



# **Conceptual Engineering for Commuter Rail within the Eureka Subdivision Corridor**

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klotz  associates  
In association with

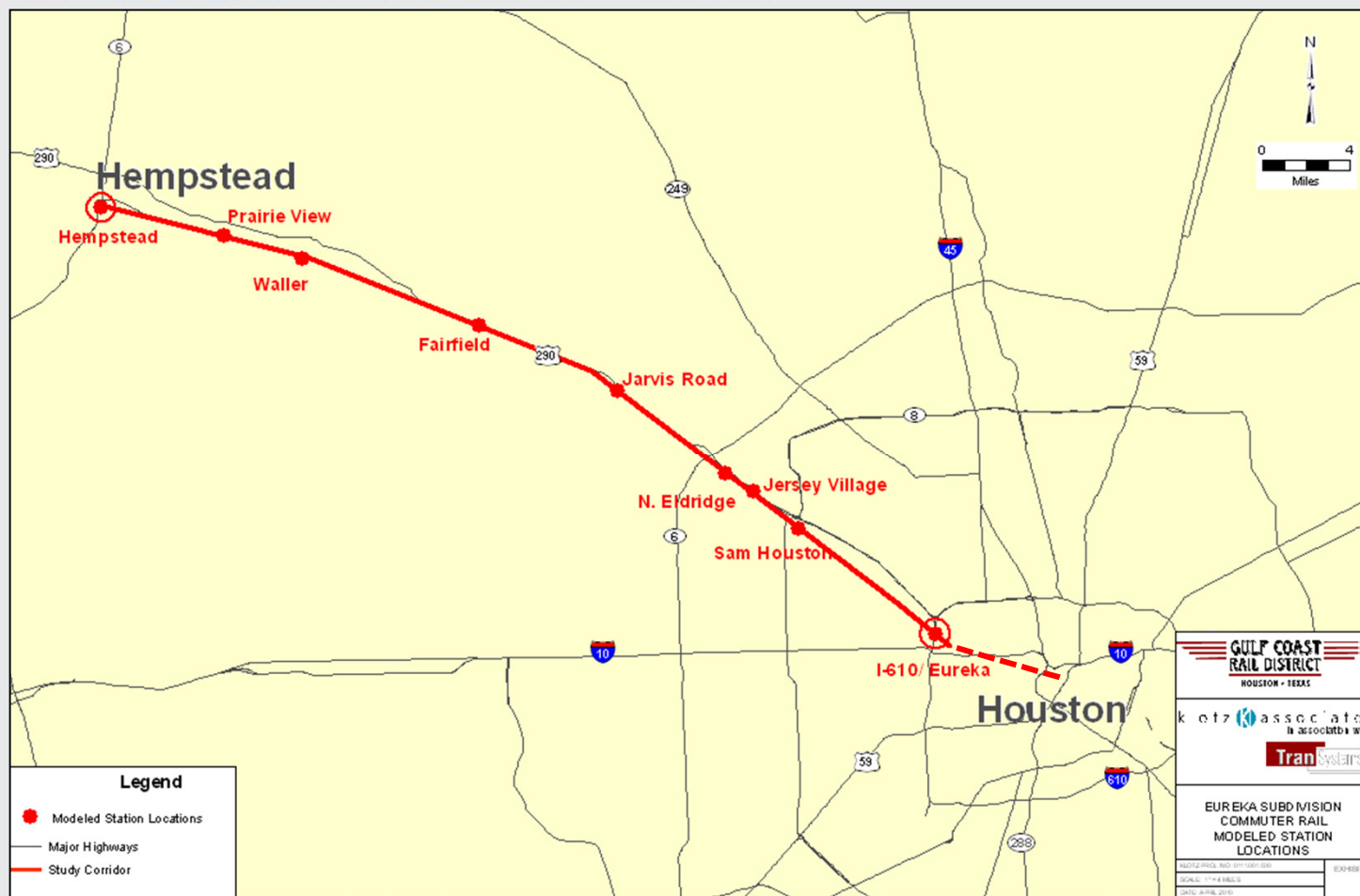


# Project Funding

Funding for this project was made possible by the U.S. Department of Transportation, Texas Department of Transportation and the Gulf Coast Rail District.

## Project Overview

- Synthesize Previous Studies
- Corridor Model Update
- Current Train Operations Impacts
- Commuter Rail Implementation Requirements
  - Rail Facilities
  - Ancillary Facilities
  - Operations and Connectivity



## Modeling Parameters

- Average Operating Speed – 45mph
- Distance Based Fares - \$6.00 max.
- Headways (20 Min Peak Hour / 30 Min Off-Peak)
- Wait Times – Peak – 4 min / Off-Peak – 6 min
- Sufficient Train & Passenger Capacity Available
- METRO Solutions Phase II Fully Implemented
- Park & Ride Service Discontinued outside Beltway 8
- No other changes to LRT and connecting bus routes

# Modeling Comparison

Assumption	METRO	HGAC Commuter Rail Connectivity Study	GCRD Eureka Commuter Rail Study
Number of Stations	4	8	10
Headways (Peak/Off Peak)	15/30	20/30	20/30
Speed (MPH/Avg)	59	45-50	45
Travel Time (minutes)	38*	84***	69***
Forecast (2019)	YR-2015		
Hempstead to Downtown	11,000-12,000*	N/A	N/A
Hempstead to IH 610	2,700-3,000**	N/A	2,640
Forecast (2035)	YR-2030		
Hempstead to Downtown	21,000-22,000*	6,904	18,816
Hempstead to IH 610	4,500-5,000**	N/A	6,353
* - Grand Parkway to Downtown    ** - Grand Parkway to IH610    *** - Hempstead to Downtown			

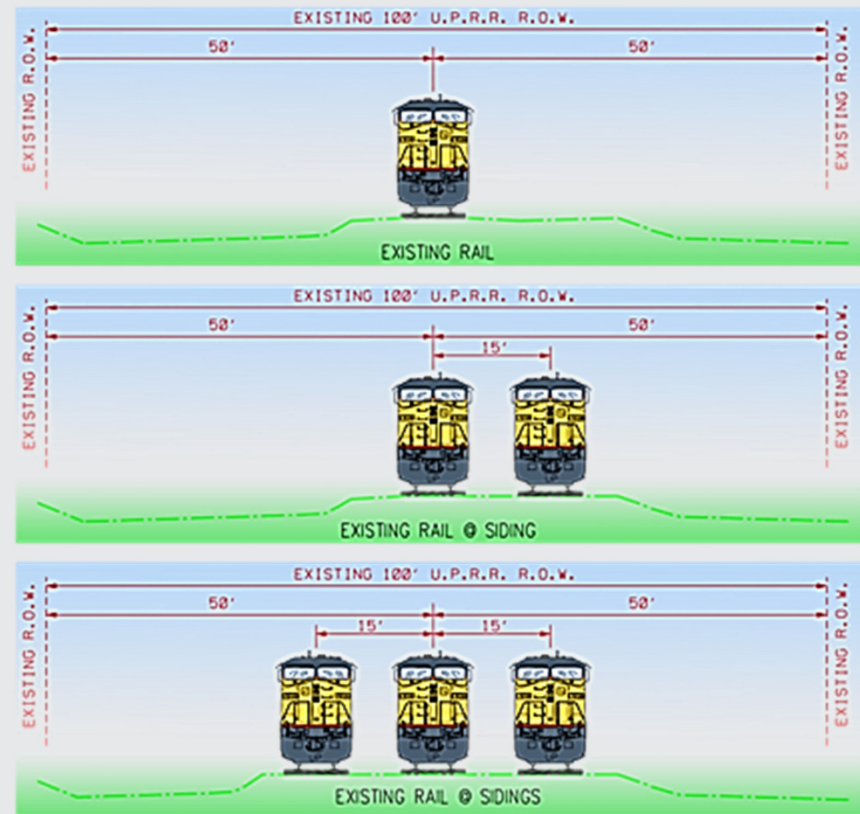
# Commuter Rail Operations

- Train Sets
- Train Schedule
- Inter-City Passenger Rail



# Freight Rail Operations

- Existing Operations
- Existing Facilities





# Terminal Facilities

- Northwest Mall



# Terminal Facilities

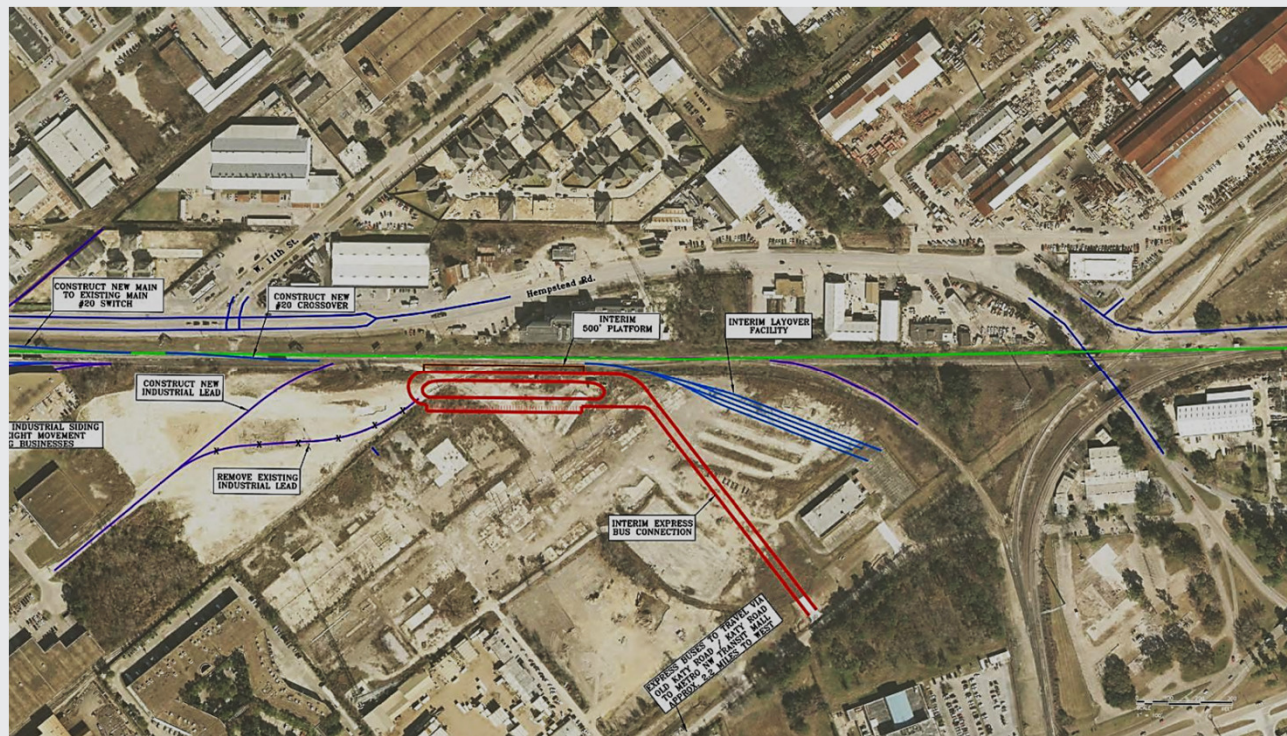
- US 290 & IH 610





# Terminal Facilities

- Interim Station



## Interim Terminal Bus Needs (Peak)

- Downtown – 8
- Texas Medical Center (TMC) – 5
- Greenway Plaza – 3
- Galleria / Uptown – 2
- Total Peak Hour Busses - 18

## Feasible ?

- Yes
- UPRR - a Partner at the Table
- Track in Good Condition
- Willing Station Host Communities
- Ridership Validated
- CBD Access Needed

## Status of the Corridor

- US 290 - LOS Projections
- 2035 RTP Update –  
    \$ 80B in projects dropped
- TxDOT Funding Uncertain
- US 290 Improvements Slowed
- Hempstead Managed Lanes – Toll Viable?
- Non-Attainment / Air Quality Issues

