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# Improving access to the Texas Medical Center and Downtown



# Mobility Report 2016

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As in previous years, performance statistics have been shown for each of the stated goals in the 2040 RTP. These goals include the reduction of congestion and vehicle crashes; improved asset management and operations; support for regional economic development opportunities; potential impact on the environment and required reductions in on-road motor vehicle emissions.

A few quick highlights from the 2016 Mobility Report:

- Investment from local governments represent almost a third of the Ten-Year Transportation Plan's \$17 billion cost
- Transit passenger boardings and total airport passengers experienced solid growth in 2016
- The number and rate of vehicle crashes increased significantly, especially vehicle crashes with bicyclists and pedestrians

Nationally, vehicle crashes involving pedestrians and cyclists have increased alarmingly. Reflecting in part the increased popularity of active travel, our increase in these crashes is more than twice the national averages. H-GAC's Regional Safety Council is working with local law enforcement agencies, schools, regional health leaders, transit providers, the bicycling community, TxDOT and many others to coordinate efforts to mitigate pedestrian and cycling related crashes. We welcome your ideas and participation in these life saving activities.

The Houston-Galveston Area Council (H-GAC) is a voluntary association of local governments and local elected officials in the 13-county Gulf Coast Planning Region. The Gulf Coast Planning Region consists of Austin, Brazoria, Chambers, Colorado, Fort Bend, Galveston, Harris, Liberty, Montgomery, Walker, Waller, and Wharton counties. Organized in 1966, H-GAC provides a forum for the discussion of area-wide concerns, promoting regional cooperation through comprehensive planning and services to local governments.

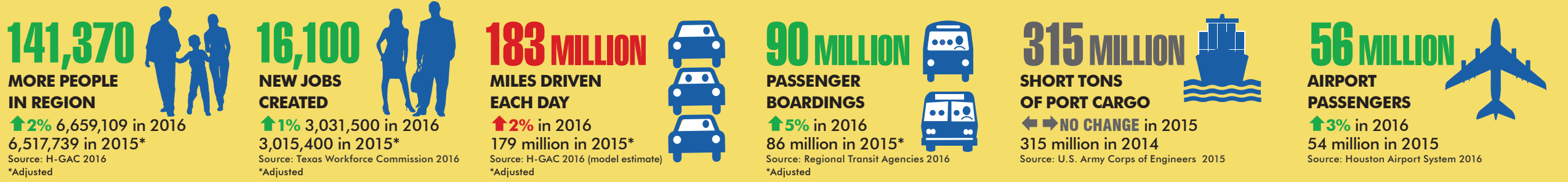
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## TRENDS in the REGION

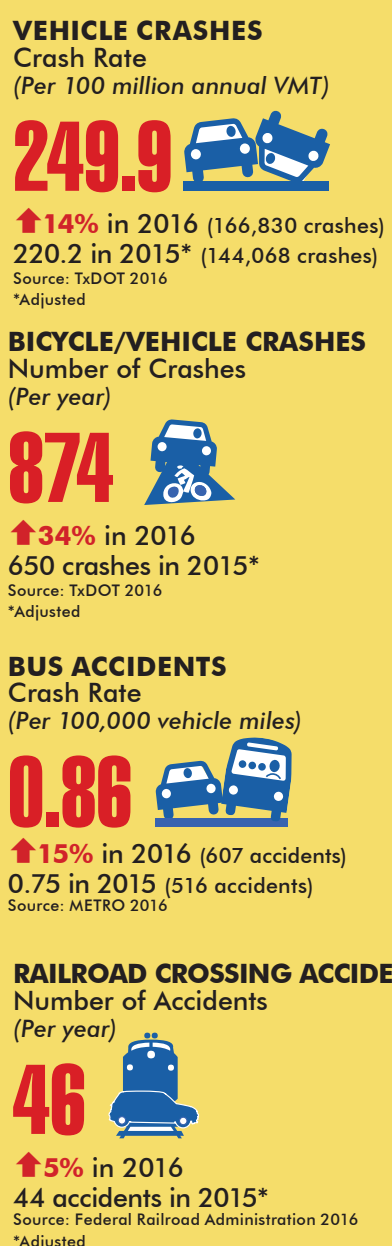


The 2016 Mobility Report summarizes key economic and transportation performance measures that reflect our progress toward achieving a safe, reliable, multimodal transportation network. As in previous years, performance statistics have been shown for each of the stated goals in the 2040 Regional Transportation Plan. These goals include the reduction of congestion and vehicle crashes, asset management and operations, support for regional economic development opportunities, potential impact on the environment (and required reductions in on-road motor vehicle emissions), and a determination that projects did not disproportionately and adversely impact minority or low-income communities.

**IMPROVING SAFETY**  
Safety remains a critical issue. In 2016, the region experienced a 14% increase in the vehicle crash rate and a 16% increase in the number of vehicle crashes. The number of bicycle crashes with vehicles increased 34% and the number of pedestrian crashes increased 46%. The bus accident rate increased 15%, while railroad crossing accidents increased 5%.  
H-GAC continues to work with local governments to improve safety through law enforcement, public outreach and crash clearance initiatives.

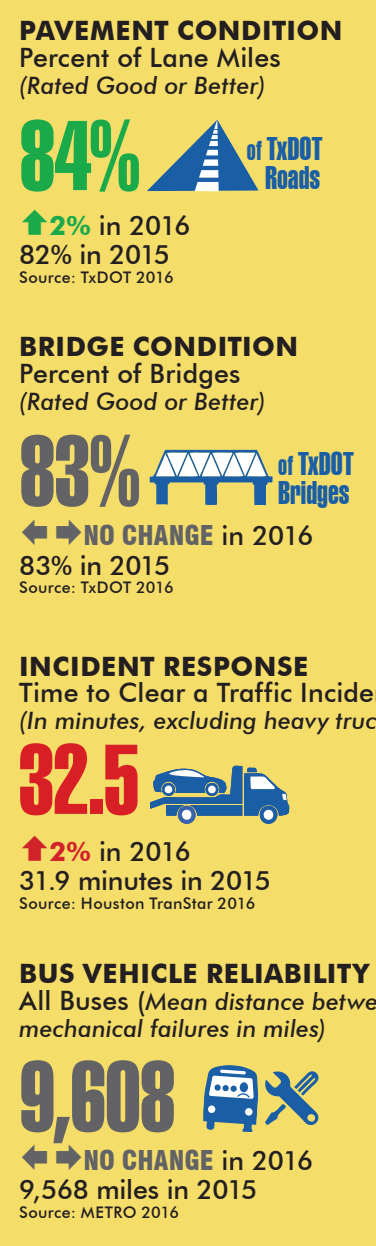
**ASSET MANAGEMENT AND OPERATIONS**  
The Texas Department of Transportation (TxDOT) continues to make improvements to its roadway system. The overall condition of the region's

### Improving Safety



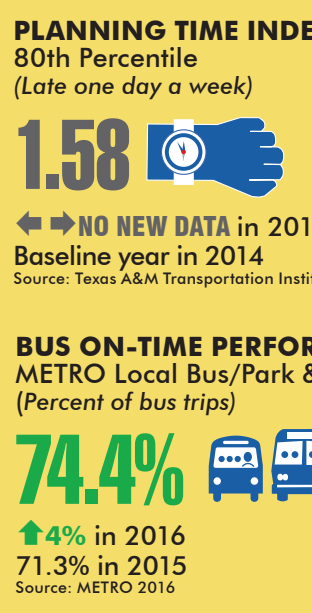
infrastructure has remained stable over the past few years. The percentage of TxDOT roadways rated "good or better" increased to 84% in 2016 and bridges remained at 83% (bridge conditions are reported biannually). Incident response time needed to clear a major incident increased from

### Asset Management and Operations



31.9 minutes to 32.5 minutes, as reported by Houston TranStar. Bus vehicle reliability, which measures the average distance between mechanical breakdowns, improved slightly in 2016 to 9,608 miles.

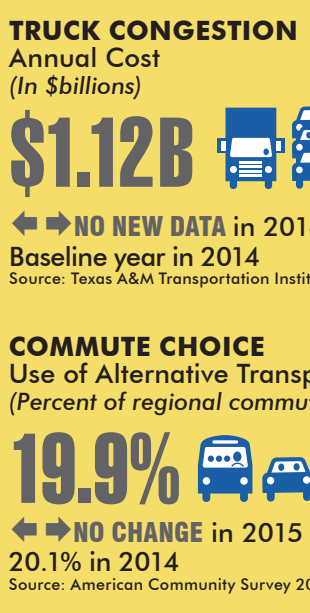
### Congestion Mitigation



**CONGESTION MITIGATION**  
Travel on the roadway system increased 2% to an estimated 183 million miles per week day. This corresponds with growth in the region's population of more than 141,000 people and 16,000 jobs in 2016. The Planning Time Index (PTI) measures system reliability by estimating how much extra time travelers need to make a normal trip as a result of traffic congestion. The most recent PTI for the region is 1.58, which means a trip that normally takes 30 minutes may take up to 47 minutes. Transit ridership in the region grew 5% with 90 million passenger boardings in 2016, due to system reimagining and the opening of new light rail lines. Bus on-time performance increased to almost 75%.

**ECONOMIC COMPETITIVENESS**  
The 2040 RTP identifies truck congestion levels and commute

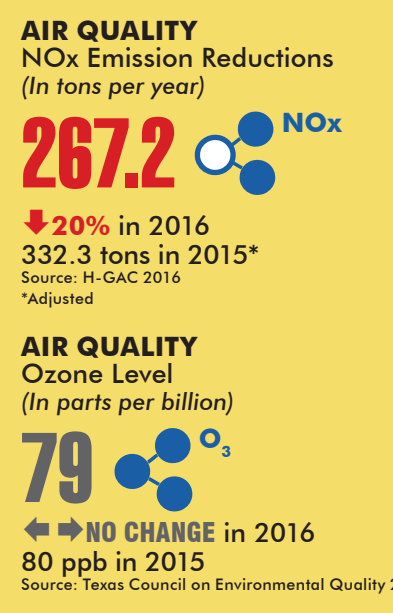
### Economic Competitiveness



alternative usage as two indicators of economic competitiveness. Truck congestion measures the annual cost of fuel and travel delay for moving goods within the region. The most recent cost of truck congestion is \$1.12 billion per year. Nearly 20% of the region's commuters use alternative modes of transportation to work at least once a week. This includes using transit, vanpool, carpool, biking, walking and teleworking.

**NATURAL AND CULTURAL RESOURCES**  
H-GAC supports the reduction of vehicle emissions through the funding and promotion of alternative commute options and the accelerated replacement of older diesel-powered vehicles with newer, cleaner models. In 2016, these programs combined reduced 267.2 tons of NOx. Although transit boardings have increased, this figure is 20% lower than in 2015 due to a decrease in new participation in the Clean Vehicles Program.

### Natural and Cultural Resources



**LEGEND**  
GREEN - Positive Effect  
RED - Negative Effect  
GRAY - No Discernible Effect  
↑ Net Increase  
↓ Net Decrease  
↔ No or Slight Net Change

The region's three-year average of the ozone level has declined slightly to 79 parts per billion (ppb) which is still above the current national ambient air quality standard of 75 ppb.

**SUMMARY**  
The Houston-Galveston region depends on a safe, efficient and reliable transportation system to maintain its economic success and overall quality of life. This report provides only a snapshot of the performance information available. For additional transportation performance measures, visit [www.h-gac.com/taq/regional-mobility-report](http://www.h-gac.com/taq/regional-mobility-report).



