

2023 MTFP Amendment Public Comments

| Comment No. | Name | Proposed Amendment | MTFP Amendment Street Name | Position | Comments |
|-------------|--|------------------------|--|--|--|
| 1 | Eugene Feronti | E. | Inner Katy Corridor (TCS) | For - Support <i>(Online Comment Form)</i> | Great start! Let's get more BRT (or even better, more light rail) and get folks out of their cars. Also, let's make sure that we don't let TxDOT railroad us with more concrete and environmentally and aesthetically disastrous expansion of the Katy Freeway. |
| 2 | Beverly Ryan Caten | G. WITHDRAWN | Fairview Drive | Against - Do not support <i>(Phone Call)</i> | Original homeowner since 1994, listed as Beverly Ryan. Bought the home as part of the Executive Series. The Executive Series homes were more expensive than the Imperial Oaks Division. Please move the alignment behind the warehouse. |
| 3 | Alan Isaachsen | E. | Inner Katy Corridor (TCS) | For - Support <i>(Email)</i> | Please give my thanks to Amma for an excellent presentation and explanation on the Inner Katy MetroRapid project last night! We are circulating a summary in our neighborhood groups. She was very clear and firm and managed the session and participants well. Please keep me on the list for any further updates that may be available. |
| 4 | Sherry Louise Linville | B. | Wilcrest Drive | For - Support <i>(Open House Virtual Meeting - Verbal Comment)</i> | I'm thinking about that meeting next month. I know it is going to be virtual, but it is also in person. I think we should go to the meeting in person so we can give our testimonies about the wrecks and crashes that have been occurring on Wilcrest for many, many, many years. I think we should go in-person. How many people received this information? (Answer: 315). The more people that live here that have experienced all these crashes; their voice is very important. Not just you and me, but lots of folks. You know there's been several crashes to houses and fences across the street. I know, seems pretty obvious to us, because I have lived here since 1997. So, you have experienced the crashes to the pool fences, we've just had two. A crash in September and a crash in January to the brand-new rod-iron fence and then we have had them crash into the chain link fence before and we have had house crashes too, lots of those. Well, my other concern about stop signs is people running them. We have drivers that run stop signs and they run red lights – so to me the best solution is the speed bumps, but that may be an issue for METRO. My name is Sherry Louise Linville, I live at 9004 Wilcrest, and I have lived here since 1997, and I have witnessed many, many accidents due to the speeders on Wilcrest. My email is On Saturday, I noticed a Center Point light pole on the ground – you know how big and tall they are. It was on the ground in front of 9202 Wilcrest, so you know as well as I do that the pole landed on the ground because somebody in a car hit it. That vehicle actually took it out of the ground with such force, so I called 311 and they forwarded me to CenterPoint. I was shocked that CenterPoint came so fast, but that is just another example of people driving fast on Wilcrest and hitting the pole, uprooted it. It didn't fall in the street, it fell on the ground, the sidewalk, and the grass. That light pole could have killed somebody if it had fallen on someone's house. Just another example of the things that get hit around here because of these speeders and people under the influence. Most of the people that hit our properties and things... They flee after the vehicle stops and they realize that they are trouble, and they run away. No one stays and confronts the police or goes to jail or anything like that. Because you know the car is probably registered to them, how are they really going to get away? They just don't face the music at that moment. We got our money from the second crash into the pool fence, for the damage incurred. We got paid for that one, but not the first one – which was the most expensive. We never got anything from that one. |
| 5 | Andy Perry | C. | Franz Road | N/A <i>(Didn't Explicitly Specify)</i> Open House Virtual Meeting - Verbal Comment | I'm Andy Perry, I am the director of Houston Executive Airport, and the owner asked me to check on these meetings. We have no issues with the realignment. His concern was to make sure that we didn't show any roads past 2855 on our property. Just because the runway goes north and south. Just making sure that I have this in the public comment, that you guys know that the airport is there, and Waller County absolutely knows too. It can't go further west than 2855. That is all I have; it actually makes sense but no concerns here for that. (The applicant responded that it would not go pass 2855 on their property) Yep, I figured as much, but just needed it in public. I appreciate it. Good luck. |
| 6 | Ankur Desai | I. | Anagnost Road and East Anderson Road | Against - Do not support <i>(Online Comment Form)</i> | This will go right through the middle of our property. Windrose and their client has not made any effort to work with property owners. |
| 7 | Victoria / Felicia <i>(Sisters, Last Name not specified)</i> | D. | Baptist Encampment Road / Unnamed Major Thoroughfare | For - Support <i>(Open House Virtual Meeting - Comment from Chat and Verbal Comment)</i> | One supportive Resident joined this chat; Victoria; and her sister Felicia. Paige plans to reach out to them, especially Victoria since she was accessed by phone and could not see visuals. She wanted to clarify that there would not be a bridge that was going to be placed there. (Answer: That is what we are requesting). |

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| 8 | Victoria / Felicia (Sisters, Last Name not specified) | D. | Baptist Encampment Road / Unnamed Major Thoroughfare | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | So, I know that on the first in the first room, the guy said that the last public questions will be submitted by July the 7th. Is that correct? (Answer: Correct). And so any questions that we have after that there it does, it won't matter. (Answer: Not Quite. What happens is staff collects all the public comments by that date, in time to catalog them, get them prepared for the Planning Commission to see all the comments, group them, etcetera. So then all the advanced comments will be considered and anything in writing will be presented to the Planning Commission. After that, you're welcome to attend the Planning Commission meeting either in-person or virtually. You can sign up to be a speaker there. You can also voice comments there). OK. And then when it comes down to an actual decision being made on what to do, will that happen on planning day? (Answer: What will happen next the Recommendation or the Action Meeting is when the Planning Commission will consider the recommendations and make a formal action is on September 21st at 1:00 o'clock in the afternoon. Before that, there will be a Public Hearing meeting July 27th at 1:00 o'clock, and that's what time the comments are asked before that meeting. So again, so they can be packaged and presented to the Planning Commission - you're welcome to attend both of those meetings, either of those meetings or none of those meetings. It's completely up to you). Yes, now I have a another question just in the event that, everything goes back to the planning meeting, is there any reason why they would not take it off of the Major Thoroughfare project planning? (Answer: Yes, that's a good question- We never say never. What will happen by the recommendation meeting on the 21st, staff will make a recommendation to the Planning Commission about what Staff's research has found. What you can do is you can call the transportation team, maybe right before September 21st and find out what their recommendation is. And then you know, you know what staff is going to ask the Commission to do. The reality is the Commission can make whatever action they choose. They usually are very open to hearing what staff has to say, but also what the public has to say, in your particular case where you don't want those bridges. What I'm hearing is that you are in support of this proposal to remove Baptist Encampment Rd. from the Major Thoroughfare plan, and so since that's what you want, you might even choose to write a letter saying I support this recommendation to remove the roads, as I live in the area or whatever you want to say and you can e-mail it to our office so that those comments are part of the record. That's because you don't want - these roads to be built, and you don't want the bridges to go in). Correct, correct. |
| 9 | Brad Richards | E. | Inner Katy Corridor (TCS) | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | It's Brad Richards. I'm a property owner along the proposed route, but what I can't tell from your map is whether or not this transit corridor is going to be expanding effectively the Katy Freeway Road work because that's what I thought I read in the in the write up and so the question is how that would affect neighboring landowners? (Answer: We are operating within the state ROW within the TxDOT I-10 Freeway Corridor - that is where the proposed alignment will be. There are 3 major stations within that corridor within the City ROW, at Memorial Park, Shepherd Durham, and Studemont, so we will not take any private property as a result of this project). And if I could follow up, so is the intention at this point at where I am located the Katy Freeway is actually down lower than the area to the South. I'm on the South side of the freeway. So was the idea that this would be an elevated like is done over in the Uptown area? (Answer: Yes, it would be elevated all the way out of the Northwest Transit Center until it touches Downtown, where it would operate on-street along Capitol, and Rusk. Would there be noise abatement if that is creating additional noise to the neighbors? (Answer: We have identified some areas that may have potential noise impacts and we have identified some mitigation treatments for the guideway to mitigate the noise). Where would that information be available? We have shared that information with some of the Super Neighborhoods. Is there a way for a property owner to obtain that information? (Answer: Absolutely, please drop your name in the chat and we will connect you. |
| 10 | Dennis Donovan | E. | Inner Katy Corridor (TCS) | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | I'm Dennis Donovan, also a homeowner along the proposed route. I haven't seen anything published on a potential timeline should this get approved. When would construction begin? (Answer: We have received Federal Transit Administration approval on the environmental work. We are still working with TxDOT on the design - we will operate within TxDOT ROW. We are working with TxDOT, planning to have design and construction plans in 2025, and expectation for service to open in late 2027). |

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| 11 | Darrell Hiney | E. | Inner Katy Corridor (TCS) | Against - Do not support (Open House Virtual Meeting - Verbal Comment) | Hi, my name is Darrell Hiney and I own property along the I-10 corridor in the South of the State Hwy. departments right of way. It's my understanding that the properties on the South side of I-10 are going to be, taken by METRO. And so the question that one gentleman asked is what's the plan time, and if this is the case, it certainly does hamper the ability for our property owner to try and sell its property. We need more specific information about how our personal properties are going to be impacted. (Answer: So, let me reiterate that we are not taking any private property. We are operating the guideway, within the state ROW, which is the I-10 corridor, in the main lanes in the frontage road, we are not taking any private property). I'm sorry , but that is not the letter I received, we received a letter stating that properties would be taken on the south side of I-10. (Answer: We are not taking any private property. I am the project manager and I can assure you that we are not taking any private property). I'll take your word for it. There are no contiguous feeder roads From Washington Ave. to TC Jester Blvd., and there's a railroad track crossing there. What does the state highway department or METRO plan to do about that? (Answer: We are going to be elevated above the railroads at those particular locations, that coordination is going on right now). Am I to assume that you are going to put your METRO raised roadway on TxDOT property? (Yes, we are working within the TxDOT foot print) But they haven't agreed to it yet, have they? (Answer: We are working in coordination and toward an agreement). |
| 12 | Sarah (Last name not specified) | E. | Inner Katy Corridor (TCS) | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | My name is Sarah, I was noticing some of the briefings that you have online, you are looking to add some additional flyovers when I-10 turns into I-45 and some additional lanes while that might be public land and property that would bring it closer to the property that that we own. So, I just am wondering if you can share more specifics on the plans for additional builds and then adding to the conversation or the comment that was earlier about the noise abatements? I'm concerned about the elevated noise if that freeway were to come closer. (Answer: That property you are talking about is the North Houston Highway Improvement Project (NHHIP), that is a TxDOT project, so I will refer you to them - we are operating within the state ROW and we will not impact any private property). Can you share the plans for what you're planning to do with the public property and the noise impact there and the visibility of it? (Answer: Yes, if you can drop your information into the chat we can share with you some of the detail drawings). Is it competing for space with the TxDOT project, impacted long term (Answer: It is a constrained corridor, but we have made some advancements in regards to how the Bus Rapid Transit (BRT) will travel along the main road). Are we competing for space with other TxDOT projects? (Answer: I do not believe so, we have done some initial preliminary work that accommodates all the projects within the corridor, current and future). |
| 13 | Dennis Donovan | E. | Inner Katy Corridor (TCS) | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | In terms of the elevation, how high above the existing feeder will the structure be? (Answer: We are still in conceptual design at this point and I cannot speak to the design of the structure - we are coordinating those design elements with TxDOT. AT this point I cannot speak to the design of the structure, but we can share information with you once we coordinate with TxDOT), Would the existing abatement wall be removed and rebuilt with a taller structure? (Answer: I am not certain about noise abatement or the location of that wall, as it relates to our project. What I can tell you is that we have considered noise treatment as part of our guideway to reduce the noise impact as a result of this project). Will it be one lane in each direction for the busses? (Answer: Yes) And would that be closer to the freeway over the over the feeder rd., or would it be closer to the properties? (Answer: It will be in between the main lanes and the frontage road. We have a video of that alignment on our webpage at Ride Metro/Inner Katy if you are interested it is still very conceptual, but it gives you an idea of how we travel along that corridor). |
| 14 | No name provided | E. | Inner Katy Corridor (TCS) | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | Question on how to comment on this, do we just use the comment form? Are all the comments going to be entered through the City's comment process? Will the comments be filtered through to the MTFP, or project in general? (Answer: We will have two meetings, you can speak at two meetings, let me get the dates for you - this is an informational meeting so you can prepare for the commission - Our Public Hearing is July 27th at 1pm and the Action meeting - July 21st). I see the comment form online and it has a date on it, so how are we doing that is the process the same? (Answer: Yes, we are transcribing comments today, and you can comment, here, online, in-person, you can call us and we will write your comment down, you can send us an email and we will put it in a form, and group it based upon your comment. We want to make sure that everyone's voice is heard). |
| 15 | No name provided | E. | Inner Katy Corridor (TCS) | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | Is the project actually approved by the feds at this point? (Answer: Yes, we have environmental approval from the Federal Transit Administration and our next steps are advance design and construction). When did you get environmental approval? (Answer: We received approval in January of this year). When do you expect to start construction? (Answer: Sometime in 2025). |

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| 16 | John Dyring | G. WITHDRAWN | Fairview Drive / Unknown Corridor | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | I have a quick question. You said that's Fairview Dr., but it looks like it's going to run into 4th St., why would they rename? Would they rename it Forestry afterward or anything like that? (Answer: Fairview Drive is how it is listed in Montgomery County. The City of Houston doesn't have a name for it). The last time we went through this, it went north all the way to Robinson Rd. What's the, why did they stop that, or what was it? Do you have any idea what the reasoning for that was? (Answer: The previous amendment was downgrading the corridor, to make sure both Montgomery County and City of Houston maps were consistent, but our request is specifically for the subject tract that we are showing). Do you know the owners of these properties (Answer: Yes). Okay, because DOW owns near that property right behind the houses there. Because it was contaminated underneath the properties. Is there another meeting coming up on this too? like July. (Answer: Yes). What more information will you have at that time? (Answer: City staff will coordinate with interagency, Montgomery County, and address those concerns and from neighboring residents). Okay, will Montgomery County ever be a part of those meetings? (Answer: I will defer to the Planning Dept., but I would assume so). |
| 17 | Richard Bedingfield | G. WITHDRAWN | Fairview Drive / Unknown Corridor | Against - Do not support (Open House Virtual Meeting - Verbal Comment) | Okay, is this meeting for the basic realignment, what is this meeting for? So the section of Forestry Drive that is a private street, how is that going to be addressed? (Answer: Dictated by Montgomery County, not sure how Montgomery County will go about process - that portion is not in our request to realign- You may want to speak to Montgomery County Commissioners, precinct 3). Yeah, is now the time to go on record for opposing this road? (Answer: Yes). I'm going to go on record as opposing. This is going to drive property values down for those houses and Imperial Oaks there. This road goes all the way through. Is the property owner, is it a commercial development, houses? (Answer: For the most part it is still preliminary, but mostly commercial). |
| 18 | Theodore Andrews (Tax Increment Reinvestment Zone (TIRZ), and Redevelopment Authority) | I. | Anagnost Road and East Anderson Road | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | I represent the Hiram Clarke, Fort Bend Redevelopment Authority, TIRZ #25, and we were looking at a planning stage of connecting Kirby Drive on the north at Almeda-Genoa Rd., to the Kirby Dr., on the South at Beltway 8. And this would be the connection along Anagnost Rd. My concern is the environmental impact to the community if there has been a impact statement for moving the road to the west, or whether an impact statement is required regarding moving the road to the west. (Answer: Clarifications - the Road right now currently does not exist fully, so there are portions of Anagnost Rd., near Almeda-Genoa Rd., which are built and there is a shorter portion to the south near Fellows Rd., and Beltway 8, which is currently constructed, but this proposal is basically to realign the proposed alignment. Most of the road is actually not constructed, this amendment is to move the proposed alignment to the west). Follow up: The map is not clear if the proposed version goes through the Mobile Home Park or right next to the Mobile Home Park. (Answer: Yes, the current proposed alignment is shown going through the southeast portion of the mobile home park, as well as a few other properties that are adjacent to the Casco Landfill). This proposal also I think that we would benefit or at least in my opinion the TIRZ would benefit from further discussion during the public comment period. If you all are interested in maybe meeting or talking or getting together, we'd certainly like to do that. The TIRZ 25 and Five Corners operate together under a Tri Party agreement with TIRZ 9. TIRZ 25 is a city created entity and Five Corners is a management district created by the state. But we certainly operate together and if it's OK with you we would like to include them in some of our discussions so that we have other public input into what's going on and be able to share information with other members of our community. |
| 19 | Christopher Browne (EHRA) | I. | Anagnost Road and East Anderson Road | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | It seems to me that the center line radius requirement, as written in Chapter 42 is a real deterrent to providing an alignment that could benefit everybody in a more, amenable way. I'm wondering if there's any mechanism that would allow the department to make a recommendation to the Planning Commission for reduction in the center line radius so as to help out the existing neighborhoods. Is that at all a possibility? Have we ever done that before in in previous alignment applications? (Answer: Will check with Interagency feedback and get back with you). |
| 20 | Kamal Rashid (Tax Increment Reinvestment Zone (TIRZ), and Redevelopment Authority) | I. | Anagnost Road and East Anderson Road | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | As a part of the abandonment, the reworking of the road around the landfill, will that process start to acquire the land, going around the landfill. Answer: No, at this time, just with this proposed amendment, the realignment would not involve acquiring any land at this point). First question, so the area where the road is in the landfill owners property, as a part of this, will the landfill owners go ahead and dedicate that area for the right-of-way (Answer: No timeline for construction - we don't have a timeline at this point), and 2nd question, what would happen in the existing mobile home development towards the north where it is already developed and so there is no foreseeable change to replat that? (Answer: If Mobile Home Park, stays as it is, nothing would happen. We would not force them to remove the mobile home park to construct the roadway, but for example 20 years later, the mobile homes no longer exist for whatever reason... the roadway would be constructed when the land is developed). |

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| 21 | Richard Smith (City of Houston - Houston Public Works) | I. | Anagnost Road and East Anderson Road | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | Responding to Chris Browne with EHRA - If it is in the City, as long as you meet the Infrastructure Design Manual (IDM) constraints you may be allowed to move forward with that if you are meeting within the IDM parameters you could be able to do it. If you are proposing something that like this, you know it requires a tighter radius. You're going to have to show how that works for If I'm, you know, sitting in the Commission listening to this, If you can't show that a tighter radius works and that you could meet our design standards, then there would be no reason for it to even be on the amendment process. That's something that you have to show, for us to support it as it relates to the City of Houston. |
| 22 | Ram Garg | I. | Anagnost Road and East Anderson Road | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Comment from Chat) | Can this portion of Kirby (Anagnost) be moved from 1415 Almeda to land in-between 1429 and 1515? (Answer: Will take a look at that - please leave your information in the chat. I believe I may have it, but if you can leave it for the record we can get, we can get an answer back to you. Anything that falls, I can't say outside of you know maybe to the north of Almeda-Genoa Rd., or wherever the alignment is on the north side is not included in this proposed amendment but if there are possible future amendments. Will investigate and get back to you). |
| 23 | Ram Garg | I. | Anagnost Road and East Anderson Road | N/A (Didn't Explicitly Specify) Open House Virtual Meeting - Verbal Comment) | How do I develop the property because I will not get any anything done over here, if my front is only 200' wide. And this road is 125' and then I leave another 25' for the Major Thoroughfare. So I'm not left with anything over here. So if it is moved in between the land after the 1429 between the land, there's land already, vacant land. If you can go straight from here all the way down and then connect to the Anagnost, and that might be protect all the properties. Or it can go in the middle of the UH 1415, and 1429 somewhere. We can both have 50' or 60' each, and then it will leave enough land for both of us to develop. (Answer: Yes, I hear you, but right now today, the proposed amendment, the focus for the amendment is south of Almeda-Genoa Rd). |
| **** | **** | A | Greens Road | No Comments | N/A |
| **** | **** | F. | Cypresswood Drive | No Comments | N/A |
| **** | **** | H. | Via Dora Drive | No Comments | N/A |
| **** | **** | J. | Burke Road | No Comments | N/A |