

Email Comments

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: North Houston Highway Improvement

Forwarded for your handling. Thanks.

Danny Perez

>>> "Dan Barnum" <dbb@hbl-architects.com> 11/16/2011 9:57 AM >>>

I went to the public scoping meeting last night. Since my handwriting is mostly illegible, I choose to send my comments to you via email. I am a resident of Midtown, so I am most interested in the portions of the project inside the Loop and particularly around Midtown and Downtown. Although I generally avoid driving on the freeways, I am aware that they are very crowded much of the day.

My comments:

- The system inside the Loop is constricted by interchanges that were designed for much lower traffic volumes. We probably have plenty of lanes available if we could figure out how to merge traffic better at the junctions. I suggest going to California to see how they do it; they have it resolved way better than we do. While there, take a look at the aesthetics of design – beautiful structures vs. our mostly ugly ones.
- **Seriously** consider tunneling for I-45 from the beginning of the Pierce Elevated to north of the Loop. That lets you get rid of many problems – R.O.W. expansion, worn out infrastructure on the west side of Downtown, ugly infrastructure in what could be a beautiful part of the city, etc. It was done for the Big Dig in Boston; we can do it here too.
- On I-45 north of the Loop, get rid of as many frontage roads as possible. That would remove most of the local traffic (the shoppers) from the freeways. It might be way more cost effective to better separate local and through traffic than to just add lanes.
- Do what Austin and San Antonio have done – double deck instead of widening.
- When TxDOT in Dallas rebuilt the Central Expressway, they made it attractive. Surely TxDOT in Houston can do the same. An effort was made on the Southwest Freeway, but is still doesn't match the work in Dallas. We can do better.

Thank you for your time.

Daniel B. Barnum, FAIA

HBL Architects

dbb@hbl-architects.com

713 621 7581; 713 623 8258 fax

713 333 6080 direct

713 724 3106 cell



Please consider the environment before printing this email.

From: HOU-PIOWebMail HOU-PIOWebMail
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: COMMENTS REGARDING NORTH FREEWAY HIGHWAY IMPROVEMENT PROJECT

>>> "Haim, David" <dhaim@bechtel.com> 11/17/2011 8:50 PM >>>

David Haim
631 East 8 1/2 Street
Houston, TX 77007

November 17, 2011

Dear TXDOT:

I am an inner city resident, concerned about inner city congestion induced by capacity improvements to inbound freeways, including proposed capacity improvements in the I-45 North Freeway corridor.

A recent study conducted by the Texas Transportation Institute, The Weather Channel, and INRIX has determined that Eastbound I-10 between T.C. Jester and San Jacinto is the fourth most congested road in the country. A synopsis of the study can be found at http://www.weather.com/outlook/weather-news/news/articles/2012-congested-roads_2011-10-26

Congestion was a rare occurrence on this inner city highway before the 2008 completion of the Katy Freeway expansion project, outside the I-610 loop. The expanded freeway now causes inner city congestion for most of the day, by disgorging thousands of vehicles per hour onto inner city roadways.

TXDOT has failed to address this issue in its recent Final Environmental Impact Statement (EIS) for the Highway 290 expansion project. Although the 290 expansion project will disgorge even more vehicles per hour onto inner city roadways, its EIS concludes that "no indirect impacts to community and public resources would be expected," without providing any information substantiating that conclusion.

I urge TXDOT, in its North Houston study, to evaluate inner city congestion as an indirect impact to community and public resources, and to ensure that TXDOT's transportation investments do not induce inner city congestion.

Sincerely,

David Haim

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: I-45 expansion

Forwarded for your handling. Thanks.

Danny Perez

>>> Chris Jenkins <jcj570@gmail.com> 11/17/2011 9:37 AM >>>

Hello,

I'm a Houston resident who lives near I-45 North and have some concerns regarding the project to possibly expand the freeway there.

Thank you for soliciting and reading my input!

I live just a few blocks inside 610 north and a few blocks east of 45 (just west of Hardy), in the Lindale Park neighborhood. My immediate neighborhood is currently effected by construction of the new rail line on Fulton - noise, dust, and street closures are effecting the block I live on. I'm very tolerant of this, and patient, because I know that the rail line brings good things to my neighborhood: I'm hoping for increased property values, more businesses and economic activity, and cleaner, healthier streets. Also, because I work in the medical center (and my neighbors on both sides of me work in the medical center and at UH Main Campus, respectively), I and my neighbors will be using this new rail line for our daily commutes. I'm very excited about this. Construction is inconvenient, but when it brings a promise of benefits in the foreseeable future, I'm all for it.

I would not be in favor of expanding the freeway at I-45, however. There are numerous reasons, but I think the underlying issue is this: there are lots of people living and working in Houston; lots of cars, lots of houses, lots of people with needs. I don't believe that expanding freeways is a good long-term solution. Overpopulation and population growth, combined with a shortage of fossil fuels and all the issues related to transportation by car, demand a different way of doing things. Commuter rail lines, mass transit, alternative means of transportation need to be explored, aggressively, even at the cost of our individual convenience in the short run, if Houston is going to continue to offer a high quality of life. We can't keep expanding freeways; traffic just grows to fill any available space. We need to be exploring alternative options, instead. This is why I'm okay with new construction of a rail line (more of that, please!). If I-45 were to be expanded, I foresee right-of-way being taken away from the surrounding neighborhoods. This is completely unacceptable to me. I also foresee more traffic congestion and mess, making our neighborhoods less safe and pleasant for residents.

The alternatives I'd love to see considered are (as I've already mentioned) any form of alternative transport, mass transit, more rail lines, and/or a greater push towards tolerance by Houston's employers and communities of commuting by bicycle or on foot. As an avid cyclist, I have commuted by bike to work in the past, but have always faced a lack of showers, storage facilities, and safe routes to work. I'm hoping for a paradigm shift in our city. We can certainly look to other cities that have done it well: Portland, OR is the best example,

but Minneapolis, Boulder, Seattle, and many more offer great examples, too. Finally, I wonder if Hardy Toll Road could play a larger role in relieving congestion on I-45, perhaps if tolls were reduced. I'm sure it would be cheaper to take smaller tolls than to construct more freeways!

I am a member of the I-45 Coalition and refer you to their website for more concerns and proposed alternatives: <http://www.i-45coalition.org/>
I appreciated their factsheet here, too:
<http://www.i-45coalition.org/didyouknow.html>

Thank you again for taking the time to read my input. I sincerely hope something can be done that won't require damaging neighborhoods to provide a tiny, short-term relief of congestion at the costs of homes and neighborhoods.

Thank you,
Chris Jenkins

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: North Houston Highway Improvement Project

Forwarded for your handling. Thanks.

Danny Perez

>>> julia jenkins <juliabethjenkins@gmail.com> 11/17/2011 9:16 AM >>>

Hello, I'm a Houston resident who lives near I-45 North and have some concerns regarding the project to possibly expand the freeway there. Thank you for soliciting and reading my input!

I live just a few blocks inside 610 north and a few blocks east of 45 (just west of Hardy), in the Lindale Park neighborhood. My immediate neighborhood is currently effected by construction of the new rail line on Fulton - noise, dust, and street closures are effecting the block I live on. I'm very tolerant of this, and patient, because I know that the rail line brings good things to my neighborhood: I'm hoping for increased property values, more businesses and economic activity, and cleaner, healthier streets. Also, because I work in the medical center (and my neighbors on both sides of me work in the medical center and at UH Main Campus, respectively), I and my neighbors will be using this new rail line for our daily commutes. I'm very excited about this. Construction is inconvenient, but when it brings a promise of benefits in the foreseeable future, I'm all for it.

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The alternatives I'd love to see considered are (as I've already mentioned) any form of alternative transport, mass transit, more rail lines, and/or a greater push towards tolerance by Houston's employers and communities of commuting by bicycle or on foot. As an avid cyclist, I have commuted by bike to work in the past, but have always faced a lack of showers, storage facilities, and safe routes to work. I'm hoping for a paradigm shift in our city. We can certainly look to other cities that have done it well: Portland, OR is the best example, but Minneapolis, Boulder, Seattle, and many more offer great examples, too. Finally, I wonder if Hardy Toll Road could play a larger role in relieving congestion on I-45, perhaps if tolls were reduced. I'm sure it would be cheaper to take smaller tolls than to construct more

freeways!

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I appreciated their factsheet here, too:

<http://www.i-45coalition.org/didyouknow.html>

Thank you again for taking the time to read my input. I sincerely hope something can be done that won't require damaging neighborhoods to provide a tiny, short-term relief of congestion at the costs of homes and neighborhoods.

Thank you,
Julia Jenkins

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Julia Beth Jenkins
formerly Julia Kastner

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www.juliakastner.com
pagesofjulia.wordpress.com

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: North Houston Highway Improvement Project

Forwarded for your handling. Thanks.

Danny Perez

>>> "Hart, Barry" <hartb@fiestamart.com> 11/18/2011 10:47 AM >>>

Please email me with updates on this project as they become available.

Thank you,

J. Barry Hart
Director, Research & Analysis
Fiesta Mart, Inc.
5235 Katy Freeway
Houston, TX 77007
713-869-5060, ext. 300
713-866-8300 (direct)
713-869-0279 (fax)

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: I45 Expansion Concerns

Forwarded for your handling. Thanks.

Danny Perez

>>> hugo guerrero <hguerrero2001@yahoo.com> 11/20/2011 8:31 PM >>>

while attending the TxDOT Public Scoping Meeting at Jeff Davis High School, 1101 Quitman St., 6 pm – 8 pm, i had a very disturbing conversation with one of the representatives. Apparently the noise level and emission dispersion models do not take into account the fact that inside the 610 loop is increasing in population by at least 5 fold with in the next 20 years. The fact remains that most properties inside the loop will look nothing like they look today. Especially closer to downtown, in spite of the lack of a current building permit, most properties are being developed and will continue through the near future. Single home properties are being converted into three homes with three times the livable square footage. Warehouses are being demolished or converted to tenant occupancy. The areas will see an increase in population of at least 5 times existing population. This concentration of population will have to deal with the additional noise and emissions if not addressed properly. I currently live at 2016 main and am disturbed that the noise level and emissions will increase from existing levels if the expansion is allowed to continue in topical surface expansion. I currently cannot open the windows of my building because of the incredible level of noise produced by the adjacent pierce elevated. the pollution that enters the room is evident in the dark matter that is collected in our AC system vents and living area surfaces. I agree with the expansion of the I45 corridor to manage the anticipated traffic but if the area being affected is increasing in population, it would be best if we kept the noise and emission level at a reduced level. The only solution that could accomplish this would be the tunnel concept. The above ground surface could then be reclaimed for public use. Emissions and noise would be a thing of the past for downtown dwellers. Downtown dwellers are doing our part for keeping vehicles off the road by walking to work, please keep the noise and emissions out of our homes if at all possible.

Sincerely,

Hugo and Yvonne Guerrero

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: I-45 reroute along Houston Avenue

Forwarded for your handling. Thanks.

Danny Perez

>>> Ben Kokenge <BKokenge@common-resources.com> 11/21/2011 10:10 AM >>>
Rerouting I-45 down Houston Ave is a terrible idea. If you tear down those new and historic homes on the West side of 45, some valued in the millions, you are lessening Houston.

Neighborhoods like the Woodlands Heights is what makes Houston differ from cities like Dallas, where they cover up old heritage. Houston, on the other hand, has embraced it and I believe we have more character for it.

If we start acting like Dallas, we might as well move our businesses to Dallas.

TXDot:

- 1) Don't tear down Historic Woodlands Heights homes on the West side of I-45.
- 2) There is plenty of room on the East side where many dilapidated homes would welcome the buyout and chance to rebuild.
- 3) Why not widen the existing road like they did for I-59 near downtown?

Thanks

Ben kokenge
142 Vieux Carre Drive, 77009
713-240-2576

From: HOU-PIOWebMail HOU-PIOWebMail
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: 3 Comments on draft document for the proposed North Houston Highway Improvement Project

Forwarded for your handling. Thanks.

Danny Perez

>>> "stephanie hrabar" <shrabar@wt.net> 11/26/2011 11:42 AM >>>

COMMENT 1 – Your *Environmental Constraint Map* shows an extensive 100-year flood prone residential area north of downtown Houston at the confluence of Buffalo, White Oak and Little White Oak bayous and I-10 and I-45. Alos, Residential developments adjacent to all the bayous fall within the high frequency flood prone zones and need protection during and after the proposed improvements. Please consider the following:

Construct underground storm water tunnels at intersections of Harris County’s generally eastward flowing bayou storm water transportation system and north-south trending I-45 and Hardy Toll Road highway transportation system in the proposed project area. Tunnels will divert storm waters from flooding homes and evacuation routes during the proposed work and after the improvements are completed. Use existing right-of-ways for tunnel development.

COMMENT 2

a. Modify Tables on p. 5-7 in the Agency Coordination and Public Involvement Plan and place a copy of the subject Table listing Agency Roles and Responsibilities on p ages 5-7 into Appendix B and Appendix C respectively [these contain no lists now]

b. Revise the subject Table to include separate columns for **Authority** /Jurisdiction by law and **Special Expertise**. Check either or both columns for each Agency for clarity.

c. Rename Appendix B: Agency with Jurisdiction by law
Rename Appendix C: Agency/Organization with Special Expertise --- all agencies are expected to participate and cooperate so such titles provide little information to the reader

d. Add complete mail address for each Agency’s point –of--contact.

e. Add Agencies” listed below that are not in the Agency list Table on page 7, if they will have a role in the proposed project:

US Department of Homeland Security; FEMA

US Department of Interior, Geological Survey – special expertise in geological fractures and faults and storm water management in Harris County’s bayous

Harris County Central Regional Water Authority and associated Municipality Utility Districts with water & storm water discharge management obligations

Harris-Galveston Coastal Subsidence District -- special expertise linked to the Harris County Regional Water Authority, regional ground subsidence,

City of Houston Public Works Department -- storm water discharge management

COMMENT 3 Houston air quality does not meet national standards; Texas Health Code, Sub Chapter Clean Air Act exempts roads from air monitoring; vehicle traffic noise and vibrations are nuisances to quality of human life and structures; Texas public health data are not

admissible in any proposed Environmental Impact Statement; I look forward to TxDOT's final highway improvement plan that includes both short and long term positive physical health protection for site workers, residents, and structural integrity.

Thank you all for a well organized and well illustrated meeting.

Stephanie Hrabar, PhD
713-683-0638

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: North Houston Highway Improvement Project

Forwarded for your handling. Thanks.

Danny Perez

>>> "Ronnie Self" <ronnie.self@sbcglobal.net> 11/28/2011 9:10 AM >>>
Re: Comments concerning North Houston Highway Improvement Project

I participated in the TX DOT meeting at Jefferson Davis High School on November 15.

Comments particularly for the area where 288 and 59 merge south of downtown (southern most area of project):

- Do not widen the freeways.
- Do not create upper decks.
- Limit access to the freeways in this area. (Do not increase the number of entrance ramps or exit ramps in the area.)
- Use recently developed paving materials that minimize tire/pavement noise generation.
- Cover the already depressed areas of 288 and 59 to the south of downtown with a linear park as is being done over the depressed area of the Woodall Rodgers Freeway in Dallas.

General comments concerning I-45:

- Do not widen the freeway.
- Do not create upper decks.

Please let me know if I can make any clarifications.

Very sincerely,

Ronnie Self

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: Possible I-45 Expansion

Forwarded for your handling. Thanks.

Danny Perez

>>> Heather McIntyre <heatherheathmcintyre@gmail.com> 11/29/2011 7:54 PM >>>

Via Email: HOU-piowebmail@txdot.gov

Director of Project Development

TxDOT

P.O.Box 1386

Houston TX 77251-1386

Dear Sir or Madam:

I live in the Houston Heights (zip code 77008) neighborhood and have become aware of plans to expand and/or improve I-45. This deeply concerns me as a resident of the area.

I am strongly against:

- Any increase to the right-of-way. Any encroachment into any neighborhood is absolutely unacceptable.
- A multi-level freeway: the noise and pollution created by such structures would severely negatively affect the neighborhood and our right to use our land for our own enjoyment.
- Any tolls for I-45.
- Any construction or structures that negatively affect flooding.

Instead of expanding I-45, I think a better use of taxpayer funds would be to create highspeed rail between San Antonio, Austin, Dallas and Houston. Or, for a local Houston project, more money could be funneled into light rail/commuter rail using existing rights of ways for trains.

Thank you for your attention.

Sincerely,

Heather McIntyre

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: I-45 Expansion

Forwarded for your handling. Thanks.

Danny Perez

>>> Jennifer Wagley <jenniferw@avenuecdc.org> 11/29/2011 8:34 AM >>>

Dear Whomever it may concern,

I would like you to include the following points in your decision making regarding the expansion of I-45. The expansion as currently understood seems to be a waste of money and completely unsustainable. Please consider alternative forms of transportation, i.e. light rail, high speed rail, etc. I would also emphasize that the expansion of Hardy Toll road would seem to have less impact on the surrounding communities.

- No expansion beyond the existing right-of-way on I-45
- Alternative means of transportation must be explored
- No negative impact on the neighborhoods quality of life
- We want a tunnel to be considered for the 4 managed lanes
- We want a tunnel to be considered for general traffic lanes
- We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise & visual pollution
- As an alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT purchase Hardy and then remove all tolls. Another variation is to maintain some lanes as HOV / toll lanes and the rest for general traffic
- In addition to the above item – coordinate with Metro and extend light rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- We do not want any roadway to negatively affect water drainage into or out of our neighborhoods

Regards,

Jenifer Wagley, M. Ed.
Program Manager
Avenue CDC
GO Neighborhoods (A LISC Houston Project)
713-864-8099 ext. 237
www.go-neighborhoods.org

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: Comments on Survey and Scoping for I-45 Improvement Project
Attachments: [I-45 Improvement Project Scoping Comments.jpg](#)
[I-45 Improvement Project Survey.jpg](#)

Forwarded for your handling. Thanks.

Danny Perez

>>> Alan D Husak <alandh@sbcglobal.net> 12/1/2011 8:51 PM >>>

NORTH HOUSTON HIGHWAY IMPROVEMENT PROJECT

PUBLIC SCOPING MEETING COMMENT FORM November 15 & 17, 2011

Thank you for attending this evening's public scoping meeting. If you would like to provide written comments on the project you may use this form (feel free to include additional sheets of paper if necessary). You may also draw on the map provided and complete the survey on the back of this page. Please submit this information in the comment box at this evening's meeting, or mail it to: Director of Project Development, Texas Department of Transportation, P.O. Box 1386, Houston, TX 77251. You may also Email comments to: HOU-piowebmail@txdot.gov, or go to the project website: www.IH45northandmore.com and click on "Comment/Contact Us" tab. **For your comments to be included as part of the official record for this meeting, please email by December 5, 2011, or if mailing, have postmarked by this date.**

- This penalizes in-close neighborhood while benefitting the wealthier suburban workers (67% of projected population growth is Greenspoint, Spring, The Woodlands)
- No projection in positive benefits of technology development for individual vehicular usage projections, e.g., robotics controlled vehicles, etc. - A "business-as-usual" analysis.
- Two-direction managed lanes are very wasteful. I've driven I-10 between downtown and Eldridge Parkway for 3 years and have observed vacant managed lanes during rush hour, consistently. They are 50%-75% overdesigned, taking up much real estate and construction cost at very low return.
- Any managed lanes should be toll so beneficiaries pay.
- Dollars are scarce no more TxDOT over-reach, preserve taxpayer and gas taxpayer dollars.

OPTIONAL INFORMATION:

Name: Alan Husak

Address: 1601 West Webster St, Unit 1, Houston, TX 77019

Phone: 713.248.8186

Email address: alanh@sbcglobal.net

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: I-45

Forwarded for your handling. Thanks.

Danny Perez

>>> Mary Lawler <maryl@avenuecdc.org> 12/1/2011 5:42 PM >>>
To whom it may concern,

As Executive Director of Avenue Community Development Corporation, a non-profit organization dedicated to revitalizing our Houston community by developing affordable housing and economic opportunities while preserving our area's economic, cultural, and historic diversity, I am writing to share our concern about the potential of any expansion of I-45 to adversely affect our community east of I-45 and south of 610.

We ask that TXDOT be guided by the following principles:

- No expansion beyond the existing right-of-way on I-45
- Alternative means of transportation must be explored – (such as adding commuter rail on the existing rails in the Hardy Corridor)
- No negative impact to quality of life in adjoining neighborhoods
- We want a tunnel to be considered for the 4 managed lanes
- We want a tunnel to be considered for general traffic lanes
- We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
- We do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
- As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls. Another variation is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
- In addition to the above item – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system

Mary Lawler
Executive Director
Avenue Community Development Corporation
2505 Washington Avenue
Houston, TX 77007
Phone: (713) 864-8099, ext. 227

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: I-45

Forwarded for your handling. Thanks.

Danny Perez

>>> Margaret <margarethd@sbcglobal.net> 12/2/2011 5:27 AM >>>

I live in Woodland Heights. Once again, TX-Dot is suggesting widening and running I-45 adjacent to or through my neighborhood, destroying it and everything in its path. It is discouraging how long and how often we must continue our fight to save our fragile neighborhood. Use Hardy. Create a tunnel. Do *something* other than destroy my neighborhood.

Margaret Dower
1112 Highland St.
Houston TX 77009

From: [Janice Martinez](#)
To: HOU-piowebmail@txdot.gov
Cc: [Randy M. Raimond](#)
Subject: I-45 Project Comments
Date: Friday, December 02, 2011 6:51:18 PM

To the Director of Project Development,

I attended the November 15th public meeting at Jeff Davis High School and reviewed all the information provided. Based on this information, I feel that I-45 should be brought up to code while staying within the existing right-of way. Then, we should consider alternate means of transportation to handle traffic along the I-45 corridor. There is **no** need to expand I-45 beyond it's current boundaries. That is not a long-term viable solution and any expansion beyond the existing right-of-way will negatively and severely impact adjacent neighborhoods and communities.

I would like TxDOT to consider the following:

- No expansion beyond the existing right-of-way on I-45
- Alternative means of transportation must be explored
- No negative impact on the neighborhoods quality of life
- We want a tunnel to be considered for the 4 managed lanes
- We want a tunnel to be considered for general traffic lanes
- We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise & visual pollution
- As an alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT purchase Hardy and then remove all tolls. Another variation is to maintain some lanes as HOV / toll lanes and the rest for general traffic
- In addition to the above item – coordinate with Metro and extend light rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- We do not want any roadway to negatively affect water drainage into or out of our neighborhoods

I hope that TxDOT will think outside the box and be creative. Be innovative. Let's go beyond pouring concrete and destroying neighborhoods. Let's make Houston a vibrant, livable, walkable neighborhood based city.

Sincerely (and with much hope),

Janice S. Martinez
1411 Edwards Street
Houston, Texas 77007

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: Comments to I-45 Expansion Project

<:="" td="">

>>> <wendy@tidermanrealestate.com> 12/2/2011 11:59 AM >>>

TX DOT -

Following are my comments regarding the current status of the I-45/Hardy Toll Road expansion....

a) Your "Need and Purpose" document states that I-45 at peak hours are at "serious congestion levels" yet I believe some "assumptions" have been made in this document and I could find no supporting evidence to support the statements: i) Section 1.1.2 Safety "The report indicated that the cause of the crashes COULD be due to the fact that this facility is one of the oldest in the system with less than desirable design standards." How can this "COULD be due" statement justify expenditures of my tax dollars (over \$2 billion estimated in 2004???) - Factual information must be used to support this project; ii) Your Table 1-2 Crashes on IH 45 North...this table doesn't indicate if these crashes occurred during peak hours or when traffic was "light" and drivers were speeding (the leading cause of vehicle crashes). It also appears that there is no comparison to other freeways as to whether these crashes are below, average or above average to other highways in the US with the same design standards? iii) along the same lines, section 1.1.3 Emergency Evacuation - TX DOT's credibility was lessened when I saw the photo at the Public Meeting of the I-10 congestion from the 2005 hurricane Rita threat. Why was that photo used when it doesn't represent the scope of this project? And it's common sense to realize that even if there were 20 lanes of I-45 there would still be stop-n-go traffic and jams when 2 million people get on the highway at the same time without City direction. Last year, during a hurricane threat, the City of Houston organized and successfully managed those people considering evacuation with announcements and marketing that completely altered the traffic event that occurred in 2005. Management of evacuation is just that, management...not an enlargement of our freeway.

b) I believe that alternate means of expansion and transportation should be the first items considered, not as "alternatives". I agree that using bus lanes and encouraging commuting by bus and rail should be where the tax dollars are spent. Residents of The Woodlands and other outlying areas aren't paying the City taxes I pay but yet their commute is threatening my neighborhood and my home. They should be forced, as we may, to make lifestyle changes to accomodate the issues at hand. I pay high real estate prices and property taxes so I can live near town and have a short commute and my commute isn't threatening anyone's home.

c) **My question is this....can I-45 be constructed as I-59 was a few years ago in order to expand it and not disturb the neighborhoods? i) Lower the freeway to reduce noise; ii) expand it out so that vertical "walls" are taken to the edge of the current residential properties (between I - 10 and 610 loop) and then the walls raised above the ground level to also reduce noise (similar to some of the I - 10 barriers installed during I - 10 expansion). It seems to me that this area is plenty wide to add on more lanes by simply removing the "dirt" hills on each side**

of the highway.

- d) By expanding into our neighborhood, Woodland Heights and Germantown (Historic homes between I-10 and N. Main St.), government will once again be destroying beautifully restored homes (that are 100+ years old). These homes are part of Houston history and John Austin, the historic figure that once owned this property, I'm sure, would be saddened by the destruction of the land and homes in this area....as well as the 100+ year old trees that canopy over this area. **This neighborhood has been deemed "eligible" for the National Registry of Historic Areas and should NOT BE DISTURBED. There is a reason this registry has recognized our neighborhood and TX DOT should recognize this and work around it.**
- e) Expansion may also threaten the City's first and OLDEST established park - Woodland Park. Again, a landmark of our heritage and history possibly destroyed or disturbed for cement's sake - taking away valuable recreational and historical value.
- f) Widening of Hardy Toll Rd. where drivers have to pay for the convenience of less traffic is a great alternative to expansion.
- g) A tunnel should be considered for the 4 managed lanes and general traffic lanes. Other cities have done this with success and it should be considered here.
- h) We do not want double-decker highways - the noise would be unbearable and increase pollution.
- i) Consider replacing and/or supplementing Pierce Elevated with a tunnel system.
- j) I have concerns over more cement affecting drainage in our neighborhoods. Drainage issues should be addressed by improving the Bayou and adding retention ponds in the area.

There are so many documents and reports to read that the general public seems a bit overwhelmed and feels threatened by this project...I would advise treading lightly...there is no excitement generating in this area for an expansion of I-45. We love our neighborhood and will work our hardest to protect it.

Thanks for your consideration.

Wendy Parker, Owner
Tideman Real Estate Enterprises, LLC
448 W. 19th St., Suite 260
Houston, TX 77008
713-806-2012
713-880-8020 (F)

From: HOU-PIOWebMail HOU-PIOWebMail
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: I 45 expansion

Forwarded for your handling. Thanks.

Danny Perez

>>> Rob Proctor <proctor@artconservators.com> 12/2/2011 8:46 AM >>>

I am concerned with what I am once again reading and hearing about TXDOT's plans to expand I-45 from north of I-10 to Beltway 8. Although I understand the safety concerns due to lack of shoulder space, the plan of adding lanes and tolls is unacceptable if it means taking right of way or adding elevated lanes. Among my many concerns I would like to point out 3 important issues that I feel TXDOT is not realistically addressing. 1st is the estimates given for increased speeds during peak use hours. In 1995 we were given estimates of up to 3 mph improvement. This was maximum expected increase, now it is 10 mph where did these 7 mph come from, and are billions of dollars, countless hours of reduced speeds due to construction worth this? 2nd is the fact that moving south on 45 the stoppage or slow down is due to problems with the Pase overpass. Nothing done to 45 north of 10 will help unless the Pase overpass problem is solved! 3rd is the constant ignoring by TXDOT of plans including a tunnel or a tunnel, bridge, tunnel. Private plans have addressed this and shown that this would help enormously not only with traffic but also hurricane evacuation, water runoff, noise control and air pollution. Furthermore tunnels can be built without much disruption to existing roadways. We keep seeing in TXDOT proposal that a tunnel will be studied but never see any evidence that this solution is being taken seriously. Last of all, it is my opinion that the number of poorly engineered exit and on ramps and exchanges that are the cause of most of these problems. Why is it that TXDOT says they are trying to improve mobility yet they do things like add a new on ramp at I 10 and Taylor st. This has greatly increased the amount of traffic in the area and dangerous merging of traffic traveling at different speeds and changing lanes near the highly congested I-10 and I 45 exchange. It all makes no sense! We whom live in the neighborhood must suffer from the increased traffic on our streets, air pollution, constant construction and helicopter fly overs when ever there is an accident. We do not need more of this on I-45

Remember you are serving all Texans and we Houstonians who live and work in the area are the ones who have made Houston the place that people want to come to visit your freeways.

Please understand that we live with these freeways and depend on them too, so we are not just a group of "nay sayers" We know what the problems are and have come up with some elegant and efficient solutions. We have done our part to help you, including spending a lot of time at your meetings having meetings of our own. it is now up to you to help us!

Sincerely,

Robert Proctor

[Whitten & Proctor Fine Art Conservation](#)

1236 Studewood Street

Houston, TX 77008

Phone/Fax: 713-426-0191

www.artconservators.com

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: My Comments

Forwarded for your handling. Thanks.

Danny Perez

>>> "Randall Raimond" <rraimond@comcast.net> 12/2/2011 4:34 PM >>>
TxDoT,

From your presentation at Jeff Davis High School on November 15th about the I-45 project I have the following comments. Please operate with transparency. What you do should be up front and honest. Don't imply nothing is happening when in fact you are making plans. That gets discovered and a level of mistrust develops Please consider the following remarks:

- No expansion beyond the existing right-of-way on I-45
- Alternative means of transportation must be explored – (such as adding commuter rail on the existing rails in the Hardy Corridor)
- No negative impact to quality of life in adjoining neighborhoods
- We want a tunnel to be considered for the 4 managed lanes
- We want a tunnel to be considered for general traffic lanes
- We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
- We do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
- As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls. Another variation is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
- In addition to the above item – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- There is a conflict between the slide presentation and the Draft N & P and the ACPIP. The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.
- The N & P states a goal of improving mobility by increasing peak hour

travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

Thank You,
Randy Raimond

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: NHHIP Comments
Attachments: [NHHIP - BPA Comments 11 12 01.pdf](#)

>>> Kevin Shanley <KShanley@swagroup.com> 12/2/2011 12:43 PM >>>
Sirs,

The Bayou Preservation Association would like to thank you for soliciting community feedback for the North Houston Highway Improvement Project, and I am attaching our comments to this email.

We look forward to working with you as the project moves forward.

Sincerely,

Kevin Shanley
Chairman of the Board
The Bayou Preservation Association
713-869-9906 cell
www.bayoupreservation.org

Terry Hershey, Founder

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Gary Struzick, *Klotz Associates, Inc.*
Mike Talbott, *HC Flood Control District*
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Brenda Weiser, *Environmental Inst. of Houston*
Carolyn White, *HC Flood Control District*
Jarrett (Woody) Woodrow, Jr., *US Fish & Wildlife*
Carla Wyatt, *HC Flood Control District*

Katharine C. Lord, **Executive Director**



2011 December 1

Director of Project Development
Texas Department of Transportation
P.O. Box 1386
Houston, Texas 77251

Re: North Houston Highway Improvement Project

Dear Sirs:

The Bayou Preservation would like to thank you for this opportunity to comment on the North Houston Highway Improvement Project (NHHIP)

Transportation infrastructure is key to the economic vitality of the Houston Metropolitan region, and it needs to be adequate and appropriate for the growth of the region. At the same time, Houston must be sure that its network of streams and bayous can accommodate the intense coastal rainfall it can experience without being negatively impacted by the growth of the city or the growth of its transportation system.

New highway and roadway improvements needed in the North Houston corridors will negatively impact the region's watersheds in terms of water quality, peak flow generation, and loss of wetlands and riparian habitat, unless there is a strong commitment to significant mitigation of those impacts.

This is an opportunity for TxDOT to take a leadership position in addressing these issues, and not allowing your consultants to provide the minimum treatments generally adopted by the agency.

The BPA would like to make the following recommendations regarding the mitigation of impacts in this important transportation project, and with the hope that they could be considered for inclusion in District 12's general stormwater management policies. TxDOT has shown a strong interest in being sensitive to community issues and we hope that TxDOT will recognize the importance of the community it serves.

1. Peak Flow Reduction:

All of the Houston region's primary watersheds have overbank 100 year floodplains and none have extra capacity for increased rates of runoff. In decades past, many neighborhoods and many miles of highways were constructed in both natural and induced floodplains and are subject to high flood damages.

The NHHIP will impact Greens, Halls, Little White Oak, White Oak and Buffalo Bayous and all of these bayous have very large numbers of structures currently at risk of flood damages.

Until the late 1980's, effects of transportation infrastructure on stormwater time-of-concentration were not considered and were not mitigated. These impacts have been cumulative, significant and severe. They have increased the water surface elevations of floodplains throughout these watersheds. These increases are due to the combined effects of rapid runoff from paved surfaces, urban storm drain collection systems, as well as in the collection and concentration of sheet flow in the roadway right of way and its eventual discharge into area streams and bayous.

TxDOT and most other regional road building entities now follow the policy of only mitigating any increases in impervious surfaces included in project work.

But mitigating only the impacts of new impervious surfacing does not account for the huge impacts of past roadway projects and the cost to the community in terms of increased hazard risks and real flood damages. As public bodies charged to provide for the safety and welfare of the community, TxDOT should, when substantially reconstructing roadways and highways and in this MIS, design and construct stormwater facilities that reduce stormwater runoff rates to levels equivalent to true pre-development rates based on the impact of the entire project, including historically un-mitigated project impacts.

This will, of course, add some expense to each project, but it is both reasonable and appropriate that the projects and entities that originally created the impacts to bear the added cost of full project mitigation, rather than shifting the cost of missing historical mitigation to others, such as the City, the Harris County Flood Control District or ultimately to property owners damaged by floodwaters.

Full project mitigation can be accomplished by the construction of new, larger detention basins, by constructing linear detention basins along the roadways or between feeder roads and main lanes, by significantly over-sizing underground culverts and by contributing to the enlargement of nearby HCFCD regional detention basins.

2. Water Quality:

The EIS process will acknowledge the many ways that roadway and highway construction negatively impact water quality but does not adequately describe or quantify those negative impacts and potential mitigation for those impacts. As the State's urban populations continue to grow, it is generally accepted that careful stewardship of our water supply and of the quality of that water will become increasingly important. The public entities that build roads, such as TxDOT, will need to become increasingly adept at halting the degradation of water quality caused by road construction and become better at improving the quality of stormwater being discharged from their facilities during their operation.

Stormwater leaving a roadway or highway surface will carry with it oil, grease and other petroleum based fluids, tire particles, vehicle litter and various toxic and non-toxic materials that are spilled onto the roadway surfaces. Water temperatures are typically very high when leaving pavement surfaces, resulting in very low oxygen levels, and low oxygen levels result in anaerobic conditions and fish kills. In addition, current construction practices allow heavy quantities of fine suspended solids to enter streams and bayous during construction and repair of roads and these fine particles provide a refuge for stream bacteria, especially fecal coliform, which are already a problem in urban waterways.

Water quality features need to be built into the stormwater system in such a way as to remove and confine petroleum based liquids, solids and litter from the stormwater discharge stream. Detention basins may need to be designed and constructed to thoroughly treat the first flush of rainfall (typically the first inch), and to meet, or be less than, the natural runoff rates. Basins should be designed to receive 100% of the first flush flows, and wherever possible, basins should be designed with wet bottoms to maximize the containment time-frame and to maximize water quality improvements. (It is our understanding that current TxDOT policy discourages the use of wet bottoms and designs their basins to only take peak flows.) Specific and measurable water quality goals should be established to monitor roadway runoff to ascertain whether the management practices are achieving their objectives.

3. Wetland Loss Mitigation

Wetlands are critical to water quality and to the aquatic food chain that supports riparian wildlife. Previous TxDOT policy has allowed wetland mitigation to take place outside the affected

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y, VP *Community Volunteer*
ead *Conservation Solutions*
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n, *Port Of Houston Authority*
Lee Forbes, *KBR*
ett, *HC Flood Control District*
ene, *Whitewater Experience*
n, *HC Watershed Protection*
a Grant/TX Coop. Extension
er, *Development Consultant*
Betty Leite, *KBR*
Advanced Research Center
Sue Lovell, *City of Houston*
ntl. *Flood Insurance Program*
erson, *Community Volunteer*
Watershed Protection Group
eed Morian, *DX Service Co.*
is Co. *Regional Water Auth.*
-Vick, *Houston Parks Board*
m. on *Env. Quality, Reg. 12*
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William, *Community Volunteer*
Steve Radack, *Harris County*
Greater Houston Partnership
ston-Galveston Area Council
reek *Flood Control Coalition*
CivilTech Engineering, Inc.
C *Public Infrastructure Dept.*
uzick, *Klotz Associates, Inc.*
att, *HC Flood Control District*
annenbaum Engineering Co.
vironmental Inst. of Houston
te, *HC Flood Control District*
drow, Jr., *US Fish & Wildlife*
att, *HC Flood Control District*

C. Lord, **Executive Director**

watersheds, but the BPA strongly recommends that mitigation should occur, wherever possible, in the same watershed as the projects. The first priority should be to use the project's own detention basins as wetlands mitigation. Mitigation wetlands should be allowed within other nearby stormwater detention basins only if the roadway project does not have suitable grounds for the creation of wetlands.

Careful consideration should be given to the extent to which wetlands can actively improve stormwater discharge quality. Treatment wetlands are in use in many communities for sewage treatment and are very effective at the removal or sequestration of toxic and hazardous materials, such as are found in roadway runoff.

4. Urban forests

The Houston region's forest canopies are threatened by transportation projects directly and indirectly. The roadways themselves cause the removal of trees, understory and forest soils or of the grasses and organic top soils. Roadways and highways encourage development of forest and prairie lands, indirectly causing the loss of many times the area of the roadway itself. Forest cover provides wildlife habitat, rainwater attenuation, aesthetic value and shade in the urban environment. A combination of the shade and tree transpiration results in a direct cooling effect that is measurable in the metro region and is an important mitigation for the urban heat island effect (which is an important catalyst for air pollution products).

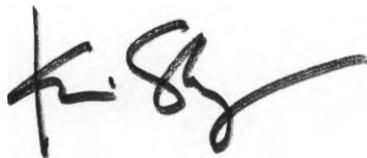
Road and highway projects should be required to include large scale canopy trees as a basic part of the transportation system design. Budgets should include not just the trees and suitably amended soils to support the trees, but budgets should also include the right of way needed to grow large canopy trees as an integral part of the transportation system concept.

TxDOT's urban roads need to be required to include street trees planted in wide growing areas (minimum of 8-10 feet wide) but highways should include broader zones for reforestation. Highway feeder roads should by default include high canopy shade trees planted between the curb and the right of way (and only be deleted by written request of the property owner).

TxDOT's Green Ribbon program is an excellent program, but the concept of reforestation should be included from the beginning of the planning process to be sure there is sufficient land area and right of way for continuous planting strips along these important transportation corridors.

The BPA appreciates your openness to receive comments on the North Houston Highway Improvement Project and we would be pleased to go into further detail with you on each of these recommendations and to explore ways to better integrate successful transportation projects with the improvements to the environmental infrastructure that our community so seriously needs.

Sincerely,



Kevin Shanley
Chairman of the Board
The Bayou Preservation Association
Cc: Art Storey, Executive Director HCTRA
Mike Talbott, Director HCFCD
Jessica Farrar, State Representative
John Whitmire, Senator

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: I-45 Expansion

Forwarded for your handling. Thanks.

Danny Perez

>>> Pamela Stephens <Pam.Stephens@Halliburton.com> 12/2/2011 4:28 PM >>>

Below please find items that I would like TxDOT to either comply with, or agree not to do:

- No expansion beyond the existing right-of-way on I-45
- Alternative means of transportation must be explored
- No negative impact on the neighborhoods quality of life
- Tunnel considered for the 4 managed lanes
- Tunnel considered for general traffic lanes
- No new roadway built above ground level – no double decked freeways because of additional noise & visual pollution
- As an alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT purchase Hardy and then remove all tolls. Another variation is to maintain some lanes as HOV / toll lanes and the rest for general traffic
- In addition to the above item – coordinate with Metro and extend light rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- No roadways negatively affecting water drainage into or out of border neighborhoods

Thank you,

Pamela Stephens
1112B Edwards Street
Houston, TX 77007

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From: [Julie Villaescusa](mailto:Julie.Villaescusa)
To: HOU-piowebmail@txdot.gov
Subject: I45 - houston - do nothing
Date: Friday, December 02, 2011 4:50:05 PM

- No expansion beyond the existing right-of-way on I-45
- Alternative means of transportation must be explored
- No negative impact on the neighborhoods quality of life
- We want a tunnel to be considered for the 4 managed lanes
- We want a tunnel to be considered for general traffic lanes
- We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise & visual pollution
- As an alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT purchase Hardy and then remove all tolls. Another variation is to maintain some lanes as HOV / toll lanes and the rest for general traffic
- In addition to the above item – coordinate with Metro and extend light rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- We do not want any roadway to negatively affect water drainage into or out of our neighborhoods

Thanks,
Julie Villaescusa
1314 Dart St
77007

From: [Anna Almond](#)
To: hou-piowebmail@txdot.gov
Subject: I-45 Expansion
Date: Saturday, December 03, 2011 7:14:52 PM
Attachments: [Reminder_Get your written comments about I-45 to TxDOT – Off the Kuff.pdf](#)

Dear TXDOT Board

I came across the attached article and agree with all of the points mentioned so I have attached it in full.

I am a 27 year resident of the Woodland Heights. Over the years, the freeway noise and air pollution at my residence has increased noticeably.

I am opposed to any further developing/widening of I-45 through my neighborhood so that residents of far flung areas may arrive at their jobs a few minutes quicker! I was shocked to read the attached author's statement that commutes would only be reduced by a few minutes for multi-billions of dollars! Destroying an old and historic neighborhood by widening the I-45 freeway through it is absolutely unacceptable to me and my neighbors. Homes in this neighborhood literally back up to the freeway and many residences will be lost. Noise and air pollution will be increased.

Woodland Heights is already under siege from I-10 to the south. The "fly-over" lane was sneaked in under our radar! The current construction, when finished, will increase "cut through" traffic flow through our neighborhood between I-10, I-45 & 610N.

TXDOT should be looking at ways to DECREASE TRAFFIC not increase pavement!

Hardy Road is a great idea for increased vehicular access to downtown. How about studying that option?

The lack of rail planning puzzles me. I thought a north/south rail line is to be constructed not too far east of my neighborhood. What about extending it?

It's not only about those Woodlands residents. Please think of the little urban guys you are paving over!
Anna Almond



Reminder: Get your written comments about I-45 to TxDOT

Dec 3rd, 2011 by Charles Kuffner.

Here's the latest email from the [I-45 Coalition](#):

I hope you had an opportunity to attend at least one of TxDOT's public meeting (11/15 at Jeff Davis High School & 11/17 at Aldine High School). I understand that the Davis meeting had about 250 people attending and Aldine had less than 50 people. If you didn't have a chance to attend, that's OK – all of TxDOT's information is available on their website at www.ih45Northandmore.com (links follow).

TxDOT's handout from the meeting can be found [here](#). There was an [8-minute slide show \(with audio\)](#), or [just the slides](#), about 1 MB. In addition, all the exhibits that were displayed at the meetings can be found [here](#).

It is VERY IMPORTANT that you submit your written comments regarding the project before December 5, 2011. You can email to HOU-plowebmail@txdot.gov or go to comments@ih45northandmore.com. If you want to mail your comments; send to Director of Project Development, TxDOT, P.O.Box 1386, Houston, TX 77251-1386 ~ it must have a postmark of 12/5/11 or sooner to be included in the official record.

Some of TxDOT's stated goals were/are to:

- Get you involved
- Give you information about the project
- Get your comments on 2 documents – the Need and Purpose Statement & the Agency Coordination and Public Involvement Plan
- Request comments on the project

The [Need & Purpose Statement \(N & P\)](#) details the need for the project and what the project would accomplish if done. TxDOT wants to:

- Manage traffic congestion by adding capacity (more lanes)
- Improve mobility by increasing peak travel speeds by up to 10 mph between US-59 & Beltway 8 North
- Provide 2-way, all day service on managed lanes (toll & HOV lanes)
- Bring I-45 up to current design standards (wider lanes, additional shoulders, higher bridges / overpasses)
- Expand capacity for emergency evacuations

TxDOT says that to do this "may require acquisition of additional ROW in some areas" (page 1-8). From I-10 to 610 North, TxDOT states that additional Right-of-Way (ROW) will "likely be required" at all intersections of I-45 with existing streets. And



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My Tweets

We are all TJ Yates now. [#Texans 6 days ago](#)
[#Texans](#) fans everywhere wail, gnash teeth, rend garments, and curse the fates. [6 days ago](#)

"We have got no word yet on the health of Matt Leinert" says the [#Texans](#) game announcer as we go to halftime. [6 days ago](#)

I can't be the only one watching the Cowboys-Chargers game and thinking "Holy crap, Rob Ryan looks like The Dude", can I? [2011-08-22](#)

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Recent Comments

from 610 North all the way to Beltway 8 North – ROW will “likely be required” along the entire roadway!

The [Agency Coordination & Public Involvement Plan \(ACPIP\)](#) details the different entities and timelines that are involved with the project. TxDOT states that “Acquisition of additional ROW would be required to construct the proposed improvements” (page 2).

In November 2005, TxDOT released their [North-Hardy Corridor: Highway Alternatives Analysis](#). In this study, TxDOT recommended having 4 managed lanes (3 more lanes than existing currently) from I-10 to Beltway 8. TxDOT estimated the cost – in 2004 dollars – would be \$2.113 Billion. According to TxDOT, after doing the project, in the year 2025, the peak speeds in the main traffic lanes would only be 3 mph faster than if we did not do the project at all – an increase from 32 mph to 35 mph [I-10 to 610] and from 27 mph to 30 mph [610 to Beltway 8] (page ES-13). In our opinion, this does not sound like much bang for the buck, especially when they are talking more than 2 Billion bucks (in 2004 dollars)!

Here are some items we want TxDOT to either comply with or agree not to do:

- No expansion beyond the existing right-of-way on I-45.
- Alternative means of transportation must be explored – (such as adding commuter rail on the existing rails in the Hardy Corridor).
- No negative impact to quality of life in adjoining neighborhoods.
- We want a tunnel to be considered for the 4 managed lanes.
- We want a tunnel to be considered for general traffic lanes.
- We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight.
- We do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction.
- As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls. Another variation is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility.
- In addition to the above item – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy.
- Replace and/or supplement Pierce Elevated with a tunnel system.
- There is a conflict between the slide presentation and the Draft N & P and the ACP/IP. The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P nor the ACP/IP says that will be done. In fact, neither document mentions a tunnel at all.
- The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this goal, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

It is VITAL that you send in your written comments prior to December 5th.

Please email to HOU-piowebmail@txdot.gov or go to comments@ih45northandmore.com. If you agree with any of the above statements, feel free to cut and paste if that helps you to respond. Please send us your ideas too or send us a copy of your email. We will consolidate & post as many great ideas as possible.

You CAN submit additional comments, even if you already gave TxDOT comments at the meeting. By submitting your comments, they become a permanent part of the project and TxDOT will research & investigate your ideas. TxDOT will report their findings at their next public meeting – probably to be held within the first six months of 2012. The I-45 Coalition will update & notify you of all upcoming meetings, if you are on our email list or our [Facebook page](#).

You can find us at www.I-45Coalition.org or on our [Facebook page](#).

You can email us at info@I-45Coalition.org or jim@I-45Coalition.org

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If you would like some information about the viability of tunnels in Houston, there is an excellent website at <http://www.i45parkway.com> .

Please forward this email to any individuals or groups or organizations and ask them to get their comments into TxDOT before the December 5th deadline.

If you have ever traveled on I-45 – you have an interest in this project!!

Please stay involved – the future of your neighborhood and your City is at stake – it is up to you to let TxDOT know what you want or don't want!

To me, a key aspect of this is getting some kind of commitment to view the Hardy Toll Road as already-existing extra capacity for I-45, and to take whatever steps are needed to ensure it is used to best advantage. Whatever TxDOT can do to help HCTRA get the Hardy extension into downtown finished will help. In the meantime, get your comments in while you still can.

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From: [John P. Bonica](mailto:John.P.Bonica)
To: HOV-pipeline@mail@txdot.gov
Subject: I-45
Date: Saturday, December 03, 2011 5:13:14 PM
Attachments: [image001.tif](#)

My home and office are a half mile of I-45. I agree with the I-45 coalition that TxDOT should adhere to the following points:

- No expansion beyond the existing right-of-way on I-45
- Alternative means of transportation must be explored
- No negative impact on the neighborhoods quality of life
- We want a tunnel to be considered for the 4 managed lanes
- We want a tunnel to be considered for general traffic lanes
- We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise & visual pollution
- As an alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT purchase Hardy and then remove all tolls. Another variation is to maintain some lanes as HOV / toll lanes and the rest for general traffic
- In addition to the above item – coordinate with Metro and extend light rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- We do not want any roadway to negatively affect water drainage into or out of our neighborhoods



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From: [CHRISTINA FLORES](#)
To: HOU-piowebmail@txdot.gov
Subject: I-45 NORTH
Date: Saturday, December 03, 2011 11:09:02 AM

No expansion beyond the existing right-of-way on I-45

Alternative means of transportation must be explored

No negative impact on the neighborhoods quality of life

We want a tunnel to be considered for the 4 managed lanes

We want a tunnel to be considered for general traffic lanes

We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise & visual pollution

As an alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT purchase Hardy and then remove all tolls. Another variation is to maintain some lanes as HOV / toll lanes and the rest for general traffic

In addition to the above item – coordinate with Metro and extend light rail on existing rail tracks already on Hardy

Replace and/or supplement Pierce Elevated with a tunnel system

We do not want any roadway to negatively affect water drainage into or out of our neighborhoods

Christina Flores

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713-227-6683 Phone

713-715-7360 Fax

From: [Sandy Iaconis](#)
To: HOU-piowebmail@txdot.gov
Subject: Voting NO for I-45 changes
Date: Saturday, December 03, 2011 9:52:30 AM

- [if !supportLists]-->• <!--[endif]-->No expansion beyond the existing right-of-way on I-45
- [if !supportLists]-->• <!--[endif]-->Alternative means of transportation must be explored
- [if !supportLists]-->• <!--[endif]-->No negative impact on the neighborhoods quality of life
- [if !supportLists]-->• <!--[endif]-->We want a tunnel to be considered for the 4 managed lanes
- [if !supportLists]-->• <!--[endif]-->We want a tunnel to be considered for general traffic lanes
- [if !supportLists]-->• <!--[endif]-->We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise & visual pollution
- [if !supportLists]-->• <!--[endif]-->As an alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT purchase Hardy and then remove all tolls. Another variation is to maintain some lanes as HOV / toll lanes and the rest for general traffic
- [if !supportLists]-->• <!--[endif]-->In addition to the above item – coordinate with Metro and extend light rail on existing rail tracks already on Hardy
- [if !supportLists]-->• <!--[endif]-->Replace and/or supplement Pierce Elevated with a tunnel system
- [if !supportLists]-->• <!--[endif]-->We do not want any roadway to negatively affect water drainage into or out of our neighborhoods

From: [MaryAnn Schindler](mailto:MaryAnn.Schindler)
To: HOU-piowebmail@txdot.gov
Subject: i-45 EXPANSION
Date: Saturday, December 03, 2011 9:44:41 AM

PLEASE, PLEASE CONSIDER BUILDING A TUNNEL AS AN ALTERNATIVE TO EXPANDING 1-45! OR AT LEAST REPURPOSE THE UNDERUSED HARDY TOLL ROAD AS AN ALTERNATIVE.

PLEASE THINK MORE CREATIVELY AND LONG TERM LIKE ENGINEERS MANAGE TO DO IN OTHER PARTS OF THE WORLD. IF MONSOON PRONE KUALA LAMPUR MANAGED TO BUILD A MULTIPURPOSE SMART TUNNEL WHY CAN'T WE. IF DALLAS CAN BUILD A THOUGHTFUL GREEN SPACE ABOVE AN 8 LANE TUNNEL WHY CAN'T HOUSTON CONSIDER THAT FOR THE PIERCE ELEVATED?

PLEASE CONSIDER OUR QUALITY OF LIFE – NO MORE CONCRETE EXPANSES ADDING TO OUR DRAINAGE PROBLEMS AND CREATING MORE POLLUTION AND CITY HEAT. AN “ABOVE GROUND” LUSH GREEN PARKWAY/TRANSIT SYSTEM WITH AN “UNDERGROUND” TUNNEL SYSTEM (THAT COULD ACTUALLY FILTER THE EXHAUST, HELP TO MANAGE THE DRAINAGE AND REDUCE SURFACE HEAT) WOULD BE EXCITING AND FORWARD THINKING, ATTRACTING ADDITIONAL AND IMPROVED TAX BASES FOR THE CITY/COUNTY/STATE.

- No expansion beyond the existing right-of-way on I-45
- Alternative means of transportation must be explored
- No negative impact on the neighborhoods quality of life
- We want a tunnel to be considered for the 4 managed lanes
- We want a tunnel to be considered for general traffic lanes
- We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise & visual pollution
- As an alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT purchase Hardy and then remove all tolls. Another variation is to maintain some lanes as HOV / toll lanes and the rest for general traffic
- In addition to the above item – coordinate with Metro and extend light rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- We do not want any roadway to negatively affect water drainage into or out of our neighborhoods

Thank you,

MaryAnn & Guido Schindler
First Ward, Houston, TX

From: marianne.smith
To: HOU-piowebmail@txdot.gov
Subject: Comments on I45 plans
Date: Saturday, December 03, 2011 11:04:49 PM

Dear TXdot,

Thank you for the opportunity to provide input on transit plans. My opinions on the proposed changes are below:

- No expansion beyond the existing right-of-way on I-45
- Alternative means of transportation must be explored – (such as adding commuter rail on the existing rails in the Hardy Corridor)
- No negative impact to quality of life in adjoining neighborhoods
- A tunnel should be considered for the 4 managed lanes
- A tunnel be considered for general traffic lanes
- I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
- I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
- As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls. Another variation is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
- In addition to the above item – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

Respectfully,
Marianne Smith
818 Highland St.
Houston, TX 77009

From: TREVI83500@aol.com
To: HOU-piowebmail@txdot.gov
Subject: 45 expansion
Date: Saturday, December 03, 2011 7:31:17 PM

I know that many of the rich people work downtown but live in the woodlands or near there and god forbid them riding in traffic, car pool to work or ride in on a bus like regular people. So lets give them payable lanes to drive in and out of downtown and put our children's health in danger so txdot can make some money. Regardless of all your studies and promises. Everyone knows creating more lanes means more cars on the freeways, more pollution, more health problems for everyone living in the area, but yes more money for the rich (lot more fuel being used). Why not be responsible and put a train system in the center lanes running in both directions at all times so everyone can benefit. Less pollution, many people can travel in one train car and its not that crazy. Should think about using train system running also south, east and west.

BIG REMINDER HOV WAS PUT IN PLACE FOR PEOPLE TO CAR POOL NOT TO MAKE MONEY OFF OF THIS!!!!!!!!!!

From: [Anne Baumgardner](#)
To: HOU-piowebmail@txdot.gov
Subject: I45 Expansion Comments
Date: Sunday, December 04, 2011 5:42:21 PM

Director of Project Development, TxDOT:

We are homeowners in historic Woodland Heights. We have invested a tremendous amount of money and energy into our neighborhood and have a child that attends Travis Elementary, blocks from the I45. We are also both business owners who employ a robust staff of professionals. **We DO NOT SUPPORT the further expansion of the I45 to the great detriment of our urban neighborhoods.**

It is simply unacceptable to continue to degrade the quality of life and property values for those who reside within the inner loop. Our property values, costs and taxes are high - we pay a premium to live in the urban core. We do not desire to see our investments increasingly threatened by the needs of rural commuters.

We support the I45 Coalition's initiatives to reduce negative freeway impacts. We would also advise TxDOT to investigate other alternatives such as freeway capping allowing the freeway itself to become additional land for development, while reducing noise pollution and ensuring protections for area homeowners and neighborhoods. Boston achieved this via their Big Dig, Germany is capping the Autobahn to create park space (<http://www.grist.org/list/2011-12-02-germany-is-building-a-park-on-top-of-a-highway#.TtIVU6rKz40.facebook>) Either use generates more tax revenue than these land grabs to gain a conceivable 3 mph speed increase for commuters. **Not good public or fiscal policy!**

To reiterate the I45 Coalition points:

- No expansion beyond the existing right-of-way on I-45
- Alternative means of transportation must be explored – (such as adding commuter rail on the existing rails in the Hardy Corridor)
- No negative impact to quality of life in adjoining neighborhoods
- We want a tunnel to be considered for the 4 managed lanes
- We want a tunnel to be considered for general traffic lanes
- We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
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- As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls. Another variation is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
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- Replace and/or supplement Pierce Elevated with a tunnel system
- There is a conflict between the slide presentation and the Draft N & P and the ACPIP. The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.
- The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending

billions of dollars!
We will be watching TxDOT and this issue very closely.

Sincerely,
Mr. & Mrs. Baumgardner
Woodland Heights

From: [Kristen Burke](#)
To: comments@ih45northandmore.com; [hou-piowebmail@txdot.gov](mailto:houston@piowebmail@txdot.gov)
Subject: NO to I-45 expansion
Date: Sunday, December 04, 2011 9:10:27 PM

I-45 expansion is does not make sense economically. Such expansion will also reduce quality of life, reduced property values and excision of whole neighborhoods (the Germantown area east of Houston Avenue and north of Woodland Park, not to mention [Woodland Park](#) itself, to name but one example).

Thank you.

Kristen Burke

From: [Carrie Carter](#)
To: hou-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: Concerns regarding the I-45 expansion in Houston TX
Date: Sunday, December 04, 2011 10:13:10 PM

I am writing about the expansion of I-45 in Houston TX. The TX Dot goal is to bring the freeway in that portion up to modern standards with wider and more lanes for a cost of over \$2 billion. Studies have shown that the expansion will gain an average 3 mph speed per driver. The negatives to this plan outweigh any potential positives. I would like to officially go on record as a citizen living in the area that I am against the expansion, as such roadwork would ultimately infringe, and diminish the quality of life of the people in the surrounding areas. This expansion would add more noise, more burden to the tax payers in terms of cost, affect drainage and flooding in the area, and grab land that's not the state's in order to expand on right of ways.

Instead of this project, please look into alternative plans instead, such as adding a tunnel and/or using the money to put in light rail in the existing rail-line down the Hardy Toll Road. A city without true public transportation, like the City of Houston (buses that don't even run on schedule does not make for a true public transportation system), can never be a world class city. Let's take Houston to the next level with public transportation, instead of more cement and freeways, more noise and pollution.

I would like to see TXDOT explore the alternatives, and find one to making a meg-wide freeway. The economy is suffering as it is, why make it worse by condemning local businesses to failure by engaging in long term road construction in front of their businesses (I-45 expansion). Let's work towards the best solution - for the homeowners, the businesses, the drivers, the tax payers and the city. Unfortunately, the current plan as proposed does not do this.

Sincerely,

Carrie Carter
536 Columbia
Houston TX 77007

From: [Christina DeHaven](#)
To: HOU-piowebmail@txdot.gov
Cc: comments@ih45northandmore.com
Subject: expansion project comments
Date: Sunday, December 04, 2011 9:56:13 PM

I would like to voice my concern on the expansion, particularly affecting the Germantown area of the Heights. I would hope that the commitment to stay within the current I-45 right of way between Quitman and Cavalcade is kept, but with the turning lane option, it sounds like the Germantown area East of Houston and West of 45 might still be at risk. I also spoke with someone at the meeting who did mention part of the expansion would include modifying the current intersection and ramps at Houston/Main/45 which could also put this area at risk. The businesses near that intersection are much used in our community, and as a frequent user of Woodland Park, it would be a huge loss to our neighborhood to put the homes, businesses and community in this area at risk. I appreciate your attention to this matter and look forward to seeing the full proposal for this area, and the entire project.

Christina DeHaven

From: [Rachel Dvoretzky](mailto:Rachel.Dvoretzky@txdot.gov)
To: HOU-piowebmail@txdot.gov
Cc: comments@ih45northandmore.com; [CNL District H](#)
Subject: Proposed expansion of I-45 between 610 North Loop and downtown Houston
Date: Sunday, December 04, 2011 6:50:19 PM

Dear TxDOT:

Repeating comments I have made at past TxDOT community presentations, here are my observations and demands as a resident, parent, citizen, and property owner in the area of I-45.

Observations on TxDOT's proposed scenarios:

1. Expansion of right-of-way as a means toward managing congestion and appreciably increasing traffic speed is futile. It has been proven repeatedly in other highway-expansion projects that creating more lanes for traffic produces only brief relief from traffic congestion. The analogy is giving an obese man a bigger belt: the problem is not only masked, but the treatment makes the problem worse by providing the illusion of a solution. Furthermore, the imminent expansion of the Hardy Toll Road into downtown just a couple of miles to the east should make additional lanes of I-45 unnecessary. **TxDOT's own figures show an eventual improvement of only 3 mph after spending over \$2 billion** in 2004 dollars. This outcome would be a breathtakingly poor use of taxpayer dollars.

2. Expanding capacity is a threat to public health. Expanding right-of-way to add surface or, even worse, elevated lanes would cause **permanent and additional harm to the neighborhoods** through which the interstate was cut 50 years ago. **Vehicle exhaust, particulates, and noise would increase.** The deleterious effects of these pollutants on public health, especially for children, have been studied, proven scientifically and presented at past I-45 meetings, specifically one at UH Downtown a couple of years ago. There is a large number of schools, parks and playgrounds already in close proximity to the current 45 footprint. Expanding that footprint would deliver additional pollutants, which would be an outright crime against the health of residents of the neighborhoods.

3. Expanding the freeway footprint decimates property values, threatening the lifelong investment of thousands of citizens along the route and reducing tax-base income for the City of Houston, HISD and Harris County. Woodland Park and even more of the White Oak Bayou and Little White Oak Bayou greenbelts, currently being revived with extensive hike & bike trails, would also be threatened.

3. Expanding the number of lanes without expanding the capacity of the Pierce Elevated will improve neither conventional commuting nor emergency evacuation capacity. Obviously.

Demands:

1. Use engineering to shift traffic originating in northern suburbs to Hardy and 59.

These roadways are already expanded or about to be. Motorists who choose to live in The Woodlands and other northern suburbs yet work in downtown Houston or other employment centers inside the 610 Loop have no right to degrade the quality of life of residents of Houston who live near 45. The neighborhoods along 59 and Hardy are already compromised; it is wrong and counterproductive to expand that

destruction to yet more neighborhoods, especially those which are historic including Brooke Smith, Germantown, Woodland Heights, Lindale, Silverdale, North Side, the First Ward and the Sixth Ward.

2. Use tunnel technology to increase capacity of 45 between 610 and the south end of downtown Houston while avoiding degradation of neighborhoods. Tunnels can carry both managed lanes and increased through-traffic while cleaning the air of exhaust and particulates generated by the vehicles. The use of tunnels will permit the existing 45 right-of-way to remain without expansion, and even to be converted to an attractive green parkway similar to Allen Parkway. The current contour of 45 between 610 and downtown can be retained as an example of vintage 1960 freeway design.

A tunnel-parkway solution would also create opportunity to restore access to parts of Little White Oak and White Oak Bayous and their tributaries, paved over or covered by the current footprint, as an attractive amenity.

3. Depress the existing 45 roadway below grade to create more quiet and cleaner environment for adjacent neighborhoods. If ugly frontage roads must be retained, cantilever them above the existing roadway footprint and use tree plantings and/or sound barriers to protect neighborhoods behind the frontage roads.

4. Put ingenuity back in engineering and make this project a point of civic pride. I challenge TxDOT to re-think the reflexive action of building ever wider and more complicated lanes of concrete. Use this scenario as an opportunity to incorporate ingenuity, visionary design, landscape architecture, and forward thinking into a solution that would put Houston and TxDOT on the map as a best-practice example of 21st century transportation management. San Francisco tore down the hideous Embarcadero freeway and opened its bayside to transformative economic and residential development as a result. Boston got rid of the elevated highway that isolated the North End for generations, and the resulting restoration of greenspace to the city is a true amenity. There is no reason why Houston, too, should not take this opportunity to **improve civic life** while managing vehicle traffic problems.

Respectfully,

Rachel Dvoretzky
Vice President At Large, Montie Beach Civic Club
404 Cordell St.
Houston, Texas 77009
tel (713) 862-7125

From: Veeshatx@aol.com
To: HOU-piowebmail@txdot.gov; victoriatoo@hotmail.com
Subject: my I-45 expansion comments due 12/5/11
Date: Sunday, December 04, 2011 3:27:20 PM
Attachments: [letterdue120511expansionI45.doc](#)
[nancyann610&I45map120411.jpg](#)
[nancyanncloseupmap120411.jpg](#)

Please print the attached letter and map as they are my response to the I-45 expansion request for our comments....
Thank you,
Tory Hall

Date 11/25/11

To: Director of Project Development, TxDOT, P.O.Box 1386, Houston, TX 77251-1386
Cc: Mayor Annise Parker, City of Houston, PO Box 1562, Houston, TX 77251
Cc: Wayne Dolcefino, Houston ABC KTRK News, 3310 Bissonnet, Houston, TX 77005
Cc: I45Coalition.org

From: Tory Hall, PO Box 9603, Houston, TX 77213, (5903 Nancy Ann, 77009)713-824-9315, victoriatoo@hotmail.com

RE: expansion of I45 North, in particular the “**Lane Drop Through Interchange at 610 and I-45**”

This is a TWO PRONGED letter – the 1st part is the people part of why you should not take my house to expand I-45 and in my area: the Lane Drop Through Interchange at 610 and I-45 and the second part of this letter is the technical aspects of the I-45 expansion. **SO PLEASE READ THE SECOND TECHNICAL PART AS WELL AS I AM A CPA, A REAL ESTATE BROKER, AND AN INVESTIGATIVE JOURNALIST(AND, YES, THIS IS GOING TO WAYNE DOLCEFINO) AND NOT SOME EMOTIONAL FEMALE.**

If you will kindly look at the map I have included, you will notice, I am in a no win situation.

It is a well publicized statement that there will be additional lanes made from land on either side of 610 and I-45. Please note my precious house – my only asset (I am on a fixed income and purchased that house to die in it, and while still alive, hop on the North Light Rail at the station ONE block from my home, to go to my doctors in the Medical Center, to go shopping, to go to the Museums and other venues Houston has to offer..

I moved here in 1980, a CPA who worked as an auditor of hospitals...not much money but it took me to 48 of the 50 states and I dearly loved it...

In the '90's I became ill with autoimmune disease and went through most of my money trying to find a remedy for the fatiguing, painful awful disease I probably contracted in one of those hospitals I so happily audited...

Before I spent it all, I managed to find two small apartment buildings out of state in a city with a medical school and I got 2nd mortgages to do it.. Then my mother died and all I got after paying her medical bills (she had dropped her Medicare secondary), was enough to make a down payment on a small foreclosure the third street in from I45 and one street South of 610. I was thrilled because I could have my beautiful flower beds and peace and quiet and still be one block away from the light rail. Plus it had an apt. which would help me with the payment.

Tory Hall

Then, wanting to “do the right thing,” I went to split off the electric on the apt.. **I thought it was permitted (in retrospect, it had to be as HCAD’s info reflected the correct # of rooms and square footage...) BUT: I need access to 1960’s records to prove it!**

THE MOLESTATION:

I was asked “What apt.?” And in the next four months instead of being grandfathered in, I was made to put \$80,000+ to “bring the apt up to PRESENT DAY CODE – all on my credit cards! It would not have stopped except I walked into the head of Permitting and luckily, he knew my engineer (Oh, yes, I had to have an engineer!) FOUR DAYS and it was “finaled,” proving one more time, it is “Who you know, not what you know..”

But all this has forced me to do a Chapter 13, which I will not be able to finish as my disability income will soon be cut in ½... **I have been molested by your Permitting Dept.** and now I am about to **be raped by TxDOT!** With no way to get credit to buy another house because of what your permit dept did to me! I will be forced to live in a roach infested apt with ¼ of my lovely furniture and only pictures and distant memories of my beautiful flower beds which gave me happiness despite my illness!

THE RAPING BY TxDOT:

Let’s say that the widening of I45, by some miracle, doesn’t take my 3rd street in... I will still be raped because they will widen 610 as well and they will widen I45 on the east side because the West side is a bayou! And 610 – from which I am a block away – just North of 610 is a HIGH SCHOOL. They won’t tear it down! They will take at least through Delaney St. – leaving me NO outlet as I am at the end of a one block dead end street! How would I get out? HOW??? I am on a DEADEND.

And how can you do this to our three block community – we live in houses built in the 50’s – makes it much more easy to take – not worth much. (I noticed our values were not raised last year - - I checked all our houses! Leading me to believe you have already plans in place to take our properties and you are trying to keep the values down to pay us less – Mr. Dolcefino will be most interested in this – I will make complete use of my auditing career and my broker’s experience and the help of TV and RE attorneys – the public will know! But you don’t care about where the people will go. Just seize the land and dump our furniture on the street! We are very low middle class -on our three streets. We live there because it is clean and not a ghetto – just nice, poor people – no drugs, no problems until this: the man behind me bought his little house which he is fixing up a piece at a time, for \$68,000! He has a wife and two little girls – he says it is perfect: safe and at the end of a dead end street – but it also the only thing he can afford! Where will they go? His mortgage is less than any 3 bedroom apt. in a safe neighborhood!

We have it good - for poor people. Now you are destroying our lives!

And where am I going to go? I have NO relatives – no children, no siblings, no one! I will truly be – on the street! As my credit is ruined because of the Permit Dept molestation, I can’t buy anything and with only \$1,500 from SS (and all of that going to

Tory Hall

expenses....) That apt. on my house is what made it affordable for me – no one told me about you going to rape us! I would have looked elsewhere! I would have NEVER purchased there!!! I wonder how long the statute of limitation and full disclosure by the City on Real Estate sales about the possibility of eminent domain is?

And what about Tommy, my friend over on Leon (first street from I45 and on a dead end one block street off of Delaney as well!) When his life partner became terminally ill with a brain tumor, he had a mental breakdown (they had been together for 30 years – longer than most marriages!) His partner lived two houses away as it wasn't "proper" back then... So, after the breakdown and the death of his partner, that second house was put in Tommy's niece Suzette's name so she could live near by and take care of Tommy so he doesn't have to be institutionalized... Tommy has confided to me that he couldn't take being institutionalized again... He walks EVERY day – it helps his mental state. I like to walk with him as he is a good person. He grew up in MY house... What would happen to Tommy and Suzette? I believe Tommy would take his own life.

And what would happen to the 93 year old lady on Nelwyn (second street from I45 and on a dead end one block street off of Delaney as well!) Her husband bought their lovely trimmed house brand new in the fifties. She raised her family there. She had a beauty salon in an extra room there. Her husband has died but she lives there still. Her children bring her groceries and she WALKS (in 2007 when I moved in and met her, she was walking all three streets) Now she walks back and forth on her little dead end one block street that runs into Delaney.... as she is too shaky to go on the other two streets but she would die – just give up and die is she were uprooted!

And Julian, who until about two months ago lived in a two story house with his five children and wife – it was actually falling down around him (a huge hole in his side wall that he had no money to fix) – he works for a landscaped maintenance company. He couldn't afford to do a thing to his house – it was, truly, the ONLY eyesore on the three streets. Then someone got him in touch with the people who fix lead based painted homes for poor people and, my GOD, the transformation! Any you going to pull him out of his lovely Victorian looking house now, just after he has been given a new lease on life?

And, not so long ago, (but long enough not to have to disclose the widening of 610), Perry Homes took a strip of vacant land between the feeder road of 610 and Delaney St. and turned it into low income patio homes and townhomes. These type projects usually do not succeed and they disintegrate into ghettos but this one has thrived – (I don't agree with the salmon color one family has painted there house but besides that...) this is a success story – everyone is proud of their homes and have put up iron fences and planted luxuriantly blossoming flowers! Do you care if you ruin one small success story that has given great pride of home ownership to the 30 some families involved???

We are a community – we have no where to go and we do not deserve to be uprooted when you have other viable alternatives! I will list all the technical reasons you should not take our streets as well. BUT the BEST reason is the good people that live here, have

Tory Hall

maintained our homes nicely (some beautifully even), and could not ever financially or emotionally find homes to replace ours here!

When I purchased my house: I was thrilled because I could have my beautiful flower beds and peace and quiet and still be one block away from the light rail. With the freeways both in my back and side yards (IF I am left with my property), there will no quiet – as it is now, there is a quiet hum, soothing, not disruptive as being next to the freeway would be. I have spent a lot of money flowers to make pretty flowerbeds en masse– every extra penny goes to flower seeds or 70% off plants from Houston Gardens.

My flowers would not attract bees and butterflies and hummingbirds as they do now as bees and butterflies and hummingbirds do NOT go near freeways.

My flowers would be covered with the dust that only a nearby freeway can infuse into the air...in effect, my flowers would die from pollution and no pollination from bees and butterflies. My now peaceful quiet would be shattered. I did not buy this property to listen to semis gearing down – I purchased it to live out my remaining years in solitary quiet which I have had.

Plus it has a garage apt. which helps me with the payment: now if I-45 and 610 are widened into my three street Delaney subdivision – how will anyone be able to exit the street? – if they make Delaney into part of the feeder, that is a possibility – not preferred but at least I would still have my home.

I am told you can't take Hollywood Cemetery down near Main and I-45 under Texas law. Where are the rights of the living?

My neighbors and I will seek legal representation if you try to take our properties as you leave us no choice – it is all we can afford as we can not afford other properties.

And now we come to the technical:

- **1st: TWO DISCREPANCIES:**
- There is a conflict between the slide presentation and the Draft N & P and the ACPIP. The presentation states that Tx DOT will evaluate tunnels as an alternative and neither the N & P nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.
- The N & P states a goal of improving mobility by increasing peak hour travel speeds "by up to 10 mph" (page 1-9, 1.2). Under this 'goal', an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

I have addressed the obvious: we do NOT need nor want I-45 or 610 expanded into our neighborhoods – you have guaranteed you won't expand South of Cavalcade, we want the same guarantee: all the way THROUGH 610.

Tory Hall

The Northline Rail will be finished to Crosstimbers Park and Ride in 2014. Why aren't monies spent to develop the rail out to Beltway 8 – it is a viable alternative, and in the long term big picture, would make sense to make use of public transportation than putting more cars on the road, creating more pollution and indulging in our need for foreign oil.

I am quoting a press release from Metro dated 11/9/11: “ Whether it is local buses, rail, Park and Ride Services, HOV Lanes, vanpool, Metrolift, or bikes, on bus/train program, 370,000 times per day people use METRO. More than 30% of commuters heading into the downtown area and the Texas Medical Center ride Metro.”

Metro's President and CEO George Greanias has talked about “smart Transit Service” and that Metro will be evaluating bus structure to maximize schedules and efficiency.

So why not try to increase that percentage rather than use the antiquated technique of WIDENING the roadbed and ruining peoples' lives.

And, if you insist on spending money to physically change I45/610, there have been alternatives to width expansion of I45 and 610: the elevated like Austin has – it works fine. And a tunnel idea which worked in Boston.

Baltimore has a combined system that WORKS and keeps the number of lanes to a minimum! http://www.roadstothefuture.com/Balt_City_Interstates.html

And trucks are restricted from travel in the far left lane of I-35 in either direction throughout the Austin area. This practice is used effectively at least on I-10 East in Houston.

Also, a toll system could be employed particularly for use of the HOV lanes and I see no need for an all day HOV lane. I have looked at web sites for other cities...

- **Back to tunnels – the tunnels you never mentioned:** From information on the I45 coalition website:
- TxDOT estimates construction time will be 10 years for improvements to be built on I-45 (Katy Freeway is also a 10 year construction period).
- Twin tunnels can be built in 5 years – with minimal disruption to surface traffic during construction
- Twin tunnels can add a total of up to 12 new lanes for traffic – including HOV lanes.
- The air from the tunnels can have 90% of particulate matter removed before being released.
- Noise pollution is eliminated with a tunnel and has minimal environmental and community impacts
- The tunnels can be built to serve first as an evacuation route and then as an emergency shelter to house thousands of Houstonians in the event of a disaster
- The tunnels will be built to not flood – even the Washburn Tunnel which goes under the Ship Channel, built here in Houston over 50 years ago, does not flood!

- Tory Hall
- Yes – the tunnel will cost more in total dollars – \$3.1 billion (tunnel) vs. \$2.1 billion (road) in 2005 dollars. But look what you get for the extra money – 12 new lanes for traffic (instead of 3 lanes) – No need to destroy existing historic neighborhoods – An improvement of air quality – Construction in 1/2 the time - No disruption of an important evacuation route - and if you consider the cost when the projects would be completed (10 years for TxDOT’s road vs. 5 years for a tunnel) and all financing costs, the difference is about 25% (\$3.7 billion road vs.. \$4.6 billion tunnel) .

And as for your studies: In 2004:

Development issues:

Projected growth in population and employment

Major redevelopment opportunities

Need to avoid disruption of neighborhoods & historic areas

But now, there is not one sentence about “Need to avoid disruption of neighborhoods & historic areas” We simply don’t matter.

Also in 2004, TxDOT stated: Six build alternatives were analyzed for IH 45

Option 2 is the most viable alternative: 12 lane cross section – 8 general purpose lanes & 4 managed lanes

Managed lanes are separate facilities within the freeway designed to

Provide a dependable trip (Level of Service C)

Serve two-way HOV operation

Serve two-way express bus service

Serve single occupant vehicle traffic willing to pay a toll

NOW: TxDOT wants (and will get after they kick us out) “ALL DAY” two way HOV service.

When we were told to come to Jeff Davis High School on November 15, 2011, I expected to receive detailed info – like that on the TxDOT books in 2004...

For instance: in 2004:

Highway Options Analyzed

12 lane cross section – 10 general purpose lanes & 2 special purpose lanes

12 lane cross section – 8 general purpose lanes & 4 managed lanes

Tory Hall

12 lane cross section – 10 general purpose lanes & 2 HOV lanes (barrier separated, two way operation)

12 lane cross section – 10 general purpose lanes & 2 HOV lanes (non barrier separated, two way operation)

10 lane cross section – 8 general purpose lanes & 2 HOV lanes (non barrier separated, two way operation)

10 lane cross section – 8 general purpose lanes & 2 HOV lanes (barrier separated, two way operation)

But no such options were presented in 11/11– how can we voice our opinions of we, the Public, are treated like mushrooms: kept in the dark and fed, well, you get the idea! If you have had all those options in 2004, I KNOW you have advanced far beyond the position you were at in 2004...and yet, we are supposed to voice our opinions – on WHAT? Yes, I realize you were told to take a step back and let the Public speak, but how can we speak if we are given no alternatives? We, the Public, KNOW you are going to do something. I want to know the options and I have a right to know the options in particular how each one impacts my street.

Now, and I quote, “if TxDOT spends our \$2.1 billion (as TxDOT estimated in 2005 that their I-45 improvements would cost), traffic in the 8 lanes (4 lanes North and 4 lanes South) inside Loop 610 will travel at a whopping 35 mph on average. If they don’t spend our money, the same lanes will average 32 mph! A 3 mile per hour difference!”

And for that 3 mph difference you would ruin the lives in approximately 40 households – and in the case of Tommy and the 93 year old lady who need to finish their lives in the houses they are in now, you might indirectly be committing murder.

And finally, The European Union is SO far ahead of us in infrastructure for the 21st century with the tunnels, the elevated, the rail systems, the subways, it is absolutely archaic that all TxDOT can do is grab our land and widen the roadbed which is so 1900’s.. You need to think and act progressively not regressively! (In the days when I had money, I traveled frequently in Europe and am accustomed to what a GOOD transportation system is – so this is not just me reading about it!)

Stated in another way, TxDOT needs to think in the future, not just do the same old thing of seizing homes and ruining people’s lives in the name of “Progress” when it really is nothing of the sort.

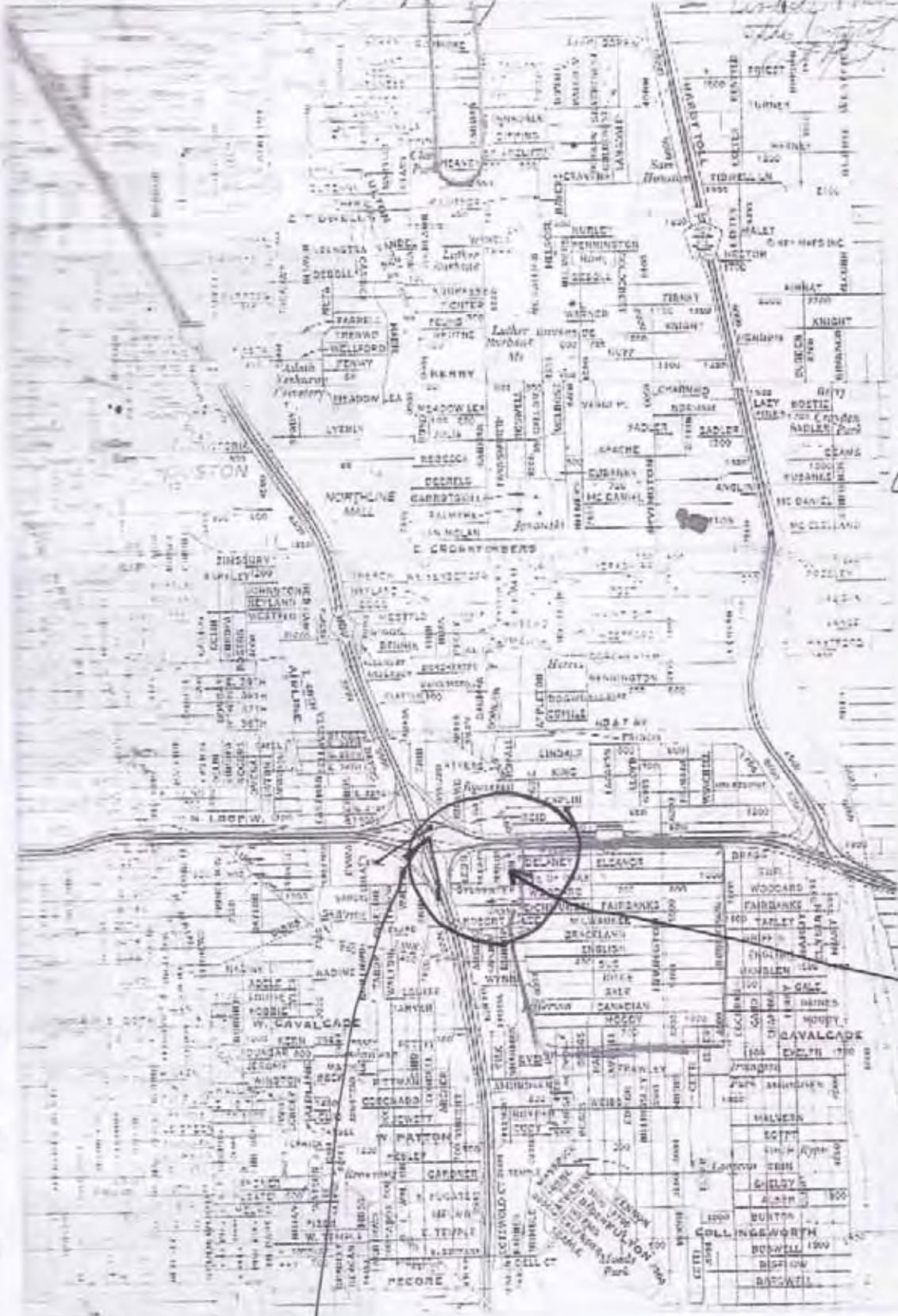
Sincerely,

Tory Hall

5903 Nancy Ann TORY HALL

my property, house
through the garage

Light rail line
my lab showing
inside house
the light



my
Lamp
me

me-5903 Nancy Ann! 3 blocks from 745 + 1 block from 610

(you new "lane map through the garage")

From: [Lindsey Oneal](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: I-45 north project comments
Date: Sunday, December 04, 2011 10:20:15 PM

I live in the effected area and here are my comments.

- No expansion beyond the existing right-of-way on I-45
- Alternative means of transportation must be explored – (such as adding commuter rail on the existing rails in the Hardy Corridor)
- No negative impact to quality of life in adjoining neighborhoods
- We want a tunnel to be considered for the 4 managed lanes
- We want a tunnel to be considered for general traffic lanes
- We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
- We do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
- As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls. Another variation is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
- In addition to the above item – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- There is a conflict between the slide presentation and the Draft N & P and the ACPIP. The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.
- The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

From: [Melissa Sternfels](#)
To: HOU-piowebmail@txdot.gov
Subject: Expansion on I-45
Date: Sunday, December 04, 2011 8:30:57 PM

My name is Melissa Sternfels and I live in the Woodland Heights, at Morrison and White Oak-- an area likely to be affected by the proposed expansion of 45 to increase traffic speeds for commuters who choose to live and work in two different cities/counties. This is outrageous!

My home was built in 1924 by the Salvation Army as its officers quarters and is currently home to my daughter, husband and me. We love our home and the thought that our home, park and neighborhood will be sacrificed to make the commute a little bit quicker for someone who chose to live far from their work is incredible to me. Please reconsider!!!! We chose our house because of its proximity to Woodland Park and the 5 minute commute to my downtown office. The thought that my quality of life will be sacrificed to make way for suburban commuters is insane!

Melissa Sternfels
2623 Morrison
Houston, Texas 77009
832-606-9266

Sent from my iPhone

From: [Doug](#)
To: HOU-piowebmail@txdot.gov
Subject: Please don't pave over my neighborhood with the I-45 expansion
Date: Sunday, December 04, 2011 11:51:54 AM

I live just downtown west of I-45. To widen the freeway here would greatly diminish the quality of life in my neighborhood. Please find an alternative solution.

Thank you,
Doug Villaescusa
dwv88@hotmail.com

Sent from my iPhone

From: [janis BARNARD](mailto:janis.BARNARD)
To: HOU-piowebmail@txdot.gov
Subject: Expanding the right-of-way on I-45
Date: Monday, December 05, 2011 9:08:54 PM

1. Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses.
2. Please explore alternative means of transportation – instead of continuing to pour more & more concrete – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor
3. Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
4. Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to IH-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual ‘blight’ and no decrease in air quality.
5. I want a tunnel to be considered for the 4 managed lanes
6. I want a tunnel to be considered for general traffic lanes
7. I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
8. I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
9. As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls.
10. Another variation to #9 above is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
11. In addition to #9 & #10 – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
12. Replace and/or supplement Pierce Elevated with a tunnel system
13. There is a conflict between the slide presentation and the Draft Need & Purpose (N & P) and the Agency Coordination and Public Involvement Plan (ACPIP). The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P draft nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.
14. The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

Janis Barnard

1012 Edwards

Houston, TX 77007

From: jon_boyd
To: HOU-piowebmail@txdot.gov
Subject: I-45 comments
Date: Monday, December 05, 2011 10:22:59 AM

To whom it may concern:

Thank you for the opportunity to comment on the North Interstate 45 corridor. I would also like to acknowledge TxDOT's improvement at public outreach as I believe public involvement can make projects better.

TxDOT is the Texas Department of Transportation Department, not the state highway department.

First, TxDOT should adjust the purpose and need statement to reflect that this is a multi-modal transportation corridor. In addition to I-45 and the Hardy Tollroad, the corridor contains densely populated neighborhoods, several bus routes, and METRO's light rail. I would urge that TxDOT work with neighborhoods and METRO to improve access for pedestrians, cyclists, and transit riders.

I support TxDOT's resolution to not expand the ROW for I-45. Yet even the current design of I-45 already impedes access for many transportation users. I urge TxDOT to improve access for pedestrians and cyclists who need to cross I-45. Improving access to other forms of transportation is a strategy to reduce demand for lane capacity, which is critical as we enter an era of fiscal constraints and diminishing energy supplies. The current design of I-45 provides few crossing points, and those are extremely hazardous to pedestrians and cyclists.

TxDOT should consider the applicability of the current design of Southwest Freeway between the downtown spur and Mandell Street. Since this new configuration has been in place, Mandell, Dunlavy, and Woodhead have improved access for local mobility for all transportation users both north and south of the freeway. A further enhancement might include expanded decking for a greenway. TxDOT should honestly assess the cost of replacing the Pierce Elevated and other freeway segments with a tunnel.

Freeway expansion is proving to be a failed strategy in the Houston region. Just a few years after the completion of a \$3.2 billion expansion of the Katy Freeway, we are already experiencing congestion. Suburban developers were already laying plats in Katy when this project was in the planning stages. TxDOT's own consultants estimate expansion of the 290 corridor at over \$4 billion, and that is without the HOV lane. Expanding the North Freeway would cost more, even without a tunnel.

I hope TxDOT would use this corridor as an opportunity to break the self-fulfilling prophesy of automobility. Certainly cars are here to stay. However, if TxDOT continues to look at transportation corridors merely as opportunities to expand freeway capacity, it will erect greater barriers to those who wish to travel by other means, thereby increasing our dependence on cars and ensuring the need for expanding the same freeway segment again and again.

Thank you for your consideration,

Jon Boyd
jon_boyd@sbcglobal.net

From: [Amy Boyers](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: Comments regarding I-45 project
Date: Monday, December 05, 2011 8:51:05 PM

Thanks for allowing the public to make comments regarding the I-45 project. My comments are included below.

1. Explore alternative means of transportation. Investigate higher density modes of transportation, such as adding commuter rail on the existing rails in the Hardy Corridor
2. Do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses.
3. Do not have separate diamond lanes. Have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
4. Do not negatively affect the quality of life of neighborhoods that are adjacent to I-45. This means no increase in noise; no increase in visual 'blight', for example a double-decked facility; and no decrease in air quality.
5. Fully vet the possibility of a tunnel as an alternative to the 4 managed lanes.
6. Fully vet the possibility of a tunnel as an alternative to general traffic lanes.
7. Do not build any new roadway built above ground level – no double-decked freeways because of additional noise, pollution & visual blight
8. I have major concerns about how the increase in concrete due to the expansion will negatively affect flooding and drainage during and after construction. Flooding is already a problem along this corridor.
9. As a possible alternative, coordinate with HCTRA to extend Hardy from 610 to downtown; widen Hardy.
10. Another variation to #9 above is to maintain some lanes on Hardy as HOV/toll lanes and the rest for general traffic mobility
11. In addition to #9 & #10, coordinate with Metro and rail owners and extend light rail/commuter rail on existing rail tracks already on Hardy
12. Replace and/or supplement Pierce Elevated with a tunnel system
13. The N & P states a goal of improving mobility by increasing peak hour travel speeds "by up to 10 mph" (page 1-9, 1.2). Under this 'goal', an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 10 mph. This return on investment and the negative impacts on the surrounding neighborhoods are not justified.

Thank you,
Amy Boyers
919 Ridge
Houston, TX 77009
832.326.7274

From: [Daniel Canty](#)
To: HOU-piowebmail@txdot.gov
Subject: North Houston Highway Improvement Project
Date: Monday, December 05, 2011 12:52:32 PM

Gentlemen:

Your proposal to improve the I45 from US59 to the Beltway 8 is demonstrably ill-conceived and unnecessarily costly. It threatens an enormous negative impact on our community with no measurable benefit. I urge you to abandon this project, as proposed, and consider an alternative strategy that will address these issues.

D.J.Canty

From: [Christina M. Cicack](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: I45 Expansion
Date: Monday, December 05, 2011 5:42:39 PM

Hello,

It saddens me to think that a city in the 21st century isn't creative enough to come up alternatives to taking and destroying people's homes to expand a concrete freeway. There is so much potential to be innovative and take the design of Houston's freeway system to a whole new level. Creating an underground tunnel that would take more cars off the streets would be the way to go. Large cities all over the world have found cost effective, eco-friendly, and efficient ways to get people and goods where they need to be using underground and above ground trains versus more concrete freeways.

Think before you destroy and what ever you do will effect people for 100s of years so make it a good decision.

Thank you,
Christina Cicack
Woodland Heights Resident who lives along I45 and N Main

From: fielark@aol.com
To: comments@ih45northandmore.com; HOU-piowebmail@txdot.gov
Subject: I-45 expansion
Date: Monday, December 05, 2011 8:08:10 PM

As a long time resident of Woodland Heights, I am concerned about any and all changes being discussed for I-45. I-45 does not need to be converted into the fiasco that is now I-10.

1. Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses. The center of our neighborhood, Woodland Heights, was divided for the building of I-45 and shouldn't have to be sacrificed/mutilated again,
2. Please explore alternative means of transportation – instead of continuing to pour more & more concrete – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor
3. Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
4. Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to IH-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual ‘blight’ and no decrease in air quality.
5. I want a tunnel to be considered for the 4 managed lanes
6. I want a tunnel to be considered for general traffic lanes
7. I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
8. I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
9. As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls.
10. Another variation to #9 above is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
11. In addition to #9 & #10 – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
12. Replace and/or supplement Pierce Elevated with a tunnel system
13. There is a conflict between the slide presentation and the Draft Need & Purpose (N & P) and the Agency Coordination and Public Involvement Plan (ACPIP). The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P draft nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.
14. The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

thank you for your consideration.

Florence Clark

From: [Jon Cooper](mailto:Jon.Cooper@txdot.gov)
To: HOU-piowebmail@txdot.gov
Subject: I45 comments
Date: Monday, December 05, 2011 5:52:02 PM

Dear TXDoT,

I live in Northside Houston, between I-45 and the Hardy Toll Road, between Crosstimbers and I-610 North; my comments are for that area and the area immediately south to downtown.

After attending your initial scoping meeting and talking with other people in my community, I want to let you know that several common concerns come up. I want to see the following things:

1. Drainage cannot be made worse by construction. We have enough issues with drainage problems in the Little White Oak watershed and other areas of our community.
2. We don't want I-45 to expand out of its current footprint. If you want to modify the way traffic works on the freeway, fine, but the Northside and Near Northside community cannot afford to lose business and homes along I-45. From conversations I've had, I believe the folks on the Heights side of the freeway agree.
3. We cannot have increased visual or noise impacts from the freeway; it is bad enough as it is. Making the freeway higher, elevating portions of the freeway, or increasing the amount of noise is going to increase pressure on the communities in the area, leading to decreased property values and home ownership, increased crime, and more people leaving for the suburbs, increasing the burden on I-45. If you can go under the existing freeway, fine; if you can route traffic to other roads or modes of transportation--the Toll Road, a commuter rail line, improving southbound connections between the Beltway and the Hardy, etc.--that would also be great. On that note...
4. TALK TO THE CITY OF HOUSTON, METRO, AND HCTRA. Your map did not even have the correct alignment of the Hardy Toll Road extension on it. How are we supposed to believe that we are going to look at alternatives to freeway expansion if you cannot get other agencies in the room.

I want to believe that you will make an honest effort to minimize the impact on the community while easing traffic through our area; in order for our community to believe that, you are going to go out of your way to show every option is being seriously considered. There is a lot of distrust of your agency in our community; this is an opportunity to fix that.

Thank you,

Jon Cooper
614 Westford
Houston, TX 77022

From: [Jonathan Correia](mailto:Jonathan.Correia@txdot.gov)
To: HOU-piowebmail@txdot.gov
Subject: I-45 comments
Date: Monday, December 05, 2011 9:22:50 PM

1. Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses.
2. Please explore alternative means of transportation – instead of continuing to pour more & more concrete – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor
3. Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
4. Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to IH-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual ‘blight’ and no decrease in air quality.
5. I want a tunnel to be considered for the 4 managed lanes
6. I want a tunnel to be considered for general traffic lanes
7. I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
8. I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
9. As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls.
10. Another variation to #9 above is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
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14. The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph”(page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

Thank you,

Jonathan Correia
1220 Wrightwood street
Houston, TX 77009
Direct: 832-687-5604
Fax: 713-961-0903

From: drcay@wt.net
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: I45 Project
Date: Monday, December 05, 2011 10:26:56 PM

I have have owned my home in Woodland Heights since since 1977. I am very concerned about the effect of the I45 Project on our community. There are other options that I recommend you consider:

1. Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses.
2. Please explore alternative means of transportation – instead of continuing to pour more & more concrete – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor
3. Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
4. Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to IH-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual ‘blight’ and no decrease in air quality.
5. I want a tunnel to be considered for the 4 managed lanes
6. I want a tunnel to be considered for general traffic lanes
7. I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
8. I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
9. As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls.
10. Another variation to #9 above is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
11. In addition to #9 & #10 – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
12. Replace and/or supplement Pierce Elevated with a tunnel system
13. There is a conflict between the slide presentation and the Draft Need & Purpose (N & P) and the Agency Coordination and Public Involvement Plan (ACPIP). The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P draft nor the ACP/IP says that will be done. In fact, neither document mentions a tunnel at all.
14. The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

Respectfully submitted,

Cay Cunningham, Ed.D.
411 Euclid Street
Houston, Texas 77009
drcay@wt.net

Home: 713/861-2932

Cell: 713/248-1953

From: [Jonathan Day](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Cc: jim@i-45coalition.org
Subject: OPPOSITION TO I-45 EXPANSION!
Date: Monday, December 05, 2011 6:21:16 PM

Dear TX DOT,

Thank you for all your efforts to better serve Texas drivers.

Please do not expand the I-45 corridor as it travels past the history Woodland Heights neighborhood, near Travis Elementary. I strongly urge you in this time of fiscal limits and environmental concerns to preserve this historic – some believe idyllic – neighborhood. The highway expanding will have significant, negative impacts. What are the benefits? The costs?

Again, please do not build!

Thank you.
Jonathan (& Kate) Day

Day PLLC

Jonathan C.C. Day
1100 Studewood St.
Houston, TX 77008
(832) 673-0220 (office)
(832) 673-0330 (fax)
www.daypllc.com

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From: [Alan D. Eyler](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: My opinion regarding the I-45 expansion in north Houston
Date: Monday, December 05, 2011 10:34:40 PM

Dear sir or madam;

I want to strongly encourage TXDOT to adopt an approach to this project that will avoid taking any residential property for expansion of the I-45 right of way. While I recognize that the projections for Houston growth and I-45 traffic growth indicate that additional capacity is needed, I would prefer a joint approach with the Metro transit authority that addressed the extra capacity through mass transit. This will help with Houston's compliance with the Clean Air Act as well as eliminating the need to displace families from their home.

One approach that has been proposed and successfully used in other places is the construction of a tunnel. This avoids any need for additional ROW and can provide for both automobile lanes as well as mass transit within the same tunnel structures. Many people may think that such an approach is impossible in Houston due to the minimal elevation that means the tunnel would be in the water table. However, I am sure you realize that many cities have tunnels under the water table, including such extensive systems at New York, Washington DC, and London, just to name 3. That is not a legitimate objection to this approach. It has the added advantage of being constructed without substantial disruption to the current freeway traffic, thereby avoiding making things considerably worse for an extended time. Additionally, it enhances safety for the construction workers who will not have to be working in close proximity to high speed traffic.

While this approach may be new to TXDOT, it is not new. Given the cost overruns of the Katy expansion where right of way acquisition was minimized by use of adjacent former rail ROW, there is no way that we can expect the I-45 expansion to be less or even modestly more if additional ROW must be acquired. Therefore, all the approaches that avoid ROW expansion, especially in residential neighborhoods, should be preferred.

Sincerely,

Alan Eyler
3222 Morrison St
Houston, TX 77009

From: [\[Angelina\]](#)
To: HOU-piowebmail@txdot.gov
Cc: comments@ih45northandmore.com
Subject: Attention TxDOT
Date: Monday, December 05, 2011 7:39:55 PM

Dear TxDOT:

It is imperative you take our concerns seriously. The alternatives we provide are not only a benefit for our community but to the city and commuters as well. Exploring these options and actually implementing them in the I-45 project is the wise thing to do. You have the capability to make this a well designed and successful project, please read, attentively, the points made below:

1. Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses.
2. Please explore alternative means of transportation – instead of continuing to pour more & more concrete – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor
3. Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
4. Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to IH-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual ‘blight’ and no decrease in air quality.
5. I want a tunnel to be considered for the 4 managed lanes
6. I want a tunnel to be considered for general traffic lanes
7. I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
8. I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
9. As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls.
10. Another variation to #9 above is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
11. In addition to #9 & #10 – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
12. Replace and/or supplement Pierce Elevated with a tunnel system
13. There is a conflict between the slide presentation and the Draft Need & Purpose (N & P) and the Agency Coordination and Public Involvement Plan (ACPIP). The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P draft nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.
14. The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

Exploring uses and alternative plans for Hardy is a must...do not proceed without taking

this into consideration, it is vital to the betterment of Houston traffic.

Thank you for your time.

Sincerely,
Angelina Farris

From: [Garcialaw7](#)
To: HOU-piowebmail@txdot.gov
Subject: I-45 Project
Date: Monday, December 05, 2011 8:36:32 PM

These are my comments regarding this project:

- Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses.
- Please explore alternative means of transportation – instead of continuing to pour more & more concrete – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor
- Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
- Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to IH-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual ‘blight’ and no decrease in air quality.
- I want a tunnel to be considered for the 4 managed lanes
- I want a tunnel to be considered for general traffic lanes
- I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
- I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
- As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls.
- Another variation to #9 above is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
- In addition to #9 & #10 – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- There is a conflict between the slide presentation and the Draft Need & Purpose (N & P) and the Agency Coordination and Public Involvement Plan (ACPIP). The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P draft nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.
- The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!
-

Regards,

Bernardo J Garcia

Sent from my iPad

From: [Dave Garrett](#)
To: HOU-piowebmail@txdot.gov
Subject: Comments on proposed I-45 North expansion
Date: Monday, December 05, 2011 4:07:13 PM

As someone who was born and grew up practically in the shadow of I-45 North and SH249, and now lives within several blocks of I-45 North and 610, I am writing to express my concern over certain aspects of the proposed expansion from Downtown to Beltway 8.

I am strongly opposed to any expansion of I-45 North beyond the existing right-of-way. Expanding I-45 North via ROW acquisition similar to how I-10 West was expanded would have a significant negative impact on the quality of life in neighborhoods adjoining the existing ROW, and in many cases would cut deeply into those neighborhoods via unwarranted eminent domain takings.

Residents and property owners along the ROW corridor should not be forced to suffer such losses as a consequence of appeasing those who made a conscious decision to live far outside the Beltway by marginally reducing those individuals' commute times. Put another way, if you live in the Woodlands, you should not be able to build a shorter commute on the backs of the property owners inside the Beltway.

Rather than continuing to expand freeways inside the Beltway, I urge TxDOT to explore alternative means of transportation such as heavy commuter rail in the Hardy Corridor, or an underground tunnel that would add additional lanes to I-45 with minimal impact on the areas bordering it. There is already a huge drainage problem along the feeder roads of many sections of I-45 North, and widening it further would only serve to exacerbate the flooding that inevitably occurs whenever there is a significant rain event.

I strongly urge TxDOT to carefully consider all possible alternatives before embarking upon a course of action that will be hugely expensive, detrimental to the surrounding environment, and irreversibly damaging to thousands of property owners.

Sincerely yours,

Dave Garrett
302 Fairbanks St.
Houston, TX 77009-1810

From: [J. N. Ham](mailto:J.N.Ham)
To: hou-piowebmail@txdot.gov
Cc: comments@ih45northandmore.com
Subject: I-45 expansion comments
Date: Monday, December 05, 2011 9:21:24 PM

To Whom It May Concern:

I am writing to register opinion regarding the proposed I-45 expansion. As a resident of Woodland Heights, I am concerned that the quality of our residential neighborhood will be severely affected by the expansion, and most importantly, that this expansion will *not* come with significant positive benefits for the Houston community. The financial cost of the expansion - in addition to the cost to the community - compared to the minimal benefits in terms of traffic flow are not warranted. Additionally, it is my firm belief that the needs of the Houston community are better served by improving public transportation options, rather than by a project that will essentially be facilitating irresponsible use of energy resources by encouraging single-passenger commuter traffic.

Please do not hesitate to contact me if you have any questions. I would be happy to provide further details regarding my concerns.

Thank you for your time.

Yours,
Nina Ham
Christopher Petit
2711 Morrison St
Houston, TX 77009
713-863-8227

From: HELM_THOMAS
To: HOU-piowebmail@txdot.gov
Subject: NO to I-45 expansion
Date: Monday, December 05, 2011 9:26:59 AM

As a long time resident of innerloop Houston, and owner of a 100 year old home in the Woodland Heights, I am strongly opposed to any freeway expansion plans that would extend I-45 or I-10 beyond the current existing right of way. I also find it extremely offensive that those of us who live in the city, pay the local taxes and spend our incomes in Houston are having our way of life and peace of mind threatened in order to provide convenience for suburban dwellers who pay no taxes to the city of Houston. I understand the needs to improve mobility and reduce traffic congestion, however there are other ways to accomplish this. Commuter trains would be a good start.

Please keep me informed of any updates to the proposed plans. Thank you.

Tom Helm
1528 White Oak Drive
Houston, Texas 77009

tom_helm@live.com

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From: [Kim Herrington](#)
To: HOU-piowebmail@txdot.gov
Subject: I-45 Expansion comments
Date: Monday, December 05, 2011 9:45:33 PM

To Whom It May Concern:

I am a homeowner living the Lindale Park neighborhood just south of 610 and just east of I-45. I strongly urge TXDOT to rethink its expansion plan for I-45 between I-10 and 610/Beltway. This neighborhood and my property values would be seriously hurt with the widening of I-45 between Patton St. and 610. After years of light-rail construction, which I see as a boon to this community, we would have to withstand more years of highway construction just so that commuters could drive 3 miles per hour faster than they do now. Such a small increase is not worth the inconvenience and expense of years of construction or the decrease in this neighborhood's property values, especially in the current economic situation.

The alternative of an elevated freeway would likewise harm this neighborhood and those around it. While we wouldn't have the street level intrusion that a widening would cause, we would still have to contend with an increase in noise, pollution, and obstruction of our views. I don't want to sit in my backyard and feel like traffic is going over my head.

I want to see the state of Texas pursue options that do not privilege automobiles and that encourage alternative methods of commuting. Houston is expanding its light rail system, and I think the state should pursue rail options that could work with Houston's light rail system, such as adding commuter rail on the Hardy Corridor.

Sincerely,

Kim Herrington

303 Sue St.

Houston, TX 77009

--

Kim

"A book should be an ice-axe to break the frozen sea within us." -- Franz Kafka

From: kaf9tx@gmail.com on behalf of [Kim H](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: 1-45 Expansion (North Houston Highway Improvement Project)
Date: Monday, December 05, 2011 1:16:35 PM

To whom it may concern,

I wanted to take a moment to address the documents that I have recently reviewed on the expansion of I-45 from Beltway 8 - North to US 59.

I am completely against this project as it is currently presented. I find it short-sited, and a frivolous expenditure of funding. Studies have shown that this project will only improve the speed of commuters by 1-3 mph (compared to the 10mph that is being claimed) and it does so at the expense of established residential areas, historic districts, and a cemetery.

And what happens when this project is completed, only to find that even more people have moved out to the suburbs around N 1-45 and these expansions are not enough?

I would support a solution which does not expand the highway beyond the current right of way, one that also embraces a forward-thinking solution like a commuter train, and one that takes advantage of the other project which is connecting the Hardy Toll Road to downtown. The Hardy Toll road is in a mostly industrial area, which could easily be expanded, and the toll removed so that more people take advantage of this alternate route.

But I do not, and will not support a solution which

- expands I-45 beyond its current right-of-way,
 - has a negative impact to the neighboring residences or cemeteries
 - builds above ground level, increasing the noise level for the surrounding residences,
- and/or
- negatively affects water drainage or increases flooding of neighboring residences.

Thank you for your time,
Kim Hoyle
Resident of Norhill Heights

From: [Art Huffman](#)
To: HOU-piowebmail@txdot.gov
Cc: info@edforh.com; mayor@houstontx.gov; districth@houstontx.gov
Subject: I45 expansion
Date: Monday, December 05, 2011 10:14:25 AM

We have lived at our property at 2807 Morrison Street, Houston, TX 77009 for eleven years. We would like to go on record as absolutely opposed to the expansion of I45 inside Loop 610.

In addition to the adverse effect on quality of life in this historic area the proposed benefits described in TxDot documents are vague and almost laughable given the \$2B (2004 dollars) price tag.

We and many of our neighbors strongly suggest serious evaluation of the twelve alternative proposals offered by the I45 Coalition that include tunnels, exploring alternative means of transport such as commuter rail, extending the Hardy Toll Road to downtown and others.

Please feel free to contact us for further comments or questions.

Arthur and Laurel Huffman
2807 Morrison Street
Houston, TX 77009
(713) 269-7652

From: mookietex@gmail.com on behalf of [Mark Jackowski](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: Comments re: IH45 possible expansion
Date: Monday, December 05, 2011 8:56:00 PM

I recently purchased a property that could possibly be adversely affected by this project. I would like the following comments to be considered, please.

No expansion beyond the existing right-of-way on I-45

Alternative means of transportation must be explored – (such as adding commuter rail on the existing rails in the Hardy Corridor)

No negative impact to quality of life in adjoining neighborhoods

We want a tunnel to be considered for the 4 managed lanes

We want a tunnel to be considered for general traffic lanes

We do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight

We do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction

As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls. Another variation is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility

In addition to the above item – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy

Replace and/or supplement Pierce Elevated with a tunnel system

There is a conflict between the slide presentation and the Draft N & P and the ACPIP. The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.

The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

Not to mention the amount of noise this would create for those of us currently living close to the freeway. As a student and also being employed I am fearful of the noise this will create and when that noise might take place.

Thank you so much time and for considering these comments,
Mark Jackowski

210 Payne St
Houston, Texas 77009
832-287-8775

From: [Scott Jernigan](mailto:Scott.Jernigan@txdot.gov)
To: comments@ih45northandmore.com; HOU-piowebmail@txdot.gov
Subject: Proposed changes to I-45 in Houston
Date: Monday, December 05, 2011 11:22:13 PM

Dear TXDoT,

I'm writing to tell you my thoughts about the I-45 corridor between Beltway 8 and Downtown Houston. I have about six points to make.

1. I was at earlier public meetings and it seems clear that you have not listened or taken into consideration what we want. Where is discussion of RAIL? Why not at least DISCUSS a tunnel?
2. It's pretty clear that up to this point you've locked your thinking into I-10-style GIANT freeways to move more traffic into Downtown from the suburbs. Have you ever been to Los Angeles? That's where we're headed if we do another monstrosity like the I-10 west thing. It's a sea of freeways with no beauty at all. And worse? The traffic is still bad. The sea of concrete did not fix the problem. Driving in L.A. is horrible and to bring that lifestyle to Houston would be dreadful.
3. My neighborhood (Woodland Heights, roughly between Main and I-10 on the west side of I-45) pays a lot in taxes to the city of Houston. We pay a lot to Harris County and to HISD. What you propose is to cut a swath through our neighborhood by expanding the RoW for I-45. This will result in several things:
 - a. Reduced city, county, and school revenue from all the lost and irreplaceable properties plowed under.
 - b. Reduced property valuations for all the properties suddenly stuck up against a monster freeway, again reducing city, county, and school revenue.
 - c. Increased pollution and consequent health problems for people who live in the properties closer to the freeway. This includes Travis Elementary students, students of one of the best elementary schools in the city. Their school would be smack up against the expanded freeway.
 - d. Decreased quality of life for all residents of Woodland Heights due to increased noise and pollution and the destruction of some of our historic neighborhood.
4. It is absurd to damage the people who have chosen—and paid for that choice—to live within the city of Houston, to benefit the people who choose to live outside of the city yet work within the city. Many of them don't pay city taxes. They simply commute into the city, earn money from the city, and then spend that money outside the city. My quality of life should not suffer because of their choices.
5. Think outside the box. What's the most valuable land in all of Texas? Downtown Houston is probably a good guess. Look at all the land wasted by the Pierce Elevated and all the land between 610 N and highway 59 along the I-45 corridor. That's premier land that could reap millions and millions of dollars if we did away with the freeway and allowed developers to build skyscrapers. The expanded revenues for

every tax-based entity could skyrocket.

6. We don't need to expand I-45. Those of us who live near it certainly would not benefit and would indeed suffer from an expansion. The people who live outside the city will simply increase to fill up any extra capacity, which means they won't see a shorter commute. And we'll add to the pollution because of all the extra vehicles. This is a lose-lose-lose proposition. Just stop!

Thank you for your time and consideration,

Scott Jernigan
Houston, Texas, 77009
scarhart@gmail.com

From: [Elizabeth Kavanaugh](#)
To: [hou-piowebmail@txdot.gov](mailto:houston@piowebmail@txdot.gov)
Subject: I-45 expansion project
Date: Monday, December 05, 2011 11:46:51 AM

We live in the Woodland Heights and feel that an expansion is necessary. However we believe a multi-faceted approach is better for future growth and healthy living. A combination of light rail, some physical expansion of the existing I-45, and expansion of the Hardy Toll road would allow for healthy living in the surrounding communities, relieve congestion and allow for future growth.

Thank You,

Elizabeth Kavanaugh

From: [Stephanie Kinzel](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: I-45 Expansion Plan
Date: Monday, December 05, 2011 9:14:02 AM

As a resident of the Houston Heights (Woodland Heights) neighborhood, I am writing to express my disapproval of the proposed plans to expand I-45. One of the stated goals of this plan is to increase travel speeds, but I understand that the increase of speeds will be minimal -- a mere 3 miles an hour. More importantly, this minimal increase in speed comes at great cost -- financial and otherwise. This effort will cost over \$2 billion and threatens the character of one of the great neighborhoods of this city. The plan to expand I-45 seems to focus solely on the Houston residents who reside outside the Loop, while completely disregarding the residents who call Houston Heights home. Instead of focusing on building bigger and wider highways, the City needs to continue its efforts to develop alternative transportation, including continued expansion of the light rail system. It is a sad day to think that one of the great neighborhoods of this City will be forever changed for the sake of commuters gaining a mere 3 mph on their drive into work.

Stephanie Kinzel-Tapper
1011 E. 7th 1/2 St.
Houston, Texas 77009

From: [Barbara Rose Lange](#)
To: HOU-piowebmail@txdot.gov
Subject: proposed I-45 expansion
Date: Monday, December 05, 2011 10:58:51 AM

Dear TXDOT,

As currently planned I oppose the widening of I-45. Although I use I-45 inside the 610 on a daily basis for my work commute, I do not think that a net increase of 3 mi. per hour is worth the negative impact on the city.

1. Drainage needs to be compensated. No new cement without ADEQUATE drainage provision.
2. NO lateral expansion or above-ground new-lane building. Many of the neighborhoods next to I-45 are historic, minority neighborhoods and they should not be devastated and eliminated just for more roads.
3. Instead, consider acquiring the rights to and reassigning the use of the Hardy toll road AND further expanding light rail in the north-south direction.

Consider the wishes of Houston residents in this matter. We live in an urban area and we want to preserve the integrity of our urban neighborhoods and the city's history--not destroying it to make it 3 mi. an hour faster for people living outside the city and semis to traverse the city.

Sincerely,

Barbara Lange
Houston resident

From: [David Leftwich](mailto:David.Leftwich@txdot.gov)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: RE: Proposed I-45 Expansion Between Woodlands and Houston
Date: Monday, December 05, 2011 6:32:47 PM

To Whom It May Concern;

As a resident of Houston, I **strongly oppose** the current plans to expand I-45 south of the Woodlands and north of downtown Houston.

Any proposed right-of-way expansion that destroys current houses or businesses or negatively impacts neighborhoods along this stretch of I-45 SHOULD NOT be considered. It is an inappropriate use of our tax dollar and punishes those who have chosen to mitigate traffic and pollution by living closer to downtown Houston.

In addition:

1. Please explore alternative means of transportation – instead of continuing to pour more & more concrete – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor
2. Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
3. Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to I-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual 'blight' and no decrease in air quality.
4. Please consider a tunnel for the 4 managed lanes
5. Please consider a tunnel for general traffic lanes
6. I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
7. I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
8. As a possible alternative – extend Hardy Toll Road, **which is under utilized**, from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls.
9. Another variation to #9 above is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
10. In addition to #9 & #10 – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
11. Replace and/or supplement Pierce Elevated with a tunnel system
12. There is a conflict between the slide presentation and the Draft Need & Purpose (N & P) and the Agency Coordination and Public Involvement Plan (ACPIP). The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P draft nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.
13. The N & P states a goal of improving mobility by increasing peak hour travel speeds "by up to 10 mph" (page 1-9, 1.2). Under this 'goal', an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

Again, I **strongly oppose** the current I-45 expansion plans, and ask you to develop a balanced plan that better utilizes current roadways, especially the Hardy Toll Road, includes better and expanded mass transit options, and **does not** destroy houses, businesses, or neighborhoods along this stretch of I-45.

Sincerely,

David Leftwich
4616 Oak Ridge St.
Houston, TX 77009

From: [Paul Liffman](#)
To: HOU-piowebmail@txdot.gov
Cc: comments@ih45northandmore.com
Subject: I-45 expansion
Date: Monday, December 05, 2011 9:20:16 PM

Regarding the proposed I-45 expansion, I urge you to consider a mixed strategy of highways, light rail and enhanced express bus service to airports and exurban destinations like the Woodlands. Widening the near northside section and "improving" the I-45/I-10 interchange can only entail damage to increasingly valued historical residential and natural areas in and around Woodland Heights which city residents continue to appreciate more with each year, and whose real estate and quality of living values increase (or in the current world economic crisis, remain relatively stable). Please do not expand the roadway to 12 lanes in disregard of these other values.

Thank you for your consideration.
Dr Paul M Liffman
429 Highland St
(Woodland Heights)
Houston TX 77009

From: laurenpfa@bellsouth.net
To: ASKTXDOT@txdot.gov
Subject: TxDOT Internet E-Mail
Date: Monday, December 05, 2011 9:58:05 AM

Name: Mrs. Lauren Lindsay<laurenpfa@bellsouth.net>

Address:

2808 Morrison St
Houston, TX 77009

Phone:

(832) 767-2145

Requested Contact Method: E-Mail

Reason for Contact: Construction project

Complaint: No

Nearest Major City: Woodland Heights

Comment: I am writing to oppose the expansion of I-45 into the Woodland Heights neighborhood, which would without a doubt change the character of this lovely historic neighborhood, not to mention the quality of life here. The area behind our house is a bayou drainage area and filling that in would also have disastrous effects on the drainage and conservation of Buffalo Bayou. I do support the expansion of Hardy Toll Road, which I use whenever possible to avoid 45, and also public transportation, such as a rail system. I moved here from Boston where I hardly ever used my car and loved it. When we first moved here we lived in Midtown and took the rail to my drs appointment, ball games, concerts and whenever we could. I hope there are alternative ways to improve our transportation other than ruining the place we live. Thank you for your consideration. Lauren, Lee, Grace and Teddy Lindsay

From: [Rebecca Little](#)
To: HOU-piowebmail@txdot.gov
Subject: 45 expansion
Date: Monday, December 05, 2011 3:18:23 PM

I don't you have shown the 45 expansion is needed, and the expansion won't achieve enough. 3mph is not good enough reason to destroy existing infrastructure. And the managed lanes are dumb. I see them on i10 and think they are a huge waste of space. There would never be traffic is those lanes were just regular lanes. Come up with something better. Way better.

Rebecca hunt

Sent from my Palm Pixi on AT&T

From: [jaime](#)
To: HOU-piowebmail@txdot.gov
Date: Monday, December 05, 2011 7:29:38 AM

To whom it may concern:

I oppose any expansion of I-45. Expanding I-45 will pose a huge burden on all those who live and own property along the freeway.

-Jaime Martinez

From: mmastal@insightspr.com
To: HOU-piowebmail@txdot.gov
Subject: I-45 expansion
Date: Monday, December 05, 2011 9:13:00 PM

Please do not tear down historic homes, tear up cemeteries, destroy the city's second oldest park, increase noise, traffic and air pollution and spend billions of dollars of tax payers money for minimal benefits for commuters. Please consider alternatives that aren't the usual "let's pour more concrete" that tends to be the knee-jerk -- and hence familiar and easy -- response to transportation challenges. while growth presents challenges, let's find solutions that benefit all the citizens.

Megan Mastal
418 Byrne
Houston, TX 77009
Sent from my Verizon Wireless BlackBerry

From: [Blake R. Masters](mailto:Blake.R.Masters)
To: HOU-piowebmail@txdot.gov; comments@IH45NorthandMore.com
Cc: "[Sarah Melecki](mailto:Sarah.Melecki)"; [Jessica Farrar@house.state.tx.us](mailto:Jessica.Farrar@house.state.tx.us); [John Daniel@houstontx.gov](mailto:John.Daniel@houstontx.gov); [Thorp, Laura - CNL](#); [I-45 Coalition](#); "[BB Young - Montie Beach](#)"; "[Robert Morgan](#)"; [Juleena Masters](mailto:Juleena.Masters); vp@montiebeach.org; secretary@montiebeach.org; "[Emily Young](#)"; [Mark Williamson - GHSNC President](#); jonathansmulian@gmail.com; [Rachel Dvoretzky](#); [DAVID MILLER](#)
Subject: Feedback from Montie Beach Civic Club on I-45 Expansion Project
Date: Monday, December 05, 2011 10:53:38 AM
Attachments: [image001.png](#)
[Brooke Smith Plat Boundaries.jpg](#)
[2010-02-10 Brooke Smith Phase 1 Map - 001A129.pdf](#)
[2010-02-10 Brooke Smith Phase 2 Map - 001A129.pdf](#)

Good morning TxDOT,

We are pleased to hear that you are once again exploring ways to improve traffic flow in the Houston area by improving the I-45 corridor between downtown and Beltway 8. The Montie Beach Civic Club serves several neighborhoods on the west side of I-45 from North Main Street to I-610. Our civic club boundaries are I-45 to the east, North Main Street to the south, Airline Drive to the west, and I-610 to the north. The largest and oldest of the neighborhoods in our boundaries is the Brooke Smith neighborhood. Established in 1905, it was first linked to downtown by a gas-powered trolley car and then subsequently by electric trolley cars. Its turn-of-the-century bungalows stand proudly as a reminder of this era. Many are being renovated as our neighborhood continues a strong revitalization.

When I-45 was originally constructed, unfortunately for the Brooke Smith neighborhood, we lost a significant portion of our community. Numerous blocks were consumed by that project (see attached maps entitled "Brooke Smith Plat Boundaries.jpg", "2010-02-10 Brooke Smith Phase 1 Map - 001A129.pdf", and "2010-02-10 Brooke Smith Phase 2 Map - 001A129.pdf").

While we understand this was done out of necessity for the modernization of our region at that time, we implore you to adhere to the following requests relating to the planned expansion of I-45:

- Please ensure that there is no negative impact to the quality of life in adjoining neighborhoods, such as increased sound pollution and environmental pollution.
- Please do not expand the footprint of I-45 beyond the existing right-of-way. If you must do so at intersections, please do not take existing homes or businesses.
- Consider alternative means of transportation, such as adding commuter rail on the existing rail right of way in the Hardy Corridor.
- Please consider constructing a tunnel as an option for the new managed lanes and the general traffic lanes. Please also consider this as an option for the existing “Pierce Elevated” section.
- Please refrain from building any new roadway above ground level. Please refrain from building an above-ground-level, double-decked freeway. The neighborhood does not want additional noise, pollution, or visual blight.
- As a possible alternative to expanding I-45, please consider partnering as necessary to extend the Hardy Toll Road from 610 to downtown and/or widening the Hardy Toll Road. The distribution of managed and general lanes could be shared between the two highways.

- Please ensure that this project does not negatively affect water drainage into or out of our neighborhoods at any time, including during construction. If ponds are necessitated, please ensure that they are made “park ready”—just as you are doing now with I-10. (As a side note, thank you for this on I-10, by the way!)

Thanks,

--Blake

Blake R. Masters

Montie Beach Civic Club

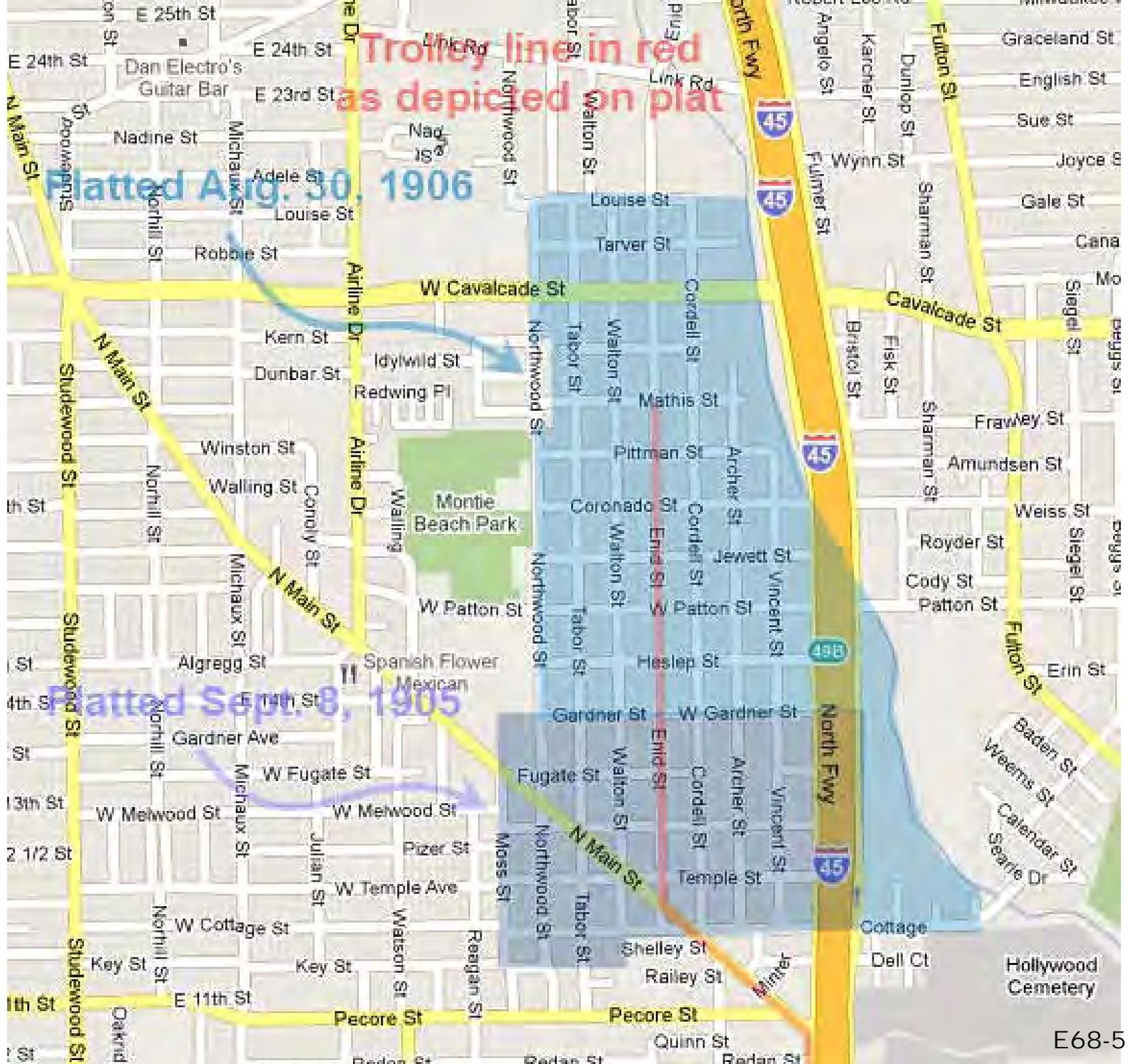
www.montiebeach.org

Trolley line in red
as depicted on plat

Platted Aug. 30, 1906

Platted Sept. 8, 1905



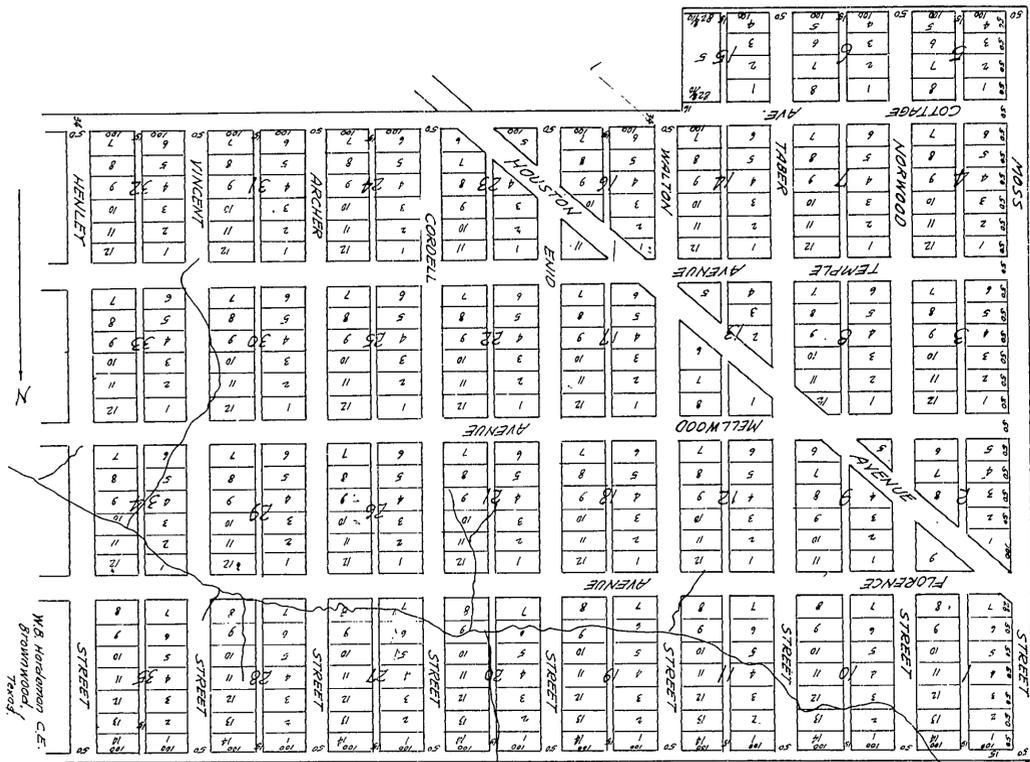


Trolley line in red as depicted on plat

Platted Aug. 30, 1906

Platted Sept. 8, 1905

MAP OF
BROOKE SMITH ADDITION
TO HOUSTON, TEXAS.



State of Texas,
County of Brown.

I, Brooke Smith, owner of Brooke Smith Addition to Houston, Texas, do hereby certify that this map is a true and correct plat of said addition, and all alleys and streets in said addition as shown by this map are hereby dedicated for public use forever, and all sales of lots or blocks shall be made in conformity with this map.

Witness my hand at Brownwood, Texas, this 8th day of September, 1905.

Brooke Smith.

State of Texas,
County of Brown.

Before me, the undersigned authority on this day personally appeared Brooke Smith, known to me to be the person whose name is subscribed to the foregoing affidavit or instrument, and who acknowledged to me that he executed the same for the purposes and uses therein expressed.

Given under my hand and official seal, this 8th day of September, A.D., 1905.

E. B. Henley, Notary Public, in and for Brown County, Texas. (Seal).

File No. 6393.

Filed for record at 5:40 o'clock P.M. Sept. 9th, 1905. Recorded at 9:30 o'clock A.M. Sept 11th, 1905.

Geo. Jones, County Clerk,
Harris County, Texas.

By H. L. Washburn, Deputy. (Seal).

James A. Carbary's Subdivision No. 1, of the W. P. Hamblin 53 1/3 acre tract of land out of the A. W. Charpiot 160 acre survey, the same being a part of the T. S. Roberts Survey in Harris County, Texas. Said 53 1/3 acres is divided into blocks containing 5 acres and less and subdivided into one acre lots as shown on this map, with a roadway 20 foot wide around each block. Surveyed Sept. 1905.

G. W. Yarbrough, Surveyor.

I, James A. Carbary, the sole owner of the above described property do hereby subdivide the same into blocks and lots as shown on this map for the purposes of record by which deeds can be made to lot or block by number as shown on the above map.

Jas. A. Carbary.

State of Texas,
County of Harris.

Before me, L. N. Yarbrough, a Notary Public, in and for the County and State above mention, on this day personally appeared, James A. Carbary, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and consideration therein expressed.

Given under my hand and seal of office, this 19 day of Sept. 1905.

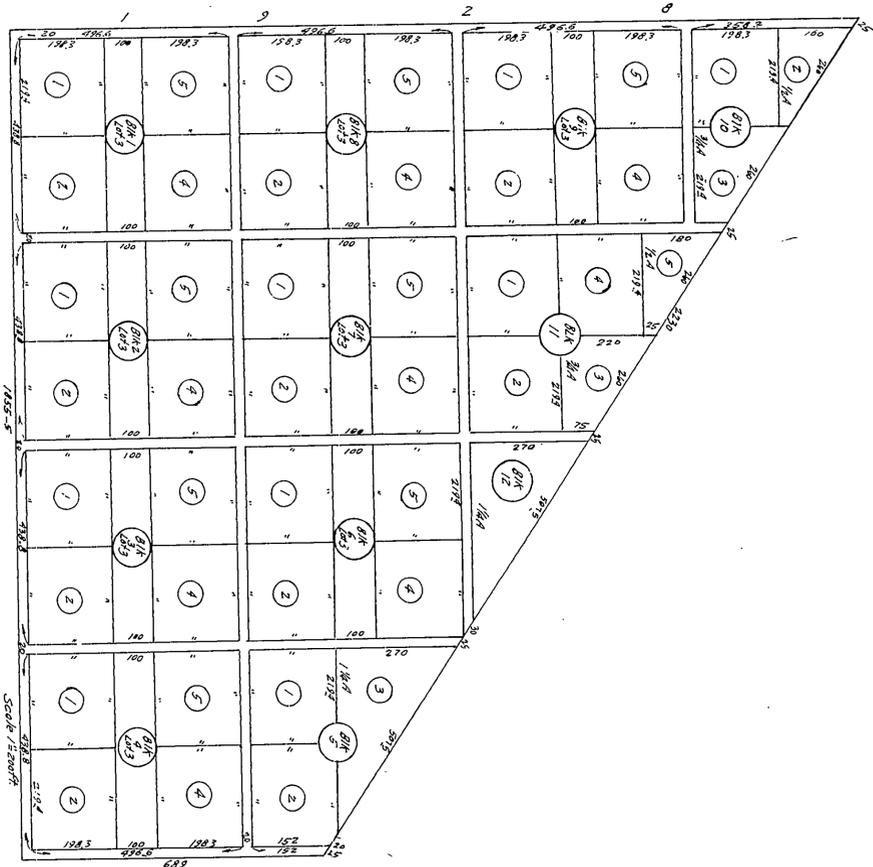
L. N. Yarbrough, Notary Pub.
Harris Co., Tex. (Seal).

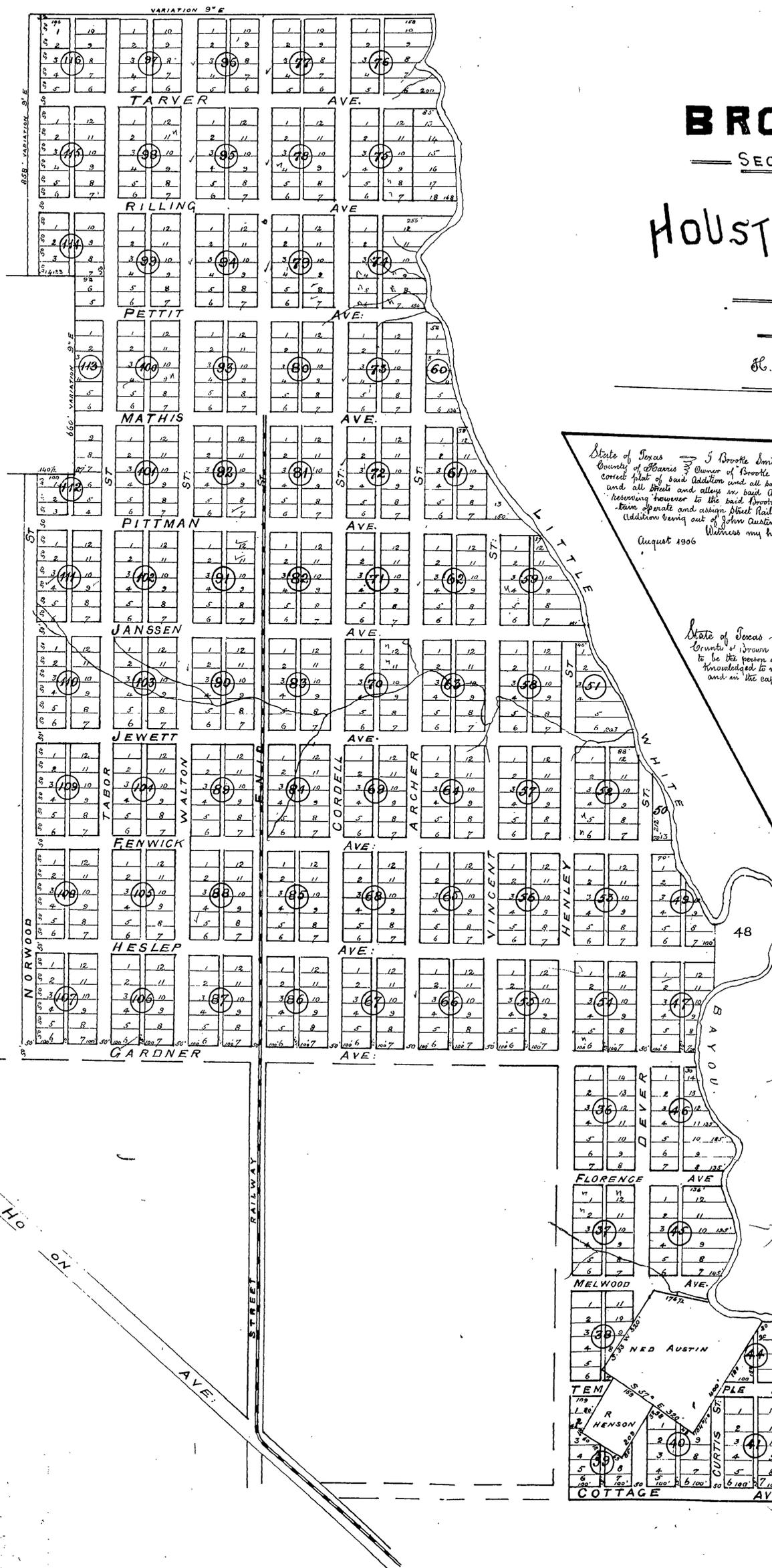
File No. 8632.

Filed for record at 10:50 o'clock A.M. Sept. 19, 1905. and recorded at 10:20 o'clock P.M., Sept. 20, 1905.

Geo. Jones, County Clerk,
Harris County, Texas.

By H. L. Washburn, Deputy. _





MAP
 OF
BROOKE SMITH
 SECOND ADDITION
 TO
HOUSTON TEXAS
 scale 200' 1 inch
 -1906-
 H. B. Hardeman C. E.

State of Texas I, Brooke Smith, President of Brooke Smith Realty Company of Houston, Harris County, Texas, do hereby certify that this map is a true and correct plat of said Addition and all lots and blocks in said Addition shall be made in conformity with this map and all streets and alleys in said Addition as shown by this map are hereby dedicated to public use forever, reserving however to the said Brooke Smith Realty Company its successors and assigns the right to construct equipment, main, operate and assign street railways through and over any and all streets and alleys in said Addition, said Addition being out of John Austin two leagues grant, Harris County, Texas.

Witness my hand and official signature and seal of said Realty Company this 30th day of August 1906.

Brooke Smith Realty Company
 by Brooke Smith
 President

State of Texas Before me the undersigned authority on this day personally appeared _____ known to me to be the person whose name is subscribed to the foregoing affidavit or instrument and who acknowledged to me that he executed the same for the purposes and uses therein expressed and in the capacity therein stated.

H. B. Hardeman
 Notary Public, Harris County, Texas

20358
 FILED FOR RECORD SEPTEMBER 1st 1906 AT 9:45 O'CLOCK A.M.
 RECORDED SEPTEMBER 11th 1906 AT 9 O'CLOCK A.M.
 Geo. Jones Clerk County Court Harris County Texas
 By _____ Deputy

From: [Jan Mattenson](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: I-45 Expansion: Comment Deadline Due Today Dec. 5
Date: Monday, December 05, 2011 2:14:15 PM

Please do not ruin the historic neighborhood known as "The Heights" near downtown Houston, with an expansion of I-45. The city of Houston needs as much green space, charm and quiet peacefulness as it can possibly get.

<http://blog.chron.com/heights/2011/12/deadline-monday-to-comment-on-i-45-plans/>

From: jmozur@aol.com
To: HOU-piowebmail@txdot.gov
Subject: Re: Today, Monday, December 5th - is the deadline to get comments to TxDOT!
Date: Monday, December 05, 2011 9:09:54 PM

1. TO AALL YAALL AT TXDOT!!

2.

3. Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses.

4. Please explore alternative means of transportation – instead of continuing to pour more & more concrete – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor

5. Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times

6. Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to IH-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual ‘blight’ and no decrease in air quality.

7. I want a tunnel to be considered for the 4 managed lanes

8. I want a tunnel to be considered for general traffic lanes

9. I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight

10. I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction

11. As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls.

12. Another variation to #9 above is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility

13. In addition to #9 & #10 – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy

14. Replace and/or supplement Pierce Elevated with a tunnel system

15. There is a conflict between the slide presentation and the Draft Need & Purpose (N & P) and the Agency Coordination and Public Involvement Plan (ACPIP). The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P draft nor the ACP/IP says that will be done. In fact, neither document mentions a tunnel at all.

16. The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

**JIM MOZUR
1220 WRIGHTWOOD
HOUSTON, TEXAS 77009
713.880.4282**

From: [Tom Pile](#)
To: HOU-piowebmail@txdot.gov
Subject: Comments on the I-45 project
Date: Monday, December 05, 2011 12:26:11 AM

It looks like this plan is to spend 2 billion dollars to expand the highway to be an even huger thing. I'm sure this is being largely funded by land developers in the north who want to try to keep their profit engine running, but I had some suggestions to consider instead.

The first would be the expansion of commuter light rails. This would actually be a useful thing to do with the space you're looking at buying. A passenger rail system looping from the North to down town would actually probably get a lot of traffic, as well as increasing Houston's national prestige and probably benefitting property values along the rail line itself if it is readily accessible. If this is done simultaneously with expansions in town, Houston's land values would increase substantially, as would general quality of life.

The second would be considering some sort of alternative system to increase traffic flow. Perhaps some kind of automatic divider moving? This would permit the re-section of the highway so that in the morning, for instance, there are more lanes inbound than outbound, and that the situations would be reversed in the evenings, with the situation perhaps returning to some 'normal' state between 8 PM and 5 AM.

Thanks for your time.

From: [Brad Robbins](#)
To: comments@ih45northandmore.com; HOU-piowebmail@txdot.gov
Subject: I45 Expansion
Date: Monday, December 05, 2011 8:20:10 PM

We live in the Woodland Heights and are very interested in how the traffic congestion problem from 610 to I 10 is solved. We have renovated over a dozen homes in this area and are focused on keeping our neighborhood intact - not for profit, but for the history we can retain.

We are against any further widening of 45, but would be totally supportive of a tunnel which would be expensive, but would join two separate neighborhoods together that have historically been divided by 45. It would also save historically important sections of Houston. What a great concept.

The other ideas that seem feasible are moving the traffic to the Hardy corridor all the way into downtown as well as focusing on the rail system to help with the traffic.

So in summary:

1. Do not take more land from historic neighborhoods.
2. Do not increase noise and pollution in adjoining neighborhoods.
3. Rejoin neighborhoods currently divided by 45.
4. Focus on the tunnel.

Thanks for listening

Brad

Brad W. Robbins
411 Bayland, Houston, Tx 77009

713.824.5041
brad@bwrobbscom

From: [Mary Robbins](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Cc: [Brad Robbins](#)
Subject: I-45
Date: Monday, December 05, 2011 9:25:38 PM

Dear Sirs,

I attended the recent Community Meeting on the I-45 Expansion and would like to make some comments.

1. There are better ways to increase capacity on I-45 inside the Loop than to widen it in the manner of I-10W. I am embarrassed every time I drive on I-10W. Yes, there are lots of lanes and lots of space, but it is also already crowded at peak hours, indicating that its design will not serve for long.
2. Please consider tunnels for I-45, wherever they may be useful. This past summer I visited Atlantic City NJ, as well as Boston, MA. Both cities have integrated tunnels into the highway design, with terrific results. Let Houston benefit from their experiences, improving traffic flow while at the same time adding valuable public spaces with public transportation at ground level.
3. Please consider runoff. I know we've just experienced an unheard-of drought season. But it will rain again, probably the minute you begin construction, and you should not flood the adjacent neighborhoods through years of construction projects.
4. Please consider our precious inner-city historic neighborhoods. Houston's quality of life is built on its neighborhoods.
5. Please look at the "big picture." I believe it is vital to look outside the scope of this particular project and consider all of the inner-Loop. Can I-45 through downtown be included? The Pierce Elevated should be a part of this project - All it takes is one single slow-moving vehicle to slow it to almost a stop, creating a huge safety risk even at no-peak hours. I know this. A tunnel should be considered there, keeping local traffic on the surface and through traffic underneath.
6. Please consider utilizing multiple corridors for traffic instead of making one huge wide freeway at I-45. The Hardy Toll Road is hardly used to its potential. PURCHASE THE HARDY TOLL ROAD FROM THE COUNTY and make use of its capacity.
7. Please include mass transit in the design. Trains are great - People will ride the train if it is there.

SO, here you go -

Do not expand the Right of Way for I-45 inside the 610 Loop.

Do not build another Big Wide Huge Freeway like I-10W.

Do not flood our neighborhood.

Do not destroy our historic neighborhood.

Do not spend years and \$millions without looking outside the immediate scope.

Purchase the Hardy Toll Road in order to utilize its capacity.

Do not neglect to include public transportation in the plans for I-45 inside and outside the Loop.

I have been a Houston resident for over 30 years. Thank you for your help in making Houston a great place to live and work.

Mary Robbins

411 Bayland, Houston 77009

713 869-7397

From: [Bonnie Sheeren](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Subject: I-45 Expansion
Date: Monday, December 05, 2011 2:18:21 PM

To Whom It May Concern:

Please consider alternative means of transportation:

-I was in Houston during the oil crunch of the 1980s and I saw the northern suburbs become almost ghost towns

-I-45 was not jammed with traffic during this time of economic contraction

-Light rail or buses could have their services retracted at that point, while empty highways would need maintenance

-My father is on the Board of Directors of The Woodlands

-They are moving towards a plan for a township in 2014 with the idea that more people will be living AND working in
and around The Woodlands

-It is important to consider that more large companies, including the large Exxon company headquarters to be built
just south of The Woodlands, might have a huge impact on traffic and might even negate the need for traffic heading
into Houston on I-45

Please consider the bigger picture. We moved to the Heights in Houston, not only to be part of a community, but also for a certain quality of life. In addition, we are part of a growing trend to live closer to our work, rather than commuting long distances and believe that many will be working in the suburbs before much longer due to that move by corporations.

Thank you for your consideration! We appreciate the chance to comment to help make Houston a better place to live.

yours,
Bonnie Campbell Sheeren
Houston Heights resident
713-863-7570

From: [Tom Shepard](mailto:Tom.Shepard@txdot.gov)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Cc: [Anne Shepard](mailto:Anne.Shepard@ih45coalition.org); [David Bush](mailto:David.Bush@ih45coalition.org); jim@i-45coalition.org; viewpoints@chron.com; whambozambo@kaboombooks.com; [Marcus Greenspan](mailto:Marcus.Greenspan@ih45coalition.org); [Matthew Dirst](mailto:Matthew.Dirst@ih45coalition.org)
Subject: Comments: North Houston Highway Improvement Project
Date: Monday, December 05, 2011 11:57:13 PM

TxDOT:

For 27 years I have made my home a scant distance from I-45, between North Main and Quitman.

My neighbors have included people who lived here in the 1950s. 218 Payne St. was purchased in 1920 by the grandfather of a dear friend of mine, and I have a copy of the letter of the man wrote to HIS father, imploring him for the \$300 10% down payment. I have heard stories about the building of I-45; about how construction was halted when large bones were excavated 20 feet below the surface, and how a resident at the time came forth and recalled that his father had mentioned burying a dead mule in a disused well. I have met the man whose parents ran the corner store 60 years ago - a building now undergoing a fine renovation. People on this block KNOW each other - which is why wife decided we should live HERE, instead of a place where we didn't know our next-door neighbors.

We have friends who are the owners and proprietors of Kaboom books on Houston Avenue at the foot of Bayland Avenue - one of those rare places where you know the owners and they know you.

This is a living community with a living history.

The intersection of I-45 and North Main presents a difficult problem, constrained on the east by Hollywood Cemetery and on the west by an historic and vital neighborhood.

Dallas' North Central Expressway is a perfect example of what can be done within the limits of existing right-of-way. I believe I-45 can be widened - and still satisfy the Interstate Design Standards - through judicious use of cantilevered access roads. I would be glad to work with your engineers, pro bono, to achieve this goal.

But that's the conventional solution, and I think we can do better - making Houston a more desirable and livable city, within conventional budget constraints.

Replace I-45 between highway 59 and North Beltway 8 with:

1. **A surface esplanade:**
 1. **3 lanes each direction**
 2. **light rail down the center**
 3. **flanked by a tree-lined esplanade**
 4. **with ample local connections**
2. **Tunnels: Limited-access freeway, with connections at:**
 1. **highway 59**
 2. **I-10**
 3. **I-610**
 4. **Little York**
 5. **Beltway 8**
3. **Tunnels: Commuter rail connecting:**
 1. **downtown**
 2. **Greenspoint**
 3. **The Woodlands**

With a 3-tier distribution of traffic, local traffic is separated from intermediate-distance traffic and commuter traffic - with ample opportunity to conveniently transition between the three. The additional layer of separation relieves the congestion caused by intermixing of freeway and local traffic.

The engineering phase of tunnel projects is much less expensive than that of surface projects, since interactions with existing surface streets and utilities are not a factor - offsetting the additional construction-phase costs. (Note: Boston's "Big Dig" had too many surface interconnections, and is a bad example of cost-effective tunnel design. In addition, the area involved in Houston will not involve existing subway lines, glacial debris or the foundations of houses buried by landfill - as was the case in Boston.)

"Innovative" does not have to mean "expensive". Let's make Houston a place that is more desirable for commuters AND residents.

- Tom Shepard
117 Payne St.
Houston, Texas 77009
713-861-9269 (h)
713-885-8368 (c)
Tom_Shepard@yahoo.com

From: [Susan Snider](#)
To: HOU-piowebmail@txdot.gov; comments@ih45northandmore.com
Cc: [Fran Smith](#)
Subject: Comments regarding the I-45 project
Date: Monday, December 05, 2011 6:33:35 PM

1. I have heard that there is a conflict between the slide presentation and the Draft Need & Purpose (N & P) and the Agency Coordination and Public Involvement Plan (ACPIP). The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P draft nor the ACPIP says that will be done. **We would like a tunnel system to be considered as a solution!**
2. The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. **We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!**
3. Whatever TxDOT does – **please do not negatively affect the quality of life of neighborhoods** that are adjacent to IH-45. That means no increase in noise, no increase in visual ‘blight’, and no decrease in air quality.

Regards,

Susan Snider & Frances Smith
2812 Morrison
Houston, TX 77009

From: Miss Anne Stovall
To: HOU-piowebmail@txdot.gov
Subject: 1-45 expansion
Date: Monday, December 05, 2011 7:43:58 PM

To whom it may concern,

I'm a current Heights resident and have lived in this house for 10 years. I wanted to let you know how I feel about the city's current plan to expand 1-45. Some points:

- Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses.
- Please explore alternative means of transportation – instead of continuing to pour more & more concrete – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor
- Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
- Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to IH-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual ‘blight’ and no decrease in air quality.
- I want a tunnel to be considered for the 4 managed lanes
- I want a tunnel to be considered for general traffic lanes
- I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
- I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
- As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls.
- Another variation to #9 above is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
- In addition to #9 & #10 – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
- Replace and/or supplement Pierce Elevated with a tunnel system
- There is a conflict between the slide presentation and the Draft Need & Purpose (N & P) and the Agency Coordination and Public Involvement Plan (ACPIP). The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P draft nor the ACP/IP says that will be done. In fact, neither document mentions a tunnel at all.
- The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!
-

Thank you for listening,

Mrs. Anne Stovall

2218 Singleton Street
Houston, TX 77008

From: [Faron R Thomason](#)
To: HOU-piowebmail@txdot.gov
Subject: I-45 Expansion
Date: Monday, December 05, 2011 2:24:26 PM

I am a 12 year resident of the Woodland Heights, in Houston, TX, zip code 77009. I am VERY concerned about the need for lane expansion that could encroach into our Historic neighborhood. When I read the plan it says that speeds could be increased by "up to 10mph". So I notice in that "up to" statement. Why is it necessary to spend 2 BILLION dollars, cut into a historic neighborhood, in a park (Woodland Park) to say a few miles per hour in rush hour speed. I don't think even 10mph makes much difference and is not worth the cost, but what about if it was only 2 or 3mph? That still fits your criteria. Really? Is 2 BILLION dollars worth that?

Our neighborhood is a walking neighborhood, we sit on our historic front porches, we walk our dogs down tree lined streets, there is a huge park (Woodland Park) that is very popular with kids. I don't understand why a lane expansion inside the loop is necessary. If you must build, please stay within existing ROW. But really, is 2 billion dollars worth a few mph speed increase? There are so many other options, light rail, hardy toll road, etc.

Thank you for your time,
Faron Thomason
A concerned Woodland Heights Resident
77009

From: [jim](#)
To: hou-piowebmail@txdot.gov
Subject: Comments regarding North Houston Highway Improvement Project - IH45
Date: Monday, December 05, 2011 5:32:22 PM

Dear TxDOT & Project Engineer:

I am a resident of Houston & very involved with the proposed project on IH-45. My house & neighborhood is possibly threatened by potential expansion of right-of-way of IH-45. I have the following comments & suggestions:

1. Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses.
2. Please explore alternative means of transportation – instead of continuing to pour more & more concrete – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor
3. Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
4. Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to IH-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual ‘blight’ and no decrease in air quality.
5. I want a tunnel to be considered for the 4 managed lanes
6. I want a tunnel to be considered for general traffic lanes
7. I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
8. I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
9. As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls.
10. Another variation to #9 above is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility
11. In addition to #9 & #10 – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
12. Replace and/or supplement Pierce Elevated with a tunnel system
13. There is a conflict between the slide presentation and the Draft Need & Purpose (N & P) and the Agency Coordination and Public Involvement Plan (ACPIP). The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P draft nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.
14. The N & P states a goal of improving mobility by increasing peak hour travel speeds

“by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

Thank you for considering and acting upon these requests. I think if TxDOT listens to the community, an agreeable & workable project can be created. I want to work with TxDOT – but I do not want to see an IH-10 on IH-45!

Jim Weston
Jweston33@gmail.com

From: [Janet Yun](#)
To: HOU-piowebmail@txdot.gov
Subject: I-45 expansion
Date: Monday, December 05, 2011 8:39:42 PM

To TxDOT:

I learned that today is the last day for public comments to be registered for the proposed 1-45 expansion project adjacent to & within my historic neighborhood, the Woodland Heights. I would like to voice my opinion AGAINST the proposed expansion. Expanding I-45 into our neighborhood will erode the immense progress we have made in improving the Woodland Heights and what used to be called the inner city. The Woodland Heights is now considered one of the most desirable neighborhoods to live in close to downtown. By taking away part of our neighborhood, you are taking away HIGH PROPERTY VALUES as well as a piece of Houston history that will NEVER be recovered once it's paved under the freeway.

In addition, I am vehemently opposed to having my taxpayer dollars go toward improving the commuting comfort for those who live north of the city, many of whom that don't even live within Harris County. Some of us made a conscious decision to pay more for our homes (and therefore we pay more in property taxes) so that we could live close to downtown and not have to commute. Why should I subsidize the people who commute in from the north? I don't consider 1-45 traffic to be particularly congested anyway - traffic on 1-45 is NOTHING compared with most major cities in America.

Instead of continuing to expand the freeways of Houston by adding more lanes, how about adding LIGHT RAIL along the freeways to accommodate commuters, and have the commuters pay for it?

Please reconsider and do NOT go forward with your proposal to expand I-45.

Sincerely,
Janet Yun

From: [Scott Zersen](mailto:Scott.Zersen@txdot.gov)
To: HOU-piowebmail@txdot.gov
Subject: I-45 Expansion comments
Date: Monday, December 05, 2011 9:39:06 PM

I am a homeowner as well as an owner of various rental properties and lots that are very close to I-45. Depending upon the ultimate solution, work on I-45 could have a severe impact on me. I have a direct interest in the outcome of this process. Please consider these as some of my concerns. Thank you for your consideration in this important matter.

1. Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses.
2. Please explore alternative means of transportation – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor
3. Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
4. Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to IH-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual ‘blight’ and no decrease in air quality.
5. I want a tunnel to be considered for the 4 managed lanes
6. I want a tunnel to be considered for general traffic lanes
7. I do NOT want any new roadway built above ground level – no double decked freeways because of additional noise, pollution & visual blight
8. I do NOT want any roadway to negatively affect water drainage into or out of our neighborhoods at any time, including during construction
9. As a possible alternative – extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls.
10. Another variation to #9 above is to maintain some lanes on Hardy as HOV / toll lanes and the rest for general traffic mobility.
11. In addition to #9 & #10 – coordinate with Metro and rail owners and extend light rail / commuter rail on existing rail tracks already on Hardy
12. Replace and/or supplement Pierce Elevated with a tunnel system
13. There is a conflict between the slide presentation and the Draft Need & Purpose (N & P) and the Agency Coordination and Public Involvement Plan (ACPIP). The presentation states that TxDOT will evaluate tunnels as an alternative and neither the N & P draft nor the ACPIP says that will be done. In fact, neither document mentions a tunnel at all.
14. The solution should avoid "pushing" or otherwise causing increased traffic just south of the North Main at I-45 intersection (on the west side of I-45)...on Houston Avenue.
15. I-45, in the North Main area, should continue to stay below grade as it is today, or even further below grade.
16. None of the existing Houston Avenue at North Main should be "given" to the I-45 Freeway. In other words, the barrier between the neighborhood and I-45 should not be decreased.

From: lastconcertcafe@sbcglobal.net
To: HOU-piowebmail@txdot.gov
Subject: I45 Expansion Comments
Date: Monday, December 05, 2011 9:29:17 PM

Dear TXDOT:

My property is represented by no. 78 on the map you brought to the Jeff Davis High School meeting. I have many concerns about this project and have been to every meeting held in the past few years. My main concern is that you do not expand the freeway beyond its current bounds. I believe the goal could be accomplished by a multiple of ways. The tunnel system sounds extraordinary as it would solve the problem, alleviate the pollution and noise pollution. This is an historical part of Houston, as a native Houstonian, I do not want to see any of it destroyed for more lanes for cars coming into the downtown from 50 miles out. The residents in the Woodland Heights pay 300,000 for a modest bungalow because they want the quality of life this neighborhood offers. The residents way far out pay 300,00 or less to live in a mini mansion & drive 50 miles to work. We should first look at adding rail as an alternative and completing the Hardy toll road into the downtown area. There are railroad tracks down the middle, perfect for commuter trains. This project is already half completed, why start over and spend billions at our expense. TxDOT could purchase the Hardy Toll Road, eliminate tolls and beef up the rail system. If 45 must be expanded, it should be done within the existing right of way. Like 59, with walls on both sides and the freeway below. This could be evolved into a tunnel since it is already below the ground. I want the trees to remain to help with processing pollution and noise levels. To continue to pour concrete and widen freeways only encourages more and more people to drive cars, which is a way of the past. Rail is the way to go

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd: I-45 improvements

Forwarded for your handling. Thanks.

Danny Perez

>>> jimmy castillo <jc_76@hotmail.com> 12/6/2011 10:58 AM >>>
To whom it may concern,

I am writing this email as a citizen and resident of the Near Northside, Houston, Texas, to remark on the planned improvements to I-45 North of Downtown Houston. Here are my comments to follow up with other comments that I have made at public meeting sessions and possibly previous emails:

1. Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses..
2. Please explore alternative means of transportation to solve the traffic problems facing Houston in the 21st Century. Please investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor.
3. Do not negatively affect the quality of life for the neighborhoods that are adjacent to I-45.

The City of Houston has lost an unforgivable amount of urban density to the construction of US and State highways during the last half of the 20th Century. In turn, the constant sprawl this has created is directly increasing the traffic problems that the planned TXDoT project is trying to alleviate. I urge the State of Texas and TXDoT to think more creatively, more humanely, more urban, and more sustainable when planning their future projects. The solution might be expensive, but as a home-owner, tax-payer, and 4th generation Houstonian, I would much prefer to see my representative government spend public money wisely rather than have them squander the State's and the Country's resources to solve a contemporary problem with a cheap, obsolete solution (such as widening or adding lanes to the freeway).

The question is not unique - how to relieve traffic without destroying more of the city? But the answer has be to better than just adding more lanes. The State of Texas has an opportunity here to create a transportation solution that could serve as a model for transportation projects around the world. Texas is full of creative and energetic people and I have no doubt that a solution can be found to relieve traffic congestion along the I-45 corridor without having to add lanes to either side and without having to take ROW from citizen's homes and historic neighborhoods.

Thank you for your consideration,
James Castillo

From: [Fogelson, Abby](#)
To: ["HOU-piowebmail@txdot.gov"](mailto:HOU-piowebmail@txdot.gov)
Subject: I-45 project
Date: Tuesday, December 06, 2011 9:43:18 AM
Attachments: [image002.jpg](#)

I am a homeowner and my house is about 3 blocks away from 45 near North Main St. Please don't expand 45 to take my home away or negatively impact the neighborhood.
I am concerned about noise and air quality. I am concerned that our neighborhood would be negatively impacted by the project.
Please consider alternatives such as:

extend Hardy from 610 to downtown; widen Hardy; have TxDOT acquire Hardy and then remove all tolls
Expand Pierce Elevated with a tunnel.



please don't print this e-mail unless you really need it, conserve.

Abby Fogelson
Technologist
Bush Elementary School
13800 Westerloch Dr.
Houston, TX 77077
<http://es.houstonisd.org/bushes>
Tel: 281-368-2150
Fax: 281-368-2153



From: [Barry Klein](#)
To: comments@ih45northandmore.com
Cc: HOU-piowebmail@txdot.gov
Subject: Comments re I-45 project
Date: Tuesday, December 06, 2011 12:22:55 AM
Attachments: [Canada_TTI_exaggerates_congestion.pdf](#)
[ATT266072.htm](#)

Barry Klein
1509 Everett street
Houston, TX 77009

I would like to offer some comments on the proposed I-45 expansion and the plan to add more lanes to the north corridor.

To provide the public a full choice of options I think a computer forecast of projected travel times and speeds should be done in a scenario that assumes no expansion in roadway or lanes to I-45 or in the north corridor or the Houston region. (I suppose you may be calling such an option the "No Build" option). I suspect that the result will show commute times in the horizon year to be under half an hour as they have been for decades in our area and in most U.S. urban areas.

The results could be displayed at the next public meeting to give the public a better grasp of what their choices actually are.

Secondly, I think that TxDOT would be wise to look at the report titled, **The Cost of Urban Congestion in Canada**, published March 22, 2006 by Transport Canada Environmental Affairs. This report examined the "Urban Mobility Report" of Texas Transportation Institute and rejects the assumption that undergirds that report, that travel conditions at peak hours should be free flow.

The Canadians conclude that the TTI standard "...is not the most environmentally sustainable or economically efficient target for network capacity provision." Of course, that is also the TxDOT standard. If TxDOT were to set aside its unrealistic goal it may discover it has too many projects and too many big ticket projects adopted in pursuit of a disputed mobility standard. Money and time could be saved. Below is an attachment with a page of information that provides more detail. (See bottom)

I also wish to offer these comments:

- Please do not expand the existing right-of-way on I-45 do not expand the R.O.W. and take any homes or businesses.
- Whatever TxDOT does – do not negatively affect the quality of life of neighborhoods that are adjacent to IH-45 – that means no increase in noise (hopefully a reduction of noise would be possible); no increase in visual ‘blight’ and no decrease in air quality.
- I do NOT want any new roadway built above ground level – no double decked freeways.
- The Need & Purpose states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this "goal", an increase of only 1 mph could be claimed as meeting the objective. We need a more worthwhile goal than increasing travel speeds by as little as 1 mph in return for spending billions of dollars.
- Thank You.
-
- Barry Klein
1509 Everett Street
Houston, TX 77009

713-224-4144

From: [HOU-PIOWebMail HOU-PIOWebMail](#)
To: [Kelly Lark](#); [Pat Henry](#)
Subject: Fwd:

Forwarded for your handling. Thanks.

Danny Perez

>>> Dolores Santos <Dolores@tntcrane.com> 12/6/2011 9:59 AM >>>

1. Please do not expand the existing right-of-way on I-45 – do not expand the R.O.W. and take any homes or businesses.
2. Please explore alternative means of transportation – instead of continuing to pour more & more concrete – investigate higher density modes of transportation.; such as adding commuter rail on the existing rails in the Hardy Corridor
3. Do NOT have separate diamond lanes – have diamond lanes that can be used for general traffic. They can be restricted during peak times – but we need to use them at all times
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14. The N & P states a goal of improving mobility by increasing peak hour travel speeds “by up to 10 mph” (page 1-9, 1.2). Under this ‘goal’, an increase of only 1 mph could be claimed as meeting the objective. We need better, more definitive goals other than increasing travel speeds by as little as 1 mph in return for spending billions of dollars!

TNT Crane & Rigging, Inc.
Dolores Santos, CBA
Credit Manager

dolores@tntcrane.com
713 644-6113 Phone
713 799-8803 Fax

