

**FM 2920 CORRIDOR
ACCESS MANAGEMENT STUDY**

Background

FM 2920 is a major east-west arterial traversing the city of Waller and the city of Tomball. Rapidly increasing commercial, retail, and residential development along FM 2920 between IH 45N and Tomball continues to cause motorist delay and frustration. Based on 2007 traffic counts, the 5-lane section of FM 2920 near Interstate 45 carries 58,800 vehicles per day, while the section near SH 249 and Tomball carries 29,900 vehicles per day. Moving further west, FM 2920 becomes a 2-lane rural arterial surrounded by widely-spaced rural developments and farmlands with volumes of 7,000 to 26,800 vehicles per day.

An access management study was performed to evaluate the FM 2920 corridor from Hempstead Road west of US 290 to Lexington Road east of IH 45 and recommend access management tools that could be implemented to reduce traffic delay, improve mobility and safety. The overall goal of the study was to develop a plan that identifies and addresses short-to medium term solutions for implementation to improve mobility, reduce traffic delays, and improve safety. The goal was also to provide a long-range vision for the corridor, by developing access management guidelines along the corridor that complement the land use and urban planning in and around the study area. Implementation of the short, medium, and long-term solutions should result in reduced congestion, fewer crashes, and improved mobility and air quality.

The study includes documentation of the existing conditions, public involvement process, access management tools, recommended improvements, traffic analysis, and implementation strategies.

Current Situation

The recommended improvements were classified into one of three phases for implementation – short, medium, and long-range. Generally, improvements that are contained within the existing right-of-way and can be constructed easily are recommended for short-range implementation. Improvements that involve more extensive engineering, require acquisition of right of way or require coordination and investment by others are recommended for medium, or long-range implementation. While cost is certainly a factor for programming of the improvements by each agency, the phasing was recommended primarily based on the need or urgency for the improvement. Funding may not be available for implementation of all the short-range improvements at one time and additional prioritization may be necessary.

The report identifies a wide range of strategies for congestion reduction and safety improvements they may be implemented in the corridor. The Texas Department of Transportation is the owner and operator of the facility. It will work in consultation with the local governments to determine the specific improvements to be undertaken in the corridor, the scope of those improvements and the timing of improvements. The

implementation of a particular strategy or group of strategies will require additional project development and public involvement activities.

The full report can be viewed at:

<http://www.fm2920mobility.org/Documents%20and%20Maps.htm>.

Action Requested

Approval of resolution supporting the development of access management applications as appropriate in the FM 2920 corridor.

FM 2920 Access Management Study Preliminary Cost Estimate

Improvement		TOTALS (In Millions)
Short Range	Traffic Signal Improvements	
	Traffic Signal Synchronization	
	Street Name / Block Number	
	Next Intersection / Signal	
	Curve Warning	
	Add In-Lane Rumble Strips	
	Add Shoulder Texturing (Both Shoulders)	
	Add Centerline Texturing	
	Add Left Turn Lane on FM 2920	
	Add Right Turn Lane on FM 2920	
	Widen Shoulders to 8' at Intersections (2100 LF on Both Sides)	
	Widen Roadway from 2-Lane to 5-Lane	
	Restripe For New Lane Configuration (FM 2920 / IH45 Intersection)	
	Add Raised Median / Channelization (Concrete)	
	Add Raised Median / Channelization (Ready for Landscaping)	
	Widen Sidewalks	
	Minor Driveway Modification	
	Reduce Driveway Width	
	Improve Railroad Crossing Control Device	
	Rehabilitate Pavement (Pine St to Elm St)	
Add Left Turn Lane on Cross Street		
Add Off Street Parking		
	\$ 23.51	
	TOTAL FOR SHORT RANGE IMPROVEMENTS	
Medium Range	Add Left Turn Lane on FM 2920 (Spring Cypress Rd)	
	Add Continuous Left Turn Lane and 8' Shldrs between Intersections	
	Widen One Additional WB Lane	
	Widen Roadway from 2-Lane to 5-Lane	
	Widen Roadway from 2-Lane to 4-Lane	
	Add Raised Median / Channelization (Concrete)	
	Driveway Closure	
	Consolidate Driveways	
	Bike Route	
	Add Bike Route Signs	
	Add Left Turn Lane on Cross Street	
	Add Right Turn Lane on Cross Street	
	Improve Right Turn Radius	
	\$ 17.19	
	TOTAL FOR MEDIUM RANGE IMPROVEMENTS	
Long Range	Widen FM 2920 from 5-Lane to 6-Lane (From Boudreaux Rd to IH 45)	
	Widen FM 2920 from 4-Lane to 6-Lane (From IH 45 to Lexington Rd)	
	Realign Nichols Rd.	
	Realign Kobs Rd.	
	Realign Alma St.	
	Realign Baker Dr.	
	Realign Foster Rd.	
Construct Medical Complex Drive (FM 2920W to FM 2920E)		
	N/A	
	TOTAL FOR LONG RANGE IMPROVEMENTS	



Resolution

NO. 2008-09

WHEREAS, the Houston-Galveston Area Council (H-GAC), in cooperation with the Texas Department of Transportation (TxDOT), local governments, and community organizations has been conducting access management studies to develop recommendations that improve safety and mobility in high growth corridors; and

WHEREAS, studies have been conducted for FM 1093 (Westheimer), FM 518, FM 1960, and SH 6; and

WHEREAS, TxDOT, Harris County, City of Tomball, City of Waller, and three chambers of commerce agree that due to rapid urban development along the corridor, FM 2920 warranted an access management study; and

WHEREAS, H-GAC in partnership with the Steering Committee, made up of participating communities and agencies, hired a consulting team to study the corridor and work with the public to make recommendations; and

WHEREAS, the recommendations were discussed with and amended by the public and approved by the Steering Committee; and

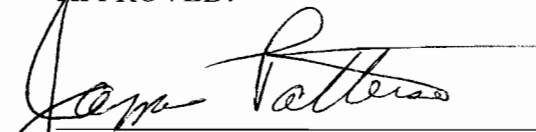
WHEREAS, the recommendations are subject to further design, engineering, environmental, and public involvement activities by TxDOT, the owner and operator of FM 2920;

WHEREAS, the recommendations are consistent with improvements for FM 2920 as identified in the 2035 Regional Transportation Plan;

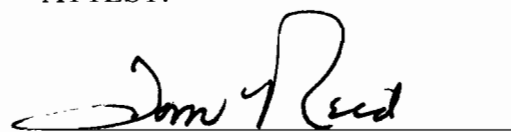
THEREFORE BE IT RESOLVED THAT THE TRANSPORTATION POLICY COUNCIL CONCURS WITH THE RECOMMENDATIONS FOR SHORT, MEDIUM AND LONG-TERM IMPROVEMENTS TO THE CORRIDOR (AS SHOWN IN THE ATTACHED TABLE) AND URGES THE TEXAS DEPARTMENT OF TRANSPORTATION IN COOPERATION WITH LOCAL GOVERNMENTS TO PURSUE THEIR DEVELOPMENT AND IMPLEMENTATION.

PASSED AND APPROVED this 21st day of November 2008, at a regularly called meeting of the Transportation Policy Council.

APPROVED:


James Patterson, Chairman
Transportation Policy Council

ATTEST:


Tom Reid, Secretary
Transportation Policy Council