

Galveston-Houston Mobility Corridor Alternatives Analysis Newsletter

September 2009 Volume I
Issue 1

You Are Invited!

Open House Schedule

Galveston

Galveston Island Convention Center
Tuesday, September 22, 2009 - 6 p.m. to 8 p.m.
5600 Seawall Boulevard, Ballroom A

League City

Johnnie Arolfo Civic Center
Wednesday, September 23, 2009 - 6 p.m. to 8 p.m.
400 W. Walker Street, near SH 3

Houston East End

Ripley House Neighborhood Center
Thursday, September 24, 2009 - 6 p.m. to 8 p.m.
4410 Navigation Street

Sick of Congestion on IH 45???! Let's do something about it!!

This corridor shows a need for two-way travel between the major employment centers located at both ends. To the north, Downtown Houston has 140,000 jobs and Texas Medical Center has 73,600 jobs. To the south, Galveston has 25,000 jobs. The 11 cities between Galveston and Houston have large employment centers, including NASA/Johnson Space Center, with 17,000 jobs; the Clear Lake market area with more than 100,000 jobs; seven major colleges and universities, plus 80,000 students and faculty; two ports and the industries that serve them; and Hobby Airport, among others. Growth continues along the corridor, even with existing congestion, pollution, excessive travel times, and fuel consumption.

The Alternatives Analysis (AA) is part of the federal planning process to study potential transit mobility solutions in the Galveston-Houston Mobility Corridor. As such, it is an important local step in the pursuit of federal funding to address growing traffic congestion on IH 45 and SH 3. The sponsors of this transit mobility study include the City of Galveston, Galveston County, the Federal Transit Administration (FTA), and is being coordinated with Harris County, the Texas Department of Transportation (TxDOT), METRO, Gulf Coast Freight Rail District, and the 11 cities between Galveston and Downtown Houston. See page 2 for Project Goals and brief descriptions of the four transit mobility alternatives, that include the following:

- Commuter Rail
- Bus Rapid Transit
- Express Bus "TSM"
- "No-Build"



Commuter Rail (CRT)



Bus Rapid Transit (BRT)



Express Bus (TSM)



We want to hear from you! Visit www.galvestonrailstudy.com

Project Goals of the Alternatives Analysis (AA) include the following:

- Provide improved travel times in congested IH 45 (Gulf Freeway) corridor.
- Increase efficient access to employment opportunities throughout corridor.
- Increase mobility options for residents throughout corridor.
- Serve to reduce fuel consumption.
- Connect Downtown Houston with Galveston and 11 cities in between, containing over a dozen major centers of travel demand.
- Facilitate continued development of comprehensive interconnected regional transit network that is widely supported, offers effective mobility choices for current and future transit riders, and attracts new transit riders onto the growing regional system.
- Support economic development and ensure enhanced connectivity among existing and planned regional and local activity centers and attractions.
- Serve to reduce vehicle emissions and assist the region in meeting federally mandated air quality standards (Houston-Galveston region currently in severe nonattainment for ground-level ozone.)

Your Comments Count!

No-Build proposes no major transit improvements would be made in the corridor beyond that already committed to in the regionally adopted *2035 Regional Transportation Plan*.

Bus Rapid Transit (BRT) would include an exclusive two-way commuter bus service operating on exclusive bus lanes and high-capacity buses between Downtown Houston and Galveston and the 11 cities in between. The four existing METRO park & ride facilities would be accommodated as an integral part of proposed BRT operations along with new facilities.

Express Bus, also known as “TSM,” would involve optimizing and expanding park & ride bus services along the IH 45 corridor to employment centers in Galveston, Houston, Webster, League City, La Marque, Dickinson, and Texas City every ten minutes during peak periods.

Commuter Rail Transit (CRT) would provide service along the Galveston, Houston & Henderson (GH&H) rail line between Galveston and Houston. The GH&H freight rail line runs parallel with IH 45 and SH 3 almost the entire corridor. CRT will be studied for its suitability to provide commuter rail transit service and efficiently address the corridor’s mobility problems. Current freight operations along the majority of this corridor are from six to eight trains per day. CRT would include exclusive use of this rail alignment for three hours in the AM peak and three hours in the PM peak providing two-way commuter service between Downtown Houston and Galveston and the 11 cities in between.



Submit your comments at www.galvestonrailstudy.com

- On IH 45, do existing roads and public transportation system meet your travel needs?
- Do you experience delays traveling to and from work?
- Should there be options to congested IH 45 roadways?
- What is important in evaluating transportation alternatives?
- If a high-speed transit option for IH 45 were available, would you use it?
- Other ideas or comments.