

STEERING COMMITTEE MEETING #2



GUNDA CORPORATION

Engineers, Planners & Managers

**DRAFT MEETING NOTES
KINGWOOD AREA MOBILITY STUDY
STEERING COMMITTEE MEETING # 2**

Date: April 22, 2014

Time: 6:00 PM

Location: Kingwood Community Center, Kingwood, TX

STEERING COMMITTEE:

Stan Sarman, Chair

Mark Micheletti, Member

Corinn Price, Member

Katherine Persson, Member

Charlie Dromgoole, Member

Philip Ivy, Member

Jeff Nielsen, Member

Brian Manning, Member

OBSERVERS:

Council Member Dave Martin

Residents

Nate Brown, The Observer

Allie Smart, Chief of Staff

Cynthia Calvert, Tribune

GUNDA TEAM:

Ramesh Gunda

Michael Blasdel

Raghu Veturi

Allie Norman

MEETING MINUTES:

1. Steering Committee Chair Stan Sarman opened the meeting with an overview the project and thanked all the steering committee members for working on this project.
2. Ramesh gave a brief recap of Steering Committee Meeting #1 as well as the Goals and MOE's that were determined in Meeting #1.
3. The GUNDA Team presented all data that has been collected for the project, including collection source and/or methodology.
4. The GUNDA Team then presented the analysis of data for 2014 existing conditions and 2035 future conditions.
5. There was a hands-on exercise to gain input from Steering Committee Members on what they see as major issues from daily experiences in the Kingwood area. Comments were made verbally as well as marked and written on maps provided. The comments will be consolidated on a master map and distributed to Members.
6. The format of the Stakeholder Meeting that will be held on May 13, 2014 was discussed.

HANDS-ON EXERCISE:

The following are issues that were brought up during the exercise.

- Rail Road Crossing Gates
- Signal Reliability
- Turn Lanes Storage Capacity
- Measure old study versus new improvements
- Arterial LOS

- Bike lanes versus sidewalks – quality of life
- PCR (Pavement Condition Rating) – some of the areas have been improved since collected
- Any improvements will have to take care of drainage – bring it up to standards
- Grand Parkway impact on traffic
- Humble ISD – any future plans and turning lanes/schools?
- New Caney ISD (1,000 students going to middle school – bikes/cars – no paths)
- Community College – any future plans for turning lanes?
- Cars per household in Kingwood – 2.5 cars per household
- Check for fatal crash on Woodland Hills at Tree Lane

NEXTSTEPS:

- Prepare presentation material for Stakeholder Meeting
- Finalize Sample Survey based on Committee's comments
- Upcoming Stakeholder meeting on May 13, 2014 at 5:30 pm

Attachments

Sign-In Sheet

Agenda

Copy of Presentation

Master Comment Map



GUNDA CORPORATION

Engineers, Planners & Managers

Kingwood Area Mobility Study Steering Committee Meeting # 2

GUNDA Project No. 14004-01
Date: April 22, 2014, 6:00 PM
Location: Kingwood Community Center

SIGN-IN SHEET

NAME	FIRM/AGENCY	E-MAIL	TELEPHONE
BRIAN MANNING	STEERING COMMITTEE	B.MANNING09@AOL.COM	2819513509
STAN SARMAN	" "	STAN.SARMAN@gmail.com	on File
JEFF NIELSEN	" "	JNIELSEN@HoustonContractors.org	(713) 349-9434
Mark Micheletti	" "	Markmcp9@aol.com	832-754-3350
Katherine Persson	LSC - Kingwood	Kpersson@lonestar.edu	281-312-1640
Charlie Dromgoole	Lake Houston Area COG	cdromgoole@lakehouston.org	281-319-8901
Corina Price	Inspireity	Corina.Price@inspireity.com	832 1003-1015
Philip Ivy	Steering Comm.tee	Philip.Ivy@KBR.com	8326894882

TIRZ 10
LAKE HOUSTON/KINGWOOD AREA MOBILITY PLAN
Steering Committee Meeting #2

Date: April 22, 2014
Time: 6:00 PM

Agenda

1. Introductions
2. Recap of Steering Committee Meeting # 1
 - a. Recap of Goals and MOE's
 - b. Comments on Steering Committee Meeting # 1 Notes
3. Data Collection
 - a. Available traffic data from COH
 - b. Discuss traffic data collection
 - c. Signal timing information
 - d. Crash Data
 - e. Planned/scheduled/funded improvements
 - f. Known developments
 - g. Demographics
 - h. Citizen Concerns
4. Analysis
 - a. Demographic Patterns
 - b. Crash Analysis
 - c. Synchro model
 - d. Analysis findings
 - e. Existing deficiencies
 - f. 2035 No-Build conditions
5. Hands-on Exercise
 - a. What do you see as issues?
 - b. Mark-up on maps
6. Next Steps
 - a. Public Meeting format
 - b. Presentation Material
 - c. Any other information
 - d. Sample Survey
 - e. Photos from Steering Committee
 - f. Next Stakeholder Meeting on May 13, 2014 @ 5:30 PM
7. Questions

Kingwood Area Mobility Study
Lake Houston Redevelopment Authority
(TIRZ #10)

Steering Committee Meeting #2
Date: March 22, 2014




Introductions

- Steering Committee
- Project/Consultant Team



Recap – Steering Committee Meeting # 1

- Meeting on March 18, 2014
- Comments on Draft Meeting Notes
- Agreed upon goals and metrics to measure those goals



GOALS & MOE'S

GOALS

- Obtain community input
- Improve mobility – short and long term
- Maintain same or better quality of life
- Identify funding sources
 - Educate public regarding funding sources
- Plan for future
- Safety
- Possible transit for aging population
- Pedestrian facilities as part of Street Improvements
- Public transportation
- Trolley system – not typical METRO bus
- Quick fixes

MOE'S

- Less congestion
- Decrease delay/travel time
- Pedestrian safety/bicycle safety
- Vehicular safety
- Cost effectiveness
- Schedule
- Regulatory impacts
- Environmental impacts including Tree Impacts



Data Collection

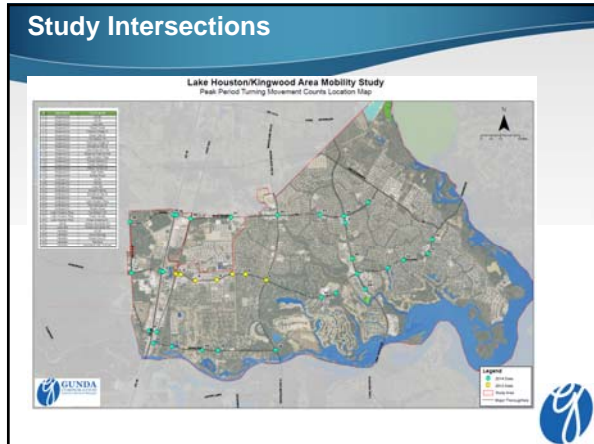
- Available traffic data from City of Houston
- Discuss traffic data collection
- Signal timing information
- Crash Data
- Planned/scheduled/funded improvements
- Known developments
- Demographics
- Citizen Concerns



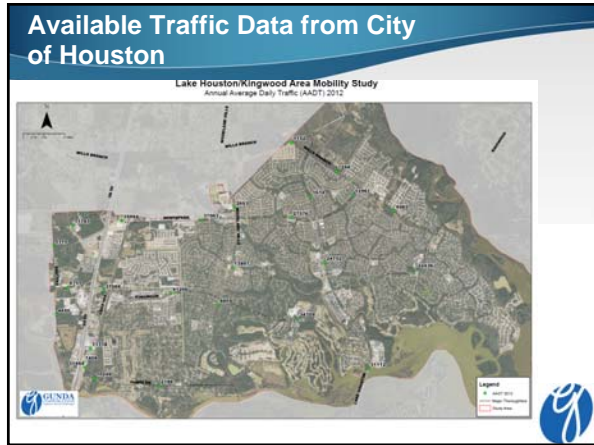
Study Area



Study Intersections



Available Traffic Data from City of Houston



Peak Hour Counts

Kingwood Dr. @ Lake Houston Pkwy



Signal Timing

1125 - Northpark @ Woodland Hills [ITS 345] Page 1
March 16, 2014

Control Table info		SignalPhase 1 (E Control/Passive)									
Control Table ID	1125	Phase 1	Control/Passive								
Control Table Name	1125 - Northpark @ Woodland Hills [ITS 345]	Phase 2	Control/Passive								
Control Table Type	Signal	Phase 3	Control/Passive								
Control Table Location	1125 - Northpark @ Woodland Hills [ITS 345]	Phase 4	Control/Passive								
Control Table Date	3/16/14	Phase 5	Control/Passive								
Control Table Version	1.0	Phase 6	Control/Passive								
Approach Table info											
Table Name: 1125 - Northpark @ Woodland Hills [ITS 345]											
Table Type: Signal											
Table Location: 1125 - Northpark @ Woodland Hills [ITS 345]											
Table Date: 3/16/14											
Table Version: 1.0											
Approach Table 1 Pattern											
Approach	Phase	Color	Priority	Control	Passive	Control	Passive	Control	Passive	Control	Passive
North	1	Red	0	Control	Passive	Control	Passive	Control	Passive	Control	Passive
South	1	Red	0	Control	Passive	Control	Passive	Control	Passive	Control	Passive
East	1	Red	0	Control	Passive	Control	Passive	Control	Passive	Control	Passive
West	1	Red	0	Control	Passive	Control	Passive	Control	Passive	Control	Passive



Crash Data

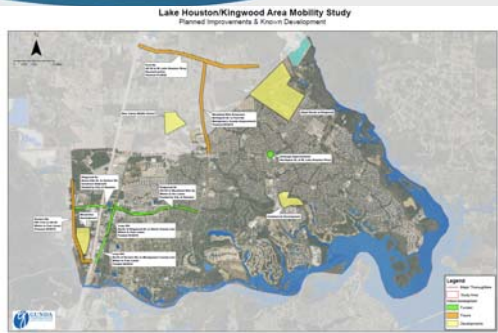
- H-GAC Crash Data from 2011 to 2013
- In 2013 – 2 fatal crashes in the study area
- Within the study area- a total of 626 crashes in 2013



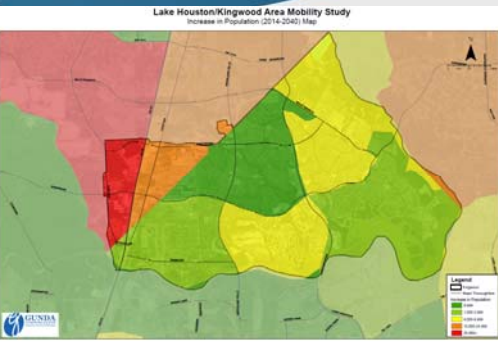
Crash Data



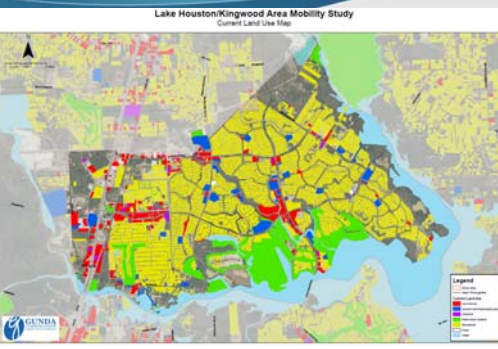
Planned Improvements & Known Developments



Demographics



Land Use Map



Citizen Concerns

- "Eliminate median openings at business driveways"*
- "Widening will create bottlenecks"*
- "Improve signal timings"*
- "Encourage Transit"*
- "Conceptual Studies are skeptical - many assumptions"*
- "Kingwood widening will change the Character and increase crime"*
- "Are travel time savings worth destroying trees"*
- "When did GUNDA collect traffic data?"*
- "Improvement alternatives at various locations along Kingwood and Northpark"*



Analysis

- Demographic Patterns
- Crash Analysis
- Synchro model
- Analysis findings
- Existing deficiencies
- 2035 No-Build conditions
- Pavement Condition Rating
- Flood Complaints



Demographic Patterns

- 2000 Census Data : 54,322
- 2010 Census Data: 63,653
- 2013 Projection: 66,626
- 2018 Projection: 74,051

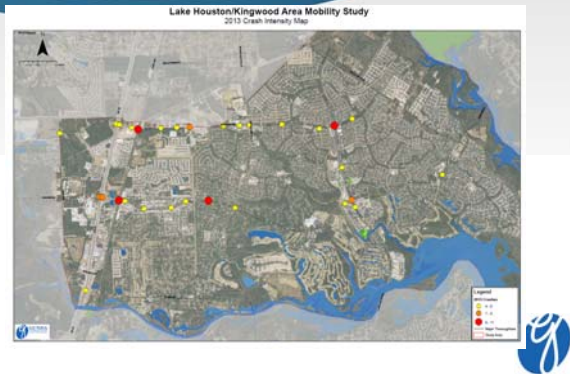
- Average Household Size: 2.62



Source: Lake Houston Area Economic Development Partnership



Crash Map



Crash Rate

Crash Rate (R) is expressed as Million Vehicle Miles Traveled (MVMT)

$$R = \frac{C \times 100,000,000}{V \times 365 \times N \times L}$$

R = Roadway crash rate for the road segment expressed as crashes per 100 million vehicle-miles of travel,

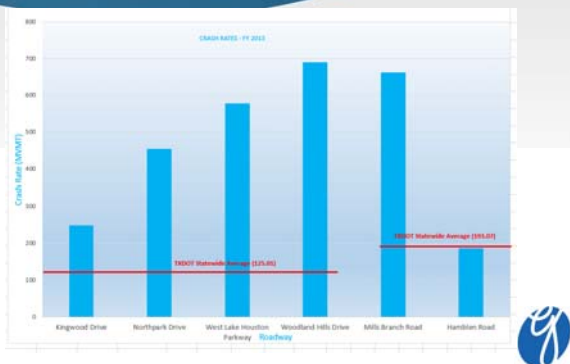
C = Total number of roadway crashes in the study period

V = Traffic volumes Average Annual Daily Traffic (AADT)

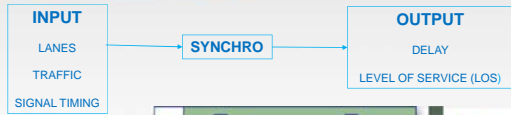
L = Length of the roadway segment in miles

Roadway	Number of Crashes C	Crash Rate per MVMT R	Statewide Average
Kingwood Drive	200	249.73	125.01
Northpark Drive	212	454.49	125.01
West Lake Houston Parkway	82	578.63	125.01
Woodland Hills Drive	49	690.01	125.01
Mills Branch Road	50	662.78	193.07
Hamblen Road	14	187.12	193.07

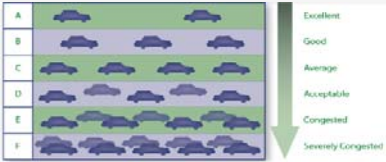
Crash Rate



Traffic Analysis

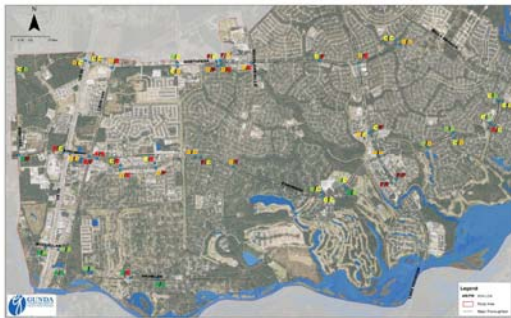


- A= Free flow
- B= Reasonably free flow
- C= Stable flow
- D= Approaching unstable flow
- E= Unstable flow
- F= Forced or breakdown flow



Analysis Findings and Deficiencies

Lake Houston/Kingwood Area Mobility Study
2014 Intersection Level of Service - AM/PM



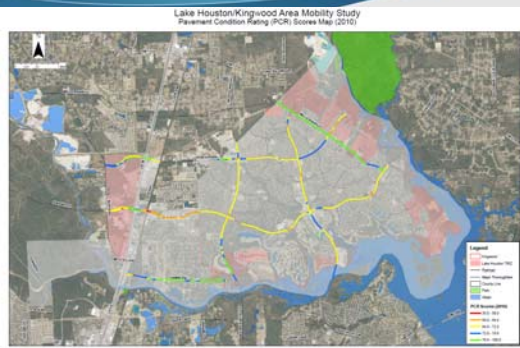
2035 – No Build Conditions

▪ Growth Rate: 2% per year

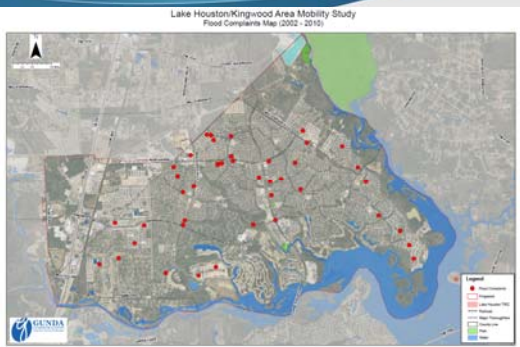
Lake Houston/Kingwood Area Mobility Study
2035 Intersection Level of Service - AM/PM



Pavement Condition Rating



Flooding Complaints



Hands-On Exercise

- What do you see as Major Issues?
- Mark-up on Maps

Next Steps

- Public Meeting format
- Presentation Material
- Any other information
- Sample Survey
- Photos from Steering Committee
- Next Stakeholder Meeting
 - May 13, 2014 @ 5:30 PM



Questions?