

Comments Received

Table of Contents

Summary of Comments Received -----	2
Cases 01,02,03 -----	3
Comments-----	4
Cases 06,07,08 -----	5
Comments-----	6
Cases 11,12,14 -----	7
Comments-----	8
Cases 16,17,18,19 -----	9
Comments-----	10
Cases 20-29 -----	11
Comments-----	12-34
Houston Tomorrow Petition Log-----	35-59
Letter from Congress Member John Culberson-----	60
Letter from Houston City Council Member Ellen R. Cohen-----	61
Letter from South Main Alliance-----	62
Citizen's Transportation Coalition-----	63-66
Case 56 -----	67
Comments-----	68-69
Letter from the Allens-----	70-71

Summary of Comments Received By City of Houston Planning & Development (PD)

Last Updated: Thursday, July 29, 2013 @ 11:00 am

Comments submitted (Open House Comment Box; Moblility Email)				
Case #	Case Name	In Support	Not	Not sure/ no answer
2013-01	Broadway		1	
2013-02	Crenshaw		1	
2013-12	Ford Road (N-S)		1	
2013-18	Miller Wilson/Idleloch/Oak Leaf	1	1	
2013-19	Hollister Drive	1		
2013-11	Mills Branch		6	
2013-56	Mills Branch & East Martin	1	8	1
2013-07	Shaw	1		
2013-20-29	University Corridor	107	50	3
2013-06	West Lake Houston	5	3	1
		116	71	5

Total Comments overall **192**

Submission of Opposition - Univeristy Corridor - Adams				
Case #	Case Name	Submitted	Anonymous	Additional Comments
2013-20-29	University Corridor	242	NA	NA

Submission of Support - University Corridor - Houston Tomorrow				
Case #	Case Name	Submitted	Anonymous	Additional Comments
2013-20-29	University Corridor	617	108	193

We, the people of the Houston region, ask Houston City Council to protect the University Corridor from Hillcroft Transit Center to Eastwood Transit Center for high quality transit service by designating Richmond Ave and its adjoining University Corridor streets as Transit Corridor Streets in the City's Major Thoroughfare and Freeway plan. We believe this designation will protect neighborhoods and allow the area to become more pedestrian friendly and safe for all users, allow thriving public spaces, and improve economic activity.

Cases 01, 02, 03

01-Broadway

02-Crenshaw

03-Lathrop

Comment Log for Cases 01, 02, & 03

Case #	Name	Commentor	Support	Comment	Applicant
1	Broadway	Richard Budworth	Yes	If Broadway is widened to 6 lanes the I-45 turn should be fixed as well.	COH-PWE
2	Crenshaw	Micheal Truble	No	My family owns an 18-acre boat-RV storage. We are concerned on how much of our land will be affected.	COH-PWE

Cases 06, 07, 08

06-West Lake Houston

07-Shaw

08-Rankin

Comment Log for Cases 06, 07, & 08

Case #	Name	Commentor	Support	Comment	Applicant
6	W. Lake Houston	Richard Brill	Not Sure	I am in favor of connecting the Grand Parkway to the 59 through the SULLIVAN proposal as it impacts fewer homes.	TBG Partners
6	W. Lake Houston	Matt & Tayra Peterson	No	Not in favor. This property has been in our family since the late 1800s. I have a nice large home there and 3 kids that will all be next to a busy thoroughfare. Noisy and not safe for small children. We'll be at the 7-18 meeting. The Open House is the 1st we've heard about Sullivan Road being impacted. Why didn't we receive a letter.	TBG Partners
6	W. Lake Houston	Alice Sullivan	Yes	I do not want to lose my property & home	TBG Partners
6	W. Lake Houston	Jan Peterson	No	Property has been in my family since 1800. My family lives here on 10 acres. My son has a new home with front on Sullivan Rd with 3 children. I do not believe this is the best solution you can come up with. I hope and pray a better you can come up with a better solution.	TBG Partners
6	W. Lake Houston	Corry Wallace	No	Do not want on Sullivan Rd	TBG Partners
6	W. Lake Houston	Geraldine Grissom Franks	Yes	We don't want the Baptist Encampment Road to go north of 1485 East.	TBG Partners
6	W. Lake Houston	Dianne Williams Blackard	Yes	I am not wanting it (L.H Parkway) to go north of 1485 causing traffic increase and congestion in a area. I was not pleased with the arrogance of some of your representatives. We the people don't seem to have a voice.	TBG Partners
6	W. Lake Houston	Richard Senter	Yes	Why try to build in a flood plane? Roads would have to be elevated.	TBG Partners
6	W. Lake Houston	Larry A. Franks	Yes	It would be better for the community and easier for W. Lake Houston to use Sullivan Rd.	TBG Partners
7	Shaw	Steve Quance	Yes	Informative	TBG Partners

Cases 11, 12, 13

11-Mills Branch

12-Ford Road (N-S)

13-Woodbridge Village Drive

Comment Log for Cases 11, 12, & 13

Case #	Name	Commentor	Support	Comment	Applicant
11	Mills Branch	Lisa Ayres	No	This will connect the middle of Kingwood to Porter brining even more traffic past our home!	Montgomery County
11	Mills Branch	NA	No	This is not recorded based on traffic flow or north-south/east-west routes.	Montgomery County
12	Ford Road	Lisa Ayres	No	This will bring too much traffic past our home!	Montgomery County

Cases 16, 17, 18, 19

16-Grant Road

17-Schiel Road/Cumberland Ridge Drive

18-Miller Wilson/Idleloch/Oak Leaf

19-Hollister Drive/Duncan

Comment Log for Cases 16,17,18,19

Case #	Name	Commentor	Support	Comment	Applicant
18	Miller Wilson/Idleloch	Tim Turner	Yes	Would be interested in contributing acreage to proposed ROW on west side wear FM 1960 is.	Harris County
18	Miller Wilson/Idleloch	Carol Bumstead	No	NOT in support of this MTFP amendment application what is the time frame of the construction project???	Harris County
19	HOLLISTER	JULIA GEE	YES	Plan ahead for the future transit venues and inevitable population increase.	Harris County

Cases 20-29

20-Westpark Drive

21-Cummins Street

22-Richmond Avenue

23-Wheeler Street

24-Hutchins Street

25-Cleburne Street

26-Dowling Street

27-Alabama Street

28-Elgin Street

29-Lockwood Drive

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	E. L. Krudy	Not Sure, but probably yes	NA	METRO
20-29	University Corridor	B. Barnour	Yes	Make this happen!	METRO
20-29	University Corridor	Carol Stryker	Yes	We desperately need an integrated system. The street congestion is bad now and can only get worse. This amendment, although only a step, is the write one.	METRO
20-29	University Corridor	Alicia Church	Not Sure	<p>My property is commercial along Westpark & Chimney Rock.</p> <p>1) I would like to know any restrictions to property owner with this development.</p> <p>Example: We recently were not able to build signage on Westpark above 15ft due to reclassification of the area.</p> <p>2) Is the City going to address drainage with this project?</p> <p>3) How long will construction take?</p> <p>4) How much will property values increase?</p>	METRO
20-29	University Corridor	Christof Spieler	Yes	This action is crucial to preserve the ability to add rail transit in one of Houston's most important transit corridors, connecting major employment and education centers and serving rapidly densifying residential areas.	METRO
20-29	University Corridor	Dominic A. Aquila	Yes	I strongly support this amendment application. As the fourth largest city in the United States, Houston needs a well-developed light rail network, especially to links its major universities: The University of St. Thomas, Rice, and the University of Houston.	METRO
20-29	University Corridor	Diane Aquila	Yes	In support	METRO
20-29	University Corridor	Debbie Leflar	Yes	We desperately need rail! A city the size of Houston (4th largest in the US and growing inside the Loop) cannot survive without a sustainable method of transportation. Rail in the University Corridor is a start to a such a system!	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Michael R. Piana	Yes	For Houston to be a world class city, we need a comprehensive transit system connection vital parts of our city. This University corridor is perfectly positioned to be the East/West connection and provide access to Universities, Greenway Plaza, and local neighborhoods. And then provide connection to the North/South lines for our major work and shopping areas. PLEASE MOVE FORWARD AS QUICKLY AS YOU CAN!!	METRO
20-29	University Corridor	Julian E. Brown	Yes	Please build it. I will use it.	METRO
20-29	University Corridor	Robert Katz	Yes	Houston desperately needs to continue our light rail system with the building of the University Line. More and more people are moving to Houston and that means more cars on the road. Traffic is horrible. Please make the University Line along Richmond/Westpark a priority to alleviate the congestion.	METRO
20-29	University Corridor	Norris Payne	Yes	I strongly support the amendments to Houston's Major Thoroughfare and Freeway Plan (MTFP) to designate the segments of Richmond Ave., Westpark, and the other streets that make up the University Corridor as "Transit Corridor Streets." Please pass this amendment to ensure that new development/redevelopment along the corridor (like that happening on Richmond right now) accommodates the future transit line and needed pedestrian amenities.	METRO
20-29	University Corridor	HC	No	The plan for the University line to cross Hwy 59 and go down Westpark is ridiculous and crazy as it will cause inordinate traffic jams and problems at the intersection of Wesleyan and Westpark adding to the already existing serious traffic congestion problem at this location. Trains crossing 150+ times a day will prevent the residents of College Court Place, Sunset Terrace, West University and Bellaire from being able to get out of their neighborhoods to get to work. This is the craziest plan I've heard of in a long time and further proof that no common sense is being used regarding the University Line. The goal of light rail should be to alleviate traffic and not cause it!! The University Line should proceed straight up Richmond to the Galleria.	METRO
20-29	University Corridor	Joe Siff	Yes	Residents of Multiple New Mid-Rise Apartment projects facing Richmond and residential developments (who work in the CBD or the TMC) north & south of line will benefit by the line connection to the Main Street Line and continuation to the campuses of TSU and UH Central.	METRO
20-29	University Corridor	Judson Dunn	Yes	I support classifying these street segments as transit corridor streets.	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Doris Sing	Yes	<p>I live on the Main Street line and I use it all the time, not for going to and from work but just in day-to-day travel around town. I have been waiting anxiously for the University line to be built so I can go to more places--especially restaurants along Richmond and the Galleria. I think the rail will encourage more new development along the line.</p> <p>I have not ridden the bus regularly since I was in high school, and I am now 65. It just takes too long to get somewhere, and the service is very undependable. Rail is a much more efficient way to travel.</p>	METRO
20-29	University Corridor	Robert B McAshan	Yes	Strongly favor progress toward effective public transportation in this area.	METRO
20-29	University Corridor	John Baird	Yes	Please give this project the priority it deserves.	METRO
20-29	University Corridor	Emily Covey	Yes		METRO
20-29	University Corridor	Judy Adams	No	<p>It is our belief that light rail in the Montrose along Richmond Ave would displace unique small businesses and change the charm of this neighborhood. The Montrose would be better served by better bus service or trolley.</p> <p>Mass transit from the suburbs to the city would be more appropriate along the freeways.</p>	METRO
20-29	University Corridor	Nancy Falgout	No	<p>I am concerned about the impact on businesses on Richmond Avenue, many of which are small family businesses which would be required to relocate. With U.S. 59 so close, it seems as if the rail could be located along the interstate rather than on this busy street. I lived in this area some years ago and have seen businesses struggle to survive on Richmond and as a result have seen many improvements on the street such as the planting of many trees (which I understand would also be lost to the rail). To destroy those businesses now would be a shame.</p> <p>I am a great supporter of rail and of mass transit but Richmond Avenue is the wrong place for this line. Thank you for your attention.</p>	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Mark Hall	No	When I visit Houston I'm always impressed by the charm of the Montrose area and how this will be lost when small businesses are gone and a light rail train plows done the street. Destroying the local historic neighborhoods that have a business segment integrated into the fabric of the neighborhood/community is not the correct approach to mass transit improvement. How about more bike lanes integrated with bus stops that are connected to light rail. The natural gas bus project with reduced investment, reduced operating cost, maintaining current community culture should be implemented versus the rail system in neighborhoods like Montrose.	METRO
20-29	University Corridor	Cyndi McNeill	No	I am adamantly opposed to putting light rail through the Montrose area (Richmond Avenue in particular). Please don't do it. There are much better ways to improve transit in the Montrose area AND preserve small businesses and residential communities - such as better bus service or even trolley service. Thanks.	METRO
20-29	University Corridor	N Marquez	No	Please don't destroy one of the oldest and most charming neighborhoods in Houston. Let's support the few small businesses we have that add up to "community"..	METRO
20-29	University Corridor	Robin Smith	No	We have buses. That's all we need, unless the City wants to spend money on a Trolley. The City of Houston officials need to have a heart and not look at this as progress as viewed from a piece of paper or a meeting. It needs to work in harmony with its citizens not bull doze over them. There are too many small businesses, and invaluable original homes, to bull doze the area with a new, unneeded, and undesired by Montrose residents, not to mention those who will lose their businesses, not to mention their historic homes. How much will the city lose in property taxes by doing this? Please, please, please, leave it alone.	METRO
20-29	University Corridor	Catherine Saylor	No	Please consider an alternative that will not destroy small business along Richmond Ave.	METRO
20-29	University Corridor	Barbara Solis	Yes	Houston needs a balanced transit system to attract new urban transplants to the city and to encourage an active city life. We need to get more cars off the roads and provide a more vibrant city experience.	METRO
20-29	University Corridor	Cynthia Nelson	No	There are other options which are better, such as travelling along the freeway or even trolley or bus service. This plan destroys many small businesses which are important to the character and commercial health of Houston and attract tourists.	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Cynthia Kinney	No	It just doesn't make sense to destroy this area with a light rail, when it could just as easily run along the freeway/westpark.	METRO
20-29	University Corridor	Tricia Kelly	No	This potential amendment will very negatively affect the small businesses and in some instances will force the businesses to close. There is no doubt that light rail is wonderful for everyone, it would just make more sense to have it parallel to a highway as they do in Atlanta where we used to live. If the studies have shown that something is needed in the area then perhaps a trolley system or added buses would be the perfect solution for all. Please put yourself in the place of the small businesses and understand how this would affect them and would completely change the atmosphere of Montrose. As a frequent visitor to the area, without those small business, there would be no reason for us to go there.	METRO
20-29	University Corridor	Jody Stewart	No	Putting the Light Rail down Richmond would destroy many small businesses and homeowners. The Montrose area is quaint, quiet, beautiful, and historical. Lets leave it that way and develop the Rail in another area. the bus system is used and serves the transportation need!	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Alena Gail Henry	No	<p>This construction would involve the boundary of our High Rise location. The Proposal involves both Richmond Avenue and Cummins Street. Let's begin with Richmond Avenue – the quality of the road on Richmond Avenue is horrible. There are many pot holes. Richmond Avenue is a major through street for traffic from the Galleria to Downtown. Added construction on this would make traffic unbearable with the only option being Highway 59. Cummins Street is the street along the back side of the Greenway High Rise. This street doesn't usually have a lot of traffic but it is the street used by homeowners to get to Richmond Avenue or to Highway 59. If you have construction on both of these paths then how will the homeowners get out of our building without stress because of the added traffic? We already deal with the traffic from Lakeside Church which presents problems on Sundays & Wednesdays.</p> <p>Plus the rider base from Cummins Street to Richmond Avenue and then Downtown or to the Galleria is not a proven route so who knows how many people will use this light rail. Because of the congestion during construction of these routes, our traffic problem would increase tremendously. Our property value will suffer because of the construction and no one wanting to buy while this is taking place. I don't think this University Corridor has been discussed enough to be cost feasible.</p> <p>I do not want this construction to take place at all. I work and I am not able to be at the Public Hearing but I wanted you to be aware of my concerns.</p>	METRO
20-29	University Corridor	Gayla Hamilton	No	<p>I am vehemently opposed to the passing of an amendment to make Richmond Ave. a transit corridor when this will only serve to allow METRO control of property rights for twelve (12) years prior to ever being able to build a rail line since our election in 2012 prohibits any additional money to be spent on rail</p> <p>To pass this is ludicrous and subjects the City Planning Commission to a lawsuit since by passing it now, they are allowing METRO to be able to control property rights when METRO may never be able to build rail along this route. As a Real Estate Broker and property owner, I am requesting the Planning Commission to cease and desist with all efforts in even considering such a restricting measure that allows METRO to continue to place a "cloud" on the title of all property owners along Richmond Ave.</p>	METRO
20-29	University Corridor	ster R. Gillesbie	No	<p>The University Corridor Metro rail would totally disrupt my well being such as my employment. I've been on this job almost 15 years; the construction of a rail system would almost force this business to close.</p>	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Prof Fomich	No	Major, Please stop destroying our city. If you hate it so much, why do you live here? Or maybe What do they say? "Follow the", huh?	METRO
20-29	University Corridor	Ryan Haley	Yes	Property owner and developer along Richmond Ave, and I am FOR putting the only line that makes sense at this point to connect all of the major business centers of town.	METRO
20-29	University Corridor	Madeline Farley	No	This will damage small business in Montrose/surrounding areas. Lets keep the character and try a trolley etc or put the rail along 59.	METRO
20-29	University Corridor	Lisa Brooks	Yes	I fully support having Richmond Ave. becoming a transportation corridor. As a resident of the Museum/Montrose area, I use the light rail along Main/Fannin/San Jacinto often for trips downtown and to the medical center. I would love to be able to use the rail to get to the University of Houston and to the Galleria area, and Richmond is the right place for that transportation line.	METRO
20-29	University Corridor	Stanley Almoney	Yes	Houston strongly needs to define better transportation systems and the University corridor is one of the right things to do. It will provide access to easy transportation to large numbers of residents and I believe it will increase the number of customers for local businesses along the corridor.	METRO
20-29	University Corridor	Leslie Gerber	Yes	With all the welcome new construction and inner city density that will keep Houston downtown alive and well we will very much need new transit improvements to also keep it mobile. Please do some long-term thinking on this and put political considerations and opposition from a small segment of city households aside!!!	METRO
20-29	University Corridor	Yvonne Gerych	No	We believe a trolley would be more appropriate and not destroy small business in this area. Light rail from the suburbs to the city would work best if it traveled along the freeway as it does in Dallas, Atlanta and other cities.	METRO
20-29	University Corridor	kara nils	Yes	Yes, please keep us competitive with other great cities and improve our quality of life by approving this transit corridor designation and thereby having more public transport and pedestrian/bike facilities.	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Tammy Lewis	No	We enjoy using the Main Street Rail. We are not opposed to mass transit. Our opinion is that the light rail should not go through the Montrose. We believe better bus service or even a trolley would be more appropriate and not destroy small business in this area. Light rail from the suburbs to the city would work best if it traveled along the freeway as it does in Dallas, Atlanta and other cities.	METRO
20-29	University Corridor	Riley Anderson	Yes	In support	METRO
20-29	University Corridor	Tom Dornbusch	Yes	All significant mass transit routes, if light rail or any other mode, should be designated "transit corridors" rather than "major thoroughfares" to enable and encourage appropriate land use and development that facilitates and benefits from ease of access to the transit mode for pedestrians and bicyclists. With greater residential density booming in our urban core, we will soon be unable to rely on the automobile as a viable personal transportation option	METRO
20-29	University Corridor	Keith W Gendel	Yes	Please reduce parking and setback requirements along this corridor and encourage pedestrian/bicycle improvements.	METRO
20-29	University Corridor	Adra B Hooks	Yes	This corridor is the connector, key to maximizing function of existing lines. It is an imperative.	METRO
20-29	University Corridor	Tawny Tidwell	Yes	Please continue to increase rail in Houston! I love the dependability and permanence of rail, and would love to see a future where more and more people are opting out of car traffic to walk, bike, and take transit to more destinations. Houston can be a futuristic city if we want to; we just have to commit.	METRO
20-29	University Corridor	Nathan radtk	Yes	In support	METRO
20-29	University Corridor	Leo Boucher	Yes	Please designate the relevant segments as Transit Corridor Streets. We need this for the success of the future University Line of Metro Rail. I live in the neighborhood and strongly support the Metro Rail.	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Bob Russell	Yes	I think that given the amount of growth in the inner loop, Richmond should be designated as a Transit corridor and full attention should be taken to moving this along. In just the last six months there have been three major residential projects started between the spur and Greenway Plaza along with a new five story office building near Montrose. Not to forget three other high density projects have been completed in the same area in the last year. This will add thousands of cars and people to the already taxed roadway. Besides the fact that Richmond Ave. is on the verge of collapsing in many stretches this would be a welcome and necessary solution. Please don't allow Houston to fall into the same trap that Austin is now faced with due to lack of planning for infrastructure.	METRO
20-29	University Corridor	Jamie Brewster	Yes	The Transit Corridor Street designation is necessary to insure that properties ripe for redevelopment have the opportunity to opt into the Transit Corridor ordinance. The designation will be the first step towards creating a more pedestrian friendly environment for Houstonians whether light rail or bus rapid transit is built or not.	METRO
20-29	University Corridor	Janet Redeker	Yes	I believe this link to the transit system is extremely important as it will tie 3 key business centers together with close to 300,000 workers. Richmond should be designated a transit street with all the amenities that entails.	METRO
20-29	University Corridor	Elizabeth Brooks	Yes	This will be a key step in the right direction to address some of the inadequacies of the current transportation network inside the loop, where we need to plan for growth in the future!	METRO
20-29	University Corridor	Elizabeth Nowling	Yes	I strongly support the designation of the route of the University Light Rail Line as a "Transit Corridor Street" as this is an important step toward the University Line and creation of walkable urban development. I live and work a block off the proposed corridor and believe this is best for the future of my neighborhood and for Houston.	METRO
20-29	University Corridor	Paul Tucker	Yes	Houston City Council should protect the University Corridor from Hillcroft Transit Center to Eastwood Transit Center for high quality transit service by designating Richmond Ave and its adjoining University Corridor streets as Transit Corridor Streets in the City's Major Thoroughfare and Freeway plan. I believe this designation will protect neighborhoods and allow the area to become more pedestrian friendly and safe for all users, allow thriving public spaces, and improve economic activity.	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Paul Stern	No	No more rail! Environment friendly buses are the way to go, you already have the streets paved. Useless waste of money and time to continue to attempt to do rail.	METRO
20-29	University Corridor	Cathy Hurst	Yes	Please designate the route of the University Line a transit corridor street.	METRO
20-29	University Corridor	Daniel Wu	Yes	I support greater transit including light rail and BRT throughout Houston so we can have more options to commute without car.	METRO
20-29	University Corridor	Travis Younkin	Yes	This is just smart planning. With or without lightrail, it makes for a more walkable Richmond and more urban development options.	METRO
20-29	University Corridor	Grant Ephross	Yes	In support	METRO
20-29	University Corridor	Ron Scott	Yes	I wholeheartedly support the designation of the University Light Rail Line as a "Transit Corridor Street."	METRO
20-29	University Corridor	NANCY ENGLISH	Yes	In support	METRO
20-29	University Corridor	R.Kathy Bingham	Yes	In support	METRO
20-29	University Corridor	Kathryn	Yes	it's simple...Houston needs to embrace the 21 st century and support light rail! it will ease congestion while respecting historical lamarks and universities, such as TSU, by providing students and pedestrians with access to educational facilities. Please ensure to include TSU as a stop on the line as well as St. Thomas, HBU,UH, HCC, and UH downtown.	METRO
20-29	University Corridor	Matthew Novia	Yes	I support designating the route of the proposed University Light Rail line as a "Transit Corridor Street." Upgraded East-West transit routes on the west side of the city are a major need for the City of Houston. Additionally, transit with dedicated transit ROWs and grade separation are critical for the continued growth and future of Houston.	METRO
20-29	University Corridor	Jennifer Carlos	Yes	I own a home near the University Light Rail and fully support it being turned into a Transit Corridor Street.	METRO
20-29	University Corridor	Deantha Valencia	No	Not in support	METRO
20-29	University Corridor	Rob Block	Yes	I strongly support making Richmond a transit corridor street. I support the development of the University Light Rail Line. I recently purchased a house near the North Line Light Rail line and look forward to an expanding light rail system that will allow me travel the city without the use of a car. Thanks!	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Evelyn Chorush	No	Richmond is too narrow and too much a part of the life of the little community of Montrose to become a so-called Transit Corridor. So many of us - working people, children and retirees - have found a new life at Foelber Pottery that has enriched us all. The hours I spend at Foelber Pottery enable me to more easily manage the rest of the week before my next class. That is true of everyone I meet there.	METRO
20-29	University Corridor	Peter Bryn	Yes	I strongly support metro's efforts to expand rail service and walkability along the university line corridor.	METRO
20-29	University Corridor	Ayobamidele Bello	Yes	In support	METRO
20-29	University Corridor	Michelle Matthews	No	I would prefer a trolley option	METRO
20-29	University Corridor	James Grant	Yes	In support	METRO
20-29	University Corridor	Nancy Edwards	Yes	We need multimodal transportation in Houston.	METRO
20-29	University Corridor	Mary Lowe	Yes	Get it done and fix the streets!	METRO
20-29	University Corridor	joyce lindsey	Yes	I definitely see myself using this rail line and easing the congestion in the Village and Rice U. area.	METRO
20-29	University Corridor	Carolyn Rigdon	Yes	In support	METRO
20-29	University Corridor	Stephanie Stout	Yes	We need Richmond Avenue and associated streets designated a Transit Corridor so we can build the University and Uptown corridors as Light Rail Transit as soon as possible. All major streets that carry or will carry LRT or buses should also be designated as Transit Corridors and be Complete Streets with wide sidewalks and street trees. Houston should adopt the Smart Code immediately and halt all sub-urban sprawl for new developments and redevelopments.	METRO

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Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Marcia Erickson	Yes	I'm in support of the University Corridor, METRO plan. While some area businesses on Richmond may have fears and concerns, I believe that Houston businesses will benefit from the mobility plan. Richmond qualifies as a Major Thoroughfare, in that I agree. I feel that some who live on or near Richmond, that have concerns are not looking at the bigger picture. The transit line running nearby will actually make it easier for everyone to get to their location without even having to use a car. We will need fewer parking lots. People are also concerned that if the METRO plan as proposed takes some of their front yard, their property will be "condemned" and their lifestyle will be impacted negatively. Please address these concerns so that overblown fears give way to a new understanding about transportation.	METRO
20-29	University Corridor	David B. Collins	Yes	<p>Even though I live very near the eventual construction zone, it was a great disappointment to see that the funds would not be available to begin construction on the University Line for MetroRail. However, if Metro does proceed with the creation of this important rail artery, I would hope that Metro and the City of Houston could combine forces to make an exemplary model of Complete Streets design, especially between Greenway Plaza and the University of Houston.</p> <p>Meanwhile, in the nearly ten years since the Red Line began service, Metro has not seen fit to provide any direct bus service between Wheeler Station and TSU/UH. After Metro stopped the 25 Wheeler line at the station and converted the northern portion into the 24 Northline, it would seem an obvious choice to extend the 25 beyond the station to the universities along Wheeler and Cleburne Streets. Is the some reason riders in Southwest Houston still have to go through Downtown or the Medical Center to get to these schools and other Third Ward destinations?</p>	METRO
20-29	University Corridor	Jason Frederick	Yes	In support	METRO
20-29	University Corridor	Sims Mccutchan	Yes	The University Line has been held up far too long. It's a pity the Uptown bus lane going only from the Galleria/Uptown area to the Northwest Transit Center is not LRT. A "one seat" ride from downtown to Uptown is not going to happen-for now. I am in full support of a transit designation for the Richmond corridor.	METRO
20-29	University Corridor	Chris Ballou	Yes	It is well past time for an expansion to Houston's light rail infrastructure. Let's get this done.	METRO
20-29	University Corridor	Wallace DeHay Jr	Yes	Please support the Richmond rail corridor. It is imperative this section to be built.	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Magda Herrera	Yes	If this is to truly become a great American city, a beacon of what's to come, we MUST have transit options that enable a walkable, livable community. Light rail, pedestrian, and bike access is a requirement for a world-class city, which we profess to be. Let's make it a reality for Houston!	METRO
20-29	University Corridor	Carol Laufer	Yes	I would like to see these segments be designated as a transit corridor.	METRO
20-29	University Corridor	William J. Cunningham	Yes	Designation of Richmond Avenue as a Bus Rapid Transit Corridor is timely and highly desirable.	METRO
20-29	University Corridor	William Wilson	Yes	The University light rail line is essential to the future of mass transit in Houston. It will make Houston more attractive to people moving here.	METRO
20-29	University Corridor	Steven Spillette	Yes	The regulations associated with this designation should be available not only to the University Corridor streets but most streets within the urban core and elsewhere within Houston.	METRO
20-29	University Corridor	Alex Lahti	Yes	Houston needs more proper urban streets to better connect our city's neighborhoods. The university line should be designated as a transit street!	METRO
20-29	University Corridor	Colin Hendricks	Yes	I support designating the university corridor as a "Transit Corridor Street" because I want walkable and bikable streets.	METRO
20-29	University Corridor	Scott Cole	Yes	It would be a shame to let the rich deprive the entire city of access to a major thoroughfare in what is now the center of the city.	METRO
20-29	University Corridor	C F Wynn	Yes	In support	METRO
20-29	University Corridor	Carlos Peniche	Yes	I am glad to see progress being made to the north, east and south, but short changing the west, with the Galleria and other high commerce concentrations is very short sighted. I strongly support Richmond Rail.	METRO
20-29	University Corridor	Zane Segal	Yes	Houston needs transit in this corridor - please expedite with available means, including the designation of the corridor as a transit street.	METRO
20-29	University Corridor	Mark Juedeman	Yes	Houston needs a connection from the existing and nearly completed central and east light rail lines to the business, shopping, and residential areas stretching from Rice/TMC to Greenway Plaza to the Galleria and beyond. I've already been able to significantly reduce my auto travel through use of transit and bicycling, and would be able to further reduce with an adequate light rail infrastructure. The benefits of such reduction, when multiplied by thousands of users, would be significant for air quality and traffic congestion. Further, having multiple modes for transit (rather than relying only on autos) provides equity for those who are not able to drive due to age, medical condition, or economic status.	METRO
20-29	University Corridor	D. J. Krchnak	Yes	In support	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	DEXTER HANDY	Yes	Houston is a first class city. We need a first class tranist system. The METRO University Corridor Project is a sorely needed step in the right direction. Let's make this happen now!	METRO
23, 26	University Corridor Wheeler & Dowling	R. Kathy Bingham	NA	I am interested in knowing more about the proposed rail on Wheeler and Dowling. 1) When will this rail begin construction? 2) How long will it take for the cars to be built and who will be manufacturing rail cars? 3) How has the need for rail been implemented?	METRO
20-29	University Corridor	Daphne Scarbough	No	The proposed Tranist Corridor designation change for Richmond will hinder development, lower property values and empower METRO as a developer, when it needs to concentrate on transportation for Harris County. I am a landowner, homeowner and bussiness owner. Changing Richmond Ave designation will only hurt my property values. Metro does not have financing to build this rail line and will be hard pressed to finish what they have started. It is too early by 13 years to make Richmond a transit corridor. Metro does not have the project. Metro's proposal creates congestion and destruction of historic neighborhoods.	METRO
20-29	University Corridor	Byron Hood	No	This is a really bad idea.	METRO
20-29	University Corridor	Ann Taylor	Yes	I live two blocks off Richmond Avenue and am in strong support of amending the classification of streets in the University Corridor to encourage transit-oriented and more pedestrian-friendly development.	METRO
20-29	University Corridor	Leisa McCord	Yes	I support light rail. I support amendments that support the expansion of light rail.	METRO
20-29	University Corridor	Joy Mullett	Yes	In support	METRO
20-29	University Corridor	Sara Kellner	Yes	I have been a resident of Montrose since 1999 and I support this amendment, and I support the building of the University Line that was promised to voters in 2003.	METRO
20-29	University Corridor	Angela Bautista	Yes	Creating a transit zone along Richmond will be a great first step in defining future rail development to the West.	METRO
20-29	University Corridor	Glenn Smith	Yes	In support	METRO
20-29	University Corridor	Lucila Haase	Yes	In support	METRO
20-29	University Corridor	Philip Kropf	Yes	In support	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Monica Gomez	Yes	In support	METRO
20-29	University Corridor	Kay Warhol	Yes	The Transit Corridor Street classification, and the Transit Corridor Ordinance that it carries with it, is our best chance to achieve an attractive, safe, walkable environment as the University transit line is implemented. Without it, we lose a critical opportunity to influence the new development that is already happening along the corridor. We need to plan ahead for the University Line; we can't afford to delay.	METRO
20-29	University Corridor	Robert Pierce	Yes	In support	METRO
20-29	University Corridor	Rey de la Reza	Yes	This transit corridor will be a very important forward step to improve the quality of life and public transportation in Houston. It is a must!	METRO
20-29	University Corridor	Toloria Allen	Yes	I am 100% supportive of expanded transit mobility within the Houston business residential corridors. Thank you	METRO
20-29	University Corridor	Maria Gaztambide	Yes	The more light rail options that exist for the benefit of all Houston residents, the better this city will become.	METRO
20-29	University Corridor	Isaac Esparza	Yes	It is vital to connect the city's main commercial and economic hubs of Downtown, Greenway Plaza and The Galleria through an efficient light rail system. Move forward with Rail on Richmond!	METRO
20-29	University Corridor	Philip Navratil	No	1) Too expensive. USE BUSES! 2) Erects a barrier to north-south traffic. USE BUSES!	METRO
20-29	University Corridor	Nathan Pierce	Yes	In support	METRO
20-29	University Corridor	Michael Rincon	Yes	We need more light rail, heavy rail, and commuter in Houston MSA.	METRO
20-29	University Corridor	Ron Merrick	Yes	In support	METRO
20-29	University Corridor	John Navratil	Yes	Using Richmond for a rail line is a catastrophe! Rail is outrageously expensive. This will create yet another north-south barrier to traffic. Use busses!	METRO
20-29	University Corridor	Houston Tomorrow Petition	Yes	See Petition and associated 357 Endorsements	METRO
20-29	University Corridor	John Culberson	No	See Associated Letter - University_Corridor_CongressMemberJohnCulberson	Metro
20-29	University Corridor	Lizz Gold	No	Stop Drestroying Trees and Grass. NO 6'-9' sidewalks. We need transportation to the airports! We will never be a world class city without transportation to the AIRPORTS! A TRAIL TO GALVESTON! RAIL TO THE SUBURBS!	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Lawrence A. Skiles	No	LIGHT RAIL IS NO GOOD FOR THE HOUSTON COMMUNITY. IT CAN ONLY BE UTILIZED ON A REGULAR BASIS BY THOSE WITHIN WALKING DISTANCE OF THE TRACKS. EVERYONE ELSE IS SOL. THIS MEANS 99% OF HARRIS COUNTY RESIDENTS WILL NEVER USE IT. WHO IS GOING TO MAINTAIN THIS SYSTEM IF YOU BUILD IT. THE 1% WHO USE IT? I THINK NOT. BUSES MAKE INFINITELY MORE SENSE FOR HOUSTON. WHERE IS COMMON SENSE? I SEE ONLY THE GREEDY AT THE FEEDING TROUGH.	METRO
20-29	University Corridor	ADAM SAXENIAN	NO	THE CONSTRUCTION WILL FORCE NUMEROUS BUSINESSES TO CLOSE. THIS WILL RESULT IN FINANCIAL LOSS OF HUNDREDS OF THOUSANDS OF DOLLARS FOR MY FAMILY.	METRO
20-29	University Corridor	FRAN SKILES	NO	RICHMOND AVE. HAS A FLOODING PROBLEM. WE DO NOT NEED MORE CONCRETE! NO ONE USES THE 4FT SIDEWALKS NOW. WE NEED FLEXIBLE BUSES NOT TRAINS	METRO
20-29	University Corridor	CLAUDIA SECLTELSKI	NO	N/A	METRO
20-29	University Corridor	SUSAN ATKINS	NO	I WOULD NOT BE ABLE TO STAY IN BUSINESS IF RAIL WERE BUILT ON RICHMOND. NO RIDERSHIP AND WRONG TYPE OF PEOPLE USE THIS LINE NOW	METRO
20-29	University Corridor	MARTIN BUCCI	NO	N/A	METRO
20-29	University Corridor	NICHOLE RAMIREZ	NO	N/A	METRO
20-29	University Corridor	MONICA LOZDINO	NO	N/A	METRO
20-29	University Corridor	BRITTANY SEABURY	NO	PLEASE SEE ATTACHED LETTER FROM CONGRESSMAN JOHN CULBERSON	METRO
20-29	University Corridor	JUDY ADAMS	NO	SEE Peition_OpposingGroup SUBMITTED FRIDAY JULY 26, 2013 AT 3:30 PM	METRO
20-29	University Corridor	David	YES	there needs to be a people mover connection between downtown and uptown/galleria area. There is too much population and vehicular traffic which makes accessing the galleria area a living nightmare. Lightrail provides a more smooth transit than the typical bus service.	METRO
20-29	University Corridor	james calaway	YES		METRO
20-29	University Corridor	Joe Douglas Webb	YES	This is about connecting the city and our residents. This is about mobility and our future. This is ultimately about economic development and our quality of life. This is something we must do.	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Sheryl Kolasinski	YES		METRO
20-29	University Corridor	William	YES	The University Corridor transit line is a very important one, and is way past due.	METRO
20-29	University Corridor	Melonie Curry	YES	We need reliable and efficient transit in Houston. We cannot continue to remain a world-class city with our growing traffic and highway congestion. We deserve a reliable and efficient transit system.	METRO
20-29	University Corridor	Balaka Ghosal	YES	We need to do all that it takes to make Houston a walkable city, a city which does not solely depend on gas-burning cars with very little interaction between the common inhabitants. Creating a favorable environment that encourages more people to live within walking distances from their work places, shopping areas and outdoor social lounging areas. Houston will be a city inviting visitors and provide a congenial support system for them to be comfortable transit system without depending on taxis alone.	METRO
20-29	University Corridor	Elizabeth Winston Jones	YES	Please designate Richmond as a Transit Corridor Street. Houston is an amazing town lacking the amenity of effective public transit. This would go a long way toward making us amazing in every way - not to mention be an economic boon, support healthier community and keeping Houston on top of the best cities to live in, therefore drawing talent for the corporations located here.	METRO
20-29	University Corridor	Anne Baumgardner	YES		METRO
20-29	University Corridor	richard	YES		METRO
20-29	University Corridor	Garrett	YES	Bring rail to this area! This beautiful city needs more transit options!	METRO
20-29	University Corridor		YES	This only makes sense!!	METRO
20-29	University Corridor	Jeannie Moss	YES	please reclassify as transit street. we want urban, walkable, bikable, transit friendly streets. We need more options to be OUT of cars that clog our streets and diminish our quality of life.	METRO
20-29	University Corridor	Claire Smith	YES		METRO
20-29	University Corridor	Julie Hackett	YES		METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Raymond Edmonds Jr.	NO	As the owner of Hobbit Café recently celebrating 41 years of serving Houstonians and visitors we are opposed to rail on Richmond. The Hobbit has at times been considered a Houston " landmark ". Rail construction on Richmond would put us out of business costing the loss of 50-60 employees per year. Raymond Edmonds Jr. President Hobbit Café	METRO
20-29	University Corridor	Bob Schultz	YES	To continue our path to excellence in a Worldwide competition for top level employees and students; rail provides a quality of life choice that is expected today. A complete rail system, proximate to businesses and daily destinations is a necessity, not a luxury. The red line has proven the success of rail in Houston that is now beyond debate. And with a complete system, tourism is made far more friendly and accessible. The longer we wait, the further behind we will be to our friendly competitor cities. Thank you for acting in favor of this critically important next step for our great city. Bob Schultz RHS Interests, Inc.	METRO
20-29	University Corridor	Scott	YES	We need to substantially expand rail in Houston, sooner rather than later. Please support this measure.	METRO
20-29	University Corridor	Samantha Weldon	NO		METRO
20-29	University Corridor	Jonathan Brooks	YES	I believe allowing the private and public sector to create more accessible street environment is important. It's good for public health (physical activity) as well as supportive of non-automotive transportation modes.	METRO
20-29	University Corridor	Pablo	YES		METRO
20-29	University Corridor	Nell Warnes	YES	Walkability is a critical part of a vibrant city. Houston is growing so rapidly, we need to grow more densely rather than continuing to sprawl into Fort Bend, Montgomery, etc.	METRO
20-29	University Corridor	Joan Duplantis	NO	Too expensive - use buses	METRO
20-29	University Corridor	Edward Page	YES	I strongly support teh proposal to reclassify streets within the University Corridor as transit streets.	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	AK	NO		METRO
20-29	University Corridor	Sybren van der Pol	NO	No more rail lines. Transit corridor not needed	METRO
20-29	University Corridor	Jerry Maciel	NO	No, No, No...haven't you learned the lessons from the Main Street Flop??? It doesn't take an engineer to see that the street should not accommodate a rail line.	METRO
20-29	University Corridor	Craig	YES	We support rail on Richmond!	METRO
20-29	University Corridor	Luis Guajardo	YES		METRO
20-29	University Corridor	T. A. Schweitzer	YES	I believe that in order for Houston to become a World Class City, we need better mass transit. The University Line would go a long way in helping that happen.	METRO
20-29	University Corridor	Sandra Boccara	YES		METRO
20-29	University Corridor	Oliver Blanco	YES	Light rail is needed especially to and from the Eastend Transit Center. The city has lots of room with the transit center already in place and the old Macy's Warehouse for additional parking or addition to the rail. Thank you!	METRO
20-29	University Corridor	Marcel Poisot	YES		METRO
20-29	University Corridor	Karen	NO	I am not opposed to mass transit. My opinion is that the light rail should not go through the Montrose. I believe better bus service or even a trolley would be more appropriate and not destroy small business in this area. Light rail from the suburbs to the city would work best if it traveled along the freeway as it does in Dallas, Atlanta and other cities.	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Wyn	NO	<p>quickly as possible, to take cars off the road, and to preserve our quality of life in this process. I believe there is a better solution than rail on Richmond, Mayor White, and that is why I'm involved. METRO has shown a lack of foresight in planning and preparing our city for rail. Because of this, residential neighborhoods abutting Richmond and businesses fronting Richmond would be asked to absorb the brunt of the punishment for this grave lack of foresight. Please don't confuse my opposition to rail on Richmond with opposition to rail in general. I believe our city needs more rail, just not on Richmond. Richmond is not a destination, it's a thriving neighborhood.</p> <p>For most every business, large and small, that dwells in this neighborhood, you'll find a residential home or apartment backing right up to that business. In this neighborhood, we have made peace with progress. Each of us has different reasons why we have chosen to thrive in this urban environment and we call it home, not a destination. Please don't package us as a scenic route through which rail will travel. We're a neighborhood that wants to stay a neighborhood. The main reason I volunteered to work on your campaign and voted for you Mayor White, was because of your commitment to helping Houston's neighborhoods stay neighborhoods. Houston has always been a developer's city first and a residential city second. While I don't expect</p>	METRO
20-29	University Corridor	Myriam Segovia	NO		METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Evelyn Chorush	NO	<p>My concern is that tearing up Richmond will not serve the area and will not serve long distance (25 miles) commuters.</p> <p>I moved to First Montrose Commons 5 years ago and appreciate the historic district and walking to local businesses who, like me, pay substantial taxes to the City.</p> <p>It would be a disaster to have Richmond torn up.</p> <p>Rapid transit dedicated bus lines would be an improvement with limited costs.</p> <p>Long distance commute to Sugarland, e.g should be along HWY 59.</p> <p>Metro failed to incorporate a rail transit into I10 and HWY 59 where they should have gone.</p> <p>I am cocerned about what Metro would do. I do not believe that Metro has any clue regarding how to manage the city's transit problems.</p> <p>Thank you, Evelyn Chorush</p>	METRO
20-29	University Corridor	Evelyn Chorush	NO	<p>My concern is that tearing up Richmond will not serve the area and will not serve long distance (25 miles) commuters.</p> <p>I moved to First Montrose Commons 5 years ago and appreciate the historic district and walking to local businesses who, like me, pay substantial taxes to the City.</p> <p>It would be a disaster to have Richmond torn up.</p> <p>Rapid transit dedicated bus lines would be an improvement with limited costs.</p> <p>Long distance commute to Sugarland, e.g should be along HWY 59.</p> <p>Metro failed to incorporate a rail transit into I10 and HWY 59 where they should have gone.</p> <p>I am cocerned about what Metro would do to property owners like me. There is no room to expand Richmond. It would hurt our community. I support rail but Richmond is NOT a transit corridor at this point in this late point of Houston's history. It is not a functional answer, IMO. I do not believe that Metro has any clue regarding how to manage the city's transit problems.</p> <p>Thank you, Evelyn Chorush</p>	METRO

Comment Log for Cases 20 - 29

Case #	Name	Commentor	Support	Comment	Applicant
20-29	University Corridor	Evelyn Chorush	NO	<p>I moved to FMC in 2008. I voted for the historic district. I love the small historic community. After watching Metro mess up for years, I do not trust that Metro will respect established neighborhoods. I support local businesses who pay substantial taxes to the COH as do I. Richmond is NOT a transit corridor. It is too narrow for a successful rail site. It means that Metro would tear up a neighborhood that ives between Hermann Park and Allen Parkway.</p> <p>Rapid Transit Bus with dedicated bus lines should be used for short transit purposes and rail along the freeway for long commute purposes.</p> <p>Thank you Evelyn Chorush</p>	METRO
20-29	University Corridor	Karen Sandall	NO		METRO
20-29	University Corridor	Ron Wray	NO		METRO
20-29	University Corridor	David Forks	NO		METRO

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Jay Crossley	78950	
Signed	Kara Niles	77098	
Signed	Matt Dietrichson	77004	
Signed	Anonymous	77006	Imperative action
Signed	Annette Martinez	77023	
Signed	Anonymous	77386	
Signed	Brandi Hendrix	77006	
Signed	Anonymous	77042	
Signed	Kevin McNally	77019	
Signed	Riley Anderson	77006	
Signed	Andy Hirschfeld	77586	
Signed	Marvin Gabriel	77089	I support
Signed	Anonymous	77009	
Signed	Tom Dornbusch	77007	
Signed	Andrew Hung	77005	
Signed	Jody Blazek	77006	+ PLEASE improve the transportation options for Houston citizens by designating the route of the University Light Rail Line as a "Transit Corridor Street." Traffic in this area of our city is becoming impossible!!
Signed	Rosalind Bello	77098	
Signed	Adra B Hooks	77266	Implementation of development along the University Corridor in its entirety will connect existing lines, creating a maximal transit loop throughout Houston's inner city. It's vital to the initial realization of origin/destination mass transit for Houston. This is an imperative!
Signed	Stephen Fox	77006	
Signed	Marci Perry	77037	
Signed	Kimberly Ford	77079	
Signed	Nicole Caldwell	77007	
Signed	Kent Dussair	77079	Moving forward on this issue will be a long-term benefit to Houston by assuring development of an urban transit corridor connecting the inner city to Uptown.
Signed	Nathan Radtke	77389	Transit option issues need to be addressed!
Signed	Sherry Ballentine	77070	
Signed	Anne Davis	77345	
Signed	Tawny Tidwell	77004	Houston needs to make public transit a priority, and stop spending so much money on highway expansions! Public transit makes sense, and younger generations are demanding it in increasing numbers.
Signed	Garrett Warren	77008	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Mark Romberg	77007	Highways don't work. Drive on the Katy, the South, or the North freeway at rush hour, or 610 by the Galleria at /literally any time of day/, then ride the Red Line light rail at rush hour. Which is more efficient? Which is more hassle? There is a reason that every other city our size almost everywhere in the world has rapid transit systems: they WORK.
Signed	Bob Russell	77006	
Signed	Michelle Campbell	77007	
Signed	Elizabeth Brooks	70503	This is an important connection to make for bikes and pedestrians, as well as for improvements for public transit and those who use it. Please think of the future!
Signed	Michael Schwartz	77096	This is an important corridor connecting employment / education / living centers in central Houston. It should be designated as a transit corridor.
Signed	Anonymous	77098	
Signed	Sarah Callan	77074	
Signed	Margaret Bott	77019	
Signed	Bill Shirley	77007	
Signed	Janet Redeker	77025	This designation is very important and this corridor links 3 large business centers with approx. 300,000 workers.
Signed	Brinn Miracle	77019	As the 4th largest city in the US, we are far behind the other cities in this nation when it comes to transit options and walkable neighborhoods. Let's change the attitude that Houston is a 'car city' by embracing alternate forms of transportation while enriching our city.
Signed	Elena Villarreal	77035	
Signed	Richard McGucken	77339	
Signed	Tara Escudero	77007	
Signed	Paul Tucker	77006	
Signed	Cathy Hurst	77036	
Signed	Howard Merrill	77030	
Signed	Daniel Wu	77035	
Signed	Margaret St. John	77006	
Signed	Lauren Baker	77007	This corridor would greatly benefit the people and businesses in the area. Building around the needs of pedestrians, cyclists, and public transit promises to deliver the most good.
Signed	Mark Juedeman	77005	
Signed	Layla Unger	77030	
Signed	Sarah Crowder	77019	
Signed	Enstin Ye	77030	
Signed	Nancy English	77080	
Signed	Ron Scott	77098	I definitely support the designation of the University Light Rail Line as a "Transit Corridor Street."

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	David Ott	77057	
Signed	James Sullivan	77005	about 20 years overdue
Signed	Paul SoRelle	77035	
Signed	Reese-Anna Baker	77005	
Signed	Joe Siff	77005	I believe all adjacent neighborhoods will benefit!
Signed	anthony mitchell	77028	
Signed	Rob Block	77009	
Signed	Benjamin Warren	77581	
Signed	Robert Schwartz	77096	
Signed	Vishnu Ramia	77082	Progress will come to the adjacent communities. It is a shame politicians are keeping Houston from developing further. Mass transit will help that goal.
Signed	LaVerne Williams	77092	
Signed	Peter Bryn	77002	
Signed	Ayobamidele Bello	77098	This line would eliminate my need to drive to and from work. I can just sit back and relax on the light rail and enjoy the views along Richmond.
Signed	john harris	77054	we need it
Signed	Srinath Sathyamurthy	77028	Please do not build this Mass Transit as it will cause destruction of several buildings,weaken infrastructure and will result in loss of trees closer to where I live causing lot of problems.
Signed	Michael McEnany	77005	
Signed	Amare Tekle	77010	
Signed	Paul Lester	77006	Dense development is already happening along and near Richmond Ave.- witness the huge apartment complexes currently under construction at the intersection of Richmond and the downtown connector, the Trammell Crow complex on Richmond at Graustark, the one on Richmond at Dunlavy, and the complex getting started on The Fiesta site on Dunlavy. Plus office buildings by Hansen on Richmond at Mount Vernon and the announced office tower on Richmond at Buffalo Speedway. Hundreds of new apartment dwellers plus hundreds of new office workers. Each will almost certainly own a car. Let's recognize the magnitude of the change, and the additional traffic, coming soon and provide an alternate, mass transit option.

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Paul Lester	77006	Dense development is already happening along and near Richmond Ave.- witness the huge apartment complexes currently under construction at the intersection of Richmond and the downtown connector, the Trammell Crow complex on Richmond at Graustark, the one on Richmond at Dunlavy, and the complex getting started on The Fiesta site on Dunlavy. Plus office buildings by Hansen on Richmond at Mount Vernon and the announced office tower on Richmond at Buffalo Speedway. Hundreds of new apartment dwellers plus hundreds of new office workers. Each will almost certainly own a car. Let's recognize the magnitude of the change, and the additional traffic, coming soon and provide an alternate, mass transit option.
Signed	Laura Nicol	77079	
Signed	Patsy Schillaci	77025	I endorse light rail on Richmond Ave. Long overdue.
Signed	Susan Bono	77005	
Signed	gerald aguilar	77087	
Signed	Bobby Goldsmith	77546	
Signed	jane Cahill West	77007	The City of Houston should act now to establish and enforce standards for new construction within the public right of way along future transit corridors like Richmond Avenue and Washington Avenue that will facilitate and support future development of high capacity public transit.
Signed	Sara Gladden	77004	
Signed	Joyce Lindsey	77025	
Signed	HJ BOTT	77019	Any effort to assist the access to education should be a must.
Signed	Joseph Loisel	77037	
Signed	Doris sing	77004	This rail line will take at least one car off the streets--mine. Get it done!
Signed	Ivan Sue	77064	
Signed	Stephanie Stout	77057	We need Richmond Avenue and associated streets designated a Transit Corridor so we can build the University and Uptown corridors as Light Rail Transit as soon as possible. All major streets that carry or will carry LRT or buses should also be designated as Transit Corridors and be Complete Streets with wide sidewalks and street trees. Houston should adopt the Smart Code immediately and halt all sub-urban sprawl for new developments and redevelopments.
Signed	Jason Frederick	77023	
Signed	Anonymous	77004	
Signed	Sims McCutchan	77005	
Signed	Sean White	77004	
Signed	Jeff Peoples	77003	Our inner loop is densifying at an increasingly rapid pace. Now is the time to designate this a transit corridor street and lay the groundwork for the key light rail line along it.

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Steven Powell	77092	
Signed	Chris Ballou	77005	It's well past time to expand our light rail infrastructure. Let's get this done.
Signed	Stephen Bishop	77005	The need for public transportation increases exponentially as does the increase in the number of apartments in the inner loop.
Signed	Anonymous	77043	
Signed	Courtney Smith	77007	
Signed	Nate DeHoyos	07502	
Signed	Justin Myers	77006	This is a crucial step needed for a long term sustainable and healthy city.
Signed	Anonymous	77027	We need the Richmond rail ASAP!!
Signed	Raquel Puccio	77035	
Signed	Magda Herrera	77025	If this is to truly become a great American city, a beacon of what's to come, we MUST have transit options that enable a walkable, livable community. Light rail, pedestrian, and bike access is a requirement for a world-class city, which we profess to be. Let's make it a reality for Houston!
Signed	Anonymous	77006	I agree with all of statements below. It's time to enter 21st century, do what's needed for the people and Houston, AND hold special interest politics at bay.
Signed	Javier Dominguez	77025	I support light rail. Please make Houston more walkable and healthier!
Signed	Carol Laufer	77098	
Signed	kevin guillote	77002	
Signed	Anonymous	77023	We need more transit options.
Signed	Kevin Smith	77006	This is overdue. It's about time we start creating our beautiful city with people using transportation other than the car in mind! I fully support light rail and hope that someday we will have rail linking all of the nearby (Katy, The Woodlands, Sugar land) cities to Houston.
Signed	Annie Radecki	77007	
Signed	Vincent Covatto	77006	
Signed	Jarrold Perez	77023	We coulda had this done 10-20 years ago. Let's do it now. No time like the present.
Signed	Jonathan Brooks	77063	
Signed	Matthew Barre	77007	
Signed	David Haim	77007	
Signed	Bill Wilson	77077	
Signed	Steven Parker	77023	
Signed	Terry Collins	77002	
Signed	Steven Spillette	77077	
Signed	Colin Hendricks	77005	
Signed	Rock Owens	77027	It is high time that Metro started construction on the Richmond segment of the rail line.

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Anonymous	77074	
Signed	Mary Lou Henry	77006	
Signed	Leslie Gerber	77006	We need to be able to respond now to prevent gridlock in our inner city neighborhoods as the city becomes denser.
Signed	Lindsey Brown	77002	
Signed	Debra Tucker	77401	
Signed	Christy Hitchens	77009	We already voted for the Light Rail route. Now let's get ready to build great neighborhoods and get prepared to build the light rail.
Signed	Lesly Van Dame	77057	Absolutely. Do it now!!!
Signed	Richard Bachman	77546	
Signed	Kelley Humble	77020	
Signed	Bill Neuhaus	77027	
Signed	Anonymous	77079	
Signed	Joseph Procido	77057	
Signed	Scott Cole	77006	
Signed	Shawn Stephens	77056	Please bring more light rail. The density of Houston necessitates light rail.
Signed	Elizabeth Proctor	77006	This is way overdue. Metro should needs to put transit dollars to work for all of us!
Signed	David Collins	77004	Complete Streets, done right, please.
Signed	Baker Goldsmith	77009	This line is incredibly important for Houston's future and long overdue.
Signed	Jamie Honeycutt	77019	
Signed	christina houston	77027	
Signed	Will Cannady	77005	
Signed	Michael M Fowler	77006	context sensitive complete streets
Signed	Mark Gargiulo	77027	
Signed	Amanda Wolfe	77006	
Signed	Justin Hersom	77027	
Signed	Wei Ji Ma	77054	What other city of 2 million people anywhere in the world has only a single rail line?!
Signed	Elisabeth Lindheim	77096	Long overdue!
Signed	Norman Taylor	77098	It is a long time coming. Congressman Culberson needs to stop blocking transit funds, He is catering to a few.
Signed	Carlos Peniche	77098	We very much need this key link to the west side of town where the Galleria and other high concentrations of commerce are located. Let's not short change the west side of the system.
Signed	Bob (Robert) Randall, Ph.D.	77025	In order to make automobile alternatives useful, the University line needs to be funded, built, and used.
Signed	Martin Prendergast	77019	Long overdue!
Signed	Christopher Martin	77006	
Signed	Nathan Prihoda	77006	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Paul Nicosia	77007	We need to really look at the future need for mixed-use areas and walkability inside the loop.
Signed	Anonymous	77056	
Signed	Cece Fowelr	77006	Houston needs rail and after years of study, Richmond is the line that should be built.
Signed	Ronald Parry	77057	This is something the city desperately needs!
Signed	Raj Mankad	77098	I live close to Richmond Avenue and am a frequent user of METRO.
Signed	Pedro Velasquez	77009	This will help alleviate traffic, save funds for other necessities other than wasteful road expansions and repairs from over-use. Let's move forward and join the rest of civilized historic cities.
Signed	Anonymous	77006	Houstonians deserve light rail access to all of our treasured areas - University line will offer more people access to our amazing cultural institutions. Long overdue, if it's done right it will be worth the wait!
Signed	Robert Katz	77005	It's time to proceed with the University Line and the Uptown Line for the continuation of the light rail system.
Signed	teri Garrett	77009	complete streets are very much needed all over Houston!
Signed	Marion McCollam AICP	77005	As a member of the American Institute of Certified Planner, I feel qualified to support this plan.
Signed	Kelly Montana	77004	
Signed	Anonymous	77005	
Signed	Jeannie Moss	77008	
Signed	Kathleen English	77007	
Signed	Andrew Martin	77098	
Signed	Stephen Bishop	77005	
Signed	Anndel Martin	77098	This is a very important initiative for our growing city. The University Line is needed and wanted!
Signed	Hugo Ochoa	77024	
Signed	Anonymous	77098	I OPPOSE more funding for light rail at the expense of improved and greater bus service and the lack of a commuter rail system. Use our dollars wisely to move the most people in the most cost effective way. The proposed lightrail benefits developers and those who have financial interest to see further lightrail development. We have a huge underclass in Houston for whom public transportation is their only option to get to work, medical appointment and other critical needs. Lightrail serves only a fraction of that population. As funds have been diverted to light rail, bus service and ridership has declined. Metro has historically been an inefficient and inept organization, wasting hundreds of millions of dollars of tax money. great expansion of lightrail is setting up a future financial drain that will require more taxpayer bailouts.
Signed	Joseph Hood	77007	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Katherine Atkiss	77009	With all the infill happening we need more public transit to keep people moving around the City. I support urban density AND it needs to be accompanied by transit options other than cars.
Signed	Jillian Hughes	77075	
Signed	andrea Clements	77043	
Signed	Olga Barlow	77004	
Signed	Peyton Hill	77046	This plan was supposed to be fully complete in 2012. We need to get back on track and connect the City of Houston to viable public transportation. This starts with the University Line.
Signed	Wendy Benedict	77006	
Signed	David Jones	77022	
Signed	Anonymous	77009	
Signed	Leo Boucher	77098	
Signed	Tyler Monzel	77003	
Signed	David Smith	77025	I support this Transit Corridor Street designation! Thank you.
Signed	Rebecca Tapick	77030	
Signed	Anonymous	77006	
Signed	Milton Mendez	77450	More pedestrians and bike users, we need the ULRG urgently!
Signed	Jeff Eschman	77098	We live just off Richmond Ave, and we wholeheartedly support completion of the University Line... ON RICHMOND... ASAP.
Signed	DEXTER HANDY	77007	Let's make this happen. We are a first class city, and we need first class transit options!
Signed	James Simone	77021	
Signed	Craig Anthony Thomas	77020	
Signed	Jill Eschman	77098	
Signed	Ruth SoRelle	77035	Making our streets more walkable/bike-able makes Houston more livable.
Signed	John Fields	77046	
Signed	Jack Sanford	78721	As a frequent visitor to Houston I would prefer to be able to get around by transit, walking, and biking.
Signed	Holly Eaton	77063	The lack of rail in Houston is pitiful. We cannot be a "world-class" city without it. Please build without delay!
Signed	Zane Segal	77007	Go Go Go University Line!!!
Signed	Graciela Lubertino	77004	
Signed	James Vick	77098	
Signed	Jermaine Gibbs	77063	
Signed	Andrew Mengwasser	77005	
Signed	Anonymous	77006	
Signed	Emily Covey	77006	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Stephen Tennison	77098	Houston needs walkable streets and mass-transit like a drowning man needs a life jacket. Let's get this done already!
Signed	Gregory Marinic	77066	
Signed	Lannis Kirkland	77024	Time to do this.
Signed	Lloyd Heineman	77512	
Signed	Anonymous	77098	
Signed	david waller	77098	Seriously, your efforts need to be focused on moving a large number of people into / out of the CBD, not moving a hand full across town. If you do not solve that issue, the economics will drive more businesses to the suburbs. The vitality of the inner city will falter.
Signed	Justin Smith	77009	
Signed	Alexandra Drake	77074	
Signed	Karen Hill	77084	
Signed	Roshni Arora	77005	
Signed	Denise Hansen	77018	
Signed	Anonymous	77006	
Signed	Anonymous	77098	
Signed	Carol Dietrichson	75080	For a city of this size to NOT have a more extensive public transportation system, at this current time, is nothing short of outrageous. Do the oil companies control Houston or what?
Signed	Anonymous	77009	
Signed	Daniel Szymanowski	77019	The fourth largest city in the country should help promote economic opportunity to those who cannot drive or afford to own a car.
Signed	Cherie Gorman	77098	
Signed	David McAliley	77004	
Signed	Mark Smith	77098	
Signed	Chris Jalomo	77006	
Signed	Filo Castore	77002	
Signed	DOUG ANKENMAN	77027	
Signed	Brent Smith	77006	
Signed	Anonymous	77007	
Signed	Anonymous	77006	
Signed	Stanley Almoney	77006	
Signed	Barbara Solis	77004	
Signed	Paul Lester	77006	
Signed	Barry Richardson	77494	
Signed	Barry Richardson	77494	
Signed	Chris Bennett	77004	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Amy Sullivan	77061	Houston needs to look at improving its transit system with rail as a means to improve the quality of life for its citizens as well as young professionals who might be looking at Houston for employment opportunities.
Signed	Jeffrey Tapick	77030	
Signed	Nikou McCarra	77024	
Signed	Anonymous	77379	
Signed	Joanna Covington	77004	
Signed	John Abdelsayed	77057	
Signed	John McBride	77035	
Signed	Mary Carol Edwards	77006	The best time to put in a network of rail lines was decades ago. The next best time is now. In the long run, it is worth the pain.
Signed	Johnny Harrison	77027	The traffic will only continue to get worse. If we would have started 30 years ago we would have a good system by now
Signed	Jose Aguilar	77006	
Signed	Kimberly Pickering	77006	
Signed	Anonymous	77006	Time's a-wasting let's get going!
Signed	Herbert Pasternak	77007	
Signed	Melissa Perez	77098	
Signed	Terry Dunn	77573	
Signed	Anonymous	77043	
Signed	Christina Oko	77035	
Signed	Isis Mejias	77007	
Signed	Erica Billings	77338	
Signed	Anonymous	77091	
Signed	Rory Ashton	77019	
Signed	Dustin Garcia	77098	
Signed	David Barry	77008	
Signed	Anonymous	77062	
Signed	laurel smith	77098	
Signed	Grace Goodson	77006	
Signed	Joel McGlasson II	77006	
Signed	Martha Skow	77019	
Signed	Tom Compson	77025	We need a convenient, reliable alternative to being stuck in traffic on 59 or surface streets between Uptown and Downtown.
Signed	Casey Schultz	77006	
Signed	Anonymous	77035	Please keep the Light Rail on Richmond and leave Westpark open for driving.
Signed	Sarah Hughes	77018	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Margaret Robinson	77006	
Signed	Anonymous	77007	
Signed	charlott card	77006	Go Rail on Richmond!!! Makes Houston a more livable city!
Signed	Anonymous	77054	More Bike lanes and rail system
Signed	gary machicek	77030	
Signed	Robert Childers	77006	I am resident/ property owner within the immediate area that would benefit from high capacity transit along the University Corridor. I fully support the designation of the University Corridor streets and Richmond Avenue as Transit Corridor Streets on Houston's major Thoroughfare plan.
Signed	Anonymous	77030	Other major US cities are leaps and bounds in front of Houston in terms of transportation options. It's time for this city to step up. This measure is a great start.
Signed	Catherine Arnold	77019	Hi, I grew up in Houston and lived here until 1998--I've recently returned from cities with excellent transit, and I'm very glad for the lightrail work here. Better transit will improve sales along those transit corridors, and create more walkable areas in the city--something that statistically, more Houstonians want. Thank you for considering designating Richmond and its adjoining University Corridor streets as Transit Corridor Streets -- I think this is a wise idea that will only make Houston a better place. As an example of such work done elsewhere, I am particularly impressed by the walkability work being done in Phoenix: http://www.theatlanticcities.com/jobs-and-economy/2013/04/phoenixs-walkability-gamble-just-might-pay/5164/ Thank you again.
Signed	Monte Large	77005	It's the necessary link to the west side.
Signed	Andrew Viola	77025	
Signed	Leisa McCord	77098	Light rail is wonderful for transit. I'm looking forward to having it expanded throughout the city.
Signed	John Rogers	77027	Make Houston a 21st Century A-Class city!

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Sara Kellner	77006	I voted for light rail and the University Rail Line in 2003 because I could see how much the city would expand in the next 20 years and that an East/West light rail thoroughfare would add significantly to the livability of Houston. 10 years later we have no rail on Richmond. I ask that the Houston City Council approve this measure to increase transit oriented development and walkability.
Signed	Joy Mullett	77080	
Signed	megan wright	77019	
Signed	Anonymous	77004	
Signed	Angela Crowe	77098	
Signed	Anonymous	77002	
Signed	Anonymous	77025	
Signed	laurel smith	77098	
Signed	Nancy Parra	77006	
Signed	Anonymous	77098	Yes, rail on richmond
Signed	Anonymous	77479	I live outside the Houston City Limits but rely upon multi-modal transportation options as I do business with clients in Houston daily.
Signed	Phillip White	77004	The expansion of viable public transit alternatives is vital to the future success of Houston as a metro area. Among the national trend of repopulating urban centers, and Houston's own revitalization of downtown, this is a necessary next-step to creating a vibrant and forward-thinking city center.
Signed	Rebecca Marvil	77007	
Signed	Anonymous	77098	
Signed	DeeDee Sanchez	11215	currently living in new york, but will be back in houston in the next year. as a new yorker for the last 3 years, i truly understand the benefit of good public transit along with great pedestrian environments. this is houston's opportunity to defy all of those stereotypes and do something that is befitting the urban center of the 4th largest city in the US.
Signed	Jeremy Ritchey	77449	
Signed	Anonymous	77030	
Signed	Marina Ouano	77459	
Signed	Ann Marie Trujillo	77336	I commute into the loop for work and greatly support the rail expansion.
Signed	Chris Schaefer	77077	
Signed	Angela Bautista	77006	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Bianca Delgado	77030	I live in the medical center and get to enjoy minimal driving thanks to the rail and my bike, I would love be able to ride the rail to school (I attend UH) as well!
Signed	Guy Purnell	77027	We need to plan to accommodate the future densification of our city. With regard to this particular corridor, Richmond Avenue is already a heavily traveled transit thoroughfare. If we wanted it to be a nature trail, we should have started planning for that in the 1950s.
Signed	Adam Socki	77063	
Signed	Anonymous	77006	
Signed	Alan Warren	77450	
Signed	travis poe	77006	we need better transportation for the increasing population and increasing population density.
Signed	Edward Sponberg	77081	
Signed	Mary Almendarez	77009	
Signed	Michelle Zingaro	77005	
Signed	Hope Sanford	77005	I currently walk or drive the mile + from my place to a rail stop whenever I go downtown or to the med ctr- I'm ALL for expanding this rail line.
Signed	Sarah Cooke	77082	I bike 20 miles on Richmond since it is the most direct route between my home and office. I am often harassed by drivers around Hillcroft and Richmond. This will make it much safer, for everyone on Richmond.
Signed	Anonymous	77006	
Signed	Anonymous	77036	
Signed	Elizabeth Spike	77098	
Signed	Lucila Haase	77006	I can't wait to make Houston a more walker friendly city. I use the rail to go downtown and to the med center.
Signed	Doug Schuler	77005	
Signed	Howard Hill	77084	
Signed	Suzanne Wheat	77019	I already use the light rail regularly to get to and from work on days I don't bike there. Cannot wait for the expansion as I used to live in SF an Boston.
Signed	Steve Stelzer	77005	Cheap at twice the price.
Signed	William Monroe	77056	This branch of the light rail will greatly magnify the value and ridership of the other branches.

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	Philip Kropf	77006	It is incredible to me that a major city, that likes to call itself "world class", still does not have, here in the 2nd decade of the 21st century, more than a few miles of public rail mass transit! Let's get on with it!!!
Signed	Sims McCutchan	77005	I prefer LRT and Pedestrian friendly areas to 10 lane streets on the University Corridor. With the increasing density in the Montrose, it will have to be one or the other- and soon. Houston needs a true alternative to the automobile before it can be called a "World Class" city.
Signed	Bill Haase	77006	
Signed	Anthony Barilla	77004	
Signed	Virginia Camfield	77006	
Signed	Kay Warhol	77098	Development is booming along the University Corridor now. We need the Transit Corridor Street designation yesterday! Let's not delay any longer to ensure a pedestrian-friendly transit corridor.
Signed	Claudette Milner	77008	Allow Houston to compete with the world class cities that offer extensive light rail and prepare the city for hosting the upcoming Super Bowl by expanding Houston's light rail!
Signed	sherri collison	77002	
Signed	Emilee Peters	77006	
Signed	Joy Goldsmith	77546	
Signed	lara taber	77005	
Signed	Huan Le	77005	
Signed	Anonymous	77035	The more rail the better. Houston is so behind the times. I use the rail already whenever I can. I always use rail everytime a visit a new city.
Signed	clint acree	77025	
Signed	Paul SoRelle	77035	
Signed	Priscilla Williams	77042	
Signed	Anonymous	77064	
Signed	G. Hudson	77979	Just do it.
Signed	Michael Higgins	77079	
Signed	Anonymous	77581	
Signed	Valerie Prilop	77009	
Signed	Andrea Greer	77009	Houston must have the University Line for our rail system to connect all segments of the city. We can do this!
Signed	Susanne Theis	77023	
Signed	Roxanne Werner	77027	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
Signed	R Sauve	77030	
Signed	Christopher Sunseri	77006	
Signed	Dale Fournier	77096	This East / West line is necessary.
Signed	Rebecca Sagastegui	77077	
Signed	Melissa Garcia	77008	
Signed	Jeffrey LaCour	77057	Don't tear up any old trees for this hapless lite rail extension. Put it on old streets that have no trees.
Signed	Rey de la Reza	77006	This transit corridor will be a very important forward step to improve the quality of life and public transportation in Houston. It is a must!
Signed	S Brelsford	77006	
Signed	Leonard Bachman	77008	Let's invest wisely in our future
Signed	William Campbell	77006	
Signed	Isabella Marcotulli	77098	
Signed	Jeremy Cross	77055	Providing as many safe transportation options as possible should be a goal of Houston as we increase in size and population.
Signed	Maria Gaztambide	77027	I live in the Afton Oaks/West Lane Place neighborhood that has been oposed to the Richmond line in the past. Please note that not all residents are oposed.
Signed	Isaac Esparza	77027	Definitely want rail on Richmond.
Signed	Peter Stone	77005	Houston should be a world class city. This is an important step in that direction
Signed	Jan Wheeler	77065	This route as Light Rail and a more walkable/bikeable route, will be a huge improvement. Another thing that Metro really needs to get on top of is making each and every transit (bus) stop be a decent one!! Houston needs At Minimum a bench on top of an impervious surface (concrete slab?) and a roof overhead big enough to cover the bench and also six feet on all sides of it to keep both sun and rain off of the waiting passengers. And it needs to be well-lit at night!! Minimum. Otherwise, why bother? Are we civilized or what?
	Denver Greene	77006	A city this size seriously needs more public transportation options, and this one connects a very active part of the city to everything else.
	dan vo	77098	More light rails = less cars = better city living.

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
	Jessica Walters	77006	Please...Houston wants to be known as a global city, but it will never ever be without reliable, plentiful public transportation. Let's fix it!
	Anonymous	77098	Do the right thing please! We only have one chance to get this right!
	Anonymous	77098	
	Anonymous	77098	
	Sean Cowan	77098	
	Patrick Kruse	77057	We need more light rail now, and commuter rail as soon as is reasonably possible.
	Anonymous	77019	
	Anonymous	77057	
	Suzan Zaghmouth	77057	I want to take the rail so I can sell my car!
	Anonymous	77025	
	Anonymous	77098	
	Young Roberts	77004	
	Anonymous	77006	
	Courtney Tardy	77030	
	Jonni Almoney	77006	
	Bree Nichols	77019	
	Anonymous	77004	We need responsible growth. Look around at all the apartment buildings and high rise residential buildings coming up now. This means more auto traffic looming. We need other transportation options today!!!
	Walter Council, II	77004	I've heard from several people that reside outside of Beltway 8 that they want rail service to their communities. However, how are you going to get a comprehensive system if you can't initially connect some of the most dense active residential, commercial/business, and educational destinations inside of the Loop. University Line will be the anchor that Houston needs for a real rail system.
	Kristen Goodwin	77024	
	Anonymous	77077	
	Abbi Antablin	77007	
	Nicole Romano	77006	
	Anonymous	77006	
	Nicole Orchard	77098	
	Matthew Johnson	77005	
	K Conant	77077	
	Anonymous	77095	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
	Dat Le	77449	
	peggy adolph	77082	
	Kirk Sowers	77006	
	Diana DuCroz	77009	
	Sarah Whiting	77005	
	Mary Whitworth	77006	
	Joe Webb	7798	This about connecting our people and our city
	John Jacob	77023	
	Andrew Sauls	77006	
	kaye patterson	77027	Please think of tomorrow's child and give rail the priority the forth largest city in the U.S. should have....TOP priority!!!
	Eric Schroeder	77027	
	Nicholas Collins	77098	We need a walkable, livable Houston with more public transit.
	Heather Sanchez	77007	
	Anonymous	77429	
	Anonymous	77026	
	Bob Schultz	77098	
	Andrew Cobb	77035	
	Fabene Welch	77002	We need more rail transit and walkable communities!
	Sheryl Kolasinski	77006	The Menil Collection strongly supports public transportation access to all of Houston's cultural institutions and looks forward to the arrival of the University line of Metro.
	Anonymous	77005	
	Judson Dunn	77027	
	Peter Brown	77006	
	William Hutz	77056	What is taking so long to implement this transit corridor that was approved many years ago?
	Charles Bornstein	77030	
	Michael Zilkha	77002	
	Christina Giannelli	77253	The increasing population density within the Loop requires an attention to parking and transportation. Mass transit and foot traffic will have to be part of this mix if it is to work. I want Houston to be a first class leading livable city.
	Mary Ward-Hecksel	77096	We need more biking/walking paths in Houston! Help us become a fitter and more Green city.
	Robert Axelson	77056	
	David Manuel	77008	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
	Brooke Farrell	77005	Developers and residents need to know what is happening in this area. Please follow through on the decisions that have already been made and implement the transit corridor. It is clear to many of us how important this will be for improved mobility and access with a growing population and increased traffic issues getting to and from downtown and galleria areas.
	Anonymous	77098	
	Anita J Dick	77035	The fourth largest city in the nation deserves a first rate transit system. Please vote to give not only Houstonians but all in our region superlative multi-modal transportation options for commuting and recreation.
	Ed Browne	77080	Having passed Chapter 42 to dramatically increase urban density for the entire incorporated area without simultaneously improving infrastructure did a great disservice to Houstonians. Now you have the opportunity to build some of that infrastructure. Please don't compound the mistake!
	Cherie Gorman	77098	
	Paul Chapman	77019	
	Elizabeth Kennedy	77098	
	Christy Hitchens	77009	Please approve this!
	Anonymous	77004	We need to begin to rely on sustainable transportation. We cannot continue to build more roads for more cars.
	Anonymous	77007	
	Anonymous	77022	
	Michael Rincon	77098	We more light rail, including the University Line. I the future more lines that connect to heavy or commuter rail. Or Houston will choke it self with traffic.
	Georgia McGlasson	77006	The huge apartment complexes going up in this neighborhood will require a much more robust transit plan if we are to avoid constant gridlock.
	Anonymous	77092	
	Anonymous	77098	Real cities need public transportation
	Lawrence Spence	77077	This is what the People want and need. Let's honor this.
	laurel smith	77098	
	Harold Farber, MD	77270	Houston needs rail transit to move into the modern age as a world class major city!

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
	Andrew Payne	77025	More trains! More walkable neighborhoods! Better urban living! Whoop!
	josetta hawthorne	77027	
	Gus George	77063	Our City is far overdue for a true Mass Transit program - Please Approve
	Anonymous	77057	
	Jose Cruz	77479	More trains, bike lanes and walkable paths please. Let's make Houston grow.
	Jose Cruz	77479	More trains, bike lanes and walkable paths please. Let's make Houston grow.
	Pedro Velasquez	77009	This will be a great positive aspect that will increase the already booming economy in Houston, and will connect people to more opportunities than they are able to get to now.
	Stephen Crawford	77007	
	Claire Hempel	78701	
	Jonathan Fountain	77098	
	Anonymous	77008	
	Anonymous	77007	
	Ruth Milburn	77043	
	Anonymous	78701	
	richard finger	77019	
	Anonymous	77006	
	Anonymous	77018	
	Anonymous	77018	
	Anonymous	77005	
	Masaru Oka	77401	We don't need Culberson and Cornyn to tell us we can't become a modern, livable city
	Scott Johnson	77007	Houston needs more rail transit and should take strong steps to support expanded rail. Please approve.
	Jacoby Scher	77096	
	Evan Michaelides	77009	We need more pedestrian-friendly, walkable spaces. That would do tremendous good for Houston.
	Matthew Moore	77018	Houston has the opportunity to create a healthy urban environment. With the recent surge in higher density projects; designations such as this will encourage small business growth and create walkable spaces.
	Kellie Buchanan	77024	I support moving the City forward to a transit and pedestrian friendly city!
	Anonymous	77258	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
	Shamsa Mangalji	77024	
	Paige Powell	77019	
	TERESA TOMKINS-WALSH	77339	
	Ken Wall	77019	
	Balaka Ghosal	77077	More public transport, more walkable the city becomes, more humane and sociable.
	Doris Lee	77005	Houston is growing in a good direction as a city - we need to pull in and keep the bright people moving in by providing good walkways and a good lifestyle!
	Elizabeth Winston Jones	77007	Please designate Richmond as a Transit Corridor Street. Houston is an amazing town lacking the amenity of effective public transit. This would go a long way toward making us amazing in every way - not to mention be an economic boon, support healthier community and keeping Houston on top of the best cities to live in, therefore drawing talent for the corporations located here.
	Greg Ralph	77008	
	Carolyn Mata	77081	
	Anonymous	77025	We need more walking and biking spaces in this city!
	Anne Baumgardner	77009	Walkable, sustainable streets are needed if Houston is going to attract professionals and compete with other major cities! We moved here because of the light rail implementation. We need more.
	Anonymous	77019	
	Anne Baumgardner	77009	
	Erik Bogle	77008	
	Lauren Vanderdys	77009	
	leilani miranda	77031	
	Campbell Faulkner	77003	Build the referendum light rail already.
	Richard Guevara	77494	
	Brandt Mannchen	77096	
	Kevin Smith	77006	We need to more forward on transit now. No more waiting. Get this done!
	LEE LOE	77098	PLEASE RE-LOCATE ANY TREES THAT MUST BE REMOVED. THERE IS A PARK AT MANDEL AND RICHMOND THAT NEEDS SOME SHADE, BY THE WAY. LEE LOE
	Alan Warren	77008	
	Anonymous	77081	
	Dan Lundeen	77006	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
	Carlos Fernandez	77008	
	Paige Polk	77005	
	JULIA GEE	77074	Need real strategic planning (not just reactive steps) for the 4th largest US City.
	andrew lubetkin	77027	This will really make a difference in the houston consciousness about mass transit
	Anonymous	77025	
	David Lippert	77038	
	Anonymous	77098	
	Grant Kennedy	77098	
	Anonymous	77007	To compete with other big cities, we need to have a real mass transit solution in place, not just buses.
	Marcela Aguirre	77057	This is vital for the economic vitality of Houston as well as for its quality of life.
	Therese Sallenbach	77382	
	JOE CHRISTOFFEL	77382	
	Wayne Goehrs	77459	
	William Conant	77077	
	Nicole heitke	77007	
	Greg Lewis	77098	
	Grace Rodriguez	77004	
	Julie Villaescusa	77007	
	Anonymous	78701	
	Anonymous	77007	
	Suzanne Staley	77098	
	Lane Williams	77098	
	Anonymous	77030	
	Anonymous	77023	
	Angelica Esteva	77042	
	Anonymous	77096	
	Del Balbin	77277	
	Ruth E. Simmons	77019	
	Brittany Therese Fox	77019	Please help Houston grow and get around in a way that benefits our quality of life!
	Malisa Janes	77098	Shepherd needs to be identified as the North/South transit corridor. AND it needs to have Metro's support and the City Planners attention .. to continue to improve Shepherd from Allen Parkway to US 59.
	David Stoner	77056	
	Ashley Evans	77006	
	Rebecca Schmidt	77098	
	George Hewitt	77005	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
	Veronica Polanco	77004	
	Dean Peniche	77098	I've been waiting for years for the University Line to be built [getting, old, old and worry that I may miss out on it. Would love to see Richmond Ave. adding Univ. Corridor streets designated as Transit Corridor Streets in the plan. Dean Peniche
	Anonymous	77021	
	Anonymous	77007	
	Loretta Davidson	77598	
	Joseph Elder	77098	
	Clare McKindley	77018	
	Steve Atchison	77339	
	Pamela Walker	77030	
	David Crossley	77006	
	Emily Merrell	77018	
	David Hoyer	77019	
	Daniel Wasserberg	77098	
	Anonymous	77007	
	Paul Schechter	77004	I strongly agree that University should be turned into a transit corridor.
	Suzanna Price	77006	
	Anonymous	33983	I am a student enrolled in Rice University's School of Architecture. Punta Gorda, Florida is my official address, but I spend a great majority of my time in Houston attending school.
	Michael Flint	77008	
	Anonymous	77098	
	Nell Warnes	77025	
	Stephen Stewart	77098	
	Roger Anderson	77047	
	Linda Brown-Tauhid	77057	
	John Long	77007	
	Anonymous	77019	My preference would have been a separate right of way along Westpark, but light rail on Richmond is better than nothing. We need something in that corridor.
	Cathy Hurst	77036	
	Anonymous	77063	
	Anonymous	77023	
	Anonymous	77005	
	MaDiana Diaz	77004	
	Anonymous	77004	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
	Edward Page	77024	
	Ken Council	77019	
	Duffy Elmer	77005	More rail for Houston!
	Marcos Everstijn	77098	
	Brian Dews	77098	Must have more rail transportation!
	Doug House	77030	
	Myles Blackwood	77098	And, while you're at it... let's do something about the Shepard Corridor....
	Anonymous	77019	I also think Westpark would have been a better location, but I guess this is the best we can get.
	Michael Burgower	77401	we need this line to be a 21 century city
	V Ballard	77098	
	James Porter	77002	
	M. C. Tompkins	77005	
	Jared Reid	77006	
	Spencer Howard	77023	
	Anonymous	77007	Houston needs Rail to be a world class city!
	Dan Walsh	77007	
	Dan Walsh	77007	
	Anonymous	77042	fast track the University Line! *also extend Red Line south along the 288 corridor into Pearland.
	Shawn Quinn	77076	I'd really like to be riding this rail line in 2016 if not sooner.
	Marshall Beyer	77077	
	Chris Hysinger	77019	
	sheldon daisley	77090	
	Ray Lopez	77036	
	Meredith Cress	77056	
	Frank Blake	77006	
	Tonya Tipton	77062	
	Paul Hadley	77004	
	Anonymous	77005	
	Luis Guajardo	77049	Congestion will never end in this area. Adding more lanes and investing heavily towards roadways just tilts the urban landscape towards cars over people. Plan for people over cars.
	Brian Malarkey	77006	
	Ivan Sue	77064	
	Lisa Bobulinski	77056	
	Anonymous	77004	
	Anonymous	77007	
	Judye Hartman	77007	

Houston Tomorrow - Petition Log for Cases 20 - 29

Petition	Name	Zip Code	Comment
	T. A. Schweitzer	77006	
	Dan Hassebroek	77009	
	Josalyn Cano	77072	I've lived in cities that have more & better public transportation than Houston, and it does make a positive difference in the communities both business aspect and citizens aspect.
	Sandra Axelrad-Boccaro	ii77025	
	Sandra Axelrad-Boccaro	ii77025	
	Alex Summerour	77007	
	Duke Fleshman	77401	
	Peter Wang	77095	We need to move people, not necessarily their vehicles.
	Jackson Myers	77006	I live just a few blocks from Richmond and I would love to see rail on Richmond. I would use it to commute downtown daily.
	Jessica Albert	77055	
	Tessa Johnston	77386	Need I remind you that as fourth largest city in the US, we ARE the largest city in the US without mass transit. Light rail is a good start. My household fully supports and rides metro trains and busses.
	Reggie Tankersley	77396	Houston is an embarrassment! My wife and I travel some and we always use the public transportation in that area. Houstonians need to get out of their **** pickup trucks and join the rest of the world...
	Jack Hall	77098	I recall attending some Metro presentations at the then Holiday Inn (now Crowne Plaza) some years ago, I gather it all fell through, thanks to senator Culbertson and the backwards folks in Afton Oaks. I looked forward to riding the rail to my job at UH main campus, and retired some months ago. I'll be dead before this improvement comes about, but I'm signing for those in the next generations.
	Charles Scudiere	77065	We need this
	Anonymous	77018	As bad as traffic is in this city, I'd welcome any public transportation where I don't have to drive my own car...
	Anonymous	77009	
	Donna Kacmar	77007	I want convenient public transportation.
	Maria Jose Pesantez	77004	
	James Bartlett	77074	
	Mary Almdarez	77009	

Houston Tomorrow - Petition Log for Cases 20 - 29

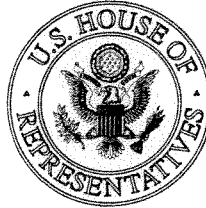
Petition	Name	Zip Code	Comment
	Jay Doty	77003	
	Phoebe Tudor	77006	
	Oliver Blanco	77023	Improvements for light rail is a must for this city, especially to the Eastwood Transit Center!
	Juven Jacob	77003	
	Tamara Price	77002	
	kristi vogt	77009	
	Anonymous	77018	We are at a critical point in the development of infrastructure in the Houston region, and our ability to move people and improve mobility for goods and services is going to be severely limited in the future - negatively impacting our economic security - if we do not start supporting mass transit. If you want Houston to fail, by all means, don't support this. But if you're looking to secure the future vitality of the region and maintain Houston as the gateway to North America, the University line is a key component.
	Victoria Herrin	77055	
	Bernadette Blanco	77023	This will help alleviate traffic congestion.
	Michael Hirsch	77007	Look what Denver accomplished with light rail in a short period of time -- great model! Just do it already!
	Travis Peiffer	77006	
	David Moga	77023	Improvements for light rail is a must for this city, especially to the Eastwood Transit Center!
	Ian Rosenberg	77004	
	Celia Segall Davis	77019	

COMMITTEE ON APPROPRIATIONS

CHAIRMAN,
SUBCOMMITTEE ON
MILITARY CONSTRUCTION,
VETERANS AFFAIRS AND
RELATED AGENCIES

VICE CHAIRMAN,
SUBCOMMITTEE ON
HOMELAND SECURITY

SUBCOMMITTEE ON COMMERCE,
JUSTICE, SCIENCE AND NASA
ASSISTANT REPUBLICAN WHIP



JOHN CULBERSON

7TH DISTRICT, TEXAS

July 18, 2013

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WASHINGTON, DC 20515-4307
202.225.2571
FAX 202.225.4381

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10000 MEMORIAL DRIVE, SUITE 620
HOUSTON, TEXAS 77024-3490
713.682.8828
FAX 713.680.8070

INTERNET:
WWW.CULBERSON.HOUSE.GOV

Planning Commission
City of Houston
Planning & Development Department
PO Box 1562
Houston, TX 77251

Dear Members of the Planning Commission:

I would like to express my strong opposition to the Major Thoroughfare and Freeway Plan Amendment submitted by the Metropolitan Transit Authority of Harris County (METRO) seeking to designate the streets along the University Corridor, including Richmond Avenue, as Transit Corridor Streets.

I have previously voiced my concerns with METRO senior management and board members about building light rail on Richmond due to a number of factors. First of all, METRO cannot afford to build rail on Richmond – especially after voters denied METRO the ability to keep more sales tax revenue on last November’s ballot. The Federal Transit Authority has concluded that METRO can only afford to build the 6-mile Southeast Line (Purple Line) and the 5.3-mile North Line (extension of the Main Street Red Line) as well as the locally-funded Harrisburg (East End Line). Furthermore, METRO representatives have assured me that they do not need the ridership from the Richmond line to support their existing rail lines.

In addition to the financial aspect, voters never approved rail on Richmond Avenue. The 2003 referendum does not list Richmond Avenue by name, nor did the accompanying map illustrate a rail line on that street. For years, I have heard from homeowners and business owners on Richmond who are concerned that METRO will build light rail on a route that was never approved by the voters and that would have an adverse affect on their property values. The facts about light rail on Richmond are simple: METRO can’t afford it, they don’t need it, and the voters never approved it.

I will continue working to protect homeowners and business owners to ensure that METRO does not build more house than taxpayers can afford.

Sincerely,

A handwritten signature in black ink that reads "John Culberson". The signature is written in a cursive style with a large loop at the end.

John Culberson
Member of Congress



ELLEN R. COHEN
Houston City Council Member, District C

Committee Assignments:

Public Safety : Vice Chair

Budget and Fiscal Affairs

Ethics, Elections and
Council Governance

Quality of Life

July 17, 2013

Dear Planning Commission,

As the Council Member representing District C, I write to you today to express my support for the proposal to amend the Major Thoroughfare and Freeway Plan (MTFP) with regards to re-designating portions of Richmond Avenue and the University Corridor, some of which are located in my district.

The amendment applications 20 - 29: University Corridor collectively seek to designate sections of Richmond Ave, Westpark Dr, and other streets that constitute METRO's proposed University Corridor as Transit Corridor Streets under the MTFP. This change from Major Thoroughfare to Transit Corridor will allow the City of Houston and METRO to plan for transit-oriented development along this corridor and provide an opportunity for the coordination of a multimodal transportation system. As a Transit Corridor, the University Corridor will have the opportunity to link employment hubs and major activity centers in Houston, increasing mobility and accessibility for my constituents. Furthermore, this designation helps to ensure that right-of-way needs are identified along the corridor.

Due to these benefits for my constituents and all Houstonians, I urge you to support the amendment to re-designate Richmond Ave. and the University Corridor as a Transit Corridor under the MTFP.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ellen R. Cohen".

Ellen R. Cohen
Houston City Council Member
District C



July 25, 2013

Mayor Annise Parker
City of Houston
annise.parker@houstontx.gov

Gilbert Garcia
METRO Board Chair
rosa.diaz@ridemetro.org

Marlene Gafrick
Director of Houston Planning & Development Department
marlene.gafrick@houstontx.gov

Mark Kilkenny
Chair of Houston Planning Commission
Care of: Marlene Gafrick

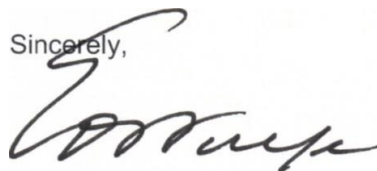
RE: Supporting Urban Transit Corridor Designation for Richmond Avenue

Members of the Houston Planning Commission:

The Main Street Coalition and the South Main Alliance support the amendments offered by METRO to designate the Richmond Ave as an Urban Transit Corridor on the Major Thoroughfare Plan. The Coalition was instrumental in developing the Urban Transit Corridor designation in the Major Thoroughfare Plan designation.

The Urban Transit Corridor designation is beneficial to high density areas served by public transportation. The critical aspect of this designation is that it affords developers more flexible property development options with less red tape. Urban develop standards support a vibrant pedestrian realm which supports multiple forms of transit use and helps the City, residents, employees, visitors and METRO get the most advantage from road and transit investments. It is important to have the Urban Transit Corridor in place as the Rebuild Houston capital program is implemented.

Again, the Main Street Coalition and the South Main Alliance strongly support METRO's proposed amendment to the City's Major Thoroughfare Plan to designate Richmond Avenue as an Urban Transit Corridor.

Sincerely,


E. D. Wulfe, Chair
Main Street Coalition

1401 Richmond Ave, Suite 270
Houston, TX 77006
713.790.1020
713.790.1088 fax
sma@southmainalliance.org
www.southmainalliance.org



Susan Young, President
South Main Alliance



PO BOX 66532, HOUSTON TX 77266-6532

July 25, 2013

CITY OF HOUSTON
Planning Commission
Attn: Amar Mohite
amar.mohite@houstontx.gov

METRO
METRO Board

**Re: Comments to METRO application
To Reclassify Streets In University Corridor as Transit Corridor Streets
2013 MAJOR THOROUGHFARE AND
FREEWAY PLAN (MFTP) AMENDMENT PROCESS**

Dear Commissioners:

As a result of recent amendments to our city's subdivision code, Houston will see a significant increase in the number of single family homes inside the city limits and multi-family developments within the urban core are already rapidly rising. This means not only more cars, but also more families in need of transportation alternatives. Most of our city streets can not easily be widened, and many are not safely accessible by bicycle or to pedestrians.

Consequently, it is essential and absolutely necessary for the City of Houston to designate Transit Corridors, where the streets can be widened, the sidewalks made more accommodating, and mass transit systems can operate efficiently to interconnect the population to/from work, to/from stores, and to/from places of recreation/entertainment.

Citizens' Transportation Coalition (CTC) suggests that Transit Corridor designation be allowed for any urban street that carries multiple or heavily used bus routes in order to facilitate more consistent service, enhance the public realm and improve pedestrian accessibility.

Allowing new development to opt into the Transit Corridor design standards is a step in a positive direction.

CTC supports METRO's application for the City of Houston to amend its MFTP to designate as a Transit Corridor those portions of Richmond Avenue, Westpark, and Cummins Streets which were the proposed alignment for the University LRT Line.

Best Regards,

Dexter R. Handy, Chair
Citizens' Transportation Coalition (CTC)
phone: 832-724-8753 email: chair@ctchouston.org, drhandy@aol.com



PO BOX 66532, HOUSTON TX 77266-6532

July 25, 2013

CTC additionally submits the following preliminary comments and caveats regarding the city planning implications for this application.

Expanding from the Transit Boulevard designation to a Transit Corridor clarifies the need for a full range of corridor facilities, business impact analyses, traffic flow analyses and parking implications, and condemnation needs including:

- **A need for updates and more detail about projected traffic and bus service.** Although the City, METRO, and contractors have done numerous studies regarding this theoretical alignment, including obtaining a 2010 FTA ROD, METRO and developers would benefit from better, updated and quantified financial and service studies, particularly since the ROD focused on rail service.
- Improved pedestrian facilities, particularly sidewalks. There is an ongoing federal court order to install ADA compliant sidewalks, and CoH planning and permitting should not grant any variances from that order, either to developers or utilities. Developers must not be allowed to infringe on this obligation thereby putting the city at legal risk.
- The need for additional ROW through condemnation by the City or by METRO and fair plans for condemnation and damage.

If the application is approved, the city must move to disclose specific plans for local roads.

- CTC sees the need to be more open about disclosures to the public and more quantitative in their announcements regarding business and residential plans in the corridor study area, and make more disclosures as to how these impacts will be addressed. These include such expected attributes as developer mixed use issues that are the city's responsibility.
- Local, non-METRO street plans and traffic and business and resident impact analysis and mitigation eg from converting streets to one way, parking benefits, and other mobility facilities must be incorporated into the city plans and conform to ordinances.

Variances should not be granted. The City must not grant variances for setback, sidewalk, lighting, flooding and drainage and parking requirements to make the corridor designation of optimal benefit to the city and fair vis a vis other streets not subject to such designation.

- Utilities must be placed off the sidewalk as a consideration for their right of condemnation.
- To avoid another costly legal challenge, and to be fair, all sidewalks along the corridor must be ADA compliant.
- Developers must not be permitted to lean on adjacent property for parking.

Special economic deals with developers must be very closely scrutinized and overseen for compliance.

- 380 Agreements should be discouraged. The city must scrutinize any plans to enter into a 380 Agreement and must monetize the benefits and impacts to the city and the corridor impact study area. No variances should be granted to 380 developers for sidewalks, flooding and drainage, pedestrian lighting, and other city required features. The city must inspect the completion of all committed work.

Condemnation and property damage should be handled with utmost fairness and disclosures regarding any city condemnation.

Entities engaging in condemnation, whether CoH or METRO, should develop a plan for business interruption payments and inverse condemnation to prevent further lawsuits and injunctions which undermine the Transit Corridor designation..



Members of the Citizens' Transportation Coalition (CTC) recognize that the public investments we make today will determine the transportation options we have tomorrow. We have identified ten principles to ensure our transportation investment builds the 21st century transportation infrastructure our state needs:

1. **Fix it first.** Before building new roads, that will themselves have to be maintained, we must restore our crumbling bridges, roadways, and transit systems. We must protect the investments we have made in existing communities.
2. **Invest scarce transportation dollars where the people are now.** 70% of all Texans live in the Texas Triangle of Houston, Dallas, Fort Worth, Austin, and San Antonio, and that's where the majority of state tax revenue is collected. Further, the Texas State Data Center estimates that 92% of population growth anticipated between 2010 and 2035 will occur in the existing metro counties. TxDOT can best serve taxpayers by focusing investment on existing activity centers – the economic engines of our state – to strengthen our economy and improve quality of life.
3. **Provide access for all.** Across the Houston region and the state, Texans want our transportation system to provide safe and affordable access to jobs and neighborhoods for all travelers. Many young people, seniors, and individuals with disabilities need safe alternatives to achieve desired mobility. One in five adult Texans cannot drive, and across Texas, more than 280,000 workers have no access to a car. We must invest in transit, bike paths, and sidewalks that provide access for all. Likewise, we must invest in transportation alternatives – including freight and passenger rail – that make efficient use of scarce resources while preserving quality of life in our communities.
4. **Design Main Street to be safe for people.** In small towns and big cities all across Texas, roadways serve the heart of local community and commerce. However, current design standards often require these roadways to be built like highways instead of functional city streets, ignoring community needs for safe access by all transportation modes. As a result of this design mismatch, Texas ranks among the worst in the nation for pedestrian roadway fatalities and injuries. Texas must rebalance roadway design standards to ensure safety and community access needs come first.
5. **Fair share from trucks.** Truck traffic is a significant cause of roadway congestion, and large trucks are the primary cause of roadway damage. Further, designing roadways bigger, wider, and stronger for trucks drives up construction costs. Increase truck permits and fees to capture a fair share of the costs caused by trucks.

6. **Invest in the advantages of freight rail.** Each rail car takes as many as three trucks off Texas highways, and one train can move one ton of cargo 436 miles on 1 gallon of fuel. Enabling more freight to move by rail will reduce congestion, improve safety on our roadways, reduce pollution, and minimize right-of-way requirements. Texas voters authorized the Freight Rail Relocation & Improvement fund in 2005 and it's time to fund it.
7. **Provide for passenger rail.** Texas must develop and modernize rail capacity, for passengers as well as freight. Commercial airline travel uses at least six times more energy than passenger rail for trips of fewer than 600 miles. National studies rank the Houston <> Dallas city-pair in the top 10 US corridors for high speed rail implementation. Rail service will improve energy efficiency, reduce pollution, and improve utilization of existing highway capacity.
8. **Support creation of livable centers.** Transportation infrastructure affects land use and health. The most cost-effective strategy for reducing congestion is to develop walkable, mixed-use communities where Texans can live closer to where they work, shop, and play. We can enable development of these "livable centers" by designing streets that are safe and convenient for walking, biking, and transit, thereby enabling travel without a car. These communities use energy more efficiently, save Texans money, support economic development, and provide excellent access for travelers despite increasing congestion.
9. **Reduce our dependence on foreign oil.** By planning our transportation system in conjunction with land use, and by utilizing the most-efficient transport modes available, we can reduce our dependence on foreign oil to help ensure our future security, economic success, and personal as well as planetary health.
10. **Increase transparency and project accountability.** Project sponsors must inextricably link project planning and public participation to make better projects. By engaging neighborhood leaders as planning partners, sponsors can build infrastructure that meets community goals and improves quality of life in our neighborhoods. At the same time, all transportation projects must meet key performance metrics, including measurable improvements in safety, air quality, and access.

About the Citizens' Transportation Coalition

The Citizens' Transportation Coalition (CTC) is an all-volunteer, grassroots advocacy organization based in Houston, with members across the 8-county Houston-Galveston region. Since 2004, CTC volunteers have worked to engage neighborhood leaders in the planning of transportation projects that affect our neighborhood.

Please visit: www.ctchouston.org

Cases 56

56-Mills Branch East Martin

Comment Log for Case 56

Case #	Name	Commentor	Support	Comment	Applicant
56	Mills Branch & East Martin	Kathleen Pennese	NA	I wanted to report my concern about you to your proposal to your road going thru . I have a family, and also animals running a business teaching children horseback riding so there is always a flow of cars in and out, it's been hard enough keeping the traffic thru to slow down there is no sidewalks or shoulders on our road plus the road floods majorly on every rain , if you do the this in I hope you put in culverts and a drainage system to keep the water from back washing from all the traffic we take pride in our house and yard to be picking up , and mowed how will this be even possible with steady traffic???	COH-PD
56	Mills Branch & East Martin	Kathleen Pennese	No	<p>You have a plan to propose a thruway road do woodland hills (Houston) to east Martin Dr. (East Montgomery county) going up Needham rd first.</p> <p>Instead of going to east martin dr, why aren't you just going down Needham rd to Ford Rd it has always been a main thru rd, while Martin dr is a subdivision, with many children that live here, animals on the road etc.</p> <p>If you do try to use Martin Dr you would:</p> <ul style="list-style-type: none"> - Have to move everyone's water meters and fire hydrants. - Move all the telephone /electric poles, move private fences in, (most have fences). - Expand driveways into driveways to turn in and put in stop signs. To slow people down. - More people live on Martin Dr. Then Needham Rd. <p>And going up Needham road would be cheaper for you to make a thru way then Martin Dr. Since you are already using half of this road already. And there are not many houses off Needham Rd after your proposes turn to Martin. So spending tax dollars wise would not be smart to go down Martin dr. Also Needham rd, does not flood, where Martin road floods so bad if you take forty feet off for your road to be put in most of the houses in high probability of flooding which would cause law suits and further problems for the city.</p> <p>I hope you review all these possibilities before you put your road thru to East Martin Dr. It will really take away the serenity of our neighborhood and make our houses with no front yards And most on this street take pride in our yards. Please don't put your road thru to East Martin. Our horses won't have enough land either.</p>	COH-PD
56	Mills Branch & East Martin	Linda Gzell	Yes	It would be good to widen E. Martin to relieve traffic from Kingwood and down Mills branch & Martin to Mills Branch	Montgomery County

Comment Log for Case 56

Case #	Name	Commentor	Support	Comment	Applicant
56	Mills Branch & East Martin	Dianne Williams Blanchard	No	I don't want E. Martin to be widened. I don't want it to impact For Road either.	Montgomery County
56	Mills Branch & East Martin	Melvin & Martha Dodson	No	<p>We received the proposal for the widening of E. Martin and Needham Road. We reside at 24742 Needham Road, Porter, Texas 77365. We own approximately 1-1/2 acre tract.</p> <p>We have lived here since February, 1995 and have concerns about this proposal which if passed will increase traffic on Needham Road, pedestrian as well as automobile traffic. We would loose a portion of the property across our front property line.</p> <p>My husband and I are both retired. He has COPD, but we enjoy sitting outside when the weather permits but have concerns if the traffic increases that the automobile fumes would not allow us to enjoy our home.</p> <p>We are concerned that any changes made in this area would cause flooding. It's a scary thought since we lost our previous home we owned for 25 years in October, 1994, when the flood gates of Lake Conroe flooded the San Jacinto River area and we had 4 foot of water in our home which ruined everything.</p>	Montgomery County
56	Mills Branch & East Martin	John & Peggy Darsey	No	<ul style="list-style-type: none"> • We do not live in Kingwood and do not want any part of Kingwood or the traffic that comes from Mills Branch. We would like to be left out of any planning as far as widening the road. • We will lose most of our front yard. • We are a small subdivision and have enough traffic on East Martin. • This is a low laying area and we flood when it rains. If you widen East Martin, it will push the water into our homes. 	Montgomery County

Amar Mohite and To whom else it may concern,

I would first like to begin by introducing myself. Our name is Mr. & Mrs. Michael Allen, my wife, and I reside at 24714 Needham Road in Porter Texas. Our home is located on the corner of Needham and East Martin. We purchased this property many years ago because the serenity, peacefulness and acreage that this property offered, we never expected to have thoroughfares running through our neighborhood. Our community is a very alluring place to live because of the fact that it is tucked away from the hustle and bustle of the busy thoroughfares that surround us, that is one of the main reasons we purchased this property! Also being here allows us to be very close to work (especially with these gas prices these days, I fear it only to get worse) and when having a high stress job it's nice to have a peaceful home to come back to, another reason for buying here. There are many reasons why your proposal raises many concerns not only for me, but many of my neighbors as well.

My first concern would be the loss of portions of my property. Considering the fact that your proposal not only affects East Martin but Needham as well, you can understand that with my home being located on the corner I will be more affected than anyone else. Not only will I lose square footage in the front of my home I will lose it down the side as well. My property is completely fenced in with a cyclone fence and it would be costly for the city to remove and replace the fences for not only us but many others as well. Another concern is that I will lose many of my trees that are on my property. As you can understand such a loss of shade trees would not only be very costly but would take decades to replenish. We have existing buildings we have added on the property, we also have an organic garden as well as many other flower gardens we have put a lot of time, effort and money into these gardens and we would sorely miss them if they were destroyed &/or changed forever because of the proposed throughway, if your proposals are followed through.

Another concern that I have is that the integrity of my neighborhood would be affected by this proposed thoroughfare. I purchased this property because of the peace and serenity, etc., that it offered. One of the benefits of living in a small neighborhood is the sense of security and privacy that it offers its tenants. We have raised our kids here, they come back enjoy and have fond memories of the place. Now the grandchildren come to enjoy the peacefulness and joy of living out of the city life here in this neighborhood. When I ask the grandkids what they like about our place they say everything, I fear that with the approval of this proposal that peace, security, and privacy we have grown to love would be jeopardized. My neighbors at the end of E. Martin (& Needham) have been living here for 50 yrs., we have been here almost 30 yrs., and other close neighbors for many years also, plus a lot of family homes on this corner area would be affected too. At this time we could if we want to sleep with our windows open at night most of the year (just maybe not this time of year due to the heat), we can have our doors open for fresh air, and we could leave our cars unlocked, etc.etc., that would be all gone if this proposal happens. There are also many children and pets that live and play in this neighborhood and their safety would be very questionable with such a large increase in traffic this proposal brings. With the increased traffic that it will bring numerous undesirable persons into our community. With them will bring an increase in crime including but not limited to vandalism, theft, destruction, and lower value of properties. As you can see this will highly affect our quality of life in this neighborhood. We are sorry,

have only limited neighborhood traffic and would like to keep it that way. Putting Kingwoods and others traffic down our quite little streets would be unwelcoming.

Another question that arises is the possibility of flooding. If this thoroughfare is put into our community is there a larger threat that flooding will occur. Although we have been fortunate enough to never had water enter our house due to flooding, there has been severe flooding in our neighborhood in the past, we have had water up into our yards and across Needham and other side streets in the past. It really concerns me that when we are threatened by a big storm that our home will be flooded. New waterlines and fire hydrants have been put in on Needham Rd. being more costly for the city to move also.

It is my opinion, as well as my neighbors that the thoroughfare proposal, if passed would drastically affect the lives of not only us, but the people in our neighborhood as well. This area would be changed/affected/and some eliminated forever. I understand that due to the growth of our area that something must be done to accommodate such growth. However I implore you to evaluate the possibilities of this proposal and find a better way to accommodate the needs of everyone involved. The original Mills Branch thoroughfare was a straight shot for I-59 access, it has open land and would affect less homes and people involved for the East/West thoroughfare plan, and possibly continue the Woodlands Hills connection in the area cleared already at the end of Mace, pipeline areas etc., to 1314/Ford Road for your North/South thoroughfare instead of through our subdivision. We are willing to put together a petition and have signed if this would help to changed this proposal at all.

Lastly, we in this area feel like it was a little short notice for us to be informed about these proposals. The fact that these letters were dated June 10 2013, but the postage date on the envelopes was June 27th or later, some of us not receiving the information until the day before or even after the open house meeting. With such a short notice, some folks are on vacation, or out of town with kids because out of school at this time of year, not giving people a chance to make your Houston meetings to voice our opinions at all, maybe that was the idea so to have less protesting this proposal. Talking with other neighbors some were even sent different map pictures, not even showing the same information, so not thinking it was going to affect them, much to their surprise when they saw my map in my letter.

So in ending this I implore of you to preserve our tranquil and peaceful neighborhood, for us and our families to continue to enjoy and live our lives. I realize growth is happening everywhere and has to go somewhere, just please not down quiet neighborhood streets and roads. It will devastate so many families. I really hope that you take into consideration all of the turmoil and devastation that these changes will bring to our peaceful community. Thank you for your consideration and time.

Sincerely the Allens

2013-56

(nmallens@hotmail.com)