STAKEHOLDER MEETING #2

KINGWOOD AREA MOBILITY STUDY

LAKE HOUSTON REDEVELOPMENT AUTHORITY (TIRZ # 10)

Overview

Lake Houston Redevelopment Authority authorized Gunda Corporation, in February 2014, to conduct a Mobility Study for the Kingwood Area.

The purpose of the Mobility Study is to develop a strategy to address Kingwood area transportation needs based on existing deficiencies and future growth. The Study was undertaken to improve the overall quality of life for Kingwood area citizens.

Goals

1. Obtain community input
2. Improve mobility – short and long term
3. Maintain same or better quality of life
4. Identify funding sources and educate public regarding funding sources
5. Plan for future
6. Safety
7. Possible transit for aging population
8. Pedestrian facilities as part of Street Improvements
9. Public transportation
10. Trolley system – not typical METRO bus
11. Quick fixes

Measures of Effectiveness

1. Less congestion
2. Decrease delay/travel time
3. Pedestrian safety/bicycle safety
4. Vehicular safety
5. Cost effectiveness
6. Schedule
7. Regulatory impacts
8. Environmental impacts including Tree Impacts

Project Schedule

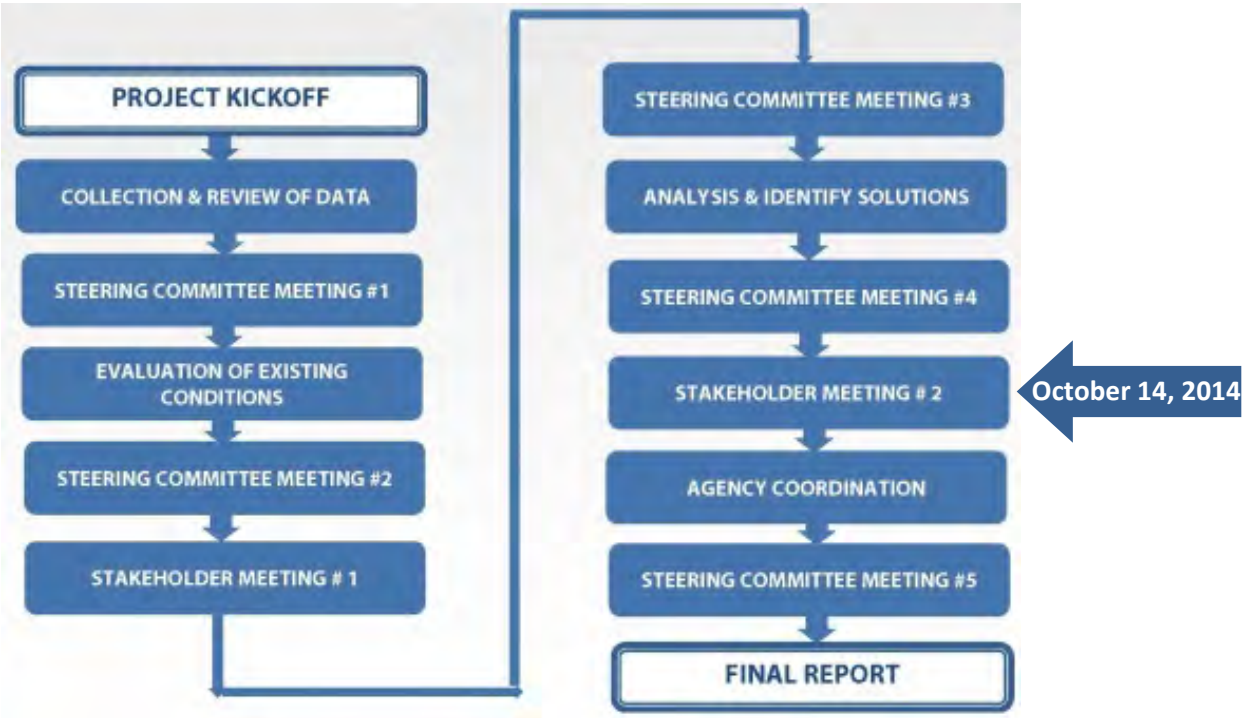
Project Start: February 2014
First Stakeholder Meeting: May 13, 2014
Second Stakeholder Meeting: October 14, 2014
Draft Report: December 2014
Final Report: January 2015

Please e-mail your comments and suggestions to: kingwoodmobility@gundacorp.com

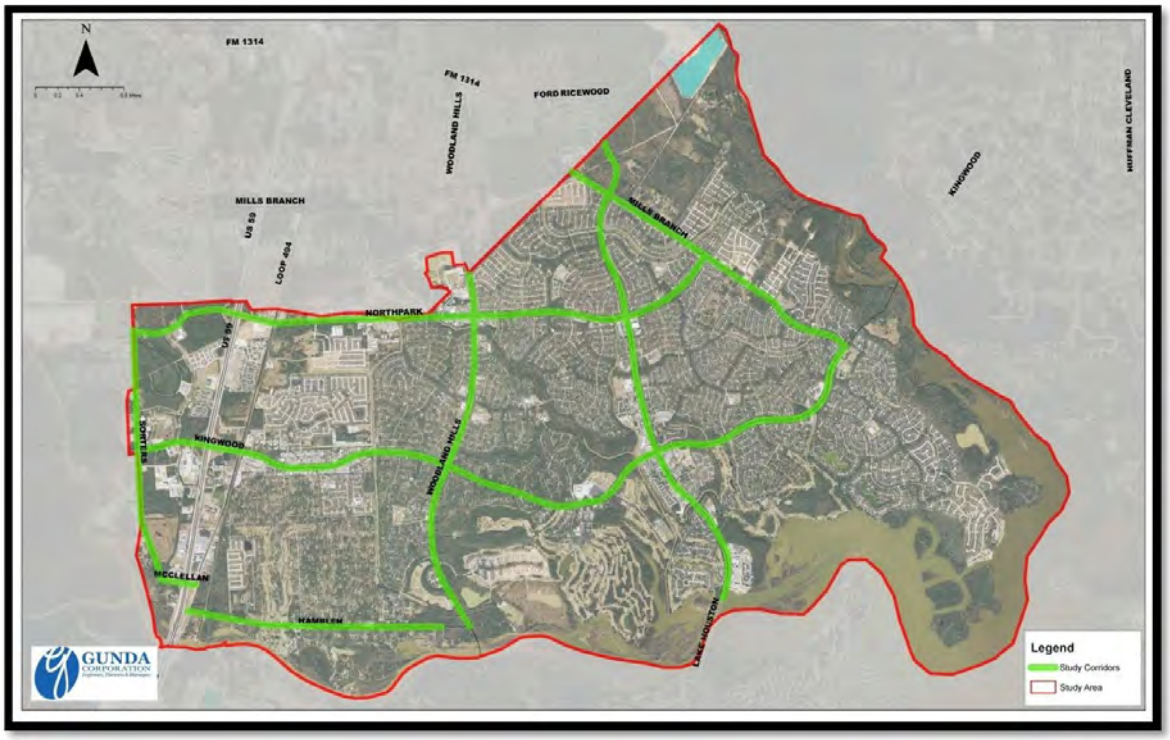
Please visit the Kingwood Mobility Study Website at:
www.gundacorp.com/kingwood-mobility

GUNDA CORPORATION

Study Process Flow Chart



Study Area



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Kingwood Area Mobility Study

Lake Houston Redevelopment Authority
(TIRZ #10)

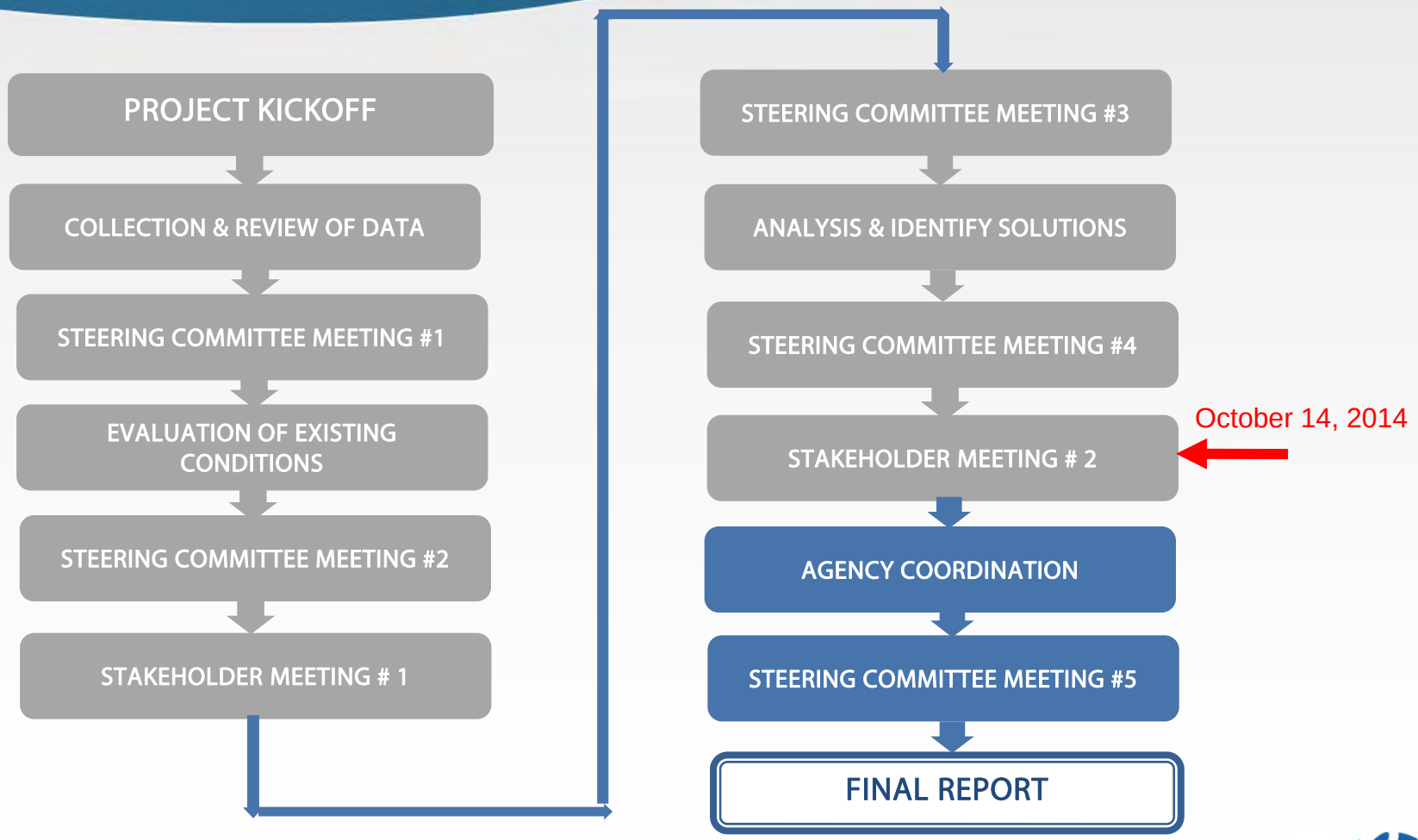
Stakeholder Meeting #2
Date: October 14, 2014

GUNDA CORPORATION
Engineers, Planners & Managers

Introduction

- Council Member Dave Martin
- Stan Sarman, Steering Committee Chair

Recap


PROJECT KICKOFF
COLLECTION & REVIEW OF DATA
STEERING COMMITTEE MEETING #1
EVALUATION OF EXISTING CONDITIONS
STEERING COMMITTEE MEETING #2
STAKEHOLDER MEETING # 1
STEERING COMMITTEE MEETING #3
ANALYSIS & IDENTIFY SOLUTIONS
STEERING COMMITTEE MEETING #4
STAKEHOLDER MEETING # 2
October 14, 2014
AGENCY COORDINATION
STEERING COMMITTEE MEETING #5
FINAL REPORT

GOALS & MOE'S-Recap

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

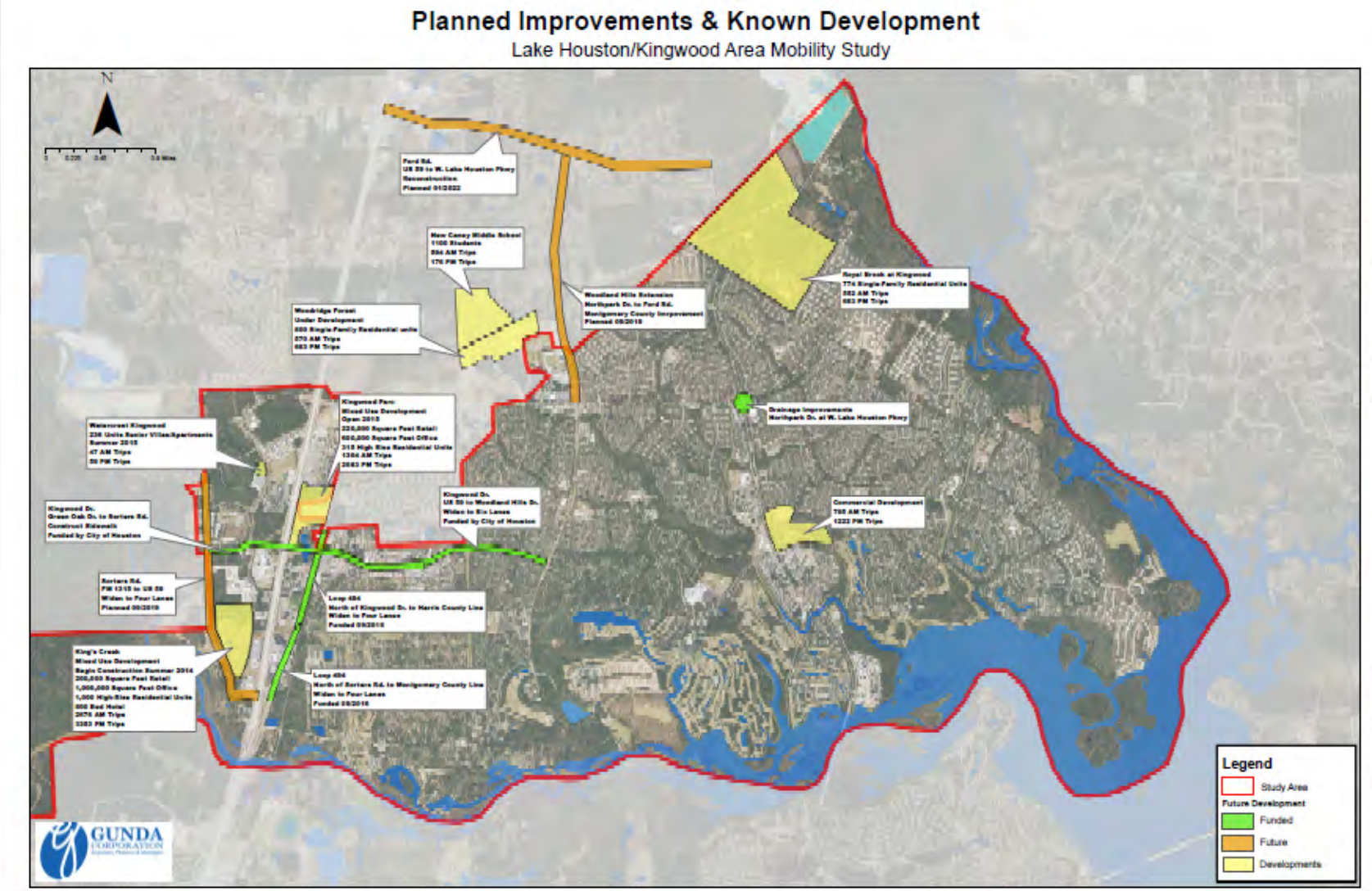
MOE'S

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

New Developments

- Known Developments
  - Kings Creek Mixed Use – 2014 Opening Year
  - Kingwood Parc Medical Office – 2015 Opening Year
  - Watercrest Kingwood Senior Apartments – 2015 Opening Year
  - Kings Crossings Retail – 2017 Opening Year
  - Royal Brook Residential - 2018 Opening Year
  - Woodridge Forest Development – 2018 Opening Year
  - Riverpoint Village – 2018 Opening Year
  - New Caney Middle School – 2014 Opening Year
- Background Growth Rate of 2% per year up to 2020
- Approximately 4,000 trip-ends during peak hour due to these additional developments

Planned/Funded/Scheduled Roadway and Other Infrastructure Improvements



Public Input – E-mails and Survey

- 125 E-mail Comments as of October 14, 2014
  - Still receiving e-mails
- 1,075 surveys
  - Survey closed on June 30, 2014

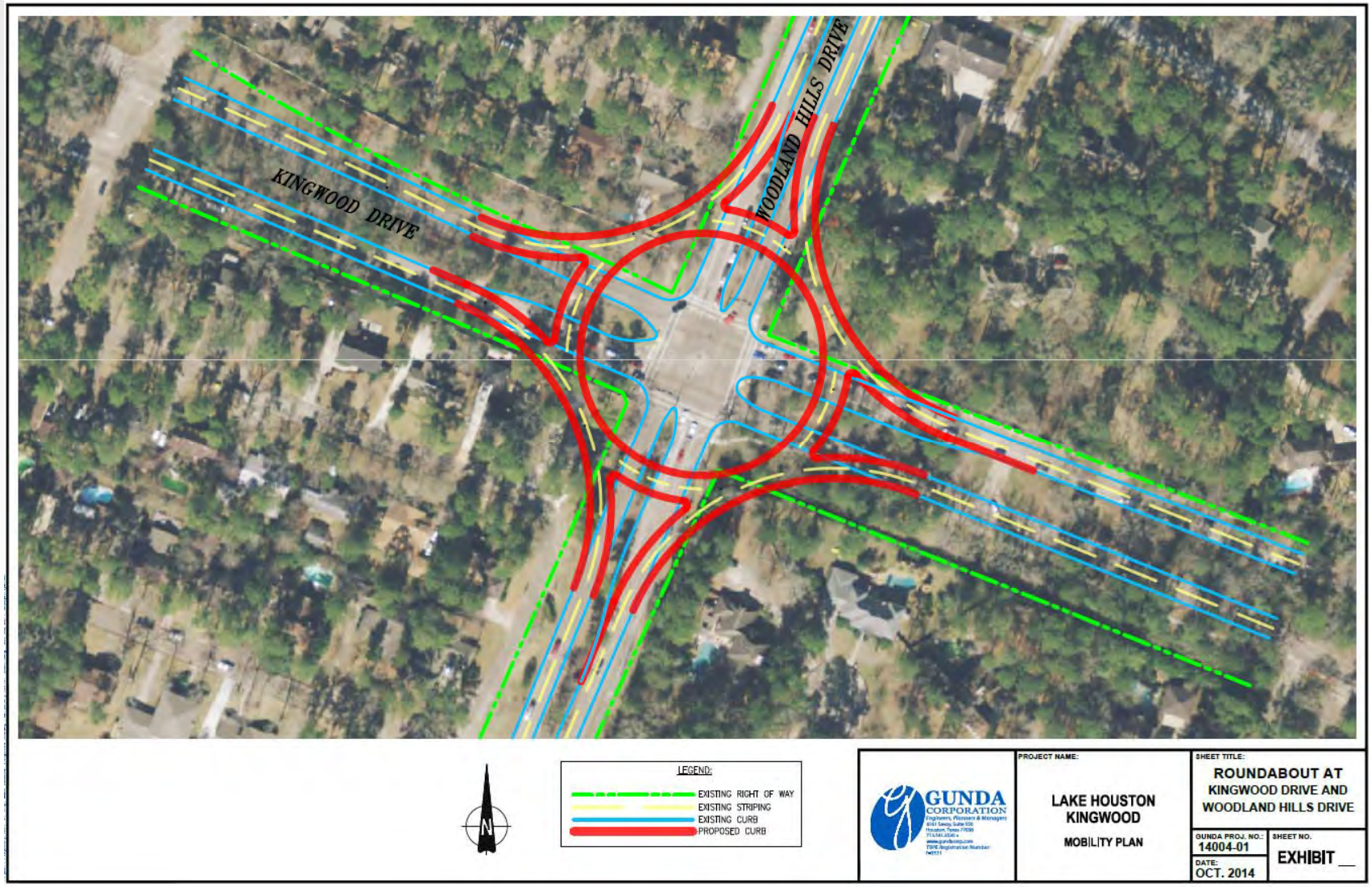
Suggested Improvements by Citizens and Feasibility

- Reversible lanes on Kingwood Drive **Not Feasible**
- Woodland Hills Connection to Hamblen **Analyzed**
- Innovative Improvements such as roundabouts, diverging diamonds, and All-way stops **Not Feasible**
- Other intersection Improvements including signal timing improvements **Analyzed**
- Maintain green band for peak directions by eliminating off-peak left-turns **Analyzed**
- Direct Connector from Kingwood Drive to US 59 **Analyzed**
- Widen both Kingwood Drive and Northpark Drive **Analyzed**

Suggested Improvements by Citizens and Feasibility

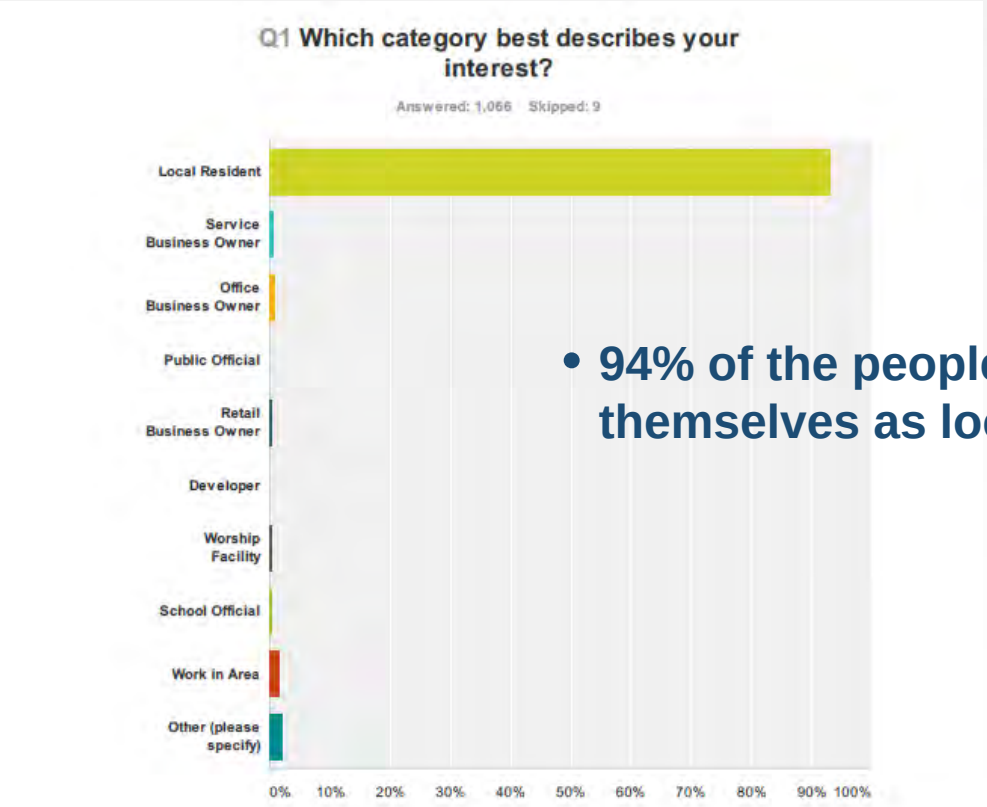
- Coordinate with Union Pacific on Rail Road timings and restrict rail timings during peak hours **Coordinated**
- Widen Hamblen Road to 4-Lanes **Analyzed**
- Connection to Huffman to the east **Not Feasible**
- Woodland Hills Connection through FM 1960 and ultimately to BW 8 **Not Feasible**

Suggested Improvements by Citizens and Feasibility



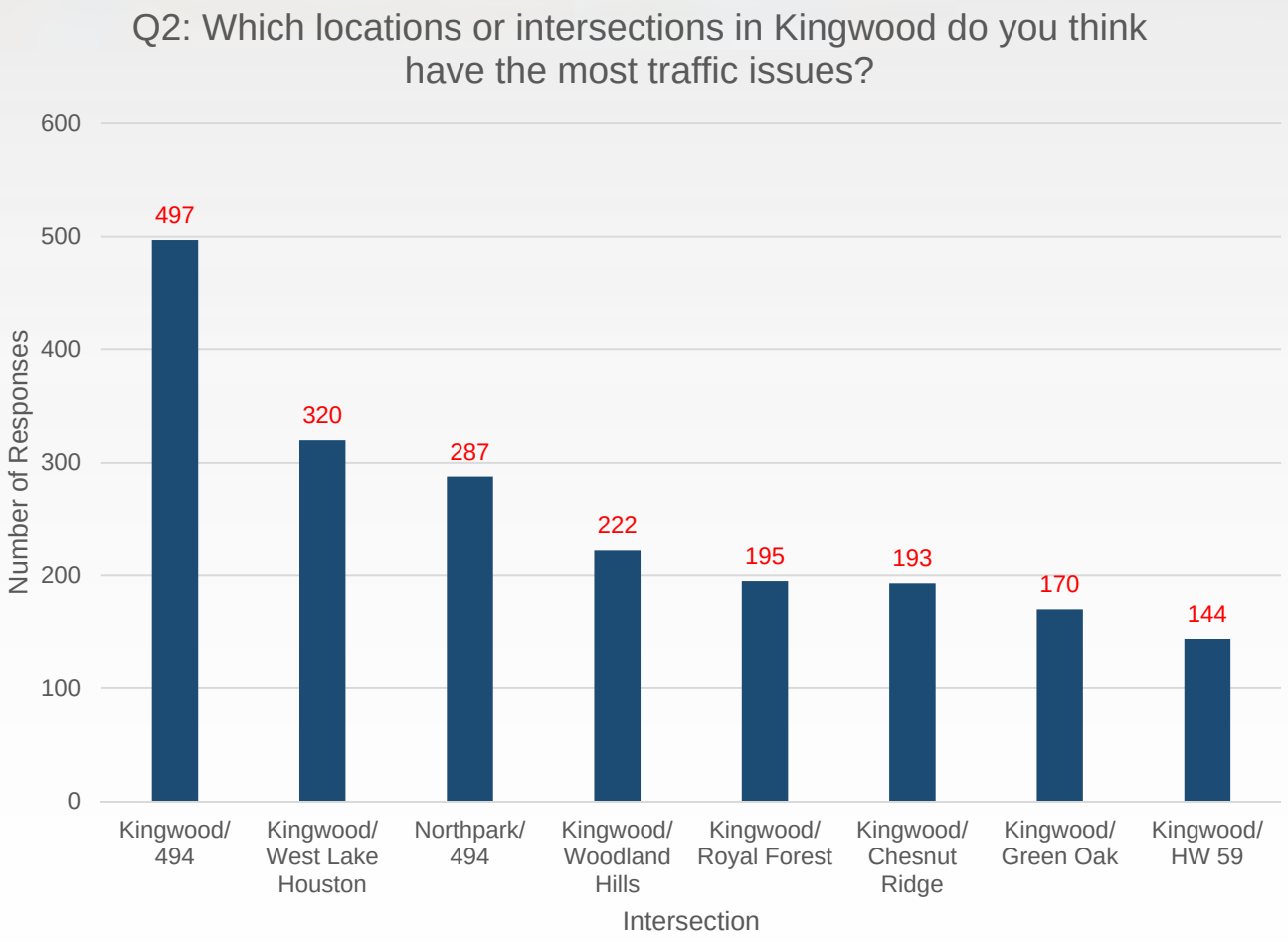
Survey Discussion

Question 1: Which Category best describes your interest?

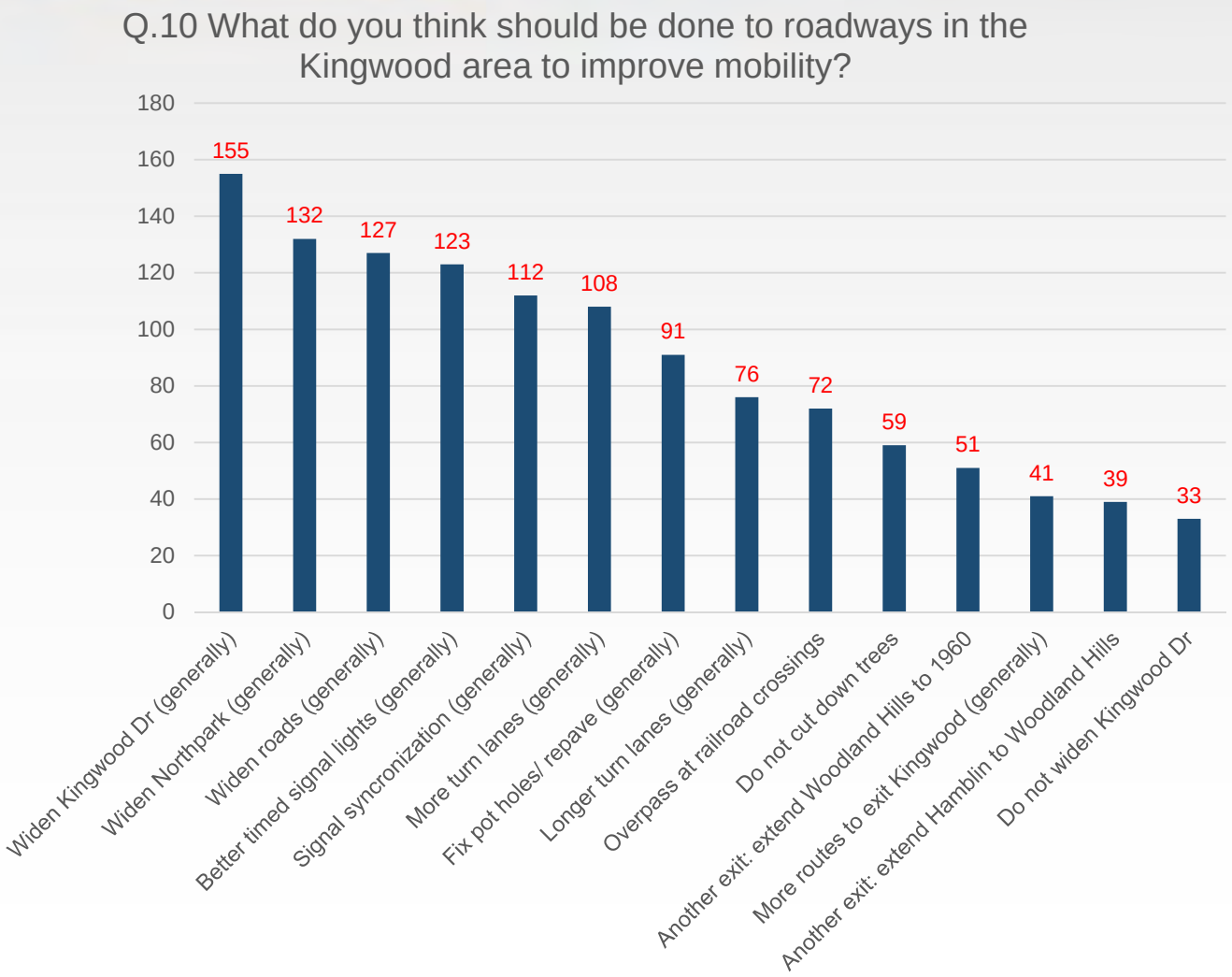


- **94% of the people identified themselves as local residents**

Question 2


Q2: Which locations or intersections in Kingwood do you think have the most traffic issues?
Number of Responses
600
500
400
300
200
100
0
497
320
287
222
195
193
170
144
Kingwood/ 494
Kingwood/ West Lake Houston
Northpark/ 494
Kingwood/ Woodland Hills
Kingwood/ Royal Forest
Kingwood/ Chesnut Ridge
Kingwood/ Green Oak
Kingwood/ HW 59
Intersection

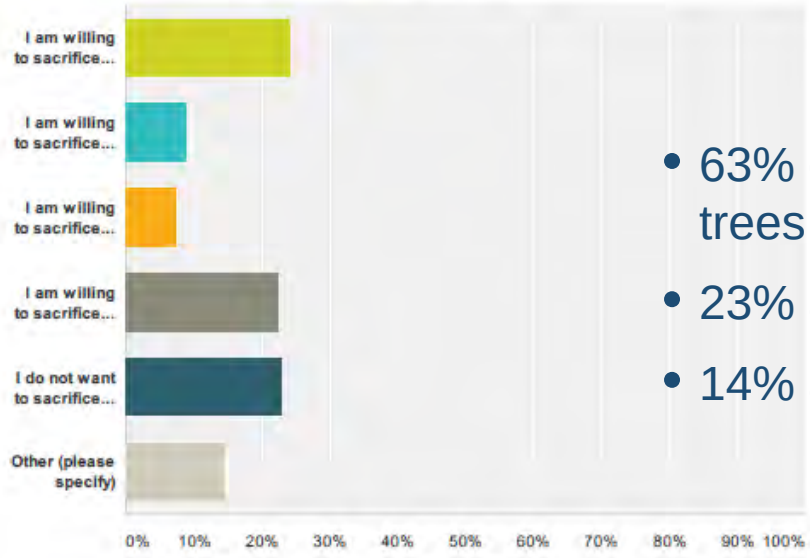
Question 10


Q.10 What do you think should be done to roadways in the Kingwood area to improve mobility?
180
160
140
120
100
80
60
40
20
0
155
132
127
123
112
108
91
76
72
59
51
41
39
33
Widen Kingwood Dr (generally)
Widen Northpark (generally)
Widen roads (generally)
Better timed signal lights (generally)
Signal syncronization (generally)
More turn lanes (generally)
Fix pot holes/ repave (generally)
Longer turn lanes (generally)
Overpass at railroad crossings
Do not cut down trees
Another exit: extend Woodland Hills to 1960
More routes to exit Kingwood (generally)
Another exit: extend Hamblin to Woodland Hills
Do not widen Kingwood Dr

Question 12

Q12 Are you willing to sacrifice trees for relief of traffic congestion? Please select one:

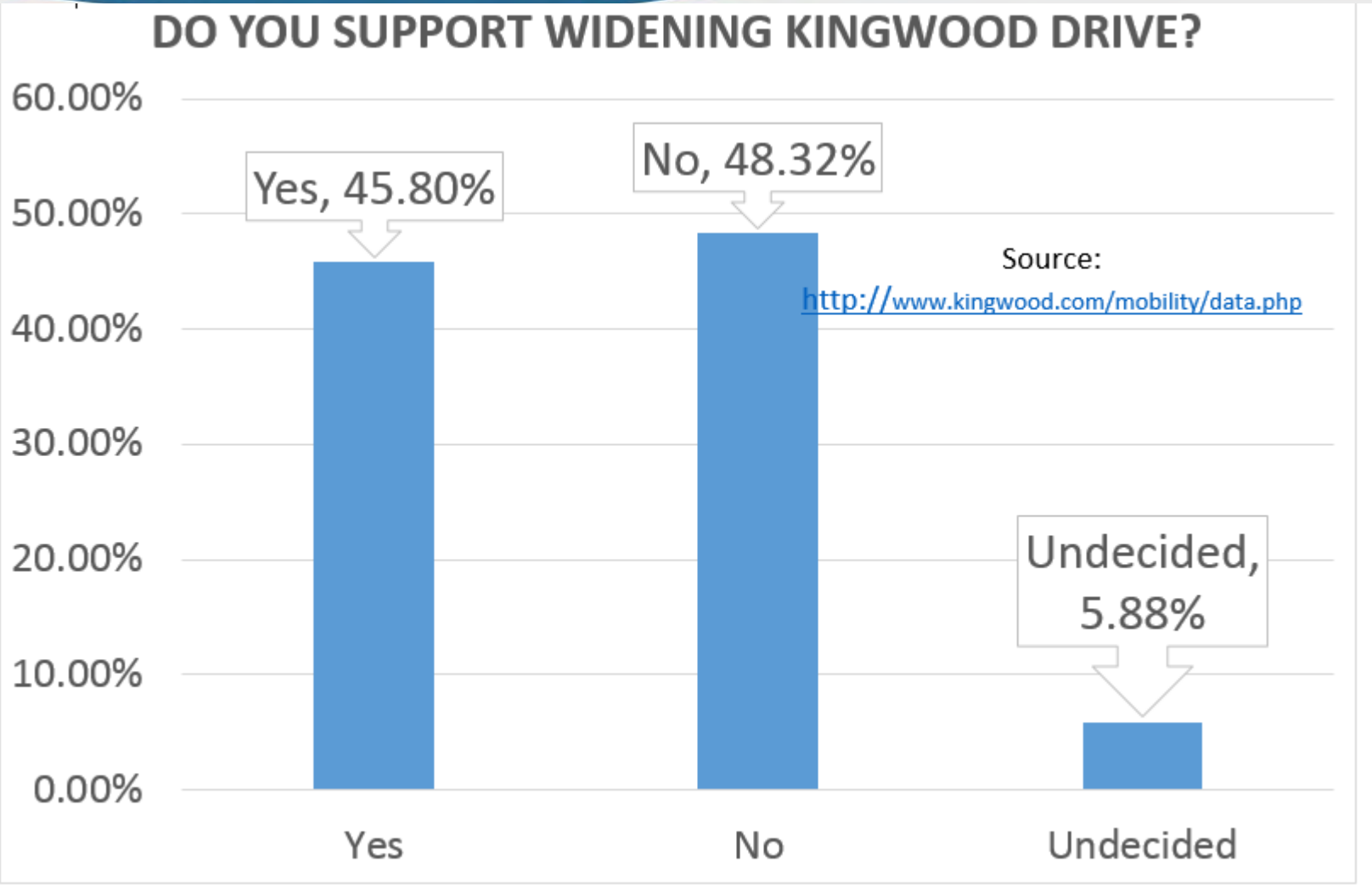
Answered: 1,057 Skipped: 18



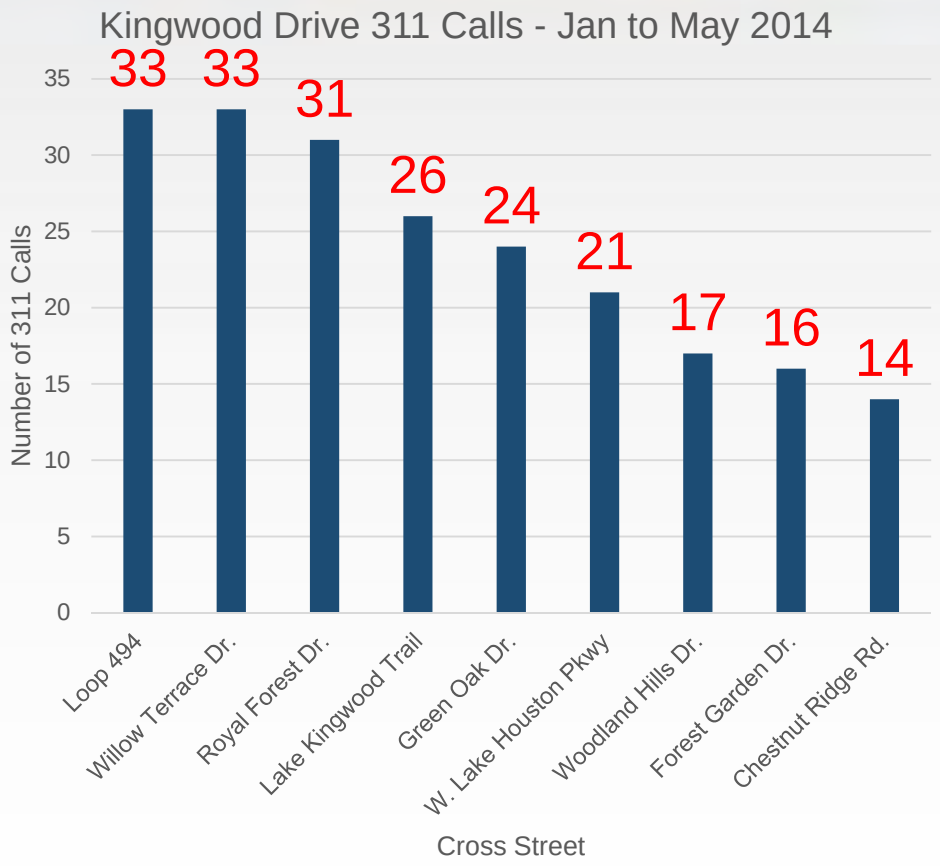
Answer Choices	Responses
I am willing to sacrifice trees along major thoroughfares for travel time savings.	24.12% 255
I am willing to sacrifice 25% of trees along major thoroughfares for a travel time savings of 20 minutes every day.	8.80% 93
I am willing to sacrifice 10% of trees along major thoroughfares for a travel time savings of 10 minutes every day.	7.38% 78
I am willing to sacrifice some trees as long as an equal number of trees are planted elsewhere (reforestation) while achieving travel time savings of 10 minutes every day.	22.33% 236
I do not want to sacrifice a single tree, even if it means travel times continue to increase.	22.99% 243
Other (please specify)	14.38% 152
Total	**1,057**

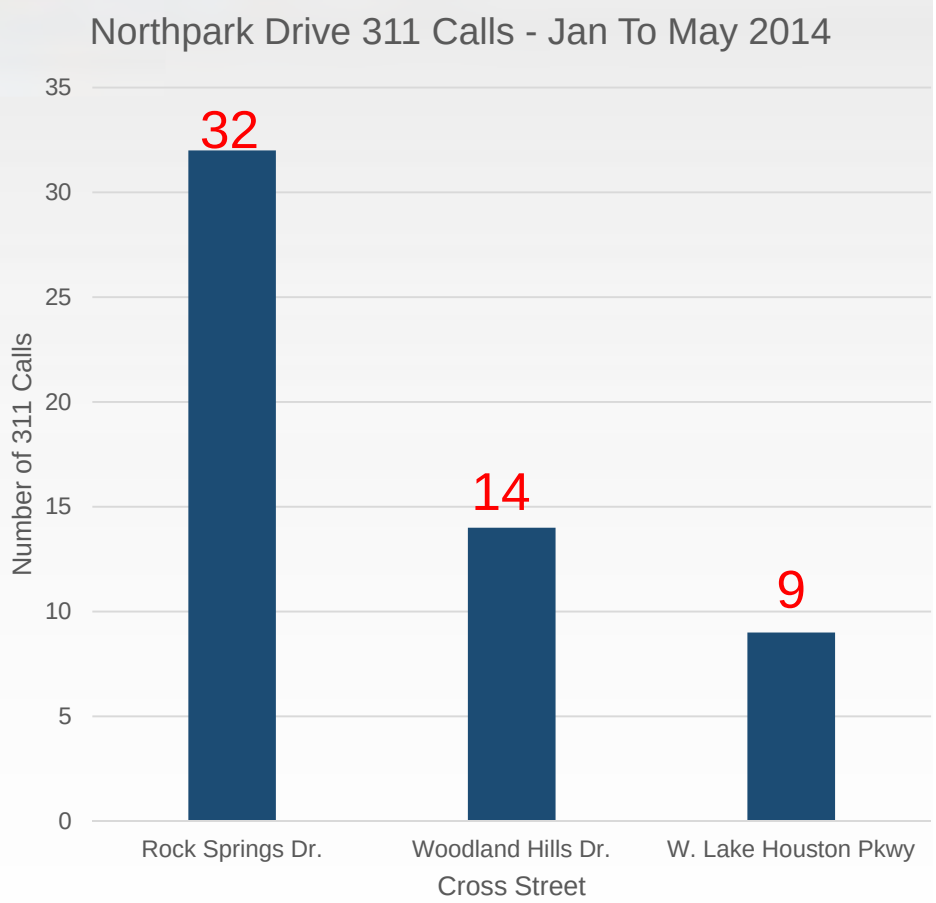
- 63% of the people are willing to sacrifice trees for savings of at least 10 minutes
- 23% are not willing to sacrifice any trees
- 14% are undecided

Kingwood.com Survey



311 Calls – Signal Repair





Travel Time Data

Field Collected Travel Times

AM Peak (Westbound)

On Kingwood Drive from High Valley to US 59 SB Frontage Road = 16.8 Min

PM Peak (Eastbound)

On Kingwood Drive from US 59 SB Frontage Road to High Valley = 18.4 Min

Synchro Model

AM Peak (Westbound)

On Kingwood Drive from High Valley to US 59 SB Frontage Road = 17.7 Min

PM Peak (Eastbound)

On Kingwood Drive from US 59 SB Frontage Road to High Valley = 20.3 Min

Speed Data

Kingwood High School (Westbound)					
Peak Period	Total	<25 mph	26-35 mph	36 to 45 mph	>45 mph
6:30 AM to 7:45 AM	1,739	446	433	583	277
2:30 PM to 3:15 PM	1,503	242	406	572	283
School Zone Flasher Timings	6:40 AM to 7:40 AM and 2:30 PM to 3:15 PM				
Posted Speed	40 mph; School Zone Speed = 25 mph				
85th Percentile Speed	49.2 mph (DAILY BASIS)				

Kingwood High School (Eastbound)					
Peak Period	Total	<25 mph	26-35 mph	36 to 45 mph	>45 mph
6:30 AM to 7:45 AM	973	348	532	91	2
2:30 PM to 3:15 PM	893	379	466	47	1
School Zone Flasher Timings	6:40 AM to 7:40 AM and 2:30 PM to 3:15 PM				
Posted Speed	40 mph; School Zone Speed = 25 mph				
85th Percentile Speed	35 mph (DAILY BASIS)				

Speed Data

Creekwood Middle School (Southbound)					
Peak Period	Total	<20 mph	20-30 mph	30 to 45 mph	>45 mph
7:45 AM to 9:00 AM	1,157	205	726	211	15
3:30 PM to 4:30 PM	1,233	197	522	493	21
School Zone Flasher Timings	7:50 AM to 8:50 AM and 3:40 PM to 4:25 PM				
Posted Speed	45 mph; School Zone Speed = 20 mph				
85th Percentile Speed	44.1 mph (DAILY BASIS)				

Creekwood Middle School (Northbound)					
Peak Period	Total	<20 mph	20-30 mph	30 to 45 mph	>45 mph
7:45 AM to 9:00 AM	1,353	373	541	439	0
3:30 PM to 4:30 PM	1,277	519	353	394	11
School Zone Flasher Timings	7:50 AM to 8:50 AM and 3:40 PM to 4:25 PM				
Posted Speed	45 mph; School Zone Speed = 20 mph				
85th Percentile Speed	40.3 mph (DAILY BASIS)				

COH MTFP Thresholds

- City of Houston MTFP volume thresholds
  - 2-Lanes = 14,000 to 16,000 vehicles/day
  - 4-Lanes = 30,000 to 33,000 vehicles/day
  - 6-Lanes = 40,000 to 45,000 vehicles/day
- Kingwood Drive from US 59 to Woodland Hills Drive- Exceeded the threshold (Current Data=37K to 41K per day)
- Northpark Drive from US 59 to Woodland Hills Drive- Exceeded the threshold (Current Data=35K per day)
- West Lake Houston Parkway from Kingwood Drive to Bridge (south) – (Current Data=31K/day)

Traffic Analysis

INPUT

LANES

TRAFFIC VOLUME

SIGNAL TIMING

→ **SYNCHRO** →

OUTPUT

DELAY

LEVEL OF SERVICE (LOS)

A= Free flow

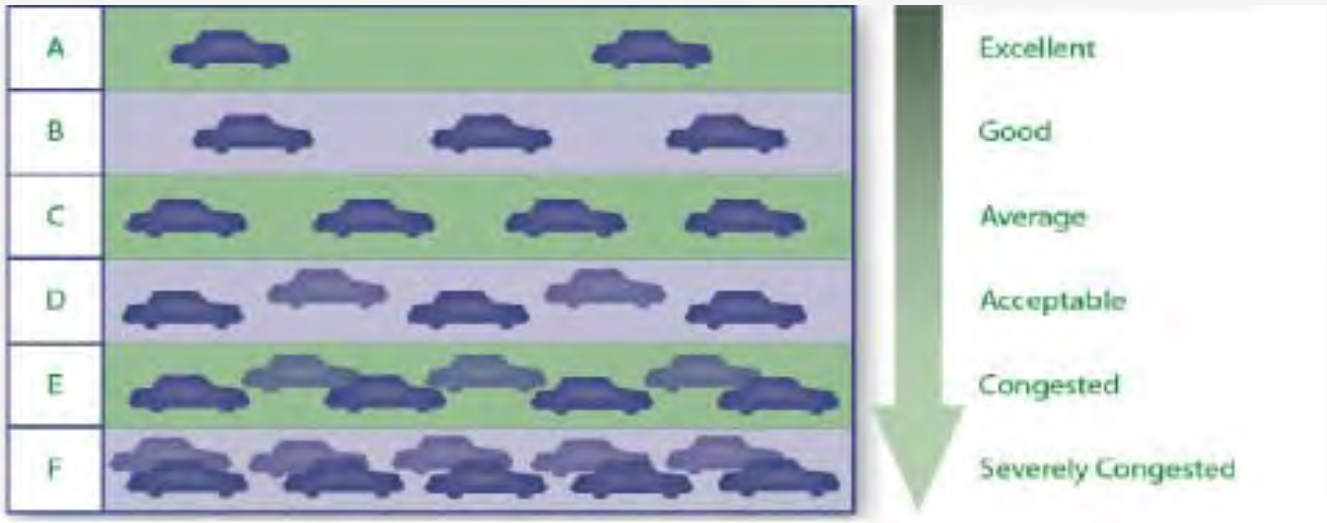
B= Reasonably free flow

C= Stable flow

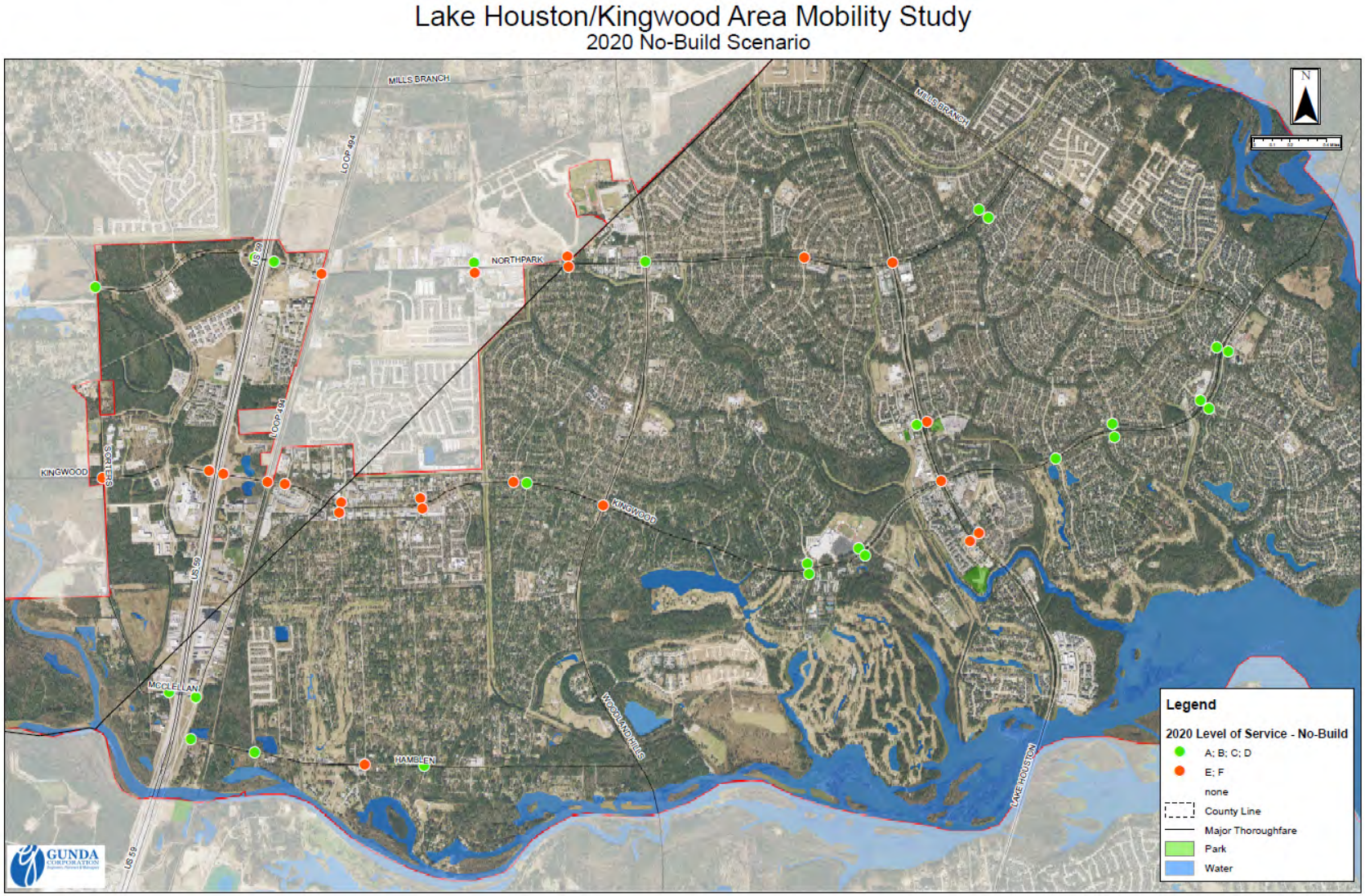
D= Approaching unstable flow

E= Unstable flow

F= Forced or breakdown flow



2020 No- Build



Improvement Alternatives

A. Intersection Improvements
B. Left-Turn Prohibition in Off-Peak Direction
C. 6-Lane Kingwood Drive only
D. 6-Lane Northpark Drive only
E. Direct Connector from Kingwood Drive to US 59 only
F. Direct Connector from Northpark Drive to US 59 only
G. 6-Lane Kingwood Drive with direct connector from Kingwood Drive to US 59
H. 6-Lane Northpark Drive with direct connector from Northpark Drive to US 59
I. 6-Lane Kingwood Drive, 6-Lane Northpark Drive, Direct Connector from Kingwood Drive to US 59, and Direct Connector from Northpark Drive to US 59
J. Woodland Hills Drive Extension to Hamblen Road
K. Widening of Kingwood Drive and Northpark Drive
L. Underpass on Kingwood Drive @ Loop 494/Rail Road
M. Underpass on Northpark Drive @ Loop 494/Rail Road

Improvement Alternatives

N. 6-Lane Kingwood Drive and Underpass on Kingwood Drive @ Loop 494/Rail Road

O. 6-Lane Northpark Drive and Underpass on Northpark Drive @ Loop 494/Rail Road

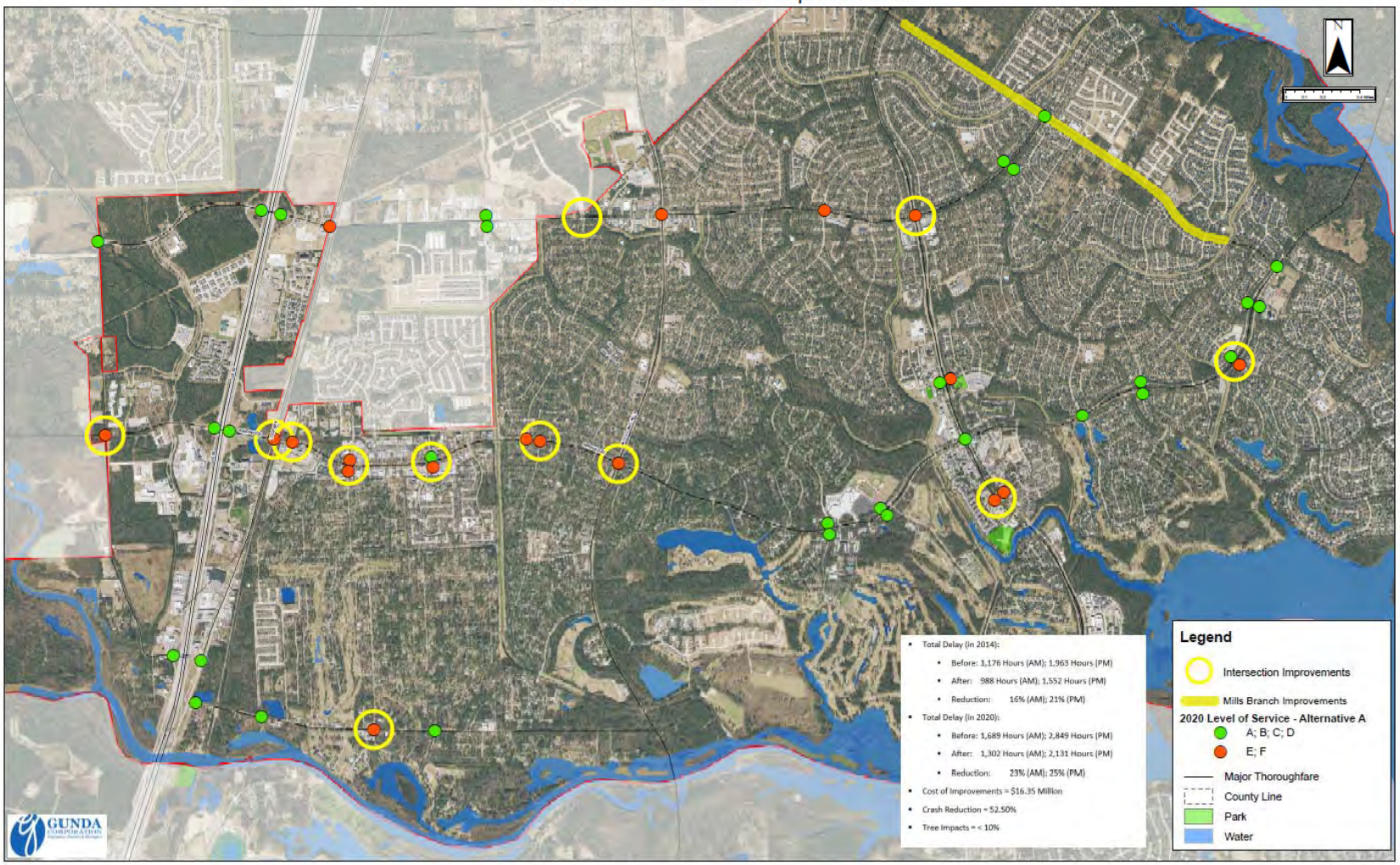
Alternative A: Intersection Improvements

- Traffic Signal Timing Coordination
- New Traffic Signal at Northpark Drive & Hidden Pines/Woodridge Parkway
- EBR at Northpark Drive & Hidden Pines
- EBR at Northpark Drive & West Lake Houston Parkway
- NBR at West Lake Houston Parkway & Kings Crossings Drive
- NBR at Kingwood Drive & Sorters Road
- EBR and WBR at Kingwood Drive & Loop 494
- NBR at Kingwood Drive & Royal Forest Drive
- EBR at Kingwood Drive & Green Oak Drive

Alternative A : Intersection Improvements

- EBR at Kingwood Drive & Trailwood Village Drive
- NBR & SBR at Kingwood Drive & Chestnut Ridge Road
- EBR, WBR, EBL, WBL at Kingwood Drive & Woodland Hills Drive
- EBR at Kingwood Drive & Willow Terrace
- EBL at Hamblen Road & Forest Cove Drive
- Widening of Mills Branch Road from North of Kingwood Drive to Royal Brook Residential (New Development), north of Northpark Drive

Alternative A : Intersection Improvements

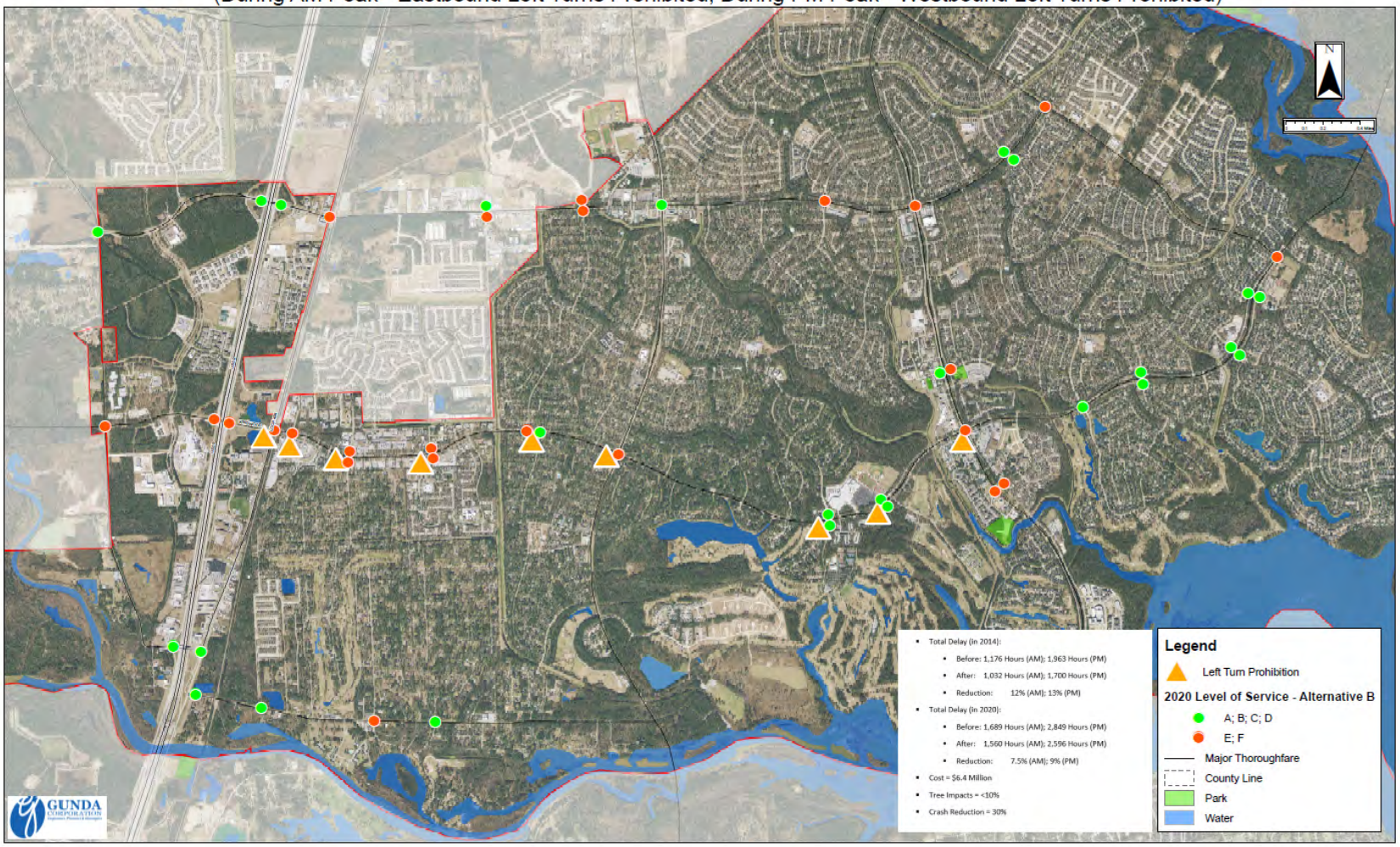


Alternative A : Intersection Improvements

- Total Delay (in 2014):
  - Before: 1,176 Hours (AM); 1,963 Hours (PM)
  - After: 988 Hours (AM); 1,552 Hours (PM)
  - Reduction: 16% (AM); 21% (PM)
- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,302 Hours (AM); 2,131 Hours (PM)
  - Reduction: 23% (AM); 25% (PM)
- Cost of Improvements = $16.35 Million
- Crash Reduction = 52.50%
- Tree Impacts = < 10%
- Number of Intersections at LOS E/F with Improvements (2014) = 10
- Number of Intersections at LOS E/F with Improvements (2020) = 16

Alternative B : Left Turn Prohibition in Off-Peak

Lake Houston/Kingwood Area Mobility Study
Alternative B: Left Turn Prohibition
(During AM Peak - Eastbound Left Turns Prohibited, During PM Peak - Westbound Left Turns Prohibited)



Alternative B : Left Turn Prohibition in Off-Peak

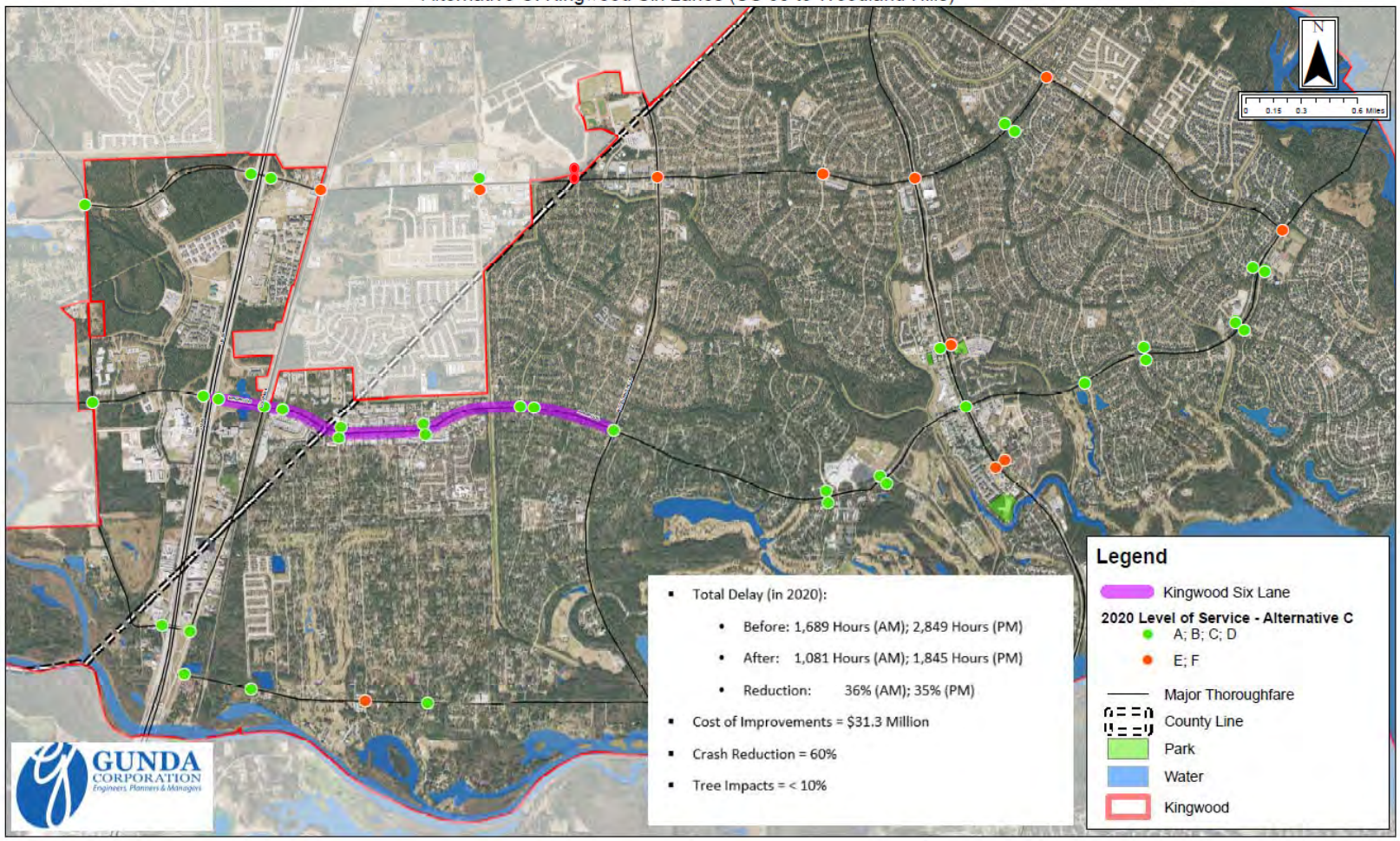
- On Kingwood Drive Only
- At 12 locations on Kingwood Drive, additional left-turns and acceleration lanes are required for restricted left-turns to turn around.
- Total Delay (in 2014):
  - Before: 1,176 Hours (AM); 1,963 Hours (PM)
  - After: 1,032 Hours (AM); 1,700 Hours (PM)
  - Reduction: 12% (AM); 13% (PM)
- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,560 Hours (AM); 2,596 Hours (PM)
  - Reduction: 7.5% (AM); 9% (PM)
- Cost = $6.4 Million
- Tree Impacts = <10%
- Crash Reduction = 30%

- Number of Intersections at LOS E/F with Improvements (2014) = 10
- Number of Intersections at LOS E/F with Improvements (2020) = 22

Alternative C

Lake Houston/Kingwood Area Mobility Study

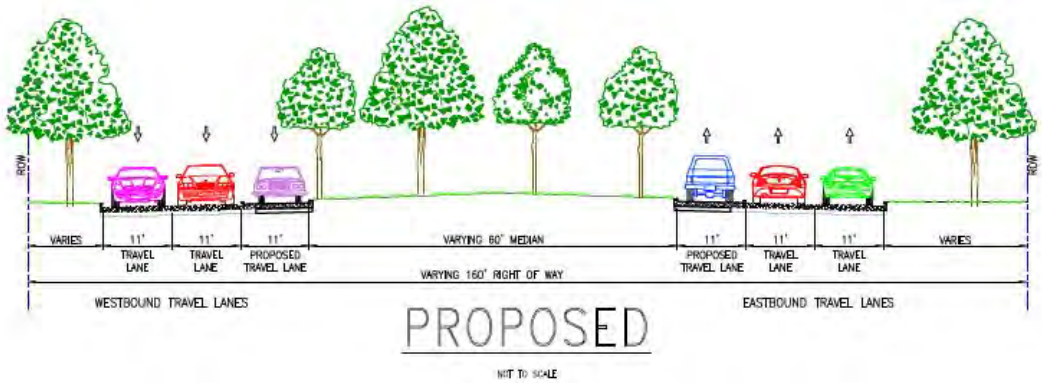
Alternative C: Kingwood Six Lanes (US 59 to Woodland Hills)



- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,081 Hours (AM); 1,845 Hours (PM)
  - Reduction: 36% (AM); 35% (PM)
- Cost of Improvements = $31.3 Million
- Crash Reduction = 60%
- Tree Impacts = < 10%

Alternative C

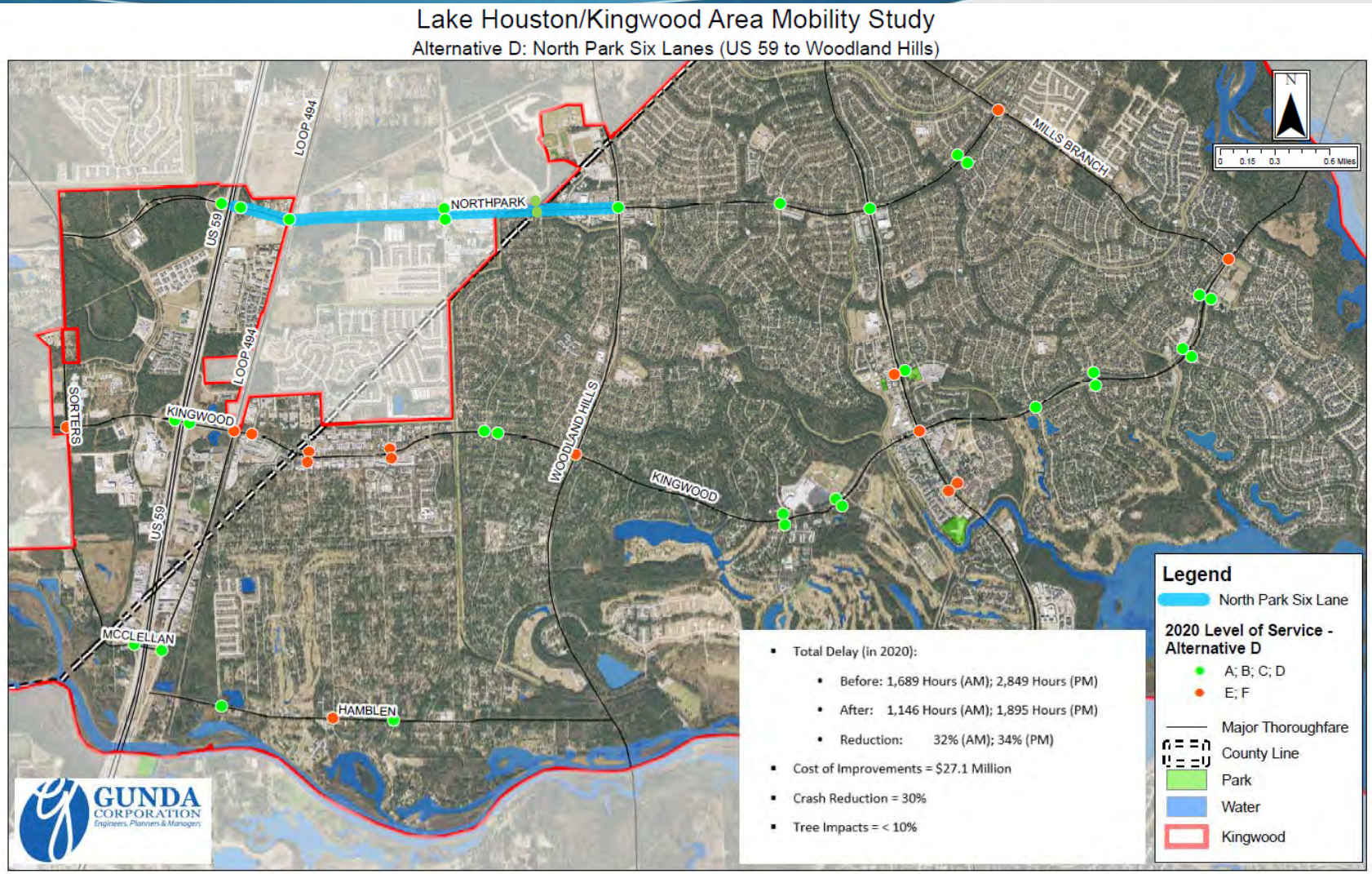
KINGWOOD DRIVE US 59 TO WOODLAND HILLS DRIVE



Alternative C

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,081 Hours (AM); 1,845 Hours (PM)
  - Reduction: 36% (AM); 35% (PM)
- Cost of Improvements = $31.3 Million
- Crash Reduction = 60%
- Tree Impacts = < 10%
- Number of Intersections at LOS E/F = 11
- **Pros:** Reduces Travel Time, Congestion, Already funded
- **Cons:** Some tree impacts

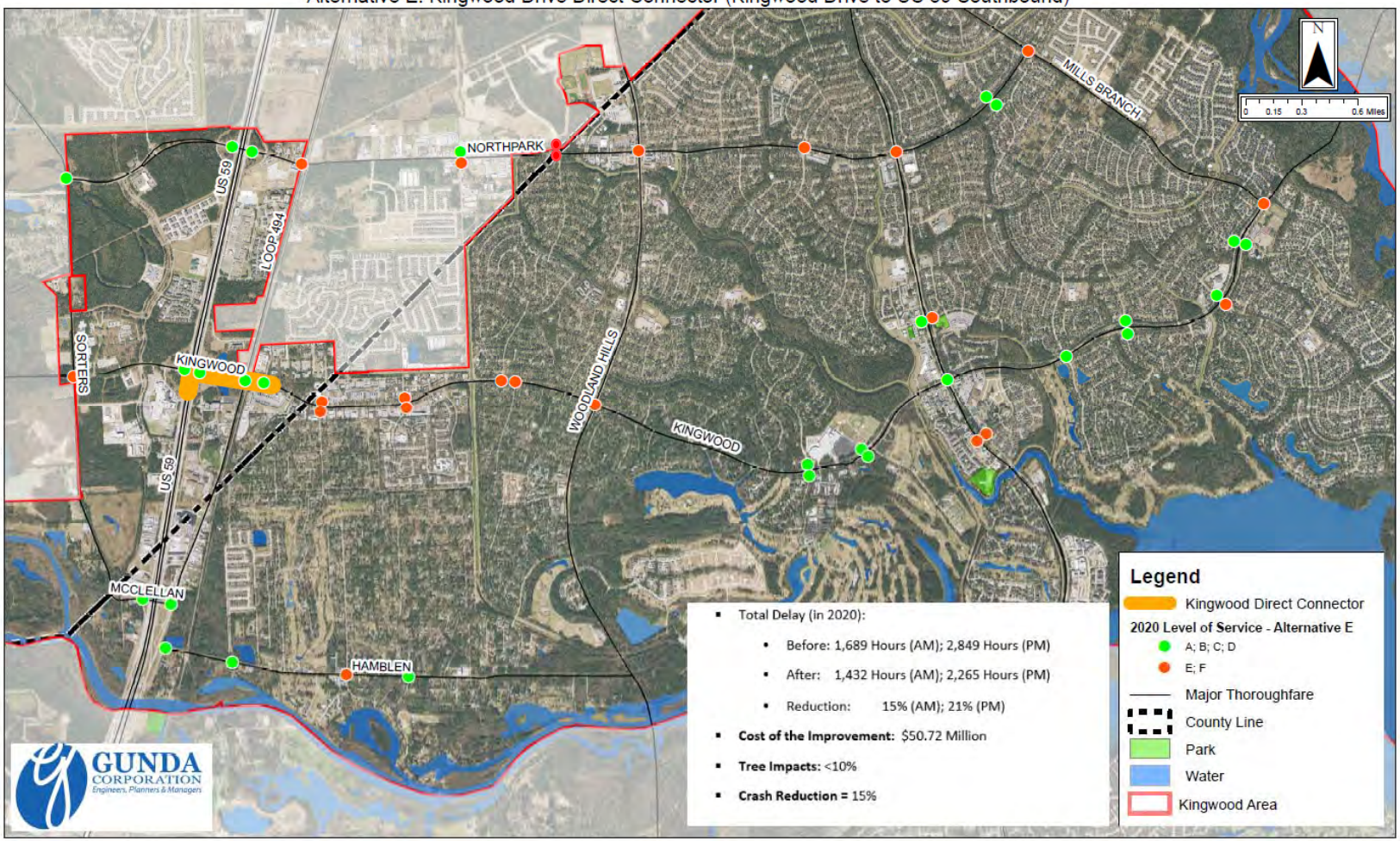
Alternative D



Alternative D

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,146 Hours (AM); 1,895 Hours (PM)
  - Reduction: 32% (AM); 34% (PM)
- Cost of Improvements = $27.1 Million
- Crash Reduction = 30%
- Tree Impacts = < 10%
- Number of Intersections at LOS E/F with Improvements (2020) = 12
- **Pros:** Reduces Travel Time and Congestion
- **Cons:** Some tree impacts, multiple agency coordination, Montgomery County Roadway, Funding not readily available

Alternative E



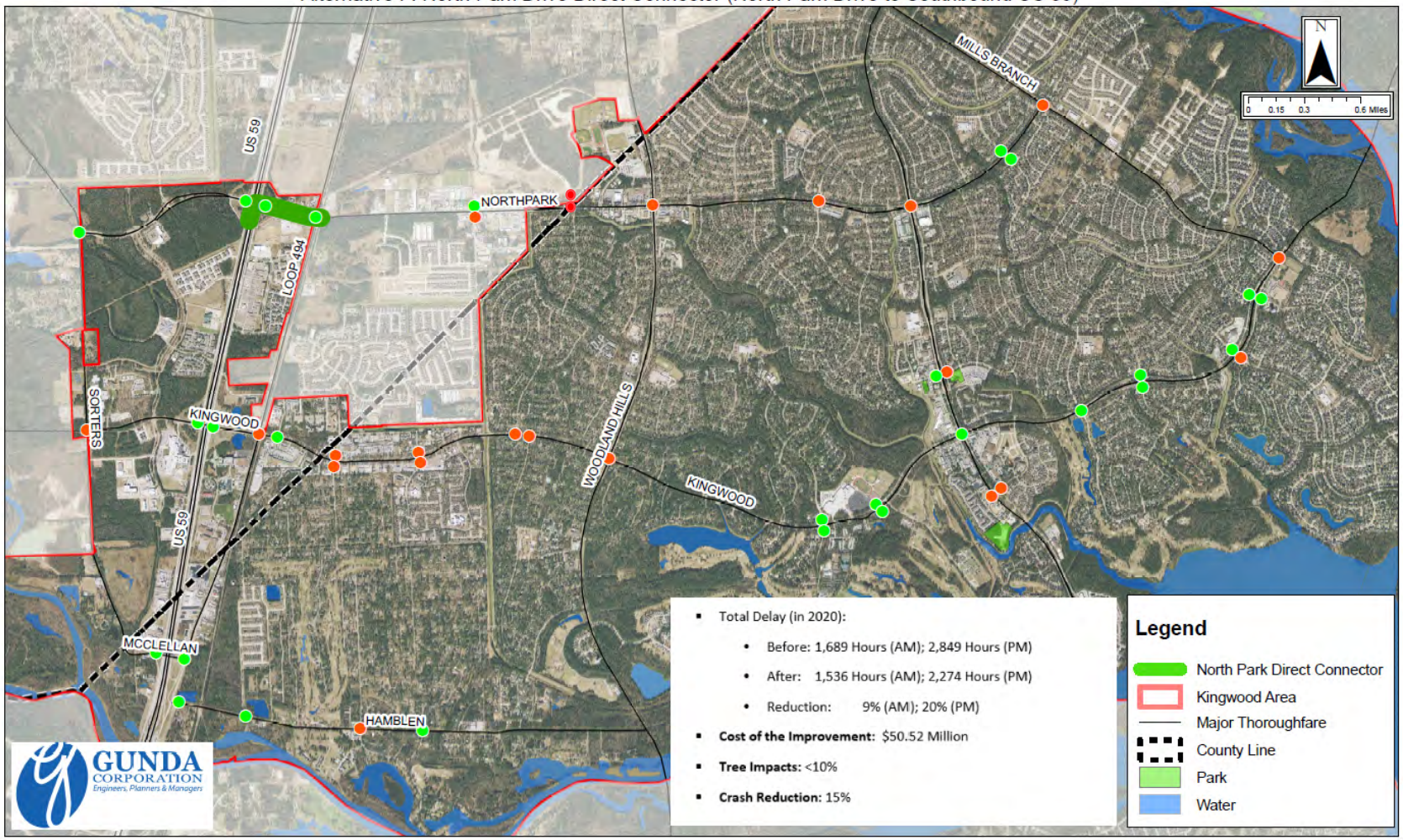
Alternative E

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,432 Hours (AM); 2,265 Hours (PM)
  - Reduction: 15% (AM); 21% (PM)
- **Cost of the Improvement:** $50.72 Million
- **Tree Impacts:** <10%
- **Crash Reduction =** 15%
- Number of Intersections at LOS E/F with Improvements (2020) = 17
- **Pros:** Reduces Travel Time, Congestion, by eliminating turning movements at LP 494 and US 59
- **Cons:** Some tree impacts, High Cost, Aesthetics, Environmental Clearances

Alternative F

Lake Houston/Kingwood Area Mobility Study

Alternative F: North Park Drive Direct Connector (North Park Drive to Southbound US 59)



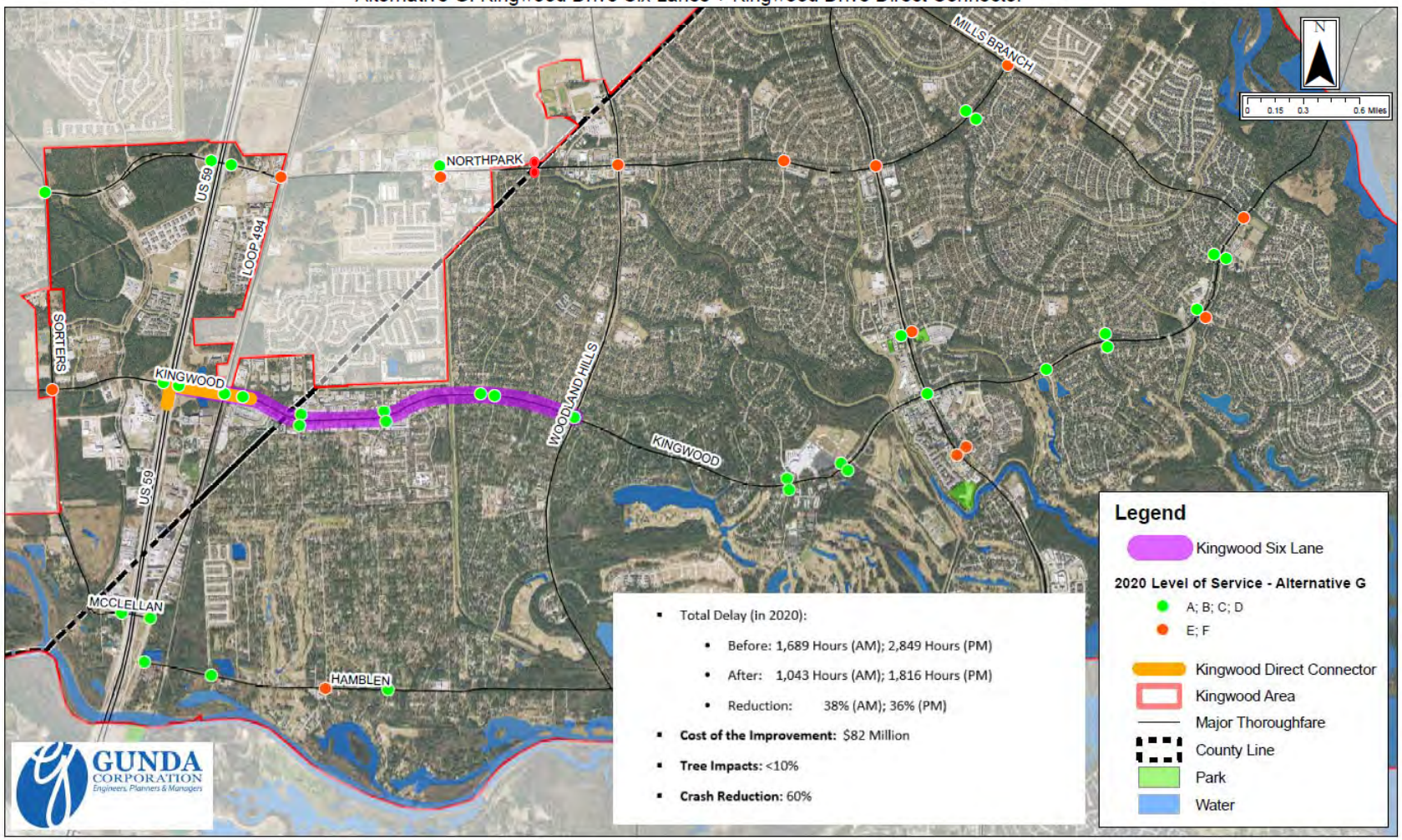
Alternative F

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,536 Hours (AM); 2,274 Hours (PM)
  - Reduction: 9% (AM); 20% (PM)
- **Cost of the Improvement:** $50.52 Million
- **Tree Impacts:** <10%
- **Crash Reduction:** 15%
- Number of Intersections at LOS E/F with Improvements (2020) = 17
- **Pros:** Reduces Travel Time, Congestion at Loop 494 near rail road
- **Cons:** Some tree impacts, High Cost, Aesthetics, Environmental Clearances

Alternative G

Lake Houston/Kingwood Area Mobility Study

Alternative G: Kingwood Drive Six Lanes + Kingwood Drive Direct Connector



- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,043 Hours (AM); 1,816 Hours (PM)
  - Reduction: 38% (AM); 36% (PM)
- **Cost of the Improvement:** $82 Million
- **Tree Impacts:** <10%
- **Crash Reduction:** 60%

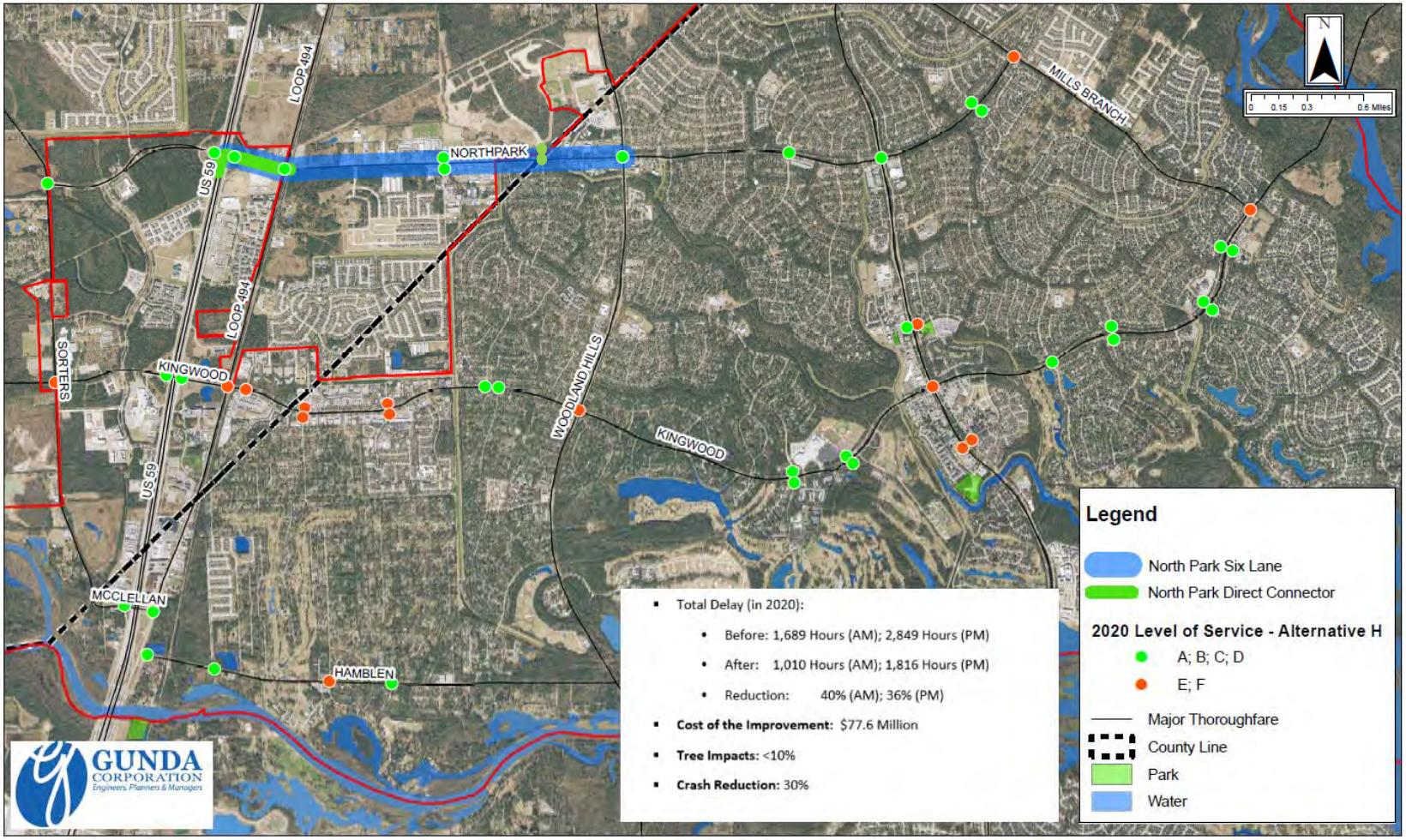
Alternative G

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,043 Hours (AM); 1,816 Hours (PM)
  - Reduction: 38% (AM); 36% (PM)
- **Cost of the Improvement:** $82 Million
- **Tree Impacts:** <10%
- **Crash Reduction:** 60%
- Number of Intersections at LOS E/F with Improvements (2020) = 12
- **Pros:** Reduces Travel Time and Congestion, Already funded for widening
- **Cons:** Some tree impacts, High Cost, Aesthetics, TxDOT coordination, Environmental Clearances for over pass

Alternative H

Lake Houston/Kingwood Area Mobility Study

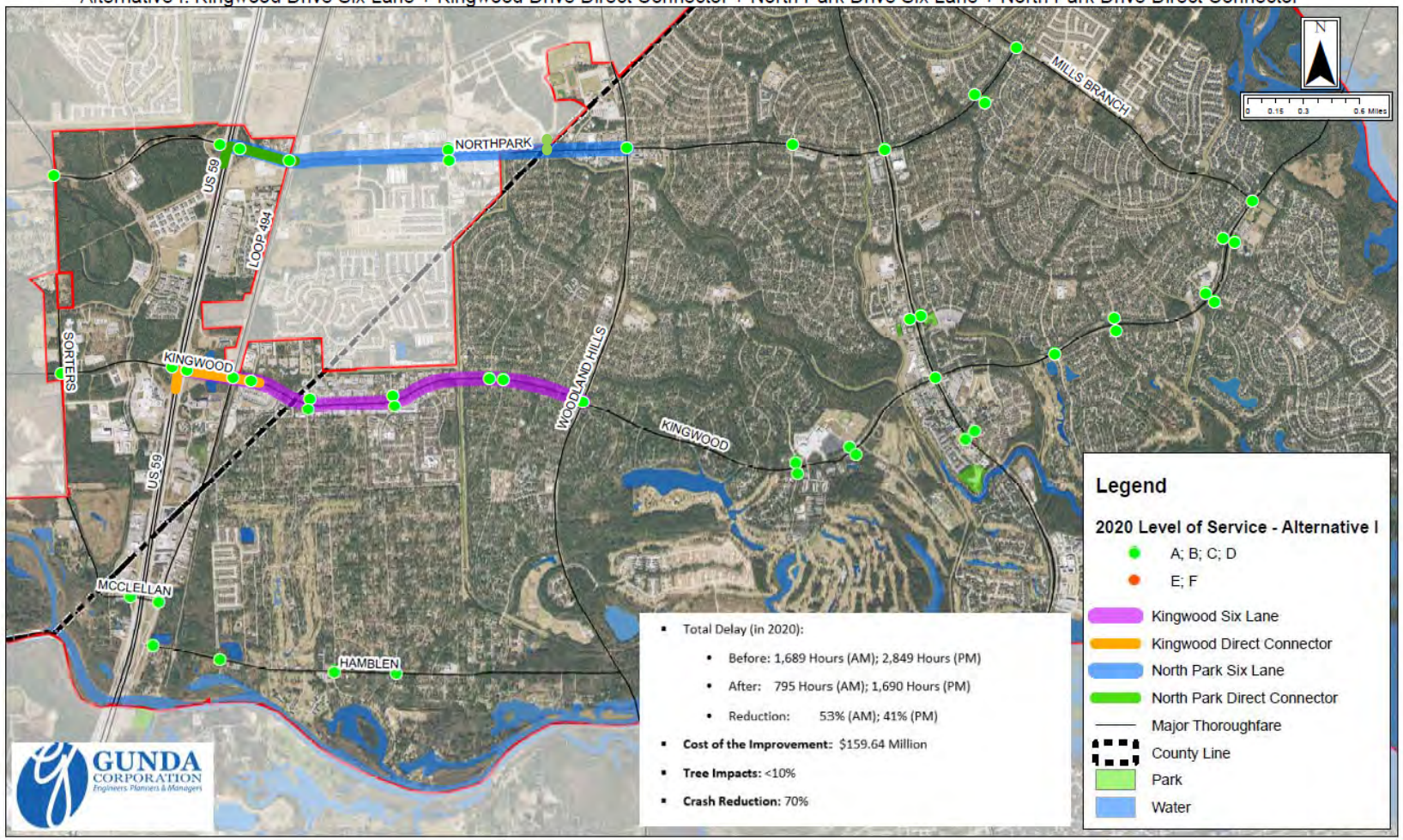
Alternative H: North Park Drive Six Lane + North Park Drive Direct Connector



Alternative H

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,010 Hours (AM); 1,816 Hours (PM)
  - Reduction: 40% (AM); 36% (PM)
- **Cost of the Improvement:** $77.6 Million
- **Tree Impacts:** <10%
- **Crash Reduction:** 30%
- Number of Intersections at LOS E/F with Improvements (2020) = 12
- **Pros:** Reduces Travel Time, Congestion
- **Cons:** Some tree impacts, High Cost, Aesthetics, TxDOT coordination, Environmental Clearances for over pass, multiple agency coordination, Montgomery County Road

Alternative I



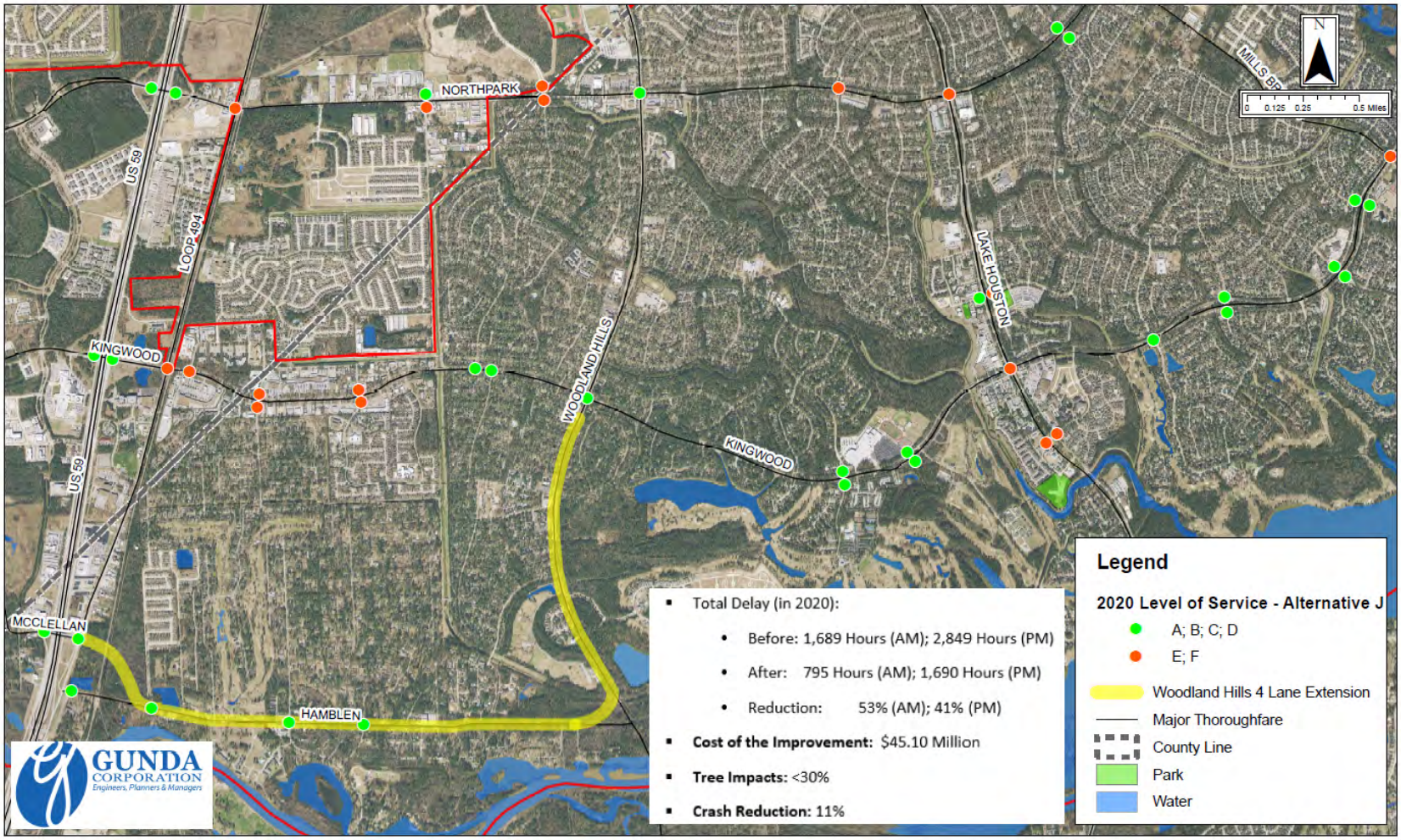
Alternative I

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 795 Hours (AM); 1,690 Hours (PM)
  - Reduction: 53% (AM); 41% (PM)
- **Cost of the Improvement:** $159.64 Million
- **Tree Impacts:** <10%
- **Crash Reduction:** 70%
- Number of Intersections at LOS E/F with Improvements (2020) = 0
- **Pros:** Reduces Travel Time, Congestion, Already funded for widening
- **Cons:** Some tree impacts, High Cost, Aesthetics, TxDOT coordination, Environmental Clearances for over pass, Cost Prohibitive, Multiple Agency Coordination

Alternative J

Lake Houston/Kingwood Area Mobility Study

Alternative J: Woodland Hills Four Lane Extension



- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 795 Hours (AM); 1,690 Hours (PM)
  - Reduction: 53% (AM); 41% (PM)
- **Cost of the Improvement:** $45.10 Million
- **Tree Impacts:** <30%
- **Crash Reduction:** 11%

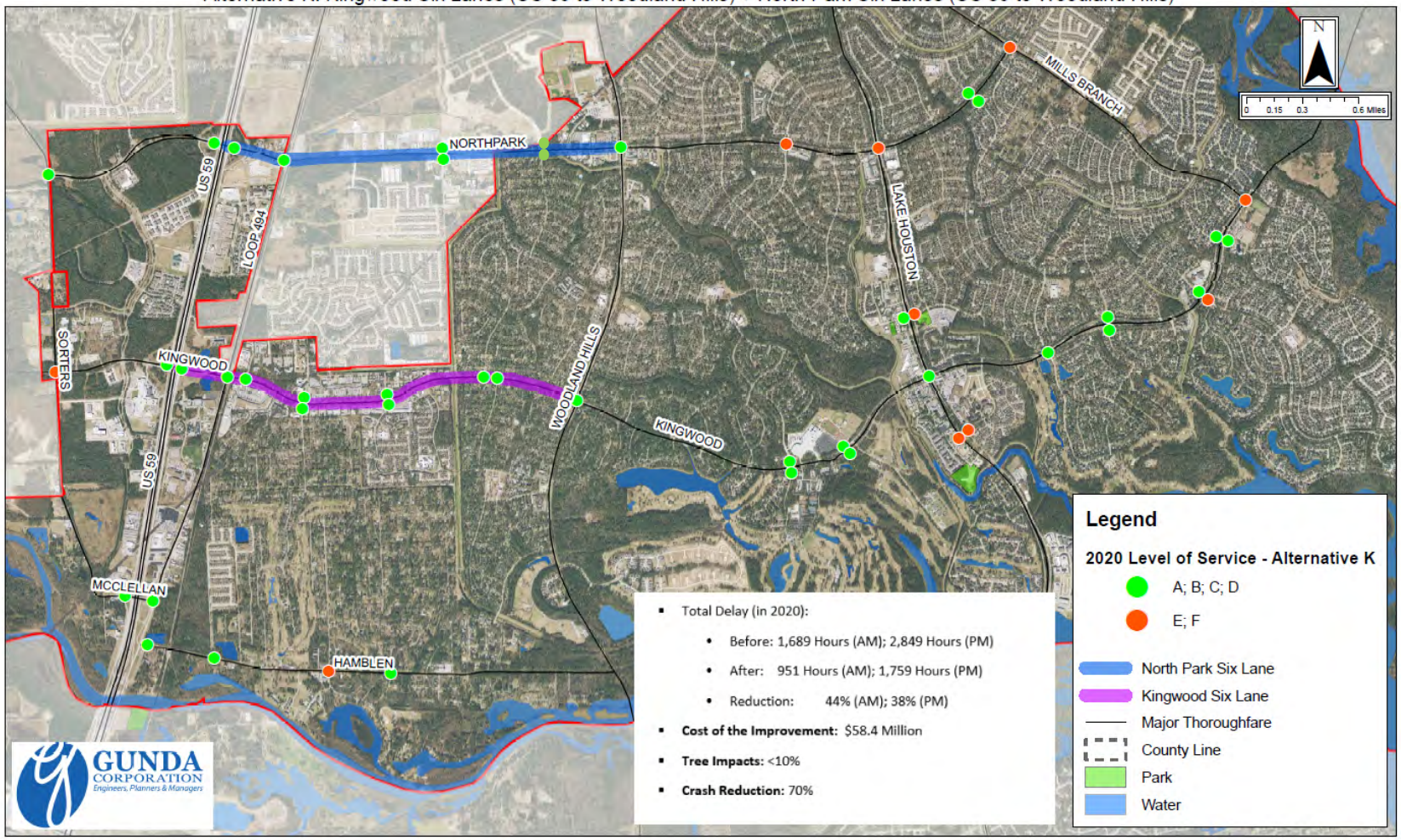
Alternative J

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 795 Hours (AM); 1,690 Hours (PM)
  - Reduction: 53% (AM); 41% (PM)
- **Cost of the Improvement:** $45.10 Million
- **Tree Impacts:** <30%
- **Crash Reduction:** 11%
- Number of Intersections at LOS E/F with Improvements (2020) = 16
- **Pros:** Reduces Travel Time and Congestion on Kingwood Drive, Provides a reliable alternative route for the area
- **Cons:** Significant tree impacts, not funded, ROW, environmental clearances

Alternative K

Lake Houston/Kingwood Area Mobility Study

Alternative K: Kingwood Six Lanes (US 59 to Woodland Hills) + North Park Six Lanes (US 59 to Woodland Hills)

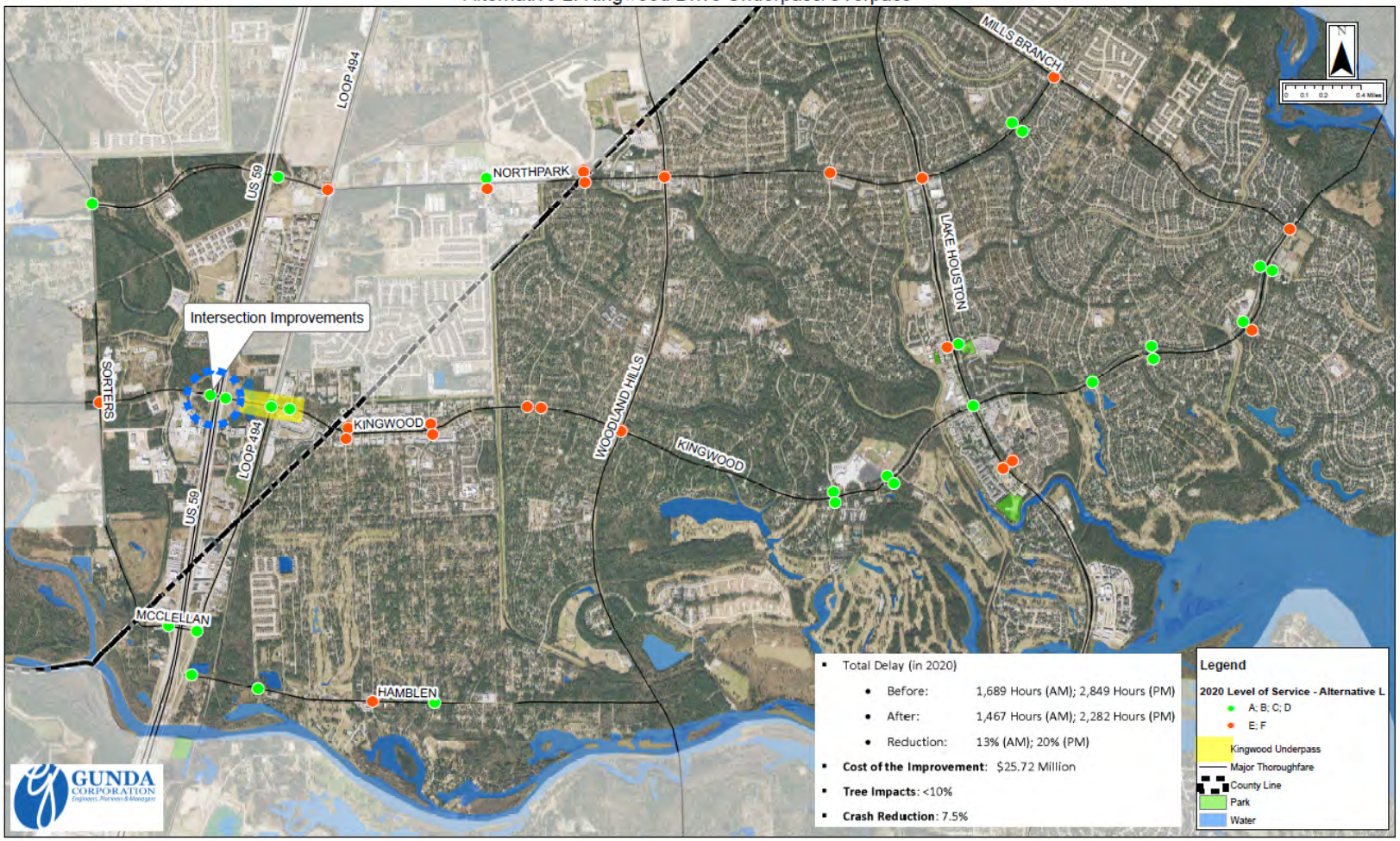


- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 951 Hours (AM); 1,759 Hours (PM)
  - Reduction: 44% (AM); 38% (PM)
- **Cost of the Improvement:** $58.4 Million
- **Tree Impacts:** <10%
- **Crash Reduction:** 70%

Alternative K

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 951 Hours (AM); 1,759 Hours (PM)
  - Reduction: 44% (AM); 38% (PM)
- **Cost of the Improvement:** $58.4 Million
- **Tree Impacts:** <10%
- **Crash Reduction:** 70%
- Number of Intersections at LOS E/F with Improvements (2020) = 9
- **Pros:** Reduces Travel Time and Congestion, Partly funded
- **Cons:** More tree impacts, multiple agency coordination, need to identify funding for Northpark Road

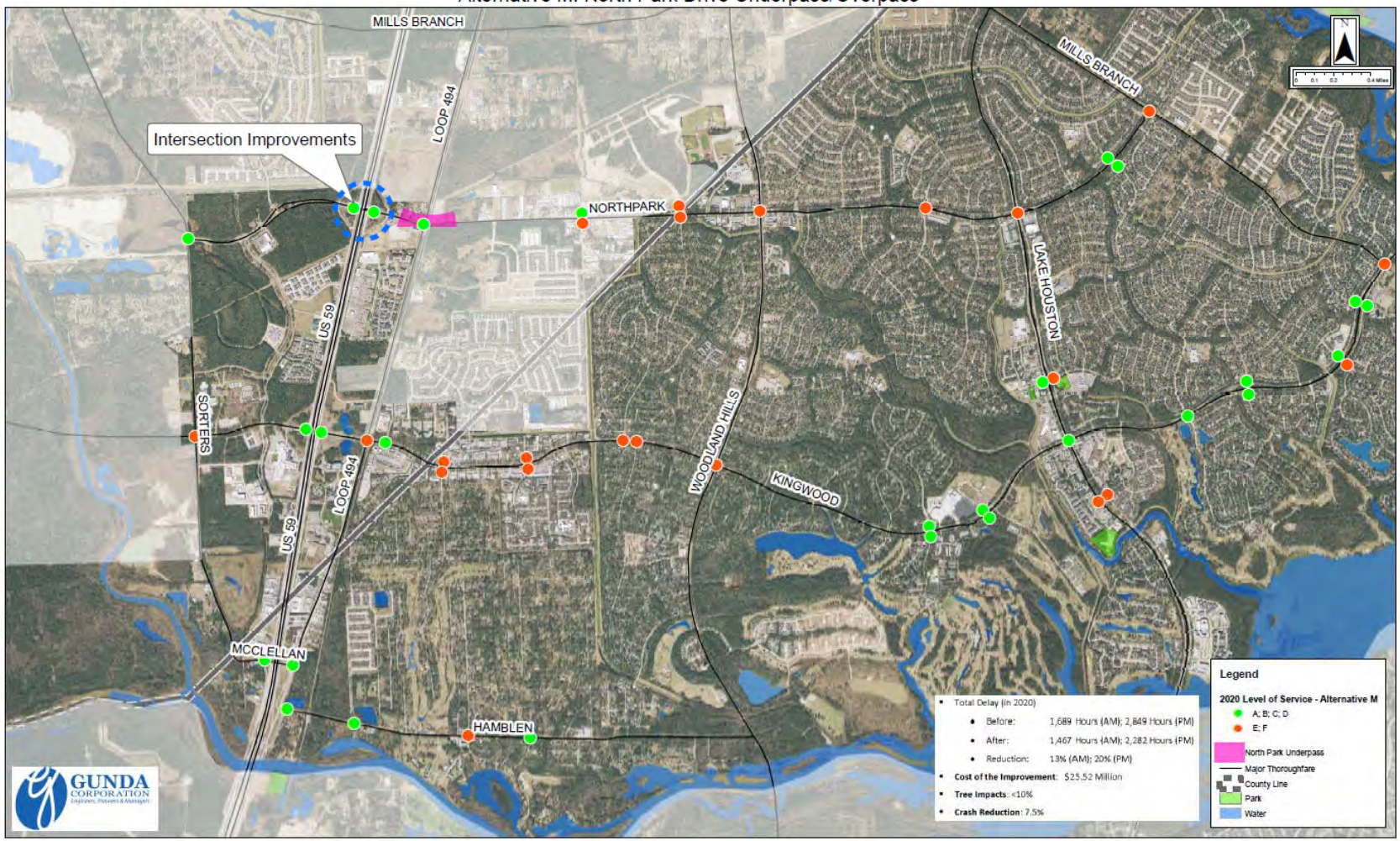
Alternative L



Alternative L

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,467 Hours (AM); 2,282 Hours (PM)
  - Reduction: 13% (AM); 20% (PM)
- **Cost of the Improvement:** $25.72 Million
- **Tree Impacts:** <10%
- **Crash Reduction:** 7.5%
- Number of Intersections at LOS E/F with Improvements (2020) = 12
- **Pros:** Reduces Travel Time and congestion at Loop 494 near Railroad
- **Cons:** Some tree impacts, all trees between US 59 & Loop 494, TXDOT and UP Rail Road Coordination, Impact to Retail Driveway at Royal Forest Drive

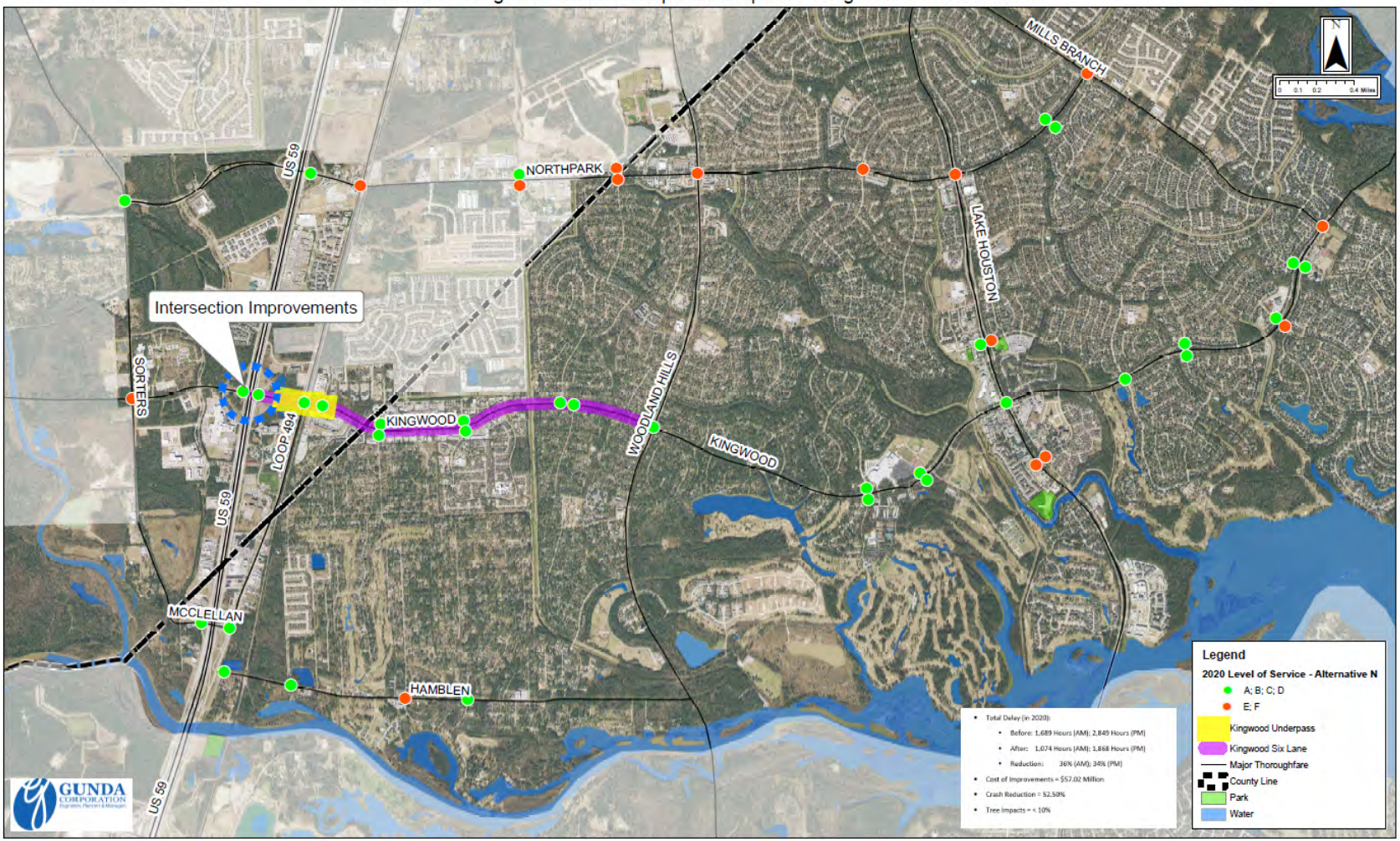
Alternative M



Alternative M

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,554 Hours (AM); 2,288 Hours (PM)
  - Reduction: 8% (AM); 20% (PM)
- **Cost of the Improvement:** $25.52 Million
- **Tree Impacts:** <10%
- **Crash Reduction:** 7.5%
- Number of Intersections at LOS E/F with Improvements (2020) = 16
- **Pros:** Reduces Travel Time and congestion at Loop 494 near Railroad
- **Cons:** Some tree impacts, all trees between US 59 & Loop 494, TXDOT and UP Rail Road Coordination.

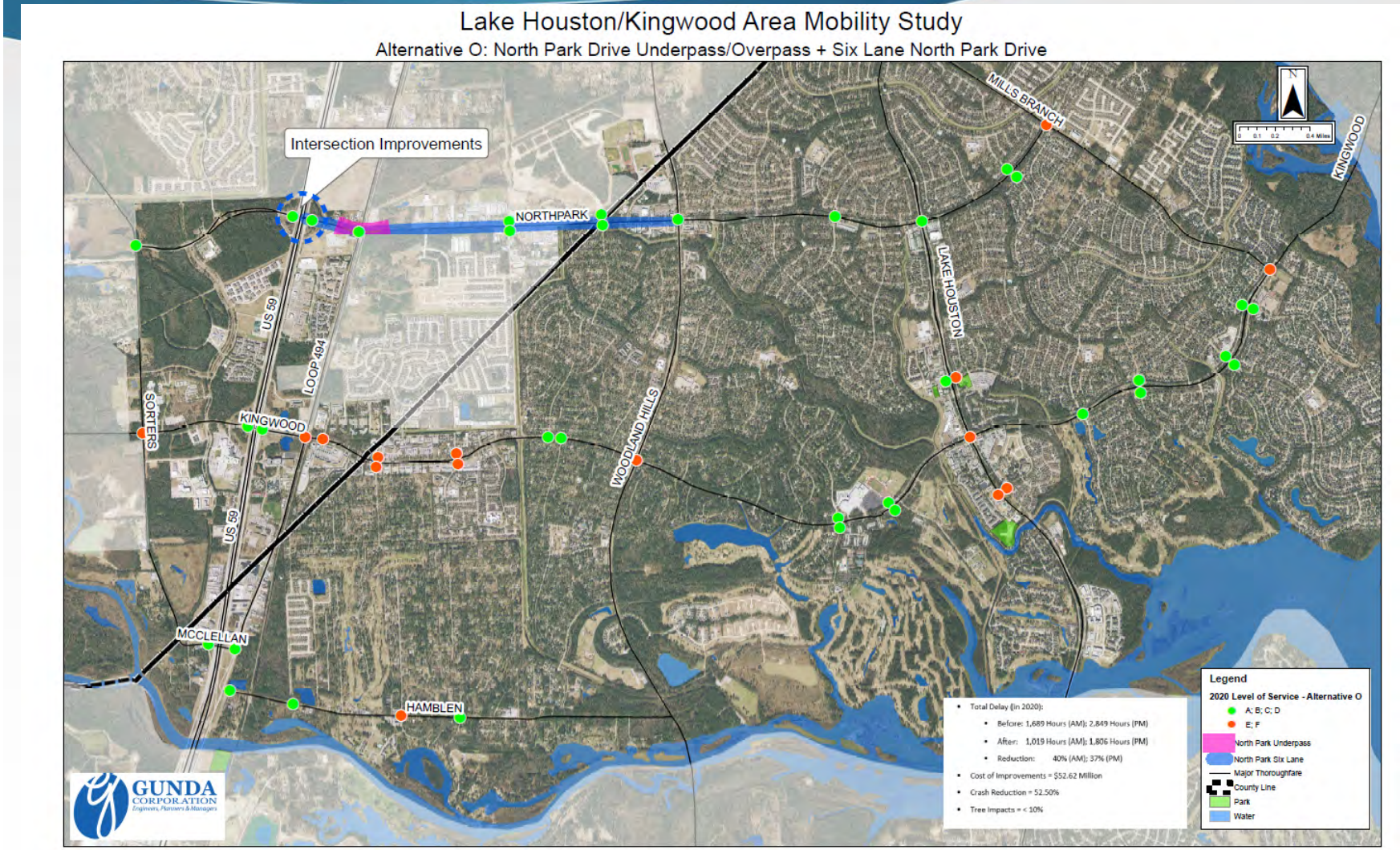
Alternative N



Alternative N

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,074 Hours (AM); 1,868 Hours (PM)
  - Reduction: 36% (AM); 34% (PM)
- **Cost of the Improvement:** $57.02 Million
- **Tree Impacts:** <10%
- **Crash Reduction:** 7.5%
- Number of Intersections at LOS E/F with Improvements (2020) = 12
- **Pros:** Reduces Travel Time and congestion at Loop 494 near Railroad
- **Cons:** Some tree impacts, all trees between US 59 & Loop 494, TXDOT and UP Rail Road Coordination.

Alternative O



Alternative O

- Total Delay (in 2020):
  - Before: 1,689 Hours (AM); 2,849 Hours (PM)
  - After: 1,019 Hours (AM); 1,806 Hours (PM)
  - Reduction: 40% (AM); 36% (PM)
- **Cost of the Improvement:** $52.62 Million
- **Tree Impacts:** <10%
- **Crash Reduction:** 30%
- Number of Intersections at LOS E/F with Improvements (2020) = 12
- **Pros:** Reduces Travel Time and congestion at Loop 494 near Railroad
- **Cons:** Some tree impacts, all trees between US 59 & Loop 494, TXDOT and UP Rail Road Coordination.

Scoring Criteria

- Scoring MOE's
- Scoring Goals
- Weighting Factors
  - Community Input Weighting Factor to be Determined

Improvements/Goals	Community Input	Improve Mobility (Short-Term & Long-Term)	Maintain Same or Better Quality of Life	Identify Funding Sources	Safety	Transit	Pedestrian Facilities	Total Score
		Plan for Future				Public Transportation		
		Quick Fixes				Trolley System		
Category Code	A	B	C	D	E	F	G	A to G
Weighting Factor	*TBD*	30	25	5	30	5	5	100

Next Steps

- Receive public input on the options presented
- Last date to receive Ranking cards is: November 4, 2014
- Next Steering Committee Meeting Date: November 18, 2014 @ 6:00 PM
- Agency Coordination
- Report Preparation

Questions?

SUBMIT PRINT

GUNDA CORPORATION
Engineers, Planners & Managers

KINGWOOD AREA MOBILITY STUDY - ALTERNATIVES RANKING

OPTION	IMPROVEMENT ALTERNATIVE	RANK	COMMENTS
A	Intersection Improvements Only		
B	Left-Turn Prohibition in the Off-Peak Direction		
C	6-Laning of Kingwood Drive		
D	6-Laning of Northpark Drive		
E	Direct Connector from Kingwood Drive to US 59 SB		
F	Direct Connector from Northpark Drive to US 59 SB		
G	6-Laning of Kingwood Drive & Direct Connector from Kingwood Drive to US 59 SB		
H	6-Laning of Northpark Drive & Direct Connector from Northpark Drive to US 59 SB		
I	6-Lane Kingwood Drive, 6-Lane Northpark Drive, Direct Connector from Kingwood Drive, and Direct Connector from Northpark Drive		
J	Woodland Hills Drive Extension to Hamblen Road and Widening Hamblen Road		
K	6-Laning of Kingwood Drive and 6-Laning of Northpark Drive		
L	Underpass on Kingwood Drive at Loop 494		
M	Underpass on Northpark Drive at Loop 494		
N	6-Laning of Kingwood Drive & Underpass at Loop 494		
O	6-Laning of Northpark Drive & Underpass at Loop 494		
-	No-Build		

Sign-In Sheet
Kingwood Mobility Stakeholder Meeting #2

Tuesday, October 14, 2014

	Name
1	Corena Lipstreuer
2	Stan Sarman
3	Glen Ragsdale
4	Beryn Ragsdale
5	Ramona Reid
6	Alice Rekeweg
7	Glen Rekeweg
8	Mike Scruggs
9	Jack Taylor
10	Cynthia Landstad
11	Neil & Stacy Nethery
12	Carol Nagel
13	Chris Ward
14	Neil Desmond
15	Fred Bullough
16	Pat Maher
17	Kevin McManis
18	Nancy Graver
19	Cryan Kimbro
20	Les Broyles
21	Fred McCarty
22	Shirley Sellers
23	Larry Gross
24	Ray Rhodes
25	Heather Blake
26	Howard Rose
27	Renato Davia
28	Ha; Opperman
29	Christine Taylor
30	Sybil Magaritis
31	LT Duke Athens
32	Tom Trigg
33	Rosie Browrey
34	J. Ravecha
35	Dan Monks
36	Gwendolyn Conduleo
37	Dee Price
38	Bryan Kirk
39	Alice Braine
40	Lynn Foster
41	Jennifer Curley
42	Helen Micheline
43	Rich Bowman
44	John Stuart

	Name
45	Richard Benzinger Jr.
46	Liz Jacob
47	Fred Flickinger
48	Mary Romere
49	Tom Austin
50	Robin Taylor
51	Loretta Ilges
52	Wayne Theis
53	Jon Taylor
54	Kyle Cavallo
55	Kay Powledge
56	David Woerner
57	Kathy Reedy
58	Peggy R.
59	Walt Hesser
60	Ken Lipstreuer
61	Gene Graham
62	Mary Sheppard
63	Glenda McClendon
64	Erv & Judie Ravemeyer
65	Colette Foley
66	Tyler Francois
67	Al Ramsey
68	Bill King
69	Dale Quinn
70	Walt Carty
71	Rick Ankrum
72	Butch & Margie Standerfor
73	Ervin Baumeyer
74	Colleen Hirschex
75	David Hirschey
76	Marian Burrows
77	Suzanne Larson
78	Robin Taylor
79	Brenda Parker
80	Hoan Hulett
81	Kenny Tidwell
82	Jim Simmons
83	Bob & Linda Robertson
84	Maryanne Fabor
85	Kenny & Judie Tidwell
86	Linda Robertson