



Greater Houston Freight Committee



February 28 2024

Agenda



1. Opening and welcome
2. City of Houston Presentation – Citywide Truck Route Planning Efforts
3. TxDOT presentation – 225 PEL Study
4. HGAC - Best Practices for Mitigating Freight Impact
5. Survey
6. Announcements

Presentation

City of Houston Truck Route Plan

City of Houston Truck Route Plan



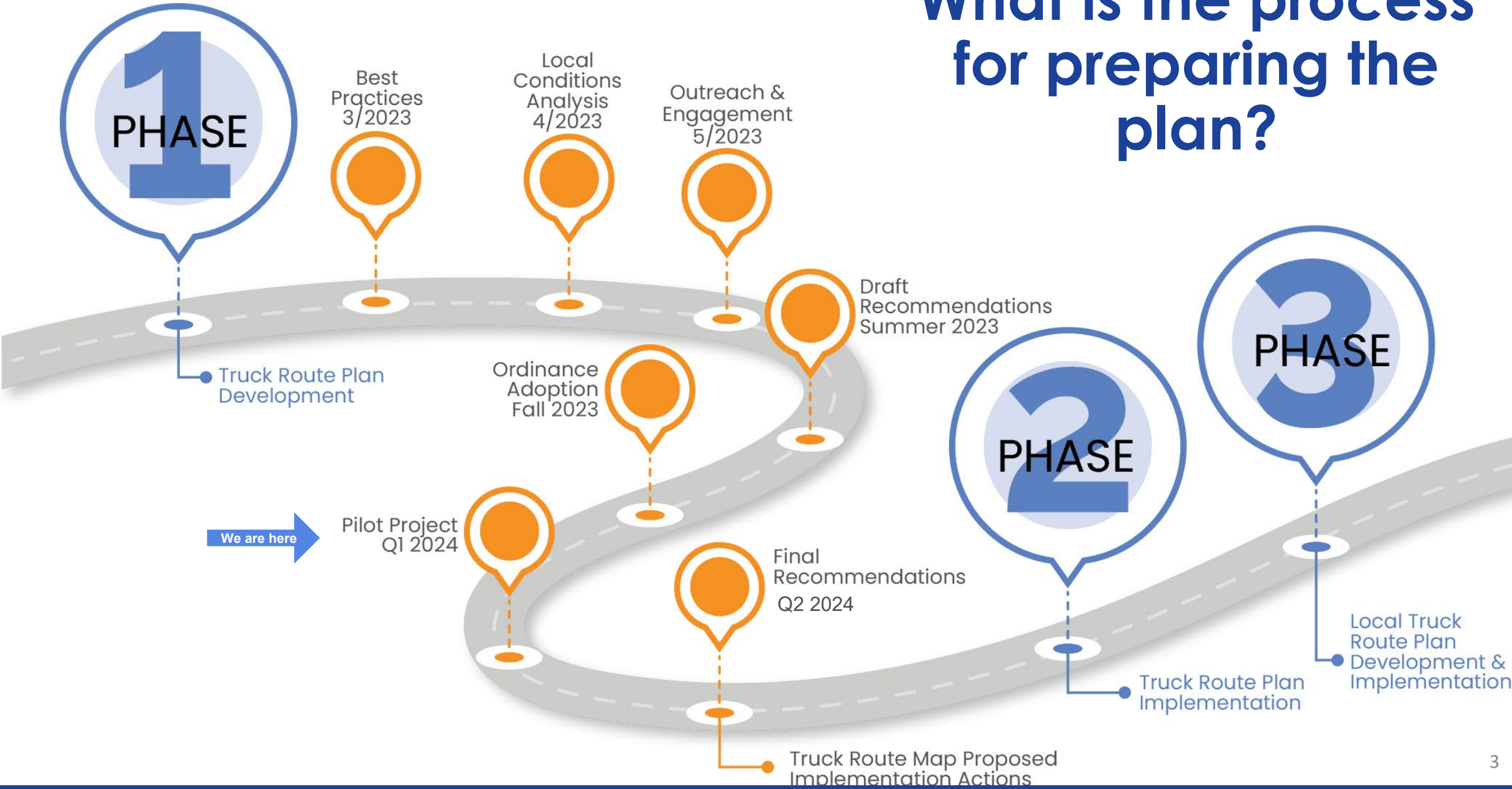
PLANNING &
DEVELOPMENT
DEPARTMENT



Agenda

- Introductions
- City of Houston Truck Route Plan Overview
- Settegast & East Houston Pilot Project
- Next Steps
- Questions & Discussion



















What is the process for preparing the plan?



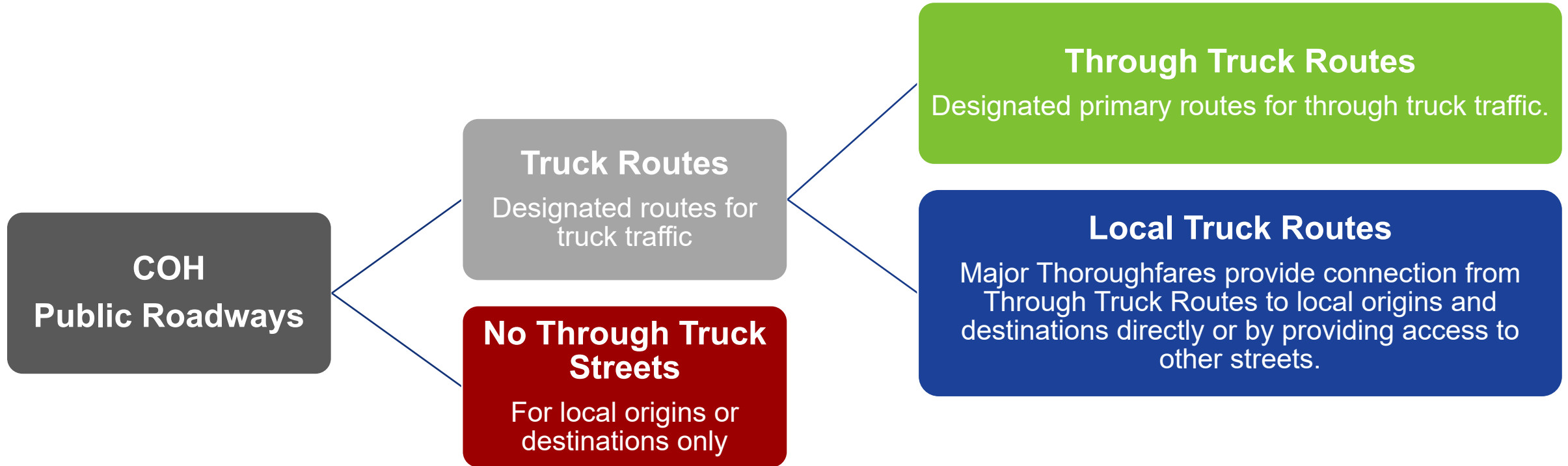
Stakeholder Engagement

- Planning & Development Department
- Houston Public Works
- Houston Police Department
- Park Houston (Administrative & Regulatory Affairs)
- City of Houston Council District B, Tarsha Jackson's Office
- Super Neighborhood 49 & 50
- Texas Trucking Association – Houston Chapter
- Harris County Toll Road Authority
- Houston - Galveston Area Council (H-GAC)
- Texas Department of Transportation (TxDOT)

What types of trucks are part of the plan?

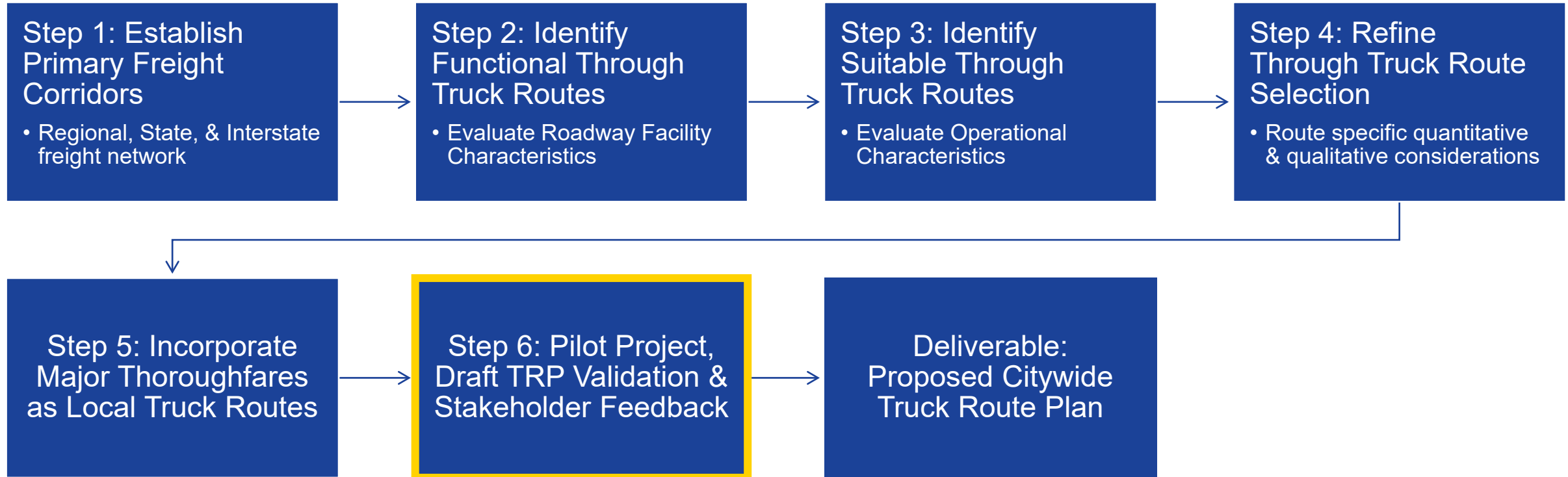
FHWA Vehicle Classifications			
<p>1. Motorcycles 2 axles, 2 or 3 tires</p> 	<p>2. Passenger Cars 2 axles, can have 1 or 2-axle trailers</p> 	<p>3. Pickups, Panels, Vans 2 axles, 4-tire single units Can have 1 or 2 axle trailers</p> 	<p>4. Buses 2 or 3 axles, full length</p> 
<p>5. Single Unit 2-Axle Trucks 2 axles, 6 tires (dual rear tires), single-unit</p> 	<p>6. Single Unit 3-Axle Trucks 3 axles, single unit</p> 	<p>7. Single Unit 4 or More-Axle Trucks 4 or more axles, single unit</p> 	<p>8. Single Trailer 3- or 4-Axle Trucks 3 or 4 axles, single trailer</p>   
<p>9. Single Trailer 5-Axle Trucks 5 axles, single trailer</p>  	<p>10. Single Trailer 6 or More-Axle Trucks 6 or more axles, single trailer</p>  		
<p>11. Multi-Trailer 5 or Less-Axle Trucks 5 or less axles, multiple trailers</p> 	<p>12. Multi-Trailer 6-Axle Trucks 6 axles, multiple trailers</p>  		
<p>13. Multi-Trailer 7 or More-Axle Trucks 7 or more axles, multiple trailers</p> 			

Types of Truck Routes

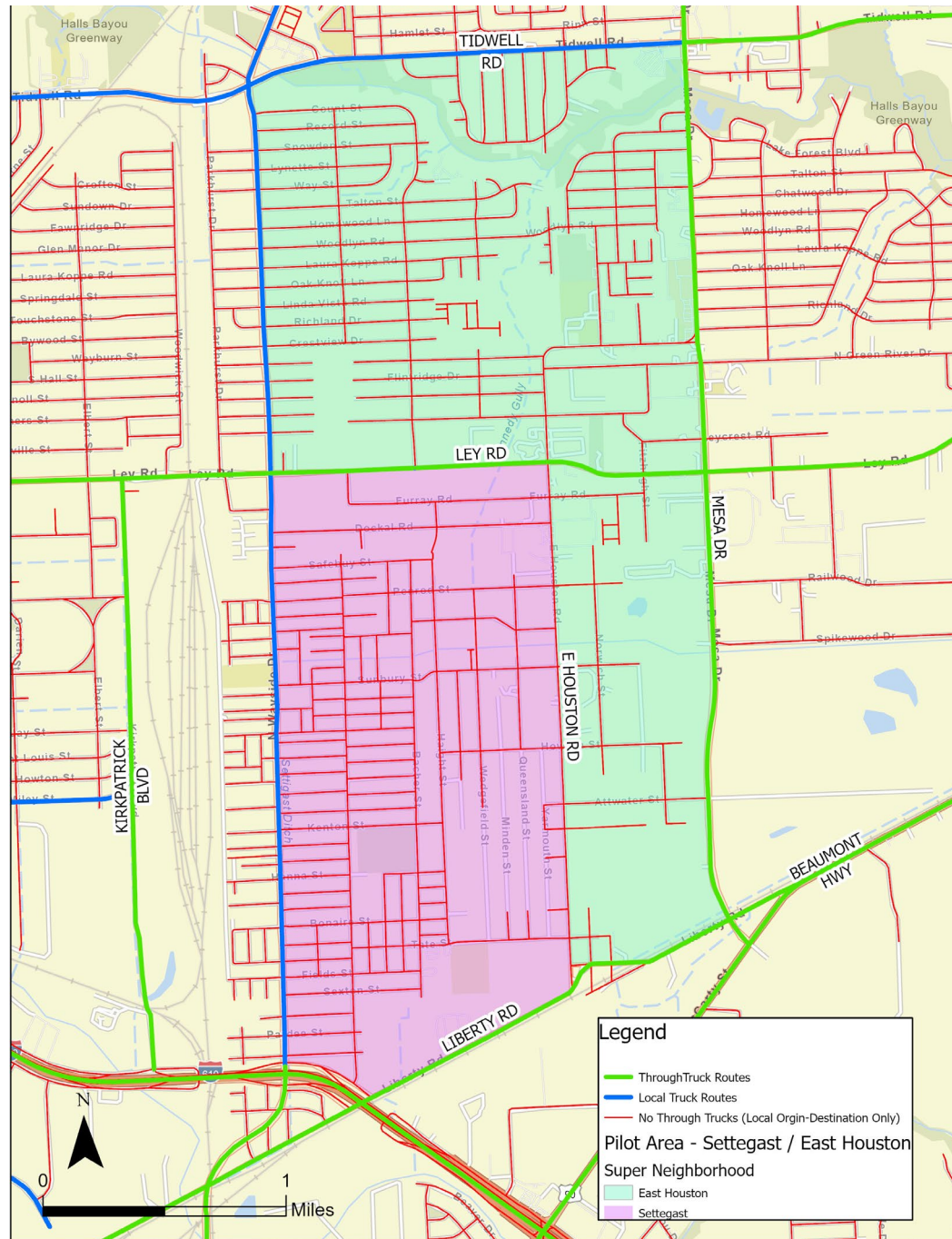


Pickup or delivery of goods, wares, merchandise, construction materials, or solid waste from or to any property located on a roadway within the city. Also includes driving to and from driver's residence or property of the motor carrier owning the vehicle, parking in authorized location, or driving to seek service or repairs. (AKA local delivery.)

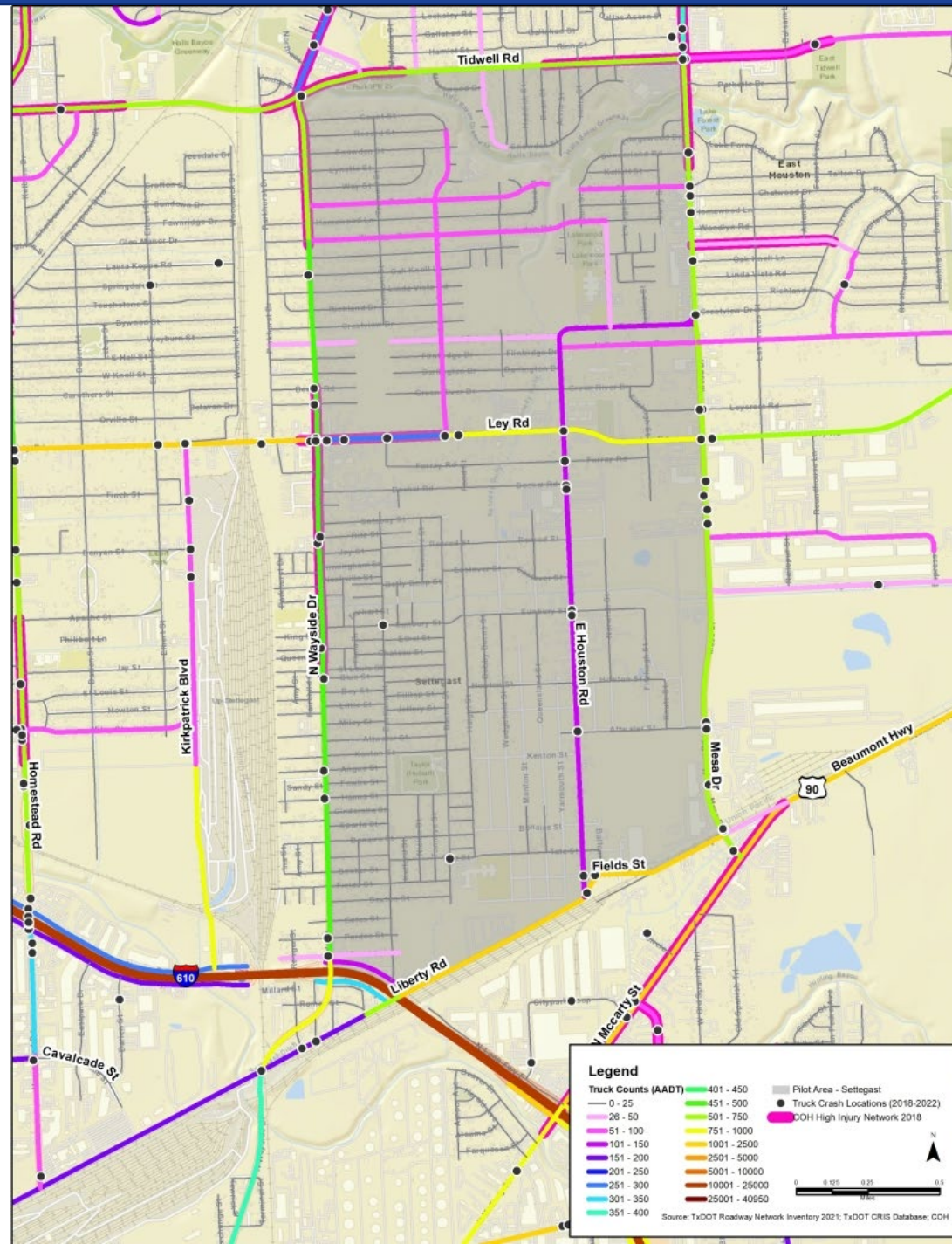
Draft Truck Route Designation Process



Settegast & East Houston Pilot Area



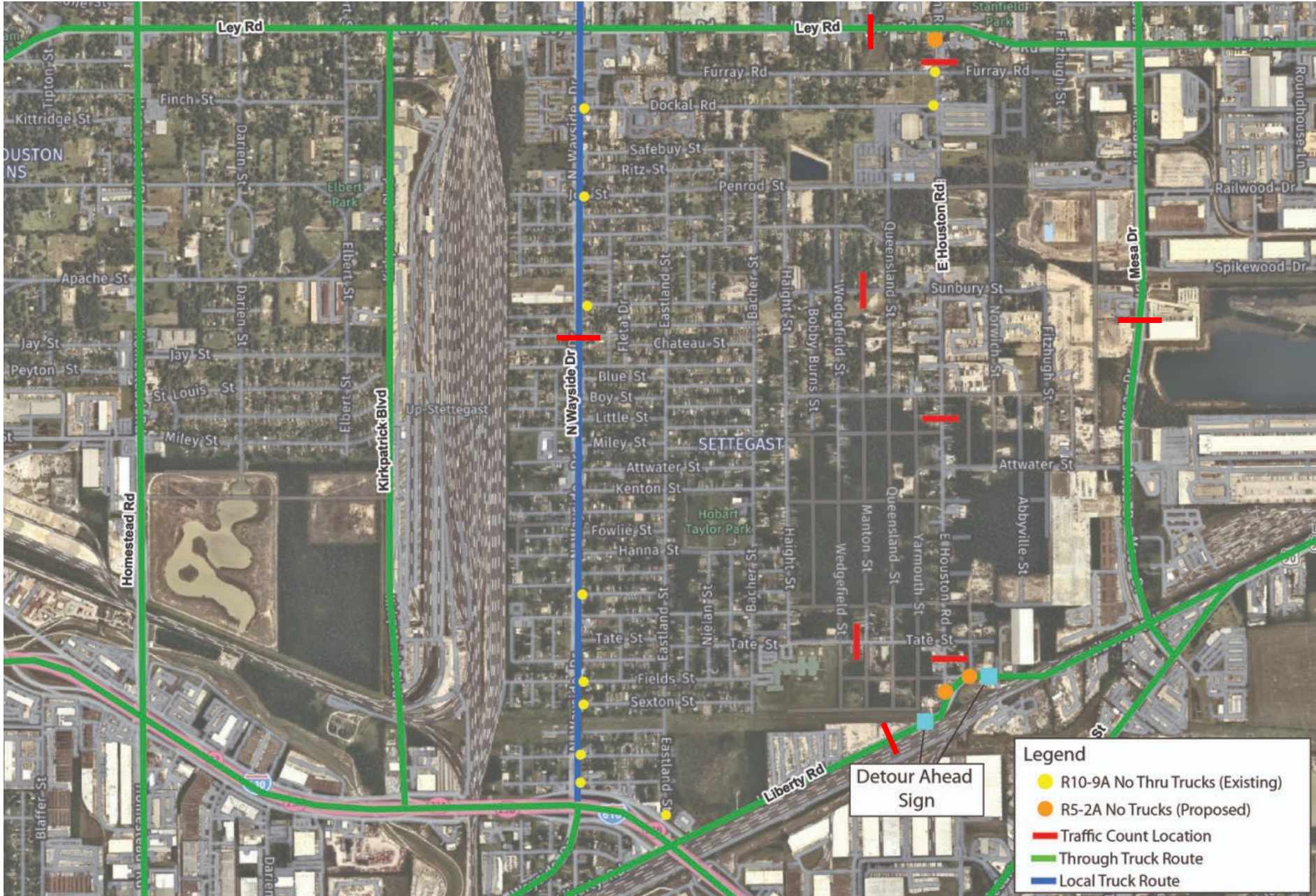
Settegast & East Houston Pilot Area Truck Related Data



Proposed Settegast & East Houston Pilot Area Implementation Plan (North of Ley Road)



Proposed Settegast & East Houston Pilot Area Implementation Plan (South of Ley Road)



Next Steps

- ✓ Citywide Truck Route Plan Ordinance Adoption – November 2023
 - Authorizes the Planning Department to establish a Citywide Truck Route Plan

- Settegast & East Houston Pilot project – March - May 2024
 - To test the proposed Through Truck Route designation approach in a pilot area and finalize the approach to be applied citywide

- Citywide Truck Route Plan Development – Summer 2024
 - Coordination with community & other agencies (TxDOT, H-GAC, Port Houston, etc.)
 - Coordination with Google and Waze
 - A draft Citywide Truck Route Plan will be available for public comment

- Citywide Truck Route Plan Adoption – Fall 2024
 - Planning Commission Public Hearing and City Council Adoption

Thank You



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Presentation

Planning and Environmental Linkages (PEL) Study

SH 225: I-610 East to SH 146

I-610 East: Telephone Road to Gellhorn Drive



Houston-Galveston Area Council

Greater Houston Freight Committee

Planning and Environmental Linkages (PEL) Study

SH 225: I-610 East to SH 146

I-610 East: Telephone Road to Gellhorn Drive

Harris County, Texas

CSJ: 0502-01-228

February 28, 2024



1 Existing Conditions

2 Needs and Alternative Screening

3 PEL Findings

4 Next Steps

5 Comments and Questions

SH 225 and I-610 East PEL Study Limits

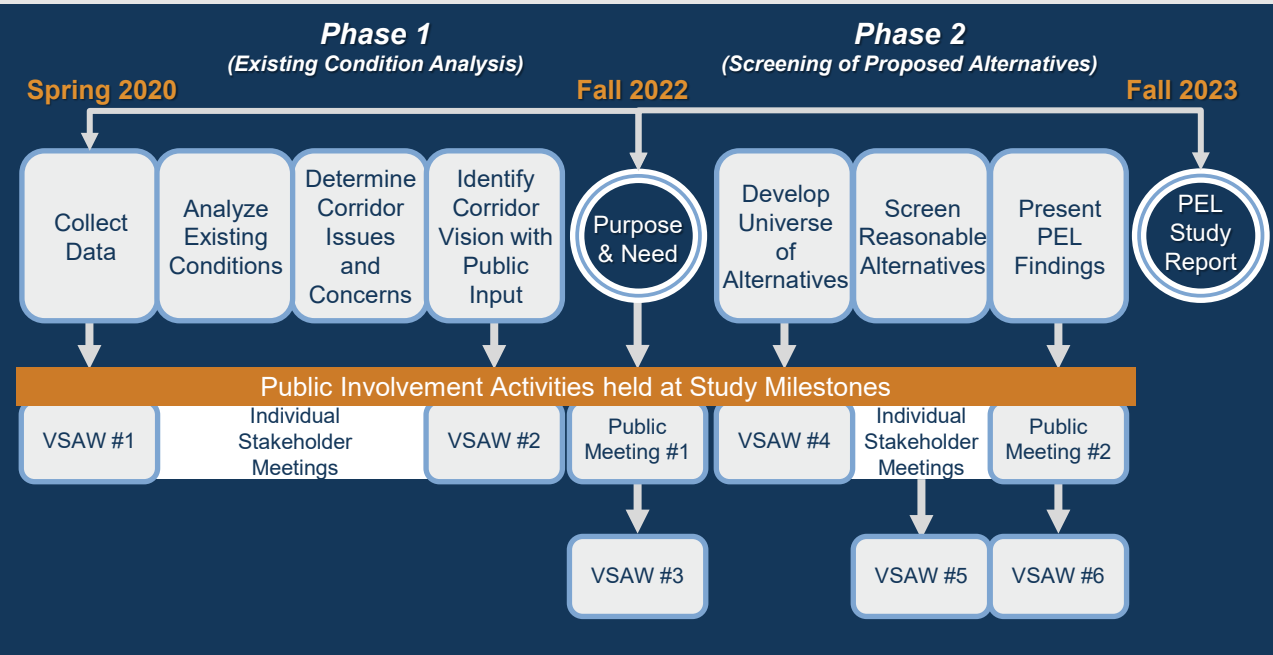


PEL Study Limits



PEL Study Area

SH 225 and I-610 East PEL Study Schedule (Completed Dec. 2023)



Public Involvement Summary

20 Individual Stakeholder Listening Sessions
150 Participants

6 Stakeholder and Agency Workshops
224 Participants

7 Community Meetings
258 Participants

2 Public Meetings
92 In-person Participants
635 Virtual Participants

VSAW = Virtual Stakeholder and Agency Workshop

FHWA National Highway Freight Network

The Federal Highway Administration (FHWA) established a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system.

The NHFN includes the Primary Highway Freight System (PHFS). The PHFS is a network of highways identified as the most critical highway portions of the U.S. freight transportation system.

The following roadways in our study area are part of the PHFS:

- SH 225
- I-610E
- SH 146

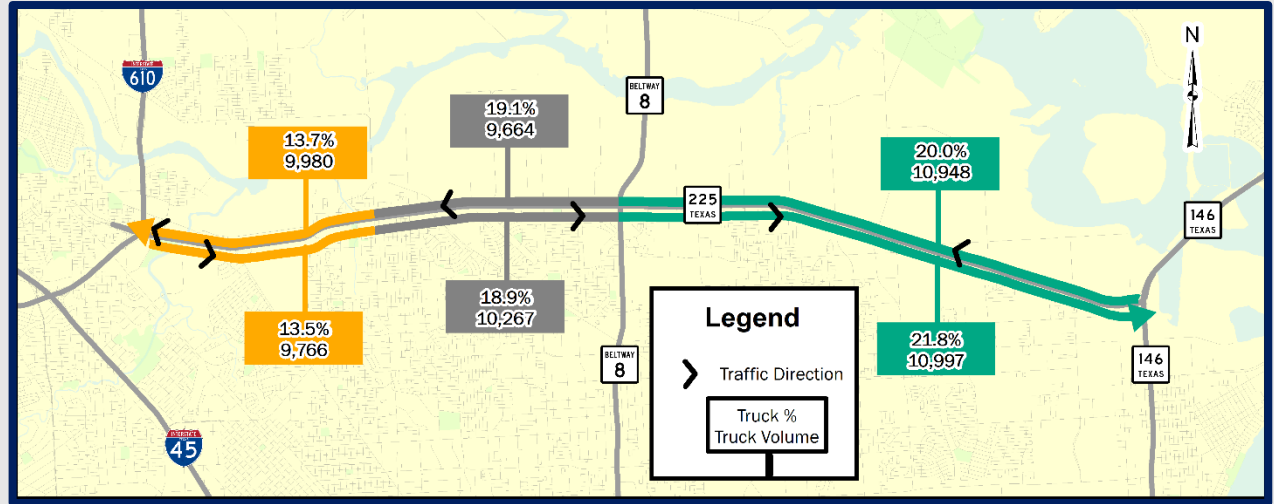


Source: FHWA National Highway Freight Network (2024)

SH 225 Daily Truck Traffic (2021)



- Approximately 10,000 to 11,000 trucks per day in each direction
- Percentage of daily truck traffic ranges from approximately 14% to 22% along SH 225
- Truck traffic is heavier on SH 225 east of Beltway 8



Source: A synthesis of ground counts, TCDS data, and StreetLight data for year 2021.

I-610E Daily Truck Traffic (2021)

- Approximately 8,000 to 14,000 trucks per day in each direction
- Percentage of daily truck traffic ranges from approximately 9% to 16% along I-610E
- Truck traffic is heavier on I-610E north of SH 225



Source: A synthesis of ground counts, TCDS data, and StreetLight data for year 2021.

Existing Freight-Related Issues



SH 225, I-610E, and SH 146 are on TTI's top 100 truck congested roadways

Texas A&M Transportation Institute (2022)

15%

of the total crashes on SH 225 and I-610E involve trucks

TxDOT CRIS Data (2017 to 2021)

26%

of the crashes involving trucks were fatal

TxDOT CRIS Data (2017 to 2021)

50%

of the bridges in the study limits do not meet the 18.5' minimum vertical clearance for freight network roadways

BRINSAP Reports (2021)



PMIS data indicates SH 225 pavement is in distress

Pavement Management Information System (2022)



Segregation of trucks from cars

Additional lanes to reduce congestion

Enforcement of truck only lanes

Enhanced barriers on elevated structures

Screening Criteria - Needs



Safety Issues



Inadequate Multimodal Movement of People



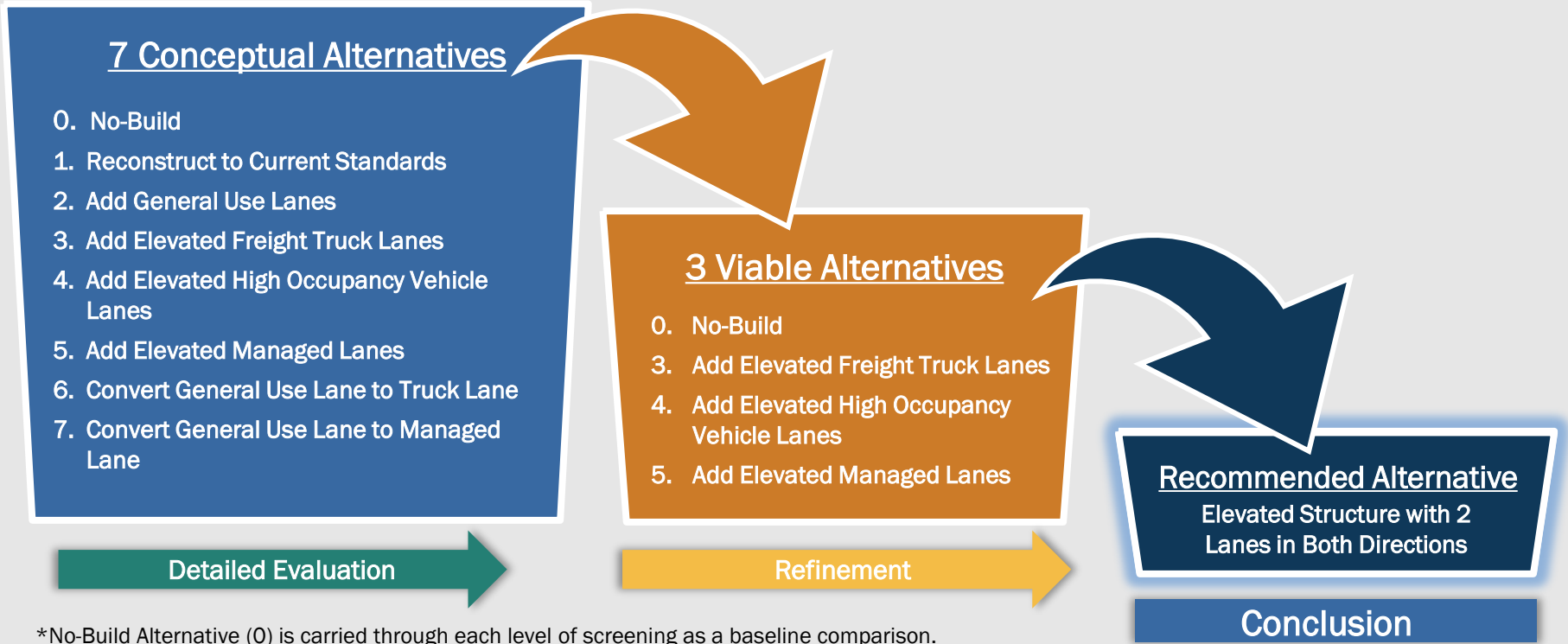
Inefficient Movement of Freight and Maritime Cargo



Inefficient Emergency Evacuation



Aging Infrastructure



*No-Build Alternative (0) is carried through each level of screening as a baseline comparison.

Recommended Alternative



How could the elevated lanes be used?

The elevated lanes could be in the center of the roadway or between the frontage roads and general-purpose lanes.

The recommended alternative proposes to reconstruct the current facility to meet current design standards.

Elevated Lanes | 2 Additional Lanes in Both Directions



Truck Only

Trucks would be allowed to use the elevated lanes.

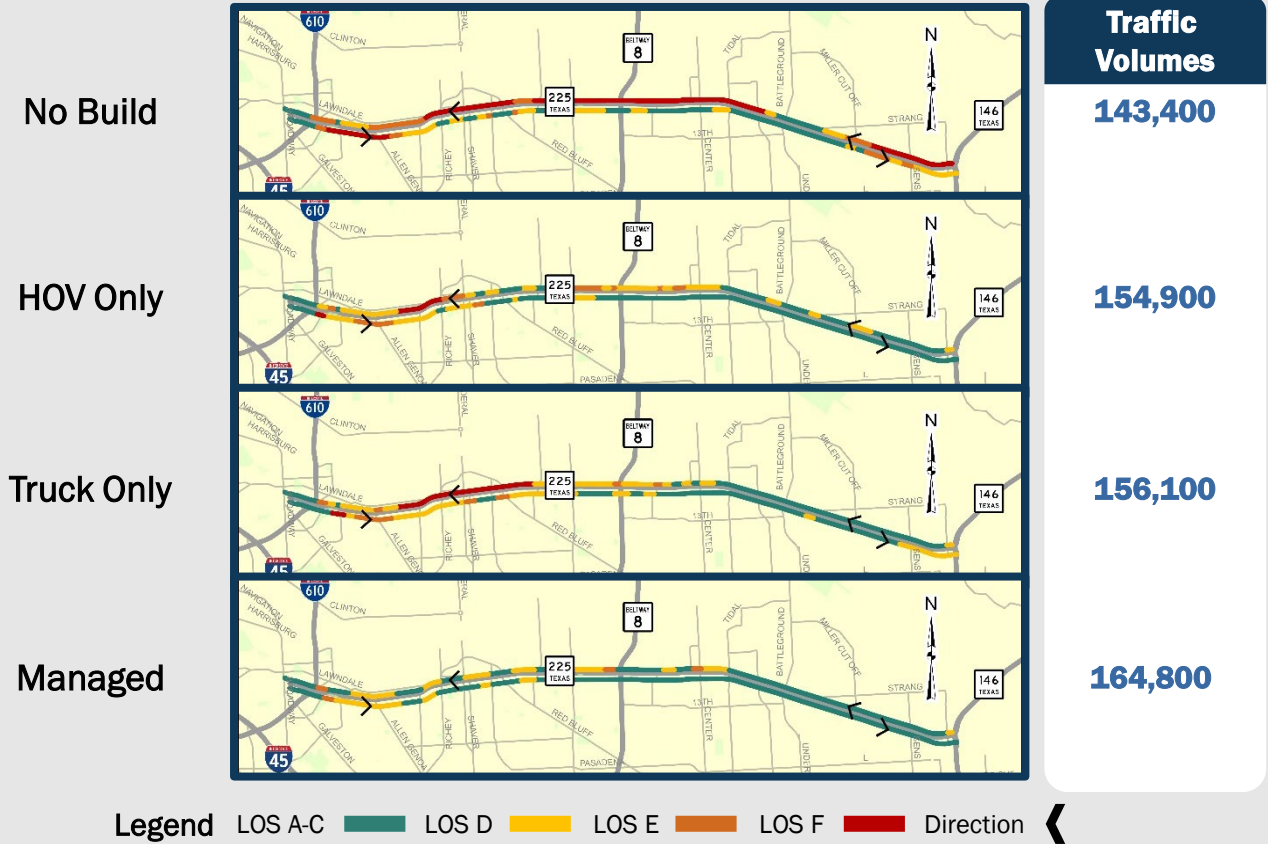
HOV Only

Transit and high occupancy vehicles (HOV 2+) would be allowed to use the elevated lanes.

Managed

Trucks, HOV, transit passenger and/or other vehicles could be allowed to use the elevated lanes at certain times of the day.

Traffic Improvements LOS: SH 225 General Purpose Lanes 2045 PM Peak Hour



Traffic Improvements: LOS I-610E General Purpose Lanes 2045 PM Peak Hour

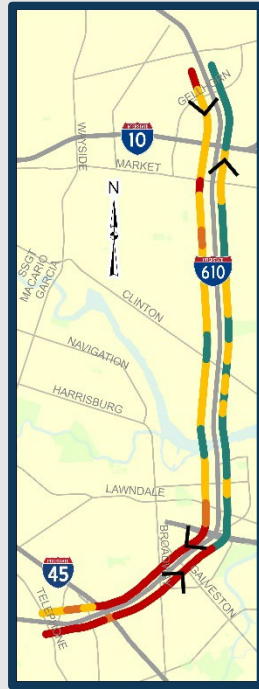


No Build



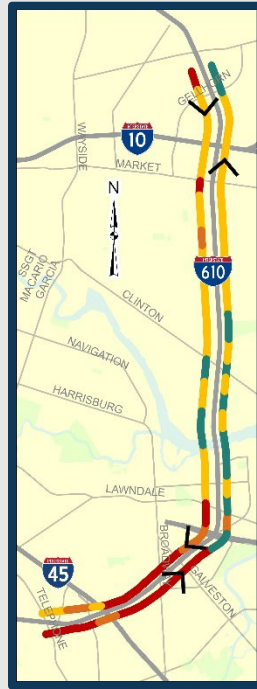
Traffic Volume
221,100

HOV



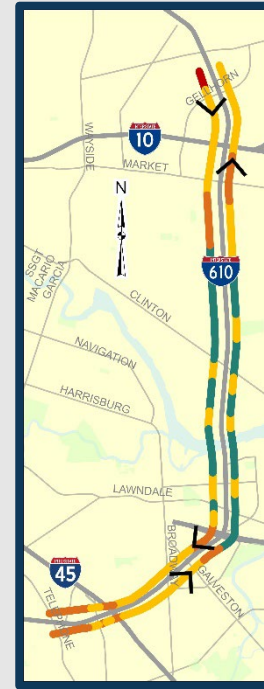
Traffic Volume
237,600

Truck



Traffic Volume
245,800

Managed



Traffic Volume
254,100

Legend LOS A-C  LOS D  LOS E  LOS F  Direction 



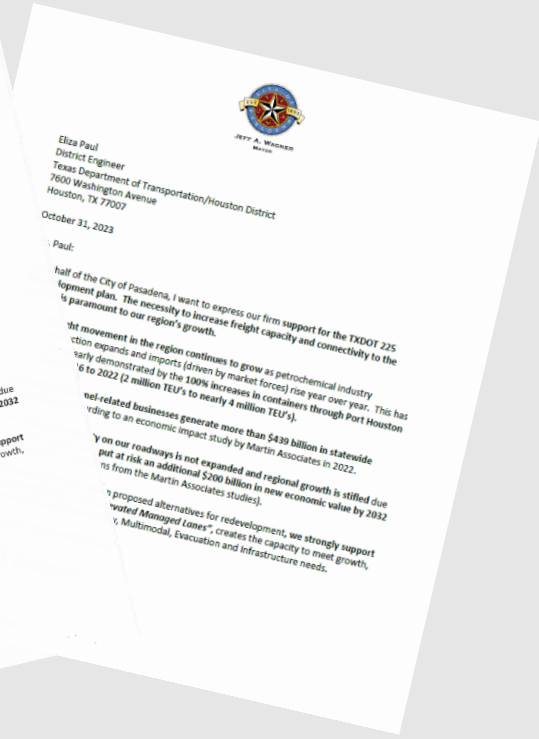
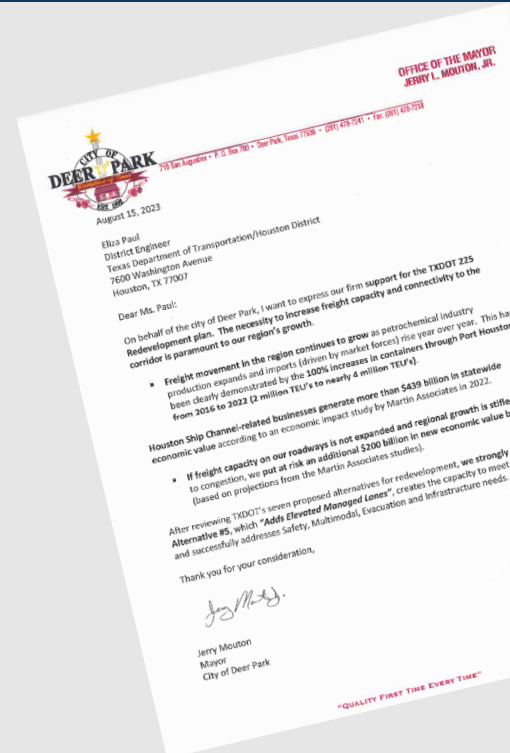
- Reconstruction of SH 225 and I-610E would result in:
 - Increased vertical clearances to meet Freight Network policy
 - Updated pavement design to accommodate freight traffic
 - Improved geometrics for safety
- Adding an elevated structure to SH 225 and I-610E would result in:
 - Additional road capacity for better freight movement
 - Potential express lanes for various transportation modes





22 Support letters were received to date for Alternative #5, Elevated Managed Lanes

- City of Pasadena
- City of Deer Park
- City of Morgan's Point
- City of South Houston
- City of Baytown
- City of Seabrook
- City of Pearland
- Port Houston
- Economic Alliance Houston Port Region
- East Harris County Manufacturers Association (EHMA)
- ILA South Atlantic and Gulf Coast District
- West Gulf Maritime Association (WGMA)
- BayTran
- American Council of Engineering Companies (ACEC)
- Galveston Economic Development Partnership
- CenterPoint Energy
- BIC Alliance
- Turner Industries
- LBC Tank Terminals
- Tri Con Holdings, Inc.
- Methodist Hospital – Clear Lake
- Lee College





Upcoming Major Projects in the PEL Study Area



NEPA Process & Preliminary Design



I-610E Ship Channel Bridge

Agency: TxDOT

Scope: Development of the schematic design and environmental studies for the reconstruction and raising of the I-610E Ship Channel Bridge (Sidney Sherman Bridge).

Estimated Start of Schematic and Environmental Studies: Fall 2024

Estimated Construction Cost: \$2 Billion

Detailed Design



SH 225 and Beltway 8 Interchange

Agency: Harris County Toll Road Authority (HCTRA)

Scope: Development of the detailed design, specifications, and costs for constructing 8 direct connectors at SH 225 and Beltway 8 in support of the HCTRA's Ship Channel Bridge Program.

Estimated Letting: Summer 2024

Estimated Construction Cost: \$310 Million

Detailed Design



SH 225 Overlay

Agency: TxDOT

Scope: Re-paving of SH 225 from Beltway 8 to East Boulevard.

Estimated Letting: Summer 2025

Estimated Construction Cost: \$11 Million





Best Practices Mitigation for Freight Impacts



Greater Houston Freight Committee
February 28, 2024

Presentation Topics

- The importance of freight
- Freights Benefits and Burdens
- Regional Snapshot (what our region is doing to mitigate impacts)
- Tools in the Toolbox
 - Land-use focused
 - Policy and program focused
- Summary

Importance of Freight

- The efficient flow of goods is critical to the economic well-being of the United States
- Creates Jobs
- Provides accessibility and market access



Freights Benefits and Burdens

- **Benefits**

- Lower cost of goods
- Faster delivery
- Thriving small/large businesses

- **Burdens**

- Noise and Vibration
- Light Pollution
- Decreased air quality

- **Key Issues**

- Traffic Flow and congestion
- Safety
- Environmental
- Noise and vibration



Snapshot of the Freight in the HGAC region

Mitigation Tool	Baytown, TX	Deer Park, TX	Houston, TX	La Porte, TX	Pasadena, TX
Truck Route	X			X	X
Hazardous Materials Ordinance		X	X		X
Weight restrictions	X	X	X	X	
Noise, sound, or vibration pollution regulations	X		X	X	
Land use regulations <ul style="list-style-type: none"> • Loading and unloading Regulations • Container Storage and Chassis Yard Ordinance • Industrial District and Warehouse regulations 	X	X	X	X	X
Air quality ordinances			X		
Truck Parking	X				
Rail ordinances		X	X		

Toolbox – Land-use



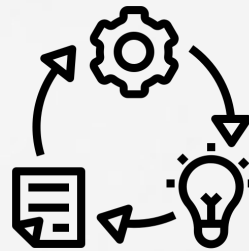
Truck Routes



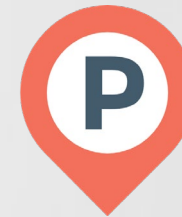
Freight Villages



Local Freight Plan



Context Sensitive Solutions

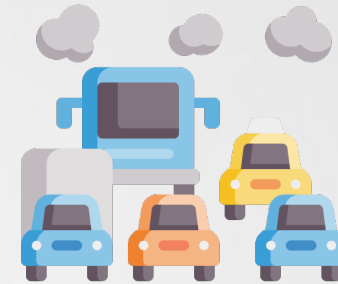


Truck Parking

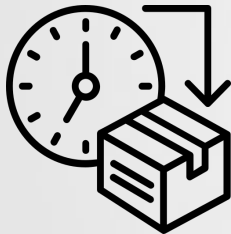
Toolbox – Policies and Programs



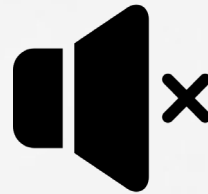
Certification and Recognition Programs



Anti-Idling Policies



Off Peak Deliveries



Low noise delivery programs/regulations



Low Emission Zones

Summary

- The HGAC region is a hub for goods movement
 - The movement of goods will only grow larger in the HGAC region
 - Many communities experience impacts of goods movement
 - Further research is needed to determine appropriate solutions
- **Next steps**
 - Posting the best practices to H-GAC freight planning webpage in the coming months
 - Looking for ways to continue the analysis of freights impact on communities

Thank You

Contact Information

- Sydni Ligons
- Senior Planner
- Sydni.ligons@h-gac.com

Survey

2024 GHFC Survey



- <https://forms.office.com/r/BKseE3T3aw>

RGMP Update

- [RGMP Story Map](#)
- [Regional GIS Data Hub](#)

- RGMP adoption into RTP timeline:
 - Presenting at the March TPC meeting for information
 - Present at the April TAC and TPC for adoption into RTP

Disclaimer

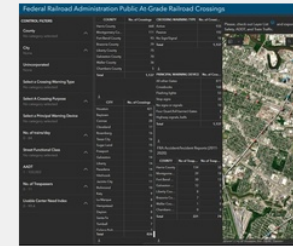
These applications are intended for general reference and planning purposes only. Mapping may not reflect on the ground conditions. The Houston-Galveston Area Council makes no further claims as to the accuracy or reliability of the data, and neither assumes, nor will accept liability for their use.



Application List



2022 Future of Work Survey



Federal Railroad Administration Public At-Grade Railroad Crossings



Regional Goods Movement Plan



Announcements

Upcoming Meetings

- Transportation Advisory Council- 3/13/24
- Transportation Policy Council – 3/22/24
- Regional Air Quality planning Advisory Committee – 3/28/24

Future GHFC Meetings

- April 18, 2024
- July 18, 2024
- October 17, 2024

Thank you