

DATE	December 9, 2013
SUBJECT	TMC Mobility Study Steering Committee
LOCATION	City of Houston Bob Lanier Public Works Building

NAME	ORGANIZATION	PHONE NO.	EMAIL
Please see attached sign in sheet for attendees			

GENERAL INFORMATION
<p>Meeting of the Texas Medical Center Mobility Study Steering Committee to review project status regarding travel demand modeling and mode specific analysis of the study area transportation system. Results of the Fannin Street corridor analysis were presented and findings were discussed. Comments and questions were requested on the findings and suggestions for the Fannin corridor.</p>
<p>The following comments relate to the presentation given at the meeting. Please refer to the attached presentation copy for specifics regarding specific evaluation results.</p> <ol style="list-style-type: none"> 1) New Texas Medical Center steering committee members were introduced including Shawn Cloonan (Senior Vice President General Council), Tosha Mayo (Executive Liaison-Shared Services) and Larry Stokes (Senior Vice President Shared Services). 2) Houston Galveston Area Council (HGAC) regional travel modeling efforts are proceeding. Model calibration has been completed with the assistance of TMC staff supplying employment and parking data. Forecast travel modeling is underway and results are expected by mid-December. Continued analysis of recommended transportation system improvements will continue after final model adjustments have been made by HGAC. Modeling for no-build and build conditions is scheduled for January. <ol style="list-style-type: none"> a) A parking workshop will be held shortly after the first of the year to discuss parking management strategies. 3) Traffic count and crash data has been compiled and summaries prepared for the Fannin Street corridor. Summary results were presented. Bus and rail transit data has also been compiled and summarized. <ol style="list-style-type: none"> a) Comments regarding Fannin @ Pressler. Area drivers have experienced congestion in the left turning movement that did not appear in the signalized intersection analysis.

- 4) Fannin Street corridor was analyzed and potential examined for improvements. General observation; all modes of transportation available to the TMC area use Fannin for access and circulation. The corridor is heavily used by all modes and experiences conflicts between these modes.
- 5) Findings/observations regarding current operations of LRT on Fannin
 - a) Major conflict present between automobile traffic and LRT vehicle traffic at left turn into local streets and parking garage driveways.
 - b) LRT platform width is insufficient to accommodate rider demands
 - c) Signal systems are not responding most efficiently to train operations
- 6) Alternatives to current LRT operations in the Fannin corridor were examined. Options included review of modifications to existing roadway/signal system and pedestrian operations. Relocation alternatives were proposed and characteristics presented. Conclusion that LRT operations need to stay in Fannin corridor from overall accessibility perspective, and with the high cost of relocation options, at-grade operations should continue with focus on roadway/signal system improvements.
- 7) Options for implementation of a people mover were examined and described. This system was considered to be expensive and only have major accessibility impact to TMC associated with LRT relocation options to the Cambridge/McGregor/Breswood/Holcombe corridors to the east side of TMC. Conclusion drawn that door to door shuttle bus service operating today is a more cost-effective treatment and has greater impact on ridership (plus provides connection to remote parking lots).
- 8) Roadway/Signal System Modification Alternatives were discussed including University/Dryden one-way pair and removing signals at Ross Sterling and Bellows. Modeled results of these proposals (using VISSIM) were presented. Greatest benefit appears to be with University/Dryden on-way conversion.

Questions/Comments:

- 1) Is the LRT really needed; does it serve a purpose?
 - a) The TMC Mobility Study's purpose includes evaluation of alternatives to current LRT operations. Preliminary findings of the study have not shown compelling justification or desirable options for relocation. Additional detailed study of the Red Line is not planned for this study.
 - b) Removing the LRT from the transportation system will place greater demand on every other mode within the area.
- 2) Texas Children's Hospital objects to the Main Street at-grade relocation option for the LRT. This option directly impacts access to their building entrance. They would support a subway option on Fannin if relocation were necessary. An elevated option on Fannin would resolve traffic conflicts but would likely create undesirable noise impacts.
- 3) Concern was expressed regarding the alternative to remove signals at Ross Sterling and Bellows. The removal would take away direct access, and increase travel time and create difficult u-turn movements near the entrance to Texas Children's.
- 4) Jeff Weatherford indicated that Metro is upgrading sensors to more accurately detect when a train enters and leaves an intersection. The upgrade will allow the City to improve the efficiency of signal operations.

Action Items:

1. Complete tech memo summarizing the Fannin Street corridor analysis.
2. Convene a parking planning meeting/workshop.

Notes:

Copy of meeting Sign In Sheet is attached.
Copy of the presentation is attached.

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Sign-in Sheet

Texas Medical Center Mobility Study Steering Committee Meeting # 3



December 9, 2013
 Bob Lanier Public Works Building
 611 Walker
 Houston, TX

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