Planned Changes Will Impact Mobility

Over the next 10-15 years major changes are planned for UH campus and surrounding neighborhood with significant implications for transportation and mobility.

- **UH Enrollment Growth**

UH student enrollment is planned to expand from the current 35,000 to 41,000 in 10 years and to 45,000 in 20, years. Staffing levels, of 4,000+/- will also increase to over 5,000 in this period.

- **UH Residential Development**

UH student housing, 4,224 beds, accommodates about 12% of students on campus and plans to develop an additional 6,000+ beds to accommodate approximately 25% of student body on campus and in the surrounding neighborhood. This will diminish the trip per student ratio which will have a positive impact on area mobility.

- **UH Campus Redevelopment per "Framework Plan"**

The UH campus will be redeveloped with construction of new academic and support facilities (2.3M sf bringing total to 8.9M sf), new pedestrian corridors, green space, services, aesthetic amenities, utility infrastructure and roadway development. Importantly, **Cullen Boulevard** is planned for conversion to a pedestrian mall in the section between Holman Street and Cougar Place Drive, which will create a more cohesive campus and greatly improve pedestrian safety. However, mobility impact is significant as Cullen Blvd. will no longer function as a connecting through street major thoroughfare for normal vehicular traffic, only special use and emergency vehicles.

- **UH Parking Facilities**

UH will develop 2,600 new parking spaces which will bring the total to 19,700 spaces. Importantly, multiple new parking garages will also be constructed in strategic locations such that 50% of parking will be accommodated in structured garages. The areas of former surface lots will be re-developed with new campus facilities.

- **METRO Light Rail Transit**

METRO will develop two light rail lines, the University and Southeast Corridors, that will serve the UH campus and neighborhood on Wheeler, Scott, MLK and Elgin. Five transit stations will be developed, one of which will serve both lines on Scott at Cleburne/Alabama. This transit service represents an extremely valuable, overarching improvement for mobility in the UH campus area. As travelers convert to transit, vehicular traffic will diminish, however, LRT operations will disrupt traffic flow on the transit servered roadways, MLK, Wheeler, Calhoun, Scott and Elgin.

- **Conclusion**

These major changes will have a powerful impact on mobility and the overall result will be "mixed" with both positive and negative factors. The interaction between these factors and the dynamics of their implementation over time will represent a very complex mobility situation and require careful, well coordinated efforts to manage them effectively and generate a positive outcome.