

2045 RTP Public Comments Submitted Electronically

Date Received	Comment
4/27/2018	<p>1. To ensure the region's ongoing economic vitality, and support anticipated population and employment growth it is critical that we invest in multi-modal transportation. It is critical that the 2045 RTP show an increased commitment to transit investments. 2. As a resident of the Houston-Galveston Area, I would like to see increased investment in public transit throughout the region, particularly in the form of Regional (bi-directional) Express Bus Service. I would like to see the Transportation Policy Council remove or revise prior guidance regarding percentage limits on the amount of flexible funding (CMAQ, STP, TASA) that transit may receive so that we may one day have meaningful multimodal options throughout the region. By severely limiting the use of flexible funding sources for transit, we fail to provide adequate multimodal transportation options to the seven million people currently dwelling in the region, let alone the 4 million people the region is expected to add by 2045.</p>
4/23/2018	<p>(1) Land Fragmentation. Unfragmented and contiguous lands are critical to the wildlife populations that live on the Katy Prairie. Land fragmentation impacts not only farms and ranches, but also the many plants and animals that live on the prairie. Smaller degraded fragments do not support the diverse wildlife communities that flourish on larger undeveloped and undivided areas. Connections between habitat areas are also extremely important to maintaining healthy populations, and a thoroughfare across the preserve will disrupt those connections. KPC requests that the 2045 RTP show no new roads within or across the Katy Prairie Preserve. (2) Wildlife Disturbance. The Katy Prairie is in the Central Flyway, and the over 20,000 acres that KPC has protected on the Katy Prairie have been designated a Global Important Bird Area by National Audubon. Many birds and other prairie animals are sensitive to light, sound, and vibration and would be driven away by the construction and operation of any new roadway that cuts a new path through any of the preserve. Katy Prairie Conservancy requests that the 2045 RTP show no new roads across the Katy Prairie Preserve. (3) Soundscape. Busy roadways create noise that seriously diminish this community asset for both people and wildlife. The Katy Prairie is a serene place where one can hear the calls of native birds and insects. The soundscape is a very important feature that KPC is trying to preserve. Quiet places are few and far between these days, and keeping the Katy Prairie Preserve's soundscape quiet should have high importance when considering new infrastructure. Katy Prairie Conservancy requests that the 2045 RTP show no new roads across the Katy Prairie Preserve. (4) Destruction of Habitat. The land on which the thoroughfare would be constructed provides extraordinary habitat, including prairies and wooded creeks, which would be both destroyed and greatly altered by a roadway and associated infrastructure. Katy Prairie Conservancy requests that the 2045 RTP show no new roads across the Katy Prairie Preserve. (5) Quality of Life Impact. In addition to the benefits the Katy Prairie Preserve system provides to wildlife, the prairie also offers amazing benefits to the public by improving air and water quality, providing nearby agricultural products, and offering much needed recreational opportunities; all of which improve the quality of life for Houston-Galveston area. These benefits would be degraded by a new roadway impacting KPC's preserve system. Katy Prairie Conservancy requests that the 2045 RTP show no new roads across the Katy Prairie Preserve. (6) Katy Prairie Conservancy appreciates that HGAC is conducting an open process and taking into consideration the interests of multiple stakeholders. Thank you.</p>
4/19/2018	<p>We should employ the use of the smaller buses like the one that used to come down Yorktown Street in Houston. Some areas could use smaller buses instead of the larger ones which take up two car spaces on the road. Unpopular routes should use the smaller buses while those used for going up and down Westheimer are always full and need the larger buses. I could see more routes around town using the more smaller buses as they also appear less intimidating for those who infrequently use the bus as they look more like vans.</p>

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4/19/2018	<p>I was just invited to the meeting in Baytown - and I find out that there is a meeting in Houston at the Metro tonight - who ever did the planning for community outreach forgot to do their homework - I see that there are a couple of meetings that I could attend - however I was not notified until just now - please make sure that we have more community meeting to provide input thanks (I found it threw next door) ----- I keep hearing from the public twitter verse and facebook land that the goal is to use light rail - um - we have enough citizens and visitors in the region to actually have a subway - or heavy rail commuter rail system in the region - and finally get amtrak onboard with the multimodal station that has been proposed but never built due to what ever reason in the Houston area. Lets work on getting a true multi mode station like at the Miami airport - thanks</p>
4/16/2018	<p>There needs to be an investment in a commuter light rail. I moved from Utah in 2000, right after their first light rail line was completed, and before the Houston light rail began. The same arguments here were made there; the difference is Houston stopped short. The Utah light rail has become a major transportation modality that extends to the airport, the university, and to the south of the Salt Lake Valley. They even instituted a commuter rail that extends along the entire Wasatch Front. In Houston, we can go from the Astrodome to downtown Houston. We are the largest US city without a major mass transit solution. Instead d we widen highways and add toll-lanes. Is congestion less on I-10? Consider light rail lines going into the major suburban areas (Sugarland, Pearland, Clearlake, Katy). The restrictive HOV lanes of the I-45 and I-59 could easily because two rails for northbound/southbound lanes of rail. I ride the rail everyday (after a bus ride because there are no rails beyond the 610). It is packed. People use it; people will use it and abandon their cars that contribute to the unnecessary congestion plaguing Houston.</p>
4/11/2018	<p>My concern if that the study doesn't go any further North. I-45 going into Walker County is crazy. They are widening it but there are housing areas just breaking ground in several places that will highly impact the area.</p>

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4/7/2018 Hello, When considering your plan, I would like you to consider some of the following suggestions: 1. Connect METRORail to both airports. 2. Make it easy to go from Texas Central High-Speed Rail to METRORail & METRO Bus or Uber/Lyft connections. 3. Similarly, better integrate Amtrack into the local transportation network so it is easy to connect to METRO. 4. Require new developments to provide their own off-street parking. 5. If a high-rise is being built in an area where the road system is not designed for high rises, negotiate with the landowner for part of the land next to the street so a lane can be added. This lane can be used for right turns, and if the whole block gets converted to high rises, you have a new thru lane. 6. Enhance parking regulations to make it easier for Uber, Lyft, UberEATS, GrubHub, Pizza Delivery and other similar services to operate. 7. Consider using more yield signs where appropriate to keep traffic moving, instead of using stop signs where there doesn't really need to be a stop sign. 8. Increase the use of the flashing yellow (left turn yield) signals to increase traffic flow. 9. Increase the use of right turn signals to keep right turn traffic moving when right turns are protected. 10. Connect the Hardy Toll Road to Downtown, but do it in such a way that it distributes traffic to multiple downtown streets instead of dumping it all at one place. Also, connect it to the freeways. 11. Better integration of bike trails and lanes with METRO, METRORail, Texas Central and Amtrack. Utilize bike rental services to allow people to rent a bike at one location, bike to mass transit or regional transit, and turn in the bike there, or vice versa. 12. Start using purple guide signs for exits and ramps and tollways that directly lead to a road that requires an EZ Tag or TXTag. Use green guide signs if the exit or ramp leads to a tollway that uses EZ Tag, but also leads to a road that is free. Current signage is confusing since a sign may say EZ Tag ONLY but actually is a free feeder road that also leads to some other free road. Color coding the signs will also assist people who don't speak English. 13. Properly label highway signs with the route number. For example, HCTRA still has not added the FM 1093 placard to the Westheimer Rd guide sign. Many mapping apps say the route number, and not having it on the signs can confuse drivers. 14. Explain to Google how freeway and service road naming works. And explain to them what a Texas U-Turn is (under a freeway overpass) so they can properly label them in Google Maps. Also, explain to Google that some roads have multiple names. For example, the North Freeway is also I-45 and is also Interstate 45, and drivers should not have to guess which one Google thinks it is. 15. Prohibit communities from illegally reducing the speed to 20 mph on a major thoroughfare. If the road is 4 lanes with a median, it should not be 20 mph. This is actually illegal under state law. Don't let them do it. 16. Build bridges between Montgomery County and Harris County so there is no bottleneck at I-45. For example, Aldine Westfield could be connected with Aldine Westfield, Hardy Rd could be connected with Hardy Rd, Holzworth Rd could be connected to Sawmill Rd., Birnamwood Blvd could be connected to Birnam Wood Blvd., etc. If the rich people get panicky, you could make the bridges EZ Tag only toll bridges that take a picture of every car crossing into the Woodlands. It'll help pay for the bridges, and the rich people will feel more secure. I know that was a lot, but I hope you consider some of the suggestions. Thank you for your time.

4/3/2018 We are landowners in Waller County, on the Katy Prairie. It is critical that expansion of transportation corridors not fragment the Katy Prairie Conservancy's (KPC's) preserve system. Maintaining contiguous habitat and connectivity is critical to preserve a high quality functional portion of this biologically diverse system that KPC has worked so hard and diligently for over 25 years to create and maintain.

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3/27/2018	<p>***1. Improve & extend mass transit options, both the light rail network and bus transit, particularly a high capacity transit line that connects the current light rail network to points west. Improve bus service by giving buses better priority in general traffic, dedicated bus lanes and increased frequency on primary routes. Improve & expand bicycle infrastructure to give more people safer and more accessible routes. The region needs to address carbon emissions in planning future infrastructure, and develop carbon dioxide reduction strategies. Mega freeways, and highway infrastructure in general, create extensive paved surfaces that greatly exacerbate rainfall run off and subsequent flooding. Transit, both bus and rail, can move more people with a much smaller footprint. Expanded use of transit, bike, and pedestrian infrastructure means planning for people, which leads to more human scaled communities, and improved health benefits. In recent years a number of U.S. cities have adopted ambitious transit expansion plans, notably Denver, Los Angeles, and Seattle. Both Los Angeles and Seattle voted to approve new transportation plans in November 2016. These are plans that significantly expand transit options with the goals of reducing carbon emissions, improving general mobility, accommodating increased population growth in urban centers, and improving general quality of life. ***2. How does HGAC arrive at their 'estimated' population and transit requirements for 2045? How do we get a plan that is NOT in lock-step with the pave-every-square-foot with concrete crowd at the Texas Department of Transportation. The repeated failure of TDOT to stay ahead of the Houston area traffic problem shows that paving all of Harris and surrounding counties is a doomed strategy.</p>
3/26/2018	<p>I would like to make a comment in strong support of an extensive MaX Lane network in the long-range plan, as described in the report here: http://opportunityurbanism.org/2017/05/max-lanes-next-generation-strategy-affordable-proximity/ Please print and include the report in the official comment record. Thank you.</p>
3/26/2018	<p>I'd like to live in a place where I can bike or walk, alone or with my children, and not feel like our lives are in danger due to drivers who are distracted or impaired, and due to cars-first infrastructure with a plentitude of roads that are impractical to walk along or cross because the road is more like a freeway than a street, requiring Frogger-like skill to maneuver against turning signals, right turns, curb cuts, and more, and which encourages speeding down even local streets. I'd love to be able to hop on a bus or train easy-peasy, without waiting forever, without getting splashed by cars when it rains, w without watching a crowd rolling blunts with Swisher Sweets under the shelter while I stand in the sun. I'd love to be able to walk down a sidewalk without tripping, or going around piles of trash and incorrectly parked cars and overgrown landscaping. I'd love to be able to use bike lanes that are not glorified gutters or parking spaces, and that are protected by wayward cars and away from curb cuts so frequent that I have to judge that it's safer to mingle at 22 mph with 35+ mph auto traffic in their lane. (Except I.am.never.letting.my.children.do.this.) I'd love to be able to have an infrastructure so safe for pedestrians and cyclists that I can walk or bike anywhere at any time, without dressing like a Christmas tree clown. I'd like to see us imagining parking--not just less of it, but more multimodal: I wish we could walk to the grocery to get a bottle of Cholula or a head of lettuce without having to dodge acres of cars. I'd also like to see business development and the local economy as part of the way we envision infrastructure and mobility: the presence of smaller, more frequent shops to get the things we need day to day vs. visiting megastores in mega shopping centers just for a gallon of milk or dinner to go.</p>

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3/24/2018	<p>My reference for where the HGAC Region should be heading is the Dallas / Fort Worth area, the North Texas Council of Governments. I am in the oil industry, and I make business trips to Dallas / Fort Worth, and the way I move around in that region is materially different from how I forced to transport myself at home. I make extensive use of DART light rail. I go from Downtown Dallas to Irving to Plano. I can access DART from either Love Field or DFW Airport. It's pretty phenomenal, actually, and it saves my employer a ton of money on every business trip, and this money drops to the bottom line as profit. When I go up there and use their system, I almost become depressed, because HGAC is 20 years behind them. I plan to retire in 8 years, I don't really think much is going to be done here in the next 8 years. Things just don't move that quickly. I am considering relocating to the DFW Area for retirement, because for elderly persons who can't drive anymore, Houston is a really cruel place. I am very disappointed in how the Counties are not taking bicycle and pedestrian matters seriously at all, though the City of Houston, Sugar Land, and The Woodlands are. If you live an Unincorporated Harris County, you are pretty much out of luck if you want to utilize biking and walking as part of your daily routine. Harris County only does cars. Again, that's pretty depressing in light of what the North Texas Council of Governments has been able to do. I have been faithfully going to community meetings for a decade, but I'm just about meeting'd out. I think what will happen is that an entire older generation of conservative political leaders, County Judges and County Commissioners be swept out of office by demographic shifts to younger more progressive electorate who are not anchored in "Exxon Happy Motoring 1960s" ideas. Then we will see some change, but I'll be retired. This will be the project for the next generation. As far as I'm concerned, an entire generation of opportunities has been lost at HGAC. I came here in late 1984, and I see the same modus operandi at work 34 years later. HGAC going nowhere fast, except METRO and the City of Houston have done what they could. I see balkanization, political posturing, and a total waste of time. If I could claw the money back from an entire generation of politicians, planners, and consultants who have not made any policy or plans, I would gladly do so, and return the money to the people.</p>
3/19/2018	<p>Improved safety and more infrastructure for cycling. Particularly dangerous for cyclists is crossing the 610-loop. Usually, only large, 4-lane streets (Richmond, Westheimer, etc.) cross the highway, which makes for a congested dangerous intersection for cyclists.</p>
3/16/2018	<p>Lester Meyer, who lives on FM-1462 in Brazoria county, believes that 1462 could be used as an additional evacuation route for Brazoria and Galveston Counties. We should open up a route from 1462 turning northwest on Day Rd. We should extend Day Rd. across ranch and dump land and tie it in to Texas 361 and on to Spur 10. Spur 10 now ties in to US 90 and state highway 36 and points north and west. This should be done now to relieve evacuation traffic and enhance the 2045 RTP. I agree. Thank you for any consideration.</p>
3/16/2018	<p>I support extension of the light rail system from it's terminus south of IH 610 and Fannin to Lower Kirby in Pearland. I support public bus transportation in the city of Pearland. I also support a referendum in the city of Pearland to join the Houston Metropolitan Transit Authority tax district. I support all transit options that will reduce vehicular traffic and the air pollution it generates.</p>
3/15/2018	<p>We need light rail or metro service into medical center from Pearland. Not just accessible from 288 & 518 area.</p>

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3/14/2018	I would like safe bike routes. The striped bike lanes on streets is not safe. I could ride a bike to work, stores, movies, and other places, but cannot due to no safe bike infrastructure. Please fix this.
3/12/2018	For the League City park-ride service, many people need to take off at Harbor & 9th, even if bus stop 20 seconds and bus should stop for a traffic light. could you restore the bus stop at Harbor & 9th? thanks. ---UTMB Employee
3/9/2018	(**Multiple Comments Received from Nancy Saint-Paul) We need traffic safety cameras throughout the region. Vehicles traveling at excessive speeds and failing to comply with stop signs and signals is a threat to everyone using the roadways.
3/9/2018	I am glad to see more cyclists on the road, which means the risk of cardiac disease and the greenhouse emissions are both reduced. However, the risk of dying under the wheels of a pick-up truck increases, washing out the benefits. The bikeways map of Houston shown many routes that are normal roads, and some other hi traffic roads which have a designated bicycle lane. Unfortunately, the latter are not maintained and the marking lines disappear in many occasion, or the cyclist just have to get on the main lanes because of debris or pot holes. Authorities should think about a trade-off in budget allocations, taking some from the e health budget (trust a lot is used in taking care of obesity and cardiac disease) and spend more in cycle ways, to stimulate Houstonians to exercise more and take care of the environment. How can I can contribute with ideas to make Houston a more "cyclable" place?
3/9/2018	Add two way, fast train from Galveston to Houston (with stops at Hobby and Ellington field). The track should continue all the way to high speed rail terminal for connections to Dallas/Austin. Start buying the land now.
3/9/2018	There needs to be a direct bus to the Texas Medical Center for the people who live off of Highway 290.
3/8/2018	Instead of continually widening freeways, what about investing in a rail plan. There's a railway along 290 that could be expanded to a commuter railway into downtown if Metro would just let it. 7 day a week transportation into downtown for arts and sports events rather than having to drive in on the weekends and park. The in-town trains are fine, but those of us that live in the suburbs still have to drive to get to them. Houston, as a good deal of America, is so far behind other countries with transportation. We've traveled through Europe and Japan using only trains and buses. Once the infrastructure is there, it's cheaper, safer, less stressful and more reliable.

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3/8/2018	I would love to see more transportation connections in Brazoria County into Houston and to the medical center and to the University of Houston. I would prefer to take public transportation instead of fighting the ever growing rush hour traffic jams on the 288 Freeway. I understand that growth is being addressed along that corridor, but the additional option to easily access some kind of public transportation from Angleton or even further south along 288 would be wonderful!
3/8/2018	A reliable transportation system that covers the entire city of Houston, and adjacent cities as Katy. Transportation from Katy that can take you to US 59 and US 45 from Katy. The transportation system in place from Katy take riders to just downtown and the 610 Freeway.
3/8/2018	Put the rail down the middle of the freeways and HOVs that touch the center of the city; the City should better time lights downtown.
3/8/2018	I would like to see a park-and-ride lot at Highway 249 and Louetta Road. I live in Klein and would have to drive several miles to get to a park-and-ride to get to my job in downtown Houston. I didn't see any public meetings scheduled for my area.
3/8/2018	Fast commuter rail to Bush Intercontinental Airport is my highest priority.
3/8/2018	I live in Clear lake and work in Galveston. but there is no more any public transportation between Galveston to Clear lake from 3/1/18. many people complain. could you please restore the public bus for peoples? thanks.
3/8/2018	Committee members that are involved in the project selection process should be motivated by concerns for the region as a whole instead of partisan advocacy.
3/8/2018	I find it ridiculous that we are talking about transportation 47 years from now. I've lived in the Houston area for 45 years. We have always been 10 years behind the growth and at a minimum of 1 lane short of what's needed. Sometimes 2 lanes short. Mobility should be called Stopabilty in this region. Twenty years ago I could be downtown at work in less than 20 minutes. In 2017 my commute was taking close to 45 minutes. Why do we only have freeways that go downtown? The side roads are never provided to transplants or new commuters.
2/3/2018	It is crucial that we do more to ameliorate the traffic problems in the city of Houston. I have the following suggestions: Improve & extend mass transit options, both the light rail network and bus transit, particularly a high capacity transit line that connects the current light rail network to points west. Improve bus service by giving buses better priority in general traffic, dedicated bus lanes and increased frequency on primary routes. Improve & expand bicycle infrastructure to give more people safer and more accessible routes.

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2/2/2018	Will RTP2045 address passenger rail?
1/28/2018	I would like to see: More light rail lines; bus rapid transit; better priority for buses in general traffic; better bike infrastructure. PLEASE: NO MORE MEGA FREEWAYS!! I detest mega freeways - they are unpleasant to drive on, too many big trucks, and we pave over way too much land. Many of our regional environmental problems are tied to too much pavement and over reliance on auto travel. Climate change is real, let's address that with better mass transit and non carbon producing options. Let's get with electric buses rather than fossil fuel based. McAllen TX has purchased some electric buses, when will this region catch up?
1/26/2018	Hello, I would like to get involved in the HGAC RTP. Specifically I would like to offer representation for northeast Harris County. I would like to discuss and advocate for building of East Lake Houston Parkway in the HGAC RTP. I look forward to working with you in the future.
1/18/2018	You don't have any 2045 public meetings in Katy or Cypress !!!
1/2/2018	Is there a board of directors for the 2045RTP?
12/29/2017	If we want to make Houston and surrounding areas better we have to make them more transit friendly so we can have more buses, light rails, bike lines and commuter trains. We have the money we just need get the republicans out of the way who hate public transportation.

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12/20/2017	<p>I love Houston very much, and I want it to be position in the top economies in the US for the upcoming years. It is no secret that a good public transportation is ideal to make this happen. It is no secret that Amazons 2nd HQ most likely wont be locating here in Houston because they are no interested in building 50k parking spots. It is also no surprise that one of the reasons Houston got flooded last summer 'Harvey" because Houston is a big cement plate. Building and building freeways are not the answer to the traffic problems. The math does not add up, traffic is already bad right now, by building more freeways won't catch up the number of drivers on the street. If building big highways is the answer we should be already building second-floor highways no new lanes. However, I believe that a better public transportation could drastically reduce our traffic issues. One city I would like to compare with is Dubai, Dubai has a good and affordable public transportation as well as good infrastructure for cars. Many people complain that Houston's weather is not ideal to walk and take buses or trains but Dubai's weather is more drastic. I don't want to compare Houston to European cities like Copenhagen or Amsterdam because since cities are more concentrated (not as Houston) it is easier to ride a bike, or walk but it is possible. Again I would like to compare Houston with Dubai. We need to start changing the way the city is growing, that model of huge shopping malls and lots of parking spaces its not realistic and efficient for a city that would double it size in 25 years. We need to start the inking in projects that would be easier to adapt to a public transportation system. Houston is so inconvenient even for travelers to move around, I cant believe there is no subway or train from the airport to the big concentrations of people like the woodlands, Houston downtown, Katy , etc. I can see the city is spending lots of money building new roads, wider and bigger everywhere in the city, when they should be investing in better buses, better routes, subway, new train lines, etc. Another example, is the last parade of the Astros, it put in evidence the terrible public transportation system we have. If we are selling Houston as one of the top cities we need to have the top cities facilities and services. I would love to help in anyway possible.</p>
12/4/2017	<p>I received an email from the Wallis Chamber of Commerce concerning the request for input for the 2045 Regional Transportation Plan. I am a board member on the Bellville Economic Development Board, and would like to know how we could receive more information on this plan. Thank you for your time.</p>
11/30/2017	<p>The future of commuting is in the sky's. So that our large and important area does not get behind, (Dallas/Ft. Worth and Los Angeles are the 1st cities in line for Uber's air taxi service , (https://www.reuters.com/article/us-portugal-websummit-uber/uber-in-deal-with-nasa-to-build-flying-taxi-air-control-software-idUSKBN1D81AE) Chief Product Officer Jeff Holden also said Uber would begin testing proposed four-passenger, 200-miles-per-hour (322-km-per-hour) flying taxi services across Los Angeles in 2020, its second planned test market after Dallas/Fort Worth. And even more important Boeing Aircraft, (http://goflyprize.com/about/) said, (Now is the time for a personal flying vehicle) and has started a campaign of \$2 million to start the interest. The area of 2045RTP should make a priority of working with NASA and Boeing to develop routes, landing and takeoff areas and transportation rules and safety protocol // ASAP ! I am sure that this organization wants to keep Houston at the top of the list of modern metropolitan areas. This is coming very fast. Please research and reply. Thank you.</p>

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11/30/2017	Once again Walker County is LESS THAN the poor relation of the HGAC. When will we be included in the transportation needs ? I predict the next 20 years will be 4-5 times the growth of the last periods. Now that the Interstate is getting done. Development is beginning to jump the national forest. Sam Houston has been in the top 10 university growth nationally for the last 5 years and shows no sign of that changing. Wouldn't that suggest the county at least be considered to be a part of the HGAC planning?
11/29/2017	I would like to request a presentation or briefing on the 2045 Regional Transportation Plan for the Hobby Area Management District. Please contact me to discuss potential dates and times.
11/29/2017	I support the Sustainability Program at the Johnson Space Center and we are interested to learn more about the RTP. Please contact me if you have the availability in the coming year to present to JSC employees.
11/29/2017	Please provide a better alternative for those of us that live the Katy area to the Galleria area or Greenway Plaza via a subway system or train or commuter bus. The roads in the Galleria side streets are so torn up or have pot holes and sloppy repairs on the street that it tears up all kinds of vehicles driving down them.
11/29/2017	<p>What about intercity rail? Houston now has only a triweekly Amtrak train on the Sunset Line from New Orleans to Los Angeles. Houston has no direct train connection with Chicago. We will be connected to Dallas via the privately funded Texas Central; even with that it's essential that local transit interface smoothly (e.g., timely connections) and thoroughly (e.g., seamless connection with the CBD) with TCR's planned terminus somewhere in vicinity of NW Mall. - - - - Being forwarded are comments I submitted via link in the notice, after being appalled that "intercity bus" was mentioned but not "intercity rail".</p> <p>Possibly, however, "intercity bus" in this context refers to a commuter bus from, say, Sugar Land into Houston itself. Please clarify this for me, because if H-GAC is concerned about passenger buses to cities such as San Antonio, it also should be concerned about passenger trains as an even better means of removing private automobiles from the Houston area's clogged freeways.</p>
11/28/2017	I propose the following transportation options to be considered. * Rail line expansion * Autonomous car sharing (private or public) * Denser and faster bus network * Protected bike lanes * Electric vehicle charging stations * Public park, ride and bike commuting * More aggressive vanpooling with larger incentives
11/28/2017	More light rail and where possible heavy rail is needed. In particular rail access to both airports (IAH, HOU) is essential. I have heard many people who visit from out of town how bad the access is to the airport. Where possible it would be best to either bury (likely not an option) or elevate trains to move them off of the roadway. This will reduce the complaints by drivers and increase the speed and efficiency of the train. The region has to move away from low occupancy vehicular travel.

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11/28/2017	Austin County needs to be included with the revised RTP. Sealy has the ever growing I-10 Corridor and Wallis is at the intersection of FM1093 out of Fulshear and SH36 arcing between I-10 and I-69 (SH59) will major Rail transport development.
11/28/2017	Bicycle lanes need to be protected. Drivers in Houston just aren't used to seeing bicyclists on the road and the only way to make sure they're safe is to create dedicated, separated lanes. Also, public transportation is really lacking here. There is still a stigma about riding the bus, so the rail system needs to extend to every corner of our spread-out city. This way commuters could easily get to work and reduce traffic. I've noticed that certain detractors with deep pockets are stymying this process, that is unacceptable. With adequate public transportation we wouldn't be spending millions to try to improve the traffic conditions. These large scale projects are a waste of time and city resources. We should be fixing the roads we have, not moving them or building new. A study of street lighting should be conducted some time soon. When I come home at night there are fairly major streets that are pitch black. Pedestrian crosswalks should be added along Washington for all the pedestrians there. Also, walking is a necessity to people in certain areas of our community. Great steps need to be taken to ensure that they can safely make it to and from work. I've experienced this first hand while studying neighborhood deficiencies while in college. These neighborhoods are typically less economically prominent and more diverse. Their voices may be equally loud, but are not necessarily backed by any kind of neighborhood generated capital. They seem to fall through the cracks quite often.
11/28/2017	Hi there -- I'd like to see more public transit that is REASONABLE. Yes, I've already researched what Metro transit we do have. And yes, technically, I could use the bus. However, for me to go 11 miles -- yep, eleven, like the Stranger Things character; not too big or too much -- it would take me over 2+ hours. HOURS. I honestly think this is y'all's answer as to why more people don't use public transit in Houston. It's because it doesn't make sense. Right now, I can drive it in 30-45 mins. And while that's nowhere near ideal, it's better than 2 hours. But I would love to see real public transit changes. I realize we can't have subways (because, flooding), but what about elevated trains? Why not pull a page from Chicago's book? Something has got to give. This city is only going to get bigger by the minute, and it's not going to be sustainable. -- From someone who commutes past the 610 and I-69 interchange everyday and is wincing at when you guys finally start that construction.
11/28/2017	Houston needs less roads and a whole lot more pedestrian & bike paths; that will significantly change the quality of air, sound pollution, number of accidents, traffic delays - and hence quality of life. It will make people want to live in this city, instead of treating it as a transitory stop in their professional journey.
11/28/2017	Its about time. Houston has been choked by obnoxious automobile emissions and long travel times for too long. Please focus transportation plans on NON Petroleum based trains, buses and cars. All electric is my preference but hybrid is an acceptable short term alternate. Autonomous battery powered small buses with automatic charging is a credible direction for on road transportation. It is too soon to give up roads for rails for remote extensions. 20-40 passenger vehicles would provide capability for peak service and allow time for maintenance off peak hours for maximum up time. Thank you for the opportunity to speak about this subject.

2045 RTP Public Comments Submitted Electronically

Date Received	Comment
11/28/2017	My advice and opinion would be to take notes from cities like New York, CHICAGO, and Boston. Great public transportation systems are so helpful, and necessary in cities as big as Houston. Texas in general is behind the times on great transportation systems, but it still should be an achievable goal. Adding more concrete/road lanes shouldn't be the answer for the next 30 plus years. Alternate modes of transportation can play a key factor in those "Overall Quality of Life" city rankings. Sitting in a car going 2 miles per hour on every single highway in Houston does not make this a desirable place to live.
11/28/2017	Plan a commuter rail from Galveston to Downtown Houston!
11/28/2017	Please consider investing in high speed trains from Sugarland and Katy to NRG and downtown. To take care of the crazy commute of 1.5 hours each way with carbon emissions.
11/27/2017	One way to make transit safer and less car dependent is to utilize the bayous to make independent bike/walking paths through areas of the city. Specifically, there should be walking/bike paths from Bayou Park to the Galleria along Buffalo Bayou. This is a no-brainer. Right now bikers and runners/walkers squeeze by on one narrow sidewalk from Bayou Park all the way to Memorial Park. Meanwhile, Buffalo Bayou runs parallel to this area, but no one can access Buffalo Bayou, and everyone is forced onto this one narrow sidewalk. This is a very heavily populated and wealthy area of the city. No excuse for keeping everyone on this narrow path, dodging each other while cars are speeding by merely feet away.
11/27/2017	(Email #1) Houston must do what it should have done 20 years ago, build a commuter rail system that links satellite communities to the CBD and transit centers with good connections to other major activity centers such as Uptown. Taking the MKT ROW to expand I-10 was a huge mistake. With a commuter rail system we can add capacity indefinitely as the population grows. The system needs to serve the following corridors: 90A/Ft. Bend Co., Clear Lake City/Galveston, Kingwood/Cleveland, Woodlands/Conroe, Cypress/Hempstead and Katy/Brookshire. We don't have to reinvent the wheel. Just duplicate the Frankfurt, Germany S-Bahn system. Glad to hear we're looking at 2045 as the horizon year for the RTP. A long term vision is desperately needed. (Email #2) Ref. My previous comments. I neglected to mention that the No. 1 priority for commuter rail and the 2045 RTP - a central transportation center and airline terminal at Hardy Yard with high speed intercity rail, light rail, bus and commuter rail serving the satellite communities and IAH. Again, Frankfurt and other cities in Europe and Japan provide perfect examples. We're adding thousands of vehicles every month. We can't continue to rely on 1970s solutions - freeways - to handle our transportation needs. We need a modern transportation system employing proven rail technology. Our ability to attract new companies and continue to grow depends on it.
11/22/2017	I believe there should be a bigger push to expand the light rail across the city. The highways are extremely backed up and even with a couple of people out of the thousand choosing to take the rail, this gets multiple cars off the highway. For example, the streets that run parallel with the medical center to downtown are always relatively moving with less traffic. However, most of the rail's expansion is on the east side and north side of town, when a huge portion of the population of the city lives on the west side where there have been no moves to expand the rail to the more dense communities such as the Galleria area, Gulfton, or even to Montrose! The rail has proven to be the most efficient method to alleviate traffic!

2045 RTP Public Comments Submitted Electronically

Date Received	Comment
11/22/2017	<p>I believe that we should make driving unattractive and make other modes of transportation, such as, cycling walking, and the use of public transport. This will benefit the economy, the health of the public, and the personality of our metro area. It'll benefit the local economy by having the ability to walk or cycle to a business, and make more frequent stops, instead of passing all the businesses and going to find a parking space. This helps small businesses be more competitive than chains. For example, the Brazos Town Center, in Rosenberg, comprises of stores that are all or mainly chains and has a whole bunch of unnecessary parking for cars which promotes car use. Instead, this problem could be solved by building pedestrianized shopping streets which will have an equal opportunity for small and chain businesses and demote the use of cars. For example, Time Square in NY used to be a headache for everyone in the area, but now, it is a people's place. Another benefit of building for people and not cars is that the population is healthier. Right now, America is going through an obesity crisis that is quite frightening. Making car use unattractive will encourage people to walk or cycle. But people will complain that they don't have time to do those activities because they have to go to work. That won't be a problem if those activities aren't considered recreational. The world should be like the Netherlands. They go pretty much everywhere on bike. Cycling has a modal share of 27% of all trips (urban and rural).in cities, it's much higher. The town Zwolle has a bike modal share of 47%. This makes the country very healthy and the tallest people in the world. Plus, the use is so high that they even have bike traffic jams. The Dutch are taught to ride a bike from a young age, usually around 3. Their kids go to and from school on bike daily. When they are in their last year of Primary School, they have to take an exam of riding a bike because now, they have to go to and from school by bike by themselves. This influences them to bike at a young age and continue biking for the rest of their lives. For more information, check out this YouTube channel, Bicycle Dutch. If we have people live close to their work, the slower speed of riding a bike won't matter. Air pollution wouldn't be a problem either, but you might suggest that electric cars would be the cure. But, it is still a car, a parking space for a car takes up so much space that it can even hold 10 bikes comfortably and as a person that is sitting in a car, you're not doing any physical work. I can say a whole bunch more , but I'm pretty sure that this is already too long. Now when it comes to the personality of a metro area, what looks more visually appealing, American or European cities? I say European cities since they were built before the era of the car, they tend to be built on a more human scale and show a lot more life in them. As opposed to the majority of American cities where everything is car centric. Tell me what looks better, a city that is car or human centric. You most likely chose human because you are able to see life instead of inhumane cars.</p>
11/22/2017	<p>Please work to get rid of the pay toll booths on the West Sam Houston toll-road. They need to update to the 21st century and use photographic toll booths in lieu of the stop-and-pay lanes (like what was done on the Hardy Toll Road). The traffic every morning is awful for those travelling the West Sam because it always bogs down at the 290 exchange and the I-10 exchange because of the commuters stopping to pay the old fashioned way. Also- there needs to be a direct ramp from 249 to the Grand Parkway in both directions. Thousands of cars each day have to exit and waste 10 minutes at the lights.</p>
11/21/2017	<p>I live in Galveston and would like regular, reliable public transportation to Baybrook Mall, Hobby Airport, downtown Houston and the Galleria. What about scheduled trips to sports events? Museum exhibitions? Find a way to get us to Houston safely and we'll come. How about supplying regular weekend transportation to Galveston for Houston families?</p>

2045 RTP Public Comments Submitted Electronically

Date Received	Comment
11/17/2017	<p>I'd like to see less focus on an ever-expanding road network and more focus on maintaining what we have and improving our options for alternate forms of transportation. A future that includes autonomous vehicle technology has a real possibility of rendering improvements designed to increase capacity obsolete. Because of this, I think that we should be hesitant to invest in large-scale enhancements to the existing system. Additionally, to stay competitive with other U.S. cities, I think the Houston region is really going to need to focus on providing better quality of life. That means creating vibrant public spaces, offering a broader range of transportation options (so we aren't so darn car-dependent), making streets safer and our communities more walkable and interesting. Not an easy task, I'm sure, but we need to start somewhere.</p>