

## Appendix C

### Public Involvement

## February - March 2006 Public Meetings Summary

# Meeting Summary

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Public Meetings, February 28 and March 1, 2006



The Texas Department of Transportation (TxDOT) and The Grand Parkway Association (GPA) are preparing an Environmental Impact Statement (EIS) for State Highway 99 (SH 99) from US 59 (N) to IH 10 (E), also known as the Grand Parkway Segments H and I-1. This project is located on the northeast side of the greater Houston metropolitan area and spans the area from US 59 (N) to IH 10 (E) generally between FM 2100 and SH 146 in Montgomery, Harris, Liberty, and Chambers Counties, a distance of approximately 36 miles. Cities within the project study area include Mont Belvieu, Dayton and New Caney, Texas. Segments H and I-1 are planned as a four-lane, limited access, toll facility within a 400-foot wide right-of-way. SH 99 is a key element of the 2025 Regional Transportation Plan, a transportation program developed by the Houston-Galveston Area Council (H-GAC).

The purpose of this report is to document the activities used to solicit public participations as well as record the input received in conjunction with the project's first series of public meetings held February 28 and March 1, 2006.

## **PUBLIC SCOPING MEETINGS**

The first series of public scoping meetings was held in two different locations within the study area to provide ample opportunity for interested citizens to attend. The meeting time for each of these locations was 6-8 p.m.

- Tuesday, February 28, 2006, Wilson Junior High School, 309 Highway 146, Dayton, Texas 77535
- Wednesday, March 1, 2006, Barbers Hill High School, 9600 Eagle Drive, Mont Belvieu, Texas, 77580

The purpose of the public scoping meetings was to solicit public and agency input toward the development of the proposed project's purpose and need, objectives, process, schedule, and study area.

## **ATTENDANCE**

Approximately 158 people attended the public meetings:

- Dayton — 97 citizens and 7 elected officials
- Mont Belvieu — 45 citizens and 9 elected officials

Representatives from project team firms were present at both meetings: The Grand Parkway Association, Texas Department of Transportation, HNTB Corporation, The Lentz Group, Wilbur Smith Associates and Cobb Fendley & Associates. Representatives from Trans-Texas Corridor also attended the meetings.

# Meeting Summary

Public Meetings, February 28 and March 1, 2006



## MEETING FORMAT

Both meetings were conducted in an “open house” format and consisted of various exhibits including maps of the preliminary study area, text informational boards, and large-scale aerial maps. Meeting attendees were invited to review the information at their leisure. TxDOT, GPA and consultant team members were available to answer questions and discuss concerns. Attendees were provided a comment form and encouraged to fill it out and turn it in at the meeting or submit their comments to GPA by mail.

Due to its possible proximity and potential future connection to SH 99 Segments H and I-1, representatives from the Texas Trans Corridor (I-69) displayed their project’s informational boards and were available for questions and comments. The Grand Parkway is a separate and independent project from the I-69 project.

## PUBLIC INPUT SUMMARY

A total of 28 questionnaires were received — 16 from Dayton meeting attendees, 2 from Mont Belvieu meeting attendees, and 10 mailed to GPA. Additionally, 6 email comments and 2 letters were received.

Copies of all comments received are located in Section 7 and written responses to collective comments are located in Section 8 of the Public Scoping Meeting Record. This meeting summary and comment responses will be posted at [www.grandpky.com](http://www.grandpky.com). A full copy of the Public Scoping Meeting Record, including comment responses, will be available for review at Grand Parkway Association, 4544 Post Oak Place, Suite 222, Houston, TX 77027; the TxDOT Houston District Office, 7721 Washington Avenue, Houston, TX 77007 and the TxDOT Liberty Area Office, 209 Layl Drive, Liberty, TX 77575.

The following summarizes the comments received. A full breakdown of questionnaire responses follows this summary.

### Study Area Property Owners

The majority of questionnaire respondents (64%) own property within the study area.

### Location of Property

Most respondents who own property within the study area are located in zip code 77535 (Dayton, Texas). Other property locations include Crosby, Huffman, New Caney and Mont Belvieu.

### Property Type

The majority of property owned by respondents within the study area is residential property. Eight respondents described their property as agricultural, indicating various amounts of acreage (ranging from 6 to 3,630 acres) and lengths of time owned (ranging from 6 to 50 years). One respondent described their property as commercial and there were no respondents that described their property as industrial.

### Frequency of Trips

Most respondents indicated they would use the proposed roadway 2-3 times a week.

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Public Meetings, February 28 and March 1, 2006



## **Purpose of Trips**

The majority of respondents indicated they would use the proposed roadway for non-work related purposes.

## **Existing Road Serving Same Purpose**

Most respondents commented that there is not an existing road that serves the same purpose as the proposed roadway in the study area. Some of the roadways mentioned by other respondents as serving the same purpose include SH 146, Hwy 90, Beltway 8, FM 2100, FM 1942, IH 10 and FM 1314. One respondent commented, “It is very easy to get into Houston with the roads that are already here.”

## **Area Benefit**

The majority of respondents think the project would be highly beneficial to the study area.

## **Top Concerns**

Project concerns repeated most often include concern the project will not begin soon enough, loss of property, location of the route, accessibility of the facility, the facility as an evacuation route and the possibility of the facility spurring economic development for the area.

## **Purpose and Need**

Comments regarding the project’s purpose and need statement varied and included “project is needed now,” “project is a welcome idea” and “not entirely satisfied about the need.”

## **Project Management Plan**

Two respondents commented on the Project Management Plan. The responses were “Good” and “Not Sure.”

## **Public Involvement Plan**

Comments included “very much appreciated,” “want to be involved” and “Huffman needs notification of meetings.”

## **Meeting Boards/Maps**

The majority of comments were positive and included “excellent,” “precise and clear” and “nice detail on maps.”

## **Meeting Location and Format**

Comments included “convenient,” “excellent,” “more advertisement” and “would like speakers and question and answer opportunity.”

## **Meeting Notification**

Most respondents heard about the meetings through advertisements and media coverage.

## **Additional Comments**

Space was given on the questionnaire for additional comments. Comments varied by subject including community concerns, property issues and environmental issues. A categorized summary can be found on the breakdown of questionnaire responses following this summary.

# Meeting Summary

Public Meetings, February 28 and March 1, 2006



<b>Number of questionnaires tallied</b> .....	28
<b>Study area property owner</b>	
Yes .....	18
No .....	10
<b>Zip code</b>	
77535 (Dayton).....	13
77532 (Crosby).....	2
77336 (Huffman).....	1
77357 (New Caney).....	1
77580 (Mont Belvieu).....	1
<b>Property type</b>	
Residential .....	17
Commercial.....	1
Industrial .....	0
Agricultural.....	8
6 years, 15 acres.....	2
12 years, 6 acres.....	1
13 years, 125 acres.....	1
40 years, 35 acres.....	1
50 years, 300 acres.....	1
29 acres.....	1
3630 acres.....	1
<b>Frequency of trips</b>	
2-3 times a week .....	11
Daily .....	4
Weekends only.....	4
Unknown.....	2
More than once a day.....	1
Seldom .....	1
Never, don't need it .....	1
<b>Purpose for trips</b>	
Non-work related .....	16
To/from work, work-related .....	11
To/from school.....	1
Property owner on SH 146 N.....	1
Tractor sales.....	1
Travel north of Houston.....	1
Never, don't need it .....	1

# Meeting Summary

Public Meetings, February 28 and March 1, 2006



## Existing roads that serves same purpose

No .....	12
SH 146 .....	5
Hwy 90.....	3
BW 8.....	2
FM 2100.....	2
FM 1942.....	1
IH 10 .....	1
FM 1314.....	1
Very easy to get into Houston with what is already here.....	1

## Area benefit

Highly beneficial .....	18
Neutral .....	4
Somewhat beneficial.....	3
Not at all .....	3

## Top project concerns

### *General Project Concerns*

Not starting soon/length of time to complete.....	7
Location of route.....	5
Economic development.....	3
Accessibility .....	3
Evacuation route .....	3
Time, money and efficiency to complete project.....	1

### *Property Concerns*

Losing property.....	6
Property taxes .....	2
Too close to Crown Colony subdivision.....	1
Available ROW space.....	1
Hope it does not affect Whispering Meadows Baptist Church.....	1

### *Traffic*

Relieve congestion on FM 2100 .....	2
Construction delays .....	1
Traffic flow .....	1
Impact on FM 1960 between Lake Houston and Dayton .....	1
Easier access to Houston and metro areas .....	1
Trip to work .....	1
Connectivity to other major routes .....	1

# Meeting Summary

Public Meetings, February 28 and March 1, 2006



## *Environmental/Community Issues*

Drainage/floodplain .....	2
Family owned cemeteries .....	1
Increase more hazards through the area.....	1
Raise cattle.....	1
Increase in crime rate due to increased housing, economic development .....	1
Would hurt farmers in this area .....	1
Have endangered species in trees .....	1
Changing our way of life .....	1
Safety .....	1

## *Tolling*

Proposed tollway .....	1
Toll would keep some commercial traffic from using.....	1
Toll roads we already have should be sufficient.....	1
Toll will be a problem for locals to pay .....	1

## *Route Suggestions*

As much as possible in Liberty County .....	1
Consider east side of the study area to connect to I-69.....	1
Coordinating with I-69 connector on southern part.....	1
Other options closer to Houston could be used .....	1

## **Purpose and need comments**

Not entirely satisfied about the need.....	1
Good but vague about location of Grand Pkwy and I-69 .....	1
Project is a welcome idea.....	1
Needed as an evacuation route.....	1
Needed now .....	1
People very friendly and helpful.....	1
Provide connectivity for suburbs .....	1
Didn't find out much more than I heard 30 years ago .....	1
Informative, but don't agree we need .....	1

## **PMP comments**

Not sure.....	1
Good .....	1

## **PIP comments**

Good .....	2
Huffman needs notification of meetings.....	1
Very much appreciated; want to be involved .....	1



# Meeting Summary

Public Meetings, February 28 and March 1, 2006



## Boards/Map Comments

Excellent .....	2
Precise and clear .....	1
Good .....	1
Very well done.....	1
Very good map .....	1
Nice detail on the maps.....	1
Great, very informative.....	1
Some markings could not be explained (purple lines, TCEQ info).....	1
Informative .....	1

## Meeting Format/Location Comments

Would like speakers and question and answer opportunity.....	2
Good place for a meeting (Dayton) .....	1
Convenient.....	1
Excellent .....	1
Very good .....	1
Good .....	1
Relaxed at Barbers Hill High School.....	1
Would have enjoyed a speaker to explain TRA direction and motivations.....	1
More advertisement .....	1

## How did you hear about the meetings?

Ads/Media Coverage .....	12
Mailing.....	7
Web site .....	3
Friend.....	1
In bulletin handout.....	1

## Additional comments

We need this roadway ASAP.....	3
Look forward to this project coming to fruition .....	1
Important for evacuation route and area economic growth and stability .....	1
Area does not need any additional access to Houston .....	1
Project huge waste of time and money .....	1

### *Safety*

Will allow for much improved evacuation preparedness .....	2
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### *Community Concerns*

Avoid family farms and new development.....	2
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Public Meetings, February 28 and March 1, 2006



Obtain facet maps to avoid family owned estate and cemeteries in FM 1485/FM 2100 area.....	1
Lakewood Heights in Huffman has many retirees.....	1
Like country atmosphere .....	1
Please don't take what we have worked so hard far .....	1
Seems late to determine path as construction now to IH-10.....	1
We are small town people by choice. ....	1
Grand Parkway needs to accommodate bicyclists and pedestrians .....	1

### *Environmental Issues*

Have eagles nesting in our trees and stocked pond.....	1
Will bring pollution, crime, traffic and urban sprawl .....	1
Houston Sierra Club is opposed to this project.....	1

### *Property Concerns*

Have land for sale on FM 1960 between Huffman and Dayton, will you come close? .....	1
Fair compensation if we are bought out.....	1
Need to know if widening SH 146 and how much .....	1
Don not want this anywhere near our home .....	1
Will homes need to be purchased east of Crosby? .....	1

### *Meeting Materials/Public Involvement*

Keep Liberty Vindicator up to date on project .....	1
Disappointed not a map overlaying the photo of the area .....	1
Want to see where churches, schools and house are relative to the study area.....	1

## May 2007 Public Meetings Summary

# Meeting Summary

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Public Scoping Meetings, May 8-9, 2007



The Texas Department of Transportation (TxDOT) and The Grand Parkway Association (GPA) are preparing an Environmental Impact Statement (EIS) for Segments H and I-1 of State Highway 99 (SH 99) from US 59 North to IH 10 East, also known as the Grand Parkway Segments H and I-1. These segments are located on the northeast side of the greater Houston metropolitan area and span the area from US 59 (N) to IH 10 (E) generally between FM 2100 and SH 146 in Montgomery, Harris, Liberty and Chambers Counties, a distance of approximately 36 miles. Cities within the project study area include Mont Belvieu, Dayton and New Caney, Texas. Segments H and I-1 are planned as a four-lane, limited access, toll facility within a 400-foot-wide right-of-way. SH 99 is an element of the 2025 Regional Transportation Plan, a transportation program developed by the Houston-Galveston Area Council.

The purpose of this report is to document the activities used to solicit public participation as well as record the input received in conjunction with the project's second series of public scoping meetings held May 8-9, 2007.

## **PUBLIC SCOPING MEETINGS**

The second series of public scoping meetings was held in two different locations within the study area to provide ample opportunity for interested citizens to attend. Both meetings were held from 6-8 p.m.

- Tuesday, May 8 — New Caney High School, Ninth Grade Campus 22784 Hwy 59 South, Porter, 77365
- Wednesday, May 9 — Eagle Pointe Recreation Complex 12440 Eagle Pointe Drive, Mont Belvieu, 77580

The purpose of the May 8-9 meetings was to solicit public input towards the development of the proposed project's need and purpose, coordination plan, schedule, alternatives development methodology, the universe of alternatives, preliminary alternatives, and recommended reasonable alternatives.

## **ATTENDANCE**

Approximately 180 people attended the public meetings:

- New Caney — 62 citizens and 3 elected officials
- Mont Belvieu — 107 citizens and 8 elected officials

Representatives from project team firms were present at both meetings: The Grand Parkway Association, Texas Department of Transportation, FHWA, TxDOT Environmental Affairs Division (ENV), PBS&J, HNTB Corporation, Wilbur Smith Associates and The Lentz Group. Representatives from the Trans-Texas Corridor also attended the meetings.

# Meeting Summary

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Public Scoping Meetings, May 8-9, 2007



## MEETING FORMAT

Both meetings were conducted in an “open house” format and consisted of various exhibits including maps of the preliminary alternatives, text informational boards and large-scale aerial maps. The total number of preliminary alternatives shown included 5 alternatives in Section A, 8 alternatives in Section B, and 7 alternatives in Section C. A handout map of the study area and these alternatives was also given out to the public attached to the comment forms. In addition, the preliminary alternatives that were selected as recommended reasonable alternatives were shown on a display board that included 3 alternatives in Section A, 5 alternatives in Section B, and 6 alternatives in Section C. Meeting attendees were invited to review the information at their leisure. TxDOT, GPA and consultant team representatives were available to answer questions and discuss concerns. Attendees were provided a comment form and encouraged to fill it out and turn it in at the meeting or submit their comments to GPA by mail.

Due to the possible proximity and potential future connection of the Trans-Texas Corridor (TTC I-69) to SH 99 Segments H and I-1, representatives from the TTC I-69 study team displayed their project’s informational boards and were available for questions and comments. The Grand Parkway is a separate and independent project from the TTC I-69 project.

## PUBLIC INPUT SUMMARY

A total of 72 comments were received — 22 comment forms from New Caney meeting attendees, 33 comment forms from Mont Belvieu meeting attendees and 4 mailed to GPA. Additionally, 9 email comments and 4 letters were received.

Copies of all comments received are located in Section 7 and written responses to collective comments are located in Section 8 of the Public Scoping Meeting Record. This meeting summary and comment responses will be posted at [www.grandpky.com](http://www.grandpky.com). A full copy of the Public Scoping Meeting Record, including comment responses, will be available for review at Grand Parkway Association, 4544 Post Oak Place, Suite 222, Houston, TX 77027; the TxDOT Houston District Office, 7721 Washington Avenue, Houston, TX 77007; and the TxDOT Liberty Area Office, 209 Layl Drive, Liberty, TX 77575.

The following summarizes the comments received. A detailed outline of comment responses is included at the end of this section.

### Study Area Property Owners

The majority of questionnaire respondents (78%) own property within the study area.

### Project Interest

Most respondents cited their interest in the project pertains to property concerns.

### Property Type

The majority of property owned by respondents within the study area is residential property (42%), with 29% owning agricultural property. Respondents cited a wide range of property acreage and length of ownership —

# Meeting Summary

Public Scoping Meetings, May 8-9, 2007



from 4 to 3,600 acres and from 1 year to 150 years. Eleven respondents noted their property location on the attached map. Their specific responses are detailed at the end of this section.

## Meeting Notification

Most respondents heard about the meetings through media coverage and the mailed meeting notice.

## Web site Use

Most respondents indicated they visit the project web site occasionally for public meeting notices and to review or download documents.

## Information Dissemination Preference

Respondents commented they prefer to receive project information and updates either via postal mail or e-mail.

## Impacts to Avoid

Comments regarding additional impacts varied and included Lake Houston Park, Huffman Cemetery and area community centers, schools and flood-prone areas.

## Need and Purpose

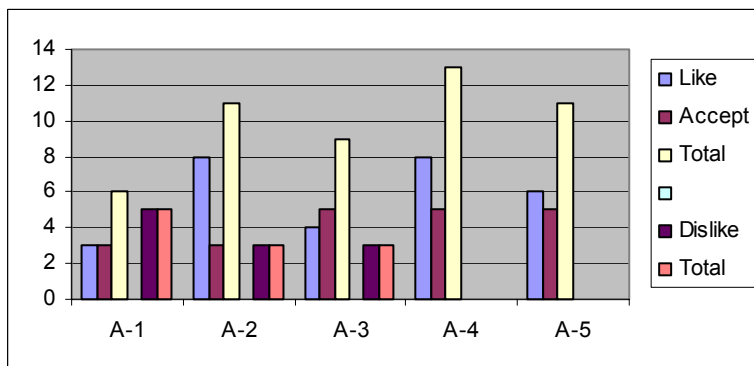
Comments regarding the project's purpose and need statement varied and included suggestions for route alternatives and identification of environmental, mobility and economic development issues.

## Project Coordination Plan

The majority of respondent's comments regarding the project coordination plan were positive and included "I like the plan," "good work" and "learned a lot of information."

## Alternative Preference

Only two respondents commented on the No Build Alternative, one citing they liked it and one stating they had no opinion. In Section A, the majority of respondents indicated that these alternatives did not concern them or they had no opinion. Alternatives *A-2*, *A-4* and *A-5* received the most positive feedback.

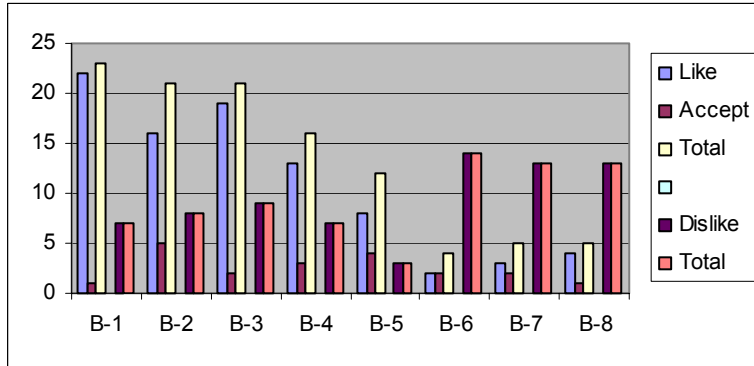


# Meeting Summary

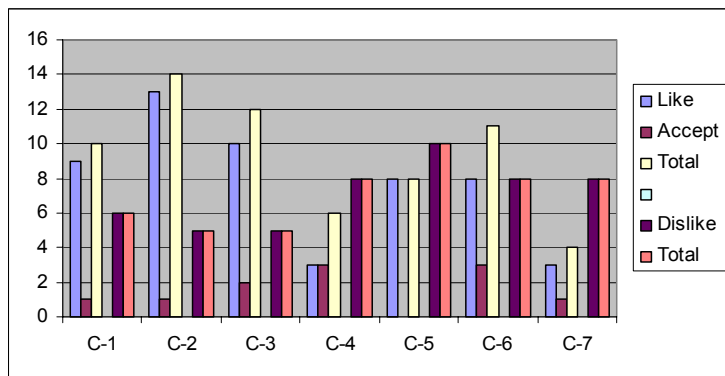
Public Scoping Meetings, May 8-9, 2007



In Section B, Alternatives **B-1**, **B-2** and **B-3** received the most positive feedback.



In Section C, Alternative **C-2**, **C-3** and **C-6** received the most positive feedback.



## Additional Alternative Suggestions

Only one respondent offered an additional alternative suggestion stating, “Best alternative is a diversion of B-5 joining with C-5.”

## Additional Comments

Space was given on the questionnaire for additional comments. Comments varied by subject including mobility, property and environmental issues. A categorized summary follows this report.

## Future Meeting Suggestions

Suggestions varied from “add a question and answer period,” to “provide copies of aerial maps at the meetings” and “post a list of project frequently asked questions.”

# Meeting Summary

Public Scoping Meetings, May 8-9, 2007



## Study area property owner

Yes .....	45
No .....	13

## Project Interest

- At 71 years old, I have watched all these projects
- Own 1500 acres
- Live in northeast Harris County in an area that adjoins Segment H
- Our property may be affected by the route of the highway
- I have property in the vicinity
- Improved mobility for the general area
- Live in Cypress Points subdivision/Blue Lake Road
- C-6 adjoins my property for several 100 feet. Would donate land to project
- Sister lives on Needlepoint Drive
- Maintenance needs for TxDOT
- Road closures and routing. Hazmat transports
- Interested in the transportation system in this area
- Live off 146 S and we hope the new road will make less traffic on 146
- Own property
- Directly affected by Segment I-2
- Beach City Alderman
- Live on my grandparent's old farm in our family since 1942. Don't want to see our rural community and the country piece and quiet ruined
- Homestead and 38.5 acres 1.5 miles from study area. City of Plum Grove City Councilman and Mayor Pro-tem
- Have property, residential, that will be impacted by earlier construction.

## Property type

Residential .....	30
Agricultural .....	21
Commercial .....	5
Industrial .....	2

## Property location

- At B-1, B-2 & B-3 intersection, near Harris and Liberty County lines
- Church 21258 Loop 494
- East of Lake Houston Park, west of 688, north FM 1960
- Harris County, southeast of Lake Houston Park
- Kingwood area
- The western portion abuts US59's east service road and adjoins the WC High School (south of school)
- Community Drive
- Far bottom southeast corner of study area near Mont Belvieu
- In Mont Belvieu, southeast corner of study area



# Meeting Summary

Public Scoping Meetings, May 8-9, 2007



- In FM 1960 area, a little east within study area
- Section C
- Near Highway 90 in Section B, near B-3 alternative.
- Residence on B-2 between 686 and Huffman.
- In Section B, near 1960 and the eastern border of the study area

## Meeting Notification

Media Coverage.....	24
Mailing.....	18
Another person.....	10
Web site.....	9
Advertisement.....	7
Other.....	2
• Call from County Commissioner	
• TxDOT	

## Web site Usage

Occasionally.....	27
Never.....	18
Regularly.....	11

## Web site Usage Purpose

Public Meeting Notices.....	20
Review or download documents.....	16
Make comments.....	5

## Information Dissemination Preference

Mail.....	30
Email.....	22
Web site.....	5
Media.....	5
Other.....	5
• Monthly or quarterly	
• At work	
• Phone	

## Impacts to Avoid

- It may center Huffman High School
- Avoid Lake Houston Park
- Cemetery, May Community Center & Ball Park, Hargrave High School
- Huffman Cemetery
- Lake Houston Park Area

# Meeting Summary

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Public Scoping Meetings, May 8-9, 2007



- Airport
- Area floods and we don't want road construction causing more flooding
- FM 2100 cemetery & historical marker/Lake Houston Park
- B-7 and B-8 will go through my property
- Avoid expensive homes, ranches which are beginning to be built in our area. Probably needs to be between Crosby & Dayton near FM 1960 area. A lot of empty land. A lot of traffic
- Oil and gas wells
- St. Ann's Catholic Church and Cemetery, Eastgate Community
- Oilfield, Esperson Dome, Whitewing Subdivision in Liberty County
- Flood prone areas

## Need and Purpose comments

### *Route Suggestions*

- Not needed
- Route should be between Dayton and Huffman at curve on FM 1960 and RR
- I like A-4 best
- Believe this is ridiculous size
- Would like proposed line to shift more east
- A north/south road with service roads is needed between 565 and I-10
- Finish Beltway 8 first and then work on Grand Parkway

### *Economic Development*

- It will help develop the Liberty County
- Increase property values. Lessen congestion on local roadways
- Should support and encourage commercial development. Very little benefit to this area without feeder roads
- East Harris and Liberty Counties are in desperate need for mobility, evacuation, commerce and development
- Coordinate with Bayport, Cleveland Corridor, so that they outcome will benefit both objectives (transportation). Consultants at this meeting did not know of the Bayport-Cleveland Corridor
- Because of prospective commercial development in West Liberty County, we are hoping the Parkway will follow near the Cedar Bayou area
- Since it is a limited access toll road its purpose will not serve any needs of the residents of Liberty County. No such route to the north and west across the county is needed by anyone here. It will stifle growth since the routes will be a blight as they cut a swath through attractive buildable land

### *Evacuation/Mobility*

- See a benefit for hurricane evacuation. Otherwise, don't feel that this section is needed. Congestion is not problematic in this area
- Should facilitate hurricane evacuations from the south and general area traffic flow now restricted to FM 1960

# Meeting Summary

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Public Scoping Meetings, May 8-9, 2007



- Great way to reroute congestion & increase value of property in Harris County
- Intended for evacuation routes, better mobility
- Is Fisher Road going to become a toll road?
- Controlled access is necessary
- It will be very nice to travel from IH 10 to Hwy 59 without traveling the Beltway. The Beltway is slower than I-610
- Crosby is beginning to attract larger businesses & restaurants. It would be great not to have to go to Baytown or Humble for entertainment, etc.
- It has been proven during hurricane Rita that our evacuation and communication system in times of disaster or danger is inexcusable. When people take the time to personally examine an area before they make rules or vote on something, a lot of money and mistakes could be avoided
- Will reduce traffic on the other roads
- Very needed. Move on as soon as possible
- Mont Belvieu area needs exits on and off the Grand Parkway

## *Environmental/Constraints*

- Worried about more flooding in Caney and Peach Creek. These creeks already prone to flooding
- Creeks already flood and roads are likely to flood so much more. Digging and dredging will make it worse

## *General*

- The people are very helpful.
- Great project
- Great idea! It could have been done 10 years ago and there would have been fewer residences in Section B
- Needed in light of population projections

## **PCP comments**

- Presented very well, good explanations
- Just curious — where on East Community Drive will project go behind or front of my house?
- Effort so far is very complete and informative
- Okay
- I like the plan. Will be great for East Harris & Chambers County
- So far, it's good. Helpful people. Good maps. This is our first public meeting. Learned a lot of information
- I like C-5 & C-6
- Good work. Best and quickest routing should be used

# Meeting Summary

Public Scoping Meetings, May 8-9, 2007



## Alternative Preference

### No Build

Like alternative .....	1
Acceptable/neutral .....	0
Dislike alternative .....	0
No opinion/does not concern me .....	1

### A-1

Like alternative .....	3
Acceptable/neutral .....	3
Dislike alternative .....	5
No opinion/does not concern me .....	10

### A-2

Like alternative .....	8
Acceptable/neutral .....	3
Dislike alternative .....	3
No opinion/does not concern me .....	10

### A-3

Like alternative .....	4
Acceptable/neutral .....	5
Dislike alternative .....	3
No opinion/does not concern me .....	10

### A-4

Like alternative .....	8
Acceptable/neutral .....	5
Dislike alternative .....	0
No opinion/does not concern me .....	11

### A-5

Like alternative .....	6
Acceptable/neutral .....	5
Dislike alternative .....	0
No opinion/does not concern me .....	10

### B-1

Like alternative .....	22
Acceptable/neutral .....	1
Dislike alternative .....	7
No opinion/does not concern me .....	2

# Meeting Summary

Public Scoping Meetings, May 8-9, 2007



## **B-2**

Like alternative .....	16
Acceptable/neutral .....	5
Dislike alternative .....	8
No opinion/does not concern me .....	3

## **B-3**

Like alternative .....	19
Acceptable/neutral .....	2
Dislike alternative .....	9
No opinion/does not concern me .....	4

## **B-4**

Like alternative .....	13
Acceptable/neutral .....	3
Dislike alternative .....	7
No opinion/does not concern me .....	6

## **B-5**

Like alternative .....	8
Acceptable/neutral .....	4
Dislike alternative .....	3
No opinion/does not concern me .....	8

## **B-6**

Like alternative .....	2
Acceptable/neutral .....	2
Dislike alternative .....	14
No opinion/does not concern me .....	6

## **B-7**

Like alternative .....	3
Acceptable/neutral .....	2
Dislike alternative .....	13
No opinion/does not concern me .....	6

## **B-8**

Like alternative .....	4
Acceptable/neutral .....	1
Dislike alternative .....	13
No opinion/does not concern me .....	6

# Meeting Summary

Public Scoping Meetings, May 8-9, 2007



## C-1

Like alternative .....	9
Acceptable/neutral .....	1
Dislike alternative .....	6
No opinion/does not concern me .....	7

## C-2

Like alternative .....	13
Acceptable/neutral .....	1
Dislike alternative .....	5
No opinion/does not concern me .....	7

## C-3

Like alternative .....	10
Acceptable/neutral .....	2
Dislike alternative .....	5
No opinion/does not concern me .....	8

## C-4

Like alternative .....	3
Acceptable/neutral .....	3
Dislike alternative .....	8
No opinion/does not concern me .....	9

## C-5

Like alternative .....	8
Acceptable/neutral .....	0
Dislike alternative .....	10
No opinion/does not concern me .....	7

## C-6

Like alternative .....	8
Acceptable/neutral .....	3
Dislike alternative .....	8
No opinion/does not concern me .....	8

## C-7

Like alternative .....	3
Acceptable/neutral .....	1
Dislike alternative .....	8
No opinion/does not concern me .....	8

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## Additional Alternative Suggestions

- Avoid flood area near the B-4 label on the map. Many residences between 1960 and Highway 90 in eastern Section B. Best alternative is a diversion of B-5 joining with C-5.

## Additional Comments

### *Property Concerns*

- Access if road goes through our property
- Use less populated land
- B-4, B-6, B-7 and B-8 have too much impact on existing residences
- B-3 should be moved west to go along property lines
- A-4 seems the best to me. Has less impact on homeowners
- B-1 appears to have the least impact on residential and commercial property. B-1 tying into B-2 appears to be the best way to go
- B-7 & B-8 would cut through many housing developments. There has to be a route that would not affect so many people and cause the disruption to their lives.

### *Environmental/Constraints*

- Avoid the area in Mont Belvieu west of SH 146 that is already petrochemical. Leave some distance between the plants and the highway so plant emergencies will have less impact on road usage
- Support any alternative that minimizes environmental impact. Concerned about the potential impact this construction would have on water flow and flooding in this general area
- Just flooding concerns. Especially Caney Creek
- Flooding & traffic
- Concerned about loss of the rural way of life, all the noise and development this project will bring
- Some areas are very low and 4.5" of rain puts water over the grass. Area at B-4 stands in water all winter. Construction would be difficult. Dip in CR 603 at the intersection of a drainage ditch. With 4" of rain the ditch overflows covering the road for a width of at least 100' up and down the road.
- This area floods. If built on B-2, what happens to water flow of east branch of Cedar Bayou which runs from east to west?
- Great deal of sense to using A-5 along the existing FM 1485 and joining it to alignment B-4. This will take the road through forested land as opposed to developed farms or residential areas as would occur with alignments B-1 or B-2. Both B-1 and B-2 cross the floodplain of Luce Bayou at a wide point, whereas B-4 can be aligned to cross at a rather narrow point. This will make construction of the roadway less expensive as more can be built on actual land versus on elevated bridges and causeways
- B-1 — Your aerial constraints map is outdated and does not show several water wells in the vicinity of FM 1960, CR 614 and CR 621. There are now some 40 homes in the area. What access will there be from FM 1960?

### *Mobility*

- Concerned about having to pay a toll to enter Needlepoint Drive and having to detour to I-10 to enter Needlepoint. Not able to enter Needlepoint via FM565
- Join this segment with the I-2 segment at I-10. DO NOT put more traffic onto I-10 between the C-6 and C-1 areas
- Because Huffman, Crosby & Dayton are being more "citified", businesses are coming into this area. Need to decongest traffic in Crosby. FM 2100 had recorded 70,000 cars everyday according to the

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Starbuck's survey and was in the Community News. Need other alternatives to get to Houston or avoid Houston traffic congestion if we want to go to San Antonio, etc. Been waiting for 20 odd years

- Like C-2 alternative. Direct connection with I-2 segment. Takes traffic around Mont Belvieu, but does not eliminate Hwy 146 for Hazmat route.
- Concerned about the in and out traffic of Needlepoint Road. Currently making a huge detour to enter my street. Adds about 10 miles to my travel each day
- Plum Grove Road was completely clogged for 3 days during Rita. We need help now

## ***Route Suggestions***

- Build it
- A-4 — connect to Segment G. C-3 — connect to I-2. Segment H must connect to Segment G at the same location on US 59. Segment I-1 needs to connect to Segment I-2 at IH 10. Offset connections are confusing and difficult to negotiate for the general public
- Break B-1 site off to join B-2 near Plum Grove
- A road from 565 to I-10 is much needed, but must have feeder roads so citizens can get on and off
- C-6 seems the most likely route. Feeder roads would be beneficial to this area. Would donate land if feeder roads are built. Without feeder roads, there is little or no benefit except to the traveling public
- Don't think you should consider C-1, C-2, C-3, C-6, C-5 because of the inability to use in case of an explosion or any other disaster. C-4 or C-7 are straighter routes and could help evacuate the area. Parkway should go through an area that is already too congested to accommodate the present traffic. Keeping in mind that everything will be impacted on either side of the corridor. Special interest parties or landowners should not be accommodated
- C-4 & C-7 going to IH-10 does not make sense
- City of Mont Belvieu prefers C-6 because it hugs existing CWA canal which already separates residential and industrial sides of city, minimizes impact on Cherry Point Subdivision at SH 146, and an alignment west of CWA canal allows the canal to serve as a natural buffer between roadway and residential areas developing to the east. As C-6 leaves the City, the city does not take position on whether it continues NW or tracks back north. The City strongly objects to C-1, C-2 & C-3 because route isolates land between pkwy and CWA canal to the west, requires acquisition of homes in Cherry Point and brings pkwy closer to new residential developments on our east side
- Either B-3 or B-4 would provide the highest and best use as the other alternatives are either too close in proximity to existing major thoroughfares or too far beyond the reasonable scope of development for the foreseeable future
- Cleveland City Council on May 17, 2007 discussed the proposed routes and supports alternative B-1.
- In resolution 2007-04, the City of Dayton supports B-1.
- Houston Sierra Club is opposed to the Grand Parkway. HSC has driven the study area and there is no reason for the GP in the Segments H & I-1 study area. HSC recommends that several alternatives that utilize as much existing road ROW be evaluated in the DEIS. These include 1) FM 1485 to FM 2100 to FM 1960 to SH 146 to IH-10 to SH 99; 2) FM 1485 to FM 2100 to FM 1942 to SH 146 to IH-10 to SH 99; and 3) FM 1485 to FM 2100 to FM 1960 to SH 146 to FM 3360 to IH-10 to SH 99. Focus on reducing environmental damage to Lake Houston Park, East Fork of the San Jacinto River, Peach Creek, Caney creek, Luce Bayou, and Cedar Bayou forested wetlands and if avoidance is not possible then 6:1 mitigation of land acquired to mitigate for land impacted should be implemented. Any noise pollution impacts due to the road must be mitigated including the use of noise absorbing pavement, noise absorbing sound walls, planting of vegetation, and depressed versus raised roadbed construction. The cumulative, secondary, direct, indirect, and connected impacts on the loss of quiet, the loss of



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hearing natural sounds, and the increase in noise pollution caused or encouraged by the road and associated development.

## Future Meeting Suggestions

- Just keep on doing what you are doing. Keep us informed on the progress
- Full speed ahead
- Keep up the work and let's go on with the project for the benefit of the community as a whole
- Meeting was great and the people were very helpful
- Copies of aerial maps provided for citizens to take home
- More detailed information and photos of residential areas adjacent to the proposed routes particularly when the ROW is close to boundary lines
- Question & Answer period
- What are the options for homeowners when site is picked? Need a Q&A for all aside from today group Q&A. Will bring up questions some may not think of
- The long delays in the completion of this project poses a significant burden on landowners who have their property for sale when their land is on the tentative alignment of the GP, as mine is. This project has cast a marketing shadow on my land since 1985
- Need FAQ's!!! Landowner/homeowner impact? Eminent domain?
- Need to value options to let us know which are most likely. I would donate land to project to help locate an option
- More information on what facilities are lying in the path of the intended proposal
- Let us see exit and entrance ramp proposals and explanations
- More detail on Parkway & Bayport-Cleveland Corridor
- Some people did not seem to understand what limited access means. You should show proposed access locations, if any.