

## **Comments Received Via Email**

Honorable members of the Transportation Policy Council, Technical Advisory Committee, and H-GAC staff: The current TIP call elicited nearly 200 candidate projects, and a fantastic crop of multi-modal projects. I urge you to fund ALL of the proposed bicycle, pedestrian, transit, and freight rail projects. From sidewalks in Midtown and Upper Kirby to bikeways and bridges in Uptown and Westchase, to expanding the Bicycle network and Magnolia Transit Center, to grade separating the West Belt freight rail line, these projects address gaps, improve safety, and provide safe options for many, many people. More generally, please embrace the following 8 principles as you decide which projects to fund: Adopt Vision Zero, because traffic deaths are preventable. Invest in design enhancements that reduce or eliminate crashes, like pedestrian and bicycle crossings, intersection redesigns, and access management that make our existing system safer for all users. Fix it first. Before building new roads, that will themselves have to be maintained, we must repair and restore our crumbling roads, bridges, and transit systems to protect the investments we have made in existing communities. Connect to jobs. Invest in access to existing job centers that generate real long-term economic activity and long-term tax revenue. Focus on freight. Add rail capacity and construct new grade separations to help neighborhoods coexist with the freight trains that drive our local economy. Provide transportation options for all. Our transportation system must provide safe and affordable access to jobs and neighborhoods for the 1 in 5 adult Texans who cannot drive. Invest in transit, bike paths, sidewalks, and other transportation alternatives that provide access for all, use energy more efficiently, and save us money. Build livable centers. Make it easier for people to live near where we work, shop, and play. Reduce our dependence on foreign oil to ensure our future security, economic success, and personal as well as planetary health. Build where the people are now. Spend our tax dollars to improve our access today. Thanks for your thoughtful stewardship of our federal transportation dollars.

**Robin Holzer**

I join Houston Tomorrow, Bike Houston, and the 34 organizations in the Houston Coalition for Complete Streets in asking H-GAC to make positive decisions on these items: Complete Streets, designing all projects prioritizing the safety and comfort of all users regardless of age, ability, or mode of transport. Smart Growth, designing projects that support our existing towns and cities and enable and support walkable neighborhoods where Houstonians have many options for their trips. No New Roads, as Houston leads the nation in transportation costs our people must pay because of decades of leading the nation in how much we subsidize the poor choice of traveling alone in a car. Balanced funding among modes more in line with what the people of Houston clearly want, meaning a minority spend on roads and much more spent on walking, biking, riding transit, safe streets, ITS (smart solutions to traffic), and repairing our existing transportation network. Fund all the Ped Bike Projects, because we have such a great need and this is the one chance for regionally discretionary spending to start fixing our problems. Fund all transit project, despite amazing innovations in transit service, our region simply is not funding transit on par with a major metropolitan region in the 21st century. Spending the entire TIP Call on transit would be the best use of the funds, from the fiscally prudent, amount of people with actual improved lives, and lowest external costs points of view. We have to start catching up to the enormous unmet demand. Vision Zero, support projects that you believe will have the greatest impact on reducing the number of Houston families that must cope with the traffic violence in our streets.

**David Crossley**

This email is in support of project #300819, Automated Parking Guidance System for the City of Houston. I believe that this project can have a positive impact on downtown traffic. As a downtown stakeholder, I support this project, and the City's effort to improve parking for downtown visitors.

**Chuck Moore**

This email is in support of project #300819, Automated Parking Guidance System for the City of Houston. Studies have shown that about 30 percent of traffic in a downtown are vehicles circling for parking. A dynamic parking guidance system that provides real-time parking availability to the public can mitigate the circling and get vehicles into a parking space quickly. The goals of the guidance system include the reduction of traffic congestion and its resulting pollution from auto emissions. Additionally, the City, in coordination with partners from the private sector, are focused on an improved customer experience when customers arrive in the Downtown. As a downtown stakeholder, I support this project, and the City's effort to improve parking for downtown visitors.

**Nicholas Crist; Henry Ubelaker**

Thank you for the opportunity to comment on the TIP Call for Projects allocation of spending across the region. Please take these concepts into consideration while deciding how to allocate these funds:

**Complete Streets**, designing all projects prioritizing the safety and comfort of all users regardless of age, ability, or mode of transport.

**Smart Growth**, designing projects that support our existing towns and cities and enable and support walkable neighborhoods where Houstonians have many options for their trips.

**No New Roads**, as Houston leads the nation in transportation costs our people must pay on average because of decades of leading the nation in how much we subsidize the poor choice of traveling alone in a car. We are overbuilt on SOV lane miles and each new one you build makes the problems worse and increases Vehicle Miles Traveled. One of the primary goals of the TIP should be to reduce VMT, or you are contributing both to decreased air quality and increased crashes as a result of how much people have to drive simply to get by in our current transportation system.

**Balanced funding among modes** more in line with what the people of Houston clearly want, meaning a minority spend on roads and much more spent on walking, biking, riding transit, safe streets, ITS (smart solutions to traffic), and repairing our existing transportation network.

**Fund all the Pedestrian, Bicycle, and Complete Streets Projects**, because we have such a great need for our missing transportation systems in the region and this is the one chance for regionally discretionary spending to start fixing our problems.

**Fund all transit projects**, despite amazing innovations in transit service, our region simply is not funding transit on par with a major metropolitan region in the 21st century. Spending the entire TIP Call on transit would be the best use of the funds, from the fiscally prudent, amount of people with actual improved lives, and lowest external costs points of view. We have to start catching up to the enormous unmet demand.

**Vision Zero**, support projects that you believe will have the greatest impact on reducing the number of Houston families that must cope with the traffic violence in our streets.

**Equity**, 2/3 of the people of the Houston region live in Harris County and 1/3 of the people of the region live in the City of Houston. For too long, HGAC has allocated excessive funding to less populated areas, which also happen to be our areas that remain majority white population. It is shameful that less than 1% of the Prop 1 spending this year was spent inside Beltway 8, where 40% of our region's people live and 60% of us have our jobs. This geographic inequity is a drain upon our region's economy and should stop.

Similarly, spending predominantly on new roads ignores the preferences of women, people of color, and low income Houstonians who are all shamefully under represented on the Transportation Policy Council. Also, I support BikeHouston's recommendations on funding regional bicycle infrastructure:

<https://bikehouston.org/2015/08/25/support-regional-bike-projects-today/>

**Jay Blazek Crossley**

I worked off Westheimer at HCC for a number of years and I saw a need for supporting the students desire for transportation that is supportive of their lifestyle. A return to a community vision of togetherness in a safer more wholesome environment!

**Marge Foree**

Our community is getting bigger and bigger every day and you could tell the impact of this growth is being felt right now. We need all these road improvements in this community to make life easier, not for us now but also for the future of our children. The legacy we leave behind for them will no doubt play major part in their future lives,. Please help us with the funding of these projects to make life more abundant for us and especially for our children.

**Abi Oyewole**

## **Letters & Other Correspondence**



August 24, 2015

Mr. Alan Clark  
Director of Transportation Planning  
Houston-Galveston Area Council (H-GAC)  
3555 Timmons Lane  
Houston, TX 77027

909 Fannin, Suite 1650  
Houston, Texas 77010

TEL 713.650.3022  
FAX 713.650.1484

[downtowndistrict.org](http://downtowndistrict.org)  
[downtownhouston.org](http://downtownhouston.org)

RE: 2015 TIP Call for Projects Application ID 300690 – Downtown Houston Southeast Sidewalk Improvements

Dear Mr. Clark:

The Houston Downtown Management District would like to raise the case for the TIP Subcommittee's and the Transportation Policy Council's continued consideration of the Houston Downtown Management District's grant application for the *Southeast Sidewalks* project.

- 1) *Southeast Sidewalks* project differs from the majority of the other grant applications in that this is a shovel-ready project. The Downtown District has continued design work with Huitt-Zollars despite the TXDOT-Transportation Enhancement funding cancellation in June 2014. The Downtown District received the 90% submittal in July of 2015. The engineer's cost estimate is \$1,931,975 (\$1,609,979 base + \$321,995 contingency), falling within the funding requested in our application.
- 2) If the grant is awarded and the project implemented under the direction of the Downtown District, we intend to meet the following schedule, contingent on City of Houston review process and the H-GAC funding allocation process:
  - September 2015 ~ 90% submittal to COH for review and comment
  - October 2015 ~ Finalize documents for permitting and bidding
  - November 2015 ~ 100% submittal to COH for signature
  - December 2015 ~ Issuance of the advertising and bid document
  - Early January 2016 ~ Bids Due
  - Mid January 2016 ~ District Board authorization to award contract
  - February 2016 ~ Construction Start
- 3) Out of \$17-25M allotted to 2015-2018 cycle of projects, the funding grant of \$1,585,600 is modest for the level of benefit that could be realized from enhancing low-quality pedestrian sidewalks across a growing neighborhood. Within this project's scope area, there are currently four residential projects under construction which will result in significantly higher sidewalk and crosswalk use in the near future. Downtown, indeed Houston needs more of such simple sidewalk projects, which make all the difference for our existing and future residents. Without the grant funds, neither the Houston Downtown Management District, the Downtown Redevelopment Authority, nor the City of Houston can realize this project.
- 4) Regarding public support to the project, *Southeast Sidewalks* was positioned as a capital project with both the Boards of the Downtown District (as part of our 2011-2015 Service and Improvement & Assessment Plan, engineering services at \$400,000) and of the Downtown Redevelopment Authority (as the funding partner for the local match, construction contribution at \$396,000). The *Southeast Sidewalks* project arose as one of the planning recommendations, as part of the June 2014 Southern Downtown Public Realm Plan, and responds directly to the requests presented by stakeholders in those public meetings.

- 5) This project is necessary as attested to by Texas State Senator Rodney Ellis in his letter of support dated December 10, 2009:

In their current condition, these sidewalks do not provide a safe or accessible pathway to the nearby hospital, special event centers and other large and small businesses. METRO provides bus service to the area, but there are no safe sidewalks to connect transit stops or the light rail station with local multi-family residential locations, businesses, large event centers, hospitals, a college and other major destinations".

- 6) Per Council Member, District H, Edward Gonzalez's letter of support dated Wednesday, December 30, 2009 "the facilities no longer adequately serve the needs of pedestrians that use the numerous bus stops and light rail stations or the nearby businesses and institutions along Main Street".
- 7) Per Phillip D. Robinson, former Chief Executive Officer of St. Joseph Medical Center's letter of support dated December 9, 2009 "Many of our patients, employees and visitors use public transportation and utilize city sidewalks to access the hospital and physicians located in surrounding medical office buildings. Safety is always a concern and several city streets adjacent to the hospital are in need of sidewalk repair and better lighting".
- 8) The City of Houston's 2015 Transportation Improvement Program (TIP) Call for Projects - Letter of Support for Applicant Projects, dated January 8, 2015, addresses this project specifically under the heading Project Previously Approved for Transportation Enhancement (TE) Funding and includes the request that "H-GAC give additional consideration to this project, since it previously demonstrated worthiness of TE funding".
- 9) Per the H-GAC 2040 Regional Pedestrian and Bicycle Plan Funding Guide, some of the projects eligible to receive Transportation Alternative Program (TAP) funding include "construction of projects that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities". The *Southeast Sidewalks* project is a clear example of a project that will provide safe routes non-drivers as described and is both an eligible and appropriate use of said funds.

Despite unfortunate delays, the Houston Downtown Management District's commitment to the *Southeast Sidewalks* project has not wavered. The Houston Downtown Management District requests that the evaluators bear this in mind when considering the grant applications.

Sincerely,



Robert M. Eury  
Executive Director  
Houston Downtown Management District

Enclosures:

Letter of Support from State Senator Rodney Ellis (December 10, 2009)  
Letter of Support from Council Member, District H, Edward Gonzalez (December 30, 2009)  
Letter of Support from Philip Robinson, CEO, St. Joseph Medical Center (December 9, 2009)  
Houston Downtown Management District Resolution Certifying Participation and Support for the Houston Southeast Downtown Sidewalks Improvement Project (December 10, 2009)  
City of Houston 2015 Transportation Improvement Program (TIP) Call for Projects – Letter of Support for Applicant Projects (January 8, 2015)



## The Senate of The State of Texas

SENATOR RODNEY ELLIS

District 13

PRESIDENT PRO TEMPORE

1999 - 2000

### COMMITTEES:

Chair, Government Organization

Criminal Justice

Transportation & Homeland Security

State Affairs

December 10, 2009

Michael S. Marcotte, P.E., D.WRE, BCEE  
Director  
City of Houston Public Works and Engineering  
611 Walker 25th Floor  
Houston TX 77002

RE: Houston SE Downtown Sidewalks

Dear Mr. Marcotte:

Thank you for contacting me regarding your Texas Department of Transportation (TXDOT) Enhancement Application for the construction of sidewalks along streets in the southeast quadrant of downtown Houston.

In their current condition, these sidewalks do not provide a safe or accessible pathway to the nearby hospital, special event centers and other large and small businesses. METRO provides bus transit service to the area, but there are no safe sidewalks to connect transit stops or the light rail station with local multi-family residential locations, businesses, large event centers, hospitals, a college and other major destinations.

I believe this is a worthy expenditure of transportation dollars, and I fully support your application to TXDOT for the construction of these sidewalk projects. If you need any further assistance or additional information, please do not hesitate to contact me.

Sincerely,

  
Rodney Ellis

Lyric Centre  
440 Louisiana, Suite 575  
Houston, Texas 77002  
(713) 236-0306  
FAX: (713) 236-0804

P.O. Box 12068  
Austin, Texas 78711  
(512) 463-0113  
FAX: (512) 463-0006  
Dial 711 For Relay Calls

E-Mail: [rodney.ellis@senate.state.tx.us](mailto:rodney.ellis@senate.state.tx.us)

2440 Texas Parkway, Suite 110  
Missouri City, Texas 77489  
(281) 261-2360  
FAX: (281) 261-4728



# EDWARD GONZALEZ

COUNCIL MEMBER ★ DISTRICT H



Wednesday, December 30, 2009

Ms. Teri Kaplan  
Texas Department of Transportation  
Houston District Office  
7600 Washington Avenue  
Houston, TX 77007-1386

Re: TXDOT TE Funding Nominations  
Houston SE Downtown Sidewalks

Dear Ms. Kaplan:

I would like to express my strong support for the **Houston SE Downtown Sidewalks** project. The pedestrian facilities in the area of the proposed improvements were appropriate many years ago when that area was a residential neighborhood. Now that it is part of the Central Business District, the facilities no longer adequately serve the needs of pedestrians that use the numerous bus stops and light rail stations or the nearby businesses and institutions along Main Street.

Funding these improvements would help create a pedestrian friendly, walkable environment that would greatly benefit the City, its residents, and its visitors.

Thank you for your support,

A handwritten signature in black ink, appearing to read "Ed Gonzalez", is written over a faint, larger signature.

Edward Gonzalez  
Council Member, District H



December 9, 2009

Teri Kaplan  
Director of Bicycle and Transportation Enhancement  
Texas Department of Transportation  
P.O. Box 1386  
Houston, Texas 77251

Dear Ms. Kaplan:

St. Joseph Medical Center has called the Downtown District home since 1887. The hospital campus occupies ten city blocks. Many of our patients, employees and visitors use public transportation and utilize city sidewalks to access the hospital and physicians located in surrounding medical office buildings. Safety is always a concern and several city streets adjacent to the hospital are in need of sidewalk repair and better lighting. I am in full support of the City of Houston's Transportation Enhancement Program to improve the pedestrian space by replacing sidewalks and raising pedestrian sidewalk/street lighting.

If I can be of further assistance with this project, please do not hesitate to contact me at 713-756-5007.

Sincerely,

Phillip D. Robinson  
Chief Executive Officer

STATE OF TEXAS §

COUNTY OF HARRIS §

**RESOLUTION CERTIFYING PARTICIPATION AND SUPPORT FOR THE  
STATEWIDE TRANSPORTATION ENHANCEMENT PROGRAM NOMINATION  
WITH THE TEXAS DEPARTMENT OF TRANSPORTATION FOR THE  
APPLICATION TO RECEIVE FUNDING TO BUILD THE HOUSTON SOUTHEAST  
DOWNTOWN SIDEWALKS IMPROVEMENT PROJECT**

WHEREAS, the City of Houston and the Houston Downtown Management District desires to replace badly damaged sidewalks in the southeastern portion downtown Houston;

WHEREAS, as such these improved sidewalks will accomplish the intentions of the City of Houston and the Houston Downtown Management District in providing a complete network of well-functioning sidewalks within downtown connecting a large number of pedestrian origins and destinations;


WHEREAS, the purpose of this nomination is to request funding to improve mobility, public access and safety within downtown Houston;

NOW, therefore be it

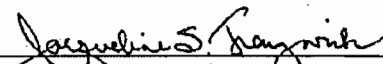
RESOLVED, that the Board of Directors of Houston Downtown Management District declares its strong support of the nomination of the Southeast Downtown Sidewalks Improvement Project;

RESOLVED, that the Houston Downtown Management District will participate with the City as requested in the local match funding, design, construction management and project management.

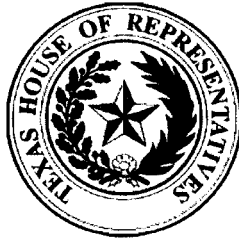
PASSED AND APPROVED this 10th day of December, 2009.

  
\_\_\_\_\_  
President, Board of Directors

ATTEST:

  
\_\_\_\_\_  
Secretary Board of Directors





**Representative Ed Thompson  
District 29**

August 25, 2015

Transportation Public Information  
Houston-Galveston Area Council  
P.O. Box 22777  
Houston, TX 77227-2777  
SENT VIA EMAIL TO: [publiccomments@h-gac.com](mailto:publiccomments@h-gac.com)

Re: Projects for the 2015-2018 Transportation Improvement Program (TIP) – House District 29  
Project funding

To Public Comments:

Thank you for the important work The Houston-Galveston Area Council is doing to promote adequate transportation infrastructure in our continually growing region of the state. I appreciate the opportunity to voice my support for the projects that are in House District 29 in northern Brazoria County.

While our community has benefitted from the significant growth in industrial, commercial, retail, and residential areas, the traffic congestion and safety concerns this growth has created must be addressed in a timely manner. These projects will improve congestion, increase safety, and promote economic development for our area.

Please accept this letter as full support for funding the following projects listed below in the 2015-2018 TIP Call for Projects:

1. 300240 – SH 6 Access Management (FM 521 to W of SH 288): \$6.7m
2. 300393 - CR 403 Expansion (SMITH RANCH RD to CULLEN BLVD): \$25.3m
3. 300396 - Mykawa Road Expansion (BW 8 to FM 518): \$31.7m
4. 300399 - CR 59 Widening from CR 48 to CR 111 (CR 48 (Kingsley Dr) to CR 111 (Kirby Dr)): \$6.7m
5. 300402 - CR 58 Widening from Savannah Development to CR 48 (Savannah Pkwy to CR 48): \$4.3m
6. 300408 - SH 288 Truck Weigh Facility (N of Angleton): \$1.7m
7. 300441 - Pearland Safe Routes to School: \$2.4m
8. 300444 - Clear Creek Trail Project (UH Clear Lake to Clear Creek trail, NE of Pearland Pkwy/Barry Rose): \$6.2m
9. 300447 - SH 288 North Bound Frontage Road FM 518 to County Road 59 (FM 518 to CR 59): \$9.8m
10. 300483 - CR 101 Widening from CR 90 to FM 1128: \$16.1
11. 300567 - Brazoria Bicycle Loop (FM 1462 from City of Alvin to Fort Bend C/L): \$3.0m

**P.O. Box 2910; E2.506 - Austin, Texas 78768 - (512) 463-0707  
2341 N. Galveston Ave., Suite 120 – Pearland, Texas 77581 - (281) 485-6565**

H-GAC TIP

August 25, 2015

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12. 300654 - FM 528 New Location (SH 35 Business to SH 6): \$20.1m
13. 300777 - Installation of Arterial Intelligent Transportation Systems on SH 288 from SH 6 to FM 1462 in Brazoria County: \$5.7m
14. 300858 - SH 288 @ FM 518 Improvements: \$19.9m
15. 300585, 300588, 300591, 300594, 300597, 300600, 300603, 300606, 300261 - SH 36/SP 10 Widening (US 59 to N of Brazos River Div Channel): \$337.9m

Mobility is of utmost importance to the businesses and families in District 29, and the projects above will ensure our infrastructure keeps pace with the tremendous growth in the region.

Thank you for your assistance in bringing state and federal tax dollars to our region. I appreciate your time and consideration. If you have any questions, please do not hesitate to contact me at (512) 463-0707 or by email at [Ed.Thompson@house.state.tx.us](mailto:Ed.Thompson@house.state.tx.us).

Sincerely,

A handwritten signature in black ink, appearing to read 'Ed Thompson', followed by a long horizontal flourish.

Ed Thompson

District 29

## **Comments Received After the Public Comment Period Deadline**

It is beyond important to me that we as a City learn from our own past efforts & all of the very well documented research studies and reports that are now available to us as we move forward in shaping our own transportation environment. We could continue to widen & expand major roads and highways hoping to relieve congestion and \*address\* the traffic challenges that our swelling city faces. But there is so much clear and ample evidence that over & over shows how this approach fails. I am hoping that we will all come to our senses, make major policy & perspective shifts, and begin to primarily prioritize intelligent public transit infrastructure (where the people & places are) and devote our vision to transforming Houston's mobility to include balanced representation for pedestrians, bike-riders, transit-riders and disabled people as well as car-drivers. Safe, well-designed and thoughtful complete street systems can help shift our City into a more affordable, healthier, more vibrant city where active community members can thrive. Prioritizing and investing in Smart Growth strategies and Vision Zero policies can help clean up our air, reduce preventable diseases and establish proven methods for addressing increased urban population while preserving what's left of our incredibly important natural zones. So I ask you please to support all of the Ped/Bike/Transit related applications on this list and to continue to seek out opportunities to support this kind of development in Houston as we move forward. From a native Houstonian.

**Caitlin McNeely**

As a Houstonian, I would be thrilled to see my city join the ranks of other major metropolitan areas in the United States-- or even surpass them-- in the fields of public transportation.

**Paige McNamara**

Comments on Greater West Houston Sub-Region Mobility Plan, presented to TPC on 8/28/15: The main challenge facing Greater West Houston is one of basic math and geometry; there is no more room for automobiles on the roadways, given the way we have used automobiles in the past, which has been in single occupant mode. Adding more capacity to support VMT is not a measure of success in the war against congestion, any more than buying a bigger pair of pants is a measure a success in the war against obesity, as Stephen Klineberg points out. Harris County, METRO, the Management Districts, and nearby cities like Katy have to collaborate, design, fund, and execute a multi-decade strategy to bring higher-density transportation solutions to West Houston. Transit also demands pedestrian and bicycle friendly infrastructure. We have very little of that. I have lived in unincorporated Harris County for almost 23 years, and have been paying METRO taxes all that time, and I see nothing in the way of local transit after paying all of that money, which I think is shameful. METRO is to blame for the way it has operated over the decades, and local governments and politicians are also for blocking and bleeding away funding that might have gone to expanding the transit network. There is plenty of blame to go around. I refuse to believe that "suburban transit" is an oxymoron. I recently rode from Denver to Boulder and back again, on Denver's RTD suburban motorcoach, and the bus was full at 10 pm on a weekday. Sitting at the Wiehle-Reston East METRO train and bus station near suburban Herndon, Virginia this summer, I watched buses bring in people from the suburbs who then make their way by train to their jobs at Tyson's Corner, or anywhere in and around Washington DC. The train will be built out all the way to Dulles Airport. Where is the train to Bush Airport, or to Hobby? Denver and Washington DC had plans, conceived decades ago. We have no plan for suburban transit in West Houston. It's high time to get one. Transit in Houston has degraded into a "divide and conquer" political symbol or device, wielded by both between Democrats and Republicans, who tend to live inside Loop 610, away from us "common folk". We who live in the suburbs are not interested in politics, we just want solutions.

**Peter Wang**