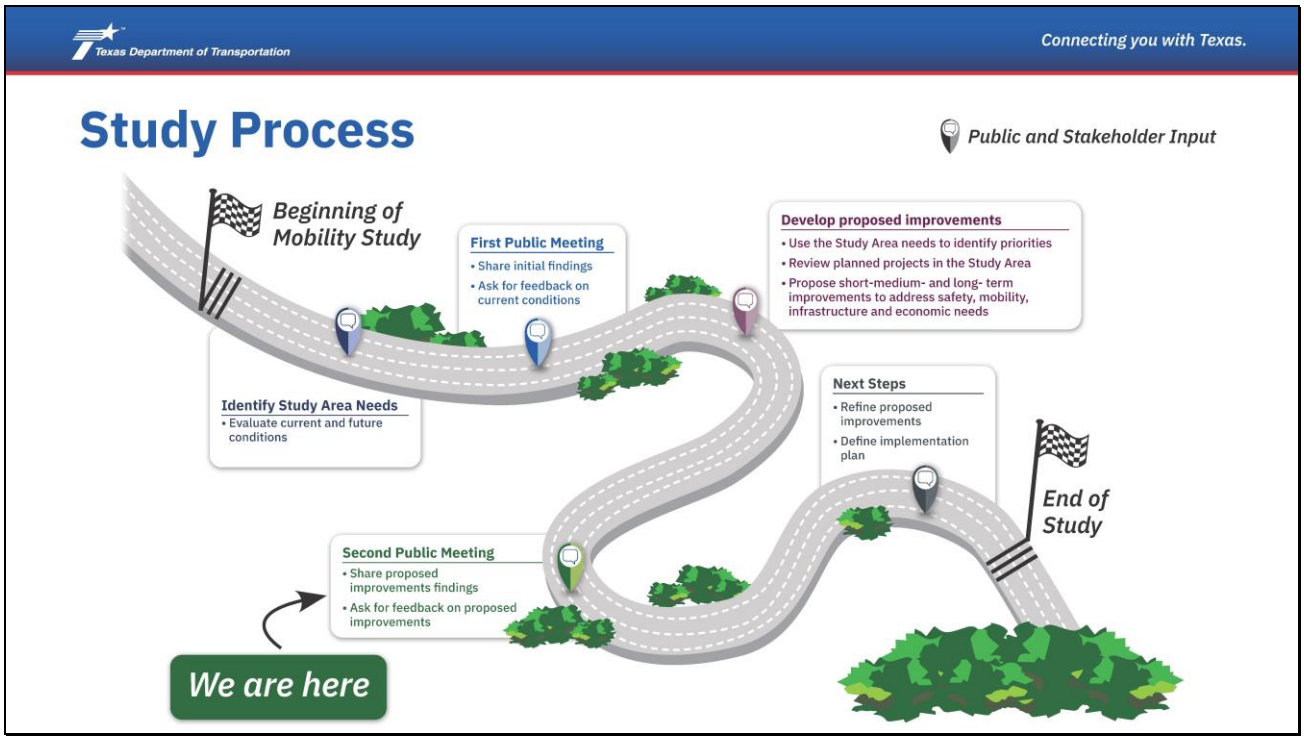
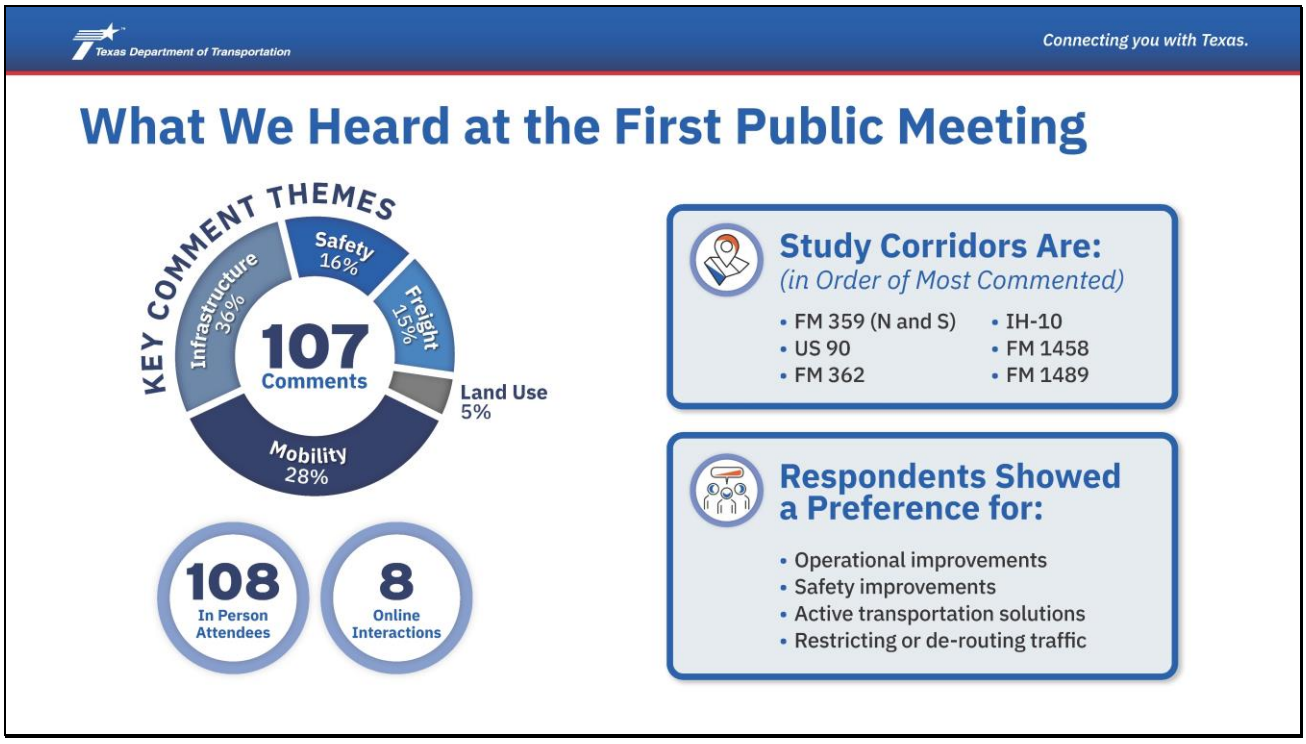
The Texas Department of Transportation Houston District welcomes you to this virtual public meeting, held in conjunction with an in-person open house. This presentation is pre-recorded and provides an overview of the Brookshire–Pattison Mobility Study.

This virtual presentation is available starting Oct. 15, 2025. An in-person open house will take place on October 16, 2025, at the Royal Early Childhood Center in Pattison, Texas. The purpose of this meeting is to present proposed transportation improvements, respond to public inquiries, and solicit your feedback. Any proposed improvements from this study are anticipated to receive federal funds. As a result, TxDOT is required to assess the potential environmental effects of the proposed improvements in accordance with Federal standards. The assessment process is called the National Environmental Policy Act, otherwise known as NEPA.

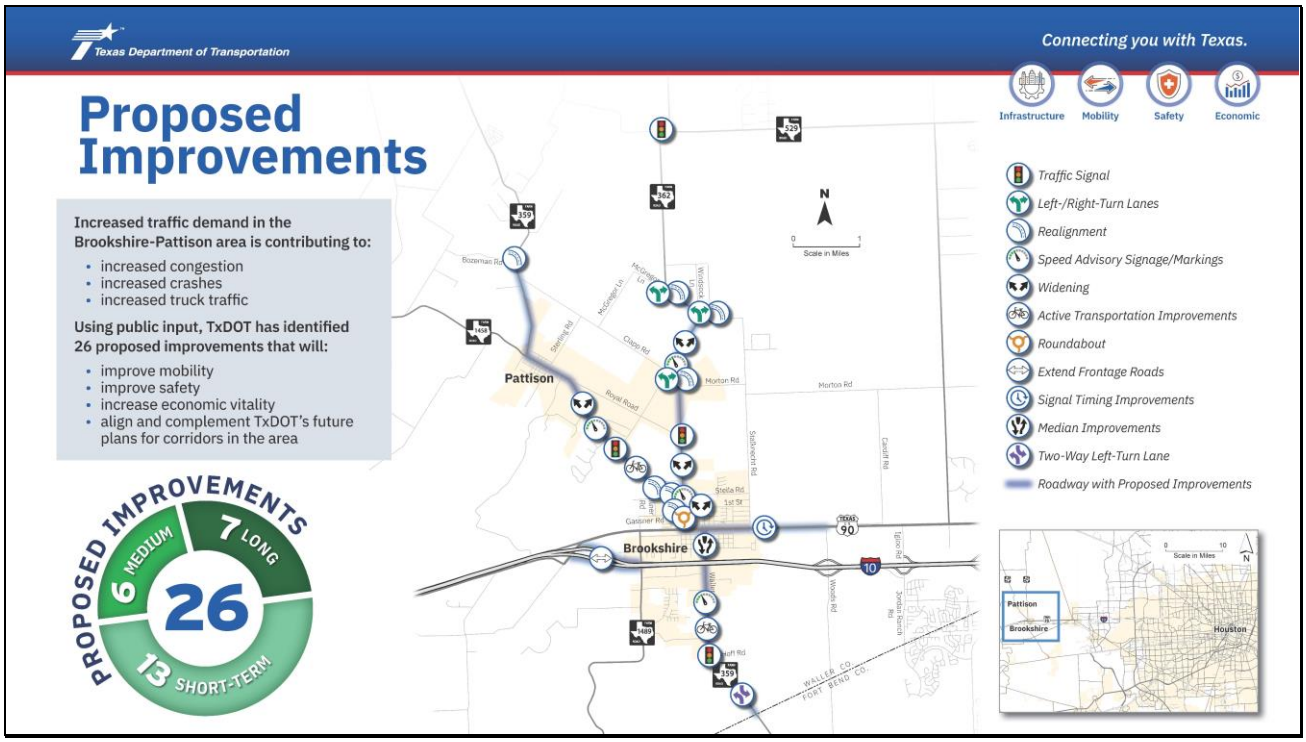
The Brookshire–Pattison area is experiencing significant growth, which brings several transportation challenges. These include increasing population and new developments, crash risks that exceed the state average, rising volumes of truck traffic, and limited roadway connectivity. This study aims to address these issues by identifying transportation and community investment opportunities, evaluating short-, mid-, and long-term improvements, and enhancing safety, mobility, and sustainability to support continued residential and economic development.



The study began with an assessment of existing and future conditions within the area. During the initial public meeting, preliminary findings were shared, and community input was collected. At this second meeting, we are presenting proposed improvements developed in the earlier phases and requesting your feedback. Following this phase, the study team will refine the proposals, establish priorities, and develop an implementation plan. The study is expected to conclude in Winter 2025. Public and stakeholder input remains essential throughout this process.

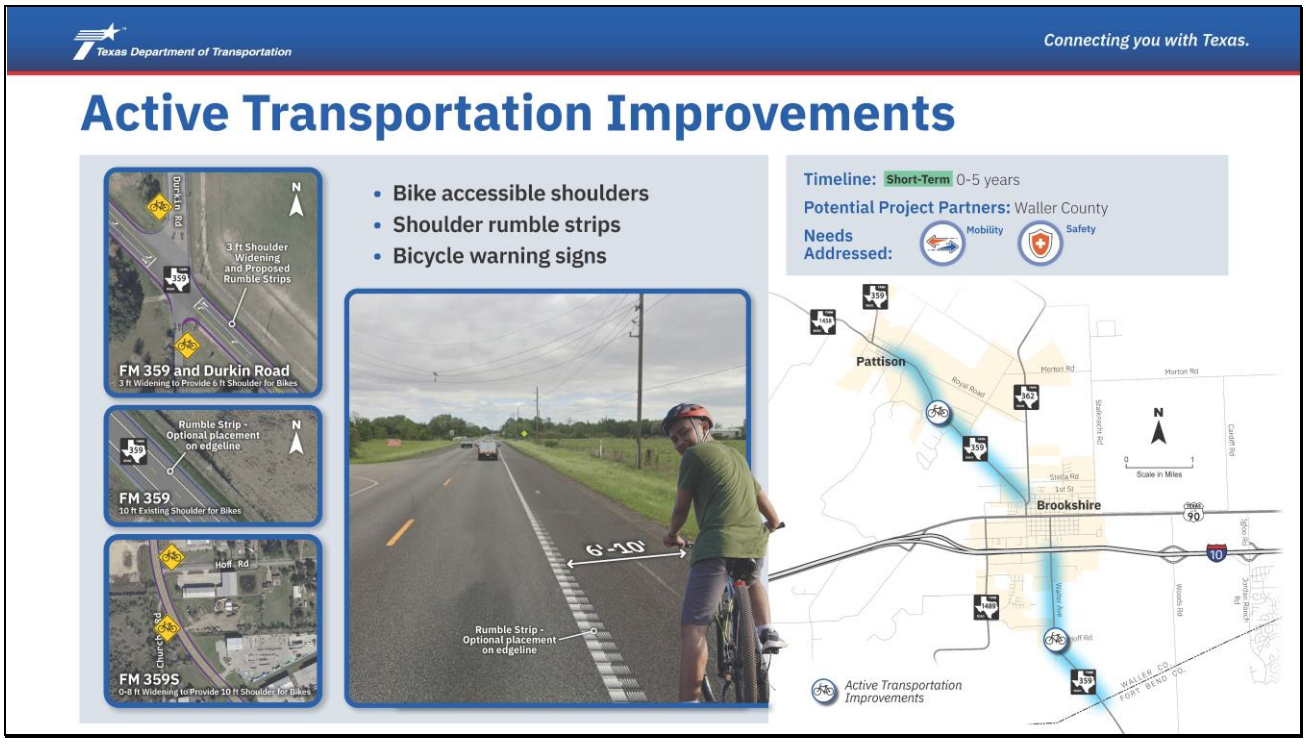


During the first public meeting, TxDOT received substantial input from the community, including 108 in-person comments, 107 written submissions, and 8 online interactions. The corridors most frequently mentioned included FM 359, US 90, and FM 362, followed by IH-10, FM 1458, and FM 1489. Participants expressed strong interest in safety and operational enhancements, active transportation options, and traffic management strategies. The comments were analyzed into themes and: 36 percent of comments focused on infrastructure, 28 percent on mobility, 16 percent on safety, 15 percent on freight, and 5 percent on land use. This input directly informed the proposed improvements presented today.



TxDOT has identified 26 proposed improvements based on study findings and community feedback. These include Traffic Signal, Left-/Right-Turn Lanes, Realignment, Speed Advisory Signage/Markings, Widening, Active Transportation Improvements, Roundabout, Extending Frontage Roads, Signal synchronization, and Medians and Two-Way Left-Turn Lane access management.

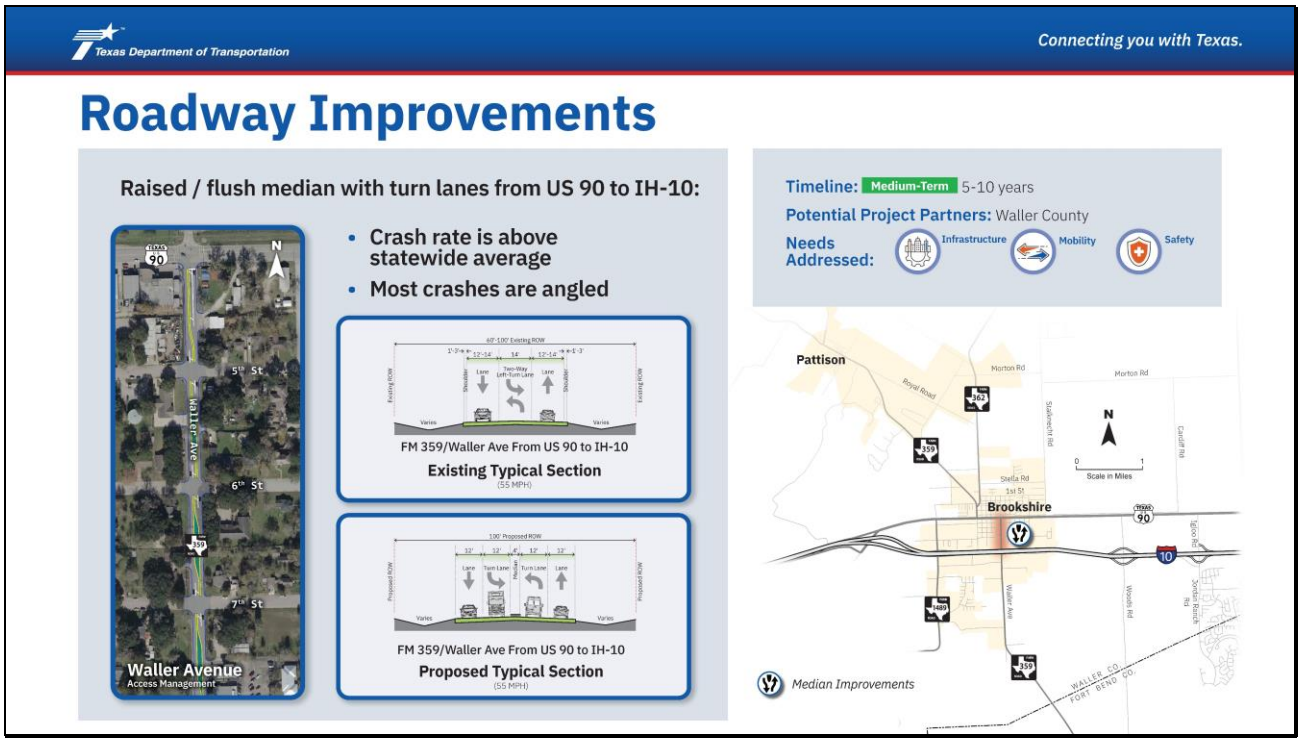
These proposed improvements are categorized by implementation timeframe: 13 short-term improvements within 5 years, 6 mid-term improvements within 5 to 10 years, and 7 long-term improvements extending beyond 10 years. The map uses icons to show where each proposed improvement is located and highlights the affected roadways in blue.



Short-term active transportation improvements were proposed to improve safety and mobility for non-motorized road users, namely bicyclists and pedestrians. These include widened bike-accessible shoulders, rumble strips where appropriate, and bicycle warning signage. The locations of each improvement are shown on the map to the right.

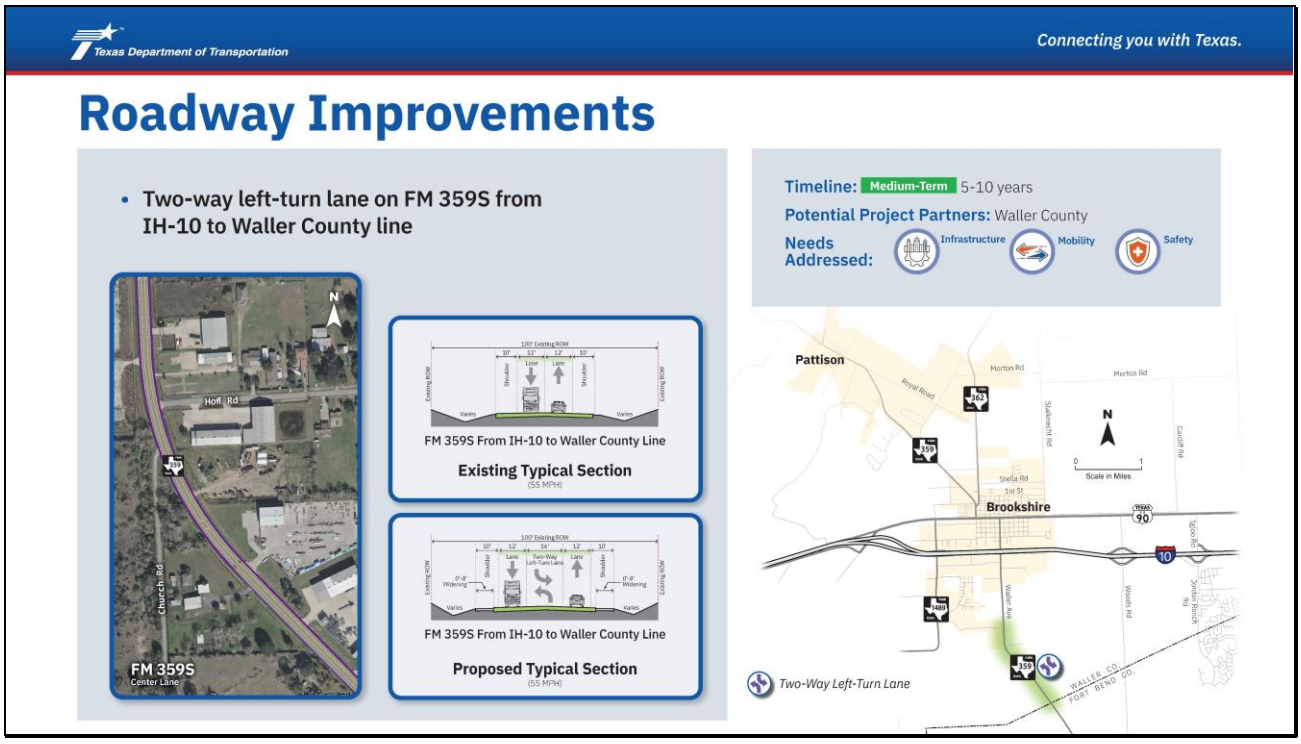
The project team also proposed short-term improvements to enhance roadway safety and operational efficiency. These include speed advisory signage and pavement markings, chevron alignment and curve warning signs, and improved traffic signal coordination. The example shows speed advisory markings—a visual technique used to encourage drivers to reduce speed when approaching curves. The map to the right shows the locations of the safety and operational improvements.

Intersection upgrades are a major focus of the study to enhance traffic flow, reduce frequency and severity of crashes, and improve visibility. Proposed improvements include realignment of skewed intersections, addition of left- and right- turn lanes, and installation of traffic signals and roundabouts. The map in the center shows the location of each of these improvements. We proposed improvements to address the issues at the locations that were identified by the public. Each proposed improvement is prioritized based on feasibility and need, and then categorized by implementation timeframe.

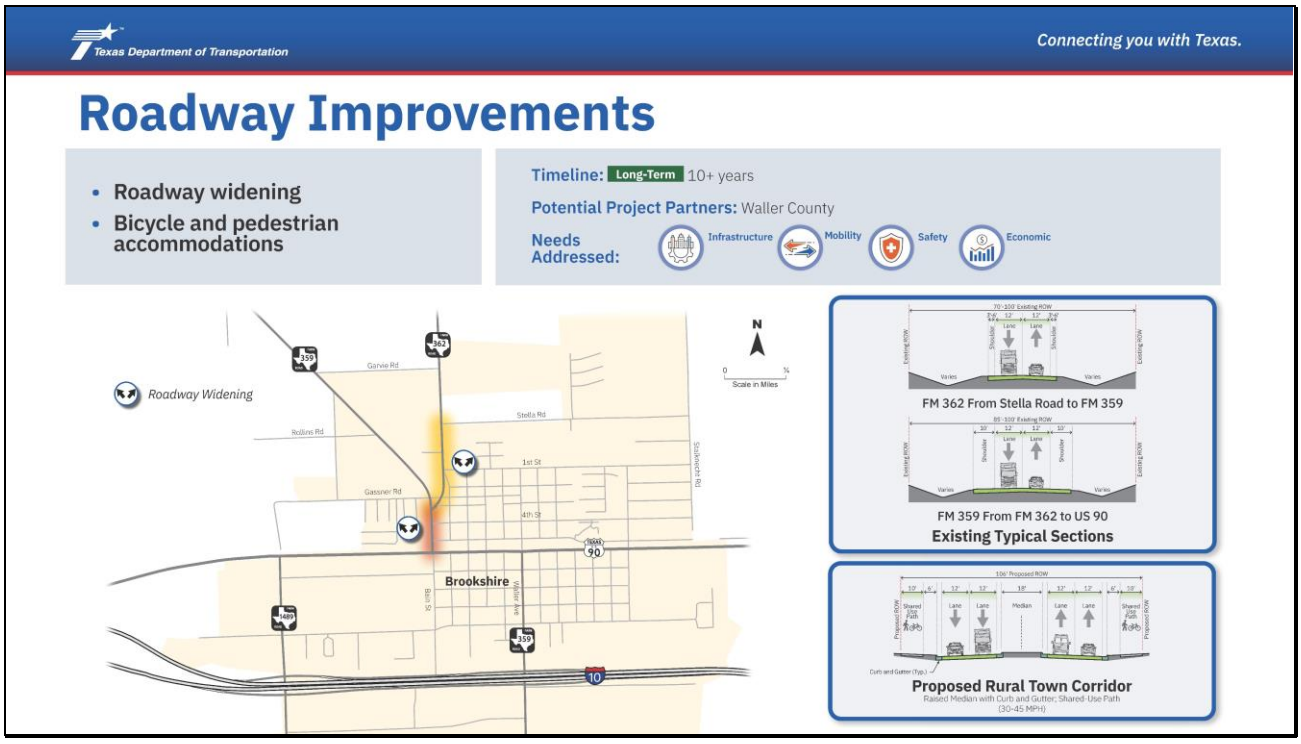


The segment on Waller Avenue between US 90 and IH 10 frontage road is experiencing a higher-than-statewide crash rate, and angled collisions are the major crash type. A 6-inch mountable concrete raised median, and a diagonal-striped flush median are alternative treatments for this segment. An example of the existing and proposed typical sections with raised medians is shown here.

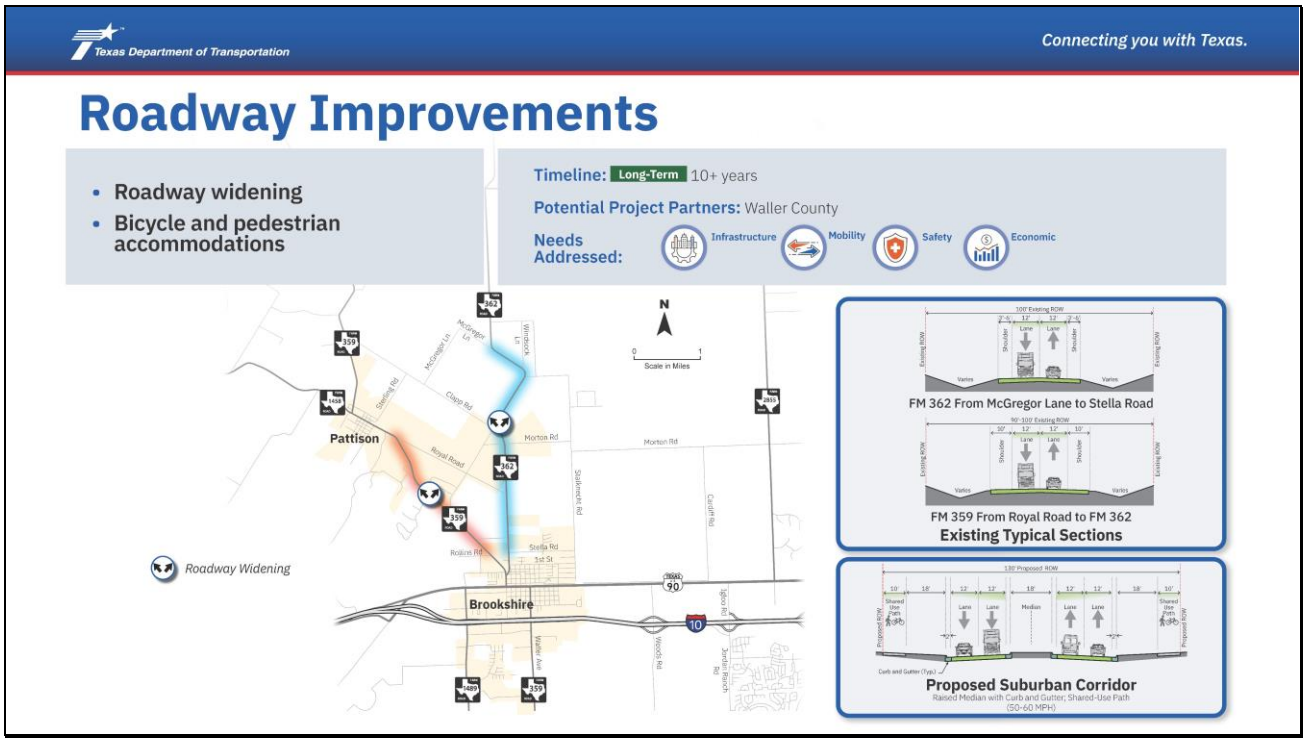
The raised median is a proven and effective traffic safety measure that significantly prevents angled collisions, while the flush median can help reduce the risk of angled collisions, but it is not as effective as raised medians. The project team is soliciting public input on the two alternatives.



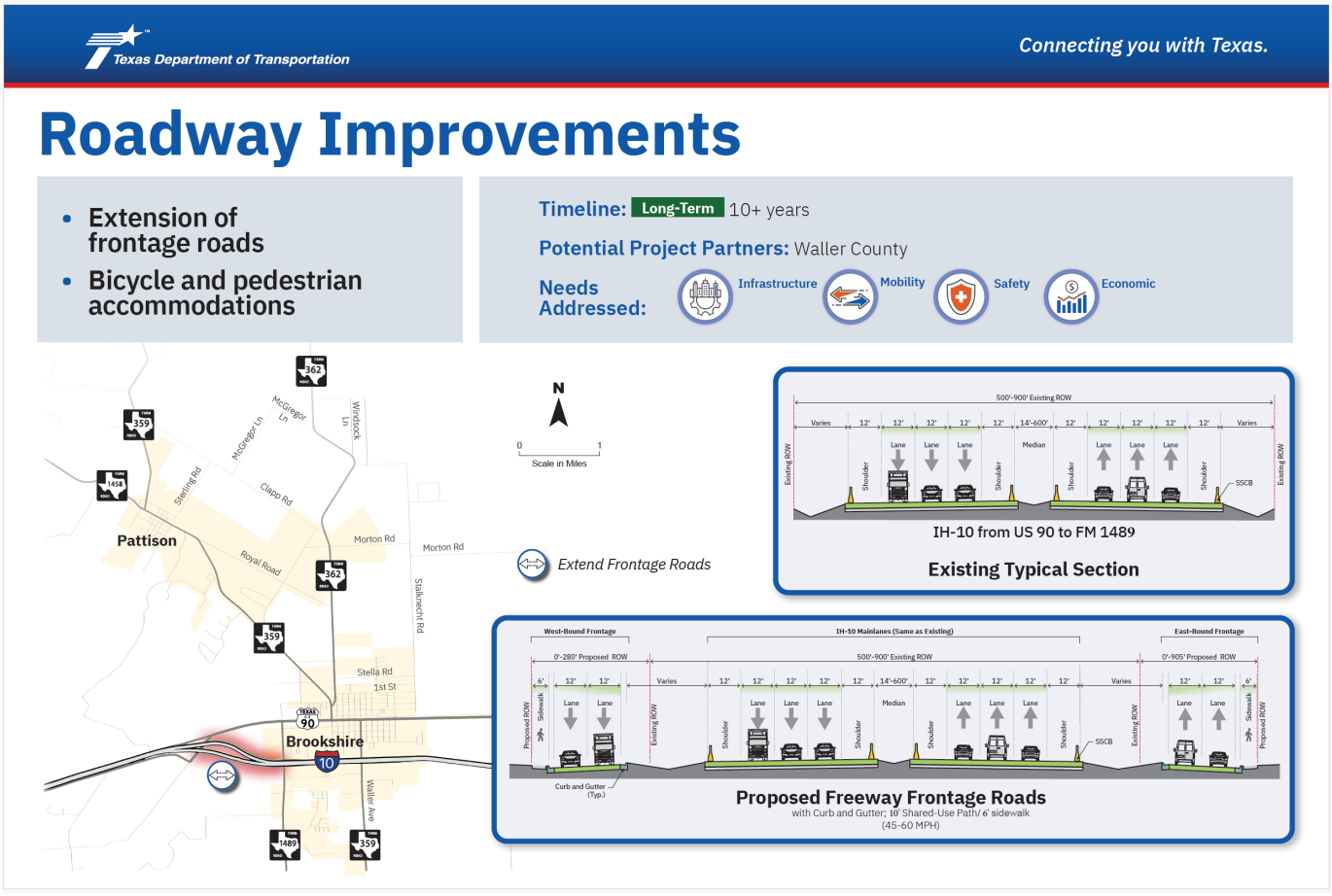
Another medium-term improvement includes a two-way-left-turn lane along FM 359 South, from IH-10 frontage road to the Waller/Fort Bend County line. This dedicated lane is proposed to separate left-turn traffic from the through movement traffic, so as to improve traffic operation and safety. The two-way-left-turn lane is recommended for suburban roadways that have lower than 20,000 vehicle per day and low to moderate demands for left-turns. The proposed design also includes shoulder widening of up to 8 feet. Both existing and proposed roadway typical sections are shown here.



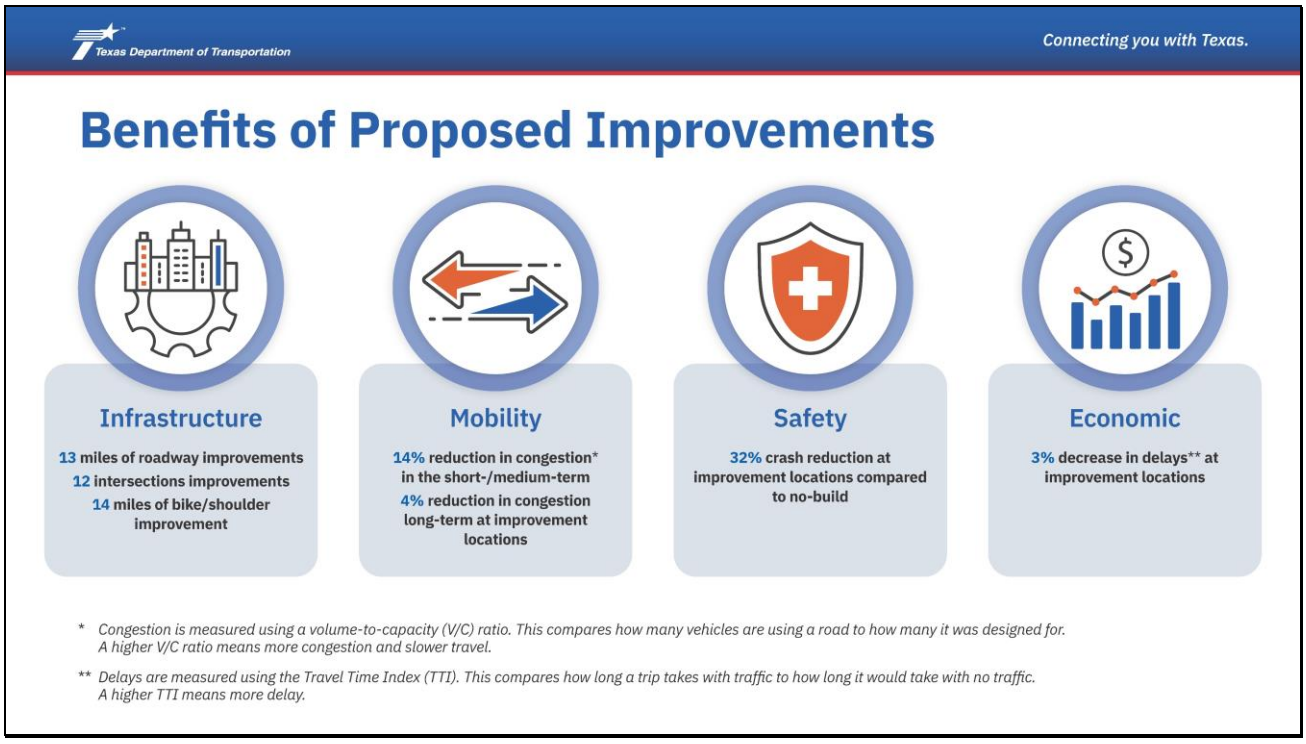
Long-term improvements include roadway widening with multimodal accommodations. The map shows highlights FM 362 from Stella Road to FM 359, and FM 359 from FM 362 to US 90, where the proposed corridor design features a raised median with curb and gutter, and shared-use paths for bicycles and pedestrians.



For FM 362 from McGregor Lane to Stella Road and FM 359 from Royal Road to FM 362, the proposed corridor design includes a raised median, curb and gutter, and shared-use paths. The existing roadway sections for FM 362 and FM 359 are shown here, alongside the proposed suburban corridor.



The project team also proposes extending IH 10 frontage roads from US 90 to FM 1489. These would include curb and gutter, sidewalks, and shared-use paths for bicyclists and pedestrians. The slide presents the existing freeway sections are shown here alongside the proposed frontage road.



The proposed improvements offer benefits across infrastructure, mobility, economic development, and safety.

To address infrastructure needs the study proposes approximately 13 miles of roadway upgrades, improvements at 12 key intersections, and 14 miles of enhanced bicycle and shoulder facilities. These investments support multimodal access and long-term connectivity.

To address mobility needs the improvements are projected to reduce congestion by 14 percent in the short- and medium-term, with a 4 percent reduction in the long term at targeted locations.
For economic development, the proposed changes are expected to result in a roughly 3 percent decrease in travel delays at improvement sites, which help support freight movement and regional growth.

And most importantly, from a safety perspective, the improvements are anticipated to reduce crash rates by 32 percent at identified locations compared to a no-build scenario.

Proposed Improvements Implementation and Cost

Type of Improvement	Improvement Location COSTS:	Total Estimated	TxDOT	Waller County	City of Brookshire	City of Pattison	Total
Intersection Improvements	FM 362 and Royal Rd	$589,000		$589,000			
	FM 362 and 1st St/Franklin St	$47,000			$47,000		
	FM 362 and FM 529	$314,000	$314,000				
	FM 359 and Durkin Rd	$672,000		$672,000			
	FM 359S and Hoff Rd	$340,000		$340,000			
	FM 359 and Gassner Rd	$26,000	$26,000				
	FM 359 and FM 362 (Traffic Signal)	$637,000	$637,000				
Ped/Bike Improvements	Bike Accessible Shoulders - FM 359	$345,000	$345,000				
	Bike Accessible Shoulders - FM 359S	$110,000	$110,000				
Safety Signing and Pavement Marking	Speed advisory along FM 359 From Bozeman Rd to Rollins Rd	$25,000	$25,000				
	Speed advisory - Downtown Brookshire	$15,000	$15,000				
	Speed advisory along FM 362 From McGregor Ln to Stella Rd	$31,000	$31,000				
	Speed advisory along FM 359S From Hovas Ln to the Waller County line	$15,000	$15,000				
Operational Improvements	Signal Timings - US 90	$143,000	$143,000				
	TOTAL SHORT-TERM IMPROVEMENTS	**$3,309,000**	**$1,661,000**	**$1,601,000**	**$47,000**	**-**	**$3.3M**
Intersection Improvements	FM 362 and Clapp Rd	$908,000				$908,000	
	FM 362 and McGregor Ln	$751,000		$751,000			
	FM 362 and Windsock Ln	$466,000		$466,000			
	FM 359 and Kellner Rd	$784,000			$784,000		
Roadway Widening/ New Roadway	FM 359S Center Lane	$1,915,000	$1,915,000				
Operational Improvements	FM 359/Waller Ave From US 90 to IH-10	$382,000	$382,000				
	TOTAL MEDIUM-TERM IMPROVEMENTS	**$5,206,000**	**$2,297,000**	**$1,217,000**	**$784,000**	**$908,000**	**$5.2M**
Intersection Improvements	FM 359 and FM 362 (Roundabout Alternative)*	*$3,570,000*	$3,570,000				
	FM 359 and FM 362 (Intersection Realignment Alternative)*	$3,914,000	$3,914,000				
	FM 359 and Bozeman Rd	$2,171,000	$2,171,000				
Roadway Widening/ New Roadway	Extend - IH-10 Frontage Road at US 90	$19,199,000	$19,199,000				
	Multimodal widening - FM 362 From Stella Rd to Northern Boundary	$66,526,000	$66,526,000				
	Multimodal widening - FM 359 From Royal Road to FM 362	$33,216,000	$33,216,000				
	Multimodal widening - FM 362 From Stella Road to FM 359	$4,566,000	$4,566,000				
	Multimodal widening - FM 359 From FM 362 to US 90	$2,126,000	$2,126,000				
	TOTAL LONG-TERM IMPROVEMENTS	**$131,718,000**	**$131,718,000**	**-**	**-**	**-**	**$131.7M**
	TOTAL OF ALL IMPROVEMENTS	**$140,233,000**	**$135,676,000**	**$2,818,000**	**$831,000**	**$908,000**	**$140.2M**

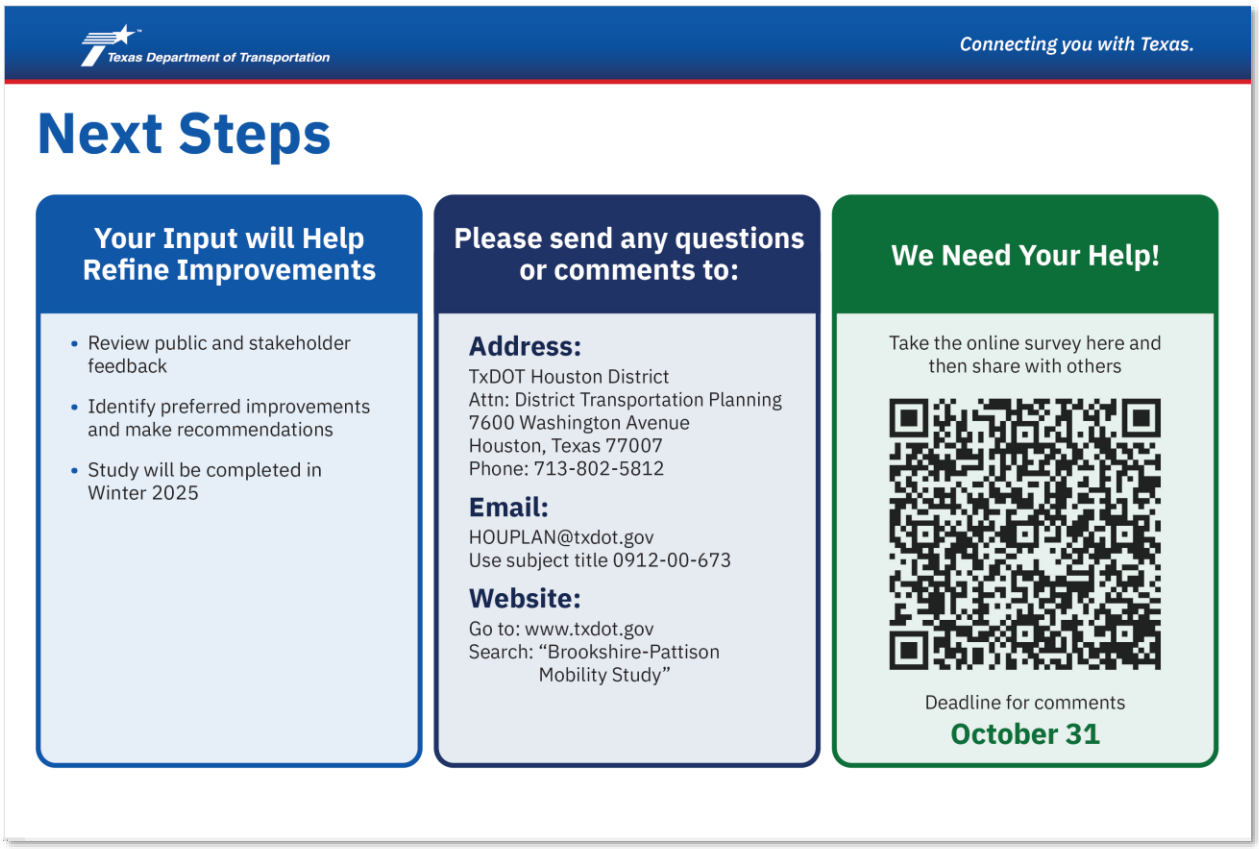
** Of these two long-term alternatives, only the higher cost improvement is included in the total cost.*

This shows a breakdown of each proposed improvement alongside the estimated cost in 2025. The estimated cost for each proposed improvement is calculated by considering the cost of construction, design, environmental aspects, utility impacts, and right of way acquisition.

About 3.3 million and 5.2 million are needed to implement all the short- and medium-term improvements, respectively. The short- and medium-term improvements can largely be implemented within the existing right of way.

About 131.7 million is required for all the long-term improvements, which will involve additional land acquisition.

These are preliminary cost estimates, which will be updated as more details become available.



We want to hear your feedback to refine and prioritize these proposed improvements.
Please scan the QR code or visit www.txdot.gov, searching "Brookshire–Pattison Mobility Study" and completing the online survey by Oct 31.

You may also provide input via mail to TxDOT Houston District, 7600 Washington Avenue, Houston, TX; by phone at 713-802-5812; or by email at HOUPLAN@txdot.gov with subject line 0912-00-673.

All the comments received by Oct 31 will be officially documented.

Next steps include reviewing public feedback, identifying preferred improvements, and finalizing recommendations. The Brookshire–Pattison Mobility Study is scheduled for completion in Winter 2025.

The Texas Department of Transportation Houston District, thank you for your participation. Your input plays a vital role in shaping the future of transportation and mobility in the Brookshire–Pattison area.