

Mail Comments

006318133

NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT

SECOND PUBLIC SCOPING MEETING COMMENT FORM October 9 & 11, 2012

Thank you for attending this evening's second public scoping meeting. If you would like to provide written comments on the project you may use this form (feel free to include additional sheets of paper if necessary). Please submit this information in the comment box at this evening's meeting, or mail it to: Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, TX 77251. You may also email comments to: HOU-piowebmail@txdot.gov, or go to the project website: www.IH45northandmore.com and click on "Comments/Contact Us" tab. **For your comments to be included as part of the official record for this meeting, please email by Friday, October 26, 2012, or if mailing, have postmarked by this date.**

Overall, do you support or oppose the idea to improve highway transportation in the North Houston area?

Support Oppose No Opinion

Please explain in the space provided below:

NOT when, when it will take my home which is 1 block south of 610 + 3 blocks east of I-45!
They LOWERED ALL of my property values this year 2012 (4 streets) in anticipation of taking our streets for the 610/145 connector and widening I-45!
For 2 years a CPA - I keep 4 years to year graph of every address on these 4 streets, showing the right - so now I know what would happen to every person's property values addressed by through the 2008 drop!
We, on these 4 streets have no means to buy a new house and if I have to go to the TV station to buy a house, one problem I will! It is not right to lower our values so you can pay less for our properties!

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

OPTIONAL INFORMATION:

Name: TORY HALL
Address: 5903 Nancy Ann Houston 77009
Phone: 713 824 9315
Email address: Victorias too @ hotmail.com

DRD

0063/8133

While I am in favor of a GREEN alternative and **one that does not expand the current footprint**, I am NOT in favor of losing my house, when none of us, especially those of us who live on the four streets in the corner of 610 and I45 North, can't afford to buy elsewhere. You dropped all of our property values this year – we know what is coming!

You can't explain why the property values on our four streets in the corner of 610 and I-45N dropped by an average of 15% this year when in every year heretofore, the values have risen! That means to me, a CPA, that you are preparing to take our properties for both the 610 Interchange and the I45 N expansion. I have the name of the best eminent domain attorney in Houston, and we will be fighting you – it is so obvious, the lowering of our property values. You are being watched! I will take this to the television stations – I am a journalist as well and know of at least three excellent human interest stories on our four streets. Where would we go? What would we do? Particularly if you are elderly and sick and don't have the income or savings to buy elsewhere..

Since only one of your "alternatives" suggested a tunnel and NONE suggested elevated, that means you will be, with 12 out of 14 choices needing to expand the footprint, going to grab our properties for next to nothing, forcing us to live on the streets (my mortgage is less than any apt and my income can only afford the mortgage – how am I supposed to buy with nothing (after paying off my mortgage), and I have nothing to put down on a home and the banks are not lending on top of it? You are causing all of us on those four streets to lose sleep , to worry where we are going to live!

And all you want is to increase drive time by, what , FOUR minutes??? GET REAL! That is not reason enough to destroy the lives of the 30+ families who depend on being able to live out our lives on those four streets! The end doe NOT justify the means!

Tory Hall, 5903 Nancy Ann, Houston 77009

*In the 2nd meeting - (pg 15) of CSJ0912 -
* You were supposed to give us B alternatives.
my mortgage 14%*

NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT

006318133

SECOND PUBLIC SCOPING MEETING SURVEY FORM

October 9 & 11, 2012

Check the appropriate answer:

1. How closely have you followed news about plans for the North Houston highway improvements?

Very closely Somewhat closely Not very closely Not at all

member of the I-45 coalition

Check all that apply:

2. What is the best way to share information with your community about the North Houston Highway Improvement Project?

TV Newspaper Radio Internet/Website Library Email

Postal Mail Church/Neighborhood Association Other

3. Suggestions to improve public outreach:

① you don't give us copies of the alternatives on the boards
we have to take pictures with our cell phone!

② The people you assign to talk to us should be people
actually involved with the projects. The closest I could
find was a man working on the Hardy Toll Rd expansion
not anywhere close to my house.

③ you are mandated to, within 2 months of each meeting,
release results - it took almost a year this last time!

⑤ EST 0912-00-148 p 15 you will support to greens
⑥ attachs - you give 14!!

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

OPTIONAL INFORMATION:

Name: TORY HALL
Address: 5903 NANCY ANN 77009
Phone: 7138249315
Email address: richard.tor@tormail.com

006318133

1. you don't give us copies of the mapped alternatives on the boards you have set up in the room – we have to take pictures with our cell phones!
2. You don't release within the 2month the legally required window any response to the meetings. It was almost a year this time!
3. The people you assign to be at the meetings: they should be actively working on these projects – the closet I could find, after scouring the room, was a guy who was working on the Hardy Toll Road expansion to downtown – that is nowhere close to where I live.
4. You can;t explain why the property values on our four streets in the corner of 610 and I-45N dropped by an average of 15% this year when in every year heretofore, the values have risen! That means to me, a CPA, that you are preparing to take our properties for both the 610 Interchange and the I45 N expansion. I have the name of the best imminent domain attorney in Houston, and we will be fighting you – it is so obvious, the lowering of our property values. You are being watched!

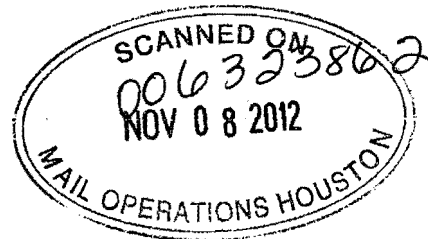
Tory Hall, 5903 Nancy Ann, Houston 77009



Texas Department of Transportation
Kelly Lark
P.O. Box 1386
Houston, TX 77251-1386

October 17, 2012

Reference: Transportation Study: North Houston Corridor



Dear Ms. Lark:

We at the Houston Community College have reviewed the proposed alternatives for the expansion of IH-45 and have attempted to understand the impact of the expansion on the ROW on the existing Northeast College Automotive Technology Training Center located at 4638 Airline Drive, Houston, TX 77022.

We believe that most if not all the alternatives will have a serious impact on the functionality of the facility as well as the site. This facility is one of a kind and serves the student body across Houston.

This letter is to express our interest in discussing this matter with TxDOT's representatives to better understand the needs of the interstate system as well as the potential negative effects of the contemplated changes on the utilization of this unique facility.

Sincerely,

Winston Dahse
Chief Administration Officer
(713) 718-7564 (Office)
(713) 628-7651 (Cell)
(713) 718-5976 (Fax)

ROUTED BY: *NSM/PRM*

REDDY PARTNERSHIP-5900 NORTH FREEWAY, LP
730 NORTH POST OAK ROAD, SUITE 330
HOUSTON, TEXAS 77024
281 468 5190

October 19, 2012

Texas Department of Transportation
125 East 11th Street
Austin, Texas 78701

Certified Mail#7011 0110 0000 0438 3490
Return Receipt Requested

Re: I-45 Highway Expansion

To Whom It May Concern:

I, Malladi S. Reddy, hereby file a formal complaint against the Texas Department of Transportation's proposal for the I-45 Highway expansion and land acquisition along the east side of I-45. I am specifically protesting the eastward expansion of Interstate Highway 45 (I-45), between I610 North Loop and Parker Road, illustrated by the Universe of Alternatives Segment 1 and Universe Alternatives Segment 1-IH45 aerial map, found at <http://www.IH45NorthandMore.com>

I currently own the 5900 North Freeway Shopping Center, which is on the East side of I-45 North between the 610 North Loop and Parker Road. I have operated my business on I-45 North for 13 years. The eastward expansion of I-45 North will have a deleterious effect on my business, my finances and those of my partners, and the well-being of current Tenants, including Mattress Firm, and all those employed by our retail Tenants. The expansion will affect my family and all those involved in the businesses located at the retail shopping center. Take into consideration the large amount of money that each of these businesses has expensed to locate themselves by the I-45 Freeway. The acquisition of the land on the east side of I-45 would leave many in devastation and certainly not what we need at a time when the economy has not yet recovered.

As a business owner, taxpayer, and concerned citizen, I am requesting TxDot refrain from acquiring the land along the East side of I-45 North between the 610 North Loop and Parker Road. If land acquisition is a must, the land acquisition should be limited to the less expensive west side of I-45 North between the 610 North Loop and Parker Road.

If you wish to discuss further I may be reached at 281 468-9150 or via email at malladireddy@yahoo.com.

Sincerely,

Malladi S. Reddy
Malladi S. Reddy
General Partner

2012 OCT 22 AM 10:41
RECEIVED
ROW DIVISION

SCI Texas Funeral Services, Inc.
1929 Allen Parkway, 7th Floor
Houston, TX 77019
Attn: Irmgard Johnson
Tel. 713.525.9031



October 24, 2012

VIA WEBSITE AT <http://www.txdot.gov/contact-us/form.html>



Texas Department of Transportation
125 East 11th St.
Austin, TX 78701
(800) 558-9368
(512) 463-8588

SCI Texas Funeral Services, Inc. ("SCI") hereby files a formal complaint against the Texas Department of Transportation's ("TxDOT") proposal for the I-45 highway expansion and land acquisition along the east side of I-45. **SCI is specifically protesting the eastward expansion of Interstate Highway 45 (I-45), between the 610 North Loop and Parker Rd,** illustrated by the *Universe of Alternatives Segment 1* and *Universe of Alternatives Segment 1 - IH 45 aerial map*, found at <http://www.IH45NorthandMore.com>.

SCI owns Funeraria Del Angel Funeral Home at 5100 North Freeway in Houston, TX, which is on the east side of I-45 North between the 610 North Loop and Parker Rd. This business has been a funeral home operation on I-45 North since the early 1960s. The eastward expansion of I-45 North will have a deleterious effect on the business, the business' finances, and the well-being of seven (7) employees that currently work at Funeraria Del Angel. These employees will be without work should TxDOT acquire our business location for the I-45 North expansion. And the client families that are served in the community every day will no longer be able to rely on the services the funeral home provides to them and their deceased loved ones.

The expansion of I-45 North eastward will stagnant the only lively part of I-45 North between the 610 North Loop and Parker Rd. More than 100 businesses are located between the 610 North Loop and Parker Rd on the east side of I-45 North. All recent successes in developing this area will be lost should TxDOT acquire land on the east side of I-45 North for highway expansion. SCI certainly wants to retain its business and its employees. We handle funeral services and arrangements for final disposition for approximately 500 families per year. Furthermore, within the last year, we have invested significant resources into the property in question and have outlaid substantial funds to renovate and approve the business on this location. We also want to continue to help build the surrounding neighborhoods and help the US economy in a time of slow economic recovery following several financial recessions.

2012 OCT 26 PM 2:37
RECEIVED
FURNERARIA DEL ANGEL

Additionally, the land acquisition should be limited to the less developed side of I-45 North. Displacing businesses and acquiring land on the east side of I-45 North between the 610 North Loop and Parker Rd will be doubly negative to taxpayers because land is much more expensive on the east side than it is on the west. Taxpayer money will be needlessly wasted as well, destroying a needed tax revenue stream for Harris County and the City of Houston. This area has struggled economically for the last several decades. In the last five years, it has begun to prosper. Our location in particular has experienced substantial growth and increasing profits and market share. In this time of difficult economic recovery, we need to be especially careful not only of how we spend taxpayers' money, but ensure that area businesses are allowed to thrive and support the surrounding communities while contributing to stable employment for the employees of these affected businesses.

As a business manager, taxpayer, and concerned citizen, we implore TxDOT to refrain from acquiring land along the east side of I-45 North between the 610 North Loop and Parker Rd. Land acquisition should be limited to the less expensive west side of I-45 North between the 610 North Loop and Parker Rd. We are voicing our complaint before the October 26, 2012 deadline.

Sincerely,

SCI Texas Funeral Services, Inc.

By: 

Michael L. Decell, Vice President

UPS CampusShip: View/Print Label

- 1. Ensure there are no other shipping or tracking labels attached to your package. Select the Print button on the print dialog box that appears. Note: If your browser does not support this function select Print from the File menu to print the label.
- 2. Fold the printed sheet containing the label at the line so that the entire shipping label is visible. Place the label on a single side of the package and cover it completely with clear plastic shipping tape. Do not cover any seams or closures on the package with the label. Place the label in a UPS Shipping Pouch. If you do not have a pouch, affix the folded label using clear plastic shipping tape over the entire label.

3. GETTING YOUR SHIPMENT TO UPS

UPS locations include the UPS Store®, UPS drop boxes, UPS customer centers, authorized retail outlets and UPS drivers.

Find your closest UPS location at: www.ups.com/dropoff


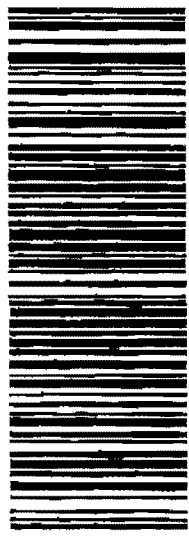

Take your package to any location of The UPS Store®, UPS Drop Box, UPS Customer Center, UPS Alliances (Office Depot® or Staples®) or Authorized Shipping Outlet near you. Items sent via UPS Return Services(SM) (including via Ground) are also accepted at Drop Boxes. To find the location nearest you, please visit the Resources area of CampusShip and select UPS Locations.

Customers with a Daily Pickup

Your driver will pickup your shipment(s) as usual.

MIS-SENT TO ROW

FOLD HERE

<p>JENNIFER L GULCH 7135225141 SERVICE CORP INTERNATIONAL 1929 ALLEN PKWY HOUSTON TX 77019</p> <p>SHIP TO: TEXAS DEPARTMENT OF TRANSPORTATION 800-558-9368 125 EAST 11TH STREET AUSTIN TX 78701-2409</p>	<p>0.0 LBS LTR</p> <p>1 OF 1</p> <p>TX 787 9-09</p> 	<p>UPS NEXT DAY AIR</p> <p>TRACKING #: 1Z 641 7YR 01 9945 8408</p> <p>1</p>		<p>BILLING: P/P</p> <p>4 DIGIT LOC NUM/COST CTR: 2920</p> <p>CS 14.5.09. WNTESP 33.0A.10/2012</p> 
--	---	---	--	---

2012 OCT 26 PM 2:37
RECEIVED
FACILITY

NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT

SECOND PUBLIC SCOPING MEETING COMMENT FORM October 9 & 11, 2012

Thank you for attending this evening's second public scoping meeting. If you would like to provide written comments on the project you may use this form (feel free to include additional sheets of paper if necessary). Please submit this information in the comment box at this evening's meeting, or mail it to: Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, TX 77251. You may also email comments to: HOU-piowebmail@txdot.gov, or go to the project website: www.IH45northandmore.com and click on "Comments/Contact Us" tab. **For your comments to be included as part of the official record for this meeting, please email by Friday, October 26, 2012, or if mailing, have postmarked by this date.**

Overall, do you support or oppose the idea to improve highway transportation in the North Houston area?

Support _____ Oppose No Opinion _____

Please explain in the space provided below:

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

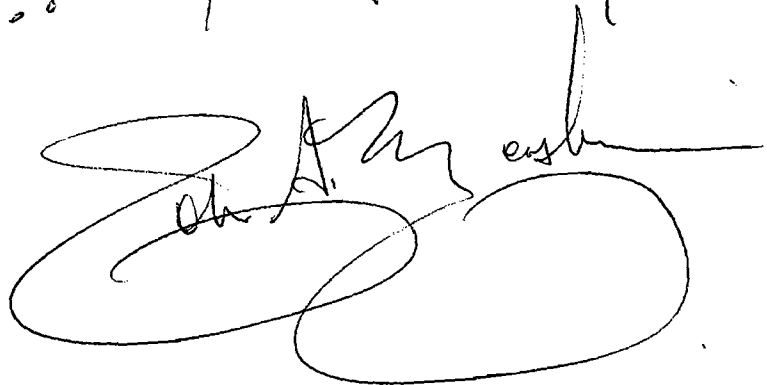
OPTIONAL INFORMATION:

Name: John Moschioni
Address: _____
Phone: _____
Email address: _____

OCT 24, 2012

I do NOT want a freeway
OR A TUNNEL coming through
THE FIRST WARD (my NEIGHBORHOOD)
AT 1515 Houston Avenue, Houston,
Texas 77007. THIS IS THE OLDEST
neighborhood in Houston AND I
don't want our history destroyed.

No Tunnel!! No Freeway!!



John A. Moschillo 10/24/12

Tx. Dot,

I am a Woodland Heights resident and Executive Director of Montrose Counseling Center one block off Spur 527. I am opposed to the alternates as presented at the second scoping meeting and the public forum meeting on October 24 2012. I was unable to attend due to work commitments. I am providing specific comments on each alternative listed below. As a resident of Woodland Heights I am **opposed to any additional right of way in Woodland Heights and other residential communities along the I 45 corridor**. I am opposed to a tunnel alternative on Houston Avenue which is the street my residence is located on and also opposed to tunnels routing in other inner loop residential communities. I support tunnels over surface paving for environmentally responsible design that could decrease the carbon footprint of transit in our urban centers. I want TX Dot to provide tunnel schemes that stay in existing right of way. I would support a revised 610 to Hardy Toll Road alternative that was continuous to downtown and linked into the existing right of way of Interstate 59. I want BRT or Commuter rail to be integrated into the Hardy Elysian route to address future transportation needs and stop the expanse of concrete that adds to our urban drainage problems. I concur with the comments written by a colleague below. My additional comments are integrated. As an overview, I support any public transit (rail) option to move people from the suburbs to downtown. For those who work downtown, the option of commuter rail where they could have coffee, read and relax on their way to work would be both environmentally preferable but also help attract business to the region. The North East (Philadelphia and New York) have such an ease of movement without a car, that they encourage location of corporations and tourism.

Segment 1:

General Comment: I would challenge TX Dot to provide more environmentally friendly schemes as they did in segment 2 for segment 1. There is a lack of creativity and responsible design to enhance the urban environment and provide sustainable designs.

Alternative 3: (first choice) The most reasonable alternative presented in segment 1. I oppose the 610 connection from I-45 to Hardy toll in its excessive cross section of additional lanes on grade and suggest the right of way required needs to be reduced. I would support elevated freeways at the 610 connector as it is primarily commercial property if it was revised within current right of way. I suggest elevated schemes could be revised with existing right of way and located at the center of the cross section avoiding visual clutter noise etc. for adjacent offices. (I could support alternative 3c if it was reworked)

Alternatives 4, 5 and 6 : These alternatives are massive in the amount of additional right of way in the amount of 150'-0". Taking away prime land for existing commercial and future development that provides a property tax base for city/country services and likely would intrude into residential neighborhoods. These alternatives are environmentally irresponsible adding noise and air pollution in our city. Tx Dot should provide information including the impact that new interstate has regarding the carbon footprint imposed upon our city. Tx Dot should be designing to new standards to reduce the carbon foot print but working with mass transit and moving people more efficiently in a method that is environmentally responsible.

Alternative 7: Should be revised to eliminate elevated ramps and depress sections of interstate allowing adjacent business and residences to remain. Provide a revised design without additional right of way. Or provide a tunnel scheme aligning with existing right of way.

Alternative 8: Is more responsible in the smaller amount of right of way, but I am opposed to elevated sections which deliver a message to visitor coming from the airport to downtown that we are a concrete nightmare. The elevated schemes do not address noise pollution for existing business and residences. I would also suggest that a tunnel scheme could be developed and incorporate a Bus Rapid Transit system rather than just HOV lanes. A method of transporting more people promoting a reduced carbon footprint.

Segment 2:

General comment: Segment 2 provided several alternates that were more environmentally friendly towards the surrounding neighborhood and had potential to enhance the experience of entering downtown but lacked clear understanding of how the schemes could be enhanced with landscaping and environmental material concepts. I oppose anything that will take additional right of way in Woodland Heights. The homes there are one hundred or more years old and add to the historic interest of the city. This neighborhood has an annual home tour and a Lights in the Heights promenade annually. The peace and property values that add to the tax base would be diminished by any alternation to Houston Avenue.

Alternative 3: Worked within the existing right of way and provides minimal impact to neighborhoods. It doesn't address the reduction of noise, air pollution and reduction of carbon footprint.

Alternative 10: (third choice) Worked within the existing right of way. It was not clear what the concrete beams look like in reality. If it was complete cover reconnecting neighborhoods and green space design (parks bridges) I would support a park scheme and reconnection of neighborhoods across the interstate. I like the deeper depression and the fact that bike lanes are worked into this scheme. Before I could fully support this I would need to understand what it looks like better. I also would need a clear understanding of how this scheme could connect up with a tunnel at I-10. I would not support additional right of way in First Ward or Heights to make the transition to the tunnel. I would not support the addition of elevated ramps in this area.

Alternative 11 and 12: I am opposed to the elevated lanes increase noise and air pollution and visual clutter to the urban scape.

Alternative 14: (second choice) This scheme I could support with more information available. It was not clearly communicated how the surface interstate transitions to a tunnel at the exchange. Impact of potential ramps at 45/610 unclear. I am opposed to intersecting high elevated ramps similar to what was built at 610 and I-10. I prefer connections depressed/tunneled within existing right of way. I would appreciate the vented air would be cleaned prior to releasing to the urban area. I have concern for the Avenue Community Development Center properties that are located south of 610 at the 45 exchange. I would not

support eminent domain in that area. The city and the Brown Foundation put 60,000 dollars per home into this project and the CDC has spent allot of time and energy to revitalize the near north side. It would be a travesty to wipe out that neighborhood and poor use of money.

Alternative 15: (first choice) It is my understanding this route is a done deal and that Harris county is in process of extending the Hardy Toll Road. I would support this scheme in terms of impact to neighborhoods. I would challenge TX Dot to work with mass transit and incorporate Bus Rapid Transit design or potential high speed commuter rail which can share the freight train tracks already on the north section of the Hardy toll road. Also consider how many visitor cars we could remove off the grid if we offered train transportation from the airport into the downtown. Now that would be an effort to reduce the carbon footprint imposed.

Segment 3

General Comments

It is important to note that the downtown loop schemes have **big yellow circles** that were described in scoping meeting 2 as potential areas of ramping. We don't think that scheme works very well in terms of moving cars efficiently around downtown and may encourage cars to exit and short cut into downtown adding to downtown traffic issues. The Tx Dot representative described elevated ramps which bring to mind the elevated ramps at 610 and 1-10 which add to the noise, air pollution and aesthetically horrible. We prefer downtown tunnel schemes that could be 60' underground and exhausted air cleaned prior to release back into the urban environment. However, the need for stairs and vents should be planned where they would not have to take further right away from residential or commercial properties. **Tunnels are the more environmental solution.** They have tunneled under the English channel and Boston and Seattle. TX Dot should tunnel in existing Tx Dot right of ways and consider the tunnel for downtown. There is absolutely no reason to tunnel through residential neighborhoods or commercial business areas when you can stay in existing right of ways. What assurance can TX Dot give the public that a tunnel scheme through a neighborhood will not be abandoned due to cost and become a freeway in our front yard. I would challenge TX Dot to provide more environmentally friendly schemes as they did in segment 2 for segment 3.

Alternate 3: (opposed) I am opposed to all the downtown loop schemes as they are the most non-environmental solution and promote air, noise pollution and do clearly show that they would not impose massive ramps or additional right of way into our neighborhoods.

Alternate 4: (first choice - Make this 2 alternates) This scheme has merit because the tunnel is located out of residential neighborhoods and La Branch and Crawford are not the heart of downtown or the more congested area of downtown. This scheme aligns with Segment One alternate 3 and Segment 2 alternate 15 connecting to the Hardy Toll route. Bringing people on the east side to arterial streets to enter downtown would also disperse the entry of cars into downtown better during peak times. A lot of people are already coming from South, Southwest, West, Northwest. The tunnel could allow an exit prior to downtown and a high speed alternate route to bypass downtown. While hazardous materials cannot be transported in the tunnel, allowing truckers to bypass downtown would also add to the safety factor of driving in rush hour. I would suggest this scheme is one scheme. Another adaptation would be to create a short

leg routing the tunnel under 59 avoiding downtown streets. Alternate 4 could become 2 alternates.

Alternate 5: (opposed) This tunnel scheme doesn't clearly describe the impact it would have on the edge of Montrose and Spur 527. Montrose Counseling Center, at 401 Branard, 2nd Floor, Houston, TX 77006 and bordered by Butte and W. Main, is one block off the spur and depending on how you get in and out of the tunnel, and if there would be ramps etc. would be an issue for this historic area. There are many very expensive and historic homes right up against the spur. Montrose Counseling Center is a 34 year old behavioral health center serving LGBT and HIV positive individuals and their families. The building is financed through a public bond issue. Disturbing this agency would disrupt the services to 25,000 clients/year. Due to the potential negative impact this may have on Montrose and Midtown, I am opposed to this scheme. Plus it just stops and how it terminates or connects is not clear. (See attached map for Montrose Counseling Center location)

Alternate 6: (second choice) I could support this scheme because the tunnel is on the fringe of downtown and under a Jefferson street. What I like most about this scheme is that it maintains a lot of existing right of way that TX Dot currently has. What I don't like is that where air vents and stairs would be required it is not clear how that is worked into the street right of way. I would not support taking out commercial and residential properties for stairs and vents.

Alternate 7: (opposed) Impacts Heights, First Ward, and Montrose (This scheme is **the most invasive in multiple neighborhoods** Heights, First Ward, Montrose and commercial area at Jefferson) This scheme doesn't make any sense because it shows the tunnel going up Houston Avenue into the Heights when there was not any alternate given in segment 2 that continued a tunnel under Houston Avenue. So I think this scheme cannot move forward without a scheme that aligns in segment 2. It isn't logical. See also comments under Alternative 5.

Alternate 10: (opposed) More wider elevated freeway leading to more noise and air pollution. I am opposed to widening the freeways and strangling downtown so it has not potential to grow. The large yellow circle areas are undefined and may be a huge negative impact to surrounding residential and business district. It is worth noting that the First Ward Elder Street lofts are surrounded by a civil war cemetery and has a historical marker. The Avenue CDC has also gotten historical designations on several buildings to the east side in this same location. The impact area from Houston Avenue to Main Street is undefined and ridiculous considering the amount of existing right of way Tx Dot already has here. If they could stay in the right of way in segment 2 they need to do the same in segment three.

Thank you for your consideration



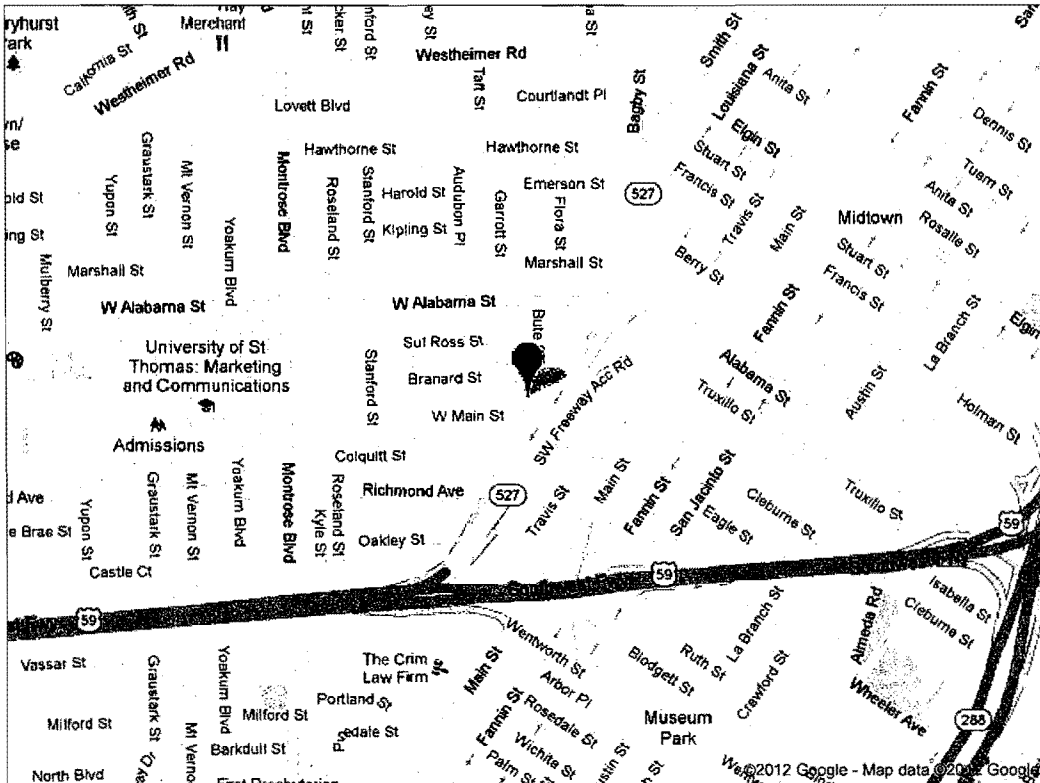
Ann J. Robison, PhD
3017 Houston Avenue
Houston, TX 77009
arobison12@gmail.com



Montrose Counseling Center, Branard Street, Houston, TX

mental health and substance abuse treatment, HIV testing, wellness services

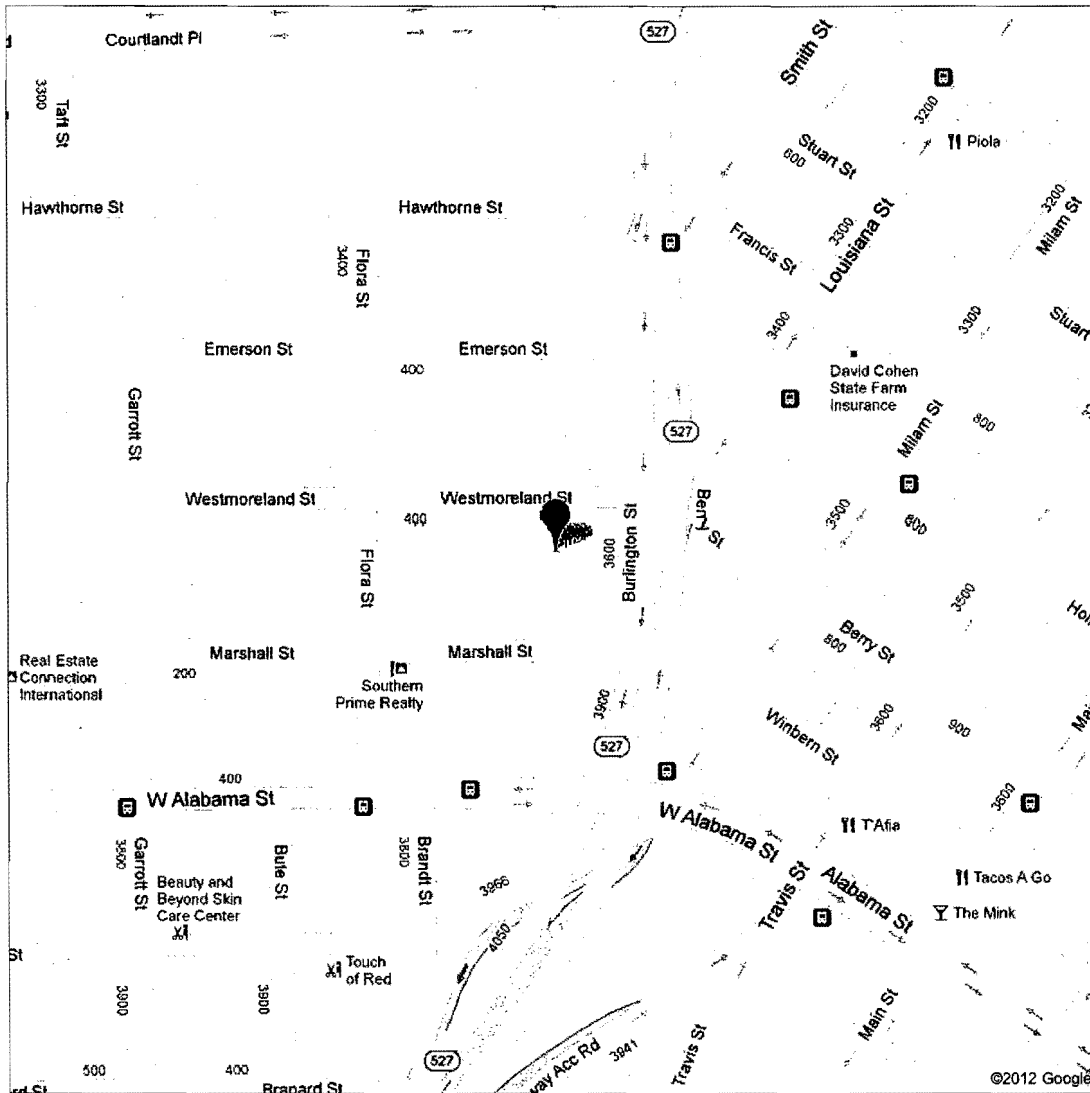
A. **Montrose Counseling Center**
401 Branard St #2, Houston, TX
(713) 529-0037
2 reviews





Address **428 Westmoreland St**
Houston, TX 77006

Mayor Annise Parker's home



NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT

10/30/12

006321215

SECOND PUBLIC SCOPING MEETING COMMENT FORM October 9 & 11, 2012

Thank you for attending this evening's second public scoping meeting. If you would like to provide written comments on the project you may use this form (feel free to include additional sheets of paper if necessary). Please submit this information in the comment box at this evening's meeting, or mail it to: Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, TX 77251. You may also email comments to: HOU-piowebmail@txdot.gov, or go to the project website: www.IH45northandmore.com and click on "Comments/Contact Us" tab. **For your comments to be included as part of the official record for this meeting, please email by Friday, October 26, 2012, or if mailing, have postmarked by this date.**

Overall, do you support or oppose the idea to improve highway transportation in the North Houston area?

Support _____ Oppose No Opinion _____

Please explain in the space provided below:

I THINK They should TAKE THE TOLLS OFF HARDY TOLL ROAD AND connect it TO DOWNTOWN & I 45 close TO TOWN I DONT THINK THEY should widen 45 AND DESTROY BUSINESSES. IT would BE TO EXPENSIVE. They were supposed TO TAKE ~~TOLLS~~ OFF ANYWAY MORE People would use it IF They were GONE. I would HARDY TOLL Rd FOR ANY IMPROVEMENT use

People coming FROM DOWNTOWN & medical Center should be Able TO ACCESS HARDY Rd, & ALSO Gulf FRWY THATS why 45 IS CROWDED I think IF HARDY Rd WAS completed it would solve ALL Problems HARDY need TO HAVE A ROAD GOING TO Gulf FRWY

MOST IMPORTANT AGAIN Remove TOLLS


CONNECT HARDY TO I10, AND Gulf FRWY AROUND SCOTT & Cullen they need TO Be Able TO GET TO HARDY FROM Gulf FRWY WITH OUT GOING THROUGH DOWNTOWN.

Per Texas Transportation Code, §201.811(a)(5): check each of the following boxes that apply to you:

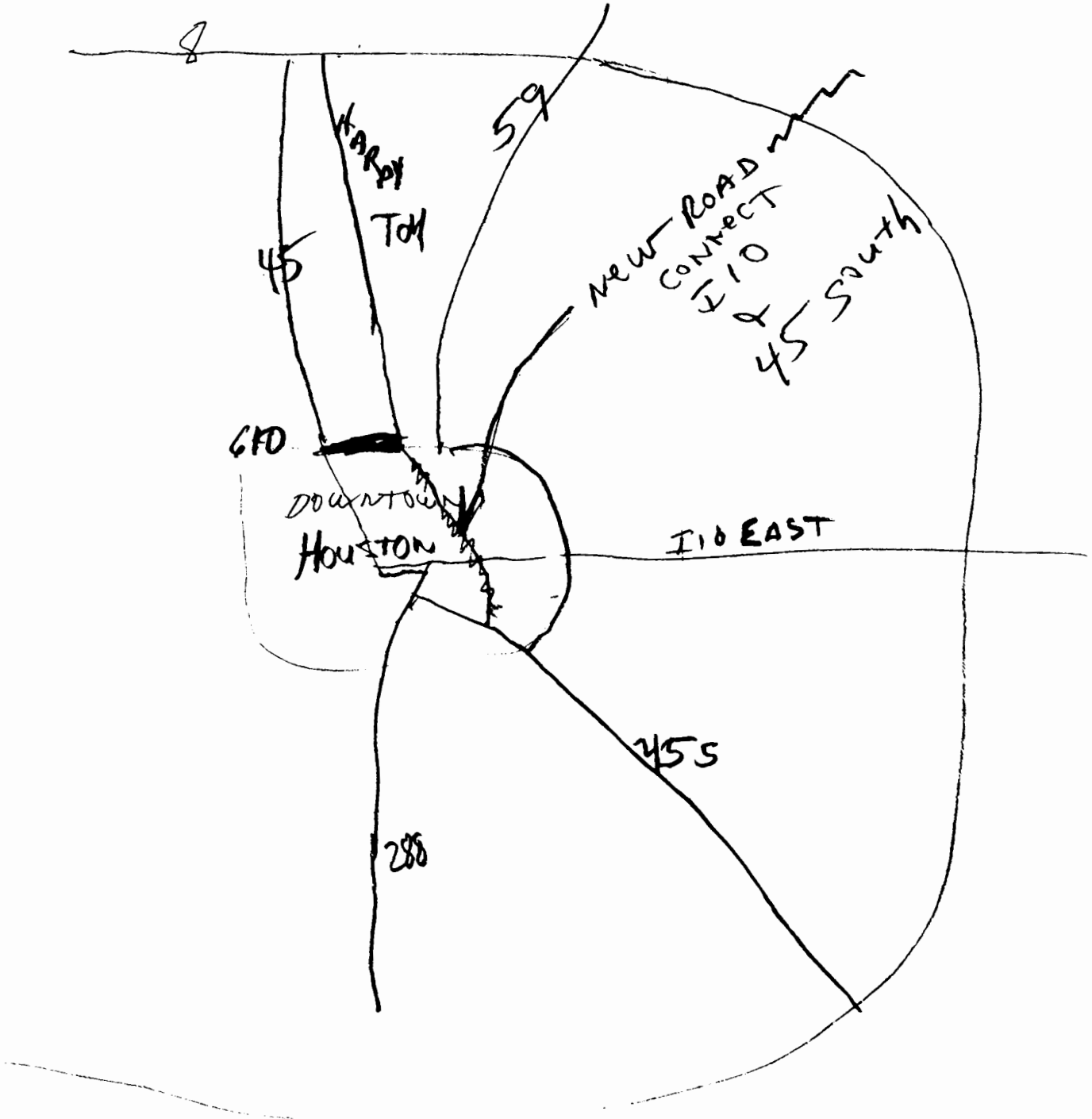
- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

OPTIONAL INFORMATION:

Name: _____
Address: _____
Phone: 713 6946605
Email address: BOAT STORAGE @ ATT.NET

OVER 

10-25-2012





Save our Neighborhoods from I-45 Expansion by commenting

Dear Neighbors, TxDOT has plans for I-45, which will impact you as a resident or business owner in or near IH-45 Corridor in Heights, Old Sixth Ward, First Ward, Near North Side, Montrose, Midtown and Downtown. Public Comment Deadline is November 9th. If you agree with the Coalition's selection of I-45 Expansion alternates, please sign today or go directly to www.IH45Northandmore.com comment w/your views.

The I-45 Coalition needs your input. We must tell TxDOT what we want and don't want, or TxDOT will do what THEY want! Oppose the expansion- but agree to alternates with the least impact in our neighborhoods!

I think that spending over \$2 BILLION of taxpayer's money (in 2004 dollars) to get an improvement of only 3 MPH in general traffic lanes is a **HUGE waste of money** spent on managed toll lanes. In addition, TxDOT is using traffic data that is over 12 years old (from 2000) that probably does not reflect the current traffic situation we are facing today. I am against spending ANY money until TxDOT updates their traffic studies and determines cost-effective solutions to today's congestion. However, if TxDOT proceeds, the following alternatives are the best that have been proposed to minimize additional right-of-way (ROW) and protect neighborhoods:

Segment 1: I-45 from Beltway to Loop 610

IN FAVOR:

Alternate 3 & 3C – the least amount of additional ROW is required. Managed toll lanes on existing and new expansion of Hardy to downtown.

Alternate 7 – less ROW required – BUT TxDOT must provide method for noise abatement on all elevated structures and feeder roads to reduce increased noise levels with landscaping.

Alternate 8 - less ROW required – Provide noise abatement on all elevated structures to reduce increase noise levels with landscaping.

Oppose: **Alternates: 4, 5 or 6** because they all require **150' in additional ROW** which would destroy or devastate existing businesses and/or homes.

Segment 2: I-45 from Loop 610 to I-10

IN FAVOR:

Alternate 15 - no additional ROW at 610 to Elysian/Hardy. Provide sound walls for noise abatement from elevated lanes to neighborhoods with landscaping. This is also the extension of Hardy expansion in Segment 1.

Alternate 14 - no additional right of way along I-45. This allows for tunnel into downtown Segment 3.

Alternate 10 – no additional right of way with depressed lanes w/ concrete beams covered and converted into usable green space/park land between Heights and Near North Side.

Segment 3: I-45 thru Downtown / Pierce Elevated / 59

IN FAVOR:

Alternate 4 – Tunnel along Elysian/Hardy down Crawford and La Branch; no additional ROW. Add an exit for traffic to 45 South.

Alternate 5 – Tunnel in existing 45 ROW, Pierce Elevated and Bagby Street. TxDOT must move away from & not take any additional ROW from Avondale West, Audubon Place or First Montrose.

Alternate 6 – Tunnel in existing 45 ROW, Pierce Elevated and Jefferson Street. TxDOT must not take any additional ROW from Avondale West, Audubon Place or First Montrose.

Oppose: **Alternates: 3, 7 or 10** because they all require additional ROW in Heights, Old Sixth Ward, First Ward, possibly Montrose and Midtown neighborhoods.

Per Texas Transportation Code, §201.811(a)(5): I am not employed or do business with or benefit monetarily from the project above.

TAM: MERRICK VA. MERRICK 1515 HOUSTON AVE 11/8/2012
Printed Name Signature (address or neighborhood of residence) Date 142

SEE ADDITIONAL COMMENTS ATTACHED.
Plus 7 Photo Prints!

Tx Dot, (I oppose the expansion but support the I-45 Coalitions response and add this data) Attached are photo prints of buildings in my Historic First Ward Neighborhood established in 1840 hence one of the oldest wards. While 10 years ago First Ward was a mixture of historical buildings, industrial building and vacant properties, today it is a community of revitalization and rapid residential and light commercial density growth. The Merfish piping company sold a number of vacant properties to developers who built and continue to build brand new townhomes and renovate historical homes in First Ward. We have some of Houston's oldest homes and historic buildings. A beautiful Fire Station located on Houston Avenue once was home to Fire Station No. 3 in 1903. Located on the corner of Houston Avenue and Spring street, it's new renovation houses Co-Inside a collaboration of Co-working and Social Gathering sharing space with First Ward Civic Association. I live on Houston Avenue in a fully renovated 1930 metal warehouse since 2000. I've watched the Frist Ward transformation from a mixed use community to a thriving residential community with neighborhood restaurants and business on Historic Houston Avenue. We have numerous small historical churches including the Mallaliu Methodist Church one of oldest Houston churches. First Ward also boasts about two of the cities largest historical warehouses (Winter Street Studios & Spring Street Studios). They are studios rented to artists and home to Avenue CDC fundraiser events. The warehouse and artist studios have art events monthly not to mention they are easily found by the arts district signs that the city has given First Ward. There is also the Old Jeff Davis Hospital renovated by the Avenue CDC with grounds that were once a burial site for civil war veterans. Sisters of the war Veterans have always been keen on preservation of this historical site. Luck for the Old Jeff the CDC renovated this structure and historically designated it for the use of affordable housing. So attached are just a few pictures of some of our historical structures and new townhome infill that TX Dot may not be aware of since it's studies in 2000.

Historic First Ward should not be a destination for Interstate ramps or tunnels. Tx Dot has right of way between Historic Frist Ward and Historically designated neighborhood on the East of I-45 ramps and an alternate route on Hardy/Elysian. At our last Super Neighborhood 22 meeting it was suggested that TX Dot should consider removing the Pierce elevated. Once built on the edge of downtown it now restricts the flow of traffic in and out of downtown on surface streets. Houstonians want interstate traffic routed around downtown. We would like our historical neighborhood wards that surround downtown re-connected, fully revitalized around the center. A master plan for our city. We are proud of historical areas and want to maintain the fabric of the city which makes it a rich vital environment for economic growth.

First Ward Resident, Board Member of the Avenue CDC, Member of Super Neighborhood 22 Transportation Committee and Member of the I-45 Coalition

Tami Merrick, Senior Associate | Design

AUSTIN
DALLAS
DENVER
HOUSTON
WASHINGTON, DC
Abu Dhabi Doha Kuwait London

PAGE SOUTHERLAND PAGE, LLP
1100 Louisiana, Ste One
Houston, Texas 77002
tel: 713 871 8484
fax: 713 871 8440
www.pspaec.com

OLD JEFF DAVIS
ELDEIL STREET WFTS

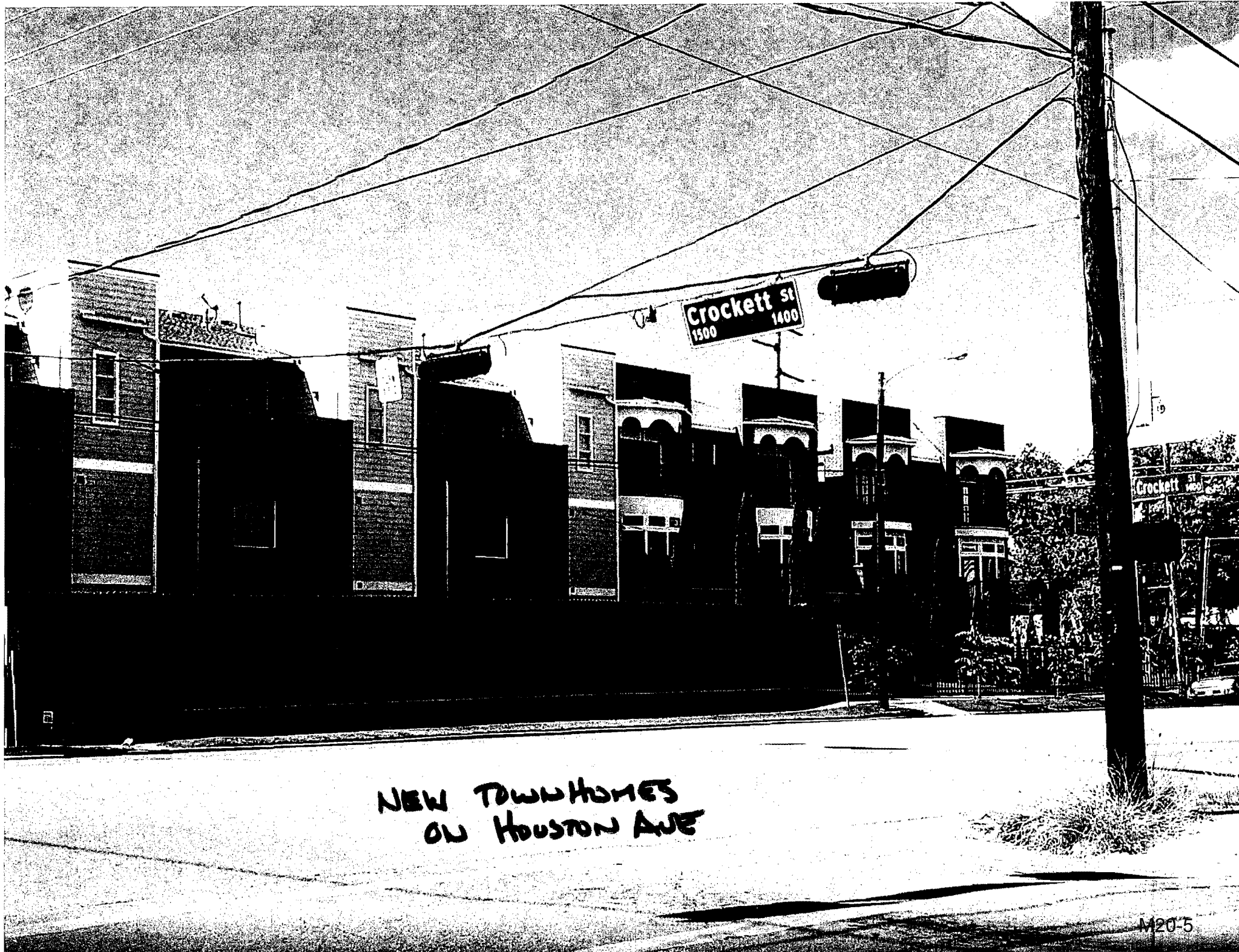




Homes

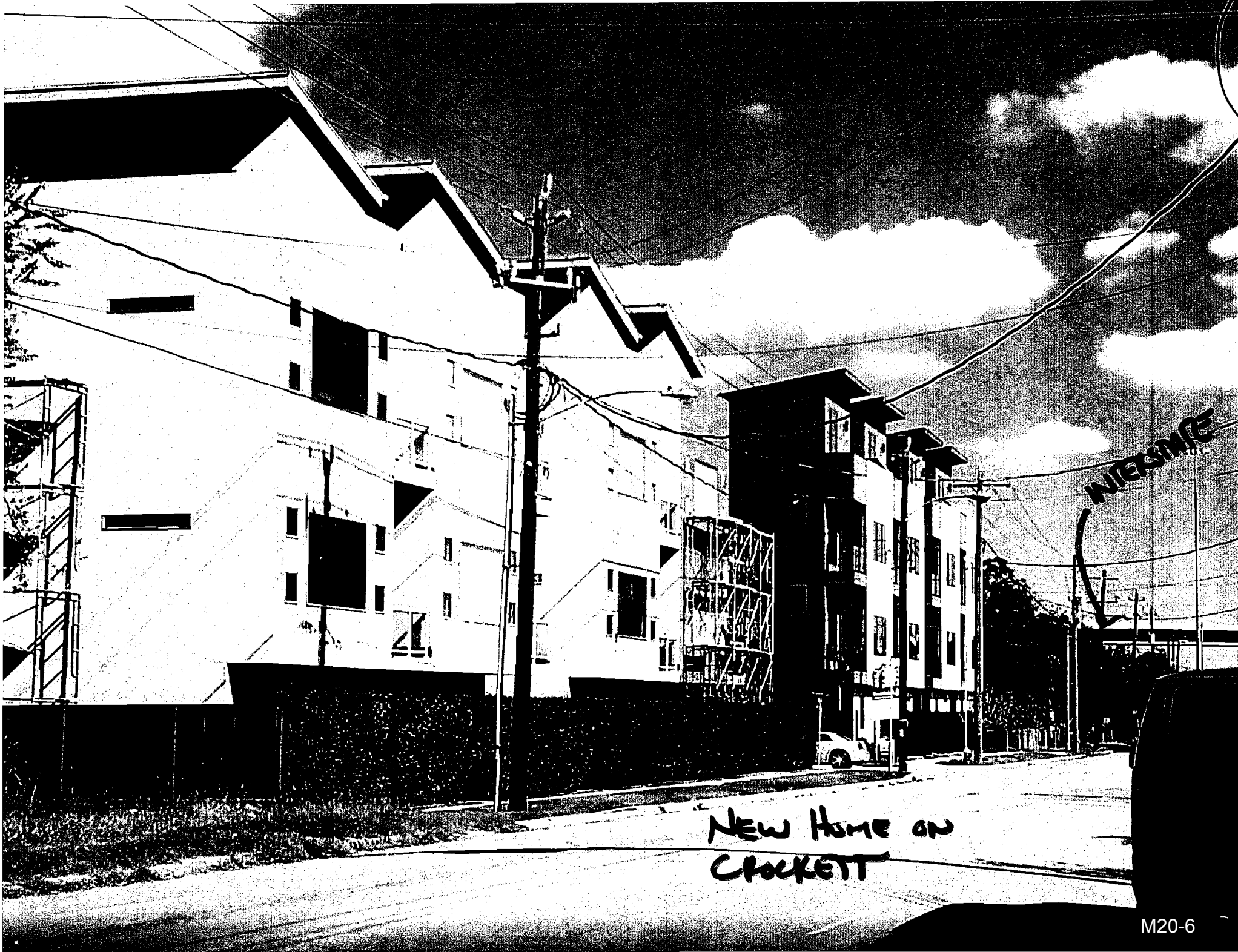
INTERSTATE

IN EAST LONDON
ENGLAND
1947
713-520-1981



Crockett St
1300 1400

NEW TOWNHOMES
ON HOUSTON AVE



NEW HOME ON
CROCKETT

INTERMEDIATE

HISTORIC HOMES
HOUSTON AVE







FIRE STATION HUSON AVE

M20-9



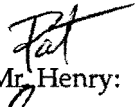
**Houston Downtown
Management District**

909 Fannin, Suite 1650 Houston, Texas 77010
Phone: 713.650.3022 Fax: 713.650.1484
www.downtowndistrict.org

November 9, 2012

Mr. Patrick Henry, P.E.
Director of Project Development
Houston District
P.O. Box 1386
Houston, Texas 77251-1386

Re: North Houston Highway Improvement 2012 Scoping Comments


Dear Mr. Henry:

Please accept this letter and its attachment as the Houston Downtown Management District's (HDMD) initial response to the Preliminary Alternatives presented during your 2012 Scoping Meetings. As a Participating Agency, we are very excited about the depth and breadth of the North Houston Highway Improvement Project (NHHIP). We support your process and enclose our initial comments on the alternatives being considered. Additionally, we would like to share with you some design concepts prior to the Reasonable Alternatives screening.

We are currently working with Central Houston Inc. (CHI) and three (3) working groups of downtown representatives on *Priority Corridors*, *Downtown Access and Traffic*, and *Transit*. We expect to have this completed within the next few weeks. We would like to meet with you during December to discuss our concerns in more detail. We will contact you to establish a mutually convenient date.

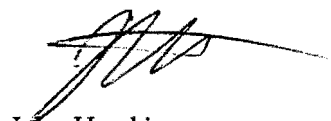
We appreciate the opportunity to work with you more closely in your analysis of viable alternatives! HDMD is committed to providing positive and useful feedback.

Best regards,



Robert M. Eury
Executive Director
Houston Downtown Management District

Best regards,



John Hawkins
Chairman
CHI Priority Corridor Working Group

Cc: Lonnie Hoozeboom
Emily Braswell

00 6324748

M21-1

**Houston Downtown Management District
North Houston Highway Improvement Project-Preliminary Alternatives**

- I. **General Comments** – The public investment in the development of the North Houston Highway Improvement Project (NHHIP) provides an important opportunity to do more than convey vehicles. It provides an opportunity to have a positive impact on the travel experience, the public realm, and the surrounding urban environment, as well as opportunities to enhance the following:
 - A. Connections between downtown and adjacent districts and neighborhoods;
 - B. Access to and full utilization of green spaces and public lands including natural, built and cultural amenities;
 - C. Economic development opportunities; and,
 - D. Connectivity for multimodal networks includes vehicles, transit, freight, bicycles and pedestrians.

- II. **Convergence of Studies & Work Efforts** – The convergence of a number of planning and infrastructure projects has a rare opportunity for a number of entities to cooperate and collaborate in the development of the NHHIP to improve the access, capacity, safety, environmental quality, and economic development of the IH-45/Hardy Toll Road corridor study area:
 - A. The Houston Downtown Management District (HDMD) is currently participating in the formation of a *Strategic Framework for Development*. The *Framework* will address future development, access and traffic for the downtown and adjacent districts, enhance the public right-of-way, and promote sustainable priorities for residential, commercial and civic projects to create dense, walkable neighborhoods.
 - B. Central Houston Civic Improvement (CHCI), Central Houston Inc. (CHI) and HDMD are currently developing a downtown street classification system for review with the City of Houston, METRO, TxDOT and other stakeholders.
 - C. METRO is currently launching a system wide review of all METRO service.
 - D. A number of large public and private land parcels that are in or adjacent to the NHHIP Study Area are being considered for prime urban development, which should be included in the project development process.
 - E. Potential flood infrastructure improvements through the Renew Houston program create potential opportunities for cooperation and collaboration for the NHHIP study area.

**Houston Downtown Management District
North Houston Highway Improvement Project-Preliminary Alternatives**

- F. A number of planning efforts and initiatives surrounding the urban bayou system are underway and provide opportunities for collaboration.
- G. H-GAC lists a \$5 million study in the TIP that is listed as a Downtown Redesign Planning Study for the IH-45, US-59, and SH-288 corridors. The study is described in the TIP:

“a comprehensive feasibility study to develop viable and long-term solutions to all the congested highway sections within the IH 610 Loop. The proposed solutions would be based on an evaluation of the origin-destination travel patterns on these segments.”

Is this study part of the NHHIP? Has there been coordination between TxDOT and H-GAC? Has there been coordination with other stakeholders such as HDMD, the City of Houston, METRO, others?

Convergence of Studies and Work Efforts Action Item/Request: NHHIP is currently reviewing alternatives that would substantially reconfigure access and traffic patterns for downtown. HDMD requests that the NHHIP process for evaluating the Preliminary Alternatives take advantage of the convergence of these related studies in order to leverage funding sources and increase the collaborative opportunities to increase the impact of all work efforts and maximize taxpayer dollars. These efforts include beautification, flood control, recreation and natural amenities, and multimodal connectivity. HDMD as a Participating Agency recommends and offers to convene a workshop to bring together the groups involved in these efforts to further this collaboration.

- III. **Areas of Concern** – Key concerns for HDMD include many of the same concerns that TxDOT and other NHHIP stakeholders have.
 - A. Multi-modal Access & Traffic Operations should be enhanced by the NHHIP in terms of usage for automobiles, transit, and freight traffic from the highway and arterial systems; for hurricane evacuation; for commuting and recreational pedestrians and cyclists. The capacity for the highway, arterial, transit, freight, pedestrian, and cyclist networks should be improved by the NHHIP including the following:
 1. Highway traffic;
 2. Access to and from the arterial and highway system;
 3. Non-highway traffic; and,

**Houston Downtown Management District
North Houston Highway Improvement Project-Preliminary Alternatives**

4. The definition for managed lanes needs to be clarified to include their usage by carpool, vanpool, and transit users bound for employment centers such as downtown; or for usage by through traffic which precludes their use by carpools, vanpools and transit users bound for downtown. Clear and consistent usage of the term, 'managed lanes,' is important.

- B. Economic Development- Since residential and commercial development in and surrounding downtown is increasing and becoming denser, it is especially important that the improvements recommended by NHHIP address the needs of these growing populations of stakeholders. If done well, NHHIP has the potential to transform the adjacent development sites into economic generators.

- C. Environment-Environmental concerns are of great importance to TxDOT and, of course, to HDMD. These concerns include, among others, air, noise, vibration, and visual impacts such as light and shadow and the sheer physical presence of this type of infrastructure. Coordination of these important efforts with the City of Houston, neighborhood and home owner associations, and other key interest groups and organizations provides opportunities for the NHHIP to positively impact flood control, water quality, scenic beauty, natural resources, connectivity for downtown and adjacent neighborhoods, and for an enhanced quality of life for Houston.

- D. Funding and Cost -HDMD is keenly aware of the funding constraints and challenges of capital improvements for monumental infrastructure. As a long-term, multi-phase project, is one segment of NHHIP given priority over the others, or will all three segments be equally prioritized for integrated project delivery.

Areas of Concern Action Item/Request: Investments in NHHIP should serve multiple purposes and maximize the investment of taxpayer dollars. In addition to enhancing mobility, NHHIP investments should enhance adjacent properties, downtown, and surrounding districts and neighborhood. HDMD and CHI request participation in the evaluation of alternatives and the cost benefit funding analysis that includes consideration of impacts of the solutions' physical presence on public and private investment and funding in each of the following:

- Housing and neighborhoods;;
- Enhancement of the urban bayou system and other open space;
- Air, noise, vibration, water quality, flood control and drainage.
- Preservation of significant public and private investments in previous, current, or anticipated residential, cultural, commercial and civic projects.

Houston Downtown Management District
North Houston Highway Improvement Project-Preliminary Alternatives

- IV. **Segment 1 (S1)** – Although it is the farthest from downtown, the linkages between the segments and the impacts that more northern or southern segments may have on downtown are important to HDMD. We submit the following list of comments and questions for Segment 1:
- A. Segment 1 Alternative 3 (S1A3) only works in combination with Segment 2 Alternative 15 (S2A15) to divert traffic away from IH-45.
 - B. What is the impact of the additional ROW on the adjacent neighborhoods for the following alternatives? Is the additional ROW necessary? Are all shoulders necessary?
 - 1. Segment 1 Alternative 4 (S1A4)
 - 2. Segment 1 Alternative 5 (S1A5)
 - 3. Segment 1 Alternative 6 (S1A6), Is the effort, cost and impact doubled in S1A6?
 - 4. Segment 1 Alternative 7 (S1A7)
 - 5. Segment 1 Alternative 8 (S1A8)
 - C. How are the following segments connected to Segment 2?
 - 1. S1A4
 - 2. S1A5
 - 3. S1A6
 - 4. S1A7
 - 5. S1A8
 - D. What happens in the following alternatives when the lanes are reduced at I-610?
 - 1. S1A4
 - 2. S1A5
 - 3. S1A6
 - 4. S1A7
 - 5. S1A8
 - E. S1A7-8
 - 1. What is the impact on the adjacent neighborhoods of the elevated structures in S1A7-8?
 - 2. Would it be possible to re-work the structures in Segment 1 Alternatives 7 and 8 within the existing ROW?
 - F. Do the following alternatives completely fulfill the conditions defined in the need and purpose document?
 - 1. S1A4
 - 2. S1A5
 - 3. S1A6

Houston Downtown Management District
North Houston Highway Improvement Project-Preliminary Alternatives

- V. **Segment 2** – Neighborhood preferences for Alternative 10 which improve quality of life and neighborhood connectivity are consistent with the concerns of HDMD. Segment 2 Alternative 10 (S2A10) is the strongest alternative in each of the primary areas of concern-- access and traffic, economic development, environmental quality, and urban design. In terms of access and traffic and without right-of-way acquisition, S2A10 simplifies the lane configuration and provides more lanes and width on main lanes and frontage roads. In terms of economic development, environmental quality and urban design, it serves to provide additional public space, access to the urban bayou system, and re-connects neighborhoods creating more opportunity for a greater sense of community identity through structures, landscaping and urban design. If S2A10 could be continued into Segment 3, it would provide extraordinary opportunities for collaboration in many of the planning activities that are currently underway. We submit the following list of specific comments and questions regarding the alternatives in Segment 2:
- A. Segment 2 Alternative 10 (S2A10)
 - 1. Could S2A10 be continued into Segments 1 and/or 3?
 - 2. What are the limits for S2A10? How would this impact IH-610 and other connections?
 - 3. How does S2A10 impact and interact with Little White Oak Bayou?
 - B. Segment 2 Alternative 3 (S2A3):
 - 1. Will S2A3 contraflow managed lanes have the capacity to relieve congestion where the bi-directional flow is increasingly balanced during peak hours?
 - 2. How would S2A3 contraflow lanes be managed during the off-peak bi-directional flow that is also increasingly balanced?
 - C. How would the ingress and egress ramps function in the cantilevered cross-sections on S2A3, S2A10, and S2A12?
 - D. S2 14 appears to provide tunnel continuity with S3A5 -6.
 - E. Segment 2 Alternative 15 (S2A15):
 - 1. S2A15, the Hardy Toll Road IH-610 direct connector, reduces pressure on IH-45 and US-59 throughout all three segments and provides congestion, safety, and environmental benefits and would serve to improve many of the alternatives in all three segments. Would S2A15 provide sufficient capacity without additional capacity improvements to IH-45?

**Houston Downtown Management District
North Houston Highway Improvement Project-Preliminary Alternatives**

2. S2A15 would require consideration of the neighborhood impacts and access for the Northside and Fifth Ward neighborhoods.
3. How would the elevated frontage roads on S2A15 impact adjacent properties?
4. How would S2A15 interact with the Elysian Viaduct reconstruction?

VI. **Segment 3** – The alternatives under consideration for Segment 3 appear to be limited to S3A3 (the one-way loop) and S3A4-7 (multiple tunnel alternatives), with very little information about the west side of downtown. Segment 3 is by far the most complex of the three segments, and extensive further iterative development and commentary will be necessary. Without this critical information, it is difficult to evaluate the impact on downtown and surrounding neighborhoods. It is possible that other alternatives might be more effective in fulfilling the need and purpose for the project. It is also possible that some combination of alternatives might serve to mitigate the congestion, safety, environmental quality and economic development concerns that make up the need and purpose for this project. We submit the following list of specific comments and questions regarding the alternatives in Segment 3:

- A. S3A3 and S3A4-7: Would the costly construction of the S3A3 (one-way loop) or S3A4-7 (the tunnels) come at the expense of improvements to the existing highway infrastructure?
- B. Segment 3 Alternative 3 (S3A3):
 1. If S3A3 implementation of the one-way loop requires substantial reconstruction of existing infrastructure, the improvements should enhance the adjacent conditions rather than promulgating substandard conditions. HDMD would favor S3A3 if it does the following:
 - a) Reduces the number of ingress and egress ramps
 - b) Simplifies the highway interchanges; and,
 - c) Enhances the infrastructure over the urban bayou system.
 2. Would S3A3 function primarily as a distribution system for through traffic? Or, would it distribute traffic bound to downtown and/or surrounding neighborhoods?
 3. The reduction of eastbound IH-10 traffic lanes from 4 to 3 in S3A3 is of great concern.
 4. What is the multi-modal impact of S3A3?
 5. How would northern and southern linkages work?
 6. Would the one-way loop operations in S3A3 improve or minimize the linkages and the environmental and economic development impacts on adjacent neighborhoods?

**Houston Downtown Management District
North Houston Highway Improvement Project-Preliminary Alternatives**

7. With no tunnel alternatives and without S2A15 to remove through traffic from S3A3, would S3A3 be capable of handling the capacity?
 8. Would the downtown access system for highways, arterials, transit, pedestrians, and bicycles be completely re-worked in S3A3?
 9. Would S3A3 increase traffic in downtown by moving vehicles (weaving movements) off of the highway and onto downtown streets?
 10. Would S3A3 create design opportunities for better coordination with the downtown street grid?
 11. Managed lanes are not indicated for S3A3. HDMD generally supports not having managed lanes on S3A3. How would managed lanes be handled?
 12. Is the barrier between lanes 5 and 6 maintained in S3A3?
- C. Segment 3 Alternative 4 (S3A4)
1. How would S3A4 handle the IH-10 east and westbound movements, the IH-45 south, and US-59 southwest movements?
 2. The Elysian alignment for S3A4 makes it difficult to evaluate the impacts on the northside neighborhoods. How does the Elysian Viaduct reconstruction relate to this alternative?
 3. Does S3A4 connect through the tunnel to Hardy Toll Road?
- D. S3A7 appears to provide significant access and environmental benefits for adjacent neighborhoods and for through traffic to IH-45 and US-59. To what extent would the S3A7 junction of the Jefferson and Bagby tunnels impact the Pierce elevated and the surface streets during construction?
- E. Segment 3 Alternative 10 (S3A10):
1. Would the S3A10 proposed widening disrupt the continuous sidewalks or the METRO bus stops on the south side of Pierce Street?
 2. How would the S3A10 additional lane count on the Pierce elevated continue through to the portions of IH-45 to the north and south?
 3. Can a solution similar to Segment 2 Alternative 10 be considered in lieu of elevated structures such as the ones in S3A10?

Action Item/Request: HDMD requests more detail and information on the efforts, impact and costs for interchanges on all Segments and Alternatives.

I have built one of the nicest shopping centers in that area facing the freeway. I bought the land for \$450,000.00 and spend over one million dollars for the building. It is more than 50% full with dozens of people working. It is not fair to destroy people's jobs, and all my life's investment and hard work. please cancel the IH 45 North Freeway highway project. thank you.

Hamid Ameri

5324 North Freeway #120

Houston, Tx. 77022

hameri1063@aol.com

Dear TxDOT,

I, JAIME MARTINEZ, hereby file a formal complaint against the Texas Department of Transportation's proposal for the I-45 highway expansion and land acquisition along the east side of I-45. I am specifically protesting the eastward expansion of Interstate Highway 45 (I-45), between the 610 North Loop and Parker Rd, illustrated by the Universe of Alternatives Segment 1 and Universe of Alternatives Segment 1 - IH 45 aerial map, found at <http://www.IH45NorthandMore.com>.

I currently own property, which is on the east side of I-45 North between the 610 North Loop and Parker Rd. I have operated my business on I-45 North for 25 years. The eastward expansion of I-45 North will have a deleterious effect on my business, my finances, and the well-being of my employees. I will be without my business and my employees will be without work should TxDOT acquire my business location for the I-45 North expansion. The expansion of I-45 North eastward will stagnant the only lively part of I-45 North between the 610 North Loop and Parker Rd. More than 100 businesses are located between the 610 North Loop and Parker Rd on the east side of I-45 North. All recent successes in developing this area will be lost should TxDOT acquire land on the east side of I-45 North for highway expansion. I certainly want to retain my business and employees. I also want to continue to help build the surrounding neighborhoods and help the US economy in a time of slow economic recovery following several financial recessions. Additionally, the land acquisition should be limited to the less developed side of I-45 North. Displacing businesses and acquiring land on the east side of I-45 North between the 610 North Loop and Parker Rd will be doubly negative to taxpayers because land is much more expensive on the east side than it is on the west. Taxpayer money will be needlessly wasted as well, destroying a needed tax revenue stream for Harris County and the City of Houston. This area has struggled economically for the last several decades. In the last five years, it has begun to prosper. In this time of difficult economic recovery, we need to be careful how we spend taxpayers' money.

Texas Governor Rick Perry has enticed out of state businesses to relocate to the State of Texas. Yet, thus far, the State of Texas refuses to acknowledge or support existing business owners and their right to prosper in this great State of Texas.

As a business and property owner, taxpayer, and concerned citizen, I implore TxDOT to refrain from acquiring land along the east side of I-45 North between the 610 North Loop and Parker Rd. Land acquisition should be limited to the less expensive west side of I-45 North between the 610 North Loop and Parker Rd. I am voicing my complaint before the October 26, 2012 deadline.

Sincerely,
Jaime Martinez

I have been the owner of the 5900 North Freeway Retail shopping Center for over 12 years. We are very concerned and disagree with the Tx DOT taking of 150 ft - 300 ft of our land for the I-45 Expansion. Our major Tenant, Mattress Firm would be affected and I would lose a substantial part of my business at this location. We request that the expansion take place on the West side of I45 where there is less effect on the businesses, employees, and families. This would not only effect our shopping center but would drop the value of our retail center due to rental loss and would adversely affect advalorem and tax sales revenues for the City of Houston. You may contact me at 281 468 5190 Malladi S. Reddy

Dear TxDOT,

I, Jaime Martinez, hereby file a formal complaint against the Texas Department of Transportation's proposal for the I-45 highway expansion and land acquisition along the east side of I-45. I am specifically protesting the eastward expansion of Interstate Highway 45 (I-45), between the 610 North Loop and Parker Rd, illustrated by the Universe of Alternatives Segment 1 and Universe of Alternatives Segment 1 - IH 45 aerial map, found at <http://www.IH45NorthandMore.com>.

I currently own property at 5214 North Frwy, Houston, TX 77022, which is on the east side of I-45 North between the 610 North Loop and Parker Rd. I own this property with the intention of building a commercial strip center which I have plans from an architect for development. The eastward expansion of I-45 North will have a deleterious effect on my finances and investment in this property. I will be left without a source of revenue should TxDOT acquire the land for the I-45 North expansion. The expansion of I-45 North eastward will stagnant the only lively part of I-45 North between the 610 North Loop and Parker Rd. More than 100 businesses are located between the 610 North Loop and Parker Rd on the east side of I-45 North. All recent successes in developing this area will be lost should TxDOT acquire land on the east side of I-45 North for highway expansion. I certainly want to retain my current employment. I also want to continue to help build the surrounding neighborhoods and help the US economy in a time of slow economic recovery following several financial recessions. Additionally, the land acquisition should be limited to the less developed side of I-45 North. Displacing businesses and acquiring land on the east side of I-45 North between the 610 North Loop and Parker Rd will be doubly negative to taxpayers because land is much more expensive on the east side than it is on the west. Taxpayer money will be needlessly wasted as well, destroying a needed tax revenue stream for Harris County and the City of Houston. This area has struggled economically for the last several decades. In the last five years, it has begun to prosper. In this time of difficult economic recovery, we need to be careful how we spend taxpayers' money.

Texas Governor Rick Perry has enticed out of state businesses to relocate to the State of Texas. Yet, thus far, the State of Texas refuses to acknowledge or support existing business owners and their right to prosper in this great State of Texas.

As a property owner, taxpayer, and concerned citizen, I implore TxDOT to refrain from acquiring land along the east side of I-45 North between the 610 North Loop and Parker Rd. Land acquisition should be limited to the less expensive west side of I-45 North between the 610 North Loop and Parker Rd. I am voicing my complaint before the October 26, 2012 deadline.

Sincerely,

Jaime Martinez

**Board of
Directors**

Gilbert Andrew
Garcia, CFA
Chairman

Allen D. Watson
Vice Chairman

Lisa Castañeda
Secretary

Burt Ballanfant
Honorable

Dwight Jefferson
Carrin F. Patman

Cindy Siegel
Christof Spieler

Gary Stobb

**President &
Chief Executive
Officer**

George Greanias

November 12, 2012

Mr. Pat Henry
Director of Project Development (Houston District)
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251-1386

RE: North Houston Highway Improvement Project

Dear Mr. Henry:

Thank you for including the Metropolitan Transit Authority of Harris County (METRO) in the Cooperating Agency Scoping Meeting held on October 10, 2012 for the North Houston Highway Improvement Project Draft Environmental Impact Statement (EIS). We look forward to continuing to work with the Texas Department of Transportation (TxDOT) on this EIS as it progresses.

METRO has reviewed the alternatives presented after the initial screening process had been conducted. As METRO operates service in the project area, we offer the following comments:

1. Segment 1, Alternative 3: Provide clarification regarding whether this alternative will preserve the existing one-way reversible HOV lane on IH 45 and access to METRO Park and Rides. What are the provisions for transit being developed as part of this alternative on Hardy?
2. Segment 1: Access and/or improved access to existing Park & Rides should be maintained as it connects to proposed managed facilities for all alternatives being considered where managed lanes are being evaluated as part of IH 45,
3. Segment 2, Alternative 15: Will this alternative preserve the existing one-way reversible HOV lane on IH 45? If not, what are the provisions for transit being developed as part of this alternative on Hardy?
4. Segment 3, Alternative 3: If the existing downtown loop is converted to a one-way loop, more entrance and exit ramps should be provided with adequate signage.
5. Segment 3, Alternatives 5 and 7: Please provide information regarding impacts to the proposed Wheeler station and University Line (see University Corridor Record of Decision, 2010).
6. For all managed lane options on IH 45: As it was discussed in the agency scoping meeting, the managed lanes as part of the alternatives would operate similarly to the Katy managed lanes. Would TxDOT or HCTRA be responsible for tolling? As there are METRO ramp facilities within the Beltway to the existing HOV, METRO needs to ensure that the engineering and design of the proposed alternatives would appropriately maintain or improve access points and accommodate buses.



DRP

7. For all managed lane options on IH 45: If managed lanes are eligible for free HOV traffic, capacity needs to be preserved commensurate with capacity of the reversible HOV. The original FTA investment in the HOV lanes should be preserved.
8. Segment 3: The alternatives pertaining to the Downtown Loop Segment need to fully consider access into and out of Downtown. METRO utilizes many routes into and out of downtown that could be impacted by tunneling or creating a one-way loop.
9. General comment – METRO operates substantial peak direction express bus service using the existing North Freeway (IH 45 N) HOV lane. During and post construction, METRO would need to maintain at least peak direction express bus service in an HOV or managed lane. Optimally, METRO would encourage TxDOT to construct sufficient capacity of either HOV or managed lanes to allow for all day, two-way express bus service in the North Freeway corridor. The all day, two-way express bus service was an integral part of the Locally Preferred Investment Strategy resulting from the North-Hardy Alternatives Analysis (2004).

If you have questions about this letter, please contact Edmund Petry at (713) 739-4613.

Sincerely,



Clint Harbert, AICP
Senior Director, System Planning and Development

Cc: Kimberly Slaughter, Senior VP - Service Design & Development/METRO
Edmund J. Petry, Manager - Environmental & Capital Planning/METRO
Vincent Obregon, Associate VP - Capital Programs/METRO
Nader Mirjamali, Project Director HOT Lanes/METRO
Document Control

METRO



Forwarding Service Requested

Metropolitan Transit Authority
1900 Main * P.O. Box 614291
Houston, Texas 77208-1429

14-12 HOUSTON TX
15-12 HOUSTON TX

PRESORTED
FIRST CLASS



02 1A
0004612
MAILED FF



M24-3

Mr. Pat Henry

Director of Project Development (Houston
District)

Texas Department of Transportation
PO Box 1386

Houston TX 77251-1386

JAN 25 1991

77251

