

## **Make I-45 Better Coalition: Summary of Resident Comments (Source: NHHIP Interactive Map)**

The document below is a review of the comments from the NHHIP website's interactive map (<http://www.houstontx.gov/planning/nhhip/>) as of 9/15/19. The top portion of this document summarizes those comments generally and by segment. Continuing further down the document you can view most (impossible to guarantee that none were missed as there are many) of the comments as of 9/15/19, grouped into more localized sections of the map, not the three segments as generally defined. The presentation below shows a map followed by the comments from that map section.

Comments Summary: Most of the comments are concentrated on segment 3 plans with fewer comments in both segments 1 and 2. Across the project there are specific concerns about design including ramp location, traffic flow, etc, and general concerns about safety, noise, design, and flooding. There are a few comments suggesting the whole project should be scrapped and a few who are frustrated that rail is not being considered. Displacement impacting minority neighborhoods disproportionately is a frequent concern.

Segment 1: Most of the concerns revolve around flooding and what measures are being taken to control flooding. There are a few flags that detention ponds don't work and other comments that work should be done with the parks on flooding.

- Displacement and flooding concerns are very prevalent in the segment 1 comments.
- Houston Community College was flagged as something that will be impacted that needs to be protected.
- There is a lot of concern about flooding along Halls Bayou at W Mount Houston Rd.

Segment 2: Generally this segment is concerned about cutting neighborhoods apart, noise/air pollution, freeway exit/access and some questions on impact to parks.

- There is a lot of concern on the removal of the North Street Bridge eliminating access between neighborhoods for cyclists/pedestrians, children to get to school, etc.
- Many are concerned about the removal of Irvington exit

Segment 3: There are a lot of comments in segment 3 with a particularly high volume on the northward move of the right of way just north of downtown. There are also many requests to bury parts of the freeway and put parks on top or just cancel the whole project. The same concerns about flooding, noise, traffic, etc exist in segment 3 as in segments 1 and 2, but are crowded out by the specific concerns here.

- There is a huge volume of comments displaying the anger about the moving of the I45 right of way north. It destroys neighborhoods, parks, real estate, views, causes pollution. Most want to keep the freeway in its current right-of-way.
- There are a number of concerns around safety (move left exit to right/eliminate slip lane).
- There are complaints about allocation of funds for parks and specific complaint that downtown is getting too much money relative to other areas.
- There is a decent amount of concern about closing Polk Street and the danger of having a Polk u-turn
- Many commenters are concerned about the children at Bruce Elementary

## Maps and Comments:

The comments below the individual maps come from the interactive map as of 9/15/19. [Link](#). The review was started in the southern part of the project and worked its way north as you will see if you follow the document from top to bottom. There is a summary at the top of the sections that have many comments. Bolded words were added by the reviewer to assist in summarizing the document, otherwise comments have not been edited. They are presented as they were published.



Comment summary: Most concerns are around safety (move left exit to right/eliminate slip lane), potential traffic increases and Noise (looking for barriers)

### Comments:

- Segment 3: 59 and Louisiana exit: put up pylons, ctb, and a water barells to separate the 2 exit lanes from the continuing. Every one parks at the end of the exit in the painted area trying to get into the continuation lane to skip over traffic. It's unsafe for everyone. **Safety Concern**.
- Segment 3: Why is TxDOT planning to narrow HOV lane to 22' from existing 35'? Should be designed to allow 2-way HOV! **Traffic Concern**
- Segment 3: I-69 at Spur 527: The left lane exit from I-69 north to Spur 527 is a 1950s era design relic. Since this stretch is now an Interstate, the exit to Spur 527 should be moved to the right side. It would eliminate weaving and backups caused by the weaving in that section. **Design Safety Concern**
- General: Rosedale and Louisiana: We already have traffic problems enough on these back streets with the proliferation of high rises all around us. How much MORE traffic is Rosedale going to see and will we be able to reroute it? **Traffic**
- Segment 3: Wentworth @ Main: if this ramp is being rebuilt, please rebuild it as a normal urban intersection with a light and no right turn slip lane. Lots of people walk along Main and that number is only going to increase. **Safety for pedestrians**
- Segment 3: Visual Impacts: I understand that the Spur isn't part of the scope, but this should be reconsidered. We are submerging all of 59, its awkward to keep the spur above ground at this point. One of the goals is to restitch areas together. A great moment to do so here too. **Visual**
- Segment 3: Alameda south of 59: Remove right turn slip lane **Safety**
- Segment 3: Visual impacts: Cap parks idea only and not in the FEIS **Visual**

- Segment 3: Alameda at Cleburne: Wasn't there an iteration where Cleburne could be extended over the freeway through a cap park? With the upcoming housing to the east on Cleburne, it seems prudent to keep it as an east/west connector. **Traffic design**
- Segment 3: Displacement, when will the Sale happen? **displacement**
- Segment 3: Wheeler/288: Add noise barrier to top of main lanes ...**Traffic Design**
- Segment 3: Chenevert at Francis: Please restore the street grid here. **Safety**
- Segment 3: Chenevert at Francis: Downtown has all the funding everyone else doesn't. They get all the nice things. We DON'T #TXNOT . **Walk/bike/transit/parks**
- Segment 3: Elgin east of 288: Remove right turn slip lane; unsafe and unpleasant for pedestrians and cyclists **Safety**
- Segment 3: 288/Elgin: Add noise/landscape barriers to protect the community **Design/Noise**

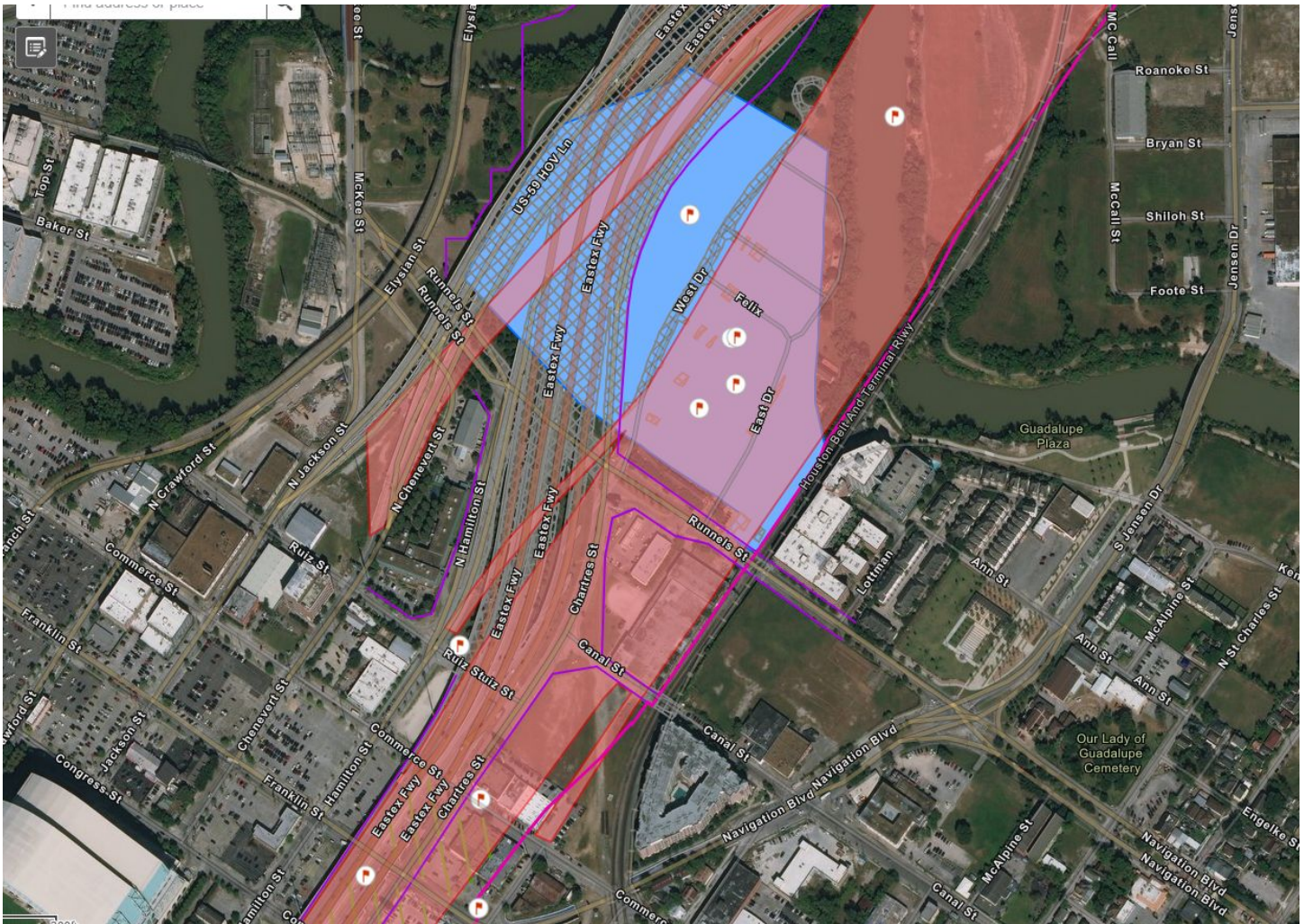


Comment summary: Decent amount of concern about closing Polk and the danger of having a Polk u-turn. Concerns around displacement/neighborhood connectivity.

- Segment 3: Elgin at NHHIP: cap this submerged part of the freeway. The 3rd Ward has long been divided by the freeway; a cap here would serve to reconnect neighborhoods. **Design**
- Segment 3: McGowen/Chartres - when will we get an offer for the lot at McGowen/Chartres **Displacement**
- Segment 3: Webster at St. Emanuel: Severing this connection will make access unnessecarilly difficult and inconvenient. **Inconvenience (connectivity)**
- General: This whole project looks like a disaster which will just make things worse. It will be too disruptive, it will cause too much displacement, and nothing will be improved in 15 years which this thing will realistically be finished. Houston doesn't need this **Displacement**.
- Segment 3: Proposed I-45 curve: How will having such a curve on I-45 impact traffic flow? Will the elevation change and combined curve slow down traffic even more? **Design concern**
- Segment 3: Pierce Elevated: The Pierce is an important local connection between eastern/southeastern neighborhoods and western neighborhood. Keep the Pierce Elevated -- or consider submerging it through here.

- General: Pierce Elevated: The Pierce Elevated should stay in its current alignment. Moving it only benefits Midtown. Even with cap parks on the new alignment, you're going to have two freeways separating the East End and Near Northside from Downtown. Robbing Peter to pay Paul? **Design**
- General: By removing highways here, and adding to the width of the east end, you're tacitly endorsing decreased mobility between downtown and the east end ( a historically hispanic community) and increasing connectivity between the newly revitalized and gentrified
- Segment 3: Pierce Elevated: Double deck Pierce Elevated
- Segment 3: Jefferson at Heiner: Pedestrian sidewalk connection here please. **pedestrians**
- Segment 3: Charters Corridor: TxDOT estimates for loss of tax revenue for this project do not capture the lost opportunity cost of redeveloping the parcels that are directly next to Downtown and could otherwise be redeveloped into higher value properties. **Displacement/Economic Cost.**
- Segment 3: 59NB to 45NB: currently, 2 lanes of traffic from 59NB to 45NB are not sufficient, one lane will certainly not be sufficient. **Shrinking capacity?**
- Segment 3: Leeland @ NHHIP: TxDOT needs to determine how WB traffic on Leeland will have a seamless entrance into downtown. **Traffic Concern/freeway exit concern**
- Segment 3: Leeland to Bell: Access from Leeland to Bell is a vital connection from the east end to downtown. **Freeway access concern**
- General: I honestly believe that this new expansion is a detriment to the city as this new expansion will take at least a decade to complete and by then the city's needs would have changed leading to a colossal waste of taxpayer money and time. **Whole thing is a disaster**
- General: How will inter-connectivity between neighborhoods for pedestrians/cyclists/etc. be addressed. Expanding the freeway corridors will further sever the walkability/mobility of residents and visitors between neighborhoods. Will lessen Houston's cultural value **cutting up neighborhoods...**
- Segment 3: Polk: Closing Polk is incredibly dumb...there will be no strong east west connections between the East End and Downtown from IH 45 to IH 10 which is almost 2 miles **Traffic**
- Segment 3: Polk@ I-45: Polk U-turn is dangerous ... same spot wants bike/ped connectivity.**Design**
- Segment 3: Polk at NHHIP: Polk needs to connect across NHHIP. It is more important than the cap park. Additionally, the proposed WB Polk U-turn will be dangerous, because vehicles will have to negotiate with cars coming off the off-ramp from NHHIP.
- Segment 3: Lamar: The exit from 59 NB to the downtown area is too close to the uturn lane for people trying to cross the freeway to access downtown destinations from the east side of houston via the uturn that is there for polk
- Segment 3 : U Turn: The design of this Uturn and the force merge of the traffic on Hamilton with both the Uturn traffic and the left turn traffic from
- Segment 3: General: How long will this impact tourism and sports venues?
- Segment 3: What are the plans to enhance connectivity and pedestrian safety from the columbia tap rail to the cap park? i.e., emancipation and St. emmanuel intersections are barriers for pedestrian safety and access to the proposed cap park **Pedestrian safety**
- Segment 3: We need parks all over Houston. Why spend \$300,000,000 on parks here only?  
**Allocation of funds**
- Segment 1 North: St. Emanuel Street: This is an important, affordable entertainment and business corridor. That you would kill all of these businesses and end all the organic revitalization that individuals have worked hard to create. Interstate expansion causes more traffic, pollution.  
**Killing business**
- Segment 3: a young and vibrant community is being displaced **displacement**
- Segment 3: What is the possibility of this project being completed prior to the 2026 World Cup. Delayed/prolonged construction of this segment and its visual impact lessens the likelihood of Houston being a host city and missing out on potential revenue. **Economic**
- General: If the plans calls for expanding the size of the highway by adding more lanes, that would only make traffic worse by incentivizing more drivers to use that new available space. You would be better of spending that money on MetroNext and bike lanes. **Whole project is a waste of \$\$**

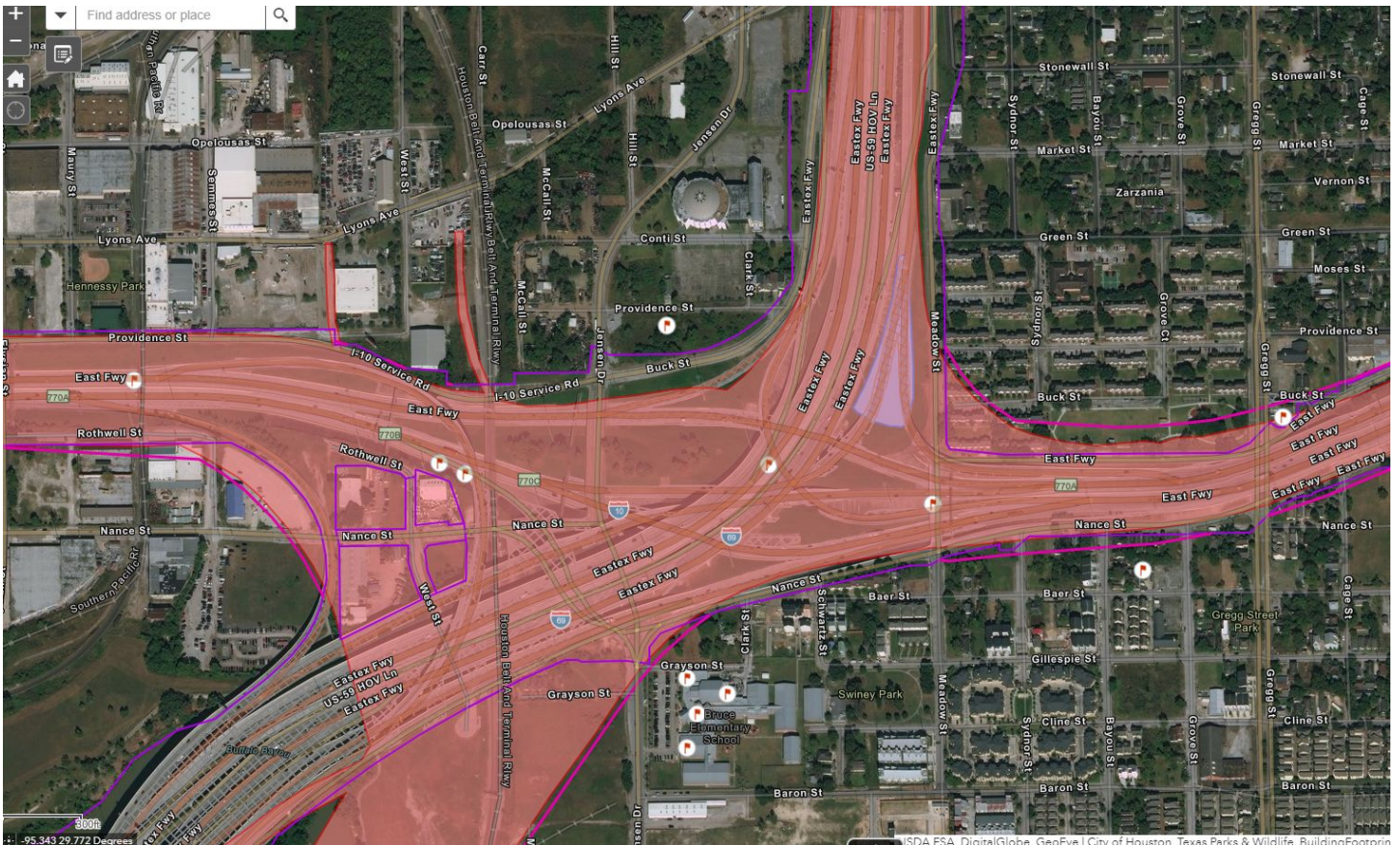
- Segment 3: St Emanuel north of Ranklin: Why realign the street grid here? Would it be possible to keep some of these buildings if the street weren't swerved to the side like this?
- Segment 3: Franklin: The proposed design of the Navigation Underpass connecting to the new freeway road seems very unsafe as people come up from under the track into new road much closer than current Chartres



Comment:

- Segment 3: Franklin: The proposed design of the Navigation Underpass connecting to the new freeway road seems very unsafe as people come up from under the track into new road much closer than current Chartres **Safety**.
- General: Many of Houston's homeless population live under the highway. I would only be accepting of the project if they are provided with the support they need. Please see Invisible People on YouTube to see their struggle and the help they really need.
- Segment 3: Franklin off ramps: Having two parallel freeway off-ramps with traffic in same direction will create significant traffic congestion and confusion especially when introduced into an alternating one way grid. **Traffic!**
- General: hundreds of people live here..
- General: Are these ponds sufficient to detain not only the increased detention demand from the expansion but account for previously unaccounted development as well as stormwater quality. Will this provide park amenities for citizens?

- General: This would be needlessly destroying the views of the bayous that make Houston so beautiful. Plus, creating a new highway will only add to the already bad traffic.

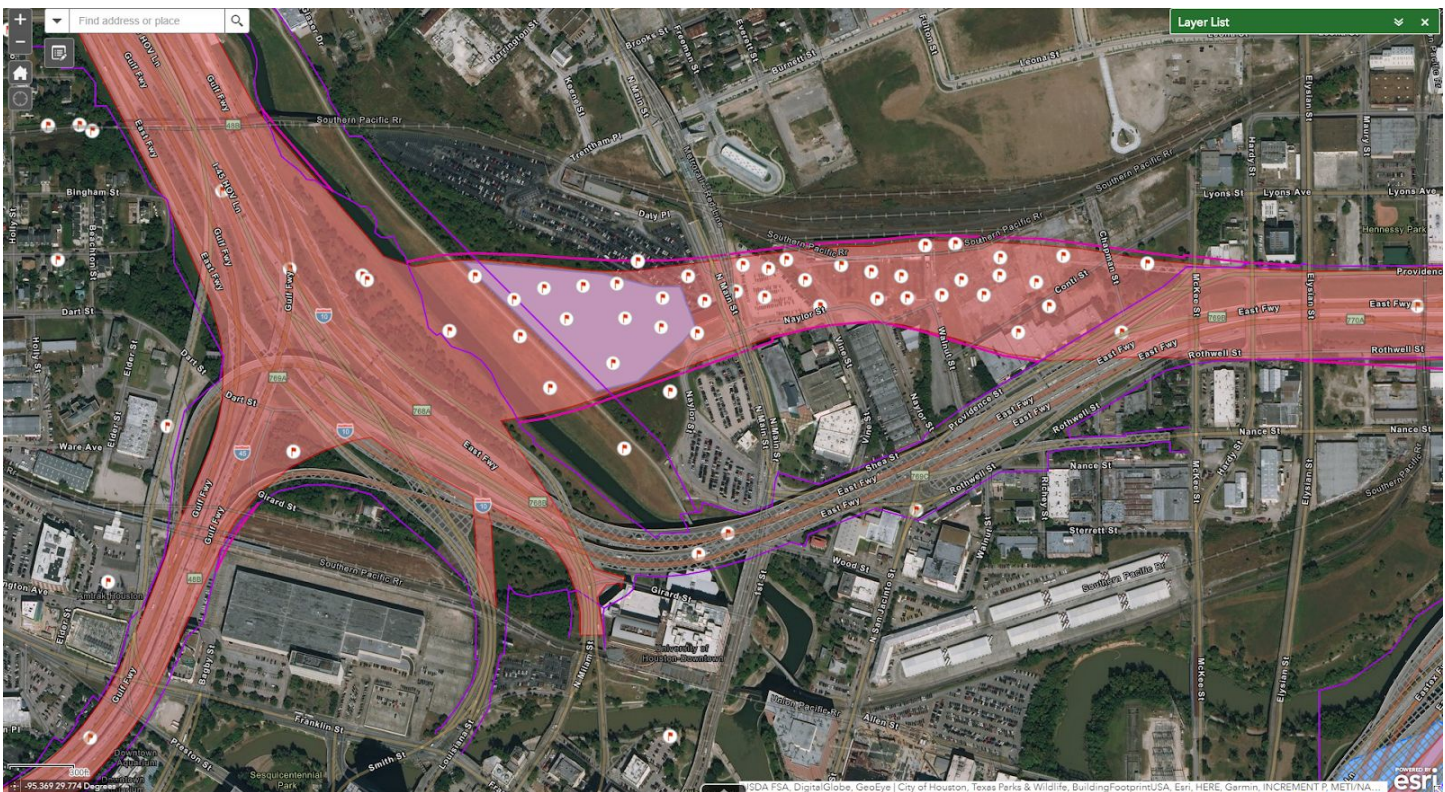


Segment Summary: Concern about the kids at Bruce elementary, displacement of a church and safety concerns. One person wants tolls to help w/ traffic DT

- Segment 2: HCTRA could incentivize travelers avoid downtown by charging little or zero toll for people getting on BW8 at I-45 on one side of town who then also pass through a toll station on the opposite side of Houston the same day within a time window. **General design**
- Segment 3: Jensen exit from i10: the former KBR site is being rebuilt as the East River Project. Jensen exit is the best access for what is the largest project near downtown. the best access to this is being moved farther away. **Displacement...convenience impact**
- Segment 3: Jensen Exit form i10: the new exit from i10 to access Jensen is a few hundred feet from the i45 exit to i10. people who are trying to exit Jensen from 45 are going to cut across 4 lanes of traffic to access the exit for Jensen this will slow down traffic and be very unsafe **convenience**
- Segment 3: Bruce elementary: This is an elementary school campus that will literally be in the shadow of the freeway expansion. The implications to health and safety and an environment condicive to learningshould be obvious to anybody that has given any thought to the impact of this **Safety**
- Segment 3: Bruce Elementary: Save the kids **Safety**
- Segment 3: 510 Jensen Dr, Houston, TX 77020: There are many young children that walk to school in groups. Also there are 3 bus stops in very close proximity that have ridership. Its not only important to make this area more walkable but also their safety, especially as people exit the highway **Safety**
- Segment 3: Because of the freeway, air quality will be so bad that children shouldn't play outside. TxDOT must purchase a new Bruce Elementary campus at a safe distance from the freeway.

**Bruce Health**

- Segment 3: Displacement in General: Relocation counselling and assistance should include cost of utilities, application costs, security deposit, in addition to moving costs for **RENTERS**.  
**cost/displacement**
- Segment 3: Meadow Street: This is the pedestrian route taken by many Bruce Elementary students to get to/from school. Make it safer, not more entwined with the freeway . **safety**
- Segent 3: 3405 Nance St, Houston, TX 77020: Goodwill MBC (Church) **displacement**



Summary: There is a high volume of comments here: They are recorded from right to left. There is a lot of anger about the moving of the i45 right of way north. It destroys neighborhoods, parks, real estate, views, causes pollution. There are a number of comments about the minority community being negatively impacted while white communities are benefitting. Most want to keep the freeway in its current right-of-way. Need a plan to bury it/beautify it/etc. There are other general complaints about the whole project...build rail instead, etc

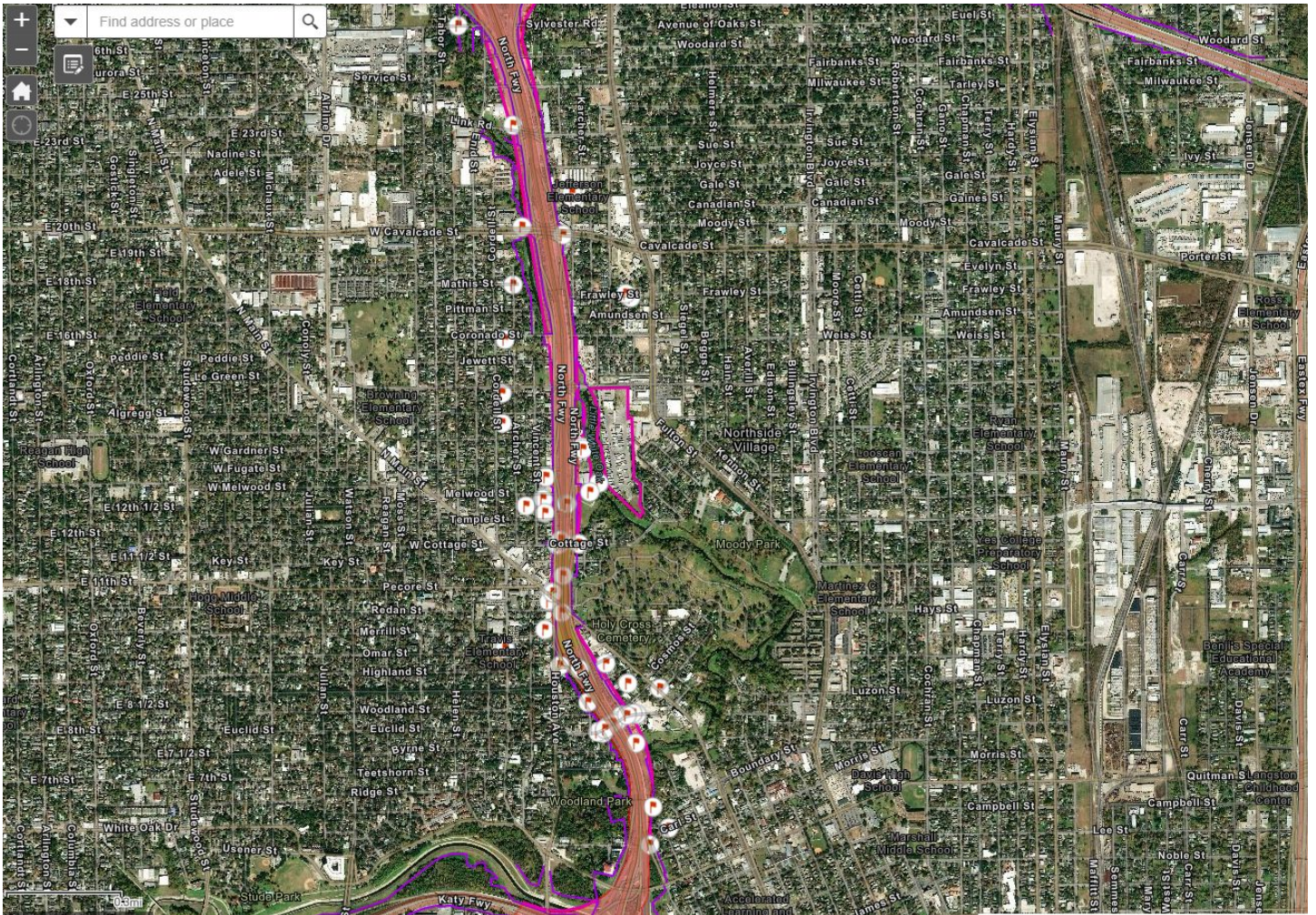
- Segment 3: Please keep this section to the existing right-of-way and do not push it north as proposed. It will do irreparable damage to our neighborhood. Thank you.
- exit from i10 to San Jacinto being removed
- Our entire neighborhood just north of here will feel the pain of this reroute of I-45. Please keep this section in its current right-of-way or tunnel it underground and put a park on top - like the EaDo portion.
- As a resident just north of here, I can attest that my neighbors and I do not want this relocated right-of-way. Please keep all rights-of-way in their current locations!
- Please utilize the existing right of way to the south instead of moving this section to the north. A new above-ground freeway will even further cut off the Near Northside from downtown and create a racial, class, and economic barrier between them.
- Either tunnel this entire section or do not reroute I-45 here.
- We in the Near Northside **DO NOT WANT** this reroute of I-45 to our neighborhood! Keep it where it is!

- Maybe from a traffic engineer's perspective, this reroute makes sense. But, from a community perspective, this reroute is a disaster. It will hurt this neighborhood. Please do not proceed with this plan.
- This section is great for downtown and the wealthy. It's an absolute disaster for the people who live just north of here. Why not re-route all of this to Midtown instead of re-routing it to the Near Northside?
- Please just make this entire portion go away. It will be a terrible eyesore and destroy our neighborhood.
- If the freeway is to be relocated here, it needs serious soundproofing and pollution mitigation such as barriers and lots and lots of plants and trees around the edges
- Has anybody given any thought to the effects on air quality resulting from rerouting all major through traffic in the city through one corridor?
- Please plant layers and layers of trees and plants along the northern edge to entirely block the freeway visually from the neighborhood and provide a protective barrier against some of the harmful pollutants given off by cars.
- Why does the freeway need to move here? It's massively disruptive and will destroy this neighborhood.
- The new towering stacked freeways will be closer, taller, and thus emit more particulate matter and toxins to the residents to the north. Please use the existing right of way and plant forests of trees lining and blocking the freeway from the neighborhood
- How is this fair to the Near Northside? Rerouting I-45 to our neighborhood while helping other wealthier neighborhoods. Disgraceful.
- Please go back to the drawing board for this rerouted segment. It was an idea, but will damage the Near Northside permanently.
- Please do not locate this portion of the freeway here. Please utilize the existing right-of-way to the south.
- These historic warehouses will now be overshadowed by the freeway. Please use the existing right-of-way to the south instead of moving this segment north to this section.
- This will greatly impact UH-Downtown and its ability to improve and succeed.
- This entire zone from White Oak Bayou to the west to Elysian to the east needs to be reworked. Please find a way to utilize the existing right of way and/or tunnel the freeway here. The visual effects of the freeway as it's proposed will be substantial.
- A waste of billions of dollars and 2 decades to build this? GTFO
- Attempting to relocate I-45 the Near Northside is a social justice issue! We cannot accept I-45 being forced upon us!
- The immense elevation of freeways on top of elevated rail will create a massive visual blight to residents and businesses just north. Please utilize the existing right-of-way or consider tunneling the freeways here.
- This will be so incredibly ugly. You would not dare add a giant freeway interchange close to your house! Shame
- Why move this entire part of the freeway north here? If you must move it here, please place it entirely underground as you are doing in the more affluent neighborhoods (where black and brown people do not live).
- I agree this needs to be updated. But, keep the right-of-way. No need to relocate this north.
- Tunnel the freeway here instead of having it go above
- Why move this entire part of the freeway north here? If you must move it here, please place it entirely underground as you are doing in the more affluent neighborhoods (where black and brown people do not live).
- Just get rid of this!
- Has anyone studied instead keeping (and beautifying) I-45 in its current right-of-way and where it's always been, through Midtown as opposed to moving it to an underprivileged Brown and Black neighborhood?



- The most beautiful postcard view in all of Houston is from the Burnett Station stop. The proposed freeway will kill this (one of the only in all of Houston) view of downtown.
- This is a racist plan to alleviate an eyesore from white neighborhoods while adding blight to black and brown neighborhoods. Is this the 1960s racist policies all over again?
- Losing so much green space with this plan. Space under a freeway does not count as "green space" by the way.
- This entire section needs to be sequestered to protect the residences to the north. Harmful air pollution will affect the people there. Please either: wall the freeways and plant thousands of trees and plants to cover the walls; or tunnel entire freeway here
- Why is I-45 being rerouted here? To make parks in wealthier, whiter areas while creating a super freeway in an underserved, brown and black neighborhood?
- Particulate matter is shown to cause cancer, obesity, asthma, etc. TXDOT wants to impose this monster upon our neighborhood and harm us and our children.
- Parks under freeways are horrible for people's health. The park needs to be ON TOP of the freeway. Please tunnel this portion of I-45/I-10.
- Shameful the freeway is going to so severely impact the bayou park here removing one of our only nearby parks
- We will now have to take our children biking under a massive freeway when we ride along the bayou here. It's disgusting.
- A large part of this park will be covered or destroyed because of the increased right-of-way. Please utilize the existing right-of-way that is on the south side of UH Downtown's new Science and Technology building or find a way to tunnel the freeways here
- Tunnel the freeway here instead of having it go above
- Are there stream restoration projects associated with the detriment that will be caused to the waterways in the area? Addressing resulting turbidity, flows, use, water quality, marine life, etc.
- General: GreenSpace on SW side of Lower White Oak Bayou: I am extremely concerned about the loss of rare urban green space along this segment of the Bayou
- Segment 3: IH10 Connector: The removal of the IH10 Transit HOV connector will negatively impact transit on the IH10 corridor and should be maintained or mitigated...forcing buses to mix with managed lanes will slow them down significantly
- Segment 1 North: can we just get a rail system instead? You're wasting time, money, land, etc to do something that nobody in the city wants!
- Segment 3: **Displacement:** This I-45 rerouting reeks of social injustice! The brunt of this entire \$7B project is in neighborhoods of color while whiter, more affluent neighborhoods see removal of freeways. That's a huge problem.
- Segment 3: I-10 Connector: I don't understand why the original 4-lane Downtown Connector was replaced with a 6-lane connector. Rerouting 45 makes it possible to enhance the beauty of this side of downtown, so why are we building a connector that is as wide as many freeways?
- Segment 3: I-10 Connector: The removal of the IH10 Transit HOV connector will negatively impact transit on the IH10 corridor and should be maintained or mitigated...forcing buses to mix with managed lanes will slow them down significantly
- Segment 3 UPRR: these rail systems bisect the neighborhood of the 1st ward. As trains block vehicle primary roads, cars then turn the nearby streets into race tracks - consolidate the rails and implement more by-pass measures for vehicle traffic.
- Segment 2: The consolidation of the two UPRR alignments and reduction in at-grade rail crossings should be a priority for this project.
- General: Stop this project!
- Segment 3: I-45 Southbound from Crockett St to I-69: At this location, 2 left southbound lanes merge/end. This will cause traffic slowdowns and become an accident hot spot. Please remove this bottleneck by connecting the extra lanes with an extra exit to Smith St and the current planned exit to I-69.

- If downtown Houston is further enclosed by bigger highways, how will the air quality of downtown and surrounding areas be addressed? Will vegetation buffers be provided to mitigate impacts to air/noise?



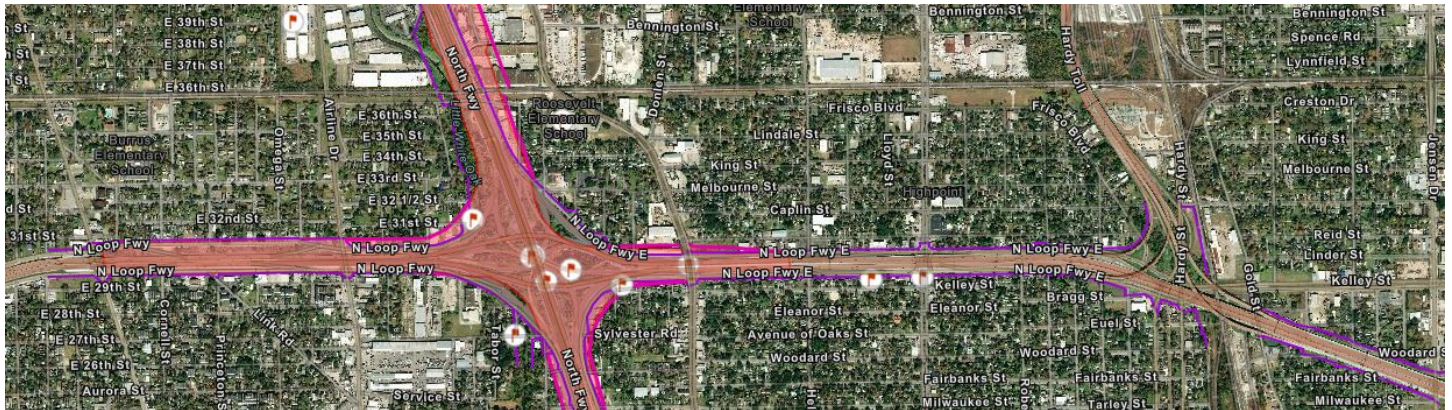
Summary of Comments: Lots of concern on the removal of the north street bridge eliminating access between neighborhoods. Lots of cyclists/pedestrians use it, kids need to get to school, etc. Generally this section is concerned about cutting neighborhoods apart, noise/air pollution, exit/access and a few parks comments.

Worked from Bottom Up.

- Segment 2: 45 and Carl” noise air quality.//test/test
- Segment 2: 2404 South St, Houston TX 77009: Safety and connectivity concerns: Charles Ziehn, access to I-10, I-45. 713-237-0698
- Segment 2: Include sound barriers to protect homes from noise. Ideal and Embry home owners.
- Segment 2: Glen Park to Travis Elementary ..safety/conenctivity
- Segment 2: noise air; ...quality. Also need it to be aesthetic walls adjacent and residential.
- Segment 2: My kids are zoned to Travis Elementary. No safe access from Glen Park once North St. Bridge is removed.
- Segment 2: Keep North St Bridge. Needed for connectivity and for evacuation when extreme flooding.

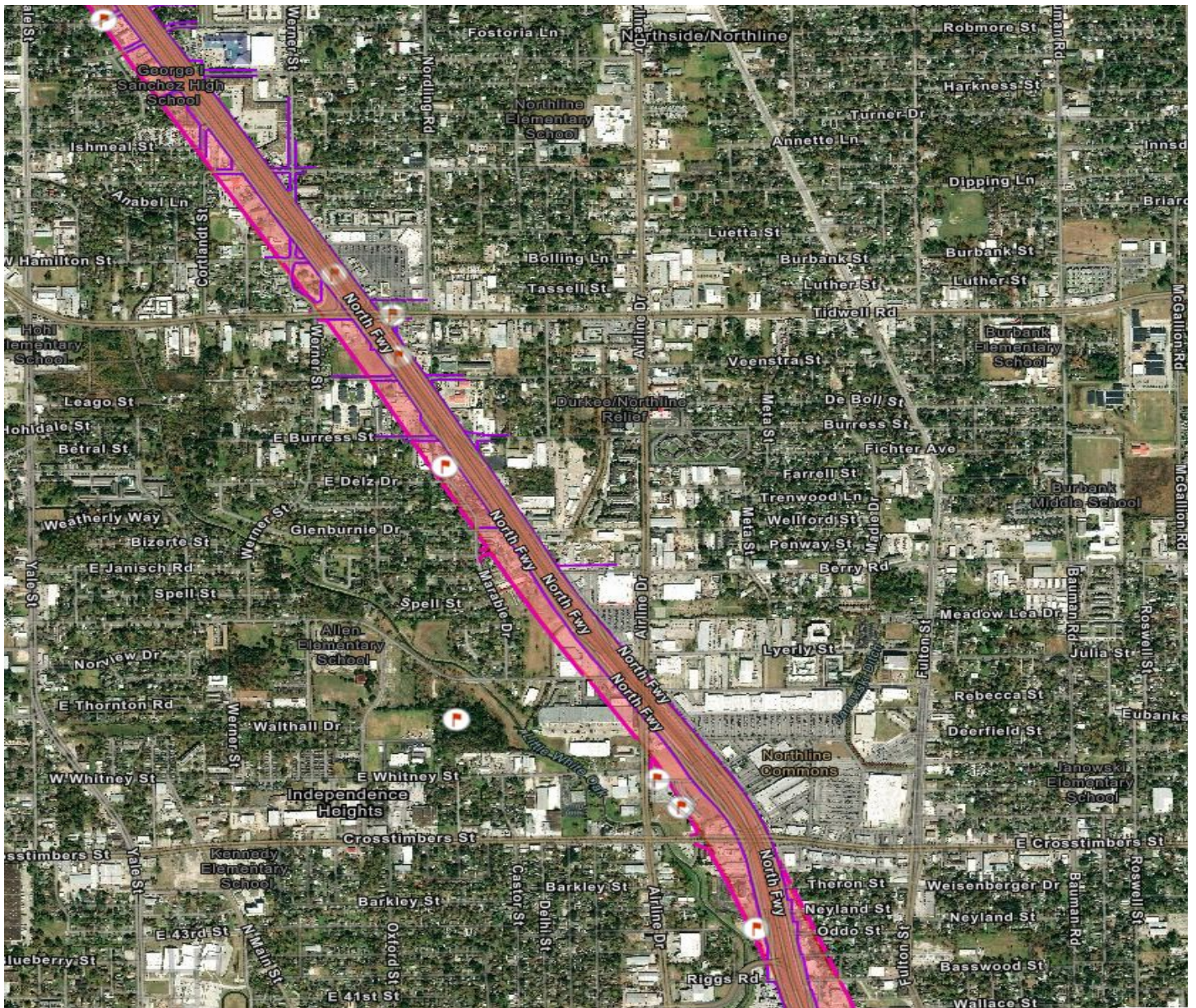
- Segment 2: North Street is a key connection for cyclists and pedestrians. You can close it to cars but it must remain open for vulnerable road users.
- Segment 2: Keep North Street Bridge
- Segment 2: North Street is a key connection for cyclists and pedestrians. You can close it to cars but it must remain open for vulnerable road users.
- Segment 2: North Street is a valuable connection between Near Northside and Germantown/Woodland Heights. Do not remove that connection.
- Segment 2: Remove pedestrian friendly bridge. North Street Bridge.
- Segment 2: Northside has few connections to abutting neighborhoods and North Street is one of them. Cutting this out isolates the community even further.
- Segment 2: Keep bridge!
- Segment 2: Bridge is needed for traffic flow for White Oak Music Hall
- Segment 1 South: noise is already above the 55 decibel limit in most areas near this expansion.. with no sound structure this could be unbearable.
- Segment 2: These apartments are the only affordable place to live zoned to Travis Elementary
- Segment 2: Weird half circle south of N Main: This partial circle is weird and a waste of space
- Segment 2: Historic record studio La Mafia will be torn down.
- General: Please cancel this project. Expansion will not alleviate congestion. Instead it will increase air pollution. This has been shown by experience with the Katy freeway expansion.
- Segment 2: You are dividing neighborhoods.
- Segment 2: Southbound N. Main Exit and I-45: Do not move or eliminate any Southbound exits between 610 and I-10.
- Segment 2: N. Main Exit going South on 1-45: Do not move or eliminate any of the South bound exits between 610 and I-10
- Segment 2: N. Main Exit going South on 1-45: The exit to Main St. must remain open and in it's current location. If any southbound exits from 610 to i-10 are closed, there will
- Segment 2: How to access this cap park?? Submerge frontage lanes or else the "park" will be a gray empty desert.
- Segment 2: Keep Cottage St. Bridge
- Segment 2: (Keep Cottage St. bridge) Yes!! Needed for connectivity
- Segment 2: On ramp to 45 here will keep traffic out of feeder
- Segment 2: We need exit to N Main heading South on I-45
- Segment 2: Need ramp onto N Main from I-45 S. Not all the way at the 610 interchange
- Segment 1 North: Patton and 45: So there will be no northbound exits for Main or Cavalcade? Only one for Patton? The Patton exit is going to be a shitshow.
- Segment 2: Highways divide communities
- Segment 2: Need ramp onto N Main from I-45 S. Not all the way at the 610 interchange
- Segment 2: Sound barriers and lots of vegetation for entire length, both sides. Not just at intersection
- Segment 2: Need entrance ramp from the major thoroughfare N Main to I-45 N. No access to 610 direct connect.
- Segment 2: (Little White Oak) Make this retention pond area a park like space, work with naturalists to make it workable for native mammals and birds, trails, etc.
- Segment 2: Nancy 281-541-9074 Parking will be lost - motel can not exist. More info needed on expansion
- Segment 2: Haid Patel (281) 236-620? to talk.
- Segment 2: TxDOT is not a city planner
- Segment 2: 1003 Archer Flooding concern
- Segment 2: Flooding? Noise pollution?
- Segment 2: W Cavalcade St.: Entrance?
- Segment 2: Save the Children! Jefferson Elementary .

- Segment 2: Jefferson Elementary: Mitigation measures? Trees, noise shields, better air filters in the schools?
- Segment 2: Link Rd. Displacement: Water heater installer building must be torn down :(



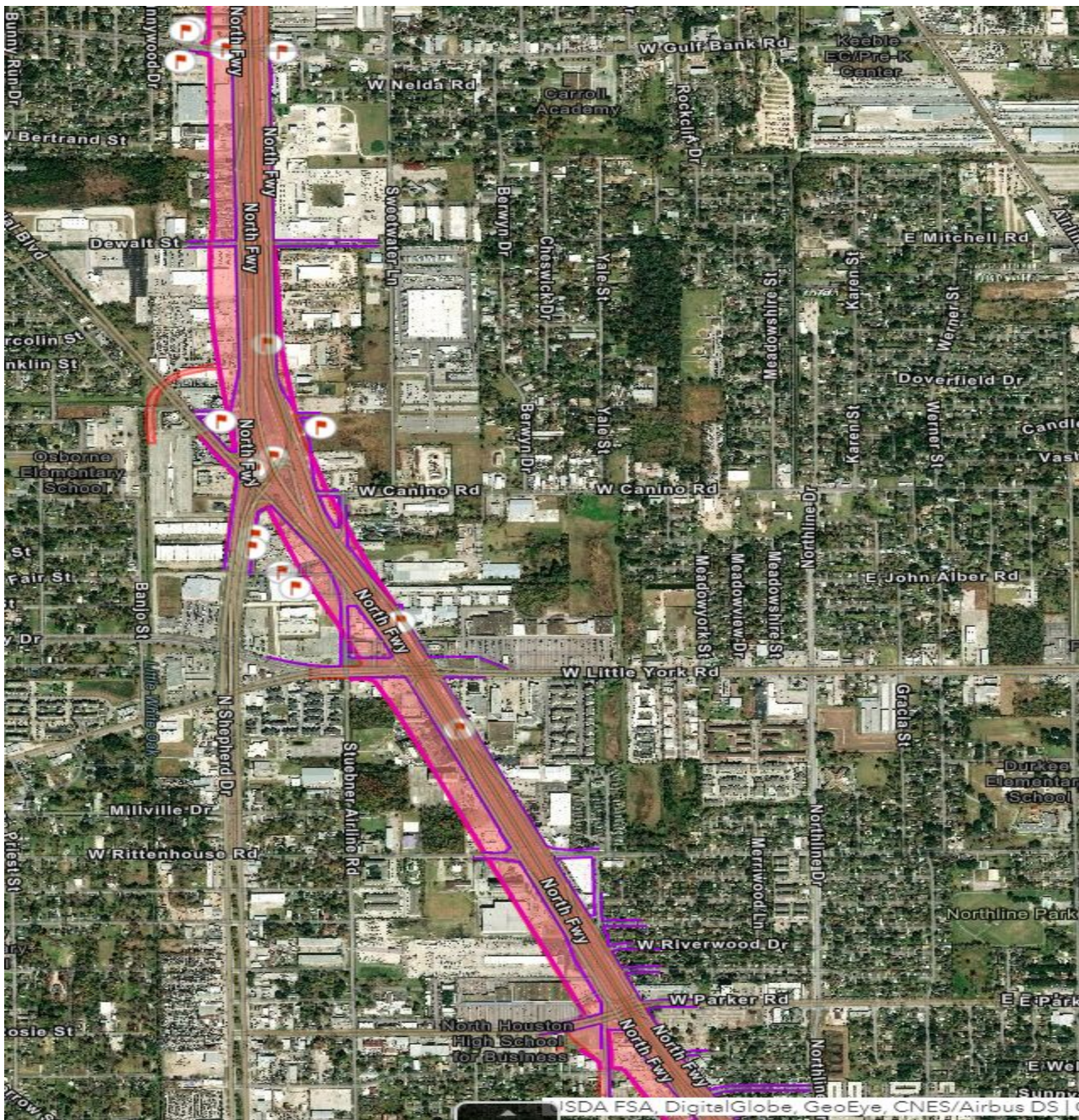
Sensible comment on water retention area for Old Kelton Creek. Concern about removal of Irvington exit

- Segment 2: This same interchange can exist in the current footprint. What is the point of this?
- Segment 2: Is there any justifiable reason to create this disruption to the ROW at this interchange? Keep the ROW the same and reduce property buyouts.
- Segment 2: Will ROW be dedicate for the explicit development of transit whether BRT/LRT/Rail for commuting between downtown and farther areas of metro area, Bush Intercontinental, the Woodlands etc.
- Segment 2: Irvington and 610: Designs show the Irvington exit will be eliminated, this must not happen
- Segment 2: Overpass elevation: Mitigation measures? Trees, noise shields, help for home owners in upgrading homes for noise reduction ?
- Segment 1S: Fulton & 610: Overpass at light rail on feeder. MetroRail light is at 5 mins.
- Segment 2: Keep Irvington exit
- Segment 2: 610 and Irvington: Removal of Irvington exit would be extremely damaging to the Lindale neighborhood. How can this even be considered.
- Segment 2: West side of 3800 block Airline: This area used to be retention area for Old kelton Creek. this area also needs to be part of detention area for proper drainage. Flood water from north and west comes down through area. Other side of Airline will not be enough. Restore natural flow.



- Segment 1 South: What if exit for Airline/Victoria started earlier? Then you have a flying exit for Crosstimbers- it has too much traffic not to have its own exit
- Segment 1 South: Needs to be retention (clump of trees along white oak between east whitney ST and Victoria
- Segment 1 South: Widening the freeway this much through Independence Heights is ridiculous and should not be acceptable. Why do we continue to burden historic black neighborhoods with impacts of freeways. **Displacement**
- Segment 1 South: I-45 Crosstimbers through Parker: The feeders from Crosstimbers to Parker flood easily making the frontage roads impassable. This needs to be addressed.
- Segment 1 South: I-45 Northbound between entrance and exit ramps: The current design plans will make this area of the northbound lanes a bottleneck and an accident hot spot. Please change the design to add a 5th freeway lane both northbound & southbound and eliminate all forced merges

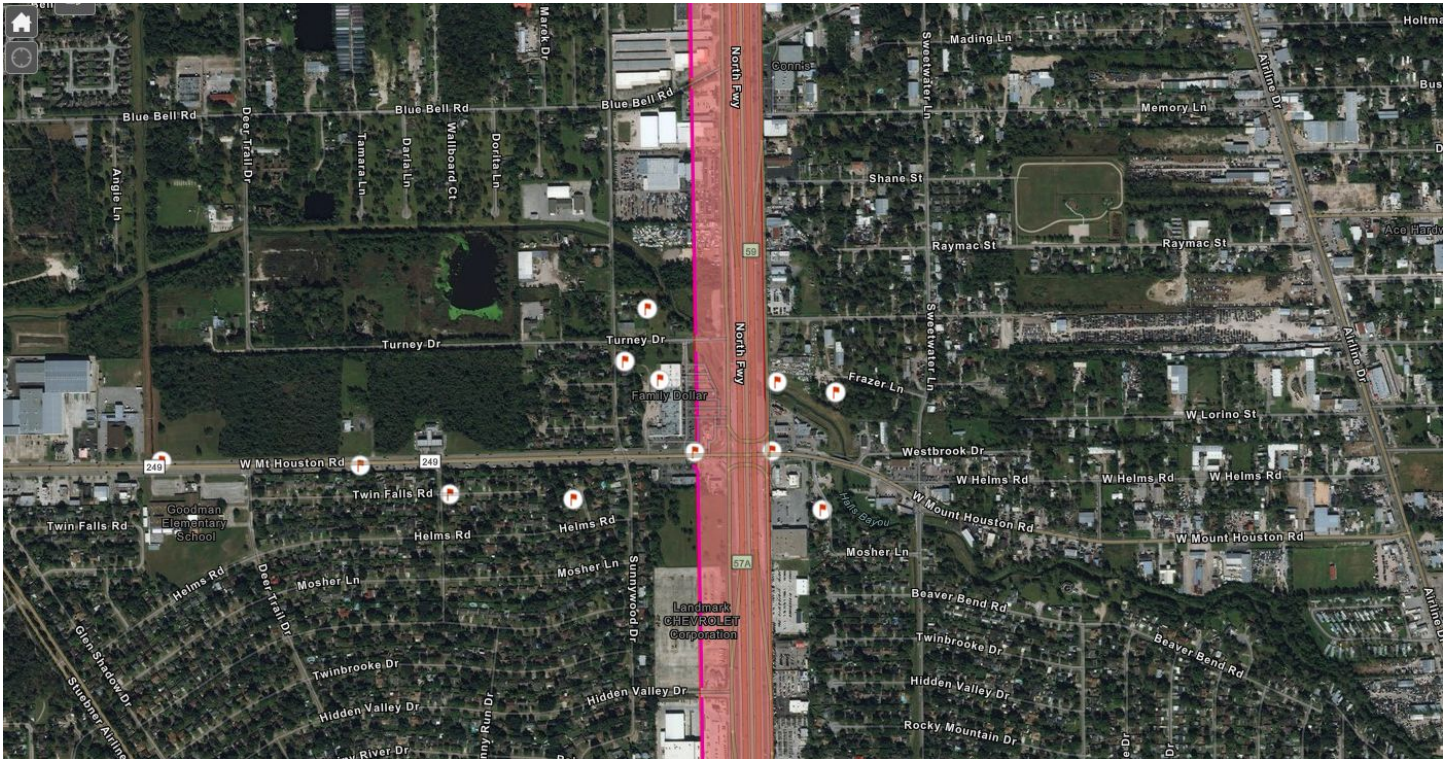
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Section Summary: Flooding was the main concern in this portion of the project, along with protecting the Houston Community College.

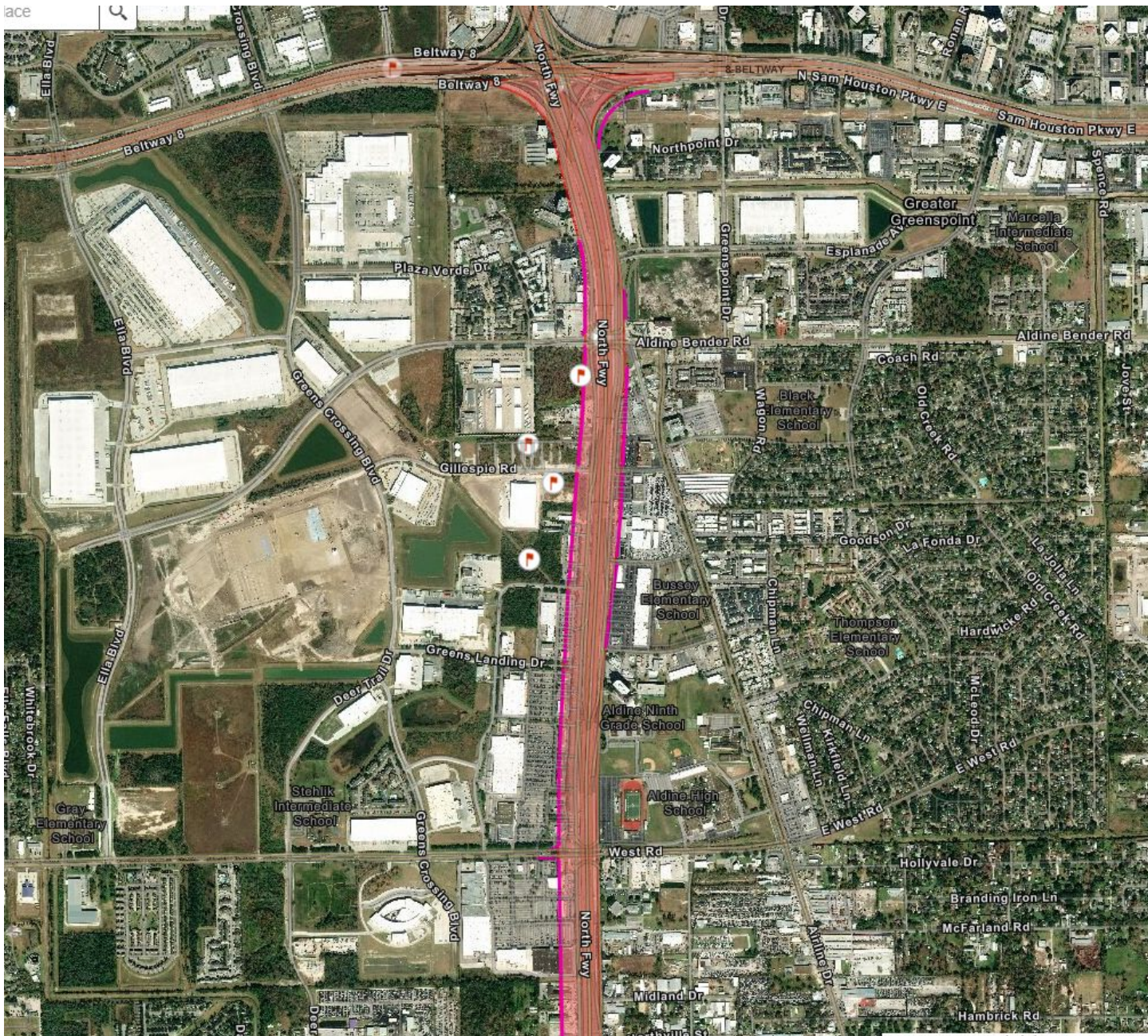
- Segment 1 North: Frontage Road drainage is slow after rains, which causes drivers exiting freeways to clash with drivers attempting to avoid huge water puddles.
- Segment 1 : We bought this building 5 years ago, we spent 7.8 million dollars to convert it into a food facility and the City of Houston never told us about this project.
- Segment 1 :Protect Houston Community College
- Segment 1 : What will happen to Houston Community College when I-45 is expanded? It floods in this area. Need to correct this and make sure college is safe and secure.
- Segment 1 North:Where is the Little York exit? Will it be removed?
- Segment 1 N: Massive Flooding - Retention Pond - Detention Ponds do not work - Wrong type of detention pond - need to correct this.
- Segment 1 : How does the expansion of I-45 affect the Shepherd fly over on ramp to I-45 Northbound?

- Segment 1 : Massive Flooding - Retention Pond - Detention Ponds do not work - Wrong type of detention pond - need to correct this.
- Segment 1N: I-45 and N. Shepherd/Veterans Memorial: There should be a direct connection from I-45 North to Veteran's Memorial. Currently, you have to exit Little York and take Victory Dr. to N. Shepherd to access Veteran's Memorial. Why not fix this circuitous routing?
- Segment 1: The entrance ramp that merges at this location, can be relocated to location (B)
- Segment 1 : Massive Flooding along feeder at Gulf Bank Road. Wrong type of detention pond used, need to correct this.
- Segment 1N: Flooding Area
- Segment 1N: Correct drainage for frontage road, we always flood.
- Segment 1N: Mitigate flooding at Gulf Bank/45



Section Summary: Lots of concern about flooding in this area along Halls Bayou at W Mount Houston Rd.

- Segment 1 N: Improve drainage from here to I-45 (Mt Houston Road)
- Segment 1: Start Aggie Hwy here, to remove Tomball traffic from I-45.
- Segment 1: Massive flooding - West Mount Houston (249) wrong type of retention, detention pond - need to correct this.
- Segment 1: Floods in this area!
- Segment 1: Correct drainage to make sure we can exit.
- Segment 1: Flooding in this area.
- Segment 1: Flooding in this area!
- Segment 1: How to access MAX/connect to and from 249? Direct connections - you mis-matched the exit /entrance for I-45 MAX access.
- Segment 1: Plan to address chronic flooding at this intersection?
- Segment 1: Add bikeway (along bayou under I-45)



- Segment 1: Flooding / Drainage: What happens when all of this hardscape is added? Will it affect flooding issues? The City needs to be more porous (flood reinforced).
- Segment 1: Add BRT along I-45
- Segment 1: Auxiliary lane is not balanced. Traffic bottleneck!
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- Segment 1: @ Fllbrook: The direct connector lane exits into feeder road. That means more traffic is merging into the freeway than exiting. That causes the current bottleneck at this location and the only way to eliminate the bottleneck, is to add a 5th lane.
- Segment 1: Bad intersection, merging traffic here
- Segment 1: HCTRA could incentivize travelers avoid downtown by charging little or zero toll for people getting on BW8 at I-45 on one side of town who then also pass through a toll station on the opposite side of Houston the same day within a time window.