

Mail Comments

NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT

PUBLIC SCOPING MEETING COMMENT FORM November 15 & 17, 2011

Thank you for attending this evening's 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). You may also draw on the map provided and complete the survey on the back of this page. 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 "Comment/Contact Us" tab. **For your comments to be included as part of the official record for this meeting, please email by December 5, 2011, or if mailing, have postmarked by this date.**

Make the theme for the North side
Education: Math, science, colleges
colleges anything related
to education. Symbols,
People of math etc. Yes
this is the new awesome
way to give people something
to learn & see. Houston
Facts would be nice also.

Loose the N. Main entrance ramp
and the Shepherd entrance
ramp. Move detention ponds.
~~Be~~ Purchase the 14 acres where
Landmark Chevy was for a park.

OPTIONAL INFORMATION:

Name:

Joseph Tijerina - Precinct Chair

Address:

49 Annette Ln. Houston TX 77076

Phone:

832-788-4085

Email address:

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Please don't give/build/enhance away the I45 area into downtown especially by building an elevated. The Woodland Heights doesn't need to be squeezed by motorists coming from Northern territories for convenience sake. Pressure the toll road Hardly folks to speed up their job and let nature take it course. I don't want to lose my home or health for folks who choose to commute and pollute

OPTIONAL INFORMATION:

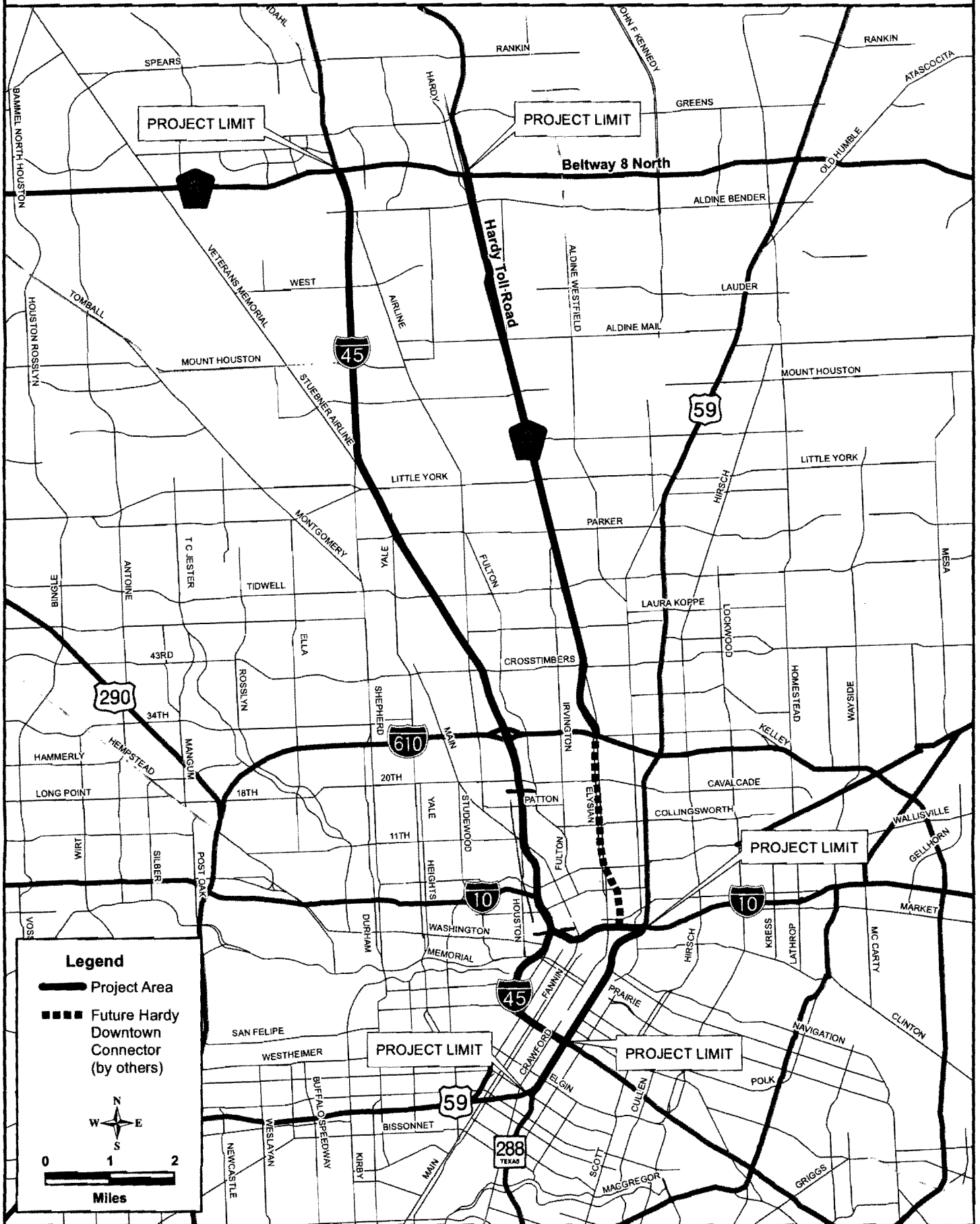
Name: _____

Address: _____

Phone: _____

Email address: _____

NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT



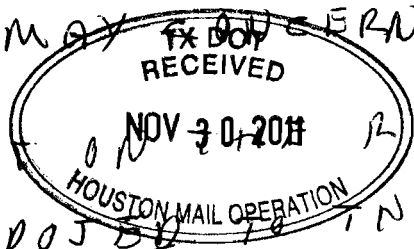
Legend

- Project Area
- Future Hardy Downtown Connector (by others)

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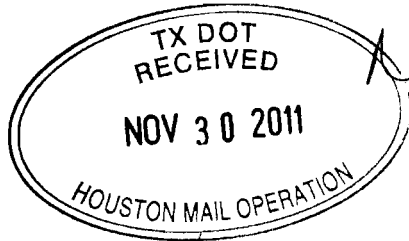
TO WHOM IT MAY CONCERN -



I WANT IT
TOTALLY OPPOSED TO THE EXPANSION
OF THE NORTH FREEWAY. IT IS IL
ADVISED I DO NOT WANT THIS
PROJECT TO PROCEED.

CECIL GAMMILL
5214 I-45 NORTH
HOV TEX
77022
713 692 1235

NOV 28, 2011



November 28, 2011

To whom it may concern

I want it on the record that I am totally opposed to the expansion of the North Freeway I 45. Project It is ill advised.

I do not want the project to proceed

R. L. Martinez
1336 Studewood
Houston, TX 77008
713-861-4365

12-1-2011

DIRECTOR OF PROJECT DEVELOPEMENT:

ABOUT THE EXPANSION OF NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT I would RECOMMEND HARDY TOLL RD. THIS ROAD WAS BUILT TO TAKE CONGESTION OFF 45 TO BEGIN WITH. TO MANY HOMES & BUSSINESS WOULD BE IMPACTED & WOULD BE FORCED TO CLOSE OR DECLARE BANKRUPLY. WE LOST PROPERTY LAST TIME IT WAS WIDENED. HARDY TOLL RD WOULD BE A BETTER CHOICE BECAUSE OF LESS DEVELOPEMENT.

I WOULD CONSIDER AN ELEVATED TRAIN OR MONORAIL WHICH WOULD BE FAST & LESS ENVIRONMENTAL IMPACT. ALSO YOU COULD UTILIZE EXISTING TRAIN TRACKS BY HARDY. I WOULD BE BETTER TO USE WHAT YOU HAVE.

COULD YOU EMAIL ME AN UPDATED COMMENTS OR DECISIONS

BOATSTORAGE@ATT.NET

SCANNED

DEC 07 2011

PROJECT DEVELOPEMENT



M5

Thank you
Denny

NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT

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1) THESE COMMENTS REFER SPECIFICALLY TO THE STRETCH OF I-45 BETWEEN NORTH MAIN AND QUITMAN:

RECHANNELING THE FLOODWATERS OF LITTLE WHITE OAK BAYOU ALONG THE EASTERN EDGE OF I-45 TO ITS CONFLUENCE WITH BIG WHITE OAK BAYOU MIGHT ELIMINATE FREEWAY FLOODING DURING RAIN EVENTS

2) TUNNELING WOULD ELIMINATE NOISE, AIR POLLUTION, FLOODING AND AN EYESORE. IT'S A NOVEL IDEA WITH A FUTURE

3) MANAGED WATER FLOW THROUGH WOODLAND PARK TO THE WEST OF I-45 SHOULD STILL BE MAINTAINED AND THE PARK AND LITTLE WHITE OAK BAYOU TURNED INTO A MARKETABLE ASSET.

SKETCH ATTACHED

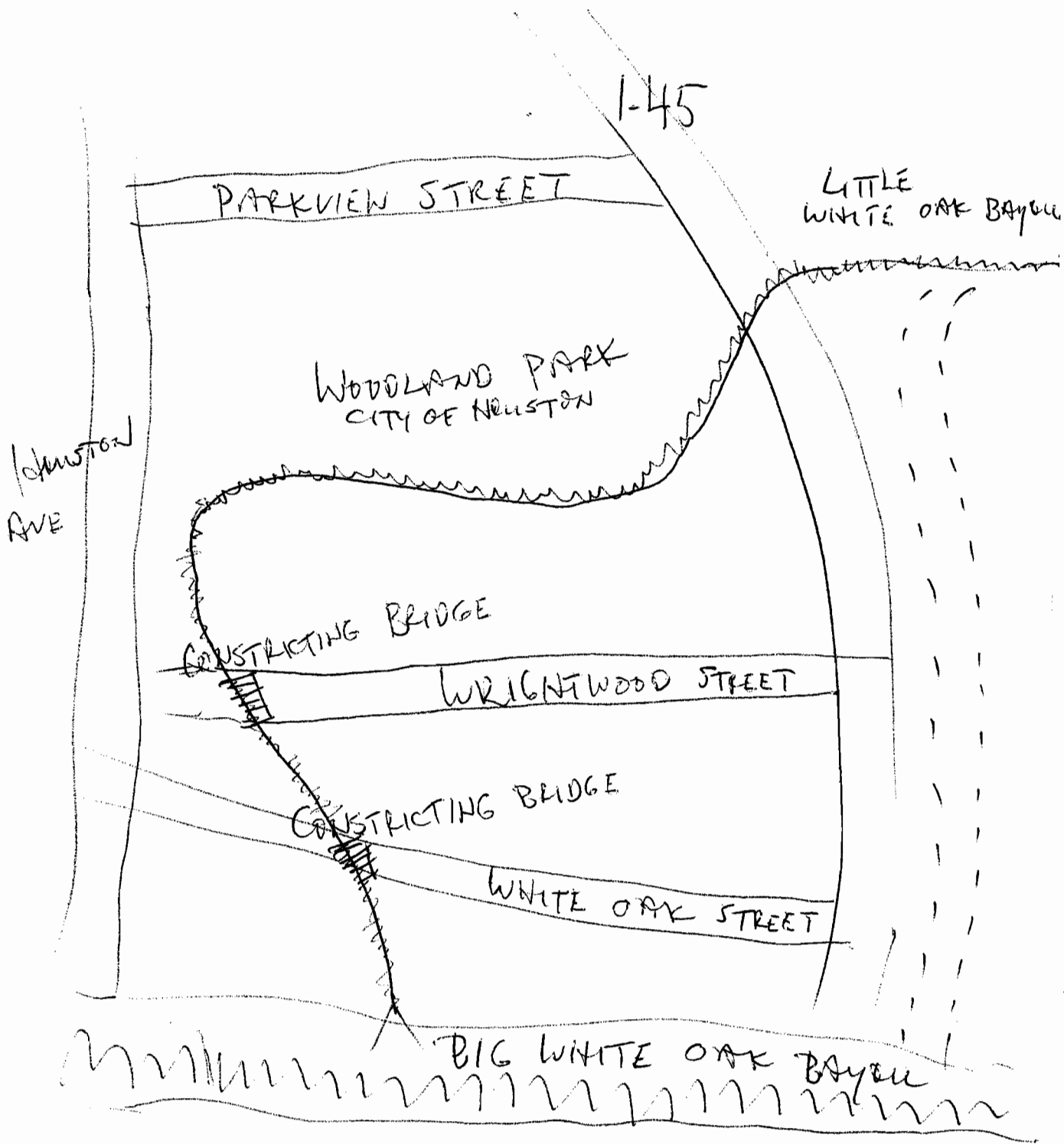
OPTIONAL INFORMATION:

Name: MARITA BURNS

Address: 213 PORKVIEW HOUSTON, TX 77009

Phone: 713 861-9800

Email address: N/A



December 5, 2011

Pat Henry, P.E.
Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, TX 77251



RE: North Houston Highway Improvement Project

Dear Mr. Henry:

Central Houston, Inc. (CHI) would like to thank you for this opportunity to comment on the general public scoping meetings held on November 15 and 17, 2011 for initial presentation of the North Houston Highway Improvement Project (NHHIP), including development of the Draft Environmental Impact Statement (DEIS).

CHI is a 501 (c)(6) business league created in April 1983, and currently comprised of 116 corporate members with a 50-member Board of Directors and an 18-member Executive Committee. The mission of CHI is to lead and assist the community in achieving the highest quality, sustainable revitalization of downtown and the center city. CHI is a staff leasing enterprise and / or office space provider for the Houston Downtown Management District (HDMD), the Downtown Redevelopment Authority (DRA) who administers the Tax Increment Reinvestment Zone No. 3 (TIRZ 3), and two affiliate 501 (c)(3) non-profit organizations, the Houston Downtown Alliance (HDA) and Central Houston Civic Improvement (CHCI).

The IH 45 corridor north and south of downtown is a critical link in the commute sheds of Houston's metropolitan core. Based on 2009 data provided by the Houston-Galveston Area Council (H-GAC), the total number of jobs along the IH 45 corridor – including downtown as the most concentrated employment center – is approximately 652,000, making IH 45 one of the top priority commute corridors in the region and state.

Given the critical nature of the highways and local streets that are likely to be impacted by the NHHIP, CHI offers our support of the development of this project's DEIS. From the outset, we raise a number of concerns which include the following:

- Access to and from downtown Houston with over 140,000 jobs and over 4,000 residents;
- Commuter access for 1,400,000 jobs and 1,100,000 residents in the IH 45, US 59, and US 288 corridors (2009 U.S. Census data), relative to this project's scoping area;
- Multi-modal connectivity for the existing and proposed downtown and inner-city neighborhoods, parks, retail, and commercial developments;
- Connectivity to the downtown convention district, to and from both airports;
- Safety to, from and around downtown on highways, ramps, interchanges and local streets.

Finally and with this comment letter, Central Houston, Inc. supports the request of the Houston Downtown Management District to serve in the status of Participating Agency for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Eury".

Robert M. Eury, President

Cc: Chip Carlisle, Chairman, Central Houston Incorporated, Board of Directors
Cc: Don Henderson, President, Houston Downtown Management District, Board of Directors

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My Family has lived at 118 Alma
for almost 100 yrs.
I am very concerned
the Freeway project will take
away from my quality of
life being more pollution
more noise and all right
in my face.
Why can't you
Why can't you (Houston) take
a leadership role and be
progressive and more energy
into public transportation
in this day and age with
gasoline being such an issue.

OPTIONAL INFORMATION:

Name: Mary Hayslip
Address: 1180 ALMA ST
Phone: 713-862-3436
Email address: mary Hayslip @ me.com

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I am also concerned about further construction - noise, detours, air quality - the light rail has been in the process of being built for over 2 years - 3 blocks from me on Tillon + another 2 years for completion. This has disrupted our entire neighborhood. So work on I-45 would mean many more years of enduring - detours, noise, air pollution etc. Also no one knows what the future impact will be on I-45 traffic once the light rail is completed. I live in the neighborhood I grew up in. I have good neighbors - it is a quiet safe place to live. I'd like to keep it like that. Thanks.

OPTIONAL INFORMATION:

Name: _____

Address: _____

Phone: _____

Email address: _____

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Work w/ Harris County Toll Road Authority for
Completion of Hardy Toll Road before
initiating final plans for I-45.

Construct tunnel, no double decking.

HOV lanes included - no toll lanes - Hardy
can be used for Toll lanes.

OPTIONAL INFORMATION:

Name: _____

Address: _____

Phone: _____

Email address: _____

12/05/2011

Linda Eilar, 905 Milwaukee Street, Houston, TX 77009 713-252-1756

TX DOT
RECEIVED

DEC 06 2011

SCANNED ON

DEC 06 2011

MAIL OPERATIONS HOUSTON

Regarding I-45 Expansion

The I-45 expansion is too little for too much, in every way. The miniscule speed increases anticipated absolutely do not justify the cost and negative impact of the project. It will lay waste to as broad a swath as the I-10 expansion did, closing numerous small businesses and creating an enormous eyesore. Taking (the casually thrown around term) ROW from tax paying citizens "for the greater good" just doesn't wash.

If expansion is in fact desirable then everything possible should be done to leave bordering neighborhoods intact.

This can be facilitated by judiciously utilizing double-decker freeways and tunnels.

Some down sides of the I-45 Expansion are as follows:

-Ruined neighborhoods; The plan necessitates the decimation of cohesive neighborhoods through the ruthless acquisition of what is casually referred to as ROW but which consists of numerous lives forever changed by unwanted and ruinously expensive relocation forced for the advancement of the affluent developers and edge city citizens.

-More traffic congestion. The current plan will hopelessly snarl traffic in neighborhoods surrounding I-45 until the year 2025 and beyond, thus protracting the length of many thousands of commutes daily for the next 14+ years. Inner city citizens have already been significantly inconvenienced by the I-10 project, the I-10 feeder lane construction and the north rail line, resulting in doubled commute time to virtually every destination.

-They do not pay taxes here. The citizens who will benefit from the egregious theft and destruction of private properties in some of the oldest and most homogenous neighborhoods remaining in the city, do not pay taxes here. They benefit from "improvements" wrought from the suffering of long-time residents, many of whom are minority citizens and often on low and fixed incomes.

-Minority free neighborhoods; The people who will benefit, by being able to travel to work or home at an additional one to three miles per hour to their sprawling, prestige, minority free, neighborhoods far from city issues endured by the long time residents.

-It is not Green; The project facilitates conspicuous fuel consumption.

-Urban sprawl; By widening and increasing the highways and groundcover it invites the urban sprawl which enriches the private developers and is such an enormous blight on our city. Moving vehicles at an astounding 1 to 3 miles more per hour will in fact not make anyone's life better. No model yet presented has demonstrated the unachievable target 10 miles per hour could be attained.

-Run-off; Increasing groundcover increases run-off and drainage issues.

-Noise and atmospheric pollution; Increased traffic results in greater noise and atmospheric pollution.



Director of Project Development:

I had planned to attend the discussion on the expansion of the highway held at Jeff Davis H.S. but due to another meeting I could not skip, it was not possible to carry out my plans.

Many years ago I attended meeting on the expansion of the freeway so this problem is not new. At that time some, not **very brilliant** proponent of enriching the highway builders, suggested to run I-45 south through Houston Avenue.

Where are the vehicles to park when they reach downtown ?

Traffic downtown is a horrible mess since the train route was set up: getting more vehicles downtown will make things worse.

Traffic and parking downtown is so bad that I do not go to that part of town unless it's an absolute necessity.

Why aren't companies encouraged to build outside the city ?

While in Treasure Isle in the San Francisco Bay waiting for my discharge from the USMC the roar of the traffic the Bay Bridge was enough to cause the people on the Isle from getting a good night's sleep. I never thought I would run into the same problem in Houston.

How many of the folks making plans to expand the freeways live close to these noisemakers ?

I live about 5 blocks south of the North Loop. At times working in the backyard calls for wearing ear plugs.

In five years there will be a call to build more roads. Will the citizens have to move out of the city to make way for the roads ?

The Hardy Road came through a neighborhood where most of the citizens are poor people. Since these folks do not complain, they get pushed around. Children have no place to walk to school: the traffic is a constant menace to pets which wander out of the yards. Twenty four hours a day folks speed by

on the way to or from town. The local residents ? Who cares ? Most are black or Latino, so they don't count.

Try to widen Kirby where it runs into downtown and see what an uproar you will have.

Most of the existing roads are in bad shape. If the powers cannot maintain them in good shape, what will happen if more freeways are built?

In my opinion, destroying neighborhood for cars will increase the noise, the smog, the number of citizens injured, and will soon lead to the call for the need to build more freeways.

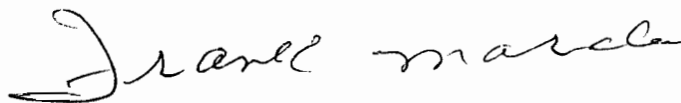
It would seem that having citizens adjust to the roads is a better plan than paving everything in sight.

Perhaps you should drive in the neighborhoods where the streets are torn up, lanes changed almost daily, streets closed, noise and dust seems to come into the residences through any tiny crack.

A good plan would be to have **any person** involved in building more concrete roadways live next to a noisy, dangerous freeway. Perhaps that will diminish their zest for building more roads.

A tax paying citizen, who served his country in the Army and Marines.

Frank Morales
303 Fairbanks
Houston, TX
77009



11/03/2011