



TEXAS DEPARTMENT OF TRANSPORTATION

WELCOME!

STATE HIGHWAY 6 (SH 6) ACCESS MANAGEMENT STUDY FROM EAST OF STATE HIGHWAY 35 TO BRAZORIA/GALVESTON COUNTY LINE

Why am I
here?

Learn about the proposed improvements

Share knowledge about the corridor

Provide feedback to help us refine the improvements

VIRTUAL PUBLIC MEETING: AVAILABLE STARTING FEB. 12, 2024

IN-PERSON PUBLIC MEETING: FEB. 13, 2024

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

Alvin Community College, Nolan Ryan Center (R Building) | 2925 Bypass 35 South, Alvin, TX 77511

SH 6 Access Management Study Public Meeting #1

Feb. 13, 2024

Script: The Texas Department of Transportation Houston District would like to welcome you to this virtual public meeting with an in-person open house. This presentation will provide information on the State Highway 6 Access Management Study from east of State Highway 35 to the Galveston County line in Brazoria County. This is a pre-recorded presentation. The in-person open house will take place from 5:30 to 7:30 p.m. on Tuesday, Feb. 13, 2024 at the Alvin Community College Nolan Ryan Center in Alvin, Texas. During the in-person open house, the public may come and go at their convenience and TxDOT staff will be there to answer your questions.

The purpose of this public meeting is to solicit input on the Access Management Study. It also offers an opportunity for the study team to address any questions or concerns from the public. The Texas Department of Transportation commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent, and effective access to information and decision-making processes.

TxDOT would like to thank you for your participation in this public meeting. During the virtual presentation you may pause the video and navigate forward or backward using your video player.



Study Goals

Access Management is the systematic control of the number, spacing, and operations of intersections and driveways to preserve safety and efficiency on a roadway.

Study Goals



Improve Safety

by reducing the crash rate and severity



Improve Mobility

by balancing land use needs and transportation access



Improve Multi-modal Access

for pedestrians, cyclists, and transit users



Improve Collaboration

through community engagement and feedback to develop practical solutions

Script: An access management study is the systematic control of the number, spacing, and operations of intersections and driveways to preserve safety and efficiency on a roadway by controlling access to adjacent land uses and by managing operations at intersections. Access management considers improvements to median design, driveway design, bike and pedestrian enhancements, and intersection improvements.

The local and regional communities in the study area are experiencing increasing residential, industrial, and commercial developments. This Access Management Study will identify short- and medium-term transportation improvements along the SH 6 corridor to improve safety by reducing the number and severity of crashes and improving mobility by balancing land use needs and transportation access. The study team will examine potential improvements for pedestrian, cyclist, and transit users. The study team is also committed to improving collaboration through community engagement by taking feedback to develop practical solutions.



Memorandum of Understanding

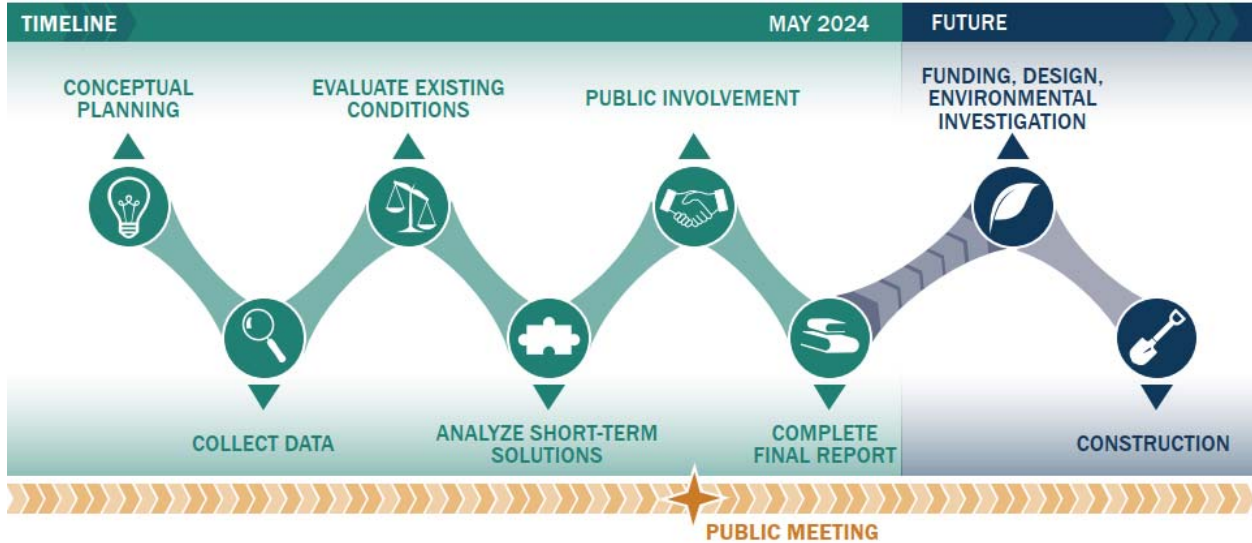
National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.

Script: This project is anticipated to receive federal funds. With the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether or not to proceed with the project. On Dec. 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.



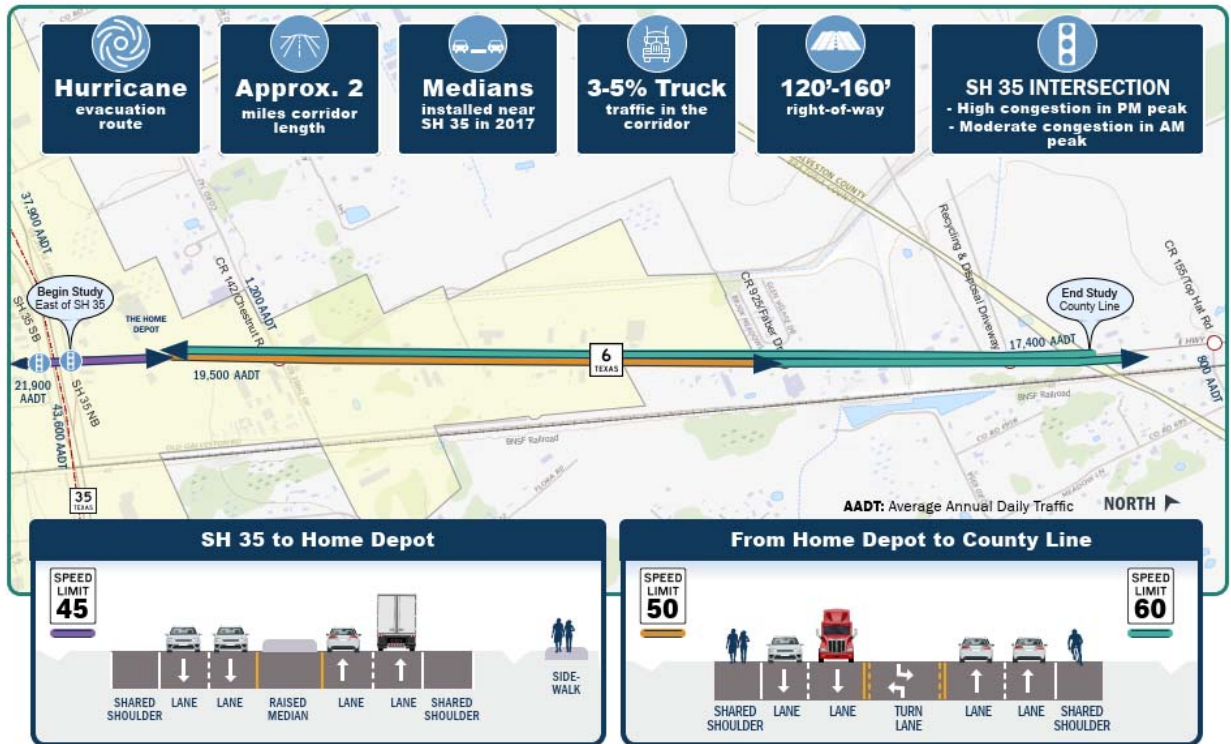
Study Timeline



Script: The study timeline and process started with conceptual planning to define the goals. The short- and medium-term solutions being presented at this meeting were developed based on data collection, an analysis of existing conditions, and review of comments received from agencies and stakeholders. We are now in the public involvement stage and would like to invite you to provide your valuable insight. The study report is expected to be finalized in May 2024. TxDOT will assess the potential environmental effects of the proposed project and prepare the detailed design. At the last stage, the project will continue to construction.



Existing Conditions: Corridor Facts



Script: State Highway 6 is an officially designated hurricane evacuation route connecting I-45 near Bayou Vista to Interstate 69 near Sugar Land. The study is examining the two mile stretch east of State Highway 35 to the Galveston County Line in Brazoria County. Each day, approximately three to five percent of all vehicles traveling on the corridor are trucks. The right-of-way is typically about 120' wide and increases to 160' wide near SH 35.

There are two types of roadway typical sections. From SH 35 to Home Depot, the section has a speed limit of 45 miles per hour and consists of two travel lanes in each direction separated by a raised median. From Home Depot to the county line, the speed limit varies between 50 and 60 miles per hour and consists of two travel lanes and a shoulder in each direction with a continuous two-way left turn lane. The average annual daily traffic volumes for SH 6 ranges from 17,400 to 19,500 vehicles per day.



Existing Conditions: Land Use

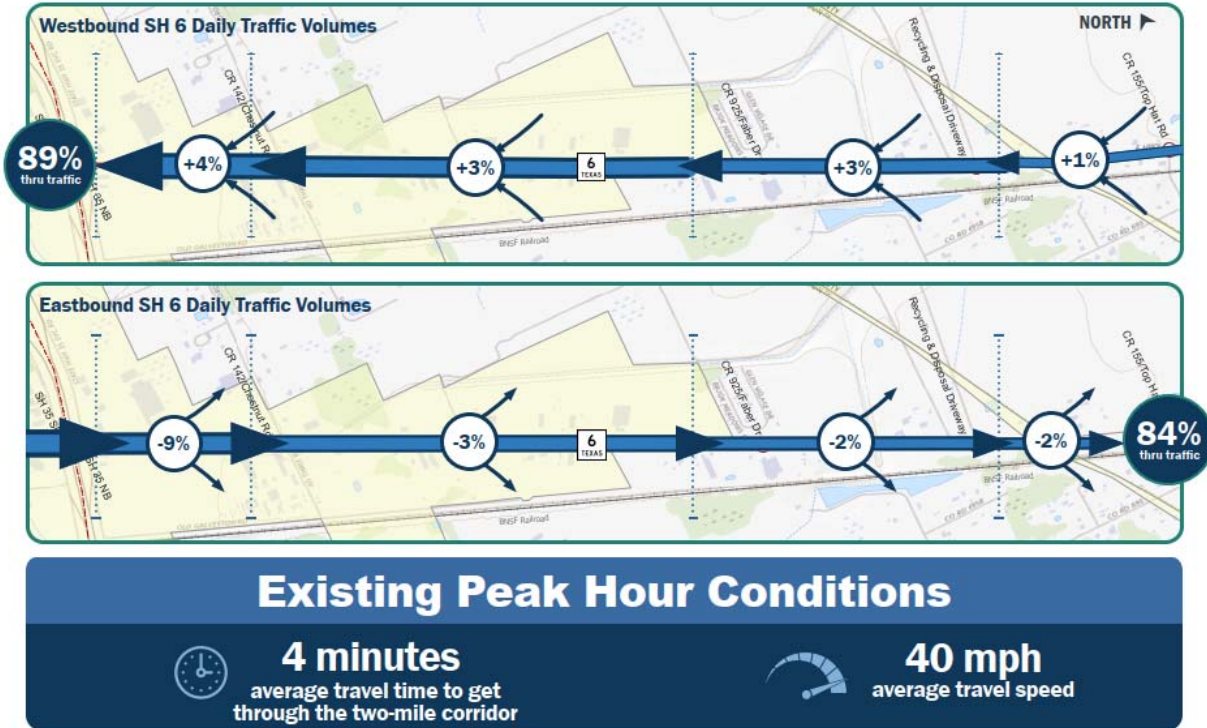


Vacant Developable	45%	Commercial	10%	1/2 Mile Buffer
Residential	24%	Industrial	7%	
Other	12%	Institutional	1%	

Script: Forty-five percent of land within a half-mile of the SH 6 study area is vacant and developable. 24% of the land has been developed as residential, 10% commercial, and 7% institutional. The remaining 12% is classified as other uses, including undevelopable lands.



Existing Conditions: Travel Patterns



Script: At peak times, it takes four minutes to travel the two-mile corridor. Vehicles travel at an average of 40 miles per hour. The travel patterns show 89% of the daily westbound traffic continues on SH 6 west of SH 35. Similarly, 84% of eastbound daily traffic volumes on the corridor continue east of the county line. Most of the traffic entering and exiting SH 6 in the study area is coming from or going to commercial developments east of SH 35.

Existing Conditions: Safety (2018-2022)

1
pedestrian
crash

0
bike
crashes

5
fatal
crashes

7
serious injury
crashes



Contributing Factor Categories:

Non-Compliance*	28%
Speeding	22%
Vehicle Operations	21%
Inattention	19%
Other	10%

* Includes failed to yield ROW and disregard stop sign/signal, etc.



Script: This map shows the crash hotspots along the study corridor. The map legend details the range of crash density, with red being highest and green being lowest. The crash hotspots are located near SH 35. Between 2018 and 2022, there were five fatal crashes, seven serious injury crashes, and one pedestrian crash on this stretch of SH 6.

The contributing factor categories for the crashes can be summarized as follows: about 28% of the crashes on the corridor were Non-Compliance crashes which include failure to yield and disregarding stop signs or signals. About 22% of the crashes were due to speeding, 21% due to vehicle operations, 19% due to inattention, and lastly, 10% due to other contributing factor categories.

The Texas Department of Transportation has a planned project to begin construction of State Highway 99 along SH 35 in year 2026 which is expected to bring more development to the area. By implementing safety improvements, such as a raised median, the crash rate is expected to remain below the statewide crash rate.

Proposed Improvement Concepts

Signing Improvements

Shared shoulder for bikes

Striping improvements

Bulb-out for u-turns

Driveway evaluations

Raised median with openings

Traffic Signal Timing Improvements

- SH 35 at SH 6
- SH 35 at E South St.

Analyze if Traffic Signal is Warranted

- SH 6 at CR 142/Chestnut Rd.

Proposed Typical Section Within Existing Right-of-Way

SHARED SHOULDER LANE LANE RAISED MEDIAN LANE LANE SHARED SHOULDER

SH 6 Access Management Study Public Meeting #1 Feb. 13, 2024

Script: Based on the collected data and after examining the SH 6 corridor existing conditions, short- and mid-term improvements will be proposed based on analysis of existing conditions and input from the public.

Recommended improvements consist of installing a 12' raised median with openings for left turns, bulb-outs for vehicles making U-Turns where feasible, and enhancements to signing, striping, shared shoulders, and driveways.

The study recommends signal timing improvements at the intersection of SH 6 at SH 35 and at the intersection of SH 35 at East South Street. In the future, conditions should be analyzed to determine if a traffic signal is warranted for the intersection of SH 6 at County Road 142. The proposed improvements will be shown in detailed roll plots that will be presented at the public meeting and can be downloaded for the virtual participants.



Safety Benefits

Due to adding a raised median

Sources:

1. The Crash Modification Factors Clearinghouse
2. Costs based on 2021 Nation Safety Council cost by injury severity or crash

Performance Improvement



27%
reduction in
total crashes¹

Economic Benefits



\$2.1
million per year²

Script: The primary benefit of the access management study is to improve safety. Based on available data, installing a raised median is expected to reduce total crashes by 27%. According to the National Safety Council, the reduction in crashes translates into a \$2.1 million economic benefit.



Next Steps



Your input will help us develop solutions

- The study design team will review public and stakeholder feedback
- Proposed improvements will be refined, as applicable, based on feedback
- The study will be completed in May 2024



Please send any questions or comments to:

Address:

Public Information Office
P.O. Box 1386
Houston, TX 77251-1386

Phone:

(713) 802-5022

Email:

HOU-PIOwebmail@txdot.gov

Website:

Go to: www.txdot.gov/projects/hearings-meetings.html

Search: SH 6 Access Management

Thank you!



Scan code with your phone for the meetings and hearings page!

Script: We want to hear from you. The study design team will review your feedback. Proposed improvements will be refined, as applicable, based on feedback, and the study is expected to be completed by May 2024.

TxDOT encourages you to review the materials posted on the public meeting webpage and to provide written comments. You may email written questions or comments online to HOU-PIOwebmail@txdot.gov or mail it to the public information office at the TxDOT Houston District. The digital materials for the SH 6 public meeting website may also be accessed by scanning the QR code link shown on this slide. Comments must be submitted online, by email, or mailed and postmarked by Wednesday, Feb. 28, 2024. Responses to comments received during the comment period will be included in the public meeting documentation that will be posted on the project webpage when complete. The study webpage is www.txdot.gov/projects/hearings-meetings.html.



HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)



#EndTheStreakTX Toolkit



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Script: Nov. 7, 2000 was the last deathless day on roadways in Texas. That means for over 20 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.

Thank you for participating in this public meeting.