

State 146 Highway Subregional Study

STUDY TEAM

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STEERING COMMITTEE

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- Chris Chavis, City of Baytown
- Tiffany Foster, City of Baytown
- Omar De Leon, TxDOT Beaumont District
- Tracy Wheeler, Baytown Chamber of Commerce
- Sgt. Lee Hendricks, Baytown Police Department
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MORE INFORMATION

Website: www.hgacmpo.com/SH146

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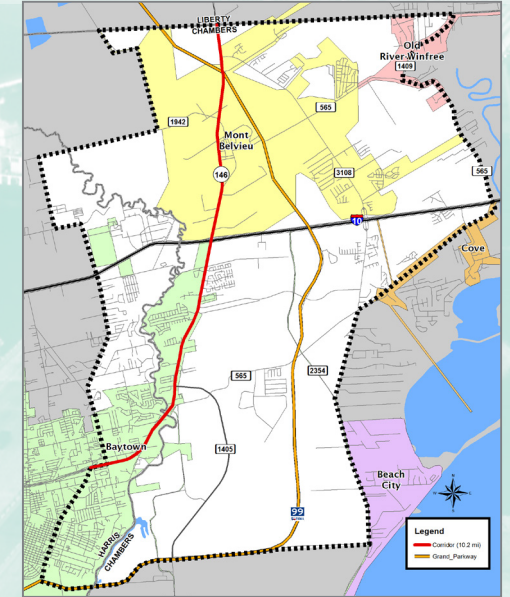
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SH 146 Mobility Plan
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The SH 146 Subregional Mobility Plan has been developed to address the mobility issues facing SH 146 study area due to rapid increasing population, employment, and freight traffic. The proposed project recommendations are based on need and have been identified as short or long-term improvements.

GOALS

The Steering Committee developed the following goals, which were designed to guide the SH 146 Subregional Plan and its recommended transportation improvements:

- Enhance safety by addressing the needs of all users
- Mitigate Congestion
- Enhance Streetscapes
- Address commercial vehicle issues
- Mitigate mobility barriers
- Increase connectivity for all modes of transportation
- Engage the public in decision making process



Map of Study Area



IDENTIFIED ISSUES

The SH 146 study area is rapidly adding residents and jobs, and with this growth comes increased traffic. The following mobility concerns were identified by the Steering Committee, Stakeholders, Public and data collection efforts:

- SH 146 Congestion
- Signal Timings
- Driveway Consolidation
- School Zones (Safety)
- Underutilization of SH 99
- Heavy Haul Traffic
- Additional Road Connections
- Railroad Crossings
- Lack of Bike/Pedestrian Facilities
- Road Aesthetics
- Hurricane Evacuation Route
- Hazardous Material Hauling
- FM 565 Congestion
- FM 3180 Congestion
- Cedar Bayou Crossing

KEY PROJECTS

Listed below are the various types of improvements that have been recommended in the SH 146 Subregional Plan. The short-term improvements are specific, easily constructible, typically lower in cost, located within existing right-of-way, and simple to implement compared to the long-term recommendations.

SHORT-TERM RECOMMENDATIONS (0-5 years)

- Raised medians
- Channelized left-turn bays
- Driveway consolidated
- Road closures
- Traffic signal improvements
- Left and right turn lanes
- Crosswalks
- Paratransit (Demand Response)
- Street lightning
- Pavement markings
- Changeable message signs

LONG-TERM RECOMMENDATIONS (6+ years)

- Major driveway modifications
- Bridges
- New roadways
- Road widening
- Bicycle/Pedestrian facilities
- Railroad overpasses
- Park & Ride services
- Coordinated transit services
- Direct connectors
- SH 99 pilot project

ANTICIPATED BENEFITS

Implementation of the recommended improvements is projected to:

- Enhance traffic operations
 - Reduce Travel Time during peak periods by 22%
 - Improve speed during peak periods by 32%
 - Annual travel time savings of \$5.5 Million during peak periods
- Reduction in number of crashes - cost savings of \$4.2 million/year
- Improve Air Quality
 - Reduction of 16% of Volatile Organic Compounds (VOC), CO and NOx levels
- Improved transit services for elderly and disabled
- Improved Bike/Pedestrians facilities

ESTIMATED COST

Short-Term:	\$15-20 million
Long-Term:	\$670-790 million
Total:	\$685-810 million

IMPLEMENTATION STRATEGIES

Strategies should be straight forward, coordinated and consistently applied. This study recommends five key steps:

1. Approve, fund, and implement, by responsible agency, the short-term recommendations as early as possible.
2. Create an area management district to:
 - Coordinate with local business and property owners
 - Inform and develop consensus for area improvements
 - Implement landscape and streetscape enhancements
3. Ensure long-term project readiness by performing preliminary engineering and securing environmental clearances.
4. Establish an Access Management Task Force, comprised of agency stakeholders, to address access management policies and guidelines for the region.
5. Coordinate policies between Mont Belvieu and Baytown to promote mobility.