Texas Department of Transportation

FM 1960 ACCESS MANAGEMENT STUDY

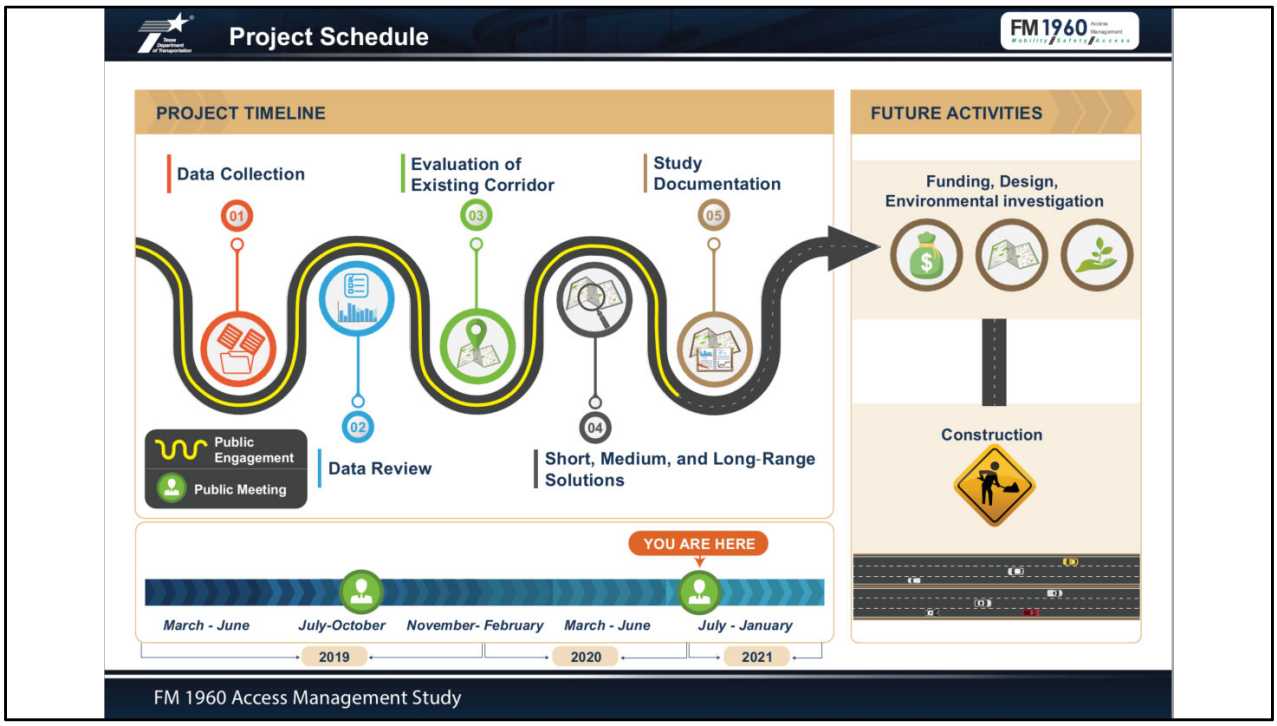
Virtual Public Meeting

This is the second Public Meeting regarding the FM 1960 Access Management Study conducted by the Texas Department of Transportation.

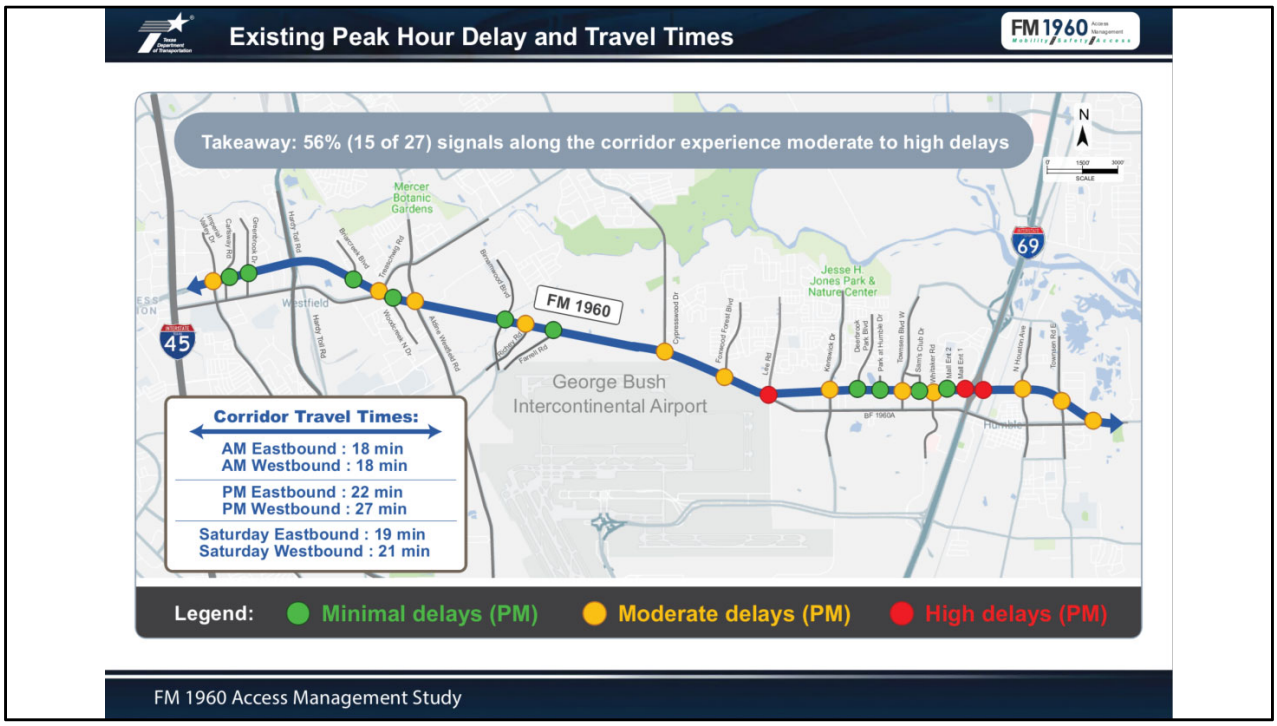
This meeting is being conducted virtually due to COVID impacts and restrictions.

Script: “Welcome to the Texas Department of Transportation Houston District’s virtual public meeting for the FM 1960 Access Management Study…from East Gatewick to FM 1960 Business. We invite you to sign in and complete the brief form. Then… simply press ‘Enter’ to learn more about the project and proposed improvements.”

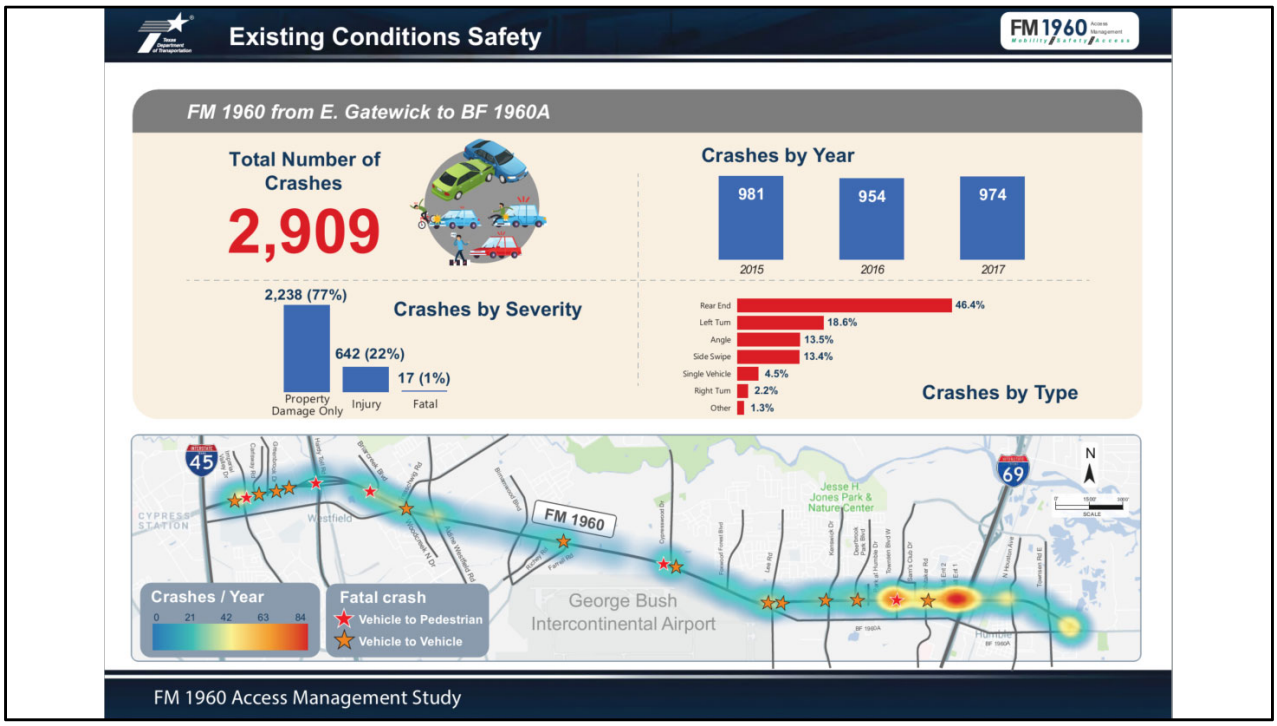
Script: "The purpose of this project is to improve safety and mobility, reduce crashes and congestion, upgrade pedestrian and bicyclist accommodations, *and* improve business-access along the corridor."



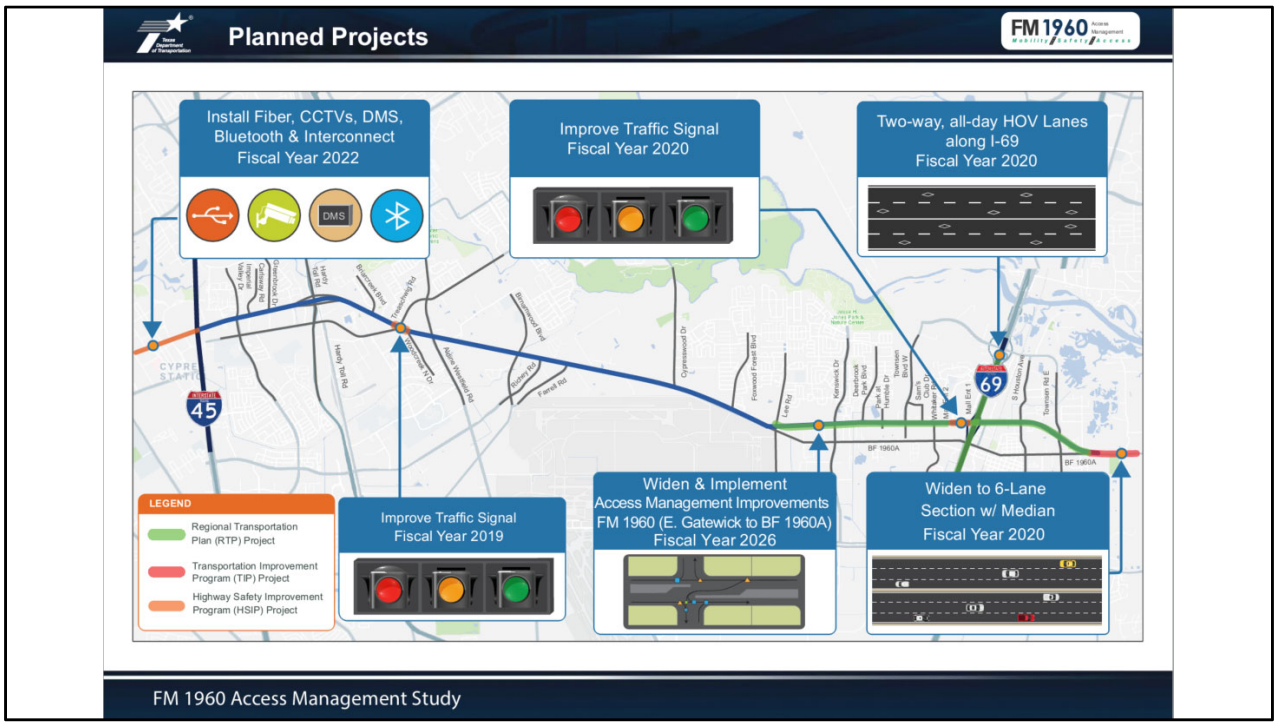
Script: “To recap...TxDOT began the FM 1960 Access Management Project in March of 2019. The project team collected data and evaluated current conditions. Their findings were summarized and presented in the first round of public meetings in October 2019 where TXDOT asked for the public’s feedback on corridor concerns.
The public’s feedback helped us to develop short, medium, and long-range solutions that will be presented in this follow-up virtual public meeting.”



Script: “Now, let’s talk about level of service, or how well traffic flows along the corridor today.
Level of service of the study area intersections is illustrated using colored circles. Green circles indicate minimal delays... yellow circles, moderate delays... and red circles, high delays.
56% of intersections along the corridor experience moderate to high delays. Most notable are the intersections at Lee Road and I-69 frontage roads which experience high delays.
Travel times along the corridor range from 18 minutes in the morning to 27 minutes in the evening.”

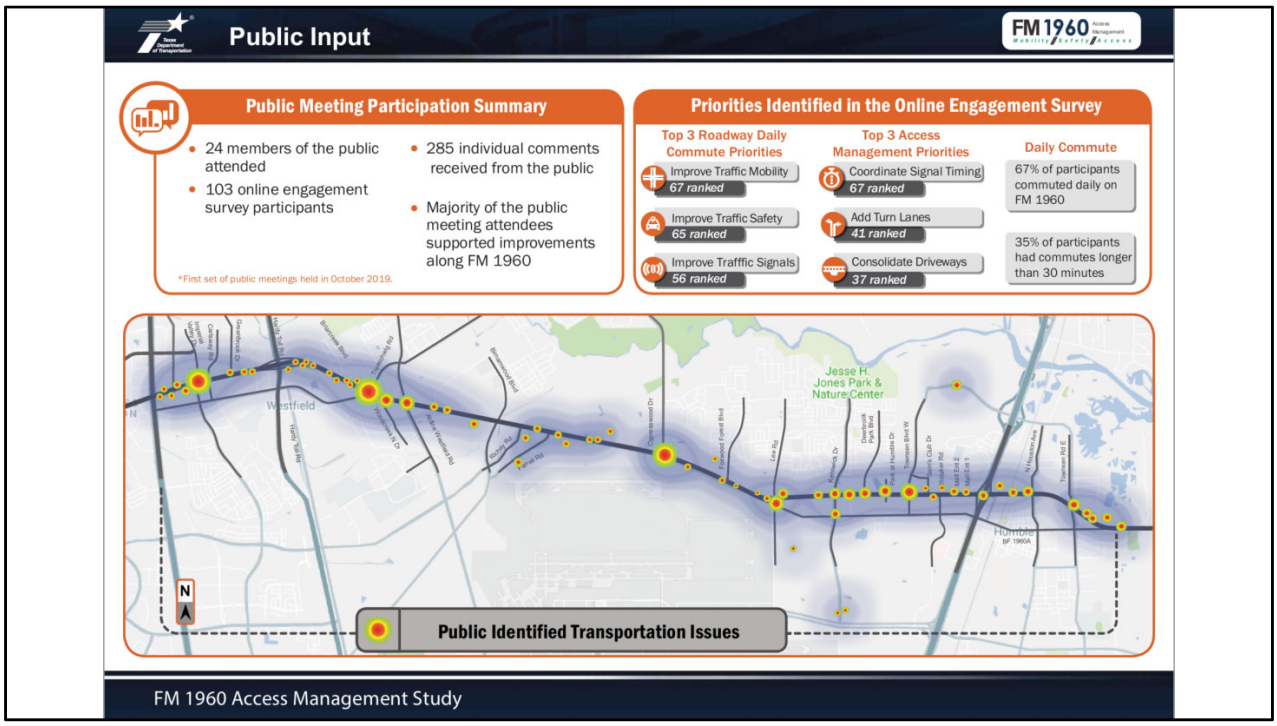


Script: “Crashes were analyzed along the FM 1960 corridor from 2015 to 2017. The charts on the top portion of the page show important safety characteristics pertaining to the corridor. Within the three-year period, 3,000 crashes happened along the study corridor, an average of about 1,000 every year. The majority of crashes occurred between Townsen Blvd and I-69.
642 crashes resulted in varying degrees of injuries with 2,300 crashes causing property damage only.
Five of the 17 fatalities involved pedestrians.
The map in the bottom half of the page illustrates how crashes are concentrated on the corridor and where fatal crashes occurred. The darkest red bubbles represent the highest crash locations while the red and orange stars represent vehicle to pedestrian, and vehicle to vehicle fatal crashes, respectively. As you can see the segment from Townsen Boulevard to I-69, near the Deerbrook Mall has the highest crash frequency.”

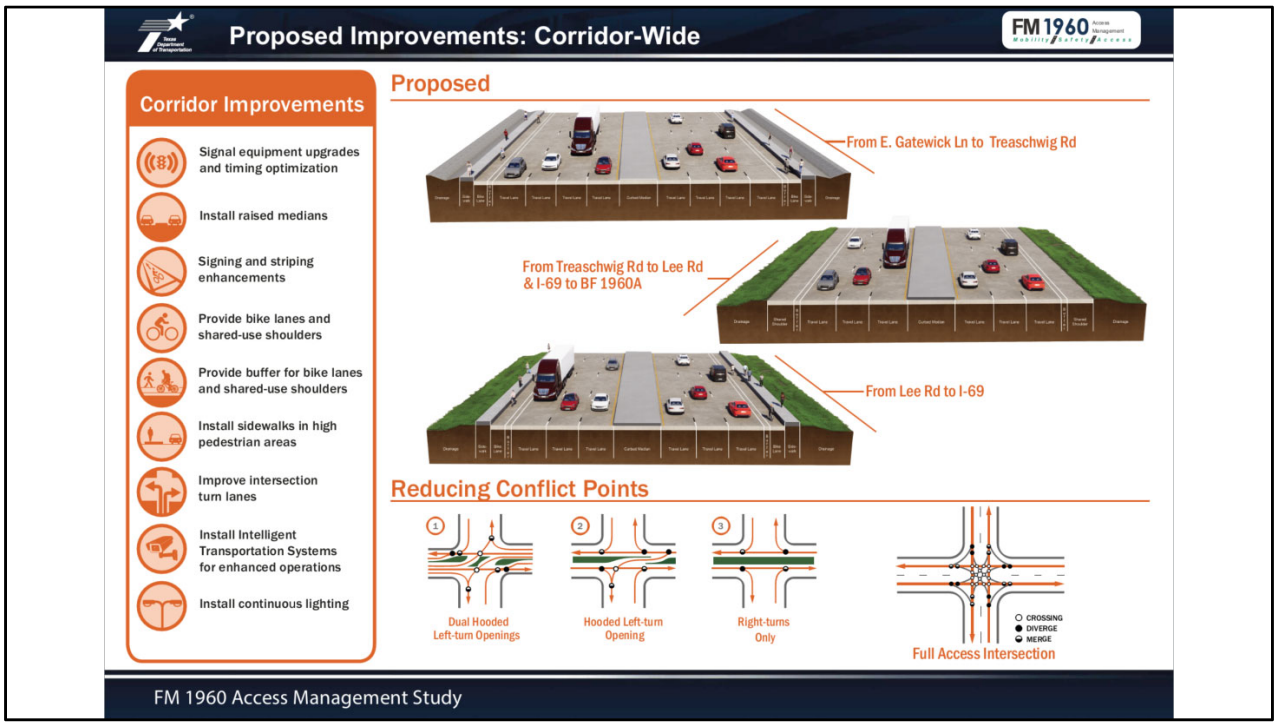


Script: "TxDOT has planned a number of improvements along and near the FM 1960 corridor. Some of the projects include the traffic signal improvements at Denton Road and Treaschwig Road, HOV lanes along I-69, 6-lane widening of FM 1960 to the east of I-69, and access management improvements along FM 1960 between E Gatewick and FM 1960 Business."

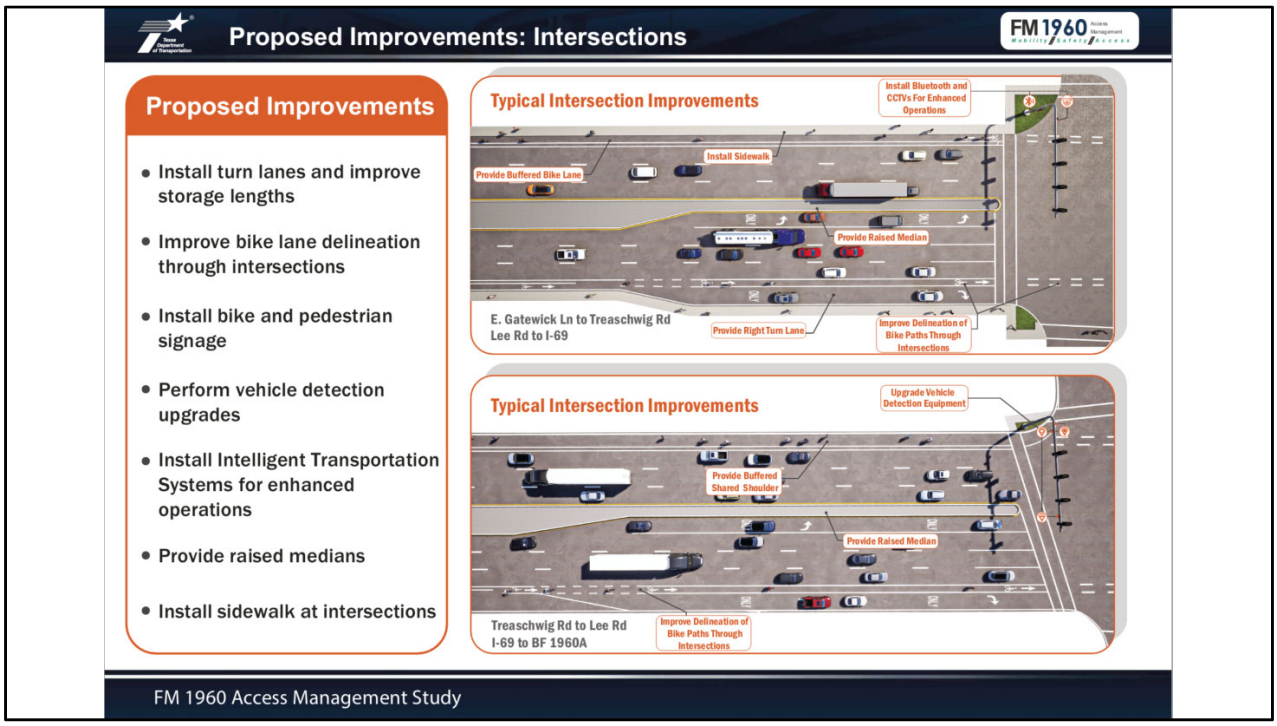
Script: "The FM 1960 Study corridor is 11-mile-long from East Gatewick to FM 1960 Business. There are 27 signalized intersections along this stretch, with the number of lanes varying from 9 between E Gatewick and Treaschwig Rd to 7 between Treaschwig Rd and FM 1960 Business. The posted speeds along FM 1960 in this section range from 35 to 55 mph."



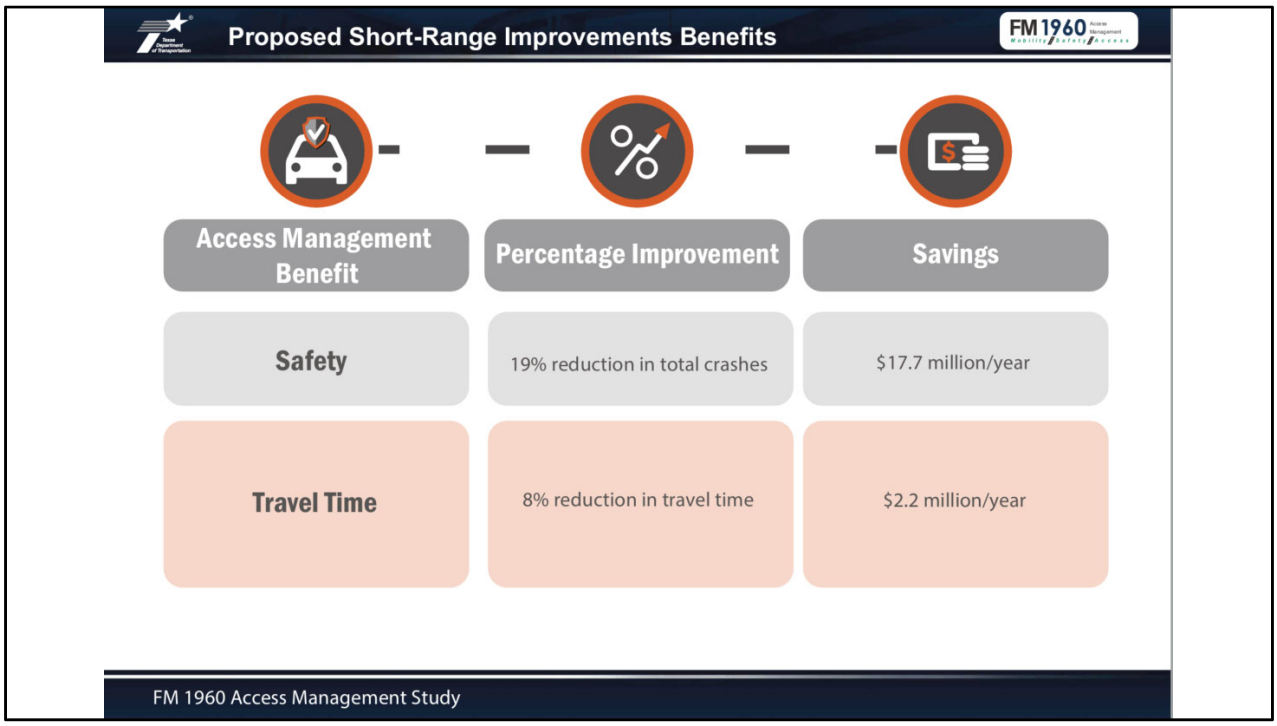
Script: "Public input received at the first round of public meetings in October 2019 was considered in developing the short, medium and long-range solutions. 127 participants provided 285 individual comments, with a majority of them supporting improvements along FM 1960. Priorities identified by the public included: *improving traffic mobility, improving and coordinating traffic signals, improving safety, adding turn lanes and consolidating driveways.*
The map illustrates locations where participants identified transportation issues."



Script: “Proposed corridor-wide improvements focus on: reducing traffic conflicts, improving traffic messaging, accommodating bicyclist and pedestrian traffic, and providing street lighting to improve corridor safety. The improvements will also enhance traffic signal synchronization to improve traffic operations.”

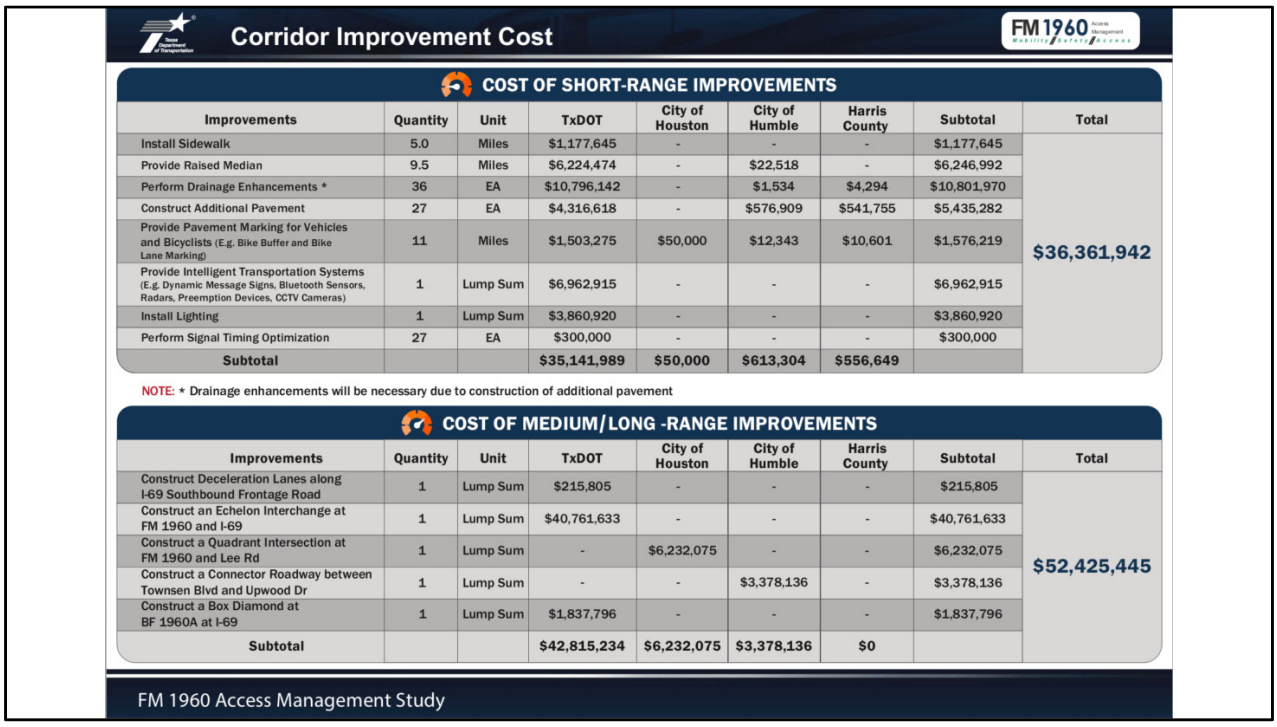


Script: "Corridor-wide intersection improvements include pedestrian and bicyclist infrastructure, turn lane additions or extensions, raised medians, and upgraded traffic signal equipment."



Script: “Detailed data analyses supported safety and travel time benefits with the proposed improvements.
In terms of safety, total crashes will be reduced by 19%, resulting in savings of $18 million per year. A $2.2 million dollar cost savings would also be realized along with a 8% reduction in travel time.”

Script: ” The study team also developed medium and long-range project opportunities needing further detailed study. Potential improvements include: consolidation of driveways, side street enhancements, innovative intersection/interchange concepts, and improved roadway connectivity.”



Corridor Improvement Cost

FM 1960

COST OF SHORT-RANGE IMPROVEMENTS

Improvements	Quantity	Unit	TxDOT	City of Houston	City of Humble	Harris County	Subtotal	Total
Install Sidewalk	5.0	Miles	$1,177,645	-	-	-	$1,177,645	$36,361,942
Provide Raised Median	9.5	Miles	$6,224,474	-	$22,518	-	$6,246,992	
Perform Drainage Enhancements *	36	EA	$10,796,142	-	$1,534	$4,294	$10,801,970	
Construct Additional Pavement	27	EA	$4,316,618	-	$576,909	$541,755	$5,435,282	
Provide Pavement Marking for Vehicles and Bicyclists (E.g. Bike Buffer and Bike Lane Marking)	11	Miles	$1,503,275	$50,000	$12,343	$10,601	$1,576,219	
Provide Intelligent Transportation Systems (E.g. Dynamic Message Signs, Bluetooth Sensors, Radars, Preemption Devices, CCTV Cameras)	1	Lump Sum	$6,962,915	-	-	-	$6,962,915	
Install Lighting	1	Lump Sum	$3,860,920	-	-	-	$3,860,920	
Perform Signal Timing Optimization	27	EA	$300,000	-	-	-	$300,000	
Subtotal			**$35,141,989**	**$50,000**	**$613,304**	**$556,649**		

NOTE: * Drainage enhancements will be necessary due to construction of additional pavement

COST OF MEDIUM/LONG -RANGE IMPROVEMENTS

Improvements	Quantity	Unit	TxDOT	City of Houston	City of Humble	Harris County	Subtotal	Total
Construct Deceleration Lanes along I-69 Southbound Frontage Road	1	Lump Sum	$215,805	-	-	-	$215,805	$52,425,445
Construct an Echelon Interchange at FM 1960 and I-69	1	Lump Sum	$40,761,633	-	-	-	$40,761,633	
Construct a Quadrant Intersection at FM 1960 and Lee Rd	1	Lump Sum	-	$6,232,075	-	-	$6,232,075	
Construct a Connector Roadway between Townsen Blvd and Upwood Dr	1	Lump Sum	-	-	$3,378,136	-	$3,378,136	
Construct a Box Diamond at BF 1960A at I-69	1	Lump Sum	$1,837,796	-	-	-	$1,837,796	
Subtotal			**$42,815,234**	**$6,232,075**	**$3,378,136**	**$0**		

FM 1960 Access Management Study

Script: "Construction costs of these improvements were estimated in improvement category and responsible agency as shown in the tables. The total cost of proposed short-range improvements is about $36 million, while the total cost of proposed medium/long-range improvements is approximately $52 million."

Submit Comments

By Mail

TxDOT Houston District
Public Information Office
7600 Washington Avenue
Houston, TX 77007

By Email

fm1960-accessmanagement@txdot.gov

By Phone

(713) 802-5077

Comment Card

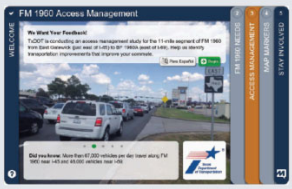
1. Visit www.txdot.gov,
2. Search FM 1960 Access
3. Download and fill out the comment card, and mail or email it to us.

Comments must include the project numbers (1685-03-104; 1685-02-052) and be postmarked or submitted electronically by Tuesday, September 8, 2020.

Next Steps

We Need Your Help!

Take the online survey here and then share with others



Online survey is available on the FM 1960 project webpage at www.txdot.gov and Search: FM 1960 Access Management

Contact Us

Public Information Office

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Houston, TX 77007

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fm1960-accessmanagement@txdot.gov

You can also scan this Quick Response (QR) code with your phone/tablet to access