

Public Comments

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Public Comments Submitted at Public Meetings

Round 1 of public meetings.

Thursday, March 15, 2018
Dawson High School
2050 Cullen Blvd., Pearland, TX 77581

We need more communication to the public about meetings.

Caye H., resident

Lack of sidewalks are an issue, if my kids missed the bus in the mornings I would not allow them to walk. I have lived here 6 years 288/518 congestion on the weekends is horrendous. I find my trips to shops and restaurants have decreased tremendously. Head to Houston, its easier.

Trudy D., resident

I want more trains and buses. Fewer cars on the roads. Reduce emissions. More bike trails for pleasure. Thanks for what you are doing.

Jacquelin G., resident

In no way share or fashion should TxDOT or the City of Pearland spend funds on Max Rd. from McHard to BW8 (MPOID #13565). Does not accomplish anything for our region or city! Spend those funds on other projects! SH 35 alignment (now been studied for 35 + years I am aware of) needs to either happen or not. The newly improved SH35 has really lowered traffic impact and if Mykawa were improved (40 + years overdue) It would be enough.

Charles S., resident

No solution with 4 million increase in population. Mostly local arterials. Need better signage and contractors be required to improve their signage. Meeting could be better if a slide show or media showed a history of plans to completed parts. Alan's insight impress – thanks to him and all of the H-GAC staff. Finally, Alvin has a bike plan under going review with a consultant just being a visitor I was surprised H-GAC were apparently unaware.

Vanu P., resident

Wednesday, March 21, 2018
Prairie View A&M University
100 University Dr. MSC 204, Prairie View, TX 77446

Highway and transportation projects need to be accelerated through the use of design-build and construction manager at risk.

Ed M., resident

Thank you!

Mayor David Allen, City of Prairie View

Interested in seeing what plans are for mass transit between Harris and Waller counties via the 290 corridor and from I-10 to 290.

Kate T., resident

Need more planning on the west side of the metropolitan area. Lots of future development and needs through planning.

Alioune N., resident

Thank you for considering value of unfragmented natural areas on the Katy Prairie Conservancy preserve area.

Elise D., resident

There are 4,000 employees currently working at the Daikin plant, with 2,000 more job opportunities. We would like to discuss public transportation to help get that workforce access to those jobs.

Robin U., resident

Strongly support Texas Central Railways high-speed rail project.

David B., resident

We need better movement of people and good and safety will take care of itself. Need to address bike and walking.

Pat B., resident

We need commuter rail not bigger freeways.

Robert Y., resident

Friday, March 23, 2018

Alief Community Center

11903 Bellaire Blvd., Houston, TX 77072

It is important that commuters from outside Houston support mass transit and ride sharing.

Bruce K., resident

The 2045 plan should focus on freeway and tollway expansions to reduce traffic congestion. The 2045 plan should emphasize improvements which will be compatible with technology advancements such as automated vehicles. The best type of improvement for a potential future with automated vehicles is a network of dedicated lanes, either HOT or MAX lanes. The plan should minimize the amount of fixed-rail transit. Fixed-rail transit is extremely expensive and often has poor ridership., for example the new Green and Purple lines in Houston. Dallas and Los Angeles have built extensive (and expensive) rail systems both declines in overall transit ridership. The 2045 plan should emphasize maintenance of arterial streets. Poorly maintained streets are common in Houston. I would like to see better standards for arterial street intersections, including greater use of dual left turn lanes and dedicated right turn lanes.

Oscar S., resident

Assuming there is a project in the planning stages to finish Westpark as a Boulevard between Wilcrest and Dairy Ashford, I would like to add a similar project for Kirkwood between Richmond and Westpark.

Mark L., resident

Wednesday, March 28, 2018

Sugarland City Hall
2700 Town Center Blvd. N., Sugar Land, TX 77479

The pedestrian signals are not checked often, not enough time to cross or it's a broken signal (no walk)

Renee Robicheaux

I ride the park and ride and then the METRO train to school. I have no problems with these forms of transportation because of where I live but many people live in areas that do not get service.

Catlin W., resident

Interested in knowing who to contact regarding the expansion of Benton Rd. & FM 723.

Jackson J., resident

Please be very aware public transit brings in criminals, as well as moves residents around town. From experience, criminals ride in on buses and drives out with our stuff.

L. Brown, resident

Would like to see commuter rail in Fort Bend to connect to Houston/Harris County.

Chan B., resident

I would like to have more options for transportation, Bus routes/ light rail to extend beyond city of Houston and into region since so many in the region work in Houston. Chicago rail is best example I can think of. Something like that for this region or extension of bus services / Park & rides outside of Harris County would benefit the region. Trails connecting communities would be good.

Griselda G., resident

I volunteer with a non-profit that serves those with a mental health condition called the Fort Bend Clubhouse. Many of our members do not have transportation to get around the county. They need to get to the doctor appointments and classes that are available often on a Saturday morning. They have no way to get around. They must plan and sometimes even if they have called the transit they may not be well enough to travel on that day, so they may miss their scheduled ride with the transit. Having a regular bus schedule that operates like the 3 transit areas in Richmond would be a great help. Perhaps they could run a transit route down Hwy 6 and one down 90 to connect the east and northern parts of the county to the Richmond/Rosenberg area as this is where the Texana, and county offices are located. On a personal note, having lived in Europe for many years, a train system is essential as well as a intricate bus system. Gone are the days of only cars for transit. We need more mass transit and I would like to see it happen in my lifetime.... we better get a moving.

Pat S., resident

Thanks for hosting& hope you will do more meetings – maybe online to increase attendance.

Nicole V., resident

Demand response availability seamless fare payments between Fort Bend Transit and METRO (ability to use same fare card), getting more people to use public transit commuter buses instead of using their own car.

Melanie B., resident

Paying attention to all of the modes of transportation that is available as commuters are commuting on a daily basis.

Pamela C., resident

Bike/pedestrian safety go together as a big need in Fort Bend County. We need to have more walkable communities – with transit & bike routes between towns.

Annette O., resident

There are not enough freeways to accommodate the traffic flow causing traffic jams and delayed times frames for work.

Linda A., resident

Thursday, March 29, 2018
Kashmere Gardens Multi-Service Center
4802 Lockwood Dr., Houston, TX 77026

Safety and traffic are top issues.

Dwayne B., resident

Good job good staff!

Henry M., resident

Very informational to inform me on current and future concerns.

ReNita M., resident

Wednesday, April 04, 2018
Oscar Johnson Jr. Community Center
100 Park Pl., Conroe, TX 77301

The thoroughfare plan has had a widening of Harden Store Rd. for 30 years no action. 1988 also needs to be widened and completed to the West county line with 105 and the Grand Parkway, they are the major East/West roads.

William O., resident

One route North and South from Northern Montgomery County to Harris County accidents can cause serious congestion and only one main traffic route.

Nick H., resident

Thursday, April 05, 2018
Leon Z. Grayson Community Center
13828 Corpus Christi St., Houston, TX 77015

Fix I-10, raise bridges to stop truck damage. Complete Hwy 90 to Crosby

Mike B., resident

When is METRO rail in transit I-10 East from Downtown here Uvalde.

Steve B., resident

There are too many trees on the side of the freeway. Trees keep businesses from being seen from the freeway. Cost too much to maintain, money could be spent to improve freeway. Need more restrooms at park and ride facilities.

Howard S., resident

Wednesday, April 11, 2018

Cleveland High School

1600 Houston St., Cleveland, TX 77327

59 is an emergency evacuation route but has been closed three times in the past 18 months due to flooding.

Jim C., resident

4-lane from Dayton, TX (SH146) to Cleveland, TX SH 321 & feeder to I-69 freeway exit #'s should be coordinated with mile marker numbers. Please review. Helps all drivers especially tourists and emergency vehicles.

Gerald H., resident

Having a light rail to commute to Houston would be great.

Eisha J., resident

The HOV entrance ramps need better signs when trying to find them in the communities of Houston. Example would be near 610 and 45, many intersections say HOV (and directional "Stay Right") but it is too easy to miss the signs of where to turn while in traffic. Why are the signs not up by the stop lights? Or many street signs are covered by branches or a large truck in front of you. By the lights and larger would help. This is also the first place that I have ever lived that has a one lane HOV for a road as congested as 45. The HOV lanes in and around Washington DC work beautifully and should be looked at as a better example for around the city of Houston. Houston is number four in population and DC is number 21 as of 2016, and they have wider HOV lanes. I've even wondered if having a dedicated tracker trailer /mac truck lane would help during high traffic times.

Jen J., resident

Thursday, April 12, 2018

Eagle Pointe Rec. Center - Magnolia Room

12450 Eagle Pointe Dr., Mont Belvieu, TX, 77580

No public comments received.

Thursday, April 19, 2018

Houston METRO

1900 S. Main St., Houston, TX 77002

Multimodal transportation means all options being on the table including light rail.

Laolu D., resident

This forum was very informative as Houston's surrounding area grows in population public transit direct access to Houston's City Center is needed (without having to connect to multiple buses).

Ron R., resident

Richmond Ave. was not on the 2003 referendum, it is not wanted or needed. Put the buses where they are needed- North, Northeast, South, Southeast.

Daphne S., resident

The METRO rail platforms need to have brighter lights and more security in the Northside. A METRO rail platform to be considered at Fulton and Patton.

Machelle B., resident

The North Freeway I-45 Project should be exterminated with its \$7 billion price tag allocated \$5 billion to improving I-45 along its current route around the west side of downtown Houston. The remaining \$2 billion would go to the city (\$1.5 billion) and Harris County (\$.5 billion) for roadway improvements, in turn the city and county would forego GMP payments from METRO. The i-45 project will result in 1. It will flood. 2. A park tat sits on top of an air pollution pit (who sends their kid to play in auto exhaust fumes). 3. The same number of lanes we have today. 4, In time, another toll road (unless additional funding is identified). 5. Plunging Houston's newest and largest hotels, its downtown baseball park and basketball arena into construction zones (construction will kill these venues in the peak of their economic lives).

Art S., resident

Close Main St. to cars and make it pedestrian and Light rail only. We need more BRT or light rain connecting Houston area, between the red line and the under construction Post Oak BRT. We need better transit options to IAH and Hobby. Commuter rail to the Woodlands, Katy, Sugarland, Missouri City, Baytown, and Kingwood. Biking infrastructure in the Uptown and Galleria areas. Improved biking infrastructure in Montrose Area.

Travis F., resident

Bike lanes should not remove lanes from major thoroughfares, neighborhoods and power line right of way much safer and better.

Tory G., resident

Tuesday, April 24, 2018

Helen Hall Library

100 W. Walker St., League City, TX 77573

Need more connecting bike/pedestrian trails. Hopefully the widening of I-45 will alleviate some congestion. Need North Landing Blvd. to be constructed as another evacuation route over Clear Creek.

Karen C., resident

I would like to recommend permeant conversion of left lane on 45 to HOV and convert HOV lane to light rail. Thank you

Valerie L., resident

I-610 S. freeway eastbound exiting to I-45 Southbound – 1 lane exit traffic extending 2 miles – really? Also, I-45 Northbound to I-610 westbound – no connect.

Carol D., resident

I don't drive so public transportation is important. However, most people have their own transportation and therefore public transportation is not needed for others. It amazes me how y'all plan in advance and build roads before they are needed. Keep up the great job.

Steve J., resident

Thursday, April 26, 2018

Houston-Galveston Area Council Offices

3555 Timmons Lane, Houston, Texas 77027

The 5th Ward community is lacking infrastructure CIP to improve our sidewalks and bike lanes. We need pedestrian overpasses at all of the railroad crossings on Lyons Ave., we need wider sidewalks and a new bike lane on Schweikhardt to help connect Finnigan Park to Boyce Dorian Park. We need air monitoring stations to help monitor an increase of freight traffic & congestion on I-10. We have emergency vehicles that cannot reach the residents in a timely manner because of RR, DOT #758203B & RR DOT #755707R. Having trains that sit on the tracks in excess of 15 mins. With new construction & the future expansion of I-10, Lyons Avenue which also has a bike lane will be impossible to use. With all of the congestion issues going w/ have an underpass being constructed on Lyons in an area densely populated which makes no sense. Union Pacific has a rail road yard nearby that consistently contributes to the noise and pollution all day and night. Councilman Davis has been historically unresponsive to the needs of his constituents and his office simply are not interested in dialog which is unfortunate. The rail road issues negatively impact school attendance, mobility, safety, & our overall quality of life. Please do not forget this segment of the population made up of black & brown residents who have historically felt underserved and underrepresented.

Erica H., resident

METRO needs to render services only in local paying 1% sales tax. If METRO wants to grow, need to get other areas to pay. Thoroughfare plan – why is 529/362 not shown as thoroughfare. Why is 36A shown? Its unneeded. How is growth forecast for underdeveloped prairie in Waller County & West Harris? Bike Lanes – put on greenways. Avoid on roadway. Local freight – please discourage freight traffic from using non- corridor streets as cut throughs or non-tolled. These streets are not designed for heavy traffic. Build out commuter rail/bus in existing major transit corridors. Roadway systems should contemplate conveyance, drainage & detention requirements. Do not build dams that impede stormwater.

Michael H., resident

Would love to see light rail lines run along major freeways/corridors since they all run into downtown area. This city is far too large to not have a variety of transportation options and/or services.

Tunisia S., resident

Improved bus routes would greatly improve commuting.

Carrington W., resident

With the projected growth of the area, some type of mass transit/commuter service is the only solution.

Don H., resident

More public transportation, less congestion.

Suratha E., resident

Not enough transportation – too much traffic from cars (downtown)

Ebony Y., resident

Please be sure to incorporate funding & recommendations of Northwest Mobility Study (city), SH 249 study (TxDOT), Complete Communities (city).

Eileen E., resident

Tuesday, May 01, 2018

Baytown Community Center

2407 Market St, Baytown, TX 77520

No public comments received.

DRAFT

Round 2 Public Meetings

Thursday, January 24, 2019

Friendswood City Hall

910 South Friendswood Dr., Friendswood, Texas 77546

1. FDEDC TIP application & scoring system. 2.) Round-a-bouts

Patrick M., resident

Liberty City Hall - Liberty / Chambers

In support of project ID 260 in Liberty County - US Trinity River Tauss Bridge Rehab

Sandra P., resident

The railroad has increased the speed limit through Liberty & increased the number of trains. We need to make all railroad crossings "silent" They do it in other towns. Why not here? Plus- higher speeds & heavier loads cause vibration damage to nearby buildings.

Ellis Picket

I live on the Trinity River's floodplain, 2 miles east of the Trinity River on FM 563 between Liberty, TX and I 10, I want to know how does this project plan to address the "transportation's impact" on the flooding environment that has gotten more devastating over the years to people who live along the Trinity River in Liberty & adjacent counties due to new construction of roads, housing additions, and commercial properties.

Joann W., resident

I work for a prison in Dayton, TX Located on 321 and FM 686. multiples of wrecks and fatalities happen yearly at that intersection. Sam's distribution center also located there so lots of 18-wheeler traffic. For obvious reasons Uber and public transportation will never be allowed to enter prison entrances. Seriously need to realize this is a much bigger picture than you are considering.

Anonymous

The railroad overpass on 90 on the current call (ID 253) would get my vote as one of the top needs!

Emily C., resident

Tuesday, January 29, 2019

Liberty City Hall

1829 Sam Houston St., Liberty, Texas 77575

In support of project ID 260 in Liberty County - US Trinity River Tauss Bridge Rehab

Sandra P., resident

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Ellis P., resident

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JoAnn W., resident

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Anonymous, resident

The railroad overpass on 90 on the current call (ID 253) would get my vote as one of the top needs!

Emily C., resident

Tuesday, February 5, 2019

**Kingdom City Houston (formerly Ashford Community Church)
2100 Eldridge Parkway
Houston, Texas 77077**

Bike commuter wishing for better network to access Greenway Plaza & Downtown from Katy. Currently commute on GBP & THP from Fry to the Energy Corridor. Main issue with MUP/SUP is driveway conflict. Bike lane --> surface quality & cleanness of road. Westpark corridor is ideal for E-W connectivity.

Tecky S., resident

The Active Transportation Plan for the region's focus areas deserve the highest priority for immediate funding at a minimum of \$100M per TIP cycle. (Every 3 years)

Clark M., resident

Thursday, February 7, 2019

**Tomball City Hall
401 Market St., Tomball, Texas 77375**

1.) Need a central (single) phone number to report maintenance needs on area roadways. 2.) Need connector ramps between Hwy 249 and Grand Parkway. 3.) Please revisit road design at Hwy 249 and Beltway 8. Morning commute is terrible at that intersection.

Stephen W., resident

Tuesday, February 12, 2019

**Houston-Galveston Area Council Offices
3555 Timmons Lane, Houston, Texas 77027**

I met with H-GAC staff regarding the methodology used to rank TIP candidate projects. Seems to me given such a large city with a large footprint, we could better capture attributes of a candidate project better.

Ralph D., resident

We need to incorporate pollution reduction into our transportation planning. As of 2018, transportation has been largest source of CO2 pollution. We should encourage electrification, ridesharing, and any other means that reduce CO2. Please also endorse carbon fee & dividend legislation that is currently introduced in the US Congress.

Bruce M., resident

I would again would appreciate H-GAC's support for the much-needed mobility and safety access into Kingwood. It was not possible to further fix Kingwood during Harvey. Also, several times in the last 40 years Northpark Drive was impassable because of flooding at Bens Branch. Please provide federal funding assistance. To complete the portion of Northpark Drive from Russell Palmer road to Woodland Hills Dr. This is a critical access for 40,000 + residents. Thank you for your assistance.

Stan S., resident

Houston can be USA's best place to ride a bike. Topography and weather are perfect. Please increase the Active Transportation funding to design and implement more active transportation projects.

Clark M., resident

Please add CO2 to your list of pollutants that need to be accounted for. Please consider endorsing a carbon pricing policy to reduce greenhouse gas emissions.

Marie M., resident

I am interested in supporting north-south bicycle / pedestrian access to connect the height to areas south of white Oak Bayou, such as the proposed projects #266 and #267

Ron M., resident

We need hundreds move high speed (350kw) electric truck charges in our area to support electric trucks to reduce pollution. Please add these projects to the plan.

Sunrise Ridge Holding, President of Company

Thank you for giving me the opportunity to share comments. I am Norman Whitton, a member of the Citizens' Climate Lobby, a national organization with 100,000 members committed to dramatically reducing carbon dioxide emissions through a carbon dividend policy. I am a small business owner and have been a resident of Harris County for 30 years. Formerly, I worked in the oil industry. Carbon emissions are responsible for climate change, which will have an inexorable long-term devastating impact on Houston making Harvey look mild by comparison. The City of Houston targeted a zero carbon policy by 2050. Respected scientist in the Trump administration have suggested that we must cut CO2 emissions by 50% within 10 years to avoid the most damaging impacts of climate change. Unfortunately, transportation emissions are increasing rapidly. Houston area tailpipe emissions of carbon dioxide have increased 46% since 2005, as we have continued to support internal combustion vehicles with more and more highways. The HGAC 2045 Regional Transportation Plan continues this "more of the same" approach and will lock in increasing emissions for decades to come. The project selection criteria do not even include any assessment of carbon dioxide emission impacts – either from the concrete or the fuel used in the vehicles. I strongly suggest that HGAC reject this plan. Instead, the planners should be required to redo the process, include explicit consideration of carbon dioxide emissions, and add projects to dramatically reduce tailpipe CO2.

These could include:

- Building hundreds of high-speed 350kW electric vehicle charging stations.
- Provide medium speed 10kW charging for all apartments in the HGAC area.
- Endorsing the carbon divide policy now being debated in the US Congress.
- Encouraging electric vehicle adoption by free use of tollways and HOV lanes.
- Adding congestion and emissions tolls during peak times for polluting cars and trucks to encourage better use of our existing freeway systems and avoid building new systems.
- Requiring the Port of Houston to open its terminals to traffic at night and reroute highly polluting trucks out of our busiest travel times.
- Building extensive pathways for biking and human powered transport.
- Encouraging use of ride sharing services using electric vehicles by easy registration, improved access to Airports, and free tolls.
- Leasing space above the highway right of way for solar electricity generation.

Norman, W. resident

RTP Public Comments Received via Email

All comments received an automated response unless a question / or request required a reply from a H-GAC staff member.

Automated response:

"Our sincere thanks for contacting the Houston-Galveston Area Council. Your direct feedback goes a long way. Thank you for your involvement in the transportation planning process."

*Kind regards,
H-GAC Staff*

This city needs to look to the future when it comes to transportation planning. High-capacity, grade-separated transit is the region's most pressing need. METRO's service area should cover all the H-GAC counties, I'm fine with paying a one cent sales tax for bus service. Busses, BRT, Light Rail, Elevated Rail and Heavy Rail will all be needed for the population of Houston to double.

Kyle B., resident

The Houston Metro area needs to develop a bike superhighway program similar to the one that is currently being built to connect Dallas and Fort Worth. Connecting the Woodlands, Katy and Galveston with these corridors would help relieve a lot of traffic.

Bill S., resident

I am very very very very disappointed in HGAC. THE GULF FREEWAY I-45 will always be a mess until more roads are made from I-45 into Sagemont, Pearland, Friendswood, Alvin, Clear Lake, Houston part of Clear Lake, Webster, League City, Dickinson and other communities below The Sam Houston tollway. This is common sense. Just inside the Sam Houston Tollways there are many overpasses going into the nearby communities. Each of the exits - Broadway, Monroe, Edgebrook, Almeda Genoa, and Fuqua are just a mile or so apart. This gets people off the roads more quickly and creates more jobs and opportunities. After the Sam Houston Tollway, Roads are up to 5 miles apart. I have been frustrated about this since the seventies. Sometimes looking back how or predecessors developed Houston would help. They were smart enough to build more roads into the communities. The mess will always be there until these roads and overpasses are built. Many hundreds of thousands of people live close to I-45 south. Please follow our ancestors and build the infrastructure the we need South of Houston. I am from Galveston. It is time to build the bridge from the Causeway ton the west end part of Galveston. Because of inflation and other factors, Houstonians and surrounding communities' areas are coming to Galveston and 61st street is too small to come close to handling the traffic. If we get a hurricane, 61st and I-45 feeders flood like they did before Hurricane Harvey a day before it hit. I truly believe this could save may lives, especially if a higher road is built to connect the new bridge to the seawall does not flood until the hurricane starts hitting hart.

Ken J., Resident

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.

Katrina B., resident

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.

Elisa Donovan., resident

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 smaller buses as they also appear less intimidating for those who infrequently use the bus as they look more like vans.

P. Nesbit, resident

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 whatever reason in the houston area. Let's work on getting a true multi-mode station like at the Miami airport - thanks

Carlo M., resident

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.

John B., resident

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.

Rochelle A., resident

Hello, when considering your plan, I would like you to consider some of the following suggestions: 1. Connect METRO Rail to both airports. 2. Make it easy to go from Texas Central High-Speed Rail to METRO Rail & METRO Bus or Uber/Lyft connections. 3. Similarly, better integrate Amtrak 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 Amtrak. 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.

Scott S., resident

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.

Robert and Margaret H., resident

***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.

Lee R., resident

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.

Tory G., resident

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.

Joyce A., resident

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 in 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.

Peter W., resident

Reply: My sincere thanks for contacting the Houston-Galveston Area Council. I read your comment and wanted to send a personal response to thank you for your feedback. You offer great thoughts. We'll certainly note your comment and discuss at upcoming public meetings regarding our 2045 Regional Transportation Plan. While I know you are "meeting'd out," we would love for you to attend one of our remaining meetings. Your direct feedback goes a long way. Please find a list of remaining public meetings attached. There's also going to be one in Baytown, at the Baytown Community Center, on May 1, 2018 from 6:00pm – 8:00pm.

In preparation for the 2045RTP have you held planning meetings for elected officials and/or representatives to attend? If so, when were those meetings, who attended and are minutes available for request?

Jean T., resident

Reply: "Our sincere thanks for contacting the Houston-Galveston Area Council. We have not held meetings specifically for elected officials, however there are elected officials and representatives who sit on our Transportation Policy Council and Technical Advisory Committee. Please find information about both at the following links: <http://www.h-gac.com/taq/transportation-committees/TPC/default.aspx> (TPC) - <http://www.h-gac.com/taq/transportation-committees/TAC/default.aspx> (TAC) We hope to see you at an upcoming meeting!"

Please send me your information packet. And information on how I can get involved.

Connie S., resident

Reply: Good afternoon, I can certainly send you information about the 2045 Regional Transportation Plan! We have been mailing hard-copy information packets to interested individuals. Would you mind sending me a mailing address? I'll be sure to get that information sent out directly. Website: www.2045rtp.com. In the meantime, I'm attaching information for your convenience and review.

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.

Yuri M., resident

Lester M., 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 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.

John H., resident

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.

John (Johnny) G., resident

We need light rail or metro service into medical center from Pearland. Not just accessible from 288 & 518 area.

Lisa B., resident

These maps from Fact Sheet No. 1 are at best not helpful in that the urban cutoff - over 5,000 - is too low. High quality urban transit requires population densities of around 20,000 people per square mile and up, very efficient bus service can be delivered to neighborhoods above 10,000 people per square miles. These maps do not reveal where those places are. The map at right does reveal those places. It should be the first map to be studied when doing regional transit planning, but it is not a map the committee members have seen yet, to my knowledge. Connecting those places together would give millions of people access to high-quality transit hubs, around which businesses and communities of all kinds would continue to evolve. This image from "Fact Sheet No. 2 makes an assumption - that we will continue to drive and own cars at the current rate - that is being widely challenged as the concept of "mobility as a service" moves forward. The world's top think tanks forecast a significant decline in the number of cars on the road, not an increase. These documents should not be called "Fact Sheets" but "Forecasts based on the past." We are on the cusp of many enormous disruptions in the way people live and the way people get around, and these two forecasts, which are all the public is seeing so far, are just one way of looking at the future. That is a way that seems increasingly unlikely to be true, so where is the other scenario, the one the world's thinkers are putting forward in dozens of other communities?

David C., resident

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.

Rohini B., resident

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 a employee

Li C., resident

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.

Nancy S., resident

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 high traffic roads which have a designated bicycle lane. Unfortunately, the latter are not maintained, and the marking lines disappear in many occasions, 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 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 contribute with ideas to make Houston a more "cyclable" place?

Jairo V., resident

Reply: Our sincere thanks for contacting the Houston-Galveston Area Council. You offer some great thoughts. We'll certainly note your comment and discuss at upcoming public meetings regarding our 2045 Regional Transportation Plan. We would love for you to attend one (or more) of our upcoming Public Meetings. Your direct feedback goes a long way. Hope to see you there!

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.

Clinton Chapman

There needs to be a direct bus to the Texas Medical Center for the people who live off of Highway 290.

Laurie C., resident

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.

Phyllis C., resident

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!

Laurie A., resident

A reliable transportation system that covers the entire city of Houston, and adjacent cities as Katy. Transportation from Katy that can take you to US59 and US45 from Katy. The transportation system in place from Katy take riders to just downtown and the 610 Freeway.

Virginia B., resident

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.

Anonymous

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.

Roxanne R., resident

Fast commuter rail to Bush Intercontinental Airport is my highest priority.

Ray L., resident

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. Please restore the public bus for peoples? thanks.

Li C., resident

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.

Jim D., resident

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 lane short. Mobility should be called Stopability 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.

Sherry M., resident

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.

Anonymous

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?

Frank B., resident

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.

Frank B., resident

Reply: Our sincere thanks for contacting the Houston-Galveston Area Council. We certainly welcome you to participate in one (or more) of our upcoming Public Meetings regarding the 2045 Regional Transportation Plan. Your direct feedback goes a long way. Please find a list of meeting dates/locations attached with this email. Perhaps the March 29th or April 5th meeting might work? Hope to see you there!

Is there a board of directors for the 2045RTP?

Roger L., resident

Reply: Our sincere thanks for contacting the Houston-Galveston Area Council. While we do not have a Board of Directors for the 2045 RTP, we work closely with our Technical Committees to develop the plan, and the Technical Advisory Committee (TAC) ultimately recommends the draft plan to be adopted by the Transportation Policy Council (TPC). TAC Information: <http://www.h-gac.com/taq/transportation-committees/TAC/default.aspx>. TPC Information: <http://www.h-gac.com/taq/transportation-committees/TPC/default.aspx>. We would love for you to attend upcoming public meetings. We'll communicate dates, locations and times in the coming weeks.

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.

Emran I., resident

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 won't 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 th 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 can't 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.

Santiago N., resident

The future of commuting is in the skies. 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 airtaxi 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. Thank you.

Charles W., resident

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.

Toby S., resident

Reply: Our sincere thanks for contacting the Houston-Galveston Area Council. We will certainly send you an information kit by mail. We would also love to engage the Hobby Area Management District in conversation about the 2045 RTP. We're currently scheduling presentations and discussions for February/March. Might there be a particular week you would like to meet? If not, I propose the week of February 19th.

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.

Stacy S., resident

Reply: Our sincere thanks for contacting the Houston-Galveston Area Council. We would love to engage JSC employees in conversation about the 2045 RTP. We're currently scheduling presentations and discussions for February/March. Might there be a particular week your team would like to meet? We would also love for you to attend upcoming public meetings. We'll communicate dates, locations and times in the coming weeks.

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.

Sara P., resident

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". 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.

Irv S., resident

Reply: The 2045 RTP will address transportation issues (e.g. congestion, safety) within the Houston - Galveston Area and recommend possible solutions to address those issues. Possible solutions may include strategies that will address all modes of transportation including bus and rail transit within our region. Hope this answers your inquiry. Please feel free to contact us if you have further questions.

HGAC investment matrix: the first box in the Ped/Bike row (Manage) should read "pedestrian and bicycle safety treatments." the third box in that row (Expand) should include a bullet point that says: "improve intersections of street grid and highways where pedestrians and cyclists must cross highway feeder roads, underpasses and bridges."

John L., Bike Houston

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

Andreas M., resident

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.

Andrew G., resident

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 sometime 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.

Cynthia Helms

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 every day and is wincing at when you guys finally start that construction.

Elise B., resident

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.

Kapil U., resident

It's 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.

Claude F., resident

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.

Maggie M., resident

Plan a commuter rail from Galveston to Downtown Houston!

Ronak D., resident

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.

Fatima H., resident

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.

Curtis W., resident

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. RCL. 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. RCL

Ray L., resident

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!

Ahmad L., resident

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.

Alexsovan H., resident

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.

Steve M., resident

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?

Nancy S., resident

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.

Theresa C., resident

My commute is from Katy into the Memorial City area on a daily basis. I am not going to ride a bicycle and there is not a single stop bus or light rail that I can take. I visit Portland Oregon often and for the most part their light rail cars run nearly empty which in my opinion, has proven them to be a huge waste of money as well as they are along existing freeways. Portland should remove them and widen their Interstate Highways rather than further invest in light rail. High speed commuter rail (not light rail) is the only option that I would consider using if it ever became available. I am not willing to give up my vehicle in order to stop every mile or so while riding light rail.

James M., resident

Houston cannot keep up with growth on the road we're currently on- no pun intended. We need big people-movers. Rail that goes to the population and business centers from the suburbs. Connections to the airports. Houston cannot be seen as a world city until we give options that allow people to get from the airports to downtown and back. If you had rail from Kingwood and The Woodlands to downtown via IAH, people would take it. If you had rail from Katy to downtown, with a stop in the Energy Corridor, at the loop to link with the TCR train, and a connection to the Galleria for people to take, it would work. Get people riding the rail from Sugar Land and Pearland to the Med Center. Get people in Clear Lake to downtown via Hobby.

These arteries get people off the freeways and give us opportunities to grow that don't involve bulldozing hundreds of houses.

Robert B., resident

Please, please, please, open a Park and Ride in Liberty County. Traffic into Houston is steadily increasing, even before the Grand Parkway expansion is completed. Once it is completed, though, our little two-lane Highway 90 won't be able to handle all the traffic.

Charles G., resident

Transit hubs are a very important component of an effective transit network. Local bus, light rail & BRT bus routes allow riders to make connections for many destinations. Some of the most important transit centers are the Downtown TC, Texas Medical Center TC, Northwest TC, Eastwood TC, Southeast TC, North Shepherd P&R, Northline TC, Hempstead TC, and 5th Ward/Denver Harbor TC.

1. BRT/express bus routes should connect with these transit hubs, allowing commuters and others to connect quickly with their jobs and other destinations.
2. Park & Ride routes to the CBD should connect with the Downtown TC to be more useful.
3. A Downtown North TC is needed for routes that enter the CBD from the Northeast, East and some from the West/Northwest.
4. The Green and Purple light rail lines are less useful because they do not travel through a transit center. The lack of convenient connections means these LR lines are not very useful for travel to Hobby for riders from the North, Northwest, West and Southwest. Where would riders from these areas of Houston access the Green or Purple lines? A BRT route that travels through the Downtown TC and Eastwood TC to Hobby would be a much better option.

Mike M., resident

Goal: Connect 70% of residents inside the Beltway with 85% of the jobs inside the Beltway in 45 minutes. Currently 8% of jobs are accessible by transit, walking or biking within 60 minutes. (ITDP Report). A fragmented system of resources could be redesigned into an Express Bus Network with little initial investment. (Freeway portion of local bus routes, a few commuter bus routes, HOV lanes, transit centers, park & ride lots, on/off ramps)

The Model/Design

1. BRT routes on most freeways and on strategic streets forming a connected network
2. Connect with transit centers and major arteria ls exchanging riders along all BRT routes
3. Educate and encourage riders to access the Express Bus Network for trips longer than 5 miles.

Mike M., resident

The emerging biotechnology industry is the next big growth industry for the Houston region. Part of the clustering around the Texas Medical Center should be a Life Sciences Corridor that will provide space for new labs and manufacturing facilities.

An OST light rail line that would connect the UH Technology Bridge Research Park and new medical school, TSU, the TMCx life science accelerator and the proposed TMC3 campus with the

TMC Transit Center would help establish Houston as the leading biotechnology cluster on the Third Coast. Economic development should occur around 10 light rail stations. This light rail line would travel from the Magnolia Park Transit Center, along Wayside, OST, Holcombe, and South Braeswood, providing a southern connection for the green, purple and red lines.

Mike M., resident

We should add East to West BRT routes on Bellfort from the Bellaire Transit Center to Hobby Airport and another on the North Loop from the Hempstead Transit Center to the North Freeway via HOV ramp at 40th St. These two HCT corridors would supplement East/West connections that are provided by the I-69 and I-10 corridors.

Mike M., resident

As HGAC looks to improve transportation and traffic in the Houston Galveston Region, I would ask that you consider investing in public transportation and specifically mass transit. For far too long our region has solely committed to funding new highway projects and freeway expansions and frankly none of those have alleviated the traffic in our region or improved our quality of life. Instead our city is known as a concrete jungle, a place where only freeways are built, and we are in a constant state of construction. When will you instead use those funds to construct rail? We are tired of only seeing concrete in our city.

Jose R., resident

2018 Call for Projects Public Comments Received via Email

All comments received an automated response unless a question / or request required a reply from a H-GAC staff member.

Automated response:

"Our sincere thanks for contacting the Houston-Galveston Area Council. Your direct feedback goes a long way. Thank you for your involvement in the transportation planning process."

*Kind regards,
H-GAC Staff*

Application ID 152

Project Sponsor - City of Friendswood

Thank you for hosting last night's H-GAC meeting in Friendswood. A lot of good information was shared. I had a couple of questions regarding one of the proposals from Friendswood (Application ID #152):

1. Is this project's score in the range of possibly being accepted or has it already been eliminated?
2. Is the exact route of the project set in the proposal? The city has told us the exact route would be determined at a later date if the grant is approved, but I am not sure that is accurate (I would assume the route needs to be set in order to have an accurate cost estimate). The route shown last night goes through my property.

There are numerous residents in the area who will be opposed to this project as it will dramatically affect quality of life and house values. If the project is still in contention, the residents will be much more active in the public comments process. Any input you can offer is appreciated. Thank you for your efforts with H-GAC....your task is not easy!

Joe P., resident

Reply: Mr. Pollard, Thanks for attending the meeting last night. I will need to pull the full application to double check on your second question. However, I can answer the first one. The project has a Benefit/Cost ratio above 1.0 so that keeps it on the list. However, the project scored fairly low on the planning factors side with only 55 out of 100 points available. H-GAC Staff worked with the City to assist with the development of the B/C analysis. And will continue to work with them over the next couple weeks to understand the City's analysis and to make sure the City understands the scoring process better. I will pull the application and follow -up with you about the alignment. If you have any additional questions, please let me know.

Reply #2: Mr. Pollard, Thank you for your interest in this project. To answer your question, the roadway's location is to be determined.

Application ID 197

Project Sponsor - Lake Houston Redevelopment Authority / TIRZ 10

This email is to indicate my support of the proposed Northpark Drive expansion program being considered for funding by the HGAC. As a twenty-five-year resident of Kingwood, I have experienced the rapid growth of people and traffic in the area. Major roadways leading into and out of the area are woefully inadequate, and the problem will only be exacerbated by future growth. Such conditions, while annoying and aggravating to most, present major threats to public safety. Currently, emergency service responders/providers are hampered by traffic congestion and the railroad crossings at Northpark and Kingwood drives.

Billy E., resident

While the Northpark Drive expansion offers some relief, it will not suffice for the future needs of the area. However, it is an initial step in the right direction.

Hunter M., resident

General Comments, not single project specific -

I would like to comment about the 2018 TIP call for projects and potential funding recommendations. In reviewing the list of proposed projects for funding consideration, there are a lot of great active transportation projects, but it seems the funding pot is way too small for the demand. My comment is to encourage the TPC and HGAC staff to look into other funding sources (CMAQ, STPBG) to fund active transportation projects to enhance the transportation choices in our region. Thank you for the opportunity to comment!

Chelsea Y., resident

I am writing to express my support for the 3 proposed bike-trail projects described in the Feb 16 edition of The Leader newspaper. Specifically, the 3 proposed projects are the Memorial Park bike-pedestrian connector, the MKT/White Oak Bayou bicycle-pedestrian connection, and the Northwest Transit center connection. I am a Garden Oaks resident (847 W 42nd. St) and have worked in the Texas Medical Center for 25 years. I routinely commute to the TMC via Metro (route 27) or bicycle, or combination. The opening of the White Oak-Heights MKT bike trail was a huge benefit, and these proposed additions will further enhance the ability for citizens to commute to downtown, the TMC, and all areas in between via bus, rail, or bicycle. I hope these projects will receive funding and get completed. Please let me know if there is something I can do to further support these projects. Additionally, an enhanced bike path/lane from the Garden Oaks-N Shepherd area to the Northline transit center would improve cyclist connection to the Redline transit center. Thank you for the opportunity to comment.

Peggy T., resident

Reply: Hello Peggy, thank you for reaching out. It's always great to hear from people who are truly multi-modal in their transportation choices. I am forwarding your comment to our communications team as they are gathering and compiling feedback from the community.

The CMAQ Set-Aside and STBG Swap decisions should be reconsidered as additional sources to fund active transportation projects. The top twenty Active Transportation projects (not including METRO's ADA submittal) should be funded with a combination of Transportation Alternative Set-Aside, Congestion Mitigation Air Quality and Surface Transportation Block Grant funds. \$22 million in local funds leverage \$110 million in federal funds and generate over \$200 million in benefits. Active Transportation projects create places that attract new bicycle riders, transit patrons and encourage people to walk more rather than drive our cars to work, shop and other trips for people of all ages and capabilities.

Clark M., Bike Houston

Please increase the funding available for pedestrian and bicycle infrastructure projects. No greater vision for the H-GAC region could exist than to see a network of regional bike paths connecting all counties, towns and cities.

Clark M., Bike Houston

2018 Call for Project Voicemail Comments

I live in Kingwood Texas I just noticed the North Park project. one thing that I will tell you that would mitigate traffic between Kingwood Drive and 494 along with Northpark drive and 494 is two things, you can do either one of these to mitigate traffic jams between the intersections 1. widen both of them to three lanes. the second one is to build a bridge over the train tracks that run parallel to Loop 494. anytime there's a train that goes by or anytime traffic is built up it causes a severe delay. I would actually like to meet with somebody not just on that but also the proposed high-rise project in Marina and I have a little luck to getting a hold of the developer I'm also a realtor. if anybody could please give me a call back give me a call back. I would very much like to meet with you and show you what I see and exactly what would actually work. Please give me a call back thank you.

Logan R., resident

I'd like to comment on the NorthPark Drive Kingwood expansion it is sorely needed in this area we have very little options if a storm comes basically only two ways in and out of Kingwood and the traffic is horrendous and the North Park Drive expansion especially the railroad overpass is severely needed traffic is terrible almost all the time and I urge you to support it. Thanks.

Ed T., resident

I am hoping that the group puts the north Park Expansion Project to the Forefront. Kingwood needs a reliable exit in case of disasters are flooding as in the past. please take Kingwood seriously and help us out.

Tina B., resident

I called to leave a comment for please approve the expansion of Northpark Drive in Kingwood is very congested traffic way is it dangerous its two lanes on either side of a drainage ditch and my wife got her car totaled and she got banged up pretty bad not too long ago and somebody came rolling around from one lane going west over that drainage ditch and ran into her and she was in the slow lane if there had been a traffic light or traffic signs it probably wouldn't have happen but that is very very congested a rush hour traffic in the morning and in the evening it takes forever for the Kingwood people to get in and out of Kingwood at those times and if you got a

job trying to get to work on time it's very very stressful. please approve that holiday expansion and improvement its desperately needed in Kingwood. that's Texas NorthPark Drive in Kingwood thank you very much.

Jim H., resident

I'd like to support the North Park Drive expansion and railroad overpass in the Kingwood. the expansion is sorely needed, North Park is very crowded, and First Responders need better access. There are only a couple of ways into Kingwood and if the train has the tracks block the overpass would afford First Responders a way to get in and out of the community Plus North Park is one of the main exits and the additional lanes would greatly improve access and it's viably needed for an area over a 100,000 people to get in and out of so I support the funding of the Northpark drive expansion. Thanks.

Anonymous

I'd like to comment on the Northpark project that was nearly derailed by incomplete data. Which I hope Steve Martin has gotten that straightened out. based on what I'm reading here it sounds like that you're going to remove the project from a low-level project to a higher-level project because as a 31-year resident of Kingwood traveling through North Park up to North Park up to 59 and south on 59 on a daily basis it is absolutely imperative that we have better transportation that better traffic flow than what we have today. it's terrible so if you need to for me to amplify my comments I'll be more than glad you could give me a call thanks bye.

Fredrick L., resident

Hello, I'm calling to comment on the North Park expansion. I am living in the Mills Branch Village I have all my medical providers are in around the Kingwood Hospital. I am 86 -year-old widow and I live alone. I need to have access to my medical providers in an emergency. I recently had an appointment with one of my providers offices who is in one of the offices behind kingwood Hospital, because of the construction of a huge storage unit at the end of Northpark near the railroad track our traffic was backed up to the entrance to Kingwood where the flower shop is. we were there for quite some time until I was able to inch forward to a turn where I could get back going the opposite direction and go down to Kingwood Drive to get out to my appointment. that was disconcerting because I thought if I really had it an emergency I would have been stuck there for some time so I hope that you will think about approving that expansion so that we have a way to get out of Kingwood using NorthPark, which is one of our major entrance exit roads so that we can use that and be able to get to either the 494 or the 59 without so much delay. Thank you very much.

Mary G., resident

Yes, I was just calling to voice my opinion on the need for the North Park Expansion Project at 494. traffic gets way backed up there I'm always trying to find an alternative route from there. if we had some sort of an emergency would really bad getting out.

Rose G., resident

I have property in Kingwood Greens in Kingwood I've watched traffic through Kingwood and I say through very emphatically there is a lot of traffic going through now, that will only increase and get worse. I'm speaking of the North Park Expansion Project, you build it and they will come. and more traffic more thoroughfares, easily transgressed passageway through our neighborhood through our communities through our roadways is only going to get through traffic. They will not be stopping at businesses supporting our community, they will not be attending schools, not contributing to tax base. I am against it and expansion projects that are proposed in the Kingwood area there is a huge 50 year you plan that I have seen online and this plan shows major roads all criss-crossed in Kingwood and slicing and dicing it so that more people can go through Kingwood and turn it into what Champions has turned into over the last several decades their roads were compromised so I'm against it I don't want to see that happen. Thanks for setting up this comment line.

Frances A., resident

I'm calling about application ID number 218 Hamlin Road to Laurel Springs. I'm wondering what all the numbers mean as far as the planning score. I'm just wondering where it falls on the priority list basically. and if there's any anticipation of this being done any time soon. I live on the road and I'm not for it. One way or the other I would like to know though. please give me a call. Basically, I just want to know if it's gotten approved or what the status is I sure would appreciate it. Thank you so much.

Ramona R., resident

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DRAFT

2018 Call for Project Comments via Website

Brazoria County

Application ID 100

I daily drive from Pearland and Friendswood. This road extension is very needed.

Laurie C., resident

Fort Bend County

Application ID 128

Project Sponsor - Fort Bend County

I would definitely sign up for this service if a direct route from sugar land to downtown is established. This would help in my commute time greatly since the current option of having to switch buses adds a lot of time.

Kashif K., resident

I am supportive of a direct route from AMC to downtown Houston! The I-69 commute is horrible!

Keith K., resident

Would be great if it could extend till UH.

Lata N., resident

I am in favor of this project. I take the fort bend Express to the West Belfort park and ride and transfer to metro to get to downtown Houston every day, and this would save the time and complexity of having to transfer. I have talked to several Sugar Land residents who have been put off of taking the bus to downtown because there is no direct route.

Chris L., resident

Has an inquiry been made to source funds from the VW diesel litigation settlement which allows money to be used to purchase clean energy busses ?????? From <https://www.energy.gov/sites/prod/files/2017/09/f36/stakeholder-engagement-guide-VW-final.pdf> "Under the settlement, states, territories, and tribes will receive funds to mitigate the excess emissions of nitrogen oxides (NOx) from Volkswagen diesel vehicles. States will receive between \$8 million and \$423 million in initial allocations, with 20 states receiving more than \$50 million. Each state will develop a plan to use these funds for eligible mitigation actions."

Fred F., resident

Application ID 225

Project Sponsor - Texas Department of Transportation - Houston

Please keep the shoulder and do not replace with curb & gutter without providing safe bike/ped alternative such as 10ft 2-way shared use path.

Tecky S., resident

Application ID 237

Project Sponsor - Fort Bend County

A covered garage option at the Sugar Land UH would be great incentive for me to take public transportation from sugar land to downtown. This is something long overdue for the city of sugar land and will greatly help to alleviate the traffic in the morning.

Kashif K., resident

Application ID 264

Project Sponsor - Texas Department of Transportation - Houston

This project is a must to help alleviate traffic coming from Fort Bend Tollway, 521 via downtown/med center, and 288. This will benefit 3 counties in the process.

Fred M., resident

Application ID 265

Project Sponsor - Fort Bend County

Peek Road extension and proper bike/ped facility is needed to access Regal Cinema on 99. Currently this cinema is only accessible by cars from Katy area north of FM 1093.

Tecky S., resident

Application ID 301

Project Sponsor - Fort Bend County

This project does not seem to be an urgent one as alternative roads (Katy Flewellen and Falcon Landing) are not heavily used. Please include proper bike/ped facility on the new and modified existing road portions.

Tecky S., resident

I dont agreed with the expansion of Rosner. It will damage the Westlake neighborhood. Thanks

Carlos C., resident

No I don't to want to see it extended!

Poulami B., resident

Please extend the road, it will make access to i10 so much better and give more options for busy times and reduce traffic

Edward K., resident

Already to be widened is the closely parallel Greenbusch Rd, a mere 1,000 feet to the east of this proposed Roesner extension. This proposal will not only likely result in lower property values for

the residents of the Westlake subdivision, which it would split in half, but would cause an undue danger to residents with additional traffic, which is already heavy due to road construction and Tomkins High School. It would result in ecological damage as well as it would cut through forest, Buffalo Bayou, and wilderness that teams with wildlife including raptors such as the bald eagle, which is frequently spotted in these woods. Do the right thing and leave this stretch of road alone. With the widening of Greenbusch, there should be no need for this parallel road whatsoever. Thank you.

Don H., resident

I live in the Westlake neighborhood. This extension would greatly increase the traffic, noise, and safety risk throughout our neighborhood. We have a lot of kids that play outside all over the neighborhood, and I do not want to put their safety at risk. I would've thought that expanding Greenbusch, which has already been approved, would be enough to meet the future traffic concerns of the area. Have studies been done to prove that this expansion is truly necessary? If it is not, for the reasons above, I urge you to please not do this project. Thank you for your time. Shaun

Shaun G., resident

Big no, it going to ruin the Westlake community. Also extension on the road will not help to improve the traffic. Expand the greenbush is the right way to do.

Haitao F., resident

This is an absolute no-no as it splits the Westlake neighborhood in two. And this will be in my lake facing backyard which would be a terrible environmental and safety concern.

Sandip B., resident

No, it's a waste of money and damages the environment. Please do the right thing and spend money wisely. Please widen the greenbush road.

Yafei L., resident

Already to be widened is the closely parallel Greenbusch Rd, a mere 1,000 feet to the east of this proposed Roesner extension. This proposal will not only likely result in lower property values for the residents of the Westlake subdivision, which it would split in half, but would cause an undue danger to residents with additional traffic, which is already heavy due to road construction and Tomkins High School. It would result in ecological damage as well as it would cut through forest, Buffalo Bayou, and wilderness that teams with wildlife including raptors such as the bald eagle, which is frequently spotted in these woods. Do the right thing and leave this stretch of road alone. With the widening of Greenbusch, there should be no need for this parallel road whatsoever. Thank you.

Guisse B., resident

I oppose the Rosner road construction project due to the following reasons. The Greenbush extension, which runs parallel to this proposed project is the traffic solution necessary to reduce traffic. The Rosner route is extremely close in proximity to the Greenbush route and therefore is a waste of funds. This project will erode property values in my Westlake community (as a home owner) due to increased traffic and noise in the community. This project is not a good use of hard-earned tax payers' dollars. This project will destroy pristine untouched land along this proposed route. The Gaston and Greenbush road construction projects are all we need. Simple math - loss is future property tax revenue due to eroded property values, compounded by

spending millions of dollars in construction and future maintenance cost, simply does not make this a successful project.

Kent W., resident

Hope there will be lights on this road.

Samrat B., resident

Already to be widened is the closely parallel Greenbusch Rd, a mere 1,000 feet to the east of this proposed Roesner extension. This proposal will not only likely result in lower property values for the residents of the Westlake subdivision, which it would split in half, but would cause an undue danger to residents with additional traffic, which is already heavy due to road construction and Tomkins High School. It would result in ecological damage as well as it would cut through forest, Buffalo Bayou, and wilderness that teams with wildlife including raptors such as the bald eagle, which is frequently spotted in these woods. Do the right thing and leave this stretch of road alone. With the widening of Greenbusch, there should be no need for this parallel road whatsoever.

Thank you.

Jasmine W., resident

Yes. Widening and extension of Rosener road helps more in reducing traffic near the school and helps in faster/ easier movement of traffic especially near the school with less bends and turns. This helps in ensuring more safety of kids on bikes while going to school and returning home.

Sureshnath M., resident

I am a resident of the Westlake Community that would be directly affected by Widening Roesner from Gaston to Westheimer. This project absolutely does not make any sense as Roesner passes through the community and realistically more important need is to widen the Greenbush road as this has a shopping complex on the intersection of Gaston. It also already had a traffic light at the intersection of Westheimer and four way stop at Gaston.. all in all this is the one that must be widen instead of the Roesner road. We already have a lot of traffic and car speeding through the community to avoid traffic at the intersection of Gaston and Greenbush and now with Roesner widening traffic from Greenbush will go through our community to get on to Roesner. We are a small community and this widening with absolutely detrimental for safety of our community. It is my request that county must reevaluate this project.

Bhavin P., resident

I would not like the Roesner Road Extension and Widening to happen thru Westlake community.

Deepak B., resident

Application ID 315

Project Sponsor - Texas Department of Transportation - Houston

Include access road with bike/ped consideration, as the areas along 99 has a lot of businesses. Please consider bike/ped crosswalk safety when (1) allowing right turn from the second lane and (2) allowing right turn on red. Signs notifying drivers to yield to pedestrian on crosswalk is one way. Maybe even implement yellow flashing right turn light, similar to the one used for left turn.

Tecky S., resident

Application ID 318

Project Sponsor - Texas Department of Transportation - Houston

Please keep the shoulder, do not replace with curb and gutter without providing safe alternative for bike and pedestrian such as 10ft shared use path.

Tecky S., resident

Galveston County

Application ID 152

Project Sponsor - City of Friendswood

This project should not be justified for H-GAC funding. Traffic in the area of this project is not dramatically bad - there are numerous other areas around the metroplex with significantly worse traffic issues where H-GAC funds would be better spent.

Joseph P., resident

The road does nothing for transportation for the residents of the city of Friendswood. It does nothing to improve hurricane evacuation for Friendswood, Pearland or League City. In fact, this proposed road disrupts a very quiet part of Friendswood and both cuts and utilizes a quite dead end road which many residents use for walking, jogging and bicycle riding as if it was a city park. I strongly oppose this application and would be happy to talk to your committee in person.

David S., resident

This proposed extension provides no obvious benefit to traffic patterns in Friendswood.

Robert Y., resident

I understand funding most likely will not be available for this project at this time. However, the extension of Friendswood Lakes Blvd - - connecting League City Parkway to Pearland Parkway - - is critical to regional mobility, both from an everyday traffic standpoint as well as an evacuation route during major events. Please consider including this project in the RTP.

Morad K., resident

Application ID 280

Project Sponsor - Texas Department of Transportation - Houston

I understand there may not be funding for this project under the current call for projects. That said, there are merits to this project enhancing pedestrian and bicycle safety as well as improving the flow of traffic down FM 518. Please consider the inclusion of this project in the RTP. Thank you.

Morad K., resident

Harris County

Application ID 96

Project Sponsor - Midtown Management District

Please fund this roadway project.

Clark M., Bike Houston

Application ID 126

Project Sponsor - Harris County

This is a much-needed expansion. I have only lived here for about three years and this area has become extremely congested with all of the new homes in the area. Also, there is a lot of industrial traffic such as 18-wheelers that frequent this area. It has become a headache getting in and out of the neighborhoods during rush hour.

Sandra T., resident

Will street lights be installed on this new road, since it is presently very dark.

Arvind M., resident

Application ID 135

Project Sponsor - Greater East End Management District

This project is necessary. We are currently renters in the Museum Park area but looking to buy a home in the East End specifically because of its goal to be so walkable. I would only hope that safety and security is also a top priority for the area as well, walkability is measured as much in the dark as it is in the daylight.

Bailey P., resident

Please fund this active transportation project.

Clark M., Bike Houston

Application ID 141

Project Sponsor - City of Houston - Houston Public Works

Complete street approach, with emphasis on bike/ped, is the way to go for densely-used segment of lower Westheimer. More space needs to be dedicated for people, not cars (both throughput/speed and parking).

Tecky S., resident

I strongly support this application.

Martina S., resident

Please fund this road project.

Clark M., Bike Houston

Application ID 144

Project Sponsor - City of Houston - Houston Public Works

As an area resident, I drive this road almost every day. The traffic has increased, foot traffic is constant with potential bus riders and no room for bicycles coming off the bayou bike path. These improvements are desperately needed in our area. I would especially like to see wider sidewalks

and maybe eventually covered bus stops for our citizens like the riders over on Kirby get.....definitely looks like a haves/have nots situation when you drive across the city. We need you!!

Paula C., resident

Application ID 145

Project Sponsor - City of Houston -Houston Public Works

Pedestrian facility and complete street approach should be provided along the improved road, not just at the intersection. Provide bike/ped access along Dairy Ashford from the bayou (Terry Hershey Park) North to business areas at Memorial Dr and I-10 and to connect to existing bike facility north of I-10.

Tecky S., resident

Application ID 146

Project Sponsor - The Near Northwest Management District

WOW! This is fantastic! We'll have a wonderful, safe, wide path for walkers, joggers and bikers

Heidi S., resident

This would be a great idea. Traffic/foot traffic at Gulfbank @ N. Houston Rosslyn is particularly problematic. I would not want to walk, I was considering driving to the park. But maybe I would be able to walk if this were added. It would also be good for the local businesses in that area. If there is more foot traffic, that may also make the neighborhood traffic increase as well, making it feel safer...

Debra S., resident

I support the project for the Alabonson Park Shared Use Paths Project. The adjustment is needed for safety concerns, both the driver and those going to thr park, bikers, etc. Please and thank you.

Tenea S., resident

This project is vital to the safety of our community. Our subdivision is across the street from the new Alabonson Park and the shared use paths project will provide a safe way for our residents to access the park. Thank you. Dr. Jon Enloe President CANDLEIGHT FOREST WEST

Jon E., resident

I strongly support this project to make our park safer

Audrey L., resident

We need a dog park to be included.

Naomi C., resident

Sidewalks are definitely needed for safety concerns on both sides of North Houston Rosslyn Rd., etc. Cars, etc. travel at excessive speeds. Grass is not always kept mowed. I have seen people walk on the road when the grass is high.

Elaine B., resident

I think there should be a light at Majestic Oaks Dr. and N. Houston Rosslynn. Traffic from park and better a safe way to cross the street.

Hector G., resident

Please fund this ped bike project.

Clark M., Bike Houston

A park without safe access is useless. This is a safety must! We need this pathway for all.

Kathy H., resident

I live in Candlelight Forest West subdivision straight across from the proposed park. I am 65 with two bad knees and cannot walk fast or far. I could ride a bike and enjoy the trails and ride back to the retention ponds if there were sidewalks to accommodate a 3-wheel bicycle. I need the exercise. I want to enjoy the park but the way things are now, I would need to drive my car out of the neighborhood, do a U-turn at W. Gulfbank and enter the proposed parking lot and man handle the bicycle from the trunk of my car. I have not shopped for such a bike thinking of my limitations. It would make things a lot easier for me to put exercise into my schedule if I had a sidewalk to access and ride to the park or to the bike trail. I plan on involving myself with the park since I am at the front of the neighborhood and it is literally right behind me. I would hope that it has sidewalks for easy access for all the elderly neighbors in our subdivision and traffic lights timed to give us time to cross.

Paula C., resident

Application ID 156

Project Sponsor - City of Pearland

Please fund and complete this project as soon as possible. I use this roadway daily for my commute to and from work. The narrow street and inefficient 4-way stop at Riley Road is exceptionally dangerous. Typically, during my 20-minute commute to work, I spend up to 8 minutes waiting in congestion with other drivers to travel along this less than 1-mile long road. Please also include a deceleration lane from BW8 frontage road to Kingsley road.

Ed M., resident

Application ID 161

Project Sponsor - Harris County

This portion of Gulf Bank, located through the center of the Airline Improvement District, is open ditch and lacks any pedestrian accommodations. Many pedestrians either must walk in the ditch or in the roadway to get to their destinations. This makes it very difficult for parents and children who walk to and from Carroll Academy Elementary School and Keeble EC/Pre-K which are located in this portion of Gulf Bank. In addition, there is a large catholic church that is located on the corner of Gulf Bank and Airline and many pedestrians must walk in the open ditch or roadway to reach this destination. Though there is a lack of pedestrian facilities, pedestrian activity is evident by the worn paths along the roadside ditch. Additionally, there was a fatality near the schools on Gulf Bank when a pedestrian who was walking along the roadside was hit and killed by a vehicle. Moreover, there are 5 large flea markets in the area which bring in a large influx of vehicular traffic on Saturdays and Sundays. Gulf Bank is the main roadway leading to the markets and becomes inundated with traffic on the weekend. The increase in lanes would help alleviate the traffic for not only the patrons of the markets but also for the many citizens who live in the area and are impacted. In addition, this area is in desperate need of drainage improvements. Hurricane Harvey significantly impacted the Northline Terrace Subdivision which is

bordered by Gulf Bank, as well as many homes on Gulf Bank Road all the way from Sweetwater to the Hardy. The Planning Factor Score (77) and especially the Cost Benefit Score (39) Total 116 for this project do not seem representative of the community's needs.

Teri K., resident

Application ID 164

Project Sponsor - City of Houston -Houston Public Works

Signal/bike/pedestrian enhancements are needed here. Washington at Heights and Yale have no pedestrian traffic signals. With many mixed-use buildings planned and/or under development, the roads are very dangerous for pedestrians. Also, it's a major link between districts and existing parks and bike paths. Suggestions: 1. Traffic signal will be needed at Raymond St./S. Heights once Buffalo Heights Development is open; 2. Traffic signal is needed if Waugh were to intersect with S. Heights. Hopefully, the piece of Feagan St. between S. Heights and Waugh would be removed. Aligning Waugh with Willia St. would be ideal to avoid two intersections so close to each other; 3. Improved LED lighting under the railroad bridge at Yale; 4. Underpass addition at railroad crossing along Heights Blvd.; 5. Dedicated left turn lane from northbound Waugh to westbound D'Amico Street would be nice. Currently, if you miss the left turn at W. Dallas, you have to go all the way to Feagan St. to loop back. (about 1 mile); 6. Office workers in the AIG building jaywalk across Waugh (when eating lunch) between D'Amico and Allen Parkway. Adding some kind of HAWK signal or fencing to prevent them from doing so and requiring them to cross at D'Amico or Allen Pkwy. would be nice--I'm always afraid of hitting them as they stand in the middle of the street. 7. Traffic signal at W. Clay is desperately needed--I've witnessed too many accidents near here. Alternatively, placing a raised median at W. Bell and W. Pierce could prevent people from turning dangerously out into Waugh traffic and force them to turn at a future W. Clay signal.

Justin S., resident

This project is much needed. Congestion at Waugh/Heights makes driving impossible and biking terrifying. In that part of town any project should emphasize options for bikes and I'm glad to see this does.

Bailey P., resident

I strongly support this application.

Martina S., resident

I support this with expanding bike lanes, not just parking.

Rick H., resident

Application ID 167

Project Sponsor - Bridgeland Management District

This expansion of Tuckerton to Katy Hockley Rd is a great idea. Current road options servicing the area are indirect, undersized and in poor condition.

Matt H., resident

I am in favor. I vote yes.

Amy G., resident

Can this new road be built with shoulders instead of curb & gutter?

Tecky S., resident

Dear Sir, I am writing in support of the Tuckerton Road East-West Connector. I live in Cypress Creek Lakes and there needs to be additional access to SH 99 west. This is an important transit area in a fast-growing area that needs additional access to SH 99. Please approve this connector. Sincerely, Michael Owens

Michael O., resident

STRONGLY SUPPORT - This project has the highest mobility value in the Cypress Region...an area that desperately needs East-West mobility solutions (other than US 290). The other important projects for Cypress are App ID 316 (SH 99 expansion - where Safety is paramount due to the huge number of accidents) and App ID 307 (Hempstead Road).

M. Manlen, resident

Application ID 184

Project Sponsor - Houston Parks and Recreation Department

This endeavor is in alignment with West University Place's 2015 Parks & Open Space Master Plan, and the project directly supports recommendation #9 explore opportunities to create a north-south linear hike & bike trail connecting to existing trails along Brays Bayou and Buffalo Bayou. Approximately 1.1 miles of this project is in the CenterPoint easement near the west boundary of the City of West University Place. If the trail was placed on the west side of the railroad tracks along the CenterPoint easement, it would be ideal and very beneficial for West U Residents to be able to walk and ride bikes safely along this route. Thank you.

Susan White, Parks & Recreation Director, City of West University Place

I strongly recommend and support the Westside/Westpark connector. This will enhance our city in numerous ways.

Jennifer S., resident

Several concerns about security and maintenance. A portion of this would be behind my (and many other) home(s). Who will patrol the area? Will security lights send light pollution into my backyard or window? Who will be responsible for cleaning up beer bottles and graffiti? What is being done to ensure safety of the residents who live near this proposed enhancement? We are naive to think this will not provide criminal opportunities.

Katie H., resident

I ride from Brays Bayou Greenway to Memorial Park almost every Saturday morning. I am forced to ride the north and west frontage roads of 59 and 610W to memorial drive because there is no safe access for cyclist. Completion of this project will create a safe access between these to recreational areas. Thank you for even considering this bike path corridor.

John J., resident

I strongly support this proposed project. I live near Stella Link and Braeswood and work in the Uptown/Galleria area, about 6 miles away. I occasionally bike to work since the distance is short, but heavy traffic at key chokepoints crossing US 59 and the 610 West Loop can make this a

harrowing experience. This project would provide safe, convenient access across those choke points and also provide the final link in the biking superhighway between the Brays Trails, Memorial Park and beyond to the White Oak Bayou and The Heights, connecting many west side neighborhoods with major recreational, commercial and employment centers.

Tom C., resident

This will be an important connection. I support this project.

Kris W., resident

Excellent project to use existing rights of way for badly needed north-south connectors

Steve M., resident

This is a much-needed improvement for both commuter cyclists as well as recreational cyclists as well as those who choose to walk or run for exercise.

Norman W. & Mary R., resident

This would be a welcome addition to trail connectivity and is really needed. Please make this one of your priorities.

Norman Warren R., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration.

Susan B., resident

When I practiced law downtown at the Federal Courthouse I rode my bicycle to work. It was very challenging and often dangerous weaving through traffic. A corridor allowing cyclists to avoid heavy traffic would improve the commuting experience and save time for both motorists and bicycle riders. I heartily support the West Side/Westpark Greenway.

Kevin G., resident

Application ID 186

Project Sponsor - Houston Parks and Recreation Department

I live close to Little White Oak Bayou, and I would utilize such a greenway trail every week if one is constructed! I am in full support of this project.

Jonathon S., resident

Please fund this active transportation project.

Clark M., Bike Houston

It is exciting to see that we are expanding the bayou greenways to the north of the city. It will be fun to ride these new trails once they are finished.

John J., resident

This is an important project, I support it.

Kris W., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration. Susan Beavers

Susan B., resident

Application ID 191

Project Sponsor - Greater Northside Management District

Please fund this active transportation project.

Clark M., Bike Houston

Application ID 192

Project Sponsor - Greater Southeast Management District

I fully support making these major areas of Houston more connected via walking, bike, and public transit. The area cannot withstand more cars on the roads. The area must become more walk and bike friendly.

Bailey P., resident

Please fund this active transportation project.

Clark M., Bike Houston

Please continue to invest in bicycle infrastructure. Also, when dedicated bike lanes are created, please ensure they get cleaned like roads do so they don't turn into trash lanes that cyclists would rather avoid.

Rick H., resident

Application ID 193

Project Sponsor - Brazoria County

This a great protect for this community.

Zinthia R., resident

I love the work and ideas this project tends to implement for our community.

Tylitha W., resident

Over 435 community residents and stakeholders participated in developing this plan. Our neighborhoods are committed to active transportation initiatives to improve the quality of life in the OST/South Union area. Thank you for your consideration.

Gwendolyn F., resident

Over 435 neighbors and stakeholders in OST/South Union participated in the development of the Neighborhood Greenway plan. We see it as vital to safe and active transportation in our neighborhood and want it considered for funding

JaRita M., resident

Our Go Neighborhood's Strollin and Rollin team has been working diligently for the past 5 years to make this Greenway Bicycle Network project available in the OST/South Union community. Thus, I'm excited and look forward to the new project.

Yocselid G., resident

Funding for this project would dovetail nicely with other revitalization activities planned and/or underway. New residential developments, both single-family and multi-family projects, are in progress or have been completed. A master plan for improving MacGregor Park has been developed and approved by City Council. Friends of MacGregor Park have been engaged in fundraising activities to support implementation of recommended improvements. And as has been recently announced, U of H's medical college will be located across the street from MacGregor Park. TIRZ 7 has allocated funds to improve transportation in and around this major activity center, benefitting adjacent residential areas. Financial support for this project would greatly enhance all facets of transportation in this segment of OST/South Union.

Paulette W., resident

As a 46-year resident of this community, I am very optimistic toward the prospect of having this improvement.

Myra F., resident

Glad to see this community-based initiative is being considered! Here are my comments: â€¢ Additional funding should be made available for active transportation projects. \$16M, or 2% of the total funding available, is insufficient to meet the needs of the region as it relates to multimodal access and mobility. This funding can be derived from other categories or could be from anticipated future allocations of federal dollars. â€¢ The benefit-cost information as distributed by H-GAC does not appear to accurately or uniformly evaluate projects based on their merits. A lack of a uniform evaluation process as it relates to the estimated safety and congestion benefits of these projects appears to be causing an unbalanced evaluation. Please consider applying a uniform evaluation metric and re-evaluating these important projects. â€¢ H-GAC should strongly consider the utilization of a real and functional contingency list to fund and implement projects which are unable to be funded immediately. These projects are important to the community and the absence of supplemental funding will ultimately result in the delay or absence of implementation.

Carroll B., resident

Thank you for your consideration of my input. The importance of a robust network of hike-and-bike trails, multi-modal access and greenspace cannot be overstated, especially for a neighborhood like Southeast Houston. This grassroots effort is to be commended for its visionary and collaborative approach. This project specifically, and this kind of project generally, is critical for the physical, mental, social and economic health not just of the neighborhood, but of Houston and the Region as a whole. It stands as an example that can be replicated to make our neighborhoods, city and region a desirable place to live and work in the 21st century and beyond. In order to support this kind of project, H-GAC should revise its allocation and decision-making process as follows: â€¢ Additional funding should be made available for active transportation projects. \$16M, or 2% of the total funding available, is insufficient to meet the needs of the region as it relates to multimodal access and mobility. This funding can be derived from other categories or could be from anticipated future allocations of federal dollars. â€¢ The benefit-cost information as distributed by H-GAC does not appear to accurately or uniformly evaluate projects based on their merits. A lack of a uniform evaluation process as it relates to the

estimated safety and congestion benefits of these projects appears to be causing an unbalanced evaluation. Please consider applying a uniform evaluation metric and re-evaluating these important projects. H-GAC should strongly consider the utilization of a real and functional contingency list to fund and implement projects which are unable to be funded immediately. These projects are important to the community and the absence of supplemental funding will ultimately result in the delay or absence of implementation. Thank you again for your consideration of my input. Sincerely, Elizabeth

Elizabeth W., resident

I support this cause 100% This is an amazing project and the community will definitely benefit from it.

Julia J., resident

Specific Bullet Points for DISTRICT PROJECTS (ACTIVE TRANSPORTATION) Additional funding should be made available for active transportation projects. \$16M, or 2% of the total funding available, is insufficient to meet the needs of the region as it relates to multimodal access and mobility. This funding can be derived from other categories or could be from anticipated future allocations of federal dollars. The benefit-cost information as distributed by H-GAC does not appear to accurately or uniformly evaluate projects based on their merits. A lack of a uniform evaluation process as it relates to the estimated safety and congestion benefits of these projects appears to be causing an unbalanced evaluation. Please consider applying a uniform evaluation metric and re-evaluating these important projects. H-GAC should strongly consider the utilization of a real and functional contingency list to fund and implement projects which are unable to be funded immediately. These projects are important to the community and the absence of supplemental funding will ultimately result in the delay or absence of implementation.

Marquisha R., resident

I support the Neighborhood Greenways project as continued effort to improve health and wellness in the OST/South Union community!

Lashundria B., resident

The community has put a lot of effort into understanding the value of this project to residents as well as promoting and advertising the concepts of a neighborhood greenway. Additionally, students from Rice University collaborated with the Southeast Houston Transformation Alliance's (SEHTA) to better understand how Neighborhood Greenways can impact the health of residents in the OST/South Union community. This team examined baseline health data as well as current mobility patterns and predicted use of a future greenway by residents in the OST/South Union neighborhood of Houston. The team did this by designing and implementing a face-to-face, map-based survey, conducting 199 interviews in multiple locations of potential users. The responses were used to estimate the potential health impacts and the findings provide SEHTA with a greater understanding of how the greenway, once implemented, may influence neighborhood health. Few other projects have taken such a community approach to design and advertising to involve so many people in the planning and awareness process.

Alan S., resident

Please fund this ped bike project.

Clark M., Bike Houston

I would like to advocate on behalf of the Neighborhood Greenways project to be selected for funding. It would be a great asset for our community.

Tanya A., resident

Please continue to invest in bicycle infrastructure. where possible ensure that lanes are cleaned regularly so that debris doesn't pile up there.

Rick H., resident

I have worked with community residents and leaders of the OST-South Union area over the past several years, and I know how important this project is to them. The MacGregor Park Train improvements will contribute to the community sense of pride, road safety, mobility options, and overall community health. This area has long needed these hike and bike connectors. Currently, road conditions are such that pedestrians and cyclists must brave dangerous traffic conditions and uneven roadways and sidewalks. As a result, many residents who would prefer to walk or bike, are unable to do so. These connectors are especially important in a neighborhood where many residents do not own cars. I strongly support this project and hope that it is funded.

Elizabeth V., resident

Application ID 195

Project Sponsor - OST/Alameda Corridors Redevelopment Authority

Please fund this roadway project.

Clark M., Bike Houston

Application ID 196

Project Sponsor - OST/Alameda Corridors Redevelopment Authority

Please fund this roadway project.

Clark M., Bike Houston

Application ID 197

Project Sponsor - Lake Houston Redevelopment Authority / TIRZ 10

The Kingwood area desperately needs the reconstruction/expansion of Northpark Drive. Hurricane Harvey drove that point home. We were landlocked for a period of time; the residents of Kingwood need a reliable route out of Kingwood during flooding events. But even more importantly, the traffic in Kingwood has become incredibly congested. With only two east-west routes out of Kingwood, Northpark Drive is the logical choice for expansion and reconstruction. We very much need improved roadways for both traffic flow and for safety.

Mark B., resident

I am writing to request the Northpark Drive Reconstruction Project. This project is so necessary to the residents and commercial properties located in and around the Kingwood area. The need for access east and west along Northpark Drive and neighboring streets for normal AND critical transportation is long overdue. Ambulance and other first responders will benefit from the expanded roadway. Commuters, residents and all additional traffic will greatly benefit from the expansion of the roadway to reduce congestion and increase safety. Expanding Northpark Drive will enhance the community of Kingwood and bring another emergency route to our area.

Rosemary B., resident

I think we do need the expansion project but need to try to keep as much trees in Kingwood as possible before it gets to look like Houston (UGLY!) They need to make the business's on Northpark update. When you compare Northpark to Kingwood drive, Northpark looks like ugly Pasadena.

Wendy R., resident

I'd like to see the landscaping in the medians of this project mirror the look of Kingwood Drive with lush, natural and local trees & vegetation. This may help save on landscaping costs not just initially but during upkeep & maintenance. This look is part of what makes this area unique in addition to potential cost savings.

Travis C., resident

This project is greatly needed to improve traffic flow in our area.

Ashley C., resident

Kingwood needs this project to reduce congestion as traffic moves into and out of Kingwood. Without this project traffic will only get worse. A prime concern is the railroad crossing Northpark Drive at Loop 494. If there is a train stoppage that blocks traffic alternative routes will be overwhelmed. This has happened several times and emergency vehicles cannot access hospitals that are west of Loop 494 in a timely manner.

Rick A., resident

Let's make it happen and stop talking about it. Let's look at improving, widening, Kingwood Drive and W. lake Houston Pkwy. Finally fix the roads we have. Panel replacements throughout Kingwood following Harvey already show signs of potholes.

Jeremy W., resident

Kingwood is in desperate need of an expansion project on Northpark Drive to relieve traffic congestion.

Gary M., resident

We desperately need NorthPark to be widened. I'm not completely clear on the limitation that states Russell Palmer to 1000 feet east of Woodland Hills. The entire length of North Park Drive needs to be widened. Kingwood Drive needs to be widened as well and police need to be enforcing traffic laws so the traffic flows more efficiently.

Jonathan B., resident

NorthPark is already above the 500-year flood plain - the problem with water overtopping the road is that this is the ONLY section of Ben's Branch that is culverts instead of a Bridge. At I-69 it is a bridge, at 494 it is a bridge, at the railroad it is a bridge, at Woodland Hills it is a bridge, at Tree Lane it is a bridge, at Kingwood Drive it is a bridge, and at West Lake Houston Parkway it is a bridge. The ONLY place there is a culvert is at NorthPark. During a flood, the bridges have enough volume capacity below them to handle the run off. At NorthPark, during a heavy rain, the water gets constricted, backs up, and swells until it overtops NorthPark - it is NOT otherwise a flood except that it is man-made by poor engineering and construction. The fix is NOT to elevate the roadway - the fix is to make NorthPark bridges like Woodland Hills is, with adequate volume beneath for Ben's Branch to pass beneath. It doesn't matter how high you make NorthPark, if you

leave the culverts in with inadequate volume of flow, the water will back up until it overtops any height of road you build there.

Stuart E., resident

I have lived off of Northpark for over 20 years. Adding several more subdivisions, a high school, and allot more businesses has continued to increase the need for expansion of Northpark Drive. Being able to bi-pass the train track, and businesses giving a straight ramp to I-69 for commuters will elevate traffic and increase the viability of business for commerce, instead of what we have now is stop and go traffic to stand still traffic when there is a train or accident. Thank you.

Howard B., resident

There is no question that The Northpark expansion is needed. We seem to get approval, then funds are taken away. The Kingwood community contributes a lot of tax dollars and should receive the badly needed expansion to Northpark.

Tamye J., resident

We Kingwood property owners are STRANGLING from vehicular traffic on both North Park & Kingwood Drives!!! We need help and SOON!!!!!!!!!!!!!!

Robert & Joan G., resident

Please fund this project so that we have a safe evacuation route out of Kingwood. Harvey was scary. Please ensure this does not happen again. Thank you

Stephanie P., resident

The project is desperately needed in order to give Kingwood residents a way to get in/out of the subdivision if Kingwood drive is blocked. Currently, if there is a train problem, there is not a good way to get out. Also, there is no current road above the flood plain to evacuate in case of flooding (which happened in 2017). Additionally, this road has heavy traffic and needs to be expanded.

Lu Ann S., resident

I believe this project is a necessary evil. The existing in/out infrastructure in Kingwood is insufficient for the current population numbers. I believe we need to simultaneously extend Woodland Hills directly to Hamblen Rd to give residents another in/out route.

Dorothee P., resident

Northpark Drive is a critical thoroughfare that needs immediate improvement. It is one of only 2 ways in and out of Kingwood and is currently backed up daily, not only during peak drive times but also any time a minor disturbance occurs. Please consider making it a priority project.

Kathy H., resident

This concept will only alleviate traffic if there are ramps that connect to Hwy 59 coming out of Kingwood. Everyone will be going over the railroad tracks only to stop at a red light at the feeder road of the freeway. Traffic will still back up into Kingwood!

Reannon G., resident

Would love to see this a reality and it is so frustrating to get stuck by a train when you are already running late because traffic is awful! And it's scary knowing you may not be able to get out in case of an emergency, not even to go to the hospital.

Cindy W., resident

Kingwood desperately needs Northpark Dr to be expanded and for a bridge to be constructed over the railroad tracks. There are accidents and major traffic often to leave Kingwood. This is a safety issue.

Sara H., resident

Please expand Northpark. Kingwood is totally congested and there is no release for traffic to escape. With all the additionally business that has moved to Northpark and I59, there needs to be increased roadways.

Sarah W., resident

As a resident of Kingwood / porter the Northpark Expansion Project is sorely needed not only for traffic flow but for the safety of the men, women, and children that travel on this road in its current state. The area is growing with new homes and businesses in the area and it would be a huge positive impact to the area to have the expansion completed ASAP. Thank you.

Todd F., resident

This project is much needed. I drive Northpark daily and it's a 30 min commute down Northpark during peak traffic- worse if there is a train. Expansion will be very helpful!

Kristen H., resident

Please be mindful of the trees that make kingwood so great when you proceed with this project.

Alex A., resident

I live right off North Park and there is a huge need for this road to be expanded.

Nicole V., resident

I am of the opinion that Kingwood needs to reduce development in order to preserve its charm and Living Forest identity. I love Kingwood as it is. I have no desire to see bigger roads. I have no desire to see high rise buildings. I have no desire to see high bridges or overpasses. For these reasons, I am completely opposed to making roads larger, as larger roads will only invite more development. Where will it end? Please find a better use of these funds.

Kristoffer W., resident

HOSPITAL ACCESS EMERGENCY EVACUATION EXCESSIVE TRAFFIC the only way to access the hospitals, which are west of HWY 59, is Northpark and Kingwood Dr. excessive traffic on Northpark is already hampering access to HWY 59 and getting worse each month. An emergency would make access near impossible. Lives could be lost. during the last flood, Kingwood Dr was impassable east of Woodland Hills Dr, the Lake Houston Bridge was under water. The only way out of Kingwood was Northpark. this makes access to the only hospitals nearby, Kingwood/Humble impossible. building along Northpark has got top be stopped so that it, Northpark, can be widened.

Jay S., resident

I am a Kingwood resident and live off of Northpark drive. Traffic has gotten so bad that most days it takes longer to drive the 2.5 miles from my home to 59 than it does to drive from Northpark and 59 to 45 via the Grand Parkway. When Harvey hit we were trapped in our neighborhood because Northpark flooded so badly. Kingwood is a lovely community. We are

peaceful, and the beauty is wonderful but I am afraid our home values and the desire for people to move to our wonderful community is going to disappear as soon as potential buyers try to leave and realize you are basically trapped by traffic. Thank you for listening to my concerns
Jaelyn C., resident

As a resident that travels on this route daily, I see the need for this being critical. My neighborhood is directly affected as we are in Kings Mills. Our only exit through Northpark - and in times of high traffic it causes us to be stranded. I fear someday there being an emergency situation in our neighborhood and the only possible way in or out is gridlocked due to the traffic. Also, while being stuck in traffic on Northpark I have seen emergency vehicles needing to drive the wrong way down the street just to get past the traffic for almost a mile, from loop 494 past Russell Palmer, and not responding to an accident on Northpark, just the typical traffic. It is not only a rush hour on weekdays problem either, during the weekends it is almost impossible to leave Kingwood any time past noon due to traffic backups. A simple trip to the grocery store less than a mile away takes almost 30-40 minutes. These traffic backups are then perpetuated more when a train comes through, at that point add another 30 minutes to a delay. Another issue is turning left from 494 onto Northpark, there is often a backup that takes at least 3-4 cycles of the left turn light to get through the light, totaling over 20 minutes waiting just to turn left. This also causes traffic on southbound 494 to backup for over 1/2 mile.
Eric W., resident

This area of Kingwood (Northpark at 494) has so many issues that this project would address: congestion due to limited lanes/turn lanes, backup up traffic due to trains crossing, inability to access due to severe flooding, and more. Kingwood in this area is growing both commercial and residential construction/traffic. We need our roadways to keep up with the populations/times. Please fund this project!
Rebecca M., resident

Kingwood traffic has gotten so bad anything that can be done to alleviate some of it would raise the quality of life substantially.
Steven F., resident

I am of the opinion that the North park expansion needs to be funded as quickly as possible so that improvements can be made to improve the access in and out of Kingwood. Traffic on North Park westbound will consistently backs up all the way to Russell Palmer during rush hour and on the weekends. During evening rush hour, traffic will back up onto and down the feeder road. This is not only a hardship to residents trying to enter and exit Kingwood, but it is a major safety concern if there is a mass exodus of residences during an emergency evacuation. The problem is compounded when a train comes down the tracks as well. When there is a problem and the train has to stop, either North Park or Kingwood Drive, or both routes are sealed and there is no exiting Kingwood. Please consider moving forward with the necessary actions to remedy the mobility issues we face in Kingwood.
Lee W., resident

Yes, the roads and traffic are horrible in Kingwood. Some of this could be helped by limiting continual construction here. The City needs a planning and Zoning commission.
Don H., resident

Hurry up! This project is desperately needed.

Curtis L., resident

The expansion of Northpark Drive in Kingwood is vital to our community. The 2 main roads out of Kingwood which access Hwy 59, Northpark Drive as well as Kingwood Drive, are in desperate need of expansion. If Northpark is expanded, it might decrease some of the traffic that backs up on Kingwood Drive every morning and afternoon. The expansion of Northpark would hopefully encourage commuters to travel Northpark as opposed to Northpark and Kingwood Dr, which would hopefully clear some of the traffic that backs up every day on Kingwood Drive. The train that travels down 494 multiple times per day also adds to the trouble with traffic on Northpark as well as Kingwood Drive. The proposed flyover will significantly decrease the daily backup that occurs on Northpark. Our community is continuing to grow and the expansion of Northpark is vital to our community. Thank you for your consideration. A concerned 11-year Kingwood resident.

Meagan S., resident

Much of the traffic problems is between Russel-Palmer and 494. Are these plans including that area?

Tracey I., resident

Conducting even the minimum traffic study and analysis, strongly suggests that widening "Ford Road" is far more effective in reducing the congestion on Northpark Drive. In addition, the price to widen Ford Road would be significantly cheaper, since the utilities and drainage modification costs are much less. The question of why and who is promoting Northpark Drive widening needs to be answered now not later by a court.

Fred H., resident

Please do the proposed improvements to Northpark Drive. Traffic is so congested it has become a safety issue for residents

Ed M., resident

I have lived in Kingwood for 39 years. I have seen traffic and congestion on North Park Drive and Kingwood Drive increase yearly. Getting out and getting back in Kingwood certain times of the day will take in excess of 30 minutes. Went you had a train and another 30 minutes. Between both roads North Park has been selected to be the first one to be improved to ease congestion. IT IS ABOUT TIME! Kingwood is the home of 70,000 people. This would be the first major improvement for Kingwood. I do not know what the 28 projects preceding the North Park project are but North Park must be funded and therefore moved up in priority and started soon.

William B., resident

No expansion is needed of North Park Dr. in Kingwood. The street flows very well now, in fact, it generally flows higher than the speed limit. The only restriction to flow is caused by the traffic light at the 494 intersection.

Barney M., resident

At present, Kingwood only has two ways to get out of the subdivision, Kingwood Drive & North Park Drive. During heavy traffic, both roadways are very congested & more homes are being built as we speak. If there is a train, the traffic is backed up for miles & takes forever to recover on both Kingwood & NorthPark. Trains run at all hours but seem to hit at rush hour a great deal of

the time, which makes a bad situation only worse. Any help to alleviate this, only worsening situation, would be greatly appreciated.

Bill W., resident

I have lived in Kingwood in Hunters Ridge subdivision and use Northpark Drive since 1991. We desperately need an expansion of Northpark Drive and a bridge over the railroad tracks and mushrooming business and residential development along Northpark Drive to facilitate the huge traffic increases.

Pauline A., resident

I strongly support the expansion of North Park Drive. It will play a vital role in alleviating traffic congestion in the Kingwood area.

Nancy Jo D., resident

I live in the NorthEast section of Kingwood and take Northpark to and from work every day. This road has the worst traffic in Kingwood, taking upwards of an extra half hour to get in and out at peak traffic times. There are major commercial construction projects in the area that will only worsen the traffic, plus additional housing being built adding more people and cars. Additionally, during the flooding for Hurricane Harvey, we had no way of getting into or out of Kingwood for many days because there is no elevated road into Kingwood. This project is desperately needed to facilitate the continued growth of Kingwood and mitigate safety concerns during Hurricane season.

Kyle I., resident

This project will not only alleviate traffic conditions but is also vital to safety and security. It will allow access for emergency vehicles to highly populated areas that are often isolated due to traffic, trains and weather/road flooding conditions. Please consider not just the convenience but also the safety of the citizens of this area.

Cynthia B., resident

Northpark Dr. expansion project is critical to all Kingwood residents to solve long standing infrastructure requirements as well as improve Harris County evacuation protocols from neighboring areas in the event of hurricanes and other disasters. We are residents of Kingwood for over 40 years and have seen the continuous decline in overall mobility and traffic safety. This project is the first that area residents deemed critical following a year long process called "The Kingwood Mobility Study" several years ago. This project should be prioritized at the top of the current list by H-GAC and is critical to the safety and wellbeing of Kingwood and its surrounding neighbors.

Fred B., resident

I have lived in the Kingspoint village of Kingwood since 1994. During this time there have been no significant improvements to either Kingwood Drive or Northpark Drive. Kingwood has continued to grow, now has 2 high schools and the traffic density on both of these major roads is very heavy during the peak travel times. An improvement is overdue! We pay significant property and sales taxes, it's time that Kingwood's main roads were improved. The Northpark Drive Reconstruction Project would be a first step in improving traffic flow in the Kingwood area. Please give it high priority. Thank you.

Robert W., resident

I'm all for this project. We recently moved to Royal Brook and can't even take Northpark Drive to and from work. We have to go all the way to Porter/Conroe exit. With a 3.8% tax rate I expected a better commute and community. We moved to Kingwood for its beauty and tree preservation. We rarely see it with the routes we have to take. We are in Harris County, but forced to drive in the run-down parts of Porter in Montgomery county behind our subdivision.

Mar T., resident

This Project is way past due! This has been needed ever since the neighborhood was expanded and St. Martha's catholic church was built off of Woodridge Pkwy and Northpark Dr. Traffic is a nightmare in the morning and in the evenings! Actually, all day east and west bound on Northpark Drive. Please put this project at the top of the list!

Kimberly T., resident

Strongly encourage the need for this project to move forward since Kingwood is in a floodplain for public safety to ensure egress and ingress during flooding periods.

George C., resident

Traffic in Kingwood is a nightmare! This would help. I also believe roundabouts would help a lot too. Also a bridge going over the train tracks on Northpark and Kingwood dr.

Jessica B., resident

The expansion of Northpark Dr. is a necessity. Living in the back of Kingwood takes 25-45 minutes just to get to the 494 Loop. Please prioritize this project for safety (evacuation purposes) and quality of living. Thank you.

Leah B., resident

I travel down Northpark every day and it is a complete mess. The road is dangerous where it crosses the railroad tracks. It is one of three ways out of the back of kingwood. Each way out is a maximum of two lanes. None of these roads has been expanded in 40 years. Please expand Northpark.

Alex P., resident

I live in Kingwood (over 25 years) and both exits Northpark and Kingwood are horrible, well past their useful life and need upgrades. For years I took Northpark because Kingwood was so bad but Northpark has easily surpassed it with new development. This area now has well over 100,000 residents who try to use these two exits. The traffic controls are terrible, and a busy railway track Combine to bring traffic to a standstill. A railroad overpass is needed in the worst way. A two-mile trip takes 15 to 20 minutes on many occasions, which impacts first responders as well as residents. I urge you to approve the funds necessary to upgrade and replace Northpark Drive in Kingwood

Edward T., resident

To whom it may concern: I have been a resident of Kingwood for the past 10 years. Since, I have been here we have grown, and traffic has become more congested as expected. Since Kingwood was built in the nook of the confluence of the East San Jacinto (Eastern boarder of Kingwood) and the West San Jacinto River (Southern border of Kingwood), the residents of Kingwood are limited on access in and out of the area. There are basically 4 main ways to access Kingwood. They are as follows: Kingwood Drive (West Side) North Park Drive (West Side) Mills Branch to Ford Road (North Side) West Lake Houston. (South Side via Bridge) My background is in Environmental with

20+ years' experience in Emergency Response and Hazardous Waste and Materials management. I'm 40-hour HAZWOPER trained and have responded to Hazmat situations numerous times. I have also developed and implemented Contingency Plans as well as Risk Management Plans. The concern I have and reason for my comment is the access in and out of Kingwood (Except West Lake Houston Bridge), requires residents to cross the same Union Pacific (UP) railroad track to exit out. If there were a train car derailment that involved Hazardous Materials that would require evacuation, it would be very difficult with one or more evacuation routes blocked. There are many hazardous materials transported on these lines. Just look up the placards as they go by like I have. The 2 main roads that most residents utilize are Kingwood Drive and North Park Drive. These 2 roads at the railroad track are approximately 1.3 miles apart with a neighborhood exit in between. With the average train length being 1.25 miles, it is possible that both of these intersections could be blocked at the same time. I thought it was important to bring this up as there have been times that the railroad tracks have been compromised causing one or more access points to be blocked and limiting the access in and out of Kingwood. This also limits access to the closest hospital, Kingwood Medical Center. I emailed this information back in January of 2018 to the City of Houston Office of Emergency Management with no response. I feel my points are valid and need to be addressed. Thank you for your time.

Nicole R., resident

Northpark absolutely needs to be funded. When a train or accident occurs, no traffic can move (there are no alternative roads to clear the way). This frequently causes delays of up to 35 min to move from Russell Palmer past 494. It is also a public safety concern as emergency vehicles are unable to pass through.

Carrie M., resident

Please for the love of god hurry up with it already. Northpark is too crowded. No account is taken to traffic when more and more neighborhoods are built and as it stands now with flooding we are trapped in kingwood if there is a flood.

Kate B., resident

Have lived in Kingwood for years now and as expansion has happened deeper in Kingwood/porter Northpark drive as it currently sits is not a viable option for anyone leaving Kingwood and going to 59/69. The traffic at certain parts of the day is horrendous.

Sean S., resident

As a nearly 10-year resident of Kingwood, I can attest to the need of an expansion of Northpark Drive in Kingwood. Currently, at any given time of any given day, there is a high probability of spending 20 or more minutes to traverse 1 mile of roadway between Russell Palmer and Highway 59 (I-69). This is continually growing as more and more sections of forest are clear cut to add more housing. I live on the Harris County/Montgomery County line in Elm Grove Village and just west of our neighborhood (in front of Kingwood Park High School), there is a large-scale project that began just last year (in the Montgomery County side) that will undoubtedly add dozens and dozens more houses and vehicle traffic to our immediate area. It is amazing the amount of growth a confined area of Kingwood has experienced in just the past decade. It's sad to see so much forest demolished, rather than coordinated planning to allow salvaging mature growth trees, but it is the world we live in where fast money takes priority over careful planning. Another concern is when one sees an ambulance in their rearview mirror rushing some unfortunate soul

to the hospital down Northpark. God help them if they need immediate medical attention. There is no shoulder to pull over on, and frequently sitting in bumper to bumper traffic is the only option. Please consider this need from your local tax revenue donors.

Zachary M., resident

I support the Northpark Expansion Project

Alexander V. resident

Kingwood would absolutely benefit from this expansion as the average person is spending 30-45 min in traffic daily just to get to the freeway. Many people are taking alternate routes, which is causing further congestion.

Melissa S., resident

I am fully supportive of the proposed expansion to Northpark Dr. Most importantly, I was relieved to see the inclusion of a bridge over the railroad tracks and 494. Ever since my family relocated to Kingwood in 2013, I have been concerned by the fact that every major entrance and exit to such a large master-plan community is inhibited by the railroad tracks. This was especially anxiety-inducing when I was pregnant and realized that there was no direct way out of Kingwood (and, therefore, to a hospital!!!) except by crossing the tracks. The realization that an accident on the tracks could potentially leave me stranded and unable to get to the hospital, while a very unlikely scenario, still caused me some anxiety. I am relieved to know that with this expansion, people experiencing medical emergencies in the future will no longer be at the mercy of the railroad tracks and lights at 494 in order to get to the hospital. I look forward to seeing how the plan works out!

Hannah O., resident

My family and I have been residents of Kingwood since 2012, during which time we've traversed Northpark Drive, as well as the surrounding Kingwood area sufficiently enough to voice and support the need for the Northpark Expansion Project. Having been annexed some years ago, the residents of Kingwood are an integral part of the Harris County tax base and community despite the fact the entire community is subject to near complete blockage by a railway that controls access between Kingwood and Interstate 69/Highway 59. That is to say at any given moment, the thousands of residents in Kingwood are subject to sitting on Northpark Drive, backing up for miles and blocking entrances to businesses and residences alike, simply due to a passing train, or slow working or dysfunctional traffic light at Northpark Drive and Loop 494 and/or Interstate 69/Highway 59. An expansion of Northpark Drive coupled with an overpass over Loop 494 (and hopefully direct access to the Highway) would allow Kingwood residents to not only have quicker and uninterrupted access to their "commuted-to" businesses; it would also provide additional access to and from Kingwood in case of an emergency (recent memory Harvey). The access issue goes both ways as well. Too many times has an ambulance been stuck in bumper-to-bumper traffic on Northpark Drive with nowhere to go (nor the traffic blocking its path) due to the limited space, and crippled access to the Freeway. New businesses along Northpark Drive between the Freeway and Loop 494 (HEB/Showbiz Theatres/various restaurants) have further congested the area, with many of the patrons of those business being non-Kingwood residents. That is, non-Kingwood residents are accessing businesses that site between Kingwood and the Freeway, which causes additional congestion at the Northpark Drive / Loop 494 and Northpark Drive / Highway

59 intersections. Meanwhile, Kingwood residents are continuously backed up on Northpark Drive. This expansion is crucial.

Brett H., resident

We desperately need expansion of Northpark Drive. There are times I cannot get out of Kingwood.

Angela L., resident

The Northpark Drive Reconstruction Project should be considered for approval for multiple reasons. Northpark Drive is only 1 of 2 roads that enter Kingwood from Highway 59. The traffic backs up in the rush hour traffic times and on weekends as the population of Kingwood continues to increase. In addition, the proposal includes flood mitigation. It is not uncommon for the road roughly from Russell Palmer Road to Hidden Pines to flood during heavy rain. After Hurricane Harvey, there was no way in and out of Kingwood for about 6 days after the flooding started. The only other major access to Kingwood is West Lake Houston Parkway which goes across Lake Houston from FM 1960 in Atascocita. Lake Houston was the source of major flooding after the Hurricane which left a community of almost 82,000 with no way in and out of the neighborhood.

Linda H., resident

Given the flood prone nature of this road, as well as the existence of the railroad track over both Northpark and Kingwood Drive, it is imperative that the Kingwood community and first responders have a way to reach Hwy 59 (including Kingwood Medical Center and Memorial Herman Northeast hospitals) in the event of flooding or a stopped train/rail incident blocking Kingwood Drive and Northpark Drive.

Jeff B., resident

traffic congestion is awful!! The delays on emergency exits can be life-threatening!!!

Daniel B., resident

traffic congestion is awful!! The delays on emergency exits can be life-threatening!!!

Marlene B., resident

I have lived in Kingwood for 25 years and have seen our population increase tremendously but no widening of our 2 major roads has occurred. This has created major congestion and safety concerns since neither of our major roads (Kingwood Drive and Northpark) have a flyover to bypass the railroad tracks in case of an emergency. This project is greatly needed for public safety. Widening of Northpark would help traffic congestion and safety. I would strongly suggest that the flyover at Hamblen will not be needed if Northpark is widened and has a flyover across the railroad track. I live on HAMBLEN Road and do NOT want the re-routing of Hamblen. My neighborhood will see increased traffic due to this re-routing. The safety of the Hamblen/ 494 intersection could be handled with a traffic light and it would be a much more efficient use of taxpayer dollars! Please do not re-route Hamblen but instead use these funds to widen Northpark!! Thanks.

Ramona R., resident

Please do not fund this project. While there are issues with Northpark, this is a ridiculous enterprise that will make traffic in Kingwood a complete nightmare for the many years it will take to complete, as well as cost us many businesses that will pull out of the area because access will be compromised. No one in Kingwood really wants this monstrosity at our entrance.

Sara M., resident

It seems to me that this project is already going to happen, I would only ask that we keep as many local/native plants and trees as possible. The eyesore of a storage unit on Northpark has already pushed wildlife further and made the drive home so much less peaceful. In regard to flood mitigation the more grass/soft soil that is left available the better our community will fair.

April H., resident

Hi! Please approve this project! Kingwood is very limited in entrances from the main highway. Take a look in this comparison: Woodlands: 3 depth entrances to the West in 1.5 miles. From Research Forest Dr to Woodlands Pkwy. Kingwood: 3 depth entrances to the East in 3.2 miles. From Kingwood Dr. to Ford Rd (Ford Rd is only 1-line p/side). That's less than half! If any accident happens during peak hours, the options are really limited. Now think about the situation during an emergency. Thanks for your time!

Jose Antonio B., resident

Kingwood residents and visitors to Kingwood have been in desperate need of this roadway expansion project for years. It is not just the time wasted on this congested street, but the hazard of the wide-open ditch next to the road and the low elevation placing it in the flood plain. We hope the City of Houston will fund and execute on this well thought-out and vital project.

Neil G., resident

Hello, and thank you for the opportunity to share. Regarding this project the main reason for my support is the growth in the area relating to traffic and emergency response or support. No matter how you decide to leave Kingwood it can be very difficult and delayed as the community continues to grow. I live toward the back off Mill Branch. I think I can speak for most of us that this project would greatly enhance the community flow, safety and quality of life. Thank you.

Elliott S., resident

The North Park expansion is necessary and much needed. It can take 30 minutes to get from the back of Kingwood to 59 with backups on North Park. Many new businesses and neighborhoods have been built in Kingwood in the past few years making getting in and out of Kingwood a nightmare with traffic. Please expand North Park!

Liz B., resident

Our community needs this project. Our roads are jammed packed and backed up several times a day. If you need to evacuate currently one would use other routes through subdivisions and side roads. This is not how it should be. Please fund this must needed project.

Julie R., resident

Northpark Drive Expansion Project. I have lived in the same location (2607 Silver Falls Drive in the Hunters Ridge Subdivision in Kingwood, TX) off of Northpark Drive for the last 26 years. I support the Northpark Drive Expansion Project. This main road into Kingwood has become a traffic nightmare, many times (especially during typical commute times) traffic is backed up over a mile and it travels at a snail's pace. Northpark Drive is one of the most heavily traveled roadways in Kingwood. Improving the traffic flow and safety along Northpark Drive is critical. The population and expansion of the number of homes in Kingwood has grown substantially in the last 26 years but Northpark Drive has not expanded. The Northpark Drive Expansion Project will provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive

above the 500-year flood plain at Ben's Branch. During Harvey we could not evacuate via Northpark drive due to high water on Northpark. If Northpark Drive is not expanded, you will see many Kingwood residents moving out of Kingwood to other areas and the property value declining as well as the tax base. Already a few of my neighbors have reluctantly left Kingwood due to the traffic issues. Please support the Northpark Drive expansion project.

Jeffrey P., resident

My family will really appreciate that this project can be implemented. The struggle every mornings and evenings due to the traffic affects our quality of life.

Japhet D., resident

Kingwood area has out grown the current roadway, Northpark Drive. Replacing the current roadway should be a top priority for improving Kingwood traffic flow. The added safety for residents to exit Kingwood using a new roadway that does not flood and has an overpass over the railroad tracks is greatly needed. I personal commute Northpark Drive daily as I live in the back in Mills Branch Village. The added lanes and overpass will reduce my travel times so i can spend more time with family instead of sitting in backups on the current roadway. I would be happy to deal with the construction knowing we need this badly in the Kingwood area. Please fund this very important infrastructure project.

Jason W., resident

Having lived in Kingwood for 20 years I have seen the negative impact on traffic flow that development has created. My elderly mother now lives off Northpark, making it her primary route in and out of Kingwood. The traffic can be stacked up from 494 all the way to Russel Palmer almost any time of day. The same happens frequently on the eastbound side as well. It concerns me because emergency vehicles cannot get through as there are curbs and ditches and no shoulders for cars to pull off into. I have seen an ambulance get stuck and it worries me for the health and safety of the person who clearly needed to get to the hospital quickly. It seems this project would be huge for relieving the frequent congestion. Since annexation, the City of Houston has reaped the benefits of steadily increasing tax revenue due to increased construction and home property values. It is time to invest some of that back into the infrastructure to keep those living here safe, as well as to keep property values up, which ultimately leads to more revenue, it's a win, win as I see it.

Jennifer A., resident

The project is great. I hope it will not take a long time to do it and the traffic will be a big problem during the construction.

Luminita G., resident

Do not clear-cut the trees, landscape it like the Livable Forest that it is. Have signage that is typical of Kingwood Pride!

Josie R., resident

All of Kingwood only has 3 streets in and out. One is Kingwood Blvd, one is Mills Branch (belongs to TxDot, is long, narrow, only heads north and will not relieve anything), and last is Northpark drive. Kingwood Blvd would much more expensive and take longer to widen. That leaves one street left, Northpark. If you all don't want to fund this project, then stop the development, because people keep pouring in and the ways in and out of Kingwood have not changed. Heaven forbid we all needed to get out, especially because of our proximity to the lake,

we would gridlocked. It's more than about convenience, it's also about safety. Please fund this project.

Venus P., resident

The Northpark Expansion project is essential and long overdue. Traffic on Northpark is extremely heavy. In recent years Kingwood Park High school was constructed along with several additional communities very near Northpark all negatively impacting already difficult traffic. When there is a train stopping the traffic on Northpark the backups are extremely long with 20-30 minutes additional minutes needed to get across the tracks and access I-59 freeway. When the city permits all these new subdivisions to be constructed there needs to be a plan to allow roads to keep pace and ideally require developers to carry some of the cost to expand and improve roads. This project is so needed, please prioritize the Northpark Expansion project.

Kathryn B. resident

Please approve the funding for this! Getting in and out of Kingwood on any of the main roads to and from work is a nightmare. With at least one expansion it will ease some of the commute congestion. The commute time inside of Kingwood is longer than the time I spend on the freeway. It's crazy!

Trina B., resident

This has been badly needed for some time! Please move this up the list for funding. It will bring relief to all of Kingwood.

Michelle L., resident

This project is very much needed and is years overdue. The railroad overpass will be a great benefit to all. Cut all the red tape and Get this done asap.

Michael R., resident

Please fund this project. Traffic on Northpark Dr in Kingwood is just horrible, and it can take 20 to 30 min to sit in traffic trying to get out of Kingwood. Please please fund this. We need it desperately. Thank you for your consideration.

Daniel T., resident

This should be a high priority project. Currently, one train can block both major roads into and out of Kingwood. If this happens as a result of flooding (flooding has already washed out the rail bridge over the San Jac), flood waters will block yet another exit from Kingwood (Lake Houston Pkwy bridge over San Jac). Completing this project is also a necessary prerequisite before the inevitable widening of Kingwood Dr. can happen.

Sean H., resident

My wife and I are twenty-six-years Kingwood residents. The Northpark project has our full support. It services part of Kingwood that is experiencing the largest residential and commercial growth now and for years to come. Northpark is already the most difficult location to enter and exit Kingwood. This project will also tangentially relieve some of the traffic pressure on Kingwood Drive which is also ranked and one of the highest traffic roads in Houston. I have seen blog comments discouraging relocation to Kingwood due to the heavy traffic on North Park. It is hurting our community in wasted time, property sales and safety. Please move it up on the project list.

David S., resident

The North Park expansion is definitely needed. Traffic is getting worse by the day. The more it gets built up the worse the traffic is going to get.

Anna R., resident

Northpark drive will definitely need this project. With all the developments and new neighborhood (Woodridge Forest, Royal Brook, Kings Mill & Woodridge Village[new]) in the area, this expansion will help relieving the traffic in this growing community. This will greatly benefit all of kingwood residents as there are only three main entrance/exit thru kingwood (Northpark drive, Kingwood Drive & West Lake Houston). Just imagine hundreds of new house and thousands of new residents plus the new developments in the area on top of the already big population of kingwood on a 4-lane road (Northpark Drive). One lane on each side will definitely help all of residents of Kingwood. Northpark drive needs to keep up with the developments in the area.

Rafael Y., resident

Good morning, I would like to provide a comment of support in favor of the Northpark Drive Expansion (overpass of 494). As a resident of Kingwood, this is a very critical support for the Kingwood area. Northpark Drive is one of 2 major exits from the Kingwood area. During Harvey, both Northpark drive at 494 and Kingwood Drive were flooded and there we no way to exit Kingwood. With an overpass, the low area of 494/Northpark would not be a problem. In addition, with all the retail development happening at the front of Kingwood, the traffic into and out of Kingwood can get very long due to the light at 494. It can take 30 minutes or more to get from the back of Kingwood to US 59. Please move up the priority of the Northpark project and include in all possible funding sources.

Kevin C., resident

Please fund the Northpark Drive Reconstruction Project.

Daniel F., resident

I drive this stretch every day. It vastly needs improvement. The amount of accidents during rush hour is astounding for this stretch. I very much support the proposed project.

Paul F., resident

Plant more trees. See the portion of W. lake Houston Pkwy near Kingwood Dr. with Oaks planted on each side of the road.

Nikki B., resident

Increased population in the area has made it increasingly difficult to enter or exit the community on Northpark Drive. Continued housing and much needed economic development north of Northpark Drive will only exacerbate the situation. Coupled with the railroad crossing just east of the 494 Loop, traffic backs up for almost a mile during peak travel times. Emergency vehicles cannot easily transit the area during those peak times.

Donald M., resident

We currently office off Russell Palmer Drive which is less than half way from Woodland Hills Drive and 494. Most mornings our drive to the office takes us 10+ minutes to drive the distance to our turn off. Also, on days when we need to head to IH69 and beyond, the drive from Woodland Hills to IH69 takes upwards of 25 minutes. Shopping down North Park has become an impossible option and we have had to adjust our shopping to areas farther away. We ask that

the North Park expansion be approved and for construction to begin as soon as possible. Thank you for your consideration, Robert J Robertson Kingwood resident for 30 years

Bob R., resident

If this work does not get done there will be no road out of Kingwood that did not flood, potentially risking harm to over 80,000 people living in the Kingwood community. Northpark Drive is vital emergency route out of Kingwood. Northpark Drive is one of only 3 roadways to get out of the Kingwood area. All three flooded during Harvey. Northpark is the only one even being considered for reconfiguration that would keep it above the flood plain. West Lake Houston passes over the San Jacinto. Kingwood High School is on the opposite side of Kingwood Drive from the river, and Kingwood HS was flooded and closed for almost a year. That leaves Northpark Drive. It too was flooded, but at least there is this remedy in the works, assuming it is funded.

Christopher R., resident

Northpark Drive needs expansion for traffic flow reasons as well as safety/evacuation reasons. Northpark drive is one of only two main roadways into and out of Kingwood. If Kingwood ever had to evacuated, it would be a disaster. Also, the flyover of the railroad at 494 is necessary for similar reasons. If a train were to derail or even just get in an accident, it could easily block both Northpark drive and Kingwood drive. That would leave Kingwood trapped. It's not a matter of IF some of these scenarios happen, but when.

Lara B., resident

This project needs to happen. Not sure why it is not ranked low enough to qualify for the funding considering the lack of ingress and egress in Kingwood. The roads and care of the roads by the City of Houston is ridiculous. It is time for some of the tax payer dollars paid by the residents of Kingwood to be reinvested in the community instead of going towards Mayor Turner pet projects.

Jeremy W., resident

I have lived in Kingwood since 1990 and have traveled down Northpark Drive throughout the years. Traffic down Northpark Drive has increased tremendously and if anything happens it becomes a disaster. This project is essential because there are only two ways in and out to Kingwood; Northpark Drive and Kingwood Drive. This project is long overdue and needed.

Marvin S., resident

This expansion would not only greatly improve the roads but the constant congestion of Northpark for Kingwood drivers. I urge you to please vote for the passing of this project. Thank you for your consideration.

Kara S., resident

The expansion of Northpark is vital for the Kingwood area/Northeast Houston. With only one exit out of Kingwood that does not cross the railroad tracks on 494, this is a concerning safety issue from an evacuation standpoint. In addition, the road rework will help alleviate Northpark's closure due to flooding. From a traffic flow, this improvement is desperately needed, I travel Northpark every morning and evening on my commute. Most mornings it is a 20-minute commute at 7 am from W Lake Houston to I 59 and up to a 30-minute drive east in the evening. In addition, I commonly see people stopped on the tracks waiting for the light to try and squeeze

as many cars through a light cycle as possible. Thus, offering a bridge/flyover option would help reduce this dangerous behavior as people would not suddenly have to stop and be stuck on the tracks. Thank you for the opportunity to comment.

Diane C., resident

I believe this expansion will be a great thing

Troy S., resident

The Northpark expansion project in Kingwood has been in the development process for several years and is very much needed by the Kingwood community. Ingress/Egress There are limited routes available for routine access to the community. On a daily basis the traffic is backed up for blocks attempting to leave the city. In the event of a weather emergency the situation is exacerbated, and it becomes almost impossible to get in or out of Kingwood. Safety There is currently not anyway to access US 59 and nearby hospitals without crossing railroad tracks. In the event of a blockage of the track's emergency vehicles cannot get in or out of Kingwood. Flooding Northpark continues to experience flooding during heavy rains which needs to be addressed. The proposed project will address all these issues and needs to be addressed now.

Jerry D., resident

The Northpark expansion project is needed and way overdue for the area. There has been an increase in construction of homes and businesses and an emergency evacuation route would help ensure the safety of residents in the Kingwood area. Due to the positioning of Kingwood, evacuation routes are VERY limited and need to be able to handle a large volume of vehicles.

Lisa M., resident

WE MUST START THIS PROJECT ASAP, BECAUSE THIS INTERSECTION AND THE RR TRACTS ARE ALREADY TOO DANGEROUS!!

Lloyd J., resident

Please expand North Park Dive and improve the drainage. Please either re-route the rain tracks or build the proposed bride over them. I would like to see North Park expanded to three lanes on both sides from Woodridge to I-59.

Sally S., resident

This needs to happen before something horrific happens and the city gets sued. I've lived in Kingwood since 1990 and I have never seen anything like this. How is the city going to allow builders to build thousands of houses and not do a thing about the roads? My daughter has epilepsy and if I ever needed to get to her school or home because of an emergency, it would be impossible. Ford road is getting over loaded now. Maybe the city is conducting an experiment? I'm not sure. Maybe they are trying to see how many people they can shove into a tiny area before no one can get out or in! Oh, but somehow the city manages to approve the west lake Houston parkway extension pretty fast in order to get more builders to build and once again, more people in this tiny city. I work for a highway construction company and it's very obvious someone is getting rich off of Kingwood. More houses = more taxes, but Kingwood gets zero road expansions in the last 30 years! BUILD THE NORTHPARK EXTENSION before anything else is allowed to be developed!!!! I don't understand why this has taken this long or why this is even being handled like this. We don't need any more houses or community centers or libraries or BS full depth repairs or sidewalks!!!! Thank you for Your time, I hope you do the right thing.

Natalie C., resident

Northpark expansion needed.

Natalie B., resident

This project is a must considering Northpark Drive is the same as it was 40 years ago, but the population of Kingwood has grown substantially over that time period. We have a large amount of people that pay a lot in property taxes but feel neglected regarding our main roads in and out of the Kingwood subdivision.

John R., resident

Please please widen Northpark road in Kingwood. The Northpark project would lessen the traffic jams that occur going in and out of Kingwood. Having the train cross Northpark also effects travel flow. We need this. Thank you.

Carol T., resident

I've lived off NorthPark since 1995 and the new business and home construction is busting at the seams. This has led to terrible traffic and horrible drainage issues. If the engineers believe this will help, then please complete the project to help us.

Jason G., resident

I'm excited.

Makayda H., resident

This project is an absolute must do now for Kingwood. The sooner we can get it funded, started and completed, the better for everyone concerned. The project benefits Kingwood residents in so many ways. The inconvenience of construction on a major intersection and roadway is more than tolerable when we consider the outcome. Kingwood needs this done now.

Robyn P., resident

I endorse the improvements needed for the Northpark Drive Reconstruction Project. The current two-lane roadway for Northpark Drive is insufficient for the day to day traffic demands. The railroad crossing, and heavy traffic also jeopardizes the flow of emergency vehicles (fire trucks, ambulances, etc.). The cost of this project will be reduced if this project is funded and work started ASAP.

Mark P., resident

We need this expansion! The growing population of Kingwood has far exceeded the traffic capacity currently available. Also, Harvey taught us we have a great need for a safe exit during times of flooding.

Heather R., resident

I have been a long time (24 years) resident of Kingwood, living in Kingspoint. Northpark is a major egress access route during storms and flooding. We were trapped in Kingwood for a number of days during and following Harvey. This is an unacceptable situation. This city owes its residents at the very least the ability to escape during disastrous flooding, which as of yet has not been properly addressed and fixed. Not until the dam gates are installed will there be a reasonable expectation that Kingwood will not be subject to such flooding again. This project should be a number one priority for the very city that annexed it without permission. Time to convince us this was in our best interest.

Clark B., resident

My comments are as follows: - I have lived in Kingwood since 1972 - When Northpark Drive was built it alleviated much of the then traffic on kingwood Drive - Slowly over the years, since Northpark was built, I have witnessed incredible changes to this roadway - It used to be that Northpark Drive was busiest on weekdays - It is now common for most folks like myself to wait 15 - 20 or more minutes to get from Woodland Hills to Loop 494 (even longer when there is an accident) - When there is a train crossing the problem gets even worse, the traffic backing up to almost Woodland Hills on busy mornings (not to say emergency crews have a difficult time going thru this area) - The same is now true on Saturdays (even Sunday mornings) the traffic jam is "insane" for a weekend day - What worries me as well as my family and friends is the ability for emergency vehicles to get out of Kingwood in a timely fashion, I've seen ambulances & fire rescue crawl thru traffic just to get to Loop 494 - What's worse is that people are now finding smaller back roads to travel thru (breaking speed limits and running stop signs) just to find another way out of Kingwood - What that has done is create more accidents along Loop 494 north of Northpark where there are no lights to monitor traffic flows and allow safe passage onto 494 (Montgomery Counties problem now!) - After viewing the renditions of the new and improved Northpark Drive it would be a shame if the City and related entities do not get this projected completed in a timely fashion - Hopefully there will be a flyover connector so that commuters can quickly access south Hwy 59/69 in the mornings thus alleviating more bottlenecks and traffic jams I appreciate your time and taking all items into consideration for this project to move forward soon !

Bruce C., resident

Changes are crucial, so Kingwood can thrive. We who must use North Park Drive see daily backups when trying to get in and/or out between Woodland Hills Drive and Hwy 59 daily. The elevation of the road from rain causes wrecks and very slow conditions. Soon additional railroad tracks will be added along 494. Currently drivers are held up getting into Kingwood and out because we have to drive over the tracks once they are clear. The Kingwood residents have been told that 44 trains will be added to daily traffic. Our traffic is at a critical stage now. We need to have the expansion including the evacuation routes. Currently we cannot exit here in time to save residents. HELP.

Linda R., resident

We definitely need the Northpark Road Construction Project. The two main roads heading out of Kingwood are blocked on a daily basis by the United Pacific railroad. Not only does this cause major traffic jams, but it keeps the emergency vehicles from being able to get to the nearest hospital. Having an overpass over the railroad tracks will make an emergency route available to Kingwood residents as well as improve the traffic flow.

Margie S., resident

Mr. Martin, I sent email, several to you before. Again, I argued the fact: - This should have initially been explained when Kingwood was developed. Planners knew based on land size how many cars would be utilizing roads. Under designed infrastructure for the future, today. -The current plan is 100% insufficient for current use and future usage. 2/3s of Kingwood population lives east of Woodland Hills start/end of expansion. Plus, backend, Mills Branch area is not complete, more vacate land for sale and more subdivisions currently being built. Point is, during rush hour takes many cycles of lights to get thru Woodland Hills intersection on North Park. NP needs to be expanded to Lake Houston Parkway. This is not rocket science. Why benefit residents

west of Woodland Hills? Where is the true traffic relief? City of Houston negated Kingwood for many years, very high property tax rate, high water cost, and still poor ROI from high taxes. Unacceptable. -Mills Branch is in very poor shape. Needs to be repaved badly between Shadow Forest and North Park. Joke. Pots holes patches everywhere Woodlands has better roads than we do. Please drive on it and check it out for yourself. Infrastructure of these roads are negatively impacting degrading property values.

Steve H., resident

Make this happen as quickly as possible! The flyover to get traffic onto 59 without the lights at 494 is a decade overdue.

Michael C., resident

Please don't. Please look at the correlation between road widening, increased speed, and increased frequency and severity of crashes. These expansions are not only expensive but encourage more traffic and make simple trips around the neighborhood so much more dangerous. Saving a minute or two is not worth it. If we cannot afford to maintain the roads we have, how can we afford to continue to build new road we'll later have the liability of maintaining?

Lynn G., resident

I use Northpark every day. In the afternoon the traffic is backed up without an alternate route. Because of this the wait is extremely long.

Wayne P., resident

This project is long overdue and necessary for safety and quality of life issues for all who travel in and out of Kingwood.

Steven F., resident

Please approve this desperately needed project! Traffic is horrendous.

Beth P., resident

I support the NorthPark drive reconstruction project. Key findings cited in the Mobility Report for NorthPark drive which was issued in 2015 are: road condition is substandard; operability was given a failing rating; accident rate was double the state of Texas rate for comparable roads. This summary of key finding is conclusive evidence supporting this project.

Richard S., resident

Great proposal!

S. G., resident

Please consider adding a fly over on-ramp/off-ramp at the I69 and NorthPark interchange, (similar to the one at the Woodlands on I45 & Woodlands Parkway). The bridge that you already have in the project over the railroad would simply extend to the freeway as a fly over or clover leaf.

Michael H., resident

I live in Kingwood, and Northpark Drive runs directly behind my house. I'm worried that, like other roadway expansion projects around the Houston region, the expansion of Northpark will not relieve traffic but actually invite more traffic thus making the heavy traffic situation worse. I'm

all for redesigning the intersections where Northpark meets IH-69/US-59 and Loop 494 in order to make traffic flow more smoothly, but I believe widening Northpark all the way to Woodland Hills Drive will not solve anything. Bigger roads invite more cars.

Jeremy D., resident

Kingwood desperately needs the North Park widening project! It would behoove the city to expand the project to also include widening North Park from Woodland Hills Dr. to W. Lake Houston Pkwy., as this will need to be done as well. Traffic is atrocious and only getting worse.

Karol R., resident

Please start this project as soon as possible. Since Kingwood has no emergency all-weather escape routes, this project is of utmost importance for the safety and welfare of Kingwood residents. It seems that since we have been annexed, Kingwood has always been treated as a step-child by the city of Houston. How about not giving us the typical short shrift this time?

Chris S., resident

We need the North Park project! Traffic on that road is absolutely awful and we have plenty of land there to build on! Do it, don't shelve it!

Kevin M., resident

I feel this project is a huge need. Northpark Drive is one of the most congested used roads in the area. The road holds water making it very dangerous during bad weather. I would be confident in saying it has atleast one accident a day, more during bad weather. The area is growing not only businesses but residential as well. This is a high need for the area. Please consider funding the project.

Elizabeth G., resident

Both the widening for traffic purposes and the flood mitigation aspect of this project make it important for our community. This area will continue to grow significantly over the next few years making now the prime time for expansion.

Krystal G., resident

As a 25 year resident of Kingwood, and the survivor of numerous hurricanes and severe rain events, I encourage HGAC to raise the ranking of the Northpark project to one of the top 10. As a major route out of Kingwood, we were trapped during Hurricane Harvey when Northpark flooded. It is supposed to be one of our evacuation routes. Likewise, an emergency on the west side of Interstate 59 would be impossible for first responders to reach in a timely manner in event of a major rain storm or blockage by the extremely busy Union Pacific Railroad. For the sake of the safety of the 80 thousand or so Kingwood residents plus all the Montgomery County residents who travel Northpark to work and play, I join the hundreds of community and civic organizations, businesses and residents who have joined together to encourage HGAC to fund our very vital Northpark project.

Thomas B., resident

The Northpark Dr expansion project in Kingwood TX needs to be in the top 10 projects for funding! Traffic on Northpark Dr in Kingwood just keeps getting worse! Getting out of Kingwood between 7 - 9 AM, 11:30AM - 1 PM, 3 - 4 PM, and 5 - 7 takes more than 29 minutes. Used-to-be normal was 5 minutes. Getting in to Kingwood I bad between 2 - 3 PM and 4 - 7 PM. With the

grade level railroad tracks and occasional flooding at Bens Branch, emergency exit is nearly impossible!

James D., resident

I support this project not only as a Board member of the local TIRZ, but also as a resident of Kingwood and a business owner on Northpark Drive. It is imperative that we complete the Northpark Drive project in a timely manner. Traffic issues are rampant on Northpark during peak hours. The line of traffic from the signal at Loop 494 can back up for over a mile at times. I worry about the safety of those who may need to reach one of the local hospitals and how the emergency vehicles would make it through in a timely manner. In addition, the personal time that is wasted by residents of Kingwood on their way to work and back home must be taking its toll. Kingwood is growing with the addition of the Friendswood Royal Brook subdivision and traffic on Northpark will increase as this development builds out. Being that there are only two main streets that connect over 81,000 people to US 69 is a concern and one that needs to be addressed by local governments and city and county entities. Northpark has been a major concern for over 5 years. The needs of this thoroughfare must be addressed quickly. I ask that the HGAC Council take this into account when making their decision as to which project to fund.

Kimberly B., resident

To whom it may concern: I have a Childcare business, Kids In Action, in Kingwood at the corner of Woodland Hills and North Park, 3838 Woodland hills Drive. There are days that it takes me 20-30 minutes just to get to 59 from my location. I have parents running late to pick up their children, after a long day's work, because North Park is backed up. Last week, there was a wreck on North Park and it took over an hour to get through. Once past the wreck, then all traffic had to deal with a train!!! The ER services had to fight to get through, as cars had to pull over the curb and onto the grass median. Please push this project through as soon as possible. The safety of our children and their parents are at stake. Not to mention the waste of time fighting the long lines of traffic.

Diane h., resident

Please open up Northpark! We need to get in and out of Kingwood!

Laura T., resident

I feel this expansion is a must. Kingwood is steadily growing. I have found that my commute time down Northpark is getting longer by the day. This expansion will I feel greatly reduce traffic and the amount of drive time.

Vince C., resident

I feel that this expansion is necessary as Kingwood is growing daily. I find that the traffic is getting backed up and this needs to happen to save time on my work commute and give me more time for daily living.

Jennifer P., resident

I feel that this expansion is necessary as Kingwood is growing daily. I find that the traffic is getting backed up and this needs to happen to save time on my work commute and give me more time for daily living.

Paula H., resident

If the road stops at Russel Palmer and doesn't end at the 59 high way it's pointless and will just cause accidents going 3 lanes-4 lanes-3 lanes with people trying to force pass each other. My opinion is the roads are not the problem, the over production on Kingwood is the problem. Too many people jammed together. What happened to the livable forest? I have been born and raised right here and throughout my life Houston has turned what was once a beautiful nature loving community to a piece of fancy stopped up crap and road kill. Stop it. No more unnecessary roads, no more added neighborhoods, no more apartments.

Erin M., resident

Northpark expansion is much needed. The streets are crowded and creates traffic issues during rush hours.

Kimberly M., resident

Expansion is necessary but needs to be done correctly and quickly.

Mat K., resident

How are you going to handle the increased congestion?

Stephen K., resident

I have been living in North Woodland Hills in Kingwood since 1989. I remember a time when my drive to I-59 was only five minutes tops. Now if I have an appointment I have to allow a minimum of twenty minutes just to get to the freeway. I often find myself cutting through South Woodland Hills to Kingwood Drive because believe it or not it is easier to get out that way. Something needs to be done to get the traffic flowing on Northpark again. I really feel for those that live all the way in the back of Kingwood. If they work downtown, they probably have to leave an hour early just to make it to the freeway. It is just terrible for everyone.

Denise M., resident

Traffic along Northpark Drive both east and westbound is extremely brutal during rush hours especially if a train happens to traverse or block the roadway. It can take up to 30 minutes to move from I-69 to Woodland Hills Drive or vice versa. However, during non-rush hours the traffic improves to just plain brutal. This project should have been done ten years ago. Don't delay it any longer!!

William W., resident

Please make this project a priority. This area is expanding at a rapid rate and the main access points in and out of Kingwood require expansion. This a great community, but to continue to ignore the need for expansion will only drive people away from the area. I think the lack of access in and out of Kingwood is one of the main reasons why Kingwood does not attract businesses and better retail/restaurants. That has changed in the last 5 years or so, but more must be done. I continually hear and am told to go to the Woodlands or go into Houston for good food, good shopping, great doctors, etc. This community should have all of that here. I shouldn't have to drive anywhere else and support other communities. I should not have to worry that 1 car accident will shut down any access to Kingwood.

Sue T., resident

I fully support the proposed Northpark Drive Reconstruction Project. Northpark Drive is a heavily congested area that needs additional road infrastructure to ease congestion. Feel free to contact me at the email address above if anyone has additional questions.

Timothy S., resident

Increasingly, Kingwood is becoming unlivable due to the traffic issues. Despite having the luxury of living and working in Kingwood, the 5-mile commute to my office regularly takes 30 minutes. When I was still working downtown, the portion of my commute in Kingwood took as long or longer as the portion that began once I hit Hwy 59 / I-69. Expansion of the main thoroughfares is desperately needed in order to accommodate the increased population. Unless this situation is addressed soon, it will have a substantial negative impact on the community as people seek to leave in order to avoid the traffic situation as commute times worsen. The Northpark expansion is a great place to start - and I hope that Kingwood Drive is next.

Christian C., resident

I know there are many worthy and needed projects in the Houston/Harris County area, however as a resident of Kingwood, I respectfully submit that this project is VERY IMPORTANT to our area and I fully support this project. This project will help solve ongoing traffic problems in Kingwood and neighboring Porter due to continued growth in the area. The widening of NorthPark Dr will be a tremendous help to east-west traffic flow in the area. The addition of the overpass over the railroad and Loop 494 will be a tremendous help in safety and traffic flow. Currently the intersection of NorthPark Dr and Loop 494 is always congested, no matter what time of day. Also, this intersection along with the railroad crossing is a safety hazard. In the event of a large emergency in Kingwood, it would be very hard for emergency personnel to access Kingwood from I-69 and very hard to get injured people to the two hospitals in the Kingwood area which are west of the railroad and Loop 494. This situation would be exacerbated by a train blocking the Kingwood Dr and/or NorthPark Dr crossing. This project is long overdue. Thanks.

Michael M., resident

We need this expansion. I have lived in a subdivision off of Northpark Drive for over 30+ years and have been in Kingwood since the early 1980's. I have seen Kingwood grow to become the "Unlivable Forest" in my opinion. When there is heavy traffic even on a Saturday on Northpark is ridiculous. The traffic has gone from not much on Northpark to having to check traffic on my phone before I leave to make sure I give myself time to get to where I need to go. And let's not get started with the train! Not knowing when a train will pass by can really put a hamper on things. One minute you are doing fine and will get to where you need to go. Other times a train comes through and just like that your late. I have had to stop for trains in the morning, afternoon, and night, but the worst is during those high traffic times. Please do something to ease our pain.

Danna G., resident

I have been a Kingwood resident since 1989, and have witnessed and live with the growing population, terrible traffic, and flooding issues. This Northpark expansion project is sorely needed to improve traffic flow and safety. Northpark is one of only 2 main exits from Kingwood. Traffic is terrible on a normal day, let alone thinking about evacuation in an emergency. This project would elevate the roadway and expand Northpark to six lanes, improving safety in an emergency and improving every day commutes for the Kingwood residents. The railroad tracks is another issue. This project would include a bridge over the Union Pacific railroad tracks, again, improving both traffic and a safety. I respectfully request federal funding be approved for the Northpark expansion project. Come spend a commute or two sitting in traffic on Northpark, and you will better understand Kingwood resident's current frustration, and fear for evacuation and safety in another emergency.

Deborah R., resident

I support the proposed Northpark improvements. They address several issues listed below: 1. Improve mobility for access into and out of Kingwood. 2. Increase capacity for evacuations of Kingwood. 3. Improve emergency vehicle access into and out of Kingwood. 4. Reduce flooding at the Ben's Branch crossing of Northpark.

Chris C., resident

I support the proposed Northpark improvements. They address several issues listed below: 1. Improve mobility for access into and out of Kingwood. 2. Increase capacity for evacuations of Kingwood. 3. Improve emergency vehicle access into and out of Kingwood. 4. Reduce flooding at the Ben's Branch crossing of Northpark.

Jerome K., resident

I fully support this project

Thomas D., resident

The current configuration of the NorthPark and 494 intersection is creating excessive congestion inbound and outbound. This is stifling both commercial and residential growth in this area. Northpark needs to be improves to allow the are to flourish and improve the tax base. Also, recent emergency events, such as Harvey, show the need for improved access in and out of the area. This is a much-needed project for this area. Thanks.

Ed F., resident

The Northpark Drive Reconstruction Project is desperately needed for the safety of Kingwood residents. Traffic gridlock on North Park and Kingwood Drive occurs during most times of the day. When this occurs, ambulances and emergency vehicles are unable to travel from the back to the front of Kingwood where major hospitals are located. I urge HGAC to support this project.

Alan S., resident

This needs to get completed ASAP. It is a shame that the county has not fixed or done enough to try to help the traffic problems in Kingwood. I hope y'all finally get serious and get it done. I guess I need to start voting for different people that care about where I live.

Lance P., resident

Northpark Dr is now worse than Kingwood Dr and is in need of expansion. This will allow for more development in the area without creating a further traffic nightmare. Thank you for the consideration.

Jason K., resident

I support this project.

Erik K., resident

NorthPark needs to be expanded to 4 Lanes Each Way / Total 8 Lanes as housing developments continue both North & South of the East-West NorthPark drive. No sense adding just 1 lane each way or in 2 yrs. we will be right back at this same discussion. Further, we need a bridge from NorthPark over Hwy 494 connecting to Hwy 69 North & South.

Stephen R., resident

Have lived in Kingwood for 17 years. North park has become very congested approaching 59/69. Am looking forward to expansion to help unlock traffic blocks.

Raymond T., resident

Please expand northpark

Andy D., resident

We definitely support this project. The traffic bottleneck is a detriment to the residents and businesses in the Kingwood area.

Chris M., resident

The Northpark Drive expansion is years overdue. The traffic is constantly backed up from 59N to Woodland Hills during rush hour and weekend peak times. The safety along this road is highly dangerous and the expansion is needed to help prevent tragic accidents from happening in the future. Emergency vehicles, in many cases cannot move freely in backed up traffic, which is really concerning to me and most other KW residents. As businesses continue to expand along NP these issues will only get worse. Starting this project sooner than later is the better solution in creating a safer mobility environment in KW.

Mark R., resident

I strongly recommend the urgent implementation of this project. The traffic on Northpark Drive is becoming a nightmare.

Mauro V., resident

Please expand Northpark Dr in Kingwood, TX!!!

Jessica O., resident

Plz I for God say.

Faisal H., resident

I support the expansion of Northpark Drive.

Robert P., resident

Plz for God say do this extension as we all are exhausted of this traffic.

Faisal H., resident

Please approve. We are in favor of it.

Germaine & Jed N., resident

Build it and they will come. Build bigger nicer roads checker boarding through kingwood as shown on the long-range planning nap and you open a thoroughfare for not only local traffic but also transient pass through vehicles. And then Northpark won't be adequate and the plans for Woodland Hills expansion is next. Give a mouse a cookie and he's going to want a glass of milk. More traffic. More congestion. Another project. This Northpark project is for the benefit of Houston and not for kingwood. And it won'tt be the last. Kingwood is a community of residents and kids and schools and local commerce. Safe and familial. Dissecting it with transient traffic corridors will eventually destroy the community. I oppose road expansions through kingwood.

Frances S., resident

Yes it needs to be widened for sure!

Greg B., resident

Please expand Northpark drive to relieve traffic congestion!

Leonard V., resident

North Park definitely needs to be expanded, as the traffic backs up no matter what day it is or time.

Jacky K., resident

It is so critical that the Northpark project begin. Traffic Congestion has impacted this community for a long time- it is time to do what needs to be done. Kingwood is a strong and viable community and our tax money should be put to work to keep it that way.

Barbara M., resident

There is so much traffic on Northpark. It NEEDS to be widened.

Sarah C., resident

Hi! Wanted to chime in on the Northpark drive expansion project. It currently takes about 35 minutes to travel the length of Northpark drive during morning and afternoon rush hours. There are new houses being built constantly for New Caney and Kingwood. Since the Dairy Queen opened, even more cars are slowing down the right lane all the way until Woodland Hills. With the new HEB center opening later this year, even more congestion will be at the highway. Widening the street must be done!

Ian C., resident

Living in Woodstream towards the rear of Kingwood and taking Northpark every day to work is a nightmare!!! Please expand this road because if there was an emergency and we had to evacuate it would be impossible!!!

Norman W., resident

Please do it ASAP. Esp before Northpark is fully developed commercially.

Tony T., resident

I support the Northpark Drive reconstruction project.

Hilary T., resident

Kingwood definitely needs the expansion of Northpark

Eileen Ramos

Congestion on Northpark has become crippling for Kingwood residents. Not to mention the imminent danger in emergency situations - traffic completely prohibits the passage of any vehicles in or out. Continued construction has worsened the situation making immediate expansion IMPERITIVE.

Frances A., resident

Expand Northpark

Matthew S., resident

Northpark traffic need serious improvement. Widening the road should accomplish this.

Vito G., resident

No....this makes no sense. From 59 to Russell Palmer stays the same? This a waste of money to only widen from Russell Palmer to 1000 feet east of Woodland Hills Drive? This will cause a bottle neck before and after that area.

Rolf N., resident

The Northpark overpass is critically needed for Sa Seth reasons. A stalled train could block access to Kingwood hospital in the event of a life-threatening wreck, tornado, or other accident. It is also needed to expedite evacuation in the event of a hurricane. Plus, the overpass would save thousands of gallons of gasoline each day by dramatically cutting the rush hour traffic jam. This will reduce CO2 emissions. Please fund this critically needed project.

Bryce J., resident

The traffic is terrible now and with the area growing we need quicker access to the highway

Sheila D., resident

Is it possible to have any of old Kingwood left will you guys just not be happy until you've mowed down every tree paved every piece of dirt and invited everybody in the entire world from California that doesn't want to be there to live here? Y'all do know it floods right. Just leave us in the Kingwood residents alone we don't need your traffic we don't need your billion-dollar high-rise Fancy Pants crap. Why don't you guys go Revitalize sections of Houston that could badly use the investment in their communities where it's already paved where the animals have already been run out. I mean you rich assholes just won't be satisfied until you squeeze every dollar and ruined everything. Leave us alone please go make your money someplace else it's all y'all care about you don't care about the residence you don't care about the community.

Matthew M., resident

Northpark drive is desperately in need of expansion. Please consider this. Traffic is at an all-time high due to increased development. Expansion is long overdue. Thank you.

Ross T., resident

Northpark drive does NOT need expanded. They need to widen certain parts of it by creating turning lanes (especially at loop 494) with better timed signals that allow for more cars to move through. The two lanes exiting kingwood towards 59 at loop 494 get backed up because the right-hand lane half the cars have to put on the breaks to go over the tracks and make a sharp right turn on 494. The left lane gets backed up because the left turn lane to go south on loop 494 can only hold 4 cars, and without a protected arrow that lane gets pushed back into the left lane. So, half the time there is only one lane functioning at half capacity. The issues are mainly just during the rush hour. Most other times of day the traffic moves fine. The idea of putting a bridge over 494 and the tracks is just crazy and a waste of money. There are maybe 4 trains that go through there during the day (most of the train traffic is at night when no one is on the roads) and they move through so fast it accounts for about 2 minutes delay. Once the train is clear the lights re-sync and are green for two light cycles and traffic recovers quickly. The mobility of the road would 100% be improved if the widening happens near 494 and Northpark and the turning

lanes and signals are improved. In my opinion, that entire intersection looks "dumpy". Garbage everywhere. Signs everywhere. Trailers. Signals and road signages look ugly. Median looks bad. Just overall it looks bad. Cars traveling south on 494 trying to make a left onto Northpark is another issue. The cars get backed up all the way to far entrance to Kroger as the protected arrow to go left only allows about 7 cars to get through during peak times. The turn is tight there as well. When doing all these improvements it probably makes the most sense to just completely redo the road almost from scratch. If that is going to be done fine, I just think the overpass proposal I heard sounded crazy and pointless. Northpark drive is a busy road yes, but it is not an express highway. Traffic lights and stoppages are to be expected entering a community, especially during peak hours. It's like that everywhere. Building 100 million-dollar ramps over every intersection won't fix anything. In fact, it will just create what is known as the "bottleneck effect" from "induced demand". A half mile down the road when one enters kingwood one enters the business area right before woodland hills (a very busy intersection). There are hundreds of cars trying to turn in and out of business as wait for the light at woodland hills. Moving all these cars more quickly off of 59 and into kingwood over the tracks and 494 will just push them into the bottle neck at Woodland Hills faster. So now, instead of sitting at the light at 494/Northpark at ground level they will be sitting in the air on the overpass bridge over 494/Northpark.....at least they will have a nice clear view of the traffic backup miles ahead.... Once 99 goes in there should be a huge push to extend West lake Houston parkway in the back of kingwood north to the new section of 99. All the people in the back of kingwood would use this.....I know I would As a business owner in the Kroger shopping center, my main concerns are what will be done to keep businesses from losing business while the construction is going on. Will access to businesses be limited? Is there any danger of flooding during construction as storm lines drains might be blocked or not at full capacity when being moved or relocated?

Adam D., resident

The traffic is so bad through this section that it is faster to either take Mills Branch road up to Ford Road (driving completely out of the way to get to the highway), or south the Kingwood Drive which is also a gamble for the traffic.

Joanne Z., resident

The Northpark expansion is necessary. It can take 30 minutes from the back of Kingwood to get out of the area where I live. Many more businesses are popping up in the road which will make it more difficult.

Kathleen W., resident

Expand North Park. I pay a lot of taxes and I want my tax dollars spend expanding North Park

David L., resident

This expansion is very needed for Kingwood

Connie S., resident

Kingwood is almost fully developed but the road infrastructure has not kept up the pace. Expansion of North Park is overdue and should be acted upon now. Thank you.

Robert S., resident

I think expanding North Park in the designated area will ease traffic congestion on North Park and maybe even draw traffic from Kingwood Drive.

Louise H., resident

The North park expansion project is sorely needed for our community. Traffic flow is impeded at various times of day at all roads leading into or out of Kingwood. Presently, in the event of a disaster, with a train blocking both North Park and Kingwood Drive, we would be trapped with no way out. Thank you for your consideration.

Dianne L., resident

North Park needs an overhaul and widening. The traffic snarls on the road daily during peak traffic times. This snarling becomes life-threatening in the event of an emergency. Widening and building an overpass over the railroad tracks can save lives. Thank you.

Mitchell L., resident

Please expand Northpark. It's a mess to get out since at times it can take 30 minutes in the morning from the back of Kingwood to the front and the same going home in the evening. We are almost landlocked if it wasn't for mills branch rd. For years I struggled with getting out of Kingwood to work downtown which I loved. I finally gave up in 2004. My husband struggles now although he doesn't need to be at work at 8:00. The traffic took at least 20 minutes in 2004 and only getting worse with the additional developments and businesses. Something needs to be done. Thank you

Kathleen W., resident

The proposed expansion of Northpark is very much needed for the relief of congestion.

Richard W., resident

In favor of widening Northpark from Woodland Hill drive east to 59.

Beverly M., resident

Since we keep adding more houses in Kingwood it is imperative to expand the exit roads.

Taylor S., resident

I support the project

Jody E., resident

With the growth of the rear section of Kingwood, North Park Drive is in dire need of the proposed expansion!

Alan W., resident

Please fund this project. The traffic on Northpark from Woodland Hills to Hwy 59 is horrible!

Angela B., resident

Please expand NorthPark Drive. the traffic in and out during rush hour is unmanageable long-term.

David W., resident

We need this project initiated and completed for de-bottlenecking and safety reasons. Traffic can be tied up for significant periods of time due to train crossings and the sheer number of Kingwood residents leaving near the same time. The rail crossing can be dangerous in bad weather and night driving, although the warning devices are adequate most of the time. Smooth traffic flow would be greatly improved with this project.

Richard G., resident

Bring a Kingwood Resident for 16 years, I have watched Northpark Drive as well as the rest of our communities' roads (to a lesser degree) go from viable roadways to just a dangerous, congested mess. Many times, I have witnessed Ambulances desperately fighting their way through traffic to get their patients to the hospital, horns blaring, sirens wailing, and emergency lights flashing being seriously impeded by the almost constant backups. People in the backup are panicked trying to make way for an Ambulance and have nowhere to move to. Northpark is two lanes, each side bordered by concrete curbing. There is no shoulder in which to turn into to get out of an emergency vehicles way. This situation has placed Kingwood residents in serious jeopardy. As we know, when a health emergency happens to a member of your family, your daughter, your son, your spouse, many times delays in getting them to the hospital emergency room decides if they live or die. Please, Northpark expansion must start now, each day of delay places our families in danger of losing a loved one.

James S., resident

Absolutely need these improvements. I remember when Northpark was a cow path. Yes, get going!

Norma O., resident

Without the NorthPark road expansion, Kingwood will not do well. Congestion with new neighborhoods, apartments, etc. is causing a traffic jam most all times of the day, this expansion is required to keep Kingwood vibrant.

Domenick C., resident

Northpark traffic has grown especially back and forth from the back of Kingwood now that traffic down Lake Houston Parkway uses it to avoid Kingwood Drive. Additionally, the huge increase in activity due to stores and restaurants between 494 and 59 makes getting out of Kingwood arduous when that's all you want to do.

Barbara W., resident

I am writing to express my support for the Northpark Drive Mobility Improvement Project. Northpark Drive is one of the most heavily traveled roadways in Kingwood, Texas. The Northpark Drive Project has very strong public support and is critical to the not only the mobility needs of Kingwood but also safety and resiliency. The proposed project is necessary to improve the current roadway and create a safer environment for the residents of Kingwood, City of Houston, Harris and Montgomery Counties. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain. Over the last three years, Northpark Drive has been submerged four times, preventing drivers and more importantly emergency vehicles, from traveling in and out of Kingwood. Experiencing Harvey proved just how important this expansion project and evacuation project is for the community. The Project will also provide flood mitigation and storm water detention improvements, which are vital to the community. Additionally, the project would solve serious congestion issues with the addition of an above ground crossing at the railroad tracks, which would eliminate stopped traffic due to train crossings. This improvement is not just about mobility, but the protection of life and property. I urge you to support and prioritize this project for the residents of Kingwood.

Dave M., resident

Please Fund the NorthPark Project
Charles & Mary J., resident

I support the expansion of NorthPark Drive between Russell Palmer and Woodland Hills Dr., to help ease the traffic congestion. I also suggest expanding NorthPark Drive between Russell Palmer and US95. Thanks.

Jay G., resident

The overpass portion of this project affects businesses negatively in Montgomery County. The fact that the City of Houston/ Harris County is willing to crush small businesses in Montgomery County is not surprising, COH collects no property or sales taxes in the affected area of the overpass! Do not give this TIRZ one penny!

Richard R., resident

The expansion of NorthPark Dr is way overdue. This isn't downtown Houston or the surrounding area where it takes hours to drive a few miles which is the case if you're on NorthPark Dr at the right hour. Please, please vote for this project to commence.

Joshua C., resident

I would like to voice my support for this project. Widening of this roadway is much needed in the Kingwood Area to help with traffic congestion.

Christy D., resident

My vote - go ahead with it.

Debbie B., resident

We moved to Kingwood in 1985 and consider the repairs and upgrades to Northpark Drive absolutely necessary. This community desperately needs an escape route due to hurricanes and flooding. Thankfully, we live on a street that was not flooded by Harvey, however, for a time Kingwood residents were stranded due to flooding following Hurricane Harvey.

T. Cook, resident

We have lived in Kingwood since 1977. Probably would not have moved here if we knew how growth would adversely affect the 2 major exits creating not only long and unpredictable travel time but severe safety issues. Something needs to be done on the fast track. The proposed North Park reconstruction needs to go forward now!

Stephen M., resident

The upgrade of Northpark is long overdue. It is over-crowded two-lane (each direction) that has no right turn lanes, minimal left turn lanes and is constantly crowded with bumper to bumper traffic. This first project to Russell Palmer is necessary/needed to set up the final segment to I-69.

Lawrence V., resident

Expand Northpark and then connect Woodland Hills all the way with a bridge across the river!
Duh!!!!

Matt M., resident

I am for the expansion of Northpark Drive. The congestion is very heavy at times.

Michael T., resident

NorthPark drive badly needs widening and improvement. I have lived in Kingwood since 1983, and NorthPark is the same now as it was back then, had not changed one bit despite the booming growth that has occurred in Kingwood and the surrounding area. I would imagine that NorthPark was designed to handle less than 1/2 of the traffic that it is now forced to handle, as it is a now major, major clog point to those of us who live in Kingwood. With the additional subdivisions and business that have sprouted around NorthPark, and with more being planned, there is a desperate need for the widening and improvement of this major entry and exit point of Kingwood and the surrounding area. Thanks.

Kenneth C., resident

Yes, we need this expansion. Kingwood needs more streamlined exits, especially for emergencies.

Jan S., resident

I think it is critical to carry out the Northpark Drive expansion and improvements project both from a safety of resident's standpoint and also as an investment in the future of the region to continue to attract the best from other states and from within the state that they find Kingwood one of the best places to live in the U.S.

Jose B., resident

North Park needs to be widened to accommodate the growing Kingwood area and all the new development in the area.

Natalie W., resident

I fully support this project. I live off Northpark past Woodland Hills and can say this is desperately needed. Traffic on Northpark is only getting worse with all of the development happening in the back of Kingwood.

Andrew F., resident

Travel on Northpark between Russell Palmer and 69 is dangerous, backed up and woefully in need of the proposed widening and fly-over. About once a month, traffic is at a standstill because of an accident, cars swerving into the ditch or into the car wash fence. The back-up to leave Kingwood exceeds 30 minutes routinely. I think the combination of Kingwood growth and the opening of access with 1960 over Lake Houston has forced this improvement. It's time to debottleneck this unsafe stretch of road. Thank you.

Peter E., resident

Northpark Dr has become so congested that I seriously have considered moving because of this. The congestion can happen any day or time. This has been a serious problem for several years. On a positive note, a PI was able to get pictures of my ex-husband meeting up with his girlfriend while sitting in traffic on Northpark. That was in 2014.

Wendy M., resident

There are lots of convenience reasons for this project, but the most important reason is for safety. With the limited number of ways in and out of Kingwood this is necessary to provide a way out in case of flooding evacuation. There are only 3 basic options Kingwood Drive, NorthPark, and the West Lake Houston bridge. The bridge is the first area to flood followed by both NorthPark and Kingwood Drive leaving residents trapped in Kingwood.

Misty W., resident

This needs to happen very bad! The traffic is insane, and the wrecks just keep happening more and more Please make this happen.

Logan S., resident

Please expand Northpark, there is excessive traffic on here!

Jennifer C., resident

The Nortpark Drive project needs to happen but it is going to put a LOT more traffic onto Kingwood Drive. Probably more than it can accommodate. One possible solution might be to make all 4 lanes of Kingwood Drive outbound in the AM and inbound in the PM.

Thomas S., resident

Regarding the Northpark Drive Reconstruction Project, I would like to voice my support for this important and timely effort. It is rare that a project has this many impacts. In addition to greatly improving traffic flow, it also provides for flood mitigation and stormwater detention improvements. The to be built bridge over Union Pacific Railroad tracks will not only improve traffic flow but greatly reduce the commute time out of Kingwood as well as making it much safer. Additionally, this will not only increase commerce for the existing businesses but also be a great encouragement for other businesses to open there as well. The impact of this project will not only affect Kingwood residents and businesses, but the increased tax revenue will impact the entire City as well. I ask that you include this project in your funding.

Jerald B., resident

This project is vital for those of us who live in Kingwood! During the week at rush hour, it takes more than 40 minutes to drive from west of Russell Palmer to get through that intersection (the project site in question here). At non-peak times, it is almost 30 minutes to move the same distance. On Saturdays, when traffic is considerably less than M-F, it STILL takes almost 20 minutes to get from the Sherwin Williams paint store on Northpark through the intersection. That intersection was at a failing level 22 years ago when I moved here, and it has gotten exponentially worse. The city has allowed abundant growth and new subdivisions to be built but has NOT addressed the vital infrastructure to support that additional traffic load, and now NEEDS to ACT!! We NEED this project, along with many others on the main roads in & out of Kingwood. It SHOULD NOT take me 45 minutes to go 5 miles to get out of Kingwood! Time to get the tree huggers out of the way and make Northpark 3 lanes wide & build the overpass over the tracks! A shoulder land NEEDS to be included as well, so that emergency vehicles can get through. There is no place for drivers to move to in order to allow responders to get by. The same should be done for Kingwood drive - this is another failed roadway where the growth was permitted but nothing was done to ensure the infrastructure was improved to support that growth!

Melanie M., resident

I am so excited that the Houston - Galveston Area Council is considering the Northpark Drive Expansion Project. Kingwood has very limited number of access roads into and out of the community. Northpark Drive has been especially congested for several years, and the problem continues to worsen. With additional residential construction taking place in Kingwood and Porter that will use Northpark Drive to access 59/69, no relief is in sight unless the problem is addressed directly. Delaying the project will only serve to compound the disruption of an increased traffic flow when the project is eventually undertaken. I have already noticed heavy traffic overflowing onto residential streets, often at dangerous speed, in an attempt to bypass the

clogged thoroughfares that enter/exit Kingwood. I urge to you take the opportunity to complete this needed expansion project now.

Richard M., resident

This expansion is long overdue. I just hope most of the work can be completed without negatively affecting the areas already congested traffic problems. (We can always hope)

Everett S., resident

Completion of this project is long overdue. Traffic movement within Kingwood is slow and needs to be immediately addressed, and this project will greatly help in reducing traffic congestion in Kingwood. Please do all within your power to fund this project for completion as soon as possible.

Dale S., resident

I strongly support the application for funding for the Northpark Drive Reconstruction project. Mobility improvement for Kingwood is critically needed.

Martin B., resident

I have been a Kingwood resident for 20 years. I have seen and experienced the increased traffic on Northpark drive and am in favor of the expansion project. If more development in Kingwood is allowed, as it has been with the addition of the two subdivisions along Mills Branch, which intersects Northpark, then it should be obvious that traffic in that sector will increase. An area the size of Kingwood needs smooth flowing traffic during rush hour and to allow for ingress and egress of emergency vehicles. Thank you.

Maggie H., resident

I believe it is imperative that the Northpark expansion project be approved. Kingwood has only 2 main streets, Kingwood Dr & Northpark that can take it's approximately 70,000 residents to Hwy 59/169, and they both must travel over railroad tracks. Not only does this inhibit flow of traffic at numerous times of the day, it also possesses a real problem should the train be stopped for reasons of vehicle/train accident, train derailment or other instances where the train would be stopped in the area between Humble, Kingwood and Porter. The trains that travel through this area are most often long enough to block both Kingwood Drive and Northpark and point north towards Porter. Given Hurricane Harvey, we also need this project to be constructed above the 500-year flood plan to ensure safe passage. Our area needs this project. Thank You.

Rosalyn V., resident

Infrastructure updates and improvements are desperately needed in Kingwood. It is both a daily commuting concern as well as a safety issue in the event of an evacuation emergency.

Sara M., resident

Expediting this project is critical to Kingwood. Kingwood continues to grow. NorthPark was one of the few roads that we could use to get out of Kingwood during the Harvey floods. Please bring this project to top priority. Thank you.

TIM V., resident

The road is very much needed. The additional capacity on this road will cut my time in half from 24 minutes to about 12 minutes as I drive from Mills Branch and then to Northpark Drive. Project worth considering as it helps a large population living here.

Deepak G., resident

Please proceed with the Northpark expansion. The current traffic on Northpark has led to upwards of 40 minutes to leave Kingwood.

Ryan G., resident

Yes Northpark needs to be expanded

Laury I., resident

This expansion of North Park is needed for all of us who live and work in Kingwood. There is always significant congestion on North Park, the time of day has little impact on it.

Karen F., resident

We need the extra commuter capacity desperately in Kingwood. Traffic backs up for blocks frequently.

Rebecca P., resident

We definitely need this project to be done. The roads in and out of Kingwood are packed and need expansion.

Christyl D., resident.

Traffic is horrible. It would be amazing to have a fly over or express lane to 59 so you don't have to worry about the train and stop lights.

Michelle F., resident

It's not a question of if the project expansion should get approved and funded, it's a question of when. The traffic congestion eastbound to Hwy 59 needs a solution and Northpark lends itself to ease of reconstruction given its open median. The overpass construction would allow for continuous traffic flow which is crucial! We now experience stop-n-go delays as far back as the Woodridge traffic light!! Economically, it would help substantiate any forthcoming tax increase discussions, post Harvey! This project must be approved and funded.

Armando G., resident

Yes! We need this desperately!

Louann S., resident

This project is truly needed. The congestion and delays on NorthPark Dr. in Kingwood are really a problem. The traffic backs up constantly between Woodland Hills Dr. and U.S. 59. Thank you,

Sara N., resident

The Kingwood community desperately needs improvements made to major thoroughfares. I highly doubt emergency services can be properly provided during high-traffic periods. And in cases of a natural disaster? We're trapped here! Expanding Northpark Drive and adding the overpass would be a step in the right direction to making Kingwood safer and more navigable. Please don't put the Kingwood community on the back burner. We've been forgotten enough over the past several years, and the events during Hurricane Harvey are evidence of that.

Heather W., resident

The Northpark Drive reconstruction is extremely critical for the livability of the north side of Kingwood in particular. Traffic stacking up at the railroad tracks and 494 results in backups to Russell Palmer road and beyond nearly every day during peak hours, even during the weekend days.

James S., resident

Please expand Northpark drive, traffic is ridiculous!

Stacy A., resident

Expand northpark

Amanda W., resident

Northpark must be reconstructed. The current volume of traffic certainly warrants the reconstruction. Volume will only increase. A new subdivision further east on Woodland Hills Dr is under construction. This subdivision is estimated to add 100s of new homes. Northpark already overloaded will be the primary entry and exit road for this subdivision. There are only 3 main roads in and out of Kingwood. Two of the three cross railroad tracks. The third road uses a bridge over the San Jacinto river which has flooded previously and runs through a residential neighborhood. If Northpark is not reconstructed a disaster will definitely occur. Floods, Hurricanes, train derailments and day to day emergency vehicle calls will isolate Kingwood residents. Deaths will occur if they have not already. Please make this project number one on the list of necessary projects.

Donald L., resident

Please move forward on this widening/expansion project. It's been needed for years and it's only getting worse as more and more homebuilding is going on. It's already terrible trying to get in/out of Kingwood under normal circumstances. In an emergency, it's a disaster. For a time during Harvey, Northpark was just about the only feasible way out of Kingwood. This project needs to go forward.

Lisa P., resident

Please commit to the widening of Northpark Dr. It is imperative to residents and local businesses. We also need an evacuation route if needed.

Suzanne M., resident

Definitely needed! Please expand!

Jackie M., resident

I strongly request that the Northpark Drive project be funded and implemented as soon as feasible. This project will help with both the severe road congestion in Kingwood and with providing residents a safe route for evacuation in the event of disaster, including any repeat flood events. Thank you.

Nancy Jo D., resident

As stated in the email and is known, the alleviation of congestion due to the railroad tracks-goes without saying. Trains usually traverse Northpark drive in the morning rush hour traffic backing traffic to Russel Palmer and beyond. Traffic on Northpark is also congested almost daily without the train delay. It is one of two exits out of Kingwood to access the freeway and as such, is heavily

used all hours of the day. It is not uncommon for traffic to be backed up to Russell Palmer in the evenings, especially in the evening. I live in the back of Kingwood and use Northpark each work day. Without traffic, i can get to the freeway in approximately 12-13 minutes. Rush hour 20-24 minutes. The expansion and roadway over the railroad tracks and to avoid the light at 494 is overdue. It needs to be pushed forward as quickly as it can. Kingwood desperately needs relief along this thoroughfare.

Steve C., resident

We are residents of Kingwood for over 40 years and have seen the continuous decline in overall mobility and traffic safety. The Northpark Dr. expansion is critical to all Kingwood residents to solve long standing infrastructure issues as well as improve Harris County evacuation abilities from neighboring communities in the event of hurricanes and other disasters. This project is the highest priority that area residents identified as critical following a yearlong community process called the "Kingwood Mobility Study", back in 2015/2016. This project should be highly prioritized by H-GAC and is critical to the safety and well-being of all Kingwood residents, along with surrounding neighbors.

Margaret B., resident

Northpark Drive has been a bottleneck going into and out of Kingwood for YEARS! Please improve the road capacity!!

Stephanie M., resident

We have been residents of Kingwood since 2009. We have observed the continuous decline of overall mobility and traffic safety and the Northpark Dr. expansion is the only reasonable solution at this time to correct safety issues and improve mobility. Kingwood residents embarked on a yearlong study in 2016 to address the overall transportation and mobility issues and a major focus of that study was safety and better egress and ingress in situations related to hurricanes and other disasters. We should become a corridor for evacuation in these instances and the Northpark Dr. expansion is the only viable option at this time. H-GAC must place this project at the top of its priority. Thank you.

Meaghan B., resident

Please as soon as possible fund the Northpark Drive Reconstruction Project so that traffic gets better. Thank you.

Terry M., resident

NorthPark Drive is such a heavily a traveled road and is desperately in need of repair. It is inadequate for the numbers of vehicles traveling it daily. I have lived in Kingwood for 38 years and have watched the rapid growth and increased traffic congestion. I have always been concerned about evacuating Kingwood in the case of an emergency. It has always worried me as to what would happen if a train were stuck on the tracks and ambulances or fire trucks needed access and both Kingwood Drive and NorthPark were both blocked. By providing a bridge over NorthPark it will make Kingwood safer.

Ruthann K., resident

Given the growth of Kingwood we need this expansion to safely and efficiently move people from the back of Kingwood to Hwy 59.

Stephen H., resident

Going down North Park to get out of Kingwood is absolutely a night mare. Most of the time it is backed up from 494 to Russell Palmer. We try to avoid it during the rush hours but now it seems like rush hour is all day long. Ford road used to be another choice but that has gotten so congested we feel like we are locked in and if there is a train wreck we are up a creek. The overpass is a must for Kingwood.

Nicholas B., resident

I've been a resident of Kingwood for almost a decade. I do make my living inside the 610 Loop so my commute time hinges on not catching the train at Northpark Dr and loop 494. The left turn lane is too short as well, and this could impact access to the freeway artery to Houston.

Evan B., resident

Expansion is needed.

Corri M., resident

The Northpark Drive Reconstruction Project is an absolute necessity for the growth of Kingwood, a significant tax base for our area. Northpark Drive is always quite congested requiring relief by expanding to six lanes and perhaps just as important is building a bridge over the railroad tracks at 494 to improve traffic flow and relieve congestion. We sincerely hope that the HGAC will approve this important project for our Kingwood community. Thank you.

Mr. & Mrs Rodney W., resident

I highly recommend the North Park Drive Reconstruction Project. There are basically 2 main East/West entrances into/out of Kingwood - Kingwood Drive and North Park. The traffic congestion during peak hours (day and night) is incredible. If there is any type of accident or problem, it's even worse. With the population of Kingwood growing every year, this project is desperately needed. Thanks for your consideration!

Carol B., resident

Please expand Northpark Dr. The traffic is TERRIBLE and it is only going to get worse with all the new subdivisions and stores that are being built in the area.

Jessica M., resident

Expand it!!

Allison M., resident

NO! While I do think the traffic does need to be addressed, I feel this would tremendously hurt Kingwood. It would turn NP into a highway where people would speed up and down it (worse than they already do). It will give Kingwood a new face, we are already losing trees at a rapid rate due to business growth. Finally, it'll create more interest in Kingwood from criminals. We are seeing the crime in Kingwood creep up as we continue to build new businesses that is gaining the attention toon of criminals. This will make it easier for them to get in and out and increase the curiosity of criminals. Let's keep Kingwood the small close-knit community it is and quit expanding it. Soon we will no longer be the "livable forest". Can we please focus on maintaining what Kingwood is?

Brandy P., resident

The improvements are needed. We moved to Kingwood in 1975-76. Unfortunately, the roads have not grown with the continual growth of Kingwood. We moved across the freeway from

Kingwood last year because the traffic was so bad. We still drive Kingwood roads because we live so close, but it's not the everyday in and out of Kingwood. Please improve the roads Kingwood Drive and North Park). Yes, there will be trees removed, but the landscaping can still be done to make the roads look attractive and have the traffic actually move! Thank you!

Barbara W., resident

This work is SO needed!

Julie K., resident

What I fell in love with Kingwood was the trees. I moved here about 5 years ago and slowly but surely trees have been disappearing. What I hated the most was the tree removal at the Kroger on north park and west lake. So much for the livable forest. Seems like it just going to get worse...as far as removing greenery.

Marisol M., resident

This needs to be done! The fact that it takes a person anywhere from 10 to 25 minutes to drive 3.5 miles, is absurd. NorthPark must be expanded.

Aaron E., resident

I lived in Kingwood since 1980 and since then I've seen our community grow exponentially from 10k people to now almost 100k. In the very early 80's Northpark was one lane in one lane out. Now, with almost 10 times the amount of people, there are only 2 more additional lanes. Since then, there has only been 1 addition and that was the highway underpass at 59. Today it can take a half hour in the morning to get out and another 20 minutes to get in in the evening. The roads are also slick and narrow; almost every time in rains someone ends up in the center ditch. It's time to bring Northpark into the 21st century and cover that ditch, run some sewer drains and add more lanes. We also need turn off lanes on both Northpark and kingwood drive. The need to have contra lanes is a must...God forbid there is an emergency we'd all be sitting ducks. Something needs to be done asap, please.

Robert S., resident

This area desperately needs the expansion to handle the amount of current and new traffic moving into Kingwood.

Oscar M. resident

Needed this like 10 years ago.

John G., resident

Where are all the trees? Does this include the overpass over the 494 RR tracks? It feels like all these "improvements" are reducing the tree population in the Livable Forest. It's just sad.

Kara W., resident

I have lived in Kingwood since 1976 either in North Woodland Hills and Woodstream. With all of the construction in the back on Kingwood and the new sections running down to Ford Road we cannot get in or out of Kingwood in a timely manner. Northpark needs to be expanded and I am in favor of the construction project for Northpark drive.

George J., resident

I think this is a great idea kingwood needs it more than ever!

Cameron O., resident

Morning, there is a major problem of people getting out of Woodrige and Northpark Woodland Hills village at the red-light intersection. The people coming from their homes in those areas only have time for 3 (three) cars to get thru the light, before it changes for Northpark lights turn green. Very frustrating, I work at Kingwood medical center and it should not have to take me two light cycles to get to work to leave my home. There is a problem because on Sunday for church, there are officers directing traffic and the traffic light cycles are turned off, because no one would be able to go to church or leave with only 3 cars going thru light changes. If it was not a problem, then there would be no need officers directing traffic on Sunday. This matter has been going on for over a year and no one wants to address this matter. I would appreciate if this matter could be looked into and resolved. Thank you.

Tara D., resident

Kingwood desperately needs Northpark to be up graded. Why? We have the same exact roads that we had approximately 30 years ago, when the population was around 35,000 people. The population is now estimated to be around 100,000 people. That and Union Pacific has increasing the number of trains each day (to around 28) has made Kingwood unsafe to live in. The up-grade is so expensive that we need help from several funding sources. Please help the citizens of Kingwood. Thank you.

Allen B., resident

It has become a problem Trying to exit N. Park Dr. I have lived here for 25 years and never have experienced so much traffic as the past couple of years on N. Park Dr. I would propose that no new businesses should be allowed to open until we can expand our roads it is a hazard and makes me furious every time I drive a N. Park Dr.

Lisa M., resident

The North Park expansion is well overdue, serious consideration should be taken to include an overpass on Kingwood Dr. over the railroad tracks also.

David B., resident

The traffic now on Northpark is horrendous... in need of expansion for sure!

Kathy G., resident

Driving North Park every day is a reminder of the significant impact the congestion has on the residents of Kingwood. What should take five minutes takes 15-20 minutes. I am asking you to approve the North Park expansion project. Thank you!

Bob E., resident

I am in favor of this project. I believe it will greatly increase the capacity of an extremely overcrowded roadway that will only become more crowded as planned retail space is constructed and leased out. Please get this approved!

Chris Q., resident

I am a resident of Kingwood and a regular traveler of Northpark Drive. Northpark Drive is one of the two main access roads into Kingwood and is presently significantly undersized for the daily traffic volume. During rush hours, Northpark Drive is regularly backed up to either US 59 N or

towards Woodland Hills Drive. Expanding Northpark Drive is necessary to support the current traffic loads and the expanding traffic volumes associated with new residential and commercial developments.

Andrew S., resident

Please help traffic congestion in Kingwood. The Northpark bottle neck is a daily problem at all hours of the day. This infrastructure was designed before additional subdivisions were planned and homes built. We need a solution, please.

Kyle S., resident

Northpark is one of the main and few ways to get out of the Kingwood Community. During high traffic times of the day, it takes a very long time just to move from Woodland Hills drive to 494 or hwy 59/69. This makes the community less attractive to people home shopping and makes evacuation almost impossible and dangerous. On a normal day, it is difficult to get to a hospital in a timely manner in a car or ambulance because there is nowhere for cars to go or move over to once they are stuck in traffic on those lanes.

Jennifer W., resident

It has too many car lanes. Looks super dangerous.

Larry R., resident

The need for a Northpark expansion is long overdue. I spend 25 minutes every morning on Northpark trying to get to I 69. I leave my home at 9:00 am after the main commuting rush. With more businesses along Northpark under construction, it will be impossible to reach 69 within 40 minutes. This traffic back up affects the ability to sell a home in Kingwood as potential buyers do not want to buy in a neighborhood with this kind of traffic back up.

Dianne J., resident

All construction on roads has been grossly mismanaged (unnecessary blockage, unsupervised traffic control, unqualified unsafe laborers, unnecessary spending and so on) worries us about who is in charge and paid for watching over this project. who will be responsible (answer questions and ready to quick fix mishaps) on call with name and phone number?

Ion G., resident

The Northpark Drive Reconstruction Project should be approved for multiple reasons. Northpark Drive is only 1 of 2 main roads to Kingwood from Highway 59. The traffic backs up in the rush hours and even on weekends as the population of Kingwood continues to grow. In addition, the proposal includes flood mitigation. It is common for the road roughly from Russell Palmer Road to Hidden Pines to flood during heavy rain. After Hurricane Harvey, there was no way in and out of Kingwood for about 6 days after the flooding started. The only other major access to Kingwood is West Lake Houston Parkway which goes across Lake Houston from FM 1960 in Atascocita. Lake Houston was the source of major flooding after the Hurricane which left a community of almost 82,000 with no way in and out of the neighborhood.

Yup K., resident

The improvements on NorthPark are certainly warranted! Traffic continues to increase as developments continue to grow in the NNE quadrant of Kingwood. It seems that a large segment of the eastern sections of Kingwood utilize NorthPark for various reasons. I sincerely hope that these improvements can commence as soon as possible.

Ronald M., resident

We need the Northpark Drive expansion project in Kingwood to be approved. As Kingwood has grown over the years Northpark Drive traffic has gotten unbearable not to mention when you get caught at light by a train it adds to the gridlock and backs traffic up all the way down Northpark Drive. This project, I believe, would help with our growing traffic problems. **PLEASE APPROVE **

Christine S., resident

Please expand Northpark!!!!

Heather B., resident

I am a resident of Kingwood living in Kings Point Village, about 6 miles east of Hwy59. Our route to 59 requires us to travel either Kingwood Drive or Northpark Drive. Please note that both routes are congested and dated. Travel time either going west or east has increased significantly over the last 2-3 years. These conditions result in time lost for all travelers, increased accidents and unsafe conditions especially in medical situations. Please recognized this need and approve this project as top priority. Thank you.

James B., resident

Kingwood needs The Northpark reconstruction project for the safety of its residents. It was evident after Harvey that Kingwood needs better escape routes in case of emergencies. For this reason alone, this project should be considered for funding. However, this project also meets the needs of resolving the traffic issues coming in and out of Kingwood. Please consider this project and number one priority!

Tammy H., resident

I urge your endorsement of the Northpark Drive Reconstruction Project. Traffic volume on this artery is already excessive. This project will improve both traffic flow and safety. It will also help address the major flooding problems that the area continues to experience. If this area floods again Kingwood as we know it will die, current residents will not rebuild again.

Carl L., resident

I am all for the Northpark expansion and can't wait; I just hope it gets completed ASAP.

Ashly G., resident

I would vote NO. This is absolutely unnecessary!! \$28million for 1-2 hours of traffic in the morning and again in the evening. This is ridiculous!! This also doesn't address the issue for King Mill residents of safely getting to the Westbound side Northpark.

Jonathan I., resident

I strongly support this project and request the needed Federal funding to complete this construction. The reconstruction and widening of Northpark Drive is critical to the mobility and safety for the Kingwood Area. In this section of Northpark Drive from Russell Palmer Road to Woodland Hills Drive, there is a crossing with Bens Branch. Bens Branch has caused the flooding of Northpark Drive several times making it impossible to enter or exist the Kingwood area. The proposed plan is to elevate Northpark Drive above the 500-year flood elevations to provide flood resiliency for this most needed evacuation route. During Hurricane Harvey all exist out of the Kingwood Area were impassable by flood waters. The proposed improvements would provide at

least one evacuation route out of Kingwood for the 70,000 plus residents. Thank you for your assistance in providing the needed funds to complete this project.

Stanley S., resident

I live in Kingwood and Northpark is my primary route in and out of the neighborhood. It's getting to where there is heavy traffic on Northpark well beyond the traditional rush hours. The Northpark Drive Reconstruction Project looks like it will provide some much-needed relief. Please fund the project in full. Thanks.

Jon W., resident

The North Park Reconstruction Project is a necessity for Kingwood. Kingwood is basically a "1 way in, 1 way out" community as the east fork of the San Jacinto River is a natural barrier to the east. Due to the growth of Kingwood, the capacity of the roads leading in and out are out dated. For traffic alleviation and more importantly safety, Northpark Dr. must be expanded.

William M., resident

Please ensure that funding is approved for the Northpark Drive reconstruction project. Traffic flow in and out of Kingwood has gotten worse with each passing year and each additional neighborhood that is built. Traffic delays are a major source of frustration in our community. But more importantly, in the event that Kingwood would need to be evacuated quickly, due to hurricane or otherwise, there are grave safety concerns about the ability to evacuate in a timely manner. This is a very important safety issue in our community! Thank you!

Brian G., resident

Yes we need expansion ASAP ...

Jeannie B., resident

As a resident of Kingwood for over 28 years, I have been able to directly observe its tremendous growth and pressure put upon its roadways. There are currently four main routes in and out of Kingwood-Northpark drive, Kingwood drive, West Lake Houston Drive and Mills Branch (Ford) road. Those are the same thoroughfares that have existed for at least the last 20 years and as Kingwood has grown those roads have remained the same and are now very congested during peak traffic hours on weekdays and weekends. In fact, on Saturday mornings, for most not a workday, but a day to get out of Kingwood and get needed shopping/errands accomplished at businesses mostly outside of Kingwood, it is not uncommon to have a delay of 20-30 minutes just to get out of Kingwood. I have had an increasing feeling over the last several years that at times we are almost "trapped" in Kingwood. Furthermore, along this line of thought, during the aftermath of the hurricane Harvey flooding, we were essentially trapped within Kingwood. Mills Branch (Ford) road was the only entry/exit to Kingwood for several days and it was extremely congested. All of the other exit points were flooded, including Northpark Drive. There were some tense moments during that time when it appeared that even Mills Branch (Ford) road would flood, effectively cutting off all avenues of escape as water was rising within Kingwood. I believe that it is essential to complete this project to help the massive congestion and prevent Northpark drive from flooding in the future. We are also aware of many who have moved out of Kingwood due to this "trapped" feeling and my family is now considering that course of action in the near future. Kingwood is thriving and has a lot to offer, especially its fine schools, but I believe unless the situation described above is remediated, Kingwood may find itself left behind other "more open" communities in the northeast part of Houston.

Mark J., resident

I have lived in Kingwood since 1983 and use Northpark as a primary access road to my home routinely. Over the years it has become totally unusable at critical times of every day of the week. It is so clogged with traffic that emergency vehicles have no way to move in either direction which is a terrible life safety situation. This project is an absolute necessity for the improvement of life safety, air quality and quality of life for tens of thousands of residents and businesses.

James S., resident

I'm glad that Northpark is being widened. The traffic has increased rapidly in the last few years. I would also like to request that a right turn lane (heading south) at Hidden Pines. Now that a stop light is at that intersection. It really hampers the people turning right into Woodland Hills. Please consider this. Thank you for your hard work on this project.

Paula M., resident

Please fund the North Park expansion project in Kingwood. It takes commuters an extra 20-30 minutes to get home on a 2.5 mile stretch due to the congestion. Thank you

Cynthia G., resident

This expansion needs to be placed higher on the list. It is absolutely necessary as traffic is terrible

Greg S., resident

I strongly support the Northpark Drive Reconstruction Project and I hope and pray for the HGAC's support as well, Kingwood is so congested and with minimal escape routes. I've lived in Kingwood for 16 years and traffic has simply become unbearable. We need this project to become a reality and your support would be greatly appreciated. Yours truly just sitting daily in backed-up Northpark traffic. Thank you.

Ricky H., resident

The Northpark expansion is very much needed. The traffic is heavy during normal conditions and would be especially troublesome for evacuations and road flooding.

Terry T., resident

I support the widening of Northpark. This is a vital link into Kingwood and has become so congested it is unusable at sometimes of the day. Both main entrances to Kingwood have a railroad track at 494 which blocks traffic many times a day meaning first responders cannot get into or out of Kingwood. The overpass that's part of this project will provide critical access over those tracks. I urge support of this for the over 100,000 residents of Kingwood

Stephanie T., resident

I support the north park project. It is critical for both first responders' access as well as storm evacuation. The railroad tracks at 494 regularly lock access to both Northpark and Kingwood drives, cutting access to Kingwood. The overpass on Northpark will alleviate that. Traffic is at a standstill many times during the day. I urge your support of this

Edward T., resident

I live on North park and take the road towards 59 hwy daily. The intersection of Northpark from Russell palmer to hwy 59 is often congested and at a standstill. Furthermore, the train system that intersects 494 and Northpark is confusing to drivers. By this I mean I've noticed daily that other drivers are unsure of where and when to stop, even with the white markers on the roadway,

causing a hazard to themselves and others. These drivers are often on the track itself and even if they realize they are on the track, they are pinned in by the other vehicles surrounding them. There are also many homes and businesses near the intersection of 494 and Northpark Drive. Kings Manor Elementary School is also nearby this intersection. If an accident was to derail the train, the effects could be catastrophic. Therefore, I support the extension of Northpark Drive from Russell Palmer to Hwy 59.

Jarrett M., resident

The expansion project of Northpark Drive is needed greatly for our community. As a resident of Kingwood, over the last 50 years, we have seen our population grow without the necessary roadway added capacity improvements. Northpark Drive used to be the quickest way in and out of Kingwood. Now it is the worse. I do not use Northpark Drive now because of the traffic delays. Please approve this project as it is greatly needed for our community. Protect the wetlands in place and save as many trees as possible.

Dennis M., resident

I drive this road several times per week and the congestion is unbelievable. Even during "off-peak" hours like mid-afternoon or late in the evening it takes significant time to go west from Russell-Palmer Blvd to Hwy 59. Expanding the roadway would help with increasing development in that area and decrease the overall congestion.

Sandra G., resident

I just moved to Kingwood with my family from Cypress, TX 2 years ago. Our subdivision is along North Park drive when you enter the Kingwood entrance. I loved the idea of living in a place that is so close to nature and a community that respects the natural world. Researching Kingwood two years ago - this was an issue that I saw being discussed back then as well - 1) Horrible Traffic Congestion at North Park Dr 2) Flooding being prone and a historical issue with this road 3) The general lack of maintenance causing the section of Northpark Dr to be an eyesore everyday as my family drives into Kingwood. It doesn't make sense for us to be living in a \$400k+ house and paying \$12k+ in annual property taxes that it looks like a dump before we enter our subdivision. Also, the traffic concerns are all too real. It is one of the worst and soul crushing trafficked roads I've ever experienced in Houston. I decided to move here because I assumed it was obvious that this issue would be worked on as it was hotly talked about 2 years ago. Here we are in 2019 and we are still talking about it. Let's stop talking about it and fix it or you won't have a community left because there are other places in Houston we can move to if it comes to that.

Harris I., resident

The Kingwood community would greatly benefit from this project, it is greatly needed.

Denise A., resident

The traffic just to leave Kingwood via Northpark is always congested. This problem prevents emergency vehicles from getting to destinations in a timely manner. Likewise, this situation has become an inefficient way to get to Route I-59. Many, like me, have resorted to travel through neighborhoods in neighboring Porter to get to the highway. Thus, adding extra miles to reach the same destination. Something must be done especially with all the new homes and new neighborhoods that have been built and continue to be built. Thank you in advance for your consideration of this proposal.

Holly L., resident

Must needed project. New communities are being built and roadways are not sufficient to handle the traffic.

Derek A., resident

Please expand NorthPark Dr to three lanes and rebuild overpass for rr tracks. When I moved to Kingwood in 1979 the roads were fine for the population. Now the roads are crazy. I live off NorthPark Dr and the time wasted trying to drive down my 3 mile stretch every day is unacceptable. Thanks for considering promised expansion.

Barbara W., resident

I would like to see this project completed as soon as possible. Thank you

Thomas W., resident

This needs to be a priority!

Anthea F., resident

Please push along the Northpark drive project. Kingwood has needed this project for a long time. Traffic congestion is terrible all times of the day. My husband and I often comment that if there was an emergency the vehicles could not get through as they should. There is no place for vehicles to go to get out of the way. I am so glad that this is being built with kingwood's flooding in mind. Please push this project through as soon as possible. Thank you.

Denise S., resident

We have noticed an increase in traffic since we moved here in 2014. There have been more subdivisions added, an increase in population in the area, but no improvements in traffic flow. We find that as we approach the loop, that it is backed up and takes several light rotations before we come to the intersection. Also, if there is a train we can expect a huge delay. This project is really needed for Kingwood's residents and those who frequent Kingwood.

Kim D., resident

It is my understanding that the NorthPark Dr. expansion/reconstruction project may not get started because reason unknown. This is very disheartening, and I am very concerned of the increasing probability of auto collisions, personal injury, road rage, drug dealings, auto theft, centered around the NorthPark Dr., Loop 494 and I-69/Hwy59 proximities. I moved from Kingwood/Bear Branch area in 2009 because it was taking 30 minutes to travel 1.5 miles just to reach Hwy 59, to the Oakhurst of Kingwood community in 2009. In making this move, it would only take 2 minutes of travel time to get on I-69/Hwy 59. 9.5 yrs. later it now takes 6 minutes to travel the .5 mile, to get onto I-69/Hwy 59 to travel to downtown Houston for work. In addition, there has been a Kroger Super Store built and currently being built is an HEB Super Store on the East and West side of I-69 corners. Also, two 1,000-unit apartment complex's built and strip centers, and office buildings and hotels and gas stations built. In addition, there has been two schools and 1,500 KB Homes housing community built by KB homes, 1 new 1,200 home community being built on Sorters Rd which uses and will be utilizing NorthPark Dr. West, growing the existing traffic problem more immensely. I travel into and from Kingwood area very frequently and during rush hour times (AM/PM) and on Saturdays and Sundays, it can take 30 minutes to travel from Woodland Hills Dr. going West to I-69/Hwy 59 due to traffic buildup from I-69 to Wal-Mart. I have referred with Civil Engineers that live within Kingwood who informed me when TXDOT took out the entry and exit loops to access Hwy 59 in and out of Kingwood around 2008, Kingwood Dr. and North Park Dr. will become a traveler's nightmare; they were right. In

addition, The Woodlands saw the same situation developing and what did The Woodlands do? They were able to get the Entry and Exit Overpass Ramps into and out of The Woodlands built to ease the traffic congestion. Within the 77325, 77339, 77345 and in part 77346 zip codes there are approximately 82,000 people utilizing primarily 3 entries and exists to the Kingwood area. This is not factoring in other zip codes, 77365, 77338. The study has been done, the funding is mostly supported by entities other than TXDOT (not confirmed), it is time to progress with the times and provide for the future growth of the Kingwood area. Build the infrastructure to accommodate the travelers. Thank you for listening to a concerned community citizen.

James H., resident

We need this project. traffic has been horrible and there are no sidewalks part of the way... our neighborhood is growing, and we need more space for all the drivers to keep our community a good and safe place to live

Rachel C., resident

This project definitely needs to be in the top ten for the area. The safety of the kids going to school for one, as well as the safety of the motorists that drive this road every day. People are avoiding Northpark and speeding through other school zones to circumvent all the traffic. Please reconsider this project and get it done for the safety of all that live here.

Todd F., resident

Northpark, in Kingwood needs help, it's a complete bottle neck anytime of the day. Something needs to be done to ease the congestion, as more houses are businesses are still being built.

Jayne H., resident

Traffic is currently ridiculous build to a standstill from early morning throughout the day. More businesses only add more traffic, and expansion throughout the 494 / Northpark area is increasing. From a safety view point, the crossing at the train track is horrendously dangerous with wrecks happening frequently, particularly when impatient drivers are trying to get home having just fought the Houston traffic downtown. For the Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive section it needs widening and providing quicker, efficient and improved flow to access to I69. I don't believe these roads have been maintained to keep pace with the ever-increasing population, and with only 2 main entrances/exits to Kingwood, we need a clear flow of traffic to allow for a hurricane evacuation. The whole area is in need of redesign and rework.

Mark H., resident

EMS response times are extremely poor in Kingwood, due to out of control mobility. In my opinion it is no longer safe to live in Kingwood. This upgrade will make it much easier to get to the hospital when an emergency occurs. Thank You.

Allen B., resident

As a long-time resident of the Kingwood Area, I strongly support the funding of the Northpark Drive Expansion Project. Northpark Drive is one of the most heavily traveled roadways in Kingwood. The goal of the project is to improve traffic flow and safety along Northpark Drive. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. Additionally, a bridge

will be built over the Union Pacific Railroad tracks, perpendicular to Northpark Drive, addressing traffic delays due to passing trains. There is a constant risk that evacuation routes out of the Kingwood Area during an emergency would be cut off if a train has to stop blocking Kingwood Drive and Northpark Drive. This project would reduce that risk.

Dee P., resident

Please build this!

Boris S., resident

Northpark should be widened due to more and more people moving to this area.

Terry V., resident

The traffic on NorthPark Drive is ridiculous. It backs up in the morning and in the evening. Our population along NorthPark is growing due to the addition of the Woodridge Forest subdivision and businesses along the route. Something needs to be done.

Virginia B., resident

We should use center-turn lanes (like 1960) for the businesses between 494 and 59. The current median is dangerous. Also, make sure there are exits to 494 going towards 59 from Kingwood.

Alexander K., resident

I live in Kingwood but rarely take Northpark due to the traffic. With NP overburdened and very stressing Kingwood Drive, I feel that without this project we would have a serious problem to safely evacuate let alone the daily impact to life. Please implement this project as soon as possible. Thank you.

Matthew V., resident

I am a 30 year resident of Kingwood. The traffic and delays caused by the extensive traffic on Northpark Dr has become extremely difficult to travel the road. With the growth in the area, new homes under construction along with development of new business, including the huge HEB shopping center the traffic problems and congestion will only worsen. It is past time to widen and improve driving conditions and drive times along Northpark. Thank you!

Francie W., resident

Please improve Northpark. It's so clogged up that I avoid it by driving to porter everyday (via Ford rd) even though I want to go south of Kingwood. It's ridiculous.

Jason C., resident

We need this project to start urgently in Kingwood. It is a traffic nightmare as well as there are real flooding concerns that basically trapped us in our neighborhood as Northpark was completely flooded and we couldn't get out of our subdivision. Funding for this project is severely needed.

Anam I., resident

I am a resident of Kingwood and use this road every day we need to have a better and bigger road for our safety and all of the residents of Kingwood and to be able to go out into 59 in the case of a flood. I am pro this project and it needs to be passed for the wellbeing of this community and for the future of our children.

Indiana F., resident

Northpark Drive is one of the most heavily traveled roadways in Kingwood. It is necessary to improve traffic flow and safety along Northpark Drive. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. Additionally, a bridge will be built over the Union Pacific Railroad tracks. Please reconsider this important safety concern for Kingwood residents.

Francine P., resident

Please approve this improvement on our road, it will alleviate the traffic we currently have.

Emma R., resident

I'm the pastor of St. Martha's Catholic Church on Woodridge Parkway near NorthPark and I'm in favor of the NorthPark expansion project. With Kingwood and this area growing, NorthPark is becoming increasingly congested and is a safety concern if it is not expanded.

Fr. TJ D., resident

We have resided in Kingwood for over 20 years and have seen a lot of changes in the area over that period of time. In particular, additional development of the Kingwood area has increased our population resulting in a significant increase in traffic congestion. We very strongly support the Northpark Drive Reconstruction Project and ask that HGAC approve this project so that it can move forward.

Craig and Cheree A., resident

It is of utmost importance that North Park Drive be widened to six lanes at least from I69 to Woodland Hills Drive. Kingwood, the livable forest, has been deforested and has been overbuilt with no regard to the increased traffic on its two main arteries: North Park and Kingwood Drives. There has to be a limit as to how many housing projects should be allowed in Kingwood in order to prevent the increased population that has contributed to North Park and Kingwood Drives being so congested. Now, not only during peak hours, but also during most of the day, leaving Kingwood takes more than half an hour from Woodland Hills to I-69. Thank you for your attention to this serious problem.

Jean and Jose D., resident

This project must be built. The congestion in the morning and evening is the worst I have seen. On weekends the businesses along this stretch of road have customers that either can't reach their entrances or once they get there because of the traffic they can't exit the business. Lots of new homes are being built attracting many new residents that is only making the traffic congestion worst. If a train happens to come the traffic is backed up for over a mile maybe more. To avoid this in the morning and evening many residents are forced to take either Kingwood drive to exit Kingwood and that street is already overburdened or they take W Lake Houston Parkway to Atascocita adding to the congestion that already exists on FM 1960. Lastly in desperation residents are forced to go N on Mills branch to Ford Rd creating huge backups on Ford Rd when it reaches Loop 494. This project has to be a priority.

Bruce W., resident

The traffic on Northpark has grown tremendously over the last couple of years. With the growth of businesses, residential neighborhoods and new construction for both, traffic flow slow. It seems with increase of traffic on Northpark, there appears to have had an increase of accidents. The

expansion would seem to help flow of drivers getting onto the Interstate and those drivers wanting to frequent the businesses.

Michelle C., resident

Please add this project to your schedule. This community has grown exponentially bigger, than the roads can handle. We need this project to help alleviate traffic build up! Thanks, Caroline Stevens

Caroline S., resident

I support this project. It will be invaluable to the Kingwood area. I have lived here for over 30 years and Northpark has become all but undrivable many days due to the traffic. The congestion at the railroad tracks is embarrassing for a road this critical.

James S., resident

Kingwood needs better ingress and egress...please widen Northpark!

Joseph S., resident

This project is a MUST for Kingwood. Morning traffic can take 30 minutes from Woodland Hills to Hwy 59. I can't believe hasn't been started, let alone not even sanctioned yet. Kingwood residents have been waiting years for widening of Northpark. Lack of normal access wastes millions of man-hours per year, hurts property values, and is a safety hazard.

Max W., resident

Yes, to this project.

William S., resident

This is a critical improvement needed for Kingwood for Traffic and safety.

Paula Y., resident

I encourage HGAC to provide support for the North Park Expansion Project. This project is essential to the 70,000+ residents of Kingwood, which was annexed into the City of Houston in the 1990s. This project will include reconstruction and expansion of Northpark Drive from four to six lanes and the construction will bring the road above the 500-year flood plain and provide a viable evacuation route for Kingwood. During Hurricane Harvey, most of the major access routes for Kingwood were impacted by standing flood waters and debris which interfered with emergency access for ambulances, fire trucks and other first responders. In addition, the hospitals and major medical facilities that support Kingwood are west of I-69 and west of the Union Pacific Railroad. There have been various incidents in the past where a train was stopped and blocked both Kingwood Drive and Northpark Drive, cutting off all access routes for ambulances trying to reach the hospital. The Northpark project will provide and overpass for traffic to cross over the railroad tracks. I strongly encourage HGAC to support the Northpark Expansion Project. Thank you for the opportunity to provide comments on this important project.

Fred M., resident

I can honestly say that this project is sorely needed. I have been a resident of Kingwood since 1997 and have watched this area continually grow over the past 22 years. During this time, Northpark Drive has seen some improvement, but not the type that is required to actually keep up with the level of expansion that has occurred within this community. We residents not only

need better roadways to access our community but require roadways that will allow us to do so, in as efficient a manner as possible, especially during times of severe weather. As a homeowner and resident of this area for nearly 22 years, I would urge anyone that reads this comment to seriously consider funding this project. Congestion alone will begin to drive away residents, and that won't benefit anyone, not the residents, nor Harris/Montgomery Counties. Thank you.

Steven R., resident

The Northpark Drive project is very important to the safety and health of residents and nonresidents of the area. At the present time the traffic along this roadway is constantly in a state of stoppage. Vast improvements are needed in order to allow orderly traffic during normal times, and during an emergency, such as a weather disaster, there will be many people injured or even killed by the inability to get out of the area.

William K., resident

Because of its population size Kingwood needs an all-weather evacuation route. It also needs an evacuation route that is not blocked by the train tracks along Highway 69.

Ann H., resident

I strongly support the Northpark Drive Reconstruction Project. As a resident living in the North Woodland Hills subdivision, I use Northpark Drive every day. There are problems with traffic and drainage, and I ask that this project get federally funded to provide a safe evacuation route as well as improve traffic and safety for all residents in Kingwood and the surrounding areas. Thank you for your consideration.

Mike L., resident

Northpark Dr. in KW needs expanded ASAP. The traffic congestion is terrible. With all the recent retail/ commercial/ residential building along this corridor, it is near impossible to get to I69 in any reasonable time. It is a great inconvenience to commuters. As building continues along Northpark coupled by numerous trains that come by daily and block traffic at Loop 494, the flow of traffic is unacceptable. The widening of Northpark and a flyover 494 is long overdue for both safety and efficiency reasons. Please provide the necessary funds to complete the Northpark project soon as it is one of the three major exit/ entrance roads into and out of Kingwood, all of which are unreasonably congested.

Frank D., resident

Residential and commercial growth in Kingwood and surrounding areas have greatly increased the vehicle traffic on Northpark to the point of being intolerable. Kingwood has only two main Eastward roads (Northpark and Kingwood Dr). Drivers now use the Ford Rd/Mills Branch to return home even though these roads were not built to handle the traffic now seen. The expansion of Northpark is essential to ease the traffic congestion and allow further commercial development near Northpark and Highway 59.

Robert B., resident

NorthPark Dr. in Kingwood desperately needs to be improved as it is difficult to get out of Kingwood in a timely manner. Our hospitals are located on the opposite side of 59. The congestion makes it difficult for emergency vehicles to get across the freeway. In addition, evacuation is a problem such as for a hurricane. There are so many more subdivisions being developed and NorthPark was not designed to carry such a load. I have lived here for 42 years

and have seen the change. We need the funding to avoid a problem in the future. I ask you to seriously take this issue under consideration. Thank you.

Linda S., resident

This is the most important project in the Kingwood area. These improvements would allow improved access to HWY 59 for Kingwood residence. It is important to eliminate the at grade railroad crossing. This is way more important than the Hamblen Road improvements.

John G., resident

Being one of the clergy at St. Martha Catholic Church on Woodridge Parkway just north of Northpark Drive, I have seen firsthand the utter insufficiency of Northpark as it currently is for handling traffic loads not only during rush hours, but also on Sundays, when far more people attempt to turn left up Woodridge Parkway to get to church than the short turn lane and every-other-light-cycle green signal can handle. We have had to hire off-duty police officers to direct traffic on these occasions. Furthermore, this light setup also breeds a certain contempt for traffic laws in the area, as drivers often train through this light due to the shortness and infrequency of greens. In order to alleviate this problem, having clearly arisen from an attempt to make the most of Northpark's current east-west carriage capacity at the expense of its cross-streets, it seems necessary to me to expand the capacity of Northpark itself so as to be able to normalize the light patterns in the area, improving flow on Northpark and its cross-streets at the same time. I fully support this project and believe that its execution will be a major and needed improvement in both accessibility and safety for this growing part of the city.

Jonathan M., resident

The expansion of Northpark Drive is overdue and will significantly improve traffic flow in and out of Kingwood. As it is it not only impedes workers, but emergency vehicles are unnecessarily slowed. Due to the drainage ditch between the east and westbound lanes, there is nowhere to move when emergency vehicles need to pass.

Derek N., resident

I strongly support the Northpark expansion as it is vital to the community to relieve traffic congestion.

Florita W., resident

I strongly support this project. It is vital to the mobility of Kingwood as it is one of only 2 roads that provide east-west access to the community.

Rachel R., resident

As a resident of Kingwood since 1982 it is imperative to approve and begin the Northpark Drive expansion. During the rush. Hours the traffic on Northpark is extremely brutal it can take upwards of a half hour to travel between woodlands Hills Drive and route to 494 or vice versus. Also, Kingwood Drive needs to be expanded. The traffic from my house to the entrances of Kingwood take upwards to a half an hour and more if the Kingwood High school students are getting out of class. Victoria Ramirez Residents of Kingwood since 1982 My son and his wife and 4 children live in Kingwood My daughter veronica is also a resident of Kingwood and has her business in kingwood of 40 years My husband and I also had our business In Kingwood and sold it to my daughter and that is why we have to maintain Kingwood beautiful to live and ease to travel around.

Victoria R., resident

Yes. The Northpark drive is definitely needed to expand; especially building the overpass to avoid the railroad track.

Thuan T., resident

Expansion is necessary to help traffic congestion.

Bich T., resident

I think it is imperative to do the reconfigurations of North Park Drive in Kingwood. The traffic is atrocious, and the road needs to be widened. Ever since I moved to Kingwood in 1980, I have felt it is very dangerous not to have an overpass at the railroad tracks. We have had numerous occasions to construct overpasses and have ignored them. If a disaster occurred in Kingwood and the train broke down and blocked the tracks, we could be in great danger.

Ruthann K., resident

Dear Technical Advisory Committee, H-GAC staff, please consider the importance to the need for this expansion. We have lived in Kingwood since 1989 and have watched the roads become more congested and the need for better roadways to be built to enable us to move in a timely manner throughout the area. Northpark Drive is one of the most heavily traveled roadways in Kingwood. We have basically 2 ways out of Kingwood to 69 via Northpark and Kingwood Drive. The goal of the project is to improve traffic flow and safety along Northpark Drive. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. Additionally, a bridge will be built over the Union Pacific Railroad tracks, perpendicular to Northpark Drive, addressing traffic delays due to passing trains. Respectfully requesting your approval of this project.

John E., resident

This project is much needed and much promised. At every turn there has been a road block mostly by the city that gladly takes our taxes to spend anywhere but here. It is time to get this project for relief from the long lines of traffic. We have seen a significant increase in the time it takes to get to Highway 69 from North Lake Houston Parkway. I personally have stood in backups of over 30 mins from Wood Bridge to 494. With the new homes being constructed even North of Lake Houston Parkway and the increase of businesses (possibly a new marina Complex in the flood plain) it is imperative some road expansion be extended to the Kingwood area.

Margaret N., resident

Traffic and congestion on this street get worse every day. Would really like to see this project started.

Sanford A., resident

It is imperative to approve and begin the Northpark Drive expansion project! Traffic even during non-rush hours on Northpark Drive is unacceptable- it can take upwards of a half hour to travel between Woodland Hills Drive and Route 494 or vice versa, especially if a train happens to traverse Northpark at that time. This project should have been done long ago. It absolutely must be done now! I have been told Kingwood Drive will not be widened unless Northpark Drive is done first. We can't have both major access roads be this congested.

Linda W., resident

It is imperative to approve and begin the Northpark Drive expansion project! During rush hours traffic on Northpark Drive is extremely brutal - it can take upwards of a half hour to travel between Woodland Hills Drive and Route 494 or vice versa, especially if a train happens to traverse Northpark at that time. In non-rush hour periods, the traffic eases off to simply brutal. This project should have been done 10 years ago. It absolutely must be done now!

Sandra d., Resident

WHY have they decided to just go to Woodland Hills Dr. with the 3 lane, and not going all the way back to W. Lake Houston Parkway with 3 lanes each way w rt turn lanes? What genius made that decision? The same ones who designed the 59 feeder roads that badly flood? Honestly, most of the traffic issues on Northpark are people trying to get to the back of Kingwood. Ending the 3 lane at Woodland Hills Dr. will only create a serious bottleneck, and defeats the purpose of the 3 lane plan. BTW, The stop light at Hidden Pines is a mess, people trying to into and out of N. Woodland Hills neighborhood have to wait long periods to get in and out. Not to mention the light for the left turn onto Hidden Pines, and from Hidden Pines onto Northpark stays green for only a few seconds...allowing at the most 3 cars through. Even other stop lights on this stretch stay green longer.

Brian S., resident

Exit from Kingwood in case of an emergency is very important. The congestion on Northpark Drive along with Kingwood drive creates severe problems during normal traffic days. In an emergency, it is nearly impossible. Please consider the Northpark Drive Reconstruction Project.

Joan N., resident

Unfortunately, Kingwood has grown WAY beyond Northpark Drive's usefulness. PLEASE consider and approve the Northpark Drive expansion project! During rush hours traffic on Northpark Drive is extremely frustrating - it can take upwards of a half hour to travel between Woodland Hills Drive and Route 494 or vice versa, a trip which should only take a few minutes. If a train happens to cross Northpark at that time, the time is increased even more. Even in non-rush hour traffic, the trip down Northpark is excessive. The backups cause other roads, particularly through residential neighborhoods, to experience heightened use and threatens the safety of those neighborhoods. This project should have been done 10 years ago. It absolutely must be done now!

Anne R., resident

I am a kingwood resident and take Northpark every day for commute. An expansion is direly needed to improve traffic situation

Hammad H., resident

Traffic on NorthPark has become unbearable. I fully support the widening of NorthPark from 4 to 6 lanes and the building of a bridge over the railroad tracks.

John M., resident

I wholeheartedly support the NorthPark Drive reconstruction project

Pierre D., resident

Please fund the Northpark expansion project. This project should have been completed 5 years ago. The traffic situation is terrible all day long. Would like to see a flyover to 59 southbound

included but we will take whatever we can get. Help us please. It is a matter of public safety that this project gets fast tracked. Thanks.

Michael L., resident

Please expand Northpark. The traffic is ridiculous. I'm a previous Woodlands resident and they expanded their most commonly used road to 6-8 lanes to prevent build up. We need to do the same! Make Kingwood a priority!

Victoria C., resident

Funding for Northpark expansion is long overdue. Traffic is terrible, and it has become a public safety issue. This project needs to be funded and completed ASAP. Thanks.

Donna L., resident

I support the expansion of North Park Drive. The continued traffic congestion is a safety concern for all Kingwood residents.

Denise K., resident

As a long-standing resident of Kingwood, it is utterly ridiculous that while growth continues around us, it takes 30 minutes to travel a mile and a half. With the projected growth and expansion of Kingwood, specifically North Park, an expansion is necessary to continue with progress.

Chelsea T., resident

Please....let's get this show on the road already! No pun intended.

Barbara H., resident

Yes, please expand the lanes for North Park drive in Kingwood, Texas. Thanks!

Darrin J., resident

I support widening Northpark asap. Four lanes not near enough. Congestion has been slowly getting worse as Kingwood grows.

Don J., resident

The North Park road way expansion project is a must for the kingwood residents. Please let it be executed.

John S. resident

Northpark drive is indeed of expansions. Our growing community is making our roads dangerously congested.

Gail G., resident

Traffic has tripled over last 10 years getting out and into kingwood has been a nightmare. Work on better access should have been completed long ago considering the tax dollars flowing in.

Chikku P., resident

Northpark Drive is one of the most heavily traveled roadways in Kingwood. The project will improve traffic flow and safety along Northpark Drive--just what the residents of Kingwood need and want. The Northpark Drive Expansion Project would provide Kingwood residents with an all-

weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. Please fund this project and make safety your priority for our community.

Rosemary B., resident

This project is way overdue. Northpark is one of the most heavily traveled streets in Kingwood. In addition, we desperately need new water retention and flood improvements to this area. It is a major evacuation route. Please bring some of our money back to Kingwood for these improvements. Thank you for your consideration.

Barbara M., resident

Please approve this project. Kingwood is extremely congested on a normal day without rush hour traffic and in the event of fires or any emergency evacuation, it could be incredibly costly.

AJ H., resident

Simply put: The Northpark Drive expansion project is not only overdue for the daily commutes but is needed post-Harvey to help retain the tax base. The Valley Ranch development among others, have created very strong competition for the area. Thank you for your consideration.

Lynn B., resident

It is crucial that the Northpark Reconstruction Project Be started and complicated. The traffic is horrific and worse than horrific in peak traffic hours. We also have a train track to contend with that adds to the problem as well.

Vicki R., resident

Northpark Drive is one of 2 major roads in and out of Kingwood, a heavily populated suburban area of working, tax-paying citizens that have to commute 40-60 minutes to get to work. This road is inadequate in size and looks like something out of Mayberry RFD. In addition, there is no safe way out of Kingwood to reach the hospitals on the other side of I-69 or to leave in the case of flooding when there is a train traveling through our area (which happens very frequently and will increase in the future). There are no overpasses over the highway on either Hamblen Rd., Kingwood Dr. or Northpark Dr., thus trapping us in our area or leaving emergency patients without medical care. Many of these projects are forward-thinking and "nice to have" to facilitate traffic flow, promote businesses, and improve aesthetics.... this one is a matter of life and death for citizens of Kingwood. We contribute to this area through employment, volunteerism, and taxes. I ask that you strongly consider this project to save our lives. One look at the videos from Harvey of the rivers flowing down Kingwood Drive trying to save people flooded out of their homes in the middle of the night will remind you that I'm not being dramatic. We need this project badly. Thanks for your consideration.

Mary R., resident

The NorthPark Drive project should be considered a safety necessity. There are over 60,000 residents in Kingwood and there is really only one road out that cannot be blocked by a train: West Lake Houston Parkway. And it can be blocked by flooding. Hamblen Road, KINGWOOD Dr, Northpark, and Mills Branch / Ford Road all require crossing a railroad. Accidents occur with grade crossings, as do derailments. Ambulances and other emergency equipment can be blocked, as can private vehicles trying to reach a hospital in an emergency or to evacuate from a disaster. Imagine a drought 3 years from now, and a wildfire starts in the Enchanted Forest. Forest fires can move at an alarming pace...we INVOLUNTARY CITIZENS OF THE CITY OF HOUSTON deserve to be provided a reliable and safe exit from the community. Thank you.

Paul A., resident

This project is vital to Kingwoods continued growth and infrastructure. There needs to be an unrestricted access in and out of Kingwood at all times. We do not have that at this time! Many times, you could not leave by ambulance down Northpark Dr. to get to a hospital or in the case of flooding leaving Kingwood was next to impossible! Kingwood is continuing to grow and prosper with great plans for the future but without this project being built it would be crazy to think any further expansion could succeed!

Kent S., resident

The Kingwood North Park Drive project is of utmost importance to not only Kingwood but surrounding areas. Issues related to emergency evacuation and flooding are such that PROFESSIONAL RECOMMENDATIONS related to CITIZEN SAFETY & SECURITY would (in a perfect world) make citizen input a secondary requirement for guaranteeing CITIZEN SAFETY & SECURITY. CITIZEN TAXATION funds 'professional' input on issues related to CITIZEN SAFETY & SECURITY and further, citizens elect representatives to promote issues related to CITIZEN SAFETY & SECURITY. When the Professionals and the Elected Representatives fulfill their job requirements, CITIZEN SAFETY & SECURITY is a done deal. Do the job and address the North Park Drive issue. Thank you.

Rose D., resident

Desperately need this project for an exit w/o trains and severe congestion

Daniel B., resident

Need flood a controlled exit with less congestion and trains

Marlene B., resident

I am expressing my concern for the need of the above Northpark Expansion Project. As pointed out by various civic leaders and politicians, NorthPark is one of the most heavily traveled roads in Kingwood. Rarely can we leave Kingwood without a wait. These traffic delays can be a safety issue for those using this exit from Kingwood. This project will also help with flood mitigation and provide a much needed all weather evacuation route. I encourage you to approve this project for immediate funding.

Walt S., resident

Dear Houston Galveston Area Council. I am adding my voice to request the Northpark expansion Project be added to H-GAC project list. The Northpark corridor and Kingwood have grown considerably but without having any major roads added in/out of Kingwood to 69/59. The Northpark Drive expansion project is not only desperately needed but it is also long overdue to improve traffic flow and to increase area safety by providing quicker access for emergency equipment to parts of Kingwood and to ensure an evacuation route over in case of flooding. Northpark Dr is one of two major roads out of Kingwood to Highway 69/59 in the case of flooding and one of the two alternate routes out of Kingwood, a two-lane road has flooded multiple times in the past 18 months. Please add the Northpark project to increase the overall safety of the Kingwood area.

Cheryl S., resident

Kingwood needs North Park to be expanded not only due to terrible congestion and a growing population, but more importantly to provide an adequate, safe, emergency evacuation route for

flooding, fires... it is imperative that this project be given a high enough priority to fund it. Thank you.

Julia B., resident

I am against the Northpark Drive Reconstruction Project.

Gregory M., resident

Please prioritize the expansion of Northpark Dr.! Traffic in and out of Kingwood is horrendous and the roadways have not kept pace with growth in the community. Kingwood residents continue to be deprioritized by the city and this work is long overdue. To support the continued growth in the area and to alleviate the inadequate infrastructure currently in place, it is imperative that this project move forward as soon as possible.

Colin C., resident

The planned expansion of Northpark Dr in Kingwood is vital. The traffic flow as it is today is critical with traffic backups of a 1/2 mile or longer both in rush hour and non-rush hour periods. The Union Pacific railroad that crosses both Northpark and Kingwood Drs. adds "salt to an open wound"; the trains roll through at both the AM and PM peak rush hour periods. The thousands of Kingwood residents have only 3 accessible egress routes at any time and especially in the event of emergencies when all three (Northpark Dr, Kingwood Dr, & W. Lake Houston Pkwy) become "choked" with motor vehicles resulting in it taking over an hour to leave the confines of Kingwood communities. (During hurricane Rita egress from Kingwood was closer to 2 hours). If nothing is done to alleviate the congestion it will become unmanageable - it is close to that now. Even now it is not unusual to see emergency vehicles sitting in log jammed traffic with no place to go; traffic is gridlocked while acute patients lie in an ambulance that has nowhere to go or (patients wait at home and become sicker) and fire trucks sit idling while the emergency they are trying to reach remains unassisted; injured people in car wrecks, houses on fire, crime victims & health emergencies must just sit and wait. I beg you to please comprehend the urgency of the plan to upgrade Northpark Dr, Kingwood residents have a need that is critical.

Katherine B., resident

Reason to fund this project - No medical emergency or response time should be impeded by traffic congestion caused by traffic light or train crossing. The proposed bridge will increase response and arrival times.

Mark G., resident

The North Park reconstruction project should be prioritized for many reasons. Some of them are: increased property tax revenue, increased population (multiple different taxes), and simply a logical plan for future growth. In order to accommodate continued growth in this area of Houston, expanding the North Park corridor is imperative. By widening this road, and building over the train tracks/Loop 494, it will ease traffic congestion and encourage more commercial and residential development resulting in larger tax revenues. We are essentially competing for development with Valley Ranch to the north of Kingwood. If we delay this expansion, we stand to lose out on commercial development opportunities.

Douglas A., resident

Northpark needs to be expanded for no other reason than emergency vehicles do not have a chance to get through if there is an emergency. Also, when traffic is so backed up is when drivers get impatient and cause accidents to happen.

Mariellen S., resident

The Northpark Dr expansion in Kingwood is so overdue and needed. The road currently is a traffic nightmare for the residents that commute. There are not many options in Kingwood to exit the area, Northpark is a primary artery for commuters, shopping and as an exit route out of Kingwood. This project is long overdue and will take a long time to complete once started. the long this is delayed the worse the need is for this to begin. Please reconsider your current position on the priority of this project.

Shannon L., resident

I would like the Northpark Drive expansion to go ahead - we need it desperately as the traffic has become unbearable now, especially with the Kroger shopping center and fast food restaurants along Northpark. Thank you. P Brennan

Patricia B., resident

I have lived in Woodstream village for five years now a commute down Northpark ever workday. In the last five years the traffic has significantly increased and takes nearly 30min to get to I59 in the morning. The Northpark expansion would help me significantly.

Matthew H., resident

Northpark Drive is one of the most heavily traveled roadways in Kingwood. The goal of this project is to improve traffic flow and safety along Northpark Drive. I have lived in this community for 36 years and have seen the growth here. Better traffic flow and safety for the community are vitally important The Northpark Drive Expansion Project would provide Kingwood residents with better traffic flow as well as an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. And a bridge built over the Union Pacific Railroad tracks, perpendicular to Northpark Drive, would address traffic delays due to passing trains. Thank you.

Debra S., resident

We have resided in Kingwood since 1984 and have seen a lot of changes in the area over that period. Additional development of the Kingwood area has increased our population resulting in a significant increase in traffic congestion. It's not uncommon to see outbound traffic from Russel Palmer to 494, stop and go in the middle of the day. We very strongly support the Northpark Drive Reconstruction Project and ask that HGAC approve this project so that it can move forward.

Wayne and Sandra T., resident

We need the projects on our Streets in Kingwood to be improved upon. The traffic is crazy heavy.

Jan A., resident

In the last 20 years we have watched as Kingwood has expanded with significant new residential and commercial construction. As the vehicle traffic associated with the expansion has massively increased, we have seen very little in the way of improvements in either of the two main thoroughfares, Northpark Dr. and Kingwood Dr. This project to improve the flow of traffic on Northpark Dr. is badly needed now as there are even more expansions planned for the Kingwood area.

Gerald W., resident

Northpark Drive in Kingwood has progressively shown to be more and more congested. Kingwood continues to grow and thrive and the Northpark expansion is going to be critical to keep Kingwood attractive and functional.

Robert C., resident

This improvement project is needed as soon as possible. I travel this highway daily and it is not uncommon to be backed-up and to wait for 10 minutes or longer. It seems to constantly get worse as new business etc. are built on North Park. In emergency situations I do not see how traffic could even clear to allow emergency vehicles through. This congestion is not just from trains but due to an overwhelming volume of traffic during high traffic times which seem to be most of the time anymore. Please fund this much needed improvement!!!

Randy C., resident

Yes, I agreed

The Molinars, resident

I support the Northpark expansion project in Kingwood. The traffic is ridiculous on Northpark and floods in various places. These improvements are desperately needed.

Brenda D., resident

I just watched the video on you tube. The overpass across the railroad tracks and expansion to three lanes (each side) would be a great improvement and reduce traffic that usually backs up to Russell Palmer road. I fully support this project.

Jay G., resident

This project is an absolute necessity. Kingwood has outgrown the roadway infrastructure to the point of major safety concerns. I witnessed firsthand the inability to evacuate during Harvey, the insane amount of congestion, backups and accidents at North park and 494. Let's not be reactive like we have been with our flood control system, we need to be proactive and push this project through for the safety of Kingwood residents.

Chris K., resident

I have been a resident of Kingwood for the past 8 years and traveling on Northpark has been very troublesome. I recommend and support any project that would provide the people of Kingwood with a suitable drive in and out of their neighborhoods.

Lindsey B., resident

This project must go forward as soon as possible. The congestion on Northpark is strangling movement in and out of Kingwood, I live near Kingwood Drive and the overflow is also causing unacceptable congestion on Kingwood Drive. We need more evacuation routes from Kingwood. One look at rush hour traffic on both North Park and Kingwood Drives tells you all you need to know. In a dangerous emergency, Kingwood will become one huge parking lot.

Karen K., resident

The Northpark Drive Project should be prioritized for Kingwood residents due to evacuation readiness and to help residents commute. Hurricane Harvey devastated our community and, even though I was not personally flooded, we were stranded should there have been a medical emergency or evacuation issued. My husband is in lung cancer treatments and is in and out of the hospital at MHNE. Thank you

Trilla C., resident

The widening of Northpark Drive from IH 69 to Woodland Hills Drive is critically needed improved mobility and emergency access of the Kingwood area. Also, without federal funding the portion from Russell Palmer Road to Woodland Hills Drive will not be completed and the flooding of Northpark Drive at Bens Branch will continue to block the access in or out of Kingwood. Please let this email serve as my notice that I support and respectfully ask you to consider supporting the widening too! Thank you.

Sean J., resident

The widening of Northpark Drive from IH 69 to Woodland Hills Drive is critically needed improved mobility and emergency access of the Kingwood area. Also, without federal funding the portion from Russell Palmer Road to Woodland Hills Drive will not be completed and the flooding of Northpark Drive at Bens Branch will continue to block the access in or out of Kingwood. Please let this email serve as my notice that I support and respectfully ask you to consider supporting the widening too!

Juliana J., resident

As a Realtor in the area; We really need a better system for ingress egress of traffic in/out of Kingwood. Northpark Drive There is a bigger problem with overloaded traffic on FORD Rd. which needs to be added to the expansion. Is there any way we can move up the target date on both roadways?

Mark M., resident

Expansion is desperately needed as there are only 2 ways to get out of Kingwood in case of an emergency. Even in normal traffic, the train tracks block both of these exits and cause major traffic issues.

Gary W., resident

Hello, I represent Chick-fil-A, Inc. and am writing in regard to the Chick-fil-A property at the following address: 195 Northpark Drive Kingwood, TX 77339. Please be advised that Chick-fil-A, Inc. does not support the proposed Northpark Drive Reconstruction Project.

Jordan K., resident

I am in favor of the Northpark Drive Reconstruction project for the following reasons. 1) Kingwood property values have been severely compromised by the hurricane Harvey flooding. It will take many years for full recovery to take place and it will not happen at all without help. 2) The drop-in property values has affected our tax base which affects us all. 3) We must give investors, business owners, and potential home owners the assurance that it is safe and profitable to come/return to Kingwood. 4) The increasing traffic load on Kingwood Drive and Northpark is a growing concern. 5) And, let's be honest, Northpark needs a major face lift. We need incentives and additional safety components to help protect/recover our investments and to create interest and confidence in our area. If we don't address the needs of the Kingwood community, the areas north of Kingwood will. New developments will become more appealing to businesses and future home owners, thus degrading our property values even more. We need the help of the Northpark Reconstruction Project. It will lessen our traffic congestion, help alleviate future flooding issues, provide an evacuation route, enhance the appearance of our area, greatly assist the recovery of our lost property values, and restore interest and confidence in life in The Livable Forest. Let's Make Kingwood Great Again!

Janine N., resident

This Northpark Drive expansion project must be started as soon as possible! Rush hours traffic on Northpark Drive is extremely brutal since the opening of malls at the west end of Northpark. This overload is exasperated by the addition of several housing divisions feeding onto Northpark. Half hour to travel between Woodland Hills Drive and Route 494 or vice versa is not unusual. These waits can be extended, especially if a train happens to traverse Northpark at that time. Simply brutal in non-rush hour periods, can describe the traffic on Northpark. This expansion should have been done 10 years ago. The project can be started now. It would be ignoring reality not to go forward with it as soon as possible.

John P., resident

Northpark from Russel Palmer to I69 has been terrible for over 10 years. Since then Kingwood continues to grow and high density (apartments) have accelerated close to I 69 causing traffic to back up. From 6 am to 7 pm is it typically a 10-15 minute drive for the roughly 1 mile stretch of road. It only going to get worse. If Kingwood residents have to leave due to an emergency, I would have to believe it would take hours to escape. In that regard - it is an emergency now.

James C., resident

February 26, 2019 To Whom It May Concern: We have been Kingwood residents since early 1984 with the exception of work assignments out of town for 2-4 years. In this time, we have seen notable growth changes in the size of the Kingwood community, which has created substantial traffic issues. We would appreciate your thoughtful consideration in funding and supporting this very important project. The North Park Drive project would greatly improve egress issues that are worsening in this community. The fact that this roadway is overcrowded on a normal day with not only local traffic of our residents but, also, others that use this area as a "pass through" traffic way for emergency weather event evacuations makes this project a very important and necessary one to have funded and completed as soon as possible. As we witnessed following the impact of hurricane Harvey, having the ability to allow traffic to move through Kingwood is essential to ensuring the safety of the residents, emergency personnel, as well as those that were required to assist in the post recovery rebuilding efforts. As the study previously completed that was used to develop this project showed, the traffic in Kingwood is currently beyond the designed capacity for North Park and Kingwood Drives. This should be considered a high priority as it will greatly assist in addressing safety and emergency issues currently in Kingwood that are a direct result of poorly designed roads. Thank you for your consideration and support.

Val & Tom R., resident

As an owner of commercial property along Northpark Drive between US 59 & Loop 494, I strongly oppose this overpass project. It will remove the left turn lane (east bound on Northpark Drive) and will all but ensure, the convenience our patrons enjoy navigating into our shopping center be eliminated. If the Lake Houston Redevelopment Authority/TIRZ 10 proceeds with widening Northpark Drive we would support, but an overpass would be detrimental to our property and the great neighbors around us. Please feel free to reach out for a conversation on this or provide me a time I can reach out to discuss further. I think you are going to have similar sentiments from property owners on Northpark Drive and difficulty convincing the benefits of an overpass once you share the schematic with our neighbors. Thank you for hearing my concerns.

Brian K., resident

We moved to Kingwood in 1978. At that time, this was the only subdivision north of Humble, and the number of residents was considerably fewer than today. As you know, our community has grown considerably since that time. However, the direct access roads from inside Kingwood to I-59 still are only Kingwood Drive and North Park Drive. The number of residents who work outside Kingwood has overgrown the roads as they are now and have been for nearly 40 years. At times it can take nearly 30 minutes to drive from one end of North Park to the other! Whether entering or existing the community, depending upon time of day. As a long-time resident, I know that our community pays significant taxes to the city of Houston, but I question how much our needs are taken into consideration when this money is allocated to projects. So, I am requesting that you give more consideration to this long overdue and most needed expansion of North Park Drive and move us up the priority list, so this project can be accomplished. Thank you for your consideration in helping us keep The Livable Forest "liveable".

Janet W., resident

The Northpark expansion is long overdue and extremely important as the high-volume traffic flow on this roadway requires improvements, even more than outlined here. It has already been delayed and needs to proceed as planned. Infra-structure changes in the area including Kingwood Drive also need to be made but Northpark is a necessary beginning.

Steven C., resident

This expansion is very much needed. I have witnessed numerous accidents on the stretch of road and also been involved in one when driver in front of me braked suddenly to watch another vehicle that went off road into the ditch in the middle. Another time, a car rear ended my vehicle during a weekend traffic snarl after Church while traffic was nearly stopped. You can check on the accident statistics on North Park drive with Montgomery Sheriff's department. Traffic has risen many folds over last few years due to new homes constructed in this area and addition of new light near Walmart has resulted in more congestion. Adding more lanes will ease the congestion and improved traffic flow and will result in fewer accidents.

Ajay K., resident

When I moved here 17 years ago the traffic on Northpark Dr. was bad but at least it moved. But since the Kroger and surrounding restaurants opened it has gotten so much worse that I'm concerned that Emergency vehicles will not be able to get to area hospitals. I was in one of those ambulances in 2010 when traffic wasn't nearly as bad. Since all the hospitals are on the opposite side of the freeway with train tracks in between that seems like a recipe for a bad outcome. Cars can try and move aside for Emergency vehicles but that won't work with a train blocking the tracks.

Deborah W., resident

Kingwood desperately needs improved flow of traffic in and out of Kingwood. The area of Northpark under consideration has been experiencing traffic jams and delays since I moved here 20 years ago and worsening as more homes are built and the local population increases. Now, new businesses are being built in that area, which will cause further backlog. The proposed changes would also replace the dangerous intersection of Northpark and Kings Mill Park Drive. As it stands now, it only allows legal and safe entry to and exit from Kings Mill Park Drive when heading eastbound on Northpark. I have seen many impatient drivers turn through the median, facing oncoming traffic, in order to enter or exit westbound. This is not safe! I would assume that the redesigned and widened road would either block the badly placed access or redesign it to allow safe bidirectional use. In addition, the recent catastrophic flooding in the Kingwood area

invites questions about evacuation and emergency access ability. As it stands, there are four roads 9 lanes of traffic total each way, on Mills Branch (1), Kingwood Drive (2), West Lake Houston Parkway (2), and Northpark (2) to enter or exit this area of Kingwood, which I recall has something on the order of 65,000 residents. If something happens to the bridge over the lake on West Lake Houston Parkway (as in Harvey) or a large-scale evacuation should need to occur, the roads would become solid gridlock. Access in and out of the area has not scaled with the greatly increasing number of residents, and emergency situations will incredibly stress the system and put people at risk. In sum: I strongly support the proposed Northpark redesign.

Kathleen W., resident

On Monday, February 18, the subdivision I live in held their annual HOA meeting. At that meeting Perry Homes announced and showed the plans for a new subdivision being constructed on the border between Montgomery County and Harris County in the Kingwood vicinity. 838 homes are planned for the section from Woodland Hills Dr. eastbound to Ford Rd. The traffic from these homes will directly impact the transit time on Northpark. Please review the plans and authorize this project

Susan D., resident

I like the proposed expansion however it appears only a single turning lane/ramp is provided to/from 494 under the flyover. In times of congestion due to train or traffic, this on ramp would be much more suited as a two-lane road.

Christopher B., resident

I have been a resident of Kingwood and have lived near North Park Drive for over 15 years. This project is vital to the area and would vastly relieve the traffic congestion that is ever increasing. A matter of concern is the ability of EMS and other first responders to readily travel this road due to the railroad crossing and stopped traffic which blocks all of the lanes. New residential developments in the area have added to traffic loads along with traffic coming through the area since the expansion of West Lake Houston Parkway and other traffic arteries. Please consider this project as high priority for this region. Thank You

Jerrel I., resident

This expansion is a much-needed improvement for our community. Not only will it provide a dedicated escape route, when needed, for Kingwood residence but will provide for better traffic flow every day of the week. This road in its current condition is a travel nightmare for residence getting in and out of Kingwood on a daily basis.

Kimarie I., resident

This project is desperately needed. Please do it.

Dave K., resident

I am a current property owner on Northpark Drive. If the TIRZ would like to widen Northpark Drive from the existing 4 lanes to 6 lanes, that would not be an issue. But I strongly oppose the proposed overpass portion of this road project that would potentially have a negative impact on existing business on Northpark Drive. I think the TIRZ means well with this project, but I am afraid they are not considering the potential negative impact this would have on businesses affected by the overpass. The TIRZ does not benefit from the incremental increase in property taxes from properties on Northpark, Montgomery County collects those property taxes. So, the TIRZ doesn't seem to mind creating an overpass that bypasses these properties because there is no potential

negative impact on their tax base. Certainly, the TIRZ wouldn't propose a project like this in front of a commercial development that was in the TIRZ boundaries. Again, it would not be a major concern if the TIRZ only wanted to widen Northpark Drive. But due to the overpass portion of this proposed road project planned outside of the TIRZ boundaries, it would be extremely disappointing in HGAC funded any portion of this.

James H., resident

THIS IS NEEDED

Venkata K., resident

The Northpark Drive expansion in Kingwood is overdue and needed. The road currently is a traffic nightmare for the residents that commute and also the emergency services. There are not many options in Kingwood to exit the area, Northpark is a primary artery for commuters, shopping and as an exit route out of Kingwood. This project is long overdue! The longer this project is delayed the more urgent it's need will become. Please reconsider your current position on the priority of this project.

Janis A., resident

This project is desperately needed to help facilitate not only the safety of Kingwood residents needing access to emergency facilities such as hospitals, but also quality of life as this road is handling more than twice the load for which it was designed. From an equity standpoint, since it was annexed in 1994, Kingwood has received far less in benefits than it has paid in taxes. It's past time to start rectifying this inequity.

Joseph B., resident

I drive Northpark daily and it is definitely the longest part of my commute. The intersection at Loop 494 is way over capacity and most cars slow down to cross the railroad tracks. This slows progress through the traffic light and adds even more time. With the new shopping centers going in just east of Loop 494, traffic will be even heavier and slower without more lanes (and turning lanes). I fear for ever having to evacuate from the back of Kingwood as Kingwood Drive and Northpark are the only 2 feeders to IH59.

Terry C., resident

I strongly urge you to approve funding for the Northpark Drive Reconstruction Project. I moved to Kingwood in 2001 and Northpark Dr has only gotten worse as time passes. With all the new construction along Northpark this is only going to get worse. The reconstruction really needs to go from IH 69 all the way to West Lake Houston Parkway. But if that is not in the budget than at least from IH 69 to Woodland Hill Dr. Please approve this project at least from IH 69 to Woodland Hill Dr. Come on already, we really need this done. Traffic is getting horrible on Northpark. Thanks.

Leonard S., resident

Traffic in the Kingwood area has grown increasingly worse over the last decade as our population has grown. There are only three roads which can be utilized to enter or exit the community. We need increased capacity. An expansion of Northpark makes the most sense as it has the least amount of development and would be the least disruptive. I hope you will support this project.

Fred F., resident

I am a 35-year resident of Kingwood. I have personally experienced the effects of the significant population growth of the Kingwood community, now the City of Houston. Traffic congestion on North Park Drive has become a major issue and will increasingly affect mobility, emergency evacuation capability and environmental concerns in the coming years. The Northpark Drive project is warranted and should be selected for the 2018 Program of Projects. I highly recommend favorable action by the HGAC Transportation Staff and the Transportation Policy Council.

John S., resident

No

Zack D., resident

27 February 2019 Houston-Galveston Area Council PO Box 22777 Houston, TX 77227-2777
Re: Comments regarding H-GAC Application 197, Northpark Drive Reconstruction Project
Dear Sir or Madam, I am writing you today to provide comments supporting the Northpark Drive Improvement Project. My wife, our three children and I moved into our new home (where we still live) in the Greentree Village section of Kingwood in June 1987. Our children were educated in the Humble Independent School District schools from elementary through Kingwood High. All completed college, married, and have children, and all three return to periodically to the family home in The Livable Forest. As you can tell, Kingwood has been our true home for over 31 years, and will continue to be our home for many, many more. However, we have always been aware of the potential for the danger caused by a railroad accident that could block at least one of the two main east-west roads in Kingwood. With all of the chemical railcars that move past the western entrances/exits from Kingwood, it was a relief when the Lake Houston Parkway Bridge and causeway was completed. We were fortunate that no train derailment occurred on the main line along Route 494. It was many years after we moved to Kingwood that the Lake Houston Parkway bridge was built, providing a way to exit Kingwood to the south and bypassing the railroad, in case of an emergency. The population of Kingwood has grown from approximately 30,000 residents in 1990 to more than 75,000 today. We still do not have an emergency evacuation route that will always be passable from any place in Kingwood. We still do not have a safe way to exit Kingwood to the west, over the railroad tracks, and the proposed Northpark Improvement Project would provide that very necessary means of exiting in an emergency. This would be the fastest route to a hospital for anyone in an emergency and would also be the way for the largest number of vehicles to be able to leave as quickly as possible, should that be necessary. During the flooding that marked the terrible Hurricane Harvey, the high water prevented exiting from Kingwood, and kept help from getting to Kingwood via Lake Houston Parkway and via Northpark Drive and Kingwood Drive, and even via Hamblen road. Rescues had to be by helicopter or the wonderful "volunteer navy" of private boaters when called into service by the Mayor Turner of Houston and Harris County Judge Emmet. With the continued growth of Kingwood, now with more than 75,000 residents, the increased residential and commercial traffic has become burdensome on both Kingwood Drive and Northpark Drive. It is rare to be able to leave Kingwood on either Kingwood Drive or Northpark Drive without waiting in a long line of vehicles, waiting often for three traffic light cycles, and even more cycles during the morning commute out of Kingwood on Northpark. Therefore, in addition to there being NO all-weather emergency evacuation route, even normal morning traffic would likely delay an ambulance leaving Kingwood with a patient in need of immediate life-saving care. Both Northpark and Kingwood Drives are two lanes only. Northpark has a very deep and wide drainage gully in the middle between eastbound and westbound lanes between Russell Palmer Road and Bens Branch, instead of a grassy median strip, so it is not possible for an emergency

vehicle to move past the traffic simply by driving up over a curb onto the median, since there is no median along that part of Northpark. Of course, the same heavy traffic and significant delays exist each weekday afternoon as our residents return to their homes from working elsewhere. Widening of Northpark from 4 lanes to 6 lanes will be a big improvement to daily traffic safety, as well as for emergency access or evacuation, and the proposed Overpass Project that will provide a roadway bridge over the railroad tracks will also help streamline the often-congested traffic flow. The proposed project will also raise the Northpark roadway above the 500-year flood plain at Ben's Branch. This is very important, since over the last three years, Northpark has been impassible because it was submerged with flood water from Ben's Branch at four (4) different times. Obviously, this makes emergency vehicle passage into or out of Kingwood impossible. The project will also provide flood mitigation and storm water detention improvements. Projected increases in normal traffic flows will be better accommodated by this widening, elevating and the addition of the bridge over the Union Pacific railroad tracks. Of greatest importance is the sum total of all these upgrades and changes: 1) increased safety for the approximately 40,000 daily vehicles that use Northpark Drive, which is one of the most heavily traveled roadways in the area, and which already experiences a vehicle accident rate that is almost twice the statewide average, and 2) long-term significantly improved emergency ingress and egress between Kingwood and the areas west of Kingwood as a result of elevating the road and providing a grade separation bridge over the railroad. This improvement is long overdue for all the citizens of Kingwood. I recommend and request the immediate approval of the application filed by the Lake Houston Redevelopment Authority's Transportation Improvement Program for the Northpark Drive Reconstruction Project now before the Houston-Galveston Area Council for the Northpark Drive Reconstruction Project.

William S., resident

I sent comments yesterday but forgot to mention the most important thing about why the Northpark Drive Reconstruction Project needs to be completed. Northpark Dr is one of the most heavily traveled roadways in Kingwood and a major evacuation route for Kingwood residents. A section of Northpark Dr between Russell Palmer Rd and Woodland Hills Dr has flooded during heavy rains and because of this makes it difficult if not impossible to travel Northpark Dr during a flooding situation. It is important this project is completed for the safety of Kingwood residents. Thanks.

Leonard S., resident

It was my understanding that this TIRZ money from several years ago was a spend it or lose it type of deal. Several years ago, Kingwood Drive was rated the 2nd worst street in the city of Houston, which we are a part of. That project morphed into reworking NorthPark first and then move to Kingwood drive. By now, KW drive has to be the worst condition street in the city! I don't remember any mention of this project being 29th on the list of priorities during these meetings. Kingwood needs so badly to have an unrestricted access over the railroad tracks. The condition of the road is, simply put, an embarrassment. Access in and out of KW is limited as is, but the condition of the road, the drainage issues that quickly cause ponding, flooding, the potholes, the unevenness, the patches, the broken curbs, and the amount of cars that now travel it every day- it is badly in need of a do over. It is not only dangerous, but a sad, sad sight! I feel like the city of Houston treats Kingwood like the forgotten step-child. Passing over this project would be another gut punch to Kingwood!

Truett V., resident

Our family has lived in Kingwood for 45 years. We have seen tremendous growth and changes in the traffic during this time. we have tolerated the extended waiting time it takes to exit Kingwood in the mornings and into our subdivision in the evening. Now it is necessary to add "back up" delays during the noon hour on week days. How many total hours are lost? How much exhaust from the waiting cars pollute the air? We have also witnessed a few cars driving around the railroad gates in their effort to avoid waiting lines at the crossings. Occasionally, there have been times when those same gates have remained down for 10 to 12 minutes because of some testing or other activity of the railroad. Several times we have wondered what would happen if there were occasions when evacuation was necessary. Some of our neighbors have moved out of Kingwood because of these problems. Now the solution seems to be in the plans! Don't fail us!! Thank you.

Rita T., resident

The expansion project for Northpark is needed for current and future traffic flow in this area. Traffic back up often and will only get worse and the population continues to grow.

Charles G., resident

Please authorize the funds necessary for the traffic flow in this area. I have concerns about how this area would handle traffic flow in an emergency as well as day to day traffic that continues to get worse.

Dee G., resident

This project is needed to improve traffic flow and safety along Northpark Drive. Northpark Drive is one of the most heavily traveled roadways in Kingwood! I have been traveling on Northpark numerous times in the last few months and it was so congested that it significantly inhibited mobility for emergency vehicles trying to respond to urgent issues.

Angela C., resident

Application ID 198

Project Sponsor - Bunker Hill Village

I strongly support this project, particularly the SUP on both sides of Memorial Drive from Tallowood to Tealwood. I would prefer to see an 8' or 10' SUP on the north side of Memorial Dr from Tealwood to Gessner if possible to connect to the high quality sidepaths along Memorial Drive in Bunker Hill Village east of Gessner. This is a key piece of bike/ped infrastructure to improve mobility in the Bunker Hill Village to City Centre & the Terry Hershey trail.

Gregg N., resident

Folks: I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which

together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available.

Bruce N., resident

I support this project. One comment I have is to manage/mitigate shared-use path (SUP) conflict with driveways. Most of the time cars existing driveway or cross street do not follow the law requiring them to stop before the sidewalk/SUP. More signage, pavement marking, and enforcement of the law should be considered.

Tecky S., resident

Dear Committee Members: The Memorial Drive Access Management and Safety Project was submitted to H-GAC in October 2018. This project is for the conclusion of a Memorial Drive from Tallowood Project to Highway 6 (West bound) and adds the (East bound portion) Memorial Dr. to the Gessner Intersection and the improvements on Gessner Road Northbound. The City serves as the sponsor, partnering with the Memorial City Redevelopment Authority and the City of Houston on this project. As a resident and councilmember of the City of Bunker Hill Village, I respectfully ask you to consider this project for funding based on the following points: This project is a priority for the City of Bunker Hill Village as the project includes significant improvements including sidewalks, signalization and improved safety for the "safe walk to school" for children attending Frostwood Elementary School which is located at the corner of Gessner and Memorial. Currently there are two school crossing guards at this high traffic intersection. The current signal needs to be upgraded to help with No Right Turns on Red during school zone hours. As noted, this project provides important benefits in the areas of safe routes to schools, pedestrian access, and bicycle accommodations. The connection to and from Frostwood Elementary provides a key "safe route to school" improvement. Another key focus point is the continuation of improvements on Memorial Dr. Rather having improvements starting in the middle of Memorial Dr. heading West; our project will allow an ease of traffic transition to the intersection of Gessner and Memorial Dr. (East of Tallowood). The last important aspect of this project it will improve the Gessner Rd. northbound. Gessner is a major road and is used for evacuation Northbound to I10. Note that this project is a partnership between three public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority and the City of Houston. Local projects are very important to the community it serves. This project and its benefit cost score is being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. This project and others like it cannot compete with projects on major state or United State highways yet have a significant impact to the community. I ask that you consider placing this project and rank it with

other local projects rather than combining it with large highway projects. I certainly appreciate the work and efforts of this Committee and appreciate the opportunity to comment. Thank you.
Laurie Rosenbaum, City Council Member of City of Bunker Hill

Dear Committee Members, RE: The Memorial Drive Access Management and Safety Project was submitted to H-GAC in October 2018. This project adds improvements along Memorial Dr. to the Gessner Road Intersection and on Gessner Road northbound. The City of Bunker Hill Village serves as the sponsor, partnering with the Memorial City Redevelopment Authority and the City of Houston on this project. As a resident and councilmember of the City of Bunker Hill Village, I respectfully ask you to consider this project for funding based on the following points: *This project is a priority for the City of Bunker Hill Village as the project includes significant safety improvements to the intersection of Gessner and Memorial Dr., including sidewalks, signalization, and for the "safe walk to school" for children attending Frostwood Elementary School located at this intersection. The current signal needs to be upgraded to help with "No Right Turns on Red" during school zone hours. As noted, this project provides important benefits in the areas of safe routes to schools, pedestrian access, and bicycle accommodations. *The continued improvement to Memorial Drive will allow an eased traffic transition to the intersection of Gessner and Memorial Drive (East of Tallowood). *The improvement of Gessner Road northbound, which is an important evacuation Northbound to I-10. This project has garnered the support through a partnership between three public entities: (i) The City of Bunker Hill Village; (ii) the Memorial City Redevelopment Authority; and (iii) the City of Houston. Local projects are very important to the community it serves. I recently discovered that this project and its benefit cost score is being ranked relative to major highway projects, such as SH 146, SH 288, and US 90A. It is unfair to make this local project compete with projects on major state or United State highways. If at all possible, I ask that you consider placing this project and rank it with other local projects rather than combining it with large highway projects. Thank you for your work on this committee and for allowing public comment.

Robert P. Lord City Council Member and Resident of City of Bunker Hill Village

Application ID 198 Project Title Memorial Drive Access Management and Safety Project Comment
I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. I live in the Frostwood neighborhood. My home has flooded twice. My children have attended Frostwood Elementary and I have a current third grader at the school. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. Observing the traffic following Hurricane Harvey at these intersections and on these

roads confirms these observations. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. Presently, there is either no sidewalks or sidewalks just inches from the busy roads. The project includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. I strongly support and encourage funding for this important project. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available.

David B., resident

I request reconsideration and the assignment of a significantly higher score for the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are ranked relative to major highway projects such as SH 146, SH 288, and US 90A. Such groupings inevitably short-change important off-system road improvements like this Memorial Drive reconstruction. I assert that this project should have its relative BCA score adjusted to compensate for its smaller scale. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There project would thus join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both Gessner and Memorial Drive are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both Gessner and Memorial Drive are evacuation routes, which in the event of emergency needed by residents and workers in the area to reach Beltway 8 or Gessner to I10. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection that will make it much safer for children attending Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. Again, please assign a significantly higher score for the reconstruction of Memorial Drive between Tallowood and Gessner.

David C. B., resident

I request the assignment of a higher score for the reconstruction of Memorial Drive between Tallowood and Gessner. This project should have its relative BCA score adjusted to compensate for its smaller scale. This reconstruction extends previously approved reconstruction of Memorial between Beltway 8 and Tallowood, the recipient of a H-GAC-endorsed thus \ joining a major thoroughfare, Gessner, to a major highway, Beltway 8. Both Gessner and Memorial Drive are freight and evacuation routes, providing quick access to Beltway 8 and I10 area to reach Beltway 8 or Gessner to I10. As well, the Tallowood-to-Gessner project vastly improves the safety routes to Frostwood Elementary School for pedestrians and bicyclists. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. Quite probably, the soon-to-begin Beltway 8 to Tallowood project would have extended to Gessner if Memorial Drive resided totally within the City of Houston. Due city-village

boundaries, however, this project separated and now arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold and should be supported as a sensible way forward. Again, please assign a significantly higher score for the reconstruction of Memorial Drive between Tallowood and Gessner.

Marisa C., resident

Folks: I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration.

Lilong L., resident

I would like you to know that I am disappointed at the low score preliminarily given the Memorial Drive project between Tallowood and Gessner. This project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. But the Memorial Drive project should not be compared with these major highway projects. The result is to short-change important off-highway road improvements like the Memorial Drive project. I believe that there should be two separate categories of funding: (1) highway projects competing against other highway projects and (2) off-system road projects competing with other off-system projects. The Memorial Drive project should have its relative BCA score adjusted to better reflect the high BCA it receives. The Memorial Drive reconstruction would extend already-approved reconstruction of Memorial Drive between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is virtually no difference between the two stretches of roadway, which together join Gessner, a major thoroughfare, to Beltway 8, a major highway. Both roads are major freight routes, with trucks traveling between Memorial @ Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both roads are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive all the way between Gessner and Beltway 8 should score

higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for children headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian -- and especially for school children. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At the very least, this project should be placed at the top of any contingency list for funding consideration in the event other projects are canceled or additional funds become available.

Richard G., resident

Application ID 198 Project Title Memorial Drive Access Management and Safety Project Comment Folks: I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available.

Michael W., resident

I am a resident in the Frostwood subdivision. I write to express disappointment with the preliminary low score given to the project to reconstruct Memorial Drive between Tallowood and Gessner (Project 198). This project and its benefit-cost score are being ranked relative to major highway projects. This puts important off-system road improvements at a significant disadvantage. Highway projects should compete with highway projects, and off-system projects should compete with off-system projects. Project 198 would extend already approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-

endorsed grant. There is little difference between these 2 projects, which together would join 2 major north-south thoroughfares (Beltway 8 and Gessner). Arguably, Project 198 provides considerably more benefit than the already approved project. Project 198 route increasingly carries freight traffic due to growing retail outlets along Memorial. This section of roadway also provides an evacuation route and serves our public transportation network (Metro). If done with similar design parameters as the Memorial reconstruction between Beltway 8 and Tallowood, Project 198 would greatly increase pedestrian and bicycle traffic between the neighborhoods and retail development. Currently, walking or biking this stretch is a challenge and safety hazard. More importantly, Project 198 would improve the safety for children of Frostwood Elementary School. The Gessner / Memorial intersection is unnecessarily dangerous for pedestrians, particularly children. I recently graduated my youngest of 3 children from Frostwood. Though our house is only 500 yards from the school, we felt it was irresponsible parenting for safety reasons to allow our children to navigate their way to the school either on foot or bike. Lastly, this project arises from a partnership between 2 public entities, The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. State and federal agencies should encourage and support such collaboration. Although there is a very vocal minority that oppose any sort of improvement or progress (as is always the case), the reconstruction of Memorial Drive enjoys widespread support across the area neighborhoods from both young and old. Thank you for your consideration.

Kelly L., resident

Application ID 198 Project Title Memorial Drive Access Management and Safety Project Dear Committee Members, I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available. I live in the Long Meadows subdivision and work in this area. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. Thank you for your help and consideration.

William D., resident

Application ID 198 Project Title Memorial Drive Access Management and Safety Project Dear Committee Members, I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available. I live in the Long Meadows subdivision and work in this area. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. Thank you for your help and consideration.

Barbara D., resident

Please consider construction from Tallowood to Gessner: This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available. Memorial Meadows resident.....(which is side by side with Frostwood. Thank you for your consideration.

Paulette L., resident

RESPECTFULLY, it seems the residents of Bunker Hill Village, are concerned about the cross traffic along Gessner Rd. specifically, from I-10 to Westheimer & the Westpark Tollway. Village PD is often hidden in the center median, south of Memorial Dr., to catch the cross-traffic speeders, while ignoring the east-west traffic in the vicinity of Frostwood Elementary. Leaving that "speedtrap" to SBISD Police. I would like to see a traffic study done, on the impact of this improvement, over the current configuration. Looks like the ONLY people likely to benefit are BHV resident(s) whom object to the "tourist(s)" traveling through their neighborhood. Relieving congestion at peak traffic times is key to mobility, not restriction.

Glen E., resident

I live in Frostwood at the intersection of Gessner & Memorial. We fully support the redevelopment of Memorial between Tallowood & Gessner. This project provides important benefits in the areas of safe routes to Frostwood Elementary schools along with other mobility improvements. This project the outgrowth of a partnership between two small public entities; The City of Bunker Hill Village and the Memorial City Redevelopment Authority. Currently, this project and its benefit cost score is being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. This project and others like it should not have to compete with projects on major state or United State highways. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This project will improve the quality of life & recognize the substantial growth in our area. Thank you for your support.

John J., resident

Application ID 204

Project Sponsor - Upper Kirby Management District

I support this project.

Tecky S., resident

I strongly support this application

Martina S., resident

Please fund this ped bike project.

Clark M., Bike Houston

Application ID 208

Project Sponsor - Westchase Management District

The improvements will heighten the awareness of green living by providing bike lanes.

Cindy D., resident

Please fund this ped bike project.

Clark M., resident

Big YES for the Deerwood path. This project would officially connect the Westchase District to Terry Hershey park. This would be a huge win for the commercial users and homeowners in the 77042 zip.

Scott F., resident

I support this project to better connect Westchase business to Terry Hershey. This is an essential connection currently without safe alternative.

Tecky S., resident

The deer wood project would be great for our neighborhood mobility. We could use it to walk to shops and restaurants.

Amy P., resident

I'm very excited that this is happening. I own a condo at Richmond and Walnut Bend and this will connect it pretty much all the way to Terry Hershey Park. This is truly needed for Westchase for walking and biking! Thanks in advance.

Thomas D., resident

Application ID 209

Project Sponsor - Westchase Management District

This will improve the area as well as the appeal of the elementary school.

Cindy D., resident

I support this project and would like to add suggestion to connect to Briarpark so users can continue south of WPT on Ranchester to Chinatown area. WPT underpass on Briarpark was poorly constructed and destroyed the bike lane, something needs to be done there.

Tecky S., resident

Application ID 210

Project Sponsor - Westchase Management District

I support this project. HCC presence has increased bike/ped traffic and the street is lacking proper accommodation.

Tecky S., resident

This will improve the walkability in this area.

Cindy D., resident

Please fix this road! It is an alternate route for Westheimer and also has heavy pedestrian traffic. This is a must!!

Melissa G., resident

This is a most worthwhile project that is sorely needed. As a homeowner in the immediate area, I see this will vastly increase the mobility of the neighborhood. I'm looking forward to the great and necessary changes.

Thomas D., resident

This is a great idea. Meadowglen is a much-traveled street in Westchase and it is need of attention. I support this.

Mark B., resident

Application ID 211

Project Sponsor - Memorial Heights Redevelopment Authority

I highly recommend the Shepherd and Durham project. It is one which would satisfy all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project will accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users. This important project should be recommended for funding. If there is insufficient funding at this time, this project should be placed on a contingency list for funding in the near future. Thank you.

Katie W., resident

As someone who both lives and works in the Heights, I fully support this project!

James K., resident

I believe that the Shepherd and Durham project is one which would help all regional transportation goals related to safety, congestion, storm water management and economic development. This project would accomplish these goals without the acquisition of significant amounts of right-of-way or facing any other major barriers to implementation. This important project should be recommended for funding. If there is insufficient funding available for this project at this time, this project should be placed on a contingency list for funding in the near future.

Brian W., resident

This area is prime Houston cultural hub and deserves good streets and bike facilities! Thank you

Clifford M., resident

I am a resident of Shepherd Forest, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Payton A., resident

I am a resident of Shepherd Forest, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Cliff M., resident

I am a resident of a townhome on Detering St, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Shannon M., resident

I am a resident of Cottage Grove East, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Emma J., resident

I am a resident of Shady Acres neighborhood and the area has a very large increase in pedestrian and bicycle activity as the area continues to infill with retail, commercial, restaurants and housing developments! Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Scott S., resident

I am a resident of the Heights, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Rosie S., resident

I am a resident of Cottage Grove, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Sarah M., resident

Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users. It will also alleviate a lot of the sight distance issues up and down the corridor.

Glen M., resident

To whom it may concern: I am a property owner on Shepherd Drive. As a property owner and as an individual, I am 1000% in support of the Shepherd and Durham Complete Streets and Resiliency Project. I feel that this project is a "No Brainer". It addresses congestion and flooding/stormwater management issues, and even facilitates economic development, and regional multimodal connectivity. Moreover, it accomplishes these goals without 1) requiring significant additional rights-of-way, 2) creating adverse environmental impacts, or 3) other major implementation issues. What I really like about it, though, is that it is "smart 21st Century planning". This plan doesn't rely on the traditional "fix" of simply adding more pavement and more lanes for cars, trucks and buses or simply synchronizing traffic lights. Rather, this plan acknowledges that walkers and bicyclists are a part of the transportation equation, too, and it makes a real commitment to them. (Too often, our region's infrastructure commitment to cyclists consists of nothing more than an inconsistent and poorly maintained stripe along the shoulder of a road. It is half-hearted at best, and we wonder why there aren't more cyclists!) Additionally, as these corridors undergo truly transformational rebirths, the timing is perfect for this project. Done properly, this project will be a catalyst to accelerate the redevelopment in the area and shape it in a way that maximizes its benefits. These are the reasons why I am so supportive of this project and why I feel that it should be recommended for funding - and why it should be implemented AS SOON AS POSSIBLE! Thank you for your commitment to our city and our region.

Randolph W., resident

The Shepherd and Durham project is one which would satisfy all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users. This important project should be recommended for funding.

Tom G., resident

As an area resident and biker, I support this project as it will make needed improvements in safety, traffic flow, and economic development with a substantial investment that I believe will pay for itself several times over in benefits to the community. Making our communities more pedestrian and bike friendly makes them stronger, better places to live.

Mark S., resident

As a homeowner and parent of a small child living in Houston Heights near the Shepherd/Durham corridor, I write to enthusiastically support this reconstruction project. These

corridors, critical connectors for the northern and southern limits of the City of Houston, limit our personal mobility and that of our neighbors through their embarrassing lack of access for pedestrians and other non-motorized traffic. These outdated features, along with the poor condition of the pavement and outdated sewer systems, make this major corridor a major shortcoming of the region, especially given that the greater Houston Heights area is in a midst of rapid residential and commercial redevelopment. We are sure that you recognize that the corridor lacks a comprehensive sidewalk system, and the few sidewalks that do exist are in disgraceful repair. This is becoming increasingly problematic as pedestrian activity has increased due to the explosion of welcome commercial development in the area. These new developments (restaurants, supermarkets, open-air beer gardens and other similar establishments) will be better served by improvements that allocate more space to non-motorized traffic rather than the current situation, which prioritizes cars at the expense of all other road users and reflects the corridor's fading history as locus of car dealers and auto-repair shops. Additionally, despite dedicating nearly all of its space to cars, the corridor fails motorists as well. The roadway itself is generally deteriorated, with large potholes developing frequently. Bad design has resulted in poor sight lines and vehicles attempting to cut across four poorly designed lanes of traffic without sufficient time or guidance to do so. Based on the presentations made by the Memorial Heights Redevelopment Authority, we believe their proposed improvements will help to solve or mitigate these issues. These improvements; most notably buffered (preferably protected) bicycle lanes, a generous sidewalk system for pedestrians, and the reduction of traffic lanes from four to three to limit dangerous lane-changing while maintaining capacity. On a personal note, both of us want to live in a walkable neighborhood so our neighbors and we can find easy ways to fit exercise into our day and limit our own car trips so we can do our part to reduce Houston's traffic congestion and pollution. We would also for our daughter to experience in a built environment where she has the opportunity to walk and bicycle around the neighborhood to school, her swim club, music lessons or other places she and her friends might gather. Providing opportunities for her to walk and bike safely around the neighbor in age-appropriate ways will help her gain independence, exercise good judgement and responsibility, develop lifelong exercise habits, and experience the world in a much richer fashion than spending time stuck in traffic in the backseat of her parent's car. We note that the project addresses all of the issues we raise above, fits within the confines of a regional transportation needs, serves all users well and does so while taking very little new right of way from private property, engaging in no lane expansions and creating no new environmental impacts. For all these reasons, we believe that this project strongly merits a high priority for HGAC funding.

Patrick O., resident

Application ID 212

Project Sponsor - Houston Parks and Recreation Department, City of Houston

I strongly support this bike extension proposal. Connecting the transit center with a bikeable path is a long hope of mine. this bike Transit option will increase the connectivity between all parts of Houston via the transit bus system and memorial Park.

Matthew B., resident

I love this plan. This is great since this is part of my biking route and would love not to ride with cars. Also, I would like to use public transportation more and take my bike with me, especially when rain is in the forecast. This sounds great! Thank you

Janet C., resident

I strongly support this project and particularly its desperately needed crossing of I10 to link the developing inner loop network of hike and bike trails with the transit center, MKT Trail and the White Oak Bayou Greenway. This connection works in synergy with other proposed area connections and would add additional benefit by providing: 1. Direct connectivity to public transportation and Memorial Park. 2. Utilizes a neighborhood bikeway to access the White Oak Bayou Trail/MKT/Heights Trail. 3. Safe, off-street connectivity across I-10 directly into Memorial Park. 4. A direct connection to a previously funded 2015 TIP trail along utility corridor (San Felipe to Memorial Drive). This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Doug O., resident

Highly supportive.

Andy N., resident

Please make this happen! We need these trails. Sincerely, Carole Penning

Carole P., resident

Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.

Anthony B., resident

My favorite so far, I love the connections. It will be perfect for bike share.

Abby F., resident

Please provide funding for this great project.

Jamie I., resident

I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to bike commute to work in and around the Galleria area. These proposed changes would certainly make better connections than the current options.

Shawna R., resident

Many bicyclists and runners in Heights neighborhood and in Memorial Park. A connecting pathway/SUP will be great since there is not an easy route between the two areas currently. I am in support of this project.

Jonathon S., resident

As an active runner and biker living in central Houston I fully support more shared use paths! Houston desperately needs more options.

Elizabeth S., resident

This proposal would have my full support. Any efforts to further improve the link Houston's great outdoor spaces (Buffalo Bayou, Heights Trail, etc.) in a safe manner would be a huge win for the city, it's residents, and even visitors. This is exactly how we should be investing our dollars - for the betterment of the city aesthetically and recreationally. It benefits us all.

Adam L., resident

I strongly support the Northwest Transit Center/Memorial Park/Heights Shared-Use Path. This provides needed bicycle access to Memorial Park from the north side of Interstate 10. In addition, it provides access to public transportation and further establishes safe east/west bicycle travel north of I-10.

Charles B., resident

I love the idea of connecting the bayous. Countless runners do this but on dangerous high traffic streets! I like this!

Flora L., resident

This is a much safer and better route than the current alternatives to get from the Transit Center to Memorial Park on a bike. I have managed on current roads, but drivers don't see/don't care about cyclists at times and getting safely across some of the larger intersections is indeed an existing challenge that this project will nicely address.

Tom S., resident

I support this expansion as it will allow Houston to be more bike friendly. These areas by Post Oak/610/I10 are currently not the safest routes for cyclists and will allow a safer route for commuters. Also, anything that allows people alternatives to using their car to get around is a great idea.

Nikki M., resident

This shared-use path will allow more people to use public transit and bicycles to safely and efficiently commute to work, recreation and shopping/amenities. This 4+ mile path will connect existing bike trails. Most importantly, this path will provide an off-street crossing of I-10. Freeway crossings are often one of the biggest barriers for bike riders.

Christopher J., resident

I use this trail because this project creates a direct connection between the Northwest Transit Center, the MKT/Heights Trail, and Memorial Park via a safe and continuous connection. This connection works in synergy with other proposed area connections and would add additional benefit by providing: 1. Direct connectivity to public transportation and Memorial Park. 2. Utilizes a neighborhood bikeway to access the White Oak Bayou Trail/MKT/Heights Trail. 3. Safe, off-street connectivity across I-10 directly into Memorial Park. 4. A direct connection to a previously funded 2015 TIP trail along utility corridor (San Felipe to Memorial Drive). This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Bradley K., resident

This is a greatly needed improvement that would be much better were it run along the already owned ROW on old UPRR ROW down to the west end.

Tom G., resident

We need more bike path connectivity in this area. I support this project.

Kris W., resident

Application ID 213

Project Sponsor - Houston Parks and Recreation Department, City of Houston

I strongly support this proposal. I love the possibility of connecting a large business area with Memorial Park. This creates social and commuter options that will finally provide safe bike transit between Memorial Park and uptown.

Matthew B., resident

I love this idea. This is right by me and would allow me to use my bike instead of car to go to class at the Jash center in the summer time and not have to worry if a car will stop to let me go.

Janet C., resident

This project provides a critically needed safe connection across the west loop and a direct and safe connection between Uptown, Memorial Park, Houston Arboretum and Nature Center), the existing east-west trail along Memorial Drive, and a TIP funded trail funded via the 2015 Call for Projects. The existing shared-use path in Memorial Park on the west side of IH 610 West Loop abruptly ends at Uptown Park Boulevard. It also requires crossing the busy 610 feeder roads. This project would provide off street connection from Memorial Park to the trail and extend it south to Post Oak Boulevard's new BRT facility. It will help create a gateway between one of the largest business districts and one of the largest parks in the City of Houston. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Doug O., resident

Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.

Anthony B., resident

Looks great, but I would like there to be signs showing the trail so that bikers won't get confused on the turns.

Abby F., resident

I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to commute to work in and around the Galleria area. These proposed changes would certainly make better connections than the current options.

Shawna R., resident

I strongly support the Uptown/Memorial Park Connector Path and Bridge. Memorial Park is a gem of Houston but can be difficult to reach by bicycle. In particular, travel north/south is difficult without contending with traffic and dangerous intersections.

Charles B., resident

Looks great. It will be much needed.

Harve T., resident

I have not attempted to ride the existing routes between Uptown and Memorial Park, but from looking at the existing cycling route options and knowing well the roads involved, this project is a large improvement.

Tom S., resident

I wholeheartedly endorse the Uptown/Memorial Park Connector Path and Bridge. I live in the Tanglewood area and find it difficult, as well as scary, to go to the park on my bike via Woodway. I welcome the chance to use the proposed bike trail. Thank you.

Bob P., resident

I am moving to the area this week and would love a bike path to get from Uptown park to Arboretum/Memorial Park without having to worry much about 610 traffic traveling North.

Jaime J., resident

Eleven million dollars for a two-mile hike/bike path? This is ridiculous. Who is paying for this? \$11,000,000 could do a lot of improvements to non-"signature" parks all over Houston. It could also make a dent in fixing some of the streets. Somebody's priorities are way off.

Rick R., resident

I support this expansion as it will allow Houston to be more bike friendly. This project provides a direct and safe connection between Uptown, Memorial Park, Houston Arboretum and Nature Center), the existing east-west trail along Memorial Drive, and a TIP funded trail funded via the 2015 Call for Projects. The existing shared-use path in Memorial Park on the west side of IH 610 West Loop abruptly ends at Uptown Park Boulevard. It also requires crossing the busy 610 feeder roads. This project would provide off street connection from Memorial Park to the trail and extend it south to Post Oak Boulevard's new BRT facility. It will help create a gateway between one of the largest business districts and one of the largest parks in the City of Houston. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, HGAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects. Additionally, I believe anything that allows Houstonians alternatives to using their cars to get around is a good thing for everyone in our community.

Nikki M., resident

This is an incredibly dangerous area for cyclists. This project provides a direct and safe connection between Uptown, Memorial Park, Houston Arboretum and Nature Center), the existing east-west trail along Memorial Drive, and a TIP funded trail funded via the 2015 Call for Projects. The existing shared-use path in Memorial Park on the west side of IH 610 West Loop abruptly ends at Uptown Park Boulevard. It also requires crossing the busy 610 feeder roads. This project would provide off street connection from Memorial Park to the trail and extend it south to Post Oak Boulevard's new BRT facility. It will help create a gateway between one of the largest business districts and one of the largest parks in the City of Houston. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Bradley K., resident

I support this project.

Kris W., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration.

Susan B., resident

Application ID 214

Project Sponsor - Houston Parks and Recreation Department, City of Houston

This project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Ben C., resident

This is a great improvement! Not only does it connect memorial Park from the south, but it opens the possibility of connecting to buffalo bayou! I hope this extension gets approved and completed ASAP! Thanks!

Matthew B., resident

This project would provide a desperately needed link from Richmond Ave to Memorial Park. Currently there is no accessible, safe and direct route from north to south in this area. The link provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Doug O., resident

This pathway would connect so many citizens from as far south as Meyerland to Memorial Park. It would also present a key connection between the brays and buffalo bayou trails. So, every part if that can be built is instrumental to making our city connected without having to use a car. This should be a priority project. Thanks.

Neil V., resident

Please make this happen! We need these trails.

Carole P., resident

Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.

Anthony B., resident

As someone that lives in West U area and frequently travels to MP to run and ride, I would absolutely love a safer and more convenient way of getting there rather than using the 610 feeder or going thru River Oaks. This would be like a dream come true for so many to have the connection from Braeswood/Bayou Trails up to Memorial Park.

Susan S., resident

Any bike lane on the west side is great, I am just concerned about the stop signs and lights that are safe for bikers.

Abby F., Houston Bike

Love this bike path - it would allow me to get to so many other places! Thank you

Cliff M., resident

I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to commute to work in and around the Galleria area. These proposed changes would certainly make better connections than the current options.

Shawna R., resident

I would love a safe way to reach Memorial Park. I have no problem traveling that area on a Sunday morning, but any weekday is very dangerous. I would use this trail system several times a week to go between the braes bayou trails and the white oak bayou trail. Please consider this project.

Marsha C., resident

My group rides along the 610 feeder every Saturday to Memorial Park. This would be a wonderful, safe, alternate route to the same place!

Wayne H., resident

I strongly support this additional line from San Felipe to Richmond (and beyond!) I live in this part of Houston and the bike paths are limited. The ability to safely travel north/south is particularly difficult without contending with significant traffic and dangerous intersections.

Charles B., resident

This proposal is an excellent improvement to keep allow bikes to stay on paths and trails to go south from memorial Park versus riding along the West Loop or Post Oak Boulevard fiascos to neighborhoods and facing all the vehicular risks in a frantic driver area of town.

Tom S., resident

Please fund this ped bike project.

Clark M., Bike Houston

There is suggested language floating around, but I wanted to share from the perspective of an avid cyclist who lives in the neighborhood adjacent to the proposed trail. If this trail gets funded and built, it would change my life for the better. It would allow me to commute to work by bike while minimizing the time I spend on the road. It would keep me safe when I want to ride the trails right after work by allowing me to bypass riding along or crossing 610. It would greatly diminish the time spent on the road during rush hour and improve my overall health because I would take full advantage of this amenity. In my opinion, connectivity of all of the shared path should be a goal for the city of Houston, and I believe many people in Houston share this sentiment.

Mariana V., resident

Please fund this bike path initiative. If this were built, I would use it multiple times a day. This would serve as a connection for my commute to downtown via Buffalo Bayou and recreational activities at Memorial Park.

Jeremy H., resident

I'm submitting this comment in support of the various trails proposed to connect Memorial Park to surrounding neighborhoods, Projects 212, 213, 214 and 266. Houston's largest public park needs safe, convenient access for bicyclists and pedestrians. Project 212 will also provide a valuable connection between several neighborhoods and the Northwest Transit Center, providing access to Park & Ride buses and the Uptown BRT, as well as the proposed Houston terminus of the Texas Central Railway. Project 213 will provide safer connections across the West Loop between Uptown and Memorial Park and adjoining neighborhoods to the south. Project 214 will leverage the previously programmed trail between Memorial and San Felipe by providing safer access to neighborhoods to the south and will be another link in the chain between Memorial Park and Brays Bayou which will serve both commuters and recreational cyclists as a biking superhighway. Project 266 is a low cost, quick-to-implement connection between Memorial Park and the MKT/White Oak Bayou trails. Together these projects will greatly improve not only access to Memorial Park but also between neighborhoods and commercial centers along the 610 West Loop corridor. They are a key part of Houston's plan to become a Bike Friendly city and offer safe, convenient non-motorized travel alternatives.

Tom C., resident

This project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made.

This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects. I believe commuting cyclists would benefit from this expansion. Additionally, people in cars in these areas will benefit as well, as this allows Houstonians the option of a healthy alternative in their daily commute and getting a few people off the very congested roadways.

Nikki M., resident

Re Application 214 This project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. I urge that this connectivity to the south be completed in very short order so persons who live in Gulfton and use Hillcroft transit center can have improved access to Memorial Park by bike. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Paul S., resident

This project will get bikes off the street and this project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Bradley K., resident

Application ID 215

Project Sponsor - Houston Parks and Recreation Department, City of Houston

As a Museum Park resident, this is a necessary project for our neighborhood. However, I would like to see less on-street bike paths for the safety of bicyclists and pedestrians. Additionally, the closing of the homeless camps closer to downtown and the new innovation corridor has pushed the homeless community toward museum park and Hermann park. Nighttime Lighting on all of these paths is imperative for the safety of their users.

Bailey P., resident

I strongly support this application.

Martina S., resident

Please fund this active transportation project.

Clark M., Bike Houston

It is exciting to read that we are going to continue to add bike trails to the existing trails in Herman Park. I am looking forward to riding these new bike trails when completed.

John J., resident

I support Project 215, Hermann Park Bike Network. In addition to being a major destination in its own right, Hermann Park also sits at the crossroads of major bikeways connecting neighborhoods and commercial centers in all directions. On nice days the park is choked with automobile traffic. Safe, convenient bikeways within the park and connecting to existing and proposed bikeways beyond the park are needed to provide a viable alternative to driving, both to/from the park and across it for access to other areas.

Tom C., resident

Hermann park is overdue for more bike path connectivity. I support this project.

Kris W., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration.

Susan B., resident

I support development of bike paths in Hermann Park because they are needed by commuters and park users. Being adjacent to Rice University, the Texas Medical Center and the Museum District, Hermann Park is a necessary link for workers and visitors to these places. Parking is at a premium in this area and encouraging people to use their bicycles will help ease congestion and reduce the need for additional parking spaces.

Kevin G., resident

Application ID 216

Project Sponsor - League City

My son attended Creek side and I think the extension of Palomino Lane is needed.

Diana S., resident

This proposed bridge will not serve students at either school as almost 100% of the students already live on the south side of the Clear Creek and therefore would not be coming from the North. Also, the terminus at Grissom Rd would really be at FM 528, an already overcrowded roadway in Harris County. So, the bridge would go from one overcrowded roadway to another overcrowded roadway. It would also disturb wetlands and birding sites in the area, as well as cause home values to over 300 homes within 1/2 mile of the "approach and terminus" of the bridge to tank. It would also inevitably cause increased local flooding in the area. As all bridges seem to do. Thank you.

Victoria M-H., resident

League City is praying for a bond election in May 2020 to pay for less expensive projects they cannot afford. The thought of TAC/TPC considering a TIP project that received a B/C ratio of zero is incomprehensible. League City should refocus their objectives on needed projects instead of wasting tax payer money on ill-conceived TIP applications.

Dennis O., resident

TAC/TPC ranked Palomino Lane Extension benefit-cost ratio of zero. Time to remove this project from RTP forever.

Russlyn M., resident

This project is an underestimated rather very expensive bridge that multiple simulations League City has conducted going back to the early 2000's has never been able to be justified. School zones are changing and will not demonstrate the need for the bridge, City growth does not demonstrate the need for a bridge between the newly proposed Landing Bridge and Bay Area Bridge (a less than 2-mile separation between both bridges) now or 25 years from now. This bridge would be in the new FEMA flood way and will impact upstream neighborhoods who were flooded during Hurricane Harvey, as well. Environmental impacts with wetlands and the Brio Superfund site (haz drums still in Clear Creek) have not been evaluated. The City does not have buy in from County or other Cities to extend this Bridge beyond the dilapidated 2 lane Grissom Road nor includes \$\$ for upgrading Grissom Road. The bridge option is within 40 feet of a residential house and less than 200 feet from an entire neighborhood and this was not taken into account in the study either. This bridge to bankruptcy needs to be put to rest once and for all. In no way has it shown to be needed or justified and the Mayor of League City has gone on record opposing this project.

Linda W., resident

Application ID 218

Project Sponsor - Harris County

Great Project, but Hamblen Road needs to be extended to Woodland Hills. This will provide another route deeper into Kingwood and alleviate traffic on Kingwood Drive and thru the adjacent neighborhoods.

Max W., resident

Application ID 223

Project Sponsor - Texas Department of Transportation - Houston

This question is not just for FM 2920, but for Harris County roads in general. The typical road design of Harris County roads, whether built in the past or with recent construction, consist of very basic and low standards when compared to other suburban roads in Fort Bend county and elsewhere throughout the state. On many roads, there are large drainage ditches that are just off of the edge of the road with no barrier separating the two. Many of our thoroughfares are not very well lit at night with poor or non-existent signage. There are basically no sidewalks near commercial or residential areas where pedestrian traffic is present. Lane availability, intersection configuration, and low-end signal apparatuses all contribute to low performing thoroughfares that carry large amounts of traffic. In regard to lane availability, many roads should have

standard setbacks that allow for six-lane roads, especially (but not limited to) near and on both sides of intersecting highways if applicable, and this is not seen with many Harris County roads. In regard to intersection configuration and traffic signals, at moderate and high-volume intersections there should be longer left turn bays, dual left turn lanes if necessary, and many more right turn lanes that remove this traffic from the thru lanes. Traffic signals at the vast majority of intersections in Harris County still use multi-wire span supports, with the county being nearly the only entity remaining in the entire state that still uses wire spans in masse. The only areas in the county that seem to have pole mounted signals are the areas where the richer MUDs can fund the upgrade. Pole mounted signals should be a standard and not an upgrade that only the rich can afford. Also, throughout the history of Houston and Harris County, permissive left turns (at appropriate intersections) have not been widely used, where in other parts of the state permissive left turns have been in use at comparable intersections for quite a long while. I am aware that many of these projects are looking to correct many of these issues, and I am grateful for that because these are issues that affect our daily traveling patterns and should have been properly addressed a long time ago. My question is, will there be an effort, or is it possible, for HGAC to consult with Harris County, across all precincts, in upgrading its standard thoroughfare criteria to include these elements in all current and future projects, in order that these issues do not have to be revisited a decade later because Harris County refused these standards from the onset? Can HGAC help Harris County with better and more uniform thoroughfare development guidelines throughout the county?

Thomas B., resident

Application ID 228

Project Sponsor - Texas Department of Transportation – Houston

Praise Jesus!! Finally, someone is seriously thinking of correcting the pitfalls of one of the most dangerous roads in the county! I live about a mile from 249 off N. Houston Rosslyn and will drive to restaurants in the Heights or on 290 before I attempt to drive that road after dark. There are no street lights except at major intersections which make it hard to see the driveways that you are trying to hit AND hard to see the pedestrians that are walking. I'm an experienced driver (65) with no tickets or wrecks and I try to keep it that way by avoiding this road as much as possible. ANY improvements will be a blessing and a boon to the safety of all residents and a profit enhancer for the local businesses.

Paula C., resident

Application ID 232

Project Sponsor - Harris County Municipal Utility District No. 500 (HCMUD 500) as the applicant with TxDOT managing letting

I am curious to know if this will alleviate traffic volume from nearby Fry Rd and Barker Cypress Rd? I am also a bit worried how this will play out with commercial traffic volume, as Greenhouse Rd is almost all residential with very little to no commercial hubs from US290 to I-10. This will almost certainly open the door to large trucks using this more frequently, which will diminish the residential feel to Towne Lake and communities just south.

Matthew L., resident

This is needed to help eliminate the traffic congestion. It takes me 20-24 minutes to go 2.1 miles.
I support this project

Anne H., resident

Not only will this improve access to the north side of Towne Lake it will greatly improve the horrible congestion we experience every day during rush hour at the Barker-Cypress and 290 intersection. My fellow van pool riders say it can take up to 20 minutes to get across 290 from the Wal-Mart @ B/C and Cypress North Houston during afternoon rush (4:45-5:15). It's so bad they have looked into starting another vanpool North of 290 to go back and forth to Westheimer and Beltway 8 but Metro did not allow for it. Thanks for the opportunity to comment!!

Kevin D., resident

Home Construction along fry and barker cypress roads has been going on for some time and there is currently no end in sight. This is causing backups when these roads connect to highway 290 and is only getting worse with more and more homes being built. We have the opportunity here with this project to significantly alleviate this growing and real problem. Please fund this project before the growing community gets even more gridlocked.

Clay F., resident

This is a badly needed project for the growing community of Cy-Fair. We currently have no access for multiple master planned communities to 290 without crossing over the Union Pacific Railroad tracks that parallels Cy-Fair. We need this project to move forward to help support our growth.

Tommy B., resident

Northbound traffic along Barker Cypress and Fry roads in the evening is absolutely terrible. My drive home from work in the evening is less than three miles, but often takes thirty minutes, even on Saturday's. Extending Greenhouse Road would alleviate this issue as the area continues to grow at a rapid rate.

Christopher W., resident

Please consider this a priority!

Amy L., resident

I support this project. It would greatly help alleviate gridlocked traffic at Fry and 290 and Barker Cypress and 290 during rush hour. Thank you for the consideration.

Daniel A., resident

Desperately needed to give a rapidly growing area an additional link to US 290.

John P., resident

This would help greatly to relieve traffic on surface streets south of US290.

Laura K., resident

I have lived in this area for 19 years now. With the expanding development and growth of population the access to 290 has gotten challenging at all hours of everyday. Having this built would help to take the pressure off Barker Cypress and Fry Road. I have spent many a day

frustrated and stressed trying to go anywhere north of my house. You started trying to build in extra time knowing that you never know when the traffic will take to 5 minutes to get across or 20 minutes. It causes accidents of people running lights or stopping in the middle of the intersection. Please help those of us in this community that need this access.

Barbara K., resident

This project needs to be done in order to elevate the bottlenecks on Fry and Barker Cypress.

Jeff M., resident

YES! I support this project! We need to relieve the terrible traffic congestion at Barker Cypress/290 and at Fry Rd/290. This underpass is desperately needed as another north/south route.

Julie H., Entouch

Please make this a top priority!

Sarah P., resident

Please support this project. It will alleviate heavy traffic that builds up in our suburban commuter area and greatly improve response times for emergency personnel. Our community has experienced rapid growth and is continuing to grow. Cypress residents appreciate your support!

Lindsay B., resident

This project is urgently needed and deserves a high priority.

John C., resident

With the exponential growth in far Northwest Cypress, prioritizing the Greenhouse extension to Skinner would greatly help alleviate the massive backups of traffic at Fry and Barker Cypress. Thank you.

Tana L., resident

Please make this a priority! We need some relief!!

Dina S., Comcast

Skinner desperately needs to be extended south of 290 to add an alternate route and alleviate congestion from Fry Road and Barker Cypress Road. However, going under the rr track could pose a flooding issue. An overpass would be a better option.

Kathleen L., resident

Strongly Support

Mike C., resident

I approve this!

Jeremy C., resident

I support this project. This would ease congestion along Fry Road to 290.

Kevin K., resident

Keeping in mind the additional 10000 homes expected to be built in Bridgeland/Townelake/Miramesa etc. over the next decade, Fry Road and Barker Cypress Road will not be able to handle the traffic. Already the traffic is getting heavy and it will only get worse. We need another way to access 290. Thanks

Kunal M., resident

Having lived here since '05, I've seen the tremendous growth in the area and its impact on this stretch. This project should be prioritized.

Jaime G., resident

This will alleviate congestion in our area.

Mona C., resident

Agree to extend Greenhouse to 290

Krista V., resident

As a prospective home owner in cypress, connecting greenhouse to skinner road has been a major factor in which neighborhood we decide to live. The connection would improve my husband's commute time from downtown and allow more time with family. Also, the concern about ems response time in the already congested area would be relieved knowing my family is safer. Please consider adding this project to the 10-year plan. Thank you.

Lacey D., resident

I live in Cypress Creek Lakes currently and see this proposal as great addition to the community. It will provide alternate to Fry or Barker Cypress roads in this growing community. Please consider this in our 10-year plan.

Nathan M., resident

I support this build.

Anika P., resident

We need Greenhouse extended to 290 please. Too much traffic at barker cypress and fry. Thanks.

Muhammad T., resident

In the 20 years I've lived in Cypress traffic has increased the Harris county has greatly improved east to west roads (Logenbaugh, West, Tuckerton, Cypress North Houston) but with Barker Cypress & Fry as only 2 north/south roads they are congested most of the day. This would give all Towne Lake residents direct access to 290.

David G., resident

With all the current rapidly expanding development in Bridgeland and Towne Lake, we have a strong need for a second option to access 290. The traffic on Fry can be terrible during peak hours. With the popularity of this area south of 290, in 10 years the traffic on Fry will be exponentially worse! Please consider completing this connection of Greenhouse and Skinner with the storm water pump station because that pump will definitely be needed for that area in particular.

Matt H., resident

As a realtor I do a great deal of driving and Fry/290 has become a problem as well as a danger due to the traffic backup. I believe that extending Greenhouse will alleviate this issue. Please prioritize it.

Amy H., resident

This project would be a huge help to traffic patterns in the area.

Megan B., resident

Much needed project. Traffic in Fry Rd and Barker Cypress is out of control. Thank you for the support

Javier P-M., resident

Fry & Barker Cypress South of 290 is horribly congested. We seldom cross 290 late afternoon/evening due to this. There are several businesses & restaurants we would visit during these hours if it wasn't so time consuming to get there (very short distance).

Dawn S., resident

The congestion at Fry & 290 & Barker Cypress & 290 is horrible and will only get worse with the rapid buildout in this area. An additional access point to 290 from the South side is desperately needed between Fry & Barker Cypress.

Glenn S., resident

I support the extension of Greenhouse Road to Skinner to alleviate the horrible traffic at Fry and 290.

Paula M., resident

Please fund this project!!!! We need another way to get across 290 besides Barker Cypress and Fry Rd. Thanks.

Monica D., resident

Please move forward with this project, to relieve traffic congestion on Fry Rd and Barker Cypress Rd.

Jeremy P., resident

Please reconsider funding this project for a 2021 construction start date. It would greatly alleviate traffic issues at Fry and Barker Cypress and 290.

Cristin L., resident

This is a priority project that needs to be funded and completed.

Keith V., resident

Please make this s priority!

Sandy O., resident

Please fund this project! It is desperately needed due to the rapid population growth of our area. I have seen police and ambulances have to drive down the wrong side of Barker Cypress at times to get where they need to go. This will not only greatly improve our lives, but it could save lives!

Patricia H., resident

Complete the project.

Keith P., resident

I believe this to be a worthy project. Currently, there is only one true passage way over or under the railroad crossing that doesn't directly go through a railroad stop from Highway 6/1960 interchange to Hwy 99 (Grand Parkway). That passage is Barker Cypress. You have an exploding community between those two areas that don't have a true passageway that is not blocked by a railroad crossing. The current main passage way that goes over the railroad track (Fry Rd) is getting more and more congested with no real relief. This can cause issues with emergency response times, due to the amount of traffic. The new passage way that is being submitted above helps alleviate the issue while also creating a direct connection to the park and ride. This would help make ridership easier and hopefully encourage more to use it. The addition of bike lanes also encourages to be more green in our mobility.

Rudy S., resident

We need this!

Thomas L., resident

Please consider this project as high priority for 2019. Traffic at Fry Road at Hwy 290 would be greatly reduced with this alternative route to 290.

Marvin C., resident

This would alleviate traffic on Fry road and Barker Cypress, as those roads back up very bad.

Mike D., resident

The recent elimination of the skinner exit upon completion of 290 expansion has only increased traffic spillage onto Barker Cypress. There needs to be additional outlets to help the flow of traffic. The bottlenecks as a result of Stone Gate, Alder Trails and Riata Ranch coupled with traffic from Lonestar, Berry Center makes the area too dependent on Barker Cypress as the sole outlet. There needs to be additional outlets and the addition of Greenhouse/Skinner connection would help traffic. Its dreadful that the construction/expansion of 290 removed the Skinner exit. Now that traffic is pushed to Barker Cypress. There also needs to be pedestrian crossings. The bridge traffic is too dangerous and doesn't support safe cycling/pedestrian traffic. There is no safe alternative for residents of Cypress to cross S to N 290.

Jaime F., resident

Cypress ranks 50th in the top highest-income urban areas in the United States. The current crossings at Fry Road and Barker Cypress Road can become very congested at peak times, and the proposed crossing at Greenhouse and Skinner would be a great relief to traffic in this area. In addition to reducing congestion in the area it would help our first responders to improve their response times in our area. This underpass would allow the Cypress area to continue to grow with an additional connection between the areas north and south of Highway 290. Without this proposed new crossing, the congestion in Cypress will only get worse. Let's solve this issue now.

David G., resident

We need this to reduce congestion.

Richard O., resident

Having another access point to 290 from the South would greatly help ease the traffic congestion on Barker Cypress Rd. And Fry Rd. during the peak hours of traffic. Thank you.

Carl M., resident

This project is needed to help ease traffic congestion which has gotten worse as Towne Lake, Bridgeland and Cypress Creek Lakes continue to grow around already existing communities. The problem will only get worse as more houses are built. There is not sufficient access to funnel traffic to/from 290 in the area.

Danielle P., resident

Need to extend

Betty A., resident

For

Jonathan G., resident

This extension would greatly alleviate traffic on Barker Cypress Road and Fry Road during high volume traffic times. With all the building up if Bridgeland and Towne Lake, traffic is only set to get worse on the two aforementioned roads.

Jeanette S., resident

This project is necessary for the continuing growth and safety of this Cypress area. As more housing is built between Barker Cypress and Fry roads it has become immediately apparent that these 2 roads cannot handle all the traffic and are always extremely congested, in particular Barker Cypress. This Greenhouse extension will help relieve this congestion and provide an alternative route for the community as well as emergency services. We need this project completed as soon as possible.

Sam N., resident

The project would definitely alleviate traffic at 290 and Barker Cypress as well as Fry rd.

Tom N., resident

This should occur, as the two closest thoroughfares, Barker Cypress and Fry Rd are too congested heading north to 290 and are only getting worse each year as more and more communities are built, and people move this way. It will continue to get worse once 290 expansion is complete, giving people more reason to live out this way.

Fred B., resident

Need more roads like this to connect to 290.

Jim K., resident

This would be a great project that will help the first responders time and reduce congestion on barker's cypress rd. and fry rd. Please approve this project ASAP

Aish N., resident

I live off of Tuckerton between Fry and Greenhouse. I would really appreciate this project being completed. The traffic along Barker Cypress and Fry are bad headed to 290 and Towne Lake is quickly clearing land for more houses. It will only get more congested. This would help our community tremendously!

Angela R., resident

Living in Cypress Creek Lakes, Greenhouse is the nearest street for me between Fry and Barker Cypress.

Jennifer C., resident

Our community needs this project not simply for ongoing development, but for the safety of our people as it would greatly impact first responder's response times.

Nathan R., resident

I am in favor. I vote yes.

Amy G., resident

I vote in favor. I vote yes.

Wilfredo G., resident

This project, along with an overpass connecting Cypress N Houston Rd over 290 are much needed for the growing population in Cy-Fair. The best way for you to understand our issue is to come see it for yourself between 4-6 pm, weekdays at Barker Cypress/290 or Fry290. Thank you for your time.

Jerrad R., resident

I support the Greenhouse/Skinner Rd. Underpass @ UPRR and US 290.

Angela R., resident

In strong support of this project!

Paul F., Forde Construction

Hi, we are very much in favor of alleviating traffic congestion on Fry Road and Barker Cypress with the introduction of the connection of Greenhouse and Skinner Roads at the 290 intersection. We would also like to see this happen sooner rather than later. There are a number of restaurants and businesses that we would frequent north of 290 but the prospect of waiting in traffic on either Fry or Barker Cypress means we do not cross over. I can see the safety implications of lowering the road. Is this something that can be done in phases? Can the first phase be to connect the roads under 290? We would really like this access in place as soon as possible. Thank you.

Liz T., resident

Yes, please choose this project. It should help relieve the traffic. As a resident, I am looking forward to this becoming a reality.

Melinda L., resident

This is needed in our community badly. Traffic getting to and from Hwy 290 is getting worse and worse every day as the area continues to grow. This project needs to be funded before it gets even worse.

Jill F., resident

Please do the above projects. I travel this area frequently and I would make my life so much easier if the projects were done. As Cypress gets more and more traffic on all its roads the above project will minimize congestion and make travel so much faster. Sincerely yours, Kay Burkhalter
Bridgeland Resident

Kay B., resident

Fully support

John R., resident

Please approve extension of greenhouse to connect to skinner under 290 as soon as possible. This will provide desperately needed congestion relief from barker cypress road/290.

Heather C., resident

I support the extension of greenhouse and skinner under 290 in cypress. Please approve and complete ASAP.

Mark C., resident

This connection is greatly needed in our community and would ease the constraints we currently have at Fry Road and Barker Cypress at 290. Please move this up the ladder and help give more road options to the booming communities in the area.

Lauren H., resident

As a resident of the area, this proposed project would be hugely beneficial to the residents and businesses in the area. The current congestion on Barker Cypress and other arteries onto or through (over/under) Hwy 290 is horrific. This would provide major relief and I would highly encourage its approval. Thank you!

Jim B., resident

This underpass is greatly needed to provide access to highway 290. Traffic north and southbound on both Fry Road and Barker Cypress is terrible. I personally would like to have quicker access to 290 for emergency situations when my family and I need to quickly get to the hospital.

Kari L., resident

This is a must to help traffic congestion on Fry and Barker Cypress. There aren't enough access roads to 290 from the south side of 290.

Marcos M., resident

Please build this road. It is necessary for public safety. This will allow emergency fire, police and ambulance service quicker access to underserved areas. Thanks.

Micheline H., resident

I would really like to see this project to become a reality to help all the congestion at the nearby intersections of Baker Cypress and Fry/Cypress Rose hills roads.

Todd E., resident

Dear Sir; This project will provide a savings of time and money for a large base of drivers. The location will provide relief from existing congestion on Fry Road and Barker Cypress Road. There are a number of schools and fire stations that would benefit from an extension of Greenhouse under U.S. 290 in reduced transit time and more effective response to emergency vehicles or excess. There are areas south of this location that would benefit in providing access to hurricane emergency exit on U.S. 290 west. Please approve the Greenhouse/Skinner Rd. Underpass @ UPRR and US 290.

Michael O., resident

This is a critical upgrade that would massively improve mobility in the area. The pressure relief on Barker Cypress/290 and Fry/290 would affect multiple neighborhoods in a positive way.

Stephen C., resident

It never made sense to me why greenhouse never connected to skinner. The congestion at Barker and Fry is terrible during peak hours. Creating a new route to across 290 will help ease congestions at the other intersections. It would also create a faster route to Lone Star Cyfair coming from north of 290. I am 100% behind this project and I am guaranteed the city would benefit from this.

Shane L., resident

We stay in Towne lakes near Greenhouse and Cypress N Houston. We often go to other side of 290 and at the moment it takes us having to cross the railway tracks and then 290 OR go via Barker Cypress which is almost always backed up. This project will vastly improve traffic flow, reducing time to go on the other side of 290 by 10 mins or more during peak periods. It will also reduce congestion on Fry and Barker Cypress. Although Mound will require additional lanes for this to work. With upcoming expansion of Towne lakes community on Greenhouse and Cypress n Houston, this will help. I support this project. Thank you.

Bhavin G., resident

I have lived in Towne Lake for 4 years and am required to go across 290 to 2920 on Muescke 2x a day for my kids' school (about 25min, one-way x4). Since Greenhouse has been built, traffic has picked up tremendously, causing tremendous traffic on Fry/290, often taking 5 min to go less than 1/2 mile. And there's more traffic to come as Towne Lake builds out, not to mention the additional traffic on Fry due to growing Bridgeland, Miramesa, Canyon Lakes, etc. The other option, Barker Cypress is just as bad, if not worse. As a realtor, many comments I hear from clients and colleagues' is don't buy a home south of 290, because of traffic congestion. This road is absolutely necessary!!!

Nancy V., resident

Connecting skinner and greenhouse will reduce congestion along the barker cypress and fry roads. It will be a great addition to open up the highly congested south side of 290.

Thaly P., resident

This community really needs this project for our infrastructure. The traffic backups are already severe and with new home development continuing it will only worsen. We seriously need better connectivity to highway 290, to eliminate waste and allow emergency services access.

Matthew K., resident

I support the underpass.

Puneet S., resident

I fully support. Relieve lot of traffic congestion.

Nainesh V., resident

STRONGLY SUPPORT - Right now - the Cypress area (population 190,000+ and exploding with continued growth) is dependent on two (2) North-South connectors (Fry Road and Barker-Cypress Rd) for connectivity across US 290. Barker Cypress traffic is gridlocked many times a day and is the main route to the Berry Center and Cy-Fair College. The completion of this project will allow a third North-South connector between the two halves of the Cypress area that straddle US 290.

M M., resident

Federal funding of the Greenhouse-Skinner road connection is vitally and urgently needed to relieve heavy traffic congestion on Barker Cypress road and Fry road to: - improve Fire/EMS response times - allow for bike commuting to the Metro Park N Ride - reduce heavy rush hour traffic congestion on Cypress N. Houston and Queenston Blvd from Town Lake area residents that travel to Barker Cypress Rd. in order to reach 290

Paul L., resident

A street connecting greenhouse to US290 and Skinner road would be a huge revenue driver for Metro. It would alleviate the traffic at Barker Cypress and Queenston area as well as Fry Rd and Hempstead. It would directly connect Towne Lake to US290. This seems like a no brainer to pursue.

Michael V., resident

Thank you for considering this project. I've lived in Towne Lake for 5.5 years and have felt the area grow rapidly. Northbound arteries out of the area reach maximum capacity nearly every day. Barker Cypress in particular is overwhelmed normally and when there's any event at the Barry Center all hope is lost to get anywhere quickly. With the amount of new homes remaining to build in at least 4 subdivisions that are north of Tuckerton alone, that are to rely on either Fry or Barker Cypress, I ask that this project be approved. Thank you.

Randy H., resident

Fully support this Greenhouse-Skinner road connection because it is vitally and urgently needed to relieve heavy traffic congestion on Barker Cypress road and Fry road. The bike lanes and access to metro are imperative due to the already increasing traffic in this area.

Jennifer K., resident

Please pass this. TowneLake is expanding, heavy traffic congestion is already on Barker Cypress road and Fry road. Opening up Skinner would help out a lot!

Chien N., resident

We need the greenhouse/skinner underpass@290 for sure.

Sabina M., resident

The addition would greatly alleviate traffic. And control pressure on driving in this area. Thanks for your consideration.

Felix G., resident

Yes.

Van N., resident

The approval of this project will have a much-needed benefit to the current situation we live every single day due to heavy traffic congestions on Fry rd. and Barker Cypress. Connecting Skinner road to Hwy 290 will provide a lot of cars direct access to 290, avoiding cars to such through neighborhoods at speeds above the limit endangering kids waiting at bus stops every morning. - Provide safety and keep drivers sane. The high volume of vehicles and the long waiting times to let through traffic lights in order to reach Hwy 290 is taking a toll on social behavior. This situation contributes to the rise of violent, aggressive and reckless behavior increasing the possibilities of rage road incidents and tragic accidents. - support bike use, allowing access to the Metro station for a large number of people enroute to downtown, helping reducing pollution and the amount of vehicles while promoting wellness. - This will allow to maximize the recent investment made on Hwy 290 by providing a direct access in an area with an already existing merging lane on Hwy 290 (right before reaching Barker Cypress bridge) making it a fluid, clean merging of traffic optimizing commuting time. - We have not reached full development in this area, hundreds, if not thousands, of homes will be built in the following months and years due to the highly attractive neighborhoods (Town Lake, Miramesa, Bridgeland, etc.) That will contribute to increase car volume on already saturated roads that fail in providing an efficient way out from all neighborhoods in this area.

Erwin S., resident

I am in favor of this project.

Varun T., resident

The Greenhouse/Skinner Rd. at UPRR and US 290 is needed because it will help with the excessive traffic and increasingly dangerous situation of drivers cutting through Alder Trails and other neighborhoods to get to 290. These drivers are not obeying the speed limit and that, along with a growing amount of traffic, creates dangerous situations for residents, especially children.

La Keshia N., resident

I am for the Greenhouse Rd to skinner road expansion and believe it will help relieve traffic on Barker Cypress and Fry road. It will be a convenient direct access for people who utilize the metro

park and ride. That may encourage more people to use park and ride since it will then be an easier access.

Amanda N., resident

I am for the underpass!

Stephanie S., resident

Please do this. I am off of Barker Cypress and Queenston in Alder Trails and the amount of traffic that comes through our neighborhood from and to Towne Lake, Bridgeland, and Cypress Creek Kanear is ridiculous. Cannot even get out of our own street due to backup. Amount of traffic in residential neighborhood is dangerous to residents and kids as people rushing thru to get on Barker closest to 290. Not stopping at stop signs and speeding around loading buses. There is an elementary here and surprised no one hit yet. Please alleviate the traffic on Barker Cypress and the bridge (normal time to cross 5 minutes max has turned into 20 to 30). Building alternate route would be good for all.

Pam K., resident

I am for this project. The amount of traffic coming through our neighborhood is ridiculous and dangerous. They use us as a short cut to 290. Speeding through the neighborhood while kids are out playing and waiting for school bus.

Chemeka B-E., resident

The cut through traffic is growing every day that passes. The people cutting through do not pay attention to the speed limit or the fact that children wait on the corners for their bus to arrive in the morning. It can take up to 20+ minutes for me to make it out of the neighborhood due to the light being so backed up with cut through traffic. This new construction at greenhouse could alleviate all of those problems.

Vanessa G., resident

This area definitely needs this crossing location for traffic and public safety reasons. There is a lot of new land development happening in the area (Towne Lake, Alder Trails, Bridgeland), and only two exists to 290: Fry Rd and Barker Cypress for this area. Barker Cypress has long been overcrowded with traffic during peak times. The hundreds of new homes have only made it worse. People in between these two corridors typically choose to drive inbound which means taking barker cypress. Further, drivers are crossing neighborhoods at high speeds while children wait for school buses. No speed bumps are allowed in neighborhoods due to safety concerns (firefighters, EMS, etc.) which creates a real safety problem. This crossing would alleviate a lot of the heavy traffic in the area and will allow a direct access to the Park and Ride and 290. It's a no brainer.

David T., resident

Please pass this project due to heavy traffic on Barker cypress and fry rd. Thanks

Tin Lam., resident

I would like to support the greenhouse/skinner road expansion.

Toan N., resident

All for the Greenhouse/Skinner project!
Terri D., resident

This would make such a positive difference in our community. It would allow people to bike/walk (instead of using the barker cypress overpass which is incredibly dangerous) and it would alleviate congestion in the area.

Lynette F., resident

Federal funding of the Greenhouse-Skinner road connection is vitally and urgently needed to relieve heavy traffic congestion on Barker Cypress road and Fry road to: - improve Fire/EMS response times - allow for bike commuting to the Metro Park N Ride - reduce heavy rush hour traffic congestion on Cypress N. Houston and Queenston Blvd from Town Lake area residents that travel to Barker Cypress Rd. in order to reach 290.

Maria Z., resident

This construction is critical to relieving congestion on Barker Cypress and Spring Cypress / Fry at 290 by offering additional traffic flow options.

Patricia M., resident

Application ID 266

Project Sponsor - Texas Department of Transportation - Houston

I love this proposal! Anything that can connect dense neighborhoods and give additional safe commuting options for bikers is huge. I'd definitely use it once constructed. Thanks much for this opportunity to speak on something of great importance to me and the city.

Matthew B., resident

This is a relatively low-cost project which makes a much-needed connection between the high-density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and would create a highly improved access to the I-10 crossing and access to the White Oak Bayou Greenway from Memorial Park. Combined with the proposed projects creating new connectivity to Memorial Park from the south, this would be an extraordinary win for Houston, the implementation of the Houston Bike Plan, and the city's developing infrastructure for active transportation.

Doug O., resident

I strongly support this. Please make it happen.

Carole P., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high-density neighborhoods.

Dan B., resident

Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.

Anthony B., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high-density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Donna B., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Lien L., resident

This is really a clever plan that brings numerous communities' access to the park and eliminates currently unsafe routes that cyclist are using to connect existing trails.

Alan S., resident

I think this plan looks great, it is close to the Heights MKT and the bayou.

Abby F., Houston Bike Share

I support this application and truly believe these bike paths can greatly increase health and decrease traffic. If you could also build paths from 610/shepherd north that would be great too
Thank you!

Cliff M., resident

I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to commute to work in the Galleria area. These proposed changes would certainly make better connections than the current options.

Shawna R., resident

I think this project is an excellent idea to improve the local cycling environment. My family and I would use it. I support the application and hope it is approved.

Todd K., resident

I think this would give those of us residents of the Heights a more direct, and safe, way to travel to Memorial Park. I support this project.

Jean T., resident

I am a recreational rider who rides over 4,000 miles a year on the trails around Houston. I strongly support this project.

William D., resident

This is another great project. Highly supportive!

Clayton M., resident

I support this project and think it is a well needed connection to get the community safely over to Memorial Park Sean Burlingame

Sean B., resident

I live in the area and walk the trails every day. This connection will be awesome!

Rebecca M., resident

Yes!!!

Tara H., resident

I use white oak bayou trail as often as I can. Having a safe way to get there from Memorial Park would be ideal.

Marsha C., resident

I support the Memorial Park pedestrian connection.

Sally J., resident

This is a great project.

Cheri A., resident

Great idea!

Robin V., resident

I am in favor of this project.

Brittany E., resident

We strongly support this project, thank you!

Lauren L., resident

I am very in favor of this connection being funded. I hope it is considered and completed. We love to ride our bikes to Memorial Park. It would be safer to cross the feeder road of I-10 at the Cohn street bridge and make the bridge more manageable for bikes (especially bikes with trailers). This will also allow entering Memorial Park area at an existing signalized intersection.

Cheryl H., resident

I am very in favor of this connection being funded. I hope it is considered and completed. We love to ride our bikes to Memorial Park. It would be safer to cross the feeder road of I-10 at the Cohn street bridge and make the bridge more manageable for bikes (especially bikes with trailers). This will also allow entering Memorial Park area at an existing signalized intersection.
Kyle H., resident

I strongly support this project!
Melissa M., resident

I strongly support this application
Karin P., resident

I support this project as a much needed and safer way to get to Memorial Park from the Heights than to use city surface roads such as Washington. Avenue Thank you.
Elizabeth M., resident

Yes, please! We need to connect these high traffic bike paths.
Paula N., resident

I strongly support the Memorial Park Bicycle Pedestrian Connection. This connector provides needed access to the growing bicycle path network in Houston.
Charles B., resident

I am writing to strongly encourage that this application please be funded. It will greatly enhance the area and the quality of life for all residents in the areas. Thank you.
Dorothy W., resident

This project would enhance bicycle-pedestrian access to the Heights area Hike & Bike trails and connection to Memorial Park. I strongly support this project.
Linda W., resident

Connecting Memorial Park and the trail system is a win-win. It has the potential to reduce the need to drive to the park to safely enjoy it while also allowing greater options for cycling and walking. Currently this is not possible along Buffalo Bayou as the park ends into sidewalk.
Matt O., resident

I support the building of this trail connector
Janet P-H., resident

I strongly support this project!
James M., resident

Strongly support this connection as my family and I enjoy riding our bikes through this area.
Rachel E., resident

I strongly support this application. I ride this trail regularly. This is a great project which is relatively low cost and makes a much-needed connection between the high-density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Moinuddin K., resident

I strongly support this trail to add a vital connection to Memorial Park and reduce the dependency of a car.

David C., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments

Fred S., resident

Finally, a great project needed as part of the pedestrian, cycling, trails connection between neighborhoods in that area. The benefits in terms of living quality, transportation and conveniences for the next decades make this project a real low cost. Most of my friends live in The Heights and Washington Avenue and the Memorial Park is the heart of the recreational network. Chances are to become the best human energy transportation alternative for the coming years. Hope to see this project done soon. Thank you.

Milton M., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

David W., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods

and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Haley H., resident

Inexpensive and practical to address a need. I admit that the comment on also helping when the Houston Open does occur at the Memorial Park Golf Course caught me by surprise but makes total sense.

Tom S., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high-density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Ken K., resident

I strongly support this application.

Martina S., resident

I support this project 100 percent. It will be a jewel for the area and city of Houston.

Therese T., resident

Super excited about this project! This will open up a cycling pathway that has been prohibitively unsafe for some time.

Chad G., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Christopher N., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and

avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Sherry G., resident

I support this application.

Kelda B., resident

I live in Houston Heights and I am a cyclist who uses the White Oak and other Bayou Trails frequently. I recognize that there's a need in Houston for improved bike/pedestrian infrastructure, and in my opinion the primary need is for safe North-South bikeways to connect the E-W-trending Bayou Trails, and safe connections to Memorial Park. I feel this project would safely allow N-S bike traffic across I 10 and better connection between the communities served by the White Oak Bayou Trail and Memorial Park.

Ron M., resident

I support this short connector as it provides a direct connection to Memorial Park from a number of neighborhoods to the east and north of the park. The proposed route provides a no-traffic, high comfort route across I-10 and under the railroad track - both of which currently require using busy streets.

Jim B., resident

I strongly support this project! Please make this happen as the current transition is ridiculously dangerous!

Kate C., resident

I strongly support this project!!

Kate C., resident

Love this idea. Super helpful!

Laura H., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park.

Nikki M., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open

comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Bradley K., resident

I currently live in the Heights and I enjoy both running and bicycling to Memorial Park. This connection would give me a much easier and safer connection to get across both I-10 and the railway, which is currently accessible only on the busy TC Jester. With this connection, I would feel much more comfortable biking with my infant daughter or taking her in a jogging stroller to Memorial Park, which is a place I haven't taken her yet.

Patrick O., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Tad B., resident

Application ID 267

Project Sponsor - Texas Department of Transportation – Houston

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail, approximately half way between the current connections of these trails at the Eureka rail yard and the pending HPB connection near Studemont St. This also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10.

Gregg N., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately halfway between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Kate H., resident

I also support this project as it provides more and greatly needed inner-city bike access, especially for commuters. thanks! Jim Hughes, 77024

James H., resident

I strongly support this project. For cyclists, routes that are uninterrupted by motor vehicle crossings are the equivalent of limited-access highways for motorists, offering quicker travel times with increased safety. In the COH Bike Plan, I believe these are referred to as high-comfort routes. This project will provide northern access to the existing White Oak Bayou interstate on the south side of the bayou. It will provide a crossing that can only be achieved today by using major arterials Shepard and Yale/Heights. Those current options are not high-comfort routes. Thank you for the opportunity to comment.

Bryan D., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail.

Dan B., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Donna B., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Lien L., resident

This is a great project that would fill a missing link in our neighborhood. I strongly support it and hope it is approved.

Todd K., resident

This project would be a great addition to the community.

Cheri A., resident

This connection would provide a comfortable connection from the Heights Trail to businesses south of I-10 and the White Oak Bayou Trail. I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east).

Jean T., resident

I am a recreational rider who rides over 4,000 miles a year on the trails around Houston. I strongly support this project.

William D., resident

Please build this. We live nearby and ride our bikes. This improvement to the existing trails would be tremendous!

Naomi C., resident

We think this project is a great idea and are highly supportive!

Clayton M., resident

I live in the area and walk the trails every day. I am in favor of the proposed trail. It will make the detention area useful, as well as provide a convenient link to proposed development in the area.

Rebecca M., resident

Anything to help cyclists and pedestrians! Houston drivers have no respect!

Tara H., resident

I strongly support this project! It would make it much easier and safer for my family to use our bikes to get to businesses south of I-10.

Casey B., resident

Connecting the MKT Trail to White Oak Bayou would make our city more accessible to bicyclists and pedestrians. Houston needs more of these to promote our city!!

Patricia L-D., resident

I support the White Oak Bayou Bicycle Pedestrian Connection

Sally J., resident

I strongly support this project. As densification continues in this part of town and streets become more congested and parking options become more limited, safer pedestrian right of ways are necessary. This project supports the footprint that already exists along White Oak and thus, expands and encourages foot and bike transportation as an alternative to vehicles when going shorter distances.

Caroline M., resident

This is great!

Robin V., resident

I am in favor of this project.

Brittany E., resident

I do not support this project. I live in the heights and close to this area and feel it would be a waste of taxpayers' money and should go to other well-deserved expansion projects. Even though I use the bike trails frequently and enjoy them, I feel this is not the best use of money. I supported 2 other projects (Memorial Park Bicycle Pedestrian Connection) (Northwest Transit Connection) because they expanded coverage and connectivity. I will put a few bullets below on why I do not support the project. * This project does not add any more significant connectivity. The heights market trail already directly connects with the white oak bayou trail at several points (one just east of tc jester, one just west of Studewood) these two direct connections are less than 2 miles apart. The trails also have a connector trail on Heights Blvd. that bisects the 2 direct connectors. This new proposed connection would only be 2 blocks west of the Heights Blvd. connection not adding any greater connectivity. * The proposed trail goes through an area that is not generally flat therefore making the expansion more costly than it needs to be by adding bridges and other land moving projects. If a connector is deemed absolutely necessary, then another area would be more suited at a cheaper price tag. *TxDOT cannot take care of the Rutland detention basin or surrounding area as it currently stands, so why add more people to the mix. The Rutland detention basin already has multiple encampments of homeless people within the detention pond and general area between the pond and white oak bayou. They have moved in, cut down trees, had campfires, set up homesteads, and have brought in piles and piles of trash that have made a once clean and natural area into a trash pit. TxDOT also has not mowed or taken care of this area in the last few years. Adding a development project will not fix the problem if they cannot take care of the area as it already stands. Originally when TxDOT moved in they said they would take care of the Rutland detention pond, and they have not done so. In closing I love the bike trails and what they have added to the city but fail to see any added value with this unnecessary connector. Please spend any budgeted money on a project that expands coverage or connectivity so more people can enjoy the trails.

Sean B., resident

We live right off of White Oak Bayou and would use this a lot. We strongly support this. Thanks so much for these great bike trails!

Lauren L., resident

This project will help improve the Rutland Detention Basin into an urban greenspace or park. I understand that this is a MUCH-NEEDED flood basin, but some simple improvements will greatly improve the use of the area. This area also provides a high-comfort connection from the Heights Trail to the businesses south of I-10 and the White Oak Bayou Trail.

Cheryl H., resident

This project will help improve the Rutland Detention Basin into an urban greenspace or park. I understand that this is a MUCH-NEEDED flood basin, but some simple improvements will greatly improve the use of the area. This area also provides a high-comfort connection from the Heights Trail to the businesses south of I-10 and the White Oak Bayou Trail.

Kyle H., resident

I strongly support this project!

Melissa M., resident

I support connecting MKT Trail to White Oak Bayou Trail. At the present time, cyclists wishing to go to downtown using the WOBT must leave the trail and use the streets (very busy streets) which is dangerous. WOBT is a wonderful bike/hike trail but it only extends to the west as far as Stude Park. Connecting it to MKT would be a big enhancement to cycling in the city.

Elizabeth M., resident

I strongly support this application

Karin P., resident

There is currently no safe way for pedestrians in this area to cross the bayou and reach the businesses south of I-10. This trail is badly needed because it would solve that problem. Every time I see a pedestrian crossing on Studewood, I get vertigo on their behalf. These knee-high barrier and narrow sidewalk are scary. I won't use them, Sri have to drive 3 blocks from my house to Kroger.

Anne U., resident

I am writing to strongly encourage you to please fund this project. It will greatly enhance the area and the quality of life for all residents. Thank you.

Dorothy W., resident

Please consider this trail for funding. It would allow a safe transition from the White Oak trail to other pedestrian/bike trails. I am a resident of Woodland Heights and the trail extension would be very useful and much appreciated.

Karen H., resident

This project would enhance bicycle-pedestrian access to the Heights area Hike & Bike trails. In addition, it would facilitate flood control and provide a useful amenity in a flood control detention area. I strongly support this project.

Linda W., resident

I strongly support more connectivity to the incredible trails we have in place. It eases movement, links our city as neighbors, improves fitness, and is something that enhances the area in general.

Matt O., resident

YES!!! I am so anxious for this section of trail to be completed. As a Heights resident, I often ride my bike down Reagan to the bayou, but because the north side of the bayou can't pass Studemont, you have to use streets and get to the White Oak bridge to go West. White Oak can be really scary on a bike - lots of traffic, parking lots, and bars. I would love to be able to get through Studewood on the trails - I could even go to the grocery store on my bike with no streets except Reagan. Please do this!

Allie S., resident

The entire neighborhood has been waiting YEARS for this! Please fund it and get it started.

Melanie G., resident

I am in favor of developing this connection

Janet P-H., resident

I strongly support this project!

James M., resident

Thank you so much for considering this project. My family and I have been waiting for these connections, so we can ride our bikes together on these trails. It provides such a positive improvement on the quality of our outside time together. Much needed!!

Rachel E., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Moinuddin K., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Fred S., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

David W., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Haley H., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Ken K., resident

I strongly support this application.

Martina S., resident

I support all three of these hike and bike and public space projects, 100 percent. They will only make Houston better.

Therese T., resident

Super excited about this project; it improves connectivity in an area that currently is not super safe to cycle through.

Chad G., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Christopher N., resident

I support this proposal.

Kelda B., resident

I am a resident of Houston Heights and a cyclist who frequently uses the White Oak Bayou and other trails in Houston. I feel there is a need for N-S trending bike access to connect the E-W Bayou trails. Also, there are a limited number of safe bicycle routes within the neighborhoods directly south of I 10. This project will help with both of these needs.

Ron Miller., resident

I strongly support this proposed bike route as it would be a key connection between the MKT and White Oak bike trails making it much easier to use those trails to access shopping and dining south of I-10 from the Heights. Combined with the proposed Patterson Complete Street project, it

would also make it easier to bike south to the Washington corridor and to the Buffalo Bayou trails.

Jim B., resident

I strongly support this project! Trails in the area have improved so much but they could be so much better! Crossing to get between these two paths can be dicey and dangerous.

Anne C., resident

Please fund the Rutland Detention trail.

Clark M., Bike Houston

As a resident of the Heights who likes to bicycle for both errands and recreation, this connection will be useful to extend the number of places I can reach easily on bicycle and another way to cross I-10 without having to dart across a busy intersection.

Patrick O., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Tad B., resident

Application ID 269

Project Sponsor - Texas Department of Transportation – Houston

Not only should the sidewalks be improved along 1960, they should be improved and connected across the city. Markings should also be put in place to signify that Bicycles may use the entire lane.

Rick H., resident

Application ID 270

Project Sponsor - Texas Department of Transportation - Houston

The loss of the bike lane is so dangerous on NASA Pkwy. I like to use NASA Pkwy for my Saturday rides, but I cannot use the road for week day rides because it would simply be too dangerous. The cars race by far too quickly and I was once almost hit by a motorcyclist who dove into the lane I was riding in without warning. It would be wonderful to be able to commute to and from work on this road, but at this time it is totally not feasible.

Alyssa S., resident

I bicycle along NASA Rd 1 for recreation regularly and sometimes for commuting to work at NASA Johnson. This project would make that trip a lot safer for me (in terms of sharing the road

with fast moving cars) and other bicyclists that use the road (of which there is a significant number from what I've seen as a driver and bicyclist who often travels along NASA Rd 1.

Andy R., resident

I ride this path once a week with the University of Houston Clear-Lake Cycling Club. The club started last year and currently has around 7 active members. We see at least one other cyclist on this trail each week. These improvements are really important to the development of the organization at UHCL because It will enhance the accessibility and safety along this route. With the school's recent transition to a 4-year institute came the admittance of thousands of young students. Campus Life and organization involvement has become a big focus for the administration and I believe this project would benefit organizations like UHCL cycling and allow the already prominent cycling scene in clear lake to continue to grow.

Sammuel C., resident

I daily see cyclists on this route on my way to work. This project is important for improving the safety in this area.

Lori C., resident

This improvement is really important to our area and to my family's safety. We frequently ride our bikes for leisure and my wife is a full-time bike commuter. Improving NASA Road 1 would keep us safe and help other people use their bicycles more for transportation and exercise while staying safe. Additionally, better bike access/infrastructure will help local employers attract younger workers and this project closes part of a gap in our existing path system and implements part of the bicycle plan. Please fund this project!

Zachary E., resident

There are many NASA employees who would benefit greatly from this project. Please consider this much needed project.

Holly R., resident

I commute on this roadway every day to and from work. I see many others riding or walking the sidewalks throughout the day, trying to get to Space Center Houston or other places of business. Many travelling this route appear to have no other form of transportation (and there isn't a bus.) The road as it exists today is unsafe. Many drivers use excessive rates of speed (10-15+ above the speed limit) on the roadway, especially on the bridge near clear lake park and in front of Johnson space Center. Many bicycle riders are forced to use the sidewalk due to the unsafe drivers. The bridge near clear lake park is not wide enough for bicycle lanes and sidewalks, so many attempts to share the narrow sidewalks on either side of the bridge. There have been many wrecks on the bridge during the past 20 years, so adding a bike shoulder lane is not the answer there. Those braving the bike shoulder lane on other parts of the road have to navigate around trash and construction materials along the route. The bike lanes also collect a lot of debris, including the crumbling rumble strips that have not been repaired since the road was expanded to six lanes. The signage for bike traffic is confusing and/or obscured. The intersections are unsafe, as the pedestrians, cyclists, and autos do not have adequate situational awareness of each other. Many of the crosswalk buttons are malfunctioning, (especially at the Saturn and Upper Bay Road intersections.) The sidewalks are uneven and broken with much of the decorative brick making it non ADA compliant. The street lighting at night along the road is malfunctioning

along the south side of the road in front of the Jonson Space Center and is not placed near the sidewalk (even if it was working.) This project would fix many of the road's long-standing mobility issues. The intersections, bicycle paths, and sidewalks should be improved. Access to businesses and parks would benefit not just commuters, but tourists, families, and other citizens in the area. It would also make the route safer for drivers too, as it could potentially reinforce better driving habits.

Matthew B., resident

As a weekly bicycle user along this section of roadway, the sudden disappearance of the bike lane has always been a safety concern. Adding a striped bike lane would provide a safe section of the road that reminds all users to give room and share the road safely.

Douglas F., resident

I am a long-time Clear Lake resident and have been a cyclist for over 3 years now. I ride on NASA Rd One at least once a week and my husband rides on NASA Rd One at least 3 times a week. This road does not provide consistent protection for cyclists and pedestrians with gaps in the bike lane that put cyclists very close to cars and not enough space for cyclists and pedestrians to comfortably and safely cross or pass each other across the bridge. I also frequently drive down this road and always see cyclists on it. I must pass 5-15 commuter cyclists in the morning on my short way to work and often see 5-10 during my lunch break or when I run errands during the day. On weekends when I ride there are often groups of 10 to 50 that are cycling on NASA Road One at some point during their route. Cycling is becoming more popular in this area and the risks need to be addressed. I know many people who have been hit by a car in this area at some point or who have had a near miss (including myself who has had cars get within inches of my on NASA Road One where I am unprotected. I am often scared for my friends and family who ride by themselves because they are less noticeable to drivers and are therefore even more vulnerable to being hit. These improvements to this road would be vital to protecting cyclists and pedestrians in an area that is growing and more people are choosing to commute via bike or foot or to bike on these roads for recreation. Drivers need to be able to see cyclists and pedestrians and to know where the boundaries are to drive alongside them safely. The gaps in the bike lane striping, the fading of existing striping, the lack of ramps and the insufficient space for pedestrians and cyclists make it difficult for drivers to be aware and know where the boundaries are. This poses serious risks to cyclists and pedestrians and discourages safe passing and safe sharing of roads. I hope this project is funded to make Clear Lake a safer place to bike, hike, walk and drive.

Genevieve G., resident

As a resident of this area, I believe this bike lane needs to be finished in order to create a safer environment for people commuting via bicycle. If provided a safer option other than being in the road directly next to cars moving at 50 mph, people would be more likely to cycle to and from places. This would decrease the congestion seen everywhere around NASA and Seabrook. This is the only route available to get across the bayou via bike and would be heavily used if implemented.

Julia W., resident

The Pasadena/Mud Lake bridge is a great example of how "Share the Road" signs just don't cut it. If the road were straight and flat, I think cyclists could get away with taking an outer lane (and give cars a chance to plan ahead), but it is a dynamic, often crowded commuter thoroughfare, and I've had my share of close calls and "unkind gestures" while on that stretch. Markings, intersection changes, signage, anything you can do to make it clear to everyone using that stretch what to expect as they come around the bends, would definitely reduce the road rage and might even save a life.

Chris G., resident

I am in favor of this project, except I believe you mean space center blvd., not space city. I am a recreational cyclist and would use this weekly.

Eddie H., resident

An improved bicycle path is needed and will promote more people to use it and stay healthy.

Victor L., resident

Based on the above have no idea where this bicycle lane will be built as the Project Limits have named a non-existent street for one end of the project limits. Don't believe there is any street in the Clear Lake City area named "Space City Blvd". Believe you mean Space Center Blvd and if so why build a project that says going to Johnson Space Center that ends quite a way from the major entrances. The closest entrance is about .3 miles north of the intersection of NASA Road 1 and Space Center Blvd and is a delivery entrance and not a regular entrance for employees. Other entrances are closer to Bay Area Blvd and over a mile up Space Center while the main entrance is on Saturn Lane north of NASA Road 1 and again over a mile from the proposed terminus at Space Center. Appears whoever put this idea out is only looking to help people living toward Seabrook and ignoring all of the JSC employees living in Clear Lake City. Think you need to go back to the drawing boards and see if this is even necessary as doubt many will ride their bikes from Seabrook to JSC

David W., resident

Please, please, please make a safe bike lane! Could be funded by City of Pasadena and Clear Lake. We all benefit! It would be great if the Marathon trail: Nasa rd 1, Kirby, Red Bluff, Bay Area, Middlebrook, and Space Center bike/walk trail would be restored and maintained. It is a great half marathon loop! Thank you!

Shulamith B., resident

I bicycle 3 times a week approx. 20-25 miles each ride around Clear Lake, Johnson Space Center, and I cross Nasa Rd 1 into Nassau Bay area. We need more bicycle paths in and around Johnson Space Center. I would applaud any additional bicycle path. I use the paths, sidewalks and streets at least 3 times a week.

David K., resident

While I live in Pasadena, I often ride through the Clear Lake area. Any improvements to bike lanes is appreciated.

David C., resident

Yes, to bike lanes. - They should encourage bike riding by actually going places people want to go - They should minimize the risk from automobiles (no need to ban all automobiles... maybe underground tunnels for all automobiles?) - They should be created over abandoned railroad tracks as found along 146 in Seabrook

Louis A., resident

Please have Johnson Space Center mow the grass YEAR ROUND on their govt land along the sidewalk along Saturn Ln. between Space Center Intermediate School all the way to the Johnson Space Center along the only sidewalk to walk or ride bicycles. This area is many times overgrown and not passable on a bicycle or walking especially all summer. Johnson Space Center needs to take care of their current areas and sidewalks to allow bicycle traffic. The overgrown weeds during summer months makes sidewalk along Saturn Ln. unusable. I know this because I ride my bicycle at least 3 times a week. When JSC fails to maintain their sidewalk, I am forced to ride in the road along Saturn Ln.

David K., resident

I think the bike route is a great idea.

Karen W., resident

Bay Area Blvd from Space Center Blvd to Kirby Road is one of the most dangerous stretches of road in the area for bicyclists. It is so dangerous, I always ride the sidewalk although we are not supposed to. This project is long overdue. However, please remove the asphalt ridges on Bay Area Blvd when the bike route is constructed.

Dan W., resident

I would love to ride my bike to work, but I currently have only two unsafe choices: Ride with giant trucks who think I'm a commie who belongs on the sidewalk, or ride on the sidewalk and endanger pedestrians. Please fund this and expand it.

Jeremy B., resident

Please complete the bike lane. I am a cyclist and I support this project.

Kevin E., resident

As a person who works nearby and had also crossed mud lake bridge by foot and bike many times, I fully support this project and look forward to its completion in connecting Seabrook and Nassau Bay and making it more accessible by alternative forms of transportation.

Melinda M., resident

Bike paths that are not separated from vehicle traffic by other than a painted stripe are useless and dangerous. Properly separated bike paths, not directly adjacent to roadways, are very welcome.

Thomas T., resident

I ride that route often and even though there is a bike lane for part of the route, it is very scary with cars and trucks zooming past you at 50 mph. It would be great if a barrier could be provided like the one over Mud Lake. Thanks!

Thomas S., resident

I try to use the implied bike lane but for personal safety it's best to use the sidewalks. It's definitely a lot safer.

Donnell D., resident

I would like to see this plan move forward. Our area is lacking in safe pedestrian transportation alternatives.

Jan M., resident

I don't know what the details are for the proposed bike lane, I thought NASA Rd 1 already had a bike lane from Space Center to Kirby, I am always in favor of bike lanes. I like just outside of JSC, in University Green, and ride my bikes around the Clear Lake area just about every day (I usually ride to work). On weekends my friend and I ride a thirty-mile route around Clear Lake, part of which is on NASA Rd 1, and we appreciate the bike lanes immensely.

Glenn N., resident

I sincerely hope this project will get the bicyclists off the main traffic lanes of the roadways and onto a bike path. Traffic in this area is very thick and bicyclists during rush hour are only making the issue worse. I personally think it should be illegal for bicyclists to ride in the main traffic lanes - it's very dangerous and with the vast amount of traffic in our area, it's ridiculous that bicycles are clogging the roadways even more.

Stacey M., resident

All for more hike and bike paths for safe alternatives to automobiles.

Yvonne T., resident

I live in Bal Harbour near Space Center and NASA Rd. 1 and used to ride my bike a lot. I was hit by a car while riding my bike on Kirby Blvd near where this project is proposed. I was using the bike lane and was crossing the street in the marked crosswalk. The motorist stopped as though yielding the right of way, then proceeded as I was crossing and struck me. I ended up in the hospital. I think it was because I was northbound, and the bike lane was two-way but on the southbound side of the street and she wasn't expecting bike traffic from her right. I definitely want to extend bike lanes to enhance cyclist safety. There are a few areas that don't link up existing lanes and it is very dangerous to cyclists. Please extend the bike lanes and make sure they are on both sides of the street.

Pamela M., resident

Love to see new safe bike routes. The more the better!

Stan L., resident

I look forward to the new bicycle pedestrian route from Space Center to Kirby Blvd. I ride my bike on that route 2-3 times per week and in many places, even with the current "bike lanes" it feels very unsafe. Adding the wider routes in this location should increase the safety of bikers and walkers immensely. Thank you.

Joseph J., resident

It would be great to have a bike lane here, extending the one on NASA 1.

Chris D., resident

The more cycle safe areas the better

Mark G., resident

Our Bay area needs more safe passageways for bikers and pedestrians alike. Mayor Parker's legacy for her tenure as Houston mayor was the beautification of the city, attracting active families and pets to enjoy the city's many hike and bicycle trails and concrete pathways throughout the inner-city areas. We need this same energy and attention to making critical paths safe and enjoyable to visitors and residents alike.

Louis B., resident

Back in the '80's, before I retired from NASA JSC I commuted to the Center on my bike until the traffic by the JSC Credit Union, along with the debris next to the curb where I had to ride, dissuaded me from continuing this activity. So, I strongly support the addition of bike lanes wherever feasible to encourage more people to bike and to allow them to do so safely. You can therefore chalk me up as a supporter of this project.

John L., resident

A much-needed improvement for the accessibility and safe movement of cyclists and pedestrians. This should actually only be the first among many projects that connects the Clear Lake area with a higher standard of livability.

David P., resident

Hi, I'm a local resident and cyclist in the Clear Lake area. However, I'm not as active of a cyclist as I'd like to be, because of the lack of support and focus for cycling in my community. Currently, NASA Pkwy is a main thoroughfare for cyclists in our area, yet it is not safe because of 50+ mph speeds that cars take and the inconsistency of cycling infrastructure along the way (sudden loss of bike lanes, no shoulder over 6 lane bridge, etc). People won't stop riding this road anytime soon, so implementing this proposal is key to preventing any injuries or deaths from occurring in the future. Cyclists and drivers alike want to see this implemented, to reduce their risk of hurting a cyclist. This project deserves to be funded, showing a clear distribution of funds around the greater Houston area and a proactive stance on minimizing safety risks. Thanks.

Kristyn J., resident

I travel these parts of NASA Rd 1 only early on weekend mornings when traffic is low but would do it more often if the path(s) was safer. My son and I have used these routs mainly for fitness training - once or twice every weekend for the past 6 years. I have used them to travel to work to NASA from my home in Seabrook about 6 times a year and I have used them when dropping my car in the shop (take bike in car, drop car off, ride bike home) - twice a year. I see many folks

using it for transportation daily when biking or driving my car on these routes. I would use these paths more often for both fitness and transportation if they were safer. The largest issue with safety is car traffic. Drivers and cyclists need to feel safe around each other. The current sidewalks along this path have light poles that make the sidewalk very narrow in places. When training for MS150, these light poles were a danger for both my son and I. My worst fear was to potentially see my son (8th grade when he started riding) clip a pole with his shoulder and fall away from it into the road way. The paths also need to be road bike friendly (for narrow tires) meaning that the surface needs to be level, free of crevasses along the path of travel, and relatively free of debris to help cyclists maintain control of their bike. Making the road more bike friendly will help the community in many ways: 1) inexpensive and convenient fitness (don't have to join a gym and try to make a spin class time), 2) help decrease the carbon foot print in the local area if folks can feel safe enough to use the routes for transportation instead of cars, 3) increase the infrastructure so that car drivers don't feel threatened by cyclists, 4) the combination of all these can eventually shift the general population into considering cycling a legitimate mode of transportation as they do in Europe - which is required to really see environmental benefits for the city.

Lynda G., resident

I train with several groups that participate in the MS150. We utilize routes along NASA Rd. 1 and crossing the bridge is very dangerous at any time of the day. I've had several of my colleagues hurt, injured and near misses along this area. We all feel this is an important project for both drivers and bikers along this area and strongly encourage this project to be funded. Thank you!

Carrie C., resident

This area has been part of my daily bicycle commute since 1991. I currently take the sidewalk for going over mud lake. Whatever improvements are added please plan for path cleaning. A bicycle path is useless if there is too much debris on it to ride safely without getting flats.

David W., resident

I have started biking to work about every other day, from my home near Kirby Rd to NASA off the Space Center blvd gate. This project would greatly encourage me to continue my effort to increase my exercising and reducing my carbon footprint by work commuting by bike. I am slightly discouraged in continuing this as the current commute feels very dangerous along NASA Rd 1, as well as the short distance travelling North on Space Center blvd. Several times, I have been close to being involved in an accident with vehicles when trying to avoid the many obstacles along the current sidewalk on NASA Rd. 1 in this area, as well as having to compete with traffic along Space Center (given there is not a path from the existing Space Center sidewalk into the NASA gate). This proposal would greatly enhance biker safety in the area and would help Houston become a little more bike friendly. Thank you!

Jeff P., resident

As a local resident, and concerned citizen, who rides this stretch of NASA Rd 1 nearly every weekday to work, I am writing to offer my enthusiastic support for this project to improve bicycle and pedestrian infrastructure along NASA Parkway. The proposed improvements have the potential to increase safety for commuting and recreational cyclists and pedestrians as well as other road users - creating a robust east-west connection between residential and business areas on Clear Lake. NASA Parkway is a major thoroughfare in the greater Clear Lake region and is the only direct connection between some of the local municipalities and other regional places of interest including businesses, shops, and schools. For people like myself that use their bicycle to

commute to work, school, local shops, or for family-friendly recreation, the current NASA Parkway infrastructure between Kirby and Space Center is not only unfriendly but unsafe for both vehicular and non-vehicular traffic. With a posted speed limit of 45 mph and average vehicle speeds closer to 55-60 mph and an average daily traffic count of over 40,000 vehicles, those of us that are vulnerable road users have to choose between being smashed up against a 3 ft concrete wall or a too narrow bike/ped bridge littered with debris that doesn't allow for two users to pass each other safely. We need a better option. With the large number of people who already use the facility despite the uncomfortable and unsafe infrastructure, I believe that by providing safer, more accessible, more interconnected bikeways, will significantly increase the number of people riding bicycles in the Clear Lake Area and enhance access to the health and wellness benefits biking and walking delivers. This project will empower families to safely enjoy daily exercise together, make it more pleasant to get to community amenities such as local parks, and improve conditions for people to bicycle to work. Additionally, the wider path will allow Harris County Park staff provide much needed maintenance. I have personally talked with park workers who say they don't have the opportunity to maintain parts of the vegetation along the path because their carts block the entire path. Furthermore, providing appropriate off-street infrastructure that allows safe passage of bikes and pedestrians will increase the comfort of drivers by channeling slower-moving cyclist off the road. Improving the bicycle accessibility of NASA Parkway is important to me and adds a much-needed, low-cost transportation option. With increased motor vehicle traffic, gridlock on our local streets and the associated impact on air quality, reducing car trips and increasing bicycle trips is in our areas best interest in many ways. Thank you for your consideration of this project. I look forward to seeing it become a reality and improving the odds of my brain staying securely in my skull, so I can continue to contribute to the vibrant Clear Lake community and economy.

Robin E., resident

Don't bother with a bike route unless 1). It is marked with reflective paint, 2). Wide enough for a bike. 3). Is marked as a bike lane periodically, 4) does not begin or end in the middle of nowhere, esp. along NASA 1, 5) has lane markings in intersections, 6). Has traffic light signals that detect single bikes, 7). Is maintained/swept periodically, 8). Bushes are trimmed back, 9) not used for accident debris, Police patrols, local govt vehicle stopping, 10). removal of steps and potholes, 11). Repairs and fixes compatible with bikes - smooth grade. Bottom line: make and maintain bike lanes like the biker's matter.

Patricia B., resident

Application ID 271

Project Sponsor - Texas Department of Transportation - Houston

Please fund this ped bike project.

Clark M., Bike Houston

Application ID 272

Project Sponsor - Texas Department of Transportation - Houston

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) with safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. Also, if the

Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this SUP can be extended north to make a 0.90 mile SUP connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. How about installing bike rental stations at the terminal and NW Transit Center and having shuttle bus service. This could be a game changer for multi-modal transportation in the Houston region.

Gregg N., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th Street bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Kate H., resident

HIGHLY support this project. For those of us coming from west Houston, we need more safe access and connections. Thanks.

James H., resident

I strongly support this project because connections to transit centers are very important for pedestrian and bike routes. I have made connections at the Northwest Transit Center with my bike on the Metro bus rack. Properly done, this project will provide a route separated from motor vehicles to access the planned connection under 610 of Westview and the 12th St. bike lanes for east and west movement. I was unable to find a map of this project in H-GAC; all I have is the description on the comment solicitation page. I am concerned that the description says the path will begin at 12 St. There are about 800 feet from 12th St. north to the Westview-12th St Connector under 610. I mention this because in the past I've seen short, relatively easy and low-cost connections foregone due to relatively minor issues or at times a simple oversight. It is possible the missing 800 is already in the scope of the Westview-12th underpass trail project. Or it is possible the project description is imprecise. Regardless of the reason, a complete connection from the Northwest Transit Center is the project of value. Thank you for the opportunity to comment.

Bryan D., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center.

Dan B., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the

rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Donna B., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Lien L., resident

This is a great idea and would significantly improve safety for cyclists using the NW Transit Center. I strongly support this application and hope it will be approved.

Todd K., resident

This will provide an easy link from a main east-west bikeway and safe passage under Loop 610 to the NW Transit Center. It connects to the White Oak Bayou Trail via the 12th Street bike lanes and West 11th Street Park. I think this is a good idea and support the project.

Jean T., resident

I am a recreational rider who rides over 4,000 miles a year on the trails around Houston. I strongly support this project.

William D., resident

I support this expansion to connect with the northwest transit center Sean Burlingame

Sean B., resident

This makes sense due to all the construction for the bus lanes down 610 to post oak. People from the heights could actually ride their bikes to the park and ride and use public transportation!

Tara H., resident

I support the Northwest transit connection

Sally J., resident

This project would greatly benefit the community.

Cheri A., resident

This will be great!

Robin V., resident

I strongly support this project. The area around 11th and 12th have a lot of workers that need to connect to public transportation. I will also allow families to safely cross under 610, which is important in this city with so many limitations on public transport.

Ricardo B., resident

I am in favor of this project.

Brittany E., resident

We strongly support this. We really enjoy the new bike trails and use them frequently.

Lauren L., resident

This shared-use trail provides a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) and safe passage under Loop 610 to the NW Transit Center. It connects to the White Oak Bayou Trail via the 12th Street bike lanes and West 11th Street Park. My children swim at the Afton Pool and this connection could open the possibility to biking to that area.

Cheryl H., resident

This shared-use trail provides a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) and safe passage under Loop 610 to the NW Transit Center. It connects to the White Oak Bayou Trail via the 12th Street bike lanes and West 11th Street Park. My children swim at the Afton Pool and this connection could open the possibility to biking to that area.

Kyle H., resident

I strongly support this project!

Melissa M., resident

I strongly support this application

Karin P., resident

This project would enhance bicycle-pedestrian access to the Heights area Hike & Bike trails and provide a connector to the NW Transit center. I strongly support this project.

Linda W., resident

I support the building of this trail connector

Janet P-H., resident

I strongly support this project!

James M., resident

Strongly support this connection!

Rachel E., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the

Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Moinuddin K., resident

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Fred S., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

David W., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Haley H., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations

at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Ken K., resident

I strongly support this application.

Martina S., resident

yes! this is a great project for increasing safe cycling routes for commuting and recreation in the NW.

Chad G., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Christopher N., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Sherry G., resident

I support this bike trail. Will be a good thing. Thank you.

David G., resident

I support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) to the NW Transit Center.

Jim B., resident

Please fund this ped bike project.

Clark M., Bike Houston

This is a useful connection for people living in the northwest corner of the loop to help people walk and bike to catch a variety of buses. This won't benefit me directly but getting some more cars off the road keeps pollution down and creates more space for all road users across the Houston Area. Please fund this project instead of yet another suburban road widening that will dump more suburban car traffic inside the loop.

Patrick O., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Tad B., resident

Application ID 273

Project Sponsor - Texas Department of Transportation - Houston

I support this project. Wheeler TC needs more bike/ped access.

Tecky S., resident

Please fund this ped bike project.

Clark M., Bike Houston

Application ID 316

Project Sponsor - Texas Department of Transportation - Houston

Why is it "North of Kingsland Ave" to the Fort Bend county line? Why not from Interstate 10 to the county line? Currently the I-10 ramp offloads into an "exit only" lane on SH99, so traffic is forced to abruptly slow to allow for a volume of cars to merge onto SH99. This slows this corridor down tremendously especially during peak hours. When widening SH99 to 3 lanes in each direction, they should consider revamping the I-10 connector to SH99 as the current layout seems flawed.

Matthew L., resident

This along with improved signage is desperately needed on SH 99 Seg D. Drivers regularly merge into oncoming traffic past the merge points because they don't realize they are in exit only lanes exiting the highway. This makes driving on this segment on SH 99 very dangerous because drivers often signal and move into these lanes and then panic and move back into thru-traffic lanes without changing their signal.

James W., resident

SUPPORT - Request Re-score - Public Safety and Mobility Issue - The number of accidents on the Grand Parkway (SH99) continue to increase at an alarming rate. Both this project area and SH99

from US 249 to IH 45 are congested and subject to an increasing number of accidents (a few of these high-profile accidents covered by the local media). Some have gone to the state legislature recently to request their "help" with the H-GAC decision-making process when important projects like this are incorrectly scored.

M M., Entouch

Application ID 337

Project Sponsor - Houston Parks and Recreation Department

I am in support of this project. Connecting already constructed bayou greenways with additional connector greenways will encourage more people to utilize them for transportation and exercise.

Jonathon S., resident

The Greenways project must extend beyond the bayous. This project is necessary to maximize the impact and benefit of the Bayou Greenway project. I hope there are plans to prevent major flooding from rendering the paths useless for extended periods of time post-rainfall. For the city to become less reliant on personal vehicles, the upkeep, maintenance, and repair of these bike paths must be as important as the maintenance of our streets.

Bailey P., resident

Please fund this active transportation project.

Clark M., Bike Houston

It is exciting to see that we are finally create north south connectors between the east west bayou green ways. This will make traveling across Houston much easier. I look forward to riding these connectors once they are completed.

John J., resident

Great idea, this will enhance Houston's green ways.

Kris W., resident

Very supportive of this proposal--this is much needed connector for Houston bikers.

Jeffrey F., resident

Excellent project as roadway usage for cyclists, particularly in north-south directions, is quite perilous

Steve M., resident

This is a very ambitious plan, and if you could implement it you will be putting Houston on the map as a leader in multi-use trails providing recreation to a large part of the county. I am sure funding and construction time will be important considerations. Please keep me informed as to how you implement this plan.

Norman R., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our

speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration. Susan Beavers

Susan B., resident

Application ID 338

Project Sponsor - Houston Parks and Recreation Department

I regularly ride this area. I am looking forward to the expansion of the bike paths in this area. Thank you.

John J., resident

I regularly ride in this area. I am looking forward to your connection, along the ship channel, of Buffalo, Brays and Simms Bayous. This will be an extremely important addition to the existing infrastructure. I am looking forward to riding these trails in this area.

John J., resident

These bikeways are much needed I support this project.

Kris W., resident

I am very supportive of this proposal.

Jeffrey F., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration. Susan Beavers

Susan B., Comcast

Application ID 340

Project Sponsor - Metropolitan Transit Authority of Harris County, Texas

DO NOT SUPPORT - highly doubtful that METRO can execute such a grandiose and very expensive project. DO NOT DISCRIMINATE in project approval - MUST perform the same improvements on US290 and IH 45N/S. Support those that have indicated in the media that they will bring suit at the Federal level if H-GAC prioritizes this 'boondoggle' as the #1 priority.....when there are several legitimate and worthwhile projects within the current cadre of submissions that cry out for Federal funding.

M M., resident

Application ID 352

Project Sponsor - City of Baytown

This improvement is necessary to relieve congestion at this intersection.

Elizabeth L., resident

Application ID 353

Project Sponsor City of Friendswood

This project is greatly needed for all the neighborhoods of Autumn Creek, The Retreat at Autumn Creek Apartments, The Estates at Autumn Creek, Terra Bella, Friendswood Cove, and Friendswood Oaks. It will: 1) provide safety (avoids routes where sidewalks are very close to busy Bay Area Blvd and FM 528 and crossing business driveways) 2) reduce emissions (less need to drive to/from schools) 3) provide quicker paths to schools (much shorter than using Bay Area Blvd to FM 528) 4) encourages walking or biking (traffic and drop-off/pick-up lines avoided) If it's possible of doing this project at lower costs to acquire available funding (i.e. city and/or school district pay for the sidewalks) it should get done. This project is not elaborate (i.e. No pave way lighting, floral landscaping, nor water fountains) but basic/efficient and greatly needed for children safety.

Lee C., resident

Montgomery County

Application ID 187

Project Sponsor - City of Shenandoah

Please finish this road as soon as possible. Opening David Memorial all the way to 242 would make such a difference for so many. Thank you for your consideration.

Tonja L., resident

Please finish this road as soon as possible. Opening David Memorial all the way to 242 would make such a difference for so many. Thank you for your consideration.

Robert L., resident

PLEASE we need this to help with traffic

Steven C., resident

I live on 242 and work at the hospital it would help traffic so much for there to be a road to connect Tamina and 242.

Sarah C., resident

Application ID 202

Project Sponsor - The Woodlands Township

I support building more shared use in the area. Especially bicycle

Rick H., resident

As a member of the Board of Directors of Bike The Woodland Coalition I ask that HGAC please give more attention to funding providing more funds to Active Transportation (AT) in the current TIP (Transportation Improvement Program) round of funding. I feel that allocating only 2% of total funds to AT projects far less than reasonable when more like 10% of total funds has been the

allocation in the past. I also feel that the College Park connector and The Woodlands School Safe Access projects be given more reconsideration and be funded. These AT projects in The Woodlands area are also important to the health and wellness of this area and to residents of all Houston Region. Montgomery County has gotten very little or no AT funding in the past. As one of the fastest growing areas of the Greater Houston area, we believe Montgomery County should receive some AT funding this year.

Gordon C., resident

The College Park Drive Shared-Use Path is a worthy project that should get funded. Part of the reason it was not funded is the unconscionably low percentage of funds that were allocated to Active Transportation. The allocation of only 2% of funds to Active Transportation is not a good decision for the HGAC region. For health, economy, clean air, and reducing congestion, AT is a great investment. The Transportation Committee should up the AT funds to at least 10% of the total. A second is why are municipalities competing with a state agency - TXDOT - who already has access to billions of dollars of funding every year? HGAC awards dollars to a state agency. It's not fair to the local municipalities and counties who are paying the taxes and are the real constituents of HGAC. Finally, the money should be equitably spread out among all counties who are in the HGAC area. As it is now the vast majority of funds went to Harris County.

Randall C., resident

I am disappointed that the College Park Drive Shared-Use Path project is not currently planned for funding. I urge you to reconsider it for funding. This project closes a crucial gap for The Woodlands as identified by the Woodlands Pedestrian and Bicycle Master Plan. I-45 is a significant intersection that bisects the community and we need a safe way to connect the community across I-45. If not, enough Active Transportation funds are available to fund this project, I suggest that the Active Transportation allotment should be increased. We should not undervalue the importance of Active Transportation projects!

Charles G., resident

Application ID 203

As a member of the Board of Directors of Bike The Woodland Coalition I ask that HGAC please give more attention to funding providing more funds to Active Transportation (AT) in the current TIP (Transportation Improvement Program) round of funding. I feel that allocating only 2% of total funds to AT projects far less than reasonable when more like 10% of total funds has been the allocation in the past. I also feel that the College Park connector and The Woodlands School Safe Access projects be given more reconsideration and be funded. These AT projects in The Woodlands area are also important to the health and wellness of this area and to residents of all Houston Region. Montgomery County has gotten very little or no AT funding in the past. As one of the fastest growing areas of the Greater Houston area, we believe Montgomery County should receive some AT funding this year.

Gordon C., resident

Safe School Access Project is a worthy project that should get funded. Part of the reason it was not funded is the unconscionably low percentage of funds that were allocated to Active Transportation. The allocation of only 2% of funds to Active Transportation is not a good decision for the HGAC region. For health, economy, clean air, and reducing congestion, AT is a great investment. The Transportation Committee should up the AT funds to at least 10% of the total. A

second is why are municipalities competing with a state agency - TXDOT - who already has access to billions of dollars of funding every year? HGAC awards dollars to a state agency. It's not fair to the local municipalities and counties who are paying the taxes and are the real constituents of HGAC. Finally, the money should be equitably spread out among all counties who are in the HGAC area. As it is now the vast majority of funds went to Harris County.

Randall C., resident

I am disappointed that the Safe School Access project is not currently planned for funding. I urge you to reconsider it for funding. It is an important project that provides safe access to schools. It connects those vital last few miles to ensure our children can safely travel to school by walking or biking. This is healthy for the community and an important project as identified by the Woodlands Pedestrian and Bicycle Master Plan. If not, enough Active Transportation funds are available to fund this project, I suggest that the Active Transportation allotment should be increased. We should not undervalue the importance of Active Transportation projects!

Charles G., resident

Application ID 330

Project Sponsor - Texas Department of Transportation – Houston

As a Stewart's Forest resident, I have several concerns with the widening of south loop 336 in Conroe that I hope will be considered. To name a few... 1.) Safety and the removal of buffer between our neighborhood and traffic. Moving traffic closer to the subdivision likely to yield more noise. Also continuing to obliterate trees near a subdivision many moved into for the 'forest-like' setting is fading fast and doesn't appear to be a consideration for this project. I'm not sure if a sidewalk is still in the plan but connecting our neighborhood to nearby highways such as I45 via sidewalk increases ease for wanderers along the highway into this neighborhood. 2.) Diminished appeal of the neighborhood entryway if the plan is still to cut into the front entrance of an established neighborhood as opposed to expanding to the other side (the north side) of south Loop 336 which has no development. 3.) Flooding concerns. We haven't had a problem and I'm hoping preventive measures are in place to keep it that way during and after the project.

M J., resident

Application ID 343

Project Sponsor - Texas Department of Transportation – Houston

Yes, please to help with traffic

Steven C., resident

Waller County

Application ID 207

Project Sponsor - City of Waller

Please fund this ADA sidewalk project.

Clark M., Bike Houston

Please invest in the sidewalks and add bike lanes or marking that bikes may use full lanes.
Rick H., resident

Application ID 317

Project Sponsor - Texas Department of Transportation – Houston

As a resident of the City of Katy, this will help ease traffic on US 90 and I-10. This project should coincide with improvements on the Harris County side of US 90 from FM 1463 to I-10 to capitalize on the additional lane's throughout. These included adding dedicated turn lanes at US 90 at Katyland Dr and US 90 and Pin Oak Dr.

James W., resident

DRAFT

TOP PRIORITIES

