

Stakeholder Meeting 1 – Brief Notes

1) Municipal/Civic Stakeholder Outreach – May 4th, 2021 at 10am

Attendance: Mike Burns, Michael Feeney, Monica Powell, Justin Kuzila, Carlene Mullins, Shirley Li, Mark Mitchell, Allie Isbell, Rachael Die, Payton Arens, Gabe Cazares, Paula Moorhaj, Jay Stokes, Stephanie Tanner

Agenda:

1. Introductions
2. Study Area
3. Vision and Goals
4. Project Team
5. Steering Committee
6. Study Schedule
7. Priority Discussion - success, priorities, challenges, opportunities
8. Facilities – Roadways, Active Transportation, Freight Network, Evacuation Routes, Parks/Environmental Features, Priority Network
9. Mapping Discussion

Priority discussion:

Stakeholder	Success is...	Priorities are...	Challenges include...	Opportunities include...
Gabe Cazares (Mayor's Office for People with Disabilities – Houston)	Transitioning the City's focus of roadway construction from vehicles to all modes.	Safe and accessible pedestrian paths of travel. Equitable infrastructure for all modes. Advocating for accessible traffic signals (include mobility, sight and hearing challenged users)	High-volume corridors are often prioritized. Perhaps we should consider why specific roadways are low volume. Gabe has a list and will either mail or put pins on the map.	Rebuild intersections with accessible accommodations (APS push buttons). Gabe has a list of locations he will send to Mike Burns.
Jay Stokes (Deer Park City Manager)	(Microphone issues)			
Mark Mitchell (District E Mayor's Office – Houston)	Providing infrastructure such that residents can safely travel from A to B.	Similar to Gabe's above, sidewalks for pedestrians.	Large study area SH 3 and Fuqua Along Galveston Road	Opportunities for bike/ped facilities along Sims Bayou and Berry Creek.
Paula Moorhaj (Deer Park Chamber of Commerce)	No comments	No comments	SH 225 at BW 8, all directions of travel. Ramps along SH 225 (to/from). Delays at BW 8 / IH 45.	No comments
Rachael Die (METRO)	Safe and accessible crosswalks and multimodal transportation options for everyone.	A multimodal network. Universal Accessibility Connections to upcoming MetroNext facilities.	Many of the study area is outside METRO's service area.	Van pool is offered to geographies outside METRO's service area. Outside areas can opt-in by accepting a tax. Opportunity for METRONext connections.
Stephanie Tanner (South Belt-Ellington Chamber of Commerce)	No comments	No comments	No comments	No comments
Payton (Project Team)	Developing plan recommendations which will be implemented.	Allowing the needs/suggestions of stakeholders and individuals to inform plan recommendations.	Balancing competing tradeoffs such as mobility vs access and which modes are accommodated on a street.	

Mapping discussion:

- Rachael Die (METRO) – Areas within a watershed of METRO Next's corridors (BOOST corridors or LRT lines) should have improved accessibility.
- Paula Moorhaj (Deer Park) – SH 225 at Beltway 8 has major congestion in the afternoon. SH 225 EB frontage on-ramp too close to the Beltway 8 NBR channelized right turn lane.
- Stephanie Tanner – I-45 at Beltway 8. Direct connector from Beltway 8 WB to I-45 SB is congested in the afternoon.
- Mark Mitchell – Pedestrian amenities/bikeways along Sims Bayou and Berry Creek.

2) Public Safety Stakeholder Outreach – May 4th, 2021 at 2pm

Attendance: Mike Burns, Kristin Gothier, Johnny Morales, Justin Kuzila, Robert Hemminger, Stephan Gage, Michael Feeney, Matt Daeumer, Payton Arens, Allie Isbell, Carlene Mullins, Andrew Aleman, David Gifford, Phillip Arroyo

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Matt Daeumer (La Porte)	Plan to improve traffic congestion.	Priority roadways are SH 146 and Fairmont Parkway. Priority intersections are Fairmont Parkway at Bay Area Boulevard, Underwood, and East Boulevard. Bad pavement conditions along asphalt-paved sections of Fairmont.	Managing traffic while roadways are under construction. SH 146 is under construction and Fairmont Parkway is at the schematic phase. SH 146 at Spencer. Pavement condition west of Bay Area Blvd. Underwood being used as a cut-through route.	Better truck route enforcement.
David Gifford (La Porte)	Improving freight operations.	Prepare for and manage increased truck traffic.	Truck traffic utilizing truck route.	No comment
Kristin Gothier (La Porte)	Separating freight traffic from other modes	Improve safety along roadways with high truck volumes. Keep trucks on truck routes.	Truck traffic; especially with hazardous materials. Construction on SH 146. Increasing population means more traffic. Bicycles crossing Fairmont due to its width and lack of a clear path, especially near Driftwood and Barrington intersections.	Better illumination along Fairmont, particularly at/near intersections.
Johnny Morales (La Porte)	Same as above.	Same as above.	Hurricane evacuation with an increasing population. Truck traffic, concerned about number of chemical tankers. BW 8 toll bridge construction. Truck rollovers.	No comment
Andrew Aleman (Pasadena)	No comment	Improving mobility. Dealing with chemical trailers/trucks.	SH 225 at Beltway 8. Red Bluff Road.	No comment
Phillip Arroyo (Deer Park)	Would provide more information if we contact him directly	No comment	Georgia at Railroad Georgia at 225 Center at Railroad Spencer and Center	No comment

Mapping discussion:

- Andrew Aleman – Flooding issue at below-grade railroad crossing along Red Bluff Road north of SH 225
- Matt Daeumer –
 - SH 146 narrows from 3-lanes to 2-lanes south of Spencer Highway.
 - Is this fixed by the ongoing widening?

- Fairmont Parkway is asphalt and should be reconstructed.
 - Is this fixed by schematic widening?
- Along Fairmont Parkway, westbound volumes are greater than eastbound volumes
- Only 100 of the 800 annual crashes involve a commercial vehicle
- 72,000 trucks per day (Underwood Road has high truck volumes and is currently considered a truck routes)
- Hazardous material routes include SH 225, SH 146, and Fairmont east of 16th Street
- Kristin Gothier – Provide safe pedestrian crossing for pedestrian facility along southside of Fairmont Parkway. Improve lighting for nighttime driving.
- Johnny Morales – Intersections are illuminated but more awareness could be provided to motorists that pedestrians may be crossing. Most ped-vehicle crashes occur during the day.
- Phillip Arroyo – intersections of
 - Georgia Ave at Railroad St – high crash location
 - Center St at Railroad St
 - Battleground Rd at Underwood Rd
 - Battleground Rd at Ex St
 - Center at Spencer Highway – safety issues (lighting)

3) School/Residential Stakeholder Outreach – May 6th, 2021 at 10am

Attendance: Mike Burns, Michael Feeney, Leesa Love, Van Allen Wigginton, Justin Kuzila, Allatia Harris, Payton Arens, Drew Hickerson, John Wilcots, Carlene Mullins

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Drew Hickerson (Deer Park ISD Transportation Dept)	Ease of transport, less delays, improved reliability, and mobility. Better access to Piedmont and Highlands.	Getting kids to/from school in a safe and efficient manner.	Back up on 146 and 225 requires use of toll bridge	No comment
Allatia Harris (San Jacinto College)	Improved mobility along SH 225 (required for serving north Pasadena).	BW 8 / SH 225 interchange improvements	Intersection of Beltway 8 at SH 225; lack of transit; and increasing truck traffic. Traffic from plant evening shift changes. Heavy truck traffic.	No comment
Van Allen Wigginton (San Jacinto College)	Safe infrastructure for children and pedestrians.	Safety and air quality.	Lack of public transportation for N. Pasadena. Low roads/flooding especially around schools. Need turn east-west turn lanes at Red Bluff / Pasadena Blvd intersection. High water at spots along both Fairmont and Spencer. Students walking along Fairmont and new housing west of campus between Fairmont and Spencer.	Crossing guards near schools.
John M Wilcots (Houston ISD Transportation)	No comment	Pedestrians are a priority	Schools are not in close proximity; high water near the Gulfgate Mall which impedes transportation. High volumes of pedestrians. Ship Channel industrial traffic.	Neighborhoods are dense and within two-miles of the school. 85% of trips to/from school are private vehicles.
Leesa Love (Houston ISD Real Estate)	Safer traffic conditions, especially for pedestrians.	Pedestrian trips and safety. Air quality.	Seemingly constant construction in area. Pedestrian conflicts in construction zones.	No comment

Mapping discussion:

- Drew Hickerson –
 - 225 at BW8 – congestion on frontage roads
 - BW8 at Greenshadow Dr – back up impedes access to Deepwater School campus
- Allatia –
 - 225 at BW8 - congestion
 - Contact Baker Ripley and request available data

- Van Allen –
 - No left-turn lanes from Pasadena Blvd (both approaches) onto Red Bluff Rd
 - Improve sidewalk on Red Bluff Rd
 - High water/flooding at Fairmont Parkway and Red Bluff Rd
 - New developments between Fairmont Pkwy and Spencer Hwy (near Red Bluff Rd and Cunningham Dr) will see increased pedestrian traffic. Over 15,000 enrolled; students occasionally walk to/from campus

4) Industrial Business Stakeholder Outreach – May 6th, 2021 at 2pm

Attendance: Mike Burns, Justin Kuzila, Michael Walter, Carlene Mullins, Payton Arens, Michael Feeney, John McClain, Allie Isbell, Grant Hopkins, Katherine Parker

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Grant Hopkins (Flint Hills)	<p>Improve roadway mobility and safety at railroads.</p> <p>Traffic reduction in specific areas.</p>	Good Year short-line private railroad has no safety features at its at-grade crossings.	Lack of space to expand existing roadways and railroads	
John McClain (Shell Deer Park)	Providing capacity for plant employees	Beltway 8 at SH 225	When turnarounds occur, two to three thousand vehicles are added to SH 225 at Beltway 8.	<p>Widen ramp to BW 8 from 1 to 2 lanes.</p> <p>Better traffic control at Tenneco Road.</p> <p>Pavement conditions on Lawndale are very poor.</p> <p>Shell currently runs 6 vans for workers 2 or 3 times per day.</p>
Michael Walter (Valero, Houston)	Improve access to Manchester neighborhood (Central Street at Manchester Street from 610)	Grade-separated railroad crossings	<p>At-grade railroad crossings along Manchester Street, waits can be 20-30 minutes.</p> <p>Oversized vehicles on Manchester Street.</p> <p>The island at Central and Manchester keeps getting hit.</p> <p>Parts of the area were originally built in the 1920's as residential.</p> <p>92nd St on ramp to 610 NB is single lane and merging onto 610 NB can be an issue.</p>	Direct connector from 92 nd Street to I-610 and also Central Street bridge over rail yards
Katherine Parker (GCRD)	No comment	No comment	No comment	No comment

Mapping discussion:

- John McClain – Shell has 3 van pools and pre-COVID had 6 van pools
- Grant Hopkins – 10 trains per day near Goodyear Drive, poor pavement condition, tracks in poor condition, enhance safety of rail crossing
- Michael Walter – Pavement condition of Lawndale at Sims Bayou is poor