

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
353	CITY OF FRIENDSWOOD	This project is greatly needed for all the neighborhoods of Autumn Creek, The Retreat at Autumn Creek Apartments, The Estates at Autumn Creek, Terra Bella, Friendswood Cove, and Friendswood Oaks. It will: 1) provide safety (avoids routes where sidewalks are very close to busy Bay Area Blvd and FM 528 and crossing business driveways) 2) reduce emissions (less need to drive to/from schools) 3) provide quicker paths to schools (much shorter than using Bay Area Blvd to FM 528) 4) encourages walking or biking (traffic and drop-off/pick-up lines avoided) If its possible of doing this project at lower costs to acquire available funding (i.e. city and/or school district pay for the sidewalks) it should get done. This project is not elaborate (i.e. No paveway lighting, floral landscaping, nor water fountains) but basic/efficient and greatly needed for children safety.	Bay Area Boulevard Bidge and Walkway	Less than \$100 million	Active Transportation	Harris County	Brookside Intermediate School (FM 528) to Galloway School (Bay Area BLVD)
207	CITY OF WALLER	Please fund this ADA sidewalk project.	Waller-Tomball Road Sidewalk Connectivity	Less than \$100 million	Active Transportation	Waller County	Waller-Tomball Road from Field Store Road to FM 2920, Field Store Road from Waller-Tomball Road to Main Street, Main Street From Locust St to Field Store Road
207	CITY OF WALLER	Please invest in the sidewalks and also add bike lanes or marking that bikes may use full lanes.	Waller-Tomball Road Sidewalk Connectivity	Less than \$100 million	Active Transportation	Waller County	Waller-Tomball Road from Field Store Road to FM 2920, Field Store Road from Waller-Tomball Road to Main Street, Main Street From Locust St to Field Store Road
135	GREATER EAST END MANAGEMENT DISTRICT	This project is necessary. We are currently renters in the Museum Park area, but looking to buy a home in the East End specifically because of its goal to be so walkable. I would only hope that safety and security is also a top priority for the area as well, walkabilty is measured as much in the dark as it is in the daylight.	East End District - Pedestrian Transit Access Project	Less than \$100 million	Active Transportation	Harris County	Eastwood Street â€” from Canal Street to Garrow Street; Garrow Street â€” from Eastwood Street to Super Street; Super Street â€” from Harrisburg Boulevard to Garrow Street; Canal Street â€” from Lockwood Drive to N Hagerman Street; Texas Street â€” from Dumble Street/Adams Street to Clifton Street; Texas Street â€” from Velasco Street to Milby Street; Eastwood Street â€” from Mckinney Street to Canal Street; Sampson Street â€” from Harrisburg Street to Lamar Street; Scott Street â€” from Lamar Street to Dallas Avenue; York Street â€” from Harrisburg Street to Texas Street; York Street â€” from Dallas Avenue to Polk Street; Capitol Street â€” from Sampson Street to York Street; Rusk Street â€” from Sampson Street to York Street; McKinney Street â€” from Sampson Street to York Street; Lamar Street â€” from Sampson Street to York Street; Polk Street â€” from Roberts Street to Milby Street; Leeland Street â€” from Sampson Street to Milby Street; Navigation Boulevard â€” from St. Charles Street to Delano Street

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135	GREATER EAST END MANAGEMENT DISTRICT	Please fund this active transportation project.	East End District - Pedestrian Transit Access Project	Less than \$100 million	Active Transportation	Harris County	Eastwood Street â€” from Canal Street to Garrow Street; Garrow Street â€” from Eastwood Street to Super Street; Super Street â€” from Harrisburg Boulevard to Garrow Street; Canal Street â€” from Lockwood Drive to N Hagerman Street; Texas Street â€” from Dumble Street/Adams Street to Clifton Street; Texas Street â€” from Velasco Street to Milby Street; Eastwood Street â€” from Mckinney Street to Canal Street; Sampson Street â€” from Harrisburg Street to Lamar Street; Scott Street â€” from Lamar Street to Dallas Avenue; York Street â€” from Harrisburg Street to Texas Street; York Street â€” from Dallas Avenue to Polk Street; Capitol Street â€” from Sampson Street to York Street; Rusk Street â€” from Sampson Street to York Street; McKinney Street â€” from Sampson Street to York Street; Lamar Street â€” from Sampson Street to York Street; Polk Street â€” from Roberts Street to Milby Street; Leeland Street â€” from Sampson Street to Milby Street; Navigation Boulevard â€” from St. Charles Street to Delano Street
192	GREATER SOUTHEAST MANAGEMENT DISTRICT	I fully support making these major areas of Houston more connected via walking, bike, and public transit. The area can not withstand more cars on the roads. The area must become more walk and bike friendly.	Caroline Street Pedestrian/Bicycle Infrastructure Improvements	Less than \$100 million	Active Transportation	Harris County	US 59 to Hermann Drive
192	GREATER SOUTHEAST MANAGEMENT DISTRICT	Please fund this active transportation project.	Caroline Street Pedestrian/Bicycle Infrastructure Improvements	Less than \$100 million	Active Transportation	Harris County	US 59 to Hermann Drive
192	GREATER SOUTHEAST MANAGEMENT DISTRICT	Please continue to invest in bicycle infrastructure. Also, when dedicated bike lanes are created, please ensure they get cleaned like roads do so they don't turn into trash lanes that cyclists would rather avoid.	Caroline Street Pedestrian/Bicycle Infrastructure Improvements	Less than \$100 million	Active Transportation	Harris County	US 59 to Hermann Drive
192	GREATER SOUTHEAST MANAGEMENT DISTRICT	I support this.	Caroline Street Pedestrian/Bicycle Infrastructure Improvements	Less than \$100 million	Active Transportation	Harris County	US 59 to Hermann Drive
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	This a a great protect for this community.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd

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193	GREATER SOUTHEAST MANAGEMENT DISTRICT	I love the work and ideas this project tends to implement for our community.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	Over 435 community residents and stakeholders participated in developing this plan. Our neighborhoods are committed to active transportation initiatives to improve the quality of life in the OST/South Union area. Thank you for your consideration.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	Over 435 neighbors and stakeholders in OST/South Union participated in the development of the Neighborhood Greenway plan. We see it as vital to safe and active transportation in our neighborhood and want it considered for funding	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	Our Go Neighborhood's Strollin and Rollin team has been working diligently for the past 5 years to make this Greenway Bicycle Network project available in the OST/South Union community. Thus, I'm excited and look forward to the new project.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd

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193	GREATER SOUTHEAST MANAGEMENT DISTRICT	Funding for this project would dovetail nicely with other revitalization activities planned and/or underway. New residential developments, both single-family and multi-family projects, are in progress or have been completed. A master plan for improving MacGregor Park has been developed and approved by City Council. Friends of MacGregor Park have been engaged in fundraising activities to support implementation of recommended improvements. And as has been recently announced, U of H's medical college will be located across the street from MacGregor Park. TIRZ 7 has allocated funds to improve transportation in and around this major activity center, benefitting adjacent residential areas. Financial support for this project would greatly enhance all facets of transportation in this segment of OST/South Union.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	As a 46 year resident of this community, I am very optimistic toward the prospect of having this improvement.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	Glad to see this community-based initiative is being considered! Here are my comments: â€œ Additional funding should be made available for active transportation projects. \$16M, or 2% of the total funding available, is insufficient to meet the needs of the region as it relates to multimodal access and mobility. This funding can be derived from other categories or could be from anticipated future allocations of federal dollars. â€œ The benefit-cost information as distributed by H-GAC does not appear to accurately or uniformly evaluate projects based on their merits. A lack of a uniform evaluation process as it relates to the estimated safety and congestion benefits of these projects appears to be causing an unbalanced evaluation. Please consider applying a uniform evaluation metric and re-evaluating these important projects. â€œ H-GAC should strongly consider the utilization of a real and functional contingency list to fund and implement projects which are unable to be funded immediately. These projects are important to the community and the absence of supplemental funding will ultimately result in the delay or absence of implementation.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd

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193	GREATER SOUTHEAST MANAGEMENT DISTRICT	Thank you for your consideration of my input. The importance of a robust network of hike-and-bike trails, multi-modal access and greenspace can not be overstated, especially for a neighborhood like Southeast Houston. This grassroots effort is to be commended for its visionary and collaborative approach. This project specifically, and this kind of project generally, is critical for the physical, mental, social and economic health not just of the neighborhood, but of Houston and the Region as a whole. It stands as an example that can be replicated to make our neighborhoods, city and region a desirable place to live and work in the 21st century and beyond. In order to support this kind of project, H-GAC should revise its allocation and decision making process as follows: â€¢ Additional funding should be made available for active transportation projects. \$16M, or 2% of the total funding available, is insufficient to meet the needs of the region as it relates to multimodal access and mobility. This funding can be derived from other categories or could be from anticipated future allocations of federal dollars. â€¢ The benefit-cost information as distributed by H-GAC does not appear to accurately or uniformly evaluate projects based on their merits. A lack of a uniform evaluation process as it relates to the estimated safety and congestion benefits of these projects appears to be causing an unbalanced evaluation. Please consider applying a uniform evaluation metric and re-evaluating these important projects. â€¢ H-GAC should strongly consider the utilization of a real and functional contingency list to fund and implement projects which are unable to be funded immediately. These projects are important to the community and the absence of supplemental funding will ultimately result in the delay or absence of implementation. Thank you again for your consideration of my input. Sincerely, Elizabeth	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	I support this cause 100% This is an amazing project and the community will definitely benefit from it.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	Specific Bullet Points for DISTRICT PROJECTS (ACTIVE TRANSPORTATION) â€¢ Additional funding should be made available for active transportation projects. \$16M, or 2% of the total funding available, is insufficient to meet the needs of the region as it relates to multimodal access and mobility. This funding can be derived from other categories or could be from anticipated future allocations of federal dollars. â€¢ The benefit-cost information as distributed by H-GAC does not appear to accurately or uniformly evaluate projects based on their merits. A lack of a uniform evaluation process as it relates to the estimated safety and congestion benefits of these projects appears to be causing an unbalanced evaluation. Please consider applying a uniform evaluation metric and re-evaluating these important projects. â€¢ H-GAC should strongly consider the utilization of a real and functional contingency list to fund and implement projects which are unable to be funded immediately. These projects are important to the community and the absence of supplemental funding will ultimately result in the delay or absence of implementation.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd

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193	GREATER SOUTHEAST MANAGEMENT DISTRICT	I support the Neighborhood Greenways project as continued effort to improve health and wellness in the OST/South Union community!	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	The community has put a lot of effort into understanding the value of this project to residents as well as promoting and advertising the concepts of a neighborhood greenway. Additionally, students from Rice University collaborated with the Southeast Houston Transformation Alliance's (SEHTA) to better understand how Neighborhood Greenways can impact the health of residents in the OST/South Union community. This team examined baseline health data as well as current mobility patterns and predicted use of a future greenway by residents in the OST/South Union neighborhood of Houston. The team did this by designing and implementing a face-to-face, map-based survey, conducting 199 interviews in multiple locations of potential users. The responses were used to estimate the potential health impacts and the findings provide SEHTA with a greater understanding of how the greenway, once implemented, may influence neighborhood health. Few other projects have taken such a community approach to design and advertising to involve so many people in the planning and awareness process.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	Please fund this ped bike project.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	I would like to advocate on behalf of the Neighborhood Greenways project to be selected for funding. It would be a great asset for our community.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd

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193	GREATER SOUTHEAST MANAGEMENT DISTRICT	Please continue to invest in bicycle infrastructure. where possible ensure that lanes are cleaned regularly so that debris doesn't pile up there.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	I support this.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
193	GREATER SOUTHEAST MANAGEMENT DISTRICT	I have worked with community residents and leaders of the OST-South Union area over the past several years, and I know how important this project is to them. The MacGregor Park Train improvements will contribute to the community sense of pride, road safety, mobility options, and overall community health. This area has long needed these hike and bike connectors. Currently, road conditions are such that pedestrians and cyclists must brave dangerous traffic conditions and uneven roadways and sidewalks. As a result, many residents who would prefer to walk or bike, are unable to do so. These connectors are especially important in a neighborhood where many residents do not own cars. I strongly support this project and hope that it is funded.	Neighborhood Greenways Bicycle Network and MacGregor Park Access Improvements	Less than \$100 million	Active Transportation	Harris County	MacGregor Park Trail Improvements from MacGregor Park, 5225 Calhoun Rd; Neighborhood Greenways: Calhoun Rd, from Old Spanish Trail to Griggs Rd; Albermarle Ln, from Beekman Rd to Martin Luther King, Jr. Blvd; Browncroft St, from Beekman Rd to Milart St; Nassau Rd, from Newkirk Ln to Albermarle Ln; Newkirk Ln, from Nassau Rd to Beekman Rd; Ventura, from Milart St to Martin Luther King, Jr. Blvd
184	HOUSTON PARKS AND RECREATION DEPARTMENT	This endeavor is in alignment with West University Place's 2015 Parks & Open Space Master Plan, and the project directly supports recommendation #9 "explore opportunities to create a north-south linear hike & bike trail connecting to existing trails along Brays Bayou and Buffalo Bayou. Approximately 1.1 miles of this project is in the CenterPoint easement near the west boundary of the City of West University Place. If the trail was placed on the west side of the railroad tracks along the CenterPoint easement, it would be ideal and very beneficial for West U Residents to be able to walk and ride bikes safely along this route. If you need any additional information, please do not hesitate to contact me at 713.662.5894. Thank you, Susan White Parks & Recreation Director, City of West University Place	West Side/Westpark Connector Greenway	Less than \$100 million	Active Transportation	Harris County	Project limits are in the CenterPoint Utility easement at Richmond Avenue near Drexel Drive south to Brays Bayou. From the CenterPoint Easement at Westpark Drive another segment will be completed to the west along the METRO and HCTRA easements adjacent to Westpark Drive to the Hillcroft Park and Ride.

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184	HOUSTON PARKS AND RECREATION DEPARTMENT	I strongly recommend and support the Westside/Westpark connector. This will enhance our city in numerous ways.	West Side/Westpark Connector Greenway	Less than \$100 million	Active Transportation	Harris County	Project limits are in the CenterPoint Utility easement at Richmond Avenue near Drexel Drive south to Brays Bayou. From the CenterPoint Easement at Westpark Drive another segment will be completed to the west along the METRO and HCTRA easements adjacent to Westpark Drive to the Hillcroft Park and Ride.
184	HOUSTON PARKS AND RECREATION DEPARTMENT	Several concerns about security and maintenance. A portion of this would be behind my (and many other) home(s). Who will patrol the area? Will security lights send light pollution into my backyard or window? Who will be responsible for cleaning up beer bottles and graffiti? What is being done to ensure safety of the residents who live near this proposed enhancement? We are naive to think this will not provide criminal opportunities.	West Side/Westpark Connector Greenway	Less than \$100 million	Active Transportation	Harris County	Project limits are in the CenterPoint Utility easement at Richmond Avenue near Drexel Drive south to Brays Bayou. From the CenterPoint Easement at Westpark Drive another segment will be completed to the west along the METRO and HCTRA easements adjacent to Westpark Drive to the Hillcroft Park and Ride.
184	HOUSTON PARKS AND RECREATION DEPARTMENT	I ride from Brays Bayou Greenway to Memorial Park almost every Saturday morning. I am forced to ride the north and west frontage roads of 59 and 610W to memorial drive because there is no safe access for cyclist. Completion of this project will create a safe access between these to recreational areas. Thank you for even considering this bike path corridor.	West Side/Westpark Connector Greenway	Less than \$100 million	Active Transportation	Harris County	Project limits are in the CenterPoint Utility easement at Richmond Avenue near Drexel Drive south to Brays Bayou. From the CenterPoint Easement at Westpark Drive another segment will be completed to the west along the METRO and HCTRA easements adjacent to Westpark Drive to the Hillcroft Park and Ride.
184	HOUSTON PARKS AND RECREATION DEPARTMENT	I strongly support this proposed project. I live near Stella Link and Braeswood and work in the Uptown/Galleria area, about 6 miles away. I occasionally bike to work since the distance is short, but heavy traffic at key chokepoints crossing US 59 and the 610 West Loop can make this a harrowing experience. This project would provide safe, convenient access across those choke points and also provide the final link in the biking superhighway between the Brays Trails, Memorial Park and beyond to the White Oak Bayou and The Heights, connecting many west side neighborhoods with major recreational, commercial and employment centers.	West Side/Westpark Connector Greenway	Less than \$100 million	Active Transportation	Harris County	Project limits are in the CenterPoint Utility easement at Richmond Avenue near Drexel Drive south to Brays Bayou. From the CenterPoint Easement at Westpark Drive another segment will be completed to the west along the METRO and HCTRA easements adjacent to Westpark Drive to the Hillcroft Park and Ride.
184	HOUSTON PARKS AND RECREATION DEPARTMENT	This will be an important connection. I support this project.	West Side/Westpark Connector Greenway	Less than \$100 million	Active Transportation	Harris County	Project limits are in the CenterPoint Utility easement at Richmond Avenue near Drexel Drive south to Brays Bayou. From the CenterPoint Easement at Westpark Drive another segment will be completed to the west along the METRO and HCTRA easements adjacent to Westpark Drive to the Hillcroft Park and Ride.
184	HOUSTON PARKS AND RECREATION DEPARTMENT	Excellent project to use existing rights of way for badly needed north-south connectors	West Side/Westpark Connector Greenway	Less than \$100 million	Active Transportation	Harris County	Project limits are in the CenterPoint Utility easement at Richmond Avenue near Drexel Drive south to Brays Bayou. From the CenterPoint Easement at Westpark Drive another segment will be completed to the west along the METRO and HCTRA easements adjacent to Westpark Drive to the Hillcroft Park and Ride.

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184	HOUSTON PARKS AND RECREATION DEPARTMENT	This is a much needed improvement for both commuter cyclists as well as recreational cyclists as well as those who choose to walk or run for exercise.	West Side/Westpark Connector Greenway	Less than \$100 million	Active Transportation	Harris County	Project limits are in the CenterPoint Utility easement at Richmond Avenue near Drexel Drive south to Brays Bayou. From the CenterPoint Easement at Westpark Drive another segment will be completed to the west along the METRO and HCTRA easements adjacent to Westpark Drive to the Hillcroft Park and Ride.
184	HOUSTON PARKS AND RECREATION DEPARTMENT	This would be a welcome addition to trail connectivity, and is really needed. Please make this one of your priorities.	West Side/Westpark Connector Greenway	Less than \$100 million	Active Transportation	Harris County	Project limits are in the CenterPoint Utility easement at Richmond Avenue near Drexel Drive south to Brays Bayou. From the CenterPoint Easement at Westpark Drive another segment will be completed to the west along the METRO and HCTRA easements adjacent to Westpark Drive to the Hillcroft Park and Ride.
184	HOUSTON PARKS AND RECREATION DEPARTMENT	To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration. Susan Beavers	West Side/Westpark Connector Greenway	Less than \$100 million	Active Transportation	Harris County	Project limits are in the CenterPoint Utility easement at Richmond Avenue near Drexel Drive south to Brays Bayou. From the CenterPoint Easement at Westpark Drive another segment will be completed to the west along the METRO and HCTRA easements adjacent to Westpark Drive to the Hillcroft Park and Ride.
184	HOUSTON PARKS AND RECREATION DEPARTMENT	When I practiced law downtown at the Federal Courthouse I rode my bicycle to work. It was very challenging and often dangerous weaving through traffic. A corridor allowing cyclists to avoid heavy traffic would improve the commuting experience and save time for both motorists and bicycle riders. I heartily support the West Side/Westpark Greenway.	West Side/Westpark Connector Greenway	Less than \$100 million	Active Transportation	Harris County	Project limits are in the CenterPoint Utility easement at Richmond Avenue near Drexel Drive south to Brays Bayou. From the CenterPoint Easement at Westpark Drive another segment will be completed to the west along the METRO and HCTRA easements adjacent to Westpark Drive to the Hillcroft Park and Ride.
186	HOUSTON PARKS AND RECREATION DEPARTMENT	I live close to Little White Oak Bayou, and I would utilize such a greenway trail every week if one is constructed! I am in full support of this project.	Little White Oak Bayou Regional Greenway	Less than \$100 million	Active Transportation	Harris County	From Little White Oak Bayous confluence with White Oak Bayou in Woodland Park along the length of Little White Oak Bayou north to Halls Bayou.
186	HOUSTON PARKS AND RECREATION DEPARTMENT	Please fund this active transportation project.	Little White Oak Bayou Regional Greenway	Less than \$100 million	Active Transportation	Harris County	From Little White Oak Bayous confluence with White Oak Bayou in Woodland Park along the length of Little White Oak Bayou north to Halls Bayou.
186	HOUSTON PARKS AND RECREATION DEPARTMENT	It is exciting to see that we are expanding the bayou greenways to the north of the city. It will be fun to ride these new trails once they are finished.	Little White Oak Bayou Regional Greenway	Less than \$100 million	Active Transportation	Harris County	From Little White Oak Bayous confluence with White Oak Bayou in Woodland Park along the length of Little White Oak Bayou north to Halls Bayou.
186	HOUSTON PARKS AND RECREATION DEPARTMENT	This is an important project, I support it.	Little White Oak Bayou Regional Greenway	Less than \$100 million	Active Transportation	Harris County	From Little White Oak Bayous confluence with White Oak Bayou in Woodland Park along the length of Little White Oak Bayou north to Halls Bayou.

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
186	HOUSTON PARKS AND RECREATION DEPARTMENT	To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration. Susan Beavers	Little White Oak Bayou Regional Greenway	Less than \$100 million	Active Transportation	Harris County	From Little White Oak Bayous confluence with White Oak Bayou in Woodland Park along the length of Little White Oak Bayou north to Halls Bayou.
215	HOUSTON PARKS AND RECREATION DEPARTMENT	As a Museum Park resident, this is a necessary project for our neighborhood. However, I would like to see less on-street bike paths for the safety of bicyclists and pedestrians. Additionally, the closing of the homeless camps closer to downtown and the new innovation cooridor has pushed the homeless community toward museum park and Hermann park. Nighttime Lighting on all of these paths is imperative for the safety of their users.	Hermann Park Bike Network	Less than \$100 million	Active Transportation	Harris County	Hermann Park
215	HOUSTON PARKS AND RECREATION DEPARTMENT	I strongly support this application.	Hermann Park Bike Network	Less than \$100 million	Active Transportation	Harris County	Hermann Park
215	HOUSTON PARKS AND RECREATION DEPARTMENT	Please fund this active transportation project.	Hermann Park Bike Network	Less than \$100 million	Active Transportation	Harris County	Hermann Park
215	HOUSTON PARKS AND RECREATION DEPARTMENT	It is exciting to read that we are going to continue to add bike trails to the existing trails in Herman Park. I am looking forward to riding these new bike trails when completed.	Hermann Park Bike Network	Less than \$100 million	Active Transportation	Harris County	Hermann Park
215	HOUSTON PARKS AND RECREATION DEPARTMENT	I support Project 215, Hermann Park Bike Network. In addition to being a major destination in its own right, Hermann Park also sits at the crossroads of major bikeways connecting neighborhoods and commercial centers in all directions. On nice days the park is choked with automobile traffic. Safe, convenient bikeways within the park and connecting to existing and proposed bikeways beyond the park are needed to provide a viable alternative to driving, both to/from the park and across it for access to other areas.	Hermann Park Bike Network	Less than \$100 million	Active Transportation	Harris County	Hermann Park
215	HOUSTON PARKS AND RECREATION DEPARTMENT	Hermann park is overdue for more bike path connectivity. I support this project.	Hermann Park Bike Network	Less than \$100 million	Active Transportation	Harris County	Hermann Park
215	HOUSTON PARKS AND RECREATION DEPARTMENT	To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration. Susan Beavers	Hermann Park Bike Network	Less than \$100 million	Active Transportation	Harris County	Hermann Park
215	HOUSTON PARKS AND RECREATION DEPARTMENT	I support development of bike paths in Hermann Park because they are needed by commuters and park users. Being adjacent to Rice University, the Texas Medical Center and the Museum District, Hermann Park is a necessary link for workers and visitors to these places. Parking is at a premium in this area and encouraging people to use their bicycles will help ease congestion and reduce the need for additional parking spaces.	Hermann Park Bike Network	Less than \$100 million	Active Transportation	Harris County	Hermann Park
338	HOUSTON PARKS AND RECREATION DEPARTMENT	I regularly ride this area. I am looking forward to the expansion of the bike paths in this area. Thank you.	Port Connector Greenway	Less than \$100 million	Active Transportation	Harris County	The Port Regional Connector Greenway includes a new bridge over Buffalo Bayou from the Port of Houston to Hildago Park, dedicated bike paths along Navigation, new greenways through the East End to Mason Park, a new trail alongside Old Galveston Road, a new bridge across Sims to a new greenway south to Hobby Airport, plus associated intersection improvements.

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338	HOUSTON PARKS AND RECREATION DEPARTMENT	I regularly ride in this area. I am looking forward to your connection, along the ship channel, of Buffalo, Brays and Simms Bayous. This will be an extremely important addition to the existing infrastructure. I am looking forward to riding these trails in this area.	Port Connector Greenway	Less than \$100 million	Active Transportation	Harris County	The Port Regional Connector Greenway includes a new bridge over Buffalo Bayou from the Port of Houston to Hildago Park, dedicated bike paths along Navigation, new greenways through the East End to Mason Park, a new trail alongside Old Galveston Road, a new bridge across Sims to a new greenway south to Hobby Airport, plus associated intersection improvements.
338	HOUSTON PARKS AND RECREATION DEPARTMENT	These bikeways are much needed I support this project.	Port Connector Greenway	Less than \$100 million	Active Transportation	Harris County	The Port Regional Connector Greenway includes a new bridge over Buffalo Bayou from the Port of Houston to Hildago Park, dedicated bike paths along Navigation, new greenways through the East End to Mason Park, a new trail alongside Old Galveston Road, a new bridge across Sims to a new greenway south to Hobby Airport, plus associated intersection improvements.
338	HOUSTON PARKS AND RECREATION DEPARTMENT	I am very supportive of this proposal.	Port Connector Greenway	Less than \$100 million	Active Transportation	Harris County	The Port Regional Connector Greenway includes a new bridge over Buffalo Bayou from the Port of Houston to Hildago Park, dedicated bike paths along Navigation, new greenways through the East End to Mason Park, a new trail alongside Old Galveston Road, a new bridge across Sims to a new greenway south to Hobby Airport, plus associated intersection improvements.
338	HOUSTON PARKS AND RECREATION DEPARTMENT	To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration. Susan Beavers	Port Connector Greenway	Less than \$100 million	Active Transportation	Harris County	The Port Regional Connector Greenway includes a new bridge over Buffalo Bayou from the Port of Houston to Hildago Park, dedicated bike paths along Navigation, new greenways through the East End to Mason Park, a new trail alongside Old Galveston Road, a new bridge across Sims to a new greenway south to Hobby Airport, plus associated intersection improvements.
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I strongly support this bike extension proposal. Connecting the transit center with a bikeable path is a long hope of mine.this bike Transit option will increase the connectivity between all parts of Houston via the transit bus system and memorial Park.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I love this plan. This is great since this is part of my biking route and would love not to ride with cars. Also, I would like to use public transportation more and take my bike with me, especially when rain is in the forcast. This sounds great! Thank you	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles

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212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I strongly support this project and particularly its desperately needed crossing of I10 to link the developing inner loop network of hike and bike trails with the transit center, MKT Trail and the White Oak Bayou Greenway. This connection works in synergy with other proposed area connections and would add additional benefit by providing: 1. Direct connectivity to public transportation and Memorial Park. 2. Utilizes a neighborhood bikeway to access the White Oak Bayou Trail/MKT/Heights Trail. 3. Safe, off-street connectivity across I-10 directly into Memorial Park. 4. A direct connection to a previously funded 2015 TIP trail along utility corridor (San Felipe to Memorial Drive). This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Highly supportive	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Please make this happen! We need these trails. Sincerely, Carole Penning	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	My favorite so far, I love the connections. It will be perfect for bike share.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Please provide funding for this great project.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to bike commute to work in and around the Galleria area. These proposed changes would certainly make better connections than the current options.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Many bicyclists and runners in Heights neighborhood and in Memorial Park. A connecting pathway/SUP will be great since there is not an easy route between the two areas currently. I am in support of this project.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)

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212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	As an active runner and biker living in central Houston I fully support more shared use paths! Houston desperately needs more options.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This proposal would have my full support. Any efforts to further improve the link Houston's great outdoor spaces (Buffalo Bayou, Heights Trail, etc.) in a safe manner would be a huge win for the city, it's residents, and even visitors. This is exactly how we should be investing our dollars - for the betterment of the city aesthetically and recreationally. It benefits us all.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I strongly support the Northwest Transit Center/Memorial Park/Heights Shared-Use Path. This provides needed bicycle access to Memorial Park from the north side of Interstate 10. In addition, it provide access to public transportation and further establishes safe east/west bicycle travel north of I-10.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I love the idea of connecting the bayous. Countless runners do this but on dangerous high traffic streets! I like this!	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This is a much safer and better route than the current alternatives to get from the Transit Center to Memorial Park on a bike. I have managed on current roads, but drivers don't see/don't care about cyclists at times and getting safely across some of the larger intersections is indeed an existing challenge that this project will nicely address.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I support this expansion as it will allow Houston to be more bike friendly. These areas by Post Oak/610/i10 are currently not the most safe routes for cyclists and will allow a safer route for commuters. Also, anything that allows people alternatives to using their car to get around is a great idea.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This shared-use path will allow more people to use public transit and bicycles to safely and efficiently commute to work, recreation and shopping/amenities. This 4+ mile path will connect existing bike trails. Most importantly, this path will provide an off-street crossing of I-10. Freeway crossings are often one of the biggest barriers for bike riders.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I use this trail because this project creates a direct connection between the Northwest Transit Center, the MKT/Heights Trail, and Memorial Park via a safe and continuous connection. This connection works in synergy with other proposed area connections and would add additional benefit by providing: 1. Direct connectivity to public transportation and Memorial Park. 2. Utilizes a neighborhood bikeway to access the White Oak Bayou Trail/MKT/Heights Trail. 3. Safe, off-street connectivity across I-10 directly into Memorial Park. 4. A direct connection to a previously funded 2015 TIP trail along utility corridor (San Felipe to Memorial Drive). This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)

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212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This is a greatly needed improvement that would be much better were it run along the already owned ROW on old UPRR ROW down to the west end.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
212	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	We need more bike path connectivity in this area. I support this project.	Northwest Transit Center/Memorial Park/Heights Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	Heights Hike and Bike Trail to Northwest Transit Center to the W. Memorial Loop at Memorial Drive (Approximately 23,100 linear feet or 4.3 miles)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I strongly support this proposal. I love the possibility of connecting a large business area with memorial Park. This creates social and commuter options that will finally provide safe bike transit between memorial Park and uptown.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I love this idea. This is right by me and would allow me to use my bike instead of car to go to class at the Jash center in the summer time and not have to worry if a car will stop to let me go.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This project provides a critically needed safe connection across the west loop and a direct and safe connection between Uptown, Memorial Park, Houston Arboretum and Nature Center), the existing east-west trail along Memorial Drive, and a TIP funded trail funded via the 2015 Call for Projects. The existing shared-use path in Memorial Park on the west side of IH 610 West Loop abruptly ends at Uptown Park Boulevard. It also requires crossing the busy 610 feeder roads. This project would provide off street connection from Memorial Park to the trail and extend it south to Post Oak Boulevard's new BRT facility. It will help create a gateway between one of the largest business districts and one of the largest parks in the City of Houston. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Looks great, but I would like there to be signs showing the trail so that bikers wont get confused on the turns.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to commute to work in and around the Galleria area. These proposed changes would certainly make better connections than the current options.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I strongly support the Uptown/Memorial Park Connector Path and Bridge. Memorial Park is a gem of Houston but can be difficult to reach by bicycle. In particular, travel north/south is difficult without contending with traffic and dangerous intersections.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Looks great. It will be much needed.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)

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213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I have not attempted to ride the existing routes between Uptown and Memorial Park, but from looking at the existing cycling route options and knowing well the roads involved, this project is a large improvement.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I wholeheartedly endorse the Uptown/Memorial Park Connector Path and Bridge. I live in the Tanglewood area and find it difficult, as well as scary, to go to the park on my bike via Woodway. I welcome the chance to use the proposed bike trail. Thank you. Bob Palmquist	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I am moving to the area this week, and would love a bike path to get from Uptown park to Arboretum/Memorial Park without having to worry much about 610 traffic traveling North.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Eleven million dollars for a two mile hike/bike path? This is ridiculous. Who is paying for this? \$11,000,000 could do a lot of improvements to non-"signature" parks all over Houston. It could also make a dent in fixing some of the streets. Somebody's priorities are way off.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I support this expansion as it will allow Houston to be more bike friendly. This project provides a direct and safe connection between Uptown, Memorial Park, Houston Arboretum and Nature Center), the existing east-west trail along Memorial Drive, and a TIP funded trail funded via the 2015 Call for Projects. The existing shared-use path in Memorial Park on the west side of IH 610 West Loop abruptly ends at Uptown Park Boulevard. It also requires crossing the busy 610 feeder roads. This project would provide off street connection from Memorial Park to the trail and extend it south to Post Oak Boulevard's new BRT facility. It will help create a gateway between one of the largest business districts and one of the largest parks in the City of Houston. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, HGAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects. Additionally, I believe anything that allows Houstonians alternatives to using their cars to get around is a good thing for everyone in our community.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This is an incredibly dangerous area for cyclists. This project provides a direct and safe connection between Uptown, Memorial Park, Houston Arboretum and Nature Center), the existing east-west trail along Memorial Drive, and a TIP funded trail funded via the 2015 Call for Projects. The existing shared-use path in Memorial Park on the west side of IH 610 West Loop abruptly ends at Uptown Park Boulevard. It also requires crossing the busy 610 feeder roads. This project would provide off street connection from Memorial Park to the trail and extend it south to Post Oak Boulevard's new BRT facility. It will help create a gateway between one of the largest business districts and one of the largest parks in the City of Houston. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)

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213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I support this project.	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
213	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration. Susan Beavers	Uptown/Memorial Park Connector Path and Bridge	Less than \$100 million	Active Transportation	Harris County	Woodway Drive and LP 610 to LP 610 and Post Oak Boulevard (Approximately 10,000 linear feet)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This is a great improvement! Not only does it connect memorial Park from the south, but it opens the possibility of connecting to buffalo bayou! I hope this extension gets approved and completed ASAP! Thanks!	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This project would provide a desperately needed link from Richmond Ave to Memorial Park. Currently there is no accessible, safe and direct route from north to south in this area. The link provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This pathway would connect so many citizens from as far south as Meyerland to Memorial Park. It would also present a key connection between the brays and buffalo bayou trails. So every part if that can be built is instrumental to making our city connected without having to use a car. This should be a priority project. Thanks.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Please make this happen! We need these trails. Sincerely, Carole Penning	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	as someone that lives in West U area and frequently travels to MP to run and ride, I would absolutely love a safer and more convenient way of getting there rather than using the 610 feeder or going thru River Oaks. THis would be like a dream come true for so many to have the connection from Braeswood/Bayou Trails up to Memorial Park.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Any bike lane on the west side is great, I am just concerned about the stop signs and lights that are safe for bikers.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Love this bike path - it would allow me to get to so many other places! Thank you	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to commute to work in and around the Galleria area. These proposed changes would certainly make better connections than the current options.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I would love a safe way to reach Memorial Park. I have no problem traveling that area on a Sunday morning but any weekday is very dangerous. I would use this trail system several times a week to go between the braes bayou trails and the white oak bayou trail. Please consider this project.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	My group rides along the 610 feeder every Saturday to Memorial Park. This would be a wonderful, safe, alternate route to the same place!	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I strongly support this additional line from San Felipe to Richmond (and beyond!) I live in this part of Houston and the bike paths are limited. The ability to safely travel north/south is particularly difficult without contending with significant traffic and dangerous intersections.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This proposal is an excellent improvement to keep allow bikes to stay on paths and trails to go south from memorial Park versus riding along the West Loop or Post Oak Boulevard fiascos to neighborhoods and facing all the vehicular risks in a frantic driver area of town.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Please fund this ped bike project.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	There is suggested language floating around, but I wanted to share from the perspective of an avid cyclist who lives in the neighborhood adjacent to the proposed trail. If this trail gets funded and built, it would change my life for the better. It would allow me to commute to work by bike while minimizing the time I spend on the road. It would keep me safe when I want to ride the trails right after work by allowing me to bypass riding along or crossing 610. It would greatly diminish the time spent on the road during rush hour, and improve my overall health because I would take full advantage of this amenity. In my opinion, connectivity of all of the shared path should be a goal for the city of Houston, and I believe many people in Houston share this sentiment.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Please fund this bike path initiative. If this were built, I would use it multiple times a day. This would serve as a connection for my commute to downtown via Buffalo Bayou and recreational activities at Memorial Park.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	I'm submitting this comment in support of the various trails proposed to connect Memorial Park to surrounding neighborhoods, Projects 212, 213, 214 and 266. Houston's largest public park needs safe, convenient access for bicyclists and pedestrians. Project 212 will also provide a valuable connection between several neighborhoods and the Northwest Transit Center, providing access to Park & Ride buses and the Uptown BRT, as well as the proposed Houston terminus of the Texas Central Railway. Project 213 will provide safer connections across the West Loop between Uptown and Memorial Park and adjoining neighborhoods to the south. Project 214 will leverage the previously programmed trail between Memorial and San Felipe by providing safer access to neighborhoods to the south and will be another link in the chain between Memorial Park and Brays Bayou which will serve both commuters and recreational cyclists as a biking superhighway. Project 266 is a low cost, quick-to-implement connection between Memorial Park and the MKT/White Oak Bayou trails. Together these projects will greatly improve not only access to Memorial Park but also between neighborhoods and commercial centers along the 610 West Loop corridor. They are a key part of Houston's plan to become a Bike Friendly city and offer safe, convenient non-motorized travel alternatives.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects. I believe commuting cyclists would benefit from this expansion. Additionally, people in cars in these areas will benefit as well, as this allows Houstonians the option of a healthy alternative in their daily commute and getting a few people off the very congested roadways.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	Re Application 214 This project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. I urge that this connectivity to the south be completed in very short order so persons who live in Gulfton and use Hillcroft transit center can have improved access to Memorial Park by bike. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
214	HOUSTON PARKS AND RECREATION DEPARTMENT, CITY OF HOUSTON	This project will get bikes off the street and this project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.	Richmond to San Felipe Path (Connected to Previously TIP Funded Path)	Less than \$100 million	Active Transportation	Harris County	San Felipe Street to Richmond Avenue (approximately 1 mile)
96	MIDTOWN MANAGEMENT DISTRICT	Please fund this roadway project.	Alabama Street Multimodal Enhancements Project	Less than \$100 million	Active Transportation	Harris County	Milam Street to Chenevert Street
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This is a great project which is relatively low cost and make a much needed connection between high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. What a great transportation alternative when the Houston Open comes to Memorial Park in 2020. This also links to Cottage Grove and Woodcrest Park. This is also a great way to avoid the UPRR railroad crossing, by using an underpass as the trail track crosses I-10. Very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. I fully support this application.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I highly support this project. It would also be helpful for those of us coming from west Houston. thanks! Jim Hughes, 77024	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. Limited-access roads (like Interstate 10) and rail lines are like big rivers to pedestrians and cyclists - they are an imposing barrier that usually requires travelling a significant additional distance to reach a destination on the other side. This project provides a new rail crossing to leverage the existing pedestrian bridge. It will open up access to the south and west that can currently only be achieved by crossing the rail line at a major arterial, TC Jester. This is an important connection for pedestrian and bike transportation in the area. Thank you for the opportunity to comment.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I love this proposal! Anything that can connect dense neighborhoods and give additional safe commuting options for bikers is huge. I'd definitely use it once constructed. Thanks much for this opportunity to speak on something of great importance to me and the city.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This is a relatively low-cost project which makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and would create a highly improved access to the I-10 crossing and access to the White Oak Bayou Greenway from Memorial Park. Combined with the proposed projects creating new connectivity to Memorial Park from the south, this would be an extraordinary win for Houston, the implementation of the Houston Bike Plan, and the city's developing infrastructure for active transportation.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this. Please make it happen. Sincerely, Carole Penning	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this. Please make it happen. Sincerely, Carole Penning	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This is really a clever plan that brings numerous communities access to the park and eliminates currently unsafe routes that cyclist are using to connect existing trails.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I think this plan looks great, it is close the the Heights MKT and the bayou.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support this application and truly believe these bike paths can greatly increase health, and decrease traffic. If you could also build paths from 610/shepherd north that would be great too Thank you!	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to commute to work in the Galleria area. These proposed changes would certainly make better connections than the current options.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I think this project is an excellent idea to improve the local cycling environment. My family and I would use it. I support the application and hope it is approved.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I think this would give those of us residents of the Heights a more direct, and safe, way to travel to Memorial Park. I support this project.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am a recreational rider who rides over 4,000 miles a year on the trails around Houston. I strongly support this project.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This is another great project. Highly supportive!	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support this project and think it is a well needed connection to get the community safely over to Memorial Park Sean Burlingame	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I live in the area and walk the trails every day. This connection will be awesome!	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Yes!!!	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This w	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I use white oak bayou trail as often as I can. Having a safe way to get there from Memorial Park would be ideal.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support the Memorial Park pedestrian connection	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This is a great project.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Great idea!	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am in favor of this project.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	We strongly support this project, thank you!	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am very in favor of this connection being funded. I hope it is considered and completed. We love to ride our bikes to Memorial Park. It would be safer to cross the feeder road of I-10 at the Cohn street bridge and make the bridge more manageable for bikes (especially bikes with trailers). This will also allow entering Memorial Park area at an existing signalized intersection.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am very in favor of this connection being funded. I hope it is considered and completed. We love to ride our bikes to Memorial Park. It would be safer to cross the feeder road of I-10 at the Cohn street bridge and make the bridge more manageable for bikes (especially bikes with trailers). This will also allow entering Memorial Park area at an existing signalized intersection.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project!	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support this project as a much needed and safer way to get to Memorial Park from the Heights than to use city surface roads such as Washington Avenue Thank you.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Yes, please! We need to connect these high traffic bike paths.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support the Memorial Park Bicycle Pedestrian Connection. This connector provides needed access to the growing bicycle path network in Houston.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am writing to strongly encourage that this application please be funded. It will greatly enhance the area and the quality of life for all residents in the areas. Thank you.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This project would enhance bicycle-pedestrian access to the Heights area Hike & Bike trails and connection to Memorial Park. I strongly support this project.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Connecting Memorial Park and the trail system is a win-win. It has the potential to reduce the need to drive to the park to safely enjoy it while also allowing greater options for cycling and walking. Currently this is not possible along Buffalo Bayou as the park ends into sidewalk.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support the building of this trail connector	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project!	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Strongly support this connection as my family and I enjoy riding our bikes through this area.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. I ride this trail regularly. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this trail to add a vital connection to Memorial Park and reduce the dependency of a car.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Finally, a great project needed as part of the pedestrian, cycling, trails connection between neighborhoods in that area. The benefits in terms of living quality, transportation and conveniences for the next decades make this project a real low costs. Most of my friends live in The Heights and Washington Avenue and the Memorial Park is the heart of the recreational network. Chances are to become the best human energy transportation alternative for the coming years. Hope to see this project done soon. Thank you..	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St

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266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Inexpensive and practical to address a need. I admit that the comment on also helping when the Houston Open does occur at the Memorial Park Golf Course caught me by surprise but makes total sense.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support this project 100 ?? percent. It will be a jewel for the area and city of Houston.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Super excited about this project! This will open up a cycling pathway that has been prohibitively unsafe for some time.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St

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266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support this application.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I live in Houston Heights and I am a cyclist who uses the White Oak and other Bayou Trails frequently. I recognize that thereâ€™s a need in Houston for improved bike/pedestrian infrastructure, and in my opinion the primary need is for safe North-South bikeways to connect the E-W-trending Bayou Trails, and safe connections to Memorial Park. I feel this project would safely allow N-S bike traffic across I 10 and better connection between the communities served by the White Oak Bayou Trail and Memorial Park.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support this short connector as it provides a direct connection to Memorial Park from a number of neighborhoods to the east and north of the park. The proposed route provides a no-traffic, high comfort route across I-10 and under the railroad track - both of which currently require using busy streets.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project! Please make this happen as the current transition is ridiculously dangerous!	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project!!	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Love this idea. Super helpful!	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St

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266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I currently live in the Heights and I enjoy both running and bicycling to Memorial Park. This connection would give me a much easier and safer connection to get across both I-10 and the railway, which is currently accessible only on the busy TC Jester. With this connection, I would feel much more comfortable biking with my infant daughter or taking her in a jogging stroller to Memorial Park, which is a place I haven't taken her yet.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
266	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.	Memorial Park Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	Westcott St to Cohn St
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail, approximately half way between the current connections of these trails at the Eureka rail yard and the pending HPB connection near Studemont St. This also has synergy with the long discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect the the White Oak trail just east of the northern terminus of Patterson St. This also connects a high density neighborhood north of I-10 to many shops and commercial areas south of I-10.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately halfway between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I also support this project as it provides more and greatly needed inner-city bike access, especially for commuters. thanks! Jim Hughes, 77024	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. For cyclists, routes that are uninterrupted by motor vehicle crossings are the equivalent of limited-access highways for motorists, offering quicker travel times with increased safety. In the COH Bike Plan, I believe these are referred to as "high-comfort" routes. This project will provide northern access to the existing White Oak Bayou "interstate" on the south side of the bayou. It will provide a crossing that can only be achieved today by using major arterials Shepard and Yale/Heights. Those current options are not "high-comfort" routes. Thank you for the opportunity to comment.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection

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267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This is a great project that would fill a missing link in our neighbourhood. I strongly support it and hope it is approved.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This project would be a great addition to the community.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This connection would provide a comfortable connection from the Heights Trail to businesses south of I-10 and the White Oak Bayou Trail. I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east).	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am a recreational rider who rides over 4,000 miles a year on the trails around Houston. I strongly support this project.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Please build this. We live nearby and ride our bikes. This improvement to the existing trails would be tremendous!	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	We think this project is a great idea and are highly supportive!	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I live in the area and walk the trails every day. I am in favor of the proposed trail. It will make the detention area useful, as well as provide a convenient link to proposed development in the area.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Anything to help cyclists and pedestrians! Houston drivers have no respect!	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project! It would make it much easier and safer for my family to use our bikes to get to businesses south of I-10.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Connecting the MKT Trail to White Oak Bayou would make our city more accessible to bicyclists and pedestrians. Houston needs more of these to promote our city!!	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support the White Oak Bayou Bicycle Pedestrian Connection	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection

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267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. As densification continues in this part of town and streets become more congested and parking options become more limited, safer pedestrian right of ways are necessary. This project supports the footprint that already exists along White Oak and thus, expands and encourages foot and bike transportation as an alternative to vehicles when going shorter distances.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This is great!	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am in favor of this project.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I do not support this project. I live in the heights and close to this area and feel it would be a waste of taxpayers money and should go to other well deserved expansion projects. Even though I use the bike trails frequently and enjoy them, I feel this is not the best use of money. I supported 2 other projects (Memorial Park Bicycle Pedestrian Connection)(Northwest Transit Connection) because they expanded coverage an connectivity. I will put a few bullets below on why I do not support the project. * This project does not add any more significant connectivity. The heights market trail already directly connects with the white oak bayou trail at several points (one just east of tc jester, one just west of Studewood) these two direct connections are less than 2 miles apart. The trails also have a connector trail on Heights blvd that bisects the 2 direct connectors. This new proposed connection would only be 2 blocks west of the heights blvd connection not adding any greater connectivity. * The proposed trail goes through an area that is not generally flat therefore making the expansion more costly than it needs to be by adding bridges and other land moving projects. If a connector is deemed absolutely necessary then another area would be more suited at a cheaper price tag. *TxDOT can not take care of the Rutland detention basin or surrounding area as it currently stands, so why add more people to the mix. The Rutland detention basin already has multiple encampments of homeless people within the detention pond and general area between the pond and white oak bayou. They have moved in, cut down trees, had campfires, set up homesteads, and have brought in piles and piles of trash that have made a once clean and natural area into a trash pit. TxDOT also has not mowed or taken care of this area in the last few years. Adding a development project will not fix the problem if they can not take care of the area as it already stands. Originally when TxDOT moved in they said they would take care of the	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	We live right off White Oak Bayou and would use this a lot. We strongly support this. Thanks so much for these great bike trails!	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This project will help improve the Rutland Detention Basin into an urban greenspace or park. I understand that this is a MUCH NEEDED flood basin, but some simple improvements will greatly improve the use of the area. This area also provides a high-comfort connection from the Heights Trail to the businesses south of I-10 and the White Oak Bayou Trail.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This project will help improve the Rutland Detention Basin into an urban greenspace or park. I understand that this is a MUCH NEEDED flood basin, but some simple improvements will greatly improve the use of the area. This area also provides a high-comfort connection from the Heights Trail to the businesses south of I-10 and the White Oak Bayou Trail.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project!	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection

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267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support connecting MKT Trail to White Oak Bayou Trail. At the present time, cyclists wishing to go to downtown using the WOBT must leave the trail and use the streets (very busy streets) which is dangerous. WOBT is a wonderful bike/hike trail but it only extends to the west as far as Stude Park. Connecting it to MKT would be a big enhancement to cycling in the city.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	There is currently no safe way for pedestrians in this area to cross the bayou and reach the businesses south of I-10. This trail is badly needed because it would solve that problem. Every time I see a pedestrian crossing on Studewood, I get vertigo on their behalf. These knee-high barrier and narrow sidewalk are scary. I won't use them, I have to drive 3 blocks from my house to Kroger.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am writing to strongly encourage you to please fund this project. It will greatly enhance the area and the quality of life for all residents. Thank you.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Please consider this trail for funding. It would allow a safe transition from the White Oak trail to other pedestrian/bike trails. I am a resident of Woodland Heights and the trail extension would be very useful and much appreciated.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This project would enhance bicycle-pedestrian access to the Heights area Hike & Bike trails. In addition, it would facilitate flood control and provide a useful amenity in a flood control detention area. I strongly support this project.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support more connectivity to the incredible trails we have in place. It eases movement, links our city as neighbors, improves fitness, and is something that enhances the area in general.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	YES!!! I am so anxious for this section of trail to be completed. As a Heights resident, I often ride by bike down Reagan to the bayou, but because the north side of the bayou can't pass Studemont, you have to use streets and get to the White Oak bridge to go West. White Oak can be really scary on a bike - lots of traffic, parking lots, and bars. I would love to be able to get through Studewood on the trails - I could even go to the grocery store on my bike with no streets except Reagan. Please do this!	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	The entire neighborhood has been waiting YEARS for this! Please fund it and get it started.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am in favor of developing this connection	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project!	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Thank you so much for considering this project. My family and I have been waiting for these connections so we can ride our bikes together on these trails. It provides such a positive improvement on the quality of our outside time together. Much needed!!	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). This also connects a high density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection

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267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
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267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support all three of these hike and bike and public space projects, 100 percent. They will only make Houston better.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	super excited about this project; it improves connectivity in an area that currently is not super safe to cycle through.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection

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267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support this proposal.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am a resident of Houston Heights and a cyclist who frequently uses the White Oak Bayou and other trails in Houston. I feel there is a need for N-S trending bike access to connect the E-W Bayou trails. Also, there are a limited number of safe bicycle routes within the neighborhoods directly south of I 10. This project will help with both of these needs.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this proposed bike route as it would be a key connection between the MKT and White Oak bike trails making it much easier to use those trails to access shopping and dining south of I-10 from the Heights. Combined with the proposed Patterson Complete Street project, it would also make it easier to bike south to the Washington corridor and to the Buffalo Bayou trails.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project! Trails in the area have improved so much but they could be so much better! Crossing to get between these two paths can be dicey and dangerous.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Please fund the Rutland Detention trail.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	As a resident of the Heights who likes to bicycle for both errands and recreation, this connection will be useful to extend the number of places I can reach easily on bicycle and another way to cross I-10 without having to dart across a busy intersection.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
267	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.	MKT - White Oak Bayou Bicycle Pedestrian Connection	Less than \$100 million	Active Transportation	Harris County	MKT Trail to White Oak Bayou trail connection
269	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Not only should the sidewalks be improved along 1960, they should be improved and connected across the city. Markings should also be put in place to signify that Bicycles may use the entire lane.	FM 1960/ Cypress Creek Pkwy Sidewalks	Less than \$100 million	Active Transportation	Harris County	SH 249 to I 45
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	The loss of the bike lane is so dangerous on NASA Pkwy. I like to use NASA Pkwy for my Saturday rides, but I cannot use the road for week day rides because it would simply be too dangerous. The cars race by far too quickly and I was once almost hit by a motorcyclist who dove into the lane I was riding in without warning. It would be wonderful to be able to commute to and from work on this road, but at this time it is totally not feasible.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd

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270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I bicycle along NASA Rd 1 for recreation regularly and sometimes for commuting to work at NASA Johnson. This project would make that trip a lot safer for me (in terms of sharing the road with fast moving cars) and other bicyclists that use the road (of which there is a significant number from what I've seen as a driver and bicyclist who often travels along NASA Rd 1).	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I ride this path once a week with the University of Houston Clear-Lake Cycling Club. The club started last year and currently has around 7 active members. We see at least one other cyclist on this trail each week. These improvements are really important to the development of the organization at UHCL because it will enhance the accessibility and safety along this route. With the school's recent transition to a 4-year institute came the admittance of thousands of young students. Campus Life and organization involvement has become a big focus for the administration and I believe this project would benefit organizations like UHCL cycling and allow the already prominent cycling scene in Clear Lake to continue to grow.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I daily see cyclists on this route on my way to work. This project is important for improving the safety in this area.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This improvement is really important to our area and to my family's safety. We frequently ride our bikes for leisure and my wife is a full-time bike commuter. Improving NASA Road 1 would keep us safe and help other people use their bicycles more for transportation and exercise while staying safe. Additionally, better bike access/infrastructure will help local employers attract younger workers and this project closes part of a gap in our existing path system and implements part of the bicycle plan. Please fund this project!	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	There are many NASA employees who would benefit greatly from this project. Please consider this much needed project.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I commute on this roadway every day to and from work. I see many others riding or walking the sidewalks throughout the day, trying to get to Space Center Houston or other places of business. Many travelling this route appear to have no other form of transportation (and there isn't a bus.) The road as it exists today is unsafe. Many drivers use excessive rates of speed (10-15+ above the speed limit) on the roadway, especially on the bridge near Clear Lake Park and in front of Johnson Space Center. Many bicycle riders are forced to use the sidewalk due to the unsafe drivers. The bridge near Clear Lake Park is not wide enough for bicycle lanes and sidewalks, so many attempt to share the narrow sidewalks on either side of the bridge. There have been many wrecks on the bridge during the past 20 years, so adding a bike shoulder lane is not the answer there. Those braving the bike shoulder lane on other parts of the road have to navigate around trash and construction materials along the route. The bike lanes also collect a lot of debris, including the crumbling rumble strips that have not been repaired since the road was expanded to six lanes. The signage for bike traffic is confusing and/or obscured. The intersections are unsafe, as the pedestrians, cyclists, and autos do not have adequate situational awareness of each other. Many of the crosswalk buttons are malfunctioning, (especially at the Saturn and Upper Bay Road intersections.) The sidewalks are uneven and broken with much of the decorative brick making it non-ADA compliant. The street lighting at night along the road is malfunctioning along the south side of the road in front of the Johnson Space Center and is not placed near the sidewalk (even if it was working.) This project would fix many of the road's long-standing mobility issues. The intersections, bicycle paths, and sidewalks should be improved. Access to businesses and parks would benefit not just commuters, but tourists, families, and other citizens in the area. It would also make the route	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd

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270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	As a weekly bicycle user along this section of roadway, the sudden disappearance of the bike lane has always been a safety concern. Adding a striped bike lane would provide a safe section of the road that reminds all users to give room and share the road safely.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am a long-time Clear Lake resident and have been a cyclist for over 3 years now. I ride on NASA Rd One at least once a week and my husband rides on NASA Rd One at least 3 times a week. This road does not provide consistent protection for cyclists and pedestrians with gaps in the bike lane that put cyclists very close to cars and not enough space for cyclists and pedestrians to comfortably and safely cross or pass each other across the bridge. I also frequently drive down this road and always see cyclists on it. I must pass 5-15 commuter cyclists in the morning on my short way to work and often see 5-10 during my lunch break or when I run errands during the day. On weekends when I ride there are often groups of 10 to 50 that are cycling on NASA Road One at some point during their route. Cycling is becoming more popular in this area and the risks need to be addressed. I know many people who have been hit by a car in this area at some point or who have had a near miss (including myself who has had cars get within inches of my on NASA Road One where I am unprotected. I am often scared for my friends and family who ride by themselves because they are less noticeable to drivers and are therefore even more vulnerable to being hit. These improvements to this road would be vital to protecting cyclists and pedestrians in an area that is growing and more people are choosing to commute via bike or foot or to bike on these roads for recreation. Drivers need to be able to see cyclists and pedestrians and to know where the boundaries are to drive alongside them safely. The gaps in the bike lane striping, the fading of existing striping, the lack of ramps and the insufficient space for pedestrians and cyclists make it difficult to drivers to be aware and no where the boundaries are. This poses serious risks to cyclists and pedestrians and discourages safe passing and safe sharing of roads. I hope this project is funding to make Clear Lake an safer place to bike, hike, walk and drive.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	As a resident of this area, I believe this bike lane needs to be finished in order to create a safer environment for people commuting via bicycle. If provided a safer option other than being in the road directly next to cars moving at 50 mph, people would be more likely to cycle to and from places. This would decrease the congestion seen everywhere around NASA and Seabrook. This is the only route available to get across the bayou via bike, and would be heavily used if implemented.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	The Pasadena/Mud Lake bridge is a great example of how "Share the Road" signs just don't cut it. If the road were straight and flat, I think cyclists could get away with taking an outer lane (and give cars a chance to plan ahead), but it is a dynamic, often crowded commuter thoroughfare, and I've had my share of close calls and "unkind gestures" while on that stretch. Markings, intersection changes, signage, anything you can do to make it clear to everyone using that stretch what to expect as they come around the bends.. would definitely reduce the road rage and might even save a life.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am in favor of this project, except I believe you mean "Space Center Blvd." not Space City. I am a recreational cyclist and would use this weekly.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	An improved bicycle path is needed and will promote more people to use it and stay healthy.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd

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270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Based on the above have no idea where this bicycle lane will be built as the Project Limits have named a non-existent street for one end of the project limits. Don't believe there is any street in the Clear Lake City area named "Space City Blvd. Believe you mean Space Center Blvd and if so why build a project that says going to Johnson Space Center that ends quite a way from the major entrances. The closest entrance is about .3 miles north of the intersection of NASA Road 1 and Space Center Blvd and is a delivery entrance and not a regular entrance for employees. Other entrances are closer to Bay Area Blvd and over a mile up Space Center while the main entrance is on Saturn Lane north of NASA Road 1 and again over a mile from the proposed terminus at Space Center. Appears whoever put this idea out is only looking to help people living toward Seabrook and ignoring all of the JSC employees living in Clear Lake City. Think you need to go back to the drawing boards and see if this is even necessary as doubt many will ride their bikes from Seabrook to JSC	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Please, please, please make a safe bike lane! Could be funded by City of Pasadena and Clear Lake. We all benefit! It would be great if the Marathon trail: Nasa rd 1, Kirby, , Red Bluff, Bay Area, Middlebrook, and Space Center bike/walk trail would be restored and maintained. It is a great half marathon loop! Thank you! Shulie Barbe	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I bicycle 3 times a week approx 20-25 miles each ride around Clear Lake, Johnson Space Center, and I cross Nasa Rd 1 into Nassau Bay area. We need more bicycle paths in and around Johnson Space Center. I would applaud any additional bicycle path. I use the paths, sidewalks and streets at least 3 times a week.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	While I live in Pasadena, I often ride through the Clear Lake area. Any improvements to bike lanes is appreciated.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Yes to bike lanes. - They should encourage bike riding by actually going places people want to go - They should minimize the risk from automobiles (no need to ban all automobiles... maybe underground tunnels for all automobiles?) - They should be created over abandoned railroad tracks as found along 146 in Seabrook	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Please have Johnson Space Center mow the grass YEAR ROUND on their govt land along the sidewalk along Saturn Ln. between Space Center Intermediate School all the way to the Johnson Space Center along the only sidewalk to walk or ride bicycles. This area is many times overgrown and not passable on a bicycle or walking especially all summer. Johnson Space Center needs to take care of their current areas and sidewalks to allow bicycle traffic. The overgrown weeds during summer months make sidewalk along Saturn Ln. unusable. I know this because I ride my bicycle at least 3 times a week. When JSC fails to maintain their sidewalk, I am forced to ride in the road along Saturn Ln.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I think the bike route is a great idea.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Bay Area Blvd from Space Center Blvd to Kirby Road is one of the most dangerous stretches of road in the area for bicyclists. It is so dangerous, I always ride the sidewalk although we are not supposed to. This project is long overdue. However, please remove the asphalt ridges on Bay Area Blvd when the bike route is constructed.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I would love to ride my bike to work, but I currently have only two unsafe choices: Ride with giant trucks who think I'm a commie who belongs on the sidewalk, or ride on the sidewalk and endanger pedestrians. Please fund this and expand it.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd

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270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Please complete the bike lane. I am a cyclist and I support this project.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	As a person who works nearby and had also crossed mud lake bridge by foot and bike many times, I fully support this project and look forward to its completion in connecting Seabrook and Nassau Bay and making it more accessible by alternative forms of transportation.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Bike paths that are not separated from vehicle traffic by other than a painted stripe are useless and dangerous. Properly separated bike paths, not directly adjacent to roadways, are very welcome.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I ride that route often and even though there is a bike lane for part of the route, it is very scary with cars and trucks zooming past you at 50 mph. It would be great if a barrier could be provided like the one over Mud Lake. Thanks!	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I try to use the implied bike lane but for personal safety it's best to use the sidewalks. It's definitely a lot safer.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I would like to see this plan move forward. Our area is lacking in safe pedestrian transportation alternatives.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I don't know what the details are for the proposed bike lane, I thought NASA Rd 1 already had a bike lane from Space Center to Kirby, I am always in favor of bike lanes. I like just outside of JSC, in University Green, and ride my bikes around the Clear Lake area just about every day (I usually ride to work). On weekends my friend and I ride a thirty mile route around Clear Lake, part of which is on NASA Rd 1, and we appreciate the bike lanes immensely.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I sincerely hope this project will get the bicyclists off the main traffic lanes of the roadways and onto a bike path. Traffic in this area is very thick and bicyclists during rush hour are only making the issue worse. I personally think it should be illegal for bicyclists to ride in the main traffic lanes - it's very dangerous and with the vast amount of traffic in our area, it's ridiculous that bicycles are clogging the roadways even more.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	All for more hike and bike paths for safe alternatives to automobiles.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I live in Bal Harbour near Space Center and NASA Rd. 1 and used to ride my bike a lot. I was hit by a car while riding my bike on Kirby Blvd near where this project is proposed. I was using the bike lane and was crossing the street in the marked crosswalk. The motorist stopped as though yielding the right of way, then proceeded as I was crossing and struck me. I ended up in the hospital. I think it was because I was northbound and the bike lane was two-way but on the southbound side of the street and she wasn't expecting bike traffic from her right. I definitely want to extend bike lanes to enhance cyclist safety. There are a few areas that don't link up existing lanes and it is very dangerous to cyclists. Please extend the bike lanes and make sure they are on both sides of the street.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Love to see new safe bike routes. The more the better!	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I look forward to the new bicycle pedestrian route from Space Center to Kirby Blvd. I ride my bike on that route 2-3 times per week and in many places, even with the current "bike lanes" it feels very unsafe. Adding the wider routes in this location should increase the safety of bikers and walkers immensely. Thank you.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	It would be great to have a bike lane here, extending the one on NASA 1.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	The more cycle safe areas the better	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd

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270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Our Bay area needs more safe passageways for bikers and pedestrians alike. Mayor Parker's legacy for her tenure as Houston mayor was the beautification of the city, attracting active families and pets to enjoy the city's many hike and bicycle trails and concrete pathways throughout the inner city areas. We need this same energy and attention to making critical paths safe and enjoyable to visitors and residents alike.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Back in the '80's, before I retired from NASA JSC I commuted to the Center on my bike until the traffic by the JSC Credit Union, along with the debris next to the curb where I had to ride, dissuaded me from continuing this activity. So I strongly support the addition of bike lanes wherever feasible to encourage more people to bike and to allow them to do so safely. You can therefore chalk me up as a supporter of this project.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	A much needed improvement for the accessibility and safe movement of cyclists and pedestrians. This should actually only be the first among many projects that connects the Clear Lake area with a higher standard of livability.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Hi, I'm a local resident and cyclist in the Clear Lake area. However, I'm not as active of a cyclist as I'd like to be, because of the lack of support and focus for cycling in my community. Currently, NASA Pkwy is a main thoroughfare for cyclists in our area, yet it is not safe because of 50+ mph speeds that cars take and the inconsistency of cycling infrastructure along the way (sudden loss of bike lanes, no shoulder over 6 lane bridge, etc). People won't stop riding this road anytime soon, so implementing this proposal is key to preventing any injuries or deaths from occurring in the future. Cyclists and drivers alike want to see this implemented, to reduce their risk of hurting a cyclist. This project deserves to be funded, showing a clear distribution of funds around the greater Houston area and a proactive stance on minimizing safety risks. Thanks, Kirstyn	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd

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270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I travel these parts of NASA Rd 1 only early on weekend mornings when traffic is low, but would do it more often if the path(s) was safer. My son and I have used these routs mainly for fitness training - once or twice every weekend for the past 6 years. I have used them to travel to work to NASA from my home in Seabrook about 6 times a years, and I have used them when dropping my car in the shop (take bike in car, drop car off, ride bike home) - twice a year. I see many folks using it for transportation daily when biking or driving my car on these routes. I would use these paths more often for both fitness and transportation if they were safer. The largest issue with safety is car traffic. Drivers and cyclists need to feel safe around each other. The current side walks along this path have light poles that make the sidewalk very narrow in places. When training for MS150, these light poles were a danger for both my son and I. My worst fear was to potentially see my son (8th grade when he started riding) clip a pole with his shoulder and fall away from it into the road way. The paths also need to be road bike friendly (for narrow tires) meaning that the surface needs to be level, free of crevasses along the path of travel, and relatively free of debris to help cyclists maintain control of their bike. Making the road more bike friendly will help the community in many ways: 1) inexpensive and convenient fitness (don't have to join a gym and try to make a spin class time), 2) help decrease the carbon foot print in the local area if folks can feel safe enough to use the routes for transportation instead of cars, 3) increase the infrastructure so that car drivers don't feel threatened by cyclists, 4) the combination of all these can eventually shift the general population into considering cycling a legitimate mode of transportation as they do in Europe - which is required to really see environmental benefits for the city.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I train with several groups that participate in the MS150. We utilize routes along NASA Rd. 1 and crossing the bridge is very dangerous at any time of the day. I've had several of my colleagues hurt, injured and near misses along this area. We all feel this is an important project for both drivers and bikers along this area and strongly encourage this project to be funded. Thank you!	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This area has been part of my daily bicycle commute since 1991. I currently take the sidewalk for going over mud lake. Whatever improvements are added please plan for path cleaning. A bicycle path is useless if there is too much debris on it to ride safely without getting flats.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I have started biking to work about every other day, from my home near Kirby Rd to NASA off the Space Center blvd gate. This project would greatly encourage me to continue me effort to increase my exercising and reducing my carbon footprint by work commuting by bike. I am slightly discouraged in continuing this as the current commute feels very dangerous along NASA Rd 1, as well as the short distance travelling North on Space Center blvd. Several times I have been close to being involved in an accident with vehicles when trying to avoid the many obstacles along the current sidewalk on NASA rd 1 in this area, as well as having to compete with traffic along Space Center (given there is not a path from the existing Space Center sidewalk into the NASA gate). This proposal would greatly enhance biker safety in the area and would help Houston become a little more bike friendly. Thank you!	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd

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270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	As a local resident, and concerned citizen, who rides this stretch of NASA Rd 1 nearly every weekday to work, I am writing to offer my enthusiastic support for this project to improve bicycle and pedestrian infrastructure along NASA Parkway. The proposed improvements have the potential to increase safety for commuting and recreational cyclists and pedestrians as well as other road users - creating a robust east-west connection between residential and business areas on Clear Lake. NASA Parkway is a major thoroughfare in the greater Clear Lake region, and is the only direct connection between some of the local municipalities and other regional places of interest including businesses, shops, and schools. For people like myself that use their bicycle to commute to work, school, local shops, or for family-friendly recreation, the current NASA Parkway infrastructure between Kirby and Space Center is not only unfriendly but unsafe for both vehicular and non-vehicular traffic. With a posted speed limit of 45 mph and average vehicle speeds closer to 55-60 mph and an average daily traffic count of over 40,000 vehicles, those of us that are vulnerable road users have to choose between being smashed up against a 3 ft concrete wall or a too narrow bike/ped bridge littered with debris that doesn't allow for two users to pass each other safely. We need a better option. With the large number of people who already use the facility despite the uncomfortable and unsafe infrastructure, I believe that by providing safer, more accessible, more interconnected bikeways, will significantly increase the number of people riding bicycles in the Clear Lake Area and enhance access to the health and wellness benefits biking and walking delivers. This project will empower families to safely enjoy daily exercise together, make it more pleasant to to get to community amenities such as local parks, and improve conditions for people to bicycle to work. Additionally the wider path will allow Harris County Park staff provide much needed maintenance. I have	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
270	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Don't bother with a bike route unless 1). It is marked with reflective paint, 2). Wide enough for a bike , 3). Is marked as a bike lane periodically, 4) does not begin or end in the middle of nowhere, esp. along NASA 1, 5) has lane markings in intersections, 6). Has traffic light signals that detect single bikes, 7). Is maintained/swept periodically, 8). Bushes are trimmed back, 9) not used for accident debris, Police patrols, local govt vehicle stopping, 10). removal of steps and potholes, 11). Repairs and fixes compatible with bikes - smooth grade. Bottom line: make and maintain bike lanes like the bikers matter.	NASA Rd 1 Bicycle Pedestrian Route to Johnson Space Center	Less than \$100 million	Active Transportation	Harris County	Space City Blvd to Kirby Blvd
271	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Please fund this ped bike project.	Sims Bayou Bridge	Less than \$100 million	Active Transportation	Harris County	TXDOT Bridge over Sims Bayou
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) with safe passage under Loop 610 to the NW Transit Center. The 12th St bikelanes connect to the White Oak Bayou trail just to the east. Also, if the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this SUP can be extended north to make a 0.90 mile SUP connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. How about installing bike rental stations at the terminal and NW Transit Center and having shuttle bus service. This could be a game changer for multi-modal transportation in the Houston region.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road

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272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bikelanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	HIGHLY support this project. For those of us coming from west Houston, we need more safe access and connections. thanks, Jim Hughes, 77024	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project because connections to transit centers are very important for pedestrian and bike routes. I have made connections at the Northwest Transit Center with my bike on the Metro bus rack. Properly done, this project will provide a route separated from motor vehicles to access the planned connection under 610 of Westview and the 12th St. bike lanes for east and west movement. I was unable to find a map of this project in H-GAC; all I have is the description on the comment solicitation page. I am concerned that the description says the path "will begin at 12 St." There are about 800 feet from 12th St. north to the Westview-12th St Connector under 610. I mention this because in the past I've seen short, relatively easy and low-cost connections foregone due to relatively minor issues or at times a simple oversight. It is possible the missing 800' is already in the scope of the Westview-12th underpass trail project. Or it is possible the project description is imprecise. Regardless of the reason, a complete connection from the Northwest Transit Center is the project of value. Thank you for the opportunity to comment.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bikelanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road

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272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bikelanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This is a great idea and would significantly improve safety for cyclists using the NW Transit Center. I strongly support this application and hope it will be approved.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This will provide an easy link from a main east-west bikeway and safe passage under Loop 610 to the NW Transit Center. It connects to the White Oak Bayou Trail via the 12th Street bike lanes and West 11th Street Park. I think this is a good idea and support the project.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am a recreational rider who rides over 4,000 miles a year on the trails around Houston. I strongly support this project.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support this expansion to connect with the northwest transit center Sean Burlingame	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This makes sense due to all the construction for the bus lanes down 610 to post oak. People from the heights could actually ride their bikes to the park and ride and use public transportation!	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support the Northwest transit connection	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This project would greatly benefit the community.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This will be great!	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. The area around 11th and 12ve have a lot of workers that need to connect to public transportation. I will also allow families to safely cross under 610, which is important in this city with so many limitations on public transport.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I am in favor of this project.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	We strongly support this. We really enjoy the new bike trails and use them frequently.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This shared-use trail provides a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) and safe passage under Loop 610 to the NW Transit Center. It connects to the White Oak Bayou Trail via the 12th Street bike lanes and West 11th Street Park. My children swim at the Afton Pool and this connection could open the possibility to biking to that area.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This shared-use trail provides a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) and safe passage under Loop 610 to the NW Transit Center. It connects to the White Oak Bayou Trail via the 12th Street bike lanes and West 11th Street Park. My children swim at the Afton Pool and this connection could open the possibility to biking to that area.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project!	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road

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272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This project would enhance bicycle-pedestrian access to the Heights area Hike & Bike trails and provide a connector to the NW Transit center. I strongly support this project.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support the building of this trail connector	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project!	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Strongly support this connection!	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bikelanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bikelanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
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272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bikelanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road

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272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this application.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	yes! this is a great project for increasing safe cycling routes for commuting and recreation in the NW.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bikelanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bikelanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support this bike trail. Will be a good thing. Thank you.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) to the NW Transit Center.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Please fund this ped bike project.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This is a useful connection for people living in the northwest corner of the loop to help people walk and bike to catch a variety of buses. This won't benefit me directly, but getting some more cars off the road keeps pollution down and creates more space for all road users across the Houston Area. Please fund this project instead of yet another suburban road widening that will dump more suburban car traffic inside the loop.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road

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272	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bikelanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.	Northwest Transit Connection	Less than \$100 million	Active Transportation	Harris County	From W 12th St to Old Katy Road
273	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I support this project. Wheeler TC needs more bike/ped access.	Wheeler Transit Center Pedestrian Bicycle Connection	Less than \$100 million	Active Transportation	Harris County	Graustark St to Main St
273	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Please fund this ped bike project.	Wheeler Transit Center Pedestrian Bicycle Connection	Less than \$100 million	Active Transportation	Harris County	Graustark St to Main St
280	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	I understand there may not be funding for this project under the current call for projects. That said, there are merits to this project enhancing pedestrian and bicycle safety as well as improving the flow of traffic down FM 518. Please consider the inclusion of this project in the RTP. Thank you.	Friendswood Downtown District Pedestrian Access and Safety Enhancements	Less than \$100 million	Active Transportation	Galveston County	From FM 2351 (E. Edgewood Dr.) to Cowards Creek (just southeast of Whispering Pines Ave)
146	THE NEAR NORTHWEST MANAGEMENT DISTRICT	WOW! This is fantastic! We'll have a wonderful, safe, wide path for walkers, joggers and bikers	Alabonson Park Shared Use Paths Project	Less than \$100 million	Active Transportation	Harris County	Alabonson Road from N. Houston Rosslyn Road to Sweetstage Lane on the south side, and from Milda Drive to Vera Jean Drive on the north side. N. Houston Rosslynn from W. Gulf Bank Road to roughly Woodsman Trail on the west side, and from W. Gulf Bank Road to Alabonson Road on the east side.
146	THE NEAR NORTHWEST MANAGEMENT DISTRICT	This would be a great idea. Traffic/foot traffic at Gulfbank @ N. Houston Rosslyn is particularly problematic. I would not want to walk, I was considering driving to the park. But maybe I would be able to walk if this were added. It would also be good for the local businesses in that area. If there is more foot traffic, that may also make the neighborhood traffic increase as well, making it feel safer...	Alabonson Park Shared Use Paths Project	Less than \$100 million	Active Transportation	Harris County	Alabonson Road from N. Houston Rosslyn Road to Sweetstage Lane on the south side, and from Milda Drive to Vera Jean Drive on the north side. N. Houston Rosslynn from W. Gulf Bank Road to roughly Woodsman Trail on the west side, and from W. Gulf Bank Road to Alabonson Road on the east side.
146	THE NEAR NORTHWEST MANAGEMENT DISTRICT	I support the project for the Alabonson Park Shared Use Paths Project. The adjustment is needed for safety concerns, both the driver and those going to thr park, bikers, etc. Please and thank you.	Alabonson Park Shared Use Paths Project	Less than \$100 million	Active Transportation	Harris County	Alabonson Road from N. Houston Rosslyn Road to Sweetstage Lane on the south side, and from Milda Drive to Vera Jean Drive on the north side. N. Houston Rosslynn from W. Gulf Bank Road to roughly Woodsman Trail on the west side, and from W. Gulf Bank Road to Alabonson Road on the east side.
146	THE NEAR NORTHWEST MANAGEMENT DISTRICT	This project is vital to the safety of our community. Our subdivision is across the street from the new Alabonson Park and the shared use paths project will provide a safe way for our residents to access the park. Thank you. Dr. Jon Enloe President CANDLEIGHT FOREST WEST	Alabonson Park Shared Use Paths Project	Less than \$100 million	Active Transportation	Harris County	Alabonson Road from N. Houston Rosslyn Road to Sweetstage Lane on the south side, and from Milda Drive to Vera Jean Drive on the north side. N. Houston Rosslynn from W. Gulf Bank Road to roughly Woodsman Trail on the west side, and from W. Gulf Bank Road to Alabonson Road on the east side.

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
146	THE NEAR NORTHWEST MANAGEMENT DISTRICT	I strongly support this project to make our park safer	Alabonson Park Shared Use Paths Project	Less than \$100 million	Active Transportation	Harris County	Alabonson Road from N. Houston Rosslyn Road to Sweetstage Lane on the south side, and from Milda Drive to Vera Jean Drive on the north side. N. Houston Rosslynn from W. Gulf Bank Road to roughly Woodsman Trail on the west side, and from W. Gulf Bank Road to Alabonson Road on the east side.
146	THE NEAR NORTHWEST MANAGEMENT DISTRICT	We need a dog park to be included.	Alabonson Park Shared Use Paths Project	Less than \$100 million	Active Transportation	Harris County	Alabonson Road from N. Houston Rosslyn Road to Sweetstage Lane on the south side, and from Milda Drive to Vera Jean Drive on the north side. N. Houston Rosslynn from W. Gulf Bank Road to roughly Woodsman Trail on the west side, and from W. Gulf Bank Road to Alabonson Road on the east side.
146	THE NEAR NORTHWEST MANAGEMENT DISTRICT	Sidewalks are definitely needed for safety concerns on both sides of North Houston Rosslyn Rd., etc. Cars, etc. travel at excessive speeds. Grass is not always kept mowed. I have seen people walk on the road when the grass is high.	Alabonson Park Shared Use Paths Project	Less than \$100 million	Active Transportation	Harris County	Alabonson Road from N. Houston Rosslyn Road to Sweetstage Lane on the south side, and from Milda Drive to Vera Jean Drive on the north side. N. Houston Rosslynn from W. Gulf Bank Road to roughly Woodsman Trail on the west side, and from W. Gulf Bank Road to Alabonson Road on the east side.
146	THE NEAR NORTHWEST MANAGEMENT DISTRICT	I think there should be a light at Majestic Oaks Dr. and N. Houston Rosslynn. Traffic from park and better a safe way to cross the street.	Alabonson Park Shared Use Paths Project	Less than \$100 million	Active Transportation	Harris County	Alabonson Road from N. Houston Rosslyn Road to Sweetstage Lane on the south side, and from Milda Drive to Vera Jean Drive on the north side. N. Houston Rosslynn from W. Gulf Bank Road to roughly Woodsman Trail on the west side, and from W. Gulf Bank Road to Alabonson Road on the east side.
146	THE NEAR NORTHWEST MANAGEMENT DISTRICT	Please fund this ped bike project.	Alabonson Park Shared Use Paths Project	Less than \$100 million	Active Transportation	Harris County	Alabonson Road from N. Houston Rosslyn Road to Sweetstage Lane on the south side, and from Milda Drive to Vera Jean Drive on the north side. N. Houston Rosslynn from W. Gulf Bank Road to roughly Woodsman Trail on the west side, and from W. Gulf Bank Road to Alabonson Road on the east side.
146	THE NEAR NORTHWEST MANAGEMENT DISTRICT	A park without safe access is useless. This is a safety must! We need this pathway for all.	Alabonson Park Shared Use Paths Project	Less than \$100 million	Active Transportation	Harris County	Alabonson Road from N. Houston Rosslyn Road to Sweetstage Lane on the south side, and from Milda Drive to Vera Jean Drive on the north side. N. Houston Rosslynn from W. Gulf Bank Road to roughly Woodsman Trail on the west side, and from W. Gulf Bank Road to Alabonson Road on the east side.

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
146	THE NEAR NORTHWEST MANAGEMENT DISTRICT	I live in Candlelight Forest West subdivision straight across from the proposed park. I am 65 with two bad knees and cannot walk fast or far. I could ride a bike and enjoy the trails and ride back to the retention ponds if there were sidewalks to accommodate a 3 wheel bicycle. I need the exercise. I want to enjoy the park but the way things are now, I would need to drive my car out of the neighborhood, do a u-turn at W.Gulfbank and enter the proposed parking lot and man handle the bicycle from the trunk of my car. I have not shopped for such a bike thinking of my limitations. It would make things a lot easier for me to put exercise into my schedule if I had a sidewalk to access and ride to the park or to the bike trail. I plan on involving myself with the park since I am at the front of the neighborhood and it is literally right behind me. I would hope that it has sidewalks for easy access for all the elderly neighbors in our subdivision and traffic lights timed to give us time to cross.	Alabonson Park Shared Use Paths Project	Less than \$100 million	Active Transportation	Harris County	Alabonson Road from N. Houston Rosslyn Road to Sweetstage Lane on the south side, and from Milda Drive to Vera Jean Drive on the north side. N. Houston Rosslynn from W. Gulf Bank Road to roughly Woodsman Trail on the west side, and from W. Gulf Bank Road to Alabonson Road on the east side.
202	THE WOODLANDS TOWNSHIP	I support building more shared use in the area. Especially bicycle	College Park Drive Shared-Use Path	Less than \$100 million	Active Transportation	Montgomery County	From Alden Woods to Trade Center Boulevard, then up Trade Center Boulevard to Harpers Landing
202	THE WOODLANDS TOWNSHIP	As a member of the Board of Directors of Bike The Woodland Coalition I ask that HGAC please give more attention to funding providing more funds to Active Transportation (AT) in the current TIP (Transportation Improvement Program) round of funding. I feel that allocating only 2% of total funds to AT projects far less than reasonable when more like 10% of total funds has been the allocation in the past. I also feel that the College Park connector and The Woodlands School Safe Access projects be given more reconsideration and be funded. These AT projects in The Woodlands area are also important to the health and wellness of this area and to residents of all Houston Region. Montgomery County has gotten very little or no AT funding in the past. As one of the fastest growing areas of the Greater Houston area, we believe Montgomery County should receive some AT funding this year.	College Park Drive Shared-Use Path	Less than \$100 million	Active Transportation	Montgomery County	From Alden Woods to Trade Center Boulevard, then up Trade Center Boulevard to Harpers Landing
202	THE WOODLANDS TOWNSHIP	The College Park Drive Shared-Use Path is a worthy project that should get funded. Part of the reason it was not funded is the unconscionably low percentage of funds that were allocated to Active Transportation. The allocation of only 2% of funds to Active Transportation is not a good decision for the HGAC region. For health, economy, clean air, and reducing congestion, AT is a great investment. The Transportation Committee should up the AT funds to at least 10% of the total. A second is why are municipalities competing with a state agency - TXDOT - who already has access to billions of dollars of funding every year? HGAC awards dollars to a state agency. It's not fair to the local municipalities and counties who are paying the taxes, and are the real constituents of HGAC. Finally, the money should be equitably spread out among all counties who are in the HGAC area. As it is now the vast majority of funds went to Harris County.	College Park Drive Shared-Use Path	Less than \$100 million	Active Transportation	Montgomery County	From Alden Woods to Trade Center Boulevard, then up Trade Center Boulevard to Harpers Landing

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
202	THE WOODLANDS TOWNSHIP	I am disappointed that the Colled Park Drive Shared-Use Path project is not currently planned for funding. I urge you to reconsider it for funding. This project closes a crucial gap for The Woodlands as identified by the Woodlands Pedestrian and Bicycle Master Plan. I-45 is a significant intersection that bisects the community and we need a safe way to connect the community across I-45. If not enough Active Transportation funds are available to fund this project, I suggest that the Active Transportation allotment should be increased. We should not undervalue the importance of Active Transportation projects!	College Park Drive Shared-Use Path	Less than \$100 million	Active Transportation	Montgomery County	From Alden Woods to Trade Center Boulevard, then up Trade Center Boulevard to Harpers Landing
203	THE WOODLANDS TOWNSHIP	As a member of the Board of Directors of Bike The Woodland Coalition I ask that HGAC please give more attention to funding providing more funds to Active Transportation (AT) in the current TIP (Transportation Improvement Program) round of funding. I feel that allocating only 2% of total funds to AT projects far less than reasonable when more like 10% of total funds has been the allocation in the past. I also feel that the College Park connector and The Woodlands School Safe Access projects be given more reconsideration and be funded. These AT projects in The Woodlands area are also important to the health and wellness of this area and to residents of all Houston Region. Montgomery County has gotten very little or no AT funding in the past. As one of the fastest growing areas of the Greater Houston area, we believe Montgomery County should receive some AT funding this year.	The Woodlands Township Safe School Access Project	Less than \$100 million	Active Transportation	Montgomery County	Kuykendahl Road from Creekside Green Drive to Timarron Drive; Kuykendahl Road from Lake Woodlands Drive to Research Forest Drive (excluding bridge crossing); Kuykendahl Road from HEB (3601 FM 1488) to FM 1488; Panther Creek Drive from McCullough Junior High School to Spiral Vine Circle; Research Forest Drive from Catâ€™s Cradle Drive to Bear Springs Place.
203	THE WOODLANDS TOWNSHIP	Safe School Access Project is a worthy project that should get funded. Part of the reason it was not funded is the unconscionably low percentage of funds that were allocated to Active Transportation. The allocation of only 2% of funds to Active Transportation is not a good decision for the HGAC region. For health, economy, clean air, and reducing congestion, AT is a great investment. The Transportation Committee should up the AT funds to at least 10% of the total. A second is why are municipalities competing with a state agency - TXDOT - who already has access to billions of dollars of funding every year? HGAC awards dollars to a state agency. It's not fair to the local municipalities and counties who are paying the taxes, and are the real constituents of HGAC. Finally, the money should be equitably spread out among all counties who are in the HGAC area. As it is now the vast majority of funds went to Harris County.	The Woodlands Township Safe School Access Project	Less than \$100 million	Active Transportation	Montgomery County	Kuykendahl Road from Creekside Green Drive to Timarron Drive; Kuykendahl Road from Lake Woodlands Drive to Research Forest Drive (excluding bridge crossing); Kuykendahl Road from HEB (3601 FM 1488) to FM 1488; Panther Creek Drive from McCullough Junior High School to Spiral Vine Circle; Research Forest Drive from Catâ€™s Cradle Drive to Bear Springs Place.
203	THE WOODLANDS TOWNSHIP	I am disappointed that the Safe School Access project is not currently planned for funding. I urge you to reconsider it for funding. It is an important project that provides safe access to schools. It connects those vital last few miles to ensure our children can safely travel to school by walking or biking. This is healthy for the community and an important project as identified by the Woodlands Pedestrian and Bicycle Master Plan. If not enough Active Transportation funds are available to fund this project, I suggest that the Active Transportation allotment should be increased. We should not undervalue the importance of Active Transportation projects!	The Woodlands Township Safe School Access Project	Less than \$100 million	Active Transportation	Montgomery County	Kuykendahl Road from Creekside Green Drive to Timarron Drive; Kuykendahl Road from Lake Woodlands Drive to Research Forest Drive (excluding bridge crossing); Kuykendahl Road from HEB (3601 FM 1488) to FM 1488; Panther Creek Drive from McCullough Junior High School to Spiral Vine Circle; Research Forest Drive from Catâ€™s Cradle Drive to Bear Springs Place.
204	UPPER KIRBY MANAGEMENT DISTRICT	I support this project.	West Alabama Multimodal Enhancement Project	Less than \$100 million	Active Transportation	Harris County	West Alabama Street
204	UPPER KIRBY MANAGEMENT DISTRICT	I strongly support this application	West Alabama Multimodal Enhancement Project	Less than \$100 million	Active Transportation	Harris County	West Alabama Street
204	UPPER KIRBY MANAGEMENT DISTRICT	Please fund this ped bike project.	West Alabama Multimodal Enhancement Project	Less than \$100 million	Active Transportation	Harris County	West Alabama Street

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
208	WESTCHASE MANAGEMENT DISTRICT	The improvements will heighten the awareness of green living by providing bike lanes.	Deerwood Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	From approximately Westheimer and Citywest Blvd. to the Terry Hershey Trail
208	WESTCHASE MANAGEMENT DISTRICT	Please fund this ped bike project.	Deerwood Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	From approximately Westheimer and Citywest Blvd. to the Terry Hershey Trail
208	WESTCHASE MANAGEMENT DISTRICT	Big YES for the Deerwood path. This project would officially connect the Westchase District to Terry Hershey park. This would be a huge win for the commercial users and homeowners in the 77042 zip.	Deerwood Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	From approximately Westheimer and Citywest Blvd. to the Terry Hershey Trail
208	WESTCHASE MANAGEMENT DISTRICT	I support this project to better connect Westchase business to Terry Hershey. This is an essential connection currently without safe alternative.	Deerwood Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	From approximately Westheimer and Citywest Blvd. to the Terry Hershey Trail
208	WESTCHASE MANAGEMENT DISTRICT	The deer wood project would be great for our neighborhood mobility. We could use it to walk to shops and restaurants.	Deerwood Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	From approximately Westheimer and Citywest Blvd. to the Terry Hershey Trail
208	WESTCHASE MANAGEMENT DISTRICT	I'm very excited that this is happening. I own a condo at Richmond and Walnut Bend and this will connect it pretty much all the way to Terry Hershey Park. This is truly needed for Westchase for walking and biking! Thanks in advance.	Deerwood Shared-Use Path	Less than \$100 million	Active Transportation	Harris County	From approximately Westheimer and Citywest Blvd. to the Terry Hershey Trail
209	WESTCHASE MANAGEMENT DISTRICT	This will improve the area as well as the appeal of the elementary school.	Elmside Sidepath	Less than \$100 million	Active Transportation	Harris County	from Westheimer to the Westpark Trail (~6,650 linear FT)
209	WESTCHASE MANAGEMENT DISTRICT	I support this project and would like to add suggestion to connect to Briarpark so users can continue south of WPT on Ranchester to Chinatown area. WPT underpass on Briarpark was poorly constructed and destroyed the bike lane, something needs to be done there.	Elmside Sidepath	Less than \$100 million	Active Transportation	Harris County	from Westheimer to the Westpark Trail (~6,650 linear FT)
210	WESTCHASE MANAGEMENT DISTRICT	I support this project. HCC presence has increased bike/ped traffic and the street is lacking proper accommodation.	Meadowglen West Complete Street Project	Less than \$100 million	Active Transportation	Harris County	Woodland Park Drive to Rogerdale Road (~6,800 FT)
210	WESTCHASE MANAGEMENT DISTRICT	This will improve the walkability in this area.	Meadowglen West Complete Street Project	Less than \$100 million	Active Transportation	Harris County	Woodland Park Drive to Rogerdale Road (~6,800 FT)
210	WESTCHASE MANAGEMENT DISTRICT	Please fix this road! It is an alternate route for Westheimer and also has heavy pedestrian traffic. This is a must!!	Meadowglen West Complete Street Project	Less than \$100 million	Active Transportation	Harris County	Woodland Park Drive to Rogerdale Road (~6,800 FT)
210	WESTCHASE MANAGEMENT DISTRICT	This is a most worthwhile project that is sorely needed. As a homeowner in the immediate area, I see this will vastly increase the mobility of the neighborhood. I'm looking forward to the great and necessary changes.	Meadowglen West Complete Street Project	Less than \$100 million	Active Transportation	Harris County	Woodland Park Drive to Rogerdale Road (~6,800 FT)
210	WESTCHASE MANAGEMENT DISTRICT	This is a great idea. Meadowglen is a much traveled street in Westchase and it is need of attention. I support this.	Meadowglen West Complete Street Project	Less than \$100 million	Active Transportation	Harris County	Woodland Park Drive to Rogerdale Road (~6,800 FT)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
100	BRAZORIA COUNTY	I daily drive from Pearland and Friendswood. This road extension is very needed.	Pearland Parkway Extension From Dixie Farm to CR 129 (FM 2351)	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Brazoria County	From Dixie Farm to CR 129 (FM 2351)
167	BRIDGELAND MANAGEMENT DISTRICT	This expansion of Tuckerton to Katy Hockley Rd is a great idea. Current road options servicing the area are indirect, undersized and in poor condition.	Tuckerton Road East-West Connector	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From the terminus of Tuckerton Road at SH 99 west to Katy Hockley Road
167	BRIDGELAND MANAGEMENT DISTRICT	I am in favor. I vote yes.	Tuckerton Road East-West Connector	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From the terminus of Tuckerton Road at SH 99 west to Katy Hockley Road
167	BRIDGELAND MANAGEMENT DISTRICT	I am in favor. I vote yes.	Tuckerton Road East-West Connector	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From the terminus of Tuckerton Road at SH 99 west to Katy Hockley Road
167	BRIDGELAND MANAGEMENT DISTRICT	Can this new road be built with shoulders instead of curb & gutter?	Tuckerton Road East-West Connector	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From the terminus of Tuckerton Road at SH 99 west to Katy Hockley Road
167	BRIDGELAND MANAGEMENT DISTRICT	Dear Sir I am writing in support of the Tuckerton Road East-West Connector. I live in Cypress Creek Lakes and there needs to be additional access to SH 99 west. This is an important transit area in a fast growing area that needs additional access to SH 99. Please approve this connector. Sincerely, Michael Owens	Tuckerton Road East-West Connector	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From the terminus of Tuckerton Road at SH 99 west to Katy Hockley Road
167	BRIDGELAND MANAGEMENT DISTRICT	STRONGLY SUPPORT - This project has the highest mobility value in the Cypress Region...an area that desperately needs East-West mobility solutions (other than US 290). The other important projects for Cypress are App ID 316 (SH 99 expansion - where Safety is paramount due to the huge number of accidents) and App ID 307 (Hempstead Road).	Tuckerton Road East-West Connector	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From the terminus of Tuckerton Road at SH 99 west to Katy Hockley Road
152	CITY OF FRIENDSWOOD	This project should not be justified for H-GAC funding. Traffic in the area of this project is not dramatically bad - there are numerous other areas around the metroplex with significantly worse traffic issues where H-GAC funds would be better spent.	Friendswood Lakes Blvd. -FM 528 to FM 2351	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Galveston County	FM 528 to FM 2351
152	CITY OF FRIENDSWOOD	The road does nothing for transportation for the residents of the city of Friendswood. It does nothing to improve hurricane evacuation for Friendswood, Pearland or League City. In fact, this proposed road disrupts a very quite part of Friendswood and both cuts and utilizes a quite dead end road which many residents use for walking, jogging and bicycle riding as if it was a city park. I strongly oppose this application and would be happy to talk to your committee in person.	Friendswood Lakes Blvd. -FM 528 to FM 2351	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Galveston County	FM 528 to FM 2351
152	CITY OF FRIENDSWOOD	This proposed "extension" provides no obvious benefit to traffic patterns in Friendswood.	Friendswood Lakes Blvd. -FM 528 to FM 2351	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Galveston County	FM 528 to FM 2351
152	CITY OF FRIENDSWOOD	I understand funding most likely will not be available for this project at this time. However, the extension of Friendswood Lakes Blvd - - connecting League City Parkway to Pearland Parkway - - is critical to regional mobility, both from an everyday traffic standpoint as well as an evacuation route during major events. Please consider including this project in the RTP.	Friendswood Lakes Blvd. -FM 528 to FM 2351	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Galveston County	FM 528 to FM 2351
141	CITY OF HOUSTON -HOUSTON PUBLIC WORKS	Complete street approach, with emphasis on bike/ped, is the way to go for densely-used segment of lower Westheimer. More space needs to be dedicated for people, not cars (both throughput/speed and parking).	Lower Westheimer	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	S. Main to Shepherd

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141	CITY OF HOUSTON -HOUSTON PUBLIC WORKS	I strongly support this application.	Lower Westheimer	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	S. Main to Shepherd
141	CITY OF HOUSTON -HOUSTON PUBLIC WORKS	I strongly support this application.	Lower Westheimer	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	S. Main to Shepherd
141	CITY OF HOUSTON -HOUSTON PUBLIC WORKS	Please fund this road project.	Lower Westheimer	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	S. Main to Shepherd
144	CITY OF HOUSTON -HOUSTON PUBLIC WORKS	As an area resident, I drive this road almost every day. The traffic has increased, foot traffic is constant with potential bus riders and no room for bicycles coming off the bayou bike path. These improvements are desperately needed in our area. I would especially like to see wider sidewalks and maybe eventually covered bus stops for our citizens like the riders over on Kirby get.....definitely looks like a haves/have nots situation when you drive across the city. We need you!!	Antoine	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	US 290 to W. Mount Houston
145	CITY OF HOUSTON -HOUSTON PUBLIC WORKS	Pedestrian facility and complete street approach should be provided along the improved road, not just at the intersection. Provide bike/ped access along Dairy Ashford from the bayou (Terry Hershey Park) North to business areas at Memorial Dr and I-10 and to connect to existing bike facility north of I-10.	Dairy Ashford	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Westheimer to I-10 Freeway
156	CITY OF PEARLAND	Please fund and complete this project as soon as possible. I use this roadway daily for my commute to and from work. The narrow street and inefficient 4-way stop at Riley Road is exceptionally dangerous. Typically, during my 20 minute commute to work, I spend up to 8 minutes waiting in congestion with other drivers to travel along this less than 1-mile long road. Please also include a deceleration lane from BW8 frontage road to Kingsley road.	Kingsley - Clear Creek to Beltway 8	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From Clear Creek North to BW8 East Bound Frontage Rd
187	CITY OF SHENANDOAH	Please finish this road as soon as possible. Opening David Memorial all the way to 242 would make such a difference for so many. Thank you for your consideration.	David Memorial Extension	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Montgomery County	Extend David Memorial Drive from existing end of roadway, north, to HWY 242
187	CITY OF SHENANDOAH	Please finish this road as soon as possible. Opening David Memorial all the way to 242 would make such a difference for so many. Thank you for your consideration.	David Memorial Extension	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Montgomery County	Extend David Memorial Drive from existing end of roadway, north, to HWY 242
187	CITY OF SHENANDOAH	PLEASE we need this to help with traffic	David Memorial Extension	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Montgomery County	Extend David Memorial Drive from existing end of roadway, north, to HWY 242
187	CITY OF SHENANDOAH	I live on 242 and work at the hospital it would help traffic so much for there to be a road to connect tamina and 242.	David Memorial Extension	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Montgomery County	Extend David Memorial Drive from existing end of roadway, north, to HWY 242
301	FORT BEND COUNTY	This project does not seem to be an urgent one as alternative roads (Katy Flewellen and Falcon Landing) are not heavily used. Please include proper bike/ped facility on the new and modified existing road portions.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	I dont agreed with the xpansiin of roesner. It will damage the westlake neighborhood. Thanks Carlos Chiquillo	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles

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301	FORT BEND COUNTY	No I don't want to see it extended!	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	Please extend the road, it will make access to i10 so much better and give more options for busy times and reduce traffic	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	Please extend the road, it will make access to i10 so much better and give more options for busy times and reduce traffic	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	Already to be widened is the closely parallel Greenbusch Rd, a mere 1,000 feet to the east of this proposed Roesner extension. This proposal will not only likely result in lower property values for the residents of the Westlake subdivision, which it would split in half, but would cause an undue danger to residents with additional traffic, which is already heavy due to road construction and Tomkins High School. It would result in ecological damage as well as it would cut through forest, Buffalo Bayou, and wilderness that teams with wildlife including raptors such as the bald eagle, which is frequently spotted in these woods. Do the right thing and leave this stretch of road alone. With the widening of Greenbusch, there should be no need for this parallel road whatsoever. Thank you.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	I live in the Westlake neighborhood. This extension would greatly increase the traffic, noise, and safety risk throughout our neighborhood. We have a lot of kids that play outside all over the neighborhood, and I do not want to put their safety at risk. I would've thought that expanding Greenbusch, which has already been approved, would be enough to to meet the future traffic concerns of the area. Have studies been done to prove that this expansion is truly necessary? If it is not, for the reasons above, I urge you to please not do this project. Thank you for your time. Shaun	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	Big no, it going to ruin the Westlake community. Also extension on the road will not help to improve the traffic. Expand the greenbush is the right way to do.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	This is an absolute no-no as it splits the Westlake neighborhood in two. And this will be in my lake facing backyard which would be a terrible environmental and safety concern.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	No, it's a waste of money and damages the environment. Please do the right thing and spend money wisely. Please widen the greenbush road.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	Already to be widened is the closely parallel Greenbusch Rd, a mere 1,000 feet to the east of this proposed Roesner extension. This proposal will not only likely result in lower property values for the residents of the Westlake subdivision, which it would split in half, but would cause an undue danger to residents with additional traffic, which is already heavy due to road construction and Tomkins High School. It would result in ecological damage as well as it would cut through forest, Buffalo Bayou, and wilderness that teams with wildlife including raptors such as the bald eagle, which is frequently spotted in these woods. Do the right thing and leave this stretch of road alone. With the widening of Greenbusch, there should be no need for this parallel road whatsoever. Thank you.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles

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301	FORT BEND COUNTY	I oppose the Rosner road construction project due to the following reasons. The Greenbush extension, which runs parallel to this proposed project is the traffic solution necessary to reduce traffic. The Rosner route is extremely close in proximity to the Greenbush route and therefore is a waste of funds. This project will erode property values in my Westlake community (as a home owner) due to increased traffic and noise in the community. This project is not a good use of hard earned tax payers dollars. This project will destroy prestine untouched land along this proposed route. The Gaston and Greenbush road construction projects are all we need. Simple math - loss is future property tax revenue due to eroded property values, compounded by spending millions of dollars in construction and future maintenance cost, simply does not make this a successful project.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	Hope there will be lights on this road.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	Already to be widened is the closely parallel Greenbusch Rd, a mere 1,000 feet to the east of this proposed Roesner extension. This proposal will not only likely result in lower property values for the residents of the Westlake subdivision, which it would split in half, but would cause an undue danger to residents with additional traffic, which is already heavy due to road construction and Tomkins High School. It would result in ecological damage as well as it would cut through forest, Buffalo Bayou, and wilderness that teams with wildlife including raptors such as the bald eagle, which is frequently spotted in these woods. Do the right thing and leave this stretch of road alone. With the widening of Greenbusch, there should be no need for this parallel road whatsoever. Thank you.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	Yes. Widening and extension of Rosener road helps more in reducing traffic near the school and helps in faster/ easier movement of traffic especially near the school with less bends and turns. This helps in ensuring more safety of kids on bikes while going to school and returning home.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	I am a resident of the Westlake Community that would be directly affected by Widening Roesner from Gaston to westheimer. This project absolutely does not make any sense as Roesner passes through the community and realistically more important need is to widen the greenbusch road as this has a shopping complex on the intersection of gaston. It also already had a traffic light at the intersection of westheimer and four way stop at gaston.. all in all this is the one that must be widen instead of the roesner road. We already have a lot of traffic and car speeding through the community to avoid traffic at the intersection of gaston and greenbusch and now with roesner widening traffic from greenbusch will go through our community to get on to roesner. We are a small community and this widening with absolutely detrimental for safety of our community. It is my request that county must re evaluate this project.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles
301	FORT BEND COUNTY	I would not like the Roesner Road Extension and Widening to happen thru Westlake community.	Roesner Road Extension and Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	from north of Gaston Road to the Fort Bend/Harris County Line, 2.38 miles

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
126	HARRIS COUNTY	This is a much needed expansion. I have only lived here for about three years and this area has become extremely congested with all of the new homes in the area. Also, there is a lot of industrial traffic such as 18-wheelers that frequent this area. It has become a headache getting in and out of the neighborhoods during rush hour.	CE King Added Capacity	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From Beltway 8 East SB FR to north ROW of Tidwell Road
126	HARRIS COUNTY	Will street lights be installed on this new road, since it is presently very dark.	CE King Added Capacity	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From Beltway 8 East SB FR to north ROW of Tidwell Road
161	HARRIS COUNTY	This portion of Gulf Bank, located through the center of the Airline Improvement District, is open ditch and lacks any pedestrian accommodations. Many pedestrians either must walk in the ditch or in the roadway to get to their destinations. This makes it very difficult for parents and children who walk to and from Carroll Academy Elementary School and Keeble EC/Pre-K which are located in this portion of Gulf Bank. In addition, there is a large catholic church that is located on the corner of Gulf Bank and Airline and many pedestrians must walk in the open ditch or roadway to reach this destination. Though there is a lack of pedestrian facilities, pedestrian activity is evident by the worn paths along the roadside ditch. Additionally, there was a fatality near the schools on Gulf Bank when a pedestrian who was walking along the roadside was hit and killed by a vehicle. Moreover, there are 5 large flea markets in the area which bring in a large influx of vehicular traffic on Saturdays and Sundays. Gulf Bank is the main roadway leading to the markets and becomes inundated with traffic on the weekend. The increase in lanes would help alleviate the traffic for not only the patrons of the markets but also for the many citizens who live in the area and are impacted. In addition, this area is in desperate need of drainage improvements. Hurricane Harvey significantly impacted the Northline Terrace Subdivision which is bordered by Gulf Bank, as well as many homes on Gulf Bank Road all the way from Sweetwater to the Hardy. The Planning Factor Score (77) and especially the Cost Benefit Score (39) – Total 116 for this project do not seem representative of the communities needs.	Gulf Bank Road	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	IH-45 to Hardy Toll Road
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Kingwood area desperately needs the reconstruction/expansion of Northpark Drive. Hurricane Harvey drove that point home. We were landlocked for a period of time, The residents of Kingwood need a reliable route out of Kingwood during flooding events. But even more importantly, the traffic in Kingwood has become incredibly congested. With only two east-west routes out of Kingwood, Northpark Drive is the logical choice for expansion and reconstruction. We very much need improved roadways for both traffic flow and for safety. Sincerely, Mark E. Bryan	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am writing to request the Northpark Drive Reconstruction Project. This project is so necessary to the residents and commercial properties located in and around the Kingwood area. The need for access east and west along Northpark Drive and neighboring streets for normal AND critical transportation is long overdue. Ambulance and other first responders will benefit from the expanded roadway. Commuters, residents and all additional traffic will greatly benefit from the expansion of the roadway to reduce congestion and increase safety. Expanding Northpark Drive will enhance the community of Kingwood and bring another emergency route to our area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I think we do need the expansion project but need to try to keep as much trees in Kingwood as possible before it gets to look like Houston (UGLY!) They need to make the business's on Northpark update. When you compare Northpark to Kingwood drive, Northpark looks like ugly Pasadena.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I'd like to see the landscaping in the medians of this project mirror the look of Kinwood Drive with lush, natural and local trees & vegetation. This may help save on landscaping costs not just initially but during upkeep & maintenance. This look is part of what makes this area unique in addition to potential cost savings.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is greatly needed to improve traffic flow in our area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood needs this project to reduce congestion as traffic moves into and out of Kingwood. Without this project traffic will only get worse. A prime concern is the railroad crossing Northpark Drive at Loop 494. If there is a train stoppage that blocks traffic alternative routes will be overwhelmed. This has happened several times and emergency vehicles cannot access hospitals that are west of Loop 494 in a timely manner.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Let's make it happen and stop talking about it. Let's look at improving, widening, Kingwood Drive and W. lake Houston Pkwy. Finally fix the roads we have. Panel replacements throughout Kingwood following Harvey already show signs of potholes.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood is in desperate need of an expansion project on Northpark Drive to relieve traffic congestion.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We desperately need NorthPark to be widened. I'm not completely clear on the limitation that states Russell Palmer to 1000 feet east of Woodland Hills. The entire length of North Park Drive needs to be widened. Kingwood Drive needs to be widened as well and police need to be enforcing traffic laws so the traffic flows more efficiently.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	NorthPark is already above the 500 year flood plain - the problem with water overtopping the road is that this is the ONLY section of Ben's Branch that is culverts instead of a Bridge. At I-69 it is a bridge, at 494 it is a bridge, at the railroad it is a bridge, at Woodland Hills it is a bridge, at Tree Lane it is a bridge, at Kingwood Drive it is a bridge, and at West Lake Houston Parkway it is a bridge. The ONLY place there is a culvert is at NorthPark. During a flood, the bridges have enough volume capacity below them to handle the run off. At NorthPark, during a heavy rain, the water gets constricted, backs up, and swells until it overtops NorthPark - it is NOT otherwise a flood except that it is man-made by poor engineering and construction. The fix is NOT to elevate the roadway - the fix is to make NorthPark bridges like Woodland Hills is, with adequate volume beneath for Ben's Branch to pass beneath. It doesn't matter how high you make NorthPark, if you leave the culverts in with inadequate volume of flow, the water will back up until it overtops any height of road you build there.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have lived off of Northpark for over 20 years. Adding several more subdivisions, a high school, and allot more businesses has continued to increase the need for expansion of Northpark Drive. Being able to bi-pass the train track, and businesses giving a straight ramp to I-69 for commuters will elevate traffic and increase the viability of business for commerce, instead of what we have now is stop and go traffic to stand still traffic when there is a train or accident. Thank you, Howard Buckalew 2229 Friarwood Trail Kingwood Texas 77339	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	There is no question that The Northpark expansion is needed. We seem to get approval, then funds are taken away. The Kingwood community contributes a lot of tax dollars and should receive the badly needed expansion to Northpark.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We Kingwood property owners are STRANGLING from vehicular traffic on both North Park & Kingwood Drives!!! We need help and SOON!!!!!!!!!!!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please fund this project so that we have a safe evacuation route out of Kingwood. Harvey was scary. Please ensure this does not happen again. Thank you	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The project is desperately needed in order to give Kingwood residents a way to get in/out of the subdivision if Kingwood drive is blocked. Currently, if there is a train problem, there is not a good way to get out. Also, there is no current road above the flood plain to evacuate in case of flooding (which happened in 2017). Additionally this road has heavy traffic and needs to be expanded.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I believe this project is a necessary evil. The existing in/out infrastructure in Kingwood is insufficient for the current population numbers . I believe we need to simultaneously extend Woodland Hills directly to Hamblen Rd to give residents another in/out route.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Drive is a critical thoroughfare that needs immediate improvement. It is one of only 2 ways in and out of Kingwood and is currently backed up daily, not only during peak drive times but also any time a minor disturbance occurs. Please consider making it a priority project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This concept will only alleviate traffic if there are ramps that connect to Hwy 59 coming out of Kingwood. Everyone will be going over the railroad tracks only to stop at a red light at the feeder road of the freeway. Traffic will still back up into Kingwood!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Would love to see this a reality and it is so frustrating to get stuck by a trian when you are already running late because traffic is awful! And it's scary knowing you may not be able to get out in case of an emergency, not even to go to the hospital.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Would love to see this a reality and it is so frustrating to get stuck by a trian when you are already running late because traffic is awful! And it's scary knowing you may not be able to get out in case of an emergency, not even to go to the hospital.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood desperately needs Northpark Dr to be expanded and for a bridge to be constructed over the railroad tracks. There are accidents and major traffic often to leave Kingwood. This is a safety issue.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand Northpark. Kingwood is totally congested and there is no release for traffic to escape. With all the additionally business that has moved to Northpark and i59, there needs to be increased roadways.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As a resident of Kingwood / porter the Northpark Expansion Project is sorely needed not only for traffic flow but for the safety of the men, women, and children that travel on this road in its current state. The area is growing with new homes and businesses in the area and it would be a huge positive impact to the area to have the expansion completed ASAP. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is much needed. I drive Northpark daily and it's a 30 min commute down Northpark during peak traffic- worse if there is a train. Expansion will be very helpful!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please be mindful of the trees that make kingwood so great when you proceed with this project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I live right off North Park and there is a huge need for this road to be expanded.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am of the opinion that Kingwood needs to reduce development in order to preserve its charm and Living Forest identity. I love Kingwood as it is. I have no desire to see bigger roads. I have no desire to see high rise buildings. I have no desire to see high bridges or overpasses. For these reasons, I am completely opposed to making roads larger, as larger roads will only invite more development. Where will it end? Please find a better use of these funds.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	HOSPITAL ACCESS EMERGENCY EVACUATION EXCESSIVE TRAFFIC the only way to access the hospitals, which are west of HWY 59, is Northpark and Kingwood Dr. excessive traffic on Northpark is already hampering access to HWY 59, and getting worse each month. An emergency would make access near impossible. Lives could be lost. during the last flood, Kingwood Dr was impassable east of Woodland Hills Dr, the Lake Houston Bridge was under water. The only way out of Kingwood was Northpark. this makes access to the only hospitals nearby, Kingwood/Humble impossible. building along Northpark has got to be stopped so that it, Northpark , can be widened.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am a Kingwood resident and live off of Northpark drive. Traffic has gotten so bad that most days it takes longer to drive the 2.5 miles from my home to 59 than it does to drive from Northpark and 59 to 45 via the Grand Parkway. When Harvey hit we were trapped in our neighborhood because Northpark flooded so badly. Kingwood is a lovely community. We are peaceful and the beauty is wonderful but I am afraid our home values and the desire for people to move to our wonderful community is going to disappear as soon as potential buyers try to leave and realize you are basically trapped by traffic. Thank you for listening to my concerns	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As a resident that travels on this route daily, I see the need for this being critical. My neighborhood is directly affected as we are in Kings Mills. Our only exit through Northpark - and in times of high traffic it causes us to be stranded. I fear someday there being an emergency situation in our neighborhood and the only possible way in or out is gridlocked due to the traffic. Also, while being stuck in traffic on Northpark I have seen emergency vehicles needing to drive the wrong way down the street just to get past the traffic for almost a mile, from loop 494 past Russell Palmer, and not responding to an accident on Northpark, just the typical traffic. It is not only a rush hour on weekdays problem either, during the weekends it is almost impossible to leave Kingwood any time past noon due to traffic backups. A simple trip to the grocery store less than a mile away takes almost 30-40 minutes. These traffic backups are then perpetuated more when a train comes through, at that point add another 30 minutes to a delay. Another issue is turning left from 494 onto Northpark, there is often a backup that takes at least 3-4 cycles of the left turn light to get through the light, totaling over 20 minutes waiting just to turn left. This also causes traffic on southbound 494 to backup for over 1/2 mile.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This area of Kingwood (Northpark at 494) has so many issues that this project would address: congestion due to limited lanes/turn lanes, backup up traffic due to trains crossing, inability to access due to severe flooding, and more. Kingwood in this area is growing both commercial and residential construction/traffic. We need our roadways to keep up with the populations/times. Please fund this project!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood traffic has gotten so bad anything that can be done to alleviate some of it would raise the quality of life substantially.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am of the opinion that the North park expansion needs to be funded as quickly as possible so that improvements can be made to improve the access in and out of Kingwood. Traffic on North Park westbound will consistently backs up all the way to Russell Palmer during rush hour and on the weekends. During evening rush hour, traffic will back up onto and down the feeder road. This is not only a hardship to residents trying to enter and exit Kingwood, but it is a major safety concern if there is a mass exodus of residences during an emergency evacuation. The problem is compounded when a train comes down the tracks as well. When there is a problem and the train has to stop, either North Park or Kingwood Drive, or both routes are sealed and there is no exiting Kingwood. Please consider moving forward with the necessary actions to remedy the mobility issues we face in Kingwood. Sincerely, Lee Warren	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Yes, the roads and traffic are horrible in Kingwood. Some of this could be helped by limiting continual construction here. The City needs a planning and Zoning commission.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Hurry up! This project is desperately needed.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The expansion of Northpark Drive in Kingwood is vital to our community. The 2 main roads out of kingwood which access Hwy 59, Northpark Drive as well as Kingwood Drive, are in desperate need of expansion. If Northpark is expanded it might decrease some of the traffic that backs up on Kingwood Drive ever morning and afternoon. The expansion of Northpark would hopefully encourage commuters to travel Northpark as opposed to Northpark and kingwood dr, which would hopefully clear some of the traffic that backs up everyday on Kingwood Drive. The train that travels down 494 multiple times per day also adds to the trouble with traffic on Northpark as well as Kingwood Drive. The proposed flyover will significantly decrees the daily backup that occurs on Northpark. Our community is continuing to grow and the expansion of Northpark is vital to our community. Thank you for your consideration. A concerned 11 year kingwood resident.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Much of the traffic problems is between Russel-Palmer and 494. Are these plans including that area?	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Conducting even the minimum traffic study and analysis, strongly suggests that widening "Ford Road" is far more effective in reducing the congestion on Northpark Drive. In addition, the price to widen Ford Road would be significantly cheaper, since the utilities and drainage modification costs are much less. The question of why and who is promoting Northpark Drive widening needs to be answered now not later by a court.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please do the proposed improvements to Northpark Drive. Traffic is so congested it has become a safety issue for residents	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have lived in Kingwood for 39 years. I have seen traffic and congestion on North Park Drive and Kingwood Drive increase yearly. Getting out and getting back in Kingwood certain times of the day will take in excess of 30 minutes. Went you had a train and another 30 minutes. Between both roads North Park has been selected to be the first one to be improved to ease congestion. IT IS ABOUT TIME! Kingwood is the home of 70,000 people. This would be the first major improvement for Kingwood. I do not know what the 28 projects preceding the North Park project are but North Park must be funded and therefore moved up in priority and started soon.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	No expansion is needed of North Park Dr. in Kingwood. The street flows very well now, in fact, it generally flows higher than the speed limit. The only restriction to flow is caused by the traffic light at the 494 intersection.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	At present, Kingwood only has two ways to get out of the subdivision, Kingwood Drive & North Park Drive. During heavy traffic, both roadways are very congested & more homes are being built as we speak. If there is a train, the traffic is backed up for miles & takes forever to recover on both Kingwood & NorthPark. Trains run at all hours but seem to hit at rush hour a great deal of the time, which makes a bad situation only worse. Any help to alleviate this, only worsening situation, would be greatly appreciated.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have lived in Kingwood in Hunters Ridge subdivision and use Northpark Drive since 1991. We desperately need a expansion of Northpark Drive and a bridge over the railroad tracks and mushrooming business and residential development along Northpark Drive to facilitate the huge traffic increases.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I strongly support the expansion of North Park Drive. It will play a vital role in alleviating traffic congestion in the Kingwood area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I live in the NorthEast section of Kingwood and take Northpark to and from work every day. This road has the worse traffic in Kingwood, taking upwards of an extra half hour to get in and out at peak traffic times. There are major commercial construction projects in the area that will only worsen the traffic, plus additional housing being built adding more people and cars. Additionally, during the flooding for Hurricane Harvey, we had no way of getting into or out of Kingwood for many days because there is no elevated road into Kingwood. This project is desperately needed to facilitate the continued growth of Kingwood and mitigate safety concerns during Hurricane season.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project will not only alleviate traffic conditions, but is also vital to safety and security. It will allow access for emergency vehicles to highly populated areas that are often isolated due to traffic, trains and weather/road flooding conditions. Please consider not just the convenience but also the safety of the citizens of this area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Dr. expansion project is critical to all Kingwood residents to solve long standing infrastructure requirements as well as improve Harris County evacuation protocols from neighboring areas in the event of hurricanes and other disasters. We are residents of kingwood for over 40 years and have seen the continuous decline in overall mobility and traffic safety. This project is the first that area residents deemed critical following a year long process called "The Kingwood Mobility Study" several years ago. This project should be prioritized at the top of the current list by H-GAC and is critical to the safety and well being of Kingwood and its surrounding neighbors.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have lived in the Kingspoint village of Kingwood since 1994. During this time there have been no significant improvements to either Kingwood Drive or Northpark Drive. Kingwood has continued to grow, now has 2 high schools and the traffic density on both of these major roads is very heavy during the peak travel times. An improvement is overdue! We pay significant property and sales taxes, it's time that Kingwood's main roads were improved. The Northpark Drive Reconstruction Project would be a first step in improving traffic flow in the Kingwood area. Please give it high priority. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I'm all for this project. We recently moved to Royal Brook, and can't even take Northpark Drive to and from work. We have to go all the way to Porter/Conroe exit . With a 3.8% tax rate I expected a better commute and community. We moved to Kingwood for it's beauty and tree preservation. We rarely see it with the routes we have to take. We are in Harris County, but forced to drive in the run down parts of Porter in Montgomery county behind our subdivision.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This Project is way past due! This has been needed ever since the neighborhood was expanded and St. Martha's catholic church was built off of Woodridge Pkwy and Northpark Dr. Traffic is a nightmare in the morning and in the evenings, actually all day east and west bound on Northpark Drive. Please put this project at the top of the list!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Strongly encourage the need for this project to move forward since Kingwood is in a floodplan for public safety to ensure egress and ingress during flooding periods.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Traffic in Kingwood is a nightmare! This would help. I also believe roundabouts would help a lot too. Also a bridge going over the train tracks on northpark and Kingwood dr.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The expansion of Northpark Dr. is a necessity. Living in the back of Kingwood takes 25-45 minutes just to get to the 494 Loop. Please prioritize this project for safety (evacuation purposes) and quality of living. Thank you. -Leah	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I travel down Northpark everyday and it is a complete mess. The road is dangerous where it crosses the railroad tracks. It is one of three ways out of the back of kingwood. Each way out is a maximum of two lanes. None of these roads has been expanded in 40 years. Please expand Northpark.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I live in Kingwood (over 25 years) and both exits Northpark and Kingwood are horrible, well past their useful life and need upgrades. For years I took Northpark because Kingwood was so bad but Northpark has easily surpassed it with new development. This area now has well over 100,000 residents who try to use these two exits. The traffic controls are terrible and a busy railway track Combine to bring traffic to a standstill. A railroad overpass is needed in the worst way. A two mile trip takes 15 to 20 minutes on many occasions, which impacts first responders as well as residents. I urge you to approve the funds necessary to upgrade and replace Northpark Drive in Kingwood	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	To whom it may concern: My name is Nicole Rudolph and have been a resident of Kingwood for the past 10 years. Since, I have been here we have grown and traffic has become more congested as expected. Since Kingwood was built in the nook of the confluence of the East San Jacinto (Eastern boarder of Kingwood) and the West San Jacinto River (Southern border of Kingwood), the residents of Kingwood are limited on access in and out of the area. There are basically 4 main ways to access Kingwood. They are as follows: Kingwood Drive (West Side) North Park Drive (West Side) Mills Branch to Ford Road (North Side) West Lake Houston. (South Side via Bridge) My background is in Environmental with 20+ years experience in Emergency Response and Hazardous Waste and Materials management. I'm 40 hour HAZWOPER trained and have responded to Hazmat situations numerous times. I have also developed and implemented Contingency Plans as well as Risk Management Plans. The concern I have and reason for my comment is the access in and out of Kingwood (Except West Lake Houston Bridge), requires residents to cross the same Union Pacific (UP) railroad track to exit out. If there were a train car derailment that involved Hazardous Materials that would require evacuation, it would be very difficult with one or more evacuation routes blocked. There are many hazardous materials transported on these lines. Just look up the placards as they go by like I have. The 2 main roads that most residents utilize are Kingwood Drive and North Park Drive. These 2 roads at the railroad track are approximately 1.3 miles apart with a neighborhood exit in between. With the average train length being 1.25 miles, it is possible that both of these intersections could be blocked at the same time. I thought it was important to bring this up as there have been times that the railroad tracks has been compromised causing one or more access points to be blocked and limiting the access in and out of Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark absolutely needs to be funded. When a train or accident occurs no traffic can move (there are no alternative roads to clear the way). This frquently causes delays of up to 35 min to move from Russell Palmer past 494. It is also a public safety concern as emergency vehicles are unable to pass through.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please for the love of god hurry up with it already. Northpark is too crowded. No account is taken to traffic when more and more neighborhoods are built and as it stands now with flooding we are trapped in kingwood if there is a flood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Have lived in Kingwood for years now and as expansion has happened deeper in Kingwood/porter Northpark drive as it currently sits is not a viable option for anyone leaving Kingwood and going to 59/69. The traffic at certain parts of the day is horrendous.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As a nearly 10 year resident of Kingwood, I can attest to the need of an expansion of Northpark Drive in Kingwood. Currently, at any given time of any given day, there is a high probability of spending 20 or more minutes to traverse 1 mile of roadway between Russell Palmer and Highway 59 (I-69). This is continually growing as more and more sections of forest are clear cut to add more housing. I live on the Harris County/Montgomery County line in Elm Grove Village and just west of our neighborhood (in front of Kingwood Park High School), there is a large scale project that began just last year (in the Montgomery County side) that will undoubtedly add dozens and dozens more houses and vehicle traffic to our immediate area. It is amazing the amount of growth a confined area of Kingwood has experienced in just the past decade. It's sad to see so much forest demolished, rather than coordinated planning to allow salvaging mature growth trees, but it is the world we live in where fast money takes priority over careful planning. Another concern is when one sees an ambulance in their rearview mirror rushing some unfortunate soul to the hospital down Northpark. God help them if they need immediate medical attention. There is no shoulder to pull over on, and frequently sitting in bumper to bumper traffic is the only option. Please consider this need from your local tax revenue donors.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support the Northpark Expansion Project	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood would absolutely benefit from this expansion as the average person is spending 30-45 min in traffic daily just to get to the freeway. Many people are taking alternate routes, which is causing further congestion.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am fully supportive of the proposed expansion to Northpark Dr. Most importantly, I was relieved to see the inclusion of a bridge over the railroad tracks and 494. Ever since my family relocated to Kingwood in 2013, I have been concerned by the fact that every major entrance and exit to such a large master-plan community is inhibited by the railroad tracks. This was especially anxiety-inducing when I was pregnant and realized that there was no direct way out of Kingwood (and, therefore, to a hospital!!!) except by crossing the tracks. The realization that an accident on the tracks could potentially leave me stranded and unable to get to the hospital, while a very unlikely scenario, still caused me some anxiety. I am relieved to know that with this expansion, people experiencing medical emergencies in the future will no longer be at the mercy of the railroad tracks and lights at 494 in order to get to the hospital. I look forward to seeing how the plan works out!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	My family and I have been residents of Kingwood since 2012, during which time we've traversed Northpark Drive, as well as the surrounding Kingwood area sufficiently enough to voice and support the need for the Northpark Expansion Project. Having been annexed some years ago, the residents of Kingwood are an integral part of the Harris County tax base and community despite the fact the entire community is subject to near complete blockage by a railway that controls access between Kingwood and Interstate 69/Highway 59. That is to say at any given moment, the thousands of residents in Kingwood are subject to sitting on Northpark Drive, backing up for miles and blocking entrances to businesses and residences alike, simply due to a passing train, or slow working or dysfunctional traffic light at Northpark Drive and Loop 494 and/or Interstate 69/Highway 59. An expansion of Northpark Drive coupled with an overpass over Loop 494 (and hopefully direct access to the Highway) would allow Kingwood residents to not only have quicker and uninterrupted access to their "commuted-to" businesses; it would also provide additional access to and from Kingwood in case of an emergency (recent memory Harvey). The access issue goes both ways as well. Too many times has an ambulance been stuck in bumper-to-bumper traffic on Northpark Drive with nowhere to go (nor the traffic blocking its path) due to the limited space, and crippled access to the Freeway. New businesses along Northpark Drive between the Freeway and Loop 494 (HEB/Showbiz Theatres/various restaurants) have further congested the area, with many of the patrons of those business being non-Kingwood residents. That is, non-Kingwood residents are accessing businesses that site between Kingwood and the Freeway, which causes additional congestion at the Northpark Drive / Loop 494 and Northpark Drive / Highway 59 intersections. Meanwhile, Kingwood residents are continuously backed up on Northpark Drive. This	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We desperately need expansion of Northpark Drive. There are times I can not get out of Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Drive Reconstruction Project should be considered for approval for multiple reasons. Northpark Drive is only 1 of 2 roads that enter Kingwood from Highway 59. The traffic backs up in the rush hour traffic times and on weekends as the population of Kingwood continues to increase. In addition, the proposal includes flood mitigation. It is not uncommon for the road roughly from Russell Palmer Road to Hidden Pines to flood during heavy rain. After Hurricane Harvey, there was no way in and out of Kingwood for about 6 days after the flooding started. The only other major access to Kingwood is West Lake Houston Parkway which goes across Lake Houston from FM 1960 in Atascocita. Lake Houston was the source of major flooding after the Hurricane which left a community of almost 82,000 with no way in and out of the neighborhood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Given the flood prone nature of this road, as well as the existence of the railroad track over both Northpark and Kingwood Drive, it is imperative that the Kingwood community and first responders have a way to reach Hwy 59 (including Kingwood Medical Center and Memorial Herman Northeast hospitals) in the event of flooding or a stopped train/rail incident blocking Kingwood Drive and Northpark Drive.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	traffic congestion is awful!! delays on emergency exits can be life-threatening!!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	traffic congestion is awful!! delays on emergency exits can be life-threatening!!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have lived in Kingwood for 25 years and have seen our population increase tremendously but no widening of our 2 major roads has occurred. This has created major congestion and safety concerns since neither of our major roads(Kingwood Drive and Northpark) have a flyover to bypass the railroad tracks in case of an emergency. This project is greatly needed for public safety . Widening of Northpark would help traffic congestion and safety. I would strongly suggest that the flyover at Hamblen will not be needed if Northpark is widened and has a flyover across the railroad track. I live on HAMBLEN Road and do NOT want the re-routing of Hamblen. My neighborhood will see increased traffic due to this re-routing. The safety of the Hamblen/ 494 intersection could be handled with a traffic light and it would be a much more efficient use of taxpayer dollars! Please do not re-route Hamblen but instead use these funds to widen Northpark !! Thanks, Ramona Reid	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please do not fund this project. While there are issues with Northpark, this is a ridiculous enterprise that will make traffic in Kingwood a complete nightmare for the many years it will take to complete, as well as cost us many businesses that will pull out of the area because access will be compromised. No one in Kingwood really wants this monstrosity at our entrance.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	It seems to me that this project is already going to happen, I would only ask that we keep as many local/native plants and trees as possible. The eyesore of a storage unit on Northpark has already pushed wildlife further and made the drive home so much less peaceful. In regard to flood mitigation the more grass/soft soil that is left available the better our community will fair.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Hi! Please approve this project!, kinwood is very limited in entrances from the main highway. take a look in this comparison: Woodlands: 3 depth entrances to the West in 1.5 miles. From Research forest Dr to Woodlans Pkwy. Kingwood: 3 depth entrances to the Est in 3.2 miles. from Kingwood Dr. to Ford Rd (Ford Rd is only 1 line p/side). That's less than half!, if any accident happens during peak hours, the options are really limited. Now think about the situation during an emergency. thanks for your time!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood residents and visitors to Kingwood have been in desperate need of this roadway expansion project for years. It is not just the time wasted on this congested street, but the hazard of the wide open ditch next to the road and the low elevation placing it in the flood plain. We hope the City of Houston will fund and execute on this well thought-out and vital project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Hello, and thank you for the opportunity to share. Regarding this project the main reason for my support is the growth in the area relating to traffic and emergency response or support. No matter how you decide to leave Kingwood it can be very difficult and delayed as the community continues to grow. I live toward the back off Mill Branch. I think I can speak for most of us that this project would greatly enhance the community flow, safety and quality of life. Thank you. Elliott	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The North Park expansion is necessary and much needed. It can take 30 minutes to get from the back of Kingwood to 59 with back ups on North Park. Many new businesses and neighborhoods have been built in Kingwood in the past few years making getting in and out of Kingwood a nightmare with traffic. Please expand North Park!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Our community needs this project. Our roads are jammed packed and backed up several times a day. If you need to evacuate currently one would use other routes though subdivisions and side roads. This is not how it should be. Please fund this must needed project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Drive Expansion Project. I have lived in the same location (2607 Silver Falls Drive in the Hunters Ridge Subdivision in Kingwood, TX) off of Northpark Drive for the last 26 years. I support the Northpark Drive Expansion Project. This main road into Kingwood has become a traffic nightmare, many times (especially during typical commute times) traffic is backed up over a mile and it travels at a snails pace. Northpark Drive is one of the most heavily traveled roadways in Kingwood. Improving the traffic flow and safety along Northpark Drive is critical. The population and expansion of the number of homes in Kingwood has grown substantially in the last 26 years but Northpark Drive has not expanded. The Northpark Drive Expansion Project will provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. During Harvey we could not evacuate via Northpark drive due to high water on Northpark. If Northpark Drive is not expanded you will see many Kingwood residents moving out of Kingwood to other areas and the property value declining as well as the tax base. Already a few of my neighbors have reluctantly left Kingwood due to the traffic issues. Please support the Northpark Drive expansion project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	My family will really appreciate that this project can be implemented. The struggle every mornings and evenings due to the traffic affects our quality of life.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood area has out grown the current roadway, Northpark Drive. Replacing the current roadway should be a top priority for improving Kingwood traffic flow. The added safety for residents to exit Kingwood using a new roadway that does not flood and has an overpass over the railroad tracks is greatly needed. I personal commute Northpark Drive daily as I live in the back in Mills Branch Village. The added lanes and overpass will reduce my travel times so i can spend more time with family instead of sitting in backups on the current roadway. I would be happy to deal with the construction knowing we need this badly in the Kingwood area. Please fund this very important infrastructure project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Having lived in Kingwood for 20 years I have seen the negative impact on traffic flow that development has created. My elderly mother now lives off Northpark, making it her primary route in and out of Kingwood. The traffic can be stacked up from 494 all the way to Russel Palmer almost any time of day. The same happens frequently on the eastbound side as well. It concerns me because emergency vehicles cannot get through as there are curbs and ditches and no shoulders for cars to pull off into. I have seen an ambulance get stuck and it worries me for the health and safety of the person who clearly needed to get to the hospital quickly. It seems this project would be huge for relieving the frequent congestion. Since annexation, the City of Houston has reaped the benefits of steadily increasing tax revenue due to increased construction and home property values. It is time to invest some of that back into the infrastructure to keep those living here safe, as well as to keep property values up, which ultimately leads to more revenue, It's a win, win as I see it.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The project is great. I hope it will not take a long time to do it and the traffic will be a big problem during the construction.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Do not clearcut the trees, landscape it like the Liveable Forest that it is. Have signage that is typical of Kingwood Pride!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	All of Kingwood only has 3 streets in and out. One is Kingwood Blvd, one is Mills Branch (belongs to TxDot, is long, narrow, only heads north and will not relieve anything), and last is Northpark drive. Kingwood Blvd would be much more expensive and take longer to widen. That leaves one street left, Northpark. If you all don't want to fund this project, then stop the development, because people keep pouring in and the ways in and out of Kingwood have not changed. Heaven forbid we all needed to get out, especially because of our proximity to the lake, we would be gridlocked. It's more than about convenience, it's also about safety. Please fund this project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Expansion project is essential and long overdue. Traffic on Northpark is extremely heavy. In recent years Kingwood Park High school was constructed along with several additional communities very near Northpark all negatively impacting already difficult traffic. When there is a train stopping the traffic on Northpark the back ups are extremely long with 20-30 minutes additional minutes needed to get across the tracks and access I-59 freeway. When the city permits all these new subdivisions to be constructed there needs to be a plan to allow roads to keep pace and ideally require developers to carry some of the cost to expand and improve roads. This project is so needed, please prioritize the Northpark Expansion project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please approve the funding for this! Getting in and out of Kingwood on any of the main roads to and from work is a nightmare. With at least one expansion it will ease some of the commute congestion. The commute time inside of Kingwood is longer than the time I spend on the freeway. It's crazy!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This has been badly needed for some time! Please move this up the list for funding. It will bring relief to all of Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is very much needed and is years overdue. The railroad overpass will be a great benefit to all. Cut all the red tape and Get this done asap.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please fund this project. Traffic on Northpark Dr in Kingwood is just horrible and it can take 20 to 30 min to sit in traffic trying to get out of Kingwood. Please please fund this. We need it desperately. Thank you for your consideration.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This should be a high priority project. Currently, one train can block both major roads into and out of Kingwood. If this happens as a result of flooding (flooding has already washed out the rail bridge over the San Jac), flood waters will block yet another exit from Kingwood (Lake Houston Pkwy bridge over San Jac). Completing this project is also a necessary prerequisite before the inevitable widening of Kingwood Dr can happen.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	My wife and I are twenty-six year Kingwood residents. The Northpark project has our full support. It services part of Kingwood that is experiencing the largest residential and commenrical growth now and for years to come. Northpark is already the most difficult location to enter and exit Kingwood. This project will also tangentially relieve some of the traffic pressure on Kingwood Drive which is also ranked and one of the highest traffic roads in Houston. I have seen blog comments discouraging relocation to Kingwood due to the heavy traffic on North Park. It is hurting our community in wasted time, property sales and safety. Please move it up on the project list.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The North Park expansion is definitely needed. Traffic is getting worse by the day. The more it gets built up the worse the traffic is going to get.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark drive will definitely need this project. With all the developments and new neighborhood(woodridge forest, royal brook,kings mill & woodridge village[new]) in the area, this expansion will help relieving the traffic in this growing community. This will greatly benefit all of kingwood residents as there are only three main entrance/exit thru kingwood(northpark drive, kingwood drive & west lake houston). Just imagine hundresd of new house and thousands of new residents plus the new developments in the area on top of the already big population of kingwood on a 4 lane road(northpark drive). One lane on each side will definitely help all of residents of kingwood. Northpark drive needs to keep up with the developments in the area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Good morning, I would like to provide a comment of support in favor of the Northpark Drive Expansion (overpass of 494). A a resident of Kingwood, this is a very critical support for the Kingwood area. Northpark Drive is one of 2 major exits from the Kingwood area. During Harvey, both Northpark drive at 494 and Kingwood Drive were flooded and there we no way to exit Kingwood. With an overpass, the low area of 494/Northpark would not be a problem. In addition, with all the retail development happening at the front of Kingwood, the traffic into and out of Kingwood can get very long due to the light at 494. It can take 30 minutes or more to get from the back of Kingwood to US 59. Please move up the priority of the Northpark project and include in all possible funding sources. Respectfully submitted, Kevin Cooper, PE 3303 Woodland View Dr Kingwood, TX 77345	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please fund the Northpark Drive Reconstruction Project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I drive this stretch everyday. It vastly needs improvement. The amount of accidents during rush hour is astounding for this stretch. I very much support the proposed project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Plant more trees. See the portion of W. lake Houston Pkwy near Kingwood Dr. with Oaks planted on each side of the road.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Increased population in the area has made it increasingly difficult to enter or exit the community on Northpark Drive. Continued housing and much needed economic development north of Northpark Drive will only exacerbate the situation. Coupled with the railroad crossing just east of the 494 Loop, traffic backs up for almost a mile during peak travel times. Emergency vehicles cannot easily transit the area during those peak times.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We currently office off Russell Palmer Drive which is less than half way from Woodland Hills Drive and 494. Most mornings our drive to the office takes us 10+ minutes to drive the distance to our turn off. Also, on days when we need to head to IH69 and beyond, the drive from Woodland Hills to IH69 takes upwards of 25 minutes. Shopping down North Park has become an impossible option and we have had to adjust our shopping to areas farther away. We ask that the North Park expansion be approved and for construction to begin as soon as possible. Thank you for your consideration, Robert J Robertson Kingwood resident for 30 years	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	If this work does not get done there will be no road out of Kingwood that did not flood, potentially risking harm to over 80,000 people living in the Kingwood community. Northpark Drive is vital emergency route out of Kingwood. Northpark Drive is one of only 3 roadways to get out of the Kingwood area. All three flooded during Harvey. Northpark is the only one even being considered for reconfiguration that would keep it above the flood plain. West Lake Houston passes over the San Jacinto. Kingwood High School is on the opposite side of Kingwood Drive from the river, and Kingwood HS was flooded and closed for almost a year. That leaves Northpark Drive. It too was flooded, but at least there is this remedy in the works, assuming it is funded.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Drive needs expansion for traffic flow reasons as well as safety/evacuation reasons. Northpark drive is one of only two main roadways into and out of Kingwood. If Kingwood ever had to evacuated, it would be a disaster. Also, the flyover of the railroad at 494 is necessary for similar reasons. If a train were to derail or even just get in an accident, it could easily block both Northpark drive and Kingwood drive. That would leave Kingwood trapped. It's not a matter of IF some of these scenarios happen, but when.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project needs to happen. Not sure why it is not ranked low enough to qualify for the funding considering the lack of ingress and egress in Kingwood. The roads and care of the roads by the City of Houston is ridiculous. It is time for some of the tax payer dollars paid by the residents of Kingwood to be reinvested in the community instead of going towards Mayor Turner pet projects.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have lived in Kingwood since 1990 and have traveled down Northpark Drive throughout the years. Traffic down Northpark Drive has increased tremendously and if anything happens it becomes a disaster. This project is essential because there are only two ways in and out to Kingwood; Northpark Drive and Kingwood Drive. This project is long overdue and needed.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This expansion would not only greatly improve the roads but the constant congestion of Northpark for Kingwood drivers. I urge you to please vote for the passing of this project. Thank you for your consideration. Sincerely, Kara Smith	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The expansion of Northpark is vital for the Kingwood area/Northeast Houston. With only one exit out of Kingwood that does not cross the railroad tracks on 494, this is a concerning safety issue from an evacuation standpoint. In addition, the road rework will help alleviate Northpark's closure due to flooding. From a traffic flow, this improvement is desperately needed, I travel Northpark every morning and evening on my commute. Most mornings it is a 20-minute commute at 7 am from W Lake Houston to I 59 and up to a 30-minute drive east in the evening. In addition, I commonly see people stopped on the tracks waiting for the light to try and squeeze as many cars through a light cycle as possible. Thus offering a bridge/flyover option would help reduce this dangerous behavior as people would not suddenly have to stop and be stuck on the tracks. Thank you for the opportunity to comment.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I believe this expansion will be a great thing	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark expansion project in Kingwood has been in the development process for several years and is very much needed by the Kingwood community. Ingress/Egress There are limited routes available for routine access to the community. On a daily basis the traffic is backed up for blocks attempting to leave the city. In the event of a weather emergency the situation is exacerbated and it becomes almost impossible to get in or out of Kingwood. Safety There is currently not anyway to access US 59 and nearby hospitals without crossing railroad tracks. In the event of a blockage of the tracks emergency vehicles can not get in or out of Kingwood. Flooding Northpark continues to experience flooding during heavy rains which needs to be addressed. The proposed project will address all these issues and needs to be addressed now.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark expansion project is needed and way overdue for the area. There have been an increase in construction of homes and businesses and an emergency evacuation route would help ensure the safety of residents in the Kingwood area. Due to the positioning of Kingwood, evacuation routes are VERY limited and need to be able to handle a large volume of vehicles.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	WE MUST START THIS PROJECT ASAP, BECAUSE THIS INTERSECTION AND THE RR TRACTS ARE ALREADY TOO DANGEROUS!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand North Park Dive and improve the drainage. Please either re-route the rain tracks or build the proposed bride over them. I would like to see North Park expanded to three lanes on both sides from Woodridge to I-59.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This needs to happen before something horrific happens and the city gets sued. I've lived in Kingwood since 1990 and I have never seen anything like this. How is the city going to allow builders to build thousands of houses and not do a thing about the roads? My daughter has epilepsy and if I ever needed to get to her school or home bc of an emergency, it would be impossible. Ford road is getting over loaded now. Maybe the city is conducting an experiment? I'm not sure. Maybe they are trying to see how many people they can shove into a tiny area before no one can get out or in! Oh, but somehow the city manages to approve the west lake Houston parkway extension pretty fast in order to get more builders to build and once again, more people in this tiny city. I work for a highway construction company and it's very obvious someone is getting rich off of Kingwood. More houses = more taxes, but Kingwood gets zero road expansions in the last 30 years! BUILD THE NORTH PARK EXTENSION before anything else is allowed to be developed!!!! I don't understand why this has taken this long or why this is even being handled like this. We don't need anymore houses or community centers or libraries or BS full depth repairs or sidewalks!!!! Thank you for Your time, I hope you do the right thing.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark expansion needed	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is a must considering Northpark Drive is the same as it was 40 years ago but the population of Kingwood has grown substantially over that time period. We have a large amount of people that pay a lot in property taxes but feel neglected regarding our main roads in and out of the Kingwood subdivision.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please please widen Northpark road in Kingwood. The Northpark project would lessen the traffic jams that occur going in and out of Kingwood. Having the train cross Northpark also effects travel flow. We need this . Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I've lived off NorthPark since 1995 and the new business and home construction is busting at the seams. This has lead to terrible traffic and horrible drainage issues. If the engineers believe this will help then please complete the project to help us.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I'm excited	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is an absolute must do now for Kingwood. The sooner we can get it funded, started and completed, the better for everyone concerned. The project benefits Kingwood residents in so many ways. The inconvenience of construction on a major intersection and roadway is more than tolerable when we consider the outcome. Kingwood needs this done now.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I endorse the improvements needed for the Northpark Drive Reconstruction Project. The current two lane roadway for Northpark Drive is insufficient for the day to day traffic demands. The railroad crossing and heavy traffic also jeopardizes the flow of emergency vehicles (fire trucks, ambulances, etc). The cost of this project will be reduced if this project is funded and work started ASAP.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We need this expansion! The growing population of Kingwood has far exceeded the traffic capacity currently available. Also, Harvey taught us we have a great need for a safe exit during times of flooding.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have been a long time (24 years) resident of Kingwood, living in Kingspoint. Northpark is a major egress access route during storms and flooding. We were trapped in Kingwood for a number of days during and following Harvey. This is an unacceptable situation. This city owes its residents at the very least the ability to escape during disastrous flooding, which as of yet has not been properly addressed and fixed. Not until the dam gates are installed will their be a reasonable expectation that Kingwood will not be subject to such flooding again. This project should be a number one priority for the very city that annexed it without permission. Time to convince us this was in our best interest.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	My comments are as follows: - I have lived in Kingwood since 1972 - When Northpark Drive was built it alleviated much of the then traffic on kingwood Drive - Slowly over the years, since Northpark was built, I have witnessed incredible changes to this roadway - It used to be that Northpark Drive was busiest on weekdays - It is now common for most folks like myself to wait 15 - 20 or more minutes to get from Woodland Hills to Loop 494 (even longer when there is an accident) - When there is a train crossing the problem gets even worse, the traffic backing up to almost Woodland Hills on busy mornings (not to say emergency crews have a difficult time going thru this area) - The same is now true on Saturdays (even Sunday mornings) the traffic jam is "insane" for a weekend day - What worries me as well as my family and friends is the ability for emergency vehicles to get out of Kingwood in a timely fashion, I've seen ambulances & fire rescue crawl thru traffic just to get to Loop 494 - Whats worse is that people are now finding smaller back roads to travel thru (breaking speed limits and running stop signs) just to find another way out of Kingwood - What that has done is create more accidents along Loop 494 north of Northpark where there are no lights to monitor traffic flows and allow safe passage onto 494 (Montgomery Counties problem now!) - After viewing the renditions of the new and improved Northpark Drive it would be a shame if the City and related entities do not get this projected completed in a timely fashion - Hopefully there will be a flyover connector so that commuters can quickly access south Hwy 59/69 in the mornings thus alleviating more bottlenecks and traffic jams I appreciate your time and taking all items into consideration for this project to move forward soon !	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Changes are crucial so Kingwood can thrive. We who must use North Park Drive see daily backups when trying to get in and/or out between Woodland Hills Drive and Hwy 59 daily. The elevation of the road from rain causes wrecks and very slow conditions. Soon additional railroad tracks will be added along 494. Currently drivers are held up getting into Kingwood and out because we have to drive over the tracks once they are clear. The Kingwood residents have been told that 44 trains will be added to daily traffic. Our traffic is at a critical stage now. We need to have the expansion including the evacuation routes. Currently we can not exit here in time to save residents. HELP	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We definitely need the Northpark Road Construction Project. The 2 main roads heading out of Kingwood are blocked on a daily basis by the United Pacific railroad. Not only does this cause major traffic jams, but it keeps the emergency vehicles from being able to get to the nearest hospital. Having an overpass over the railroad tracks will make an emergency route available to Kingwood residents as well as improve the traffic flow.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Mr. Martin, I sent email, several to you before. Again, I argued the fact: - This should have initially been explained when Kingwood was developed. Planners knew based on land size how many cars would be utilizing roads. Under designed infrastructure for the future, today. -The current plan is 100% insufficient for current use and future usage. 2/3s of Kingwood population lives east of Woodland Hills start/end of expansion. Plus, backend, Mills Branch area is not complete, more vacate land for sale and more subdivisions currently being built. Point is, during rush hour takes many cycles of lights to get thru Woodland Hills intersection on North Park. NP needs to be expanded to Lake Houston Parkway. This is not rocket science. Why benefit residents west of Woodland Hills? Where is the true traffic relief? City of Houston nelgated Kingwood for many years, very high property tax rate, high water cost, and still poor ROI from high taxes. Unacceptable. -Mills Branch is in very poor shape. Needs to be repaved badly between Shadow Forest and North Park. Joke. Pots holes patches everywhere Woodlands has better roads than we do. Please drive on it and check it out for yourself. Infrastructure of these roads are negatively impacting degrading property values. Steve,	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Make this happen as quickly as possible! The flyover to get traffic onto 59 without the lights at 494 is a decade overdue	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please donâ€™t. Please look at the correlation between road widening, increased speed, and increased frequency and severity of crashes. These expansions are not only expensive, but encourage more traffic and make simple trips around the neighborhood so much more dangerous. Saving a minute or two is not worth it. If we cannot afford to maintain the roads we have, how can we afford to continue to build new road weâ€™ll later have the liability of maintaining?	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I use Northpark everyday. In the afternoon the traffic is backed up without an alternate route. Because of this the wait is extremely long.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is long overdue and necessary for safety and quality of life issues for all who travel in and out of Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please approve this desperately needed project! Traffic is horrendous.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support the NorthPark drive reconstruction project. Key findings cited in the Mobility Report for NorthPark drive which was issued in 2015 are: road condition is substandard; operability was given a failing rating; accident rate was double the state of Texas rate for comparable roads. This summary of key finding is conclusive evidence supporting this project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Great proposal!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please consider adding a fly over on-ramp/off-ramp at the I69 and NorthPark interchange, (similar to the one at the Woodlands on I45 & Woodlands Parkway). The bridge that you already have in the project over the railroad would simply extend to the freeway as a fly over or clover leaf.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I live in Kingwood, and Northpark Drive runs directly behind my house. I'm worried that, like other roadway expansion projects around the Houston region, the expansion of Northpark will not relieve traffic but actually invite more traffic thus making the heavy traffic situation worse. I'm all for redesigning the intersections where Northpark meets IH-69/US-59 and Loop 494 in order to make traffic flow more smoothly, but I believe widening Northpark all the way to Woodland Hills Drive will not solve anything. Bigger roads invite more cars.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood desperately needs the North Park widening project! It would behoove the city to expand the project to also include widening North Park from Woodland Hills Dr. to W. Lake Houston Pkwy., as this will need to be done as well. Traffic is atrocious and only getting worse.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please start this project as soon as possible. Since Kingwood has no emergency all-weather escape routes, this project is of utmost importance for the safety and welfare of Kingwood residents. It seems that since we have been annexed, Kingwood has always been treated as a step-child by the city of Houston. How about not giving us the typical short shrift this time?	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We need the North Park project! Traffic on that road is absolutely awful and we have plenty of land there to build on! Do it, don't shelve it! Kevin McManis Kingwood	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I feel this project is a huge need. Northpark Drive is one of the most congested used roads in the area. The road holds water making it very dangerous during bad weather. I would be confident in saying it has at least one accident a day, more during bad weather. The area is growing not only businesses but residential as well. This is a high need for the area. Please consider funding the project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Both the widening for traffic purposes and the flood mitigation aspect of this project make it important for our community. This area will continue to grow significantly over the next few years making now the prime time for expansion.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As a 25 year resident of Kingwood, and the survivor of numerous hurricanes and severe rain events, I encourage HGAC to raise the ranking of the Northpark project to one of the top 10, As a major route out of Kingwood, we were trapped during Hurricane Harvey when Northpark flooded. It is supposed to be one of our evacuation routes. Likewise, an emergency on the west side of Interstate 59 would be impossible for first responders to reach in a timely manner in event of a major rain storm or blockage by the extremely busy Union Pacific Railroad. For the sake of the safety of the 80 thousand or so Kingwood residents plus all the Montgomery County residents who travel Northpark to work and play, I join the hundreds of community and civic organizations, businesses and residents who have joined together to encourage HGAC to fund our very vital Northpark project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Dr expansion project in Kingwood TX needs to be in the top 10 projects for funding! Traffic on Northpark Dr in Kingwood just keeps getting worse! Getting out of Kingwood between 7 - 9 AM, 11:30AM - 1 PM, 3 - 4 PM, and 5 - 7 takes more than 29 minutes. Used-to-be normal was 5 minutes. Getting in to Kingwood I bad between 2 - 3 PM and 4 - 7 PM. With the grade level railroad tracks and occasional flooding at Bens Branch, emergency exit is nearly impossible!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support this project not only as a Board member of the local TIRZ, but also as a resident of Kingwood and a business owner on Northpark Drive. It is imperative that we complete the Northpark Drive project in a timely manner. Traffic issues are rampant on Northpark during peak hours. The line of traffic from the signal at Loop 494 can back up for over a mile at times. I worry about the safety of those who may need to reach one of the local hospitals and how the emergency vehicles would make it through in a timely manner. In addition the personal time that is wasted by residents of Kingwood on their way to work and back home must be taking its toll. Kingwood is growing with the addition of the Friendswood Royal Brook subdivision and traffic on Northpark will increase as this development builds out. Being that there are only two main streets that connect over 81,000 people to US 69 is a concern and one that needs to be addressed by local governments and city and county entities. Northpark has been a major concern for over 5 years. The needs of this thoroughfare must be addressed quickly. I ask that the HGAC Council take this into account when making their decision as to which project to fund, Respectively, Kimberly Brusatori	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	To whom it may concern: I have a Childcare business, Kids In Action, in Kingwood at the corner of Woodland Hills and North Park, 3838 Woodland hills Drive. There are days that it takes me 20-30 minutes just to get to 59 from my location. I have parents running late to pick up their children, after a long days work, because North Park is backed up. Last week, there was a wreck on North Park and it took over an hour to get through. Once past the wreck, then all traffic had to deal with a train!!! The ER services had to fight to get through, as cars had to pull over the curb and onto the grass median. Please push this project through as soon as possible. The safety of our children and their parents are at stake. Not to mention the waste of time fighting the long lines of traffic.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please open up Northpark! We need to get in and out of Kingwood!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I feel this expansion is a must. kingwood is steadily growing. I have found that my commute time down Northpark is getting longer by the day. This expansion will I feel greatly reduce traffic and the amount of drive time.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I feel that this expansion is necessary as Kingwood is growing daily. I find that the traffic is getting backed up and this needs to happen to save time on my work commute and give me more time for daily living.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I feel that this expansion is necessary as Kingwood is growing daily. I find that the traffic is getting backed up and this needs to happen to save time on my work commute and give me more time for daily living.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	If the road stops at Russel Palmer and doesn't end at the 59 high way its pointless and will just cause accidents going 3 lanes-4 lanes-3 lanes with people trying to force pass each other. My opinion is the roads are not the problem, the over production on Kingwood is the problem. Too many people jammed together. What the fuck happend to the livable forest? I have been born and raised right here and throughout my life Houston has turned what was once a beautiful nature loving community to a piece of fancy stopped up crap and road kill. Stop it. No more unnecessary roads, no more added neighborhoods, no more apartments.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark expansion is much needed. The streets are crowded and creates traffic issues during rush hours.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Expansion is necessary but needs to be done correctly and quickly.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	how are you going to handle the increased congestion?	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have been living in North Woodland Hills in Kingwood since 1989. I remember a time when my drive to I-59 was only five minutes tops. Now if I have an appointment I have to allow a minimum of twenty minutes just to get to the freeway. I often find myself cutting through South Woodland Hills to Kingwood Drive because believe it or not it is easier to get out that way. Something needs to be done to get the traffic flowing on Northpark again. I really feel for those that live all the way in the back of Kingwood. If they work downtown they probably have to leave an hour early just to make it to the free way. It is just terrible for everyone.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Traffic along Northpark Drive both east and westbound is extremely brutal during rush hours especially if a train happens to traverse or block the roadway. It can take up to 30 minutes to move from I-69 to Woodland Hills Drive or vice versa. However, during non rush hours the traffic improves to just plain brutal. This project should have been done ten years ago. Don't delay it any longer!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please make this project a priority. This area is expanding at a rapid rate and the main access points in and out of Kingwood require expansion. This a great community, but to continue to ignore the need for expansion will only drive people away from the area. I think the lack of access in and out of Kingwood is one of the main reasons why Kingwood does not attract businesses and better retail/restaurants. That has changed in the last 5 years or so, but more must be done. I continually hear and am told to go to the Woodlands or go into Houston for good food, good shopping, great doctors, etc. This community should have all of that here. I shouldn't have to drive anywhere else and support other communities. I should not have to worry that 1 car accident will shut down any access to Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I fully support the proposed Northpark Drive Reconstruction Project. Northpark Drive is a heavily congested area that needs additional road infrastructure to ease congestion. Feel free to contact me at the email address above if anyone has additional questions.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Increasingly, Kingwood is becoming unlivable due to the traffic issues. Despite having the luxury of living and working in Kingwood, the 5 mile commute to my office regularly takes 30 minutes. When I was still working downtown, the portion of my commute in Kingwood took as long or longer as the portion that began once I hit Hwy 59 / I-69. Expansion of the main thoroughfares is desperately needed in order to accommodate the increased population. Unless this situation is addressed soon, it will have a substantial negative impact on the community as people seek to leave in order to avoid the traffic situation as commute times worsen. The Northpark expansion is a great place to start - and I hope that Kingwood Drive is next.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I know there are many worthy and needed projects in the Houston/Harris County area, however as a resident of Kingwood, I respectfully submit that this project is VERY IMPORTANT to our area and I fully support this project. This project will help solve ongoing traffic problems in Kingwood and neighboring Porter due to continued growth in the area. The widening of NorthPark Dr will be a tremendous help to east-west traffic flow in the area. The addition of the overpass over the railroad and Loop 494 will be a tremendous help in safety and traffic flow. Currently the intersection of NorthPark Dr and Loop 494 is always congested, no matter what time of day. Also this intersection along with the railroad crossing is a safety hazard. In the event of an large emergency in Kingwood, it would be very hard for emergency personnel to access Kingwood from I-69 and very hard to get injured people to the two hospitals in the Kingwood area which are west of the railroad and Loop 494. This situation would be exacerbated by a train blocking the Kingwood Dr and/or NorthPark Dr crossing. This project is long overdue. Thanks.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We need this expansion. I have lived in a subdivision off of Northpark Drive for over 30+ years and have been in Kingwood since the early 1980's. I have seen Kingwood grow to become the "unliveable forest" in my opinion. When there is heavy traffic even on a Saturday on Northpark is ridiculous. The traffic has gone from not much on Northpark to having to check traffic on my phone before I leave to make sure I give myself time to get to where I need to go. And let's not get started with the train! Not knowing when a train will pass by can really put a hamper on things. One minute you are doing fine and will get to where you need to go. Other times a train comes through and just like that your late. I have had to stop for trains in the morning, afternoon, and night, but the worst is during those high traffic times. Please do something to ease our pain.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have been a Kingwood resident since 1989, and have witnessed and live with the growing population, terrible traffic, and flooding issues. This Northpark expansion project is sorely needed to improve traffic flow and safety. Northpark is one of only 2 main exits from Kingwood. Traffic is terrible on a normal day, let alone thinking about evacuation in an emergency. This project would elevate the roadway and expand Northpark to six lanes, improving safety in an emergency and improving every day commutes for the Kingwood residents. The railroad tracks are another issue. This project would include a bridge over the Union Pacific railroad tracks, again, improving both traffic and a safety. I respectfully request federal funding be approved for the Northpark expansion project. Come spend a commute or two sitting in traffic on Northpark, and you will better understand Kingwood residents current frustration, and fear for evacuation and safety in another emergency.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support the proposed Northpark improvements. They address several issues listed below: 1. Improve mobility for access into and out of Kingwood. 2. Increase capacity for evacuations of Kingwood. 3. Improve emergency vehicle access into and out of Kingwood. 4. Reduce flooding at the Ben's Branch crossing of Northpark.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As the owner of the commercial property occupied by Chick Fil A , this expansion would directly affect my CFA egress and ingress and I would litigate this poorly planned and conceived "improvement" to the NorthPark / Kingwood expansion should you rule in its favor â€¦. I just encountered a similar situation on my McDonalds in Salt Lake City and we litigated this for 2 years and prevailed.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I fully support this project	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The current configuration of the NorthPark and 494 intersection is creating excessive congestion inbound and outbound. This is stifling both commercial and residential growth in this area. Northpark needs to be improves to allow the are to flourish and improve the tax base. Also. recent emergency events, such as Harvey, show the need for improved access in and out of the area. This is a much needed project for this area. Thanks	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Drive Reconstruction Project is desperately needed for the safety of Kingwood residents. Traffic gridlock on North Park and Kingwood Drive occurs during most times of the day. When this occurs, ambulances and emergency vehicles are unable to travel from the back to the front of Kingwood where major hospitals are located. I urge HGAC to support this project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This needs to get completed ASAP. It is a shame that the county has not fixed or done enough to try to help the traffic problems in Kingwood. I hope yâ€™all finally get serious and get it done. I guess I need to start voting for different people that care about where I live.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Dr is now worse than Kingwood Dr and is in need of expansion. This will allow for more development in the area without creating a further traffic nightmare. Thank you for the consideration. Jason Kihlberg	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support this project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	NorthPark needs to be expanded to 4 Lanes Each Way / Total 8 Lanes â€¦ as housing developments continue both North & South of the East-West NorthPark drive. No sense adding just 1 lane each way â€¦ or in 2 yrs. we will be right back at this same discussion. Further, we need a bridge from NorthPark over Hwy 494 connecting to Hwy 69 North & South.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Have lived in Kingwood for 17 years. North park has become very congested approaching 59/69. Am looking forward to expansion to help unlock traffic blocks.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand northpark	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We definitely support this project. The traffic bottleneck is a detriment to the residents and businesses in the Kingwood area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Drive expansion is years overdue. The traffic is constantly backed up from 59N to Woodland Hills during rush hour and weekend peak times. The safety along this road is highly dangerous and the expansion is needed to help prevent tragic accidents from happening in the future. Emergency vehicles, in many cases cannot move freely in backed up traffic, which is really concerning to me and most other KW residents. As businesses continue to expand along NP these issues will only get worse. Starting this project sooner than later is the better solution in creating a safer mobility environment in KW.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I strongly recommend the urgent implementation of this project. The traffic on Northpark Drive is becoming a nightmare	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand Northpark Dr in Kingwood, TX!!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Plz I for God say	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support the expansion of Northpark Drive.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Plz for God say do this extension as we all are exhausted of this traffic .	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please approve. We are in favor of it.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Build it and they will come. Build bigger nicer roads checker boarding through kingwood as shown on the long range planning nap and you open a thoroughfare for not only local traffic but also transient pass through vehicles. And then Northpark won't be adequate and the plans for Woodland Hills expansion is next. Give a mouse a cookie and he's going to want a glass of milk. More traffic. More congestion. Another project. This northpark project is for the benefit of Houston and not for kingwood. And it won't be the last. Kingwood is a community of residents and kids and schools and local commerce. Safe and familial. Dissecting it with transient traffic corridors will eventually destroy the community. I oppose road expansions through kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Yes it needs to be widen for sure!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand northpark drive to relieve traffic congestion!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	North Park definitely needs to be expanded, as the traffic backs up no matter what day it is or time.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	It is so critical that the Northpark project begin. Traffic Congestion has impacted this community for a long time- it is time to do what needs to be done. Kingwood is a strong and viable community and our tax money should be put to work to keep it that way.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	There is so much traffic on Northpark. It NEEDS to be widened.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Hi! Wanted to chime in on the Northpark drive expansion project. It currently takes about 35 minutes to travel the length of northpark drive during morning and afternoon rush hours. There are new houses being built constantly for New Caney and Kingwood. Since the Dairy Queen opened, even more cars are slowing down the right lane all the way until Woodland Hills. With the new HEB center opening later this year, even more congestion will be at the highway. Widening the street must be done!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Living in Woodstream towards the rear of Kingwood and taking Northpark every day to work is a nightmare!!! Please expand this road because if there was an emergency and we had to evacuate it would be impossible!!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please do it ASAP. Esp before Northpark is fully developed commercially.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support the Northpark Drive reconstruction project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood definitely needs the expansion of Northpark	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Congestion on Northpark has become crippling for Kingwood residents. Not to mention the imminent danger in emergency situations - traffic completely prohibits the passage of any vehicles in or out. Continued construction has worsened the situation making immediate expansion IMPERITIVE.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Expand Northpark	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark traffic need serious improvement. Widening the road should accomplish this.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	No....this makes no sense. From 59 to Russell Palmer stays the same? This a waste of money to only widen from Russell Palmer to 1000 feet east of Woodland Hills Drive? This will cause a bottle neck before and after that area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark overpass is critically needed for Sa Seth reasons. A stalled train could block access to Kingwood hospital in the event of a life threatening wreck, tornado, or other accident. It is also needed to expedite evacuation in the event of a hurricane. Plus, the overpass would save thousands of gallons of gasoline each day by dramatically cutting the rush hour traffic jam. This will reduce CO2 emissions. Please fund this critically needed project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The traffic is terrible now and with the area growing we need quicker access to the highway	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	is it possible to have any of old Kingwood left will you guys just not be happy until you've mowed down every tree paved every piece of dirt and invited everybody in the entire world from California that doesn't want to be there to live here. Y'all do know it floods right. Just leave us in the Kingwood residents alone we don't need your traffic we don't need your billion-dollar high-rise Fancy Pants crap. Why don't you guys go Revitalize sections of Houston that could badly use the investment in their communities where it's already paved where the animals have already been run out. I mean you rich assholes just won't be satisfied until you squeeze every dollar and ruined everything. Leave us alone please go make your money someplace else it's all y'all care about you don't care about the residence you don't care about the community.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark drive is desperately in need of expansion. Please consider this. Traffic is at an all time high due to increased development. Expansion is long overdue. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark drive does NOT need expanded. They need to widen certain parts of it by creating turning lanes (especially at loop 494) with better timed signals that allow for more cars to move through. The two lanes exiting kingwood towards 59 at loop 494 get backed up because the right hand lane half the cars have to put on the breaks to go over the tracks and make a sharp right turn on 494. The left lane gets backed up because the left turn lane to go south on loop 494 can only hold 4 cars, and without a protected arrow that lane gets pushed back into the left lane. So half the time there is only one lane functioning at half capacity. The issues are mainly just during the rush hour. Most other times of day the traffic moves fine. The idea of putting a bridge over 494 and the tracks is just crazy and a waste of money. There are maybe 4 trains that go through there during the day (most of the train traffic is at night when no one is on the roads) and they move through so fast it accounts for about 2 minutes delay. Once the train is clear the lights re-sync and are green for two light cycles and traffic recovers quickly. The mobility of the road would 100% be improved if the widening happens near 494 and Northpark and the turning lanes and signals are improved. In my opinion that entire intersection looks "dumpy". Garbage everywhere. Signs everywhere. Trailers. Signals and road signage looks ugly. Median looks bad. Just overall it looks bad. Cars traveling south on 494 trying to make a left onto Northpark is another issue. The cars get backed up all the way to far entrance to Kroger as the protected arrow to go left only allows about 7 cars to get through during peak times. The turn is tight there as well. When doing all these improvements it probably makes the most sense to just completely redo the road almost from scratch. If that is going to be done fine, I just think the overpass proposal I heard sounded crazy and pointless. Northpark drive is a busy road yes, but it is not an express highway. Traffic lights and stoppages	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The traffic is so bad through this section that it is faster to either take Mills Branch road up to Ford Road (driving completely out of the way to get to the highway), or south the Kingwood Drive which is also a gamble for the traffic.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The northpark expansion is necessary. It can take 30 minutes from the back of Kingwood to get out of the area where I live. Many more businesses are popping up in the road which will make it more difficult.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Expand North Park. I pay alot of taxes and I want my tax dollars spend expanding North Park	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This expansion is very needed for Kingwood	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood is almost fully developed but the road infrastructure has not kept up the pace. Expansion of North Park is over due and should be acted upon now. Thank you...	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I think expanding North Park in the designated area will ease traffic congestion on North Park and maybe even draw traffic from Kingwood Drive.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The North park expansion project is sorely needed for our community. Traffic flow is impeded at various times of day at all roads leading into or out of Kingwood. Presently, in the event of a disaster, with a train blocking both North Park and Kingwood Drive, we would be trapped with no way out. Thank you for your consideration.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	North Park needs an overhaul and widening. The traffic snarls on the road daily during peak traffic times. This snarling becomes life-threatening in the event of an emergency. Widening and building an overpass over the railroad tracks can save lives. Thank you	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand northpark. It's a mess to get out since at times it can take 30 minutes in the morning from the back of Kingwood to the front and the same going home in the evening. We are almost landlocked if it wasn't for mills branch rd. For years I struggled with getting out of Kingwood to work downtown which I loved. I finally gave up in 2004. My husband struggles now although he doesn't need to be at work at 8:00. The traffic took at least 20 minutes in 2004 and only getting worse with the additional developments and businesses. Something needs to be done. Thank you	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The proposed expansion of Northpark is very much needed for the relief of congestion.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	In favor of widening Northpark from Woodland Hill drive east to 59	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Since we keep adding more houses in Kingwood it is imperative to expand the exit roads	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support the project	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	With the growth of the rear section of Kingwood, North Park Drive is in dire need of the proposed expansion!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please fund this project. The traffic on Northpark from Woodland Hills to Hwy 59 is horrible!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand NorthPark Drive. the traffic in and out during rush hour is unmanageable long-term.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We need this project initiated and completed for de-bottlenecking and safety reasons. Traffic can be tied up for significant periods of time due to train crossings and the sheer number of Kingwood residents leaving near the same time. The rail crossing can be dangerous in bad weather and night driving, although the warning devices are adequate most of the time. Smooth traffic flow would be greatly improved with this project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Bring a Kingwood Resident for 16 years, I have watched Northpark Drive as well as the rest of our communities roads (to a lesser degree) go from viable roadways to just a dangerous, congested mess. Many times I have witnessed Ambulances desperately fighting their way through traffic to get their patients to the hospital, horns blaring, sirens wailing and emergency lights flashing being seriously impeded by the almost constant backups. People in the backup are panicked trying to make way for an Ambulance and have no where to move to. Northpark is two lanes, each side bordered by concrete curbing. There is no shoulder in which to turn into to get out of an emergency vehicles way. This situation has placed Kingwood residents in serious jeopardy. As we know, when a health emergency happens to a member of your family, your daughter, your son, your spouse, many times delays in getting them to the hospital emergency room decides if they live or die. Please, Northpark expansion must start now, each day of delay places our families in danger of losing a loved one.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Absolutely need these improvements. I remember when Northpark was a cow path. Yes get going!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Without the NorthPark road expansion, Kingwood will not do well. Congestion with new neighborhoods, apartments, etc. is causing a traffic jam most all times of the day, this expansion is required to keep Kingwood vibrant.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark traffic has grown especially back and forth from the back of Kingwood now that traffic down Lake Houston Parkway uses it to avoid Kingwood Drive. Additionally the huge increase in activity due to stores and restaurants between 494 and 59 makes getting out of Kingwood arduous when that's all you want to do.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am writing to express my support for the Northpark Drive Mobility Improvement Project. Northpark Drive is one of the most heavily traveled roadways in Kingwood, Texas. The Northpark Drive Project has very strong public support and is critical to the not only the mobility needs of Kingwood but also safety and resiliency. The proposed project is necessary to improve the current roadway and create a safer environment for the residents of Kingwood, City of Houston, Harris and Montgomery Counties. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain. Over the last three years, Northpark Drive has been submerged four times, preventing drivers and more importantly emergency vehicles, from traveling in and out of Kingwood. Experiencing Harvey proved just how important this expansion project and evacuation project is for the community. The Project will also provide flood mitigation and storm water detention improvements, which are vital to the community. Additionally, the project would solve serious congestion issues with the addition of an above ground crossing at the railroad tracks, which would eliminate stopped traffic due to train crossings. This improvement is not just about mobility, but the protection of life and property. I urge you to support and prioritize this project for the residents of Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please Fund the NorthPark Project	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support the expansion of NorthPark Drive between Russell Palmer and Woodland Hills Dr., to help ease the traffic congestion. I also suggest expanding NorthPark Drive between Russell Palmer and US95. Thanks,	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The overpass portion of this project affects businesses negatively in Montgomery County. The fact that the City of Houston/ Harris County is willing to crush small businesses in Montgomery County is not surprising, COH collects no property or sales taxes in the affected area of the overpass! Do not give this TIRZ one penny!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The expansion of NorthPark Dr is way overdue. This isn't downtown Houston or the surrounding area where it takes hours to drive a few miles which is the case if you're on NorthPark Dr at the right hour. Please, please vote for this project to commence.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I would like to voice my support for this project. Widening of this roadway in much needed in the Kingwood Area to help with traffic congestion.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	My vote - go ahead with it.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We moved to Kingwood in 1985 and consider the repairs and upgrades to Northpark Drive absolutely necessary. This community desperately needs an escape route due to hurricanes and flooding. Thankfully, we live on a street that was not flooded by Harvey, however, for a time Kingwood residents were stranded due to flooding following Hurricane Harvey.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We have lived in Kingwood since 1977. Probably would not have moved here if we knew how growth would adversely effect the 2 major exits creating not only long and unpredictable travel time but severe safety issues. Something needs to be done on the fast track. The proposed North Park reconstruction needs to go foreword now!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The upgrade of Northpark is long overdue. It is over-crowded two-lane (each direction) that has no right turn lanes, minimal left turn lanes and is constantly crowded with bumper to bumper traffic. This first project to Russell Palmer is necessary/needed to set up the final segment to I-69.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Expnd Northpark and then connect Woodland Hills all the way with a bridge across the river! Duh!!!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am for the expansion of Northpark Drive. The congestion is very heavy at times.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	NorthPark drive badly needs widening and improvement. I have lived in Kingwood since 1983, and NorthPark is the same now as it was back then, had not changed one bit despite the booming growth that has occurred in Kingwood and the surrounding area. I would imagine that NorthPark was designed to handle less than 1/2 of the traffic that it is now force to handle, as it is a now major, major clog point to those of us who live in Kingwood. With the additional subdivisions and business that have sprouted around NorthPark, and with more being planned, there is a desperate need for the widening and improvement of this major entry and exit point of Kingwood and the surrounding area. Thanks.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Yes, we need this expansion. Kingwood needs more streamlined exits, especially for emergencies.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I think it is critical to carry out the Northpark Drive expansion and improvements project both from a safety of residents standpoint and also as an investment in the future of the region to continue to attract the best from other states and from within the state that they find Kingwood one of the best places to live in the U.S.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	North Park needs to be widened to accommodate the growing Kingwood area and all the new development in the area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I fully support this project. I live off Northpark past Woodland Hills and can say this is desperately needed. Traffic on Northpark is only getting worse with all of the development happening in the back of Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Travel on Northpark between Russell Palmer and 69 is dangerous, backed up and woefully in need of the proposed widening and fly-over. About once a month, traffic is at a standstill because of an accident, cars swerving into the ditch or into the car wash fence. The back-up to leave Kingwood exceeds 30 minutes routinely. I think the combination of Kingwood growth and the opening of access with 1960 over Lake Houston has forced this improvement. It's time to debottleneck this unsafe stretch of road. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Dr has become so congested that I seriously have considered moving because of this. The congestion can happen any day or time. This has been a serious problem for several years. On a positive note, a PI was able to get pictures of my ex husband meeting up with his girlfriend while sitting in traffic on Northpark. That was in 2014.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	There are lots of convenience reasons for this project, but the most important reason is for safety. With the limited number of ways in and out of Kingwood this is necessary to provide a way out in case of flooding evacuation. There are only 3 basic options Kingwood Drive, NorthPark, and the West Lake Houston bridge. The bridge is the first area to flood followed by both NorthPark and Kingwood Drive leaving residents trapped in Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This needs to happen very bad! The traffic is insane and the wrecks just keep happening more and more Please make this happen	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand Northpark, there is excessive traffic on here!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Nortpark Drive project needs to happen but it is going to put a LOT more traffic onto Kingwood Drive. Probably more than it can accommodate. One possible solution might be to make all 4 lanes of Kingwood Drive outbound in the AM and inbound in the PM.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Regarding the Northpark Drive Reconstruction Project, I would like to voice my support for this important and timely effort. It is rare that a project has this many impacts. In addition to greatly improving traffic flow, it also provides for flood mitigation and stormwater detention improvements. The to be built bridge over Union Pacific Railroad tracks will not only improve traffic flow but greatly reduce the commute time out of Kingwood as well as making it much safer. Additionally, this will not only increase commerce for the existing businesses but also be a great encouragement for other businesses to open there as well. The impact of this project will not only affect Kingwood residents and businesses but the increased tax revenue will impact the entire City as well. I ask that you include this project in your funding. Sincerely, Jerald Broussard 707 Masters Way Kingwood, Texas 77339	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is vital for those of us who live in Kingwood! During the week at rush hour, it takes more than 40 minutes to drive from west of Russell Palmer to get through that intersection (the project site in question here). At non-peak times, it is almost 30 minutes to move the same distance. On Saturdays, when traffic is considerably less than M-F, it STILL takes almost 20 minutes to get from the Sherwin Williams paint store on Northpark through the intersection. That intersection was at a failing level 22 years ago when I moved here, and it has gotten exponentially worse. The city has allowed abundant growth and new subdivisions to be built but has NOT addressed the vital infrastructure to support that additional traffic load, and now NEEDS to ACT!! We NEED this project, along with many others on the main roads in & out of Kingwood. It SHOULD NOT take me 45 minutes to go 5 miles to get out of Kingwood! Time to get the tree huggers out of the way and make Northpark 3 lanes wide & build the overpass over the tracks! A shoulder land NEEDS to be included as well, so that emergency vehicles can get through. There is no place for drivers to move to in order to allow responders to get by. The same should be done for Kingwood drive - this is another failed roadway where the growth was permitted but nothing was done to ensure the infrastructure was improved to support that growth!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am so excited that the Houston - Galveston Area Council is considering the Northpark Drive Expansion Project. Kingwood has very limited number of access roads into and out of the community. Northpark Drive has been especially congested for several years, and the problem continues to worsen. With additional residential construction taking place in Kingwood and Porter that will use Northpark Drive to access 59/69, no relief is in sight unless the problem is addressed directly. Delaying the project will only serve to compound the disruption of an increased traffic flow when the project is eventually undertaken. I have already noticed heavy traffic overflowing onto residential streets, often at dangerous speed, in an attempt to bypass the clogged thoroughfares that enter/exit Kingwood. I urge to you take the opportunity to complete this needed expansion project now.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This expansion is long overdue. I just hope most of the work can be completed without negatively affecting the areas already congested traffic problems. (We can always hope=)	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Completion of this project is long overdue. Traffic movement within Kingwood is slow and needs to be immediately addressed, and this project will greatly help in reducing traffic congestion in Kingwood. Please do all within your power to fund this project for completion as soon as possible.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I strongly support the application for funding for the Northpark Drive Reconstruction project. Mobility improvement for Kingwood is critically needed.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have been a Kingwood resident for 20 years. I have seen and experienced the increased traffic on Northpark drive and am in favor of the expansion project. If more development in Kingwood is allowed, as it has been with the addition of the two subdivisions along Mills Branch, which intersects Northpark, then it should be obvious that traffic in that sector will increase. An area the size of Kingwood needs smooth flowing traffic during rush hour and to allow for ingress and egress of emergency vehicles. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I believe it is imperative that the Northpark expansion project be approved. Kingwood has only 2 main streets, Kingwood Dr & Northpark that can take it's approximately 70,000 residents to Hwy 59/169, and they both must travel over railroad tracks. Not only does this inhibit flow of traffic at numerous times of the day, it also poses a real problem should the train be stopped for reasons of vehicle/train accident, train derailment or other instances where the train would be stopped in the area between Humble, Kingwood and Porter. The trains that travel through this area are most often long enough to block both Kingwood Drive and Northpark and point north towards Porter. Given Hurricane Harvey, we also need this project to be constructed above the 500 year flood plan to ensure safe passage. Our area needs this project. Thank You.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Infrastructure updates and improvements are desperately needed in Kingwood. It is both a daily commuting concern as well as a safety issue in the event of an evacuation emergency.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Expediting this project is critical to Kingwood. Kingwood continues to grow. NorthPark was one of the few roads that we could use to get out of Kingwood during the Harvey floods. Please bring this project to top priority. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The road is very much needed. The additional capacity on this road will cut my time in half from 24 minutes to about 12 minutes as I drive from Mills Branch and then to Northpark Drive. Project worth considering as it helps a large population living here.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please proceed with the Northpark expansion. The current traffic on Northpark has led to upwards of 40 minutes to leave Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Yes Northpark needs to be expanded	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This expansion of North Park is needed for all of us who live and work in Kingwood. There is always significant congestion on North Park, the time of day has little impact on it.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We need the extra commuter capacity desperately in Kingwood. Traffic backs up for blocks frequently.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We definitely need this project to be done. The roads in and out of Kingwood are packed and need expansion.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Traffic is horrible. It would be amazing to have a fly over or express lane to 59 so you dont have to worry about the train and stop lights.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	It's not a question of if the project expansion should get approved and funded, it's a question of when. The traffic congestion eastbound to Hwy 59 needs a solution and Northpark lends itself to ease of reconstruction given its open median. The overpass construction would allow for continuous traffic flow which is crucial! We now experience stop-n-go delays as far back as the Woodridge traffic light!! Economically, it would help substantiate any forthcoming tax increase discussions, post Harvey! This project must be approved and funded.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Yes! We need this desperately!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is truly needed. The congestion and delays on NorthPark Dr. in Kingwood are really a problem. The traffic backs up constantly between Woodland Hills Dr. and U.S. 59. Thank you, Sara Nowak	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Kingwood community desperately needs improvements made to major thoroughfares. I highly doubt emergency services can be properly provided during high-traffic periods. And in cases of a natural disaster? We're trapped here! Expanding Northpark Drive and adding the overpass would be a step in the right direction to making Kingwood safer and more navigable. Please don't put the Kingwood community on the back burner. We've been forgotten enough over the past several years, and the events during Hurricane Harvey are evidence of that.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Drive reconstruction is extremely critical for the livability of the north side of Kingwood in particular. Traffic stacking up at the railroad tracks and 494 results in backups to Russell Palmer road and beyond nearly every day during peak hours, even during the weekend days.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand Northpark drive, traffic is ridiculous!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Expand northpark	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark must be reconstructed. The current volume of traffic certainly warrants the reconstruction. Volume will only increase. A new subdivision further east on Woodland Hills Dr is under construction. This subdivision is estimated to add 100s of new homes. Northpark already overloaded will be the primary entry and exit road for this subdivision. There are only 3 main roads in and out of Kingwood. Two of the three cross railroad tracks. The third road uses a bridge over the San Jacinto river which has flooded previously and runs through a residential neighborhood. If Northpark is not reconstructed a disaster will definitely occur. Floods, Hurricanes, train derailments and day to day emergency vehicle calls will isolate Kingwood residents. Deaths will occur if they have not already. Please make this project number one on the list of necessary projects.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please move forward on this widening/expansion project. It's been needed for years and it's only getting worse as more and more homebuilding is going on. It's already terrible trying to get in/out of Kingwood under normal circumstances. In an emergency, it's a disaster. For a time during Harvey, Northpark was just about the only feasible way out of Kingwood. This project needs to go forward.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please commit to the widening of Northpark Dr. It is imperative to residents and local businesses. We also need an evacuation route if needed	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Definitely needed! Please expand!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I strongly request that the Northpark Drive project be funded and implemented as soon as feasible. This project will help with both the severe road congestion in Kingwood and with providing residents a safe route for evacuation in the event of disaster, including any repeat flood events. Thank you, Nancy Jo Derby	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As stated in the email and is known, the alleviation of congestion due to the railroad tracks-goes without saying. Trains usually traverse Northpark drive in the morning rush hour traffic backing traffic to Russel Palmer and beyond. Traffic on Northpark is also congested almost daily without the train delay. It is one of two exits out of Kingwood to access the freeway and as such, is heavily used all hours of the day. It is not uncommon for traffic to be backed up to Russell Palmer in the evenings, especially in the evening. I live in the back of Kingwood and use Northpark each work day. Without traffic, i can get to the freeway in approximately 12-13 minutes. Rush hour 20-24 minutes. The expansion and roadway over the railroad tracks and to avoid the light at 494 is overdue. It needs to be pushed forward as quickly as it can. Kingwood desperately needs relief along this thoroughfare.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We are residents of Kingwood for over 40 years and have seen the continuous decline in overall mobility and traffic safety. The Northpark Dr. expansion is critical to all Kingwood residents to solve long standing infrastructure issues as well as improve Harris County evacuation abilities from neighboring communities in the event of hurricanes and other disasters. This project is the highest priority that area residents identified as critical following a year long community process called the "Kingwood Mobility Study", back in 2015/2016. This project should be highly prioritized by H-GAC and is critical to the safety and well being of all Kingwood residents, along with surrounding neighbors.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Drive has been a bottleneck going into and out of Kingwood for YEARS! Please improve the road capacity!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We have been residents of Kingwood since 2009. We have observed the continuous decline of overall mobility and traffic safety and the Northpark Dr. expansion is the only reasonable solution at this time to correct safety issues and improve mobility. Kingwood residents embarked on a year long study in 2016 to address the overall transportation and mobility issues and a major focus of that study was safety and better egress and ingress in situations related to hurricanes and other disasters. We should become a corridor for evacuation in these instances and the Northpark Dr. expansion is the only viable option at this time. H-GAC must place this project at the top of its priority. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please as soon as possible fund the Northpark Drive Reconstruction Project so that traffic gets better. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	NorthPark Drive is such a heavily traveled road and is desperately in need of repair. It is inadequate for the numbers of vehicles traveling it daily. I have lived in Kingwood for 38 years and have watched the rapid growth and increased traffic congestion. I have always been concerned about evacuating Kingwood in the case of an emergency. It has always worried me as to what would happen if a train were stuck on the tracks and ambulances or fire trucks needed access and both Kingwood Drive and NorthPark were both blocked. By providing a bridge over NorthPark it will make Kingwood safer.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Given the growth of Kingwood we need this expansion to safely and efficiently move people from the back of Kingwood to Hwy 59.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Going down North Park to get out of Kingwood is absolutely a night mare. Most of the time it is backed up from 494 to Russell Palmer. We try to avoid it during the rush hours but now it seems like rush hour is all day long. Ford road used to be another choice but that has gotten so congested we feel like we are locked in and if there is a train wreck we are up a creek. The overpass is a must for Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I've been a resident of Kingwood for almost a decade. I do make my living inside the 610 loop so my commute time hinges on not catching the train at Northpark Dr and loop 494. The left turn lane is too short as well, and this could impact access to the freeway artery to Houston. Evan Boiteaux	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Expansion is needed	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Drive Reconstruction Project is an absolute necessity for the growth of Kingwood, a significant tax base for our area. Northpark Drive is always quite congested requiring relief by expanding to six lanes and perhaps just as important is building a bridge over the railroad tracks at 494 to improve traffic flow and relieve congestion. We sincerely hope that the HGAC will approve this important project for our Kingwood community. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I highly recommend the North Park Drive Reconstruction Project. There are basically 2 main East/West entrances into/out of Kingwood - Kingwood Drive and North Park. The traffic congestion during peak hours (day and night) is incredible. If there is any type of accident or problem, it's even worse. With the population of Kingwood growing every year, this project is desperately needed. Thanks for your consideration!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand Northpark Dr. The traffic is TERRIBLE and it is only going to get worse with all the new subdivisions and stores that are being built in the area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Expand it!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	NO! While I do think the traffic does need to be addressed, I feel this would tremendously hurt Kingwood. It would turn NP into a highway where people would speed up and down it (worse than they already do). It will give Kingwood a new face, we are already losing trees at a rapid rate due to business growth. Finally, it'll create more interest in Kingwood from criminals. We are seeing the crime in Kingwood creep up as we continue to build new businesses that is gaining the attention toon of criminals. This will make it easier for them to get in and out and increase the curiosity of criminals. Let's keep Kingwood the small close knit community it is and quit expanding it. Soon we will no longer be the "œlivable forest". Can we please focus on mainting what Kingwood is?	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The improvements are needed. We moved to Kingwood in 1975-76. Unfortunately, the roads have not grown with the continual growth of Kingwood. We moved across the freeway from Kingwood last year because the traffic was so bad. We still drive Kingwood roads because we live so close, but it's not the everyday in and out of Kingwood. Please improve the roads Kingwood Drive and North Park). Yes, there will be trees removed, but the landscaping can still be done to make the roads look attractive and have the traffic actually move! Thank you!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This work is SO needed!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	What I fell in love with Kingwood was the trees. I moved here about 5 years ago and slowly but surely trees have been disappearing. What I hated the most was the tree removal at the Kroger on north park and west lake. So much for the livable forest. Seems like it just going to get worse...as far as removing greenering.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This needs to be done! The fact that it takes a person anywhere from 10 to 25 minutes to drive 3.5 miles, is absurd. NorthPark must be expanded.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I lived in Kingwood since 1980 and since than I've seen our community grow exponentially from 10k people to now almost 100k. In the very early 80's northpark was one lane in one lane out. Now, with almost 10 times the amount of people, there are only 2 more additional lanes. Since then, there has only been 1 addition and that was the highway underpass at 59. Today it can take a half hour in the morning to get out and another 20 minutes to get in in the evening. The roads are also slick and narrow; almost everytime in rains someone ends up in the center ditch. It's time to bring Northpark into the 21st century and cover that ditch, run some sewer drians and add more lanes. We also need turn off lanes on both northpark and kingwood drive. The need to have contra lanes is a must...God forbid there is an emergency we'd all be sitting ducks. Something needs to be done asap, please.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This area desperately needs the expansion to handle the amount of current and new traffic moving into Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Needed this like 10 years ago....	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Where are all the trees? Does this include the overpass over the 494 RR tracks? It feels like all these "improvements" are reducing the tree population in the Livable Forest. It's just sad.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have lived in Kingwood since 1976 either in North Woodland Hills and Woodstream. With all of the construction in the back on Kingwood and the new sections running down to Ford Road we cannot get in or out of Kingwood in a timely manner. Northpark needs to be expanded and I am in favor of the construction project for Northpark drive. George JOnes	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I think this is a great idea kingwood needs it more than ever!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Morning, There is a major problem of people getting out of woodrige and Northpark Woodland Hills village at the red light intersection. The people coming from their homes in those areas only have time for 3 (three)cars to get thru the light, before it changes for northpark lights turn green. Very frustrating , I work at Kingwood medical center and it should not have to take me two light cycles to get to work to leave my home. There is a problem because on Sunday for church, there are officers directing traffic and the traffic light cycles are turned off, because no one would be able to go to church or leave with only 3 cars going thru light changes. If it was not a problem,then there would be no need officers directing traffic on Sunday. This matters has been going on for over a year and no one wants to address this matter. I would appreciate if this matter could be looked into and resolved. Thankyou, Tara	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood desperately needs North Park to be up graded. Why? We have the same exact roads that we had approximately 30 years ago, when the population was around 35,000 people. The population is now estimated to be around 100,000 people. That and union pacific has increasing the number of trains each day (to around 28)has made Kingwood unsafe to live in. The up-grade is so expensive that we need help from several funding sources. Please help the citizens of Kingwood. Thank you, Allen Brown	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	It has become a problem Trying to exit N. Park Dr. I have lived here for 25 years and never have experienced so much traffic as the past couple of years on N. Park Dr. I would propose that no new businesses should be allowed to open until we can expand our roads it is a hazard and makes me furious every time I drive a N. Park Dr.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The North Park expansion is well overdue, serious consideration should be taken to include an overpass on Kingwood Dr. over the railroad tracks also.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The traffic now on Northpark is herendous... in need of expansion for sure!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Driving North Park every day is a reminder of the significant impact the congestion has on the residents of Kingwood. What should take five minutes takes 15-20 minutes. I am asking you to approve the North Park expansion project. Thank you!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am in favor of this project. I believe it will greatly increase the capacity of an extremely overcrowded roadway that will only become more crowded as planned retail space is constructed and leased out. Please get this approved!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am a resident of Kingwood and a regular traveler of Northpark Drive. Northpark Drive is one of the two main access roads into Kingwood and is presently significantly undersized for the daily traffic volume. During rush hours, Northpark Drive is regularly backed up to either US 59 N or towards Woodland Hills Drive. Expanding Northpark Drive is necessary to support the current traffic loads and the expanding traffic volumes associated with new residential and commercial developments.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please help traffic congestion in Kingwood. The Northpark bottle neck is a daily problem at all hours of the day. This infrastructure was designed before additional subdivisions were planned and homes built. We need a solution, please.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark is one of the main and few ways to get out of the Kingwood Community. During high traffic times of the day, it takes a very long time just to move from Woodland Hills drive to 494 or hwy 59/69. This makes the community less attractive to people home shopping and makes evacuation almost impossible and dangerous. On a normal day, it is difficult to get to a hospital in a timely manner in a car or ambulance because there is nowhere for cars to go or move over to once they are stuck in traffic on those lanes.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	It has too many car lanes. Looks super dangerous.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The need for a Northpark expansion is long overdue. I spend 25 minutes every morning on Northpark trying to get to I 69. I leave my home at 9:00 am after the main commuting rush. With more businesses along Northpark under construction, it will be impossible to reach 69 within 40 minutes. This traffic back up affects the ability to sell a home in Kingwood as potential buyers do not want to buy in a neighborhood with this kind of traffic back up.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	All construction on roads has been grossly mismanaged (unnecessary blockage, unsupervised traffic control, unqualified unsafe laborers, unnecessary spending and so on) worries us about who is in charge and paid for watching over this project. who will be responsible (answer questions and ready to quick fix mishaps) on call with name and phone number?	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Drive Reconstruction Project should be approved for multiple reasons. Northpark Drive is only 1 of 2 main roads to Kingwood from Highway 59. The traffic backs up in the rush hours and even on weekends as the population of Kingwood continues to grow. In addition, the proposal includes flood mitigation. It is common for the road roughly from Russell Palmer Road to Hidden Pines to flood during heavy rain. After Hurricane Harvey, there was no way in and out of Kingwood for about 6 days after the flooding started. The only other major access to Kingwood is West Lake Houston Parkway which goes across Lake Houston from FM 1960 in Atascocita. Lake Houston was the source of major flooding after the Hurricane which left a community of almost 82,000 with no way in and out of the neighborhood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The improvements on NorthPark are certainly warranted! Traffic continues to increase as developments continue to grow in the NNE quadrant of Kingwood. It seems that a large segment of the eastern sections of Kingwood utilize NorthPark for various reasons. I sincerely hope that these improvements can commence as soon as possible.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We need the Northpark Drive expansion project in Kingwood to be approved. As Kingwood has grown over the years Northpark Drive traffic has gotten unbearable not to mention when you get caught at light by a train it adds to the gridlock and backs traffic up all the way down Northpark Drive. This project, I believe, would help with our growing traffic problems. **PLEASE APPROVE **	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand Northpark!!!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am a resident of Kingwood living in Kings Point Village, about 6 miles east of Hwy59. Our route to 59 requires us to travel either Kingwood Drive or Northpark Drive. Please note that both routs are congested and dated. Travel time either going west or east has increased significantly over the last 2-3 years. These conditions result in time lost for all travelers, increased accidents and unsafe conditions especially in medical situations. Please recognized this need and approve this project as top priority. Thank you	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood needs The Northpark reconstruction project for the safety of its residents. It was evident after Harvey that Kingwood needs better escape routes in case of emergency's. For this reason alone this project should be considered for funding . However this project also meets the needs of resolving the traffic issues coming in and out of Kingwood. Please consider this project and number one priority !	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I urge your endorsement of the Northpark Drive Reconstruction Project. Traffic volume on this artery is already excessive. This project will improve both traffic flow and safety . It will also help address the major flooding problems that the area continues to experience. If this area floods again Kingwood as we know it will die, current residents will not rebuild again.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am all for the Northpark expansion and can't wait; I just hope it gets completed ASAP.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I would vote NO. This is absolutely unnecessary!! \$28million for 1-2 hours of traffic in the morning and again in the evening. This is ridiculous!! This also doesn't address the issue for King Mill residents of safely getting to the Westbound side Northpark.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I strongly support this project and request the needed Federal funding to complete this construction. The reconstruction and widening of Northpark Drive is critical to the mobility and safety for the Kingwood Area. In this section of Northpark Drive from Russell Palmer Road to Woodland Hills Drive, there is a crossing with Bens Branch. Bens Branch has caused the flooding of Northpark Drive several time making it impossible to enter or exist the Kingwood area. The proposed plan is to elevate Northpark Drive above the 500-year flood elevations to provide flood resiliency for this most needed evacuation route. During Hurricane Harvey all exist out of the Kingwood Area were impassable by flood waters. The proposed improvements would provide at least one evacuation route out of Kingwood for the 70,000 plus residents. Thank you for your assistance in providing the needed funds to complete this project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I live in Kingwood and Northpark is my primary route in and out of the neighborhood. It's getting to where there is heavy traffic on Northpark well beyond the traditional rush hours. The Northpark Drive Reconstruction Project looks like it will provide some much-needed relief. Please fund the project in full. Thanks Jon Winters	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The North Park Reconstruction Project is a necessity for Kingwood. Kingwood is basically a "1 way in, 1 way out" community as the east fork of the San Jacinto River is a natural barrier to the east. Due to the growth of Kingwood, the the capacity of the roads leading in and out are out dated. For traffic alleviation and more importantly safety, Northpark Dr. must be expanded.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please ensure that funding is approved for the Northpark Drive reconstruction project. Traffic flow in and out of Kingwood has gotten worse with each passing year and each additional neighborhood that is built. Traffic delays are a major source of frustration in our community. But more importantly, in the event that Kingwood would need to be evacuated quickly, due to hurricane or otherwise, there are grave safety concerns about the ability to evacuate in a timely manner. This is a very important safety issue in our community! Thank you!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Yes we need expansion ASAP ...	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As a resident of Kingwood for over 28 years, I have been able to directly observe its tremendous growth and pressure put upon its roadways. There are currently four main routes in and out of Kingwood-Northpark drive, Kingwood drive, West Lake Houston Drive and Mills Branch (Ford) road. Those are the same thoroughfares that have existed for at least the last 20 years and as Kingwood has grown those roads have remained the same and are now very congested during peak traffic hours on weekdays and weekends. In fact, on Saturday mornings, for most not a workday, but a day to get out of Kingwood and get needed shopping/errands accomplished at businesses mostly outside of Kingwood, it is not uncommon to have a delay of 20-30 minutes just to get out of Kingwood. I have had an increasing feeling over the last several years that at times we are almost "trapped" in Kingwood. Furthermore, along this line of thought, during the aftermath of the hurricane Harvey flooding, we were essentially trapped within Kingwood. Mills Branch (Ford) road was the only entry/exit to Kingwood for several days and it was extremely congested. All of the other exit points were flooded, including Northpark Drive. There were some tense moments during that time when it appeared that even Mills Branch (Ford) road would flood, effectively cutting off all avenues of escape as water was rising within Kingwood. I believe that it is essential to complete this project to help the massive congestion and prevent Northpark drive from flooding in the future. We are also aware of many who have moved out of Kingwood due to this "trapped" feeling and my family is now considering that course of action in the near future. Kingwood is thriving and has a lot to offer, especially its fine schools, but I believe unless the situation described above is remediated, Kingwood may find itself left behind other "more open" communities in the northeast part of Houston.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have lived in Kingwood since 1983 and use Northpark as a primary access road to my home routinely. Over the years it has become totally unusable at critical times of every day of the week. It is so clogged with traffic that emergency vehicles have no way to move in either direction which is a terrible life safety situation. This project is a absolute necessity for the improvement of life safety, air quality and quality of life for tens of thousands of residents and businesses.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Im glad that Northpark is being widened. The traffic has increased rapidly in the last few years. I would also like to request that a right turn lane (heading south) at Hidden Pines. Now that a stop light is at that intersection. It really hampers the people turning right into Woodland Hills. Please consider this. Thank you for your hard work on this project. Paula	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please fund the North Park expansion project in Kingwood. It takes commuters an extra 20-30 minutes to get home on a 2.5 mile stretch due to the congestion. Thank you	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This expansion needs to be placed higher on the list. It is absolutely necessary as traffic is terrible	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I strongly support the Northpark Drive Reconstruction Project and I hope and pray for the HGAC's support as well, Kingwood is so congested and with minimal escape routes. I've lived in Kingwood for 16 years and traffic has simply become unbearable. We need this project to become a reality and your support would be greatly appreciated. Yours truly just sitting daily in backed-up Northpark traffic. Thank you. R.House	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The northpark expansion is very much needed. The traffic is heavy during normal conditions, and would be especially troublesome for evacuations and road flooding.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support the widening of Northpark. This is a vital link into Kingwood and has become so congested it is unusable at some times of the day. Both main entrances to Kingwood have a railroad track at 494 which blocks traffic many times a day meaning first responders cannot get into or out of Kingwood. The overpass that's part of this project will provide critical access over those tracks. I urge support of this for the over 100,000 residents of Kingwood	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support the north park project. It is critical for both first responders access as well as storm evacuation. The railroad tracks at 494 regularly lock access to both Northpark and Kingwood drives, cutting access to Kingwood. The overpass on Northpark will alleviate that. Traffic is at a standstill many times during the day. I urge your support of this	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I live on North park and take the road towards 59 hwy daily. The intersection of Northpark from Russell palmer to hwy 59 is often congested and at a stand still. Furthermore, the train system that intersects 494 and Northpark is confusing to drivers. By this I mean I've noticed daily that other drivers are unsure of where and when to stop, even with the white markers on the roadway, causing a hazard to themselves and others. These drivers are often on the track itself and even if they realize they are on the track, they are pinned in by the other vehicles surrounding them. There are also many homes and businesses near the intersection of 494 and Northpark Drive. Kings Manor Elementary School is also nearby this intersection. If an accident was to derail the train, the effects could be catastrophic. Therefore I support the extension of Northpark Drive from Russell Palmer to Hwy 59.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The expansion project of Northpark Drive is needed greatly for our community. As a resident of Kingwood, over the last 50 years, we have seen our population grow without the necessary roadway added capacity improvements. Northpark Drive used to be the quickest way in and out of Kingwood. Now it is the worse. I do not use Northpark Drive now because of the traffic delays. Please approve this project as it is greatly needed for our community. Protect the wetlands in place and save as many trees as possible. Dennis Montes 832-691-2329	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I drive this road several times per week and the congestion is unbelievable. Even during "off-peak" hours like mid-afternoon or late in the evening it take significant time to go west from Russell-Palmer Blvd to Hwy 59. Expanding the roadway would help with increasing development in that area and decrease the overall congestion.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I just moved to Kingwood with my family from Cypress, TX 2 years ago. Our subdivision is along North Park drive when you enter the Kingwood entrance. I loved the idea of living in a place that is so close to nature and a community that respects the natural world. Researching Kingwood two years ago - this was an issue that I saw being discussed back then as well - 1) Horrible Traffic Congestion at North Park Dr 2) Flooding being prone and a historical issue with this road 3) The general lack of maintenance causing the section of Northpark Dr to be an eyesore everyday as my family drives into Kingwood. It doesn't make sense for us to be living in a \$400k+ house and paying \$12k+ in annual property taxes that it looks like a dump before we enter our subdivision. Also the traffic concerns are all too real. It is one of the worst and soul crushing trafficed roads I've ever experienced in Houston. I decided to move here because I assumed it was obvious that this issue would be worked on as it was hotly talked about 2 years ago. Here we are in 2019 and we are still talking about it. Let's stop talking about it and fix it or you won't have a community left because there are other places in Houston we can move to of it comes to that.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Kingwood community would greatly benefit from this project, it is greatly needed.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The traffic just to leave Kingwood via Northpark is always congested. This problem prevents emergency vehicles from getting to destinations in a timely manner. Likewise this situation has become an inefficient way to get to Route I-59. Many, like me, have resorted to travel through neighborhoods in neighboring Porter to get to the highway. Thus adding extra miles to reach the same destination. Something must be done especially with all the new homes and new neighborhoods that have been built and continue to be built. Thank you in advance for your consideration of this proposal.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Must needed project. New communities are being built and roadways are not sufficient to handle the traffic.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand NorthPark Dr to three lanes and rebuild overpass for rr tracks. When I moved to Kingwood in 1979 the roads were fine for the population. Now the roads are crazy. I live off NorthPark Dr and the time wasted trying to drive down my 3 mile stretch everyday is unacceptable. Thanks for considering promised expansion.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I would like to see this project completed as soon as possible. Thank you	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This needs to be a priority!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please push along the Northpark drive project. Kingwood has needed this project for a long time. Traffic congestion is terrible all times of the day. My husband and I often comment that if there was an emergency the vehicles could not get through as they should. There is no place for vehicles to go to get out of the way. I am so glad that this is being built with kingwood's flooding in mind. Please push this project through as soon as possible. Thank you, Denise Skuldt	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We have noticed an increase in traffic since we moved here in 2014. There have been more subdivisions added, an increase in population in the area, but no improvements in traffic flow. We find that as we approach the loop, that it is backed up and takes several light rotations before we come to the intersection. Also, if there is a train we can expect a huge delay. This project is really needed for Kingwood's residents and those who frequent Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	It is my understanding that the NorthPark Dr. expansion/reconstruction project may not get started because reason unknown. This is very disheartening and I am very concerned of the increasing probability of auto collisions, personal injury, road rage, drug dealings, auto theft, centered around the NorthPark Dr., Loop 494 and I-69/Hwy59 proximities. I moved from Kingwood/Bear Branch area in 2009 because it was taking 30 minutes to travel 1.5 miles just to reach Hwy 59, to the Oakhurst of Kingwood community in 2009. In making this move, it would only take 2 minutes of travel time to get on I-69/Hwy 59. 9.5 yrs. later it now takes 6 minutes to travel the .5 mile, to get onto I-69/Hwy 59 to travel to downtown Houston for work. In addition, there has been a Kroger Super Store built and currently being built is an HEB Super Store on the East and West side of I-69 corners. Also, two 1,000 unit apartment complex's built and strip centers, and office buildings and hotels and gas stations built. In addition there has been two schools and 1,500 KB Homes housing community built by KB homes, 1 new 1,200 home community being built on Sorters Rd which uses and will be utilizing NorthPark Dr. West, growing the existing traffic problem more immensely. I travel into and from Kingwood area very frequently and during rush hour times (AM/PM) and on Saturdays and Sundays, it can take 30 minutes to travel from Woodland Hills Dr. going West to I-69/Hwy 59 due to traffic buildup from I-69 to Wal-Mart. I have referred with Civil Engineers that live within Kingwood who informed me when TXDOT took out the entry and exit loops to access Hwy 59 in and out of Kingwood around 2008, Kingwood Dr. and North Park Dr. will become a travelers nightmare; they were right. In addition, The Woodlands saw the same situation developing and what did The Woodlands do? They were able to get the Entry and Exit Overpass Ramps into and out of The Woodlands built to ease the traffic congestion. Within the	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We need this project.. traffic has been horrible and there are no sude walks part of the way... our neighborhood is growing and we need more space for all the drivers to keep our community a good and safe place to live	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project definitely needs to be in the top ten for the area. The safety of the kids going to school for one, as well as the safety of the motorists that drive this road everyday. People are avoiding Northpark and speeding through other school zones to circumvent all the traffic. Please reconsider this project and get it done for the safety of all that live here.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark, in Kingwood needs help, itâ€™s a complete bottle neck anytime of the day. Something needs to be done to ease the congestion, as more houses are businesses are still being built.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Traffic is currently ridiculous build to a standstill from early morning throughout the day. More businesses only add more traffic, and expansion through out the 494 / Northpark area is increasing. From a safety view point, the crossing at the train track is horrendously dangerous with wrecks happening frequently, particularly when impatient drivers are trying to get home having just fought the Houston traffic downtown. For the Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive section it needs widening and providing quicker, efficient and improved flow to access to I69. I don't believe these roads have been maintained to keep pace with the ever increasing population, and with only 2 main entrances/exits to Kingwood, we need a clear flow of traffic to allow for a hurricane evacuation. The whole area is in need of redesign and rework.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	EMS response times are extremely poor in Kingwood, due to out of control mobility. In my opinion it is no longer safe to live in Kingwood. This up grade will make it much easier to get to the hospital when an emergency occurs. Thank You.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As a long-time resident of the Kingwood Area, I strongly support the funding of the Northpark Drive Expansion Project. Northpark Drive is one of the most heavily traveled roadways in Kingwood. The goal of the project is to improve traffic flow and safety along Northpark Drive. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. Additionally, a bridge will be built over the Union Pacific Railroad tracks, perpendicular to Northpark Drive, addressing traffic delays due to passing trains. There is a constant risk that evacuation routes out of the Kingwood Area during an emergency would be cut off if a train has to stop blocking Kingwood Drive and Northpark Drive. This project would reduce that risk.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please build this!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark should be widened due to more and more people moving to this area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The traffic on NorthPark Drive is ridiculous. It backs up in the morning and in the evening. Our population along NorthPark is growing due to the addition of the Woodridge Forest subdivision and businesses along the route. Something needs to be done.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We should use center-turn lanes (like 1960) for the businesses between 494 and 59. The current median is dangerous. Also, make sure there are exits to 494 going towards 59 from Kingwood.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I live in Kingwood but rarely take Northpark due to the traffic. With NP overburdened and very stressing Kingwood Drive, I feel that without this project we would have a serious problem to safely evacuate let alone the daily impact to life. Please implement this project as soon as possible. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am a 30 year resident of Kingwood. The traffic and delays caused by the extensive traffic on Northpark Dr has become extremely difficult to travel the road. With the growth in the area, new homes under construction along with development of new business, including the huge HEB shopping center the traffic problems and congestion will only worsen. It is past time to widen and improve driving conditions and drive times along Northpark. Thank yiu!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please improve Northpark. It's so clogged up that I avoid it by driving to porter everyday (via Ford rd) even though I want to go south of Kingwood. It's ridiculous.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We need this project to start urgently in Kingwood. It is a traffic nightmare as well as there are real flooding concerns that basically trapped us in our neighborhood as Nothpark was completely flooded and we couldn't get out of our subdivision. Funding for this project Is severely needed.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am a resident of Kingwood and use this rode every day we need to have a better and bigger road for our safety and all of the residents of Kingwood and to be able to go out into 59 in the case of a flood. I am pro this project and it needs to be passed for the well being of this community and for the future of our children.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Drive is one of the most heavily traveled roadways in Kingwood. It is necessary to improve traffic flow and safety along Northpark Drive. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. Additionally, a bridge will be built over the Union Pacific Railroad tracks. Please reconsider this important safety concern for Kingwood residents.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please approve this improvement on our road, it will alleviate the traffic we currently have.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I'm the pastor of St. Martha's Catholic Church on Woodridge Parkway near NorthPark and I'm in favor of the NorthPark expansion project. With Kingwood and this area growing, NorthPark is becoming increasingly congested and is a safety concern if it is not expanded.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We have resided in Kingwood for over 20 years and have seen a lot of changes in the area over that period of time. In particular, additional development of the Kingwood area has increased our population resulting in a significant increase in traffic congestion. We very strongly support the Northpark Drive Reconstruction Project and ask that HGAC approve this project so that it can move forward. Regards, Craig and Cheree Alexander	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	It is of utmost importance that North Park Drive be widened to six lanes at least from I69 to Woodland Hills Drive. Kingwood, the livable forest, has been deforested and has been overbuilt with no regard to the increased traffic on its two main arteries: North Park and Kingwood Drives. There has to be a limit as to how many housing projects should be allowed in Kingwood in order to prevent the increased population that has contributed to North Park and Kingwood Drives being so congested. Now, not only during peak hours, but also during most of the day, leaving Kingwood takes more than half an hour from Woodland Hills to I-69. Thank you for your attention to this serious problem.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project must be built. The congestion in the morning and evening is the worst I have seen. On weekends the businesses along this stretch of road have customers that either can't reach their entrances or once they get there because of the traffic they can't exit the business. Lots of new homes are being built attracting many new residents that is only making the traffic congestion worst. If a train happens to come the traffic is backed up for over a mile maybe more. To avoid this in the morning and evening many residents are forced to take either Kingwood drive to exit Kingwood and that street is already overburdened or they take W Lake Houston Parkway to Atascocita adding to the congestion that already exists on FM 1960. Lastly in desperation residents are forced to go N on Mills branch to ?Ford Rd creating huge backups on ?Ford Rd when it reaches Loop 494 . This project has to be a priority.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The traffic on Northpark has grown tremendously over the last couple of years. With the growth of businesses, residential neighborhoods and new construction for both, traffic flow slow. It seems with increase of traffic on Northpark, there appears to have had an increase of accidents. The expansion would seem to help flow of drivers getting onto the Interstate and those drivers wanting to frequent the businesses.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please add this project to your schedule. This community has grown exponentially bigger, than the roads can handle. We need this project to help alleviate traffic build up! Thanks, Caroline Stevens	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support this project. It will be invaluable to the Kingwood area. I have lived here for over 30 years and Northpark has become all but undrivable many days due to the traffic. The congestion at the railroad tracks is embarrassing for a road this critical.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood needs better ingress and egress...please widen Northpark!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is a MUST for Kingwood. Morning traffic can take 30 minutes from Woodland Hills to Hwy 59. I can't believe hasn't been started, let alone not even sanctioned yet. Kingwood residents have been waiting years for widening of Northpark. Lack of normal access wastes millions of man-hours per year, hurts property values, and is a safety hazard.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Yes to this project	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This is a critical improvement needed for Kingwood for Traffic and safety.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I encourage HGAC to provide support for the North Park Expansion Project. This project is essential to the 70,000+ residents of Kingwood, which was annexed into the City of Houston in the 1990s. This project will include reconstruction and expansion of Northpark Drive from four to six lanes and the construction will bring the road above the 500-year flood plain and provide a viable evacuation route for Kingwood. During Hurricane Harvey, most of the major access routes for Kingwood were impacted by standing flood waters and debris which interfered with emergency access for ambulances, fire trucks and other first responders. In addition the hospitals and major medical facilities that support Kingwood are west of I-69 and west of the Union Pacific Railroad . There have been various incidents in the past where a train was stopped and blocked both Kingwood Drive and Northpark Drive, cutting off all access routes for ambulances trying to reach the hospital. The Northpark project will provide and overpass for traffic to cross over the railroad tracks. I strongly encourage HGAC to support the Northpark Expansion Project. Thank you for the opportunity to provide comments on this important project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I can honestly say that this project is sorely needed. I have been a resident of Kingwood since 1997, and have watched this area continually grow over the past 22 years. During this time, Northpark Drive has seen some improvement, but not the type that is required to actually keep up with the level of expansion that has occurred within this community. We residents not only need better roadways to access our community, but require roadways that will allow us to do so, in as efficient a manner as possible, especially during times of severe weather. As a homeowner and resident of this area for nearly 22 years, I would urge anyone that reads this comment to seriously consider funding this project. Congestion alone will begin to drive away residents, and that won't benefit anyone, not the residents, nor Harris/Montgomery Counties. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Drive project is very important to the safety and health of residents and non residents of the area. At the present time the traffic along this roadway is constantly in a state of stoppage. Vast improvements are needed in order to allow orderly traffic during normal times, and during an emergency, such as a weather disaster, there will be many people injured or even killed by the inability to get out of the area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Because of its population size Kingwood needs an all weather evacuation route. It also needs an evacuation route that is not blocked by the train tracks along hiway 69.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I strongly support the Northpark Drive Reconstruction Project. As a resident living in the North Woodland Hills subdivision, I use Northpark Drive everyday. There are problems with traffic and drainage, and I ask that this project get federally funded to provide a safe evacuation route as well as improve traffic and safety for all residents in Kingwood and the surrounding areas. Thank you for your consideration, Mike Lahey	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Dr. in KW needs expanded ASAP. The traffic congestion is terrible. With all the recent retail/ commercial/ residential building along this corridor, it is near impossible to get to I69 in any reasonable time. It is a great inconvenience to commuters. As building continues along Northpark coupled by numerous trains that come by daily and block traffic at Loop 494, the flow of traffic is unacceptable. The widening of Northpark and a flyover 494 is long overdue for both safety and efficiency reasons. Please provide the necessary funds to complete the Northpark project soon as it is one of the three major exit/ entrance roads into and out of Kingwood, all of which are unreasonably congested.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Residential and commercial growth in Kingwood and surrounding areas have greatly increased the vehicle traffic on Northpark to the point of being intolerable. Kingwood has only two main Eastward roads (Northpark and Kingwood Dr). Drivers now use the Ford Rd/Mills Branch to return home even though these roads were not built to handle the traffic now seen. The expansion of Northpark is essential to ease the traffic congestion and allow further commercial development near Northpark and Highway 59.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	NorthPark Dr. in Kingwood desperately needs to be improved as it is difficult to get out of Kingwood in a timely manner. Our hospitals are located on the opposite side of 59. The congestion makes it difficult for emergency vehicles to get across the freeway. In addition evacuation is a problem such as for a hurricane. There are so many more subdivision being developed and NorthPark was not designed to carry such a load. I have lived here for 42 years and have seen the change. We need the funding to avoid a problem in the future. I ask you to seriously take this issue under consideration. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This is the most important project in the Kingwood area. These improvements would allow improved access to HWY 59 for Kingwood residence. It is important to eliminate the at grade railroad crossing. This is way more important than the Hamblen Road improvements.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Being one of the clergy at St. Martha Catholic Church on Woodridge Parkway just north of Northpark Drive, I have seen firsthand the utter insufficiency of Northpark as it currently is for handling traffic loads not only during rush hours, but also on Sundays, when far more people attempt to turn left up Woodridge Parkway to get to church than the short turn lane and every-other-light-cycle green signal can handle. We have had to hire off-duty police officers to direct traffic on these occasions. Furthermore, this light setup also breeds a certain contempt for traffic laws in the area, as drivers often train through this light due to the shortness and infrequency of greens. In order to alleviate this problem, having clearly arisen from an attempt to make the most of Northpark's current east-west carriage capacity at the expense of its cross-streets, it seems necessary to me to expand the capacity of Northpark itself so as to be able to normalize the light patterns in the area, improving flow on Northpark and its cross-streets at the same time. I fully support this project and believe that its execution will be a major and needed improvement in both accessibility and safety for this growing part of the city.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The expansion of Northpark Drive is overdue and will significantly improve traffic flow in and out of Kingwood. As it is it not only impedes workers but emergency vehicles are unnecessarily slowed. Due to the drainage ditch between the east and westbound lanes, there is nowhere to move when emergency vehicles need to pass.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I strongly support the Northpark expansion as it is vital to the community to relive traffic congestion.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I strongly support this project. It is vital to the mobility of Kingwood as it is one of only 2 roads that provide east-west access to the community.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As a resident of Kingwood since 1982 it is imperative to approve and begin the Northpark Drive expansion. During the rush. Hours the traffic on Northpark is extrmley brutal it can take upwards of a half hour to travel between woodlands Hills Drive and route to 494 or vice versus. Also Kingwood Drive needs to be expanded. The traffic from my house to the entrances of Kingwood take upwards to a half a hour and more if the Kingwood High school students are getting out of class. Victoria Ramirez Residents of Kingwood since 1982 My son and his wife and 4 children live in Kingwood My daughter veronica is also a resident of Kingwood and has her business in kingwood of 40 years My husband and I also had our business In Kingwood and sold it to my daughter and that is why we have to maintain Kingwood beautiful to live and ease to travel around.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Yes. The Norhtpark drive is definitely needed to expand; especially building the overpass to avoid the railroad track.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Expansion is necessary to help traffic congestion.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I think it is imperative to do the reconfigurations of North Park Drive in Kingwood. The traffic is atrocious and the road needs to be widened. Ever since I moved to Kingwood in 1980, I have felt it is very dangerous not to have an overpass at the railroad tracks. We have had numerous occasions to construct overpasses and have ignored them. If a disaster occurred in Kingwood and the train broke down and blocked the tracks we could be in great danger.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Dear Technical Advisory Committee, H-GAC staff, Please consider the importance to the need for this expansion. We have lived in Kingwood since 1989 and have watched the roads become more congested and the need for better roadways to be built to enable us to move in a timely manner throughout the area. Northpark Drive is one of the most heavily traveled roadways in Kingwood. We have basically 2 ways out of Kingwood to 69 via Northpark and Kingwood Drive. The goal of the project is to improve traffic flow and safety along Northpark Drive. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. Additionally, a bridge will be built over the Union Pacific Railroad tracks, perpendicular to Northpark Drive, addressing traffic delays due to passing trains. Respectfully requesting your approval of this project. John Ehrman Kingwood Resident	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is much needed and much promised. At every turn there has been a road block mostly by the city that gladly takes our taxes to spend any where but here. it is time to get this project for relieve from the long lines of traffic. We have seen an significant increase in the time it takes to get to Highway 69 from North Lake Houston Parkway. I personally have stood in back ups of over 30 mins from wood bridge to 494. With the new homes being constructed even North of Lake Houston Parkway and the increase of businesses (possibly a new marina Complex in the flood plane) it is imperative some road expansion be extended to the Kingwood area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Traffic and congestion on this street gets worse every day. Would really like to see this project started.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	It is imperative to approve and begin the Northpark Drive expansion project! Traffic even during non rush hours on Northpark Drive is unacceptable- it can take upwards of a half hour to travel between Woodland Hills Drive and Route 494 or vice versa, especially if a train happens to traverse Northpark at that time. This project should have been done long ago. It absolutely must be done now! I have been told Kingwood Drive will not be widened unless Northpark Drive is done first. We can't have both major access roads be this congested.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	It is imperative to approve and begin the Northpark Drive expansion project! During rush hours traffic on Northpark Drive is extremely brutal - it can take upwards of a half hour to travel between Woodland Hills Drive and Route 494 or vice versa, especially if a train happens to traverse Northpark at that time. In non rush hour periods, the traffic eases off to simply brutal. This project should have been done 10 years ago. It absolutely must be done now!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	WHY have they decided to just go to Woodland Hills Dr. with the 3 lane, and not going all the way back to W. Lake Houston Parkway with 3 lanes each way w rt turn lanes? What genius made that decision? The same ones who designed the 59 feeder roads that badly flood? Honestly, Most of the traffic issues on Northpark are people trying to get to the back of Kingwood. Ending the 3 lane at Woodland Hills Dr. will only create a serious bottleneck, and defeats the purpose of the 3 lane plan. BTW, The stop light at Hidden Pines is a mess, people trying to into and out of N. Woodland Hills neighborhood have to wait long periods to get in and out. Not to mention the light for the left turn onto Hidden Pines, and from Hidden Pines onto Northpark stays green for only a few seconds...allowing at the most 3 cars through. Even other stop lights on this stretch stay green longer.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Exit from Kingwood in case of an emergency is very important. The congestion on Northpark Drive along with Kingwood drive creates severe problems during normal traffic days. In an emergency, it is nearly impossible. Please consider the Northpark Drive Reconstruction Project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Unfortunately, Kingwood has grown WAY beyond Northpark Drive's usefulness. PLEASE consider and approve the Northpark Drive expansion project! During rush hours traffic on Northpark Drive is extremely frustrating - it can take upwards of a half hour to travel between Woodland Hills Drive and Route 494 or vice versa, a trip which should only take a few minutes. If a train happens to cross Northpark at that time, the time is increased even more. Even in non-rush hour traffic, the trip down Northpark is excessive. The back ups cause other roads, particularly through residential neighborhoods, to experience heightened use and threatens the safety of those neighborhoods. This project should have been done 10 years ago. It absolutely must be done now!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am a kingwood resident and take Northpark everyday for commute. An expansion is dierly needed to improve traffic situation	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Traffic on NorthPark has become unbearable. I fully support the widening of NorthPark from 4 to 6 lanes and the building of a bridge over the railroad tracks.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I wholeheartedly support the NorthPark Drive reconstruction project	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please fund the Northpark expansion project. This project should have been completed 5 years ago. The traffic situation is terrible all day long. Would like to see a flyover to 59 southbound included but we will take whatever we can get. Help us please. It is a matter of public safety that this project gets fast tracked. Thanks.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please expand Northpark. The traffic is rediculous. Iâ€™m a previous Woodlands resident and they expanded their my commonly used road to 6-8 lanes to prevent build up. We need to do the same! Make Kingwood a priority!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Funding for Northpark expansion is long overdue. Traffic is terrible and it has become a public safety issue. This project needs to be funded and completed ASAP. Thanks.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support the expansion of North Park Drive. The continued traffic congestion is a safety concern for all Kingwood residents.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As a long standing resident of Kingwood, it is utterly ridiculous that while growth continues around us, it takes 30 minutes to travel a mile and a half. With the projected growth and expansion of Kingwood, specifically North Park, an expansion is necessary to continue with progress.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please....let's get this show on the road already! No pun intended.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Yes, please expand the lanes for North Park drive in Kingwood, Texas. Thanks!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support widening Northpark asap. Four lanes not near enough. Congestion has been slowly getting worse as Kingwood grows.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The North Park road way expansion project is a must for the kingwood residents. Please let it be executed.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark drive is indeed of expansions. Our growing community is making our roads dangerously congested.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Traffic has tripled over last 10 years getting out and into kingwood has been a nightmare. Work on better access should have been completed long ago considering the tax dollars flowing in.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Drive is one of the most heavily traveled roadways in Kingwood. The project will improve traffic flow and safety along Northpark Drive--just what the residents of Kingwood need and want. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. Please fund this project and make safety your priority for our community.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is way overdue. Northpark is one of the most heavily traveled streets in Kingwood. In addition, we desperately need new water retention and flood improvements to this area. It is a major evacuation route. Please bring some of our money back to Kingwood for these improvements. Thank you for your consideration.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please approve this project. Kingwood is extremely congested on a normal day without rush hour traffic and in the event of fires or any emergency evacuation, itâ€™ could be incredibly costly.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Simply put: The Northpark Drive expansion project is not only overdue for the daily commutes, but is needed post-Harvey to help retain the tax base. The Valley Ranch development among others, have created very strong competition for the area. Thank you for your consideration.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	It is crucial that the Northpark Reconstruction Project Be started and complicated. The traffic is horrific and worse than horrific in peak traffic hours. We also have a train track to contend with that adds to the problem as well. Vicki Roper	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Drive is one of 2 majors roads in and out of Kingwood, a heavily populated suburban area of working, tax-paying citizens that have to commute 40-60 minutes to get to work. This road is inadequate in size and looks like something out of Mayberry RFD. In addition, there is no safe way out of Kingwood to reach the hospitals on the other side of I-69 or to leave in the case of flooding when there is a train traveling through our area (which happens very frequently and will increase in the future). There are no overpasses over the highway on either Hamblen Rd., Kingwood Dr. or Northpark Dr., thus trapping us in our area or leaving emergency patients without medical care. Many of these projects are forward-thinking and "nice to have" to facilitate traffic flow, promote businesses, and improve aesthetics....this one is a matter of life and death for citizens of Kingwood. We contribute to this area through employment, volunteerism, and taxes. I ask that you strongly consider this project to save our lives. One look at the videos from Harvey of the rivers flowing down Kingwood Drive trying to save people flooded out of their homes in the middle of the night will remind you that I'm not being dramatic. We need this project badly. Thanks for your consideration.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The NorthPark Drive project should be considered a safety necessity. There are over 60,000 residents in Kingwood and there is really only one road out that cannot be blocked by a train: West Lake Houston Parkway. And it can be blocked by flooding. Hamblen Road, KINGWOOD Dr, Northpark, and Mills Branch / Ford Road all require crossing a railroad. Accidents occur with grade crossings, as do derailments. Ambulances and other emergency equipment can be blocked, as can private vehicles trying to reach a hospital in an emergency or to evacuate from a disaster. Imagine a drought 3 years from now, and a wildfire starts in the Enchanted Forest. Forest fires can move at an alarming pace...we INVOLUNTARY CITIZENS OF THE CITY OF HOUSTON deserve to be provided a reliable and safe exit from the community. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is vital to Kingwoods continued growth and infrastructure. There needs to be an unrestricted access in and out of Kingwood at all times. We do not have that at this time! Many times you could not leave by ambulance down Northpark Dr. to get to a hospital or in the case of flooding leaving Kingwood was next to impossible! Kingwood is continuing to grow and prosper with great plans for the future but without this project being built it would be crazy to think any further expansion could succeed!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Kingwood North Park Drive project is of utmost importance to not only Kingwood but surrounding areas. Issues related to emergency evacuation and flooding are such that PROFESSIONAL RECOMMENDATIONS related to CITIZEN SAFETY & SECURITY would (in a perfect world) make citizen input a secondary requirement for guaranteeing CITIZEN SAFETY & SECURITY. CITIZEN TAXATION funds 'professional' input on issues related to CITIZEN SAFETY & SECURITY and further, citizens elect representatives to promote issues related to CITIZEN SAFETY & SECURITY. When the Professionals and the Elected Representatives fulfill their job requirements, CITIZEN SAFETY & SECURITY is a done deal. Do the job and address the North Park Drive issue . . . thank you. Rose Day	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Desperately need this project for an exit w/o trains and severe congestion	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	need flood controlled exit with less congestion and trains	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am expressing my concern for the need of the above Northpark Expansion Project. As pointed out by various civic leaders and politicians, NorthPark is one of the most heavily traveled roads in Kingwood. Rarely can we leave Kingwood without a wait. These traffic delays can be a safety issue for those using this exit from Kingwood. This project will also help with flood mitigation and provide a much needed all weather evacuation route. I encourage you to approve this project for immediate funding.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Dear Houston Galveston Area Council. I adding my voice to request the Northpark expansion Project be added to H-GAC project list. The Northpark corridor and Kingwood have grown considerably but without having any major roads added in/out of Kingwood to 69/59. The Northpark Drive expansion project is not only desperately needed but it is also long overdue to improve traffic flow and to increase area safety by providing quicker access for emergency equipment to parts of Kingwood and to ensure an evacuation route over in case of flooding. Northpark Dr is one of two major roads out of Kingwood to Highway 69/59 in the case of flooding and one of the two alternate routes out of Kingwood, a two-lane road has flooded multiple times in the past 18 months. Please add the Northpark project to increase the overall safety of the Kingwood area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood needs North Park to be expanded not only due to terrible congestion and a growing population, but more importantly to provide an adequate, safe, emergency evacuation route for flooding, fires...; it is imperative that this project be given a high enough priority to fund it. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am against the Northpark Drive Reconstruction Project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please prioritize the expansion of Northpark Dr! Traffic in and out of Kingwood is horrendous and the roadways have not kept pace with growth in the community. Kingwood residents continue to be deprioritized by the city and this work is long overdue. To support the continued growth in the area and to alleviate the inadequate infrastructure currently in place, it is imperative that this project move forward as soon as possible.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The planned expansion of Northpark Dr in Kingwood is vital. The traffic flow as it is today is critical with traffic back ups of a 1/2 mile or longer both in rush hour and non-rush hour periods. The Union Pacific railroad that crosses both Northpark and Kingwood Drs. adds "salt to an open wound"; the trains roll through at both the AM and PM peak rush hour periods. The thousands of Kingwood residents have only 3 accessible egress routes at any time and especially in the event of emergencies when all three (Northpark Dr, Kingwood Dr, & W. Lake Houston Pkwy) become "choked" with motor vehicles resulting in it taking over an hour to leave the confines of Kingwood communities. (During hurricane Rita egress from Kingwood was closer to 2 hours). If nothing is done to alleviate the congestion it will become unmanageable - it is close to that now. Even now it is not unusual to see emergency vehicles sitting in log jammed traffic with no place to go; traffic is gridlocked while acute patients lie in an ambulance that has no where to go or (patients wait at home and become sicker) and fire trucks sit idling while the emergency they are trying to reach remains unassisted; injured people in car wrecks, houses on fire, crime victims & health emergencies must just sit and wait. I beg you to please comprehend the urgency of the plan to upgrade Northpark Dr, Kingwood residents have a need that is critical.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Reason to fund this project - No medical emergency or response time should be impeded by traffic congestion caused by traffic light or train crossing . The proposed bridge will increase response and arrival times .	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The North Park reconstruction project should be prioritized for many reasons. Some of them are: increased property tax revenue, increased population (multiple different taxes), and simply a logical plan for future growth. In order to accommodate continued growth in this area of Houston, expanding the North Park corridor is imperative. By widening this road, and building over the train tracks/Loop 494, it will ease traffic congestion and encourage more commercial and residential development resulting in larger tax revenues. We are essentially competing for development with Valley Ranch to the north of Kingwood. If we delay this expansion, we stand to lose out on commercial development opportunities.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark needs to be expanded for no other reason than emergency vehicles do not have a chance to get through if there is an emergency. Also when traffic is so backed up is when drivers get impatient and cause accidents to happen.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Dr expansion in Kingwood is so overdue and needed. The road currently is a traffic nightmare for the residents that commute. There are not many options in Kingwood to exit the area, Northpark is a primary artery for commuters, shopping and as an exit route out of Kingwood. This project is long overdue and will take a long time to complete once started. the long this is delayed the worse the need is for this to begin. Please reconsider your current position on the priority of this project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I would like the Northpark Drive expansion to go ahead - we need it desperately as the traffic has become unbearable now, especially with the Kroger shopping center and fast food restaurants along Northpark. Thank you. P Brennan	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have lived in Woodstream village for five years now an commute down Northpark ever workday. In the last five years the traffic has significantly increased an takes nearly 30min to get to I59 in the morning. The nothpark expansion would help me significantly.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Drive is one of the most heavily traveled roadways in Kingwood. The goal of this project is to improve traffic flow and safety along Northpark Drive. I have lived in this community for 36 years and have seen the growth here. Better traffic flow and safety for the community are vitally important. The Northpark Drive Expansion Project would provide Kingwood residents with better traffic flow as well as an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. And a bridge built over the Union Pacific Railroad tracks, perpendicular to Northpark Drive, would address traffic delays due to passing trains. Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We have resided in Kingwood since 1984 and have seen a lot of changes in the area over that period. Additional development of the Kingwood area has increased our population resulting in a significant increase in traffic congestion. It's not uncommon to see outbound traffic from Russell Palmer to 494, stop and go in the middle of the day. We very strongly support the Northpark Drive Reconstruction Project and ask that HGAC approve this project so that it can move forward. Regards, Wayne and Sandra Theis	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We need the projects on our Streets in Kingwood to be improved upon. The traffic is crazy heavy.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	In the last 20 years we have watched as Kingwood has expanded with significant new residential and commercial construction. As the vehicle traffic associated with the expansion has massively increased, we have seen very little in the way of improvements in either of the two main thoroughfares, Northpark Dr. and Kingwood Dr.. This project to improve the flow of traffic on Northpark Dr. is badly needed now as there are even more expansions planned for the Kingwood area.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Drive in Kingwood has progressively shown to be more and more congested. Kingwood continues to grow and thrive and the Northpark expansion is going to be critical to keep Kingwood attractive and functional.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark Drive in Kingwood has progressively shown to be more and more congested. Kingwood continues to grow and thrive and the Northpark expansion is going to be critical to keep Kingwood attractive and functional.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This improvement project is needed as soon as possible. I travel this highway daily and it is not uncommon to be backed-up and to wait for 10 minutes or longer. It seems to constantly get worse as new business etc are built on North Park. In emergency situations I do not see how traffic could even clear to allow emergency vehicles through. This congestion is not just from trains but due to an overwhelming volume of traffic during high traffic times which seem to be most of the time anymore. Please fund this much needed improvement!!!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Yes I agreed	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I support the Northpark expansion project in Kingwood. The traffic is ridiculous on Northpark and floods in various places. These improvements are desperately needed.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I just watched the video on you tube. The overpass across the railroad tracks and expansion to three lanes (each side) would be a great improvement, and reduce traffic that usually backs up to Russell Palmer road. I fully support this project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is an absolute necessity. Kingwood has outgrown the roadway infrastructure to the point of major safety concerns. I witnessed first hand the inability to evacuate during Harvey, the insane amount of congestion, back ups and accidents at North park and 494. Let's not be reactive like we have been with our flood control system, we need to be proactive and push this project through for the safety of Kingwood residents.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have been a resident of Kingwood for the past 8 years and traveling on Northpark has been very troublesome. I recommend and support any project that would provide the people of Kingwood with a suitable drive in and out of their neighborhoods.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project must go forward as soon as possible. The congestion on Northpark is strangling movement in and out of Kingwood, I live near Kingwood Drive and the overflow is also causing unacceptable congestion on Kingwood Drive. We need more evacuation routes from Kingwood. One look at rush hour traffic on both North Park and Kingwood Drives tells you all you need to know. In a dangerous emergency, Kingwood will become one huge parking lot.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Drive Project should be prioritized for Kingwood residents due to evacuation readiness and to help residents commute. Hurricane Harvey devastated our community and, even though I was not personally flooded, we were stranded should there have been a medical emergency or evacuation issued. My husband is in lung cancer treatments and is in and out of the hospital at MHNE. Thank you	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The widening of Northpark Drive from IH 69 to Woodland Hills Drive is critically needed improved mobility and emergency access of the Kingwood area. Also with out federal funding the portion from Russell Palmer Road to Woodland Hills Drive will not be completed and the flooding of Northpark Drive at Bens Branch will continue to block the access in or out of Kingwood. Please let this email serve as my notice that I support and respectfully ask you to consider supporting the widening too! Thank you. Respectfully, Sean	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The widening of Northpark Drive from IH 69 to Woodland Hills Drive is critically needed improved mobility and emergency access of the Kingwood area. Also with out federal funding the portion from Russell Palmer Road to Woodland Hills Drive will not be completed and the flooding of Northpark Drive at Bens Branch will continue to block the access in or out of Kingwood. Please let this email serve as my notice that I support and respectfully ask you to consider supporting the widening too! Thank you. Respectfully, Sean	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As a Realtor in the area; We really need a better system for ingress egress of traffic in/out of Kingwood. Northpark Drive There is a bigger problem with overloaded traffic on FORD Rd. which needs to be added to the expansion. Is there any way we can move up the target date on both roadways.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Expansion is desperately needed as there are only 2 ways to get out of Kingwood in case of an emergency. Even in normal traffic, the train tracks block both of these exits and cause major traffic issues.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Hello, I represent Chick-fil-A, Inc. and am writing in regard to the Chick-fil-A property at the following address: 195 Northpark Drive Kingwood, TX 77339. Please be advised that Chick-fil-A, Inc. does not support the proposed Northpark Drive Reconstruction Project. Please keep me informed of any new updates concerning the proposed project. Thank you, Jordan Kukler jordan.kukler@cfacorp.com	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am in favor of the Northpark Drive Reconstruction project for the following reasons. 1) Kingwood property values have been severely compromised by the hurricane Harvey flooding. It will take many years for full recovery to take place and it will not happen at all without help. 2) The drop in property values has affected our tax base which affects us all. 3) We must give investors, business owners, and potential home owners the assurance that it is safe and profitable to come/return to Kingwood. 4) The increasing traffic load on Kingwood Drive and Northpark is a growing concern. 5) And, let's be honest, Northpark needs a major face lift. We need incentives and additional safety components to help protect/recover our investments and to create interest and confidence in our area. If we don't address the needs of the Kingwood community, the areas north of Kingwood will. New developments will become more appealing to businesses and future home owners, thus degrading our property values even more. We need the help of the Northpark Reconstruction Project. It will lessen our traffic congestion, help alleviate future flooding issues, provide an evacuation route, enhance the appearance of our area, greatly assist the recovery of our lost property values, and restore interest and confidence in life in The Livable Forest. Let's Make Kingwood Great Again!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This Northpark Drive expansion project must be started as soon as possible! Rush hours traffic on Northpark Drive is extremely brutal since the opening of malls at the west end of Northpark. This overload is exasperated by the addition of several housing divisions feeding onto Northpark. Half hour to travel between Woodland Hills Drive and Route 494 or vice versa is not unusual. These waits can be extended, especially if a train happens to traverse Northpark at that time. Simply brutal in non rush hour periods, can describe the traffic on Northpark. This expansion should have been done 10 years ago. The project can be started now. It would be ignoring reality not to go forward with it as soon as possible.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Northpark from Russel Palmer to I69 has been terrible for over 10 years. Since then Kingwood continues to grow and high density (apartments) have accelerated close to I 69 causing traffic to back up. From 6 am to 7 pm is it typically a 10-15 minute drive for the roughly 1 mike stretch of run. It only going to get worse. If Kingwood residents have to leave due to an emergency, I would have to believe it would take hours to escape. In that regard - it is an emergency now.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	February 26, 2019 To Whom It May Concern: We have been Kingwood residents since early 1984 with the exception of work assignments out of town for 2-4 years. In this time we have seen notable growth changes in the size of the Kingwood community, which has created substantial traffic issues. We would appreciate your thoughtful consideration in funding and supporting this very important project. The North Park Drive project would greatly improve egress issues that are worsening in this community. The fact that this roadway is overcrowded on a normal day with not only local traffic of our residents but, also, others that use this area as a "pass through" traffic way for emergency weather event evacuations makes this project a very important and necessary one to have funded and completed as soon as possible. As we witnessed following the impact of hurricane Harvey, having the ability to allow traffic to move through Kingwood is essential to ensuring the safety of the residents, emergency personnel, as well as those that were required to assist in the post recovery rebuilding efforts. As the study previously completed that was used to develop this project showed, the traffic in Kingwood is currently beyond the designed capacity for North Park and Kingwood Drives. This should be considered a high priority as it will greatly assist in addressing safety and emergency issues currently in Kingwood that are a direct result of poorly designed roads. Thank you for your consideration and support. Sincerely, Val & Tom Rizzoli	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	As an owner of commercial property along Northpark Drive between US 59 & Loop 494, I strongly oppose this overpass project. It will remove the left turn lane (east bound on Northpark Drive) and will all but ensure, the convenience our patrons enjoy navigating into our shopping center be eliminated. If the Lake Houston Redevelopment Authority/TIRZ 10 proceeds with widening Northpark Drive we would support, but an overpass would be detrimental to our property and the great neighbors around us. Please feel free to reach out for a conversation on this or provide me a time I can reach out to discuss further. I think you are going to have similar sentiments from property owners on Northpark Drive and difficulty convincing the benefits of an overpass once you share the schematic with our neighbors. Thank you for hearing my concerns.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	We moved to Kingwood in 1978. At that time, this was the only subdivision north of Humble, and the number of residents was considerably fewer than today. As you know, our community has grown considerably since that time. However, the direct access roads from inside Kingwood to I-59 still are only Kingwood Drive and North Park Drive. The number of residents who work outside Kingwood has overgrown the roads as they are now and have been for nearly 40 years. At times it can take nearly 30 minutes to drive from one end of North Park to the other! Whether entering or exiting the community, depending upon time of day. As a long-time resident, I know that our community pays significant taxes to the city of Houston, but I question how much our needs are taken into consideration when this money is allocated to projects. So, I am requesting that you give more consideration to this long overdue and most needed expansion of North Park Drive and move us up the priority list so this project can be accomplished. Thank you for your consideration in helping us keep The Livable Forest "livable."	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark expansion is long overdue and extremely important as the high volume traffic flow on this roadway requires improvements, even more than outlined here. It has already been delayed and needs to proceed as planned. Infra-structure changes in the area including Kingwood Drive also need to be made but Northpark is a necessary beginning.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This expansion is very much needed. I have witnessed numerous accidents on the stretch of road and also been involved in one when driver in front of me braked suddenly to watch another vehicle that went off road into the ditch in the middle. Another time, a car rear ended my vehicle during a weekend traffic snarl after Church while traffic was nearly stopped. You can check on the accident statistics on North Park drive with Montgomery Sheriffs department. Traffic has risen many fold over last few years due to new homes constructed in this area and addition of new light near Walmart has resulted in more congestion. Adding more lanes will ease the congestion and improved traffic flow and will result in fewer accidents.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	When I moved here 17 years ago the traffic on Northpark Dr. was bad but at least it moved. But since the Kroger and surrounding restaurants opened it has gotten so much worse that I'm concerned that Emergency vehicles will not be able to get to area hospitals. I was in one of those ambulances in 2010 when traffic wasn't nearly as bad. Since all the hospitals are on the opposite side of the freeway with train tracks in between that seems like a recipe for a bad outcome. Cars can try and move aside for Emergency vehicles but that won't work with a train blocking the tracks.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Kingwood desperately needs improved flow of traffic in and out of Kingwood. The area of Northpark under consideration has been experiencing traffic jams and delays since I moved here 20 years ago, and worsening as more homes are built and the local population increases. Now, new businesses are being built in that area, which will cause further backlog. The proposed changes would also replace the dangerous intersection of Northpark and Kings Mill Park Drive. As it stands now, it only allows legal and safe entry to and exit from Kings Mill Park Drive when heading eastbound on Northpark. I have seen many impatient drivers turn through the median, facing oncoming traffic, in order to enter or exit westbound. This is not safe! I would assume that the redesigned and widened road would either block the badly placed access or redesign it to allow safe bidirectional use. In addition, the recent catastrophic flooding in the Kingwood area invites questions about evacuation and emergency access ability. As it stands, there are four roads " 9 lanes of traffic total each way, on Mills Branch (1), Kingwood Drive (2), West Lake Houston Parkway (2), and Northpark (2) " to enter or exit this area of Kingwood, which I recall has something on the order of 65,000 residents. If something happens to the bridge over the lake on West Lake Houston Parkway (as in Harvey) or a large scale evacuation should need to occur, the roads would become solid gridlock. Access in and out of the area has not scaled with the greatly increasing number of residents, and emergency situations will incredibly stress the system and put people at risk. In sum: I strongly support the proposed Northpark redesign.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

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197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	On Monday, February 18, the subdivision I live in held their annual HOA meeting. At that meeting Perry Homes announced and showed the plans for a new subdivision being constructed on the border between Montgomery County and Harris Country in the Kingwood vacinity. 838 homes are planned for the section from Woodland Hills Dr. eastbound to Ford Rd. The traffic from these homes will directly impact the transit time on Northpark. Please review the plans and authorize this project	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I like the proposed expansion however it appears only a single turning lane/ramp is provided to/from 494 under the flyover. In times of congestion due to train or traffic, this on ramp would be much more suited as a two lane road.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I have been a resident of Kingwood and have lived near North Park Drive for over 15 years. This project is vital to the area and would vastly relieve the traffic congestion that is ever increasing. A matter of concern is the ability of EMS and other first responders to readily travel this road due to the railroad crossing and stopped traffic which blocks all of the lanes. New residential developments in the area have added to traffic loads along with traffic coming through the area since the expansion of West Lake Houston Parkway and other traffic arteries. Please consider this project as high priority for this region. Thank You	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This expansion is a much needed improvement for our community. Not only will it provide a dedicated escape route, when needed, for Kingwood residence but will provide for better traffic flow everyday of the week. This road in its current condition is a travel nightmare for residence getting in and out of Kingwood on a daily basis.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is desparately needed. Please do it.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am a current property owner on Northpark Drive. If the TIRZ would like to widen Northpark Drive from the existing 4 lanes to 6 lanes, that would not be an issue. But I strongly oppose the proposed overpass portion of this road project that would potentially have a negative impact on existing business on Northpark Drive. I think the TIRZ means well with this project but I am afraid they are not considering the potential negative impact this would have on businesses affected by the overpass. The TIRZ does not benefit from the incremental increase in property taxes from properties on Northpark, Montgomery County collects those property taxes. So, the TIRZ doesn't seem to mind creating an overpass that bypasses these properties because there is no potential negative impact on their tax base. Certainly the TIRZ wouldn't propose a project like this in front of a commercial development that was in the TIRZ boundaries. Again, it would not be a major concern if the TIRZ only wanted to widen Northpark Drive. But due to the overpass portion of this proposed road project planned outside of the TIRZ boundaries, it would be extremely disappointing in HGAC funded any portion of this. James Hendrix	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	THIS IS NEEDED	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The Northpark Drive expansion in Kingwood is overdue and needed. The road currently is a traffic nightmare for the residents that commute and also the emergency services. There are not many option in Kingwood to exit the area, Northpark is a primary artery for commuters, shopping and as an exit route out of Kingwood. This project is long overdue! The longer this project is delayed the more urgent it's need will become. Please reconsider your current position on the priority of this project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is desperately needed to help facilitate not only the safety of Kingwood residents needing access to emergency facilities such as hospitals, but also quality of life as this road is handling more than twice the load for which it was designed. From an equity standpoint, since it was annexed in 1994, Kingwood has received far less in benefits than it has paid in taxes. It's past time to start rectifying this inequity.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I drive Northpark daily and it is definitely the longest part of my commute. The intersection at Loop 494 is way over capacity and most cars slow down to cross the railroad tracks. This slows progress through the traffic light and adds even more time. With the new shopping centers going in just east of Loop 494, traffic will be even heavier and slower without more lanes (and turning lanes). I fear for ever having to evacuate from the back of Kingwood as Kingwood Drive and Northpark are the only 2 feeders to IH59.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I strongly urge you to approve funding for the Northpark Drive Reconstruction Project. I moved to Kingwood in 2001 and Northpark Dr has only gotten worse as time passes. With all the new construction along Northpark this is only going to get worse. The reconstruction really needs to go from IH 69 all the way to West Lake Houston Parkway. But if that is not in the budget than at least from IH 69 to Woodland Hill Dr. Please approve this project at least from IH 69 to Woodland Hill Dr. Come on already, we really need this done. Traffic is getting horrible on Northpark. Thanks, Leonard Sarman 2207 Tree Ln Kingwood, Tx 77339-1767	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Traffic in the Kingwood area has grown increasingly worse over the last decade as our population has grown. There are only three roads which can be utilized to enter or exit the community. We need increased capacity. An expansion of Northpark makes the most sense as it has the least amount of development and would be the least disruptive. I hope you will support this project.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I am a 35 year resident of Kingwood. I have personally experienced the effects of the significant population growth of the Kingwood community, now the City of Houston. Traffic congestion on North Park Drive has become a major issue and will increasingly effect mobility, emergency evacuation capability and environmental concerns in the coming years. The Nortpark Drive project is warranted and should be selected for the 2018 Program of Projects. I highly recommend favorable action by the HGAC Transportation Staff and the Transportation Policy Council. Sincerely, John M. Sedlak	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	No	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	27 February 2019 Houston-Galveston Area Council PO Box 22777 Houston, TX 77227-2777 Re: Comments regarding H-GAC Application 197, Northpark Drive Reconstruction Project Dear Sir or Madam, I am writing you today to provide comments supporting the Northpark Drive Improvement Project. My wife, our three children and I moved into our new home (where we still live) in the Greentree Village section of Kingwood in June 1987. Our children were educated in the Humble Independent School District schools from elementary through Kingwood High. All completed college, married, and have children, and all three return to periodically to the family home in The Livable Forest. As you can tell, Kingwood has been our true home for over 31 years, and will continue to be our home for many, many more. However, we have always been aware of the potential for the danger caused by a railroad accident that could block at least one of the two main east-west roads in Kingwood. With all of the chemical railcars that move past the western entrances/exits from Kingwood, it was a relief when the Lake Houston Parkway Bridge and causeway was completed. We were fortunate that no train derailment occurred on the main line along Route 494. It was many years after we moved to Kingwood that the Lake Houston Parkway bridge was built, providing a way to exit Kingwood to the south and bypassing the railroad, in case of an emergency. The population of Kingwood has grown from approximately 30,000 residents in 1990 to more than 75,000 today. We still do not have an emergency evacuation route that will always be passable from any place in Kingwood. We still do not have a safe way to exit Kingwood to the west, over the railroad tracks, and the proposed Northpark Improvement Project would provide that very necessary means of exiting in an emergency. This would be the fastest route to a hospital for anyone in an emergency, and would also be the way for the largest number of vehicles to be able to leave as quickly as	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	I sent comments yesterday but forgot to mention the most important thing about why the Northpark Drive Reconstruction Project needs to be completed. Northpark Dr is one of the most heavily traveled roadways in Kingwood and a major evacuation route for Kingwood residents. A section of Northpark Dr between Russell Palmer Rd and Woodland Hills Dr has flooded during heavy rains and because of this makes it difficult if not impossible to travel Northpark Dr during a flooding situation. It is important this project is completed for the safety of Kingwood residents. Thanks, Leonard Sarman 2207 Tree Ln Kingwood, Tx 77339-1767	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	It was my understanding that this TIRZ money from several years ago was a spend it or lose it type of deal. Several years ago, Kingwood Drive was rated the 2nd worst street in the city of Houston, which we are a part of. That project morphed into reworking NorthPark first and then move to Kingwood drive. By now, KW drive has to be the worst condition street in the city! I don't remember any mention of this project being 29th on the list of priorities during these meetings. Kingwood needs so badly to have an unrestricted access over the railroad tracks. The condition of the road is, simply put, an embarrassment. Access in and out of KW is limited as is, but the condition of the road, the drainage issues that quickly cause ponding, flooding, the potholes, the unevenness, the patches, the broken curbs, and the amount of cars that now travel it everyday- it is badly in need of a do over. It is not only dangerous, but a sad, sad sight! I feel like the city of Houston treats Kingwood like the forgotten step-child. Passing over this project would be another gut punch to Kingwood!	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Our family has lived in Kingwood for 45 years. We have seen tremendous growth and changes in the traffic during this time. we have tolerated the extended waiting time it takes to exit Kingwood in the mornings and into our subdivision in the evening. Now it is necessary to add " back up" delays during the noon hour on week days. How many total hours are lost? How much exhaust from the waiting cars pollute the air? We have also witnessed a few cars driving around the railroad gates in their effort to avoid waiting lines at the crossings. Occasionally, there have been times when those same gates have remained down for 10 to 12 minutes because of some testing or other activity of the railroad. Several times we have wondered what would happen if there were occasions when evacuation was necessary. Some of our neighbors have moved out of Kingwood because of these problems. Now the solution seems to be in the plans! Don't fail us!! Thank you.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	The expansion project for Northpark is needed for current and future traffic flow in this area. Traffic back up often and will only get worse and the population continues to grow.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	Please authorize the funds necessary for the traffic flow in this area. I have concerns about how this area would handle traffic flow in an emergency as well as day to day traffic that continues to get worse.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
197	LAKE HOUSTON REDEVELOPMENT AUTHORITY / TIRZ 10	This project is needed to improve traffic flow and safety along Northpark Drive. Northpark Drive is one of the most heavily traveled roadways in Kingwood! I have been traveling on Northpark numerous times in the last few months and it was so congested that it significantly inhibited mobility for emergency vehicles trying to respond to urgent issues.	Northpark Drive Reconstruction Project	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive (Approximately 1.2 miles)
216	LEAGUE CITY	My son attended Creek side and I think the extension of Palomino Lane is needed.	Palomino Lane Extension	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From the north terminus of Palomino Lane at Clear Springs High School to Grissom Road, approximately 0.55 miles west of the intersection of Grissom Road and West NASA Road
216	LEAGUE CITY	This proposed bridge will not serve students at either school as almost 100% of the students already live on the south side of the Clear Creek and therefore would not be coming from the North. Also, the terminus at Grissom Rd would really be at FM 528, an already overcrowded roadway in Harris County. So, the bridge would go from one overcrowded roadway to another overcrowded roadway. It would also disturb wetlands and birding sites in the area, as well as cause home values to over 300 homes within 1/2 mile of the "approach and terminus" of the bridge to tank. It would also inevitably cause increased local flooding in the area. As all bridges seem to do. Thank you.	Palomino Lane Extension	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From the north terminus of Palomino Lane at Clear Springs High School to Grissom Road, approximately 0.55 miles west of the intersection of Grissom Road and West NASA Road
216	LEAGUE CITY	League City is praying for a bond election in May 2020 to pay for less expensive projects they cannot afford. The thought of TAC/TPC considering a TIP project that received a B/C ratio of zero is incomprehensible. League City should refocus their objectives on needed projects instead of wasting tax payer money on ill-conceived TIP applications.	Palomino Lane Extension	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From the north terminus of Palomino Lane at Clear Springs High School to Grissom Road, approximately 0.55 miles west of the intersection of Grissom Road and West NASA Road
216	LEAGUE CITY	TAC/TPC ranked Palomino Lane Extension benefit-cost ratio of zero. Time to remove this project from RTP forever.	Palomino Lane Extension	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From the north terminus of Palomino Lane at Clear Springs High School to Grissom Road, approximately 0.55 miles west of the intersection of Grissom Road and West NASA Road

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
216	LEAGUE CITY	This project is an underestimated rather very expensive bridge that multiple simulations League City has conducted going back to the early 2000's has never been able to be justified. School zones are changing and will not demonstrate the need for the bridge, City growth does not demonstrate the need for a bridge between the newly proposed Landing Bridge and Bay Area Bridge (a less than 2 mile separation between both bridges) now or 25 years from now. This bridge would be in the new FEMA flood way and will impact upstream neighborhoods who were flooded during Hurricane Harvey, as well. Environmental impacts with wetlands and the Brio Superfund site (haz drums still in Clear Creek) have not been evaluated. The City does not have buy in from County or other Cities to extend this Bridge beyond the delapidated 2 lane Grissom Road nor includes \$\$ for upgrading Grissom Road. The bridge option is within 40 feet of a residential house and less than 200 feet from an entire neighborhood and this was not taken into account in the study either. This bridge to bankruptcy needs to be put to rest once and for all. In no way has it shown to be needed or justified and the Mayor of League City has gone on record opposing this project.	Palomino Lane Extension	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From the north terminus of Palomino Lane at Clear Springs High School to Grissom Road, approximately 0.55 miles west of the intersection of Grissom Road and West NASA Road
315	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Include access road with bike/ped consideration, as the areas along 99 has a lot of businesses. Please consider bike/ped crosswalk safety when (1) allowing right turn from the second lane and (2) allowing right turn on red. Signs notifying drivers to yield to pedestrian on crosswalk is one way. Maybe even implement yellow flashing right turn light, similar to the one used for left turn.	SH 99 Seg D Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Fort Bend County	From Harris County Line to FM 1093
316	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Why is it "North of Kingsland Ave" to the Fort Bend county line? Why not from Interstate 10 to the county line? Currently the I-10 ramp offloads into an "exit only" lane on SH99, so traffic is forced to abruptly slow to allow for a volume of cars to merge onto SH99. This slows this corridor down tremendously especially during peak hours. When widening SH99 to 3 lanes in each direction, they should consider revamping the I-10 connector to SH99 as the current layout seems flawed.	SH 99 Seg D Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From N of KINGSLAND BLVD to FORT BEND COUNTY LINE
316	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This along with improved signage is desperately needed on SH 99 Seg D. Drivers regularly merge into on coming traffic past the merge points because they don't realize they are in exit only lanes exiting the highway. This makes driving on this segment on SH 99 very dangerous because drivers often signal and move into these lanes and then panic an move back into thru-traffic lanes without changing their signal.	SH 99 Seg D Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From N of KINGSLAND BLVD to FORT BEND COUNTY LINE
316	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	SUPPORT - Request Re-score - Public Safety and Mobility Issue - The number of accidents on the Grand Parkway (SH99) continue to increase at an alarming rate. Both this project area and SH99 from US 249 to IH 45 are congested and subject to an increasing number of accidents (a few of these high profile accidents covered by the local media). Some have gone to the state legislature recently to request their "help" with the H-GAC decision-making process when important projects like this are incorrectly scored.	SH 99 Seg D Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Harris County	From N of KINGSLAND BLVD to FORT BEND COUNTY LINE
317	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	As a resident of the City of Katy, this will help ease traffic on US 90 and I-10. This project should coincide with improvements on the Harris County side of US 90 from FM 1463 to I-10 to capitalize on the additional lanes throughput. These included adding dedicated turn lanes at US 90 at Katyland Dr and US 90 and Pin Oak Dr.	US 90 Widening	Less than \$100 million	(Expand) Roadway Added Capacity/New Construction/Complete Streets	Waller County	FM 2855 to FM 1463

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
128	FORT BEND COUNTY	I would definitely sign up for this service if a direct route from sugar land to downtown is established. This would help in my commute time greatly since the current option of having to switch buses adds a lot of time.	Bus Service and 28 Rolling Stock for new services from FBC to Downtown Houston	Less than \$100 million	(Expand) Transit Expansion	Fort Bend County	US 59 / I-69 from First Colony AMC Theatre Sugar Land to Downtown Houston
128	FORT BEND COUNTY	I am supportive of a direct route from AMC to downtown houston! The I-69 commute is horrible!	Bus Service and 28 Rolling Stock for new services from FBC to Downtown Houston	Less than \$100 million	(Expand) Transit Expansion	Fort Bend County	US 59 / I-69 from First Colony AMC Theatre Sugar Land to Downtown Houston
128	FORT BEND COUNTY	Would be great if it could extend till UH	Bus Service and 28 Rolling Stock for new services from FBC to Downtown Houston	Less than \$100 million	(Expand) Transit Expansion	Fort Bend County	US 59 / I-69 from First Colony AMC Theatre Sugar Land to Downtown Houston
128	FORT BEND COUNTY	I am in favor of this project. I take the fort bend Express to the West Belfort park and ride and transfer to metro to get to downtown Houston every day, and this would save the time and complexity of having to transfer. I have talked to several Sugar Land residents who have been put off of taking the bus to downtown because there is no direct route.	Bus Service and 28 Rolling Stock for new services from FBC to Downtown Houston	Less than \$100 million	(Expand) Transit Expansion	Fort Bend County	US 59 / I-69 from First Colony AMC Theatre Sugar Land to Downtown Houston
128	FORT BEND COUNTY	Has an inquiry been made to source funds from the VW diesel litigation settlement which allows money to be used to purchase clean energy busses ?????? From https://www.energy.gov/sites/prod/files/2017/09/f36/stakeholder-engagement-guide-VW-final.pdf QUOTE Under the settlement, states, territories, and tribes will receive funds to mitigate the excess emissions of nitrogen oxides (NOx) from Volkswagen diesel vehicles. States will receive between \$8 million and \$423 million in initial allocations, with 20 states receiving more than \$50 million. Each state will develop a plan to use these funds for eligible mitigation actions. UNQUOTE	Bus Service and 28 Rolling Stock for new services from FBC to Downtown Houston	Less than \$100 million	(Expand) Transit Expansion	Fort Bend County	US 59 / I-69 from First Colony AMC Theatre Sugar Land to Downtown Houston

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
237	FORT BEND COUNTY	A covered garage option at the Sugar Land UH would be great incentive for me to take public transportation from sugar land to downtown. This is something long overdue for the city of sugar land and will greatly help to alleviate the traffic in the morning.	New Park and Ride at the University of Houston @ Sugar Land	Less than \$100 million	(Expand) Transit Passenger Facilities	Fort Bend County	14000 University Boulevard Sugar Land, TX 77479
191	GREATER NORTHSIDE MANAGEMENT DISTRICT	Please fund this active transportation project.	Main Street Safe Access to Transit Enhancements	Less than \$100 million	(Expand) Transit Passenger Facilities	Harris County	North Main Street from Burnett St to Henry St, and Morris St to Boundary St (east and west sides); Boundary Street from N. Main St. to Fulton St. (north and south sides); Fulton Street from Boundary St. to Hays St. (east and west sides); Brooks Street from N. Main St. to Freeman St. (north and south sides); Freeman Street from Brooks St. to Burnett St. (east side); Fulton St. from Rebecca St. to Berry Rd. (east side) and from Meadow Lea Dr. to Berry Rd. (west side).
191	GREATER NORTHSIDE MANAGEMENT DISTRICT	Mr. Alan Clark Director of Transportation Planning Houston-Galveston Area Council (H-GAC) P.O. Box 22777 Houston, Texas 77227-2777 RE: H-GAC 2018 Call for Projects - Main Street Safe Access to Transit Enhancements Application Dear Mr. Clark: I am writing in support of the Greater Northside Management District (GNMD) application for funding for the North Main Street Safe Access to Transit Enhancement Project through the 2018 Houston-Galveston Area Council (HGAC) Transportation Improvement Program (TIP). This project would provide important benefits in the proposed areas by providing safe and accessible access to major activity centers, schools, public transportation, and underserved communities. This project seeks to enhance the existing METRO's red line light rail transit corridor by making the corridor feel safer for pedestrians. Improvements can enhance the quality of the pedestrian experience on the corridor and encourage even more people to walk and use transit. We have seen a rash of violence along the corridor, and the installation of safety lighting and associated improvements will help to improve safety, enhance economic development, and improve the quality of life for the community. As a proposed regional transit network, these benefits extend to the region as well. This project is currently compared and scored relative to major highway projects such as the widening of SH 99, SH 146, and several other FM and SH facilities. The project and others like it should not have to compete with projects on major state highways. Lastly, H-GAC should strongly consider the utilization of a real and functional contingency list to fund and implement projects submitted via this Call for Projects. These projects are important to the community, and the absence of supplemental funding will likely result in this project never happening. Respectfully Submitted, Rebecca C. Reyna Executive Director Greater Northside Management District	Main Street Safe Access to Transit Enhancements	Less than \$100 million	(Expand) Transit Passenger Facilities	Harris County	North Main Street from Burnett St to Henry St, and Morris St to Boundary St (east and west sides); Boundary Street from N. Main St. to Fulton St. (north and south sides); Fulton Street from Boundary St. to Hays St. (east and west sides); Brooks Street from N. Main St. to Freeman St. (north and south sides); Freeman Street from Brooks St. to Burnett St. (east side); Fulton St. from Rebecca St. to Berry Rd. (east side) and from Meadow Lea Dr. to Berry Rd. (west side).

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
318	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Please keep the shoulder, do not replace with curb and gutter without providing safe alternative for bike and pedestrian such as 10ft shared use path.	US 90A Widening	Less than \$100 million	(Maintain) Roadway/Freight Rehabilitation/Reconstruction	Fort Bend County	FM 359 to US 99
330	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	As a Stewart's Forest resident, I have several concerns with the widening of south loop 336 in Conroe that I hope will be considered. To name a few... 1.) Safety and the removal of buffer between our neighborhood and traffic. Moving traffic closer to the subdivision likely to yield more noise. Also continuing to obliterate trees near a subdivision many moved into for the 'forest-like' setting is fading fast and doesn't appear to be a consideration for this project. I'm not sure if a sidewalk is still in the plan but connecting our neighborhood to nearby highways such as I45 via sidewalk increases ease for wanderers along the highway into this neighborhood. 2.) Diminished appeal of the neighborhood entryway if the plan is still to cut into the front entrance of an established neighborhood as opposed to expanding to the other side (the north side) of south Loop 336 which has no development. 3.) Flooding concerns. We haven't had a problem and I'm hoping preventive measures are in place to keep it that way during and after the project.	South SL 336 Widening	Less than \$100 million	(Maintain) Roadway/Freight Rehabilitation/Reconstruction	Montgomery County	FM 1314, IH 45
330	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	As a Stewart's Forest resident, I have several concerns with the widening of south loop 336 in Conroe that I hope will be considered. To name a few... 1.) Safety and the removal of buffer between our neighborhood and traffic. Moving traffic closer to the subdivision likely to yield more noise. Also continuing to obliterate trees near a subdivision many moved into for the 'forest-like' setting is fading fast and doesn't appear to be a consideration for this project. I'm not sure if a sidewalk is still in the plan but connecting our neighborhood to nearby highways such as I45 via sidewalk increases ease for wanderers along the highway into this neighborhood. 2.) Diminished appeal of the neighborhood entryway if the plan is still to cut into the front entrance of an established neighborhood as opposed to expanding to the other side (the north side) of south Loop 336 which has no development. 3.) Flooding concerns. We haven't had a problem and I'm hoping preventive measures are in place to keep it that way during and after the project.	South SL 336 Widening	Less than \$100 million	(Maintain) Roadway/Freight Rehabilitation/Reconstruction	Montgomery County	FM 1314, IH 45

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
198	BUNKER HILL VILLAGE	I strongly support this project, particularly the SUP on both sides of Memorial Drive from Tallowood to Tealwood. I would prefer to see an 8' or 10' SUP on the north side of Memorial Dr from Tealwood to Gessner if possible to connect to the high quality sidepaths along Memorial Drive in Bunker Hill Village east of Gessner. This is a key piece of bike/ped infrastructure to improve mobility in the Bunker Hill Village to City Centre & the Terry Hershey trail.	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane
198	BUNKER HILL VILLAGE	Folks: I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane
198	BUNKER HILL VILLAGE	I support this project. One comment I have is to manage/mitigate shared-use path (SUP) conflict with driveways. Most of the time cars existing driveway or cross street do not follow the law requiring them to stop before the sidewalk/SUP. More signage, pavement marking, and enforcement of the law should be considered.	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
198	BUNKER HILL VILLAGE	Dear Committee Members: The Memorial Drive Access Management and Safety Project was submitted to H-GAC in October 2018. This project is for the conclusion of a Memorial Drive from Tallowood Project to Highway 6 (West bound) and adds the (East bound portion) Memorial Dr. to the Gessner Intersection and the improvements on Gessner Road Northbound. The City serves as the sponsor, partnering with the Memorial City Redevelopment Authority and the City of Houston on this project. As a resident and councilmember of the City of Bunker Hill Village, I respectfully ask you to consider this project for funding based on the following points: This project is a priority for the City of Bunker Hill Village as the project includes significant improvements including sidewalks, signalization and improved safety for the "safe walk to school" for children attending Frostwood Elementary School which is located at the corner of Gessner and Memorial. Currently there are two school crossing guards at this high traffic intersection. The current signal needs to be upgraded to help with No Right Turns on Red during school zone hours. As noted, this project provides important benefits in the areas of safe routes to schools, pedestrian access, and bicycle accommodations. The connection to and from Frostwood Elementary provides a key "safe route to school improvement." Another key focus point is the continuation of improvements on Memorial Dr. Rather having improvements starting in the middle of Memorial Dr. heading West; our project will allow an ease of traffic transition to the intersection of Gessner and Memorial Dr. (East of Tallowood). The last important aspect of this project it will improve the Gessner Rd. northbound. Gessner is a major road and is used for evacuation Northbound to I10. Note that this project is a partnership between three public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority and the City of Houston. Local	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane
198	BUNKER HILL VILLAGE	Dear Committee Members, RE: The Memorial Drive Access Management and Safety Project was submitted to H-GAC in October 2018. This project adds improvements along Memorial Dr. to the Gessner Road Intersection and on Gessner Road northbound. The City of Bunker Hill Village serves as the sponsor, partnering with the Memorial City Redevelopment Authority and the City of Houston on this project. As a resident and councilmember of the City of Bunker Hill Village, I respectfully ask you to consider this project for funding based on the following points: *This project is a priority for the City of Bunker Hill Village as the project includes significant safety improvements to the intersection of Gessner and Memorial Dr., including sidewalks, signalization, and for the "safe walk to school" for children attending Frostwood Elementary School located at this intersection. The current signal needs to be upgraded to help with "No Right Turns on Red" during school zone hours. As noted, this project provides important benefits in the areas of safe routes to schools, pedestrian access, and bicycle accommodations. *The continued improvement to Memorial Drive will allow an eased traffic transition to the intersection of Gessner and Memorial Drive (East of Tallowood). *The improvement of Gessner Road northbound, which is an important evacuation Northbound to I-10. This project has garnered the support through a partnership between three public entities: (i) The City of Bunker Hill Village; (ii) the Memorial City Redevelopment Authority; and (iii) the City of Houston. Local projects are very important to the community it serves. I recently discovered that this project and its benefit cost score is being ranked relative to major highway projects, such as SH 146, SH 288, and US 90A. It is unfair to make this local project compete with projects on major state or United State highways. If at all possible, I ask that you consider placing this project and rank it with other local projects rather than	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
198	BUNKER HILL VILLAGE	Application ID 198 Project Title Memorial Drive Access Management and Safety Project Comment I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. I live in the Frostwood neighborhood. My home has flooded twice. My children have attended Frostwood Elementary and I have a current third grader at the school. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. Observing the traffic following Hurricane Harvey at these intersections and on these roads confirms these observations. The Tallowood-to-Gessner project also would provide	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane
198	BUNKER HILL VILLAGE	I request reconsideration and the assignment of a significantly higher score for the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are ranked relative to major highway projects such as SH 146, SH 288, and US 90A. Such groupings inevitably short-change important off-system road improvements like this Memorial Drive reconstruction. I assert that this project should have its relative BCA score adjusted to compensate for its smaller scale. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There project would thus join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both Gessner and Memorial Drive are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both Gessner and Memorial Drive are evacuation routes, which in the event of emergency needed by residents and workers in the area to reach Beltway 8 or Gessner to I10. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection that will make it much safer for children attending Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. Again, please assign a significantly higher score for the reconstruction of Memorial Drive between	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
198	BUNKER HILL VILLAGE	I request the assignment of a higher score for the reconstruction of Memorial Drive between Tallowood and Gessner. This project should have its relative BCA score adjusted to compensate for its smaller scale. This reconstruction extends previously approved reconstruction of Memorial between Beltway 8 and Tallowood, the recipient of a H-GAC-endorsed thus \ joining a major thoroughfare, Gessner, to a major highway, Beltway 8. Both Gessner and Memorial Drive are freight and evacuation routes, providing quick access to Beltway 8 and I10 area to reach Beltway 8 or Gessner to I10. As well, the Tallowood-to-Gessner project vastly improves the safety routes to Frostwood Elementary School for pedestrians and bicyclists. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. Quite probably, the soon-to-begin Beltway 8 to Tallowood project would have extended to Gessner if Memorial Drive resided totally within the City of Houston. Due city-village boundaries, however, this project separated and now arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and should be supported as a sensible way forward. Again, please assign a significantly higher score for the reconstruction of Memorial Drive between Tallowood and Gessner. Regards, Marisa Costa Residing in Frostwood at: 12330 Overcup DR Houston, TX 77024 832-503-1522	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane
198	BUNKER HILL VILLAGE	Folks: I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
198	BUNKER HILL VILLAGE	I would like you to know that I am disappointed at the low score preliminarily given the Memorial Drive project between Tallowood and Gessner. This project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. But the Memorial Drive project should not be compared with these major highway projects. The result is to short-change important off-highway road improvements like the Memorial Drive project. I believe that there should be two separate categories of funding: (1) highway projects competing against other highway projects and (2) off-system road projects competing with other off-system projects. The Memorial Drive project should have its relative BCA score adjusted to better reflect the high BCA it receives. The Memorial Drive reconstruction would extend already-approved reconstruction of Memorial Drive between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is virtually no difference between the two stretches of roadway, which together join Gessner, a major thoroughfare, to Beltway 8, a major highway. Both roads are major freight routes, with trucks traveling between Memorial @ Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both roads are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive all the way between Gessner and Beltway 8 should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for children headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian -- and especially for school children. Finally, this project arises from a partnership	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane
198	BUNKER HILL VILLAGE	Application ID 198 Project Title Memorial Drive Access Management and Safety Project Comment Folks: I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
198	BUNKER HILL VILLAGE	I am a resident in the Frostwood subdivision. I write to express disappointment with the preliminary low score given to the project to reconstruct Memorial Drive between Tallowood and Gessner (Project 198). This project and its benefit-cost score are being ranked relative to major highway projects. This puts important off-system road improvements at a significant disadvantage. Highway projects should compete with highway projects, and off-system projects should compete with off-system projects. Project 198 would extend already approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is little difference between these 2 projects, which together would join 2 major north-south thoroughfares (Beltway 8 and Gessner). Arguably, Project 198 provides considerably more benefit than the already approved project. Project 198 route increasingly carries freight traffic due to growing retail outlets along Memorial. This section of roadway also provides an evacuation route and serves our public transportation network (Metro). If done with similar design parameters as the Memorial reconstruction between Beltway 8 and Tallowood, Project 198 would greatly increase pedestrian and bicycle traffic between the neighborhoods and retail development. Currently, walking or biking this stretch is a challenge and safety hazard. More importantly, Project 198 would improve the safety for children of Frostwood Elementary School. The Gessner / Memorial intersection is unnecessarily dangerous for pedestrians, particularly children. I recently graduated my youngest of 3 children from Frostwood. Though our house is only 500 yards from the school, we felt it was irresponsible parenting for safety reasons to allow our children to navigate their way to the school either on foot or bike. Lastly, this project arises from a partnership between 2 public entities, The City of Bunker Hill Village and the Memorial City	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane
198	BUNKER HILL VILLAGE	Application ID 198 Project Title Memorial Drive Access Management and Safety Project Dear Committee Members, I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
198	BUNKER HILL VILLAGE	<p>Application ID 198 Project Title Memorial Drive Access Management and Safety Project Dear Committee Members, I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an</p>	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane
198	BUNKER HILL VILLAGE	<p>Please consider construction from Tallowood to Gessner: This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available. Memorial Meadows resident.....(which is side by side with Frostwood. Thank you for your consideration.</p>	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
198	BUNKER HILL VILLAGE	~RESPECTFULLY,, it seems the residents of Bunker Hill Village, are concerned about the cross traffic along Gessner Rd. specifically, from I-10 to Westheimer & the Westpark Tollway. Village PD is often hidden in the center median, south of Memorial Dr., to catch the cross traffic speeders, while ignoring the east-west traffic in the vicinity of Frostwood Elementary. Leaving that "speedtrap" to SBISD Police. I would like to see a traffic study done, on the impact of this improvement, over the current configuration. Looks like the ONLY people likely to benefit are BHV resident(s) whom object to the "tourist(s)" traveling through their neighborhood. Releaving congestion at peak traffic times is key to mobility, not restriction.	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane
198	BUNKER HILL VILLAGE	i live in Frostwood at the intersection of Gessner & Memorial. We fully support the redevelopment of Memorial between Tallowood & Gessner. â€¢ This project provides important benefits in the areas of safe routes to Frostwood Elementary schools along with other mobility improvements. â€¢ This project the outgrowth of a partnership between two small public entities; The City of Bunker Hill Village and the Memorial City Redevelopment Authority. Currently, this project and its benefit cost score is being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. This project and others like it should not have to complete with projects on major state or United State highways. â€¢ This project should have its relative BCA score adjusted to better reflect the high BCA it receives. â€¢ This project will improve the quality of life & recognize the substantial growth in our area. Thank you for your support. John R. Jackson 12306 Cobblestone Dr. Houston, Tx. 77024 7134650510	Memorial Drive Access Management and Safety Project	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Memorial Drive from Tallowood Drive to Gessner Road, Gessner Road from from Memorial Drive to Vanderpool Lane
352	CITY OF BAYTOWN	This improvement is necessary to relieve congestion at this intersection.	Baker at Garth Intersection Improvements	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	the intersection of Baker Road with Garth Road
265	FORT BEND COUNTY	Peek Road extension and proper bike/ped facility is needed to access Regal Cinema on 99. Currently this cinema is only accessible by cars from Katy area north of FM 1093.	SH 99 Overpass at Peek Road	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Fort Bend County	From south of Bellaire Blvd. to north of West Bellfort Road
218	HARRIS COUNTY	Great Project, but Hamblen Road needs to be extended to Woodland Hills. This will provide another route deeper into Kingwood and alleviate traffic on Kingwood Drive and thru the adjacent neighborhoods.	Hamblen Road	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	From Loop 494 to Laurel Springs Lane
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I am curious to know if this will alleviate traffic volume from nearby Fry Rd and Barker Cypress Rd? I am also a bit worried how this will play out with commercial traffic volume, as Greenhouse Rd is almost all residential with very little to no commercial hubs from US290 to I-10. This will almost certainly open the door to large trucks using this more frequently, which will diminish the residential feel to Towne Lake and communities just south.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This is needed to help eliminate the traffic congestion. It takes me 20-24 minutes to go 2.1 miles. I support this project	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Not only will this improve access to the north side of Towne Lake it will greatly improve the horrible congestion we experience everyday during rush hour at the Barker-Cypress and 290 intersection. My fellow van pool riders say it can take up to 20 minutes to get across 290 from the Wal-Mart @ B/C and Cypress North Houston during afternoon rush (4:45-5:15). It's so bad they have looked into starting another vanpool North of 290 to go back and forth to Westheimer and Beltway 8 but Metro did not allow for it. Thanks for the opportunity to comment!!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Home Construction along fry and barker cypress roads has been going on for some time and there is currently no end in sight. This is causing backups when these roads connect to highway 290 and is only getting worse with more and more homes being built. We have the opportunity here with this project to significantly alleviate this growing and real problem. Please fund this project before the growing community gets even more gridlocked.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This is a badly needed project for the growing community of Cy-Fair. We currently have no access for multiple master planned communities to 290 without crossing over the Union Pacific Railroad tracks that parallels Cy-Fair. We need this project to move forward to help support our growth.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Northbound traffic along Barker Cypress and Fry roads in the evening is absolutely terrible. My drive home from work in the evening is less than three miles, but often takes thirty minutes, even on Saturday's. Extending Greenhouse Road would allieveiate this issue as the area continues to grow at a rapid rate.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please consider this a priority!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I support this project. It would greatly help alleviate gridlocked traffic at Fry and 290 and Barker Cypress and 290 during rush hour. Thank you for the consideration.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Desperately needed to give a rapidly growing area an additional link to US 290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This would help greatly to relieve traffic on surface streets south of US290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I have lived in this area for 19 years now. With the expanding development and growth of population the access to 290 has gotten challenging at all hours of everyday. Having this built would help to take the pressure off Barker Cypress and Fry Road. I have spent many a day frustrated and stressed trying to go any where north of my house. You start be trying to build in extra time knowing that you never know when the traffic will take to 5 minutes to get across or 20 minutes. It causes accidents of people running lights or stopping in the middle of the intersection. Please help those of us in this community that need this access.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This project needs to be done in order to elevate the bottlenecks on Fry and Barker Cypress.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	YES! I support this project! We need to relieve the terrible traffic congestion at Barker Cypress/290 and at Fry Rd/290. This underpass is desperately needed as another north/south route.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please make this a top priority!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

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232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please support this project. It will alleviate heavy traffic that builds up in our suburban commuter area and greatly improve response times for emergency personnel. Our community has experienced rapid growth and is continuing to grow. Cypress residents appreciate your support!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This project is urgently needed and deserves a high priority.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	With the exponential growth in far Northwest Cypress, prioritizing the Greenhouse extension to Skinner would greatly help alleviate the massive backups of traffic at Fry and Barker Cypress. Thank you - Tana Lam	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please make this a priority! We need some relief!!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Skinner desperately needs to be extended south of 290 to add an alternate route and alleviate congestion from Fry Road and Barker Cypress Road. However, going under the rr track could pose a flooding issue. An overpass would be a better option.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Strongly Support	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I approve this!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I support this project. This would ease congestion along Fry Road to 290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Keeping in mind the additional 10000 homes expected to be built in Bridgeland/Townlake/Miramesa etc over the next decade, Fry Road and Barker Cypress Road will not be able to handle the traffic. Already the traffic is getting heavy and it will only get worse. We need another way to access 290. Thanks	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Having lived here since ~05, I've seen the tremendous growth in the area and it's impact on this stretch. This project should be prioritized.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This will alleviate congestion in our area.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Agree to extend Grwwnhouse to 290	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	As a prospective home owner in cypress, Connecting greenhouse to skinner road has been a major factor in which neighborhood we decide to live. The connection would improve my husbands commute time from downtown and allow more time with family. Also the concern about ems response time in the already congested area would be relieved knowing my family is safer. Please consider adding this project to the 10 year plan. Thank you.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

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232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I live in Cypress Creek Lakes currently and see this proposal as great addition to the community. It will provide alternate to Fry or Barker Cypress roads in this growing community. Please consider this in our 10 year plan.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I support this build.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	We need Greenhouse extended to 290 please. Too much traffic at barker cypress and fry. Thanks	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	In the 20 years I've lived in Cypress traffic has increased the Harris county has greatly improved east to west roads(logenbaugh, West, Tuckerton, Cypress North Houston) but with Barker Cypress & Fry as only 2 north/south roads they are congested most of the day. This would give all Towne Lake residents direct access to 290	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	With all the current rapidly expanding development in Bridgeland and Towne Lake, we have a strong need for a second option to access 290. The traffic on Fry can be terrible during peak hours. With the popularity of this area south of 290, in 10 years the traffic on Fry will be exponentially worse! Please consider completing this connection of Greenhouse and Skinner with the storm water pump station because that pump will definitely be needed for that area in particular.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	As a realtor I do a great deal of driving and Fry/290 has become a problem as well as a danger due to the traffic backup. I believe that extending Greenhouse will alleviate this issue. Please prioritize it.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This project would be a huge help to traffic patterns in the area.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Much needed project. Traffic in Fry Rd and Barker Cypress is out of control. Thank you for the support	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Fry & Barker Cypress South of 290 is horribly congested. We seldom cross 290 late afternoon/evening due to this. There are several businesses & restaurants we would visit during these hours if it wasn't so time consuming to get there(very short distance)	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	The congestion at Fry & 290 & Barker Cypress & 290 is horrible and will only get worse with the rapid buildout in this area. An additional access point to 290 from the South side is desperately needed between Fry & Barker Cypress.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I support the extension of Greenhouse Road to Skinner to alleviate the horrible traffic at Fry and 290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please fund this project!!!! We need another way to get across 290 besides Barker Cypress and Fry Rd. Thanks	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please move forward with this project, to relieve traffic congestion on Fry Rd and Barker Cypress Rd.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

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232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please reconsider funding this project for a 2021 construction start date. It would greatly alleviate traffic issues at Fry and Barker Cypress and 290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This is a priority project that needs to be funded and completed.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please make this s priority!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please fund this project! It is desperately needed due to the rapid population growth of our area. I have seen police and ambulances have to drive down the wrong side of Barker Cypress at times to get where they need to go. This will not only greatly improve our lives, but it could save lives!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Complete the project.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I believe this to be a worthy project. Currently, there is only one true passage way over or under the railroad crossing that doesn't directly go through a railroad stop from Highway 6/1960 interchange to Hwy 99 (Grand Parkway). That passage is Barker Cypress. You have an exploding community between those two areas that don't have a true passageway that is not blocked by a railroad crossing. The current main passage way that goes over the railroad track (Fry Rd) is getting more and more congested with no real relief. This can cause issues with emergency response times, due to the amount of traffic. The new passage way that is being submitted above helps alleviate the issue while also creating a direct connection to the park and ride. This would help make ridership easier and hopefully encourage more to use it. The addition of bike lanes also encourages to be more green in our mobility.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	We need this!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please consider this project as high priority for 2019. Traffic at Fry Road at Hwy 290 would be greatly reduced with this alternative route to 290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This would alleviate traffic on Fry road and Barker Cypress, as those roads back up very bad.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

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232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	The recent elimination of the skinner exit upon completion of 290 expansion has only increased traffic spillage onto Barker Cypress. There needs to be additional outlets to help the flow of traffic. The bottlenecks as a result of Stone Gate, Alder Trails and Riata Ranch coupled with traffic from Lonestar, Berry Center makes the area too dependent on Barker Cypress as the sole outlet. There needs to be additional outlets and the addition of Greenhouse/Skinner connection would help traffic. Its dreadful that the construction/expansion of 290 removed the Skinner exit. Now that traffic is pushed to Barker Cypress. There also needs to be pedestrian crossings. The bridge traffic is too dangerous and doesn't support safe cycling/pedestrian traffic. There is no safe alternative for residents of Cypress to cross S to N 290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Cypress ranks 50th in the top highest-income urban areas in the United States. The current crossings at Fry Road and Barker Cypress Road can become very congested at peak times, and the proposed crossing at Greenhouse and Skinner would be a great relief to traffic in this area. In addition to reducing congestion in the area it would help our first responders to improve their response times in our area. This underpass would allow the Cypress area to continue to grow with an additional connection between the areas north and south of Highway 290. Without this proposed new crossing, the congestion in Cypress will only get worse. Let's solve this issue now.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	We need this to reduce congestion	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Having another access point to 290 from the South would greatly help ease the traffic congestion on Barker Cypress Rd. And Fry Rd. during the peak hours of traffic. Thank you.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This project is needed to help ease traffic congestion which has gotten worse as Towne Lake, Bridgeland and Cypress Creek Lakes continue to grow around already existing communities. The problem will only get worse as more houses are built. There is not sufficient access to funnel traffic to/from 290 in the area.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Need to extend	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	For	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This extension would greatly alleviate traffic on Barker Cypress Road and Fry Road during high volume traffic times. With all the building up if Bridgeland and Towne Lake, traffic is only set to get worse on the two aforementioned roads.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This project is necessary for the continuing growth and safety of this Cypress area. As more housing is built between Barker Cypress and Fry roads it has become immediately apparent that these 2 roads cannot handle all the traffic and are extremely congested at all times, in particular Barker Cypress. This Greenhouse extension will help relieve this congestion and provide and alternative route for the community as well as emergency services. We need this project completed as soon as possible.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

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232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	The project would definitely alleviate traffic at 290 and Barker Cypress as well as Fry rd.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This should occur, as the two closest thoroughfares, Barker Cypress and Fry Rd are too congested heading north to 290 and are only getting worse each year as more and more communities are built and people move this way. It will continue to get worse once 290 expansion is complete, giving people more reason to live out this way.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Need more roads like this to connect to 290	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This would be a great project that will help the first responders time and reduce congestion on barkers cypress rd and fry rd. Please approve this project ASAP	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I live off of Tuckerton between Fry and Greenhouse. I would really appreciate this project being completed. The traffic along Barker Cypress and Fry are bad headed to 290 and Towne Lake is quickly clearing land for more houses. It will only get more congested. This would help our community tremendously!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Living in Cypress Creek Lakes, Greenhouse is the nearest street for me between Fry and Barker Cypress.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Our community needs this project not simply for ongoing development, but for the safety of our people as it would greatly impact first responders response times.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I am in favor. I vote yes.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I vote in favor. I vote yes.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This project, along with an overpass connecting Cypress N Houston Rd over 290 are much needed for the growing population in Cy-Fair. The best way for you to understand our issue is to come see it for yourself between 4-6 pm, weekdays at Barker Cypress/290 or Fry290. Thank you for your time.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I support the Greenhouse/Skinner Rd. Underpass @ UPRR and US 290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	In strong support of this project!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

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232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Hi, We are very much in favor of alleviating traffic congestion on Fry Road and Barker Cypress with the introduction of the connection of Greenhouse and Skinner Roads at the 290 intersection. We would also like to see this happen sooner rather than later. There are a number of restaurants and businesses that we would frequent north of 290 but the prospect of waiting in traffic on either Fry or Barker Cypress means we do not cross over. I can see the safety implications of lowering the road. Is this something that can be done in phases? Can the first phase be to connect the roads under 290? We would really like this access in place as soon as possible. Thank you, Liz Tysall	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Yes, please choose this project. It should help relieve the traffic. As a resident, I am looking forward to this becoming a reality.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This is needed in our community badly. Traffic getting to and from Hwy 290 is getting worse and worse everyday as the area continues to grow. This project needs to be funded before it gets even worse.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please do the above projects. I travel this area frequently and I would make my life so much easier if the projects were done. As Cypress gets more and more traffic on all its roads the above project will minimize congestion and make travel so much faster. Sincerely yours, Kay Burkhalter Bridgeland Resident	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Fully support	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please approve extension of greenhouse to connect to skinner under 290 as soon as possible. This will provide desperately needed congestion relief from barker cypress road/290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I support the extension of greenhouse and skinner under 290 in cypress. Please approve and complete ASAP.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This connection is greatly needed in our community and would ease the constraints we currently have at Fry Road and Barker Cypress at 290. Please move this up the ladder and help give more road options to the booming communities in the area.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	As a resident of the are, this proposed project would be hugely beneficial to the residents and businesses in the area. The current congestion on Barker Cypress and other arteries onto or through (over/under) Hwy 290 is horrific. This would provide major relief and I would highly encourage it's approval. Thank you!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This underpass is greatly needed to provide access to highway 290. Traffic north and southbound on both Fry Road and Barker Cypress is terrible. I personally would like to have quicker access to 290 for emergency situations when my family and I need to quickly get to the hospital.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This is a must to help traffic congestion on Fry and Barker Cypress. There aren't enough access roads to 290 from the south side of 290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

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232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please build this road. It is necessary for public safety. This will allow emergency fire, police and ambulance service quicker access to underserved areas. Thanks	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I would really like to see this project to become a reality to help all the congestion at the nearby intersections of Baker Cypress and Fry/Cypress Rose hills roads.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Dear Sir; This project will provide a savings of time and money for a large base of drivers. The location will provide relief from existing congestion on Fry Road and Barker Cypress Road. There are a number of schools and fire stations that would benefit from an extension of Greenhouse under U.S. 290 in reduced transit time and more effective response to emergency vehicles or excess. There are areas south of this location that would benefit in providing access to hurricane emergency exit on U.S. 290 west. Please approve the Greenhouse/Skinner Rd. Underpass @ UPRR and US 290. Sincerely, Michael Owens	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This is a critical upgrade that would massively improve mobility in the area. The pressure relief on Barker Cypress/290 and Fry/290 would affect multiple neighborhoods in a positive way.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	It never made sense to me why greenhouse never connected to skinner. The congestion at Barker and Fry is terrible during peak hours. Creating a new route to across 290 will help ease congestions at the other intersections. It would also create a faster route to LoneStar Cyfair coming from north of 290. I'm 100% behind this project and I'm guaranteed the city would benefit from this.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	We stay in Townelakes near Greenhouse and Cypress N Houston. We often go to other side of 290 and at the moment it takes us having to cross the railway tracks and then 290 OR go via Barker Cypress which is almost always backed up. This project will vastly improve traffic flow, reducing time to go on the other side of 290 by 10 mins or more during peak periods. It will also reduce congestion on Fry and Barker Cypress. Although Mound will require additional lanes for this to work. With upcoming expansion of Towne lakes community on Greenhouse and Cypress n Houston, this will help. I support this project. Thank you.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I have lived in Towne Lake for 4 years and am required to go across 290 to 2920 on Muescke 2x a day for my kids school (about 25min, one way x4). Since Greenhouse has been built, traffic has picked up tremendously, causing tremendous traffic on Fry/290, often taking 5 min to go less than 1/2 mile. And there's more traffic to come as Towne Lake builds out, not to mention the additional traffic on Fry due to growing Bridgeland, Miramesa, Canyon Lakes, etc. The other option, Barker Cypress is just as bad, if not worse. As a realtor, many comments I hear from clients and colleagues is don't buy a home south of 290, because of traffic congestion. This road is absolutely necessary!!!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Connecting skinner and greenhouse will reduce congestion along the barker cypress and fry roads. It will be a great addition to open up the highly congested south side of 290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

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232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This community really needs this project for our infrastructure. The traffic back ups are already severe and with new home development continueing it will only worsen. We seriously need better connectivity to highway 290, to eliminate waste and allow emergency services access.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I support the underpass	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I fully support. Relieve lot of traffic congestion.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	STRONGLY SUPPORT - Right now - the Cypress area (population 190,000+ and exploding with continued growth) is dependent on two (2) North-South connectors (Fry Road and Barker-Cypress Rd) for connectivity across US 290. Barker Cypress traffic is gridlocked many times a day and is the main route to the Berry Center and Cy-Fair College. The completion of this project will allow a third North-South connector between the two halves of the Cypress area that straddle US 290.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Federal funding of the Greenhouse-Skinner road connection is vitally and urgently needed to relieve heavy traffic congestion on Barker Cypress road and Fry road to: - improve Fire/EMS response times - allow for bike commuting to the Metro Park N Ride - reduce heavy rush hour traffic congestion on Cypress N. Houston and Queenston Blvd from Town Lake area residents that travel to Barker Cypress Rd. in order to reach 290	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	A street connecting greenhouse to US290 and Skinner road would be a huge revenue driver for Metro. It would alleviate the traffic at Barker Cypress and Queenston area as well as Fry Rd and Hempstead. It would directly connect Towne Lake to US290. This seems like a no brainer to pursue.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Thank you for considering this project. I've lived in Towne Lake for 5.5 years and have felt the area grow rapidly. Northbound arteries out of the area reach maximum capacity nearly every day. Barker Cypress in particular is overwhelmed normally and when there's any event at the Barry Center all hope is lost to get anywhere quickly. With the amount of new homes remaining to build in at least 4 subdivisions that are north of Tuckerton alone, that are to rely on either Fry or Barker Cypress, I ask that this project be approved. Thank you, Randy Hebert	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Fully support this Greenhouse-Skinner road connection because it is vitally and urgently needed to relieve heavy traffic congestion on Barker Cypress road and Fry road. The bike lanes and access to metro are imperative due to the already increasing traffic in this area.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please pass this. TowneLake is expanding, heavy traffic congestion is already on Barker Cypress road and Fry road. Opening up Skinner would help out a lot!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	We need the greenhouse/skinner underpass@290 for sure	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

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232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	The addition would greatly alleviate traffic. And control pressure on driving in this area. Thanks for your consideration	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Yes	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	The approval of this project will have a much needed benefit to the current situation we live every single day due to heavy traffic congestions on Fry rd. and Barker Cypress. Connecting Skinner road to Hwy 290 will provide a lot of cars direct access to 290, avoiding cars to each through neighborhood s at speeda above the limit endangering kids waiting at bus stops ebery morning. - Provide safety and keep drivers sane. The high volume of vehicles and the long waiting times to het through traffic lights in order to reach Hwy 290 is taking a toll on social behavior. This situation contributes to the rise of violent, aggressive and reckless behavior increasing the possibilities of rage road incidents and tragic accidents. - support bike use, allowing access to the Metro station for a large number of people enroute to downtown, helping reducing pollution and the amount of vehicles while promoting wellness. - This will allow to maximize the recent investment made on Hwy 290 by providing a direct access in an area with an already existing merging lane on Hwy 290 (right before reaching Barker Cypress bridge) making it a fluid, clean merging of traffic optimizing commuting time. - We have not reached full development in this area, hundreds, if not thousands, of homes will be built in the following months and years due to the highly attractive neighborhoods (Town Lake, Miramesa, Bridgeland, etc.) That will contribute to increase car volume on already saturated roads that fail in providing an efficient way out from all neighborhoods in this area.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Iâ€™m in favor of this project.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	The Greenhouse/Skinner Rd. at UPRR and US 290 is needed because it will help with the excessive traffic and increasingly dangerous situation of drivers cutting through Alder Trauls and other neighborhoods to get to 290. These drivers are not obeying the speed limit and that, along with a growing amount of traffic, creates dangerous situations for residents, especially children.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I am for the Greenhouse Rd to skinner road expansion and believe it will help relieve traffic on Barker Cypress and Fry road. It will be a convenient direct access for people who utilize the metro park and ride. That may encourage more people to use park and ride since it will then be an easier access.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I am for the underpass!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

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232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please do this. I am off of Barker Cypress and Queenston in Alder Trails and the amount of traffic that comes through our neighborhood from and to Towne Lake, Bridgeland, and Cypress Creek Kaneâ€™s is ridiculous. Can not even get out of our own street due to backup. Amount of traffic in residential neighborhood is dangerous to residents and kids as people rushing thru to get on Barker closest to 290. Not stopping at stop signs and speeding around loading buses. There is an elementary here and surprised no one hit yet. Please alleviate the traffic on Barker Cypress and the bridge (normal time to cross 5 minutes max has turned into 20 to 30). Building alternate route would be good for all.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I am for this project. The amount of traffic coming though our neighborhood is ridiculous and dangerous. They use us as a short cut to 290. Speeding through the neighborhood while kids are out playing and waiting for school bus.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	The cut through traffic is growing everyday that passes. The people cutting through do not pay attention to the speed limit or the fact that children wait on the corners for their bus to arrive in the morning. It can take up to 20+ minutes for me to make it out of the neighborhood due to the light being so backed up with cut through traffic. This new construction at greenhouse could alliviate all of those problems.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This area definitely needs this crossing location for traffic and public safety reasons. There is a lot of new land development happening in the area (Towne Lake, Alder Trails, Bridgeland), and only two exists to 290: Fry Rd and Barker Cypress for this area. Barker Cypress has long been overcrowded with traffic during peak times. The hundreds of new homes have only made it worse. People in between these two corridors typically choose to drive inbound which means taking barker cypress. Further, drivers are crossing neighborhoods at high speeds while children wait for school buses. No speed bumps are allowed in neighborhoods due to safety concerns (firefighters, EMS, etc) which creates a real safety problem. This crossing would alleviate a lot of the heavy traffic in the area and will allow a direct access to the Park and Ride and 290. It's a no brainer.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Please pass this project due to heavy traffic on Barker cypress and fry rd. Thanks	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	I would like to support the greenhouse/skinner road expansion	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	All for the Greenhouse/Skinner project!	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This would make such a positive difference in our community. It would allow people to bike/walk (instead of using the barker cypress overpass which is incredibly dangerous) and it would alleviate congestion in the area.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	Federal funding of the Greenhouse-Skinner road connection is vitally and urgently needed to relieve heavy traffic congestion on Barker Cypress road and Fry road to: - improve Fire/EMS response times - allow for bike commuting to the Metro Park N Ride - reduce heavy rush hour traffic congestion on Cypress N. Houston and Queenston Blvd from Town Lake area residents that travel to Barker Cypress Rd. in order to reach 290	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
232	HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 500 (HCMUD 500) AS THE APPLICANT WITH TXDOT MANAGING LETTING	This construction is critical to relieving congestion on Barker Cypress and Spring Cypress / Fry at 290 by offering additional traffic flow options.	Greenhouse/Skinner Rd. Underpass @ UPRR and US 290	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Greenhouse Rd. from Mound Rd. to Skinner Rd. at US 290
195	OST/ALMEDA CORRIDORS REDEVELOPMENT AUTHORITY	Please fund this roadway project.	Holman Street Reconstruction and Bike/Pedestrian Improvements	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	St Emanuel St to Scott St
196	OST/ALMEDA CORRIDORS REDEVELOPMENT AUTHORITY	Please fund this ped bike project.	Scott Street Reconstruction and Bike/Pedestrian Improvements	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Old Spanish Trail to IH-610
196	OST/ALMEDA CORRIDORS REDEVELOPMENT AUTHORITY	Please fund this roadway project.	Scott Street Reconstruction and Bike/Pedestrian Improvements	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Old Spanish Trail to IH-610
223	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This question is not just for FM 2920, but for Harris County roads in general. The typical road design of Harris County roads, whether built in the past or with recent construction, consist of very basic and low standards when compared to other suburban roads in Fort Bend county and elsewhere throughout the state. On many roads, there are large drainage ditches that are just off of the edge of the road with no barrier separating the two. Many of our thoroughfares are not very well lit at night with poor or non-existent signage. There are basically no sidewalks near commercial or residential areas where pedestrian traffic is present. Lane availability, intersection configuration, and low end signal apparatuses all contribute to low performing thoroughfares that carry large amounts of traffic. In regards to lane availability, many roads should have standard setbacks that allow for six-lane roads, especially (but not limited to) near and on both sides of intersecting highways if applicable, and this is not seen with many Harris County roads. In regards to intersection configuration and traffic signals, at moderate and high volume intersections there should be longer left turn bays, dual left turn lanes if necessary, and many more right turn lanes that remove this traffic from the thru lanes. Traffic signals at the vast majority of intersections in Harris County still use multi-wire span supports, with the county being nearly the only entity remaining in the entire state that still uses wire spans en masse. The only areas in the county that seem to have pole mounted signals are the areas where the richer MUDs can fund the upgrade. Pole mounted signals should be a standard and not an upgrade that only the rich can afford. Also, throughout the history of Houston and Harris County, permissive left turns (at appropriate intersections) have not been widely used, where in other parts of the state permissive left turns have been in use at comparable intersections for quite a long while. I am aware that many of	FM 2920 Access Management	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Kuykendahl Rd to Lexington Rd
225	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Please keep the shoulder and do not replace with curb & gutter without providing safe bike/ped alternative such as 10ft 2-way shared use path.	US 90A Access Management	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Fort Bend County	Bamore Road to Harlem Road

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
228	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	Praise Jesus!! Finally someone is seriously thinking of correcting the pitfalls of one of the most dangerous roads in the county! I live about a mile from 249 off N. Houston Rosslyn and will drive to restaurants in the Heights or on 290 before I attempt to drive that road after dark. There are no street lights except at major intersections which make it hard to see the driveways that you are trying to hit AND hard to see the pedestrians that are walking. I'm an experienced driver (65) with no tickets or wrecks and I try to keep it that way by avoiding this road as much as possible. ANY improvements will be a blessing and a boon to the safety of all residents and a profit enhancer for the local businesses.	SH 249 Access Management	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Harris County	Sam Houston Tollway/Beltway (BW) 8 to Interstate 45 (I-45N)
264	TEXAS DEPARTMENT OF TRANSPORTATION - HOUSTON	This project is a must to help alleviate traffic coming from Fort Bend Tollway, 521 via downtown/med center, and 288. This will benefit 3 counties in the process.	FM518/Broadway overpass at FM521/UPRR	Less than \$100 million	(Manage) Access Management/Safety/Grade Separations	Fort Bend County	At FM 518

Application ID	Project Sponsor	Comment	Project Title	Total Capital Investment	Investment Category	County	Project Information
343	TEXAS DEPARTMENT OF TRANSPORTATION	Yes please to help with traffic	Integration of Traffic Signals on SH 242	Less than \$100 million	(Manage) ITS Infrastructure	Montgomery County	IH 45 North to FM 1485

2018 Call for Projects Public Comments Received via Email

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

Automated response:

"Our sincere thanks for contacting the Houston-Galveston Area Council.

Your direct feedback goes a long way. Thank you for your involvement in the transportation planning process."

*Kind regards,
H-GAC Staff*

Application ID 152

Project Sponsor - City of Friendswood

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

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

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

Joe P., resident

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

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

Application ID 197

Project Sponsor - Lake Houston Redevelopment Authority / TIRZ 10

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

Billy E., resident

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

Hunter M., resident

General Comments, not single project specific -

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

Chelsea Y., resident

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

Peggy T., resident

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

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

Clark M., Bike Houston

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

Clark M., Bike Houston

Round 2 Public Meetings

Thursday, January 24, 2019

Friendswood City Hall

910 South Friendswood Dr., Friendswood, Texas 77546

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

Patrick M., resident

Liberty City Hall - Liberty / Chambers

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

Sandra P., resident

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

Ellis Picket

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

Joann W., resident

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

Anonymous

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

Emily C., resident

Tuesday, January 29, 2019

Liberty City Hall

1829 Sam Houston St., Liberty, Texas 77575

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

Sandra P., resident

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

Ellis P., resident

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JoAnn W., resident

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Anonymous, resident

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

Emily C., resident

Tuesday, February 5, 2019

Kingdom City Houston (formerly Ashford Community Church)

2100 Eldridge Parkway

Houston, Texas 77077

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

Tecky S., resident

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

Clark M., resident

Thursday, February 7, 2019

Tomball City Hall

401 Market St., Tomball, Texas 77375

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

Stephen W., resident

Tuesday, February 12, 2019

Houston-Galveston Area Council Offices

3555 Timmons Lane, Houston, Texas 77027

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

Ralph D., resident

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

Bruce M., resident

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

Stan S., resident

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

Clark M., resident

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

Marie M., resident

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

Ron M., resident

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

Sunrise Ridge Holding, President of Company

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

These could include:

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

Norman, W. resident



HOUSTON PARKS BOARD

PARKS BY YOU

Directors

2/28/2018

Thomas G. Bacon
Chairman
Barron Wallace
Vice President

Mr. Alan Clark
Director Transportation Planning
Houston-Galveston Area Council
3555 Timmons Lane, Suite 100
Houston, Texas 77027

RE: H-GAC 2018 Call for Projects Comments

Dear Mr. Clark,

Thank you for the opportunity to comment on H-GAC's 2018 Call for Projects process. We would first like to applaud the staff at H-GAC for all of the hard work involved in this effort.

The Houston Parks Board has been working with the City of Houston, Harris County, and HCFCD to provide hike and bike connectivity, and access to park space throughout Houston through our Bayou Greenways 2020 (BG2020) Program. This linear park system along our bayous provides safe active transportation connections between homes, jobs, and schools. Our Beyond the Bayous program looks to expand these benefits throughout Harris County with the goals of equitable distribution of park space, access between parks, homes and jobs, and enhancement of our natural resources.

Working with the Houston Parks and Recreation Department, we submitted four projects to the H-GAC 2018 Call for Projects. The Beyond the Bayous Regional Network of Greenways (Application ID 337) was submitted for inclusion in the 2045 RTP. The Port Regional Connector Greenway (Application ID 338), West Side / Westpark Regional Connector Greenway (Application ID 184), and Little White Oak Bayou Greenway (Application ID 186) were submitted in the Active Transportation category.

We provided our comments, based on our experience, on the attached Exhibit A. If you have any questions, please feel free to contact Chip Place or Lisa Graiff at (713) 942-8500.

Best Regards,

Beth White
President & CEO

Cc: Chip Place
Managing Director of Capital Programs

Houston Parks Board is a nonprofit 501(c)(3) dedicated to providing access to quality parks and greenspace for all people. Houston Parks Board creates, improves, protects and advocates for parkland in the Greater Houston region. Since 1976, the organization has utilized public-private partnerships and its extensive philanthropic, government and community relationships to improve parks large and small.

Houston Parks Board is currently leading the transformational Bayou Greenways 2020 project to create a 150-mile network of connected parks and trails along Houston's major waterways.

Stephen Wright
*Director, Houston Parks and
Recreation Department*
Ex-Officio

Beth White
President & CEO

Houston Parks Board
300 North Post Oak Lane
Houston, Texas 77024
713.942.8500
Fax 713.942.7664
www.houstonparksboard.org

1. Funding available for Active Transportation projects:

- a. **Comment:** Percentage of funding for active transportation (AT) projects vs. overall funding available very low. \$20.47M AT vs. \$920M total (federal funding + match) = 2.22%. The low funding amount is not due to lack of AT projects as 22% of all projects submitted were in the AT category.

Suggestion: Determine a minimum percentage of federal funding for AT projects for all future Call for Projects, and strive to meet or exceed this percentage.

- b. **Comment:** Originally only TASA funding was available for AT projects, although it has been recommended by H-GAC to fund one AT project with CMAQ funds.

Suggestion: In this Call for Projects determine funding that can be used for AT projects from other funding sources (CMAQ, etc) and utilize a portion of that for this round of AT projects. In all future Call for Projects, dedicate TASA funding for AT projects. If TASA funds available don't meet or exceed the minimum percentage determined allocate other federal funding as necessary.

2. General Benefit Analysis:

The benefit analysis for the 2018 Call for Projects was based on a 200 point scale. One hundred points for planning factors, and one hundred points for Cost Benefit Analysis (CBA). For AT projects, planning factors included: barrier elimination, expanding or improving ped-bike connectivity, planning coordination (project identified in a plan), emissions reductions, and environmental justice. The CBA for AT projects included safety, emissions, and delay reduction benefits.

- a. **Comment:** Planning Factors - The environmental justice question asked whether the project was in an EJ area, and if so, what the project would do to minimize adverse effects of the project on these areas. This question is vehicle centric as it doesn't account for the fact that Active Transportation projects positively effect EJ areas. It also does nothing to incentivize beneficial projects in EJ areas. EJ areas are historically underserved by beneficial projects because it is harder for these areas to find the local match required for federal funding.

Suggestion: Update the question so that it gives more points for beneficial transportation projects of all kinds in EJ areas, some points for projects in EJ areas that mitigate any potential negative effects, and no points for projects that have negative effects on EJ areas, or are not in an EJ area.

- b. **Comment:** CBA – The Cost Benefit Analysis doesn't include the full range of cost benefits that projects can bring. We, therefore, can't comprehensively evaluate and compare projects. Other beneficial categories could include economic, health, and social/community effects. We should consider all benefits even though not all project types will have all of the different benefits. For example, Active Transportation promotes walking and bicycling which have proven health benefits. Driving cars doesn't have the same health benefits. If all project types have to compete against each other for funding, then they only way to truly compare is to include all benefits a projects

bring, not just the ones that are specific to roadway projects.

Suggestion: If all types of projects must compete against each other, then include all potential benefits so that there is a comprehensive comparison. Alternately, consider separating projects into categories that only compete against projects in that category and cater the cost benefit analysis to be specific to those project types.

- c. **Comment:** CBA – CBA calculation doesn't include maintenance costs. Maintenance is ongoing for the lifetime of projects and are typically larger than the initial construction and design costs. Spending additional funds upfront that reduce maintenance costs over time could show significant cost benefits over the life of the project. It is hard to evaluate the value of these higher upfront costs without taking maintenance costs into account.

Suggestion: Consider including maintenance costs in cost benefit analysis calculations.

- d. **Comment:** CBA – TxDOT projects don't include design costs and environmental analysis in their overall costs whereas other projects do include these. TxDOT projects, therefore, always have an advantage and other projects can't compete unless they find other sources for these costs in addition to the local match for the federal funding request.

Suggestion: Include total project costs in the cost benefit analysis ratio, not just the federal funding requested.

- e. **Comment:** CBA – The negative effects of roadway and other transportation projects don't factor into the cost benefit analysis. These negative effects could include noise and the negative effects during construction among others. It is essential to include both the negative and positive costs for transportation projects to comprehensively evaluate benefits.

Suggestion: Consider identifying and including the negative costs associated with projects in the CBA.

3. Active Transportation specific comments:

- a. **Comment:** The procedure for estimating daily users was not consistent across active transportation projects. Daily users are part of the equations that estimate other benefits. It is therefore important to ensure that the process of estimating these users is consistent across projects.

Suggestion: Provide template for estimating daily users (pedestrians and bicyclists) of AT projects.

- b. **Comment:** The safety templates don't consider the benefits of removing pedestrians and bicyclists from conflicts with cars. Although ped-bike vehicle accidents are 2% of total recorded crashes, they make up 26% of all fatal crashes (Source: TxDOT Crash Records Information System, 2012-2016). Therefore giving pedestrians and bicyclists alternative safe routes is 12.5x more effective at improving safety as it removes the biker or walker from the equation.

Suggestion: Include a higher factor for safety improvement for active transportation projects.

- c. **Comment:** Travel demand on roads near Active Transportation projects were used to estimate delay and emissions benefits. H-GAC gave this information out individually. The list of roads and H-GAC demand numbers weren't required to be uploaded by the project team. It is, therefore, hard to determine whether the projects used a similar method to determine the roads they used for their travel demand numbers.
Suggestion: Consider requiring all information used to estimate CBA numbers to be included in the project upload and made publically available for review.
- d. **Comment:** The CBA safety factor evaluates vehicular crashes that a project might help to avoid, however there is not an analysis of the safety aspects of actual proposed project. For example, for Active Transportation projects, if a project starts or ends at an already busy intersection that isn't currently used extensively by bikers and walkers, but does nothing to improve that intersection, it will potentially make that intersection more dangerous. In the 2018 Call for Projects methodology, we aren't aware of the method of analyzing the safety of the projects themselves.
Suggestion: H-GAC may be doing this already, but if not, consider an 'on the ground' check by H-GAC staff that evaluates the physical conditions of projects submitted. The 'on the ground' check could look at whether projects may inadvertently cause safety hazards at the edges of their project limits, and whether the projects route, and provisions for that route, are adequately covered in the proposal. Providing this practical check for the top few projects of each category after the initial ranking of projects would ensure that funds are awarded to projects that make the most sense.

4. Process of submitting grant information

- a. **Comment:** Thank you for providing an easy online access portal for uploading projects, and for providing ample training opportunities to use it. It would have been good, however, to be able to navigate the portal without having to enter information. Doing this would allow applicants to see exactly how it worked and the information required at each stage without having to go to training.
Suggestion: Consider setting up a dummy project in every category that individuals can explore on their own. Doing this would save H-GAC staff time (less time training others), and let others explore the system individually.



City of Pearland

3519 Liberty Drive
Pearland, Texas 77581
Tel: 281.652.1600
pearlandtx.gov

FEB 27 2019

February 14, 2019

The Honorable Elaine Chao
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: TxDOT's FY2019 INFRA application for SH 35 in Houston, Texas

Dear Secretary Chao,

I would like to express support for the Texas Department of Transportation's INFRA Grant application for the State Highway 35 (I-45 to Belfort) project in Houston. Support is for the City of Houston and TxDOT in that segment only. **The City of Pearland does not support expansion of SH 35 south of Beltway 8 where there has already been substantial road improvements and the built environment through the City of Pearland and Brazoria County has existing private and public investment which costs would outweigh any perceived benefits.**

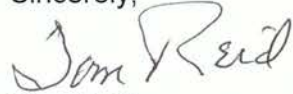
As we understand, TxDOT's INFRA funding request would provide gap funding of \$141.5 million, allowing TxDOT and the Houston-Galveston Area Council (H-GAC) to partner on constructing a new SH 35 eight lane roadway facility with four direct connectors to facilitate directional interchange movement at the intersection of SH 35 and I-610. TxDOT will contribute state funds allocated through the Texas Clear Lanes program with H-GAC considering contributing federal metropolitan planning dollars, making the project a true regional collaborative effort. Action is anticipated at the February 2019 H-GAC Transportation Policy Council meeting.

The SH 35 (I-45 to Belfort) project will provide a new north-south route for area commuters and freight movement, facilitating safe and efficient traffic flow. The direct connectors at I-610 will create a new freeway link to ease the interchange in this major truck corridor. SH 35 will provide regional connectivity between the Houston Central Business District, the University of Houston and Houston Hobby Airport. The safety aspects of this project include creating a new hurricane evacuation route and cutting air pollution by reducing congestion. The SH 35 project is a logical extension of the ongoing \$3 billion I-45 North Houston Improvement Project and will

complement the larger regional effort to improve traffic and freight movement such as the SH 288 improvements between Pearland and Houston's Texas Medical Center.

Thank you for your consideration and hopeful selection of the Houston SH 35 (I-45 to Belfort only) project for the INFRA program.

Sincerely,

A handwritten signature in black ink that reads "Tom Reid". The signature is written in a cursive style with a large, prominent "R".

Tom Reid
Mayor

cc: Pearland City Council
Commissioner Rodney Ellis, Harris County Precinct 1
Judge Matt Sebesta, Brazoria County
Mayor Sylvester Turner, City of Houston
Alan Clark, Director of Transportation Planning, Houston-Galveston Area Council
Melissa Meyer, TxDOT, Federal Affairs

INFRA APPLICATION LETTERS OF SUPPORT—THE SH 35 REGIONAL PARTNERSHIP PROJECT

SH 35 New Location Route and Direct Connectors at I-610

- Total Project Construction Cost: \$338 million
- INFRA Ask: \$141.5 million

The State Highway 35 project has long been planned as a future freeway corridor for the Houston region. The proposed new location route is less than 2 miles from both I-45 and SH 288, providing an alternative route to those heavily congested corridors. The 3-mile project will construct 8 new mainlanes (4 in each direction) and 4 direct connectors at the SH 35/I-610 intersection.

REGIONAL CONNECTIONS: SH 35 will provide regional connectivity between the University of Houston and the Houston central business district. It will also provide a new route to Hobby Airport, allowing drivers to bypass SH 288 and I-45. The work being done on SH 35 is a logical extension of the much larger \$3 billion collection of upgrades to the I-45 North Houston Improvement Project and will eventually connect to the Grand Parkway to the south of Houston.

PARTNERSHIP: TxDOT anticipates partnering with the Houston-Galveston Council of Governments to fund portions of the project. H-GAC will consider funding two of the four direct connectors at SH 35/I-610, demonstrating the importance of this project to the Houston region. Action is anticipated at the February H-GAC Transportation Policy Council meeting. TxDOT is contributing additional state funds allocated from recent ballot initiatives Proposition 1 and Proposition 7, with a portion dedicated to Texas Clear Lanes projects. Texas Clear Lanes is an initiative to alleviate congestion in the state's biggest chokepoints.

Total Construction Cost	\$338M
Anticipated H-GAC Contribution	\$56.5M
Texas Clear Lanes Contribution	\$140M
INFRA Ask	\$141.5M

SAFETY: SH 35 will serve as a hurricane evacuation route from Brazoria County, taking some of the pressure off other north-south routes. The project is expected to relieve congestion to 5 of the Top 100 Most Congested roadways and will move through-trips off local roads and onto this higher capacity facility. Improving air quality in the Houston region is a priority; reducing congestion means fewer emissions and cleaner air.

INFRA ASK: TxDOT is requesting federal funding assistance to complete this multimillion dollar project. The \$141.5 million request accounts for 41% of the total project cost and will allow TxDOT to accelerate these much needed improvements.

LETTERS OF SUPPORT Deadline: February 25

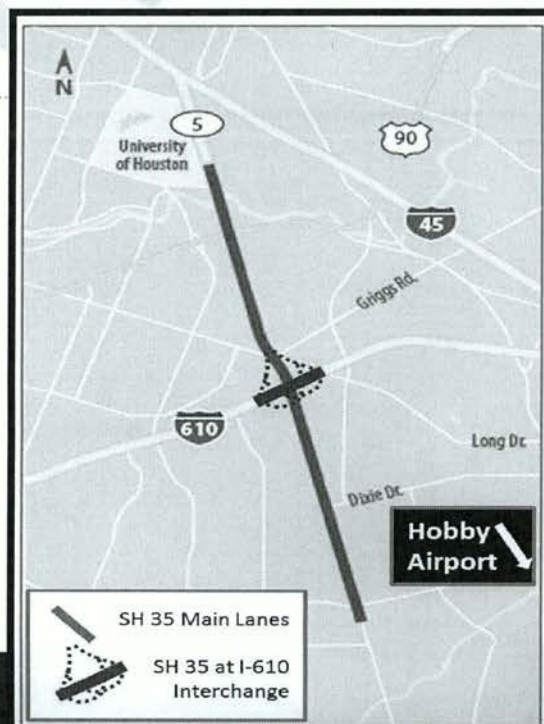
Please send an electronic copy of your letter to Melissa Meyer.

We will include copies with the INFRA application.

Melissa Meyer, TxDOT
Federal Affairs
Melissa.Meyer@txdot.gov
202-434-0214

Letters should be addressed to USDOT Secretary Elaine Chao and highlight the importance of the SH 35 Project to your community, organization or business.

The Honorable Elaine Chao
Secretary
US Department of
Transportation
1200 New Jersey Ave SE
Washington, DC 20590



I am Bruce Nichols, 12439 Huntingwick Dr, Houston. I live in Frostwood, near the intersection of Memorial and Gessner. I am here to urge approval of a grant request led by the City of Bunker Hill to rebuild Memorial Drive from Tallowood Dr eastward to Gessner Road. A piece of Gessner also would be improved.

Your own cost-benefit calculation for this project is 1.98, virtually 2 to 1. That is in terms of money alone and does not include the benefits to people, which in this case would enhance the score. The project offers improved safety for pedestrians, particularly children crossing Gessner at Memorial to get to Frostwood Elementary. And, although better stormwater management is not your mandate, this project would improve drainage for a large area subject to repetitive flooding.

Your process unfairly puts all grant applications in a funding cycle in the same pot. Rather than having two pots -- one for major highways and one for other corridors, you score them all using the same formula. That means that no matter how important other corridors are, they will be at a disadvantage when competing with major highways.

In a previous funding cycle, you awarded an adjoining stretch of Memorial Dr -- from Beltway 8 to Tallowood -- an almost identical grant, and that project is currently scheduled to be awarded and begin construction next year. There is virtually no difference between these two pieces of roadway. They should be considered one project, not two, because together have logical end points at Gessner and Beltway 8.

We aren't talking about a residential neighborhood street here, which obviously would be a more local responsibility. These two stretches of Memorial Drive together link a major highway, Beltway 8, and a major thoroughfare, Gessner Road.

This part of Memorial is a freight route, with trucks traveling between Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. It is an evacuation routes, which in the event of emergency would be used by residents and workers to reach Beltway 8 or Gessner.

If you can't approve this grant this year, you should at a minimum put it on a contingency list. If you don't fund this project, you will be leaving an important stretch of roadway unfinished.



February 25, 2019

Alan Clark
MPO Director
Houston-Galveston Area Council
Transportation Policy Council
3555 Timmons Lane, Suite #120
Houston, TX 77027



RE: Letter of Support for Greenhouse Road Underpass @ SH 290 TIP Application

Dear Mr. Clark and Members of the TAC & TPC Members,

On behalf of Cy-Fair Chamber of Commerce we are writing this letter of support for the TIP application for funding of the Greenhouse Road Underpass @ SH 290. Our area is growing, and we have over 19,000 acres of vacant land within 2 miles of the Greenhouse and SH 290 intersection.

This congestion issue is compounded by the parallel UPRR Class One railroad tracks which carries several trains a day. Each 2-mile long freight train that travels through the area can block traffic up to four, (4) at grade major thoroughfare intersections at any given time of day. The underpass would improve access, increase safety with linkages between the north and south side of SH 290 and improve economic development opportunities.

This project would:

- Provide increased accessibility of police/fire/emergency medical services. Currently, the VFD facilities are all located on the north side of SH 290. The immediate target market area is projected to grow to over 550,000 new population projected by H-GAC by 2035,
- Increase accessibility for families to the eight (8) area primary and secondary schools located within a 2-mile radius of the proposed underpass. There are schools located both on the north and south side of SH 290.

We ask that you approve the application by MUD 500 and commit this project to the TIP as soon as possible. Your consideration in this important matter is greatly appreciated!

Thank you,

Heath Melton
Vice President | MPC Residential Development

Public Comment

02/12/2019

Subject: HGAC TIP Call for Projects - Active Transportation Project Selection

Firstly, I'd like to thank the Committee for their time and hard work in evaluating all the projects submitted. I also want to thank you for the opportunity to provide input on HGAC's 2018 Call for Projects. My name is George Mendes and I am a 16 year resident of Montgomery County and The Woodlands Texas. I am also on the Board of Bike The Woodlands Coalition, a non profit bicycle advocacy group in Montgomery County and on the Board of Adventure Cycling Association, a National nonprofit organization with a mission to inspire, empower and connect people to travel by bicycle. Adventure Cycling has over 6,000 members in the greater Houston region.

I have three requests for the committee to consider relating to the Active Transportation Projects:

- 1) Requesting HGAC allocate more funds to Active Transportation projects in the current TIP round of funding. Given the large number of Active Transportation projects submitted this year (42 pedestrian and bicycle projects submitted) and considering that approximately 10% of total funds (~\$80M) had been allocated to Active Transportation projects in the past, an allocation of only \$16M (~2% of total funds) is extremely low. Consequently, great bicycle and pedestrian projects that will improve safety and accessibility will not get funded. Please consider an increased funding allocation to Active Transportation projects.
- 2) From an overall fairness and equity perspective, request that HGAC reconsider whether TXDOT submitted Active Transportation projects should receive the majority of Active Transportation project funding. I commend and applaud TXDOT's continued efforts to make our roadways safer for pedestrians and bicyclists; such as their commitment to placing shoulders on roadways that can be used by bicyclists for safe passage. I also do not want to discourage TXDOT from continuing to implement these Active Transportation efforts. But, TXDOT is a large well funded Statewide organization that has access to many other funding pools that most of the other local government entities do not have access to. Therefore, from an overall fairness & equity perspective, I'd like the committee to consider whether TXDOT Active Transportation projects should be limited in the TIP Call for Projects.
- 3) Ask the committee to reconsider the evaluation of the College Park connector project submitted by The Woodlands Township. It was exciting to see The Woodlands submit several Active Transportation projects to the 2018 Call for Projects. It was the first set of projects to be submitted in The Woodlands 45 year history. The College Park connector was the highest rated project submitted, but did not make the current funding cut. As many of you are aware, The Woodlands is divided by a large physical barrier called I45. There is no easy and safe route for bicyclists to cross I45 across the entire stretch of highway that intersects The Woodlands. The closest safe crossing is at least 12 miles north of the Woodlands in Conroe. Implementing the College Park connector will provide a safe and convenient connector for Montgomery County residents on the East side to access major medical centers, shopping centers, Lone Star College, and WG Jones State Forest. It also provides cyclists on the West side safe access to less congested roadways on the East side of I45. Without the College Park connector, there is no safe alternative for Montgomery County pedestrians and bicyclists to cross I45. Today, a bicyclist crossing I45 requires them to navigate pass 18 lanes of traffic; 10 lanes on I45 and 8 service road lanes. As you can imagine, a very daunting task for even the most experienced bicyclists. This is why we think that the College Park connector is worthy of reconsideration and funding.

02/15/2018

In summary, I am asking HGAC

- 1) increase the size of funds available for Active Transportation projects
- 2) Restrict or limit TXDOT access to TIP funding of Active Transportation projects
- 3) Reconsider funding the College Park Connector project submitted by the Woodlands Township.

In conclusion, I want to thank the Committee again for their time and consideration along with all their efforts to make the Houston Galveston Region safer and more accessible for people who walk and ride bicycles.

Kind regards,

George Mendes

Requesting HGAC allocate more funds to Active Transportation projects in the current TIP round of funding. Given the large number of Active Transportation projects (approximately 100 projects and bicycle projects submitted) and considering that approximately 10% of total funds (~\$80M) had been allocated to Active Transportation projects, the great allocation of only \$15M (~2% of total funds) is extremely low. Considerably more bicycle and pedestrian projects that will improve safety and accessibility will not get funded. Please consider an increased funding allocation to Active Transportation projects. From an overall fairness and equity perspective, request that HGAC re-allocate other TXDOT submitted Active Transportation projects should receive the priority in Active Transportation project funding. I commend and applaud TXDOT's commitment to make our roadways safer for pedestrians and bicyclists, their earlier commitment to placing shoulders on roadways that can be used by bicyclists for safe passage. I also do not want to discourage TXDOT from continuing to implement these Active Transportation efforts. But TXDOT's large well-tubed statewide transportation that has access to many other funding pools that most of the other local government entities do not have access to. Therefore, from an overall fairness & equity perspective, I like the committee to consider whether TXDOT Active Transportation projects should be funded in the TIP call for projects.

Ask the committee to reconsider the evaluation of the College Park connector project submitted by The Woodlands Township. It was originally seen in the Woodlands submitted several Active Transportation projects for the 2018 Call for Projects. It was the first set of projects to be submitted in the Woodlands 15 year plan. The College Park connector was the highest ranked project submitted, but did not take the next funding out. As many of you are aware, The Woodlands was viewed by a large physical barrier called US 15. There is no easy and safe route for bicyclists, and US 15 across the entire stretch of highway that intersects The Woodlands. The current state closing is at least 12 miles north of the Woodlands in Conroe. Implementing the College Park connector will provide a safe and convenient connector for Montgomery County residents on the East side to access major medical centers, shopping centers, Lone Star College, and WJ Jones State Forest. It also provides a safe route to less congested roadways on the East side of I48. Without the College Park connector, there is no safe alternative for Montgomery County pedestrians and bicyclists to access I48. Today, a bicyclist crossing I48 reduces them to navigate past 11 lanes of traffic, 10 lanes on I48 and 8 lanes road lane. As you can imagine, a very daunting task when the most experienced bicyclist. This is why we think that the College Park connector is worthy of special funding.



February 28, 2019

Houston-Galveston Area Council - Transportation Policy Council
Houston-Galveston Area Council - Technical Advisory Committee
Houston-Galveston Area Council Staff

Re: Public Comments on the 2018 Call for Projects Draft Recommendations

Air Alliance Houston appreciates the opportunity to voice our feedback and concerns regarding H-GAC's 2018 Call for Projects. We applaud the efforts of the Transportation Policy Council, the Technical Advisory Committee, and all of the supporting staff in their efforts to develop a framework that best addresses the area's transportation needs. However, we have identified a number of points of concern regarding the structure of the project scoring system and potential distribution of federal funding; we believe the H-GAC can make changes to its project selection process that will ensure a commitment to improving public health and environmental justice outcomes.

Appendix H of the H-GAC's 2040 Regional Transportation Plan included a commitment to employing the newly introduced "Healthy Planning Framework" to guide policy makers in considering public health outcomes in planning. Including this framework in the long-term regional plan was an incredible first step towards more broadly integrating public health into public policy. However, despite an explicit H-GAC staff recommendation to include scoring criteria in the Transportation Improvement Program that "specifically focuses on the healthy impacts" of proposed projects, Air Alliance Houston feels that the criteria used to score the Call for Projects applications do not reflect these recommendations.

In addition to not adequately considering the potential public health impact of projects, the criteria do not sufficiently weight the impacts on air quality and environmental justice communities. It should be noted that including an Environmental Justice (EJ) factor in many of the project categories is commendable; however, both EJ and air quality considerations need to be given precedence given the data we have on how our area's transportation system affects these areas of concern. Additionally, the EJ scoring factor is itself problematic; it seems to discourage transportation infrastructure projects in general. Environmental justice community needs are complex and should not be scored on whether or not a project is simply located in a community. Project scoring should be considered more holistically, with projects that achieve goals of increasing equity in transportation access while simultaneously preventing further environmental burdens on these areas taking precedence.

Below are our organization's concerns for specific project categories:

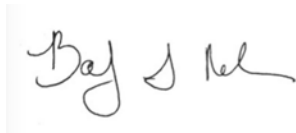
- Major Projects - for projects that would cost \$100M or more, the planning factor score does not provide any explicit integration of public health, air quality, environmental justice, or equitable access considerations

- “MANAGE” projects - out of a score of 100, 10 point scoring factor given to EJ considerations; none given to public health, equitability, or air quality despite the category covering issues of increased safety
- “EXPAND” projects - Any considerations of outright expansion of transportation infrastructure needs to be considered within the healthy planning framework laid out in the 2040 RTP. The H-GAC has a responsibility to more seriously weight considerations of expansion projects’ effects on public health and quality of life given that the Houston region remains in non-attainment of the Federal ozone standard. Not all of the subcategories within the “Expand” category provide for EJ considerations; none explicitly take into account public health, air quality, or equity in access. We strongly urge that larger projects in heavily populated areas be considered for additional health evaluations before being included in the TIP.

Overall, Air Alliance Houston believes the scoring system used to evaluate project proposals for inclusion in the TIP needs to be significantly reworked so that projects that improve public health outcomes, reduce dependency on single rider vehicle trips, address issues of equitable access and exposure to air pollution, and reduce mobile source emissions impacts are given priority. The 2040 RTP recommends the TPC implement policies to achieve many of these goals, yet the recommendations are not included in this selection process. Air Alliance Houston strongly suggests integrating the Nashville, TN MPO healthy planning model; in this model, [80 points in an 100-point transportation project scoring factor are weighted](#) towards improving public health through active transportation, air quality, and road safety improvements. Additionally, the Nashville MPO has partnered with the Centers for Disease Control to implement [the Integrated Transport and Health Impact Model](#), which performs a range of health impact evaluations on transportation projects. Implementing measures such as this will cement the H-GAC’s commitment to public health in the region.

Finally, federal CMAQ and STBG funds can and should be prioritized for projects that reduce single-rider vehicle use. Given the information we have on mobile source emissions’ impact on air quality and, subsequently, public health, the H-GAC should be urgently moving towards reducing single-rider car dependency.

Respectfully,



Bakeyah S. Nelson, Ph.D.
Executive Director
Air Alliance Houston



FEB 04 2019

CITY OF ALVIN

216 West Sealy Street • Alvin, Texas 77511 • (281) 388-4200 • FAX (281) 331-7215

Office of the Mayor

January 31, 2019

Mr. Quincy Allen, P.E.
District Engineer
Texas Department of Transportation, Houston District
7600 Washington Ave.
Houston, Texas

RE: Grand Parkway – Segment B

Mr. Allen,

Attached is a Resolution adopted by the Alvin City Council supporting the inclusion of Segment B into the State Highway 99 (Grand Parkway) Tollway project. The City of Alvin has worked closely with the Grand Parkway Association, the Houston District TxDOT Office, and the Houston-Galveston Area Council since 2005. There is a great deal of local support for construction of this segment.

The portion of the planned Grand Parkway around Alvin has a significant benefit to the community. In the early 1960's, TxDOT planned to upgrade State Highway 35 to a freeway to improve traffic. To support this freeway, the City of Alvin purchased a five-mile right-of-way around downtown for this project and donated it to TxDOT. TxDOT constructed the feeder lanes in this right-of-way at that time but in 1978 it could not get needed right-of-way north of Alvin, so it abandoned further expansion. When the Grand Parkway Association approached the City of Alvin in 2005, the available median on State Highway 35 was the logical choice. Crossing this five-mile right-of-way are six state highways, three county roadways, and one city roadway. With traffic lights at each intersection, one can only imagine the congestion. Construction of the Grand Parkway Segment B will not only provide for regional traffic flow, it will greatly improve local traffic flow by diverting through traffic from local streets. One of these intersections (Bypass 35 at Mustang Road) is rated by the TxDOT Houston District as one of its highest accident locations outside of downtown Houston. This project will greatly improve safety in our area.

The Tollway will also provide an important hurricane evacuation route for Galveston County residents and replace a railroad underpass (which is subject to flooding during hurricanes) with an overpass. This will also provide necessary clearance for oversized loads serving the Brazoria County chemical industry. Currently, the oversized loads are routed through downtown Alvin, which requires removing traffic signals, creating a real congestion issue.

The City of Alvin and the City of League City are working closely together to move this project forward since we are the communities most affected by Segment B. Brazoria and Galveston Counties are also working together to support this project. We understand that the next step in moving this project forward is for the Commission to "grandfather" Segment B into the existing Grand Parkway Tollway system. The parties would like to place this item on your February agenda to be considered.

Sincerely,

A handwritten signature in blue ink that reads "Paul A. Horn". The signature is fluid and cursive, with the first name "Paul" being the most prominent.

Paul A. Horn

Mayor

Cc: State Representative Ed Thompson, House District 29

Commissioners, Texas Transportation Commission

✓ Director of Transportation Planning Alan Clark, Houston-Galveston Area Council

RESOLUTION NO. 19-R-03

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF ALVIN, TEXAS, SUPPORTING TEXAS TRANSPORTATION COMMISSION ACTION TOWARD THE EXPEDITED CONSTRUCTION OF "SEGMENT B" OF SH 99 (GRAND PARKWAY) FROM SOUTH OF ALVIN IN BRAZORIA COUNTY TO INTERSTATE 45 IN GALVESTON COUNTY; AND SETTING FORTH OTHER RELATED MATTERS THERETO.

WHEREAS, the City recognizes the important work Texas Department of Transportation (TxDOT) performs for the State of Texas including the advancement of transportation movements within Brazoria County; and

WHEREAS, "Segment B" of SH 99 (The Grand Parkway) in Brazoria County currently has full environmental clearance and TxDOT agrees that the Grand Parkway is a top priority for the State of Texas and has made progress in the Houston region; and

WHEREAS, in 2008, the Houston-Galveston Transportation Policy Council (TPC), under the Houston-Galveston Metropolitan Planning Organization (MPO) approved Resolution 2008-08, SH 99 (Grand Parkway) Business Terms and Conditions for the Houston-Galveston Transportation Management Area; and

WHEREAS, in 2009 TxDOT and the counties of Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, and Montgomery entered into a Market Valuation Waiver Agreement that set out the scope for the development of The Grand Parkway; and

WHEREAS, the Market Valuation Waiver Agreement states revenues from the Grand Parkway shall not be used for any other purpose until the ultimate project scope is completed; and

WHEREAS, the City supports the expedited construction of "Segment B" of SH 99 (Grand Parkway) as it will provide for added safety and needed aid in relieving congestion to the City of Alvin and surrounding areas of Brazoria and Galveston Counties; and

WHEREAS, the City acknowledges that "Segment B" is another critical escape route for hurricane evacuation for Galveston and Brazoria Counties; and

WHEREAS, the City acknowledges that Alvin and surrounding areas of Brazoria County, Texas are expanding at a rapid rate which requires infrastructure to accommodate this growth; and

WHEREAS, one example of the growth is a potential \$1.2 Billion manufacturing plant just southeast of Alvin that will bring over 2,000 construction jobs and 50 permanent highly skilled jobs to the region and transportation routes are key; and

WHEREAS, the construction of "Segment B" of SH 99 (Grand Parkway) will provide

better thoroughfare planning through this part of Brazoria and Galveston Counties and will have a positive impact on the current economic growth in this region;

NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALVIN, TEXAS:

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact.

Section 2. Open Meetings. It is hereby officially found and determined that the meeting at which this resolution was passed was open to the public as required and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551 of the Texas Government Code.

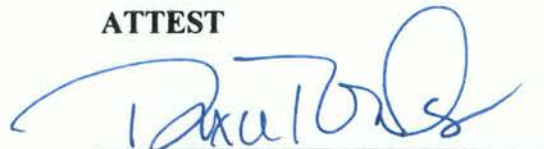
PASSED and APPROVED on the 17th day of January 2019.

THE CITY OF ALVIN, TEXAS



Paul A. Horn, Mayor

ATTEST



Dixie Roberts, City Secretary

February 11, 2019

FEB 14 2019

H-GAC
P O Box 22777
Houston, TX 77227-2777

Re: Northpark Drive Expansion Project

I am writing in support of the expansion of Northpark Drive in Kingwood, Texas.

I have lived in Kingwood since the early 1970s. The population and accompanying traffic since then have increased tremendously. Northpark Drive and Kingwood Drive are the most heavily traveled roadways in Kingwood.

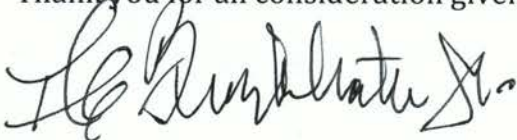
One of my biggest concerns is regarding flooding. During Hurricane Harvey, many homeowners were stranded because of the flooding of major thoroughfares. Many had to be evacuated by dump trucks as emergency vehicles were not able to get through. The expansion would provide Kingwood with an all-weather evacuation route. I understand that this project would elevate Northpark Drive above the 500 year plain at Ben's Branch. This area has flooded several times in the recent past, cutting off access to the rest of Northpark Drive.

In addition, the building of an overpass over the railroad tracks that cross Northpark Drive is long overdue. Traffic delays at that intersection have gotten worse and create a hazard as traffic backs up on Northpark Drive.

Our community is in dire need of the flood mitigation and storm water improvements that would be provided by this project.

I request that this project be elevated to PRIORITY status and be placed in the top 10 projects to be funded.

Thank you for all consideration given to elevating the priority of this project.



A.C. Burkhalter, Jr. P.E. (Ret)
22 Shorelake Drive
Kingwood, TX 77339

January 30, 2019

FEB 04 2019

H-GAC
P.O. Box 22777
Houston, Tx 77227-2777

Re: North Park Drive Expansion Project

Gentlemen:

I have lived in Kingwood for 44 years and observed with regret how the community has grown without commensurate improvements to the infrastructure. North Park Drive has been one of the two principle roads in/out of Kingwood. The amount of daily traffic on this route puts residents at risk of not being able to exit the community in the event of a major catastrophe.

Furthermore, expansion of the road will improve flood mitigation and storm water retention. A bridge over the railroad which is part of the improvement plan would greatly enhance traffic flow minimizing traffic delays.

I wholeheartedly support the project and would be greatly disappointed if the ranking for this project is not elevated to the level that permits the project to move forward in the near term

Respectfully,



Alvin R. Ford
2106 Hickory Creek Dr

3322 Greenwood Glen Dr.
Kingwood, TX 77345
2-7-19

FEB 11 2019

Dear H-GAC:

I am a resident of Kingwood writing in regard to the Northpark Drive expansion project.

Kingwood's population has increased to the point of traffic congestion being a daily problem. This is of major concern in the event of a forced evacuation due to weather or other event.

The traffic flow would be greatly relieved by the expansion, and help keep our community safe + flowing.

Thank you.

Yours,
Barbara Beined

FEB 22 2019

To: Dave Martin or Whom It May Concern -

I am writing in response to the request for input on the NorthPark Project. As a resident of Kingwood for over 30 years, I am greatly disappointed about the loss of trees in our once "Livable Forest" due to new construction. The increase in population and thereby traffic has created an urgent need for more lanes on this main road. The two lanes we have now are a cause of danger and frustration when traffic builds up and an emergency vehicle cannot get through. I hope you consider building more lanes with shoulders, proper drainage during heavy rain and replacement of trees where possible! As Kingwood moves in more

FEB 25 2018

residents and businesses, the roads
must accommodate the influx of
vehicles associated. Please make
these improvements as soon as possible!

Thank You!

Alie Thompson

Feb. 18, 2019

To Whom It May Concern:

Many times since our annexation by Houston we feel we're the second class citizens with less attention being given our fast growing and vibrant community. Our roads are a problem because of fast growth and very heavy traffic. We are in dire need of a Northpark Road expansion and bridge over the Union Pacific railroad. Traffic backs up during the day as well as during commute times! Many times I've waited 15-20 minutes because of train and/or traffic during the day. Please consider funds for us.

Sincerely,
Randal W. Smith



FEB 25 2019

February 19, 2019

Katherine B. Persson, Ph.D.
President

20000 Kingwood Drive
Kingwood, TX 77339-3801
281.312.1600
LoneStar.edu/Kingwood

H-GAC Transportation Improvement Program
P.O. Box 22777
Houston, TX 77227-2777

Dear H-GAC Transportation Improvement Program Application Reviewers:

As the spokesperson for Lone Star College-Kingwood, whose college community is greatly impacted by the area transportation situation, I strongly support the Lake Houston Redevelopment Authority/TIRZ 10 TIP 197 application. This application requests \$28,362,932 in federal funds for the Northpark Drive Improvement Project through the H-GAC TIP process.

Given that this is a large project that involves partnerships with many to fund and is vital to saving lives in the future, let alone improving major traffic congestion, it is in the best interests of the region to fund. The City of Houston, through the Kingwood Mobility Study, is providing partial funding for this project as is the TIRZ 10. The \$28,363,000 Federal funds will complete the funding for this project to proceed. The other partners, both Harris and Montgomery Counties and the Union Pacific Railroad, have given their support for this project to proceed through their jurisdictions once funding is established. The public safety stakes are high given no emergency evacuation route exists today for the Kingwood area which was so dramatically evidenced during the flooding caused by Hurricane Harvey.

Providing the funding requested will provide the Kingwood residents with an all-weather evacuation route, address current and future mobility issues, provide flood mitigation and storm water detention improvements, and save lives.

Sincerely,

Katherine B. Persson, Ph.D.
President, LSC-Kingwood

FEB 25 2019

St. Martha Catholic Church of Kingwood

4301 Woodridge Parkway, Porter, Texas 77365

Phone: 281-358-6637 • Fax: 281-358-7973

February 20, 2019

Mr. Alan Clark
Transportation Public Information.
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77227-2777

Dear Mr. Clark,

I am writing to express the support of St. Martha parish community for the Northpark Drive Mobility Improvement Project. This project is urgently needed to improve the current roadway of Northpark Drive for residents of Kingwood and the adjacent areas in Harris and Montgomery Counties. This is a rapidly growing area and widening of the roadway to a six-lane boulevard is necessary for the mobility of all traffic, the safety of vehicular travel and pedestrians, for an all-weather accessible evacuation route, storm water drainage, and the overall improvement of our community.

Our Catholic parish has over 7000 registered families and we currently have two campuses. The church where we worship is located on Woodridge Parkway just a few blocks off of Northpark Drive and our faith formation campus which includes our parochial school, religious education for pre-K to high school, and adult education is located on the 3700 block of Woodland Hills Boulevard.

Each weekend we have approximately 9000 individuals who frequent our Woodridge Parkway campus to attend the celebration of Mass on Saturday afternoon and throughout the day on Sunday. From Monday through Friday we have about who 600 people visit that same campus for daily Masses, various meetings, and visits to our adoration chapel. Thus, at our Woodridge Parkway location we rely on Northpark Drive as the main roadway to handle the large number of vehicles which utilize the campus. It is also Northpark Drive that we use to visit our members who are at Kingwood Hospital and Northeast Memorial Hospital. It would be nice to have Northpark expanded so I don't have to blame traffic if I am delayed in visiting dying members of my congregation at the hospitals.

At our faith formation campus on Woodland Hills we have a day school for pre-K through 8th grade and our current enrollment is approximately 440 students. Safety for our children and their parents is of utmost concern for us as well as good access to the school via Northpark Drive. Our religious education program for students who attend public schools, our youth ministry program for teens, and our adult education program attracts about another 2000 individuals to that campus in the evenings Monday through Friday.

"Baptized into Christ Jesus we worship as one and reach out to all."

I understand that there are many benefits being proposed for the Northpark Drive Project. Among these are flood mitigation improvements at Bens Branch, improved pedestrian safety at Glade Valley Drive, improved signalization at several intersections, reconstruction of two roadway bridges, and an overpass at the TX 494 Loop. All of these would add much to the accessibility and safety of the roadway which residents of the area and our parishioners use daily.

It is for these reasons that I enthusiastically offer this letter of support of this vital project. As pastor of St. Martha Catholic Church I want to assure you of my support for the funding and construction of this essential mobility improvement project at Northpark Drive. This is a necessary project for the growth and the future safety of all Kingwood residents.

Sincerely,

A handwritten signature in cursive script that reads "Rev. T.J. Dolce". The signature is written in dark ink and is positioned above the printed name.

Rev. T.J. Dolce

Pastor

4323 Fir Valley Dr.
Kingwood, TX 77345
February 21, 2019

FEB 25 2019

H-GAC
P.O. Box 22777
Houston, TX 77227-2777

RE: Northpark Drive Expansion Project

I strongly request that the H-GAC fund the expansion of Northpark Drive between Highway 59 (I69) and Woodland Hills Drive. This project is vital to the safety of Kingwood residents. During peak traffic periods as well as times when trains are using the railroad tracks that are located adjacent to Loop 494, access to the front of Kingwood, where emergency medical services are located, is totally blocked. Additionally, the capacity of NorthPark Drive has been greatly exceeded and this project will address that problem as well.

Sincerely,



Mrs. Winona Wilkinson



FEB 25 2019

MIKE KNOX
Houston City Council Member, At-Large 1

February 20, 2019

H-GAC
P.O. Box 22777
Houston, Texas 77227-2777

Subject: Letter of Support from Houston Council Member Mike Knox
Northpark Drive Mobility Improvement Project
From I-69 (US 59) to Woodland Hills Drive, Kingwood, Texas

Dear H-GAC Directors,

I am writing this letter to express my support for the Northpark Drive Mobility Improvement Project. Living in a post-Harvey world, Northpark Drive is essential as an evacuation route to residents in the Kingwood area. Currently, no emergency evacuation routes exist anywhere in Kingwood, thus making Northpark critical to the safety and mobility needs of the residents.

The Northpark project will provide flood mitigation, storm water detention improvements and is a vital component of the long-term resiliency of Kingwood. Furthermore, a bridge will be built over the Union Pacific Railroad tracks perpendicular to Northpark Drive to address traffic delays.

I urge you to consider the Northpark project for funding.

Thank you for allowing me the opportunity to offer my comments on this important proposal.

Sincerely,


Mike Knox

MAR 04 2019

27 February 2019

Houston-Galveston Area Council

PO Box 22777

Houston, TX 77227-2777

Re: Comments regarding H-GAC Application 197, Northpark Drive Reconstruction Project

Dear Sir or Madam,

I am writing you today to provide comments supporting the Northpark Drive Improvement Project.

My wife, our three children and I moved into our new home (where we still live) in the Greentree Village section of Kingwood in June 1987. Our children were educated in the Humble Independent School District schools from elementary through Kingwood High. All completed college, married, and have children, and all three return to periodically to the family home in The Livable Forest.

As you can tell, Kingwood has been our true home for over 31 years, and will continue to be our home for many, many more.

However, we have always been aware of the potential for the danger caused by a railroad accident that could block at least one of the two main east-west roads in Kingwood. With all of the chemical railcars that move past the western entrances/exits from Kingwood, it was a relief when the Lake Houston Parkway Bridge and causeway was completed. We were fortunate that no train derailment occurred on the main line along Route 494.

It was many years after we moved to Kingwood that the Lake Houston Parkway bridge was built, providing a way to exit Kingwood to the south and bypassing the railroad, in case of an emergency. The population of Kingwood has grown from approximately 30,000 residents in 1990 to more than 75,000 today.

We still do not have an emergency evacuation route that will always be passable from any place in Kingwood. We still do not have a safe way to exit Kingwood to the west, over the railroad tracks, and the proposed Northpark Improvement Project would provide that very necessary means of exiting in an emergency. This would be the fastest route to a hospital for anyone in an emergency, and would also be the way for the largest number of vehicles to be able to leave as quickly as possible, should that be necessary.

During the flooding that marked the terrible Hurricane Harvey, the high water prevented exiting from Kingwood, and kept help from getting to Kingwood via Lake Houston Parkway and via Northpark Drive and Kingwood Drive, and even via Hamblen road. Rescues had to be by helicopter or the wonderful "volunteer navy" of private boaters when called into service by the Mayor Turner of Houston and Harris County Judge Emmet.

With the continued growth of Kingwood, now with more than 75,000 residents, the increased residential and commercial traffic has become burdensome on both Kingwood Drive and Northpark Drive. It is rare to be able to leave Kingwood on either Kingwood Drive or Northpark Drive without waiting in a long line of vehicles, waiting often for three traffic light cycles, and even more cycles during the morning commute out of Kingwood on Northpark.

Therefore, in addition to there being NO all-weather emergency evacuation route, even normal morning traffic would likely delay an ambulance leaving Kingwood with a patient in need of immediate live-saving care. Both Northpark and Kingwood Drives are two lanes only. Northpark has a very deep and wide drainage gully in the middle between eastbound and westbound lanes between Russell Palmer Road and Bens Branch, instead of a grassy median strip, so it is not possible for an emergency vehicle to move past the traffic simply by driving up over a curb onto the median, since there is no median along that part of Northpark. Of course, the same heavy traffic and significant delays exist each weekday afternoon as our residents return to their homes from working elsewhere.

Widening of Northpark from 4 lanes to 6 lanes will be a big improvement to daily traffic safety, as well as for emergency access or evacuation, and the proposed Overpass Project that will provide a roadway bridge over the railroad tracks will also help streamline the often-congested traffic flow.

The proposed project will also raise the Northpark roadway above the 500-year flood plain at Ben's Branch. This is very important, since over the last three years, Northpark has been impassible because it was submerged with flood water from Ben's Branch at four (4) different times. Obviously, this makes emergency vehicle passage into or out of Kingwood impossible.

The project will also provide flood mitigation and storm water detention improvements. Projected increases in normal traffic flows will be better accommodated by this widening, elevating and the addition of the bridge over the Union Pacific railroad tracks.

Of greatest importance is the sum total of all these upgrades and changes: 1) increased safety for the approximately 40,000 daily vehicles that use Northpark Drive, which is one of the most heavily traveled roadways in the area, and which already experiences a vehicle accident rate that is almost twice the statewide average, and 2) long-term significantly improved emergency ingress and egress between Kingwood and the areas west of Kingwood as a result of elevating the road and providing a grade separation bridge over the railroad.

This improvement is long overdue for all the citizens of Kingwood.

I recommend and request the immediate approval of the application filed by the Lake Houston Redevelopment Authority's Transportation Improvement Program for the Northpark Drive Reconstruction Project now before the Houston-Galveston Area Council for the Northpark Drive Reconstruction Project.

Sincerely,



William F. Simister

3418 Woodland View Drive

Kingwood, TX 77345-1212

713.927.9697

SIGN THE PETITION

We do not want to become the next FM 1960.

Here are valid reasons for questioning the overpass or underpass at Research Forest and Grogan's Mill.

Other feasible options exist to reduce traffic.

If you agree with even one of these reasons, let your voice be heard. Sign our Petition.

1. **\$24 million is too expensive on just one intersection** versus original statement projecting \$14 million dollars. Shenandoah residents told underpass plans "very preliminary." [Shenandoah Town Hall (1:57:02) 10 – 20 years out]. Woodlands told more definitive timeline. Other improvements, (right-turn lanes and widened lanes) can be performed in less than three years, at both east-west intersections (Lake Woodlands and Research Forest). **First improvements should occur at I-45** for both Lake Woodlands and Research Forest. The backup at I-45 causes inner choke points.
2. **Lake Woodlands lane widening was a "committed project" in 2015 and as late as 2017.** December 2017 Courier article titled, "South County Mobility Projects on the Fast Track," fast tracking of the Lake Woodlands lane-widening project. Article briefly detailed mid-year 2019 start of lane widening to I-45 and quashing of the proposed overpass at Lake Woodlands, due to vocal resident opposition. (So, residents do have choices, but they have to use their voices.)
3. **Decrease property values are a cost to residents.** Decreased property values adjacent to project.
4. **Flooding of underpass = safety concerns.** Flooding already anticipated according to BGE study. The location of pumps on both sides of underpass and destination of thousands of gallons of flood water have not been determined. During flooding, impassible underpass traps people trying to exit area west of Grogan's. Lane widening, at grade (meaning at the same level of the current road), not expected to produce any flooding; does not require pumps; still allows traffic to flow through the intersection.
5. **Clear cutting of hundreds of trees along the median and shoulders.** Removing soil (which absorbs heavy rainfall) and replacing with concrete (which does not absorb water) results in flooding. Lane widening results in less tree loss.
6. **Noise and auto emissions due to increased traffic.** If both locations are not improved, "traffic equilibrium" will cause a large influx of traffic into the single area of improvement. Once the green tree barrier is removed, sound will not be absorbed. The environment will be impacted. Trees take up carbon dioxide and produce oxygen – cleaning the environment. Lane widening will ease traffic congestion, yet still allow for noise barrier to remain intact
7. **Potential impacts:** No data presented publically by any agency.
 - a. **TRAFFIC: (EAST)** According to **BGE study**, "improvements" begin within Shenandoah City limits on Research Forest. Ten (10) lanes total: 6 underpass with 4 surface lanes. Traffic signals at Pinecroft, Holly Hill, Six Pines
 - b. **TRAFFIC: (WEST)** Traffic signals at Lakeside Blvd, New Trails, Technology Forest.
 - c. **TRAFFIC: Last published data on intersection Crash Events [2015 South County Mobility Plan (H-GAC, Slide 51)]** **Two categories exist to rank number of crashes at South County intersections. Guess what? Research Forest at Grogan's is not in the upper category of crashes, but Research Forest at I-45 is!**
 - d. **ENVIRONMENTAL:** Scheduled to be performed AFTER project funding is approved
 - e. **FINANCIAL:** Loss of business revenue? Loss of sales tax revenue? (Decreased sales tax = increased property tax) Declining property values?
 - f. **QUALITY OF LIFE:** Walking/cycling path *over* the underpass? Noise? Loss of Woodlands. Flooding impact.
8. **Grogan's Mill north of Research Forest.** Commissioner Charlie Riley has stated in open session, no widening of Grogan's Mill scheduled and is in favor of signing a resolution not to widen Grogan's Mill.

*Join (almost) 250 neighbors who have already **SIGNED THE PETITION AT CHANGE.ORG***
"No Overpass or Underpass on Grogan's Mill or Research Forest in The Woodlands, TX"

Did you know...

... about the **Underpass at Research Forest and Grogan's Mill?**

... this project, sponsored by **The Woodlands RUD (Road Utility District)** and **Precinct 3 Commissioner James Noack**, is being rushed to H-GAC to be evaluated for state and federal funding **by October 31st?**

... there are **many alternative options** to address traffic conditions due to growth in the area?

... your elected representatives want to hear from you?

Shenandoah's Commissioner, Charlie Riley (Precinct 2), has agreed to:

- **maintain**, through a resolution, a two-lane Grogan's Mill north of Research Forest.
- **add** right-hand turn lanes on Grogan's Mill (southbound) to westbound Research Forest.
- **prioritize** improvements beginning at I-45 and Research Forest.

➤ **HOW DOES THIS AFFECT YOU? *Read the back of this page and the online petition***

➤ **NOW, WHAT CAN YOU DO ABOUT IT?**

- 1) **Join, Like and Share** the Facebook Group "Shenandoah And Grogans Forest Citizens" to help communicate amongst impacted citizens
- 2) **Sign** the petition in opposition of an over or underpass on Research Forest or Grogans Mill at: **<https://tinyurl.com/y9eenrx4>**

WWW.CHANGE.ORG search for the petition: "**No Overpass or Underpass on Grogans Mill or Research Forest in The Woodlands, TX**"

- 3) **Email DECISION MAKERS:** It is crucial for them to hear from you.

Shenandoah City leadership states they have "no say" in this project because it is funded by outside entities/county. Part of the project is projected to occur in Shenandoah (see *Recommended Underpass Alternative, slide10, BGE study*).

Shenandoahans urged to contact County Commissioners, The Woodlands Township, the WRUD. (Shenandoah Town Hall, September 5, 2018)

H-GAC (the funding source of project)	Publiccomments@H-Gac.com
MOCO Precinct 3 Commissioner James Noack	evan.besong@mctx.org
MOCO Precinct 2 Commissioner Charlie Riley	charlie.riley@mctx.org
TW Township Chairman Gordy Bunch	GBunch@thewoodlandstowship-tx.gov
TW Township Director Carol Stromatt	cstromatt@thewoodlandstowship-tx.gov
TW Township Director John McMullan	JMcMullan@thewoodlandstowship-tx.gov
TW Township Director Dr. Ann Snyder	ASnyder@thewoodlandstowship-tx.gov
TW Township Director Brian Boniface	bboniface@thewoodlandstowship-tx.gov
TW Township Director John Anthony Brown	jabrown@thewoodlandstowship-tx.gov
TW Township Director Bruce Rieser	brieser@thewoodlandstowship-tx.gov

- 4) Spread the word to your neighbors on Facebook, Twitter and Nextdoor!

WANT UPDATES? HAVE QUESTIONS? EMAIL US AT

NOOVERUNDERPASS@YAHOO.COM



Recipient: James Noack, Richard Stolleis, Charlie Riley, Craig Doyal, Gordy Bunch, Bill Neill

Letter: Greetings,

The people say No Overpass or Underpass on Grogans Mill or Research Forest in The Woodlands, TX.

Comments

Name	Location	Date	Comment
Randall Smith	Conroe, TX	2018-10-01	There are better ways to address the traffic problem.
Gladys madden	Spring, TX	2018-10-03	It would create more noise. We already have that problem and I don't hear a viable solution.
Christopher Williams	Sanford, NC	2018-10-05	This overpass or underpass project is as pointless as the Super Highway 130/SH-130 that is also in Texas.
David Keffer	The Woodlands, TX	2018-10-05	This plan for either an underpass or overpass would be a terrible destruction of a nice intersection, representing a good image of "The Woodlands", and the entry to our neighborhoods. All for the sake of shortening a driver's time by mere seconds so they can hurry to the next traffic light \$ 24 million???
Jared Patten	Montgomery, TX	2018-10-05	Not needed
Colleen Redmond	Spring, TX	2018-10-06	Both costly proposals (the defeated overpass and the underpass) will not solve the traffic congestion in the area - and could probably make it worse. It will also promote severe flooding (it's very close to Panther Branch, which feeds into Lake Woodlands). Look at the recent flooding at other underpasses in the Houston area (e.g. Beltway 8). The impacted residents should VOTE on such proposals.
Laci P	Shepherd, TX	2018-10-06	If you look at the traffic issue, the back up is at research and 45....there is little congestion actually at the intersection of research and grogans mill. I sit thru traffic here at rush hour daily and I don't have huge timing issues with it outside of normal traffic patterns. My issue is getting to 45 down research that is a mess. Looking at easing up in that area is probably better suited.
James Smith	US	2018-10-06	I am concerned about the increased traffic as well as the noise and emissions caused by this traffic.
Ted Kobel	Spring, TX	2018-10-06	My concerns include:1. As a PE, licensed in the State of Texas, I have knowledge of civil and mechanical engineering hydraulics which causes me great concern regarding the potential flooding that could be caused by this project. Even with the best engineering intentions, hydraulics can be tricky in this territory. Even somewhat simple hydraulic designs, for example The Woodlands Waterway is a failure in hydraulic design. Every moderate to heavy rainfall results in overflow to the waterway in certain areas. The subject Project will involve a very complex hydraulic analysis and design that could also fail to provide the necessary design for prevention of flooding, moderate or severe.In my mind, this is a serious public safety issue that needs to be scrutinized by independent engineering sources. I go on record, as a tax paying resident of the City of Shenandoah, demanding that a qualified independent, 3rd party engineering company provide a detailed review and approval of any part of this project that may
David Blankenship	Spring, TX	2018-10-07	There is absolutely no need for this completely unnecessary project. Please spend money on road improvements where it is useful and

Name	Location	Date	Comment
			not where it will actually be a detriment to the future growth and values for the area.
Lawrence Fennell	Spring, TX	2018-10-07	Not needed!
Miriam Fennell	Spring, TX	2018-10-07	Massive construction would devastate the area for a lengthy time. It would cause traffic problems where there currently are none. There are several simpler, cheaper and less invasive ways to meet the same end.
Bruce Gresham	Shenandoah, TX	2018-10-08	Property values will tank and the project would be a waste of money, there are plenty of other areas in The Woodlands where traffic congestion needs to be addressed
Brian Dafferner	Conroe, TX	2018-10-08	Traffic congestion should be addressed via lane expansion at I-45 and Research Forest rather than overpass/underpass Grogans Mill and Research Forest.
Mel Reyes	US	2018-10-10	Hack
Thomas Epach	Shenandoah, TX	2018-10-12	I agree with Ted Kobel. Potential flooding is a real danger.
David cassidy	Spring, TX	2018-10-13	This will do nothing to relieve congestion. A huge waste of money. The intersections East on research are where the congestion is. Fix those.
Jane Frenchik	Spring, TX	2018-10-13	Don't lower our home values, destroy our environment by cutting trees and increasing noise pollution. Focus elsewhere where it is more needed. Total waste of money!!!
Louise Brennan	Spring, TX	2018-10-14	It's senseless to build an Underpass as well as the Overpass on Research Forest Drive. As a resident of Shenandoah I am against such a project.
Rachel McConnell	Shenandoah, TX	2018-10-15	We don't need an over or underpass at that intersection.
Jerry Booth	Shenandoah, TX	2018-10-15	This is a quality of life issue for our neighborhoods. Research Forest and Grogan's Mill are not the answer, both/either can only be a temporary solution. Route traffic to State Hwy 242 and FM 1488, make improvements there.
Chantel Jamieson	Spring, TX	2018-10-17	Chantel
Maureen Calderara	Spring, TX	2018-10-17	Maureen Calderara
Ana Cosio	Conroe, TX	2018-10-19	There are other options to be explored to assist in mobility and reduce accidents. Don't make our Woodlands roads everyone else's highways.
Richard Somerville	Montgomery, TX	2018-10-21	No Overpass or Underpass on Grogan's Mill or Research Forest in The Woodlands, TX Save Our Woodlands' Eagles! Protect our neighborhood quality and property values! We need to protect The Woodlands' Bald Eagles and stop the proposed underpass on Research Forest Dr. at Grogan's Mill Rd. Our Eagle's nest is in the forest very near the proposed project. Their population has been growing! Bald eagles are protected Under the Bald and Golden Eagle

Name	Location	Date	Comment
			Protection Act. Because federal funds are involved in this project, the Eagles will stop it.
Shannah Schultz	Spring, TX	2018-10-21	Making further urbanization is not the answer. Save the trees! We are not a cut through community
Penny Cole	The woodlands, TX	2018-10-21	This is THE WOODLANDS and therefore leave my trees alone and I have 3 years of proof it rains over 80 inches of rain each year and we don't need more concrete and I could argue all day how it is bad for the woodlands.
Susan Davies	The Woodlands, TX	2018-10-21	I
Clay King	US	2018-10-21	It is a terrible idea
Patti Toepper	US	2018-10-22	Please attend the special meeting at 7:00pm for Woodlands residents to talk with Woodlands Township Board of Directors. We need all the help we can get.
Elaine Unland	US	2018-10-23	This is a ridiculously expensive solution to a simple problem and will also bring more traffic into The Woodlands.
Collin Aldrich	Spring, TX	2018-10-24	Too expensive, too loud and too much destruction of trees and plants.
Valerie Bowman	The Woodlands, TX	2018-10-25	This needs to be moved down to Shenandoah Research and 45
Chris batzer	North Salt Lake, UT	2018-10-25	less is more in this instance...
Debra Harris	Shenandoah, TX	2018-10-27	This will do nothing to alleviate the traffic through our residential only neighborhood of Grogan's Forest. It has already become a throughway to avoid congestion from all 4 directions at the true backup of I-45 and Research Forest Drive. North-bound Grogan's Mill already collects water during a rain. If Research Forest Drive should not be widened from Shadowbend to I-45, use one of thr commercial areas for this purpose, not our residential areas - that makes no sense at all!



Recipient: James Noack, Richard Stolleis, Charlie Riley, Craig Doyal, Gordy Bunch, Bill Neill

Letter: Greetings,

The people say No Overpass or Underpass on Grogans Mill or Research Forest in The Woodlands, TX.

Signatures

Name	Location	Date
Janeu Houston	Shenandoah, TX	2018-09-30
Louise Brennan	Spring, TX	2018-09-30
Julia Hepburn	Spring, TX	2018-09-30
J Teague	Shenandoah, TX	2018-09-30
John E. Brennan	Spring, TX	2018-09-30
Janeu Houston	Spring, TX	2018-09-30
John Houston	Spring, TX	2018-09-30
Randall Smith	Conroe, TX	2018-10-01
Nancy Smith	Ashburn, VA	2018-10-01
Gary Henson	Houston, TX	2018-10-01
Christina Brwnnan	Shendandoah, TX	2018-10-01
Harrison Teague	Shenandoah, TX	2018-10-01
Andrew Teague	Spring, TX	2018-10-01
Sarah Teague	Spring, TX	2018-10-02
Darrell Frazier	SHENANDOAH, TX	2018-10-02
Elizabeth Karl	Spring, TX	2018-10-02
Yvonne Duell	Spring, TX	2018-10-02
Helene L	Spring, TX	2018-10-02
Pascal Hythier	Houston, TX	2018-10-02
Veronica Melfi	Shenandoah, TX	2018-10-02

Name	Location	Date
Zoltan Karl	The Woodlands, TX	2018-10-02
LUIS ESCOBAR	Spring, TX	2018-10-02
Joesph Halsey	Spring, TX	2018-10-02
Amy Halsey	Spring, TX	2018-10-02
Lexie Leshe	Shenandoah, TX	2018-10-02
Robert Jackson	Spring, TX	2018-10-02
Kendrick Spivey	US	2018-10-02
Sarah Warmath	Shenandoah, TX	2018-10-02
Alex Del Valle	The Woodlands, TX	2018-10-02
Enrique Del Valle	The Woolands, TX	2018-10-02
Sydney Mullins	US	2018-10-02
Hope Bell	Spring, TX	2018-10-02
Marion Marsh	US	2018-10-02
Tina Murrell	Spring, TX	2018-10-03
Lorna Zamora	US	2018-10-03
Ya Boi	US	2018-10-03
Garry watts	Spring, TX	2018-10-03
josh Thames	US	2018-10-03
Pat Phillips	US	2018-10-03
cathy rupp	US	2018-10-03
Gladys madden	Spring, TX	2018-10-03
Zela Griffiths	Spring, TX	2018-10-03

Name	Location	Date
Diany Morales	Spring, TX	2018-10-03
Rebecca Fletcher	US	2018-10-03
Benjamin Rey	US	2018-10-03
Dan Hadfield	US	2018-10-03
David Teague	Shenandoah, TX	2018-10-03
Reece Brennan	Shenandoah, TX	2018-10-04
Nancy Lawson	Spring, TX	2018-10-04
Federico Rubli	Spring, TX	2018-10-04
Courtney West	Spring, TX	2018-10-04
Anne Jung	US	2018-10-04
Cody Lusk	US	2018-10-04
Big BadWolf	US	2018-10-04
Curtis Edwards	US	2018-10-04
Larry Toepper	The Woodlands, TX	2018-10-04
Treyquon Pendelton	US	2018-10-04
RUTH ORNELAS	Spring, TX	2018-10-04
Kristina Garvin	Montgomery, TX	2018-10-04
John Houston	Spring, TX	2018-10-04
Bob Saget	US	2018-10-04
David Piotrowski	US	2018-10-04
Valerie Keffer	The Woodlands, TX	2018-10-04
Tracy Crede	US	2018-10-04

Name	Location	Date
Darleen Stevens	US	2018-10-04
Anthony Madden	Spring, TX	2018-10-05
Tyler Douglas	US	2018-10-05
shayden toof	US	2018-10-05
Lori von Heyking	Spring, TX	2018-10-05
Anita Gooder	US	2018-10-05
Cade Kelly	US	2018-10-05
bapoo bapoo	US	2018-10-05
Kim Colburn	US	2018-10-05
Jeffrey Anderson	US	2018-10-05
Travis Goins	US	2018-10-05
owen lund	US	2018-10-05
Alexis Sanchez	US	2018-10-05
anne funk	US	2018-10-05
Victoria Haynes	US	2018-10-05
Carmen Green	US	2018-10-05
Andrea Konzem	Fort Worth, TX	2018-10-05
Lisa Hughes	The Woodlands, TX	2018-10-05
Jay Ritter	US	2018-10-05
Eden Watts	US	2018-10-05
Rosalind Grogan	US	2018-10-05
Christopher Williams	Sanford, NC	2018-10-05

Name	Location	Date
Fluky Asberg	US	2018-10-05
David Keffer	The Woodlands, TX	2018-10-05
Greg Yu	Spring, TX	2018-10-05
Jared Patten	Montgomery, TX	2018-10-05
Dan Patten	Spring, TX	2018-10-05
Bobbie Patten	Houston, TX	2018-10-05
Diane Harmon	US	2018-10-06
Mary Warren-Poore	US	2018-10-06
Abigail jones	US	2018-10-06
Cade Davis	US	2018-10-06
alex Sandoval	US	2018-10-06
Ethan Bauer	US	2018-10-06
Donovan Smith	US	2018-10-06
Colleen Redmond	Spring, TX	2018-10-06
Laci Patten	Houston, TX	2018-10-06
Oliver Green	US	2018-10-06
Christina :)	US	2018-10-06
James Smith	US	2018-10-06
Zlata Iakubsfeld	Shenandoah, TX	2018-10-06
Alex Iakubsfeld	Shenandoah, TX	2018-10-06
John Foley	Spring, TX	2018-10-06
Linda Dever	The Woodlands, TX	2018-10-06

Name	Location	Date
Alex Jones	US	2018-10-06
Diane Ramey	Montgomery, TX	2018-10-06
Kyle pullin	US	2018-10-06
Leanne Brandt	Magnolia, TX	2018-10-06
mary brown	tomball, TX	2018-10-06
Karen StJohn	Shenandoah, TX	2018-10-06
Yana Yakubsfeld	Reseda, CA	2018-10-06
Tammy Truax	US	2018-10-06
Ted Kobel	Spring, TX	2018-10-06
Davis Teichgraeber	Shenandoah, TX	2018-10-06
Melanie Monahan	US	2018-10-06
rhonda myers	US	2018-10-07
denise zeman	US	2018-10-07
Marilyn Good	Spring, TX	2018-10-07
Glea Ramey	Montgomery, TX	2018-10-07
Jeff Gold	US	2018-10-07
Rachel Winburn	US	2018-10-07
David Blankenship	Spring, TX	2018-10-07
Frances Johnson	Shenandoah, TX	2018-10-07
Craig McCoy	US	2018-10-07
David Brown	Flooding is anticipated, Too costly,, TX	2018-10-07
Humina Moses	US	2018-10-07

Name	Location	Date
Andrejs Malikovs	Allentown, PA	2018-10-07
Teresa Trier	Conroe, TX	2018-10-07
Richard Johnson	Shenandoah, TX	2018-10-07
Robert Scott	US	2018-10-07
Debra Harris	Shenandoah, TX	2018-10-07
Lesley Westbrook	Liberty Hill, TX	2018-10-07
Ann Williams	Spring, TX	2018-10-07
Lawrence Fennell	Spring, TX	2018-10-07
Miriam Fennell	Spring, TX	2018-10-07
Lindsay Schulz	The Woodlands, TX	2018-10-07
Kristy Powell	US	2018-10-07
Patty Hardaway	Shenandoah, TX	2018-10-07
Sharon Krist	US	2018-10-08
Samuel Capers	US	2018-10-08
Krin Asselta	Corinth, TX	2018-10-08
Hitler Game	US	2018-10-08
Vicky Andrews	US	2018-10-08
Anne Jones	Shenandoah, TX	2018-10-08
Eddie Elizondo	Spring, TX	2018-10-08
Mary Ann Leach	Spring, TX	2018-10-08
Catherine Leicht	Shenandoah, TX	2018-10-08
Lleyton Sinclair	US	2018-10-08

Name	Location	Date
Rhonda Reiter	US	2018-10-08
Lucas Hibner	US	2018-10-08
Bruce Gresham	Shenandoah, TX	2018-10-08
Robert Ogletree	Shenandoah, TX	2018-10-08
Faris Hashem	US	2018-10-08
Brian Dafferner	Conroe, TX	2018-10-08
A F	US	2018-10-08
Ashley Taylor	US	2018-10-08
Tyjah Duncan	US	2018-10-08
Clayton Harmonson	US	2018-10-08
terry muson	US	2018-10-08
Ochako Uraraka	US	2018-10-08
Braeden Schwoch	US	2018-10-08
Jordan Underwood	US	2018-10-08
Kelly Pirnie	US	2018-10-09
Terry McCarthy	The Woodlands, TX	2018-10-09
Mahdi Eljirby	US	2018-10-09
Gerardo Silva	US	2018-10-09
Thomas Lancaster	The Woodlands, TX	2018-10-09
Adam Trawick	US	2018-10-09
Brian Au	Conroe, TX	2018-10-09
Arto Speedo	US	2018-10-09

Name	Location	Date
Jamie Martinez	US	2018-10-09
Hugo Nevarez	US	2018-10-09
Jon Randall	US	2018-10-09
Boston Messbarger	US	2018-10-09
Doris Turner	US	2018-10-09
Bailey Moore	US	2018-10-09
Kevin Vega	US	2018-10-09
Jeffrey Thomas	US	2018-10-09
Mitchell Bauman	US	2018-10-09
jimmy newtron	US	2018-10-09
Wade Huke	US	2018-10-09
Nancy Brennan	Spring, TX	2018-10-09
Fawuan Horne	US	2018-10-09
Ryan Syblis	US	2018-10-09
Zach Heimbuch	US	2018-10-09
Griffin Doherty	McKinney, TX	2018-10-09
William Atkins	US	2018-10-09
Julian Fimbres	US	2018-10-10
Zachary Schanke	US	2018-10-10
Thickboi 27	US	2018-10-10
Gina Sterling	US	2018-10-10
Jaylynn Sessions	US	2018-10-10

Name	Location	Date
Jo Ann McGuire	The Woodlands, TX	2018-10-10
Melissa Chow	US	2018-10-10
a a	US	2018-10-10
Johneisha Wilson	US	2018-10-10
Malik Oweida	US	2018-10-10
Tony Lau	US	2018-10-10
Jim Pollard	Shenandoah, TX	2018-10-10
JACK WILLIAMS	US	2018-10-10
Amanda Mularz	Shenandoah, TX	2018-10-10
Shaton Watts	US	2018-10-10
Patricia Renfro	US	2018-10-10
Toni Bowen	Spring, TX	2018-10-10
Rita Carter	Spring, TX	2018-10-10
Howard Morris	Shenandoah, TX	2018-10-10
Russell Hoch	US	2018-10-10
Kevin Vang	US	2018-10-10
william swecker	US	2018-10-10
Mel Reyes	US	2018-10-10
Amanda Zak	Spring, TX	2018-10-10
Dave Hardy	US	2018-10-10
Muhammed Lawson	US	2018-10-10
samantha chavoya	US	2018-10-10

Name	Location	Date
cribs z	US	2018-10-10
Jade Thompson	US	2018-10-10
Jordan Rodriguez	US	2018-10-10
Lilia Atkinson	US	2018-10-11
Maddie Daniel	US	2018-10-11
Marry Jane Consulta	US	2018-10-11
James Sheffield	Shenandoah, TX	2018-10-11
Monkey Man	US	2018-10-11
ellie `	US	2018-10-11
Justin Xu	US	2018-10-12
Tom Brandt	Spring, TX	2018-10-12
Erik Perez	US	2018-10-12
Tammy J.	US	2018-10-12
Leo Scalzo	US	2018-10-12
Dale Brunswick	Shenandoah, TX	2018-10-12
Thomas Epach	Shenandoah, TX	2018-10-12
Jude Eserman	Houston, TX	2018-10-12
Ryan Langan	US	2018-10-13
Mark Unland	Spring, TX	2018-10-13
David cassidy	Spring, TX	2018-10-13
Sherill Patton	Houston, TX	2018-10-13
Roberta Anramson	Montgomery, TX	2018-10-13

Name	Location	Date
Nancy Adamson	Spring, TX	2018-10-13
Hailey Cassidy	The Woodlands, TX	2018-10-13
Beatriz Manchado	Houston, TX	2018-10-13
Jane Frenchik	Spring, TX	2018-10-13
Katherine Fox	The Woodlands, TX	2018-10-13
Driss Idrissi	Revere, MA	2018-10-14
Terri Larson	Spring, TX	2018-10-14
Ricardo Zalcman	The woodlands, TX	2018-10-14
Anita Shreve	US	2018-10-14
Joel Symons	US	2018-10-14
Allen Kraus	Brooklyn, NY	2018-10-14
Stephen Zak	Humble, TX	2018-10-14
Kathleen Patry	The woodlands, TX	2018-10-14
Connor Retterath	US	2018-10-14
Andrea Morrow	Spring, TX	2018-10-14
Allen Schindewolf	Conroe, TX	2018-10-15
Rachel McConnell	Shenandoah, TX	2018-10-15
Shannon McConnell	Spring, TX	2018-10-15
Franci Roberts	Spring, TX	2018-10-15
Rick Roberts	Spring, TX	2018-10-15
Dennis Mcconnell	Spring, TX	2018-10-15
Joshua McConnell	Shenandoah, TX	2018-10-15

Name	Location	Date
Mike Van Wolbeck	US	2018-10-15
Nina Trevino	Carrollton, TX	2018-10-15
Rebecca Chapman	SHENANDOAH, TX	2018-10-15
Evaristo Grant	US	2018-10-15
Jerry Booth	Shenandoah, TX	2018-10-15
shawn haught	US	2018-10-15
Martha Keith	Spring, TX	2018-10-15
Sibyl Berg	Spring, TX	2018-10-15
Martin Gelbach	Grove Park, England, UK	2018-10-15
Anne Spencer	Spring, TX	2018-10-15
Sarah Lawson	US	2018-10-15
Freddy Morales	Conroe, TX	2018-10-15
Kota Orourke	US	2018-10-15
Hannah Rockefeller	US	2018-10-15
Dennis Henderson	Spring, TX	2018-10-16
Jay Mills	Montgomery, TX	2018-10-16
Águeda Castañeda	US	2018-10-16
Gene Wells	Spring, TX	2018-10-16
DeAnn Morales	Shenandoah, TX	2018-10-16
Christine Torti	Round Rock, TX	2018-10-16
Cheryl Colson	Spring, TX	2018-10-16
Terri Smith	Spring, TX	2018-10-16

Name	Location	Date
Leon Castro	Spring, TX	2018-10-16
Cody Chauvin	Port-of-spain, Trinidad & Tobago	2018-10-16
Larisa Olson	Spring, TX	2018-10-16
Justine Fourie	Spring, TX	2018-10-16
Stacey Cude	Spring, TX	2018-10-16
Steven Holly	Shenandoah, TX	2018-10-16
Brittany Ashabranner	Houston, TX	2018-10-16
Jonathan Iglesias	US	2018-10-16
Zane Blevins	Spring, TX	2018-10-16
Cheryle Mooneyham	Shenandoah, TX	2018-10-16
Ella Stratham	US	2018-10-16
Martine Estel Tcheuga	US	2018-10-16
Gwendolyn Quinn	Shenandoah, TX	2018-10-16
owen payne	US	2018-10-16
Carole Hagen	US	2018-10-17
Molly Gillrup	US	2018-10-17
Trent Treviño	US	2018-10-17
Susan Hoffman	Spring, TX	2018-10-17
Melissa Cude	Spring, TX	2018-10-17
JoAnn McIntosh	US	2018-10-17
Mikaila Leshe	Shenandoah, TX	2018-10-17
Julia McGuire	Conroe, TX	2018-10-17

Name	Location	Date
Chantel Jamieson	Spring, TX	2018-10-17
Kayelin Wright	Spring, TX	2018-10-17
Gabrielle Leshe	Shenandoah, TX	2018-10-17
Steven Wright Jr	US	2018-10-17
Maureen Calderara	Spring, TX	2018-10-17
Jessica Houston	Spring, TX	2018-10-17
Paul Gillespie	Spring, TX	2018-10-17
Mike Faltin	Spring, TX	2018-10-17
Carol Houston	Houston, TX	2018-10-17
Amanda Gazzaway	Conroe, TX	2018-10-17
Esther Resendez	Spring, TX	2018-10-17
Daniel Resendez	Spring, TX	2018-10-17
Stephen Chauvin	The Woodlands, TX	2018-10-17
NEVil Thomas	US	2018-10-17
Summer Hewitt	Spring, TX	2018-10-17
Keri Gonzales	The woodlands, TX	2018-10-17
Amanda Diaz	Houston, TX	2018-10-17
Alex Gonzales	Houston, TX	2018-10-17
Brett Chamberlain	Spring, TX	2018-10-17
Jacob Correa	US	2018-10-17
Heith Higgins	Spring, TX	2018-10-17
Lydia Ramos	Spring, TX	2018-10-17

Name	Location	Date
Don Collier	Spring, TX	2018-10-17
William Douglass	Delray Beach, FL	2018-10-17
Valerie Leonard	US	2018-10-17
Linda Gilley	Shenandoah, TX	2018-10-17
Seungyeon Chang	US	2018-10-17
halls halls	US	2018-10-17
Danny Wellner	US	2018-10-17
emma varley	US	2018-10-17
zoe link	US	2018-10-17
Hannah S	US	2018-10-17
Neil Faught	US	2018-10-18
Graham Skea	Spring, TX	2018-10-18
Laura L	US	2018-10-18
William Pollock	US	2018-10-18
Bob Bobby	US	2018-10-18
Kim Lacek	Saint Paul, MN	2018-10-18
Esther Baldwin	US	2018-10-18
Dinisha Flanders	US	2018-10-18
Yitzha Pazos	US	2018-10-18
Joel Woodward	Ciudad De México, Mexico	2018-10-18
Himabindu Mylavarapu	US	2018-10-18
Margaret Maciel	US	2018-10-18

Name	Location	Date
Lareina Saiz	US	2018-10-18
Holly Fuehrer	US	2018-10-18
Angela DeVaul	US	2018-10-18
Zarina Smith	US	2018-10-19
Glenda Haggard	Shenandoah, TX	2018-10-19
Ana Cosio	Conroe, TX	2018-10-19
Theresa Colvin	Spring, TX	2018-10-19
ajay arora	US	2018-10-19
toni hersberger	US	2018-10-19
Kirstin Mancini	US	2018-10-19
Gregg Konzem	Shenandoah, TX	2018-10-19
Charlotte Dillon	US	2018-10-19
Billy Mays	US	2018-10-19
Karen Ames	The Woodlands, TX	2018-10-19
Richard Somerville	Montgomery, TX	2018-10-19
Jennifer Jurkus	Spring, TX	2018-10-20
Lyn Langenberg	Spring, TX	2018-10-20
Bruce Hernandez	Spring, TX	2018-10-20
Larry Nail	The Woodlands, TX	2018-10-20
Lauren Beadle	Spring, TX	2018-10-20
Pam Schlembach	Montgomery, TX	2018-10-20
Noah Sims	US	2018-10-20

Name	Location	Date
zhengyu li	Spring, TX	2018-10-20
Patrick Purcell	Spring, TX	2018-10-20
Kathryn Purcell	Conroe, TX	2018-10-20
Jerry Bullock	Spring, TX	2018-10-20
Sam Smith	Spring, TX	2018-10-20
Kristina Pruett	Spring, TX	2018-10-20
jim holden	US	2018-10-20
carolyn leason	US	2018-10-21
Michelle Hebert	Spring, TX	2018-10-21
Nicholas Garberina	US	2018-10-21
Pan Bricco	The woodlands, TX	2018-10-21
Ariel Homrighaus	Spring, TX	2018-10-21
Michelle Thiele	Conroe, TX	2018-10-21
Lee Ann Parks	Magnolia, TX	2018-10-21
Izzie Whine	US	2018-10-21
David McAnelly	Spring, TX	2018-10-21
Thailyn Jordan	US	2018-10-21
Lick Mydick	US	2018-10-21
Ana Brumfield	Conroe, TX	2018-10-21
Adriana Casas	Spring, TX	2018-10-21
Robert Chang	Spring, TX	2018-10-21
Dunneah Ogletree	Conroe, TX	2018-10-21

Name	Location	Date
Michael Lynch	Conroe, TX	2018-10-21
Nicholas Blair	Spring, TX	2018-10-21
Dave Dunaway	The woodlands, TX	2018-10-21
Lindsay Kilgore	Houston, TX	2018-10-21
Roma Watson	Spring, TX	2018-10-21
Shannah Schultz	Spring, TX	2018-10-21
Penny Cole	The woodlands, TX	2018-10-21
Andrew Malick	Montgomery, TX	2018-10-21
Michael McEvoy	The Woodlands, TX	2018-10-21
Jarred Eddington	Shenandoah, TX	2018-10-21
Kim Bini	The Woodlands, TX	2018-10-21
Susan Mayer	Spring, TX	2018-10-21
Terri Prestidge	Spring, TX	2018-10-21
Susan Tarrant	The Woodlands, TX	2018-10-21
Cheryl Dentler	Montgomery, TX	2018-10-21
Reine- Elodie Koffi	Conroe, TX	2018-10-21
Hector Silva	US	2018-10-21
Susan Davies	The Woodlands, TX	2018-10-21
Jeff Walston	The woodlands, TX	2018-10-21
rebecca olson	US	2018-10-21
Robert Rice	Spring, TX	2018-10-21
Michele Wright	Shenandoah, TX	2018-10-21

Name	Location	Date
Clay King	US	2018-10-21
Osmar Bastidas	Spring, TX	2018-10-21
Don Greer	Spring, TX	2018-10-21
Nancy Steinmeier	Spring, TX	2018-10-21
Carolyn Gifford	Spring, TX	2018-10-21
Darby Middlebrooks	The woodlands, TX	2018-10-21
Chris Dykes	US	2018-10-21
Chris Wright	Louisville, CO	2018-10-21
Marcela Jaramillo	Spring, TX	2018-10-22
Diego Lucar	US	2018-10-22
Robert Ortiz	San Francisco, CA	2018-10-22
Lillian Smith	Crown Point, IN	2018-10-22
Georgann Hinton Hinton	Spring, TX	2018-10-22
Juan Gonzales	US	2018-10-22
JANET HEINLE	US	2018-10-22
MARIE BEARDSLEE	The Woodlands, TX	2018-10-22
David Myrie	US	2018-10-22
tucciarone tucciarone	US	2018-10-22
Patti Toepper	US	2018-10-22
Cathy Spurr	The Woodlands, TX	2018-10-22
john hunter	US	2018-10-22
Gamer God	US	2018-10-22

Name	Location	Date
Genesis Ramos	US	2018-10-22
junior chambers	US	2018-10-22
Susan Donnelly	Shenandoah, TX	2018-10-22
Alex Warmath	Shenandoah, TX	2018-10-22
Brian martinez	US	2018-10-22
Grant Weidler	The Woodlands, TX	2018-10-22
Rhonda McAnelly	The woodlands, TX	2018-10-22
Tommy Grambe	US	2018-10-22
Braden Fahrenthold	US	2018-10-22
Bonnie Flynn	Spring, TX	2018-10-22
Austin Dalbey	US	2018-10-22
bella reed	US	2018-10-22
John Conti	Little Neck, NY	2018-10-22
Teasia Cooks	US	2018-10-22
Jason Mawae	Houston, TX	2018-10-22
Joshua Olvera	US	2018-10-22
josie scannell	US	2018-10-22
michel fiechter	US	2018-10-23
Alex Blumentritt	US	2018-10-23
Hannah Smith	US	2018-10-23
christlyn-june bailey	US	2018-10-23
Diana Edwards	US	2018-10-23

Name	Location	Date
Anne Gilmore	Spring, TX	2018-10-23
Qing Chen	US	2018-10-23
Kaya Shellhammer	US	2018-10-23
Abraham Rodriguez	US	2018-10-23
Aly Vo	US	2018-10-23
Annie Abuyeres	US	2018-10-23
Harrison Sanchez	US	2018-10-23
Edward Sypniewski	US	2018-10-23
Emma Dinwiddie	US	2018-10-23
Belle Khalek	US	2018-10-23
Isaiah Dietz	US	2018-10-23
moses Zapata	US	2018-10-23
Ezra Kimmell	US	2018-10-23
Jacob Hively	US	2018-10-23
Deisy Herrera	US	2018-10-23
Jaquan Howard	US	2018-10-23
Sofia Thatcher	US	2018-10-23
Gabriel Byrne	US	2018-10-23
Jane Hutchens	Spring, TX	2018-10-23
Isaac Held	US	2018-10-23
Eddie Otto	US	2018-10-23
Kenneth Wright	Houston, TX	2018-10-23

Name	Location	Date
Kelley Loftis	The Woodlands, TX	2018-10-23
death death	US	2018-10-23
Jose Castillo	US	2018-10-23
Soo Sedberry	US	2018-10-23
Lawanda Hilfiger	US	2018-10-23
Joe Williams	US	2018-10-23
Laura Lira Castillo	US	2018-10-23
Makhi Falkquay	US	2018-10-23
Gabrielle Ann	US	2018-10-23
Yoannet Gonzalz	US	2018-10-23
Nick Stoner	US	2018-10-23
Adina Khan	US	2018-10-23
Maria Heranandez	The Woodlands, TX	2018-10-23
David Haynes	Spring, TX	2018-10-23
Elaine Unland	US	2018-10-23
Max Kline	US	2018-10-23
Adriana Hernandez	US	2018-10-23
Siena Cone	US	2018-10-23
Cassie Schubauer	US	2018-10-23
Juan Castanon	US	2018-10-23
Oscar Thompson	US	2018-10-24
blankey blouse	US	2018-10-24

Name	Location	Date
Donald Bates	Spring, TX	2018-10-24
Christopher Romero	US	2018-10-24
Amber Choate	US	2018-10-24
Alexis Guerrero	US	2018-10-24
See Men	US	2018-10-24
Robin Starcher	Spring, TX	2018-10-24
nc e	US	2018-10-24
Blue 1st Jr	US	2018-10-24
Karen Kelty	US	2018-10-24
elizabeth pavelick	US	2018-10-24
Jessica Wimett	US	2018-10-24
Terrance Clark	US	2018-10-24
Jill Tinnell	Spring, TX	2018-10-24
Zain Haseeb	US	2018-10-24
Vicki Massenti	Spring, TX	2018-10-24
Maitane Zuloaga	Spring, TX	2018-10-24
Stephanie Harris	Spring, TX	2018-10-24
Derrick Pearson	Montgomery, TX	2018-10-24
Susana Trimble	Spring, TX	2018-10-24
Hayley Sexton	US	2018-10-24
Jacob Moe	US	2018-10-24
Joan Dunstone	Spring, TX	2018-10-24

Name	Location	Date
Collin Aldrich	Spring, TX	2018-10-24
Abigail Harris	Spring, TX	2018-10-24
Mariam Ghaly	US	2018-10-24
heidi Fernandez	Conroe, US	2018-10-25
Ethan Fannon	US	2018-10-25
Hellen Batzer	Houston, TX	2018-10-25
Valerie Bowman	The Woodlands, TX	2018-10-25
Chris batzer	North Salt Lake, UT	2018-10-25
Angela Grainger	US	2018-10-25
Megan Long	Spring, TX	2018-10-25
Lisa Brinks	Sugar Land, US	2018-10-26
ابو يزن محمد	US	2018-10-27
Maria Ellzey	Spring, TX	2018-10-27
Janet Kikcrease	Spring, TX	2018-10-27
Denise Killeen	Spring, TX	2018-10-28
Bill Thompson	Shenandoah, TX	2018-10-28
Lauren Roy	US	2018-10-29

SENT VIA CERTIFIED MAIL

July 17, 2014

Carlene Mullins
Houston-Galveston Area Council
3555 Timmons Lane, Suite 120
Houston, TX 77227-2777

RE: OBJECTION TO PROPOSED OVERPASS AT GROGAN'S MILL AND RESEARCH FOREST FROM MARKET AT SIX PINES RETAIL AND MEDICAL CENTER (SIX PINES DEVELOPMENT, LLC)

Dear Ms. Mullins:

As sponsors and owners of the Market at Six Pines Retail and Medical Center ("Center") development located just southwest of the intersection of Research Forest Drive and Six Pines Drive in The Woodlands we would like to bring to your attention many significant concerns and objections we have to the proposed overpass to be built at the intersection of Grogan's Mill Road and Research Forest Drive. Our Center contains approximately 72,636 rentable square feet of retail and medical space which is currently occupied, leasing, or under development, including prominent medical practices, restaurants, banks, title companies and other businesses serving the local community and surrounding areas, all of which would be negatively impacted by the overpass. Our most pressing concerns relate to the elimination of the median break on Research Forest drive, which would materially impact access to our Center. Other concerns include general aesthetics (including as related to its impact on property value), and increased noise.

Pisula Development Company ("PDC") and its affiliates in partnership with residents and businesses of The Woodlands Township have developed or acquired over 15 commercial projects in the area over the past nine years with more planned for the future. We have partnered with St. Luke's The Woodlands Hospital to develop and/or lease and manage the majority of their on-campus medical office buildings. The Memorial Hermann Healthcare System is one of our largest healthcare tenants. Our tenants in the Center include Northwest Diagnostic Clinic, a busy physician practice serving thousands of residents, Integrity Bank, Mercantil Commerce Bank, Fielding's Wood Grill, an upscale burger restaurant as envisioned by one of the founders of the Hubbell & Hudson family, among others. The overpass would be detrimental to all of these businesses in the Center and the thousands of residents that use them; we feel that alternatives to the overpass in addressing the traffic and congestion issues which would better alleviate The Woodlands

Township's concerns and allow our Center and neighboring businesses to continue unencumbered must be explored in order to reach a mutually responsible and beneficial solution.

In addition to our concerns and those voiced by our neighbors, the City of Shenandoah has also taken significant objection to this overpass, stating that it will not relieve the traffic concerns as contemplated; their City Council voted against and rejected its construction in a public meeting last year. The mobility report that was circulated in 2013 indicated that an overpass would not fix the traffic issues and recommended that optimizing other nearby intersections would improve traffic flow far better than the overpass. If the overall objective is improved mobility in this area, we feel that the recommendations mentioned above from the mobility report would be a more cost effective solution and produce material results.

Our primary concern and reason for objection to this overpass as it impacts our Center is the elimination of the median break along Research Forest Drive and its effect on property access. This median break to the shared access driveway on Research Forest Drive is the primary and only direct access conduit for westbound traffic shared by our Center, an undeveloped parcel and the Hyatt Place hotel. As significant traffic flow to all three of these developments comes from I-45 driving westbound on Research Forest Drive, the elimination of the median break will result in two or three additional turns and/or potential U-turns, creating inconvenience and confusion for drivers attempting to find access to our Center and its neighbors.

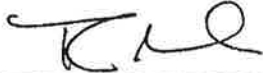
Additional concerns and reasons for objection to the overpass include its impact on aesthetics, property value, and noise. As we are all aware, one of the most significant characteristics of The Woodlands which sets it apart from all surrounding areas in both value and appeal is the fascination that arises out of its wooded areas, forest preserves, landscaping, and vegetation. This ambiance is one of the primary reasons why our master-planned community has received attention and acclaim on a national scale as one of the premier upscale suburban areas in the country. If the overpass is built, the forest preserve located at the intersection of Research Forest and Grogan's Mill will be eliminated, removing the one major feature that signifies the identity of The Woodlands from this area and consequently eliminating the benefit our Center and neighboring residents and businesses receive from it. We feel that this will not only negatively impact property value in the immediate area but also lessen customer traffic to our Center. Without the accompanying foliage in the area, we feel that our Center and its neighbors would be seen in a different light and not in the spirit of The Woodlands, an identity which is readily enjoyed by Market Street, The Woodlands Waterway, and Hughes Landing, among others.

Also important to note is the increased noise that will be generated from the ongoing construction of the overpass and its use once complete. The construction of the overpass is a time-intensive undertaking; our Center and its neighbors will suffer significant disruption and loss of customers and revenue from the increased noise for a prolonged time period. It is monumentally important for our Center and its neighbors to keep traffic noise to a minimum for customers and guests. With the

reduced tree-cover and foliage in the area and the elevated overpass, noise will deter customers and guests creating a significant loss of business and revenue.

In conclusion, we have expressed multiple concerns and reasons for our objection to the proposed overpass at the intersection of Grogans Mill Road and Research Forest Drive. We and our Center are not alone in these concerns; our neighbors including the Hyatt Place hotel, the City of Shenandoah, and numerous residents have voiced their objections as well. It is our contention that the best solution to improve traffic flow and relieve the congestion issues is to properly time and coordinate the lights on Research Forest to operate in an efficient manner based on time of day and congestion level. Not only is this solution far more cost efficient and far less time intensive; we feel from the evidence presented it is the most material solution to the issue at hand. We would invite you to discuss these issues with us openly so that we can come to a mutually beneficial resolution. As longtime residents of The Woodlands, we welcome any opportunity to improve the community and alleviate ongoing problems and concerns; but we feel it is equally important to be responsible and accountable to all those who are impacted by the proposed changes.

Sincerely,



Thomas Pisula, Manager

Six Pines Development, LLC

CC:

Don Norrell, President/General Manager
Bruce Tough, Chairman – Board of Directors
Chris LaRue, Transit Planner
Jeff Long, Mike Bass, Bruce Tough – Transportation Committee
The Woodlands Township
2801 Technology Forest Blvd.
The Woodlands, TX 77381

Robert Heinmin, Vice President of Planning
Woodlands Road Utility District #1
The Woodlands Development Corporation
24 Waterway Ave., Suite 1100
The Woodlands, TX 77380

Paul Layne -Executive Vice President, Master Planned Communities
Alex Sutton – Co-President
Mike Boudousquie, Director of Asset Management
Philip Fruge, Manager Commercial Land Transactions
The Woodlands Development Company
24 Waterway Avenue, Ste. 1100
The Woodlands, TX 77380

Steve Toth
Texas State Representative, Texas State House District 15
8105 Kuykendahl Rd., Suite 200
Woodlands, TX 77382

Debbie Riddle
Texas State Representative, Texas State House District 15
17207 Kuykendahl
Spring, TX 77379

Gary B. Watts
Mayor, City of Shenandoah
29955 I-45 North
Shenandoah, Texas 77381

Alan Clark
Director of Transportation Planning/MPO Director

Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

James Noack
County Commissioner
Montgomery County Precinct 3
1130 Pruitt Road
Spring, TX 77380

Brandon Creighton
326 ½ North Main Street
Suite 110
Conroe, TX 77301

Questions and Concerns regarding the overpass or underpass at Research Forest and Grogan's Mill.

6 October 2018

Ted Kobel

My concerns include:

1. As a PE, licensed in the State of Texas, I have knowledge of civil and mechanical engineering hydraulics which causes me great concern regarding the potential flooding that could be caused by this project. Even with the best engineering intentions, hydraulics can be tricky in this territory. Even somewhat simple hydraulic designs, for example The Woodlands Waterway is a failure in hydraulic design. Every moderate to heavy rainfall results in overflow to the waterway in certain areas.

The subject Project will involve a very complex hydraulic analysis and design that could also fail to provide the necessary design for prevention of flooding, moderate or severe.

In my mind, this is a serious public safety issue that needs to be scrutinized by independent engineering sources.

I go on record, as a tax paying resident of the City of Shenandoah, demanding that a qualified independent, 3rd party engineering company provide a detailed review and approval of any part of this project that may affect hydraulic design and potential flooding prior to releasing the design for construction.

2. Noise and automotive engine exhaust will increase. The residential housing along Grogan's Mill Road will be seriously affected by this Project in terms of an increase in traffic and construction noise and engine exhaust. All the residents of this community located along this road purchased their homes with a quiet, healthy and safe neighborhood in mind.

It seems to me that this project has been put on a "low profile" scheme by the founders and managers of the project in order to mitigate negative feedback from the residents. It is only recently that enough of the residents have become aware of the project in enough detail that they have gathered to address the associated concerns.

My question is, who is the founder or stakeholder that has bottom line responsibility for keeping the residents informed about this Project and what is the Project charter with regard to keeping the residents updated on the status of this Project? I would like an answer to these questions ASAP so I'm able to contact them for further discussion.

3. I have other concerns that I will address after I have had an opportunity to thoroughly understand those of my first two items.

Sincerely,

Ted Kobel, P.E.

11 S. Emory Bend Road
Shenandoah, TX 77381



6/25/2014 4:32:00 PM

Carlene Mullins
Houston-Galveston Area Council
3555 Timmons Lane, Suite 120
Houston, TX 77227-2777

CC: Don Norrell, President
Bruce Tough, Chairman – Board of Directors
Chris LaRue, Transit Planner
Jeff Long, Mike Bass, Bruce Tough – Transportation Committee
The Woodlands Township
2801 Technology Forest Blvd.
The Woodlands, TX 77381

Robert Heinamin, Vice President of Planning
Woodlands Road Utility District #1
The Woodlands Development Corporation
24 Waterway Ave., Suite 1100
The Woodlands, TX 77380

Paul Layne -Executive Vice President, Master Planned Communities
Alex Sutton -Co-President
Mike Boudousquie, Director of Asset Management
Philip Fruge, Manager Commercial Land Transactions
The Woodlands Development Company
24 Waterway Avenue, Ste. 1100
The Woodlands, TX 77380

Steve Toth
Texas State Representative, Texas State House District 15
8105 Kuykendahl Rd., Suite 200
Woodlands TX 77382

Aly Valiani - Vice President
222 Pennbright Drive, Suite 108 Houston, TX 77090
832-446-6303 (office) 281-660-9005 (cell)
avaliani@nhhospitality.com



Debbie Riddle
Texas State Representative, Texas State House District 15
17207 Kuykendahl
Spring TX 77379

Garry B. Watts
Mayor, City of Shenandoah
29955 I-45 North
Shenandoah, Texas 77381

Ted A. Cox
Attorney
TED@tedacox.com

Attachments:

1. Research Forest Overpass Comments PDF – Renderings
2. Hyatt Monument Sign Relocation – CSC Letter

**RE: Objection to Proposed Overpass at Research Forest Drive
from Hyatt Place Hotel (Research Hotel Partners, LP)**

Dear Miss Mullins:

It was a pleasure meeting you last month to share and discuss our multiple concerns and objections to the proposed overpass at the intersection of Research Forest Drive and Grogan Mills Road in The Woodlands. The proposed overpass is located directly in front of our brand new six stories, twenty-six million dollar Hyatt Place hotel and conference center, a premier destination in The Woodlands. Our main concerns regarding Property Access, Access Easement & Median Break, Signage, Aesthetics and Noise are detailed below.

We are residents of The Woodlands Township since 2004 when we opened Hilton Garden Inn on Six Pines Drive and have watched The Woodlands

Aly Valiani - Vice President
222 Pennbriht Drive, Suite 108 Houston, TX 77090
832-446-6303 (office) 281-660-9005 (cell)
avaliani@nhhospitality.com



develop into a very special community throughout the years opening. The growth of the community has always been measured and the expansion executed carefully for the maximum benefit of The Woodlands residents, but unfortunately the proposed overpass, if built, will be extremely detrimental for our hotel, all the other business located nearby the intersection, and for the residents living and commuting throughout the area. The overpass will not improve mobility nor alleviate any of the transportation concerns on Research Forest and we request other options be implemented. Our recommendations are listed later in this letter.

We were first made aware of the proposed overpass last year by a resident living in the area voicing their concerns to the commercial community. Like most residents in The Woodlands and Shenandoah the news of the proposed overpass was a complete and total surprise to us and felt it was purposely being downplayed to avoid public scrutiny and objection. The City of Shenandoah was also surprised by this news and agreed the overpass is unnecessary and will not alleviate traffic concerns on Research Forest. The mobility report provided then did not claim that this overpass would add any benefit and also recommended other intersections which should be worked on to improve mobility and having a greater impact than Research overpass. The Shenandoah City Council voted against the overpass in last year's meeting and rejected the idea. We previously attended and voiced our objections at meetings of The Woodlands Township as well but did not witness any vote taken.

The purpose of this letter is to communicate our concerns and objections to all involved parties so that they may be part of the record for this conversation going forward. Our property ownership rights must be protected but we support achieving better mobility in The Woodlands Township. Our summarized objections and recommendations are listed below:

- **Property Access** – our hotel is currently accessible by two entrances, one on Grogan's Mill the other from Research Forest. The Research Forest entrance is a shared driveway for the hotel, a future parcel to



be developed and an existing retail development. West bound traffic on Research takes a left at the existing median break to access a shared driveway leading to the property. The proposed overpass will eliminate this median break and cut off our main point of entry. The majority of traffic accessing our hotel is West bound on Research Forest Drive and the elimination of this median will severely impact the ease of access to the site causing travelers to drive past Grogan's Mill making 2 or 3 more turns costing precious minutes in drive time. This creates a negative impression of the hotel directly affecting our sales and marketability for our corporate and leisure travelers

- **Access Easement and Median Break** – our land purchase was negotiated with The Woodlands in 2010 and the negotiation included granting an Access Easement to serve the unsold adjacent parcel of land east of the hotel. A critical part of this negotiation is construction of a Median Break on Research Forest Drive by The Woodlands to align with a shared driveway in the Access Easement to serve both properties. This was an essential part of our consideration to purchase the property. The land contract does not grant permission to any authority for the elimination of this median under any circumstance. Elimination of this median directly affects the accessibility to our property and we feel is a violation of the contract. Significant value exists for the property in the access easement and median break, our main point of entry
- **Signage** – In our Land and Purchase agreement with The Woodlands from 2010, we were given permission to install Directional Signage at the entrance of the Access Easement for our hotel. However when we submitted for design approval of this sign CSC informed us we would only be given permission to install this sign if we agreed to elimination of the Median Break along Research for the future overpass. First of all these are two completely separate issues and the median break has absolutely nothing to do with the signage. Obviously there is concern about breaking Land Purchase agreement with us regarding the Median Break. CSC has no right to demand



these terms because our Land Purchase Agreement already grants us the right to install this sign. We feel like they are trying to strong arm us into agreeing to the overpass while simultaneously not abiding by their own contract terms. The CSC letter is attached along with the relevant Section 4.23 from our Land Purchase Agreement. Two additional signs were requested that were not part of the original land purchase and these will be approved by CSC if we agree to elimination of the median break and we will not agree to those terms

- **Aesthetics** – Refer to the attached renderings of the proposed overpass we commissioned last year to study the impact to our hotel. The Woodlands mystique and appeal comes from the wooded areas and forest preserves but the construction of this overpass eliminates the forest preserve at the intersection and reduces the overall ambiance of the surrounding areas. Half our rooms are on the north side of building and enjoy beautiful views of the trees but with the overpass will directly face an elevated concrete roadway instead of lush forestry. These rooms become significantly less desirable and peaceful and will reduce the long term value and marketability of the property
- **Noise** – One of the top guest complaints in the hotel industry is Noise and currently the hotel has minimal complaints of noise. The Woodlands and this specific location were selected due to low noise levels and tranquility for our guests. The proposed construction and use of the overpass will exponentially increase the noise level in and around the hotel increasing guest complaints which will detrimentally affect sales and marketability by negative reviews on social media sites. Noise is the #1 Guest Complaint in the industry and negative reviews or comments about Noise will severely hurt our business. We chose this location due to the quietness and peacefulness but the overpass will eliminate all of those benefits
- **Alternative Options**



- a. Coordinate Lights on Research Forest: If the lights on Research and all the intersections are coordinated you can achieve significantly less wait times and wasted time at lights. This is relatively inexpensive compared to road construction, takes much less time and is less intrusive but equally as effective for improving mobility

- b. Research (east bound) to I-45 overpass: Most of the back up on Research comes from traffic east bound on Research getting on I-45 South. An overpass constructed here would do significantly more to alleviate traffic concerns than an overpass at Grogan's Mill. If you survey any driver who uses these routes you will hear the same thing

- c. Underpass with U Turn: The same or better mobility can be achieved with a more discreet underpass with u-turns similar to FM 1960 at Kuykendahl or FM 1960 at 249

In conclusion, we have expressed our multiple concerns about the proposed Research Overpass and welcome the opportunity to sit down with any of the decision makers copied on this letter to discuss these concerns and recommendations further. We support improved mobility in The Woodlands but it must be responsible and prudent for all residents and businesses in the community. We will do whatever is needed to protect our property and owner rights to preserve the value of the development and look forward to an amicable resolution of the mobility concerns without building the proposed overpass.

PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

NAME	ADDRESS	PHONE NUMBER	SIGNATURE
David Rafferty	3019 Shady Ln	832 528 2870	[Signature]
Shiva Rafferty	3019 Shady Ln	713-496-5557	[Signature]
Shokoh Zohar	3019 Shady Ln	981 277648	[Signature]
Valerie Mealey	2927 Shady Ln	713 454 3021	[Signature]
CHRIS MEALEY	2927 SHADY LN	713-458-0146	[Signature]
Michael Mealey	1120 Hickory Ter	713-435-9810	[Signature]
Cathryn Mealey	1120 HICKORY TER	982-879-1036	[Signature]
DANIELA AMERST	2919 Shady Lane	281 744 4024	[Signature]
COLIN AMERST	2919 Shady Lane	281-639-5909	[Signature]
Victoria Hodgson	2911 SHADY LANE	713-515-2197	[Signature]
Victoria Hodgson	2911 SHADY LANE	937-722-6207	[Signature]
Tanya Orsak	2803 Shady Lane	281-468-3222	[Signature]
LARRY HAYS	2710 W. NASA BLVD	281-332-2765	[Signature]
ROBERT HAYS	2710 W. NASA BLVD	281-332-2765	[Signature]
[Signature]	2718 W. NASA	281 338 1942	[Signature]
[Signature]	2716 W NASA	281-338 1942	[Signature]
[Signature]	2830 W. NASA Rd	832-648-0710	[Signature]
ROXIE CHRIS LOVCHUK	2834 W NASA Rd	832-689-0154	[Signature]
Joseph Terry Sullivan	3006 W. NASA BLVD	281-620-5071	[Signature]
John G. Sullivan	3110 W. NASA BLVD	281-333-4829	[Signature]
Mary K. Sullivan	3110 W. NASA Blvd	281-333-4829	[Signature]
Pamela Hale	3015 W NASA Blvd	832-514-9734	[Signature]
IRENE HARRIS	3025 SHADY LN	713-614-3711	[Signature]

Hale, Pamela

Subject: Palomino Extension

----- Forwarded Message -----

From: Keith A. Gross <attnykgross@aol.com>
To: "lewhiteley@yahoo.com" <lewhiteley@yahoo.com>
Sent: Tuesday, December 11, 2018, 1:27:37 PM CST
Subject: Re: Whiteley: Thank you

Linda,

It was great meeting you. As you know, I voted against the City going forward with the Palomino bridge project. I will continue to oppose the project. I was moved that so many people from your neighborhood voiced their objection at the city council meeting. I do not think the benefits of the proposed bridge outweighs the cost or harm. Good government begins with listening to the people.

The fact that the project remains on the capitol improvement project list is not fatal to your cause. Funding the project must occur as well. So, the battle is not over yet.

As you are aware, Chris Gross is in a run-off election. He opposes the project as well. This run-off election will come down to just a few hundred votes. I would speculate, if the majority of people in your area vote, we can get him elected.

I will continue to lobby for your cause, even after I leave office.

Thank you for the kind words.

Sincerely,

Keith A. Gross
Attorney at Law
250 Park Avenue
League City, Texas 77573
attnykgross@aol.com
832-932-5970 office
832-932-5688 fax
281-701-5634 cell

-----Original Message-----

From: Linda Whiteley <lewhiteley@yahoo.com>
To: attnykgross@aol.com <attnykgross@aol.com>
Sent: Tue, Dec 11, 2018 1:12 pm
Subject: Whiteley: Thank you

Hi Keith,

Thank you for all of your support as a League City Council member, you have always looked out for the best interest of League City and we appreciate it.

Sincerely,
Linda Whiteley



League City Project Palomino Bridge Extension

December 10, 2018

League City CIP # ST1802

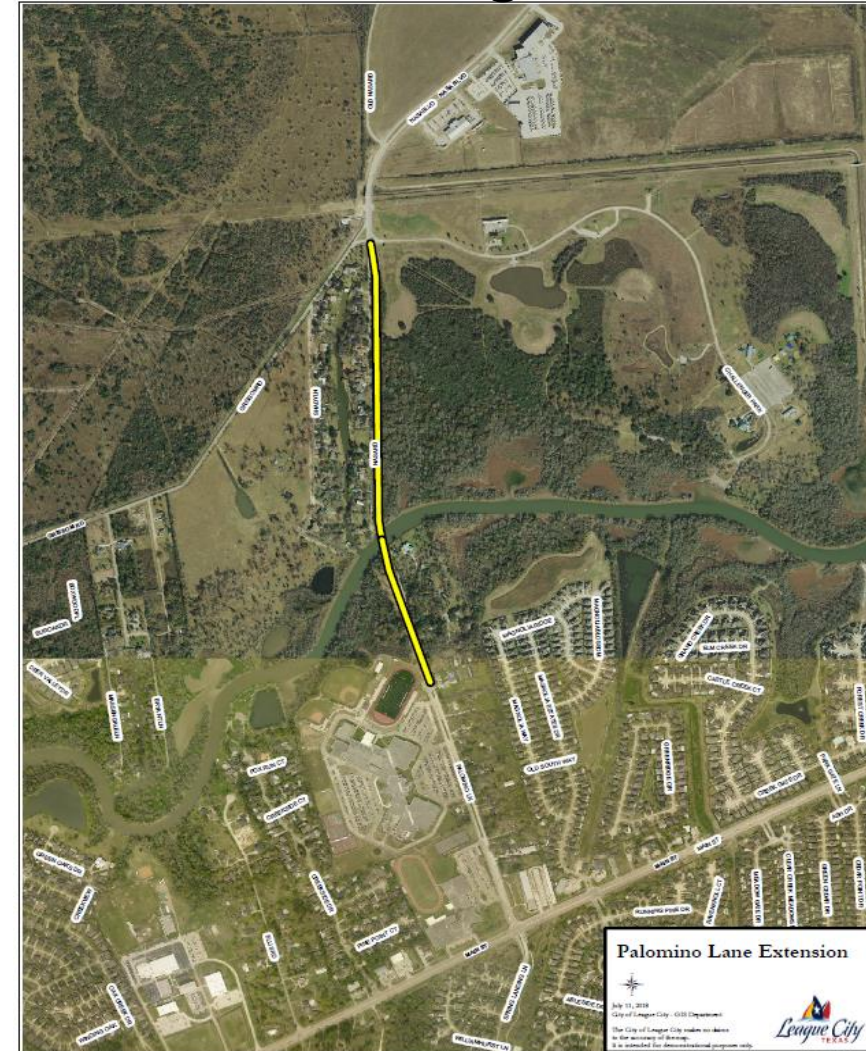
Background

- League City proposes to build a bridge over Clear Creek from Palomino Lane in Galveston County to Grissom Road in Harris County.
- League City, in their Master Mobility Plan, lists the project as a two (2) to four (4) lane collector facility within 80 feet of right away.
- According to League City's Proposed CIP plan for FY2019-FY2023 as of July 24, 2018:
 - League City's justification for the project was to provide **additional** connectivity between FM 518 and FM 528, improve emergency response time and for access to Clear Springs High School, Creekside Intermediate and CCISD Stadium.
 - According to the 2019-2023 Capital Improvement Plan (CIP) the projected cost is \$15,000,000
 - The project cost does not include the cost for mitigation within Clear Creek
- According to League City at the Community Input Meeting on August 15, 2018 the project is in the planning stage and is estimated to cost \$13.5 million excluding land acquisition cost and the cost of mitigation.
- League City Council working session on November 27th presented a \$255MM proposed May 2019 bond referendum which included the Palomino project at a cost of \$17MM.

Proposed CIP FY2019-FY2023

Palomino Lane Extension: July 24, 2018

PROPOSED CAPITAL IMPROVEMENT PLAN FY2019 - FY2023								
PROGRAM: STREETS/TRAFFIC								Program Priority: 4
PROJECT NAME: Palomino Lane Extension								
CIP NUMBER: ST1802								
CONTACT PERSON: Jody Hooks								
PROJECT COST BY FISCAL YEAR								
Project Cost	Previously Appropriated	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Years	Total
Planning/Design		89,600	660,400	1,500,000				\$2,250,000
Land						1,000,000		\$1,000,000
Construction							11,750,000	\$11,750,000
Equip/Furnishings								\$0
Total Cost	\$0	\$89,600	\$660,400	\$1,500,000	\$0	\$1,000,000	\$11,750,000	\$15,000,000
FUNDING SOURCE BY FISCAL YEAR								
Funding Source	Previously Appropriated	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Years	Total
Prior Bonds		89,600	660,400					\$750,000
Future Bonds				1,500,000		1,000,000	11,750,000	\$14,250,000
Potential Grant(s)								\$0
Park Dedication Fees								\$0
4B Funding								\$0
CRF Funds								\$0
Other								\$0
Total Funding	\$0	\$89,600	\$660,400	\$1,500,000	\$0	\$1,000,000	\$11,750,000	\$15,000,000
PROJECT DESCRIPTION								
This project consists of design and construction to extend Palomino Lane to the north from its current concrete pavement endpoint at Clear Springs High School, crossing Clear Creek, to Grissom Rd. The project is proposed to be a concrete pavement boulevard section with a raised median and enclosed conduit storm sewer system, with a bridge spanning Clear Creek. The project will include a pedestrian connection along the new roadway.								
PROJECT JUSTIFICATION								
This extension will provide additional connectivity between the major FM518 and FM528 arterials. The improved connectivity between the City's Galveston Co and Harris Co jurisdiction will improve emergency response times and access to Clear Springs High School, Intermediate and CCISD Stadium.								
ADDITIONAL CONSIDERATIONS								
	YES	NO	Recurring M&O Costs	Amount				
Is the project necessary under State/Federal Mandate, contractual obligation, or City Code?		NO	Personnel/Benefits (\$50k)	\$0				
Will this project create future Capital Projects?		NO	Supplies (\$10k)	\$0				
Is your request in the current CIP?		NO	Repairs/Maintenance (\$20k)	\$0				
If yes, has the cost of the project changed?		NO	Services (\$30k)	\$0				
			TOTAL	\$0				



League City Community Input Meeting August 15, 2018

- League City provided citizens in attendance three different options for the proposed bridge project.
- The [video](#) of the meeting is posted on League City's website.
- No resident spoke in favor of the bridge.
- League City indicated that the project would save over 23,000 hours of drive time annually. When asked how much drive time would a commuter save. Response was on average 30 seconds and some commuters not at all.
- The city has not consulted with the Flood Control District nor the Army Corp of Engineers. Engineering firm informed residents it was not the right time in the process.
- The city would not provide residents an estimate on the cost of mitigation which was not included in the planned project cost.
- The city advised they do not plan to choose an option until after approved funding.

PALOMINO LANE EXTENSION AND CLEAR CREEK BRIDGE

DESCRIPTION
The project will reconstruct a 0.6 mile segment from the north end of Palomino Lane, across Clear Creek to Grissom Road. The project will eventually interface with an extension of Beamer Road to create a north/south connection between FM 518 and FM 528. The proposed road will be a four-lane divided, concrete-curb and gutter concrete section with raised medians. The project includes a behind-the-curb, shared use path on both sides, and storm water improvements.



ESTIMATED COST
\$13.5 million

STATUS
Planning Level

FUNDING
The City will be applying for Federal Funding to pay 80% of the cost of the project

BENEFITS

- Improve Mobility and Reduce Congestion:** League City will become more congested in the future. By 2025, the project will save over 23,000 hours of drive time annually.
- Improve Air Quality and Decrease Fuel Use:** The project will remove over 5 tons of air pollution & reduce fuel use.
- Provide Opportunities for Recreation:** The project will build a safe pedestrian & bicycle environment by constructing a shared-use path on both sides of the road.
- Provide Alternative Evacuation Route:** The project will create an alternative exit for Clear Springs High School. Currently Palomino Lane exists onto FM 518, which is very congested.

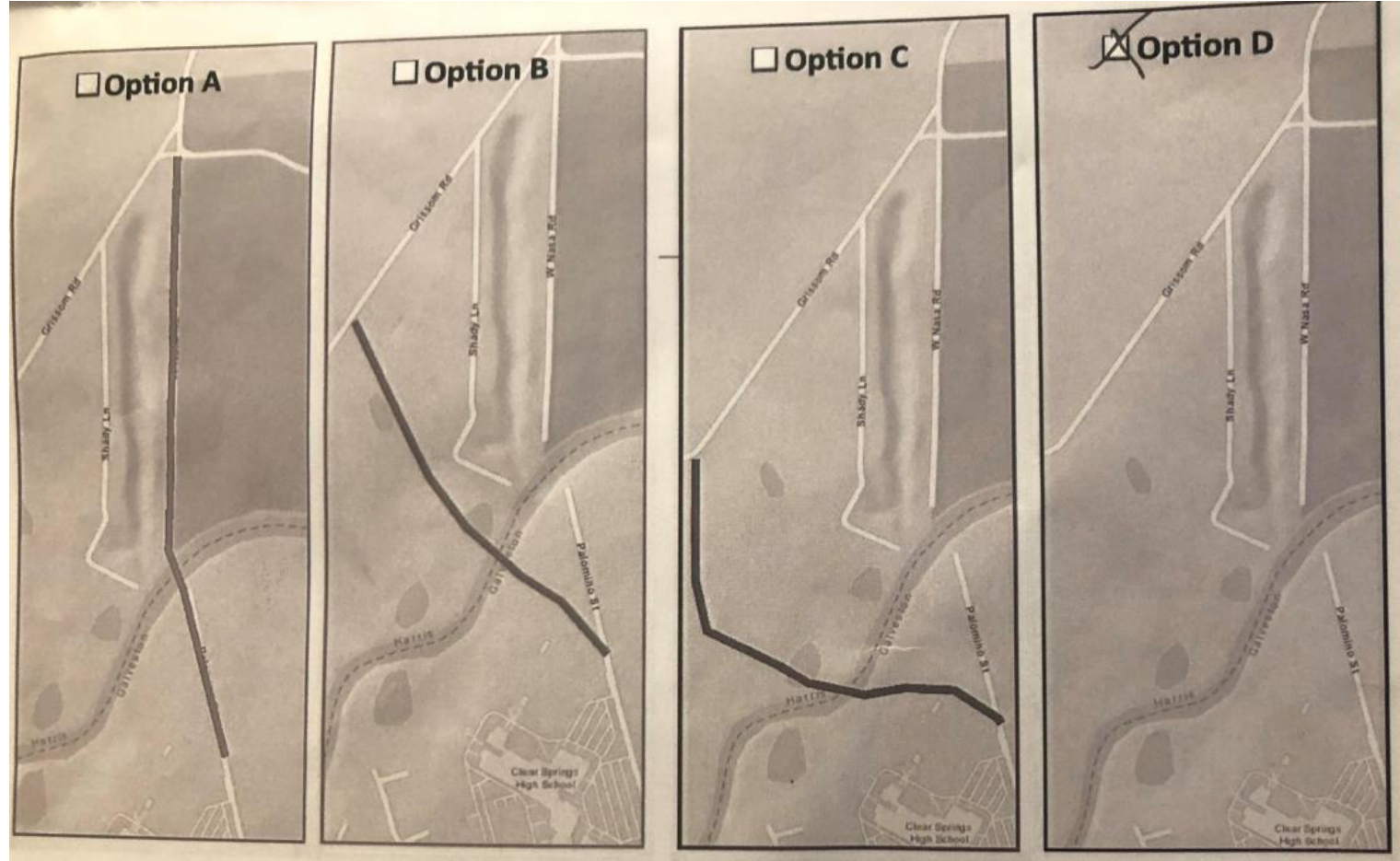


CLEAR CREEK BRIDGE VISION RENDERING

League City
TEXAS

4

Community
Input Meeting:
Palomino Lane
Extension
All Options



Community
Input Meeting:
Palomino Lane
Extension
Option B

PALOMINO LANE EXTENSION AND CLEAR CREEK BRIDGE

OPTION 2



Community
Input Meeting:
Palomino Lane
Extension
Option C

PALOMINO LANE EXTENSION AND CLEAR CREEK BRIDGE

CITY WILL BE APPLYING FOR FEDERAL FUNDING TO PAY

80%

OF PROJECT

LEGEND

- PROPOSED ROAD
- PROPOSED DRIVEWAY
- PROPOSED SIDEWALK
- PROPOSED BIKEWAY
- EXISTING ROAD
- EXISTING DRIVEWAY
- EXISTING SIDEWALK
- EXISTING BIKEWAY
- EXISTING ROAD
- EXISTING DRIVEWAY
- EXISTING SIDEWALK
- EXISTING BIKEWAY

League City

PALOMINO LANE EXTENSION SCHEMATIC - OPTION 3

ION

DESCRIPTION
The project will construct a four-lane divided, concrete-curb and gutter concrete section with raised medians and grass landscaping from the end of Palomino Lane to Grissom Road. The project includes a behind-the-curb 10-foot shared use path on both sides, storm water sewer improvements, and a bridge across Clear Creek.

STATUS:
Project is in planning stage and is estimated to cost \$13.5 million. The City will apply for federal funds to pay for 80 percent of the project cost.

BENEFITS

Alignment Preserves Views: The plan moves the road's alignment over 1,000 feet from Shady Lane. This decreases impacts to residents.

Alignment Preserves Challenger Park: The plan moves the road's alignment over 1,300 feet from Challenger Park, mitigating impacts to the park.

Project Provides Alternative North/South Connection: League City has few north/south connectors. In the future, Palomino Lane will interface with an extension of Beamer Road at Grissom Road to create an alternative to Hwy 45 and Bay Area Boulevard. This alternative corridor will connect FM 518 to FM 528 and generate significant reductions to congestion and drive time.

Palomino Lane Extension League City plan to extend project from Grissom to Beamer

League City has not discussed
nor received agreement from
Friendswood or Harris County
on this option



Challenges to The City of League City's Justification for the Project

Challenges to The City of League **City's Justification for Project:** Goodman Traffic Study

- Maximum time saved is less than 30 seconds and some not at all.
- TxDOT 2016 traffic report shows traffic count at FM 528 and I-45 at 42,420. Traffic count at FM 518 and I-45 shows 36,518.
- Population growth on the north side of Clear Creek off FM 528 is forecasted to be three times greater than FM 518 between I-45 and Bay Are Blvd according to the HGAC Regional Forecast Growth, Release 2017.
- There is a significant amount of undeveloped land west of I-45 off FM 528. Whereas FM 518 is already developed. Additional directed traffic to FM 528 will cause bottlenecking with future development.
- Study did not include traffic benefits on FM 518 expected from the following:
 - [CCISD rezoning](#) some students from Clear Springs High School due to over capacity effective Fall 2019. This will significantly reduce traffic during school peak AM and PM hours in Galveston County.
 - Time saved from the future North Landing Blvd bridge (construction tentative to begin in 2021 per TxDOT)
 - Updates planned and budgeted for synchronized traffic signals on FM 518 west of I-45 for drivers to encounter a progression of green lights.



Challenges to The City of League **City's Justification for Project:** Goodman Report

- Failed to included total number of homes in Clear Creek Shores Subdivision within approximately 1000 ft or less of the project study area that would be negatively impacted.
 - 37 homes in Clear Creek Shores Section 1 (closest to Challenger Seven Memorial Park).
 - 31 homes in Clear Creek Shores Section 2 (closest to Bay Area Blvd).
- Report excluded details that Clear Creek Shores Section 2 water is through a well and the proposed project could possibly impact their water supply.
- Goodman report submitted to HGAC listed the project as a 4 lane divided major thoroughfare (#6. Describe the proposed improvements/activity). However, the [League City 2018 Master Mobility Plan](#) lists it as a 2 to 4 lane collector facility (page 73).
- Goodman report submitted to HGAC listed the primary benefit of the project is a reduction in traffic. However, the [League City 2018 Master Mobility Plan](#) shows the LOS would deteriorate north of Clear Creek (see slide 17).



Challenges to The City of League City's

Justification for Project:

Access to Clear Springs High School,
Creekside Intermediate and CCISD
Stadium

- CCISD is updating the boundary lines for [Clear Springs High School](#) due to over capacity effective Fall 2019.
- The boundary line for Creekside Intermediate is all south of Clear Creek.
- Increased traffic flow on Palomino will increase risks for accidents near Clear Springs High School and Creekside Intermediate.
- CCISD Challenger Columbia Stadium serves five high schools and ten intermediate schools.
- Clear Springs High School and Creekside Intermediate will have access to the stadium from two different routes (the future Nasa ByPass via the future North Landing Blvd Extension and Grissom Road via Bay Area Blvd).



Challenges to The City of League **City's Justification for Project:** Emergency Response Time

- League City Fire Station # 4 is located on Bay Area Blvd. between FM 518 and Grissom Road. It is 2.3 miles from the station to West Nasa Blvd via Grissom Road.
- League City Police Department is located on Walker Street east of I-45. It is 5.1 miles to West Nasa Blvd and Grissom Road via I-45.
- League City can add a police substation at Fire Station # 4 as there is enough property space to accommodate this.



Emergency Services Maps

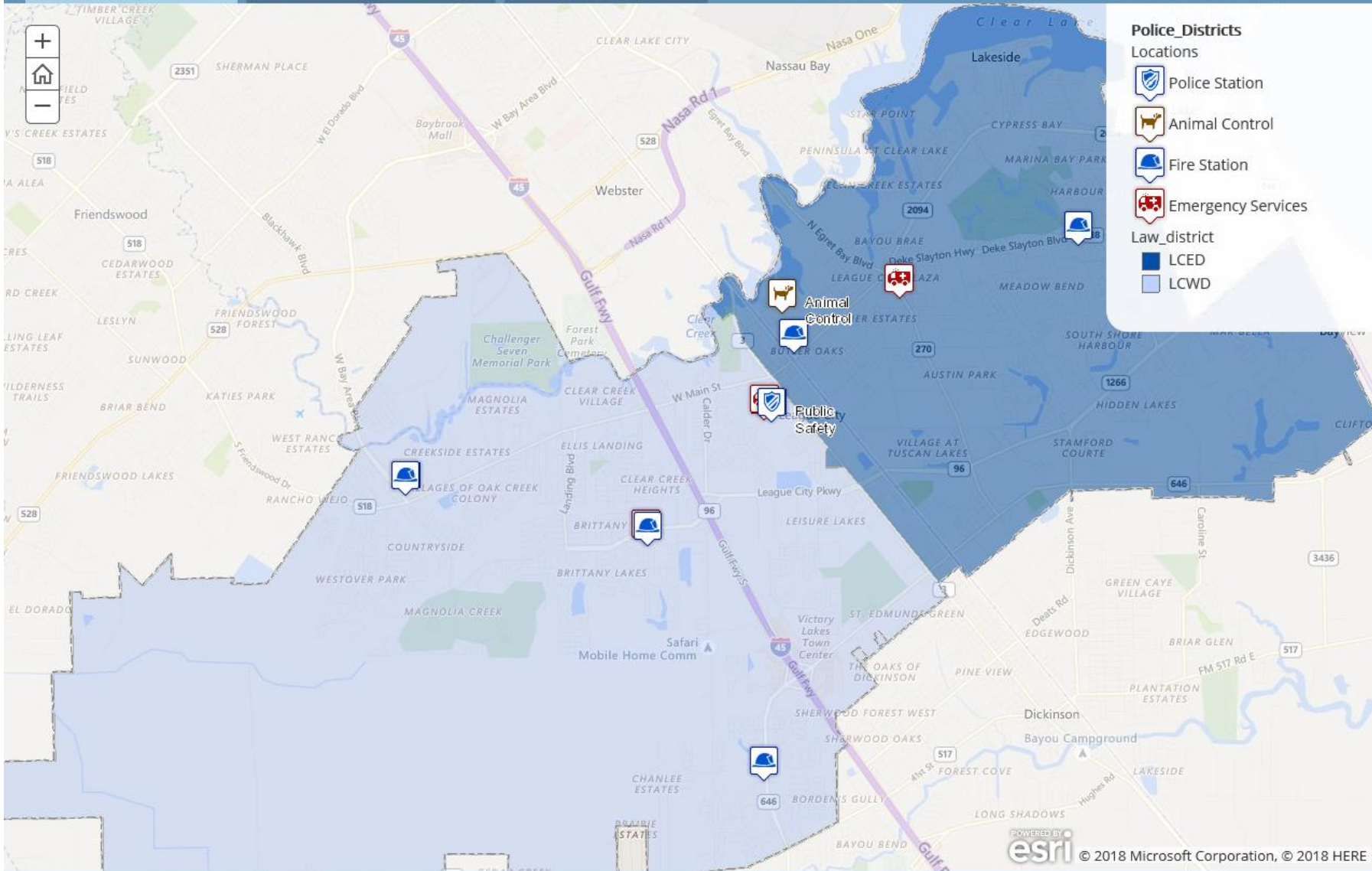
← Back to League City GIS



Police Station and Districts

Emergency Service and Districts

Fire Stations and Districts



Police_Districts

Locations

- Police Station
- Animal Control
- Fire Station
- Emergency Services

Law_district

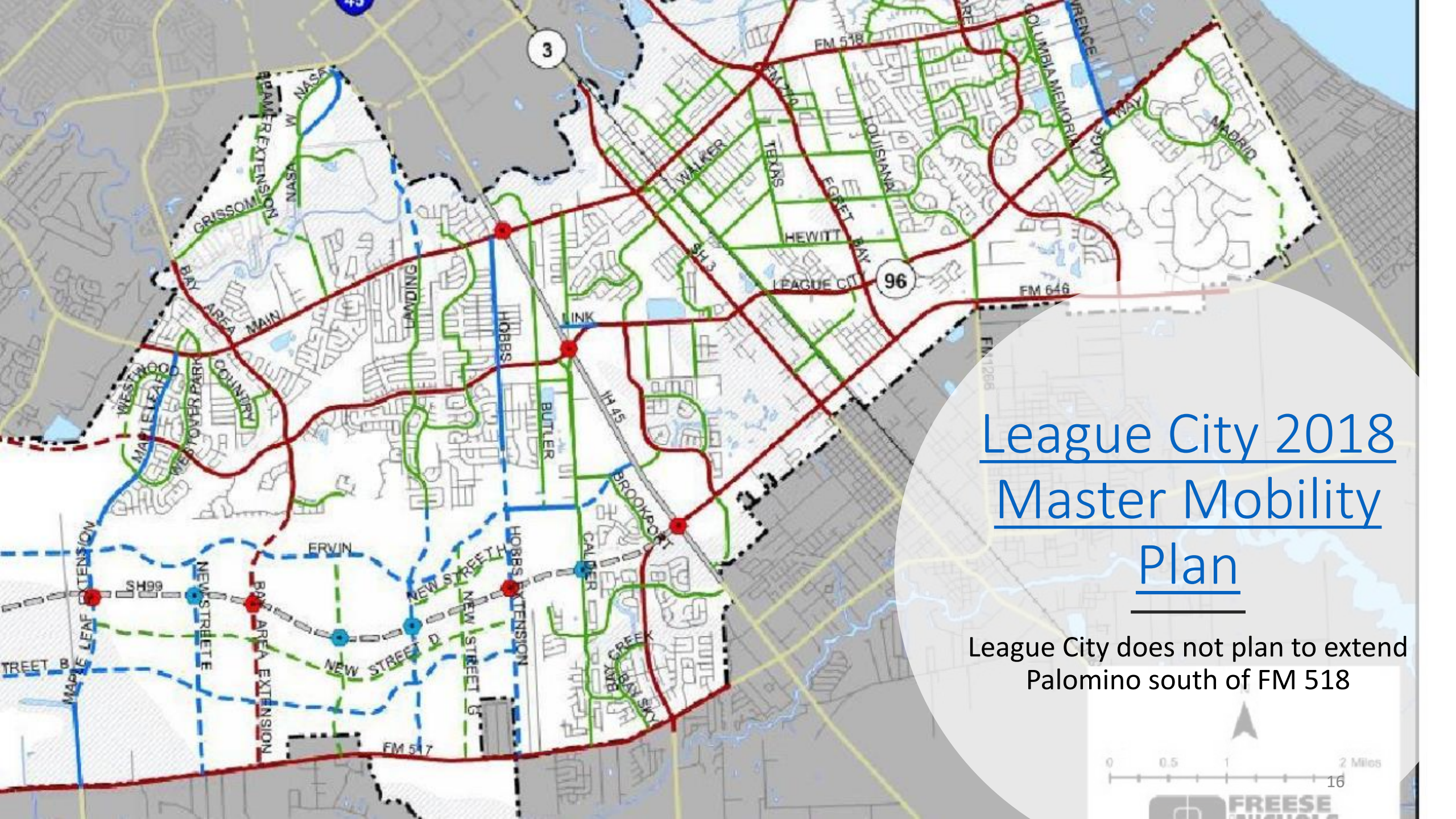
- LCED
- LCWD



Challenges to The City of League **City's Justification for Project:** Additional Connectivity

- League City does not plan to extend Palomino Lane further south past FM 518.
- Some property within the site necessary to extend Palomino from Grissom to FM 528 is within Friendswood boundary lines. Friendswood has not provided their letter of support for the proposed future development.
- Per the Harris County MTFP, Beamer Road ends at FM 528. There are no plans to extend Beamer further south past FM 528.
- Harris County Precinct 1 has not provided a letter of support for neither the proposed Palomino Lane Extension project nor the proposed future development needed to connect Grissom to Beamer.





League City 2018 Master Mobility Plan

League City does not plan to extend Palomino south of FM 518

League City 2018 Master Mobility Plan 2040 High Level LOS

- Excludes Palomino Lane Extension Project
- Bay Area Blvd is labeled A
- West Nasa Blvd is labeled F
- FM 528 is labeled D
- Additional traffic from the proposed Palomino Lane Extension would further deteriorate the level of service on both West Nasa Blvd and FM 528.

Map 12. League City 2040 High Level Level-of-Service

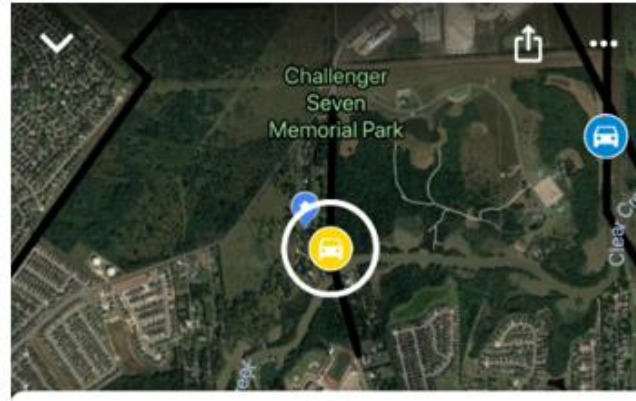


Page 81 of the 2018 Master Mobility Plan. Council approved and adopted November 18, 2018

League City Mobile Interactive Project Map

Palomino Lane Extension is listed
as Reinvestment

North Landing Blvd Extension is
listed as Traffic



Palomino Lane Extension

League City Projects

Start (32 min)

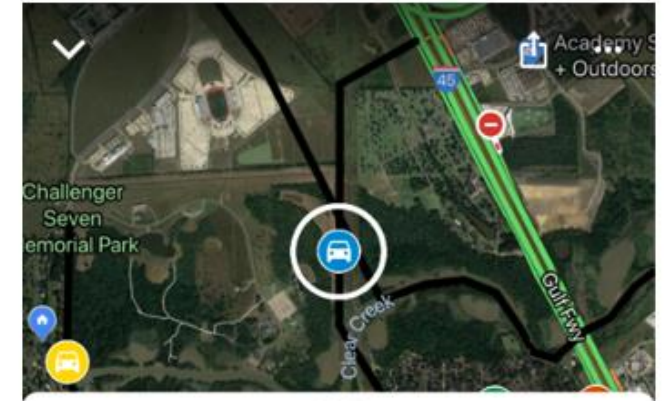
Directions

[VIEW MAP LEGEND](#)

Reinvestment

Contact Project Manager:
Jacques Gilbert
Jacques.Gilbert@leaguecitytx.gov
(181) 554-1443

Schedule In preliminary design/scope creation
Projected Start Date: TBD
Projected Completion: TBD



TR1105 - North Landing Blvd Extension

League City Projects

Start (37 min)

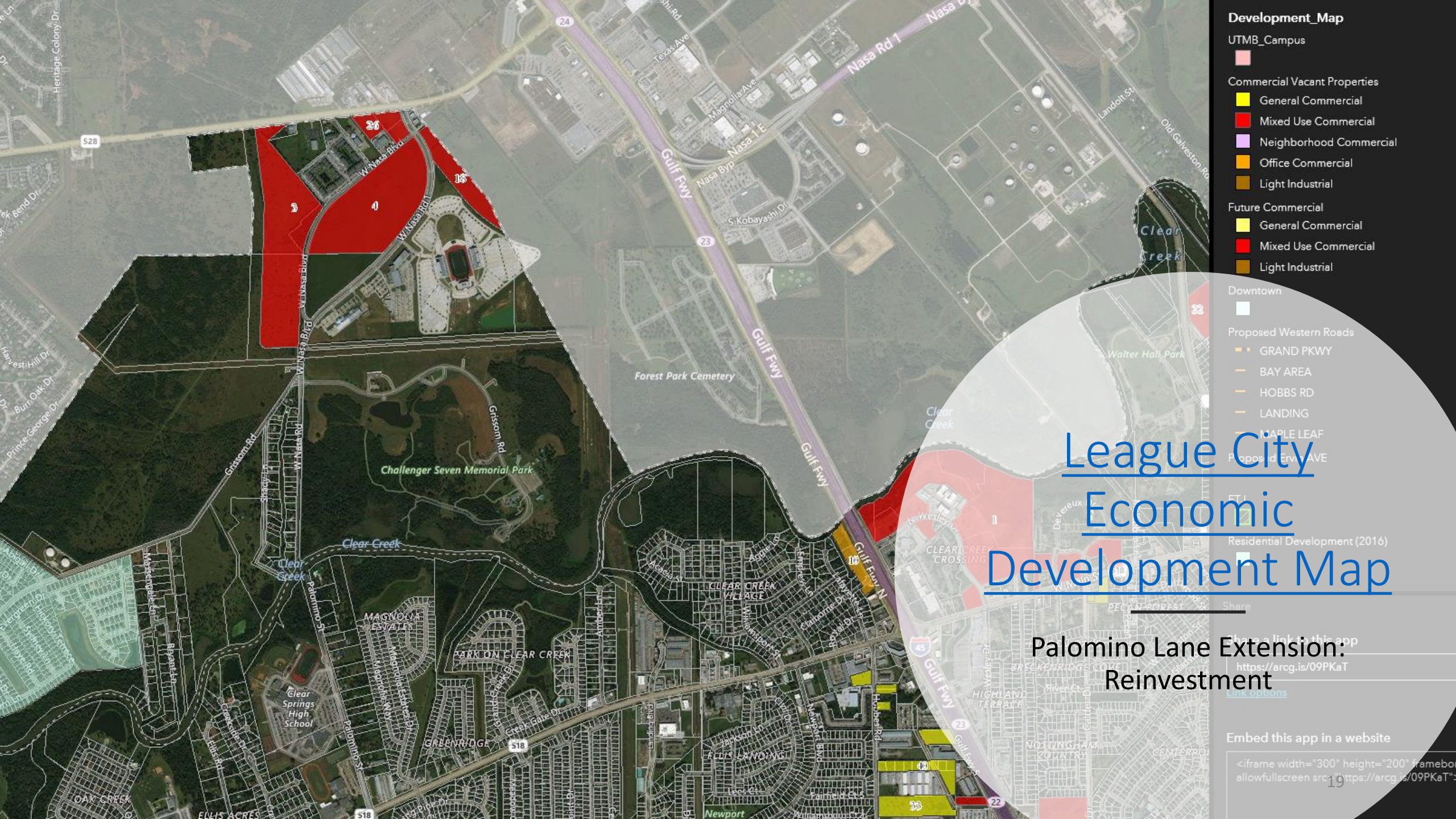
Directions

[VIEW MAP LEGEND](#)

Traffic

Contact Project Manager:
Susan Oyler
Susan.Oyler@leaguecitytx.gov
(281) 554-1453

Schedule Currently in environmental assessment
approval process with TxDOT.
Projected Start Date: 2022



Development_Map

- UTMB_Campus
- Commercial Vacant Properties
 - General Commercial
 - Mixed Use Commercial
 - Neighborhood Commercial
 - Office Commercial
 - Light Industrial
- Future Commercial
 - General Commercial
 - Mixed Use Commercial
 - Light Industrial

- Downtown
- Proposed Western Roads
 - GRAND PKWY
 - BAY AREA
 - HOBBS RD
 - LANDING
 - MAPLE LEAF
 - Proposed Erv AVE

League City Economic Development Map

Palomino Lane Extension: Reinvestment

Residential Development (2016)

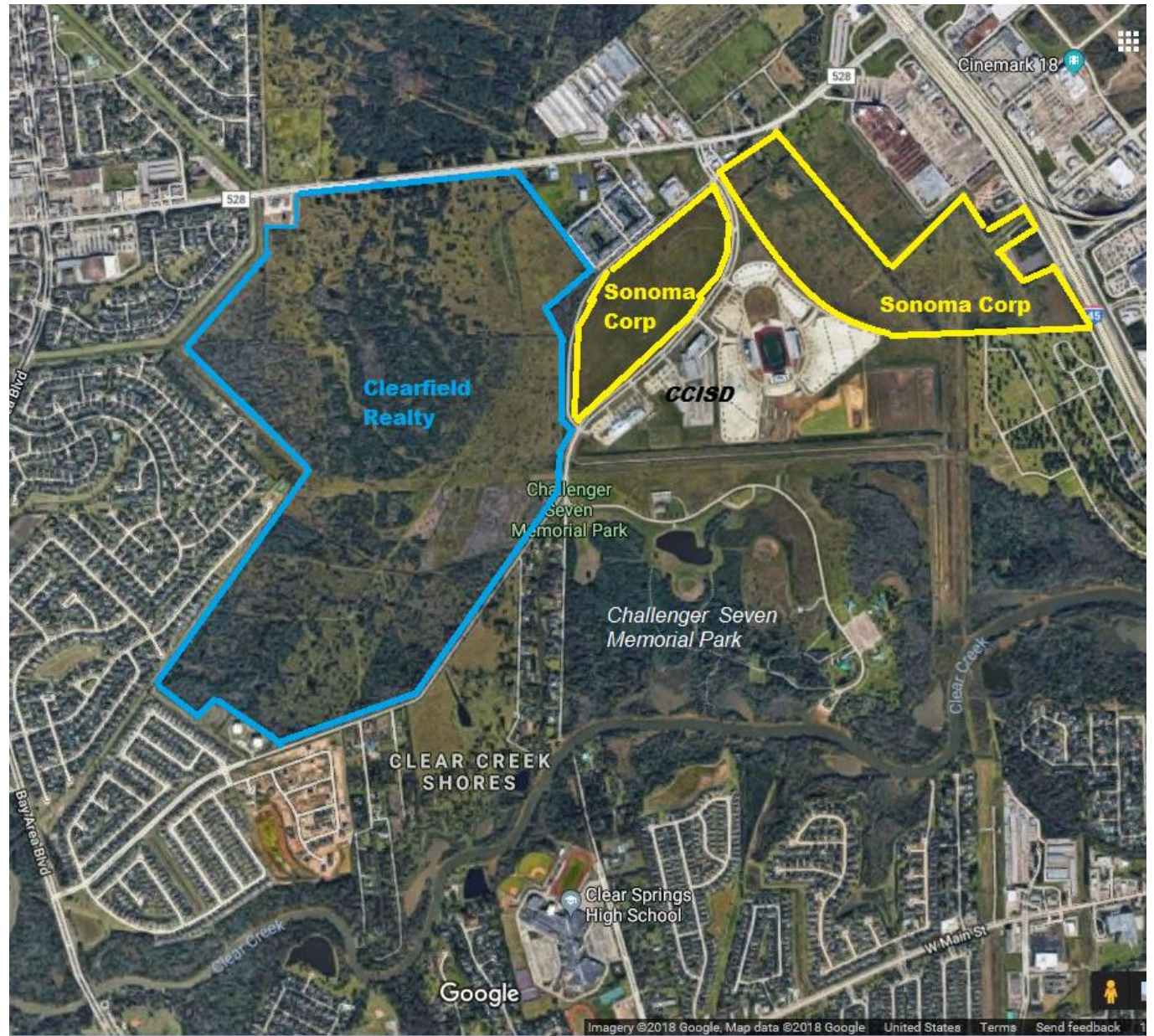
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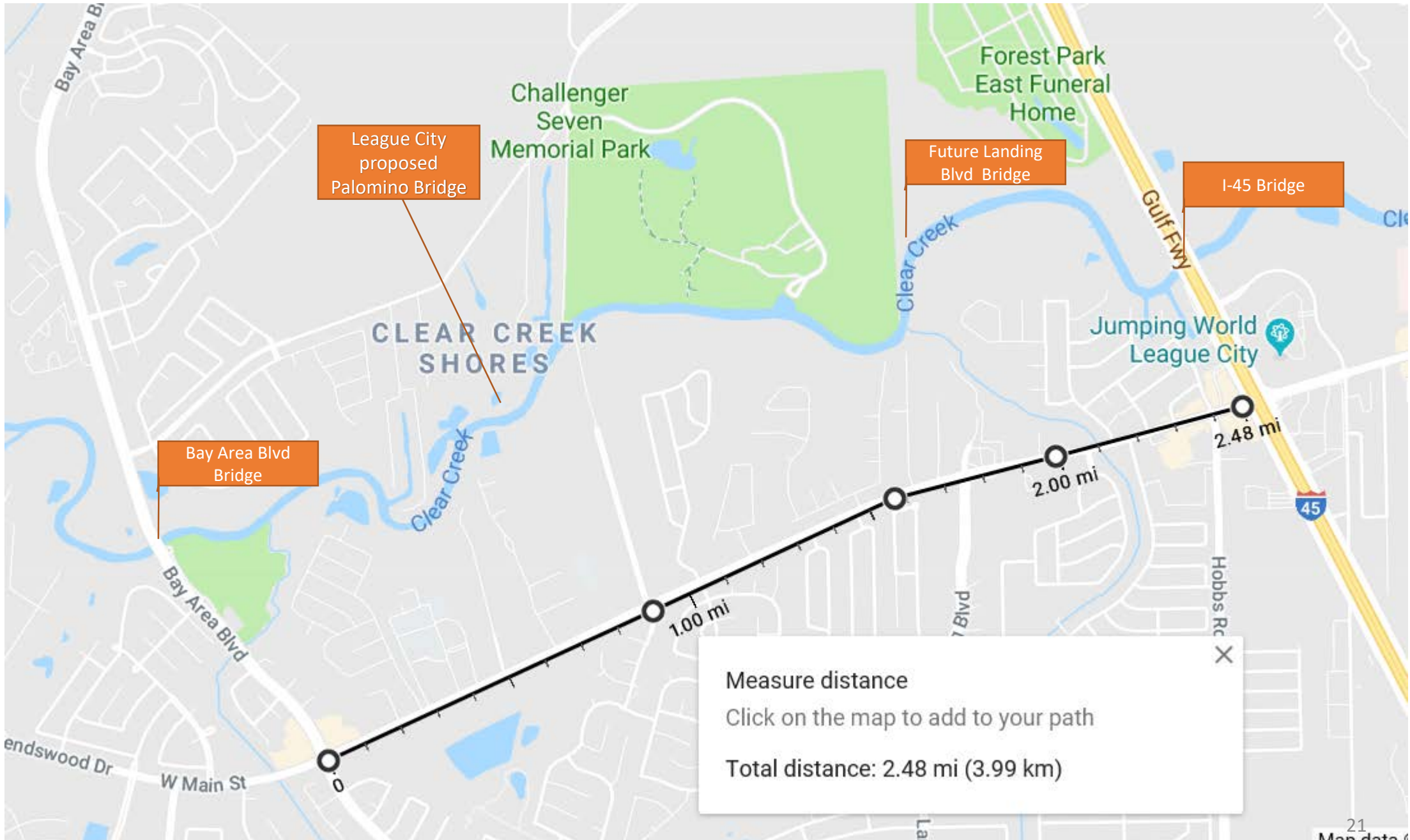
Click a link to this app
<https://arcg.is/09PKaT>
[Link options](#)

Embed this app in a website

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<iframe width="300" height="200" frameborder="0" allowfullscreen src="https://arcg.is/09PKaT">
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Vacant Land Ownership

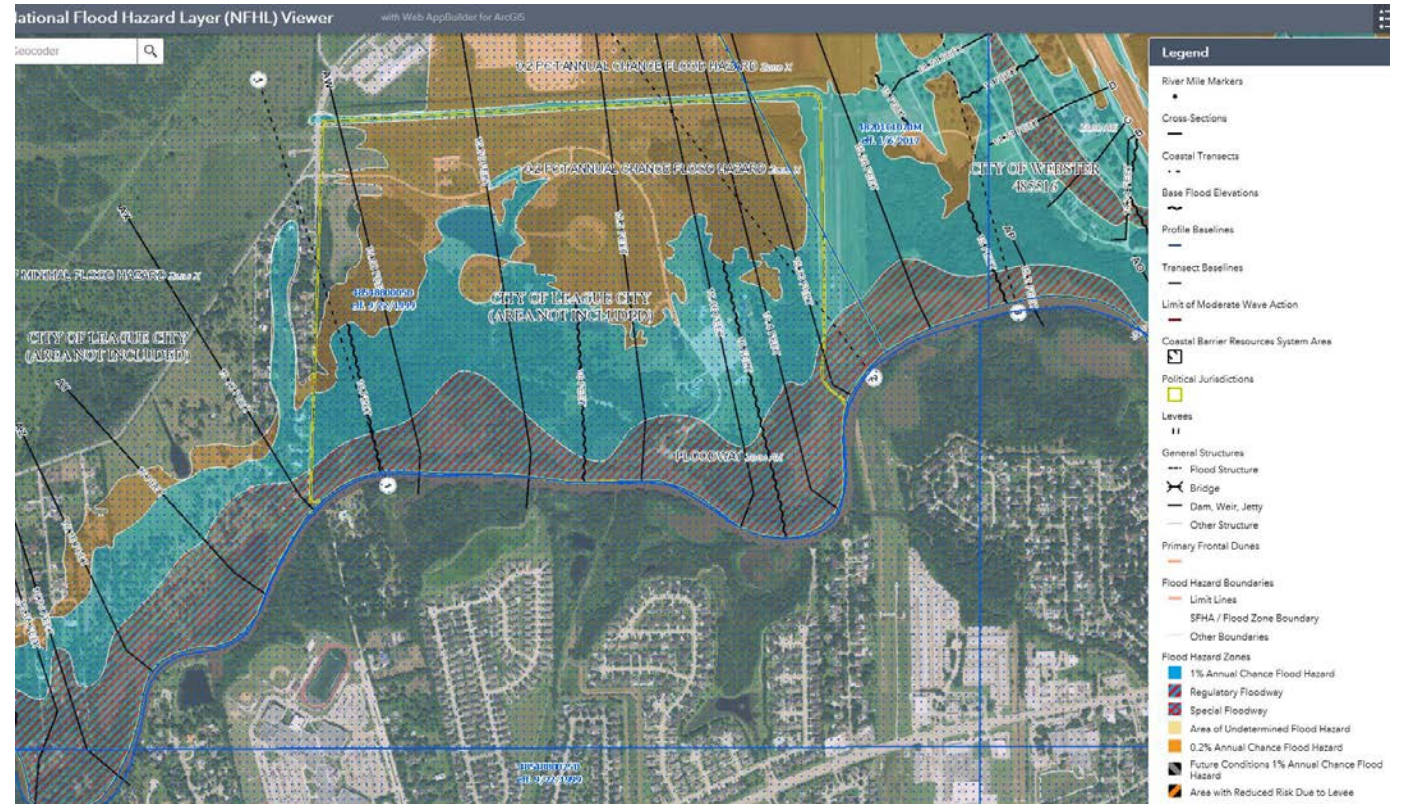




Measure distance
Click on the map to add to your path
Total distance: 2.48 mi (3.99 km)

FEMA National Flood Hazard Layer Viewer

- A significant portion of land surrounding Clear Creek Shores Subdivision is in a Regulatory Floodway and a 1% Annual Chance Flood Hazard Zone.
- There is concern from area residents on storm water runoff planned to be directed to the creek. A significant amount of acreage for detention would be required due to added impervious cover from the proposed project.

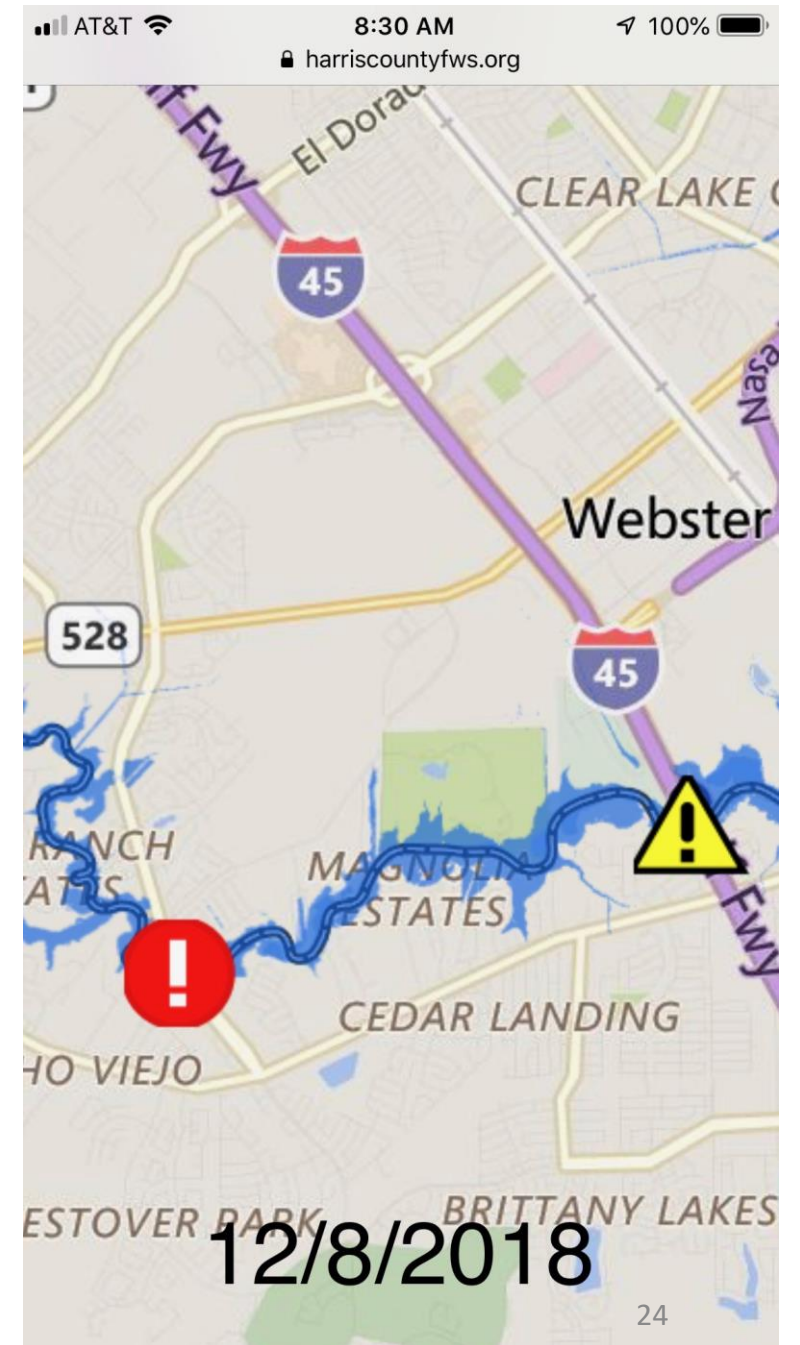
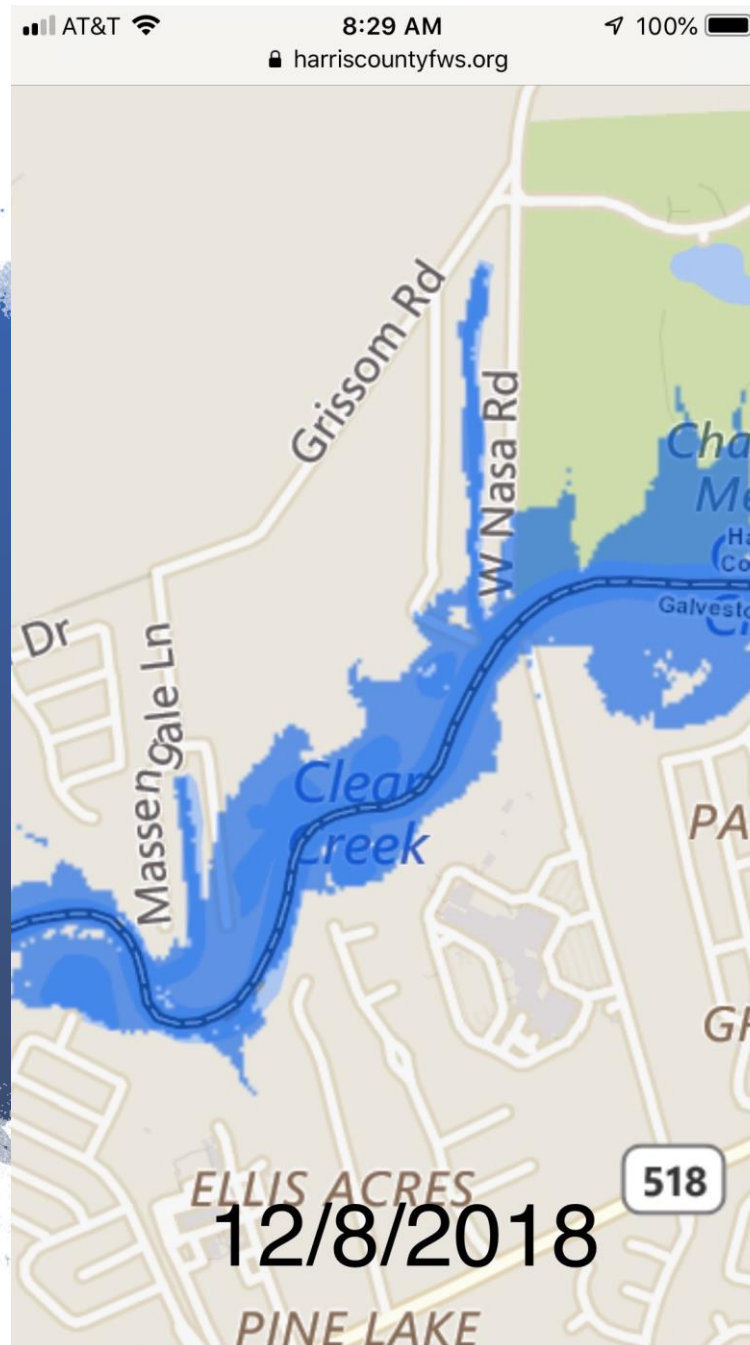


Government Entities Involved with Project

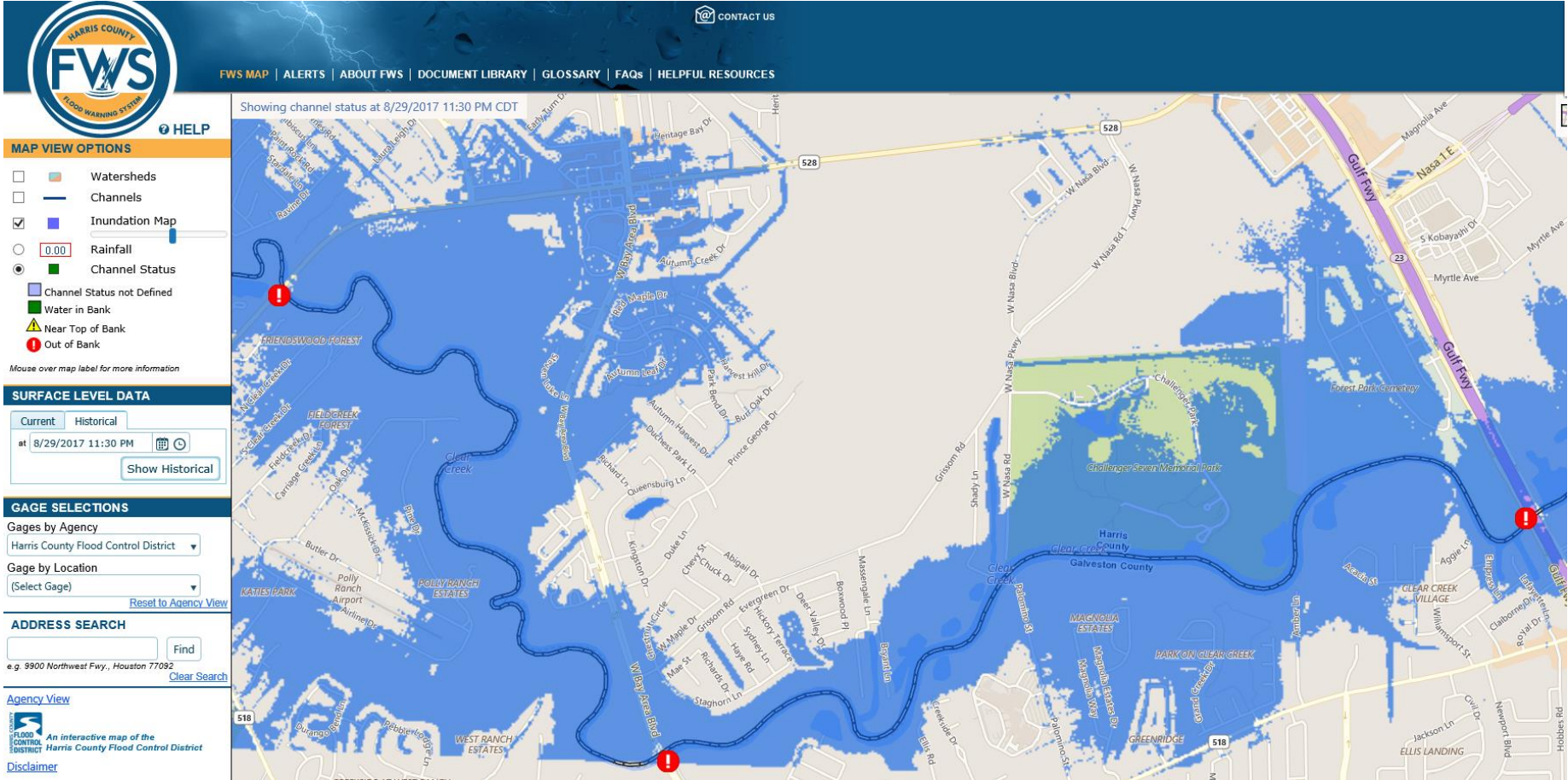
- Rodney Ellis Harris County Commissioner Precinct 1
- Ken Clark Galveston County Commissioner Precinct 4
- Harris County Flood Control District
- Houston Galveston Area Council
- Texas General Land Office
- FEMA Flood Mitigation
- Texas Water Development Board
- Texas Commission on Environmental Quality
- Army Corp of Engineers
- US Coast Guard (navigable waters of the US)
- Texas Parks & Wildlife
- US Fish & Wildlife

Harris County Flood
Warning System
Inundation Map
December 7-8, 2018

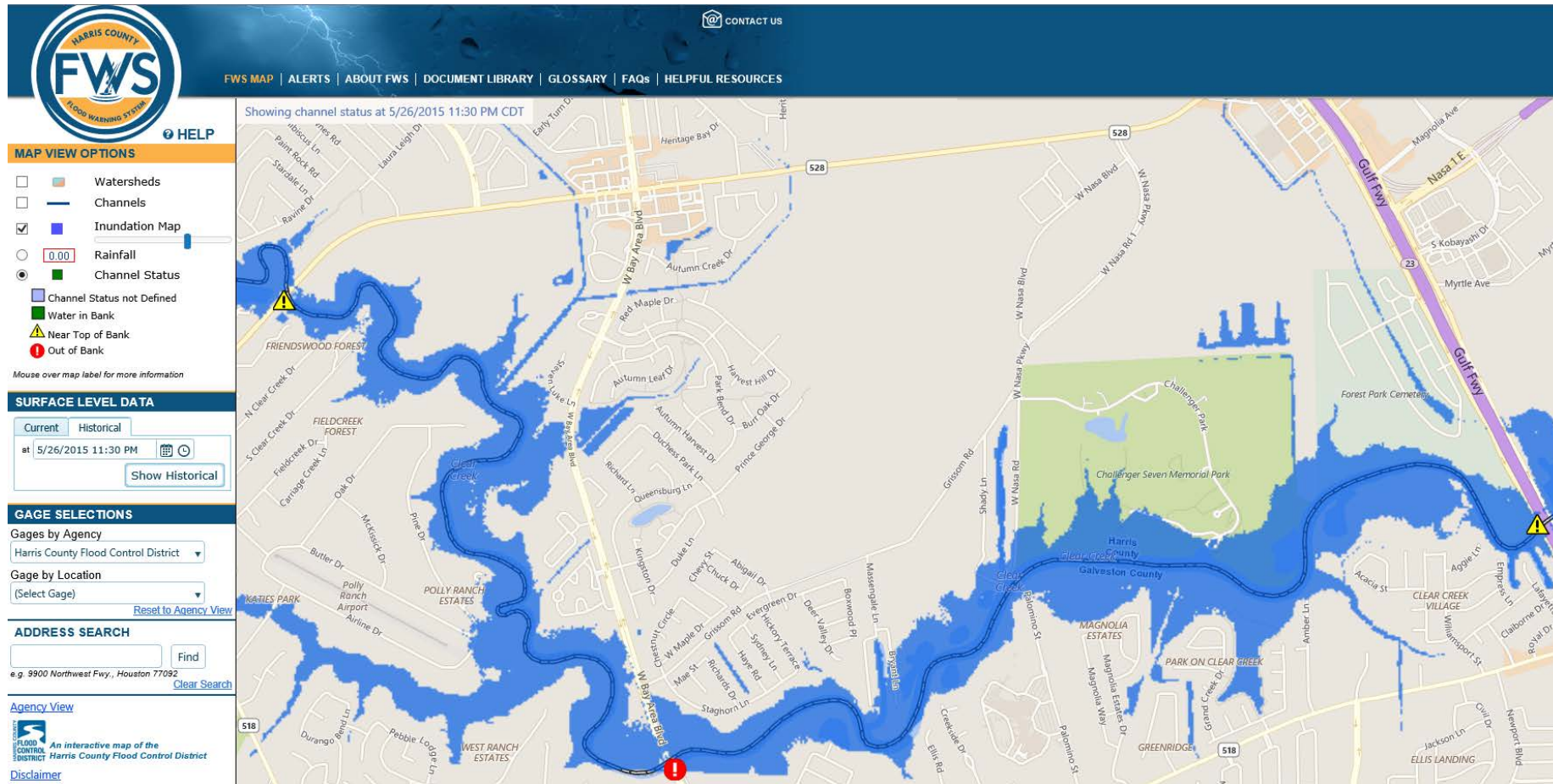
Does this look like an area
that can handle two new
bridges (North Landing
Blvd and Palomino)?



Hurricane Harvey (2017) Inundation Map



Memorial Day Flood (2015) Inundation Map



Hale, Pamela

Subject: FW: Palomino Bridge - Nick Long email

----- Forwarded Message -----

From: Long, Nick <Nick.Long@leaguecity.com>
To: Lewhiteley@yahoo.com <Lewhiteley@yahoo.com>
Sent: Wednesday, December 12, 2018, 8:28:32 AM CST
Subject: Palomino Bridge

I grew up in League City and have seen it blossom from a small town of 30,000 people to a large city of well over 100,000 people. With our desirable location, available land and diverse economy League City is poised to double in size again over the next 10 to 20 years.

All this growth certainly creates challenges, not the least of which is traffic. North/South egress has always been difficult in League City because of Clear Lake and Clear Creek.

It is vital for the City to create another crossing. Fortunately we are well down the road with the bridge at Landing Blvd. This project will relieve 518 and provide another access point to I45. It also will allow traffic from Hwy 96 to move north and cross the creek. It is a great project but it is still many years from completion and we still do not know its full impact on traffic.

The Council had other options for the bridge. It could have been built further west at Palomino. There is now a push to fast track the Palomino bridge before completing the Landing bridge.

Several other members of Council (including the Mayor) and I oppose pursuing the Palomino bridge at this time for the following reasons:

- 1) Traffic impact of Landing Bridge is unknown
- 2) Bay Area Bridge is less than half mile away and is relatively unused as a connection to 45
- 3) Palomino would dump into traffic heavy 528 with no seamless connection to 45
- 4) Palomino does not seamlessly connect south to 96 or 646
- 5) Palomino causes severe disruption to the neighborhoods on the north side of the Creek
- 6) Potential for the bridge to act as a dam in high water events much like Bay Area and I45 bridges did in Harvey
- 7) Future growth will not be in this section of town and bridge will not address issues caused by this growth

With so many questions left unanswered and the impact of the Landing Bridge still unknown I believe it is unfair to hang this project over the heads of the citizens on the North side of the creek.

We are a divided City and a divided Council when it comes to Palomino. There very well may come a day when a bridge is needed but that day is not now.

Nick Long
281-773-8954

Sent from my iPhone

2018 Call for Project Voicemail Comments

Application ID 197

Project Sponsor - Lake Houston Redevelopment Authority / TIRZ 10

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

Logan R., resident

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

Ed T., resident

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

Tina B., resident

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

Jim H., resident

I'd like to support the North Park Drive expansion and railroad overpass in the Kingwood. the expansion is sorely needed, North Park is very crowded, and First Responders need better access.

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

Anonymous

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

Fredrick L., resident

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

Mary G., resident

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

Rose G., resident

I have property in Kingwood Greens in Kingwood I've watched traffic through Kingwood and I say through very emphatically there is a lot of traffic going through now, that will only increase and get worse. I'm speaking of the North Park Expansion Project, you build it and they will come. and more traffic more thoroughfares, easily transgressed passageway through our neighborhood through our communities through our roadways is only going to get through traffic. They will not be stopping at businesses supporting our community, they will not be attending schools, not

contributing to tax base. I am against it and expansion projects that are proposed in the Kingwood area there is a huge 50 year you plan that I have seen online and this plan shows major roads all crisscrossed in Kingwood and slicing and dicing it so that more people can go through Kingwood and turn it into what Champions has turned into over the last several decades their roads were compromised so I'm against it I don't want to see that happen. Thanks for setting up this comment line.

Frances A., resident

Application ID 218

Project Sponsor - Harris County

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

Ramona R., resident