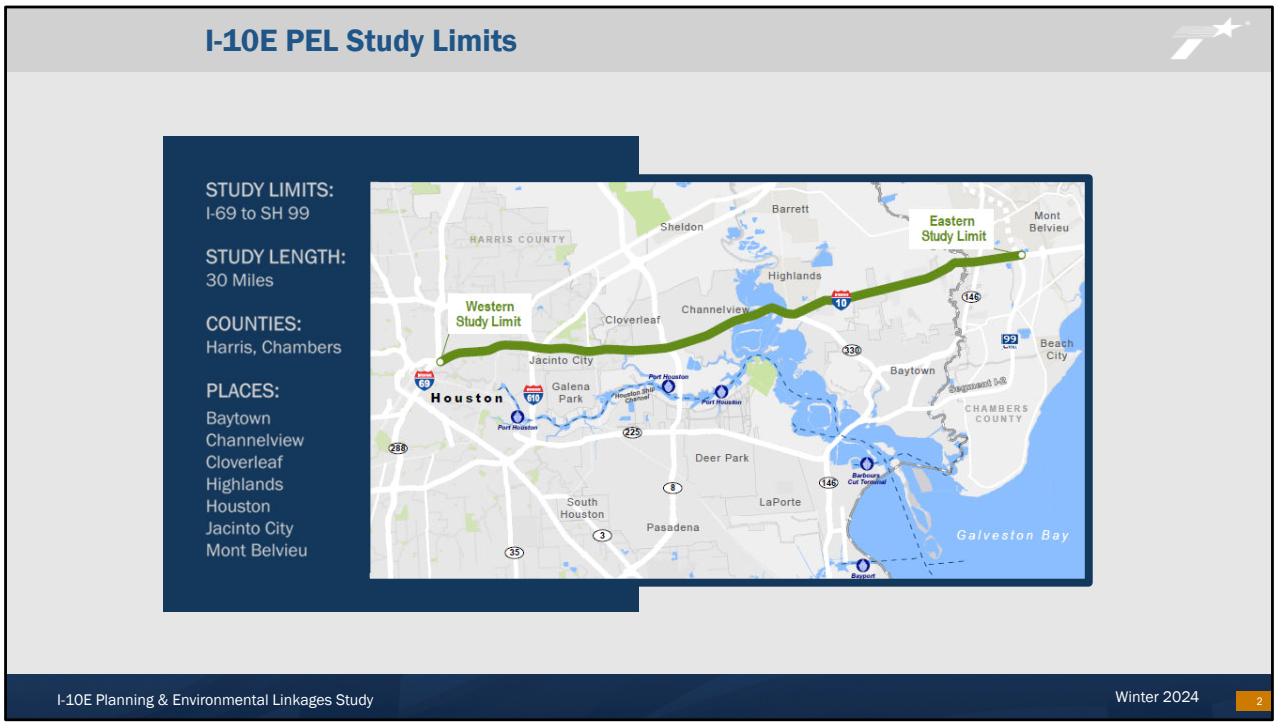
Welcome to the Texas Department of Transportation ("TEX dot") Houston District's public meeting for the I-10 East Planning and Environmental Linkages (I-10 East PEL) Study.

A PEL study is an early step in the transportation development process. It is a collaborative approach that can minimize the duplication of effort, promote environmental stewardship, and help reduce costs and time delays in project completion.

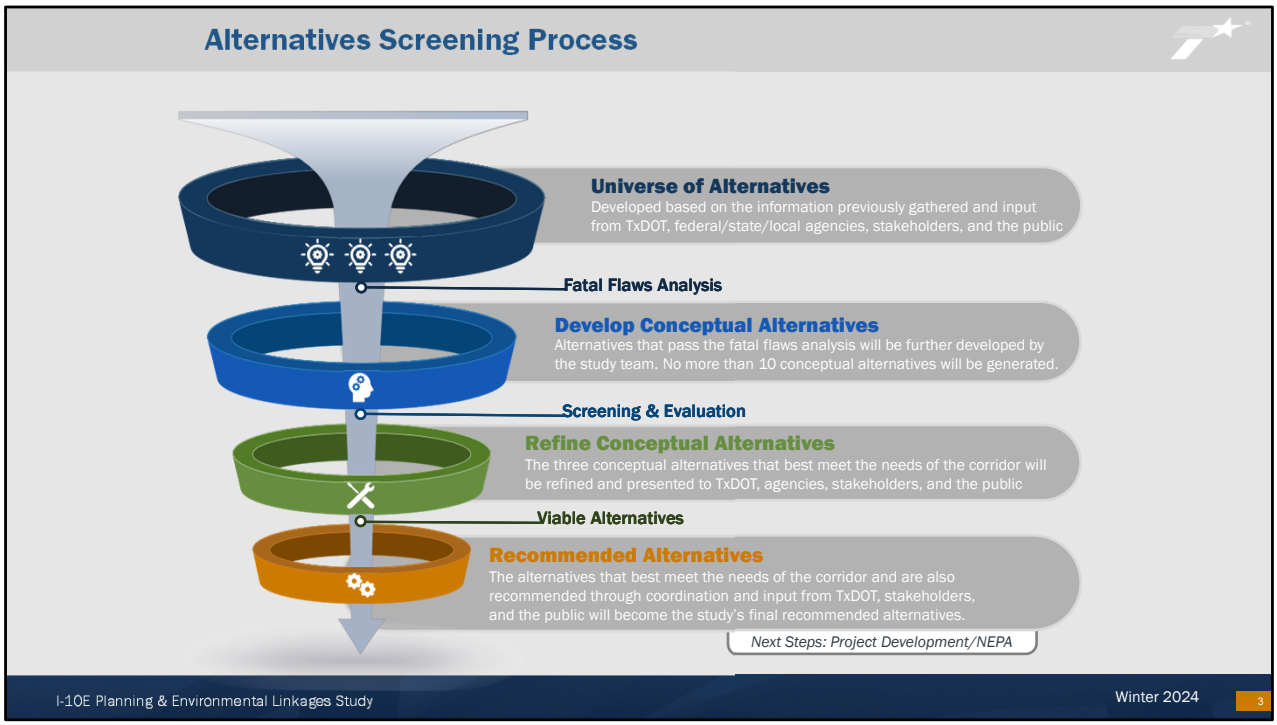
After reviewing the study area's existing conditions and hearing from stakeholders and members of the public, we developed a long list of potential improvements to be made to the corridor, called the Universe of Alternatives. To identify the best options for the corridor, we will conduct a tiered screening process of all of these alternatives.



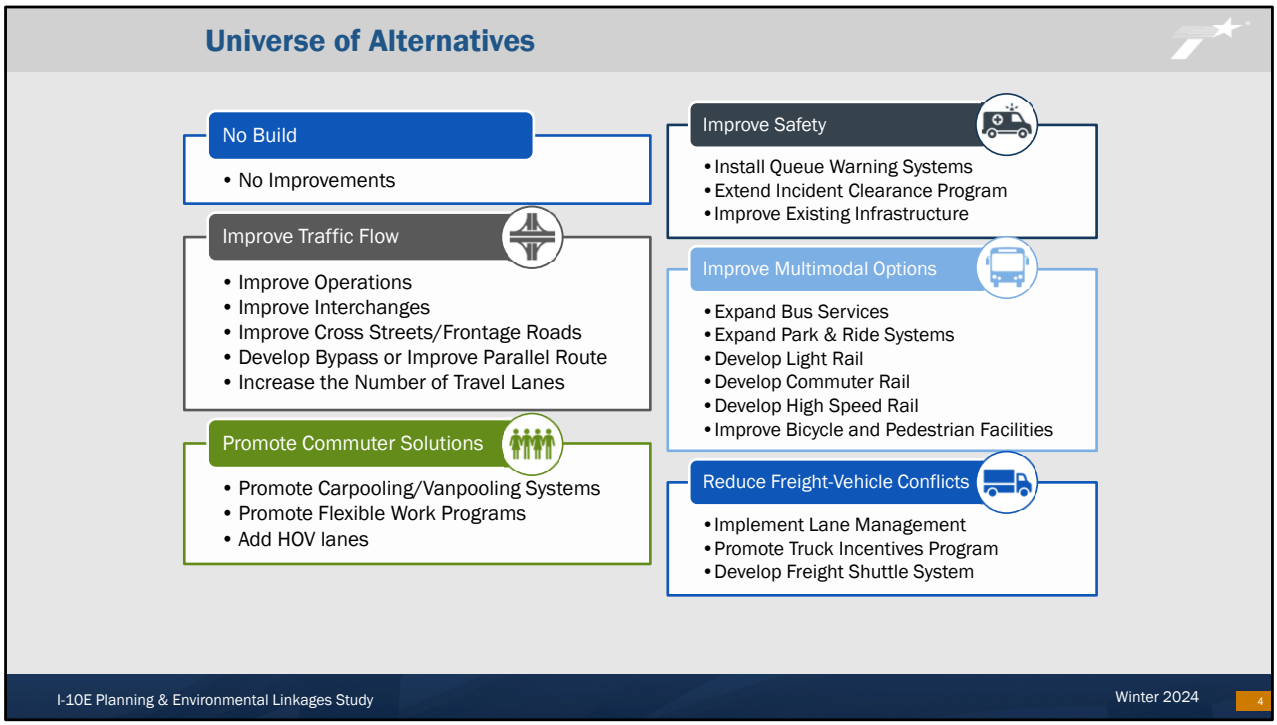
The I-10 East PEL Study consists of 30 miles of interstate from I-69 in Harris County to State Highway 99, or Grand Parkway, in Chambers County.

I-10 is the southernmost continuous roadway that connects the Pacific Ocean on the west coast to the Atlantic Ocean on the east coast. One third of that length of I-10 lies entirely within the state of Texas.

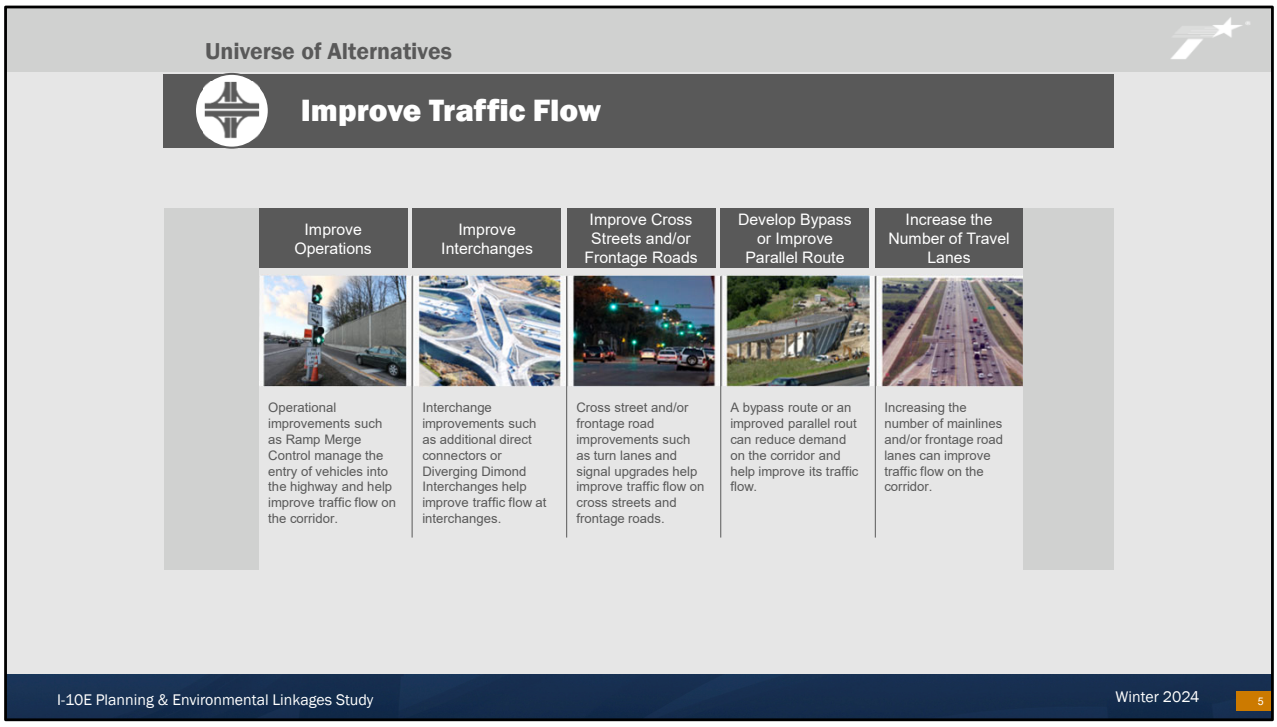
Our 30-mile corridor encompasses numerous cities, communities, and businesses. It connects directly with four major regional roadways — I-69, I-610, Beltway 8, and Spur 330 — and includes Port Houston, whose freight movements heavily influence traffic in the Houston region. In addition, a portion of the I-10 study limits serves as a designated hurricane evacuation route.



We will use a tiered screening process to identify the best potential improvements to be made to the corridor. The first level of screening, the Fatal Flaw Analysis, uses limited evaluation measures to screen out alternatives that fail to meet the corridor goals. The alternatives that pass through the first screening are more fully developed and a second, more detailed screening is conducted. The concepts that pass this second screening are called Viable Alternatives. The final screening level recommends the alternatives that best meet the corridor's needs based on input from TxDOT, agencies, stakeholders, and the public.



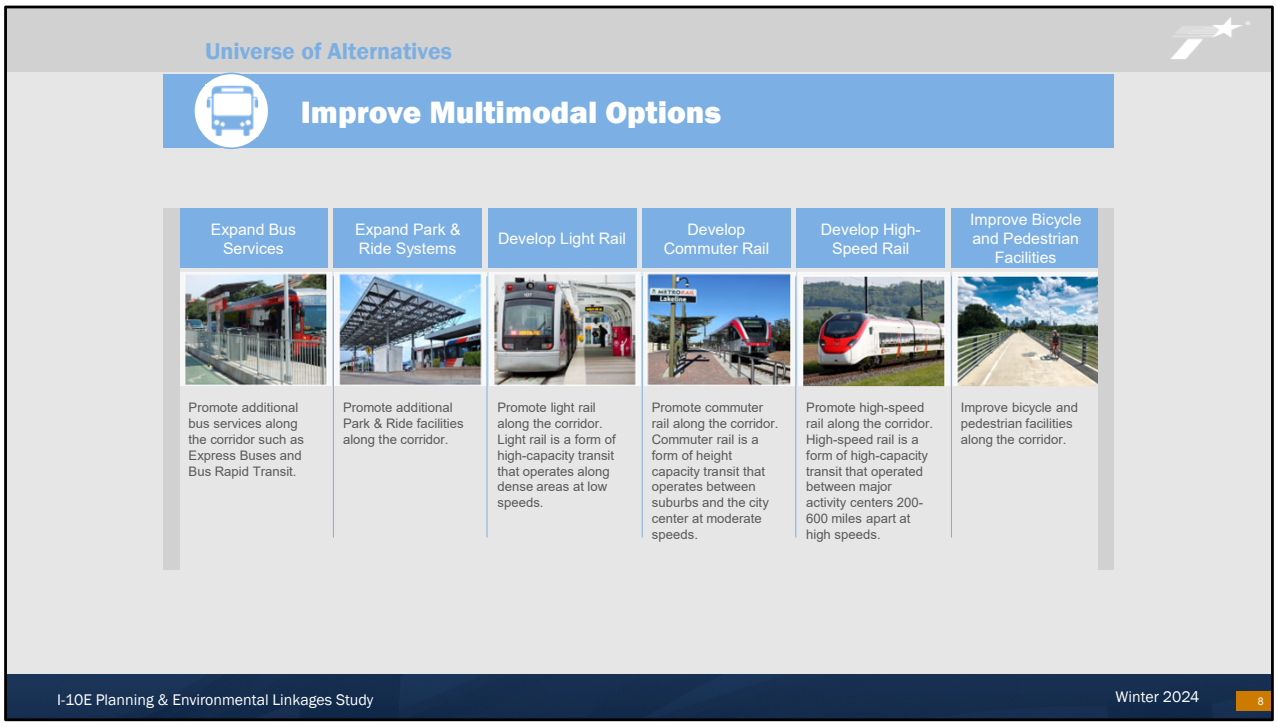
In evaluating possible improvements to the I-10 East PEL study area, we also consider what would happen if no improvements are implemented: the No Build option. The Universe of Alternatives developed from public comments are grouped into 6 categories: No Build, Improve Traffic Flow, Promote Commuter Solutions, Improve Safety, Improve Multimodal Options, and Reduce Freight-Vehicle Conflicts.



The Improve Traffic Flow category consists of strategies such as operational improvements that manage the entry of vehicles into the highway, interchange improvements like additional direct connectors, and installing turn lanes or signal upgrades on cross streets and frontage roads. Other strategies focus on improving nearby roads by developing a bypass or improving parallel routes or adding capacity to the mainlanes or frontage roads.

The Promote Commuter Solutions category entails strategies to relieve peak-hour congestion by reducing the number of cars on the road. These include ridesharing and vanpooling, implementing flexible work schedules, and adding high-occupancy vehicle lanes.

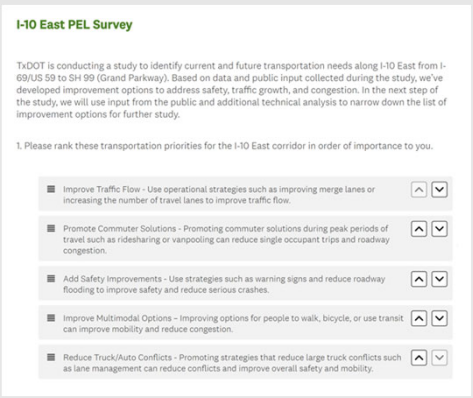
The Improve Safety category aims to improve safety and reduce serious crashes through installing warning sign systems to alert drivers of upcoming crashes and congestion or extending Houston's Safe Clear services to assist in clearing disabled vehicles. It also focuses on strategies that improve pavement, drainage, and bridges to reduce flooding and bridge strikes.



The Improve Multimodal Options category includes adding bus services such as Express Buses, and Bus Rapid Transit, and developing additional Park & Ride facilities along the corridor. It also explores passenger rail service such as light rail, commuter rail, and high-speed rail and looks at improving bicycle and pedestrian facilities along the corridor.

The Reduce Freight-Vehicle Conflicts category seeks to improve safety and mobility by reducing conflicts between freight and passenger vehicles. Strategies include managing the lane use in terms of vehicle type and speed and providing incentives for trucks to change the time, manner, or route for freight shipment. A Freight Shuttle System (FSS) would use the airspace above existing highways to transport freight on elevated facilities.

Please take our survey!



I-10 East PEL Survey

TxDOT is conducting a study to identify current and future transportation needs along I-10 East from I-69/US 59 to SH 99 (Grand Parkway). Based on data and public input collected during the study, we've developed improvement options to address safety, traffic growth, and congestion. In the next step of the study, we will use input from the public and additional technical analysis to narrow down the list of improvement options for further study.

1. Please rank these transportation priorities for the I-10 East corridor in order of importance to you.

- Improve Traffic Flow - Use operational strategies such as improving merge lanes or increasing the number of travel lanes to improve traffic flow.
- Promote Commuter Solutions - Promoting commuter solutions during peak periods of travel such as ridesharing or vanpooling can reduce single occupant trips and roadway congestion.
- Add Safety Improvements - Use strategies such as warning signs and reduce roadway flooding to improve safety and reduce serious crashes.
- Improve Multimodal Options – Improving options for people to walk, bicycle, or use transit can improve mobility and reduce congestion.
- Reduce Truck/Auto Conflicts - Promoting strategies that reduce large truck conflicts such as lane management can reduce conflicts and improve overall safety and mobility.

Contact:
TxDOT Project Manager
Stephan Gage | Stephan.Gage@txdot.gov | (713) 802-5837

Thank you for participating in this virtual public meeting for the I-10 East PEL Study. Please remember to submit your comments by February 15. You may also submit comments or questions at anytime during the study process by contacting Stephan Gage, TxDOT project manager, at (713) 802-5837 or Stephan.Gage@txdot.gov.