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 of 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

NEXT STEPS:

• 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
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**

<table>
<thead>
<tr>
<th>NAME</th>
<th>FIRM/AGENCY</th>
<th>E-MAIL</th>
<th>TELEPHONE</th>
</tr>
</thead>
<tbody>
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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
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
Signal Timing

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
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 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

<table>
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<th>Number of Crashes</th>
<th>Crash Rate (R)</th>
<th>Statewide Average</th>
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<tr>
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<td>Northpark Drive</td>
<td>212</td>
<td>359.69</td>
<td>120.01</td>
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<td>West Lake Houston Parkway</td>
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<tr>
<td>Brookland Hills Drive</td>
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<tr>
<td>Mills Branch Road</td>
<td>90</td>
<td>662.78</td>
<td>193.07</td>
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<tr>
<td>Hamlin's Road</td>
<td>14</td>
<td>187.12</td>
<td>193.07</td>
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Crash Map
Traffic Analysis

INPUT
LANES
TRAFFIC
SIGNAL TIMING

SYNCHRO

OUTPUT
DELAY
LEVEL OF SERVICE (LOS)

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

2035 – No Build Conditions

- Growth Rate: 2% per year
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?