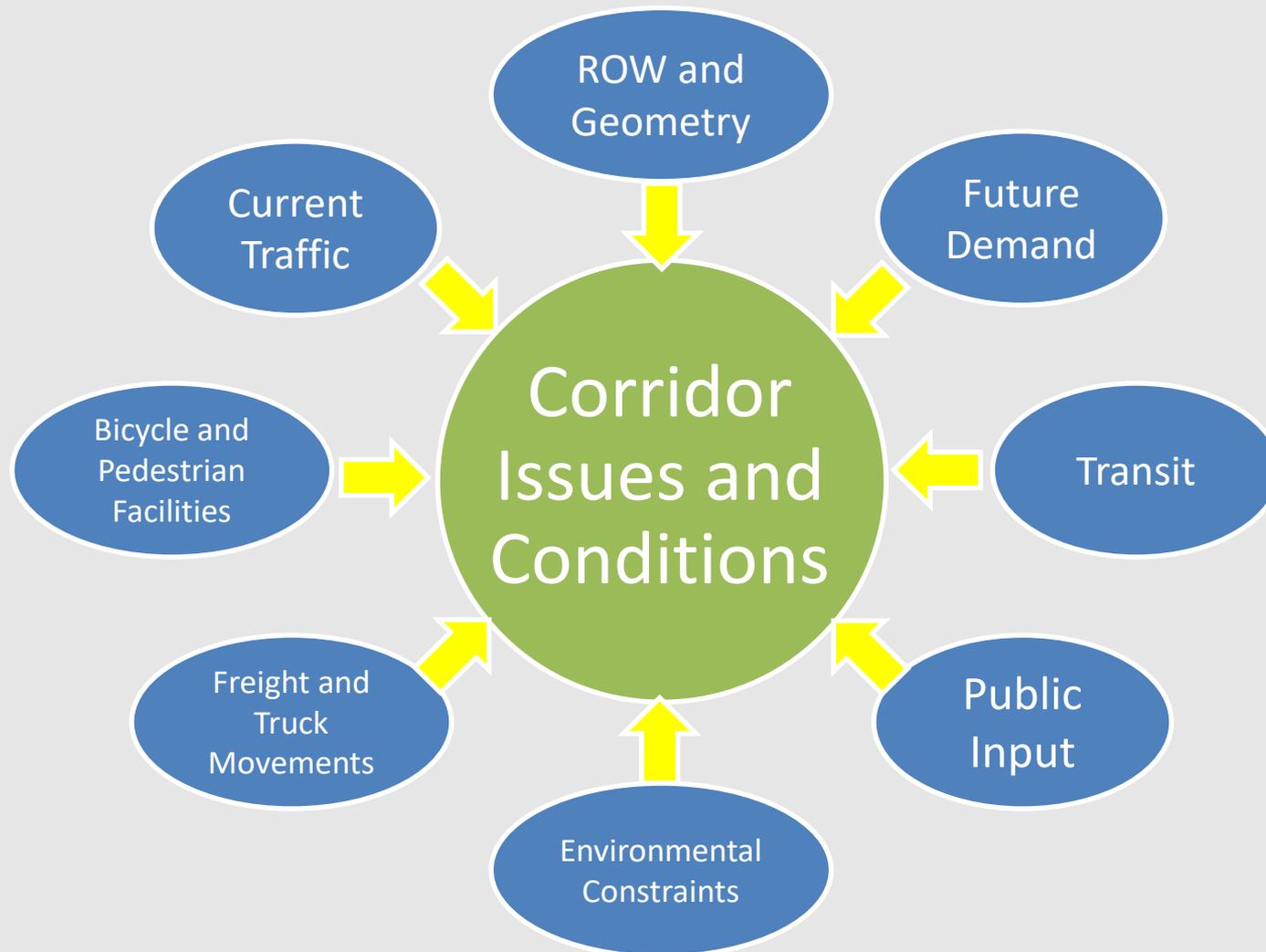
NHHIP



H-GAC 2040 RTP

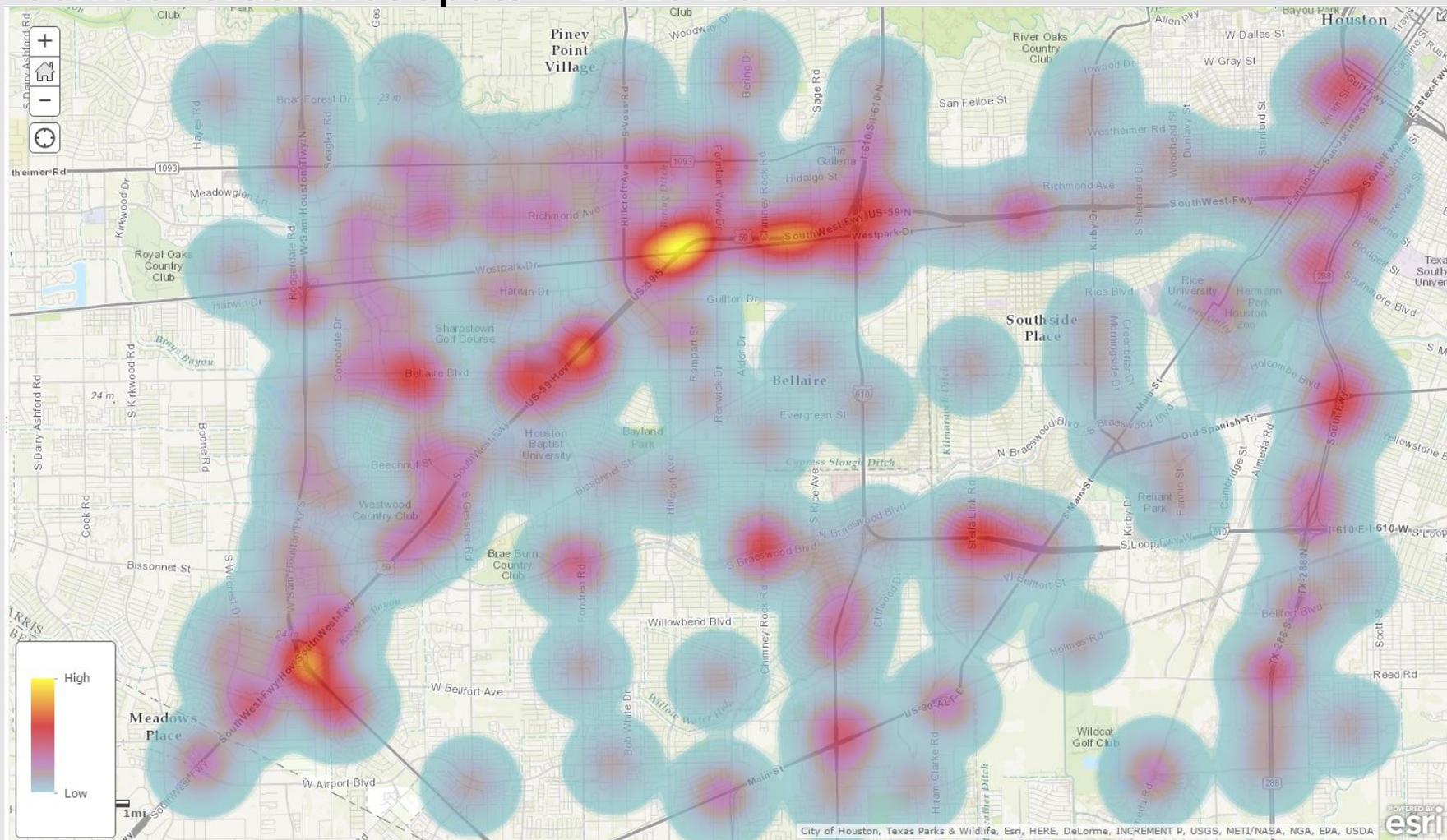


DATA COLLECTION



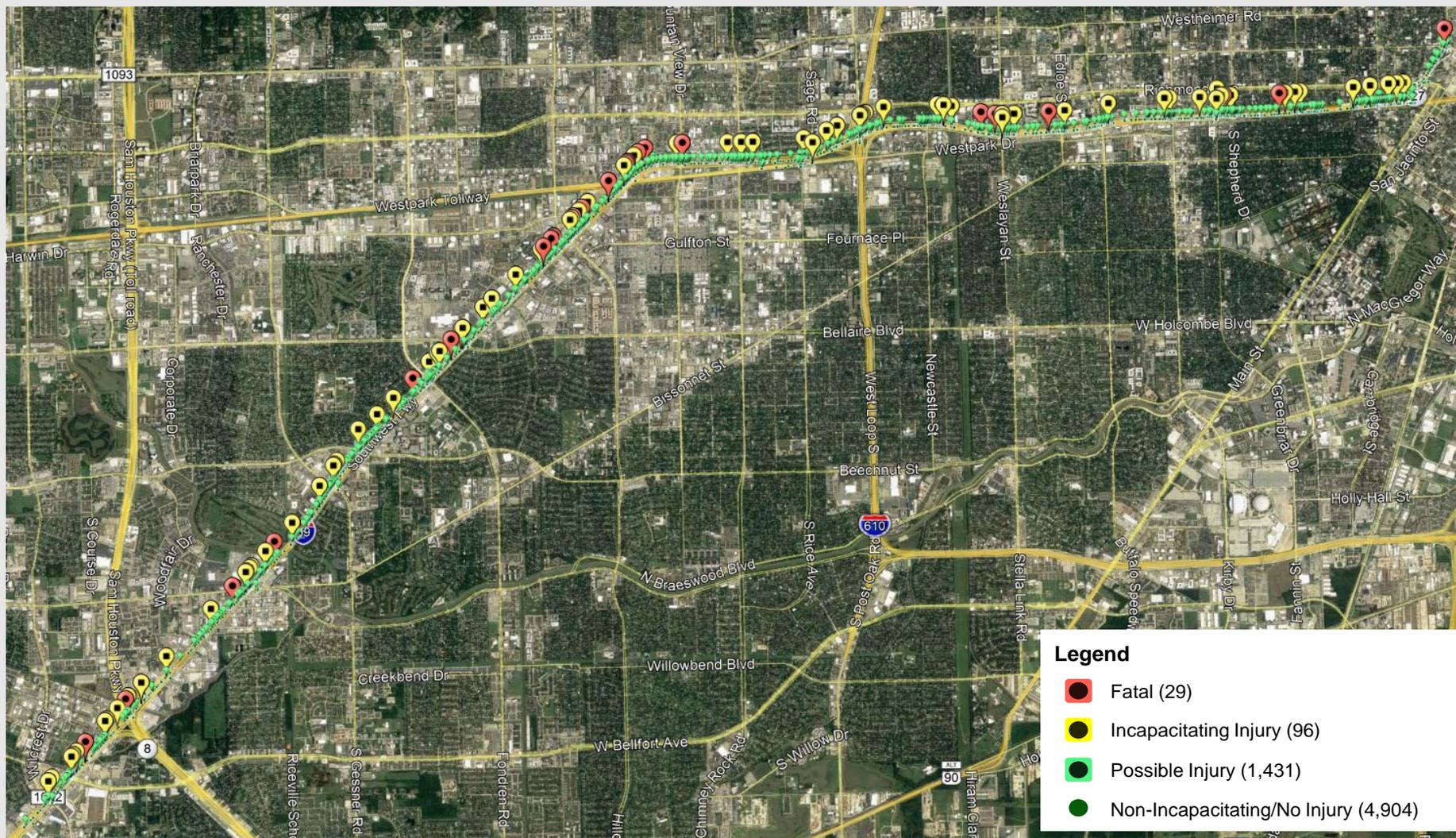
ROADWAY DATA COLLECTION- Crashes

Corridor Crash Hot Spots - 2015-2017



ROADWAY DATA COLLECTION- Crashes

Corridor Crash Data – 2015-2017

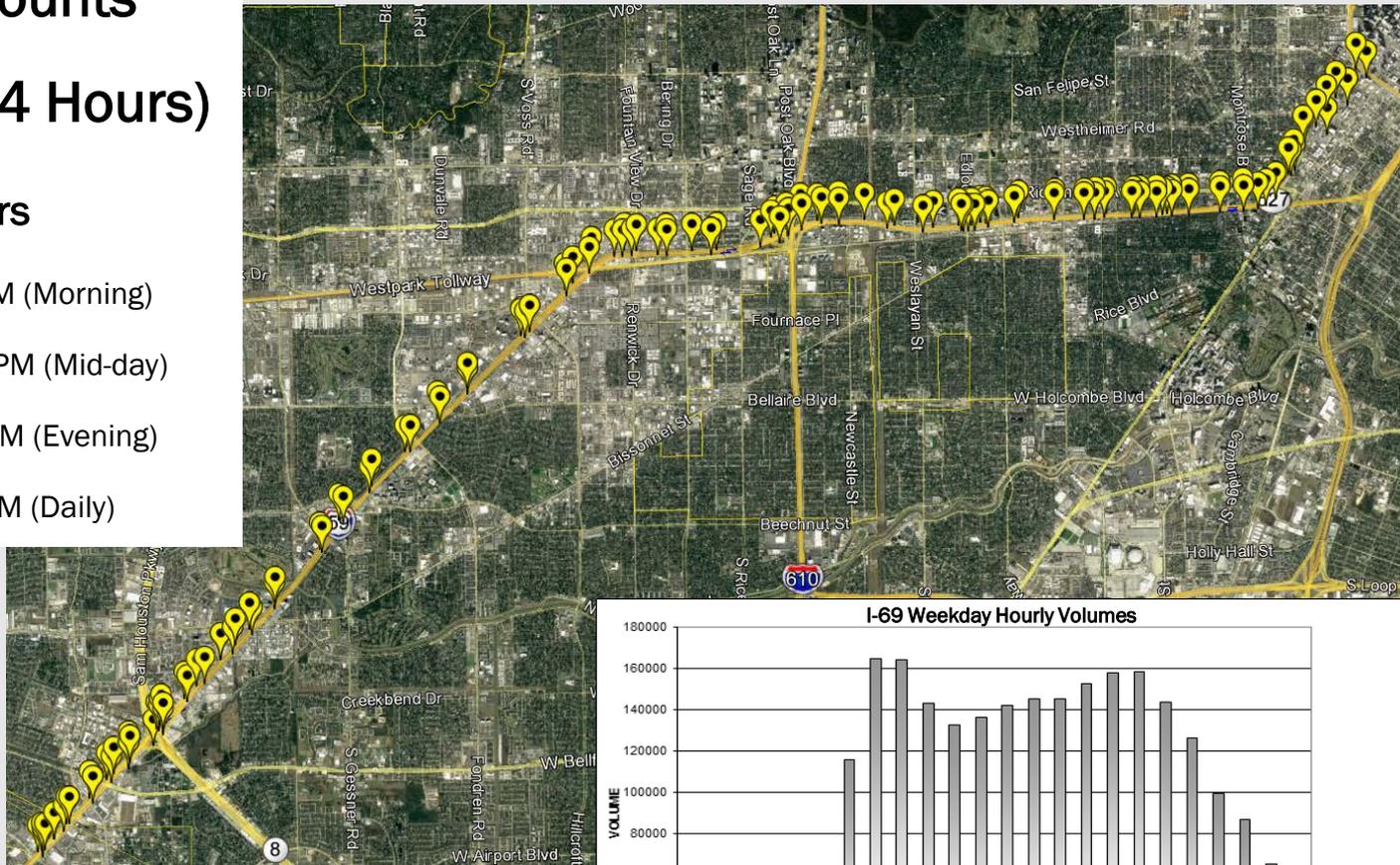


EXISTING TRAFFIC ANALYSIS RESULTS

Avg. Daily Traffic Counts (151 locations - 24 Hours)

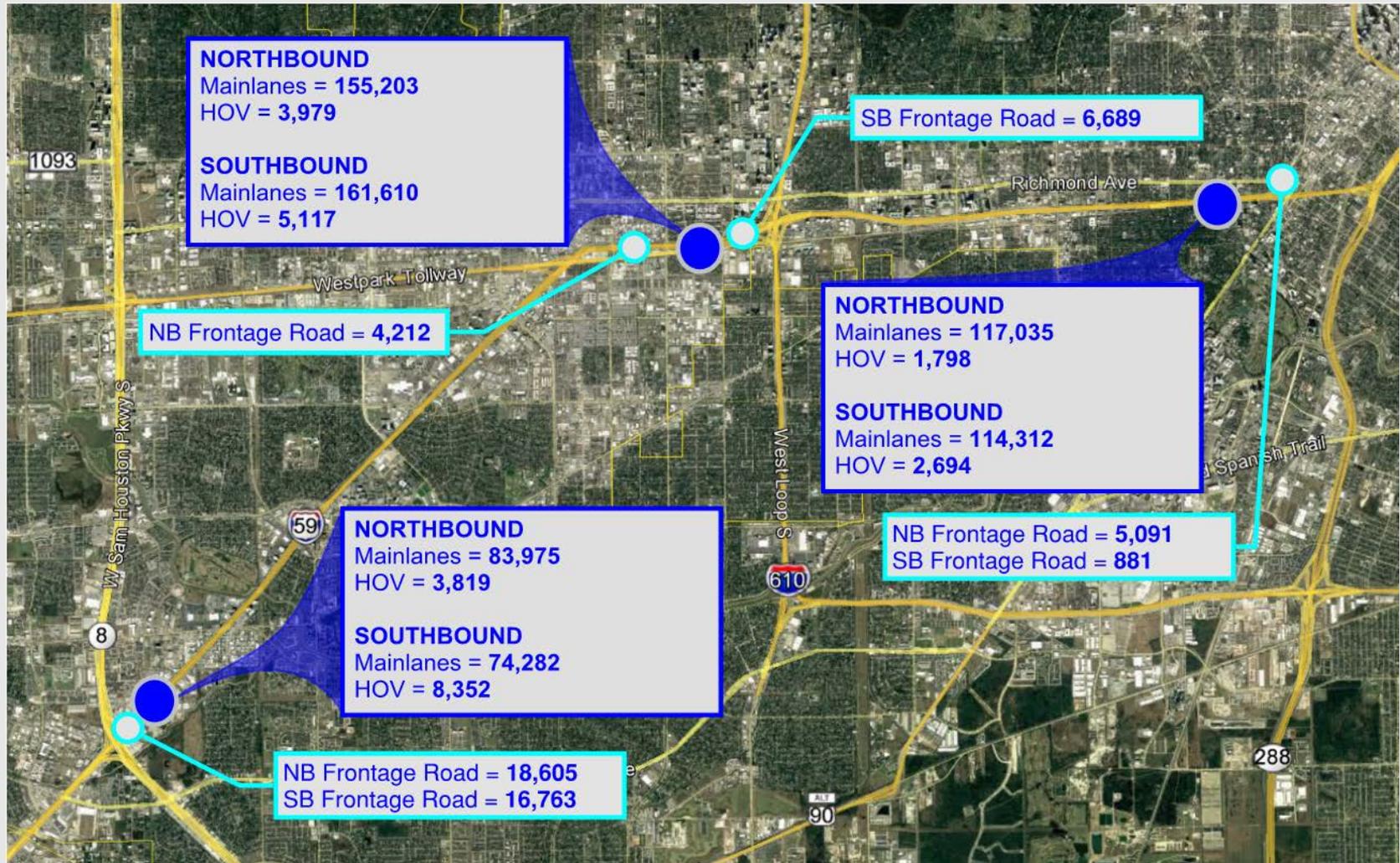
→ Study Area Peak Hours

- Weekday: 7:30 - 8:30 AM (Morning)
12:00 - 1:00 PM (Mid-day)
4:30 - 5:30 PM (Evening)
- Weekend: 2:00 - 3:00 PM (Daily)



EXISTING TRAFFIC ANALYSIS RESULTS

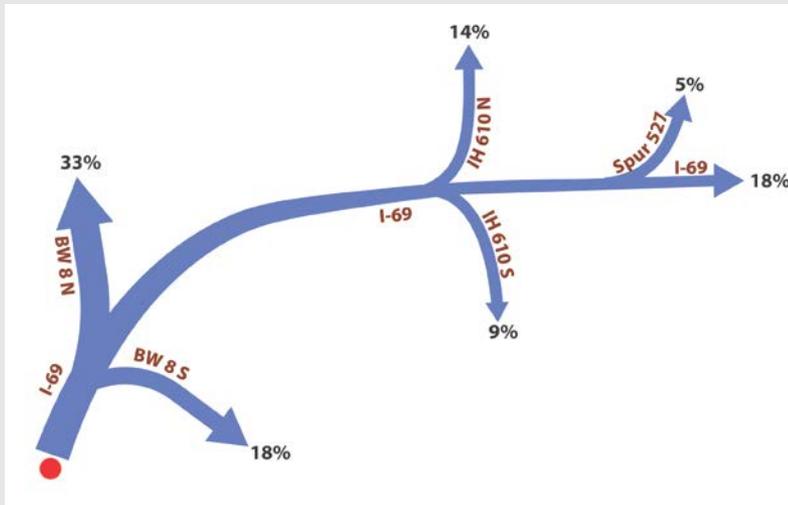
Avg. Daily Traffic Counts (I-69 Weekday Daily Volumes)



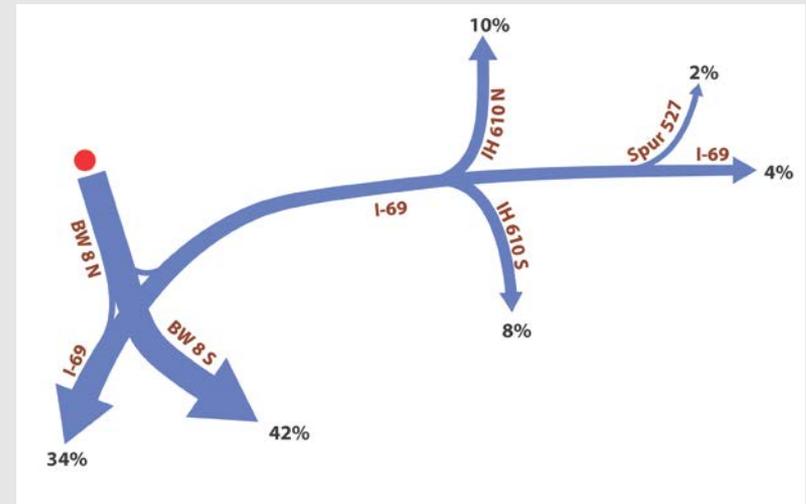
EXISTING TRAFFIC ANALYSIS RESULTS

Bluetooth Origin-Destinations

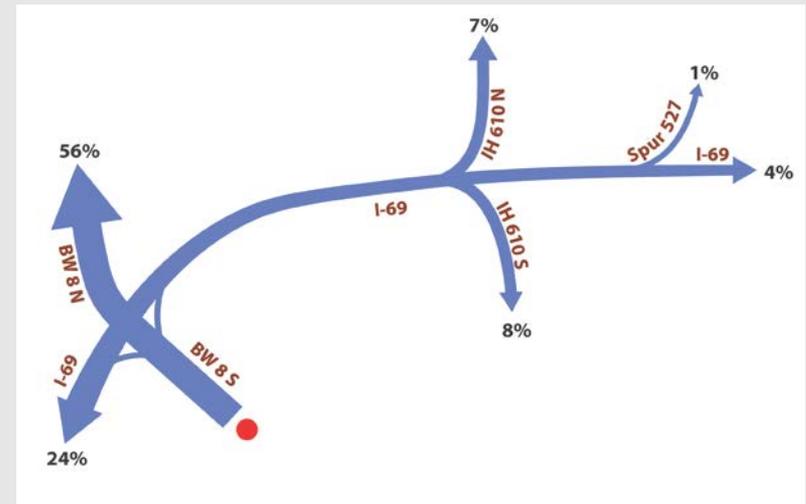
Destination from I-69 (South of BW 8)



Destination from BW 8 (North of I-69)



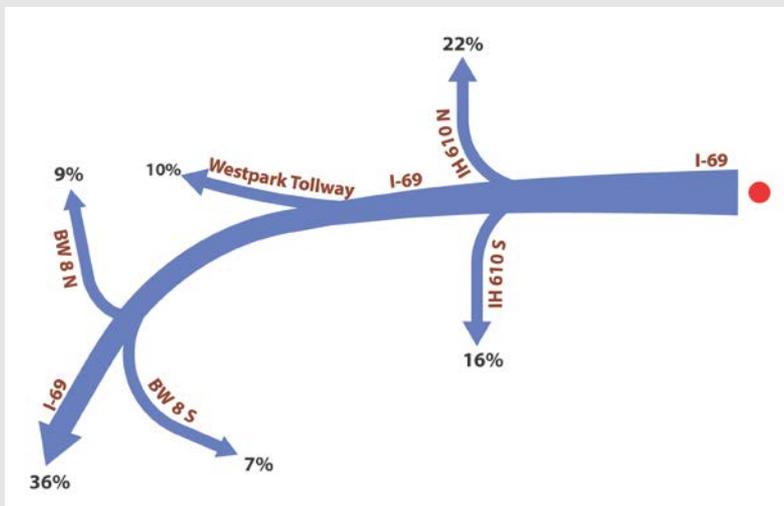
Destination from BW 8 (East of I-69)



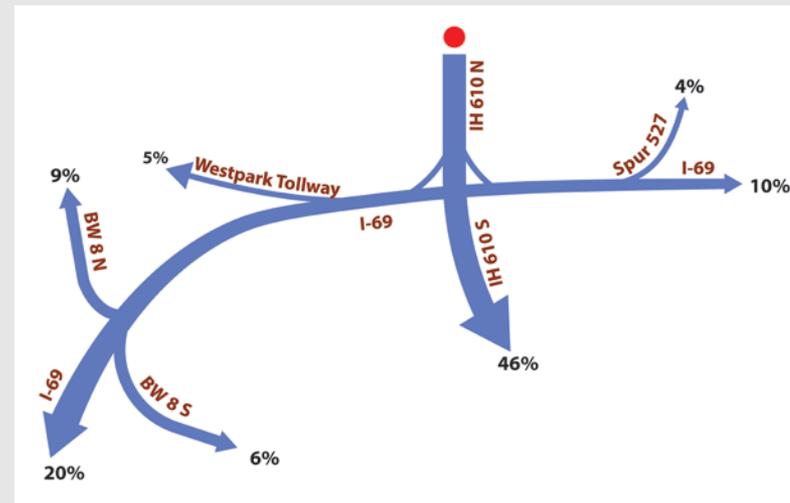
EXISTING TRAFFIC ANALYSIS RESULTS

Bluetooth Origin-Destinations

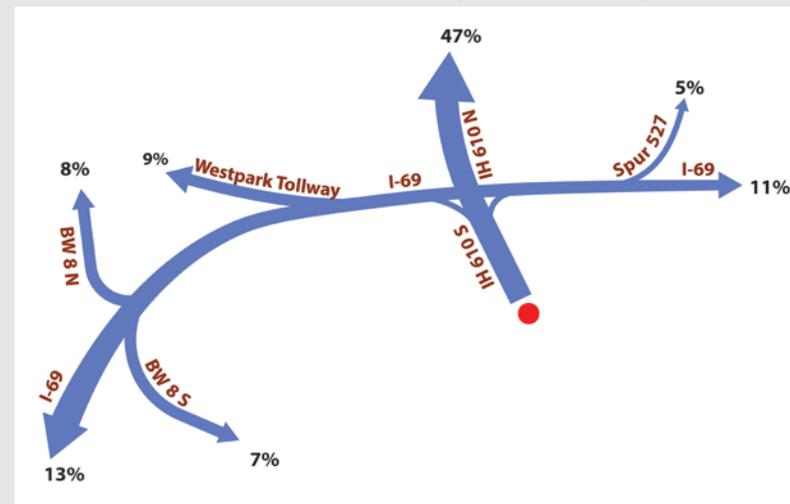
Destination from SH 288 (East of Spur 527)



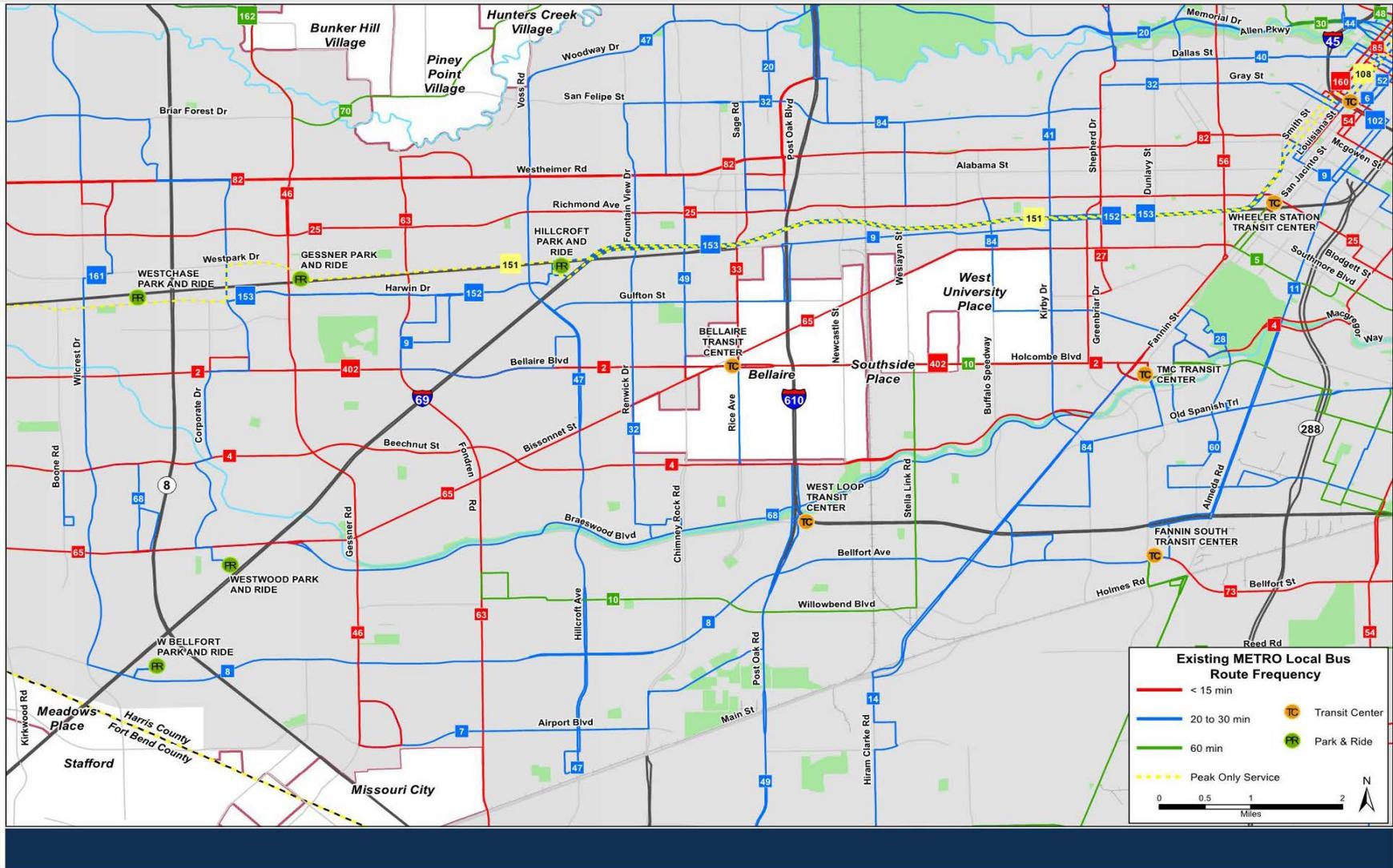
Destination from IH 610 (North of I-69)



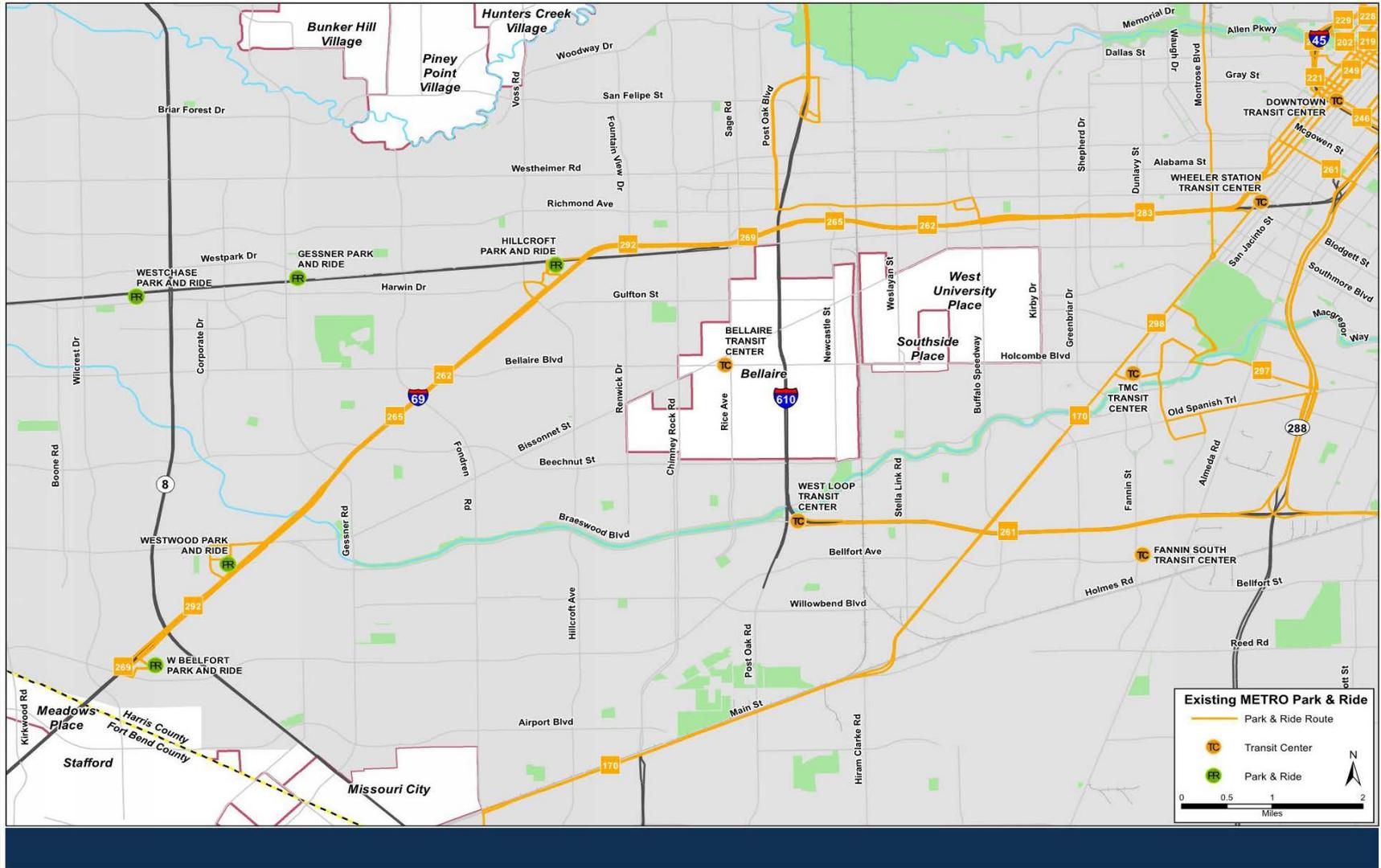
Destination from IH 610 (South of I-69)



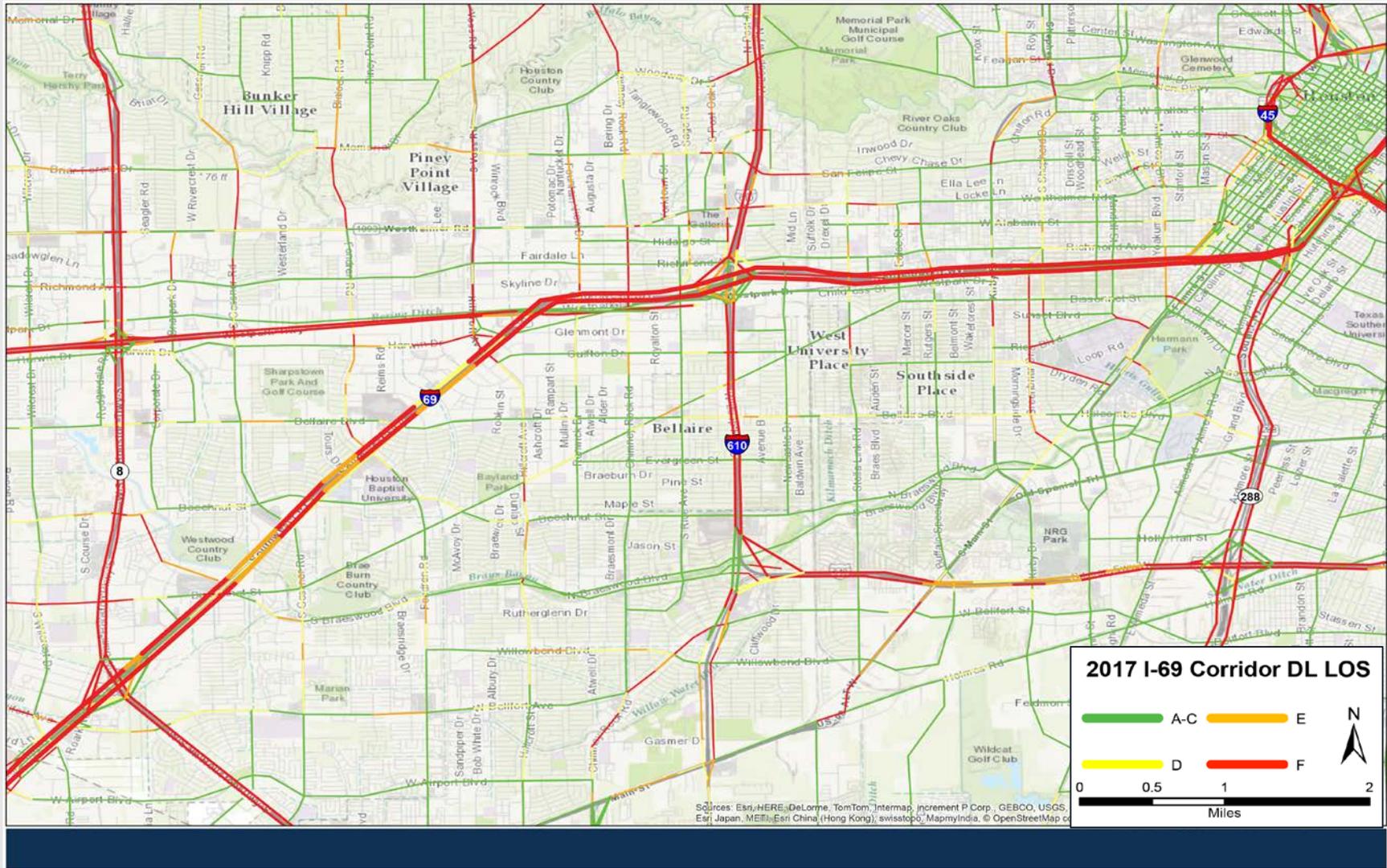
EXISTING TRANSIT – LOCAL ROUTES



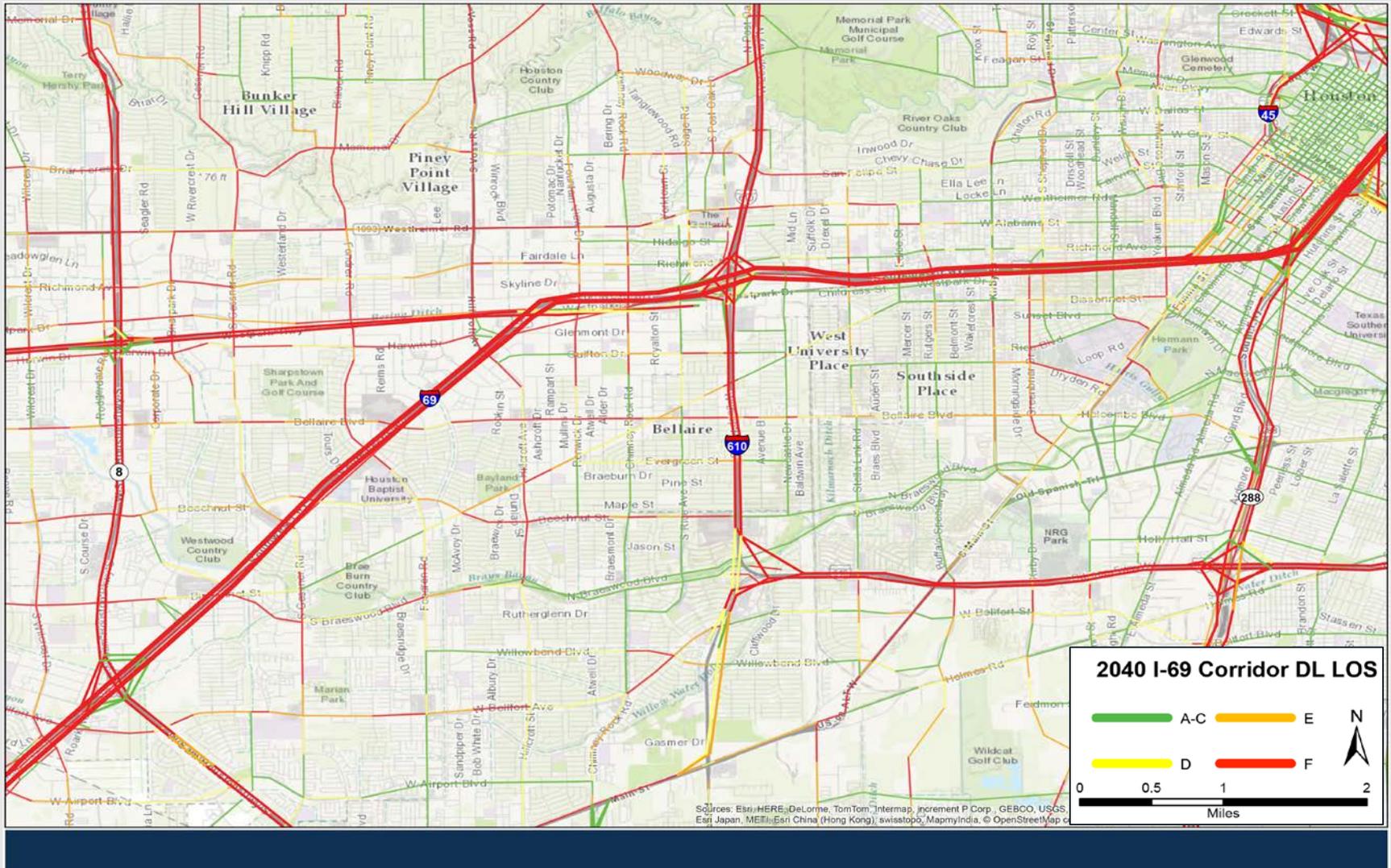
EXISTING TRANSIT – PARK & RIDE ROUTES



TRAVEL DEMAND MODELING - 2017



TRAVEL DEMAND MODELING - 2040



QUESTIONS AND DISCUSSION

- Please Fill Out the Survey
- Questions on Study or Process ?



WHO TO CONTACT ?

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