

The Grand Parkway Association (GPA), a non-profit transportation corporation regulated by the Texas Transportation Commission, and The Texas Department of Transportation (TxDOT) are conducting a location and environmental study on Segment B of SH 99, an approximate 25-mile section spanning from SH 288 to IH 45 in Brazoria and Galveston Counties. This study will evaluate transportation options and its findings will be presented to the public, local elected officials, and area agencies, including TxDOT, to assess the most feasible solutions for addressing long-term mobility needs within the study area.

The majority of the proposed study area crosses relatively undeveloped properties in Brazoria and Galveston Counties. Cities and towns within the region include Alvin, Manvel, Dickinson, Texas City, Friendswood, Iowa Colony, Santa Fe, League City, Liverpool, and Pearland.

GPA has enlisted a team of professional consultants to perform the work. Team members include:

- Turner Collie & Braden — team leader, engineering and environmental
- Carter & Burgess — engineering and environmental
- ESPA Corp. — engineering
- SURVCON — surveying
- AECOM Consulting Transportation Group — travel forecasting
- Barton Smith, Ph.D. — economic analysis
- Northrup Associates — socioeconomic analysis
- Prewitt & Associates — cultural resources studies
- Moore Archeological Consulting — archeological studies
- The Lentz Group — public involvement

Public involvement is an important part of the study process. A variety of public involvement opportunities will be used to generate the participation of citizens, community-based organizations, environmental interest groups, business interests, neighborhood associations, local elected officials and agency representatives, and any others who feel they have a vested interest in the study area. Elements of the public involvement plan include public meetings, newsletters, comment forms, and GPA's web site, www.grandpky.com.

PUBLIC WORKSHOPS

This second round of public meetings for SH 99 Segment B was held on Tuesday, February 25, 2003 in the Student Center Cafeteria at Alvin Community College, 3110 Mustang Road, Alvin, Texas. The purpose of these workshops was to present the study's preliminary transportation alternatives and provide the public, local elected officials and agencies an opportunity to identify their concerns and opinions prior to further study.

FORMAT

The workshops were conducted in an open house format and consisted of a looping PowerPoint presentation and exhibits including large scale maps. To better accommodate attendees, two identical workshops were held — 2-4 p.m. and 6-8 p.m.

Meeting attendees were invited to review the information at their leisure. GPA, TxDOT, and consultant team representatives were available to answer questions and discuss concerns. Attendees were encouraged to fill out and turn in comment forms provided or submit their comments by mail or email.

Sierra Club members attended both workshops and were permitted to disburse their literature to attendees.

ATTENDANCE

A total of 110 signed the attendance logs at the afternoon workshop (2-4 p.m.) — 72 citizens, 21 agency or governmental representatives, 10 elected officials, 3 Sierra Club members, 2 TxDOT representatives and 2 members of the media. At the evening workshop (6-8 p.m.), 67 signed the attendance logs — 59 citizens, 3 Sierra Club members, 2 agency representatives, 1 elected official, 1 TxDOT representative, and 1 member of the media.

Two client and 11 consultant team representatives attended the meetings. They were:

Client Representatives

- Grand Parkway Association
 - David Gornet, P.E., Executive Director
 - Robin Sterry, Assistant Executive Director

Consultant Team

- Turner Collie & Braden
 - Chris Barnes, P.E.
 - Patty Matthews, P.E.
 - Roy Knowles, P.E.
 - Craig Hester, P.E.
 - Russ Bynum

- Carter & Burgess
 - Don Garrison, P.E.
 - Jeff Anderson
 - Matt Prazak, P.E.
 - Scott Kirby
 - Cynthia Carle, P.E. (June)

- The Lentz Group
 - Carmen Houston, Public Involvement

COMMENT SUMMARY

Thirteen people turned in comment forms at the meeting, 37 comment forms/letters were received via mail, and 56 comments were sent via email.

Representative comments and questions from can be summarized as follows:

Alternative Routes

Prefer Southern route	23
Prefer Northern route	21
Prefer East/West route.....	2

Specific Comments on Alternatives

- S1 has the least impacts to floodplains and populated areas
- S1 is closest to the coast, seems like the best choice for hurricane evacuation
- Southern route would help with access to the new raceway and cost less



- S1 is the best solution. Going through Alvin would make traffic in the city a nightmare and going North would be too close to Beltway 8 and would further separate Alvin from the growth experienced in Pearland
- Southern route would better connect rural communities and provide them a better evacuation route
- S1 would help with tourist traffic to/from the space shuttle site being built in the south end of the county
- N2 would improve mobility around SH 288 and CR 60 and help relieve congestion around FM 518
- Strongly support N2, but start at SH 288 and head east straddling South Hayes Creek starting west of CR 65 and continue for 2 miles then turn back north
- N1 would improve mobility in Alvin, Pearland and Friendswood
- Route north of Alvin would relieve traffic congestion and benefit the most area residents. Would be better if utilized the existing FM 517 to spur development and reduce new concrete area — less flooding issues
- Northern route very close to Magnolia Creek Subdivision in League City and Magnolia Creek/American Canal
- Northern route could cause increased traffic at Bay Area Boulevard and therefore impact Magnolia Creek Subdivision
- FM 1462 route is unacceptable due to the amount of displacements
- S1 meanders too much. A more direct route would better utilize funds
- Proposed routes too far south to alleviate traffic and coastal residents choose their area and are aware of their risk
- Please avoid West Fork subdivision

Whispering Pines Subdivision (*Received comments from 22 residents*)

- All oppose southern route
- 51 existing homes and 7 under construction — average home value \$250,000+

- Concerned about devaluation of their property, not only for themselves but county/city would lose much tax revenue
- Environmental concerns — disrupting forest, farmland, wildlife and country atmosphere, and noise and air pollution

Environmental Concerns

- Preserve peaceful, country environment — reason many live in the area
- Preserve residents' quality of life
- Drainage and flooding are major concerns
- Some would not welcome the secondary development and effects new roadway would bring, including noise and pollution
- Preserve the Chocolate Bayou Watershed
- Best to stay away from populated areas such as Alvin and Pearland, too many displacements/impacts

General Comments

- Web site should be more informative, updated more often
- Need an alternative route to help with congestion in the future, evacuation route
- Santa Fe relieved Grand Parkway will stay north
- Existing roadways should be utilized instead of building a new one
- Consider using several modal techniques together to achieve the Grand Parkway's goals.
- Would like to see more evidence showing the Grand Parkway would make a good route for hurricane evacuation

To aid in the public involvement process, the following question was included on the comment form:

How did you hear about this meeting?

Another person.....	20
Newsletter.....	9
E-mail.....	3
Ad:	
<i>Houston Chronicle</i>	1
<i>Alvin Sun/Advertiser</i>	1
Other:	
<i>Houston Chronicle article</i>	5
<i>Alvin Sun/Advertiser article</i>	2
<i>The Facts article</i>	4
<i>GPA</i>	1
<i>Newspaper, do not specify</i>	1

