

CONNECTIONS

2016 | Montgomery County
THOROUGHFARE PLAN



JULY 2016



SH 105, Conroe, Texas

CONNECTIONS

2016 | Montgomery County
THOROUGHFARE PLAN

JULY 2016

**PREPARED FOR MONTGOMERY COUNTY AND CONROE
BY HOUSTON-GALVESTON AREA COUNCIL**

WITH ASSISTANCE FROM COBB FENDLEY AND ASSOCIATES
THE LENTZ GROUP
DESIGN WORKSHOP, INC.
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ACKNOWLEDGEMENTS

“Thank You - The project team would like to thank all the stakeholders and public officials that contributed their ideas and time throughout the development of this plan.”

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Conroe, Texas

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The Houston-Galveston Area Council (H-GAC) established a partnership with Montgomery County and the City of Conroe to update the Montgomery County Thoroughfare Plan. The intent of the 2016 Montgomery County Thoroughfare Plan (“MCTP”) is to provide the County with an updated planning tool that can be used to manage, guide and design a transportation network that improves connectivity, mitigates congestion and accommodates new development and growth throughout the County. The primary objective of the Thoroughfare Plan is to ensure the preservation of adequate rights-of-way on appropriate alignments of sufficient width to allow the orderly and efficient expansion and improvement of the roadway system to serve existing and future transportation needs.

PURPOSE

The Thoroughfare Plan designates a system of major roadways throughout the county intended to provide adequate access and travel mobility. It includes freeways, major and secondary arterials (high-capacity urban roads) and major collectors.

A THOROUGHFARE PLAN IS:

- Long range (50+ years)
- Identifies type and general location of future roadways
- Preserves transportation corridors (i.e. right-of-way)
- Guides future development
- Promotes connectivity and design uniformity
- Requires, through the platting approval process of cities and counties, appropriate dedication of rights-of-way and construction of identified thoroughfares by private land owners

A thoroughfare plan benefits the county by indicating where needed roadway right-of-way (ROW) should be preserved so that as development occurs or as traffic increases, the County will have the ability to develop appropriate transportation facilities. The Plan also supports orderly and predictable

development as private development occurs and minimizes disruption and displacement of people and businesses by providing a long-range, predictable plan. A plan is a statement of intention, not a guarantee of action.

A THOROUGHFARE PLAN IS NOT:

- A list of construction projects
- A commitment by local governments to build specific roads
- A survey, design or engineering study showing the exact alignments or cost estimates for specific roadways
- A ranking or prioritization of roadway improvements
- A set time frame for when a project should be complete
- A financial plan or funding mechanism

VISION AND GUIDING PRINCIPLES

The overall goal of the MCTP is to develop a county-wide transportation plan that looks at the County holistically and accommodates the current and future mobility needs of people, goods and services traveling within and through the County.

The vision of the Montgomery County Thoroughfare Plan is to establish guidelines and policies to develop a safe, well-connected and efficient county-wide transportation system that provides adequate mobility for people, goods and services and promotes orderly growth and redevelopment throughout the county.

The vision is supported by the following guiding principles:

- Preserve adequate rights-of-way for future expansion and connectivity.
- Establish county-wide design standards that enhance the safety and movement of all county roadway users and aid the transition from rural to urban land uses.

- Institute policies and procedures to coordinate and optimize transportation investments in the county.
- Develop a well-connected transportation system to, from, and within local communities.
- Collaborate with the development community to ensure that roadway investments satisfy existing and future growth needs.

The Plan’s vision and guiding principles were referred to throughout the planning process to maintain the focus of the study.

AREA OVERVIEW

Montgomery County is located in southeast Texas (Figure E1) and has a total area of 1,077 square miles.

According to the U.S. Census in 2014, there were 518,947 people living in the County. The City of Conroe, the county seat, is located in central Montgomery County and had an estimated 2014 population of 65,871. Other major cities include Magnolia, Montgomery, Shenandoah, Oak Ridge North and Willis (Figure E2). The largest community is The Woodlands Township.

Lake Conroe is a 21,000 acre lake, making it the largest body of water in the County. It is located in the northwest quadrant of the



Figure E1: Study Area Location

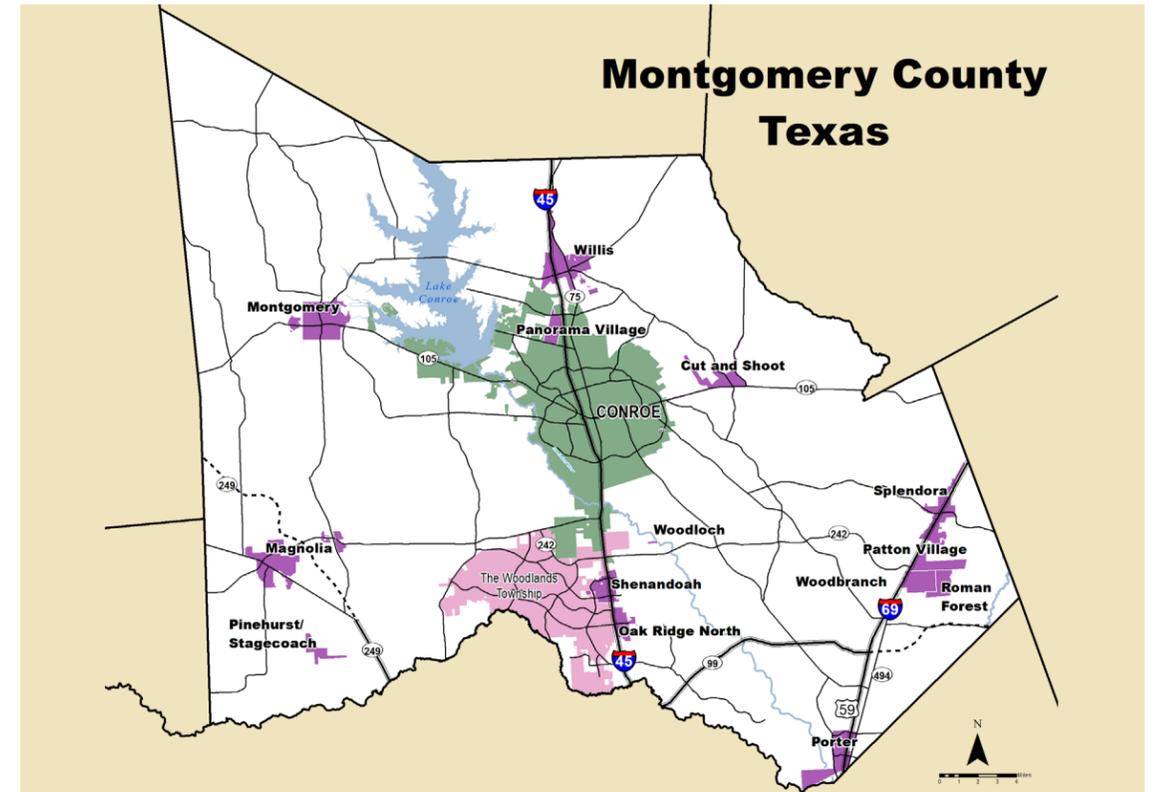


Figure E2

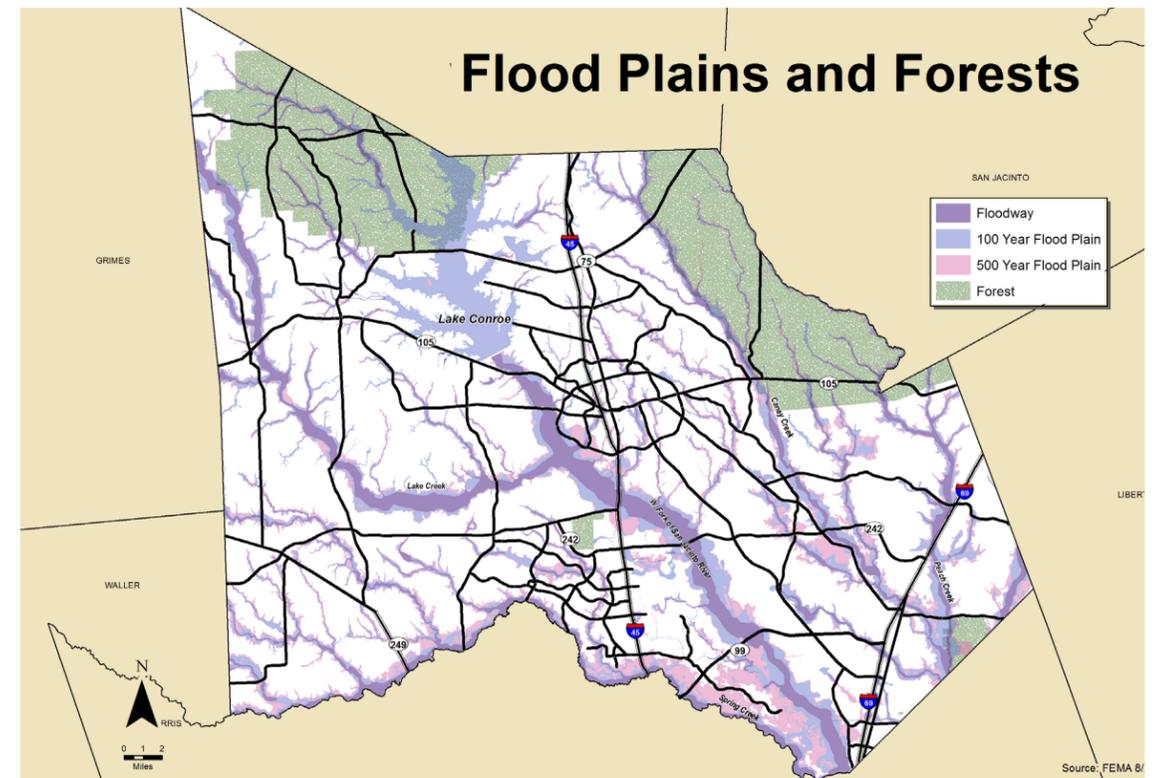


Figure E3

County. The San Jacinto River West Fork bisects the County from the northwest to the southeast and Spring Creek defines the County's southern border. Over 22% of the County's land area is located within a FEMA-defined floodway or 100-year flood plain. (Figure E3: Flood Plains and Forests)

Montgomery County is home to a national forest and a state forest. Sam Houston National Forest is located in northern Montgomery County and W. G. Jones State Forest is located on FM 1488 just west of IH 45.

POPULATION

As the 13th-fastest growing county in the nation, Montgomery County is expected to experience an annual growth rate of 3.15% in the next 30 years (Figure E4). Much of this growth is expected to occur in the central and southern regions of the County (Figure E5).

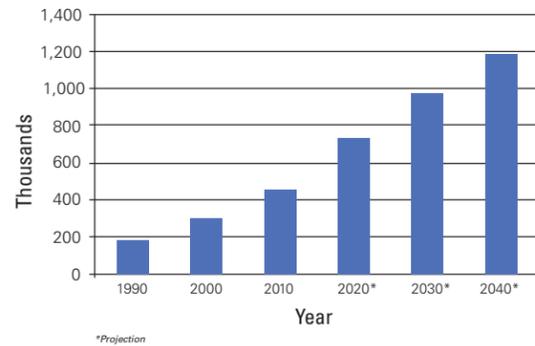


Figure E4: Montgomery County Population Growth

EMPLOYMENT

As population increases in the County, employment centers and opportunities grow as well. Employment has grown at an annual rate of 5.77% since 1980 and it is estimated that it will continue to grow at an annual rate of 5.81% over the next 30 years (Figure E6). The densest concentrations of employment are, and are expected to be, located along the IH 45 corridor between the City of Conroe and The Woodlands.

MAJOR TRIP GENERATORS

Montgomery County has hundreds of trip generators, but for this study the team looked at where the major trip generators or traffic generators were located (Figure E7). The major trip generators identified include large shopping areas, large recreational sites, major convention

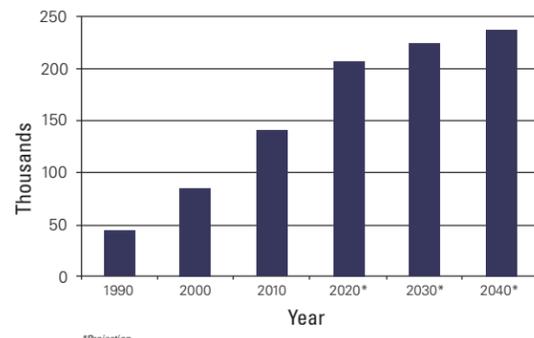


Figure E6: Montgomery County Employment Growth

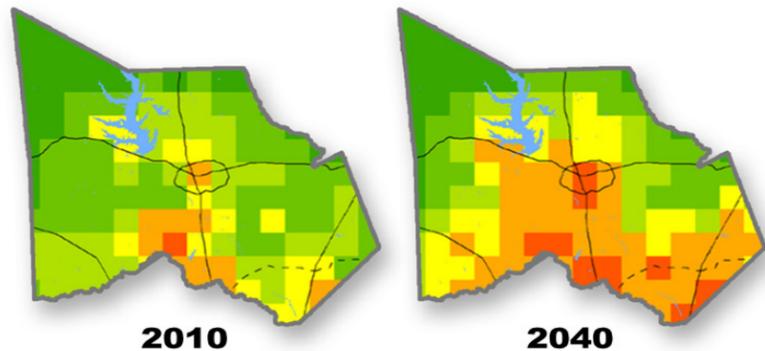


Figure E5: Population Projection Locations

centers/entertainment venues and major employment centers. The largest employment center is located in The Woodlands. Along with numerous large employers, such as Anadarko, CB&I, etc., this area is also home to a major entertainment venue, several conference centers and a regional shopping mall. Two major trip generators are located outside of Montgomery County. These include the Texas Renaissance Festival in Grimes County and Springwoods Village in Harris County, which is home to Exxon Mobil and Southwestern Energy. Even though these sites are located outside Montgomery County they affect the traffic in Montgomery County.

New development is scattered throughout the County. However, there are numerous developments occurring along the Grand Parkway.

BARRIERS

There are many barriers to movement within Montgomery County, both natural and man-made (Figure E8). The natural barriers include the San Jacinto River, Spring Cypress Creek, Lake Creek, Peach Creek, Caney Creek, Sam Houston National Forest and W.G. Jones State Forest. Man-made barriers include, but are not limited to, expressways/toll roads, railroads, golf courses, cemeteries, and airports. Railroads, expressways/toll roads and floodplains can be crossed; however the construction cost dramatically increases when bridges are needed.

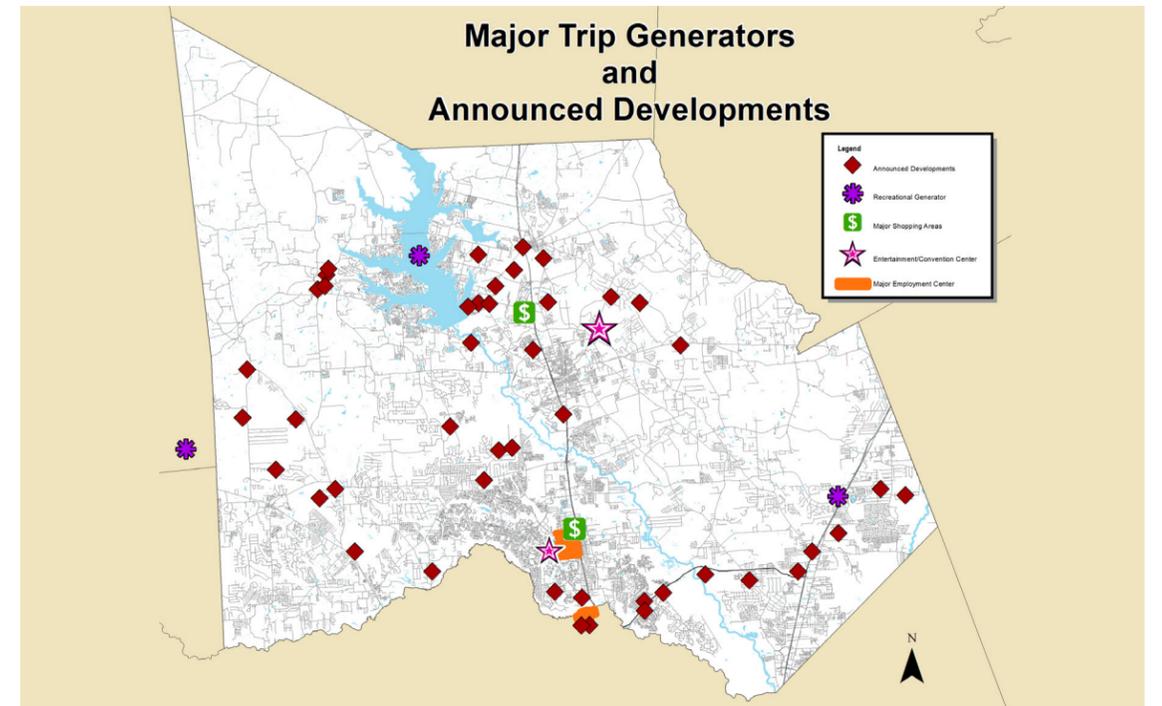


Figure E7

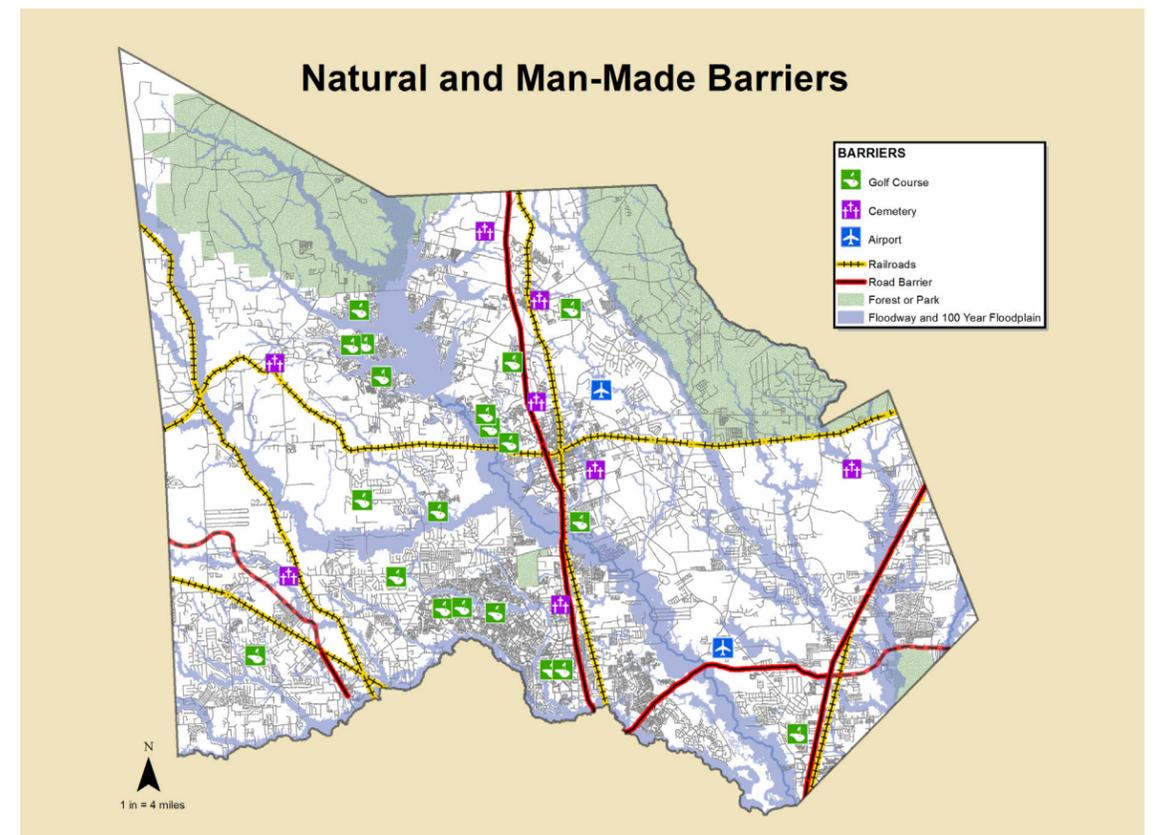


Figure E8

ROADWAY NETWORK DEMAND

The existing transportation network of the County was studied in order to evaluate the amount of congestion the major roadways are experiencing. For this study, ratios were calculated by using 2012 and 2013 Annual Daily Traffic counts (ADTs) collected by TxDOT, facility type and Highway Capacity Manual values including lane capacities, saturation flow rate, directional distribution, peak hour distribution and green time percentage.

Using the results from the volume to capacity (v/c) ratio calculations, a Congestion Map (Figure E9) was created. The highest concentrations of congested roads in the County are located in The Woodlands. This is no surprise considering this area has the highest population density in the County and is one of the largest employment centers in the region.

PUBLIC INVOLVEMENT

The MCTP included various levels of public involvement ranging from focus groups to public meetings. This process led to more direct information on current and future needs, and development throughout the County. The MCTP team customized a robust public involvement program to receive input from the community leaders and residents of Montgomery County. The public involvement plan included two rounds of focus group meetings, multiple meetings with the steering committee and elected officials, as well as four public meetings.

2016 THOROUGHFARE PLAN

Figure E10 shows the 2016 Montgomery County Thoroughfare Plan that was adopted by Commissioners Court on January 26, 2016. Water features, topography, the built environment and county boundaries were all considered during the analysis of the system. However, this analysis was performed at a high level. As the need for a particular roadway becomes apparent, more detailed studies will be necessary to refine alignments, investigate potential environmental impacts, and determine the ultimate design of the roadway (i.e. cross sections, bridges, intersection geometries, and the like). Subdivision plats that include thoroughfares should be developed in collaboration with, and under the review of, the County and, where appropriate, municipal agencies.

FUNCTIONAL CLASSIFICATION

In addition to defining a thoroughfare network, a classification was assigned to each of the roadways. Functional classification is the process by which local and regional roadways are grouped into hierarchical categories according to the transportation objectives they are intended to provide. This process identifies the role each roadway serves in the context of the larger transportation system. Functional classifications for the plan were based on a variety of considerations, including whether the roadway is on the state system and the amount of traffic it currently or is expected to carry. Functional classifications are shown in Figure E11.

Transportation systems are designed to serve a diverse range of travel needs, from long-distance travel between cities to local trips between home and the retail areas, schools, employment, and other service locations. Assigning a functional classification to each roadway in the system helps ensure that the transportation system can serve the diverse travel needs of users in a logical and efficient manner.

IMPLEMENTATION

The MCTP represents a build-out of the County's ultimate thoroughfare system and does not attempt to represent the need for or the timing of specific construction projects. This is a true long-range plan based on existing plans approved by local elected officials. This Plan should be used as a guide for local planning to support and promote orderly and planned growth. It should also be a starting point for needs-based arterial studies. This Plan may be used as a basis for city or county bond programs, regional land-use plans, economic development initiatives, and regional transportation plans.

The development of effective implementation policies will enable government officials, engineers, planners and local stakeholders to ensure that the vision and guiding principles of this plan are put into practice as development occurs within the County.

POLICY

The following Thoroughfare Plan Policies are intended to be complimentary to and coordinated with the Thoroughfare Plan Map. Both the policies and the Map are to be considered and interpreted within the context of the guiding principles. The following are recommended general policies that apply to the overall thoroughfare system and the general interpretation and application of this Thoroughfare Plan.

- **COMPLETE STREETS:** This is a type of street design meant to provide safe, accessible and convenient use by a variety of users including motorists, transit riders, pedestrians and cyclists.
- **CONTEXT SENSITIVE SOLUTIONS:** This is a collaborative approach that involves all stakeholders in developing a transportation facility that complements its physical setting and preserves scenic, aesthetic and historic and environmental resources while maintaining safety and mobility.

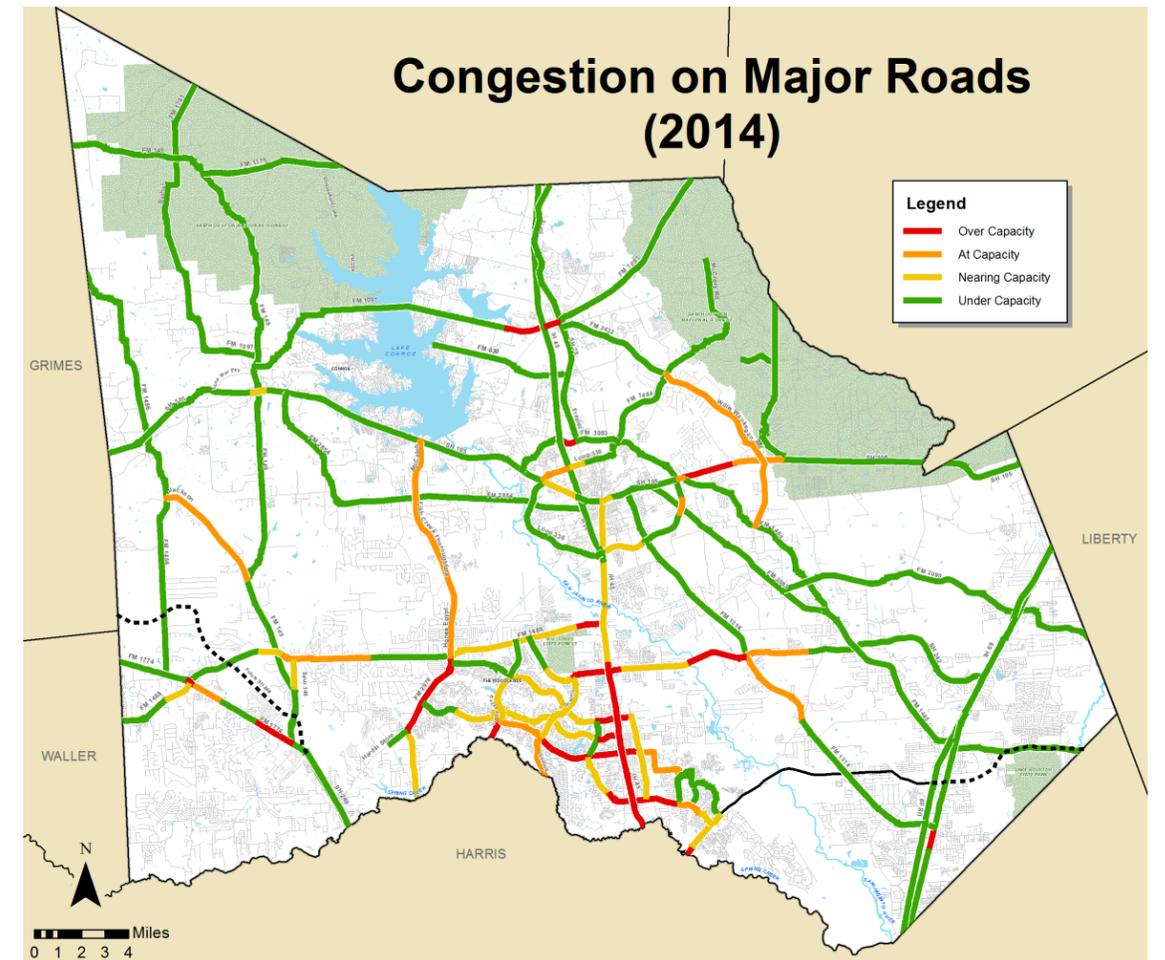


Figure E9

- **ACCESS MANAGEMENT:** This is a set of techniques that state and local governments can use to control access to highways, major arterials and other roadways. These techniques include access spacing, driveway spacing, safe turning lanes, median treatments and right-of-way management.

POTENTIAL FUNDING OPTIONS

There are many development tools and strategies available to local jurisdictions to implement the MCTP. These items will be discussed with an emphasis on encouraging greater coordination of effort among local jurisdictions, private land developers and other area stakeholders. In addition to the federal and state funding available through the H-GAC Regional Transportation Plan (RTP)/ Transportation Improvement Plan (TIP) process, local jurisdictions and stakeholders can utilize existing funding mechanisms or collaborate to create new ones where appropriate.

The State of Texas provides an array of tools to help local and county governments encourage and maintain the economic vitality of their jurisdictions. Tools applicable to the County are described below.

TAX INCREMENT FINANCING (TAX CODE, CHAPTER 311)

Tax Increment Financing is a tool that local governments can use to publicly finance needed structural improvements and enhanced infrastructure within a reinvestment zone. These improvements are usually undertaken to promote existing businesses and/or to attract new business to the area.

LOCAL GOVERNMENT CODE CHAPTER 387

Local Government Code Chapter 387 allows counties to create County Assistance Districts that are funded by a portion of sales taxes. Any county may adopt this sales tax, in all or part of the county, if the new combined local sales tax rate would not exceed 2 percent at any location within the district.

CHAPTERS 380 (CITIES) AND 381 (COUNTIES) OF THE LOCAL GOVERNMENT CODE

Chapters 380 and 381 of the local government code grant cities and counties broad discretion to make loans and grants of public funds or the provision of public services, at little or no cost, to promote all types of business development including industrial, commercial and retail projects.

PUBLIC IMPROVEMENT DISTRICTS (PID) (LOCAL GOVERNMENT CODE, CHAPTER 372)

PIDs offer cities and counties a means for improving their infrastructure to promote economic growth in an area.

Other possible methods to fund future roadway projects include the following:

IMPACT FEES

Impact fees impose a charge on new development to pay for the construction or expansion of off-site capital improvements that are necessitated by and benefit the new development. (Source: ImpactFees.com)

THOROUGHFARE FUND

A thoroughfare fund is a designated funding source, created by a city or county, that would be used to fund all elements of a major or minor thoroughfare, including construction (travel lanes, sidewalks, bicycle lanes etc.), right-of-way acquisition and engineering costs. (Source: City of Columbus Thoroughfare Plan, Columbus, IN, www.columbus.in.gov)

PARKING TAX

A parking tax is a source that, at perhaps \$5 per space, could be dedicated exclusively for roadway projects.

PRO-ACTIVE APPROACHES

Pro-active approaches could help to move projects forward in H-GAC's Transportation Improvement Program. Examples include:

- County and/or local jurisdictions acquiring right-of-way in advance.

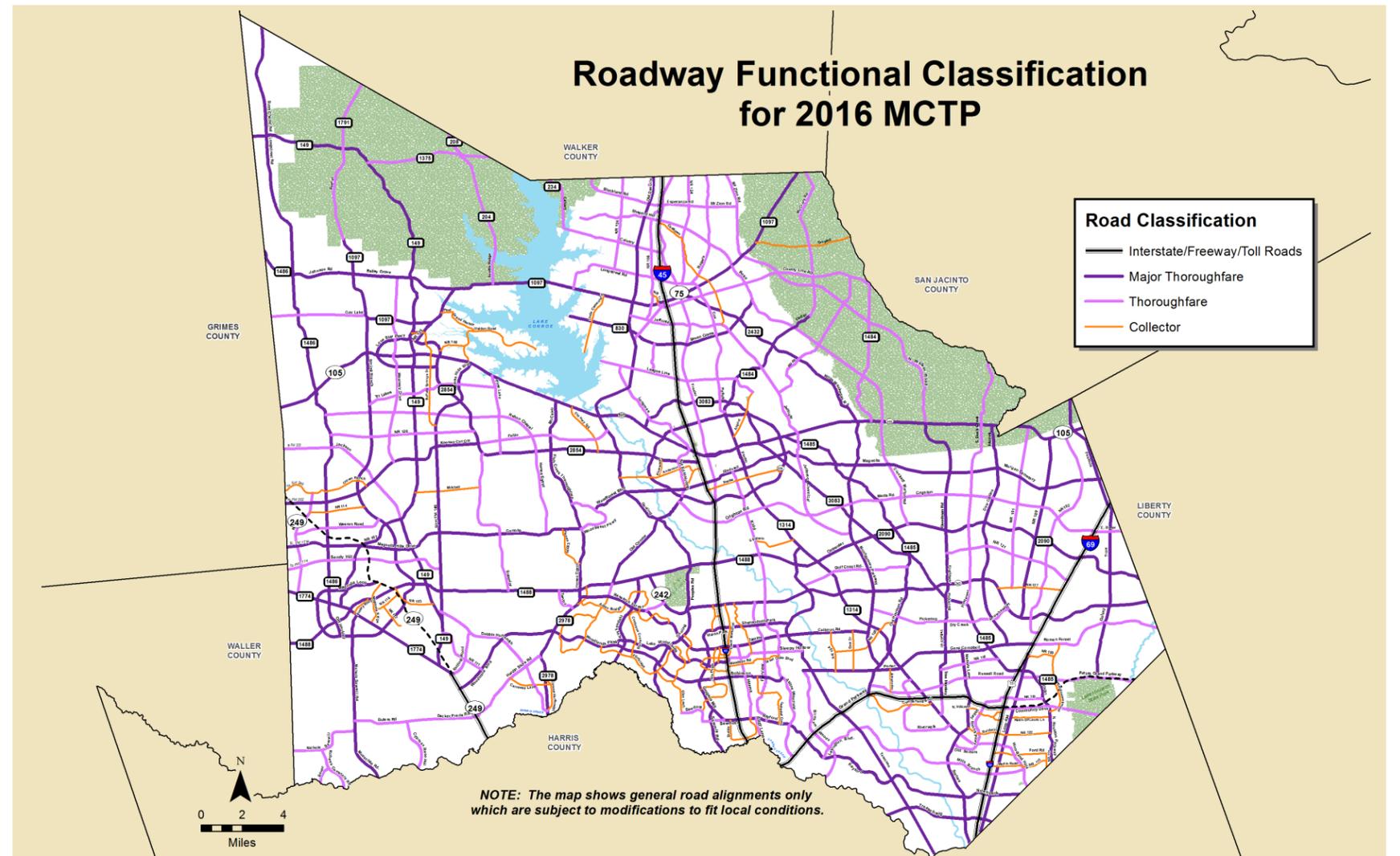


Figure E11

- Encourage landowners and developers to donate right-of-way
- County and/or local governments can fund feasibility and traffic studies, environmental studies and preliminary engineering and design
- County and/or local governments could pay the full cost of relocating utilities and pipelines and constructing drainage improvements
- Updating the existing subdivision regulations
- Instituting policies and procedures to coordinate and optimize transportation investments in the county
- Collaborating with the development community to ensure that roadway investments satisfy existing and future growth needs
- Coordinate with Conroe to ensure their Thoroughfare Plan complements the MCTP
- Developing a process to amend the Thoroughfare Plan
- Updating the Thoroughfare Plan every 5 years

NEXT STEPS

The 2016 MCTP has been adopted and this study has been completed. However, there are still steps that need to be completed by the County in order for this plan to be successfully implemented. This includes the following actions.



SH 105 at IH 45 N, Conroe, TX

INTRODUCTION

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The Houston-Galveston Area Council (H-GAC) established a partnership with Montgomery County and the City of Conroe to update the Montgomery County Thoroughfare Plan. The intent of the 2016 Montgomery County Thoroughfare Plan (“MCTP”) is to provide the County with an updated planning tool that can be used to manage, guide and design a transportation network that improves connectivity, mitigates congestion and accommodates new development and growth throughout the County. The primary objective of the Thoroughfare Plan is to ensure the preservation of adequate rights-of-way that:

- Are appropriately aligned,
- Have sufficient width,
- Follow county-wide design standards,
- Allow for the orderly and efficient expansion of the transportation network, and
- Serve existing and future transportation needs.

Right-of-way (ROW) is property granted or reserved for transportation purposes. The ROW width is not the same as the width of a road. ROW contains road pavement, shoulders, utilities (lights), drainage, and may contain sidewalks, pedestrian elements, curbs, gutters, clear zones and medians.

The first Montgomery County Thoroughfare Plan was adopted in 1979 and updated in 1985, 1998 and 2012. These plans have aided in the growth of the County by preserving rights-of-way for critical future roadways and ensuring private sector participation in them. The 1985 plan re-evaluated the thoroughfare system proposed in 1979 due to proposed development in the County, including the proposed Lake Creek Reservoir which was to be located north of FM 1488 between FM 149 and Fish Creek Thoroughfare. In addition to a report, the 1985 plan provided an updated map in which the functional classifications for the street network in the County were established. Maps from

the 1998 and 2012 updates have also been provided in Appendix of this plan.

These previous plans were used as a starting point for the development of this updated plan. Other local governments, such as the City of Conroe, have also developed thoroughfare plans which were used in the development of the MCTP.

PURPOSE

The MCTP designates a system of major roadways throughout the County intended to provide adequate access and travel mobility. It includes freeways, major and secondary arterials (high-capacity urban roads) and major collectors.

A THOROUGHFARE PLAN IS:

- Long range (50+ years)
- Identifies type and general location of future roadways
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- Guides future development
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- Requires, through the platting approval process of cities and counties, appropriate dedication of rights of way and construction of identified thoroughfares by private land owners

A thoroughfare plan benefits the county by indicating where needed roadway right-of-way should be preserved so that, as development occurs or as traffic increases, the County will have the ability to develop appropriate transportation facilities. The Plan also supports the orderly and predictable development as private development occurs and minimizes disruption and displacement of people and businesses by providing a long-range, predictable plan. A plan is a statement of intention, not a guarantee of action.

A THOROUGHFARE PLAN IS NOT:

- A list of construction projects
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- A survey, design or engineering study showing the exact alignments or cost estimates for specific roadways
- A ranking or prioritization of roadway improvements
- A set time frame for when a project should be complete
- A financial plan or funding mechanism

PLAN ORGANIZATION

This plan document is structured in five core chapters with an appendix. A brief description of each chapter is provided below as a preface to the document.

CHAPTER 1:

Introduction – provides general context for the creation of a thoroughfare plan and those decision makers involved. This chapter documents the purpose of a thoroughfare plan as well as the overall vision and guiding principles.

CHAPTER 2:

Area Profile – documents the background information researched to fully understand the current and future transportation framework. This chapter provides key background data on local demographics, socioeconomic information, and expectation for future growth.

CHAPTER 3:

Stakeholder Involvement – documents the involvement of the County, its communities and residents in the Plan’s development. Several major outreach activities were undertaken at key milestones in the project including focus groups, public meetings, public presentations, and two online questionnaires.

CHAPTER 4:

Development of Plan – details the identification of various strengths, weaknesses, opportunities, and challenges related to developing a thoroughfare plan in Montgomery County. With this information, the team identified potential transportation corridors, conducted analyses and obtained

input from the community. The evaluation identified the best performing options and the ultimate priorities for the Plan.

CHAPTER 5:

The 2016 Thoroughfare Plan – presents the results of the analysis, including functional classification and design criteria to be implemented concurrently with the map.

CHAPTER 6:

Recommendations – The final chapter includes suggested policies, potential funding sources that could be used to fund future projects, interpreting the Thoroughfare Plan Map and the next steps that will facilitate the implementation of the MCTP.





Focus Group



Steering Committee

PLAN LEADERSHIP AND GUIDANCE

The MCTP study was led by H-GAC, Montgomery County and the City of Conroe. The funding for the study included a combination of funds from TxDOT, Montgomery County and the City of Conroe. The section below details the specific input provided by each group and how this input directed the development of the plan.

STEERING COMMITTEE

A steering committee was created as a body to guide the plan development and provide input throughout the process. The members included non-elected representatives from the following entities:

- Office of the Montgomery County Judge
- Montgomery County Precinct 1
- Montgomery County Precinct 2
- Montgomery County Precinct 3
- Montgomery County Precinct 4
- Montgomery County Engineer's Office
- City of Conroe
- TxDOT Houston District
- TxDOT Montgomery County Area Office
- H-GAC

Consultant team members and the steering committee met regularly during the TP's development, formulated the vision and guiding principles, and provided input at key decision points in the study.

PROJECT PARTNERS

Multiple agencies, including local governments, municipalities, school districts and emergency personnel, provided input to the MCTP as project partners. These groups provided input for their local jurisdiction/agency through focus groups, outreach activities, and direct meetings. The project partners included the following groups:

- Montgomery County
- Cities, communities and towns: Conroe, Cut and Shoot, Magnolia, Montgomery, New Caney, Oak Ridge North, Panorama Village, Patton Village, Porter, Roman Forest, Shenandoah, Splendora, The Woodlands Township, Woodloch, Woodbranch and Willis
- School Districts: Magnolia, New Caney, Splendora and Conroe
- Emergency Services: Magnolia, New Caney and Porter
- Conroe Chamber of Commerce, Magnolia Parkway Chamber and Community Chamber of Commerce of the East Montgomery County

- Develop a well-connected transportation system to, from, and within local communities
- Collaborate with the development community to ensure that roadway investments satisfy existing and future growth needs

The MCTP's vision and guiding principles was referred to throughout the planning process to maintain the focus of the study.

VISION AND GUIDING PRINCIPLES

The overall goal of the MCTP is to develop a county-wide transportation plan that looks at the County holistically and will accommodate current and future mobility need of people and goods traveling within and through the County.

The vision of the MCTP is to establish guidelines and policies to develop a safe, well-connected and efficient county-wide transportation system that provides adequate mobility for people, goods and services and promotes orderly growth and redevelopment throughout the County.

The vision is supported by the following guiding principles:

- Preserve adequate rights-of-way for future expansion and connectivity
- Establish county-wide design standards that enhance the safety and movement of all county roadway users and aid the transition from rural to urban land uses
- Institute policies and procedures to coordinate and optimize transportation investments in the County



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AREA PROFILE

AREA PROFILE

This chapter provides the basic context and history of the County, its population, and its development. It is important to understand the County's characteristics and growth in order to develop transportation recommendations that are appropriately tailored to the needs of area residents.

The project team collected and analyzed background data from numerous sources. The analysis of this data provides the foundation for developing a holistic and connected roadway network and ultimately, a thoroughfare plan that will serve the entire County. Included in this area profile is analysis of the following:

- **Area Overview:** Overview of study area demographics, social and economic characteristics
- **Roadway Network:** A look at the transportation network and identifying the major roads
- **Roadway Network Demand:** Details about existing traffic congestion
- **Population:** Analysis about existing population characteristics and predicted future population patterns
- **Employment:** Analysis about existing employment characteristics and predicted future employment patterns
- **Trip Generators:** Examination of the existing, know and forecasted major trip generators
- **Barriers:** A look at the study area's natural and man-made barriers
- **Gap Analysis:** Overview of gaps in the roadway network
- **Previous Thoroughfare Plans:** Review of previous and current plans by the County and constituent municipalities

AREA OVERVIEW

Montgomery County is located in southeast Texas (Figure 2-1) and has a total area of 1,077 square miles.

According to the U.S. Census in 2014, there were 518,947 people living in the County. The City of Conroe, the county seat, is located in central Montgomery County and had an estimated 2014 population of 65,871. Other major cities include Magnolia, Montgomery, Shenandoah, Oak Ridge North and Willis (Figure 2-3). The largest community is The Woodlands Township. This master-planned community and census-designated place had a population of 109,679 in 2015 (U.S. Census, Interfaith of The Woodlands, The Woodlands Development Company).

Lake Conroe is a 21,000 acre lake, making it the largest body of water in the County. It is located in the northwest quadrant of the County. The West Fork of the San Jacinto River bisects the County from the northwest to the southeast and Spring Creek defines the County's southern border. Other important bodies of water in Montgomery County include Caney Creek, Lake Creek and Peach Creek. Over 22% of the County's land area is located within a FEMA-defined floodway or 100-year floodplain. (Figure 2-2: Floodplains and Forests)

Montgomery County is home to two forests. Sam Houston National Forest is located in northern Montgomery County and W. G. Jones State Forest is located on FM 1488 just west of IH 45. The majority of Montgomery County is rural; however the central and southern areas have experienced rapid growth in recent years which has led to increased urbanization. The central area of the County is dominated by the City of Conroe and its extraterritorial jurisdiction (ETJ) while the southern area is dominated by The Woodlands Township (Figure 2-3). The southern portion of

Montgomery County is located within the City of Houston's ETJ.

South Montgomery County is experiencing high-paced growth in all areas: jobs; construction of new office, medical and retail buildings; development of new master planned communities on both sides of IH 45; and the recently-completed Grand Parkway (SH 99) segments running from US 290 to IH 69/US 59.

The Woodlands Township has played a major role in the growth of the southern portion of the County. The Woodlands is a master planned community that is home to large residential, commercial and office development. Over the years it has also become a major employment and activity center attracting thousands of employees, employers and visitors from all parts of the world. Just to the south of The Woodlands Township is Springwoods Village, another major activity center currently being established that features major employers such as Exxon Mobil's corporate campus and the headquarters of Southwestern Energy.

Although Springwoods Village is located in Harris County, this development's proximity to Montgomery County will impact the County's transportation network.

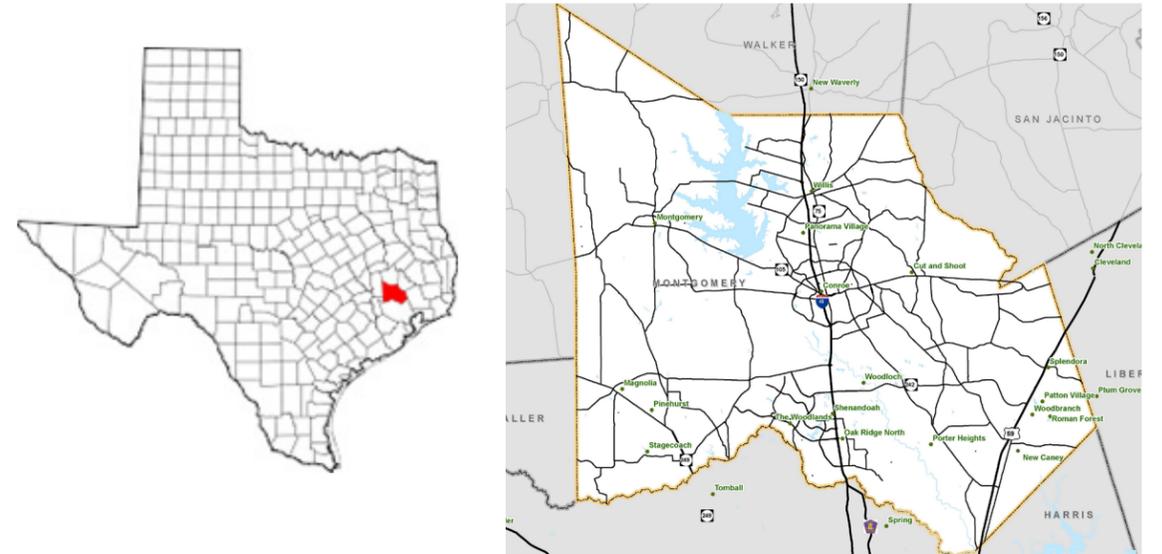


Figure 2-1

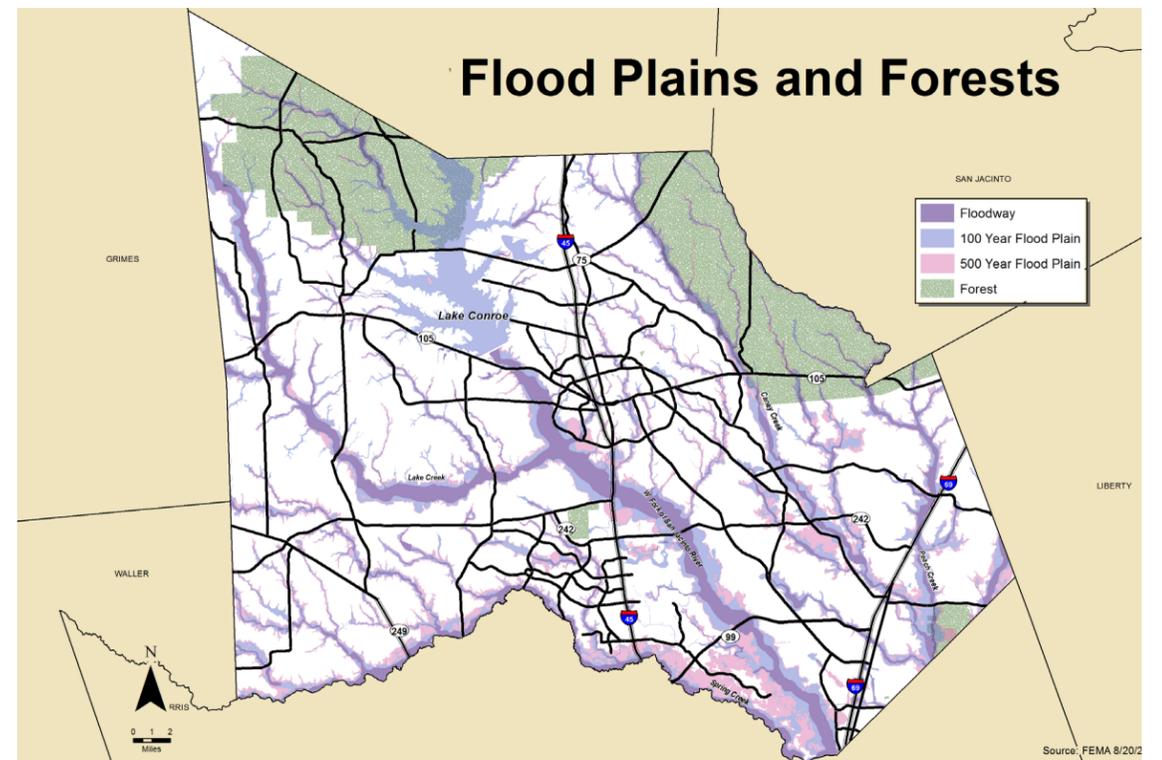


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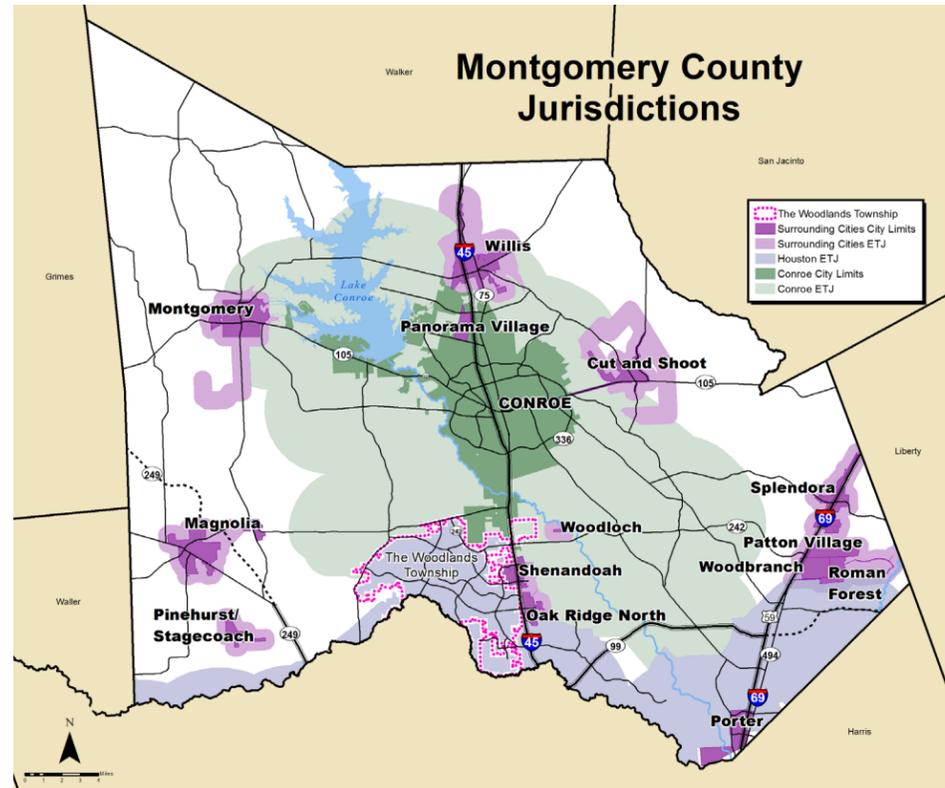


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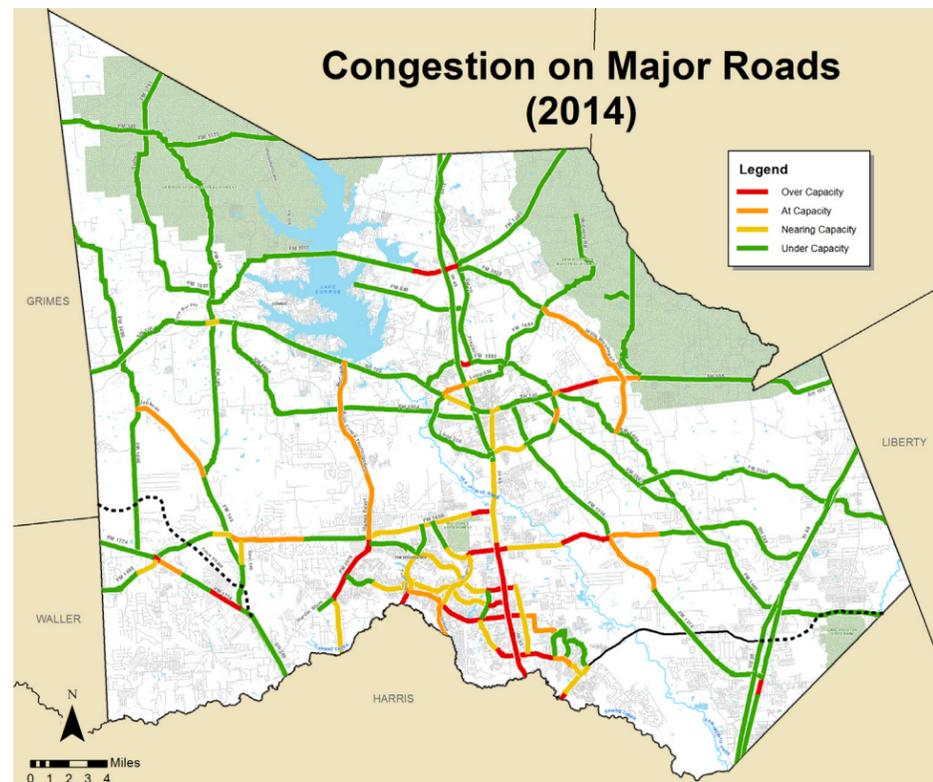


Figure 2-4

ROADWAY NETWORK

Montgomery County's existing transportation system is an extensive network of roadways. Many of the County's most important roadways are maintained by the State. In 2013, TxDOT maintained 1,251 total lane miles of roadways.

Montgomery County's roadway network is comprised of the following elements:

- **Interstates and Freeways:** high-speed, limited-access highways that are the backbone of the county's roadway transportation network. They provide mobility to and from other counties and major destinations. Toll roads are also included in this category. Examples include IH 45, IH 69/US 59, SH 99/Grand Parkway and Tomball Tollway.
- **US & State Highways:** these are non-freeway facilities that nevertheless carry large volumes of traffic at relatively high speeds. They provide regional (north-south and east-west) mobility and also provide access to local roads. Examples include SH 105, SH 249 and SH 242.
- **Loops and Spurs:** these roadways aid in trip distribution and relieve congestion in urban areas by separating pass-by traffic from local traffic. There are currently two loops in Montgomery County: Loop 336, around Conroe, and Loop 494 in eastern Montgomery County.
- **Farm and Ranch to-Market (FM) Roads:** these state-maintained roads are common throughout the County and primarily serve as rural arterials. They provide mobility and access across areas in the County and adjacent counties. There are 16 FM roads in Montgomery County. Examples include FM 1488, FM 2978, FM 3083, and FM 1097.
- **County-Maintained Thoroughfares:** these are the most common type of major roadway outside of municipal areas. They provide access for local trips. Examples include Rayford Road, Woodlands Parkway and Fish Creek Thoroughfare/Sendera Ranch/Honea Egypt.

ROADWAY NETWORK DEMAND

The transportation network of the County was studied in order to evaluate the amount of vehicular congestion the major roadways are experiencing. Volume-to-capacity (v/c) is a primary performance measure that reflects mobility and quality of vehicular travel of a roadway. Used as a planning tool, v/c ratios compare vehicular roadway demand (volumes) with roadway capacity (number of lanes).

For this study, ratios were calculated by using 2012 and 2013 Annual Daily Traffic counts (ADTs) collected by TxDOT, facility type and Highway Capacity Manual values including lane capacities, saturation flow rate, directional distribution, peak hour distribution and green time percentage. These concepts are defined as follows:

- **Lane Capacity:** The maximum sustainable number of vehicles per lane which can reasonably be expected to travel along a roadway during a given time period under prevailing roadway, environmental, traffic and control conditions.
- **Saturation Flow Rate:** The flow rate per lane at which vehicles can pass through a signalized intersection.
- **Directional Distribution:** The percentage of total, two-way peak hour traffic that occurs in the peak direction.
- **Peak Hour Distribution:** The proportion of daily traffic moving along a given roadway during the peak hours, usually expressed as a percentage.
- **Green Time Percentage:** Proportion of green time allocated to a particular movement at a traffic signal, expressed as a percentage.

A table with these values and calculations has been included in the Appendix of this report. Using the results from the v/c ratio calculations, a 24-hour congestion map (Figure 2.4) was created. The highest concentrations of congested roads in the County are located in The Woodlands. This is no surprise considering this area has the highest population density in the County and is one of the largest employment centers in the region.

SAFETY

A key function of any transportation system is to not only move vehicles efficiently, but also to do so while providing for the safety of all travelers. While roadway design standards go a long way toward maximizing the safety of the traveling public, they cannot anticipate the complex interaction of variables with which travelers are confronted. Therefore, it is necessary to regularly review crash data to understand safety issues that may arise on existing roadways.

Examination of 2009-2013 crash reports from TxDOT's Crash Record Information System (CRIS) identified locations throughout the County with high crash counts. The top 30 crash locations in Montgomery County (2009-2013) are summarized in Figure 2-5. Detailed examination of crash reports can reveal a high frequency of a particular type of crash that may be susceptible to correction through engineering measures such as signing, pavement markings, illumination, law enforcement, education and emergency management.

POPULATION

In 2014, Montgomery County had an estimated population of 518,947 (United States Census Bureau's State & County Quick Facts) and was the 13th-fastest growing county in the nation (*Source: Cubits Blog, March 2015. Top 100 Fastest Growing Counties in the U.S. Retrieved 2/2016 from <http://blog.cubitplanning.com/2015/04/top-100-fastest-growing-counties-in-the-us/>.*)

As the 13th-fastest growing county in the nation, Montgomery County is expected to experience an annual growth rate of 3.15% in the next 30 years. Much of this growth is expected to occur in the central and southern regions of the County. This is illustrated by the population density maps in Figure 2-6, where shades of orange

indicate denser population concentrations. Population continues to increase in the central and southern portions of the County. The locations correspond to IH 45, IH 69/ US 59 and Grand Parkway corridors

EMPLOYMENT

As population increases in the County, employment centers and opportunities grow as well. Employment has grown at an annual rate of 5.77% since 1980 and it is estimated that it will continue to grow at an annual rate of 5.81% over the next 30 years. The densest concentrations of employment are, and are expected to be, located along the IH 45 corridor between the City of Conroe and The Woodlands.

MAJOR TRIP GENERATORS

As part of the efforts of this study, major traffic generators and announced developments were identified by collecting data from newspapers, magazine articles, websites, focus group meetings, internet searches and information gathered from the South County Mobility Study, which was conducted concurrently with this Plan. The information obtained was summarized and a map was created to identify these traffic generators and announced developments. Figure 2-9 shows the existing and approximate location of announced developments. Some developments are currently under construction or are expected to get underway shortly.

LAND USE

Land use information is important to examine when evaluating the transportation system in order to understand traffic origin-destination patterns and roadway usage. This information can be used to determine the future needs of a roadway to accommodate the trips it will generate. As part of the efforts of this study, the current

Top 30 Intersection Crash Locations in Montgomery County

(2009-2013 Source: TxDOT)

Rank	Location	Crashes
1	IH 45 at SH 242	343
2	IH 45 at Rayford/Sawdust	235
3	Loop 336 at IH 45	173
4	IH 45 at Research Forest/Tamina	168
5	SH 105 at IH 45	161
6	Loop 336 West at IH 45	143
7	US 59 at FM 1314	120
8	FM 3083 at US 75	97
9	SH 105 at Dallas	97
10	Grogans Mill at Research Forest	94
11	IH 45 at FM 1097	88
12	IH 45 at FM 3083	80
13	SH 242 at FM 1314	76
14	Rayford Road at Richards	75
15	Woodlands Parkway at Grogan's Mill	75
16	Loop 336 at US 75	72
17	Woodlands Parkway at Gosling	68
18	Grogans Mill at Millbend	66
19	SH 105 at Loop 336	66
20	Woodlands Parkway at W. Panther Creek	65
21	SH 242 at Gosling	63
22	Research Forest at Gosling	62
23	Greenbridge at SH 242	60
24	US 75 at SH 105	60
25	Woodlands Parkway at E. Panther Creek	60
26	Northpark at Loop 494	58
27	Northpark at US 59	57
28	Woodlands Parkway at Six Pines	57
29	Kuykendahl at Woodlands Parkway	56
30	SH 242 at St. Lukes Way	55

Figure 2-5

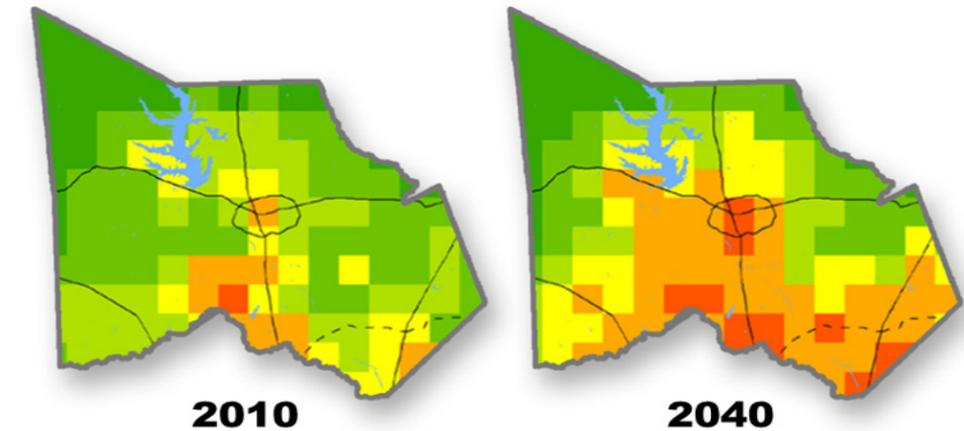


Figure 2-6: 2010 and 2040 Montgomery County Population Projected Locations

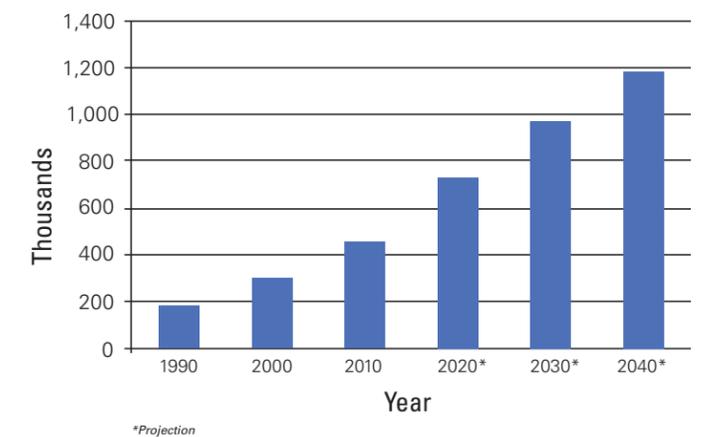


Figure 2-7: Montgomery County Population Growth

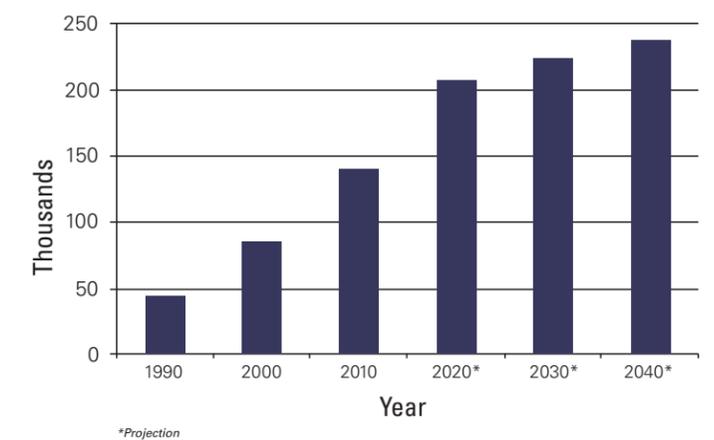


Figure 2-8: Montgomery County Employment Growth

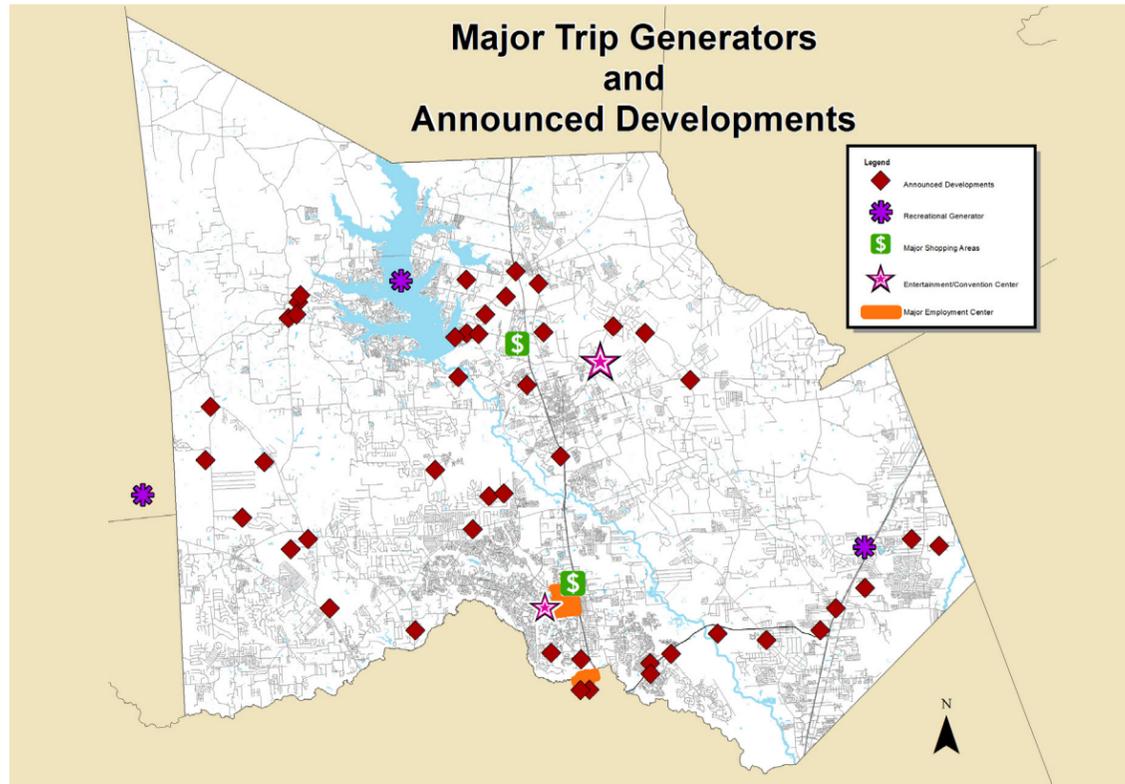


Figure 2-9

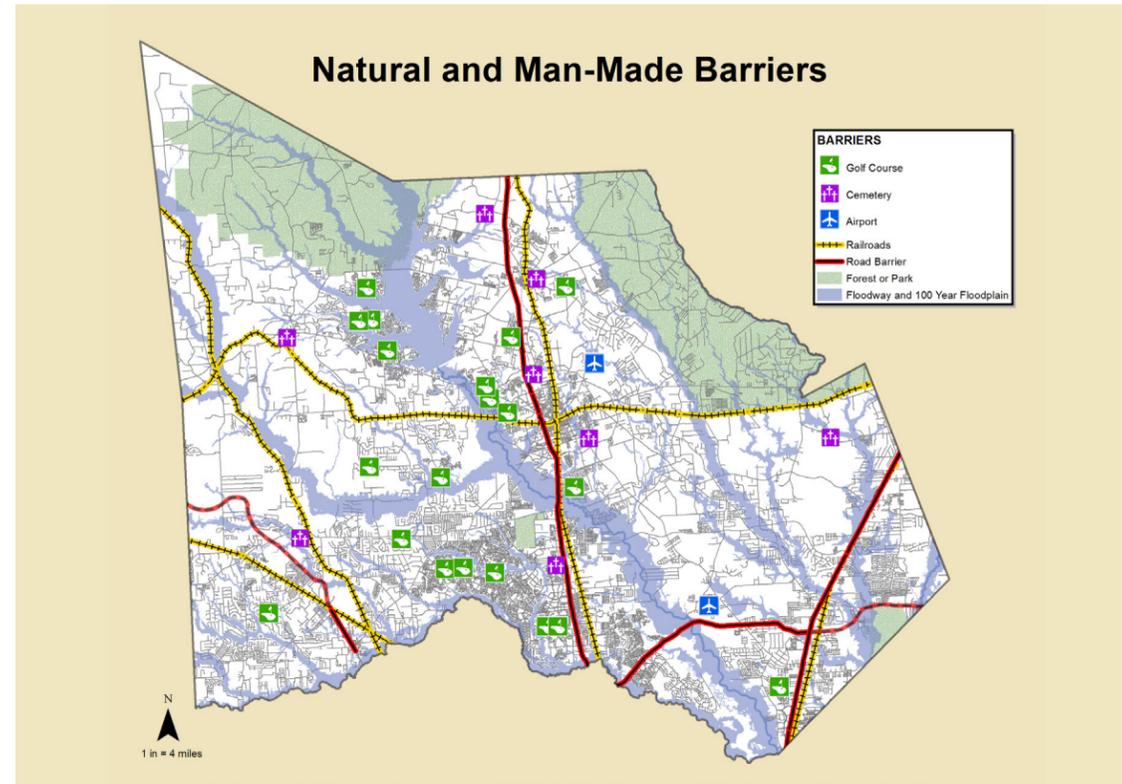


Figure 2-10

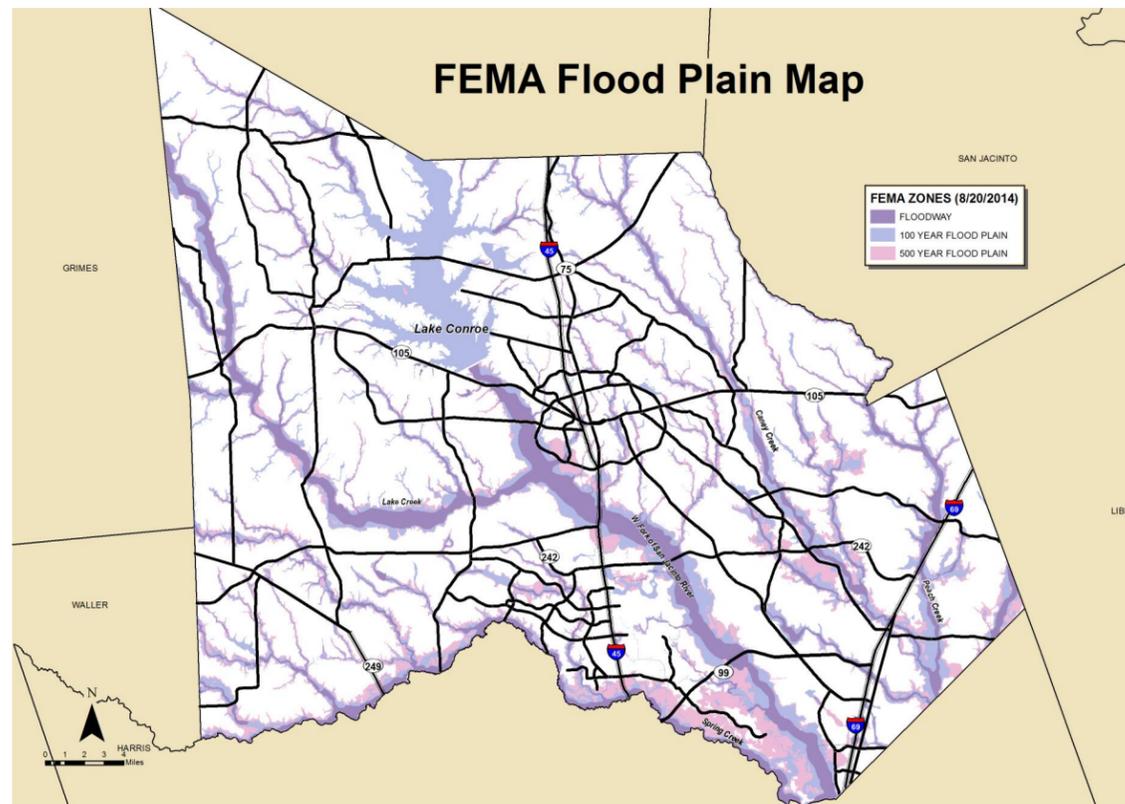


Figure: 2-11

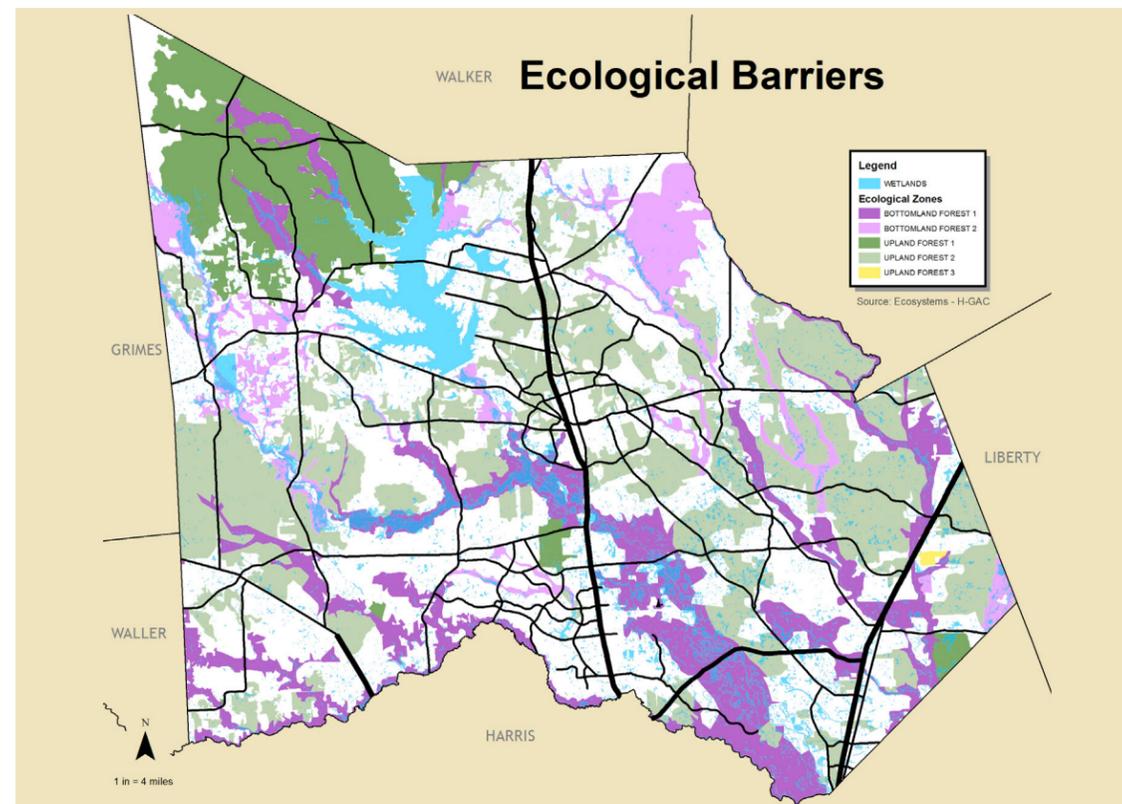


Figure: 2-12

land use maps for each precinct in the County were reviewed and, if necessary, updated to reflect the County's current development patterns.

BARRIERS

A barrier is defined as an object that blocks or obstructs a path. In Montgomery County there are numerous barriers that obstruct the path of roads that need to be built. Some of these obstructions do not necessarily block the construction of roads, but do affect the cost of constructing the roads due to the facilities that would need to be built to overcome the barrier. Other barriers cause the rerouting of roads. There are two types of barriers in Montgomery County: man-made and natural. Examples of man-made barriers include sports complexes, park/recreational areas, golf courses, airports, cemeteries, hospitals, universities/colleges, railroads and Interstates. Figure 2-10 identifies the natural and man-made barriers across the County.

Natural barriers including ecological barriers are also located throughout the county. Examples of natural barriers include rivers, creeks, lakes and state and national forests (Figure 2-11: FEMA Flood Plain Map and Figure 2-12: Ecological Barriers). The West Fork of the San Jacinto River, Lake Creek, Caney Creek, Peach Creek, Spring Creek, Lake Conroe and their adjacent floodplains are the major natural barriers in Montgomery County.

PREVIOUS THOROUGHFARE PLANS

Thoroughfare plans were developed in Montgomery County in 1979, 1985, 1998 and 2012. (Figures 2-14, 2-15, 2-16 and 2-17) All of the thoroughfare plans were analyzed, along with the current City of Conroe thoroughfare plan and the City of Houston's Major Thoroughfare and Freeway Plan (MTFP). This analysis provided the history behind many of the corridors. Meetings were also held with staff from Conroe and Houston to ensure that the proposed plan complemented their existing plans.

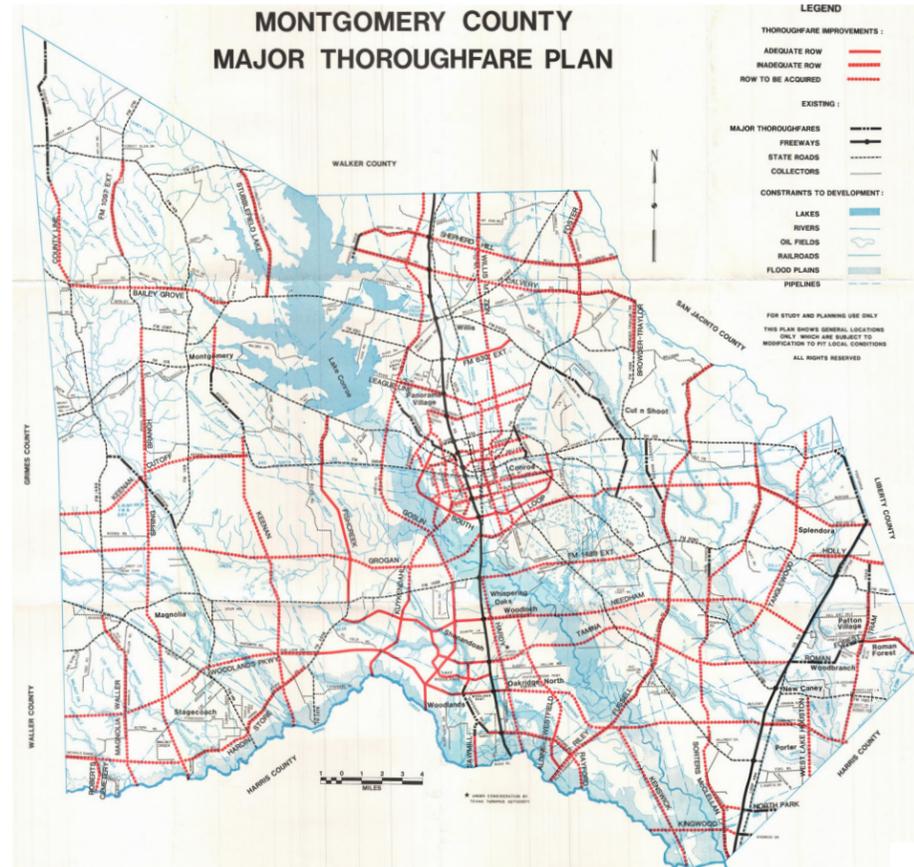


Figure 2-14: 1979 Thoroughfare Plan

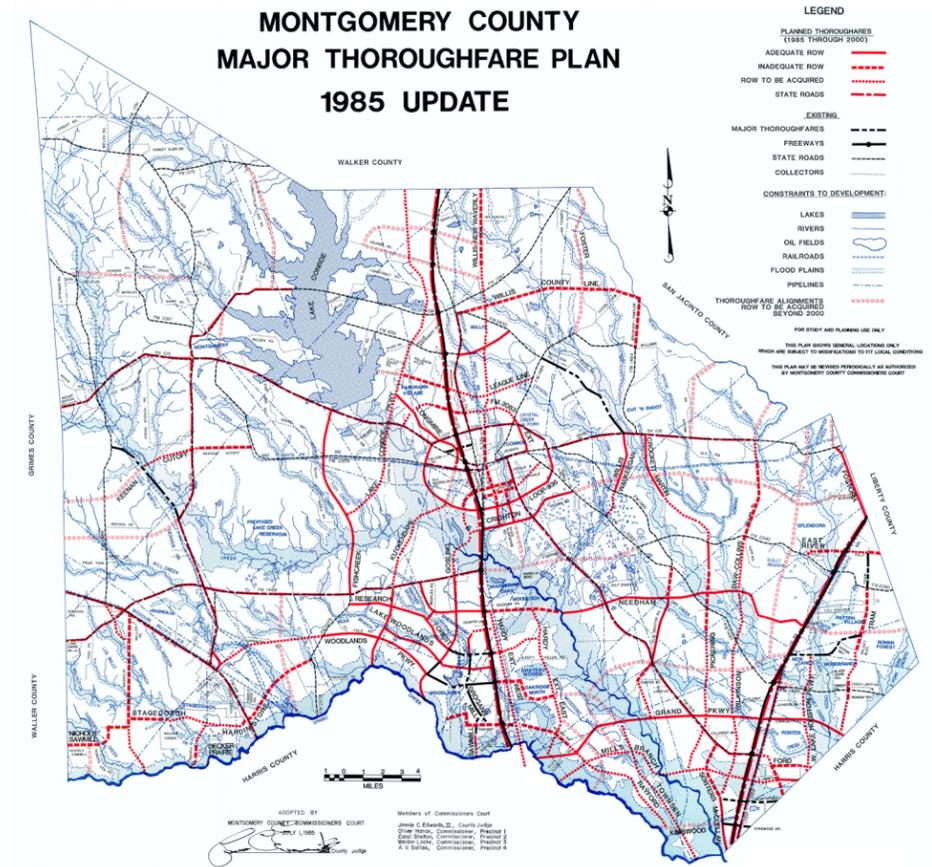


Figure 2-15: 1985 Thoroughfare Plan

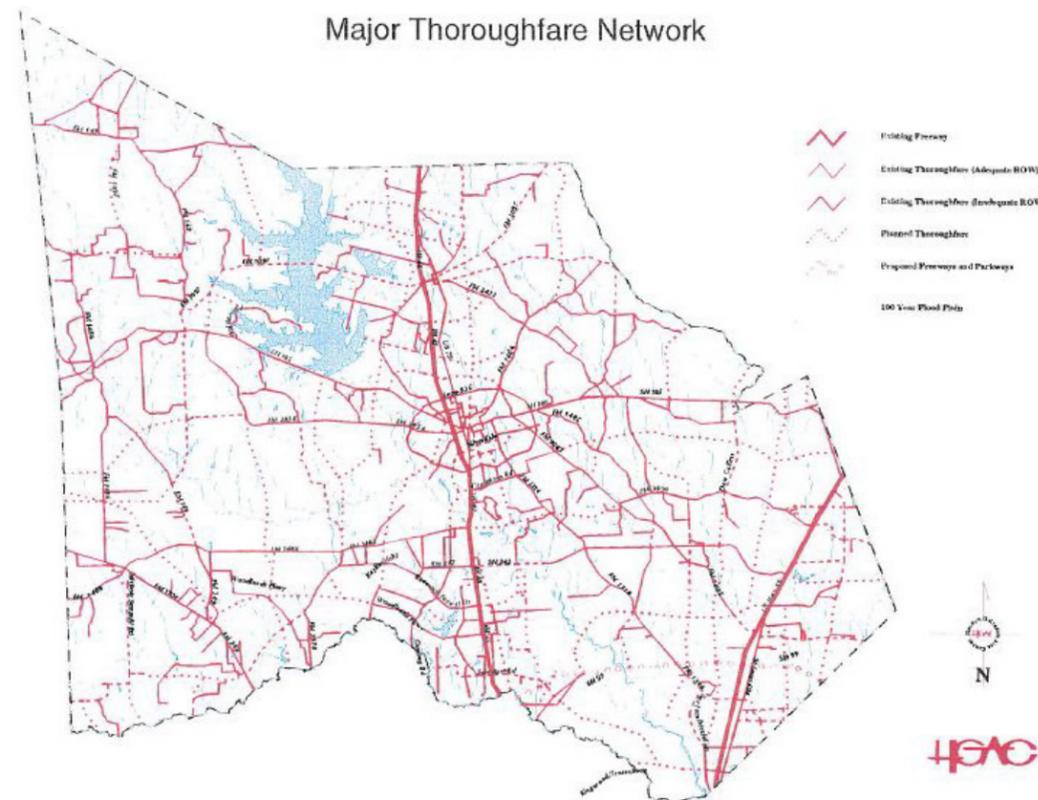


Figure 2-16: 1998 Mobility Plan

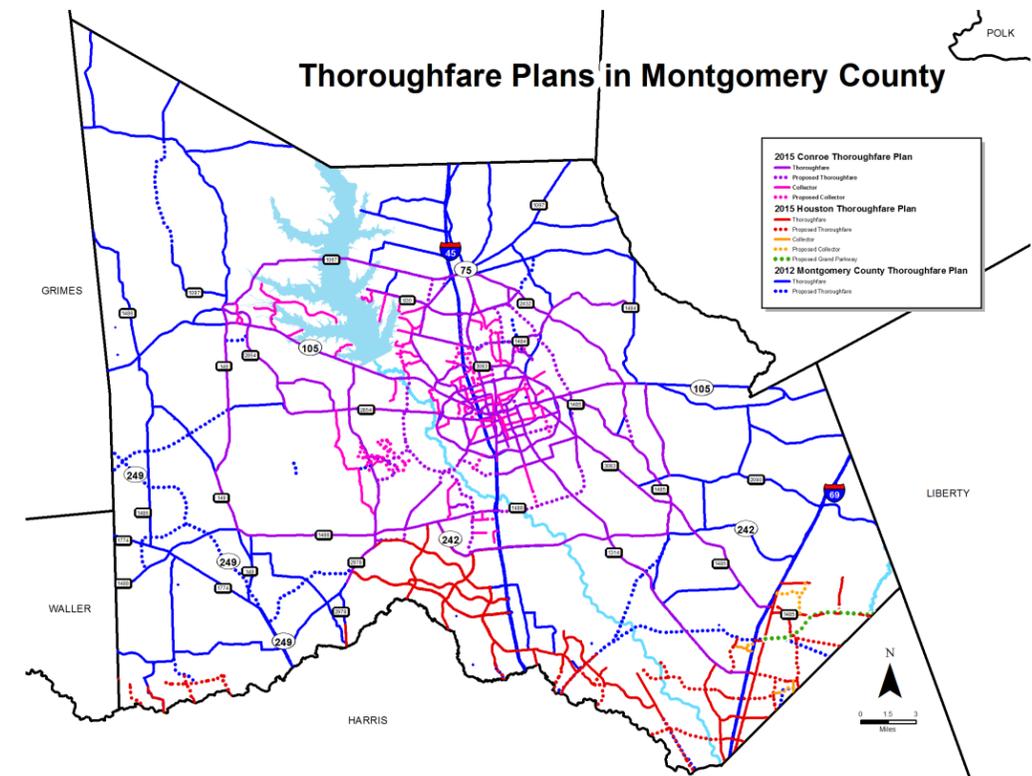


Figure 2-17: Existing Thoroughfare Plans



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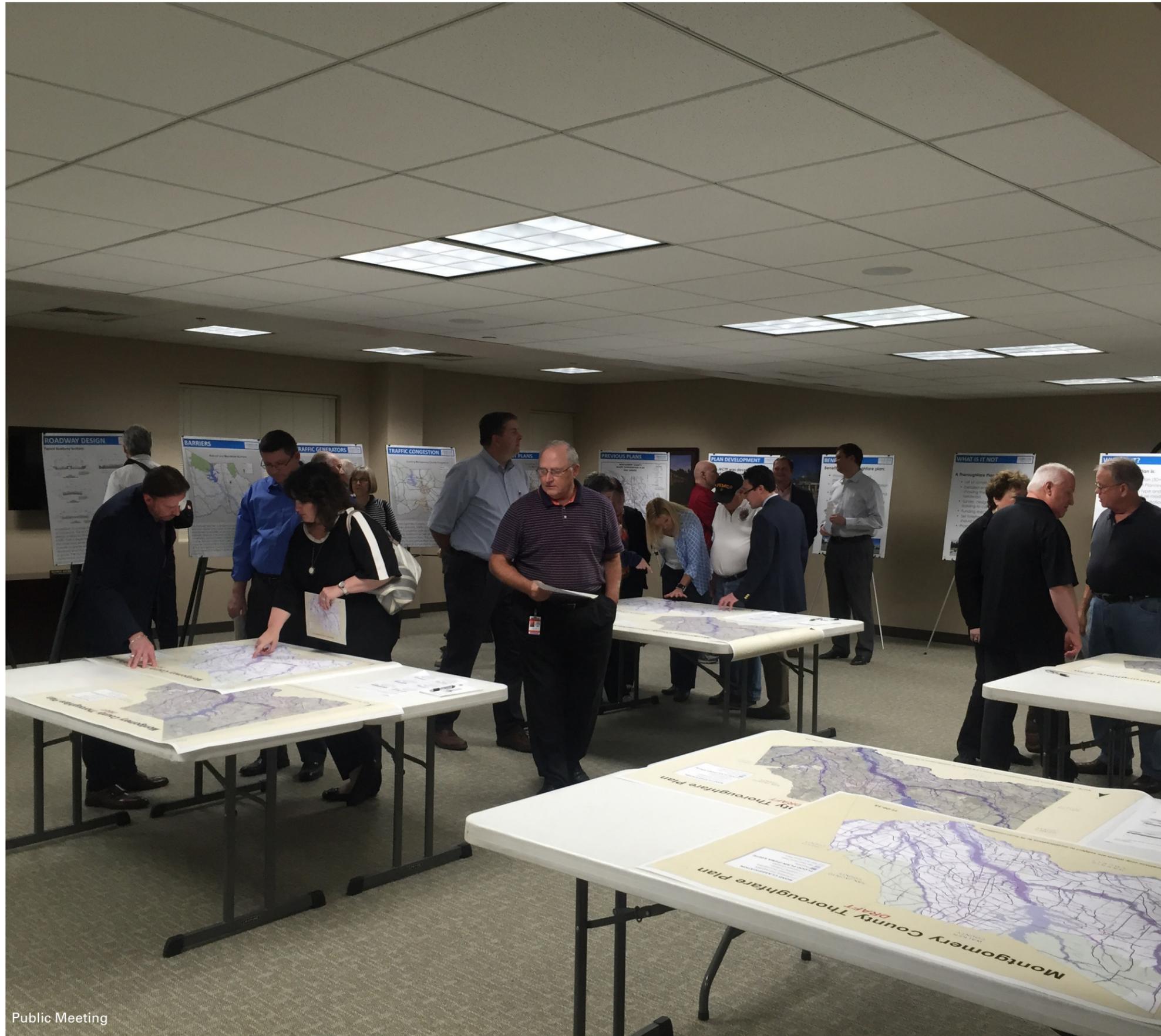
DEVELOPMENT
developed from a
sources, including
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throughout the
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County Mobility Plan
from various groups

PREVIOUS PLANS
CURRENT PLANS
TRAFFIC CONGESTION
TRAFFIC GENERATORS

Thank You
DEPUTY BACALLI
Thank You
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FAMILY
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PUBLIC INVOLVEMENT



Public Meeting



Steering Committee



Public Meeting

PUBLIC INVOLVEMENT

The Montgomery County Thoroughfare Plan (MCTP) process included various levels of public involvement ranging from focus groups to public meetings (Figure 3-1). This process has led to more direct information on current and future needs throughout the County and has allowed participants to shape the outcome of the Plan. The MCTP team customized a robust public involvement program to receive input from the community leaders and residents of Montgomery County.

STEERING COMMITTEE

The project Steering Committee was assembled to guide the technical development of the plan and to:

- Attend meetings throughout the duration of the study
- Develop and approve the Plan's vision, goals and performance measures
- Receive, review and provide input on findings and recommendations

The Steering Committee was facilitated by H-GAC and consisted of non-elected representatives from the City of Conroe, Montgomery County Judge's Office, Montgomery County Precincts 1, 2, 3 and 4, Montgomery County Engineer's Office, TxDOT Houston District and TxDOT Montgomery County Area Office.

FOCUS GROUPS

To understand existing mobility concerns, information regarding the County's transportation network was obtained from representatives in the County who have first-hand knowledge of each area's growth and development. Convening focus groups by geographic area provided a concise method for collecting information and discussing issues, challenges and solutions. Additionally, these meetings provided an opportunity to establish dialogue with community leaders who will be the future champions in maintaining and updating the MCTP.

The first round (July 2014) of focus groups were by geographic areas.

- Southwest County: Communities of Magnolia, Pinehurst and Stagecoach; Montgomery County Precinct 2
- East County: Communities of Splendora, Patton Village, Woodbranch Village, New Caney, Roman Forest, Porter and Grangerland; Montgomery County Precinct 4
- West County: City of Montgomery; Montgomery County Precincts 1 and 2
- Conroe: City of Conroe and Lone Star College – Montgomery
- North County: Cities of Willis, Panorama Village and Cut and Shoot; Montgomery County Precinct

City and County representatives, school districts, area police / fire departments, and real estate professionals, along with Steering Committee members were invited to participate. The meetings were held at centralized locations such as the Magnolia and Lone Star Community Centers.

Input from the first round of focus groups was used to create an initial draft Thoroughfare Plan Map which was analyzed and refined.

The South County Mobility Plan (SCMP), conducted concurrently with this study, collected detailed information for the communities in South Montgomery County, including Montgomery County Precinct 3, The Woodlands Township and the Cities of Oak Ridge North and Shenandoah. Results of that study have been incorporated into the MCTP. An initial focus group meeting in Precinct 3 was not held; however, a focus group meeting was held in South County during the second round of Focus Group meetings. Montgomery County Precinct 3, The Woodlands Township and the Cities of Oak Ridge North and Shenandoah were invited to provide their input. A joint meeting of the SCMP and MCTP Steering Committees was also held to discuss issues common to the two studies.

Information gathered during the focus group meetings has been included in the Appendix of this report. The information received will be discussed further in Chapter 4: Plan Development.

A second round of focus group meetings was held in September 2015 in all four Montgomery County precincts. The meeting invitees included city and County representatives, The Woodlands Township, school districts, area police, fire departments, real estate professionals along with Steering Committee members. The attendees included representatives from Splendora, New Caney, Cut and Shoot, Patton Village, Roman Forest, Shenandoah, The Woodlands Township, Magnolia, Conroe, Willis, Montgomery County, school districts, area police /fire departments, and real estate professionals along with Steering Committee members. The input received was used to revise the draft Thoroughfare Plan Map, which was then presented at the public meetings and released to the public for review and comment.

PUBLIC MEETINGS

Four public meetings were held throughout Montgomery County, where residents, business owners and elected officials could review the Map and make comments, learn about the major thoroughfare planning process, and discover the benefits of having a major thoroughfare plan. These meetings were "open house" format where citizens could talk to planning staff one-on-one and come and go at their leisure. The open house provided an opportunity for participants to learn what they needed to influence and participate effectively in the thoroughfare planning process. Overall, 196 people, including elected officials, attended these meetings. Comments were provided on the written comment card, which corresponded to the thoroughfare plan maps. A total of 78 comment cards were completed at the meetings.



Public Meeting

The four meetings were held at the following times and locations:

NOVEMBER 10, 2015, 6-8 PM
Conroe Tower
300 West Davis, 6th Floor
Conroe, Texas 77301

NOVEMBER 12, 2015, 6-8 PM
Shenandoah Municipal Complex
29955 IH 45 North
Shenandoah, Texas 77381

NOVEMBER 17, 2015, 6-8 PM
Magnolia High School
14350 FM 1488
Magnolia, Texas 77354

NOVEMBER 19, 2015 6-8 PM
R. B. Tullis Library
21569 IH 69 North
New Caney, Texas 77357

An additional 78 comments were emailed or submitted through the study website. Copies of these comments are included in the Appendix. The information received and how it influenced the thoroughfare plan's development will be discussed further in Chapter 4: Plan Development.



IH 45 N at SH 242, Conroe, TX

PLAN DEVELOPMENT

PLAN DEVELOPMENT

The purpose of a Major Thoroughfare Plan is to provide the county with a blueprint for an adequate and maintainable transportation network that can be developed as the county grows. Ideally the network should reduce congestion, improve travel times, and promote public safety. The plan must be able to address the need for connectivity, identify where traffic volumes are placing a burden on the transportation system today and in the future, identify where right-of-way will be required to address the identified need, and identify potential issues such as man-made barriers or floodplain issues that could impact the feasibility of a future connection. This Thoroughfare Plan will ultimately assist the county in placing the necessary infrastructure before or as development is occurring to meet the

travel needs of the region, by:

- Identifying roadway needs throughout the County,
- Identifying future right of way needs,
- Identifying new roadway corridors that improve connectivity,
- Establishing road design guidelines that result in consistency throughout the county, and
- Establishing roadway functional classifications.

PROCESS

The first step in the development of the MCTP was to review existing conditions and review existing and previous thoroughfare plans. The next step was to document the new corridors and "missing roadway links" that were identified during

the Steering Committee and Focus Group meetings.

The third step involved using the 2014 Montgomery County FEMA flood plain map to determine if a corridor was in the floodway, 100 year flood plain or 500 year flood plain. This information was used to modify and sometimes remove corridors due to their location in the floodway/floodplain. Unfortunately, approximately 22% of the land in Montgomery County is either in the floodway or 100 year floodplain, so in many instances complete avoidance of the floodway or flood plains was not possible.

The fourth step involved a gap and connectivity analysis of the existing roadway network. Identifying the network gaps (i.e. where roads do not exist) and

where major roads end facilitate identifying where new thoroughfares should be planned.

The fifth step was to receive input from the Steering Committee, local municipalities and communities through focus groups and the public via the four public meetings. The project team reviewed the input and made adjustments to the Plan.

The last step was County adoption of the Thoroughfare Plan Map and study. The map and design criteria were adopted at the January 26, 2016 Commissioners Court meeting. The County is now responsible for implementing, maintaining and updating the Thoroughfare Plan on a regular basis. It is recommended that the plan be reviewed every 5 years and that the County's subdivision regulations be updated to

reflect the design standards and policies presented in this Plan.

GAP ANALYSIS

Identifying gaps where roads end or do not exist play a critical role in improving congestion mitigation, connectivity and safety throughout the County. Figure 4-1 illustrates where major thoroughfares and collector streets end. "T" roads can be described as roads that end at a cross road and force drivers to detour to get to where they want to go. These detours add additional congestion to cross roads that may be already over capacity. Eliminating the "T" roads by improving connectivity redistributes traffic, which in turn improves safety and mitigates congestion. Figure 4-2 illustrates the major gaps that have been identified in the County; these are areas in the County where the opportunity to provide interconnectivity between roadways has been mostly or completely lost. Unfortunately, many opportunities to close vital gaps have been lost due to developments that were built without consulting an existing thoroughfare plan. An example of this is in the Magnolia area. The opportunity to connect FM 1774 and FM 149 has been lost due to the residential development that has occurred. This not only affects the routing of emergency vehicle and school buses, but also creates a safety issue for citizens not having alternative routes in case of an emergency.

NEEDS AND DEFICIENCIES

Deficiencies in the transportation network were identified during the background analysis and focus group meetings. Figure 4-3 identifies the initial needs and deficiencies as a result of the analysis and focus group input. More than 120 issues were identified. A listing of issues identified by these groups can be found in the Appendix. The most common issues included those listed in Figure 4-4, which

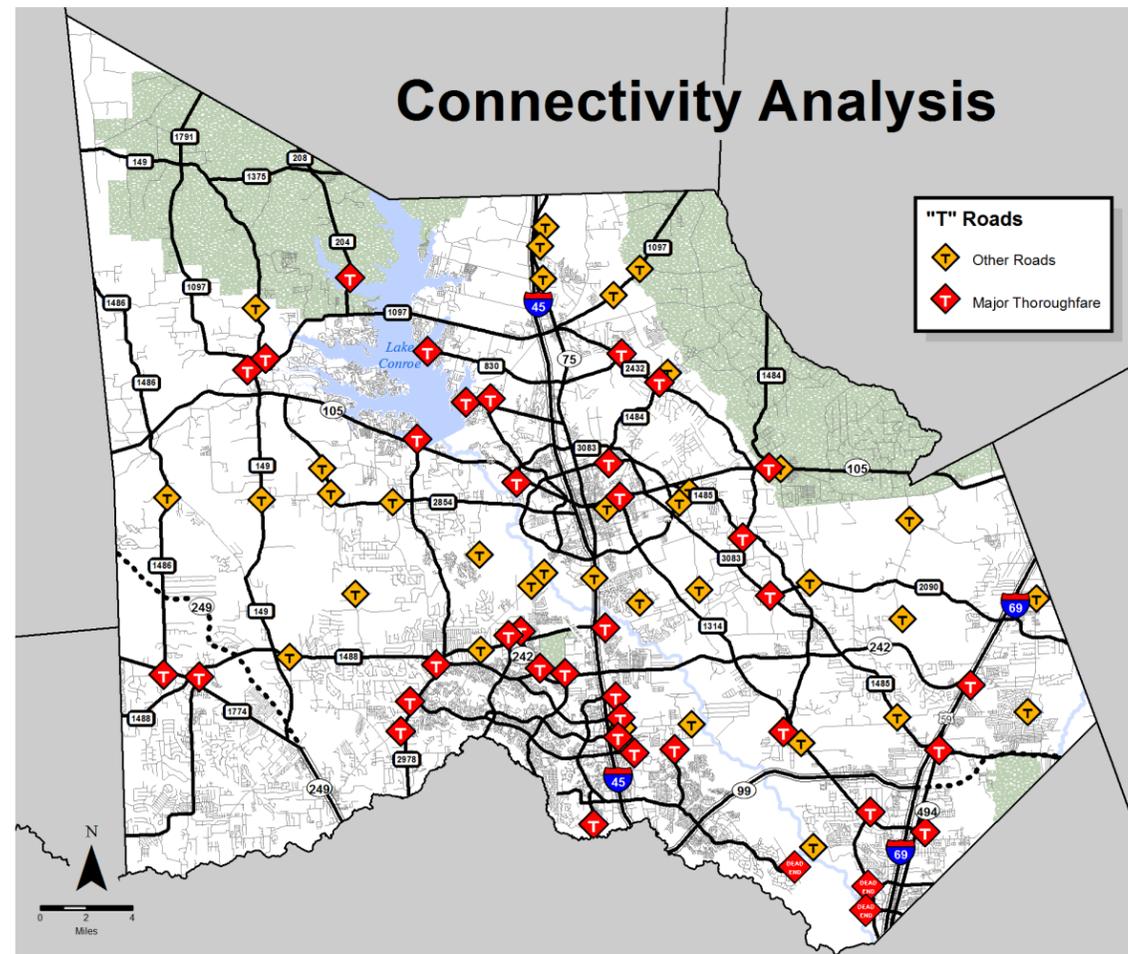


Figure 4-1: Connectivity Analysis - the red diamonds show where major roads end at a cross street.

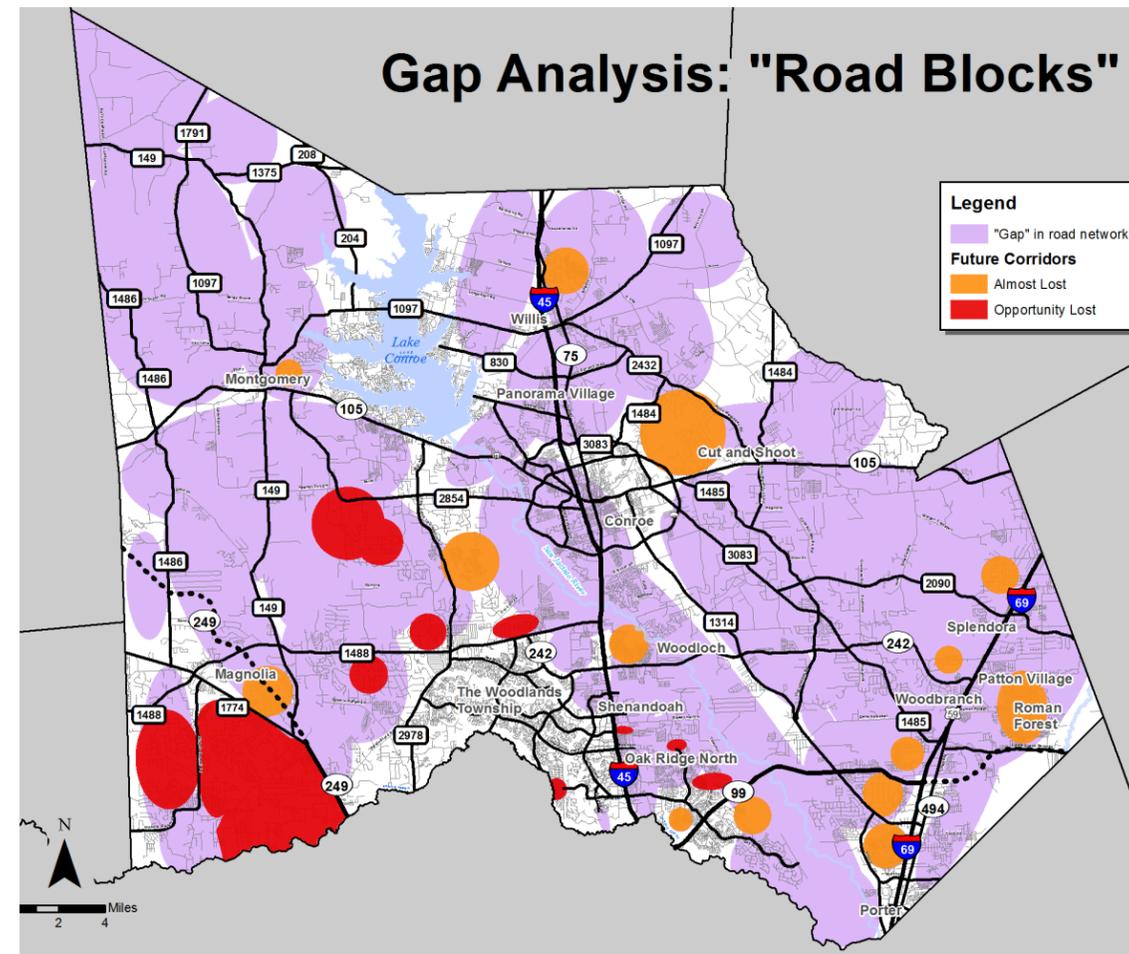


Figure 4-2: Gap Analysis Results

recognizes the key issues that were identified in the Focus Groups that were held in July 2014.

A variety of analysis techniques were used to identify network deficiencies in the existing Montgomery County road network, which are detailed below.

THOROUGHFARE SPACING

Desirable thoroughfare spacing is a function of the capacity of the system, transportation facilities, and the effect on the freeway system. Spacing was reviewed to ensure logical roadway layout consistent with standard transportation planning practices. In general, the ideal standard for sufficient coverage of "Major Thoroughfares" is a network grid spaced from one to five miles apart, whereas "Thoroughfares" are approximately one mile apart. The majority of Montgomery County's current roadway network is deficient in this spacing.

CORRIDOR GAPS

Identifying gaps, in otherwise continuous roadway segments, assists in determining potential restrictions to traffic flow that create an operational strain on the surrounding arterial network. The completion of a small roadway segment between two existing facilities can significantly reduce detours. The MCTP gives neighboring communities an opportunity to see how individual roadway systems affect areas larger than just one city/community. By eliminating the corridor gap, connectivity is improved and travel time is reduced.

NON-CONTINUOUS REGIONAL ROUTES

Providing for long trips over continuous routes that link multiple city or county population and employment centers is important for mobility and orderly development. Identifying the corridors where anticipated traffic demand exceeds the operational capacity of the facility is essential for financially responsible planning and programming of transportation

improvement funds. "Regional Thoroughfares" will play an increasingly important part serving as alternate routes to relieve congested freeway corridors. Currently there is only one regional route, SH 105, which completely traverses the county from east to west. IH 45 and IH 69/US 59 are the only routes that traverse the county from north to south. Additional regional routes are needed in order to provide alternative routes, disperse traffic and improve connectivity throughout the County.

CROSSINGS OVER NATURAL BARRIERS

Montgomery County is home to Lake Conroe (Figure 4-5) and numerous rivers, creeks and streams. These natural barriers, along with their floodways and floodplains, present a significant challenge to roadway connectivity in Montgomery County, directly obstructing north-south and west-east travel. As was mentioned previously, approximately 22% of Montgomery County's total area is located either within a floodway (FEMA Zone AE) or 100-year floodplain (FEMA Zone A).

It is recognized that building roads through floodplains and floodways is difficult and expensive. The processes of environmental analysis, potential mitigation, and applying for and obtaining permits from the US Army Corps of Engineers can be lengthy and costly, but this deficiency must be addressed to ensure that the future roadway network can support population and employment growth over the next 30 years.

The MCTP has been designed to minimize roadway connections through floodplains as much as possible. However, given the County's geographic characteristics, any comprehensive roadway network in Montgomery County will necessarily require connections through floodplains and floodways.

Where roadways through floodplains are required, proactive planning is of

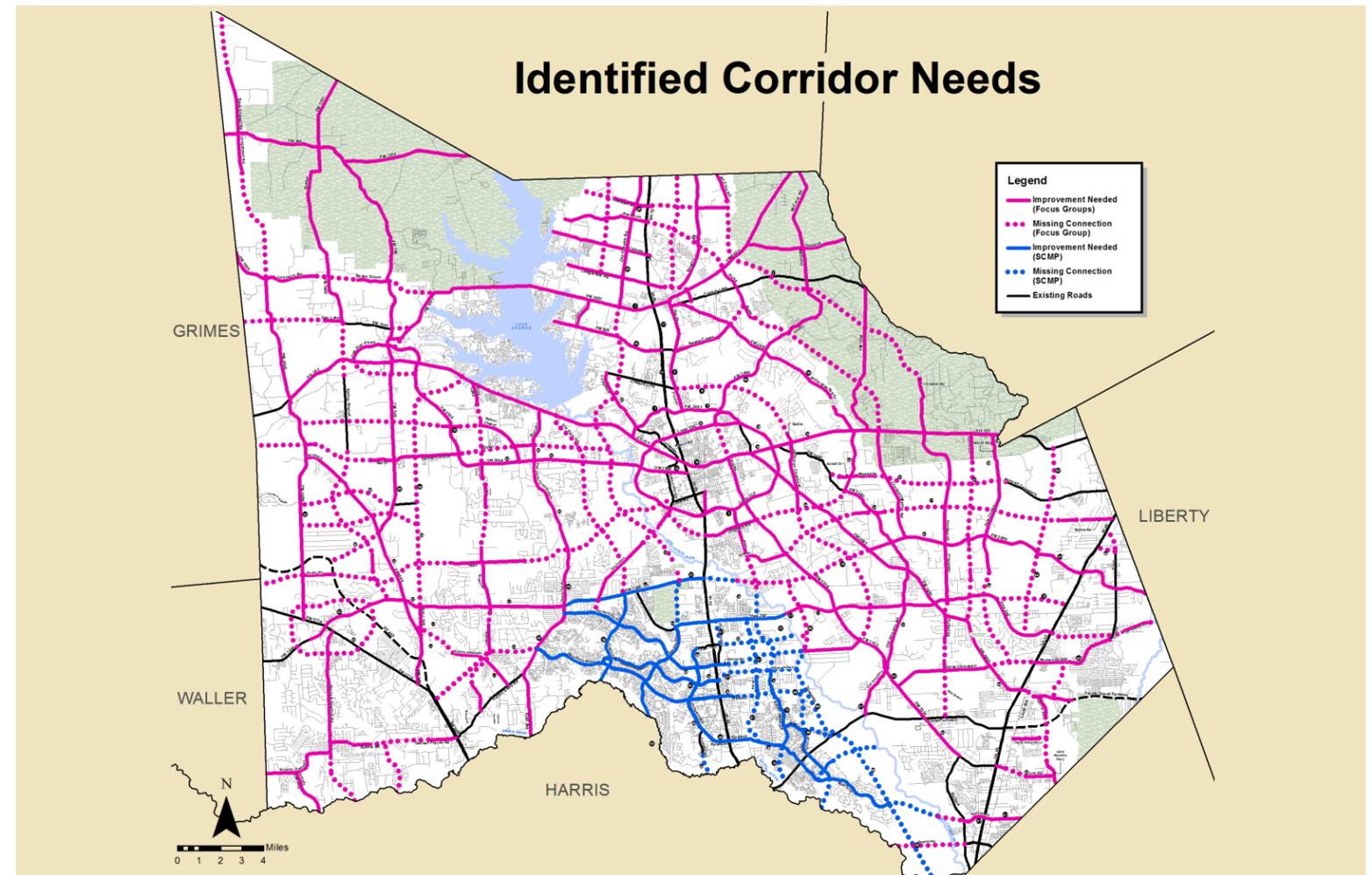


Figure 4-3: Corridors For Evaluation

ROAD	ISSUE(S) IDENTIFIED
FM 1097	Congestion from west side of Lake Conroe to IH 45
FM 149	Congestion from SH 1-5 to FM 1488
FM 2854	Congestion from SH 105 W to IH 45*
FM 830/Seven Coves	Congestion from Lake Conroe to IH 45
Gosling/Peoples	Extend from SH 242 to Old Conroe Road*
Honea Egypt/Fish Creek Thoroughfare/McCaleb	Congestion from FM 1488 to SH 105*
Loop 336 S	Congestion from FM 2854 to SH 105 E
Old Conroe Road	Extend and improve from FM 1488 to Loop 336 S
SH 105 at FM 149/SH 105 at FM 149	Congestion and safety issues
SH 75	Congestion from FM 3083 North to IH 45
Sorters	Congestion from FM 1314 to IH 69/US 59*

*All or partly in H-GAC's Regional Transportation Plan

Figure 4-4: Key Issues

critical importance. Early identification of environmental issues, close collaboration between participating federal, state, and local entities as well as developers, and identification of funding sources well in advance of engineering and construction are all steps that should be taken to lessen the burdens required of building roadways through floodplains and floodways.

SOUTH COUNTY MOBILITY PLAN (SCMP)

The SCMP is a detailed mobility plan that was completed in the Fall of 2015. The study area included all of Montgomery County Precinct 3, the Cities of Shenandoah and Oak Ridge North, The Woodlands Township and small parcels of Montgomery County Precincts 2 and 4, as well as a small portion of Harris County. The recommended thoroughfares from this plan were incorporated directly into the MCTP (Figure 4-6).

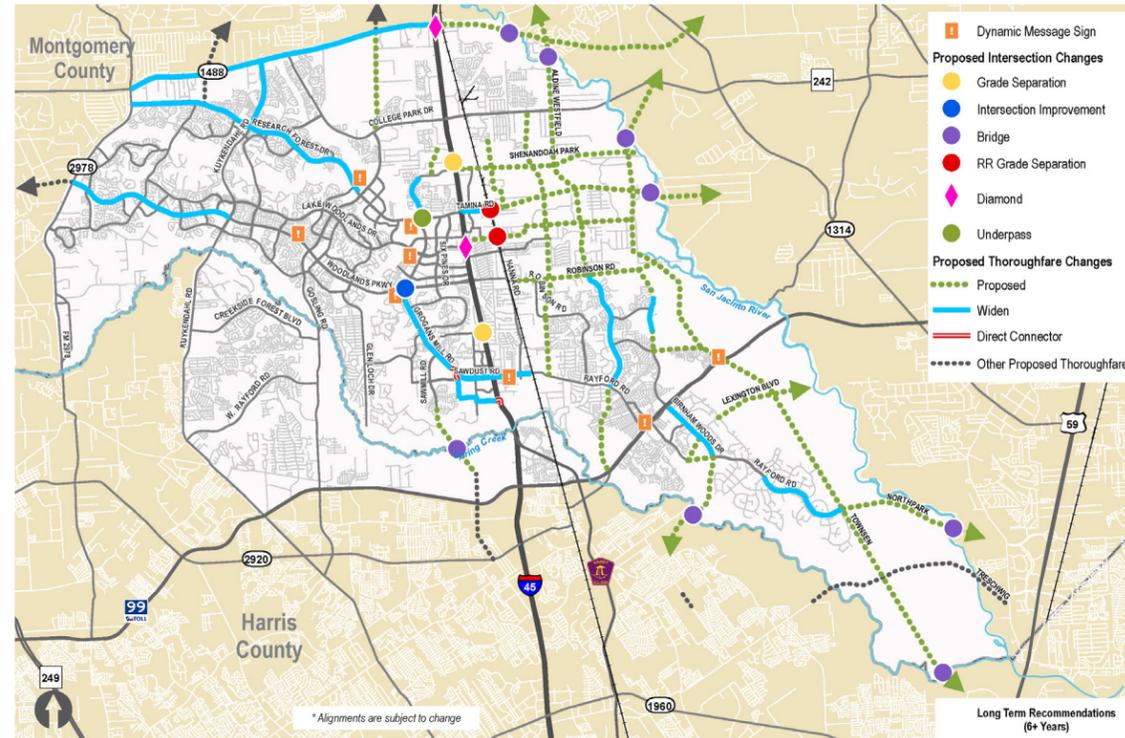


Figure 4-6: SCMP Long Term Recommendations

PUBLIC INPUT

As mentioned in Chapter 3, an extensive public involvement plan was implemented. The four public meetings resulted in numerous comments that influenced the development of the MCTP. A total of 156 comments were submitted November 10 – December 4, 2015. Copies of these comments are included in the Appendix. The following key concerns were expressed:

- Aldine Westfield extension via Scarlet Oak Trail (White Oak Estates)
- Against any thoroughfare through Cimarron Country
- Woodlands Parkway extension is needed
- Support of thoroughfare on Superior Road
- Connect Old Conroe Road/Magnolia Road to Sergeant Holcombe
- Support Magnolia Loop/Magnolia Bypass
- Support Loop around Conroe

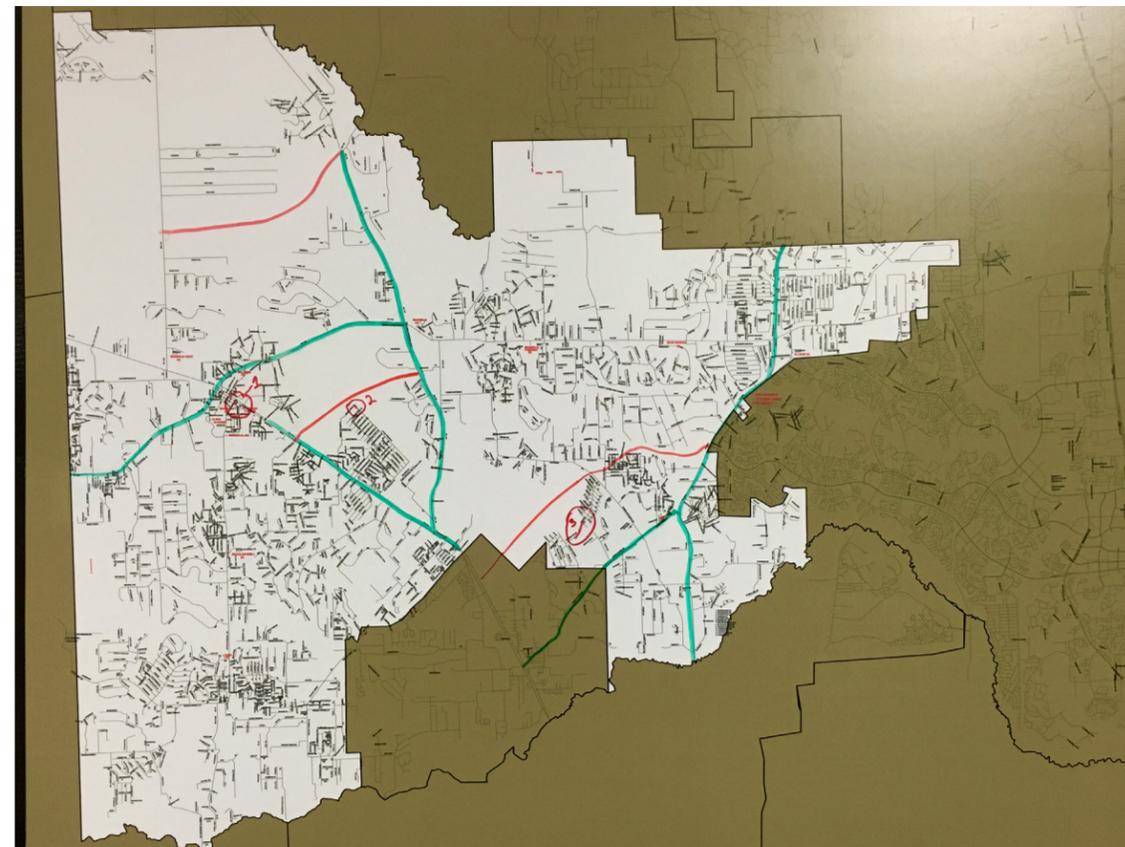


Figure 4-7: Comments from MISD. Locations where they would like to see existing roads widened and new roads built.

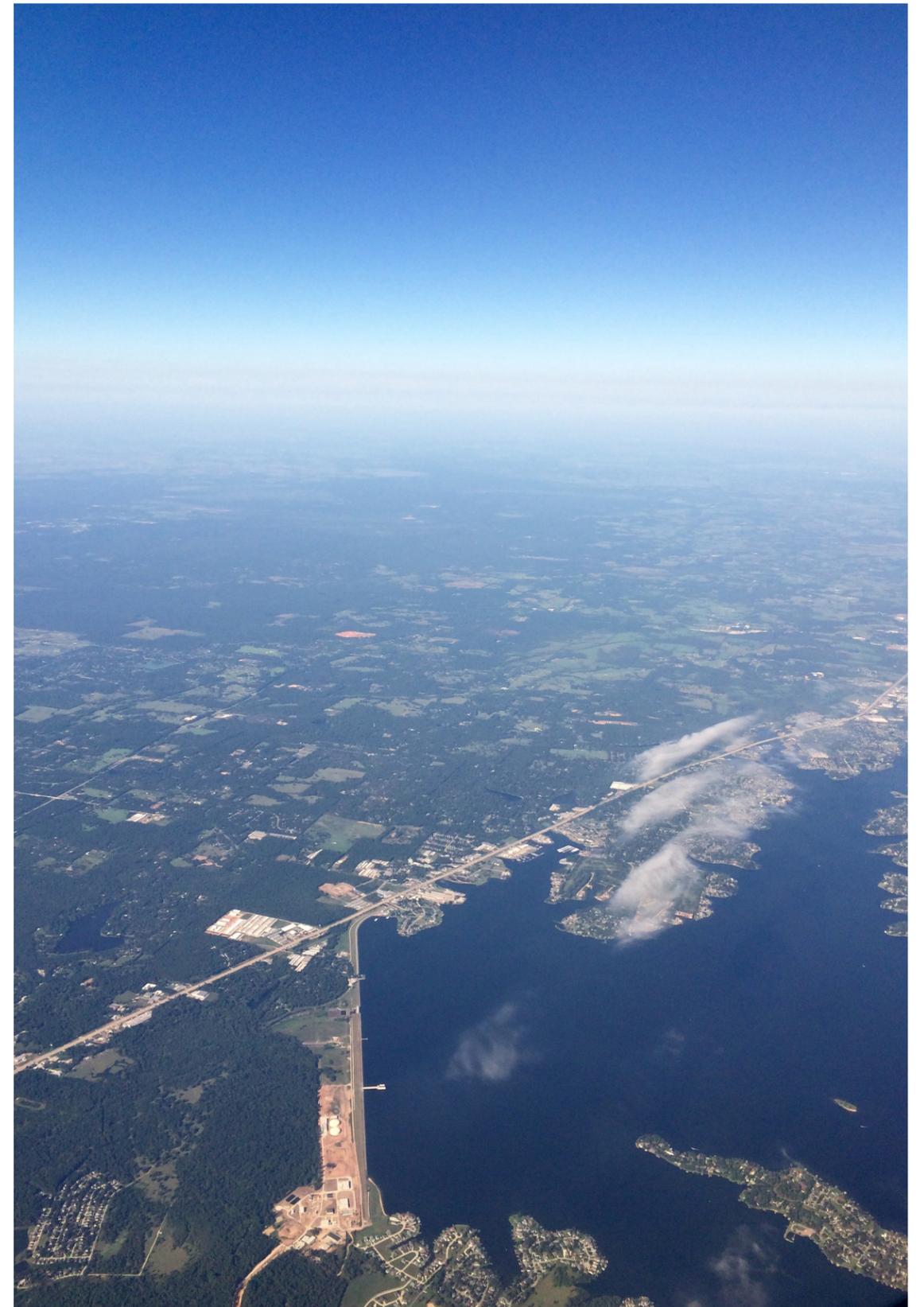


Figure 4-5: Natural Barrier - Lake Conroe (Source: C Mullins, 2015)

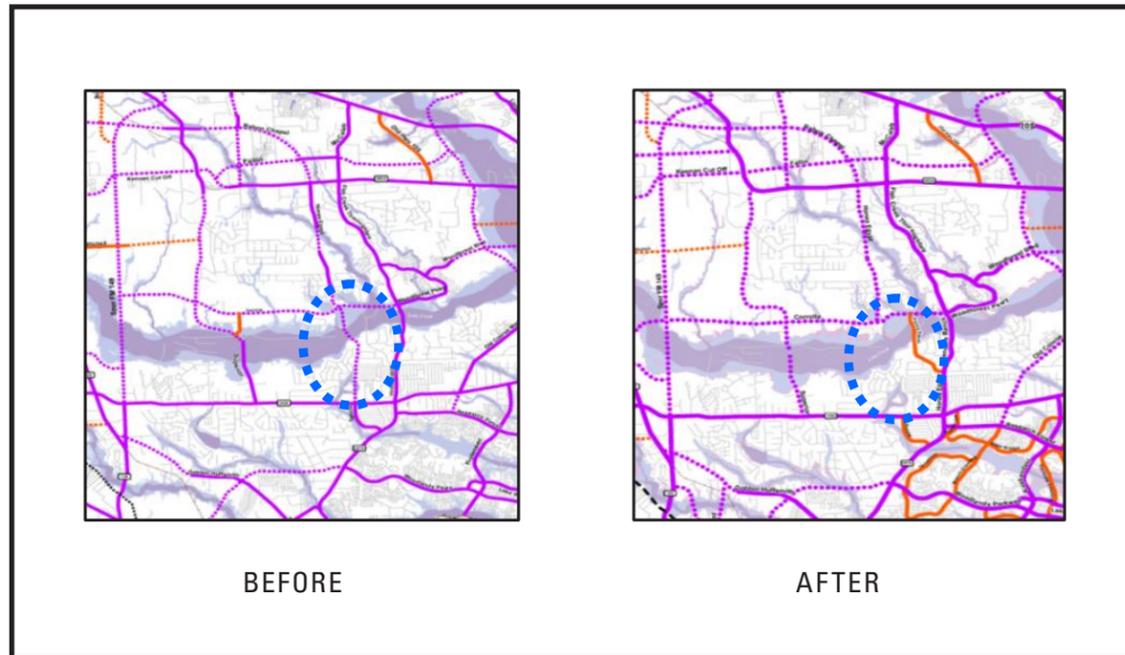


Figure 4-8

- Concern over San Jacinto River crossings
- Oppose Peoples Road impact
- Alternatives to IH 45 are needed throughout the County

Magnolia Independent School District (MISD) brought their comments to the public meeting in the form of a letter and map describing the needs of the MISD transportation Department. (Figure 4-7). To better serve the residents, they recommended that several existing roads be widened to accommodate school buses better as well as the approximate location of new roads that would make their bus system operate more efficiently. Currently, the buses in many parts of MISD have to travel long distances to reach children due to lack of road connectivity and gaps in the Montgomery County roadway network. It should be noted that all the new roads MISD requested were already in the MCTP Draft and no modification to the draft plan was needed.

to the projected growth in this area, and the fact that Honea- Egypt/Fish Creek Thoroughfare/McCaleb is the only route that connects FM 1488 and SH 105 in a 14-mile stretch between IH 45 and FM 149, there will be an extremely high demand for an alternative route.

The draft plan was modified as a result of the public input. First, there is not an existing proposed road on either the City of Conroe or Montgomery County's Thoroughfare Plan and, secondly, it was discovered that HEB had purchased land and was building a store on FM 1488 at Tamina Road, eliminating the possibility of having a thoroughfare in that location. As a result, the draft plan was modified by ending Honea-Egypt Road at Corrolla, Tamina Road was not extended north, and Old Honea-Egypt was designated as a collector from Corrolla to Honea- Egypt/ Fish Creek Thoroughfare/McCaleb (Figure 4-8).

Other modifications were made. The City of Houston asked that collectors be shown in the areas that were located within the City of Houston's ETJ. Precinct 4 asked that road alignments be adjusted to coordinate with a major development that was about to be platted (Figure 4-9).



Figure 4-9: Proposed plat in Precinct 4

There were two proposed thoroughfares that raised significant attention at the public meetings. The first major issue was the opposition to extend Aldine Westfield Road via Scarlet Oak Trail. This extension was a direct carry over from previous thoroughfare plans. Aldine Westfield Road has been in the Thoroughfare Plan since 1979. This road would provide the only north-south connection from SH 99 to the City of Conroe west of the San Jacinto River. In addition, the developer of Scarlet Oak subdivision dedicated 100 feet of right-of-way to the County when the development was being platted. No additional ROW along Scarlet Oak Trail would be required. This proposed thoroughfare remained on the map.

The second was opposition to a proposed thoroughfare road shown adjacent to Cimarron County. The intended purpose of this thoroughfare was to provide an additional north-south facility that would provide traffic relief to Honea Egypt/ Fish Creek Thoroughfare/McCaleb. Due



FM 3083 at Old Houston Road/FM 1485, Conroe, Texas

2016 THOROUGHFARE PLAN

2016 Montgomery County Thoroughfare Plan

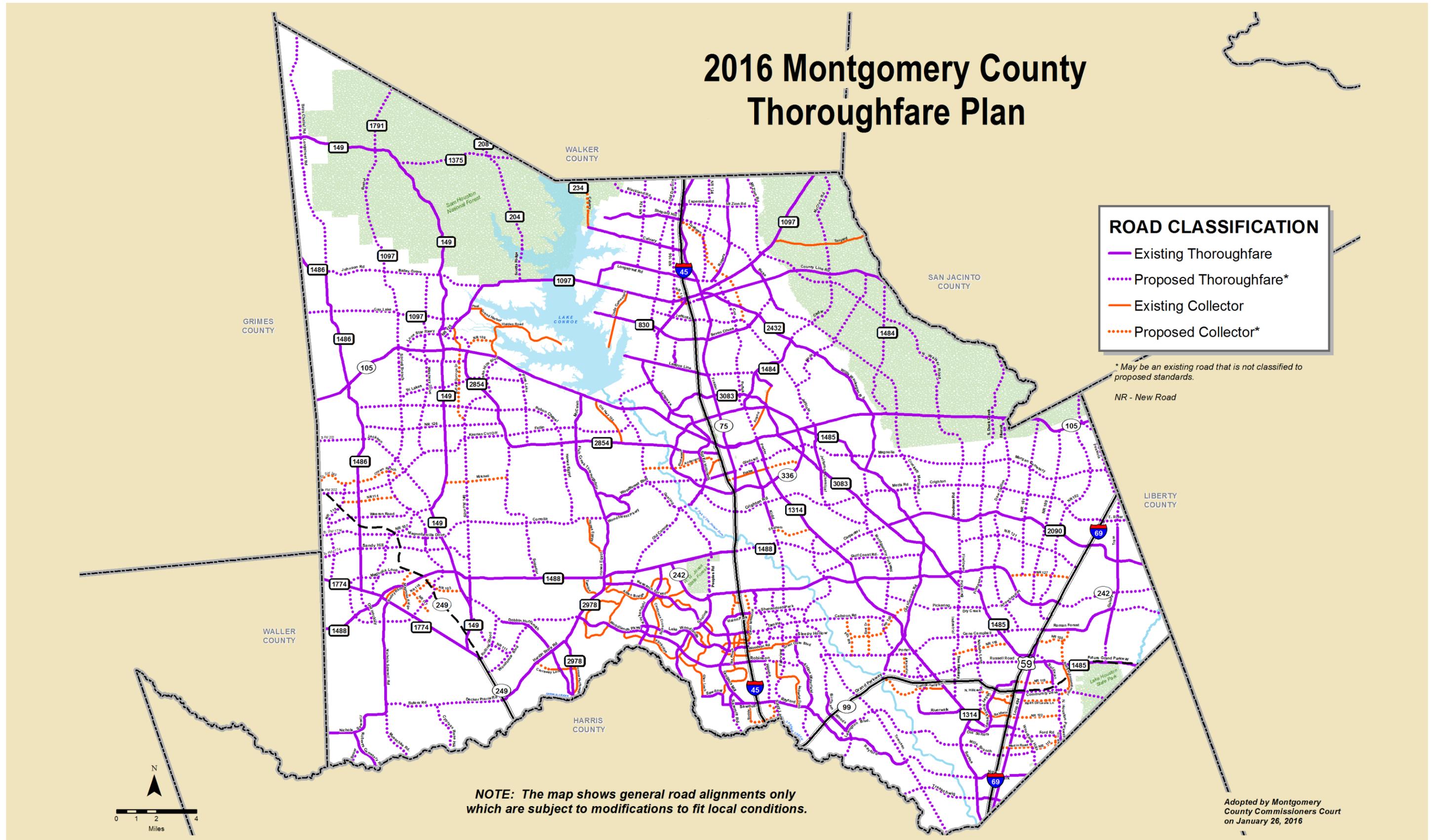


Figure 5-1

2016 THOROUGHFARE PLAN

This chapter presents the result of the MCTP study. Figure 5-1 shows the 2016 Montgomery County Thoroughfare Plan that was adopted by Commissioners Court on January 26, 2016. Figure 5-2, Functional Classification Map, classifies each road as an interstate/freeway/toll road, major thoroughfare, thoroughfare or major collector. These maps are the most essential elements of the MCTP.

Water features, topography, the built environment and county boundaries were all considered during the analysis of the system. However, this analysis was performed at a high level; as the need for a given roadway becomes apparent, more detailed studies will be necessary to refine alignments, investigate potential environmental impacts, and determine the ultimate design of the roadway (i.e. cross sections, bridges, intersection geometries, and the like). Subdivision plats that include thoroughfares should be developed in collaboration with, and under the review of, the County and, where appropriate, municipal agencies.

DESIGN CRITERIA

FUNCTIONAL CLASSIFICATION

In addition to defining a thoroughfare network, a classification was assigned to each of its roadways. Functional classification is the process by which local and regional roadways are grouped into hierarchical categories according to the transportation objectives they are intended to provide. This process identifies the role each roadway serves in the context of the larger transportation system. Functional classifications for the plan were based on a variety of considerations, including whether the roadway is on the state system and the amount of traffic it currently or is expected to carry. Functional classifications are shown in Figure 5-2 and listed by corridor in the Appendix.

Transportation systems are designed to serve a diverse range of travel needs, from long-distance travel between cities to local trips between home and retail areas, schools, employment, and other service locations. Assigning a functional class to each roadway in the system helps ensure that the transportation system can serve the diverse travel needs of users in a logical and efficient manner.

Functional classifications provide a basis for selecting appropriate speed and geometric design criteria for a given roadway. However, this does not mean that the functional classification for a given roadway prescribes specific design criteria. Instead, the actual configuration of roadways is subject to review and adjustment to ensure facility design is coordinated with adjacent development, takes into account the development character of the area which the roadway serves (urban, suburban or rural), and meets other community goals and objectives.

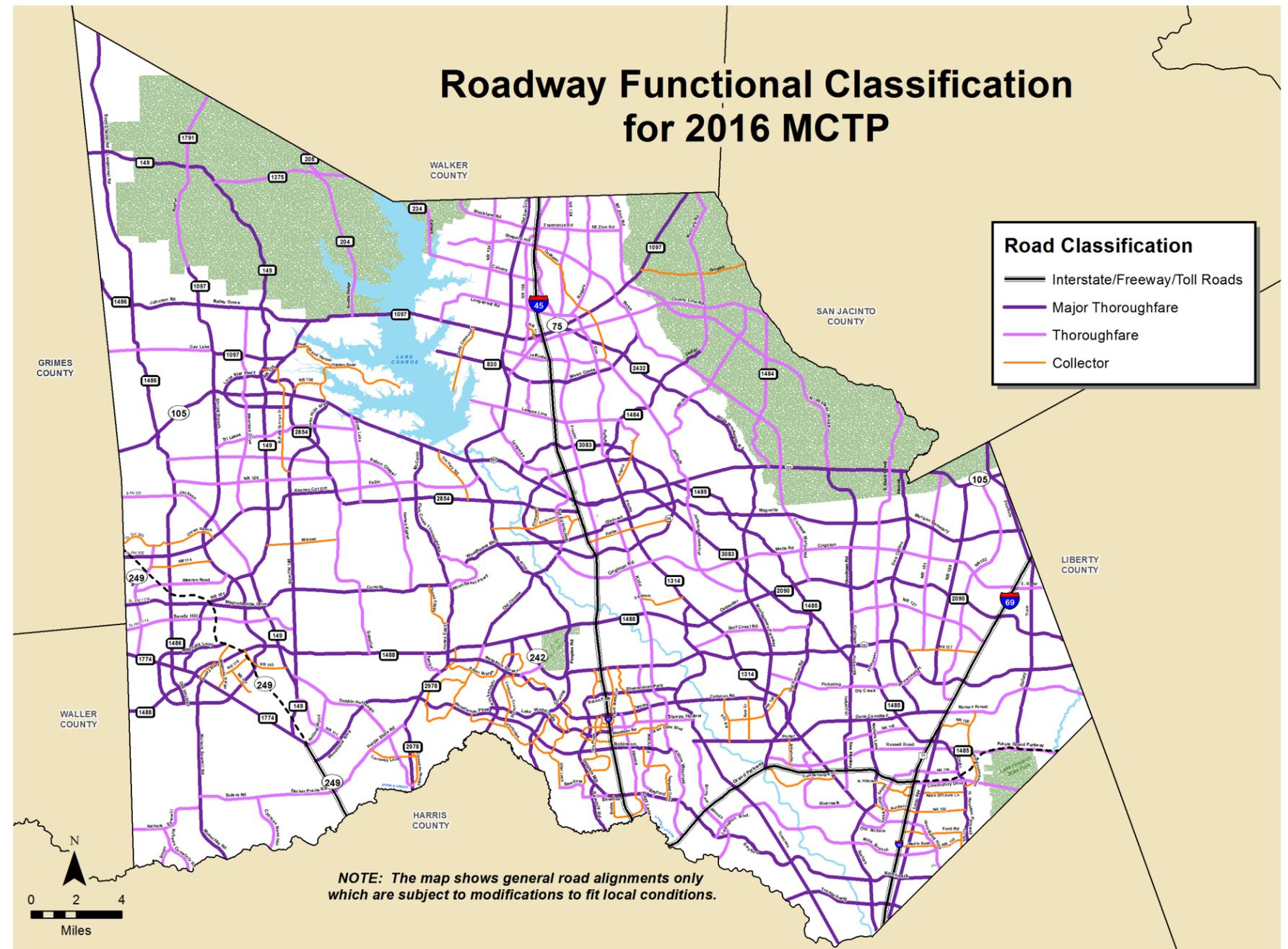


Figure 5-2

MOBILITY VS. ACCESS

The two primary travel needs served by roadways are mobility, which is the ability to move people or goods efficiently between locations, and access, which is the ability to reach numerous desired destinations. While all roadways serve these two needs to at least some degree, certain types of roadways serve one need better than the other. Highways, for example, provide a high degree of mobility, facilitating higher-speed, longer-distance travel between destinations by providing minimal traffic conflicts and few opportunities to enter/exit the roadway. Such roadways are classified as Interstate/Freeway/Toll Roads under the functional classification system specified in this MCTP. Neighborhood streets, on the other hand, provide a high degree of access (to homes, shopping centers, etc.), but offer lower mobility due to the presence of driveways, traffic signals, lower speeds and other design characteristics. These roadways are classified as Local Streets under this functional classification system (Figure 5-3, Source: FHWA).

If an entire system was built as Interstate/Freeway/Toll Roads there would be wasted roadway capacity and excessive amounts of land dedicated to road space, while at the same time the system would provide limited access to activities and homes. On the other hand, if the network was purely Local Streets, the network would be gridlocked without enough capacity, high volumes and slower traffic speeds. Varieties of roadway types are needed to make a network functional and create different roadway and intersection traffic densities.

The Montgomery County Functional Classification System has four primary functional classes which are listed below. This thoroughfare plan focuses mainly on the Major Thoroughfares and Thoroughfares (known in some jurisdictions as “Arterials”) and Major Collectors within the County.

INTERSTATE/FREEWAY/TOLL ROAD (F)

Interstate/Freeway/Toll Road (F) roadways provide a high degree of mobility by serving travel between major destinations, as well as long-distance traffic that goes through or bypasses an area. They are designed to minimize travel time by providing high posted speed limits, offering physical separation from other roadways and modes (e.g. no at-grade intersections, sidewalks, or bicycle lanes) and providing a limited number of access/egress points (e.g. entrance and exit ramps). These high-volume thoroughfares often have more than two lanes in each direction, no medians, and at least 400 feet of right of way. Roadways of this type usually have both inside and outside shoulders.

MAJOR THOROUGHFARES (MT)

Major Thoroughfares(MT)(also known as major arterials) provide a high degree of regional mobility by serving travel between major destinations and activity centers. They also serve long-distance traffic that goes through or bypasses an area and connect traffic into and between interstate and freeway thoroughfares. The number of lanes can vary between four and eight lanes in each direction. Medians are typically present, may contain left turn lanes, and usually have infrequent openings. There are limited driveway and street intersections, and no on-street parking. There is no grade separation between Major Thoroughfares and smaller intersecting roadways; however, depending on intersection volumes, grade separations between Major Thoroughfares can occur (an example in Montgomery County is Woodlands Parkway at Grogan’s Mill). Major Thoroughfares have a minimum right-of-way of 120 feet. Wide (greater than 6 feet) sidewalks and bicycle lanes can be found along Major Thoroughfares, especially in urban areas, and shoulders may be present, especially in rural areas.

THOROUGHFARES (T)

Thoroughfare (T) (also known as Minor Arterials) are intended to connect traffic into and between the principal arterial systems. They can serve trips of moderate length by connecting smaller geographic areas. While they provide slightly less mobility benefit than Major Thoroughfares, they are still characterized by relatively high travel speeds, low interference from cross traffic, and provide greater local accessibility. Typically, there is no grade separation between Minor Thoroughfares and intersecting roadways of similar classification. Medians are oftentimes present in urban areas and may contain turn lanes. On-street parking, large (6-

foot) sidewalks and bicycle lanes can be found on Thoroughfares, especially in urban areas. Thoroughfares have a minimum right-of-way of 100 feet, the presence and width of shoulders varies, based upon space available and the character (urban, suburban, or rural) of the area served.

MAJOR COLLECTORS (C)

Major collectors (C) provide a balance between mobility and access, primarily serving to collect traffic from local streets and provide connections to arterials. In urban areas, collectors provide traffic circulation in residential areas or commercial districts, while in rural areas they primarily serve travel within the county

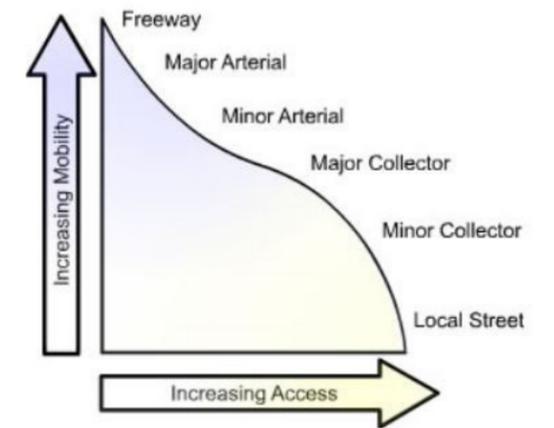


Figure 5-3: Mobility vs. Access

THOROUGHFARE TYPE	ABBREVIATION	TOTAL NUMBER OF LANES	MINIMUM RIGHT OF WAY	DESIGN SPEED	VEHICLES PER DAY	MINIMUM INTERSECTION SPACING	MINIMUM SHOULDER WIDTH ¹	TYPICAL CHARACTERISTICS
Freeways/ Tollways	F	4 or more	400ft	>50mph	> 40,000	No at-grade intersections	8 - 12 ft	<ul style="list-style-type: none"> Includes Interstate Highways, Freeways, Expressways and Tollways High degree of access control All interchanges are grade separated No median openings² No bicycle lanes
Major Thoroughfare (Major Arterial)	MT	4 to 8	120ft	40-50mph	20,000-60,000	400 - 500 ft	2 - 8 ft	<ul style="list-style-type: none"> Higher speeds and regional mobility Infrequent median openings² Limited driveway and street intersections No on-street parking Sidewalks (min. 6 ft) encouraged, esp. in urban areas Bicycle lanes permitted
Thoroughfare (Minor Arterial)	T	4 to 6	100 ft	35-45 mph	10,000 - 30,000	300 - 400 ft	2 - 8 ft	<ul style="list-style-type: none"> Greater local accessibility Infrequent median openings² Limited driveway and street intersections Permitted street parking Sidewalks (min. 6 ft) encouraged, esp. in urban areas Bicycle lanes permitted
Major Collector	C	2 to 4	80 ft	35-40 mph	5,000 - 30,000	250 - 300 ft	2 - 8 ft	<ul style="list-style-type: none"> Accessibility to and from local communities and activity centers Frequently median openings, driveway and street intersections² Permitted street parking Sidewalks may not be present, especially in rural areas Bicycle lanes permitted

1. May not be possible to provide shoulders in all areas

2. Raised medians are recommended for all roadways carrying 20,000 or more vehicles per day

Figure 5-4: Functional Classification Design Criteria

URBAN OR SUBURBAN MAJOR THOROUGHFARE (4 TO 8 LANES)

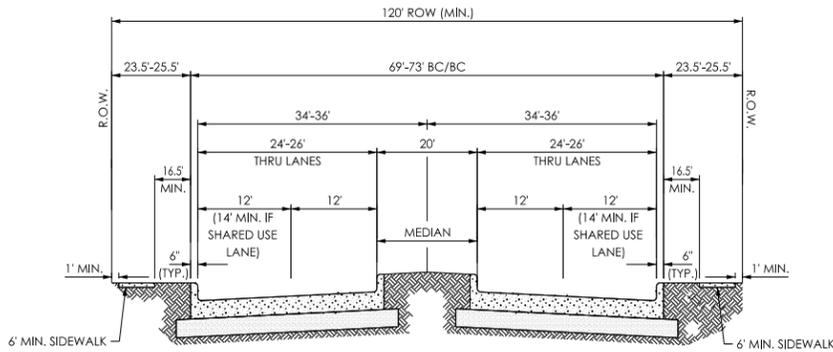
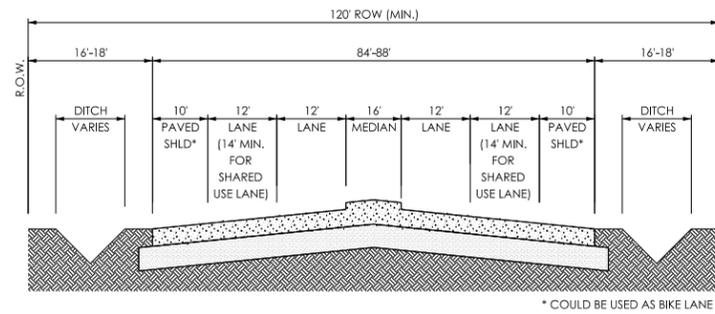


Figure 5-5: Major Thoroughfares (MT)

RURAL MAJOR THOROUGHFARE (4 TO 6 LANES)



(i.e. trips shorter than those served by thoroughfares). Major Collectors specifically provide access to and from local communities and activity centers. They are characterized by more frequent median openings than previously mentioned roadways, and more driveway and street intersections. The minimum right-of-way for Major Collectors is 80 feet. Sidewalks and bicycle lanes can be provided along Major Collectors, especially in urban areas. Availability and width of shoulders varies.

whereas rural roadways might not have sidewalks, be built with open trenches, have shoulders, and have continuous left turn lanes or no medians at all.

Standard lane widths are 12 feet, except where shared use lanes (for bicycles) are provided. Raised, landscaped medians are recommended for all roadways carrying more than 20,000 vehicles per day. Further discussion of medians can be found in the following chapter.

To allow for a greater flexibility in subdivision design and to encourage local governments to develop minimum and maximum street intersection spacing standards that meet the needs of their communities, the MCTP does not classify or specify the alignment of minor collectors or local roads, which are generally local or residential in nature.

The standard sections illustrated on the previous pages are conceptual in nature and do not take into account local factors such as land use character, available right-of-way, environmental conditions and local situations that could alter the design of a roadway in a given location. Detailed engineering studies and design will be required for all roadways as they are implemented.

TYPICAL ROADWAY CROSS-SECTIONS

Design criteria recommendations for the roadway classifications described above are described and illustrated in the following sections. The design criteria are based on the goal of achieving a safe, efficient and connected thoroughfare network. Standard design criteria are summarized in Figure 5.4 and standard sections are illustrated in Figures 5.6, 5.7 and 5.8. Full size roadway cross-sections can be found in the Appendix.

The functional classification table, shown in Figure 5.4, describes the basic design characteristics – design speeds, number of lanes, traffic volume and intersection spacing – regardless of whether the roadway serves an urban, suburban or rural area. However, as the standard sections indicate, there may be some difference in the design details of a given roadway depending on the character of the area which the roadway serves. For example, urban and suburban roadways might have sidewalks, curb-and-gutter construction, no shoulders, and raised landscaped medians,

URBAN OR SUBURBAN THOROUGHFARE (4 TO 6 LANES)

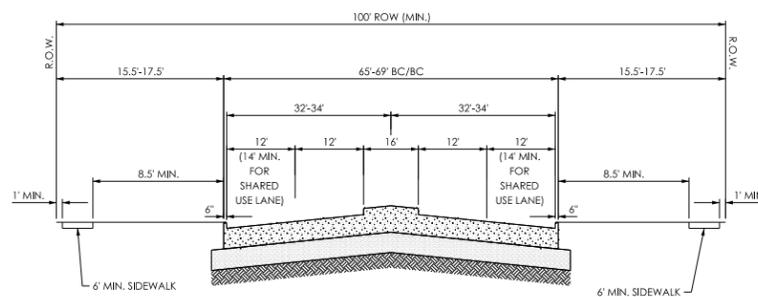
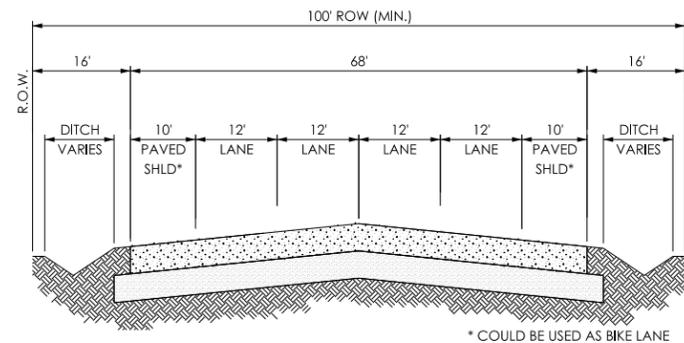


Figure 5-6: Thoroughfares (T)

RURAL THOROUGHFARE (4 TO 6 LANES)



URBAN OR SUBURBAN MAJOR COLLECTOR (2 TO 6 LANES)

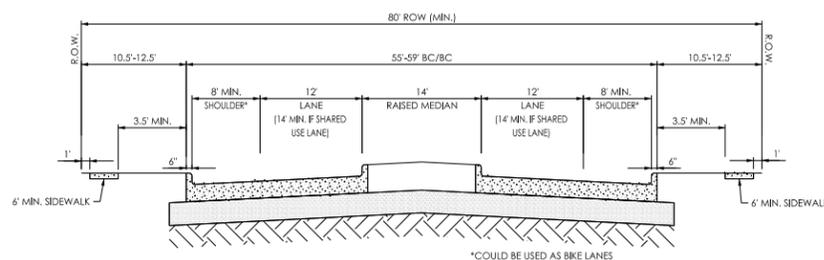
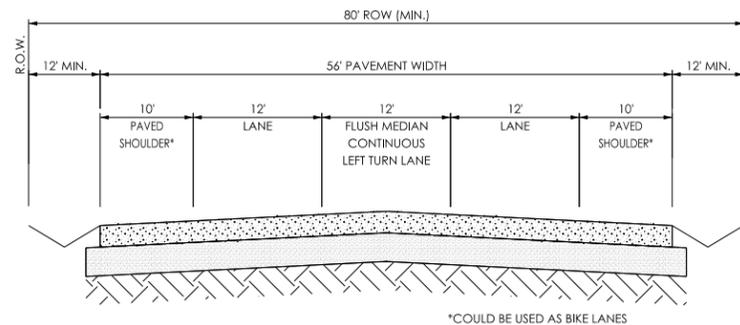


Figure 5-7: Major Collectors (C)

RURAL MAJOR COLLECTOR (2 TO 4 LANES)



NEW THOROUGHFARES

The results of a detailed analysis and public input can be seen in the graphic below. Although many of the corridors in the adopted plan were on a previous thoroughfare plan, there were numerous corridors, as seen in Figure 5.3, that were not previously in the 1979, 1985, 1988 or 2012 thoroughfare plans.

INTERSECTION SPACING

As the number of intersections per mile increases, the opportunity for vehicle conflicts that may result in crashes also increases. The existence of too many intersections per mile also has the potential to increase delay and congestion. However, too few intersections can limit access, as motorists need intersections to reach activities and destinations. Internal cross-access between parcels is highly encouraged to facilitate adequate access to multiple destinations while minimizing vehicle conflicts on thoroughfares.

SIGNALIZATION

In Montgomery County, several agencies receive requests for traffic signals at existing, un-signalized intersections. With few exceptions, a traffic signal will only be installed if it meets one or more of the eight (8) warrants in the Texas Manual of Uniform Traffic Control Devices (TXMUTCD). It is recommended that the warrant criteria set forth in the TXMUTCD be used in evaluating the need for a signal. All eligible requests are then evaluated for further study using traffic observations (vehicle, pedestrian and bicycle counts) and collision history.

SUBDIVISION REGULATIONS

Subdivision (or land division) regulations provide the procedures and standards for dividing a large parcel of land into smaller parcels for sale and development. Subdivision regulations require a developer to meet certain conditions in order to record a plat. They address the quality

of development (the availability of public services, services the sub-divider must provide, the layout of the site, etc.). The way in which land is divided plays a key role in the orderly development of a community. Failure to plan for the subdivision of land impacts many areas of governance and development such as the tax burden, the high cost of extending utilities, street and traffic problems, overcrowded schools, health hazards caused by waste water treatment systems unsuited to a particular area, and a loss of a sense of community (Source: Guide to Community Planning in Wisconsin, Brian W. Ohm, Board of Regents of the University of Wisconsin System, 1999).

Montgomery County and many of its municipalities have subdivision regulations with specific clauses requiring development to reserve the right-of-way needed for thoroughfares. Relevant excerpts from the regulations and ordinances are shown below.

Montgomery County Subdivision Rules and Regulations states the following:

“For divided major thoroughfares the developer will be required to build a minimum of a 24 foot street section and dedicate the ultimate rights-of-way.” (Montgomery County, Texas, Subdivision Rules and Regulations Subdivision Rules and Regulations § 3.2-A1)

City of Conroe Code of Ordinances states the following under Section 94-296.

“Improvement, widening and alignment of existing or proposed streets.

a. Where a proposed subdivision abuts on or is traversed by a major thoroughfare proposed by the master plan, the developer may be required to coordinate the dedication and construction of streets to the proposed right-of-way corridor. Where the right-of-way and paving requirements of the proposed street exceed what is

necessary to serve the proposed subdivision, the developer may be required to dedicate and construct within the corridor a street which meets the needs of the proposed development only, while reserving an area for future expansion of the right-of-way in accordance with the city’s policy on land reservation.

b. Where a proposed subdivision abuts on or is traversed by an existing substandard street which will provide access within the subdivision, then the developer may be required to dedicate additional right-of-way and improve the street to the standard applicable to a street which would meet the needs of the proposed development.

c. Where an existing street other than a major thoroughfare is to be extended, the extension must possess right-of-way and pavement widths which are not less than the existing portion of the street.” (City of Conroe, Texas, Code of Ordinances § 94-296)

The Woodlands Township Subdivision Regulations state the following.

“No improvement may be constructed or placed in a street right-of-way without approval by Montgomery County and/or Harris County. Approval by the Plan Review Committee does not constitute approval by the county. Any improvement constructed within an easement or in county jurisdiction without the consent of the easement holder is subject to removal. Plan Review Committee approval of plans for an improvement within an easement does not constitute approval by the additional easement holders or other entities.” (The Woodlands Township, Texas, Subdivision Regulations § 3.4.1B)

The City of Willis Code of Ordinances defines reserving right-of-way as follows:

“Minimum width for residential street pavement in a 50 foot right-of-way shall not be less than 28 feet for collector

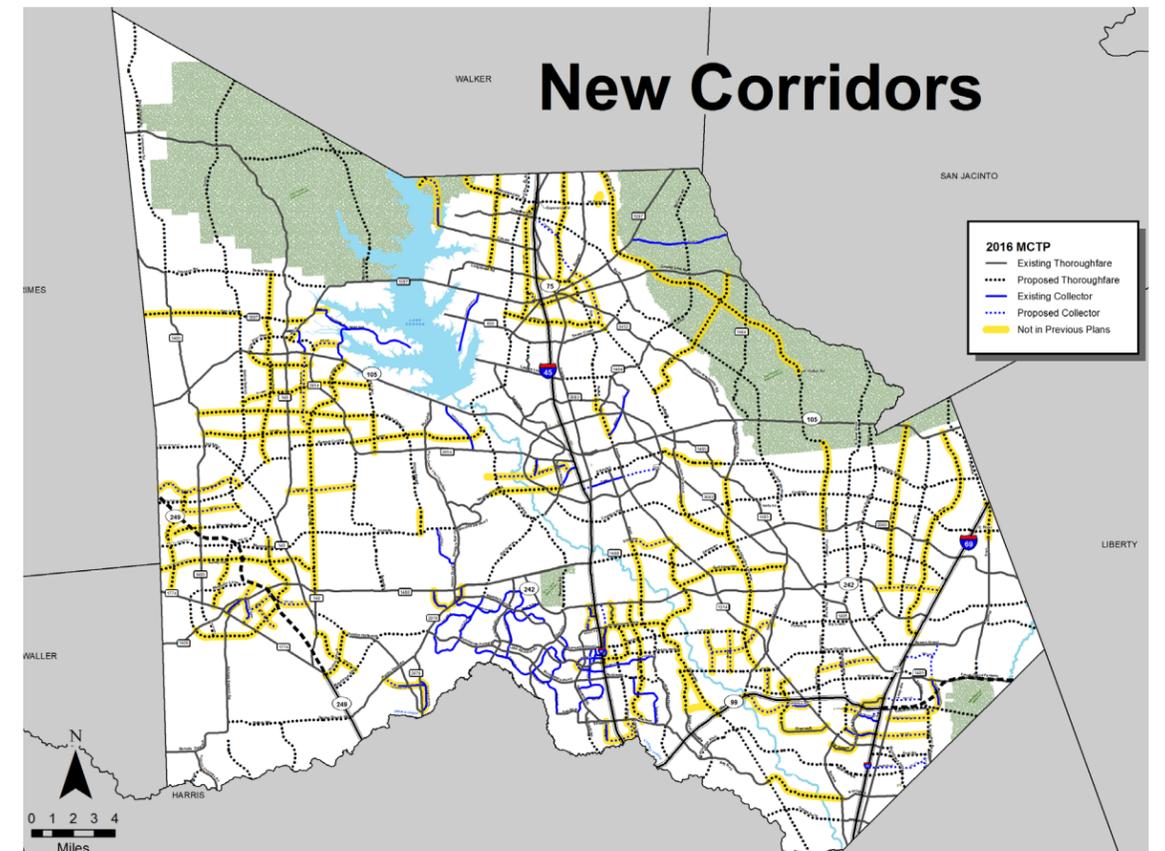


Figure 5-3 New Thoroughfare Corridors

streets and 22 feet for cul-de-sac and minor residential streets back-to-back of curb. For divided major thoroughfares, the developer will be required to build a minimum of a 24 foot street section and dedicate the ultimate rights-of-way.” (The City of Willis, Texas, Code of Ordinances § 154.24)

Besides ROW preservation, other subdivision regulations in use by some agencies include the following elements:

- Utility buffers
- Street furniture and landscaping
- Pavement thickness
- Functional classification and access determinations based on number of units or land use

To be effective, subdivision regulations must be integrated with other local government plans, policies, and ordinances. Communities need to make sure that the

requirements of their zoning ordinances are consistent with the requirements of their subdivision regulations. Subdivision regulations also need to be coordinated with the MCTP map and capital improvement plans and policies. A solid county planning process can help ensure that all plan implementation tools are working consistently to achieve the county’s objectives. (Source: Guide to Community Planning in Wisconsin, Brian W. Ohm, Board of Regents of the University of Wisconsin System, 1999)

It is recommended that Montgomery County and the City of Conroe update their subdivision regulations to represent the recommendations contained in this document.



FM 149

← ← ←
WEST - RUM - ASTORIA

Red traffic light

Red traffic light

105
TEXAS

↑

FARM
ROAD
149

↔

conoco
Quality Gasoline
Duckhorn
Distillers
2.39!
2.59!
2.79!

EAST
105
TEXAS

McDonald's

THE AUCTION

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AUCTION AUG 1 936-581-0123

SH 105 at FM 149, Montgomery, TX

RECOMMENDATIONS

RECOMMENDATIONS

The 2016 Montgomery County Thoroughfare Plan will result in a well-connected transportation system for the residents and businesses of Montgomery County to travel to, from, and within local communities by accomplishing the following:

- Preserve adequate rights-of-way for future expansion and connectivity.
- Establish county-wide design standards that enhance the safety and movement of all County roadway users and aid the transition from rural to urban land uses.
- Institute policies and procedures to coordinate and optimize transportation investments in the County.
- Require collaboration with the development community to ensure that roadway investments satisfy existing and future growth needs

IMPLEMENTATION

The MCTP represents a build-out of the County's ultimate thoroughfare system and does not attempt to represent the need for or the timing of specific construction projects. This is a true long-range plan based on currently existing plans approved by local elected officials. Constant input from the local government planning process is necessary to maintain a current inventory of thoroughfares. This Plan provides a logical scenario of arterial development based on current trends as well as expectations of the future.

This plan should be used as a guide for local planning to support and promote orderly and planned growth. It should also be a starting point for needs-based arterial studies. This plan may be used as a basis for city or county bond programs, regional land-use plans, economic development initiatives, and regional transportation plans.

The development of effective implementation policies will enable

government officials, engineers, planners and local stakeholders to ensure that the vision and guiding principles of this plan are put into practice as development occurs within the county.

POLICY

The following MCTP Policies are intended to be complimentary to and coordinated with the MCTP map. Both the policies and the map are to be considered and interpreted within the context of the guiding principles described in Chapter 1 of this document.

COMPLETE STREETS

Montgomery County recognizes that each street is a system of inter-related components serving a wide variety of users. Complete Streets are meant to provide safe, accessible and convenient use by a variety of users including motorists, transit riders, pedestrians and cyclists. These street system components may include, but are not limited to, vehicle travel lanes, bicycle travel lanes, drainage facilities, utilities, sidewalks, street trees, transit infrastructure, on-street parking, street signs, and lighting.

CONTEXT SENSITIVE SOLUTIONS

As Montgomery County continues the transition from a mostly rural area to one defined by increasing urbanization, the interaction between transportation system users, communities, and the surrounding land uses should play a significant role in how transportation system projects are designed and implemented. The thoroughfare plan considers the significance of the role and encourages the use of Context Sensitive Design policies to better merge individual and community needs, while maintaining system mobility, and the community's aesthetic quality.

Context sensitive solutions involves a collaborative approach that involves all stakeholders in developing a transportation facility that complements its physical

setting and preserves scenic, aesthetic, historic and environmental resources while maintaining safety and mobility.

Montgomery County may use context sensitive solutions to effectively merge the past aesthetics of the community with the new development patterns in ways that maintain the local rural character, but does not sacrifice efficiency or impede accessibility to new area destinations.

ACCESS MANAGEMENT

In order to improve traffic safety and protect the functional integrity of the street system in Montgomery County, this MCTP recognizes the importance of access management. Access management is the careful planning of the location, design, and operation of driveways, median openings, interchanges, and street connections. The purpose of access management is to provide access to land development in a manner that preserves the safety and efficiency of the transportation system.

Access Management improves safety by limiting the number of conflict points along a roadway by limiting the number of driveways and median openings and restricting certain movements of some median openings (Figure 6-1). The following list is a set of techniques that state and local governments can use to control access to highways, major arterials, and other roadways:

- **ACCESS SPACING:** Increasing the distance between traffic signals improves the flow of traffic on major arterials, reduces congestion, and improves air quality for heavily traveled corridors.
- **CROSSING ACCESS EASEMENTS:** Internal cross-access between parcels can be provided to facilitate adequate access to multiple destinations while minimizing vehicle conflicts on thoroughfares.
- **DRIVEWAY SPACING:** Fewer driveways spaced further apart allow for more

orderly merging of traffic and presents fewer challenges to drivers.

- **SAFE TURNING LANES:** Dedicated left-and right-turn, indirect left-turns and U-turns, and roundabouts keep through-traffic flowing. Roundabouts represent an opportunity to reduce an intersection with many conflict points or a severe crash history (T-bone crashes) to one that operates with fewer conflict points and less severe crashes (sideswipes) if they occur.
- **MEDIAN TREATMENTS:** Two-way left-turn lanes (TWLTL) and raised, landscaped medians are examples of some of the most effective means to regulate access and reduce crashes. Raised, landscaped medians are more restrictive in terms of access as they are non-traversable, but they also provide a degree of safety that continuous TWLTLs do not. Raised, landscaped medians with openings are recommended for all roadways carrying more than 20,000 vehicles per day.
- **RIGHT-OF-WAY MANAGEMENT:** As it pertains to ROW reservation for future widening, good sight distance, access location, and other access-related issues.

It is important for Montgomery County to develop access management standards to achieve a balance between property access and functional integrity of the road systems. Studies show that implementing access standards increases roadway capacity reduces crashes (Figure 6-2) and reduces travel time for motorists. (Source: Federal Highway Administration website) Although a roadway may eventually need to be widened, good access management practices can delay the need to widen the road for several years. In cases where roadways cannot be widened, good access management will help reduce congestion. (Source: Access Management, Balancing

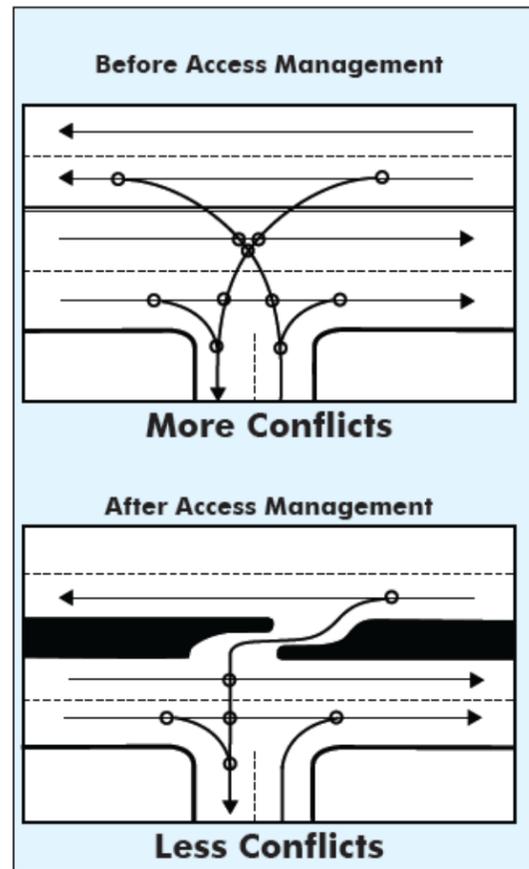


Figure 6-1: Limiting conflict points. (Source: Access Management, Balancing Access and Mobility, Florida Department of Transportation, 2013)

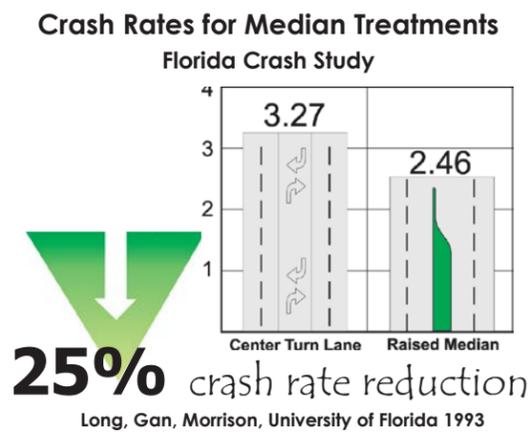


Figure 6-2: Crash reduction rates for median treatments

Access and Mobility, Florida Department of Transportation, 2013)

POTENTIAL FUNDING OPTIONS

The MCTP designates a system of major roadways throughout the county intended to provide adequate access and travel mobility. Since the Plan is not a list of construction projects, this section is for guidance only in the event funding is needed. There are many development tools and strategies available to local jurisdictions to implement the thoroughfare plan. These items will be discussed with an emphasis on encouraging greater coordination of effort among local jurisdictions, private land developers, and other area stakeholders. In addition to the federal and state funding available through the H-GAC RTP/ TIP process, local jurisdictions and stakeholders can utilize existing funding mechanisms or collaborate to create new ones where appropriate.

The State of Texas provides an array of tools to help local and county governments encourage and maintain the economic vitality of their jurisdictions. Tools applicable to the County are described below.

TAX INCREMENT FINANCING (TAX CODE, CHAPTER 311)

Tax Increment Financing is a tool that local governments can use to publicly finance needed structural improvements and enhanced infrastructure within a reinvestment zone. These improvements are usually undertaken to promote existing businesses and/or to attract new business to the area.

LOCAL GOVERNMENT CODE CHAPTER 387

Local Government Code Chapter 387 allows counties to create County Assistance Districts that are funded by a portion of sales taxes. Any county may adopt this sales tax, in all or part of the county, if the new combined local sales

tax rate would not exceed 2 percent at any location within the district. A county may create up to four county assistance districts, but not more than one district may be created in a commissioner's precinct. The commissioners' court may serve as the governing body of the district; or alternatively, the commissioners' court, by order, may appoint a board of directors to administer the district. A county assistance district may fund construction, maintenance or improvement of roads or highways; provision of law enforcement and detention services; maintenance or improvement of libraries museums, parks or other recreational facilities; promotion of economic development and tourism; fire fighting and fire prevention services and provision of services that benefit the public welfare.

CHAPTERS 380 (CITIES) AND 381 (COUNTIES) OF THE LOCAL GOVERNMENT CODE

Chapters 380 (cities) and 381 (counties) of the Local Government Code grant cities and counties broad discretion to make loans and grants of public funds or the provision of public services, at little or no cost, to promote all types of business development including industrial, commercial and retail projects. Each agreement can be uniquely tailored to address the specific needs of both the local government entity and the business prospect.

PUBLIC IMPROVEMENT DISTRICTS (PID) (LOCAL GOVERNMENT CODE, CHAPTER 372)

Public Improvement Districts (PID) (Local Government Code, Chapter 372) offer cities and counties a means for improving their infrastructure to promote economic growth in an area. The Public Improvement District Assessment Act allows cities and counties to levy and collect special assessments on properties that are within the city or its extraterritorial jurisdiction. Additional financing options are available

to certain large counties. PIDs may be formed to create water, wastewater, health and sanitation, or drainage improvements; street and sidewalk improvements; mass transit improvements; parking improvements; library improvements; park, recreation and cultural improvements; landscaping and other aesthetic improvements; art installation; creation of pedestrian malls or similar improvements; supplemental safety services for the improvement of the district, including public safety and security services; or supplemental business-related services for the improvement of the district, including advertising and business recruitment and development.

Other possible methods to fund future roadway projects include the following.

IMPACT FEES

Impact Fees impose a charge on new development to pay for the construction or expansion of off-site capital improvements that are necessitated by and benefit the new development. Impact fees are authorized through the police power; not the taxing power. They are part of the development approval process. Requiring an impact fee to provide adequate public facilities is similar to meeting site planning and zoning requirements. Many builders and developers are impact fee proponents because they know that impact fees add predictability to the development approval process and create a "level playing field" between them and their competitors. They also know impact fees replace less fair negotiated exactions. (Source: ImpactFees.com)

THOROUGHFARE FUND

A thoroughfare Fund is a designated funding source, created by a city or county, would be used to fund all elements of a major or minor thoroughfare, including construction (travel lanes, sidewalks, bicycle lanes etc.), Right-of-way acquisition and engineering costs. (Source: City of

Columbus Thoroughfare Plan, Columbus, IN, www.columbus.in.gov)

PARKING TAX

A parking Tax a source that, at perhaps \$5 per space, could be dedicated exclusively for roadway projects.

PRO-ACTIVE APPROACHES

Pro-active approaches could help to move projects forward in H-GAC's Transportation Improvement Program. Examples include:

- County and/or local jurisdictions acquiring right-of-way in advance
- Encourage landowners and developers to donate right-of-way
- County and/or local governments can fund feasibility and traffic studies, environmental studies and preliminary engineering and design
- County and/or local governments could pay the full cost of relocating utilities and pipelines and constructing drainage improvements

INTERPRETATION OF THE MCTP MAP

The 2016 MCTP Map shows a number of new street connections to be made at an undefined point in the future. The vast majority of these new connections are likely to be constructed in segments, if and when development occurs in those areas. In no instance should any of these connections on the MCTP Map be interpreted as showing exact alignments for new streets, as they are instead intended to represent conceptual connections from one location to another.

It is recognized by this document that the actual implementation of the new connections shown will be highly dependent on numerous unknowns, such as future traffic demand, timing and location of future development, environmental findings, and engineering and financial feasibility. These unknowns

do not invalidate the need for or content of this Plan, but rather reinforce the appropriateness of viewing the new connections as conceptual. As such these new connections should in no way be interpreted as or used to limit the current use of the areas in which they are located. These conceptual connections should, however, be incorporated into new subdivisions and other developments in these areas.

Further, in no way should any future connection shown on the MCTP map be interpreted as establishing an easement or right-of-way for that connection or in any way claiming private property for public use.

NEXT STEPS

The Thoroughfare Plan has been adopted and this study document has been completed. However, there are still steps that need to be completed by the County in order for this plan to be successfully implemented, including:

- Updating existing subdivision regulations;
- Instituting policies and procedures to coordinate and optimize transportation investments in the county;
- Collaborating with the development community to ensure that roadway investments satisfy existing and future growth needs;
- Coordinating with Conroe, Willis, Montgomery, Magnolia, Oak Ridge North, Shenandoah, Houston and other cities that have a thoroughfare plan to ensure their Thoroughfare Plan complements the MCTP;
- Developing a process to amend the thoroughfare plan; and
- Updating the thoroughfare plan every 5 years.

SUMMARY

The 2016 MCTP, Figure 6-3, is a long range (50+ years) plan that identifies the type and general location of future roadways; preserves transportation corridors

(i.e. right-of-way); and guides future development. It is not a list of construction projects; a survey, design or engineering study showing the exact alignments of roadways; a time frame for when a project should be complete; a funding mechanism; or a promise to build roads.

The MCTP will promote connectivity and design uniformity throughout Montgomery County. Local and county wide planning efforts will greatly benefit from the MCTP through its description of the intended major transportation network and its provision of a single source of information for the review of the key roadway infrastructure currently existing or being planned in the future. Local governmental agencies are encouraged to use this information to help in the development, modification, and implementation of their local plans.

Changes will be made to the thoroughfare plan over time; however the County should make all reasonable efforts to maintain the original integrity of the plan and its basic theory, and keep changes and revisions to a minimum. It will be necessary to maintain the plan's continuity and ensure confidence in the plan's long -range implementation by private land owners.

The 2016 MCTP is intended to represent the intentions and expectations of individual cities and Montgomery County in developing an ultimate thoroughfare system while maintaining a regional perspective. The County is responsible for maintaining the MCTP for the guidance of development of the street and highway network which will provide a high level of mobility and accessibility for the majority of the citizens, present and future, of this County.

2016 Montgomery County Thoroughfare Plan

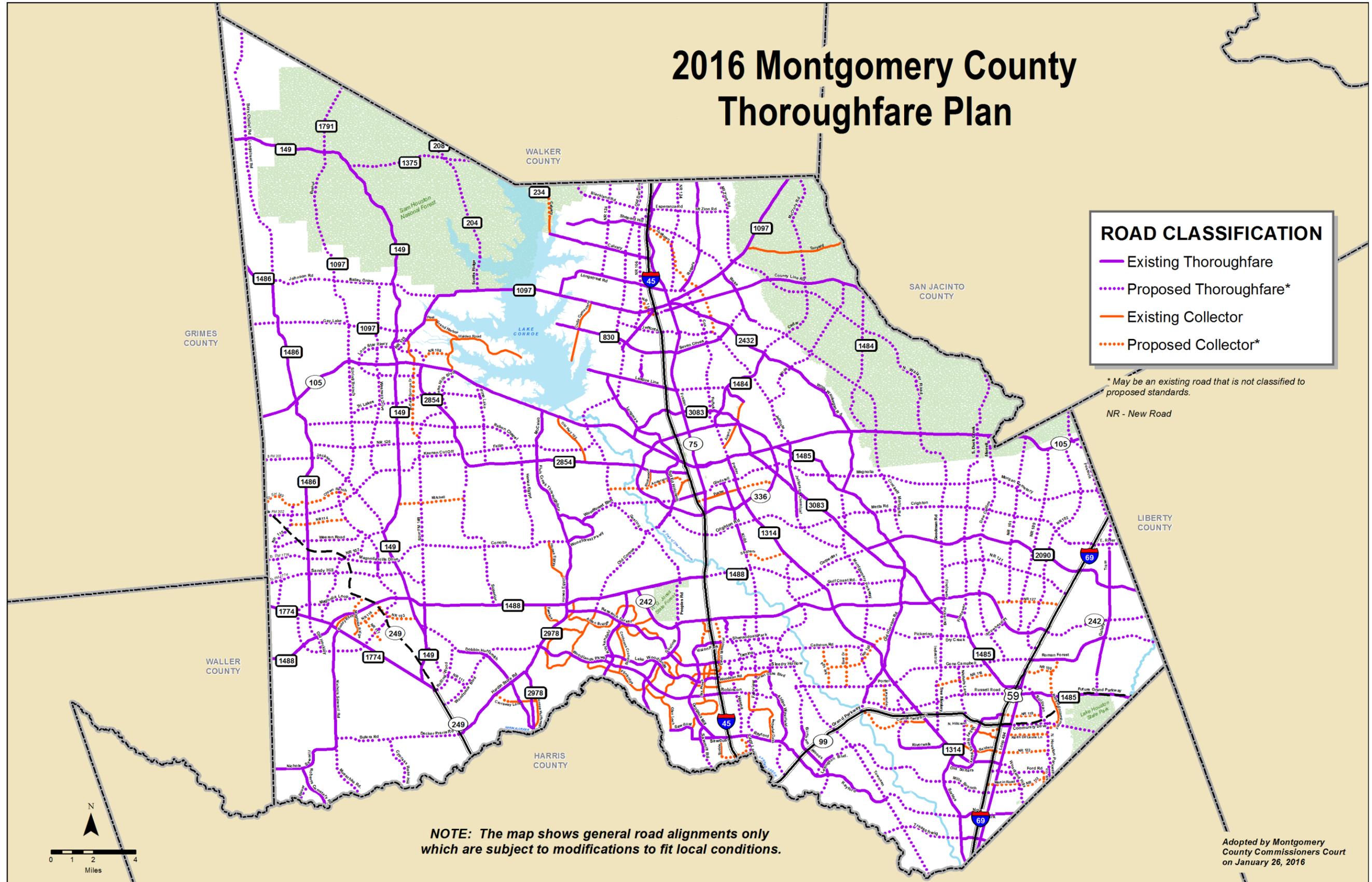


Figure 6-3: 2016 Montgomery County Thoroughfare Plan

CONNECTIONS

2016 | Montgomery County
THOROUGHFARE PLAN

CONNECTIONS

2016 | Montgomery County
THOROUGHFARE PLAN

APPENDIX



JULY 2016



Research Forest Drive at IH 45

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CONGESTION CALCULATIONS

CONGESTION CALCULATIONS FOR MONTGOMERY COUNTY

ASSUMPTIONS:

Base saturation flow rate - arterial	1900	vphpl
Green time	50%	
Lane capacity - arterial	950	vphpl
Lane capacity - two-lane highway	1700	vphpl
Lane capacity - multi-lane highway	2000	vphpl
Lane capacity - freeway	2400	vphpl
Directional distribution	0.6	
Peak hour distribution	0.1	
vphpl: Vehicls per hour per lane		

ROADWAY	BOUNDARIES	2012 ADT	2013 ADT	# LANES	2012 VOLUME (VEH/HR/LN)	2013 VOLUME (VEH/HR/LN)	FACILITY TYPE	CAPACITY (VEH/HR.LN)	2012 V/C	2013 V/C
494	South of FM 1485	7900	4284	2	435	236	Arterial	950	0.46	0.25
494	North of FM 1485	9700	5508	2	534	303	Arterial	950	0.56	0.32
494	South of US 59	1300	745	2	72	41	Arterial	950	0.08	0.04
494	North of FM 1314	8900	4998	2	490	275	Arterial	950	0.52	0.29
494	South of FM 1314	17700	16250	2	974	894	Arterial	950	1.02	0.94
494	.5 mile south of FM 1314	7900	3366	2	435	185	Arterial	950	0.46	0.19
494	2.25 Miles south of FM 1314	7700	3264	2	424	180	Arterial	950	0.45	0.19
494	Mile North of FM 1314	7500	3570	2	413	196	Two-lane	1700	0.24	0.12
B59L	Just north of Dulaney	1600	1632	1	176	180	Arterial	475	0.37	0.38
B59L	Between 2090 EAST & WEST	6000	6120	2	330	337	Arterial	950	0.35	0.35
B59L	Just north of 2090	1400	2467	2	77	136	Arterial	950	0.08	0.14
B59L	Mile North of 2090	980	1680	2	54	92	Two-Lane	1700	0.03	0.05
FM 3083	East of US 75	17100	18836	2	941	1036	Two-lane	1700	0.55	0.61
FM 1097	West of I-45	17100	20018	2	941	1101	Arterial	950	0.99	1.16
FM 1097	East of I-45	21000	22187	2	1155	1220	Arterial	950	1.22	1.28
FM 1097	Mile East of SH 75	7000	8008	2	385	440	Two-lane	1700	0.23	0.26
FM 1097	Just west of SH 75	14400	15167	4	396	417	Arterial	1900	0.21	0.22
FM 1097	Just east of SH 75	5700	6672	2	314	367	Arterial	950	0.33	0.39
FM 1097	Just East of FM 149	3500	3699	2	193	203	Two-Lane	1700	0.11	0.12
FM 1097	West of FM 149	2000	2365	2	110	130	Two-Lane	1700	0.06	0.08
FM 1097	Over Lake Conroe	8800	10308	2	484	567	Two-lane	1700	0.28	0.33
FM 1097	East of Long Street Rd	13300	15188	2	732	835	Two-lane	1700	0.43	0.49
FM 1097	5 Miles south of FM 1375	310	362	2	17	20	Two-lane	1700	0.01	0.01
FM 1097	Just south of the county line	2900	3147	2	160	173	Two-lane	1700	0.09	0.10
FM 1314	South of SH 242	14700	14994	2	809	825	Arterial	950	0.85	0.87

ROADWAY	BOUNDARIES	2012 ADT	2013 ADT	# LANES	2012 VOLUME (VEH/HR/LN)	2013 VOLUME (VEH/HR/LN)	FACILITY TYPE	CAPACITY (VEH/HR.LN)	2012 V/C	2013 V/C
FM 1314	2 Miles South of Loop 336 South	7300	7446	2	402	410	Two-lane	1700	0.24	0.24
FM 1314	6 Miles South of SH 242	17000	19291	4	468	531	Arterial	1900	0.25	0.28
FM 1314	South of SH 105	8100	8921	2	446	491	Arterial	950	0.47	0.52
FM 1314	West of US 59	30000	35484	4	825	976	Arterial	1900	0.43	0.51
FM 1314	West of 494	13800	14711	4	380	405	Arterial	1900	0.20	0.21
FM 1375	East of FM 149	720	735	2	40	40	Two-lane	1700	0.02	0.02
FM 1375	Just west of the County Line	970	951	2	53	52	Two-lane	1700	0.03	0.03
FM 1484	North of SH 105	3100	3589	2	171	197	Two-Lane	1700	0.10	0.12
FM 1484	1.5 Miles North of SH 105	3500	4068	2	193	224	Two-lane	1700	0.11	0.13
FM 1484	2.5 Miles East of FM 2432	2600	2948	2	143	162	Two-Lane	1700	0.08	0.10
FM 1484	South of FM 2432	10400	11876	4	286	327	Multi-Lane	4000	0.07	0.08
FM 1484	North of FM 2432	8300	9961	2	457	548	Two-Lane	1700	0.27	0.32
FM 1484	Between Loop 336 North and FM 3083	3400	3794	2	187	209	Arterial	950	0.20	0.22
FM 1485	North of FM 3083	5300	6214	2	292	342	Arterial	950	0.31	0.36
FM 1485	North of FM 2090	3600	3707	2	198	204	Arterial	950	0.21	0.21
FM 1485	South of SH 105	5500	6329	2	303	348	Two-Lane	1700	0.18	0.20
FM 1485	West of Willis Waukegan	2500	2910	2	138	160	Two-lane	1700	0.08	0.09
FM 1485	3 Miles North of US 59	10300	11182	2	567	615	Two-lane	1700	0.33	0.36
FM 1485	East of US 494	11700	11934	2	644	656	Arterial	950	0.68	0.69
FM 1485	Between US 59 and 494	11700	13340	4	322	367	Arterial	1900	0.17	0.19
FM 1485	West of county Line	6100	6987	2	336	384	Two-Lane	1700	0.20	0.23
FM 1485	West of US 59	21000	23653	4	578	650	Arterial	1900	0.30	0.34
FM 1485	1.5 Miles East of 494	11100	11322	2	611	623	Two-Lane	1700	0.36	0.37
FM 1486	North of FM 1774	4500	5073	2	248	279	Two-Lane	1700	0.15	0.16
FM 1486	Just north of SH 105	2100	2358	2	116	130	Two-Lane	1700	0.07	0.08
FM 1486	Mile north of SH 105	1850	2010	2	102	111	Two-Lane	1700	0.06	0.07
FM 1486	Just south of SH 105	2100	2046	2	116	113	Two-Lane	1700	0.07	0.07
FM 1486	2 miles south of SH 105	2000	2137	2	110	118	Two-Lane	1700	0.06	0.07
FM 1486	4 Miles South of SH 105	1300	1301	2	72	72	Two-Lane	1700	0.04	0.04
FM 1486	South of Johnson Road	960	1054	2	53	58	Two-lane	1700	0.03	0.03
FM 1488	West of I-45	34000	34680	4	935	954	Multi-Lane	4000	0.23	0.24
FM 1488	North of FM 1774	10600	11113	2	583	611	Arterial	950	0.61	0.64
FM 1488	South of West FM 1774 and North of East FM 1774	16300	17786	2	897	978	Arterial	950	0.94	1.03
FM 1488	South of FM 1774	10800	12455	2	594	685	Arterial	950	0.63	0.72
FM 1488	Just East of Waller county Line	7400	8179	2	407	450	Two-Lane	1700	0.24	0.26
FM 1488	East of FM 149	13300	14928	2	732	821	Arterial	950	0.77	0.86
FM 1488	West of FM 2978	22000	22440	4	605	617	Arterial	1900	0.32	0.32
FM 149	1 mile south of SH 105	6000	5870	2	330	323	Two-Lane	1700	0.19	0.19
FM 149	Just north of SH 105	6100	6274	2	336	345	Arterial	950	0.35	0.36

ROADWAY	BOUNDARIES	2012 ADT	2013 ADT	# LANES	2012 VOLUME (VEH/HR/LN)	2013 VOLUME (VEH/HR/LN)	FACILITY TYPE	CAPACITY (VEH/HR.LN)	2012 V/C	2013 V/C
FM 149	Just south of SH 105	5900	5919	2	325	326	Two-Lane	1700	0.19	0.19
FM 149	Between SH 105 and FM 1097	5500	5830	2	303	321	Arterial	950	0.32	0.34
FM 149	North of FM 1097	3200	3478	2	176	191	Two-Lane	1700	0.10	0.11
FM 149	South of FM 1097 West	5100	5649	2	281	311	Arterial	950	0.30	0.33
FM 149	5 Miles South of SH 105	5100	5547	2	281	305	Two-Lane	1700	0.17	0.18
FM 149	North of FM 1774	9800	10748	2	539	591	Two-Lane	1700	0.32	0.35
FM 149	North of FM 1488	7800	8263	2	429	454	Arterial	950	0.45	0.48
FM 149	South of FM 1488	5800	6245	2	319	343	Arterial	950	0.34	0.36
FM 149	East of County Line	1100	1099	2	61	60	Two-lane	1700	0.04	0.04
FM 149	West of FM 1791	1050	1027	2	58	56	Two-lane	1700	0.03	0.03
FM 149	Just south of FM 1375	1050	1070	2	58	59	Two-lane	1700	0.03	0.03
FM 1774	West of FM1486	7000	6863	2	385	377	Two-Lane	1700	0.23	0.22
FM 1774	East of FM 1486	11500	11558	2	633	636	Arterial	950	0.67	0.67
FM 1774	West of FM 1488	10500	9819	2	578	540	Arterial	950	0.61	0.57
FM 1774	About mile east of FM 1488	15500	14258	2	853	784	Arterial	950	0.90	0.83
FM 1774	West of FM 149	19200	18824	2	1056	1035	Arterial	950	1.11	1.09
FM 1791	North of FM 149	870	853	2	48	47	Two-lane	1700	0.03	0.03
FM 1791	Just south of County Line	820	804	2	45	44	Two-lane	1700	0.03	0.03
FM 2090	West of County Line	2400	2448	2	132	135	Two-Lane	1700	0.08	0.08
FM 2090	East of Firetower	2500	2550	2	138	140	Arterial	950	0.14	0.15
FM 2090	East of FM 3083	3700	4192	2	204	231	Two-lane	1700	0.12	0.14
FM 2090	Just West of 59	8200	8364	2	451	460	Arterial	950	0.47	0.48
FM 2090	Between 59 and B59L	9600	8727	4	264	240	Arterial	1900	0.14	0.13
FM 2090	Just East of B59L	9300	10523	2	512	579	Arterial	950	0.54	0.61
FM 2090	South of Dally Sue, North of Ruby	5400	5508	2	297	303	Two-Lane	1700	0.17	0.18
FM 2432	West of FM 1484	5500	5610	2	303	309	Two-Lane	1700	0.18	0.18
FM 2432	Just East of SH 75	10200	11318	2	561	622	Arterial	950	0.59	0.66
FM 2432	Half Mile East of SH 75	7100	7242	2	391	398	Arterial	950	0.41	0.42
FM 2854	Just south of 105	4800	5554	2	264	305	Two-Lane	1700	0.16	0.18
FM 2854	3 Miles West of McCaleb Road	5700	5814	2	314	320	Two-lane	1700	0.18	0.19
FM 2854	West of McCaleb Road	8100	9013	2	446	496	Two-lane	1700	0.26	0.29
FM 2854	East of West Loop 336	8600	8772	2	473	482	Arterial	950	0.50	0.51
FM 2978	3 Miles South of FM 1488	22000	23416	2	1210	1288	Arterial	950	1.27	1.36
FM 2978	South of FM 1488	15600	17708	2	858	974	Arterial	950	0.90	1.03
FM 3083	West of FM 1485	5700	5917	2	314	325	Two-Lane	1700	0.18	0.19
FM 3083	2 Miles North of FM 2090	7300	7446	2	402	410	Two-lane	1700	0.24	0.24
FM 3083	South of Loop 336 South	8400	8568	2	462	471	Two-Lane	1700	0.27	0.28
FM 3083	West of US 75	20000	20741	2	1100	1141	Arterial	950	1.16	1.20
FM 3083	Between FM 1484 and Loop 336	9900	9793	2	545	539	Arterial	950	0.57	0.57

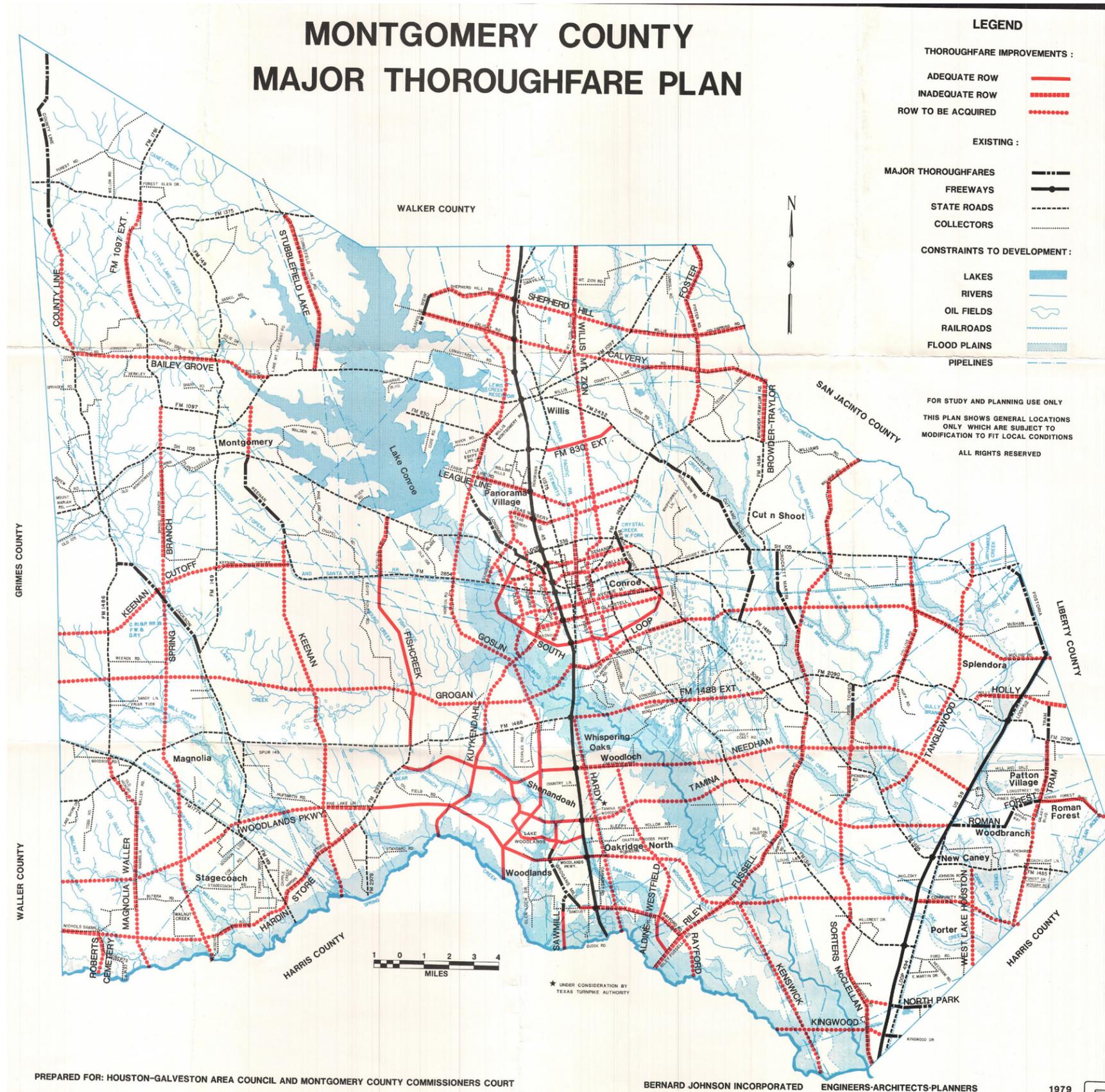
ROADWAY	BOUNDARIES	2012 ADT	2013 ADT	# LANES	2012 VOLUME (VEH/HR/LN)	2013 VOLUME (VEH/HR/LN)	FACILITY TYPE	CAPACITY (VEH/HR.LN)	2012 V/C	2013 V/C
FM 3083	West of I-45	15000	14706	2	825	809	Two-lane	1700	0.49	0.48
FM 3083	North of SH 105	7000	7158	2	385	394	Two-lane	1700	0.23	0.23
FM 830	West of Cude Cemetary Rd	4900	5236	2	270	288	Arterial	950	0.28	0.30
FM 830	Just West of SH 75	8700	9347	2	479	514	Arterial	950	0.50	0.54
FM 830	Mile West of SH 75	9900	10970	2	545	603	Arterial	950	0.57	0.64
FM1486	East of County Line	860	877	2	47	48	Two-lane	1700	0.03	0.03
I-45	North of 105	83000	89906	8	1141	1236	Freeway	9600	0.12	0.13
I-45	South of 2854	119000	129816	8	1636	1785	Freeway	9600	0.17	0.19
I-45	South of Old US Hwy 75	53000	59705	4	1458	1642	Freeway	4800	0.30	0.34
I-45	South of FM 1097	61000	66871	4	1678	1839	Freeway	4800	0.35	0.38
I-45	Between SH 242 and FM 1488	165000	168531	8	2269	2317	Freeway	9600	0.24	0.24
I-45	North of FM 1488	150000	145366	8	2063	1999	Freeway	9600	0.21	0.21
I-45	North of Loop 336 South	107000	105840	8	1471	1455	Freeway	9600	0.15	0.15
I-45	South of County Line	47000	51137	6	862	938	Freeway	7200	0.12	0.13
I-45	Just North of Loop 336	10800	111274	8	149	1530	Freeway	9600	0.02	0.16
I-69/US 59	North of 2090	44000	45410	6	807	833	Multi-Lane	6000	0.13	0.14
I-69/US 59	South of 2090	4800	48874	8	66	672	Freeway	9600	0.01	0.07
I-69/US 59	North of FM 1485	54000	55248	6	990	1013	Freeway	7200	0.14	0.14
I-69/US 59	North of FM 1314	73000	79011	8	1004	1086	Freeway	9600	0.10	0.11
Loop 336 - East	North of SH 105	13700	12804	4	377	352	Multi-Lane	4000	0.09	0.09
Loop 336 - East	South of SH 105	12400	12566	4	341	346	Multi-Lane	4000	0.09	0.09
Loop 336 - North	East of US 75	23000	22680	4	633	624	Arterial	1900	0.33	0.33
Loop 336 - North	West of FM 1484	11600	11553	4	319	318	Arterial	1900	0.17	0.17
Loop 336 - North	East of I-45	26000	26520	4	715	729	Arterial	1900	0.38	0.38
Loop 336 - South	West of I-45	25000	24510	6	458	449	Arterial	2850	0.16	0.16
Loop 336 - South	East of I-45	20000	21108	8	275	290	Arterial	3800	0.07	0.08
Loop 336 - South	East of FM 1314	14200	14240	4	391	392	Arterial	1900	0.21	0.21
Loop 336 - West	North of SH 105	13800	14118	4	380	388	Arterial	1900	0.20	0.20
Loop 336 - West	South of SH 105	15100	15198	4	415	418	Two-lane	1700	0.24	0.25
Loop 336 - West	North of FM 2854, South of SH 105	15300	14734	5	337	324	Two-lane	1700	0.20	0.19
Loop 336 - West	South of FM 2854,	14400	13354	4	396	367	Two-lane	1700	0.23	0.22
SH 242	West of FM 1485	8400	9283	2	462	511	Arterial	950	0.49	0.54
SH 242	East of FM 1485	6800	7391	2	374	407	Arterial	950	0.39	0.43
SH 105	West of County Line	8800	9566	2	484	526	Two-lane	1700	0.28	0.31
SH 105	South of County Line	9000	8816	2	495	485	Two-lane	1700	0.29	0.29
SH 105	East of Crockett Martin Rd	9700	10452	2	534	575	Arterial	950	0.56	0.61
SH 105	West of FM 1484	14900	15153	2	820	833	Arterial	950	0.86	0.88
SH 105	East of FM 1485	18500	18852	2	1018	1037	Arterial	950	1.07	1.09
SH 105	West of Loop 336-East	9000	9671	4	248	266	Arterial	1900	0.13	0.14

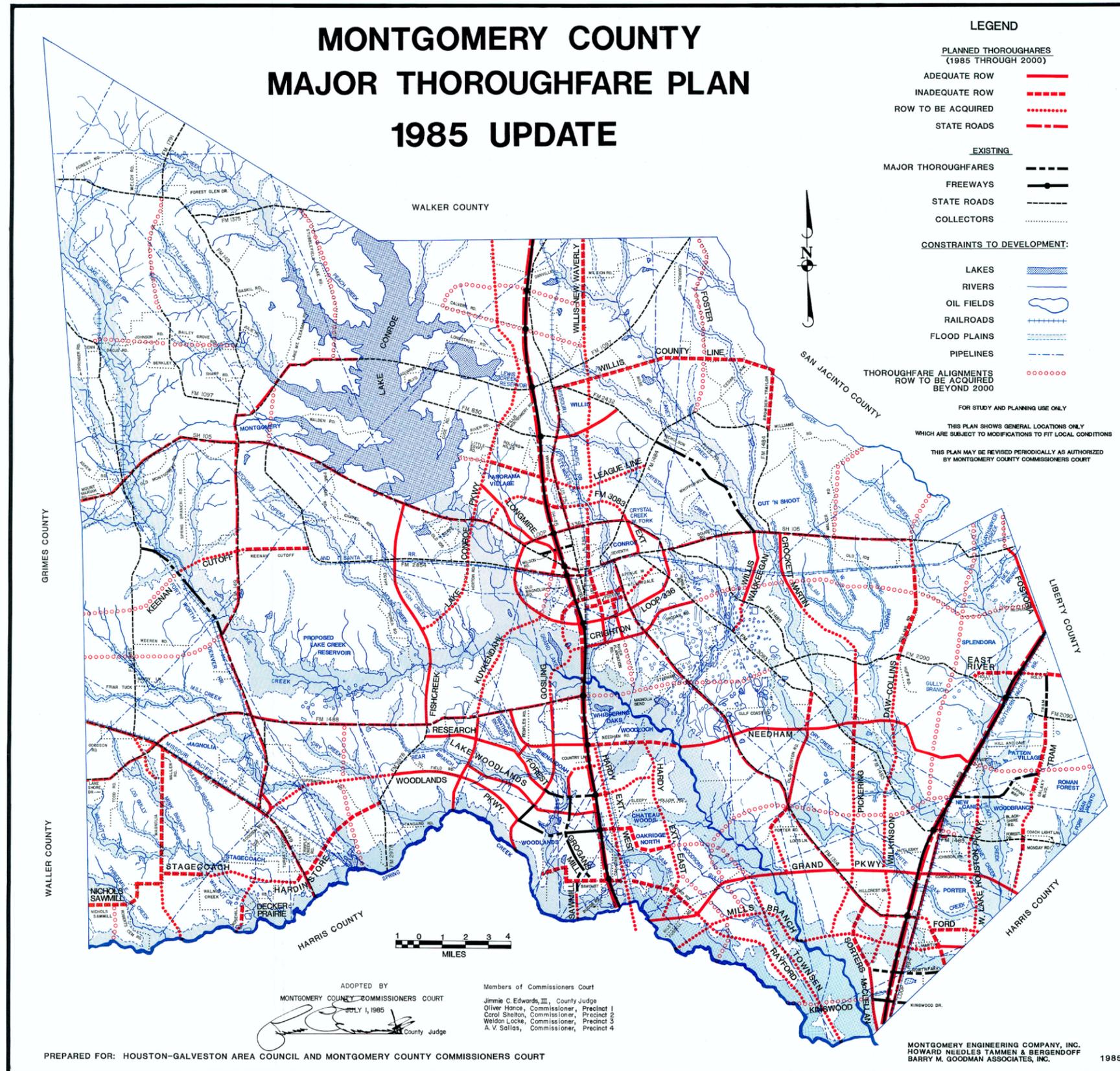
ROADWAY	BOUNDARIES	2012 ADT	2013 ADT	# LANES	2012 VOLUME (VEH/HR/LN)	2013 VOLUME (VEH/HR/LN)	FACILITY TYPE	CAPACITY (VEH/HR.LN)	2012 V/C	2013 V/C
SH 105	West of FM 1486	6700	6569	2	369	361	Two-Lane	1700	0.22	0.21
SH 105	East of FM 1486	7600	8017	2	418	441	Two-Lane	1700	0.25	0.26
SH 105	3 Miles East of FM 1486	8200	8062	2	451	443	Two-Lane	1700	0.27	0.26
SH 105	Just East of FM 149	14900	15093	4	410	415	Arterial	1900	0.22	0.22
SH 105	Just West of FM 149	12900	13511	4	355	372	Arterial	1900	0.19	0.20
SH 105	.5 Mile East of FM 149	17800	18180	4	490	500	Arterial	1900	0.26	0.26
SH 105	West of McCaleb Road	29000	31894	6	532	585	Arterial	2850	0.19	0.21
SH 105	East of McCaleb Road	28000	28560	6	513	524	Multi-Lane	6000	0.09	0.09
SH 105	East of West Loop 336	19000	19628	6	348	360	Arterial	2850	0.12	0.13
SH 105	West of West Loop 336	26000	26520	6	477	486	Arterial	2850	0.17	0.17
SH 105	East of County Line	6400	5805	2	352	319	Two-lane	1700	0.21	0.19
SH 242	West of US 59	8000	8509	2	440	468	Two-Lane	1700	0.26	0.28
SH 242	West of FM 1314	20000	20400	2	1100	1122	Arterial	950	1.16	1.18
SH 242	East of FM 1314	12500	14026	2	688	771	Arterial	950	0.72	0.81
SH 242	East of I-45	43000	43829	8	591	603	Multi-Lane	8000	0.07	0.08
SH 242	South of FM 1488	13300	13566	4	366	373	Arterial	1900	0.19	0.20
SH 249	East of FM 149	24000	23741	4	660	653	Two-Lane	1700	0.39	0.38
SH 249	North of Decker Prairie	26000	25813	6	477	473	Two-Lane	1700	0.28	0.28
SH 249	South of Decker Prairie	34000	33214	6	623	609	Arterial	2850	0.22	0.21
SH 75	North of Loop 336 South	11100	10882	4	305	299	Arterial	1900	0.16	0.16
SH 75	South of Gladstell	13500	13235	2	743	728	Arterial	950	0.78	0.77
SH 75	North of Gladstell	11400	11176	4	314	307	Arterial	1900	0.17	0.16
SH 75	2/3 Mile North of FM 1097	5100	5456	2	281	300	Two-Lane	1700	0.17	0.18
SH 75	.5 mile North of FM 1097	5700	6087	2	314	335	Two-Lane	1700	0.18	0.20
SH 75	Just north of FM 1097	9900	10714	4	272	295	Arterial	1900	0.14	0.16
SH 75	Just south of FM 1097-West	13500	13960	4	371	384	Arterial	1900	0.20	0.20
SH 75	Just south of FM 1097-East	13200	14908	4	363	410	Arterial	1900	0.19	0.22
SH 75	South of FM 2432	11100	11149	4	305	307	Arterial	1900	0.16	0.16
SH 75	South of County Line	3000	3165	2	165	174	Two-lane	1700	0.10	0.10
SH 75	2 miles south of County Line	4200	4298	2	231	236	Two-lane	1700	0.14	0.14
SH 75	3 miles south of County Line	4100	4020	2	226	221	Two-lane	1700	0.13	0.13
SH 75	North of 3083, South of League Line Rd	11800	12048	2	649	663	Arterial	950	0.68	0.70
SH 75	North of Loop 336- North	13700	13506	4	377	371	Arterial	1900	0.20	0.20
SH 75	.5 Miles South of FM 2432	11800	11800	2	649	649	Two-Lane	1700	0.38	0.38
Spur 149	South of FM 1488	5700	6003	2	314	330	Two-Lane	1700	0.18	0.19
SH 105	East of Crockett Martin Rd	9700	10452	2	534	575	Arterial	950	0.56	0.61
SH 105	West of FM 1484	14900	15153	2	820	833	Arterial	950	0.86	0.88
SH 105	East of FM 1485	18500	18852	2	1018	1037	Arterial	950	1.07	1.09
SH 105	West of Loop 336-East	9000	9671	4	248	266	Arterial	1900	0.13	0.14

Calculations performed by": Cobb Fendley and Associates, 2014

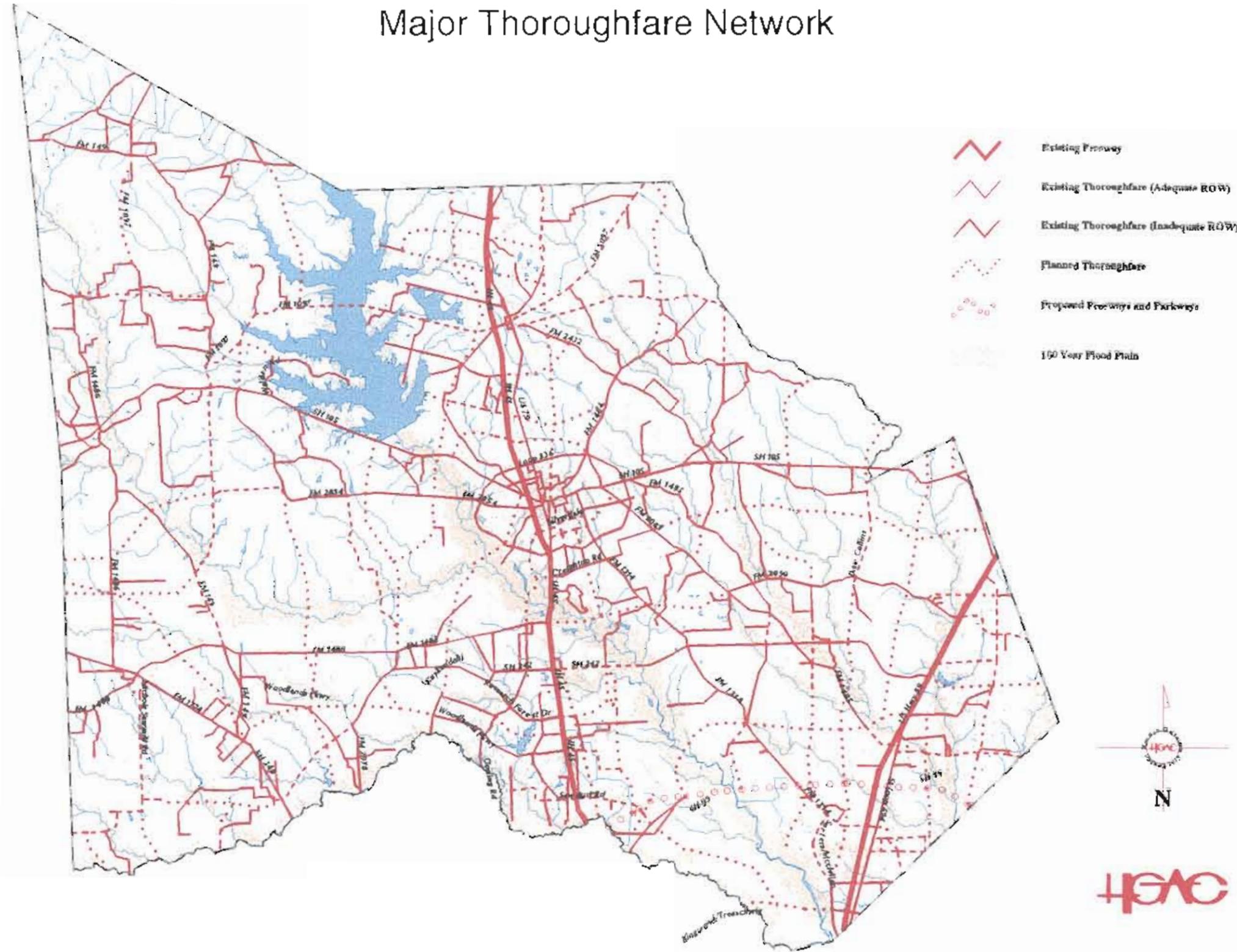
ADT Source: TxDOT

1979 MAJOR THOROUGHFARE PLAN MAP

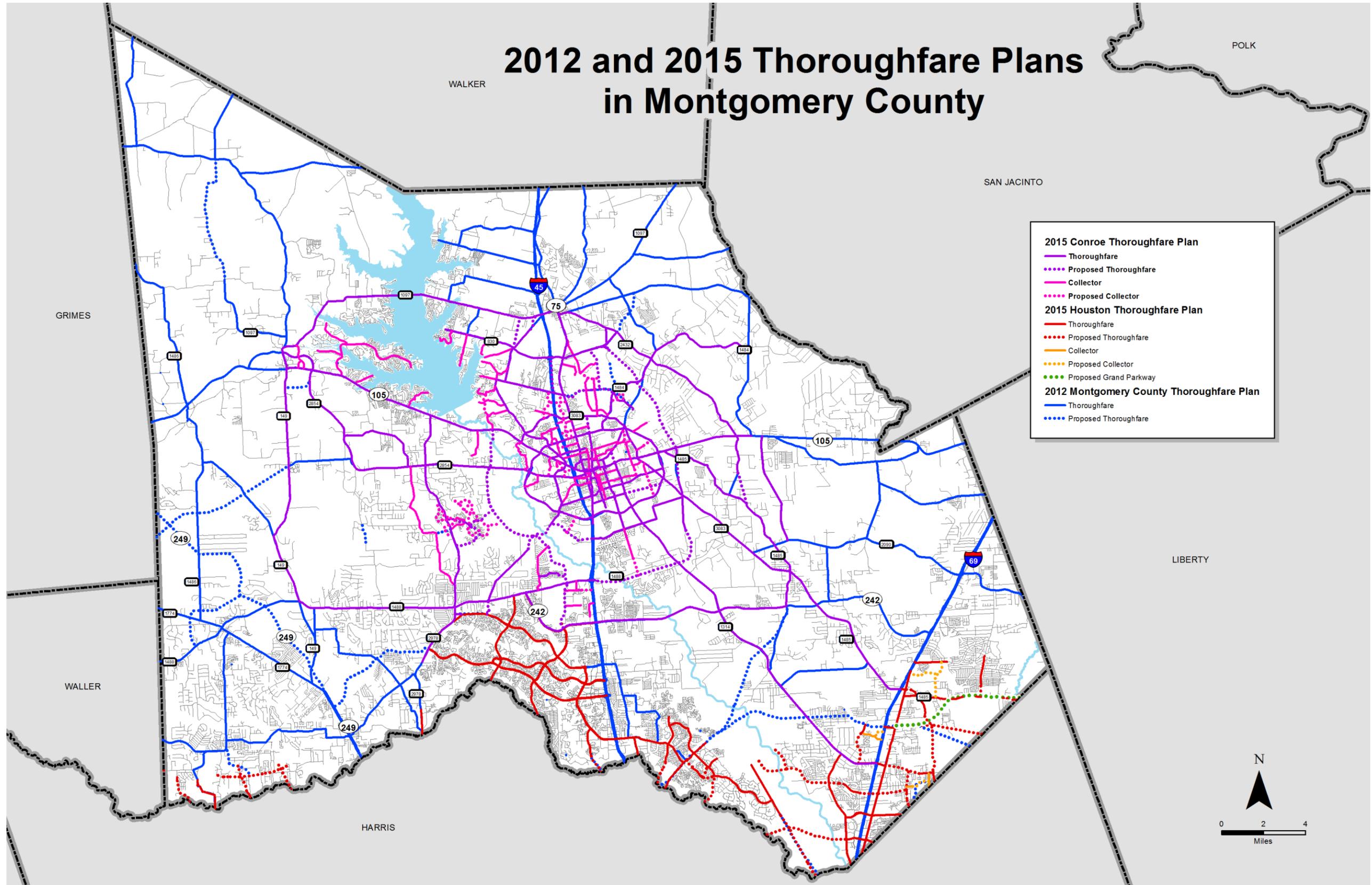




Major Thoroughfare Network



Prepared by the HOUSTON-GALVESTON AREA COUNCIL



Focus Group Meetings July 2014



Documentation:

- Agenda
- Workshop Summaries
- Summary of Comments on Maps
- Listing of all comments

FOCUS GROUP WORKSHOPS JULY 15, 17, 18, 2014



Agenda

1. Welcome
2. Purpose
3. Roadway Connections
4. Areas of Congestion
5. New Developments
6. Current Land Use (RLUIS)
7. Comments/Questions
 - Carlene Mullins, H-GAC, Transportation Planner
Carlene.Mullins@h-gac.com
 - Thomas Gray, H-GAC, Chief Transportation Planner
Thomas.Gray@h-gac.com

Additional Study Information: MontgomeryCountyMobility.com

FOCUS GROUPS SUMMARY



Precinct 4

Tuesday, July 15, 2014 | 9-11 a.m.

East Montgomery County Fair Association Center
21675-A McCleskey Road
New Caney, TX 77357

Attendees (16):

- Lang Thompson, Mayor, City of Cut and Shoot
- Bill Smith, Montgomery County PCT 4
- Bryan Reed, Splendora ISD Transportation
- Ray Ricks, Mayor, City of Roman Forest
- Anna Neely, Conroe ISD East Transportation
- Dorothy Welch, Mayor, City of Splendora
- Deanie Murry, New Caney ISD
- Frank McCrady, EMCID
- Jim Grant, New Caney ISD
- Ed Rinehart, Commissioner, Montgomery County PCT 4
- Josh Rice, Director of Transportation, New Caney ISD
- Georgia Taylor, New Caney ISD
- Barbara Rendon, New Caney ISD
- Rick Hatcher, Community Chamber of Commerce of the East Mont. County
- Mark Mooney, Montgomery County Engineering Office
- Brett Audilet, City of Porter Fire Department

Staff (5): Carlene Mullins, Thomas Gray and David Wurdlow, Houston-Galveston Area Council; Gaby Tassin, Cobb Fendley; Valerie Cesari, The Lentz Group



FOCUS GROUPS SUMMARY



Precinct 1

Tuesday, July 15, 2014 | 2-4 p.m.

North Montgomery County Community Center
600 Gerald
Willis, TX 77378

Attendees (5):

- Howard Kravetz, Mayor, Panorama Village
- Thomas Woolley, City of Conroe
- Mark Mooney, Montgomery County Engineering Office
- Mike Mathena, City of Willis
- Pat Riley, City of Willis

Staff (6): Carlene Mullins, Thomas Gray and David Wurdlow, Houston-Galveston Area Council; Mark Ingram and Gaby Tassin, Cobb Fendley; Valerie Cesari, The Lentz Group



FOCUS GROUPS SUMMARY



City of Montgomery

Thursday, July 17, 2014 | 9-11 a.m.

Lone Star Community Center
2500 Lone Star Parkway
Montgomery, TX 77356

Attendees (3):

- Erik Smith, City of Montgomery
- William Kotlan, City of Montgomery
- John Fox, City of Montgomery

Staff (5): Carlene Mullins, Thomas Gray and David Wurdlow, Houston-Galveston Area Council; Gaby Tassin, Cobb Fendley; Valerie Cesari, The Lentz Group



FOCUS GROUPS SUMMARY



Precinct 2

Thursday, July 17, 2014 | 2-4 p.m.

Magnolia Community Building
422 Melton
Magnolia, TX 77354

Attendees (8):

- Domingo Ibarra, Chief of Police, Magnolia Police Department
- James Senegal, Magnolia Police Department
- Anne Sundquist, City of Magnolia
- Kelly Hamann, Magnolia Parkway Chamber
- Susan Johnson, J Properties/Magnolia Parkway Chamber
- Paul Mendes, City of Magnolia
- Jonny Williams, City of Magnolia
- Charlie Riley, Commissioner Elect, Montgomery County PCT 2

Staff (5): Carlene Mullins, Thomas Gray and David Wurdlow, Houston-Galveston Area Council; Gaby Tassin, Cobb Fendley; Valerie Cesari, The Lentz Group

FOCUS GROUPS SUMMARY



City of Conroe

Friday, July 18, 2014 | 9-11 a.m.

Conroe Chamber of Commerce
505 W. Davis Street
Conroe, TX 77301

Attendees (5):

- Adam France, City of Conroe
- John Bleyl, Bleyl Engineering
- Scott Harper, Conroe Chamber of Commerce
- Steve Muir, Conroe ISD
- Kathleen Newton, TxDOT

Staff (5): Carlene Mullins and David Wurdlow, Houston-Galveston Area Council; Mark Ingram and Gaby Tassin, Cobb Fendley; Ruth Henshall, The Lentz Group



FOCUS GROUPS



Precinct 4

Tuesday, July 15, 2014 | 9-11 a.m.

Notes:

- FM 2090 & 59 N – major feeder road never completed
- Worried about traffic boom within next 5 years especially due to theme park
- Buck Road and Creekwood
- FM 242 and FM 2090 – big subdivision coming in. Some already in ETJ.
- Sorters Road – lots of traffic. Residential.
- Ford Road to FM 1314
- West Lake Houston to FM 1485
- Mills Branch to Ford Road
- Timberland, Summer Hills – 1 way in and 1 way out
- Grand Parkway will cut off a lot
- Wood Branch Drive – 2 lane bridge to dirt roads (New elementary school in area)
- 1700 people in Roman Forest
- Railroad tracks run down east side of 59
- Railroad crossing could be at Fostoria instead
- Freight traffic will only get worse
- Dan Collins to FM 105
- Riverwalk is residential
- Valley Ranch – commercial area
- Valley Ranch Parkway
- Amphitheater going in
- Grand Parkway and 59 – hospital - \$1B development by Signorelli

Precinct 1

Tuesday, July 15, 2014 | 2-4 p.m.

Notes:

- County Line Road and I-45
 - 2-way feeder road short ways then ends
 - TxDOT will no longer do two-way feeders
- Congestion at Gosling
- FM 1097 – would be nice to widen (45 past lake)
 - Dangerous traffic at I-45 and FM 1097
 - Turning lanes
- Calvary is heavily travelled
- MUD districts north of FM 1097 and west of lake have formed
- Connection between Rogers to FM 1097 to County Line Road
- FM 830 – 4 lane section – huge subdivision
- Little Egypt and Langmire connections
- Rose is only a two lane road
- League Line and FM 3083 – Longmire Connection – windy road

FOCUS GROUPS



- Wilson to I-45 to HS complete
- Willis ETJ
- Paddock, Rogers, FM 1097 – being redone (Fall 2014-March 2015)
- FM 2432 to League Line
- Widen Frazier to four lanes to County Line Road to just north of Conroe loop (thru Panorama Village) with access management and protected turns
- Little Egypt to I-45 to FM 830 will need work done
- FM 105 west of lake and to the north – MUD districts
- Walden Road

City of Montgomery

Thursday, July 17, 2014 | 9-11 a.m.

Notes:

- FM 149 – only north/south corridors besides I-45
- Fish Creek Road will be widened. Has lots of houses going up.
 - Will be four lanes
 - Has heavy traffic
 - FM 2854 south of FM 1488 is a parking lot. Lots of congestion.
- Need Tomball north/south thoroughfare
- Montgomery residents to travel back and forth to/from Tomball
- Tiger Woods course: Bluejack National – FM 1486
- Big traffic problem in the area
- Need to get people past Lone Star Parkway before reducing lanes
- FM 105 near the high school at Lone Star Parkway (near FM 149) – need thoroughfare
- 18 wheelers/freight traffic creating traffic problems at FM 105 and FM 149
- Lone Star Parkway loop really needs work
- Walden Road needs another way out – not adequate to carry current traffic volume
- Retail outlets – 2 new coming in. Lone Star Parkway after FM 149.
- FM 1097 – industrial park construction
- Need quicker way to get to Lone Star Parkway loop from FM 1097. Lots of traffic traveling from opposite side of lake.
- Bring FM 1097 to Pooler Road to tie to FM 105
- Large trade area
- Most schools close together at FM 149 and Lone Star Parkway
- Priority: Extend Lone Star Parkway into loop
- Connection at Buffalo Springs Drive to Bios D'Arc Bend
- Mi Lago extension – residential area
- Extend Lone Star Parkway to Bios D'Arc Bend
- FM 105 and Lone Star Parkway – an important intersection
- Extend Lone Star Parkway around to Old Plantersville Road
- City of Montgomery will send H-GAC current land use map
- Bentwater and the lake – residential off FM 1097
- Proposed "Aggie Freeway" concern

FOCUS GROUPS



- Lots of congestion in Willis
- Water usage during the summer at 1/5 of regular usage during school year
- Bond to expand stadium in works
- Future SH 249 to Jackson connector – extend FM 149?
- FM 2978 is really congested. Almost impassible at certain times of the day.
- Funneling East/west issues in Montgomery
- Truck traffic going north on FM 149 to FM 105 is a problem. Needs a bypass
- Only 2 lane road going west in montgomery

Precinct 2

Thursday, July 17, 2014 | 2-4 p.m.

Notes:

- FM 1774 – 1700 new homes
- 1100 townhomes set to be built
- Nickel/Sawmill – Grand Oaks – 600 lots
 - 55 acres/130 homes – Sawmill Valley
- 3000 homes – either side of FM 1488 is partly annexed. 1100 acres.
- FM 1774 and FM 1488 – needs loop to bypass intersection
 - Paul Mendes to provide drawings
- FM 1488 and FM 149 – industrial area + a new grocery store
- 80 acres at FM 1488 & FM 1774 – possibly homes
- Toll Brothers Development underway
- Jackson and Spur 149
- The future SH 249 needs to be updated on map
- SH 249 Toll Road – by 2017
- Problem for City of Magnolia providing water and sewer
- FM 2978 has a lot of problems
 - Project hold up is from TxDOT on design
- FM 2978 and FM 1488 is the most valuable piece of land
- Not a lot of north/south, east/west roads between FM 1488 and FM 105
- Wide flood plan between Fish Creek and FM 149
- FM 1488/Fish Creek - residential

City of Conroe

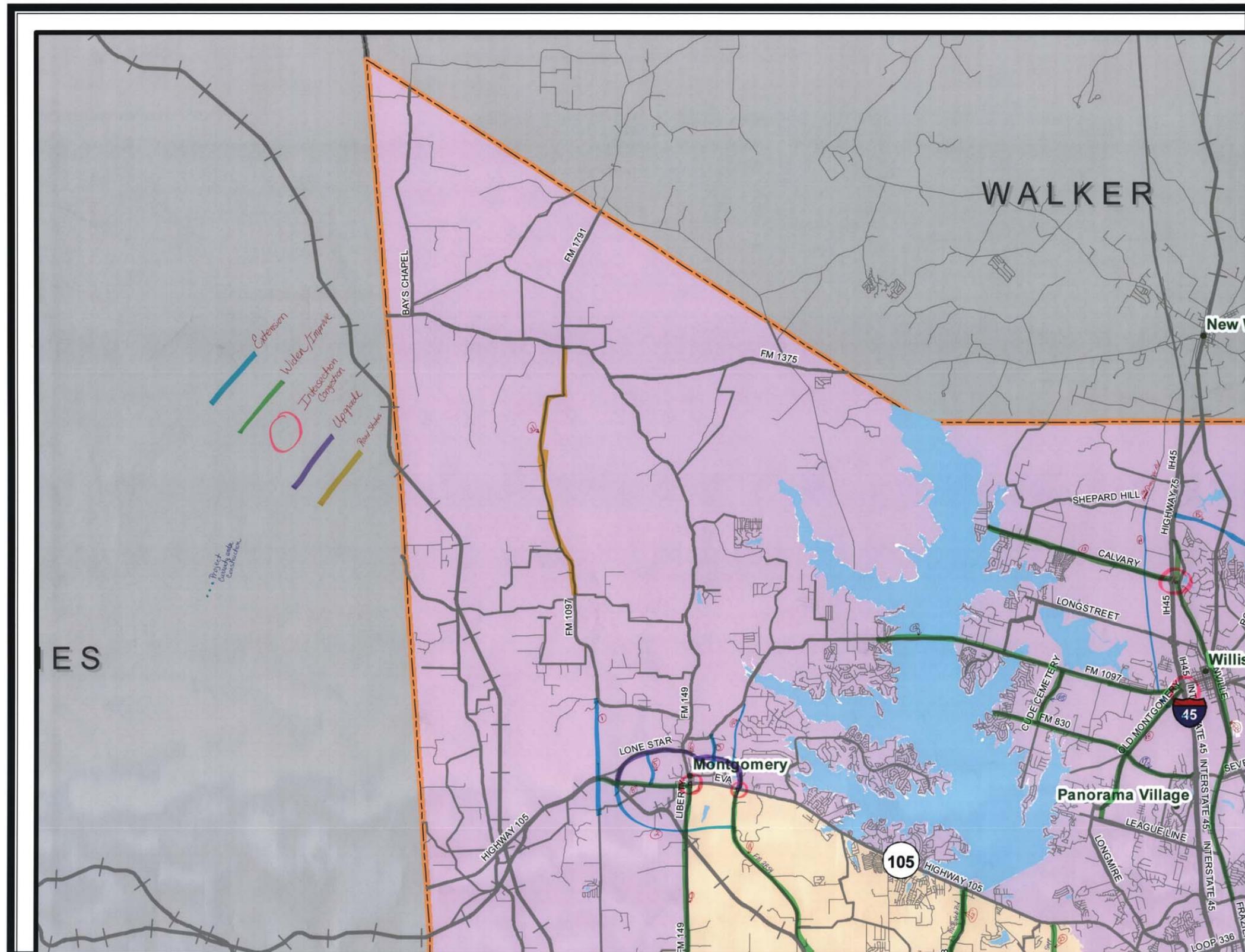
Friday, July 18, 2014 | 9-11 a.m.

Notes:

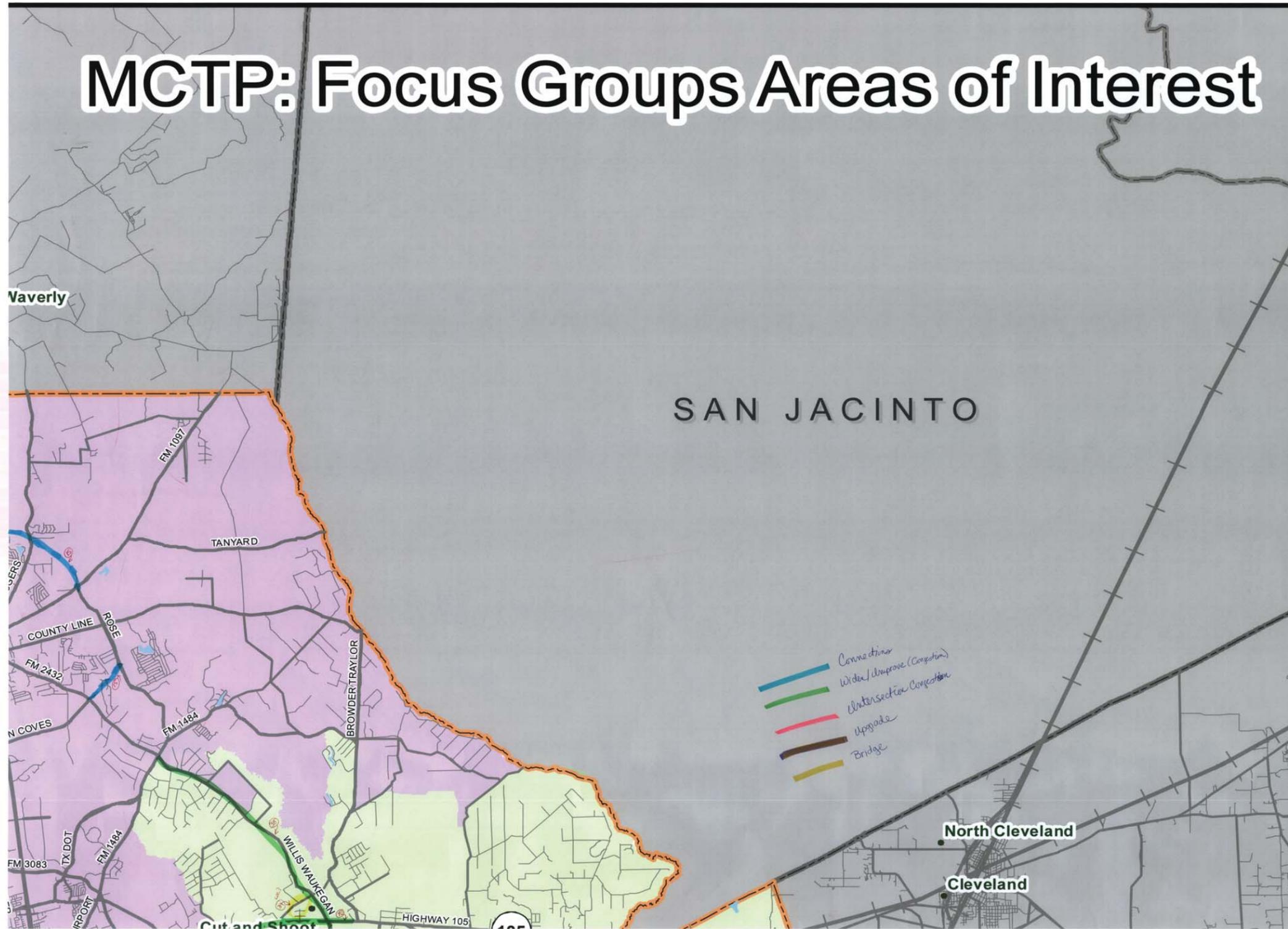
- Proposed Townsen Road extension (COH)
- Old Conroe Road extension being talked about
- New Conroe ISD high school – negotiating for land
- Birnham Woods Dr extension - #5473

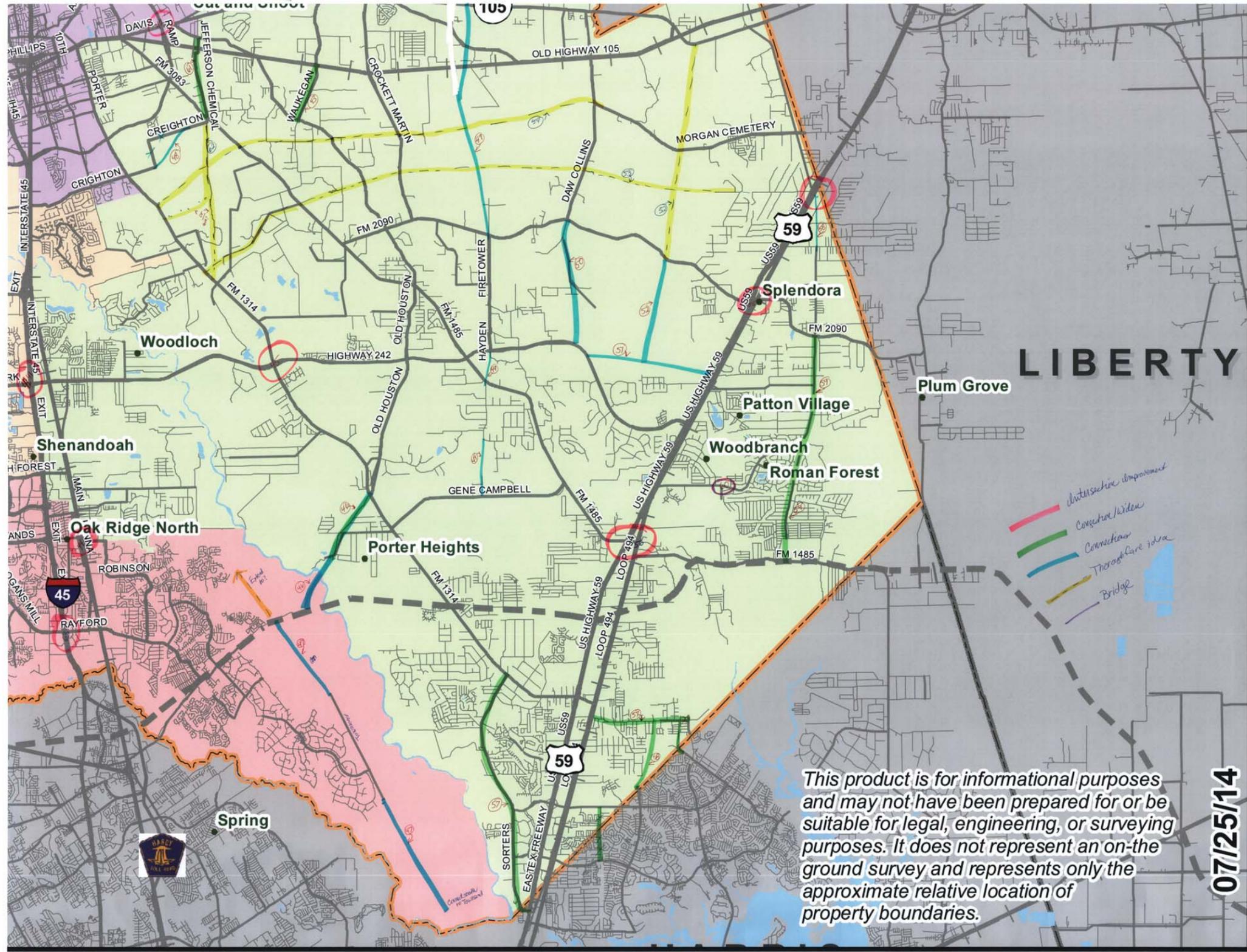
FOCUS GROUPS

- No action yet on 336 Loop South
- Spring Creek flooding along Rayford – 8 schools
- Rumors – FM 1097, county contacting owners (re: ROW)
- Shuttle Road – large residential development
- People Road – add traffic signal and right turn lane
- BMX motorcycles at FM 1488 – flooding
- Future road within Camp Strake development
- SH 105 east – trucks, windmill blades from Beaumont
- SH 105 is evacuation route from Beaumont
- Safety issues - I-45 when it rains and wrong way on one-way roads (W. Davis)
- Camp Strake development access points – Woodforest development to FM 830 to FM 1097. Folks asking how it will impact congestion.
- D.R. Horton development probably Montgomery ISD
- Rehab Road, FM 149 ext – Kathleen with TxDOT submitted
- City of Montgomery SH 105 W – Kathleen – next call in Jan 2015 submitting “Super 2”
- Lone Star at Montgomery – TxDOT not taking over
- Apartments across from high school were supposed to T in t relieve traffic from Lone Star but no action yet
- High speed rail? No locations yet. Undergoing envisioning process.
- Widen SH 75 – alternate to I-45
 - Adding shoulders, if turn lanes north of Willis lets August
- Extend FM 830 northeast loop



MCTP: Focus Groups Areas of Interest





Summary List of Workshop Notes and Maps

Map #	Issue	Street	Precinct	Source	Map	Comments
	Connection	Aldine Westfield - extend south to Riley Fuzzell/Harris County	3	Focus Group		
73	Connections	Anderson- new road from 3083 to League Line Road	1	Focus Group		
	Congestion	Budde Road widen and improve from a rural to an urban cross section	3	Focus Group		
13	Congestion	Calvary - widen to 4 lanes	1	Focus Group	Map 3	
16	Congestion	Calvary/I-45N/US75 - a lot of accidents	1	Focus Group	Map 3	
69B	Connections	Carriage Hills - extend to Creighton - new road/bridge	2	Focus Group	Map 1	
69A	Connections	Carriage Hills - extend to Sand/White - new road	2	Focus Group	Map 1	
48	Connections	Creighton - remove jog east of freeway	4	Focus Group	Map 5	
27	Connections	Creighton extend W to Old Conroe to FM2854 to SH105 (form loop)	2 1	Focus Group	Map 4	
68	Congestion	Cude Cemetary Rd - improve and widen between FM830 to FM1097	1	Focus Group	Map 1	
50	Connections	Daw Collins - extend south from FM2090 to SH242	4	Focus Group	Map 5	
	Congestion	Daw Collins - widen from FM2090 to SH 105	4	Focus Group	Map 5	
33	Congestion	Dobbin-Huffsmith from Harden-Store Rd NW to FM1488 - heavily congested	2	Focus Group	Map 4	
72	Connections	Drennan - extend from US 75 to I-45	1	Focus Group	Map 2	
10	Connections	FM 1097 - extend from west side of Lake Conroe south to Lone Star Rd	1	Focus Group	Map 3	
12	Congestion	FM 1097 - Widen bridge across Lake Conroe (safety concerns)	1	Focus Group	Map 3	
	Other	FM 1097 - Widen bridge across Lake Conroe (safety concerns)	1	Focus Group		
12	Congestion	FM 1097 - Widen from W. side of Lake Conroe east to I-45N	1	Focus Group	Map 3	
	Congestion	FM 1097 - widen from Lake Conroe to IH 45	1	T. Woolley	Montgomery	
	Congestion	FM 1097 at I-45N -eliminate 2-way frontage roads	1	Focus Group		Accidents
	Connections	FM 1097 extend south to Lone Star Parkway	1	A. France	Montgomery	
	Connections	FM 1097 extension to FM 149 (remove jog)	1	T. Woolley	Montgomery	
	Congestion	FM 1097, West of I-45	1	Focus Group		
	Congestion	FM 1097, West of Lake Conroe	1	Focus Group		
	Connections	FM 1314 Extension north from SH 105(E) to Loop 336(N)	1	T. Woolley	Conroe	
	Other	FM 1486 - improve from SH105 to FM1774	2 1	Focus Group		to accommodate future development
	Congestion	FM 1488 at I-45 (Change intersection from rural to urban design)	2	J. Bleyl	Conroe	
29	Connections	FM 149 - extend west from Jackson to new SH249	2	Focus Group	Map 4	
	Congestion	FM 149 - widen from SH105 north to FM 1097 W	1	T. Woolley	Montgomery	
7	Congestion	FM 149 - widen from SH105 to FM1488 (truck traffic and congestion)	2 1	Focus Group	Map 4	
	Congestion	FM 1774 at FM 1488 (improve intersection)	2	Focus Group		Intersection design
	Congestion	FM 2090 - widen from US 59 to Daw Collins Rd	4	Splendora ISD	Precinct 4	
55	Congestion	FM 2090 at IH 69/RR - need RR crossing	4	Focus Group	Map 5	
55	Congestion	FM 2090 at US59N - service roads not complete	4	Focus Group	Map 5	
11	Congestion	FM 2854 - widen from SH 105, east, to IH 45	2 1	Focus Group	Map 3	Easier and faster than using SH 105
	Connections	FM 2854 (Old Montgomery Road) direct access to IH-45	1	A. France	Precinct 1	
35	Congestion	FM 2978 - widen from Hardin-Store Road to FM 1488	2	Focus Group	Map 4	
26	Congestion	FM 2978 at FM 1488 - severe congestion	2	Focus Group	Map 2	
	Congestion	FM 3083 and Pollok Dr- Improve intersection	1	Focus Group	Precinct 1	
	Congestion	FM 3083 at FM 1484	1	Focus Group	Precinct 1	
	Congestion	FM 3083 at shopping center entrance	1	A. France	Conroe	
17	Congestion	FM 830/Seven Coves - widen from I-45N west to Lake Conroe	1	Focus Group	Map 3	
59	Congestion	Ford Rd. - reconstruct and widen from US 59N to Mills Branch (RTP 3054)	4	Focus Group	Map 5	
59	Connections	Galaxy - construct 4 lane divided from Essex Dr to FM1485 (RTP 3059)	4	Focus Group	Map 5	
34	Congestion	Gosling from Creekside Dr to Flintridge	3	Focus Group	Map 4	Harris County
25	Connections	Gosling/Peoples extend from Old Conroe to FM 1488	2	Focus Group	Map 2	
25	Connections	Gosling/Peoples extend from FM1488 to SH242 (very important connection N/S connectivity)	2	Focus Group	Map 4	
49A	Connections	Hayden Firetower - extend south from SH242 to Gene Campbell	4	Focus Group	Map 5	
49B	Connections	Hyden Firetower - extend north from FM2090 to SH105	4	Focus Group	Map 5	

Summary List of Workshop Notes and Maps

Map #	Issue	Street	Precinct	Source	Map	Comments
	Congestion	I-45 at FM 1097	1	A. France	Precinct 1	
	Other	I-45 at FM1097 eliminate 2-way frontage roads	1	Focus Group	Map 3	
	Congestion	I-45 at FM3083	1	A. France	Precinct 1	
	Congestion	I-45 at N. Loop 336	1	A. France	Precinct 1	
	Connections	I-45 Northbound and southbound frontage roads from FM 830 to FM 1097.	1	T. Woolley	Precinct 1	
	Connections	I-45 Northbound frontage road from League Line Road to FM 830.	1	T. Woolley	Precinct 1	
	Connections	I-45 to SH 75 (north)	1	A. France	Precinct 1	
	Congestion	I-45N /SH75/S. Loop 336	1	A. France	Conroe	
19	Congestion	I-45N at FM1097	1	Focus Group	Map 3	
63	Connections	I-45N at Rayford/Sawdust - very congested	3	Focus Group	Map 5	
	Congestion	I-45N at SH105	1	A. France	Conroe	
61	Congestion	Jefferson Chemical - widen/improve from FM1485 to FM3083 (heavy truck traffic)	4	1	Focus Group	Map 5
62	Connections	Jefferson Chemical extend south to FM1314 (Tildea)	4	Focus Group	Map 5	
38	Congestion	Kuykendahl at Spring Creek - needs another 2 lane bridge	3	Focus Group	Map 5	
	Connections	LaSalle Ave - Extend to Longmire	1	A. France	Conroe	
70	Connections	League Line Rd ext - new road from US75 to New 1484	1	Focus Group	Map 2	
	Connections	Little Egypt - Extend to League Line Rd.	1	T. Woolley	Precinct 1	
6	Other	Lone Star Parkway - widen and upgrade to TxDOT standards	1	Focus Group	Map 3	
	Congestion	Longmire Road	1	T. Woolley	Precinct 1	
	Connections	Longstreet Road - Extend east to SH75	1	T. Woolley	Precinct 1	
	Congestion	Loop 336 - all	1	T. Woolley	Conroe	
	Congestion	Loop 336(S)- Widen from FM 2854 to SH 105E	1	2	A. France	Conroe
32	Connections	Magnolia by-pass from FM 1488E of RR to SH 249 to FM 1488 W of town.	2	Focus Group	Map 4	
64	Connections	Magnolia Ridge - extend south to FM1774	2	Focus Group	Map 6	
27	Congestion	McCaleb/Fish Creek Thoroughfare Road - Widen/Improve from SH105 to FM2854 to FM2978	2	Focus Group	Map 2	
2	Connections	Montgomery by-pass - South	1	2	Focus Group	Map 9/3 #2 for Mont.
3	Connections	N. Buffalo Springs extend and improve from Lone Star loop to FM1097	1	Focus Group	Map 9	
37	Connections	New road	2	Focus Group	Map 5	
51	Connections	New Road #1 - new connection between SH242 to US59(N)	4	Focus Group	Map 5	
52	Connections	New Road #2 - Connect New Road #1 To FM2090 to Morgan Cemetary to SH105	4	Focus Group	Map 5	
53	Connections	New Road #3 - Connect US59N west to Crocket Martin to FM1485 to FM3038	4	Focus Group	Map 5	
54	Connections	New Road #4 (Morgan Cemetary) - extend from Daw Collins west to FM1314	4	Focus Group	Map 5	
	Connection	New Road/connection - Rayford to SH 242 (alternative to IH 45)	3	Focus Group		
15	Connections	New Willis by-pass from Shepard Hill to I-45N to FM1097 to Rose Rd to 7 Coves	1	Focus Group	Map 3	
	Congestion	Northpark at Russell Palmer- Harris County Line	4	Focus Group		Safety -accidents .
24	Connections	Old Conroe Rd - improve existing road and extendfrom FM1488 northto Loop 336S	2	Focus Group	Map 2	
24	Connections	Old Conroe Rd - Re-build bridge, connect to Conroe	2	Focus Group	Map 1	
30	Connections	Old Conroe Rd extend from FM 1488, south, to Branch Crossing	2	Focus Group	Map 5	
39	Congestion	Old Hwy 105 in Cut and Shoot construct a bridge across Caney Creek - Replace?	4	Focus Group	Map 5	
18	Congestion	Old Montgomery Rd./Little Egypt - widen/improve from FM830 to I-45N	2	Focus Group	Map 4	
71	Connections	Plantation Dr. extend from Loop336 to FM3083 to League Line Rd	1	Focus Group	Map 2	
1	Connections	Pooles Road (W of Montgomery) - connect FM 1097 with SH 105	1	Focus Group	Map 3	
	Congestion	Rayford - widen from Lazy to Aldine Westfield	3	Focus Group		
	Congestion	Rayford at UPRR - Grade separation	3	Focus Group		
	Connections	Road between SH105 and Loop 336N (via airport?)	1	Focus Group	Conroe	
44	Congestion	Robertson at Hanna (dog leg) Improve intersection	3	Focus Group	Map 4	
60	Congestion	Roman Forest- expand bridge at Peach Creek to 4 lanes (currently 4 lane rd to 2 lane bridge to 4 lane road)	4	Focus Group	Map 5	
67	Connections	S. 1st Street - extend from utility easement to Loop 336	1	Focus Group	Map 1	

Summary List of Workshop Notes and Maps

Map #	Issue	Street	Precinct	Source	Map	Comments
23	Congestion	Sapp - widen to accommodate future development	2	Focus Group	Map 4	
	Congestion	SH 105	1 2 4	A. France	Montgomery	2
40	Congestion	SH 105 - Severe Truck traffic at Cut and shoot	4	Focus Group	Map 2	
9	Congestion	SH 105 at FM 149 - severe congestion, major delays, truck traffic, major intersection in Montgomery	2	Focus Group	Map 3	#1 for the City of Montgomery
	Congestion	SH 105 E	1 4	J. Bleyl	Conroe	4
	Congestion	SH 105E - improve from FM 1314 to Whipporwill	1 4	T. Woolley	Conroe	4
42	Congestion	SH 105E at Loop 336E (pinch point)	1	Focus Group	Map 5	
1	Congestion	SH 105W - widen/improve through the city of Montgomery (lacks sufficient ROW)	1 2	Focus Group	Map 3	2
6	Congestion	SH 105W at FM 149 - truck issues, including turning radius, traffic signals, etc	2 1	Focus Group	Map 3	1
41	Congestion	SH 242 at I-45N intersection improvement	2 4	Focus Group	Precinct 4	
45	Congestion	SH 242at FM1314	4	A. France	Map 5	
20/66	Congestion	SH 75 - Widen from FM3083 north to I-45	1	Focus Group	Map 1	
57	Congestion	Sorters - widen from 2 to 4 lanes divided from FM1314 to US59 (RTP 191)	4	Focus Group	Map 5	Safety - Heavy Truck Traffic, accidents.
	Connections	Spur 149 - extend North from FM 1488 to Keegan Cut off Road	2	Focus Group		
	Connections	Townsen connect south to City of Houston road and North to Riley Fuzzell/Grand Parkway	3	Focus Group		
38	Congestion	Wallis Waukegan improve/widen from SH105 to FM1484	4 1	Focus Group	Map 5	1
43	Congestion	Waukegan widen/improve, heavy truck traffic (needs additional ROW, existing ROW 26')	4	Focus Group	Map 5	
5	Connections	Westway - improve and extend from SH 105, north to Lone Star Loop	1	Focus Group	Map 9	
	Connections	Willis Loop (West Side) - new road	1	Focus Group	Map 1	
58	Connections	Woodland Hills extend from North Park to Ford Road (RTP 193)	4	Focus Group	Map 5	
36	Connections	Woodlands Parkway - extend west from FM2978 to SH249	2	Focus Group	Map 5	

Montgomery County Thoroughfare Plan: Focus Group Input

Issue	Road and Issue	Precinct	Source	Comments
E	Aldine Westfield - extend south to Riley Fuzzell/Harris County	3	Focus Group	
E	Anderson- new road from FM 3083 to League Line Road	1	Focus Group	
C	Budde Road widen and improve from a rural to an urban cross section	3	Focus Group	
C	Calvary - widen to 4 lanes	1	Focus Group	
C	Calvary/I-45/SH 75 - a lot of accidents	1	Focus Group	
E	Carriage Hills - extend to Creighton - new road/bridge	2	Focus Group	
E	Carriage Hills - extend to Sand/White - new road	2	Focus Group	
E	City of Montgomery by-pass - South	1 2	Focus Group	#2 for the City of Montgomery
E	Creighton - remove jog east of freeway	4	Focus Group	
E	Creighton extend W to Old Conroe to FM 2854 to SH 105 (form loop)	1 2	Focus Group	
C	Cude Cemetery Rd - improve and widen between FM 1484 to FM 1097	1	Focus Group	
E	Daw Collins - extend south from FM 2090 to SH 242	4	Focus Group	
C	Daw Collins - widen from FM 2090 to SH 105	4	Focus Group	
C	Dobbin-Huffsmith from Harden-Store Rd NW to FM 1488 - heavily congested	2	Focus Group	
E	Drennan - extend from US 75 to I-45	1	Focus Group	
E	Firetower - extend north from FM 2090 to SH 105	4	Focus Group	Create a N/S road (Hayden-Firetower) from SH 105 to Gene Campbell Rd
E	FM 1097 - extend from west side of Lake Conroe south to Lone Star Parkway	1	Focus Group	
C	FM 1097 - Widen bridge across Lake Conroe (safety concerns)	1	Focus Group	
C	FM 1097 - Widen from the west side of Lake Conroe east to I-45	1	Focus Group	
C	FM 1097 at I-45 -eliminate 2-way frontage roads	1	Focus Group	Accidents
E	FM 1097 extend south to Lone Star Parkway	1	A. France	
E	FM 1097 extension to FM 149 (remove jog)	1	T. Woolley	
E	FM 1314 Extension north from SH 105(E) to Loop 336(N)	1	T. Woolley	
O	FM 1486 - improve from SH 105 to FM 1774	1 2	Focus Group	Improve to accommodate future development
C	FM 1488 at I-45 (Change intersection from rural to urban design)	2	J. Bleyl	
E	FM 149 - extend west from Jackson to new SH 249	2	Focus Group	
C	FM 149 - widen from SH 105 north to FM 1097 W	1	T. Woolley	
C	FM 149 - widen from SH 105 to FM 1488 (truck traffic and congestion)	1 2	Focus Group	
C	FM 1774 at FM 1488 (improve intersection)	2	Focus Group	Intersection design
C	FM 2090 - widen from US 59 to Daw Collins Rd	4	Splendora ISD	
C	FM 2090 at I-69 - service roads not complete	4	Focus Group	
C	FM 2090 at IH 69/RR - need RR crossing	4	Focus Group	
C	FM 2854 - widen from SH 105W, east, to I-45 (<i>RTP 503</i>)	1 2	Focus Group	Easier and faster than using SH 105

Issue	Road and Issue	Precinct	Source	Comments
E	FM 2854 (Old Montgomery Road) direct access to IH-45	1	A. France	
C	FM 2978 - widen from Hardin-Store Road to FM 1488	2	Focus Group	
C	FM 2978 at FM 1488 - severe congestion	2	Focus Group	
C	FM 3083 and Pollok Dr- Improve intersection	1	Focus Group	
C	FM 3083 at FM 1484	1	Focus Group	
C	FM 3083 at shopping center entrance	1	A. France	
C	FM 830/Seven Coves - widen from I-45 west to Lake Conroe	1	Focus Group	
C	Ford Rd. - reconstruct and widen from US 59N to Mills Branch (RTP 3054)	4	Focus Group	
E	Galaxy - construct 4 lane divided from Essex Dr to FM 1485 (RTP 3059)	4	Focus Group	
C	Gosling from Creekside Dr to Flintridge	3	Focus Group	Harris County
E	Gosling/Peoples extend from FM 1488 to SH 242 (very important connection N/S connectivity)	2	Focus Group	
E	Gosling/Peoples extend from Old Conroe to FM 1488 (RTP 379)	2	Focus Group	
E	Hayden - extend south from SH 242 to Gene Campbell	4	Focus Group	Create a N/S road (Hayden-Firetower) from SH 105 to Gene Campbell Rd
C	Honea Egypt/Fish Creek Thoroughfare/McCaleb - Widen/Improve from FM 1488 to FM 2854 to SH 105 (RTP15481)	2	Focus Group	
C	I-45 /SH 75/Loop 336S	1	A. France	
C	I-45 at FM 1097	1	Focus Group	
C	I-45 at FM 3083	1	A. France	
C	I-45 at Loop 336N	1	A. France	
E	I-45 at Rayford/Sawdust - very congested	3	Focus Group	
C	I-45 at SH 105	1	A. France	
E	I-45 Northbound and southbound frontage roads from FM 830 to FM 1097.	1	T. Woolley	
E	I-45 Northbound frontage road from League Line Road to FM 830.	1	T. Woolley	
E	I-45 to SH 75 (north)	1	A. France	
O	Jackson Road - improve between FM 149 and FM 1486	1	Focus Group	Narrow road, improve to accommodate future development
C	Jefferson Chemical - widen/improve from FM 1485 to FM 3083 (heavy truck traffic)	1	4	Focus Group
E	Jefferson Chemical extend south to FM 1314 (Tildea)	4	Focus Group	
C	Kuykendahl at Spring Creek - needs another 2 lane bridge	3	Focus Group	
E	LaSalle Ave - Extend to Longmire	1	A. France	
E	League Line Rd ext - new road from SH 75 to new FM 1484	1	Focus Group	
E	Little Egypt - Extend to League Line Rd. (RTP 15479)	1	T. Woolley	
O	Lone Star Parkway - widen and upgrade to TxDOT standards	1	Focus Group	
C	Longmire Road (RTP 7553)	1	T. Woolley	
E	Longstreet Road - Extend east to SH 75	1	T. Woolley	
C	Loop 336 - all	1	T. Woolley	
C	Loop 336S- Widen from FM 2854 to SH 105E	1	2	A. France
E	Magnolia by-pass from FM 1488E of RR to SH 249 to FM 1488 W of town.	2	Focus Group	

Issue	Road and Issue	Precinct			Source	Comments
E	Magnolia Ridge - extend south to FM 1774	2			Focus Group	
E	N. Buffalo Springs extend and improve from Lone Star Loop to FM 1097	1			Focus Group	
E	New Road #1 - new connection between SH 242 to I-69	4			Focus Group	See Map C
E	New Road #2 - Connect New Road #1 To FM 2090 to Morgan Cemetery to SH 105	4			Focus Group	See Map C
E	New Road #3 - Connect I-69 west to Crocket Martin to FM 1485 to FM3038	4			Focus Group	See Map C
E	New Road #4 (Morgan Cemetery) - extend from Daw Collins west to FM 1314	4			Focus Group	See Map C
E	New Road/connection - Rayford to SH 242 (alternative to I-45)	3			Focus Group	
E	New Willis by-pass from Sheppard Hill to I-45 to FM 1097 to Rose Rd to 7 Coves	1			Focus Group	
C	Northpark at Russell Palmer- Harris County Line	4			Focus Group	Safety/accidents
E	Old Conroe Rd - improve existing road and extend from FM 1488 north to Loop 336S	2			Focus Group	
E	Old Conroe Rd - Re-build bridge, connect to Conroe	2			Focus Group	
E	Old Conroe Rd extend from FM 1488, south, to Branch Crossing	2			Focus Group	
C	Old Hwy 105 in Cut and Shoot construct a bridge across Caney Creek - Replace?	4			Focus Group	
C	Old Montgomery Rd./Little Egypt - widen/improve from FM 1484 to I-45	2			Focus Group	
E	Plantation Dr. extend from Loop 336 to FM 3083 to League Line Rd	1			Focus Group	
E	Pooles Road (W of Montgomery) - connect FM 1097 with SH 105	1			Focus Group	
C	Rayford - widen from Lazy to Aldine Westfield	3			Focus Group	
C	Rayford at UPRR - Grade separation	3			Focus Group	
E	Road between SH 105 and Loop 336N (via airport?)	1			Focus Group	
C	Robertson at Hanna (dog leg) Improve intersection	3			Focus Group	
C	Roman Forest- expand bridge at Peach Creek to 4 lanes (currently 4 lane rd to 2 lane bridge to 4 lane road)	4			Focus Group	
E	S. 1st Street - extend from utility easement to Loop 336	1			Focus Group	
C	Sapp - widen to accommodate future development	2			Focus Group	
C	SH 105	1	2	4	A. France	
C	SH 105 - Severe Truck traffic at Cut and shoot	4			Focus Group	
C	SH 105 at FM 149 - severe congestion, major delays, truck traffic, major intersection in Montgomery	2			Focus Group	#1 for the City of Montgomery
C	SH 105E	1	4		J. Bleyl	
C	SH 105E - improve from FM 1314 to Whippoorwill	1	4		T. Woolley	
C	SH 105E at Loop 336E (pinch point)	1			Focus Group	
C	SH 105W - widen/improve through the city of Montgomery (lacks sufficient ROW)	1	2		Focus Group	
C	SH 105W at FM 149 - truck issues, including turning radius, traffic signals, etc	1	2		Focus Group	
C	SH 242 at FM 1314	4			A. France	
C	SH 242 at I-45 intersection improvement	2	4		Focus Group	
C	SH 75 - Improve/widen from FM 3083 north to I-45	1			Focus Group	
C	Sorters - widen from 2 to 4 lanes divided from FM 1314 to I-69 (RTP 191)	4			Focus Group	Safety - Heavy Truck Traffic, accidents
E	Spur 149 - extend North from FM 1488 to Keegan Cut off Road	2			Focus Group	

Issue	Road and Issue	Precinct	Source	Comments
E	Townsen connect south to City of Houston road and North to Riley Fuzzell/Grand Parkway	3	Focus Group	
C	Wallis Waukegan improve/widen from SH 105 to FM 1484	1 4	Focus Group	
C	Waukegan widen/improve, heavy truck traffic (needs additional ROW, existing ROW 26')	4	Focus Group	
E	Westway - improve and extend from SH 105, north to Lone Star Loop	1	Focus Group	
E	Willis Loop (West Side) - new road	1	Focus Group	
E	Woodland Hills extend from North Park to Ford Road (<i>RTP 193</i>)	4	Focus Group	
E	Woodlands Parkway - extend west from FM 2978 to SH 249	2	Focus Group	

OTHER

O	City of Willis	1	Focus Group	OTHER - Has a major thoroughfare plan
O	SH 249	2	Focus Group	OTHER - 249 to start soon with traffic rolling in 2017
O	FM 1488, east of FM 1774	2	Focus Group	OTHER - Magnolia Ridge wants a signal or speed reduction
O	High Speed Rail for Dallas-Houston	3	Focus Group	OTHER - alignment unknown
O	I-45 from FM 1960 to Loop 336S	3	Focus Group	OTHER - Future HOV Lane Extension Project
O	FM 1314 west of I-69, North of future Grand Parkway	4	Focus Group	OTHER - FM 1314. Speed Issues. new signal.
O	Ford Road	4	Focus Group	OTHER - Sharp turn is dangerous
O	Northpark at Russell Palmer- Harris County Line	4	Focus Group	OTHER - Usually Rear end collisions. A lot of driveways.
O	FM 1097W (NW of the City of Montgomery)	1	Focus Group	OTHER - Confirm highway status
O	Lone Star Parkway	1	Focus Group	OTHER - Upgrade to TxDOT standards

DEVELOPMENTS

D	1/2 mile north of Woodlands, and within the Magnolia Independent School District, east of FM 2978	2	Focus Group	Toll Brothers Master Plan Community- 160 lots
D	4430 S. FM 1486	1	Focus Group	BlueJack National Golf Course- Tiger Wood's Golf Course, residential and recreational center
D	Azalea (I-69/US 59 - Porter/New Caney)	4	Focus Group	
D	D.R. Horton Old Conroe Road	2	Focus Group	
D	Deer Trails (N. of Cut and Shoot)	4	Focus Group	
D	East and West of Old US Hwy 59, North of FM 1485	4	Focus Group	Tavoca
D	Harpers Preserve Sec. 2 (south of SH 242, east of I-45, west of river)	4	Focus Group	
D	I-45, south of FM 1097	1	Focus Group	HEB, Wal-Mart, Towne Center
D	I-45, south of FM 1097	1	Focus Group	Woodlands Development. Future Shell.
D	I-45/Hardy Toll Road/Grand Parkway	3	Focus Group	City Place Development
D	I-69 at south precinct border	4	Focus Group	SE corner developments
D	Just south of SH 242, East of I-45	4	Focus Group	Hospital
D	Lake Creek Village	2	Focus Group	
D	Old Magnolia/Conroe Road	2	Focus Group	Huge Subdivision, Dr Horton Development
D	Patton Village	4	Focus Group	
D	Rio Vista (east of I-69/US 59)	4	Focus Group	
D	S. SH 105 (SE of Cut and Shoot on Waukegan Rd)	4	Focus Group	

Issue	Road and Issue	Precinct	Source	Comments
D	Sapp Road MUD	2	Focus Group	
D	SH 242 at I-69	4	Focus Group	Grand Texas
D	SH 242, Between I-45 & FM 1314	4	Focus Group	Wetlands; Harper's Preserve; Mt. County Ranch
D	South of FM 2432, east of FM 1384	4	Focus Group	Deer Run
D	Southwest corner of I-45 and Loop 336	2	Focus Group	Camp Strake Retail Space
D	Tabola (east of I-69 NE of New Caney)	4	Focus Group	
D	The Woods of Conroe (Sapp Rd south of SH 105)	2	Focus Group	
D	Timberland Blvd at FM 1314	4	Focus Group	Big subdivision w/ 600+ homes.
D	Valley Ranch (west of I-69, south of New Caney)	4	Focus Group	
D	Water Crest (League Line Rd just east of lake)	1	Focus Group	
D	Water Stone	1	Focus Group	
D	Woodforest	2	Focus Group	

Key	
C	Congestion
E	Extension/Connection
O	Other (safety, design issues, etc.)

Issue areas that were identified numerous times at different meetings.

Precinct 1

Issue	Street	Source	Comments
E	Anderson- new road from FM 3083 to League Line Road	Focus Group	
C	Calvary - widen to 4 lanes	Focus Group	
C	Calvary/I-45/SH 75 - a lot of accidents	Focus Group	
E	City of Montgomery by-pass - South	Focus Group	#2 for the City of Montgomery
E	Creighton extend W to Old Conroe to FM 2854 to SH 105 (form loop)	Focus Group	
C	Cude Cemetery Rd - improve and widen between FM 1484 to FM 1097	Focus Group	
E	Drennan - extend from US 75 to I-45	Focus Group	
E	FM 1097 - extend from west side of Lake Conroe south to Lone Star Parkway	Focus Group	
C	FM 1097 - Widen bridge across Lake Conroe (safety concerns)	Focus Group	
C	FM 1097 - Widen from the west side of Lake Conroe east to I-45	Focus Group	
C	FM 1097 at I-45 -eliminate 2-way frontage roads	Focus Group	Accidents
E	FM 1097 extend south to Lone Star Parkway	A. France	
E	FM 1097 extension to FM 149 (remove jog)	T. Woolley	
E	FM 1314 Extension north from SH 105(E) to Loop 336(N)	T. Woolley	
O	FM 1486 - improve from SH 105 to FM 1774	Focus Group	Improve to accommodate future development
C	FM 149 - widen from SH 105 north to FM 1097 W	T. Woolley	
C	FM 2854 - widen from SH 105W, east, to I-45 (<i>RTP 503</i>)	Focus Group	Easier and faster than using SH 105
E	FM 2854 (Old Montgomery Road) direct access to IH-45	A. France	
C	FM 3083 and Pollok Dr- Improve intersection	Focus Group	
C	FM 3083 at FM 1484	Focus Group	
C	FM 3083 at shopping center entrance	A. France	
C	FM 830/Seven Coves - widen from I-45 west to Lake Conroe	Focus Group	
C	I-45 at FM 1097	Focus Group	
C	I-45 at FM3083	A. France	
C	I-45 at Loop 336N	A. France	
C	I-45 at SH 105	A. France	
E	I-45 Northbound and southbound frontage roads from FM 830 to FM 1097.	T. Woolley	
E	I-45 Northbound frontage road from League Line Road to FM 830.	T. Woolley	
E	I-45 to SH 75 (north)	A. France	
C	I-45/SH 75/Loop 336S	A. France	
O	Jackson Road - improve between FM 149 and FM 1486	Focus Group	Narrow road, improve to accommodate future development
C	Jefferson Chemical - widen/improve from FM 1485 to FM3083	Focus Group	Heavy truck traffic
E	LaSalle Ave - Extend to Longmire	A. France	
E	League Line Rd ext - new road from SH 75 to new FM 1484	Focus Group	

Issue	Street	Source	Comments
E	Little Egypt - Extend to League Line Rd. <i>(RTP 15479)</i>	T. Woolley	
O	Lone Star Parkway - widen and upgrade to TxDOT standards	Focus Group	
C	Longmire Road <i>(RTP 7553)</i>	T. Woolley	
E	Longstreet Road - Extend east to SH 75	T. Woolley	
C	Loop 336 - all	T. Woolley	
C	Loop 336S- Widen from FM 2854 to SH 105E	A. France	
E	N. Buffalo Springs extend and improve from Lone Star Loop to FM 1097	Focus Group	
E	New Willis by-pass from Sheppard Hill to I-45 to FM 1097 to Rose Rd to 7 Coves	Focus Group	
E	Plantation Dr. extend from Loop 336 to FM 3083 to League Line Rd	Focus Group	
E	Pooles Road (W of Montgomery) - connect FM 1097 with SH 105	Focus Group	
E	Road between SH 105 and Loop 336N (via airport?)	Focus Group	
E	S. 1st Street - extend from utility easement to Loop 336	Focus Group	
C	SH 105E	J. Bleyl	
C	SH 105E - improve from FM 1314 to Whippoorwill	T. Woolley	
C	SH 105E at Loop 336E (pinch point)	Focus Group	
C	SH 105W - widen/improve through the city of Montgomery (lacks sufficient ROW)	Focus Group	
C	SH 105W at FM 149 - truck issues, including turning radius, traffic signals, etc	Focus Group	
C	SH 75 - Improve/widen from FM 3083 north to I-45	Focus Group	
C	Wallis Waukegan improve/widen from SH 105 to FM 1484	Focus Group	
E	Westway - improve and extend from SH 105, north to Lone Star Loop	Focus Group	
E	Willis Loop (West Side) - new road	Focus Group	

Key	
C	Congestion
E	Extension/Connection
O	Other (safety, design issues, etc.)

Issue areas that were identified numerous times at different meetings.

Precinct 2

Issue	Street	Source	Comments
E	Carriage Hills - extend to Creighton - new road/bridge	Focus Group	
E	Carriage Hills - extend to Sand/White - new road	Focus Group	
E	City of Montgomery by-pass - South	Focus Group	#2 for the City of Montgomery
E	Creighton extend W to Old Conroe to FM 2854 to SH 105 (form loop)	Focus Group	
C	Dobbin-Huffsmith from Harden-Store Rd NW to FM 1488 - heavily congested	Focus Group	
O	FM 1486 - improve from SH 105 to FM 1774	Focus Group	Improve to accommodate future development
C	FM 1488 at I-45 (Change intersection from rural to urban design)	J. Bleyl	
E	FM 149 - extend west from Jackson to new SH 249	Focus Group	
C	FM 149 - widen from SH 105 to FM 1488 (truck traffic and congestion)	Focus Group	
C	FM 1774 at FM 1488 (improve intersection)	Focus Group	Intersection design
C	FM 2854 - widen from SH 105W, east, to I-45 (<i>RTP 503</i>)	Focus Group	Easier and faster than using SH 105
C	FM 2978 - widen from Hardin-Store Road to FM 1488	Focus Group	
C	FM 2978 at FM 1488 - severe congestion	Focus Group	
E	Gosling/Peoples extend from FM 1488 to SH 242 (very important connection N/S connectivity)	Focus Group	
E	Gosling/Peoples extend from Old Conroe to FM 1488 (<i>RTP 379</i>)	Focus Group	
C	Honea Egypt/Fish Creek Thoroughfare/McCaleb - Widen/Improve from FM 1488 to FM 2854 to SH 105 (<i>RTP15481</i>)	Focus Group	
C	Loop 336S- Widen from FM 2854 to SH 105E	A. France	
E	Magnolia by-pass from FM 1488E of RR to SH 249 to FM 1488 W of town.	Focus Group	
E	Magnolia Ridge - extend south to FM 1774	Focus Group	
E	Old Conroe Rd - improve existing road and extend from FM 1488 north to Loop 336S	Focus Group	
E	Old Conroe Rd - Re-build bridge, connect to Conroe	Focus Group	
E	Old Conroe Rd extend from FM 1488, south, to Branch Crossing	Focus Group	
C	Old Montgomery Rd./Little Egypt - widen/improve from FM 1484 to I-45	Focus Group	
C	Sapp - widen to accommodate future development	Focus Group	
C	SH 105	A. France	
C	SH 105 at FM 149 - severe congestion, major delays, truck traffic, major intersection in Montgomery	Focus Group	#1 for the City of Montgomery
C	SH 105W - widen/improve through the city of Montgomery (lacks sufficient ROW)	Focus Group	
C	SH 105W at FM 149 - truck issues, including turning radius, traffic signals, etc	Focus Group	
C	SH 242 at I-45 intersection improvement	Focus Group	
E	Spur 149 - extend North from FM 1488 to Keegan Cut off Road	Focus Group	
E	Woodlands Parkway - extend west from FM 2978 to SH 249	Focus Group	

Key	
C	Congestion
E	Extension/Connection
O	Other (safety, design issues, etc.)

Issue areas that were identified numerous times at different meetings.

Precinct 3

Issue	Street	Source	Comments
C	Budde Road widen and improve from a rural to an urban cross section	Focus Group	
C	Gosling from Creekside Dr to Flintridge	Focus Group	Portion in Harris County
C	Kuykendahl at Spring Creek - needs another 2 lane bridge	Focus Group	
C	Rayford - widen from Lazy to Aldine Westfield	Focus Group	
C	Rayford at UPRR - Grade separation	Focus Group	
C	Robertson at Hanna (dog leg) Improve intersection	Focus Group	
E	Aldine Westfield - extend south to Riley Fuzzell/Harris County	Focus Group	
E	New Road/connection - Rayford to SH 242 (alternative to I-45)	Focus Group	
E	I-45 at Rayford/Sawdust - very congested	Focus Group	
E	Townsen connect south to City of Houston road and North to Riley Fuzzell/Grand Parkway	Focus Group	

Note: No Focus Group meetings were held in Pct. 3. (due to South County Mobility Plan). These comments came from Focus Group meetings held in other parts of Montgomery County.

Key	
C	Congestion
E	Extension/Connection
O	Other (safety, design issues, etc.)

Issue areas that were identified numerous times at different meetings.

Precinct 4

Issue	Street	Source	Comments
E	Creighton - remove jog east of freeway	Focus Group	
E	Daw Collins - extend south from FM 2090 to SH 242	Focus Group	
C	Daw Collins - widen from FM 2090 to SH 105	Focus Group	
E	Firetower - extend north from FM 2090 to SH 105	Focus Group	Create a N/S road (Hayden-Firetower) from SH 105 to Gene Campbell Rd
C	FM 2090 - widen from I-69 to Daw Collins Rd	Splendora ISD	
C	FM 2090 at I-69 - service roads not complete	Focus Group	
C	FM 2090 at IH 69/RR - need RR crossing	Focus Group	
C	Ford Rd. - reconstruct and widen from I-69N to Mills Branch <i>(RTP 3054)</i>	Focus Group	
E	Galaxy - construct 4 lane divided from Essex Dr to FM 1485 <i>(RTP 3059)</i>	Focus Group	
E	Hayden - extend south from SH 242 to Gene Campbell	Focus Group	Create a N/S road (Hayden-Firetower) from SH 105 to Gene Campbell Rd
C	Jefferson Chemical - widen/improve from FM 1485 to FM3083 (heavy truck traffic)	Focus Group	
E	Jefferson Chemical extend south to FM 1314 (Tildea)	Focus Group	
E	New Road #1 - new connection between SH 242 to I-69	Focus Group	See Map C
E	New Road #2 - Connect New Road #1 To FM 2090 to Morgan Cemetery to SH 105	Focus Group	See Map C
E	New Road #3 - Connect I-69 west to Crocket Martin to FM 1485 to FM3038	Focus Group	See Map C
E	New Road #4 (Morgan Cemetery) - extend from Daw Collins west to FM 1314	Focus Group	See Map C
C	North park at Russell Palmer- Harris County Line	Focus Group	Safety/accidents
C	Old Hwy 105 in Cut and Shoot construct a bridge across Caney Creek - Replace?	Focus Group	
C	Roman Forest- expand bridge at Peach Creek to 4 lanes (currently 4 lane rd to 2 lane bridge to 4 lane road)	Focus Group	
C	SH 105	A. France	
C	SH 105 - Severe Truck traffic at Cut and shoot	Focus Group	
C	SH 105E	J. Bleyl	
C	SH 105E - improve from FM 1314 to Whippoorwill	T. Woolley	
C	SH 242 at FM 1314	A. France	
C	SH 242 at I-45 intersection improvement	Focus Group	
C	Sorters - widen from 2 to 4 lanes divided from FM 1314 to I-69 <i>(RTP 191)</i>	Focus Group	Safety - Heavy Truck Traffic, accidents
C	Wallis Waukegan improve/widen from SH 105 to FM 1484	Focus Group	
C	Waukegan widen/improve, heavy truck traffic (needs additional ROW, existing ROW 26')	Focus Group	
E	Woodland Hills extend from North Park to Ford Road <i>(RTP 193)</i>	Focus Group	

Key	
C	Congestion
E	Extension/Connection
O	Other (safety, design issues, etc.)

Issue areas that were identified numerous times at different meetings.

Focus Group Meetings September 2015



Documentation:

- Invitee List
- Meeting Information
- Sign-in Sheets
- Meeting Summary
- Meeting Maps

MONTGOMERY COUNTY THOROUGHFARE PLAN FOCUS GROUPS SEPTEMBER 2015



Precinct 1: Willis, Panorama Village, Cut and Shoot | Sept.

Commissioner Mike Meador, Mike Beitler, Mayor Kravetz, Mayor Reed, Pat Riley, Hector Forestier, Marge Littleton, Carlene Mullins, Thomas Gray, David Wurdlow, Gaby Tassin, Mark Ingram

Precinct 2: Magnolia, Pinehurst, Stagecoach | Sept.

Commissioner Riley, Paul Mendes, Mayor Mansee, Jack Yates, Mayor Jones, Eric Smith, Carlene Mullins, Thomas Gray, David Wurdlow, Gaby Tassin, Mark Ingram

Precinct 3: The Woodlands Township, Oak Ridge North, Shenandoah | Sept.

Commissioner Noack, Matt Beasley, Greg Smith, Don Norrell, Vicky Rudy, Carlene Mullins, Thomas Gray, David Wurdlow, Gaby Tassin, Mark Ingram

Precinct 4: Cut and Shoot, Patton Village, Woodbranch, Roman Forest | Sept.

Commissioner Jim Clark, Mayor Welch, Mayor Thompson, Mayor Tarrant, Mayor Wolfe, Mayor Parr, Carlene Mullins, Thomas Gray, David Wurdlow, Gaby Tassin, Mark Ingram

Montgomery | Sept.

Mayor Jones, Bill Kotlan, Erik Smith, Carlene Mullins, Thomas Gray, David Wurdlow, Gaby Tassin, Mark Ingram

Conroe | Sept.

Tommy Woolley, Adam France, Richard Brown?, Melody Galland?, Mark Mooney, Carlene Mullins, Thomas Gray, David Wurdlow, Gaby Tassin, Mark Ingram

Montgomery County Thoroughfare Plan
Focus Group Meetings
September 8-10, 2015

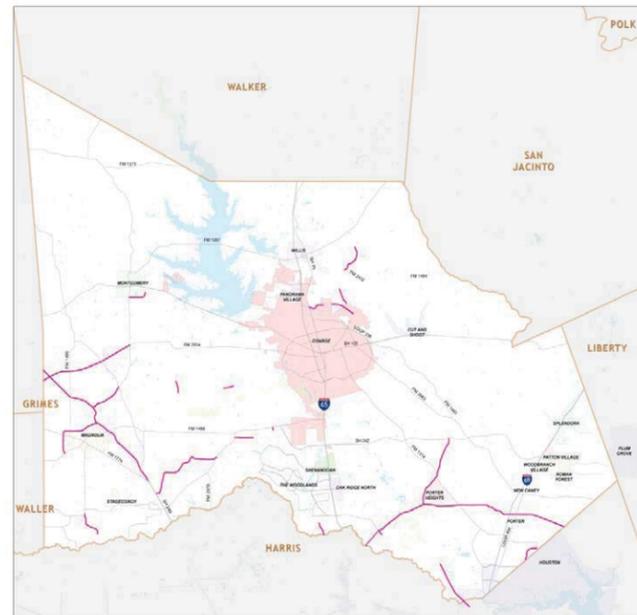


What is a Thoroughfare Plan?

- ▶ A Thoroughfare Plan is not a list of construction projects but rather serves as a tool to **enable the County to preserve future corridors for transportation system development** as the need arises.

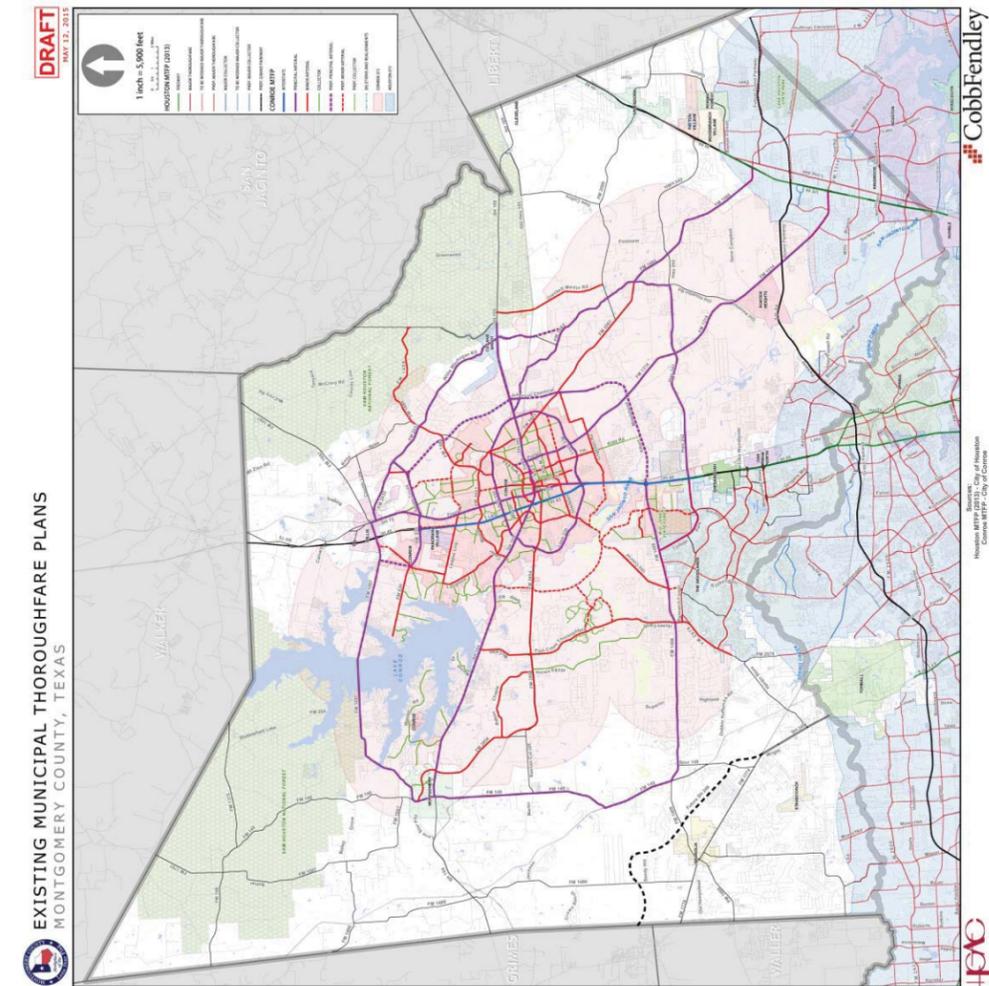
Why do we need Thoroughfare Plan?

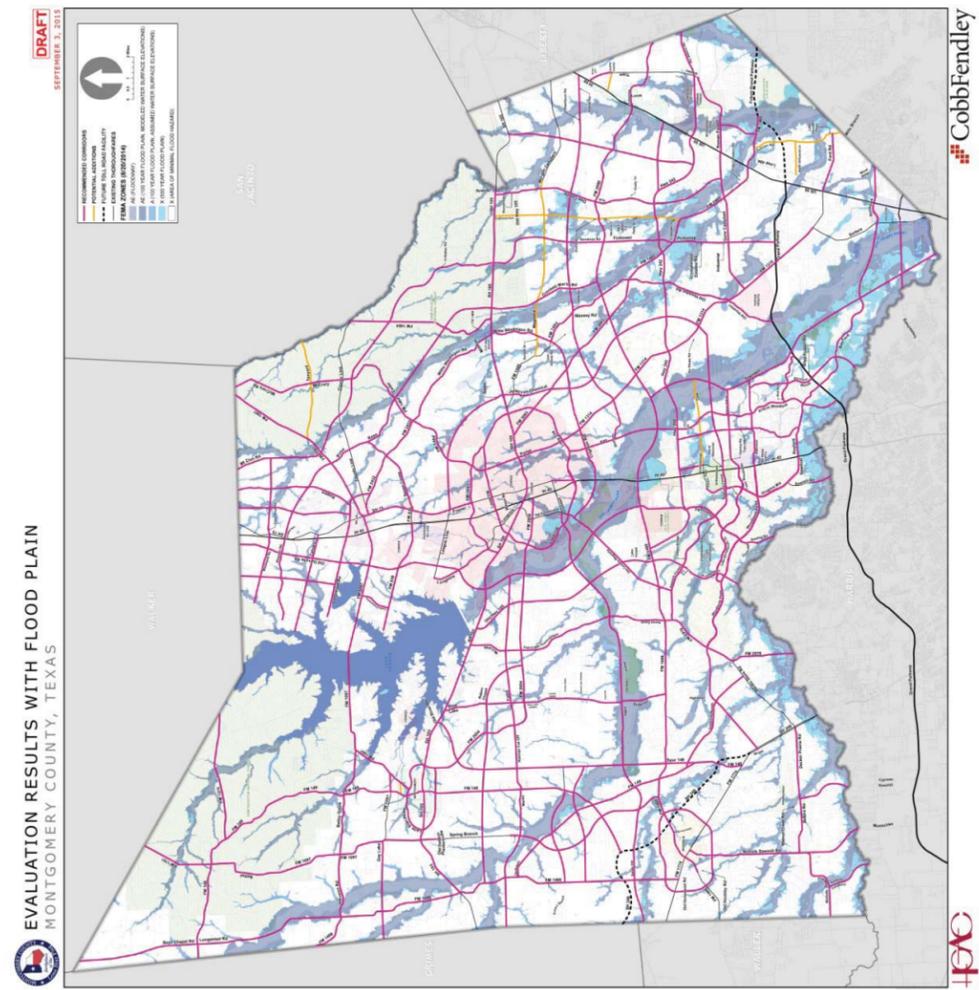
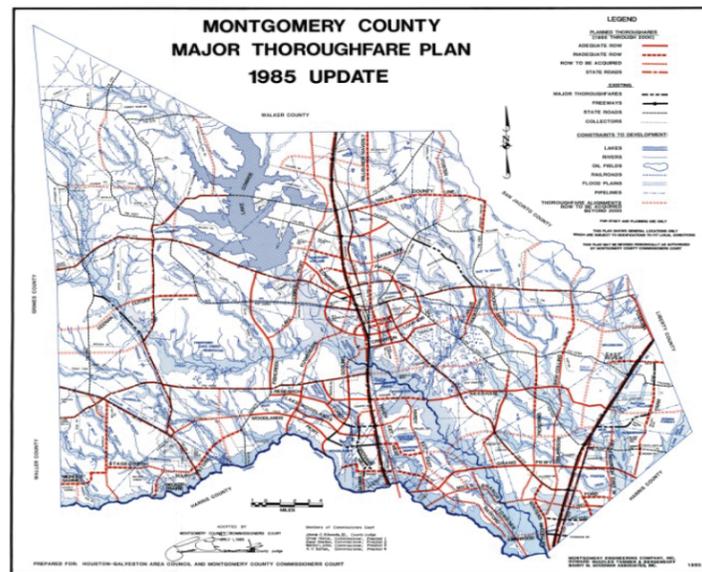
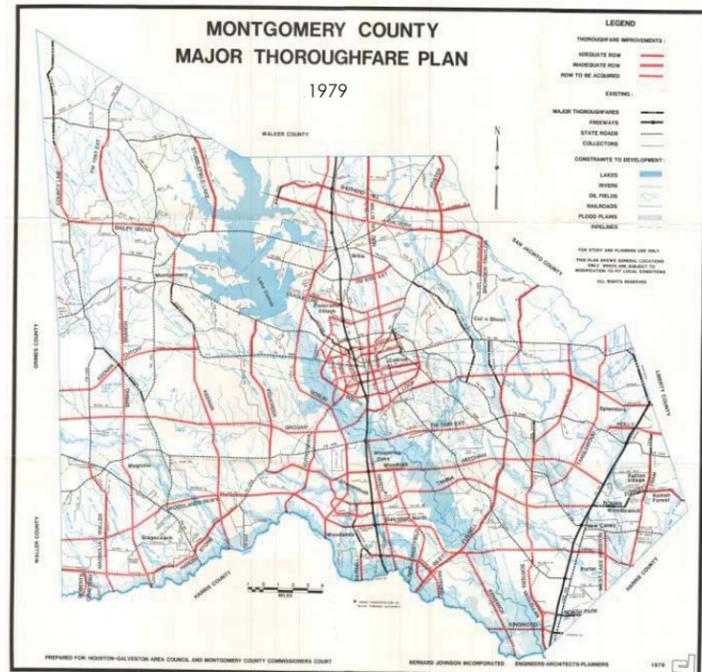
- ▶ Long-range plan – 50+ Years
- ▶ Develop a Transportation System
- ▶ Right-of-Way Preservation
- ▶ Coordination of Development
- ▶ Improves Connectivity



Legend
Proposed Thoroughfare

2012 Montgomery County Thoroughfare Plan





Focus Group Input

▶ **Review Maps**

- 50 year horizon
- Keep an open mind.
- There are no bad ideas.

Public Meetings: November 4-19, 2015

Questions:

▶ **Carlene Mullins**

832-681-2585
carlene.mullins@h-gac.com

▶ **Thomas Gray**

832-681-2545
thomas.gray@h-gac.com

▶ **Website:** MontgomeryCountyMobility.com

Precinct 4 Focus Group
MCTP

9/8/15

Name	City	email / phone #
Dorothy Welch	Spencer	welchdorothylee@yahoo.com 281-513-0247
Tracy Willett	New Caney	Tracy.Willett@metx.org
Bill Smith	Mont Co Pct 4	william.smith@metx.org
Jennifer Steen	Half Assoc.	jsteen@half.com
Nyla Dalhaus	Cut and Shoot	nyla.dalhaus@metx.org
Mark Ingram	Cobb Bendley	mingram@cobbendley.com
Leah Tarrant	Patton Village	l.tarrant@pattonvillage.us
Liz Mullane	Roman Forest	liz.mullane@cityofromanforest.org

2:00 pm.

Don Norvell - The Woodlands Township

Greg Smith - Shenandoah

Coby

Jennifer

Carlene

Thomas

Focus Group
MCTP Meeting - Magnolia 9/9/2015

Thomas Gray	H-GAC	thomas.gray@h-gac.com
Carlene Mul	H-GAC	
Jennifer Steen	Half	jsteen@half.com
Paul Mendes	CITY OF MAGNOLIA	pmendes@cityofmagnolia.com
Gaby Trassin	CobbFondley	gtrassin@cobbfondley.com
Don DEAN	MCTX	Don.Dean@MCTX.org
Charlie Riley	MCTX	Charlie.Riley@MCTX.org

9/10/15 City of Conroe MCTP Focus Group Meeting

Masood Malik	City Planner	
Adam France	Development Coordinator	
Cyrus Brest	ENGINEERING MANAGER	COC
Thomas Kookey	City of Conroe	
PAUL VIKRAMAN	" "	
Scott Taylor	" "	

Focus Group
MCTP Meeting - Willis 9:00 AM
 9/10/2015

Thomas Gray	H-GAL	thomas.gray@h-gal.org
Pat Riley	City of Willis	priley@ci.willis.tx.us
Marge Littleton	"	mlittleton@ci.willis.tx.us
Mark Ingram	Cobb Fendley	m.ingram@cobbhendley.com

Montgomery County Thoroughfare Plan Focus Groups September 2015 Meeting Summaries

The purpose of the second round of Focus Groups was to receive input from community members regarding the Montgomery County Thoroughfare Plan draft map before it was presented to the public in November. Revisions were made to the draft map based on input that was received at the meetings. (Project team meeting attendees: Carlene Mullins, Thomas Gray, Gaby Tassin, Jennifer Steen, Mark Ingram)

Precinct 4: Grangerland Community Center – September 8, 2015

Attendees: Dorothy Welch, Tracy Willett, Bill Smith, Nyla Dalhaus, Leah Tarrant, Liz Mullane

Comments on Map:

- Extend Galaxy south to Grand Parkway
- Add more n/s roads from SH 105 to SH 242 and IH 69/US 59
- Verify roads with “?”, what is the source.
- Extend Sorters north to Grand Parkway
- Extend Pickering south to “new” Sorters road
- Add a road between Jefferson Chemical/Sadie to County Line Rd.
- Use N. Duck Creek Road instead of California Ave. to extend Fire Tower road north to San Jacinto County

Precinct 3: South County/Shenandoah – September 8, 2015

Attendees: Greg Smith, Don Norrell, Mike Bass

- Harris County Commissioner Cagle wants to move Sawmill extension to someplace where creek crossing is shorter or easier
- What does this map do to alleviate congestion on I-45?
- What are County’s plans for toll roads? We’ve never seen their study, but extension of Hardy Toll Road probably isn’t feasible at this point
- Unless we find a way to put it down the middle of I-45, commuter rail into Montgomery County is not going to happen
- Gaby wants to collect comments from all focus group meetings before amending map

Precinct 1: Montgomery – September 9, 2015

Attendees: Jack Yates, Kirk Jones

- Lots of floodplain = lots of bridges that will need to be built

- New high school is about to begin construction on SE side of Montgomery
- Need to emphasize that lines on the map are not exact alignments; final alignments will be determined during the development process and require engineering/design
- How much influence do we have over TxDOT's plans?
- City wants to extend Emma's Way – might be considered a collector rather than a major thoroughfare; add Walden and Bois D'Arc as collectors too
- City wants South Lone Star Parkway on next TIP
- Montgomery has completely turned over its city administration, so they haven't touched their thoroughfare plan lately
- Look at TxDOT schematics for SH 105 – Montgomery needs relief
- Montgomery needs public meeting notice to include in water bill mailout by October 20

Comments on Map:

- Show Walden Road
- Show Buffalo Springs and extend south to Rabon Chapel
- Add a connection between Walden and Lone Star Parkway
- Extend Rabon Chapel south to FM 1488
- Adjust alignment of FM 2854

Precinct 2: Magnolia – September 9, 2015

Attendees: Commissioner Charlie Riley, Paul Mendes, Don Dean

- North extension of 149 Spur will go through Lone Star College property – Riley to investigate
- Alignment of 249 toll road NW of Magnolia / NE of Todd Mission has changed - check to make sure alignment is correct
- Need to think about another way to connect 1486 to 149 across floodplain
- How do we get across Grimes County to SH 6 to provide alternative to 105? We will probably get opposition from Grimes County
- People get stranded in the area N of 1488 and W of Conroe due to flooding – new development (Woodforest) and floodplain create barriers to new roads in that area
- TxDOT to resume construction on 149/1488 grade crossing in December
- If we can get "Corridor 24" to work, let's keep it
- We need aerials for the public meetings
- What is Riley allowed to say about thoroughfare plan to owner of property on N side of 149 Spur (because this is still a draft)?
- Magnolia needs announcements for water bill mail outs by mid-October; can also get Chamber to do e-mail blasts
- Magnolia is having public meeting about relief route September 22

- Need to find a good way to thread the southern Magnolia relief route without disrupting businesses (and it would probably have to cross UPRR at grade)
- Should we meet with railroads about this plan?

Comments on Map:

- Realign Kennan Cut Off from FM 149 to Walker County Line
- Realign Aggie/Palmetto out of flood plain
- End Pine Lake at FM 2854
- Realign Superior to west
- Change alignment of SH 249
- Move Gladstell alignment north out of floodplain
- Remove Kuykendahl extension north between FM 1488 to FM 2854 due to existing and announced developments

Precinct 1: Willis – September 10, 2015

Attendees: Pat Riley, Marge Littleton

- "The Woodlands North" development W of Willis – apparently the developer has a street plan for that project, but we haven't seen it yet – we need to see if we can get a copy (talk to Robert Heineman?)
- Another developer has purchased 400 acres W of Willis towards lake (with option to buy more)
- Double check status of Old Danville Road – Willis staff doesn't think it exists at all (but they like it)
- Willis has plans for "Westside Connector" to these developments (it is on Conroe thoroughfare plan as well as Willis 2025 Comprehensive Plan – they will send copy to Carlene)
- Lots of congestion at I-45 / FM 1097 intersection that could be alleviated by new connections
- Willis could double its population in next 5-10 years due to new development
- Need additional connections from I-45 to SH 75
- Need additional N-S connector from Conroe to Willis

Comments on Map:

- Dash Old Danville Road
- Show Old Montgomery Rd
- Extend Calvary to FM 2432 and then to IH 45 (Make a loop around Willis)
- Make a connection between Calvary Road to Old Montgomery Rd
- Extend Longstreet south to FM 3083

- Add a connection between IH 45 and FM 2432, north of FM 830/Seven Coves, south of 'Loop'
- Realign Sadie/Jefferson Chemical between SH 105 to FM 1485

Conroe – September 10, 20105

Attendees: Paul Virgadamo, Chris Bogert, Thomas Woolley, Adam France, Scott Taylor, Masood Malik

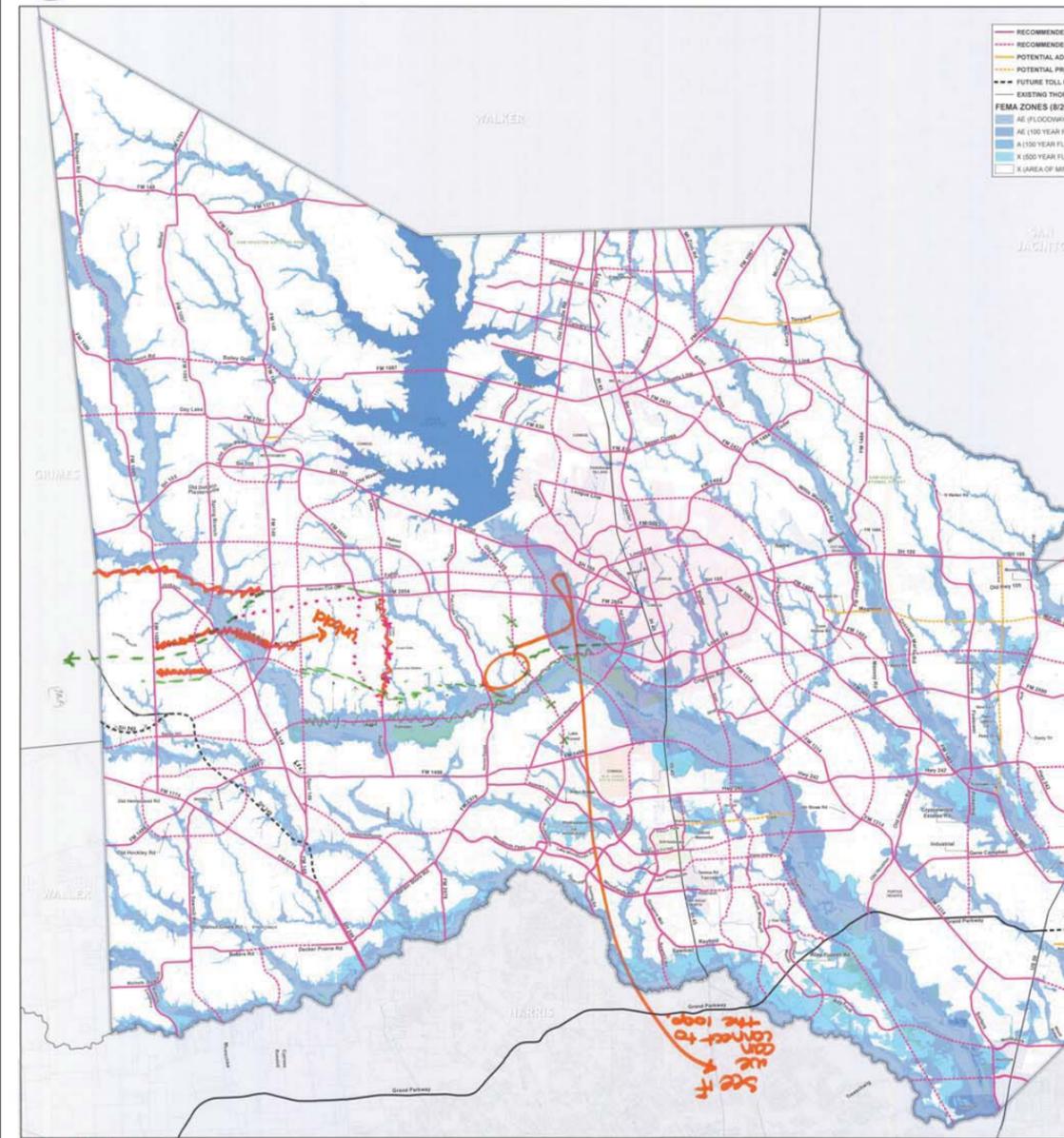
- Virgadamo: What has response to map been like so far? – Positive; we've gotten a lot of productive feedback
- Need for Old Conroe Road connection to South County
- Woodforest is looking for another route into Conroe
- Conroe staff agrees with our modifications to their thoroughfare plan
- Conroe has a couple of existing four-lane roads that we need to show
- Conroe has no access management policies other than what TxDOT requires
- Conroe will vote on their thoroughfare plan before County adopts MCTP to ensure conformity
- Study should address/mention preferred truck routes – Conroe wants trucks out of city
- Tommy Woolley will let us know re: deadline for water bill mail outs

Comments on Map:

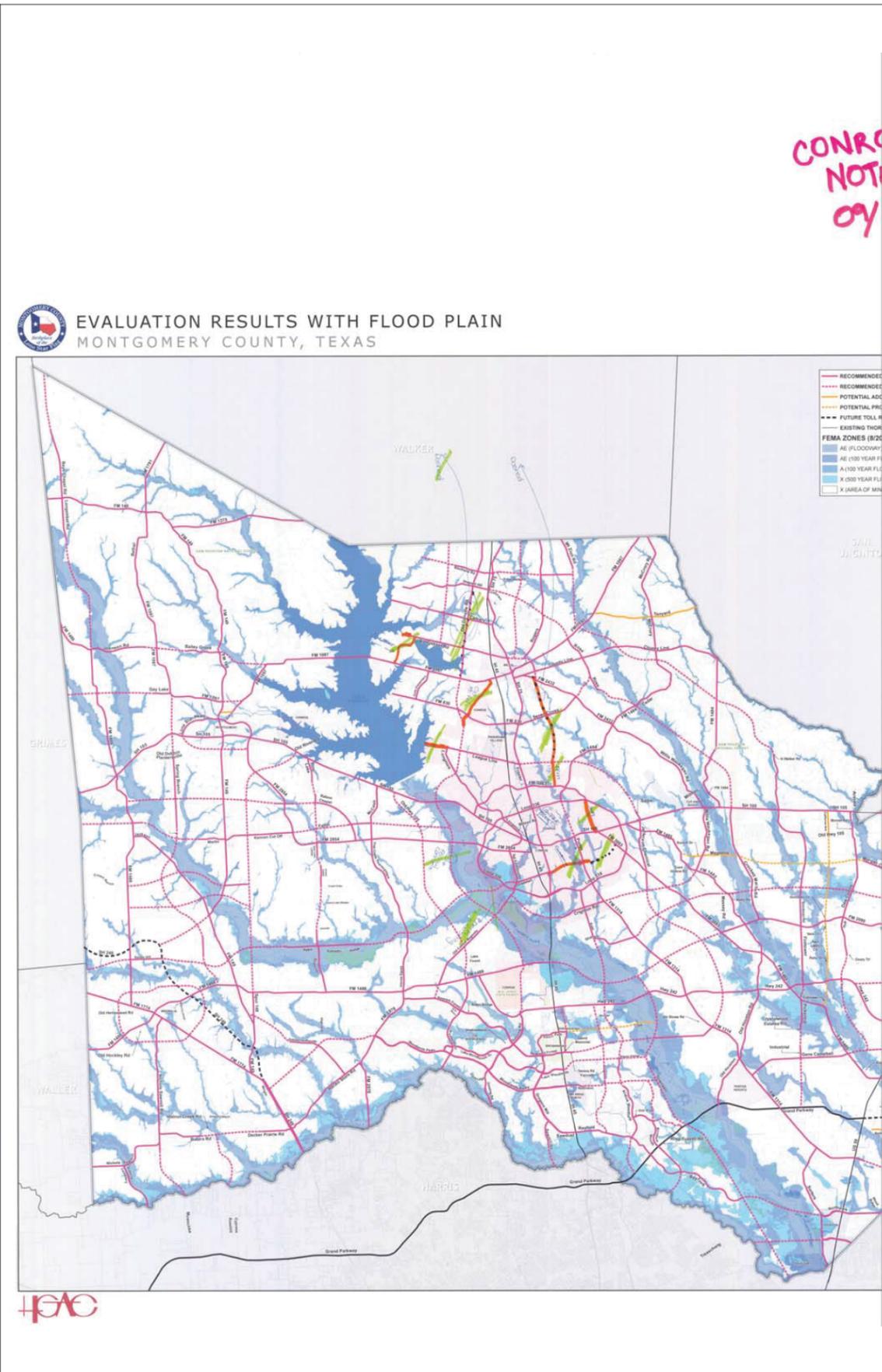
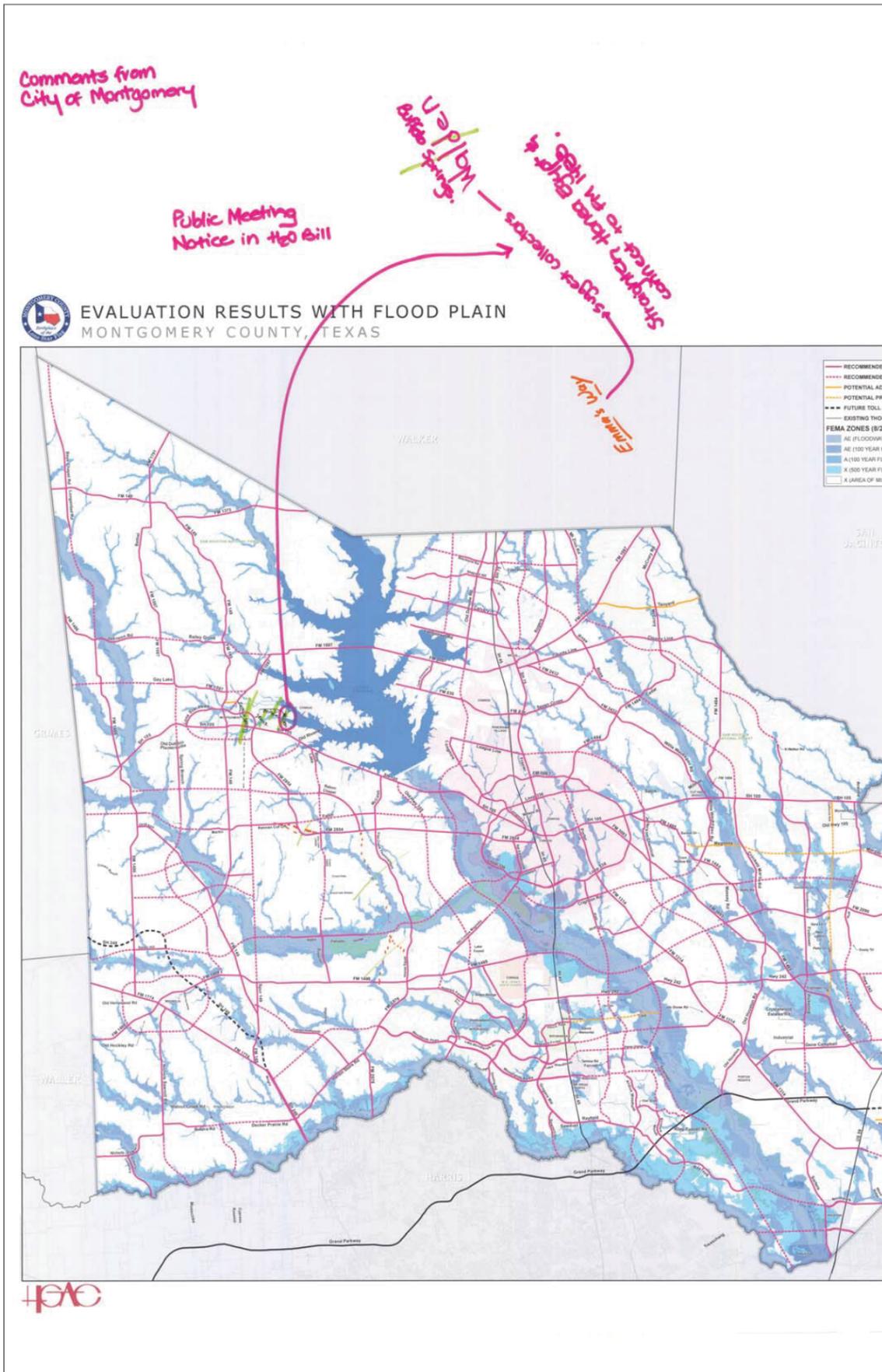
- Add Old Montgomery Road
- Extend League Line Road to Lake Conroe
- Add a connection (extension of Longstreet east of IH 45) south to FM 3083 (use Pollok between League Line and FM 3083)
- Dash Old Danville Road
- Show existing FM 3083 between Loop 226 and SH 105
- Show existing Gladstell between Frazier and Porter
- Extend Gladstell from porter to FM 3083
- Modify the alignment of Gosling to follow Conroe MTP, move out of 100 year floodplain
- Delete the extension of Kuykendahl north from FM 1488 to FM 2854 due to modifying the alignment of Gosling and because of the established neighborhoods/announced developments

MAGNOL
NOTE
09/10

EVALUATION RESULTS WITH FLOOD PLAIN
MONTGOMERY COUNTY, TEXAS



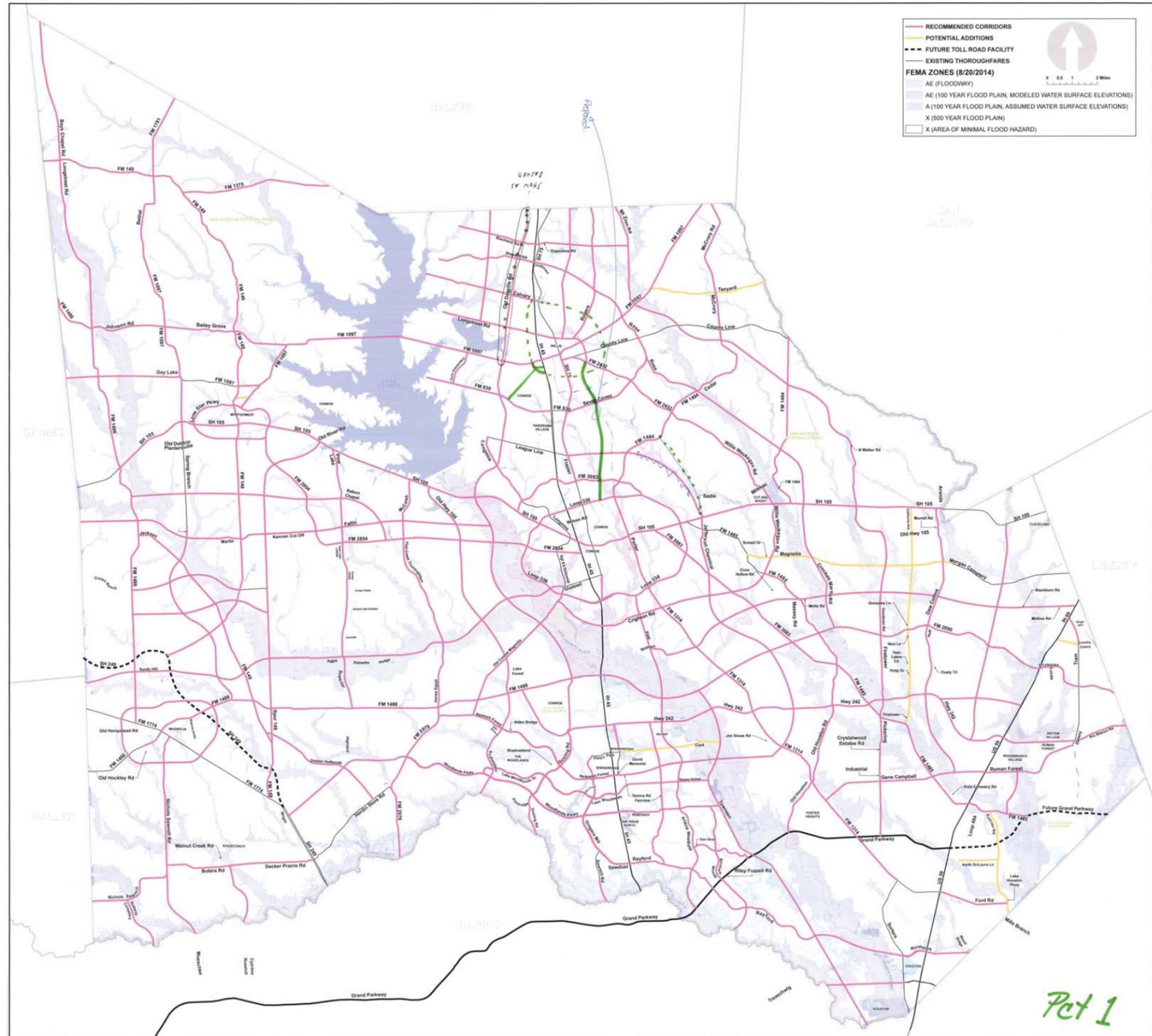
HGA





EVALUATION RESULTS WITH FLOOD PLAIN
MONTGOMERY COUNTY, TEXAS

DRAFT
SEPTEMBER 3, 2015



Pct 1



Willis is sending Thoroughfare CobbFendley Plan Map Package

**Public Meetings
November 2015**



Documentation:

- Meeting Summary
 - Meeting Notification and Publicity
 - Registration: Sign-in Sheets
 - Meeting Format: Open House Materials
 - Comments
 - Photographs

PUBLIC MEETINGS SUMMARY



Table of Contents

Meeting Notification and Publicity 1
Registration 2
Meeting Format 3
Comments 3
Photographs 4

- Attachments:
Meeting Notification and Publicity
Sign-in Sheets
Open House Materials
Comment Card

PUBLIC MEETINGS SUMMARY



Montgomery County, the City of Conroe, the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) have worked together to develop a Thoroughfare Plan for Montgomery County. The proposed plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way. The proposed plan intends to improve roadway capacity and connectivity throughout the county.

Public Meetings

A series of four public meetings were convened, one for each Montgomery County precinct, to provide residents ample opportunity to review the proposed county-wide Thoroughfare Plan and give comments.

Tuesday, November 10, 2015
 City of Conroe – Conroe Tower
 300 W. Davis, 6th floor, Conroe, TX 77301
 6-8 p.m.

Thursday, November 12, 2015
 Shenandoah Municipal Complex
 29955 I-45 North, Shenandoah, TX 77381
 6-8 p.m.

Tuesday, November 17, 2015
 Magnolia High School
 14350 FM 1488, Magnolia, TX 77354
 6-8 p.m.

Thursday, November 19, 2015
 R.B. Tullis Library
 21569 US 59, New Caney, TX 77357
 6-8 p.m.

Meeting Notification and Publicity

Notifications of public meetings took advantage of a broad spectrum of print and electronic media to reach target audiences:

- Legal notices published in the Conroe Courier, Magnolia/Tomball Potpourri, Eastex Advocate and East Montgomery Observer.
- H-GAC project website, Facebook, Twitter, e-blasts to subscribers and Vision e-newsletter November 2015 issue.
- Email to state and federal elected officials from Alan Clark, H-GAC Director of Transportation Planning.

PUBLIC MEETINGS SUMMARY



- Email to local mayors, steering committee members, focus group attendees and area stakeholders asking them to share information regarding the public meetings via social media, flyers and email distribution lists.
- Website postings by the City of Conroe and the City of Shenandoah.
- Social media postings via organizations and local residents.
- E-blast from Magnolia Parkway Chamber to subscribers announcing the meeting in Magnolia on November 17, 2015.
- Press releases from the office of Montgomery County Judge Craig Doyal.

Website postings and media attendance resulted in the following articles:

- Conroe Courier | "Montgomery County schedules public meeting on thoroughfare plan," October 27, 2015
- The Woodlands Villager | "Montgomery County schedules public meeting on thoroughfare plan," October 27, 2015
- The Observer, East Montgomery County | "Judge Doyal announces public meetings for Montgomery County Thoroughfare Plan," October 28, 2015
- Houston Chronicle | "Montgomery County holds meetings on road plan," October 29, 2015
- Community Impact | "H-GAC to host public meetings for input on Montgomery County Thoroughfare Plan," November 3, 2015
- Community Impact | "Montgomery County Thoroughfare Plan identifies mobility needs – Plan is updated work in progress," November 17, 2015
- Community Impact | "Magnolia residents provide input on Montgomery County Thoroughfare Plan," November 18, 2015
- The Observer, East Montgomery County | "Proposed Thoroughfare Plan suggests several future roads in EMC," November 22, 2015
- Community Impact | "Thoroughfare plan identifies county mobility needs," December 16, 2015

Copies of the notices, website postings, social media posts and articles are included in this summary report.

Registration

Overall, 196 people attended the public meetings. The breakdown of attendees is below:

City of Conroe 11/10/2015		City of Shenandoah 11/12/2015		City of Magnolia 11/17/2015		City of New Caney 11/19/2015	
Public	34	Public	65	Public	68	Public	19
Elected Officials	1	Elected Officials	3	Elected Officials	1	Elected Officials	2
Media	0	Media	1	Media	1	Media	1

Copies of the sign-in sheets are included in this summary report.

PUBLIC MEETINGS SUMMARY



Meeting Format

The meeting was conducted in an open house format. Sign-in tables greeted attendees upon entering each facility, where they were given a handout with information about the project and a map of the thoroughfare plan. Exhibit boards were set up around the perimeter of the room and detailed the following:

- Welcome board
- Vision statement
- What it is
- What it isn't
- Benefits
- Plan development
- Previous plans
- Current plans
- Traffic congestion
- Traffic generators
- Barriers
- Roadway design
- Draft plan
- Next steps

Multiple tables were set up in the center of the room with maps of the thoroughfare plan. Attendees were encouraged to place numbered dots on areas of concern and approval. Comment cards were available at each map table.

Copies of the handout, exhibit boards and maps are included in this summary report.

Comments

Comments were provided on the written comment card, which corresponded to the thoroughfare plan maps. A total of 78 comment cards were completed at the meetings. An additional 78 cards were emailed or submitted through the. Copies of these comments are included in the appendix. The following key issues were identified:

- Woodlands Parkway extension is needed
- Against the Tamina Road extension
- Support of thoroughfare on Superior Road
- Against any thoroughfare through Cimarron Country
- Connect Old Conroe Road/magnolia Road to Sgt. Holcombe
- Magnolia loop/Magnolia bypass
- Loop around Conroe
- Concern over San Jacinto River crossings
- Oppose Peoples Road impact
- Alternatives to I-45 throughout the county
- Aldine Westfield extension via Scarlet Oak Trail (White Oak Estates)

PUBLIC MEETINGS SUMMARY



Photographs

City of Conroe – Conroe Tower | Tuesday, November 10, 2015



PUBLIC MEETINGS SUMMARY



Shenandoah Municipal Complex | Thursday, November 12, 2015



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PUBLIC MEETINGS SUMMARY



Magnolia High School | Tuesday, November 17, 2015



Page | 6

PUBLIC MEETINGS SUMMARY



R.B. Tullis Library | Tuesday, November 19, 2015



Meeting Notification and Publicity

**Notice of Public Meetings
Montgomery County Thoroughfare Plan**

The general public, business owners and elected officials are invited to attend a public meeting on the proposed Montgomery County Thoroughfare Plan. Four meetings will be held in Montgomery County:

Tuesday, November 10, 2015
City of Conroe-Conroe Tower
300 W. Davis, 6th floor
Conroe, TX 77301
6-8 p.m.

Thursday, November 12, 2015
City of Shenandoah
29955 I-45 North
Shenandoah, TX 77381
6-8 p.m.

Tuesday, November 17, 2015
Magnolia High School
14350 FM 1488
Magnolia, TX 77354
6-8 p.m.

Thursday, November 19, 2015
R.B. Tullis Library
21569 US 59
New Caney, TX 77357
6-8 p.m.

Montgomery County, the City of Conroe, the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) have worked together to develop a Thoroughfare Plan for Montgomery County. The proposed Plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way. The proposed plan intends to improve roadway capacity and connectivity throughout the county.

For more information, visit montgomerycountymobility.com

The meeting will consist of an open house beginning at 6:00 p.m. English and Spanish speakers will be available to gather input and answer questions. The facility is handicapped accessible. H-GAC will provide for reasonable accommodations for persons attending H-GAC functions. Requests from persons needing special accommodations should be received by H-GAC staff 24 hours prior to a function. Requests for language interpreters or other special communication needs should be made at least two working days prior to a function. Please call 713-993-2471 for assistance.
CC, PO, EMO, EX 10/28/15

Montgomery County Mobility

Advancing Mobility throughout Montgomery County, Texas

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[The Woodlands Transit Plan](#) [Commissioners Court Presentations](#) [Contact Us](#)

Notice of Public Meetings: Montgomery County Thoroughfare Plan

hgacpubliccomments / March 4, 2014

The general public, business owners and elected officials are invited to attend a public meeting on the proposed Montgomery County Thoroughfare Plan. Four meetings will be held in Montgomery County:



Tuesday, November 10, 2015

City of Conroe – Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301
6-8 p.m.

Thursday, November 12, 2015

Shenandoah Municipal Complex
29955 I-45 North, Shenandoah, TX 77381
6-8 p.m.

Tuesday, November 17, 2015

Magnolia High School
14350 FM 1488, Magnolia, TX 77354
6-8 p.m.

Thursday, November 19, 2015

R.B. Tullis Library

21569 US 59, New Caney, TX 77357
6-8 p.m.

Montgomery County, the City of Conroe, the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) have worked together to develop a Thoroughfare Plan for Montgomery County. The proposed Plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way. The proposed plan intends to improve roadway capacity and connectivity throughout the county.

The meeting will consist of an open house beginning at 6:00 p.m. English and Spanish speakers will be available to gather input and answer questions. The facility is handicapped accessible. H-GAC will provide for reasonable accommodations for persons attending H-GAC functions. Requests from persons needing special accommodations should be received by H-GAC staff 24 hours prior to a function. Requests for language interpreters or other special communication needs should be made at least two working days prior to a function. Please call 713-993-2471 for assistance.

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March 4, 2014 in Uncategorized.

[← Transportation Studies in Montgomery County](#)

96 thoughts on “Notice of Public Meetings: Montgomery County Thoroughfare Plan”

[← Older Comments](#)



Brian October 29, 2014 at 12:58 pm

We need to stop spending time and money on studies when we know what the problem are! This money goes to people who are

Houston-Galveston Area Council Meeting Notifications and Publicity

 **Houston-Galveston Area Council**
November 9 at 8:48am · Houston, TX · 

Attend and participate!

H-GAC will be hosting a public meeting in the City of Conroe to discuss the Montgomery County Thoroughfare Plan.

Tuesday, November 10, 2015

Conroe Tower

300 W. Davis, 6th floor, Conroe, TX 77301

6-8 p.m.

www.montgomerycountymobility.com

Contact Us

For more information, contact: Carlene Mullins,
Carlene.Mullins@h-gac.com Thomas Gray,
Thomas.Gray@h-gac.com

MONTGOMERYCOUNTYMOBILITY.COM

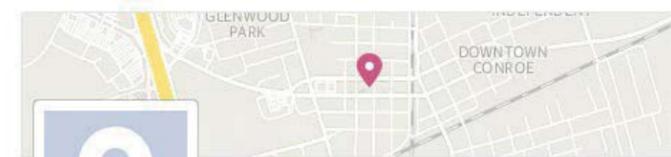
 **Houston-Galveston Area Council** at Conroe Tower.
November 10 at 3:58pm · Conroe, TX · 

Join us tonight for the Montgomery County Thoroughfare Plan Public Meeting

Conroe Tower

300 W. Davis, 6th floor, Conroe, TX 77301

6 p.m. - 8 p.m.



Conroe Tower

Public Square · Conroe, TX · 
833 people checked in here

[Save](#)

H-GAC PUBLIC MEETINGS TODAY!

Public Meeting Announcement!
Public Meeting Announcement!
CONTA.CC

Houston-Galveston Area Council at City of Shenandoah Municipal Complex.
November 12 at 11:22am · Spring, TX · 🌐

The Montgomery County Thoroughfare Plan is holding its second public meeting tonight at the Shenandoah Municipal Complex from 6-8pm.

CONNECTIONS
Montgomery County THOROUGHFARE PLAN

Montgomery County Thoroughfare Plan
Montgomery County and the City of Conroe, together with H-GAC and TxDOT are developing Thoroughfare Plan that is needed to accommodate the future growth within the County. Thoroughfare planning is ...
MONTGOMERYCOUNTYMOBILITY.COM

H-GAC @hgaccog · Nov 12
The Montgomery County Thoroughfare Plan is holding its second public meeting tonight at the Shenandoah Municipal...
fb.me/5wdrNydEi

H-GAC @hgaccog · Nov 12
Public Meeting Announcement! conta.cc/1NNoxtT

H-GAC PUBLIC MEETINGS TODAY!

H-GAC @hgaccog · Nov 12
Public Meeting Announcement! fb.me/2paMW3JDX

Houston-Galveston Area Council at Magnolia High School.
4 hrs · Magnolia, TX · Edited · 🌐

Join us tonight for the third Montgomery County Thoroughfare Plan Public Meeting at Magnolia High School, 14350 FM 1488, Magnolia, TX 77354. From 6-8 p.m.

CONNECTIONS
Montgomery County THOROUGHFARE PLAN

Montgomery County Thoroughfare Plan
Montgomery County and the City of Conroe, together with H-GAC and TxDOT are developing Thoroughfare Plan that is needed to accommodate the future growth within the County. Thoroughfare planning is ...
MONTGOMERYCOUNTYMOBILITY.COM

Public Meetings Announcement

H-GAC PUBLIC MEETINGS TODAY!

The Houston-Galveston Area Council invites the general public, business owners, and local officials to attend a public meeting and provide comments.

US59/IH-69 Congestion Mitigation Study Public Meeting

Thursday, November 12, 2015
4:00 p.m. - 7:00 p.m.
Houston Galveston Area Council
3555 Timmons Ln.
Houston, TX 77027
[MAP](#)

Montgomery County Thoroughfare Plan Public Meeting

Thursday, November 12, 2015
6:00 p.m. - 8:00 p.m.
Shenandoah Municipal Complex
29955 I-45 North
Shenandoah, TX 77381
[MAP](#)

To learn more about the US 59/IH 69 Corridor Congestion Mitigation Study click [HERE](#).
To learn more about the Montgomery Thoroughfare Plan click [HERE](#).
Submit your comments to PublicComments@h-gac.com.



Houston-Galveston Area Council | www.h-gac.com

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Published by the Houston-Galveston Area Council Transportation Department

November 2015

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- Funding Available for Electric Delivery Vehicles in Houston
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[Join Our Mailing List!](#)

Mark Your Calendar

TAC - Wednesday, November 18, 2015, 9:30 a.m.

TPC - Friday, November 20, 2015, 9:30 a.m.

Clean Cities Webinar
Wednesday, November 4, 2015
12:00 p.m. - 1:00 p.m.

2015-2018 TIP Major Amendments Public Meeting
Wednesday, November 4, 2015

Transportation Policy Council - October 23, 2015

The TPC approved the 2015 Call for Projects 10-Year Plan funding scenarios. The TIP Subcommittee met on October 1, 2015 and recommended two funding scenarios depending on the outcome of the Proposition 7 ballot initiative. The scoring/ranking information, project readiness and funding eligibility was considered in identifying the timing of recommended funding in the FY 2016-2025 time frame. A summary of the recommended 10-year plan scenarios can be found [HERE](#).



A [resolution](#) was passed affirming the need for additional transportation funding for state highways in Texas and the eight-county Houston-Galveston region. On Nov. 3, 2015, Texans will vote on Proposition 7, a constitutional amendment to dedicate portions of revenue from the state's general sales and use tax as well as from the motor vehicle sales and rental tax to the State Highway Fund for non-tolled projects. This would dedicate \$2.5 billion per year of statewide sales tax and a percentage of portions of the statewide motor vehicle sales and rental tax to the State Highway Fund.

TPC authorized the TPC Chair to correspond with Chairman John Thune, U.S. Senator, regarding Positive Train Control regulations in the Rail Safety Improvement Act of 2008. This is in response to a request for input regarding the implementation of Positive Train Control (PTC) systems and the potential consequences of the December 31, 2015 deadline. To read the letter, click [HERE](#).

The revised US 290 Locally Preferred Alternative was approved by the TPC. Angela Stoddard P.E., (HNTB) presented an overview for the initial construction phase which includes one additional general purpose lane in each direction from I-610 to SH 6 while maintaining the one-lane reversible facility for HOV and toll vehicles in the center of US 290 from I-610 to the Grand Parkway. Improvements to make the facility safer and more efficient will include mainlane shoulders to accommodate vehicle emergencies. Once construction is completed, the intention is for

5:30 p.m. - 7:00 p.m.
Houston-Galveston Area Council
3555 Timmons Ln, 2nd Floor Rm A
Houston, TX 77027

Save the Date for the Next Fall Planning Workshop
Wednesday, November 4, 2015
9:00 a.m. - 12:30 p.m.
Houston-Galveston Area Council
3555 Timmons Ln, 2nd Floor Rm B
Houston, TX 77027

Montgomery County Thoroughfare Plan Public Meetings
Tuesday, November 10, 2015
6:00 p.m. - 8:00 p.m.
City of Conroe - Conroe Tower
300 W. Davis, 6th Floor
Conroe, TX 77301

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Magnolia, TX 77354

Thursday, November 19, 2015
6:00 p.m. - 8:00 p.m.
R.B. Tullis Library
21569 US 59
New Caney, TX 77357

US 59/IH 69 Corridor Congestion Mitigation Study Public Meeting
Thursday, November 12, 2015
4:00 p.m. - 7:00 p.m.
Houston-Galveston Area Council
3555 Timmons Lane, 2nd Floor, Rm B
Houston, TX 77027

Westchase District Pedestrian & Bicycle Plan Public Meeting
Thursday, November 12, 2015
5:30 p.m. - 7:30 p.m.
HCC Campus
2811 Hayes Rd.
Houston, TX 77082

Keeping Us Moving Workshop
Friday, November 13, 2015
11:00 a.m. - 3:00 p.m.
Norris Conference Center - City Centre
816 Town and Country Blvd.
Houston, TX 77024

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the new reversible facility to have shoulders wide enough for a vehicle to safely pass a stalled vehicle in the lane. For more details click [HERE](#).



Chairman Garcia and President Lambert gave an update on the status of METRO's New Bus Network. On August 16, 2015, METRO introduced a completely redesigned local bus network. The result is a new grid-like bus network with 22 frequent routes that compliment other bus and light rail services throughout the METRO Service Area to make transit travel a variable option for more people and more types of trips. METRO has also introduced new technology tools, such as the Trip App, Interactive Service Map,

and Next Bus Texting to make the new local bus system easier to use and understand. Click [HERE](#) to watch the presentation.

Galveston Mayor Jim Yarbrough and Texas City Commissioner Dee Ann Haney presented an update about Galveston County's Transit providers. Both Connect Transit and Island Transit provide an extensive level of service with extremely limited resources to Galveston County residents and commuters. The agencies are seeking alternative means to supplement transit funding. Future improvements to Galveston County transit services may include connectivity between Houston and Galveston. View the presentation [HERE](#).

The TPC agenda with audio and video are available [HERE](#).

Clean Cities Webinar



U. S. Department of Energy

Clean Cities PEV Discussion Group: Lessons Learned During EV Project Charging Station Installations Webinar

On November 4th, the U.S. Department of Energy will host a webinar targeted to those persons or organizations interested in knowing more about installing charging stations, who are considering having one installed, or those who are currently looking

for charging station hosts. Following the presentation, participants will have the opportunity to ask a panel of experts specific questions related to charging station installation. The webinar will be presented by Jim Francfort, Lead Advanced Vehicle Researcher at Idaho National Laboratory.

The webinar is open to all from **Nov. 04, 2015 at 12:00 p.m. - 1:00 p.m.** Please share with other interested parties.

Click [HERE](#) to register today!

2015-2018 TIP Major Amendments Public Meeting

The 2015-2018 TIP public comment period for Major Amendments to the 2015-2018 Transportation Improvement Program (TIP) began on Monday, October 26, 2015 and will end on Monday, November 9,

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Clean Air Champion of the Month



2015 at 5:00 pm.

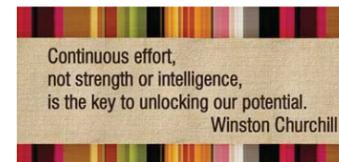
The Texas Department of Transportation (TxDOT) has determined that it is in the public's interest and would provide the best value to the State to exercise its option to reconstruct the direct connectors at the interchange of SH 288 and IH 610 as part of the construction contract for the SH 288 toll lanes. This amendment would modify the project scope of work to include the interchange work.

2015-2018 TIP Major Amendments Public Meeting

Wednesday November 4, 2015
5:30 p.m.-7:00 p.m.
Houston-Galveston Area Council
3555 Timmons Lane, 2nd Floor Conference Room A.
Houston, TX 77027

This meeting will also be simulcast via webinar (register [HERE](#)).

Save the Date for the Next Fall Planning Workshop



[Registration](#) is now open for the next:

Fall Planning Workshop for Local Governments

Friday, December 4, 2015
9 a.m. - 12:30 p.m.
Houston-Galveston Area Council
3555 Timmons Lane, 2nd Floor, Rm B
Houston, TX 77027

At this half-day event, hear how communities are marketing themselves, engaging stakeholders, and quickly implementing on-the-ground projects to create a vibrant place to live, work, and play. Expert speakers will offer tips on knowing your community, getting people engaged and excited, getting started, and promoting your community.

Each year, H-GAC presents a fall planning workshop for local governments featuring presentations on best planning practices for communities. There is no cost to attend this workshop, but space is limited.

More information is available [online](#).

Montgomery County Thoroughfare Plan Public Meetings

Montgomery County, the City of Conroe, H-GAC, and TxDOT have worked together to develop a Thoroughfare Plan for Montgomery County. The proposed Plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way. The draft Thoroughfare Plan will be presented at four public meetings in Montgomery County.



The meetings will be held on:

Tuesday, November 10, 2015
6:00 p.m. - 8:00 p.m.
City of Conroe - Conroe Tower
300 W. Davis, 6th Floor
Conroe, TX 77301

Thursday, November 12, 2015
6:00 p.m. - 8:00 p.m.
Shenandoah Municipal Complex
29955 I-45 North
Shenandoah, TX 77381

Tuesday, November 17, 2015
6:00 p.m. - 8:00 p.m.
Magnolia High School
14350 FM 1488
Magnolia, TX 77354

Thursday, November 19, 2015
6:00 p.m. - 8:00 p.m.
R.B. Tullis Library
21569 US 59
New Caney, TX 77357

For more information, visit www.montgomerycountymobility.com

US 59/IH 69 Corridor Congestion Mitigation Study Public Meeting



A public meeting will be held to present the scope of the study effort, existing conditions, and preliminary draft alternative concepts being considered for future analysis. H-GAC invites the general public, business owners and local officials to attend the public meeting on the US 59/IH 69 Corridor Congestion Mitigation Study.

Thursday, November 12, 2015
4:00 p.m. - 7:00 p.m.
Houston-Galveston Area Council
3555 Timmons Lane, 2nd Floor, Rm B
Houston, TX 77027

For more information visit the project website at: www.mysouthwestfreeway.com.

Westchase District Pedestrian & Bicycle Plan Public Meeting

The Westchase District invites you to attend their Pedestrian & Bicycle Plan Kickoff Meeting. Experts will discuss the state of transportation infrastructure in the area and how your input can be used to create a high-quality bike & pedestrian environment within the District. For more information visit www.westchasedistrict.com.



Thursday, November 12, 2015
5:30 p.m. - 7:30 p.m.
HCC Campus
2811 Hayes Rd.
Houston, TX 77082

Keeping Us Moving - Register Now

Mark Your Calendars for Keeping Us Moving: Great Places - More Choices

This half-day event offers a collaborative forum around topics related to the Livable Centers and Pedestrian/Bicyclist programs at H-GAC. The program will include a luncheon with keynote speaker Adam Thies, former director of planning and development initiatives for the City of Indianapolis.



The workshop will also include two afternoon breakout sessions: Emerging Trends, highlighting technical and policy considerations in transportation planning; and Back to Basics, touching on planning, funding, and H-GAC tools available.

Keeping Us Moving Workshop
Friday, November 13, 2015
11:00 a.m. - 3:00 p.m.
Norris Conference Center - City Centre
816 Town and Country Blvd.

Houston, TX 77024.

Registration for this event is \$35. Register [HERE](#) today.

Fueling METRO from the Freedom CNG Station



Freedom CNG is proud to announce their newest station will be providing fuel to Houston's METRO's new CNG bus fleet for the years to come. The Freedom CNG station, their third in Houston, will open to the public in the 4th Quarter of 2015 and is located inside the Pinto Business Park in North Houston at I-45 & Beltway 8 located inside the Pinto Business Park in North

For more information on Freedom CNG stations click [HERE](#).

EPA Ozone Standards Raised for Public Health

On October 1st the U.S. Environmental Protection Agency (EPA) strengthened the national standard for ground-level ozone pollution to 70 parts per billion (ppb) from 75 ppb. Based on extensive scientific evidence, the new standard will improve public health particularly for at-risk groups including children, the elderly, and people suffering from heart and lung diseases.



Ozone is a primary component of smog and is formed when nitrogen oxides and volatile organic compounds emitted primarily from industrial facilities and motor vehicles react in the presence of sunlight. To learn more about ozone and the new ozone standard, please visit the EPA's website [HERE](#).

Local Initiatives Projects (LIP) Funding Availability Presentation



The Local Initiatives Program (LIP) provides funding to counties participating in the Vehicle Emissions Inspection Maintenance program (Brazoria, Fort Bend, Galveston, Harris and Montgomery Counties) for local projects to improve air quality. The 84th Texas Legislature significantly increased available LIP funding, with amounts ranging from \$100,000 to \$1,700,00 for each county.

For more information on the LIP program, please visit the [website](#).

H-GAC Announces Marine/Construction Equipment Grant Funding

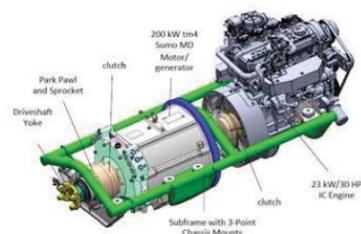
H-GAC has announced grant funding available for regional marine vessel owners and regional construction equipment owners for the purchase and deployment of clean diesel or alternative fuel tug, tow/push boats, or heavy-duty construction equipment. The equipment must operate within the Houston-Galveston-Brazoria (HGB) non-attainment area and requires the destruction of the replaced equipment. Applicants are expected to provide two years of data collection and reporting. Responses to the Call for Projects must include CARB or EPA-certified equipment.

More information regarding marine projects is available [HERE](#), and information regarding nonroad construction equipment is available [HERE](#).



Funding Available for Electric Delivery Vehicles in Houston

H-GAC is currently soliciting fleet partners for the deployment of zero-emission delivery vehicles in the greater Houston area. Grant funding is available through a grant from The U.S. Department of Energy (DOE), with the goal of demonstrating the viability of all-electric delivery vehicles in the region. The vehicles must operate within the Houston-Galveston-Brazoria non-attainment area and applicants will be responsible for two years of data collection and reporting. Technical assistance is available to fleets wishing to gauge the appropriateness of electric vehicles for their business. For more information, click [HERE](#).



Did You Know....

DID YOU KNOW?
 The Port of Houston was ranked
#1 US port in foreign tonnage in 2014
 Sources: PHA Market Development, USACE Navigation Data Center

H-GAC In The News

- [Coffee with Impact: Transportation Officials](#)
- [Riders hopeful for bike-friendly West Alabama](#)
- [Transportation funding back on ballots statewide this November](#)
- [The Woodlands Township, Texas considering 25 bus retrofit to CNG](#)
- [Cities prepare for growth with zoning, new initiatives](#)
- [Port of Houston Authority Announces 45-Foot Deed-Draft Container Terminal](#)
- [Suburban highways benefit from first funds, should Prop. 7 pass](#)
- [\\$280 million bond measure aims at road issues](#)
- [Montgomery County schedules public meeting on thoroughfare plan](#)

[Forward email](#)



From: Hebert, Rosalind <rosalind.hebert@h-gac.com>
Sent: Thursday, October 22, 2015 10:07 AM
To: 'Todd.stephens@mail.house.gov'; 'Mark.Keough@house.state.tx.us'; 'Cecil.Bell@house.state.tx.us'; 'Will.metcalf@house.state.tx.us'; 'Robert.nichols@senate.state.tx.us'; 'Brandon.creighton@senate.state.tx.us'
Cc: Mullins, Carlene; Gray, Thomas; Valerie Cesari; Wurdlow, David
Subject: Montgomery County Thoroughfare Plan: Public Meetings November 10, 12, 17 and 19, 2015

Dear Elected Officials,

Montgomery County and the City of Conroe leaders initiated a Thoroughfare Plan study last year led by the Houston-Galveston Area Council to address the need for a long range transportation plan in Montgomery County. All the Montgomery County Precincts, the City of Conroe, Houston-Galveston Area Council, and Texas Department of Transportation have worked together to develop a Thoroughfare Plan to address the needs of the County for decades to come.

On the evenings of November 10, 12, 17, and 19, the proposed Montgomery County Thoroughfare Plan intended to enhance roadway connectivity throughout the county will be presented.

We invite you to attend one of the upcoming public meetings and ask that you encourage your constituents to participate.

Tuesday, November 10, 2015

City of Conroe – Conroe Tower
 300 W. Davis, 6th floor
 Conroe, Texas 77301
 6:00 – 8:00 pm

Thursday, November 12, 2015

Shenandoah Municipal Complex
 29955 I-45 North
 Shenandoah, Texas 77381
 6:00 – 8:00 pm

Tuesday, November 17, 2015

Magnolia High School
 14350 FM 1488
 Magnolia, Texas 77354
 6:00 – 8:00 pm

Thursday, November 19, 2015

R.B. Tullis Library
 21569 US-59N
 New Caney, Texas 77357
 6:00 – 8:00 pm

If you would like more information about the project, please visit montgomerycountymobility.com, or contact Carlene Mullins, 832-681-2585, carlene.mullins@h-gac.com or Thomas Gray, 832-681-2545, thomas.gray@h-gac.com.

Sincerely,



Alan Clark
Transportation Director

Sent: Monday, October 26, 2015 9:10 AM
To: kjones@ci.montgomery.tx.us; lreed@ci.willis.tx.us; panoramacity@suddenlinkmail.com; city@cutandshoot.org; mayor@cutandshoot.org; tkana@cityofmagnolia.com; office@stagecoachtx.us; mayor@cityofconroe.org; welchdorothylee@yahoo.com; mayor.parr@cityofmanforest.org; secretary@woodbranchtx.us; ltarrant@pattonvillage.us
Subject: Montgomery County Thoroughfare Plan November 2015 Public Meetings
Attachments: Thoroughfare Notice_November 2015 Meetings.docx; Flyer_Mont TP.pdf; Eblast Graphic_Mont TP.jpg

Please help us get the word out about the upcoming public meetings for the Montgomery County Thoroughfare Plan:

Tuesday, November 10, 2015
City of Conroe – Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301
6-8 p.m.

Thursday, November 12, 2015
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29955 I-45 North, Shenandoah, TX 77381
6-8 p.m.

Tuesday, November 17, 2015
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14350 FM 1488, Magnolia, TX 77354
6-8 p.m.

Thursday, November 19, 2015
R.B. Tullis Library
21569 US Hwy 59, New Caney, TX 77357
6-8 p.m.

I'm attaching files in multiple formats for your use in postings and email distributions to your personal/professional distribution lists. Thanks for your assistance and please call me if you have any questions.

Sent: Monday, October 26, 2015 9:26 AM
To: John.bleyl@bleylengineering.com; matthew.beasley@mctx.org; Richard.brown@txdot.org; scheiner@gcedc.org; johnholzwarth@cs.com; johnson@cityofconroe.org; Catherine.mccreight@txdot.gov; mark.mooney@mctx.org; charlie.riley@mctx.org; William.smith@mctx.org; twoolley@cityofconroe.org; james.fredricks@mctx.org
Subject: Montgomery County Thoroughfare Plan November 2015 Public Meetings
Attachments: Thoroughfare Notice_November 2015 Meetings.docx; Flyer_Mont TP.pdf; Eblast Graphic_Mont TP.jpg

Steering Committee members, please help us get the word out about the upcoming public meetings for the Montgomery County Thoroughfare Plan:

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300 W. Davis, 6th floor, Conroe, TX 77301
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Sent: Monday, October 26, 2015 9:27 AM
To: panoramacity@suddenlinkmail.com; mmathena@bleylengineering.com; priley@ci.willis.tx.us; afrance@cityofconroe.org; harper@conroe.org; smuir@conroeisd.net; esmith@ci.montgomery.tx.us; wkotlan@ci.montgomery.tx.us; montgomeryfoxes@msn.com; dibarra@cityofmagnolia.com; jseneegal@cityofmagnolia.com; asundquist@cityofmagnolia.com; president@magnoliaparkwaycc.org; susan@jpropertytx.com; pmendes@cityofmagnolia.com; jaw2cactus@aol.com; mayor@cutandshoot.org; breed@splendoraisd.org; mayorricks@cityofmanforest.org; aneely@conroeisd.net; welchdorothylee@yahoo.com; dmurray@newcaneyisd.org; fmcrary@emctx.com; jgrant@newcaneyisd.org; jim.clark@mctx.org; jrice@newcaneyisd.org; gtaylor@newcaneyisd.org; brendon@newcaneyisd.org; rick@communitychamberemc.com; baudilet@porterfire.com; tracy.willett@mctx.org; nyla.dalhaus@mctx.org; ltarrant@pattonvillage.us; liz.mullane@cityofmanforest.org; don.dean@mctx.org; mmalik@cityofconroe.org; pvirgadam@cityofconroe.org; staylor@cityofconroe.org; cbogert@cityofconroe.org; mlittleton@ci.willis.tx.us; dnorrell@thewoodlandtownship-tx.gov; MBass@thewoodlandtownship-tx.gov; nwolda@thewoodlandtownship-tx.gov; Jyates@ci.montgomery.tx.us; mike.beitler@mctx.org; ltarrant@pattonvillage.us; secretary@woodbranchtx.us; Pmendes@cityofmagnolia.com; hforestier@ci.willis.tx.us; priley@ci.willis.tx.us; panoramacity@suddenlink.com; afrance@cityofconroe.org
Subject: Montgomery County Thoroughfare Plan November 2015 Public Meetings
Attachments: Thoroughfare Notice_November 2015 Meetings.docx; Flyer_Mont TP.pdf; Eblast Graphic_Mont TP.jpg

Focus Group Attendees, we wanted to let you know about the upcoming public meetings for the Montgomery County Thoroughfare Plan.

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City of Conroe – Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301
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6-8 p.m.

If you would like to share the meeting information, I've attached files in multiple formats for your use in postings and email distributions to your personal/professional distribution lists. Thanks for your assistance and please call me if you have any questions.

Sent: Monday, October 26, 2015 12:01 PM
To: gmcc@magnoliatexas.org
Subject: Montgomery County Thoroughfare Plan November 2015 Public Meetings
Attachments: Eblast Graphic_Mont TP.jpg; Flyer_Mont TP.pdf; Thoroughfare Notice_November 2015 Meetings.docx

Amanda, we would like to engage your assistance in getting the word out to your members about an upcoming public meeting for the Montgomery County Thoroughfare Plan:

Tuesday, November 17, 2015
Magnolia High School
14350 FM 1488, Magnolia, TX 77354
6-8 p.m.

If you would like to share the meeting information, I've attached files in multiple formats for your use in postings and email distributions to your personal/professional distribution lists. Thanks for your assistance and please call me if you have any questions.

Sent: Monday, October 26, 2015 11:03 AM
To: rick@gemcchamber.com; bobbi@gemcchamber.com
Subject: Montgomery County Thoroughfare Plan November 2015 Public Meetings
Attachments: Eblast Graphic_Mont TP.jpg; Flyer_Mont TP.pdf; Thoroughfare Notice_November 2015 Meetings.docx

Focus Group Attendees, we wanted to let you know about the upcoming public meetings for the Montgomery County Thoroughfare Plan.

Tuesday, November 10, 2015
City of Conroe – Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301
6-8 p.m.

Thursday, November 12, 2015
Shenandoah Municipal Complex
29955 I-45 North, Shenandoah, TX 77381
6-8 p.m.

Tuesday, November 17, 2015
Magnolia High School
14350 FM 1488, Magnolia, TX 77354
6-8 p.m.

Thursday, November 19, 2015
R.B. Tullis Library
21569 US Hwy 59, New Caney, TX 77357
6-8 p.m.

If you would like to share the meeting information, I've attached files in multiple formats for your use in postings and email distributions to your personal/professional distribution lists. Thanks for your assistance and please call me if you have any questions.

Sent: Monday, October 26, 2015 10:08 AM
To: mchcmembership@gmail.com
Subject: Montgomery County Thoroughfare Plan November 2015 Public Meetings
Attachments: Thoroughfare Notice_November 2015 Meetings.docx; Flyer_Mont TP.pdf; Eblast Graphic_Mont TP.jpg

We would like to engage your assistance in getting the word out to your members about upcoming public meetings for the Montgomery County Thoroughfare Plan:

Tuesday, November 10, 2015
City of Conroe – Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301
6-8 p.m.

Thursday, November 12, 2015
Shenandoah Municipal Complex
29955 I-45 North, Shenandoah, TX 77381
6-8 p.m.

Tuesday, November 17, 2015
Magnolia High School
14350 FM 1488, Magnolia, TX 77354
6-8 p.m.

Thursday, November 19, 2015
R.B. Tullis Library
21569 US Hwy 59, New Caney, TX 77357
6-8 p.m.

If you would like to share the meeting information, I've attached files in multiple formats for your use in postings and email distributions to your personal/professional distribution lists. Thanks for your assistance and please call me if you have any questions.

Sent: Monday, October 26, 2015 10:03 AM
To: gmcc@magnoliatx.org
Subject: Montgomery County Thoroughfare Plan November 2015 Public Meetings
Attachments: Thoroughfare Notice_November 2015 Meetings.docx; Flyer_Mont TP.pdf; Eblast Graphic_Mont TP.jpg

Amanda, we would like to engage your assistance in getting the word out to your members about an upcoming public meeting for the Montgomery County Thoroughfare Plan:

Tuesday, November 17, 2015
Magnolia High School
14350 FM 1488, Magnolia, TX 77354
6-8 p.m.

If you would like to share the meeting information, I've attached files in multiple formats for your use in postings and email distributions to your personal/professional distribution lists. Thanks for your assistance and please call me if you have any questions.

Sent: Monday, October 26, 2015 9:57 AM
To: samanthag@conroe.org
Cc: info@conroe.org
Subject: Montgomery County Thoroughfare Plan November 2015 Public Meetings
Attachments: Thoroughfare Notice_November 2015 Meetings.docx; Flyer_Mont TP.pdf; Eblast Graphic_Mont TP.jpg

Samantha, we would like to engage your assistance in getting the word out to your members about an upcoming public meeting for the Montgomery County Thoroughfare Plan:

Tuesday, November 10, 2015
City of Conroe – Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301
6-8 p.m.

If you would like to share the meeting information, I've attached files in multiple formats for your use in postings and email distributions to your personal/professional distribution lists. Thanks for your assistance and please call me if you have any questions.

Sent: Monday, October 26, 2015 9:53 AM
To: matthews@gcedc.org
Subject: Montgomery County Thoroughfare Plan November 2015 Public Meetings
Attachments: Thoroughfare Notice_November 2015 Meetings.docx; Flyer_Mont TP.pdf; Eblast Graphic_Mont TP.jpg

Jennifer, we would like to engage your assistance in getting the word out to your members about an upcoming public meeting for the Montgomery County Thoroughfare Plan:

Tuesday, November 10, 2015
City of Conroe – Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301
6-8 p.m.

If you would like to share the meeting information, I've attached files in multiple formats for your use in postings and email distributions to your personal/professional distribution lists. Thanks for your assistance and please call me if you have any questions.

1

Sent: Monday, October 26, 2015 9:50 AM
To: president@magnoliaparkwaycc.org
Subject: Montgomery County Thoroughfare Plan November 2015 Public Meetings
Attachments: Thoroughfare Notice_November 2015 Meetings.docx; Flyer_Mont TP.pdf; Eblast Graphic_Mont TP.jpg

Kelly, we would like to engage your assistance in getting the word out to your members about an upcoming public meeting for the Montgomery County Thoroughfare Plan:

Tuesday, November 10, 2015
City of Conroe – Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301
6-8 p.m.

Thursday, November 12, 2015
Shenandoah Municipal Complex
29955 I-45 North, Shenandoah, TX 77381
6-8 p.m.

Tuesday, November 17, 2015
Magnolia High School
14350 FM 1488, Magnolia, TX 77354
6-8 p.m.

Thursday, November 19, 2015
R.B. Tullis Library
21569 US Hwy 59, New Caney, TX 77357
6-8 p.m.

Please post this information on your community calendar. We would also like to pay the \$50 fee to send an e-blast to your members. I'm attaching files in multiple formats. If you call or email me, I will complete the payment arrangements.

1

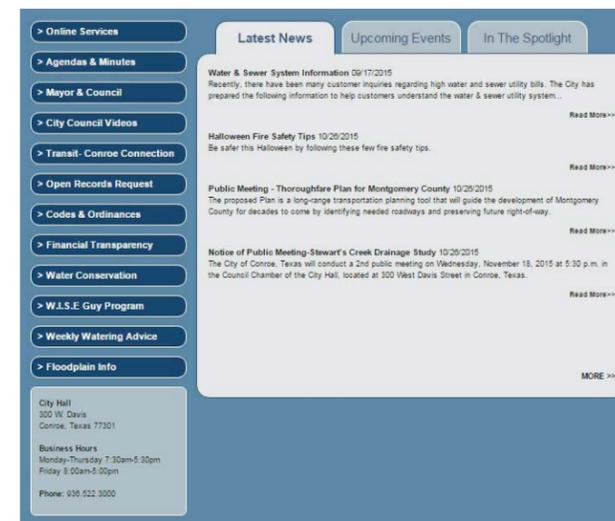
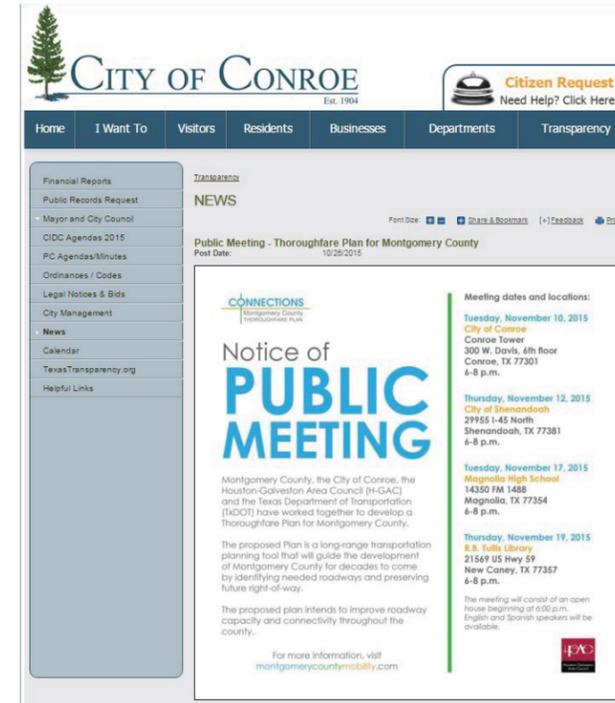
Sent: Monday, October 26, 2015 9:48 AM
To: gsmith@shenandoahtx.us
Cc: jschubert@shenandoahtx.us
Subject: Montgomery County Thoroughfare Plan November 2015 Public Meetings
Attachments: Thoroughfare Notice_November 2015 Meetings.docx; Flyer_Mont TP.pdf; Eblast Graphic_Mont TP.jpg

We would like to engage your assistance in getting the word out to your members about the upcoming public meeting for the Montgomery County Thoroughfare Plan at your facility:

Thursday, November 12, 2015
Shenandoah Municipal Complex
29955 I-45 North, Shenandoah, TX 77381
6-8 p.m.

If you would like to share the meeting information, I've attached files in multiple formats for your use in postings and email distributions to your personal/professional distribution lists. Thanks for your assistance and please call me if you have any questions.

City of Conroe Website Postings



Social Media Postings

City of Roman Forest
October 26 at 1:46pm · 🌐

The general public, business owners and elected officials are invited to attend a public meeting on the proposed Montgomery County Thoroughfare Plan. There will be four meetings within Montgomery County.

CONNECTIONS
Montgomery County
Thoroughfare Plan

Notice of PUBLIC MEETING

Montgomery County, the City of Conroe, the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) have worked together to develop a Thoroughfare Plan for Montgomery County.

The proposed Plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way.

The proposed plan intends to improve roadway capacity and connectivity throughout the county.

For more information, visit montgomerycountymobility.com

Meeting dates and locations:

- Tuesday, November 10, 2015**
City of Conroe
Conroe Tower
300 W. Davis, 6th floor
Conroe, TX 77301
6-8 p.m.
- Thursday, November 12, 2015**
City of Shenandoah
29955 I-45 North
Shenandoah, TX 77381
6-8 p.m.
- Tuesday, November 17, 2015**
Magnolia High School
14350 FM 1488
Magnolia, TX 77354
6-8 p.m.
- Thursday, November 19, 2015**
R.B. Tullis Library
21569 US Hwy 59
New Caney, TX 77357
6-8 p.m.

The meeting will consist of an open house beginning at 6:00 p.m. English and Spanish speakers will be available.

PC

Craig Doyal for County Judge via County **Judge Craig Doyal**
October 28 at 1:33pm · 🌐

We encourage the public to attend these meetings

Montgomery County schedules public meeting on thoroughfare plan

Montgomery County officials are hosting a series of public meetings on a proposed Montgomery County Thoroughfare Plan that is designed to guide road development for the future.

M.YOURHOUSTONNEWS.COM

Mike Bass, The Woodlands Township Board, Director Like Page
November 2 at 3:33pm · 🌐

Notice of Public Meeting
Montgomery County Thoroughfare Plan

The general public, business owners and elected officials are invited to attend a public meeting on the proposed Montgomery County Thoroughfare Plan. There will be four meetings within Montgomery County:

- Tuesday, November 10, 2015
6-8 p.m.
City of Conroe – Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301
- Tuesday, November 17, 2015
6-8 p.m.
Magnolia High School
14350 FM 1488, Magnolia, TX 77354
- Thursday, November 12, 2015
6-8 p.m.
City of Shenandoah
29955 I-45 North, Shenandoah, TX 77381
- Thursday, November 19, 2015
6-8 p.m.
R.B. Tullis Library
21569 US 59, New Caney, TX 77357

Montgomery County, the City of Conroe, the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) have worked together to develop a Thoroughfare Plan for Montgomery County. The proposed Plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way. The proposed plan intends to improve roadway capacity and connectivity throughout the county.

For more information, visit montgomerycountymobility.com

The meeting will consist of an open house beginning at 6:00 p.m. English and Spanish speakers will be available to gather input and answer questions. The facility is handicapped accessible. H-GAC will provide for reasonable accommodations for persons attending H-GAC functions. Requests from persons needing special accommodations should be received by H-GAC staff 24 hours prior to a function. Requests for language interpreters or other special communication needs should be made at least two working days prior to a function. Please call 713-993-2471 for assistance.



Kevin Williams

November 5 at 10:19am · 🌐

Neighbors in The Woodlands: Please attend one of these meetings!

The general public, business owners and elected officials are invited to attend a public meeting on the proposed [Montgomery County Thoroughfare Plan](#). Three meetings will be held in/near The Woodlands:

Tuesday, November 10, 2015
City of Conroe - Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301
6:00 - 8:00 p.m.

Thursday, November 12, 2015
City of Shenandoah
29955 I-45 North, Shenandoah, TX 77381
6:00 - 8:00 p.m.

Tuesday, November 17, 2015
Magnolia High School
14350 FM 1488, Magnolia, TX 77354
6:00 - 8:00 p.m.

Montgomery County Thoroughfare Plan Public Meetings - Houston-Galveston Area Council (H-GAC)

The general public, business owners and elected officials are invited to attend a public meeting on the proposed [Montgomery County Thoroughfare Plan](#). Four meetings will be held in Montgomery County:

[H-GAC.COM](#)

1 Like 1 Comment 1 Share



Greater Magnolia Chamber of Commerce

Like Page

November 10 at 11:01am · 🌐

Public Meeting - Montgomery County Thoroughfare Plan @ Magnolia High School - 11/17

PUBLIC MEETING 6-8 p.m.

Thursday, November 12, 2015
City of Shenandoah
29955 I-45 North
Shenandoah, TX 77381
6-8 p.m.

Tuesday, November 17, 2015
Magnolia High School
14350 FM 1488
Magnolia, TX 77354
6-8 p.m.

Thursday, November 19, 2015
R.B. Tullis Library
21569 US Hwy 59
New Caney, TX 77357
6-8 p.m.

Montgomery County, the City of Conroe, the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) have worked together to develop a Thoroughfare Plan for Montgomery County.

The proposed Plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way.

Public Meeting - Montgomery County Thoroughfare Plan @ Magnolia High School - 11/17

Public Meeting - Montgomery County Thoroughfare Plan @ Magnolia High School - 11/17

[CONTA.CC](#)



Millie Ivette ▸ [Rayford Road Round Up Spring, Texas](#)

November 10 at 8:49pm · 🌐

ATTENTION!

The Houston-Galveston Area Council will be hosting 4 public meetings to discuss the [MONTGOMERY COUNTY THOROUGHFARE PLAN](#). If you live in Montgomery County, here's your chance to get informed and provide feedback! Public comments are highly encouraged.

Public meeting dates are:

Tuesday, November 10, 2015
City of Conroe – Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301
6-8 p.m.

Thursday, November 12, 2015
Shenandoah Municipal Complex
29955 I-45 North, Shenandoah, TX 77381
6-8 p.m.

Tuesday, November 17, 2015
Magnolia High School
14350 FM 1488, Magnolia, TX 77354
6-8 p.m.

Thursday, November 19, 2015
R.B. Tullis Library
21569 US 59, New Caney, TX 77357
6-8 p.m.



Candi Ingram Johnson ▸ [Magnolia Deals and News](#)

November 12 at 12:53pm · 🌐

Public Meeting - Montgomery County Thoroughfare Plan

Date: Tuesday, Nov 17 6:00 PM to 8:00 PM

Location: Magnolia High School

Address: 14350 FM 1488

Magnolia, TX 77354



Citizens' Transportation Coalition (CTC)

Like Page

November 12 at 11:05am · 🌐

The Houston-Galveston Area Council invites the general public, business owners, and local officials to attend a public meeting and provide comments.

US59/IH-69 Congestion Mitigation Study [Public Meeting](#)

Thursday, November 12, 2015

4:00 p.m. - 7:00 p.m.

Houston Galveston Area Council

3555 Timmons Ln.

Houston, TX 77027

[Montgomery County Thoroughfare Plan](#)

Thursday, November 12, 2015

6:00 p.m. - 8:00 p.m.

Shenandoah Municipal Complex

29955 I-45 North

Shenandoah, TX 77381

Submit your comments to PublicComments@h-gac.com.

 **KSTAR News**
November 12 at 9:09am ·  Like Page

Judge Doyal Announces Public Meetings for Montgomery County Thoroughfare Plan, the next meeting is tonight in Shenandoah

County Judge Craig Doyal is inviting the public to attend a series of public meetings on a proposed Montgomery County Thoroughfare Plan that is designed to guide road development for the future.

"With Montgomery County now known as the 7th-fastest growing county in the nation, it is vitally important that we do all we can to plan for our current and future mobility needs," Judge Doyal said.

The thoroughfare plan was produced in partnership with the Houston Galveston Area Council. Judge Doyal has served as past Chairman of the Houston Galveston Area Council and the county representative to the Transportation Policy Council.

The county has been working with H-GAC for over 30 years on its Montgomery County Thoroughfare Plan, a document intended to assist the county in planning roadways and identifying the rights of way that must be secured. The first thoroughfare plan was created in 1979, and was updated in 1985, 1998, and 2012. This is a comprehensive revision and update of those plans. The county contributed \$50,000 toward the work.

In addition, the county partnered with H-GAC on a south Montgomery County Mobility study to analyze priorities for this fast-growing area.

The thoroughfare study analyzed available data on travel activity in the county, congestion, accident data, and county growth trends to begin developing a picture of the county's transportation needs. The consultants also met with various community groups to further refine that information and gather comments to guide its work.

The general public, business owners and elected officials are invited to attend a public meeting on the proposed Montgomery County Thoroughfare Plan. There will be four meetings within Montgomery County:

Thursday, November 12, 2015
6-8 p.m.
City of Shenandoah
29955 I-45 North, Shenandoah, TX 77381

Tuesday, November 17, 2015
6-8 p.m.
Magnolia High School
14350 FM 1488, Magnolia, TX 77354

Thursday, November 19, 2015
6-8 p.m.
R.B. Tullis Library
21569 US 59, New Caney, TX 77357

According to a press release from H-GAC, Montgomery County, the City of Conroe, the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) have worked together to develop the Thoroughfare Plan for Montgomery County. The proposed Plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way. The proposed plan intends to improve roadway capacity and connectivity throughout the county. For more information, visit montgomerycountymobility.com

The meeting will consist of an open house beginning at 6:00 p.m. English and Spanish speakers will be available to gather input and answer questions. The facility is handicapped accessible. H-GAC will provide for reasonable accommodations for persons attending H-GAC functions. Requests from persons needing special accommodations should be received by H-GAC staff 24 hours prior to a function. Requests for language interpreters or other special communication needs should be made at least two working days prior to a function. Please call 713-993-2471 for assistance.

 **Claire Kole Harris** ▸ Oak Ridge North Community Bulletin Board
23 hrs · 



Public Meetings on Montgomery County Thoroughfare Plan

The general public, business owners and elected officials are invited to attend a public meeting on the proposed [Montgomery County Thoroughfare Plan](http://montgomerycountymobility.com). Four...

MONTGOMERYCOUNTYMOBILITY.COM

 **Community Impact Tomball / Magnolia**
1 hr ·  Like Page

PUBLIC MEETING: A Montgomery County Thoroughfare Plan public meeting will be held tonight from 6-8 p.m. at Magnolia High School.

Magnolia Parkway Chamber of Commerce <admin@magnoliaparkwaycc.org>
Tuesday, November 17, 2015 8:33 AM

Public Meeting Announcement



A PUBLIC MEETING ANNOUNCEMENT

[FOR MORE INFORMATION](#)

TONIGHT - Tuesday, November 17th



Notice of PUBLIC MEETING

Montgomery County, the City of Conroe, the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) have worked together to develop a Thoroughfare Plan for Montgomery County.

The proposed Plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way.

The proposed plan intends to improve roadway capacity and connectivity throughout the county.

For more information, visit montgomerycountymobility.com

Meeting dates and locations:

- Tuesday, November 10, 2015**
City of Conroe
Conroe Tower
300 W. Davis, 6th floor
Conroe, TX 77301
6-8 p.m.
- Thursday, November 12, 2015**
City of Shenandoah
29955 I-45 North
Shenandoah, TX 77381
6-8 p.m.
- Tuesday, November 17, 2015**
Magnolia High School
14350 FM 1488
Magnolia, TX 77354
6-8 p.m.
- Thursday, November 19, 2015**
R.B. Tullis Library
21569 US Hwy 59
New Caney, TX 77357
6-8 p.m.

The meeting will consist of an open house beginning at 6:00 p.m. English and Spanish speakers will be available.



Be Sure to...

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Tuesday, November 24, 2015 3:07 PM

Judge Doyal: turnout at public meetings showed county residents want mobility

FROM THE OFFICE OF MONTGOMERY COUNTY JUDGE CRAIG DOYAL



Media Contact:
Jim Fredricks
Chief of Staff
Office of County Judge Craig Doyal
1-936-539-7812
james.fredricks@mctx.org

Judge Doyal: turnout at public meetings showed county residents want mobility

1



FOR IMMEDIATE RELEASE
CONROE, TX. Nov. 24, 2015

County Judge Craig Doyal said the recently concluded series of public meetings on the county's proposed update of its Thoroughfare Plan was a success, with nearly 200 Montgomery County residents attending the meetings and providing input on the plan.

"Our thoroughfare plan, which has been in place for the last 30 years, was recently updated in cooperation with the Houston Galveston Area Council, and is designed to help guide our road development for the next 50 years. For that, we needed the public's help to review those plans and offer their comments," Judge Doyal said.

"Fortunately, Montgomery County showed it takes mobility seriously, with good attendance at most of the meetings, Judge Doyal said.

Carlene Mullins, Senior Transportation Planner with H-GAC, said the attendance was higher at the Montgomery County meetings than for many other public meetings H-GAC has conducted for other studies in the region.

"We thought it was a really good turnout," she said. "About 200 people attended in total between the four meetings and thus far we have received 78 comments. The meetings in Shenandoah and Magnolia were most highly attended." Public meetings also were held in Conroe and New Caney.

For those who missed the meetings, H-GAC will continue taking comments on the plan through Dec. 4, Mullins said. Comments can be submitted at montgomerycountymobility.com. The final Thoroughfare Plan map is planned to be presented to county commissioners by the end of the year, she said.

On the Web site, Mullins said, "They can view the map, the handouts and the presentation boards that were at the public meetings."

2

As for the meetings themselves, public comments were strong on a couple of projects in particular, a proposed extension of Old Conroe Road, and a proposed extension of Tamina/Honea-Egypt.

"A lot of people commented on the Old Conroe Road extension - they wanted it yesterday," Mullins said.

However, there was significant opposition to the Tamina/Honea-Egypt extension because of the disruption it would cause to existing neighborhoods; planners took those comments into consideration and will remove the extension from the proposed plan, Mullins said.

The Thoroughfare Plan was updated in partnership with the Houston Galveston Area Council. Judge Doyal has served as past Chairman of the H-GAC Board of Directors and the county representative to the Transportation Policy Council

The county has been working with H-GAC for over 30 years on its Thoroughfare Plan, which was first created in 1979, and was updated in 1985, 1998, and 2012. This effort is a comprehensive revision and update of those plans. The county contributed \$50,000 toward the work; the city of Conroe and the Texas Department of Transportation also are participating. In addition, the county recently partnered with H-GAC on a south Montgomery County Mobility study to analyze priorities for this fast-growing area.

The thoroughfare study analyzed available data on travel activity in the county, congestion, accident data, and county growth trends to begin developing a picture of the county's transportation needs. The study team also met with various community groups to further refine that information and gather comments to guide its work.

The proposed Plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way. The proposed plan intends to improve roadway capacity and connectivity throughout the county. For more information, visit montgomerycountymobility.com.

###

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Constant Contact
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The Fredricks Group | 822 Stone Mountain Dr. | Conroe | TX | 77302

3

Monday, November 16, 2015 4:01 PM

Judge Doyal: Public encouraged to attend public meetings on Thoroughfare Plan; next meeting tonight!

FROM THE OFFICE OF MONTGOMERY COUNTY JUDGE CRAIG DOYAL



Media Contact:

Jim Fredricks
Chief of Staff
Office of County Judge Craig Doyal
1-936-539-7812
james.fredricks@mctx.org

Judge Doyal: public invited to attend remaining three meetings on county thoroughfare plan

Next public meeting scheduled tonight in city of Shenandoah

FOR IMMEDIATE RELEASE
CONROE, TX. NOV. 12, 2015

The county's proposed updated Thoroughfare Plan was unveiled Tuesday at a public meeting, and County Judge Craig Doyal is inviting the public to attend one of the remaining series of meetings on the plan that is designed to guide road development for the future.

1

"With Montgomery County now known as the 7th-fastest growing county in the nation, it is vitally important that we do all we can to plan for our current and future mobility needs," Judge Doyal said.

The thoroughfare plan was produced in partnership with the Houston Galveston Area Council. Judge Doyal has served as past Chairman of the Houston Galveston Area Council and the county representative to the Transportation Policy Council.

The county has been working with H-GAC for over 30 years on its Montgomery County Thoroughfare Plan, a document intended to assist the county in planning roadways and identifying the rights of way that must be secured. The first thoroughfare plan was created in 1979, and was updated in 1985, 1998, and 2012. This is a comprehensive revision and update of those plans. The county contributed \$50,000 toward the work.

In addition, the county partnered with H-GAC on a south Montgomery County Mobility study to analyze priorities for this fast-growing area.

The thoroughfare study analyzed available data on travel activity in the county, congestion, accident data, and county growth trends to begin developing a picture of the county's transportation needs. The consultants also met with various community groups to further refine that information and gather comments to guide its work.

The general public, business owners and elected officials are invited to attend a public meeting on the proposed Montgomery County Thoroughfare Plan. There will be four meetings within Montgomery County; one was held Tuesday, Nov. 10. The remaining are:

Thursday, November 12, 2015

6-8 p.m.
City of Shenandoah
29955 I-45 North, Shenandoah, TX 77381

Tuesday, November 17, 2015

6-8 p.m.
Magnolia High School
14350 FM 1488, Magnolia, TX 77354

Thursday, November 19, 2015

6-8 p.m.
R.B. Tullis Library
21569 US 59, New Caney, TX 77357

According to a press release from H-GAC, Montgomery County, the City of Conroe, the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) have worked together to develop the Thoroughfare Plan for Montgomery County. The proposed Plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way. The proposed plan intends to improve roadway capacity and connectivity throughout the county. For more information, visit montgomerycountymobility.com

The meeting will consist of an open house beginning at 6:00 p.m. English and Spanish speakers will be available to gather input and answer questions. The facility is handicapped accessible. H-GAC will provide for reasonable accommodations for persons attending H-GAC functions. Requests from persons needing special accommodations should be received by H-GAC staff 24 hours prior to a function. Requests for language interpreters or other special communication needs should be made at least two working days prior to a function. Please call 713-993-2471 for assistance.

###

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From: Montgomery County Judge Craig Doyal [mailto:james.fredricks@mctx.org]

Sent: Tuesday, October 27, 2015 9:02 AM

Subject: Judge Doyal Announces Public Meetings for Montgomery County Thoroughfare Plan

FROM THE OFFICE OF MONTGOMERY COUNTY JUDGE CRAIG DOYAL

Media Contact:

Jim Fredricks
Chief of Staff
Office of County Judge Craig Doyal
1-936-539-7812
james.fredricks@mctx.org

**Judge Doyal Announces Public Meetings for
Montgomery County Thoroughfare Plan**

FOR IMMEDIATE RELEASE
CONROE, TX. OCT. 27, 2015

County Judge Craig Doyal is inviting the public to attend a series of public meetings on a proposed Montgomery County Thoroughfare Plan that is designed to guide road development for the future.

"With Montgomery County now known as the 7th-fastest growing county in the nation, it is vitally important that we do all we can to plan for our current and future mobility needs," Judge Doyal said.

The thoroughfare plan was produced in partnership with the Houston Galveston Area Council. Judge Doyal has served as past Chairman of the Houston Galveston

Area Council and the county representative to the Transportation Policy Council.

The county has been working with H-GAC for over 30 years on its Montgomery County Thoroughfare Plan, a document intended to assist the county in planning roadways and identifying the rights of way that must be secured. The first thoroughfare plan was created in 1979, and was updated in 1985, 1998, and 2012. This is a comprehensive revision and update of those plans. The county contributed \$50,000 toward the work.

In addition, the county partnered with H-GAC on a south Montgomery County Mobility study to analyze priorities for this fast-growing area.

The thoroughfare study analyzed available data on travel activity in the county, congestion, accident data, and county growth trends to begin developing a picture of the county's transportation needs. The consultants also met with various community groups to further refine that information and gather comments to guide its work.

The general public, business owners and elected officials are invited to attend a public meeting on the proposed Montgomery County Thoroughfare Plan. There will be four meetings within Montgomery County:

Tuesday, November 10, 2015

6-8 p.m.
City of Conroe - Conroe Tower
300 W. Davis, 6th floor, Conroe, TX 77301

Thursday, November 12, 2015

6-8 p.m.
City of Shenandoah
29955 I-45 North, Shenandoah, TX 77381

Tuesday, November 17, 2015

6-8 p.m.
Magnolia High School
14350 FM 1488, Magnolia, TX 77354

Thursday, November 19, 2015

6-8 p.m.
R.B. Tullis Library
21569 US 59, New Caney, TX 77357

According to a press release from H-GAC, Montgomery County, the City of Conroe, the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) have worked together to develop the Thoroughfare Plan for Montgomery County. The proposed Plan is a long-range transportation planning tool that will guide the development of Montgomery County for decades to come by identifying needed roadways and preserving future right-of-way. The proposed plan intends to improve roadway capacity and connectivity throughout the county. For more information, visit montgomerycountymobility.com

The meeting will consist of an open house beginning at 6:00 p.m. English and Spanish speakers will be available to gather input and answer questions. The facility is handicapped accessible. H-GAC will provide for reasonable accommodations for persons attending H-GAC functions. Requests from persons needing special accommodations should be received by H-GAC staff 24 hours prior to a function. Requests for language interpreters or other special communication needs should be made at least two working days prior to a function. Please call 713-993-2471 for assistance.

###

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The Fredricks Group | 822 Stone Mountain Dr. | Conroe | TX | 77302

From: Montgomery County Judge Craig Doyal [mailto:james.fredricks@mctx.org]

Sent: Thursday, October 22, 2015 9:19 AM

Subject: Montgomery County launches interactive map for Nov. 3 Road Bond



FROM THE OFFICE OF MONTGOMERY COUNTY JUDGE CRAIG DOYAL



Media Contact:
Jim Fredricks
Chief of Staff
Office of County Judge Craig Doyal
1-936-539-7812
james.fredricks@mctx.org

Montgomery County launches informative Web site for citizens on 2015 Road Bond

Early voting started Oct. 19; Election Day is Nov. 3

Oct. 21, 2015 --
[FOR IMMEDIATE RELEASE]

Montgomery County Judge Craig Doyal announced the county has launched a Web site and new interactive map of proposed projects to help inform citizens about the

2015 Montgomery County Road Bond. Links to the site can be found on the county's main Web site, www.mctx.org.

"With Montgomery County recently being named the 7th-fastest growing county in the nation, our Commissioners Court believed there was no time to waste in putting a road bond on the ballot to address mobility needs," Judge Doyal said.

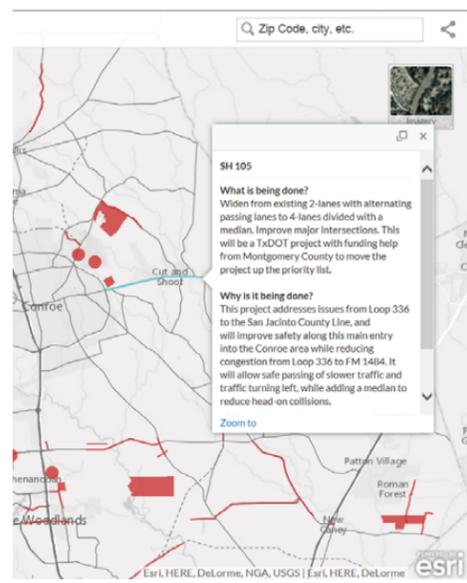
"While we cannot tell our citizens how to vote on the Nov. 3, 2015 election for this proposed road bond, we can provide information so that they know what projects they will be voting on," Judge Doyal said.

"In addition, this site will answer questions we have heard repeatedly from citizens over the past few months. We believe it will be an informative, and helpful, site for citizens."

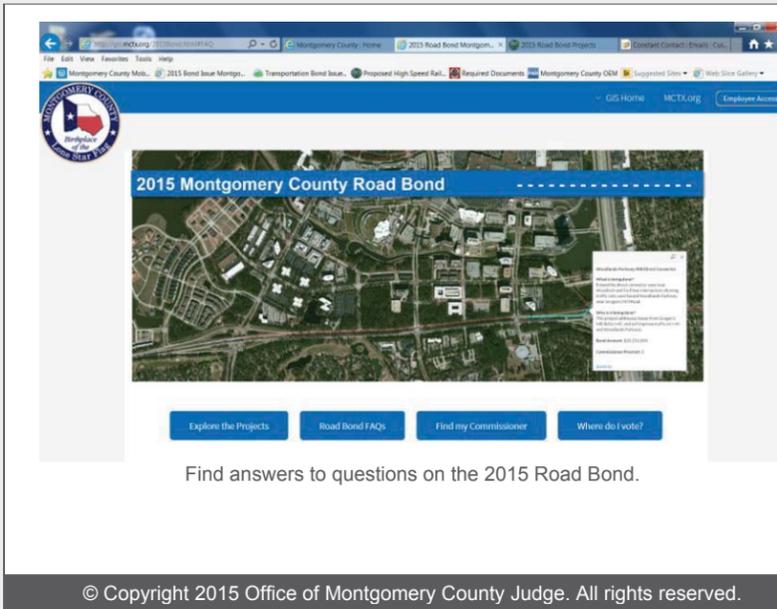
County commissioners, based on the recommendations from a citizen's road bond committee and with input from numerous other local organizations, has proposed a list of 54 projects totaling \$280 million.

Election Day is Nov. 3; early voting started Oct. 19.

Judge Doyal asked citizens to "please do your civic duty, learn about the election, get your questions answered, and go vote."



Explore our Road Bond Interactive Map!



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Office of Montgomery County Judge Craig Doyal | 501 N. Thompson, Suite 401 | Conroe | TX | 77301



Sign-in Sheets



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 City of Conroe – Conroe Tower
 300 West Davis Street, Conroe, Texas 77301



DATE: Tuesday, November 10, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Melissa Mack <input type="checkbox"/>	Lockwood, Andrews & Newnam	77300 77305	mcmack@lan-inc.com
MARIC MOONEY <input type="checkbox"/>	Mont. Co. Engrs.	77301	marc.mooney@mcta.org
Adam France <input type="checkbox"/>	City of Conroe	77301	afrance@cityofconroe.org
Donny Cooper <input type="checkbox"/>	Montgomery County ^{DAVE ROSE} _{CHRISTIAN ASSOCIATION}	77300	dfrantz@gmail.com
Eric Erickson <input type="checkbox"/>	Conroe	77304	eric.erickson@saddlelink.net
GLENN JEFFERSON <input type="checkbox"/>	CITY OF CONROE ENGR. DEPT.	77301	gjefferson@cityofconroe.org
Masoud Makhfi <input type="checkbox"/>	City of Conroe	77301	mmkhfi@cityofconroe.org
DAN KRUEGER <input type="checkbox"/>	GUNDA CORPORATION	77030	dkrueger@gunda.com



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 City of Conroe – Conroe Tower
 300 West Davis Street, Conroe, Texas 77301



DATE: Tuesday, November 10, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Wayne Gardiner <input type="checkbox"/>	Resident of Woodlands	77380	lacerdagardiner@AOL.COM
Timothy J. Talaga <input type="checkbox"/>	FISHER ARNOLD (COMPANY) RESIDENT OF CONROE	77384	ttalaga@fisherarnold.com
Charlie Head <input type="checkbox"/>	Johnson Development Corp	77381	charlesh@johnsondev.com
Carl White <input type="checkbox"/>	MONT. CO. NAACP	77305	MCNAACP6304@SUDDENLINK.COM
John Bisbie <input type="checkbox"/>	RESTORANT	77380	
Bill Kotlan <input type="checkbox"/>	Brown & Gay Engineers	77384	bkotlan@brocngay.com
Tom Pisula <input type="checkbox"/>	Pisula Development	77382	TJPisula@gmail.com
KEVIN STANDICH <input type="checkbox"/>	SRS	77354	KESSRS@ATT.NET



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 City of Conroe – Conroe Tower
 300 West Davis Street, Conroe, Texas 77301



DATE: Tuesday, November 10, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Troy Toland <input type="checkbox"/>	Goodman Leslie Strong	77354	ttoland@GLSTEXAS.COM
Dale Fessenden <input type="checkbox"/>	self	77303	dfessend@consolidated.net
Jennifer Steen <input type="checkbox"/>	Haflff	77318	jsteen@haflff.com
Carlos Fraga <input type="checkbox"/>	B&E/Keeper K. Holland & Associates	77493	cfraga@kga.com
John Wertz <input type="checkbox"/>	MCTP	77382	lsutigah@comcast.net
BOB EVANS <input type="checkbox"/>		77384	RGE0136@YAHOO.COM
Colby Wright <input type="checkbox"/>	Jones Carter	77584	cwright@jonescarter.com
Jay Swoboda <input type="checkbox"/>	Gulf Coast Environmental Sys	77301	jswoboda@gcesystems.com



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 City of Conroe – Conroe Tower
 300 West Davis Street, Conroe, Texas 77301



DATE: Tuesday, November 10, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input checked="" type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Steve <input type="checkbox"/> Lisa Murray	Shenandoah	77381	
Ken Vaughn & Julie <input type="checkbox"/>	Montgomery	77316	kvaughn@kvaughn.com
Juan Secan <input type="checkbox"/>	B&E Kerry P Gilbert Assoc	77491	jsecan@kga.com
Alton Lasiter <input type="checkbox"/>	Montgomery	77316	alasiter@LTSsystems.net
GABE ALGER <input type="checkbox"/>	Conroe	77302	DALGER@SulhInc.net
Abraham Hernandez <input type="checkbox"/>	TXDOT	77304	Abraham.Hernandez@txdot.gov
<input type="checkbox"/>			
<input type="checkbox"/>			



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 City of Conroe – Conroe Tower
 300 West Davis Street, Conroe, Texas 77301



DATE: Tuesday, November 10, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input checked="" type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
William Saour <input type="checkbox"/>	Benchmark Engr. Corp	77057	wsaour@benchmarkengr.net
Craig Doyal <input checked="" type="checkbox"/>	Montgomery County	77365	craig.doyal@mtc.net
Monica Silver <input type="checkbox"/>	CottFendley	77064	msilver@cottfendley.com
<input type="checkbox"/>			



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Shenandoah Municipal Complex
 29955 I-45 North, Shenandoah, Texas 77381



Thursday
 DATE: ~~Tuesday~~, November 12, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Zachary Troup <input type="checkbox"/>	Jones + Carter	77389	ztroup@jonescenter.com
Mike Effler <input type="checkbox"/>		77381	
MARCO MONTES <input type="checkbox"/>	HC Pet. 4	77067	mmones@hcp4.net
CHARLES DEAN <input type="checkbox"/>	HARRIS COUNTY	77002	charles.dean@hcpid.org
Terry Johnson <input type="checkbox"/>	RG Miller	77381	tjohnson@rgmiller.com
Jamie Quinn <input type="checkbox"/>	Village Realty	77386	jamie@jamiequinn.com
Jeremiah Kawruse <input type="checkbox"/>	SHENANDOAH	77381	jdkawruse@yahoo.com
DAVID WILDS <input type="checkbox"/>	Montgomery County	77384	davidw@mcra.org



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Shenandoah Municipal Complex
 29955 I-45 North, Shenandoah, Texas 77381



DATE: Tuesday, November 12, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Gayle Moses <input type="checkbox"/>	Dogwood Forest Civic Club / Public Concord Dr	77385	gmoses@consolidated.net
BILL WALTER <input type="checkbox"/>	OAK RIDGE NORTH, TX	77385	wlwalter@matl.com
Riddo Fishman <input type="checkbox"/>	Jacobs	77388	riddo.fishman@jacobs.com
Pat Priley <input type="checkbox"/>	City of Willis	77378	priley@ci.willis.tx.us
MARILYN COOK <input type="checkbox"/>	DRN	77386	MSCOOK1@SBC.GLOBAL.NET
Bill Cook <input type="checkbox"/>	DRN	77386	WKCOOK@SBC.GLOBAL.NET
Troy Toland <input type="checkbox"/>	Goodwin Leslie Strong	77316	ttoland@GLSTEXAS.COM
Richard Tramm <input type="checkbox"/>	Porter SUD Lone Star GCD	77380	rtramm@portersud.com



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Shenandoah Municipal Complex
 29955 I-45 North, Shenandoah, Texas 77381



DATE: Tuesday, November 12, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Mikalla Hodges <input type="checkbox"/>	JONES/CARTER	77381	mhodges@jonescarter.com
John R. Passer <input type="checkbox"/>	SELF - RDRC-Alden Bk	77382	jvpasser@stc9bb.com
Bill O'Sullivan <input type="checkbox"/>	SELF	77381	bjosullivan@aol.com
Nancy Flynn <input type="checkbox"/>	SELF	77382	
A/ Stall <input type="checkbox"/>		77385	ak@stallinsurance.com
Damon Farrera <input checked="" type="checkbox"/>	City of Shenandoah	77381	
Frank Greaver <input type="checkbox"/>	self	77384	
Josh Yate <input type="checkbox"/>	City of Montgomery	77356	jyate@ci.montgomery.tx.us



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Shenandoah Municipal Complex
 29955 I-45 North, Shenandoah, Texas 77381



DATE: Tuesday, November 12, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Craig Doyal <input checked="" type="checkbox"/>	Montgomery County	77365	craig.doyal@mctx.org +1
DAVE & DEBBIE ALISON <input type="checkbox"/>	BENDERS LANDING	77380	dsquareb2@att.net
George Villa Ito <input type="checkbox"/>	Cobb Fendisy	77389	gVillaIto@CobbFendisy.com
Bob Bagley <input checked="" type="checkbox"/>	Montgomery County Hospital District	77301	bbag752@yahoo.com
John Wertz <input type="checkbox"/>	MCTP	77382	on file
Shel Greaver <input type="checkbox"/>	The Chamber/TM Alden Bk	77384	on file
Ken and Charlotte Allen <input type="checkbox"/>	Carriage Hills Sub.	77384	cajann@consolidated.net
Byron Bevers <input type="checkbox"/>	LAN	77381	bbevers@lan-inc.com



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Shenandoah Municipal Complex
 29955 I-45 North, Shenandoah, Texas 77381



DATE: Tuesday, November 12, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Ryan Wade <input type="checkbox"/>	Jones & Carter, Inc	77381	rwade@jonescarter.com
Randy Schulze <input type="checkbox"/>	The Woodlands	77382	rschulze@walterpmeare.com
Eylene Carter <input type="checkbox"/>	Oak Ridge North	77389	cdonio@swbell.net
Erick Bustos <input type="checkbox"/>	Cobb Fenley & Associates	77042	ebustos@cobbfenley.com
Dianna Kennedy <input checked="" type="checkbox"/> H	The Woodlands	77381	
LARRY ROGERS <input type="checkbox"/>	✓ ✓	77384	
James Lanamore <input type="checkbox"/>	Spain	77386	landularimone@gmail.com
Kenna Seiler <input type="checkbox"/>	The Seiler Law Firm	77381	Kenna.Seiler@theSeilerLawFirm.com



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Shenandoah Municipal Complex
 29955 I-45 North, Shenandoah, Texas 77381



DATE: Tuesday, November 12, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Tiffany Staten <input type="checkbox"/>	RPS Klotz Assoc. / Montgomery City	77386	tiffany.staten@klotz.com
Shelley Ponder <input type="checkbox"/>	Montgomery County	77385	shelley@ponder.tv
Ed SHACKELFORD <input type="checkbox"/>	JONES/CARTER	77381	ESHACKELFORD@JONESCARTER.COM
Andrew Kimmel <input type="checkbox"/>	Montgomery County	77381	albot2@yaho.com
Patricia Dennis Jitt <input type="checkbox"/>	Montgomery County	77354	ptibbs@aol.com
Miguel O. Quintan <input type="checkbox"/>	The Woodlands	77381	MiguelOscar@Comcast.net
Jay Mac Sanders <input type="checkbox"/>			
Claude HUMBERT <input type="checkbox"/>	Spring, TX 77	77386	Claude.humbert@stcglobal.net

Ana Cosio

scubamom1234@hotmail.com



PUBLIC MEETING
Montgomery County Thoroughfare Plan
Magnolia High School
14350 FM 1488, Magnolia, TX 77354



DATE: Tuesday, November 17, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Byron Bowers <input type="checkbox"/>	LAN	77381	blbowers@lan-inc.com
Joyce Gilliam <input type="checkbox"/>	Proposed 4 lane Area across My farm Rd	77355	713-566-8193
Jack Frey <input type="checkbox"/>	Frey Properties	77355	Jack@highmeadowranch.com
Glenn Addison <input type="checkbox"/>	Magnolia Funeral Home	77355	magnoliafh@yahoo.com
Tedd Stephens <input type="checkbox"/>	MISD		
Bobby Mohan <input type="checkbox"/>	Ridgewood	77354	bymohan@gmail.com
Pull + Dale Gifford <input type="checkbox"/>	River Park Ranch	77355	epgifford@integrate.com
DAVID DAVIES <input type="checkbox"/>	Montgomery	77316	dave@txland.com



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Magnolia High School
 14350 FM 1488, Magnolia, TX 77354



DATE: Tuesday, November 17, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
CINDI Lange <input type="checkbox"/>		77355	cjldn1@sbcglobal.net
Trish Cooper <input type="checkbox"/>		77354	trish@pcooperins.com
HUGH CLARKSON <input type="checkbox"/>		77355	HANDECLARKSON@SBCGLOBAL.NET
SONYA WILLIAMS <input type="checkbox"/>		77354	SAW2CACTIS@KOL
John LeeAnn Parks <input type="checkbox"/>		77354	leeann.parks@gmail.com
TERRY Mc MULLEN <input type="checkbox"/>		77354	tdmcmullen@hotmail.com
GENE FERGUSON <input type="checkbox"/>		77355	FERGUSONINE@YAHOO
SIOB ASHMAE <input type="checkbox"/>		77354	SASHMAE@JSCALLC.COM



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Magnolia High School
 14350 FM 1488, Magnolia, TX 77354



DATE: Tuesday, November 17, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Kathleen Williams <input type="checkbox"/>	Ridgewood	77354	thepurpleearthgirl@yahoo.com
Ridley Lammon <input type="checkbox"/>	Quinn's Country	77354	eindeford@yahoo.com
Jeff and Pam Fontenot <input type="checkbox"/>	Cimarron Country	77354	jefffontenot@att.net
Brenda Weidrich <input type="checkbox"/>	Mill Creek Landing	77354	brenda.weidrich@yahoo.com
DON DEAN <input type="checkbox"/>		77354	DON.DEAN@MCTX.ORG
Dooney Lippincott <input type="checkbox"/>	Ridgewood	77354	
Craig Doyal <input checked="" type="checkbox"/>	Montgomery County	77065	craig.doyal@mctc.org
Andie Peoples <input type="checkbox"/>	Harris	77065	



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Magnolia High School
 14350 FM 1488, Magnolia, TX 77354



DATE: Tuesday, November 17, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Joe Dives IV <input type="checkbox"/>	Magnolia ISD	77355	Jdives@magnoliaisd.org
Katherine Lee <input type="checkbox"/>	Windcrest Estates	77354	klee@sboglobal.net
Don Lynn Morris <input type="checkbox"/>	Cimarron Country	77354	Don.Morris@Shell.com
Troy Toland <input type="checkbox"/>	Goodwin Foster Strong	77316	Toland@GLSTexas.com
John Briley <input type="checkbox"/>	Cimarron Country	77354	
Estelle Seidel <input type="checkbox"/>	Cimarron Country	77354	e.seidel@sboglobal.net
Ed Shackelford <input type="checkbox"/>	Jones/Carter/Montgomery	77356	ESHACKELFORD@JONESCARTER.COM
Ray Yeasar <input type="checkbox"/>		77354	RYEASAR77354@GMAIL.COM



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Magnolia High School
 14350 FM 1488, Magnolia, TX 77354



DATE: Tuesday, November 17, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Bill & Jricia Frink <input type="checkbox"/>	Red Oak Ranch	77384	
Terry m. Gee <input type="checkbox"/>	Cimarron Country	77354	
Chuck & Joyce Pflie <input type="checkbox"/>	Cimarron Country	77354	
Howard Livesey <input type="checkbox"/>	Lake Wood Est.	77384	
Cindy Oliver <input type="checkbox"/>	Sandra Duke Estates	77354	CindyOliver@Remax.net
Rachel Cummings <input type="checkbox"/>	Cimarron Country	77354	
Brandon Cliff Museley <input type="checkbox"/>	Cimarron Country	77354	museley-jc@yahoo.com
Ted Frink Williams <input type="checkbox"/>	Ridgewood	77354	



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Magnolia High School
 14350 FM 1488, Magnolia, TX 77354



DATE: Tuesday, November 17, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input checked="" type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Celestine Butler <input type="checkbox"/>	across from Magnolia High	77354	celestebutter1234@upho.com
Mika Lawson <input type="checkbox"/>	James Construction	77380	mlawson@jcgllc.com
Mike Dietrich <input type="checkbox"/>	Montgomery County	77354	m.dietrich@peoplepc.com
Rhonda & Jerry Vaja <input type="checkbox"/>	Red Oak Ranch	77384	woodwkr45@hotmail.com
Tiffany Sims <input type="checkbox"/>	Cimarron Country Subd.	77354	TTCSIMS@YAHOO.COM
Sam & Lisa Haynes <input type="checkbox"/>	Cimarron Country	77354	gmail61@gmail.com
Charles Glover <input type="checkbox"/>	Lake Creek Ranchettes	77354	cflover@yahoo.com
Cindy Burks <input type="checkbox"/>	CIMARRON COUNTRY	77354	cynthiaburks@peoplepc.com



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Magnolia High School
 14350 FM 1488, Magnolia, TX 77354



DATE: Tuesday, November 17, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input checked="" type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
PATRICIA MOHON <input type="checkbox"/>	MAGNOLIA	77354	tmohon@yahoo.com
BILL VASSER <input type="checkbox"/>	MAGNOLIA	77354	BILLSSTORE@AOL.COM
Don Durain <input type="checkbox"/>	HOUSTON		Don.Durain@klotz.com
Liza Winkler <input type="checkbox"/>	Community Impact Newspaper		lwinkler@communityimpact.com
LOKESH VISWANATHAN <input type="checkbox"/>	GUNDA CORPORATION, LLC	77036	Lvijayapal@gundacorp.com
Paul Mendes <input type="checkbox"/>	CITY OF MAGNOLIA	77354	pmendes@cityofmagnolia.com
Jimmy S. Taylor <input type="checkbox"/>	MAGNOLIA	77355	JSteeTaylor@msai.com
Barbara Brown <input type="checkbox"/>	RESIDENT OF CIMARRON COUNTRY	77354	TambrownTX@gmail.com



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Magnolia High School
 14350 FM 1488, Magnolia, TX 77354



DATE: Tuesday, November 17, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
<i>Jim Stevens</i> <input type="checkbox"/>	<i>The Woodlands Windsor Hills</i>	<i>77384</i>	<i>jstevens2@comcast.net</i>
<i>Mike Bunker</i> <input type="checkbox"/>	<i>Cimarron Country</i>	<i>77354</i>	<i>MRBUNKERSPEED@PEOPLEPC.COM</i>
<input type="checkbox"/>			



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 Magnolia High School
 14350 FM 1488, Magnolia, TX 77354



DATE: Tuesday, November 17, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
<i>MARK HAMMONS</i> <input type="checkbox"/>	<i>RESIDENT</i>	<i>77354</i>	<i>mark.hammons@att.net</i>
<i>John Bramlett</i> <input type="checkbox"/>	<i>Resident City Council</i>	<i>77354</i>	
<input type="checkbox"/>			



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 R. B. Tullis Library
 21569 I-69 North, New Caney, Texas 77357



DATE: Thursday, November 19, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
<input type="checkbox"/> Evelyn Satterwhite	Pct 37	77365	jesu@suddenlink.net
<input type="checkbox"/> Stuart King	Pct New Caney	77357	sking1016@aol.com
<input type="checkbox"/> Jim Clark	Commissioner PCT 4	77302	
<input type="checkbox"/> David M. Berk	Pct 7	77306	-
<input type="checkbox"/> Mark [Signature]	New Caney	77357	mwp.B13@aol.com
<input type="checkbox"/> Genese Bee	Splendora ISD	77372	gbee@splendoraisd.com
<input type="checkbox"/> Richards Mixx	Porter F.D.	77365	Rmixx@PORTERFIRE.com
<input type="checkbox"/> Jon Unterreiner	New Caney	77357	JSU@Jonescarter.com



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 R. B. Tullis Library
 21569 I-69 North, New Caney, Texas 77357



DATE: Thursday, November 19, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
<input type="checkbox"/> Debra Warren	Conroe, TX	77384	debra.sellshame@gmail.com
<input type="checkbox"/> [Signature]	Klotz Assoc		
<input type="checkbox"/>			



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 R. B. Tullis Library
 21569 I-69 North, New Caney, Texas 77357



DATE: Thursday, November 19, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
John Link <input type="checkbox"/>	Humble Tx	77338	John.Link.1019@pol.com
David Bell <input type="checkbox"/>	Solayhorn, TX	77372	coachbell@yahoo.com
Jim Grant <input type="checkbox"/>	NEW CANEY ISD		JCGRANT@NEWCANEYISD.ORG
Jack Armstrong <input type="checkbox"/>	NEW CANEY	77357	JACK1@PDQ.NET
Richard Knight <input type="checkbox"/>	New Caney	77357	RickandCAROLSB@gmail.com
<input type="checkbox"/>			
<input type="checkbox"/>			



PUBLIC MEETING
 Montgomery County Thoroughfare Plan
 R. B. Tullis Library
 21569 I-69 North, New Caney, Texas 77357



DATE: Thursday, November 19, 2015

TIME: 6:00 P.M.

NAME (Check if Elected Official) <input type="checkbox"/>	AGENCY/COMPANY/RESIDENT OF	ZIP CODE	EMAIL
Kevin Gault <input type="checkbox"/>	EMCID		
London Lockett <input type="checkbox"/>	NCISD		glockett@newcaneyisd.org
Craig Hentelman <input type="checkbox"/>	Resident		chentelman3619@yahoo.com
Drew + Geneva Staley <input type="checkbox"/>	Resident - Porter		
Melanie Feuk <input type="checkbox"/>	Observer Newspaper	77338	mfeuk@hcnonline.com
Craig Doyal <input checked="" type="checkbox"/>	Montgomery County	77305	craigdoyal@mcta.org
<input type="checkbox"/>			
<input type="checkbox"/>			



Open House Materials



Montgomery County, the City of Conroe, the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) have worked together to develop a Thoroughfare Plan for Montgomery County.

VISION STATEMENT

The vision of the Montgomery County Thoroughfare Plan (MCTP) is to establish guidelines and policies to develop a safe, well-connected and efficient countywide transportation system that provides adequate mobility for people, goods and services and promotes orderly growth and redevelopment throughout the county.

Guiding Principles

- Preserve rights-of-way
- Countywide design standards
- Coordinate and optimize investments
- Develop transportation system
- Collaborate with the development community

What is a Thoroughfare Plan?

- Long-range (50+ years) planning tool
- Identifies the general location of future roadways
- Preserves future road right-of-way
- Guides future investments
- Provides the public and developers with information about the long term plan for the road network
- Promotes regional roadway connectivity and design uniformity

A Major Thoroughfare Plan is Not

- A list of construction projects
- Detailed engineering study showing the exact alignments of roadways
- Survey, design, or any activity leading to construction
- Funding mechanism or guaranteed funding
- Setting project priorities or timeframes for when a project should be completed
- Promise to build roads

Benefits of a Thoroughfare Plan

- Provides for orderly development
- Reduces travel and transportation costs
- Reduces the costs of major street improvements
- Enables private interests to plan their actions, improvements, and development with full knowledge of public intent
- Minimizes the disruption to people and businesses
- Reduces environmental impacts

ISSUES AFFECTING MOBILITY

Montgomery County is attracting thousands of residents and jobs, and with this growth comes increased traffic. The MCTP identified the following areas affecting mobility in the County:

Major Barriers

- Lake Conroe and San Jacinto River
- Floodway and 100-year floodplain
- Railroad tracks
- IH-45 and IH-69/US-59

Major Trip Generators

- Grand Texas Amusement Park (planned)
- Lake Conroe
- Cynthia Woods Mitchell Pavilion
- Springwoods Village/ExxonMobil
- The Woodlands Town Center/Hughes Landing
- Texas Renaissance Festival

Other Issues

- Need alternatives to IH-45, IH-69/US59 and SH 105
- Existing development limits the opportunity for future roads

Next Steps

- Receive and review public comments (Comment period ends December 4, 2015)
- Present the proposed Plan to Montgomery County Commissioners Court
- County adopts Plan
- Plan updated every 5- years

Contact Information

Presentation materials will be posted on the website.

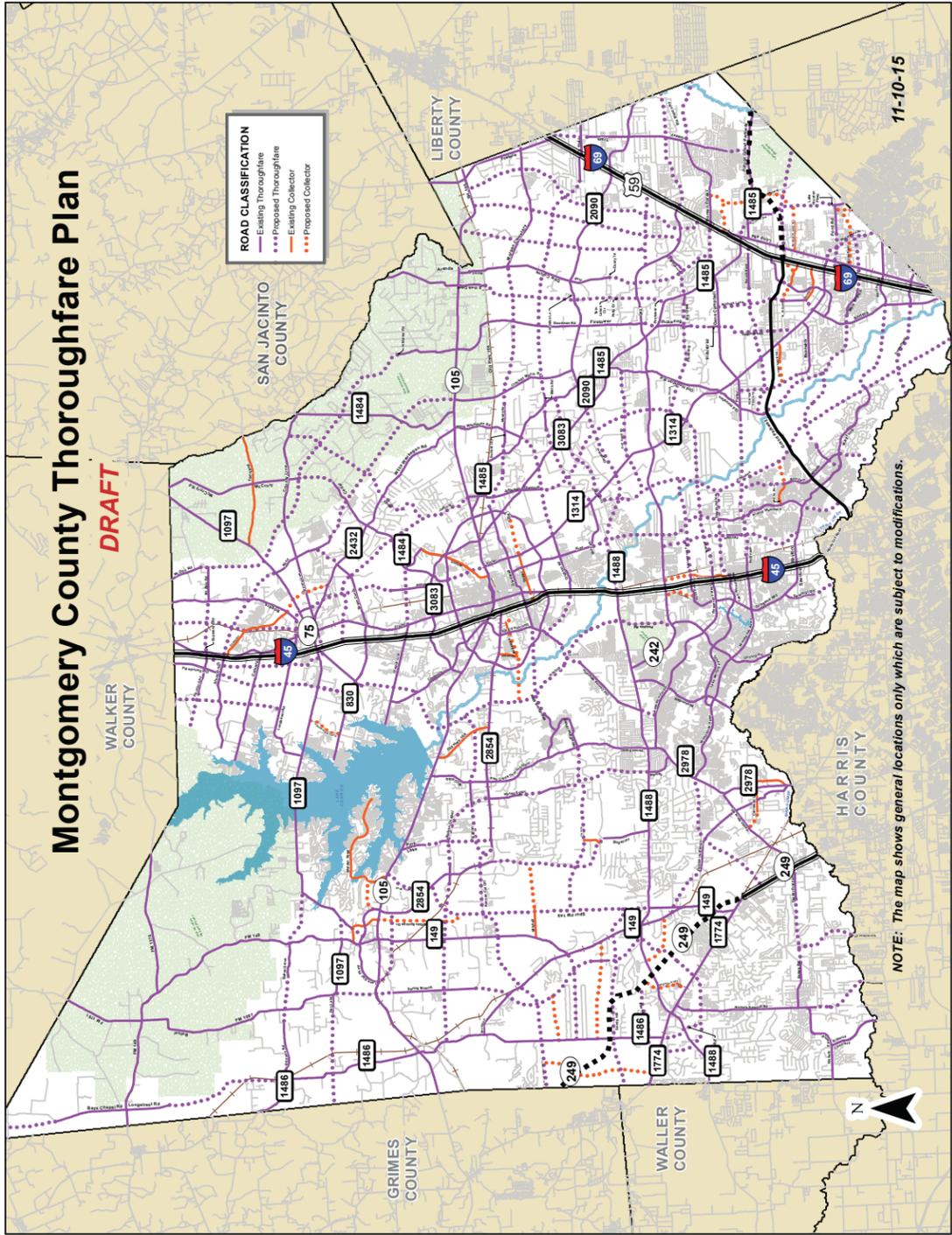
Website: www.MontgomeryCountyMobility.com

Email: PublicComments@h-gac.com

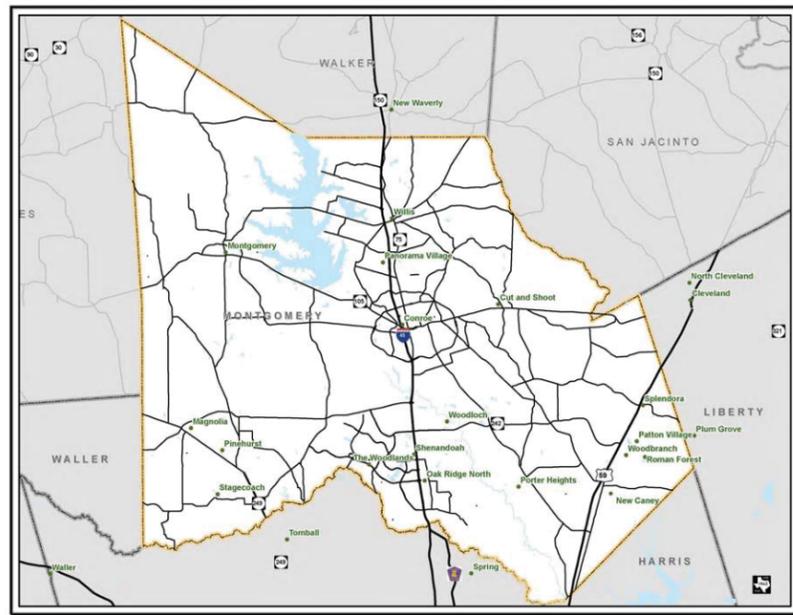
Mail: H-GAC Transportation Department
Montgomery County Thoroughfare Plan
P. O. Box 22777
Houston, TX 77227-2777

Public comment period ends December 4, 2015!





WELCOME



Montgomery County Thoroughfare Plan Public Meeting

Sponsored By:



Support From:



November 2015

VISION STATEMENT



The vision of the Montgomery County Thoroughfare Plan (MCTP) is to establish guidelines and policies to develop a safe, well-connected and efficient countywide transportation system that provides adequate mobility for people, goods and services and promotes orderly growth and redevelopment throughout the county.

Guiding Principles:

- Preserve rights-of-way
- Countywide design standards
- Coordinate and optimize investments
- Develop Transportation system
- Collaborate with the development community

WHAT IS IT?



A Thoroughfare Plan is:

- Long Range Plan (50+ years)
- Transportation Planning Tool
- Identifies the type and general location of future roadways
- Preserves transportation corridors (i.e. right-of-way)
- Guides future development
- Provides the public with information about the long-term plan for the road network
- Promotes regional roadway connectivity
- Promotes regional roadway design uniformity

WHAT IS IT NOT



A Thoroughfare Plan is NOT:

- List of construction projects
- Detailed engineering study showing the exact alignments of roadways
- Survey, design or any other activity leading to construction
- Funding mechanism or guarantee
- Set timeframe for when a project should be complete
- Promise to build roads



BENEFITS



Benefits of a thoroughfare plan:

- Provides for orderly and predictable development
- Reduces travel and transportation costs
- Minimizes disruption to homes and businesses
- Reduces the costs of major street improvements
- Enables private interests to plan actions, improvements, and development with full knowledge of public intent
- Reduces environmental impacts of road construction



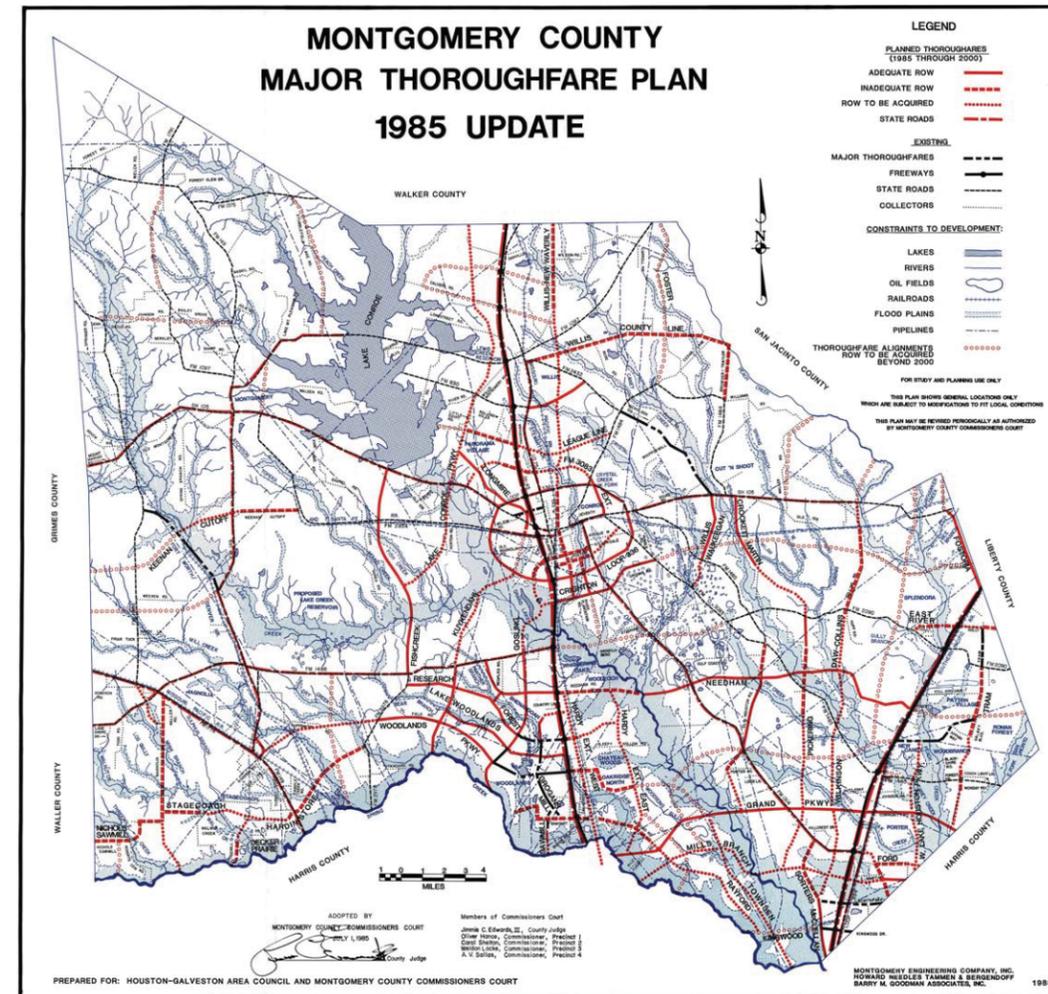
PLAN DEVELOPMENT



The MCTP was developed from a variety of sources, including:

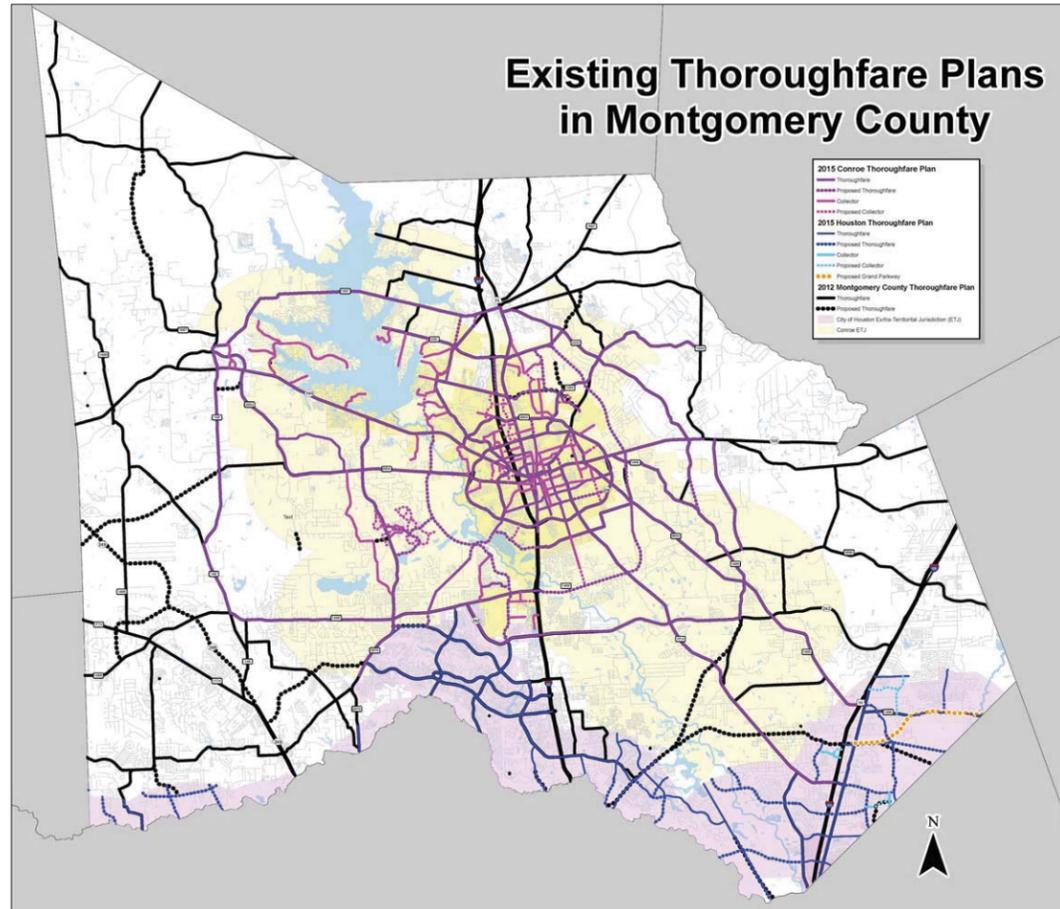
- Previous County thoroughfare plans
- Current city thoroughfare plans
- An inventory of current traffic congestion
- An inventory of existing and planned traffic generators
 - Employment centers
 - Large developments
 - Recreational areas, etc.
- An inventory of existing man-made and natural barriers
- The South County Mobility Plan
- Input from focus groups
- Input from elected officials

PREVIOUS PLANS



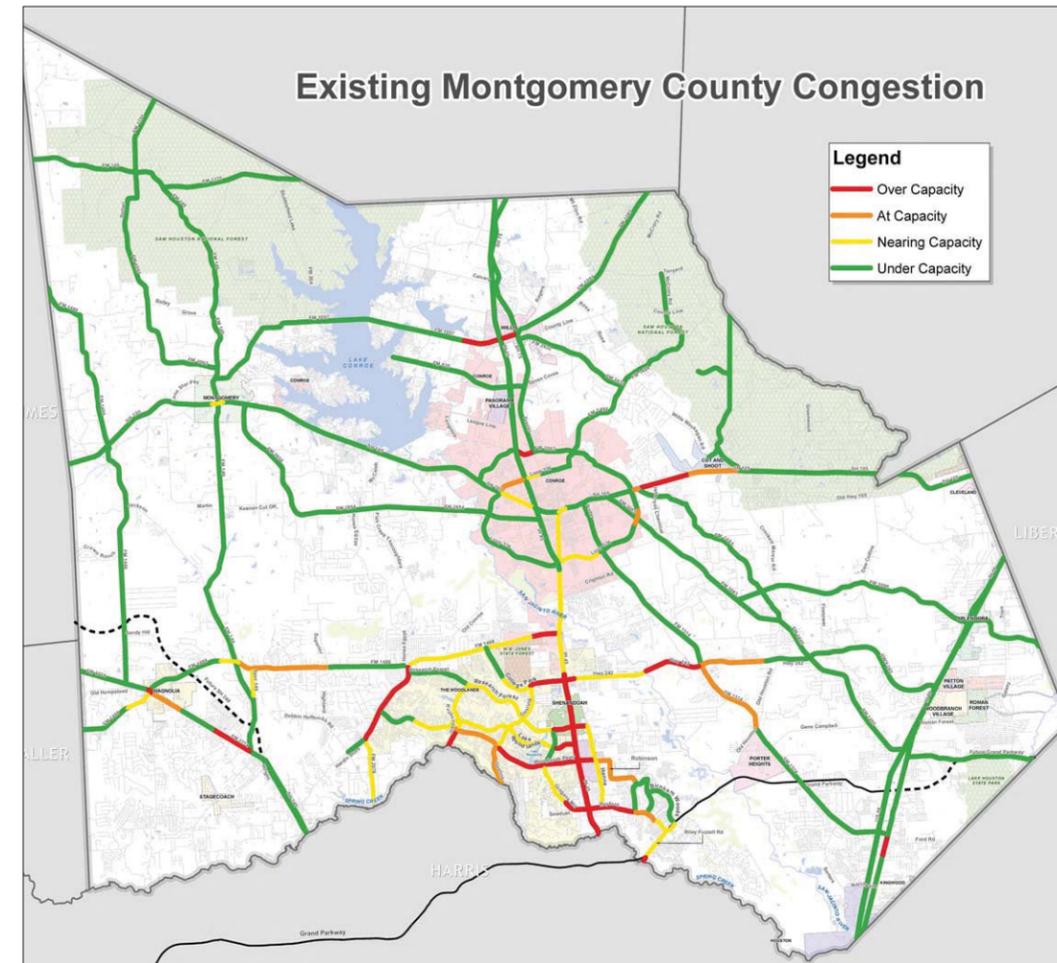
The first Montgomery County Thoroughfare Plan was adopted in 1979 with an update in 1985. As can be seen, many of the corridor concepts from the original plans have been carried forward to the proposed plan.

CURRENT PLANS



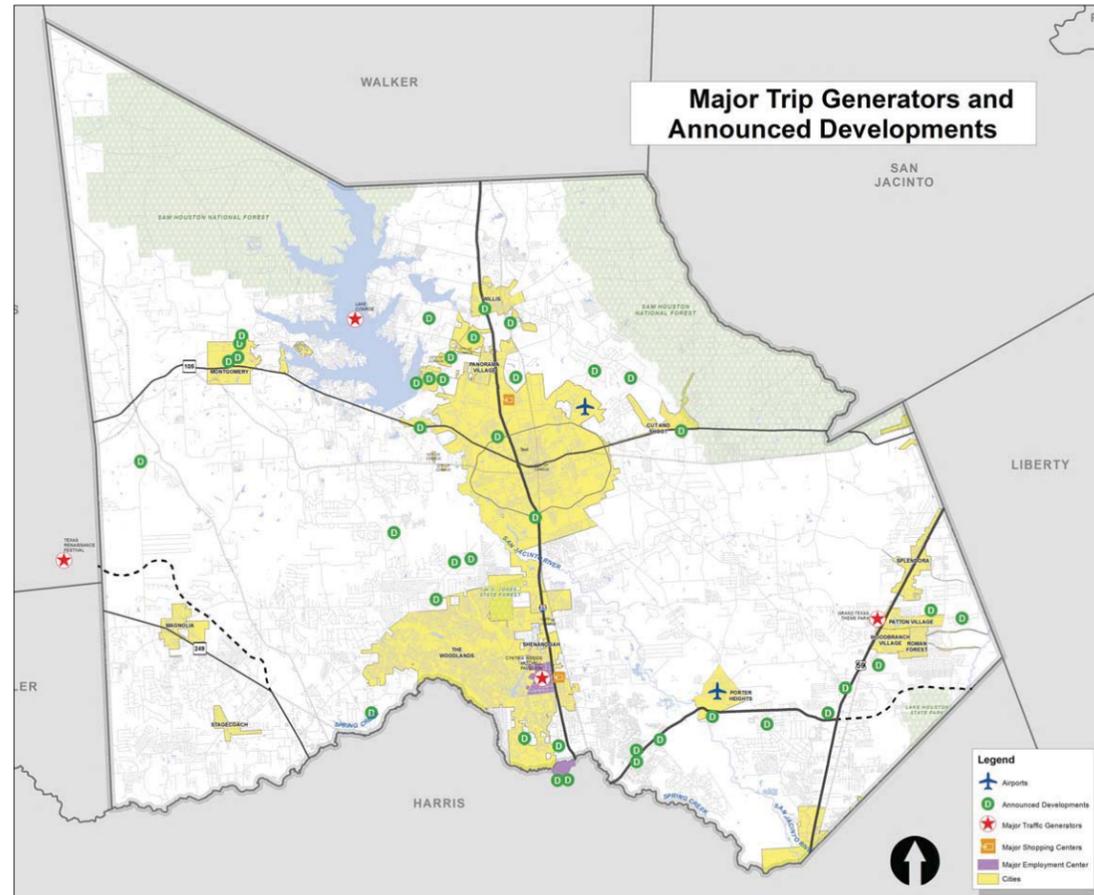
Montgomery County's existing thoroughfare plan and the current thoroughfare plans for the City of Conroe and the City of Houston are shown above. Although much of Montgomery County is currently unincorporated, significant portions of the county are located within the Extra-Territorial Jurisdiction (ETJ) of the Cities of Houston and Conroe. This gives these cities the authority to coordinate development outside of their city limits.

TRAFFIC CONGESTION



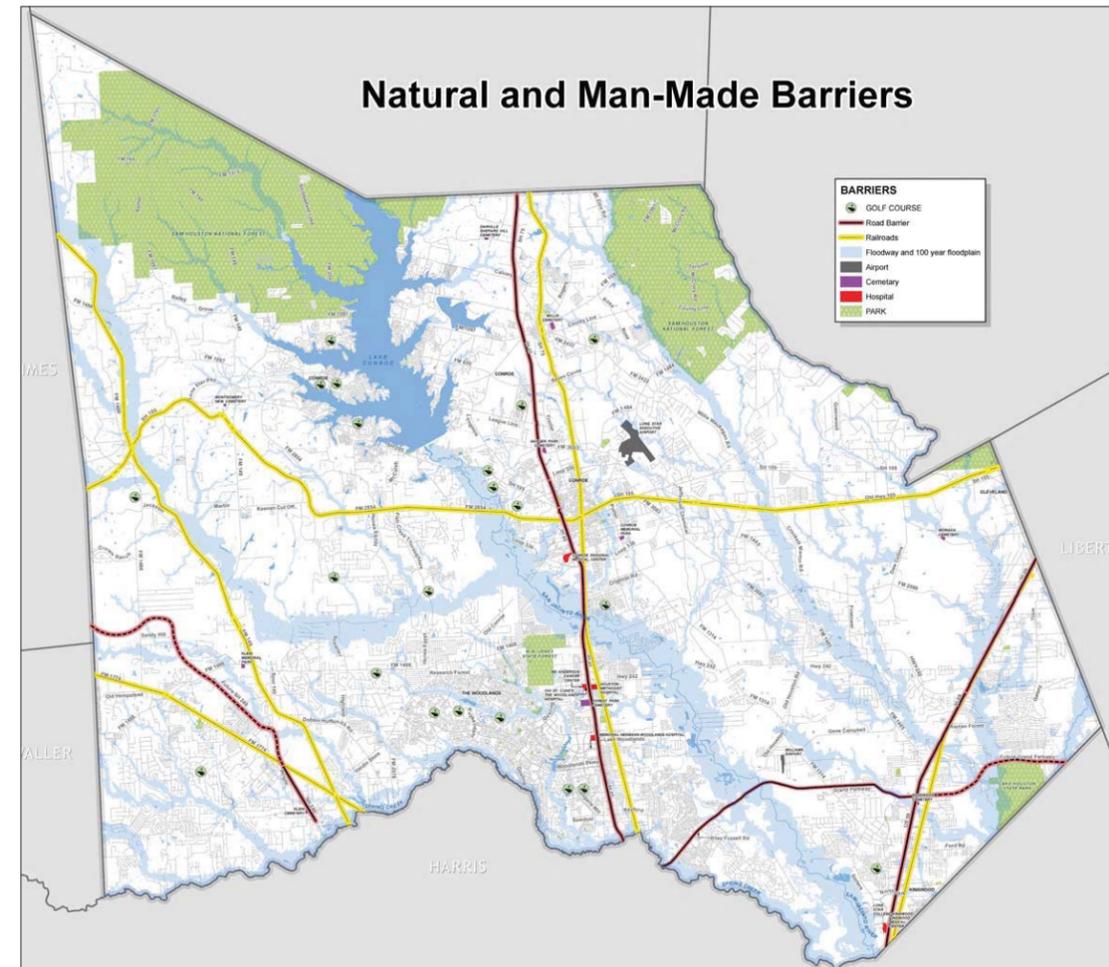
As Montgomery County continues to add people, homes and jobs, traffic congestion continues to grow. Congestion can be mitigated by improving existing roadways as well as creating new roadway connections. The proposed Montgomery County Thoroughfare Plan was designed with these areas of congestion in mind.

TRAFFIC GENERATORS



A well-designed thoroughfare plan takes into account the existing and future major traffic generators. This includes large employment centers, recreational areas and master-planned residential developments. Major trip generators include The Woodlands Town Center/Hughes Landing, Springwoods Village and Lake Conroe, as well as planned developments such as the Grand Texas Theme Park, Grand Central Park near Conroe and Valley Ranch near Porter.

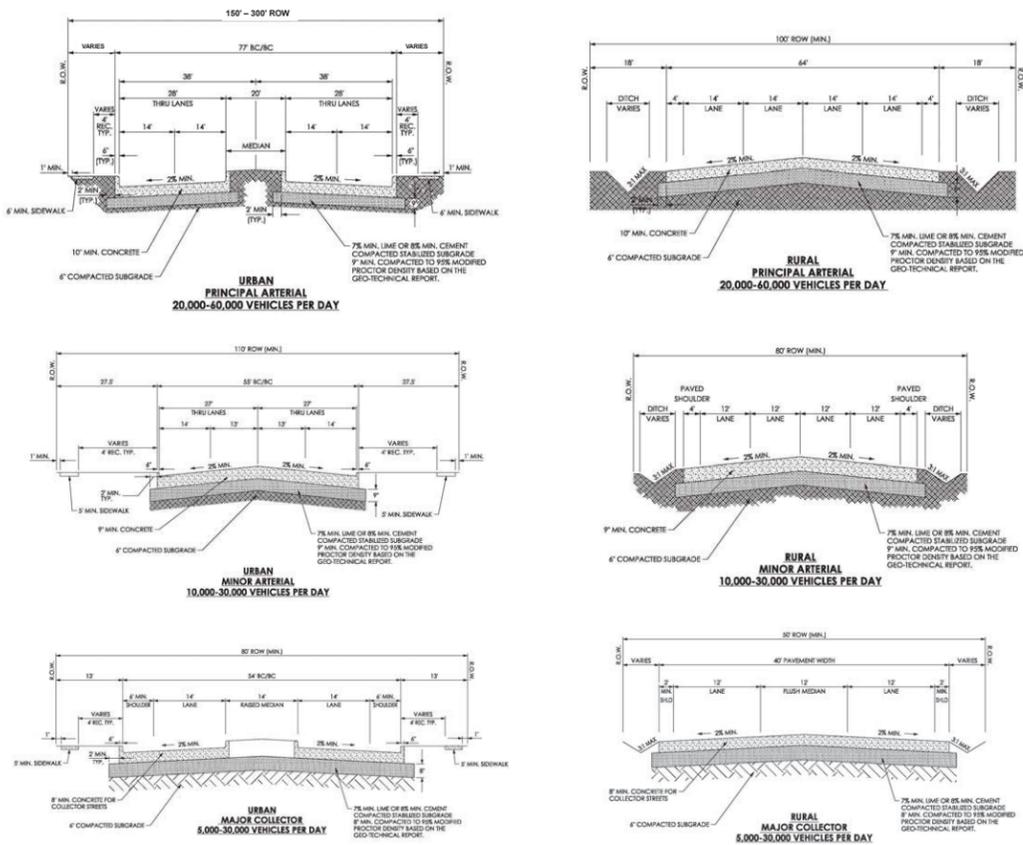
BARRIERS



The Thoroughfare Plan is designed to avoid existing barriers (natural and man-made) and create as little disruption to the existing environment as possible. Major man-made barriers include railroads, freeways (I-45 and I-69/US-59), golf courses and cemeteries. Natural barriers include bodies of water such as Lake Conroe, the San Jacinto River, Lake Creek and Caney Creek. However, some conflicts may be unavoidable. For example, over 21% of Montgomery County is in a floodway or 100-year floodplain, which means that bridges may be required to connect some roadways.

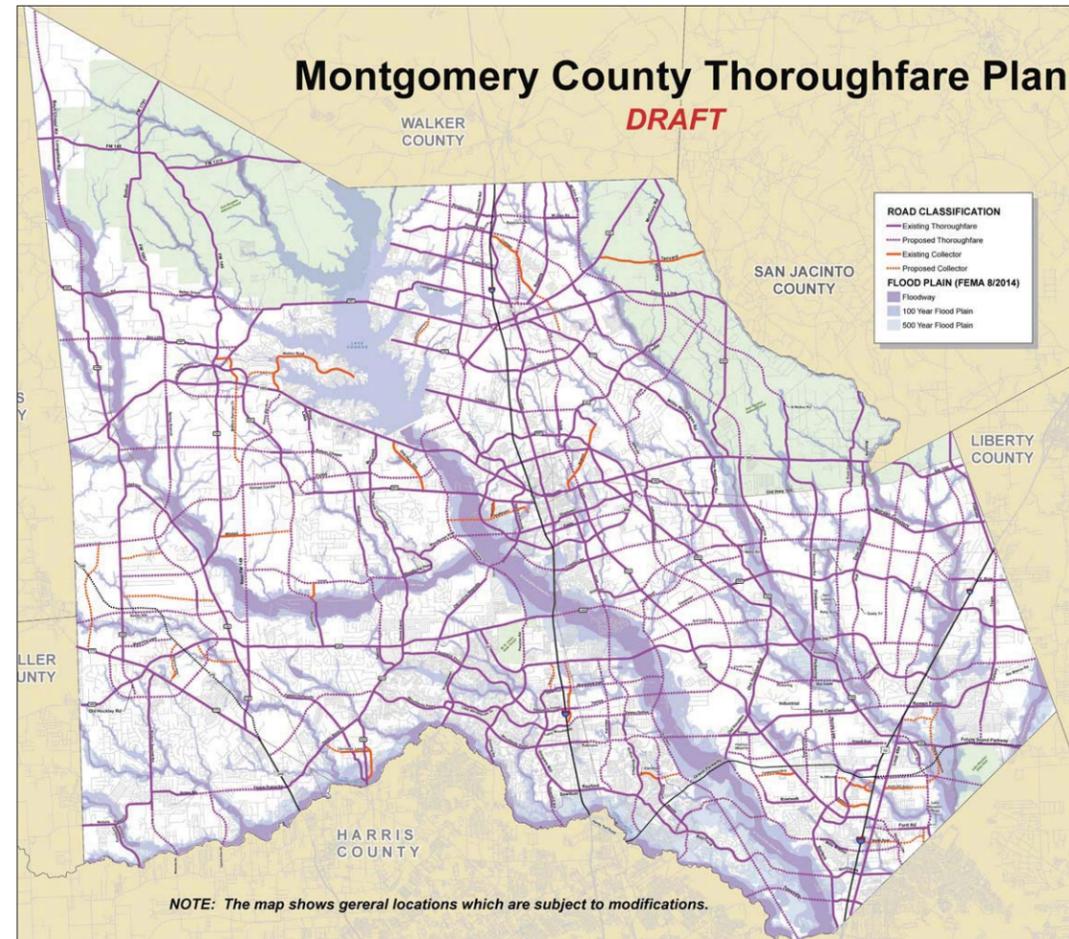
ROADWAY DESIGN

Typical Roadway Sections



In addition to a map showing the general location and type of roadways, the MCTP also prescribes a set of standard design criteria for these roadways, based on the amount of traffic that is expected to carry as well as the character of the area they serve (urban or rural). These standard criteria include roadway width, number of lanes, median and driveway spacing and design speed. They are only meant as a guide; the actual design of a given roadway will be determined during the engineering phase, taking into account conditions unique to the area it serves.

DRAFT PLAN



The above map is the MCTP draft. The proposed road corridors are general locations only and are subject to modification.

Copies of this map are located on the tables for you to review. Please provide input by filling out the comment cards, also on the tables.

NEXT STEPS

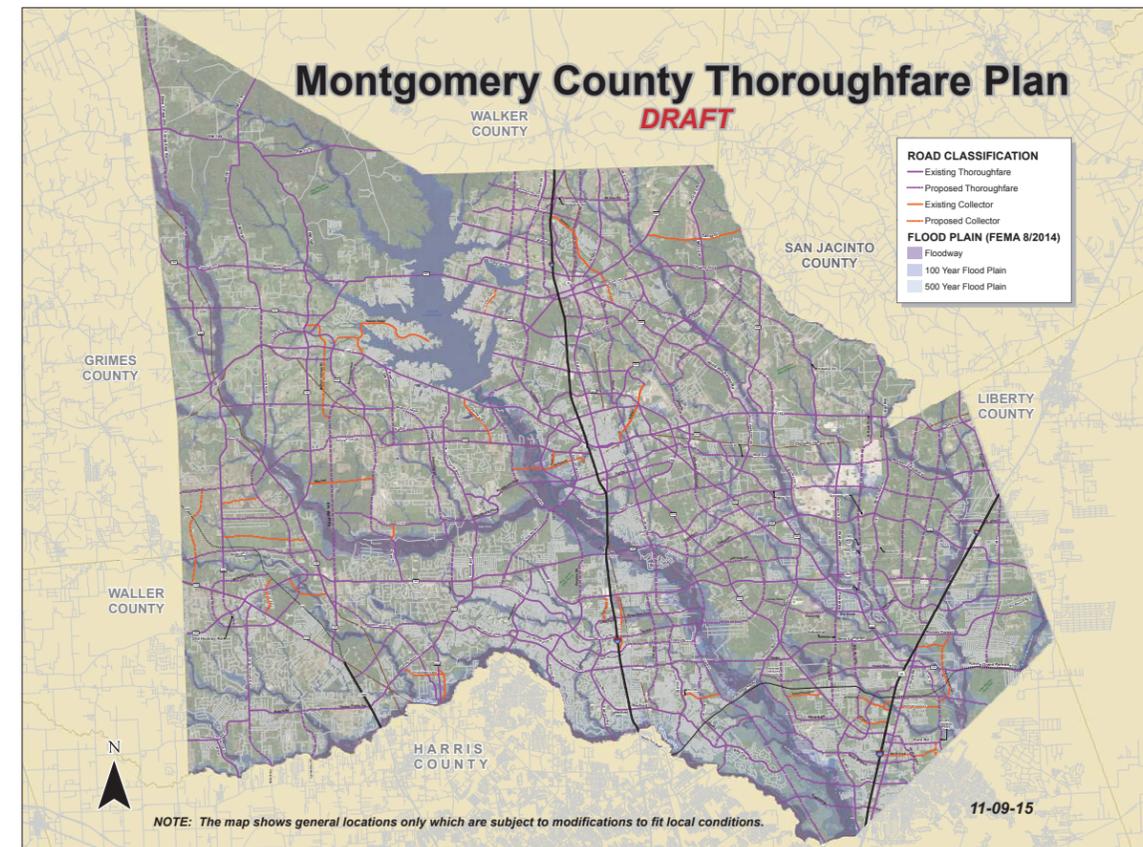


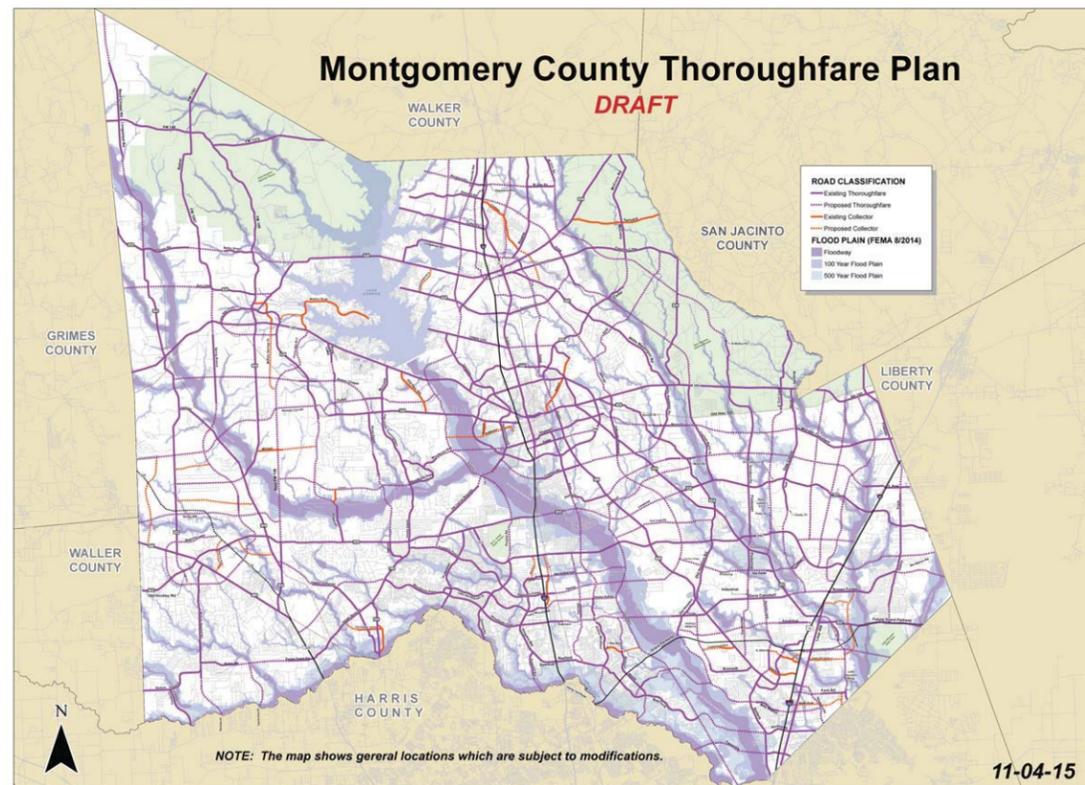
- Receive and review public comments (Comment period ends Dec. 4, 2015)
- Present the proposed Plan to Montgomery County Commissioners Court
- County adopts Plan
- Plan updated every 5 years



For Additional Information:
MontgomeryCountyMobility.com

Thank you for participating!





Comment Card

November 2015 Montgomery County Thoroughfare Plan Comments Received

Name	Email	Number	Comment
Masoud	mmahh@cityconroe.org	1	Existing
Masoud	mmahh@cityconroe.org	2	
Juan Serna	jserna@krga.com	3	Connect Calvary across Lake Conroe to FM 149. Just in case forest is developed one day.
Juan Serna	jserna@krga.com	4	Connect hardy to Aldine Westfield to connect all the way to S Loop 336.
Juan Serna	jserna@krga.com	5	Proposed extension of Elan Blvd. - There is no existing window between Falls at Imperial Oaks and Creekside Village since there is a school that will be coming on line in the near future.
Juan Serna	jserna@krga.com	6	There is no planned interchange at Townsen and Grand Parkway as shown.
Juan Serna	jserna@krga.com	7	Grand Parkway schematics do not recognize plans and will be unlikely to be built after the fact
Juan Serna	jserna@krga.com	8	There is also a collector Connection between Birnham Woods & Townsen (Promenade Blvd.)
Juan Serna	jserna@krga.com	9	Townsen alignment and Porter extension east of Townsen appears to be in environmentally sensitive area or area of designated for regional detention basins making it unlikely to be built.
CW Hunter	huntercw@me.com	10	Woodlands Parkway extension is needed to reduce present and future traffic from south of research forest in the woodlands on north-south connections and on FM 1488. It is a direct route for residents for westward traffic. Studies that indicate only a 2-4% increase in woodlands plw east of Kuykendahl traffic even as population increased to CA, 125, 000, and increased west of kuy would be mostly woodlands residents coming and going.
Gayle Moses	gmoses@consolidated.net	11	The draft map shows Aldine Westfield extension including Lexington-the 3rd street in Dogwood Forest 2 mi east of 45 off 242. The street is narrow-there are ditches on both sides and the fro are not deep. It is the only way out of our subdivision on nights like this at rush hour times when 242 is backed up. I had to take that route to get out tonight as the end of my street, Concord, blocked with traffic. Lexington has a light. More traffic on Lexington will destroy our subdivision.
Gayle Moses	gmoses@consolidated.net	12	David Memorial's extension will add a dangerous situation at the end of the 242 overpass from 45. The added traffic eastbound on the feeder will combine with the cars exiting Harper's Pres end of the 242 overpass. I have seen many close calls-traffic not yielding to the cars on the overpass. School buses will be...
Jeremiah Kamerer	jdkamerer@yahoo.com	13	Concerns regarding impacts to environment at confluence of San Jacinto/Lake Creek and possible build up of sediment.
Pat Riley	priley@ci.willits.tx.us	14	Extend Orange south
Pat Riley	priley@ci.willits.tx.us	15	Magnolia loop is a great idea
P. Gwiganti	prathima@pgg-associates.com	16	Extend Jeffcote
Jay Mac Sanders	jaymac@mustardseedrealtors.com	19	Missing scaled roads.
Bob Bagby	bbag752@yahoo.com	20	FD like to see a loop around Conroe larger than 336. We need a major road from east to west county. 1488 and 2090 could work but would be a big undertaking for a bridge.
Lynn Morris	lmorris2002@sbglobal.net	21	Woodlands Parkway extension w to 249 is very much needed! It will lighten the traffic on FM 2978. Widen 2978!!
Don Morris	don.morris@shell.com	22	Woodlands Parkway ext. to the west would greatly relieve north and south on FM 2978 - an already over capacity route.
Lynn Morris	lmorris2002@sbglobal.net	23	Magnolia bypass so. From 1488 E to 1488 W. would greatly relieve congestion in Magnolia.
Don Morris	don.morris@shell.com	24	Magnolia bypass to the south would greatly relieve congestion in downtown Magnolia.
Lynn Morris	lmorris2002@sbglobal.net	25	Old Conroe Magnolia Road needs to connect to Sgt. Holcombe to relieve some traffic. This is a good proposal.
Don Morris	don.morris@shell.com	26	Connecting Old Conroe Magnolia Rd across the West Fork to Sgt Holcomb would greatly help to address the massive growth in the area.
Jim Stevens	lstevens21@comcast.net	28	Re: Peoples Road. Converting to a thru passage from Hwy 242 to Hwy 1488 would seem to create major noise and disturb the habitat of endangered species (Woodpecker) which inhabits the Forest. Also the connection of Gosling to Peoples Road would require using some of the State Forest Property which cannot be acquired thru eminent domain. Have traffic studies been done Gosling Road to justify this proposal? Where can they be accessed? What is Parks & Wildlife position re Peoples Road conversion? Current Peoples Rd is located less than 6 feet from several r in Windsor Hills!!
Rhonda & Jerry Vaja	Woodwtr45@hotmail.com	119	With 2400 homes being developed on Old Conroe/Magnolia Road and only one way in and out - what can be done to replace the bridge across the San Jacinto River?
Shelley Ponder	shelley@ponder.tv	120	This whole area is flood zones and neighborhoods. You are proposing freeways and expensive bridges for cut through traffic. The population east of I-45 in this area is small. Improve the road and protect the river from so many bridges. Very costly and useless.
Randy Schulze	rschulze@walterpmoore.com	1	I suggest that the maps also show the northern part of the Houston thoroughfare plan so people can see how Montgomery and Harris county's plans are coordinated.
Jack Yates	yyates@ci.montgomery.tx.us		Keep the bypass for Montgomery!! We need it very much.
Richard Tramm	rttramm@portersud.com		The multiple crossing locations proposed for the San Jacinto river south of SH 242 for both safety and accessibility. I am general manager of Porter Special Utility District, the third largest wsh Montgomery County. I would like to get a copy of map so we can begin to make considerations with our internal planning to benefit overall community.
J.C. Moseley	moseley_jc@yahoo.com	1	I totally disagree with extending Tamina Rd due north of FM 1488. The extension would require the purchase of property on FM 1488 and would require purchasing many homes in 1-3 subdiv more realistic approach would be to widen Honea Egypt to a point north of Cimarron Country subdivision then bend west to intercept the proposed extension of Tamina south of Lake Creek. would displace fewer families, and save some more county funds and be a more logical route for future expansion.
D. Fessenden	dfessendi@gmail.com	1	Insufficient width on 336 S between 1314 and I-45.
Kevin Williams	kevinwilliams2009@gmail.com	1	Suggest extension of SH 242 north to Loop 336. (Gosling would work too)
D. Fessenden	dfessendi@gmail.com	2	How likely is it that TXDOT will fund the sorely needed expansion of SH 105 east of Conroe?
Kevin Williams	kevinwilliams2009@gmail.com	2	Extend KIDD Td South from Conroe to connect with 242.
Ken Vaughn	kvaughn@kvaughn.com	3	The intersection at Woodlands Parkway and 2978 has been projected to have an 8 min delay if Woodlands Parkway is extended. The proposed plan does not seem to mitigate this traffic impa way.
Ken Vaughn	kvaughn@kvaughn.com	4	Well within 50 years, Montgomery County is going to have a population of 2 million+ and will need a major east-west freeway. Currently, the plan only seems to have 3 east-west corridors th across the county (1488, 105 and 1097). Without a doubt, a county with 2 million people will need more than that if we are to function as a single county rather than 3 or 4 different enclaves.
Ken Vaughn	kvaughn@kvaughn.com	5	Conroe, Montgomery, Magnolia and Willis all have loops to divert traffic around the core of town. The Woodlands is the biggest and most congested area in the county, but is missing any typ by-pass. And with the Woodlands Parkway extension this problem will become noise. Somehow, a by-pass needs to be added to the plan.
Bill Kotlan	bkotlan@brownway.com	6	FM 149 should tie into 249 from Jackson Road to allow commuter traffic to directly connect to Tollway.
Jennifer Steen	jennifer.steen@gmail.com	7	Cade Cemetery should be a throughfare. It is highly traveled due to the congestion on 1097 at I-45.
Jennifer Steen	jennifer.steen@gmail.com	8	Add bridge over lake on Calvares to FM 149.
Kevin Williams	kevinwilliams2009@gmail.com	9	Urgently needed: north/south alternatives to I-45 over the San Jacinto River.
Ken Allen	kajurn@consolidated.net	10	Put a collector road between carriage Run West in Carriage Hills subdivision and Old Conroe Road. Currently C.H. and Jacobs Reserve share one ingress and one egress.
Rachel Cummings	rach.holly@gmail.com	10	The proposed Tamina route will destroy multiple \$300k-\$400k homes for a traffic problem that is already solved by the Superior Rd. thoroughfare.
Terry McGee	terry_j_mcgee@sbglobal.net	11	Build Old Conroe Road sooner rather than later.
Don Morris	don.morris@shell.com	12	I am totally against this due to the fact going by this map it would run through my yard. NO!
John Briley	johnbriley@gmail.com	13	Woud Superior and Honea (Fish Creek) be adequate such that the Tamina extension would not be needed?
John Briley	johnbriley@gmail.com	14	The extension of Tamina through 2 neighborhoods seems a strange choice. The proposed thoroughfare would literally run through several houses in two neighborhoods. The already approved thoroughfare would alleviate the traffic that Tamina proposes to alleviate. The money would be better used in an area where you would not have to condemn 240 300,000 houses.
Ezelle Seidel	e.seidel@sbglobal.net	15	The road would go thru my property. I did not buy this property to have a road go through it.
Cindy & Bobby Hammons	cinderford@yahoo.com	17	The houses are back to back so there is no available land for this proposed road. It would not make sense to "relieve traffic" through a subdivision.
Lynn Morris	lmorris2002@sbglobal.net	18	I live in the area and having a thoroughfare on Superior Rd would be beneficial.
Jeff & Pam Fontenot	jefffontenot@att.net	19	NO! Do not come through my neighborhood, stree, neighbors of next subdivision. Find another route - We don't need this to make more traffic in our family subdivision. GO AWAY!
Lynn Morris	lmorris2002@sbglobal.net	20	I live in Cimarron Country and I oppose any road near or through our subdivision.
Barbara Brown	trembrowntx@gmail.com	21	The draft of the Tamina Rd extension cuts through several neighborhoods and even worse through yards. This is not an improvement. This is not a solution. I vote no.
Bobby Mohon	bjmohon@gmail.com	22	Road would be adjacent to property. Plan to have another major thoroughfare parallel to Fish Creek does not make sense. The Superior thoroughfare makes more sense if it is separated from F
Patricia Mohon	tmohon@yahoo.com	23	This road would literally be in our back yard.
John Briley	jbriley@gmail.com	24	I fully support this N/S thoroughfare on Superior Road. There would be little disruption to install this. Much better than condemning houses on the Tamina extension.
Rachel Cummings	rach.holly@gmail.com	25	The Superior Road thoroughfare is a great idea. It is a much better option than condemning homes on Tamina.
Cindi Lange	cgdnl@sbglobal.net	26	The Magnolia loop has come as quite a surprise to me. The proposed roads are the choice of in front of my house or behind it. I do not see the need for this road from 1774 to 1488 with the n coming through to 1774. I feel it is going to diminish traffic considerably. This will put me and my home right in the middle of two new roads and two-four lane highways! (Poss 4 lanes) without knowledge. I couldn't be more disappointed.

Sam & Lisa Haynes	samali61@gmail.com	27	The benefit of the proposed thoroughfare extending Tamina through Honea Egypt does not weigh the negative impact on the surrounding areas. Negative impact includes but is not limited to DIRECTS ROADS AND ALL TRAFFIC THRU 3 subdivisions (Westwood, Durango Creek and Cimarron Country). * WILDLIFE AND ENVIRONMENTAL IMPACT * PROPERTY VALUES * INCREASED CR There are alternatives that give an overall better solution moving traffic through the area than this small but impactful proposed thoroughfare.
Craig Doyal	craig.doyal@mctx.org	28	I see the Woodlands Parkway as a critical need moving forward. Please indicated your estimate as to how it should be ranked as a priority.
Mark Hammons	mark.hammons@att.net	29	Goes through my back yard. Is this road going to be put in anytime soon. I don't see any need for it.
Andrew Bonniwell	abbbs02@yahoo.com	3	The biggest concern I have as a resident and motorist in Montgomery County is the lack of alternate routes when a major accident happens on 45 and the increased need for a loop around 6 Woodlands to keep traffic flow out. When is there going to be a proposal for a loop? It is going to be in the next general election ballot? And also, given what I've learned at the open house at Shenadoah Municipal Complex, how will you propose to create counter flow for these projects to keep the flow of traffic moving and for how long? Thank you for taking the time out of your schedule to answer. 713-824-4119
Jack Armstrong	jack1@pds.net		Road does not appear to be aligned correctly
Larry Rogers	lrogers22@aol.com	3	Peoples Rd why? What about the woodpecker
Carlos Wehby	wehby10@aol.com	3	Please build the proposed road north of 1488 before you impact Peoples Road and the residents affected on all sides, specifically Windsor Hills residents. Thanks.
Ryan Wade	rwade@jonescarter.com	5	Fairview at intersection of 242 thoroughfare extends through Harper's Preserve that has private streets and is gated.
John Wertz	lwertz@concast.net	6	It appears Woodlands Parkway Extension (WPE) is still on plans. Yet, there's nothing to mitigate the additional traffic if will bring to the intersect with 2978.
Dennis Tibbs	dwtibbs@aol.com	6	Hardin Store Road should be improved such that there is no need for the parallel "Woodlands Extension"
Larry Rogers	lrogers22@aol.com	7	Why not an east-west route?
John Wertz	lwertz@concast.net	7	There's no freeway between I-45 and Magnolia. And the traffic is already a nightmare.
Larry Rogers	lrogers22@aol.com	8	Why don't we have a loop around the county? 1979, 1985, 2012, 2015
John Wertz	lwertz@concast.net	8	Woodlands really needs to have a loop for mobility from I-45 to west side of Woodlands.
Claude Humbert	claud.humbert@sbglobal.net	9	Do not see the need for Treasching extension
Claude Humbert	claud.humbert@sbglobal.net	11	Aldine Westfield - no longer connected with Harris County. Only Grand Parkway. Please keep us informed. I am on the board of the Spring Creek U.D.
Ted Williams	twilliams@consolidated.net	12	I bought property for privacy and putting a road through it was not in the purchasing agreement.
Kathleen Williams	kwilliams@consolidated.net	13	1) This would feed right into an already congested rd (Tamina and FM 2978) so not a help at all. 2) Move it further west towards Superior Rd - that area is not as populated. 3) We do not want thru our neighborhood!
Tiffany Sims	ttcsims@yahoo.com	14	Please send more info regarding this area. I live at 40918 Pipestone Rd. 77354 and my homes is built on the property line. My back door is 15' from the property line. Flood plain issues. Gully r through my yard to spring creek. Safety of my children etc. Many concerns.
Don Morris	don.morris@shell.com	50	The North Magnolia Loop needs to connect to FM 1488 on the east end. This would alleviate northbound 1486 and 1774 traffic.
Dennis Tibbs	dwtibbs@aol.com	56	This is not needed where you are locating
Steve Murray	swmurray@yahoo.com	73	Woodforest Blvd. Bridge looks like too expensive considering the proximity to a bridge across Old Conroe.
Steve Murray	swmurray@yahoo.com	10	New bridges across Aldine appears incredibly optimistic and expensive. suggest review with fewer crossing/larger flow.
Wayne Gardner	lacedagardner@aol.com		Planning process appears very reactionary. -- Big changes between 2015/2012 plans and also earlier plans. -- This plan, or the previous plans were not communicated prior to Spring/Fall bono No ROW acquired from 2012 plans. -- What action is taken to ensure this plan going forward. -- Planning process appears to be "back room"-no alternatives presented.
James M. Flynn	james_flynn@kindermorgan.com		See attached powerpoint. 832-350-3519
Bill Walter	bwalter@mail.com		The Woodlands Parkway corridor is extraordinarily crowded as we speak. The addition of a thoroughfare on Kuykendahl has further exasperated the congestion. Likewise, the congestion asso 1488 or the... Based on the traffic congestion map, the Robinson Road capacity has not been addressed. The County is spending \$60 million to take Imperial Oaks traffic from the lower area to I-45. The ex north sections use Robinson Road (currently 16,000+ cars per day) use this 2-lane city street to get to I-45. Consider extending Hanna Road or a new road next to the Oak Ridge North Comm intersect with Research Forest and Hwy 242. The change is good for the future of our county.
Ysidro Ybarra, Jr.			
Ana Cosio	scubamom1234@hotmail.com	1	Please keep traffic away from the only pure wildlife area left, "W.G. Jones State Forest."
Harris County		2	Check alignment of Bover Road on COH MTFP.
John Parks	leeann.parks@gmail.com	3	Are you proposing to buy homesteads on Pipestone? In Cimarron Country
Kathleen Williams	kwilliams@consolidated.net	7	1) We do NOT want this road going through our neighborhood. 2) It serves no purpose - it feeds already into an already congested rd. FM 2978.
Mike Burks	mwburkspeel@peoplepc.com	9	Suggest overpass over FM 1488 on Honea Egypt similar to Tomball over 2920 and Fish Creek on 2854.
Donny Cooper	dennycooper@gmail.com	All Tables	Thank you for adjusting the realignment of Robinson Rd between I-45 and Hanna Road back to a straight line until Oak Ridge North can resolve issues of community resistance to widening an realignment. Pictures such as these, showing a road through our church and school have been damaging to our ministry and do not reflect the truth of what residents want.
Tony Sartori	tsartori@half.com	Chamber	Very good thorough plan that encompasses the entire county, I believe the east side of I-45 major thoroughfares should be implemented. Gosling extension should be studied by TxDOT in the
Joe Dives IV		Letter	To whom it may concern: The Magnolia Independent School District would like to propose the following changes to our roadways in hopes to provide more options to Montgomery County dr school buses and help alleviate traffic congestion for everyone. Widen the following roads to four lanes: 1) FM 1488 from FM 149 to County line (just east of Joseph Road). 2) FM 1774 from La Magnolia to FM 1774/FM 149. 3) FM 149 from FM 1774 to Jackson Road. 4) Hardin Store Road from Hwy 249 to FM 2978 (Replace 4 way stop with stop light). 5) FM 2978 from Harris County to 1488 and North of FM 1488 (Egypt Community to S. Trace). Build the following roads: 1) East/West road connecting FM 1486 to FM 149 at Jackson Road. 2) Extend Nichols Sammill East to con Melton. 3) East/West road connecting FM 1774 to FM 149 (i.e. Extending Friendship Dr. to just South of Wildwood Trace). 4) Connect Green Tree Forest with Little Thorn Ln. 5) Connect Flower (Decker Woods) with Decker Hills. 6) Extend Woodlands Parkway West to Hwy 249. Respectfully, Joe Dives IV
Lisa Agens			Carlene, Please include my comments with the many others you will be sending to the Commissioner. http://174.129.209.89/pdf/WOL/WDI-11-14-MobilityStudy_2.pdf Whether the plan for Aldine Westfield plowing through our development via Scarlet Oak Trail is on the 6-25 year plan, "soon", "not anytime soon" or "just a dotted line on a map" (Which it is NOT since it has a projected cost and a solid line) I am vehemently against it. The residents in White Oak Estates, as well as myself, purchased homes or lots here because of the property, sen nature, lack of light pollution, lack of traffic, lack of pollution in general, and to be outside of the woodlands. We do so with the understanding that it may take a little longer to get where we r because of a non-direct route, and we are OK with that. It is what we signed up for. By this plan being on a map (regardless of how long it has been there) you threaten the basic core of why I here. We are an ESTATE Community. Our homes and properties are spread out and not built on top of each other for a reason. We prefer nature and peace. A county representative came out with a group of residents to explain the impact connecting Aldine Westfield through our Community could cause. It is not a pretty picture and one we will fight. The road will require the resid south end of Scarlet Oak Trail to be bought out and demolished by the County. The County would purchase and remove the business on Sleepy Hollow at the north end of Scarlet Oak Trail. Th would require Scarlet Oak Trail to become four lanes. County isn't sure if there will be an expansion. The County would use 50 feet from the center of the existing road into existing properties Scarlet Oak Trail to four lanes. This would allow very little yard and/or drive way for many residents of Scarlet Oak Trail. The County would move all utilities, poles, etc. further into resident's r The current road would be dug out and lowered approximately 8 feet, making the new road 2 feet lower than the properties on either side. Pipe will be laid in the current ditches for drainage above access dirt would be used to fill in all current ditches on both sides of Scarlet Oak Trail. There will be, "more than likely", four way stops at the two intersections of cross roads, a three's Great Oak & Scarlet Oak Trail, and a red light at the north end of Scarlet Oak Trail and Sleepy Hollow Road. Great Oak will see an increase in traffic from the three neighborhoods west of White Estates, as they use the thoroughfare going north and/or south. Speed limit for the four lane thoroughfare will be 35 to 45 MPH - County said we CANNOT have speed bumps. It is estimated t 30,000 vehicles a DAY will use this thoroughfare thru our neighborhood. This thoroughfare will be an alternate route to I-45 and will see an increase of re-routed traffic anytime there is a 45. Some could/would be 18 wheeler traffic. This thoroughfare could reduce our property values. This thoroughfare will open up our entire neighborhood, and we will see an increase in crime Especially the less traveled streets of our neighborhood. The calm streets that we ride bikes on, take walks on, and go for a run on will be no more. The safety of our children to play outside the parks will be no more. The calm and peacefulness of why most of us bought and built our homes in this neighborhood will be no more. Some additional concerns: 1. White Oak Creek runs Scarlet Oak. How is that to be addressed when lowering a road 8 feet? That creek has 100,000 gallons of water come from the Chateau Woods Water Treatment Plant daily. 2. By placing a 4 l highway through an Estate Community that has Deep Restrictions and a sense of Community, you are completely cutting off the people who live in "the front" from our amenities. Residents i will no longer be able to walk and bike to their parks with the same degree of safety we have now. Children will not be allowed to go unsupervised. 3. This plan would cost \$13.9 million. The ANT project you have planned. Surely that money could be used to find a route that would NOT upheave an entire community. 4. Estate homes will now be located at a stop light! I ask that yv even having this route on your map, long or short term. We will continue to fight its existence, otherwise. Lisa Agens, 11957 Scarlet Oak Trail, Conroe Texas, 77385

Dennis & Margaret Bell

Dennis & Margaret Bell, 11734 Creek View Lane, Conroe, Texas 77385

Dear Carlene, I would like to introduce myself and my wife of 45 yrs. We searched for many years to find the right location to build our home and raise our daughter. We purchased our property at the corner of Scarlett Oak Trail and Creek View Lane and built our home knowing that this location was quiet, peaceful, and safe. Our family just love to walk to the parks, trails and enjoy the fact that is abundant in our community. We have red & silver fox, raccoons, squirrels, many different bird species, hawks and bald eagles nesting in the area. Heck we even have deer that sleep in yard. We just love our subdivision. It has been brought to our attention that Montgomery County Mobility is planning on putting a 4 lane road directly through the center of our subdivision. This will also be in front of our home. I would like to state the obvious things that will happen if this road is allowed to go through. 1. Our quiet, peaceful, safe life as we know it would change imm 2. The noise would be tremendous not only to citizens, but also to our wild life. 3. Our property would decrease in value and so would your tax base. 4. This would cause safety hazards since our children and grandchildren would not be able to walk, ride bikes or horses across the road or on our paths to the parks that are located on the east of Scarlett Oak Trail. 5. Traffic would be immense and would cause traffic back up with in our subdivision as well as massive daily traffic. 10,000 – 30,000 cars a day is not acceptable. 6. Safety hazards would increase in the way of pollution, crime and traffic. 7. As senior citizens my wife and I already have health issues and the fumes of vehicles would cause them to get severely worse. 8. Studies show that along with the 4 lane road it will bring crime, undesirables who plan to rob, steal, or even kill our citizens. 9. The potential for flooding would increase since we already have water issues from Shenandoah coming our way down Sleepy Hollow. By dropping the roads this would cause flooding into c neighborhood. 10. We now have no trash in our subdivision and we all pride ourselves on keeping our areas neat and clean with our environment that our children appreciate and feel safe. In summary we would like to state that this road should not be located within our subdivision, but place it were it would be less invasive of people's lives and family's. I know that you are also considering two other locations, one at the back of our subdivision on Townsend Blvd which the cost would be much cheaper at \$80m, and on the Hanna Road which c down to Woodson Road and then cross over RR tracks on to Main Street (avoiding the schools) following it to 242. These two other options would be less aggressive to the Montgomery County citizens. Going through White Oak Estates on Scarlett Oak seems to be the most expensive and less convenient way Please give this your consideration in this matter. Sincerely, Dennis & Margaret Bell, 281-681-1707

Rick and Nita Berns

Dear Ms. Mullins, http://174.129.209.89/pdfs/WDL/WDL-11-14-MobilityStudy_2.pdf
Our family lives at 11754 White Oak Trail located at the south end of Scarlett Oak trail (corner property). Our property will be at the beginning of the 4 lane road connecting Aldine Westfield to 242 as it goes through White Oak Estates (we'll be the first ones affected by this proposal). We have many concerns and observations we have listed below in the county considering this the to pass through our small community over other potentially viable routing options that were already in place. Before moving to this community, we were assured from the county engineers (Conroe Scarlett Oak Trail will not be used as part of the Hardy Extension or even a connection to another highway in the future like Highway 242.

- The Community Ecosystem will be disrupted by excessive noise, trash, and chemical pollution (i.e. auto mobile exhaust etc.) from 10 to 30K vehicles per day.
- Kids/adults will no longer be able to use current roads (less than 100 cars a day) for biking, jogging, and just recreational use. Our children play outside without any fear of crime or being run d
- Wildlife that is indigenous to White Oak Estates will no longer exist as it does now.
- Increased crime will work its way into our peaceful estate.
- Property depreciation (I'm hearing 30% or greater) I don't know how to expound on this because this is an estate community where most homes are over \$500K up to a million.
- Not to mention the fact that our friend and neighbor will lose their home at the dead end of Scarlett Oak Trail. They also purchased the property 2 years ago with the assurance that no road thru and have put a lot of money in upgrading the home and yard.
- We like others in our community moved here in order to buy acreage property and have a country living. Disrupting an Estate community, our kinships with our neighbors and friends, I am I can understand how we would be upset. We moved here for the small community atmosphere which a thoroughfare would take away. I am sure the county can find easily to create the road our community.

Sincerely, Rick and Nita Berns, 11754 White Oak Trail, Conroe Texas 77385, 281-773-0952

Terri Bissonette, RN, CCM

Dear Ms. Mullins – I am writing with concerns regarding the Montgomery County Thoroughfare Plan and the possible proposed Aldine Westfield extension to Highway 242 using Scarlett Oak White Oak Estates subdivision. Please see "dotted line" on the attached link: http://174.129.209.89/pdfs/WDL/WDL-11-14-MobilityStudy_2.pdf
As a home owner in White Oak Estates, I am vehemently against this proposal. This would greatly affect our quality of life and the safety of our children in the neighborhood. The calm and pe nature of this subdivision is the reason that we bought property and built the home that we intended to live in for the rest of our lives. A group of our residents met with Bill Smith of Precinct Thanking to ask questions and below is what was discussed and points made: The road will require the residence at the south end of Scarlett Oak Trail to be bought out and demolished by County. The County would purchase and remove the business on Sleepy Hollow at the north end of Scarlett Oak Trail. The road would require Scarlett Oak Trail to become four lanes. County isn't sure if there will be an esplanade. The County would use 50 feet from the center of the existing road into existing g to widen Scarlett Oak Trail to four lanes. This would allow very little yard and/or drive way for many residents of Scarlett Oak Trail. The County would move all utilities, poles, etc. further into re property. The current road would be dug out and lowered approximately 8 feet, making the new road 2 feet lower than the properties on either side. Pipe will be laid in the current ditches to and the above excess dirt would be used to fill in all current ditches on both sides of Scarlett Oak Trail. There will be, "more than likely", four way stops at the two intersections of cross roads, way stop at Great Oak & Scarlett Oak Trail, and a red light at the north end of Scarlett Oak Trail and Sleepy Hollow Road. Great Oak will see an increase in traffic from the three neighborhoods White Oak Estates, as they use the thoroughfare going north and/or south. Speed limit for the four lane thoroughfare will be 35 to 45 MPH. County said we CANNOT have speed bumps. It is estimated that 10,000 to 30,000 vehicles a day will use this thoroughfare th neighborhood. This thoroughfare will be an alternate route to I-45 and will see an increase of re-routed traffic anytime there is a back-up to I-45. Some could/would be 18 wheeler traffic. This thoroughfare could reduce our property values. This thoroughfare will open up our entire neighborhood, and we will see an increase in crime. Especially the less traveled streets of our night Right now the proposed connection is just a dotted line on a map. I am opposed to this road connection and would like this dotted line removed from the proposal as any future plan. It is my understanding that the County Commissioner will meet with his committee in March of 2016 to vote on which road proposals will be adopted. I would appreciate your sending a copy of this c to Commissioner Jim Clark to incorporate into the public comments section of the Montgomery County Thoroughfare Plan study document. Terri Bissonette, RN, CCM

The Bocatto's

Dear Ms. Mullins, we have been residents of the White oaks Estates subdivision for almost 12 years. We purchased this acreage site do build a secluded home, plant fruit trees and a veggie g; wanted to create a pastoral environment to welcome our kids and grandkids. We have been very pleased with our endeavors and we beg you to consider our plea, i.e., plis choose the east sid subdivision to extend this outlet, for it is less populated. This option would spare countless neighbors and residents of this and other subdivisions with a heartbreaking economic depress. I mind that when compared with the taxes we pay, the White Oak Estates subdivision requires very little help from the county. Furthermore, the congestion that the county is trying to reduce caused by the developers of the Imperial oaks subdivision, which continues to build home on the South Side of our subdivision in total disregard for those who are to occupy these homes. Plis destroy our quite neighborhood. Plis consider connecting Aldine Westfield to East Sleep Hollow and then to Hays Ranch Rd and on to HWY 242. That should suffice and it would not cost the cc much to build or affect as many residents. It would be a cost saving project which would serve the same residents who are trying to get to the Woodlands mall or to the Hospitals/shops locat Hwy 242. Presently we enjoy a rather serene environment, with very little crime, and no traffic problems. It is a calm place where we can offer safe solace to the wild life as well. Other than th customary wild animals, I must say we even have red foxes in our subdivision. We do not want this environment to vanish. The "split" of our neighborhood would put an end to this setting, w countless animals would be killed. The reason the animals stay is because many residents have feeders for them. Finally, I also believe that it is the responsibility of the county to find ways to this sparing its residents from additional tax hikes. Plis choose Aldine Westfield to East Sleep Hollow and on to HWY242. It is less expensive and satisfies the same needs. Otherwise the count sending the wrong message to its residents, i.e. first that the county does not care about its resident's opinion, and secondly that BIG developers can continue to buy "their way out" of their c created disasters. We count on the leadership of the public officials to make the right decision...and I believe that what I above extrapolated makes sense. Plis contact us, if necessary. -Thanks, Bocatto's, 11679 Creek view ln, Conroe TX 77385

Mabel Bowling

I am a resident of White Oak Estates and deeply concerned about the extension of Aldine Westfield to Hwy242 using our main street Scarlett Oak Trail. It would ruin our peaceful family orientec community. I am completely against this action.

Carlton and Darlene Brown

Mabel Bowling, 11710 Creek View Lane, Conroe, TX 77385
mobility plan impact on White Oak Estates
Ms Mullins, I live on White Oak Landing in White Oak Estates and would like to voice my avid disagreement with any plans, schemes, or deals that call for an expansion and/or connection of a (including Scarlett Oak) with any other streets in the area. Such plans would be a major disruption of life in the White Oak Estates (WOC) neighborhood that should not be tolerated. Connectin street in WOC to any major thoroughfares in order to increase "mobility" to under-developed areas in MOCO simply eases the financial troubles of well-heeled developers who desire access t areas. For the residents of MOCO it increases congestion in previously uncongested areas while bringing noise, crime, and flooding to quiet, isolated areas where people chose to live because isolation. If those in other neighborhoods who think that their access to other areas should be unlimited and unfettered, I advise that they should have realized their neighborhoods' "mobility" when they chose to live there and that they should move to Houston. There is lots of "access" there along with all of the noise and congestion that such "access" entails. Have the political elite MOCO thought this through. To they really want to develop MOCO where it is nothing but a far flung province of the City of Houston? Is that what they really want. I guess most of the residen county do not.
Moreover, what will happen after they make it easy for enormous amounts of City of Houston voters move to MOCO because of all of the development and mobility. They will be voted out of more liberal candidates will be elected in their place. How can a street running parallel to the San Jacinto River and only a couple of miles from that river be a boon to overall ec When they think about it, cutting a hole through WOC doesn't really make sense from a "mobility" standpoint. But if you a wealthy and politically powerful real estate developer, it is financially Don't take this plan seriously.
Carlton and Darlene Brown, 1171 White Oak Landing, Conroe, Texas 77385

Pamela M. Carroll

I have been a resident of White Oak Estates for more than 15 years and was very distressed to learn of this "possible" plan to change Scarlett Oak Trail to 4 lanes from Aldine Westfield to 242. here would divide our beautiful community in two. White Oak Estates is a beautiful, acreage, deed restricted planned community. We live in "the country" with city amenities. Everyone wt change has built a custom home on land (acreage) and we all love living here. Most of us plan to retire here. Our homes are our biggest investment. Should this "proposed" change take effect, a in the future, it will DEFINITELY effect the security of our peaceful, beautiful community. Crime will definitely INCREASE. The extensive traffic will DEFINITELY impact the safety of our children grandchildren. Property values will definitely DECREASE.
This "dotted" line needs to be wiped off the map! In an effort to maintain our quality of life in White Oak Estates now and in the future, I am asking that this NOT BE A CONSIDERED plan for t Please listen to the residents of White Oak Estates and find another solution to this problem.
Pamela M. Carroll, 11698 Creek View Lane, Conroe, TX 77385

Champ M. Clark and family

Andrew Conway

Andrew Conway

Christiana Conway

JD and Karl Cook

DiDe Cooper

Angela Cooper

Julie Dunk

Mike Engle

To Carlene Mullins and the County Commissioner: It has come to my family's attention that a proposed road extension plan on Scarlett Oak Trail and Aldine Westfield is being proposed. As a r White Oak Estates for over a decade, I feel that I must express how detrimental this proposed extension would be to my subdivision, my family, and my neighbors. Allowing the construction c alternate to interstate 45 to invade and divide our beautifully reclusive subdivision destroys the original design and philosophy of our subdivision. I loved growing up in this secluded, safe com much that my wife and I found a home in this neighborhood once we got married and we have a young daughter with whom we enjoy safely walking and biking from our home to the neighb park. That would be impossible and unsafe if this "extension" takes place. I have no desire having my daughter riding her bike along side me along and across a heavily traveled, poorly planne This "extension" actually divides our subdivision in half, eliminating the opportunity for easy, safe travel to our neighbors, our lake, and our park. I would be paying a high annual HOA for ame 2. The noise would be tremendous not only to citizens, but also to our wild life. 3. Our property would decrease in value and so would your tax base. 4. This would cause safety hazards since our children and grandchildren would not be able to walk, ride bikes or horses across the road or on our paths to the parks that are located on the east of Scarlett Oak Trail. 5. Traffic would be immense and would cause traffic back up with in our subdivision as well as massive daily traffic. 10,000 – 30,000 cars a day is not acceptable. 6. Safety hazards would increase in the way of pollution, crime and traffic. 7. As senior citizens my wife and I already have health issues and the fumes of vehicles would cause them to get severely worse. 8. Studies show that along with the 4 lane road it will bring crime, undesirables who plan to rob, steal, or even kill our citizens. 9. The potential for flooding would increase since we already have water issues from Shenandoah coming our way down Sleepy Hollow. By dropping the roads this would cause flooding into c neighborhood. 10. We now have no trash in our subdivision and we all pride ourselves on keeping our areas neat and clean with our environment that our children appreciate and feel safe. In summary we would like to state that this road should not be located within our subdivision, but place it were it would be less invasive of people's lives and family's. I know that you are also considering two other locations, one at the back of our subdivision on Townsend Blvd which the cost would be much cheaper at \$80m, and on the Hanna Road which c down to Woodson Road and then cross over RR tracks on to Main Street (avoiding the schools) following it to 242. These two other options would be less aggressive to the Montgomery County citizens. Going through White Oak Estates on Scarlett Oak seems to be the most expensive and less convenient way Please give this your consideration in this matter. Sincerely, Dennis & Margaret Bell, 281-681-1707

Dear Ms. Mullins, Please find attached my objection letter for the planned road from Aldine Westfield to HWY 242 via Scarlett Oaks in the White Oak Estates community. I will be grateful if you can pass it on to the Commissioner. Sincerely, Andrew Conway

Re: Proposed connection of Aldine Westfield Road to HWY 242 as per the Mobility Study below: http://174.129.209.89/pdfs/WDL/WDL-11-14-MobilityStudy_2.pdf
Dear Carlene Mullins, I have been informed that the county is proposing to build a road from Aldine Westfield to Highway 242. This will take the road through the community of White Oaks at Scarlett Oak. I reside in this community and moved here for peace and quietness and a safe place to raise our children amongst the white oaks trees and nature. I drive to work down Scarlett out see deer and foes crossing the road. Building a 4 lane highway with an anticipated traffic load of 30,000 vehicles a day will kill deer and the community. I do not see the need for a road through our estate. The other proposed road running between the east side of White Oaks and the San Jacinto is equally abhorrent. Would it be possible to consider a road that connects Ray 1314, which has already been broadened and joins the 242? Therefore, I request that you pass on my objection to the planned Aldine Westfield connection to the 242 and suggest that an alt route is found that does not invade White Oak Estates.
Yours faithfully, Andrew Conway

Ms. Mullins, I am a resident of White Oak Estate and was horrified to hear of the proposed road connecting our neighbor hood to Aldine Westfield Road and 242. Please read my feelings and thoughts on this. I have also included an attachment incase you need to send it on to the relevant people. To whom it may concern. http://174.129.209.89/pdfs/V11-14-MobilityStudy_2.pdf I was absolutely horrifed to hear of the above highlighted proposed plan to build a four laved road right through the middle of our our beautiful community. This p cannot take place. This peacefulness of our community was the reason we came to live here in the first place. A quiet safe environment for our children to live and grow up in. We hardly ever crime here and I feel the amount of traffic this future busy road will bring to the area, then the crime would go up for sure. We would all live in fear of strangers in our neighborhood. The r here are no strangers to each other. We want to keep this small community a friendly and caring community. Every morning on the way to work I see deer cross this quiet road or families of c front yards of the houses that live this road. We have wonderful wildlife here in White Oak Estate and the new road will take that away from us for sure. We are all so grateful to be surround wildlife and nature with all our trees, lake and walks along the creek. Please don't build this road to bring in strangers to take this beauty away from us. We call our neighborhood "the hidden These words give all of us residents that wonderful feeling of seclusion and peacefulness in life that we all feel very lucky to have found. We are surely the lucky ones to live here. We cannot I road built in our neighborhood. It would destroy us a community and destroy the residents lives here. The thought of this road just makes me feel sick to my stomach. It would ruin our family happiness. My husband and I sit most evenings on our patio all year round listening to nature. We are keen bird watchers and nothing makes us happier to hear the owls hooting in the st our yard. If a road is build connecting us to Aldine Westfield Road our quiet moments together will disappear. The noise would change our lives for the worse because we hate to hear traffic i become extremely miserabile if we had to put up with the noise from what could be over 20,000 vehicles a day and even 18 wheelers. We don't want us to be an alternate route to the I45. We want our community road to become a busy road that will be used as a route when the I45 becomes backed up. My daughter and I often cycle this road as a form of exercise and so do man families or walk their dogs. The new road will destroy family enjoying outdoor pursuits together. And for those poor families who will have to live right next to this 4 laved road, well my hear to them even now as they live in dread of this proposed plan. The thought of this road being there for them, is too much for anyone to bear and put up with. Please don't proceed with this n leave us residents to carry on with our peaceful and healthy lives. This road will ruin our community, Christiana Conway.

Mrs.Mullins, We are residents of White Oak Estates and live at 11711 Creek View Ln. We are very upset at the thought of a major road possibly being put through our subdivision. I don't unde why our community wasn't notified about previous meetings about the road expansion. It seems we all should be notified. We bought are place because it is a quiet community and we i for raising our kids. If a road is put through here it will make it so we don't have access to our parks without crossing a major road. We live on Creek View Lane and would have to cross over S. Our kids ride their bicycles to the park and we take daily walks through our subdivision. This would stop as we know it. We feel our community is safe and that would be taken away from us b would increase the crime in our community and it will definitely cause safety issues to our children. It will depreciate the value of our property. The noise will be a major issue and we wld have fences built along the road and that would change the whole aspect of living where it is a natural community. From what we heard it that the road would be lowered compared to our p and this would cause concerns. Our ditches fill up full with water and our drainage barely works when we have heavy rain. If you make changes to the road then it would cause flooding. I wo you all can put yourself in the shoes of our residents and understand how this would destroy our community. This situation could stress out this community and the health risk would be incre exhaust fumes and the thought of our investments being destroyed. It seems wrong that you all want to destroy over 300 families investments. We have a great community and it's nice we all help and watch out for each other. I'm sure if this happened to you all you would be devastated as well. From what we have heard there are other proposals that are less expensive. Ou community is willing to do what is needed to find a better alternative. I hope the strength of our community can make an impact on this decision. Sincerely, JD and Karl Cook 11711 Creek View Conroe, TX 77385 281-465-4000

I am a 16 year resident of White Oak Estates and am writing to voice concerns and protest of a planned four lane major thoroughfare to be placed just behind my home. My husband and I, ah 300 other families, have invested a great deal in money, time, and physical effort in creating the neighborhood we live in. While I am aware that expansion happens and road must accomod understand there could be grave consequences. This road would destroy the lifestyles and some homes of people in a well established neighborhood. Most of us bought the property here to little relief from traffic congestion, to provide as safe a place as possible for children to grow, and for a beautiful and quiet environment. With 10,000 to 30,000 extra vehicles traveling throug this would be destroyed. In addition construction for the next two years would be at least extremely disruptive and possibly very dangerous to the residence of White Oak Estates. It is my understanding that chances of flooding would increase. What happens then? I doubt that your agency would come and repair all the damages, or replace the homes lost, and in the meantime other suitable living accommodations while this is being done. And, the road would still be there so make it worse for flooding to happen again. With increase traffic, increase criminal v, very likely. This reduces peace of mind and further endangers our property and possibly our lives. No road is worth the safety of anyone, especially when it is your own family or neighbors. W find other answers. Endangering our homes and possibly our lives is not what is needed. Sincerely, DiDe Cooper, 11714 Creek View Lane, White Oak Estates

Opposed to County's Road Plans For White Oak Estates...As Home Owners in White Oak Estates We Hate What Is Planned by the County!!!

Angela Cooper

Please accept my apologies for this email arriving after the deadline - my emails to you have been bouncing back as undelivered. I am writing this email to voice my concerns/complaints and i questions regarding the proposed four lane road extending from Aldine Westfield through the White Oak Estates neighborhood to 242. I live on Scarlett Oak Trail very close to Sleepy Hollow. I would significantly alter life as we know it here in our neighborhood. My husband and I bought in this neighborhood for the experience of having peace and quiet amidst the busy city. We a number of years to find the right property here in this neighborhood. We wanted acreage and the experience of "country" living. The proposed thoroughfare would completely destroy what come to love about living here. We love to sit on our back porch and listen to the quiet, listen to the owls that live in our backyard and watch the deer in my backyard. This road would elimna would leave no room for the wildlife that currently lives here. My home is my stress relief from my job; this road would only add to my stress. I understand the need for increased mobility t the amount of traffic, however, there are other alternatives without tearing up a neighborhood. The developments wanting this extension - Imperial Oak and Legatos - were developed arou Westfield - none of those homes actually face Aldine Westfield. Hays/David Memorial is a better option and is further along development wise - it would not be as expensive as the Scarlett C There is also Hays Ranch Road behind White Oak estates which would be a better option and less expensive. Neither of these roads would require going through the middle of an establish neighborhood. It just doesn't make sense why the county needs to go through an established neighborhood. First and foremost, the expanded road would destroy property values by 30% - 5t does the county propose about residents losing equity in their home? Is the county willing to reimburse the residents? A road would mean we could not sell our properties for even close to w have paid for them. Many residents in this neighborhood are retired and cannot afford to lose the values in their homes. I, for one, cannot afford to lose half of what I've paid for my property husband and I are about to retire. We moved here to escape the crime in our previous area. In 2008, my sons (then 9 and 11) and I were victims of a home invasion where we were held at g This neighborhood has relatively no crime - just a break in here and there. The proposed road would increase the crime here exponentially. While traffic may be alleviated in some areas, th traffic in this neighborhood would increase. It would make it unsafe for our children to play. Now, the children in our neighborhood can ride their bikes to the park with no worry of cars thro hit them. Children can play out in their yards without the threat of someone taking them. We have clean, fresh air here. Increased traffic through our neighborhood also means increase noise and increased pollution in general from the vehicle emissions. Why is White Oak Estates the best solution? Why is it necessary to go through an existing neighborhood? Why are we less impo other neighborhoods? I would ask the County to consider the other alternatives as more viable solutions. Sincerely, Julie Dunk, Resident of White Oak Estates

Commissioner, I oppose the proposed extension of Aldine Westfield road to Highway 242 using Scarlett Oak Trail (Throughfare change #3 of the South Montgomery County Mobility Plan) for following reasons. The enhanced access will increase crime, increased traffic will jeopardize pedestrian safety including children, increased speed limit further decreases safety, Property vala negatively affected. Ability to sell my property will be negatively affected. The county advised they cannot repair our existing roadways in the subdivision to funding - why build additional road cannot maintain existing? Thank-you for considering my input, Mike Engle, 12013 White Oak Run, Conroe, TX 77385

Becky Ferguson

Ms. Mullins, I am deeply troubled by the thought of having a major road put through the middle of our neighborhood, basically splitting it up. Our neighborhood is very quiet and peaceful and project will ruin that. Our neighborhood also has houses and properties worth millions of dollars. The introduction of this road will not only bring crime to our peaceful area but will ruin our p value. I believe there are other alternatives to building this road. Please research surrounding areas to move around White Oak Estates instead of splitting us up and requiring a family to be of their beloved home and land, which in my opinion, is heartless (as is this whole project). Thank you for hearing us out and taking our thoughts into consideration to hopefully change this h plan! Sincerely, Becky Ferguson, 12002 Oak Crest Court

Mark and Marjorie Filer

Dear Ms. Mullins, It has recently come to our attention that the attached South Montgomery County Mobility Plan includes a proposal to connect Aldine-Westfield Road to Scarlett Oaks Trail a four-lane thoroughfare cutting through our neighborhood, White Oak Estates, connecting North Harris County with Montgomery County. As long-term residents of White Oak Estates (the neighborhood where Scarlett Oaks Trail is located) we are highly concerned that this proposed road would destroy the fabric of our neighborhood and create significant safety, noise, pollution and crime risks. Our neighborhood is currently a peaceful, quiet rural subdivision where parents are comfortable allowing their children to ride their bikes. This proposed thoroughfare would change that by bringing between 10,000 and 30,000 additional cars through our neighborhood each day. Additionally, our close proximity to the sand pits along the San Jacinto River would not mean that we would have hundreds of large, dangerous trucks driving through our neighborhood each day. I am extremely concerned about the danger this new road would pose to the safe children and residents and the increase in crime, noise and pollution that would result and respectfully request that you reconsider this proposal and urge you to consider the much less intrusive more logical and much less expensive alternative of expanding Hansah Road to four lanes and connecting it to Main Street in Tannia which could also easily be widened and extended to high or to David Memorial Drive north of Woodforest Stadium. Your consideration will be very much appreciated. Sincerely, Mark and Marjorie Filer, 11762 White Oak Trail (White Oak Estates), CC 77385, 281-465-4452

Diane Freeman

Good evening, I am writing this message because I have great concern over the proposed expansion of the mobility plan for Montgomery county through White Oak Estates. I am very concerned what will become of our land if this proposed road through our neighborhood moves forward. I currently live on Scarlett Oak Trail and bringing this much traffic down our street would cause our quiet and private neighborhood along with the wildlife that we enjoy on a daily basis. We moved into this "country area" for a reason and the proposed plan would completely destroy our most assuredly decrease the value of our home. I strongly protest this proposed plan and I am optimistic that you will convey my sentiments. Thank you, Diane Freeman

Stacey Garris

To whom it may concern: I am a long-time resident of White Oak Estates. My home is located on Scarlett Oak Trail. I purchased 2 acres of property in 1998 and built my home in 2003. In 2013, additional home on my lot for my mother-in-law. I chose White Oak Estates because it is a quiet community. Many people still don't even know we are back here. There is very little outside tr streets are safe. The lots are large and wooded. The neighborhood is conveniently located. When choosing this neighborhood, I was looking for a long term place to live. A place that I would c retire to. Although I am no where near retirement age, I am a planner and had hoped that this would be the home I raise my children and then retire in. A place that my children would bring i children to come visit. A home with many memories. The proposed road http://174.129.209.89/pdf/WDL/WDL11-14-MobilityStudy_2.pdf through Scarlett Oak Trail would take away my dre hold for my current home and land. The expanded road would cause lots of unwanted traffic and noise right outside my front door at all times of the day and night. The safety of my children a concern of mine as well. Playing in the front yard would no longer be an option for us. Enjoying nature- the wildlife that we have here- is something that our entire family enjoys. That enjoym be taken away. I am writing this letter to express my disagreement with the proposed expansion of Scarlett Oak Trail/ Aldine Westfield connection. I do not want this road expansion to take pl whether it is now or in the future! Thank you for taking the time to read and consider this letter. In His Service, Stacey Garris, White Oak Estates Resident

Alton Geisendorff

Ms. Mullins, I am writing because of my concerns for the proposed route, depicted in the attached link, that bisects our community. I am a professional land surveyor and have been involved design and layout of many subdivisions with a proposed thoroughfare through them. When this happens all components of the subdivision are designed to accommodate this action. An exant is the new portion of Aldine Westfield just north of Rayford Road. The lots are deeper than they are wide to allow the homes to sit further from the road to insure noise abatement. The thon designed with a wider right-of-way to allow a tree lined divider between lanes to increase the aesthetics as was done on the above referenced new portion. I have also been involved with the routing depicted in the above link where a community is not designed for this type of thoroughfare and the outcome is never good. The list of negative impacts is long. We bought property in estates for the purpose of peaceful isolation. It came with a price but is worth every penny we spent and we do want to lose this. Now a child can get on their bike on the west side of the cor and ride to the park a mile or so away on the east side with no fear of being run over or abducted. Most people that you see driving on our streets either live here or are coming to visit. We w greatly appreciate the message I am trying to communicate to you, it presented to commissioner Clark. We love our community for its peacefulness and safety for our families. Thanks, Alton Geisendorff

Susan K. Gonzalez

Dear Carlene, My name is Susan Gonzalez and I live at 11821 White Oak Pass in White Oak Estates sub division. My family has lived in White Oak Estates for 16 years. We have loved living in t neighborhood and raising our family here. The reason we built our home here on 2 acres was the quiet country like atmosphere away from the bustling city road way and crime. We have spee numerous hours enjoying our peaceful walking trails and riding our bikes in the neighborhood visiting with neighbors, even horseback riding. There is only one way in and one way out of our sanctuary, therefore it is not an attractive environment for high traffic or crime to develop. Last night we attended an emergency meeting where we learned for the very first time, plans to p road through our subdivision on Scarlett Oak. We were given a deadline of this Friday to submit our concerns against having a road expansion. Which, in and of itself is upsetting to hear at this juncture. Our concerns are first and foremost, the safety of our children, crime rates, noise, traffic, flooding and last but certainly not least the quality of life we have come to know and built ou and lives around. The traffic which will be traveling on the 4 way road will be anywhere from 10,000-30,000 cars a day with a speed limit of 35-40 Miles per hour. Our kids will not be able to r bicycles across the neighborhood and we won't be able to walk in our subdivision anymore. The construction we were told, will last a minimum of 2 years. This road will also be used as an alt 45 should the traffic be backed up or as an alternative to avoid 45 altogether. There will now be stop lights at intersections on Scarlett Oak along with street lights. The roads, we are told, will l and lowered below property. Drainage ditches will be filled in with underground drainage. Our property values will decrease by a minimum of 30%. Literally our beloved community will be de We also understand from the meeting that there are alternative, even less costly ways to manage this road expansion than running the road directly through a neighborhood which helps draw area based on the quality of living we have developed here. We will not sit idly and allow this to happen without draining every resource available to stop this and alerting every media option to u. We ask that you please reconsider this initiative that will disrupt the lives of over 300 tax paying citizens. Sincerely, Susan K. Gonzalez | 11821 White Oak Estates, Conroe, TX 77385 | 83.

Shelley Guthrie

Hello, we saved up for almost 9 years to build in White Oak Estates. We specifically bought here so our kids could ride their bikes and golf carts without speeding cars. We moved from our old neighborhood because there were cars flying down our roads all day long. We wanted property close to the city since my business is in Oak Ridge and my husband works in Greenspoint. This neighborhood where the kids and adults ride our golf carts, horses, bikes, etc without having to worry about getting hit by a car or worry about large amounts of traffic. That is why we saved \$200000 long to be able to move here. We built our dream home and planned on it being the last home we ever lived in, where our kids and grandkids would grow up, safely. There are many we have regarding this and I don't think you or anyone else on the staff would want this road going through your neighborhood either, especially if you have kids. I encourage you to drive out see the impact it would have, this is just not another road, it's a road that will literally destroy and run through the middle of a neighborhood. There are many concerns, but these are the main the moment. Aldine- Westfield connection to Hwy 242 using Scarlett Oak Trail/ The road will require the residence at the south end of Scarlett Oak Trail to be bought out and demolished by th The County would purchase and remove the business on Sleepy Hollow at the north end of Scarlett Oak Trail. The road would require Scarlett Oak Trail to become four lanes. County isn't sure i be an explanade. The County would use 50 feet from the center of the existing road into existing properties to widen Scarlett Oak Trail to four lanes. This would allow very little yard and/or drive way for many i Scarlett Oak Trail. The County would move all utilities, poles, etc. further into resident's property. The current road would be dug out and lowered approximately 8 feet, making the new road 2' lower than the properties on either side. Pipe will be laid in the current ditches for drainage and the above excess dirt would be used to fill in all current ditches on both sides of Scarlett Oak Tr will be, "more than likely", four way stops at the two intersections of cross roads, a three way stop at Great Oak & Scarlett Oak Trail, and a red light at the north end of Scarlett Oak Trail and Sle Road. Great Oak will see an increase in traffic from the three neighborhoods west of White Oak Estates, as they use the thoroughfare going north and/or south. Speed limit for the four lane thoroughfare will be 35 to 45 MPH - County said we CANNOT have speed bumps. It is estimated that 10,000 to 30,000 vehicles a day will use this thoroughfare thru our neighborhood. This th will be an alternate route to I-45 and will see an increase of re-routed traffic anytime there is a back-up to I-45. Some could/would be 18 wheeler traffic. This thoroughfare could reduce our p values. This thoroughfare will open up our entire neighborhood, and we will see an increase in crime. Especially the less traveled streets of our neighborhood. The calm streets that we ride bi take walks on, and go for a run on will be no more. The safety of our children to play outside and go to the parks will be no more. The calm and peacefulness of why most of us bought and bu homes in this neighborhood will be no more. Thank you for reading this and I hope you will re-consider this option. There are many other ways to plan mobility without going through our neq Thanks, Shelley Guthrie

Dave Hammel

Ms. Mullins Please pass this email along to the Commission for consideration. As a resident and owner of two properties in White Oak Estates (11716 Great Oak Blvd and 11721 Great Oak Blv vehemently opposed to the above referenced connection. The proposed connection will fundamentally and forever alter the characteristics and desirability of White Oak Estates. It is my und that there are numerous, less impactful alternatives to this connection to alleviate the additional congestion on I-45 caused by the Grand Parkway. As such, I urge the county to reject this con an alternative that will materially alter the property values of White Oak Estates and equally importantly the residents' right to quiet enjoyment of their property. I am happy to discuss my con greater detail. You may feel free to contact me anytime. Please know that I will continue to question and challenge any effort to promote or otherwise move forward with this proposed conn Sincerely, Dave Hammel

Debbie Hayes

My husband and I are 10 year residents in White Oak Estates. We have a lovely quiet neighborhood where wildlife abounds! We chose this area because of its seclusion and for the fact th a people know we are here. I feel safe to lie down at night here but if we are to be surrounded by roads that will produce noise and nosiness around our area (if you know what I mean) then we forced to move. We did not ask for all of these people to come into our area so we should not be punished because they are here! We are against any road expansions in our quiet little conn Thank you for helping us!! Debbie Hayes

Alyssa Harris

Good morning to you, I am Alyssa Harris. I was recently made aware of the proposal to widen Scarlett Oak Trail (in White Oak Estates, Montgomery County) to make a 4 lane thoroughfare from Westfield to HW242. I have MAJOR concerns regarding this proposal and I implore you to reconsider. Let me give you a little background on my situation. My husband and I purchased the est Scarlett Oak just a couple years ago. We bought that specific lot because of its location. You see, it sits on the corner at the dead end of a cul de sac. We have twin 4 year olds and we bought it because it gave us peace of mind. We envisioned our children (and children to come) having the freedom to play, ride bikes, and enjoy themselves on our street knowing there would be no tr our end of the street. We have invested ALOT of money into building our forever home in this location much because of its quiet, serene qualities. This proposed expansion would change all t expansion would be detrimental to our very way of life. Because of our location (at the corner of Scarlett Oak and Sleepy Hollow), we would face the following issues:
1. The speed limit in front of our home would be somewhere around 45 MPH with traffic light right at the end of our driveway.
2. The increased traffic (estimated to be anywhere from 10,000-30,000 cars per day) would make it virtually impossible and very dangerous to enter/leave our home.
3. We would lose most of our front yard due to having to widen the road.
4. We would have 2+ years of construction going on directly in front of our home.
5. We would be without utilities while they were dug up and replaced further into our yard (what was left of it, anyway)
6. Crime would increase exponentially
7. Noise and light pollution as v actual physical pollution/waste/trash would be a major problem for all the homes along Scarlett Oak.
8. Inevitably, the property value of our home as well as our neighbors' homes would be drastically reduced (We are looking at 20-30%). That could be 100's of thousands of dollars in some ca for sure.) We would be stuck in a home we can't get out of even if we wanted to move (due to the danger this new road would pose to my children), simply because we would owe more on o new home than we could now sell it for due to loss of property value related to this project.
9. As well as all of the White Oak Estates residents, bought and built there because it was an Estate community. That being said, we love our quiet, safe neighborhood tucked away back the it "the best kept secret" in the Woodlands area for a reason. We love that we have sprawling front yards (which we would lose on Scarlett Oak.) We enjoy not having light pollution so that we on our porches at night and enjoy the quiet and God's beautiful starry skies. We will lose all of that if you bring this road through our peaceful neighborhood. I strongly encourage you to consid lives of all the people that will be negatively effected by dragging this road the middle of our peaceful estate neighborhood. I know there are at least 2 other options to developing a thorough! HW242 (Hansah Rd or the road that runs directly behind White Oak Estates.) Either of these options would make much more sense and be much less offensive to all that live around there. Pl consider one of the alternatives. Thank you very much for your time and attention to a matter that is very important to my family as well as the families of 100's of others. Sincerely-Alyssa Har

Nancy Hebert

To whom it May Concern: Please consider this as opposition to the current proposed mobility plan to put a major roadway through our community. As parents, we make decisions that are so for the betterment of our children. We made this decision when we selected White Oak Estates as our home. A place where a winding road led to a dead end community- a place for our child raised in a country atmosphere, carefully chosen to allow them to be near amenities, without being crowded. The proposed Scarlett Oak Expansion would mean a four lane highway dividing our community, effectively one side of the neighborhood from parks and the lake. Our kids can ride their bikes safely today but would never be able to travel alone across a four-lane highway! Please let me know when meeting that the public can attend so I can be there. Please do not let our small community be destroyed! Jackie Jackson

James and Judith Hill

We live on scarlet oak trail, we moved here for the quite country life style, not to live on a freeway. There would be no more deer in our yard no walking our dogs and no peace and quite. Not mention the financial loss we would occur, we are retired, and the drop in value would be large financial burden on us. Please reconsider your plans. James and Judith Hill

Jackie Jackson

I am a resident of White Oak Estates and am writing to protest the use of our neighborhood street to connect Aldine-Westfield to Hwy 242. After studying the tree possible routes being studie logical the the Sleepy Hollow road by the San Jacinto River is the logical route. It is mostly unoccupied land and would cost less than the other proposals. Connecting Hansa Road to 242 wouk more logical that going through a quiet neighborhood and disrupting our way of life. The proposed Scarlett Oak Expansion would mean a four lane highway dividing our community, effectively one side of the neighborhood from parks and the lake. Our kids can ride their bikes safely today but would never be able to travel alone across a four-lane highway! Please let me know when meeting that the public can attend so I can be there. Please do not let our small community be destroyed! Jackie Jackson

Lance and Liz Hunter

Dear Carlene Mullins: My family is five year resident of White Oak Estates. My Parents are ten year residents of White Oak Estates. I'm writing to ask the county NOT to add the proposed four thoroughfare on Scarlett Oak, which would cut our small community in half (South Montgomery Mobility Plan). Residents of White Oak Estates settle their families here because the properties acre plots and are slightly secluded from the surrounding businesses and neighborhoods. White Oak is a small, 333 home community whose residents are very close. Dividing our community thoroughfare traffic would significantly increase traffic, negatively impact home values, increase crime and security concerns as well as increase resident cost to keep the neighborhood clean, children and residents walk and ride bikes to and between the two neighborhood parks and friends houses across the subdivision. 10,000-30,000 additional vehicles/day with a 35-45 mph spe would make walking or biking unsafe on the main road and likely anywhere in the area. Part of what people pay for when settling in White Oak is the seclusion the neighborhood provides. If y White Oak (and I recommend you do) you would see that the neighborhood provides a quiet, secluded feeling while still being close to a lot of the amenities available in The Woodlands. A los thoroughfare would ruin White Oak's atmospheric and resident property values. When traffic increases by 10,000-30,000 vehicles/day, crime will rise as well. White Oak pays for private sec the entire neighborhood works together to prevent and control crime related issues. This works well with the limited traffic we receive; however, a significant increase in traffic would create environment that would further degrade the enjoyment of living here as well as resident's property values. I understand that the county is evaluating numerous options and I wanted to share opinion after living in the area for five years and traveling in the area for over a decade. I hope this adds a little context that may not be apparent when looking at the map. I appreciate your t attention. Please feel free to call me at any time to discuss this further at.....Regards, Lance and Liz Hunter

Paul & Lydia Jackson

We do not want White Oak Estates to have a boulevard put through our neighborhood. Many Thanks for your help in this matter. Paul & Lydia Jackson

Diedria B. Joseph

Good morning Carlene & Thomas and trusting all is well. I attended a community meeting on last evening which discussed the South Montgomery County Mobility Plan and more particularly i the Thoroughfare Changes list. When I purchased my home nearly 6 years ago, I purchased because of all of the amenities that White Oaks Estates offered such as (Quietness, Serenity, Lack o Cleanliness of Community, Community Continuity, and the overall niceness of the community). My home sits on the NE corner of Creek View and Scarlett Oak. I am being made aware that her proposal on the table which will totally change the continuity of our neighborhood if the proposed road from Aldene Westfield Road being extended from Riley Fuzzel Road to Ed Kharbat Div Corroe happens. I am TOTALLY OPPOSED to this road being extended through White Oak Estates for the following reasons:
1. There will be an increased amount of traffic
2. Children currently walk & ride their bikes in our community street and an onslaught of traffic could prove to be deadly to one of our children. I am trusting that neither of you including the commissioners and decision makers would put your children's welfare in harm.
3. The traffic will cause additional trash / debris & refuse on our roads from person's littering and haphazardly disposing of unwanted items
4. The continuity, serenity and peacefulness of our neighborhood will drastically change with this road coming through our neighborhood
5. The extended road will cause flooding in our community and to our properties
6. The property values will significantly decrease
7. The extended road would take away some of my current property line & property line of others directly and indirectly affected.
8. Our once quite community will be invaded by others as a thoroughfare
I would appreciate you sharing my views and views of others of the White Oaks Estates Community with your colleagues & commissioner. I would also like to have an opportunity to share my with the Commissioner, County Clerk and others who may be decision makers regarding this matter. I can be reached via cell phone 508-382-6145, office 713-956-8677 or e-mail diedria@gm Regards, Diedria B. Joseph

Bob Ketcham

I was very upset to hear of a proposed 4 lane express way splitting our neighborhood. My wife and I bought a lot in White Oaks because it was a neighborhood that you felt like we were in th but close to the shopping and restaurants. Our community has almost no crime, is a place where the children ride there bike to the park to play or fish at the lake. It took a real effort to st high school kids from other neighborhoods to stop using our secluded lake parking lot as a drug hang out. We were able to do this because there are only two entrances into the neighborh road project would increase access by others into our homes. If the proposed project is approved the road will split the neighborhood and the children in the section with out the parks will nc of the Park facilities. There will be a traffic light but what parent wants their children riding on a express way. The road will not only change the Soul of the community, it will bring crime, plus increase traffic on our side streets. Ten to thirty thousand cars a day speeding through a sleepy neighborhood will destroy everything a bought it. I believe there are better options th do no vote to destroy our homes!
Thank You, Bob Ketcham

Mike Kowis

Hi Carlene, I'm a WOE resident and would strongly prefer that the county does NOT widened Scarlett Oak to 4 lanes and also strongly prefer that we do NOT install gates around the entire neq Please let me know what I can do to help. Kind regards, Mike Kowis

Chris Lovett

We are very concerned about any proposal that would alter our current roads in our community. We felt very blessed when we found White Oak Estates. We chose to build our home here be the following: the close proximity to the schools the size of the homestead the trees, wildlife, and feel of living in the country/research of future road proposals made available 2005/2006 There be adequate land to the East and the West of this community for any roadway construction deemed necessary. It doesn't appear necessary to construct new roadways through the middle of community. Our home is on Scarlett Oak Trail and if it is made as a lane thoroughfare it will bring a laundry list of problems including but not limited to: a huge increase in traffic, an increase in ctivity, safety issues for my family, decreased property value, and substantially lowering the use and enjoyment of our property. http://174.129.209.89/pdf/WDL/WDL11-14-MobilityStudy_ Chris Lovett

Kenan Lott

Ms. Mullins,
RE: Aldine Westfield extension to Conroe
Please do not extend Aldine Westfield into our secluded and quiet community. Such a plan will divide our neighborhood in half, destroying the tranquil nature, and there are alternatives that less and not pass through our neighborhood. We all purchased or built our homes here, specifically for the remote and quiet surroundings. You must be aware that the extension will be the destruction of this neighborhood, because of noise, traffic, crime and litter, not to mention property values. Why spend millions just to destroy a healthy tax base? A much better alternative would be to extend to 242, or to connect Aldine Westfield to Brinkham Woods Drive, East of our neighborhood and on to Sleepy Hollow, which would take all of the traffic just north of our peaceful community in undeveloped area. Either of these alternatives will not destroy a neighborhood and are more direct paths to 242. An Aldine Westfield extension does not make any sense. When 45 North is hit by an accident, all of the traffic would end up on whatever street connects to 242. It could take hours to get home or for emergency vehicles to get to our homes in such a case. Please vote to keep Westfield out of White Oak Estates.
Yours, a very concerned resident
Kenan Lott

Donna and Jerry Magan

Please let whomever needs to know that our subdivision is totally against the road extension /thoroughfare through our neighborhood. Thank you!
Donna and Jerry Magan

Ann MacLeod

To the community leaders who can make a difference, I am a resident of White Oaks Estates and live on Scarlet Oak Trail. I am aware that the Montgomery County Mobility plan may include v my street to connect with Aldine-Westfield as a north thoroughfare for Montgomery County. I know this is not imminent and may never be a viable option for the County. I also understand th concrete. However, in my interaction with government bodies in Harris County I am aware that before construction begins, years of surveys and planning have occurred. I would like to verbal objection to the widening or extension of Scarlet Oak Trail in White Oaks Estates. I work in Harris County but choose to live in Montgomery County. The longer commute to work each day is o fact that at the end of everyday I can relax and live in the beautiful trees and nature in my neighborhood. I have always felt pride in knowing that I have a "little piece of paradise" north of Ho the projected mobility plan includes widening my street to become a north-south corridor of the county, my quality of life will be greatly impacted. Children play in our parks and fish in our la knowing there is a generation who still know the meaning of "play outside." I am also concerned about those homes and businesses that would be demolished in order to build this thorough each of you have the best interest of the constituents who voted to place the commissioners in office. I appreciate the opportunity to provide input regarding the concerns of our neighbors you. Ann MacLeod

Isabel McGibeny

To whom it may concern-Please accept this email as an opposition to the Aldine Westfield extension as detailed on the Montgomery County mobility expansion. We are not in favor of having Westfield connected to 242 using Scarlet Oak Trail in the White Oak Estates subdivision. We purchased a home in White Oak Estates because of the peacefulness and serenity it provides. Any changes to the layout of our community will have a negative impact on home values, generate increased noise and traffic through our community, which is likely to lead to increased crime. We are against the proposed expansion as it will affect the peace and safety of our neighborhood. We trust that our County Commissioner will hear and support us.
Respectfully, Isabel McGibeny

Michael & Krista McKown

Ms. Mullins, Please share our concerns with everyone that is involved with the planning of any alternative routes that would affect our community. I am a resident of White Oak Estates and a this letter in protest of the proposed roadway to be constructed through our acreage subdivision. Our family chose this area for the beautiful and tranquil setting it provides. After hearing of t proposed thoroughfare I immediately thought of what it would mean to our family and the many families that live here. Along with losing all of the reasons that we purchased in this area, the traffic through our neighborhood will lead to unnecessary unsafe conditions. The simple things like letting our children ride their bikes or walk safely to our neighborhood park will be a thing r. The only traffic we have at this time is with people that live in the community or their guests. Unlike some major subdivision that have roadways built to get commuters into and out of their s this provides nothing of the sort. All of this traffic would be through traffic from people that have no reason but to get through the neighborhood to their final destination that is other than th subdivision and therefore no reason to respect the community they are traveling through or worse yet to intentionally do harm with the improved convenience of an easy in and out. There ar choices that either already have this type of traffic and would simply require road widening or a route that would not split the community and interfere with the properties and people of Whi Estates. It is my opinion that it is unnecessary and ignorant to place a major thoroughfare through our community and would only have a negative effect for all who have sought out the type o community that we have created. Michael & Krista McKown

Lesia Mihalov

Carlene, I am emailing to voice my concerns about the proposal of connecting Aldine Westfield to Scarlet Oaks. This will interrupt and destroy our quiet living in White Oak Estates! Our subdivi nice and quiet where we can walk and ride bikes in a safe environment. Connecting these 2 streets will bring thousands of vehicles speeding through our subdivision, putting our lives in dangi only will we have passenger vehicles, but we will have all types of commercial vehicles using our subdivision as a cut through to avoid I45 traffic. Our family has personally been displaced b T Parkway and we choose White Oak Estates for our new home so we would be far away from all of the traffic and now it is following us!! At some point, the destruction of lives and trees have There is plenty of area behind our subdivision to put roads to connect to 242. It is not always best to do the easy route. If you lived in our neighborhood, I am sure you wouldn't want all that t noise to disturb your sanctuary of your home! You must think again and think of the residents of White Oak Estates. I feel that we should be able to make our subdivision a gated community t guard our home values, and not to mention the safety of our homes and children. Please reconsider and give us an opportunity to protest this expansion.
Lesia Mihalov, Edward Mihalov, Joseph Mihalov, Jennifer Mihalov, Matthew Mihalov

Chris and Tanya Meiners

To: Carlene Mullins, important facts to consider and questions to be answered: Aldine- Westfield connection to Hwy 242 (using Scarlet Oak Trail)
The road will require the residence at the south end of Scarlet Oak Trail to be bought out and demolished by the County Will my taxes be used for this? We have already purchased property. - would purchase and remove the business on Sleepy Hollow at the north end of Scarlet Oak Trail. Will my taxes be used for this? I have no desire to help purchase this business. The road wou Scarlet Oak Trail to become four lanes. County isn't sure if there will be an esplanade. The County would use 50 feet from the center of the existing road into existing properties to widen Scarl Trail to four lanes. This would allow very little yard and/or drive way for many residents of Scarlet Oak Trail. The County would move all utilities, poles, etc. further into resident's property. W be used for this? My tax dollars have already been used to put up the existing poles. The current road would be dug-out and lowered approximately 8 feet, making the new road 2 feet lower i properties on either side. Will my taxes be used for this and what happens when this road becomes flooded once it is lower than current grade? We have lived here for 15 years and our road repaved ONCE! Pipe will be laid in the current ditches for drainage and the above excess dirt would be used to fill in all current ditches on both sides of Scarlet Oak Trail. What happens when i becomes flooded once it is below current grade? There will be, "more than likely", four way stops at the two intersections of cross roads, a three way stop at Great Oak & Scarlet Oak Trail, an light at the north end of Scarlet Oak Trail and Sleepy Hollow Road. What is the increased police presence going to cost? How is adding three stop signs and a traffic light supposed to help "no traffic"? Great Oak will see an increase in traffic from the three neighborhoods west of White Oak Estates, as they use the thoroughfare going north and/or south. If you are still reading this respond by reply and I will buy you dinner! Speed limit for the four lane thoroughfare will be 35 to 45 MPH - County said we CANNOT have speed bumps. What is the cost of the increased pol presence going to be as the current 30 mph speed limit is not followed and will my taxes be used for this? It is estimated that 10,000 to 30,000 vehicles a DAY will use this thoroughfare thro o neighborhood. Who will be responsible for road maintenance with all this additional traffic and will my tax dollars be used for this? This thoroughfare will be an alternate route to I-45 and wil increase of re-routed traffic anytime there is a back-up to I-45. Some could/would be 18 wheeler traffic. Who will be responsible for road maintenance with all the additional traffic and heavy This thoroughfare will reduce our property values. I am going to assume you will also be lowering the property taxes that are paid??? This thoroughfare will open up our entire neighborhood, will see an increase in crime. What will be the added expense for increased police presence since I will be calling them more often. Especially the less traveled streets of our neighborhood. Th streets that our daughter rides her bike on and takes walks on will be no more. The safety of our daughter to play outside and go to the parks will be no more. The calm and peacefulness of W Estates is why we built our home in this neighborhood will be no more. There are other options that will not disrupt peaceful estate properties and I politely request that you take White Oak t the 5 yr., 10yr., 25 yr., and/or 50yr or any other mobility plans as my family would like to live out our days in the home that we have put so much of our blood, sweat, and tears into! Chris and T Meiners, White Oak Estates Property Owners and Residents Director

Teck Mui

Dear Sir/Madam, I am a resident on Scarlet Oak Trail, White Oak Estates and I am pleading the County to not go ahead with the proposal of converting Scarlet Oak Trail into a public road (as p Aldine- Westfield connection to Hwy 242). This plan would destroy our tranquil neighborhood where residents can enjoy walking, jogging and biking safely. There are not many places like our neighborhood where our children can play safely outside in this closely knit community. This will all be gone once this road or any of the neighborhood roads are turned into a public road. T neighborhood roads into public roads with increased traffic flow will pose higher safety concerns for the residents and also affect the value of our properties. I therefore, sincerely submit my County to not take away our safe and tranquil neighborhood living! Thank you for your attention!
http://174.129.209.89/pdfs/WOD/WO11-14-MobilityStudy_2.pdf
Regards, Teck Mui

Brian Pietraniec

Ms. Mullins, I am a resident of White Oak Estates and I am sending this message to let you know that I am very concerned about and very against the proposed connection of Aldine-Westfield Oak Trail. I moved to White Oak Estates nearly 3 years ago because my previous neighborhood that backed up to a busy 4 lane road had a lot of safety concerns due to the volume of people a moving through it. It is my understanding that there are alternate ways to connect Aldine - Westfield to 242 such as connecting it to the back of Sleepy Hollow and going around the east side Oak Estates. A route like that would not cut our quiet and safe neighborhood in two and open it up to the traffic thousands of non-White Oak residents on a daily basis. Please let me know if provide any further information and PLEASE reject the proposed route. Regards, Brian Pietraniec.

Pam Clark

Dear County Commissioner: I have recently learned of a mobility study that proposed a road extension plan on Scarlet Oak Trail and Aldine Westfield. Allowing the construction of a 4-lane, alt Interstate 45 to bisect our safe subdivision destroys the original design and philosophy of our subdivision. As a resident of White Oak Estates for the past 2 decades, I must express how destr proposed extension would be to my subdivision, my family, and my neighbors. I have had the amazing opportunity to raise 3 wonderful young men in this subdivision with all of the wonderfu this community has: a community lake, kid's play area, and community park, along with the rarely traveled roads on which my boys could ride their bikes without constant fear of traffic. I now new granddaughter that also lives in the community with whom I wish to enjoy the same opportunities this subdivision offers without added fear of increase crime or increase traffic. This wo impossible and unsafe if the proposed extension takes place. Would you avoid destroying our neighborhood if we were a gated community? I would gladly increase my HOA fees if it meant w maintain the safety of our secluded, safe community from the destructive addition of a potentially highly traveled roadway with commuters who rarely look for pedestrians or bike riders. I wo granddaughter to be able to ride her bike one block from her house to mine as she grows up without fear of crossing a dangerous, unnecessary intersection. It is projected that the addition of roadway would also increase crime rate in the surrounding area; I don't know about you, but my family's safety is paramount and I will vehemently challenge any idea or plan that encroaches safety. Overall, I call upon you as our County Commissioner to protect the safety of your constituents and review other possibilities for roadways that do not unnecessarily invade an establish safe and secluded neighborhood. I pray that your eyes will be opened to other options and that you will be able to recognize the reasons the majority of all White Oak Estates residence built i community, safety and seclusion. - Pam Clark

libert and Barbara Patton

Hi Carlene, My husband and I bought property and built our dream home in White Oak Estates in 2003. We have enjoyed the peaceful atmosphere of "country living" in White Oak since then. Rightening to us that our neighborhood is in danger of becoming a thoroughfare to thousands of cars daily and the possibility that our safety will be put into jeopardy. The noise level from all will greatly impact us and our daily lives will be disrupted in a most negative manner. We fear that we will see added crime to our community as a result. We ask that any considerations of usi Oak Trail as a connecting four lane road be reconsidered. We attended the meeting yesterday evening at TownHall Texas and understand that there are alternate routes that would be less co much less disruptive than Scarlet Oak Trail. We urge you to look further into other alternates. http://174.129.209.89/pdfs/WOD/WO11-14-MobilityStudy_2.pdf
Thank you and best regards, Albert and Barbara Patton

Thomas Pinardo

December 1, 2015
Carlene, I am writing to you to voice my concerns on how the South Montgomery Mobility Plan will destroy the White Oak Estates community. The plan shows putting a 4 lane road right thro middle of our development (from Aldine-Westfield road to Ed Kharbat Road in Conroe). This is totally unacceptable. We moved to this community because of the quiet peaceful community I By running a 4 lane road through the center of it, it will have a large impact on noise levels and on the security in the neighborhood. It will destroy the beauty of our peaceful community as i Westfield connected to 242 using Scarlet Oak Trail. I am writing to you to voice my concerns on how the South Montgomery Mobility Plan will destroy the White Oak Estates community. The plan shows putting a 4 lane road right thro middle of our development (from Aldine-Westfield road to Ed Kharbat Road in Conroe). This is totally unacceptable. 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Nick Revelas

Dear Carlene and Thomas, As a concerned resident of White Oak Estates and a taxpayer of Montgomery County, I am writing to you to express grave concern over the proposal of Aldine West Connection to 242 via White Oak Estates, specifically Scarlet Oak Trail. We have been residents in White Oak for 2 years and live 2 streets back from this proposed road expansion which will r community that took my family and me over a year to purchase a home in, as availability in this desirable location was very limited. With a \$400,000 home investment in the neighborhood of dreams and a place we love, call home and are raising 4 small children in it will decrease in value due to this expansion and dramatically decrease the quality of life we have come to love. The health effects of this proposal and significant increase in heavy traffic are broad. Our neighborhood is filled with children, natural areas and an abundance of wildlife which will be directly imp this expansion. Many studies have found strong associations between high-traffic roads and high-mortality rates, lung cancer, cardiovascular disease, respiratory disease, poor birth outcomes related injuries. In addition to the above it will increase the amount of traffic flowing through this neighborhood to such high levels that it will make walking or riding bikes very dangerous a White Oak residents will suffer from blight, crime and pollution. We also have small water streams and a lake in White Oak and the water pollution that will come from this expansion will lead habitat destruction/disturbance and a decrease in air quality and impact to climate change from vehicle emissions. If we experience car accidents, it would be highly likely to put the vehicles people's yards.

This expansion will completely ruin the environment here in beautiful residential White Oak Estates. We urge you to re-evaluate the proposal for this expansion and safe our children, wildlife, of living. Nick Revelas

Lionel J. Rotelli

The County proposal to widen Scarlet Oak Trail, Conroe Texas, to a four lane thoroughfare is flawed on many fronts. First, uprooting a quiet, bucolic community by adding a four lane thorough rampant, as an increase in vehicular accidents and home burglaries will certainly be a byproduct of this proposal. The interstate highway system should not be routed through existing resident with any expansion limited to the freeway itself. This proposal needs to be rejected immediately, with no further consideration.

Thank you, Lionel J. Rotelli

Russ and Melody Rummage

As residents of White Oak Estates we would like to voice our objections to making Scarlet Oak Trail a four lane thoroughfare through our neighborhood. This project will:

1. Divide the neighborhood into two parts and destroy intimate community relationships and a sense of community.
2. Cause increased noise and pollution which will affect the residents in the neighborhood (many of which are senior citizens).
3. Increase the possibility of injury to our children as they go to the park and fishing lake, as they wait for and exit the many school buses that travel the road each day, as they ride their bicycl long boards in the neighborhood.
4. Increase crime due to the easy access provided by this thoroughfare.
5. Destroy home values which can then lead to emotional issues.
6. Completely change the country atmosphere of peace and quiet that attracted us to purchase homes in White Oak Estates.
6. Increase the possibility of injury to the residents (many of which are senior citizens) who walk and bike through the neighborhood daily.

Please consider these comments as you work through the mobility plan.

If you would like to discuss any of these we may be contacted via phone or email.

Thank you for your consideration. Russ and Melody Rummage

Pam Shaw

We bought our house in White Oak Estates 2 years ago specifically due to the large yard and quiet neighborhood. We have a 4 year old grandson and a new puppy. We take daily walks with b streets of our neighborhood. We live the block over from Scarlett Oaks (the street that is on the plan to expand to 4 lanes with a 35 - 45 mile an hour speed limit). I was reviewing the plans an this expansion will cost the county 130 million dollars. We moved from Frisco Texas another city in Texas that is growing exponentially. We were a part of that expansion during the time we li Frisco always took the less intrusive path to increase traffic flow. I also understand that there are only so many options. After reviewing the finances, it just seems logical that increasing the la Hanna road (estimated cost of 92 million with very little housing disruption and removal and David Memorial expansion 33 million. The cost is lower for the other options. There is a third opti expand the road from Imperial Oaks to 242 along the river at 88 million estimated. I would sincerely hope that removing existing houses with families in them as you would need to do to extp Oak and the extra cost would make this a less viable option to even consider. We love our neighborhood and do not want the crime levels, trash, broken hearts of removing existing friends/fn from these homes, extra traffic, speeding, just overall danger for our children to happen it at all available.

I appreciate you taking the time to read my comments. Pam Shaw

Chris Shaw

Hello Carlene, I'd like to share my concerns on the possibility of the route for this needed North/South road possibly going through our quiet community of White Oak Estates via Scarlett Oak Utilizing the Scarlett Oak option would completely destroy the integrity of our neighborhood by literally splitting it in half. We have a quiet, safe, child friendly community that would become i children due to the estimated 10,000 to 30,000 cars roaring through it. Our property values would plummet, and we would be guaranteed an increase in crime, trash, pollution, noise, speeder motorists, and accidents. I understand there are alternative routes that are less expensive for the County and do not destroy any existing communities along the way. I hope when you submit findings to Montgomery County you can find it your heart to help keep our neighborhood whole. If you would please take a moment to put yourself in our shoes and imagine your home plummeting by no less than 30%, with 10,000 to 30,000 cars roaring by it every day - your children no longer allowed to ride their bikes through your quiet neighborhood, for fear of being run abducted by strangers.

Please help us keep our community in tact. Chris Shaw

Debra Shay

To Whom It May Concern, I am a resident of White Oak Estates in Montgomery County. There is a proposed mobility plan for Montgomery county that would seriously compromise our wond neighborhood. The proposal would connect one of our existing roads to a busy road to the south and bring in a four lane road with 40-45 mile speed limit. We are a secluded neighborhood w through streets. We picked this neighborhood and built our house because of its quiet and seclusion. This "plan" would destroy all of that. Our kids would not be able to ride their bikes on the the crime would increase, and property values would decrease. Our neighborhood already has flooding issues, and this plan would increase the flooding tremendously. This plan would complt the integrity of our neighborhood. I completely oppose this plan, and strongly object to any use of our subdivision as a thoroughfare. I hope you will take our concerns into consideration. That your time. I have attached the mobility plan that I am referring to. Thank you, Debra Shay

Desiree and Ian Simpson

To whom it may concern, We just recently moved into this neighborhood because we liked the peace and quiet here and the feeling of belonging to a close community. We are afraid that this going to disappear once a big road is going to cut through our neighborhood!

There must be another way around it without destroying a whole peaceful community?

We are saying NO to this new planned road!

http://174.129.209.89/pdf/WO/WO-11-14-MobilityStudy_2.pdf

Greg Smith

Good Afternoon, My name is Greg Smith. I am a resident of White Oak Estates and was just made aware of the proposed thoroughfare that it to widen Scarlet Oak Trail. I am a police officer ir and commute everyday. I deal with traffic all day long while at work. I lived in a nearby community called Imperial Oaks for several years. I quickly began looking for land to build a new house neighborhood with less traffic. While living in Imperial Oaks I felt like my kids were not safe. They could not ride their bikes and play as I felt they should. I chose White Oak Estates because it quiet and small neighborhood. My kids are able to ride their bikes and skate boards without much traffic. They are able to walk or ride to the area lake, which is on the other side of Scarlet Oa house, to fish in the pond and play in the park. We all moved out here to escape the hustle and bustle of the area around us. I feel that if this project is passed we will lose everything we have hard to achieve. We look out for each other in this neighborhood. We would not be able to do this as efficiently due to the high traffic through our side streets. I am almost positive that our c will increase due to this. There will be a lot more people looking to see what they can get. I know that traffic is an issue in this area, but it is an issue everywhere. We need to realize that our c many roads as we want but we will never alleviate the traffic issues. Population will continue to grow until the end of time. The only real solution to traffic congestion is mass transit and car people realize this we will always have a traffic problem. If we continue to worry more about traffic than the quality of life for the residents of Montgomery County we will be left with mistral who sit in traffic and who also have no real escape from it even in their own neighborhoods. Thank You for your time. Greg Smith

John & Kathleen Spencer

Dear Ms Mullins, I was recently made aware of the South Montgomery County Mobility Plan, which I understand the Montgomery County commissioners will consider early next year. One of proposed in the plan passes right through our neighborhood, White Oak Estates, not too far from my home. I am strongly opposed to that proposed route, as it will have a large negative impa family and neighbors. From safety, environmental, and quality of life standpoints. I am disappointed that a serious effort was not made by Montgomery County to inform White Oak Estates re that our neighborhood was being considered for such a drastic change, and that the White Oak Estates did not have an advocate to advise the authors of the study of the potential impact of deliberations on our community. In looking at a map of South Montgomery County, I can see other potential routes for roads, both east and west of White Oak Estates, that would have less consequential impact on communities than the route identified along Scarlet Oak Trail. I urge the Montgomery County commissioners to reject the proposed route through White Oak Estates consider alternative routes if they want to connect Aldine Westfield Road to Route 242.

Sincerely, John & Kathleen Spencer

Karyn Jackson Stephens

Carlene, I'm a resident in White Oak Estates and wanted to express my opposition to having a 4 lane thoroughfare cutting through the middle of our neighborhood.... A deed restricted Estates community. Regardless of whether it was previously on the county plan or not, the county since approved Blue Green to develop this estates community around 1998, and thus there should i divide thoroughfare road allowed. Fairview, which has few homes and some unrestricted land is just a block west of our entrance, and Hayes Ranch Road shown on the Mobility map are pre alternatives.

Sincerely, Karyn Jackson Stephens

Ross Symens

Carlene, My name is Ross Symens, I am a long time resident of White Oak Estates. Having Aldine Westfield road running through our neighborhood would not be a good choice because it will our way of life in the neighborhood.

1. The children would not be able to ride their bikes or walk to the park and go play or go fish anymore without the fear of being being run over by one of the 10 to 30 thousand cars racing the once quiet neighborhood.
2. The crime rate would increase in our neighborhood because you would open it up for easy access and exit of the criminals that would target our quiet neighborhood.
3. The amount of trash that is brought on by a road with this much traffic would be horrible for our quiet and clean neighborhood.

The reason I moved out here and built more than 12 years ago was to get away from houses on top of each other and to not have traffic running through our quiet neighborhood or criminals vandalizing or harming us and most definitely not to have my children or the children and residents of White Oak Estates being run over by some of the projected 10 to 30 thousand vehicles t travel through our quiet neighborhood.

No new road through White Oak Estates or behind White Oak Estates. Find a different way

Ross Symens

Phil Taylor

Hello Ms. Mullins. I am Phillip Taylor and I live in the White Oak Estates Subdivision with my wife Debra and son Alex. We have lived here since February of 2000. We left the hustle and bustle Woodlands to live in a quiet subdivision on a one acre tract of land. Now there is a proposal to link Aldine Westfield to Scarlet Oak, which goes through the center of our quiet subdivision. Do this will destroy this subdivision? People moved here to enjoy the peace and quiet, the natural beauty of the area and the safety for our children. A four lane extension of Aldine Westfield will the traffic flow many times over. A once quiet subdivision will now be a major thoroughfare, wildlife which is abundant here will be adversely affected, the crime rate will skyrocket and our d be crossing a major road to get to our two parks. Please reconsider the extension of Aldine Westfield through White Oak Estates and do not destroy our community. In closing, I am asking wh family in White Oak Estates was not contacted concerning a road expansion that would destroy the very place we live? Please do not say it was too hard to send notices since each one of us c or county tax bills. Thank you, Phil Taylor

Fred Velasquez

Hello Mrs Mullins, Our subdivision has been made aware of a proposal in the works called the Montgomery County Mobility Plan. Under this proposal is an extension of Aldine Westfield Rd to One of the streets that this expansion would include is our street, Scarlet Oak Trl. This 4 lane road would take the home and/or homes of some of our friends and neighbors and, as if that wer enough of a reason already to not expand Aldine Westfield through our community, it would destroy our property values, and in the process it would completely change the environment we worked hard to create and protect. We don't have street lights or security lights in our subdivision to avoid the light pollution and extra traffic that those tend to bring. Currently we use our st jet with our baby strollers, teach our children how to ride their bikes, walk our pets, go for walks with our families, go for bike rides with our families, our children ride their bikes to their frst we play games and sports, and have community activities and gatherings. In addition to changing our living and social environment, it would bring danger to us by bringing higher traffic volu would increase the amount of reckless drivers, vandalism, theft/robberies, etc. There are many studies that show the harm this environment can have on one's health. Essentially this expansion turn our street, and possibly our community, into a business corridor. A short drive on Rayford Rd or Aldine Westfield would be a great example of the traffic volume and that we would get... thought for us. We all purposefully sought out this community and environment, and we are asking for your help to help us keep what we've all built, maintained, and protected. Thank you fo time and consideration, Fred Velasquez

Robin Velasquez

Dear Ms. Mullins: I am writing you as a concerned home owner of 15 years in the White Oak Estates Subdivision. I became aware that there is a proposal in the works called Montgomery Cou Mobility Plan that will extend Aldine Westfield to Scarlet Oak Trails and onward north to 242. This proposal will bring a large volume of traffic right through our subdivision and put many scho in possible danger. Children currently ride bikes and cross this road to go to the local park, which will not be possible with heavy traffic speeding through at 35-40 mph. This will also damage f values, increase the crime rate and virtually destroy our peaceful country quiet subdivision that everyone in this area has sought out. I appreciate your time and consideration in this matter as when looked at more closely a better route that will not damage the integrity of a large peaceful subdivision can be found. Robin Velasquez, White Oak Estates Home Owner

Arlene & Monte Weaver

Hi Carlene, I am writing to you regarding the issue of opening up our neighborhood street Scarlet Oak Trail to the road from Aldine Westfield goes through to 242. This is not a subdivision the developer came in and built as many houses as possible we all bought our lots and chose to build our homes in this perfect setting. We live a green belt between each lot so not only are th trees but we have lots of birds and still deer at times to enjoy. I always tell everyone that the area that I live in is like living in the country but with all the amenities you could ever need just 10 away.

If this area is picked then it will totally destroy the way of life we have here. It will affect all our neighbors not just those of us who live on Scarlet Oak Trail. The environment will change due t pollution from all the cars that will drive by our homes every day, according to your estimates anywhere from 10,000 to 30,000. The safety of the children that live here on this street will be i The cars will speed past our driveways so they will no longer be able to be safe in their front yards. If they want to cycle to the park they will no longer be able to do all the traffic. Although speed limit we have been told will be 40/ 45 mph we all know that they will drive closer to 50/60. Many of us go walking or running but that will stop if this road is opened up. The Halloween have each year will no longer be possible for the kids as they are transported by trailers to the residents drive ways so all the traffic will stop that from happening. Again another reason that e here was that it is quiet and not many people are in the area so that keeps the crime rate low. The crime rate will sky rocket in this area compared to what we now have and that is not somet we want to see. If there is an accident on I45 then all traffic would be redirected through here causing our roads to become a parking lot that can last for hours. We all know that if this takes g will take a large part of our front yards to expand the road and the property values will decline considerably. A lot of us are now retired, myself included and do not want to see this happen. P our thought and concerns into account when making the decision to open our roads up to this public roadway. I would hope that you would at least visit our subdivision to see what is going to spelled by that decision and not just make it while sitting in some office / conference room somewhere. I know that there are others alternatives to choose from and they are less expensive t option, hopefully one that would have less impact on the lives of the people that would be affected. Arlene & Monte Weaver, Scarlet Oak Trail resident

Ron and MirGook Walton

We are opposed to the WOE and Montgomery County Mobility Plan. This road enlargement will destroy the quality of life we all/residents) have paid for in our property cost and property tax the main reason we moved here was the quite natural environmet. We all use Scarlet Oak Trail for walking and bike riding, which sounds like it would be pretty much over if this plan goes thr not interested in having more light pollution a few blocks from our homes. And I also think it would be a destruction force to the natural eco system that exists here in WOE. Please advise u can do to help stop this. Ron and MirGook Walton

Candice Wood

Dear Miss Mullins, I am a resident of the White Oak Estates (WOE), and I would like to get your attention to the word ESTATES. The reason we moved to this subdivision was the fact that we I lots, not on top of our neighbors, far but at the same time close to all the Woodlands amenities. I believe this was the reason for all of us, WOE homeowners to move here. It came to my atte week that there are plans to turn our Scarlet Oak Street into a 4 lane road, and I could not let this past me without formally writing you to highly the main concerns I have with this proposition SAFETY - of our kids. As you probably know, there is a beautiful park in the back of the subdivision, with a lake. All kids go there to play and fish on the lake. This is amazing that a big city lik we are still able provide to our kids this experience. This will be taken away from our children and grandchildren, if this plan moves forward. I have a 5 year old and he rides the bike a lot in os and he will not be able to do that anymore! 2. SECURITY - as you probably also know, this plan will increase exponentially the crime in our area, since new and easy access will be created. This increase the police workforce demand and probably cost. 3. HEALTH - of our residents. We have a lot of residents that look for WOE as their safe haven to spend their retired time, where th relax and enjoy life. If this plan move forward, the distress of construction, total or partial loss of their lots/home (if it is on the way), and change to their way of living will for sure have a toll health. I speak also for myself, I had a stroke in 2008, and any distress, change in my routine and loud noises impact my health. ENVIRONMENT - we still have a lot of deer movement in the su and a big road in the middle of it will prevent them to move freely in the area! I would like you to take the above concerns into consideration and revisit the plans for Scarlet Oak. I am sure th other ways to improve the mobility in the area, and probably cheaper than destroying our peaceful community. Please feel free to come and visit us to see for yourself what will be destroyed plan. Sincerely yours, Candice Wood

Dana Woods

I am a resident of Scarlet Oak Trail in White Oaks Estates. I am writing to request the permanent removal of Scarlet Oak Trail as an option in your Montgomery County Road Expansion/Mobilit White Oak Estates is a prime example of how enriching, living in Montgomery County can be. With only two ways in/out of our neighborhood, we as a community are able to be our own 'wat for crime. We are aware of which cars belong and which do not. We are protective of our neighbors and their properties. However, if Scarlet Oak Trail becomes a part of your proposed thore we lose the security and protective existence we currently have. The crime rate will increase in our neighborhood. Residents will have to lose our freedom of open, peaceful living and put fen there were none. Protective burglar bars and gates at doors and driveways will replace the country existence we currently have. You will have destroyed the very reason most residents of WI Estates bought and built our homes and established our families in this type of neighborhood. You will have taken away our children's opportunity to play without fear in our streets and park currently have those who walk, jog, bicycle, skateboard, and rollerblade on Scarlet Oak Trail, as well as our other streets. You will be taking away our physical safety and healthy life styles if y our neighborhood streets to this estimated 10,000 plus cars a day. The use of Scarlet Oak Trail alone for your Expansion/Mobility Plan would require the County to displace a family from their causing emotional distress from such a traumatic event. Likewise, there are other residents that would be displaced as the expansion moves north to HWY 242. This family in our neighborho bought their residence approximately two years ago, was assured by Montgomery County that the County would not use Scarlet Oak Trail as part of an expansion. They were assured they co their lives and develop their home site without any fear of losing it. Really, is this how Montgomery County treats it's residents? For this family and others, I ask that Scarlet Oak Trail be perm removed from the Expansion/Mobility Plan. My concerns also include the potential for flooding. We currently have adequate drainage and water flow through our community. However, Bill S explained that Scarlet Oak Trail would have to be lowered two feet below the property levels on either side. That would require lowering the road five to eight feet. Our current drainage syst be completely reworked, causing a more restricted water flow. That could lead to backed up water, which leads to flooding of homes. Flooding like the homes in Houston experience every tin a heavy rain. I cannot even begin to express the emotional and physical hazard flooding would create for myself and my neighbors. Please do not destroy our lives and our homes by opening i Oak Trail. Additionally, there is the distress which comes from this expansion causing a decrease in our property values. Using Scarlet Oak Trail would be the start of the deterioration of our ci neighborhood. Properties would sell for less than value, homes would simply be vacated, and open lots never developed. Lower values would mean less pride in the up keep of properties. Th 'face' of our neighborhood would change from what we currently maintain, to be a deteriorating existence like the areas surrounding us. The County would see less revenue because our pros have decreased in value, but I personally would rather pay my true value to the County and keep the quality of life we currently have. So to conclude, I ask you if Calic and Commissioner Clark me and my neighbors as we ask for Scarlet Oak Trail to be removed from your Montgomery County Road Expansion/Mobility Plan. I ask that you take into consideration our Montgomery Cou life in this Estate Neighborhood. I ask that you do not sacrifice our healthy, peaceful way of living for the name of 'progress'. This expansion would destroy our neighborhood, take away our cl innocence and ability to play outside without fear, and greatly diminish the quality of life we cherish. We would lose the wildlife that resides within our wooded areas and the beauty of our neighborhood. I ask that you do not make our neighborhood one more victim of society 'cutting down trees and pouring more concrete'. Thank You for your attention to this request. Dana W

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Steve Murray
Email: Smurray@yahoo.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Comments

- 1) ~10 new bridges across the West Fork appears incredibly optimistic; expensive - suggest re-eval w/ fewer crossings/larger flow.
- 2) Planning process appears very reactionary - Big changes between 2015/2012 plans; also earlier plans - ~~this~~ This plan, or the previous plans were not communicated prior to Spring/Fall bond issues - No ROW acquired from 2012 plans - What action is taken to ensure this plan is going forward.
 - Planning process appears to be "back room" - no alternative
 - Discussed

Table 



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

#6

Comments
Name: Bill Koffa
Email: bkoffa@brownage.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Fm 149 should tie into 249 from Jackson Rd to allow commuter traffic to directly connect to Tollweg.

Table 



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: D. Fessenden
Email: dfessend@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

insufficient width on 336 S between 1314 & I-45. ①

Table 



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

②

Comments
Name: D. Fessenden
Email: dfessend@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

How likely is it that TXDOT will fund the sorely needed expansion of SH 105 east of Comroe?

Table 



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Ken Vaughn
Email: kvaughn@kvaughn.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

③ The intersection @ Woodlands Pkwy & 2978 has been projected to have an 8 min delay if Woodlands Pkwy is extended. The proposed plan does not seem to mitigate this traffic impact in any way.

 **Table** 



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Ken Vaughn
Email: kvaughn@kvaughn.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

④ Well within 50yrs, Montgomery Co is going to have a population of 2 million + and will need a major east-west Fwy. Currently, the plan only seems to have 3 east-west corridors that extend across the county (1488, ~~105~~ 105, and 1097). Without a doubt, a county with 2 million ppl will need more than that if we are to function as a single county rather than 3 or 4 different enclaves.

 **Table** 



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Ken Vaughn
Email: kvaughn@kvaughn.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

⑤ Conroe, Montgomery, Magnolia, and Willis all have loops to divert traffic around the core of town. The Woodlands is the biggest & most congested area in the county but is missing any type of loop or by-pass. And with the Woodlands Pkwy extension this problem will become worse. Somehow, a by-pass needs to be added to the plan.

 **Table** 



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Mason
Email: mmah@cityconroe.org

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

#1
#2

 **Table** 





Comments

Name: _____

Email: _____

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

- 3. Connect Calvary across Lake Conroe to FM149. Justin case forest is developed one day.
- 4. Connect Hardy to Aldine westfield to connect all the way to S. Loop 536.

Table ✓



Comments

Name: Dorothy Cooper

Email: dorothycooper@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

THANK YOU FOR ADJUSTING THE REALIGNMENT OF ROBINSON RD B/W I-45 & HANNA RD BAK TO A STRAIGHT LINE UNTIL OAK RIDGE NORTH CAN RESOLVE ISSUES OF COMMUNITY RESISTANCE TO WIDENING AND REALIGNMENT. PICTURES SUCH AS THESE, SHOWING A ROAD THROUGH OUR CHURCH AND SCHOOL HAVE BEEN DAMAGING TO OUR MINISTRY AND DO NOT REFLECT THE TRUTH OF WHAT WE WANT. RESIDENTS WANT.

Table ALL



Comments

Name: Tony Sartori

Email: tsartori@halff.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Very good thorough plan that encompasses the entire county. I believe the east side of I45 major thoroughfares should be implemented. Crossing extension should be studied by TXDOT in their M15.

Table Chamber Meeting



Comments

Name: Wayne Gardiner

Email: lacerdagardiner@AOL.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

*See attached powerpoint
ca 832-350-3519*



In favor of Sawmill-Holzwarth connection

Sawmill Road Extension Study

- Conduct an environmental assessment to extend **Sawmill Road** from South High Oak Circle (south of Sawdust) to Holzwarth, including a new bridge over Spring Creek.
- Study cost estimate: \$300,000
- Implementation entities: **Montgomery County, Harris County; potentially ExxonMobil and Springwoods**
- Potential funding sources: **State, local, private**
- SCMP goals: Economic development, maximize mobility.
- Mobility issues addressed: **N/Scconnectivity**

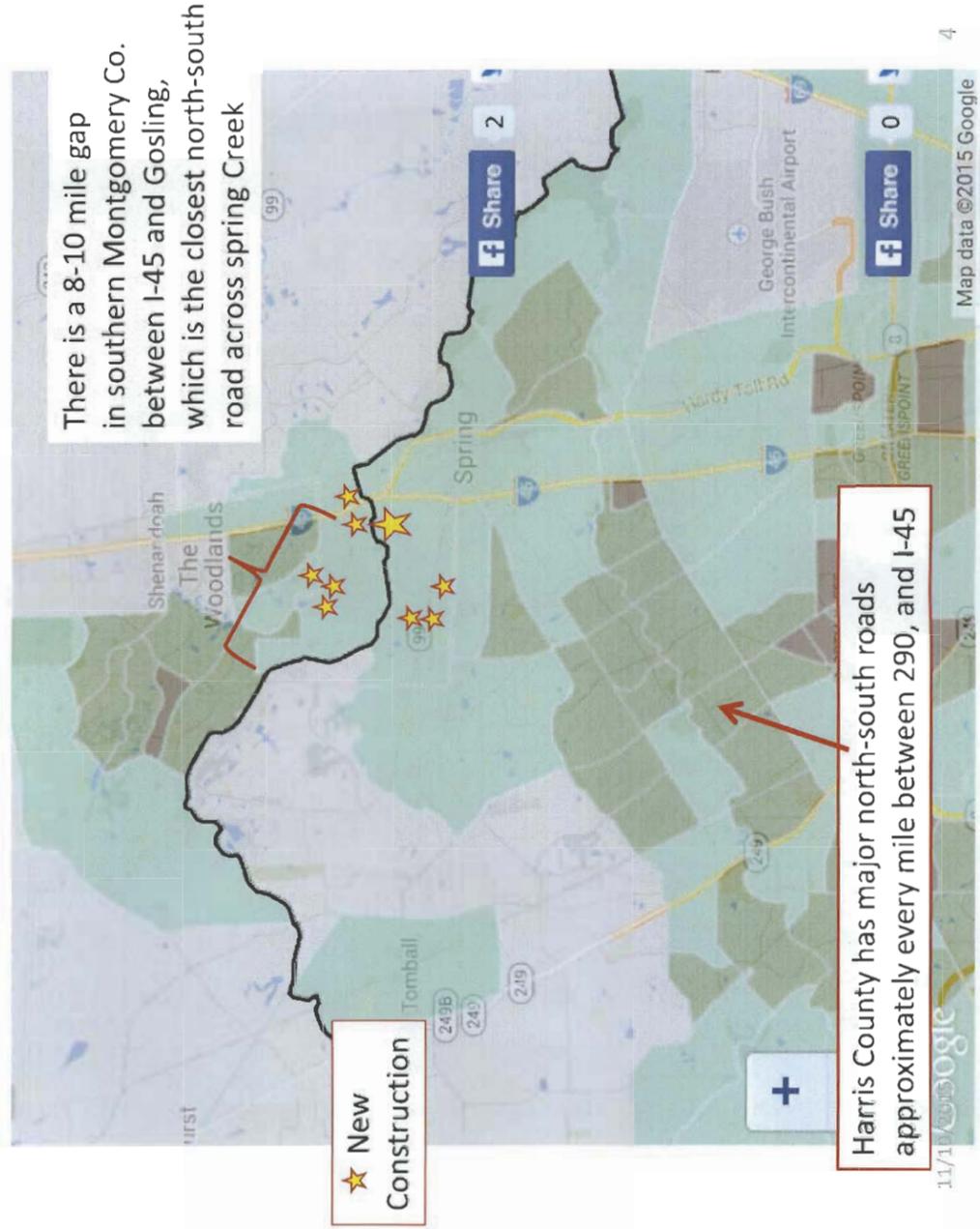
Source: Montgomery Co. Mobility Study, 2012

Discussion points:

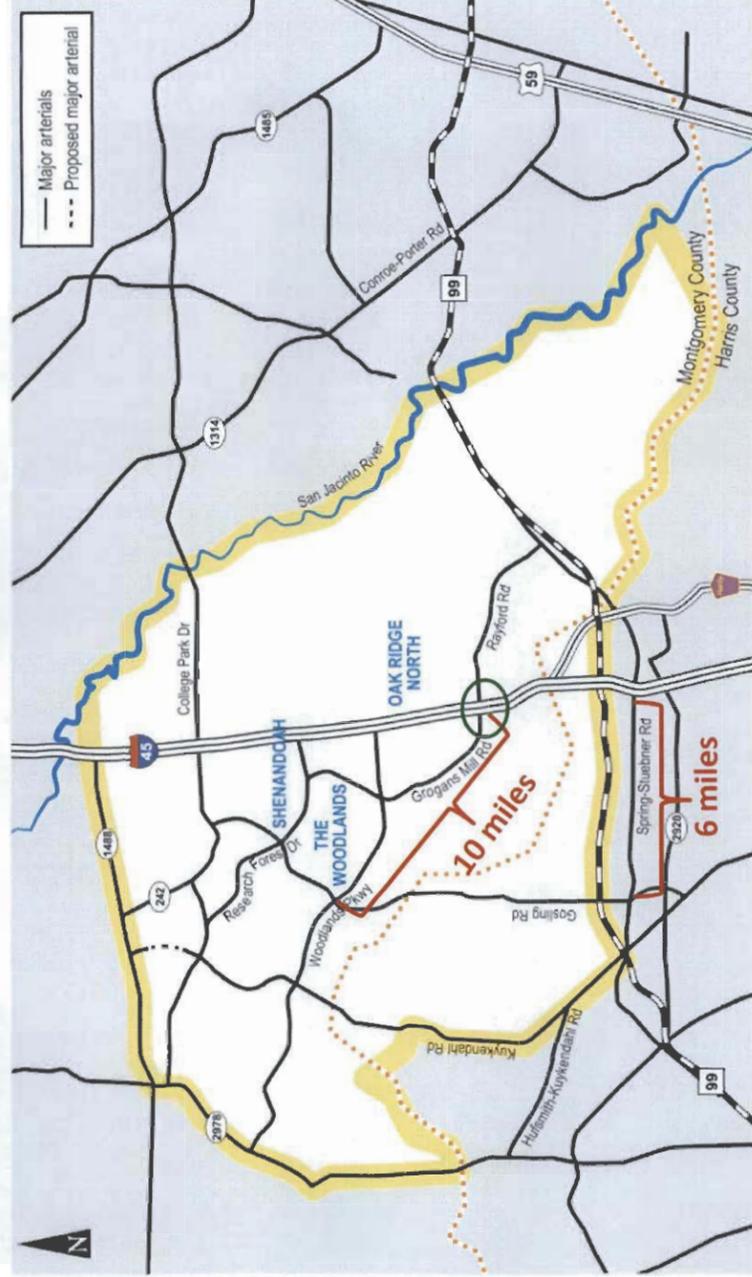
- **Location map**
- **Population Growth**
- **Traffic Mobility**
- **Congestion Issues**
- **Floodplain Management**

11/10/2015

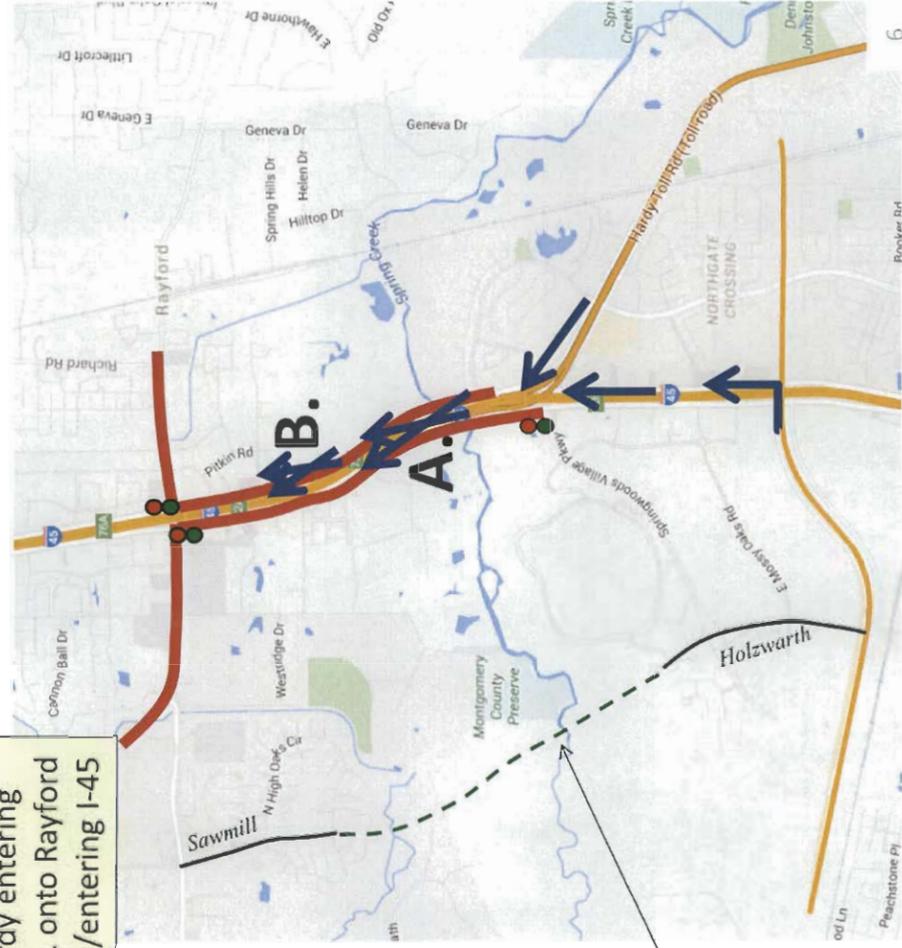
1



Limited N-S access along west side of I-45 funnels all traffic back to I-45 causing Heavy congestion at Rayford-Sawdust intersection



Two sets of crossing Traffic patterns:
 A. I-45 exiting while Hardy entering
 B. I-45 feeder turning R. onto Rayford
 while feeder merging/entering I-45



Heavy Congestion

Proposed Sawmill-Holzwarth connection

11/10/2015



11/10/2015

Source: Montgomery Co. Floodplain Viewer, 2015

7

Conclusion: Sawmill-Holzwarth Connection

- The growing population in southern Montgomery Co. needs improved mobility
- There is no N/S roads across Spring Creek between Gosling and I-45 (a 6 mile gap in access)
- The Sawmill-Holzwarth connection will act as pressure release to relieve congestion at Rayford-Sawdust @ I-45 intersection
- Environmental issues across Spring Creek need study to minimize impact of construction

11/10/2015

8

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

#28

Comments
Name: Jan Stevens
Email: Jstevens21@comcast.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

① Re: Peoples Road - Converting to a thru passage from Hwy 342 to Hwy 1488 would seem to create major noise & disturb the habitat of endangered species (Wood pecker) which inhabits the State forest - also the connection of Gosling to Peoples Rd would require using some of State forest property which cannot

M Table
(over)



be acquired thru eminent domain -

② Have traffic studies been done for Gosling Road to justify this proposal? Where can they be accessed?

③ What is Parks + Wildlife position re: Peoples Road conversion?

④ Current Peoples Rd is located less than 6 feet from several residences in Windsor Hills!!

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Sam + Lisa Haynes
Email: samaille@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

(27)

The benefit of the proposed thoroughfare extending Timing through Horea Egypt does not outweigh the negative impact on the surrounding areas. Negative impact includes but is not limited to:

- * DIRECTS ROADS AND ALL TRAFFIC THRU 3 SUBDIVISIONS (Westwood, Durango Creek and Umarron Country)
- * WILDLIFE AND ENVIRONMENTAL IMPACT
- * PROPERTY VALUES

M **Table**  (over)



* INCREASED CRIME RATE

There are alternatives that give an overall better solution moving traffic through the area than this small but impactful proposed thoroughfare.

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Don Morris
Email: Don.Morris@shell.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

#50

The North Magnolia loop needs to connect to FM 1438 on the east end. This would alleviate Northbound 1436 + 1774 Traffic.

M **Table** 



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Mike Burks
Email: MRBURKSPEED@peoplepc.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

#9 Suggest overpass over FM 1488 on Horea Egypt similar to Tomball over 2920 and Fish Creek or 2854.

M **Table** 



29

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: MARK HAMMONS
Email: mark.hammons@att.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Goes through my back yard.
Is this road going to be put
in any time soon. I don't
see any need for it.


M **Table** 

#27

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: J.C. MOSELEY
Email: MOSELEY-JC@YAHOO.COM

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

I TOTALLY DISAGREE WITH EXTENDING TAMINA RD. DUE NORTH OF FM. 1488. THE EXTENSION WOULD REQUIRE THE PURCHASE OF PROPERTY ON FM. 1488- WOULD REQUIRE PURCHASING MANY HOMES IN 1-3 SUBDIVISIONS A MORE REALISTIC APPROACH WOULD BE TO WIDER HDNEA EGYPT TO A POINT NORTH OF CIMARRON COUNTRY SUBDIVISION THEN BEND WEST TO INTERCEPT THE PROPOSED EXTENSION OF TAMINA SOUTH OF LAKE CREEK. THIS ROUTE WOULD DISPLACE FEWER FAMILIES, AND SAVE MORE COUNTY FUNDS AND BE A MORE LOGICAL ROUTE FOR FUTURE EXPANSION.


M **Table** 

3

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Sahn Parks
Email: leeann.parks@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Are you proposing to
buy homesteads on
Pipestone? in Cimarron
country


M **Table** 

(12)

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Ked Williams
Email: _____

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

(12) I bought MOSELEY FOR
MURPHY AND PUTTING A
LADY THOUGH IT WAS NOT
IN THE PURCHASING AGREEMENT.


M **Table** 

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: _____
Email: _____

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

56
This is not needed where you are discussing

M **Table** 



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Kathleen Williams
Email: kwilliams@consolidated.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

13
1) This would feed right into an already congested rd (minor in PM 2978) so not a help at all.
2) Move it further west towards Superior Rd - this area is not as populated.
3) We do not want a Rd thru our neighborhood!!!

M **Table** 



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Don Morris
Email: Don.Morris@Shell.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

#26
connecting OH Centre Magnolia Rd across the west fork to Sgt Holcomb would greatly help to address the massive growth in the area.

M **Table** 



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: CINDI Lange
Email: cjlan1@sbcglobal.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

#76
The Magnolia loop has come as quite a surprise to me. The proposed roads are the choice of in front of my house or behind it. I do not see the need for the new road from 1774 to 1488 with the new 245 coming through to 1774. I feel it is going to diminish traffic considerably. This will put me in my home right in the middle of 2 new roads + 2 4 lane highways! (pass 4 lanes) without any prior knowledge. I could not be more disappointed

M **Table** 



#25

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Rachel Cummings
Email: Rachelholly@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

The Superior Rd. Thoroughfare is a great idea. It is a much better option than condemning homes on Tamina.

 **Table** 

24

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: John Briley
Email: SLBriley@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

I fully support this N/S thoroughfare on Superior Road. There would be little disruption to install this. Much better than condemning houses on the Tamina extension.

 **Table** 

23

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: PATRICIA MOHON
Email: pmohon@yahoo.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

This road would literally be in our back yard.

 **Table** 

22

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: BOBBY MOHON
Email: bmojon@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Road would be adjacent to my property.
Plan to have another major thoroughfare parallel to Fish Creek does not make sense.
The Superior thoroughfare make more sense it is separated from Fish Creek.

 **Table** 

#21

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Barbara Brown
Email: TeambrownTX@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

The draft of the Tamina Rd extension cuts through several neighborhoods & even worse through yards. This is not an improvement. This is not a solution. I vote No.

 **Table** 

#15

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Estelle Seidel
Email: e.seidel@sbcglobal.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

The road would go thru my property. I did not buy this property to have a road go thru it.

 **Table** 

#17

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Cindy & Bobby Hammons
Email: cinddeford@yahoo.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

The lanes are hard to load so there is no available land for the proposed road. it would not make sense to "reduce traffic" through a subdivision.

 **Table** 

#19

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Jeff + Pam Fontenot
Email: jefffontenot@att.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

NO! Do not come through my neighborhood, street, neighbors of next subdivision.
Find another route - we don't need this to make more traffic in our family subdivision. Go AWAY!

 **Table** 

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

#14

Comments

Name: ~~John Briley~~
Email: JBriley@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

The extension of Tamina through 2 neighborhoods seems a strange choice. The proposed thoroughfare would literally run through several houses in two neighborhoods. The already approved Superior thoroughfare would alleviate the traffic that Tamina proposes to alleviate. However the money would be better used in an area where you would not have to condemn ~40 \$300,000 houses



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

#20

Comments

Name: Lynn Morris
Email: lmorris2002@sbcglobal.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

I live in Cimarron Country
↓ I oppose any road near or through our subdivision!



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

#16

Comments

Name: Rachel Cummings
Email: Rach.holly@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

The proposed Tamina route will destroy multiple \$300k-\$400k homes for a ~~route~~ traffic problem that is already solved by the Superior Rd. Thoroughfare.



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

#18

Comments

Name: Lynn Morris
Email: lmorris2002@sbcglobal.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

I live in the area and having a thoroughfare on Superior Rd would be beneficial.



#13

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Don Morris
Email: Don.Morris@shell.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

would Superior and
^(fish creek)
Honeal be adequate soch
that the Tanna extension
would not be needed?

 **Table** _____



#12

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Terry McGee
Email: TerryMcGee@sbgl.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

I am totally against this due to
the fact going by this map it would
run through my yard.

No!

 **Table** _____



#28

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Craig Doyal
Email: Craig.doyal@mcmtx.org

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

- I see the Woodlands Plan
As a critical need moving
Forward. Please indicate
your estimate as to how it
should be ranked as a priority.

Table _____



#11

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: _____
Email: _____

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Build Old Conroe Road
sooner rather than later

 **Table** _____



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Kathleen Williams
Email: kwilliams@consolidated.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

1) We do NOT want this road going through our neighborhood.
2) It serves no purpose - it feeds into an already congested Rd FM 2978.

 **Table**

#7

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Rhonda & Jerry Veja
Email: ~~rhonda.veja~~ woodwkr45@hotmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

~~with~~ with 2000 homes being developed on Old Conroe/Magnolia Road & only one way in and out - what can be done to replace the bridge across the San Jacinto river?

 **Table** dot 119

#119

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Lynn Morris
Email: lmorris2002@sbcglobal.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Old Conroe Magnolia Rd. needs to connect to Sgt Holcombe to relieve some traffic. This is a good proposal.

 **Table**

#25

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Don Morris
Email: Don.Morris@Shell.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

woodlands Pkwy Ext. to the west would greatly relieve North South on Fm 2978 - an already over capacity route.

 **Table**

#22

CONNECTIONS #24
 Montgomery County THOROUGHFARE PLAN

Comments
 Name: Lynn Morris
 Email: Lynn.Morris@Shell.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Magnolia bypass to the south would greatly relieve congestion in downtown Magnolia.

 **Table**

CONNECTIONS #21
 Montgomery County THOROUGHFARE PLAN

Comments
 Name: Lynn Morris
 Email: lmorris2002@sbcglobal.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Woodlands Pkway extension W. to 249 is very much needed! It will lighten the traffic on Rm 2978. Widen 2978!!

 **Table**

CONNECTIONS #23
 Montgomery County THOROUGHFARE PLAN

Comments
 Name: Lynn Morris
 Email: lmorris2002@sbcglobal.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Magnolia Bypass So. from 1488 E to 1488 W. would greatly relieve congestion in Magnolia.

 **Table**

CONNECTIONS 14
 Montgomery County THOROUGHFARE PLAN

Comments
 Name: Tiffany Sims
 Email: TICCSIMS@YAHOO.COM

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Please send more info regarding this area. I live at 40918 Pipestone Rd. 77354 and my home is built on the property line. My back door is 15' from the property line. Flood plain issues. Gully ditch through my yard to Spring creek. Safety of my children. etc. Many concerns.

 **Table**



MAGNOLIA INDEPENDENT SCHOOL DISTRICT
 P.O. Box 88
 Magnolia, TX 77353
 P 281.252.2221
 F 281.252.2223
 www.magnoliaisd.org

To whom it may concern:

The Magnolia Independent School District would like to propose the following changes to our roadways in hopes to provide more options to Montgomery County drivers, MISD School buses and help alleviate traffic congestion for everyone.

Widen the following roads to four lanes:

- FM 1488 from FM149 to County line (Just East of Joseph Rd)
- FM 1774 from Lakes of Magnolia to FM 1774/FM 149
- FM 149 from FM 1774 to Jackson Rd.
- Hardin Store Rd from Hwy 249 to FM 2978 (Replace 4 way stop with stop light)
- FM 2978 from Harris County line to FM 1488 & North of FM 1488 (Egypt Community to S. Trace

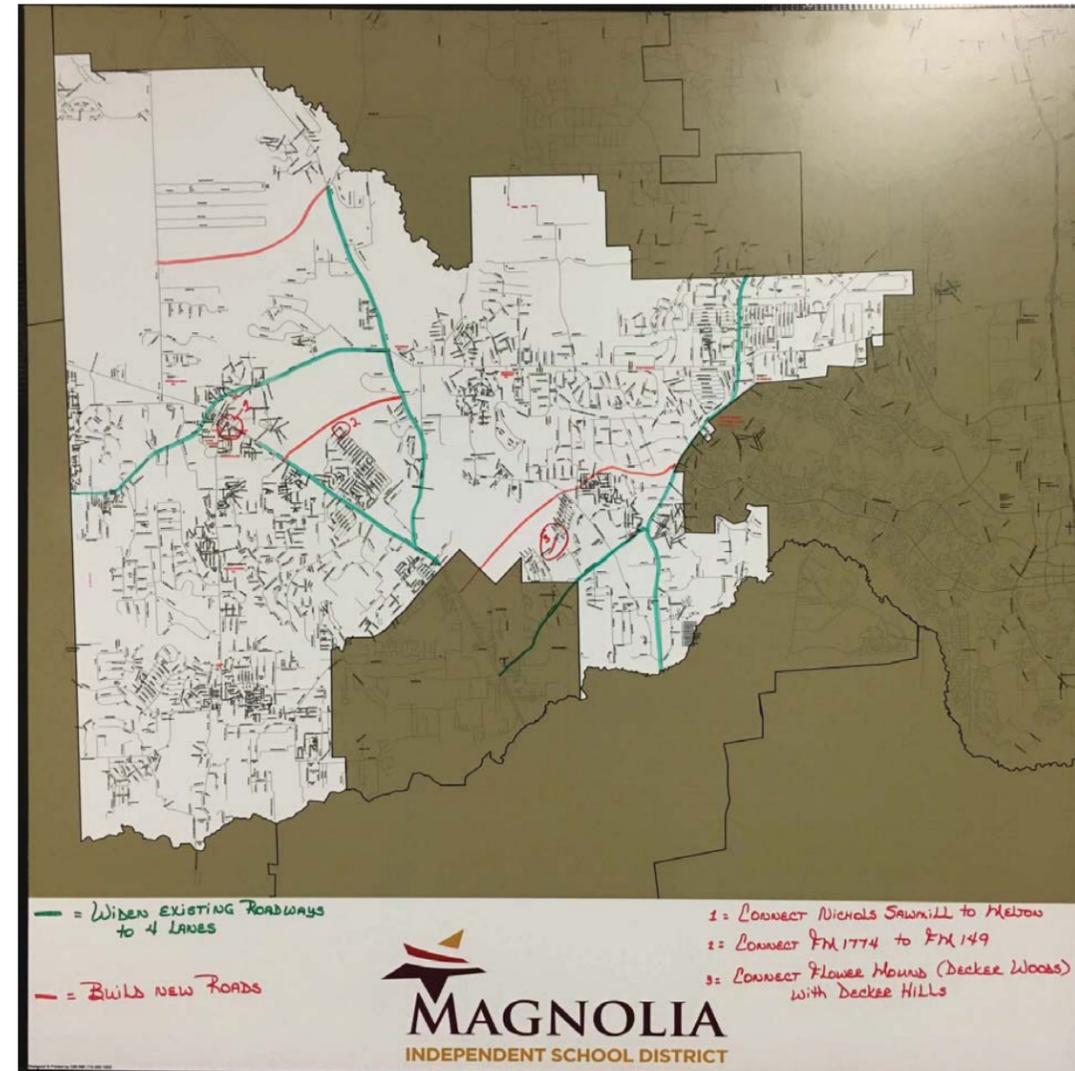
Build the following roads:

- East/West road connecting FM 1486 to FM 149 at Jackson Rd
- Extend Nichols Sawmill East to connect with Melton
- East/West road connecting FM 1774 to FM 149 (i.e. Extending Friendship Dr. to Just South of Wildwood Trace)
- Connect Green Tree Forest with Little Thorn Ln
- Connect Flower Mound (Decker Woods) with Decker Hills
- Extend Woodlands Parkway West to Hwy 249

Respectfully,

Joe Dives IV
 Director of Transportation
 Magnolia ISD
 281 252-2221
 Past President - GCAPT
 Transportation Official #1035

Joe Dives IV
 Director of Transportation



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Isaac Ybarca, Jr.
Email: _____

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

The change is good for the future of our County.

 **Table**

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Jack Armstrong
Email: Jack10PDR.NET

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Road does not appear to be aligned correctly.

 **Table**

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Larry Rogers
Email: LROGERS220@AOL.COM

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

*#3 PEOPLES RD WHY? WHAT ABOUT THE WOODBRICK
#7 WHY NOT AN EAST WEST ROUTE
#8 WHY DON'T WE HAVE A LOOP AROUND THE COUNTY
1979
85
~~2012~~
2015*

 **Table**

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: John Wertz
Email: jsantiga@comcast.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

*6. It appears Woodlands Parkway Extension (WPE) is still in plans. Yet there's nothing to mitigate the additional traffic it will bring to the Intersect w/247B.
7. There's no free way between I-45 and Magnolia. And that traffic is already a night mare.
8. Woodlands really needs to have a loop for mobility from I-45 to westside of Woodlands.*

 **Table**

1

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Ana Cosio
Email: scubaman1234@hotmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Please keep traffic away from the only pure wildlife area left, "W.G. Jones State Forest".


 S Table

(19)

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: C W HUNTER
Email: HUNTERCWA@ME.COM

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

WOODLANDS PARKWAY EXTENSION IS NEEDED TO REDUCE PRESENT AND FUTURE TRAFFIC FROM SOUTH OF ROSENTH FOREST IN THE WOODLANDS ON N/S CONNECTORS AND ON FM 1488. IT IS A DIRECT ROUTE FOR THE ROUTES FOR WESTWARD TRAFFIC STUDIES THAT INDICATE ONLY A 2-400 INCREASE IN WOODLANDS PARKWAY TRAFFIC EVEN WITH THE INCREASE TO CA 125,000 AND INCREASE WEST OF KUYERLAND WOULD BE MOSTLY WOODLANDS. NOT NEARLY AS MUCH AND NOT NEARLY AS GOING.


 S Table

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Charles Wensy #3
Email: WENSY10@AOL.COM

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Please build the proposed rd north of 1488 before you impact Peoples Road and the Reservoir affected on all sides. Specifically Woodlands Reservoirs. Thanks, Charles Wensy


 S Table

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Pat Riley
Email: priley@ci.williams.tx.us

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

(16) Extend Sufferce
(14) Extend South


 S Table

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Ryan Wade
Email: rwade@jonescarter.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Fairview @ intersection of 242
Thoroughfare extends through
Hager's Preserve that has private
streets & is gated

Red Dot No. 5

 **5** Table 

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Randy Schulze
Email: rschulze@watermore.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

I suggest that the map's also show the northern part of the Hagerston ~~at~~ Thoroughfare Plan so people can see how Montgomery's Hager's Preserve is coordinated.

R. Schulze

 **5** Table 

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Jade Yates
Email: jyates@ci.montgomery.tx.us

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Keep the by pass for Montgomery!!
We need it very much

18

 **5** Table 

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Richard Tramm
Email: rtramm@portersud.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

The multiple crossing locations proposed for the San Jacinto River south of SH 242 for both safety and accessibility.

I am General Manager of Porter Special Utility District, the third largest water utility in Montgomery County, I would like to get a copy of map so we can begin to make considerations with our internal planning to benefit overall community.

 **5** Table 

Comments

Name: Gayle Moses
Email: gmoses@consolidated.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

(11) The draft map shows Aldine Westfield extension including Lexington - the 3rd street in Dwyer Forest 2mi east of 45 off 242. The street is narrow - there are ditches on both sides + the front yards are not deep. It is the only way out of our subdivision on nights like this at rush hour times when 242 is so backed up. I had to take that route to get out tonight as the end of my street, Concord, was blocked with traffic. Lexington has a light. More traffic on Lexington will destroy our subdivision.

(12) David Memorial's extension will add a dangerous situation at the end of the overpass from 45. The added traffic eastbound on the feeder will combine with the cars exiting Harpers Reserve at the end of the 242 overpass. I have seen many close calls - traffic not yielding to the cars on the

5 **Table**  no more school buses will be



Comments

Name: Ben Allen
Email: CAJUNNO@CONSOLIDATED.NET

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

#10 PUT A COLLECTOR ROAD BETWEEN CARRIAGE ROW WEST IN CARRIAGE HILLS SUBDIVISION & OLD CONROE RD. CURRENTLY C.H. & JARBS RESERVE SHARE ONE INGRESS & ONE EGRESS.

5 **Table** 



Comments

Name: Andrew Cornwell
Email: abotbot@yahoo.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

The biggest concern I have as a resident and motorist in Montgomery County is the lack of alternate routes when a major accident happens on 45 and the increased need for a loop around the woodland to help traffic flow out when the opening to be a proposal for a loop? is it going to be in the next general election ballot? and if not what's the second?

5 **Table** 



at the open house at Ghemonwood commercial complex / How will you propose to create counterflow for these projects to not to be flow of traffic moving and for how long? Thank you for taking this on out of your busy schedule to answer.

Andrew Cornwell
Email: abotbot@yahoo.com
Call: 713-824-4119

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: JERESHIA HANAUER
Email: jdkameres@yahoo.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

⑬ Concerns regarding impacts to environment @ confluence of San Jacinto / Lake Creek and possible build up of sediment.

⑮ Magnolia loop is great idea

 **Table** ✓

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Shelley Ponder
Email: Skellycpander.tv

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

#120 - This whole area is flood zones and neighborhoods. You are proposing freeways and expensive bridges for cut through traffic. The population east of I-45 in this area is ~~small~~ small. Improve the roads we have and protect the river from so many bridges. Very costly and useless

 **Table** ✓

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: DENNIS TUBS
Email: DWTubs@AEC.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

NARVIN FREE RD. should be #6 improved such that there is no need for the parallel "WDLNLS extension"

⑦③ Woodforest Blvd. Bridge looks like too expensive considering the proximity to a bridge across old CONROE

 **Table** ✓

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Bob Bagby
Email: bbag752@yahoo.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

I'd like to see a loop around Conroe larger than 336.

We need a Major road from East to West County. 1488 & 2090 could work but would be a big undertaking for a bridge.

20

 **Table** ✓

CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Claude HUNBERT
Email: Claude.humber@3seglobal.net

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

(9) Do not see the need for Treaschwy extension
(11) Aldine Westfield - no longer connected with Harris Co. Only Grand Parkway - Please keep us informed I am on the board of the Spring Creek U.D.

 **Table**



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Kevin Williams
Email: KevinWilliams2009@gmail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Urgently needed: North/south alternatives ~~from~~ to I-45 over the San Jacinto River

① suggest extension of SH 242 north to Loop 336.
(Gosling would work too)

② Extend KIDD RD south from Conroe to connect with 242

 **Table**



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Harris County
Email: _____

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Check alignment of Bover Road on ~~SH~~ COH MTFP

 **Table**



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: P. GUNIGANT
Email: PRATHMAC.PRG-ASSOCIATES.COM

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Community Drive East at Loop 499 is not viable due to proximity to Grand Parkway Segment + due to Lake Houston Wilderness park to the East.

There is a need for additional east-west connectivity south of Grand Parkway.

Consider adding Oak Shadow Driv as a collector Road between Keith Drive/Lowell + Ford Road. Oak Shadows could connect across US59 to Baldwin.

 **Table**



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: Jay Mac Sanders
Email: Jaymac@imustardseed.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Missing ~~scale~~ scale of
Coaddr.
Thx,

5 Table 19



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: JAMES M. FLYNN
Email: JAMES_FLYNN@kindermorgan.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

The Woodlands Parkway corridor is extraordinarily crowded as we speak. The addition of a throughfare on Keybirdhill has further exacerbated the congestion. Likewise the congestion associated with Gosling.

I live off Brand Crossing and have experienced heavy truck traffic and unnecessary traffic thru a residential area.

More traffic routed or encouraged to cut thru the neighborhood vs routed on K88 or the I-45 area.

5 Table 18



CONNECTIONS
Montgomery County
THOROUGHFARE PLAN

Comments
Name: BILL WALTER
Email: billwalter@mail.com

Do you have comments or questions regarding the information presented at tonight's meeting? (Include the dot number in the comment.)

Based on the traffic congestion map, the Robinson Road capacity has not been addressed. The County is spending \$60 million to take Imperial Oaks traffic from the lower area to I-45, the Center and North sections use Robinson Road (currently 16,000 cars per day) use this 2-LANE City Street to get to I-45.

Consider extending Hanna Road or a new road next to the Oak Ridge North

5 Table 17



Commence Part to intersect with Research Forest and Hwy 242.

Carlene,

Please include my comments with the many others you will be sending to the Commissioner.

http://74.129.209.89/pdfs/WDLWD-11-14-MobilityStudy_2.pdf

Whether the plan for Aline Westfield plowing through our development via Scarlet Oak Trail is on the right side of the road is not the issue. The issue is whether the plan is a good one. It is NOT since it has a projected cost and a solid line I am vehemently against. The residents in White Oak Estates, as well as myself, purchased homes or lots here because of the property, serenity, nature, lack of light pollution, lack of traffic, lack of pollution in general, and to be outside of the woodlands. We do so with the understanding that it may take a little longer to get where we need to go because of a non-direct route, and we are OK with that. It is what we agreed up for. By the way, we are not the only ones who are concerned about the plan. We are an ESTATE Community. Our homes and properties are spread out and not built on top of each other for a reason. We prefer nature and peace. A county representative came out and met with a group of residents to explain the impact connecting Aline Westfield through our Community could cause. It is not a pretty picture and one we will fight.

The road would purchase and remove the business on Steeple Hollow at the north end of Scarlet Oak Trail.

The road would require Scarlet Oak Trail to become four lanes. County isn't sure if there will be an easement.

County would use 50 feet from the center of the existing road into existing properties to widen Scarlet Oak Trail to four lanes. This would allow very little yard and/or drive way for many residents of Scarlet Oak Trail.

The County would move all utilities, poles, etc. further into resident's property.

The current road would be dug-out and lowered approximately 8 feet, making the new road 2 feet higher than the existing road.

Pipe will be laid in the next ditches for drainage and the above excess dirt would be used to fill in all current ditches on both sides of Scarlet Oak Trail.

There will be, "more than likely", four way stops at the two intersections of cross roads, a three way stop at Great Oak & Scarlet Oak Trail, and a red light at the north end of Scarlet Oak Trail and Steeple Hollow Road.

There will be an increase in traffic from the three neighborhoods west of White Oak Estates, as they use the thoroughfare going north and/or south.

Speed limit for the four lane thoroughfare will be 35 to 45 MPH - County said we CANNOT have speed bumps.

It is estimated that 10,000 to 30,000 vehicles a DAY will use this thoroughfare thru our neighborhood.

There will be an alternate route to I-45 and will see an increase of re-routed traffic anytime there is a backup to I-45. Some could/would be 18 wheeler traffic.

This thoroughfare could reduce our property values.

This thoroughfare will open up our entire neighborhood, and we will see an increase in crime. Especially the less traveled streets of our neighborhood.

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- By plucking a 4 lane highway through an Estate Community that has Deed Restrictions on a series of homes, the County is plucking a highway through the front yards of many homes. Roads of this size will not be able to walk and bike to their parks with the same degree of safety we have now. Children will not be allowed to go unsupervised.
- This plan would cost \$131.9 million. The most of ANY project you have planned. Surely that money could be used to find a route that would NOT upleave an entire community.
- Estate homes will now be located at a stop light

I ask that you rethink even having this route on your map, long or short term. We will continue to fight its existence, otherwise.

Lisa Agens
11957 Scarlet Oak Trail
Comroe Texas, 77385

Dennis & Margaret Bell
11734 Creek View Lane
Comroe, Texas 77385

Dear Carlene,

I would like to introduce myself and my wife of 45 yrs. We searched for many years to find the right location to build our home and raise our daughter. We purchased our property on the corner of Scarlet Oak Trail and Creek View Lane and built our **Home** knowing that this location was quiet, peaceful, and safe. Our family just love to talk to the parks, trails and enjoy the wildlife that is all around us. We have a variety of species, hawks and bald eagles nesting in the area. Heck we even have deer that sleep in our front yard. We just love our subdivision.

It has been brought to our attention that Montgomery County Mobility is planning on putting a 4 lane road directly through the center of our subdivision. This road will also be in front of our home. I would like to introduce myself and my wife to the County and let them know we are not happy with this plan.

Our quiet, peaceful, safe life as we know it would change immensely.

1. The noise would be tremendous not only to citizens, but also to our wild life.

2. Our property would decrease in value and so would your tax base.

3. This would cause safety hazards since our children and grandchildren would not be able to walk, ride bikes or horses across the road or on our paths to the parks that are located on the other side of Scarlet Oak Trail.

4. Traffic would be immense and would cause traffic back up with in our subdivision as well as increase daily traffic. 10,000 cars a day is not acceptable.

5. Safety would be a concern for all of us. I already have health issues and the fumes of vehicles would cause us to get severely worse.

6. Studies show that along with the 4 lane road it will bring crime, undesirables who plan to rob, steal or even kill our citizens.

7. The potential for flooding would increase since we already have water issues from Sherandoah coming our way down Steeple Hollow. By dropping the roads this would cause flooding into our neighborhood.

8. We now have no trash in our subdivision and we all pride ourselves on keeping our areas neat and clean with our environment that our children appreciate and feel safe.

9. In summary we would like to state that this road should not be located within our subdivision, but place it where it would be less invasive of people's lives and family's back of our subdivision on Townsend Blvd which the cost would be much cheaper at 80m. and on the Hanna Road which could go down to Woodson Road and then cross over RR tracks on to Main Street (avoiding the schools) following it to 242.

10. These two other options would be less aggressive to the Montgomery County citizens. Going through White Oak Estates on Scarlet Oak seems to be the most expensive and less convert way to go.

Please give us your consideration in this matter.

Sincerely,

Dennis & Margaret Bell
281-881-1707

Dear Ms. Mullins,

http://74.129.209.89/pdfs/WDLWD-11-14-MobilityStudy_2.pdf

Our family lives at 11754 White Oak Trail located at the south end of Scarlet Oak trail (corner property). Our property will be at the beginning of the 4 lane road connecting Aline Westfield to Highway 242 as it goes through White Oak Estates (we'll be the first ones affected by this proposal). We have many concerns and observations we have listed below if the county is considering this thoroughfare to pass through our small community over other potentially viable routing options. (Corporation that Scarlet Oak Trail is not be used as part of the Hasty Extension or even a connection to another highway in the future like highway 242.

- The Community Ecosystem will be disrupted by excessive noise, trash, and chemical pollution (i.e. auto mobile exhaust etc.) from 10 to 30K vehicles per day.

- Kids/adults will no longer be able to use current roads (less than 100 cars a day) for biking, jogging, and just recreational use. Our children play outside without any fear crime or being run over.

- Wildlife that is indigenous to White Oak Estates will no longer exist as it does now.

- Increased crime will work its way into our peaceful estate.

- Property depreciation (I'm hearing 30% or greater). I don't know how to expound on this because this is an estate community where most homes are over \$500K up to a million.

- Not to mention the fact that our friend and neighbor will lose their home at the dead end of road is going thru and have put a lot of money in upgrading their home and yard.

- We like others in our community moved here in order to buy acreage property and have a country living. Disrupting an Estate community, our kinships with our neighbors and friends, I am sure you can understand how we would be upset. We moved here for the small community atmosphere which a thoroughfare would take away. I am sure the county can find easily to create the roads outside of our community.

Sincerely,

Rick and Nita Berns
1754 White Oak Trail
Comroe Texas 77385
281-773-0962

Dear Carlene,
My name is Susan Gonzalez and I live at 11821 White Oak Pass in White Oak Estates sub division. My family has lived in White Oak Estates for 16 years. We have loved living in this neighborhood and raising our family here. The reason we built our home here on 3 acres was the quiet country like atmosphere away from the bustling city road way and crime. We have spent numerous hours enjoying our peaceful walking trails and riding our bikes in the neighborhood visiting with neighbors and playing with our children. We have never had any problems with crime or anything that is not an attractive environment for high traffic or crime to develop. Last night we attended an emergency meeting where we learned for the very first time, plans to put a 4 lane road through our subdivision on Scarlet Oak. We were given a deadline of this Friday to submit our concerns against having a road expansion. Which, in and of itself is upsetting to hear at this late juncture.

Our concerns are first and foremost, the safety of our children, crime rate, noise, trash, flooding and lost property. We are not the only ones who are concerned about the safety of our children. The traffic which will be traveling on the 4 way road will be anywhere from 10,000-30,000 cars a day with a speed limit of 35-40 Miles per hour. Our kids will not be able to ride bicycles across the neighborhood and we won't be able to walk in our subdivision anymore. The construction we were told, will last a minimum of 2 years. This road will also be used as an alternative to 45 should the traffic be backed up or as an alternative to avoid 45 altogether. There will now be stop lights at all intersections on Scarlet Oak and when the stop lights are gone, we are back to being out of control. The traffic on this road will be filled with heavy trucks, semi trucks, and more. Our property values will decrease by a minimum of 30%. Literally our beloved community will be destroyed.

We also understand from the meeting that there are alternative, even less costly ways to manage this road expansion than running the road directly through a neighborhood which helps draw people to area based on the quality of living we have developed here. We will not sit idly and allow this to happen without draining every resource available to stop this and alerting every media option available to us. We ask that you please reconsider this initiative that will disrupt the lives of over 300 tax paying citizens.

Sincerely,
Susan K. Gonzalez
11821 White Oak Estates
Conroe, TX 77385
832-339-3243

Help, we saved up for almost 9 years to build in White Oak Estates. We specifically bought here so our kids could ride their bikes and golf carts without speeding cars. We moved from our old neighborhood because there were cars flying down our roads all day long. We wanted property close to the city since my business is in Oak Ridge and my husband works in Greenspoint. This is a neighborhood where the kids and adults ride our golf carts, horses, bikes, etc without having to worry about getting hit by a car or worry about large amounts of traffic. That is why we saved for 50000 long to be able to move here. We built our dream home and planned on it being the last house we would ever live in. We have never had any problems with crime or anything that is not an attractive environment for high traffic or crime to develop. Last night we attended an emergency meeting where we learned for the very first time, plans to put a 4 lane road through our subdivision on Scarlet Oak. We were given a deadline of this Friday to submit our concerns against having a road expansion. Which, in and of itself is upsetting to hear at this late juncture.

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We also understand from the meeting that there are alternative, even less costly ways to manage this road expansion than running the road directly through a neighborhood which helps draw people to area based on the quality of living we have developed here. We will not sit idly and allow this to happen without draining every resource available to stop this and alerting every media option available to us. We ask that you please reconsider this initiative that will disrupt the lives of over 300 tax paying citizens.

Sincerely,
Susan K. Gonzalez
11821 White Oak Estates
Conroe, TX 77385
832-339-3243

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Sincerely,
Susan K. Gonzalez
11821 White Oak Estates
Conroe, TX 77385
832-339-3243

Ms. Mullins

Please pass this email along to the Commission for consideration. As a resident and owner of two properties in White Oak Estates (11716 Great Oak Blvd and 11721 Great Oak Blvd) I am vehemently opposed to the above referenced connection. The proposed connection will fundamentally and forever alter the characteristics and desirability of White Oak Estates. It is my understanding that there are numerous, less impactful alternatives to this connection to alleviate the additional congestion on I-45 caused by the Grand Parkway. As such, I urge the county to reject this connection as an alternative that will ultimately alter the property values of White Oak Estates and the surrounding area. I am not asking for a complete halt to the project, but I am asking for the project to be questioned in greater detail. You may feel free to contact me anytime. Please know that I will continue to question and challenge any effort to promote or otherwise move forward with this proposed connection.

Sincerely,
Dave Hammel

Good morning to you, I am Alyssa Harris. I was recently made aware of the proposal to widen Scarlet Oak Trail (in the White Oak Estates, Montgomery County) to make a 4 lane thoroughfare from A to B. I have MAJOR concerns regarding this proposal and I implore you to reconsider. Let me give you a little background on my situation. My husband and I purchased the estate lot on Scarlet Oak just a couple years ago. We bought that specific lot because of its location. You see, it sits on the corner at the dead end of a cul de sac. We have twin 4 year olds and we bought that lot because it gave us peace of mind. We envisioned our children (and children to come) having the freedom to play, ride bikes, and enjoy the outdoors on our street knowing there would be no traffic on our street. We have a beautiful view of the woods and a peaceful atmosphere. We have a peaceful location much because of its quiet, serene qualities. This proposed expansion would change all that. This expansion would be detrimental to our very way of life.

Because of our location (at the corner of Scarlet Oak and Sleepy Hollow), we would face the following issues:
1. The proposed expansion in front of our home would be somewhere around 45 MPH with traffic light at the 3rd corner.
2. The increased traffic (estimated to be anywhere from 10,000-30,000 cars per day) would make it virtually impossible and very dangerous to enter/leave our home.
3. We would lose most of our front yard due to having to widen the road.
4. We would have 2- years of construction going on directly in front of our home.
5. We would be without utilities while they were dug up and replaced further into our yard (what was dug up would be replaced with a major problem for all the homes along Scarlet Oak.
6. The increased traffic would be a major problem for all the homes along Scarlet Oak.
7. The increased traffic would be a major problem for all the homes along Scarlet Oak.
8. Inevitably, the property value of our home as well as our neighbors' homes would be drastically reduced (We are looking at 20-30%). That could be 100's of thousands of dollars in some cases (ours for sure.) We would be stuck in a home we can't get out of even if we wanted to move (due to the danger this new road would pose to my children), simply because we would owe more on our brand new home than we could now sell it for due to loss of property value related to this project.

We, as well as all of the White Oak Estates residents, bought and built there because it was an Estate community. That being said, we love our quiet, safe neighborhood tucked away back there. We call it "the best kept secret" in the Woodlands area for a reason. We love that we have sprawling front yards (which we would lose on Scarlet Oak.) We enjoy not having light pollution so that we can sit out on our porches at night and enjoy the quiet and God's beautiful starry skies. We will lose all that if you bring this road through our peaceful neighborhood. I strongly encourage you to consider that if you bring this road through our peaceful neighborhood, it strongly encourages you to consider peaceful estate neighborhood.
I know there are at least 2 other options to developing a thoroughfare to HW242 (Hamamah Rd or the road that runs directly behind White Oak Estates.) Either of these options would make much more sense and be much less offensive to all that live around there. Please consider one of the alternatives.

Thank you very much for your time and attention to a matter that is very important to my family as well as the families of 100's of others.
Sincerely -
Alyssa Harris

My husband and I are 10 year residents in White Oak Estates. We have a lovely quiet neighborhood where wildlife abounds! We chose this area because of its seclusion and for the fact that not a bit of people know we are here. I feel safe to tie down at night here but if we are to be surrounded by roads that will produce noise and nosiness around our area (if you know what I mean) then we will be forced to move. We did not ask for all of these people to come into our area so we should not be punished because they are here! We are against any road expansions in our quiet little community. Thank you for helping us! Debbie Hayes

<p>To whom it May Concern:</p> <p>Please consider this as opposition to the current proposed mobility plan to put a major roadway through our community. As parents, we make decisions that are sometimes for the betterment of our children.</p> <p>We made this decision when we selected White Oak Estates as our home. A place where a winding road led to a dead end community- a place for our children to be raised in a country atmosphere, carefully chosen to allow them to be near amenities without being crowded.</p> <p>The mobility plan will not only destroy all the careful planning we exercised in choosing our family home - built to intentionally increase criminal activity, traffic, noise, and affect all reasons we relied upon in making our choice to move here.</p> <p>There are alternatives to this plan- I implore you to not dismiss our opposition as a few residents who just don't want a road through their community. In doing so, you would be missing the underlying core of what a community should be.</p> <p>Thanks, Nancy Hebert</p> <p>We live on scarlet oak trail, we moved here for the quite country life style, not to live on a freeway. There would be no more deer in our yard no walking our dogs and no peace and quite. Not to mention the financial loss we would occur, we are retired, and the drop in value would be large financial burden on us. Please reconsider your plans. James and Judith Hill</p> <p>I am a resident of White Oak Estates and am writing to protest the use of our neighborhood street to connect Aldene-Westfield to Hwy 242. After studying the tree possible routes being studied, it seems logical the Sleepy Hollow road by the San Jacinto River is the logical route. It is mostly wooded land and would not affect less than the other proposed Connecting Home Road to 242, which would impact both the scenic beauty and the tranquility of the neighborhood. The proposed Scarlet Oak Expansion would mean a four lane highway dividing our community, effectively cutting off one side of the neighborhood from parks and the lake. Our kids can ride their bikes safely today but would never be able to travel alone across a four-lane highway! Please let me know when the next meeting that the public can attend is so I can be there.</p> <p>Please do not let our small community be destroyed!</p> <p>Jackie Jackson</p>	<p>Dear Carlene Mullins:</p> <p>My family is five year resident of White Oak Estates. My Parents are ten year residents of White Oak Estates. I'm writing to ask the county NOT to add the proposed four lane thoroughfare on Scarlet Oak, which would cut our small community in half (South Montgomery Mobility Plan).</p> <p>Residents of White Oak Estates settle their families here because the properties are on acre plots and are surrounded by trees. The community is very close. Dividing our community with a four lane thoroughfare would significantly increase traffic, negatively impact home values, increase crime and security concerns as well as increase resident cost to keep the neighborhood clean.</p> <p>Today children and residents walk and ride bikes to and between the two neighborhood parks and from the park to the lake. There are 10,000-30,000 additional vehicles per day on the road. The speed limit would make walking or biking unsafe on the main road and likely anywhere in the area.</p> <p>Part of what people pay for when settling in White Oak is the seclusion the neighborhood provides. If you visited White Oak (and I recommend you do) you would see that the neighborhood provides a sense of privacy and seclusion. A four lane thoroughfare would hurt White Oak's atmosphere and residents property values.</p> <p>When traffic increases by 10,000-30,000 vehicles/day, crime will rise as well. White Oak pays for private security and the entire neighborhood works together to prevent and control crime related issues. This works well with the limited traffic we receive; however, a significant increase in traffic would mean an increase in crime. The comment that would further degrade the enjoyment of living here as well as residents property values.</p> <p>I understand that the county is evaluating numerous options and I wanted to share my opinion after living in the areas for five years and traveling in the area for over a decade. I hope this adds a little context that may not be apparent when looking at the map. I appreciate your time and attention.</p> <p>Please feel free to call me at any time to discuss this further at.....</p> <p>Regards Lance and Liz Hunter</p>
<p>We do not want White Oak Estates to have a boulevard put through our neighborhood. Many Thanks for your help in this matter. Paul & Lydia Jackson</p> <p>Good morning Carlene & Thomas and trusting all is well. I attended a community meeting on last evening at the Sleepy Hollow Community Mobility Plan meeting. I was very disappointed with the thoroughfare changes list. When I purchased my home nearly 6 years ago, I purchased because of all of the amenities that White Oaks Estates offered such as (Quietness, Serenity, Lack of Crime, Cleanliness of community, Community Continuity, and the overall niceness of the community). My home sits on the NE corner of Creek View and Scarlet Oak.</p> <p>I am being made aware that there is a proposal on the table which will totally change the continuity of our neighborhood if the proposed road from Aldene Westfield Road being extended from Riley Fuzzel Road to Ed Kharbat Drive in Corcoe happens.</p> <p>I am TOTALLY OPPOSED to this road being extended through White Oak Estates for the following reasons:</p> <ol style="list-style-type: none"> 1. There will be an increased amount of traffic 2. Children currently walk & ride their bikes in our community street and an onslaught of traffic could prove to be deadly to one of our children. I am trusting that neither of you including the commissioners and decision makers would put your children's welfare in harm. 3. The road would cause an increase in littering and haphazardly disposing of unwanted items 4. The continuity, serenity and peacefulness of our neighborhood will drastically change with this road coming through our neighborhood 5. The extended road will cause flooding in our community and to our properties 6. The proposed road will cause a significant decrease in property values 7. The road would take away some of my current property line & property line of others directly and indirectly affected. 8. Our once quite community will be invaded by others as a thoroughfare <p>I would appreciate you sharing my views and views of others of the White Oaks Estates Community with your colleagues & commissioner. I would also like to have an opportunity to state my views with the Commissioner, County Clerk and others who may be decision makers regarding this matter. I can be reached via cell phone 504-382-6145, office 713-956-8677 or e-mail debra@gmail.com</p> <p>Regards, Debra B. Joseph</p>	<p>I was very upset to hear of a proposed 4 lane express way splitting our neighborhood. My wife and I bought a lot in White Oaks because it was a neighborhood that you felt like we were in the country but close to the shopping and restaurants. Our community has almost no crime. It is a place where the children ride their bike to the park to play and walk to school. I took a real effort to stop the high school kids from other neighborhoods to stop using our secluded Lake parking lot as a drug hang out. We were able to do this because there are only two entrances into the neighborhood. The road project would increase access by others into our homes. If the proposed project is approved the road will split the neighborhood and the children in the section without the parks will not have use of the Park facilities. There will be a traffic light but what the road will not only change the Soul of the community, it will bring crime, pollution plus increase traffic on our side streets.</p> <p>Ten to thirty thousand cars a day speeding through a sleepy neighborhood will destroy everything a sleepy town is. Cars are better options out there! Please do no vote to destroy our homes! Thank You</p> <p>Bob Ketchum</p> <p>Hi Carlene, I'm a White Oak resident and would strongly prefer that the county does NOT widen Scarlet Oak to 4 lanes and also strongly prefer that we do NOT install gates around the entire neighborhood. Please let me know what I can do to help.</p> <p>Kind regards, Mike Kowals</p> <p>We are very concerned about any proposal that would alter our current roads in our community. We feel the best way to proceed when we found White Oak Estates. We chose to build our home here because of the following: the close proximity to the schools the size of the homesite the trees, wildlife, and feel of living in the country research of future road proposals made available 2/05/2006 There appears to be adequate land to build a road through the community. It doesn't appear necessary to construct new roadways through the middle of this community. Our home is on Scarlet Oak Trail and if it is made a 4 lane thoroughfare it will bring a laundry list of problems including but not limited to: a huge increase in traffic, an increase in criminal activity, safety issues for my family, decreased property value, and substantially lowering the use and enjoyment of our property.</p> <p>http://174.129.209.89/pdfs/WDL_WDI-11-14-MobilityStudy_2.pdf</p> <p>Chris Lovett</p>

<p>Dear Sir/Madam,</p> <p>I am a resident on Scarlet Oak Trail, White Oak Estates and I am pleading the County to not go ahead with the proposal of converting Scarlet Oak Trail into a public road (as part of the Aldine-Westfield connection to Hwy 242).</p> <p>This plan would destroy our tranquil neighborhood where residents can enjoy walking, jogging and biking peacefully. This plan would also destroy the peace and tranquility of the children who play outside in this closely knit community. This will all be gone once this road or any of the neighborhood roads are turned into a public roads.</p> <p>Turning our neighborhood roads into public roads with increased traffic flow will pose higher safety concerns for the residents and also affect the value of our properties.</p> <p>I therefore, sincerely submit my plea to the County to not take away our safe and tranquil neighborhood living!</p> <p>Thank you for your attention!</p> <p>http://174.120.209.89/pdfs/WDLWDL-11-14-MobilityStudy_2.pdf</p> <p>Respectfully, Tack Mui</p> <p>Ms. Mullins,</p> <p>I am a resident of White Oak Estates and I am sending this message to let you know that I am very disappointed by the proposed plan. I moved to White Oak Estates nearly 3 years ago because my previous neighborhood that backed up to a busy 4 lane road had a lot of safety concerns due to the volume of people and vehicles moving through it. It is my understanding that there are alternate ways to connect Aldine – Westfield to 242 such as connecting it to the back of Sleepy Hollow and going around the east side of White Oak Estates. A route like that would not cut our quiet and safe neighborhood in two and open it up to traffic. I would appreciate any further information and PLEASE reject the proposed route.</p> <p>Regards, Brian Pierantonic</p>	<p>Dear County Commissioner:</p> <p>I have recently learned of a mobility study that proposed a road extension plan on Scarlet Oak Trail and Aldine Westfield. Allowing the construction of a 4-lane, alternate to Interstate 45 to bisect our safe subdivision destroys the original design and philosophy of our subdivision. As a resident of White Oak Estates for the past 2 decades, I must express how destructive this proposed extension would be to my subdivision, my family, and my neighbors. I have had the amazing opportunity to raise 3 wonderful young men in this subdivision with all of the wonderful benefits this subdivision has to offer. I have traveled roads on which my boys could ride their bikes without constant fear of traffic. I now have a new granddaughter that also lives in the community with whom I wish to enjoy the same opportunities this subdivision offers without added fear of increase crime or increase traffic. This would be impossible and unsafe if the proposed extension takes place. Would you avoid destroying our neighborhood if we were a gated community? Would you allow my HOA to be dismantled? Would you allow the safety of my children to be sacrificed? Would you allow me to potentially highly traveled roadway with commuters who rarely look for pedestrians or bike riders. I want my granddaughter to be able to ride her bike one block from her house to mine as she grows up without fear of crossing a dangerous, unnecessary intersection. It is projected that the addition of such a roadway would also increase crime rate in the surrounding area. I don't know about you, but such a roadway safety is paramount and I will vehemently challenge any idea or plan that encroaches on their safety.</p> <p>Overall, I call upon you as our County Commissioner to protect the safety of your constituents and review other possibilities for roadways that do not unnecessarily invade an established, safe and secluded neighborhood. I pray that your eyes will be opened to other options and that you will step up to recognize and respect the majority of all White Oak Estates residents built in this community, safety and inclusion.</p> <p>- Pam Clark</p>
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<p>Hi Carlene,</p> <p>My husband and I bought property and built our dream home in White Oak Estates in 2003. We have enjoyed the peaceful atmosphere of "country living" in White Oak since then.</p> <p>It is quite frightening to us that our neighborhood is in danger of becoming a thoroughfare to thousands of cars daily and the possibility that our safety will be put into jeopardy. The noise level from all this traffic will greatly impact us and our daily lives will be disrupted in a most negative manner. We fear that we will see added crime to our community as a result.</p> <p>We ask that any considerations of using Scarlet Oak Trail as a connecting four lane road be reconsidered.</p> <p>We attended the meeting yesterday evening at TownHall Texas and understand that there are alternate routes that would be less costly and much less disruptive than Scarlet Oak Trail. We urge you to look further into other alternates.</p> <p>http://174.120.209.89/pdfs/WDLWDL-11-14-MobilityStudy_2.pdf</p> <p>Thank you and Best regards, Albert and Barbara Patton</p> <p>December 1, 2015 Carlene,</p> <p>I am writing to you to voice my concerns on how the South Montgomery Mobility Plan will destroy the White Oak Estates community. The plan shows putting a 4 lane road right through the middle of our peaceful community. This is completely unacceptable. We moved to this community because of the quiet peaceful community it is today. By running a 4 lane road through the center of it, it will have a large impact on noise levels and on the security in the neighborhood. It will destroy the beauty of our peaceful community as it stands today. Crime will increase, garbage along the road will increase, the noise level around our homes will increase, the only thing that will not increase will be the Property value. The value of our homes will decrease and destroy our investment which we worked so hard for.</p> <p>The community is against this proposal and you will be hearing from me and also my concerned neighbors, who will be writing in protest of this road. This is unacceptable!</p> <p>Please keep me informed of any development concerning this project. Let me know in advance of meetings and votes concerning our neighborhood.</p> <p>Sincerely, Thomas Pinardo</p>	<p>I would like to register my opposition to the proposed extension of Aldine-Westfield road to Hwy. 242 as included in the south Montgomery County mobility plan. http://174.120.209.89/pdfs/WDLWDL-11-14-MobilityStudy_2.pdf</p> <p>As proposed this extension would require the county to purchase and demolish a residence at the south end of Scarlet Oak Trail and a business at the intersection of Scarlet Oak and Sleepy Hollow Road. Both of these are expensive and wasteful use of tax dollars.</p> <p>With the recent approval of the connection of David Memorial Drive to 242 in the November bond election, the proposed extension of Hanna Road to 242 (#5 on the mobility plan), and the cheaper proposed connection between the Grand Parkway and 242 at Townsien Blvd. (# 9 on the mobility plan) a fourth connection in this area is unnecessary.</p> <p>Thank you for your consideration. George D. Pope</p> <p>To Whom It May Concern:</p> <p>We, David and Carol Puz, are residents and home owners in the White Oak Estates subdivision which will be affected by the Mobilization plans for Montgomery County.</p> <p>We wish to ask these things be changed in the light of the planning taking place:</p> <ol style="list-style-type: none"> 1. That you do not use our neighborhood as an access road, meaning Scarlet Oak Trails, and that you move some of our high value property, wildlife, scenic habitats, the safety and security of our properties, White Oak Estates and the surrounding area not be affected by the pollution and noise of traffic. 2. That you reconsider the proximity of Hayes Ranch Road to the same sort of neighborhoods and concerns mentioned in 1, and that you move this route to the opposite or east side of the road. The road that you are proposing will create a pollution that will affect the property values, as well as land taken from them. 3. That you not use Sleep Hollow Road as an access road to 1314. The size of this road and encroachment on home properties make it an inappropriate choice for the same reasons mentioned in 1. <p>Thank you for your consideration. Sincerely, Carol and David Puz 11967 White Oak Path Conroe, TX 77385</p>
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Montgomery County Mobility
GAC
Carlene Mullins

To whom it may concern:

I am writing to you as a concerned resident of White Oak Estates and the opposition to have Scarlet Oak Trail made a 4 lane through way. Our property is on Scarlet Oak trail and so will our future home. We have spent years saving up to be able to own land in a neighborhood like White Oak Estates. White Oak Estates is a beautiful neighborhood, with wonderful residents that love living in this community, residents that have a sense of responsibility and value to family life. It is a neighborhood we want our children to be able to enjoy and grow up in because it provides a sense of safety and familiarity.

One of our major concerns with regards to a four lane through way is the safety of our children. How it will affect them being able to play outside, cross the street, ride their bikes or even walk their dogs. Will the county provide sidewalks? Will there be a reduced speed limit since there will be a major four lane through way? Currently, the bus route does not stop at every home on Scarlet Oak Trail, there are designated intersections that the kids must get to for bus route pickups. Children that will live on Scarlet Oak Trail will be facing a bigger obstacle if they have to cross a major four lane intersection.

My second concern is how much of our property will be used to create a right of way? Will the compensated if the county decides to take more than the allotted utility easement? Should I be concerned how far back I will need to have my home built so that it isn't 10 feet from the main road?

I understand that the way our area is growing traffic and mobility is a concern. But, I believe concern should be taken when making these decisions. Consideration for us residents that you will be changing our way of life.

Thank you for your time and consideration, it is greatly appreciated.

Sincerely,
Jose L. & M. Erica Pulido

Ms. Mullins, my friends you will understand the proposal to connect Aline Westfield Rd / Riley Fuzzell Rd through to (and perhaps past) TX 242 in Conroe via Scarlet Oak Trail located in the White Oak Estates neighborhood.

I don't know that I could possibly put into words how the very thought these changes could be made to our community, and many others with a heavy heart. However I feel it necessary to at least try.

I'm a California girl, transplanted to Texas in 1998 with my husband Homer. Texas was a dream. A place where we knew we could grow and put down our roots. Owning a piece of land ... we'd never done in California. We'd never owned a home here. We visited our White Oak Estates property in 2000. It was a little piece of heaven almost every weekend before we built on our property in White Oak Estates. We originally lived in Webster, TX when we relocated. It was quite the drive, but worth it to enjoy our trees, parks, lake and meet our neighbors. Two years would pass before we actually moved into the neighborhood in 2002.

Here we are 14 years later still loving the peacefulness of our quiet retreat.

The thought of losing the peacefulness of this neighborhood to the "proposed" plan is just devastatingly life changing! Everything we have come to enjoy, the very reason for choosing this location will be lost. The playground, the park, the lake, the quietness, the peace, the safety, the children and dogs to the neighborhood parks and lake will all be lost to the influx of traffic, exhaust and increasing crimes rates. FRIGHTENING!

I can't imagine sitting in my backyard and not seeing the greenbelt of trees. The effect these proposed changes will have on the community is tremendous! The effect on individuals and families would be heart-breaking.

I urge ... I plead... that the commissioner find a solution that would not impact the community of White Oak Estates (or any other for that matter) to the extent of causing such life changing detrimental harm.

Thank you for your consideration,

Sincerely, Homer and Sylvia Resendez

Dear Ms. Mullins,

My name is Amy Reneau and I live at 11801 White Oak Pass in White Oak Estates subdivision. My family has lived in White Oak Estates for 1 year, although it has been our dream to live here for over 10 years. We have spent years saving up to be able to own land in a neighborhood like White Oak Estates. White Oak Estates is a beautiful neighborhood, with wonderful residents that love living in this community, residents that have a sense of responsibility and value to family life. It is a neighborhood we want our children to be able to enjoy and grow up in because it provides a sense of safety and familiarity.

One of our major concerns with regards to a four lane through way is the safety of our children. How it will affect them being able to play outside, cross the street, ride their bikes or even walk their dogs. Will the county provide sidewalks? Will there be a reduced speed limit since there will be a major four lane through way? Currently, the bus route does not stop at every home on Scarlet Oak Trail, there are designated intersections that the kids must get to for bus route pickups. Children that will live on Scarlet Oak Trail will be facing a bigger obstacle if they have to cross a major four lane intersection.

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I understand that the way our area is growing traffic and mobility is a concern. But, I believe concern should be taken when making these decisions. Consideration for us residents that you will be changing our way of life.

Thank you for your time and consideration, it is greatly appreciated.

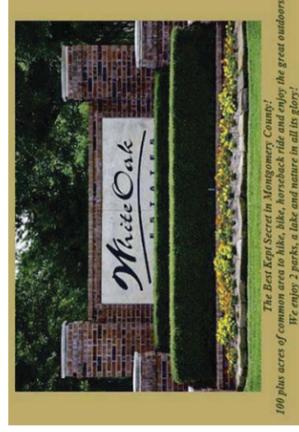
Sincerely,
Amy Reneau

I beg that you please reconsider this initiative that will disrupt the lives of over 300 tax paying citizens. That will disrupt the "old school" lifestyle of raising a family, where kids can play outside, ride their bikes, play in the park. I sincerely thank you for your time today.

Best Regards,
Amy Reneau

Dear Carlene and Thomas,

As a concerned resident of White Oak Estates and a taxpayer of Montgomery County, I am writing to you to express grave concern over the proposal of Aline Westfield Connection to 242 via White Oak Estates. This proposed road expansion will impact the community that took my family and me over a year to purchase a home in, as availability in this desirable location was very limited. With a \$400,000 home investment in the neighborhood of our dreams and a place we love, call home and are raising 4 small children in, it will decrease in value due to this expansion and dramatically decrease the quality of life we have come to love.



The resident health effects of this proposal and significant increase in heavy traffic are broad. Our neighborhood is filled with children, natural areas and an abundance of wildlife which will be directly impacted by this expansion. Many studies have found strong associations between high-traffic roads and high-mortality rates, lung cancer, cardiovascular disease, respiratory disease, poor air quality, noise, and increased traffic. The White Oak Estates neighborhood is a beautiful neighborhood, with wonderful residents that love living in this community, residents that have a sense of responsibility and value to family life. It is a neighborhood we want our children to be able to enjoy and grow up in because it provides a sense of safety and familiarity.

One of our major concerns with regards to a four lane through way is the safety of our children. How it will affect them being able to play outside, cross the street, ride their bikes or even walk their dogs. Will the county provide sidewalks? Will there be a reduced speed limit since there will be a major four lane through way? Currently, the bus route does not stop at every home on Scarlet Oak Trail, there are designated intersections that the kids must get to for bus route pickups. Children that will live on Scarlet Oak Trail will be facing a bigger obstacle if they have to cross a major four lane intersection.

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Thank you for your time and consideration, it is greatly appreciated.

Sincerely,
Amy Reneau

Nick Reveles

<p>The County proposal to widen Scarlett Oak Trail, Comroe Texas, to a four lane thoroughfare is flawed on many fronts. First, uprooting a quiet, bucolic community by adding a four lane thoroughfare is a bad idea. Second, the proposed plan to add a 45 mph speed limit to the road is a bad idea. Third, the proposed plan to add a 45 mph speed limit to the road is counterproductive as well, both to the homeowners and the County Assessor. Security concerns are rampant, as an increase in vehicular accidents and home burglaries will certainly be a byproduct of this proposal. The interstate highway system should not be routed through existing residential areas, with any expansion limited to the freeway itself. This proposal needs to be rejected immediately, with no further consideration. Thank you, Lionel J. Robelli</p> <p>As residents of White Oak Estates we would like to voice our objections to making Scarlett Oak Trail a four lane thoroughfare through our neighborhood.</p> <p>This project will:</p> <ol style="list-style-type: none"> 1. Divide the neighborhood into two parts and destroy intimate community relationships and a sense of community. 2. Cause increased noise and pollution which will affect the residents in the neighborhood (many of whom are seniors or children). 3. Increase the possibility of injury to our children as they go to the park and fishing lake, as they wait for and exit the many school buses that travel the road each day; as they ride their bicycles and long boards in the neighborhood. 4. Increase crime due to the easy access provided by this thoroughfare. 5. Destroy home values which can cause financial problems which can then lead to emotional homes in White Oak Estates. 6. Increase the possibility of injury to the residents (many of which are senior citizens) who walk and bike through the neighborhood daily. <p>Please consider these comments as you work through the mobility plan. If you would like to discuss any of the above we may be contacted via phone or email. Thank you for your consideration. Russ and Melody Rummage</p>	<p>We bought our house in White Oak Estates 2 years ago specifically due to the large yard and quiet neighborhood. We have a 4 year old grandson and a new puppy. We take daily walks with both on the Scarlett Oak Trail. We would like to see the road widened to a four lane thoroughfare and the plan to expand to 4 lanes with a 35 - 45 mile an hour speed limit.</p> <p>I was reviewing the plans and saw that this expansion will cost the county 130 million dollars. We moved from Frisco Texas another city in Texas that is growing exponentially. We were a part of that expansion during the time we lived there. Frisco always took the less intrusive path to increase traffic flow. I also understand that there are only so many options.</p> <p>After reviewing the finances, it just seems logical that increasing the lanes on Hanna road (estimated cost of 92 million with very little housing disruption and removal and David Memorial expansion 33 million. The cost is lower for the other options. There is a third option to expand the road from Imperial Oaks to 242 along the river at 88 million estimated.</p> <p>I would sincerely hope that removing existing houses with families in them, as you would need to do to extend Scarlett Oak and the extra cost would make this a less viable option to even consider.</p> <p>We love our neighborhood and do not want the crime levels, trash, broken hearts of removing existing friends/neighbors from these homes, extra traffic, speeding, just overall danger for our children to happen it at all avoidable.</p> <p>I appreciate you taking the time to read my comments, Pam Shaw</p>
<p>To Whom It May Concern,</p> <p>I am a resident of White Oak Estates in Montgomery County. There is a proposed mobility plan for Montgomery county that would seriously compromise our world quiet neighborhood. It is a four lane road with 40-45 mile speed limit. We are a secluded neighborhood without any through streets. We picked this neighborhood and built our house because of its quiet and seclusion. This "plan" would destroy all of that. Our kids would not be able to ride their bikes on the streets, the crime would increase, and property values would decrease. Our neighborhood already has flooding issues, and we are a flood zone. We are a quiet neighborhood and we are a flood zone. We are a flood zone and our neighborhood. I completely oppose this plan, and strongly object to any use of our subdivision as a thoroughfare. I hope you will take our concerns into consideration. Thank you for your time.</p> <p>I have attached the mobility plan that I am referring to.</p> <p>Thank you, Debra Shay</p> <p>To whom it may concern, We just recently moved into this neighborhood because we liked the peace and quiet here and the feeling of belonging to a close community. We are afraid that this is all going to disappear once a big road is going to cut through our neighborhood! There must be another way around it without destroying a whole peaceful community? We are saying NO to this new planned road! http://74.729.209.69/pdfs/MCOWD-11-14-MobilityStudy_2.pdf Desiree and Ian Simpson</p>	<p>Good Afternoon, My name is Greg Smith. I am a resident of White Oak Estates and was just made aware of the proposed thoroughfare that is to widen Scarlett Oak Trail. I am a police officer in Houston and commute everyday. I deal with traffic at day long while at work. I lived in a nearby community called Imperial Oaks for several years. I quickly began looking for land to build a new house in a quiet neighborhood with less traffic. While living in Imperial Oaks I felt like my kids were not safe. They could not ride their bikes and play as I felt they should. I chose White Oak Estates because it was a very quiet and small neighborhood. My kids are able to ride their bikes and skate boards without much traffic. They are able to walk or ride to the area lake, which is on the other side of Scarlett Oak from our house, to fish in the pond and play in the park. We all moved out here to escape the hustle and bustle of the area around us. I feel that if this project is passed we will lose everything we have worked so hard to achieve. We look out for each other in this neighborhood. We would not be able to do this as efficiently due to the high traffic volume that would be passing through our area. Our crime rate will increase due to this. There will be a lot more people looking to see what they can get. I know that traffic is an issue in this area, but it is an issue everywhere. We need to realize that we can build as many roads as we want but we will never alleviate the traffic issues. Population will continue to grow until the end of time. The only real solution to traffic congestion is mass transit and carpooling. We need to focus on these solutions. We need to focus on these solutions. We need to focus more about traffic than the quality of life for the residents of Montgomery County we will be left with miserable people who sit in traffic and who also have no real escape from it even in their own neighborhoods. Thank You for your time, Greg Smith</p>

<p>Dear Ms Mullins,</p> <p>I was recently made aware of the South Montgomery County Mobility Plan, which I understand the Montgomery County commissioners will consider early next year. One of the routes proposed in the plan passes right through our neighborhood, White Oak Estates, not too far from my home. I am strongly opposed to that proposed route, as it will have a large negative impact on our family and neighbors, from safety, environmental, and quality of life standpoints. Montgomery County to inform White Oak Estates residents that our neighborhood was being considered for such a drastic change, and that the White Oak Estates did not have an advocate to advise the authors of the study of the potential impact of their deliberations on our community.</p> <p>I am a resident in White Oak Estates and wanted to express my opposition to having a 4 lane thoroughfare cutting through the middle of our neighborhood...A dead restricted Estates community. Regardless of whether it was previously on the county plan or not, the county since approved Blue Green to develop the estates community around 1990, and thus there should not be a driveway through the middle of the Estates community. The Estates community is a quiet residential block west of our entrance, and Hayes Ranch Road shown on the Mobility map are preferred alternatives.</p> <p>Sincerely, Karyn Jackson Stephens</p>	<p>Carlene</p> <p>My name is Ross Symens. I am a long time resident of White Oak Estates. Having Aldine Westfield road running through our neighborhood would not be a good choice because it will change our way of life in the neighborhood.</p> <ol style="list-style-type: none"> 1. The children would not be able to ride their bikes or walk to the park and go play or go fish because of the road being run over by one of the 10 to 30 thousand cars racing through our once quiet neighborhood. 2. The crime rate would increase in our neighborhood because you would open it up for easy access and exit of the criminals that would target our quiet neighborhood. 3. The amount of trash that is brought on by a road with this much traffic would be horrible for our quiet and clean neighborhood. <p>The reason I moved out here and built more than 12 years ago was to get away from houses on top of each other and to not have traffic running through our quiet neighborhood or criminals stealing. I have lived in the Woodlands for 20 years and I have seen the crime rate increase in the parts of White Oak Estates being run over by some of the projected 10 to 30 thousand vehicles that will travel through our quiet neighborhood.</p> <p>No new road through White Oak Estates or behind White Oak Estates.</p> <p>Find a different way</p> <p>Ross Symens</p> <p>Hello Ms. Mullins. I am Phillip Taylor and I live in the White Oak Estates Subdivision with my wife Debra and son Alex. We have lived here since February of 2000. We left the hustle and bustle of the Woodlands to live in a quiet subdivision on a one acre tract of land.</p> <p>Now there is a proposal to link Aldine Westfield to Scarlet Oak, which goes through the center of our quiet subdivision. Do you realize this will destroy this subdivision? People moved here to enjoy the peace and quiet, the natural beauty of the area and the safety for our children.</p> <p>A few lane extension of Aldine Westfield will increase the traffic flow many times over. A once quite subdivision will become a traffic jam. The noise will be unbearable. The subdivision will be affected, the crime rate will skyrocket and our children will be crossing a major road to get to our two parks.</p> <p>Please reconsider the extension of Aldine Westfield through White Oak Estates and do not destroy our community.</p> <p>In closing, I am asking why each family in White Oak Estates was not contacted concerning a road expansion that would destroy the very place we live? Please do not say it was too hard to send notices since each one of us do receive or county tax bills.</p> <p>Thank you, Phil Taylor</p>
<p>Hello Mrs Mullins,</p> <p>Our subdivision has been made aware of a proposal in the works called the Montgomery County Mobility Plan. I am writing you as a concerned home owner of 15 years in the White Oak Estates Subdivision. I believe that the proposal in the works called Montgomery County Mobility Plan that will become the new road through our subdivision is a bad idea. The road will be a 4 lane road that will be a large volume of traffic right through our subdivision and put many school children in possible danger. Children currently ride bikes and cross this road to go to the local park, which will not be possible with heavy traffic speeding through at 35-40 mph. This will also damage property values. Increase the crime rate and virtually destroy our peaceful country quiet subdivision that everyone in this area has worked hard to create. The road will be a barrier route that will not damage the integrity of a larger peaceful subdivision can be found.</p> <p>Robyn Velasquez White Oak Estates Home Owner</p> <p>Thank you for your time and consideration. Fred Velasquez</p>	<p>Hi Carlene,</p> <p>I am writing to you regarding the issue of opening up our neighborhood street Scarlet Oak Trail so the road from Aldine Westfield goes through to 242. This is not a subdivision that a developer came up with, it was a subdivision that we built. We have a green belt between each lot so not only are there many trees but we have lots of birds and still deer at times to enjoy. I always tell everyone that the area that I live in is like living in the country but with all the amenities you could ever need just 10 minutes away.</p> <p>If this area is picked then it will totally destroy the way of life we have here. It will affect all our neighbors not just those of us who live on Scarlet Oak Trail. The environment will change due to the road being run over by one of our 10,000 to 30,000.</p> <p>The safety of the children that live here on this street will be affected. The cars will speed past our driveways so they will no longer be able to be safe in their front yards. If they want to cycle to the park they will no longer be able to do so due to all the traffic. Although the speed limit we have been told will be 35 mph, the cars will be going 45-50 mph. The noise will be unbearable. The subdivision will be affected but that will stop if this road is speeded up. The Halloween car we have each year will no longer be possible for the kids as they are transported by trailers to the residents drive ways so all the traffic will stop that from happening.</p> <p>Again another reason that we built here was that it is quiet and not many people are in the area so that keeps the crime rate low. The crime rate will sky rocket in this area compared to what we now have. The road will be a barrier route that will not damage the integrity of a larger peaceful subdivision can be found.</p> <p>We all know that if this takes place you will take a large part of our front yards to expand the road and the property values will decline considerably. A lot of us are now retired, myself included and do not want to see this happen.</p> <p>Again another reason that we built here was that it is quiet and not many people are in the area so that keeps the crime rate low. The crime rate will sky rocket in this area compared to what we now have. The road will be a barrier route that will not damage the integrity of a larger peaceful subdivision can be found.</p> <p>We all know that if this takes place you will take a large part of our front yards to expand the road and the property values will decline considerably. A lot of us are now retired, myself included and do not want to see this happen.</p> <p>Again another reason that we built here was that it is quiet and not many people are in the area so that keeps the crime rate low. The crime rate will sky rocket in this area compared to what we now have. The road will be a barrier route that will not damage the integrity of a larger peaceful subdivision can be found.</p> <p>I know that there are others alternatives to choose from and they are less expensive than this option, hopefully one that would have less impact on the lives of the people that would be affected.</p> <p>Arlene & Monte Weaver Scarlet Oak Trail resident</p> <p>WE are opposed to the WOE and Montgomery County Mobility Plan. The road will be a barrier route that will not damage the integrity of a larger peaceful subdivision can be found. WE are opposed to the WOE and Montgomery County Mobility Plan. The road will be a barrier route that will not damage the integrity of a larger peaceful subdivision can be found. WE are opposed to the WOE and Montgomery County Mobility Plan. The road will be a barrier route that will not damage the integrity of a larger peaceful subdivision can be found.</p> <p>I also am not interested in having more light pollution a few blocks from our homes. And I also think it would be a destruction force to the natural eco system that exists here in WOE.</p> <p>Please advise what we can do to help stop this. Ron and Minsook Walton</p>

From: PublicComments [mailto:publiccomments@h-gac.com]
To: John Heimann, C. PublicComments
Subject: RE: TIP Comments Notification - Karen Smith
Date: Monday, December 07, 2015 2:26:24 PM

Dear Karen,
Thank you for your email regarding the Montgomery County Thoroughfare Plan. Your comments will be forwarded to the appropriate staff for review.

Public Comments

From: noreply@h-gac.com [mailto:noreply@h-gac.com]
Sent: Friday, December 04, 2015 10:17 AM
To: PublicComments
Subject: TIP Comments Notification

This email is to notify you that TIP Comments has been submitted. Please see the details below:

Contact Information

First Name KAREN
Last Name SMITH
Email Address SWANRIVER@SBCGLOBAL.NET

Comment

My comment is in reference to the MONTGOMERY COUNTY PCT 2 THOROUGHFARE PLAN as discussed and pictured in the recent issue of The Community Impact Newsletter, Tomball/Magnolia Edition. I have also tried contacting your office, Hans Kufne and Stephan Gage, but both gentlemen were not available. My concern is that there seems to be a discrepancy for the road named Dobbin Hufsmith, which is the road my family lives on. The impact article has a colored map along with various legends. The discrepancy is between the drawing, legend, definition of thoroughfares vs. collectors, and what is really outside my window. Dobbin Hufsmith Road, in reality, is a two-lane blacktop county road, posted speed of 40 mph. The colored newspaper map reflects the "proposed thoroughfare" as existing "thoroughfare" as well as the side of "proposed thoroughfare". The definition of "thoroughfare" as used in the article is "smaller with two lanes, allow slower speeds...". Whereas, the definition of "collector" is "smaller with two lanes, allow slower speeds...". Our concern is that Dobbin Hufsmith Road might not be reflected correctly on the MC Pct 2 Thoroughfare plan. Our road definitely falls into the category of "collector" not "thoroughfare". If, in fact, the proposal of the HGAC is to make Dobbin Hufsmith Road a thoroughfare, then our family is definitely opposed to that. It's a shame that our community probably isn't aware that today, Dec. 4, is the last day to post public comment. Until relief can come in the form of The Woodlands Parkway expansion, Dobbin Hufsmith Road is taking on way more traffic than normal. We have seen this pattern grow immensely in the last five years. Making Dobbin Hufsmith Road a four lane with higher speeds would be an absolute nightmare for all of us, and would not solve the traffic problem to boot. The

majority of Dobbin Hufsmith Road is residential, lots of driveways and most of us have livestock, which means pulling trailers. I couldn't even imagine what it would be like to try to get out onto a four lane from a driveway with a loaded horse trailer, or any trailer, with the traffic ramping up to 40 mph. This is why official public comment for the MC Thoroughfare Plan PCT 2 could not be held through the online signature. County Mobility website has to be a better software. We hope that this site was bad and I could receive malicious threats. Maybe someone at your office should check on this. Thank you.

From: PublicComments [mailto:publiccomments@h-gac.com]
To: John Heimann, C. PublicComments
Cc: Mullins, Carlene; Gray, Thomas; Wadlow, David
Subject: RE: Montgomery county thoroughfare proposal - John and Jeanette Heimann
Date: Monday, December 07, 2015 1:42:37 PM

Dear John and Jeanette,
Thank you for your email regarding the Montgomery County Thoroughfare Plan. Your comments will be forwarded to the appropriate staff for review.

Public Comments

From: John Heimann [mailto:jhome4@att.net]
Sent: Friday, December 04, 2015 5:46 AM
To: PublicComments
Subject: Montgomery county thoroughfare proposal

To whom it may concern,
This is Johnny and Jeanette Heimann. We are 40 year residents of Montgomery County and live along Walnut Creek, one of the last natural habitats for animals left on the south side of Montgomery County. The proposed site for the Hardin Store to Butera Rd appears to go through some wetland and deer, bobcat and even wolf migration space. We have currently lived on walnut creek for 30 years and have frequently seen these animals using the land beside the creek to travel. We do understand the traffic needs of Montgomery County with all its new residents, but we have long term residents, the animals, that need to be considered too. So we are not only asking for a feasibility study to be done on this project but also a wildlife environmental study. We would like to be kept abreast of the process and not by ads in a newspaper. There are currently multiple roads for commuting through this side of Montgomery County. The proposed road will destroy a lot of natural habitat where there is very little left to begin with. Some of this is flood land, which is not able to be built on, where the animals have been able to live thus far. If your asking for our opinion, we are against that road project.

Johnny and Jeanette Heimann
jshome4@att.net

From: PublicComments [mailto:publiccomments@h-gac.com]
To: IBUIA [Montgomery County Mobility] Please moderate: "Contact Us"
Date: Monday, November 23, 2015 6:21:26 AM
Importance: Low

From: WordPress [mailto:donotreply@wordpress.com]
To: PublicComments [mailto:publiccomments@h-gac.com] (Montgomery County Mobility) Please moderate: "Contact Us"
Importance: Low

New comment waiting approval on Montgomery County Mobility

Kristi Bush commented on [Contact Us](#)

For more information, contact: [Carlene Mullins](mailto:Carlene.Mullins@h-gac.com), [Thomas Gray](mailto:Thomas.Gray@h-gac.com)

We live in Ridgewood off of Honea Egypt Road and highly object to the proposed thoroughfare between our property and the property behind us in Cimarron Country. There is not enough room for this proposal behind our property and would greatly reduce our property values! It would only bring increased crime and vandalism into our neighborhoods. With the expansion of Honea Egypt from 1488 to Fish Creek Thoroughfare, traffic will be much better controlled.

[Approve](#) [Trash](#) [Mark as Spam](#)

More information about Kristi Bush

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E-mail: bushkk123@gmail.com
URL: <http://whois.arn.net/res/tp.98.200.228.233>

From: PublicComments
To: Malins, Carlene
Subject: FW: [BULK] (Montgomery County Mobility) Please moderate: "Contact Us"
Date: Friday, November 20, 2015 9:15 PM
Importance: Low

From: WordPress [mailto:wordnotreply@wordpress.com]
Sent: Friday, November 20, 2015 9:15 PM
To: Malins, Carlene
Subject: [BULK] (Montgomery County Mobility) Please moderate: "Contact Us"
Importance: Low

New comment waiting approval on Montgomery County Mobility

Kristi Bush commented on [Contact Us](#)

For more information, contact: Carlene Malins, Carlene.Malins@h-goc.com Thomas Gray, Thomas.Gray@h-goc.com

I totally agree. There is proposed road cutting through our neighborhood and there is definitely NOT sufficient right of way to buffer. This proposal needs to be revamped. I would not vote for it at all.

[Approve](#) [Trash](#) [Mark as Spam](#)

More information about Kristi Bush
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 E-mail: bushkk123@gmail.com
 URL:
 Whois: http://whois.aim.net/rest/ip/98.200.228.233

Thanks for flying with [WordPress.com](#)

From: PublicComments
To: Malins, Carlene
Subject: FW: [BULK] (Montgomery County Mobility) Please moderate: "Public Meetings on Montgomery County Thoroughfare Plan"
Date: Monday, November 30, 2015 6:04:06 AM
Importance: Low

From: WordPress [mailto:wordnotreply@wordpress.com]
Sent: Monday, November 29, 2015 8:54 AM
To: Malins, Carlene
Subject: [BULK] (Montgomery County Mobility) Please moderate: "Public Meetings on Montgomery County Thoroughfare Plan"
Importance: Low

New comment waiting approval on Montgomery County Mobility

Jim commented on [Public Meetings on Montgomery County Thoroughfare Plan](#)

The general public, business owners and elected officials are invited to attend a public meeting on the proposed Montgomery ...

I hope that 105 east, from Conroe to Cleveland will be widened. There have not been much done to this road since the first model "T" Ford rolled down it back when Old Spot was a pup. Maybe a red light and yes a turn lane.

Jim
[Approve](#) [Trash](#) [Mark as Spam](#)

More information about Jim
 IP: 72.26.19.44, fkn-ads1-dhcp-72-26-19-44 consolidated.net
 E-mail: jlimore@consolidated.net
 URL:
 Whois: http://whois.aim.net/rest/ip/72.26.19.44

Jim commented on [Public Meetings on Montgomery County Thoroughfare Plan](#)

The general public, business owners and elected officials are invited to attend a public meeting on the proposed Montgomery ...

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Jim

jlimore@consolidated.net

2016 MCTP: CORRIDOR INVENTORY LIST

2016 MONTGOMERY COUNTY THOROUGHFARE PLAN CORRIDOR INFORMATION										
THOROUGHFARE PLANS				CORRIDOR	FROM	TO	FUNCTIONAL CLASSIFICATION	EXISTING LANES	PROP. NUM. LANES	PROP. ROW (MIN.)
1979	1985	1998	2012							
				Airport	League Line	N 10th Street	C	2	2-4	80
				N 10th Street	Airport	SH 105	C	2	2-4	80
				Alden Bridge	FM 2978	Cochrans Crossing	C	2	2-4	80
x		x	x	Aldine Westfield/Kidd	Gladstell	Grand Parkway	T	0-4	4-6	100
				Alexander Lane	Porter	Russell Rd	C	2	2-4	80
				Anderson	Gosling/Peoples	Old Magnolia	C	2	2-4	80
				Arrowhead/DryCreek/Pickering	Jefferson Chemical	SH 242	T	2	4-6	100
				Atkinson Lane	St. Lukes Dr	Vision Park	C	0	2-4	80
				Baldwin	Red Bull	IH 69/US 59	C	2	2-4	80
			x	Baptist Encampment	Roman Forest	N. Lake Houston Pkwy	C	2	2-4	80
			x	Bauer	Roberts Cemetery	Harris County Line	T	2	4-6	100
			x	Birnam Woods	Robinson Road	Birnamwood Blvd (Harris County)	MT	0-2	4-8	120
				Blackland Rd /Mt. Zion	FM 238/Walker County Line	Mt. Zion Road/New Road 42	T	2	4-6	100
				Branch Crossing/W. Branch Crossing	Research Forest	Woodlands Parkway	C	2	2-4	80
				Budde	Sawdust	IH 45	C	2	2-4	80
				Buddy Riley	FM 1774	FM 1488	C	2	2-4	80
			x	Buffalo Springs Dr	FM 149	Roman Hills Blvd	C	2	2-4	80
	x		x	Butera/Decker Prarie Rd	Nichols Sawmill - N/S	SH 249	T	2	4-6	100
				Calvary	FM 234	Calvary	C	4	2-4	80
x	x	x	x	Calvary	Calvary	SH 75	T	4	4-6	100
				Carroway Lane	Hardin Store Road	Conroe Huffsmith	C	2	2-4	80
				Coaltown	IH 45	Jeffcote	C	2	2-4	80
				Cochrans Crossing	Research Forest	Flintridge	C	2	2-4	80
			x	Community Dr.	US 69	Harris County Line	T	2	4-6	100
				Conroe Huffsmith	FM 2978	FM 2978	C	2	2-4	80
x	x	x	x	County Line	IH 45	San Jacinto County Line	T	2	4-6	100
				Cox/Pollak	FM 1097	FM 1484	T	2	4-6	100
	x	x	x	Crighton	IH 69/US 59	Sgt Ed Holcomb Blvd S	T	2	4-6	100
				Crown Ranch Blvd	Keenan Cut Off	Grimes County Line	C	2	2-4	80
	x	x	x	Cude Cemetary	FM 1097	FM 830	C	4	2-4	80
				Cumberland Blvd	.50 Miles w of Pleasant Grove	FM 1314	C	2	2-4	80
	x	x	x	Cypress Rosehill	Butera	Harris County Line	T	0-2	4-6	100
x	x	x		David Memorial	Hwy 242	IH 45	C	0-4	2-4	80
x	x	x	x	Daw Collins	SH 105 (East)	Gene Campbell	T	0-2	4-6	100
x	x	x	x	Dobbin Hufsmith Road	FM 149	Hardin Store Rd	T	4	4-6	100
				Duck Creek (N. and S.)/Firetower	San Jacinto County Line	FM 1485	T	2	4-6	100
	x	x		E. River	IH 69/US 59	Liberty County Line	T	2	4-6	100

THOROUGHFARE PLANS				CORRIDOR	FROM	TO	FUNCTIONAL CLASSIFICATION	EXISTING LANES	PROP. NUM. LANES	PROP. ROW (MIN.)
1979	1985	1998	2012							
				East Dr.	Calhoun	Porter	C	2	2-4	80
			x	Egypt Lane	FM 1488	FM 2978	C	2	2-4	80
	x			Fairview	Hwy 242	Rayford	T	0-2	4-6	100
				Fallin	Kenan Cut-Off	Gosling	T	2	4-6	100
				Flintridge	Woodlands Parkway	S. Panther Creek	C	2	2-4	80
x	x	x	x	FM 1097/Johnson Rd/Bailey Grove/FM1486	Grimes County Line	Walker County Line	MT	2	4-8	120
x	x	x	x	FM 1314/Porter	SH 105	Loop 494	MT	2	4-8	120
x	x	x	x	FM 1375	FM 149	Walker County Line	MT	2	4-8	120
x	x	x	x	FM 1484	San Jacinto County Line	SH 105	MT	2	4-8	120
x	x	x	x	FM 1484/McCrory	Walker County Line	SH 105	MT	2-4	4-8	120
x	x	x	x	FM 1485	FM 3083	Loop 494	MT	2	4-8	120
x	x	x	x	FM 1485	Loop 494	Harris County Line	MT	2	4-6	100
x	x	x	x	FM 1485/ Old Houston Rd	SH 105	Grand Parkway	MT	2	4-8	120
x	x	x	x	FM 1486/Longstreet/Bays Chapel	Walker County Line	Magnolia Loop S	MT	2	4-8	120
x	x	x	x	FM 1488	Waller County Line	FM 3083	MT	0-4	4-8	120
x	x	x	x	FM 149	Grimes County Line	Jackson Rd/FM 149	MT	2	4-8	120
x	x	x	x	FM 1774	Waller County Line	SH 249 (toll)	T	2-4	4-6	100
x	x	x	x	FM 1791/FM 1097/Spring Branch	Walker County Line	SH 249 @ Magnolia Loop S	MT	2	4-8	120
x	x	x	x	FM 2090	FM 3083	Liberty County Line	MT	2	4-8	120
				FM 234	Walker County Line	Lake Conroe	T	2	4-6	100
x	x	x	x	FM 2432/Willis Waukegan Road	FM 1097	FM 1485	MT	2	4-8	120
x	x	x	x	FM 2854	SH 105	IH 45	MT	2	4-8	120
x	x	x	x	FM 2978/Fish Creek Thoroughfare/McCaleb	SH 105	Harris County Line	MT	2-4	4-8	120
x	x	x	x	FM 3083	SH 105(W)	FM 1485	MT	2	4-8	120
x	x	x	x	FM 830/Seven Coves	Lake Conroe	Rose	MT	2	4-8	120
x	x	x	x	Ford Road	IH 69/US 59	N. Lake Houston Pkwy	T	0-4	4-6	100
			x	Foster	IH 45	Loop 336 (East)	C	0-4	2-4	80
x	x	x		Fostoria	San Jacinto County Line	IH 69/US 59	T	2	4-6	100
				Gay Lake/ FM 1097	Grimes County Line	FM 1097	T	2	4-6	100
	x	x	x	Gene Campbell	FM 1314	IH 69/US 59	T	2	4-6	100
x		x		Glen Loch	S. Panther Creek	Sawdust	C	2	2-4	80
x	x	x	x	Gosling/People/Old Danville	Walker County Line	Harris County Line	MT	0-4	4-8	120
			x	Grand Harbor/Peel	FM 1097	Walden Road	C	2	2-4	80
				Great Oaks Blvd	IH 45	Scarlet Oaks Dr	C	2	2-4	80
	x			Green Bridge	SH 242	Research Forest	C	4	2-4	80
x	x	x	x	Grogans Mill	Vision Park	Sawdust	MT	4	4-8	120
				Gulf Coast Rd	Townsen	Old Houston	T	2	4-6	100
		x	x	Hanna/Richard	David Memorial	IH 45	T	2	4-6	100
x	x	x	x	Harden Store Road	SH 249	FM 2978	T	2	4-6	100

THOROUGHFARE PLANS				CORRIDOR	FROM	TO	FUNCTIONAL CLASSIFICATION	EXISTING LANES	PROP. NUM. LANES	PROP. ROW (MIN.)
1979	1985	1998	2012							
				Harpers Way	SH 242	Tamina	T	2	4-6	100
				Hoda	County Line Rd	Jeffcote	T	2	4-6	100
x	x	x	x	Honea Egypt	Woodforest Parkway	Fish Creek Thoroughfare/Honea Egypt	C	2	2-4	80
			x	Imperial Oaks/Robinson	Robinson Road	Rayford	C	2-4	2-4	80
x	x	x	x	Jackson Road/FM 149 S	Grimes County Line	FM 1774	MT	2	4-8	120
			x	Jeffcote	Gosling/Peoples	SH 105(East)	T	2	4-6	100
			x	Jefferson Chemical	SH 105(East)	Montgomery Pkwy	T	2	4-6	100
x	x	x	x	Keenan Cut Off/Fallin	Gosling	Grimes County Line	MT	2	4-8	120
			x	Keith Dr/Laura Ln	Loop 494	N. Lake Houston Pkwy	C	2	2-4	80
x	x	x	x	Kuykendahl	FM 1488	Harris County Line	MT	2-4	4-8	120
				Lake Front Cir	Lake Woodlands	IH 45	C	4	2-4	80
	x	x	x	Lake Woodlands/Sleepy Hollow	Woodlands Parkway	Townsen	MT	4	4-8	120
			x	Lazy Lane	Rayford	Harris County Line	T	0-2	4-6	100
x	x	x	x	League Line Road	Lake Conroe	Airport	T	2	4-6	100
	x		x	Lexington Blvd	Rayford	Townsen	T	0-2	4-6	100
			x	Lone Star Parkway (North Side)	SH 105 (West)	SH 105 (East)	MT	2-4	4-8	120
			x	Lone Star Parkway (South Side)	SH 105 (West)	FM 2854	MT	2-4	4-8	120
x	x	x	x	Longmire	League Line	SH 105 (West)	T	2-4	4-6	100
x	x	x	x	Longstreet Rd	Lake Conroe	FM 1097	T	2	4-6	100
x	x	x	x	Loop 336 - South	SH 105 (East)	SH 105 (West)	MT	2-4	4-8	120
x	x	x	x	Loop 336 -North	SH 105 (West)	SH 105 (East)	MT	2-4	4-8	120
			x	Magnolia Loop - N	SH 249 (Toll)	FM 1488	MT	0	4-8	120
				Magnolia Loop - S	FM 1488	SH 249 (Toll)	MT	0	4-8	120
				Magnolia Ridge	SH 249 (Toll)	FM 1774	C	2	2-4	80
x		x		Martin Rd	US 69	Woodland Hills	C	2	2-4	80
				Medical Plaza Drive	Pinecroft	IH 45N	C	4	2-4	80
				Millbend N/S	Grogans Mill	Sawdust	C	2	2-4	80
	x		x	Mills Branch	Townsen	Woodland Hills	T	0-2	4-6	100
				Mitchell Rd	FM 149	Superior/Collier Cemetery	C	2	2-4	80
x			x	Montgomery Parkway	Old Houston Rd	FM 1485	MT	2	4-6	120
	x	x	x	Morgan Cemetery/Magnolia	Liberty County Line	Jefferson Chemical	MT	0-2	4-8	120
	x	x	x	Mt Zion Rd/N. Walker/Firetower/ Pickering/ E. Industrial Parkway/Tree Monkey	Walker County Line	FM 1314	MT	2	4-8	120
			x	New Road 100	IH 69/US 59	Baptist Encampment	C	0	2-4	80
				New Road 101	SH 105	New Road 61	T	0	4-6	100
				New Road 102	SH 105	IH 69/US 59	T	0	4-6	100
				New Road 103	FM 1488	FM 149	C	0	2-4	80
				New Road 104	Calhoun	Porter	C	0	2-4	80
				New Road 105	New Road 104	Old Houston	C	0	2-4	80

THOROUGHFARE PLANS				CORRIDOR	FROM	TO	FUNCTIONAL CLASSIFICATION	EXISTING LANES	PROP. NUM. LANES	PROP. ROW (MIN.)
1979	1985	1998	2012							
				New Road 106	IH 45	Jeffcote	T	0	4-6	100
				New Road 107	FM 1774	FM 149	MT	0	4-8	120
				New Road 108	Lone Star Pkwy	Walden	C	0	2-4	80
x	x	x		New Road 109	SH 105	SH 242	T	0	4-6	100
				New Road 110	New Road 106	IH 45	C	0	2-4	80
				New Road 111	Woodtrace Blvd/Wood. Pkwy	FM 149	T	0	4-6	100
				New Road 112	Woodland Hills	New Road 113	C	0	2-4	80
				New Road 113	Ford Road	Harris County Line	C	0	2-4	80
				New Road 114	New Road 115	Spring Branch	T	0	4-6	100
				New Road 115	Crown Ranch	FM 1774	T	0	4-6	100
				New Road 116	Magnolia Ridge	New Road 103	C	0	2-4	80
				New Road 117	New Road 116	N. Cripple Creek	C	0	2-4	80
				New Road 118	Tree Monkey/Industrial	FM 1485	C	0	2-4	80
				New Road 119	IH 69/US 59	Sullivan	C	0	2-4	80
				New Road 120	FM1486	FM 2854 (N/S)	T	0	4-6	100
				New Road 121	Firetower	IH 69/US 59	T	0	4-6	100
				New Road 122	IH 69/US 59	N. Houston Parkway	C	0	2-4	80
				New Road 123	Walker County Line	County Line Rd	T	0	4-6	100
				New Road 124	Walker County Line	Longstreet Rd	T	0	4-6	100
				New Road 125	Lone Star Pkwy	Buffalo Springs	T	0	4-6	100
				New Road 126	FM 2854	FM 1486	T	0	4-6	100
				New Road 127	SH 242	IH 69/US 59	C	0	2-4	80
				New Road 128	League Line	FM 830	C	0	2-4	80
				New Trails	Gosling	Lake Woodlands	C	2-4	2-4	80
				Nichols Lane/Walnut/Red Bull	Gene Campbell	FM 1314	T	2	4-6	100
x	x	x	x	Nichols Sawmill Rd - N/S	FM 1774	Harris County Line	MT	2	4-8	120
x	x	x	x	Nichols Sawmill Rd - W/E	Waller County Line	Nichols Sawmill Rd - N/S	T	2	4-6	100
			x	Northpark	Townsen	Harris County Line	MT	0-4	4-8	120
x	x	x	x	Old Conroe	San Jacinto River	Research Forest	MT	0-2	4-8	120
x	x	x		Old Hwy 105	SH 105	FM 2854	C	2	2-4	80
x	x	x	x	Old Montgomery	IH 45	FM 830	T	2	2-4	80
				Old Sorters	FM 1314	Sorters	T	2	4-6	100
				Panther Creek S	Woodlands Parkway	Woodlands Parkway	C	2	2-4	80
				Panther Creek W/N/E	Woodlands Parkway	Woodlands Parkway	C	2	2-4	80
				Peel	Grand Harbor	FM 1097	C	2	2-4	80
x	x			Pine Lake	SH 105	FM 2854	T	2	4-6	100
				Pinecroft	Research Forest	Lake Woodlands	C	4	2-4	80
				Pinewood	SH 105(West)	Anderson	C	2	2-4	80
x	x	x	x	Rabon Chapel/Honea Egypt	FM 1486	Woodforest Parkway	T	2	4-6	100

THOROUGHFARE PLANS				CORRIDOR	FROM	TO	FUNCTIONAL CLASSIFICATION	EXISTING LANES	PROP. NUM. LANES	PROP. ROW (MIN.)
1979	1985	1998	2012							
x	x	x	x	Rayford	IH 45	Townsen	MT	2-6	4-8	120
x	x	x	x	Research Forest	FM 2978	IH 45	MT	2-6	4-8	120
				Riverwalk	FM 1314	FM 1314	T	2	4-6	100
x	x	x	x	Roberts Cemetery Rd	Nichols Sawmill - W/E	Harris County Line	T	2	4-6	100
x	x	x	x	Robinson Road/Porter	IH 45	FM 1314	T	0-2	4-6	100
			x	Rogers Rd	Walker County Line	Longstreet Rd	T	2	4-6	100
				Rolling Wood	Dobbin Huffsmith	SH 249 (toll)	T	2	4-6	100
x	x		x	Roman Forest	IH 69/US 59	Liberty County Line	T	2	4-6	100
				Russell	Old Houston	IH 69/US 59	T	2	4-6	100
				Sandy Hill	Waller County Line	Spur 149	T	2	4-6	100
x	x	x	x	Sawdust	Glen Loch	IH 45	T	4-6	4-6	100
x	x	x	x	Sawmill Rd	Grogans Mill	Harris County Line	MT	0-4	4-8	120
x	x	x		Scotts Ridge/FM 204/FM 208	Walker County Line	FM 1097	T	2	4-6	100
x	x	x	x	Sgt. Ed Holcomb (Old Conroe Rd)	SH 105 (West)	San Jacinto River	MT	0-4	4-8	120
x	x	x	x	SH 105	Grimes County Line	San Jacinto County Line	MT	2-6	4-8	120
x	x	x	x	SH 105	San Jacinto County Line	Liberty County Line	MT	2	4-8	120
x	x	x	x	SH 242	FM 1488	Liberty County Line	MT	0-6	4-8	120
		x	x	SH 249	Grimes County Line	Harris County Line	FT	4	4-8	300
x	x	x	x	SH 75/Frazier	Loop 336 S	Walker County Line	MT	2-4	4-8	120
x	x	x	x	SH 99/Grand Parkway	Harris County Line	Harris County Line	FT	4	4-8	300
				Shenandoah Park	IH 45	Townsen	T	2	4-6	100
x	x	x	x	Shepard Hill/Rose/Crocket Martiin	Lake Conroe	FM 2090	T	2	4-6	100
				Six Pines	Research Forest	N. Millbend Dr.L	C	4	2-4	80
x	x	x	x	Sorters	FM 1314	Harris County Line	T	2	4-6	100
				Spur 149/Roman Hills	SH 105	FM 149	MT	0-2	4-8	120
				St. Lukes Way	SH 242	IH 45	C	2	2-4	80
				Stidham	Kidd Rd	FM 1314	C	2	2-4	100
x	x	x	x	Sullivan Rd/N. Lake Houston Pkwy	Loop 494	Harris County Line	T	0-2	4-6	100
x				Superior	FM 2854	FM 1488	T	0-2	4-6	100
				Tamina (W. of FM2978)	FM 1488	FM 2978	C	2	2-4	80
x	x	x	x	Tamina/Calhoun	IH 45	FM 1314	MT	0-2	4-8	120
			x	Tanyard	FM 1097	San Jacinto County Line	C	2	2-4	80
				Terramont Dr	Branch Crossing	Woodlands Parkway	C	2	2-4	80
x	x		x	Townsen	FM 1314	Harris County Line	MT	0	4-8	120
x	x	x	x	Tram/Galaxy Road	IH 69/US 59	Grand Parkway	T	0-2	4-6	100
x	x	x	x	Treaschwig	Treaschwig (Harris County)	Kingwood Blvd	MT	0	4-8	120
				Tri Lakes	Spring Branch	Pine Lake	T	0-2	4-6	100
			x	Valley Ranch Bend	Walnut	IH 69/US 59	C	2	2-4	80
			x	Valley Ranch Crossing	Valley Ranch Bend	IH 69/US 59	C	2	2-4	80

THOROUGHFARE PLANS				CORRIDOR	FROM	TO	FUNCTIONAL CLASSIFICATION	EXISTING LANES	PROP. NUM. LANES	PROP. ROW (MIN.)
1979	1985	1998	2012							
			x	Valley Ranch Parkway	IH 69/US 59	FM 1314	T	0-2	4-6	100
	x	x		Vision Park	Grogans Mill	IH 45	T	4	4-6	100
x	x	x	x	Walden	SH 105	Twain	C	2	2-4	80
x	x	x		Weeren Road	SH 249	Spring Branch	T	0-2	4-6	100
				Westway Drive	Bailey Grove	Keenan Cut Off	T	0-2	4-6	100
x			x	Woodforest Blvd/Gladstell	Woodforest Parkway	Jefferson Chemical	T	0-2	4-6	100
x				Woodforest Parkway/Magnolia Hills	Grimes County Line	Fish Creek Thoroughfare	MT	0-2	4-6	120
			x	Woodland Hills	Loop 494	Harris County Line	T	2	4-6	100
x	x	x	x	Woodlands Parkway	SH 249	IH 45	MT	0-6	4-8	120

ET - Expressway/Toll Road
MT - Major Thoroughfare (Major Arterial)
T - Thoroughfare (Minor Arterial)
C - Major Collector

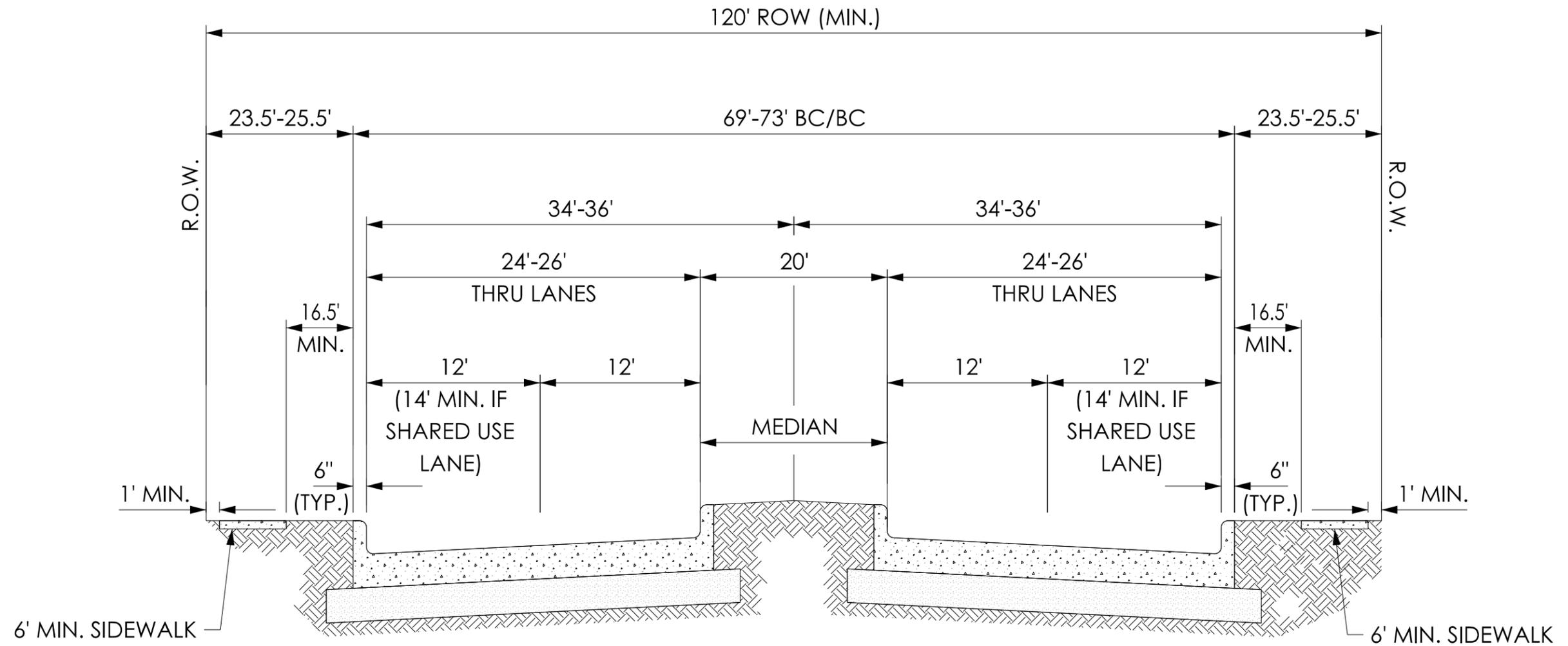
- 200 Roads are in the 2016 MCTP
- 76 Number of roads that were in the 1979 MTP
- 83 Number of roads that were in the 1985 MTP
- 80 Number of roads that were in the 1998 Mobility Plan
- 102 Number of roads that were in the 2012 MCTP, 2012 Conore Thoroughfare Plan and/or 2015 City of Houston Thoroughfare Plan
- 116 Roads were in at least one of the previous Thoroughfare Plans

Functional Classification Design Criteria

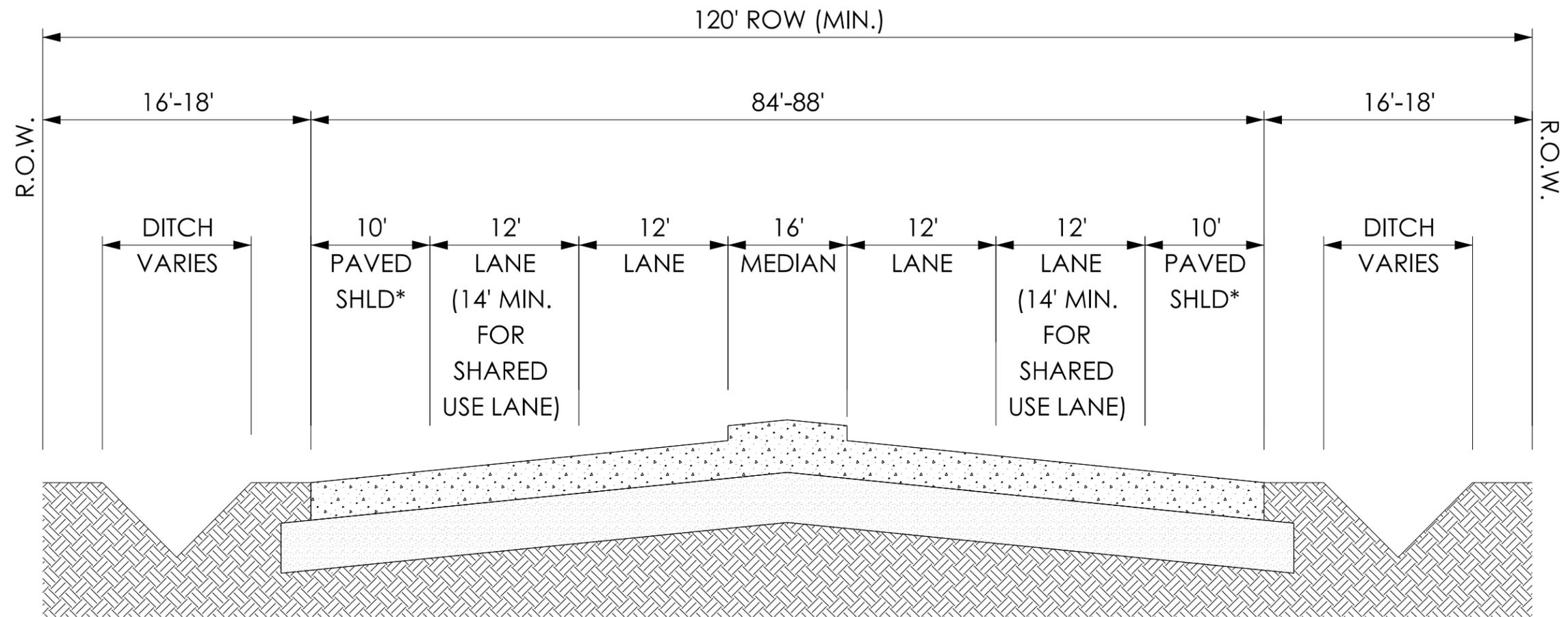
Thoroughfare Type	Abbreviation	Number of Lanes	Minimum Right of Way	Design Speed	Vehicles per Day	Minimum Intersection Spacing	Minimum Shoulder Width ¹	Typical Characteristics
Freeways/Tollways	F	4 or more	400 ft	> 50 mph	> 40,000	No at-grade intersections	8 - 12 ft	<ul style="list-style-type: none"> - Includes Interstate Highways, Freeways, Expressways and Tollways - High degree of access control - All interchanges are grade separated - No sidewalks - No median openings² - No bicycle lanes
Major Thoroughfare (Major Arterial)	MT	4 to 8	120 ft	40-50 mph	20,000 - 60,000	400 - 500 ft	2 - 8 ft	<ul style="list-style-type: none"> - Higher speeds and regional mobility - Infrequent median openings² - Limited driveway and street intersections - No on-street parking - Sidewalks (min. 6 ft) encouraged, esp. in urban areas - Bicycle lanes permitted
Thoroughfare (Minor Arterial)	T	4 to 6	100 ft	35-45 mph	10,000 - 30,000	300 - 400 ft	2 - 8 ft	<ul style="list-style-type: none"> - Greater local accessibility - Infrequent median openings² - Limited driveway and street intersections - Permitted street parking - Sidewalks (min. 6 ft) encouraged, esp. in urban areas - Bicycle lanes permitted
Major Collector	C	2 to 4	80 ft	35-40 mph	5,000 - 30,000	250 - 300 ft	2 - 8 ft	<ul style="list-style-type: none"> - Accesibility to and from local communities and activity centers - Frequent median openings, driveway and street intersections² - Permitted street parking - Sidewalks may not be present, especially in rural areas - Bicycle lanes permitted

¹ May not be possible to provide shoulders in all areas

² Raised medians are recommended for all roadways carrying 20,000 or more vehicles per day

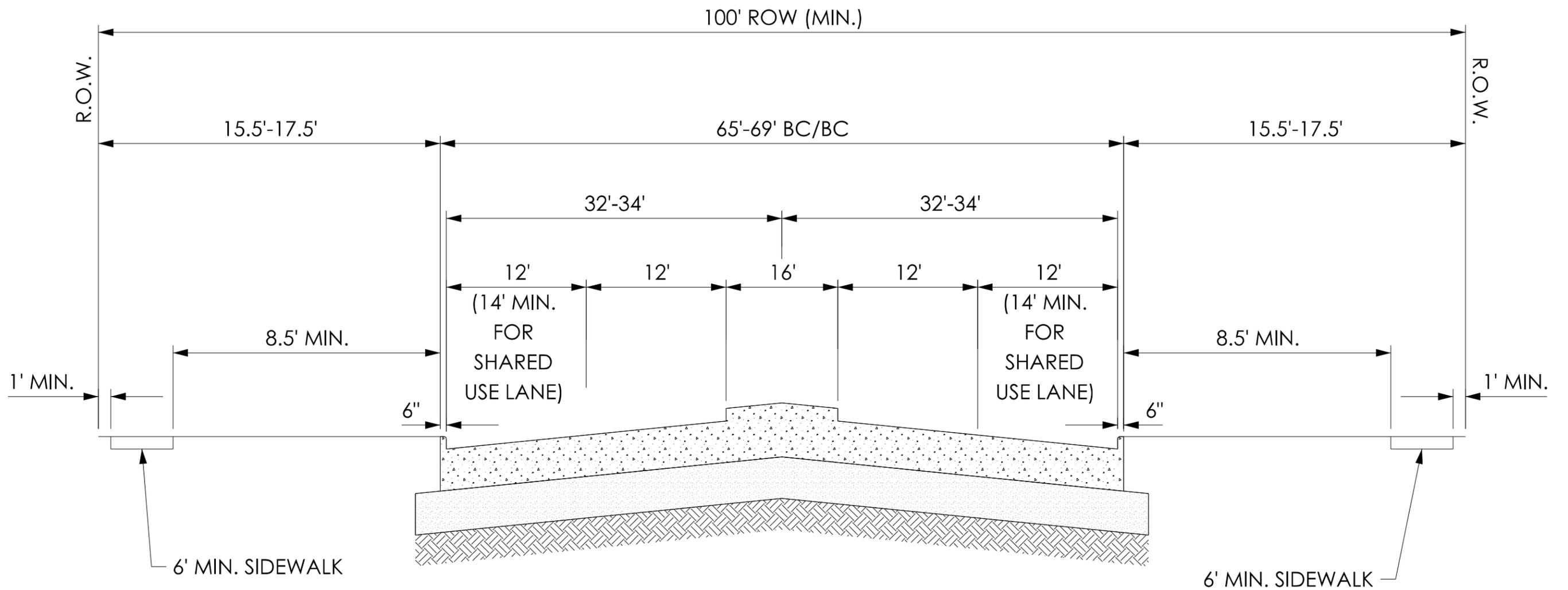


**URBAN/SUBURBAN
MAJOR THOROUGHFARE (MT)
20,000-60,000 VEHICLES PER DAY**

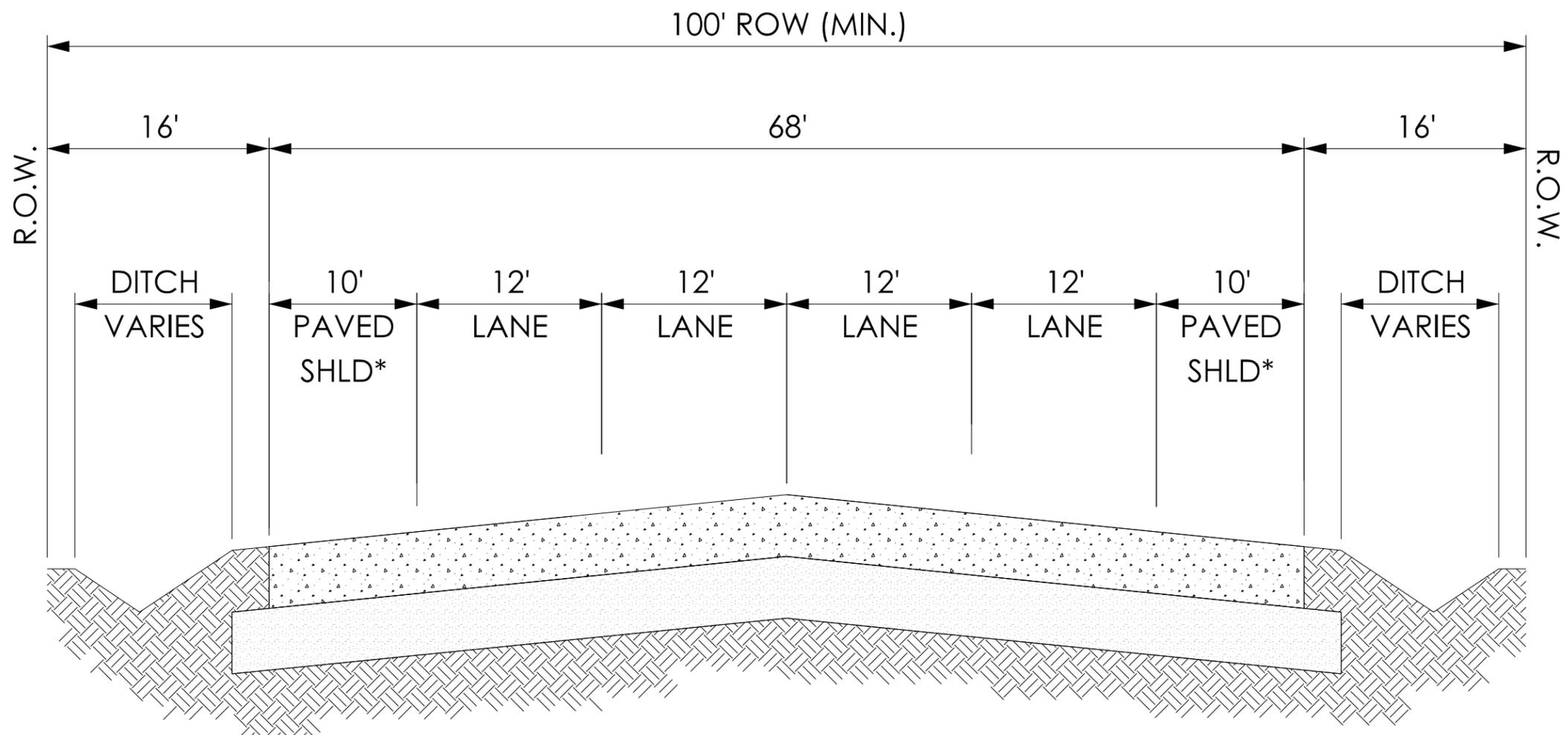


* COULD BE USED AS BIKE LANE

RURAL
MAJOR THOROUGHFARE (MT)
20,000-60,000 VEHICLES PER DAY

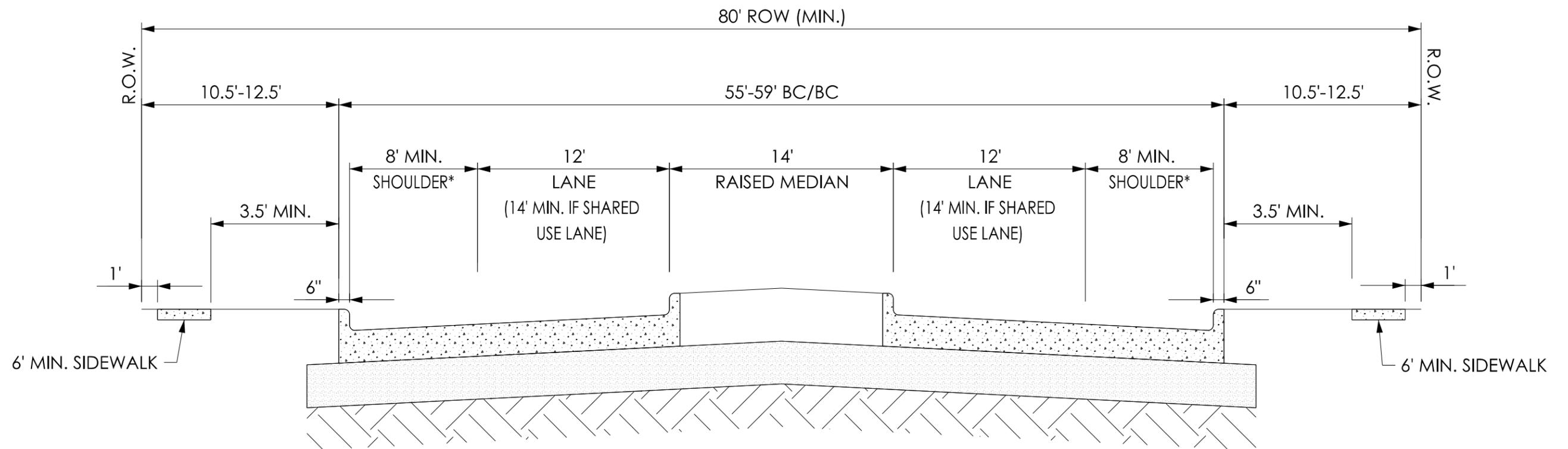


**URBAN/SUBURBAN
THOROUGHFARE (T)
10,000-30,000 VEHICLES PER DAY**



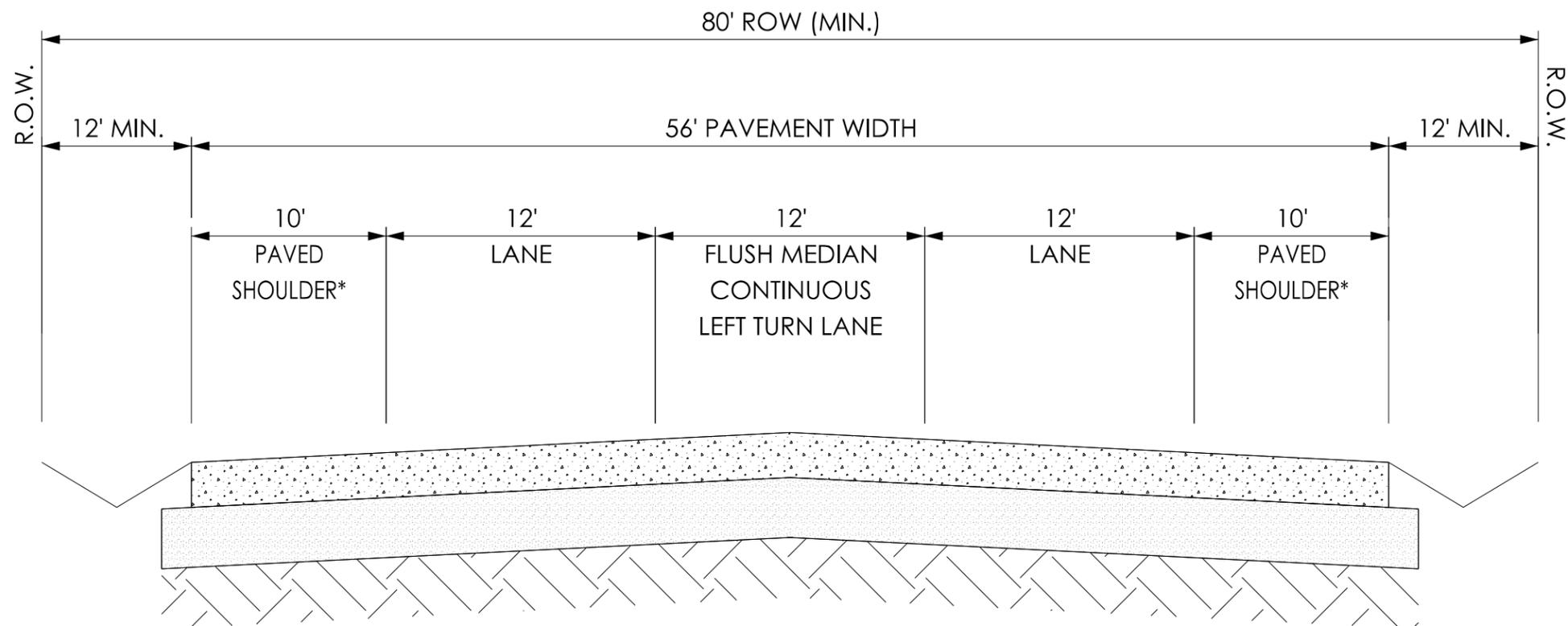
* COULD BE USED AS BIKE LANE

RURAL
THOROUGHFARE (T)
10,000-30,000 VEHICLES PER DAY



*COULD BE USED AS BIKE LANES

**URBAN
MAJOR COLLECTOR (C)
5,000-30,000 VEHICLES PER DAY**



**RURAL
MAJOR COLLECTOR (C)
5,000-30,000 VEHICLES PER DAY**

CONNECTIONS

2016 | Montgomery County
THOROUGHFARE PLAN