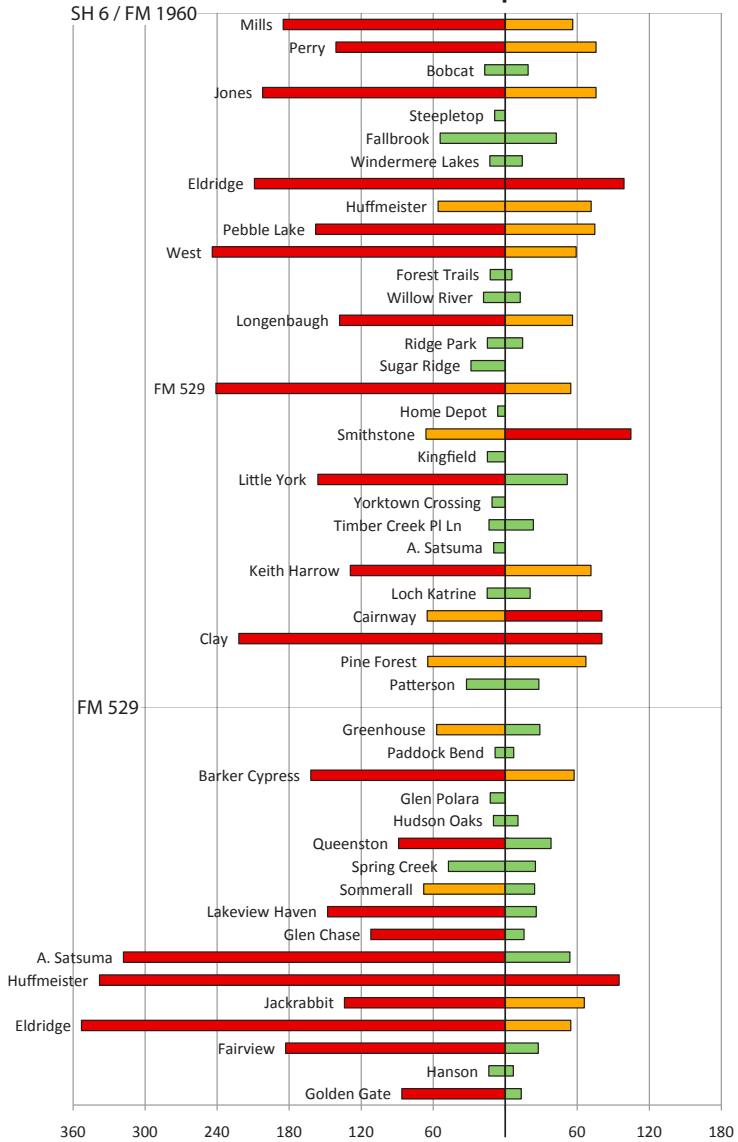


SAMPLE RESULTS

BUILD AND NO BUILD SCENARIOS

2035 AM Delay (seconds)
No Build | Build



Level of Service 2035 AM No Build

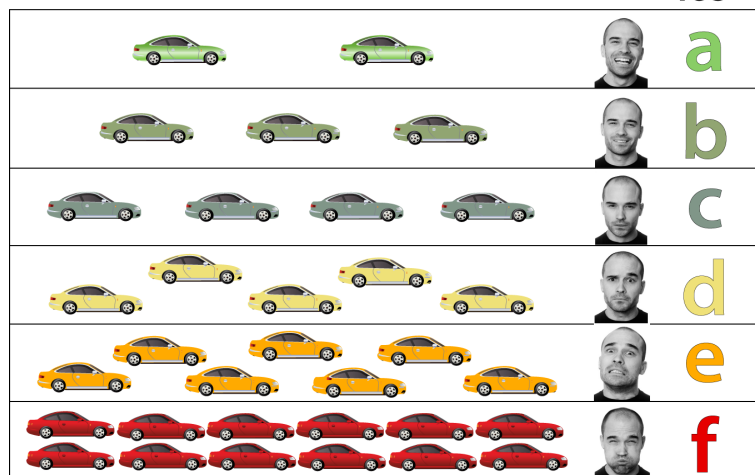


Level of Service 2035 AM Build



Level of Service (LOS) Illustration

los



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SH 6 ACCESS MANAGEMENT STUDY NORTH



SH 6 ACCESS MANAGEMENT STUDY NORTH

The SH 6 Access Management Study North (SH 6 Study) is a part of a regional initiative sponsored by H-GAC, the Texas Department of Transportation (TxDOT), the City of Houston, and Harris County to address access management issues in the region. This study analyzes the SH 6/FM 1960 and FM 529 corridors, from I-10 to Mills Road (except the US 290 intersection) and from US 290 to Greenhouse Road, respectively. The SH 6 Study makes recommendations to improve mobility and safety, while maintaining economic viability, through the application of access management strategies.

There are several characteristics of SH 6/FM 1960 and FM 529 corridors that make these corridors candidates for access management solutions, including: (1) high peak period congestion, (2) high crash statistics, (3) transitional development patterns, and (4) continued regional growth.

Application of access management strategies in roadway corridors has the potential to significantly reduce congestion, and reduce the number and severity of crashes. Improved traffic flow along the roadway from the implementation of access management strategies can also contribute to increased business activity and property values along the corridor, but only when the strategies selected are sensitive to the needs of the community. For example, elevated roadways with controlled access can reduce congestion and improve flow, but reduce business activity and property values. Therefore, the SH 6 Study was very careful to listen to the needs and values of both the business owners and residents along the corridor to ensure that the final results would support the economic vitality of the corridor.

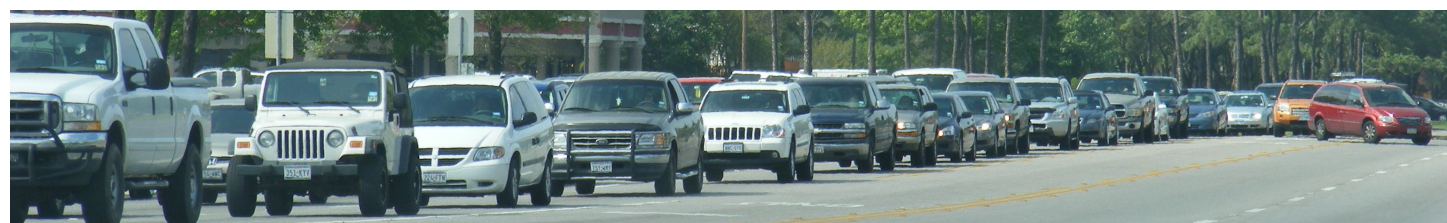
The SH 6 study invited the public to actively participate in the study from beginning to end. The public was asked

to provide input into the process through a small group workshop format and through a website hosted by H-GAC. The methodology for the SH 6 Study was designed to address access management issues and to develop context sensitive, community supported solutions.

The study design actively solicited input from the community regarding issues in the corridor, but, just as importantly, the study asked the community to actively participate in developing the measures by which proposed solutions would be evaluated.

As soon as the preliminary data on the corridor were pulled together and a picture of the existing conditions within the corridor was created, a public meeting was held to invite the community to view the information, presented on large format aerial maps, and to participate in small group dialogues about the data. The public was asked to help develop the measures of effectiveness that should be used to evaluate proposed solutions. Input was also garnered from the community school systems, emergency response providers, neighborhood associations, and business groups, in order to ensure that all potential issues were identified.

After the existing conditions were analyzed and future conditions projected using the H-GAC travel demand model and strategies for encouraging new land use patterns were tested using the evaluation criteria established by the public.



ACCESS MANAGEMENT TOOLS

Alliance identified access management tools for the study area. This list provides a starting point for the types of solutions that were analyzed. Options include both traditional and innovative tools.

Traditional Tools

- Establishing comprehensive access code;
- Requiring internal circulation / property interconnectivity;
- Coordinate traffic signals, enforce minimum signal spacing;
- Requiring / enforcing driveway setbacks from intersections;
- Requiring / enforcing minimum driveway spacing requirements;
- Consolidating existing driveways;

Goals of the Study

- Improve Mobility
- Improve Safety
- Maintain Economic Viability

- Constructing alternate access roads;
- Adding travel lanes;
- Adding channelized deceleration and turn lanes at intersections;
- Replacing congested intersections with grade separations;
- Constructing raised median and channelized turn locations;
- Reducing visual clutter;
- Improving informational signage;
- Building parallel facilities;
- Creating transit access; and
- Providing bicycle and pedestrian access.



Innovative Tools

- Roundabouts;
- Quadrant Roads;
- Median U-Turn Intersections;
- Continuous Flow Intersections;
- Land use plans to reduce demand on the roadway system, respecting surrounding development (livable centers, transit-oriented development, walkable mixed use development);
- Implementation of improvements through public/private partnerships.

Access Management

The Transportation Research Board defines access management as “the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway.” Access management seeks to provide vehicular access to land uses, while maintaining safety and efficiency of the transportation system as a whole. For this reason, access management is often a balancing act, considering both access to individual locations and the movement of the system as a whole.

Source: Access Management Manual, TRB 2004

The SH 6 Study took a comprehensive approach to evaluate and recommend complementary solutions throughout the study corridors. The study considered:

- Land uses (residential, commercial, office, civic, industrial, recreational, public preserve); transportation choices (walk, bike, ride, and drive);
- The transportation system as a whole (right of way, traffic volumes, lane assignments, signal timing, connecting roadways, park-and-rides, planned improvements, composition of traffic, and types of transportation users); and
- Project constraints (political boundaries, floodways, utility districts, pipelines, easements).

By creating a comprehensive picture of the both the roadway and the community it serves, context sensitive solutions were developed.

A recommended set of solutions was then presented to the community at a second public meeting and on the study website. The response of the participants was overwhelmingly positive, however to ensure that the

solutions truly supported the economic vitality of the corridor, a Business Open House was also held to allow businesses an additional opportunity to review the study recommendations. After only minor adjustments, the final recommendations were then presented to the public for final review and comment through a third public meeting and the study website.

The SH6 Study made recommendations for: roadway and operational improvements; bicycle and pedestrian improvements; strategies for encouraging the development of Livable Communities that incorporate mixed-use development; transit service implementation; public policy changes; and funding strategies.

Through this intense involvement of the public throughout the entire planning process, and the use of creative and innovative access management strategies, a set of context sensitive solutions was developed to meet the needs of the community served by the SH 6/FM 1960 and FM 529 transportation corridors. The final report will be posted on the sh6mobility.com website.