EXECUTIVE SUMMARY

In August 2015, the Houston-Galveston Area Council (H-GAC), in partnership with the Texas Department of Transportation (TxDOT), the City of Houston, and Harris County, commissioned the CDM Smith team to conduct the access management and traffic mobility study for the northwest segment of the SH 249 corridor from the Sam Houston Tollway/Beltway 8 to Interstate Highway 45 (I-45) in Harris County. This segment of SH 249 is approximately 7.2 miles in length.

SH 249 is an important local and regional corridor for existing and future movement of people and goods in northwest Houston. SH 249 has the potential to connect to College Station in the future, which would provide a direct route between College Station and Houston. SH 249 extends from I-45 North to the intersection of FM 1774 and FM 149 in Pinehurst.

The purpose of this study is to develop short, medium, and long-term transportation recommendations to improve mobility and enhance connectivity in the Houston region, including improvements along the SH 249 corridor and other key study area roadways. The study area includes SH 249 from the intersection of FM 1419 to the intersection of FM 1774, with a focus on the Sam Houston Tollway (SH 242) interchange. The study area also extends north to FM 1419 and south to the intersection of FM 1774 and SH 249.

The study objectives are to:

1. Conduct an access management and traffic mobility study for the SH 249 corridor in Harris County.
2. Develop short, medium, and long-term transportation recommendations to enhance corridor mobility, safety, and quality of life for all road users, including pedestrians and bicycles, as well as economic growth.
3. Consider long-term multimodal transportation strategies along the SH 249 corridor and other key study area roadways.

This Executive Summary documents the study purpose, goals, study area, recommendations, anticipated benefits, and estimated costs.
STUDY GOALS

The following goals were developed for the SH 249 Access Management Study in collaboration with the Steering Committee members during the initial Steering Committee meetings:

- Improve safety and mobility for all transportation modes.
- Develop a uniform access management strategy for the corridor.
- Identify low-cost, implementable short-term solutions.
- Develop innovative long-term transportation strategies to enhance corridor and regional connectivity.

SHORT-TERM RECOMMENDATIONS (0–5 YEARS)

Mobility
- Intersection improvements
- Add raised median
- Optimize signal timing
- Upgrade signal equipment
- Road closures
- Construction of small sections of new roadways
- Widening of small sections of existing roadways

Safety
- Improve lighting
- Add concrete pads for all bus stops

Bike/Pedestrian
- Add sidewalks
- Add shared use lanes
- Add pedestrian crosswalks

Other
- Add landscaping along SH 249

MEDIUM-TERM RECOMMENDATIONS (5–10 YEARS)

- Widening of existing roadways
- Construction of new roadways
- Construction of a new bridge on Ann Louise Rd south of BW 8
- Additional intersection improvements

LONG-TERM RECOMMENDATIONS (10+ YEARS)

- Develop SH 249 as a Complete Street concept enabling safe access for all users, including pedestrians, bicyclists, motorists, and transit riders
- Widening of other existing roadways
- Construction of other new roadways
- Breen intersection realignment

ANTICIPATED BENEFITS

Implementation of the recommended access management improvements is projected to:

- Enhance traffic operations
- Annual travel time savings of $14.9 million during peak periods
- Reduction in number of crashes
- Annual crash cost savings of $6.6 million

Implementation of the recommended thoroughfare connectivity improvements helps to preserve capacity along SH 249 and is projected to:

- Reduce Vehicle Miles Travelled by 6 percent
- Reduce Vehicle Hours Travelled by 15 percent
- Improve Speed during peak periods by 9 percent

For more information, visit www.h-gac.com/go/sh249 or contact Stephan Gage (713) 499-6692 Stephan.Gage@h-gac.com

Steering Committee
Houston-Galveston Area Council
In cooperation with
Texas Department of Transportation
Harris County Precinct 1 and 4
City of Houston
METRO
Northwest Houston Fire District
Houston Intercontinental Chamber of Commerce
Klein ISD
Near Northwest Management District

STUDY AREA

Existing Typical Cross Section
Short-Term Typical Cross Section
Long-Term Typical Cross Section
Breen Area Realignment